planning transport design environment infrastructure

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Appendix 4.1: Transport Assessment Part 1

Wheelabrator Kemsley (K3 Generating Station) and Wheelabrator Kemsley North (WKN) Waste to Energy Facility DCO

PINS ref: EN010083

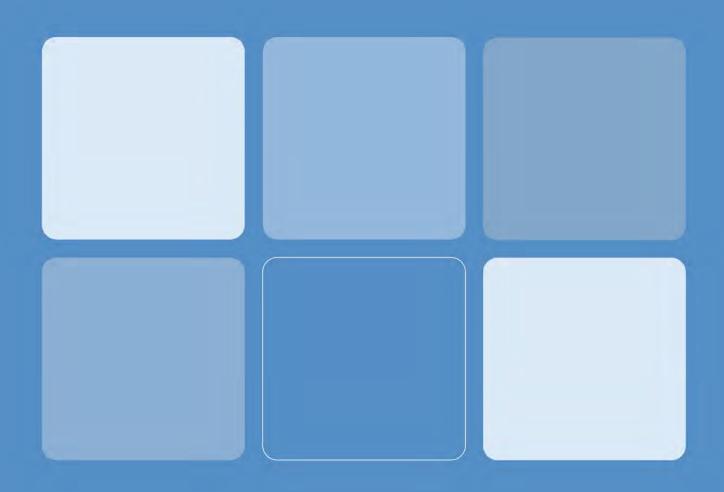
September 2019 -Submission Version





WHEELABRATOR KEMSLEY
GENERATING STATION (K3)
AND WHEELABRATOR
KEMSLEY NORTH (WKN)
WASTE TO ENERGY FACILITY
DCO

TRANSPORT ASSESSMENT





WHEELABRATOR KEMSLEY GENERATING STATION (K3) AND WHEELABRATOR KEMSLEY NORTH (WKN) WASTE TO ENERGY FACILITY DCO

TRANSPORT ASSESSMENT

10 September 2019

Our Ref: DA/AMW/CM/adf/lb/sjs/JNY9290-03G

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1 INTRODUCTION

Context

- 1.1 Planning permission for K3, a waste to energy facility with a generating capacity of 49.9MW and an annual tonnage throughput of 550,000 tonnes of waste, was granted Planning Permission by Kent County Council on the 6th March 2012. A number of material and non-material amendments have been made to that original consent since then.
- 1.2 All construction related planning conditions have been discharged and construction of K3 began in 2016, with the facility expected to be fully operational to its consented generating capacity (49.9MW) and tonnage throughput (550,000 tonnes) by late 2019.
- 1.3 The applicant has identified that K3 would be capable of processing an additional 107,000 tonnes of waste per annum and, without any change to the external layout or design, generate an additional 25.1MW of electricity.
- However, in order for the K3 project to be properly categorised and consented under the Planning Act 2008 the applicant is required to seek consent for the construction of K3 at its total generating capacity of 75MW (49.9MW consented + 25.1MW upgrade) together with its proposed tonnage throughput of 657,000 tonnes per annum (550,000 consented + 107,000 tonnage increase) ("the K3 Proposed Development").
- 1.5 The practical effect of the DCO being sought would therefore allow K3 as consented and currently being built to operate to an upgraded power generation level of 75MW (an additional 25.1MW) and to process 657,000 tonnes of waste per annum (an additional 107,000 tonnes) above and beyond that permitted under its existing planning permission. The practical effect of the consent sought would not result in any additional external physical changes to K3 as permitted and the layout and appearance of the facility will remain as per its consented design.
- Development Consent is also being sought for a proposed new waste-to-energy facility, which would be a single 125MWth line facility capable of processing 390,000 tonnes of waste per annum, with a generating capacity of 42MW ("the WKN Proposed Development"). The WKN Proposed Development is not an NSIP as its generating capacity is below 50MW. Instead WTI made a formal application on the 1st June 2018 to the SoS under Section 35 of the Planning Act 2008 for a direction as to whether the WKN Proposed Development together with any matters associated with it can be treated as development for which Development Consent is required. The SoS issued his direction on the 27th June 2018 confirming that WKN is to be treated as development for which Development Consent is required, as it is nationally significant when considered with other projects in the same field, there are clear benefits to the K3 and WKN Proposed Developments being assessed comprehensively through the same DCO process and the removal of the need for separate consents to be sought.
- 1.7 The K3 and WKN Proposed Developments will therefore be consented via a single DCO sought under a single application to the SoS via PINS.

- The Applicant is seeking to secure consent under the Planning Act 2008 for the project and is undertaking an Environmental Impact Assessment (EIA), including a Transport Assessment (TA) to ensure all the environmental effects of the development are assessed in a formal EIA compliant with the EIA regulations.
- 1.9 A Draft Travel Plan and a Draft Construction Traffic Management Plan have also been prepared to support the application and form Appendices 4.2 and 4.3 of the Environmental Statement respectively.
- 1.10 Of relevance to this application, Kent County Council (KCC) stated, in response to the Draft Environmental Statement submitted for the Kemsley Paper Mill (K4) CHP Plant DCO application, with reference to HGV movements:

"the principle of up to eight movements in a peak hour is unlikely to have a significant impact."

1.11 Also, of relevance to this application, the Transport Assessment that was submitted in support of the North West Sittingbourne development (Planning Ref: 18/502190/EIHYB) states:

"SW/10/0444 Kemsley Paper Mill – A review of the 2010 ES shows only a modest level of traffic generation from the proposed Kemsley Mill development during the morning and evening peak hours. It has been considered reasonable to assume that the background traffic growth factors make an allowance for this."

This statement appears to have been accepted by KCC as a reasonable assumption as it appears in both the original and the amended Transport Assessments. The TA that supported the K3 Town and Country Planning in 2010 assessed the generation of 258 HGV daily two-way HGV movements and 46 daily two-way staff movements of which 22 HGV and 6 staff movements passed through the Grovehurst junction in both peak hours.

Scope of the Transport Assessment

- 1.13 This TA has been prepared in accordance with discussions with and comments received from Highway Officers at KCC and Highways England (HE) as part of the EIA to provide information on transport related matters and highway network assessments.
- 1.14 It has been prepared in accordance with the National Policy Statements for Energy Infrastructure (NPSs), published by the Department of Energy and Climate Change in 2011, the Department of Communities and Local Government publications 'National Planning Policy Framework', 2018, and 'Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking', 2014, the Department for Transport publication Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development, 2013, and Guidance on Transport Assessments and Travel Plans, published by Kent County Council in 2008.
- 1.15 The TA considers the traffic and transport effects associated with the construction, operation and decommissioning of the K3 Proposed Development and the construction, operation and decommissioning of the WKN Proposed Development.

- 1.16 Section 2 of the TA sets out the existing situation and assesses the local and strategic highway network, road safety, facilities for pedestrians and cyclists, public transport facilities and existing traffic flows. Section 3 provides full details of the proposals, whilst an assessment is made against current and local policies in respect to transport in Section 4.
- 1.17 Future year traffic flows are set out in Section 5 and details of likely trip generation, distribution, assignment and modal share of trips is set out in Section 6. An assessment of the likely transport impact is set out in Sections 7 12 with a Sensitivity Test at Section 13. The impact is examined in Section 14.
- 1.18 A summary is provided in Section 15 along with the conclusion that there are no transport or highway related reasons for not granting consent to the project.

2 EXISTING SITUATION

Site Location

- 2.1 The K3 Site is located on land immediately to the east of Kemsley Paper Mill (KPM), located to the east of Kemsley, a residential suburb in the north of Sittingbourne in Kent as shown in **Figure 1**.
- 2.2 The WKN Site is located immediately north and adjacent of the K3 Site which is currently under construction as shown in **Figure 1**.
- 2.3 Both Sites are accessed from the existing northern access which forms the southern arm of a three-arm roundabout on Barge Way; the roundabout has been constructed to have four arms, but the north-western arm is not operational.

Highway Network

- 2.4 The Sites are located approximately 3km north-east of Sittingbourne and approximately 2km east of the A249.
- 2.5 Barge Way is a 7.3m wide single carriageway road with street lighting; it is subject to a 40-mph speed restriction and there are no parking restrictions.
- 2.6 To the north, Barge Way accesses Ridham Docks and to the west it forms the eastern arm of a four-arm roundabout with Fleet End which provides access to a Morrison's distribution centre. Barge Way continues south from this roundabout to form the northern arm of the three-arm roundabout with Swale Way which again has been designed to be a 4-arm roundabout.
- 2.7 Swale Way forms part of the Sittingbourne Northern Perimeter Road, linking the A249 to the Eurolink Industrial Estate with a number of junctions along it providing access to the surrounding residential and industrial areas of Sittingbourne.
- 2.8 Swale Way is a 7.3m wide single carriageway road with street lighting; it is subject to a 40mph speed restriction and has no parking restrictions.
- At its western end, Swale Way forms a grade separated dumbbell roundabout with the A429 and the B2005 Grovehurst Road. The eastern roundabout has five arms connecting Swale Way, Grovehurst Road (B2005), the A249 southbound on and off-slip roads and the A249 overbridge. The western roundabout has four arms connecting Grovehurst Road, the A249 northbound on and off-slip roads and the A249 overbridge.
- 2.10 The A249 is a dual carriageway road and forms part of the trunk road network. It routes broadly north to south between the Isle of Sheppey and Maidstone respectively. It forms grade separated junctions with the B2006, A2, M2 and M20 and provides access to London, the M25 and the wider strategic highway network.

Pedestrian / Cycling and Public Transport Infrastructure

- 2.11 There are combined footway / cycleways along the northern side of Barge Way and along the southern and south-western sides of Swale Way. These link to the residential streets in the immediate vicinity of Swale Way, which in turn provide access to the wider residential areas of Sittingbourne. These residential streets generally have footways on both sides of the carriageway; therefore, a good network of footways allows pedestrians to route between the Sites and the surrounding residential areas.
- 2.12 The Saxon Shore Way is a long-distance footpath which follows the shore of the Swale to the east of the Mill. The footpath continues north towards Chertney Marshes and further to Gillingham. To the south it links into Sittingbourne and continues east towards Faversham. The route is not lit and is not generally surfaced.
- 2.13 The Sites are within close proximity to on and off-road cycle routes which link to the wider Kemsley and Sittingbourne area. The National Cycle Network Route 1 is a long-distance cycle route connecting Dover and the Shetland Islands, passing along the B2005 Grovehurst Road between Sittingbourne and Kemsley. National Cycle Network Route 174 routes on Sheppey Way linking Route 1 to the Isle of Sheppey.
- 2.14 The combined footway / cycleways along Barge Way and Swale Way to provide a range of cycle routes to surrounding areas, linking to Routes 1 and 174 of the National Cycle Network.

Public Transport

- 2.15 A summary of the bus services in the vicinity of the Sites is summarised in **Table 2.1**.
- 2.16 The closest bus stops are located on Ridham Avenue, approximately 1km west of the Sites, and are served by bus service number 347 which provides a direct link to Sittingbourne town centre. The journey time from Kemsley to Sittingbourne is approximately 20 minutes and the service operates 4 buses per hour throughout the day and 3 buses per hour on a Saturday.
- 2.17 Additional bus stops are located on Grovehurst Road approximately 2km west of the Sites. These bus stops are served by service numbers 324, 326, 339, and 341.

Table 2.1 - Summary of Local Bus Services

			Service Frequencies (per hour)					
No.	Operator	Route	Мо	nday - I	Friday			
			AM Peak	Off Peak	PM Peak	Evening	Saturday	
347	Arriva	Kemsley-Sittingbourne	4	4	4	4	3	
324	Chalkwell	Sheerness – Iwade- Kemsley- Milton Regis – Sittingbourne – Faversham - Canterbury	1 service per day Monday, Wednesday and Friday each way				0	
326		Sheerness - Sittingbourne – Chatham	1 service per day each way					
339	Chalkwell	Sheerness – Iwade – Sittingbourne – Hempstead valley	1 service per Tuesday and Thursday each way 0				0	

- 2.18 Kemsley Railway Station is located approximately 2km west of the Sites on Grovehurst Road. Southeastern Trains operate all services from Kemsley Railway Station.
- 2.19 Kemsley Railway Station has some direct services to London Victoria with a service frequency of two trains during the weekday morning with a journey time of approximately one hour and twenty-five minutes. Additional half-hourly services are available to London Victoria which require a change over at Sittingbourne.
- 2.20 Kemsley Railway Station has access to far more frequent train services via Sittingbourne Railway Station. With services from Kemsley approximately every 20 to 30 minutes and a journey time of 4-6 minutes, Sittingbourne Railway Station has frequent train services to London Victoria, London St Pancras International, Ramsgate and Dover Priory.

Traffic Flows

- 2.21 Base traffic flows on the local highway network have been taken from the following traffic surveys, with the raw traffic data including at **Appendix A**:
 - TRACSIS June 2016 Automatic Traffic Counters:
 - Swale Way between the Grovehurst Roundabout and Barge Way (13/06/2016 19/06/2016);
 - Barge Way between Swale Way and Fleet End (06/06/2016 12/06/2016); and
 - Barge Way east of Fleet End (06/06/2016 12/06/2016).
 - ATR March 2017 Automatic Traffic Counters:
 - Swale Way north of Reams Way (24/03/2017 30/03/2017);
 - Swale Way south of Reams Way (29/03/2017 04/04/2017); and
 - Swale Way south of Ridham Avenue (24/03/2017 30/03/2017).
 - ATR 28th March 2017 Manual Classified Counts:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;
 - Barge Way, Northern Site Access roundabout; and
 - A249 Grade Separated Dumbbell Junction.
- The ATC on Swale Way between the B2005 Grovehurst Roundabout and Barge Way had some incomplete data due to damage to the counter. This occurred on the Monday between 00:00 and 04:00 and on Sunday between 03:00 and 24:00. Traffic flows during these periods were therefore calculated using factors from the adjacent ATCs.
- 2.23 The ATC on Swale Way, south of Reams Way and north of the Ridham Avenue roundabout had some incomplete data due to damage to the counter. Traffic flows during these periods were therefore calculated using factors from the other ATCs.

- 2.24 In addition to the above local highway links adjacent to the development, 2017 data for the month of June (neutral month), was obtained from Highways England for the M2 links east and west of the A249 and the A249 links north and south of the Grovehurst roundabout. The complete traffic flow data is included in **Appendix A**. The manual classified count identified the weekday AM and PM peak hours as 07:30 08:30 and 16:30 17:30 respectively.
- 2.25 The observed 2017 traffic flows are attached at **Appendix B**.

Road Safety

Local Highway Network

- In order to assess road safety along the adjacent local highway network, Personal Injury Accident (PIA) data has been obtained from the Crashmap website for the five-year period from 1st January 2013 to 31st December 2017. The study area includes the access route comprising Barge Way and Swale Way between the Sites access to the north and Swale Way between the B2005 Grovehurst Road grade-separated junction and the grade separated junction itself. The PIA reports are attached at **Appendix C**.
- 2.27 Of the 13 injury accidents, there were no fatalities, two injury accidents resulted in serious injuries and 11 injury accidents resulted in slight injuries, as shown on **Figure 2**.
- 2.28 Both serious injury accidents occurred at the junction of Lloyd Drive and Swale Way. The injury accidents had different contributory factors. The first injury accident was a head-on collision between two cars in darkness with rain and high winds; street lights were present and lit. The second occurred in darkness with fine weather; a motorcyclist was hit whilst turning right into Lloyd Drive when a car was egressing from the junction.
- 2.29 There were no clusters of injury accidents and the analysis of the those that occurred within the study area suggests that driver error was the main reason for the incidences and was the common contributory factors amongst them. It is therefore, considered that there are no existing road safety issues in the vicinity of the Sites on the local road network.

Strategic Highway Network

- 2.30 The A249, from the B2005 Grovehurst Road grade-separated junction to the M2 junction, has also been assessed. PIA data has been obtained from Kent County Council from 1st April 2011 to 31st March 2016. The PIA report is attached at **Appendix C**.
- 2.31 There have been 73 injury accidents recorded within the study area, during the five-year analysis period. This equates to on average 15 injury accidents per year. Five injury accidents resulted in serious injuries and 68 injury accidents resulted in slight injuries, as shown on **Figure 3**. There were no fatal injury accidents.
- 2.32 The five serious injury accidents all occurred at different locations. One occurred on the A249 northbound when a vehicle failed to look and struck the back of another vehicle when it entered the carriageway from the Kemsley slip road.

- A second serious PIA occurred on the A249 under the Key Street overbridge due to a driver driving the wrong way on the northbound carriageway. A further serious PIA occurred on the A249 slip road from the A2 Key Street when a motorcyclist lost control after a stationary vehicle opened its door.
- 2.34 A fourth serious PIA occurred on the A249 approach to the M2 roundabout when a goods vehicle failed to stop and collided with a broken-down vehicle. A final serious PIA occurred on the A249 when approaching the M2 roundabout due to a shunt.
- 2.35 From the A249 to the Bobbing roundabout (northbound) there were six slight PIA's. Three were shunts, one was due to failure to give due care and attention and two were caused by loss of control. There were four slight PIA's on the A249 southbound close to Bobbing roundabout, all of which were shunts. The slip road southbound from the Key Street roundabout had four slight PIA's which were all due to vehicles failing to look.
- 2.36 There were 32 PIA's on the A249 dual carriageway northbound and southbound from the A249/Sittingbourne Road roundabout. Eight occurred leading away from the roundabout, northbound, six of which were shunts, one was caused by a failure to look and one was due to a motorcyclist losing control. There were 24 PIA's leading to the roundabout, southbound, 23 of which were shunts, and one was due to a loss of control through oil on the road.
- 2.37 The remaining PIA's all occurred at different locations. From the analysis undertaken, it appears that driver error was the common factor. It appears that there are no aspects with the local highway network that suggests it contributes to a road safety issue.

A249 Accident Rate

2.38 The above analysis of the A249 covers the five year period up to 31st March 2016. To ensure the most recent data is considered, PIA data has been extracted from www.crashmap.co.uk for the entirety of 2017. The AADT and the length of the A249 have then been incorporated to calculate the injury accident rate for 2017 and this has been compared to the 2017 national average injury accident rate for rural A roads, as obtained from the Transport Statistics for Great Britain 2018, published by the Department for Transport (DfT). The injury accident rates are shown in **Table 2.2**.

Table 2.2 – 2017 Injury Accidents per Billion Vehicle-Kilometres

Transport Statistics for Great Britain Accident Rate – Rural A roads	Observed A249 Accident Rate
128	118

2.39 As shown in **Table 2.2** the observed injury accident rate for the A249 is less than the national average injury accident rate for comparable rural A roads and there is nothing to suggest that a different conclusion should be drawn from that above.

3 DEVELOPMENT PROPOSALS

Introduction

- 3.1 Planning permission for K3, an energy-from-waste facility with a generating capacity of 49.9MW and an annual tonnage throughput of 550,000 tonnes of waste, was granted by Kent County Council on the 6th March 2012. A number of material and non-material amendments have been made to that original consent since then.
- 3.2 All construction related planning conditions have been discharged and construction of K3 began in 2016, with the facility expected to be fully operational to its consented generating capacity (49.9MW) and tonnage throughput (550,000 tonnes) by late 2019.
- 3.3 The applicant has identified that K3 would be capable of processing an additional 107,000 tonnes of waste per annum and, without any change to the external layout or design, generate an additional 25.1MW of electricity.
- However, in order for the K3 project to be properly categorised and consented under the Planning Act 2008 the applicant is required to seek consent for the construction of K3 at its total generating capacity of 75MW (49.9MW consented + 25.1MW upgrade) together with its proposed tonnage throughput of 657,000 tonnes per annum (550,000 consented + 107,000 tonnage increase) ("the K3 Proposed Development").
- 3.5 The practical effect of the DCO being sought would therefore allow K3 as consented and currently being built to operate to an upgraded power generation level of 75MW (an additional 25.1MW) and to process 657,000 tonnes of waste per annum (an additional107,000 tonnes) above and beyond that permitted under its existing planning permission. The practical effect of the consent sought would not result in any additional external physical changes to K3 as permitted and the layout and appearance of the facility will remain as per its consented design.
- Development Consent is also being sought for a proposed new waste-to-energy facility, which would be a single 125MWth line facility capable of processing 390,000 tonnes of waste per annum, with a generating capacity of 42MW ("the WKN Proposed Development"). The WKN Proposed Development is not therefore a NSIP as its generating capacity is below 50MW. Instead WTI made a formal application on the 1st June 2018 to the SoS under Section 35 of the Planning Act 2008 for a direction as to whether the WKN Proposed Development together with any matters associated with it can be treated as development for which Development Consent is required. The SoS issued his direction on the 27th June 2018 confirming that WKN is to be treated as development for which Development Consent is required, as it is nationally significant when considered with other projects in the same field, there are clear benefits to the K3 and WKN Proposed Developments being assessed comprehensively through the same DCO process and the removal of the need for separate consents to be sought.
- 3.7 The K3 and WKN Proposed Developments will therefore be consented via a single DCO sought under a single application to the SoS via PINS.

Access and Site Layout

- 3.8 Both Sites will be accessed via the private access road forming the southern arm of a three-arm roundabout on Barge Way (the northern access). The roundabout has been constructed to have four-arms to allow future development to the north; however, the north-western arm is incomplete and only the kerbs forming its entry and exit are constructed.
- 3.9 This access has been designed to accommodate large HGVs and therefore, there is no requirement to assess the access, in terms of geometry.
- 3.10 Pedestrians and cyclists would access the Sites via Ridham Avenue in addition to the northern access.

Internal Arrangements and Parking

K3 Proposed Development

Construction

3.11 Construction is in accordance with the consented scheme (SW/10/444).

Operational

There are no changes proposed to the consented scheme.

The practical effect of K3 Proposed Development

Operational

3.13 There are no changes proposed to the consented scheme.

WKN Proposed Development

Construction

- 3.14 A designated laydown area is proposed north east of the Sites adjacent to the Knauf Jetty and will be accessed from the private access and Barge Way (northern access).
- 3.15 Some vehicles would transport material between the laydown area and WKN Proposed Development and this would be undertaken entirely on site using the internal access road. None of these movements would take place using the public highway.
- 3.16 A parking area for construction staff will be provided within the laydown area.

Operational

- 3.17 The WKN Site layout enables a dual entry and a single exit onto the private access road. HGVs will progress north to the Tipping Hall, turn within the hall, and exit along the same route. Smaller vehicles catering for staff, visitors and deliveries will travel east from the access to use one of two car parks providing 49 spaces and four disabled spaces.
- 3.18 The proposed WKN Site layout is attached at **Appendix D**.

Hours of Operation

K3 Proposed Development

Construction

3.19 Construction is in accordance with the permitted scheme (SW/10/444) and will be completed in 2019.

Operational

3.20 K3 Proposed Development will operate as K3 Consented 24 hours per day, 7 days a week.

The Practical Effects of the K3 Proposed Development

Operational

The Practical Effects of the K3 Proposed Development will operate as K3 Consented 24 hours per day, 7 days a week.

WKN Proposed Development

Construction

3.22 During construction, shift patterns for staff will typically be between 07:00 and 19:00 on weekdays and between 07:00 and 16:00 on weekends, all of which is consistent with the K3 construction activities that are currently ongoing and were permitted as part of its planning consent.

Operational

3.23 WKN Proposed Development is proposed to operate 24 hours per day, 7 days a week as per the K3 consented development.

Employment and HGV Deliveries

K3 Proposed Development

Construction

3.24 Construction is in accordance with the permitted scheme (SW/10/444) with the peak construction period expected to produce a maximum of 60 HGV deliveries per day with a maximum workforce of 642.

Operational

3.25 Operation is in accordance with the K3 consented scheme – 348 HGVs (SW/10/444 – 258 HGV movements and SW/18/503317 - 90 Refuse Collection Vehicle movements). Due to the increase of 107,000 tonnes annual waste throughput the 49.9-75MW element will generate an additional 68 HGV movements per day over and above the 348 consented HGV movements to bring in additional waste products. The facility is expected to operate with a maximum of 49 staff. Staff will work daytime (09:00 – 17:00) and across seven shift teams with three shifts per day (07:00-14:00, 14:00-22:00 and 22:00-07:00) where staff will rotate (i.e. not all staff will attend the facility in every 24 hours with four shift teams being on rest days on any one day). No additional staff are required as consequence of the K3 Proposed Development beyond the existing K3 consent.

Practical Effects of the K3 Proposed Development

- 3.26 No additional staff are required as consequence of the K3 Proposed Development beyond the existing K3 consent.
- 3.27 The practical effect of the K3 Proposed Development will result in an additional 68 HGV movements per day above that pursuant to the existing K3 Consent.

WKN Proposed Development

Construction

Daily HGV deliveries and staff associated with the construction of WKN Proposed Development have been based on 75% of the K3 construction figures. K3 is a two-line facility and the WKN Proposed Development is a single line facility. Therefore, elements of the infrastructure associated with K3 is double that than the WKN Proposed Development. The project team has estimated that a reasonable estimate of construction activity at the WKN Proposed Development will be 75% of that of the K3 (0-49.9MW) construction. The peak construction period is expected to produce a maximum of 45 HGV deliveries per day with a maximum workforce of 482.

Operational

- 3.29 It has been estimated that WKN Proposed Development will require approximately 35 to 49 staff to operate the facility. The management, maintenance and day teams will work days with the operating team working 24 hours over two 12-hour shifts with rest days. To ensure a robust assessment, 49 staff have been assumed.
- 3.30 The waste delivery and collection of residual waste will be undertaken by 125 HGVs per day.
- 3.31 The K3 consent had a Condition attached that the feasibility of non-road based transportation should be analysed on an ongoing basis.
- 3.32 The Applicant has submitted an updated Rail Strategy for K3 which also covers the feasibility of barge movements within the DCO application. The existing K3 condition has also been transposed into the DCO as a requirement and the same exercise will be undertaken for WKN.

Timescales

K3 Proposed Development

3.33 K3 is expected to be operational by late 2019. The additional HGV vehicles associated with the Practical Effects of the K3 Proposed Development are expected to commence in 2020.

The Practical Effects of the K3 Proposed Development

3.34 K3 is currently under construction and is expected to be completed with the facility operational by late 2019. The additional HGV vehicles associated with the Practical Effects of the K3 Proposed Development are expected to commence in 2020.

WKN Proposed Development

- 3.35 Construction for WKN Proposed Development is expected to begin in Q1 2021 and last 40 months with the start of operation being in 2024. The exact operation life of WKN Proposed Development is currently unknown however, at the point that it reaches the end of its operational life it will be decommissioned.
- 3.36 As part of their Section 42, consultation response KCC suggested that if the current timeline estimations for works at the M2 Junction 5 continue, then there may be a period whereby WKN construction works would also be ongoing.
- 3.37 Such highway works would reduce network capacity in the short term, and this is a known consequence of undertaking such works to ultimately provide a long term benefit.
- 3.38 The network constraints as a result of any highway works would apply to all traffic on the network. As is set out in the Section 9, the construction traffic generated by WKN is negligible in the context of other traffic flows on the network and they should be considered in that context.
- 3.39 Therefore, if there are any highway works undertaken at the same time as when WKN construction works were ongoing, then there would be a temporary reduction to network capacity and any such effects would be upon all vehicles on the network, of which WKN would form only a negligible proportion.

Abnormal Indivisible Loads

There will be a requirement for large items of plant to be delivered for the construction of K3 Proposed Development and WKN Proposed Development. The vehicles required to deliver these items are likely to fall outside of the Construction and Use Regulations, 1986, and so are likely to be deemed as Abnormal Indivisible Loads (AILs) and require the appropriate notification to be given to the relevant authorities to obtain an Order to enable their movement on the highway via the Motor Vehicles (Authorisation of Special Use) General Order (HMSO, 2003).

- During 2010 there were four AlLs in connection with delivering quad booster transformers to the Kemsley sub-station. Each load was 428 tonnes and the vehicle used for the transportation of these units was 104 metres long and 5.9 metres wide. The vehicle travelled north on the A249 past the Grovehurst dumbbell junction, turning at the Sheppey Crossing roundabout to travel south on the A249 to exit at the Grovehurst dumbbell junction. This route avoids the use of the small northern roundabout of the dumbbell junction and the A249 overbridge and it expected that the smaller AlLs associated with WKN Proposed Development will utilise this route to gain access to Swale Way and Barge Way which are 7.3 metre carriageways with the ability to accommodate these larger vehicles with police escort.
- 3.42 The escort and management requirements will be agreed with the highway authorities as part of obtaining the AIL permissions in accordance with the regulations.

Draft Construction Traffic Management Plan (CTMP)

- Planning permission was granted under the Town and Country Planning Act 1990 by Kent County Council in 2012 for a sustainable waste-to-energy facility (K3) and its construction is nearing completion. As the output and tonnage throughput increase do not result in any changes to construction activities, no further actions are required in relation to a CTMP for the K3 site.
- 3.44 The Draft CTMP which has been prepared to support the application therefore focuses entirely on the construction of the WKN Proposed Development and is included in Appendix 4.3 of the Environmental Statement.
- 3.45 The Draft CTMP has been prepared which sets out the measures that will be implemented to mitigate the impacts of construction related vehicles travelling to and from the site, including seeking to minimise HGV movements during the weekday AM and PM peak hours. The Draft CTMP will form the basis of a Full CTMP, which will evolve from this document once a contractor has been appointed, post consent.

Draft Travel Plan

- Due to the low level of staffing associated with the K3 consented development a Draft Travel Plan was not prepared, in agreement with KCC and Highways England (then the Highways Agency). Notwithstanding, the consented K3 has incorporated internal pedestrian routes to enable employees to walk to bus stops and surrounding residential areas. No additional staff are required as consequence of the K3 Proposed Development beyond the existing K3 consent and therefore, no further action has been undertaken.
- 3.47 Therefore, the Draft Travel Plan has been prepared for the WKN Proposed Development only and is included in Appendix 4.2 of the Environmental Statement.
- 3.48 The Draft Travel Plan has been prepared in relation the movement of staff, visitors and waste vehicle movements during the WKN Proposed Development operational phase. The measures include seeking to minimise single occupancy vehicle movements by staff, seeking to avoid HGV movements during the weekday AM and PM peak hours and seeking to utilise existing HGV routes.

4 COMPATABILITY WITH TRANSPORT POLICIES

National Policy Statements

4.1 National Policy Statements (NPSs) have been developed to guide the decision-making process for NSIPs. The NPSs define the national need for certain types of infrastructure, as well as the issues to be considered by the examining body when assessing whether a location is acceptable for the type and scale of development proposed.

Overarching National Policy Statement for Energy (EN-1)

4.2 EN-1 (DECC 2011a) sets out national policy for energy infrastructure projects defined as NSIPs under the Planning Act 2008. It is noted that this document makes reference to the former Infrastructure Planning Commission (IPC), whose functions are now replaced by the Planning Inspectorate's National Infrastructure Directorate. Section 1.1 of this document states that:

"For such applications this NPS, when combined with the relevant topic-specific energy NPS, provides the primary basis for decisions by the IPC."

- 4.3 In relation to traffic and transport it states that the consideration and mitigation of transport impacts is an essential part of the Government's wider policy objectives for sustainable development.
- It highlights that for the applicant if a project is likely to have significant transport implications, the applicant's ES should include a transport assessment. Applicants should consult the Highways Agency (now Highways England) and Highways Authorities as appropriate on the assessment and mitigation. Where appropriate a travel plan should also be prepared and if additional transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits.
- 4.5 Where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts. The IPC should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure.
- 4.6 The IPC state that they may attach requirements to a consent where there is likely to be substantial HGV Traffic that:
 - "Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements:
 - Make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions; and
 - Ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force."

- 4.7 It is noted that if an applicant suggests that the costs of meeting any obligations or requirements would make the proposal economically unviable this should not in itself justify the relaxation by the IPC of any obligations or requirements needed to secure the mitigation.
- 4.8 A further five technology-specific NPSs were published for the energy sector covering fossil fuel electricity generation (EN-2), renewable electricity generation (both onshore and offshore) (EN-3), gas supply infrastructure and gas and oil pipelines (EN-4), the electricity transmission and distribution network (EN-5), and nuclear electricity generation (EN-6).
- 4.9 EN-3 on renewable energy includes energy from waste technology. EN-3 states at paragraph 2.5.13:

"Throughput volumes are not, in themselves, a factor in IPC decision-making as there are no specific minimum or maximum fuel throughput limits for different technologies or levels of electricity generation. This is a matter for the applicant. However, the increase in traffic volumes, any change in air quality, and any other adverse impacts as a result of the increase in throughput should be considered by the IPC in accordance with this NPS and balanced against the net benefits of the combustion of waste...."

National Planning Policy Framework (NPPF)

4.10 The National Planning Policy Framework (NPPF) was updated in February 2019 and sets out national policy for delivering sustainable growth and development. The NPPF aims to make the planning system less complex and more accessible. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. In terms of transport the objectives outlined in NPPF are set out in paragraph 102:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."
- 4.11 When determining planning applications, Paragraph 108 of the NPPF states 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) 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."

4.12 Paragraph 109 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."

4.13 Paragraph 110 of the NPPF emphasises the importance of protecting and exploiting opportunities for the use of sustainable transport modes for the movement of goods or people:

"Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second so far as possible to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."
- 4.14 Having regard to the above objectives, the proposed development's access and movement will ensure that the development is connected to the adjacent community and sustainable travel network.
- 4.15 Planning Practice Guidance Travel Plans, Transport Assessments and Statements in Decision-Taking (PPG) was published in March 2014 and provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states:

"Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

- 4.16 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to:
 - "encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads."

- 4.17 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.
- 4.18 The guidance continues by stating that these reports should be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency and other relevant bodies.
- The K3 Proposed Development during the operational and decommissioning phases and the WKN Proposed Development during the construction, operational and decommissioning phases will alter the volume of traffic on the adjacent road network. Vehicle movements will be associated with staff (construction, operational and decommissioning stages), HGV movements (construction, operational and decommissioning stages) and Abnormal Indivisible Loads (construction and decommissioning stages).
- 4.20 The vehicle movements generated by the construction and decommissioning of WKN Proposed Development are temporary; therefore, the impact of these elements of the development on the highway network is temporary. When the K3 Proposed Development and the WKN Proposed Development are operational, there will be regular staff vehicle and HGV movements at the Sites.
- As the PPG states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, a Transport Assessment has been prepared to consider the transport related effects associated with the K3 and WKN Proposed Developments. A Draft Travel Plan and a Draft CTMP have been prepared with respect to the WKN Proposed Development.

Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development

- 4.22 Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development was published by the Department for Transport in September 2013. The Circular sets out the way in which the Highways Agency (now Highways England) will engage with communities and the development industry to deliver sustainable development and economic growth whilst safeguarding the primary function and purpose of the strategic road network.
- 4.23 Circular 02/2013 replaces Circular 02/2007 and 01/2008. Circular 02/2013 states that 'the Highways Agency supports the economy through the provision of a safe and reliable strategic road network, which allows for the efficient movement of people and goods'. Similarly, to the NPPF, Circular 02/2013 states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Local Policy

4.24 National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The role of local government is to develop strategies based on specific local social and spatial requirements, which deliver the national aspirations.

- 4.25 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprises of:
 - Vision for Kent 2012 2022;
 - Growth without Gridlock; and
 - Kent Corridors to M25 Route Strategy Evidence Report.

Vision for Kent 2012 - 2022

- 4.26 This is a countywide strategy for the social, economic and environmental wellbeing of Kent's communities. It has been written around three major ambitions:
 - To grow the economy, by supporting businesses to be successful including improvements to the transport network and the provision of high-speed broadband;
 - Tackling disadvantage, by fostering aspiration rather than dependency including the provision
 of comprehensive reliable and affordable public transport services providing access to
 education and employment opportunities; and
 - To put citizens in control, by involving people in the making decisions and working with them to design services that meet their needs and suit them.

Growth without Gridlock (2010)

4.27 Growth without Gridlock is the county's 20-year plan for essential transport improvements and innovative funding solutions to support the substantial growth planned: 23,000 new homes and 40,000 new jobs by 2021. The Plan calls for greater transport funding and delivery powers for local transport authorities and calls on the Daft to progress those schemes of national importance, including a third Thames Crossing, a long-term solution to Operation Stack, improvements to the M2/ A2 corridor and a scheme of foreign road user charging.

Highways Agency – Kent Corridors to M25 Route Strategy Evidence Report (2014)

- 4.28 The A2/ M2 corridor forms part of the Trans European Transport Network (TEN-T) and is one of the gateways to Europe. Traffic flows at the western end of the route as it approaches the M25 are almost 140,000 vehicles per day. In the length of the M2 between Faversham and Sittingbourne, traffic flows are approximately 20,000 vehicles per day. The volume of goods vehicles is reasonably constant between Dover and Sittingbourne at approximately 3,000 per day.
- 4.29 The A249 between the A2 and M2 carries the lightest traffic flow of the strategic road network but has a low rate of journey time reliability. There is consistently significant delay on the M2 between junctions 6 (Faversham) and 5 (Sittingbourne).
- 4.30 Junction 5 (Sittingbourne) and 7 (Brenley Corner) of the M2 are in the top 50 worst crash sites on the strategic route network. Lengths of route in Swale with poor crash records are:
 - M2 J6 to J7 coast bound,
 - A249 southbound between A2 and M2; and

- A249 Brielle Way, Sheerness.
- 4.31 The condition of the carriageway on the M2/ A2 corridor is considered to be severely degraded in both directions between J5 (Sittingbourne) and Canterbury. The majority of the A249 north of the M2 will reach the end of its design life by 2020. There are gaps in the remote monitoring of motorway incidents, CCTV and Variable message signing on the M2 between junctions 5 (Sittingbourne) and 7 (Brenley Corner).

Local Transport Plan for Kent 2016 - 2031

- 4.32 The preparation and submission of a Local Transport Plan (LTP) is a statutory requirement of all local transport authorities in England. An LTP sets out the authority's policies and delivery plans for managing and improving the local transport network. The government's Guidance on LTPs (July 2009) made clear that they should reflect and support Local Plans and that, in two-tier areas, county councils should work closely with districts to ensure alignment between these documents and ensure that the transport implications of development proposals are identified and mitigated at an early stage in the planning process.
- 4.33 KCC's strategic approach for Kent's fourth Local Transport Plan (LTP4), covering the period 2016 to 2031, stems from the following ambition for Kent:

"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."

- 4.34 This ambition will be realised through five overarching policies that are targeted at delivering specific outcomes. These outcomes are:
 - "Outcome 1: Economic growth and minimised congestion;
 - Outcome 2: Affordable and accessible door-to-door journeys;
 - Outcome 3: Safer travel;
 - Outcome 4: Enhanced Environment:
 - Outcome 5: Better health and wellbeing."
- 4.35 Transport Priorities for Swale with relevance to the proposed Sites include:
 - "The A249 / Grovehurst Road junction;
 - Extension of the Northern relief road to the A2 and then M2;
 - A249 corridor capacity enhancements to support growth;
 - Improvements to Key Street junction;
 - Improvements to M2 Junction 5 funding committed by Highways England;
 - Improved transport connections to and from major centres of employment in the borough."
- 4.36 The local transport plan highlights that the A249 provides a primary north, south route for Kent. Capacity issues at M2 Junction 5, where the A249 meets, is acting as a major barrier to growth in the Borough. Highways England is currently evaluating options to improve the M2 J5 and consultation with the wider public on final proposed options is proposed for early 2017.
- 4.37 It also states that a corridor study of the A249 is needed to define what improvements to the principal junctions (Grovehurst, Key Street and Bobbing) will be required to support the new allocations in the Local Plan, with the A249/Grovehurst Road Junction already identified.

Swale Local Plan

- 4.38 The Swale Borough Local Plan is a key planning document for Swale, setting out the vision and overall strategy for the area and how it will be achieved for the period from 2014 to 2031. The Local Plan was adopted in July 2017.
- 4.39 The local plans overarching vision for the transformation of the borough is:

"to transform its economic, social and environmental prospects, making it one of the best places in Britain in which to live, work, learn and invest."

- 4.40 Policy DM 6 Managing transport demand and impact states that development proposals generating a significant amount of transport movements will be required to support their proposal with the preparation of a Transport Assessment (including a travel plan) which will be based on the councils most recent strategic modelling work. The highways Agency may also require a Transport Assessment if the development is deemed to impact on the strategic road network.
- 4.41 It also highlights that development proposals should be sustainable, avoid a new direct access onto the strategic or primary distributor route network, integrate air quality management and environmental quality, and where traffic generation leads to a decrease in safety or is in excess of capacity of the highway network, improvements will be required.
- 4.42 The new Swale Borough Local Plan sets out the strategy for the Borough, including the achievement of sustainable development (Chapter 4). The chapter also includes a key diagram which indicates broad locations for growth, protection and enhancement:
 - a series of core policies that take important issues for Swale and create the necessary linkages with the policy themes, set out in national planning policy and other local plan policies (Chapter 5);
 - details of allocations, the identification of regeneration areas, a neighbourhood plan and an area of search (Chapter 6);
 - a framework of development management policies to guide the determination of planning applications by setting out criteria for development proposals (Chapter 7); and
 - a framework for implementation and monitoring of the Local Plan. Chapter 8 sets out the issues affecting the delivery of the Local Plan, whilst a separately published Implementation Delivery Schedule details the infrastructure necessary to support the Local Plan.

The Swale Transportation Strategy 2014-2031 Draft, Appendix

- 4.43 The transportation strategy for Swale is a comprehensive document looking at the issues regarding transport in Swale and potential solutions to these. It does this in line with national and local policies, which are set out within the policy context. The transportation action plan is structured into four main sections, with each section supported by actions and outcomes, linked to the Borough's ambitions:
 - Encouraging sustainable travel;
 - Improvements to transport infrastructure;

- Alternative access to services; and
- Road Safety.
- 4.44 Several key transport challenges are identified for Swale with those relevant to the Sites listed:
 - Congestion at M2 junction 5 acts as a barrier to further development on Swale;
 - Capacity improvements required at A49 Key Street and Grovehurst interchanges;
 - Public transport tends to be inaccessible for the mobility impaired;
 - Traffic congestion with school / employment commuting into Sittingbourne, causing rural rat runs in the south of town, and air quality issues;
 - Transport interchange between cycle routes, bus services, and train services is poor, therefore encouraging the use of cars to rail stations, which add to problems with parking and congestion; and
 - Constrained viability of new development to provide significant infrastructure contributions.
- 4.45 The success of the strategy will be measured objectively against the following target indicators:
 - "Traffic volumes at specific location
 - Number of journeys to work by car
 - Mode share: walking cycling and bus
 - Bus timetable reliability
 - Number of people killed and seriously injured
 - Vehicle emissions"
- 4.46 Target 1 states to maintain traffic flows at key locations, in relation to the Sites it states that Grovehurst Road traffic flows should be maintained at 15,400 vehicles per day.
- 4.47 For employment and other non-residential development, where considered appropriate, the Borough Council will expect the submission of a Travel Plan (as part of a Transport Assessment) alongside the planning application, in accordance with the relevant County Council SPG on such matters.
- 4.48 Any provision or financial contribution sought will be secured through a planning condition or appropriate legal agreement.

Policy Consideration

4.49 It is considered that the proposals are generally in accordance with policies relating to transport and highways at the national and local levels since there are walking and cycling facilities to the Sites as well as public transport services nearby. Additionally, the Sites are well located in respect to the strategic freight network. In terms of mitigation, which is referenced in the policy documents, a Draft Travel Plan and a Draft CTMP have been prepared with respect to the WKN Proposed Development.

5 FUTURE YEAR TRAFFIC FLOWS

Future Assessment Year

- 5.1 Discussions and comments received from KCC and HE has informed the future year assessment of 2031. An interim year of assessment has been undertaken to show the impact of the two developments in 2024.
- 5.2 KCC have requested an interim year of assessment to understand the impact of construction of the WKN Proposed Development. Thus, a future year of 2021 is also assessed, which also considers the K3 Proposed Development and The Practical Effects

Traffic Growth Rates

- A baseline traffic scenario of 2021 has been calculated by adding the traffic flows of 'committed developments' i.e. developments that have planning consent but are not yet generating traffic on the network, to the observed traffic flows set out in Section 3. No TEMPRO growth rates have been applied to the base traffic flows as the quantity of development associated with the committed development exceeds the assumptions for projected development within TEMPRO.
- 5.4 Similarly, the committed traffic flows are in excess of the assumptions for development assumed within TEMPRO for 2024 and therefore no growth rates have been applied.
- 5.5 The cumulative development profile, which includes all relevant development up to 2031, also exceeds the profile assumed within TEMPRO and therefore, no growth rates have been applied.
- To validate this, the TEMPRO database was interrogated to determine its assumptions in growth of household and jobs from 2016 to the assessment years of 2021, 2024 and 2031 for the Office of the National Statistics' middle layer super output areas (MSOA) of Swale 007, 009, 010, 011 and 012. The TEMPRO assumptions are shown in **Table 5.1.**

Table 5.1: TEMPRO Growth Assumptions

MSOA	2016		2021		2024		2031	
WISUA	НН	Jobs	НН	Jobs	НН	Jobs	НН	Jobs
Swale 007	4,934	3,928	5,180	4,034	5,290	4,070	5,495	4,144
Swale 009	4,540	4,648	4,766	4,809	4,868	4,852	5,056	4,941
Swale 010	3,885	10,129	4,079	10,391	4,166	10,484	4,327	10,675
Swale 011	3,276	2,884	3,440	2,929	3,513	2,955	3,649	3,009
Swale 012	3,341	2,344	3,507	2,401	3,582	2,423	3,721	2,467
TOTAL	19,976	23,933	20,972	24,564	21,419	24,784	22,248	25,236
Diff. from 2016	-	-	996	631	1443	851	2272	1,303

5.7 Details on the committed development and cumulative development sites used within the future year scenarios are detailed in the following sub-sections.

These are summarised in **Table 5.2** along with their associated housing and job numbers. Where available, the housing and job numbers have been taken from planning application forms or the allocations within the Swale Local Plan. Where only Gross Floor Area (GFA) is available for employment uses, the Homes and Communities Agency's document 'Employment Density Guide 2015 – 3rd Edition' has been used to calculate the number of jobs its GFA can be expected to accommodate. For the purposes of this assessment an average density of 11m² and 73.5m² have been used for the B1a (Corporate, Professional Services, Public Sector, TMT, Finance & Insurance, Call Centres) and B8 (Regional, Final Mile) use classes respectively.

Table 5.2: Committed Developments and Cumulative Development Sites Households and Jobs

Development Site	Planning Ref / Local Plan Ref	Households	Jobs				
Committed Development (K3 Proposed Development)							
De aveline Denet	16/501228/FULL	Development)	28				
Recycling Depot		-	20				
Anaerobic Digester	SW/11/1291	-	-				
Gypsum Recycling	16/501484/COUNTY	-	15				
Fulcrum 640m2 B1a 640m2 B1b 5120m2 B1(c) 1600 B2	14/500327/OUT	-	224				
Eurolink V	15/510589/OUT	-	1,049				
Thermal Energy	15/500348/COUNTY	-	-				
Concrete Tile	17/505073/FULL	-	29				
Stones Farm	14/501588/OUT	550 - 600	-				
Crown Quay Lane	16/507877/FULL	383	-				
Paradise Farm	16/507594/FULL	-	8				
G Park	SW/95/0099	-	839				
TOTAL		933 - 983	2,192				
(The Practical Effects	Committed Dos of the K3 Proposed Do	evelopment evelopment &WKN Proposed	d Development)				
К3	SW/10/444 SW/18/503317	-	49				
Recycling Depot	16/501228/FULL	-	28				
Anaerobic Digester	SW/11/1291	-	-				
Gypsum Recycling	16/501484/COUNTY	-	15				
Fulcrum 640m2 B1a 640m2 B1b 5120m2 B1(c) 1600 B2	14/500327/OUT	-	224				
Eurolink V	15/510589/OUT	-	1,049				
Thermal Energy	15/500348/COUNTY	-	-				
Concrete Tile	17/505073/FULL	-	29				
Stones Farm	14/501588/OUT	550 - 600	-				

Development Site	Planning Ref / Local Plan Ref	Households	Jobs
Crown Quay Lane	16/507877/FULL	383	-
Paradise Farm	16/507594/FULL	-	8
G Park	SW/95/0099	-	839
TOTAL		933 - 983	2,241
	Cumulative Dev	relopment 2024	
K4	EN010090 (18/501923/ADJ)	-	-
Gas Fuelled Power Station	18/500393/FULL	-	2
NW Sittingbourne	MU1	780	39*
TOTAL		1,713 – 1,763	2,282
	Additional Cumulativ	e Development 2031	
NW Sittingbourne	MU1	740	39*
Ridham and Kemsley 13899.4m2 B2 19367.27m2 B8	A1	-	650
NE Sittingbourne	NE Sittingbourne MU2		-
SW Sittingbourne	SW Sittingbourne MU3		-
East Iwade	East Iwade A17		-
South Iwade A17		275	-
Total		3,839	2,971

- The expected household and job numbers shown in **Table 5.2** exceed the TEMPRO assumptions with the exception of the committed households for the committed development where the numbers used in the assessment are 13 to 63 households less. Therefore, if TEMPRO growth rates were to be applied as well as the addition of traffic from committed development sites, it would result in double counting of trips and therefore an over-estimation of future year traffic flows.
- 5.10 Therefore, TEMPRO growth rates are not applied to the 2016/2017 observed traffic flows and the traffic generated by the committed development sites have been added accordingly.

Committed Development

5.11 Proposed development in combination with other schemes that are operational/constructed, consented or for which planning permissions are currently being sought are described below and their inclusion or exclusion within committed development traffic flows is explained.

Existing Permissions at the Mill

K3

- 5.12 Kent County Council granted planning permission for K3 in March 2012 (planning ref. SW/10/444) and is currently under construction. Under the existing programme of construction, it is due to be completed and operational by late 2019.
- The estimated traffic flows for K3 pursuant to the above consent and along the adjacent highway network have been taken from the Transport Assessment that was prepared in support of its original planning application. These flows have been adjusted in accordance with the accepted assumptions of 24-hour 7 day a week delivery. The 90 additional vehicle movements associated with Refuse Collection Vehicles (RCVS) have been taken from the Transport Assessment prepared in support of SW/18/503317.
- These operational traffic flows associated with K3 have been included in the committed flows and form the future baseline for the Practical Effects of the K3 Proposed Development and the WKN Proposed Development. These operational traffic flows have not been included in the committed flows for the K3 Proposed Development.
- 5.15 Several additional applications have been made in relation to K3:
 - Application to Kent County Council for the formation of an improved access road and associated development to serve K3 (planning ref. SW/12/1001) (granted November 2012);
 - Application to Kent County Council for a non-material amendment to provide for the repositioning and change to the capacity of the pond to accommodate surface water drainage from the access road (planning ref. PAG/SW/12/1001) (granted August 2013);
 - Application to Kent County Council for the variation of Condition 6 of planning permission SW/12/1001 to provide the formation of improved access road and associated development to serve K3 (planning ref. SW/13/1257) (granted February 2014);
 - Application to Kent County Council for a non-material amendment to the building footprint, elevation and site layout (planning ref. SW/10/444/RA) (granted December 2015);
 - Application to Kent County Council to vary condition (16) of planning permission SW/10/506680 to allow an amended surface water management scheme (planning ref: 17/502996) (granted June 2017);
 - Application to Swale Borough Council for the construction of an internal access road and footpath, together with the removal of existing water holding lagoon, chemical building and works yard. Erection of a new chemical store, works yard and engine store (planning ref: 18/502489/FULL) (granted September 2018; and
 - Application to Swale Borough Council to form a new rear access road and extension to trailer park to serve KPM and ancillary development. Works have been undertaken and no operational flows are associated with the development.
- 5.16 These applications do not affect the consented traffic flows at K3.

IBA Facility

- 5.17 There is planning consent for the construction of a standalone IBA facility adjacent to K3 (planning ref. KCC/SW/0265/2016) (granted 2016).
- 5.18 The IBA permission allows for 84 daily HGV movements.
- 5.19 WKN Proposed Development will sit on the site of the IBA facility and WTI are making an application to vary part of the K3 license to reflect the removal of the IBA. Therefore, the movements associated with the IBA facility have not been included in the baseline.

Recycling Depot

- 5.20 Construction of a new baling plant building within an existing waste paper storage yard (planning ref: 16/501228) (granted 2016).
- 5.21 These operational traffic flows associated with K3 have been included in the committed flows and form the future baseline.

Anaerobic Digester

- 5.22 Anaerobic digester and associated ground profiling and landscaping (planning ref: SW/11/1291) (granted 2012).
- 5.23 Operational flows lower than existing permission; traffic flows included in surveyed flows; no reduction made to baseline flows.

Other Committed Developments

An assessment of 'committed' developments in the local area that have gained permission has been undertaken to determine whether they are operational, or when they are likely to be operational within the timescales of the K3 Proposed Development and the WKN Proposed Development. This is to form a view of whether the traffic generated by the developments will already be present in the traffic surveys undertaken for the assessment of K3 Proposed Development and WKN Proposed Development, or whether they should be added as 'committed' developments within the Future Baseline 2021, 2024 and 2031 traffic flows and assessments. All of the committed sites are included in **Table 5.3** and have been reviewed.

Table 5.3: Review of Committed Developments

Site Number	Site Name	Application Number	Status	Submitted / Decision Date	Status	Traffic Flows
1	Anaerobic Digester	SW/11/1291	Granted	2011/2012	Built	Vehicle movements included within surveyed flows. Not included in committed flows.
2	Tonge Corner Solar Park	SW/14/0224	Granted	2014/2015	Partly built	Construction flows only – no operational flows. No flows onto local network, therefore not included within committed flows.
3	Fulcrum Business Park Development	14/500327/OUT	Granted	2014/2016		Operational traffic flows included within committed flows and form the future baseline.
1 4	Ridham B CHP Plant	14/501181/COUNT Y		2014/2014	Scoping	Scoping only, no planning application submitted. Not

Site		Application		Submitted /	_	
Number	Site Name	Number	Status	Decision Date	Status	Traffic Flows
						included.
5	Thermal Energy Facility Kemsley Field Business Park	15/500348/COUNT Y	Granted	2015/2015	Not built	Operational traffic flows included within committed flows and form the future baseline.
6	Eurolink V	15/510589/OUT	Granted	2015/2016		Operational traffic flows included within committed flows and form the future baseline.
7	Recycling Depot	16/501228/FULL	Granted	2016/2016	Construction	Operational traffic flows included within committed flows and form the future baseline.
8	Gypsum Recycling Building (Ridham Docks)	16/501484/COUNT Y	Granted	2016/2016		Operational traffic flows included within committed flows and form the future baseline.
9	Land South of lwade – 275 dwellings	16/506193/ENVSC R		2016/201		Scoping only, no planning application submitted. Not included in committed flows.
10	Concrete Tile Factory, Smeed Dean Works	17/505073/FULL	Granted	2017/2018	Not built	Operational Traffic Flows included within committed flows and form the future baseline.
11	Land adjacent Quinton Farm – 155 dwellings	18/500257/EIFUL	Awaiting decision	2018/ -		Permission not granted. Not included in committed flows.
12	Plot N2c, Castle Road, Eurolink	18/500393/FULL	Awaiting Decision	2018/ -		Permission not granted. Not included in committed flows.
13	Unit 10 Kemsley	15/502197/FULL	Granted	2015/2015	Built	No traffic flows in application. Assumed no additional movements. Not included in committed flows.
14	Sita UK, Ridham Dock. Increase HGV movements for 12 months.	SW/13/1495	Granted	2013/2013		Unknown whether this permission has been implemented – temporary permission. Not included in committed flows.
15	Kemsley Paper Mill	18/502489/FULL	Granted	2018/2018	Under	Minimal construction vehicles only, therefore not included within committed flows.
16	K4	EN10090 (18/501923/ADJ)	Granted	2018/2019		Construction flows only – no operational flows. Included as committed flows and form the 2021 baseline only due to temporary nature.
17	KPM	15/504458/FULL	Granted	2015/2015	Built	No traffic flows included in assessment but would be temporary. Not included in committed flows.
18	Steam Pipeline (Ridham Dock to KPM)	16/506935/COUNT Y	Granted	2016/2016	Assumed not built	Minimal construction vehicles only, therefore not included within committed flows.
19	Concrete Tile Factory Smeed Dean Works	17/504034/COUNT Y	Granted	2017/2017		No construction information. Additional staff vehicle movements already included in extant permission. Not included in committed flows.
20	Countrystyle Recycle, Ridham Dock Extension	SW/14/0191	Granted	2014/2014	Assumed built	No additional vehicle movements. Not included in committed flows.

Site Number	Site Name	Application Number	Status	Submitted / Decision Date	Status	Traffic Flows
	to existing HGV shed					
21	Ballast Phoenix Ridham Docks Section 3 application to vary hours of operation and alter number of vehicle movements	17/502678/COUNT Y	Granted	2017/2017	Assumed implemented	Additional movements minimal. Not included in committed flows.
22	Ridham Docks 3 Kemsley Fields Business Park. Extension of existing IBA recycling facility.	17/505919/COUNT Y	Granted	2017/2017	Assumed completed	No vehicle movements included in application. Not included in committed flows.
23	Proposed Sonora Pipeline Route	17/502834/FULL	Granted	2017/2018	Assumed not built	Minimal construction vehicles only, therefore not included within committed flows.
24	Land at Stones Farm 550-600 dwellings	14/501588/OUT	Granted	2014/2017	Not built	Operational traffic flows included within committed flows and form the future baseline.
25	Land to the West of Crown Quay Lane 383 dwellings	16/507877/FULL	Granted	2016/2018	Not built	Operational traffic flows included within committed flows and form the future baseline.
26	Land North West of Sittingbourne 1200 dwellings, secondary and primary schools	18/502190/EIHYB	Awaiting decision	2018/ -		Permission not granted. Not included in committed flows.
27		18/503873/ENVSC R		2018/2018		Scoping only, no planning application submitted. Not included in committed flows.
28	IBA Facility	16/507687/COUNT Y	Granted	2016/2016		WKN Proposed Development will sit on the site of the IBA facility and WTI are making an application to vary part of the K3 license to reflect the removal of the IBA. Therefore, the movements associated with the IBA facility have not been included in the baseline.
29	New Hook Farm Agricultural Anaerobic Digestion Plant	16/507943/FULL	Granted	2016/2017	Built	Vehicle movements included within daily variation. Not included in committed flows.
30	New Rides Farm	SW/13/1571	Appeal Allowed	2013/2017	Assumed Built	Additional movements minimal. Not included in committed flows.
31	Land adj to 9 Neatscourt Cottages Installation of battery storage facility.	17/503032/FULL	Awaiting decision	2017/ -		No traffic flows included in application. Permission not granted. Not included in committed flows.
32	Dredging Disposal Site	15/506005/COUNT Y		2015/2015		No information. Screening opinion only. Not included in committed flows.

Site Number	Site Name	Application Number	Status	Submitted / Decision Date	Status	Traffic Flows
33	Paradise Farm Extraction of brick earth, access improvement, restoration and replanting back to agricultural use	16/507594/FULL	Granted	2016/2017	IInknown	To be included in committed flows.
34	Land at Cleve Hill Construction and Operation of PV Electricity Generating and Storage	EN010085 (18/503075/NSIP)		2018/2018		Consultation only. Not included in committed flows.
35	Kent Science Park Redevelopment of site	15/506166/ENCSC R		2015/2015		Scoping only. Not included in committed flows.
36	New Cement Plant, Thamesport, Isle of Grain	MC/18/2229		2018/2018		No information. Screening opinion only. Not included in committed flows.
37	G Park	SW/95/0099	Granted	1995/2004	Part Built	Existing already included in surveyed flows. Not built element included in committed flows.

- 5.25 Based on the above, the following developments are considered as committed developments and will form part of the 2021 baseline scenario:
 - 3. Fulcrum Business Park;
 - 5. Kemsley Field Thermal Energy Facility;
 - 6. Eurolink V;
 - 7. Recycling Depot;
 - 8. Gypsum Recycling Building;
 - 9. Concrete Tile Factory, Smeed Dean Works;
 - 16. K4;
 - 24. Land at Stones Farm;
 - 25. Land to the West of Crown Quay Lane;
 - 33. Paradise Farm; and
 - 37. G-Park.
- The traffic flows predicted to be generated by these committed developments have been taken from their respective Transport Assessments that supported their planning applications; where the Transport Assessment did not assign traffic to the wider network, observed junction turning movements and observed link movements along with distributions used in other applications and Census 2011 Journey to Work data have been used.
- 5.27 The committed development traffic flows attached at **Appendix E** have been added to the observed traffic flows and the resultant 2021/2024 baseline scenario is attached at **Appendix F**.

- 5.28 It should be noted that the G-Park development is a historic consent from 2004 that remains substantially unbuilt, however it has been implemented and is therefore extant. It is predicted to generate significant traffic flows on Swale Way and through the Grovehurst junction, up to 106 vehicle movements during the weekday peak hours.
- 5.29 At the time of preparing this application, there are other live applications awaiting determination, most notably the North West Sittingbourne scheme, however, those developments by SBC are (incorrectly) not including the traffic flows generated by G-Park within their baseline traffic flows.
- 5.30 As a result, the assessments undertaken as part of those developments are producing different results in terms of junction performance and impact (of those developments) than they would were G-Park to be included.
- 5.31 The traffic flows and the assessments undertaken for those developments are therefore different to those within this application as a result of G-Park.

Cumulative Sites

- 5.32 The following developments have been considered for the cumulative assessment:
 - 18/500393/FULL Natural gas fuelled reserve power plant Plot N2c, Castle Road, Eurolink;
 - A1 Land allocated for 'B' class employment uses Ridham and Kemsley;
 - A17- 564 dwellings Iwade;
 - MU1 (18/502190/EIHYB) 1,500 dwellings North West Sittingbourne;
 - MU2 43,000sqm of 'B' use class employment and 106 dwellings North-east Sittingbourne;
 - A3 7,500sqm of 'B' use class employment Sheerness;
 - A4 small hotel and 5,600sqm of 'B' use employment Queenborough;
 - MU3 564 dwellings South-west Sittingbourne;
 - MU4 26,840sqm of 'B' use class employment Teynham; and
 - MU5 1,500sqm commercial uses and 330 dwellings Faversham.
- 5.33 The natural gas fuelled reserve power plant at plot N2c does not have everyday vehicle flows associated with its operation. A planning application has been submitted. If permission is granted, then construction is expected to be completed before 2024. Therefore, the construction traffic generated by this development is only included in the 2021 assessment.
- A1 allocation for 'B' class employment uses no planning application submitted. Operational traffic flows, excluding development permitted under the G-Park permitted development (SW/95/0099), are included in the 2031 cumulative assessment. It has been assumed, due to the extant G-Park permission and the available floorspace to be built out that the A1 allocation will come forward towards the end of the Local Plan period (2031) and therefore construction flows in respect of A1 have not been included in the 2024 cumulative assessment.

- 5.35 A17 allocation for residential no planning application submitted. Traffic flows associated with full occupation are included in the 2031 cumulative assessment. Traffic flows associated with construction are included in the 2024 cumulative assessment.
- 5.36 MU1 allocation for residential planning application submitted. The developers are in discussion with Kent County Council. The applicant provided an estimate of the number of dwellings that may be built out by 2023, however, KCC considered this to be unachievable. This assumption has been utilised to estimate the 2024 traffic flows from this development with traffic flows associated with its remaining construction also included in the 2024 cumulative assessment. The 2031 traffic flows from the submitted TA are included in the 2031 cumulative assessment.
- 5.37 MU2 allocation for employment and residential no planning application submitted. Employment allocation has been included in the committed traffic flows. Traffic flows associated with the full occupation of the residential are included in the 2031 cumulative assessment. Traffic flows associated with construction are included in the 2024 cumulative assessment.
- 5.38 A3 allocation for employment no planning application submitted. Recent work undertaken has shown that the majority of people working within the Isle of Sheppey live within the area and therefore there is unlikely to be significant volumes of traffic generated within the study area. Therefore, this development is not included in the cumulative assessments.
- 5.39 A4 allocation for small hotel and employment no planning application submitted. Recent work undertaken has shown that the majority of people working within the Isle of Sheppey live within the area and therefore there is unlikely to be significant volumes of traffic generated within the study area. Therefore, this development is not included in the cumulative assessments.
- 5.40 MU3 allocation for residential no application to date. Traffic flows associated with full occupation are included in the 2031 cumulative assessment. Traffic flows associated with construction are included in the 2024 assessment.
- 5.41 MU4 allocation for employment no planning application submitted. Due to its geographical position in relation to the site and vehicle routing, it is unlikely to be significant volumes of traffic generated by the allocation within the study area. Therefore, this development is not included in the cumulative assessments.
- 5.42 MU5 allocation for employment and residential no planning application submitted. Due to its geographical position in relation to the site and vehicle routing, it is unlikely to be significant volumes of traffic generated by the allocation within the study area. Therefore, this development is not included in the cumulative assessments.
- With a mix of housing and employment development within the committed and cumulative assessments there is an element of double counting that will occur if the individual traffic generation estimates from all such sites are simply added together. A simplistic approach to adjusting the traffic flows on Swale Way due to this double counting has been undertaken. The traffic flows on Swale Way associated with the residential sites are very small in comparison with the employment sites. It is reasonable to assume these residential trips are included within the employment trips. Therefore, the residential trips have been removed to ensure no double counting.

Table 5.4 sets out the number of trips that have been removed from Swale Way for each of the residential developments.

Table 5.4: Reduction in Two-way Trips on Swale Way

Time Period	NE Sittingbourne (2024)	NW Sittingbourne (2031)	SW Sittingbourne	East Iwade	South Iwade	Total
AM Peak Hour	1	54	13	10	6	84
PM Peak Hour	1	46	13	11	6	78
18hr AAWT	12	415	114	89	55	685
8hr night time AADT	0	0	0	0	0	0
24hr AADT	12	393	111	87	54	657

5.45 The cumulative development and 2024 Baseline + Cumulative Development traffic flows are attached at **Appendix G.** The cumulative development is assessed within **Table 5.5** in the context of the Local Plan and certainty of deliverability.

Table 5.5: Cumulative Development in the Context of the Local Plan and Certainty of Deliverability

Table 5.5: Cumulative Development in the Context of the Local Plan and Certainty of Deliverable													
Local Plan Allocation	2024	2031											
A1 Ridham & Kemsley	Given that the permitted G-Park (SW/95/0099) is still not built out and the remaining GFA has been considered in the committed development assessment (61,700m² B8) it is not considered that any additional floorspace will come forward.	No planning application submitted for remaining GFA. Traffic flows associated with two-thirds of the remaining allocated GFA (13899.4m ² B2, 19367.3m ² B8) included.											
A10 Milton pipes	Planning application 15/502912 considered in	committed development assessment.											
A17 Land East of Iwade	No planning application submitted to date. Construction traffic flows only included.	Traffic flows associated with full occupation (715 dwellings) included.											
MU1 Northwest Sittingbourne	Planning application submitted. Traffic flows for 50% occupation (760 dwellings, 630 pupils) included. Construction traffic for remaining dwellings included.	Traffic flows associated with full occupation (1520 dwellings, 1260 pupils) included.											
MU2 Northeast Sittingbourne	No planning application submitted to date. Construction traffic flows only included.	Traffic flows associated with full occupation (106 dwellings) included.											
A1 Neatscourt, Isle of Sheppey	Recent work undertaken has shown that the Sheppey live within the area. Traffic generationarea. Not included in assessment.	majority of people working within the Isle of on unlikely to affect highway network in study											
A3 Westminster, Sheerness	Recent work undertaken has shown that the Sheppey live within the area. Traffic generati area. Not included in the assessment.	majority of people working within the Isle of on unlikely to affect highway network in study											
A4 Cowstead Corner, Queenborough	Recent work undertaken has shown that the Sheppey live within the area. Traffic generationarea. Not included in the assessment.	majority of people working within the Isle of on unlikely to affect highway network in study											
MU3 Land West of Sittingbourne	No planning application submitted to date. Construction traffic flows only included.	Traffic flows associated with full occupation (565 dwellings) included.											
MU5	Due to geographical position in relation to the significant volumes of traffic generated by the in the assessment.	e site and vehicle routing, it is unlikely to be allocation within the study area. Not included											

5.46 For each of the committed development and cumulative development sites, **Tables 5.6, 5.7** and **5.8** set out the origin of the estimations for their trip generation, distribution and assignment. These estimations have been used to estimate each of their traffic flows within this TA.

Table 5.6: Committed Development Vehicle Trip and Distribution Derivation

Development Site	Planning Ref / Local	Traffic Generation	Distribution and Assignment
	Plan Ref		
		nitted Development	
K3 *	SW/10/444 SW/18/503317	Submitted TA	Submitted TA
Recycling Depot	16/501228/FULL	Submitted TA	Staff – K3 staff distribution HGVs – turning proportions 2017 junction surveys, 2015 HGV link flow percentages
Gypsum Recycling	16/501484/COUNTY	Submitted TA	HGVs – turning proportions 2017 junction surveys, 2015 HGV link flow percentages
Fulcrum	14/500327/OUT	Submitted TA	Staff – K3 staff distribution HGVs – turning proportions 2017 junction surveys, 2015 HGV link flow percentages
Eurolink V	15/510589/OUT	Submitted TA	Staff – K3 staff distribution HGVs – turning proportions 2017 junction surveys, 2015 HGV link flow percentages
Thermal Energy	15/500348/COUNTY	Submitted TA	Staff – K3 staff distribution HGVs – turning proportions 2017 junction surveys, 2015 HGV link flow percentages
Concrete Tile	17/505073/FULL	Submitted TA	Staff – K3 staff distribution HGVs – turning proportions 2017 junction surveys, 2015 HGV link flow percentages
Stones Farm	14/501588/OUT	Submitted TA	Derived from the traffic flows from the Submitted TA and census 2011 journey to work data
Crown Quay Lane	16/507877/FULL	Submitted TA	Distribution from submitted technical note and Census 2011 Journey to Work data
Paradise Farm	16/507594/FULL	Submitted TA	Submitted TA
G Park	SW/95/0099	61,700m ² B8 TRICS	SEP TA

^{*} K3 operational traffic flows not included in the committed development traffic flows for the K3 Proposed Development

Table 5.7: 2024 Cumulative Development Vehicle Trip and Distribution Derivation

Development Site	Planning Ref / Local Plan Ref	Traffic Generation	Distribution and Assignment
		Residential 760 dwellings – submitted TA.	
NW Sittingbourne	MU1	School 630 pupils – TRICS.	Residential / School – submitted TA Construction - K4 construction
		Construction – 200 dwellings constructed per annum	
SW Sittingbourne	MU 3	Construction only – 200 dwellings constructed per annum	K4 construction
NE Sittingbourne	MU2	Construction only – 100 dwellings constructed per annum	K4 construction
East Iwade	A17	Construction only – 200 dwellings constructed per annum	K4 construction
South Iwade	A17	Construction only – 200 dwellings constructed per annum	K4 construction

Table 5.8: 2031 Cumulative Development Vehicle Trip and Distribution Derivation

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Development Site	Planning Ref / Local Plan Ref	Traffic Generation	Distribution and Assignment
NW Sittingbourne	MU1	Residential 1520 dwellings – submitted TA.	Submitted TA
		School 1260 pupils – TRICS	
Ridham and Kemsley	A1	13899.4m ² B2, 19367.3m ² B8 TRICS	SEP TA
NE Sittingbourne	MU2	106 dwellings NW Sittingbourne trip rates	Census 2011 Journey to Work data
SW Sittingbourne	MU3	565 dwellings NW Sittingbourne trip rates	Census 2011 Journey to Work data
East Iwade	A17	440 dwellings NW Sittingbourne trip rates	Census 2011 Journey to Work data
South Iwade	A17	275 dwellings NW Sittingbourne trip rates	Census 2011 Journey to Work data

- 5.47 For assessment purposes, it was assumed that 50% of the North West Sittingbourne development (MU1), both residential units and secondary school would be occupied in 2024. It was assumed that all of the residential developments and the school at North West Sittingbourne would be fully occupied in 2031.
- 5.48 Given that no planning applications have been submitted for the remaining residential allocations, it was assumed that these sites would be under construction in 2024 with no units yet occupied.
- 5.49 It was assumed that two-thirds of the A1 allocation would be occupied in 2031 with a ratio of 42% B2 and 58% B8 used.

- 5.50 Residential construction traffic has been assumed at 85 daily two-way car movements (50 construction staff per day with Census 2011 modal split applied see Section 6) and an average of seven daily two-way HGV movements per 100 dwellings constructed per annum.
- 5.51 Therefore, for sites where an estimate has been made for 200 dwellings constructed per annum, 170 two-way car movements plus 14 two-way HGV movements would be generated per day.

6 TRIP GENERATION, MODE SHARE AND ASSIGNMENT

K3 Proposed Development

Construction

- 6.1 Construction is in accordance with the permitted scheme (SW/10/444) where the peak construction period is thought to have generated a maximum of 60 HGV deliveries per day with a maximum workforce of 642.
- 6.2 Construction of K3 as consented (SW/10/444) will be completed by late 2019. The transport elements of construction were scoped out of the Environmental Impact undertaken, submitted and approved as part of the existing planning consent (attached at Appendix 2.2 of the ES), as the level of traffic was assessed to be less than the operational traffic. Therefore, no significant effect was predicted. This approach was considered to be acceptable by SBC, KCC and HE. A Construction Traffic Management Plan (CTMP) was prepared as part of the construction of K3 and set out a range of management measures for construction vehicles. No further assessment has been undertaken to assess the impact of the construction of K3. These same measures will be adopted during the demolition phase of K3. A DTMP, similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.

Operational Trip Generation

- The 0-49.9MW element of this scheme is consented with vehicle movements of 258 daily HGV movements (SW/10/444) and 90 daily RCV movements.
- The Practical Effects of the K3 Proposed Development is predicted to generate an additional 68 daily waste delivery vehicle movements.
- Using the ratio of HGVs to RCVs from the above numbers (para 6.3) the trip generation of the additional 107,000 tonnes, which generates the 49.9-75MW component, to be used within the assessments is 50 HGV movements and 18 RCV movements.
- The total HGV movements will be 416 waste delivery vehicles consisting of 308 HGVs and 108 RCVs.
- 6.7 Staffing numbers are based on 14 staff working office hours and 3 shifts of 5 staff equating to 58 daily person trips.

Operational Mode Share

To estimate the likely mode of transport that employees would use to travel to and from the site, the 2011 Census Journey to Work data has been analysed for the Kemsley Workplace Zone. The workplaces within this zone include the Mill as well as the adjoining employment units, all of which have similar levels of accessibility and shift patterns and is thus reasonably representative for assessment purposes for employees at the K3 Proposed Development.

- The Workplace Population Census data is set out in **Table 6.3** below and has been applied to the level of staff to predict the level of vehicle trip generation for the site.
- 6.10 In summary, the Census data predicts that 85% of staff will arrive via car, 4.9% would arrive as a car passenger, 3.1% would arrive by bicycle, 2.6% would arrive on foot and 1.5% would arrive by train.
- On the basis of the above and staff on rest days due to shift patterns, it is estimated there would be a maximum of 25 staff arriving and departing via car per day to the K3 Proposed Development.

Operational Temporal Distribution

The temporal distribution for the K3 Proposed Development has been undertaken in accordance with the temporal distribution used and agreed for the K3 consented development.

HGVs

- The consent order seeks permission for HGV movements 24 hours a day, seven days a week. This is already consented under the permitted scheme (SW/10/444).
- 6.14 It is expected that between 25% and 50% of HGV movements would occur between 18:00 and 07:00 and between 50% and 75% of HGV traffic will occur between 07:00 and 18:00. That was the estimation for the permitted scheme (SW/10/444). The Transport Assessment methodology has adopted the assumption that 75% of HGV movements will occur between 07:00 and 18:00, with 25% of HGV movements occurring between 18:00 and 07:00 to ensure a robust assessment of a worst-case scenario.
- 6.15 HGV movements would be generated throughout the day and would typically be spread fairly equally in terms of hourly movements according to the percentages set out above. Although there may be occasional peaks of HGV movements at various times of the day, these would be balanced by subsequent troughs. Therefore, an average day would see a fairly equal spread of HGV movements across the typical working day, then during the evening and night.
- As part of their Section 42, consultation response KCC asked for evidence to be supplied from other waste to energy sites (i.e. Aylesford) regarding vehicle arrival times to substantiate the estimations of vehicle profiles throughout the day.
- 6.17 It is suggested this is an inappropriate methodology to calculate the temporal distribution for such facilities as vehicle profiles are specific to each facility based upon the contracts they have in place. If a facility accepts Municipal Solid Waste from a local area via refuse collection vehicles, then there are a number of factors which affect the subsequent arrival times and patterns of these refuse collection vehicles, which include (but not limited to):
 - The location of the overnight parking for refuse collection vehicles;
 - Any planning restrictions that may be attached to the overnight parking areas;
 - Refuse collection vehicle operative working hours;
 - The distance and time required to travel between the overnight parking of refuse collection vehicles to the area within which they are collecting;

- The size of the area within which collections are made and the time required to complete their collection round from within these areas:
- The capacity of the refuse collection vehicles;
- The distance and time required for the refuse collection vehicle to then travel to the facility;
- The time required for the refuse collection vehicle to deposit their load within the facility;
- The distance and time required for the refuse collection vehicle to then travel to its next collection area:
- The relevant above variables are then repeated for the refuse collection vehicles' second round of collections to return to the facility; and
- The distance and time required for the refuse collection vehicle to then travel from the facility to its own depot.
- 6.18 The same variables apply to all other waste inputs, for example bulked loads from a waste transfer station. Given these variables, the waste vehicle arrival times for one facility will be different to another facility.
- 6.19 From experience of other facilities, Municipal Solid Waste delivered via refuse collection vehicles can create two peaks during the day, generated by two collection rounds per day. By creating such peaks, this results in troughs during the highway network peak hours with very little, if any at all, waste vehicle movements during these periods.
- 6.20 Therefore, an assumption of a flat profile throughout the day maximises the number of HGV movements during the highway network peak hours and therefore generates a robust assessment.
- A flat profile has therefore been assumed throughout the day to maximise the number of HGV movements during the highway network peak hours. A robust assessment is therefore undertaken.

RCVs

- Due to the nature of the fuel being delivered i.e. from local commercial and industrial premises, directly from RCVs, it is assumed that all deliveries will occur between 07:00 19:00 hours on a weekday and 07:00 13:00 on a Saturday. It is assumed, as per calculations for K3 Consented (SW/18/503317), that the RCVs will be evenly spread throughout the day.
- 6.23 For the reasons set out above, evidence from other waste to energy sites (i.e. Aylesford) regarding vehicle arrival times to substantiate the estimations of vehicle profiles throughout the day is not considered to be an appropriate methodology. A flat profile throughout the day maximises the number of HGV movements during the highway network peak hours and therefore generates a robust assessment, and this has been adopted.

Staff

6.24 There will be 14 staff working 09:00-17:00 with three shifts of five staff (07:00-14:00, 14:00-22:00 and 22:00-07:00).

Based upon the calculations set out above, a breakdown of the operational traffic flows associated with K3 Proposed Development is shown in **Table 6.1**. The traffic flows are shown on the basis of each day and should not be read cumulatively in the context of one full week. HGV deliveries are not expected on every Saturday afternoon or Sunday but are shown in the event that deliveries are made during these periods at the same intensification as weekdays. If there were any such occurrences, then this would result in reduced weekday vehicle movements to compensate. However, this is not shown. The calculations have been presented below for all seven days of the week for assessment purposes only.

Table 6.1 - K3 Proposed Development Operational Traffic Flows

		V	/eekday	Averag		<u></u>		Devel		rday	Tution		Sunday						
Time Begin	Arriva	ls	Depar	tures	Two V	Vay	Arriva	ls	Depar	tures	Two V	/ay	Arriva	ls	Depar	tures	Two V	Vay	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	
00:00	0	2	0	2	0	5	0	2	0	2	0	5	0	2	0	2	0	5	
01:00	0	2	0	2	0	5	0	2	0	2	0	5	0	2	0	2	0	5	
02:00	0	2	0	2	0	5	0	2	0	2	0	5	0	2	0	2	0	5	
03:00	0	2	0	2	0	5	0	2	0	2	0	5	0	2	0	2	0	5	
04:00	0	2	0	2	0	5	0	2	0	2	0	5	0	2	0	2	0	5	
05:00	0	2	0	2	0	5	0	2	0	2	0	5	0	2	0	2	0	5	
06:00	4	2	0	2	4	5	4	2	0	2	4	5	4	2	0	2	4	5	
07:00	0	16	4	14	4	30	0	15	4	13	4	29	0	16	4	14	4	30	
08:00	12	14	0	16	12	30	12	13	0	15	12	29	12	14	0	16	12	30	
09:00	0	15	0	14	0	29	0	14	0	13	0	28	0	15	0	14	0	29	
10:00	0	14	0	15	0	29	0	13	0	14	0	28	0	14	0	15	0	29	
11:00	0	15	0	14	0	29	0	14	0	13	0	28	0	15	0	14	0	29	
12:00	0	14	0	15	0	29	0	13	0	14	0	28	0	14	0	15	0	29	
13:00	4	16	0	14	4	30	4	14	0	13	4	27	4	11	0	10	4	21	
14:00	0	14	4	16	4	30	0	13	4	14	4	27	0	10	4	11	4	21	
15:00	0	16	0	14	0	30	0	15	0	13	0	28	0	11	0	10	0	21	
16:00	0	14	0	16	0	30	0	13	0	15	0	28	0	10	0	11	0	21	
17:00	0	16	12	14	12	30	0	14	12	13	12	27	0	11	12	10	12	21	
18:00	0	8	0	9	0	17	0	6	0	8	0	15	0	4	0	4	0	8	
19:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
20:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
21:00	4	5	0	4	4	9	4	5	0	4	4	9	4	5	0	4	4	9	
22:00	0	4	4	5	4	9	0	4	4	5	4	9	0	4	4	5	4	9	
23:00	0	2	0	2	0	5	0	2	0	2	0	5	0	2	0	2	0	5	
Total	25	205	25	205	49	417	25	194	25	194	49	394	25	180	25	180	49	363	

Note: any differences due to rounding. i.e. Total -two-way weekday HGVs 417 when 205 arriving and 205 departing.

6.26 **Table 6.1** shows that the K3 Proposed Development is predicted to generate 30 HGV and 12 car movements during the AM and PM weekday peak hours.

- 6.27 With the exception of 5 HGV movements in the AM and PM peak hours, all of the remaining vehicle movements are consented within SW/10/0444 and SW/18/503317. KCC, SBC and HE have, through their assessment of the consented developments, derived that the 25 HGV and 12 car vehicle movements would not have a significant impact on the highway network.
- Therefore, the K3 Proposed Development operation is not expected to have a significant impact on the highway network.

Operational Trip Distribution and Assignment

HGVs

6.29 For the purposes of this assessment, it is assumed that up to 20% of HGVs delivering waste arisings would be from neighbouring areas. These movements would be via the M2 east of the A249 (6.67% i.e. 1/3 of 20%), the M2 west of the A249 (6.67%) and the A249 south of the M2 (6.67%). Of the remaining 80%, 25% could be from areas in south / south of London with HGVs travelling via the M20 and the A249 south of the M2 to / from the site and 55% could be from areas in north / north of London with HGVs travelling via the M2 west of the A249 and the A249 south of the M2 to / from the site.

RCVs

6.30 The assignment of RCVs has been based on the assumptions that the RCVs will be delivering waste from within the boundaries of Kent and Medway unitary authority. Vehicle movements have been assigned equally to each of the districts with the exception of Thanet which has been included with Canterbury due to its size and nature. Therefore, each district / unitary generates one twelfth of the proposed development traffic.

Staff

- 6.31 Census 2011 Journey to Work data has formed the basis of the assumptions of staff vehicle routeing.
- The operational traffic has been assigned to the road network in accordance with the above, and the resultant predicted traffic flows are attached at **Appendix H**. The K3 Proposed Development operational peak hour traffic flows are also included in **Appendix H**.

Decommissioning

- 6.33 When K3 Proposed Development is decommissioned, the process will require its removal from K3 Site which will generate associated vehicle movements, including HGV movements. As there will be no further use of the materials, such materials will be able to be removed in bulk meaning larger payloads can be achieved and therefore, there will be lower traffic flows than during construction.
- A CTMP was prepared as part of the construction of the K3 consented and set out a range of management measures for construction vehicles. These same measures will be adopted during the demolition phase. A Decommissioning Traffic Management Plan (DTMP), similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.

The Practical Effects of the K3 Proposed Development

Operational Trip Generation

- 6.35 No additional staff are required as consequence of the K3 Proposed Development beyond the existing K3 consent.
- The additional throughput of 107,000 tonnes of waste is predicted to generate an additional 68 daily HGV movements.
- 6.37 K3 has permission for 258 daily HGV movements and the K3 Amendment application has permission for an additional 90 HGV movements undertaken by refuse collection vehicles (RCV).
- 6.38 Therefore, using the ratio of HGVs to RCVs from the above numbers the trip generation of The Practical Effects of K3 to be used within the assessments is 50 HGV movements and 18 RCV movements.

Operational Temporal Distribution

HGVs

- 6.39 K3 is consented to operate with deliveries occurring 24 hours a day, seven days a week.
- 6.40 HGV movements would be generated throughout the day and would typically be spread fairly equally in terms of hourly movements. Although there may be occasional peaks of HGV movements at various times of the day, these would be balanced by subsequent troughs. Therefore, an average day would see a fairly equal spread of HGV movements across the typical working day, then during the evening and night.
- As part of their Section 42, consultation response KCC asked for evidence to be supplied from other waste to energy sites (i.e. Aylesford) regarding vehicle arrival times to substantiate the estimations of vehicle profiles throughout the day. For the reasons set out above, it is suggested this is an inappropriate methodology and a flat profile has been assumed throughout the day to maximise the number of HGV movements during the highway network peak hours. A robust assessment is therefore undertaken.

RCVs

- Due to the nature of the fuel being delivered i.e. from local commercial and industrial premises, directly from RCVs, it is assumed that all deliveries will occur between 07:00 19:00 hours on a weekday and 07:00 13:00 on a Saturday. It is assumed, that the RCVs will be evenly spread throughout the day.
- 6.43 For the reasons set out above, evidence from other waste to energy sites (i.e. Aylesford) regarding vehicle arrival times to substantiate the estimations of vehicle profiles throughout the day is not considered to be an appropriate methodology. A flat profile throughout the day maximises the number of HGV movements during the highway network peak hours and therefore generates a robust assessment, and this has been adopted.

Based upon the calculations set out above, a breakdown of the operational traffic flows associated with the Practical Effects of the K3 Proposed Development is shown in **Table 6.2**. The traffic flows are shown on the basis of each day and should not be read cumulatively in the context of one full week. HGV deliveries are not expected on every Saturday afternoon or Sunday but are shown in the event that deliveries are made during these periods at the same intensification as weekdays. If there were any such occurrences, then this would result in reduced weekday vehicle movements to compensate. However, this is not shown. The calculations have been presented below for all seven days of the week for assessment purposes only.

Table 6.2 – The Practical Effects of the K3 Proposed Development Operational Traffic Flows

		W		Averaç						rday	,	<u> </u>	Sunday						
Time Begin	Arriva	ls	Depar	tures	Two V	Vay	Arriva	ls	Depar	tures	Two V	Vay	Arriva	ls	Depar	tures	Two V	Vay	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	3	0	2	0	5	0	3	0	2	0	5	0	2	0	1	0	4	
08:00	0	2	0	3	0	5	0	2	0	3	0	5	0	1	0	2	0	4	
09:00	0	2	0	2	0	4	0	2	0	2	0	4	0	1	0	1	0	3	
10:00	0	2	0	2	0	4	0	2	0	2	0	4	0	1	0	1	0	3	
11:00	0	2	0	2	0	4	0	2	0	2	0	4	0	1	0	1	0	3	
12:00	0	2	0	2	0	4	0	2	0	2	0	4	0	1	0	1	0	3	
13:00	0	3	0	2	0	5	0	2	0	1	0	3	0	2	0	1	0	3	
14:00	0	2	0	3	0	5	0	1	0	2	0	3	0	1	0	2	0	3	
15:00	0	3	0	2	0	5	0	2	0	1	0	4	0	2	0	1	0	4	
16:00	0	2	0	3	0	5	0	1	0	2	0	4	0	1	0	2	0	4	
17:00	0	3	0	2	0	5	0	2	0	1	0	3	0	2	0	1	0	3	
18:00	0	2	0	3	0	5	0	1	0	2	0	3	0	1	0	2	0	3	
19:00	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0	1	0	3	
20:00	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0	1	0	3	
21:00	0	2	0	1	0	4	0	2	0	1	0	4	0	2	0	1	0	4	
22:00	0	1	0	2	0	4	0	1	0	2	0	4	0	1	0	2	0	4	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	34	0	34	0	68	0	30	0	30	0	60	0	26	0	26	0	51	

Note: any differences due to rounding. i.e. Total HGVs shown as 69 when only 68 additional HGV movements are being applied for.

6.45 **Table 6.2** shows that the Practical Effects of the K3 Proposed Development is predicted to generate 5 HGV movements during the AM and PM weekday peak hours.

6.46 KCC stated, in response to the Draft Environmental Statement submitted for the Kemsley Paper Mill (K4) CHP Plant DCO application, with reference to HGV movements:

"the principle of up to eight movements in a peak hour is unlikely to have a significant impact."

Therefore, the Practical Effects of the K3 Proposed Development is not expected to have a significant impact on the highway network.

Operational Trip Distribution and Assignment

HGVs

For the purposes of this assessment, it is assumed that up to 20% of HGVs delivering waste arisings would be from neighbouring areas. These movements would be via the M2 east of the A249 (6.67% i.e. 1/3 of 20%), the M2 west of the A249 (6.67%) and the A249 south of the M2 (6.67%). Of the remaining 80%, 25% could be from areas in south / south of London with HGVs travelling via the M20 and the A249 south of the M2 to / from the site and 55% could be from areas in north / north of London with HGVs travelling via the M2 west of the A249 and the A249 south of the M2 to / from the Sites.

RCVs

- The assignment of RCVs has been based on the assumptions that the RCVs will be delivering waste from within the boundaries of Kent and Medway unitary authority. Vehicle movements have been assigned equally to each of the districts with the exception of Thanet which has been included with Canterbury due to its size and nature. Therefore, each district / unitary generates one twelfth of the proposed development traffic.
- The Practical Effects of the K3 Proposed Development operational traffic flows are attached in **Appendix H.**

Decommissioning

- When the Practical Effects of the K3 Proposed Development is decommissioned, the process will require its removal from K3 Site which will generate associated vehicle movements, including HGV movements. As there will be no further use of the materials, such materials will be able to be removed in bulk meaning larger payloads can be achieved and therefore, there will be lower traffic flows than during construction.
- A CTMP was prepared as part of the construction of K3 and set out a range of management measures for construction vehicles. These same measures will be adopted during the demolition phase. A Decommissioning Traffic Management Plan (DTMP), similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.

WKN Proposed Development

Construction Trip Generation

- Daily HGV deliveries and staff associated with the construction of WKN Proposed Development have been based on 75% of the K3 construction figures. K3 is a two-line facility and the WKN Proposed Development is a single line facility, therefore elements of the infrastructure associated with K3 is double that of the WKN Proposed Development. The project team has therefore estimated that a reasonable estimate of construction activity at the WKN Proposed Development will be 75% of that of the K3 construction.
- During construction, it is estimated there will be a peak of up to 482 staff on site during month 24 of the 40-month construction programme.
- 6.55 It is estimated that the construction of WKN Proposed Development will generate a maximum of 45 HGV deliveries per day (maximum of 90 HGV movements per day) during the peak construction period. This includes all associated construction activities including all deliveries (including abnormal indivisible loads) and all removal of material / waste etc.
- As part of their Section 42, consultation response, KCC asked for evidence from the existing K3 construction to understand the level of HGV movements and staff movements during construction for application to the WKN construction. Given that K3 is in its final stages of construction, the vehicle movements it generates is not comparable to its entire construction period. There was no requirement to record K3 construction vehicle movements and so there are no records of historical construction vehicle movements generated during earlier periods of the K3 construction. The construction estimates for the WKN Proposed Development has therefore been based upon the estimations of the project team.

Construction Mode Share

- 6.57 To estimate the likely mode of transport that construction workers would use to travel to and from the site, for assessment purposes, the 2011 Census Journey to Work data has been analysed for the Kemsley Workplace Zone. The workplaces within this zone include the Mill as well as the adjoining employment units, all of which have similar levels of accessibility and shift patterns and is thus reasonably representative for assessment purposes for construction workers to WKN Proposed Development.
- The Workplace Population Census data as shown in **Table 6.3** has been applied to the level of construction staff to predict the level of vehicle trip generation for the site.

Table 6.3: Mode Share (Kemsley Travel to Work)

Mode	% Mode Share*
Car Driver	84.8%
Car Passenger	4.9%
Bus	0.4%
Train	1.5%
Motorcycle	2.6%
Pedal Cycle	3.1%
Walk	2.6%
Other	0.0%

Mode	% Mode Share*
Total	100%

^{*}Based on existing mode share for Kemsley Workplace Zone (2011 Census)

- 6.59 In summary, the Census data predicts that 85% of staff will arrive via car, 4.9% would arrive as a car passenger, 3.1% would arrive by bicycle, 2.6% would arrive on foot and 1.5% would arrive by train.
- Due to the nature of teams of construction workers moving from one site to the next, workers tend to quickly identify others in their team who live near to them and car share amongst themselves. It can therefore be expected that the proportion of car sharers may be higher than the above and thus the proportion of car drivers may reduce. However, the above provides for a robust analysis based on a robust estimate of construction workers arriving by car.
- On the basis of the above, it is estimated there would be a maximum of 409 construction staff arriving and departing as a car driver per day to WKN Proposed Development during the construction peak period.

Construction Temporal Distribution

- 6.62 Construction activities will be undertaken during normal construction working hours of 07:00 and 19:00 on weekdays and 07:00 to 16:00 on Saturdays and on Sundays where needs dictate, which is consistent with the K3 construction activities that are currently ongoing and were permitted as part of its planning consent. Construction HGV movements may occur during these hours.
- 6.63 Construction HGV movements will be generated throughout the day and will be typically spread fairly equally in terms of hourly movements. Although there may be occasional peaks of construction HGV movements at various times of the day, these will be balanced by subsequent troughs and balance out on different days to being typically evenly spread. Therefore, an average day will see a fairly equal spread of construction HGV movements across the working day.
- Daily construction HGV movements have therefore been spread equally across the twelve-hour working weekday and nine hour working weekend.
- 6.65 Construction staff would typically arrive between 06:00 and 07:00 and depart between 19:00 and 20:00 on a weekday. On a weekend, construction staff would typically arrive between 06:00 and 07:00 and depart between 16:00 and 17:00. It is assumed that all staff arrive and depart within these hours to ensure a robust assessment.
- 6.66 Based upon the calculations set out above, a breakdown of the peak construction traffic flows is shown in **Table 6.4**.

Table 6.4 – WKN Proposed Development Construction Traffic Flows

		V	/eekday	Averaç	je		Saturday							Sunday						
Time Begin	Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		Arrivals		Depar	tures	Two V	Vay		
Dogiii	Car HGV		Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

		V	/eekday	Averag	je				Satu	rday			Sunday						
Time Begin	Arriva	ls	Depar	tures	Two V	V ay	Arriva	ls	Depar	tures	Two Way		Arrivals		Depar	tures	Two V	Vay	
3	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	409	0	0	0	409	0	409	0	0	0	409	0	409	0	0	0	409	0	
07:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
08:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
09:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
10:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
11:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
12:00	0	4	0	4	0	8	0	4	0	4	0	8	0	4	0	4	0	8	
13:00	0	4	0	4	0	7	0	4	0	4	0	7	0	4	0	4	0	7	
14:00	0	4	0	4	0	7	0	4	0	4	0	7	0	4	0	4	0	7	
15:00	0	4	0	4	0	7	0	4	0	4	0	7	0	4	0	4	0	7	
16:00	0	4	0	4	0	7	0	0	409	0	409	0	0	0	409	0	409	0	
17:00	0	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	409	0	409	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	409	46	409	46	817	92	409	35	409	35	817	69	409	35	409	35	817	69	

Note: any differences due to rounding.

- Table 6.4 shows that the construction of WKN Proposed Development is predicted to generate 8 HGV movements during the AM and PM weekday peak hours.
- 6.68 KCC stated, in response to the Draft Environmental Statement submitted for the Kemsley Paper Mill (K4) CHP Plant DCO application, with reference to HGV movements:

"the principle of up to eight movements in a peak hour is unlikely to have a significant impact."

Therefore, the WKN Proposed Development construction is not expected to have a significant impact on the highway network.

Construction Trip Distribution and Assignment

- 6.70 The origin of construction HGVs and their route to the site will vary through the process and is expected to vary on a day by day basis depending upon the construction activity being undertaken and the contractor(s) involved. Given the layout of the adjacent highway network and the strategic nature of its routes and destinations, it is likely that the routes by construction HGVs will be on the strategic road network to the A249 then Swale Way and Barge Way.
- 6.71 For the purposes of this assessment, it is assumed that up to 20% of construction HGVs would be from neighbouring areas and these movements would be via the M2 east of the A249 (6.67% i.e. 1/3 of 20%), the M2 west of the A249 (6.67%) and the A249 south of the M2 (6.67%). Of the remaining 80%, 25% would be from areas in south / south of London with HGVs travelling via the M20 and the A249 south of the M2 to / from the site and 55% would be from areas in north / north of London with HGVs travelling via the M2 west of the A249 and the A249 south of the M2 to / from the site.
- 6.72 Census 2011 Journey to Work data has formed the basis of the assumptions of construction staff vehicle routeing.
- The construction traffic has been assigned to the road network in accordance with the above, and the resultant predicted peak construction traffic flows are attached at **Appendix I**.

Draft Construction Management Plan

A Draft CTMP has been prepared in support of the application, from which a Full CTMP will evolve prior to construction commencing one a contractor has been appointed. The Full CTMP will be a management tool that contractors will follow to minimise the impact of construction vehicles. It will be regularly monitored and reviewed on an ongoing basis to seek to further reduce impacts where possible.

Operational Trip Generation

- 6.75 The throughput of 390,000 tonnes of waste is expected to generate 250 daily HGV movements.
- 6.76 Using the ratio of HGVs to RCVs as detailed above in paragraph 6.3 the assessment undertaken is for 185 HGV movements and 65 RCV movements.
- 6.77 The staffing numbers for K3 (44 employees taking into consideration staff rest days) have been used for assessment providing a robust assessment as K3 is a double-line waste facility and the WKN Proposed Development is a single-line facility.

Operational Mode Share

- To estimate the likely mode of transport that employees would use to travel to and from the site, the 2011 Census Journey to Work data has been analysed for the Kemsley Workplace Zone. The workplaces within this zone include the Mill as well as the adjoining employment units, all of which have similar levels of accessibility and shift patterns and is thus reasonably representative for assessment purposes for construction workers to the WKN Proposed Development.
- The Workplace Population Census data is set out in **Table 6.3** above and has been applied to the level of staff to predict the level of vehicle trip generation for the site.

- 6.80 In summary, the Census data predicts that 85% of staff will arrive via car, 4.9% would arrive as a car passenger, 3.1% would arrive by bicycle, 2.6% would arrive on foot and 1.5% would arrive by train.
- On the basis of the above and staff on rest days due to shift patterns, it is estimated there would be a maximum of 37 staff arriving and departing via car per day to the WKN Proposed Development.

Operational Temporal Distribution

HGVs

- 6.82 The consent order seeks permission for HGV movements 24 hours a day, seven days a week.
- 6.83 It is expected that between 25% and 50% of HGV movements would occur between 18:00 and 07:00 and between 50% and 75% of HGV traffic will occur between 07:00 and 18:00. The Transport Assessment methodology has adopted the assumption that 75% of HGV movements will occur between 07:00 and 18:00, with 25% of HGV movements occurring between 18:00 and 07:00 to ensure a robust assessment of a worst-case scenario.
- 6.84 HGV movements would be generated throughout the day and would typically be spread fairly equally in terms of hourly movements according to the percentages set out above. Although there may be occasional peaks of HGV movements at various times of the day, these would be balanced by subsequent troughs. Therefore, an average day would see a fairly equal spread of HGV movements across the typical working day, then during the evening and night.
- As set out above for the Practical Effects of the K3 Proposed Development, as part of their Section 42, consultation response KCC asked for evidence to be supplied from other waste to energy sites (i.e. Aylesford) regarding vehicle arrival times to substantiate the estimations of vehicle profiles throughout the day. For the reasons set out above, it is suggested this is an inappropriate methodology. A flat profile throughout the day maximises the number of HGV movements during the highway network peak hours and therefore generates a robust assessment, and this has been adopted.

RCVs

- Due to the nature of the fuel being delivered i.e. from local commercial and industrial premises, directly from RCVs, it is assumed that all deliveries will occur between 07:00 19:00 hours on a weekday and 07:00 13:00 on a Saturday. It is assumed, as per calculations for the consented K3, that the HGVs will be evenly spread throughout the day.
- 6.87 For the reasons set out above, evidence from other waste to energy sites (i.e. Aylesford) regarding vehicle arrival times to substantiate the estimations of vehicle profiles throughout the day is not considered to be an appropriate methodology. A flat profile throughout the day maximises the number of HGV movements during the highway network peak hours and therefore generates a robust assessment, and this has been adopted.

Staff

- Staff arrivals and departures have been based upon estimates by the operator. The management (8 staff) and maintenance (14 staff) teams will arrive at 07:30 and depart at 16:30; the day work team (10 staff) will arrive at 07:00 and depart at 19:00 and the operating team (17 staff) will work in teams of three to provide a two-shift pattern 07:00 19:00 (three staff) and 19:00 07:00 (three staff) with rest days. To ensure a robust assessment, although there are 22 staff members finishing work at 16:30, half of these (11) are predicted to depart during the PM peak hour (17:00 to 18:00), with half departing at their finish time of 16:30 (i.e. the hour 16:00 to 17:00).
- Based upon the calculations set out above, a breakdown of the operational traffic flows associated with WKN Proposed Development is shown in **Table 6.5**. The traffic flows are shown on the basis of each day and should not be read cumulatively in the context of one full week. HGV deliveries are not expected on every Saturday afternoon or Sunday but are shown in the event that deliveries are made during these periods at the same intensification as weekdays. If there were any such occurrences, then this would result in reduced weekday vehicle movements to compensate. However, this is not shown. The calculations have been presented below for all seven days of the week for assessment purposes only.

Table 6.5 – WKN Proposed Development Operational Traffic Flows

		V	/eekday	Averag	je			Saturday					Sunday					
Time Begin	Arriva	ls	Depar	tures	Two V	Vay	Arriva	ls	Depar	tures	Two V	Vay	Arriva	ls	Depar	tures	Two V	Vay
3	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	11	0	0	0	11	0	11	0	0	0	11	0	11	0	0	0	11	0
07:00	22	10	3	9	25	19	22	10	3	9	25	19	22	7	3	6	25	13
08:00	0	9	0	10	0	19	0	9	0	10	0	19	0	6	0	7	0	13
09:00	0	9	0	9	0	18	0	9	0	9	0	18	0	6	0	6	0	12
10:00	0	9	0	9	0	18	0	9	0	9	0	18	0	6	0	6	0	12
11:00	0	9	0	9	0	18	0	9	0	9	0	18	0	6	0	6	0	12
12:00	0	9	0	9	0	18	0	9	0	9	0	18	0	6	0	6	0	12
13:00	0	5	0	9	0	14	0	2	0	6	0	8	0	2	0	6	0	8
14:00	0	9	0	5	0	14	0	6	0	2	0	8	0	6	0	2	0	8
15:00	0	10	0	9	0	19	0	7	0	6	0	13	0	7	0	6	0	13
16:00	0	9	11	10	11	19	0	6	11	7	11	13	0	6	11	7	11	13
17:00	0	5	11	9	11	14	0	2	11	6	11	8	0	2	11	6	11	8
18:00	3	9	0	5	3	14	3	6	0	2	3	8	3	6	0	2	3	8
19:00	0	6	11	6	11	12	0	6	11	6	11	12	0	6	11	6	11	12
20:00	0	6	0	6	0	12	0	6	0	6	0	12	0	6	0	6	0	12
21:00	0	7	0	6	0	13	0	7	0	6	0	13	0	7	0	6	0	13

	Weekday Average					Saturday					Sunday							
Time Begin	Arriva	ls	Depar	tures	Two V	Vay	Arriva	ls	Depar	tures	Two V	Vay	Arriva	ls	Depar	tures	Two V	Vay
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
22:00	0	6	0	7	0	13	0	6	0	7	0	13	0	6	0	7	0	13
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	126	36	126	71	252	36	110	36	110	71	219	36	94	36	94	71	187

Note: any differences due to rounding i.e. Total HGVs shown as 252 when only 250 additional HGV movements are being applied for.

- 6.90 **Table 6.5** shows that the operation of WKN Proposed Development is predicted to generate 19 HGV movements during the AM weekday peak hour and 11 car and 14 HGV movements in the PM weekday peak hour.
- 6.91 The Transport Assessment, that submitted in support of the NW Sittingbourne development (Planning Ref: 18/502190/EIHYB) states:

"SW/10/0444 Kemsley Paper Mill – A review of the 2010 ES shows only a modest level of traffic generation from the proposed Kemsley Mill development during the morning and evening peak hours. It has been considered reasonable to assume that the background traffic growth factors make an allowance for this."

- This statement appears to have been accepted by KCC as a reasonable assumption as it appears in both the original and the amended Transport assessments. The 2010 K3 application showed a generation of 258 HGV daily two-way HGV movements and 46 daily two-way staff movements.
- 6.93 WKN Proposed Development is similar to the consented K3 application i.e. 250 vs 258 daily HGV movements with similar staffing.
- Therefore, the operation of WKN Proposed Development is not expected to have a significant impact on the highway network.

Operational Trip Distribution and Assignment

HGVs

6.95 For the purposes of this assessment, it is assumed that up to 20% of HGVs delivering waste arisings would be from neighbouring areas. These movements would be via the M2 east of the A249 (6.67% i.e. 1/3 of 20%), the M2 west of the A249 (6.67%) and the A249 south of the M2 (6.67%). Of the remaining 80%, 25% could be from areas in south / south of London with HGVs travelling via the M20 and the A249 south of the M2 to / from the site and 55% could be from areas in north / north of London with HGVs travelling via the M2 west of the A249 and the A249 south of the M2 to / from the site.

RCVs

The assignment of RCVs has been based on the assumptions that the RCVs will be delivering waste from within the boundaries of Kent and Medway unitary authority. Vehicle movements have been assigned equally to each of the districts with the exception of Thanet which has been included with Canterbury due to its size and nature. Therefore, each district / unitary generates one twelfth of the proposed development traffic.

Staff

- 6.97 Census 2011 Journey to Work data has formed the basis of the assumptions of staff vehicle routeing.
- The operational traffic has been assigned to the road network in accordance with the above, and the resultant predicted traffic flows are attached at **Appendix J**. The K3 operational and WKN operational peak hour traffic flows are also included in **Appendix J**.

Draft Travel Plan

6.99 A Draft Travel Plan has been prepared in relation to the movement of staff, visitors and waste vehicle movements during the WKN Proposed Development operational phase. The measures include seeking to minimise single occupancy vehicle movements by staff, seeking to avoid HGV movements during the peak hours and seeking to utilise existing HGV routes.

Decommissioning

- 6.100 When WKN Proposed Development is decommissioned, the process will require its removal from site which will generate associated vehicle movements, including HGV movements. Since there is no further use for the materials, such materials can be removed in bulk after demolition.
- 6.101 This means that larger payloads can be achieved, and the traffic flows associated with decommissioning will be lower than those during its construction. A CTMP was prepared as part of the construction of K3 and set out a range of management measures for construction vehicles. A Draft CTMP has also been prepared to manage construction vehicles at the WKN Proposed Development, from which a Full CTMP will evolve prior to construction and once a contractor is appointed. These same measures will be adopted during the demolition phase of the WKN Proposed Development. A Decommissioning Traffic Management Plan (DTMP), similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.

K3 and WKN Proposed Development Peak Hour Traffic Flows Summary

6.102 For clarity, K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development and the combined Practical Effects of the K3 Proposed Development plus WKN Proposed Development have been summarised in terms of their total two-way AM and PM peak hour traffic flow movements, by link, in **Table 6.6**.

Table 6.6: Proposed Development Total Two-Way Peak Hour Vehicle Movements

Table 0.0. I Top					ehicle Move			
Link	K3 Operational		Effects	ractical s of K3 ational	WKN Op	erational	The Practical Effects of K3 Operational + WKN Operational	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Swale Way between the A249 and Barge Way	41	41	5	5	19	24	24	29
Barge Way between Swale Way and Fleet End	42	42	5	5	19	25	24	29
Barge Way east of Fleet End	42	42	5	5	19	25	24	29
A249 south of Swale Way	41	41	5	5	18	24	23	28
A249 between the A2 and M2	41	41	5	5	18	24	23	28
Swale Way north of Reams Way	1	1	0	0	0	0	0	0
Swale Way south of Reams Way	1	1	0	0	0	0	0	0
Swale Way south of Ridham Avenue	1	1	0	0	0	0	0	0
M2 East of A249	4	4	0	0	2	3	2	3
M2 West of A249	18	18	2	2	9	9	12	11
A249 north of Swale Way	1	1	0	0	0	0	0	0

Note: some summations may not match due to rounding

- 6.103 **Table 6.6** shows that for the K3 Proposed Development the highest two way vehicle movements is predicted at 42 vehicle movements during each of the peak hours on Barge Way between Swale Way and Fleet End and Barge Way east of Fleet End.
- The Practical Effects of the K3 Proposed Development, which indicates the actual increase in two-way vehicle movements (as K3 has consented vehicle movements from approved planning applications: SW/10/0444 and SW/18/503317) gives rise to an additional 5 vehicle movements in the peak hours on Swale Way between the A429 and Barge Way, Barge Way between Swale Way and Fleet End and Barge Way east of Fleet End.
- 6.105 For the WKN Proposed Development the highest two way vehicle movements are predicted at 19 vehicle movements in the AM peak hour and 25 vehicle movements in the PM peak hour on Barge Way between Swale Way and Fleet End and Barge Way east of Fleet End.
- Therefore, given the consented vehicle movements (K3) the highest two way increase in vehicle movement due to all development will be 29 vehicle movements in the PM peak hour on Swale Way between the A429 and Barge Way, Barge Way between Swale Way and Fleet End and Barge Way east of Fleet End.

Traffic Flow Scenarios

6.107 The committed, cumulative and operational development traffic flows have been added to the baseline traffic flows to create the following scenarios:

- 2021 Baseline + K3 Proposed Development + WKN Construction (Appendix X);
- 2024 Baseline excluding K3 consented (Appendix G);
- 2024 Baseline including K3 consented (Appendix F);
- 2024 Baseline excluding K3 consented + Cumulative Development (Appendix G);
- 2024 Baseline including K3 consented + Cumulative Development (Appendix;G)
- 2024 Baseline excluding K3 consented + K3 Proposed Development Operational (Appendix K);
- 2024 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational (Appendix K);
- 2024 Baseline excluding K3 consented + K3 Proposed Development Operational + Cumulative Development (Appendix L);
- 2024 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational + Cumulative Development (Appendix L);
- 2024 Baseline including K3 consented + WKN Proposed Development Operational (Appendix M);
- 2024 Baseline including K3 consented + WKN Proposed Development Operational + Cumulative Development (Appendix N);
- 2024 Baseline excluding K3 consented + K3 Proposed Development Operational + WKN Proposed Development Operational (Appendix O);
- 2024 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational + WKN Proposed Development Operational (Appendix O);
- 2024 Baseline excluding K3 consented + K3 Proposed Development Operational + WKN Proposed Development Operational + Cumulative Development (Appendix P);
- 2024 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational + WKN Proposed Development Operational + Cumulative Development (Appendix P);
- 2031 Baseline excluding K3 consented (Appendix Q);
- 2031 Baseline including K3 consented (Appendix Q);
- 2031 Baseline excluding K3 consented + Cumulative Development (Appendix G);
- 2031 Baseline including K3 consented + Cumulative Development (Appendix G);
- 2031 Baseline excluding K3 consented + K3 Proposed Development Operational (Appendix R);

- 2031 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational (Appendix R);
- 2031 Baseline excluding K3 consented + K3 Proposed Development Operational + Cumulative Development (Appendix S);
- 2031 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational + Cumulative Development (Appendix S);
- 2031 Baseline including K3 consented + WKN Proposed Development Operational (Appendix T);
- 2031 Baseline including K3 consented + WKN Proposed Development Operational + Cumulative Development (Appendix U);
- 2031 Baseline excluding K3 consented + K3 Proposed Development Operational + WKN Proposed Development Operational (Appendix V);
- 2031 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational + WKN Proposed Development Operational (Appendix V);
- 2031 Baseline excluding K3 consented + K3 Proposed Development Operational + WKN Proposed Development Operational + Cumulative Development (Appendix W); and
- 2031 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational + WKN Proposed Development Operational + Cumulative Development (Appendix W).
- 6.108 For clarity, and to summarise the sites set out in Section 5, **Table 6.7** summarises the committed sites and the cumulative sites included in each future assessment scenario.

Table 6.7: Summary of Committed Sites and Cumulative Sites in Future Year Scenarios

	20	21	20	24	20	31
	K3 Dev	Practical Effects	K3 Dev	Practical Effects	K3 Dev	Practical Effects
Committed Sites included Within the Base	line Tra	ffic Flow	'S			
Weinberger Concrete Tile Factory (17/505073/FULL)	✓	✓	✓	√	✓	√
KPM Rec (16/501228)	✓	✓	✓	✓	✓	√
Gypsum Recycling (16/501484/COUNTY)	✓	✓	✓	✓	✓	√
Fulcrum Business Park (14/500327/OUT)	✓	✓	✓	✓	✓	✓
Eurolink V (15/510589/OUT)	✓	✓	✓	√	✓	✓
Thermal Energy Facility Kemsley Field Business Park (15/500348/COUNTY)	✓	✓	✓	√	✓	✓
K4 Construction (EN010090 / 18/501923/ADJ)	✓	✓				
SEP (SW/10/444)		✓		✓		✓
Land at Stones Farm (14/501588/OUT)	✓	✓	✓	✓	✓	✓
Land to the west of Crown Quay (16/507877/FULL)	✓	✓	√	✓	✓	✓
K3 Variation (SW/18/503317)		√		√		√

	20	21	20	24	20	31
	K3 Dev	Practical Effects	K3 Dev	Practical Effects	K3 Dev	Practical Effects
Paradise Farm (16/507594/COUNTY)	√	✓	✓	√	✓	✓
G Park (Unbuilt element)	✓	✓	✓	√	✓	✓
Sites included within the Cumulative Development	opment T	raffic Flo	ows			
Plot N2c, Castle Road, Eurolink (Natural Gas Fuelled Power Plant) (18/500393/FULL)	√	√				
MU1 North West Sittingbourne (Dwellings built at 2024)			✓	√		
MU1 North West Sittingbourne Construction Traffic			✓	√		
MU3 South West Sittingbourne Construction Traffic			✓	√		
MU 2 North East Sittingbourne Construction Traffic			✓	√		
A17 East Iwade Construction Traffic			✓	√		
A17 South Iwade Construction Traffic			✓	√		
MU1 North West Sittingbourne (full build out)					✓	✓
MU3 South West Sittingbourne (full build out)					✓	✓
A17 South Iwade (full build out)					✓	✓
A17 East Iwade (full build out)					✓	✓
MU2 North East Sittingbourne (full build out)					✓	✓
A1 Land Allocation for B class employment use Ridham and Kemsley					✓	✓

7 K3 PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT

- 7.1 This Transport Assessment section assesses the effects of the construction and operation traffic flows generated by K3 Proposed Development
- 7.2 Construction of K3 as consented will be completed by late 2019. The transport effects of construction were considered within the Environmental Statement Chapter 6 and Appendix 6.1 (see Appendix 2.2 of the ES) submitted to support the planning application SW/10/444 and considered to be acceptable by SBC, KCC and HE. A Construction Traffic Management Plan (CTMP) was prepared as part of the construction of K3 and set out a range of management measures for construction vehicles. No further assessment has been undertaken to assess the impact of the construction of K3. These same measures will be adopted during the demolition phase of K3. A DTMP, similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.
- 7.3 To consider the effects of the traffic generated by the operation of the K3 Proposed Development, two assessments have been undertaken. Firstly, an assessment of traffic flow increases has been undertaken to provide a context. Secondly, an assessment of junction performance has been undertaken on local junctions between the northern access and the A249.

Link Assessment

Operational

- 7.4 All of the vehicle movements associated with the K3 Proposed Development have been included in this assessment. It should be noted that all staff vehicle movements and 83.65% of HGV movements are consented under the K3 planning applications (SW/10/444 and SW/18/503317).
- 7.5 The K3 Proposed Development operational traffic flows have been assessed against the 2024 baseline excluding K3 consented traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix Y**. The 24-hour impact is summarised in **Table 7.1**.

Table 7.1: 2024 K3 Proposed Development 24-Hour Percentage Impact

Link		% Impact	
LITIK	Weekday	Saturday	Sunday
Swale Way between the A249 and Barge Way	1.9	3.0	4.1
Barge Way between Swale Way and Fleet End	5.4	8.2	10.4
Barge Way east of Fleet End	11.8	24.1	31.2
A249 south of Swale Way	1.1	1.2	1.2
A249 between the A2 and M2	0.8	0.8	0.8
Swale Way north of Reams Way	0.0	0.0	0.0
Swale Way south of Reams Way	0.0	0.0	0.0
Swale Way south of Ridham Avenue	0.0	0.0	0.0

Link		% Impact	
LIIK	Weekday	Saturday	Sunday
M2 East of A249	0.1	0.1	0.1
M2 West of A249	0.3	0.3	0.4
A249 north of Swale Way	0.0	0.0	0.0

- The greatest impact is 31.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 11.8%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- 7.7 The K3 Proposed Development operational traffic flows have been assessed against the 2031 baseline excluding K3 consented traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AE**. The 24-hour impact is summarised in **Table 7.2**.

Table 7.2: 2031 K3 Proposed Development 24-Hour Percentage Impact

Link		% Impact	
LIIK	Weekday	Saturday	Sunday
Swale Way between the A249 and Barge Way	1.9	3	4.1
Barge Way between Swale Way and Fleet End	5.4	8.2	10.4
Barge Way east of Fleet End	11.8	24.1	31.2
A249 south of Swale Way	1.1	1.2	1.2
A249 between the A2 and M2	0.8	0.8	0.8
Swale Way north of Reams Way	0.0	0.0	0.0
Swale Way south of Reams Way	0.0	0.0	0.0
Swale Way south of Ridham Avenue	0.0	0.0	0.0
M2 East of A249	0.1	0.1	0.1
M2 West of A249	0.3	0.3	0.4
A249 north of Swale Way	0.0	0.0	0.0

7.8 The greatest impact is 31.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 11.8%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

Junction Assessment

- 7.9 Operational assessments have been undertaken using the Junctions 9 computer modelling suite at the following junctions:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;

- Barge Way / Site Access Roundabout; and
- A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction.
- 7.10 These have been undertaken for the following scenarios:
 - 2017 Observed;
 - 2024 Baseline (excluding K3 consented);
 - 2024 Baseline (excluding K3 consented) + K3 Proposed Development Operational traffic flows;
 - 2031 Baseline (excluding K3 consented); and
 - 2031 Baseline (excluding K3 consented + K3 Proposed Development Operational traffic flows.
- 7.11 The primary outputs of Junctions 9 is the Ratio of Flow to Capacity (RFC) and queue. The RFC is a measure of the demand traffic flow against the Junctions 9 predicted capacity, whereby a value of 1.0 means that traffic demand is equal to capacity.
- 7.12 A summary of the results is presented in **Tables 7.3 to 7.7** below. Full printouts of the model output files are attached at **Appendix AK**.

Table 7.3: Barge Way / Site Access Roundabout

	1 00		017 Observed	oo itoaiiaaboa						
		AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC				
Access (S)	0.0	4.82	0.04	0.1	3.61	0.05				
Barge Way	0.2	3.74	0.13	0.1	3.40	0.10				
Access Road (N)	0.0	0.00	0.00	0.0	0.00	0.00				
Private Road	0.1	4.82	0.09	0.1	3.10	0.09				
		2024 Baseline	e (excluding con	sentedK3)						
	AM PM									
	Queue	Delay	RFC	Queue	Delay	RFC				
Access (S)	0.0	4.92	0.04	0.1	3.68	0.05				
Barge Way	0.2	3.71	0.18	0.1	3.39	0.13				
Access Road (N)	0.0	2.77	0.02	0.0	2.71	0.03				
Private Road	0.1	4.60	0.11	0.1	3.28	0.10				
2024 Bas	seline (excluding	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows				
		AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC				
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08				
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15				
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03				
Private Road	0.1	4.70	0.12	0.1	3.33	0.10				

		2031 Baseline	e (excluding K3 o	consented)				
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
Access (S)	0.0	4.92	0.04	0.1	3.68	0.05		
Barge Way	0.2	3.71	0.18	0.1	3.39	0.13		
Access Road (N)	0.0	2.77	0.02	0.0	2.71	0.03		
Private Road	0.1	4.60	0.11	0.1	3.28	0.10		
2031 Bas	seline (excluding	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08		
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15		
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03		
Private Road	0.1	4.70	0.12	0.1	3.33	0.10		

- 7.13 **Table 7.3** above shows the Barge Way / Site Access junction operates within its design capacity in the 2031 baseline scenario in both the AM and PM peak hours with a maximum delay of three to five seconds and no vehicle queueing on the four arms.
- 7.14 The roundabout continues to operate within its design capacity in 2031 with the K3 Proposed Development in both the AM and PM peak hours with a maximum delay of three to six seconds and no queuing on the four arms.

Table 7.4: Barge Way South / Fleet End / Barge Way East Roundabout

	Table 7.4: Barg	je Way South /	Fleet End / Ba	rge way East i	Roundabout					
		2	017 Observed							
		AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC				
Barge Way E	0.1	4.29	0.07	0.1	3.32	0.13				
Barge Way S	0.2	3.51	0.17	0.2	3.03	0.14				
Fleet End	0.0	4.10	0.04	0.1	4.18	0.08				
Private Access	0.0	0.00	0.00	0.0	0.00	0.00				
		2024 Baseline	(excluding K3 o	consented)						
	AM PM									
	Queue	Delay	RFC	Queue	Delay	RFC				
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16				
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18				
Fleet End	0.0	4.30	0.04	0.1	4.32	0.09				
Private Access	0.0	5.85	0.03	0.0	5.86	0.04				
2024 Ba	seline (excludinç	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows				
		AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC				
Barge Way E	0.1	4.12	0.13	0.2	3.67	0.19				
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20				
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09				
Private Access	0.0	5.98	0.04	0.0	5.95	0.04				

		2031 Baseline	e (excluding K3 o	consented)			
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16	
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18	
Fleet End	0.0	4.30	0.04	0.1	4.32	0.09	
Private Access	0.0	5.85	0.03	0.0	5.86	0.04	
2031 Bas	seline (excludin	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.12	0.13	0.2	3.67	0.19	
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20	
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09	
Private Access	0.0	5.98	0.04	0.0	5.95	0.04	

- 7.15 **Table 7.4** above shows the Barge Way / Fleet End junction operates within its design capacity in the 2031 baseline scenario in the AM and PM peak hours with a maximum delay of four to six seconds and no vehicle queueing on the four arms.
- 7.16 The roundabout continues to operate within its design capacity with the K3 Proposed Development in both the AM and PM peak hours with a maximum delay of four to six seconds and no queuing on the four arms.

Table 7.5: Swale Way / Barge Way Roundabout

	Tuk		017 Observed	ay Roundabou			
	AM			РМ			
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.5	3.90	0.32	1.7	6.78	0.64	
Swale Way West	4.4	13.55	0.82	0.9	4.74	0.46	
Barge Way	0.3	7.43	0.22	0.4	4.75	0.26	
		2024 Baseline	e (excluding K3 o	consented)			
	AM PM						
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.77	0.42	4.9	15.74	0.84	
Swale Way West	67.9	141.81	1.08	1.2	5.92	0.55	
Barge Way	0.6	10.04	0.37	0.6	5.79	0.36	
2024 Bas	seline (excluding	g consented K3)	+ K3 Proposed	Development op	erational traffic	flows	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.90	0.42	5.4	17.73	0.85	
Swale Way West	86.2	176.80	1.10	1.3	6.32	0.57	
Barge Way	0.7	10.64	0.40	0.6	6.20	0.39	

		2031 Baseline	e (excluding K3 o	consented)		
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.77	0.42	4.9	15.74	0.84
Swale Way West	67.9	141.81	1.08	1.2	5.92	0.55
Barge Way	0.6	10.04	0.37	0.6	5.79	0.36
2031 Bas	seline (excluding	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.90	0.42	5.4	17.73	0.85
Swale Way West	86.2	176.80	1.10	1.3	6.32	0.57
Barge Way	0.7	10.64	0.40	0.6	6.20	0.39

- 7.17 **Table 7.5** above indicates, with the Observed 2017 traffic flows, the Swale Way / Barge Way roundabout operates within capacity in both the AM and PM peak hours albeit the Swale Way West arm with an RFC of 0.82 is nearing its design capacity in the AM peak hour.
- 7.18 The Swale Way West arm of the Swale Way / Barge Way roundabout is predicted to operate in the AM peak hour in the 2024 and 2031 baseline scenarios with a maximum RFC of 1.08. In the PM peak hour, in the 2024 and 2031 baseline scenarios the Swale Way South arm is predicted to operate with a maximum RFC of 0.84.
- 7.19 The addition of the K3 Proposed Development operational traffic flows to the 2024 and 2031 baseline scenarios leads to the roundabout operating with a maximum RFC of 1.10 on the Swale Way West arm in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 0.85 on the Swale Way South arm.
- 7.20 The results indicate that the capacity at the roundabout is compromised by the committed development traffic excluding the consented.

Table 7.6: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (Existing Geometry)

	AM PM						
			or observed				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	6.5	33.77	0.88	43.4	176.66	1.09	
North Grovehurst Rd	6.5	57.68	0.90	0.8	12.71	0.46	
North B2005 – Link	0.4	3.33	0.30	0.6	3.65	0.38	
South B2005 – Link	1.5	4.97	0.60	0.8	3.54	0.44	
South A249 offslip (SB)	23.4	138.98	1.06	1.5	11.60	0.61	

		2	017 Observed				
		AM		РМ			
	Queue	Delay	RFC	Queue	Delay	RFC	
South Swale Way	14.6	90.60	0.98	362.8	1810.92	1.74	
South Grovehurst Rd	17.8	101.37	1.01	4.4	28.52	0.83	
		2024 Baseline	(excluding K3	consented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	57.4	220.97	1.12	87.6	388.10	1.21	
North Grovehurst Rd	37.3	298.50	1.15	0.9	13.57	0.49	
North B2005 – Link	0.4	3.30	0.29	0.6	3.63	0.38	
South B2005 – Link	2.0	6.11	0.67	0.8	3.76	0.45	
South A249 offslip (SB)	128.6	1034.84	1.48	1.8	13.50	0.65	
South Swale Way	65.6	365.54	1.17	727.1	3677.22	2.19	
South Grovehurst Rd	50.0	284.68	1.14	5.0	32.51	0.85	
2024 Bas	seline (excludin	g K3 consented)	+ K3 Proposed	Development op	perational traffic	flows	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	72.9	300.60	1.15	101.4	467.32	1.25	
North Grovehurst Rd	39.2	321.84	1.16	0.9	13.78	0.49	
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37	
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46	
South A249 offslip (SB)	134.5	1134.31	1.49	1.8	13.84	0.65	
South Swale Way	80.0	464.37	1.21	771.1	3927.96	2.25	
South Grovehurst Rd	52.1	303.49	1.15	5.2	33.46	0.85	
			(excluding K3	consented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	57.4	220.97	1.12	87.6	388.10	1.21	
North	37.3	298.50	1.15	0.9	13.57	0.49	

2017 Observed							
	AM			РМ			
	Queue	Delay	RFC	Queue	Delay	RFC	
Grovehurst Rd							
North B2005 – Link	0.4	3.30	0.29	0.6	3.63	0.38	
South B2005 – Link	2.0	6.11	0.67	0.8	3.76	0.45	
South A249 offslip (SB)	128.6	1034.84	1.48	1.8	13.50	0.65	
South Swale Way	65.6	365.54	1.17	727.1	3677.22	2.19	
South Grovehurst Rd	50.0	284.68	1.14	5.0	32.51	0.85	
2031 Bas	seline (excluding	g K3 consented)	+ K3 Proposed	Development of	perational traffic	flows	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	72.9	300.60	1.15	101.3	466.83	1.25	
North Grovehurst Rd	39.2	321.84	1.16	0.9	13.78	0.49	
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37	
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46	
South A249 offslip (SB)	134.5	1134.31	1.49	1.8	13.84	0.65	
South Swale Way	80.0	465.37	1.21	772.5	3935.47	2.25	
South Grovehurst	52.1	303.49	1.15	5.2	33.47	0.85	

7.21 **Table 7.6** indicates, with the 2017 Observed traffic flows, the junction is operating with a maximum RFC of 1.06 on the A249 off-slip (southbound) arm in the AM peak hour and a maximum RFC of 1.74 on the Swale Way arm in the PM peak hour.

Rd

- 7.22 In the 2024 and 2031 baseline scenarios the junction is predicted to operate with a maximum RFC of 1.48 on the A429 off-slip (southbound) in the AM peak hour and a maximum RFC of 2.19 on the Swale Way arm in the PM peak hour.
- 7.23 The addition of the K3 Proposed Development operational traffic flows to the 2024 and 2031 baseline scenarios leads to the junction operating with a maximum RFC of 1.49 on A429 off-slip (southbound) in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 2.25 on the Swale Way arm in the PM peak hour.
- 7.24 The results indicate that the capacity of the roundabout is compromised by the existing and committed development traffic excluding K3 consented.

8 THE PRACTICAL EFFECTS OF THE K3 PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT

- 8.1 This Transport Assessment section assesses the effects of the operational traffic flows generated by the Practical Effects of the K3 Proposed Development.
- 8.2 As the traffic to be generated by K3 is consented under planning applications SW/10/444 and SW/18/505517 this assessment provides the actual impact that the 49.9-75MW component will have on the highway network.
- 8.3 To consider the effects of the traffic generated by the operation of the Practical Effects of the K3 Proposed Development, two assessments have been undertaken. Firstly, an assessment of traffic flow increases has been undertaken to provide a context. Secondly, an assessment of junction performance has been undertaken on local junctions between the northern access and the A249.

Link Assessment

Operational

The Practical Effects of the K3 Proposed Development operational traffic flows have been assessed against the 2024 baseline including K3 consented traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix Y**. The 24-hour impact is summarised in **Table 8.1**.

Table 8.1: 2024 The Practical Effects of the K3 Proposed Development 24-Hour Percentage Impact

Link		% Impact	
LIIK	Weekday	Saturday	Sunday
Swale Way between the A249 and Barge Way	0.3	0.4	0.6
Barge Way between Swale Way and Fleet End	0.8	1.1	1.4
Barge Way east of Fleet End	1.6	2.9	3.5
A249 south of Swale Way	0.2	0.2	0.2
A249 between the A2 and M2	0.1	0.1	0.1
Swale Way north of Reams Way	0.0	0.0	0.0
Swale Way south of Reams Way	0.0	0.0	0.0
Swale Way south of Ridham Avenue	0.0	0.0	0.0
M2 East of A249	0.0	0.0	0.0
M2 West of A249	0.0	0.1	0.1
A249 north of Swale Way	0.0	0.0	0.0

8.5 The greatest impact is 3.5% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 1.6%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

The Practical Effects of the K3 Proposed Development operational traffic flows have been assessed against the 2031 baseline including K3 consented traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AE**. The 24-hour impact is summarised in **Table 8.2**.

Table 8.2: 2031 K3 Proposed Development 24-Hour Percentage Impact

1 bets		% Impact	
Link	Weekday	Saturday	Sunday
Swale Way between the A249 and Barge Way	0.3	0.4	0.6
Barge Way between Swale Way and Fleet End	0.8	1.1	1.4
Barge Way east of Fleet End	1.6	2.9	3.5
A249 south of Swale Way	0.2	0.2	0.2
A249 between the A2 and M2	0.1	0.1	0.1
Swale Way north of Reams Way	0.0	0.0	0.0
Swale Way south of Reams Way	0.0	0.0	0.0
Swale Way south of Ridham Avenue	0.0	0.0	0.0
M2 East of A249	0.0	0.0	0.0
M2 West of A249	0.0	0.1	0.1
A249 north of Swale Way	0.0	0.0	0.0

8.7 The greatest impact is 3.5% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 1.6%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

Junction Assessment

- 8.8 Operational assessments have been undertaken using the Junctions 9 computer modelling suite at the following junctions:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;
 - Barge Way / Site Access Roundabout; and
 - A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction
- 8.9 These have been undertaken for the following scenarios:
 - 2017 Observed;
 - 2024 Baseline including K3 consented;
 - 2024 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational traffic flows;
 - 2031 Baseline including K3 consented; and

- 2031 Baseline including K3 consented + the Practical Effects of the K3 Proposed Development Operational traffic flows.
- 8.10 The primary outputs of Junctions 9 is the Ratio of Flow to Capacity (RFC) and queue. The RFC is a measure of the demand traffic flow against the Junctions 9 predicted capacity, whereby a value of 1.0 means that traffic demand is equal to capacity.
- 8.11 A summary of the results is presented in **Tables 8.3 to 8.7** below. Full printouts of the model output files are attached at **Appendix AK**.

Table 8.3: Barge Way / Site Access Roundabout

2017 Observed							
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.0	4.82	0.04	0.1	3.61	0.05	
Barge Way	0.2	3.74	0.13	0.1	3.40	0.10	
Access Road (N)	0.0	0.00	0.00	0.0	0.00	0.00	
Private Road	0.1	4.82	0.09	0.1	3.10	0.09	
		2024 Baseline	(including K3 c	onsented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08	
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.69	0.12	0.1	3.32	0.10	
2024 Baseline (i	ncluding K3 cor		ractical Effects of traffic flows	of the K3 Propos		t operational	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08	
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.70	0.12	0.1	3.33	0.10	
		2031 Baseline	(including K3 c	onsented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08	
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.69	0.12	0.1	3.32	0.10	
2031 Baseline (i	ncluding K3 cor	nsented) + the P	ractical Effects o traffic flows	of the K3 Propos	ed Developmen	t operational	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08	

2017 Observed							
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.70	0.12	0.1	3.33	0.10	

- 8.12 **Table 8.3** above shows the Barge Way / Site Access junction operates within its design capacity in the 2031 baseline scenario in both the AM and PM peak hours with a maximum delay of three to six seconds and no vehicle queueing on the four arms.
- 8.13 The roundabout continues to operate within its design capacity in 2031 with the Practical Effects of the K3 Proposed Development in both the AM and PM peak hours with a maximum delay of three to six seconds and no queuing on the four arms.

	Table 8.4: Barg	e Way South /	Fleet End / Ba	rge Way East I	Roundabout		
2017 Observed							
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.29	0.07	0.1	3.32	0.13	
Barge Way S	0.2	3.51	0.17	0.2	3.03	0.14	
Fleet End	0.0	4.10	0.04	0.1	4.18	0.08	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
		2024 Baseline	e (including K3 c	onsented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19	
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20	
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09	
Private Access	0.0	5.97	0.04	0.0	5.93	0.04	
2024 Baseline (i	including K3 cor	nsented) + the P	ractical Effects o traffic flows	of the K3 Propos	sed Developmen	t operational	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.12	0.13	0.2	3.67	0.19	
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20	
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09	
Private Access	0.0	5.98	0.04	0.0	5.95	0.04	
		2031 Baseline	e (including K3 c	onsented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19	
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20	
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09	

2017 Observed								
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.0	5.97	0.04	0.0	5.93	0.04		
2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows								
AM								
		AM			PM			
	Queue	AM Delay	RFC	Queue	PM Delay	RFC		
Barge Way E	Queue 0.1		RFC 0.13	Queue 0.2		RFC 0.19		
Barge Way E Barge Way S		Delay			Delay			
	0.1	Delay 4.12	0.13	0.2	Delay 3.67	0.19		

- 8.14 **Table 8.4** above shows the Barge Way / Fleet End junction operates within its design capacity in the 2031 baseline scenario in the AM and PM peak hours with a maximum delay of four to six seconds and no vehicle queueing on the four arms.
- 8.15 The roundabout continues to operate within its design capacity with the Practical Effects of the K3 Proposed Development in both the AM and PM peak hours with a maximum delay of four to six seconds and no queuing on the four arms.

Table 8.5: Swale Way / Barge Way Roundabout

Table 8.5: Swale Way / Barge Way Roundabout								
2017 Observed								
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.0	0.00	0.00	0.0	0.00	0.00		
Swale Way South	0.5	3.90	0.32	1.7	6.78	0.64		
Swale Way West	4.4	13.55	0.82	0.9	4.74	0.46		
Barge Way	0.3	7.43	0.22	0.4	4.75	0.26		
		2024 Baseline	e (including K3 c	onsented)				
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.0	0.00	0.00	0.0	0.00	0.00		
Swale Way South	0.7	4.87	0.42	5.4	17.58	0.85		
Swale Way West	84.9	173.73	1.10	1.3	6.24	0.57		
Barge Way	0.6	10.46	0.39	0.6	6.18	0.39		
2024 Baseline (i	ncluding K3 cor	nsented) + the P	ractical Effects o traffic flows	of the K3 Propos	sed Developmen	t operational		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.0	0.00	0.00	0.0	0.00	0.00		
Swale Way South	0.7	4.90	0.42	5.4	17.73	0.85		
Swale Way West	86.2	176.80	1.10	1.3	6.32	0.57		
Barge Way	0.7	10.64	0.40	0.6	6.20	0.39		

2031 Baseline (including K3consented)							
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.87	0.42	5.4	17.58	0.85	
Swale Way West	84.9	173.73	1.10	1.3	6.24	0.57	
Barge Way	0.6	10.46	0.39	0.6	6.18	0.39	

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.90	0.42	5.4	17.73	0.85
Swale Way West	86.2	176.80	1.10	1.3	6.32	0.57
Barge Way	0.7	10.64	0.40	0.6	6.20	0.39

- 8.16 **Table 8.5** above indicates, with the Observed 2017 traffic flows, the Swale Way / Barge Way roundabout operates within capacity in both the AM and PM peak hours albeit the Swale Way West arm with an RFC of 0.82 is nearing its design capacity in the AM peak hour.
- 8.17 The Swale Way West arm of the Swale Way / Barge Way roundabout is predicted to operate in the AM peak hour in the 2024 and 2031 baseline scenarios with a maximum RFC of 1.10. In the PM peak hour, in the 2024 and 2031 baseline scenarios the Swale Way South arm is predicted to operate with a maximum RFC of 0.85.
- 8.18 The addition of the Practical Effects of the K3 Proposed Development operational traffic flows to the 2024 and 2031 baseline scenarios leads to the roundabout operating with a maximum RFC of 1.10 on the Swale Way West arm in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 0.85 on the Swale Way South arm.
- 8.19 The modelling results indicate that the Practical Effects of the K3 Proposed Development has only a small effect on the capacity of the roundabout and that the committed development traffic is having the greatest effect.

Table 8.6: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (Existing Geometry)

2017 Observed							
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	6.5	33.77	0.88	43.4	176.66	1.09	
North Grovehurst Rd	6.5	57.68	0.90	0.8	12.71	0.46	
North B2005 – Link	0.4	3.33	0.30	0.6	3.65	0.38	
South B2005 – Link	1.5	4.97	0.60	0.8	3.54	0.44	

		2	017 Observed			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
South A249 offslip (SB)	23.4	138.98	1.06	1.5	11.60	0.61
South Swale Way	14.6	90.60	0.98	362.8	1810.92	1.74
South Grovehurst Rd	17.8	101.37	1.01	4.4	28.52	0.83
		2024 Baselin	e (including K3c	onsented)		
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	72.4	298.81	1.15	97.1	441.17	1.24
North Grovehurst Rd	39.1	320.92	1.16	0.9	13.73	0.49
North B2005 – Link	0.4	3.31	0.29	0.6	3.64	0.37
South B2005 – Link	2.0	6.18	0.67	0.8	3.82	0.46
South A249 offslip (SB)	133.6	1124.24	1.49	1.8	13.74	0.65
South Swale Way	76.2	438.92	1.20	764.7	3878.15	2.24
South Grovehurst Rd	51.7	297.54	1.15	5.1	33.36	0.85
2024 Baseline (i	including K3 co	nsented) + the P	ractical Effects of traffic flows	of the K3 Propos	sed Developmen	t operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	72.9	300.60	1.15	101.4	467.32	1.25
North Grovehurst Rd	39.2	321.84	1.16	0.9	13.78	0.49
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46
South A249 offslip (SB)	134.5	1134.31	1.49	1.8	13.84	0.65
South Swale Way	80.0	465.37	1.21	771.1	3927.96	2.25
South Grovehurst Rd	52.1	303.49	1.15	5.2	33.46	0.85
		2031 Baseline	e (including K3 o	consented)		
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North	72.4	298.81	1.15	97.1	441.17	1.24

2017 Observed								
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
A249 offslip (NB)								
North Grovehurst Rd	39.1	320.92	1.16	0.9	13.73	0.49		
North B2005 – Link	0.4	3.31	0.29	0.6	3.64	0.37		
South B2005 – Link	2.0	6.18	0.67	0.8	3.82	0.46		
South A249 offslip (SB)	133.6	1124.24	1.49	1.8	13.74	0.65		
South Swale Way	76.2	438.92	1.20	764.7	3878.15	2.24		
South Grovehurst Rd	51.7	297.54	1.15	5.1	33.36	0.85		

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows

	AM				PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	72.9	300.60	1.15	101.3	466.83	1.25
North Grovehurst Rd	39.2	321.84	1.16	0.9	13.78	0.49
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46
South A249 offslip (SB)	134.5	1134.31	1.49	1.8	13.84	0.65
South Swale Way	80.0	465.37	1.21	772.5	3935.47	2.25
South Grovehurst Rd	52.1	303.49	1.15	5.2	33.47	0.85

- 8.20 **Table 8.6** above indicates, with the Observed 2017 traffic flows, the A249 Grade Separated Dumbbell junction operates with RFCs of 1.06 and 1.01 on the A249 off-slip (south bound) and Grovehurst Road (south) respectively in the AM peak hour and RFCs of 1.09 and 1.75 on the A249 off-slip (northbound) and Swale Way in the PM peak hour.
- 8.21 In the 2024 and 2031 baseline scenario the following RFCs are recorded in the AM peak hour:
 - A249 offslip (northbound) 1.15;
 - Grovehurst Road (north) 1.16;
 - A249 offslip (southbound) 1.49;
 - Swale Way 1.20; and

- Grovehurst Road (south) 1.15.
- 8.22 In the 2024 and 2031 baseline scenario the following RFCs are recorded in the PM peak hour:
 - A249 offslip (northbound) 1.24; and
 - Swale Way 2.24.
- 8.23 The addition of the Practical Effects of the K3 Proposed Development operational traffic flows to the 2024 and 2031 baseline scenarios leads to the roundabout operating with very similar results to the 2024 and 2031 baseline scenarios with RFCs remaining the same or with a small increase of 0.01.
- 8.24 The modelling results indicate that the K3 Proposed Development has only a small effect on the capacity of the roundabout and that the committed development traffic is having the greatest effect.

9 WKN PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT

Introduction

- 9.1 This Transport Assessment section assesses the effects of the construction and operational traffic flows generated by WKN Proposed Development. A Draft CTMP has been prepared to manage construction vehicles for the WKN Proposed Development, this will evolve into a Full CTMP prior to construction and once a contractor has been appointed. These same measures will be adopted during the demolition phase of the WKN Proposed Development. A DTMP, similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.
- 9.2 To consider the effects of the traffic generated, two assessments have been undertaken. Firstly, an assessment of traffic flow increases has been undertaken to provide a context. Secondly, an assessment of junction performance has been undertaken on the local junctions between the northern access and the A249.

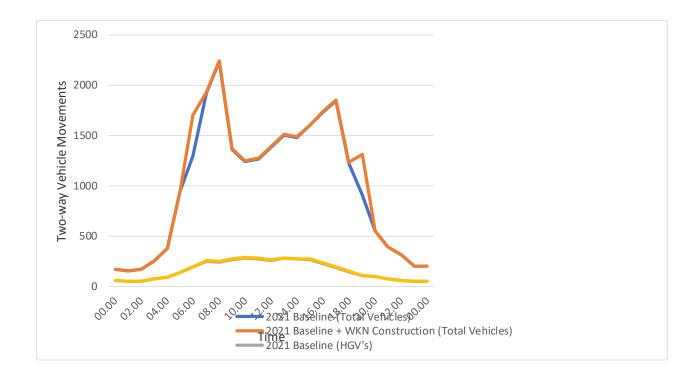
Link Assessment

Construction

- 9.3 **Table 6.4** shows that the WKN Proposed Development construction phase is predicted to generate 8 HGV movements in the peak hours (all staff movements occur outside of the peak hours).
- 9.4 KCC stated, in response to the Draft Environmental Statement submitted for the Kemsley Paper Mill (K4) CHP Plant DCO application, with reference to HGV movements:

"the principle of up to eight movements in a peak hour is unlikely to have a significant impact."

- 9.5 Therefore, it is deemed that the construction of WKN Proposed Development will not have a significant impact on the highway network.
- 9.6 The graph below shows the 2021 (including K3 consented) weekday average 24-hour vehicle profile of Swale Way (east of the Grovehurst junction) with and without the traffic associated with the construction of WKN Proposed Development.



- 9.7 The graph shows that the HGVs associated with the construction phase of WKN Proposed Development have a minimal impact on the number of HGVs on Swale Way in 2021.
- 9.8 With respect to total vehicles the graph shows again minimal impact on the 2021 (including K3 consented) total traffic levels on Swale Way. Construction workers arrivals and departures see an increase in the off-peak hours but the total number of vehicles during this time is less than the total number of vehicles during the peak hours and therefore the impact will not affect the operation of the roads of junctions along the access route.
- 9.9 The 2021 (including K3 consented) traffic flow tables are attached at **Appendix X**.

Operational

9.10 The WKN Proposed Development operational traffic flows have been assessed against the 2024 (including K3 consented) baseline traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix Z**. The 24-hour impact is summarised in **Table 9.1**.

Table 9.1: 2024 WKN Proposed Development 24-Hour Percentage Impact

Link	% Impact					
LIIK	Weekday	Saturday	Sunday			
Swale Way between the A249 and Barge Way	1.3	2.1	2.9			
Barge Way between Swale Way and Fleet End	3.6	5.4	6.9			
Barge Way east of Fleet End	7.5	14.1	17.7			
A249 south of Swale Way	0.7	0.8	0.9			
A249 between the A2 and M2	0.5	0.6	0.6			
Swale Way north of Reams Way	0.0	0.0	0.0			

Link	% Impact					
LITIK	Weekday	Saturday	Sunday			
Swale Way south of Reams Way	0.0	0.0	0.0			
Swale Way south of Ridham Avenue	0.0	0.0	0.0			
M2 East of A249	0.0	0.0	0.0			
M2 West of A249	0.2	0.2	0.2			
A249 north of Swale Way	0.0	0.0	0.0			

- 9.11 The greatest impact is 17.7% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 7.5%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- 9.12 The WKN Proposed Development operational traffic flows have been assessed against the 2031 (including K3 consented) baseline traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AF**. The 24-hour impact is summarised in **Table 9.2**.

Table 9.2: 2031 WKN Proposed Development 24-Hour Percentage Impact

Link		% Impact	
LIIK	Weekday	Saturday	Sunday
Swale Way between the A249 and Barge Way	1.3	2.1	2.9
Barge Way between Swale Way and Fleet End	3.6	5.4	6.9
Barge Way east of Fleet End	7.5	14.1	17.7
A249 south of Swale Way	0.7	0.8	0.9
A249 between the A2 and M2	0.5	0.6	0.6
Swale Way north of Reams Way	0.0	0.0	0.0
Swale Way south of Reams Way	0.0	0.0	0.0
Swale Way south of Ridham Avenue	0.0	0.0	0.0
M2 East of A249	0.0	0.0	0.0
M2 West of A249	0.2	0.2	0.2
A249 north of Swale Way	0.0	0.0	0.0

9.13 The greatest impact is 17.7% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 7.5%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

Junction Assessment

- 9.13.1 Operational assessments have been undertaken using the Junctions 9 computer modelling suite at the following junctions:
 - Swale Way / Barge Way Roundabout;

- Fleet End / Barge Way Roundabout;
- Barge Way / Site Access Roundabout; and
- A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction.
- 9.14 These have been undertaken for the following scenarios:
 - 2017 Observed;
 - 2024 Baseline (including K3 consented);
 - 2024 Baseline (including K3 consented) + WKN Proposed Development Operational traffic flows;
 - 2031 Baseline (including K3 consented); and
 - 2031 Baseline (including K3 consented) + WKN Proposed Development Operational traffic flows.
- 9.15 The primary outputs of Junctions 9 are the Ratio of Flow to Capacity (RFC) and queue. The RFC is a measure of the demand traffic flow against the Junctions 9 predicted capacity, whereby a value of 1.0 means that traffic demand is equal to capacity.
- 9.16 A summary of the results is presented in Tables 9.3 to 9.7 below. Full printouts of the model output files are attached at Appendix AK.

	Tab	le 9.3: Barge W	Vay / Site Acce	ss Roundabou	t	
		2	017 Observed			
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.0	4.82	0.04	0.1	3.61	0.05
Barge Way	0.2	3.74	0.13	0.1	3.40	0.10
Access Road (N)	0.0	0.00	0.00	0.0	0.00	0.00
Private Road	0.1	4.82	0.09	0.1	3.10	0.09
		2024 Baseline	(including K3 c	onsented)		
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.69	0.12	0.1	3.32	0.10
2024 Bas	eline (including	K3 consented) +	WKN Proposed	Development o	perational traffic	flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.13	0.08	0.1	3.93	0.10
Barge Way	0.3	4.06	0.22	0.2	3.69	0.15
Access Road (N)	0.0	2.85	0.02	0.0	2.75	0.03
Private Road	0.1	4.73	0.12	0.1	3.34	0.10

		2031 Baseline	e (including K3 c	onsented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08	
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.69	0.12	0.1	3.32	0.10	
2031 Base	eline (including	K3 consented) +	· WKN Proposed	Development o	perational traffic	flows	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.13	0.08	0.1	3.93	0.10	
Barge Way	0.3	4.06	0.22	0.2	3.69	0.15	
Access Road (N)	0.0	2.85	0.02	0.0	2.75	0.03	
Private Road	0.1	4.73	0.12	0.1	3.34	0.10	

- 9.17 **Table 9.3** above shows the Barge Way / Site Access junction operates within its design capacity in the 2024 baseline scenario in both the AM and PM peak hours with a maximum delay of three to six seconds and no vehicle queueing on the four arms.
- 9.18 The roundabout continues to operate within its design capacity through all scenarios, with and without the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of three to six seconds and no vehicle queuing on all four arms.

Table 9.4: Barge Way South / Fleet End / Barge Way East Roundabout

	2017 Observed								
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.1	4.29	0.07	0.1	3.32	0.13			
Barge Way S	0.2	3.51	0.17	0.2	3.03	0.14			
Fleet End	0.0	4.10	0.04	0.1	4.18	0.08			
Private Access	0.0	0.00	0.00	0.0	0.00	0.00			
		2024 Baseline	(including K3 c	onsented)					
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19			
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20			
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09			
Private Access	0.0	5.97	0.04	0.0	5.93	0.04			
2024 Bas	eline (including	K3 consented) +	WKN Proposed	Development o	perational traffic	flows			
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.2	4.19	0.14	0.3	3.78	0.21			
Barge Way S	0.4	4.02	0.27	0.3	3.49	0.20			
Fleet End	0.0	4.42	0.04	0.1	4.40	0.09			
Private Access	0.0	6.03	0.04	0.0	5.96	0.04			

2031 Baseline (including K3 consented)									
		AM		PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19			
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20			
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09			
Private Access	0.0	5.97	0.04	0.0	5.93	0.04			
2031 Bas	eline (including	K3 consented) +	WKN Proposed	Development o	perational traffic	flows			
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.2	4.19	0.14	0.3	3.78	0.21			
Barge Way S	0.4	4.02	0.27	0.3	3.49	0.20			
Fleet End	0.0	4.42	0.04	0.1	4.40	0.09			
Private Access	0.0	6.03	0.04	0.0	5.96	0.04			

- 9.19 **Table 9.4** above shows the Barge Way / Fleet End junction operates within its design capacity in the 2024 baseline scenario in the AM and PM peak hours with a maximum delay of four to six seconds and no vehicle queueing on the four arms.
- 9.20 The roundabout continues to operate within its design capacity through all scenarios, with and without the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of four to seven seconds and no queuing on the four arms.

Table 9.5: Swale Way / Barge Way Roundabout

	Tab	ole 9.5: Swale V	Nay / Barge Wa	ay Roundabou	<u>t </u>	
		2	017 Observed			
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.5	3.90	0.32	1.7	6.78	0.64
Swale Way West	4.4	13.55	0.82	0.9	4.74	0.46
Barge Way	0.3	7.43	0.22	0.4	4.75	0.26
		2024 Baseline	e (including K3 c	onsented)		
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.87	0.42	5.4	17.58	0.85
Swale Way West	84.9	173.73	1.10	1.3	6.24	0.57
Barge Way	0.6	10.46	0.39	0.6	6.18	0.39
2024 Bas	eline (including	K3 consented) +	WKN Proposed	Development o	perational traffic	flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.95	0.43	5.9	19.17	0.86
Swale Way West	92.5	196.44	1.11	1.3	6.37	0.58
Barge Way	0.7	10.85	0.41	0.7	6.43	0.41

2017 Observed									
		АМ		PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
		2031 Baseline	e (including K3 c	onsented)					
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Private Access	0.0	0.00	0.00	0.0	0.00	0.00			
Swale Way South	0.7	4.87	0.42	5.4	17.58	0.85			
Swale Way West	84.9	173.73	1.10	1.3	6.24	0.57			
Barge Way	0.6	10.46	0.39	0.6	6.18	0.39			
2031 Bas	eline (including	K3 consented) +	WKN Proposed	Development o	perational traffic	flows			
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Private Access	0.0	0.00	0.00	0.0	0.00	0.00			
Swale Way South	0.7	4.94	0.43	5.9	19.17	0.86			
Swale Way West	92.5	196.44	1.11	1.3	6.37	0.58			
Barge Way	0.7	10.85	0.41	0.7	6.43	0.41			

- 9.21 **Table 9.5** above shows that the Swale Way West arm of the Swale Way / Barge Way roundabout is predicted to operate in the AM peak hour in the 2024 baseline scenario with a maximum RFC of 1.10. In the PM peak hour, in the 2024 baseline scenario the Swale Way South arm is predicted to operate with a maximum RFC of 0.85.
- 9.22 The addition of the WKN Proposed Development operational traffic flows to the 2024 and 2031 baseline scenarios leads to the roundabout operating with a maximum RFC of 1.11 on the Swale Way West arm in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 0.86 on the Swale Way South arm.
- 9.23 The modelling results indicate that the K3 Proposed Development has only a small effect on the capacity of the roundabout and that the committed development traffic is having the greatest effect.

Table 9.6: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (Existing Geometry)

2017 Observed										
		AM		PM						
	Queue	Delay	RFC	Queue	Delay	RFC				
North A249 offslip (NB)	6.5	33.77	0.88	43.4	176.66	1.09				
North Grovehurst Rd	6.5	57.68	0.90	0.8	12.71	0.46				
North B2005 – Link	0.4	3.33	0.30	0.6	3.65	0.38				
South B2005 – Link	1.5	4.97	0.60	0.8	3.54	0.44				
South	23.4	138.98	1.06	1.5	11.60	0.61				

		2	017 Observed					
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
A249 offslip (SB)		-			-			
South Swale Way	14.6	90.60	0.98	362.8	1810.92	1.74		
South Grovehurst Rd	17.8	101.37	1.01	4.4	28.52	0.83		
		2024 Baseline	e (including K3 o	consented)				
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	72.4	298.81	1.15	97.1	441.17	1.24		
North Grovehurst Rd	39.1	320.92	1.16	0.9	13.73	0.49		
North B2005 – Link	0.4	3.31	0.29	0.6	3.64	0.37		
South B2005 – Link	2.0	6.18	0.67	0.8	3.82	0.46		
South A249 offslip (SB)	133.6	1124.24	1.49	1.8	13.74	0.65		
South Swale Way	76.2	438.92	1.20	764.7	3878.15	2.24		
South Grovehurst Rd	51.7	297.54	1.15	5.1	33.36	0.85		
2024 Base	eline (including	K3 consented) +	WKN Proposed	l Development o	perational traffi	c flows		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	75.4	312.69	1.16	101.5	466.82	1.25		
North Grovehurst Rd	39.4	324.78	1.16	0.9	13.79	0.49		
North B2005 – Link	0.4	3.29	0.29	0.6	3.63	0.37		
South B2005 – Link	2.0	6.26	0.67	0.8	3.86	0.46		
South A249 offslip (SB)	136.2	1152.20	1.50	1.9	13.98	0.66		
South Swale Way	86.0	499.91	1.23	795.3	4046.98	2.28		
South Grovehurst Rd	52.8	310.97	1.15	5.2	33.79	0.85		
		2031 Baseline	e (including K3 o	consented)				
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	72.4	298.81	1.15	97.1	441.17	1.24		

		2	017 Observed			
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North Grovehurst Rd	39.1	320.92	1.16	0.9	13.73	0.49
North B2005 – Link	0.4	3.31	0.29	0.6	3.64	0.37
South B2005 – Link	2.0	6.18	0.67	0.8	3.82	0.46
South A249 offslip (SB)	133.6	1124.24	1.49	1.8	13.74	0.65
South Swale Way	76.2	438.92	1.20	764.7	3878.15	2.24
South Grovehurst Rd	51.7	297.54	1.15	5.1	33.36	0.85
2031 Base	eline (including	K3 consented) +	WKN Proposed	d Development o	perational traffic	flows
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	75.4	312.69	1.16	101.5	466.82	1.25
North Grovehurst Rd	39.4	324.78	1.16	0.9	13.79	0.49
North B2005 – Link	0.4	3.29	0.29	0.6	3.63	0.37
South B2005 – Link	2.0	6.26	0.67	0.8	3.86	0.46
South A249 offslip (SB)	136.2	1152.20	1.50	1.9	13.98	0.66
South Swale Way	86.0	499.91	1.23	795.3	4046.98	2.28
South Grovehurst	52.8	310.97	1.15	5.2	33.79	0.85

- 9.24 **Table 9.6** above indicates, with the Observed 2017 traffic flows, the A249 Grade Separated Dumbbell junction operates with RFCs of 1.06 and 1.01 on the A249 off-slip (south bound) and Grovehurst Road (south) respectively in the AM peak hour and RFCs of 1.09 and 1.75 on the A249 off-slip (northbound) and Swale Way in the PM peak hour.
- 9.25 In the 2024 and 2031 baseline scenario the following RFCs are recorded in the AM peak hour:
 - A249 offslip (northbound) 1.15;
 - Grovehurst Road (north) 1.16;
 - A249 offslip (southbound) 1.49;
 - Swale Way 1.20; and
 - Grovehurst Road (south) 1.15.

- 9.26 In the 2024 and 2031 baseline scenario the following RFCs are recorded in the PM peak hour:
 - A249 offslip (northbound) 1.24; and
 - Swale Way 2.24.
- 9.27 The addition of the WKN Proposed Development operational traffic flows to the 2024 and 2031 baseline scenarios leads to the roundabout operating with very similar results to the 2024 and 2031 baseline scenarios with RFC remaining the same or a small increase of up to 0.04.
- 9.28 The modelling results indicate that the WKN Proposed Development has a minimal effect on the capacity of the roundabout and that the committed development traffic is having the greatest effect.

10 K3 PROPOSED DEVELOPMENT AND WKN PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT

- This Transport Assessment section assesses the effects of the operational traffic flows generated by the K3 Proposed Development in conjunction with the construction and operational traffic flows generated by WKN Proposed Development. A CTMP was prepared as part of the construction of K3 and set out a range of management measures for construction vehicles. A Draft CTMP has been prepared to manage construction vehicles for the WKN Proposed Development, this will evolve into a Full CTMP prior to construction and once a contractor has been appointed. These same measures will be adopted during the demolition phase of the K3 and WKN Proposed Developments. A DTMP, similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.
- 10.1 All of the vehicle movements associated with the K3 Proposed Development have been included in this assessment. It should be noted that all staff vehicle movements and 83.65% of HGV movements are consented under the K3 planning applications (SW/10/444 and SW/18/503317).
- 10.2 Construction of K3 will be completed by late 2019. The impact of construction was considered within the Environmental Impact Assessment Chapter 6 and Appendix 6.1 (see Appendix 2.2 of the ES) submitted to support the planning application SW/10/444 and considered to be acceptable by SBC and HE. A Construction Traffic Management Plan (CTMP) was prepared as part of the construction of K3 and set out a range of management measures for construction vehicles. There are no further construction activities required to increase the power capacity to 75MW.
- To consider the effects of the traffic generated, two assessments have been undertaken. Firstly, an assessment of traffic flow increases has been undertaken to provide a context. Secondly, an assessment of junction performance has been undertaken on the local junctions between the northern access and the A249.

Link Assessment

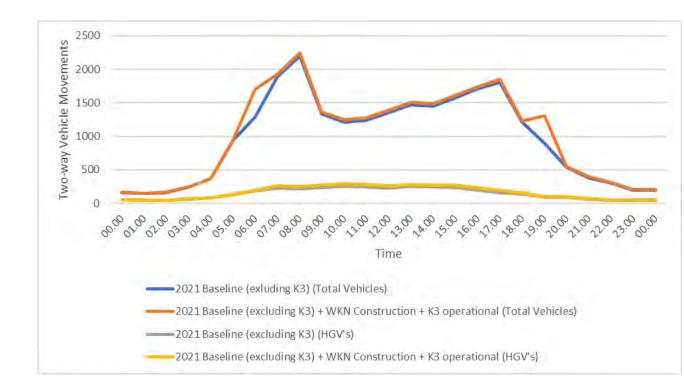
Construction

- 10.4 **Table 6.4** shows that the WKN Proposed Development construction phase is predicted to generate 8 HGV movements in the peak hours (all staff movements occur outside of the peak hours).
- 10.5 KCC stated, in response to the Draft Environmental Statement submitted for the Kemsley Paper Mill (K4) CHP Plant DCO application, with reference to HGV movements:

"the principle of up to eight movements in a peak hour is unlikely to have a significant impact."

10.6 Therefore, it is deemed that the construction of WKN Proposed Development will not have a significant impact on the highway network.

10.7 The K3 Proposed Development would be operational in 2021 during the construction phase of the WKN Proposed Development. The 2021 (excluding K3 consented) weekday average 24-hour vehicle profile of Swale Way (east of the Grovehurst junction) with and without the combined traffic flows is shown on the graph below.



- The number of HGV's and the number of total vehicles associated with both the K3 Proposed Development operational and WKN Proposed Development construction traffic flows are also shown to have a minimal impact on Swale Way. The graph shows that the addition of the K3 Proposed Development operational traffic flows to the WKN Proposed Development construction traffic flows leads to only a minor increase in the total vehicle traffic flow and thus the combined traffic flows will also not affect the operation of the roads of junctions along the access route.
- 10.9 The 2021 traffic flow tables are attached at **Appendix X**.

Operational

10.10 The K3 Proposed Development operational plus WKN Proposed Development operational traffic flows have been assessed against the 2024 (excluding K3 (0-49.9MW)) baseline traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix O**. The 24-hour impact is summarised in **Table 10.1**.

Table 10.1: 2024 K3 Proposed Development + WKN Proposed Development 24-Hour Percentage Impact

Link	% Impact					
LITIK	Weekday	Saturday	Sunday			
Swale Way between the A249 and Barge Way	3.3	5.2	7.1			
Barge Way between Swale Way and Fleet End	9.2	13.9	18.0			

Link	% Impact					
LITIK	Weekday	Saturday	Sunday			
Barge Way east of Fleet End	20.1	41.0	53.6			
A249 south of Swale Way	1.8	2.0	2.1			
A249 between the A2 and M2	1.3	1.4	1.4			
Swale Way north of Reams Way	0.0	0.1	0.0			
Swale Way south of Reams Way	0.0	0.1	0.0			
Swale Way south of Ridham Avenue	0.0	0.1	0.0			
M2 East of A249	0.1	0.1	0.1			
M2 West of A249	0.5	0.6	0.6			
A249 north of Swale Way	0.0	0.0	0.0			

- 10.11 The greatest impact is 53.6% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 20.1%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- The K3 Proposed Development operational + WKN Proposed Development operational traffic flows have been assessed against the 2031 (excluding K3 consented) baseline traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AG**. The 24-hour impact is summarised in **Table 10.2**.

Table 10.2: 2031 K3 Proposed Development + WKN Proposed Development 24-Hour Percentage Impact

Link	% Impact					
LITIK	Weekday	Saturday	Sunday			
Swale Way between the A249 and Barge Way	3.3	5.2	7.1			
Barge Way between Swale Way and Fleet End	9.2	13.9	18.0			
Barge Way east of Fleet End	20.1	41.0	53.6			
A249 south of Swale Way	1.8	2.0	2.1			
A249 between the A2 and M2	1.3	1.4	1.4			
Swale Way north of Reams Way	0.0	0.1	0.0			
Swale Way south of Reams Way	0.0	0.1	0.0			
Swale Way south of Ridham Avenue	0.0	0.1	0.0			
M2 East of A249	0.1	0.1	0.1			
M2 West of A249	0.5	0.6	0.6			
A249 north of Swale Way	0.0	0.0	0.0			

The greatest impact is 53.6% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 20.1%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

Junction Assessment

- 10.14 Operational assessments have been undertaken using the Junctions 9 computer modelling suite at the following junctions:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;
 - Barge Way / Site Access Roundabout; and
 - A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction
- 10.15 These have been undertaken for the following scenarios:
 - 2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows; and
 - 2031 Baseline (excluding K3 consented+ K3 Proposed Development Operational traffic flows + WKN Proposed Development Operational traffic flows.
- The primary outputs of Junctions 9 are the Ratio of Flow to Capacity (RFC) and queue. The RFC is a measure of the demand traffic flow against the Junctions 9 predicted capacity, whereby a value of 1.0 means that traffic demand is equal to capacity.
- 10.17 A summary of the results is presented in **Tables 10.3** to **10.7** below. Full printouts of the model output files are attached at **Appendix AK**.

Table 10.3: Barge Way / Site Access Roundabout

2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed

		Developmer	nt operational tra	ffic flows		
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.15	0.08	0.1	3.97	0.10
Barge Way	0.3	4.09	0.22	0.2	3.74	0.16
Access Road (N)	0.0	2.86	0.02	0.0	2.76	0.03
Private Road	0.1	4.74	0.12	0.1	3.35	0.10

2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed

Development operational traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.15	0.08	0.1	3.97	0.10
Barge Way	0.2	4.09	0.22	0.2	3.74	0.16
Access Road (N)	0.0	2.86	0.02	0.0	2.76	0.03
Private Road	0.1	4.74	0.12	0.1	3.35	0.10

10.18 The roundabout continues to operate within its design capacity with the K3 Proposed Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of three to six seconds and no vehicle queuing on all four arms.

Table 10.4: Barge Way South / Fleet End / Barge Way East Roundabout

2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed

Development operational traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21
Fleet End	0.0	4.43	0.04	0.1	4.41	0.09
Private Access	0.0	6.04	0.04	0.0	5.98	0.04

2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21
Fleet End	0.0	4.43	0.04	0.1	4.41	0.09
Private Access	0.0	6.04	0.04	0.0	5.98	0.04

10.19 The roundabout continues to operate within its design capacity with the K3 Proposed Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of four to seven seconds and no queuing on the four arms.

Table 10.5: Swale Way / Barge Way Roundabout

2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed

Development operational traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.97	0.43	5.9	19.34	0.86
Swale Way West	94.5	202.31	1.12	1.4	6.42	0.58
Barge Way	0.7	11.03	0.42	0.7	6.46	0.42

2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			РМ		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.0	0.00
Swale Way South	0.7	4.97	0.43	5.9	19.34	0.86
Swale Way West	94.5	202.31	1.12	1.4	6.42	0.58
Barge Way	0.7	11.03	0.42	0.7	6.46	0.42

10.20 With the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2024 and 2031 baseline (excluding K3 consented) flows the Swale Way West arm reports a maximum RFC of 1.12 in the AM peak hour. The Swale Way South arm reports a maximum RFC 0.86 in the PM peak hour.

- 10.21 Comparing these results to those of the 2024 and 2031 baseline (excluding K3 consented) results it can be seen that the RFC increases are small, between 0.01 and 0.05.
- The modelling results indicate that K3 Proposed Development plus WKN Proposed Development has a minimal effect on the capacity of the roundabout.

Table 10.6: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (Existing Geometry)

2024 Baseline + K	3 Proposed De		sting Geometr ational traffic flo		osed Developme	ent operational
			traffic flows			
		AM	l		PM	1
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	79.4	335.56	1.17	102.9	474.13	1.25
North Grovehurst Rd	39.8	329.00	1.16	0.9	13.77	0.49
North B2005 – Link	0.4	3.29	0.28	0.6	3.61	0.37
South B2005 – Link	2.0	6.28	0.67	0.8	3.86	0.46
South A249 offslip (SB)	138.2	1171.76	1.50	1.9	14.00	0.66
South Swale Way	91.0	527.84	1.24	799.0	4063.43	2.28
South Grovehurst Rd	53.3	314.99	1.15	5.2	33.88	0.85
2031 Baseline + K	3 Proposed De	velopment opera	ational traffic flo traffic flows	ws + WKN Prop	osed Developme	ent operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	79.4	335.56	1.17	102.9	474.13	1.25
North Grovehurst Rd	39.8	329.00	1.16	0.9	13.77	0.49
North B2005 – Link	0.4	3.29	0.28	0.6	3.61	0.37
South B2005 – Link	2.0	6.28	0.67	0.8	3.86	0.46
South A249 offslip (SB)	138.2	1171.76	1.50	1.9	14.00	0.66
South Swale Way	91.0	527.84	1.24	799.0	4063.43	2.28
South Grovehurst Rd	53.3	314.99	1.15	5.2	33.88	0.85

With the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2024 and 2031 baseline (excluding K3 consented) flows the A249 off-slip (Southbound) arm is predicted to operate with an RFC of 1.50 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with an RFC of 2.28.

10.24	Comparing these results to those of the 2024 and 2031 baseline (excluding K3 consented) results it can be seen that the RFC increases are between -0.01 and 0.09.

11 THE PRACTICAL EFFECTS OF THE K3 PROPOSED DEVELOPMENT AND WKN PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT

Introduction

- As set out above, this TA assesses the effects of the operational traffic flows generated by the Practical Effects of the K3 Proposed Development and the construction and operational traffic flows generated by WKN Proposed Development. A Draft CTMP has been prepared to manage construction vehicles for the WKN Proposed Development, this will evolve into a Full CTMP prior to construction and once a contractor has been appointed. These same measures will be adopted during the demolition phase of the WKN Proposed Developments. A DTMP, similar to the CTMP, will be prepared and agreed with Highway Officers prior to decommissioning commencing and the works will be undertaken in accordance with this.
- 11.2 As K3 is consented under planning applications SW/10/444 and SW/18/505517 this assessment provides the actual impact that the 49.9-75MW power increase will have on the highway network.
- To consider the effects of the traffic generated, two assessments have been undertaken. Firstly, an assessment of traffic flow increases has been undertaken to provide a context. Secondly, an assessment of junction performance has been undertaken on the local junctions between the northern access and the A249.

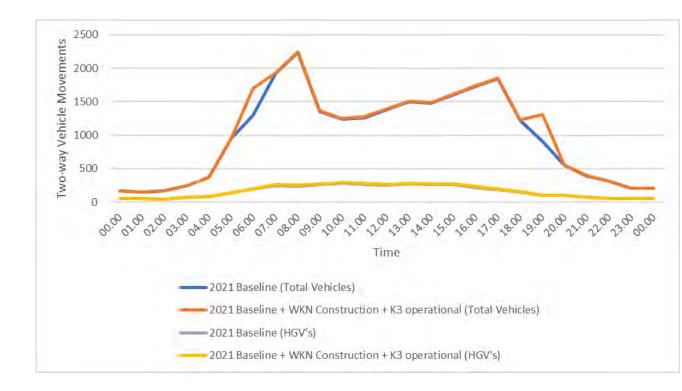
Link Assessment

Construction

- 11.4 **Table 6.4** shows that the WKN Proposed Development construction phase is predicted to generate 8 HGV movements in the peak hours (all staff movements occur outside of the peak hours).
- 11.5 KCC stated, in response to the Draft Environmental Statement submitted for the Kemsley Paper Mill (K4) CHP Plant DCO application, with reference to HGV movements:

"the principle of up to eight movements in a peak hour is unlikely to have a significant impact."

- 11.6 Therefore, it is deemed that the construction of WKN Proposed Development will not have a significant impact on the highway network.
- 11.7 The Practical Effects of the K3 Proposed Development would be operational in 2021 during the construction phase of the WKN Proposed Development. The 2021 (including K3 consented) weekday average 24-hour vehicle profile of Swale Way (east of the Grovehurst junction) with and without the combined traffic flows is shown on the graph below.



- 11.8 The number of HGV's and the number of total vehicles associated with both the Practical Effects of the K3 Proposed Development operational and WKN Proposed Development construction traffic flows are shown to have a minimal impact on Swale Way. The graph shows that the addition of the Practical Effects of the K3 Proposed Development operational traffic flows to the WKN Proposed Development construction traffic flows leads to only a minor increase in the total vehicle traffic flow and thus the combined traffic flows will not affect the operation of the roads of junctions along the access route.
- 11.9 The 2021 traffic flow tables are attached at **Appendix X**.

Operational

The Practical Effects of the K3 Proposed Development operational plus WKN Proposed Development operational traffic flows have been assessed against the 2024 (including K3consented) baseline traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AA**. The 24-hour impact is summarised in **Table 11.1**.

Table 11.1: 2024 The Practical Effects of the K3 Proposed Development + WKN Proposed Development 24-Hour Percentage Impact

Link		% Impact	
LIIK	Weekday	Saturday	Sunday
Swale Way between the A249 and Barge Way	1.6	2.5	3.4
Barge Way between Swale Way and Fleet End	4.4	6.5	8.3
Barge Way east of Fleet End	9.0	17.0	21.2
A249 south of Swale Way	0.9	1.0	1.0
A249 between the A2 and M2	0.6	0.7	0.7
Swale Way north of Reams Way	0.0	0.0	0.0
Swale Way south of Reams Way	0.0	0.0	0.0

Link	% Impact					
LITIK	Weekday	Saturday	Sunday			
Swale Way south of Ridham Avenue	0.0	0.0	0.0			
M2 East of A249	0.0	0.1	0.1			
M2 West of A249	0.2	0.3	0.3			
A249 north of Swale Way	0.0	0.0	0.0			

- 11.11 The greatest impact is 21.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 9.0%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- 11.12 The Practical Effects of the K3 Proposed Development operational + WKN Proposed Development operational traffic flows have been assessed against the 2031 (including K3 consented) baseline traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AG**. The 24-hour impact is summarised in **Table 11.2**.

Table 11.2: 2031 The Practical Effects of the K3 Proposed Development + WKN Proposed

Development 24-Hour Percentage Impact

Link		% Impact	
LITIK	Weekday	Saturday	Sunday
Swale Way between the A249 and Barge Way	1.6	2.5	3.4
Barge Way between Swale Way and Fleet End	4.4	6.5	8.3
Barge Way east of Fleet End	9.0	17.0	21.2
A249 south of Swale Way	0.9	1.0	1.0
A249 between the A2 and M2	0.6	0.7	0.7
Swale Way north of Reams Way	0.0	0.0	0.0
Swale Way south of Reams Way	0.0	0.0	0.0
Swale Way south of Ridham Avenue	0.0	0.0	0.0
M2 East of A249	0.0	0.1	0.1
M2 West of A249	0.2	0.3	0.3
A249 north of Swale Way	0.0	0.0	0.0

11.13 The greatest impact is 21.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 9.0%. Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

Junction Assessment

- 11.14 Operational assessments have been undertaken using the Junctions 9 computer modelling suite at the following junctions:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;

- Barge Way / Site Access Roundabout; and
- A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction.
- 11.15 These have been undertaken for the following scenarios:
 - 2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows; and
 - 2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development Operational traffic flows + WKN Proposed Development Operational traffic flows.
- 11.16 The primary outputs of Junctions 9 are the Ratio of Flow to Capacity (RFC) and queue. The RFC is a measure of the demand traffic flow against the Junctions 9 predicted capacity, whereby a value of 1.0 means that traffic demand is equal to capacity.
- 11.17 A summary of the results is presented in **Tables 11.3 to 11.6** below. Full printouts of the model output files are attached at **Appendix AK**.

Table 11.3: Barge Way / Site Access Roundabout

2024 Baseline (including K3 consented) +the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.15	0.08	0.1	3.97	0.10	
Barge Way	0.3	4.09	0.22	0.2	3.74	0.16	
Access Road (N)	0.0	2.86	0.02	0.0	2.76	0.03	
Private Road	0.1	4.74	0.12	0.1	3.35	0.10	

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.15	0.08	0.1	3.97	0.10	
Barge Way	0.3	4.09	0.22	0.2	3.74	0.16	
Access Road (N)	0.0	2.86	0.02	0.0	2.76	0.03	
Private Road	0.1	4.74	0.12	0.1	3.35	0.10	

11.18 **Table 11.3** above shows the roundabout continues to operate within its design capacity for with the Practical Effects of the K3 Proposed Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of three to six seconds and no vehicle queuing on all four arms.

Table 11.4: Barge Way South / Fleet End / Barge Way East Roundabout

2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21	
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21	
Fleet End	0.0	4.43	0.04	0.1	4.41	0.09	
Private Access	0.0	6.04	0.04	0.0	5.98	0.04	

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21	
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21	
Fleet End	0.0	4.43	0.04	0.1	4.41	0.09	
Private Access	0.0	6.04	0.04	0.0	5.98	0.04	

11.19 **Table 11.4** above shows the roundabout continues to operate within its design capacity with the Practical Effects of the K3 Proposed Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of four to seven seconds and no queuing on the four arms.

Table 11.5: Swale Way / Barge Way Roundabout

2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.97	0.43	5.9	19.34	0.86	
Swale Way West	94.5	202.31	1.12	1.4	6.42	0.58	
Barge Way	0.7	11.03	0.42	0.7	6.46	0.42	

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.97	0.43	5.9	19.34	0.86	
Swale Way West	94.5	202.31	1.12	1.4	6.42	0.58	
Barge Way	0.7	11.03	0.42	0.7	6.46	0.42	

11.20 With the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2024 and 2031 baseline (excluding K3 consented) flows the Swale Way West arm reports a maximum RFC of 1.12 in the AM peak hour. The Swale Way South arm reports a maximum RFC 0.86 in the PM peak hour.

- 11.21 Comparing these results to those of the 2024 and 2031 baseline (including K3 consented) results it can be seen that the RFC increases are small, between 0.01 and 0.03.
- The modelling results indicate that the Practical Effects of the K3 Proposed development plus WKN Proposed Development has a minimal effect on the capacity of the roundabout.

Table 11.6: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (Existing Geometry)

			sting Geometry	•		
2024 Baseline (ii			ractical Effects o ed Development			t operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	79.4	335.56	1.17	102.9	474.13	1.25
North Grovehurst Rd	39.8	329.00	1.16	0.9	13.77	0.49
North B2005 – Link	0.4	3.29	0.28	0.6	3.61	0.37
South B2005 – Link	2.0	6.28	0.67	0.8	3.86	0.46
South A249 offslip (SB)	138.2	1171.76	1.50	1.9	14.00	0.66
South Swale Way	91.0	527.84	1.24	799.0	4063.43	2.28
South Grovehurst Rd	53.3	314.99	1.15	5.2	33.88	0.85
2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows						
		AM			PM	
	Опепе	Dolay	REC	Oueue	Dolay	REC

	AM				PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	79.4	335.56	1.17	102.9	474.13	1.25
North Grovehurst Rd	39.8	329.00	1.16	0.9	13.77	0.49
North B2005 – Link	0.4	3.29	0.28	0.6	3.61	0.37
South B2005 – Link	2.0	6.28	0.67	0.8	3.86	0.46
South A249 offslip (SB)	138.2	1171.76	1.50	1.9	14.00	0.66
South Swale Way	91.0	527.84	1.24	799.0	4063.43	2.28
South Grovehurst Rd	53.3	314.99	1.15	5.2	33.88	0.85

11.23 With the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2024 and 2031 baseline (including K3 consented) flows the A249 off-slip (Southbound) arm is predicted to operate with an RFC of 1.50 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with an RFC of 2.28.

- 11.24 Comparing these results to those of the 2024 and 2031 baseline (including K3 consented) results it can be seen that the RFC increases are between 0.01 and 0.04.
- The modelling results indicate that the Practical Effects of the K3 Proposed development plus WKN Proposed Development has a minimal effect on the capacity of the roundabout.

K3 Proposed Development plus WKN Proposed Development plus K4 Peak Construction HGV Flows

- 11.26 As part of their Section 42, consultation response, KCC asked for details on the expected peak operational queuing of the combined K3 Proposed Development, WKN Proposed Development and K4 within the site so that they can be certain that this would not overspill onto Barge Way.
- 11.27 It is important to note that although all three will be accessed from Barge Way, K4 will have a different internal access road to the K3 Proposed Development and the WKN Proposed Development.
- The internal site has recently been reconfigured to provide a dedicated and separate access for K3 (this would also provide access to the WKN Proposed Development) from the other DS Smith operations. Approximately 60m south from Barge Way, there are effectively two parallel routes, the westerly one provides access to DS Smith, including K4, and the easterly one provides access to K3 (including the K3 Proposed Development) and the WKN Proposed Development.
- 11.29 From the point of converging with the DS Smith access, there is approximately 500m along the easterly access road to the WKN Proposed Development and approximately 600m along the easterly access road to K3 (including the K3 Proposed Development).
- 11.30 From the point of converging with the K3 access road, there is approximately 650m along the westerly access road to the K4 construction area.
- 11.31 **Table 11.7** shows the predicted HGV movements generated by the K4 peak construction, K3 Proposed Development and WKN Proposed Development.

Table 11.7: K4 Peak Construction, K3 and WKN Operational HGV movements

	Weekday Average HGV Movements										
Time					WKN Proposed Development		Total				
Begin	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures			
00:00	0	0	0	0	0	0	0	0			
01:00	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0			
03:00	0	0	0	0	0	0	0	0			
04:00	0	0	0	0	0	0	0	0			
05:00	0	0	0	0	0	0	0	0			
06:00	0	0	0	0	0	0	0	0			
07:00	4	3	3	2	10	9	17	14			
08:00	3	4	2	3	9	10	14	17			
09:00	4	3	2	2	9	9	15	14			

Weekday Average HGV Movements											
Time Begin	K4 Peak Construction		K3 Proposed Development		WKN Proposed Development		Total				
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures			
10:00	3	4	2	2	9	9	14	15			
11:00	4	3	2	2	9	9	15	14			
12:00	3	4	2	2	9	9	14	15			
13:00	3	3	3	2	5	9	10	14			
14:00	3	3	2	3	9	5	14	10			
15:00	3	3	3	2	10	9	16	14			
16:00	3	3	2	3	9	10	14	16			
17:00	4	3	3	2	5	9	11	14			
18:00	3	4	2	3	9	5	14	11			
19:00	0	0	1	1	6	6	8	8			
20:00	0	0	1	1	6	6	8	8			
21:00	0	0	2	1	7	6	10	8			
22:00	0	0	1	2	6	7	8	10			
23:00	0	0	0	0	0	0	0	0			
Total	40	40	34	34	126	126	200	200			

- 11.32 It is typical for facilities such as these to have a maximum waste vehicle turnaround time within their contracts for waste supply so as to ensure that waste vehicles are not unduly delayed at such facilities. It is typical that waste vehicles have a maximum turnaround time of 15 minutes within such a facility.
- Thus, facilities are designed to be as efficient as possible so as to minimise vehicular queuing and delay. Tipping halls have sufficient bays to accommodate multiple waste vehicles simultaneously, whilst weighbridge layouts and procedures are designed to minimise processing time.
- 11.34 K3 currently has consent for 174 waste vehicle arrivals per day, which, allowing for its hours of operation, equates to an average of approximately 10 to 15 arrivals per hour. With the addition of the K3 Proposed Development, there would be an average of approximately 13 to 18 arrivals per hour. This equates to approximately one HGV arrival every four to five minutes.
- The processing of HGVs at a weighbridge is far less than such an arrival rate (especially given that HGVs typically have no more than 15 minutes in total at a site) and although some queuing may be expected, it is not predicted to be at a level where it reaches multiple HGVs that causes concern. It is also noted that there is some 600m to the K4 access road. Allowing for a mix of refuse collection vehicles and articulated HGVs, 600m equates to a queuing length for some 40 waste vehicles. Such a level of queuing is not predicted.
- 11.36 The WKN Proposed Development would generate up to 10 HGV arrivals per hour, which equates to an HGV arrival on average every six minutes. The WKN Proposed Development will have a separate weighbridge to K3 and thus any delays at either weighbridge would not affect the other.

11.37	Even combining the WKN Proposed Development with K3, with a queuing capacity of some 40							
	waste vehicles to the K4 access road, it is not expected that queuing would reach a level where it blocks the DS Smith access to K4.							

12 CUMULATIVE TRANSPORT ASSESSMENT

Introduction

- This Transport Assessment section assesses the effects of the operational traffic flows generated by the K3 Proposed Development and the Practical Effects and the operational traffic flows generated by WKN Proposed Development and all cumulative developments identified above.
- To consider the effects of the traffic generated, two assessments have been undertaken. Firstly, an assessment of traffic flow increases has been undertaken to provide a context. Secondly, an assessment of junction performance has been undertaken on the local junctions between the northern access and the A249.

Link Assessment

Operational

The K3 Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2024 baseline (excluding K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AB**. The 24-hour impact is summarised in **Table 12.1**.

Table 12.1: 2024 K3 Proposed Development + Cumulative 24-Hour Percentage Impact

Link	% Impact				
LITIK	Weekday	Saturday	Sunday		
Swale Way between the A249 and Barge Way	2.3	3.7	4.1		
Barge Way between Swale Way and Fleet End	5.4	8.2	10.4		
Barge Way east of Fleet End	11.8	24.1	31.2		
A249 south of Swale Way	4.8	5.1	3.8		
A249 between the A2 and M2	5.9	5.3	5.2		
Swale Way north of Reams Way	0.6	1.0	0.0		
Swale Way south of Reams Way	0.6	1.0	0.0		
Swale Way south of Ridham Avenue	0.7	1.1	0.0		
M2 East of A249	0.4	0.4	0.2		
M2 West of A249	1.3	1.4	1.2		
A249 north of Swale Way	1.4	1.4	1.5		

- 12.4 The greatest impact is 31.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 11.8%.
- 12.5 The greatest impact on the A249 between the A2 and M2 is 5.9% on a weekday. This increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only K3 Proposed Development, the increase is only 0.8%.

- 12.6 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- The Practical Effects of the K3 Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2024 baseline (including K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AB**. The 24-hour impact is summarised in **Table 12.2**.

Table 12.2: 2024 The Practical Effects of the K3 Proposed Development + Cumulative 24-Hour Percentage Impact

The state of the s	% Impact			
Link	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	0.7	1.1	0.6	
Barge Way between Swale Way and Fleet End	0.8	1.1	1.4	
Barge Way east of Fleet End	1.6	2.9	3.5	
A249 south of Swale Way	3.9 4.1		2.7	
A249 between the A2 and M2	5.2	4.6	4.4	
Swale Way north of Reams Way	0.6	1.0	0.0	
Swale Way south of Reams Way	0.6	1.0	0.0	
Swale Way south of Ridham Avenue	0.7	1.1	0.0	
M2 East of A249	0.3	0.4	0.2	
M2 West of A249	1.0	1.1	0.9	
A249 north of Swale Way	1.4	1.4	1.5	

- 12.8 The greatest impact is 5.2% on the A249 between the A2 and M2 on a weekday. This increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only the Practical Effects of the K3 Proposed Development, the increase is only 0.1%.
- The WKN Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2024 baseline (including K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AC**. The 24-hour impact is summarised in **Table 12.3**.

Table 12.3: 2024 WKN Proposed Development + Cumulative 24-Hour Percentage Impact

	R - Gamaiativo 24 modi i Groomtago impaot			
Link	% Impact			
LIIIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	1.7	2.7	2.9	
Barge Way between Swale Way and Fleet End	3.6	5.4	6.9	
Barge Way east of Fleet End	7.5	14.1	17.7	
A249 south of Swale Way	4.5	4.7	3.4	
A249 between the A2 and M2	5.6	5.1	4.9	
Swale Way north of Reams Way	0.6	1.0	0.0	
Swale Way south of Reams Way	0.6	1.0	0.0	
Swale Way south of Ridham Avenue	0.7	1.1	0.0	
M2 East of A249	0.4	0.4	0.2	
M2 West of A249	1.2	1.3	1.0	
A249 north of Swale Way	1.4	1.4	1.5	

- 12.10 The greatest impact is 17.7% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 7.5%.
- 12.11 The greatest impact on the A249 between the A2 and M2 is 5.6% on a weekday. This increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only WKN, the increase is only 0.5%.
- 12.12 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- 12.13 The K3 Proposed Development operational plus WKN Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2024 baseline (excluding K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AD**. The 24-hour impact is summarised in **Table 12.4**.

Table 12.4: 2024 K3 Proposed Development + WKN Proposed Development + Cumulative 24-Hour Percentage Impact

Link	% Impact			
LITIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	3.7	5.8	7.1	
Barge Way between Swale Way and Fleet End	9.2	13.9	18.0	
Barge Way east of Fleet End	20.1	41.0	53.6	
A249 south of Swale Way	5.6	5.9	4.7	
A249 between the A2 and M2	6.4	5.9	5.8	
Swale Way north of Reams Way	0.6	1.1	0.0	
Swale Way south of Reams Way	0.6	1.1	0.0	
Swale Way south of Ridham Avenue	0.7	1.1	0.0	
M2 East of A249	0.4	0.5	0.3	
M2 West of A249	1.5	1.6	1.4	
A249 north of Swale Way	1.4	1.4	1.5	

- 12.14 The greatest impact is 53.6% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 20.1%.
- 12.15 The greatest impact on the A249 between the A2 and M2 is 6.4% on a weekday. This increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only K3 Proposed Development plus WKN Proposed Development, the increase is only 1.3%.
- 12.16 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

The Practical Effects of the K3 Proposed Development operational plus WKN Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2024 baseline (including K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AD**. The 24-hour impact is summarised in **Table 12.5**.

Table 12.5: 2024 The Practical Effects of the K3 Proposed Development + WKN Proposed

Development + Cumulative 24-Hour Percentage Impact

Link	% Impact			
LIIIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	2.0	3.2	3.4	
Barge Way between Swale Way and Fleet End	4.4	6.5	8.3	
Barge Way east of Fleet End	9.0	17.0	21.2	
A249 south of Swale Way	4.6 4.9		3.6	
A249 between the A2 and M2	5.7	5.2	5.0	
Swale Way north of Reams Way	0.6	1.0	0.0	
Swale Way south of Reams Way	0.6	1.0	0.0	
Swale Way south of Ridham Avenue	0.7	1.1	0.0	
M2 East of A249	0.4	0.4	0.2	
M2 West of A249	1.2	1.3	1.1	
A249 north of Swale Way	1.4	1.4	1.5	

- 12.18 The greatest impact is 21.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 9.0%.
- 12.19 The greatest impact on the A249 between the A2 and M2 is 5.7% on a weekday. This increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only the Practical Effects of the K3 Proposed Development plus WKN, the increase is only 0.6%.
- 12.20 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- The K3 Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2031 baseline (excluding K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AH**. The 24-hour impact is summarised in **Table 12.6**.

Table 12.6: 2031 K3 Proposed Development + Cumulative 24-Hour Percentage Impact

Link	% Impact			
LIIIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	10.6	6.3	9.2	
Barge Way between Swale Way and Fleet End	5.4	8.2	10.4	
Barge Way east of Fleet End	11.8	24.1	31.2	
A249 south of Swale Way	16.3	13.7	15.9	

Link	% Impact			
LIIIK	Weekday	Saturday	Sunday	
A249 between the A2 and M2	16.5	14.5	16.9	
Swale Way north of Reams Way	0.2	0.3	0.3	
Swale Way south of Reams Way	0.2	0.3	0.3	
Swale Way south of Ridham Avenue	0.2	0.3	0.3	
M2 East of A249	0.9	0.7	0.8	
M2 West of A249	3.8	3.6	4.1	
A249 north of Swale Way	3.4	3.3	3.7	

- 12.22 The greatest impact is 31.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 11.8%.
- The greatest impact on the A249 between the A2 and M2 is 16.9% on a Sunday when background traffic levels are lower than a typical weekday. The increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only K3 Proposed Development, the increase is only 0.8%
- 12.24 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- The Practical Effects of the K3 Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2031 baseline (including K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AH**. The 24-hour impact is summarised in **Table 12.7**.

Table 12.7: 2031 The Practical Effects of the K3 Proposed Development + Cumulative 24-Hour Percentage Impact

Link	% Impact			
LIIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	8.8	3.6	5.5	
Barge Way between Swale Way and Fleet End	0.8	1.1	1.4	
Barge Way east of Fleet End	1.6	2.9	3.5	
A249 south of Swale Way	15.2 12.6		14.8	
A249 between the A2 and M2	15.7 13.8		16.1	
Swale Way north of Reams Way	0.2	0.2	0.3	
Swale Way south of Reams Way	0.2	0.2	0.3	
Swale Way south of Ridham Avenue	0.2	0.3	0.3	
M2 East of A249	0.9	0.6	0.7	
M2 West of A249	3.6	3.3	3.8	
A249 north of Swale Way	3.4	3.3	3.7	

12.26 The greatest impact is 16.1% on the A249 between the A2 and M2 on a Sunday. These increases are primarily related to the cumulative developments. Indeed, without the cumulative developments, and with only K3, the increase is only 0.1%.

The WKN Proposed Development operational traffic flows plus cumulative traffic flows have been assessed against the 2031 baseline (including K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AI**. The 24-hour impact is summarised in **Table 12.8**.

Table 12.8: 2031 WKN Proposed Development + Cumulative 24-Hour Percentage Impact

Link	% Impact			
LITIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	9.9	5.2	7.8	
Barge Way between Swale Way and Fleet End	3.6	5.4	6.9	
Barge Way east of Fleet End	7.5	14.1	17.7	
A249 south of Swale Way	15.8	13.3	15.4	
A249 between the A2 and M2	16.1	14.2	16.5	
Swale Way north of Reams Way	0.2	0.3	0.3	
Swale Way south of Reams Way	0.2	0.3	0.3	
Swale Way south of Ridham Avenue	0.2	0.3	0.3	
M2 East of A249	0.9	0.7	0.8	
M2 West of A249	3.7	3.5	3.9	
A249 north of Swale Way3.4	3.4	3.3	3.7	

- 12.28 The greatest impact is 17.7% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 7.5%.
- The greatest impact on the A249 between the A2 and M2 is 16.5% on a Sunday when background levels are lower than a typical weekday. This increase is primarily due to the cumulative development. Indeed, without the cumulative development and with only WKN, the increase is only 0.6%.
- 12.30 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- The K3 Proposed Development operational + WKN Proposed Development operational traffic flows + cumulative traffic flows have been assessed against the 2031 baseline (excluding K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AJ**. The 24-hour impact is summarised in **Table 12.9**.

Table 12.9: 2031 K3 Proposed Development + WKN Proposed Development + Cumulative 24-Hour Percentage Impact

Link	% Impact			
LITIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	12.0	8.4	12.2	
Barge Way between Swale Way and Fleet End	9.2	13.9	18.0	
Barge Way east of Fleet End	20.1	41.0	53.6	
A249 south of Swale Way	17.0	14.6	16.8	
A249 between the A2 and M2	17.0	15.1	17.5	

Link	% Impact			
	Weekday	Saturday	Sunday	
Swale Way north of Reams Way	0.2	0.3	0.3	
Swale Way south of Reams Way	0.2	0.3	0.4	
Swale Way south of Ridham Avenue	0.3	0.3	0.4	
M2 East of A249	1.0	0.7	0.8	
M2 West of A249	4.0	3.8	4.3	
A249 north of Swale Way	3.4	3.3	3.7	

- 12.32 The greatest impact is 53.6% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 20.1%.
- The greatest impact on the A249 between the A2 and M2 is 17.5% on a Sunday when background traffic levels are lower than a typical week. This increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only K3 Proposed Development plus WKN Proposed Development, the increase is only 1.4%.
- 12.34 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.
- The Practical Effects of the K3 Proposed Development operational + WKN Proposed Development operational traffic flows + cumulative traffic flows have been assessed against the 2031 baseline (including K3 consented) traffic flows, with the traffic flows and 24-hour percentage impact shown in the tables attached at **Appendix AJ**. The 24-hour impact is summarised in **Table 12.10**.

Table 12.10: 2031 The Practical Effects of the K3 Proposed Development + WKN Proposed
Development + Cumulative 24-Hour Percentage Impact

Link	% Impact			
LITIK	Weekday	Saturday	Sunday	
Swale Way between the A249 and Barge Way	10.2	5.7	8.3	
Barge Way between Swale Way and Fleet End	4.4	6.5	8.3	
Barge Way east of Fleet End	9.0	17.0	21.2	
A249 south of Swale Way	15.9 13.4		15.6	
A249 between the A2 and M2	16.2 14.3		16.7	
Swale Way north of Reams Way	0.2	0.3	0.3	
Swale Way south of Reams Way	0.2	0.3	0.3	
Swale Way south of Ridham Avenue	0.2	0.3	0.3	
M2 East of A249	0.9	0.7	0.8	
M2 West of A249	3.7	3.5	4.0	
A249 north of Swale Way	3.4	3.3	3.7	

- 12.36 The greatest impact is 21.2% on Barge Way east of Fleet End on a Sunday when background traffic levels are lower than a typical weekday. On this link on a weekday the impact is expected to be 9.0%.
- 12.37 The greatest impact on the A249 between the A2 and M2 is 16.7% on a Sunday when background traffic levels are lower than a typical weekday. This increase is primarily related to the cumulative development. Indeed, without the cumulative development and with only the Practical Effects of the K3 Proposed Development plus WKN, the increase is only 0.7%.
- 12.38 Operational assessments are undertaken in the subsection below and these assessments conclude that these increases have a negligible effect upon junction performance and that there are no highway capacity issues on Barge Way.

Junction Assessment

- 12.39 Operational assessments have been undertaken using the Junctions 9 computer modelling suite at the following junctions:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;
 - Barge Way / Site Access Roundabout; and
 - A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction
- 12.40 These have been undertaken for the following scenarios:
 - 2024 Baseline (excluding K3 consented) + Cumulative;
 - 2024 Baseline (including K3 consented) + Cumulative;
 - 2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative development traffic flows;
 - 2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed
 Development operational traffic flows + cumulative development traffic flows;
 - 2024 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative traffic flows;
 - 2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative development traffic flows;
 - 2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative development traffic flows;
 - 2031 Baseline (excluding K3 consented) + Cumulative;
 - 2031 Baseline (including K3 consented) + Cumulative;

- 2031 Baseline (excluding K3 consented) + K3 Proposed Development Operational traffic flows+ Cumulative Development traffic flows;
- 2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development Operational traffic flows+ Cumulative Development traffic flows;
- 2031 Baseline + WKN Proposed Development Operational traffic flows+ Cumulative Development traffic flows;
- 2031 Baseline (excluding K3 consented) + K3 Proposed Development Operational traffic flows + WKN Proposed Development Operational traffic flows + Cumulative Development traffic flows; and
- 2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development Operational traffic flows + WKN Proposed Development Operational traffic flows + Cumulative Development traffic flows.
- The primary outputs of Junctions 9 are the Ratio of Flow to Capacity (RFC) and queue. The RFC is a measure of the demand traffic flow against the Junctions 9 predicted capacity, whereby a value of 1.0 means that traffic demand is equal to capacity.
- 12.42 A summary of the results is presented in **Tables 12.11 to 12.15** below. Full printouts of the model output files are attached at **Appendix AK**.

Table 12.11: Barge Way / Site Access Roundabout

	Table 12.11: Barge Way / Site Access Roundabout						
2	2024 Baseline (excluding K3 consented) + cumulative development traffic flows						
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.0	4.92	0.04	0.1	3.68	0.05	
Barge Way	0.2	3.71	0.18	0.1	3.39	0.13	
Access Road (N)	0.0	2.77	0.02	0.0	2.71	0.03	
Private Road	0.1	4.60	0.11	0.1	3.28	0.10	
2	024 Baseline (in	cluding K3 cons	ented) + cumula	tive developme	nt traffic flows		
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08	
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.69	0.12	0.1	3.32	0.10	
2024 Baseline (excluding K3 co		roposed Develo pment traffic flo		nal traffic flows +	- cumulative	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08	
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.70	0.12	0.1	3.33	0.10	

	trai	fic flows + cumu	mativo dovolopii			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2024 Baseline (ii	ncluding K3 con		Proposed Development traffic flo		onal traffic flows	+ cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.13	0.08	0.1	3.93	0.10
Barge Way	0.3	4.06	0.22	0.2	3.69	0.15
Access Road (N)	0.0	2.85	0.02	0.0	2.75	0.03
Private Road	0.1	4.73	0.12	0.1	3.34	0.10
2024 Baseline (ex	cluding K3 cons Development op					VKN Propose
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.15	0.08	0.1	3.97	0.10
Barge Way	0.3	4.09	0.22	0.2	3.74	0.16
Access Road (N)	0.0	2.86	0.02	0.0	2.76	0.03
Private Road	0.1	4.74	0.12	0.1	3.35	0.10
					sed Developmen ve development	
traine news : 1	Tital Floposca E	AM		iows - camalati	PM	traine news
	Queue		RFC	Queue	Delay	RFC
A (O)		Delay 5.15	0.08	0.1	3.97	0.10
Access (S) Barge Way	0.1	4.09	0.06	0.1	3.74	0.10
Access Road (N)	0.0	2.86	0.22	0.2	2.76	0.10
Private Road	0.0	4.74	0.02	0.0	3.35	0.03
	031 Baseline (ex					0.10
2	oor baseille (ex		senteu) + cumur	itive developine	PM	
		AM	DE0		<u> </u>	DEG
. (2)	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.0	4.92	0.04	0.1	3.68	0.05
Barge Way	0.2	3.71	0.18	0.2	3.59	0.15
Access Road (N)	0.0	2.77	0.02	0.0	2.74	0.03
Private Road	0.1	4.60	0.11	0.1	3.32	0.10
2	031 Baseline (in		ented) + cumula	tive developme		
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
	~ .	- 0-	0.00	0.4	0.00	
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08

0.21

0.2

3.62

3.91

Barge Way

0.3

Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.69	0.12	0.1	3.32	0.10	
2031 Baseline (excluding K3 co	onsented) + K3 P	roposed Develo traffic flows	pment operatior	nal traffic flows	cumulative	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08	
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.70	0.12	0.1	3.33	0.10	
2031 Baseline (including K3 co	nsented) + the Pi	ractical Effects o		ed Developmen	t operational	
		AM	· oamalativo tra		PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08	
Barge Way	0.3	3.95	0.21	0.2	3.66	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.70	0.12	0.1	3.33	0.10	
2031 Bas	l eline + WKN Pro	posed Developn	nent operational	traffic flows + c	umulative traffic	flows	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.13	0.08	0.1	3.93	0.10	
Barge Way	0.3	4.06	0.22	0.2	3.69	0.15	
Access Road (N)	0.0	2.85	0.02	0.0	2.75	0.03	
Private Road	0.1	4.73	0.12	0.1	3.34	0.10	
2031 Baseline (ex		sented) + K3 Pro nent operational				VKN Proposed	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.15	0.08	0.1	3.97	0.10	
Barge Way	0.3	4.09	0.22	0.2	3.74	0.16	
Access Road (N)	0.0	2.86	0.02	0.0	2.76	0.03	
Private Road	0.1	4.74	0.12	0.1	3.35	0.10	
		nsented) + the Proosed Developm					
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.15	0.08	0.1	3.97	0.10	
Barge Way	0.3	4.09	0.22	0.2	3.74	0.16	
	i	i	i	i	i	1	

0.02

0.12

0.0

0.1

2.76

3.35

2.86

4.74

Access Road (N)

Private Road

0.0

0.1

0.03

Table 12.11 shows that the roundabout continues to operate within its design capacity through all scenarios, with and without the K3 Proposed Development and the Predicted Effects of the K3 Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of three to six seconds and no vehicle queuing on all four arms.

	able 12.12: Bar 024 Baseline (ex			ative developme				
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16		
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18		
Fleet End	0.0	4.30	0.04	0.1	4.32	0.09		
Private Access	0.0	5.85	0.03	0.0	5.86	0.04		
2024 Baseline (including K3 consented) + cumulative development traffic flows								
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19		
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20		
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09		
Private Access	0.0	5.97	0.04	0.0	5.93	0.04		
2024 Baseline (excluding K3 co		roposed Develo pment traffic flo	pment operation	nal traffic flows	cumulative		
		AM	<u>- </u>	PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.1	4.12	0.13	0.2	3.67	0.19		
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20		
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09		
Private Access	0.0	5.98	0.04	0.0	5.95	0.04		
2024 Baseline (i						t operational		
	traf		ılative developm	nent traffic flows				
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.1	4.12	0.13	0.2	3.67	0.19		
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20		
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09		
Private Access	0.0	5.98	0.04	0.0	5.95	0.04		
2024 Base	eline + WKN Pro	posed Developn	nent operational	traffic flows + c	umulative traffic	flows		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.2	4.19	0.14	0.3	3.78	0.20		
Barge Way S	0.4	4.02	0.27	0.3	3.49	0.20		
E E .	0.0	4.42	0.04	0.1	4.39	0.09		
Fleet End	0.0							

Development operational traffic flows + cumulative development traffic flows

		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21	
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21	
Fleet End	0.0	4.43	0.04	0.1	4.41	0.09	
Private Access	0.0	6.04	0.04	0.0	5.97	0.04	
				of the K3 Propos			
traffic flows + v	VKN Proposed L	AM	erational traffic	flows + cumulativ	ve development PM	traffic flows	
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21	
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21	
Fleet End	0.0	4.43	0.04	0.1	4.41	0.09	
Private Access	0.0	6.04	0.04	0.0	5.97	0.04	
	2031 Baseline	(excluding K3 c	onsented) + cur	nulative develop	ment flows	L	
		AM	<u> </u>		PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16	
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18	
Fleet End	0.0	4.30	0.04	0.1	4.32	0.09	
Private Access	0.0	5.85	0.03	0.0	5.86	0.04	
	2031 Baseline	(including K3 co	onsented) + cun	nulative develop	ment flows		
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19	
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20	
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09	
Private Access	0.0	5.97	0.04	0.0	5.93	0.04	
2031 Baseline (excluding K3 co		roposed Develo	pment operation	nal traffic flows	- cumulative	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.12	0.13	0.2	3.67	0.19	
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20	
Float Fnd							
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09	
Private Access	0.0	4.39 5.98	0.04	0.1	4.39 5.95	0.09	
Private Access	0.0	5.98 nsented) + the Pr	0.04	0.0 of the K3 Propos	5.95 ed Developmen	0.04	
Private Access	0.0	5.98 nsented) + the Pr	0.04	0.0	5.95 ed Developmen	0.04	
Private Access	0.0	5.98 nsented) + the Pr fic flows + cumu	0.04	0.0 of the K3 Propos	5.95 ed Developmen	0.04	
Private Access	0.0 including K3 cor traf	5.98 nsented) + the Pr ffic flows + cumu AM	0.04 ractical Effects of lative developm	0.0 of the K3 Propos nent traffic flows	5.95 ed Developmen PM	0.04 t operational	
Private Access 2031 Baseline (i	0.0 including K3 cor trai	5.98 sented) + the Prific flows + cumu AM Delay	0.04 ractical Effects of the control	0.0 of the K3 Propos nent traffic flows Queue	5.95 ed Developmen PM Delay	0.04 t operational	
Private Access 2031 Baseline (i	0.0 including K3 contrait Queue 0.1	5.98 nsented) + the Prific flows + cumu AM Delay 4.12	0.04 ractical Effects of a lative developments of the control of t	0.0 of the K3 Proposition from	5.95 ed Developmen PM Delay 3.67	0.04 t operational RFC 0.19	

2031 Baseline + WKN Proposed Development operational traffic flows + cumulative development traffic flows									
	AM			РМ					
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.2	4.19	0.14	0.3	3.78	0.20			
Barge Way S	0.4	4.02	0.27	0.3	3.49	0.20			
Fleet End	0.0	4.42	0.04	0.1	4.39	0.09			
Private Access	0.0	6.03	0.04	0.0	5.96	0.04			

2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows

	AM			РМ			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21	
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21	
Fleet End	0.0	4,.43	0.04	0.1	4.41	0.09	
Private Access	0.0	6.04	0.04	0.0	5.98	0.04	

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows

AM		PM				
Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.23	0.14	0.3	3.79	0.21
Barge Way S	0.4	4.06	0.27	0.3	3.52	0.21
Fleet End	0.0	4.43	0.04	0.1	4.41	0.09
Private Access	0.0	6.04	0.04	0.0	5.98	0.04

12.44 **Table 12.12** above shows the roundabout continues to operate within its design capacity through all scenarios, with and without the K3 Proposed Development and the Practical Effects of the K3 Proposed Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with a maximum delay of four to seven seconds and no queuing on the four arms.

Table 12.13: Swale Way / Barge Way Roundabout

Table 12.13. Swale way / Dailye way Roulluabout									
2024 Baseline (excluding K3 consented) + cumulative development									
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Private Access	0.0	0.00	0.00	0.0	0.00	0.00			
Swale Way South	0.7	4.85	0.42	4.9	15.74	0.84			
Swale Way West	67.9	141.81	1.08	1.2	5.93	0.55			
Barge Way	0.6	10.04	0.37	0.6	5.80	0.36			
	2024 Basel	ine (including K	3 consented) + c	cumulative devel	opment				
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Private Access	0.0	0.00	0.00	0.0	0.00	0.00			
Swale Way South	0.7	4.95	0.43	5.4	17.58	0.85			
Swale Way West	84.9	173.73	1.10	1.3	6.26	0.57			
Barge Way	0.6	10.46	0.39	0.6	6.19	0.39			

	development traffic flows AM PM					
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.98	0.43	5.4	17.73	0.85
Swale Way West	86.2	176.80	1.10	1.3	6.34	0.57
Barge Way	0.7	10.64	0.40	0.6	6.22	0.39
2024 Baseline (i		nsented) + the Pr ffic flows + cumu			sed Development	operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delav	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.98	0.43	5.4	17.73	0.85
Swale Way West	86.2	176.80	1.10	1.3	6.34	0.57
Barge Way	0.7	10.64	0.40	0.6	6.22	0.39
2024 Baseline (ir	ncluding K3 con		Proposed Develo	opment operation	onal traffic flows	+ cumulative
		AM	РМ			
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.8	5.02	0.43	5.9	19.17	0.86
Swale Way West	92.5	196.44	1.11	1.4	6.39	0.58
Barge Way	0.7	10.85	0.41	0.7	6.45	0.41
2024 Baseline (ex						KN Propose
	Development op	erational traffic	flows + cumulat	ive developmen		
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	8.0	5.05	0.43	5.9	19.34	0.86
Swale Way West	94.5	202.31	1.12	1.4	6.44	0.58
Barge Way	0.7	11.03	0.42	0.7	6.47	0.42
					sed Development ve development (
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.8	5.05	0.43	5.9	19.34	0.86
Swale Way West	94.5	202.31	1.12	1.4	6.44	0.58
Barge Way	0.7	11.03	0.42	0.7	6.47	0.42

Delay

7.83

Queue

0.2

Private Access

RFC

0.15

Queue

0.1

Delay

4.92

RFC

Swale Way South	0.8	5.16	0.44	6.7	22.16	0.88
Swale Way West	139.4	329.14	1.17	1.4	6.43	0.59
Barge Way	0.6	10.44	0.38	0.6	6.06	0.37
Ů,	031 Baseline (in	cluding K3 cons	ented) + cumula	ntive developme	nt traffic flows	
	АМ			РМ		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.86	0.15	0.2	5.08	0.13
Swale Way South	0.8	5.27	0.44	7.8	25.71	0.90
Swale Way West	159.4	389.59	1.20	1.5	6.79	0.61
Barge Way	0.7	10.88	0.40	0.7	6.49	0.40
	excluding K3 co	nsented) + K3 P	roposed Develo	pment operation	nal traffic flows +	cumulative
·			traffic flows			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.91	0.16	0.2	5.09	0.13
Swale Way South	0.8	5.30	0.44	7.9	26.00	0.90
Swale Way West	160.8	394.03	1.20	1.5	6.89	0.61
Barge Way	0.7	11.08	0.41	0.7	6.52	0.40
2031 Baseline (i	ncluding K3 cor	nsented) + the Pr traffic flows	actical Effects o		ed Development	operational
	АМ		PM			
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.91	0.16	0.2	5.09	0.13
Swale Way South	0.8	5.30	0.44	7.9	26.00	0.90
Swale Way West	160.8	394.03	1.20	1.5	6.89	0.61
Barge Way	0.7	11.08	0.41	0.7	6.52	0.40
2031 Baseline (i	ncluding K3con		Proposed Develo	ppment operatio	nal traffic flows	+ cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.95	0.16	0.2	5.20	0.13
Swale Way South	0.8	5.36	0.45	8.7	28.91	0.91
Swale Way West	168.1	417.10	1.21	1.6	6.95	0.61
Barge Way	0.7	11.31	0.42	0.7	6.77	0.43
2031 Baseline (ex		sented) + K3 Propent operational				/KN Proposed
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.99	0.16	0.2	5.21	0.13
Swale Way South	0.8	5.39	0.45	8.8	29.27	0.91
	170.4	423.98	1.21	1.6	7.01	0.62
Swale Way West						2 12
Swale Way West Barge Way	8.0	11.50	0.43	0.7	6.80	0.43
Barge Way 2031 Baseline (i	including K3 co	11.50 nsented) +the Proposed Developme	actical Effects o	of the K3 Propos	ed Development	operational

	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.99	0.16	0.2	5.21	0.13
Swale Way South	0.8	5.39	0.45	8.8	29.27	0.91
Swale Way West	170.4	423.98	1.21	1.6	7.01	0.62
Barge Way	0.8	11.50	0.43	0.7	6.80	0.43

- The addition of the cumulative development to the 2024 baseline scenarios leads to the roundabout operating with a maximum RFC of 1.08 (excluding K3 consented) and 1.10 (including K3 consented) on the Swale Way West arm in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 0.84 (excluding K3 consented) and 0.85 (including K3 consented) on the Swale Way South arm.
- 12.46 With the cumulative 2024 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development, K3 Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the Swale Way West arm reports respective RFC's of 1.10, 1.11, 1.12 and 1.12 in the AM peak hour. The Swale Way South arm reports maximum RFC's of 0.85, 0.85, 0.86, 0.86 and 0.86.
- The addition of the cumulative development to the 2031 baseline scenario leads to the roundabout operating with a maximum RFC of 1.17 (excluding K3 consented) and 1.20 (including K3 consented) on the Swale Way West arm in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 0.88 (excluding K3 consented) and 0.90 (including K3 consented) on the Swale Way South arm.
- With the cumulative 2031 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development, the K3 Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the Swale Way West arm reports respective RFC's of 1.20, 1.21, 1.21 and 1.21 in the AM peak hour. The Swale Way South arm reports maximum RFC's of 0.90, 0.90, 0.91, 0.91 and 0.91.

Table 12.14: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (Existing Geometry)

	2024 Baseline (excluding K3 consented) + cumulative development					
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	77.8	320.57	1.16	134.7	610.53	1.31
North Grovehurst Rd	45.2	387.15	1.19	1.0	14.70	0.51
North B2005 – Link	0.4	3.28	0.29	0.6	3.64	0.38
South B2005 – Link	1.9	5.99	0.66	0.9	3.81	0.46
South A249 offslip (SB)	141.4	1143.80	1.48	2.4	16.53	0.71
South	84.1	504.35	1.23	798.5	4298.91	2.38

	2024 Basel	ine (excluding K	3 consented) +	cumulative devel	lopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Swale Way						
South Grovehurst Rd	131.6	746.08	1.33	8.0	46.89	0.91
	2024 Basel	ine (including K3	consented) +	cumulative devel	opment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	94.3	406.38	1.20	153.9	693.91	1.34
North Grovehurst Rd	46.7	403.85	1.19	1.1	14.86	0.52
North B2005 – Link	0.4	3.27	0.28	0.6	3.64	0.38
South B2005 – Link	2.0	6.06	0.66	0.9	3.87	0.46
South A249 offslip (SB)	146.9	1194.90	1.49	2.4	16.93	0.71
South Swale Way	98.7	585.20	1.26	835.6	4510.73	2.43
South Grovehurst Rd	135.3	769.71	1.34	8.2	48.39	0.91
2024 Baseline (excluding K3 co		roposed Develo pment traffic flo	opment operation ows	al traffic flows +	- cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	95.1	409.50	1.20			
1 \ /				156.2	702.80	1.35
North Grovehurst Rd	46.7	404.72	1.19	156.2	702.80	1.35 0.52
North	46.7	404.72 3.26				
North Grovehurst Rd North			1.19	1.1	14.88	0.52
North Grovehurst Rd North B2005 – Link South	0.4	3.26	1.19 0.28	1.1	14.88	0.52
North Grovehurst Rd North B2005 – Link South B2005 – Link South	2.0	3.26 6.07	1.19 0.28 0.67	1.1 0.6 0.9	14.88 3.63 3.89	0.52 0.38 0.47
North Grovehurst Rd North B2005 – Link South B2005 – Link South A249 offslip (SB) South	0.4 2.0 147.7	3.26 6.07 1203.05	1.19 0.28 0.67 1.49	1.1 0.6 0.9 2.4	14.88 3.63 3.89 16.99	0.52 0.38 0.47 0.72
North Grovehurst Rd North B2005 – Link South B2005 – Link South A249 offslip (SB) South Swale Way South Grovehurst Rd	0.4 2.0 147.7 102.4 135.9 including K3cor	3.26 6.07 1203.05 604.90 773.65	1.19 0.28 0.67 1.49 1.27 1.34 actical Effects	1.1 0.6 0.9 2.4 840.9	14.88 3.63 3.89 16.99 4550.59 48.89	0.52 0.38 0.47 0.72 2.44 0.91
North Grovehurst Rd North B2005 – Link South B2005 – Link South A249 offslip (SB) South Swale Way South Grovehurst Rd	0.4 2.0 147.7 102.4 135.9 including K3cor	3.26 6.07 1203.05 604.90 773.65	1.19 0.28 0.67 1.49 1.27 1.34 actical Effects	1.1 0.6 0.9 2.4 840.9 8.3	14.88 3.63 3.89 16.99 4550.59 48.89	0.52 0.38 0.47 0.72 2.44 0.91
North Grovehurst Rd North B2005 – Link South B2005 – Link South A249 offslip (SB) South Swale Way South Grovehurst Rd	0.4 2.0 147.7 102.4 135.9 including K3cor	3.26 6.07 1203.05 604.90 773.65 seented) + the Profice flows + cumulative flows	1.19 0.28 0.67 1.49 1.27 1.34 actical Effects	1.1 0.6 0.9 2.4 840.9 8.3	14.88 3.63 3.89 16.99 4550.59 48.89	0.52 0.38 0.47 0.72 2.44 0.91
North Grovehurst Rd North B2005 – Link South B2005 – Link South A249 offslip (SB) South Swale Way South Grovehurst Rd	0.4 2.0 147.7 102.4 135.9 including K3cor	3.26 6.07 1203.05 604.90 773.65 sented) + the Profic flows + cumu	1.19 0.28 0.67 1.49 1.27 1.34 actical Effects of lative developments	1.1 0.6 0.9 2.4 840.9 8.3 of the K3 Proposition of the K3 Pr	14.88 3.63 3.89 16.99 4550.59 48.89 ed Development	0.52 0.38 0.47 0.72 2.44 0.91 coperational

	2024 Basel	ine (excluding K	3 consented) +	cumulative deve	lopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Grovehurst Rd						
North B2005 – Link	0.4	3.26	0.28	0.6	3.63	0.38
South B2005 – Link	2.0	6.07	0.67	0.9	3.89	0.47
South A249 offslip (SB)	147.7	1203.05	1.49	2.4	16.99	0.72
South Swale Way	102.4	604.90	1.27	840.9	4550.59	2.44
South Grovehurst Rd	137.4	773.65	1.34	8.3	48.89	0.91
2024 Baseline (ir	ncluding K3 con	sented) + WKN	Proposed Devel traffic flows	opment operation	onal traffic flows	+ cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	101.8	446.38	1.21	156.3	701.55	1.35
North Grovehurst Rd	47.3	410.43	1.19	1.1	14.89	0.52
North B2005 – Link	0.4	3.25	0.28	0.6	3.62	0.38
South B2005 – Link	2.0	6.13	0.67	0.9	3.90	0.47
South A249 offslip (SB)	150.3	1227.40	1.50	2.5	17.21	0.72
South Swale Way	109.3	642.42	1.28	865.4	4686.18	2.47
South Grovehurst Rd	137.4	784.93	1.34	8.3	49.16	0.92
2024 Baseline (ex		sented) + K3 Pro perational traffic				VKN Proposed
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	102.3	448.13	1.21	163.1	732.82	1.36
North Grovehurst Rd	47.3	411.69	1.19	1.1	14.94	0.52
North B2005 – Link	0.4	3.25	0.28	0.6	3.62	0.38
South B2005 – Link	2.0	6.14	0.67	0.9	3.91	0.47
South A249 offslip (SB)	151.3	1237.30	1.50	2.5	17.19	0.72
South Swale Way	114.6	673.04	1.29	869.3	4704.58	2.48

	2024 Basel	ine (excluding K	3 consented) +	cumulative deve	lonment	
		AM	o componitou,		PM	
	Queue	Delay	RFC	Queue	Delay	RFC
South Grovehurst Rd	138.2	791.02	1.34	8.4	49.32	0.92
		nsented) + the Pi Development ope				
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	102.3	448.13	1.21	163.1	732.82	1.36
North Grovehurst Rd	47.3	411.69	1.19	1.1	14.94	0.52
North B2005 – Link	0.4	3.25	0.28	0.6	3.62	0.38
South B2005 – Link	2.0	6.14	0.67	0.9	3.91	0.47
South A249 offslip (SB)	151.3	1237.30	1.50	2.5	17.19	0.72
South Swale Way	114.6	673.04	1.29	869.3	4704.58	2.48
South Grovehurst Rd	138.2	791.02	1.34	8.4	49.32	0.92
	2031 Basel	ine (excluding K	3 consented) +	cumulative deve	lopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	209.5	822.84	1.35	418.6	1773.43	1.68
North Grovehurst Rd	329.5	2534.43	1.81	2.6	22.53	0.73
North B2005 – Link	0.3	3.13	0.26	0.6	3.60	0.37
South B2005 – Link	2.0	5.88	0.67	0.9	3.87	0.48
South A249 offslip (SB)	182.4	1454.61	1.52	3.9	25.47	0.81
South Swale Way	226.3	1484.99	1.52	1014.9	5790.74	2.87
South Grovehurst Rd	254.9	1663.71	1.57	15.3	84.86	0.98
	2031 Base	line (including K	3 consented) +	cumulative devel	opment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	238.6	959.12	1.39	440.0	1867.33	1.70
North Grovehurst Rd	335.2	2591.72	1.82	2.6	22.91	0.73
North	0.3	3.15	0.26	0.6	3.60	0.37

	2024 Basel	line (excluding K	3 consented) +	cumulative deve	elopment	
		AM	<u> </u>		PM	
	Queue	Delay	RFC	Queue	Delay	RFC
B2005 – Link						
South B2005 – Link	2.0	5.93	0.67	0.9	3.92	0.48
South A249 offslip (SB)	186.2	1488.03	1.53	4.1	26.35	0.81
South Swale Way	246.8	1617.59	1.55	1050.3	6009.28	2.93
South Grovehurst Rd	256.8	1678.33	1.57	15.7	86.96	0.98
2031 Baseline (excluding K3 co	onsented) + K3 P	roposed Develor	opment operation	nal traffic flows	cumulative
		AM	aramo nows		PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	240.8	968.71	1.39	442.7	1877.99	1.71
North Grovehurst Rd	335.5	2594.76	1.82	2.6	22.96	0.73
North B2005 – Link	0.3	3.15	0.26	0.6	3.60	0.37
South B2005 – Link	2.0	5.93	0.67	0.9	3.93	0.48
South A249 offslip (SB)	186.7	1492.39	1.53	4.1	26.42	0.81
South Swale Way	250.0	1639.88	1.56	1052.3	6015.44	2.93
South Grovehurst Rd	254.4	1658.03	1.57	15.7	87.19	0.98
2031 Baseline (i	ncluding K3 co	nsented) + the Pi traffic flows	ractical Effects + cumulative tr		sed Developmen	t operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	240.8	968.71	1.39	442.7	1877.99	1.71
North Grovehurst Rd	335.5	2594.76	1.82	2.6	22.96	0.73
North B2005 – Link	0.3	3.15	0.26	0.6	3.60	0.37
South B2005 – Link	2.0	5.93	0.67	0.9	3.93	0.48
South A249 offslip (SB)	186.7	1492.39	1.53	4.1	26.42	0.81
South Swale Way	250.5	1639.88	1.56	1052.3	6015.44	2.93
South Grovehurst Rd	254.4	1658.03	1.57	15.7	87.19	0.98

	2024 Base	line (excluding K3	consented) +	cumulative deve	lopment	
	AM				РМ	
	Queue	Delay	RFC	Queue	Delay	RFC
2031 Baseline (in	cluding K3 co		roposed Deve	opment operation	onal traffic flows	- cumulative
		АМ			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	253.3	1031.12	1.41	442.5	1872.95	1.70
North Grovehurst Rd	337.6	2615.81	1.82	2.6	22.98	0.73
North B2005 – Link	0.3	3.14	0.26	0.6	3.59	0.37
South B2005 – Link	2.0	5.96	0.67	0.9	3.94	0.49
South A249 offslip (SB)	189.1	1516.25	1.54	4.1	26.68	0.82
South Swale Way	262.8	1721.62	1.58	1081.9	6217.64	2.98
South Grovehurst Rd	255.6	1667.58	1.57	15.9	87.98	0.99
2031 Baseline (exc		sented) + K3 Prop ment operational t				KN Propose
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	254.3	1034.46	1.41	453.1	1925.84	1.72
North Grovehurst Rd	337.8	2617.87	1.82	2.7	23.19	0.74
North B2005 – Link	0.3	3.14	0.25	0.6	3.59	0.37
South B2005 – Link	2.0	5.96	0.67	0.9	3.96	0.49
South A249 offslip (SB)	189.6	1521.31	1.54	4.2	26.99	0.82
South Swale Way	265.6	1736.41	1.58	1083.6	6219.54	2.98
South Grovehurst Rd	259.4	1699.40	1.58	15.9	88.31	0.99
		nsented) + the Proposed Developme			umulative traffic f	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	254.3	1034.46	1.41	453.1	1925.84	1.72
North Grovehurst Rd	337.8	2617.87	1.82	2.7	23.19	0.74
	0.0	2.44	0.05	0.6	2.50	0.07

0.25

0.6

3.59

3.14

0.3

North

	2024 Baseline (excluding K3 consented) + cumulative development					
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
B2005 – Link						
South B2005 – Link	2.0	5.96	0.67	0.9	3.96	0.49
South A249 offslip (SB)	189.6	1521.31	1.54	4.2	26.99	0.82
South Swale Way	265.6	1736.41	1.58	1083.6	6219.54	2.98
South Grovehurst Rd	259.4	1699.40	1.58	15.9	88.31	0.99

- The addition of the cumulative development to the 2024 baseline scenario leads to an AM peak hour maximum RFC of 1.48 (excluding K3 consented) and 1.49 (including K3 consented) on the South A249 off-slip (SB) arm of the roundabout. In the PM peak hour, there is a maximum RFC of 2.38 (excluding K3 consented) 2.43 (including K3 consented) predicted on the South Swale Way arm.
- With the cumulative 2024 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.49, 1.49, 1.50, 1.50 and 1.50 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 2.44, 2.44, 2.47, 2.48 and 2.48.
- The addition of the cumulative development to the 2031 baseline scenario leads to an AM peak hour maximum RFC of 1.81 (excluding K3 consented) and 1.82 (including K3 consented) on the North Grovehurst Road arm of the roundabout. In the PM peak hour, there is a maximum RFC of 2.87 (excluding K3 consented) and 2.93 (including K3 consented) predicted on the South Swale Way arm.
- 12.52 With the cumulative 2031 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development, K3 Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows a maximum the North Grovehurst Road arm RFC is predicted to operate with a RFCs of 1.82 in all scenarios. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 2.93, 2.98, 2.98 and 2.98.
- 12.53 KCC / Swale Borough Council (SBC) are currently in the process of completing a Housing Infrastructure Fund business case for the Grovehurst junction which will directly enable delivery of some 6,341 homes phased for 2022-31.
- As part of its submitted planning application, the North-West Sittingbourne development proposes an interim mitigation scheme for the Grovehurst junction and analysis of impacts of the future traffic flows for all scenarios has been undertaken. The results are shown in **Table 12.15**.

Table 12.15: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Round about (NW Sittingbourne Mitigated Scheme)

	2024 Base	ine (excluding K	ourne Mitigate 3 consented) +		lopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	7.4	29.29	0.90	20.7	77.50	1.00
North Grovehurst Rd	2.7	20.90	0.74	0.5	7.51	0.35
North B2005 – Link	0.5	3.23	0.33	0.7	3.61	0.42
South B2005 – Link	2.8	7.44	0.74	1.1	4.09	0.53
South A249 offslip (SB)	71.6	359.35	1.29	1.4	9.48	0.58
South Swale Way	3.4	17.04	0.78	264.5	854.98	1.44
South Grovehurst Rd	11.0	52.02	0.94	3.2	17.85	0.77
	2024 Base	line (including K	3 consented) +	cumulative deve	lopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	9.9	38.08	0.93	27.3	97.38	1.02
North Grovehurst Rd	3.2	24.32	0.77	0.5	7.68	0.36
North B2005 – Link	0.5	3.23	0.34	0.7	3.60	0.42
South B2005 – Link	3.0	8.00	0.76	1.1	4.21	0.54
South A249 offslip (SB)	84.1	432.09	1.36	1.4	9.89	0.59
South Swale Way	3.8	18.81	0.80	297.3	994.73	1.48
South Grovehurst Rd	13.7	63.48	0.97	3.2	18.18	0.77
2024 Baseline (excluding K3 co	onsented) + K3 P develo	roposed Development traffic flo		nal traffic flows +	· cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	10.0	38.63	0.93	28.1	99.38	1.02
North Grovehurst Rd	3.2	24.53	0.77	0.5	7.70	0.36
North B2005 – Link	0.5	3.23	0.34	0.7	3.59	0.42
South B2005 – Link	3.1	8.03	0.76	1.1	4.24	0.54

2024 Baseline (excluding K3 consented) + cumulative development						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
South A249 offslip (SB)	84.8	436.58	1.36	1.4	9.94	0.60
South Swale Way	3.9	19.27	0.81	302.7	1013.76	1.49
South Grovehurst Rd	14.4	66.27	0.97	3.2	18.32	0.77

2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative development traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	10.0	38.63	0.93	28.1	99.38	1.02
North Grovehurst Rd	3.2	24.53	0.77	0.5	7.70	0.36
North B2005 – Link	0.5	3.23	0.34	0.7	3.59	0.42
South B2005 – Link	3.1	8.03	0.76	1.1	4.24	0.54
South A249 offslip (SB)	84.8	436.58	1.36	1.4	9.94	0.60
South Swale Way	3.9	19.27	0.81	302.7	1013.76	1.49
South Grovehurst Rd	14.4	66.27	0.97	3.2	18.32	0.77

2024 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative traffic flows

	AM				PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	11.4	43.51	0.94	27.7	98.13	1.02	
North Grovehurst Rd	3.4	26.14	0.79	0.5	7.70	0.36	
North B2005 – Link	0.5	3.23	0.33	0.7	3.58	0.42	
South B2005 – Link	3.2	8.31	0.77	1.2	4.25	0.54	
South A249 offslip (SB)	89.8	468.61	1.40	1.5	10.05	0.60	
South Swale Way	4.2	20.19	0.81	320.7	1067.13	1.51	
South Grovehurst Rd	16.0	72.69	0.98	3.3	18.41	0.77	

2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative development traffic flows

AM	PM

	2024 Basel	ine (excluding K	3 consented) +	cumulative deve	lopment	
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	11.6	44.05	0.94	30.6	106.74	1.03
North Grovehurst Rd	3.4	26.33	0.79	0.6	7.76	0.36
North B2005 – Link	0.5	3.23	0.33	0.7	3.58	0.42
South B2005 – Link	3.2	8.34	0.77	1.2	4.27	0.54
South A249 offslip (SB)	90.4	472.89	1.40	1.5	10.12	0.60
South Swale Way	4.3	21.06	0.82	325.2	1082.62	1.51
South Grovehurst Rd	17.2	77.52	0.99	3.3	18.42	0.77
				of the K3 Propos flows + cumulati		
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	11.6	44.05	0.94	30.6	106.74	1.03
North Grovehurst Rd	3.4	26.33	0.79	0.6	7.77	0.36
North B2005 – Link	0.5	3.23	0.33	0.7	3.58	0.42
South B2005 – Link	3.2	8.34	0.77	1.2	4.27	0.54
South A249 offslip (SB)	90.4	472.89	1.40	1.5	10.12	0.60
South Swale Way	4.3	21.06	0.82	325.2	1082.62	1.51
South Grovehurst Rd	17.2	77.52	0.99	3.3	18.42	0.77
	2031 Basel	ine (excluding K	3 consented) +	cumulative deve	lopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	40.9	115.95	1.05	153.1	516.87	1.27
North Grovehurst Rd	95.5	491.95	1.28	1.0	8.49	0.50
North B2005 – Link	0.4	3.09	0.31	0.7	3.55	0.41
South B2005 – Link	4.9	11.30	0.83	1.2	4.14	0.54
South	232.1	1961.28	1.82	1.9	11.91	0.66

	2024 Basel	ine (excluding K	3 consented) +	cumulative deve	lopment	
	AM			РМ		
	Queue	Delay	RFC	Queue	Delay	RFC
A249 offslip (SB)						
South Swale Way	13.9	63.51	0.96	466.5	1709.09	1.70
South Grovehurst Rd	114.8	553.51	1.35	4.5	25.14	0.83
	2031 Base	line (including K	3 consented) + o	cumulative deve	lopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	54.4	147.69	1.07	166.8	560.89	1.29
North Grovehurst Rd	104.0	544.11	1.30	1.0	8.58	0.51
North B2005 – Link	0.4	3.10	0.31	0.7	3.54	0.41
South B2005 – Link	5.0	11.50	0.84	1.2	4.21	0.55
South A249 offslip (SB)	244.5	2154.65	1.83	1.9	12.20	0.66
South Swale Way	17.6	77.33	0.99	503.2	1842.62	1.73
South Grovehurst Rd	124.1	612.87	1.38	4.6	25.78	0.83
2031 Baseline (excluding K3 co	onsented) + K3 P	roposed Develo traffic flows	pment operation	nal traffic flows -	cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	55.2	149.53	1.08	168.5	565.98	1.29
North Grovehurst Rd	104.4	546.65	1.30	1.0	8.59	0.51
North B2005 – Link	0.4	3.10	0.31	0.7	3.54	0.41
South B2005 – Link	5.0	11.53	0.84	1.2	4.21	0.55
South A249 offslip (SB)	246.2	2180.71	1.83	1.9	12.22	0.66
South Swale Way	18.3	79.77	0.99	504.9	1847.29	1.73
South Grovehurst Rd	125.0	616.73	1.38	4.6	25.85	0.83
2031 Baseline (i	ncluding K3 co	nsented) + the Pi traffic flows	ractical Effects of + cumulative tra	of the K3 Proposific flows	sed Developmen	t operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North	55.2	149.53	1.08	168.5	565.98	1.29

2024 Baseline (excluding K3 consented) + cumulative development								
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
A249 offslip (NB)								
North Grovehurst Rd	104.4	546.65	1.30	1.0	8.59	0.51		
North B2005 – Link	0.4	3.10	0.31	0.7	3.54	0.41		
South B2005 – Link	5.0	11.53	0.84	1.2	4.21	0.55		
South A249 offslip (SB)	246.2	2180.71	1.83	1.9	12.22	0.66		
South Swale Way	18.3	79.77	0.99	504.9	1847.29	1.73		
South Grovehurst Rd	125	616.73	1.38	4.6	25.85	0.83		
2031 Baseline (ii	ncluding K3 con	sented) + WKN I	Proposed Develong traffic flows	opment operatio	nal traffic flows	+ cumulative		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	61.4	164.68	1.09	167.2	560.56	1.29		
North Grovehurst Rd	106.8	566.25	1.30	1.0	8.60	0.51		
North B2005 – Link	0.4	3.09	0.30	0.7	3.52	0.41		
South B2005 – Link	5.0	11.59	0.84	1.2	4.23	0.55		
South A249 offslip (SB)	252.6	2294.94	1.84	2.0	12.33	0.67		
South Swale Way	21.2	89.80	1.00	536.0	1965.84	1.77		
South Grovehurst Rd	132.5	653.97	1.39	4.7	26.08	0.83		
2031 Baseline (ex		sented) + K3 Pro nent operational				VKN Proposed		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	61.6	164.89	1.09	175.1	586.64	1.30		
North Grovehurst Rd	107.1	567.67	1.30	1.0	8.64	0.51		
North B2005 – Link	0.4	3.08	0.30	0.7	3.52	0.41		
South B2005 – Link	5.0	11.61	0.84	1.2	4.26	0.55		
South A249 offslip (SB)	253.2	2303.87	1.84	2.0	12.44	0.67		

2024 Baseline (excluding K3 consented) + cumulative development									
	AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
South Swale Way	21.8	91.68	1.01	537.7	1970.03	1.77			
South Grovehurst Rd	137.5	678.72	1.41	4.7	26.17	0.84			

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows

	AM			РМ		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	61.6	164.89	1.09	175.1	586.64	1.30
North Grovehurst Rd	107.1	567.67	1.30	1.0	8.64	0.51
North B2005 – Link	0.4	3.08	0.30	0.7	3.52	0.41
South B2005 – Link	5.0	11.61	0.84	1.2	4.26	0.55
South A249 offslip (SB)	253.2	2303.87	1.84	2.0	12.44	0.67
South Swale Way	21.8	91.68	1.01	537.7	1970.03	1.77
South Grovehurst Rd	137.5	678.72	1.41	4.7	26.17	0.84

- Table 12.15 shows that the addition of the cumulative development to the 2024 baseline scenario leads to an AM peak hour maximum RFC of 1.29 (excluding K3 consented) and 1.36 (including K3 consented) on the South A249 off-slip (SB) arm of the roundabout. In the PM peak hour, there is a maximum RFC of 1.44 (excluding K3 consented) and 1.48 (including K3 consented) predicted on the South Swale Way arm.
- 12.56 With the cumulative 2024 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.36, 1.36, 1.40, 1.40 and 1.40 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 1.49, 1.49, 1.51, 1.51 and 1.51.
- 12.57 The addition of the cumulative development to the 2031 baseline scenario leads to an AM peak hour maximum RFC of 1.82 (excluding K3 consented) and 1.83 (including K3 consented) on the South A249 off-slip (SB) arm of the roundabout. In the PM peak hour, there is a maximum RFC of 1.70 (excluding K3 consented) and 1.73 (including K3 consented) predicted on the South Swale Way arm.

With the cumulative 2031 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.83, 1.84, 1.84 and 1.84 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 1.73, 1.73, 1.77, 1.77 and 1.77.

13 SENSITIVITY ASSESSMENTS

- The above assessments are based upon generated HGV movements spread throughout the day cognisant of the 24/7 delivery consent being sought. As part of their Section 42, consultation response, KCC asked for an assessment of waste vehicle movements being temporally distributed during a 12-hour daytime period (07:00 to 19:00) only.
- Such an action would increase the number of HGV movements during the AM and PM peak hours and thus alter the operational assessments of junction performance undertaken above. This section reassigns all K3 Proposed Development, the Practical Effects of the K3 Proposed Development and WKN Proposed Development to the 12 hour daytime period of 07:00 to 19:00 and undertakes sensitivity assessments of junction performance during the AM and PM peak hours.
- 13.3 It should be noted that the K3 Proposed Development, the Practical Effects of the K3 Proposed Development and the WKN Proposed Development both seek consent for HGVs to move 24/7, consistent with the K3 consent. Such levels of movement during the 12 hour daytime period (07:00 to 19:00) only are therefore not expected, however, the below is undertaken as a sensitivity assessment.
- 13.4 The K3 Proposed Development, the Practical Effects of the K3 Proposed Development and WKN Proposed Development traffic flows have been temporally reassigned to between 07:00 and 19:00 in accordance with the above and are attached at **Appendix AL**.

Sensitivity Junction Assessments

- Operational assessments for the sensitivity scenario have been undertaken using the Junctions 9 computer modelling suite at the following junctions:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;
 - Barge Way / Site Access Roundabout; and
 - A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction.
- 13.6 These have been undertaken for the following scenarios:
 - 2017 Baseline, peak hour traffic flows at Appendix B;
 - 2024 Baseline (excluding K3 consented), peak hour traffic flows at Appendix F;
 - 2024 Baseline (including K3 consented), peak hour traffic flows at Appendix F;
 - 2024 Baseline (excluding K3 consented) + Cumulative, peak hour traffic flows at Appendix
 G;
 - 2024 Baseline (including K3 consented) + Cumulative, peak hour traffic flows at Appendix
 G;

- 2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows, peak hour traffic flows at Appendix AM;
- 2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows, peak hour traffic flows at **Appendix AM**;
- 2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative development traffic flows, peak hour traffic flows at **Appendix AN**;
- 2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative development traffic flows, peak hour traffic flows at Appendix AN;
- 2024 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows, peak hour traffic flows at Appendix AO;
- 2024 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative traffic flows, peak hour traffic flows at Appendix AP;
- 2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows, peak hour traffic flows at Appendix AQ;
- 2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows, peak hour traffic flows at Appendix AQ;
- 2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative development traffic flows, peak hour traffic flows at **Appendix AR**;
- 2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative development traffic flows, peak hour traffic flows at Appendix AR;
- 2031 Baseline (excluding K3 consented), peak hour traffic flows at Appendix Q;
- 2031 Baseline (including K3 consented), peak hour traffic flows at Appendix Q;
- 2031 Baseline (excluding K3 consented) + Cumulative, peak hour traffic flows at Appendix
 G;
- 2031 Baseline (including K3 consented) + Cumulative, peak hour traffic flows at Appendix
 G:
- 2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows, peak hour traffic flows at **Appendix AS**;
- 2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows, peak hour traffic flows at Appendix AS;

- 2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows+ Cumulative Development traffic flows, peak hour traffic flows at **Appendix AT**;
- 2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows+ Cumulative Development traffic flows, peak hour traffic flows at Appendix AT;
- 2031 Baseline (including K3 consented) + WKN Proposed Development Operational traffic flows, peak hour traffic flows at Appendix AU;
- 2031 Baseline (including K3 consented) + WKN Proposed Development Operational traffic flows+ Cumulative Development traffic flows, peak hour traffic flows at Appendix AV;
- 2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development Operational traffic flows, peak hour traffic flows at Appendix AW;
- 2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development Operational traffic flows, peak hour traffic flows at **Appendix AW**;
- 2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development Operational traffic flows + Cumulative Development traffic flows, peak hour traffic flows at Appendix AX; and
- 2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development Operational traffic flows + Cumulative Development traffic flows, peak hour traffic flows at Appendix AX.
- 13.7 A summary of the sensitivity scenario results is presented in **Tables 13.1 13.5** below. Full printouts of the model output files are attached at **Appendix AY**.

Table 13.1: Barge Way / Site Access Roundabout

Table 13.1: Barge Way / Site Access Roundabout									
2017 Observed									
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Access (S)	0.0	4.82	0.04	0.1	3.61	0.05			
Barge Way	0.2	3.74	0.13	0.1	3.40	0.10			
Access Road (N)	0.0	0.00	0.00	0.0	0.00	0.00			
Private Road	0.1	4.82	0.09	0.1	3.10	0.09			
		2024 Baseline	e (excluding K3 o	consented)					
		AM		PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
Access (S)	0.0	4.92	0.04	0.1	3.68	0.05			
Barge Way	0.2	3.71	0.18	0.1	3.39	0.13			
Access Road (N)	0.0	2.77	0.02	0.0	2.71	0.03			
Private Road	0.1	4.60	0.11	0.1	3.28	0.10			

		2	017 Observed					
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
		2024 Baseline	(including K3 o	consented)				
AM PM								
	Queue	Delay	RFC	Queue	Delay	RFC		
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08		
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15		
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03		
Private Road	0.1	4.69	0.12	0.1	3.32	0.10		
	2024 Basel	ine (excluding K	3 consented) +	cumulative deve	elopment			
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Access (S)	0.0	4.92	0.04	0.1	3.68	0.05		
Barge Way	0.2	3.71	0.18	0.1	3.39	0.13		
Access Road (N)	0.0	2.77	0.02	0.0	2.71	0.03		
Private Road	0.1	4.60	0.11	0.1	3.28	0.10		
	2024 Base	line (including K	3 consented) +	cumulative deve	lopment			
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08		
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15		
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03		
Private Road	0.1	4.69	0.12	0.1	3.32	0.10		
2024 Bas	seline (excludin	g K3 consented)	+ K3 Proposed	Development o	perational traffic	flows		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08		
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15		
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03		
Private Road	0.1	4.70	0.12	0.1	3.33	0.10		
2024 Baseline (i	including K3 co	nsented) + the P	ractical Effects of	of the K3 Propo	sed Developmen	t operational		
			traine nows					
		AM			PM			

		2	017 Observed			
	AM P				PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2024 Baseline (e	xcluding K3 co		roposed Development traffic fl		nal traffic flows	- cumulative
		AM	·		PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2024 Baseline (in				of the K3 Propos ment traffic flows		t operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2024 Base	line (including	K3 consented) +	WKN Propose	d Development o	perational traffic	flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.14	0.08	0.1	3.97	0.10
Barge Way	0.3	4.08	0.22	0.2	3.80	0.16
Access Road (N)	0.0	2.85	0.02	0.0	2.76	0.03
Private Road	0.1	4.74	0.12	0.1	3.36	0.10
2024 Baseline (in	cluding K3 cor		Proposed Deve		onal traffic flows	+ cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC

	AM PM						
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way	0.3	4.08	0.22	0.2	3.80	0.16	
Access Road (N)	0.0	2.85	0.02	0.0	2.76	0.03	
Private Road	0.1	4.74	0.12	0.1	3.36	0.10	
2024 Baseline (exc	luding K3 cons		posed Developn t operational tra		traffic flows + W	KN Propos	
		AM	<u> </u>		PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.16	0.08	0.1	4.04	0.11	
Barge Way	0.3	4.13	0.22	0.2	3.85	0.17	
Access Road (N)	0.0	2.86	0.02	0.0	2.77	0.03	
Private Road	0.1	4.75	0.12	0.1	3.37	0.10	
2024 Baseline (in				of the K3 Proposoperational traff		operational	
	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.16	0.08	0.1	4.04	0.11	
Barge Way	0.3	4.13	0.22	0.2	3.85	0.17	
Access Road (N)	0.0	2.86	0.02	0.0	2.77	0.03	
Private Road	0.1	4.75	0.12	0.1	3.37	0.10	
2024 Baseline (exc	luding K3 consevelopment op	ented) + K3 Pro erational traffic	posed Developn flows + cumulat	nent operational ive development	traffic flows + W	KN Propos	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.16	0.08	0.1	4.04	0.11	
Barge Way	0.3	4.13	0.22	0.2	3.85	0.17	
Access Road (N)	0.0	2.86	0.02	0.0	2.77	0.03	
Private Road	0.1	4.75	0.12	0.1	3.37	0.10	
2024 Baseline (in traffic flows + W							
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	

		2	017 Observed				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way	0.3	4.13	0.22	0.2	3.85	0.17	
Access Road (N)	0.0	2.86	0.02	0.0	2.77	0.03	
Private Road	0.1	4.75	0.12	0.1	3.37	0.10	
		2031 Baseline	(excluding K3 o	consented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.0	4.92	0.4	0.1	3.68	0.05	
Barge Way	0.2	3.71	0.18	0.1	3.39	0.13	
Access Road (N)	0.0	2.77	0.02	0.0	2.71	0.03	
Private Road	0.1	4.60	0.11	0.1	3.28	0.10	
		2031 Baseline	(including K3 c	consented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08	
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.69	0.12	0.1	3.32	0.10	
	2031 Basel	ine (excluding K	3 consented) + o	cumulative deve	lopment		
AM PM							
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.0	4.92	0.04	0.1	3.68	0.05	
Barge Way	0.2	3.71	0.18	0.1	3.39	0.13	
Access Road (N)	0.0	2.77	0.02	0.0	2.71	0.03	
Private Road	0.1	4.60	0.11	0.1	3.28	0.10	
	2031 Basel	ine (including K	3 consented) + c	cumulative deve	lopment		
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Access (S)	0.1	5.05	0.06	0.1	3.86	0.08	
Barge Way	0.3	3.91	0.21	0.2	3.62	0.15	
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03	
Private Road	0.1	4.69	0.12	0.1	3.32	0.10	
2031 Bas	seline (excluding	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	

		2	017 Observed			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2031 Baseline (ir	ncluding K3 co		ractical Effects of	of the K3 Propos	sed Development	operational
	AM				PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2031 Baseline (e	excluding K3 c	onsented) + K3 P AM	roposed Develo traffic flows	pment operation	nal traffic flows +	cumulative
_	Queue	Delay	RFC	Queue	Delay	RFC
. (0)	0.1	5.07	0.07	0.1	3.90	0.08
Access (S)						
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2031 Baseline (ir	ncluding K3 co		ractical Effects o + cumulative tra		sed Developmen	t operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.07	0.07	0.1	3.90	0.08
Barge Way	0.3	3.97	0.21	0.2	3.66	0.15
Access Road (N)	0.0	2.83	0.02	0.0	2.74	0.03
Private Road	0.1	4.70	0.12	0.1	3.33	0.10
2031 Base	line (including	K3 consented) +	WKN Proposed	Development o	perational traffic	flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.14	0.08	0.1	3.97	0.10

			017 Observed			
		AM	or Observed		PM	
	Queue	1	RFC	Oueue		RFC
	0.3	Delay 4.08	0.22	Queue 0.2	Delay 3.80	0.16
Barge Way	0.0	4.00	0.22	0.2	0.00	0.10
Access Road (N)	0.0	2.85	0.02	0.0	2.76	0.03
Private Road	0.1	4.74	0.12	0.1	3.36	0.10
2031 Baseline (i	ncluding K3 cor	nsented) + WKN	Proposed Deve	lopment operatio	nal traffic flows	+ cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.14	0.08	0.1	3.97	0.10
Barge Way	0.3	4.08	0.22	0.2	3.80	0.16
Access Road (N)	0.0	2.85	0.02	0.0	2.76	0.03
Private Road	0.1	4.74	0.12	0.1	3.36	0.10
2031 Baseline (ex	cluding K3 con		posed Develop it operational tr		traffic flows + V	VKN Proposed
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.16	0.08	0.1	4.04	0.11
Barge Way	0.3	4.13	0.22	0.2	3.85	0.17
Access Road (N)	0.0	2.86	0.02	0.0	2.77	0.03
Private Road	0.1	4.75	0.12	0.1	3.37	0.10
2031 Baseline (i	including K3 co	nsented) + the P	ractical Effects	of the K3 Propos t operational traf	ed Developmen	t operational
	traffic flows	AM	eu Developilien	t operational trai	PM	
	0	T	DEC	0	<u> </u>	DEO
Access (S)	Queue 0.1	Delay 5.16	0.08	Queue 0.1	Delay 4.04	0.11
Barge Way	0.3	4.13	0.22	0.2	3.85	0.17
Access Road (N)	0.0	2.86	0.02	0.0	2.77	0.03
Private Road	0.1	4.75	0.12	0.1	3.37	0.10
2031 Baseline (ex				ment operational cumulative traffic		VKN Proposed
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.16	0.08	0.1	4.04	0.11
Barge Way	0.3	4.13	0.22	0.2	3.85	0.17
		+	-	+		0.00

0.02

0.0

2.77

2.86

0.0

Access Road (N)

0.03

2017 Observed								
	AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Road	0.1	4.75	0.12	0.1	3.37	0.10		
			ractical Effects o ent operational t					
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
Access (S)	0.4	5.40						
, (ccccc (c)	0.1	5.16	0.08	0.1	4.04	0.11		
Barge Way	0.1	5.16 4.13	0.08	0.1	4.04 3.85	0.11 0.17		
. ,	***	****	****	***	***	4		

- 13.8 **Table 13.1** above shows the Barge Way / Site Access junction operates within its design capacity in the 2024 baseline scenario in both the AM and PM peak hours with no vehicle queueing on the four arms.
- The roundabout continues to operate within its design capacity through all scenarios, with and without the K3 Proposed Development, the Practical Effects of the K3 Proposed Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with no vehicle queuing on all four arms.

Table 13.2: Barge Way South / Fleet End / Barge Way East Roundabout

2017 Observed									
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.1	4.29	0.07	0.1	3.32	0.13			
Barge Way S	0.2	3.51	0.17	0.2	3.03	0.14			
Fleet End	0.0	4.10	0.04	0.1	4.18	0.08			
Private Access	0.0	0.00	0.00	0.0	0.00	0.00			
2024 Baseline (excluding K3 consented)									
	AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16			
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18			
Fleet End	0.0	4.3	0.04	0.1	4.32	0.09			
Private Access	0.0	5.85	0.03	0.0	5.86	0.04			
		2024 Baseline	(including K3 c	onsented)					
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19			

		2	017 Observed				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20	
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09	
Private Access	0.0	5.97	0.04	0.0	5.93	0.04	
	2024 Baseli	ne (excluding K	3 consented) + 0	Cumulative Deve	lopment		
	AM				PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16	
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18	
Fleet End	0.0	4.30	0.04	0.1	4.32	0.09	
Private Access	0.0	5.85	0.03	0.0	5.86	0.04	
	2024 Baseli	ne (including K	3 consented) + C	Cumulative Deve	lopment		
	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19	
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20	
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09	
Private Access	0.0	5.97	0.04	0.0	5.93	0.04	
2024 Bas	seline (excluding	K3 consented)	+ K3 Proposed	Development op	erational traffic	flows	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19	
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20	
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09	
Private Access	0.0	5.99	0.04	0.0	5.95	0.04	
2024 Baseline (i	including K3 cor	nsented) + the Pi	ractical Effects o traffic flows	of the K3 Propos	ed Developmen	t operational	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19	
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20	
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09	

		20	017 Observed				
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	5.99	0.04	0.0	5.95	0.04	
2024 Baseline (excluding K3 co	nsented) + K3 Pı develo	roposed Develo pment traffic flo		nal traffic flows +	cumulative	
		AM	·		PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19	
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20	
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09	
Private Access	0.0	5.99	0.04	0.0	5.95	0.04	
2024 Baseline (i		isented) + the Pr				operationa	
	traffic flows + cumulative developme			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19	
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20	
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09	
Private Access	0.0	5.99	0.04	0.0	5.95	0.04	
2024 Base	eline (including l	K3 consented) +	WKN Proposed	Development o	perational traffic	flows	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.22	0.14	0.3	3.79	0.21	
Barge Way S	0.4	4.03	0.27	0.3	3.56	0.21	
Fleet End	0.0	4.42	0.04	0.1	4.42	0.09	
Private Access	0.0	6.04	0.04	0.0	6.00	0.04	
2024 Baseline (in	ncluding K3 con		Proposed Develo	opment operatio	nal traffic flows	+ cumulativ	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.2	4.22	0.14	0.3	3.79	0.21	
Barge Way S	0.4	4.03	0.27	0.3	3.56	0.21	
Fleet End	0.0	4.42	0.04	0.1	4.42	0.09	
Private Access	0.0	6.04	0.04	0.0	5.99	0.04	

		20	017 Observed			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
2024 Baseline (ex	cluding K3 con		posed Developi t operational tra		l traffic flows + \	WKN Proposed
		AM			РМ	
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.2	4.26	0.14	0.3	3.83	0.21
Barge Way S	0.4	4.07	0.27	0.3	3.61	0.22
Fleet End	0.0	4.43	0.04	0.1	4.44	0.09
Private Access	0.0	6.05	0.04	0.0	6.01	0.04
2024 Baseline (i		nsented) + the Pr				t operational
	traffic flows	s + WKN Propose	ed Developmen	t operational tra		
		AM			PM	1
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.2	4.26	0.14	0.3	3.83	0.21
Barge Way S	0.4	4.07	0.27	0.3	3.61	0.22
Fleet End	0.0	4.43	0.04	0.1	4.44	0.09
	0.0	6.05	0.04	0.0	6.01	0.04
Private Access						
2024 Baseline (ex	cluding K3 con		posed Developi			
2024 Baseline (ex	cluding K3 con	sented) + K3 Properational traffic	posed Developi			
2024 Baseline (ex	cluding K3 con	perational traffic	posed Developi		t traffic flows	
2024 Baseline (ex	cluding K3 con Development of	perational traffic	posed Developi flows + cumula	tive developmer	t traffic flows	NKN Proposed
2024 Baseline (ex	cluding K3 cons Development op Queue	oerational traffic	posed Developi flows + cumula RFC	tive developmer Queue	PM Delay	NKN Proposed
2024 Baseline (ex	Queue 0.2	AM Delay 4.26	posed Developi flows + cumula RFC 0.14	Queue 0.3	PM Delay 3.83	RFC 0.21
2024 Baseline (ex Barge Way E	Queue 0.2	AM Delay 4.26 4.07	posed Developi flows + cumular RFC 0.14	Queue 0.3	PM Delay 3.83 3.61	RFC 0.21 0.22
Barge Way E Barge Way S Fleet End Private Access	Queue 0.2 0.4 0.0 0.0 including K3 considering K3 c	AM Delay 4.26 4.07 4.43 6.05 nsented) + the Pr	RFC 0.14 0.27 0.04 cactical Effects	Queue 0.3 0.1 0.0 of the K3 Propos	Delay 3.83 3.61 4.43 6.01	RFC 0.21 0.22 0.09 0.04
Barge Way E Barge Way S Fleet End Private Access	Queue 0.2 0.4 0.0 0.0 including K3 considering K3 c	AM Delay 4.26 4.07 4.43 6.05	RFC 0.14 0.27 0.04 cactical Effects	Queue 0.3 0.1 0.0 of the K3 Propos	Delay 3.83 3.61 4.43 6.01	RFC 0.21 0.22 0.09 0.04
Barge Way E Barge Way S Fleet End Private Access	Queue 0.2 0.4 0.0 0.0 including K3 considering K3 c	AM Delay 4.26 4.07 4.43 6.05 nsented) + the Provelopment ope	RFC 0.14 0.27 0.04 cactical Effects	Queue 0.3 0.1 0.0 of the K3 Propos	Delay 3.83 3.61 4.43 6.01 seed Development ove development	RFC 0.21 0.22 0.09 0.04
Barge Way E Barge Way S Fleet End Private Access	Queue 0.2 0.4 0.0 0.0 including K3 constitutions K3 const	AM Delay 4.26 4.07 4.43 6.05 Development ope AM	RFC 0.14 0.27 0.04 0.04 ractical Effects or artional traffic	Queue 0.3 0.3 0.1 0.0 of the K3 Propositiows + cumulation	Delay 3.83 3.61 4.43 6.01 seed Developmentive development	RFC 0.21 0.22 0.09 0.04 t operational traffic flows
Barge Way E Barge Way S Fleet End Private Access 2024 Baseline (itraffic flows + V	Queue 0.2 0.4 0.0 0.0 including K3 convKN Proposed I	AM Delay 4.26 4.07 4.43 6.05 nsented) + the Provelopment ope AM Delay	RFC 0.14 0.27 0.04 0.04 cactical Effects or ational traffic to	Queue 0.3 0.3 0.1 0.0 of the K3 Propositiows + cumulation	Delay 3.83 3.61 4.43 6.01 seed Development ve development PM Delay	RFC 0.21 0.22 0.09 0.04 t operational traffic flows
Barge Way E Barge Way S Fleet End Private Access 2024 Baseline (i traffic flows + V	Queue 0.2 0.4 0.0 0.0 including K3 convKN Proposed I	AM Delay 4.26 4.07 4.43 6.05 nsented) + the Provelopment ope AM Delay 4.26	RFC 0.14 0.27 0.04 0.04 cactical Effects or ational traffic of the second of the s	Queue 0.3 0.1 0.0 of the K3 Propositiows + cumulation Queue 0.3	Delay 3.83 3.61 4.43 6.01 seed Development PM Delay 3.83	RFC 0.21 0.22 0.09 0.04 t operational traffic flows RFC 0.21

		2	017 Observed				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16	
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18	
Fleet End	0.0	4.30	0.04	0.1	4.32	0.09	
Private Access	0.0	5.85	0.03	0.0	5.86	0.04	
		2031 Baseline	(including K3 o	consented)			
	AM				PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19	
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20	
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09	
Private Access	0.0	5.97	0.04	0.0	5.93	0.04	
	2031 Baseli	ne (excluding K	3 consented) + 0	Cumulative Deve			
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	3.85	0.11	0.2	3.44	0.16	
Barge Way S	0.3	3.74	0.23	0.2	3.27	0.18	
Fleet End	0.0	4.30	0.04	0.1	4.32	0.09	
Private Access	0.0	5.85	0.03	0.0	5.86	0.04	
	2031 Basel	ine (including K	3 consented) + C	Cumulative Deve	lopment		
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19	
Barge Way S	0.3	3.90	0.26	0.2	3.43	0.20	
Fleet End	0.0	4.38	0.04	0.1	4.38	0.09	
Private Access	0.0	5.97	0.04	0.0	5.93	0.04	
2031 Bas	seline (excluding	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19	

		20	017 Observed			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09
Private Access	0.0	5.99	0.04	0.0	5.95	0.04
2031 Baseline (i	including K3 cor	nsented) + the Pr	actical Effects (of the K3 Propos	ed Development	operationa
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09
Private Access	0.0	5.99	0.04	0.0	5.95	0.04
2031 Baseline (excluding K3 co	nsented) + K3 Pr develo	roposed Develo pment traffic flo		nal traffic flows +	cumulative
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09
Private Access	0.0	5.99	0.04	0.0	5.95	0.04
2031 Baseline (i		nsented) + the Pr				operationa
		AM	idano donoropii		PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.1	4.09	0.13	0.2	3.67	0.19
Barge Way S	0.3	3.94	0.26	0.3	3.46	0.20
Fleet End	0.0	4.39	0.04	0.1	4.39	0.09
Private Access	0.0	5.99	0.04	0.0	5.95	0.04
2031 Bas	eline (including	K3 consented) +	WKN Proposed	Development o		flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.2	4.22	0.14	0.3	3.79	0.21
Barge Way S	0.4	4.03	0.27	0.3	3.56	0.21

		_2	017 Observed					
		AM	• · · • • • • · · · • · · · · · · · · ·		PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Fleet End	0.0	4.42	0.04	0.1	4.42	0.09		
Private Access	0.0	6.04	0.04	0.0	6.00	0.04		
2031 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative development traffic flows								
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.2	4.22	0.14	0.3	3.79	0.21		
Barge Way S	0.4	4.03	0.27	0.3	3.56	0.21		
Fleet End	0.0	4.42	0.04	0.1	4.42	0.09		
Private Access	0.0	6.04	0.04	0.0	5.99	0.04		
2031 Baseline (ex	cluding K3 cons		posed Developn t operational tra		traffic flows + V	VKN Proposed		
	AM PM				PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.2	4.26	0.14	0.3	3.83	0.21		
Barge Way S	0.4	4.07	0.27	0.3	3.61	0.22		
Fleet End	0.0	4.43	0.04	0.1	4.44	0.09		
Private Access	0.0	6.05	0.04	0.0	6.01	0.04		
2031 Baseline (i		nsented) + the Pi s + WKN Propose				t operational		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.2	4.26	0.14	0.3	3.83	0.21		
Barge Way S	0.4	4.07	0.27	0.3	3.61	0.22		
Fleet End	0.0	4.43	0.04	0.1	4.44	0.09		
Private Access	0.0	6.05	0.04	0.0	6.01	0.04		
2031 Baseline (ex		sented) + K3 Pro nent operational				VKN Proposed		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Barge Way E	0.2	4.26	0.14	0.3	3.83	0.21		
Barge Way S	0.4	4.07	0.27	0.3	3.61	0.22		
Fleet End	0.0	4.43	0.04	0.1	4.44	0.09		

0.04

6.05

0.0

6.01

0.0

Private Access

0..04

2017 Observed									
	AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows									
		AM		PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
Barge Way E	0.2	4.26	0.14	0.3	3.83	0.21			
Barge Way S	0.4	4.07	0.27	0.3	3.61	0.22			
Fleet End	0.0	4.43	0.04	0.1	4.44	0.09			
Private Access	0.0	6.05	0.04	0.0	6.01	0.04			

- 13.10 **Table 13.2** above shows the Barge Way / Fleet End junction operates within its design capacity in the 2024 baseline scenario in the AM and PM peak hours with no vehicle queueing on the four arms.
- 13.11 The roundabout continues to operate within its design capacity through all scenarios, with and without the K3 Proposed Development and the WKN Proposed Development traffic flows in both the AM and PM peak hours with no queuing on the four arms.

Table 13.3: Swale Way / Barge Way Roundabout

	Tab	le 13.3: Swale	Way / Barge W	ay Roundabοι	ıt	
		2	017 Observed			
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.5	3.90	0.32	1.7	6.78	0.64
Swale Way West	4.4	13.55	0.82	0.9	4.74	0.46
Barge Way	0.3	7.43	0.22	0.4	4.75	0.26
		2024 Baseline	e (excluding K3 o	consented)		
	AM				PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.77	0.42	4.9	15.74	0.84
Swale Way West	67.9	141.81	1.08	1.2	5.92	0.55
Barge Way	0.6	10.04	0.37	0.6	5.79	0.36
		2024 Baseline	e (including K3 c	onsented)		
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.0	0.00	0.00	0.0	0.00	0.00
Swale Way South	0.7	4.87	0.42	5.4	17.58	0.85
Swale Way West	84.9	173.73	1.10	1.3	6.24	0.57

		2	017 Observed				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Barge Way	0.6	10.46	0.39	0.6	6.18	0.39	
	2024	Baseline (exclu	ding K3 consen	ted) + Cumulativ	е		
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.85	0.42	4.9	15.74	0.84	
Swale Way West	67.9	141.81	1.08	1.2	5.93	0.55	
Barge Way	0.6	10.04	0.37	0.6	5.80	0.36	
	2024	Baseline (include	ding K3 consen	ted) + Cumulativ	е		
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.95	0.43	5.4	17.58	0.85	
Swale Way West	84.9	173.73	1.10	1.3	6.26	0.57	
Barge Way	0.6	10.46	0.39	0.6	6.19	0.39	
2024 Bas	eline (excluding	K3 consented)	+ K3 Proposed	Development op	erational traffic	lows	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.89	0.42	5.5	17.80	0.85	
Swale Way West	88.1	182.70	1.11	1.3	6.32	0.57	
Barge Way	0.7	10.56	0.40	0.6	6.22	0.39	
2024 Baseline (i	ncluding K3 con		actical Effects of traffic flows	of the K3 Propos	ed Development	operational	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.89	0.42	5.5	17.80	0.85	
Swale Way West	88.1	182.70	1.11	1.3	6.32	0.57	
Barge Way	0.7	10.56	0.40	0.6	6.22	0.39	
2024 Baseline (e	excluding K3 co		roposed Develo pment traffic flo	pment operation	al traffic flows +	cumulative	

		2	017 Observed				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.97	0.43	5.5	17.80	0.85	
Swale Way West	88.1	182.70	1.11	1.3	6.34	0.57	
Barge Way	0.7	10.56	0.40	0.6	6.23	0.39	
2024 Baseline (i	ncluding K3 co tra	nsented) + the Pr	ractical Effects (of the K3 Propos nent traffic flows	sed Development	operational	
	AM				PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.97	0.43	5.5	17.80	0.85	
Swale Way West	88.1	182.70	1.11	1.3	6.34	0.57	
Barge Way	0.7	10.56	0.40	0.6	6.23	0.39	
2024 Base	eline (including	K3 consented) +	WKN Proposed	l Development o	perational traffic	flows	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.95	0.43	6.0	19.25	0.86	
Swale Way West	93.9	200.35	1.11	1.4	6.51	0.58	
Barge Way	0.7	10.96	0.42	0.7	6.45	0.42	
2024 Baseline (ir	ncluding K3 cor		Proposed Devel traffic flows	opment operatio	nal traffic flows	+ cumulative	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.8	5.04	0.43	5.9	19.25	0.86	
Swale Way West	93.9	200.35	1.11	1.4	6.53	0.58	
Barge Way	0.7	10.96	0.42	0.7	6.46	0.42	
2024 Baseline (ex	cluding K3 con		posed Developr t operational tra		traffic flows + W	/KN Proposed	
		AM			PM		

		2	017 Observed				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.98	0.43	6.0	19.72	0.87	
Swale Way West	97.1	210.51	1.12	1.4	6.60	0.59	
Barge Way	0.7	11.02	0.42	0.7	6.56	0.42	
2024 Baseline (i		nsented) + the Pr s + WKN Propose				operational	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.98	0.43	6.0	19.72	0.87	
Swale Way West	97.1	210.51	1.12	1.4	6.60	0.59	
Barge Way	0.7	11.02	0.42	0.7	6.60	0.42	
2024 Baseline (ex	cluding K3 con Development o	sented) + K3 Pro perational traffic	posed Developn flows + cumulat	nent operationalive developmen	l traffic flows + V t traffic flows	/KN Proposed	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.8	5.06	0.43	6.0	19.72	0.87	
Swale Way West	97.1	210.51	1.12	1.4	6.62	0.59	
Barge Way	0.7	11.02	0.42	0.7	6.57	0.42	
		nsented) + the Pr Development ope					
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.8	5.06	0.43	6.0	19.72	0.87	
Swale Way West	97.1	210.51	1.12	1.4	6.62	0.59	
Barge Way	0.7	11.02	0.42	0.7	6.57	0.42	
		2031 Baseline	(excluding K3 o	consented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	

		2	017 Observed					
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.0	0.00	0.00	0.0	0.00	0.00		
Swale Way South	0.7	4.77	0.42	4.9	15.74	0.84		
Swale Way West	67.9	141.81	1.08	1.2	5.92	0.55		
Barge Way	0.6	10.04	0.37	0.6	5.79	0.36		
		2031 Baseline	e (including K3 o	consented)				
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.0	0.00	0.00	0.0	0.00	0.00		
Swale Way South	0.7	4.87	0.42	5.4	17.58	0.85		
Swale Way West	84.9	173.73	1.10	1.3	6.24	0.57		
Barge Way	0.6	10.46	0.39	0.6	6.18	0.39		
	2031 Baseli	ine (excluding K	3 consented) + 0	Cumulative Deve	lopment			
	AM				PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.2	7.83	0.15	0.1	4.92	0.13		
Swale Way South	0.8	5.16	0.44	6.7	22.16	0.88		
Swale Way West	139.4	329.14	1.17	1.4	6.43	0.59		
Barge Way	0.6	10.44	0.38	0.6	6.06	0.37		
	2031 Basel	ine (including K	3 consented) + 0	Cumulative Deve	lopment			
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.2	7.86	0.15	0.2	5.08	0.13		
Swale Way South	0.8	5.27	0.44	7.8	25.71	0.90		
Swale Way West	159.4	389.59	1.20	1.5	6.79	0.61		
Barge Way	0.7	10.88	0.40	0.7	6.49	0.40		
2031 Bas	seline (excluding	g K3 consented)	+ K3 Proposed	Development op	erational traffic	flows		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
Private Access	0.0	0.00	0.00	0.0	0.00	0.00		
Swale Way South	0.7	4.89	0.42	5.5	17.80	0.85		

	20	017 Observed				
	AM		PM			
Queue	Delay	RFC	Queue	Delay	RFC	
88.1	182.70	1.11	1.3	6.32	0.57	
0.7	10.56	0.40	0.6	6.22	0.39	
ncluding K3 cor			of the K3 Propos	ed Developmen	operational	
	AM			PM		
Queue	Delay	RFC	Queue	Delay	RFC	
0.0	0.00	0.00	0.0	0.00	0.00	
0.7	4.89	0.42	5.5	17.80	0.85	
88.1	182.70	1.11	1.3	6.32	0.57	
0.7	10.56	0.40	0.6	6.22	0.39	
excluding K3 co			pment operation	nal traffic flows +	cumulative	
AM			PM			
Queue	Delay	RFC	Queue	Delay	RFC	
0.2	7.87	0.15	0.2	5.10	0.13	
0.8	5.29	0.44	7.9	26.15	0.90	
162.9	400.97	1.20	1.5	6.89	0.61	
0.7	11.00	0.41	0.7	6.53	0.41	
ncluding K3 cor				ed Development	operational	
				PM		
Queue		RFC	Queue		RFC	
0.2	7.87	0.15	0.2	5.10	0.13	
0.8	5.29	0.44	7.9	26.15	0.90	
162.9	400.97	1.20	1.5	6.89	0.61	
0.7	11.00	0.41	0.7	6.53	0.41	
line (including l	K3 consented) +	WKN Proposed	l Development o	perational traffic	flows	
	AM			PM		
Queue	Delay	RFC	Queue	Delay	RFC	
0.0	0.00	0.00	0.0	0.00	0.00	
0.7	4.95	0.43	5.9	19.25	0.86	
93.9	200.35	1.11	1.4	6.51	0.58	
0.7	10.56	0.42	0.7	6.45	0.42	
	88.1 0.7 Cueue 0.0 0.7 88.1 0.7 Excluding K3 cor Queue 0.2 0.8 162.9 0.7 Including K3 cor Queue 0.2 0.8 162.9 0.7 Including K3 cor Queue 0.2 0.8 162.9 0.7	AM Queue Delay 88.1 182.70 10.56	Queue Delay RFC 88.1 182.70 1.11 0.7 10.56 0.40 ncluding K3 consented) + the Practical Effects traffic flows AM Queue Delay RFC 0.0 0.00 0.00 0.7 4.89 0.42 88.1 182.70 1.11 0.7 10.56 0.40 excluding K3 consented) + K3 Proposed Develor traffic flows AM Queue Delay RFC 0.2 7.87 0.15 AW Queue Delay RFC 0.2 7.87 0.15 AM Queue Delay RFC 0.2 7.87 0.15 0.8 5.29 0.44 162.9 400.97 1.20 0.7 11.00 0.41 AM Queue Delay RFC <td> AM</td> <td> AM</td>	AM	AM	

		2	017 Observed				
		AM		РМ			
	Queue	Delay	RFC	Queue	Delay	RFC	
			traffic flows				
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.2	7.96	0.16	0.2	5.21	0.13	
Swale Way South	0.8	5.37	0.45	8.8	29.09	0.91	
Swale Way West	169.6	421.68	1.21	1.6	7.11	0.62	
Barge Way	0.7	11.42	0.43	0.7	6.78	0.43	
2031 Baseline (ex	cluding K3 con		posed Developr t operational tra		I traffic flows + V	VKN Proposed	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.98	0.43	6.0	19.72	0.87	
Swale Way West	97.1	210.51	1.12	1.4	6.60	0.59	
Barge Way	0.7	11.02	0.42	0.7	6.56	0.42	
2031 Baseline (i		nsented) + the Pi s + WKN Propose				t operational	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.0	0.00	0.00	0.0	0.00	0.00	
Swale Way South	0.7	4.98	0.43	6.0	19.72	0.87	
Swale Way West	97.1	210.51	1.12	1.4	6.60	0.59	
Barge Way	0.7	11.02	0.42	0.7	6.56	0.42	
2031 Baseline (ex		sented) + K3 Pro ment operational				VKN Proposed	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
Private Access	0.2	7.97	0.16	0.2	5.24	0.13	
Swale Way South	0.8	5.40	0.45	9.0	30.05	0.91	
Swale Way West	173.4	433.56	1.22	1.6	7.21	0.62	
Barge Way	0.8	11.49	0.43	0.8	6.90	0.43	
		nsented) + the Pi posed Developmo					
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	

2017 Observed									
	AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
Private Access	0.2	7.97	0.16	0.2	5.24	0.13			
Swale Way South	0.8	5.40	0.45	9.0	30.05	0.91			
Swale Way West	173.4	433.56	1.22	1.6	7.21	0.62			
Barge Way	0.8	11.49	0.43	0.8	6.90	0.43			

- Table 13.3 above shows that the Swale Way West arm of the Swale Way / Barge Way roundabout is predicted to operate in the AM peak hour in the 2024 baseline scenario with an RFC of 1.08 (excluding K3 consented) and 1.10 (including K3 consented). In the PM peak hour, in the 2024 baseline scenario the Swale Way South arm is predicted to operate with a maximum RFC of 0.84 (excluding K3 consented) and 0.85 (including K3 consented).
- The addition of the cumulative development to the 2024 baseline scenario leads to the roundabout operating with a maximum RFC of 1.08 (excluding K3 consented) and 1.10 (including K3 consented) on the Swale Way West arm in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 0.84 (excluding K3 consented) and 0.85 (including K3 consented) on the Swale Way South arm.
- With the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development, K3 Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2024 baseline flows the Swale Way West arm reports respective RFCs of 1.11, 1.11, 1.12 and 1.12 in the AM peak hour. In the PM peak hour maximum RFC's were reported on the Swale Way South arm of 0.85, 0.86, 0.87 and 0.87.
- With the cumulative 2024 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development), WKN Proposed Development, K3 Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the Swale Way West arm reports respective RFC's of 1.11, 1.11, 1.12 and 1.12 in the AM peak hour. In the PM peak hour maximum RFC's were reported on the Swale Way South arm of 0.85, 0.86, 0.87 and 0.87.
- In the 2031 baseline scenario the Swale Way West arm of the Swale Way / Barge Way roundabout is predicted to operate in the AM peak hour with an RFC of 1.08 (excluding K3 consented) and 1.10 (including K3 consented). In the PM peak hour, in the 2031 baseline scenario the Swale Way South arm is predicted to operate with a maximum RFC of 0.84 (excluding K3 consented) and 0.85 (including K3 consented).
- The addition of the cumulative development to the 2031 baseline scenario leads to the roundabout operating with a maximum RFC of 1.17 (excluding K3 consented) and 1.20 (including K3 consented) on the Swale Way West arm in the AM peak hour. In the PM peak hour, the roundabout operates with a maximum RFC of 0.88 (excluding K3 consented) and 0.90 (including K3 consented) on the Swale Way South arm.

- With the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development, K3 Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2031 baseline flows the Swale Way West arm reports respective RFCs of 1.11, 1.11, 1.12 and 1.12 in the AM peak hour. In the PM peak hour maximum RFC's were reported on the Swale Way South arm of 0.85, 0.86, 0.87 and 0.87.
- 13.19 With the cumulative 2031 traffic added to the K3 Proposed Development, WKN Proposed Development and K3 Proposed Development plus WKN Proposed Development operational flows the Swale Way West arm reports respective RFC's of 1.20, 1.20, 1.21, 1.22 and 1.22 in the AM peak hour. In the PM peak hour maximum RFC's were reported on the Swale Way South arm of 0.90, 0.90, 0.91, 0.91 and 0.91.

Table 13.4: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (Existing Geometry)

			onetry 017 Observed				
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	6.5	33.77	0.88	43.4	176.66	1.09	
North Grovehurst Rd	6.5	57.68	0.90	0.8	12.71	0.46	
North B2005 – Link	0.4	3.33	0.30	0.6	3.65	0.38	
South B2005 – Link	1.5	4.97	0.60	0.8	3.54	0.44	
South A249 offslip (SB)	23.4	138.98	1.06	1.5	11.60	0.61	
South Swale Way	14.6	90.60	0.98	362.8	1810.92	1.74	
South Grovehurst Rd	17.8	101.37	1.01	4.4	28.52	0.83	
		2024 Baseline	(excluding K3 o	onsented)			
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	57.4	220.97	1.12	87.6	388.10	1.21	
North Grovehurst Rd	37.3	298.50	1.15	0.9	13.57	0.49	
North B2005 – Link	0.4	3.30	0.29	0.6	3.63	0.38	
South B2005 – Link	2.0	6.11	0.67	0.8	3.76	0.45	
South A249 offslip (SB)	128.6	1034.84	1.48	1.8	13.50	0.65	
South Swale Way	65.6	365.54	1.17	727.1	3677.22	2.19	
South Grovehurst Rd	50.0	284.68	1.14	5.0	32.51	0.85	

		2	017 Observed				
		AM		РМ			
	Queue	Delay	RFC	Queue	Delay	RFC	
		2024 Baseline	e (including K3 o	consented)			
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	72.4	298.81	1.15	97.1	441.17	1.24	
North Grovehurst Rd	39.1	320.92	1.16	0.9	13.73	0.49	
North B2005 – Link	0.4	3.31	0.29	0.6	3.64	0.37	
South B2005 – Link	2.0	6.18	0.67	0.8	3.82	0.46	
South A249 offslip (SB)	133.6	1124.24	1.49	1.8	13.74	0.65	
South Swale Way	76.2	438.92	1.20	764.7	3878.15	2.24	
South Grovehurst Rd	51.7	297.54	1.15	5.1	33.36	0.85	
	2024 Baseline (excluding K3 consented) + Cumulative Development						
	AM			PM PEG			
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	77.8	320.57	1.16	134.7	610.53	1.31	
North Grovehurst Rd	45.2	387.15	1.19	1.0	14.70	0.51	
North B2005 – Link	0.4	3.28	0.29	0.6	3.64	0.38	
South B2005 – Link	1.9	5.99	0.66	0.9	3.81	0.46	
South A249 offslip (SB)	141.4	1143.80	1.48	2.4	16.53	0.71	
South Swale Way	84.1	504.35	1.23	798.5	4298.91	2.38	
South Grovehurst Rd	131.6	746.08	1.33	8.0	46.89	0.91	
	2024 Base	line (including K	3 consented) + 0	Cumulative Deve			
	0	AM	DEC	- Current	PM	DEC	
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	94.3	406.38	1.20	153.9	693.91	1.34	
North Grovehurst Rd	46.7	403.85	1.19	1.1	14.86	0.52	
North B2005 – Link	0.4	3.27	0.28	0.6	3.64	0.38	

		20	017 Observed					
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
South B2005 – Link	2.0	6.06	0.66	0.9	3.87	0.46		
South A249 offslip (SB)	146.9	1194.90	1.49	2.4	16.93	0.71		
South Swale Way	98.7	585.20	1.26	835.6	4510.73	2.43		
South Grovehurst Rd	135.3	769.71	1.34	8.2	48.39	0.91		
2024 Bas	eline (excludin	g K3 consented)	+ K3 Proposed	Development op	perational traffic f	lows		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	73.4	303.59	1.15	101.2	466.35	1.25		
North Grovehurst Rd	39.2	322.36	1.16	0.9	13.78	0.49		
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37		
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46		
South A249 offslip (SB)	134.6	1135.42	1.49	1.8	13.85	0.65		
South Swale Way	79.9	464.80	1.21	773.9	3942.99	2.25		
South Grovehurst Rd	52.2	303.51	1.15	5.2	33.48	0.85		
2024 Baseline (i	ncluding K3 co		actical Effects traffic flows	of the K3 Propos	sed Development	operational		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	73.4	303.59	1.15	101.2	466.35	1.25		
North Grovehurst Rd	39.2	322.36	1.16	0.9	13.78	0.49		
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37		
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46		
South A249 offslip (SB)	134.6	1135.42	1.49	1.8	13.85	0.65		
South Swale Way	79.9	464.80	1.21	773.9	3942.99	2.25		
South Grovehurst Rd	52.2	303.51	1.15	5.2	33.48	0.85		

		20	017 Observed				
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	95.2	410.42	1.20	156.1	702.26	1.35	
North Grovehurst Rd	46.7	404.76	1.19	1.1	14.88	0.52	
North B2005 – Link	0.4	3.26	0.28	0.6	3.63	0.38	
South B2005 – Link	2.0	6.06	0.67	0.9	3.89	0.47	
South A249 offslip (SB)	147.6	1201.20	1.49	2.4	16.99	0.72	
South Swale Way	101.3	598.86	1.27	842.4	4558.67	2.44	
South Grovehurst Rd	135.8	772.84	1.34	8.3	48.91	0.91	
2024 Baseline (i		nsented) + the Pr ffic flows + cumu				operational	
	AM		РМ				
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	95.2	410.42	1.20	156.1	702.26	1.35	
North Grovehurst Rd	46.7	404.76	1.19	1.1	14.88	0.52	
North B2005 – Link	0.4	3.26	0.28	0.6	3.63	0.38	
South B2005 – Link	2.0	6.06	0.67	0.9	3.89	0.47	
South A249 offslip (SB)	147.6	1201.20	1.49	2.4	16.99	0.72	
South Swale Way	101.3	598.86	1.27	842.4	4558.67	2.44	
South Grovehurst Rd	135.8	772.84	1.34	8.3	48.91	0.91	
2024 Base	eline (including	K3 consented) +	WKN Proposed	d Development o	perational traffic	flows	
		AM			РМ		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	80.0	339.22	1.17	105.4	487.94	1.26	
North Grovehurst Rd	39.8	329.05	1.16	0.9	13.83	0.49	
North B2005 – Link	0.4	3.29	0.29	0.6	3.63	0.37	
South B2005 – Link	2.0	6.26	0.67	0.8	3.87	0.46	

2017 Observed									
	AM			PM					
	Queue	Delay	RFC	Queue	Delay	RFC			
South A249 offslip (SB)	137.4	1164.24	1.50	1.9	14.03	0.66			
South Swale Way	86.8	503.84	1.23	796.9	4049.07	2.28			
South Grovehurst Rd	52.9	311.92	1.15	5.2	33.97	0.85			

2024 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative traffic flows

		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	103.0	452.31	1.21	166.1	745.10	1.36
North Grovehurst Rd	47.4	413.00	1.19	1.1	14.96	0.52
North B2005 – Link	0.4	3.25	0.28	0.6	3.62	0.38
South B2005 – Link	2.0	6.13	0.67	0.9	3.93	0.47
South A249 offslip (SB)	150.0	1225.89	1.50	2.5	17.30	0.72
South Swale Way	110.1	646.39	1.28	865.9	4675.35	2.47
South Grovehurst Rd	137.6	786.06	1.34	8.4	49.71	0.92

2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	81.4	346.24	1.17	109.4	512.52	1.27
North Grovehurst Rd	39.9	330.47	1.16	0.9	13.84	0.49
North B2005 – Link	0.4	3.29	0.28	0.6	3.60	0.37
South B2005 – Link	2.0	6.27	0.67	0.8	3.90	0.46
South A249 offslip (SB)	138.2	1171.97	1.50	1.9	14.11	0.66
South Swale Way	89.3	516.79	1.23	804.9	4103.27	2.29
South Grovehurst Rd	53.2	314.07	1.15	5.3	34.20	0.86

2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

AM	PM
AW	

	2017 Observed								
	AM				PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
	Queue	Delay	RFC	Queue	Delay	RFC			
North A249 offslip (NB)	81.4	346.24	1.17	109.4	512.52	1.27			
North Grovehurst Rd	39.9	330.47	1.16	0.9	13.84	0.49			
North B2005 – Link	0.4	3.29	0.28	0.6	3.60	0.37			
South B2005 – Link	2.0	6.27	0.67	0.8	3.90	0.46			
South A249 offslip (SB)	138.2	1171.97	1.50	1.9	14.11	0.66			
South Swale Way	89.3	516.79	1.23	804.9	4103.27	2.29			
South Grovehurst Rd	53.2	314.07	1.15	5.3	34.20	0.86			

2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative development traffic flows

		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	104.3	457.43	1.22	168.5	754.23	1.37
North Grovehurst Rd	47.5	415.27	1.19	1.1	14.98	0.52
North B2005 – Link	0.4	3.25	0.28	0.6	3.62	0.38
South B2005 – Link	2.0	6.14	0.67	0.9	3.93	0.47
South A249 offslip (SB)	151.0	1235.42	1.50	2.5	17.27	0.72
South Swale Way	115.3	676.35	1.29	873.9	4736.84	2.48
South Grovehurst Rd	138.4	792.25	1.34	8.5	50.01	0.92

2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative development traffic flows

		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	104.3	457.43	1.22	168.5	754.23	1.37	
North Grovehurst Rd	47.5	415.27	1.19	1.1	14.98	0.52	
North B2005 – Link	0.4	3.25	0.28	0.6	3.62	0.38	
South B2005 – Link	2.0	6.14	0.67	0.9	3.93	0.47	

		2	2017 Observed						
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
South A249 offslip (SB)	151.0	1235.42	1.50	2.5	17.27	0.72			
South Swale Way	115.3	676.35	1.29	873.9	4736.84	2.48			
South Grovehurst Rd	138.4	792.25	1.34	8.5	50.01	0.92			
2031 Baseline (excluding K3 consented)									
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
North A249 offslip (NB)	57.4	220.97	1.12	87.6	388.10	1.21			
North Grovehurst Rd	37.3	298.50	1.15	0.9	13.57	0.49			
North B2005 – Link	0.4	3.30	0.29	0.6	3.63	0.38			
South B2005 – Link	2.0	6.11	0.67	0.8	3.76	0.45			
South A249 offslip (SB)	128.6	1034.84	1.48	1.8	13.50	0.65			
South Swale Way	65.6	365.54	1.17	727.1	3677.22	2.19			
South Grovehurst Rd	50.0	284.68	1.14	5.0	32.51	0.85			
		2031 Baselin	e (including K3 c	onsented)					
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			
North A249 offslip (NB)	72.4	298.81	1.15	97.1	441.17	1.24			
North Grovehurst Rd	39.1	320.92	1.16	0.9	13.73	0.49			
North B2005 – Link	0.4	3.31	0.29	0.6	3.64	0.37			
South B2005 – Link	2.0	6.18	0.67	0.8	3.82	0.46			
South A249 offslip (SB)	133.6	1124.24	1.49	1.8	13.74	0.65			
South Swale Way	76.2	438.92	1.20	764.7	3878.15	2.24			
South Grovehurst Rd	51.7	297.54	1.15	5.1	33.36	0.85			
	2031 Basel	ine (excluding K	3 consented) + 0	Cumulative Deve	elopment				
		AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC			

		2	2017 Observed			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	209.5	822.84	1.35	418.6	1773.43	1.68
North Grovehurst Rd	329.5	2534.43	1.81	2.6	22.53	0.73
North B2005 – Link	0.3	3.13	0.26	0.6	3.60	0.37
South B2005 – Link	2.0	5.88	0.67	0.9	3.87	0.48
South A249 offslip (SB)	182.4	1454.61	1.52	3.9	25.47	0.81
South Swale Way	226.3	1484.99	1.52	1014.9	5790.74	2.87
South Grovehurst Rd	254.9	1663.71	1.57	15.3	84.86	0.98
	2031 Base	line (including K	3 consented) +	Cumulative Deve	elopment	
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	238.6	959.12	1.39	440.0	1867.33	1.70
North Grovehurst Rd	335.2	2591.72	1.82	2.6	22.91	0.73
North B2005 – Link	0.3	3.15	0.26	0.6	3.60	0.37
South B2005 – Link	2.0	5.93	0.67	0.9	3.92	0.48
South A249 offslip (SB)	186.2	1488.03	1.53	4.1	26.35	0.81
South Swale Way	246.8	1617.59	1.55	1050.3	6009.28	2.93
South Grovehurst Rd	256.8	1678.33	1.57	15.7	86.96	0.98
2031 Bas	seline (excludin	g K3 consented)	+ K3 Proposed	Development o		flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	73.4	303.59	1.15	101.2	466.35	1.25
North Grovehurst Rd	39.2	322.36	1.16	0.9	13.78	0.49
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46
South A249 offslip (SB)	134.6	1135.42	1.49	1.8	13.85	0.65

		2	017 Observed			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
South Swale Way	79.9	464.80	1.21	773.9	3942.99	2.25
South Grovehurst Rd	52.2	303.51	1.15	5.2	33.48	0.85
2031 Baseline (i	ncluding K3 co	nsented) + the Pi	ractical Effects of traffic flows	of the K3 Propos	sed Developmen	t operational
		AM		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	73.4	303.59	1.15	101.2	466.35	1.25
North Grovehurst Rd	39.2	322.36	1.16	0.9	13.78	0.49
North B2005 – Link	0.4	3.30	0.29	0.6	3.64	0.37
South B2005 – Link	2.0	6.20	0.67	0.8	3.83	0.46
South A249 offslip (SB)	134.6	1135.42	1.49	1.8	13.85	0.65
South Swale Way	79.9	464.80	1.21	773.9	3942.99	2.25
South Grovehurst Rd	52.2	303.51	1.15	5.2	33.48	0.85
2031 Baseline (excluding K3 co	onsented) + K3 P	roposed Develo	pment operation	nal traffic flows +	cumulative
		AM	traffic flows		PM	
	Ougus	_	RFC	Oueue		RFC
Nicutio	Queue 241.8	Delay 973.55	1.39	Queue 442.7	Delay 1877.99	1.71
North A249 offslip (NB)	241.0	37 0.00	1.00	772.1	1077.55	1.71
North Grovehurst Rd	335.6	2596.30	1.82	2.6	22.96	0.73
North B2005 – Link	0.3	3.15	0.26	0.6	3.60	0.37
South B2005 – Link	2.0	5.93	0.67	0.9	3.93	0.48
South A249 offslip (SB)	186.7	1492.71	1.53	4.1	26.42	0.81
South Swale Way	250.3	1638.33	1.56	1052.3	6015.44	2.93
South Grovehurst Rd	254.3	1657.85	1.57	15.7	87.19	0.98
2031 Baseline (i	ncluding K3 co	nsented) + the Pi traffic flows	ractical Effects (+ cumulative tra		sed Developmen	t operational
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North	241.8	973.55	1.39	442.7	1877.99	1.71
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		2	017 Observed			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
A249 offslip (NB)		,				
North	335.6	2596.30	1.82	2.6	22.96	0.73
Grovehurst Rd						
North	0.3	3.15	0.26	0.6	3.60	0.37
B2005 – Link	2.0	5.93	0.67	0.9	3.93	0.48
South B2005 – Link		5.93	0.07	0.9	3.93	0.40
South	186.7	1492.71	1.53	4.1	26.42	0.81
A249 offslip (SB)						
South	250.3	1638.33	1.56	1052.3	6015.44	2.93
Swale Way	254.2	1057.05	4 57	45.7	07.40	0.00
South Grovehurst Rd	254.3	1657.85	1.57	15.7	87.19	0.98
2031 Base	eline (including	K3 consented) +	WKN Proposed	d Development o	perational traffic	flows
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North	80.0	339.22	1.17	105.4	487.94	1.26
A249 offslip (NB)						
North	39.8	329.05	1.16	0.9	13.83	0.49
Grovehurst Rd						
North	0.4	3.29	0.29	0.6	3.63	0.37
B2005 – Link						
South B2005 – Link	2.0	6.26	0.67	0.8	3.87	0.46
South	137.4	1164.24	1.50	1.9	14.03	0.66
A249 offslip (SB)						
South	86.8	503.84	1.23	896.9	4049.07	2.28
Swale Way						
South Grovehurst Rd	52.9	311.92	1.15	5.2	33.97	0.85
2031 Baseline (ir	ncluding K3 cor			lopment operation	onal traffic flows	+ cumulative
			traffic flows			
		AM			PM	
	Queue	Delay	RFC	Queue	Delay	RFC
North	255.2	1039.63	1.41	457.6	1944.49	1.72
A249 offslip (NB)						
North	337.8	2618.60	1.82	2.7	23.25	0.74
Grovehurst Rd						
North	0.3	3.14	0.25	0.6	3.59	0.37
B2005 – Link	0.0	5.00	0.07		0.07	0.40
South	2.0	5.96	0.67	0.9	3.97	0.49
B2005 – Link	400.4	4540.75	4.54	4.0	07.07	0.00
South	189.4	1518.75	1.54	4.2	27.07	0.82
A249 offslip (SB)						

2017 Observed							
		AM		PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
South Swale Way	264.0	1729.00	1.58	1081.3	6201.40	2.98	
South Grovehurst Rd	255.7	1668.44	1.57	16.0	88.44	0.99	

2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

		АМ		PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	81.4	346.24	1.17	109.4	512.52	1.27
North Grovehurst Rd	39.9	330.47	1.16	0.9	13.84	0.49
North B2005 – Link	0.4	3.29	0.28	0.6	3.60	0.37
South B2005 – Link	2.0	6.27	0.67	0.8	3.90	0.46
South A249 offslip (SB)	138.2	1171.97	1.50	1.9	14.11	0.66
South Swale Way	89.3	516.79	1.23	804.9	4103.27	2.29
South Grovehurst Rd	53.2	314.07	1.15	5.3	34.20	0.86

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	81.4	346.24	1.17	109.4	512.52	1.27
North Grovehurst Rd	39.9	330.47	1.16	0.9	13.84	0.49
North B2005 – Link	0.4	3.29	0.28	0.6	3.60	0.37
South B2005 – Link	2.0	6.27	0.67	0.8	3.90	0.46
South A249 offslip (SB)	138.2	1171.97	1.50	1.9	14.11	0.66
South Swale Way	89.3	516.79	1.23	804.9	4103.27	2.29
South Grovehurst Rd	53.2	314.07	1.15	5.3	34.20	0.86

2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North	256.8	1046.20	1.41	461.8	1961.86	1.73

2017 Observed								
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
A249 offslip (NB)								
North Grovehurst Rd	338.1	2621.17	1.82	2.7	23.31	0.74		
North B2005 – Link	0.3	3.14	0.25	0.6	3.59	0.37		
South B2005 – Link	2.0	5.99	0.67	0.9	3.99	0.49		
South A249 offslip (SB)	189.4	1519.28	1.54	4.2	27.16	0.82		
South Swale Way	263.4	1718.64	1.58	1083.4	6198.73	2.97		
South Grovehurst Rd	259.1	1696.85	1.58	16.1	88.97	0.99		

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows

		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	256.8	1046.20	1.41	461.8	1961.86	1.73	
North Grovehurst Rd	338.1	2621.17	1.82	2.7	23.31	0.74	
North B2005 – Link	0.3	3.14	0.25	0.6	3.59	0.37	
South B2005 – Link	2.0	5.99	0.67	0.9	3.99	0.49	
South A249 offslip (SB)	189.4	1519.28	1.54	4.2	27.16	0.82	
South Swale Way	263.4	1718.64	1.58	1083.4	6198.73	2.97	
South Grovehurst Rd	259.1	1696.85	1.58	16.1	88.97	0.99	

- Table 13.4 above shows that in the AM peak hour a maximum RFC of 1.48 (excluding K3 consented) and 1.49 (including K3 consented) is predicted on the A249 off-slip (Southbound) arm in the 2024 baseline scenario. In the PM peak hour, a maximum RFC is predicted on the Swale Way arm with an RFC of 2.19 (excluding K3 consented) and 2.24 (including K3 consented).
- The addition of the cumulative development to the 2024 baseline scenario leads to an AM peak hour maximum RFC of 1.48 (excluding K3 consented) and 1.49 (including K3 consented) on the South A249 off-slip (SB) arm of the roundabout. In the PM peak hour, there is a maximum RFC of 2.38 (excluding k3 consented) and 2.43 (including K3 consented) predicted on the South Swale Way arm.

- With the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development, K3 Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2024 baseline flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.49, 1.49, 1.50, 1.50 and 1.50 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 2.25, 2.25, 2.28, 2.29 and 2.29.
- 13.23 With the cumulative 2024 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.49, 1.49, 1.50, 1.50 and 1.50 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 2.44, 2.44 2.47, 2.48 and 2.48.
- In the 2031 baseline scenario the A249 off-slip (Southbound) arm is predicted to operate with an RFC of 1.48 (excluding K 3consented) and 1.49 (including consented) in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with an RFC of 2.19 (excluding K3 consented) and 2.24 (including K3 consented).
- The addition of the cumulative development to the 2031 baseline scenario leads to an AM peak hour maximum RFC of 1.81 (excluding K3) and 1.82 (including K3 consented) on the North Grovehurst Road arm of the roundabout. In the PM peak hour, there is a maximum RFC of 2.87 (excluding K3 consented) and 2.93 (including K3 consented) predicted on the South Swale Way arm.
- With the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development, K3 Proposed Development plus WKN and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows added to the 2031 baseline flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.49, 1.49, 1.50, 1.50 and 1.50 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 2.25, 2.25, 2.28, 2.29 and 2.29.
- With the cumulative 2031 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.53, 1.54, 1.54 and 1.54 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 2.93, 2.93, 2.98, 2.97 and 2.97.

Table 13.5: A249 Grade Separated Dumbbell Junction Swale Way / Barge Way Roundabout (NW Sittingbourne Mitigated Scheme)

2024 Baseline (excluding K3 consented) + Cumulative Development								
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
North	7.4	29.29	0.90	20.7	77.50	1.00		

	2024 Base	line (excluding K	(3 consented) +	Cumulative Dev	elopment			
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
A249 offslip (NB)								
North Grovehurst Rd	2.7	20.90	0.74	0.5	7.51	0.35		
North B2005 – Link	0.5	3.23	0.33	0.7	3.61	0.42		
South B2005 – Link	2.8	7.44	0.74	1.1	4.09	0.53		
South A249 offslip (SB)	71.6	359.35	1.29	1.4	9.48	0.58		
South Swale Way	3.4	17.04	0.78	264.5	854.98	1.44		
South Grovehurst Rd	11.0	52.02	0.94	3.2	17.85	0.77		
	2024 Base	line (including K	3 consented) +	Cumulative Deve	elopment			
	AM				PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	9.9	38.08	0.93	27.3	97.38	1.02		
North Grovehurst Rd	3.2	24.32	0.77	0.5	7.68	0.36		
North B2005 – Link	0.5	3.23	0.34	0.7	3.60	0.42		
South B2005 – Link	3.0	8.00	0.76	1.1	4.21	0.54		
South A249 offslip (SB)	84.1	432.09	1.36	1.4	9.89	0.59		
South Swale Way	3.8	18.81	0.80	297.3	994.73	1.48		
South Grovehurst Rd	13.7	63.48	0.97	3.2	18.18	0.77		
2024 Baseline (excluding K3 c	onsented) + K3 F devel	Proposed Development traffic fl	opment operatio ows	nal traffic flows	+ cumulative		
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	10.0	38.67	0.93	28.0	99.19	1.02		
North Grovehurst Rd	3.2	24.54	0.78	0.5	7.70	0.36		
North B2005 – Link	0.5	3.23	0.34	0.7	5.59	0.42		
South B2005 – Link	3.1	8.03	0.76	1.1	4.24	0.54		
South A249 offslip (SB)	84.8	436.71	1.36	1.4	9.95	0.60		

		0.80 0.97 Practical Effects nulative development RFC 0.93 0.78			nt operational RFC 1.49 0.77 nt operational RFC 1.02
14.2 ing K3 co tra Queue 10.0 3.2 0.5	65.49 nsented) + the ffic flows + cur AM Delay 38.67	0.97 Practical Effects mulative development RFC	3.2 of the K3 Proponent traffic flow Queue 28.0	18.33 psed Developments PM Delay 99.19	0.77 nt operational RFC 1.02
14.2 ing K3 co tra Queue 10.0 3.2 0.5	65.49 nsented) + the ffic flows + cur AM Delay 38.67	0.97 Practical Effects mulative development RFC	3.2 of the K3 Proponent traffic flow Queue 28.0	18.33 psed Developments PM Delay 99.19	0.77 nt operational RFC 1.02
ing K3 co tra	nsented) + the ffic flows + cur AM Delay 38.67	Practical Effects nulative development RFC 0.93	of the K3 Propo ment traffic flow Queue 28.0	PM Delay 99.19	RFC 1.02
tra Queue 10.0 3.2 0.5	AM Delay 38.67	RFC 0.93 0.78	Queue 28.0	PM Delay 99.19	RFC 1.02
3.2 0.5	AM Delay 38.67 24.54	0.93 0.78	Queue 28.0	PM Delay 99.19	1.02
3.2	38.67 24.54	0.93	28.0	99.19	1.02
3.2	24.54	0.78			
0.5			0.5	7.70	0.36
	3.23	2.24			0.50
3.1		0.34	0.7	3.59	0.42
	8.03	0.76	1.1	4.24	0.54
84.8	436.71	1.36	1.4	9.95	0.60
3.9	19.12	0.80	303.7	1016.81	1.49
14.2	65.49	0.97	3.2	18.33	0.77
ng K3 cor	nsented) + WKI	N Proposed Devel traffic flows	lopment operati	ional traffic flows	s + cumulativ
	AM		PM		
)ueue	Delay	RFC	Queue	Delay	RFC
11.6	44.27	0.94	31.8	110.14	1.03
3.4	26.39	0.79	0.6	7.78	0.36
0.5	3.23	0.33	0.7	3.58	0.42
3.2	8.35	0.77	1.2	4.30	0.54
90.5	473.50	1.40	1.5	10.18	0.60
4.2	20.33	0.82	322.9	1075.07	1.51
16.2	73.59	0.98	3.3	18.52	0.78
	14.2 ng K3 con Queue 11.6 3.4 0.5 3.2 90.5 4.2 16.2	14.2 65.49 ng K3 consented) + WKN AM Queue Delay 11.6 44.27 3.4 26.39 0.5 3.23 3.2 8.35 90.5 473.50 4.2 20.33 16.2 73.59 ng K3 consented) + K3 P	14.2 65.49 0.97 ng K3 consented) + WKN Proposed Develop AM Queue Delay RFC 11.6 44.27 0.94 3.4 26.39 0.79 0.5 3.23 0.33 3.2 8.35 0.77 90.5 473.50 1.40 4.2 20.33 0.82 ng K3 consented) + K3 Proposed Develop	14.2 65.49 0.97 3.2 ng K3 consented) + WKN Proposed Development operations AM Queue Delay RFC Queue 11.6 44.27 0.94 31.8 3.4 26.39 0.79 0.6 0.5 3.23 0.33 0.7 3.2 8.35 0.77 1.2 90.5 473.50 1.40 1.5 4.2 20.33 0.82 322.9 16.2 73.59 0.98 3.3	14.2 65.49 0.97 3.2 18.33 ng K3 consented) + WKN Proposed Development operational traffic flows AM PM Queue Delay RFC Queue Delay 11.6 44.27 0.94 31.8 110.14 3.4 26.39 0.79 0.6 7.78 0.5 3.23 0.33 0.7 3.58 3.2 8.35 0.77 1.2 4.30 90.5 473.50 1.40 1.5 10.18 4.2 20.33 0.82 322.9 1075.07

RFC

Queue

Delay

Delay

Queue

RFC

	2024 Base	line (excluding K	(3 consented) +	Cumulative Dev	elopment			
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North	11.9	45.25	0.95	32.7	112.40	1.04		
A249 offslip (NB)								
North Grovehurst Rd	3.5	26.73	0.79	0.6	7.79	0.36		
North	0.5	3.23	0.33	0.7	3.57	0.42		
B2005 – Link	0.0	0.20	0.00	0.1	0.01	0.12		
South B2005 – Link	3.2	8.40	0.77	1.2	4.31	0.54		
South A249 offslip (SB)	91.5	480.33	1.41	1.5	10.21	0.60		
South Swale Way	4.4	21.13	0.82	330.6	1102.57	1.52		
South Grovehurst Rd	17.4	78.32	0.99	3.3	18.61	0.78		
		onsented) + the F						
traffic flows + V	VKN Proposed	Development op	erational traffic	flows + cumula	tive developmen	t traffic flows		
	AM			PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	11.9	45.25	0.95	32.7	112.40	1.04		
North Grovehurst Rd	3.5	26.73	0.79	0.6	7.79	0.36		
North B2005 – Link	0.5	3.23	0.33	0.7	3.57	0.42		
South B2005 – Link	3.2	8.40	0.77	1.2	4.31	0.54		
South A249 offslip (SB)	91.5	480.33	1.41	1.5	10.21	0.60		
South Swale Way	4.4	21.13	0.82	330.6	1102.57	1.52		
South Grovehurst Rd	17.4	78.32	0.99	3.3	18.61	0.78		
	2031 Base	line (excluding K	(3 consented) +	Cumulative Dev	elopment			
		AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	40.9	115.95	1.05	153.1	516.87	1.27		
North Grovehurst Rd	95.5	491.95	1.28	1.0	8.49	0.50		
North B2005 – Link	0.4	3.09	0.31	0.7	3.55	0.41		
South B2005 – Link	4.9	11.30	0.83	1.2	4.14	0.54		
South	232.1	1961.28	1.82	1.9	11.91	0.66		

	2024 Base	eline (excluding k	(3 consented) + C	Cumulative Dev	velopment		
	AM			PM			
	Queue	Delay	RFC	Queue	Delay	RFC	
A249 offslip (SB)							
South Swale Way	13.9	63.51	0.96	466.5	1709.09	1.70	
South Grovehurst Rd	114.8	553.51	1.35	4.5	25.14	0.83	
	2031 Base	eline (including K	(3 consented) + C	umulative Dev	elopment		
	AM				PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	54.4	147.69	1.07	166.8	560.89	1.29	
North Grovehurst Rd	104.0	544.11	1.30	1.0	8.58	0.51	
North B2005 – Link	0.4	3.10	0.31	0.7	3.54	0.41	
South B2005 – Link	5.0	11.50	0.84	1.2	4.21	0.55	
South A249 offslip (SB)	244.5	2154.65	1.83	1.9	12.20	0.66	
South Swale Way	17.6	77.33	0.99	503.2	1842.62	1.73	
South Grovehurst Rd	124.1	612.87	1.38	4.6	25.78	0.83	
2031 Baseline (excluding K3 o	consented) + K3 l	Proposed Develo traffic flows	pment operation	onal traffic flows	+ cumulative	
		AM		РМ			
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	55.7	150.73	1.08	168.5	565.98	1.29	
North Grovehurst Rd	104.6	548.09	1.30	1.0	8.59	0.51	
North B2005 – Link	0.4	3.10	0.31	0.7	3.54	0.41	
South B2005 – Link	5.0	11.53	0.84	1.2	4.21	0.55	
South A249 offslip (SB)	246.6	2188.77	1.83	1.9	12.22	0.66	
South Swale Way	18.3	79.58	0.99	504.9	1847.29	1.73	
South Grovehurst Rd	124.9	616.18	1.38	4.6	25.85	0.83	
2031 Baseline (i	ncluding K3 c		Practical Effects of the cumulative tra		osed Developme	nt operationa	
		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	

2024 Baseline (excluding K3 consented) + Cumulative Development								
		AM		PM				
	Queue	Delay	RFC	Queue	Delay	RFC		
North A249 offslip (NB)	55.7	150.73	1.08	168.5	565.98	1.29		
North Grovehurst Rd	104.6	548.09	1.30	1.0	8.59	0.51		
North B2005 – Link	0.4	3.10	0.31	0.7	3.54	0.41		
South B2005 – Link	5.0	11.53	0.84	1.2	4.21	0.55		
South A249 offslip (SB)	246.6	2188.77	1.83	1.9	12.22	0.66		
South Swale Way	18.3	79.58	0.99	504.9	1847.29	1.73		
South Grovehurst Rd	124.9	616.18	1.38	4.6	25.85	0.83		

2031 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative traffic flows

		AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC	
North A249 offslip (NB)	62.3	166.78	1.09	178.2	596.14	1.30	
North Grovehurst Rd	107.2	568.98	1.30	1.0	8.66	0.51	
North B2005 – Link	0.4	3.09	0.30	0.7	3.52	0.41	
South B2005 – Link	5.0	11.59	0.84	1.2	4.26	0.55	
South A249 offslip (SB)	253.4	2310.82	1.84	2.0	12.46	0.67	
South Swale Way	21.4	90.72	1.00	535.4	1960.65	1.76	
South Grovehurst Rd	133.2	657.46	1.40	4.7	26.22	0.84	

2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	62.8	167.96	1.09	181.1	604.66	1.31
North Grovehurst Rd	107.4	571.10	1.30	1.0	8.67	0.51
North B2005 – Link	0.4	3.08	0.30	0.7	3.52	0.41
South B2005 – Link	5.0	11.68	0.84	1.2	4.29	0.55

2024 Baseline (excluding K3 consented) + Cumulative Development										
	АМ			PM						
	Queue	Delay	RFC	Queue	Delay	RFC				
South A249 offslip (SB)	254.1	2323.79	1.84	2.0	12.49	0.67				
South Swale Way	21.1	89.28	1.00	536.7	1961.49	1.76				
South Grovehurst Rd	136.1	671.35	1.41	4.7	26.39	0.84				

2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows + cumulative traffic flows

	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	62.8	167.96	1.09	181.1	604.66	1.31
North Grovehurst Rd	107.4	571.10	1.30	1.0	8.67	0.51
North B2005 – Link	0.4	3.08	0.30	0.7	3.52	0.41
South B2005 – Link	5.0	11.68	0.84	1.2	4.29	0.55
South A249 offslip (SB)	254.1	2323.79	1.84	2.0	12.49	0.67
South Swale Way	21.1	89.28	1.00	536.7	1961.49	1.76
South Grovehurst Rd	136.1	671.35	1.41	4.7	26.39	0.84

- 13.28 **Table 13.5** shows that the addition of the cumulative development to the 2024 baseline scenario leads to an AM peak hour maximum RFC of 1.29 (excluding K3 consented) and 1.36 (excluding K3 consented) on the South A249 off-slip (SB) arm of the roundabout. In the PM peak hour, there is a maximum RFC of 1.44 (excluding K3 consented) and 1.48 (including K3 consented) predicted on the South Swale Way arm.
- With the cumulative 2024 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development plus WKN proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.36, 1.36 1.40, 1.41 and 1.41 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 1.49, 1.49 1.51, 1.52 and 1.52.
- 13.30 The addition of the cumulative development to the 2031 baseline scenario leads to an AM peak hour maximum RFC of 1.82 (excluding K3 consented) and 1.83 (including K3 consented) on the South A249 off-slip (SB) arm of the roundabout. In the PM peak hour, there is a maximum RFC of 1.70 (excluding K3 consented) and 1.73 (including K3 consented) predicted on the South Swale Way arm.

With the cumulative 2031 traffic added to the K3 Proposed Development, the Practical Effects of the K3 Proposed Development, WKN Proposed Development plus WKN Proposed Development and the Practical Effects of the K3 Proposed Development plus WKN Proposed Development operational flows the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.83, 1.84, 1.84 and 1.84 in the AM peak hour. In the PM peak hour, the Swale Way arm is predicted to operate with respective RFCs of 1.73, 1.73, 1.76, 1.76and 1.76.

Road Safety

- 13.32 Section 2 analyses the road safety record of the adjacent highway network and sets out that there are no existing road safety issues along the adjacent highway network. The K3 Proposed Development and WKN Proposed Development would generate the same traffic classifications that are already on the adjacent highway network and would not alter these.
- There is nothing to suggest that the K3 Proposed Development and / or the WKN Proposed Development would alter the injury accident rates along the adjacent highway network. It is therefore considered that the K3 Proposed Developments and / or the WKN Proposed Development would not result in an unacceptable impact on road safety.

14 EXAMINATION OF IMPACT

Introduction

- 14.1 Sections 7 13 set out assessments of junction performance and impact at the following junctions:
 - Swale Way / Barge Way Roundabout;
 - Fleet End / Barge Way Roundabout;
 - Barge Way / Site Access Roundabout; and
 - A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction.
- 14.2 K3 already has planning consent via the Town and Country Planning Act 1990 along with some variations to this, as explained above. In relation to HGV movements, planning permissions SW/10/444 and SW/18/503317 are relevant and permit 348 HGV movements to be generated per day. These movements are consented and are therefore treated as committed development when other emerging developments consider their impact of development on the highway network. For example, Land North West of Sittingbourne makes specific reference to the K3 consented and its traffic flows when considering its own impact on the highway network as part of its planning application. The Local Highway Authority and the Strategic Highway Authority account for all such committed developments when considering the performance of their networks as part of their management responsibilities. The consented K3 has therefore formed part of previous, and current, considerations to highway capacity and to any future infrastructure schemes. In terms of infrastructure requirements, it is therefore necessary to differentiate between consented and proposed development traffic flows, therefore, the Practical Effects of the K3 Proposed Development and WKN Proposed Development traffic generation have been examined in more detail in this section.
- 14.3 The assessments show that the Fleet End / Barge Way Roundabout and the Barge Way / Site Access Roundabout both currently operate within their design capacity and would continue to do so in all assessment scenarios. Therefore, there are no concerns with the operation of these roundabouts.
- The assessments undertaken show that the Swale Way / Barge Way roundabout and the A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell junction are predicted to operate in excess of their design capacity in some scenarios and therefore the impact of the Practical Effect of the K3 Proposed Development and the WKN Proposed Development are examined in more detail in this section.
- 14.5 It should firstly be noted that the assessments undertaken have been based on a temporal profile of waste vehicle movements that maximise the number of vehicle movements generated during the weekday AM and PM peak hours and this is further maximised in the sensitivity scenarios.

- 14.6 It is unlikely that waste vehicle movements would in fact travel on the adjacent highway network (A249, Swale Way and Barge Way) during the weekday AM and PM peak hours given that this is the peak traffic period when queuing and delay are at their maximum. Queuing and delay can cause problems to waste vehicle operators as they are less efficient and thus less economic when they are delayed.
- The waste vehicles will not be controlled by the operator, they will be controlled by the supplier who has a contract to dispose of waste at the facility. It is not economic, nor efficient, for haulage companies when their waste vehicles are unable to undertake their daily tasks due to traffic congestion; instead they strive to maximise the operational use of their waste vehicles.
- 14.8 An example of this is the condition which haulage companies seek to insert to contracts with a facility whereby waste vehicles have a maximum turnaround time of up to 20 to 45 minutes within such a facility. This is to ensure that their vehicles are not unduly delayed within facilities because that impacts upon their efficiency and thus their economies.
- 14.9 Further considerations are the waste vehicle drivers are governed by legislation on driving hours, therefore a waste vehicle in congestion affects the ability of their drivers to undertake their daily tasks. As a further example, congestion also affects the fuel economy and longevity of the waste vehicles.
- 14.10 If congestion is known in a certain location at a certain time, the haulage companies will time their waste vehicle movements to avoid this in order to maximise their efficiency and their economies.
- 14.11 Notwithstanding, the assessments undertaken have been based on a temporal profile of waste vehicle movements that maximise the number of vehicle movements generated during the weekday AM and PM peak hours. This therefore creates a robust assessment.
- 14.12 A Draft Travel Plan has been prepared in relation to the movement of staff, visitors and waste vehicle movements during the WKN Proposed Development operational phase. The measures include seeking to minimise single occupancy vehicle movements by staff, seeking to avoid HGV movements during the peak hours and seeking to utilise existing HGV routes.

Policy Considerations and Guidance

- 14.13 As set out in Section 4, EN-1 (Overarching National Policy Statement for Energy) (DECC 2011a) sets out national policy for energy infrastructure projects defined as NSIPs under the Planning Act 2008.
- 14.14 Paragraph 5.13.1 of EN-1 sets out that if a project is likely to have significant transport implications, the applicant's Environmental Statement (ES) should include a Transport Assessment (TA), using the NATA/WebTAG methodology stipulated in Department for Transport (DfT) guidance (DfT, 2007), or any successor to such methodology.
- The 2007 DfT guidance ('Guidance on Transport Assessment') was withdrawn in 2014 when Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking (PPG) was published in 2014. PPG therefore replaces the 2007 DfT guidance and this TA has been prepared in accordance with it.

- 14.16 Paragraph 005 of PPG states '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'
- 14.17 Paragraph 5.13.6 of EN-1 sets out that a 'new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the Secretary of State should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the Secretary of State should consider requirements to mitigate adverse impacts on transport networks arising from the development'.
- 14.18 Based upon the policy tests and guidance set out in the NPSs, the NPPF and PPG, mitigation should be provided if the transport impact created by NSIPs are unacceptable or severe.
- 14.19 The addition of one single additional vehicle movement per day as a result of a development represents an increase in vehicular demand and thus represents an impact. The test for decision making is whether such an impact is unacceptable or severe or not.
- 14.20 The below considers the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development and concludes on whether it is unacceptable or severe or not.

Quantification of Impact

- 14.21 As set out above, the addition of one single additional vehicle movement per day as a result of a development represents an increase in vehicular demand and thus represents an impact. An impact may be small, such as this example, and may not be at a level that is considered unacceptable or severe.
- A larger impact would be required for an increase in vehicular demand to be deemed unacceptable or severe. How to determine such a level of impact is not defined in any policy or guidance and professional judgement must be applied in determining whether an impact is deemed to be unacceptable or severe or not.
- 14.23 It is RPS' view that in congested circumstances, an impact which is noticeable to a driver in the sense that it is different to their everyday experiences might be considered to be unacceptable or severe. In this context, the day-to-day variation in existing traffic flow provides a valuable perspective to the varying conditions that drivers face on a day by day basis.
- 14.24 Traffic flows on a highway network are not precise and for a range of reasons they vary on a day by day basis. For example, the traffic flow during the AM peak hour one day will be slightly different to the AM peak hour on the next day. Ensuing from this, the queue and delay experienced at a particular junction during the AM peak hour one day will be slightly different to the AM peak hour on the next day.
- As a result, drivers on the network are accustomed to varying traffic conditions on a day by day basis. On some days they will experience a shorter queue and delay at a junction in comparison to some other days, when the queue and the delay will be longer. This variance in conditions is normal to drivers, is what they expect and is what they are used to.

- On this basis, if a development generates an amount of traffic that is within the daily variation, then it would be within the varying levels that drivers currently experience and therefore not at a level that they would particularly notice.
- 14.27 Based upon the above methodology of adding traffic flows generated by a development to a baseline traffic flow, it is recognised that the addition of traffic generated by a development would increase the average traffic flows experienced.
- 14.28 However, average traffic flows are also ever changing over time and drivers are also accustomed to such changes, for example, through changes in car ownership, changes in travel costs, changes in travel behaviours and travel patterns, changes in commuting patterns, changes in mode of travel, changes in route choices, changes in places of residence and places of employment, changes to the transport network, etc.
- 14.29 As a result, average traffic flows on a network are ever changing over time and such change is not necessarily as a result of traffic generated by new developments. Drivers are accustomed to such changes over time and it is these very drivers who contribute to such changes over time.
- 14.30 Such changes to average traffic flows is endemic, however, it does not necessarily allow for an assessment to be made on the impact of traffic generated by a development and whether such an impact is unacceptable or severe or not.
- 14.31 Assessing the traffic generated by a development against the daily variation does allow for this, as is undertaken below.
- 14.32 The junctions being considered in this section are located on Swale Way. Section 2 sets out that ATCs were undertaken across the network, including Swale Way.
- 14.33 The traffic surveys identified the weekday AM and PM peak hours as 07:30 08:30 and 16:30 17:30 respectively and analysing the ATC on Swale Way will identify the day-to-day variation currently experienced by drivers during these periods. This is set out in **Table 14.1**.

Table 14.1: Summary of Daily Variation Along Swale Way (Two-Way Vehicle Movements)

	Mon	Tue	Wed	Thu	Fri	Average	Min.	Max.	Min. to Average	Average to Max.	Daily Variation
07:30-08:30 AM Peak Hour (all weekdays)	1771	1863	1757	1830	1715	1787	1715	1863	72	76	148
16:30-17:30 PM Peak Hour (all weekdays)	1057	1672	1588	1477	1464	1452	1057	1672	395	220	615
16:30-17:30 PM Peak Hour (Excl Mon)	-	1672	1588	1477	1464	1550	1464	1672	86	122	208

- 14.34 **Table 14.1** shows that during the AM peak hour, there is a daily variation of 148 vehicle movements per hour along Swale Way. During the PM peak hour, there is a daily variation of 615 vehicle movements per hour along Swale Way.
- During the PM peak hour, it is noted that the two-way vehicle movement on Swale Way on a Monday is significantly lower than on a Tuesday to Friday. This is the reason for such a large daily variation during the PM peak hour.

- **Table 14.1** therefore also calculates the daily variation along Swale Way on a Tuesday to Friday as 208 vehicle movements per hour.
- On the basis of the above, drivers are therefore used to variations of up to 148 vehicle movements per hour along Swale Way during the AM peak hour and up to 208 vehicle movements per hour during the PM peak hour. These result in varying queues and delay on a day-by-day basis and drivers are used to these.
- As set out in Section 6, the Practical Effects of the K3 Proposed Development would generate 5 two-way vehicle movements along Swale Way during the AM and PM peak hours. This is significantly within the daily variation currently experienced by drivers. Indeed, it represents only 3.4% and 2.4% of the daily variation along Swale Way during the AM and PM peak hours respectively.
- As set out in Section 6, the WKN Proposed Development would generate 19 and 25 two-way vehicle movements along Swale Way during the AM and PM peak hours respectively. This is significantly within the daily variation currently experienced by drivers. Indeed, it represents only 12.8% and 12.0% of the daily variation along Swale Way during the AM and PM peak hours respectively.
- The combined Practical Effects of the K3 Proposed Development and WKN Proposed Development are predicted to generate 24 and 30 two-way vehicle movements along Swale Way during the AM and PM peak hours respectively. This is significantly within the daily variation currently experienced by drivers. Indeed, it represents only 16.2% and 14.4% of the daily variation along Swale Way during the AM and PM peak hours respectively.
- The above sets out that the Practical Effects of the K3 Proposed Development and WKN Proposed Development would generate traffic flows along Swale Way, and thus through the A249 Grovehurst roundabouts and the Swale Way / Barge Way roundabout, that are significantly within the daily variation of existing traffic flows.
- During the AM peak hour, the combined Practical Effects of the K3 Proposed Development and WKN Proposed Development would generate 24 two way vehicle movements along Swale Way at a time when the daily variation is up to 148 two-way vehicle movements. The average baseline traffic flows along Swale Way during this period is predicted to be 2,229 two-way vehicle movements in 2024 and 2031.
- During the PM peak hour, the combined Practical Effects of the K3 Proposed Development and WKN Proposed Development would generate 30 two way vehicle movements along Swale Way at a time when the daily variation is up to 208 two-way vehicle movements. The average baseline traffic flows along Swale Way during this period is predicted to be 1,837 two-way vehicle movements in 2024 and 2031.
- 14.44 It is therefore concluded that the traffic flows generated by the combined Practical Effects of the K3 Proposed Development and WKN Proposed Development would be significantly within the daily variation currently experienced by drivers along Swale Way. Therefore, they are not at a level whereby they are deemed to be unacceptable or severe.

14.45 This relates to movement along Swale Way, which includes the junctions along Swale Way, which are the Swale Way / Barge Way roundabout and the A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell junction, which are being considered in this section.

Further Analysis of Junction Performance

- 14.46 The junction operational assessments undertaken at the Swale Way / Barge Way roundabout and the A249 / Grovehurst Road / Swale Way / B2005 Grade Separated dumbbell junction showed that they are predicted to operate in excess of their design capacity in some scenarios.
- 14.47 The performance of these junctions has been analysed using ARCADY, part of the Junctions 9 computer modelling suite, which is the industry standard software for modelling the performance of roundabouts.
- 14.48 It is worth noting that ARCADY is essentially an empirical software modelling programme, derived during the 1970s when road conditions were less congested. When the software is used for roundabouts in today's congested environments, it can become unreliable and its predicted outputs increase exponentially. However, it is still a useful aid for transport planners and highway engineers in the assessment process.
- An example of this is provided below when the junction performance at the Swale Way / Barge Way roundabout is discussed. The example shows the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development under uncongested conditions and demonstrates negligible changes to the predicted queue lengths. This is discussed in more detail below.
- The below considers the junction performance at the Swale Way / Barge Way roundabout and the A249 / Grovehurst Road / Swale Way / B2005 Grade Separated dumbbell junction predicted by Junctions 9. However, given its unreliability in congested conditions (which are predicted in the 2024 and 2031 future assessment years), the below also considers this in the context of the absolute increase in vehicle movements from the Practical Effects of the K3 Proposed Development and the WKN Proposed Development.
- 14.51 The below also considers the absolute increase in vehicle movements from the Practical Effects of the K3 Proposed Development and the WKN Proposed Development in the context of the day-to-day variation in traffic flows.

Swale Way / Barge Way Roundabout

- For the Swale Way / Barge Way roundabout, it is the Swale Way arm (eastbound) during the AM peak hour which exceeds its design capacity. All other arms during the AM peak hour and all arms during the PM peak hour are predicted to operate satisfactorily in all scenarios.
- 14.53 A summary of the junction performance and traffic flows for this arm is set out in **Tables 14.2** and **14.3**.

Table 14.2: Summary of Swale Way Arm (Eastbound) Arm AM Peak Hour

			2024	2024	2024		2031	2031	2031
	2017	2024		Baseline	Baseline +	2031			Baseline +
	Baseline	Baseline	Baseline + Cumulative	+ K3 +	K3 + WKN +	Baseline	Cumulative	Daseille +	K3 + WKN + Cumulative
			Cumulative	WKN	Cumulative		Cumulative	V2 + ANVIA	Cumulative

RFC	0.82	1.10	1.10	1.12	1.12	1.10	1.20	1.12	1.21
Queue	4.4	84.9	84.9	94.5	94.5	84.9	159.4	94.5	170.4
Circulating Traffic Flow	43	48	48	48	48	48	49	48	49
Entry Traffic Flow	1107	1441	1441	1452	1452	1441	1569	1452	1580

Table 14.3: Summary of Swale Way Arm (Eastbound) Arm AM Peak Hour (Sensitivity Scenario)

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	K 3 + W K V +
RFC	0.82	1.10	1.10	1.12	1.12	1.10	1.20	1.12	1.22
Queue	4.4	84.9	84.9	97.1	97.1	84.9	159.4	97.1	173.4
Circulating Traffic Flow	43	48	48	48	48	48	49	48	49
Entry Traffic Flow	1107	1441	1441	1454	1454	1441	1569	1454	1583

- Inspection of the results on this arm during the AM peak hour, show that an RFC of 1.10 is predicted in the 2024 and 2031 baseline scenarios with an associated queue length of 84.9 vehicles. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, an RFC of 1.12 is predicted with an associated queue length of 94.5 vehicles. As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially.
- 14.55 To further consider the impact, the traffic flows have been analysed. For roundabouts there are three key elements that affect performance, the roundabout geometries, the entry vehicle movements and the circulatory vehicle movements (which the entry flows give way to).
- In the 2024 and 2031 baseline scenarios, the circulatory traffic flow is 48 vehicle movements and the entry traffic flow are 1,441 vehicle movements. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, the circulatory traffic flow remains at 48 vehicle movements and the entry traffic flow is 1,452 vehicle movements.
- 14.57 Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development is to increase the entry flow by 11 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every five and a half minutes.
- 14.58 In the sensitivity assessment scenario, the entry traffic flow would be 1,454 vehicle movements. Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development in the sensitivity scenario is to increase the entry flow by 13 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every four and a half minutes.

- 14.59 As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially. This is demonstrated from the above, where small increases in traffic results in disproportionate increases.
- 14.60 Notwithstanding, the above sets out that the traffic flows generated by the Practical Effects of the K3 Proposed Development and the WKN Proposed Development are significantly within the daily variation of traffic flows along Swale Way.
- 14.61 It is worth noting the turning movements on this arm during the AM peak hour. **Appendix B** shows that the dominant movement at this roundabout during the AM peak hour is the right turn along Swale Way (eastbound to southbound). The 2017 observed traffic flows show there were 927 right turn movements (including u-turns) (84) with only 180 left turn movements (16%).
- 14.62 Under 2017 observed conditions, **Table 14.2** shows the RFC on the eastbound Swale Way movement (which incorporates both left turn and right turn movements) is 0.82 during the AM peak hour, thus operates satisfactorily.
- In the 2024 future year baseline scenario, the dominant movement at this roundabout during the AM peak hour remains the right turn along Swale Way (eastbound to southbound). In this scenario, there would be 1,159 right turn movements (including u-turns) (80%) with only 282 left turn movements (20%).
- 14.64 In this scenario, **Table 14.2** shows that with the addition of the committed traffic flows (an additional 334 eastbound vehicle movements during the AM peak hour), the RFC increases to 1.10.
- 14.65 It is therefore the right turn movement along Swale Way (eastbound to southbound) which is the cause of the predicted congestion problem during the AM peak hour in the 2024 baseline scenario as vehicles travel south-east to the Eurolink Industrial Estate.
- 14.66 It should be noted that the G-Park development is a historic consent from 2004 that remains substantially unbuilt, however has been implemented and is therefore extant. It is predicted to generate significant traffic flows on Swale Way and through its junction with Barge Way, up to 106 vehicle movements during the weekday peak hours.
- These G-Park traffic flows are between the west and north arms of the Swale Way / Barge Way roundabout and alter the proportions of left and right turners from the eastbound Swale Way movement. However, as can be seen by the above, these flows only marginally change the proportions and the right turn movement remains dominant over the left turn movement.
- 14.68 **Table 14.1** sets out the daily variation during the AM peak hour for two-way movements along Swale Way. The same can be calculated for eastbound vehicle movements, which is this entry arm under consideration. This is set out in **Table 14.4**.

Table 14.4: Summary of Daily Variation Along Swale Way (Eastbound Vehicle Movements)

	Mon	Tue	Wed	Thu	Fri	Average	Min.	Max.	Min. to Average	Average to Max.	Daily Variation
07:30-08:30 AM Peak Hour (all weekdays)	625	665	583	642	654	634	583	665	51	31	82

	Mon	Tue	Wed	Thu	Fri	Average	Min.	Max.	Min. to Average	Average to Max.	Daily Variation
16:30-17:30 PM Peak Hour (all weekdays)	556	989	922	883	811	832	556	989	276	157	433
16:30-17:30 PM Peak Hour (Excl Mon)	-	989	922	883	811	901	811	989	90	88	178

- 14.69 As can be seen, there is a daily variation of 82 vehicle movements on the eastbound Swale Way arm into its roundabout junction with Barge Way during the AM peak hour, which is the period when queuing and delay is predicted.
- 14.70 The Practical Effects of the K3 Proposed Development and the WKN Proposed Development would generate 11 vehicle movements on this arm into the roundabout during this period. In this sensitivity scenario, this would be 13 vehicle movements. These are both significantly within the daily variation currently experienced.
- 14.71 Although the models predict an increase in queuing on this arm with the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, there are some key considerations:
 - There is already queuing and delay predicted during the baseline scenario;
 - The models are not accurate when there is queuing and delay;
 - The increases equate to one additional vehicle movement on average every five and a half minutes; and
 - The increases are significantly within daily variation and thus will not be noticeable to drivers.
- 14.72 Based upon the above, it is considered that the Practical Effects of the K3 Proposed Development and the WKN Proposed Development would not create an impact on the Swale Way / Barge Way roundabout which is unacceptable or severe.
- 14.73 Notwithstanding the above conclusion, given the committed development traffic flows that increase the RFC and queuing in future year baseline scenarios, particularly G-Park, which has had a planning consent since 2004 but is not implemented, an additional assessment has been undertaken.
- 14.74 Variations on the scenarios has been created as follows:
 - 2024 plus K3 consented traffic flows (this is the 2024 baseline scenario but excludes G-Park and excludes the other committed developments to the south in Eurolink Industrial Estate);
 and
 - 2024 plus K3 consented traffic flows plus the Practical Effects of the K3 Proposed Development plus WKN Proposed Development (this is the 2024 baseline plus the Practical Effects of the K3 Proposed Development plus WKN Proposed Development scenario but

excludes G-Park and excludes the other committed developments to the south in Eurolink Industrial Estate).

The performance of the Swale Way / Barge Way roundabout has been assessed in Junctions 9 during the AM peak hour for these two scenarios and a summary of the results is set out in **Table 14.5** alongside the 2017 baseline scenario.

Table 14.5: Summary of Swale Way Arm (Eastbound) Arm AM Peak Hour (Excluding G-Park and the Other Committed Developments to the South in Eurolink Industrial Estate)

	2017 Baseline	2024 + K3 consented	2024 + K3 consented + K3 + WKN
RFC	0.82	0.85	0.86
Queue	4.4	5.3	5.9

- As can be seen, without G-Park and the other committed developments to the south in Eurolink Industrial Estate, the Swale Way arm is predicted to operate satisfactorily with an RFC of 0.85 and an associated queue length of 5.3 vehicles. This is a marginal increase to the RFC and queue over and above the existing conditions (RFC of 0.85 and associated queue length of 4.4 vehicles).
- 14.77 Following the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, the RFC is predicted to increase to 0.86 with an associated queue length of 5.9 vehicles. This is an increase in the RFC of 0.01 and an increase in the queue length of 0.6 vehicles.
- This impact arises from the same change in traffic flows (i.e. the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development) to that within the assessments above (**Table 14.2**). However, although the change in traffic flow is the same, it can be seen that the predicted change in the RFC and queue length are vastly different.
- 14.79 As set out above, in congested environments, the Junctions 9 software can become unreliable and its predicted outputs increase exponentially. These assessments demonstrate this.
- 14.80 If G-Park and the other committed developments to the south in Eurolink Industrial Estate did not come forward in accordance with their consent (it is noted that G-Park has had consent since 2004 but has not come forward), the Swale Way / Barge Way roundabout would operate satisfactorily and the change in queue length on the Swale Way arm created by the Practical Effects of the K3 Proposed Development and the WKN Proposed Development would be only 0.6 vehicles.
- 14.81 Notwithstanding the assessments undertaken earlier in this section, this is the true impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development (change in queue length of 0.6 vehicles). The Junctions 9 software can become unreliable and its predicted outputs increase exponentially, and it is for this reason why larger increases in queue length are predicted in the assessments undertaken earlier in this section.

14.82 Notwithstanding, it is considered that the Practical Effects of the K3 Proposed Development and the WKN Proposed Development would not create an impact on the Swale Way / Barge Way roundabout which is unacceptable or severe.

A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction

- 14.83 The A249 / Grovehurst Road / Swale Way / B2005 Grade Separated dumbbell junction consists of two roundabouts, one being on the north-western side of the A249 and one being on the south-eastern side of the A249, with both being joined by an overbridge of the A249.
- 14.84 For the north-western roundabout, it is the A249 northbound off-slip during the AM and PM peak hours which exceeds its design capacity. All other arms during the AM and PM peak hours are predicted to operate satisfactorily in all scenarios.
- 14.85 For the south-eastern roundabout, it is the westbound Swale Way entry during the AM and PM peak hours and the A249 southbound off-slip during the AM peak hour which exceeds their design capacity. All other arms during the AM and PM peak hours are predicted to operate satisfactorily in all scenarios.

North-Western Roundabout: A249 Northbound Off-Slip

14.86 A summary of the junction performance and traffic flows for this arm during the AM peak hour is set out in **Tables 14.6** and **14.7**.

Table 14.6: Summary of A249 Northbound Off-Slip Arm AM Peak Hour

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	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	K S + VVKN +		
RFC	0.88	1.15	1.20	1.17	1.21	1.15	1.39	1.17	1.41		
Queue	6.5	72.4	94.3	79.4	102.3	7.4	238.6	79.4	254.3		
Circulating Traffic Flow	444	477	520	477	520	477	565	477	565		
Entry Traffic Flow	669	861	904	872	915	861	1108	872	1118		

Table 14.7: Summary of A249 Northbound Off-Slip Arm AM Peak Hour (Sensitivity Scenario)

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	2031 Baseline + K3 + WKN + Cumulative
RFC	0.88	1.15	1.20	1.17	1.22	1.15	1.39	1.17	1.41
Queue	6.5	72.4	94.3	81.4	104.3	72.4	238.6	81.4	256.8
Circulating Traffic Flow	444	477	520	477	520	477	565	477	565
Entry Traffic Flow	669	861	904	874	917	861	1108	874	1121

- Inspection of the results on this arm during the AM peak hour, show that an RFC of 1.15 is predicted in the 2024 and 2031 baseline scenarios with an associated queue length of 72.4 vehicles. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, an RFC of 1.17 is predicted with an associated queue length of 79.4 vehicles. As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially.
- 14.88 To further consider the impact, the traffic flows have been analysed. In the 2024 and 2031 baseline scenarios, the circulatory traffic flow is 477 vehicle movements and the entry traffic flow are 861 vehicle movements. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, the circulatory traffic flow remains at 477 vehicle movements and the entry traffic flow is 872 vehicle movements.
- Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development is to increase the entry flow by 11 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every five and a half minutes.
- In the sensitivity assessment scenario, the entry traffic flow would be 874 vehicle movements. Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development in the sensitivity scenario is to increase the entry flow by 13 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every four and a half minutes.
- 14.91 As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially. This is demonstrated from the above, where small increases in traffic results in disproportionate increases.
- 14.92 Notwithstanding, the above sets out that the traffic flows generated by the Practical Effects of the K3 Proposed Development and the WKN Proposed Development are significantly within the daily variation of traffic flows along Swale Way.
- 14.93 The vast majority of traffic on this entry turn right and form the eastbound vehicle movement along Swale Way.
- 14.94 **Table 14.1** sets out the daily variation during the AM peak hour for eastbound vehicle movements along Swale Way. As can be seen, there is a daily variation of 82 vehicle movements on the eastbound Swale Way movement during the AM peak hour.
- The Practical Effects of the K3 Proposed Development and the WKN Proposed Development would generate 11 vehicle movements during this period. In the sensitivity scenario, this would be 13 vehicle movements. These are both significantly within the daily variation currently experienced.
- 14.96 A summary of the junction performance and traffic flows for this arm during the PM peak hour is set out in **Tables 14.8** and **14.9**.

Table 14.8: Summary of A249 Northbound Off-Slip Arm PM Peak Hour

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	2031 Baseline + K3 + WKN + Cumulative
RFC	1.09	1.24	1.34	1.25	1.36	1.24	1.7	1.25	1.72
Queue	43.4	97.1	153.9	102.9	163.1	97.1	440	102.9	453.1
Circulating Traffic Flow	706	786	807	786	807	786	840	786	840
Entry Traffic Flow	749	825	897	833	904	825	1190	833	1197

Table 14.9: Summary of A249 Northbound Off-Slip Arm PM Peak Hour (Sensitivity Scenario)

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	2031 Baseline + K3 + WKN + Cumulative
RFC	1.09	1.24	1.34	1.27	1.37	1.24	1.70	1.27	1.73
Queue	43.4	97.1	153.9	109.4	168.5	97.1	440	109.4	461.8
Circulating Traffic Flow	706	786	807	786	807	786	840	786	840
Entry Traffic Flow	749	825	897	838	910	825	1190	838	1203

- During the PM peak hour, an RFC of 1.24 is predicted in the 2024 and 2031 baseline scenarios with an associated queue length of 97 vehicles. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, an RFC of 1.25 is predicted with an associated queue length of 102.9 vehicles. As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially.
- 14.98 To further consider the impact, the traffic flows have been analysed. In the 2024 and 2031 baseline scenarios, the circulatory traffic flow is 786 vehicle movements and the entry traffic flow is 825 vehicle movements. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, the circulatory traffic flow remains at 786 vehicle movements and the entry traffic flow is 833 vehicle movements.
- Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development is to increase the entry flow by 8 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every seven and a half minutes.
- 14.100 In the sensitivity assessment scenario, the entry traffic flow would be 838 vehicle movements. Thus, the impact of the K3 Proposed Development and the WKN Proposed Development in the sensitivity scenario is to increase the entry flow by 13 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every four and a half minutes.

- 14.101 As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially. This is demonstrated from the above, where small increases in traffic results in disproportionate increases.
- 14.102 Notwithstanding, the above sets out that the traffic flows generated by the Practical Effects of the K3 Proposed Development and the WKN Proposed Development are significantly within the daily variation of traffic flows along Swale Way.
- 14.103 The vast majority of traffic on this entry turn right and form the eastbound vehicle movement along Swale Way.
- 14.104 Table 14.4 sets out the daily variation during the PM peak hour for eastbound vehicle movements along Swale Way. As can be seen, there is a daily variation of 178 vehicle movements on the eastbound Swale Way movement during the AM peak hour.
- 14.105 The Practical Effects of the K3 Proposed Development and the WKN Proposed Development would generate 8 vehicle movements during this period. In the sensitivity scenario, this would be 13 vehicle movements. These are both significantly within the daily variation currently experienced.

South-Eastern Roundabout: A249 Southbound Off-Slip

14.106 A summary of the junction performance and traffic flows for this arm during the AM peak hour is set out in **Tables 14.10** and **14.11**.

Table 14.10: Summary of A249 Southbound Off-Slip Arm AM Peak Hour

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	2031 Baseline + K3 + WKN + Cumulative
RFC	1.06	1.49	1.49	1.50	1.50	1.49	1.53	1.5	1.54
Queue	23.4	133.6	146.9	138.2	151.3	133.6	186.2	138.2	189.6
Circulating Traffic Flow	1132	1404	1449	1414	1460	1404	1854	1414	1865
Entry Traffic Flow	518	570	593	570	593	570	620	570	620

Table 14.11: Summary of A249 Southbound Off-Slip Arm AM Peak Hour (Sensitivity Scenario)

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	K3 + WKN +
RFC	1.06	1.49	1.49	1.5	1.5	1.49	1.53	1.50	1.54
Queue	23.4	133.6	146.9	138.2	151.0	133.6	186.2	138.2	189.4
Circulating Traffic Flow	1132	1404	1449	1417	1462	1404	1854	1417	1867
Entry Traffic Flow	518	570	593	570	593	570	620	570	620

- 14.107 Inspection of the results on this arm during the AM peak hour, show that an RFC of 1.49 is predicted in the 2024 and 2031 baseline scenarios with an associated queue length of 133.6 vehicles. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, an RFC of 1.50 is predicted with an associated queue length of 138.2 vehicles. As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially.
- 14.108 To further consider the impact, the traffic flows have been analysed. In the 2024 and 2031 baseline scenarios, the circulatory traffic flow is 1,404 vehicle movements and the entry traffic flow is 570 vehicle movements. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, the circulatory traffic flow is 1,414 vehicle movements and the entry traffic flow remains at 570 vehicle movements.
- 14.109 Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development is to increase the circulatory flow by 10 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every six minutes.
- 14.110 In the sensitivity assessment scenario, the circulatory traffic flow would be 1,417 vehicle movements. Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development in the sensitivity scenario is to increase the entry flow by 13 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every four and a half minutes.
- 14.111 As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially. This is demonstrated from the above, where small increases in traffic results in disproportionate increases.
- 14.112 Notwithstanding, the above sets out that the traffic flows generated by the Practical Effects of the K3 Proposed Development and the WKN Proposed Development are significantly within the daily variation of traffic flows along Swale Way.
- 14.113 The vast majority of traffic on this circulatory movement is the eastbound vehicle movement along Swale Way.
- 14.114 **Table 14.2** sets out the daily variation during the AM peak hour for eastbound vehicle movements along Swale Way. As can be seen, there is a daily variation of 82 vehicle movements on the eastbound Swale Way movement during the AM peak hour.
- 14.115 The Practical Effects of the K3 Proposed Development and the WKN Proposed Development would generate 10 vehicle movements during this period. In the sensitivity scenario, this would be 13 vehicle movements. These are both significantly within the daily variation currently experienced.

South-Eastern Roundabout: Westbound Swale Way

14.116 A summary of the junction performance and traffic flows for this arm during the AM peak hour is set out in **Tables 14.12** and **14.13**.

Table 14.12: Summary of Westbound Swale Way AM Peak Hour

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	K 4 + WKN +
RFC	0.98	1.20	1.26	1.24	1.29	1.2	1.55	1.24	1.58
Queue	14.6	76.2	98.7	91	114.6	76.2	246.8	91	265.6
Circulating Traffic Flow	517	517	586	517	586	517	889	517	889
Entry Traffic Flow	544	688	690	701	703	688	766	701	779

Table 14.13: Summary of Westbound Swale Way AM Peak Hour (Sensitivity Scenario)

	2017 Baseline	2024 Baseline	2024 Baseline + Cumulative	2024 Baseline + K3 + WKN	2024 Baseline + K3 + WKN + Cumulative	2031 Baseline	2031 Baseline + Cumulative	2031 Baseline + K3 + WKN	2031 Baseline + K3 + WKN + Cumulative
RFC	0.98	1.20	1.26	1.23	1.29	1.2	1.55	1.23	1.58
Queue	14.6	76.2	98.7	89.3	115.3	76.2	246.8	89.3	263.4
Circulating Traffic Flow	517	517	586	517	586	517	889	517	889
Entry Traffic Flow	544	688	690	701	703	688	766	701	779

- 14.117 Inspection of the results on this arm during the AM peak hour, show that an RFC of 1.20 is predicted in the 2024 and 2031 baseline scenarios with an associated queue length of 76.2 vehicles. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, an RFC of 1.24 is predicted with an associated queue length of 91 vehicles. As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially.
- 14.118 To further consider the impact, the traffic flows have been analysed. In the 2024 and 2031 baseline scenarios, the circulatory traffic flow is 517 vehicle movements and the entry traffic flow is 688 vehicle movements. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, the circulatory traffic flow remains at 517 vehicle movements and the entry traffic flow is 701 vehicle movements.
- 14.119 Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development is to increase the entry flow by 13 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every four and a half minutes.
- 14.120 In the sensitivity assessment scenario, the entry traffic flow would be 701 vehicle movements. Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development in the sensitivity scenario is to increase the entry flow by 13 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every four and a half minutes.

- 14.121 As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially. This is demonstrated from the above, where small increases in traffic results in disproportionate increases.
- 14.122 Notwithstanding, the above sets out that the traffic flows generated by the Practical Effects of the K3 Proposed Development and the WKN Proposed Development are significantly within the daily variation of traffic flows along Swale Way.
- 14.123 **Table 14.1** sets out the daily variation during the AM peak hour for two-way movements along Swale Way with **Table 14.2** setting out eastbound vehicle movements. The same can be calculated for westbound vehicle movements, which is this entry arm under consideration. This is set out in Table **14.14**.

Table 14.14: Summary of Daily Variation Along Swale Way (Westbound Vehicle Movements)

	Mon	Tue	Wed	Thu	Fri	Average	Min.	Max.	Min. to Average	Average to Max.	Daily Variation
07:30-08:30 AM Peak Hour (all weekdays)	1146	1198	1174	1188	1061	1153	1061	1198	92	45	137
16:30-17:30 PM Peak Hour (all weekdays)	501	683	666	594	653	619	501	683	118	64	182
16:30-17:30 PM Peak Hour (Excl Mon)	1	683	666	594	653	649	594	683	55	34	89

- 14.124 As can be seen, there is a daily variation of 137 vehicle movements on the westbound Swale Way arm into its roundabout junction with the A249 during the AM peak hour.
- 14.125 The Practical Effects of the K3 Proposed Development and the WKN Proposed Development would generate 13 vehicle movements during this period. This is significantly within the daily variation currently experienced.
- During the PM peak hour, an RFC of 2.24 is predicted in the 2024 and 2031 baseline scenarios with an associated queue length of 764.7 vehicles. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, an RFC of 2.28 is predicted with an associated queue length of 799 vehicles. As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially.
- 14.127 To further consider the impact, the traffic flows have been analysed. In the 2024 and 2031 baseline scenarios, the circulatory traffic flow is 608 vehicle movements and the entry traffic flow is 1,276 vehicle movements. With the addition of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, the circulatory traffic flow remains at 608 vehicle movements and the entry traffic flow is 1,298 vehicle movements.
- 14.128 Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development is to increase the entry flow by 22 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every three minutes.

- 14.129 In the sensitivity assessment scenario, the entry traffic flow would be 1,300 vehicle movements. Thus, the impact of the Practical Effects of the K3 Proposed Development and the WKN Proposed Development in the sensitivity scenario is to increase the entry flow by 23 vehicle movements over a one-hour period. This equates to one additional vehicle movement on average every three minutes.
- 14.130 As above, in congested environments, the software can become unreliable and its predicted outputs increase exponentially. This is demonstrated from the above, where small increases in traffic results in disproportionate increases.
- 14.131 Notwithstanding, the above sets out that the traffic flows generated by the Practical Effects of the K3 Proposed Development and the WKN Proposed Development are significantly within the daily variation of traffic flows along Swale Way.
- 14.132 The vast majority of traffic on this entry turn right and form the eastbound vehicle movement along Swale Way.
- 14.133 **Table 14.14** sets out the daily variation during the PM peak hour for westbound vehicle movements along Swale Way. As can be seen, there is a daily variation of 89 vehicle movements on the eastbound Swale Way movement during the AM peak hour.
- 14.134 The Practical Effects of the K3 Proposed Development and the WKN Proposed Development would generate 22 vehicle movements during this period. In the sensitivity scenario, this would be 23 vehicle movements. These are both significantly within the daily variation currently experienced.

A249 / Grovehurst Road / Swale Way / B2005 Grade Separated Dumbbell Junction - Summary

- 14.135 Although the models predict an increase in queuing on the A249 northbound off-slip during the AM and PM peak hours, the westbound Swale Way entry during the AM and PM peak hours and the A249 southbound off-slip during the AM peak hour with the Practical Effects of the K3 Proposed Development and the WKN Proposed Development, there are some key considerations:
 - There is already queuing and delay predicted during the baseline scenario;
 - The models are not accurate when there is queuing and delay;
 - The increases equate to one additional vehicle movement on average every three to seven and a half minutes; and
 - The increases are significantly within daily variation and thus will not be noticeable to drivers.
- 14.136 Based upon the above, it is considered that the Practical Effects of the K3 Proposed Development and the WKN Proposed Development would not create an impact on the A249 / Grovehurst Road / Swale Way / B2005 dumbbell junction which is unacceptable or severe.

15 SUMMARY AND CONCLUSIONS

- This Transport Assessment has been prepared by RPS as part of an Environmental Impact Assessment to inform a DCO application. A Draft Travel Plan and a Draft Construction Traffic Management Plan have also been prepared to support the application and form Appendices 4.3 and 4.4 of the Environmental Statement respectively.
- The applicant is submitting an application for a Development Consent Order (DCO) for an energy from waste facility (K3) and for a new waste-to-energy facility (WKN).
- K3 was consented with a generating capacity of 49.9MW in 2012 and is expected to be fully operational in late 2019. The applicant has identified that K3 will be capable of generating an additional 25.1MW of electricity. This Transport Assessment has assessed the traffic and transport impact of the K3 Proposed Development (75MW), the Practical Effects of the K3 Development (the additional 25.1MW and associated additional annual throughput of 107,000 tonnes of waste) and the WKN Proposed Development (42MW).
- 15.4 It is proposed to gain HGV access to the K3 Proposed Development and the WKN Proposed Development from the existing northern access that connects with Barge Way.
- The route between the site and the A249 includes Swale Way and Barge Way. These recently constructed high quality distributor roads have been designed to carry mixed industrial traffic and are provided with off-road shared pedestrian/cycle paths to link to the surrounding residential areas.
- 15.6 It is estimated that the K3 Proposed Development will generate 416 daily HGV movements of which 348 daily movements are already permitted under the K3 consented scheme.
- 15.7 The practical effect of the K3 Proposed Development is estimated to generate 68 daily HGV movements.
- During construction of the WKN Proposed Development, it is estimated there will be a peak of up to 482 staff on site during the early groundworks and foundation works period. It is estimated that the construction of the WKN Proposed Development will generate a maximum of 45 HGV deliveries per day (maximum 90 movements per day). It is estimated that the construction of the WKN Proposed Development will take approximately 40 months with commencement in 2021, commissioning and then becoming operational in 2024.
- When operational it is estimated that the WKN Proposed Development will generate 250 daily HGV movements and 74 daily staff vehicle movements.
- 15.10 An assessment against the future baseline position indicates the generated traffic will lead to increases in daily vehicle movements that will be significantly less than the daily variation in traffic flows.
- 15.11 Kent County Council stated, in response to the Draft Environmental Statement submitted for the Kemsley Paper Mill (K4) CHP Plant DCO application, with reference to HGV movements:

"the principle of up to eight movements in a peak hour is unlikely to have a significant impact."

15.12 The Transport Assessment, that submitted in support of the North West Sittingbourne development (Planning Ref: 18/502190/EIHYB) states:

"SW/10/0444 Kemsley Paper Mill – A review of the 2010 ES shows only a modest level of traffic generation from the proposed Kemsley Mill development during the morning and evening peak hours. It has been considered reasonable to assume that the background traffic growth factors make an allowance for this."

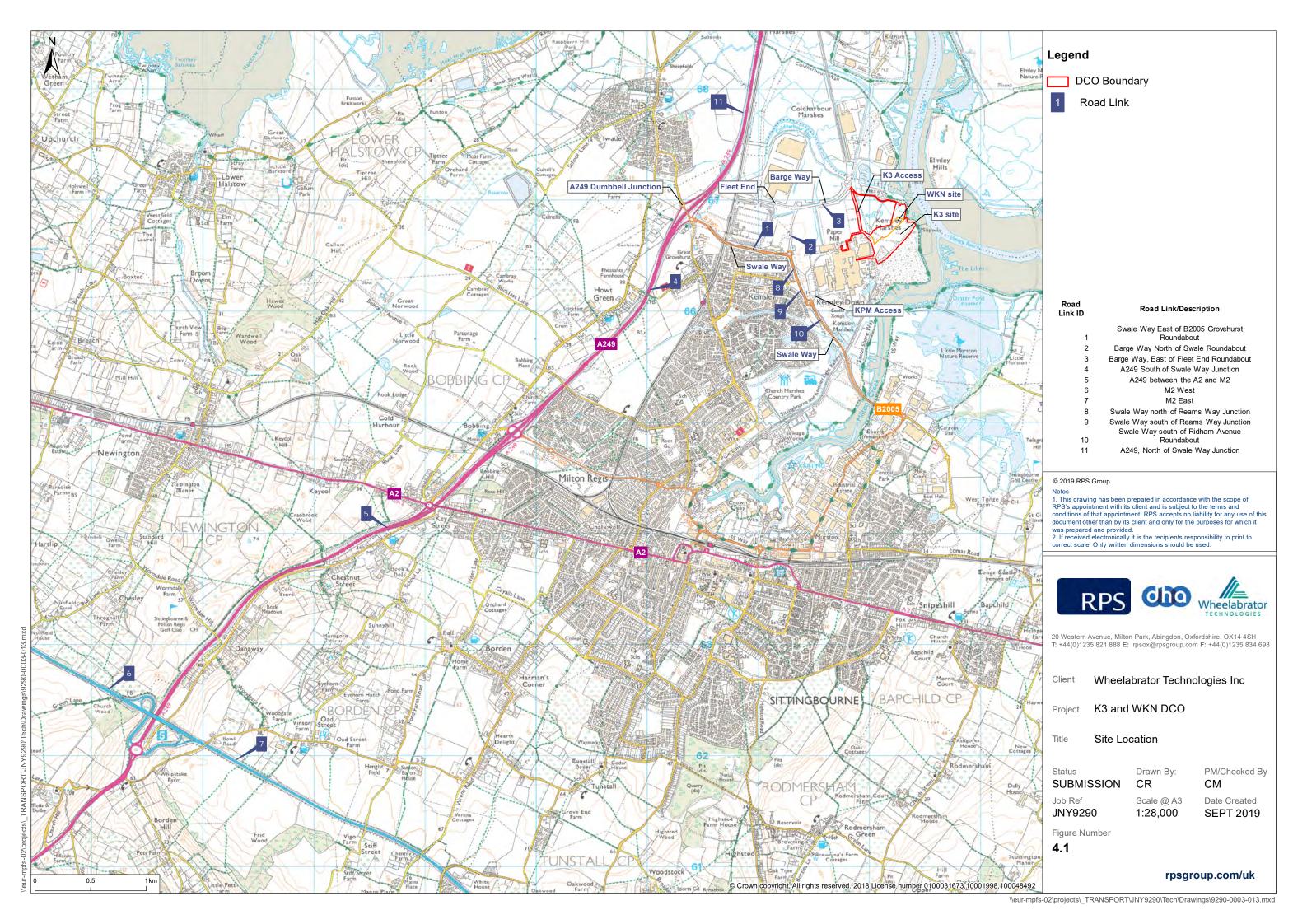
- 15.13 This statement appears to have been accepted by Kent County Council and Highways England as a reasonable assumption as it appears in both the original and the amended Transport assessments. The 2010 K3 application showed a generation of 258 HGV daily two-way HGV movements and 46 daily two-way staff movements of which 22 HGV and 6 staff movements passed through the Grovehurst junction in both the AM and the PM peak hours.
- 15.14 Form the analysis of the traffic volumes and impact, it is considered that the K3 Proposed Development and / or the WKN Proposed Development would not result in an unacceptable or a severe impact upon the operation of the transport network.

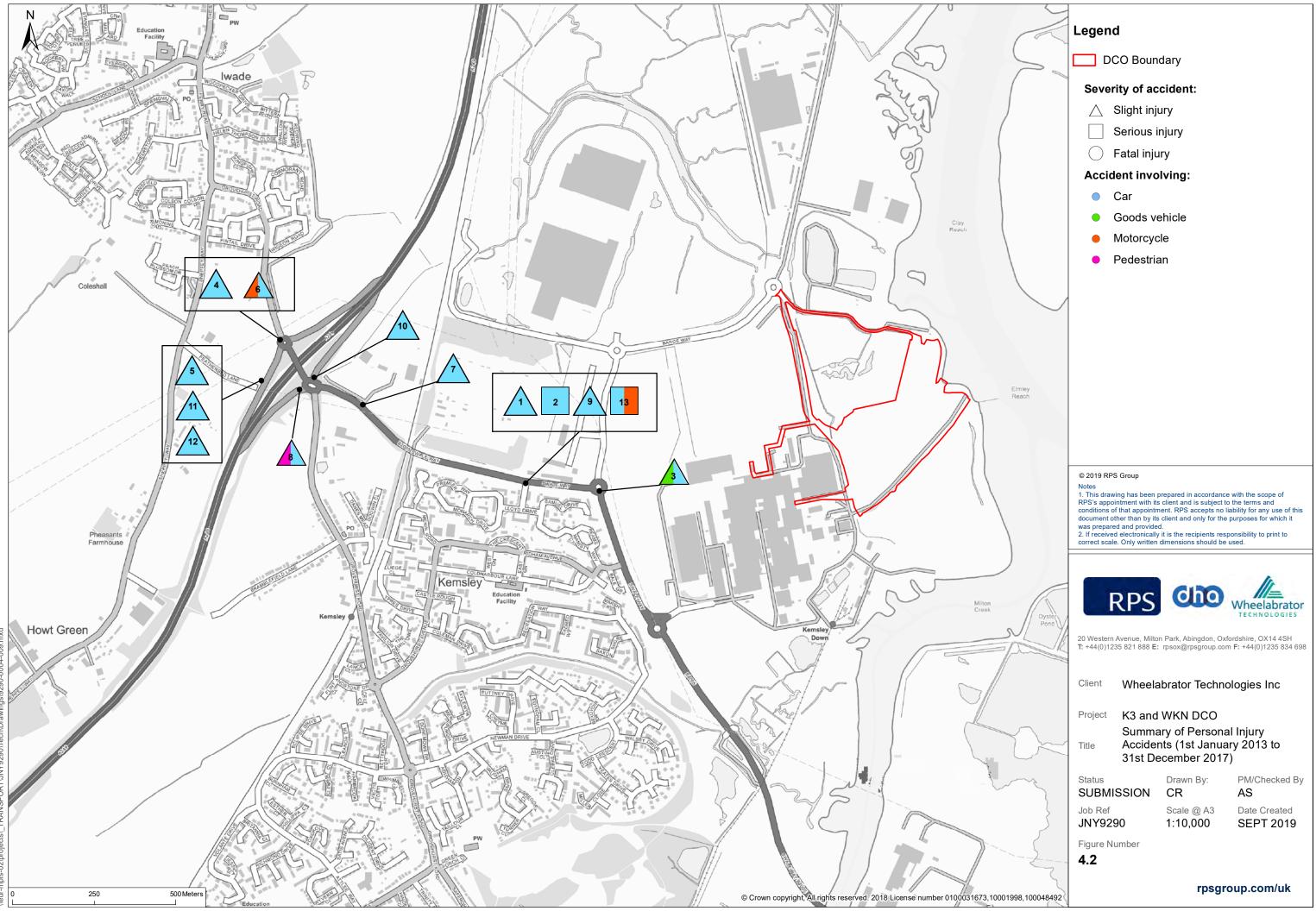
FIGURES

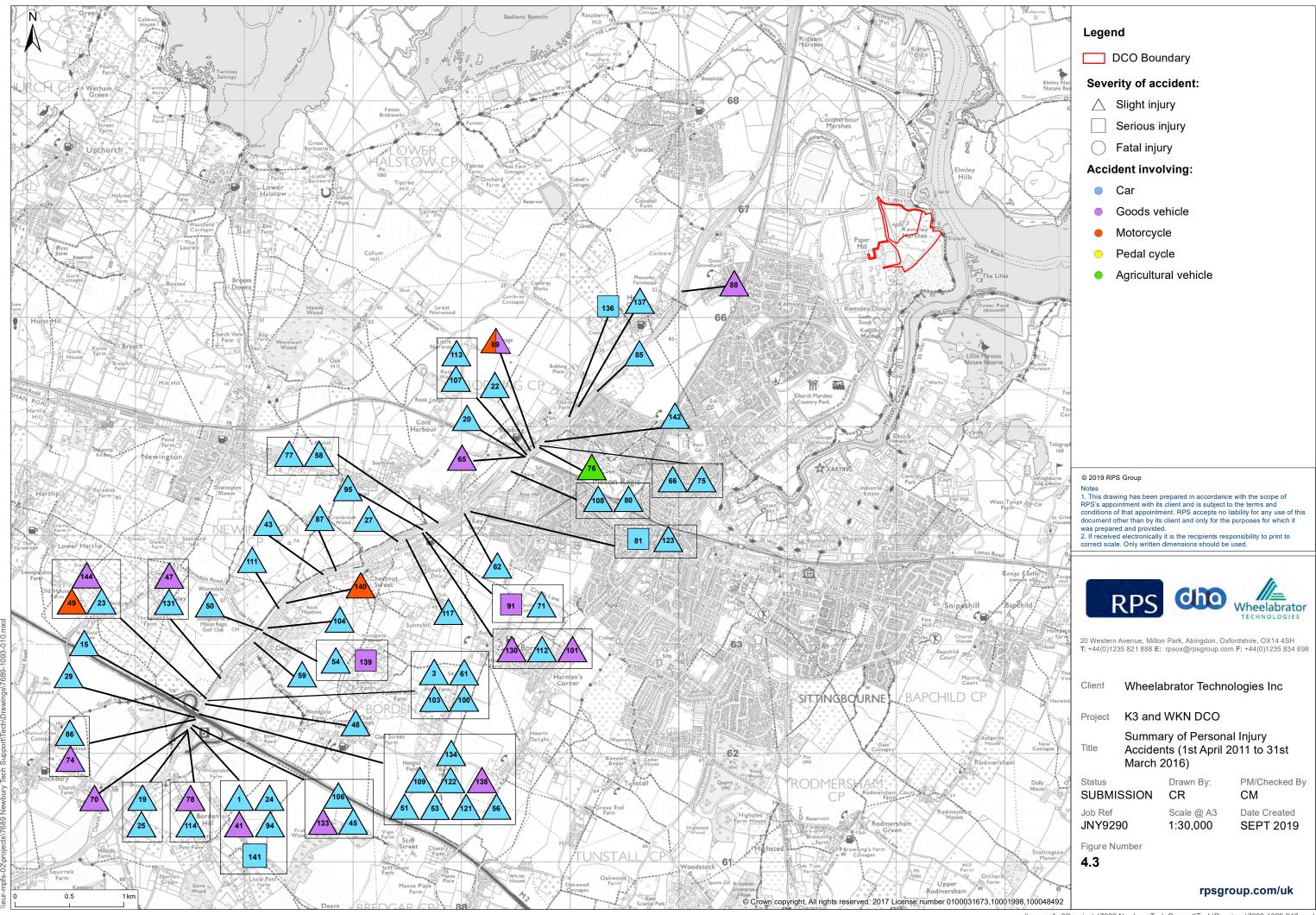
Figure 1 Site Location Plan

Figure 2 Local Highway PIA Plan

Figure 3 Strategic Network PIA Plan







APPENDICES

APPENDIX A: RAW TRAFFIC SURVEY DATA

Site Name A249/8646B A249/8646B	Report Date 01/06/2017 00:00 01/06/2017 00:00	Time Period Ending 00:14:00 00:29:00	Time Interval	0 - 520 cm 0 29 1 21	521 - 660 cm	661 - 1160 cm		- 10 mph 11	- 15 mph 16	- 20 mph	21 - 25 mph	26 - 30 mph	31 - 35 mph	36 - 40 mph	41 - 45 mph	46 - 50 mph	51 - 55 mph 5	56 - 60 mph 6	1 - 70 mph 71	1 - 80 mph 80+ mpi	h Avgmph To 32 33	tal Volume 46 32
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	00:29:00 00:44:00 00:59:00		2 19			15														34 34	39 29
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	01:14:00 01:29:00		4 26 5 26		1 1	11 10														30 31	40 41
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	01:44:00 01:59:00																			30 31	40 41
A249/8646A A249/8646A	01/06/2017 00:00	02:14:00 02:29:00 02:44:00	8 9	9 19		. 2	. 5														31 30	29 29
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	02:59:00 03:14:00	11	1 22		. 2	14 8 7														29 31 32	37 34 29
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	03:29:00 03:44:00	13	3 25			10 16														31 29	40
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	03:59:00 04:14:00	15 16	5 21			19														30 31	50 52 33
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	04:29:00 04:44:00 04:59:00	18	B 35			14 18 18														32 31	63 58 92
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	05:14:00 05:29:00	19 20 21	0 63	1	. 6	18 19 14														32 31 31	91 119
A249/8646A A249/8646A	01/06/2017 00:00	05:44:00 05:59:00	22	2 125	14																31 32	163 155
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	06:14:00 06:29:00	25	5 159	1	18															32 32	163 215
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	06:44:00 06:59:00 07:14:00	21	7 333	24 34 31	26	50														31 31	349 443 456
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	07:14:00 07:29:00 07:44:00	25 25 30	9 440	4:	36	28														31 31 31	545 556
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	07:59:00 08:14:00	33	1 443	35	41	40														30 30	563 511
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	08:29:00 08:44:00	33 34	4 386	31	9 32	38														31 31	472 488
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	08:59:00 09:14:00 09:29:00	35 36 37	5 275	3: 2: 2:	36	43														31 30 31	469 381 355
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	09:44:00 09:59:00	38	B 268	2:	33	40														30 30	364 356
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	10:14:00 10:29:00	40	0 300 1 282	31	27	38														30 30	414 381
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	10:44:00 10:59:00	43	3 337	21	26	44														30 30	420 440
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	11:14:00 11:29:00 11:44:00	44 45 46	5 308	31 21 3:	32	37														30 30 30	416 405 450
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	11:59:00 12:14:00	41	7 356	35	46	38														30 30	479 457
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	12:29:00 12:44:00	45 50	328	3:	34	39														30 30	463 436
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	12:59:00 13:14:00	51	2 357	33	35	40														30 30	445 464 448
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	13:29:00 13:44:00 13:59:00	53 54 55	4 396	25 34 31	31	. 36														31 30 31	497 497
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	14:14:00 14:29:00		5 381	41	41	. 54														30 30	516 522
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	14:44:00 14:59:00	58 58	8 418 9 405	3i 43	36	40 38														30 30	530 519
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	15:14:00 15:29:00 15:44:00	60 63	1 473	43 31 43	32	42														30 30 31	588 585 606
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	15:59:00 16:14:00	65	3 499	56 55	31	. 37														31 31	617 672
A249/8646A A249/8646A	01/06/2017 00:00	16:29:00 16:44:00	65	5 654 6 677	35 47	24	32														31 31	749 779
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	16:59:00 17:14:00	66	B 665	40	. 17	34														31 30	784 758
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	17:29:00 17:44:00 17:59:00	65 70 71	706	34 34	14	31														31 31 31	752 785 787
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	18:14:00 18:29:00	72	2 654	31	18	30														31 32	740 692
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	18:44:00 18:59:00	74	4 523	14	11															32 32	574 529
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	19:14:00 19:29:00	76	7 365	1	, ,	23 19														33 33	438 408
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	19:44:00 19:59:00 20:14:00	75 75 80	9 304	16	7	23														33 32 33	353 343 295
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A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	21:59:00 22:14:00 22:29:00	81 81 81	8 148		3	21 15 8														30 32 33	235 170 177
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	22:44:00 22:59:00	90	0 133			10														32 32	151 121
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	23:14:00 23:29:00	93	3 101			14 12														31 31	119 116
A249/8646A A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00 02/06/2017 00:00	23:44:00 23:59:00 00:14:00	94 95 (5 60		3	15 10 9														31 30 32	100 77 61
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	00:14:00 00:29:00 00:44:00	:	1 52		8	16														30 30	79 66
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A249/8646A A249/8646A A249/8646A		02:14:00 02:29:00	8	8 27			11 7 16														31 29	33 41 42
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	02:44:00 02:59:00	10	0 16 1 17		. 4	10														29 29	34 39
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	03:14:00 03:29:00 03:44:00	11	3 27			7														30 30	37 40
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	03:59:00 04:14:00	14 15 16	5 21																	32 30 29	55 40 37
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	04:29:00 04:44:00	17	7 39 8 54		3	12 12														31 32	57 75
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	04:59:00 05:14:00	19	0 64			14														33 31	70 91
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	05:29:00 05:44:00 05:59:00	21 22 23	1 90 2 124 3 108	16	7	26 23 26														31 32 32	126 163 158
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A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	06:44:00 06:59:00 07:14:00	20	7 312	3:	. 15	35														31 32	368 393
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	07:14:00 07:29:00 07:44:00	25 25 20	9 415	45 33 35	31	. 38														32 31 31	438 521 564
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	07:59:00 08:14:00	30 31 32	2 360	41	27	28 45														31 31	487 481
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	08:29:00 08:44:00 08:59:00	33 34	3 408 4 355	33	28	34														31 31	506 447
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	09:14:00 09:29:00	35 36 37	5 247	35 25 34	50	36														30 30 30	433 358 354
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	09:44:00 09:59:00	38 39	8 276 9 273	31	29	25														31 31	360 370
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	10:14:00 10:29:00	40	0 269 1 222	25	25	41														30 30	368 318
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	10:44:00 10:59:00 11:14:00	43 43	3 283	21 31 21	28	45														31 30 31	403 391 386
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	11:29:00 11:44:00	45	5 312	29	25	44														30 30	410 433
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	11:59:00 12:14:00	41	7 356 8 348	3; 2;	9 37	24														31 30	449 441
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	12:29:00 12:44:00	45	362	31 21	30	33														31 31	474 453
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	12:59:00 13:14:00 13:29:00	51 52 53	2 385	21 31 34	37	44														31 30 30	440 501 550
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	13:44:00 13:59:00	54 55	4 408 5 428	4:	26	43 48														30 30	518 542
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A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	16:29:00 16:44:00	65	5 654 6 590	52 50	! 34) 23	34														31 31	774 695
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	16:59:00 17:14:00 17:29:00	65 66	8 646	25 31 21	15	36														31 31 31	752 734 786
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	17:44:00 17:59:00	70	0 668 1 625	2!	14 12	21 21														32 32	728 693
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	18:14:00 18:29:00	72	2 568 3 572	32	! 8 ! 15	23														32 32	631 646
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	18:44:00 18:59:00 19:14:00	74 75 76	5 481	20 11	11	. 18														32 32	580 525 430
A249/8646A A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	19:14:00 19:29:00 19:44:00	76 73 78	7 383	11																33 32 33	430 430 363
A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	19:59:00 20:14:00	75 80	9 339 0 303	14	1 3 1 6	17														33 32	373 329
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A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	20:59:00 21:14:00	83 84	213 209	5 6	4 11 2 12	32 32	233 229
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A249/8646A A249/8646A	02/06/2017 00:00 02/06/2017 00:00	23:44:00 23:59:00	94 95	129 114	5 3	3 13 2 16	30 30	150 135
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	00:14:00 00:29:00	0	82 56	4 2	2 9	31 31	97 66
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A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	04:44:00 04:59:00	19	24 27	3	5 9	33 32	35 44 60
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A249/8646A A249/8646A	03/06/2017 00:00	06:44:00 06:59:00	26 27	126 123	10 11	8 19 5 19	32 32	163 158
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	07:14:00 07:29:00	28 29	96 110	6 12	12 22 7 16	32 32	136 145
A249/8646A A249/8646A	03/06/2017 00:00	07:44:00 07:59:00	30 31	156 190	20 16	11 21 16 15	31	208 237
A249/8646A	03/06/2017 00:00	08:14:00	32	182	19	12 18	32	231
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	08:29:00 08:44:00	33 34	214 203	9 15	8 21 14 15	33 32	252 247
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	08:59:00 09:14:00	35 36	206 209	18 16	7 16 11 19	32 32	247 255
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	09:29:00 09:44:00	37 38	254 245	25 14	8 27 11 26	32 31	314 296
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	09:59:00 10:14:00	39 40	289 242	18 22	14 25 13 23	32 32	346 300
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	10:29:00 10:44:00	41 42	315 304	19 12	9 8 13 13	32 32	351 342
A249/8646A A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00 03/06/2017 00:00	10:59:00	42 43 44	363 343	19	6 17	32	405
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A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	12:14:00 12:29:00	48 49	388 449	20 14	16 9 10 17	32 31	433 490
A249/8646A A249/8646A	03/06/2017 00:00	12:44:00 12:59:00	50 51	431 417	16 26	14 16 10 15	31 32	477 468
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	13:14:00 13:29:00	52 53	405 450	12 14	7 12 15 12	32 32	436 491
A249/8646A A249/8646A	03/06/2017 00:00	13:44:00 13:59:00	54 55	459 450	17	13 7 10 12	31 32	496 481
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A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	14:59:00 15:14:00	59 60	424 366	17 17	10 8 7 17	32 32	459 407
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	15:29:00 15:44:00	61 62	411 437	11 24	2 17 8 13	32 33	441 482
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	15:59:00 16:14:00	63 64	409 435	24 11 11	3 9 9 13	32 32	482 432 468
A249/8646A A249/8646A	03/06/2017 00:00	16:29:00 16:44:00	65 66	461 435	16 12	5 11 6 9	32 33	493 462
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A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	17:44:00 17:59:00	70 71	460 435	13 9	3 7 5 8	33 33	483 457
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	18:14:00 18:29:00	72 73	373 381	7 16	4 10 2 15	33 32	394 414
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	18:44:00 18:59:00	74 75	359 327	11 4	1 5 3 11	33 33	376 345
A249/8646A A249/8646A	03/06/2017 00:00	19:14:00 19:29:00	76 77	319 287	7	6 9	33	341 304
A249/8646A	03/06/2017 00:00	19:44:00	78	276	7	3 9 4 13	33	295
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	19:59:00 20:14:00	79 80	241 238	9	4 11	33	266 262
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	20:29:00 20:44:00	81 82	215 186	6	3 8 2 15	33 32	235 209
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	20:59:00 21:14:00	83 84	193 160	6 3	0 8	34 34	207 167
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	21:29:00 21:44:00	85 86	162 157	6 5	1 7 7 2 7	32 32	176 171
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	21:59:00 22:14:00	87 88	153 143	3 2	1 8 3 12	33 32	165 160
A249/8646A A249/8646A	03/06/2017 00:00	22:29:00 22:44:00	89 90	177 180	0	0 8	32 32	185 193
A249/8646A A249/8646A		22:59:00 23:14:00	91	136	3	2 4	33	145 200
A249/8646A	03/06/2017 00:00	23:29:00	92 93	183 127	2	1 12 2 3	32	134
A249/8646A A249/8646A	03/06/2017 00:00 03/06/2017 00:00	23:44:00 23:59:00	94 95	134 108	2	1 5 2 5	32 33	143 117
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	00:14:00 00:29:00	0	119 93	2	1 3	33 32	125 99
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	00:44:00 00:59:00	2	69 58	4	2 9 0 5	31 31	84 64
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	01:14:00 01:29:00	4 5	68 57	4	0 5	32 32	77 67
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	01:44:00 01:59:00	6 7	50 46	4 2	0 4 2 3	31 32	58 53
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	02:14:00 02:29:00	8	37	3	1 5	32	46
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	02:44:00 02:59:00	10 11	42 28 29	1	3 1	34 32 33	45 33 34
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	03:14:00 03:29:00	12	18 16	3	2 5	32 29	28 22
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	03:44:00 03:59:00	14 15	19 25	0	0 5	32 31	24 31
A249/8646A A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	03:59:00 04:14:00 04:29:00	15 16 17	25 20 15	2	0 7	31 31 32	31 29 23
A249/8646A	04/06/2017 00:00	04:44:00	18	23	1	1 4	32	29
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	04:59:00 05:14:00	19 20	26 26	0	1 6	32 33	33 34
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	05:29:00 05:44:00	21 22	39 34	4	2 6	31	51 42
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	05:59:00 06:14:00	23 24	54 54	5 9	2 7 0 7	33 32	68 70
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	06:29:00 06:44:00	25 26	56 96	3 2	4 6 1 5	33 34	69 104
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	06:59:00 07:14:00	27 28	101 68	10	2 9 1 9	34 33	122 81
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	07:29:00 07:44:00	29 30	76 113	5	3 6	33 34	90 126
A249/8646A	04/06/2017 00:00	07:59:00	31	107	5	5 5	34	122
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	08:14:00 08:29:00 08:44:00	32 33 34	153 141	8 7 13	9 5 5 14	32 32	175 167
A249/8646A A249/8646A	04/06/2017 00:00	08:59:00	35	150 148	3	6 5 5 7	32 32	174 163
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	09:14:00 09:29:00	36 37	145 165	12 5	3 5 3 12	33 32	165 185
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	09:44:00 09:59:00	38 39	241 241	7 8	4 14 2 7	32 33	266 258
A249/8646A A249/8646A	04/06/2017 00:00	10:14:00 10:29:00	40 41	223 264	10 10	5 6 2 7	33	244 283
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	10:44:00 10:59:00	42 43	272 279	8 7	4 6 3 13	33 32	290 302
A249/8646A A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	11:14:00 11:29:00	44 45	268 327	11 12	3 13 3 12 5 5	32 32 33	294 349
A249/8646A	04/06/2017 00:00	11:44:00	46	344	9	4 14	32	371
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	11:59:00 12:14:00	47 48	363 363	10 5	3 12 6 8	33 32	388 382
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	12:29:00 12:44:00	49 50	352 399	6 10	4 14 10 5	32 32	376 424
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	12:59:00 13:14:00	51 52	388 375	7	7 12 3 10	32	414
A249/8646A	04/06/2017 00:00	13:29:00	53 54	349 363	5 16	7 7 8 3	32 32	394 368 390
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	13:44:00 13:59:00	55	375	8	o 3 2 9	32	390 394
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A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	14:44:00 14:59:00	58 59	376 373	15 11	8 8 6 11	32 32	407 401
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	15:14:00 15:29:00	60 61	331 364	10 5	7 16 6 8	32 33	364 383
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	15:44:00 15:59:00	62	335 364	15 11	8 5	33 33	363 390
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	16:14:00 16:29:00	64 65	395 374	7	6 12 6 13	32 31	420 401
A249/8646A A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	16:29:00 16:44:00 16:59:00	65 66 67	374 391 351	9	9 7	31 32 34	401 416 366
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	16:59:00 17:14:00	67 68	351 374	5 10	8 2 2 8	34 33	366 394

A249/8646A A249/8646A	04/06/2017 00:00	17:29:00 17:44:00	69 70	351 368	12 10	3	7	33 33	373 396
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	17:59:00 18:14:00	71 72	329 302	12 10	3	10	33 33	354 325
A249/8646A A249/8646A	04/06/2017 00:00	18:29:00 18:44:00	73 74	295 283	8 7	1	10 13	33 33	314 306
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	18:59:00 19:14:00	75 76	227 235	8	5	6	34 33	246 255
A249/8646A A249/8646A	04/06/2017 00:00	19:29:00 19:44:00	77 78	251 215	6	1	4	34 34	262 231
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	19:59:00 20:14:00	79 80	216 200	7	6	6	33	235 216
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	20:29:00 20:44:00	81 82	220 180	2	2	7 8	33 34	231 199
A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00	20:59:00 21:14:00	83	151	5	4	6	33	166 153
A249/8646A	04/06/2017 00:00	21:14:00 21:29:00 21:44:00	84 85	133 138	3	4	10 10	33 33	155
A249/8646A A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	21:59:00 22:14:00	86 87 88	132 110 100	4	2	12	33 32 34	139 128 108
A249/8646A	04/06/2017 00:00	22:14:00 22:29:00 22:44:00	89	102	3	5	6	32	116
A249/8646A A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	22:59:00 23:14:00	90 91	99 72 68	1	0	2	32 33 32	111 75 79
A249/8646A A249/8646A A249/8646A	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	23:14:00 23:29:00 23:44:00	92 93 94	75 48	3	2 2	7	32 32 33	87 58
A249/8646A A249/8646A	04/06/2017 00:00	23:59:00	95 0	43 31	3	0	4	31	50 42
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	00:14:00 00:29:00 00:44:00	1 2	31	2	1	4	30	42 38 38
A249/8646A	05/06/2017 00:00 05/06/2017 00:00	00:59:00	3	31 22	1	1	4	32 30	28
A249/8646A A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	01:14:00 01:29:00 01:44:00	4 5	22 20 20	1	4	3	30 32 31	28 28 28
A249/8646A	05/06/2017 00:00	01:59:00	7	15	6	0	1	32	22
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	02:14:00 02:29:00	9	11 10	1	1	4	30 29	17 16
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	02:44:00 02:59:00	10 11	19 15	2	0	5	31 30	23 23
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	03:14:00 03:29:00	12 13	16 17	3	0	6 3	31 31	26 23
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A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	04:14:00 04:29:00	16 17	35 46	1 3	2 2	10 5	31 33	48 56
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	04:44:00 04:59:00	18 19	44 53	5 4	4 8	15 13	30 32	68 78
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	05:14:00 05:29:00	20 21	53 101	7 5	4 5	7 12	32 32	71 123
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	05:44:00 05:59:00	22 23	134 126	8 11	6	16 11	32 33	164 151
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	06:14:00 06:29:00	24 25	129 164	9 23	12 11	17 27	32 32	167 225
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	06:44:00 06:59:00	26 27	286 338	25 30	16 28	35 29	32 31	362 425
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	07:14:00 07:29:00	28 29	421 505	31 50	21 19	35 37	31	508 611
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A249/8646A A249/8646A A249/8646A	05/06/2017 00:00	08:29:00 08:44:00 08:59:00	34 35	447 391	38 36	29 25	30 33	31 31	483 544 485
A249/8646A	05/06/2017 00:00	09:14:00	36	272	27	32	20	31	351
A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	09:29:00 09:44:00	37 38	262 283	28 27	35 33	28 42	31 30	353 385
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A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	11:59:00 12:14:00	47 48	254 265	31 31	27 28	37 34	30 30	349 358
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A249/8646A A249/8646A	05/06/2017 00:00 05/06/2017 00:00	13:29:00 13:44:00	53 54	312 322	20 39	28 35	38 51	31 30	398 447
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A249/8646A	05/06/2017 00:00	16:29:00	65	591	38	26	43	31	698
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A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00 06/06/2017 00:00	09:14:00 09:29:00	36 37	433 311 298	30 30	36 28	23 32	30 30	400 388
A249/8646A A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00 06/06/2017 00:00	09:29:00 09:44:00 09:59:00	38	275	37	37	31	30	388 380 361
A249/8646A	06/06/2017 00:00	10:14:00	39 40	278 253	32 45	19 34	32 41	30 30	361 373 366
A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00	10:29:00 10:44:00	41 42	251 225	32 33	35 34	48 44	29 30	336
A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00	10:59:00 11:14:00	43 44	251 234	29 33	44 26	36 37	30 30	360 330
A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00	11:29:00 11:44:00	45 46	222 260	31 27	29 34	39 35	30 30	321 356
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A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00	12:29:00 12:44:00	49 50	258 265	30 30	41 32	43 40	30 31	372 367
A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00	12:59:00 13:14:00	51 52	300 280	27 34	39 37	38 40	30 30	404 391
A249/8646A A249/8646A	06/06/2017 00:00 06/06/2017 00:00	13:29:00 13:44:00	53 54	258 265	30 30	41 32	43 40		372 367
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Manual	A249/8646A 06/06/2017 00:00	14:44:00	58	381	43	45	45	30	514
Mary	A249/8646A 06/06/2017 00:00	15:14:00	60	373	32	42	51	26	498
Manuface	A249/8646A 06/06/2017 00:00	15:44:00	62	407	37	37	41	31	522
Mary	A249/8646A 06/06/2017 00:00	16:14:00	64	527	42	23	43	31	635
Column	A249/8646A 06/06/2017 00:00	16:44:00	66	594	56	31	35	31	716
Manual	A249/8646A 06/06/2017 00:00	17:05:00	68	605	25	25	40	31	695
	A249/8646A 06/06/2017 00:00	17:44:00	70	715	32	7	33	32	787
Mary	A249/8646A 06/06/2017 00:00	18:14:00	72	620	26	20 14	29	31	689
	A249/8646A 06/06/2017 00:00	18:44:00	74	460	22	12	30	32	524
Mary	A249/8646A 06/06/2017 00:00	19:14:00	76	321	22	5	13	34	361
	A249/8646A 06/06/2017 00:00	19:44:00	78	269	16	7	17	33	309
Mary	A249/8646A 06/06/2017 00:00	20:14:00	80	222		5	19	33	256
Series	A249/8646A 06/06/2017 00:00	20:44:00	82	185	7		10	33	207
Mary State	A249/8646A 06/06/2017 00:00	21:14:00	84	173	7	5	11	33	196
WANDORS ALTICAL STATE STAT	A249/8646A 06/06/2017 00:00	21:44:00	86	133	6	1	11	32	151
Amenine Montane	A249/8646A 06/06/2017 00:00	22:14:00	88	148	3 1	1	18	31	168
Series	A249/8646A 06/06/2017 00:00	22:44:00	90	131	8 5	3 4	15 17	31	157
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	A249/8646A 07/06/2017 00:00	03:59:00	15	37	3	3	8	32	51
Service	A249/8646A 07/06/2017 00:00	04:29:00	17	36	6	1 5	19	30	62
	A249/8646A 07/06/2017 00:00	04:59:00	19	50	5	1 8	22	31	78 91
Seedle	A249/8646A 07/06/2017 00:00	05:29:00	21	112	8	7	22	31	149
Amborne	A249/8646A 07/06/2017 00:00	05:59:00	23	101		12	25	32	146
Sement	A249/8646A 07/06/2017 00:00	06:29:00	25	225	18	11	29	32	283
Assertion Orange of State	A249/8646A 07/06/2017 00:00	06:59:00	27	340	36	38	31	32	445
Services	A249/8646A 07/06/2017 00:00	07:29:00	29	512	42	40	35	31	629
Services	A249/8646A 07/06/2017 00:00	07:59:00	31	494	33	31	30	31	588
Services	A249/8646A 07/06/2017 00:00	08:14:00 08:29:00	33	418	35	41	33 32	30 31	526
Seedle Se	A249/8646A 07/06/2017 00:00	08:59:00	35	385	28	30		31	484
Seedle Se	A249/8646A 07/06/2017 00:00 A249/8646A 07/06/2017 00:00	09:29:00	36 37	307	27 46	42 29	45 41	30 31	462 423
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Services	A249/8646A 07/06/2017 00:00			226	37	32 51	37	31	332
Mary Mary Mary Mary Mary Mary Mary Mary	A249/8646A 07/06/2017 00:00	10:44:00	42	227	25	27	38	30	317
Services	A249/8646A 07/06/2017 00:00	11:14:00	44	238	38	40	32	30 31	348 369
Miniferent Min	A249/8646A 07/06/2017 00:00	11:44:00	46	293	32	27	38	30	390
Security of Security	A249/8646A 07/06/2017 00:00	12:14:00	48	296	33	36	37	30	402
Miniferent Min	A249/8646A 07/06/2017 00:00	12:44:00	50	322	34	29	41	30	426
Mary State	A249/8646A 07/06/2017 00:00	13:14:00	52	306	29	25	44	30	404
Section 1	A249/8646A 07/06/2017 00:00	13:44:00	54	346	37	41	43	30	467 467
Section (1977) 1984 1486 18 18 18 18 18 18 18	A249/8646A 07/06/2017 00:00	14:14:00	56	336	35	43	40	30	454
Margarian Marg	A249/8646A 07/06/2017 00:00	14:44:00	58	387	35	39	60	29	513 521
Marganes	A249/8646A 07/06/2017 00:00	15:14:00	60	394	42	31	53	31	520
AMAMMAR (MO) (MO) (MO) (MO) (MO) (MO) (MO) (MO)	A249/8646A 07/06/2017 00:00	15:44:00	62	456	47	35	38	31	560 576
Martine Mart	A249/8646A 07/06/2017 00:00	16:14:00	64	563	51	25	48	31	687
Workers Work	A249/8646A 07/06/2017 00:00	16:44:00	66	658	55	23	34	31	770
Margine Marg	A249/8646A 07/06/2017 00:00	17:14:00	68	687	54	22	33	30	796
Margane Marg	A249/8646A 07/06/2017 00:00	17:44:00	70	779	33	14	26	31	852
Marganes	A249/8646A 07/06/2017 00:00	18:14:00	72	601	26	17	26	31	670
AMBRIAGE (PAGE) 100 194 194 195 195 195 195 195 195 195 195 195 195	A249/8646A 07/06/2017 00:00	18:44:00	74	521	16	11	38	32	586
AMANDRAM (MAGAZI 1900) 19440 77 188 13 7 1 19 1 19 1 19 1 19 1 19 1 19 1 19	A249/8646A 07/06/2017 00:00	19:14:00	75 76	380	23	6	13	32 33	422
Markellee	A249/8646A 07/06/2017 00:00	19:44:00	78	288	13		13	33	321
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A-RAMBARA (A249/8646A 07/06/2017 00:00	20:44:00	82	189	7 6		12	33	208
A A-Pair Mark A Confunction Co	A249/8646A 07/06/2017 00:00 A249/8646A 07/06/2017 00:00	21:14:00	83 84	195 187	7 5	4	8 13	33 33	213 209
A PARIMENA ORIGINATION CONTROLL 1990 19 11 12 1 1 1 1 1 1 1	A249/8646A 07/06/2017 00:00	21:44:00	86	168	6	0 3	9	32	183
A A PARIMINA (A249/8646A 07/06/2017 00:00 A249/8646A 07/06/2017 00:00	21:59:00 22:14:00	87 88	122 135	3 2	4	12 9	32 33	141 146
A SAMPHANE A ORGANIZATION 25-00 15 10 10 1 1 3 0 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A249/8646A 07/06/2017 00:00 A249/8646A 07/06/2017 00:00	22:29:00 22:44:00	89 90	134 145	5 1	3 1	16	32 32	152 163
Al-Al-Miller All Diffully 17 1000	A249/8646A 07/06/2017 00:00	23:14:00	91 92	99	1 4	3	5 12	32	115
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Ala-Marine A. (Ala-Carrante Carrante Ca	A249/8646A 07/06/2017 00:00 A249/8646A 08/06/2017 00:00	23:59:00 00:14:00	95 0	61 52	3		13 14	30 30	79 70
Al-Al-Al-Al-Al-Al-Al-Al-Al-Al-Al-Al-Al-A	A249/8646A 08/06/2017 00:00	00:29:00		36 34	4	3 4	9	31 29	51
Add Mark M	A249/8646A 08/06/2017 00:00 A249/8646A 08/06/2017 00:00	00:59:00 01:14:00	3 4	32	1	3		28	44
A249 RA64 RA66 RA	A249/8646A 08/06/2017 00:00			27	4	3	7	31	41
AA44 RAA4	A249/8646A 08/06/2017 00:00	01:59:00	7	16	3	0	8	30	27
A444 MAAA	A249/8646A 08/06/2017 00:00	02:29:00	9	16	4 3	1 2	15 15	30 30	36 40
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ALAMBHAMA (MICHIATE PROPERTY OF ALAMBHAMA (MICHIATE PROPERTY O	A249/8646A 08/06/2017 00:00	03:29:00	13	20	5 2		17	29	43
A248 III	A249/8646A 08/06/2017 00:00	03:59:00	15 16	29 29	3	1 3	16	31	49 45
ALA-HIJMENTAL BOOKUNITY TOOCO 10-15-00 13 48 5 3 11 2 9 7 A ALA-HIJMENTAL BOOKUNITY TOOCO 10-15-00 13 1 1 9 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A249/8646A 08/06/2017 00:00	04:29:00	17	38	7 2	2	15	32	62
ALA-HIJ MACKA (MA) (MA) (MA) (MA) (MA) (MA) (MA) (MA	A249/8646A 08/06/2017 00:00	04:59:00	19	48	5	3	11	32 30	67
ALA-HIJMEAN BOOKUNIT TOOCO 05:90 23 131 11 10 12 13 13 13 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	A249/8646A 08/06/2017 00:00	05:29:00	21	87	7	7	18	32	119
A244)RA64A (06/07/217 00:00 06:29 06:29 07:20 137 16 12 35 35 35 35 35 35 35 35 35 35 35 35 35	A249/8646A 08/06/2017 00:00	05:59:00	23	131		10	21	33	173
A449/BA6A 06/06/2017 00:00 07:14:00 28 398 23 27 399 A449/BA6A 06/06/2017 00:00 07:26:00 30 50:4 44 41 31 31 620 A449/BA6A 06/06/2017 00:00 07:26:00 30 50:4 44 41 31 31 620 A449/BA6A 06/06/2017 00:00 07:26:00 31 51 51 51 51 51 51 51 51 51 51 51 51 51	A249/8646A 08/06/2017 00:00	06:29:00	25	187	16	12	35	31	250
A244)#BA64 0(04/2017 00:00 07:29 07:29 07:20 29 524 40 28 31 52 52 52 52 52 52 52 52 52 52 52 52 52	A249/8646A 08/06/2017 00:00	06:59:00	26 27	320	28 34	15 20	31	32 32	355 405
A244)#### A247, A2	A249/8646A 08/06/2017 00:00	07:29:00	29	524	40	28	31	32	623
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A244]#SAFA (0(A)(A)(DAT) (DOD) (05.40) 34 407 25 32 27 A244]#SAFA (0(A)(A)(DAT) (DOD) (05.50) (05.50) 35 32 27 29 35 A244]#SAFA (0(A)(A)(DAT) (DOD) (05.50) (05.50) 36 32 07 25 26 42 A244]#SAFA (0(A)(A)(DAT) (DOD) (05.50) (05.50) (05.50) 37 26 42 A244]#SAFA (0(A)(A)(DAT) (DOD) (05.50) (05.5	A249/8646A 08/06/2017 00:00	08:29:00	33	414	41	29	29	30	508 513
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AL49/864A 08(04/2017 00:00 09:9:00 39 253 36 35 32 31 356 AL49/864A 08(04/2017 00:00 10:140 40 277 28 38 50 30 353 AL49/864A 08(04/2017 00:00 10:12:00 41 236 25 39 37	A249/8646A 08/06/2017 00:00	09:29:00	37	266	42	25	46	30 30	413
A249[8646 (8)(9)(7317)000 10:14:00 40 237 28 38 50 35 35 31 337 3	A249/8646A 08/06/2017 00:00	09:59:00	39	253	36	35	32	31	356
A249/8646A 08/06/2017 00:00 10:44:00 42 256 32 32 53 30 373	A249/8646A 08/06/2017 00:00 A249/8646A 08/06/2017 00:00	10:29:00	41	237 236	25	38 39	37	30 31	353 337
	AZ49/8646A 08/06/2017 00:00	10:44:00	42	256	32	32	33	30	373

A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00	10:59:00 11:14:00	43 44	286 261	23 32	40 33	45 62	30 29	394 388
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A249/8646A A249/8646A	08/06/2017 00:00	11:59:00 12:14:00	47	282 301	27	29 28	36 42	31 30	374 401
A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00	12:29:00 12:44:00	49 50	307 313	41 32	25 52	53 46	30 30	426 443
A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00	12:59:00 13:14:00	51 52	313 330	34 38	29 40	39 43	30 30	415 451
A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00	13:29:00 13:44:00	53 54	313 313	33 44	30 31	34 53	31 30	410 441
A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00	13:59:00 14:14:00	55 56	344 338	27 43	42 40	36 58	31 29	449 479
A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00	14:29:00 14:44:00	57 58	359 401	44 43	53 39 25	51 40	30 31	507 523 487
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A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00 08/06/2017 00:00	17:59:00 18:14:00	71 72	733 607	38 37	10 4	27 36	31 32	808 684
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A249/8646A A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00 08/06/2017 00:00	18:59:00 19:14:00 19:29:00	75 76 77	451 376 340	20 19 12	10 10 4	19 27 17	33 32 33	500 432 373
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A249/8646A A249/8646A	08/06/2017 00:00 08/06/2017 00:00	22:14:00 22:29:00	88 89	139 144	5 7	3	15 12	30 31	162 166
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	02:44:00 02:59:00	10 11	22 18	3 2	3	9 12	31 29	37 33
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	04:14:00 04:29:00	16 17	32 36	4 8	2	9 15	32 30	46 61
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	04:44:00 04:59:00	18 19	49 55	7	3	22 8	30	78 73
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	05:14:00 05:29:00	20 21	70 74	9	4	15 16	32 31	101 104
A249/8646A A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00 09/06/2017 00:00	05:44:00 05:59:00 06:14:00	22 23 24	137 118 112	12	13 10	25 28 25	31 32 30	181 168 151
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	06:59:00 07:14:00	27 28	318 370	33 36	24 29	21 41 37	31 31	416 472
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	07:29:00 07:44:00	29 30	466 522	40 41	31 29	38 38	31 31	575 630
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	08:59:00 09:14:00	35 36	376 322	37 32	35 27	48 34	31 31	496 415
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	09:29:00	37 38	275 273	54 31	29 31	39 46	31 31	397 381
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	10:29:00 10:44:00	41 42	244 268	31 30	30 29	48 36	30 31	353 363
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	10:59:00 11:14:00	43 44	258 252	33 40	40 29	28 30	31 30	359 351
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	11:29:00 11:44:00	45 46	254 296	24 31	31 27	35 41	30 30	344 395
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	11:59:00 12:14:00	47 48	298 336	37 27	30 39	37 42	30 29	402 444
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	12:59:00 13:14:00	51 52	334 351	34 37	24 27	43 37	30 30	435 452
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	13:29:00 13:44:00	53 54	368 416	22 30	41 45	33 32	30 30	464 523
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A249/8646A A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00 09/06/2017 00:00	18:14:00 18:29:00 18:44:00	72 73 74	558 532 483	14 27 23	12 10 9	31 26	32 32 32	615 595 533
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	20:29:00 20:44:00	81 82	269 260	13 7	3	4	34 33	289 279
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A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	21:59:00 22:14:00	87	187 157	7 5	0 2	13 7	32 31	207 171
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	22:29:00 22:44:00	88 89 90	183 185	6 4	1 3	10 11	32 31	200 203
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	22:59:00 23:14:00	91 92	160 133	2 5	1	15 11 11	31 32 31	178 150 151
A249/8646A A249/8646A	09/06/2017 00:00 09/06/2017 00:00	23:29:00 23:44:00	93 94	137 108	2 2	3	15	30	128
A249/8646A A249/8646A	09/06/2017 00:00 10/06/2017 00:00	23:59:00 00:14:00	95	96 90	4	3	7 16	32 30	109 113
A249/8646A A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	00:29:00 00:44:00 00:59:00	1 2 3	62 65 61	3	1	7 8	32 31 31	73 77
A249/8646A A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	00:59:00 01:14:00 01:29:00	3 4 5	61 43 34	2 6 4	0 2	11 12 11	31 31 32	81 61 51
A249/8646A A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	01:29:00 01:44:00 01:59:00	5 6 7	34 40 26	4 4 2	2 2 3	11 5 10	32 32 30	51 51 41
A249/8646A A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	01:59:00 02:14:00 02:29:00	8	26 24 30	1 2	1	10 6 7	30 31 31	41 32 42
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	02:29:00 02:44:00 02:59:00	10 11	18 23	5	2 2	12 13	28 29	37 38
A249/8646A A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	02:59:00 03:14:00 03:29:00	12	20	1 2	2	8	30 31	31
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	03:44:00 03:59:00	13 14 15	28 18 20	1 1	1 1	13 11 13	28 30	44 31 35
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	04:14:00 04:29:00	16 17	26 20	2 2	2	9 13	31 31	39
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	04:44:00 04:59:00	18 19	23 42	0	3	12 10	30 32	35 38 62
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	05:14:00 05:29:00	20 21	39 48	7	2	10 10	33	58 64
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	05:44:00 05:59:00	22 23	83 68	4	4 4	20 27	32 31	111 105
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	06:14:00 06:29:00	24 25	52 87	9 13	10 9	18 19	30 32	89 128
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	06:44:00 06:59:00	26 27	99 105	6 12	6 16	20 16	33 32	131 149
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	07:14:00 07:29:00	28 29	93 117	10 13	12 13	22 14	32 31	137 157

	10/06/2017 00:00	07:44:00	30	158	17	10	15	32	200
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	07:59:00 08:14:00	31 32	210 191	10 13	4 8	9	33 34	244 221
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	08:29:00 08:44:00	33 34	191 222	12 15	15 13	24 24	32 31	242 274
A249/8646A	10/06/2017 00:00	08:59:00	35	223	17	10	20	32	270
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	09:14:00 09:29:00	36 37	230 226	19 16	11 9	10 12	33 32	270 263
A249/8646A A249/8646A	10/06/2017 00:00	09:44:00 09:59:00	38 39	260 278	21 16	15 11	16 22	32 31	312 327
A249/8646A A249/8646A	10/06/2017 00:00	10:14:00 10:29:00	40 41	257	13	10	13	32	293
A249/8646A	10/06/2017 00:00	10:44:00	42	313 319	11 20	15	13 18	32 31	345 372
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	10:59:00 11:14:00	43 44	315 366	23 15	5	16 10	32 32	359 399
A249/8646A	10/06/2017 00:00	11:29:00	45	337	21 18	11	10	31 32	379
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	11:44:00 11:59:00	46 47	421 375	5	6 4	14 14	33	459 398
A249/8646A A249/8646A	10/06/2017 00:00	12:14:00 12:29:00	48 49	387 450	21 23	6 12	15 12	31 32	429 497
A249/8646A	10/06/2017 00:00	12:44:00	50	430	22	7	17	32	476
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	12:59:00 13:14:00	51 52	419 424	25 18	11 8	18 13	32 31	473 463
A249/8646A	10/06/2017 00:00	13:29:00	53	428	16	9	11	32	464 438
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	13:44:00 13:59:00	54 55	413 465	13 20	6	9 8 8	33 32	499
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	14:14:00 14:29:00	56 57	395 419	14 11	4 7	14 11	32 32	427 448
A249/8646A	10/06/2017 00:00	14:44:00	58	450	15	8	14	32	487
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	14:59:00 15:14:00	59 60	429 426	18 14	6 4	8 16	32 32	461 460
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	15:29:00 15:44:00	61 62	469 411	16	6	10 10	32 32	501 439
A249/8646A	10/06/2017 00:00	15:59:00	63	453	19	5	9	32	486
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	16:14:00 16:29:00	64 65	450 472	17 13	9	9	32 33	485 498
A249/8646A A249/8646A	10/06/2017 00:00	16:44:00 16:59:00	66 67	491 477	16 13	11	10	33 32	528 509
A249/8646A	10/06/2017 00:00	17:14:00	68	507	6	5	19 13	32	531
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	17:29:00 17:44:00	69 70	479 438	12 15	7	9 2	32 33	507 461
A249/8646A	10/06/2017 00:00	17:59:00 18:14:00	71 72	395	13 10	4	6	33 33	418 402
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	18:29:00	73	378 360	7	4	5 8	33	379
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	18:44:00 18:59:00	74 75	340 308	12 8	5 2	11 6	34 33	368 324
A249/8646A	10/06/2017 00:00	19:14:00	76	302	5	4	9	33	320
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	19:29:00 19:44:00	77 78	304 293	11 7	5	9	33 33	328 314
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	19:59:00 20:14:00	79 80	249 212	3	2	4 6	33 34	258 225
A249/8646A	10/06/2017 00:00	20:29:00	81	244	3	2	8	33	257 197
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	20:44:00 20:59:00	82 83	187 186	7	0	2 9	33	202
A249/8646A A249/8646A	10/06/2017 00:00	21:14:00 21:29:00	84 85	155 180	4	2 2	5 7	33 33	166 192
A249/8646A	10/06/2017 00:00	21:44:00	86	171	3	1	5	33	180
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	21:59:00 22:14:00	87 88	161 133	2 5	0 2	13 8	32 31	176 148
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	22:29:00 22:44:00	89 90	146 151	1 2	0 2	- 8 8	32 32	148 155 163
A249/8646A	10/06/2017 00:00	22:59:00	91	137	1	2	1	33	141
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	23:14:00 23:29:00	92 93	141 147	3 2	0	4	34 33	148 153
A249/8646A A249/8646A	10/06/2017 00:00 10/06/2017 00:00	23:44:00 23:59:00	94 95	123 123	1	1	3 8	33	128
A249/8646A	11/06/2017 00:00	00:14:00	95	101	4	0	8 4	32 32	135 109
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	00:29:00 00:44:00	1 2	94 69	5	0	4	32 31	103 89
A249/8646A	11/06/2017 00:00	00:59:00	3	89	4	5	3	33	101
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	01:14:00 01:29:00	5	65 60	1 3	2 2	2 3 3	33 32	70 68
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	01:44:00 01:59:00	6	60 38	3	0	3 3	33 32	66 41
A249/8646A	11/06/2017 00:00	02:14:00	8	28	5	0	10	31	43
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	02:29:00 02:44:00	9 10	30 21	3 1	0	3	32 31	37 26
A249/8646A	11/06/2017 00:00	02:59:00	11 12	22	ō	ō	4	33	26
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	03:14:00 03:29:00	12 13	30 20	1	0	8 10	31 30	39 31
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	03:44:00 03:59:00	14 15	20 17	1	2	6 2	30 35	29 20
A249/8646A	11/06/2017 00:00	04:14:00	16	14	1	0	2	34	17
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	04:29:00 04:44:00	17 18	24 22	1 0	1	7 9	31 31	33 32
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	04:59:00 05:14:00	19 20	22 16 39	3	0	2 2	35 33	21 46
A249/8646A	11/06/2017 00:00	05:29:00	21	34	4	1	2	33	41
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	05:44:00 05:59:00	22 23	52 40	2	1 2	7 3	33 33	62 48
A249/8646A	11/06/2017 00:00	06:14:00	24	40	5	ō	1	34	46
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	06:29:00 06:44:00	25 26	50 71	5 4	1 2	7 9	33 34	63 86
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	06:59:00 07:14:00	27 28	65 73	6	2	7 10	33 33	80 90
A249/8646A	11/06/2017 00:00	07:29:00	29	67	8	1	ao 8	32	84
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	07:44:00 07:59:00	30 31	71 116	4	3 5	8 7	33 34	86 137
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	08:14:00	32	99	7	14	4	33	124
A249/8646A	11/06/2017 00:00	08:29:00 08:44:00	33 34	121 144	5	4	9 6	33 33	143 159
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	08:59:00 09:14:00	35 36	160 129	5 8	2 5	3 7	34 32	170 149
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	09:29:00 09:44:00	37 38	153 195	6	5	10 4	33 33	174
A249/8646A	11/06/2017 00:00	09:59:00	39	230	4	3	4 13	33	209 250
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	10:14:00 10:29:00	40 41	200	10	5	6 6	33 33	221
A249/8646A A249/8646A		10:44:00 10:59:00	42	245 262	6	4 2	13 3	32 33	268
A249/8646A	11/06/2017 00:00	11:14:00	44	278	15	1	13	33	281 307
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	11:29:00 11:44:00	45 46	323 334	6 11	7	11 8	32 33	347 356
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	11:59:00 12:14:00	47 48	336	6	7	6	33	355
A249/8646A	11/06/2017 00:00	12:29:00	49	375 372	7	7	11 7	32 32	398 393
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	12:44:00 12:59:00	50 51	394 375	7 9	12 4	11 12	31 32	424 400
A249/8646A	11/06/2017 00:00	13:14:00	52	357	5	2	10	32	374
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A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	13:59:00 14:14:00	55 56	421 383	4 14	7 5	7 10	32 33	439 412
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	14:29:00 14:44:00	57 58	383 392	8	5 2	7 10	32 33	403 413
A249/8646A	11/06/2017 00:00	14:59:00	59	386	4	6	8	32	404
A249/8646A A249/8646A	11/06/2017 00:00	15:14:00 15:29:00	60 61	370 357	8 16	5	6 6	33 33	389 384
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	15:44:00 15:59:00	62 63	358 368	8 13	1	5 6	33 33	372 390
A249/8646A A249/8646A	11/06/2017 00:00	16:14:00 16:29:00	64 65	420 420	14 11	11	8 11	32 33	453 446
A249/8646A	11/06/2017 00:00	16:44:00	66	395	9	2	10	32	416
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	16:59:00 17:14:00	67 68	351 326	15 8	3 2	9 10	32 33	378 346
A249/8646A	11/06/2017 00:00 11/06/2017 00:00	17:29:00 17:44:00	69	329	10	3	8 11	32	350
A249/8646A A249/8646A	11/06/2017 00:00	17:59:00	70 71	343 300	6 7	9	10	33 33	364 326
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	18:14:00 18:29:00	72 73	272 337	11 12	5	7 5	33 33	295 360
A249/8646A	11/06/2017 00:00	18:44:00	74	270	13	8	14	33	305
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	18:59:00 19:14:00	75 76	278 308	5 3	3 5	8 5	34 34	294 321
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	19:29:00 19:44:00	77 78	257 227	10	2	5	34 34	274 237
A249/8646A	11/06/2017 00:00	19:59:00	79	227	7	4	2	34	240
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	20:14:00 20:29:00	80 81	189 222	3	2 2	13 10	33 33	207 237
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	20:44:00	82 83	227	5	4 2	1	34 33	237 211
A249/8646A	11/06/2017 00:00	21:14:00	84	202 150	2	2	4	33	158
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	21:29:00 21:44:00	85 86	146 134	6	2 2	7 3	32 33	161 145
A249/8646A	11/06/2017 00:00	21:59:00	87 88	142	3	0	4	32	149
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	22:14:00 22:29:00	89	91 124	4	2	Ť	31 33	104 137
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	22:44:00 22:59:00	90 91	105 87	2	2	4 8	32 32	113 99
A249/8646A	11/06/2017 00:00	23:14:00	92	55	0	2	3	33	60
A249/8646A A249/8646A	11/06/2017 00:00 11/06/2017 00:00	23:29:00 23:44:00	93 94	75 59	2	2 2	4 1	32 32	83 66
A249/8646A A249/8646A	11/06/2017 00:00 12/06/2017 00:00	23:59:00	95	44 48	1 2	4	3	31	52
A249/8646A	12/06/2017 00:00	00:29:00	1	59	4	1	5	31 32	57 69
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	00:44:00 00:59:00	2	33 27	1	1	8 8	31 30	43 37
A249/8646A	12/06/2017 00:00	01:14:00	4	13	1	0	5	30	19
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	01:29:00 01:44:00	5 6	24 9	1	0	, 5	30 30	33 15
A249/8646A A249/8646A	12/06/2017 00:00	01:59:00 02:14:00	7 9	22 13	0	1	2 6	33 28	25 20
A249/8646A	12/06/2017 00:00	02:29:00	9	13	3	3		30	24
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	02:44:00 02:59:00	10 11	13 21	0	2 2	2 4	31 32	17 30
A249/8646A A249/8646A	12/06/2017 00:00	03:14:00	12	15 17	1 0	1	6 3	30 33	23 21
A249/8646A	12/06/2017 00:00	03:44:00	14	30	1	2	3 10	30	43
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	03:59:00 04:14:00	15 16	35 25	1 2	4	7 8	33 32	44 39

A249/8646A A249/8646A	12/06/2017 00:00	04:29:00 04:44:00	17 18	43 57	3	2 5	10 6	32 33	58 71
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00 12/06/2017 00:00	04:59:00 05:14:00	19 20	51 63	7	4	7 18	33 31	69 93
A249/8646A A249/8646A	12/06/2017 00:00	05:29:00 05:44:00	21 22	105 144	3	3	19 18	31 33	130 173
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00 12/06/2017 00:00	05:59:00 06:14:00	23 24	125 112	14 15	11 10	10 22 22	32 32	172 159
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00 12/06/2017 00:00	06:29:00 06:44:00	25 26	179 278	14 24	18 15	22 20 30	32 32	231 347
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	06:59:00 07:14:00	27 28	368 408	32 41	28 23	39	31 31	467
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00 12/06/2017 00:00	07:29:00 07:44:00	29 30	517 530	37 41	27 27	31 27 31	31 31	503 608 629
A249/8646A	12/06/2017 00:00	07:59:00	31	520	36	36	24	31	616
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00 12/06/2017 00:00	08:14:00 08:29:00 08:44:00	32 33	440 441	35 34	34 25	33 35	30 31	542 535
A249/8646A A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00 12/06/2017 00:00	08:59:00 09:14:00	34 35	443 420	35 26	26 22	28 30	31 31 31	532 498
A249/8646A	12/06/2017 00:00	09:29:00	36 37	295 279	30 35	35 38	27 39	30	387 391
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	09:44:00 09:59:00	38 39	292 248	24 26	38 32	38 39	31 31	392 345
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	10:14:00 10:29:00	40 41	237 230	28 37	22 27	32 42	31 30	319 336
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	10:44:00 10:59:00	42 43	230 258	33 33	30 31	26 45	30	319 367
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	11:14:00 11:29:00	44 45	222 271	22 37	23 33	33 33	31 30	300 374
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	11:44:00 11:59:00	46 47	300 251	27 36	18 35	39 38	31 31	384 360
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	12:14:00 12:29:00	48 49	229 321	33 26	34 29	41 34	30 31	337 410
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	12:44:00 12:59:00	50 51	335 307	23 36	30 31	43 29	30 31	431 403
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	13:14:00 13:29:00	52 53	314 299	36 41	28 40	45 34	31 30	423 414
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	13:44:00 13:59:00	54 55	269 318	32 33	31 42	48 35	30 31	380 428
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	14:14:00 14:29:00	56 57	344 425	25 34	26 31	47 39	31 31	442 529
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	14:44:00 14:59:00	58 59	373 392	32 42	36 30	46 41	30 31	487 505
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	15:14:00 15:29:00	60 61	394 470	28 28	45 22	44 47	30 31	511 567
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	15:44:00 15:59:00	62 63	488 471	49 47	31 21	45 46	31 31	613 585
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	16:14:00 16:29:00	64 65	523 604	51 38	24 22	42 29	31 31	640 693
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	16:44:00 16:59:00	66 67	610 735	42 37	26 12	44 31	30 31	722 815
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	17:14:00 17:29:00	68 69	688 727	52 40	33 15	35 33	31 31	808 815
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	17:44:00 17:59:00	70 71	702 740	27 33	18 16	24 30	31 31	771 819
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	18:14:00 18:29:00	72 73	587 582	19 38	13 11	37 21	31 32	656 652
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	18:44:00 18:59:00	74 75	417 422	25 16	14	23	32 32	479 468
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	19:14:00 19:29:00	76 77	305 326	22 16	9 2	26 20 19	33 33	356 363
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	19:44:00 19:59:00	78 79	284 208	9	6	16 16	33 33	315 235
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	20:14:00 20:29:00	80 81	204 237	7 9	4 7	27 17	32 33	242 270
A249/8646A A249/8646A	12/06/2017 00:00	20:44:00 20:59:00	82 83	172 145	6 14	3	12 9	33 33	193 169
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	21:14:00 21:29:00	84 85	135 148	6	2	19 5	32 33	162 159
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	21:44:00 21:59:00	86 87	143 145	4 5	2	8 13	33 31	157 167
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	22:14:00 22:29:00	88 89	130 134	3	1	9 8	32 33	143 148
A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00	22:44:00 22:59:00	90 91	94	4	5	16 6	30 31	119 72
A249/8646A	12/06/2017 00:00	23:14:00	92	74	3	1	6	32	84
A249/8646A A249/8646A A249/8646A	12/06/2017 00:00 12/06/2017 00:00 12/06/2017 00:00	23:29:00 23:44:00 23:59:00	93 94 95	76 53 46	5	4	14 6	31 32 30	92 68 61
A249/8646A A249/8646A	13/06/2017 00:00	00:14:00 00:29:00	0	56 42	1	1	12	32 31	70
A249/8646A	13/06/2017 00:00	00:44:00	2	26	2	0	12 6	31	56 34
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	00:59:00 01:14:00	4	34 26	4	2	10 7	32 31	50 39
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	01:29:00 01:44:00	5 6	16 21	6	2	14 3	30 32	35 32
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	01:59:00 02:14:00	7	20 20	2	1	7 10	31 29	32 33
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	02:29:00 02:44:00	9 10	14 16	1 5	2	4 5	31 29	20 28
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	02:59:00 03:14:00	11 12	20 15	3 1	5	18 11	29 28	46 30
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	03:29:00 03:44:00	13 14	24 29	3	1	13 12	30 31	41 42
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	03:59:00 04:14:00	15 16	20 22	2	0	11 12	29 30	36 36
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	04:29:00 04:44:00	17 18	39 45	3	7	18 9	31 33	59 64
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	04:59:00 05:14:00	19 20	44 49	7	4	16 17	31 31	70 77
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	05:29:00 05:44:00	21 22	101 134	9	11 5	16 29	32 32	135 177 179
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	05:59:00 06:14:00	23 24	128 119	15 14	10 12	26 24	32 31	169
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	06:29:00 06:44:00	25 26	207 304	14 30	12 19	24 25	32 32	257 378
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	06:59:00 07:14:00	27 28	358 419	25 52	15 27	36 31	32 31	434 529
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	07:29:00 07:44:00	29 30	520 573	42 45	45 35	40 34	31 30	647 687
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	07:59:00 08:14:00	31 32	547 466	32 43	30 36	36 33	30 30	645 578
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	08:29:00 08:44:00	33 34	443 418	37 32	22 25	26 31	31 30	528 506
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00 13/06/2017 00:00	08:59:00 09:14:00	35 36	419 317	30 36	26 29	25 31	31 31	500 413
A249/8646A A249/8646A	13/06/2017 00:00	09:29:00 09:44:00	37 38	301 289	31 40	22 24	31 43	32 30	385 396
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A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00 13/06/2017 00:00	11:59:00 12:14:00 12:29:00	47 48	289 282	18 26 35	26 34	41 44 44	30 30	374 386
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00 13/06/2017 00:00	12:29:00 12:44:00	49 50	322 314	35 20	29 32	44 50	30 30	430 416
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A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	13:29:00 13:44:00	53 54	291 327	36 37	31 43	46	31 31	388 453
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	13:59:00 14:14:00	55 56	352 330	31 41	38 48	48 46	30 30	469 465
A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	14:29:00 14:44:00	57 58	426 389	37 30	33 34	49 43	31 31	545 496
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A249/8646A A249/8646A	13/06/2017 00:00 13/06/2017 00:00	23:29:00 23:44:00	93 94	97 54	3 4	4 2	5 7	30 32	109 67 51
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A249/8646A A249/8646A	14/06/2017 00:00 14/06/2017 00:00	13:29:00 13:44:00	53 54	326 362	34 28	40 37	37 43	30 31	437 470
A249/8646A A249/8646A	14/06/2017 00:00 14/06/2017 00:00	13:59:00 14:14:00	55 56	311 328	22 38	36 44	36 51	30 30	405 461
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A249/8646A A249/8646A	14/06/2017 00:00 14/06/2017 00:00	19:44:00 19:59:00	78 79	306 290	14 11	7	30 9	31 33	357 313
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A249/8646A A249/8646A	14/06/2017 00:00	22:44:00 22:59:00	90 91	150 118	8	2	14 6	31 32	174 130
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A249/8646A A249/8646A	14/06/2017 00:00 14/06/2017 00:00	23:29:00 23:44:00	93 94	67 69	6	3	1 1	31 31	81 85
A249/8646A A249/8646A	14/06/2017 00:00 15/06/2017 00:00	23:59:00 00:14:00	95 0	53 47	3	1	11 7	31 32	71 58
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	00:29:00 00:44:00	2	40 38	5	2	13 6	30 31	57 51
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A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	01:29:00 01:44:00	5 6	22 24	0	1	10 5	29 33	33 31
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A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	02:29:00 02:44:00	9 10	16 19	2 1	2 1	11 15	30 27	31 36
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	02:59:00 03:14:00	11 12	22 18	3	4	9	31 30	40 33
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A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	04:59:00 05:14:00	19 20	63 57	8 15	3 2	13 19 23	31 32	87 93
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	05:29:00 05:44:00	21 22	73 145	11 9	9 11	21	30 32	116 186
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	05:59:00 06:14:00	23 24	117 111	19 13	12 15	21 21	33 32	169 160 239
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A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	10:59:00 11:14:00	43 44	241 235	31 37	36 33	50 46	30 30	382 358 351
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	11:29:00 11:44:00	45 46	256 295	40 29	27 36	39 33	30 31	362 393
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	11:59:00 12:14:00	47 48	292 321	32 29	33 31	45 41	30 31	402 422
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A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	13:29:00 13:44:00	53 54	334 346	37 30	39 32	42 43	30 30	452 451
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	13:59:00 14:14:00	55 56	338 307	36 33	46 34	38 53	29 30	458
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A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	18:44:00 18:59:00	74 75	491 442	21 18	9 15	36 22	32 33	557 497
A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	19:14:00 19:29:00	76 77	371 371	20 26	9 8	26 21	32 33	426 426
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A249/8646A A249/8646A	15/06/2017 00:00 15/06/2017 00:00	20:44:00 20:59:00	82 83	222 201	9	5	14 12	33 33	250 224
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A249/8646A 1	15/06/2017 00:00 15/06/2017 00:00	22:59:00 23:14:00	91 92	111	1 4	0	10 11	31 32	122
A249/8646A 1	15/06/2017 00:00 15/06/2017 00:00	23:29:00 23:44:00	93 94	78 79	2	0	16 9	31 32	98 96 95
A249/8646A 1	15/06/2017 00:00 16/06/2017 00:00	23:59:00 00:14:00	95	53 51	7	2	11 9	32 32	73 64
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A249/8646A 1 A249/8646A 1	17/06/2017 00:00 17/06/2017 00:00	08:59:00 09:14:00	35 36	229 244	19 16	13 13	21 11	32 32	282 284
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A249/8646A	17/06/2017 00:00	21:44:00	86	201	4	0	s	34	210
A249/8646A A249/8646A	17/06/2017 00:00 17/06/2017 00:00	21:59:00 22:14:00	87 88	167 170	4	2	9 E	32 33	182 177
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A249/8646A A249/8646A	17/06/2017 00:00 17/06/2017 00:00	22:44:00 22:59:00	90 91	178 178	4	1	9	32 32	192 190
A249/8646A	17/06/2017 00:00	23:14:00	92	139	3	3	7	32	152
A249/8646A A249/8646A	17/06/2017 00:00 17/06/2017 00:00	23:29:00 23:44:00	93 94	143 134	2	3	3 E	33 32	151 143
A249/8646A	17/06/2017 00:00	23:59:00	95	106	3	1	6	31	116
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A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	02:59:00 03:14:00	11 12	25 24	3	1	5	33 32	34 38
A249/8646A	18/06/2017 00:00	03:29:00	13	21	1	1	4	33	27
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A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	04:29:00 04:44:00	17 18	22 26	2	3	5	32 34	32 31
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A249/8646A	18/06/2017 00:00	05:44:00	22	48	5	1	4	34	58 57
A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	05:59:00 06:14:00	23 24	46 44	6	1	6	33 33	57
A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	06:29:00 06:44:00	25 26	67 72	6	1	3	34 34	77 84
A249/8646A	18/06/2017 00:00	06:59:00	27	62	4	2	9	33	77
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A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	08:44:00 08:59:00	34 35	112 175	11 9	3	9 7	32 33	136 194
A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	09:14:00 09:29:00	36 37	176 194	7 2	3	10 10	33 33	196 207
A249/8646A	18/06/2017 00:00	09:44:00	38	224	8	1	4	32	237
A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	09:59:00 10:14:00	39 40	249 291	5	2	8	33 32	264 303
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A249/8646A	18/06/2017 00:00	11:14:00	44	341	12	3	9	31	365
A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	11:29:00 11:44:00	45 46	380 349	6 7	1 8	15 6	32 32	402 370
A249/8646A	18/06/2017 00:00	11:59:00	47	372	9	4	8	31	393
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A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	14:29:00 14:44:00	57 58	363 313	8	3	11 4	32 33	381 328
A249/8646A	18/06/2017 00:00	14:59:00	59	378	5	3	5	33	391
A249/8646A A249/8646A	18/06/2017 00:00 18/06/2017 00:00	15:14:00 15:29:00	60 61	359 356	9 5	8	7 11	32 32	382 380
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A249/8646A	18/06/2017 00:00	16:59:59	67	344	14	2	•	32	303
A249/8646A	18/06/2017 00:00	17:14:59	68						
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A249/8646A A249/8646A	19/06/2017 00:00 19/06/2017 00:00	22:14:00 22:29:00	88 89	122 134	8	4	13 13	31 32	137 159
A249/8646A A249/8646A	19/06/2017 00:00 19/06/2017 00:00	22:44:00 22:59:00	90 91	113 91	2	3	9 14	31 31	125 110
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A249/8646A A249/8646A	19/06/2017 00:00 19/06/2017 00:00	23:44:00 23:59:00	94 95	52 35	0	1	12 7	29 28	65 46
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	00:14:00 00:29:00	0	40 45	5 6	0	12 19	28 27	57 71
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	00:44:00 00:59:00	2	23 26	1	2 4	4 18	30 27	30 49
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	01:14:00 01:29:00	4 5	29 18	3 1	1 2	7 9	28 28	40 30
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	01:44:00 01:59:00	6 7	29 22	3 1	0	12 6	29 33	44 30
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	02:14:00 02:29:00	8	18 13	4	4	9 10	28 28	32 28
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A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	03:14:00 03:29:00	12 13	12 18	4	2	11 16	28 29	29 38
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	03:44:00 03:59:00	14 15	18 26	2	1	16 9	30 31	37 38
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A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	04:44:00 04:59:00	18 19	39 44	6	7	17 16	30 31	69 70
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00 20/06/2017 00:00	05:14:00 05:29:00	20 21	63 97	6 13	3 6	17 13	31 33	89 129
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	05:44:00 05:59:00	22	136 110	8 14	4	26	32 32	174
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A249/8646A A249/8646A	20/06/2017 00:00	06:44:00 06:59:00	26 27	281 353	18 32	19 26	37 28	31 31	355 439
A249/8646A	20/06/2017 00:00	07:14:00	28	430	35	35	29	31	529
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00 20/06/2017 00:00	07:29:00 07:44:00	29 30	496 533	36 48	28 36	51 40	30	611 657
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A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	08:29:00 08:44:00	33 34	466 427	36 27	32 28	35 31	30 31	569 513
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	08:59:00 09:14:00	35 36	422 333	27 31	29 35	38 29	31 31	516 428
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	09:29:00 09:44:00	37 38	275 273	25 28	29 40	28 37	31 30	357 378
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	09:59:00 10:14:00	39 40	265 240	35 26	25 36	36 41	31 30	361 343
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	10:29:00 10:44:00	41 42	251 251	33 31	40 32	45 40	30 31	369 354
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	10:59:00 11:14:00	43 44	251 245	42 31	37 33	44 42	30 30	374 351
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	11:29:00 11:44:00	45 46	258 298	24 37	28 28	35 49	31 30	345 412
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	11:59:00 12:14:00	47 48	284 269	28 32	32 33	46 37	30 31	390 371
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	12:29:00 12:44:00	49 50	303 290	43 30	33 31	55 44	29 30	434 395
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A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	15:44:00 15:59:00	62 63	460 473	33 49	39 34	41 44	31 30	573 600
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A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	19:14:00 19:29:00	76 77	369 349	23 19	6	20 17	33 33	421 391
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	19:44:00 19:59:00	78 79	293 244	12 12	3	21 23	32 33	333 282
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	20:14:00 20:29:00	80 81	260 250	9	6	22 12	33 33	297 277
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	20:44:00 20:59:00	82 83	259 170	7 6	5 2	8 15	33 33	279 193
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	21:14:00 21:29:00	84 85	153 178	7 5	2 2	8 16	33 32	170 201
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	21:44:00 21:59:00	86 87	144 141	5 5	0	10 27	32 29	160 173
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	22:14:00 22:29:00	88 89	152 166	2 6	1	11 10	32 32	167 183
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	22:44:00 22:59:00	90 91	132 97	4 2	1	S 15	32 31	142 115
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	23:14:00 23:29:00	92 93	82 62	2	1	5 12	31 31	91 77
A249/8646A A249/8646A	20/06/2017 00:00 20/06/2017 00:00	23:44:00 23:59:00	94 95	67 34	3 2	1	8 12	33 31	82 49 46
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	00:14:00 00:29:00	1	41	1	3	2 6	32 32	58
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A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	02:14:00 02:29:00	8	16 14	3	1	7 13	30 29	27 31
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A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	03:44:00 03:59:00	14 15	28 18	3	2 2	9 10	31 29	42 33
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A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	06:14:00 06:29:00	24 25	113 177	19 29	18 11	27 27	32 32	177 244
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	06:44:00 06:59:00	26 27	289 347	25 33	25 27	25 33	32 32	364 440
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	07:14:00 07:29:00	28 29	410 504	37 33	30 35	33 29 28	31 31	506 600
A249/8646A A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	07:29:00 07:44:00 07:59:00	30	560	40	36	39	30	675
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A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	08:59:00 09:14:00	35 36	418 340	34 34	29 32	29 33	31 31	510 439
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	09:29:00 09:44:00	37 38	328 288	36 32	41 23	33 47	30	438 390
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A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	10:29:00 10:44:00 10:59:00	41 42 43	262 268 296	36 31 31	42 42 33	39 39	31 30	379 380 398
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A249/8646A A249/8646A A249/8646A	21/06/2017 00:00	13:44:00	54 55	344 314 347	34 45	37 45	37	31	422
A249/8646A	21/06/2017 00:00 21/06/2017 00:00	13:59:00 14:14:00	56	352	47	49	38 39	30 30	475 487
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	14:29:00 14:44:00	57 58	389 385	36 34	36 34	31 59	31 29	492 512
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A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	18:44:00 18:59:00	74 75	491 429	35 22	10 9	25 27	32 33	561 487
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	19:14:00 19:29:00	76 77	390 306	14 19	9	15 17	33 33	428 346
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A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	20:14:00 20:29:00	80 81	243 271	10 11	2	24 14	31 32	279 300
A249/8646A	21/06/2017 00:00	20:44:00	82	238	10	1	15	32	264
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	20:59:00 21:14:00	83 84	241 166	6	5	14 8	33 33	266 185
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	21:29:00 21:44:00	85 86	208 168	6	5 2	11 11	32 31	228 187
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	21:59:00 22:14:00	87 88	160 177	8	0 2	11 17	32 31	179 197
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	22:29:00 22:44:00	89 90	185 117	6	3	15 11	31 31	207 137
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	22:59:00 23:14:00	91 92	112 111	8	2 6	7 13	32 31	129 136
A249/8646A A249/8646A	21/06/2017 00:00 21/06/2017 00:00	23:29:00 23:44:00	93 94	103 77	2	1	14 10	31 31	120 89
A249/8646A A249/8646A	21/06/2017 00:00	23:59:00 00:14:00	95 0	49 43	4	1	15 6	31 31	69 60
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	00:29:00 00:44:00	1	46 34	2	1	18	29 30	67 47
A249/8646A A249/8646A	22/06/2017 00:00	00:59:00	3	42	3	5	15	30 29	65 39
A249/8646A A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	01:14:00 01:29:00 01:44:00	5	23 32 25	1	2 2	13 10 16	30	45
A249/8646A	22/06/2017 00:00	01:59:00	7	25 24	3	0	10	30	43 37
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	02:14:00 02:29:00	9	12 21	1	1	8 12	29 30	24 35
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	02:44:00 02:59:00	10 11	25 33	2	2	12 12	28 32	42 48
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	03:14:00 03:29:00	12 13	29 28	3 5	2 2	9 16	31 29	43 51
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	03:44:00 03:59:00	14 15	22 28	3 2	0 2	12 7	31 34	37 39
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	04:14:00 04:29:00	16 17	26 35	3	3 2	13 14	31 32	45 51
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	04:44:00 04:59:00	18 19	35 51	4	8	13 15	31 31	60 73
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	05:14:00 05:29:00	20 21	69 115	6 12	5 7	10 19	32 32	90 153
A249/8646A	22/06/2017 00:00	05:44:00	22	129	8	9	24	31	170
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	05:59:00 06:14:00	23 24	124 110	15 7	9 15	32 25	32 32	180 157
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	06:29:00 06:44:00	25 26	177 273	22 23	16 27	36 41	31 31	251 364
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	06:59:00 07:14:00	27 28	349 409	34 31	36 28	34 45	31 31	453 513
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	07:29:00 07:44:00	29 30	484 499	42 33	27 36	48 25	31 31	601 593
A249/8646A A249/8646A	22/06/2017 00:00	07:59:00 08:14:00	31 32	522 476	42 41	35 36	34 31	30 31	633 584
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	08:29:00 08:44:00	33 34	433 429	43 34	20 39	46 37	30 30	542 539
A249/8646A A249/8646A	22/06/2017 00:00	08:59:00 09:14:00	35 36	403 297	33 44	33 35	37 42	30 31	506 418
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	09:29:00 09:44:00	37 38	258	26 26	34 38	39	30 31	357
A249/8646A	22/06/2017 00:00	09:59:00	39	290 226	29	33	33 38	31	387 326
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	10:14:00 10:29:00	40 41	231 278	30 31	30 42	44 33	30 31	335 384
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	10:44:00 10:59:00	42 43	281 256	34 27	36 32	36 38	31 30	387 353
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	11:14:00 11:29:00	44 45	261 292	32 32	36 26	45 50	29 29	374 400
A249/8646A A249/8646A	22/06/2017 00:00	11:44:00 11:59:00	46 47	291 283	35 32	29 27	27 41	30 30	382 383
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	12:14:00 12:29:00	48 49	264 299	36 26	44 33	38 48	30 30	382 406
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	12:44:00 12:59:00	50 51	286 325	29 32	38 37	44	30 30	397 434
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A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	13:29:00 13:44:00	53 54	318 302	29 30	37 33	49 41	31 31	433 406
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	22/06/2017 00:00 22/06/2017 00:00	14:29:00 14:44:00	57 58	406 399	42 43	44 36	46 44	30 30	538 522
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	14:59:00 15:14:00	59 60	425 389	58 48	43 40	41 59	30 30	567 536
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A249/8646A A249/8646A	22/06/2017 00:00	16:59:00 17:14:00	67 68	707 622	35 47	18 19	31 48	31 31	791 736
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A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	17:59:00 18:14:00	71 72	680 543	33 38	14	36 29	32 32	763 619
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	18:29:00 18:44:00	73 74	542 483	23 33	13	25 34	32 32	603 559
A249/8646A A249/8646A	22/06/2017 00:00	18:59:00 19:14:00	75 76	441 397	21	13	23 24	33	498 436
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	19:29:00 19:44:00	77 78	343 272	16 10	6	15 26	33 33	380 314
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	19:59:00 20:14:00	79 80	272 270 271	10 12 16	3 2	15 32	33 32	300 321
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	20:29:00 20:44:00	81 82	250 246	9	4	5 8	34 34	268 265
	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	20:59:00 21:14:00	82 83 84	215 193	9	3	7 17	33 33	234 220
A249/8646A A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	21:14:00 21:29:00 21:44:00	84 85 86	193 191 177	4	9	11 8	33 33	215 194
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A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	22:29:00	88 89	161 177	2	3 4	16 20	32 31	183 203
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	22:44:00 22:59:00	90 91	129 95	7	3	13 11	32	151 112
A249/8646A A249/8646A	22/06/2017 00:00 22/06/2017 00:00	23:14:00 23:29:00	92 93	94 96	5	1	12 8	32 33	111 110
A249/8646A	22/06/2017 00:00 22/06/2017 00:00	23:44:00 23:59:00	94 95	74 62	5 2	5 1	10 15	31 30	94 80
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	00:14:00 00:29:00	0	60 34	1 3	3 1	12 5	32 32	76 43
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	00:44:00 00:59:00	2	32 37	1	2	11 14	31 30	46 55
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	01:14:00 01:29:00	4 5	24 24	2	0 2	13 11	30 29	39 38
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	01:44:00 01:59:00	6	26 23	2 4	1 0	13 10	29 31	42 37
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	02:14:00 02:29:00	8 9	22 16	1 3	3	10 13	30 29	36 35
A249/8646A A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	02:29:00 02:44:00 02:59:00	10 11	20 20	6	0 2	10 14	31	36 37
	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	03:14:00	11 12 13	29	4	5	14 13 16	29 30	51
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A249/8646A	23/06/2017 00:00 23/06/2017 00:00	03:59:00 04:14:00	15 16	17 30	4 2	2	12 17	30 30	33 51
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	04:29:00 04:44:00	17 18	36 46	4	3 5	12 14	32	55 69
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	04:59:00 05:14:00	19 20	46 50 76	4 8	7	16 13	31 32 32	69 77 101
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	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	05:59:00 06:14:00	23 24	119 112	14 16	6	33 28	32 32	172 167
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A249/8646A A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	06:44:00 06:59:00 07:14:00	26 27 28	294 324 364	26 26 26	30 32 26	29 35 30	32	379 417 446
A249/8646A A249/8646A A249/8646A	23/06/2017 00:00	07:29:00	29	469	57	46	35	31 30 31	607 609
A249/8646A	23/06/2017 00:00 23/06/2017 00:00	07:44:00 07:59:00	30 31	502 479	42 49	33 37	32 40	31	605
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	08:14:00 08:29:00	32 33	399 401	48 32	42 29	31 23	30 31	520 485
A249/8646A	23/06/2017 00:00	08:44:00	34	421	39	26	37	31	523

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A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	11:29:00 11:44:00	45 46	305 309	31 36	25 37	78 38 36	30 30	399 418
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A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	14:14:00 14:29:00	56 57	392 467	41 51	33 32	41 48	30 30	507 598
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	14:44:00 14:59:00	58 59	453 448	51 41	41 42	49 50	30 30	594 581
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A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	16:14:00 16:29:00	64 65	618 669	47 40	31 19	34 36	30 31	730 764
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A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	18:44:00 18:59:00	74 75	530 476	34 16	13 13	22 22	32 32	599 527
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	19:14:00 19:29:00	76 77	415 422	15 23	9	15 15	33 33	454 467
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	19:44:00 19:59:00	78 79	402 368	20 16	10 7	17 22	32 32	449 413
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	20:14:00 20:29:00	80 81	269 305	16 4	3 5	15 9	33 33	303 323
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	20:44:00 20:59:00	82 83	286 240	10 5	1	14 13	32 33	312 259
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	21:14:00 21:29:00	84 85	222 215	8 5	3	10 12	33 33	243 234
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	21:44:00 21:59:00	86 87	210 182	7	0	22 15	31 31	241 204
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	22:14:00 22:29:00	88 89	184 184	6 5	3 5	9 13	33 31	202 207
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	22:44:00 22:59:00	90 91	152 144	6 4	0	6 10	31 31	164 160
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	23:14:00 23:29:00	92 93	170 132	1	2	7 12	32 32	181 147
A249/8646A A249/8646A	23/06/2017 00:00 23/06/2017 00:00	23:44:00 23:59:00	94 95	121 100	4	3	5 11	32 32	131 118
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	00:14:00 00:29:00	0	116 94	0	1	9 12	32 31	130 107
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	00:44:00 00:59:00	3	74 59	3 1	3 2	9	31 31	89 72
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	01:14:00 01:29:00	4 5	42 65	3	0	15 13	30 30	65 81
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	01:44:00 01:59:00	6 7	39 30	4 2	0	9 8	31 32	53 40
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	02:14:00 02:29:00	9	33 26	1	3	13 9	30 28	49 39
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	02:44:00 02:59:00	10 11	19 25	2	2	15 14	29 29	38 43
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	03:14:00 03:29:00	12 13	27 18	4	0	9 10	32 31	40 34
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	03:44:00 03:59:00	14 15	20 21 33	1	1	8 9	31 30 30	30 32
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	04:14:00 04:29:00	16 17	20	4	3	9 9	31	46 33
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	04:44:00 04:59:00	18 19	24 20	8 7	2 5	7 14	33 31	41 46
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	05:14:00 05:29:00	20 21	35 51	3 5	0	16 9	33 32	54 69
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	05:44:00 05:59:00	22 23	69 62	4 4	7	14 15	33 33	88 88
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	06:14:00 06:29:00	24 25	45 96	11 11	9	23 15	30 32	81 131
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	06:44:00 06:59:00	26 27	119 111	17 10	2 8	19 16	32 33	157 145
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	07:14:00 07:29:00	28 29	109 109	15 15	11 5	15 19	33 33	150 148
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	07:44:00 07:59:00	30 31	166 214	16 23	14 14	15 24	32 32	211 275
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	08:14:00 08:29:00	32 33	212 200	15 22	9 15	14 8	33 33	250 245
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	08:44:00 08:59:00	34 35	253 225	13 18	17 16	16 21	32 31	299 280
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	09:14:00 09:29:00	36 37	208 230	12 19	13 16	27 17	31 31	260 282
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	09:44:00 09:59:00	38 39	250 229	13 21	12 16	12 17	32 32	287 283
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	10:14:00 10:29:00	40 41	290 290	5 17	9 11	20 11	31 32	324 329
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	10:44:00 10:59:00	42 43	313 343	18 15	10 8	17 17	32 32	358 383
A249/8646A	24/06/2017 00:00 24/06/2017 00:00	11:14:00 11:29:00	44 45	320 328	9 12	7 11	17 16	32 32	353 367
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	11:44:00 11:59:00	46 47	320 401	27 17	13 5	12 9	32 32	372 432
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	12:14:00 12:29:00	48 49	401 467	21 31	7 11	8 13	33 32	437 522
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	12:44:00 12:59:00	50 51	418 427	18 18	12 7	12 12	32 32	460 464
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	13:14:00 13:29:00	52 53	430 433	24 17	9	6 6	33 32	469 460
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	13:44:00 13:59:00	54 55	436 484	22 22	11 5	12 11	32 31	481 522
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	14:14:00 14:29:00	56 57	433 413	12 16	9	6 12	32 32	460 444
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	14:44:00 14:59:00	58 59	414 447	20 8	10 11	7 12	32 32	451 478
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	15:14:00 15:29:00	60 61	416 440	11 9	10 4	17 8	32 33	454 461
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00	15:44:00 15:59:00	62 63	432 398	16 15	11 4	14 12	32 32	473 429
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	16:14:00 16:29:00 16:44:00	64 65 66	425 419 422	7 13 12	5 4 3	9 16 10	33 33 33	446 452 447
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	16:44:00 16:59:00 17:14:00	66 67 68	422 408 410	12 13 7	6	•• 9 7	33 33 33	447 436 428
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	17:14:00 17:29:00 17:44:00	68 69 70	410 461 447	7 15	1 6	7 10 10	33 33 33	428 487 472
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	17:59:00 18:14:00	71 72	467 402	18 9	3 5	10 6 6	33 33 33	494 422
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	18:29:00 18:44:00	73 74	368 334	13 8	1	ь 10 9	33 33	392 355
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	18:59:00 19:14:00	75 76	318 281	8 11	2	4 16	34 32	332 309
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	19:14:00 19:29:00 19:44:00	76 77 78	281 290 267	11 13 8	3	16 8 4	32 33 34	309 314 281
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	19:44:00 19:59:00 20:14:00	78 79 80	267 250 240	3	0	4 4 8	34 34 34	281 257 253
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	20:14:00 20:29:00 20:44:00	80 81 82	240 218 182	8 5	5	8 9 8	34 33 33	253 240 198
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	20:44:00 20:59:00 21:14:00	82 83 84	182 182 150	4	1	8 3 5	33 33 34	198 190 157
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	21:14:00 21:29:00 21:44:00	85 86	196 182	5	2	5 11 9	34 32 32	214 197
A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	21:59:00 22:14:00	87 88	151 172	3 4	3 2	3 3	32 33 33	160 181
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	22:29:00 22:44:00	89 90	163 153	8	4	; 7	32 32	182 162
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	22:59:00 23:14:00	91 92	149 145	1	2	7 8	32 32 31	159 154
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	23:29:00 23:44:00	93 94	131 114	4	2	, 5 7	31 31 32	142 123
A249/8646A A249/8646A A249/8646A	24/06/2017 00:00 24/06/2017 00:00 25/06/2017 00:00	23:59:00 00:14:00	95 0	103 110	3	3	9 8	31 31	118 121
A249/8646A A249/8646A	25/06/2017 00:00 25/06/2017 00:00 25/06/2017 00:00	00:29:00 00:44:00	1 2	107	5	1	7 7	32 32	120 103
A249/8646A A249/8646A	25/06/2017 00:00 25/06/2017 00:00	00:59:00 01:14:00	3 4	59 67	1 2	1	7 4	32 32	68 74
A249/8646A A249/8646A A249/8646A	25/06/2017 00:00 25/06/2017 00:00 25/06/2017 00:00	01:29:00 01:44:00	5	56 53	1 4	1 2	5 5	32 33 33	63 64
A249/8646A A249/8646A	25/06/2017 00:00 25/06/2017 00:00 25/06/2017 00:00	01:59:00 02:14:00	7 8	41 38	2	1 0	2 5	33 32	46 44
A249/8646A A249/8646A A249/8646A	25/06/2017 00:00 25/06/2017 00:00 25/06/2017 00:00	02:14:00 02:29:00 02:44:00	9 10	38 38 29	1 1	2 2	5 2 2	34 33	43 34
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A249/8646A A249/8646A A249/8646A	25/06/2017 00:00 25/06/2017 00:00 25/06/2017 00:00	03:14:00 03:29:00 03:44:00	12 13 14	26 23 28	1 0	0 2	- 7 4	32 30 31	33 31 34
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	25/06/2017 00:00 25/06/2017 00:00 25/06/2017 00:00	06:14:00 06:29:00	24 25	41 48	6	0	6 a	33 33	53 60
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	25/06/2017 00:00 25/06/2017 00:00 25/06/2017 00:00	07:14:00 07:29:00	28 29	67 61	8 7	3	1 7	35 33	79 79
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A249/8646A	26/06/2017 00:00	00:29:00 00:44:00	1	46	3	0	6	32	55
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A249/8646A	26/06/2017 00:00 26/06/2017 00:00	02:14:00 02:29:00	9	12 24	1	2	6	35 31	14 33
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	26/06/2017 00:00 26/06/2017 00:00	03:14:00 03:29:00	12 13	19 22	3 1	4 2	9 7	29 31	35 32
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A249/8646A	26/06/2017 00:00 26/06/2017 00:00	11:44:00 11:59:00	47	275 271	37	29	34	31	371
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A249/8646A	26/06/2017 00:00 26/06/2017 00:00	13:14:00 13:29:00	52 53	307 313	37 31	33 32	50 30	31 31	427 406
A249/8646A A249/8646A	26/06/2017 00:00 26/06/2017 00:00 26/06/2017 00:00	13:44:00 13:59:00	54 55	324 282	33 33	34 38	38 30	30 31	429 383
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A249/8646A	26/06/2017 00:00 26/06/2017 00:00	14:44:00 14:59:00	58 59	404 386	38 36	37 35	33 29	31 31	512 486
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	26/06/2017 00:00 26/06/2017 00:00	15:44:00 15:59:00	62 63	463 426	34 37	32 33	47 40	30 31	576 536
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	26/06/2017 00:00 26/06/2017 00:00	16:44:00 16:59:00	66 67	515 559	38 40	23 23	31 33	31 31	607 655
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A249/8646A A249/8646A	26/06/2017 00:00 26/06/2017 00:00	20:14:00 20:29:00	80 81	241 209	7 13	5 4	18 14	33 32	271 240
A249/8646A	26/06/2017 00:00 26/06/2017 00:00	20:44:00 20:59:00	82 83	216 148	6 4	6	16 11	32 32	244 165
A249/8646A A249/8646A	26/06/2017 00:00 26/06/2017 00:00	21:14:00 21:29:00	84 85	168 140	7 5	2	11 19	32 32	188 164
A249/8646A	26/06/2017 00:00 26/06/2017 00:00	21:44:00 21:59:00	86 87	148 133	6 5	2 2	9 11	33 31	165 151
A249/8646A A249/8646A	26/06/2017 00:00 26/06/2017 00:00	22:14:00 22:29:00	88 89	161 164	5 5	2 1	21 9	31 32	189 179
A249/8646A A249/8646A	26/06/2017 00:00 26/06/2017 00:00	22:44:00 22:59:00	90 91	97 91	7	2	7 11	32 31	113 106
A249/8646A A249/8646A	26/06/2017 00:00 26/06/2017 00:00	23:14:00 23:29:00	92 93	82 64	2	2	17 13	31 32	103 81
A249/8646A	26/06/2017 00:00 26/06/2017 00:00	23:44:00 23:59:00	94 95	53 50	1 4	2	8 4	31 33	64 58
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	00:14:00 00:29:00	0	38 43	1 3	1 2	11 10	30 30	51 58
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	00:44:00 00:59:00	2	27 23	0 2	2	11 12	31 27	40 40
A249/8646A	27/06/2017 00:00 27/06/2017 00:00	01:14:00 01:29:00	4 5	24 18	3 2	2	8 11	29 29	37 31
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	01:44:00 01:59:00	6 7	17 23	5 1	2	9 5	29 31	33 29 26
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A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	02:59:00 03:14:00	11 12	20 21	7 2	2	9	29 29	38 38
A249/8646A A249/8646A	27/06/2017 00:00	03:29:00	13	14	2	0	11	29 32	27 44
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	03:59:00 04:14:00	15 16	29 27	5	0	17 9	30 31	51 43
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	04:29:00 04:44:00	17 18	34 53	1 5	7	7	31 33	59 68
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	04:59:00 05:14:00	19 20	48 51	7	6	20 15	30 31	81 76
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	05:29:00 05:44:00	21 22	95 158	7	8	22 15	32 33	132 189
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	05:59:00 06:14:00	23 24	108 130	15 4	7	24	32 31	154 169
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	06:29:00 06:44:00	25 26	197 286	23 26	17 28	25 32 27	32 32	269 367
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	06:59:00 07:14:00	27 28	357 409	39 35	27 30	30 42	31 31	453 516
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	07:29:00 07:44:00	29 30	526 547	43 55	28 32	36 35	31 30	633 669
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	07:59:00 08:14:00	31 32	533 436	38 42	32 24	32 34	30 31	635 536
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	08:29:00 08:44:00	33 34	419 447	37 47	31 35	30 35	30 31	517 564
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	08:59:00 09:14:00	35 36	387 345	34 25	32 29	34 26	30 31	487 425
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	09:29:00 09:44:00	37 38	290 278	30 33	30 33	34 36	31 31	384 380
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	09:59:00 10:14:00	39 40	256 245	33 46	47 43	39 48	30 28	375 382
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	10:29:00 10:44:00	41 42	229 249	34 21	37 32	44 37	31 31	344 339
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	10:59:00 11:14:00	43 44	210 243	35 29	25 52	42 31	30 31	312 355
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	11:29:00 11:44:00	45 46	251 268	44 40	31 37	43 43	30 30	369 388
A249/8646A A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	11:59:00 12:14:00 12:29:00	47 48	299 301	28 22	28 35	43 39	30 30	398 397
A249/8646A A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00 27/06/2017 00:00	12:44:00 12:59:00	49 50 51	304 301 294	37 27 27	41 39 37	44 34 31	30 30 31	426 401 389
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00 27/06/2017 00:00	13:14:00 13:29:00	52 53	323 344	34 35	24 44	41 49	31 30	422 472
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	13:44:00 13:59:00	54 55	328 325	30 48	39 62	50 35	30 31	447 470
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A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	14:44:00 14:59:00	58 59	362 388	28 32	39 36	53 56	30 30	482 512
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	15:14:00 15:29:00	60 61	402 434	53 45	27 32	38 53	30 30	520 564
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	15:44:00 15:59:00	62 63	490 560	35 59	23 28	41 47	31 30	589 694
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	16:14:00 16:29:00	64 65	530 584	52 54	32 27	46 29	31 31	660 694
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	16:44:00 16:59:00	66 67	616 648	44 47	18 14	41	31 30	719
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	17:14:00 17:29:00	68 69	600 688	35 44	25 24	31 32 28	31 31	740 692 784
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	17:44:00 17:59:00	70 71	701 718	35 46	7 12	29 22	31 31	772 798
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A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	18:44:00 18:59:00	74 75	494 421	21 25	4 12	18 25	32 32	537 483
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	19:14:00 19:29:00	76 77	362 420	17 24	7 6	23 17	31 31	409 467
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	19:44:00 19:59:00	78 79	299 256	12 12	3 8	13 19	31 32	327 295
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	20:14:00 20:29:00	80 81	219 242	8 15	3 6	11 27	33 31	241 290
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	20:44:00 20:59:00	82 83	237 198	7 11	5	20 14	31 32	269 226
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	21:14:00 21:29:00	84 85	163 178	8	2	11 13	32 31	184 197 160
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	21:44:00 21:59:00	86 87	136 153	5	0	16 12	30 30	170
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00	22:14:00 22:29:00	88 89	140 151	7	2	10 8	30	161 168
A249/8646A A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00 27/06/2017 00:00	22:44:00 22:59:00 23:14:00	90 91 92	122 89 78	1	3	16 13	28 29 28	145 106
A249/8646A A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00 27/06/2017 00:00	23:14:00 23:29:00 23:44:00	92 93 94	78 69 58	0	1	13 11 11	28 29 30	96 81 75
A249/8646A A249/8646A	27/06/2017 00:00 27/06/2017 00:00 28/06/2017 00:00	23:59:00 00:14:00	95 0	48 37	3 3	0	11 12 8	29 29	63 48
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	00:29:00 00:44:00	1	34 25	5	0	7 10	31 30	46 37
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	00:59:00 01:14:00	3 4	25 22 25	5	0	7 11	30 30 29	37 34 37
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	01:29:00 01:44:00	5	27 25	2	3	10 8	28 30	42 34
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	01:59:00 02:14:00	7 8	18 23	3	1 2	8 8	30 30	30 33
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	02:29:00 02:44:00	9	21 20	3	2	7	29 29	33 36
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	02:59:00 03:14:00	11 12	29 10	1 3	1	7 13	30 28	38 26
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	03:29:00 03:44:00	13 14	19 34	2	1	7 8	30 30	29 44
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	03:59:00 04:14:00	15 16	25 29	5 5	0	9 12	30 30	39 49
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A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	05:29:00 05:44:00	21 22	89 130	10 5	4 18	18 18 21	31 30	121 171
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	05:59:00 06:14:00	23 24	110 119	13 14	9 13	22	31 31	153 168
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A249/8646A A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	06:59:00 07:14:00 07:29:00	27 28	351 403 516	39 38 39	25 26 36	28 31 31	31 31 30	443 498 622
A249/8646A A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	07:29:00 07:44:00 07:59:00	29 30 31	550 516	53 30	34 29	31 27 29	30 30	664 604
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A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	08:44:00 08:59:00	34 35	414 412	30 23	26 22	24 30	30 30	494 487
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	09:14:00 09:29:00	36 37	353 274	38 29	27 43	28 20	31 31	446 366
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	09:44:00 09:59:00	38 39	291 246	40 37	36 38	33 37	30 31	400 358
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	10:14:00 10:29:00	40 41	232 224	28 27	39 33	41 46	30 31	340 330
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	10:44:00 10:59:00	42 43	247 250	33 41	38 32	41 52 36	30 30	359 375 357
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	11:14:00 11:29:00	44 45	247 277	39 27	35 38	45	30	387
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	11:44:00 11:59:00	46 47	298 268	32 39	42 19	44 49	30 30	416 375 357
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A249/8646A A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	12:44:00 12:59:00 13:14:00	50 51 52	315 311 265	25 35 33	39 47 31	40 52 33	30 30 31	419 445 362
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	13:14:00 13:29:00 13:44:00	53	367 336	23 35	33 35	55 34 54	30 31	457 460
A249/8646A A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	13:59:00 14:14:00	54 55 56	315 357	45 38	38 41	54 60 45	30 30	458 481
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	14:29:00 14:44:00	57 58	368 421	39 38	41 43	43	31	491
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A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	15:29:00 15:44:00	61 62	426 480	41 43	39 34	52 38	30 30	558 595
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	15:59:00 16:14:00	63 64	510 518	45 37	39 29	36 48 43	31 31	642 627
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A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	18:29:00 18:44:00	73 74	561 473	20 23	11	26 24	32 32	618 526
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	18:59:00 19:14:00	75 76	423 375	14 20	7 7	23 18	33 33	467 420
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A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	19:59:00 20:14:00	79 80	245 242	14 9	3	20 21	33 33	281 275
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	20:29:00 20:44:00	81 82	266 218	8	5	14 18	33 32	295 248
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00	20:59:00 21:14:00	83 84	168 183	4 9	0	11 13	33 32	187 205
A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	21:29:00 21:44:00 21:59:00	85 86 87	186 175	3	7 6	14 13 16	32 32	210 197 174
A249/8646A A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	21:59:00 22:14:00 22:29:00	87 88	151 145	5 3 6	1	16 10	32 32	159
A249/8646A A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 28/06/2017 00:00	22:29:00 22:44:00 22:59:00	89 90	128 117	3	0	18 14 13	32 31	153 134 137
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A249/8646A A249/8646A	28/06/2017 00:00 28/06/2017 00:00 29/06/2017 00:00	23:59:00 00:14:00	95 0	64 46	1 3	3 2	10 14	31 31	78 65
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	00:29:00 00:44:00	1 2	47 37	1 3	1 2	5 9	32 31	54 51
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	00:59:00 01:14:00	3 4	37 34	1 3	3	19 11	29 30	57 51
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	01:29:00 01:44:00	5 6	25 31	2 5	0	8 3	30 31	36 39
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	01:59:00 02:14:00 02:29:00	8	28 20	3	2	8 8	30 30 29	39 30
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	02:29:00 02:44:00 02:59:00	9 10 11	19 23 27	1	2	7 8 10	29 30 31	30 34 45
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	03:14:00 03:29:00	12 13	13 21	2	3	9 8	31 32	27 33
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	03:44:00	14 15	30 26	3	2	16 11	30 31	51 44
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	04:14:00 04:29:00	16 17	21 46	7	3	6 13	32 30	30 69
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	04:44:00 04:59:00	18 19	54 55	4	5 2	12 15	32 30	75 76
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	05:14:00 05:29:00	20 21	58 93	7	7	8 21	32 32	74 128
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	05:44:00 05:59:00 06:14:00	22 23 24	139 137	8 4 17	10 11 10	17 18	33 32 32	174 170
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	06:29:00 06:44:00	25 26	124 197 267	20 20	18 27	20 33 34	32 32 32	171 268 348
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	06:59:00 07:14:00	27 28	365 413	31 37	21 35	45	31 31	462
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A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	08:29:00 08:44:00	33 34	471 428	42 48	35 45	43 41	30 30	591 562
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	08:59:00 09:14:00	35 36	435 299	37 21	25 29	36 52	30 30	533 401
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	09:29:00 09:44:00	37 38	288 281	38 38	32 38	41 35	31 30	399 392
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	09:59:00 10:14:00	39 40	290 215	34 21	32 35	37 46	31 30	393 317
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	10:29:00 10:44:00	41 42	249 274	31 32	31 27	48 52	30 31	359 385
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	10:59:00 11:14:00	43 44	242 261	29 38	32 41	38 34	31 31	341 374
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	11:29:00 11:44:00 11:59:00	45 46 47	292 260 301	35 38 32	26 29 25	41 43 41	31 30 31	394 370 399
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	12:14:00 12:29:00	48 49	305 319	25 24	40 30	38 59	31 30	408 432
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	12:44:00 12:59:00	50 51	313 306	30 36	31 45	42 46	30 30	416 433
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	13:14:00 13:29:00	52 53	315 305	35 25	38 36	47 36	30 31	435 402
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	13:44:00 13:59:00	54 55	344 329	35 26	35 36	43 41	31 30	457 432
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	14:14:00 14:29:00	56 57	352 364	41 39	52 30	40 42	30 31	485 475
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	14:44:00 14:59:00	58 59	404 390	40 43	41 36	34 40	30 31	519 509
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	15:14:00 15:29:00	60 61	421 445	42 42	35 41	46 37	31 31	544 565
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	15:44:00 15:59:00	62 63	500 515	48 46	42 39	42 48	30 31	632 648
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	16:14:00 16:29:00	64 65	554 613	50 50	39 24	36 31	31 30	679 718
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	16:44:00 16:59:00 17:14:00	66 67 68	637 700 638	40 43 41	20 21 22	40 26	31 31 31	737 790
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	17:14:00 17:29:00 17:44:00	69 70	716 715	48 39	15 13	42 27 28	31 31 31	743 806 795
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	17:59:00 18:14:00	71 72	684 407	62 30	11 38	27 28	26 11	784 503
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	18:29:00 18:44:00	73 74	409 408	19 23	26 23	21 22	10 11	475 476
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	18:59:00 19:14:00	75 76	456 418	22 22	18 10	21 29	23 32	517 479
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	19:29:00 19:44:00	77 78	335 331	24 11	3 12	13 29	33 32	375 383
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	19:59:00 20:14:00	79 80	299 242	10 10	4	20 10	33 33	333 266
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	20:29:00 20:44:00	81 82	237 221	11 15	6	17 17	33 33	271 254
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	20:59:00 21:14:00	83 84	214 169	8	3 4	8 11	33 32	233 191
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	21:29:00 21:44:00	85 86	199 197	3	7	8 16	34 32	217 217
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	21:59:00 22:14:00	87 88	163 166	3	3	10 12	33 31	177 184
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	22:29:00 22:44:00 22:59:00	89 90 91	158 128 125	6	4	15 11 10	32 32 32	181 149 140
A249/8646A A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	23:14:00 23:29:00	92 93	100 82	1	0	9 13	32 32 31	110 102
A249/8646A A249/8646A	29/06/2017 00:00 29/06/2017 00:00	23:44:00 23:59:00	94 95	72 67	3 2	2	6 5	33 32	83 77
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	00:14:00 00:29:00	0	54 44	5	2	9	32 31	70 58
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	00:44:00 00:59:00	2	42 34	4 2	0	10 12	32 30	56 48
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	01:14:00 01:29:00	4 5	46 37	3 4	2	7 9	32 30	57 52
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	01:44:00 01:59:00	6 7	39 21	0	1	7 9	31 29	50 33
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	02:14:00 02:29:00	9	24 26	1	2	7 8	31 31	37 37
A249/8646A A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	02:44:00 02:59:00 03:14:00	10 11 12	15 23 17	5	4 3	11 10 10	30 31 30	31 42 36
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	03:29:00	13 14	23 33	2	0	10 11	30 31	35 49
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	03:59:00 04:14:00	15 16	37 24	3 1	2	18 7	31 31	60 33
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	04:29:00 04:44:00	17 18	29 60	4 5	4 2	8 12	30 32	45 79
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	04:59:00 05:14:00	19 20	58 60	6	3 6	15 9	32 32	82 78
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	05:29:00 05:44:00	21 22	99 148	10 11	9	14 20	33 32	132 182
A249/8646A A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	05:59:00 06:14:00 06:29:00	23 24 25	121 119 206	17 22 23	13 13 16	18 23 27	32 31 31	169 177 272
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	06:44:00 06:59:00	26 27	283 308	24 37	20 37	32	32 31	359 423
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	07:14:00 07:29:00	28 29	394 446	28 36	35 31	41 32 32	31 31	489 545
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	07:44:00 07:59:00	30 31	536 447	48 43	34 28	31 27	31 31	649 545
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	08:14:00 08:29:00	32 33	415 395	38 28	40 46	27 43	30 30	520 512 518
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	08:44:00 08:59:00	34 35	402 388	36 43	39 39	41 42	30 31	512
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	09:14:00 09:29:00	36 37	307 276	34 37	33 35	46 34	31 30	420 382
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	09:44:00 09:59:00	38 39	245 265	34 36	30 33	35 36	30 30	344 370
A249/8646A A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	10:14:00 10:29:00 10:44:00	40 41 42	224 250 267	40 21 28	31 33 37	46 51 29	29 30 31	341 355 361
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	10:59:00 11:14:00	43 44	293 327	45 34	35 33	37 48	30 30	410 442
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	11:29:00 11:44:00	45 46	308 267	38 28	29 37	37 29	30	412 361
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	11:59:00 12:14:00	47 48	302 327	43 34	30 33	40 48		415 442
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	12:28:00 12:44:59	49 50	315	36	30	39		420
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	12:59:59 13:14:59	51 52						
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	13:29:59 13:44:59	53 54						
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	13:57:00 14:10:00	55 56	210 176	23 28	30 30	53 26	35 31	315 259
A249/8646A A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	14:29:59 14:44:59 14:59:59	57 58 59						
A249/8646A A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	14:59:59 15:14:59 15:29:59	59 60 61						
A249/8646A A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	15:29:59 15:44:59 15:59:59	61 62 63						
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	16:14:59 16:29:59	64 65						
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	16:44:00 16:47:00	66 67	692 505	44 35	27 15	26 20	31 32	788 575
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	17:14:59 17:29:00	68 69	803	0	8	8	31	818
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	17:32:00 17:59:59	70 71	470	35	10	30	32	545
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	18:14:00 18:29:00	72 73	610 570	28 25	15 14	25 22	31 32	678 631
A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00	18:44:00 18:59:00	74 75	528 481	22 18 11	8 11 8	19 28 20	32 32 33	577 538 438
A240/Mc 4c -								33	
A249/8646A A249/8646A A249/8646A	30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00 30/06/2017 00:00	19:14:00 19:29:00 19:44:00	76 77 78	399 415 349	19 16	5 7	7 7	33 33	446 379

A249/8646A	30/06/2017 00:00	19:59:00	79	316	15	4	23
A249/8646A	30/06/2017 00:00	20:14:00	80	348	12	5	10
A249/8646A	30/06/2017 00:00	20:29:00	81	283	14	3	13
A249/8646A	30/06/2017 00:00	20:44:00	82	254	13	6	14
A249/8646A	30/06/2017 00:00	20:59:00	83	243	12	4	22
A249/8646A	30/06/2017 00:00	21:14:00	84	290	10	2	22
A249/8646A	30/06/2017 00:00	21:29:00	85	245	3	1	10
A249/8646A	30/06/2017 00:00	21:44:00	86	211	8	5	14
A249/8646A	30/06/2017 00:00	21:59:00	87	193	6	1	13
A249/8646A	30/06/2017 00:00	22:14:00	88	175	3	2	11
A249/8646A	30/06/2017 00:00	22:29:00	89	202	4	3	19
A249/8646A	30/06/2017 00:00	22:44:00	90	186	7	1	10
A249/8646A	30/06/2017 00:00	22:59:00	91	173	5	2	5
A249/8646A	30/06/2017 00:00	23:14:00	92	132	8	0	8
A249/8646A	30/06/2017 00:00	23:29:00	93	150	6	1	4
A249/8646A	30/06/2017 00:00	23:44:00	94	130	5	3	10
A249/8646A	30/06/2017 00:00	23:59:00	95	114	9	2	10

AADFYear C	P Estimation Estimation Region LocalAu	thc Road	RoadCa	teg Easting I	Northing StartJuncti EndJunct	io LinkLength Lii	nkLength Pe	dalCycle Mo	otorcycli C	arsTaxis Bu	ısesCoac Li	ghtGood: V2	2AxleRigi V3	AxleRigi V4	or5Axle V3	or4Axle، ۷5	SAxleArti V	Al orMore، Al	IHGVs	AllMotorVehicles
2000	26837 Counted Manual co South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	1	224	16532	133	2898	579	111	302	306	965	510	2773	22560
2001	26837 Counted Manual co South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	5	232	18305	133	3214	651	120	431	351	907	510	2970	24854
2002	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	5	236	18836	138	3240	668	133	478	328	810	574	2991	25441
2003	26837 Counted Manual co South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	1	283	20641	141	3358	699	149	269	323	759	628	2827	27250
2004	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	1	287	20993	117	3738	746	168	313	310	676	695	2908	28043
2005	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	1	276	20845	112	3909	750	165	333	278	598	744	2868	28010
2006	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	1	299	21200	107	4096	773	165	361	252	536	805	2892	28594
2007	26837 Counted Manual co South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	0	324	21440	132	4648	728	127	439	226	1018	744	3282	29826
2008	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	0	315	21290	133	4657	710	139	455	212	964	782	3262	29657
2009	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	0	330	21013	140	4811	657	139	438	196	831	759	3020	29314
2010	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	0	292	20508	149	4936	688	139	377	230	792	770	2996	28881
2011	26837 Counted Manual co South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	3	182	22263	56	4171	766	159	289	138	1191	934	3477	30149
2012	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	3	177	22103	57	4343	760	170	323	106	1170	983	3512	30192
2013	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	3	187	21839	59	4611	774	187	371	82	1151	1034	3599	30295
2014	26837 Counted Manual co South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	0	94	24333	55	5274	800	106	345	150	1146	1100	3649	33405
2015	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	0	97	25066	54	5863	837	120	362	193	1187	1141	3838	34919
2016	26837 Estimated Estimated South East Kent	A249	TR	590000	166140 A2/B2006 B2005	3	1.86	0	98	25761	54	6239	879	118	400	161	1106	1189	3853	36005

Site Name A249/8646A A249/8646A	Report Date 01/06/2017 00:00 01/06/2017 00:00	Time Period Ending 00:14:00 00:29:00	Time Interval	0 - 520 cm 51 L 46	521 - 660 cm 2	661 - 1160 cm	1160+ cm 0 - 6	- 10 mph 11 - 15 mph 16 - 20 m	oh 21 - 25 mph 2	6 - 30 mph 31 - 3	5 mph 36 - 40 mph	41 - 45 mph 46 - 50 mph	n 51 - 55 mph 56	- 60 mph 61 - 70 mph	71 - 80 mph 80+ mp	h Avg mph Tot 32 32	al Volume 62 56
A249/8646A A249/8646A	01/06/2017 00:00 01/06/2017 00:00	00:44:00 00:59:00	2	52 52	1 2	. 1	5 7									32 31	59 52
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	01:14:00 01:29:00	4	6	6		14 10									33 31	34 19
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	01:44:00 01:59:00 02:14:00	6 7 8		1		9 8 13									34 31 32	28 19 36
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	02:14:00 02:29:00 02:44:00	9	16	2	. 4	16 11									32 32 32	38 28
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	02:59:00	11	18	5		8 8									34 35	33 26
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	03:29:00 03:44:00	13 14	3 27	4	1 4	11 16 17									34 34	46 55 63
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	03:59:00 04:14:00	15 16	42	9		22									30 31	78
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	04:29:00 04:44:00	18	93	17 38	1 9	31 28									30 29	108 168
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	04:59:00 05:14:00 05:29:00	19 20 21	199	40 53 63	25	42									27 26 23	207 319 369
A249/8646B A249/8646B	01/06/2017 00:00	05:44:00 05:59:00	22	324	57 49	20										22 21	457 418
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	06:14:00 06:29:00	24 25	329	61 67	. 28	34									21 21	452 486
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	06:44:00 06:59:00	26 27	7 361	70 60	25	31									20 22	482 477
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	07:14:00 07:29:00 07:44:00	28 29 30	338	69 64 38	24	34									22 20 21	534 460 444
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	07:59:00 08:14:00	31 32	332	59 60	30	29 32									19 21	450 449
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	08:29:00 08:44:00	33 34	336	44 53	37	37 42									21 20	444 462
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	08:59:00 09:14:00	35 36	325	62 62	. 33	35									20 20	463 455
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	09:29:00 09:44:00	37 38	327	62 52	. 28	39									20 19	453 446
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	09:59:00 10:14:00 10:29:00	35 40 41	336	55 54 48	25	36 45 36									21 20 20	456 460 427
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	10:44:00 10:59:00	42	329	43	26	52									20 21	450 368
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	11:14:00 11:29:00	44 45	311	49 38	28	41									20 18	445 418
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	11:44:00 11:59:00	47	286	57 57	28	40									19 19	438 411
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	12:14:00 12:29:00 12:44:00	48 49 50	320	49 61 50	38	39									19 22 22	405 458 450
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	12:59:00 13:14:00	51	287	48	28	39									21 20	402 410
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	13:29:00 13:44:00	53 54	306	47 59	40	34 36									21 20	427 412
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	13:59:00 14:14:00	55 56	5 269	50 44	28	48									20 20	403 389
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	14:29:00 14:44:00 14:59:00	57 58 59	3 289	54 53 48	31	37									19 20 19	389 410 391
A249/8646B A249/8646B	01/06/2017 00:00	15:14:00 15:29:00	60	282	45	18	37									19 21	382 443
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	15:44:00 15:59:00	62 63	285	51 58	25	30 28									17 20	391 412
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	16:14:00 16:29:00	64 65	327	45 52	27	40 34									20 19	439 442
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	16:44:00 16:59:00 17:14:00	66 67 68	375	63 56 57	24	24									19 20 20	429 479 445
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	17:29:00 17:44:00	69	361	55 50	14										21 20	452 493
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	17:59:00 18:14:00	71	453	48	1 17	21									21 20	539 490
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	18:29:00 18:44:00	73 74	307	40 45	17	28									20 20	405 397
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	18:59:00 19:14:00	75 76	219	46 39	18										24 21	295 303
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	19:29:00 19:44:00 19:59:00	77 78 79	181	37 29 35	17										22 25 25	313 241 239
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	20:14:00 20:29:00	80 81	162	35 30	. 7										25 27 28	217 226
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	20:44:00 20:59:00	82	155 133	42 32	! 9 ! 11	17									26	223 184
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	21:14:00 21:29:00	84 85	108	29 30	10										28 27 23	131 158
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	21:44:00 21:59:00	86	67	32 20	. 4	10									24 25	146 101
A249/8646B A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	22:14:00 22:29:00 22:44:00	88 89 90	81	29 27 16		15 11 4									25 26 26	123 125 97
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	22:59:00 23:14:00	91	67	15 12	. 8	8 10									26 33	98 81
A249/8646B A249/8646B	01/06/2017 00:00 01/06/2017 00:00	23:29:00 23:44:00	93 94	47	14 6	1 1	5 10									34 31	67 59
A249/8646B A249/8646B	01/06/2017 00:00 02/06/2017 00:00	23:59:00 00:14:00		29	9		9									34 32	48 52
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	00:29:00 00:44:00 00:59:00	2		3		12 18 7									32 33 33	42 44 29
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	01:14:00 01:29:00	4	13 23	2	2	4									35 33	21 35
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	01:44:00 01:59:00	5	9 11	3 2	1 1	11 14									30 33	24 28
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	02:14:00 02:29:00	8		5		12 9									34 36	28 43
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	02:44:00 02:59:00 03:14:00	10 11 12	15 1 16 2 16	3	1 4	10 13									36 36 32	28 33 38
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	03:29:00 03:44:00	13 14	3 25	9	3										34 33	53 56
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	03:59:00 04:14:00	15 16	5 25 5 45	9	9	15 23									33 30	55 82
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	04:29:00 04:44:00 04:59:00	17 18 19	100	14 18 36	10	32									30 28 30	115 160 201
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	05:14:00 05:29:00	20	202	48 47	20	41									26 23	311 361
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	05:44:00 05:59:00	22	269	72 51	27	34 39									24 23	402 447
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	06:14:00 06:29:00	24 25	347	55 58	1 26	40									22 23	480 533
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	06:44:00 06:59:00 07:14:00	26	7 380	60 53	35	45									22 20	548 513
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	07:29:00 07:44:00	28 29 30	381	73 52 68	28	43									24 22 22	531 504 463
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	07:59:00 08:14:00	30 31 32	339	52 52	! 29	35 46									22 23 20	481 466
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	08:29:00 08:44:00	33	332	46 52	. 25	41									21 19	448 450
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	08:59:00 09:14:00 09:29:00	35 36 37	307	74 50 63	29	34									20 22	419 420 423
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	09:44:00 09:59:00	38 39	3 296	41 68	. 31	49									20 19 21	417 474
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	10:14:00 10:29:00	40	309	54 49	21	42 30									20 19	426 417
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	10:44:00 10:59:00	42 43	311	71 47	33	37									20 19	485 428
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	11:14:00 11:29:00 11:44:00	44 45 46	321	55 44 51	28	45									19 20 20	432 438 460
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	11:59:00 12:14:00	46 47 48	366	53 44	27	34									20 20 18	480 480
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	12:29:00 12:44:00	49	9 291	59 52	28	44									19 19	422 418
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	12:59:00 13:14:00	51 52	332	60 39	38	35 37									20 21	465 465
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	13:29:00 13:44:00	53 54	315	49 56	32	31									20 20	394 434
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	13:59:00 14:14:00 14:29:00	55 56 57	251	54 69 47	26	28									22 22 20	426 374 377
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	14:44:00 14:59:00	58 59	311	60 61	38	32 36									21 21	441 398
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	15:14:00 15:29:00	60 61	317	66 59	20	44 29									20 20	447 429
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	15:44:00 15:59:00	62 63	334	54 56	1 27	28 29									20 21	443 416
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	16:14:00 16:29:00 16:44:00	64 65 66	345	45 49 67	22	30									20 20 21	454 446 499
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	16:59:00 17:14:00	67 68	355	56 64	22	32									21 21 22	465 488
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	17:29:00 17:44:00	69 70	408	61 45	13	25 26									20 20	507 419
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	17:59:00 18:14:00	71 72	320	57 52	17	25 24									20 23	419 397
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	18:29:00 18:44:00 18:59:00	73 74	268	51 48 47	15	27 16									21 22	361 319
A249/8646B A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00 02/06/2017 00:00	18:59:00 19:14:00 19:29:00	75 76 77	244	47 38 40	1 12	17									23 22 19	333 311 303
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	19:44:00 19:59:00	78 79	208 9 170	47 34	17	13 16									21 22	285 238
A249/8646B A249/8646B	02/06/2017 00:00 02/06/2017 00:00	20:14:00 20:29:00	80	147	32 35	! 13	14									22 23	206 200

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	02/06/2017 00:00 02/06/2017 00:00	21:14:00 21:29:00	84 85	97 110	26 16	5	6 12	27 26	134 144
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A249/8646B	02/06/2017 00:00 02/06/2017 00:00	22:14:00 22:29:00	88 89	92 79	19 25	8 11	15 9	25 28	134 124
A249/8646B	02/06/2017 00:00 02/06/2017 00:00	22:44:00 22:59:00	90 91	70 71	7 8	2	8	31 31	87 86
	02/06/2017 00:00 02/06/2017 00:00	23:14:00 23:29:00	92 93	56 63	11 15	5	7	29 34	79 83
A249/8646B	02/06/2017 00:00 02/06/2017 00:00	23:44:00 23:59:00	94 95	44 58	7 11	2	10 10	29 30	63 83
A249/8646B A249/8646B	03/06/2017 00:00	00:14:00 00:29:00	0	49 30	13 11	5	18 10	27 33	85
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	00:44:00 00:59:00	2	32 28	6 7	1	6 8	35 30	52 45 44
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	01:14:00 01:29:00	4 5	22 30	5	2	12 4	30 32	41 40
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A249/8646B	03/06/2017 00:00 03/06/2017 00:00	02:14:00 02:29:00	8	15 25	10 7	1 3	9 10	34 32	35 45
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	02:44:00 02:59:00	10 11	20 19	5 11	4	6	34 34	35 40
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	03:14:00 03:29:00	12 13	13 22	5 6	0	9 15	35 32	27 46
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	03:44:00 03:59:00	14 15	28 17	8 9	3	n n	32 31	50 40
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	04:14:00 04:29:00	16 17	31 35	4 9	3 4	6 15	36 32	44 63
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A249/8646B	03/06/2017 00:00 03/06/2017 00:00	05:14:00 05:29:00	20 21	76 96	16 16	11	12 22	34 29	113 145
	03/06/2017 00:00	05:44:00 05:59:00	22 23	109 104	32 29	10 11	13 14	31 30	164 158 167
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	03/06/2017 00:00 03/06/2017 00:00 03/06/2017 00:00	06:59:00 07:14:00	26 27 28	153 140 170	39 31 49	16 12	23 15 12	28 28	227 202 243
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A249/8646B	03/06/2017 00:00 03/06/2017 00:00	07:59:00 08:14:00	31 32	174 213	54 51	21 27	19 20	25 23	268 311
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	03/06/2017 00:00	08:59:00 09:14:00	35 36	262 263	33 41	20 18	30 28	21 20	345 350
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	09:29:00 09:44:00	37 38	259 348	51 49	23 16	22 14	20 23	355 427
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	09:59:00 10:14:00	39 40	313 388	60 60	21 19	13 18	23 22	407 485
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	10:29:00 10:44:00	41 42	379 343	70 55	14 17	23 19	22 22	486 434
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	10:59:00 11:14:00	43 44	357 346	53 63	13 15 12	22 22 23	21 23	445 446 458
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	11:29:00 11:44:00	45 46	369 346	53 53	20	15	21 21	434
	03/06/2017 00:00 03/06/2017 00:00	11:59:00 12:14:00	47 48	373 373	57 62	22 25	19 27	21 22	471 487
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	12:29:00 12:44:00	49 50	413 382	57 52	18 14	24 17	22 22	512 465
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A249/8646B	03/06/2017 00:00	14:59:00 15:14:00	59 60	235 314	34 47	24 16	24 17	20 22	317 394
A249/8646B A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00 03/06/2017 00:00	15:29:00 15:44:00 15:59:00	61 62 63	307 246 230	43 57 42	14 13 14	18 23 18	23 21 22	382 339 304
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	16:14:00 16:29:00	64 65	291 297	49 47	15 18	13 11	21 20	368 373
A249/8646B	03/06/2017 00:00	16:44:00 16:59:00	66 67	272 263	45 55	13 15	25 10	20 22	355 343
	03/06/2017 00:00	17:14:00 17:29:00	68 69	235 247	57 57	19 14	16 15	22	327 333
	03/06/2017 00:00 03/06/2017 00:00	17:44:00 17:59:00	70 71	249 260	35 55	18 17	14 13	21 22	316 345
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A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	18:44:00 18:59:00	74 75	244 192	40 48	14 14	14 16	23 23	312 270
A249/8646B	03/06/2017 00:00	19:14:00 19:29:00	76 77	219 182	46 39	18 17	18 14	21	301 252
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	19:44:00 19:59:00	78 79	192 148	28 44	16 20	10 13	23 23	246 225
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	20:14:00 20:29:00	80 81	142 118	31 45	5 13	11 9	25 25	189 185
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	20:44:00 20:59:00	82 83	113 93	25 40	7 2	14 4	25 27	159 139
A249/8646B	03/06/2017 00:00 03/06/2017 00:00	21:14:00 21:29:00	84 85	123 87	24 22	10 4	9 2	25 28	166 115
A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00	21:44:00 21:59:00	86 87	117 102	21 19	4	5	25 30	147 123
A249/8646B	03/06/2017 00:00 03/06/2017 00:00 03/06/2017 00:00	22:14:00 22:29:00 22:44:00	88 89 90	107	34 26 20	6	3 7	28 28 30	147
A249/8646B	03/06/2017 00:00	22:59:00 23:14:00	91	97 86 72	21	5	2	30	120 114 97
A249/8646B A249/8646B A249/8646B	03/06/2017 00:00 03/06/2017 00:00 03/06/2017 00:00	23:29:00 23:44:00	92 93 94	83 66	20 26 11	6	10	28 28 29	125 81
A249/8646B A249/8646B	03/06/2017 00:00 04/06/2017 00:00	23:59:00 00:14:00	95 0	53 42	18 11	3	7	28 32	81 62
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	00:29:00 00:44:00	1 2	60 34	12 14	2	8 3	30 34	82
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	00:59:00 01:14:00	3	40 40	8 11	4	4 6	33 33	51 56 60
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	01:29:00 01:44:00	5 6	27 21	8 5	0 2	4 2	32 34	39 30
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	01:59:00 02:14:00	7	27 21	2 4	0	3	37 34	32 29
	04/06/2017 00:00 04/06/2017 00:00	02:29:00 02:44:00	9 10	25 20	7	0	8 8	33 34	36 35
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	02:59:00 03:14:00	11 12	12 19	3	3	5 9	33 31	23 32
	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	03:29:00 03:44:00 03:59:00	13 14 15	15 14 18	3	0	· 5	32 38 35	24 22 24
A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	04:14:00 04:29:00	16 17	19 28	4 2	0	2 8 6	33 34	31
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	04:44:00 04:59:00	18 19	24 35	7	2	7 2	35 38	37 40 43
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	05:14:00 05:29:00	20 21	48 52	5 19	1 3	7 7	35 35	61 81
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	05:44:00 05:59:00	22 23	50 63	12 15	5 2	14 4	35 35	81 84
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	06:14:00 06:29:00	24 25	84 95	20 13	8	5 7	34 31	117 119
	04/06/2017 00:00 04/06/2017 00:00	06:44:00 06:59:00	26 27	94 86	19 18	6 8	6 12	33 31	125 124 115
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	07:14:00 07:29:00	28 29	92 95	11 28	5	7 11	34 30	138
	04/06/2017 00:00 04/06/2017 00:00	07:44:00 07:59:00	30 31	122 115	34 30	2 12	11 7	30 28	169 164 187
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	08:14:00 08:29:00 08:44:00	32 33	137 134	37 39	6	6 14	30 28	193
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	08:59:00	34 35 36	156 154	41 47	16 8	10 12 9	23 25	223 221 248
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	09:14:00 09:29:00 09:44:00	36 37 38	182 234 255	39 44 48	18 21 22	9 15 25	24 21 22	248 314 350
	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	09:44:00 09:59:00 10:14:00	38 39 40	255 290 278	48 51 68	17 16	25 19 15	22 22 21	350 377 377
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A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	10:59:00 11:14:00	43 44	319 303	53 51	19 18	18 19	21 21	409 391
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	11:29:00 11:44:00	45 46	362 340	53 47	20 17	13 15	23 21	448 419
	04/06/2017 00:00 04/06/2017 00:00	11:59:00 12:14:00	47 48	356 325	57 52	15 23	19 20	21 20	447 420
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	12:29:00 12:44:00	49 50	396 333	49 63	9 12	11 14	22 21	465 422
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	12:59:00 13:14:00	51	333	39	13	20	21	405
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A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	13:59:00 14:14:00	55 56	273 302	66 56	22 24	n n	22 22	372
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	14:29:00 14:44:00	57 58	286 237	47 43	19 19	16 14	22 20	393 368 313
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	14:59:00 15:14:00	59 60	278 286	55 47	13 13	18 18	22 22	364 364
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	15:29:00 15:44:00	61 62	275 258	49 70	16 18	21 11	22 21	361 357
A249/8646B	04/06/2017 00:00 04/06/2017 00:00	15:59:00 16:14:00	63 64	279 338	49 52	20 15	17 16	21 20	365 421
	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	16:29:00 16:44:00 16:59:00	65 66 67	328 277 267	48 51 55	17 10 15	17 14	20 20 21	410 352 349
	04/06/2017 00:00 04/06/2017 00:00	16:59:00 17:14:00	67 68	267 259	55 42	15 11	12 16	21 22	349 328

A249/8646B	04/06/2017 00:00	17:29:00	69	275	51	16	20	22	362
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	17:44:00 17:59:00 18:14:00	70 71 72	218 220 221	51 53 46	18 13 13	11 17 11	23 22 24	298 303 291
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	18:29:00 18:44:00	73 74	227 203	52 62	14 23	13 12	24 24	306 300
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	18:59:00 19:14:00 19:29:00	75 76 77	207 203 174	46 41 45	23 12 16	8 9 12	22 22 21	284 265 247
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	19:44:00 19:59:00 20:14:00	78 79 80	139 125	38 38 34	6 11	6 10 5	27 24	189 184 182
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	20:14:00 20:29:00 20:44:00	80 81 82	140 150 123	34 34 35	3 5 9	5 9 8	26 25 25	182 198 175
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	20:59:00 21:14:00	83 84	96 93	33 32	4 8	4	27 27	137 137
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	21:29:00 21:44:00 21:59:00	85 86 87	111 85 54	29 27 20	4 5	10 5 5	26 28 25	154 122 84
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	22:14:00 22:29:00	88 89	42 67	22 17	5	6 11	25 26	84 75 101
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00 04/06/2017 00:00	22:44:00 22:59:00 23:14:00	90 91 92	46 41 30	10 5 6	3 2 0	3 4 5	31 33 29	62 52 41
A249/8646B A249/8646B	04/06/2017 00:00 04/06/2017 00:00	23:29:00 23:44:00	93 94	42 29 26	5	2	9 6	34 33	58 41
A249/8646B A249/8646B A249/8646B	04/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	23:59:00 00:14:00 00:29:00	95	26 21 17	2	0	11 6	33 30 32	40 28 26
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	00:44:00 00:59:00	2	12 10	5	2	8 4	34 34	27 21
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	01:14:00 01:29:00 01:44:00	5	17 11 7	4 1 2	0 1 0	10 8 12	34 32 31	31 21 21
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	01:59:00 02:14:00	7 8	10 13	2 4	3	3 9	32 31	18 27
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	02:29:00 02:44:00	9	20 17	2	3	2 17	38 31	24 40
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	02:59:00 03:14:00 03:29:00	11 12 13	12 19 16	5	2	11 18 12	33 33 29	30 44 42
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	03:37:00 03:59:59 04:14:59	14 15 16	9	2	2	9	28	23
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	04:29:00 04:44:00	17 18	63 106	20 20	10 10	29 37	27 29	121 173
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	04:59:00 05:14:00 05:29:00	19 20 21	122 215 270	33 49 38	17 24 26	37 45 65	29 22 20	209 333
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	05:44:00 05:59:00	22 23 24	356 276 375	75 56	26 22	54 64	22 20 22	399 511 418
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	06:14:00 06:29:00 06:44:00	24 25 26	316	89 46 58	20 23 33	41 38	19	525 423 485
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	06:59:00 07:14:00	27 28	363 405 356	49 53	29 20	31 45 40	20 22 21	528 469
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	07:29:00 07:44:00 07:59:00	29 30 31	372 335 338	57 65 62	22 25 27	23 30 18	20 21 20	474 455 455
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	08:14:00 08:29:00	32 33	340 296	62 50	26 37	28 37 50	21 20	465 433
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	08:44:00 08:59:00	34 35 36	316 328	59 58 66	23 25	46 30	20 20	444 441
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	09:14:00 09:29:00 09:44:00	37 38	298 305 301	60 46	36 23 27	48 35 53	20 20 18	448 423 427
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	09:59:00 10:14:00 10:29:00	39 40 41	246 331 271	39 61 55	31 32 33	48 42 55	17 20 20	364 466 414
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	10:29:00 10:44:00 10:59:00	41 42 43	249 226	55 57 48	38 25	55 33 44	21 21	377 343
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	11:14:00 11:29:00	44 45	240 244 263	60 43	30 32	46 40	18 20 20	376 359
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	11:44:00 11:59:00 12:14:00	46 47 48	238 242	45 55 39	31 33 35	36 42 44	20 20 19	375 368 360
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	12:29:00 12:44:00	49 50	286 214	60 50	33 27	38 34	20 21	417 325
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	12:59:00 13:14:00 13:29:00	51 52 53	279 259 259	45 40 54	25 27 34	27 41 36	21 19 19	376 367 383
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	13:44:00 13:59:00	54 55	219 231	44 47	36 33	36 40	20 20	335 351
A249/8646B A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00 05/06/2017 00:00	14:14:00 14:29:00 14:33:00	56 57 58	249 220 270	44 42 41	26 25 19	91 41 38	19 18 20	350 328 368
A249/8646B A249/8646B	05/06/2017 00:00 05/06/2017 00:00	14:53:00 15:14:59	59 60	195	75	30	15		315
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A249/8646B	09/06/2017 00:00	04:59:00	19	109	41	20	34	27	204
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A249/8646B	09/06/2017 00:00	05:44:00	22	306	65	27	41	25	439
A249/8646B	09/06/2017 00:00	05:59:00	23	277	70	32	55	25	434
A249/8646B	09/06/2017 00:00	06:14:00	24	353	91	35	34	21	513
A249/8646B	09/06/2017 00:00	06:29:00	25	399	69	32	43	22	543
A249/8646B	09/06/2017 00:00	06:44:00	26	431	73	30	31	24	565
A249/8646B	09/06/2017 00:00	06:59:00	27	401	76	36	37	23	550
A249/8646B	09/06/2017 00:00	07:14:00	28	421	63	27	25	22	536
A249/8646B	09/06/2017 00:00	07:29:00	29	387	70	20	30	22	507
A249/8646B	09/06/2017 00:00	07:44:00	30	360	55	26	34	21	475
A249/8646B	09/06/2017 00:00	07:59:00	31	395	69	22	31	23	517
A249/8646B	09/06/2017 00:00	08:14:00	32	382	66	15	35	22	498
A249/8646B	09/06/2017 00:00	08:29:00	33	333	77	27	45	21	482
A249/8646B	09/06/2017 00:00	08:44:00	34	320	58	33	34	22	445
A249/8646B	09/06/2017 00:00	08:59:00	35	284	70	30	36	22	420
A249/8646B	09/06/2017 00:00	09:14:00	36	293	49	29	42		413
A249/8646B	09/06/2017 00:00	09:29:00	37	340	48	29	49	21	466
A249/8646B	09/06/2017 00:00	09:44:00	38	304	66	34	41	21	445
A249/8646B	09/06/2017 00:00	09:59:00	39	267	63	20	36	23	386
A249/8646B	09/06/2017 00:00	10:14:00	40	291	59	28	46	22	424
A249/8646B	09/06/2017 00:00	10:29:00	41	294	47	30	41	22	412
A249/8646B	09/06/2017 00:00	10:44:00	42	286	61	25	35	22	407
A249/8646B	09/06/2017 00:00	10:59:00	43	298	45	24	39	21	406
A249/8646B	09/06/2017 00:00	11:14:00	44	278	50	34	40	18	402
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A249/8646B	09/06/2017 00:00	11:44:00	46	326	50	27	33	20	436
A249/8646B	09/06/2017 00:00	11:59:00	47	284	48	31	45	20	408
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A249/8646B	09/06/2017 00:00	12:29:00	49	283	61	23	36	20	403
A249/8646B	09/06/2017 00:00	12:44:00	50	317	55	28	41	21	441
A249/8646B	09/06/2017 00:00	12:59:00	51	281	60	23	37	20	401
A249/8646B	09/06/2017 00:00	13:14:00	52	315	55	35	33	22	438
A249/8646B	09/06/2017 00:00	13:29:00	53	270	49	26	41	21	386
A249/8646B	09/06/2017 00:00	13:44:00	54	235	54	28	29	23	346
A249/8646B	09/06/2017 00:00	13:59:00	55	270	57	19	31	24	377
A249/8646B	09/06/2017 00:00	14:14:00	56	266	53	26	30	23	375
A249/8646B	09/06/2017 00:00	14:29:00	57	307	63	24	38	22	432
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A249/8646B	09/06/2017 00:00	14:59:00	59	299	66	18	40	21	423
A249/8646B	09/06/2017 00:00	15:14:00	60	336	64	27	28	22	455
A249/8646B	09/06/2017 00:00	15:29:00	61	322	67	16	36	23	441
A249/8646B	09/06/2017 00:00	15:44:00	62	367	59	21	31	24	478
A249/8646B	09/06/2017 00:00	15:59:00	63	359	47	20	39	22	465
A249/8646B	09/06/2017 00:00	16:14:00	64	386	47	19	30	21	482
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A249/8646B	09/06/2017 00:00	16:44:00	66	403	65	18	29	22	515
A249/8646B	09/06/2017 00:00	16:59:00	67	380	69	16	30	22	495
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A249/8646B	09/06/2017 00:00	17:29:00	69	416	49	12	14	24	491
A249/8646B	09/06/2017 00:00	17:44:00	70	320	57	19	26	24	422
A249/8646B	09/06/2017 00:00	17:59:00	71	314	48	17	19	24	398
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A249/8646B	09/06/2017 00:00	19:14:00	76	249	43	19	17	27	328
A249/8646B	09/06/2017 00:00	19:29:00	77	217	66	21	21	25	325
A249/8646B	09/06/2017 00:00	19:44:00	78	174	37	16	16	28	243
A249/8646B	09/06/2017 00:00	19:59:00	79	169	32	13	15	28	229
A249/8646B	09/06/2017 00:00	20:14:00	80	151	31	12	10	27	204
A249/8646B	09/06/2017 00:00	20:29:00	81	112	37	12	8	28	
A249/8646B A249/8646B	09/06/2017 00:00 09/06/2017 00:00	20:44:00 20:59:00	82 83	106 91	20 25	10 8	11 6	30 30	169 147 130
A249/8646B	09/06/2017 00:00	21:14:00	84	92	22	6	17	29	137
A249/8646B	09/06/2017 00:00	21:29:00	85	89	19		9	30	123
A249/8646B A249/8646B	09/06/2017 00:00 09/06/2017 00:00	21:44:00 21:59:00	86 87	65 72	16 37	4	8 3	30 29	93 115
A249/8646B	09/06/2017 00:00	22:14:00	88	71	20	6	10	29	107
A249/8646B	09/06/2017 00:00	22:29:00	89	79	23		8	30	110
A249/8646B A249/8646B	09/06/2017 00:00 09/06/2017 00:00	22:44:00 22:59:00	90 91	62 52	15 14	4 2	6 7	30 31	87 75
A249/8646B A249/8646B	09/06/2017 00:00 09/06/2017 00:00	23:14:00 23:29:00	92 93	54 54	16 18	1	4 4	31 32	75 77
A249/8646B A249/8646B	09/06/2017 00:00 09/06/2017 00:00	23:44:00 23:59:00	94 95	49 47	14	2 2	9 4	30 30	74 66
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	00:14:00 00:29:00	0	36 36	10 11	0	8 12	31 27	54 62
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	00:44:00 00:59:00	2	32 18	6	3 2	7	32 28	48
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	01:14:00 01:29:00	4 5	26 21	4 9	4 3	12 12 13	30 29	36 46 46
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	01:44:00 01:59:00	6 7	20 18	11 0	6	; ;	31 29	44 26
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	02:14:00 02:29:00	8	18 18	5 5	0	/ 12 10	29 29 34	35 37
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	02:29:00 02:44:00 02:59:00	10 11	17 17 18	11	5 2 1	10 6 14	34 33 27	37 36 35
A249/8646B	10/06/2017 00:00	03:14:00	12	16	2 4 4	3	6	32	29
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	03:29:00 03:44:00 03:59:00	13 14 15	26 33 12	4 15	3	14 5 c	30 30	48 56 23
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A249/8646B	10/06/2017 00:00	04:59:00	19	52	20	10	15	30	91
A249/8646B	10/06/2017 00:00	05:14:00	20	66	28		21	29	125
A249/8646B	10/06/2017 00:00	05:29:00	21	93	23	3	16	30	135
A249/8646B		05:44:00	22	111	33	7	28	29	179
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A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	06:29:00 06:44:00	25 26	151 164	39 34	10 18	11 22	32 28	238
A249/8646B	10/06/2017 00:00	06:59:00	27	122	52	13	8	29	195
A249/8646B	10/06/2017 00:00	07:14:00	28	151	48	16	16	30	231
A249/8646B	10/06/2017 00:00	07:29:00	29	202	46	14	15	29	277

A249/8646B A249/8646B	10/06/2017 00:00	07:44:00 07:59:00	30 31	238 210	48 50	15 14	12	29 26	313 296
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	08:14:00 08:29:00	32 33	243 251	51 46	18 14	22 15 15	29 24	327 326
A249/8646B A249/8646B	10/06/2017 00:00	08:44:00 08:59:00	34 35	263 246	61 39	13 22	14	27 26	351 324
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	09:14:00 09:29:00	36 37	238 283	60 46	24 21	25 24	23 22	347 374
A249/8646B A249/8646B	10/06/2017 00:00	09:44:00 09:59:00	38 39	316 310	64 59	19 24	29 24	19 20	428 417
A249/8646B A249/8646B	10/06/2017 00:00	10:14:00 10:29:00	40	334	51	26	21	18 17	432
A249/8646B	10/06/2017 00:00	10:44:00	41 42	338 370	35 48	23 18	24 29	18	420 465
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	10:59:00 11:14:00	43 44	338 325	46 48	23	21 21	17 20	428 414
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	11:29:00 11:44:00	45 46	364 339	48 49	14 19	27 23	18 17	453 430
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	11:59:00 12:14:00	47 48	312 369	49 51	26 14	27 26	16 18	414 460
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	12:29:00 12:44:00	49 50	356 365	55 44	20 17	25 23	17 18	456 449
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	12:59:00 13:14:00	51 52	349 316	47 37	13 16	26 20	18 15	435 389
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	13:29:00 13:44:00	53 54	323 284	49 49	17 21	24 19	15 18	413 373
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	13:59:00 14:14:00	55 56	299 266	57 44	20 18	22 17	20	398 345
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	14:29:00 14:44:00	57 58	308 274	40 49	20 19	20 23	20 19	388 365
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	14:59:00 15:14:00	59 60	253 261	38 62	19 14	19 16 22	19 21	329 353
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	15:29:00 15:44:00 15:59:00	61 62 63	264 234 236	51 49	14 18 13	22 15 17	21 23 24	351 316
A249/8646B	10/06/2017 00:00	16:14:00	64	269	52 52	17	24	20	318 362
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	16:29:00 16:44:00 16:59:00	65 66 67	316 261 227	58 38 60	15 25 18	10 20	22 21 24	399 344
A249/8646B	10/06/2017 00:00	17:14:00	68	185	67	17	14 10	27	319 279
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	17:29:00 17:44:00 17:59:00	69 70	260 213 208	46 64	15 17 11	16 13	21 24	337 307
A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	18:14:00 18:29:00	71 72	208 273 241	45 48 43	12 16	16 17 18	22 24 22	280 350
A249/8646B A249/8646B	10/06/2017 00:00	18:44:00 18:59:00	73 74 75	208 226	47 52	15 12	9 15	26 25	318 279 305
A249/8646B	10/06/2017 00:00	19:14:00	76	179	47	10	10	26	246
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00	19:29:00 19:44:00 19:59:00	77 78	192 171	37 53	12	6 9	30 28	241 245 216
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	20:14:00 20:29:00	79 80 81	156 149 133	46 30 37	10	10 3	27 27 29	192
A249/8646B	10/06/2017 00:00	20:44:00 20:59:00	82	132	42	2	2	30	181 178 121
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00	21:14:00 21:29:00	83 84 85	88 94 111	28 31 27	3	4 5	29 28 28	133
A249/8646B	10/06/2017 00:00	21:44:00	86	127	21	6	4	26	144 158
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	21:59:00 22:14:00 22:29:00	87 88 89	115 121 104	32 26 24	8	4 3	26 25 27	161 159 132
A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	22:29:00 22:44:00 22:59:00	89 90 91	70 97	24 27 26	6	- 5 5	27 27 27	132 108 134
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A249/8646B A249/8646B A249/8646B	10/06/2017 00:00 10/06/2017 00:00 10/06/2017 00:00	23:29:00 23:44:00 23:59:00	93 94 95	88 64 58	25 18 14	12 2 2	5	27 30 27	131 89 82
A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	00:14:00	0	43	7	1	8 12	27	63
A249/8646B A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	00:29:00 00:44:00 00:59:00	2 3	39 45 38	8	3	7 3 3	30 29 32	58 59 49
A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	01:14:00 01:29:00	4	41 32	11 10	1	3 7	26 27	60
A249/8646B A249/8646B	11/06/2017 00:00	01:44:00	6	23	10	3	2	32	48 38
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	01:59:00 02:14:00	8	19 28	4	3	3	32 32	28 38
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	02:29:00 02:44:00	10	28 23	5	0	8	31 31	40 36 40
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	02:59:00 03:14:00	11	17	3	2	11 4	29 32	26
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	03:29:00 03:44:00	13 14	19 16	6	1	8 1	30 28	33 24
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	03:59:00 04:14:00	15 16	19 22	4 5	1	7 6	32 28	32 34
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	04:29:00 04:44:00	17 18 19	30 21	15 2	4	8 6	30 30	55 33
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	04:59:00 05:14:00	20	29 39	3 9	4	9	32 32	41 61
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	05:29:00 05:44:00	21 22	61 69	20 14	6 5	12 9	30 30	99 97
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	05:59:00 06:14:00	23 24	58 76	14 19	6	4 5	33 33	76 106
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	06:29:00 06:44:00	25 26	85 90	11 16	4 6	5	33 34	105 115
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	06:59:00 07:14:00	27 28	72 86	15 27	5 3	8 11	32 31	100 127
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	07:29:00 07:44:00	29 30	104 103	26 31	7 5	8 9	29 30	148
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	07:59:00 08:14:00	31 32	120 129	33 30	6	8 6	31 29	165 171 207
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	08:29:00 08:44:00	33 34	154 147	35 38	9 11	9 6	29 30	202
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	08:59:00 09:14:00	35 36	145 197	21 41	4 14	2 8	32 29	172 260
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	09:29:00 09:44:00	37 38	276 292	42 47	14 17	17 17	22	349 373
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	09:59:00 10:14:00	39 40	306 324	53 57	26 17	11 20	24 20	396 418
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	10:29:00 10:44:00	41 42	343 359	46 57	17	19	17	430 449
A249/8646B A249/8646B	11/06/2017 00:00	10:59:00 11:14:00	43 44	350 331	45 44	20 16 17	22 22	18 19	437 413
A249/8646B A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	11:29:00 11:44:00 11:59:00	45 46 47	357 343 332	55 54 42	19 13	14 15 18	19 18 19	443 431 405
A249/8646B	11/06/2017 00:00	12:14:00	48	326	38	19	20	20	403
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	12:29:00 12:44:00	49 50 51	320 326	43 60	12 13	20 22 22	19 18	395 421
A249/8646B A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	12:59:00 13:14:00 13:29:00	52	320 324 297	58 47 50	11 19 17	22 21 18	19 19 19	411 411 378
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	13:44:00 13:59:00	53 54 55	301 272	50 54 50	10 17	20 22	20	378 385 361
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00 11/06/2017 00:00	14:14:00 14:29:00	56 57	304 273	53 54	17 17	13 16	20 21 20	387 360
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	14:44:00 14:59:00	58 59	238 216	39 51	9 7	10 9	19 21	296 283
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	15:14:00 15:29:00	60	225 221	36	13 15	12	20 21	286
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	15:44:00 15:59:00	61 62 63	240 219	38 22 44	24 17	13 12 14	20 20	287 298 294
A249/8646B A249/8646B	11/06/2017 00:00 11/06/2017 00:00	16:14:00 16:29:00	64 65	303 297	37 38	22 24	21 24	16 15	383 383
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A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00	17:44:00 17:59:00	70 71	383 392	53 45	17 19	26 35	21 19	479 491
A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00	18:14:00 18:29:00	72 73	364 278	56 47	19 15	34 26	20	473 366
A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00	18:44:00 18:59:00	74 75	237 236	47 42	21 12	27 21	22 24	332 311
A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00	19:14:00 19:29:00	76 77	210 175	52 42	27 9	27 24	23 26	316 250
A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00	19:44:00 19:59:00	78 79	178 136	41 35	13 16	13 13	28 26	245 200
A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00	20:14:00 20:29:00	80 81	133 123	32 32	14 11	17 12	29 26	196 178
A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00	20:44:00	82 83	105 87	27 28	8	12 12	29 27	152 139
A249/8646B A249/8646B	15/06/2017 00:00 15/06/2017 00:00 15/06/2017 00:00	21:14:00 21:29:00	84 85	95 115	25 33	9	14 8	29	143 165
A249/8646B	15/06/2017 00:00	21:44:00	86	73	19	1	17	29	110

A249/8646B	15/06/2017 00:00	21:59:00	87	80	15	0	6	31	101
A249/8646B	15/06/2017 00:00	22:14:00	88	96	19	9	10	30	134
A249/8646B	15/06/2017 00:00	22:29:00	89	70	24	3	7	30	104
A249/8646B	15/06/2017 00:00	22:44:00	90	39	8	3	10	30	60
A249/8646B	15/06/2017 00:00	22:59:00	91	60	18	1	7	33	86
A249/8646B	15/06/2017 00:00	23:14:00	92	45	7	2	12	31	66
A249/8646B	15/06/2017 00:00	23:29:00	93	44	8	1	5	33	58
A249/8646B	15/06/2017 00:00	23:44:00	94	35	2	0	9	33	46
A249/8646B	15/06/2017 00:00	23:59:00	95	23	3	1	11	33	38
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	00:14:00 00:29:00 00:44:00	0 1 2	29 20 22	6	1	12 8	32 30 34	47 39 37
A249/8646B	16/06/2017 00:00	00:59:00	3	19	5	5	6	32	35
A249/8646B	16/06/2017 00:00	01:14:00	4	15	3	2	5	38	25
A249/8646B	16/06/2017 00:00	01:29:00	5	9	2	0	5	43	16
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	01:32:00 01:59:59 02:14:59	6 7 8	5	0	0	0	41	5
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	02:29:59 02:44:59 02:59:59	9 10 11						
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	03:14:59 03:29:59 03:44:59	12 13 14						
A249/8646B	16/06/2017 00:00	03:59:00	15	33	8	10	22	28	73
A249/8646B	16/06/2017 00:00	04:14:00	16	49	6	9	17	33	81
A249/8646B	16/06/2017 00:00	04:29:00	17	62	13	12	23	30	110
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	04:33:00 04:59:59 05:14:59	18 19 20	60	0	0	0	32	60
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	05:29:59 05:44:59 05:59:59	21 22						
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	06:14:59 06:29:59 06:44:59	23 24 25 26						
A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00	06:59:59 07:14:00	27 28	381	44	20	33	21 22	477
A249/8646B	16/06/2017 00:00	07:29:00	29	389	64	23	27	22	503
A249/8646B	16/06/2017 00:00	07:44:00	30	355	65	26	33	20	479
A249/8646B	16/06/2017 00:00	07:59:00	31	375	48	25	27	19	475
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	08:14:00 08:29:00 08:44:00	32 33 34	324 319 312	64 47 66	40 38 20	27 42 49	19 19	455 446 447
A249/8646B	16/06/2017 00:00	08:59:00	35	298	58	25	39	19	420
A249/8646B	16/06/2017 00:00	09:14:00	36	338	68	32	40	20	478
A249/8646B	16/06/2017 00:00	09:29:00	37	315	67	37	51	19	470
A249/8646B	16/06/2017 00:00	09:44:00	38	292	63	36	46	20	437
A249/8646B	16/06/2017 00:00	09:59:00	39	269	62	37	44	22	412
A249/8646B	16/06/2017 00:00	10:14:00	40	335	57	28	46	21	466
A249/8646B	16/06/2017 00:00	10:29:00	41	303	61	26	41	18	431
A249/8646B	16/06/2017 00:00	10:44:00	42	293	55	27	32	19	407
A249/8646B	16/06/2017 00:00	10:59:00	43	280	41	29	37	18	387
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A249/8646B	16/06/2017 00:00	11:44:00	46	291	53	29	33	19	406
A249/8646B	16/06/2017 00:00	11:59:00	47	258	63	26	37	17	384
A249/8646B	16/06/2017 00:00	12:14:00	48	293	61	37	50	19	441
A249/8646B	16/06/2017 00:00	12:29:00	49	330	74	23	40	21	467
A249/8646B	16/06/2017 00:00	12:44:00	50	265	40	35	35	19	375
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A249/8646B	16/06/2017 00:00	13:59:00	55	279	57	31	39	19	406
A249/8646B	16/06/2017 00:00	14:14:00	56	315	68	33	39	20	455
A249/8646B	16/06/2017 00:00	14:29:00	57	276	45	41	32	18	394
A249/8646B	16/06/2017 00:00	14:44:00	58	257	53	24	31	21	365
A249/8646B	16/06/2017 00:00	14:59:00	59	292	39	24	46	19	401
A249/8646B	16/06/2017 00:00	15:14:00	60	257	36	28	41	17	362
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	15:29:00 15:44:00 15:59:00	61 62 63	342 334 307 354	56 56 59	27 22 17	28 30 30	20 22 22	453 442 413
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	16:14:00 16:29:00 16:44:00	64 65 66	342 362	50 58 65	15 19 25	20 34 31	21 19 21	439 453 483
A249/8646B	16/06/2017 00:00	16:59:00	67	353	53	18	29	20	453
A249/8646B	16/06/2017 00:00	17:14:00	68	399	54	18	32	22	503
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A249/8646B	16/06/2017 00:00	17:59:00	71	247	42	12	23	20	324
A249/8646B	16/06/2017 00:00	18:14:00	72	260	55	21	24	22	360
A249/8646B	16/06/2017 00:00	18:29:00	73	293	48	11	22	23	374
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A249/8646B	16/06/2017 00:00	19:59:00	79	154	28	6	11	28	199
A249/8646B	16/06/2017 00:00	20:14:00	80	162	37	11	26	27	236
A249/8646B	16/06/2017 00:00	20:29:00	81	128	22	16	14	26	180
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	20:44:00 20:59:00 21:14:00	82 83	139 100 100	25 31	11 9	18 14	23 26	193 154
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	21:29:00 21:44:00 21:59:00	84 85 86 87	94 83 77	27 22 31 17	2 2	9 2	27 28 28 26	144 127 118 103
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	22:14:00 22:29:00 22:44:00	88 89 90	87 73 77	16 26 14	6	6 10 16	26 26 22	115 112 116
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	22:59:00 23:14:00 23:29:00	91 92 93	59 64 71	18 19	0 2	7 11 8	28 27 29	84 96 90
A249/8646B A249/8646B A249/8646B	16/06/2017 00:00 16/06/2017 00:00 16/06/2017 00:00	23:59:00 23:59:00 00:14:00	94 95 0	47 28 42	8 9 5	1 3	2 5	31 34 34	58 45 54
A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00	00:29:00 00:44:00	1 2	36 34	10	0	13 3	31 34	59 40
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	00:59:00 01:14:00 01:29:00	3 4 5	22 20 31 23	3 2 4	0 0 2	11 7 6	30 32 36 34	37 29 41
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	01:44:00 01:59:00 02:14:00	7 8	15 12	5 9 5	1 1	10 6 6	34 32	40 31 24
A249/8646B	17/06/2017 00:00	02:29:00	9	26	4	7	17	34	54
A249/8646B	17/06/2017 00:00	02:44:00	10	22	3	3	13	34	41
A249/8646B	17/06/2017 00:00	02:59:00	11	22	4	1	13	34	40
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	03:14:00 03:29:00 03:44:00	12 13 14	20 18 28 25	7 6 5	0 1 2	11 12 8	31 34 36 34	38 37 43 49
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	03:59:00 04:14:00 04:29:00	15 16 17	30 39	7 7 7	3	13 4 17	33 34	44 66
A249/8646B	17/06/2017 00:00	04:44:00	18	35	18	1	18	30	72
A249/8646B	17/06/2017 00:00	04:59:00	19	57	11	7	8	33	83
A249/8646B	17/06/2017 00:00	05:14:00	20	77	31	4	12	33	124
A249/8646B	17/06/2017 00:00	05:29:00	21	107	18	12	15	30	152
A249/8646B	17/06/2017 00:00	05:44:00	22	113	24	6	18	31	161
A249/8646B	17/06/2017 00:00	05:59:00	23	112	29	13	21	31	175
A249/8646B	17/06/2017 00:00	06:14:00	24	141	28	14	14	29	197
A249/8646B	17/06/2017 00:00	06:29:00	25	176	38	19	11	30	244
A249/8646B	17/06/2017 00:00	06:44:00	26	172	45	17	12	27	246
A249/8646B	17/06/2017 00:00	06:59:00	27	139	35	29	18	24	221
A249/8646B	17/06/2017 00:00	07:14:00	28	162	52	11	19	23	244
A249/8646B	17/06/2017 00:00	07:29:00	29	221	36	21	18	23	296
A249/8646B	17/06/2017 00:00	07:44:00	30	214	48	17	15	24	294
A249/8646B	17/06/2017 00:00	07:59:00	31	206	59	18	10	25	293
A249/8646B	17/06/2017 00:00	08:14:00	32	235	47	33	25	22	340
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	08:29:00 08:44:00 08:59:00	33 34 35	271 275	44 52 49	24 22 21	21 20 19	21 22	360 369 350
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	09:14:00 09:29:00 09:44:00	36 37 38	261 280 279 362	43 43 51	22 20 17	25 24 14	21 22 20 23	370 366 444
A249/8646B	17/06/2017 00:00	09:59:00	39	286	47	22	20	21	375
A249/8646B	17/06/2017 00:00	10:14:00	40	287	52	21	17	21	377
A249/8646B	17/06/2017 00:00	10:29:00	41	384	40	20	20	20	464
A249/8646B	17/06/2017 00:00	10:44:00	42	365	59	16	15	21	455
A249/8646B	17/06/2017 00:00	10:59:00	43	358	44	23	20	19	445
A249/8646B	17/06/2017 00:00	11:14:00	44	382	53	21	23	22	479
A249/8646B	17/06/2017 00:00	11:29:00	45	413	55	19	23	22	510
A249/8646B	17/06/2017 00:00	11:44:00	46	356	48	17	23	21	444
A249/8646B	17/06/2017 00:00	11:59:00	47	340	45	16	24	22	425
A249/8646B A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	12:14:00 12:29:00 12:44:00	48 49 50	308 349 283	45 65 45 60	18 15 12	19 16 22	19 21 22	410 425 377
A249/8646B A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	12:59:00 13:14:00 13:29:00	51 52 53	289 314 289	55 49 58	20 19 17	21 23 21	22 22 21 23	385 405 385
A249/8646B	17/06/2017 00:00	13:44:00	54	333	36	15	17	21	401
A249/8646B	17/06/2017 00:00	13:59:00	55	239	44	24	16	22	323
A249/8646B	17/06/2017 00:00	14:14:00	56	264	48	23	20	22	355
A249/8646B	17/06/2017 00:00	14:29:00	57	248	57	15	14	23	334
A249/8646B	17/06/2017 00:00	14:44:00	58	248	61	20	18	22	347
A249/8646B	17/06/2017 00:00	14:59:00	59	218	47	17	13	24	295
A249/8646B	17/06/2017 00:00	15:14:00	60	271	46	15	21	22	353
A249/8646B	17/06/2017 00:00	15:29:00	61	263	50	14	19	24	346
A249/8646B	17/06/2017 00:00	15:44:00	62	247	45	15	16	22	323
A249/8646B	17/06/2017 00:00	15:59:00	63	225	57	19	13	24	314
A249/8646B	17/06/2017 00:00	16:02:00	64	75	15	5	10	19	105
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	16:29:59 16:44:00 16:59:00	65 66 67	248 259	80 36	10 24	13 11	23 23	350 330
A249/8646B	17/06/2017 00:00	17:14:00	68	260	48	12	19	20	339
A249/8646B	17/06/2017 00:00	17:29:00	69	240	66	11	13	24	330
A249/8646B	17/06/2017 00:00	17:44:00	70	255	53	13	11	23	332
A249/8646B	17/06/2017 00:00	17:59:00	71	265	48	20	17	22	350
A249/8646B	17/06/2017 00:00	18:14:00	72	266	51	17	14	23	348
A249/8646B	17/06/2017 00:00	18:29:00	73	300	43	15	18	22	376

A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	18:44:00 18:59:00 19:14:00	74 75 76	219 224 224	51 51 53	16 17 12	18 18 14	24 24 25	304 310 303
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00	19:29:00 19:44:00	77 78	193 179	46 47	16 5	11 4	24 27	266 235 228
A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	19:59:00 20:14:00 20:29:00	79 80 81	164 146 148	45 37 40	5 8	8	26 27 27	196 204
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	20:44:00 20:59:00 21:14:00	82 83 84	170 132 125	24 36 30	8 7 4	6 2 3	27 29 29	208 177 162
A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00	21:29:00 21:44:00	85 86	153 120	34 21	8	5	25 29	200 150
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	21:59:00 22:14:00 22:29:00	87 88 89	109 84 111	34 34 28	3 9 14	4 4 2	26 24 24	150 131 155
A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00	22:44:00 22:59:00	90 91	79 80	27 31	9	4	26 25	155 119 119
A249/8646B A249/8646B A249/8646B	17/06/2017 00:00 17/06/2017 00:00 17/06/2017 00:00	23:14:00 23:29:00 23:44:00	92 93 94	76 57 56	23 14 15	7 1 1	4	28 28 28	110 76 78
A249/8646B A249/8646B	17/06/2017 00:00 18/06/2017 00:00	23:59:00 00:14:00	95 0	54 57	18 16	2 2	6 8	27 27	80 83
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	00:29:00 00:44:00 00:59:00	1 2 3	35 43 31	17 8 9	1 1	7 2 5	28 30 26	63 54 46
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	01:14:00 01:29:00 01:44:00	5	29 32 25	9	2	2 5 4	30 31 32	41 49 41
A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	01:59:00 02:14:00	7 8	23 17	3	1 0	5	31 32	32 32
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	02:29:00 02:44:00 02:59:00	9 10 11	21 19 23	5 3 6	0 1 0	8 4 11	35 35 34	34 27 40
A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	03:14:00 03:29:00	12 13	18 19	5	1	8	32 33	32 29
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	03:44:00 03:59:00 04:14:00	14 15 16	26 10 25	7 4 8	2 1 0	10 5 13	33 34 32	45 20 46
A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	04:29:00 04:44:00	17 18	31 19	5 10	0	11 4	36 35	47 37
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	04:59:00 05:14:00 05:29:00	19 20 21	35 48 46	13 7	2	8 7 14	37 35 37	47 70 70
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	05:44:00 05:59:00 06:14:00	22 23 24	61 64 81	19 12 16	3	6 2 7	35 36 36	87 81 107
A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	06:29:00 06:44:00	25 26	93 103	23 16	3	10 6	33 31	129 131
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	06:59:00 07:14:00 07:29:00	27 28 29	83 87 107	20 21 21	8 5 4	9 5 7	32 32 31	120 118 139
A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	07:44:00 07:59:00	30 31	126 114	27 27	5	3 7	32 28	161 158
A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	08:14:00 08:29:00 08:44:00	32 33 34	173 152 181	27 41 34	6 3 9	5 6 5	31 29 29	211 202 229
A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	08:59:00 09:14:00 09:29:00	35 36 37	175 192	48 40 56	12 10 10	9	28 24 25	244 257 333
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A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	10:14:00 10:29:00 10:44:00	40 41	294 327	49 60	20 20	11 12	24 23	374 419
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A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	11:29:00 11:44:00 11:50:00	45 46 47	371 366 333	50 64 63	14 12 10	16 15 18	21 22 22	451 457 423
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A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	14:44:00 14:50:00 15:14:00	58 59 60	240 248	40 13 46	19 15 18	13 23	21 22	312 298
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A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	17:59:00 18:14:00	71 72	300 325	50 48	15 15	10 17	22 22	375 405
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A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00	19:59:00 20:14:00	79 80	284 305	67 48	14 10	13 12	21 20	378 375
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A249/8646B A249/8646B A249/8646B	18/06/2017 00:00 18/06/2017 00:00 18/06/2017 00:00	22:29:00 22:44:00 22:59:00	89 90 91	91 67 55	24 14 17	2 2	4 5 6	29 29 33	121 88 81
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A249/8646B A249/8646B A249/8646B	19/06/2017 00:00 19/06/2017 00:00	03:44:00 03:59:00	14 15	23 31 45	8 10	7 6	13 6	27 31	51 53 82
A249/8646B A249/8646B	19/06/2017 00:00 19/06/2017 00:00 19/06/2017 00:00	04:14:00 04:29:00 04:44:00	16 17 18 19	65 107 140	12 16 22	11 15 14 17	14 35 32 33	24 24 24	131 175 226
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A249/8646B A249/8646B A249/8646B	19/06/2017 00:00 19/06/2017 00:00 19/06/2017 00:00	06:14:00 06:29:00 06:44:00	24 25 26	335 401 382	69 61 46	22 29 30	47 39 32	22 22 20	473 530 490
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A249/8646B A249/8646B A249/8646B	19/06/2017 00:00 19/06/2017 00:00 19/06/2017 00:00	07:29:00 07:44:00 07:50:00	29 30 31	370 385 345	56 55 75	22 27 20	25 33 30	22 22 22	473 500 470
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A249/8646B A249/8646B A249/8646B	19/06/2017 00:00 19/06/2017 00:00 19/06/2017 00:00	10:44:00 10:59:00 11:14:00	42 43 44	303 297 282	70 65 58	39 35 27	55 42 43	19 19 19	467 439 410
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A249/8646B A249/8646B A249/8646B	19/06/2017 00:00 19/06/2017 00:00 19/06/2017 00:00	12:44:00 12:59:00 13:14:00	50 51 52	242 233 261	55 45 50	30 24 33	51 40 36	21 20 20	378 342 380
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A249/8646B A249/8646B A249/8646B A249/8646B A249/8646B	20/06/2017 00:00 20/06/2017 00:00 20/06/2017 00:00 20/06/2017 00:00	17:14:00 17:29:00 17:44:00 17:59:00 18:14:00	69 70 71 72	347 432 244 373 383	34 49 48 48 53	18 18 21 20 15	36 17 34 33 28	19 22 19 21 21	435 516 347 474 479
A249/8646B A249/8646B A249/8646B A249/8646B	20/06/2017 00:00 20/06/2017 00:00 20/06/2017 00:00 20/06/2017 00:00	18:29:00 18:44:00 18:59:00 19:14:00	73 74 75 76	306 197 218 207	46 58 31 33	19 14 15 18	28 23 26 24	20 21 21 21	399 292 290 282
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A249/8646B A249/8646B A249/8646B A249/8646B	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	03:59:00 04:14:00 04:29:00 04:44:00	15 16 17 18	29 27 68 90	10 11 14 31	5 14 21 11	17 22 34 22	28 26 23 25	61 74 137 154
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A249/8646B A249/8646B A249/8646B A249/8646B	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	08:59:00 09:02:00 09:29:59 09:44:59	35 36 37 38	320 225	66 55	37 25	29 40	20 18	452 345
A249/8646B A249/8646B A249/8646B A249/8646B	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	09:59:00 10:03:00 10:29:59 10:44:00	39 40 41 42	263 173 260	53 26 43	39 19 43	43 49 33	22 18 22	398 266 378
A249/8646B A249/8646B A249/8646B A249/8646B A249/8646B	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	10:59:00 11:14:00 11:29:00 11:44:00 11:59:00	43 44 45 46 47	262 229 241 232 232	55 51 43 58 49	28 30 38 38 35	35 36 46 39 51	19 20 21 21 19	380 346 368 367 367

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A249/8646B A249/8646B A249/8646B	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	12:29:00 12:44:00 12:59:00	49 50	240 250	46 46 52	23 29	43	19 20 22	352 368
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A249/8646B	21/06/2017 00:00	13:44:00	54	244	50	30	43	22	367
A249/8646B	21/06/2017 00:00	13:59:00	55	223	48	29	39	20	339
A249/8646B	21/06/2017 00:00	14:14:00	56	236	58	30	39	20	363
A249/8646B	21/06/2017 00:00	14:29:00	57	277	50	30	33	20	390
A249/8646B	21/06/2017 00:00	14:44:00	58	284	62	25	49	22	420
A249/8646B	21/06/2017 00:00	14:59:00	59	252	63	24	25	21	374
A249/8646B	21/06/2017 00:00	15:14:00	60	236	54	38	22	20	360
A249/8646B	21/06/2017 00:00	15:29:00	61	269	72	22	39	18	402
A249/8646B	21/06/2017 00:00 21/06/2017 00:00	15:44:00	62	311	46	34	42	21	433
A249/8646B		15:59:00	63	299	78	24	34	20	435
A249/8646B	21/06/2017 00:00	16:14:00	64	324	54	24	30	21	432
A249/8646B	21/06/2017 00:00	16:29:00	65	383	50	9	32	22	474
A249/8646B	21/06/2017 00:00	16:44:00	66	393	65	22	28	21	508
A249/8646B	21/06/2017 00:00	16:59:00	67	361	37	14	35	21	447
A249/8646B	21/06/2017 00:00	17:14:00	68	367	50	28	34	21	479
A249/8646B	21/06/2017 00:00	17:29:00	69	388	49	17	32	20	486
A249/8646B	21/06/2017 00:00	17:44:00	70	421	50	17	25	22	513
A249/8646B	21/06/2017 00:00	17:59:00	71	369	56	16	29	20	470
A249/8646B	21/06/2017 00:00	18:14:00	72	380	60	12	38	22	490
A249/8646B	21/06/2017 00:00	18:29:00	73	262	40	10	32	23	344
A249/8646B	21/06/2017 00:00	18:44:00	74	225	57	17	27	24	326
A249/8646B	21/06/2017 00:00	18:59:00	75	193	51	17	23	24	284
A249/8646B	21/06/2017 00:00	19:14:00	76	217	37	13	24	23	291
A249/8646B	21/06/2017 00:00	19:29:00	77	187	38	14	24	26	263
A249/8646B	21/06/2017 00:00	19:44:00	78	149	39	10	16	25	214
A249/8646B A249/8646B A249/8646B	21/06/2017 00:00 21/06/2017 00:00 21/06/2017 00:00	19:59:00 20:14:00 20:29:00	79 80 81	142 104 148	36 41 37	5 5	13 16 7	28 27 27	196 166 201
A249/8646B	21/06/2017 00:00	20:44:00	82	160	35	3 7	12	28	210
A249/8646B	21/06/2017 00:00	20:59:00	83	114	43		12	27	176
A249/8646B	21/06/2017 00:00	21:14:00	84	106	33	7	9	29	155
A249/8646B	21/06/2017 00:00	21:29:00	85	110	20		11	29	145
A249/8646B	21/06/2017 00:00	21:44:00	86	80	20		4	30	108
A249/8646B A249/8646B	21/06/2017 00:00 21/06/2017 00:00	21:59:00 22:14:00	87 88	66 71	25 16	5	4	31 29	100 100
A249/8646B	21/06/2017 00:00	22:29:00	89	79	22	3	10	28	112
A249/8646B	21/06/2017 00:00	22:44:00	90	63	21		7	30	94
A249/8646B	21/06/2017 00:00	22:59:00	91	65	23		6	31	96
A249/8646B	21/06/2017 00:00	23:14:00	92	58	20	1 3	5	30	84
A249/8646B	21/06/2017 00:00	23:29:00	93	45	16		6	31	70
A249/8646B	21/06/2017 00:00	23:44:00	94	37	9	3	11	31	57
A249/8646B	21/06/2017 00:00	23:59:00	95	30	10		12	34	55
A249/8646B	22/06/2017 00:00	00:14:00	0	22	1		11	30	35
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	00:29:00 00:44:00	1 2	12 21 15	10 4	0	15 12	31 32	37 37 26
A249/8646B	22/06/2017 00:00	00:59:00	3	15	1	1	9	33	26
A249/8646B	22/06/2017 00:00	01:14:00	4	18	3		10	35	32
A249/8646B	22/06/2017 00:00	01:29:00	5	15	4		10	33	30
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	01:44:00 01:59:00	6 7	19	3 2	1 2	10 10	33 33	33 20
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00	02:14:00 02:29:00	9	13 11	5	5	5 4	33 38	28 26
A249/8646B	22/06/2017 00:00	02:44:00	10	26	6	5	15	34	52
A249/8646B	22/06/2017 00:00	02:59:00	11	17	4	3	15	33	39
A249/8646B	22/06/2017 00:00	03:14:00	12	20	5	3	16	33	44
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00	03:29:00 03:44:00	13 14	29 30	7	7	13 14	31 34	56 49
A249/8646B	22/06/2017 00:00	03:59:00	15	30	4	8	21	32	63
A249/8646B	22/06/2017 00:00	04:14:00	16	42	5	9	18	32	74
A249/8646B	22/06/2017 00:00	04:29:00	17	58	18	11	29	29	116
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A249/8646B	22/06/2017 00:00	04:59:00	19	110	31	27	35	27	203
A249/8646B	22/06/2017 00:00	05:14:00	20	188	51	28	45	26	312
A249/8646B	22/06/2017 00:00	05:29:00	21	296	50	22	53	24	421
A249/8646B	22/06/2017 00:00	05:44:00	22	291	54	28	54	23	427
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A249/8646B	22/06/2017 00:00	06:14:00	24	367	82	20	51	23	520
A249/8646B	22/06/2017 00:00	06:29:00	25	387	63	28	37	22	515
A249/8646B	22/06/2017 00:00	06:44:00	26	348	47	32	34	21	461
A249/8646B	22/06/2017 00:00	06:59:00	27	329	47	24	32	20	432
A249/8646B	22/06/2017 00:00	07:14:00	28	371	66	28	30	22	495
A249/8646B	22/06/2017 00:00	07:29:00	29	345	60	25	32	18	462
A249/8646B	22/06/2017 00:00	07:44:00	30	288	36	24	32	15	380
A249/8646B	22/06/2017 00:00	07:59:00	31	287	48	26	34	18	395
A249/8646B	22/06/2017 00:00	08:14:00	32	302	54	33	31	19	420
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	08:29:00 08:44:00	33 34	336 312	40 43	26 34	31 45 49	18 19	447 438
A249/8646B	22/06/2017 00:00 22/06/2017 00:00	08:59:00	35	304	63	41	45	19	453
A249/8646B		09:14:00	36	313	54	25	44	19	436
A249/8646B	22/06/2017 00:00	09:29:00	37	311	49	23	45	19	428
A249/8646B	22/06/2017 00:00	09:44:00	38	290	43	21	48	20	402
A249/8646B	22/06/2017 00:00	09:59:00	39	295	62	38	37	21	432
A249/8646B	22/06/2017 00:00	10:14:00	40	256	57	31	51	20	395
A249/8646B	22/06/2017 00:00	10:29:00	41	244	53	23	44	19	364
A249/8646B	22/06/2017 00:00	10:44:00	42	276	49	35	38	19	398
A249/8646B	22/06/2017 00:00	10:59:00	43	236	45	32	37	19	350
A249/8646B	22/06/2017 00:00	11:14:00	44	235	48	29	45	18	357
A249/8646B	22/06/2017 00:00	11:29:00	45	271	44	34	42	20	391
A249/8646B	22/06/2017 00:00	11:44:00	46	242	49	30	38	20	359
A249/8646B	22/06/2017 00:00	11:59:00	47	229	53	33	41	20	356
A249/8646B	22/06/2017 00:00	12:14:00	48	234	49	27	42	19	352
A249/8646B	22/06/2017 00:00	12:29:00	49	267	54	36	47	20	404
A249/8646B	22/06/2017 00:00	12:44:00	50	270	52	30	28	21	380
A249/8646B		12:59:00	51	243	58	22	38	20	361
A249/8646B	22/06/2017 00:00	13:14:00	52	255	39	31	41	21	366
A249/8646B	22/06/2017 00:00	13:29:00	53	268	53	30	37	19	388
A249/8646B	22/06/2017 00:00	13:44:00	54	231	44	40	34	20	349
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	13:59:00 14:14:00	55 56	250 253	53 34	25 30	33 46	20 20 18	361 363
A249/8646B A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00	14:29:00 14:44:00	57 58	258 269	66 53	29 29	44 34	20 19	397 385
	22/06/2017 00:00	14:59:00	59	270	63	35	40	21	408
	22/06/2017 00:00	15:14:00	60	274	50	37	32	20	393
	22/06/2017 00:00	15:29:00	61	310	57	27	39	21	433
A249/8646B	22/06/2017 00:00	15:44:00	62	313	65	22	39	22	439
A249/8646B	22/06/2017 00:00	15:59:00	63	333	55	28	47	21	463
A249/8646B	22/06/2017 00:00	16:14:00	64	351	53	21	28	21	453
A249/8646B A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	16:29:00 16:44:00	65 66	372 414	47 56	27 22	28 39 27	21 21 22	485 519
A249/8646B	22/06/2017 00:00	16:59:00	67	321	48	19	40	19	428
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A249/8646B	22/06/2017 00:00	17:44:00	70	391	51	18	24	20	484
A249/8646B	22/06/2017 00:00	17:59:00	71	393	51	20	32	21	496
A249/8646B A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	18:14:00 18:29:00 18:44:00	72 73 74	331 286 240	55 51 51	12 19 12	32 35 27 29	21 23 21	433 383 332
A249/8646B	22/06/2017 00:00	18:59:00	75	206	45	22	21	25	294
A249/8646B	22/06/2017 00:00	19:14:00	76	212	49	24	17	25	302
A249/8646B A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	19:29:00 19:44:00 19:59:00	77 78	161 154 122	52 43 43	13 13	14 14	28 26 27	240 224 192
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00	20:14:00 20:29:00	79 80 81	141 142	33 40	7 7 6	20 11 12	29 27	192 200
A249/8646B	22/06/2017 00:00	20:44:00	82	104	29	6	13	30	152
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A249/8646B	22/06/2017 00:00	21:14:00	84	97	26	0	14	30	137
A249/8646B	22/06/2017 00:00	21:29:00	85	95	18	4	9	28	126
A249/8646B	22/06/2017 00:00	21:44:00	86	86	18		7	30	115
A249/8646B	22/06/2017 00:00	21:59:00	87	75	26	4	8	29	111
A249/8646B	22/06/2017 00:00	22:14:00	88	85	21		11	29	121
A249/8646B	22/06/2017 00:00	22:29:00	89	80	10		10	31	101
A249/8646B A249/8646B	22/06/2017 00:00 22/06/2017 00:00 22/06/2017 00:00	22:44:00 22:59:00	90 91	65 60	13 11	2 4	6	32 32	86 85
A249/8646B	22/06/2017 00:00	23:14:00	92	47	12	1	5	31	66
A249/8646B	22/06/2017 00:00	23:29:00	93	47	6		7	33	61
A249/8646B	22/06/2017 00:00	23:44:00	94	28	8	0	11	29	50
A249/8646B	22/06/2017 00:00	23:59:00	95	31	3		13	33	47
A249/8646B	23/06/2017 00:00	00:14:00	0	18	5		18	32	41
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	00:29:00 00:44:00	1 2	24 27	2	0	12 15	32 34	38 50
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	00:54:00 01:14:59 01:29:59	3 4 5	11	0	2	0	34	12
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	01:44:59 01:59:00	6	10	5	5	10	29	30
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	02:14:00 02:18:00 02:44:59	9 10	3 4	0	0	1 4	35 33	5 8
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	02:59:59 03:14:00	11 12	19	8	1	18	35	46
A249/8646B	23/06/2017 00:00	03:29:00	13	30	5	8	23	31	66
A249/8646B	23/06/2017 00:00	03:44:00	14	24	6	4	16	33	50
A249/8646B	23/06/2017 00:00	03:59:00	15	28	12	7	15	31	62
A249/8646B	23/06/2017 00:00	04:14:00	16	30	11	2	22	30	65
A249/8646B	23/06/2017 00:00	04:29:00	17	50	21	12	26	29	109
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	04:39:00 04:59:59 05:14:59	18 19 20	23	5	5	S	30	36
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	05:29:59 05:44:59	21 22						
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	05:59:59 06:14:59 06:29:00	23 24 25	393	70	32	44	22	540
A249/8646B	23/06/2017 00:00	06:44:00	26	394	79	28	28	22	529
A249/8646B	23/06/2017 00:00	06:59:00	27	337	74	21	33	21	465
A249/8646B	23/06/2017 00:00	07:14:00	28	381	65	25	30	22	501
A249/8646B	23/06/2017 00:00	07:29:00	29	366	46	20	35	21	467
A249/8646B	23/06/2017 00:00	07:44:00	30	350	63	25	37	22	475
A249/8646B	23/06/2017 00:00	07:59:00	31	331	61	28	32	19	452
A249/8646B	23/06/2017 00:00	08:14:00	32	320	62	20	44	19	446
A249/8646B	23/06/2017 00:00	08:29:00	33	351	65	28	40	21	484
A249/8646B A249/8646B	23/06/2017 00:00	08:36:00	34	244	47	24	28	19	343

	23/06/2017 00:00	08:59:59	35				
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	09:14:59 09:29:59 09:44:59	36 37 38				
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	09:55:00 10:14:59	39 40	60	0	30	15
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	10:29:59 10:44:59 10:59:59	41 42 43				
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	11:14:59 11:29:59 11:44:59	44 45 46				
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	11:59:59 12:08:00	47 48	231	36	12	33
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	12:29:59 12:44:00 12:48:00	49 50 51	315 233	60 11	25 19	40 15
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	13:14:59 13:29:59	52 53	233			13
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	13:44:59 13:59:59	54 55				
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	14:14:59 14:29:59 14:44:59	56 57 58				
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	14:59:00 15:14:00	59 60	308 290	38 58	33 34	40 32
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	15:29:00 15:44:00	61 62	298 255	63 42	28 20	36 23
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	15:59:00 16:14:00 16:29:00	63 64	315 352	55 65 48	21 13 18	38 35 29
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	16:44:00 16:59:00	65 66 67	389 363 389	48 53 60	25 13	30 33
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	17:14:00 17:29:00	68 69	369 366	49 52	19 12	31 29
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	17:44:00 17:59:00	70 71	353 382	67 58	21 15	26 22
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	18:14:00 18:29:00 18:44:00	72 73 74	295 284 241	72 52 53	24 19 16	14 27
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	18:59:00 19:14:00	75 76	242 266	50 47	17	12 25 21
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	19:29:00 19:44:00	77 78	199 188	44 43	10 14	15 17
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	19:59:00 20:14:00	79 80	172 166	36 41	7 13	13 14
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	20:29:00 20:44:00	81 82	159 124	40 30	10 6	12 10
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	20:59:00 21:14:00 21:29:00	83 84	123 119	20 18	5	11 5
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 23/06/2017 00:00	21:29:00 21:44:00 21:59:00	85 86 87	97 96 82	25 20 25	2	10 8
A249/8646B A249/8646B	23/06/2017 00:00	22:14:00 22:29:00	88 89	83 92	14 18	4	4 8
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	22:44:00 22:59:00	90 91	69 58	20 18	1 5	9 18
A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00	23:14:00 23:29:00	92 93	51 58	12 10	1	8
A249/8646B A249/8646B A249/8646B	23/06/2017 00:00 23/06/2017 00:00 24/06/2017 00:00	23:44:00 23:59:00 00:14:00	94 95 0	55 37 31	9 11 7	2	7 7 13
A249/8646B A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	00:14:00 00:29:00 00:44:00	1 2	31 24 22	7 12 4	5 0	13 4 2
A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00	00:59:00 01:14:00	3 4	31 23	11 10	0	13 11
A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00	01:29:00 01:44:00	5	18 21	9	2	6 8
A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00	01:59:00 02:14:00	7 8	17 10	4	3	10 9
A249/8646B A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	02:29:00 02:44:00 02:59:00	9 10 11	22 17 23	3 6 2	6 0	5 12 8
A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00	03:14:00 03:29:00	12 13	27 32	6 5	2	18 6
A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00	03:44:00	14 15	14 25	9	3	6 15
A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00	04:14:00 04:29:00	16 17	24 34	8	5	10 16
A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	04:44:00 04:59:00	18 19 20	36 49	14 11	9	16 15
A249/8646B A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	05:14:00 05:29:00 05:44:00	20 21 22	91 87 140	23 26 26	6	20 20 12
A249/8646B A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	05:44:00 05:59:00 06:14:00	22 23 24	140 105 120	26 31 31	7 7 15	12 13 12
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A249/8646B A249/8646B A249/9646B	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	07:59:00 08:14:00	31 32 22	237 245 261	42 47	25 9 25	20 19
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A249/8646B A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00 24/06/2017 00:00	11:44:00 11:59:00 12:14:00	46 47 48	319 360 371	61 42 49	21 19 16	17 21 16
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A249/8646B A249/8646B	24/06/2017 00:00 24/06/2017 00:00	14:29:00 14:44:00	57 58	271 262	60 52	15 11	14 22 21
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Section			37 38				12 14	25 25	
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Seedle Se									
September 1968	A249/8646B 25/06/2017 00:00	13:59:00	55	266	58	15	18	23	357
Service			56 57						
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Seedle Se	A249/8646B 25/06/2017 00:00	15:14:00	60	254	40	18	14	22	326
Service	A249/8646B 25/06/2017 00:00	15:29:00	61	241	59		16	22	335
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Seedle Se	A249/8646B 25/06/2017 00:00 A249/8646B 25/06/2017 00:00	16:14:00 16:29:00	64 65	302 271	55 53		13 16	22	385 359
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March Marc	A249/8646B 25/06/2017 00:00	17:59:00	71	231	58		16	22	316
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Column									
Memory M	A249/8646B 25/06/2017 00:00	19:14:00	76	222	59	8	9	25	298
Mart	A249/8646B 25/06/2017 00:00	19:44:00	78	160	31			25	217
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March Marc	A249/8646B 25/06/2017 00:00		87		19	2	7 4	32	96
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AMANDE AM	A249/8646B 26/06/2017 00:00 A249/8646B 26/06/2017 00:00		22	318 296			65 47	22	465 430
Ministry	A249/8646B 26/06/2017 00:00	06:14:00	24	357	64	17	45	21	483
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AMBRIGHE AMORPHY 700 12-150 12-150 12-150 13			39						
Astronomy Astr	A249/8646B 26/06/2017 00:00	10:14:00	40	254		32	34 22	19	366
A-Service A-Se	A249/8646B 26/06/2017 00:00	10:44:00	42	258	41	34	36	20	369
Ashmatical Managering									
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A-347/Mine	A249/8646B 26/06/2017 00:00		55 56	214	57	30	41	22	342
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A-Marthe Marthe	A249/8646B 26/06/2017 00:00	14:59:00	59	276	44	22	29	20	371
Asker Medical Management of Ma	A249/8646B 26/06/2017 00:00 A249/8646B 26/06/2017 00:00	15:14:00	60	283		36	29	22	420
A-2-Prince	A249/8646B 26/06/2017 00:00	15:44:00	62	321	55	31	46	20	453
A2-NPMARE APPLICATION 10-14-10 1-14-10	A249/8646B 26/06/2017 00:00	16:14:00	64	329	46	26	35	21	436
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A-APRIGNAM JOUNG 174-00 172-00 174-00 70 187 50 14 20 26 29 28 28 28 28 28 28 28 28 28 28 28 28 28	A249/8646B 26/06/2017 00:00	16:59:00	67	368	64	9	28	20	469
ARAPHRAMA JOURISTO 1000 174-00 70 87 90 15 15 27 1 14-00 70 87 90 15 15 27 1 14-00 70 14-00 7	A249/8646B 26/06/2017 00:00	17:29:00	69	400	55	14	22	21	491
A-A-Ping-Meal A-Diff-Color 18 18 18 18 18 18 18 1	A249/8646B 26/06/2017 00:00 A249/8646B 26/06/2017 00:00		70 71	357 409	50 61		29 77	20	462 512
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AAPRIMEES JOURISTY DOOD 19.00	A249/8646B 26/06/2017 00:00	18:44:00	74	193	43	11	29	24	276
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AA-PRINGERIA JOUNG 201-000 201-000 81 123 36 3 14 3 15 15 15 15 15 15 15 15 15 15 15 15 15	A249/8646B 26/06/2017 00:00	19:59:00	79	128	37		15	27 28	186
A2-NPS (MAR J. MORI/2017 0000 20 5400 81 190 25 5 12 1 6 8 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A249/8646B 26/06/2017 00:00	20:14:00	80	115	32	3	15	31	165
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AAPRIMAM JOURISTOTOCO 1212/00 85 85 19 8 23 1 13 13 13 13 13 13 13 13 13 13 13 13	A249/8646B 26/06/2017 00:00	21:14:00	84	115	30	5 1	6	31	152
A-APRIMENT 2006/2017 0000 2 15:900 87 70 14 5 13 1 2 192 A-APRIMENT 2006/2017 0000 2 15:900 80 82 22 0 0 9 9 1 14 1 14 1 15 1 15 1 15 1 15 1 15	A249/8646B 26/06/2017 00:00	21:29:00	85	98	23		13	32	135
A24996468 7606/2017 0000 22-400 89 62 22 5 4 3 19 19 19 19 19 19 19 19 19 19 19 19 19	A249/8646B 26/06/2017 00:00	21:59:00	87	70	14	8 5	13	30	102
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A24996488 2606/2017 0000 234-800 94 31 5 0 9 9 33 45 A24996488 2606/2017 0000 219-800 95 14 5 2 3 3 4 5 A24996488 2706/2017 0000 01-800	A249/8646B 26/06/2017 00:00	23:14:00	92	36	12			34	58
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AAMBRASS 700/2017 00:00	A249/8646B 27/06/2017 00:00	00:29:00	1		6	0	12	36	34
AANNEARBB 7/00/2017/00:00 01:1-00 4 12 5 3 14 2 2 3 3 2 3 2 3 3 3 3 3 3 3 3 3 3 3 3	A249/8646B 27/06/2017 00:00	00:44:00	2	9		1	8	33	28
A-A4986468 27,006/2017.00:00 01.4:00 6 13 6 1 5 29 25 -A4986468 70,06/2017.00:00 01.5:00 7 16 2 0 8	A249/8646B 27/06/2017 00:00	01:14:00	4	12	5	3	14	22	34
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AA9916468 20(64/2017 000 D) AA9166488 20(64/2017 000 D) AA9166489 20(64/2017 000 D) AA9166499 20(64/2017 000 D) AA9166499 20(64/2017 000 D) AA916649 20(64/2017 000 D) AA91664	00:44:90 01:14:00 01:14:00 01:14:00 01:14:00 01:14:00 01:15:00	4 5 6 6 7 7 8 9 10 111 111 111 115 115 115 115 115 115	16 3 1 1 1 1 2 1 1 1 1 1 2 1 1 1 1 1 2 1	0 0 0 1 1 1 1 1 1 1 0 8 8 1 1 1 1 1 1 1	0 9 9 10 3 34 34 34 45 45 45 12 29 23 22 32 32 32 32 32 32 32 32 32 32 32	36 35 37 32 77 26 22 22 22 22 22 22 22 22 22 22 22 22	30 34 35 20 18 93 117 170 199 226 270 496 443 443 444 448 448 448 448 448 449 441 217 217 178 229 217 217 217 217 217 217 217 217 217 217
AA-891/Media 20(Mc)2017 000 001 001 001 001 001 001 001 001	00:44:90 01:14:00 01:	4 5 6 6 7 7 8 9 10 111 11 11 11 11 11 11 11 11 11 11 11	16 3 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 1	0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 9 9 10 3 3 3 4 3 3 4 4 5 4 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1	36 35 37 37 37 37 37 37 37 37 37 37 37 37 37	100 144 155 151 151 151 151 151 151 151 151
AA-891/Media 20(Mc)2017 000 001 001 001 001 001 001 001 001	00:44:99 00:19:00 01:14:00 01:14:00 01:14:00 01:14:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:14:00 01:15:00 01:14:00 01:	4 5 6 6 7 7 8 9 10 11 11 11 11 11 11 11 11 11 11 11 11	16 3 1 1 1 2 2 1 1 5 1 5 1 5 1 5 1 5 1 5 1 5	0 0 0 1 1 1 1 1 1 1 0 8 8 1 1 1 1 1 1 1	0 9 9 10 3 3 4 4 3 4 4 5 4 5 2 9 2 9 3 2 3 2 2 7 7 3 2 3 3 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	36 35 37 32 77 26 22 22 22 22 22 22 22 22 22 22 22 22	30 34 35 20 18 93 117 129 93 117 129 93 127 120 129 129 129 120 121 121 121 122 123 124 125 127 127 127 127 127 127 127 127
AA-891/Media 20(Mc/2017 000 001 001 001 001 001 001 001 001	00:44:99 00:39:00 01:14:00 01:14:00 01:14:00 01:14:00 01:31:00 01:31:00 01:39:99 02:14:19 02:29:99 03:14:00 03:29:00 03:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 04:14:00 06:	4 5 6 7 7 8 9 10 11 11 11 11 11 11 11 11 11 11 11 11	16 3 1 11 1 2 2 1 15 1 15 1 1 2 1 2 1 1 1 1	0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 9 9 10 3 3 10 25 34 45 45 45 45 12 27 27 27 27 28 8 8 13 1 22 29 29 19 18 13 12 22 21 19 19 22 11 19 19 21 18	36 35 77 32 77 26 77 27 27 27 27 27 27 27 27 27 27 27 27	30 30 34 35 20 31 18 32 30 31 31 31 31 32 32 32 32 32 32 32 32 32 32 32 32 32
AA-991/Media 20(Mc)2017 0000 AA-91/Media 20(Mc)2017 00000 AA-91/Media 20(Mc)2017 000000 AA-91/Media 20(Mc)2017 00000000000000000000000000000000000	00:44:90 00:15:00 01:14:00 01:14:00 01:14:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:14:00 01:15:00 01:14:00 01:	4 5 6 7 7 8 9 10 11 11 11 11 11 11 11 11 11 11 11 11	15 3 1 1 1 1 2 2 1 1 1 1 2 2 1 1 1 1 2 2 1 1 1 1 2 1 2 1 1 1 1 2 1 2 1 1 1 1 1 2 1 2 1	0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	36	30 30 34 35 20 18 93 117 20 118 129 225 225 226 443 443 444 446 446 446 446 44
AA-891/Media 20(McJ2017 000 001 001 001 001 001 001 001 001	00:44:90 00:19:00 01:14:00 01:14:00 01:14:00 01:14:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:15:00 01:14:00 01:15:00 01:	4 5 6 7 7 8 9 10 11 11 11 11 11 11 11 11 11 11 11 11	15 3 1 1 1 1 2 2 1 1 1 1 1 2 2 1 1 1 1 2 2 1 1 1 1 2 1 2 1 1 1 1 2 1 2 1 1 1 1 2 1 2 1 1 1 1 2 1 2 1 1 1 1 2 1 2 1 1 1 1 1 2 1	0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 9 9 10 13 10 10 10 10 10 10 10 10 10 10 10 10 10	36 35 77 32 77 26 77 27 27 27 27 27 27 27 27 27 27 27 27	30 30 34 35 30 31 31 32 30 31 31 32 30 31 31 31 32 32 32 32 32 32 32 32 32 32

89896488 2006/2017 00000 2014000 80 136 29 9 6 89966488 3006/2017 00000 202400 81 138 41 8 5 89966488 3006/2017 00000 204400 82 106 53 7 7 89966488 3006/2017 00000 214400 82 106 53 7 7 10 89966488 3006/2017 00000 212400 85 103 30 9 7 12 2 3 89966488 3006/2017 00000 212400 87 9 18 2 3 2 1 2 3 89966488 3006/2017 00000 212500 87 8 9 18 2 2 3 8996648 3006/2017 00000 222500 9 9 8 18 2 1 8996648 3006/2017 00000 224500 9 9 8 16 6 8								
### 300(#\)2017 00000	A249/8646B	30/06/2017 00:00	19:59:00	79	177	36	6	14
######################################	A249/8646B	30/06/2017 00:00	20:14:00	80	136	29	9	6
	A249/8646B	30/06/2017 00:00	20:29:00	81	138	41	8	5
######################################	A249/8646B	30/06/2017 00:00	20:44:00	82	106	53	7	12
######################################	A249/8646B	30/06/2017 00:00	20:59:00	83	104	32	7	10
######################################	A249/8646B	30/06/2017 00:00	21:14:00	84	113	26	5	8
M98/M648 300/M9207 00000 21.4400 86 99 18 2 3 M99/M648 300/M9207 00000 22.15900 87 74 11 2 8 M99/M648 300/M9207 00000 22.1400 88 80 18 3 10 M99/M648 300/M9207 00000 22.24500 99 98 24 2 13 M99/M648 300/M9207 00000 22.24500 90 16 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 4 8 8 18 3 10 0 6 7 7 1 2 2 5 6 4 8 8 9 1 6 6 <td></td> <td></td> <td>21:29:00</td> <td>85</td> <td>103</td> <td>30</td> <td>9</td> <td>7</td>			21:29:00	85	103	30	9	7
498/6468 30/64/2017 00:00 11:59:00 87 74 11 2 8 498/6468 30/64/2017 00:00 12:14:00 88 8 18 3 10 498/6468 30/64/2017 00:00 22:25:00 89 98 24 2 13 2 5 498/6468 30/64/2017 00:00 22:24:00 91 75 13 2 5 498/6468 30/64/2017 00:00 22:34:00 91 65 16 6 8 498/6468 30/64/2017 00:00 23:24:00 92 61 16 4 8 498/6468 30/64/2017 00:00 23:24:00 9 79 10 0 14 498/6668 30/64/2017 00:00 23:24:00 9 8 8 11 1 3							2	3
######################################							2	8
#896#48 30(#4/201700000 22:29:00 89 98 24 2 13 #896#684 30(#4/201700000 22:24:00 99 77 13 2 5 #896#684 30(#4/201700000 22:54:00 91 65 16 6 8 8 #896#684 30(#4/201700000 22:14:00 92 61 16 4 8 #896#684 30(#4/201700000 22:24:00 99 79 10 0 14 #896#684 30(#4/201700000 22:24:00 94 88 11 1 3							2	10
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49/86468 30/06/7017 00:00 22:59:00 91 65 16 6 8 49/86688 30/06/7017 00:00 22:14:00 92 61 16 6 4 8 49/86688 30/06/7017 00:00 22:30:00 93 79 10 0 14 49/86684 30/06/7017 00:00 22:34:40 94 88 11 1 1 3							2	- 5
49/86468 30/06/2017 00:00 22:14:00 92 61 16 4 8 49/86468 30/06/2017 00:00 22:29:00 93 79 10 0 14 49/86468 30/06/2017 00:00 22:34:00 94 88 11 1 1 3								
49/8646B 30/06/2017 00:00 23:29:00 93 79 10 0 14 49/8646B 30/06/2017 00:00 23:44:00 94 88 11 1 3							6	8
49/8646B 30/06/2017 00:00 23:44:00 94 88 11 1 3							4	8
							0	14
49/8646B 30/06/2017 00:00 23:59:00 95 54 15 4 8							1	3
	A249/8646B	30/06/2017 00:00	23:59:00	95	54	15	4	8

Globals

```
Report Id CustomList-178
                Descriptor Advanced Transport Research
                Created by MetroCount Traffic Executive
       Creation Time (UTC) 2017-04-10T11:04:13
                     Legal Copyright (c)1997 - 2014 MetroCount
                   Graphic header.gif
                 Language English
                   Country United Kingdom
                     Time UTC + 60 min
            Create Version 4.0.6.0
                    Metric Non metric
                Speed Unit mph
               Length Unit ft
                 Mass Unit ton
Dataset
                 Site Name 13582-001
              Site Attribute RPS
                 File Name Q:\13582 Kemsley, Kent\13582-001 0 2017-04-01 1004retry.EC0
                 File Type Plus
                 Algorithm Factory default axle
               Description SWALE WAY [40m]
                     Lane 0
                 Direction 5
             Direction Text 5 - South bound A]B, North bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-03-23T10:39:36
                Start Time 2017-03-23T10:39:36
               Finish Time 2017-04-01T09:03:36
                  Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00, Standard
Profile
                     Name Advanced Transport Research
                      Title Advanced Transport Research
             Graphic Logo C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
                   Header
                    Footer
               Percentile 1 85
               Percentile 2 95
                     Pace 12
                Filter Start 2017-03-24T00:00:00
                 Filter End 2017-03-31T00:00:00
             Class Scheme ARX
                Low Speed 0
               High Speed 120
              Posted Limit 40
              Speed Limits 46 55 40 40 40 0 0 0 40
                Separation 0.000
           Separation Type Headway
                 Direction North
         Encoded Direction 1
```

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
CIs 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed

Vpp 85 Percentile speed]PSL 40 Number exceeding Posted Speed Limit Percent exceeding Posted Speed Limit]PSL% 40]SL1 46 ACPO Number exceeding Speed Limit 1 Percent exceeding Speed Limit 1 **]SL1% 46 ACPO** Number exceeding Speed Limit 2]SL2 55 DFT]SL2% 55 DFT Percent exceeding Speed Limit 2

Report Id - CustomList-178 Site Name - 13582-001 Description - SWALE WAY [40m] Direction - North

Friday, 24 March 2017

Time	Total	CIs 1	CIs 2	CIs 3	Cls 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	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	JPSL 40]PSL% 40	ISL1 46 ACPO	ISL1% 46 ACPO	ISL2 55 DFT	1SL2% 55 DFT
0000	20	0	15	0	- 1	0	0	0	- 1	2	- 1		0000			-0	-0	2	4		3	1	- 1		00	00		37.7	42.1	5	25	2	10	0	0
0100	18	o o	9	4	'n	ň	0	ő	i	2	,		100	ň	o o	n	o o	ō	3	4	8	3	'n	0	o o	0	ň	39.8	42.9	11	61.1	3	16.7	ñ	n
0200	16	ō	7	ó	2	ō	ō	ō	ó	4	3		200	ō	ō	ō	ō	2	3	3	5	2	1	ō	ō	ō	ō	38.8	45.4	8	50	2	12.5	ō	ō
0300	30	0	22	0	3	0	1	0	0	3	- 1		300	0	0	0	2	2	8	7	6	3	2	0	0	0	0	37.3	45.6	11	36.7	4	13.3	0	0
0400	60	1	36	ō	8	3	3	ō	ō	4	5		1400	ō	ō	ō	- 1	2	18	21	9	5	3	ī	ō	ō	ō	38	43.4	18	30	7	11.7	- 1	1.7
0500	240	3	193	3	15	2	2	- 1	1	6	14		500	0	3	- 1	15	62	89	42	21	4	3	0	0	0	0	32.8	38.9	28	11.7	7	2.9	0	0
0600	240	3	191	2	29	2	3	1	3	4	2	0	0600	0	0	0	2	14	65	101	43	11	4	0	0	0	0	37	41.4	58	24.2	11	4.6	1	0.4
0700	387	3	329	6	25	1	5	0	1	7	10		700	0	0	4	13	55	147	125	34	7	2	0	0	0	0	34.3	39.4	43	11.1	5	1.3	0	0
0800	439	1	369	2	41	8	7	0	1	10	0	0	0800	0	0	- 1	38	70	149	147	24	9	- 1	0	0	0	0	33.4	38.7	34	7.7	5	1.1	0	0
0900	364	4	272	4	46	7	6	0	1	3	21		900	0	0	2	15	41	154	116	28	8	0	0	0	0	0	34.1	38.5	36	9.9	5	1.4	0	0
1000	358	- 1	278	2	45	4	5	0	2	9	12	1	1000	0	0	- 1	9	56	166	93	24	7	2	0	0	0	0	33.8	38	33	9.2	9	2.5	0	0
1100	370	0	282	4	57	5	2	0	2	9	9		100	0	0	- 1	11	53	143	118	37	7	0	0	0	0	0	34.3	39.1	44	11.9	4	1.1	0	0
1200	412	0	335	5	37	3	7	0	3	9	13		1200	0	0	- 1	3	59	136	158	41	12	2	0	0	0	0	35.1	39.6	55	13.3	12	2.9	0	0
1300	403	0	333	5	41	5	3	0	1	4	11		1300	11	3	5	38	53	144	102	36	7	4	0	0	0	0	32.5	38.9	47	11.7	9	2.2	0	0
1400	487	3	401	3	53	- 1	3	0	2	10	11		1400	0	0	0	17	106	181	136	39	8	0	0	0	0	0	33.5	38	47	9.7	4	0.8	0	0
1500	653	3	567	2	60	3	2	0	4	5	7		1500	3	5	13	31	112	307	149	23	7	3	0	0	0	0	32.3	36.9	33	5.1	8	1.2	1	0.2
1600	715	9	643	5	39	4	3	1	2	4	5		1600	69	39	44	57	141	227	109	23	4	2	0	0	0	0	27.5	35.8	29	4.1	6	0.8	0	0
1700	602	9	553	6	21	2	- 1	0	1	3	6		1700	0	0	0	16	98	236	185	54	12	- 1	0	0	0	0	34.2	38.9	67	11.1	9	1.5	0	0
1800	366	2	335	- 1	16	3	0	0	0	5	4		1800	0	0	0	12	48	121	109	57	15	3	- 1	0	0	0	35.4	40.9	76	20.8	12	3.3	2	0.5
1900	219	3	197	0	14	- 1	0	0	0	3	- 1		1900	0	0	0	3	12	72	82	35	9	5	- 1	0	0	0	36.6	41.4	50	22.8	13	5.9	1	0.5
2000	140	0	123	3	7	0	0	0	0	5	2		2000	0	0	0	- 1	13	34	40	36	10	6	0	0	0	0	37.7	43.2	52	37.1	- 11	7.9	0	. 0
2100	106	1	95	1	2	1	1	0	0	3	2		2100	0	0	0	0	3	1/	45	29	. 4	ь	2	0	0	0	39.4	42.9	41	38.7	12	11.3	3	2.8
2200	90	0	79	3	3	0	0	0	0	3	2		2200	0	0	0	0		20	28	21	10	3	1	0	0	0	38.9	45	35	38.9	13	14.4	3	3.3
2300	62 5556	0	51	- 0		0	0	0	20	5	4		2300	- 0	0	-0	- 1	5	1/	16	15	6	1	1	0	0	- 0	37.9	44.1	23	37.1		11.3	1	1.6
07-19 06-22	6261	35 42	4697 5303	45 51	481 533	46 50	44	1	20	78 93	109 116		07-19 06-22	83 83	47 47	72 72	260 266	892 934	2111	1547 1815	420 563	103 137	20 41	- 1	0	0	0	33 33.5	38.5 39.1	544 745	9.8	88 135	1.6	3	0.1
06-22	6413	42	5433	54			40		23		122		06-00		47	72	266	934		1859	599	157		4	0	0			39.1					40	0.1
00-00	6797	46	5715	61	538 567	50 55	40 54	3	26	101	148		00-00	83 83	50	73	285	1016		1945	651	171	45 55	7	0	0	0	33.6 33.7	39.1	803 884	12.5	155 180	2.4	13	0.2

Saturday, 25 March 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%]SL2%
		٠,	2	3	- 4	5	6	7	8	9	10			10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	60	60 70	70 80	80 90	90 100		85	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT
0000	36	- 1	23	0	- 1	-		0	0	7	4		0000		10	20	20 2	50	13	40 5	40	1	1	70	00	00	100	35.8	43.2	- 11	30.6	ACFO	5.6	DFI	0
0100	21	,	12	o o	,	č		ň	0	3	2		0100	ň	n n	0	ñ	3	7	3	4	,	,	0	ň	o o	o o	37.6	45		38.1	3	14.3	1	4.8
0200	16	0	10	0	1		0	0	1	3	1		0200	0	0	0	- 1	3	6	3	- 1	- 1	- 1	0	0	0	0	34.5	42.9	3	18.8	2	12.5	0	0
0300	27	- 1	19	ō	2	ō	0	ō	ó	3	2		0300	ō	ō	ō	ò	3	4	9	5	6	ó	ō	ō	ō	ō	38.5	45	11	40.7	4	14.8	ō	ō
0400	31	0	21	0	4	- 1	1	0	0	2	2		3400	0	0	0	0	5	12	8	4	1	- 1	0	0	0	0	34.8	40.3	6	19.4	1	3.2	0	0
0500	114	0	100	0	7		0	0	0	4	3		0500	0	0	0	2	13	27	40	23	6	3	0	0	0	0	36.5	42.1	32	28.1	5	4.4	0	0
0600	100	2	82	1	5	1	1	- 1	0	2	5	(0600	0	0	0	4	8	25	29	19	8	5	1	- 1	0	0	37.9	43.8	34	34	12	12	2	2
0700	124	0	109	0	8	1	1	0	1	2	2		0700	0	0	1	0	3	19	40	40	17	4	0	0	0	0	39.6	45	61	49.2	13		0	0
0800	175	0	144	3	15	- 1	5	0	- 1	4	2		0800	0	0	0	0	6	29	70	48	12	10	0	0	0	0	39.2	44.5	70	40	21	12	1	0.6
0900	239	1	212	4	13	0	2	0	0	3	4		0900	0	0	0	2	20	51	94	57	11	2	- 1	- 1	0	0	37.7	42.7	72	30.1	10	4.2	2	0.8
1000	291	2	252	0	23	1	0	0	1	6	6		1000	0	0	0	6	28	86	111	49	8	3	0	0	0	0	36.1	41.2	60	20.6	9	3.1	2	0.7
1100	366	2	330	0	23	0	1 3	0	0	2	6		1100	0	0	2	2	26	106	152	66	10	- 1	- 1	0	0	0	36.5	40.9	78	21.3	9	2.5	1	0.3
1200	378	3	329	2	30	1	3	- 1	- 1	3	5		1200	0	0	0	3	33	102	163	59	15	3	0	0	0	0	36.5	41.2	77	20.4	- 11	2.9	0	0
1300	278	3	253	2	12		0	0	0	5	3		1300	0	0	0	0	10	56	130	64	16	2	0	0	0	0	37.9	41.8	82	29.5	8	2.9	2	0.7
1400	268	3	250	2	- 6			0	2	- 1	- 4		1400	0	0	0	5	- 6	61	125	52	14	5	0	0	0	0	37.7	42.1	71	26.5	16	6	- 1	0.4
1500	310	2	282	2	13	9	. 0	0	0	3	8		1500	0	3	10	8	28	84	109	44	16	7	1	0	0	0	35.7	41.2	68	21.9	18	5.8	4	1.3
1600 1700	295 251	5	272 234	0	9			0	1	3	4		1600 1700	0	U	0	1	33	92 58	109	40 37	1/	2	- 1	0	0	0	36.3 37.2	41.2 40.9	60 51	20.3	14	4.7	- 1	0.3
1800	220	3	208	0	,			U	0	3	2		1800	0	0	0	2	0	50	132	54	10	3	,	U	0	0	38.9	43.8	79	35.9	20	9.1	2	0.4
1900	147	- 1	137						0	- :	2		1900			0	,		34	70	28	10	- 1					37.4	41.8	36	24.5	20	4.1	- 1	0.5
2000	111	'n	104	0					0	- 4	0		2000	0	0	0	,	4	20	45	28	10	2	,		0		39.4	43.6	42	37.8	10	4.1	,	2.7
2100	161	0	154	0	4	1	, ,	0	1	'n	1		2100	0	0	0	0	4	43	79	27	6	1	1	0	0	0	37.4	40.7	35	21.7	7	4.3	1	0.6
2200	74	ň	68	ñ	3	·		ň	'n	2	- 1		2200	ň	ň	n	3	- 7	24	23	17	4	,	'n	ň	ñ	ň	37.2	42.1	23	31.1	5	6.8	,	2.7
2300	41	0	37	n	1			ň	0	1	,		2300	n	1	0	1	,	8	18		- 7	1	0	ň	0	0	36.6	41.2	11	26.8	2	4.9	0	
07-19	3195	27	2875	15	167	- 4	16	1	7	36	47		07-19	0	3	13	29	203	794	1324	610	164	49	5	1	0	0	37.2	42.1	829	25.9	160	5	17	0.5
06-22	3714	30	3352	16	187		18	2	8	40	55		06-22	0	3	13	34	225	916	1547	712	194	58	10	2	ō	ō	37.3	42.3	976	26.3	195	5.3	24	0.6
06-00	3829	30	3457	16	191		18	2	8	43	58		06-00	0	4	13	38	228	948	1588	738	199	61	10	2	0	0	37.3	42.3	1010	26.4	202	5.3	26	0.7
00-00	4074	34	3642	16	208	7	19	2	9	65	72		00-00	0	4	13	43	260	1017	1656	784	216	69	10	2	0	0	37.2	42.3	1081	26.5	219	5.4	27	0.7

Sunday, 26 March 2017

Juliua	r, 20 mai	CII 20 17																																	
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	CIs	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL]PSL%]SL1]SL1%]SL2]SL2%						
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	22	0	20	1	- 1	(0	0	0	0	0		0000	0	0	0	0	0	3	13	4	2	0	0	0	0	0	39.1	44.3	6	27.3	1	4.5	0	0
0100	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
0200	15	0	12	0	0		0	0	0	3	0		0200	0	0	0	0	0	3	4	3	5	0	0	0	0	0	41.8	47.4	8	53.3	4	26.7	0	0
0300	9	0	8	0	0) (. 0	0	0	- 1		0300	0	0	0	1	0	3	- 1	3	0	1	0	0	0	0	37.1		4	44.4	1	11.1	0	0
0400	19	0	17	0	0) (. 0	0	- 1	- 1		0400	0	- 1	0	0	2	. 7	6	. 1		- 1	0	0	0	0	35	39.4	. 3	15.8	- 1	5.3	0	0
0500	64	0	59	0	1) (- 1	1	2		0500	0	0	0	- 1	- 1	11	18	20	- 11	2	0	0	0	0	40.3	46.5	33	51.6	12	18.8	- 1	1.6
0600	60	- 1	53	0	2) 1	. 0	0	1	2		0600	0	0	0	0	3	13	26	10	7	1	0	0	0	0	38.3	44.3	18		7	11.7	1	1.7
0700	68 64	2	57 57	0	5				0	3	1		0700 0800	0	0	0	2	5	11	29 23	14 24	3	4	0	0	0	0	38.1 40.2	43.6 44.1	21 31	30.9	- /	10.3	2	2.9 3.1
0800 0900	137	4	124		3				0	3	- 1		0900	Ü	- 4	0	0		20	23 58	43	4 7	2	1	U		0	38.7	43.4	52	48.4 38	5	7.8 3.6	2	1.5
1000	190	*	181										1000					40	20	73	48	40						37.3	42.3	60	31.6		4.2	-	1.0
1100	251	2	231	- 1	3	,	, ,	U	2	2	- 4		1100	Ü	0	- 1		16	60	97	40 52	19	2	0	U		0	37.5	42.3	74	29.5	12	5.2	1	0.4
1200	260	8	237	'n	9		, ,		1	3	3		1200	0	0	'n	0	20	57	114	54	10	4	0	1	0	0	37.5	41.6	69	26.5	14	5.4	3	1.2
1300	254	8	231	1	8) (i	1	4		1300	o o	o o	2	8	3	63	106	53	12	6	1	'n	o o	o o	37.6	42.5	72	28.3	17	6.7	4	1.6
1400	222	8	204	2	5) (0	2	- 1		1400	0	0	0	2	13	44	85	59	18	1	0	0	0	0	38.1	43.6	78	35.1	14	6.3	0	0
1500	244	1	228	2	7			ō	ō	3	3		1500	ō	ō	ō	2	22	75	90	38	11	6	ō	ō	ō	ō	36.6	41.8	55	22.5	15	6.1	1	0.4
1600	261	3	243	2	6		1	1	- 1	2	2		1600	0	0	0	0	18	53	104	60	22	4	0	0	0	0	38.2	42.7	86	33	21	8	1	0.4
1700	267	1	251	4	8		0	1	- 1	0	- 1		1700	0	0	0	0	22	59	113	56	15	2	0	0	0	0	37.1	42.1	73	27.3	13	4.9	0	0
1800	207	4	188	1	- 11	1		0	0	1	- 1		1800	0	0	0	0	8	24	100	62	12	0	- 1	0	0	0	38.6	42.7	75	36.2	9	4.3	1	0.5
1900	172	1	163	1	6		0	0	0	0	- 1		1900	0	0	0	0	6	44	78	28	13	3	0	0	0	0	37.9	42.1	44	25.6	13	7.6	2	1.2
2000	111	0	105	0	4		0	0	0	1	- 1		2000	0	0	0	0	6	34	41	20	5	4	- 1	0	0	0	37.6	42.9	30	27	9	8.1	2	1.8
2100	131	3	112	0	8		0	. 0	- 1	4	3		2100	0	0	0	4	12	29	47	24	10	3	2	0	0	0	37.7	43.6	39	29.8	12	9.2	3	2.3
2200	40	1	30	0	3		0	0	0	0	6		2200	0	0	0	1	4	11	14	6	2	2	0	0	0	0	36.5	42.7	10	25	2	5	0	0
2300	22	0	16	0	1) 0	. 0	0	2	3		2300	0	0	0	1	- 5	1	3	7	4	1	0	0	0	0	38.2	45.6	12	54.5	3	13.6	0	0
07-19	2425	41	2232	14	73	-	2 3	2	6	29	23		07-19	0	- 1	3	19	148	516	992	563	143	34	5	1	0	0	37.7	42.7	746	30.8	141	5.8	17	0.7
06-22	2899	46	2665	15	93	-	4	2	7	35	30		06-22	0		3	23	175		1184	645	178	45	8		0	0	37.8	42.9	877	30.3	182	6.3	25	0.9
06-00	2961	47	2711	15	97		4	2	7	37	39		06-00	0	- 1	3	25	184	648	1201	658	184	48	8	- 1	0	0	37.7	42.9	899	30.4	187	6.3	25	0.8
00-00	3090	47	2827	16	99		4	2	8	42	43		00-00	0	2	3	27	187	675	1243	689	203	52	8	- 1	0	0	37.8	42.9	964	30.8	208	6.6	26	0.8

Time	Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40]PSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	24	0	21	0	0	0	0	0	0	- 1	2		0000	0	0	0	0	0	11	5	5	3	0	0	0	0	0	37.3	42.7	8	33.3	2	8.3	0	0
0100	16	0	11	0	2	0	0	0	0	0	3		0100	0	0	0	0	1	4	3	6	- 1	1	0	0	0	0	38.8	44.1	8	50	1	6.3	0	0
0200	21	- 1	8	0	3	0	0	0	0	6	3		0200	0	0	0	0	1	5	7	6	0	2	0	0	0	0	38.9	42.9	8	38.1	2	9.5	1	4.8
0300	32	0	21	0	5	0	0	0	0	4	2		0300	0	0	0	0	2	2	15	4	7	2	0	0	0	0	40.9	47	13	40.6	8	25	0	0
0400	80	0	44	2	9	2	2	0	1	7	13		0400	0	0	0	1	11	22	22	19	5	0	0	0	0	0	36.6	42.3	24	30	3	3.8	0	0
0500	246	3	180	5	19	5	3	- 1	- 1	12	17		0500	0	0	0	3	47	63	76	41	11	5	0	0	0	0	35.7	41.6	57	23.2	12	4.9	2	0.8
0600	229	0	183	5	17	5	4	- 1	1	6	7		0600	0	0	0	12	44	82	65	16	6	4	0	0	0	0	33.8	38.9	26	11.4	8	3.5	0	0
0700	367	1	305	1	42	4	3	0	1	3	7		0700	0	0	1	13	36	154	114	41	6	2	0	0	0	0	34.7	39.6	49	13.4	7	1.9	0	0
0800	459	2	377	2	48	8	12	0	1	7	2		0800	0	0	0	8	92	175	140	36	6	2	0	0	0	0	33.8	38.7	44	9.6	4	0.9	0	0
0900	350	2	259	1	57	5	6	0	2	10	8		0900	0	0	4	17	76	163	70	17	2	1	0	0	0	0	32.4	36.7	20	5.7	2	0.6	0	0
1000	326	0	234	4	47	6	4	- 1	3	13	14		1000	0	0	0	18	56	129	95	25	2	1	0	0	0	0	33.3	38	28	8.6	1	0.3	0	0
1100	340	4	248	3	45	5	3	0	3	16	13		1100	0	0	0	13	68	117	99	34	7	2	0	0	0	0	34.1	39.1	43	12.6	7	2.1	0	0
1200	342	3	264	3	37	3	7	0	3	12	10		1200	0	0	0	7	80	122	85	37	9	2	0	0	0	0	34.1	39.6	48	14	6	1.8	0	0
1300	373	1	295	3	43	3	4	0	6	7	11		1300	0	0	5	26	70	145	88	31	5	3	0	0	0	0	33.1	38	39	10.5	6	1.6	2	0.5
1400	418	2	338	3	51	2	4	- 1	0	11	6		1400	0	3	8	35	69	132	119	38	12	2	0	0	0	0	33.1	38.7	52	12.4	8	1.9	0	0
1500	551	5	435	2	79	2	- 1	0	2	10	15		1500	2	3	3	23	107	227	142	40	2	2	0	0	0	0	32.9	37.6	44	8	3	0.5	1	0.2
1600	734	13	633	6	55	8	3	3	0	7	6		1600	109	68	96	66	104	153	99	32	5	2	0	0	0	0	24.5	36	39	5.3	6	0.8	1	0.1
1700	661	9	607	6	22	3	5	- 1	0	3	5		1700	162	109	81	46	60	93	83	21	6	0	0	0	0	0	20.8	35.3	27	4.1	4	0.6	0	0
1800	378	6	332	3	21	- 1	4	0	1	4	6		1800	0	0	1	10	27	108	153	59	14	5	- 1	0	0	0	36.3	41.2	79	20.9	17	4.5	4	1.1
1900	237	0	218	0	10	0	- 1	0	1	5	2		1900	0	0	0	2	26	45	83	60	12	6	3	0	0	0	37.8	43.2	81	34.2	17	7.2	6	2.5
2000	138	0	120	5	8	0	0	0	2	0	3		2000	0	0	0	0	7	34	49	31	12	4	- 1	0	0	0	38.5	43.6	48	34.8	10	7.2	3	2.2
2100	112	0	101	1	2	0	0	0	- 1	6	1		2100	0	1	0	0	7	18	49	17	13	5	2	0	0	0	39	45.6	37	33	16	14.3	3	2.7
2200	80	0	73	1	0	0	0	0	0	2	4		2200	0	0	0	3	3	21	29	16	5	2	- 1	0	0	0	37.7	41.8	24	30	6	7.5	2	2.5
2300	36	1	34	0	0	0	0	0	0	- 1	0		2300	0	0	0	0	0	7	14	9	4	1	- 1	0	0	0	39.9	45.2	15	41.7	3	8.3	2	5.6
07-19	5299	48	4327	37	547	50	56	6	22	103	103		07-19	273	183	199	282	845	1718	1287	411	76	24	- 1	0	0	0	30.8	38.5	512	9.7	71	1.3	8	0.2
06-22	6015	48	4949	48	584	55	61	7	27	120	116		06-22	273	184	199	296	929	1897	1533	535	119	43	7	0	0	0	31.6	38.9	704	11.7	122	2	20	0.3
06-00	6131	49	5056	49	584	55	61	7	27	123	120		06-00	273	184	199	299	932	1925	1576	560	128	46	9	0	0	0	31.7	38.9	743	12.1	131	2.1	24	0.4
00-00	6550	53	5341	56	622	62	66	8	29	153	160		00-00	273	184	199	303	994	2032	1704	641	155	56	9	0	0	0	32	39.4	861	13.1	159	2.4	27	0.4

Tuesday, 28 March 2017

Time	Total	Cls	Cls 2	Cls	Cls 4	Cls	Cls	Cls	Cls	Cls	CIs 10	Fix1 Tir	ne Vbin	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1 46]SL1% 46]SL2 55]SL2% 55
			-	3	-	٠	۰	- 1		•	10		10	15	20	25	30	35	40	45	50	60	70	80	90	100		65	40			ACPO	DFT	DFT
0000	32	0	24	3	0	- 0	0	- 0	0	3	2	0000			-0	1	0	3	10	7	11	00		0	0	0	40.7	47.6	18	56.3	10	31.3	0	0
0100	24	0	19	0	2		0		0	2	- 1	0100) (0	4	2	4	7	4	2	0	1	0	0	0	36	42.7	7	29.2	2	8.3	1	4.2
0200	32	ō	21	ō	0	2	ō	ō	ō	5	4	0200			ō	- 1	5	18	4	4	0	ō	ó	ō	ō	ō	33.2	37.8	4	12.5	ō	0	ó	0
0300	47	0	35	1	3	2	. 0		1	2	3	0300			- 1	- 1	5	8	12	10	9	1	0	0	0	0	38.1	45.2	20	42.6	7	14.9	0	0
0400	82	1	50	2	6	1	0		0	14	8	0400		0 0	1	6	13	35	23	3	1	0	0	0	0	0	32.5	36	4	4.9	0	0	0	0
0500	210	3	158	4	17	3	- 1		2	5	17	0500			0	5	31	74	77	20	3	0	0	0	0	0	34.5	38.9	23	11	1	0.5	0	0
0600	198	2	159	0	22	2	3		1	4	5	0600			0	12	30	55	65	31	2	3	0	0	0	0	34.9	40.3	36	18.2	5	2.5	2	1
0700	264	0	216	1	21	2	. 0	- 1	2	9	12	0700) 1	1	3	29	96	85	35	12	2	0	0	0	0	35.5	40.5	49	18.6	10	3.8	1	0.4
0800	349	2	261	4	56	- 4	9	0	0	3	10	0800) 1	4	34	84	105	90	22	8	1	0	0	0	0	32.3	37.8	31	8.9	4	1.1	0	0
0900	327	1	233	3	49	4	10	0	3	7	17	0900		0 0	0	6	62	118	106	27	7	- 1	0	0	0	0	34.2	39.1	35	10.7	6	1.8	0	0
1000	363	1	262	2	54	8	13	0	2	9	12	1000		9	6	34	60	120	101	25	7	1	0	0	0	0	32.4	38.3	33	9.1	4	1.1	0	0
1100	319	2	216	2	55	6	7	0	4	10	17	1100		0 0	0	10	69	99	99	37	4	1	0	0	0	0	34	39.1	42	13.2	4	1.3	0	0
1200	423	7	287	4	61	5	18	0	9	11	21	1200		3 3	10	59	90	144	95	18	- 1	0	0	0	0	0	30.9	36.9	19	4.5	1	0.2	0	0
1300	376	7	274	4	49	6	9	1	7	11	8	1300		0 0	2	19	51	159	108	29	5	2	- 1	0	0	0	33.8	38.3	37	9.8	7	1.9	1	0.3
1400	432	6	338	4	50	4	10	1	4	11	4	1400		0 0	0	13	84	151	143	33	7	1	0	0	0	0	33.9	38.7	41	9.5	7	1.6	0	0
1500	580	2	470	4	74	2	5	0	2	14	7	1500		0 0	- 1	20	96	238	175	40	10	0	0	0	0	0	33.8	38.5	50	8.6	7	1.2	0	0
1600	778	14	664	5	63	3	6	- 1	- 1	10	11	1600				113	141	250	128	39	8	1	0	0	0	0	29.3	36.7	48	6.2	6	0.8	1	0.1
1700	687	11	621	3	35	3	6	2	1	3	2	1700		99	77	68	65	85	82	24	5	2	0	0	0	0	20.9	35.1	31	4.5	6	0.9	0	0
1800	384	4	338	3	30	0	0	0	2	4	3	1800		0 0	0	19	43	102	158	52	10	0	0	0	0	0	35.4	40	62	16.1	6	1.6	0	0
1900	224	1	203	0	9	1	- 1	0	- 1	3	5	1900		0 0	- 1	- 1	22	59	81	37	16	6	- 1	0	0	0	37.2	42.1	60	26.8	19	8.5	3	1.3
2000	143	0	125	3	5	- 1	0	C	- 1	4	4	2000		0 0	0	2	7	32	65	28	8	1	0	0	0	0	37.2	42.7	37	25.9	6	4.2	0	0
2100	122	2	104	0	4	C	- 1	C	- 1	4	6	2100		0 0	0	1	6	31	43	28	8	3	2	0	0	0	38.3	43.8	41	33.6	10	8.2	2	1.6
2200	68	0	56	4	2	0	0	0	0	1	5	2200		0 0	0	- 1	5	6	26	24	4	2	0	0	0	0	38.9	43.4	30	44.1	5	7.4	0	0
2300	45	2	33	- 0	2	1	0		0	5	2	2300		0 0	0	0	1	10	19	11	2	1	- 1	0	0	0	38.6	41.6	15	33.3	4	8.9	1	2.2
07-19	5282	57	4180	39	597	47	93	•	37		124	07-1				398	874	1667	1370	381	84	12	1	0	0	0	31.3	38.3	478	9	68	1.3	3	0.1
06-22	5969	62	4771	42	637	51	98	- 6	41	117	144	06-2				414	939	1844	1624	505	118	25	4	0	0	0	31.9	38.9	652	10.9	108	1.8	10	0.2
06-00	6082	64	4860	46	641	52		•	41	123	151	06-0				415	945	1860	1669	540	124	28	5	0	0	0	32	38.9	697	11.5	117	1.9	11	0.2
00-00	6509	68	5167	56	669	60	99	- 6	44	154	186	00-0	20	4 140	154	433	1001	2002	1802	588	150	29	6	0	0	0	32.2	39.1	773	11.9	137	2.1	12	0.2

Wednesday, 29 March 2017

Time	Total	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1 Time	Vbin	Mean	Vpp]PSL]PSL%]SL1%]SL2%													
		1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	34	0	32	1	0	0	0	0	0	0	1	0000	0	0	0	- 1	4	4	19	3	2	- 1	0	0	0	0	36.4	40	6	17.6	2	5.9	0	0
0100	20	0	16	1	2	0	0	0	0	1	0	0100	0	0	0	1	3	6	5	3	2	0	0	0	0	0	35.9	40.9	5	25	2	10	0	0
0200	28	0	17	0	0	0	0	0	0	8	3	0200	0	0	0	0	5	6	9	8	0	0	0	0	0	0	35.8	41.2	8	28.6	0	0	0	0
0300	30	1	16	1	2	0	0	0	2	6	2	0300	0	0	0	2	4	7	5	6	3	3	0	0	0	0	37.7	47.4	12	40	6	20	1	3.3
0400	82	0	49	1	11	1	3	0	- 1	5	11	0400	0	0	0	0	10	34	27	8	2	- 1	0	0	0	0	35.4	39.8	11	13.4	3	3.7	0	0
0500	226	2	170	4	19	4	3	0	0	11	13	0500	0	0	0	3	45	72	64	31	8	2	- 1	0	0	0	34.9	40.7	42	18.6	5	2.2	2	0.9
0600	221	3	176	0	19	4	3	1	4	6	5	0600	0	0	0	7	47	72	76	13	2	4	0	0	0	0	34.2	38.3	19	8.6	6	2.7	2	0.9
0700	433	5	361	4	37	0	7	1	0	9	9	0700	0	0	4	32	81	142	127	35	9	3	0	0	0	0	33.4	38.7	47	10.9	6	1.4	0	0
0800	440	1	356	8	52	3	6	0	0	10	4	0800	0	0	0	56	108	137	109	19	10	1	0	0	0	0	32.1	37.8	30	6.8	9	2	0	0
0900	349	2	249	5	52	2	11	0	3	15	10	0900	0	0	- 1	11	87	146	72	25	3	4	0	0	0	0	33.2	38.3	32	9.2	7	2	3	0.9
1000	332	2	211	1	56	4	12	0	5	26	15	1000	0	2	8	9	80	113	87	28	4	- 1	0	0	0	0	33	38.5	33	9.9	4	1.2	1	0.3
1100	338	1	231	6	50	4	14	0	3	15	14	1100	0	0	0	16	72	116	98	32	- 1	3	0	0	0	0	33.5	38.5	36	10.7	3	0.9	0	0
1200	350	1	240	3	59	6	12	0	6	9	14	1200	0	0	0	8	83	146	84	23	6	0	0	0	0	0	33.2	38	29	8.3	5	1.4	0	0
1300	372	3	282	4	47	6	6	0	3	13	8	1300	0	1	2	15	59	116	137	39	2	1	0	0	0	0	34.2	38.9	42	11.3	3	0.8	0	0
1400	437	6	337	3	53	6	6	0	3	17	6	1400	3	6	15	37	81	148	106	32	7	2	0	0	0	0	32.1	37.8	41	9.4	7	1.6	0	0
1500	556	0	461	3	69	6	- 1	0	2	10	4	1500	0	3	14	25	101	225	140	42	5	1	0	0	0	0	32.8	38	48	8.6	5	0.9	0	0
1600	771	13	675	5	46	3	8	0	3	8	10	1600	55	41	86	90	184	176	114	22	3	0	0	0	0	0	26.7	35.6	25	3.2	3	0.4	0	0
1700	697	9	631	4	37	2	3	1	- 1	4	5	1700	16	55	65	77	135	155	147	42	2	3	0	0	0	0	28.6	37.4	47	6.7	4	0.6	1	0.1
1800	385	5	343	2	23	1	2	1	0	2	6	1800	0	0	0	1	28	138	128	72	15	2	- 1	0	0	0	36.4	41.6	90	23.4	14	3.6	1	0.3
1900	225	- 1	216	0	4	0	0	0	0	4	0	1900	0	0	0	2	4	50	101	50	15	3	0	0	0	0	38.1	42.9	68	30.2	13	5.8	1	0.4
2000	163	1	144	0	8	0	0	1	0	4	5	2000	0	0	0	- 1	9	33	70	33	8	3	3	2	0	1	38.6	43.2	50	30.7	13	8	7	4.3
2100	130	2	114	4	3	0	- 1	0	- 1	4	1	2100	0	0	0	0	8	31	48	31	7	5	0	0	0	0	38.1	42.7	43	33.1	10	7.7	2	1.5
2200	102	0	87	2	4	0	0	0	0	2	7	2200	0	0	0	2	2	29	29	26	7	6	0	1	0	0	38.8	44.5	40	39.2	12	11.8	2	2
2300	51	1	39	- 1	2	0	0	0	0	3	5	2300	0	0	0	0	- 1	11	20	14	3	2	0	0	0	0	38.3	41.8	19	37.3	4	7.8	1	2
07-19	5460	48	4377	48	581	43	88	3	29	138	105	07-19	74	108	195	377	1099	1758	1349	411	67	21	1	0	0	0	31.8	38.3	500	9.2	70	1.3	6	0.1
06-22	6199	55	5027	52	615	47	92	5	34	156	116	06-22	74	108	195	387	1167	1944	1644	538	99	36	4	2	0	1	32.4	38.7	680	11	112	1.8	18	0.3
06-00	6352	56	5153	55	621	47	92	5	34	161	128	06-00	74	108	195	389	1170	1984	1693	578	109	44	4	3	0	1	32.6	38.9	739	11.6	128	2	21	0.3
00-00	6772	59	5453	63	655	52	98	5	37	192	158	00-00	74	108	195	396	1241	2113	1822	637	126	51	5	3	0	1	32.7	39.1	823	12.2	146	2.2	24	0.4

			_																																
Thursd	ay, 30 Ma	Cls	17 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	1PSL	1PSL%	ISL1	1SL1%	ISL2]SL2%
		1	2	3	4	5	6	7	8	9	10			0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 60	60 70	70 80	80 90	90 100		85	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT
0000 0200 0300 0400 0500 0600 0600 0900 1000 1200 1100 1200 1500 1500 1500 15	32 18 29 45 71 248 240 392 466 356 317 342 388 353 494 52 792 697 371 248 165 5127 117 52 6330 6499 6942 Day (7)	1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 1	19 13 19 37 46 185 189 318 368 263 224 243 292 272 384 473 695 629 338 224 149 124 444 445 457 5181 5329 5648	2 2 2 2 0 0 0 0 3 3 1 1 4 4 2 2 3 3 7 7 7 1 1 3 3 10 0 5 5 2 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6	3 3 0 0 0 3 3 8 21 1 28 8 21 1 28 8 43 3 3 64 4 8 43 47 62 74 4 42 2 7 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	62 62	4	0 0 0 1 1 0 1 2 2 0 0 5 5 5 4 4 3 3 3 3 3 0 0 1 1 1 3 3 3 3 3 3 3 3 3 3	0 1 1 4 2 6 8 8 8 12 10 10 18 15 12 20 9 16 7 7 14 5 3 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 2 2 5 1 1 8 16 6 6 5 5 5 10 10 10 10 6 6 9 9 7 7 7 4 4 1112 120 159		0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1200 1300 1400 1400 1400 1400 1400 1500 1600 1700 1800 1900 2100 2200 2300 07-19 06-22 06-00 00-00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 2 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 2 3 7 28 3 19 22 2 2 14 17 7 7 7 7 38 132 102 2 102 2 102 102 102 103 104 104 105 105 105 105 105 105 105 105 105 105	5 2 2 3 3 5 12 42 25 56 89 975 45 58 88 87 115 58 86 35 30 9 9 7 7 4 3 3 866 937 944 1013	7 3 111 111 117 78 40 40 126 126 126 126 126 126 127 126 127 127 127 127 127 127 127 127 127 127	7 2 4 4 111 23 57 88 138 106 84 106 93 110 124 156 164 145 71 1156 87 71 1156 87 110 1156 87 1156 1156 1156 1156 1156 1156 1156 115	8 10 10 8 9 41 1 43 36 34 42 2 36 3 4 42 2 7 47 47 47 47 47 57 50 6 6 6 6 6 6 70 4 790	50 00 35 12 10 14 8 2 10 3 4 9 11 11 10 17 10 10 10 17 10 10 10 11 10 10 10 10 10 10 10 10 10	0 1 1 1 2 2 2 3 3 4 4 2 2 1 1 1 2 2 2 4 4 4 1 1 1 1 2 2 1 1 3 3 8 6 6 6 6 0 0 0 2 4 4 4 8 8 4 5 5 7	0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37.3 39.3 37.3 36.1 35.1 35.4 35.5 32.8 32.8 33.4 33.4 35.5 34.3 33.2 28.1 21.9 36.1 37.1 38.4 39.4 37.1 39.4 37.1 37.1 37.1 38.1 39.4 37.1 37.1 37.1 37.1 37.1 37.1 37.1 37.1	44.1 42.3 43.2 43.6 43.2 41.4 41.4 41.7 38.5 40.5 38.5 40.5 39.4 43.4 44.4 41.6 39.5 40.5 39.6 39.6 39.6 39.6 39.6	133 111 146 159 588 699 455 38 566 377 72 599 631 876 9144 1038	40.6 61.1 37.9 31.1 22.5 23.8 24.2 42.7 17.6 9.7 17.7 10.7 11.1 17 10.7 13.7 5.7 5.8 9.9 9.9 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7	5 5 1 1 1 6 6 7 7 16 6 11 1 1 3 3 7 7 1 1 1 6 6 5 9 19 1 1 4 4 1 3 3 7 7 1 1 1 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1	15.6 5.6 3.4 13.3 9.9 6.5 4.6 3.3 1.5 0.6 3.8 1.2 1 2.8 0.7 7 2.4 7.7 8.5 10.2 6.5 10.2 10.8 10.2 10.2 10.2 10.2 10.2 10.2 10.2 10.2	0 1 1 0 1 1 2 2 4 4 3 3 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	0 5.6 0 2.2 2.8 1.6 3 0.3 0 0 0 0 0.3 1.2 2.4 0.8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Time	Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	Cls 8	Cls 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40]PSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
0000 0100 0200 0300 0400 0500 0600 0700 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2100 2200 2300 07-19 06-22 06-00	38 222 23 56 155 186 267 327 305 320 358 358 358 448 614 575 267 242 2155 125 96 53 4646 5354 5503 5825	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	31 17 14 19 35 116 151 219 265 234 228 242 277 287 313 389 537 522 331 224 139 112 86 4384 4471 4601 4832	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 2 6 13 3 16 25 35 37 39 42 37 39 52 40 26 19 10 7 4 2 2 2 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0 0 0 1 1 3 2 2 3 3 3 4 4 4 3 2 2 3 2 2 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	55 55	4	0 0 0 0 1 1 1 2 2 2 3 3 3 3 2 2 2 2 2 1 1 1 0 0 1 1 1 1 1 0 0 0 2 3 2 6 2 6 2 2 8	2 2 4 4 3 5 6 6 6 6 10 11 11 9 8 8 7 7 3 3 3 3 2 2 4 2 2 3 10 10 10 10 10 10 10 10 10 10 10 10 10	3 2 3 2 6 10 6 6 5 7 12 10 8 8 7 3 3 3 3 2 4 4 2 87 100 100 100 100 100 100 100 100 100 10		0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1100 1100 1500 1600 1500 1600 1700 1700 1800 1900 2000 2200 2300 07-19 06-22	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 2 26 59 0 0 0 0 0 0 0 0 93 3 93 93	20 0 0 0 0 1 1 3 3 2 2 2 2 4 6 54 0 0 0 0 1 1 2 2 2 4 6 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 1 0 1 2 3 11 8 19 13 11 10 15 12 19 19 63 50 8 3 1 1 1 1 1 1 1 1 1 1 1 1 1	30 3 2 2 3 8 25 32 33 62 54 4 45 53 60 8 8 57 76 60 100 77 8 8 8 4 4 3 700 77 77 8 8 8 8 700 700 700 700 700 7	35 9 5 8 6 18 47 54 89 112 108 103 110 123 117 124 177 112 109 61 39 26 22 14 14 15 16 16 17 17 17 17 17 17 17 17 17 17	12 6 5 7 17 16 57 16 57 90 87 96 98 109 126 120 139 121 102 144 90 62 45 39 132 157 163 177 163 177 163 163 163 163 163 163 163 163 163 163	45 6 6 5 7 7 24 34 30 31 36 38 39 42 43 45 36 48 31 31 32 48 31 48 31 48 31 48 48 48 48 48 48 48 48 48 48	50 5 1 1 1 4 3 3 7 5 9 9 6 6 7 7 7 9 11 9 10 8 12 15 8 8 10 15 15 15 15 16 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1 1 1 2 3 3 3 2 2 2 1 1 3 3 2 2 2 2 1 1 3 3 2 2 2 2	70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37.8 37.2 37.1 35.5 34.6 35.3 33.6 34.1 34.5 34.1 34.9 34.1 33.9 29.8 35.3 37.7 38.3 37.7 38.3 38.1 38.1 38.1 38.1 38.1 38.1	44.1 43.4 43.4 46.5 41.6 41.4 40.3 40.5 39.1 39.8 39.8 39.8 39.8 39.8 39.6 37.4 40.7 42.5 42.7 43.8 42.7 43.8 43.8 40.9 40.9 40.9 40.9 40.9 40.9 40.9 40.9	13 8 8 8 11 11 34 47 41 40 46 47 47 56 56 59 43 70 69 44 44 30 18 8 59 7 7 8 8 9	34.7 34.35.4 37.8 20.5 21.9 16.7 17.5 13.2 14.9 14.7 13.2 15.5 14.6 12.1 15.2 19.2 28.5 28.5 28.5 31.3 34.2 12.8 14.7 15.8	ACPO 52 2 2 2 2 2 2 3 3 8 8 7 7 7 6 6 7 7 7 6 6 7 7 6 6 7 7 6 6 7 7 6 6 7 7 6 6 7 7 6 6 7 7 6 7 6 7 7 1 1 1 1	ACPO 12.7 7.1 7.9 16.3 5.6 5.3 3.5 2.1 2.2 2.1 2.2 1.9 1.6 2.2 1.9 1.6 5.5 2.1 2.2 1.9 1.6 2.7 6.5 2.7 6.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3	0 0 0 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1	DFT 0.7 1.3 1.2 2 1.0 5.5 0.9 0.6 0.4 0.1 0.3 0.1 0.2 0.3 0.1 1.7 1.6 1.2 2.4 0.2 2.4 0.2 0.3 0.4 0.4 0.4 0.4

Virtual	Week (1)	
Virtual '	Week (1)	

Time	Total		CIs 2	CIs 3			Cls 6	CIs 7	Cls 8	Cls 9	CIs 10	Fix1	Time	Vbin 0											Vbin 70]SL1% 46		
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
Mon	6550	53	5341	56	622	62	66	8	29	153	160		Mon	273	184	199	303	994	2032	1704	641	155	56	9	0	0	0	32	39.4	861	13.1	159	2.4	27	0.4
Tue	6509	68	5167	56	669	60	99	6	44	154	186		Tue	204	140	154	433	1001	2002	1802	588	150	29	6	0	0	0	32.2	39.1	773	11.9	137	2.1	12	0.2
Wed	6772	59	5453	63	655	52	98	5	37	192	158		Wed	74	108	195	396	1241	2113	1822	637	126	51	5	3	0	1	32.7	39.1	823	12.2	146	2.2	24	0.4
Thu	6940	65	5656	67	645	55	71	5	43	181	152		Thu	150	166	240	413	1008	2018	1910	789	177	57	9	0	1	1	32.8	39.8	1035	14.9	188	2.7	27	0.4
Fri	6797	46	5715	61	567	55	54	3	26	122	148		Fri	83	50	73	285	1016	2461	1945	651	171	55	7	0	0	0	33.7	39.4	884	13	180	2.6	13	0.2
ISat	4074	34	3642	16	208	7	19	2	9	65	72		Sat	0	4	13	43	260	1017	1656	784	216	69	10	2	0	0	37.2	42.3	1081	26.5	219	5.4	27	0.7
Sun	3090	47	2827	16	99	2	4	2	8	42	43		Sun	0	2	3	27	187	675	1243	689	203	52	8	1	0	0	37.8	42.9	964	30.8	208	6.6	26	0.8

Grand Total

- 1	ime 1	Total	CIS	Cls	Cls	Cls	CIs	Cls	CIs	Cls	CIs	CIS	Fix1	Time	Vhin	Vhin	Vhin	Vhin	Vhin	Vhin	Vbin	Vhin	Mean	Vnn	1PSL	IPSL %	1SL1	1SL 1%	151.2	181.2%						
															0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
															10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
		40732	372	33801	335	3465	293	411	31	196	909	919			784	654	877	1900	5707	12318	12082	4779	1198	369	54	6	1	2	33.5	40	6421	15.8	1237	3	156	0.4

Globals

```
Report Id CustomList-178
                Descriptor Advanced Transport Research
                Created by MetroCount Traffic Executive
       Creation Time (UTC) 2017-04-10T11:02:56
                     Legal Copyright (c)1997 - 2014 MetroCount
                   Graphic header.gif
                 Language English
                   Country United Kingdom
                     Time UTC + 60 min
            Create Version 4.0.6.0
                    Metric Non metric
                Speed Unit mph
               Length Unit ft
                 Mass Unit ton
Dataset
                 Site Name 13582-001
              Site Attribute RPS
                 File Name Q:\13582 Kemsley, Kent\13582-001 0 2017-04-01 1004retry.EC0
                 File Type Plus
                 Algorithm Factory default axle
               Description SWALE WAY [40m]
                     Lane 0
                 Direction 5
             Direction Text 5 - South bound A]B, North bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-03-23T10:39:36
                Start Time 2017-03-23T10:39:36
               Finish Time 2017-04-01T09:03:36
                  Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00, Standard
Profile
                     Name Advanced Transport Research
                      Title Advanced Transport Research
             Graphic Logo C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
                   Header
                    Footer
               Percentile 1 85
               Percentile 2 95
                     Pace 12
                Filter Start 2017-03-24T00:00:00
                 Filter End 2017-03-31T00:00:00
             Class Scheme ARX
                Low Speed 0
               High Speed 120
              Posted Limit 40
              Speed Limits 46 55 40 40 40 0 0 0 40
                Separation 0.000
           Separation Type Headway
                 Direction South
         Encoded Direction 4
```

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
CIs 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed

Vpp 85 Percentile speed]PSL 40 Number exceeding Posted Speed Limit Percent exceeding Posted Speed Limit]PSL% 40]SL1 46 ACPO Number exceeding Speed Limit 1 Percent exceeding Speed Limit 1 **]SL1% 46 ACPO** Number exceeding Speed Limit 2]SL2 55 DFT]SL2% 55 DFT Percent exceeding Speed Limit 2

Report Id - CustomList-178 Site Name - 13582-001 Description - SWALE WAY [40m] Direction - South

Friday, 24 March 2017

Time	Total	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Mean	Vpp]PSL	IPSL%]SL1]SL1%]SL2]SL2%													
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	17	0	9	0	2	0	0	0	0	0	6		000	0	0	- 1	3	2	4	5	- 1	0	0	- 1	0	0	0	33.6	38.3	2	11.8	- 1	5.9	- 1	5.9
0100	28	1	18	0	2	0	0	0	- 1	0	6		100	0	0	0	0	10	6	11	0	0	- 1	0	0	0	0	33	37.4	- 1	3.6	1	3.6	0	0
0200	37	0	24	- 1	- 1	2	0	0	0	- 1	8	0:	200	0	0	0	4	8	6	10	8	1	0	0	0	0	0	34	41.2	9	24.3	0	0	0	0
0300	28	0	23	0	0	0	1	0	0	0	4	0:	300	0	0	0	3	4	11	4	5	0	1	0	0	0	0	33.8	40.7	6	21.4	1	3.6	1	3.6
0400	68	0	58	0	3	0	1	0	1	1	4		400	0	0	0	4	12	13	22	13	2	2	0	0	0	0	35.8	42.7	17	25	3	4.4	0	0
0500	267	6	232	0	13	0	- 1	0	0	3	12		500	0	0	2	7	30	103	101	18	5	0	- 1	0	0	0	34.6	38.7	24	9	5	1.9	- 1	0.4
0600	377	9	309	3	33	0	3	0	- 1	6	13	01	600	0	0	3	12	74	128	126	27	6	- 1	0	0	0	0	33.8	38.7	34	9	4	1.1	0	0
0700	877	14	769	4	55	3	8	0	0	4	20		700	0	0	12	62	223	381	170	22	5	2	0	0	0	0	31.7	36.2	29	3.3	4	0.5	0	0
0800	857	1	756	5	43	7	13	0	2	11	19		800	0	0	0	73	181	392	175	32	4	0	0	0	0	0	32.1	36	36	4.2	2	0.2	0	0
0900	423	6	340	1	40	7	6	0	5	7	11		900	0	1	2	14	76	167	131	24	7	- 1	0	0	0	0	33.7	38	32	7.6	7	1.7	0	0
1000	343	0	261	1	47	6	6	0	3	10	9		000	0	0	0	10	62	132	113	19	6	- 1	0	0	0	0	33.7	38.5	26	7.6	4	1.2	0	0
1100	355	1	273	3	49	2	5	0	0	13	9		100	0	0	0	10	53	145	123	19	3	- 1	- 1	0	0	0	34.1	38	24	6.8	4	1.1	1	0.3
1200	405	3	317	2	48	4	6	0	4	9	12		200	0	0	3	15	103	154	104	20	5	- 1	0	0	0	0	32.7	37.1	26	6.4	4	- 1	- 1	0.2
1300	420	1	331	1	51	3	7	0	2	8	16		300	2	0	0	24	84	158	116	27	6	2	- 1	0	0	0	33.3	38.3	36	8.6	7	1.7	2	0.5
1400	479	4	376	- 1	63	4	6	0	3	5	17		400	0	0	1	20	103	223	106	23	2	- 1	0	0	0	0	32.9	37.6	26	5.4	2	0.4	0	0
1500	482	3	400	4	46	3	10	0	3	4	9		500	0	0	2	36	98	202	114	25	4	- 1	0	0	0	0	32.6	36.9	30	6.2	5	- 1	- 1	0.2
1600	504	6	427	5	49	3	2	0	0	5	7		600	4	2	- 1	19	68	183	171	46	9	- 1	0	0	0	0	34.1	38.9	56	11.1	8	1.6	1	0.2
1700	451	2	408	5	27	- 1	3	0	2	- 1	2		700	0	0	2	0	44	145	180	63	12	3	2	0	0	0	36	40.5	80	17.7	11	2.4	2	0.4
1800	368	3	329	- 1	16	0	0	- 1	2	6	10		800	0	0	0	7	56	114	152	34	3	2	0	0	0	0	34.9	38.9	39	10.6	3	0.8	0	0
1900	203	1	181	0	10	0	1	0	2	7	- 1		900	0	0	0	3	30	63	77	23	4	3	0	0	0	0	35.1	39.4	30	14.8	7	3.4	- 1	0.5
2000	138	3	118	0	9	0	1	0	0	- 1	6		000	0	0	3	7	18	32	58	16	4	0	0	0	0	0	34.6	39.4	20	14.5	3	2.2	0	0
2100	127	1	113	- 1	2	0	0	0	0	2	8		100	0	0	1	5	17	25	58	15	0	6	0	0	0	0	35.5	40.3	21	16.5	6	4.7	0	0
2200	91	2	75	0	5	- 1	- 1	0	0	2	5		200	0	0	5	5	11	17	34	14	5	0	0	0	0	0	34.8	41.4	19	20.9	4	4.4	0	0
2300	69	1	60	0	1	0	0	0	0	2	5		300	0	0	0	4	9	22	19	12	3	. 0	. 0	0	0	0	35.3	40.7	15	21.7	3	4.3	0	0
07-19	5964	44	4987	33	534	43	72	1	26	83	141		7-19	6	3	23	290	1151	2396	1655	354	66	16	4	0	0	0	33.2	37.8	440	7.4	61	1	8	0.1
06-22	6809	58	5708	37	588	43	77	1	29	99	169		6-22	6	3	30	317	1290	2644	1974	435	80	26	4	0	0	0	33.4	38	545	8	81	1.2	9	0.1
06-00	6969	61	5843	37	594	44	78	1	29	103	179		6-00	6	3	35	326	1310	2683	2027	461	88	26	4	0	0	0	33.4	38.3	579	8.3	88	1.3	9	0.1
00-00	7414	68	6207	38	615	46	81	1	31	108	219	01	0-00	6	3	38	347	1376	2826	2180	506	96	30	6	0	0	0	33.5	38.3	638	8.6	99	1.3	12	0.2

Saturday, 25 March 2017

Time	Total	CIs 1	Cls 2	CIs 3	Cls 4	Cls 5	Cls 6	CIs 7	CIs 8	Cls 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	JPSL 40	JPSL%]SL1]SL1% 46]SL2 :]SL2% 55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO		DFT
0000	36	0	29	0	- 1	- 1	0	0	0	0	5		0000	0	0	0	3	6	8	13	6	0	0	0	0	0	0	34.1	40.3	6	16.7	0	0	0	0
0100	24	0	16	0	3	1	0	0	0	0	4	(0100	0	0	0	2	3	6	7	4	2	0	0	0	0	0	35.1	40	6	25	1	4.2	0	0
0200	30	1	20	0	5	. 0	0	0	0	0	4		0200	0	0	0	3	4	8	7	7	- 1	0	0	0	0	0	34.5	41.2	8	26.7	1	3.3	0	0
0300	26	1	17	0	1	1	- 1	0	0	1	4		0300	0	1	0	2	7	7	5	2	1	1	0	0	0	0	33.2	39.4	4	15.4	2	7.7	0	0
0400	38	1	25	0	4	. 0	0	0	0	4	4		3400	0	0	0	2	7	13	14	0	1	- 1	0	0	0	0	34	37.8	2	5.3	1	2.6	0	0
0500	113	2	102	0	3	. 0	0	0	0	2	4	0	0500	0	0	0	4	10	37	39	20	2	- 1	0	0	0	0	35.8	40.7	23	20.4	2	1.8	0	0
0600	137	6	111	0	10		2	0	- 1	3	4		0600	0	0	1	3	18	41	42	23	6	3	0	0	0	0	35.9	41.4	32	23.4	6	4.4	0	0
0700	211	6	176	1	18	1	2	0	0	1	6		0700	0	0	4	9	13	37	93	46	9	0	0	0	0	0	36.4	41.2	55	26.1	4	1.9	0	0
0800	260	4	216	1	19	2	5	0	2	6	5		0800	0	1	2	13	30	55	104	41	10	3	- 1	0	0	0	35.7	41.4	55	21.2	9	3.5	4	1.5
0900	314	14	265	0	17	1	3	0	0	6	8		0900	0	4	4	16	29	78	119	48	13	3	0	0	0	0	35.4	40.9	64	20.4	10	3.2	0	0
1000	393	6	348	5	20	0	3	- 1	1	4	5		1000	0	0	2	10	35	121	186	37	1	1	0	0	0	0	35.1	38.7	39	9.9	- 1	0.3	0	0
1100	383	8	336	3	28	1	2	0	0	3	2		1100	0	1	- 1	6	46	119	155	47	4	4	0	0	0	0	35.1	39.6	55	14.4	6	1.6	0	0
1200	333	3	307	2	15	. 0	1	1	- 1	- 1	2		1200	0	0	0	0	15	100	156	51	9	2	0	0	0	0	36.7	40.7	62	18.6	8	2.4	0	0
1300	393	4	357	- 1	16		- 0	- 1	2	4	8		1300	0	- 1	2	4	33	104	183	57	8	- 1	0	0	0	0	36	40.3	66	16.8	6	1.5	0	0
1400	326	4	302	2	10	1	- 1	0	0	2	4		1400	0	1	- 1	8	13	85	150	59	6	3	0	0	0	0	36.5	41.4	68	20.9	6	1.8	1	0.3
1500	256	- 1	233	4	10		0	0	0	0	8		1500	3	2	0	12	27	69	105	33	5	0	0	0	0	0	34.8	39.8	38	14.8	3	1.2	0	0
1600	237	2	219	2	12	. 0	. 0	0	0	- 1	- 1		1600	0	0	0	2	- 6	57	114	44	9	5	0	0	0	0	37.5	41.6	58	24.5	10	4.2	0	0
1700	342	1	323	2	9	. 2	. 0	0	0	3	2		1700	0	0	0	0	22	98	167	47	3	3	1	1	0	0	36.5	40	55	16.1	6	1.8	2	0.6
1800	254	0	244	3	5			0	0	1	- 1		1800	0	0	U	0	15	102	103	26	5	3	0	0	0	0	35.8	39.6	34	13.4		2.8	2	0.8
1900	147	0	139	0	2	1	- 1	0	0	3	- 1		1900	0	0	0	4	4	37	66	24	9	3	0	0	0	0	37.1	42.1	36	24.5	10	6.8	- 1	0.7
2000	121	1	103	2	7	. 0	1	0	0	6	- 1		2000	0	0	0	18	15	32	38	13	5	0	0	0	0	0	33.6	39.6	18	14.9	4	3.3	0	0
2100	99	0	95	0	1	0		0	0	0	3		2100	0	0	U	2	5	25 25	40	16		4	0	0	0	0	37.4	42.3	27	27.3	9	9.1	0	0
2200	81	0	77	0	1			0	0	2	1		2200	0	0	0	4	3	25	36	11	2	0	0	0	0	0	35.8	40	13	16	2	2.5	0	0
2300	51	0	48	0	470		0	0	0	1	0		2300	0	0	1	0	6		18	5	2	0	0	. 0	0	0	34.8	38.9	7	13.7	0	0	0	0
07-19 06-22	3702 4206	53 60	3326 3774	26 28	179 199		17	3	6	32	52 61		07-19 06-22	3	10 10	16	80 107	284 326	1025 1160	1635 1821	536 612	82 109	28 38	2	- 1	0	0	35.9 35.9	40.5 40.5	649 762	17.5 18.1	76 105	2.1 2.5	10	0.2
06-22		60	3899	28	202		21	3		44				3		18				1875	628				- 1	0	0	35.9	40.5	782					
	4338							3	7	47	62		06-00	3	10		111	335	1204			113	38	2	- 1	0	0				18	107	2.5	10	0.2
00-00	4605	65	4108	28	219	12	22	3	7	54	87		00-00	3	11	18	127	372	1283	1960	667	120	41	2	- 1	0	0	35.9	40.5	831	18	114	2.5	10	0.2

Sunday, 26 March 2017

Juliua	, zo mai	CII 20 17																																	
Time	Total	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL	JPSL%]SL1]SL1%]SL2]SL2%
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	37	2	34	0	0	0	0	0	0	0	- 1		0000	0	0	- 1	2	1	8	19	5	0	- 1	0	0	0	0	35.8	39.8	6	16.2	1	2.7	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
0200	15	0	14	0	0	0	0	0	0	0	- 1		0200	0	0	0	3	1	4	6	0	- 1	0	0	0	0	0	33.7	39.1	1	6.7	1	6.7	0	0
0300	22	1	19	0	- 1	0	0	0	0	0	- 1		0300	0	0	0	1	0	7	8	6	0	0	0	0	0	0	36.4	40.5	6	27.3	0	0	0	0
0400	32	2	26	0	0	1	0	0	0	- 1	2		0400	0	- 1	0	3	2	7	16	1	2	0	0	0	0	0	34.1	38.9	3	9.4	2	6.3	0	0
0500	57	- 1	51	0	2	0	0	0	0	0	3		0500	0	0	0	0	3	12	23	9	9	- 1	0	0	0	0	38.6	45	19	33.3	8	14	0	0
0600	65	4	52	- 1	3	0	0	0	0	2	3		0600	0	0	- 1	- 1	6	17	19	20	0	1	0	0	0	0	36.6	41.2	21	32.3	- 1	1.5	1	1.5
0700	80	3	64	3	- 4	- 1	- 1	0	0	2	2		0700	0	0	4	4	9	10	33	17	3	0	0	0	0	0	35.3	40.9	20	25	3	3.8	0	. 0
0800	82	. 2	65	0	6	0	. 2	0	0	4	3		0800	0	0		8	8 17	17	23	19 40	3	3	0	0	0	0	36	41.8	25 45	30.5	6	7.3	1	1.2
0900	175	12	147	2	8	0	1	1	0	2	2		0900	0	4	10	4		28	67		3	1	0	0	0	1	35.3	40.9		25.7	5	2.9	2	1.1
1000	235	5	216	2	- 2	0		0	0	- 2	8		1000	0	0	5	. 5	18	58	103	35	9	2	0	0	0	0	35.9	40.7	46	19.6		3	1	0.4
1100	264	5	247	0	4	U		0	1	4	3		1100 1200	0	0	1	16	19 17	69 76	106	41 49	/	5	0	0	0	0	35.7	40.9 41.2	53 61	20.1	9	3.4 2.8	0	0.7
1200 1300	283 387	9	259 368	- 1	0			U	2	- 4	4		1300	U		2		29	101	123 178	67	9	2	- 1	U	0	U	36.5 36.2	40.5	72	18.6	0	1.3	- 4	0.7
1400	233		218		,				0	7			1400			2		11	54	122	36	6						36.8	40.7	44	18.9		1.3	- 1	0.4
1500	233	5	202	0	- 4			U	1	,	5		1500	U		0	- 1	11	65	106	29	9	- 4	1	Ü	0	U	36.5	40.7	40	17.9	,	2.2	- 1	0.4
1600	265	5	238	2	13	0		0	,	0	5		1600	0	0	1	1	17	83	128	25	8	2	'n	0	0	0	36	39.8	35	13.2	7	2.6	- 1	0.4
1700	254	1	245	1	4	0	1 1	ň	ō	2	0		1700	ň	o o	'n	3	12	55	129	46	8	1	0	ő	ñ	ñ	36.9	40.7	55	21.7	6	2.4	ė.	0.4
1800	195	0	184	0	8	0	. 0	0	0	1	2		1800	0	0	0	3	7	70	93	20	- 1	- 1	0	0	0	0	35.7	39.1	22	11.3	2	1	0	0
1900	164	5	150	ō	4	ō	i ō	ō	ō	2	3		1900	ō	- 1	ō	8	19	49	56	26	5	ó	ō	ō	ō	ō	35.1	40.7	31	18.9	3	1.8	ō	ō
2000	127	1	117	o o	0	Ó	0	0	0	1	8		2000	0	0	0	6	24	40	38	14	3	2	0	0	0	Ó	34.5	39.8	19	15	5	3.9	0	0
2100	83	0	80	0	- 1	0	0	0	0	1	- 1		2100	0	0	0	0	4	23	37	18	- 1	0	0	0	0	0	36.9	40.9	19	22.9	1	1.2	0	0
2200	52	0	43	0	0	0	0	0	0	2	7		2200	0	0	0	6	8	15	18	5	0	0	0	0	0	0	33.3	38	5	9.6	0	0	0	0
2300	30	0	23	0	2	0	0	0	0	0	5		2300	0	0	0	- 1	7	4	12	6	0	0	0	0	0	0	35.1	40	6	20	0	0	0	0
07-19	2677	56	2453	12	76	1	6	1	6	24	42		07-19	0	6	26	57	173	686	1211	424	70	20	3	0	0	1	36.2	40.7	518	19.4	70	2.6	10	0.4
06-22	3116	66		13	84	1	6	1	6	30	57		06-22	0	7	27	72	226	815	1361	502	79	23	3	0	0	1	36.1	40.7	608	19.5	80	2.6	11	0.4
06-00	3198	66	2918	13	86	1	6	1	6	32	69		06-00	0	7	27	79	241	834	1391	513	79	23	3	0	0	1	36	40.7	619	19.4	80	2.5	11	0.3
00-00	3361	72	3062	13	89	2	! 6	1	6	33	77		00-00	0	8	28	88	248	872	1463	534	91	25	3	0	0	1	36	40.7	654	19.4	92	2.7	11	0.3

Time	Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	Cls 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	20	- 1	17	0	- 1	-	0	0	. 0	0	- 1		000	0	0	0	0	3	8	3	3	3	0	0	0	0	0	36.6	44.1	6	30	2	10	0	0
0100	23	0	17	0	2	-	0	0	- 0	2	2		1100	0	0	0	- 1	2	6	6	7	- 1	0	0	0	0	0	36.7	42.1	8	34.8	- 1	4.3	0	0
0200	17	- 1	12	- 1	- 1	-	0	0	. 0	1	- 1		1200	0	0	0	2	- 1	2	6	4	2	0	0	0	0	0	36.2	40.7	6	35.3	- 1	5.9	0	0
0300	31	2	23	0	- 1	-) 2	0	- 1	- 1	- 1		300	0	- 1	0	0	3	8	13	6	0	0	0	0	0	0	35.6	39.8	. 6	19.4	0	. 0	0	0
0400	75	1	67	0	. 2		0 0	0	. 0	0	5		1400	0	0	0	.2	. 5	17	30	15	6	0	0	0	0	0	37.1	42.3	21	28	4	5.3	0	0
0500	224	2	196	U	15		. 2	U		3	. 6		1500	0	0	0	11	14	72	98	25	2	- 2	0	0	0	0	35.3	39.6	29	12.9	3	1.3	0	U
0600	357	. 7	288	- 1	38		1 3	0	. 0	7	12		600	0	0	. 2	15	83	113	111	24	8	- 1	0	0	0	0	33.5	38.5	33	9.2	8	2.2	0	. 0
0700	923	14	782	9	73		8 8	0	. 0	3	26		700	0	0	10	54	230	384	210	30	4	- 1	0	0	0	0	32	36.2	35	3.8	4	0.4	- 1	0.1
0800	925	4	831	4	55		7 12	1	0		. 9		1800	0	0	2	42	152	441	243	35	7	2	- 1	0	0	0	33.1	36.9	45	4.9	7	0.8	1	0.1
0900	475	4	371	4	49		5 6	1	6	14	15		1900	0	0	2	32	112	183	113	31	- 1	- 1	0	0	0	0	32.6	37.8	33	6.9	- 1	0.2	0	0
1000	365	0	279	2	34		4 9	- 1	5	14	17		000	0	0	5	31	104	120	81	19	4	- 1	0	0	0	0	31.8	37.6	24	6.6	3	0.8	0	. 0
1100	320	0	242	0	43		4 5	- 1	5	9	11		100	0	- 1	- 1	20	70	108	88	27	3	2	0	0	0	0	33.1	38.5	32	10	3	0.9	- 1	0.3
1200	366	2	268	2	45		5 8	0	2	10	24		200	0	- 1	- 1	34	72	127	97	27	6	1	0	0	0	0	32.8	38.3	34	9.3	5	1.4	0	0
1300	374	3	272	- 2	54		. /	U	- 1	18	13		300	0	0	1	16	96	135	100	21	3	- 2	0	0	0	0	32.8	37.8	26	_ /	4	1.1	1	0.3
1400	456	- 4	319	3	79		5 5	0	7	16	17		400	0	- 1	0	33	95	180	113	30	4	0	0	0	0	0	32.8	37.6	34	7.5	3	0.7	0	0
1500	378	3	306	0	50		3 2	0	4	3	7		500	0	0	- 1	17	62	114	137	37	9	- 1	0	0	0	0	34.4	39.4	47	12.4	3	0.8	0	0
1600	474	5	393	3	45	- 1	3 3	0	5	9	8		600	4	0	.0	11	63	169	171	50	6	0	0	0	0	0	34.4	38.9	56	11.8	4	0.8	0	0
1700	474	8	432	- 1	17		2 3	0	2	3	- 6		700	4	- 1	12	15	60	150	173	48	7	4	0	0	0	0	34.2	39.4	59	12.4	8	1.7	- 1	0.2
1800	303	2	268	0	12		3 1	0	3	2	12		800	0	0	0	9	40	71	135	38	. 4	5	0	0	- 1	0	35.6	40	48	15.8	9	. 3	- 1	0.3
1900	220	2	179	- 1	8	-	0	0	. 0	8	22		900	0	0	- 1	12	44	53	68	29	10	- 1	2	0	0	0	34.7	40.9	42	19.1	8	3.6	3	1.4
2000	152	- 1	134	- 1	3	-	0 1	0	. 0	3	9		000	0	0	0	8	15	32	65	25	7	0	0	0	0	0	36	41.4	32	21.1	6	3.9	0	0
2100	113	3	97	0	0	-	0	0	- 1	3	9		100	0	- 1	0	6	15	28	44	15	0	3	- 1	0	0	0	35.1	40.3	19	16.8	4	3.5	2	1.8
2200	95	3	72	0	2		3	0	. 0	3	12		200	0	0	2	18	18	12	34	8	3	0	0	0	0	0	32.4	38.3	- 11	11.6	- 1	1.1	0	0
2300	40	0	32	- 0	2		1 0		- 0	1	4		300	0	0	0	1	- 6	- 6	18	7	1	1	- 0	0	0	0	36.1	40.9	9	22.5	1	2.5	1	2.5
07-19	5833	49	4763	30	556	5		4	40	103	165		7-19	8	4	35	314	1156	2182	1661	393	58	20	- 1	0	- 1	0	33.2	38	473	8.1	54	0.9	6	0.1
06-22	6675	62	5461	33	605				41	124	217		6-22	8	5	38	355	1313	2408	1949	486	83	25	4	0	- 1	0	33.3	38.5	599	9	80	1.2	11	0.2
06-00	6810	65	5565	33	609	51		4	41	128	233		6-00	8	5	40	374	1337	2426	2001	501	87	26	4	0	1	0	33.3	38.5	619	9.1	82	1.2	12	0.2
00-00	7200	72	5897	34	631	51	80	4	42	135	249	0	0-00	8	6	40	390	1365	2539	2157	561	101	28	4	0	1	0	33.5	38.7	695	9.7	93	1.3	12	0.2

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Tim	e Total	CIs 1	Cls 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	Cls 8	CIs 9	CIs 10	Fix1 Tim	e Vbin	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	1PSL%]SL1 46]SL1% 46]SL2 55]SL2% 55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	31	- 1	22	0	- 1	0	- 1	0	0	- 1	5	0000		0	0	- 1	9	8	6	5	2	0	0	0	0	0	33.9	40.3	7	22.6	2	6.5	0	
0100	33	2	18	0	1	0	0	0	1	0	11	0100		0	0	6	14	3	8	2	0	0	0	0	0	0	30.5	37.8	2	6.1	0	0	0	
0200	28	0	19	0	1	Ó	0	0	0	2	6	0200		0	0	5	5	11	3	4	0	0	0	0	0	Ó	31.5	38.7	4	14.3	Ö	0	Ö	
0300	46	1	37	0	- 1	0	2	0	0	1	4	0300		0	0	2	6	11	17	9	1	0	0	0	0	0	35.4	40.5	10	21.7	0	0	0	
0400	95	2	80	0	- 1	0	0	0	0	3	9	0400		0	0	5	14	23	46	7	0	0	0	0	0	0	34.5	38.9	7	7.4	0	0	0	
0500	231	3	198	- 1	14	3	2	0	0	2	8	0500		0	- 1	20	15	74	95	21	4	- 1	0	0	0	0	34.5	39.4	26	11.3	4	1.7	0	
0600	362	10	299	- 1	26	2	- 1	0	1	8	14	0600) 1	2	19	63	126	123	25	2	- 1	0	0	0	0	33.4	38.5	28	7.7	3	0.8	1	0.3
0700	814	16	722	5	49	6	3	2	0	2	9	0700		28		58	183	325	170	22	6	- 1	0	0	0	0	31	36.2	29	3.6	7	0.9	0	
0800	824	3	720	- 1	59	4	12	- 1	1	10	13	0800		3 7	25	99	220	294	155	16	- 1	- 1	0	0	0	0	30.3	35.6	18	2.2	1	0.1	0	
0900	502	3	404	- 1	52	3	7	1	2	12	17	0900		0	3	25	131	167	143	26	6	- 1	0	0	0	0	32.7	37.8	33	6.6	2	0.4	0	
1000	363	6	265	2	40	5	16	0	5	15	9	1000) 2	16	37	73	111	96	22	3	3	0	0	0	0	31.9	37.8	28	7.7	4	1.1	0	
1100	361	4	241	2	54	12	14	0	2	16	16	1100		0	10	24	79	136	77	27	6	- 1	- 1	0	0	0	32.7	37.8	35	9.7	4	1.1	1	0.3
1200	398	8	290	- 1	47	4	17	- 1	4	8	18	1200) 0	5	44	109	112	100	19	7	- 1	- 1	0	0	0	31.9	38	28	7	6	1.5	2	0.5
1300	357	3	253	2	53	4	12	0	5	8	17	1300		0	- 1	29	67	125	114	17	3	- 1	0	0	0	0	32.9	38.5	21	5.9	3	0.8	0	
1400	427	4	307	3	62	5	9	0	4	13	20	1400) 0	- 1	22	104	150	124	23	- 1	- 1	- 1	0	0	0	33	37.6	26	6.1	3	0.7	1	0.2
1500	429	6	323	2	47	4	6	2	5	15	19	1500	-	0	2	21	81	163	121	34	4	3	0	0	0	0	33.5	38.5	41	9.6	5	1.2	- 1	0.2
1600	459	4	378	2	47	3	7	0	3	9	- 6	1600		1 1	- 1	14	55	174	164	43	4	2	0	0	0	0	34.4	38.7	49	10.7	4	0.9	0	
1700	456	5	396	4	31	0	- 1	0	2	- 4	13	1700		5	- 1	22	67	148	170	29	5	5	0	0	0	0	33.6	38.5	39	8.6	9	2	- 1	0.2
1800	354	3	316	3	15	0	2	0	- 1	4	10	1800) 1	2	15	39	93	149	49	3	3	0	0	0	0	35.1	40	55	15.5	5	1.4	2	0.6
1900	218	8	171	0	10	1	2	0	2	4	20	1900		0	- 1	10	36	65	69	25	7	4	- 1	0	0	0	34.9	40.7	37	17	9	4.1	2	0.9
2000	153	1	127	0	3	1	0	0	2	3	16	2000		0	4	8	33	42	45	14	6	- 1	0	0	0	0	33.7	39.1	21	13.7	6	3.9	0	
2100	112	- 2	95	0	1	0	1	0	0	5	8	2100	,) (1	6	19	20	45	15	4	- 1	1	0	0	0	35.1	41.2	21	18.8	4	3.6	1	0.8
2200	73	4	51	0	1	1	- 1	0	0	0	15	2200		0	0	7	16	14	28	8	0	0	0	0	0	0	33.1	38.5	8	11	0	. 0	0	9
2300	38	0	27	- 1	3	1	0	0	0	1	5	2300) ()	87		9	10	11	5	0	1	0	0	0	0	34.1	39.4	6	15.8	1	2.6	0	
07-19	5744	65		28 29	556	50	106	7	34	116	167	07-19				410	1208	1998	1583	327	49	23	3	0	0	0	32.5	37.8	402	-7	53	0.9	8	0.1
06-22	6589 6700	86		30	596 600	54 56	110	7	39 39	136 137	225 245	06-22 06-00	1:			453 462	1359 1384	2251 2275	1865 1904	406 419	68 68	30 31	5	0	0	0	32.7 32.7	38 38	509 523	7.7	75 76	1.1	12 12	0.2
06-00		90		30		50	111		40	137	245	06-00				40Z 501		2405	2070	419	75	31		0	0	0	22.7	30	523	7.0	76	1.1	12	0.2

Wednesday, 29 March 2017

Tim	Total	CIs 1	CIs 2	CIs 3	Cls 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1 Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	1PSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	29	- 1	17	0	2	0	- 1	0	0	0	8	0000	0	0	0	5	8	6	6	3	0	- 1	0	0	0	0	31.8	38.7	4	13.8	- 1	3.4	0	0
0100	30	2	21	0	- 1	0	0	0	1	1	4	0100	0	0	0	- 1	8	9	4	6	- 1	1	0	0	0	0	34.7	40.9	8	26.7	2	6.7	0	0
0200	28	0	20	0	- 1	0	0	0	1	1	5	0200	0	0	0	0	10	6	6	3	2	1	0	0	0	0	34.3	40.9	6	21.4	2	7.1	- 1	3.6
0300	32	2	17	0	3	0	- 1	0	1	1	7	0300	- 1	0	0	4	4	8	8	4	2	- 1	0	0	0	0	33.9	40.7	7	21.9	2	6.3	0	0
0400	68	2	62	0	0	0	- 1	0	0	1	2	0400	0	0	0	0	4	19	35	9	- 1	0	0	0	0	0	36.3	39.8	10	14.7	- 1	1.5	0	0
0500	238	4	202	2	13	1	- 1	1	1	4	9	0500	0	0	0	7	28	67	104	27	5	0	0	0	0	0	35.1	39.4	32	13.4	- 1	0.4	0	0
0600	383	8	309	1	34	2	- 1	0	2	15	11	0600	0	2	8	27	54	139	126	24	3	0	0	0	0	0	33.2	38.3	27	7	3	0.8	0	0
0700	900	14	779	12	55	2	8	1	3	9	17	0700	0	0	6	79	223	393	167	26	5	1	0	0	0	0	31.7	36	32	3.6	5	0.6	0	0
0800	939	2	824	6	53	6	15	1	5	12	15	0800	0	3	7	81	257	389	174	26	- 1	0	0	0	0	1	31.4	36.2	28	3	2	0.2	- 1	0.1
0900	473	3	376	0	44	4	13	0	4	11	18	0900	0	0	- 1	26	143	174	107	18	4	0	0	0	0	0	32.1	37.4	22	4.7	2	0.4	0	0
1000	355	2	244	0	56	5	16	0	2	12	18	1000	0	3	- 1	26	99	117	82	24	3	0	0	0	0	0	32.1	37.6	27	7.6	2	0.6	0	0
1100	348	1	236	1	48	4	14	0	4	16	24	1100	0	0	2	46	90	120	74	16	0	0	0	0	0	0	31.4	36.7	16	4.6	0	0	0	0
1200	351	2	261	2	42	4	15	0	2	9	14	1200	0	0	2	29	81	113	92	30	4	0	0	0	0	0	32.8	38	34	9.7	- 1	0.3	0	0
1300	366	0	277	0	40	4	10	0	3	13	19	1300	0	0	0	25	80	125	98	34	4	0	0	0	0	0	33.1	38.5	38	10.4	- 1	0.3	0	0
1400	451	4	331	2	65	10	8	o.	6	11	14	1400	o o	4	7	38	81	179	102	35	5	0	0	Ó	0	0	32.3	37.6	40	8.9	3	0.7	0	0
1500	447	1	336	0	61	4	14	1	5	9	16	1500	o o	0	- 1	28	122	176	93	22	5	0	0	Ó	0	0	32.2	37.6	27	6	4	0.9	0	0
1600	485	1	389	5	57	3	3	2	5	8	12	1600	1	1	6	34	111	172	128	29	1	1	- 1	Ó	0	0	32.5	37.6	32	6.6	3	0.6	2	0.4
1700	513	4	453	2	31	2	2	1	3	8	7	1700	1	3	0	9	79	179	195	38	7	1	- 1	0	0	0	34.4	38.9	47	9.2	7	1.4	- 1	0.2
1800	362	4	312	3	16	1	2	2	0	8	14	1800	0	0	- 1	15	52	99	131	53	10	1	0	Ó	0	0	35	40.3	64	17.7	6	1.7	0	0
1900	213	2	189	1	5	0	0	0	0	4	12	1900	1	0	- 1	20	24	57	77	28	4	1	0	Ó	0	0	34.3	39.8	33	15.5	4	1.9	1	0.5
2000	164	1	133	2	3	0	1	1	0	4	19	2000	0	0	3	12	39	46	39	16	4	2	3	Ó	0	0	33.6	39.8	25	15.2	7	4.3	3	1.8
2100	101	4	85	0	1	0	- 1	0	0	2	8	2100	0	1	0	9	10	38	26	12	4	- 1	0	0	0	0	34.3	40	17	16.8	3	3	0	0
2200	95	6	76	o o	2	0	0	o.	0	2	9	2200	o o	0	- 1	4	17	25	38	9	0	0	- 1	Ó	0	0	34.4	39.4	10	10.5	1	1.1	1	1.1
2300	46	0	38	o o	2	0	0	o.	1	2	3	2300	o o	0	0	2	11	13	14	4	2	0	0	Ó	0	0	34	39.4	6	13	- 1	2.2	0	0
07-19	5990	38	4818	33	568	49	120	8	42	126	188	07-19	2	14	34	436	1418	2236	1443	351	49	4	2	0	0	1	32.4	37.6	407	6.8	36	0.6	4	0.1
06-22	6851	53	5534	37	611	51	123	9	44	151	238	06-22	3	17	46	504	1545	2516	1711	431	64	8	5	0	0	1	32.6	37.8	509	7.4	53	0.8	8	0.1
06-00	6992	59	5648	37	615	51	123	9	45	155	250	06-00	3	17	47	510	1573	2554	1763	444	66	8	6	0	0	1	32.6	37.8	525	7.5	55	0.8	9	0.1
00-00	7417	70	5987	39	635	52	127	10	49	163	285	00-00	4	17	47	527	1635	2669	1926	496	77	12	6	0	0	1	32.7	38	592	8	64	0.9	10	0.1

Time	Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40]PSL% 40	SL1 46]SL1% 46]SL2 55	1SL25
000 000 000 000 000 000 000 000 000 00	30 26 37 49 83 230 950 878 434 370 336 382 394 441 495 505 461 380 228 139 129 129 101 38 603 6915 7054 7509	0 1 1 3 2 2 5 16 6 3 3 5 11 1 1 7 7 7 6 6 2 2 2 2 2 2 2 9 9 9 7 104	19 13 26 37 67 203 320 794 781 347 263 244 278 297 387 428 411 331 205 118 123 87 30 4886 5652 5769 6134	0 0 0 0 0 0 0 1 1 1 8 8 1 1 3 3 1 1 2 2 2 3 3 3 0 0 0 0 0 3 5 3 6 6 3 3 7	2 1 1 0 2 1 1 10 0 32 74 153 36 550 48 48 54 555 78 47 25 520 7 4 2 2 3 3 2 588 633 638 654	0 0 0 0 0 0 0 0 1 1 1 7 7 1 1 6 6 6 6 2 2 2 1 1 1 0 0 0 1 1 1 7 7 1 1 1 1 7 1 1 1 1	1 1 1 0 0 3 3 1 1 2 2 4 4 1 2 2 5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0 0 0 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0	1 1 1 0 0 0 0 0 0 5 5 2 2 5 5 5 5 5 5 5 5 5 5	120 123	8 8 8 9 9 6 9 9 8 8 18 26 6 12 14 22 2 13 13 15 5 13 21 12 6 6 11 1 7 7 3 1700 206 216 264	01 03 03 04 06 06 06 06 06 11 11 12 13 14 15 11 11 11 11 11 11 12 22 22 22 22 22 22	0000 1000 1000 2000 3000 4000 5000 6000 7700 8000 9000 9000 9000 9000 9000 9	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	20 0 1 1 1 0 0 1 1 222 223 3 1 1 0 0 2 2 3 3 8 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 4 5 3 8 5 6 19 81 17 20 19 28 33 22 19 28 10 22 10 8 7 10 22 41 445	30 4 11 9 8 10 23 75 188 159 62 100 79 65 78 70 80 70 46 22 22 8 14 5 10 1177 1196 1261	8 2 111 19 66 6112 389 360 166 110 124 144 117 185 201 177 155 108 58 31 51 27 9 2236 2488 2524 2641	10 11 6 7 7 15 35 102 231 231 237 144 106 90 107 120 130 166 179 184 159 101 51 165 37 166 185 37 166 179 184 185 185 185 185 185 185 185 185 185 185	3 1 5 5 11 23 37 28 30 30 16 23 39 24 41 38 227 41 41 10 5 362 453 468 516	50 0 0 0 0 3 6 7 2 5 2 1 3 3 3 2 4 4 6 5 5 2 7 7 4 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	60 0 0 1 0 0 4 1 1 2 0 0 0 0 2 2 3 3 0 0 2 6 6 2 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33.5 29.5 32.8 32.3 35.3 35.7 34.1 31.8 32.2 32.7 32.7 32.7 32.8 33.3 33.4 34.4 35.8 35.8 34.9 34.9 34.9 35.3 33.3 33.3 33.3 33.3 33.3 33.3	39.1 37.6 38.9 39.1 40 39.8 38.7 36.5 37.8 37.6 38.3 38.9 38.3 38.7 39.1 40.3 40.7 39.4 39.4 39.6 37.8 38.3	3 3 1 6 5 5 1 4 4 3 3 3 4 5 6 6 5 7 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1	3.8 16.2 10.2 16.9 14.3 11.8 3.5 4 6.9 8.6 6.3 7.3 11.2 6.3 6.9 9.5 11.1 15.8 19.4 12.9 15.8 6.9 7.9	ACPO 00 11 22 88 77 44 33 11 11 55 54 44 43 35 55 31 12 88 32 22 87 74 77 88	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 00 00 00 00 00 00 00 00 11 11 11 14 44 11 00 11 10 10 11 17	0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0
'irtual Time	Day (7)	Cls 1	Cls 2	Cls 3	Cls 4	CIs 5	CIs 6	CIs 7	Cls 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	30	35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85]PSL 40]PSL% 40]SL1 46]SL1% 46	JSL2 55]SL25
000 100 200 300 400 500 600 700 800 900 000 1100 200 300 400	36 29 25 35 58 155 276 598 678 453 346 338 360 374 405 396 418	1 1 0 1 2 2 6 11 6 5 5 3 6 2 4 4	29 20 18 25 49 133 229 509 596 373 267 260 281 298 314 317 352 369	0 0 0 0 0 1 1 1 6 2 2 1 2 2 2 2 2 1	1 1 1 2 1 1 9 21 43 36 34 38 38 38 39 48 46 38 38	0 0 0 0 1 1 1 3 3 4 4 4 4 3 3 5 3 2 2	11 00 11 11 11 15 58 77 88 65 55	0 0 0 0 0 0 0 1 1 1 1 0 0 0 0		1 1 1 1 1 1 2 6 5 7 9 10 10 8 9 9 6 4 4	5 5 5 4 5 6 11 14 11 13 12 12 12 11 14 12 8 8	01 02 03 04 05 06 07 06 09 10 11 12 13 14 15	000 100 200 300 300 400 500 600 700 800 900 900 100 200 300 400 500 600 700	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 0 0 0 0 0 0 1 5 2 1 1 1 0 1 0 0	20 0 0 0 0 0 0 0 2 9 10 4 5 3 3 3 1 2 1 2	25 3 2 3 3 3 7 13 42 52 21 21 22 18 20 17	30 6 6 6 5 7 15 46 132 149 95 71 62 63 67 69 68 68 63 48	35 11 6 7 8 15 45 93 239 274 166 108 119 122 145 146 149	11 9 7 111 24 66 93 140 156 122 102 105 114 124 128 125 142 163	5 4 3 7 7 7 17 24 25 28 31 29 26 31 35 33 33 35 41	50 1 0 1 1 2 4 4 5 4 4 6 6 4 5 6 5 7	0 0 0 0 0 0 2 1 1 1 1 1 2 2 1 1 1	70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34.5 33.6 33.6 34.4 35.3 35.3 32.9 32.9 32.9 33.4 33.6 33.9 33.7 33.9 33.9	40.3 40.3 40.5 40.5 40.9 39.8 38.7 36.9 38.7 38.5 38.7 38.9 38.7 38.9 38.7	6 5 4 7 9 23 29 31 34 36 36 31 38 39 40 42 51	16.3 16.9 21 15.8 14.5 10.4 5.1 5 8 10.5 9.3 10.5 11 9.7 10.1	ACPO 1 1 1 1 2 4 4 4 5 4 3 5 5 4 5 5 4 5 5 6 7 8 7 8 8 7 8 7 8 7 8 8 7 8 7 8 7 8 7	3.5 2.5 4 1.2 2.6 1.5 0.8 0.6 0.7 1.4 1.1 1.1 1.1 1.1 1.1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0. 0. 0. 0. 0. 0. 0. 0. 0.

Virtual Week (1)

Time	Total	CIs 1	CIs 2			CIs 5		Cls 7	Cls 8			Fix1 Ti	me Vbin 0 10		15						Vbin 45 50	50	60	70		90]PSL% 40		JSL1% 46 ACPO		1SL2% 55 DFT
Mon	7200	72	5897	34	631	56	80	4	42	135	249	Mor	n 8	6	40	390	1365	2539	2157	561	101	28	4	0	- 1	0	33.5	38.7	695	9.7	93	1.3	12	0.2
Tue	7164	99	5759	31	619	59	116	7	40	146	288	Tue	12	45	96	501	1447	2405	2079	467	75	32	5	0	0	0	32.8	38	579	8.1	82	1.1	12	0.2
Wed	7417	70	5987	39	635	52	127	10	49	163	285	We	d 4	17	47	527	1635	2669	1926	496	77	12	6	0	0	1	32.7	38	592	8	64	0.9	10	0.1
Thu	7509	104	6134	37	654	51	80	11	45	129	264	Thu	. 5	31	85	445	1261	2641	2414	516	75	30	3	1	0	1	33.4	38.3	627	8.3	88	1.2	17	0.2
Fri	7414	68	6207	38	615	46	81	1	31	108	219	Fri	E	3	38	347	1376	2826	2180	506	96	30	6	0	0	0	33.5	38.3	638	8.6	99	1.3	12	0.2
lSat .	4605	65	4108	28	219	12	22	3	7	54	87	ISat	1 3	- 11	18	127	372	1283	1960	667	120	41	2	1	0	0	35.9	40.5	831	18	114	2.5	10	0.2
Sun	3361	72	3062	13	89	2	6	1	6	33	77	Sur	n C	8	28	88	248	872	1463	534	91	25	3	0	0	1	36	40.7	654	19.4	92	2.7	11	0.3

Grand Total

Time	Total																																	
		- 1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DF
	44670	550	37154	220	3462	278	512	37	220	768	1469		38	121	352	2425	7704	15235	14179	3747	635	198	29	2	- 1	3	33.7	38.7	4616	10.3	632	1.4	84	0

Encoded Direction 1

```
Globals
                 Report Id CustomList-178
                Descriptor Advanced Transport Research
               Created by MetroCount Traffic Executive
       Creation Time (UTC) 2017-04-10T11:07:37
                    Legal Copyright (c)1997 - 2014 MetroCount
                  Graphic header.gif
                Language English
                  Country United Kingdom
                     Time UTC + 60 min
            Create Version 4.0.6.0
                    Metric Non metric
               Speed Unit mph
               Length Unit ft
                Mass Unit ton
Dataset
                Site Name 13582-002
             Site Attribute RPS
                File Name Q:\13582 Kemsley, Kent\13582-002 0 2017-04-01 0807.EC0
                 File Type Plus
                Algorithm Factory default axle
               Description SWALE WAY [40M]
                     Lane 0
                 Direction 5
             Direction Text 5 - South bound A]B, North bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-03-28T01:08:56
                Start Time 2017-03-28T01:08:56
               Finish Time 2017-04-01T08:06:56
                 Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard
Dataset
                Site Name 13582-002
             Site Attribute RPS
                File Name Q:\13582 Kemsley, Kent\13582-002 0 2017-04-10 1037.EC0
                 File Type Plus
                Algorithm Factory default axle
               Description SWALE WAY [40M]
                     Lane 0
                 Direction 5
             Direction Text 5 - South bound A]B, North bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-04-01T08:12:06
                Start Time 2017-04-01T08:12:06
               Finish Time 2017-04-10T10:37:06
                 Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00, Standard
Profile
                    Name Advanced Transport Research
                     Title Advanced Transport Research
             Graphic Logo C:and SettingsDocuments3.21 on us logo cmyk 50.BMP
                   Header
                   Footer
               Percentile 1 85
               Percentile 2 95
                     Pace 12
                Filter Start 2017-03-29T00:00:00
                Filter End 2017-04-05T00:00:00
            Class Scheme ARX
               Low Speed 0
               High Speed 120
              Posted Limit 40
             Speed Limits 46 55 40 40 40 0 0 0 0 40
               Separation 0.000
           Separation Type Headway
                 Direction North
```

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
CIs 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed

Vpp 85 Percentile speed]PSL 40 Number exceeding Posted Speed Limit Percent exceeding Posted Speed Limit]PSL% 40]SL1 46 ACPO Number exceeding Speed Limit 1 Percent exceeding Speed Limit 1 **]SL1% 46 ACPO** Number exceeding Speed Limit 2]SL2 55 DFT]SL2% 55 DFT Percent exceeding Speed Limit 2

Report Id - CustomList-178 Site Name - 13582-002; 13582-002 Description - Multiple Files! See Header sheet. Direction - North

Wednesday, 29 March 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1 Tim	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL]PSL%]SL1%]SL2]SL2%
		- 1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	31	0	26	- 1	0	0	0	0	0	- 1	3	0000	0	0	0	- 1	6	10	9	4	- 1	0	0	0	0	0	34.5	39.4	5	16.1	0	. 0	0	0
0100	15	0	9	3	0	0	0	0	0	. 2	- 1	0100	0	0	- 1	0	2	6	3	- 1	- 1	- 1	0	0	0	0	34.9	42.3	3	20	2	13.3	0	0
0200	25	0	11	0	0	0	0	0	0	11	3	0200	0	0	0	2	9	4	5	4	- 1	0	0	0	0	0	32.8	40.7	5	20	- 1	. 4	0	0
0300	29	- 1	14	- 1	. 3	0	0	0	3	5	. 2	0300	0	0	0	3	.4	. 8	.4	.7	2	1	0	0	0	0	35.7	44.5	10	34.5	2	6.9	0	0
0400	76	0	38	0	13	2	3	0	1	. 7	12	0400	0	0	1	1	17	30	14	12	0	1	0	0	0	0	33.7	40.3	13	17.1	- 1	1.3	0	. 0
0500	215	2	158	4	17	3	1	0		13	17	0500		0	0		44	69	66	21		1	0	0	0	0	34.1	39.1	29	13.5	4	1.9	1	0.5
0600	214	4	161	0	20	3		1	3	4	12	0600	1	0	0	12	43	68	64	19	4	- 2	1	0	0	0	33.7	38.9	26	12.1		3.3	2	0.9
0700	418 429	,	350 319	4	34 66		11	0		12 16	6	0700 0800	0	0	0	26 41	90 119	134 131	127 109	35 18	5	0	1	0	0	0	33.5 31.9	38.9 37.6	41 23	9.8 5.4	5	1.2	- 1	0.2
0800 0900	350		247	2	48	4	10	U		10	17	0900	- 1	0	5	35	80	139	71	17	3	- 2		U	0	0	32.1	36.9	23	6.9	4	0.9	- 1	0.2
1000	336	4	224	- 4	46 51	3	10	U	3	23	15	1000	- 4	- 1	2	19	88	134	65	21	4	- 4	,	U	0	Ü	32.1	37.1	25	7.4	4	1.1		0.3
1100	335	- 1	225	2	55		11	0	- 4	14	16	1100			- 1	18	77	126	86	19	7	- 4	0		0		33.1	38	27	8.1	-	1.8	0	0
1200	357	- 1	240	2	60	8	14	0	6	8	18	1200	1	3	8	12	89	141	81	17	5	'n	0	0	0	0	32.2	36.7	22	6.2	4	1.0	0	0
1300	375	÷	281	3	41	7	6	ň	3	16	11	1300	'n	2	2	22	83	108	125	28	5	ñ	ň	ň	ň	ň	33.4	38.9	33	8.8	4	1.1	ň	n
1400	446	7	345	3	47	6	. 8	ō	2	20	. 8	1400	ō	3	10	16	98	152	129	32	6	ō	ō	ō	ō	ō	33	38.5	38	8.5	2	0.4	ō	ñ
1500	560	3	461	4	63	6	5	0	2	7	9	1500	0	0	3	33	117	211	148	45	2	0	- 1	0	0	0	33	37.6	48	8.6	2	0.4	1	0.2
1600	776	16	675	5	43	4	. 7	ō	2	12	12	1600	32	58	94	110	171	162	120	24	4	1	ó	ō	ō	ō	26.8	35.8	29	3.7	5	0.6	ó	0
1700	738	11	666	6	36	4	. 3	- 1	1	4	6	1700	11	57	95	61	109	211	151	36	4	3	0	0	0	0	28.8	36.9	43	5.8	6	0.8	0	0
1800	403	4	359	4	25	1	2	1	1	2	4	1800	0	0	0	5	50	129	147	62	6	3	1	0	0	0	35.5	40.5	72	17.9	6	1.5	1	0.2
1900	235	1	221	1	5	0	0	0	0	6	1	1900	0	0	0	6	19	54	91	46	16	3	0	0	0	0	37.1	42.3	65	27.7	16	6.8	0	0
2000	170	- 1	146	0	8	0	- 1	- 1	0	7	6	2000	0	0	2	15	16	42	51	27	10	5	1	1	0	0	36.1	42.5	44	25.9	16	9.4	4	2.4
2100	132	3	115	4	2	0	- 1	0	- 1	4	2	2100	0	0	1	3	14	34	44	29	4	3	0	0	0	0	36.5	41.6	36	27.3	7	5.3	1	0.8
2200	102	0	85	2	2	0	0	0	0	5	8	2200	0	0	0	4	12	25	29	23	5	3	1	0	0	0	36.9	42.7	32	31.4	8	7.8	1	- 1
2300	47	- 1	35	2	- 1	0	0	0	0	3	5	2300	- 1	0	0	1	6	9	15	10	4	- 1	0	0	0	0	36.7	43.2	15	31.9	2	4.3	0	0
07-19	5523	66	4392	39	569	54		2	30	150	130	07-19	47		221	398	1171	1778	1359	354	54	13	4	0	0	0	31.6	37.8	425	7.7	52	0.9	5	0.1
06-22	6274	75		44	604	57	99	4	34	171	151	06-22	48		224	434	1263	1976	1609	475	88	26	6	1	0	0	32.1	38.5	596	9.5	98	1.6	12	0.2
06-00	6423	76	5155	48	607	57		4	34	179	164	06-00	49		224	439	1281	2010	1653	508	97	30	7	1	0	0	32.2	38.5	643	10	108	1.7	13	0.2
00-00	6814	79	5411	57	640	62	103	4	38	218	202	00-00	49	124	226	453	1363	2137	1754	557	109	34	7	1	0	0	32.3	38.7	708	10.4	118	1.7	14	0.2

Thursday.		

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1 Tim	Vbin	Mean	Vpp]PSL]PSL%]SL1]SL1%]SL2%													
		- 1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
					L .				ايسا				10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO		DFT	DFT
0000	30	1	16	2	3	0	0	0	0	0	8	0000	0	0	0	4	4	6	6		3	0	U	0	0	0	35.1 36.5	42.7	10	33.3	- 2	6.7	0	0
0100	15	0	9	2	U	0	0	0	0	1	3	0100	0	0	1	2	0	1		3	1	1	0	0	0	0		41.8	5	33.3	1	6.7	0	0
0200	25	0	13	0	0	0	0	0	1	5	ь	0200 0300	0	0	0	2	3	4	11	4	1	0	0	0	0	0	35.3	40.3	. 5	20 35.1	- 1	10.8	0	2.7
0300 0400	37 65		21	0	3			U	- 1	,	3	0400	Ü	0			12	16	40	9	- 4	- 1		U	0	U	36.3 34.7	44.3 41.4	13 13	20	4	6.2	- 1	1.5
0500	249	2	182	2	23		- 4	- 1	- 1	0	20	0500	U	0	2	12	58	61	68	34	7	-	0	- 1	0	U	34.7	41.4	48	19.3	12	5.2	- 1	1.6
0600	227	,	163		27		*	- 1	,		40	0600			40	20	00	47	69	24	,	,					33.8	40.7	42	18.5	13	2.2	*	0.9
0700	390	4 7	324	2	27	- 4	0	,	3	11	10	0700	U	- 0	12	14	70	133	118	41	9	- 4	2	U	0	U	33.9	39.6	42	12.6	5	1.3	2	0.9
0800	457	,	337	- 4	72				- 4		12	0800	2	16	17	20	133	173	69	15	2				0		30.3	35.8	17	3.7	2	0.4	0	0
0900	340	3	242	2	45		8	0	3	21	13	0900	0	10	17	25	82	116	89	25	2	0	1	0	0	0	32.8	37.8	28	8.2	3	0.9	1	0.3
1000	311	1	216	4	40	7	8	0	3	18	14	1000	0	2	0	6	45	129	95	28	5	1	'n	0	n	0	34.2	39.4	34	10.9	6	1.9	'n	0.0
1100	338	3	233	- 7	49	7	8	1	3	15	18	1100	1	ñ	ň	21	84	125	80	20	6	- 1	ň	ň	ñ	ň	32.7	37.8	27	8	4	1.2	ň	ň
1200	393	6	292	3	47	4	8	ó	1	23	9	1200	ó	o o	9	14	88	151	95	26	6	- 1	1	o o	2	o o	33.1	38	36	9.2	7	1.8	3	0.8
1300	358	3	277	- 1	44	5	6	1	- 1	11	9	1300	ō	ō	ō	- 1	72	127	96	50	8	3	ó	ō	ō	ō	34.9	40	62	17.3	8	2.2	- 1	0.3
1400	490	5	376	9	56	3	9	1	3	16	12	1400	0	1	1	29	106	171	150	29	3	0	0	0	0	0	33	38	32	6.5	2	0.4	0	0
1500	572	4	462	4	71	3	4	0	3	12	9	1500	1	0	12	63	95	156	180	54	6	5	0	0	0	0	33.1	39.1	65	11.4	8	1.4	Ó	o
1600	802	15	694	10	45	7	2	0	2	13	14	1600	43	41	107	91	150	199	137	31	2	1	0	0	0	0	27.5	36.2	34	4.2	3	0.4	0	0
1700	738	12	670	2	39	2	- 1	0	- 1	8	3	1700	58	118	130	109	68	111	104	32	5	3	0	0	0	0	24	36.7	40	5.4	6	0.8	2	0.3
1800	383	7	348	4	19	0	1	0	0	2	2	1800	0	0	3	5	40	116	147	57	11	3	1	0	0	0	35.9	40.5	72	18.8	11	2.9	2	0.5
1900	241	3	212	0	14	0	1	0	0	5	6	1900	0	0	0	10	36	59	90	33	9	2	1	0	1	0	35.9	40.9	46	19.1	11	4.6	3	1.2
2000	159	0	135	5	3	0	1	0	- 1	6	8	2000	0	0	0	7	21	38	62	22	4	1	3	- 1	0	0	36.1	41.4	31	19.5	7	4.4	5	3.1
2100	126	3	113	0	2	1	0	0	- 1	2	4	2100	0	0	2	8	14	21	43	28	7	2	1	0	0	0	36.3	41.6	38	30.2	9	7.1	2	1.6
2200	112	- 1	94	3	2	1	0	0	- 1	5	5	2200	0	- 1	- 1	7	14	21	40	23	5	0	0	0	0	0	35.4	41.6	28	25	5	4.5	0	0
2300	52	0	39	0	2	1	0	0	0	4	6	2300	0	. 0	0	1	10	14	14	9	3	0	- 1	0	0	0	35.7	40.7	13	25	3	5.8	1	1.9
07-19	5572	69		46	550		70	3	30	159	125	07-19	106	178	284	408	1033	1707	1360	408	63	19	3	0	2	0	31.2	38.3	496	8.9	65	1.2	9	0.2
06-22	6325	79		51	596		80	4	35	181	153	06-22	106	178	298	453	1141	1872	1624	522	91	25	10	- 1	3	0	31.7	38.7	653	10.3	97	1.5	21	0.3
06-00	6489	80		54	600		80	4	36	190	164	06-00	106	179	299	461	1165	1907	1678	554	99	25	- 11	1	3	0	31.8	38.7	694	10.7	105	1.6	22	0.3
00-00	6910	85	5502	60	637	60	87	5	40	219	215	00-00	106	179	303	488	1248	2002	1796	619	117	34	12	2	3	0	32	39.1	788	11.4	130	1.9	28	0.4

Friday, 31 March 2017

i iluay,	J I mai C	12017																																
Time	Total	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1 T	ime Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL	JPSL%]SL1]SL1%]SL2]SL2%
		1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	30	0	22	3	3	0	0	0	0	2	0	000		0	0	0	2	9	12	2	5	0	0	0	0	0	37.7	45.4	7	23.3	3	10	0	0
0100	22	0	15	- 1	1	0	0	0	- 1	1	3	010		0	0	1	3	5	8	3	1	0	- 1	0	0	0	36.6	41.6	5	22.7	- 1	4.5	1	4.5
0200	28	0	17	0	- 1	0	0	0	0	7	3	020		0	0	4	3	7	6	6	- 1	1	0	0	0	0	35.2	44.3	8	28.6	2	7.1	0	0
0300	39	0	24	0	4	0	1	0	0	8	2	030		0	- 1	1	11	6	8	9	- 1	2	0	0	0	0	35.6	43.8	12	30.8	3	7.7	1	2.6
0400	64	2	39	0	9	0	2	0	0	7	5	040		0	- 1	5	9	11	23	11	3	1	0	0	0	0	35.4	42.3	15	23.4	3	4.7	0	0
0500	191	2	150	0	24	2	- 1	- 1	0	5	- 6	050		- 1	- 1	6	22	63	49	31	13	4	0	0	0	0	35.6	42.3	48	25.1	- 11	5.8	- 1	0.5
0600	252	4	174	2	22	3	4	2	6	10	25	060		0	0	15	45	84	77	24	7	0	0	0	0	0	34.1	39.1	31	12.3	3	1.2	0	0
0700	344	4	275	- 1	43	0	4	0	1	9	7	070		0	0	. 6	38	94	147	51	7	1	0	0	0	0	35.6	40.3	59	17.2	7	. 2	0	0
0800 0900	425 337	4	326 234	2	63 60	4	. 5	0	2	10	9	080		0	3	15 24	84 83	167 116	116	33 24	6	0	1	0	0	0	33.5 32.5	38.9 37.8	40 28	9.4 8.3	4	0.9 1.2	1	0.2
	337	- 2	234		64			U		17		100			4	24	71	112		34	3	- 1		U		U	32.5	38.7			4	1.2		0.6
1000 1100	354	2	265	3	40	,		U	4	19	10	110			9	34	77	120	85 77	20	5	2	0	U	U	U	31.8	38.5	41 32	12.2	4	2.5	2	0.0
1200	419	- 2	309	4	60	0		1	3	22	7	120		5	2	33	93	147	102	36	9	3	0	U		0	32.8	38.5	41	9.8	9	1.2	1	0.2
1300	462	3	390	1	42	1	7	4	5	10	2	130		ň	3	14	64	190	146	37	8	ń	0	0	0	0	34	38.3	45	9.7	4	0.9	'n	0.2
1400	527	5	418	3	63	3	7	'n	4	16	8	140		n		15	98	215	131	55	10	1	1	ň	0	0	33.9	39.1	67	12.7	8	1.5	1	0.2
1500	598	8	499	7	59	3	,	ň	3	11	6	150		n	2	34	120	221	177	35	8	ó	- i	ň	o o	o o	33.3	38	44	7.4	4	0.7	- i	0.2
1600	768	16	661	6	55	3	7	ō	3	9	8	160		1	22	83	158	249	198	47	5	3	- 1	ō	ō	ō	32.1	37.8	56	7.3	6	0.8	2	0.3
1700	628	11	564	8	32	- 1	3	0	0	5	4	170	0 0	15	17	53	130	165	167	62	15	3	- 1	0	0	0	32.6	39.4	81	12.9	17	2.7	3	0.5
1800	406	5	372	2	13	0	2	0	2	7	3	180	00 1	0	1	21	28	107	162	66	17	3	0	0	0	0	35.9	40.9	86	21.2	11	2.7	1	0.2
1900	237	4	213	- 1	11	2	- 1	0	0	4	1	190	0 0	0	- 1	6	18	66	89	41	9	5	- 1	0	1	0	36.7	41.6	57	24.1	11	4.6	4	1.7
2000	169	2	152	3	2	0	- 1	0	1	3	5	200		0	0	6	24	40	63	29	6	1	0	0	0	0	35.9	41.6	36	21.3	5	3	1	0.6
2100	127	1	115	0	2	0	0	0	- 1	3	5	210		0	0	5	14	23	39	29	11	5	- 1	0	0	0	37.6	44.7	46	36.2	12	9.4	2	1.6
2200	94	1	79	3	2	0	0	0	0	5	4	220		1	0	7	18	16	28	14	8	2	0	0	0	0	35.6	43.6	24	25.5	9	9.6	0	0
2300	47	1	38	0	4	0	0	0	0	2	2	230		0	1	5	- 5	10	16	4	4	2	0	0	0	0	35	41.2	10	21.3	5	10.6	0	0
07-19	5605	67	4536	41	594	40		2	37	148	83	07-		23		350	1044	1903	1589	500	96	19	5	0	0	0	33.3	38.9	620	11.1	83	1.5	12	0.2
06-22	6390	78	5190	47	631	45			45	168	119	06-		23		382	1145		1857	623	129	30	7	0	- 1	0	33.6	39.1	790	12.4	114	1.8	19	0.3
06-00	6531	80	5307	50	637	45		4	45	175	125	06-		24		394	1168	2142	1901	641	141	34	7	0	- 1	0	33.7	39.4	824	12.6	128	2	19	0.3
00-00	6905	84	5574	54	679	47	67	5	46	205	144	00-	00 8	25	74	411	1218	2243	2007	703	165	42	8	0	- 1	0	33.8	39.4	919	13.3	151	2.2	22	0.3

Saturday.		

Ti	me To	otal	CIs 1	Cls 2	CIs 3	Cls 4	CIs 5	CIs 6	Cls 7	Cls 8	CIs 9	CIs 10	Fix1	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	IPSL 40	1PSL% 40	46	JSL1% 46 ACPO	JSL2 55 DFT]SL2% 55 DFT
000	n	37	0	30	- 1	3	-	0	0	0	- 1	2		0000	10	10	20	1	30	5	15	8	30	4	70	00	00	100	39.6	45.4	15	40.5	ACFO	13.5	1	2.7
010		24	1	14	i	3	0	0	ñ	n	,	3		0100	ő	ñ	1	,	,	6	7	4	1	1	n	o o	n n	o o	34.8	40.5	6	25	2	8.3	ė	- 0
020		36	0	33	0	0	0	0	0	- 1	2	0		0200	0	0	0	1	16	3	7	6	0	2	- 1	0	0	0	35	44.3	9	25	3	8.3	- 1	2.8
030		35	ō	25	ō	- 1	ñ	- 1	ō	- 1	5	2		0300	ō	ō	ō	0	9	8	- 11	6	ō	- 1	0	ō	ō	ō	35.7	42.3	7	20	1	2.9	o o	- 0
040		44	- 1	37	ō	2	ō	ó	ō	Ó	4	0		0400	ō	ō	ō	- 1	5	18	12	5	2	1	ō	ō	ō	ō	35.8	40.9	8	18.2	3	6.8	ō	ō
050	0	94	1	80	0	2	Ó	1	0	0	5	5		0500	0	Ó	1	2	9	28	29	16	5	4	0	0	0	0	36.6	43.4	25	26.6	6	6.4	1	1.1
060	0	102	7	76	1	7	o	1	0	2	6	2		0600	0	0	2	4	7	25	29	21	12	1	1	0	0	0	37.2	44.5	35	34.3	9	8.8	- 1	1
070	0	143	2	116	0	13	- 1	2	0	0	5	4		0700	0	0	2	7	14	22	38	51	7	2	0	0	0	0	36.9	42.5	60	42	7	4.9	0	0
080	0	189	0	153	2	21	2	3	0	- 1	4	3		0800	2	0	0	3	23	53	53	35	12	8	0	0	0	0	36.2	42.7	55	29.1	12	6.3	1	0.5
090	0 :	276	8	229	3	21	1	3	0	0	4	7		0900	0	0	4	4	17	63	132	45	7	4	0	0	0	0	36.4	40.5	56	20.3	10	3.6	0	0
100	0 :	305	1	270	0	23	1	2	0	0	2	6		1000	0	0	0	9	32	65	119	65	12	3	0	0	0	0	36.7	41.4	80	26.2	12	3.9	0	0
110	0 :	353	7	313	- 1	15	2	5	0	1	6	3		1100	0	0	3	22	27	89	143	53	10	4	2	0	0	0	35.7	40.9	69	19.5	10	2.8	3	0.8
120		386	6	336	3	25	1	- 1	0	2	7	5		1200	0	0	0	8	37	105	132	81	19	4	0	0	0	0	36.7	42.1	104	26.9	19	4.9	1	0.3
130		310	3	276	- 1	14	0	3	0	1	6	6		1300	0	0	0	9	44	70	114	50	22	1	0	0	0	0	36.1	42.3	73	23.5	18	5.8	0	0
140	0 :	253	6	228	- 1	8	0	- 1	0	0	5	4		1400	0	- 1	4	9	23	32	116	56	10	2	0	0	0	0	36.7	41.8	68	26.9	8	3.2	0	0
150		255	3	235	0	12	0	0	0	0	1	4		1500	0	0	0	3	19	53	101	49	21	6	2	0	1	0	38.1	43.4	79	31	26	10.2	5	2
160		245	4	224	3	9	1	0	0	0	- 1	3		1600	0	0	2	9	6	49	101	58	17	3	0	0	0	0	37.5	42.5	78	31.8	13	5.3	- 1	0.4
170		257	5	234	- 1	9	1	- 1	0	1	3	2		1700	2	0	0	14	18	56	108	43	14	2	0	0	0	0	36.1	41.2	59	23	13	5.1	0	0
180		239	- 1	222	- 1	12	0	0	0	0	0	3		1800	0	0	0	2	32	48	102	43	8	3	- 1	0	0	0	36.6	40.9	55	23	11	4.6	2	0.8
190		143	- 1	132	- 1	7	0	0	0	0	1	1		1900	0	0	0	4	10	42	59	16	9	3	0	0	0	0	36.5	41.4	28	19.6	11	7.7	3	2.1
200		99	0	90	- 1	- 4	0	0	0	0	2	2		2000	0	0	0	0	- 11	21	33	24	9	0	- 1	0	0	0	37.5	41.8	34	34.3	5	5.1	- 1	- 1
210		148	0	140	0	6	0	0	0	- 1	0	- 1		2100	0	0	0	3	5	47	61	20	10	0	2	0	0	0	37.3	42.3	32	21.6	9	6.1	2	1.4
220		67	0	64	0	3	0	0	0	0	0	0		2200	0	0	0	- 1	4	10	25	18	7	2	0	0	0	0	38.8	44.5	27	40.3	5	7.5	- 1	1.5
230		61	5	51	0	1		0	. 0	0	. 0	4		2300	0	0	1	2	5	10	25	- 6	8	- 4	0	. 0	. 0	0	38.4	45.2	18	29.5	8	13.1	1	1.6
07-		3211	46	2836	16	182		21	0	6	44	50		07-19	4	- 1	15	99	292	705	1259	629	159	42	5	0	- 1	0	36.6	41.8	836	26	159		13	0.4
06-2		3703	54	3274	19	206		22	0	9	53	56		06-22	4	- 1	17	110	325	840	1441	710	199	46	9	0	- 1	0	36.7	42.1	965	26.1	193	5.2	20	0.5
06-		3831	59	3389	19	210		22	0	9	53	60		06-00	4	- 1	18	113	334	860	1491	734	214	52	9	0	- 1	0	36.7	42.1	1010	26.4	206	5.4	22	0.6
00-		1101		3608		221	10	24			72	72		00-00			20	120	376	928	1572	779	225	65	10				36.7	42.1	1080	26.3	226	5.5	25	0.6

Sunday, 02 April 2017

Tim	e Total	CIs 1	Cls 2	CIs 3	Cls 4	CIs 5	CIs 6	CIs 7	CIs 8	Cls 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1 46]SL1% 46]SL2 55]SL2% 55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	29	0	27	0	- 1	0	0	0	0	- 1	0		0000	0	0	0	0	0	4	13	7	2	2	- 1	0	0	0	40.9	46.3	12	41.4	5	17.2	- 1	3.4
0100	14	0	13	0	0	0	0	0	- 1	0	0		0100	0	0	0	0	0	3	8	3	0	0	0	0	0	0	38	41.2	3	21.4	0	0	0	
0200	13	0	9	0	2	0	0	0	0	0	2		0200	0	0	0	2	3	1	5	2	0	0	0	0	0	0	34.2	38.7	2	15.4	0	0	0	
0300	17	0	15	0	- 1	0	0	0	0	1	0		3300	0	0	0	0	0	4	7	4	2	0	0	0	0	0	38.8	43.6	6	35.3	2	11.8	0	
0400	20	0	15	0	- 1	0	0	0	- 1	1	2		3400	0	0	0	0	1	7	4	8	0	0	0	0	0	0	36.9	42.1	8	40	0	0	0	
0500	51	0	47	0	0	0	0	0	0	2	2	(0500	0	0	0	0	3	12	17	14	4	0	- 1	0	0	0	38.5	42.7	19	37.3	5	9.8	1	- 2
0600	55	2	43	0	2	0	0	0	- 1	2	5		0600	0	1	0	5	7	11	15	9	5	2	0	0	0	0	35.7	42.7	16	29.1	3	5.5	0	
0700	93	4	77	0	6	0	0	0	- 1	3	2		0700	0	2	0	0	7	8	40	24	8	4	0	0	0	0	39.1	44.5	36	38.7	11	11.8	2	2.2
0800	58	4	51	0	2	0	0	0	0	- 1	0	0	3800	0	0	4	0	- 1	7	21	19	5	- 1	0	0	0	0	38	44.5	25	43.1	5	8.6	1	1.7
0900	145	- 1	138	- 1	0	- 1	0	0	0	2	2		0900	0	0	- 1	0	9	26	60	36	12	- 1	0	0	0	0	38	43.4	49	33.8	6	4.1	0	
1000	229	14	199	0	7	- 1	- 1	0	0	3	4		1000	0	4	8	1	15	62	96	30	6	6	- 1	0	0	0	35.7	40.9	43	18.8	11	4.8	2	0.9
1100	231	7	205	3	8	0	- 1	0	- 1	4	2		1100	0	0	7	4	14	70	80	41	13	2	0	0	0	0	36	42.1	56	24.2	10	4.3	0	
1200	276	8	253	0	11	0	0	0	0	2	2		1200	0	2	8	3	16	48	129	56	10	3	- 1	0	0	0	36.7	41.2	70	25.4	12	4.3	3	1.1
1300	233	10	203	3	9	0	0	0	2	2	4		1300	0	1	5	11	20	35	91	54	10	4	1	0	1	0	36.9	42.3	70	30	12	5.2	2	0.9
1400	187	6	162	- 1	9	0	0	0	2	3	4		1400	0	0	- 1	4	12	43	83	34	7	- 1	- 1	- 1	0	0	37	41.4	44	23.5	7	3.7	3	1.6
1500	193	6	172	- 1	4	- 1	- 1	0	0	3	5		1500	0	1	2	3	16	30	71	55	11	2	2	0	0	0	37.7	42.5	70	36.3	10	5.2	2	. 1
1600	173	4	159	0	4	- 1	0	0	- 1	- 1	3		1600	0	0	1	2	5	18	65	63	16	2	- 1	0	0	0	39.5	43.8	82	47.4	15	8.7	2	1.2
1700	235	6	216	2	4	2	0	0	- 1	2	2		1700	0	0	2	3	18	51	93	50	14	2	- 1	- 1	0	0	37.4	42.7	68	28.9	15	6.4	2	0.9
1800	203	4	183	0	7	- 1	- 1	0	0	2	5		1800	0	0	0	12	18	40	88	35	6	3	- 1	0	0	0	36.4	41.2	45	22.2	8	3.9	3	1.5
1900	158	3	145	- 1	3	2	0	0	- 1	- 1	2		1900	0	0	- 1	9	12	31	58	34	9	- 4	0	0	0	0	37	42.5	47	29.7	13	8.2	- 1	0.6
2000	117	2	107	0	4	- 1	0	0	0	1	2		2000	0	0	0	6	11	28	40	22	6	3	- 1	0	0	0	36.8	41.8	32	27.4	8	6.8	2	1.7
2100	109	2	101	0	2	2	0	0	0	0	2		2100	0	0	0	4	0	20	47	26	10	2	0	0	0	0	38.4	43.6	38	34.9	8	7.3	- 1	0.9
2200	44	- 1	36	0	2	0	0	0	0	0	5		2200	0	0	0	2	6	14	16	5	- 1	0	0	0	0	0	34.8	39.4	6	13.6	- 1	2.3	0	
2300	22 2256	- 0	18	. 0	1	1	1	0	0	0	1		2300	0	0	0	0	3	3	12	4	0	0	0	0	0	0	36.1	39.8	4	18.2	0	0	0	
07-19		74		11	71	.,	4	0	8	28	35		07-19	0	10	39	43	151	438	917	497	118	31	9	2	- 1	0		42.3	658	29.2	122	5.4	22	- 1
06-22	2695 2761	83		12	82 85	12	4	0	10	32 32	46 52		06-22 06-00	0	- 11	40	67 69	181 190	528 545	1077	588 597	148	42 42	10	2	- 1	0	37.1 37.1	42.3 42.3	791 801	29.4	154 155	5.7	26 26	1
06-00		84		12	85	13	5	0	10		52		06-00	0	11	40	69	190	545	1105	597	149	42	10	2	- 1	0	37.1	42.3	801		155	5.6	26	0.9

Monday, 03 April 2017

Time	Total	CIs 1	CIs 2	CIs 3	Cls 4	CIs 5	Cls 6	Cls 7	CIs 8	CIs 9	CIs 10	Fix1 Tim	e 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	IPSL 40	IPSL% 40	46	JSL1% 46 ACPO	JSL2 55 DFT]SL2% 55 DFT
0000	22		16	-	0						-	0000	10	10	20	20	30	30	40	40	00	00	70	00	00	100	35.5	42.1		18.2	ACFO	4.5	DFI	DFI
0100	17	0	13	'n	- 1					0	2	0100	0			'n	2	2	4		2	ė			0	0	38.5	44.5		47.1	2	11.8		
0200	30	1	16	0	- 1	1	1	0	0	7	3	0200	ů	0	0	1	1	11		7	0	1	0	0	0	0	37.1	42.9	8	26.7	1	3.3	0	0
0300	33	ė.	21	o o	- i	'n	'n	o o	0	6	5	0300	ñ	ñ	n	- i	- i		15	5	3	ó	n n	o o	o o	ñ	37.2	42.7	8	24.2	3	9.1	o o	0
0400	82	2	53	- 1	6	4	- 1	ō	ō	4	11	0400	ñ	ō	ō	- 1	18	30	19	11	2	1	ō	ō	ō	ō	34.6	40.3	14	17.1	2	2.4	0	ō
0500	248	5	193	5	11	3	2	0	0	7	22	0500	1	1	2	8	66	68	70	25	6	- 1	0	0	0	0	33.4	39.4	32	12.9	3	1.2	1	0.4
0600	245	3	199	- 1	15	6	2	2	ō	6	11	0600	ó	ó	7	8	16	76	100	33	3	2	ō	ō	ō	ō	35.1	39.8	38	15.5	4	1.6	ó	0
0700	369	9	303	1	26	4	3	0	4	4	15	0700	0	1	4	7	42	119	142	45	7	2	0	0	0	0	35.1	39.8	54	14.6	5	1.4	0	0
0800	390	0	304	5	51	6	5	0	3	10	6	0800	0	0	0	6	107	132	100	40	5	0	0	0	0	0	33.6	38.7	45	11.5	5	1.3	0	0
0900	326	- 1	223	3	55	5	8	0	5	13	13	0900	0	0	- 1	7	50	139	97	26	5	1	0	0	0	0	34.1	38.5	32	9.8	5	1.5	0	0
1000	333	0	236	4	57	6	9	0	2	11	8	1000	0	4	4	22	68	104	96	28	7	0	0	0	0	0	32.9	39.1	35	10.5	2	0.6	0	0
1100	382	4	280	2	52	3	4	0	5	13	19	1100	0	0	1	24	66	120	96	61	13	1	0	0	0	0	34.3	40.7	75	19.6	10	2.6	0	0
1200	374	4	299	3	44	3	7	0	0	7	7	1200	0	0	2	18	58	136	118	31	10	1	0	0	0	0	34.1	38.7	42	11.2	10	2.7	0	0
1300	389	5	294	6	43	9	4	0	4	12	12	1300	0	0	9	31	63	137	100	39	5	5	0	0	0	0	33.1	39.1	49	12.6	10	2.6	1	0.3
1400	428	3	340	3	48	- 1	- 11	0	- 1	16	5	1400	0	0	2	15	81	146	127	44	10	3	0	0	0	0	34.1	39.6	57	13.3	13	3	0	0
1500	500	. 9	402	- 1	62	- 4	2	0	1	8	- 11	1500	1	1	. 3	17	55	141	199	72	8	2	1	0	0	0	35.2	40	83	16.6	10	. 2	- 1	0.2
1600	759	13	666	8	47	1	4	1	2	6	11	1600	1	22		58	159	253	174	43	6	0	0	0	0	1	31.2	37.6	50	6.6	- 4	0.5	1	0.1
1700	734	- 11	667	5	31	0	8	0	2	4	6	1700	U	4	52	80	127	217	191	50	12	0	0	1	0	0	31.6	38.3	63	8.6	10	1.4	1	0.1
1800 1900	436 193	4	400 170	5	13 10	3	2	0	0	3	6	1800 1900	U	0	3	25	72 16	103 45	157 69	64 44	11	2	0	0	2	0	34.8 37.3	40.7 42.5	76 60	17.4 31.1	10	2.1 5.2	3	0.7
2000	177	2	162	2	10	3	- 1	Ü	1	2	2	2000	Ü	0		- 4	20	43	76	23	12	2	0	0		Ü	36.6	41.2	37	20.9	10	5.1	2	- 44
2100	104	0	101		- 1	,			0	0	2	2100	0	0			20	24	37	23	- 12	2				0	30.0	42.1	31	29.8		5.8		1.1
2200	74	2	63	1	- 1	0	1	0	0	1	5	2200	ů	0	1	2	2	15	29	16	6	2	1	0	0	0	38.2	43.6	25	33.8	7	9.5	1	14
2300	44	- 1	35	'n	'n	1		ň	ň	- 1	2	2300	ň	ň	- 1	2	6	11	13	10	1	ñ	'n	ň	ň	ñ	35	41.6	11	25	- 1	2.3	'n	
07-19	5420	63	4414	46	529	45	67	1	29	107	119	07-19		32	123	310	948	1747	1597	543	96	17	1	1	2	1	33.4	39.1	661	12.2	93	1.7	7	0.1
06-22	6139	68	5046	49	564	55	70	3	30	115	139	06-22		32		325	1008	1935	1879	666	128	28	1	1	2	1	33.8	39.6	827	13.5	122	2	11	0.2
06-00	6257	71	5144	50	565	56	75	3	30	117	146	06-00		32		329	1016	1961	1921	692	135	30	2	1	2	1	33.8	39.6	863	13.8	130	2.1	12	0.2
00-00	6689	79	5456	57	585	64	79	3	30	141	195	00-00		33	135	341	1111	2083	2046	746	151	34	2	1	2	1	33.9	39.6	937	14	142	2.1	13	0.2

Tuesday.		

Time	Total	Cls	Cls 2	CIs 3	Cls	CIs 5	Cls	Cls	Cls	Cls	CIs 10	Fix1 Tim	e Vbin	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1 46]SL1%]SL2 55]SL2% 55
			-	·	7	٠	"						10	15	20	25	30	35	40	45	50	60	70	80	90	100		00				ACPO	DFT	DFT
0000	31	0	28	- 1	0	- 0	2	0	0	0	0	0000	0	0	0	0	- 1	4	10	13	- 1	2	0	0	0	0	40.4	44.3	16	51.6	3	9.7	- 1	3.2
0100	18	0	13	2	1		1	0	0	1	Ö	0100	Ó	0	0	0	2	2	4	7	1	2	0	Ó	0	Ó	40.4	44.7	10	55.6	3	16.7	0	0
0200	32	0	27	0	1		0	0	0	3	1	0200	0	0	0	0	5	9	5	10	2	1	0	0	0	0	36.8	42.5	13	40.6	3	9.4	0	0
0300	43	0	32	0	2		1 1	0	- 1	2	5	0300	Ó	0	0	2	7	8	14	9	3	0	0	Ó	0	Ó	36.5	43.2	12	27.9	1	2.3	o o	0
0400	75	1	40	- 1	3	3	8	0	1	9	9	0400	0	0	0	3	13	40	13	5	1	0	0	0	0	0	32.9	38.3	6	8	0	0	0	0
0500	221	5	170	2	13	- 4	6	1	0	6	14	0500	0	0	3	5	36	64	70	31	8	4	0	0	0	0	35.1	40.7	43	19.5	10	4.5	1	0.5
0600	234	6	194	- 1	13	5	5	1	3	2	4	0600	0	0	1	4	19	65	88	44	11	1	0	1	0	0	36.6	41.8	57	24.4	11	4.7	1	0.4
0700	373	3	311	3	29	5	5	0	3	7	7	0700	0	0	11	15	65	124	127	28	3	0	0	0	0	0	33.4	38.5	31	8.3	2	0.5	0	0
0800	385	1	315	- 1	39	5	9	- 1	4	4	6	0800	0	0	5	21	81	120	120	33	5	0	0	0	0	0	33.3	38.7	38	9.9	4	1	0	0
0900	334	2	251	- 1	42	5	4	1	- 1	14	13	0900	0	0	- 1	15	64	116	100	31	5	2	0	0	0	0	33.9	38.9	38	11.4	6	1.8	1	0.3
1000	300	1	205	2	56	2	. 8	0	6	7	13	1000	1	1	2	11	55	102	79	37	9	3	0	0	0	0	34.1	40.3	49	16.3	9	3	2	0.7
1100	375	4	273	3	48	8	5	0	4	18	12	1100	0	1	- 1	17	91	149	86	23	6	1	0	0	0	0	32.8	38.5	30	8	5	1.3	0	0
1200	381	- 1	291	5	52	4	5	0	- 1	- 11	11	1200	0	0	7	22	109	125	91	22	5	0	0	0	0	0	32.2	37.6	27	7.1	5	1.3	0	0
1300	412	7	321	3	43	7	8	0	2	7	14	1300	- 1	- 1	17	24	97	120	119	23	7	2	- 1	0	0	0	32.6	38.7	33	8	6	1.5	1	0.2
1400	417	4	325	- 1	55	3	9	1	- 1	7	11	1400	0	2	- 1	17	56	156	130	36	11	7	- 1	0	0	0	34.4	38.9	55	13.2	15	3.6	1	0.2
1500	510	5	424	2	39	2	: 6	0	- 1	16	15	1500	0	0	0	32	91	189	158	36	- 1	2	0	0	1	0	33.4	38	40	7.8	4	0.8	1	0.2
1600	809	12	712	3	51	6	3	0	5	6	11	1600	32	62	44	77	200	180	170	34	5	4	0	0	0	1	28.7	36.9	44	5.4	9	1.1	1	0.1
1700	740	10	673	9	25	6	5	- 1	- 1	2	8	1700	31	59	93	69	119	182	135	42	9	1	0	0	0	0	27.9	37.4	52	7	7	0.9	- 1	0.1
1800	419	4	371	5	27	C) 3	0	3	1	5	1800	0	- 1	- 1	22	68	113	158	48	5	3	0	0	0	0	34.5	39.4	56	13.4	5	1.2	0	0
1900	214	3	187	- 1	10	3	. 0	0	0	4	6	1900	0	0	- 1	8	30	53	84	27	10	- 1	0	0	0	0	35.4	40.5	38	17.8	8	3.7	0	0
2000	146	2	128	2	4	2	. 1	0	0	1	6	2000	0	0	2	8	13	39	58	19	2	5	0	0	0	0	35.3	40	26	17.8	6	4.1	- 1	0.7
2100	115	0	104	- 1	3	- 1	2	0	- 1	2	- 1	2100	0	0	0	8	7	26	45	18	6	4	0	1	0	0	37	41.8	29	25.2	10	8.7	5	4.3
2200	81	2	64	2	3	C	1 4	0	0	0	6	2200	0	- 1	0	6	10	17	32	9	3	3	0	0	0	0	35.7	40.9	15	18.5	5	6.2	2	2.5
2300	48	0	45	0	0	1	2	0	0	0	0	2300	0	0	0	2	2	11	17	12	2	2	0	0	0	0	37.8	42.3	16	33.3	4	8.3	1	2.1
07-19	5455	54	4472	38	506	53		4	32	100	126	07-19	65		183	342	1096	1676	1473	393	71	25	2	0	- 1	- 1	32	38.3	493	9	77	1.4	8	0.1
06-22	6164	65	5085	43	536	64		5	36	109	143	06-22			187	370	1165	1859	1748	501	100	36	2	2	- 1	1	32.5	38.7	643	10.4	112	1.8	15	0.2
06-00	6293	67	5194	45	539	65		5	36	109	149	06-00			187	378	1177	1887	1797	522	105	41	2	2	- 1	1	32.5	38.9	674	10.7	121	1.9	18	0.3
00-00	6713	73	5504	51	559	72	102	6	38	130	178	00-00	65	128	190	388	1241	2014	1913	597	121	50	2	2	- 1	1	32.7	38.9	774	11.5	141	2.1	20	0.3

Virtual Day (7)

Time	Total	CIs 1	Cls 2	CIs 3	CIs 4	CIs 5	Cls 6	CIs 7	Cls 8	Cls 9	CIs 10	Fix1 Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	30	0	24	- 1	- 1	0	0	0	0	- 1	3	0000	0	0	0	- 1	3	6	10	6	2	- 1	0	0	0	0	37.8	44.3	10	32.9	3	9	0	1.4
0100	18	0	12	1	1	0	0	0	0	1	2	0100	0	0	0	1	2	4	6	4	1	1	0	0	0	0	37	43.6	6	32	2	8.8	0	0.8
0200	27	0	18	0	1	0	0	0	0	5	3	0200	0	0	0	2	6	6	7	6	1	1	0	0	0	0	35.4	42.7	7	26.5	2	5.8	0	0.5
0300	33	0	22	0	2	0	1	0	- 1	5	3	0300	0	0	0	1	5	7	10	7	2	1	0	0	0	0	36.4	44.1	10	29.2	2	6.9	0	0.9
0400	61	- 1	37	0	6	1	2	0	1	6	7	0400	0	0	0	2	11	22	15	9	2	1	0	0	0	0	34.5	40.5	11	18.1	2	3.1	0	0.2
0500	181	3	140	2	13	2	2	0	0	7	12	0500	0	0	- 1	6	34	52	53	25	7	3	0	0	0	0	34.8	40.9	35	19.2	7	4.1	1	0.8
0600	190	4	144	1	15	3	4	1	3	6	10	0600	0	0	3	10	25	54	63	26	7	1	1	0	0	0	34.9	40.7	35	18.4	6	3.2	1	0.5
0700	304	5	251	2	25	2	3	0	2	7	7	0700	0	- 1	3	11	47	91	106	39	6	- 1	0	0	0	0	34.7	40	47	15.5	6	2	0	0.1
0800	333	2	258	2	45	4	6	0	2	8	6	0800	1	2	5	17	78	112	84	28	5	2	0	0	0	0	32.9	38.7	35	10.4	5	1.5	1	0.2
0900	301	3	223	2	39	3	5	0	3	12	10	0900	0	0	2	16	55	102	90	29	5	2	0	0	0	0	33.8	39.1	36	12.1	5	1.8	0	0.1
1000	307	3	225	2	43	4	6	0	3	12	10	1000	0	2	4	12	53	101	91	35	7	2	0	0	0	0	34	39.8	44	14.3	7	2.2	1	0.3
1100	338	4	256	2	38	5	6	0	3	13	11	1100	1	1	3	20	62	114	93	34	9	2	0	0	0	0	33.7	39.4	45	13.3	8	2.3	0	0.1
1200	369	4	289	3	43	4	6	0	2	11	8	1200	0	- 1	5	16	70	122	107	38	8	2	0	0	0	0	33.8	39.4	49	13.2	9	2.4	- 1	0.3
1300	363	5	292	3	34	4	5	0	3	9	8	1300	0	- 1	5	16	63	112	113	40	9	2	0	0	0	0	34.2	39.8	52	14.4	9	2.4	1	0.2
1400	393	5	313	3	41	2	6	0	2	12	7	1400	0	1	3	15	68	131	124	41	8	2	0	0	0	0	34.2	39.6	52	13.1	8	2	1	0.2
1500	455	5	379	3	44	3	3	0	1	8	8	1500	0	0	3	26	73	143	148	49	8	2	1	0	0	0	34.2	39.6	61	13.5	9	2	2	0.3
1600	619	- 11	542	5	36	3	3	0	2	7	9	1600	16		45	61	121	159	138	43	8	2	0	0	0	0	30.1	37.8	53	8.6	8	1.3	1	0.2
1700	581	9	527	5	25	2	3	0	- 1	4	4	1700	15	36	56	56	84	142	136	45	10	2	0	0	0	0	29.8	38.7	58	10	11	1.8	1	0.2
1800	356	4	322	3	17	1	2	0	1	2	4	1800	0	0	1	13	44	94	137	54	9	3	1	0	0	0	35.5	40.7	66	18.6	9	2.5	2	0.5
1900	203	2	183	- 1	9	1	0	0	0	3	3	1900	0	0	- 1	6	20	50	77	34	10	3	0	0	0	0	36.5	41.8	49	24	11	5.6	2	0.9
2000	148	- 1	131	2	5	- 1	- 1	0	0	3	4	2000	0	0	- 1	6	17	36	55	24	7	2	- 1	0	0	0	36.3	41.6	34	23.1	8	5.4	2	1.5
2100	123	- 1	113	- 1	3	- 1	0	0	- 1	2	2	2100	0	0	0	5	9	28	45	25	8	3	- 1	0	0	0	37.1	42.5	36	29	9	7.1	2	1.5
2200	82	- 1	69	2	2	0	- 1	0	0	2	5	2200	0	0	0	4	9	17	28	15	5	2	0	0	0	0	36.5	42.9	22	27.4	6	. 7	- 1	0.9
2300	46	1	37	0	1	1	1	0	0	1	3	2300		0	0	2	5	10	16	8	3	1	0	0	0	0	36.5	42.7	12	27.1	3	7.2	0	0.9
07-19	4720	63		34	429	37	54	2	25	105	95	07-19	33		133	279	819	1422	1365	475	94	24	4	0	- 1	0	33	39.4	598	12.7	93	2	11	0.2
06-22	5384	72		38	460	42	59	3	28	118	115	06-22	33		138	306	890	1589	1605	584	126	33	6	- 1	- 1	0	33.4	39.6	752	14	127	2.4	18	0.3
06-00	5512	74		40	463	43	61	3	29	122	123	06-00	33		139	312	904	1616	1649	607	134	36	7	- 1	- 1	0	33.5	39.8	787	14.3	136	2.5	19	0.3

Virtual Week (1)

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin								Vbin]SL2]SL2%
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
Mon	6689	79	5456	57	585	64	79	3	30	141	195		Mon	3	33	135	341	1111	2083		746		34		- 1	2	1	33.9	39.6	937	14	142	2.1		0.2
Tue	6713	73	5504	51	559	72	102	6	38	130	178		Tue	65	128	190	388	1241	2014	1913	597	121	50	2	2	- 1		32.7			11.5		2.1	20	0.3
Wed	6814	79	5411	57	640	62	103	4	38	218	202		Wed	49	124	226			2137		557	109	34	7			0							14	0.2
Thu	6910	85	5502	60	637	60	87	5	40	219	215		Thu	106	179	303	488	1248	2002	1796	619	117	34	12	2	3	0	32	39.1	788	11.4	130	1.9	28	0.4
Fri	6905	84	5574	54	679	47	67	5	46	205	144		Fri	8	25	74	411	1218	2243	2007	703	165	42	8	0	- 1	0	33.8	39.4	919	13.3	151	2.2	22	0.3
Sat	4101	62	3608	21	221	10	24	0	11	72	72		Sat	4	1	20	120	376	928	1572	779	225	65	10	0	1	0	36.7	42.1	1080	26.3	226	5.5	25	0.6
Sun	2905	84	2594	12	90	13	5	0	12	37	58		Sun	0	11	40	71	197	576	1159	635	157	44	12	2	1	0	37.1	42.3	851	29.3	167	5.7	28	- 1
	41037	546	33649	312	3411	328	467	23	215	1022	1064			235	501	988	2272	6754	11983	12247	4636	1045	303	53	8	9	2	33.6	39.8	6057	148	1075	2.6	150	0.4

Grand Total

T	ime T	Fotal	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL	JPSL%]SL1]SL1%]SL2]SL2%
			1	2	3	4	5	6	7	8	9	10																		85	40			46		
															10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
	4	41037	546	33649	312	3411	328	467	23	215	1022	1064			235	501	988	2272	6754	11983	12247	4636	1045	303	53	8	9	2	33.6	39.8	6057	14.8	1075	2.6	150	0.4

Encoded Direction 4

```
Globals
                 Report Id CustomList-178
                Descriptor Advanced Transport Research
               Created by MetroCount Traffic Executive
       Creation Time (UTC) 2017-04-10T11:06:53
                    Legal Copyright (c)1997 - 2014 MetroCount
                  Graphic header.gif
                Language English
                  Country United Kingdom
                     Time UTC + 60 min
            Create Version 4.0.6.0
                    Metric Non metric
               Speed Unit mph
               Length Unit ft
                Mass Unit ton
Dataset
                Site Name 13582-002
             Site Attribute RPS
                File Name Q:\13582 Kemsley, Kent\13582-002 0 2017-04-01 0807.EC0
                 File Type Plus
                Algorithm Factory default axle
               Description SWALE WAY [40M]
                     Lane 0
                 Direction 5
             Direction Text 5 - South bound A]B, North bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-03-28T01:08:56
                Start Time 2017-03-28T01:08:56
               Finish Time 2017-04-01T08:06:56
                 Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard
Dataset
                Site Name 13582-002
             Site Attribute RPS
                File Name Q:\13582 Kemsley, Kent\13582-002 0 2017-04-10 1037.EC0
                 File Type Plus
                Algorithm Factory default axle
               Description SWALE WAY [40M]
                     Lane 0
                 Direction 5
             Direction Text 5 - South bound A]B, North bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-04-01T08:12:06
                Start Time 2017-04-01T08:12:06
               Finish Time 2017-04-10T10:37:06
                 Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00, Standard
Profile
                    Name Advanced Transport Research
                     Title Advanced Transport Research
             Graphic Logo C:and SettingsDocuments3.21 on us logo cmyk 50.BMP
                   Header
                   Footer
               Percentile 1 85
               Percentile 2 95
                     Pace 12
                Filter Start 2017-03-29T00:00:00
                Filter End 2017-04-05T00:00:00
            Class Scheme ARX
               Low Speed 0
               High Speed 120
              Posted Limit 40
             Speed Limits 46 55 40 40 40 0 0 0 0 40
               Separation 0.000
           Separation Type Headway
                 Direction South
```

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
CIs 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed

Vpp 85 Percentile speed]PSL 40 Number exceeding Posted Speed Limit Percent exceeding Posted Speed Limit]PSL% 40]SL1 46 ACPO Number exceeding Speed Limit 1 Percent exceeding Speed Limit 1 **]SL1% 46 ACPO** Number exceeding Speed Limit 2]SL2 55 DFT]SL2% 55 DFT Percent exceeding Speed Limit 2

Report Id - CustomList-178 Site Name - 13582-002; 13582-002 Description - Multiple Files! See Header sheet. Direction - South

Wednesday, 29 March 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1 Ti	ime Vbin	Mean	Vpp]PSL]PSL%]SL1]SL1%]SL2]SL2%													
		- 1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
		-			١								10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	26 25	1	14 13	0	1	1	1	0	0	0	8	000				5	5	9	2	- 2	2		1	0	0	0	32.8 36.3	40.5	5	19.2 32	3	11.5	1	3.8
0100 0200	25 25	2	13	0	- 4	Ü	U	U	- 4	- :		020					4	40	4	- 4	3	- 1	0	U	U	0	35.4	44.1 42.1	0	24	3	12		4
0300	33	0	10	0		U		U	- 1	- 1	4	020					- 2	12	4	4			0	U		U	34.9			21.2		0.4		0
0400	62	- 2	56	0	3	Ü	- 1	U		- :	,	040						47	22	40	2	2	0	U	U	0	36.8	42.9 41.4	18	21.2	3	9.1 1.6		3
0500	233	- 2	192	2	14	2	- 1	U	- 1	- 4	- 11	050		, ,			27	69	92	21	- 2	- 1	0	U		0	35.6	40.3	39	16.7		1.0	0	0
0600	379	7	301	2	36	2	2		- 4	15	12	060				17	63	140	110	35	,	ė	0			0	33.6	38.7	27	9.8	2	0.5	0	0
0700	906	10	774	7	60			0		13	22	070				40	205	413	198	41	- 1	0	- 1			0	32.3	36.5	42	4.7	- 1	0.3	- 1	0.1
0800	945	10	818	- 4	59	10	10		-	11	17	080				29	333	360	187	33	,	1	,			0	31.9	36.2	36	3.8	- 4	0.1	· ·	0.1
0900	465	4	365	2	45	5	10	0	6	- 11	17	090		, ,		8	101	187	131	30	8	'n	0	0	0	0	33.5	37.6	38	8.2	- 5	1.1	0	0
1000	341	- 1	234	ō	59	6	11	o o	2	12	16	100		1		16	68	129	93	28	4	2	n	ň	o o	ő	33.4	38.5	34	10	6	1.8	n n	n n
1100	354	- 1	246	1	48	6	10	0	- 5	12	25	110			. 1		75		92	35	- 5	0	0	ň	0	0	33.6	38.7	40	11.3	3	0.8	0	0
1200	341	,	262	,	45	4	8	o o	n n	6	12	120		, ,		18	52		97	27	10	2	n	ň	o o	ő	34	39.4	39	11.4	7	2.1	n n	n n
1300	359	1	266	2	43	8	7	ō	2	13	17	130			i	19	63		104	33	5	ō	ō	ō	ō	ō	33.8	39.1	38	10.6	3	0.8	ō	ō
1400	443	2	320	- 1	68	8	7	0	8	12	17	140) 1	9	23	73	149	138	42	7	1	0	0	0	0	33.5	38.9	50	11.3	5	1.1	0	o
1500	444	2	332	2	57	4	15	1	6	- 11	14	150	00			7	64	202	133	28	7	3	0	0	0	0	34.2	38.3	38	8.6	6	1.4	0	0
1600	471	- 1	379	2	54	3	3	2	5	10	12	160	00	1	9	27	69	182	139	35	6	2	1	0	0	0	33.6	38.7	44	9.3	7	1.5	3	0.6
1700	503	4	446	0	33	4	0	1	0	10	5	170	10) 1	4	. 9	53	161	198	55	16	5	1	0	0	0	35.4	40	77	15.3	18	3.6	1	0.2
1800	362	4	312	2	20	1	- 1	2	1	7	12	180	00	0 1	0	8	32	104	142	53	16	6	0	0	0	0	36.2	41.6	75	20.7	16	4.4	1	0.3
1900	224	2	199	0	6	0	- 1	0	0	3	13	190	00	1 (2	11	37	57	72	30	9	5	0	0	0	0	35.1	41.4	44	19.6	12	5.4	1	0.4
2000	155	2	122	0	4	1	- 1	1	1	4	19	200) (5	14	32	47	31	16	3	4	2	- 1	0	0	33.6	40.9	26	16.8	8	5.2	4	2.6
2100	96	4	77	- 1	- 1	0	0	0	0	2	11	210) 1	- 1	5	14	28	23	20	2	2	0	0	0	0	34.6	41.2	24	25	3	3.1	0	0
2200	87	6	68	0	2	0	0	0	0	3	8	220) 1	- 1	4	12	20	24	21	2	2	0	0	0	0	35.4	41.8	25	28.7	3	3.4	0	0
2300	41	0	30	0	3	0	0	0	- 1	1	6	230		1 (1 1	5	9	5	14	5	0	- 1	0	0	0	0	32.6	39.8	6	14.6	1	2.4	0	0
07-19	5934	41	4754	25	591	64	99	6	45	123	186	07-		9 7	29	213		2293	1652	440	87	22	3	0	0	0	33.5	38.3	552	9.3	78	1.3	6	0.1
06-22	6788	56	5453	29	638		103	7	47	147	241	06-		1 10	38		1334		1897	541	103	33	5	1	0	0	33.6	38.5	683	10.1	103	1.5	11	0.2
06-00	6916	62	5551	29	643		103	7	48	151	255	06-		2 11	40	269	1355		1935	567	105	36	5	1	0	0	33.6	38.7	714	10.3	107	1.5	11	0.2
00-00	7320	74	5862	31	664	71	107		53	159	292	nn.		3 11	40	286		2713	2067	627	122	41					33.7	38 9	797	10.9	125	17	14	0.2

Thursday, 30 March 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	JPSL]PSL%	JSL1]SL1%]SL2%
		- 1	2	3	4	5	6	7	8	9	10			40	10	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 60	60 70	70 80	80 90	90 100		85	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT
0000	26	_	14	_		_	احسا		_	_	9		0000	10	15	20	25	30	35	12	45	50	60	70	00	90	100	34	38.7	-	11.5	ACPU	3.8	DFI	DFI
0100	24	- 1	10		- 4			U	- 1	- 1	9		0100	0	0	- 1	- 4		4	12	2	2	U	0	U		U	30.2	36.2	3	8.3	,	3.0	0	0
0200	34		22						- 1	,	44		0200			- 1	7				2	0		0				32.8	39.8		14.7		5.9		0
0300	39	- 4	26		2				,	1	- 11		0300	1	Ċ	'n	-				7	2		0		0		33	40.5		23.1	- 4	2.6	0	0
0400	78	3	62	ň	1	0	1 1	0	0	3	8		3400	'n	0	0	4	8	12	38	12	2	2	0	0	0	0	36.4	41.2	16	20.5	2	2.6	1	1.3
0500	222	3	195	1	12	1	,	o o	n	2	6		0500	ő	n n	n	12	30	62	76	31	10	ñ	1	o o	o o	ň	35.3	40.9	42	18.9	9	4.1	- i	0.5
0600	375	5	300	1	32	2	4	1	2	4	24		0600	0	0	0	17	57	127	116	48	7	3	0	0	0	0	34.7	40	58	15.5	9	2.4	- 1	0.3
0700	956	22	801	7	77	4	8	2	6	10	19		0700	ō	5	24	84	190	420	200	31	2	ō	ō	ō	ō	ō	31.5	36.5	33	3.5	2	0.2	o o	0
0800	879	-4	774	2	55	4	10	- 1	2	14	13		0800	1	1	1	43	203	376	200	40	14	ō	ō	ō	ō	ō	32.7	37.1	54	6.1	8	0.9	ō	ō
0900	428	5	331	4	39	6	9	0	5	7	22		0900	0	0	2	24	64	137	149	46	4	2	0	0	0	0	34.2	39.4	52	12.1	4	0.9	0	0
1000	374	4	257	2	57	7	. 6	0	5	13	23	1	1000	0	6	3	18	78	121	109	30	7	1	0	1	0	0	33.3	38.7	39	10.4	6	1.6	1	0.3
1100	328	6	238	0	48	5	7	0	3	10	11	1	1100	1	3	0	24	52	134	82	25	5	2	0	0	0	0	33.2	38.9	32	9.8	3	0.9	2	0.6
1200	365	10	254	1	46	7	8	0	5	14	20		1200	1	2	6	12	65	135	101	33	4	2	1	0	3	0	33.8	38.9	43	11.8	9	2.5	4	1.1
1300	406	2	311	1	58	1	8	0	2	9	14		1300	0	2	5	18	56	133	125	51	13	- 1	1	0	0	0	34.6	40.3	67	16.5	13	3.2	2	0.5
1400	432	4	308	2	62	7	4	0	7	16	22	1	1400	0	0	0	16	71	182	119	34	8	2	0	0	0	0	33.9	38.5	44	10.2	7	1.6	0	0
1500	489	3	377	3	72	1	5	1	6	12	9		1500	2	0	- 1	7	78	179	175	38	7	- 1	1	0	0	0	34.1	38.5	47	9.6	6	1.2	1	0.2
1600	486	8	403	2	44	3	7	0	3	8	8		1600	2	1	6	10	70	178	158	49	11	1	0	0	0	0	34.3	39.1	61	12.6	8	1.6	0	. 0
1700	508	5	463	0	24	3	2	2	0	7	2		1700	0	5	- 1	13	49	162	185	73	16	4	0	0	0	0	35.5	40.5	93	18.3	13	2.6	2	0.4
1800	378	8	329	0	18	1	0	0	- 1	5	16		1800	0	- 1	6	12	49	113	132	56	. 7	2	0	0	0	0	34.8	40.3	65	17.2	8	2.1	0	. 0
1900	229	5	203	1	9	0		0	0	2	9		1900	0	0	2	1	24	54	80	48	14	4	2	0	0	0	36.8	42.1	68	29.7	16	. 7	2	0.9
2000	128	3	103	0	3	U	. 2	0	0	5	12		2000	0	0	0	. 5	18	38 42	42	17	5	3	0	0	0	0	35.4	40.7	25	19.5	8	6.3	1	0.8
2100 2200	123 96	2	110 79	0	3	U		0	0	- 1	- 4		2100 2200	0	0	0	15 12	11 13	42 26	41 28	12	1	1	0	0	0	0	33.8 34.2	38.7 40.3	14 16	11.4 16.7	2	1.6 5.2	0	0
2300	36		27		2			U		- 1	- 11		2300	U	0		12	13	20	45	9		U		U			36.5	41.6	10	25		5.6		1
07-19	6029	81	4846	24	600	49	74		45	125	179		2300 07-19	7	26	55	281	1025	2270	1735	506	98	18	2	- 4	2		33.6	38.7	630	10.4	87	1.4	12	0.2
06-22	6884	96	5562	24	647	49 51		7	45	125	231		06-22	7	26	57	319	1135	2531	2014	631	125	29	5	1	3	0	33.8	38.9	795	11.5	122	1.4	16	0.2
06-00	7016	98	5668	26		52		,	48	139	246		06-00	- '-	26	58	333	1154	2561	2014	646	134	29		- 1	2	0	33.8	38.9	820	11.7	129	1.8	17	0.2
00-00	7439	106	5997	27	670	53		7	50	146	295		00-00	,	27	60	364	1217	2664	2202	702	152	31	7	- 1	2	0	33.9	39.1	897	12.1	144	1.9	19	0.2
00-00	1439	106	3997	21	6/0	- 53	00	- /	50	146	295		00-00		21	60	364	1217	2004	2202	702	152	31	- /	- 1	3	U	33.9	38.1	997	12.1	144	1.9	19	0.3

Friday, 31 March 2017

· · · · · · · · · · · · · · · · · · ·	0.1																																	
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cis	Cls	CIs	Fix1 Ti	me Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL	JPSL%]SL1]SL1%]SL2]SL2%
		1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
													10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	30	0	20	0	3	0	0	. 0	2	1	4	000			. 0	0	4	13	9	3	0	1	0	0	0	0	34.2	39.1	4	13.3	1	3.3	0	0
0100	30	0	23	0	2	0	0	. 0	0	0	5	010) (1	4	2	8	7	6	2	0	0	0	0	0	34.5	41.6	8	26.7	2	6.7	0	0
0200	30	- 1	21	0	0	0	0	. 0	0	0	8	020) (. 0	3	- 11	9	- 1	4	- 1	- 1	0	0	0	0	32.6	42.3	6	20	- 1	3.3	1	3.3
0300	34	- 1	24	0	- 1	- 1	- 1	0	0	- 1	5	030		1 (. 0	- 1	- 6	12	. 6	5	3	0	0	0	0	0	34.4	41.2	8	23.5	3	8.8	0	0
0400	67	3	56	0	3	0	. 0	. 0	- 1	1	3	040) 1	. 1	1	11	19	20	6	6	2	0	0	0	0	35.4	41.8	14	20.9	7	10.4	1	1.5
0500	211	3	187	0		1	2		1	3		050		1 (27	61	76	29		3	0	0	0	0	35.3	40.7	39	18.5	8	3.8	0	0
0600	369		313	2	28		. 5		2	2	10				. 1	- 2	48	129	124	56	. 6	2	0	0	0	0	35.2	40.7	64	17.3		1.9	1	0.3
0700 0800	814 844	15	703 731	6	60 60	4	. 5	1	1	8	11	070 080			12	21 51	122 167	294 373	298	55	12 11	3	0	0	0	0	34 32.5	38.5 37.4	70 58	8.6 6.9		0.9	1	0.1
0900	446	0	372	4	38	- 4			3	10 15	19	090		0 11		10	58	141	182 156	45 48	- 11	- 4	0	U	0	U	32.5	39.4	60	13.5	11	1.3	0	0
1000	362		265	- 1	49					10	16				. 10	47	73	148	81	33		,					32.7	38.3	36	9.9		0.6		0
1100	302	2	247		49	10		1	- 2	0 7	12				. 4	10	47	125	101	43	3	2	0	U	0	U	34.5	30.3 40	52	15.4	- 2	2.1	0	0
1200	387	3	283	2	57	4	5		3	8	22	120		1		8	54	146	128	38	12	ñ	0	0	0	0	34.5	39.6	50	12.9	6	1.6	0	0
1300	422	1	342	ñ	41	7	5	ň	6	11	9	130				14	53	139	157	44	12	2	n	1	o o	o o	35	39.6	59	14	7	1.7	1	0.2
1400	518	- 1	398	4	70		. 7		3	13	12	140		1 6	1	21	94	188	160	42		2	0	n	0	ñ	33.9	38.5	53	10.2	- 5	- 1	'n	
1500	492	,	400	- 1	54	8	3	1	3	10	10				1	5	62	183	171	58	11	ñ	1	ň	o o	o o	35.1	39.8	70	14.2	10	,	1	0.2
1600	499	7	414	3	52	5	4	Ó	2	6	6	160		1 1	4	25	46	114	190	97	18	3	Ó	ō	ō	ō	35.7	41.4	118	23.6	14	2.8	ò	0
1700	435	4	384	2	26	5	2	1	3	4	4	170	0 (0 2	. 0	9	22	95	180	101	22	4	0	0	0	0	37.4	42.1	127	29.2	20	4.6	1	0.2
1800	314	3	278	2	12	0	1	1	2	6	9	180	0 0	0 0	1 1	10	30	71	101	76	16	9	0	0	0	0	37.2	42.9	101	32.2	22	7	5	1.6
1900	222	2	193	0	7	0	- 1	0	0	7	12	190	0 (1	4	20	72	79	33	5	7	1	0	0	0	36.2	40.9	46	20.7	11	5	3	1.4
2000	169	1	145	- 1	8	1	2	. 0	1	3	7	200		0 1	0	7	27	45	50	28	6	5	0	0	0	0	35.3	41.4	39	23.1	9	5.3	1	0.6
2100	106	3	91	0	3	0	0	0	0	0	9	210) (1 1	2	13	19	38	19	13	0	- 1	0	0	0	37.1	43.4	33	31.1	10	9.4	1	0.9
2200	88	1	76	0	2	0	0	0	0	2	7	220) (1 1	16	5	20	26	18	2	0	0	0	0	0	34.3	41.4	20	22.7	2	2.3	0	0
2300	52	1	45	0	4	0	0	. 0	0	- 1	- 1	230) (. 0	0	4	17	13	9	5	3	1	0	0	0	38.6	45.6	18	34.6	8	15.4	2	3.8
07-19	5870	53	4817	26	567	59	61	8	37	106	136			3 22		201	828	2017	1905	680	144	28	- 1	1	0	0	34.5	39.8	854	14.5	120	2	9	0.2
06-22	6736	66	5559	29	613	60	69	8	40	118	174			3 24		216	936		2196	816	174	42	3	1	0	0	34.7	40	1036	15.4	157	2.3	15	0.2
06-00	6876	68	5680	29	619	60	69	8	40	121	182	06-0		3 24		232	945		2235	843	181	45	4	1	0	0	34.7	40	1074	15.6	167	2.4	17	0.2
00-00	7278	76	6011	29	635	62	72	8	44	127	214	00-	10 :	5 25	46	248	1006	2441	2354	896	200	52	4	1	0	0	34.7	40	1153	15.8	189	2.6	19	0.3

Saturday.		

Time	Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40]PSL% 40]SL1 46]SL1% 46	55]SL2% 55
						_		_	L .					10	15	20	25	30	35 16	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	49 20	0	38 16	U		U	2	0		1	8		0000	0	0	0	- 1	6	16	20	4	1	1	0	0	0	0	35.3 36.4	39.6 42.1	6	12.2	1	45	0	U
		- 1						0							U		- 1	4	. 4				3	U			U			- 4		3	15	- 1	
0200 0300	38 29	0	30 24	U	1 1	U		0			6		0200	0	0	0	0	6	14	13	10	2	0	2	0	0	0	37.6 35.9	43.8 41.6	14	36.8 24.1	4	10.5	2	5.3
0400	36		30		' '			U) 1	2		0400	,	0	0	2	0	10	13	4	- 4	,	0	U		U	34.3	39.6	,	11.1	3	10.3	0	
0500	118	4	104	·							- 4		0500				1		33	47	21		1			0		37.2	41.8	29	24.6	7	5.9	1	0.0
0600	168		142			1	1	0		, ,	2		0600		2	2	- 4	21	53	41	36	7		- 1	0			35.9	42.1	47	24.0	,	5.4	2	1.0
0700	190		151		21	,					9		0700		2	1	ė	16		68	48	12	1			0		36.7	42.9	61	32.1		4.2	0	1.0
0800	280	4	242	- 3	18	2	4	0	- 1	, ,	2		0800	0	3	3	11	16		113	41	10	5	0	0	0	0	35.9	40.7	56	20		3.2	0	0
0900	281	3	249	2	11	ñ	2	ő		3	10		0900	ň	4	1		28	79	100	53	11	ñ	n	ñ	o o	ň	35.6	41.4	64	22.8	9	3.2	n n	n
1000	391	4	351	9	21	3	2	1		1 1	4		1000	n	3	,	11	32	116	149	62	- 11	5	0	0	n	n	35.7	41.2	78	19.9	13	3.3	0	0
1100	401	7	359	1	18	0	1	- 1	Ċ	. 4	10		1100	1	1	1	12	37	120	153	60	10	3	3	ñ	o o	ň	35.7	40.7	76	19	10	2.5	3	0.7
1200	342	5	302	- 1	18	2	- 4	Ó		5	5		1200	ò	2	3	4	33	93	112	67	25	3	ō	ō	ō	ō	36.5	42.5	95	27.8	19	5.6	ō	0
1300	291	5	261	5	11	0	o	ō	- 1	1 3	5		1300	ō	0	ō	16	23	56	105	59	21	10	1	ō	ō	ō	37.2	42.9	91	31.3	27	9.3	1	0.3
1400	273	4	249	3	7	2	3	- 1	1	1 0	3		1400	0	0	0	6	15	64	101	64	17	4	2	0	0	0	37.6	43.2	87	31.9	19	7	5	1.8
1500	239	2	220	1	9	1	ō	ó	Ċ	2	4		1500	ō	ō	ō	7	13	56	92	62	5	2	1	ō	1	ō	37.2	42.1	71	29.7	8	3.3	2	0.8
1600	281	- 1	256	0	18	1	0	0) 2	3		1600	0	0	0	10	6	70	101	72	18	2	1	1	0	0	37.8	42.9	94	33.5	15	5.3	2	0.7
1700	321	- 1	304	2	. 8	1	0	0) 2	3		1700	0	0	2	5	16	62	149	63	15	9	0	0	0	0	37.6	42.1	87	27.1	21	6.5	3	0.9
1800	241	2	232	0	1	1	1	0) 2	2		1800	0	0	- 1	- 1	16	44	102	56	14	5	2	0	0	0	38.1	43.2	77	32	18	7.5	3	1.2
1900	153	3	140	0	5	0	0	0) 2	3		1900	0	0	- 1	3	- 11	25	64	35	12	2	0	0	0	0	37.7	42.7	49	32	11	7.2	0	0
2000	112	0	108	0	3	0	0	0) 1	0		2000	0	0	0	2	15	32	34	25	4	0	0	0	0	0	36.1	41.6	29	25.9	4	3.6	0	0
2100	109	- 1	103	0	5	0	0	0		0	0		2100	0	0	- 1	3	12	30	37	21	5	0	0	0	0	0	36.2	41.8	26	23.9	3	2.8	0	0
2200	72	2	68	0	1 1	0	- 1	0		0 0	0		2200	0	0	0	- 1	5	19	24	13	8	- 1	- 1	0	0	0	37.8	44.1	23	31.9	9	12.5	2	2.8
2300	59	2	54	0	0	0	0	0) 2	- 1		2300	0	0	0	4	4	22	13	12	3	- 1	0	0	0	0	35.8	42.7	16	27.1	2	3.4	0	0
07-19	3531	44	3176	21	161	15	18	3		5 31	57		07-19	1	16	14	94	251	873	1345	707	169	49	10	1	1	0	36.7	42.1	937	26.5	176	5	19	0.5
06-22	4073	56	3669	21	183	16		3	- 6	37	63		06-22	1	18	19	103	310		1521	824	197	54	11	1	1	0	36.7	42.1	1088	26.7	203	5	22	0.5
06-00	4204	60	3791	21	184	16	20	3	•	39	64		06-00	1	18	19	108	319		1558	849	208	56	12	1	1	0	36.7	42.1	1127	26.8	214	5.1	24	0.6
00-00	4494	66	4033	22	195	16	24	3	8	3 42	85		00-00	2	18	19	113	354	1139	1658	892	221	62	14	1	1	0	36.7	42.1	1191	26.5	232	5.2	28	0.6

Sunday, 02 April 2017

Time	Total	CIs 1	Cls 2	Cls 3	CIs 4	Cls 5	CIs 6	CIs 7	CIs 8	Cls 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1 46]SL1% 46]SL2 55]SL2% 55
				-		-			_	_				10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	35	- 1	34	0	0		0	0	0	0	0		0000	0	0	- 0	0	2	12	12	8	- 1	0	0	0	0	0	36.2	41.2	9	25.7	1	2.9	0	0
0100	19	0	18	0	- 1		. 0	0	0	0	0		0100	0	0	0	2	0	5	7	4	1	0	0	0	0	0	35.9	41.4	5	26.3	1	5.3	0	0
0200	27	2	24	ō	0	i	1	ō	ō	ō	ō		200	- 1	ō	ō	2	3	7	8	4	2	ō	ō	ō	ō	ō	34.5	40.7	6	22.2	ò	0	ō	ō
0300	16	ō	15	ō	ō	i	0	ō	ō	1	ō		0300	ó	ō	ō	ō	ō	10	6	ó	0	ō	ō	ō	ō	ō	35.1	38.3	ō	0	ō	ō	ō	ō
0400	12	ō	10	ō	ō	i	i õ	ō	- 1	1	ō		3400	ō	ō	ō	ō	2	5	1	4	ō	ō	ō	ō	ō	ō	35.6	41.4	4	33.3	ō	ō	ō	ō
0500	58	0	54	0	3		. 0	0	0	1	0		0500	0	0	0	1	3	16	14	15	6	3	0	0	0	0	38.6	44.1	24	414	9	15.5	1	1.7
0600	74	2	66	ō	5	i	i õ	ō	ō	ó	- 1		0600	ō	ō	2	2	5	14	23	18	6	4	ō	ō	ō	ō	37.5	43.2	28	37.8	8	10.8	ó	0
0700	89	3	80	0	2		2	0	0	1	- 1		0700	Ó	0	2	4	7	11	34	17	13	1	0	0	0	Ó	37.9	45.2	31	34.8	11	12.4	1	1.1
0800	90	5	76	1	6		0	0	0	2	0		0800	Ó	- 1	2	2	3	16	22	32	9	3	0	0	0	Ó	38.4	44.3	44	48.9	8	8.9	0	0
0900	169	14	142	2	2		2	0	0	2	5		0900	0	4	7	4	17	22	58	43	8	5	1	0	0	0	36.4	42.7	57	33.7	10	5.9	2	1.2
1000	233	12	206	0	9		2	0	0	0	4		1000	Ó	2	5	12	14	39	83	58	12	8	0	0	0	Ó	37	43.2	78	33.5	15	6.4	- 1	0.4
1100	261	10	235	3	6	1	0	0	2	1	3		1100	0	- 1	4	10	14	58	104	46	19	4	0	1	0	0	36.9	42.5	70	26.8	17	6.5	2	0.8
1200	233	8	211	0	5	(2	0	0	1	6		1200	0	- 1	3	1	14	32	105	58	13	6	0	0	0	0	37.7	42.3	77	33	14	6	0	0
1300	250	9	226	1	4		1	0	0	5	4		1300	0	0	1	1	22	40	99	55	22	7	0	3	0	0	38.6	44.5	87	34.8	27	10.8	4	1.6
1400	251	9	220	- 1	10	1	3	0	0	3	4		1400	0	- 1	0	2	7	54	107	64	14	2	0	0	0	0	37.7	42.1	80	31.9	13	5.2	0	0
1500	200	5	181	0	8	(0	1	0	1	4		1500	0	0	0	5	15	36	75	47	18	3	0	1	0	0	37.9	43.4	69	34.5	16	8	2	1
1600	254	9	229	0	11		0	0	- 1	3	1		1600	0	- 1	2	1	5	60	100	58	21	5	- 1	0	0	0	38.3	43.6	85	33.5	21	8.3	2	0.8
1700	242	9	217	0	3	(1 1	0	0	5	7		1700	0	- 1	2	8	7	41	97	58	19	8	0	- 1	0	0	38.4	44.1	86	35.5	22	9.1	3	1.2
1800	191	0	179	0	6		1	0	0	0	5		1800	0	0	0	6	16	35	81	37	12	4	0	0	0	0	37.2	42.7	53	27.7	16	8.4	2	1
1900	139	1	126	- 1	3	(0	0	2	2	4		1900	0	0	0	10	17	34	48	18	9	2	- 1	0	0	0	35.6	41.6	30	21.6	7	5	2	1.4
2000	118	0	109	0	3	(0	0	0	3	3		2000	0	0	0	4	10	30	35	32	4	2	- 1	0	0	0	36.8	41.6	39	33.1	6	5.1	1	0.8
2100	68	1	61	- 1	2	0	0	0	0	0	3		2100	0	0	0	1	8	15	24	12	4	4	0	0	0	0	37.5	42.7	20	29.4	8	11.8	2	2.9
2200	43	1	37	0	- 1	(0	0	0	1	3		2200	0	0	0	3	4	10	16	8	2	0	0	0	0	0	35.9	40.7	10	23.3	1	2.3	0	0
2300	29	0	23	0	1		0	0	0	0	5		2300	0	0	0	2	4	4	11	4	- 1	3	0	0	0	0	36.5	44.5	8	27.6	4	13.8	0	0
07-19	2463	93	2202	8	72	- 2	14	1	3	24	44		07-19	0	12	28	56	141	444	965	573	180	56	2	6	0	0	37.7	43.2	817	33.2	190	7.7	19	0.8
06-22	2862	97	2564	10	85	- 2	14	1	5	29	55		06-22	0	12	30	73	181	537	1095	653	203	68	4	6	0	0	37.5	42.9	934	32.6	219	7.7	24	0.8
06-00	2934	98	2624	10	87	- 2	14	1	5	30	63		06-00	0	12	30	78	189	551	1122	665	206	71	4	6	0	0	37.5	42.9	952	32.4	224	7.6	24	0.8
00-00	3101	101	2779	10	91	- 2	15	1	6	33	63		00-00	1	12	30	83	199	606	1170	700	216	74	4	6	0	0	37.5	42.9	1000	32.2	235	7.6	25	0.8

Monday, 03 April 2017

Time	Total	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	CIs	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL]PSL%]SL1%]SL2]SL2%
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	18	- 1	15	0	- 1	0	0	0	0	0	- 1		0000	0	0	0	0	- 1	4	10	- 1	2	0	0	0	0	0	36.9	39.1	3	16.7	2	11.1	0	. 0
0100	18	2	14	0	- 1	9	. 0	0	0	0	1		0100	0	0	0	0	0	5	5	5	2	0	1	0	0	0	40.3	44.5	8	44.4	3	16.7	- 1	5.6
0200	18	0	15	0	1		1	0	0	1	0		0200	0	0	U	1	0	2	8	. 6	1	0	0	0	0	0	39.1	43.4		38.9	1	5.6	0	- 0
0300	37	- 2	30	0	2		2	0	0	0	1		0300	0	0	U	0	1	31	9	11	.5	1	2	0	0	0	40.5	46.5	19	51.4		18.9	2	5.4
0400	84	- 1	78	0	- 2			0	0	1	2		0400	0	U	U	0	3		26	12	10	2	0	0	0	0	37.6	44.3		28.6	5	. 6	0	. 0
0500	243	. 5	221	- 1	12	- 2	1	0	0	0	. 1		0500	0	0	0	.7	27	74	82	43	5	5	0	0	0	0	36	41.4	53	21.8	7	2.9	- 1	0.4
0600	390	12	329	0	30		. 2	0	0	1	10		0600	0	3	. 6	10	60	136	121	43	9	2	0	0	0	0	34.2	39.6	54	13.8	6	1.5	0	. 0
0700 0800	871 743	16	762 639	2	65 55	2	10	1	2	2	15 14		0700 0800	0	8	11	35 20	206 138	335 238	237 269	30 70	6	3	0	0	0	0	32.4	37.1 38.9	39	4.5 10.1	8	0.9	- 1	0.1
		3			54		10							U	U	3					40	4	- 1		U		U	34		75			0.1		0.1
0900 1000	431 356	2	332 246	1	54 56			1	3	8	16 22		1000	0	0	0	14 29	75 49	158 118	127 116	40 32	15	2	0	0	0	0	34.4	39.6 39.1	57 40	13.2 11.2	13	4.7	1	0.2
1100	370	- 2	246	2	45		9		4	9	20		1100	U	U	4	29	49	158	110	43			0	U	U	U	34.5	39.1	40	13	0	0.5		0
1200	382	9	273	1	45 55		. 4		5	14	19		1200	Ü	U	0	10	82	130	114	38	4	- 4	0	U		U	33.9	38.7	46	12	2	1.0	1	0.3
1300	416	5	332		43					14	45		1300				18	51	137	126	60	18	*					35.3	40.7	83	20	40	3.8		0.0
1400	414	5	321	- 4	43 51			- 1	4	14	15		1400	Ü	U		10	60	130	133	69	8	2	0	U		U	35.2	40.7	80	19.3	10	1.9	0	0
1500	415	,	321	ċ	47			2	- 4	14	16		1500	1	- 1		- 10	51	143	145	55	12	2					35.3	40.7	69	16.6	7	1.0	- 1	0.2
1600	488	3	383	3	63			ñ	2	8	11		1600	'n	- 1	2	6	56	149	181	77	15	0	0	0	0	1	35.8	40.7	93	19.1	11	2.3	- 1	0.2
1700	513		462	- 4	25		, ,		2	7			1700		- 4	-	7	40	127	207	96	26					ė	36.7	41.8	125	24.4	18	3.5	·	0.2
1800	354	4	324	- 1	10	·	1 1	0	3	á	7		1800	ň	'n	1	6	35	89	136	66	15	5	0	0	1	0	36.8	41.8	87	24.6	16	4.5	3	0.8
1900	206	4	176	'n		č	. ;	ň	1	7	10		1900	ň	1	,	3	29	44	74	40	9	2	2	ň	'n	ň	36.3	41.8	53	25.7	13	6.3	3	1.5
2000	165	0	146	o o	7	2	ī	ň	'n	2	7		2000	ň	'n	ō	7	29	51	44	18	10	6	ō	ň	o o	o o	35.4	42.7	34	20.6	10	6.1	1	0.6
2100	114	2	102	- 1	0	-		0	0	0			2100	ň	n n		10	19	32	36	12	2	3	n n	0		n	34.1	39.1	17	14.9	4	3.5	'n	0
2200	83	ñ	69	i	1	1	, ,	ň	1	1	8		2200	ň	o o	0	8	17	24	18	11	3	1	1	ň	o o	o o	34.4	41.6	16	19.3	5	6	2	2.4
2300	40	- 1	28	0	4	- 1	1	ō	0	Ó	5		2300	ō	ō	ō	3	10	- 5	10	9	2	- 1	0	ō	0	ō	35.1	42.5	12	30	3	7.5	0	0
07-19	5753	58	4672	16	569	59	74	8	37	94	166		07-19	1	11	29	168	889	1912	1901	676	133	31	ō	0	1	1	34.6	39.8	842	14.6	112	1.9	9	0.2
06-22	6628	76	5425	17	615	67	79	8	38	101	202		06-22	1	15	37	198	1026	2175	2176	789	163	44	2	0	1	1	34.7	39.8	1000	15.1	145	2.2	13	0.2
06-00	6751	77	5522	17	620	69	82	8	39	102	215		06-00	1	15	37	209	1053	2204	2204	809	168	46	3	0	1	1	34.7	40	1028	15.2	153	2.3	15	0.2
00-00	7169	88	5895	18	639	71	86	8	39	104	221		00-00	1	15	37	217	1085	2328	2344	887	193	54	6	0	1	1	34.8	40	1142	15.9	178	2.5	19	0.3

Tuesday, 04	April 2017

Tues	day, 04	April 20	17																																	
Tim	e Tot	I Cis		Cls 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	IPSL 40	IPSL% 40	JSL1 46 ACPO]SL1% 46 ACPO	JSL2 55 DFT]SL2% 55 DFT
0000		25	n	20	0	- 1		1 2	-	0	0	2		0000	10	15	20	25	30	10	40 6	45	50	60	70	80	90	100	37.1	40.5	8	32	ACPO	ACPO	DFI	DFI
0100		24	ŏ	19	ŏ	- i	ò	1	ő	1	1	ī		0100	ő	ő	ő	i	3	10	5	5	ő	ő	ò	ŏ	ő	ő	34.3	40.9	5	20.8	ò	ō	i	ō
0200		35	0	25	0	2	-	1 1	o	0	0	6		0200	0	0	- 1	1	6	7	- 11	7	2	0	0	0	0	0	35.4	40.3	9	25.7	1	2.9	0	0
0300		40	1	33	0	- 1	1	1 1	0	0	0	3		0300	- 1	0	0	0	5	15	17	2	0	0	0	0	0	0	34.3	38.5	2	5	0	0	0	0
0400		81	0	72	1	2	0) 1	0	0	0	5		0400	0	0	0	3	16	25	18	16	3	0	0	0	0	0	34.6	41.6	19	23.5	- 1	1.2	0	0
0500		53	5	218	1	12		1 1	0	- 1	5	9		0500	0	- 1	2	7	38	97	81	22	5	0	0	0	0	0	34	38.7	27	10.7	4	1.6	0	0
0600				313	0	29) 6	0	0	4	7		0600	0	3	0	10	51	152	110	40	3	2	- 1	0	0	0	34.3	39.6	46	12.4	5	1.3	- 1	0.3
0700			11	767	3	70	- 2	2 6	2	2	3	12		0700	0	- 1	3	45	230	384	175	36	4	0	0	0	0	0	32	36.5	40	4.6	2	0.2	0	0
0800		43	1	665	1	44	- 1	. 8	1	2	. 3	11		0800	0	- 1	2	13	130	321	225	42	8	1	0	0	0	0	33.6	37.6	51	6.9	6	0.8	0	0
0900		34		342	2	46		. 5	1	6	14	14		0900		1	3	16	70	135	151	45	10	3	0	0	0	0	34.4	39.6	58	13.4	,	1.6	0	0
1000		89 56		274 257	3	64 51		. /	U	1	11	23 15		1000	1	1	2	11	99 63	151 118	90 117	30 37	3 12	- 1	0	0	0	0	32.8 34.6	37.6 39.4	34 50	8.7 14	10	0.5 2.8	0	Ü
1200		46	5	262	4	44				,	15	15		1200	U	0	4	0 7	59	127	94	44	11		0	U		Ü	34.4	39.4 40	55	15.9	6	1.7	0	0
1300		38	4	331	1	57			1	4		18		1300	0	0	0	21	72	174	119	36	- 11	5	0	ň	0	0	34.1	39.1	52	11.9	13	3	0	0
1400		17	3	295	'n	65			- 1	7	7	24		1400	0	1	0		56	151	144	41	17	2	0	n	0	0	35.1	39.8	60	14.4	15	3.6	0	0
1500		34	4	316	4	60	ē	3 6	1	6	- 11	18		1500	ō	ó	ī	3	85	129	148	51	14	1	ō	ō	2	ō	35	40.3	68	15.7	13	3	3	0.7
1600		16	6	349	- 1	40	i	. 4	1	2	7	6		1600	1	ō	3	8	42	135	128	69	15	13	ī	ō	ō	1	36.4	42.5	99	23.8	27	6.5	5	1.2
1700	5	18	4	475	3	20		3 0	0	0	3	10		1700	0	2	2	15	58	163	185	74	17	2	0	0	0	0	35.4	40.3	93	18	12	2.3	0	0
1800	3	51	3	307	3	19) 1	0	1	5	12		1800	0	1	5	11	33	103	133	47	12	6	0	0	0	0	35.5	40.5	65	18.5	16	4.6	1	0.3
1900		04	1	184	3	9	0	0	0	0	2	5		1900	0	0	2	5	12	42	80	43	14	6	0	0	0	0	37.3	42.7	63	30.9	15	7.4	2	1
2000		57	1	129	0	7	0) 1	0	- 1	3	15		2000	0	0	- 1	11	29	47	43	15	10	1	0	0	0	0	34.3	40.3	26	16.6	9	5.7	0	0
2100		07	1	93	0	3	1	1 0	0	0	- 1	8		2100	- 1	0	0	5	16	31	39	13	1	1	0	0	0	0	34.2	39.6	15	14	2	1.9	0	0
2200		79	1	66	0	0	() 1	0	0	2	9		2200	0	0	0	11	12	25	15	12	2	2	0	0	0	0	33.7	40.5	16	20.3	4	5.1	0	. 0
2300	57	32	0	26 4640	0	2		1 1		0	96	2		2300	0	0	0	5	3	3	13	- 4	0	3	1	. 0	0	0	36.6 34.2	43.4 39.4	8	25	4	12.5	3	9.4
07-19					25	580	45		8	40		178		07-19	2	8	25	163	997	2091	1709	552	134	35		0	2	- 1			725	12.7	129	2.3	9	0.2
06-22	65			5359 5451	28 28	628 630	46		8	41	106 108	213 224		06-22 06-00	3	11	28 28	194 210	1105 1120	2363 2391	1981	663 679	162 164	45 50	2	0	2	1	34.3	39.4 39.6	875 899	13.3	160 168	2.4	12 15	0.2
00-00				5838	30	649	50			42	114	250		00-00	4	12	31	223	1188	2555	2147	738	174	50			2	- 1	34.3	39.6	969	13.6	175	2.5	16	0.2
	al Day (,,	5050	30	043		, ,-	•	45	114	230		00-00	_	12	31	223	1100	2000	2147	730		30			-		34.3	33.0	303	13.0	175	2.5	10	0.2
Time	e Tot	el Cis		Cls	Cls	Cls	Cls	Cls	Cls	Cls	CIs	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL	JPSL%]SL1]SL1%]SL2]SL2%
		- 1		2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
															10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000		30	0	22	0	- 1	(0		0	5		0000	0	0	0	1	3	10	10	4	- 1	0	0		0	0	35.2	40.5	5	18.2	- 1	4.8	0	1

Time	e Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	Cls 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	30	0	22	0	- 1	0	- 1		0	0	5	0	000	0	0	0	- 1	3	10	10	4	- 1	0	0	0	0	0	35.2	40.5	5	18.2	- 1	4.8	0	- 1
0100	23	1	16	0	- 1	0	0		- 1	0	3	0	100	0	0	0	2	3	6	5	4	1	1	0	0	0	0	35.2	42.1	6	25	2	7.5	0	1.9
0200	30	0	22	0	- 1	Ó	1		0	o.	5		200	Ó	0	0	2	5	9	6	5	2	0	0	0	0	Ó	35.2	42.3	8	25.6	1	4.8	0	1.4
0300	33	1	24	0	1	0	1		0	1	3	0	300	1	0	0	1	5	9	10	5	2	1	0	0	0	0	35.4	41.6	7	22.8	2	7.5	0	1.3
0400	60	1	52	0	- 1	0	0	0	0	1	3	0	400	0	0	0	1	7	18	19	10	3	1	0	0	0	0	36	41.8	14	23.6	2	3.8	0	0.5
0500	191	4	167	- 1	10	1	- 1		0	2	5	0	500	0	0	0	6	23	59	67	27	7	2	0	0	0	0	35.5	40.5	36	18.9	7	3.8	- 1	0.3
0600	304	8	252	1	24	2	3		1	4	10		600	0	2	2	8	44	107	93	39	6	2	0	0	0	0	34.6	40	48	15.7	7	2.2	1	0.3
0700	672	13	577	4	51	3	5	1	2	5	12	0	700	0	3	8	34	139	270	173	37	7	1	0	0	0	0	32.7	37.4	45	6.7	6	0.8	- 1	0.1
0800	646	4	564	2	42	4	8	1	3	7	11	0	800	0	- 1	3	24	141	252	171	43	8	2	0	0	0	0	33.2	38	53	8.3	6	1	0	0
0900	379	5	305	2	34	3	6	0	3	9	13	0	900	0	3	3	12	59	123	125	44	10	2	0	0	0	0	34.4	39.8	55	14.5	8	2.1	0	0.1
1000	349	4	262	2	45	5	7	0	2	8	15		000	0	2	3	16	59	117	103	39	7	3	0	0	0	0	33.9	39.6	48	13.9	7	2	0	0.1
1100	344	5	266	- 1	38	4	- 4	0	4	8	14		100	0	- 1	1	12	48	121	108	41	9	2	0	0	0	0	34.7	40	53	15.3	7	2.2	- 1	0.3
1200	342	5	264	2	39	4	- 5	0	- 1	8	14		200	0	- 1	2	9	51	114	107	44	11	2	0	0	0	0	34.8	40.5	58	16.9	10	2.8	- 1	0.2
1300	369	4	296	2	37	4	- 5	0	2	8	12		300	0	0	1	15	49	116	119	48	15	4	0	- 1	0	0	35.3	40.7	68	18.5	15	4.1	- 1	0.3
1400	393	3	302	2	48	5	6	1	4	9	13		400	0	0	2	12	54	131	129	51	11	2	0	0	0	0	34.9	40.3	65	16.5	10	2.6	- 1	0.2
1500	388	3	307	2	44	4	- 5	1	4	7	11		500	0	0	0	6	53	133	134	48	11	2	0	0	0	0	35.2	40	62	15.9	9	2.4	- 1	0.4
1600	414	5	345	2	40	3	3	0	2	6	7		600	- 1	- 1	4	12	42	127	142	65	15	4	1	0	0	0	35.7	41.2	85	20.5	15	3.6	2	0.4
1700	434	5	393	- 1	20	2	- 1	1	1	5	5		700	0	2	2	9	35	116	172	74	19	5	0	0	0	0	36.4	41.4	98	22.6	18	4.1	- 1	0.3
1800	313	3	280	- 1	12	0	- 1	0	- 1	4	9		800	0	0	2	8	30	80	118	56	13	5	0	0	0	0	36.4	41.8	75	23.9	16	5.1	2	0.7
1900	197	3	174	- 1	7	0	- 1		. 0	3	8		900	0	0	1	5	21	47	71	35	10	4	- 1	0	0	0	36.4	42.1	50	25.6	12	6.2	2	0.9
2000	143	- 1	123	0	5	- 1	- 1		. 0	3	9		000	0	0	- 1	7	23	41	40	22	6	3	0	0	0	0	35.1	41.6	31	21.7	8	5.4	- 1	0.8
2100	103	2	91	0	2	0	0	0	- 0	- 1	7		100	0	0	0	6	13	28	34	16	4	2	0	0	0	0	35.2	40.9	21	20.6	5	4.4	0	0.4
2200	78	2	66	0	- 1	0	- 1		. 0	1	7		200	0	0	0	8	10	21	22	13	4	- 1	0	0	0	0	35	41.8	18	23	4	5.3	- 1	0.9
2300	41	1	33	0	2	- 0	0		- 0	1	3		300	0	0	- 0	3	6	9	13	7	2	2	0	0	0	0	36	43.2	- 11	26.6	3	8.3	- 1	1.7
07-19	5043	60	4158	21	449	42	57	- 6	30	86	135		7-19	2	15	31	168	760	1700	1602	591	135	34	3	1	- 1	0	34.6	40	765	15.2	127	2.5	12	0.2
06-22	5790	73	4799	23	487	44	61	- 6	32	96	168		6-22	2	17	36	195	861	1924	1840	702	161	45	5	- 1	- 1	0	34.7	40	916	15.8	158	2.7	16	0.3
06-00	5910	76	4898	23	491	45	62		32	99	178		6-00	2	17	37	206	876	1953	1874	723	167	48	5	1	- 1	0	34.7	40	945	16	166	2.8	18	0.3
00-00	6276	83	5202	24	506	46	67		35	104	203		0.00		17	38		922	2064	1992	777	183	52					347	40.3	1021	163	183	29		0.3

Virtual Week (1)

	Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean]PSL%]SL1%]SL2]SL2%
			- 1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
															10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
N	ton	7169	88	5895	18	639	71	86	8	39	104	221		Mon	- 1	15	37	217	1085	2328	2344	887	193	54	6	0	- 1	1	34.8	40	1142	15.9	178	2.5	19	0.3
T	ue	7129	73	5838	30	649	50	74	8	43	114	250		Tue	4	12	31	223	1188	2555	2147	738	174	50	4	0	2	1	34.3	39.6	969	13.6	175	2.5	16	0.2
V	Ved	7320	74	5862	31	664	71	107	7	53	159	292		Wed	3	11	40	286	1403	2713	2067	627	122	41	6	1	0	0	33.7	38.9	797	10.9	125	1.7	14	0.2
T	hu	7439	106	5997	27	670	53	88	7	50	146	295		Thu	8	27	60	364	1217	2664	2202	702	152	31	7	1	3	0	33.9	39.1	897	12.1	144	1.9	19	0.3
F	ri	7278	76	6011	29	635	62	72	8	44	127	214		Fri	5	25	46	248	1006	2441	2354	896	200	52	4	1	0	0	34.7	40	1153	15.8	189	2.6	19	0.3
[5	Sat	4494	66	4033	22	195	16	24	3	8	42	85		Sat	2	18	19	113	354	1139	1658	892	221	62	14	1	1	0	36.7	42.1	1191	26.5	232	5.2	28	0.6
įs	Sun	3101	101	2779	10	91	2	15	1	6	33	63		Sun	1	12	30	83	199	606	1170	700	216	74	4	6	0	0	37.5	42.9	1000	32.2	235	7.6	25	0.8
		43930	584	36415	167	3543	325	466	42	243	725	1420			24	120	263	1534	6452	14446	13942	5442	1278	364	45	10	7	2	34.7	40.3	7149	16.3	1278	2.9	140	0.3

Grand Total

Tim	e Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL]PSL%]SL1]SL1%]SL2]SL29
		1	2	3	4	5	6	7	8	9	10																		85	40			46		
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
	4393	584	36415	167	3543	325	466	42	243	725	1420			24	120	263	1534	6452	14446	13942	5442	1278	364	45	10	7	2	34.7	40.3	7149	16.3	1278	2.9	140	0.7

Globals

```
Report Id CustomList-178
                Descriptor Advanced Transport Research
                Created by MetroCount Traffic Executive
       Creation Time (UTC) 2017-04-10T11:13:00
                     Legal Copyright (c)1997 - 2014 MetroCount
                   Graphic header.gif
                Language English
                   Country United Kingdom
                     Time UTC + 60 min
            Create Version 4.0.6.0
                    Metric Non metric
                Speed Unit mph
               Length Unit ft
                Mass Unit ton
Dataset
                Site Name 13582-003
              Site Attribute RSP
                File Name Q:\13582 Kemsley, Kent\13582-003 0 2017-04-10 1201.EC0
                 File Type Plus
                Algorithm Factory default axle
               Description !SWALE WAY [40M]
                     Lane 0
                 Direction 7
             Direction Text 7 - North bound A]B, South bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-03-23T11:20:35
                Start Time 2017-03-23T11:20:35
               Finish Time 2017-04-01T06:57:35
                  Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00, Standard
Profile
                     Name Advanced Transport Research
                      Title Advanced Transport Research
             Graphic Logo C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
                   Header
                    Footer
               Percentile 1 85
               Percentile 2 95
                     Pace 12
                Filter Start 2017-03-24T00:00:00
                 Filter End 2017-03-31T00:00:00
             Class Scheme ARX
                Low Speed 0
               High Speed 120
              Posted Limit 40
              Speed Limits 46 55 40 40 40 0 0 0 40
                Separation 0.000
           Separation Type Headway
                 Direction North
         Encoded Direction 1
```

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
CIs 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed

Vpp 85 Percentile speed]PSL 40 Number exceeding Posted Speed Limit Percent exceeding Posted Speed Limit]PSL% 40]SL1 46 ACPO Number exceeding Speed Limit 1 Percent exceeding Speed Limit 1 **]SL1% 46 ACPO** Number exceeding Speed Limit 2]SL2 55 DFT]SL2% 55 DFT Percent exceeding Speed Limit 2

Report Id - CustomList-178 Site Name - 13582-003 Description - ISWALE WAY [40M] Direction - North

Friday, 24 March 2017

Time	Total	Cls	Cls 2	CIs 3	Cls	CI	s Cl	s	Cls	Cls	Cls	CIs 10	Fix1	Time	Vbin	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1 46]SL1%]SL2 55]SL2% 55
		- 1	-	3		۰	۰		- '		•	10			10	15	20	25	30	35	40	45	50	60	70	80	90	100		00	40	40		ACPO	DFT	DFT
0000	17	0	15	5 (0	0	0	- 1	0	0		0000	0	0	0	0	0	0	0	4	4	8	- 1	0	0	0	50	53.2	17	100	10	58.8	2	11.8
0100	15	0		7 4)	0	0	0	- 1	3	0		0100	0	0	0	0	0	0	0	2	3	8	2	0	0	0	52.6	56.4	15	100	13	86.7	6	40
0200	12	0	1	7 (1	0	0	0	0	2	2		0200	0	0	0	0	0	0	- 1	3	0	5	2	1	0	0	52.6	62.6	11	91.7	8	66.7	4	33.3
0300	28	0	2	1 (3	0	0	0	0	3	- 1		0300	0	0	0	0	1	1	4	3	5	9	3	2	0	0	50.2	61.5	22	78.6	17	60.7	11	39.3
0400	52	3	28	3 (10)	3	0	0	0	3	5		0400	0	0	0	- 1	0	0	1	10	18	18	3	1	0	0	49.4	54.6	50	96.2	35	67.3	8	15.4
0500	202	1	138	3 4	23	3	2	1	1	2	7	23		0500	0	0	0	0	4	0	29	69	49	44	6	1	0	0	45.8	53.2	169	83.7	87	43.1	19	9.4
0600	216	6	167	7 2	2	7	1	3	1	2	6	- 1		0600	0	0	0	0	0	2	17	50	64	68	12	1	2	0	48.9	55.5	197	91.2	136	63	39	18.1
0700	396	9	309	9 6	43	3	5	5	0	- 1	7	- 11		0700	1	0	- 1	4	4	6	69	144	93	66	7	1	0	0	44.5	51	311	78.5	149	37.6	23	5.8
0800	401	3	316	3 (6	1	4	6	0	2	5	4		0800	0	0	0	0	5	10	54	119	135	76	2	0	0	0	45.3	51	332	82.8	182	45.4	13	3.2
0900	319	2	235	5 2	50)	6	3	0	2	3	16		0900	0	0	0	0	6	1	42	112	93	62	3	0	0	0	45.4	51	270	84.6	136	42.6	21	6.6
1000	325	2	240) 1	51	1	3	5	0	3	6	14		1000	0	0	0	0	0	5	62	131	62	61	4	0	0	0	44.8	51.9	258	79.4	119	36.6	23	7.1
1100	342	1	249	9 4	65	5	5	3	0	- 1	5	9		1100	0	0	0	1	0	7	57	105	79	86	7	0	0	0	45.8	52.8	277	81	161	47.1	31	9.1
1200	335	2	26	1 3	3	1	5	7	0	4	9	13		1200	0	0	- 1	2	1	8	42	81	106	86	7	1	0	0	46.3	52.3	281	83.9	176	52.5	23	6.9
1300	362	2	289		48	3	3	5	0	2	1	10		1300	0	0	0	0	0	14	80	87	90	76	11	4	0	0	45.7	52.3	268	74	164	45.3	30	8.3
1400	441	3	355	5 4	6	1	2	1	0	- 1	4	10		1400	0	0	- 1	0	0	9	73	120	134	91	12	0	1	0	46.1	52.1	358	81.2	218	49.4	37	8.4
1500	572	2	475	5 2	68	3	2	5	0	5	6	7		1500	0	0	- 1	0	4	16	84	174	180	108	4	1	0	0	45.3	51.2	467	81.6	259	45.3	26	4.5
1600	647	9	567		5	1	1	2	0	2	6	6		1600	0	- 1	3	0	0	9	111	239	160	116		2	0	0	44.9	51	523	80.8	248	38.3	39	6
1700	552	5	506		24		2	0	0	2	1	5		1700	0	0	0	0	0	12	67	175	163	122	12	1	0	0	46.2	52.3	473	85.7	266	48.2	49	8.9
1800	333	3	302	2 1	17	7	3	0	0	2	2	3		1800	0	0	- 1	4	- 1	9	45	77	88	96	11	1	0	0	46.6	53.7	273	82	178	53.5	42	12.6
1900	189	4	170		11	1	0	0	0	- 1	2	- 1		1900	0	0	0	0	1	5	28	47	50	44	11	3	0	0	47.4	55.3	155	82	94	49.7	30	15.9
2000	124	0	113			3	0	0	0	0	0	3		2000	0	0	- 1	0	0	0	- 11	27	28	49	8	0	0	0	49.1	55.9	112	90.3	79	63.7	28	
2100	94	2	89			2	0	0	0	0	1	0		2100	0	0	0	0	0	0	5	16	23	38	12	0	0	0	51.1	58.6	89	94.7	69	73.4	28	29.8
2200	74	0	68			2	0	0	0	0	0	- 1		2200	0	0	0	0	0	0	- 1	17	15	30	7	3	0	1	52.2	58.8	73	98.6	53	71.6	24	
2300	49	0	44			1	0	0	0	0	0	- 1		2300	0	0	0	0	0	0	8	9	9	18	5	0	0	0	49.4	58.4	41	83.7	29	59.2	14	28.6
07-19	5025	43	4104		570)	41	42	0	27	55	108		07-19	1	- 1	8	11	21	106	786	1564	1383	1046	86	11	1	0	45.5	51.9	4091	81.4	2256	44.9	357	7.1
06-22	5648	55	4643				42	45	1	30	64	113		06-22	1	- 1	9	11		113	847	1704	1548	1245	129	15	3	0	45.9	52.3	4644	82.2	2634	46.6	482	8.5
06-00	5771	55	4755					45	1	30	64	115		06-00	1	- 1	9	11	22	113	856	1730	1572	1293	141	18	3	1	46	52.6	4758	82.4	2716	47.1	520	9
00-00	6097	59	4971	1 50	660)	47	46	2	34	82	146		00-00	1	- 1	9	12	27	114	891	1821	1651	1385	158	23	3	1	46.1	52.8	5042	82.7	2886	47.3	570	9.3

Saturday, 2	

Time	Total	Cls	CIs 2	Cls	CIs 10	Fix1	Time	Vbin	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	JPSL 40	JPSL%	JSL1]SL1% 46]SL2 55]SL2% 55						
			-	·	7				•	•				10	15	20	25	30	35	40	45	50	60	70	80	90	100		- 00			ACPO	ACPO	DFT	DFT
0000	30	- 1	24	0	- 1		0	0	0	3	- 1		0000	0	0	0	0	0	0	0	10	9	8	3	0	0	0	49.4	57.7	30	100	19	63.3	7	23.3
0100	16	2	12	Ó	1		0	0	0	1	0		0100	Ó	0	0	0	0	2	4	3	2	4	1	0	0	0	45.3	57.3	10	62.5	7	43.8	3	18.8
0200	9	0	7	0	1		0	0	1	0	0		0200	0	0	0	0	0	0	0	4	1	0	4	0	0	0	51.7		9	100	5	55.6	4	44.4
0300	23	1	17	0	2		0	0	1	2	0		0300	0	0	- 1	0	0	0	1	4	2	15	0	0	0	0	48.9	54.6	21	91.3	17	73.9	3	13
0400	30	0	20	0	4		0	0	0	3	3		0400	0	0	0	0	0	1	3	9	7	8	2	0	0	0	47.7	55.9	26	86.7	15	50	7	23.3
0500	79	1	65	0	5		0	- 1	0	5	2		0500	0	1	0	0	1	- 1	10	24	21	16	4	1	0	0	46.2	52.3	66	83.5	37	46.8	8	10.1
0600	77	2	60	0	7		1	- 1	0	4	2		0600	0	0	- 1	0	0	0	11	9	16	32	3	2	2	0	50.9	57.3	65	84.4	55	71.4	19	24.7
0700	112	1	91	0	11	(4	0	0	3	2		0700	0	0	- 1	0	0	0	3	14	24	57	11	2	0	0	51.8	57.7	108	96.4	91	81.3	32	28.6
0800	164	3	135	1	14	. 1	4	0	- 1	2	3		0800	0	1	2	0	0	0	14	29	52	50	13	3	0	0	48.8	55.5	147	89.6	106	64.6	27	16.5
0900	236	6	208	4	9	1	2	0	0	4	2		0900	0	2	2	2	0	4	29	55	66	66	7	3	0	0	46.6	53.7	197	83.5	130	55.1	23	9.7
1000	280	1	251	2	23		0	0	0	3	0		1000	0	1	3	0	- 1	6	42	79	72	69	4	- 1	2	0	45.9	53	227	81.1	132	47.1	25	8.9
1100	362	5	328	2	23		1 2	0	0	1	1		1100	0	2	3	1	1	8	32	83	129	99	4	0	0	0	46.4	52.1	315	87	205	56.6	28	7.7
1200	360	4	320	2	30		1 1	- 1	1	0	- 1		1200	0	0	- 1	0	0	1	51	89	104	100	11	3	0	0	47.3	54.6	307	85.3	191	53.1	48	13.3
1300	269	5	243	- 2	12		. 2	0	0	- 2	1		1300	0	U	4	3	0	3	19	62	85	- //	13	1	- 2	0	47.5	55	240	89.2	162	60.2	42	15.6
1400	257	3	245	- 1	12			0	2	0	- 1		1400	0	0	2	0	0	2	30	56	65	78	23	1	0	0	48.4	55.9	223	86.8	157	61.1	46	17.9
1500 1600	300 286	4	281 266	- 1	12			0	1	0	1		1500 1600	0	0	/	2	1	- 1	25 26	61	86 81	91 92	18	2	0	0	47.5	55.3	258 254	86	176 177	58.7 61.9	49	16.3 17.8
1700	200	,	210	- 1	- 4	. ;		U	0	3	2		1700	U	2		U	0	4	26 25	36	74	75	10	- 4	0		48.5 48.8	56.1 54.8	195	88.8 88.2	142	64.3	32	14.5
1800	203	3	194		,			U	0	U	- 4		1800	Ü	0		0	0	- 1	16	34	50	83	16	1	2	- 4	50.6	58.6	186	91.6	144	70.9	52	28.1
1900	149	2	138	0					0	- 1	2		1900	0	- 1	0	0			10	29	40	47	10	- 4	0	,	48.3	55	132	88.6	95	63.8	23	15.4
2000	112	0	106	0	4		, ,	0	0	'n	1		2000	0	'n	2	0	0	0	11	21	33	35	7	- 1	2	0	48.8	56.1	99	88.4	68	60.7	22	19.6
2100	163	1	153	ň	- 6		. 1	ň	1	ň	- 1		2100	ň	ň	ñ	ň	1	3	16	42	44	49	7	- 1	ñ	ñ	47.5	53.7	143	87.7	91	55.8	16	9.8
2200	73	ó	68	ñ	3			ň	ò	1	i		2200	ő	n n	n	0	'n	1	5	16	19	25	6	- 1	o o	ñ	48.9	54.1	67	91.8	46	63	11	15.1
2300	41	0	38	0	2		0	0	0	'n	- 1		2300	0	0	0	0	0	0	7	9	10	13	2	o.	0	0	47.3	52.6	34	82.9	24	58.5	5	12.2
07-19	3050	42	2772	17	161		15	1	5	18	15		07-19	0	8	26	8	3	36	312	659	888	937	144	21	6	2	47.8	54.8	2657	87.1	1813	59.4	460	15.1
06-22	3551	47	3229	17	184		17	2	6	23	21		06-22	ō	9	29	8	4	39	366	760	1027	1100	170	26	10	2	47.9	55	3096	87.2	2122	59.8	540	15.2
06-00	3665	47	3335	17	189		17	2	6	24	23		06-00	0	9	29	8	4	40	378	785	1056	1138	178	27	10	2	47.9	55	3197	87.2	2192	59.8	556	15.2
00-00	3852	52	3480	17	203		17	3	8	38	29		00-00	0	10	30	8	5	44	396	839			192	28	10	2	47.9	55	3359	87.2	2292	59.5	588	15.3

Sunday, 26 March 2017

Oundu	, 20	20																																	
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	1PSL	IPSL%	ISL1	1SL1%	ISL2	1SL2%
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	22	0	20	- 1	- 1	C	0	0	0	0	0		0000	0	0	0	0	0	0	2	4	6	6	4	0	0	0	49.5	60.4	20	90.9	15	68.2	5	22.7
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
0200	14	0	12	0	0	C	0	0	0	2	0		0200	0	0	0	0	0	0	0	0	7	4	- 1	- 1	1	0	56.1	66.2	14	100	13	92.9	6	42.9
0300	10	0	10	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	- 1	0	3	- 1	3	2	0	0	0	49		9	90	6	60	2	20
0400	17	0	17	0	0		. 0	. 0	0	0	0		0400	0	0	0	0	0	0	2	2	2	6	5	0	0	0	53.5	63.1	15	88.2	13	76.5	7	41.2
0500	39	0	36	0	- 1			. 0	- 1	- 1	0		0500	0	0	0	0	0	0	9	5	- 11	- 11	2	- 1	0	0	47.9	55	30	76.9	25	64.1	7	17.9
0600	44	- 1	38	0	2	9		. 0	0	3	0		0600	0	0	0	1	0	0	0	. 8	15	15	4	0	1	0	51.1	58.2	43	97.7	35	79.5	12	27.3
0700	67	3	55	0	5				1	2	- 1		0700	0	0	0	2	U	1	3	11	11	30	5	3	0	0	52.2	59.3	61	91	49	73.1	22	32.8
0800 0900	64 142		58 125	0	3				0	2	0		0800	0	U	- 1	0	U	0	5	29	20 45	24 49	6		0	0	50.5 48.4	57 54.1	58 130	90.6 91.5	48 94	75 66.2	10	23.4 12.7
1000	174	,	160	0			' '		0				1000	U		- 1	- 4		0	40	37	45	49 59	6	U	- 1	U	47.7	55.3	151	86.8	104	59.8	32	18.4
1100	251		237	- 4	3				0	2	3		1100	U	,		2	,	3	22	56	46 82	71	13	U		Ü	47.6	54.4	222	88.4	147	58.6	32	13.1
1200	247	10	226	'n	5				1	2	3		1200	0	0	2	2	1	4	43	58	58	59	15	3	2	0	47.0	56.1	195	78.9	127	51.4	44	17.8
1300	243	7	224	1	8	1			- i	ñ	1		1300	ñ	ñ	ñ	1	ò	0	28	51	64	78	12	7	2	ñ	49.3	56.4	214	88.1	153	63	44	18.1
1400	230	5	215	2	5	1	0	0	0	- 1	- 1		1400	0	- 1	2	2	0	3	27	51	52	78	14	'n	0	0	47.8	56.1	195	84.8	138	60	42	18.3
1500	231	3	223	ō	ī	Ċ	ı ō	ō	ō	1	3		1500	ō	ó	0	2	ō	10	37	45	59	57	14	7	ō	ō	47.4	55.5	182	78.8	125	54.1	39	16.9
1600	263	5	241	2	9		0	2	- 1	2	1		1600	0	1	0	0	0	6	16	48	75	91	23	3	0	0	49.4	56.1	240	91.3	180	68.4	48	18.3
1700	252	3	231	4	9	0	0	1	- 1	0	3		1700	0	1	3	2	1	1	17	41	80	92	12	- 1	0	1	48.5	54.8	227	90.1	175	69.4	34	13.5
1800	197	4	180	0	11	0	0	0	0	1	- 1		1800	0	1	- 1	0	0	0	12	30	51	83	14	4	1	0	50.3	56.1	183	92.9	146	74.1	40	20.3
1900	169	3	160	0	5	0	0	0	0	0	- 1		1900	0	0	- 1	0	1	2	10	38	41	63	10	3	0	0	49.2	56.4	155	91.7	108	63.9	33	19.5
2000	113	0	105	- 1	4		1 1	0	0	2	0		2000	0	0	0	0	0	2	18	23	30	31	. 7	2	0	0	48.1	56.4	93	82.3	59	52.2	22	19.5
2100	127	3	111	0	8			. 0	- 1	3	- 1		2100	0	0	0	0	- 1	2	6	28	26	50	10	- 1	2	0	50.8	58.6	118	92.9	84	66.1	31	24.4
2200	32	- 1	27	0	2		. 0	. 0	0	0	2		2200	0	0	0	0	0	- 1	4	4	9	8	6	0	0	0	50	60.2	27	84.4	18	56.3	9	28.1
2300 07-19	18 2361	0	16 2175	. 0	70		0	0	- 0	1	18		2300	0	0	. 0	0	0	31	235	4	645	771	3	29	0	0	52.1 48.5	57.7 55.7	18 2058	100 87.2	1486	77.8 62.9	411	33.3 17.4
		56		12		3	1		,	16			07-19	0		12	17	3			463			141		40	- 1								
06-22 06-00	2814 2864	63 64	2589 2632	13	89 92	3	2	3	8	24 25	20 22		06-22 06-00	0	5	13	18	5	37 38	269 273	560 568	757 767	930 948	172 181	35 35		1	48.7 48.7	56.1 56.1	2467 2512	87.7 87.7	1772 1804	63 63	509 524	18.1 18.3
00-00	2966	64	2727	14	94	3	2	3	0	28	22		00-00	0	5	13	18	5	39	286	582	794	946	195	37	11	1	48.7	56.4	2600	87.6	1876	63.2	551	18.5
00-00	∠966	64	2/2/	14	94	- 3	2	3	9	28	22		00-00	0	5	13	18	5	39	286	582	794	978	195	37	- 11	- 1	48.7	56.4	2600	67.6	1676	63.2	551	10.5

Monday.	27	March	2017

Time	Total	CIs 1	CIs 2	CIs 3	Cls 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40]PSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	16	0	16	0	0		0 0	0	0	0	0		0000	0	0	0	0	0	0	- 1	3	3	9	0	0	0	0	49	54.1	15	93.8	11	68.8	- 1	6.3
0100	11	0	9	0	2		0 0	0	0	0	0		0100	0	0	0	0	0	0	3	- 1	- 1	5	- 1	0	0	0	49	58.6	8	72.7	6	54.5	4	36.4
0200	15	- 1	7	0	1 1		0 0	0	0	6	0		0200	0	0	0	0	0	0	0	- 1	2	11	0	1	0	0	52.4	54.6	15	100	13	86.7	1	6.7
0300	32	0	21	0	5		0 0	0	0	5	- 1		0300	0	0	0	0	0	- 1	0	2	6	17	5	- 1	0	0	54.2	60.2	31	96.9	29	90.6	16	50
0400	74	0	47	0	10		2 0	0	- 1	7	7		0400	0	0	0	0	0	0	4	19	18	26	6	- 1	0	0	49.1	54.8	70	94.6	49	66.2	9	12.2
0500	206	- 1	145	5	20		1 3	1	1	10	19		0500	0	0	0	0	0	4	41	48	40	58	9	6	0	0	47.3	54.8	161	78.2	103	50	31	15
0600	203	3	152	6	22		2 2	2	0	6	8		0600	0	0	- 1	- 1	0	7	23	65	50	46	9	1	0	0	46.2	53.5	171	84.2	97	47.8	22	10.8
0700	401	5	319	- 1	55		3 4	0	0	6	8		0700	0	0	- 1	- 1	0	- 1	66	122	102	104	2	- 1	0	- 1	46.2	52.6	332	82.8	190	47.4	30	7.5
0800	432	3	338	5	53		7 8	0	2	5	11		0800	0	- 1	0	0	3	4	73	149	125	71	6	0	0	0	44.9	50.3	351	81.3	188	43.5	15	3.5
0900	331	4	225	2	68		5 2	2	5	7	11		0900	0	0	0	0	0	7	78	107	67	67	5	0	0	0	44.6	51.2	246	74.3	124	37.5	19	5.7
1000	288	0	191	2	56		7 4	0	3	13	12		1000	0	0	- 1	0	0	- 1	56	103	61	56	10	0	0	0	45.3	51.9	230	79.9	107	37.2	26	9
1100	287	6	196	3	46		5 4	0	3	15	9		1100	0	0	- 1	- 1	2	9	41	88	84	55	5	- 1	0	0	45.4	51.4	233	81.2	131	45.6	20	- 7
1200	317	4	237	2	39		4 5	0	4	11	11		1200	0	0	2	0	4	5	62	76	75	79	14	0	0	0	45.9	53.2	244	77	157	49.5	30	9.5
1300	338	- 1	272	2	34		2 3	0	7	6	11		1300	0	- 1	- 1	0	0	7	61	100	96	63	6	3	0	0	45.3	51	268	79.3	151	44.7	25	7.4
1400	373	4	296	3	48		1 3	1	0	12	5		1400	0	0	- 1	0	2	11	61	115	91	87	3	2	0	0	45.4	52.6	298	79.9	160	42.9	24	6.4
1500	501	8	396	2	73		2 0	0	- 1	8	11		1500	0	0	2	- 1	1	15	87	147	144	95	7	- 1	1	0	45.1	51	395	78.8	215	42.9	28	5.6
1600	658	16	571	2	48		4 1	0	0	6	10		1600	0	0	2	5	9	36	144	172	175	103	11	- 1	0	0	43.9	50.3	462	70.2	248	37.7	42	6.4
1700	641	7	584	2	31		1 2	0	2	3	9		1700	0	9	9	5	21	71	124	162	140	89	11	0	0	0	42	50.1	402	62.7	204	31.8	31	4.8
1800	345	5	310	2	16		0 1	0	- 1	5	5		1800	0	0	5	- 1	0	4	39	93	96	91	11	3	2	0	47	53.7	296	85.8	184	53.3	41	11.5
1900	223	- 1	200	- 1	13		0 1	0	- 1	3	3		1900	0	0	- 1	0	0	5	30	49	56	58	22	- 1	1	0	48.4	57.7	187	83.9	126	56.5	45	20.2
2000	129	0	109	4	9		0 0	0	3	1	3		2000	0	0	0	0	0	5	10	23	27	53	7	3	1	0	49.9	57	114	88.4	84	65.1	33	25.6
2100	99	0	92	2	. 1		0 0	0	- 1	0	3		2100	0	0	0	0	0	0	15	17	20	38	6	3	0	0	49.5	57.5	84	84.8	63	63.6	19	19.2
2200	65	0	57	2	. 2		0 0	0	0	1	3		2200	0	0	0	0	0	2	3	13	14	28	5	0	0	0	49.2	55.9	60	92.3	43	66.2	15	23.1
2300	38	2	34	0	1 1		0 0	0	0	0	- 1		2300	0	- 1	0	0	0	0	2	7	7	16	4	1	0	0	49.8	56.4	35	92.1	27	71.1	8	21.1
07-19	4912	63	3935	28	567	4	1 37	3	28	97	113		07-19	0	11	25	14	42	171	892	1434	1256	960	91	12	3	1	44.8	51.7	3757	76.5	2059	41.9	331	6.7
06-22	5566	67	4488	41	612	4	3 40	5	33		130		06-22	0	11	27	15	42	188	970	1588	1409	1155	135	20	5	1	45.2	52.1	4313	77.5	2429	43.6	450	8.1
06-00	5669	69	4579	43	615	4	3 40	5	33	108	134		06-00	0	12	27	15	42	190	975	1608	1430	1199	144	21	5	1	45.3	52.3	4408	77.8	2499	44.1	473	8.3
00-00	6023	71	4824	48	653		6 43	6	35	136	161		00-00	0	12	27	15	42	195	1024	1682	1500	1325	165	30	5	1	45.5	52.6	4708	78 2	2710	45	535	2.9

Tuesday, 28 March 2017

Time	Total	CIs 1	Cls 2	CIs 3	Cls 4	CIs 5	Cls	CIs 7	CIs 8	Cls 9	CIs 10	Fix1 T	ime Vbir	Vbir	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1]SL1% 46]SL2]SL2% 55
						-			_				10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	27	0	19	4	- 1	0	0	0	0	0	3	00		0	0 0	0	00	1	3	3	9	9	2	00	0.0		48.9	58.4	23	85.2	18	66.7	6	22.2
0100	15	0	12	0	- 1	0	0	0	0	2	0	01		0	0 0	0	0	2	0	3	2	5	2	1	0	0	50.6	61.5	13	86.7	9	60	4	26.7
0200	13	ō	. 8	ō	ó	ō	ō	ō	ō	3	2	02		o .	0 0		ō	0	2	3	- 1	7	0	Ó	ō	ō	47.8	54.8	11	84.6	8	61.5	2	15.4
0300	29	ō	22	ō	3	1	ō	ō	- 1	1	- 1	03		ō	0 0	0	ō	ō	1	7	6	13	2	ō	ō	ō	49.7	55.9	28	96.6	20	69	5	17.2
0400	64	1	30	0	8	1	0	0	1	15	8	04	00	Ó	0 0	1	1	7	20	12	10	11	2	0	0	0	42.9	50.8	35	54.7	22	34.4	3	4.7
0500	176	1	125	4	23	1	1	1	2	3	15	05	00	0	0 0	0	0	1	29	43	55	46	2	0	0	0	46.2	52.3	146	83	95	54	12	6.8
0600	228	4	175	0	32	1	4	0	1	5	6	06	00	0	0 0	1 1	1	12	32	70	47	59	6	0	0	0	45.7	53	182	79.8	102	44.7	18	7.9
0700	398	5	343	5	32	0	0	0	2	7	4	07	00	0	0 3	1	0	4	61	126	107	89	6	1	0	0	45.7	52.6	329	82.7	182	45.7	36	9
0800	375	- 1	285	- 1	69	2	5	0	0	6	6	08	00	0	0 0	1	0	18	59	119	87	85	6	0	0	0	45.2	52.1	297	79.2	156	41.6	26	6.9
0900	287	2	208	- 1	45	3	5	0	2	5	16	09		1	0 1	0	0	4	42	83	89	59	8	0	0	0	45.7	51.9	239	83.3	130	45.3	20	7
1000	317	0	219	4	55	7	6	0	2	11	13	10		0	1 (0	- 1	8	76	94	75	56	5	1	0	0	44.6	51.4	231	72.9	122	38.5	21	6.6
1100	287	5	191	3	52	5	6	0	1	8	16	11		0	0 1	2	3	5	39	79	83	66	9	0	0	0	46	53.5	237	82.6	134	46.7	32	11.1
1200	374	7	274	2	53	1	11	0	7	7	12	12		0	1 2	1	7	15	61	133	89	57	5	3	0	0	44.1	50.6	287	76.7	133	35.6	23	6.1
1300	342	6	258	2	43	6	5	1	9	7	5	13		0	0 2	0	1	5	41	81	120	78	13	1	0	0	46.8	53.9	293	85.7	185	54.1	33	9.6
1400	385	6	308	2	47	4	3	1	5	6	3	14		0	0 0	1 1	0	1	62	106	118	91	5	1	0	0	46.1	52.1	321	83.4	188	48.8	31	8.1
1500	531	4	427	2	75	2	3	0	2	10	6	15		0	0 1	. 0	0	2	52	187	177	103	. 7	2	0	0	46.1	51.7	476	89.6	243	45.8	32	6
1600	702	16	617	2	50	0	0	0	0	9	8	16		0	2 2	4	.1	20	149	248	151	111	12	2	0	0	44.3	50.6	524	74.6	249	35.5	40	5.7
1700	605	14	543	3	29	5	1	0	2	5	3	17		12 3	12 18		14	40	88	104	109	90	9	- 2	0	0	35.8	50.3	314	51.9	191	31.6	34	5.6
1800	358	7	310	4	29	0	0	1	2	- 1	4	18		1	0 1	2	4	1	20	91	112	108	17	0	1	0	47.9	54.6	329	91.9	215	60.1	52	14.5
1900	201	3	185	0	6	0	1	0	2	1	3	19 20		0	0 1	1	0	0	21	36	47 39	76 43	12	4	2	1	40.0	57.7 55	178 122	88.6 93.8	136	67.7	45	22.4 15.4
2000 2100	130 111	0	115 102	4	6	0	0	0	1	2	- 2	20		0	0 (0	0	8	30 15	39	43 46	6	2	2	0	49.6 49.7	56.1	102	93.8	81 79	62.3 71.2	20 23	15.4 20.7
		- 4	102		3	0	0	U	0		4			0	0 (۰	15	20	27	5	U		U							23	16.1
2200 2300	62 37		32	4	3	U	0	0	U	- 1	2	22 23		0	0 (U		4	5	20	12	5	0		U	50.3	56.1 53.7	57 37	91.9 100	49 23	79 62.2	10	13.5
07-19	4961	73		31	579	35	45	2	34	92	06	07		U .	6 31	19	24	123	750	1451	1317	993	102	13	- 4	- 0	44.4	52.1	2077	78.1	2128	42.9	380	7.7
06-22	5631	82		25	626	36	50	3	38	90	111	06			6 32		33	135	819	1602	1485	1217	131	19		1	44.9	52.6	4461	79.2	2526	44.9	486	8.6
06-00	5730	85		39	631	36	50	3	38	92	113	06			6 32		33	136	823	1616	1516	1256	138	19	7	3	44.5	52.8	4555	79.5	2598	45.3	501	8.7
00.00	6054	97		47	667	20	50 E4	4	42	110	142	00			6 22		24	147	023	1607	1510	1247	140	20	- 7	2	45 4	52.0	4000		2770	45.3	522	0.7

Wednesday, 29 March 2017

Time	Total	CIs	CIs 2	Cls	Cls	Cls	Cls	Cls	Cls	Cls 9	CIs 10	Fix1 Tin	e Vbir	Vbin	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1 46]SL1% 46]SL2 55]SL2% 55
			-	3	-	٠	۰	- "	٥	•	10		10	15	20	25	30	35	40	45	50	60	70	80	90	100		65	40			ACPO	DFT	DFT
0000	22	0	18	2	0	0	0	0	0	- 1	- 1	0000		1	1 0		00	00	4		6	4	3	00	00		48.5	56.8	18	81.8	12	54.5	Α.	18.2
0100	11	1	5	2	2	ň	0	o o	0	'n	- 1	0100		,		o o	0	o o	3	3	1	2	1	ő	ñ	ő	43.5	51.4	7	63.6	4	36.4	2	18.2
0200	14	ó	7	0	0	ō	ō	ō	ō	7	ó	0200			0	ō	ō	ō	ō	4	4	5	- 1	ō	ō	ō	49.1	51.9	14	100	9	64.3	2	14.3
0300	26	1	14	1	2	0	0	o.	3	5	0	0300			0	0	- 1	1	4	0	6	9	3	2	Ó	0	51.1	62.4	20	76.9	19	73.1	9	34.6
0400	71	0	38	0	13	1	0	0	1	3	15	0400			0	0	0	1	7	20	21	14	7	- 1	0	0	48.1	55.3	63	88.7	38	53.5	12	16.9
0500	201	1	147	4	19	0	2	0	0	12	16	0500		0 0	0	0	0	8	18	68	44	51	11	- 1	0	0	46.9	53.7	175	87.1	95	47.3	24	11.9
0600	220	4	168	0	21	2	4	1	3	7	10	0600) (0	0	0	6	36	65	46	54	10	1	1	1	46.9	53.9	178	80.9	100	45.5	28	12.7
0700	426	8	338	4	49	2	7	0	1	7	10	0700) :	2 1	4	0	0	71	139	107	97	5	0	0	0	45.5	52.1	348	81.7	183	43	29	6.8
0800	416	1	318	1	64	6	5	0	3	9	9	0800) (0	2	4	27	79	112	119	65	8	0	0	0	44.3	50.8	304	73.1	161	38.7	23	5.5
0900	311	1	230	1	47	1	7	0	5	10	9	0900) (0	0	- 1	10	39	112	92	52	5	0	0	0	45	50.8	261	83.9	114	36.7	13	4.2
1000	298	2	199	0	53	4	8	1	7	13	11	1000) () (2	- 1	8	48	101	81	53	3	- 1	0	0	44.9	51	239	80.2	107	35.9	18	6
1100	305	0	219	4	51	5	7	0	1	. 8	10	1100) (1	0	2	51	101	79	63	6	1	0	- 1	45.8	51.4	251	82.3	131	43	20	6.6
1200	317	2	214	- 2	62	4	ь	0	3	11	13	1200			1	2	2	4	53	102	89	59	3	- 2	0	0	45.1	51	255	80.4	131	41.3	15	4.7
1300	345	3	262	3	45	6	8	0	- 1	10	7	1300) 1	- 1	0	5	66	102	93	73	3	1	0	0	45.4	51.7	272	78.8	151	43.8	16	4.6
1400 1500	387 510	8	302 421	2	57 65	2	4	0	- 1	,	4	1400 1500				- 1	0	0	56 92	142 154	93 133	85 112	10	0	0	0	46 45.3	52.3 51.7	330 406	85.3 79.6	166 225	42.9 44.1	39 37	10.1 7.3
1600	688	13	597		45	2	- 2	U	- 1	0	0	1600		7 3	1 10	12	15	50	136	174	150	86	0	0		U	40.3	49.4	416	60.5	204	29.7	23	3.3
1700	642	14	583	2	31	- 1	0	- 1	- 1	4	4	1700		, ,	10	14	17	38	120	196	133	113	7	0	0	0	43.3	51	449	69.9	227	35.4	37	5.8
1800	345	3	307	4	23	'n	0	1	- 1	2	4	1800		, ,	1 1	14	1/1	1	33	90	104	101	10	4	0	0	47.8	54.4	309	89.6	195	56.5	47	13.6
1900	214	3	202	0	6	ň	0	ó	'n	3	0	1900		,		1	ė.	i	17	38	46	88	17	7	ñ	ő	50.5	56.8	196	91.6	150	70.1	48	22.4
2000	150	0	135	0	7	ō	ō	ō	ñ	5	3	2000				o o	- 1	ō	9	28	51	47	13	ò	- 1	ō	49.8	58.4	140	93.3	101	67.3	36	24
2100	120	3	107	4	2	0	0	0	1	2	1	2100				0	- 1	- 1	11	29	27	39	5	6	1	0	49.3	56.4	107	89.2	71	59.2	22	18.3
2200	86	ō	79	2	3	ō	ō	ō	ó	ō	2	2200				ō	ó	- 1	11	11	22	31	9	1	ó	ō	50.3	57.3	74	86	63	73.3	23	26.7
2300	41	1	37	2	1	0	0	0	0	0	0	2300			0	0	0	0	3	4	14	19	1	0	0	0	49.5	54.1	38	92.7	33	80.5	5	12.2
07-19	4990	59	3990	30	592	39	59	3	26	96	96	07-1		7 3	28	40	41	154	844	1525	1273	959	72	9	- 1	1	44.5	51.4	3840	77	1995	40	317	6.4
06-22	5694	69	4602	34	628	41	63	4	30	113	110	06-2		7 3	28	41	43	161	917	1685	1443	1187	117	23	4	2	45.1	52.3	4461	78.3	2417	42.4	451	7.9
06-00	5821	70		38	632	41	63	4	30	113	112	06-0		7 3				162		1700	1479	1237	127	24	4	2	45.2	52.3	4573	78.6	2513	43.2	479	8.2
00-00	6166	73	4947	47	668	42	65	4	34	141	145	00-0		7 37	28	41	44	172	967	1800	1561	1322	153	28	4	2	45.3	52.6	4870	79	2690	43.6	532	8.6

Thurse	lay, 30 M	arch 20	17																															
Time	Total	CIs 1	CIs 2	CIs 3	Cls 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1 Ti		oin Vt 0 1 0 1	0 15	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	Vbin 90 100	Mean	Vpp 85	IPSL 40]PSL% 40	ISL1 46 ACPO]SL1% 46 ACPO	55	SL2% 55 DFT
0000	27 12	1	15 9	2	3	0		0	0		6	000 010	0	0	0	0 0	0	1	1	4	6	10	5 2	0	0	0	51.8 54.4	63.5 59.1	25 11	92.6 91.7	20 11	74.1 91.7	9	33.3 41.7
0200	14	0	10 21	0	0	0		0	1	3	0	020	0	0		0 0		0	0	1 5	4	8	1 7	0	0	0	50.7	52.6 63.8	14 29	100 87.9	12 23	85.7 69.7	1	7.1 36.4
0400 0500	61 207	0 2	40 143	0	8 24	1	0	0	1 2	5	6 19	040 050	0	0		0 0	Ó	0	7 23	10 54	17 40	19 72	5 10	3	ó	0	50.5 48.2	57.5 54.6	54 179	88.5 86.5	44 124	72.1 59.9	16	26.2 14.5
0600	228	5	167	0	32	2		1	2	8	6	060	0	ō	0	0 1	0	6	23	48	57	82	9	1	1	0	48.1	53.9	198	86.8	136	59.6	30	13.2
0700 0800	408 437	12 5	320	1 5	41 80	3 4	2	0	6	8	10 10	070 080	0	0	ō	0 3		9 5	52 95	101 149	130 109	98 75	14 4	1	0	0	46.5 44.7	53.5 50.8	344 337	84.3 77.1	216 170	52.9 38.9	39 23	9.6 5.3
1000	314 282	3	241 203	2	44 39	2		0	1	7	13 11	090 100		0	0	1 1	1 0	16 6	55 38	106 88	68 76	58 66	7	1	0	0	44.7 46.4	51.7 54.4	240 238	76.4 84.4	121 129	38.5 45.7	19 35	6.1 12.4
1100 1200	281 353	2	194 264	1	48 46	5		1	2		14 8	110		0	1	1 0		5 6	32 56	87 107	86 101	62 76	4	2	0	0	46.1 45.6	52.6 52.3	241 289	85.8 81.9	138 156	49.1 44.2	22 24	7.8 6.8
1300 1400	328 453	5	249 361	1 4	46 58	3		1	2		10 10	130 140		0		0 0		2	42 84	100 164	87 122	84 78	13	0	0	0	46.8 44.9	53.7 50.8	284 366	86.6 80.8	151 176	46 38.9	37 30	11.3 6.6
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0000 0100 0200 0300 0500 0600 0700 0800 0900 1100 1200 1400 1500	32 177 14 22 48 131 172 285 318 279 274 288 331 331 327 352 424 552 531 336	0 0 0 0 0 0 1 3 6 3 3 2 3 5 4 5 4	26 13 9 15 30 92 129 230 246 211 203 218 257 263 288 352 482	1 1 1 1 0 0 3 1 1 2 2 2 2 2 2 2 3	2 1 0 2 6 6 14 20 31 46 41 38 39 42 34 39 50 0	0 0 0 0 1 1 1 1 1 3 3 3 3 3 3 3	0 0 0 0 0 1 2 3 3 4 4 4 4 4 5 5 4 3 1 1 2 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 1 1 1 1 1 1 2 2 2 3 3 2 3	9 0 1 1 4 4 3 5 6 6 6 6 5 5 5 9 9 8 7 6 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	20 00 11 55 111 8 57 7 8 100 9 9 8 7 5 6 6	000 010 010 010 010 010 010 010 010 010	me VI	0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in Vbin 15 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 20 25 0 0 0 0 0 0 0 0 0 0 0 1 1 2 2 1 1 1 1 1	Vbin 25 30 0 0 0 0 0 1 1 1 1 1 2 2 0 0 0 6 6	Vbin 30 35 0 0 1 1 1 1 3 5 5 2 9 7 7 4 4 5 7 7 4 4 5 8 8 8 8 8 9 8 9 8 9 8 9 7 7 8 8 8 8 9 8 9	Vbin 35 40 3 1 1 1 6 6 18 22 40 55 42 44 42 52 77 56 63 99	Vbin 40 45 6 4 2 3 100 800 899 84 4 89 95 5 86 104 1193 153	45 50 8 3 3 4 11 31 41 77 82 79 72 78 89 95 93 121 142	Vbin 50 60 11 67 7 8 14 38 45 74 63 59 60 63 74 80 82 97 100	Vbin 60 70 3 2 1 4 4 6 6 7 7 7 7 6 6 6 6 7 9 8 8 11 13 10 11 12	Vbin 70 80 0 0 1 1 1 1 1 1 1 1 1 1 1 2 1	80 90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 90 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	49 49.6 50.5 52 48.3 46.8 46.7 45.2 45.6 45.7 46.9 46.7 46.2	Vpp 85 57 58.6 56.4 61.5 56.1 53.7 51.9 51.9 52.6 52.6 52.6 52.5 52.8 52.8 52.8	28 15 13 20 40 110 144 240 251 223 238 267 274 288 350 409 372 296	87.8 89.7 92.1 90.8 82.8 84.8 84.1 79 81.9 81.3 82.6 80.7 83.8 82 82.4 84.1	JSL1 46 ACPO 20 10 11 16 28 70 85 145 120 132 153 165 165 165 165 207 225 212 193	ISL1% 46 ACPO 62.9 62.2 74.3 73 59.1 53.9 49.4 50.8 43.7 46.4 46.5 50.5 46.9 48.8 40.8 40.8	ISL2 55 DFT 7 4 3 7 9 17 20 30 22 18 25 25 28 32 34 37 39	SL2% 55 DFT 20.8 24.8 20.8 34.2 18.1 13 11.5 10.7 7 6.6 9.2 8.6 8.4 9.9 9.6 8.8 7
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Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2200	32 17 14 22 48 131 172 285 318 279 274 288 331 327 352 424 552 531 336 223 343 143 116 85	0 0 0 0 0 0 1 1 3 6 3 3 2 2 3 5 4 4 5 4 1 10 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	26 13 9 15 30 92 129 230 246 211 203 218 257 268 352 479 304 205 129 106 77	1 1 1 1 0 0 3 1 1 2 2 2 2 2 2 2 2 2 3 3 3 3	2 1 0 2 6 14 20 31 146 41 38 9 42 34 39 50 40 27 18	0 0 0 0 1 1 1 1 1 3 2 2 4 3 3 3 3 3 2 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 1 1 2 3 3 4 4 4 4 5 5 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 1 1 1 1 1 2 2 3 3 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 0 11 1 3 3 5 6 6 6 6 6 6 7 7 7 8 8 8 8 8 8 8 8 8 8 8	2 0 0 1 5 11 8 5 7 7 8 8 10 9 8 8 7 5 6 6 6 5 5 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Fix1 Ti 000 010 010 020 033 044 055 056 060 077 078 110 122 133 144 155 166 177 188 199 200 210 220	me VI 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in 0 15 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 20 25 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1	Vbin 25 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 30 35 0 0 0 1 1 1 3 3 5 5 2 9 9 7 4 4 5 5 8 8 244 30 3 3 2 2 1 1 1 1	Vbin 35 40 3 1 1 1 6 6 18 22 40 55 44 42 52 47 56 3 99 86 33 3 24 41 61 10 7	Vbin 40 45 6 4 2 3 10 80 99 84 84 89 95 86 104 119 153 136 84 455 29 22 26	45 50 8 3 3 4 11 31 41 77 82 79 72 78 89 95 93 121 142 119 98 53 41 27 27 27 27 27 27 27 27 27 27	Vbin 50 60 11 6 7 8 14 38 45 74 63 59 60 63 74 80 82 97 100 105 105 99 777 43 43 33 30 30 30 30 30 30 30 30 30 30 30 30	Vbin 60 70 3 2 1 4 4 4 6 6 7 7 7 7 7 6 6 6 7 7 7 7 8 8 11 13 3 10 12 15 5 9 8 8 7	Vbin 70 80 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	80 90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 90 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	49.6 50.5 52.48.3 46.8 46.7 45.2 45.6 45.7 45.9 45.7 46.7 46.4 42.2 42.9 47.7 49.8 49.8	57 58.6 56.4 61.5 56.1 54.1 53.7 51.9 52.6 52.6 52.6 52.6 51.4 52.6 51.4 52.6 51.4 52.6 51.4 51.9 52.6 52.6 53.5 52.6 53.5 52.6 53.5 56.1 56.1 56.1 56.1 56.1 56.1 56.1 56	288 155 133 200 400 1144 2400 251 2288 2233 238 267 274 82 296 125 104 77 77	IPSL% 40 87.8 89.7 92.1 90.8 82.8 84.1 79 81.3 82.6 80.7 83.8 82.6 74.1 70.1 88.2 87.8 89.3	3SL1 46 ACPO 20 111 166 28 70 85 145 127 125 120 132 153 165 165 207 225 212 193 3139 85 75 75	1SL1% 46 ACPO 62.9 62.9 62.4 74.3 73 59.1 59.1 50.8 43.7 46.4 50.5 46.9 48.8 40.8 40.8 40.8 40.8 60.5 60.5 60.5 60.5 60.5 60.5 60.5 60.5	SL2 155 55 7 4 3 7 9 17 20 30 22 18 25 25 25 28 32 34 37 39 38 46 45 26 25 17 17 17 17 17 17 17 1	SL2% 55 DFT 20.8 20.8 20.8 20.8 21.8 11.5 10.7 6.6 9.9 9.6 8.4 9.9 9.6 8.8 7.2 13.7 120.1 18.1 120.2
0000 0100 0200 0300 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 2000 2200 2200 2300 07-19	32 17 14 22 48 131 172 285 318 279 274 288 331 327 352 424 552 531 336 223 343 143 116 85 424 64	0 0 0 0 0 1 1 3 6 3 3 2 2 3 5 4 4 5 5 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	26 13 9 9 15 30 92 129 230 246 211 203 218 257 263 288 352 479 304 205 129 353	3 1 1 1 1 0 0 3 3 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 1 1 1 1	2 1 0 2 6 14 20 31 146 41 38 39 42 34 39 50 40 27 18 8 9 7 7 4 3 3 3	0 0 0 0 1 1 1 1 1 1 3 3 3 3 3 3 3 2 2 2 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 2 3 4 4 4 4 4 4 5 5 1 0 0 0 0 0 0 0 0 0 1 1 2 2 3 3 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	8 0 0 0 1 1 1 1 1 2 2 3 3 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 0 11 4 3 3 6 6 6 6 6 5 5 5 5 9 8 8 7 7 8 6 6 4 4 2 2 2 2 1 1 1 0 7 8 6 9 6 9 6 9 7 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2 0 0 1 5 11 8 5 7 8 10 9 8 8 7 7 5 6 6 6 5 3 2 2 2 2 2 2 2 2 1	Fix1 Ti 000 010 020 040 050 060 060 060 060 060 110 121 121 130 144 150 166 177 188 199 200 210 220 230	me VI 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in 0 15 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 20 25 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1	Vbin 25 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 30 35 0 0 0 1 1 1 3 5 5 2 9 7 4 4 5 5 8 2 4 3 3 3 3 3 5 7 4 4 5 7 7 4 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Vbin 35 40 3 1 1 1 6 6 18 22 40 44 42 52 47 7 56 63 32 4 16 10 7 2 2 656 656	Vbin 40 45 6 4 2 3 3 10 0 34 50 80 99 84 4 119 153 136 84 5 29 2 2 16 9 1212	45 50 8 3 3 4 11 77 78 82 79 72 78 89 95 93 121 142 119 98 53 41 111 141 141 141 141 141 141	Vbin 50 60 11 6 7 8 8 44 63 35 9 60 82 97 100 100 100 100 100 100 100 100 100 10	Vbin 60 70 3 2 2 1 4 4 4 4 6 6 6 7 7 7 7 7 6 6 6 7 7 7 9 9 8 8 11 133 10 12 2 15 5 9 8 7 4 4 104 4 104	Vbin 70 80 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	80 90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 90 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	49.6 50.5 52 48.3 347.3 46.8 46.7 45.2 45.6 45.7 45.9 45.7 46.2 44.2 44.9 47.7 49.8 49.4 50.5	Vpp 85 57 58.6 56.1 55.1 53.7 51.9 51.9 52.8 52.6 53.5 52.6 53.5 52.8 52.6 55.9 55.9 57.5 58.8	28 15 13 20 40 110 144 240 2251 228 238 267 274 409 372 296 104 477 43437	IPSL% 40 87.8 89.7 92.1 90.8 82.8 84.8 83.8 84.1 79.9 81.9 81.3 82.6 80.7 83.8 82.8 82.8 82.8 82.8 83.8 84.1 70.1 81.3 82.6 74.1 70.1 83.8 84.8 85.8 85.8 85.8 85.8 85.8 85.8 85	3SL1 46 ACPO 20 10 111 16 28 145 145 120 132 212 215 31 207 225 212 219 33 39 39 39 39 39 39 39 39 39 39 39 39	1SL1% 48 ACPO 62.9 62.4 74.3 73 59.1 53.9 49.4 43.7 46 46.4 50.5 46.9 48.8 40.8 40.8 40.8 40.8 40.8 40.8 40.8	ISL2 155 DFT 7 4 3 7 9 17 20 30 22 18 255 28 32 34 37 39 38 46 45 26 25 17 10 376	SL2% 55 DFT 20.8 24.8 20.8 24.8 20.8 11.5 10.7 7 6.6 9.9 8.6 7 7 7 13.7 13.7 10.7 13.7 13.7 14.7 15.7 16.7
0000 0100 0200 0300 0400 0500 0600 0700 0900 1000 1100 1200 1300 1600 1700 1800 1700 1800 1700 1800 2000 2000 2200 2300	32 177 144 222 488 1311 172 288 331 327 352 424 4552 531 336 223 143 116 85 46	0 0 0 0 0 1 1 3 6 3 3 2 2 3 5 4 4 10 9 9 5 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	26 13 9 15 30 92 2129 230 246 211 203 218 257 263 288 352 479 304 205 129 129 479 304 4101 422 4101 422	3 1 1 1 1 0 0 0 3 1 2 2 2 2 2 2 2 2 2 2 2 1 1 1 1 1 1 1	2 1 0 0 2 6 14 4 200 31 46 41 38 39 9 50 40 277 18 9 7 4 3 3 2	0 0 0 0 1 1 1 1 1 3 3 2 2 4 3 3 3 3 3 2 2 2 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 2 3 4 4 4 4 4 4 5 1 1 0 0 0 0 0 0 0 0 1 2 3 3 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 1 1 1 1 1 1 2 2 3 3 2 3 3 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 0 1 1 4 3 3 5 5 6 6 6 6 6 5 2 5 5 9 9 8 7 9 6 1 6 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	2 0 0 1 5 11 8 5 7 8 10 9 8 7 5 6 6 6 5 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Fix1 Ti 000 010 020 033 040 055 060 077 080 099 100 110 120 133 144 155 160 177 188 199 200 2110 220 233	me VI 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in 0 15 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 20 25 5 0 0 (0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 25 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 30 0 0 0 0 1 1 1 3 3 5 5 2 2 9 7 7 4 4 5 5 8 8 24 30 3 2 2 1 1 1 1 1 0 8 11 8 11 9 1 1 8 1 1 9	Vbin 35 40 3 1 1 1 1 6 6 18 22 40 55 5 44 4 42 52 47 56 63 99 86 33 24 4 16 0 7 7 2	Vbin 40 45 6 4 2 2 3 3 100 80 99 99 84 84 89 995 866 104 119 1153 136 84 45 222 16 9	45 50 8 3 3 4 41 11 31 41 77 82 79 72 78 89 95 93 121 142 119 98 53 41 119 119 119 119 119 119 119	Vbin 50 60 11 6 7 7 8 8 144 38 8 455 74 63 599 60 63 74 80 82 97 100 105 99 77 7 43 33 30 19	Vbin 60 70 3 2 2 1 1 4 4 4 6 6 7 7 7 7 6 6 6 7 7 9 9 8 8 111 13 10 115 9 9 8 8 7 4 4	Vbin 70 80 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	80 90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vbin 90 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	49.6 50.5 52 48.3 46.8 46.7 45.6 45.7 46.2 42.9 47.7 49.4 89.4 50.5	57 58.6 61.5 56.1 54.1 54.7 55.7 52.8 52.6 52.6 55.5 52.8 52.6 55.5 52.8 57.5 57.9 57.9 57.9 57.9 57.9 57.9 57.9	28 15 13 20 40 40 110 144 240 251 228 233 267 274 288 3500 372 296 296 195 104 77 44	IPSL% 40 87.8 89.7 92.1 90.8 82.8 84.1 79 81.9 81.3 82.6 80.7 83.8 82.7 83.8 82.6 74.1 70.1 88.2 87.3 87.4 99.3	ISL1 46 ACPO 20 10 11 16 28 70 85 145 125 120 132 153 155 165 212 212 133 139 85 75 56 32 32 33 39 85 56 32 33 34 35 35 35 35 35 35	38L1% 48 ACPO 62.9 62.9 62.4 74.3 73 59.1 59.1 59.9 49.4 50.8 43.7 46.4 450.5 46.9 48.8 40.5 74.5 62.5 59.5 64.7 66.2 69.5	1SL2 155 DFT 7 4 3 3 7 7 9 17 200 300 22 28 32 4 33 4 33 9 38 46 45 25 5 17 10	SL2% 55 DFT 20.8 20.8 20.8 20.8 18.1 13.3 10.7 7 6.6 9.2 8.6 8.6 8.6 8.7 7.2 20.8 13.1 13.3 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7

Virtual Week (1)

	Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin							Vbin										IPSL%]SL1]SL1%]SL2]SL2%
			1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40					80			85	40	40	46	46	55	55
															10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
M	lon	6023	71	4824	48	653	46	43	6	35				Mon	0	12			42	195	1024	1682		1325		30			45.5		4708		2710		535	
Tu	Je .	6054	87	4859	47	667	39	51	4	42	116	142		Tue	94	36	32	22		147	878	1687		1347			7						2770	45.8	533	
W	/ed	6166	73	4947	47					34				Wed	7	37	28	41	44			1800			153			2					2690		532	
T	hu	6215	91	4998	50			35	4	40	135	158		Thu	0	2	11	34		159	940		1591					0	46.2			80.9			642	
F	ri	6089	59	4962	50	658	47	46	2	34	83	148		Fri	- 1	1	9	12	27	115	883	1824	1655	1381	154	23	3	1	46.1	52.8	5041	82.8	2884	47.4	563	9.2
S	at	3860	52	3486	17	205	5	17	3	8	38	29		Sat	0	10	30	8	5	44	397	839	1097	1194	195	28	10	2	47.9	55	3366	87.2	2297	59.5	597	15.5
IS	iun	2966	64	2727	14	94	3	2	3	9	28	22		Sun	0	5	13	18	5	39	286	582	794	978	195	37	11	1	48.7	56.4	2600	87.6	1876	63.2	551	18.5

Grand Total

Time	Total																																	
		- 1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
																																		DFT
	37373	497	30803	273	3606	225	259	26	202	677	805		102	103	150	150	200	871	5375	10099	9797	9067	1205	192	49	10	46.1	53.5	30422	81.4	18232	48.8	3953	10.6

Globals

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Report Id CustomList-178
                Descriptor Advanced Transport Research
                Created by MetroCount Traffic Executive
       Creation Time (UTC) 2017-04-10T11:11:18
                     Legal Copyright (c)1997 - 2014 MetroCount
                   Graphic header.gif
                Language English
                   Country United Kingdom
                     Time UTC + 60 min
            Create Version 4.0.6.0
                    Metric Non metric
                Speed Unit mph
               Length Unit ft
                Mass Unit ton
Dataset
                Site Name 13582-003
              Site Attribute RSP
                File Name Q:\13582 Kemsley, Kent\13582-003 0 2017-04-10 1201.EC0
                 File Type Plus
                Algorithm Factory default axle
               Description !SWALE WAY [40M]
                     Lane 0
                 Direction 7
             Direction Text 7 - North bound A]B, South bound B]A.
               Layout Text Axle sensors - Paired (Class/Speed/Count)
               Setup Time 2017-03-23T11:20:35
                Start Time 2017-03-23T11:20:35
               Finish Time 2017-04-01T06:57:35
                  Operator ATR
             Configuration 00000000 80 00 14 6a 6a 00 00 00 00 00, Standard
Profile
                     Name Advanced Transport Research
                      Title Advanced Transport Research
             Graphic Logo C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
                   Header
                    Footer
               Percentile 1 85
               Percentile 2 95
                     Pace 12
                Filter Start 2017-03-24T00:00:00
                 Filter End 2017-03-31T00:00:00
             Class Scheme ARX
                Low Speed 0
               High Speed 120
              Posted Limit 40
              Speed Limits 46 55 40 40 40 0 0 0 40
                Separation 0.000
           Separation Type Headway
                 Direction South
         Encoded Direction 4
```

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
CIs 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed

Vpp 85 Percentile speed]PSL 40 Number exceeding Posted Speed Limit Percent exceeding Posted Speed Limit]PSL% 40]SL1 46 ACPO Number exceeding Speed Limit 1 Percent exceeding Speed Limit 1 **]SL1% 46 ACPO** Number exceeding Speed Limit 2]SL2 55 DFT]SL2% 55 DFT Percent exceeding Speed Limit 2

Report Id - CustomList-178 Site Name - 13582-003 Description - !SWALE WAY [40M] Direction - South

Friday	, 24 N	larci	2017	

Time	Total	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL	IPSL%]SL1]SL1%	ISL2]SL2%
		- 1	2	3	4	5	6	7	8	9	10			0 10	10	15	20 25	25 30	30 35	35 40	40 45	45 50	50 60	60 70	70 80	80 90	90		85	40	40	46	46	55 DFT	55 DFT
0000	12	_	_	_		_	_	_	_	_	_	01	000	10	15	20	25	30	35	40	45	50	60	70	00	90	100	50.2	56.4	10	83.3	ACPO	ACPO 66.7	ויוט	25
0100	25	0	10	0	- 1		0	0	- 1	0	- 4		100	Ü	0	0	0	1	0	- 4	7		2	- 4	U	0	Ü	47	52.1	23	92	12	52	2	25
0200	29	0	24	1	0	0	0	0	'n	1	3		200	ň	ň	0	0	'n	0	2	6	11	8	2	0	0	0	48.5	54.4	27	93.1	20	69	3	10.3
0300	20	0	20	'n	0	n	0	0	0	'n	0		300	n	n	n	n	0	0	2	3		7	4	0	0	0	51.3	60.4	18	90	14	70	8	40
0400	43	1	36	ñ	4	ň	0	ő	1	1	ñ		400	ň	ñ	n	ñ	0	1	3	5	7	19	7	1	ñ	o o	52.4	61.5	39	90.7	33	76.7	18	41.9
0500	173	5	148	ō	- 11	ō	- 1	ō	- 1	2	5		500	ō	ō	ō	ō	ō	- 1	23	43	45	51	7	3	ō	ō	47.8	54.6	149	86.1	97	56.1	26	15
0600	316	11	250	2	36	0	5	0	2	6	4	06	600	0	1	2	0	4	6	42	93	88	65	14	1	0	0	46.2	53.5	261	82.6	149	47.2	37	11.7
0700	724	10	624	0	71	2	3	0	2	2	10	07	700	1	0	1	0	1	16	154	266	203	81	0	0	0	1	43.8	48.8	551	76.1	234	32.3	15	2.1
0800	801	2	712	3	52	7	6	0	3	9	7		800	0	0	0	0	4	35	192	299	199	72	0	0	0	0	43	48.1	570	71.2	223	27.8	17	2.1
0900	398	5	304	1	51	8	7	0	9	9	4		900	0	0	2	1	1	10	75	148	100	50	9	- 1	1	0	44.5	50.1	309	77.6	132	33.2	18	4.5
1000	305	0	224	3	53	4	2	0	3	14	2		000	0	0	0	0	0	11	58	97	75	61	3	0	0	0	44.9	51.4	236	77.4	125	41	19	6.2
1100	311	2	238	3	47	4	5	0	- 1	7	4		100	0	1	0	0	- 1	6	37	109	83	67	7	0	0	0	46	52.3	266	85.5	143	46	26	8.4
1200	362	6	261	1	56	3	5	0	5	17	. 8		200	0	1	2	1	0	8	62	126	103	54	5	0	0	0	44.5	50.3	288	79.6	139	38.4	13	3.6
1300	386	0	287	2	66 72	3	2	0	5	10	11		300	0	0	U	0	0	3	65	139	105	68	4	0	1	1	45.3 44.9	50.8	318	82.4	157	40.7 37	22	5.7
1400	443	4	336	4		3	6	1	5				400	0	0	0	1	1	2	82	157	137	55	8		0	0		49.7	357	80.6	164		21	4.7
1500 1600	461 509	2	360 418	6	53 64	5	6	- 1	3	- 11	14		500 600	0	0	0	0	0	/	62	148 142	121 163	121	40	1	0	1	45.1 46.3	51 52.3	357 438	77.4 86.1	176 262	38.2 51.5	26	8.1
1700	417	2	367		27	- 4	,		4	4	2		700	Ü	0			,	9	38	131	119	108	12	2	1	Ü	47.5	54.8	377	90.4	215	51.6	63	15.1
1800	329	2	290	1	17	4	0	0	3	5	10		800	ň	ň	1	0	0	2	40	82	96	101	7	ñ	'n	0	47.2	53.5	286	86.9	184	55.9	35	10.6
1900	165	1	140	'n	- 11	- 4	0	1	2	5	4		900	ň	n	'n	n	0	0	11	38	60	46	á	1	n	0	48.6	55.3	154	93.3	105	63.6	26	15.8
2000	126	,	114	n n		ò	0	ó	ñ	1	- 7		000	ň	ñ	n	n n	0	o o		28	42	48	3	,	ñ	o o	49.5	55.7	123	97.6	90	71.4	24	19
2100	106	0	94	- 1	5	ō	ō	ō	ō	3	3		100	ō	ō	ō	ō	ō	ō	7	17	29	40	7	6	ō	ō	51	58.8	99	93.4	72	67.9	26	24.5
2200	77	2	69	0	5	0	0	0	1	0	0	22	200	0	Ö	0	0	0	0	5	10	19	34	8	1	0	0	50.8	55.9	72	93.5	59	76.6	16	20.8
2300	62	1	53	0	3	0	0	0	0	4	1	23	300	0	0	0	0	0	0	5	17	9	25	6	0	0	0	49.1	55	57	91.9	36	58.1	10	16.1
07-19	5446	41	4421	38	629	42	43	3	46	99	84		7-19	1	2	7	4	9	108	962	1844	1504	918	77	4	3	3	45	50.8	4353	79.9	2154	39.6	316	5.8
06-22	6159	55	5019	41	689	43	48	4	50	114	96		6-22	1	3	9	4	13	114	1025	2020	1723	1117	110	14	3	3	45.3	51.2	4990	81	2570	41.7	429	7
06-00	6298	58	5141	41	697	43	48	4	51	118	97		6-00	1	3	9	4	13	114	1035	2047	1751	1176	124	15	3	3	45.4	51.4	5119	81.3	2665	42.3	455	7.2
00-00	6600	64	5397	42	717	43	49	4	54	122	108	00	0-00	1	3	9	4	14	116	1068	2111	1833	1269	147	19	3	3	45.6	51.7	5385	81.6	2850	43.2	515	7.8

Saturday, 25 March 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL]PSL%]SL1]SL1%]SL2]SL2%						
		- 1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100						ACPO	DFT	DFT
0000	28	0	24	() () (0 0	0	- 1	- 1	2		0000	0	0	0	0	0	0	1	3	9	15	0	0	0	0	50.3	54.8	27	96.4	23	82.1	4	14.3
0100	19	0	16) 3	3 (0	0	0	0	0		0100	0	0	0	0	0	0	- 1	4	3	9	- 1	1	0	0	52.2	58.4	18	94.7	14	73.7	7	36.8
0200	24	- 1	18	() 5		0 0	0	0	0	0		0200	0	0	0	0	1	0	1	5	3	12	2	0	0	0	50.2	57	22	91.7	17	70.8	6	25
0300	22	- 1	17) 1		1	0	0	2	0		0300	0	1	- 1	0	1	0	4	1	4	7	2	1	0	0	46.1	57.5	15	68.2	14	63.6	5	22.7
0400	21	0	13) 5		0	0	0	2	- 1		0400	0	0	0	0	0	1	3	4	5	6	2	0	0	0	47.7	56.4	17	81	10	47.6	5	23.8
0500	67	- 1	54	() 8		0	0	0	4	0		0500	0	0	0	0	0	0	2	16	21	27	0	1	0	0	48.8	54.1	65	97	42	62.7	8	11.9
0600	120	5	93	1	1 13	3 (3	0	0	2	3		0600	0	0	0	1	0	2	5	12	31	58	8	2	0	0	51.3	57.5	112	93.3	95	79.2	32	26.7
0700	196	6	160	1	1 24		. 0	1	0	0	3		0700	0	0	0	5	0	1	6	23	51	89	21	0	0	0	50.6	57.5	184	93.9	152	77.6	50	25.5
0800	245	4	207	() 26		1 3	0	2	2	0		0800	0	0	- 1	2	3	2	21	38	69	92	12	4	- 1	0	49	55.9	216	88.2	167	68.2	45	18.4
0900	291	12	249	2	2 22) 1	0	0	2	3		0900	0	2	4	4	0	3	30	64	82	85	13	3	1	0	47.3	55	248	85.2	174	59.8	47	16.2
1000	384	6	340	1	25) 2	0	2	2	2		1000	0	1	0	1	1	4	35	97	137	97	11	0	0	0	46.9	52.3	342	89.1	223	58.1	30	7.8
1100	383	7	337	2	2 34) 1	0	0	- 1	- 1		1100	0	0	2	1	3	2	44	105	112	107	3	3	- 1	0	46.8	52.8	331	86.4	208	54.3	32	8.4
1200	339	4	308	2	2 19) 1	1	2	1	- 1		1200	0	0	0	- 1	0	6	33	87	99	98	13	2	0	0	47.5	53.9	299	88.2	192	56.6	45	13.3
1300	371	4	335	1	23) 2	- 1	2	0	3		1300	0	0	2	- 1	0	5	39	99	117	99	9	0	0	0	46.8	52.8	324	87.3	205	55.3	33	8.9
1400	333	4	306	- 2	2 16		1 1	0	0	3	0		1400	0	0	2	0	2	2	28	84	121	83	10	- 1	0	0	47.2	53	299	89.8	189	56.8	31	9.3
1500	236	2	220		10) 0	0	0	0	- 4		1500	0	0	0	0	0	9	14	57	74	72	9	- 1	0	0	47.7	53.7	213	90.3	138	58.5	24	10.2
1600	228	- 1	214		12) 0	0	0	0	- 1		1600	0	0	0	0	- 1	4	15	46	74	73	12	2	- 1	0	48.8	55.3	208	91.2	149	65.4	38	16.7
1700	309	- 1	289	1	12		. 0	0	0	3	2		1700	0	0	0	0	0	0	13	78	118	89	10	1	0	0	48.3	53.7	296	95.8	198	64.1	36	11.7
1800	248	0	237	1			. 0	0	0	0	0		1800	0	- 1	0	0	0	3	33	57	74	67	- 11	0	2	0	47.5	53.9	211	85.1	135	54.4	31	12.5
1900	142	0	138) 3) 0	0	0	- 1	0		1900	0	0	0	0	0	0	3	22	53	49	12	2	- 1	0	50.8	57	139	97.9	110	77.5	34	23.9
2000	111	- 1	93	9) 6		0	0	- 1	7	3		2000	0	0	- 1	0	0	3	12	25	33	32	5	0	0	0	47.4	54.1	95	85.6	62	55.9	17	15.3
2100	93	0	90				, ,	0	0		1		2100	0	0	U	0	0	0	6	. 8	30	36	8	3	1	1	52.3	57.7	87	93.5	75	80.6	28	30.1
2200	74	0	69		' !			0	0	4	0		2200	0	0	0	0	0	2	3	18	23	22	4	2	0	0	49.2	55.9	69	93.2	48	64.9	15	20.3
2300	49	0	45) 3		. 0	0	0	1	0		2300	0	0	0	0	0	0	3	8	17	20	- 1	. 0	0	0	49.8	55.3	46	93.9	37	75.5	10	20.4
07-19 06-22	3563 4029	51	3202 3616	13	236		11	3	8	14	20 27		07-19 06-22	0	4	11	15	10	41	311 337	835 902	1128 1275	1051 1226	134	17	6	0	47.7	53.9	3171 3604	89 89.5	2130 2472	59.8 61.4	442 553	12.4
		57		14			14	3	9	24				0	4	12	16	10	46					167	24	8	- 1	48	54.4						
06-00	4152	57	3730	14	264		14	3	9	29	27		06-00	0	4	12	16	10	48	343	928	1315	1268	172	26	8	- 1	48	54.4	3719	89.6	2557	61.6	578	13.9
00-00	4333	60	3872	14	286		15	3	10	38	30		00-00	0	5	13	16	12	49	355	961	1360	1344	179	29	8	1	48.1	54.6	3883	89.6	2677	61.8	613	14.1

Sunday, 26 March 2017

Suriua	y, 20 mar	CII 20 17																																	
Time	Total	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp]PSL]PSL%]SL1]SL1%]SL2]SL2%						
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100						ACPO	DFT	DFT
0000	31	- 1	30	0	0	C	0	0	0	. 0	0		0000	0	0	0	0	0	0	- 1	6	10	11	3	0	0	0	50.2	57.7	30	96.8	22	71	9	29
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
0200	15	0	15	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	2	5	4	2	2	0	0	0	47.8	56.4	13	86.7	8	53.3	4	26.7
0300	21	1	19	0	- 1		. 0	0	0	. 0	0		0300	0	0	0	0	0	1	1	2	4	9	4	0	0	0	51.6	60.8	19	90.5	16	76.2	8	38.1
0400	18	1	17	0	0		. 0	0	0	. 0	0		0400	0	0	- 1	0	0	0	- 1	2	7	4	- 1	2	0	0	50.1	57	16	88.9	13	72.2	5	27.8
0500	35	- 1	29	0	- 1			0	1	0	3		0500	0	0	0	0	0	- 1	0	12	8	10	3	- 1	0	0	49.4	57	34	97.1	21	60	8	22.9
0600	55	2	48	- 1	2	9		0	0	2	0		0600	0	0	0	0	0	1	- 1	6	15	23	. 9	0	0	0	52	59.9	53	96.4	45	81.8	20	36.4
0700	69	1	58	3	6			0	U	1	0		0700	0	0	0	1	0	0	4		12	35	10	0	U	0	52	59.7	64	92.8	55	79.7	23	33.3
0800 0900	72 165	4	59 145	Ü	/			0	U	1	- 1		0800	0	0	0	2	1	2	4	16 34	33	30 63	6 14	3	- 1	0	50.4 48.6	59.3 55.9	63 146	87.5 88.5	46 108	63.9 65.5	23 32	31.9 19.4
1000	222	9	205	0	٥			U		. 0			1000	U			4	0	3	25	49	61	68	14			U	47.7	54.6	191	86	131	59	32	13.5
1100	258		241	2	7			U		4	2		1100	U	0		- 4	0	3	25 25	49 82	70	67	10	- 4		0	47.7	53.7	230	89.1	135	52.3	27	10.5
1200	284	8	262	0	á			0	1	, ,	2		1200	0	1	3	'n	0	'n	40	80	77	71	8	- 1	1	2	46.8	54.1	240	84.5	149	52.5	39	13.7
1300	387	5	360	1	14	č		ñ	i i	- Ã	3		1300	o o	ė.	1	1	2	9	37	84	139	104	7	3	'n	ñ	47	52.8	337	87.1	216	55.8	33	8.5
1400	228	3	216	0	6			0	0	1	2		1400	0	- 1	- 1	0	0	2	18	61	77	57	- 11	0	0	0	47.2	52.1	206	90.4	127	55.7	22	9.6
1500	225	4	203	0	12	ō	. 2	ō	1	ń	3		1500	ō	o.	- 1	ō	ō	7	33	49	71	59	5	ō	0	ō	46.4	53	184	81.8	119	52.9	22	9.8
1600	249	3	222	2	17	ō	0	ō	2	. 0	3		1600	ō	ō	ó	2	- 1	3	29	63	76	67	5	3	ō	ō	47.1	53.5	214	85.9	138	55.4	28	11.2
1700	232	1	223	0	6		0	0	0	2	0		1700	0	0	0	0	0	1	21	52	84	62	10	0	2	0	48.4	54.8	210	90.5	144	62.1	35	15.1
1800	188	1	179	0	7		0	0	0	1	0		1800	0	0	- 1	0	0	0	14	54	55	56	6	2	0	0	47.9	55	173	92	105	55.9	29	15.4
1900	156	5	141	- 1	7	0	0	0	0	2	0		1900	0	0	0	0	0	3	5	28	47	63	8	2	0	0	49.7	55.7	148	94.9	113	72.4	28	17.9
2000	112	1	105	0	3	0	0	0	0	1	2		2000	0	0	0	0	0	0	10	26	22	47	6	- 1	0	0	49.6	57.3	102	91.1	71	63.4	24	21.4
2100	79	1	75	0	1	0	0	0	0	1	- 1		2100	0	0	0	0	0	0	3	20	17	34	5	0	0	0	50.4	57	76	96.2	55	69.6	23	29.1
2200	40	0	35	0	1	1	0	0	0	2	- 1		2200	0	0	0	0	1	0	5	6	12	13	3	0	0	0	48.2	57	34	85	27	67.5	8	20
2300	27	0	23	0	2		0	. 0		0	2		2300	0	0	0	0	0	0	1	1	7	15	3	0	. 0	0	52	55.9	26	96.3	23	85.2	5	18.5
07-19	2579	51	2373	8	104		3	0	5	18	17		07-19	0	2	14	13	4	31	257	631	762	739	103	15		2	47.6	54.1	2258	87.6	1473	57.1	343	13.3
06-22	2981	60	2742	10	117		3	0	5	24	20		06-22	0	2	14	13	4	35	276	711	863	906	131	18	5	2	47.9	54.8	2637	88.5	1757	58.9	438	14.7
06-00	3048	60	2800	10	120	1	3	0	5	26	23		06-00	0	2	14	13	5	35	282	718	882	934	137	18	5	2	47.9	54.8	2697	88.5	1807	59.3	451	14.8
00-00	3168	64	2910	10	122	1	3	0	- 6	26	26		00-00	0	2	15	13	5	37	287	745	915	970	150	21	5	2	48	55	2809	88.7	1887	59.8	485	15.4

Monday.	27	March	2017

Time	Total	Cls	Cls 2	Cls	Cls	Cls	Cls	Cls	Cls	Cls	CIs 10	Fix1	Time	Vbin	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL%]SL1 46]SL1% 46]SL2 55	SL2% 55
			-	•	-		٠							10	15	20	25	30	35	40	45	50	60	70	80	90	100		00			ACPO		DFT	DFT
0000	16	- 1	14	0	- 1	0	0	0	0	0	0		000	. 0	. 0	0	0	0	0	-0	3	6	5	1	1	0	0	52.2	58.4	16	100	12	75	5	31.3
0100	16	0	14	0	2	. 0	0	0	0	0	0		100	Ó	Ö	0	0	0	0	1	- 1	3	5	6	0	0	Ó	55.5	62	15	93.8	14	87.5	10	62.5
0200	15	1	11	- 1	2	. 0	0	0	0	0	0	c	200	o	0	0	0	0	0	- 1	2	4	6	2	0	0	0	51.5	58.4	14	93.3	11	73.3	6	40
0300	21	0	16	0	- 1	0	2	0	1	0	1		300	0	0	0	0	0	0	- 1	4	3	10	3	0	0	0	51.7	57.9	20	95.2	16	76.2	7	33.3
0400	56	1	50	0	2	. 0	0	0	0	0	3	0	400	0	0	0	0	0	0	3	5	10	28	9	1	0	0	53.2	61.1	53	94.6	46	82.1	18	32.1
0500	170	3	140	4	15	0	3	0	0	2	3	0	500	0	0	0	0	- 1	0	12	34	52	64	4	3	0	0	48.9	54.6	157	92.4	109	64.1	22	12.9
0600	295	8	233	3	38	2	- 1	0	0	5	5		600	0	0	0	3	0	7	23	73	91	80	16	2	0	0	47.8	55	262	88.8	173	58.6	46	15.6
0700	786	13	654	3	82	5	8	0	2	4	15		700	0	5	7	10	9	8	153	328	177	83	6	0	0	0	43	48.5	594	75.6	218	27.7	19	2.4
0800	851	3	754	0	68	6	6	1	- 1	5	7		800	0	1	0	1	1	31	178	331	224	80	3	- 1	0	0	43.5	48.5	639	75.1	266	31.3	15	1.8
0900	424	3	324	3	59	4	4	0	6	14	7		900	0	0	0	- 1	0	19	69	146	117	68	4	0	0	0	44.6	50.1	335	79	165	38.9	21	5
1000	303	1	219	3	40	4	4	0	7	14	11		000	0	0	0	- 1	0	8	76	92	75	47	4	0	0	0	44.1	50.3	218	71.9	107	35.3	14	4.6
1100	293	0	221	0	44	. 3	3	1	6	7	8		100	0	0	- 1	0	0	2	51	84	80	68	7	0	0	0	46.1	52.6	239	81.6	142	48.5	27	9.2
1200	327	5	240	3	52	2	5	0	3	9	8		200	0	0	1	0	0	6	37	100	97	74	8	3	1	0	46.7	53.5	283	86.5	154	47.1	42	12.8
1300	352	2	262	- 1	58	3	4	0	2	12			300	0	1	2	1			//	119	86	52	5	0	0	0	44.3	50.3	263	74.7	126	35.8	16	4.5
1400 1500	422 361	4	298 282	1	75 52	4	4	0	9	13	14		400 500	0	0	0	- 1	10	12	53	152 119	123 94	89	3	- 1	0	0	44.6	50.3 53.7	346 313	82 86.7	163 180	38.6 49.9	20	4.7 10.5
1600	504	2	398	2	72	. 3	- 2		9	0	4		600	Ü		0		0	17	20	159	150	106	10	,	0	0	45.8	51.7	424	84.1	229	45.4	36	7.1
1700	498	7	436	ñ	37	1	3	'n	1	5	8		700	n	3	1	- 4	1	1/4	49	118	171	140	8	4	0	0	47.3	53	442	88.8	287	57.6	51	10.2
1800	297	- 4	267	2	12				,	4	7		800	- 1	- 1	- 4			,	E4	69	77	90	10	2			46.4	53	238	80.1	153	51.5	22	10.8
1900	188	2	159	ñ	11		1	0	ń	9	6		900	'n	'n	'n	1	0	0	12	51	45	62	15	2	0	0	40.4	57.9	175	93.1	115	61.2	37	19.7
2000	144	1	125	o o		. ŏ	ė.	ő	1	5	7		000	ñ	o o	n	ó	n	5	0	27	34	69	8	1	o o	o o	50.3	57.3	139	96.5	105	72.9	34	23.6
2100	99	3	85	ō	ī	1	ō	ō	- 1	4	4		100	ō	ō	ō	ō	- 1	2	9	17	26	32	10	2	ō	ō	49.3	57.3	87	87.9	64	64.6	22	22.2
2200	70	2	59	0	- 1	0	0	0	0	4	4	2	200	o	0	0	0	0	5	3	16	15	25	5	1	0	0	48.7	57.3	62	88.6	40	57.1	17	24.3
2300	38	0	33	0	4	. 0	0	0	0	1	0	2	300	Ó	Ö	0	0	0	0	3	4	8	18	5	0	0	Ó	52.1	58.4	35	92.1	30	78.9	16	42.1
07-19	5418	44	4355	18	651	39	48	4	54	102	103		7-19	1	12	13	18	28	115	897	1817	1471	954	77	12	1	0	44.9	51	4334	80	2190	40.4	331	6.1
06-22	6144	58	4957	21	706		50	4	56	125	125		6-22	1	12	13	22	29	129	941	1985	1667	1197	126	19	1	0	45.4	51.7	4997	81.3	2647	43.1	470	7.6
06-00	6252	60	5049	21	711		50	4	56	130	129		6-00	1	12	13	22	29	134	947	2005	1690	1240	136	20	1	0	45.5	51.9	5094	81.5	2717	43.5	503	8
00-00	6546	66	5294	26	734	42	55	4	57	132	136		0-00	1	12	13	22	30	134	965	2054	1768	1358	161	25	- 1	0	45.7	52.1	5369	82	2925	44.7	571	8.7

Tuesday, 28 March 2017

Time	Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	IPSL% 40	46]SL1% 46]SL2 55]SL2% 55
								_						10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
0000	23	- 1	14	0	1	0	1	0	0	2	4		0000	0	0	0	0	0	2	3	4	5		2	0	0	0	47.2	55.3	18	78.3	13	56.5	4	17.4
0100	16	1	11	0	2	U	0	0	1	0	- 1		0100	0	0	0	0	0	0	0	5		4	0	0	0	0	46.7	51.9	16	100	9	56.3	0	0
0200	13	0	9	0	- 2	U	0	0	0	1	1		0200	0	0	0	0	0	0	3	2	2	6	0	0	0	0	47.1	54.8	10	76.9	. 8	61.5	- 2	15.4
0300 0400	26 54	- 1	22 48	0	- 1	U	1	0	1	0	0		0300	0	0	0	0	0	0	1	9	40	24	2	0	0	0	48.5 48.4	54.6 55.3	25 47	96.2	15	57.7 61.1	4	15.4
							0	U	U		- 1					0		0	- 1		- 11	10	24				U			41	-0/	33		. 9	16.7
0500	175	4	148	1	15	U	3	0	0	1	3		0500	0	0	0	1	2	0	22	72	40	34	4	0	0	0	45.6	52.8	150	85.7	68	38.9	1/	9.7
0600	309	. 8	248 639	0	34	2	2	1	- 2	4	8		0600	0	0	2	0	0	40	154	93 254	101	88	5	1	0	0	47.2	52.1 49.7	288 568	93.2 76.9	178 262	57.6	23 22	7.4
0700 0800	739 765	- 11	666	3	70	- 2	4	U	- 1		- 4		0700 0800		0	2	4		26	154	275	205 196	105 76	4			U	44.1 43.3	49.7	554	72.4	218	35.5 28.5	40	3
0900	467	7	365		55		*		7		40		0900				0	,	20	07			62			- 1			49.7	390	83.5		39	10	2.4
1000	298	4	216	0	43				4	14	13		1000	0		1	- 2	0		67 54	175 93	150 61	63	2	0			44.7 44.8	51.9	224	75.2	182 116	38.9	27	3
1100	306	- 1	205	3	43 57	4		1	,	12			1100	U		0	- 4	3	14	34	109	100	59	3	3			44.0	52.1	270	88.2	137	44.8	2/	7.0
1200	365	·	273	- 4	55	,	0	'n		13			1200		1	1	,	1	,	67	112	96	67	- 7	- 1	0		44.8	51.2	283	77.5	150	41.1	24	7.0
1300	335		237		59			1	4		11		1300	0		- 1	- 1		- 1	24	118	110	75	,	,		0	46.3	51.9	308	91.9	159	47.5	17	5.1
1400	408	2	293	4	70	2	4	- 4		12	12		1400		0	'n	Ċ	1		56	149	126	65	2	- 1	1		45.3	50.3	344	84.3	173	42.4	17	4.2
1500	420	7	307	2	61	3		,	6	13	14		1500	ň	ň	n	2	,	8	46	130	114	110	8	'n	'n	ň	46.3	52.3	362	86.2	206	49	32	7.6
1600	480	- 1	393	3	63	1	3	ñ	4	5	.7		1600	ň	1	n	ñ	2	8	25	126	154	154	ă	1	ň	ň	47.6	53	444	92.5	280	58.3	46	9.6
1700	459	6	393	3	42	,	- 1	ō	- 1	7	4		1700	4	- 1	2	ō	10	2	51	146	142	93	5	3	ō	ō	45.3	51.9	389	84.7	208	45.3	37	8.1
1800	349	5	317	0	18	0	0	0	0	4	5		1800	2	0	- 1	2	3	- 1	44	64	103	111	14	2	2	0	47.7	54.4	296	84.8	214	61.3	47	13.5
1900	193	6	163	o o	12	0	2	ñ	1	3	6		1900	ñ	o o	ò	2	0	2	16	23	59	79	6	1	3	2	50.1	55.7	173	89.6	135	69.9	39	20.2
2000	131	1	116	ō	7	ō	0	ō	Ó	1	6		2000	ō	ō	ō	ō	ō	ō	4	30	46	42	8	ò	1	ō	49.7	55.9	127	96.9	85	64.9	24	18.3
2100	100	2	89	- 1	2	Ó	0	0	0	6	0		2100	0	0	0	0	0	0	9	12	25	44	8	1	0	1	51.2	57.3	91	91	75	75	29	29
2200	55	2	46	0	- 1	o	0	0	0	0	6		2200	0	0	0	0	0	0	6	9	14	24	2	0	0	0	48.6	54.1	49	89.1	36	65.5	7	12.7
2300	31	ō	26	- 1	3	ō	ō	ō	ō	1	ō		2300	ō	ō	ō	ō	ō	ō	ō	5	12	14	0	ō	ō	ō	49.5	55	31	100	22	71	6	19.4
07-19	5391	60	4304	22	664	38	52	6	48	94	103		07-19	7	4	8	17	30	94	799	1751	1557	1040	66	12	5	1	45.3	51.2	4432	82.2	2305	42.8	328	6.1
06-22	6124	77	4920	23	719	40	56	7	51	108	123		06-22	7	4	10	19	30	98	845	1909	1788	1293	93	15	9	4	45.7	51.9	5111	83.5	2778	45.4	443	7.2
06-00	6210	79	4992	24	723		56	7	51	109	129		06-00	7	4	10	19	30	98	851	1923	1814	1331	95	15	9	4	45.8	51.9	5191	83.6	2836	45.7	456	7.3
00-00	6517	87	5244	25	745	40	61	7	53	116	139		00-00	7	4	10	20	32	101	886	2026	1884	1414	105	15	9	4	45.8	51.9	5457	83.7	2982	45.8	492	7.5

Wednesday, 29 March 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1 Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp		IPSL%]SL1%]SL2]SL2%							
		- 1	2	3	4	5	ь	7	8	9	10		0	10	15	20	25	30	35	40	45	50	60	70	80	90		85	40	40	46	46	55	55
								_					10	15	20	25	30	35	40	45	50	60	70	80	90	100			14		ACPO	ACPO	DFT	DFT
0000	17 17	- 1	9	0	2	0	1	0	0	0	4	0000 0100	U	0	U	0	0	0	3	4	4	5	0	- 1	0	0	48.7	54.8 55.7	14	82.4	9	52.9 64.7	4	23.5 23.5
0100 0200	23	1	47	0	- 4	0	0	U	- 4			0200	U	0	U	0	0	U	- 1	3	0	2	2	- 1	0	0	51.4 50.8	55.7	22	94.1 95.7	47	73.9	4	26.1
0300	23	2	13	0	2	U	- 1	U		- 1	4	0200	0	- 1	0	0	0	0	- 1	3	9	,	- 4		- 1	0	52.1	62.4	20	90.9	16	72.7		36.4
0400	47	2	41	0	0		- 4		,	- 4	2	0400				0	0		2	2		28			Ċ	0	52.1	56.8	44	93.6	37	78.7	14	29.8
0500	171		138	0	17	- 1	- 1	0	- 1	2	- 4	0500	0	0	0	0	- 1	- 1	19	26	57	62	4	0	0	- 1	48.5	54.4	150	87.7	112	65.5	22	13.5
0600	315	5	248	1	36	- 1	2	1	2	11	8	0600	ŭ	0	1	0	'n	· -	35	83	98	81	•	1	0	'n	40.5	53.5	272	86.3	171	54.3	36	11.4
0700	772	11	659	6	67	3	ā	'n	2		18	0700	ň	ñ	- 1	2	ň	28	156	270	219	89	5	- 4	ň	1	44	49.4	585	75.8	262	33.9	25	3.2
0800	835	- 1	739	1	63	2	12	o o	4	â	4	0800	n n	o o	'n	ō	6	13	193	341	206	72	4	ó	o o	ó	43.4	48.1	623	74.6	220	26.3	12	1.4
0900	438	2	341	5	53	3	9	0	7	8	10	0900	0	0	0	0	0	7	77	149	127	68	8	2	0	0	45.3	50.6	354	80.8	182	41.6	28	6.4
1000	309	2	209	ō	63	6	5	ō	3	10	11	1000	ñ	ō	ō	ō	ō	4	42	105	86	67	5	0	ō	ō	46	51.9	263	85.1	144	46.6	21	6.8
1100	312	- 1	228	- 1	47	4	5	ō	5	10	- 11	1100	ō	ō	ō	ō	ō	3	52	104	86	60	6	1	ō	ō	45.6	51.4	257	82.4	126	40.4	21	6.7
1200	317	2	235	3	55	3	5	0	1	6	7	1200	0	- 1	1	- 1	10	9	38	101	93	58	5	0	0	0	44.8	51.4	257	81.1	135	42.6	17	5.4
1300	338	- 1	246	4	51	2	6	0	4	10	14	1300	0	0	0	0	5	14	63	98	81	71	5	1	0	0	44.7	51.4	256	75.7	143	42.3	18	5.3
1400	418	4	306	2	71	5	1	0	11	9	9	1400	1	0	0	6	6	6	68	128	119	77	7	0	0	0	44.8	51.4	331	79.2	176	42.1	25	6
1500	442	3	322	0	66	6	10	1	7	18	9	1500	0	0	0	0	0	4	89	159	112	71	7	0	0	0	44.7	50.6	349	79	167	37.8	21	4.8
1600	513	3	410	1	73	2	- 1	3	2	7	11	1600	0	2	2	0	0	15	99	185	130	77	2	1	0	0	44.1	50.1	395	77	178	34.7	25	4.9
1700	500	5	435	0	39	1	0	0	- 1	15	4	1700	0	0	- 1	- 1	- 1	4	60	159	164	100	9	1	0	0	46	51.2	433	86.6	233	46.6	27	5.4
1800	352	5	299	3	24	0	0	2	- 1	10	8	1800	0	0	0	2	0	5	55	76	100	101	12	0	- 1	0	47.1	53.7	290	82.4	194	55.1	38	10.8
1900	206	1	188	0	10	1	0	0	0	5	1	1900	0	0	0	0	0	8	21	29	58	80	9	1	0	0	48.4	54.1	177	85.9	138	67	25	12.1
2000	144	2	126	0	5	0	0	1	- 1	4	5	2000	0	0	0	0	0	3	13	33	40	43	10	2	0	0	48.7	55.9	128	88.9	86	59.7	30	20.8
2100	86	4	77	0	1	0	0	0	0	2	2	2100	0	0	- 1	0	0	0	5	13	26	34	6	1	0	0	49.9	57.5	80	93	60	69.8	20	23.3
2200	79	6	63	0	2	0	- 1	0	0	2	5	2200	0	0	0	2	0	0	6	21	17	26	7	0	0	0	48.5	57.5	71	89.9	47	59.5	15	19
2300	38	0	32	0	3	- 0	0	0	1		- 1	2300	0	0	. 0	. 0	0	2	1	10	11	13	1	0	0	0	47.5	53.9	35	92.1	22	57.9	- 6	15.8
07-19	5546	40	4429	26	672	37	58	6	48	114	116	07-19	- 1	3	5	12		112	992	1875	1523	911	75	.,	- 1	- 1	44.8	50.6	4393	79.2	2160	38.9	278	
06-22	6297	52	5068	27 27	724	39	60 61	8	51 52	136	132	06-22 06-00	- 1	3	- 7	12		130	1066	2033	1745	1149	109	12	- 1	- 1	45.2	51.2	5050	80.2	2615	41.5	389	6.2
06-00	6414 6711	58 70	5163 5392	27	729 754	39	61	8	52 57	139	138	06-00	- 1	3	- /	14		132	1073	2064 2106	1773	1188	117	12	1	1	45.2 45.4	51.4 51.7	5156 5422	80.4	2684 2886	41.8	410	6.4
																14														80.8				

Thursd	ay, 30 Ma	arch 20	17																																
Time	Total	CIs 1	CIs 2	CIs 3	Cls 4	CIs 5	CIs 6	Cls 7	Cls 8	Cls 9	CIs 10	Fix1	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 40	1PSL% 40	JSL1 46 ACPO]SL1% 46 ACPO	ISL2 55 DFT	1SL2% 55 DFT
0000	19	0	14	0	2	0	- 1	0	0	0	2		0000	0	0	0	0	0	0	0	5	9	4	- 1	C	0	0	48.6	54.1	19	100	12	63.2	3	15.8
0100	17	1	11	0	- 1	0	0	0	- 1	1	2		0100	0	0	0	0	0	0	- 1	4	9	3	0	0	0	0	46.6	48.8	16	94.1	10	58.8	- 1	5.9
0200	27	0	22	0	0	0	0	0	1	0	4		0200	0	0	0	0	0	1	1	6	6	10	3	9	0	0	50.2	58.8	25	92.6	19	70.4	8	29.6
0300 0400	25 60	3	21 50	0	2	0	2	0	0	2	3		0300	0	0	0	0	0	0	3	13	11	26	2	1	0	0	50.6 51.3	59.3 58.6	22 57	88 95	16 40	64 66.7	19	32 31.7
0500	157	3	137	0	12	1	- 1	0	0	1	2		0500	0	0	0	0	0	0	13	54	37	47	3		1	0	47.9	54.6	144	91.7	83	52.9	23	14.6
0600	315	6	252	3	35	'n		1	1	3	10		0600	0	0	1	0	0	8	26	76	91	93	14	-	. 3	0	48.2	55	280	88.9	187	59.4	51	16.2
0700	794	14	650	3	89	4	5	2	6	5	16		0700	ő	ő	3	2	28	22	128	333	200	73	4	č		1	43.1	48.5	611	77	237	29.8	14	1.8
0800	818	6	701	2	76	- 1	4	2	2	13	11		0800	1	0	- 1	1	0	24	186	314	204	84	3		0	0	43.4	48.3	605	74	239	29.2	22	2.7
0900	403	5	318	2	43	6	2	0	8	9	10		0900	0	- 1	0	0	0	19	81	109	123	63	7	0	0	0	44.5	50.6	302	74.9	164	40.7	19	4.7
1000	321	4	219	0	61	6	3	1	11	8	8		1000	0	0	0	3	- 1	6	61	104	103	38	4	0	0	0	44.5	49.7	250	77.9	111	34.6	18	5.6
1100	294	. 4	217	1 2	51 54	0	4	0	3	4 16	10		1100	0	0	3	0	0	0	48	85	92	58	7	1	0	0	45.8 44.9	51.9	243	82.7	137	46.6	22	7.5
1200 1300	346 371	11 2	244	3	54 68	5	3	0	3	16	4		1200	0	1	4 3	0	2	/	52 43	110 105	92 118	72 89	4		. 0	0	44.9	51.2 52.1	278 322	80.3 86.8	151 198	43.6 53.4	22 25	6.4 6.7
1400	404	7	286	2	69	5	5	0	7	14	9		1400	0	1	3	0	1	8	76	124	97	86	6			0	45.1	51.7	315	78	175	43.3	22	5.4
1500	471	3	348	2	88	2	5	1	8	6	8		1500	0	'n	0	0	2	7	65	177	133	77	7	3		0	45.3	51.7	397	84.3	176	37.4	25	5.3
1600	538	16	423	3	71	5	2	ó	4	7	7		1600	ō	ō	ō	1	- 1	13	78	164	159	104	16	1	1	ō	45.9	51.9	445	82.7	235	43.7	43	8
1700	502	7	440	4	35	0	- 1	- 1	1	8	5		1700	0	0	2	0	- 1	- 1	37	153	170	134	4	0	0	0	47	53	461	91.8	276	55	49	9.8
1800	350	5	309	2	19	0	0	0	1	7	7		1800	0	0	2	0	3	26	38	95	102	77	5	2	. 0	0	45.6	52.6	281	80.3	170	48.6	36	10.3
1900	221	6	193	0	10	0	0	0	2	6	4		1900	0	0	0	1	0	5	13	44	73	68	10	5	1	0	49.3	55.5	202	91.4	148	67	38	17.2
2000	122	3	105	0	5	0	0	0	0	2	7		2000	0	0	1	0	0	1	9	29	25	43	13	1	0	0	49.4	56.8	111	91	78	63.9	27	22.1
2100 2200	112 85	3	106 76	0	2	0	0	0	0	1	4		2100 2200	0	0		0	0	0	9	20 19	31 25	48 27	5			0	49.8 48.2	55.3 54.6	105 76	93.8 89.4	80 52	71.4 61.2	19 12	17 14.1
2300	30	0	27	0	3	0	0	0	0	'n	0		2300	0	0	0	0	0	1	0	2	4	22	1			0	52.6	57.7	29	96.7	24	80	12	40
07-19	5612	84	4435	26	724	35	38	7	60	103	100		07-19	1	3	21	9	39	136	893	1873	1593	955	74	12		1	44.9	51	4510	80.4	2269	40.4	317	5.6
06-22	6382	102	5091	29	776	35	42	8	63	115	121		06-22	1	3	23	10	39	150	948	2042	1813	1207	117	21	5	1	45.4	51.7	5208	81.6	2762	43.3	452	7.1
06-00	6497	104	5194	29	781	35	42	8	63	116	125		06-00	1	3	23	10	39	151	957	2063	1842	1256	123	21		1	45.5	51.9	5313	81.8	2838	43.7	476	7.3
00-00	6802	111	5449	29	799	36	47	8	65	120	138		00-00	1	3	23	10	39	152	978	2149	1920	1355	138	25	6	1	45.6	52.1	5596	82.3	3018	44.4	538	7.9
Virtual													_																						
Time	Total	Cls 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	Cls 8	CIs 9	CIs 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40]PSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
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0100	20	- 1	16	0	1	n	0	n	1	'n	1		0100	0	0	0	0	0	0	1	3	7	7	2	Č		0	50.1	57.3	19	94.9	14	71	4	22.5
0200	19	ė	15	ő	2	ő	ő	ő	ò	ő	- 1		0200	ő	ő	ő	ő	0	ő	i	4	5	6	2	č		ő	49.5	57.9	18	91.2	13	65.4	5	25.7
0300	24	1	19	ō	2	ō	- 1	ō	ō	ō	- 1		0300	ō	0	ō	ō	ō	ō	2	5	5	9	3	Č	i õ	ō	50.3	59.3	22	91.8	17	68.8	6	25.9
0400	39	1	34	0	- 1	0	0	0	0	1	1		0400	0	0	0	0	0	0	3	5	8	18	4	1	0	0	50.8	58.6	36	90.5	28	71.3	11	28.4
0500	110	3	92	1	10	0	- 1	0	0	1	2		0500	0	0	0	0	- 1	1	10	30	29	35	4	- 1	0	0	48.1	54.8	99	89.5	62	56.4	17	15
0600	219	5	177	1	23	1	1	0	1	4	5		0600	0	0	1	0	0	.4	18	56	66	64	9 7	2		0	47.8	54.6	196	89.6	128	58.6	30	13.9
0700	514	9	429	3	52	2	4	0	2	3	9		0700	0	1	2	3	6	11	92	186	133	72	7	- 1	0	0	44.2	50.1	399	77.7	182	35.5	24	4.7

Time	Total	Cls	Cls 2	Cls	CIs 10	Fix1 Ti	ne Vbin	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 40	1PSL%	ISL1]SL1%]SL2 55]SL2% 55						
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0100	20	- 1	16					0	1	'n	1	010		n	n 1	0	0	0	1	3	7	7	2	0	0	0	50.1	57.3	19	94.9	14	71	4	22.5
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0600	219	5	177	1	23	1	1	0	1	4	5	060)	0	0 1	0	0	4	18	56	66	64	9	2	0	0	47.8	54.6	196	89.6	128	58.6	30	13.9
0700	514	9	429	. 3	52	2	4	0	2	3	9	070)	0	1 2	3	6	11	92	186	133	72	7	1	0	0	44.2	50.1	399	77.7	182	35.5	24	4.7
0800	609	5	530	1 1	54	1 2	4	1	2	5	6	080)	0	0 0	1	2	16	128	224	156	73	6	1	0	0	43.9	49.4	461	75.6	197	32.3	22	3.6
0900	420	4	344	. 2	42	. 4	- 4	0	4	8	7	090)	0	0 1	- 1	- 1	13	74	135	117	70	7	1	0	0	44.9	50.8	330	78.5	170	40.6	25	6
1000	306	5	231	- 2	41	1 4	4	0	5	8	6	100		0	0 1	2	- 1	7	52	94		60	7	1	0	0	45.4	51.7	243	79.5	131	42.7	25	8.2
1100	307	3	239		41	3	3	0	3	8	6	110		0	0 1	0	0	3	43	94		67	7	0	0	0	46	52.1	259	84.5	146	47.6	24	8
1200	334	6	262	. 2	44	1 2	4	0	2	7	5	120		0	1 2	1	2	6	45	103		74	6	1	0	0	45.8	52.1	277	83.1	155	46.6	29	8.7
1300	354	4	279	. 2	46	. 2	4	0	3	8	7	130		0	0 1	- 1	- 1	7	48	104		78	7	- 1	0	0	45.9	51.9	295	83.4	168	47.4	24	6.8
1400	376	3	288	. 2	54	1 3	3	0	6	8	9	140		0	0 1	1	3	6	54	122		74	6	1	0	0	45.4	51.4	312	82.8	168	44.6	23	6.1
1500	385	4	300	1	53	3	4	- 1	5	7	7	150		0	0 0	- 1	2	5	55	125		78	8	- 1	0	0	45.7	51.7	323	83.8	172	44.5	27	7
1600	428	4	349	1 2	51	. 2	3	- 1	3	6	7	160		0	0 0	- 1	- 1	- 11	59	129		94	8	1	0	0	45.9	52.1	357	83.3	197	46	33	7.6
1700	416	5	363	. 2	33	1	- 1	0	- 1	6	4	170		1	1 1	0	2	2	41	116		103	9	- 1	0	0	46.8	52.8	368	88.5	222	53.5	40	9.6
1800	324	3	290		17	1 1	0	0	1	5	4	180		0	0 1	- 1	- 1	5	37	81	96	89	10	2	- 1	0	47.2	53.7	279	86.2	178	55.1	40	12.4
1900	219	3	195		11		. 0	0	- 1	4	- 4	190		0	0 0	- 1	0	3	20	44		74	9	2	- 1	0	48.6	55	195	89.1	138	63	33	15.1
2000	138	1	122				. 0	0	1	3	4	200		0	0 0	0	0	- 1	7	29	40	49	10	1	0	0	49.6	56.6	129	93.8	92	66.8	29	20.9
2100	101	- 2	91		1 3			0	U	3	- 2	210		U	0 0	0	0	1	- /	19	28	39	ь	1	0	0	49.5	56.8	93	92.1	69	67.9	22	21.4
2200	76	2	66				. 0	0	0	2	3	220		0	0 0	0	0	- 1	6	14	20	27	5	1	0	0	49.6	57.3	68	90.5	50	66.2	16	21.4
2300 07-19	45 4774	0	40	22	500		37	0	38	1	77	230 07-		U	0 0 4 11	0	22	91	727	1514	1355	20 932	3	0	. 0	0	50.4 45.5	56.6 51.7	3904	94.3	2086	72.7 43.7	337	24.1 7.1
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06-00		69	4596	24			39	5	41	95	96	06-0		4	4 13		22			1683		1204	129	19		2	45.9	52.3	4629	83.1	2596	46.6	478	8.6
00-00	5814	75	4797	25	594	30	42	5	43	100	104	00-0	0	2	5 13	14	23	103	806	1736	1650	1289	145	21	- 5	2	46.1	52.6	4849	83.4	2749	47.3	526	9.1

Virtual	Week (1)																																		
Time	Total	Cls 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	Cls 8	CIs 9	CIs 10	Fix1	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	IPSL 40	IPSL% 40	46]SL1% 46 ACPO	55]SL2% 55 DFT
Mon	6546	66	5294	26	734	42	55	4	57	132	136	- 1	Mon	1	12	13	22	30	134	965	2054	1768	1358	161	25	1	0	45.7	52.1	5369	82	2925	44.7	571	8.7
Tue	6517	87	5244	25	745	40	61	7	53	116	139		Tue	7	4	10	20	32	101	886	2026	1884	1414	105	15	9	4	45.8	51.9	5457	83.7	2982	45.8	492	7.5
Wed	6711	70	5392	27	754	40	65	8	57	145	153	1	Wed	1	4	7	14	29	133	1101	2106	1860	1303	134	15	2	2	45.4	51.7	5422	80.8	2886	43	469	7
Thu	6802	111	5449	29	799	36	47	8	65	120	138		Thu	1	3	23	10	39	152	978	2149	1920	1355	138	25	6	1	45.6	52.1	5596	82.3	3018	44.4	538	7.9
Fri	6600	64	5397	42	717	43	49	4	54	122	108		Fri	1	3	9	4	14	116	1068	2111	1833	1269	147	19	3	3	45.6	51.7	5385	81.6	2850	43.2	515	7.8
Sat	4333	60	3872	14	286	5	15	3	10	38	30	1	Sat	0	5	13	16	12	49	355	961	1360	1344	179	29	8	1	48.1	54.6	3883	89.6	2677	61.8	613	14.1
ISun	3168	64	2910	10	122	- 1	3	0	6	26	26		Sun	0	2	15	13	5	37	287	745	915	970	150	21	5	2	48	55	2809	88.7	1887	59.8	485	15.4

Grand	Total																																		
Time	Total	CIs 1	CIs 2	CIs 3	CIs 4	CIs 5	CIs 6	CIs 7	CIs 8	CIs 9	CIs 10	Fix1	Time	Vbin 0							Vbin 40		Vbin 50				Vbin 90	Mean	Vpp 85]PSL% 40]SL1 46]SL1% 46]SL2 55]SL2% 55
														10	15	20	25	30	35	40	45	50	60	70	80	90	100					ACPO	ACPO	DFT	DFT
	40677	522	33558	173	4157	207	295	34	302	699	730			11	33	90	99	161	722	5640	12152	11540	9013	1014	149	34	13	46.1	52.6	33921	83.4	19225	47.3	3683	9.1



Job Number 3261-LON Client: **RPS** Group Kemsley Project:

Location: East of B2005 Groveshurst roundabout 51.366996, 0.737407

Site No.

Road Swale Way Start Date: 13-Jun-16

Directions Eastbound Westbound

Kemsley

Site:

1. Swale Way - East of B2005 Groveshurst roundabout 51.366996, 0.737407



Incidents / Observations
Site 1 - Data loss Mon 13th June 00:00 to 03:30 and Sun 19th June 03:45 to midnight.



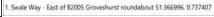
Job Number Client Project Location Site No. Road Start Date Direction

3261-LON RPS Group Kemsley East of B2005 Groveshurst rounda

Swale Way 13-Jun-16 Westbound

Volume Summary

10,093 8,094 Average Weekday 7 Day Average



▼ Westbound

Time AM Peak PM Peak 00:00 00:00 00:15 00:30 00:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 06:15 06:30 06:45 07:00 06:15 06:30 06:45 07:00 07:45 08:30 08:45 07:00 07:45 08:30 08:45 07:00 07:15 07:30 07:45 08:30 08:45 09:00 10:15 10:30 10:45 11:45 11:30 11:45	Mon 13-Jun 315 161 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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17:00 17:15 17:30 17:45 18:00 18:15 18:30 18:45 19:00 19:15 19:30	111
17:15 17:30 17:45 18:00 18:15 18:30 18:45 19:00 19:15 19:30	113
17:30 17:45 18:00 18:15 18:30 18:45 19:00 19:15 19:30	
17:45 18:00 18:15 18:30 18:45 19:00 19:15	161
18:00 18:15 18:30 18:45 19:00 19:15 19:30	161 120
18:15 18:30 18:45 19:00 19:15 19:30	120
18:30 18:45 19:00 19:15 19:30	120 127
18:45 19:00 19:15 19:30	120 127 122
19:00 19:15 19:30	120 127 122 108
19:15 19:30	120 127 122 108 102
19:30	120 127 122 108 102 97
	120 127 122 108 102 97 87
	120 127 122 108 102 97 87 72
19:45	120 127 122 108 102 97 87 72 55
20:00	120 127 122 108 102 97 87 72 55
20:15	120 127 122 108 102 97 87 72 55 59
20:30	120 127 122 108 102 97 87 72 55 59 79
20:45	120 127 122 108 102 97 87 72 55 59 79 55 51
21:00	120 127 122 108 102 97 87 72 55 59 79
21:15	120 127 122 108 102 97 87 72 55 59 79 55 51
21:30	120 127 122 108 102 97 87 72 55 59 79 55 51 35
21:45	120 127 122 108 102 97 87 72 55 59 79 55 51 35 40
22:00	120 127 122 108 102 97 87 72 55 59 79 55 51 35 40 45
	120 127 122 108 102 97 87 72 55 59 79 55 51 35 40 45
22:15	120 127 122 108 102 97 87 72 55 59 55 51 35 40 45 37 34
22:30	120 127 122 108 102 97 72 55 59 79 55 51 35 40 45 37 34 42 36
22:45	120 127 122 108 102 97 72 55 59 79 55 51 35 40 45 37 34 42 36 28
23:00	120 127 122 108 102 97 72 55 59 79 55 55 51 35 40 40 42 36 28 31
23:15	120 127 122 108 102 97 87 72 55 59 79 95 55 51 35 40 45 37 34 42 28 31 21
23:30	120 127 122 108 102 97 72 55 59 79 79 55 51 35 40 45 37 42 28 31 21
23:45	120 127 122 108 102 97 87 72 55 59 79 55 51 35 40 45 37 34 42 36 28 31 21
Total	120 127 122 108 102 97 87 72 55 59 79 55 51 35 40 45 37 34 42 36 28 31 21 24
	120 127 122 108 102 97 87 72 55 59 79 55 51 35 40 45 37 34 42 36 28 31 21
07:00-19:00	120 127 122 108 102 97 87 72 55 59 79 55 51 35 40 45 37 34 42 36 28 31 21 24



Job Number Client Project Location Site No. Road Start Date Direction

3261-LON RPS Group Kemsley East of B2005 Groveshurst rounda

Swale Way 13-Jun-16 Eastbound

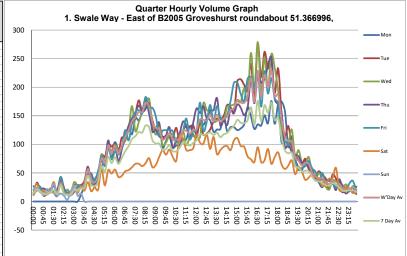
Volume Summary

9,341 7,508 Average Weekday 7 Day Average

1. Swale Way - East of B2005 Groveshurst roundabout 51.366996, 0.737407

▼ Eastbound

	Mon	Tue	Wed	Day of Wee	k Fri	Sat	Sun	Ave	7 Day
Time	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	18-Jun	19-Jun	W'day	Ave
AM Peak PM Peak	179 176	177 276	180 279	171 252	183 228	116 117	31 0		
00:00	0	15	11	14	27	20	21	13	15
00:15	0	20	20	33	21	31	24	19	21
00:30	0	21	20	22	26	16	19	18	18
00:45	0	10	18	23	12	20	11	13	13
01:00	0	13 18	14 23	20 20	14 18	15 19	22 17	12 16	14 16
01:15 01:30	0	17	16	27	15	34	31	15	20
01:45	0	21	18	18	10	11	12	13	13
02:00	0	37	29	43	43	33	14	30	28
02:15	0	14	14	24	19	15	10	14	14
02:30	0	16	21	12	16	13	3	13	12
02:45	0	16	15	11	17	11	18	12	13
03:00	0	29 29	34	17	18	21	28	20 22	21
03:15 03:30	12	29	27 23	26 29	27 28	15 27	10 14	24	19 23
03:45	29	36	32	27	24	19	0	30	24
04:00	47	61	58	60	57	34	0	57	45
04:15	49	32	38	36	29	18	0	37	29
04:30	34	37	27	30	39	25	0	33	27
04:45	53	42	34	39	51	20	0	44	34
05:00	71	82	82	62	80	57 28	0	75	62
05:15 05:30	92	78 100	65 95	69 107	62 97	55 55	0	68 98	52 78
05:45	88	96	88	76	74	49	0	84	67
06:00	104	100	99	97	87	56	0	97	78
06:15	91	87	89	70	82	43	0	84	66
06:30	95	112	97	91	95	45	0	98	76
06:45	113	106	107	114	125	53	0	113	88
07:00	127	130	126	133	107	55	0	125	97
07:15 07:30	118 146	136 154	167 123	146 155	138 157	60 66	0	141 147	109 114
07:45	142	177	139	168	160	66	0	157	122
08:00	158	158	156	157	154	62	0	157	121
08:15	179	176	165	162	183	67	Ö	173	133
08:30	154	169	180	171	162	76	0	167	130
08:45	128	142	137	122	164	60	0	139	108
09:00	127	128	117	125	149	64 78	0	129	101 101
09:15 09:30	138 95	133 112	130 99	114 113	116 124	90	0	126 109	90
09:45	106	112	103	116	125	82	0	112	92
10:00	113	115	116	130	125	91	0	120	99
10:15	95	111	117	94	123	78	0	108	88
10:30	98	129	107	108	103	71	0	109	88
10:45	99	106	105	119	113	116	0	108	94
11:00	110	124	124 99	140	124 145	109 90	0	124 123	104
11:15 11:30	109 132	132 131	112	132 111	109	90	0	119	101 98
11:45	117	133	114	138	123	93	0	125	103
12:00	113	117	116	163	124	117	0	127	107
12:15	142	137	112	155	173	103	0	144	117
12:30	134	117	172	167	124	101	0	143	116
12:45	145	119	160	146	140	117	0	142	118
13:00 13:15	142 122	126 140	157 140	160 160	169 140	92 113	0	151 140	121 116
13:30	126	145	141	181	167	83	0	152	120
13:45	127	144	147	133	147	90	0	140	113
14:00	150	150	142	142	144	96	0	146	118
14:15	123	169	166	134	151	97	0	149	120
14:30	130	165	168	161	176	90	0	160	127
14:45	130	155	170	155	208	107	0	164	132
15:00 15:15	125 128	211 214	176 174	170 164	208 188	111 97	0	178 174	143 138
15:15	135	204	174	151	176	96	0	174	138
15:45	165	194	179	163	215	79	0	183	142
16:00	149	241	260	213	218	74	0	216	165
16:15	127	179	196	172	197	69	0	174	134
16:30	135	276	279	223	228	95	0	228	177
16:45	133	218 262	191	208	166	69 72	0	183 222	141
17:00 17:15	151 137	262	253 199	214 238	228 189	92	0	199	169 155
17:30	176	245	258	252	216	66	0	229	173
17:45	136	190	233	179	180	78	0	184	142
18:00	171	233	194	170	172	86	0	188	147
18:15	175	155	132	156	103	65	0	144	112
18:30	158	115	96	94	106	57	0	114	89
18:45	96	132 96	102	100 87	98	63 72	0	106	84
19:00 19:15	75	82	126 79	82	104 70	48	0	105 78	86 62
19:30	60	72	90	79	55	61	0	71	60
19:45	55	65	68	68	59	52	Ö	63	52
20:00	71	75	64	69	62	38	0	68	54
20:15	65	57	78	58	71	42	0	66	53
20:30	47	48	46	57	58	47	0	51	43
20:45	45	45 53	38 50	39 35	52 35	37	0	44	37
21:00 21:15	25	53 46	50 39	35 40	35 50	40 27	0	41 40	35 32
21:30	38	40	26	34	33	31	0	34	29
21:45	36	21	21	37	39	40	0	31	28
22:00	36	47	37	34	31	41	0	37	32
22:15	25	40	35	20	25	59	0	29	29
22:30	34	25	30	39	25	20	0	31	25
	28	16	25	22	22	19	0	23	19
22:45	20	22	30 21	14 19	19 32	26 22	0	21 23	19 19
23:00	10								
23:00 23:15	18 24	23 15							
23:00	18 24 13	15 21	27 26	18 26	36 18	15 16	0	24 21	19 17
23:00 23:15 23:30	24	15	27	18	36	15	0	24	19





Job Number Client Project Location Site No. Road Start Date Direction

3261-LON RPS Group Kemsley East of B2005 Groveshurst rounda

Swale Way 13-Jun-16 Combined

Volume Summary

19,434 15,602 Average Weekday 7 Day Average

1. Swale Way - East of B2005 Groveshurst roundabout 51.366996, 0.737407

▼ Combined

				£ 18/					
	Mon	Tue	Wed	Day of Wee Thu	K Fri	Sat	Sun	Ave	7 Day
Time	13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	18-Jun	19-Jun	W'day	Ave
AM Peak	457	520	468	479	464	232	59 0		
PM Peak 00:00	298 0	462 25	442 29	393 32	392 44	223 45	59	26	33
00:15	0	39	39	62	40	53	44	36	40
00:30	0	33	33	37	42	36	38	29	31
00:45	0	28	30	52	23	33	31	27	28
01:00	0	24	25	40	27	28	33	23	25
01:15	0	48	41	35	35	39	36	32	33
01:30	0	29	31	48	29	60	51	27	35
01:45	0	35	32	33	26	19	25	25	24
02:00	0	48	42	54	59	42	21	41	38
02:15	0	29	24	39	36	27	23	26	25
02:30	0	39	39	24	27	21	9	26	23
02:45	0	38	38	29	36	27	33	28	29
03:00 03:15	0	51 57	62 51	36 45	36 56	29 30	40 21	37 42	36 37
03:30	34	66	57	70	66	56	22	59	53
03:45	72	74	60	55	61	38	0	64	51
04:00	75	89	89	93	93	48	0	88	70
04:15	91	63	76	68	62	40	0	72	57
04:30	86	87	65	78	80	48	0	79	63
04:45	130	103	87	93	111	56	0	105	83
05:00	157	174	170	138	174	111	0	163	132
05:15	172	192	168	173	156	77	0	172	134
05:30	223	279	230	286	271	143	0	258	205
05:45	257	270	261	237	215	137	0	248	197
06:00	181	201	180	187	170	98	0	184	145
06:15	207	210	188	185	184	96	0	195	153
06:30	256	298	268	246	255	94	0	265	202
06:45	331	365 348	316	311 319	325 294	134	0	330	255
07:00	333 373	384	310 440	391		107	0	321 396	244 301
07:15 07:30	415	384 424	440	426	390 423	132	0	420	301
07:30 07:45	415	520	468	426	423	161 157	0	474	361
07:45	444	443	468	479	381	128	0	474	361
08:15	455	476	437	473	464	149	0	461	351
08:30	422	436	459	442	423	142	0	436	332
08:45	408	422	381	368	428	148	0	401	308
09:00	298	305	292	288	338	140	0	304	237
09:15	278	283	298	271	271	156	0	280	222
09:30	215	252	236	236	256	198	0	239	199
09:45	236	245	248	238	260	158	0	245	198
10:00	238	262	248	268	238	195	0	251	207
10:15	195	217	247	201	266	152	0	225	183
10:30	207	262	235	223	231	171	0	232	190
10:45	219	254	210	258	243	232	0	237	202
11:00	225	249	235	284	253	213	0	249	208
11:15	223	240	205	243	292	198	0	241	200
11:30 11:45	244 247	269 259	223 235	236 276	212 248	195 185	0	237 253	197 207
12:00	226	243	240	289	249	223	0	249	210
12:15	267	257	249	270	311	201	0	271	222
12:30	256	256	326	309	259	193	0	281	228
12:45	283	262	324	278	280	209	0	285	234
13:00	284	265	306	301	300	183	0	291	234
13:15	267	279	281	303	304	211	0	287	235
13:30	258	314	308	329	336	165	0	309	244
13:45	255	288	316	305	296	187	0	292	235
14:00	276	302	277	265	268	191	0	278	226
14:15	250	313	321	262	307	170	0	291	232
14:30	214	322	289	297	305	183	0	285	230
14:45	235	316	309	287	354	207	0	300	244
15:00	248	372	315	327	356	205	0	324	260
15:15	250	376	340	314	345	179	0	325	258
15:30	243	373 340	364	269	335	201	0	317 328	255 259
15:45 16:00	273 276	352	346 401	307 370	372 371	172 158	0	354	259
16:00	260	343	357	335	350	166	0	329	275
16:30	251	462	442	368	377	196	0	380	299
16:45	244	368	386	369	339	159	0	341	266
17:00	264	432	413	363	392	171	0	373	291
17:15	298	410	347	377	356	195	0	358	283
17:30	296	422	387	393	386	160	0	377	292
17:45	263	365	386	313	303	162	0	326	256
18:00	293	392	329	292	303	176	0	322	255
18:15	283	277	262	273	227	161	0	264	212
18:30	260	240	205	212	195	137	0	222	178
18:45	193	245	212	209	201	124	0	212	169
19:00	201	171	203	168	179	135	0	184	151
19:15	147	161	164	178	142	100	0	158	127
19:30	115	141	167	149	123	123	0	139	117
19:45	114	139	137	124	124	107	0	128	106
20:00 20:15	150 120	161 121	122 140	149 105	121 142	78 96	0	141 126	112 103
20:15	98	98	101	105	110	96	0	102	103 86
20:30	80	98	96	91	102	78	0	92	77
21:00	73	92	96	67	72	75	0	81	68
21:15	70	99	91	84	94	56	0	88	71
21:30	75	82	62	69	85	64	0	75	62
21:45	70	55	63	91	95	72	0	75	64
22:00	78	79	74	84	70	73	0	77	65
22:15	61	69	70	57	48	91	0	61	57
22:30	62	56	66	74	64	53	0	64	54
22:45	59	44	66	51	51	46	0	54	45
	41	40	62	43	46	56	0	46	41
23:00	42	50	39	54	63	51	0	50	43
23:00				- 00					
	39	32	49	33	62	38	0	43	36
23:15 23:30 23:45	25	38	49	58	39	47	0	42	37
23:15 23:30									

	Quarter Hourly Volume Graph 1. Swale Way - East of B2005 Groveshurst roundabout 51.366996,	
600		Mon
500	A	Tue
400		Wed
300		— Thu
200		Sat
100		Sun
0		w'D
-100	22:33 22:33 20:150 20:15 19:30	—— 7 Da



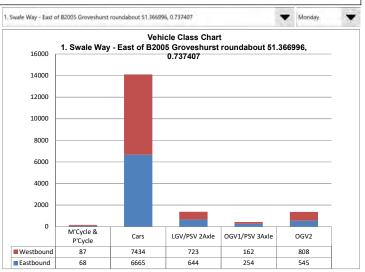
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16 Eastbound

Vehicle Class Summary

Westbound 1% 81% 8% 2% 8% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

													OGV2				•	%
			Easth	oound					West	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 03:30	0	0	0	0	0	0 12	0	0 18	0	0	0 4	0	0	0	0	1	9	0 34
03:45	0	5 14	0	5	5 10	29	1	36	1	0	5	22 43	1	23 50	1	5	15	72
04:00	0	32	- 1	3	11	47	0	23	1	0	4	28	0	55	2	3	15	75
04:15 04:30	1	35 21	1	2	11	49 34	2	37 35	4	0	10	42 52	3	72 56	5	2	15 20	91 86
04:45	Ö	37	3	3	10	53	1	67	2	1	6	77	1	104	5	4	16	130
05:00	0	53	1	2	15	71	1	71	2	0	12	86	1	124	3	2	27	157
05:15 05:30	2	47 67	1 4	5	11	64 92	1	98 114	1	1 0	7	108	1	145	2	6	18	172
05:45	2	67 66	3	6	13 13	92 88	4 2	114	4 6	1	12	131 169	6 4	181 214	8	5	22 25	223 257
06:00	1	85	6	2	10	104	0	62	4	1	10	77	1	147	10	3	20	181
06:15	1	76	4	4 2	6	91	1	89	11	0 4	15	116	2	165	15	4	21 24	207
06:30 06:45	0	75 95	5	3	13 10	95 113	3	123 181	19 23	0	11	161 218	3	198 276	24 28	6 3	21	256 331
07:00	1	110	9	3	4	127	1	161	21	4	19	206	2	271	30	7	23	333
07:15 07:30	1	98 115	9	4	8	118 146	3	216 232	25 19	4	12 11	255	4	314 347	34	4	20 19	373
07:30	1	115	18	1	8 5	146	3	232	19	4	11	269 315	4	347	37 27	8 5	19 23	415 457
08:00	3	132	14	4	5	158	1	242	22	3	18	286	4	374	36	7	23	444 455
08:15 08:30	1	154 125	11 15	6 2	6 11	179 154	0	246 234	6 22	5	19 9	276 268	1	400 359	17 37	11 5	25 20	455 422
08:45	1	102	11	5	9	128	1	237	21	3	18	280	2	339	32	8	27	408
09:00	0	101	11	5	10	127	1	137	24	2	7	171	1	238 213	35 38	7	17	298 278
09:15 09:30	0	104 66	24 12	5 6	5 11	138 95	0	109 84	14 16	1	15 19	140 120	1	213 150	38 28	7	20 30	278
09:45	0	76	13	6	11	106	1	90	20	4	15	130	1	166	33	10	26	236
10:00	0	86	11	6	10	113	1	86	13	7	18	125	1	172	24	13	28	238
10:15 10:30	0	72 69	9	1 5	13 12	95 98	0	78 74	8 18	3	11	100 109	0	150 143	17 30	9	24 25	195 207
10:45	0	71	19	0	9	99	0	86	14	3	17	120	0	157	33	3	26	219
11:00	2	83	11	4	10	110	0	86	10	2	17	115	2	169	21	6	27	225
11:15 11:30	1	79 103	14 17	4	11 8	109 132	0	83 83	14 14	2	14 13	114 112	1	162 186	28 31	6	25 21	223 244
11:45	0	91	16	2	8	117	0	100	17	2	11	130	0	191	33	5 4	19	247
12:00	1	88	14	0	10	113	1	85	10	2	15	113	2	173	24	2	25	226
12:15 12:30	0	118 101	12 20	5	7	142 134	0	89 87	12 19	6	17	125 122	0	207 188	24 39	11 5	24 24	267 256
12:45	0	113	19	2	11	145	0	102	11	11	14	138	0	215	30	13	25	283
13:00	0	109	19	5	9	142	0	113	10	4	15	142	0	222	29	9	24	284
13:15 13:30	0	99 96	13 17	3 4	7 9	122 126	0	106 98	11 18	10	18 13	145 132	0	205 194	24 35	13 7	25	267 258
13:45	2	96	16	7	6	127	3	94	13	2	16	128	5	190	35 29	9	22 22	258 255
14:00	2	106	26	6	10	150	1	89	13	4	19	126	3	195	39	10	29	276
14:15 14:30	3	93 96	14 15	7 11	- 8 - 5	123 130	4	86 62	18 9	4 2	17 7	127 84	7	179 158	32 24	11	25 12	250 214
14:45	3	109	10	7	1	130	1	80	12	2	10	105	4	189	22	9	11	235
15:00	2	100	10	8	5	125	5	85	13	6	14	123	7	185	23	14	19	248
15:15 15:30	3	106 117	9	9	3	128 135	3	95 88	8	5	10 8	122 108	6	201 205	17 17	14	12 11	250 243
15:45	5	143	6	5	6	165	1	86	8	3	10	108	6	229	14	8	16	273
16:00	2	127	9	5	6	149	3	106	9	4	5	127	5	233	18	9	- 11	276
16:15 16:30	3	108 119	<u>6</u> 9	7 4	3 0	127 135	4	100 99	18 7	3	11 6	133 116	7	208 218	24 16	10 4	14 6	260 251
16:45	1	117	4	4	7	133	1	93	7	3	7	111	2	210	- 11	7	14	244
17:00	2	135	10	3	1	151	1	97	5	4	6	113	3	232	15	7	7	264
17:15 17:30	0	116 163	10 7	1	9	137 176	0	143 98	9	3	4 14	161 120	3	259 261	19 13	3	13 19	298 296
17:45	Ö	124	3	5	4	136	2	113	5	0	7	127	2	237	8	5	- 11	263
18:00 18:15	3	153	6 7	3	6	171	0	107	7	0 2	6	122	5	260	13 13	5	12	293 283
18:15	1	159 143	9	4	1	175 158	3	96 88	6	0	8	108 102	4	255 231	13	5 4	8	283 260
18:45	0	89	2	2	3	96	0	90	3	0	4	97	0	179	5	2	7	193
19:00	0	105	6	3	0	114	0	79	3	0	5	87	0	184 129	9	3	5	201 147
19:15 19:30	2	69 51	3	0	1 5	75 60	1 0	60 50	6	1	4	72 55	3	129	9	2	8	117
19:45	0	47	3	0	5	55	1	50	4	1	3	59	1	97	7	- 1	- 8	114
20:00	1	64	1	0	5	71	1	64	3	0	11	79	2	128	4	0	16	150
20:15	0	55 40	6	0	4 5	65 47	0	44 46	2	1 0	8	55 51	0	99 86	7	0	12 8	120 98
20:45	0	38	2	1	4	45	0	31	1	0	3	35	0	69	3	1	7	80
21:00	0	30	0	1	2	33	0	36	0	0	4	40	0	66	0	1	6	73
21:15 21:30	0	23 35	1	0	2	25 38	3	38 32	0	0	3 5	45 37	3	61 67	1	0	5 7	70 75
21:30	0	35	0	1	0	36	0	28	2	0	4	34	0	63	2	1	4	75 70
22:00	0	36	0	Ö	0	36	1	32	2	0	7	42	1	68	2	0	7	78
22:15	0	20	1 2	1 1	3	25 34	0	25	1	1	9	36 28	0	45 50	2	2	12	61
22:30 22:45	0	26 23	1	1 0	5 4	34 28	0	24 28	1	0	3 2	28 31	0	50 51	2	0	8 6	62 59
23:00	0	16	0	0	4	20	0	16	Ö	0	5	21	0	32	0	0	9	41
23:15	0	14	1	0	3	18	0	18	0	0	6	24	0	32	1	0	9	42
23:30 23:45	0	18 7	1	0	6 5	24 13	0	10 9	0	0	4	15 12	0	28 16	1	0	10 8	39 25
Total	68	6665	644	254	545	8176	87	7434	723	162	808	9214	155	14099	1367	416	1353	17390





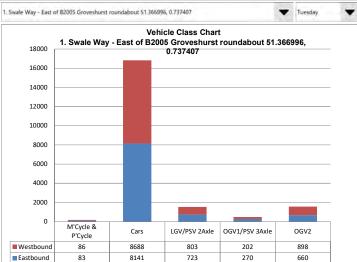
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16

Vehicle Class Summary

M'Cycle & P'Cycle	1%
Cars	82%
LGV	7%
OGV1 & PSV	2%
OGV2	8%

			Easth	ound					Westl	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	9	0	0	6 9	15 20	0	4 16	0	1 0	5	10 19	0	13 27	0	1	11 12	25 39
00:30	0	13	1	0	7	21	0	8	0	0	4	12	0	21	1	0	11	33
00:45	0	4	1	0	5	10	0	10	1	1	6	18	0	14	2	1	- 11	28
01:00 01:15	0	6 16	0	0	7	13 18	1	22	2	0	7	11 30	1	10 38	2	1	14	24 48
01:30	0	15	0	0	2	17	0	11	0	0	1	12	0	26	0	Ö	3	29
01:45 02:00	0	14 32	1 0	1 2	5	21 37	0	14 10	1	0	0	14	0	28 42	1	1 2	5	35 48
02:00	0	9	0	4	1	14	0	9	0	0	6	15	0	18	0	4	7	29
02:30	0	13	0	0	3	16	0	18	1	0	4	23	0	31	1	0	7	39
02:45 03:00	0	12 21	1	2	5	16 29	0	18 16	3	0	3	22	0	30 37	4	2	7 8	38 51
03:15	0	20	1	1	7	29	0	22	0	0	6	28	0	42	1	1	13	57
03:30	0	21 27	1	2	5	29	0	29	0	0	8	37	0	50 60	1	2	13	66 74
03:45 04:00	2	51	0	5 2	6	36 61	0	33 24	0	0	4	38 28	2	75	0	5	7 10	89
04:15	0	22	1	0	9	32	0	27	1	0	3	31	0	49	2	0	12	63
04:30 04:45	0	29 24	4	1 5	9	37 42	2	41 53	3	0	7	50 61	2	70 77	7	5	13 12	87 103
05:00	3	68	1	4	6	82	2	83	1	0	6	92	5	151	2	4	12	174
05:15	1	59	5	4	9	78	0	103	5	0	6	114	1	162	10	4	15	192
05:30 05:45	0	85 81	4 5	2	9	100 96	- 4 - 6	165 148	9	0	8 11	179 174	6	250 229	5 14	3	17	279 270
06:00	2	87	2	4	5	100	1	81	5	0	14	101	3	168	- 7	4	19	201 210
06:15 06:30	0	74 95	6 5	1 5	6	87 112	3	93 139	13 21	5	9	123 186	3	167 234	19 26	6	15 25	210 298
06:45	0	94	2	5	5	106	2	215	18	1	23	259	2	309	20	6	28	365
07:00	0	107	5	4	14	130	3	169	21	5	20	218	3	276	26	9	34	348
07:15 07:30	0	111	12 5	5	7	136 154	4	209	21 19	5	12 11	248 270	3	320 372	33 24	7 6	21 18	384 424
07:45	2	154	11	4	6	177	2	308	17	2	14	343	4	462	28	6	20	520
08:00 08:15	0	142 151	5 17	1 4	10	158 176	2	245 271	20	5 6	13	285 300	3	387 422	25 30	6 10	23 11	443 476
08:30	2	133	15	8	11	169	0	230	21	9	7	267	2	363	36	17	18	436
08:45	5	117	13	4 2	3	142	1	245	20	4	10	280	6	362	33	8	13	422
09:00 09:15	1	108	9 17	6	6	128 133	3	152 117	11 15	3	13	177 150	2	260 220	20 32	5 10	17 19	305 283
09:30	0	87	19	1	5	112	1	93	20	1	25	140	- 1	180	39	2	30	252
09:45 10:00	0	86 94	13 14	4 0	9	112 115	2	91 101	19 17	7	18 21	133 147	1	177 195	32 31	7	27 28	245 262
10:15	0	77	15	6	13	111	0	77	12	1	16	106	Ö	154	27	7	29	217
10:30	2	90	15	8	14	129	2	103	9	5	14	133	4	193	24	13	28	262
10:45 11:00	0	75 94	11 11	7 5	13	106 124	0	111 93	16 11	7	14 17	148 125	1	186 187	27	14 9	27 30	254
11:15	1	102	14	2	13	132	0	79	15	2	12	108	1	181	29	4	25	240
11:30 11:45	0	94 101	17 17	7	15 8	131 133	0	103 93	9 16	6	20 13	138 126	0	197 194	26 33	10 11	35 21	269 259
12:00	1	89	12	5	10	117	0	90	20	0	16	126	1	179	32	5	26	243
12:15	3	104	16	3	11	137	0	100	4	4	12	120	3	204	20	7	23	257
12:30	2	96 95	7	4 2	8 10	117 119	1	106 103	10 17	11	11 16	139 143	3	202 198	17 27	15 8	19 26	256 262
13:00	0	105	11	4	6	126	1	94	21	8	15	139	1	199	32	12	21	265
13:15 13:30	2	110 119	17 9	- 4 - 5	9 10	140 145	3	111	13	<u>6</u> 5	15 16	139 169	5	221 251	23	10	24 26	279 314
13:45	0	108	15	5	16	144	1	107	18	2	16	144	1	215	33	7	32	288
14:00 14:15	3	116 129	14 12	8	10 12	150 169	1	115 110	17	6	13	152 144	3	231	31	14 19	23	302
14:30	1	133	14	13 7	10	165	2	114	14 20	5	13 16	157	3	239 247	26 34	12	25 26	313 322
14:45	0	126	13	10	6	155	0	120	19	6	16	161	0	246	32	16	22	316
15:00 15:15	2	161 176	23 18	10 7	15 11	211 214	0	128 138	10 17	4	18 6	161 162	2	289 314	33 35	14 8	33 17	372 376
15:30	1	173	16	6	8	204	1	141	14	3	10	169	2	314	30	9	18	373
15:45 16:00	3	166 206	10 20	3	13 9	194 241	2	106 79	18 13	3	17 14	146 111	5	272 285	28 33	5 7	30 23	340 352
16:15	1	150	21	1	6	179	0	120	18	4	22	164	- 1	285	39	5	28	343
16:30	2	238	24	7	5	276	2	161	12	2	9	186	4	399	36	9	14	462
16:45 17:00	2	184 243	17 10	4 2	11 5	218 262	0	135 153	5 12	0	7 5	150 170	2	319 396	22	6	18 10	368 432
17:15	5	204	18	1	5	233	1	156	10	1	9	177	6	360	28	2	14	410
17:30 17:45	1	227 177	10 7	0	7	245 190	3	158 155	8	0	10 10	177 175	2	385 332	18 13	2	17 14	422 365
18:00	3	212	12	3	3	233	2	141	10	2	4	159	5	353	22	5	7	392
18:15 18:30	4	134	9	1	7	155	1	109	6	0	6	122	5	243	15	1	13	277
18:30	2	103 110	6 10	4	5 6	115 132	0	108	7	1	10 6	125 113	2	211 213	13 13	5	15 12	240 245
19:00	0	89	3	1	3	96	0	68	3	0	4	75	0	157	6	1	7	171
19:15 19:30	1	74 57	4 6	0	8	82 72	3 0	63 62	7 5	0	5	79 69	4 1	137 119	11 11	0	8 10	161 141
19:45	1	50	5	2	7	65	3	58	7	2	2	74	4	108	12	4	- 11	139
20:00	1 0	67	5	1	4 5	75 67	0	75 EE	3	1	7	86	1 0	142	5	2	11	161
20:15 20:30	0	46 44	1	1	2	57 48	0	55 40	0	2	8	64 50	0	101 84	6	3	10	121 98
20:45	0	39	3	0	3	45	0	39	2	0	6	47	0	78	5	0	9	92
21:00 21:15	0	46 44	0	0	5	53 46	0	38 44	3	0	3 6	43 53	0	84 88	4	0	8 7	96 99
21:30	0	35	4	0	1	40	0	36	1	0	5	42	0	71	5	0	6	82
21:45	0	18	0	0	3	21	0	26	4	0	4	34 32	0	44	4	0	7 12	55
22:00 22:15	0	39 35	4	0	5 1	47 40	0	24 25	2	0	2	29	0	63 60	6	0	3	79 69
22:30	0	19	1	1	4	25	0	22	1	2	6	31	0	41	2	3	10	56
22:45 23:00	0	12 20	1	0	3	16 22	0	20 16	1	0	7	28 18	0	32 36	2	0	10	44
23:15	0	18	1	0	4	23	0	20	Ö	1	6	27	0	38	- 1	1	10	50
23:30	0	8	1	0	6	15	0	11	1	1	4	17	0	19	2	1	10	32
23:45 Total	0 83	12 8141	723	1 270	8 660	21 9877	0 86	12 8688	1 803	0 202	898	17 10677	0 169	24 16829	1 1526	1 472	12 1558	38 20554





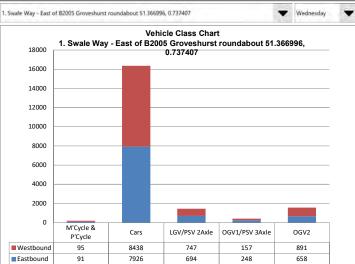
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16 Eastbound

Vehicle Class Summary

Westbound M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2 1% 82% 7% 2% 8%

													UGVZ					70
			Eastl	oound					Westl	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	6	1	0	4	11	0	11	2	0	5	18	0	17	3	0	9	29
00:15	0	12	0	1	7	20	0	16	0	0	3	19	0	28	0	- 1	10	39
00:30	0	17	0	0	3	20 18	0	10	0	0	3	13 12	0	27	0	0	6	33
00:45 01:00	0	9	0	0	5	14	0	6	0	0	4	11	0	25 15	0	0	5 9	30 25
01:15	0	14	2	0	7	23	0	11	Ö	0	7	18	0	25	2	0	14	41
01:30	0	12	0	0	4	16	1	10	2	0	2	15	1	22	2	0	6	31
01:45	0	14	0	0 2	4	18 29	0	8	0	0	6	14	1	22	0	0	10	32 42
02:00 02:15	0	24 8	0	0	6	14	0	5	2	0	3	13 10	0	33 13	2	0	5 9	24
02:30	0	15	4	0	2	21	0	14	1	0	3	18	0	29	5	0	5	39
02:45	0	7	0	2	6	15	0	15	0	0	8	23	0	22	0	2	14	38
03:00 03:15	0	27 18	0	2	7	34 27	0	25 14	1	0	9	28 24	0	52 32	1	2	6 16	62 51
03:30	0	20	0	0	3	23	0	28	1	0	5	34	0	48	1	0	8	57
03:45	0	17	2	2	11	32	1	23	1	0	3	28	1	40	3	2	14	60
04:00 04:15	3	43 24	1 2	3	8 10	58 38	0	25 29	2	0	5 7	31 38	1	68 53	2	1	13 17	89 76
04:30	0	14	2	0	11	27	1	27	2	0	8	38	1	41	4	0	19	65
04:45	1	21	4	1	7	34	1	44	2	0	6	53	2	65	6	1	13	87
05:00 05:15	1	63 51	3	1	10	82	4	77 87	0	1	9	88	3	140	10	5	19	170
05:15	1	76	2	6	10	65 95	5	124	6	0	5	103 135	5 6	138 200	3	6	13 15	168 230
05:45	0	73	5	2	8	88	4	143	17	2	7	173	4	216	22	4	15	261
06:00	2	77	10	1	9	99	2	63	6	1	9	81	4	140 135	16	10	18 24	180 188
06:15 06:30	1	62 79	4	9	12 8	89 97	1 2	73 137	12 13	3	12 16	99 171	3	135 216	16 20	10 5	24	188 268
06:45	1	94	4	3	5	107	2	167	19	3	18	209	3	261 259	22	6	23	316
07:00	0	113	7	1	5	126	3	146	17	1	17	184	3		24	2	22	310
07:15 07:30	1 0	140 107	14 7	3	9 7	167 123	7	234 251	17 16	3	12 17	273 289	8	374 358	31 23	6 5	24	440 412
07:45	0	123	6	3	7	139	3	283	21	4	18	329	3	406	27	7	20	468
08:00	2	131	12	4	7	156	1	256	13	2	12	284	3	387	25	6	19	440
08:15 08:30	1	136 149	18 14	3 6	7	165 180	3	235 245	17 16	3	16 14	272 279	4	371 394	35 30	6 7	23 24	437 459
08:45	0	114	15	3	5	137	0	213	15	3	13	244	0	327	30	6	18	381
09:00	1	90	13	6	7	117	0	146	11	7	11	175	1	236	24	13	18	292
09:15 09:30	2	99 71	15 7	8	8 11	130 99	0	141	16 20	2	9	168 137	3	240 174	31	10	17	298 236
09:30	0	83	12	2	6	103	2	111	13	6	13	145	2	194	25	8	19	248
10:00	0	80	12	7	17	116	0	95	16	5	16	132	0	175	28	12	33	248
10:15	0 2	88	15	5	9	117	0	91	17	1	21	130	0	179	32	6 14	30	247
10:30 10:45	0	75 77	14 15	6	10 12	107	0	92 74	12	8	16 19	128 105	0	167 151	26 26	2	26 31	235 210
11:00	0	91	17	3	13	124	0	76	20	2	13	111	0	167	37	5	26	235
11:15	1	76	12	4	6	99	0	69	19	2	16	106	1	145	31	6	22	205
11:30 11:45	3	80 84	18 13	5 4	9	112 114	0	75 93	16 13	1 2	19 13	111 121	3	155 177	34 26	6	28 23	223 235
12:00	1	92	9	5	9	116	0	92	11	0	21	124	1	184	20	5	30	240
12:15	1	87	12	3	9	112	1	101	17	4	14	137	2	188	29	7	23	249
12:30 12:45	3	149 136	7	3	10 11	172 160	1 0	129 133	9	3 11	12 12	154 164	4 0	278 269	16 18	6 14	22 23	326 324
13:00	0	122	16	6	13	157	1	112	12	7	17	149	1	234	28	13	30	306
13:15	0	115	11	4	10	140	3	112	13	1	12	141	3	227	24	5	22	281
13:30 13:45	0	114 125	9	5 6	12 10	141 147	0	138 132	10 19	2	16 16	167 169	0	252 257	19 25	7 8	28 26	308 316
14:00	0	123	8	3	8	142	1	101	13	2	18	135	1	224	21	5	26	277
14:15	0	132	15	8	11	166	1	117	16	4	17	155	1	249	31	12	28	321
14:30 14:45	3 0	134 141	19 13	3	9	168 170	1	87 103	14	3 5	16 12	121 139	1	221 244	33 31	6 8	25 25	289 309
15:00	1	143	17	3	12	176	1	107	11	6	14	139	2	250	28	9	26	315
15:15	1	143	15	4	11	174	1	129	10	4	22	166	2	272	25	8	33	340
15:30 15:45	0	167 154	18 12	5	8	198 179	1	130 122	23 16	7	9 21	166 167	1	297 276	41 28	7 12	17	364 346
16:00	3	220	21	7	9	260	1	122	4	2	12	141	4	342	25	9	29 21	346 401
16:15	3	169	17	2	5	196	0	140	10	2	9	161	3	309	27	4	14	357
16:30 16:45	2	248 170	15 11	5	9	279 191	3	141 169	12 15	2	5 8	163 195	5	389	27 26	7	14 12	442 386
17:00	5	222	17	3	6	253	4	147	4	1	4	160	9	369	21	4	10	413
17:15	3	171	11	9	5	199	3	134	8	2	1	148	6	305	19	11	6	347
17:30 17:45	4	233 213	10	7 2	4 6	258 233	2	113 141	5 7	0	9	129 153	<u>6</u> 3	346 354	15 18	7	13 9	387 386
18:00	3	175	11	2	3	194	1	122	2	1	9	135	4	297	13	3	12	329
18:15	1	117	9	0	5	132	2	112	8	0	8	130	3	229	17	0	13	262
18:30 18:45	3	87 83	5 7	1 2	7	96 102	0	101 99	3	1	7	109 110	3	188 182	6 10	3	9 14	205 212
19:00	4	109	8	0	5	126	1	69	2	1	4	77	5	178	10	1	9	203
19:15	3	70	3	0	3	79	1	69	6	0	9	85	4	139	9	0	12	164
19:30 19:45	1	82 64	3	1	3	90 68	0	71 64	2	1 0	3	77 69	1	153 128	5	2	<u>6</u>	167 137
20:00	0	57	4	0	3	64	2	48	1	1	6	58	2	105	5	1	9	122
20:15	1	70	2	1	4	78	1	53	3	0	5	62	2	123	5	1	9	140
20:30 20:45	1	37 33	3 2	0	4 2	46 38	1 2	46 49	5 3	0	3 4	55 58	3	83 82	- 8 - 5	0	7 6	101 96
21:00	2	43	0	0	5	50	0	39	3	0	4	46	2	82	3	0	9	96
21:15	0	32	3	0	4	39	1	44	1	2	4	52	- 1	76	4	2	8	91
21:30 21:45	0	24	2	0	0	26	3	25	1	0	7	36	3	49	3	0	7	62
21:45	1	17 32	1	1	2	21 37	0	35 32	0	1 0	5	42 37	1	52 64	1	1	7	63 74
22:15	Ö	30	1	0	4	35	0	28	1	1	5	35	0	58	2	1	9	70
22:30	0	23	2	1	4	30	1	34	0	0	1	36	1	57	2	1	5	66
22:45 23:00	0	23	2	1	7	25 30	0	26 25	2	1	12	41 32	0	49 45	5 4	2	12 11	66 62
23:15	0	16	1	0	4	21	0	16	0	1	1	18	0	32	1	ī	5	39
23:30	0	22	0	1	4	27	0	18	2	0	2	22	0	40	2	1	6	49
23:45 Total	0 91	19 7926	0 694	1 248	6 658	26 9617	95	20 8438	747	0 157	3 891	23 10328	0 186	39 16364	0 1441	405	9 1549	49 19945
IJIAI	JI	1320	034	240	030	3011	33	0+30	147	131	031	10320	100	10304	1491	403	1343	10040





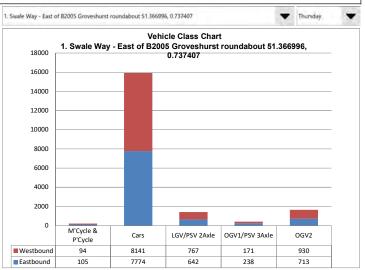
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16

Vehicle Class Summary

1%
81%
7%
2%
8%

Company Comp														OGV2					%
				Easth	ound					Westl	oound					Com	bined		
		M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
0-3-10 0 29 1 1 0 1 1 22 0 1 33 0 0 0 2 1 53 0 0 33 1 0 0 3 3 7 0 0 1 6 1 6 1 0 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1				0	1			0			0					0	1	7	
			21		0		33		25		0		29	0	46	1			62
91:99 0 113 1 1 7 7 20 0 10 10 2 2 0 8 20 0 12 1 3 1 1 15 8 40 113 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00:45		14	2		5	23	0	21		0	7	29						52
01:30 0 2:1 0 0 0 6 6 27 1 1 17 1 0 0 2 21 1 1 3 3 1 0 8 8 8 8 8 9 9 9 9 9 9 1 1 1 2 2 1 1 1 3 3 1 1 0 8 8 8 8 9 9 9 9 9 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1						7			10	2			20		21	3	1		40
07-146																			
02-16	01:45	0	14	0	0	4	18	0	11	2	1	1	15	0	25	2	1	5	33
02-36																_			
02-66 0 9 9 0 0 0 2 111 0 111 0 0 17 1 9 0 20 0 0 0 9 120 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 9 120 0 0 9 120 0 0 9 120 0 0 9 120 0 0 0 9 120 0 0 9 120 0 0 9 120 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 9 120 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 9 120 0 0 0 0 9 120 0 0 0 0 9 120 0 0 0 0 9 120 0 0 0 0 0 9 120 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										_						_			
03:16		0	9	0	0	2	11	0	11		0	7	18	0			0	9	20
03:30																			36 45
04-06	03:30	0	23	1	3	2	29	0	35	1	0	5	41	0	58	2	3	7	70
04-130 0 230 2 3 8 8 86 1 27 2 2 0 2 32 1 1 50 4 3 10 10 10 14 18 10 10 14 18 10 14 18 10 14 18 10 14 18 18 18 18 18 18 18 18 18 18 18 18 18																			
04-46	04:15	0	23		3		36	1	27	2			32	1	50			10	68
05:00 3			21					3	35						56	3	2		78
05:00						5						2			119	4			138
06-06	05:15	4	48	5	1	11	69	4	88	3	0		104	- 8	136	8		20	173
06:00 1 79 7 2 8 97 2 64 12 11 11 90 3 143 19 3 19 197 06:04 07 07 07 2 80 11 07 2 80 11 07 2 115 7 155 7 2 7 7 2 2 3 185 06:05 0 0 75 4 4 4 8 91 1 121 18 3 12 185 1 18 2 2 7 7 2 2 2 2 2 2																			
06-45 0 92 9 3 10 114 1 150 20 3 13 197 1 1522 29 6 20 31 10 114 1 150 20 3 13 197 1 1 222 29 29 32 31 10 114 1 150 20 3 13 197 1 1 222 29 10 23 31 10 114 1 150 20 3 13 197 1 1 1 1 1 1 1 1 1	06:00	1	79	7	2	8	97	2	64	12	1	11	90	3	143	19	3	19	187
06-46 0 92 9 3 10 114 1 100 20 20 3 13 197 1 252 29 6 22 21 10 10 10 10 10 10																			
	06:45	0	92	9	3	10	114	1	160	20	3	13	197	1	252	29	6	23	311
	07:00	0					133								255		10	33	
	07:30		133	10	5	6		5				13	271	6			6	19	426
	07:45		146		1	10	168	4		23		20	311	4	409	34	2		479
08:45 2 93 15 6 6 122 1 213 17 1 1 42 24 6 3 305 33 9 23 442																			
	08:30		142	14			171		234			14	271		376			23	442
			93 97		2							14	246 163	2			7	20 34	
109-16	09:15	2	82	17		8	114	0	128	12	5	12	157			29			271
10:00	09:30														185				
10:36	10:00	1	98	14	6	11	130	0	109	12	4	13	138	1	207	26	10	24	268
10-46																			
11:16													139						
11:30			113			13						16	144		215	34			284
11-146																			
12:16						7				16			138		211	39		16	276
12:36													126 115						
13:06	12:30	0	132	18	7	10	167	1	103	16	3	19	142	1	235	34	10	29	309
13:16	12:45														215				278
13-46	13:15		129	19		10	160	1	113	12	2	15	143						303
14-100	13:30	1	151						115				148		266	22	9		329
14:46 1 128 9 3 14 155 0 94 11 3 24 132 1 1 222 20 6 6 38 287 15:00 1 146 8 2 13 170 0 119 13 6 19 157 1 265 21 8 32 377 15:00 1 146 8 2 13 170 0 119 13 6 19 157 1 265 22 20 6 6 38 287 15:00 1 146 8 2 13 170 0 119 13 6 19 157 1 265 22 1 8 32 377 15:00 1 17:00 1	14:00																		
14:46														3	203	22		23	262
16:16													132						
16:36	15:00														265	21			
16:46 3 137						10						17 9			255 222	23		26 19	
16:16	15:45	3	137	8	3	12	163	1	103	19	9	12	144	4	240	27	12	24	307
16:36																			
17:00 2 195 6 3 8 214 3 130 8 1 7 149 5 325 14 4 15 363 37 17:30 6 223 14 4 5 252 4 128 6 0 3 141 10 351 20 4 8 393 31 1 36 37 346 12 6 6 377 346 17 347 346 17 347 3	16:30	4	194	8	6	11	223	0	125	7	1	12	145	4	319	15	7	23	368
17:16 6																			
17:30 6 223 14 4 5 252 4 128 6 0 3 141 10 351 20 4 8 393 393 18:00 4 158 39 39 30 5 170 1 106 6 1 8 122 5 264 9 1 13 3 29 21 18:00 4 18:00 4 18:00 4 18:00 4 18:00 4 18:00 4 18:00 4 18:00 4 18:00 4 18:00 4 18:00 1 18:16 2 138 7 2 7 156 1 102 6 0 8 117 3 240 13 2 2 15 273 14 4 17 313 392 18:30 1 81 6 0 6 94 1 103 5 0 9 118 2 184 11 0 15 212 18 18:30 1 81 88 7 1 3 100 0 95 5 1 8 109 1 183 12 2 11 209 19:00 1 79 3 1 3 87 0 72 4 0 5 81 0 11 151 7 1 8 168 8 19:00 1 150 7 1 8 168 8 19:00 1 150 7 1 8 168 19:00 1 150 7 1 8 168 19:00 1 150 7 1 8 168 19:00 1 150 7 1 8 168 19:00 1 150 7 1 8 168 19:00 1 150 7 1 8 168 19:00 1 150 7 1 8 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 168 19:00 1 150 7 1 18 19:00 1 19:00 1 19:00 1 19:00 1 19:00 1 19:00 1 10:00 1 19:00	17:15	6	213	9	5	5	238	1	133	3	1	1	139	7	346	12	6	6	377
18:00 4 158 3 0 5 170 1 106 6 1 8 122 5 264 9 1 13 262 1 18:0 6 0 8 117 3 242 13 2 1 13 262 1 1 103 5 0 9 118 1 0 15 27:3 1 3 100 0 9 118 2 184 11 0 15 21:3 11 0 15 21:2 184 11 0 15 21:2 184 11 0 15 21:2 184 11 0 15 21:2 184 11 0 15 21:1 20:9 118 12 2184 11 0 15 79 0 64 1 4 96 1 159 6 2 1 6 82 1 88 7	17:30	6	223	14	4	5	252		128	6		3	141		351	20	4	8	393
18:16 2 138 7 2 7 156 1 102 6 0 8 117 3 240 13 2 15 273 18:30 1 81 6 0 6 94 1 103 5 0 9 118 2 184 11 0 15 212 18:46 1 88 7 1 3 100 0 95 5 1 8 109 1 183 12 2 11 209 19:00 1 79 3 1 3 87 0 72 4 0 5 81 1 150 7 1 8 199 1 150 7 1 8 18 1 150 6 2 10 18 11 150 6 2 10 18 19 1 150 6 2 1	18:00		158					1	106			8	122		264	9	1		292
18:46 1 88 7 1 3 100 0 95 5 1 8 109 1 183 12 2 11 209 19:16 0 73 2 1 6 82 1 86 4 1 4 95 1 1151 7 1 8 109 1 183 12 2 11 8 168 4 1 4 95 1 1151 7 1 8 108 1 150 6 2 10 10 1 4 95 1 1150 6 2 10 178 1 1 4 70 1 134 3 2 9 149 1 14 70 1 134 3 3 7 124 1 4 70 1 134 3 3 7 124 1 1 4 70 <	18:15	2	138	7	2	7	156		102	6	0	8	117	3	240	13		15	
19:00													118						
19:30 1 70 2 1 5 79 0 64 1 1 4 70 1 134 3 2 9 149 19:46 1 5 7 2 3 5 68 0 53 1 1 0 2 56 1 1 10 3 3 7 122 10:00 1 60 4 0 4 0 4 69 0 73 1 0 0 6 80 1 133 5 0 1 10 149 12 20:16 1 3 3 7 122 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	19:00	1	79	3	1	3	87	0	72	4	0	5	81	- 1	151	7	1	8	168
19-48 1 57 2 3 5 68 0 53 1 0 2 56 1 110 3 3 7 124 20-09 1 60 4 0 4 69 0 73 1 0 6 80 1 133 5 0 1 133 5 0 1 133 5 0 1 133 5 0 1 133 5 0 1 133 5 0 1 1 0 6 80 1 133 5 0 10 149 2 0 3 47 0 88 3 3 3 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 11 10 10 10 10 10 10 10 10 10											_			_					
20:16	19:45	1	57	2	3	5	68	0	53	1	0	2	56	1	110	3	3	7	124
20:30 3 50 1 2 1 57 2 38 2 0 3 45 5 88 3 2 4 102 20:45 1 35 1 0 2 39 2 39 4 1 6 52 3 7 4 5 1 8 91 21:00 1 29 0 1 4 35 1 23 2 0 6 32 2 52 2 1 10 67 7 21:16 0 37 2 1 0 40 1 40 2 0 1 44 1 4 55 0 5 69 9 21:16 0 37 2 1 0 40 1 40 2 0 1 44 1 1 8 41 1 1 84 21:30 2 28 1 0 3 34 2 27 4 0 2 35 4 55 5 0 5 69 9 21:46 0 34 1 0 2 37 0 0 50 0 0 4 4 4 54 0 6 91 22:00 1 28 0 0 5 34 1 40 1 0 8 50 2 68 1 0 13 84 84 1 0 6 91 22:16 0 17 2 0 1 20 0 28 1 1 1 7 7 7 7 0 45 3 1 8 57 22:30 0 33 3 0 3 39 0 27 1 1 6 35 0 60 4 1 9 74 22:46 0 18 2 0 2 22 22 20 0 23 2 0 41 4 0 6 51 51 60 61 61 61 61 61 61 6															133				
20:48	20:15												4/		88				
21:15 0 37 2 1 0 40 1 40 2 0 1 44 1 77 4 1 1 84 21:30 2 28 1 0 33 34 2 27 4 0 2 35 4 55 5 5 0 5 69 21:45 0 34 1 0 2 37 0 50 0 0 4 54 0 84 1 0 6 91 22:16 0 17 2 0 1 40 1 0 8 50 2 68 1 0 6 91 22:30 0 37 3 9 0 28 1 1 7 7 4 4 1 8 57 22:30 0 33 3 9 0 27 1	20:45	1	35	1	0	2	39	2	39	4	1	6	52	3	74	5	1	8	91
21:30 2 28 1 0 3 34 2 27 4 0 2 35 4 55 5 0 5 699 21:45 0 34 1 0 2 37 0 50 0 0 4 54 0 8 4 10 0 22:00 1 28 0 0 5 34 1 40 1 0 8 50 2 68 1 0 13 84 22:15 0 17 2 0 1 20 0 28 1 1 7 7 7 7 0 45 3 1 8 57 22:30 0 33 3 0 3 39 0 27 1 1 6 35 0 60 4 1 9 74 22:45 0 18 2 0 2 22 0 22 2 0 42 9 0 41 4 0 6 51																			
22:00 1 28 0 0 5 34 1 40 1 0 8 50 2 68 1 0 13 84 22:15 0 17 2 0 1 20 0 28 1 1 7 37 0 45 3 1 8 57 22:30 0 33 3 0 3 39 0 27 1 1 6 35 0 60 4 1 9 74 22:45 0 18 2 0 2 22 0 23 2 0 4 29 0 41 4 0 6 51	21:30	2	28	1	0	3	34	2	27	4	0	2	35	4	55	5	0	5	69
22:15				1	0				50				54 £0				0		91
22:30 0 33 3 0 3 39 0 27 1 1 6 35 0 60 4 1 9 74 22:45 0 18 2 0 2 22 0 23 2 0 4 29 0 41 4 0 6 51	22:15			2	0			0	28			7	37		45			8	
	22:30								27				35		60	4		9	74
 23:00 0 12 0 0 2 14 0 20 1 1 7 29 0 32 1 1 1 9 43	23:00	0	18	0	0	2	22 14	0	23	1	1	7	29	0	32	1	1	9	51 43
23:15 0 14 2 0 3 19 0 29 1 1 4 35 0 43 3 1 7 54	23:15	0			0	3	19	0	29	1				0	43	3	1	7	54
23:30 0 11 1 0 6 18 0 10 0 0 5 15 0 21 1 0 11 33 23:45 0 21 1 2 2 26 0 29 1 1 1 32 0 50 2 3 3 58	23:30		11 21		2								15 32		21 50				
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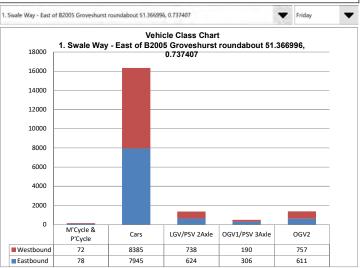
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16 Eastbound

Vehicle Class Summary

Westbound 1% 83% 7% 3% 7% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

													OGV2					%
			Easth	ound					West	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	18	0	0	9	27	0	14	1	0	2	17	0	32	1	0	-11	44
00:15	0	13	1	1	6	21	0	15	1	0	3	19	0	28	2	1	9	40
00:30 00:45	1	17	0	0	7	26 12	0	12 7	0	0	4	16 11	1	29 12	0	0	11 7	42
01:00	0	- 5 - 8	1	0	5	14	0	8	2	0	3	13	0	16	3	0	8	23 27
01:15	0	8	2	2	6	18	0	10	1	0	6	17	0	18	3	2	12	35
01:30	0	15	0	0	0	15	1	12	1	0	0	14	1	27	1	0	0	29
01:45 02:00	0	6 40	0	0	3	10 43	0	11 9	3	0	5 4	16 16	0	17 49	3	2	- 8 - 5	26 59
02:15	0	16	0	1	2	19	1	13	0	0	3	17	1	29	0	1	5	36
02:30	0	13	0	1	2	16	0	8	0	0	3	11	0	21	0	- 1	5	27
02:45	0	14 12	1 0	0 2	4	17	1	15 9	1	0	7	19 18	1	29 21	1	2	11	36
03:00 03:15	0	20	0	1	6	18 27	0	22	3	0	4	29	0	42	3	1	10	36 56
03:30	Ö	19	1	5	3	28	0	30	1	0	7	38	0	49	2	5	10	66
03:45	0	17	0	0	7	24	2	21	1	1	12	37	2	38	1	- 1	19	61
04:00 04:15	1 0	42 18	4	4	6 10	57 29	0	27 25	3	0	6	36 33	1 0	69 43	7	4	12 16	93 62
04:30	1	31	2	1	4	39	2	32	1	0	6	41	3	63	3	1	10	80
04:45	1	33	5	3	9	51	0	51	2	0	7	60	1	84	7	3	16	111
05:00	1	61	2	3	13	80	3	81	0	1	9	94	4	142	2	4	22	174
05:15 05:30	3	46 78	2	6	9	62 97	4	82 160	3	0	5 7	94 174	7	128 238	5	6	14 15	156 271
05:45	0	60	2	5	7	74	5	121	4	2	9	141	5	181	6	7	16	215
06:00	3	68	8	2	6	87	1	61	5	1	15	83	4	129	13	3	21	170
06:15	1	62	7	2	10	82	1	74 127	12	1	14	102	2	136 198	19	5	24 22	184
06:30 06:45	1	71 103	11 12	4	- 8 - 5	95 125	0	127 167	17	3	14	160 200	1	270	28 29	7	18	255 325
07:00	2	86	8	6	5	107	3	144	27	4	9	187	5	230	35	10	14	294
07:15 07:30	2	114	11	7	4	138 157	4	202	19	11	16	252	6	316	30 23	18 9	20	390
07:30	1	131	8 16	5 8	13 5	160	3	234 259	15 14	5	10 8	266 287	3	365 389	30	13	23 13	423 447
08:00	3	126	13	6	6	154	0	206	9	1	11	227	3	332	22	7	17	381
08:15	4	154	15	2	8	183	1	254	15	3	8	281	5	408	30	5	16	464
08:30 08:45	0 1	143 139	10 15	4 6	5	162 164	1 2	223 236	23 15	5 4	9	261 264	1 3	366 375	33 30	9	14 10	423 428
09:00	1	117	13	10	8	149	1	150	20	6	12	189	2	267	33	16	20	338
09:15	1	89	12	6	8	116	0	129	15	3	8	155	- 1	218	27	9	16	271
09:30 09:45	0	96	12 9	7	9	124	0	105	10 10	5	12	132	1	201	22	12 12	21 21	256
10:00	0	93 96	13	6	12 10	125 125	0	114 94	8	8	9	135 113	0	207 190	19 21	14	13	260 238
10:15	2	91	18	7	5	123	0	115	14	0	14	143	2	206	32	7	19	266
10:30	0	81	9	2	11	103	1	99	13	7	8	128	1	180	22	9	19	231
10:45 11:00	1 2	81 96	15 8	5 6	11 12	113 124	0	100 94	18 18	2	10 13	130 129	1 3	181 190	33 26	7	21 25	243 253
11:15	1	114	12	6	12	145	0	115	13	4	15	147	1	229	25	10	27	292
11:30	0	83	15	5	6	109	0	69	20	3	11	103	0	152	35	8	17	212
11:45 12:00	0	90	11	5 3	16 5	123	0	98 95	7	6	14	125 125	1	188	18 18	11 5	30 19	248 249
12:15	0	135	5 11	11	16	124 173	0	119	13 5	6	14 8	138	0	206 254	16	17	24	311
12:30	0	105	10	6	3	124	1	99	16	7	12	135	1	204	26	13	15	259
12:45	0	109	12	5	14	140	1	104	18	5	12	140	1	213	30	10	26	280
13:00 13:15	2	145 114	10 12	3	12 10	169 140	0	109 127	5 14	3	14 18	131 164	2	254 241	15 26	7	26 28	300 304
13:30	Ö	145	15	3	4	167	0	139	11	6	13	169	0	284 237	26	9	17	336
13:45	1	118	9	4	15	147	0	119	15	4	11	149	1		24	- 8	26	296
14:00 14:15	0	123 133	9	3 1	8	144 151	0	87 117	13 19	5	22 14	124 156	1	210 250	22 28	5 6	30	307
14:30	3	134	21	7	11	176	1	104	12	1	11	129	4	238	33	8	22	305
14:45	1	180	11	8	8	208	1	120	12	5	8	146	2	300	23	13	16	354
15:00 15:15	3	178 159	12 15	6 3	11 8	208 188	1	125 124	8 16	3	12 13	148 157	4	303 283	20 31	8	23 21	356 345
15:30	0	150	15	4	7	176	2	121	15	5	16	159	2	271	30	9	23	335
15:45	1	182	17	9	6	215	1	130	10	4	12	157	2	312	27	13	18	372
16:00 16:15	1 2	192 161	11 20	5 4	9	218 197	0	123 132	17 12	4	9	153 153	3	315 293	28 32	9	18 17	371 350
16:30	1	206	8	5	8	228	0	126	9	5	9	149	1	332	17	10	17	377
16:45	1	148	6	5	6	166	2	139	16	2	14	173	3	287	22	7	20	339
17:00 17:15	4	206 170	10 9	3	5 4	228 189	0	146 150	9	0	8 10	164 167	5	352 320	19 15	3	13 14	392 356
17:30	4	192	11	7	2	216	2	151	7	3	7	170	6	343	18	10	9	386
17:45	1	162	5	3	9	180	0	113	6	0	4	123	1	275	- 11	3	13	303
18:00 18:15	0	163 93	6	0 2	4	172 103	0	114	6	1 0	8	131 124	0	277 200	12	2	10 12	303 227
18:30	2	96	4	2	2	103	0	82	4	1	2	89	2	178	8	3	4	195
18:45	0	89	6	1	2	98	0	94	5	0	4	103	0	183	- 11	1	6	201
19:00 19:15	2	95	4	3	2	104	0	68	3	0	4	75	0	163	7	3	6	179
19:15	0	58 51	0	1	5	70 55	0	66 58	3 5	0	1 5	72 68	0	124 109	5	1	6 8	142 123
19:45	0	55	1	0	3	59	0	60	2	1	2	65	0	115	3	1	5	124
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20:15 20:30	1 0	63 55	0	1	2	71 58	1	64 44	1 2	2	3	71 52	1	127 99	2	4	6 5	142 110
20:45	0	55 44	3	1	4	52	0	42	2	2	4	50	0	86	5	3	8	102
21:00	0	32	0	1	2	35	0	27	6	0	4	37	0	59	6	1	6	72
21:15	0	41	1	2	6	50	0	39	3	0	2	44	0	80	4	2	8	94
21:30 21:45	1	30 35	0	0	3	33 39	0	47 50	0	0	6	52 56	1	77 85	4	0	3 9	85 95
22:00	1	25	1	0	4	31	0	32	2	0	5	39	1	57	3	0	9	70
22:15	0	21	0	0	4	25	0	18	0	0	5	23	0	39	0	0	9	48
22:30 22:45	0	22 17	0	0	3	25 22	0	31 25	0	0	8	39 29	1	53 42	0	0	11 7	64 51
23:00	0	17	0	0	2	19	0	25	1	2	2	29	0	39	1	2	4	51 46
23:15	0	24	2	1	5	32	0	26	1	0	4	31	0	50	3	1	9	63
23:30	0	27	1	0	8	36	0	25	0	0	1	26	0	52	1	0	9	62
23:45 Total	78	15 7945	0 624	0 306	3 611	18 9564	72	15 8385	3 738	0 190	2 757	21 10142	1 150	30 16330	3 1362	0 496	5 1368	39 19706
· Jul		.040	V£7		VII	UUUT	- 12					10174			1002		.000	.0700





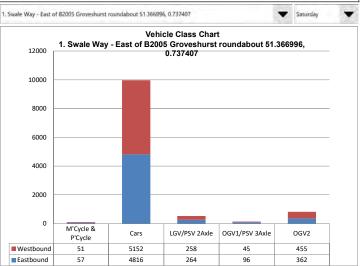
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16

Vehicle Class Summary

1%
86%
5%
1%
7%

			Faeth	oound					West	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	13	1	2	4	20	0	21	1	0	3	25	0	34	2	2	7	45
00:15	1	20	2	0	8	31	0	17	1	0	4	22	1	37	3	0	12	53
00:30	0	12 15	0	0	2 5	16 20	0	16 10	0	0	3	20 13	0	28 25	0	0	6 8	36 33
01:00	0	8	0	0	7	15	0	5	0	0	8	13	0	13	0	0	15	28
01:15 01:30	0	11 21	1	0	4 12	19 34	0	17 19	1	0	1 6	20 26	0	28 40	2	0	5 18	39 60
01:45	1	6	0	0	4	11	0	7	Ö	0	1	8	1	13	0	0	5	19
02:00	0	31	0	0	2	33	0	5	1	0	3	9	0	36	1	0	5	42
02:15	0	11 6	0	0	4	15 13	0	3	1	0	8	12 8	0	14 10	1	0	12 9	27 21
02:45	0	7	0	0	4	11	0	11	1	1	3	16	0	18	- 1	1	7	27
03:00 03:15	0	13 10	0	0	6 5	21 15	0	11	1	0	4	8 15	1	15 21	2	0	10 8	29 30
03:30	0	21	0	0	6	27	0	23	0	0	6	29	0	44	0	0	12	56
03:45	1	16 27	1	1	4	19 34	1	14 7	1	0	3 5	19 14	2	30 34	2	1	9	38 48
04:15	0	12	1	0	5	18	0	17	0	0	5	22	0	29	1	0	10	40
04:30	0	15 12	0	0	10	25	1 0	14 30	0	1 0	7 5	23 36	1 0	29 42	0	1	17 11	48 56
04:45 05:00	0	54	0	0	6 3	20 57	2	39	3	1	9	54	2	93	3	1	12	111
05:15	1	22	2	1	2	28	1	41	1	1	5	49	2	63	3	2	7	77
05:30 05:45	2	45 39	1 2	0	5 6	55 49	0	78 68	9	3	5 10	88 88	3	123 107	11	5	10 16	143 137
06:00	2	46	1	2	5	56	0	29	1	2	10	42	2	75	2	4	15	98
06:15 06:30	1	37 34	3	1	9	43 45	0	40 36	2	0	11 9	53 49	1	77 70	5	1 1	13 18	96 94
06:45	3	37	6	2	5	53	0	68	6	0	7	81	3	105	12	2	12	134
07:00 07:15	0	45 47	2	2	6 5	55 60	0	41 56	3	0	7	52 72	1 0	86 103	5 12	2	13 16	107 132
07:30	0	47	11	2	6	66	1	72	12	1	9	95	- 1	119	23	3	15	161
07:45 08:00	0	57 49	4	2	3 5	66 62	0	76 54	6 2	0	9	91 66	1	133 103	10 8	2 5	12 11	157 128
08:15	1	52	6	4	4	67	2	68	6	3	3	82	3	120	12	7	7	149
08:30 08:45	1	64	6	1	4	76	0	61	2	0	3	66	1	125	8	1	7	142 148
09:00	0	52 57	2	3	2	60 64	0	74 60	7	2	7	88 76	0	126 117	11 6	3 5	8 12	140
09:15	0	66	6	2	4	78	0	62	3	4	9	78	0	128	9	6	13	156
09:30 09:45	0	78 73	5	1	5 6	90 82	0	95 66	6	0 2	7	108 76	1	173 139	11 5	3	12 10	198 158
10:00	0	82	7	1	1	91	1	90	5	0	8	104	1	172	12	1	9	195
10:15 10:30	3	65 66	3	1	6	78 71	1 0	58 85	6 7	2	7	74 100	4 0	123 151	9	3	13 9	152 171
10:45	2	100	5	1	8	116	2	101	3	2	8	116	4	201	8	3	16	232
11:00 11:15	0	101 79	6	1	3	109 90	1	92 96	6	0	7 5	104 108	1	193 175	7 12	1	10 9	213 198
11:30	1	71	8	4	6	90	1	88	6	2	8	105	2	159	14	6	14	195
11:45 12:00	1	80 106	5 6	0	6	93 117	0	81 91	3 4	1 2	6	92 106	1	161 197	10	2	12 13	185 223
12:15	2	89	8	1	3	103	2	81	10	1	4	98	4	170	18	2	7	201
12:30 12:45	0	90 97	8 10	0	10	101 117	2	81 79	2	0	7 8	92 92	1 2	171 176	12 12	0	9 18	193 209
13:00	1	83	3	1	4	92	1	82	5	0	3	91	2	165	8	1	7	183
13:15 13:30	0	100 70	7	2	4	113 83	0	86 73	6 3	0	3 6	98 82	0	186 143	13 10	2	7 10	211 165
13:45	1	82	5	1	1	90	0	89	3	0	5	97	1	171	- 8	1	6	187
14:00	2	86 86	4	2	4	96 97	0	80 66	3	0	11 3	95 73	3	166 152	7	1 2	15 6	191 170
14:30	0	84	4	1	1	90	0	81	5	1	6	93	0	165	9	2	7	183
14:45 15:00	1	97 97	3	1 3	6	107 111	3	94 86	3	0	2	100 94	1 4	191 183	6	1 3	8	207 205
15:15	1	84	6	3	3	97	1	73	2	1	5	82	2	157	8	4	8	179
15:30 15:45	0	83 74	6	1	5	96 79	0	99 87	3	0	3	105 93	0	182 161	9 5	1	- 8 - 5	201 172
16:00	1	66	2	2	3	74	0	74	7	0	3	84	1	140	9	2	6	158
16:15 16:30	1 0	58 86	4 5	3 2	3 2	69 95	1	94 92	1 5	0	1 3	97 101	1	152 178	5 10	3 2	- 4 - 5	166 196
16:45	0	60	1	1	7	69	1	79	3	0	7	90	- 1	139	4	1	14	159
17:00 17:15	1	63 86	3	0	5	72 92	3	91 95	1 4	0	4	99 103	2	154 181	4 6	0	9	171 195
17:30	3	60	0	0	3	66	0	85	4	0	5	94	3	145	4	0	8	160
17:45 18:00	6	67 79	4	0	1 3	78 86	1 2	80 85	2	0	1 3	84 90	7	147 164	6	0	2	162 176
18:15	0	79 59	1	2	3	65	1	85	4	0	6	96	1	144	5	2	6 9	161
18:30 18:45	0	56	0	1	0 2	57	0	78 57	1 2	0	1	80 61	0	134 116	1 4	1	1 3	137
19:00	0	59 66	3	2	1	63 72	1	60	0	1	1	63	1	126	3	3	2	124 135
19:15	1	45	1	0	1	48	0	49	0	0	3	52	1	94	1	0	4	100
19:30 19:45	0	61 47	2	1	2	61 52	0	56 51	2	1	1	62 55	0	117 98	4	2	3	123 107
20:00	0	28	1	3	6	38	0	35	1	Ö	4	40	0	63	2	3	10	78
20:15	0	39 42	2	0	2	42 47	0	49 37	2	0	2	54 43	0	88 79	5	0	4 5	96 90
20:45	0	36	0	Ö	1	37	0	37	2	0	2	41	0	73	2	Ö	3	78
21:00 21:15	1	38 24	0	1	1	40 27	0	33 22	1 2	0	1 5	35 29	1	71 46	1 2	1	6	75 56
21:30	0	29	1	0	1	31	0	31	0	0	2	33	0	60	- 1	0	3	64
21:45 22:00	0 2	33 35	5	1 0	1	40 41	2	28 27	0	1 0	1 3	32 32	3	61 62	5 4	0	2 4	72 73
22:15	0	52	5	2	0	59	0	28	1	0	3	32	0	80	6	2	3	91
22:30	0	20	0	0	0	20	0	32	0	0	1	33	0	52	0	0	1	53
22:45 23:00	0	17 23	0	0	3	19 26	0	23 27	2	0	3	27 30	0	40 50	2	0	5 4	46 56
23:15	0	19	1	0	2	22	0	25	1	0	3	29	0	44	2	0	5	51
23:30 23:45	0	12 11	0	0	3 5	15 16	0	22 29	0	0	0 2	23 31	0	34 40	0	0	7	38 47
Total	57	4816	264	96	362	5595	51	5152	258	45	455	5961	108	9968	522	141	817	11556





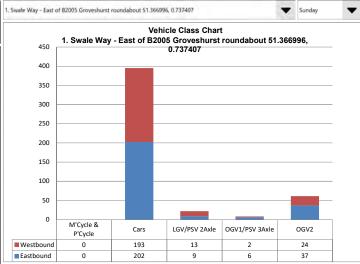
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16 Eastbound

Vehicle Class Summary

Westbound 0% 81% 5% 2% 13% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

														UGVZ					2 /0
				Eastl	bound					West	bound					Com	bined		
600 600		M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
60-30 60-30 71	00:00	0	20	0	0	1	21	0	30	4		4	38	0	50	4		5	59
91-90 0 15 1 1 5 22 0 10 11 0 0 0 15 1 0 0 25 2 1 1 5 3 3 1 91-90 1 10 1 1 5 22 0 10 1 1 0 0 0 11 1 0 0 25 2 1 1 5 3 3 1 91-90 1 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			18			3	24		17		1	0			35			3	44
91-90 0 15 1 1 5 22 0 10 11 0 0 0 15 1 0 0 25 2 1 1 5 3 3 1 91-90 1 10 1 1 5 22 0 10 1 1 0 0 0 11 1 0 0 25 2 1 1 5 3 3 1 91-90 1 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0				2	19	0	19				19	0	34			2	38
0115 0 13 0 17 0 17 0 14 2 2 0 3 19 0 77 2 1 1 8 33 6															24	2		5	31
01-39			13												27	2			
		0	27	0		3	31	0	18	0	0	2	20	0	45	0		5	51
02-16																			25
02-46							10						13			1			21
02-46																i i			9
03-16	02:45	0	14	0	1		18	0			0	0	15	0	29		1	3	33
0330																			40
03-46	03:15																		21
04:16	03:45																		
04:30																			
04-46													0						0
05:00																			
05:30	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-46																			
06:00																			
08:16																			
06:46 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	06:30																		
07:15						n n							U n						0
07:30	07:15	0	0	0	0	0	0	0	0	0		0	0	0	0			0	0
08:00																			
08:15			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
08:30	08:15																		
09:00	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:16		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30																			
10:00	09:30		0					0						0					
10:16																			
10:35		0	0	0	0	0	0	0	0	0		0	0	0	0				0
10:45																			
11:15							0										0		0
11:30						0		0				0							
11:45		0	0			0	0	0		0		0	0	F 0	0			0	0
12:00																			
12:39	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45																			
13:00																			
13:345 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13:00																		
13:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	13:30					0													
14:15																			
14:44	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00																			
15:16																			
15:45													0						0
16:00	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15		0				0		0				0	0	0				0	0
16:39	16:15	0	0	0		0	0	0	0	0		0	0	0					0
17:00	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	16:45																		0
17:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
18:00	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15																			
18:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18:15																		
18:45 0 <th>18:30</th> <td>0</td>	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	18:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
19:30	19:00																		
19:45																			
20:15	19:45	Ŏ				Ŏ	Ö	Ŏ		Ŏ		ő	Ő			Ŏ	Ŏ		Ő
20:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	20:15																		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$																			
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45							0												0
$\begin{array}{cccccccccccccccccccccccccccccccccccc$																			
22:15						0													
22:45	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	22:30																		
23:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
23:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	23:15																		
23:45 0 0 0 0 0 0 0 0 0	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Otal v 202 3 0 31 234 U 193 13 2 24 232 U 393 22 8 61 486	23:45	0		0		0						0	0		0	0		0	0
	lotal	0	202	9	1 6	31	204	U	193	13	2	24	232	U	395		ŏ	01	460





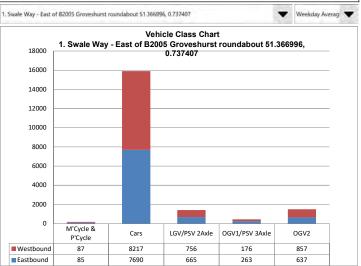
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16 Eastbound

Vehicle Class Summary

Westbound 1% 82% 7% 2% 8% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

													UGVZ					/6
			Easth	ound					West	oound					Com	bined		
	M'Cycle & P'Cycle	Cars	-GV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	-GV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	8	0	0	4	13	0	9	1)	3	13	0	17	1	0	8	26
00:15 00:30	0	11	0	0	7	19 18	0	14	0	0	3	17 11	0	26	1 0	0	9	36
00:30	0	7	1	0	4	13	0	9	1	0	3	14	0	17	2	0	6 7	29 27
01:00	0	7	0	0	5	12	0	6	1	0	4	11	0	12	1	0	9	23
01:15 01:30	0	10 13	0	0	4 2	16 15	0	11 10	1	0	4	16 12	1	21 23	1	0	8	32 27
01:45	0	10	0	0	3	13	0	9	0	0	2	12	ö	18	1	0	6	25
02:00	0	27	0	1	1	30	0	7	1	0	2	10	0	34	1	1	4	41
02:15 02:30	0	10 10	0	1 0	3	14 13	0	8 10	1	0	3	11 13	0	18 20	1	1	6	26 26
02:45	0	8	Ö	0	3	12	0	12	Ö	0	4	16	Ö	20	1	Ö	7	28
03:00 03:15	0	15 15	0	1	6	20 22	0	12 14	1	0	4 5	17 20	0	26	1	2	7 11	37 42
03:15	0	18	1	2	4	24	0	28	1	0	6	34	0	46	+	2	9	59
03:45	0	19	1	3	7	30	1	27	1	0	6	35	1	45	1	3	13	64
04:00 04:15	0	43 24	1	3	8 10	57 37	0	25 29	1	0	5 4	31 35	0	67 53	3	2	13 14	88 72
04:30	0	23	1	1	8	33	2	34	2	0	8	46	2	57	3	ī	15	79
04:45	1 2	28	4	3	8 10	44	2	53	1	0	5	61	4	81	5	3	14	105
05:00 05:15	2	59 50	3	3	10	75 68	3	76 92	4	0	8	87 105	4	135 142	7	3	16	163 172
05:30	1	79	3	5	10	98	4	145	2	0	8	160	6	224	5	5	18	258
05:45 06:00	2	67 79	7	2	9 8	84 97	1	140 66	8	1	10 12	164 86	3	208 145	12	5	19 19	248 184
06:15	1	64	7	4	9	84	2	82	12	1	14	111	2	146	18	5	23	195
06:30 06:45	1	79	6	3	9	98	2	129	18	3	14	167	3	208	24	6	23	265
06:45	1	96 104	6 7	4	7 9	113 125	3	178 154	19 19	4	16 16	217 196	3	274 258	26 26	6 8	23 25	330 321
07:15	2	117	11	4	7	141	3	212	21	5	13	255	5	329	33	9	21	396
07:30 07:45	1	125 136	10 11	4	8 7	147 157	3	238 277	17 18	3	12 16	273 317	3	362 413	26 29	7	21 22	420 474
08:00	2	134	10	3	7	157	1	240	17	3	13	275	3	374	28	7	20	432
08:15 08:30	3	147 138	14 14	3 5	5 9	173 167	2	254 233	15 20	4	13 11	288 269	5	401 372	29 34	8	18 20	461 436
08:45	2	113	14	5	5	139	1	229	18	3	12	263	3	342	31	8	18	401
09:00	0	103	11	5	10	129	1	143	15	5	11	175	2	246	26	10	21	304
09:15 09:30	0	95 81	17	6 5	7	126 109	0	125 97	14 15	2	11 15	154 130	1	220 178	31 28	9	18 25	280 239
09:45	0	85	13	5	9	112	1	99	16	3	14	133	2	184	28	8	23	245
10:00 10:15	0	91 79	13 14	5	11 10	120 108	0	97 87	13 13	6	14 16	131 117	1	188 166	26	11	25	251
10:15	1	79	13	5	12	108	1	90	14	5	13	123	2	168	27 26	6 11	26 25	225
10:45	0	79	15	3	11	108	0	93	16	4	16	128	0	172	31	6	27	237
11:00 11:15	1	95 94	11	4	12 11	124 123	0	90 84	17 15	3	15 15	125 117	1 2	186 178	28	7 6	27 26	249 241
11:30	1	90	15	5	9	119	0	83	17	3	16	118	1	173	31	7	25	237
11:45 12:00	1	93	16	5	10	125	0	99	14	3	12	128	1	192	30	8	22	253
12:15	+	102 114	11	4 5	9	127 144	0	91 99	14 10	5	16 13	123 127	1	193 213	25 22	6 10	25 24	249 271
12:30	1	117	12	5	8	143	1	105	14	5	14	138	2	221	26	10	22	281
12:45 13:00	0	114 122	12	3 4	12 11	142 151	0	108	14 12	8	14 15	143 140	1	222 228	26 26	11	26 26	285 291
13:15	0	113	14	3	9	140	1	114	11	5	16	146	1	227	26	8	25	287
13:30	1	125 112	12	4 5	10 12	152 140	1	124 116	12 16	4	15 16	157 152	2	249	25 27	8	25	309
14:00	1	117	13	5	9	146	1	95	15	3	18	132	2	228 211	28	9	29 28	292 278
14:15	1	120	12	7	10	149	1	104	16	5	15	142	2	224	28	12	25	291
14:30 14:45	1	125 137	16 11	7	10 8	160 164	1	94	14	3	13 14	125 137	2	219 240	30 26	10	23	285 300
15:00	1	146	14	6	11	178	2	113	11	5	15	146	3	258	25	- 11	27	324
15:15 15:30	2	144 146	14 14	6	8 7	174 173	1	121 116	12 14	3	14 10	151 144	3	265 262	26 28	9	22 18	325 317
15:45	2	156	11	5	9	183	1	109	14	5	14	144	4	266 297	25	10	23	328
16:00	2	185	16	4	9	216	1	112	10	3	11	138	4		26	7	20	354
16:15 16:30	2	145 201	16 13	4 5	7	174 228	2	124 130	15 9	2	13 8	155 152	4	268 331	31 22	7	20 15	329 380
16:45	2	161	10	3	6	183	2	133	11	2	10	158	4	295	21	6	16	341
17:00 17:15	3	200 175	11	3 4	5 6	222 199	2	135 143	8 7	1 2	6 5	151 158	5	335 318	18 19	4 5	11	373 358
17:30	3	208	10	4	5	229	2	130	6	1	9	147	5	337	17	5	13	377
17:45 18:00	1 3	166 172	7 8	3 2	6 4	184 188	2	128 118	5 6	0	7	142 134	3	337 294 290	13 14	3	13 11	326 322
18:15	2	128	7	2	5	144	1	105	7	0	7	120	3	233	14	2	12	264
18:30	1	102	6	2	3	114	1	96	4	0	7	109	2	198	10	2	10	222
18:45 19:00	1	92 95	6 5	2	4	106 105	0	96 71	4	1 0	6	106 79	1	188 167	10 8	3	10 7	212 184
19:15	2	69	3	0	4	78	1	69	5	1	5	81	3	138	8	1	8	158
19:30 19:45	1	62 55	3	1	5 4	71 63	0	61 57	3	1 1	3	68 65	1	123	5	1 2	8	139
20:00	1	61	2	1	4	68	1	61	3	1	7	72	i i	122	5	1	11	141
20:15	0	56	3	1	5	66	1	52	2	1	5	60	1	108	5	2	10	126
20:30 20:45	0	45 38	1 2	0	3	51 44	1	43 40	2	1	<u>4</u> 5	51 48	1	88 78	5	1	7 8	102 92
21:00	1	36	0	1	4	41	0	33	3	0	4	40	1	69	3	1	8	81
21:15 21:30	0	35	1	1	3	40	1	41	2	0	3	48	1	76 64	3	1	6	88 75
21:30	0	30 28	2	0	1 2	34 31	1 0	33 38	2	0	4 5	40 44	0	66	4	0	6 7	75 75
22:00	1	32	1	0	3	37	0	32	1	0	6	40	1	64	2	0	10	77
22:15 22:30	0	25 25	2	0	3 4	29 31	0	25 28	1	1	6 5	32 34	0	49 52	3	1	8	61 64
22:45	0	19	1	0	3	23	0	24	1	0	6	32	0	43	3	0	8	54
23:00 23:15	0	17	1	0	3	21	0	20	1	1	4	25	0	37	2	1	7	46
23:15	0	17 17	1	0	4 6	23 24	0	22 15	0	1 0	4	27 19	0	39 32	1	0	8	50 43
23:45	0	15	0	1	5	21	0	17	1	0	3	21	0	32	- 1	1	7	42
Total	85	7690	665	263	637	9341	87	8217	756	176	857	10093	172	15907	1421	440	1494	19434





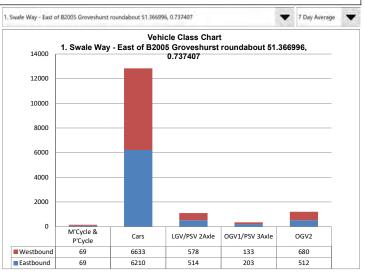
3261-LON RPS Group Kemsley East of B2005 Groveshurst roundabout 51.366

Swale Way 13-Jun-16 Eastbound

Vehicle Class Summary

Westbound M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2 1% 82% 7% 2% 8%

													UGVZ					70
			Eastl	oound					West	oound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	11	0	0	4	15	0	13	1	0	3	18	0	24	1	1	7	33
00:15	0	14	1	0	6	21	0	15	1	0	2	18	0	29	2	0	9	40
00:30	0	13	1	0	3	18	0	11	0	0	2	14	0	25 19	1	0	6	31
00:45 01:00	0	8	0	0	5	13 14	0	6	1	0	4	15 11	0	19	1	0	7	28 25
01:15	0	11	1	1	4	16	0	12	1	0	3	17	0	23	2	1	7	33
01:30	0	16	0	0	4	20	0	12	1	0	2	15	0	28	- 1	0	6	35
01:45	0	9	0	0	3	13	0	9	0	0	2	11	0	18	1	0	5	24
02:00 02:15	0	26 10	0	1	3	28 14	0	6 8	1	0	2	10 12	0	32 18	1	1	6	38 25
02:30	0	8	1	0	2	12	0	8	1	0	3	11	0	16	i i	i	5	23 29
02:45	0	9	0	0	3	13	0	12	0	0	3	16	0	21	1	1	6	29
03:00	0	15	0	1	4	21	0	10	1	0	4	15	1	26	1	1	7	36
03:15 03:30	0	13	1	2	5 4	19 23	0	13 24	0	0	4 5	18 30	0	26 41	+	2	9	37 53
03:45	ő	16	1	2	5	24	1	21	1	0	5	28	1	37	1	2	10	51
04:00	1	34	1	2	7	45	0	19	1	0	4	24	1	53	2	2	- 11	70
04:15 04:30	0	19 19	1	1	8 7	29 27	0	23 26	1	0	6	28 36	2	42 45	2	1	11	57 63
04:45	0	22	3	2	7	34	+	42	1	0	5	49	1	64	4	2	11	83
05:00	1	50	1	2	7	62	2	60	1	0	7	70	3	110	2	3	14	132
05:15	1	39	3	2	7	52	2	71	3	0	5	82	3	110	5	2	12	134
05:30 05:45	1	63	2	4 3	8	78 67	3	114 110	7	1	7	127 129	4	177	4 10	5 3	14 16	205
06:00	2	54 63	5	2	6	78	1	51	5	1	10	68	2	164 115	10	3	16	197 145
06:15	1	51	5	3	6	66	1	64	9	1	12	87	2	115	14	4	18	153
06:30 06:45	1	61	5	3	7	76	2	98	13	2	12	126	2	159	18	5 4	19	202
06:45	0	74 81	5	3	6 7	88 97	2	137 116	15 14	3	12 13	166 148	3	210 197	20 20	6	18 20	255 244
07:15	1	90	9	3	6	109	2	159	16	4	11	192	3	249	25 22	6	17	301
07:30	0	96	8	3	7	114	3	180	14	2	10	209	3	276	22	5	17	323
07:45 08:00	2	105 103	8	3	5 6	122 121	1	209 179	14	3	12 10	239 206	3	314 282	22 21	5	18 16	361 327
08:15	2	113	11	3	4	133	2	191	11	4	10	217	4	304	22	7	14	351
08:30	1	108	11	4	7	130	1	175	15	3	8	202	1	283	25	7	15	332
08:45 09:00	0	88 81	10 8	4	8	108 101	1	174 111	14 11	2	10 9	200 136	1	262 192	24 19	6 8	14 17	308 237
09:00	1	78	13	5	6	101	0	98	11	3	9	121	H	176	24	7	15	222
09:30	0	69	10	4	8	90	0	83	12	2	12	109	- 1	152	21	5	20	222 199
09:45	0	71	9	4	8	92	1	80	12	2	10	106	1	151	21	6	18	198
10:00 10:15	1	77 66	10 10	3	8	99 88	0	82 70	10	4	11 12	108 94	1	159 136	20	- 8 - 5	19 20	207 183
10:30	1	65	9	4	9	88	0	76	11	4	10	102	1	142	20	8	19	190
10:45	0	71	12	2	9	94	0	81	12	3	13	108	- 1	152	23	5	21	202
11:00	1	83	9	3	9	104	0	78	12	2	12	104	1	160	21	5	21	208
11:15 11:30	1	78 75	11 12	3 4	8 7	101 98	0	74 72	11	2	11	99 99	+	152 146	22	5 6	20 20	200 197
11:45	1	78	12	4	8	103	0	82	10	2	9	105	1	160	22	6	17	207
12:00	1	88	8	3	7	107	0	78	11	1	12	103	1	166	19	4	20	210
12:15 12:30	1	94 96	10	3	9	117 116	1	82 86	8 11	4	10	105 112	1	177 183	18 21	7	18 17	222 228
12:45	1	95	10	2	10	118	1	88	10	6	11	116	<u> </u>	184	20	8	21	234
13:00	0	99	11	3	8	121	0	88	9	4	11	113	- 1	187	20	7	20	234
13:15	1	95	11	2	7	116	1	94	9	3	12	119	1	189	20	6	19	235
13:30 13:45	1	99 92	10 8	3	8	120 113	1	99 95	9	2	12 12	124 123	+	199 187	19 20	6	19 21	244 235
14:00	1	96	10	4	7	118	0	79	11	2	15	108	2	175	21	6	22	226
14:15	1	98	9	5	7	120	1	84	12	4	11	112	2	182	21	9	18	232
14:30 14:45	1	101	12	5	7	127 132	1	79 87	11	3	10	103 112	1	180 199	23 19	7 8	18 17	230 244
15:00	1	118	11	5	9	143	2	93	8	3	11	117	3	211	19	8	20	260
15:15	1	115	11	5	6	138	1	97	9	3	10	120	2	212	20	7	17	258
15:30 15:45	2	116 122	11 8	3 4	6 7	137 142	1	97 91	10	4	8 11	118 116	3	213 213	21 18	5	14	255
16:00	2	141	12	3	7	165	1	91	8	2	8	110	3	232	20	6	15	259 275
16:15	2	112	12	3	6	134	0	102	11	2	9	124	2	213	23	5	15	259
16:30 16:45	2	156 124	10 7	3	5 6	177 141	2	106 107	8	1 2	6 8	123 126	3	262 230	17 15	6 4	11	299 266
17:00	2	152	8	2	4	169	2	109	6	1	5	122	4	261	14	3	9	291
17:15	3	137	8	3	4	155	1	116	6	1	4	128	4	253	14	4	- 8	283
17:30 17:45	3 2	157 128	7 6	3 2	4	173 142	1	105 103	5 4	1 0	7 5	119 114	3	262 231	13 10	3	11 9	292 256 255
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18:15	1	100	5	1	4	112	1	87	6	0	6	100	2	187	- 11	2	10	212
18:30	1	81	4	1	3	89	1	80	3	0	5 4	89	1	161	7	1	8	178
18:45 19:00	1	74 78	5 4	2	2	84 86	0	77 59	3	0	3	85 65	1	151 137	8	2	- 8 - 5	169 151
19:15	1	56	2	0	3	62	1	56	4	1	4	65	2	112	6	1	6	127
19:30	1	53	2	1	3	60	0	52	2	0	3	57	1	105	4	1	6	117
19:45 20:00	0	46 47	2	1	3	52 54	1	48 49	3 2	0	6	54 57	1	94	4	1	9	106 112
20:15	0	46	2	1	4	53	1	49	1	1	4	50	1	96 90	4	2	8	103
20:30	1	38	1	1	2	43	1	36	2	1	3	42	- 1	74	3	1	6	86
20:45	0	32	2	0	2	37	1	34	2	0	4	40	1	66	4	1	6	77
21:00 21:15	0	31 29	0	1	3	35 32	0	28 32	2	0	3	33 38	1	59 61	3	1	6 5	68 71
21:30	0	26	2	0	1	29	1	28	1	0	3	34	1	54	3	0	4	62
21:45	0	25	1	0	2	28	0	31	1	0	3	36	0	56	2	1	5	64
22:00	0	28 25	1 2	0	2	32 29	0	27	1	0	5 4	33 27	0	55 47	3	1	7	65 57
22:15 22:30	0	25	1	0	3	29	0	22	0	0	4	27	0	47	2	1	6	5/ 54
22:45	0	16	1	0	2	19	0	21	1	0	4	26	0	36	2	0	7	45
23:00	0	15	Ö	0	3	19	0	18	1	1	3	22	0	33	- 1	1	6	41
23:15	0	15	1	0	3	19 19	0	19	0	0	3	23 17	0	34	2	1	6	43
23:30 23:45	0	14	0	1	5 4	19	0	14 16	1	0	2	17	0	28 28	H	1	7 6	36 37
Total	69	6210	514	203	512	7508	69	6633	578	133	680	8094	138	12843	1093	335	1193	15602





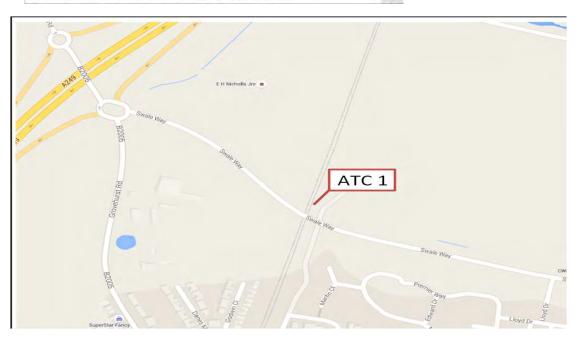
Client: Project: Job Number Start Date: Site No.

RPS Group Kemsley 3261-LON 13-Jun-16

Swale Way
East of B2005 Groveshurst roundabout 51.366996, 0.737
Eastbound Westbound Road Location: Directions

1. Swale Way - East of B2005 Groveshurst roundabout 51.366996, 0.737407







Job Number 3261-LON Client: RPS Group

Project: Kemsley

Location: North of Swale Way roundabout 51.366180, 0.746463

Site No. 2

Road Barge Way Start Date: 06-Jun-16

Directions Northbound Southbound

Kemsley

Site:	
2. Barge Way - North of Swale Way roundabout 51.366180, 0.746463	•
Incidents / Observations	



Job Number Client Project Location Site No. 3261-LON RPS Group Kemslev

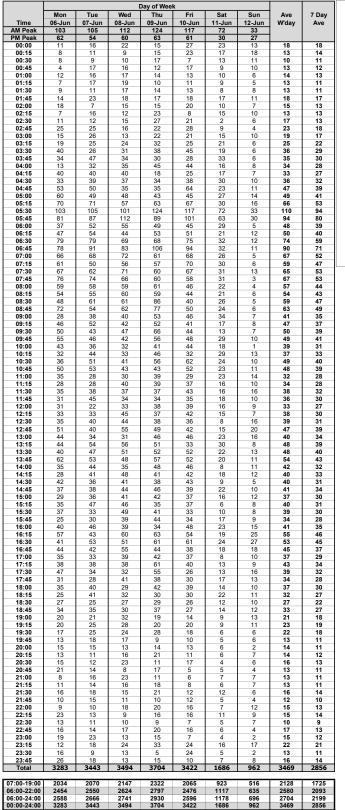
North of Swale Way roundabout 5

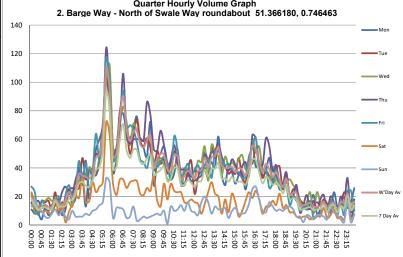
Barge Way 06-Jun-16 Start Date Direction Northbound

Volume Summar	١
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3,469 2,856 Average Weekday 7 Day Average









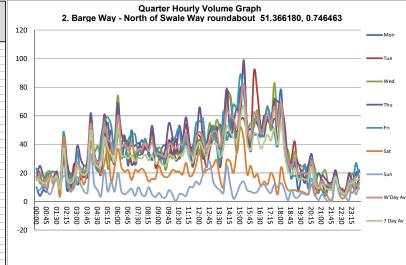
Job Number Client Project Location Site No. Road Start Date Direction

3261-LON RPS Group Kemsley North of Swale Way roundabout £

Barge Way 06-Jun-16 Southbound

Volume Summary

Average Weekday 7 Day Average 2. Barge Way - North of Swale Way roundabout 51.366180, 0.746463



▼ Southbound

				Day of Wee					
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	7 Day
Time AM Peak	06-Jun 55	07-Jun	08-Jun	09-Jun 69	10-Jun 59	11-Jun 45	12-Jun 33	W'day	Ave
PM Peak	81	62 91	74 96	99	89	52	28	ł	
00:00	10	17	23	17	23	15	9	18	16
00:15	4	16	13	25	20	19	8	16	15
00:30	8	11	15	18	9	17	12	12	13
00:45	7	19	20	14	18	9	8	16	14
01:00	17	17	21	17	20	18	5	18	16
01:15	13	17	14	17	21	12	11	16	15
01:30	16	21	16	18	18	18	17	18	18
01:45	7	10	8	13	9	4	13	9	9
02:00	34	29	38	47	49	45	18	39	37
02:15	8	24	11	28	12	19	15	17	17
02:30	14	9	15	17	20	7	8	15	13
02:45	22	26	13	17	11	12	9	18	16
03:00	12	27	24	39	35	13	17	27	24
03:15	16	23	23	30	18	18	12	22	20
03:30	22	17	21	25	25	12	7	22	18
03:45	17	30	21	27	25	23	6	24	21
04:00	42	58	60	62	51	42	33	55	50
04:15 04:30	34 23	33 28	35 39	29 25	30 22	26 26	12 8	32 27	28 24
04:45	20	34	32	19	45	19	4	30	25
05:00	45	61	54	47	57	27	22	53	45
05:15	55	42	23	39	59	36	7	44	37
05:30	30	35	37	50	53	14	14	41	33
05:45	28	27	43	36	33	24	7	33	28
06:00	47	62	74	69	49	37	20	60	51
06:15	40	48	31	35	39	24	7	39	32
06:30	46	42	41	40	31	21	5	40	32
06:45	25	42	31	40	43	22	7	36	30
07:00	50	26	42	39	47	15	9	41	33
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08:00	37	38	43	43	44	20	4	41	33
08:15	35	36	38	36	32	14	10	35	29
08:30 08:45	29 36	49 24	45 32	53 37	31 38	16 16	5	41 33	33 27
09:00	31	29	38	35	34	25	6	33	28
09:15	38	34	34	30	26	19	3	32	26
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11:30	37	39	24	25	37	19	10	32	27
11:45	33 43	46 46	48 33	39 66	55 56	26 36	14 12	44 49	37 42
12:00 12:15	30	38	49	44	58	20	19	49	37
12:30	36	24	40	41	34	22	25	35	32
12:45	38	36	55	49	40	23	28	44	38
13:00	51	45	43	53	53	25	14	49	41
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13:45	46	46	38	53	63	10	6	49	37
14:00	48	77	68	79	43	29	25	63	53
14:15	50	73	75	46	55	28	12	60	48
14:30	59	53	55	55	68	20	2	58	45
14:45	44	49	34	66	66	36	6	52	43
15:00	79	57	59	59	89	52	12	69	58
15:15	81	58	96	99	75	43	14	82	67
15:30	54	47	51	50	55	19	8 7	51	41
15:45 16:00	35 57	37 91	55 52	51 47	42 62	25 17	6	44 62	36 47
16:00	54	76	64	47	58	17	7	60	46
16:30	48	52	47	46	45	11	11	48	37
16:45	46	51	52	60	56	14	12	53	42
17:00	60	57	67	57	66	12	8	61	47
17:15	53	54	50	58	57	20	6	54	43
17:30	58	72	83	71	48	15	12	66	51
17:45	59	39	56	70	39	5	10	53	40
18:00	78	68	68	67	68	24	13	70	55
18:15	34	49	39	55	36	14	8	43	34
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18:45	16	29	24	27	18	8	8	23	19
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19:30	18	22	25	20	17	7	6	20	16
19:45 20:00	20 22	16 26	23 17	13 25	26 9	6 5	5 6	20 20	16 16
20:00	22	26	28	33	30	12	16	28	16 24
20:30	13	11	23	12	14	4	5	15	12
20:30	20	6	7	8	11	11	1	10	9
21:00	14	15	18	18	8	8	5	15	12
21:15	6	11	22	16	4	7	2	12	10
21:30	13	10	11	13	10	2	0	11	8
21:45	9	12	9	14	11	1	2	11	8
22:00	16	19	14	22	18	15	16	18	17
22:15	9	9	11	11	7	6	6	9	8
22:30	8	9	7	6	5	2	5	7	6
22:45	8	5	5	9	6	4	3	7	6
23:00	13	20	10	19	13	8	1	15	12
	15	11	20	14	11	6	15	14	13
23:15									
23:15 23:30	20	9	12	18	27	11	5	17	15
23:15	20 22 3086	9 18 3291	12 13 3342	21 3563	15 3340	9 1717	13 872	17 18 3324	15 16 2744



3261-LON RPS Group Kemsley North of Swale Way roundabout £ 2

Job Number Client Project Location Site No. Road Start Date Direction Barge Way 06-Jun-16 Combined

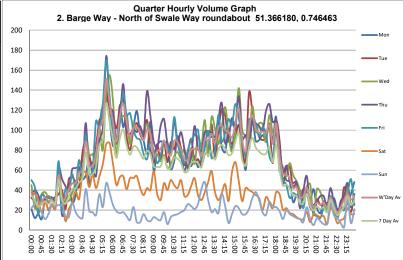
Volume Summary

Average Weekday 7 Day Average

2. Barge Way - North of Swale Way roundabout 51.366180, 0.746463

▼ Combined

							7 Day Ave		5,601
				Day of Wee					
_	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	7 Day
Time AM Peak	06-Jun	07-Jun	08-Jun	09-Jun	10-Jun	11-Jun	12-Jun	W'day	Ave
	133	140	155	174	170	87	47	ŀ	
PM Peak 00:00	116 21	137 33	142 45	134 32	126 50	68 38	48 22	36	34
	12	27	22			36		29	29
00:15 00:30	16	20	25	40 35	43 16	30	26 23	29	24
00:45	11	36	36	26	35	18	18	29	26
01:00	29	33	38	31	33	28	11	33	29
01:15	20	34	33	27	32	21	16	29	26
01:30	25	32	33	32	31	26	25	31	29
01:45	21	33	26	30	27	21	24	27	26
02:00	52	36	53	62	69	55	25	54	50
02:15	15	40	23	51	20	34	25	30	30
	25	21	30	44	41	9	14	32	
02:30	47	51	29	39	39	21	13	41	26 34
02:45 03:00	27	53	37	61	56	28	27	47	41
	35	48	47	62	43	39	18	47	42
03:15	62	48	52	63	70	39	13	58	42
03:30	51	77		57	53	56	12	59	
			55						52
04:00	55	90	95	107	95	58	41	88	77
04:15	74	73	75	47	55	43	19	65	55
04:30	56	67 84	76	59 54	60	56	18	64	56
04:45	73		67		109	42	15	77	63
05:00	105	110	102	90	102	54	36	102	86
05:15	125	113	80	102	126	66	23	109	91
05:30	133	140	138	174	170	86	47	151	127
05:45	109	114	155	125	134	87	37	127	109
06:00	84	114	129	118	94	66	25	108	90
06:15	87	102	75	88	90	45	19	88	72
06:30	125	121	110	108	106	53	17	114	91
06:45	103	133	114	146	137	54	18	127	101
07:00	116	94	114	100	115	41	14	108	85
07:15	87	80	86	96	117	52	10	93	75
07:30	103	100	106	101	100	52	23	102	84
07:45	119	107	101	98	92	54	8	103	83
08:00	96	96	102	104	90	42	8	98	77
08:15	89	91	98	95	76	35	16	90	71
08:30	77	110	106	139	71	42	10	101	79
08:45	108	78	94	114	88	40	9	96	76
09:00	59	67	78	88	80	59	13	74	63
09:15	84	86	76	82	67	36	11	79	63
09:30	89	69 89	69	104	75	30 47	10	81 90	64
09:45	86	68	75	111 87	88	40	18		73
10:00	88		62		84		6	78	62
10:15	61	88	66	80	78	50	13	75	62
10:30	69	81	74	109	113	45	15	89	72
10:45	94	94	78	87	87	42	16	88	71
11:00	75	82	72	98	75	50	18	80	67
11:15	59	65	81	81	67	34	20	71	58
11:30	72	77	61	62	80	35	26	70	59
11:45	64 74	91 68	82 66	73 104	90 95	44 52	24	80 81	67
12:00									69
12:15	63 71	71 64	94 84	81 79	100 70	35 30	26 41	82 74	67
12:30									63
12:45	89	76	110	98	82	38	48	91	77
13:00	95	79	74	99 97	99	48 59	30	89	75
13:15 13:30	93 94	106 71	113 101	89	72 79	38	18 21	96 87	80 70
13:30	108	99	101 86	110	115	38	17	104	70 81
								104	
14:00	83 78	121 114	103 123	127 87	89 97	37 46	36 24	105	85
14:15							7		81
14:30	101	89	96	93	111	29		98	75
14:45	81	87 93	78	112	105	58	16 24	93 106	77 89
15:00	108 116	105	100 142	101 134	126 112	68 49	24	106	97
15:15 15:30	91	80	100	91	88	29	16	90	71
15:45	60	67	94	95	76	42	16	78	64
16:00	97	137	94	81	110	42	21	103	82
16:00	111	119	124	110	110	38	32	115	92
16:30	89	105	98	107	106	35	38	101	83
16:45	90	93	107	107	94	32	30	98	79
17:00	95	90	106	99	103	20	18	99	76
17:15	91	92	88	119	97	33	15	97	76
17:30	105	106	115	126	74	28	28	105	83
17:45	90	67	97	108	69	22	23	86	68
18:00	113	108	97	100	107	38	23	107	85
18:15	59	90	71	85	66	36	19	74	61
18:30	62	47	63	58	51	20	11	56	45
18:45	50	64	54	64	45	22	20	55	46
19:00	48	63	67	49	32	17	16	52	42
19:15	28	43	55	47	37	16	14	42	34
19:30	35	47	49	48	35	13	12	43	34
19:45	33	34	40	22	36	11	11	33	27
20:00	37	41	30	39	22	11	8	34	27
20:15	37	37	44	54	41	18	23	43	36
20:30	28	23	46	23	31	8	11	30	24
20:45	41	20	15	25	16	16	5	23	20
21:00	22	31	41	29	14	15	12	27	23
21:15	17	25	38	34	12	13	9	25	21
21:30	29	28	26	34	22	14	6	28	23
21:45	19	27	20	24	23	6	6	23	18
21:45	25	29	32	42	34	22	28	32	30
22:00	32	29	20	27	23	17	15	25	22
22:15	21	20	17	15	12	7	12	17	15
44.30									
22.45	24	19	22	29	22	10	7	23	19
22:45	32	43	23 44	34 47	20	12 22	3 32	30 36	24
23:00	27			4/	35	. 22	ı 3∠		
23:00 23:15	27	29							34
23:00 23:15 23:30	36	18	25	23	51	16	7	31	25
23:00 23:15									



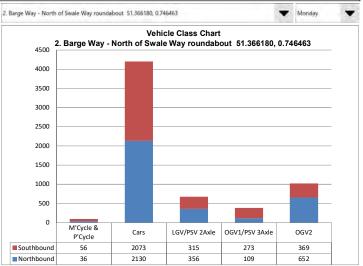


3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2 Barge Way 06-Jun-16 Northbound Southbound

Vehicle Class Summary

1%
66%
11%
6%
16%

													UGVZ	_		_		7/0
			North	bound					South	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	A'Cycle & P'Cycle	Cars	-GV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	_GV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	11	0	0	0	11	0	9	0	1	0	10	0	20	0	1	0	21
00:15	0	6 8	0	0	0	8	0	3	0	0	0	4	0	9	0	0	0	12
00:30 00:45	0	4	0	0	0	8	0	8	0	0	1	8 7	0	16 8	0	2	1	16 11
01:00	Ö	10	1	0	1	12	2	13	0	0	2	17	2	23	1	ō	3	29
01:15	1	6	0	0	0	7	0	11	0	1	1	13	1	17	0	1	1	20
01:30 01:45	0	7	0	1	2	9 14	0	14 5	1	0	1	16 7	0	21 16	1	1	3	25 21
02:00	0	14	0	1	3	18	0	31	0	2	1	34	0	45	0	3	4	52
02:15	0	4	1	0	2	7	0	5	0	0	3	8	0	9	1	0	5	15
02:30	0	11	0	0	0	11	0	13	0	0	1	14	0	24	0	0	1	25
02:45 03:00	0	22 9	1 0	0	6	25 15	0	18 10	0	0	2	22 12	1 0	40 19	0	0	8	47 27
03:15	ő	13	4	1	1	19	0	11	0	5	0	16	0	24	4	6	1	35
03:30	0	28	3	0	9	40	1	16	0	2	3	22	1	44	3	2	12	62
03:45	0	27 9	2	0	6 2	34 13	0	13 33	0	2 4	1 5	17 42	0	40 42	1 2	2	7	51 55
04:15	0	32	1	0	7	40	1	23	1	6	3	34	1	55	2	6	10	74
04:30	1	24	3	1	4	33	0	14	0	4	5	23	1	38	3	5	9	56
04:45 05:00	2	41 51	2	2	8	53 60	0	11 42	0	3	5 1	20 45	2	52 93	3	3	13 4	73 105
05:00	2	63	1	3	1	70	2	40	2	4	7	55	4	103	3	7	8	125
05:30	0	93	5	0	5	103	0	25	0	4	1	30	0	118	5	4	6	133
05:45	3	68 29	5 4	2	3 4	81	0 1	18	2	4	3	28	3	86	7	6 4	7	109
06:00 06:15	0	31	6	2	8	37 47	0	37	1	5	4	47 40	0	66 61	7	7	12	84 87
06:30	0	58	15	0	6	79	0	37	0	4	5	46	0	95	15	4	- 11	125
06:45	0	53	13	0	12	78 ee	0	15	1 4	7	0	25	0	68	14 10	7	14	103
07:00 07:15	0	43 33	6 15	3	12	66 61	0	38 12	8	5	4	50 26	0	81 45	23	8	12 15	116 87
07:30	0	47	4	3	13	67	1	23	3	3	6	36	1	70	7	6	19	103
07:45	2	55	7	3	9	76	0	28	9	3	3	43	2	83	16	6	12	119
08:00 08:15	0	42 38	7	4 2	6 7	59 54	0	21 25	5	5	6	37 35	0	63 63	12	9 5	12 9	96 89
08:30	1	35	5	2	5	48	0	19	5	2	3	29	1	54	10	4	8	77
08:45	0	44	16	1	11 7	72	1	16	10 7	2	7	36	1	60	26 9	3	18	108
09:00 09:15	0	19 25	9	0	9	28 46	1	11 19	8	3	8	31 38	H	30 44	17	6	15 16	59 84
09:30	0	24	10	2	14	50	0	23	5	6	5	39	0	47	15	8	19	89
09:45	0	25	12	4	14	55	1	9	12	6	3	31	1	34	24	10	17	86
10:00 10:15	0	17 15	9	5 4	11 9	43 32	0	23 15	8 4	4	9	45 29	0	40 30	17 8	9 8	20 15	88 61
10:30	0	22	2	1	11	36	0	16	8	4	5	33	0	38	10	5	16	69
10:45	0	35	7	1	7	50	0	25	7	5	7	44	0	60	14	6	14	94
11:00 11:15	0	14 13	6 5	1 2	14 8	35 28	0	25 9	6	7	12	40 31	0	39	10 11	6	18	75 50
11:30	0	12	7	1	15	35	0	19	6	6	6	37	0	31	13	7	20	59 72
11:45	1	17	6	0	7	31	0	17	5	2	9	33	1	34	- 11	2	16	64
12:00 12:15	0	8 15	5 10	2	15 6	31 33	0	19 18	9 5	2	9	43 30	0	27 33	14 15	7	24 11	74 63
12:30	0	18	4	2	11	35	0	21	6	6	3	36	0	39	10	8	14	71
12:45	0	33	4	1	13	51	0	20	8	2	8	38	0	53	12	3	21	89
13:00 13:15	0	24	2	5	11	44	0	43	4 5	1	7	51	0	67	6	6	14	95 93
13:30	1	23 30	3	1	15 5	44 40	0	31 28	11	- 6 - 5	10	49 54	1	54 58	9 14	8	22 15	94
13:45	0	31	6	4	21	62	2	25	6	4	9	46	2	56	12	- 8	30	108
14:00 14:15	0	16 12	3 5	5	11	35 28	4	26 29	10 7	3 5	8 5	48	4	42 41	13	- 8 - 5	19 16	83 78
14:30	0	22	5	1	14	42	4	31	5	8	11	50 59	4	53	10	9	25	101
14:45	0	16	4	4	13	37	3	25	3	9	4	44	3	41	7	13	17	81
15:00 15:15	1	14 20	3	2	9	29 35	2	47 63	7	11	10 5	79 81	3	61 83	11	13 5	19 13	108 116
15:30	1	17	5	2	12	37	1	35	8	5	5	54	2	52	13	7	17	91
15:45	1	10	3	0	11	25	1	21	3	2	8	35	2	31	6	2	19	60
16:00 16:15	1	18 31	7	3 2	11	40 57	0	41 35	3	4	7	57 54	1	59 66	10 14	7 5	18 25	97 111
16:30	0	31	2	0	8	41	0	35	5	4	4	48	0	66	7	4	12	89
16:45	0	23	6	2	13	44	1	33	5	1	6	46	1	56	11	3	19	90
17:00 17:15	2	22 24	7	0	6 8	35 38	0	51 34	5 10	3	4 5	60 53	3	73 58	12 14	3	10 13	95 91
17:30	0	31	4	0	12	47	1	46	5	4	2	58	1	77	9	4	14	105
17:45	1	21	1	0	8	31	0	43	9	2	5	59	1	64	10	2	13	90
18:00 18:15	0	29	1 2	0	4 7	35	1	70 22	3	3	2	78 34	1	99 37	4	4	6 12	113 59
18:30	0	15 23	0	0	4	25 27	0	25	4	2	5 4	35	0	48	5 4	2	8	62
18:45	0	23	2	3	6	34	1	10	1	Ō	4	16	1	33	3	3	10	50
19:00 19:15	1	15 14	0	0	5	20	0	16 8	0	4 0	4 0	28 8	1	31 22	0	0	- 8 - 5	48 28
19:15	0	12	1	0	4	17	0	13	0	2	3	18	0	25	1	2	7	35
19:45	0	8	1	0	4	13	0	12	2	2	4	20	0	20	3	2	8	33
20:00	0	13	0	0	2	15	0	20	0	0	0	22	0	33	0	0	4	37
20:15	0	10 7	2	0	4	13 15	0	9	1	2	1	24 13	0	31 16	5	2	5	37 28
20:45	0	12	4	0	5	21	0	13	4	2	1	20	0	25	8	2	6	41
21:00	0	5	2	0	1	8	2	10	1	1	0	14	2	15	3	1	1	22
21:15 21:30	1	6 11	0	0	5 4	11 16	0	5 12	0	1 0	1	6 13	1	11 23	0	0	5	17 29
21:45	2	5	0	0	3	10	0	8	0	1	0	9	2	13	0	1	3	19
22:00	0	6	1	0	2	9	0	15	0	0	1	16	0	21	- 1	0	3	25 32
22:15 22:30	1	12 9	0	2	7	23 13	0	9	0	0 2	0	9 8	1	21 15	0	2	7	32 21
22:45	0	14	1	0	1	16	0	8	0	0	0	8	0	22	1	0	1	24
23:00	0	11	3	0	5	19	0	11	0	1	1	13	0	22	3	1	6	32
23:15 23:30	0	10 14	0	1 0	1 2	12 16	0	12 17	0	1 0	2	15 20	0	22 31	0	0	3	27 36
23:45	0	18	2	0	6	26	0	19	0	2	1	22	0	37	2	2	7	48
Total	36	2130	356	109	652	3283	56	2073	315	273	369	3086	92	4203	671	382	1021	6369





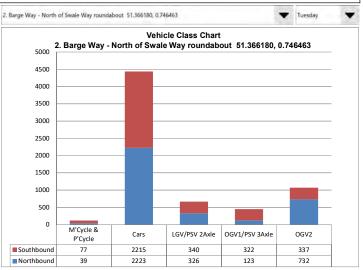
3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2

Barge Way 06-Jun-16 Northbound

Vehicle Class Summary

2% 66% 10% 7% 16% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

													UGVZ					0 /0
			North	bound					South	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	- 0	14	1	0	1	16	1	13	0	2	1	17	1	27	1	2	2	33
00:15	0	9	0	0	2	11	0	14	ő	1	1	16	0	23	0	1	3	27
00:30	0	5	2	0	2	9	0	- 8	0	1	2	11	0	13	2	1	4	20 36
00:45	0	11	1	1	4	17	2	13	0	4	0	19	2	24	1	5	4	36
01:00 01:15	0	13 12	0	0	2	16 17	1 0	13 15	0	0	2	17 17	1 0	26 27	0	0	4 6	33 34
01:30	2	9	0	0	5	11	0	16	0	4	1	21	2	25	0	4	1	32
01:45	ō	14	3	Ö	6	23	1	6	ő	2	1	10	1	20	3	2	7	33
02:00	0	5	1	0	1	7	0	27	0	1	- 1	29	0	32	1	1	2	36
02:15	0	13	2	0	1	16	1	17	0	5	1	24	1	30	2	5	2	40
02:30 02:45	0	10 20	1	0	4	12 25	0	9 18	1	6	1	9 26	0	19 38	2	6	5	21 51
03:00	Ö	17	2	1	6	26	0	24	Ö	3	0	27	0	41	2	4	6	53
03:15	0	21	0	1	3	25	0	17	0	6	0	23	0	38	0	7	3	53 48
03:30	0	25	0	0	1	26	0	16	0	1	0	17	0	41	0	1	1	43
03:45	0	37 29	1	1	8	47 32	0	24 51	0	5 4	3	30 58	0	61 80	3	5	8 4	77 90
04:15	0	29	2	2	7	40	2	22	ő	6	3	33	2	51	2	8	10	73
04:30	1	29	4	0	5	39	0	26	0	1	1	28	- 1	55	4	1	6	67
04:45	2	41	2	0	5	50	0	28	0	3	3	34	2	69	2	3	8	84
05:00	3	41	2	2	5 9	49 71	1	52	0	5 3	3	61	4	93 85	7	5	8 12	110 113
05:15 05:30	2	52 90	5 1	1	11	105	0	33 29	0	4	2	42 35	2	119	1	5	13	113
05:45	3	69	5	1	9	87	1	19	1	3	3	27	4	88	6	4	12	114
06:00	0	37	2	0	13	52	1	53	1	5	2	62	1	90	3	5	15	114
06:15	0	43	4 10	0	7 9	54 70	0	40	0	5	3	48 42	0	83 96	4 10	5	10	102
06:30 06:45	0	57 62	14	1	14	79 91	1	39 33	1	2	1 5	42	1	95	15	3	10 19	121
07:00	0	40	9	1	18	68	0	18	0	4	4	26	0	95 58	15 9	5	22	133 94
07:15	0	32	7	2	9	50	0	15	6	5	4	30	0	47	13	7	13	80
07:30 07:45	0	44 50	7	1	9	62	1	23 22	4	5	5	38	2	67	11	6	14	100
07:45	0	56 38	8 5	3	9	74 58	0	22	5 6	5	3	33 38	1	78 61	13 11	8	12 15	107 96
08:15	0	33	7	2	13	55	2	14	12	6	2	36	2	47	19	8	15	91
08:30	0	42	5	4	10	61	1	24	10	7	7	49	1	66	15	11	17	110
08:45 09:00	0	34 19	6	0 4	14 11	54 38	0 1	11 13	8	7	2	24 29	1	45 32	10 12	7	16 15	78 67
09:15	1	35	5	1	10	52	0	19	11	3	1	34	1	54	16	4	11	86
09:30	0	22	9	1	11	43	0	10	7	3	6	26	0	32	16	4	17	69
09:45	1	21	7	5	12	46	1	23	11	4	4	43	2	44	18	9	16	89
10:00	0	17 20	3 6	3	15 15	36 44	0	16 21	8	8	6	32 44	1	33 41	9	5 11	21 21	68 88
10:30	0	33	7	0	11	51	0	21	4	4	1	30	Ö	54	11	4	12	81
10:45	0	22	9	3	19	53	0	23	8	7	3	41	0	45	17	10	22	94
11:00	0	17	3	3	5	28	2	26	11	8	7	54	2	43	14	11	12	82
11:15 11:30	5	15 14	4 5	3	9	28 38	0	16 20	9	6	6	37 39	6	31 34	13	- 6 - 5	15 17	65 77
11:45	0	21	6	3	15	45	1	23	9	5	8	46	1	44	15	8	23	91
12:00	0	13	3	2	4	22	1	21	9	9	6	46	- 1	34	12	- 11	10	68
12:15	0	14	7	1	11	33	1	21	4	1	11	38	1	35	11	2	22	71
12:30 12:45	2	16 19	4	1	16 12	40 40	0	8 23	6	3	7 2	24 36	3	24 42	10 12	7	23 14	64 76
13:00	0	13	4	5	12	34	0	23	11	5	6	45	0	36	15	10	18	79
13:15	0	27	6	6	15	54	1	38	6	1	6	52	1	65	12	7	21	106
13:30 13:45	1	28	7	1	13	47	0	12	5	1	6 9	24	1	40	9	2	19	71
14:00	0	28 26	6	2	15 9	53 44	4	26 48	8 11	3	11	46 77	4	54 74	15 17	5 6	24 20	99 121
14:15	0	15	4	5	17	41	2	39	12	9	11	73	2	54	16	14	28	114
14:30	0	11	3	4	18	36	3	22	14	5	9	53	3	33	17	9	27	89
14:45	0	21 23	5	1	7	38	2	27 34	6	6	8	49	3	48 57	11	10 7	15 18	87 93
15:00 15:15	0	24	5	6	12	36 47	2	36	8	6 8	8	57 58	2	60	10 13	14	16	105
15:30	0	16	4	3	10	33	2	28	5	7	5	47	2	44	9	10	15	80
15:45	0	10	7	5	8	30	1	22	4	6	4	37	1	32	11	- 11	12	67
16:00 16:15	0 1	31 23	8	5	2 8	46 43	6 3	63 47	10 8	5 9	7	91 76	6	94 70	18 17	10 11	9 17	137 119
16:30	0	39	2	0	12	53	1	35	5	6	5	52	1	74	7	6	17	105
16:45	0	26	4	1	11	42	1	32	7	5	6	51	- 1	58	- 11	6	17	93
17:00	1	21	2	0	9	33	0	52	2	3	0	57	1	73	4	3	9	90
17:15 17:30	0	25 27	4 0	0	7	38 34	2	40 57	3 5	6	6	54 72	2	65 84	7 5	7	10 13	92 106
17:45	3	20	1	0	4	28	1	28	4	1	5	39	4	48	5	1	9	67
18:00	0	29	1	1	9	40	2	61	2	0	3	68	2	90	3	1	12	108
18:15	1	30	1	0	9	41	3	34	3	1	8	49	4	64	4	1	17	90
18:30 18:45	0	13 29	1	1	11	25 35	1	12 21	2	1	8 4	22 29	1	25 50	3	2	19 8	47 64
19:00	0	16	2	0	3	21	0	34	2	1	5	42	0	50	4	1	8	63
19:15	1	16	1	0	7	25	0	15	1	0	2	18	1	31	2	0	9	43
19:30	0	18	3	0	4	25	1	18	0	2	1	22	1	36	3	2	5	47
19:45 20:00	0	10	0	0	5	18 15	1	7 21	1	1	5 2	16	1	17 34	4	1	10 4	34 41
20:00	0	13	1	0	1	11	0	21	0	3	2	26 26	0	30	H	3	3	37
20:30	0	6	1	0	5	12	0	9	1	0	1	11	0	15	2	0	6	23
20:45	0	8	2	0	4	14	0	5	0	0	1	6	0	13	2	0	5	20
21:00	0	11	2	0	3 5	16	1	12	1	0	0	15	0	23 19	3	0	3	31
21:15 21:30	0	14	0	1	3	14 18	1	10 8	0	1	0	11	1	19 22	0	2	6 3	25 28
21:45	1	10	2	0	2	15	1	9	1	1	0	12	2	19	3	1	2	27
22:00	0	8	0	0	2	10	1	16	0	2	0	19	1	24	0	2	2	29 22
22:15	1	8	1	1	2	13	0	8	0	1 2	0	9	1	16	1	2		
22:30 22:45	0	5 13	2	0	4	11 14	0	5	0	3	1	9 5	0	10 16	1	3	4	20 19
23:00	1	16	1	1	4	23	0	19	0	0	1	20	1	35	1	1	5	43
23:15	0	12	3	0	3	18	0	10	0	0	1	11	0	22	3	0	4	29
23:30 23:45	0	11	0	0	7	9 18	0	6 13	0	3	2	9 18	0	10 24	0	3	7	18 36
Total	39	2223	326	123	732	18 3443	77	13 2215	340	322	337	18 3291	116	4438	666	445	1069	6734



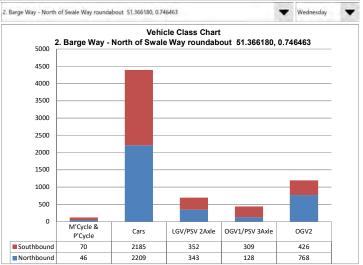


3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2 Barge Way 06-Jun-16 Northbound Southbound

Vehicle Class Summary

M'Cycle & P'Cycle	2%
Cars	64%
LGV	10%
OGV1 & PSV	6%
OGV2	17%

													OGV2				- 17	7%
			North	bound					South	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	_GV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	-GV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	_GV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	17	1	0	4	22	2	17	0	4	0	23	2	34	1	4	4	45
00:15	0	5	0	0	4	9	0	8	0	4	1	13	0	13	0	4	5	22
00:30	0	6	1	0	3	10	0	11	0	1	3	15	0	17	1	1	6	25
00:45	0	12	0	0	4	16	0	18	0	0	2	20	0	30	0	0	6	36
01:00 01:15	0	10	1	0	5	17 19	0	16 11	0	2	1	21 14	+	26 23	3	2	6	38
01:30	Ö	10	2	0	5	17	0	14	0	0	2	16	0	24	2	0	7	33
01:45	1	11	1	0	5	18	0	6	0	1	1	8	1	17	1	1	6	26
02:00	0	11	2	1	1	15	1	35	0	1	1	38	1	46 14	2	2	2	53 23
02:15 02:30	0	6 11	2	0	4	12 15	0	8 14	0	2	1 0	11 15	0	14 25	3	1	5 1	30
02:45	1	11	1	1	2	16	0	9	1	3	0	13	1	20	2	4	2	29 37
03:00	0	8	0	1	4	13	1	17	1	3	2	24	1	25	1	4	6	
03:15	0	19 25	0	1	4	24 31	0	16 13	0	3 6	4	23	0	35	0	7	7	47
03:45	0	26	3	1	5 4	34	0	15	0	3	3	21 21	0	38 41	3	4	7	52 55
04:00	0	27	4	0	4	35	0	53	0	7	0	60	0	80	4	7	4	95
04:15 04:30	0	26 32	1	5	8	40 37	1	28	0	7	2	35 39	2	54	1 2	9	11 5	75
04:45	0	27	4	0	4	35	1	28 22	0	4	5	32	1	60 49	4	4	9	76 67
05:00	2	39	1	0	6	48	1	48	1	3	1	54	3	87	2	3	7	102
05:15	3	45	2	1	6	57	1	16	1	2	3	23	4	61	3	3	9	80
05:30 05:45	3	87 92	4	2	5 13	101 112	0	28 39	1	6	2	37 43	3 4	115	5	8	7 14	138 155
06:00	0	45	2	1	7	55	1	65	1	2	5	74	1	110	3	3	12	129
06:15	1	27	6	0	10	44	0	24	1	0	6	31	1	51	7	0	16	75
06:30 06:45	0	47 62	11 8	3	11	69 83	0	28 23	1	5	5	41 31	0	75 85	12	5 8	16 12	110 114
07:00	0	46	11	2	13	72	1	25	3	5	8	42	1	71	14	7	21	114
07:15	0	31	10	3	12	56	0	20	2	4	4	30	0	51	12	7	16	86
07:30 07:45	1	43 50	10 6	3	15 8	71 66	0	24 21	3 9	2	6	35 35	1	67 71	13 15	5	21 11	106 101
08:00	0	39	3	5	12	59	0	22	10	4	7	43	0	61	13	9	19	101
08:15	1	35	9	4	11	60	1	17	9	5	6	38	2	52	18	9	17	98
08:30 08:45	0	37	7	3	12	61	1	26	5	5	8	45	3	63	12	8	20	106
09:00	0	43 27	8 7	1	9 5	62 40	0	10 15	9 5	6 10	7 8	32 38	0	53 42	17 12	8 11	16 13	94 78
09:15	0	21	6	2	13	42	0	14	7	3	10	34	0	35	13	5	23 17	76
09:30 09:45	0	25	5	3	14	47	0	10	6	3	3	22	0	35	11	6		69
10:00	0	15 15	9	3	15 10	42 32	0	14 15	12	5	5 1	33 30	0	29 30	17 18	8	20 11	75 62
10:15	ő	13	3	4	13	33	0	17	2	6	8	33	0	30	5	10	21	66
10:30	0	18	5	1	17	41	1	16	8	1	7	33	1	34	13	2	24	74
10:45 11:00	0	29 17	5	0	7	43 30	1 0	18 20	6	3	6 7	35 42	0	47 37	12 9	5 9	13 17	78 72
11:15	2	15	6	5	12	40	0	17	16	3	5	42	2	32	22	8	17	81
11:30	2	12	8	4	11	37	0	13	4	5	2	24	2	25	12	9	13	61
11:45 12:00	0	19	2	0 2	13	34	0	26	6	8	8	48	0	45	8	8	21 17	82
12:15	0	16 22	8	4	11	33 45	1	13 32	1	5	5 10	33 49	1	29 54	12 9	9	21	66 94
12:30	0	21	6	5	12	44	0	20	8	5	7	40	0	41	14	10	19	84
12:45	1	32	1	8	13	55	0	39	6	3	7	55	1	71	7	11	20	110
13:00 13:15	0	25 36	2	0 5	4 11	31 56	0	30 34	5 4	3 6	5 12	43 57	1	55 70	7	3 11	9 23	74 113
13:30	0	28	4	1	18	51	2	25 18	7	11	5	50	2	53 50	11	12		101
13:45	2	32	3	2	9	48	1		7	3	9	38	3		10	5	18	86
14:00 14:15	0	20 25	5	1 3	9	35 48	3 6	46 41	4 11	5 9	10 8	68 75	7	66 66	9	6 12	19 24	103 123
14:30	Ö	13	5	3	20	41	2	30	11	5	7	55	2	43	16	8	27	96
14:45	0	17	9	5	13	44	2	15	6	6	5	34	2	32	15	- 11	18	78
15:00 15:15	0	17 26	4	5 1	13 15	41 46	1 5	35 60	12	7	8 18	59 96	3 5	52	16 10	8	21	100 142
15:30	0	21	7	2	19	49	1	34	2	11	3	51	1	86 55	9	13	33 22	100
15:45	0	19	9	4	7	39	3	25	10	11	6	55	3	44	19	15	13	94
16:00 16:15	0	19 42	7	2	17 8	39 60	4	26 33	13	4	8 11	52 64	5	45 75	14 17	6 8	25 19	91 124
16:30	0	31	6	1	13	51	0	32	8	3	4	47	0	63	14	4	17	98
16:45	2	30	8	0	15	55	0	35	7	2	8	52	2	65	15	2	23	107
17:00 17:15	3	24 26	5	1 0	9	39 38	0	60 34	3 6	0	2 10	67 50	3	84 60	8	0	11 17	106 88
17:30	0	24	2	0	6	32	0	65	8	3	7	83	0	89	10	3	13	115
17:45	3	28	4	0	6	41	0	44	7	1	4	56	3	72	- 11	1	10	97
18:00 18:15	0	19 25	3	0	9	29 32	3	48	8	0	7	68 39	1	67 53	9	0	16 11	97 71
18:15	0	19	1	0	7	27	1	28 22	4	1	8	39	1	53 41	6 5	1	15	63
18:45	2	22	0	0	6	30	1	13	1	1	8	24	3	35	1	1	14	54
19:00	1	18	4	0	9	32	0	32	0	1	2	35	1	50	4	1	11	67
19:15 19:30	0	22 17	1	0	5	28 24	1	19 17	3	0	4	27 25	1	41 34	4	0	9	55 49
19:45	1	8	1	0	7	17	0	19	2	1	1	23	1	27	3	1	- 8	40
20:00	0	6	1	0	6	13	0	11	2	0	4	17	0	17	3	0	10	30
20:15	0	12	2	0	2	16	0	23 19	0 3	2	2	28	1	35	2	0	4	44 46
20:45	0	15 4	3	0	1	23 8	0	6	1	0	0	23 7	0	34 10	6 4	0	5 1	15
21:00	0	17	3	0	3	23	1	14	1	0	2	18	1	31	4	0	5	41
21:15	0	13	1	0	2	16	1	19	0	1	1	22	1	32	1	1	3	38
21:30 21:45	0	12 6	1 0	0	5	15 11	0	8	0	0	2	11 9	1 0	20 13	0	0	3 6	26 20
22:00	0	9	1	0	8	18	1	13	0	0	0	14	1	22	1	0	8	32
22:15	1	7	1	0	0	9	1	5	0	2	3	11	2	12	1	2	3	20
22:30 22:45	0	5 11	3	0	4	10 17	0	6	0	0	1 2	7 5	0	11	3	0	5	17 22
23:00	0	10	1	0	2	17	0	9	0	1	0	10	0	19	1	1	2	23
23:15	0	16	2	0	6	24	0	15	0	3	2	20	0	31	2	3	8	44
23:30	0	6	2	0	5	13	1	8	0	1	2	12	1	14	2	1	7	25
23:45 Total	0 46	10 2209	1 343	0 128	2 768	13 3494	70	5 2185	0 352	2 309	5 426	13 3342	1116	15 4394	1 695	2 437	7 1194	26 6836
· otal	-70		UTU	.20	.00	0.04		2.00	552	503	-120	U-12	.10	1001	-000			5550





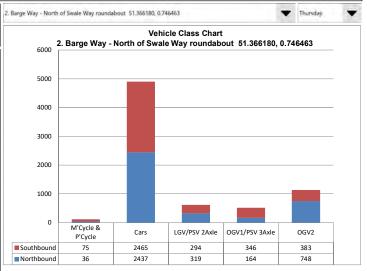
3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2

Barge Way 06-Jun-16 Northbound

Vehicle Class Summary

2% 67% 8% 7% 16% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

The color of the	bound Combined	bound	South					bound	North			
				Cars	M'Cycle & P'Cycle	Total	OGV2			Cars	N'Cycle & P'Cycle	
00-30 0	4 1 17 0 24 0 5 3	4 1			0			1			0	
	1 1 18 0 27 2 1 5	1 1	0	16	0	17	4	0	2	11	0	00:30
0116												
01-16	3 3 17 1 17 1 3 5			- 11			2			6		01:15
	0 1 13 1 24 2 0 3	0 1	0	12	0	17	2	0	2	12	1	01:45
02-46 1 16						15 23						
03:06	1 0 17 0 31 3 3 7 1 0 17 1 32 1 1 4		0	16 16	0	27	7 4			15 16		
03-36 0 31 4 0 3 38 0 2 1 0 4 0 25 0 52 4 4 3 3 60-46 0 33 3 1 1 5 30 0 77 0 3 3 5 8 5 8 5 8 5 6 6 6 6 6 7 7 0 7 7 0 7 7 0 7 7	2 4 39 0 50 2 2 7	2 4	0	33	0	22	3	0		17	0	03:00
04-16 0 33 3 3 1 1 10 45 0 0 61 0 0 0 1 1 62 0 92 3 1 1 11 1 04-16 0 15 1 1 0 2 18 3 0 0 61 0 1 0 1 1 62 0 0 92 3 1 1 11 1 04-16 0 12 15 1 1 0 2 18 3 1 0 20 1 0 4 1 2 2 1 0 1 4 1 2 0 1 04-16 0 1 20 1 2 0 0 5 34 0 0 2 1 0 1 4 1 2 2 1 0 1 4 1 2 0 1 05-16 0 3 2 2 2 0 0 5 34 0 1 2 1 3 1 2 4 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1									4			03:15
04-16							5 10					03:45
04-06 0 23 2 0 5 55 1 11 0 3 4 19 1 39 2 3 9 06-06 5 22 2 2 4 6 6 4 3 1 1 1 1 3 3 4 19 1 39 2 3 3 9 06-06 5 22 2 2 2 3 3 1 3 3 4 19 1 39 2 3 3 9 06-06 5 2 2 2 2 2 2 2 2 2	5 4 29 0 35 1 5 6	5 4	0	20	0	18	2	0	1	15	0	04:15
05-06 3 32 2 0 6 43 2 33 1 3 3 47 5 70 3 3 9 1	3 4 19 1 39 2 3 9			11		35		0		28		04:45
06.46 2 103 4 2 13 124 2 2 42 1 4 1 50 4 148 5 6 14 13 13 14 15 16 15 15 15 15 15 15	3 3 47 5 70 3 3 9	3 3		38	2		6		2	32 49		
	4 1 50 4 145 5 6 14	4 1	1	42	2	124	13		4	103		05:30
06.45 1 75 10 3 16 100 0 28 1 6 6 6 6 6 7 2 70 11 10 15 15 10 3 16 100 0 28 1 8 3 40 1 104 11 11 11 19 15 10 10 10 10 10 10 10	2 4 69 1 1 98 7 3 9	2 4	2	60	1	49	5	1	5	38	0	06:00
	6 6 40 2 70 11 10 15											06:30
	8 3 40 1 104 11 11 19	8 3	1	28	0	106	16	3	10	76	1	06:45
	6 4 39 0 64 8 9 15	6 4	1	28	0	57	11	3	7	36	0	07:15
08:10 0 46 5 3 3 7 61 0 29 6 3 5 5 40 0 75 11 6 12 08:30 1 64 33 5 2 8 59 0 29 1 2 2 4 36 1 72 6 10 1 72 6 1 7 7 7 8 1 1 7 7 7 1 7 1 7 1 7 1 7 1 7	4 6 38 1 73 5 7 12	4 6	1	27	0	60	Ø,	3	4	46	1	07:45
08:30	3 5 43 0 75 11 6 12	3 5		29	0	61	7		5	46		08:00
	8 6 53 1 100 6 10 22	8 6	3	36	0	86	16	2	3	64	1	08:30
198-30	2 4 35 1 53 9 5 20		4	24	1	53	16			29	0	09:00
109-48	3 5 30 1 52 5 9 15 5 5 38 0 67 12 10 15		0 2									
10:16	7 2 55 0 75 10 13 13	7 2		41	0	56	11	6	5	34	0	09:45
10:46	6 6 34 1 43 9 10 17	6 6	1	20	1	46	11	4	8	23	0	10:15
11:00				37								10:30
11:30	3 7 59 1 64 12 7 14	3 7	8	40	1	39	7	4	4	24	0	11:00
11:45	6 2 25 1 25 11 9 16	6 2	5	12	0	37	14	3	6	13	1	11:30
12:16	2 7 39 1 42 12 4 14									20 19		11:45 12:00
12:46	4 10 44 0 42 9 6 24			24		37			3			
13:30 0 31 6 3 12 52 1 15 8 8 5 57 1 1 46 14 11 17 17 17 18:46 2 32 3 4 16 57 2 30 7 6 8 55 4 6 10 10 24 14:40 0 0 23 5 6 6 14 48 5 40 11 16 7 7 79 5 63 16 22 21 14:10 0 0 15 6 5 15 41 2 27 6 6 8 5 46 2 42 12 11 20 11 42:14 13 0 18 4 6 10 38 1 30 9 8 7 55 1 48 5 17 13 14 17 18 18 18 18 18 18 18 18 18 18 18 18 18	3 2 49 1 65 13 5 14	3 2	10	34	0	49	12	2	3	31	1	12:45
13:46	8 5 53 0 58 13 11 17 4 9 46 0 59 7 8 23	4 9	4	29	0	51	14	4	3	30	0	13:15
14:00	8 5 37 1 46 14 11 17 6 8 53 4 62 10 10 24			15 30	2							
14:430	16 7 79 5 63 16 22 21	16 7		40	5		14		5	23		
15:00	8 7 55 1 48 13 14 17	8 7	9	30	1	38	10	6	4	18	0	14:30
15:16												
16:46 0												
16:16	6 11 51 2 41 13 10 20	6 11	8	24	2	44	18	4	5	17	0	15:45
16:46	3 10 47 4 60 15 6 25	3 10	8	23	3	63	15	3	7	37	1	16:15
17:00	7 8 60 3 63 12 7 19					44						
17:30	4 4 57 1 72 6 9 11	4 4	1	47	1	42	7	5	5	25	0	17:00
18:00	5 7 71 3 92 10 7 14	5 7	4	53	2	55	7	2	6	39	1	17:30
18:30 1 19 5 0 4 29 0 19 5 0 5 29 1 38 10 0 9 18:46 2 24 1 0 10 37 1 18 2 1 5 27 3 4 2 3 1 15 19:00 0 10 6 1 2 19 0 21 2 2 5 30 0 31 8 3 7 19:30 0 21 2 0 15 3 4 5 27 1 29 3 4 10 19:30 0 21 2 0 5 28 0 15 0 1 4 20 0 36 2 1 9 19:45 0 4 1 0 0 3 1 4 20 0	0 7 67 2 83 8 0 16	0 7	7	51	2	42	9	0	1	32	0	18:00
18:46 2 24 1 0 10 37 1 18 2 1 5 27 3 42 3 1 15 19:00 10 6 1 2 19 0 21 2 2 5 30 0 33 42 3 1 15 19:30 0 10 6 1 2 19 0 15 3 4 5 27 1 29 3 4 10 19:30 0 21 2 0 5 28 0 15 3 4 5 27 1 29 3 4 10 19:30 0 21 2 0 5 28 0 15 0 1 4 20 0 36 2 1 9 19:40 0 1 1 2 2 2 0 3	1 7 55 2 58 9 1 15 0 5 29 1 38 10 0 9			39 19		30 29			3 5			
19:16	1 5 27 3 42 3 1 15	1 5	2	18	1	37	10	0		24	2	18:45
19:46	4 5 27 1 29 3 4 10	4 5	3	15	0	20	5	0	0	14	1	19:15
20:00		1 4		15 9	0				2	21 4		19:45
20:30	1 2 25 0 30 3 1 5 1 4 33 1 38 5 2 °			19	0				0	11		
21:00	0 0 12 0 17 3 0 3	0 0	1	11	0	11	3	0		6	0	20:30
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 2 18 3 22 0 0 4	0 2	0	13	3	11	2	0	0	9	0	21:00
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$												21:15
22:15	1 1 14 0 19 0 2 3	1 1	0	12	0	10	2	1	0	7	0	21:45
22:30 0 4 2 0 3 9 0 5 0 1 0 6 0 9 2 1 3 3 2 12:45 0 1 1 9 0 20 2 2 5 5 23:00 2 9 0 0 4 15 0 16 0 3 0 19 2 25 0 3 4 2 23:15 0 22 2 2 2 7 33 0 12 0 2 0 14 0 34 2 4 7 23:30 0 4 0 0 1 5 0 11 5 0 14 3 18 0 15 0 4 4	3 0 11 2 17 0 3 5	3 0	0	6	2	16	5	0	0	11	0	22:15
23:00 2 9 0 0 0 4 15 0 16 0 3 0 19 2 25 0 3 4 2 23:15 0 22 2 2 7 33 0 12 0 2 0 14 0 34 2 4 7 23:30 0 4 0 0 1 5 0 11 0 4 3 18 0 15 0 4 4	1 0 6 0 9 2 1 3						3					22:30
23:30 0 4 0 0 1 5 0 11 0 4 3 18 0 15 0 4 4	3 0 19 2 25 0 3 4	3 0	0	16	0	15	4	0	0	9	2	23:00
	4 3 18 0 15 0 4 4	4 3	0	11	0	5	1	0	0	4	0	23:30
23:45 0 12 0 0 3 15 0 14 0 3 4 21 0 26 0 3 7 Total 36 2437 319 164 748 3704 75 2465 294 346 383 3563 111 4902 613 510 1131 7	3 4 21 0 26 0 3 7	3 4	0	14	0	15	3 748	0 164	0	12	0	23:45





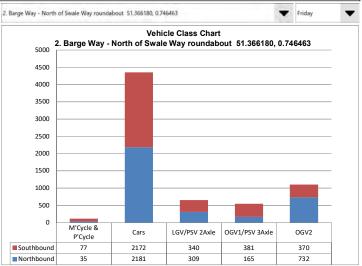
3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2

Barge Way 06-Jun-16 Northbound

Vehicle Class Summary

2% 64% 10% 8% 16% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

			North	bound					South	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	20	1	1	5	27	1	15	0	4	3	23	1	35	1	5 4	8	50
00:15	0	16 6	0	0	5 1	23 7	1	15 7	0	1	0	20 9	1	31 13	0	1	6 1	43 16
00:45	Ö	11	Ö	Ö	6	17	0	12	Ö	3	3	18	Ö	23	0	3	9	35
01:00	0	10	0	0	3	13	0	18	0	1	1	20	0	28	0	1	4	33
01:15	0	10	0	0	1	11	0	16	0	2	3	21	0	26	0	2	4	32
01:30 01:45	0	10	0	0	2	13	0	16	1	1	0	18 9	1	26	2	1	2	31
02:00	0	15 13	3	1	3	18 20	1	45	0	3	0	49	+	22 58	3	4	3	27 69
02:15	ő	5	Ö	1	2	8	1	6	0	2	3	12	1	11	0	3	5	20
02:30	0	15	3	0	3	21	0	17	0	3	0	20	0	32	3	3	3	41
02:45 03:00	0	23 18	1	0	2	28 21	0	10 28	0	6	1	11 35	0	33 46	1	6	3	39 56
03:15	1	18	1	0	5	25	1	13	0	4	0	18	2	31	1	4	5	43
03:30	0	33	1	0	11	45	0	22	0	3	0	25	0	55 39	1	3	- 11	70
03:45	0	21	1	0	6	28	0	18	0	7	0	25	0	39	1	7	6	53
04:00 04:15	0	30 18	4	0	10 7	44 25	0	44 24	0	5 4	2	51 30	0	74 42	4 0	5 4	12 9	95 55
04:30	1	28	2	1	6	38	1	16	Ö	4	1	22	2	44	2	5	7	60
04:45	1	54	3	1	5	64	0	35	0	6	4	45	1	89	3	7	9	109
05:00 05:15	1 2	37 53	3	0	5 9	45 67	1	47	0	5 8	3	57 59	3	84 100	1 3	7 8	8 12	102 126
05:30	3	107	1	1	5	117	1	40	4	4	4	53	4	147	5	5	9	170
05:45	2	81	6	1	11	101	0	28	1	2	2	33	2	109	7	3	13	134
06:00	0	32	8	1	4	45	2	41	2	3	1	49	2	73	10	4	5	94
06:15 06:30	0	40 45	14	1	6 15	51 75	0	32 16	0	5 6	5	39 31	1	72 61	17	6 7	8 20	90 106
06:45	0	70	9	3	12	94	1	30	5	3	4	43	1	100	14	6	16	137
07:00	0	42	8	5	13	68	1	28	6	8	4	47	1	70	14	13	17	115
07:15 07:30	0	47 48	7	7 2	9	70 67	0	36 20	5 6	2	5	47 33	0	83 68	12 12	8	14 16	117
07:30	0	35	6	1	16	58	0	17	6	6	5	34	0	52	12	7	21	92
08:00	0	32	6	1	7	46	1	18	9	10	6	44	1	50	15	- 11	13	90
08:15	1	31	5	3	4	44	1	17	2	7	5	32	2	48	7	10	9	76 71
08:30 08:45	1	32 28	4	6	5 11	40 50	3	19 22	3 4	6	3	31 38	4	51 50	5 8	6 12	8 14	71 88
09:00	Ö	28	7	0	11	46	0	24	2	4	4	34	0	52	9	4	15	80
09:15	0	20	5	4	12	41	0	14	3	3	6	26	0	34	8	7	18	67
09:30 09:45	0	22	6 5	3	13 16	44 48	0	8 22	7	7	- 8 - 5	31 40	0	30 46	13 11	11	21 21	75 88
10:00	0	28	5	1	10	44	0	20	11	6	3	40	0	48	16	7	13	84
10:15	0	16	6	4	6	32	1	21	8	11	5	46	1	37	14	15	- 11	78
10:30	1	30	10	5	16	62	2	27	10	3	9	51	3	57	20	8	25	113
10:45 11:00	0	30 15	5	7	10 9	52 29	0	17	6 15	5 11	7	35 46	0	47 29	11	12 14	17 15	87 75
11:15	Ö	16	8	2	11	37	3	10	6	7	4	30	3	26	14	9	15	67
11:30	0	16	5	5	17	43	1	20	6	4	6	37	1	36	- 11	9	23	80
11:45 12:00	0	17 15	6 5	8	8 11	35 39	0	25 32	11 6	7	11	55 56	0	42 47	17	10 14	19 23	90 95
12:15	1	20	6	7	8	42	2	30	10	12	4	58	3	50	16	19	12	100
12:30	0	19	3	4	10	36	0	19	2	6	7	34	0	38 54	5	10	17	70
12:45 13:00	0	28 22	4	0 4	10 18	42 46	0	26 30	4 5	3 7	7	40 53	2	54 52	8	3 11	17 28	82 99
13:15	0	19	7	0	7	33	1	25	5	3	5	39	1	44	12	3	12	72
13:30	0	30	4	6	12	52	0	17	4	0	6	27	0	47	8	6	18	79
13:45 14:00	1	28	5	9	9	52	0	37	14	2	10	63	1	65	19	11	19	115
14:15	0	16 18	9	9	17 11	46 42	1	22 34	7 5	5 8	9	43 55	1	38 52	11 14	14 12	26 18	89 97
14:30	0	23	5	1	14	43	4	40	6	12	6	68	4	63	- 11	13	20	111
14:45	1	20	4	3	11	39	0	41	11	8	6	66	1	61	15	11	17	105
15:00 15:15	0	17 15	5	7 2	12 15	37 37	7 5	55 48	10 9	13 6	7	89 75	5	72 63	11	20 8	16 22	126 112
15:30	1	17	2	1	12	33	2	26	8	7	12	55	3	43	10	8	24	88
15:45	0	13	2	4	15	34	2	22	9	5	4	42	2	35	11	9	19	76
16:00 16:15	2	23 38	9	3	11 10	48 54	2	52 38	4 6	5	7	62 58	4	75 76	13 9	5 6	15 17	110 112
16:30	0	42	5	0	14	61	2	26	4	4	9	45	2	68	9	4	23	106
16:45	0	25	6	0	7	38	2	37	7	3	7	56	2	62	13	3	14	94
17:00 17:15	1	21 26	3	0	11 9	37 40	0	47 41	11 7	5	8	66 57	1	68 67	15 10	6	19 13	103 97
17:30	1	17	2	0	6	26	2	26	5	8	7	48	3	43	7	8	13	74
17:45	1	20	1	0	8	30	1	24	5	2	7	39	2	44	6	2	15	69
18:00 18:15	0	32 21	3	1	3 5	39 30	2	56 28	6 2	0	3	68 36	3	88 49	9	1	6 9	107 66
18:30	0	18	1	0	7	26	0	15	5	1	4	25	0	33	6	1	11	51
18:45	1	20	0	0	6	27	0	12	1	0	5	18	1	32	1	0	- 11	45 32
19:00	0	8 14	2	0	4	14	0	14 9	1 3	0	3	18 17	3	22	3 5	1	7	
19:15 19:30	0	11	1	2	4	20 18	3	11	0	0	6	17	0	23	1	2	5 10	37 35
19:45	0	8	0	0	2	10	0	17	3	4	2	26	0	22 25	3	4	4	36
20:00	0	5	0	1	7	13	0	6	0	0	3	9	0	11	0	1	10	22
20:15 20:30	0	4 9	2	0	4 5	11	0	24 11	1	0	3	30 14	0	28 20	5	1	7	41 31
20:45	0	3	1	0	1	5	2	6	Ö	0	3	11	2	9	1	0	4	16
21:00	0	2	1	0	3	6	1	7	0	0	0	8	1	9	1	0	3	14
21:15	0	5	0	0	3	8	1	3	0	0	0	4	1	8	0	0	3	12
21:30 21:45	1	9	0	0	2	12 12	0	8	1	1	0	10 11	1	17 16	1	1 2	3	22 23
22:00	Ö	10	0	0	6	16	0	16	Ö	2	0	18	Ö	26	0	2	6	34
22:15	0	11	0	1	4	16	0	6	0	0	1	7	0	17	0	1	5	23
22:30 22:45	0	5 7	0	2	7	7 16	1	5	0	0	0	5 6	1	10 12	0	2	7	12 22
23:00	0	3	0	0	4	7	0	8	0	5	0	13	0	11	0	5	4	20
23:15	0	17	3	1	3	24	0	8	1	2	0	11	0	25 38	4	3	3	35
23:30	0	17	1	0	6	24	0	21	1	3	2	27	0		2	3	8	51
23:45 Total	0 35	6 2181	309	0 165	3 732	10 3422	77	9 2172	0 340	4 381	0 370	15 3340	2 112	15 4353	649	4 546	3 1102	25 6762





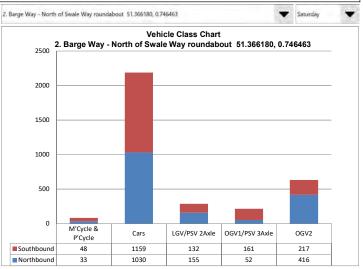
3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2

Barge Way 06-Jun-16 Northbound

Vehicle Class Summary

2% 64% 8% 6% 19% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

			North	bound					South	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	19 12	1	0	3	23 17	1	11 15	0	2	1	15 19	1	30 27	1	2	4	38
00:15	0	8	1	1	3	17	0	16	0	0	1	19	0	24	+	1	4	36 30
00:45	0	6	1	0	2	9	0	8	0	1	0	9	0	14	1	1	2	18
01:00 01:15	0	6	2	1	3	10 9	0	14	0	0	1	18 12	0	20 15	1 2	3	4	28 21
01:30	0	7	1	0	0	8	1	13	0	3	1	18	1	20	1	3	1	26
01:45	1	9	6	0	1	17	0	4	0	0	0	4	1	13	6	0	1	21
02:00 02:15	0	8 11	1	1	0 2	10 15	2	40 15	0	3	1 2	45 19	1 2	48 26	1	4	1 4	55 34
02:30	0	1	0	0	1	2	1	1	0	2	3	7	1	2	0	2	4	9
02:45 03:00	0	6	0	0	3	9	0	6	0	5	1	12	0	12	0	5	4	21
03:00	0	10 12	2	1	4	15 21	0	8 16	0	3	0	13 18	0	18 28	2	4	6	28 39
03:30	0	13	1	0	5	19	0	9	0	2	1	12	0	22	ĩ	2	6	31
03:45 04:00	0	27 9	2	0	<u>4</u> 5	33 16	0	20 38	0	1	1	23 42	0	47 47	2	1	5 6	56
04:00	0	11	2	0	4	17	1	19	0	3	2	26	1	30	2	3 4	6	58 43
04:30	0	21	0	0	9	30	0	22	0	2	2	26	0	43	0	2	- 11	56
04:45 05:00	2	12 11	0	1	8 10	23 27	0	14 21	0	3 5	2	19 27	3	26 32	2	4 6	10 11	42 54
05:15	2	21	4	Ö	3	30	0	29	1	3	3	36	2	50	5	3	6	66
05:30	2	58	2	1	9	72	1	10	1	1	1	14	3	68	3	2	10	86
05:45 06:00	0	55 16	4	2	7	63 29	2	19 28	1	1 4	2	24 37	1 2	74 44	5	6	9	87 66
06:15	0	12	2	0	7	21	0	21	1	1	1	24	0	33	3	1	8	45
06:30 06:45	0	15 23	2	0 2	15 6	32 32	1 0	12 16	3	3	6	21 22	1 0	27 39	5	3	17 12	53 54
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07:30 07:45	0	19 22	3	0	8	31 31	0	12 16	3	2	4	21 23	1	31 38	6	3	12 8	52 54
08:00	2	9	2	0	9	22	0	9	3	4	4	20	2	18	5	4	13	42
08:15 08:30	0	15 12	2	0	8	21 26	0	7	3	0	5	14 16	0	22	4 5	0 4	9	35 42
08:45	1	5	2	3	13	24	0	7	0	4	5	16	1	12	2	7	18	40
09:00	0	13	5	3	13	34	0	17	3	1	4	25	0	30	8	4	17	59
09:15 09:30	0	5 8	1	4	7	17 13	0	9	6	1	3 5	19 17	0	14 19	7	5	10 9	36 30
09:45	1	11	8	0	9	29	1	10	1	3	3	18	2	21	9	3	12	47
10:00 10:15	1	5 17	6	2	6 4	18 29	0	7	6 4	3	6	22 21	1	12	10 10	5 2	12 9	40 50
10:15	2	17	0	2	3	29	1	14	2	1	5 3	21	3	28 31	2	3	6	45
10:45	2	16	2	1	2	23	0	13	1	2	3	19	2	29	3	3	5	42
11:00 11:15	0	17 7	0	2	7	23 16	0	14	2	3 0	7 5	27 18	0	31 18	2	2	11 12	50 34
11:30	1	8	2	2	3	16	0	11	1	5	2	19	1	19	3	7	5	35
11:45	0	8	4	0	6	18	0	16	3	4	3	26	1	24	7	4	9	44
12:00 12:15	0	9 7	3	0	<u>4</u> 5	16 15	1	24 10	6 5	1 2	2	36 20	H	33 17	9	2	8 7	52 35
12:30	0	5	0	0	3	8	1	11	2	3	5	22	- 1	16	2	3	8	30
12:45 13:00	0	7	3 6	0	4	15 23	0	16 16	4	1	2	23 25	1	23 29	7	1	6 8	38 48
13:15	0	21	1	1	7	30	0	24	3	1	1	29	0	45	4	2	8	59
13:30 13:45	0	18 12	1	0	7	22	0	13	1	0	1	16 10	0	31 20	2	0	6 8	38
14:00	1	0	1	0	6	8	1	15	6	3	4	29	2	15	7	3	10	37
14:15	0	10	0	0	8	18	2	15	3	2	6	28	2	25 12	3	2	14	46
14:30 14:45	0	3 14	5	0	5	9 22	3	9 19	6	4	6 4	20 36	4	33	11	4	11 6	29 58
15:00	0	11	1	1	3	16	4	29	2	8	9	52	4	40	3	9	12	68
15:15 15:30	0	3 5	0	0	3	6 10	2	33 8	3 2	2	3	43 19	1	36 13	3	2 5	6 8	49 29
15:45	0	10	1	1	5	17	2	12	5	2	4	25	2	22	6	3	9	42
16:00	0	14	4	0	5	23	2	9	3	2	1	17	2	23	7	2	6	40
16:15 16:30	0	13 18	2	1	3	19 24	0	12 6	3	0	5 1	19 11	0	25 24	<u>4</u> 5	2	8	38 35
16:45	0	13	3	0	2	18	1	7	3	2	1	14	1	20	6	2	3	32
17:00 17:15	1 0	6 11	0	0	1	8 13	1	4 13	2	3	2 5	12 20	1	10 24	2	3	3 6	20 33
17:30	0	11	1	0	1	13	0	9	0	0	6	15	0	20	1	0	7	28
17:45	1	11	2	1	2	17	0	5	0	0	0	5	1	16	2	1 2	2	22
18:00 18:15	1	12 16	2	0	3	14 22	0	21 11	1	0	2	24 14	1	33 27	3	0	5	38 36
18:30	0	9	0	0	3	12	0	8	0	0	0	8	0	17	0	0	3	20
18:45 19:00	0	9	1 0	0	2	14 9	0	5 6	1	1	0	8 8	0	14	3	1	2	22 17
19:15	0	5	0	0	4	9	0	4	Ó	1	2	7	0	9	0	1	6	16
19:30	0	3	1	0	2	6 5	0	3	0	0	4	7	0	6	1	0	6 5	13 11
19:45 20:00	0	2	0	0	4	6	0	5	0	0	0	6 5	0	7	0	0	4	11
20:15	0	2	0	0	4	6	1	10	1	0	0	12	1	12	1	0	4	18
20:30 20:45	0	0 4	0	0	4	4 5	1 0	2 8	0	1 0	0	4 11	0	12	0	0	4	8 16
21:00	0	5	0	0	2	7	0	7	0	1	0	8	0	12	0	1	2	15
21:15	0	3	0	0	3	6	2	4	0	0	1	7	2	7	0	0	4	13
21:30 21:45	1	6	2	0	3	12 5	0	1	0	0	0	2	1	7	0	0	1	14 6
22:00	Ö	4	0	1	2	7	0	13	1	1	0	15	0	17	- 1	2	2	22
22:15	0	7	1	0	3	11	0	5	0	0	1	6	0	12	1	0	4	17
22:30 22:45	0	4	1 0	0	2	5 6	0	2	0	0	0	4	0	8	0	0	2	7 10
23:00	0	3	1	0	0	4	0	7	0	1	0	- 8	0	10	1	1	0	12
23:15 23:30	0	9	4	1 0	1	16 5	0	4 8	0	1 1	1 2	6 11	0	13 11	4	1	3	22 16
23:45	0	2	2	0	3	7	1	5	2	1	0	9	1	7	4	1	3	16
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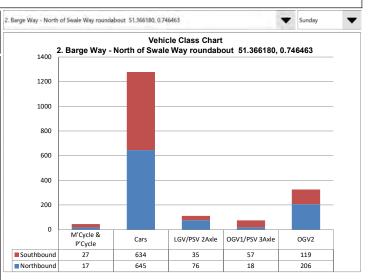
3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2

Barge Way 06-Jun-16 Northbound

Vehicle Class Summary

M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2 2% 70% 6% 4% 18%

			North	bound					South	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	9	2	0	2	13	0	8	0	1	0	9	0	17 19	2	1	2	22
00:15	0	12 7	1 2	0	3 2	18 11	0	10	0	0	0	8 12	0	19	2	1 1	3	26 23
00:45	0	5	0	1	4	10	0	8	0	0	0	- 8	0	13	0	1	4	18
01:00	0	4	1	0	1	6	0	3	0	1	1	5	0	7	1	1	2	- 11
01:15 01:30	0	3 7	0	0	0	5 8	1	8 13	0	0	2	11 17	1	11 20	0	1	4 2	16 25
01:45	0	9	0	1	1	11	0	10	0	0	3	13	Ö	19	0	1	4	24
02:00	0	5	2	0	0	7	0	16	0	0	2	18	0	21	2	0	2	25
02:15 02:30	0	8	0	0	2	10	1	12	0	0	2	15	0	20	0	0	4	25
02:45	0	3 4	0	0	0	6 4	0	6 8	0	0	1	8 9	0	9 12	0	0	1	14 13
03:00	0	7	1	0	2	10	0	13	0	2	2	17	0	20	1	2	4	27
03:15 03:30	0	4	0	0	2	6	3	6	1	1	1	12	3	10	1	1	3	18
03:45	0	3	1	0	2	6	0	6	0	0	0	7 6	0	9	+	0	3	13 12
04:00	0	5	0	1	2	8	0	30	0	1	2	33	0	35	0	2	4	41
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06:00	Ö	4	0	0	1	5	1	17	1	0	1	20	1	21	1	0	2	25
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07:00	0	2	2	0	1	5	0	4	1	2	2	9	0	6	3	2	3	14
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07:30 07:45	0	4	1	0	8	13	1 0	5	0	0	3	10 5	0	9	2	0	11 3	23 8
08:00	0	0	1	0	3	4	0	1	1	0	2	4	0	1	2	0	5	8
08:15 08:30	0	4	1 2	0	1 1	6 5	0	5	2	3	0	10 5	0	9 5	4	3	3	16 10
08:45	0	1	2	0	3	6	0	1	1	1	0	3	0	2	3	1	3	9
09:00	0	4	1	0	2	7	0	4	0	1	1	6	0	8	1	1	3	13
09:15 09:30	0	7	1 0	0	3	8 7	0	2	0	0	1	3	0	6 9	1 0	0	4	11 10
09:45	0	5	0	2	3	10	1	4	0	2	1	8	1	9	0	4	4	18
10:00	0	0	0	0	1	1	1	2	0	1	1	5	1	2	0	1	2	6
10:15	0	5 8	0	0	4 2	13 10	0	0	0	0	0	5	0	5 10	1	0	3	13 15
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11:00	2	7	0	2	3	14	0	4	0	0	0	4	2	- 11	0	2	3	18
11:15 11:30	1	7	1 2	1	5 5	10 16	0	- 8 - 7	1	2	0	10	1	11	3	3	- 6 - 5	20 26
11:45	0	4	1	0	5	10	0	6	2	2	4	14	0	10	3	2	9	24
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12:45	0	14	3	0	3	20	2	23 22	1	1	2	25 28	2	36 36	4	1	5	48
13:00	0	10	1	0	5	16	1	12	0	0	1	14	1	22	1	0	6	30
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13:45	0	4	1	0	6	11	0	6	0	0	0	6	0	10	1	0	6	17
14:00 14:15	0	4	1	0	6 7	11 12	0	19	0	2	2	25 12	0	23 12	1	3	8 9	36 24
14:30	0	2	0	0	3	5	0	1	0	1	0	2	0	3	0	1	3	7
14:45	0	5	2	0	3	10	1	4	0	0	1	6	1	9	2	0	4	16
15:00 15:15	0	8	0	0	4	12 8	0	8 10	0	0	4	12 14	0	16 14	3	0	8 5	24
15:30	0	5	0	0	3	8	0	4	0	0	4	8	0	9	0	0	7	16
15:45	0	7	0	0	2	9	0	3	2	0	2	7	0	10	2	0	4	16
16:00 16:15	1	11 19	0	0	4 5	15 25	0	2	1 0	0	3	6 7	1	13 22	0	0	7 8	21 32
16:30	0	23	0	0	4	27	0	4	0	2	5	11	Ö	27	0	2	9	38
16:45 17:00	1	15 6	1	1	2	18 10	0	- 8 - 7	0	0	4	12 8	0	23 13	1	1	6	30 18
17:15	1	6	1	0	1	9	0	2	0	0	4	6	1	8	1	0	5	15
17:30	0	16	0	0	0	16	1	8	1	0	2	12	1	24	1	0	2	28
17:45 18:00	0	12 8	0	0	2	13 10	0	13	1 0	0	0	10 13	0	18 21	0	0	2	23
18:15	0	11	0	0	0	11	0	6	1	0	1	8	0	17	- 1	0	ī	19
18:30 18:45	0	8 9	1 0	0	1 3	10 12	0	1 5	0	0	0	1 8	0	9	1	0	1 6	11
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19:30 19:45	0	4	1	0	2	6	0	5 3	1	0	1	6 5	0	9	1 2	0	2	12 11
20:00	0	2	0	0	0	2	0	5	0	0	1	6	0	7	0	0		8
20:15	0	4	0	0	3	7	0	15	0	1	0	16	0	19	0	1	3	23
20:30 20:45	0	2	1	0	2	6	0	3	0	1 0	1 0	5 1	0	5 3	1	1 0	3	11 5
21:00	0	2	3	0	2	7	0	5	0	0	0	5	0	7	3	0	2	12
21:15	0	3	2	0	2	7	0	2	0	0	0	2	0	5	2	0	2	9
21:30	0	5 4	1 0	0	0	6	0	0	0	0	1	2	0	5	0	0	1	6
22:00	0	10	1	0	1	12	0	15	1	0	Ö	16	0	25	2	0	1	28
22:15 22:30	0	6	3	0	0	9	0	4	0	1	1 0	6	0	10	3	1	1	15 12
22:45	0	6 4	0	0	0	4	0	5 2	0	0	1	5 3	0	11 6	0	0	1	7
23:00	0	1	1	0	0	2	0	0	0	0	1	1	Ö	1	- 1	0	1	3
23:15 23:30	0	13	0	0	0	17	0	8	0	0	0	15 5	0	21 7	4	3	0	32 7
23:45	0	7	1	0	0	8	0	10	0	3	0	13	0	17	1	3	0	21
Total	17	645	76	18	206	962	27	634	35	57	119	872	44	1279	111	75	325	1834





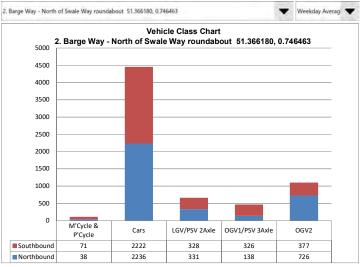
3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2

Barge Way 06-Jun-16 Northbound

Vehicle Class Summary

2% 66% 10% 7% 16% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

06:10														UGVZ					2 /0
				North	bound					South	bound					Com	bined		
		M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
60-30 0 7 7 1 0 2 9 0 10 0 1 1 1 2 0 17 1 1 1 3 2 2 5 2 2	00:00	0	15	1		2	18		13	0		1	18	1	28	1		3	36
	00:15	0			0	3	13		11	0		2	16		21	0		5	29
0+16		0	7			2		0	10		1			0	17	1	1		22
0+16															21				33
01-30									13			2							29
0.00 0 0 0 0 2 1 1 2 1 1 2 1 5 1 1 36 0 2 2 1 1 39 1 1 44 2 2 3 3 3 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			9		0	2	13	0	15	0	2	1	18		24	1	2	3	31
0.216 0 9 9 1 7 2 2 10 0 2 2 17 0 0 12 0 0 2 2 2 17 0 0 2 2 1 1 3 3 4 3 3 0 3 1 0 3 6 47 0 3 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0																			
0.230 0 19 2 10 1 1 1 3 1 2 1 1 1 3 1 2 1 1 1 3 1 2 1 1 1 3 1 2 1 1 1 3 1 2 1 1 1 3 1 2 1 1 1 3 1 2 1 1 1 3 1 2 1 1 1 3 1 2 1 1 3 1 2 1 1 1 3 1 1 1 1									12		2					1			30
02-46 0 0 19 1 10 0 3 22 0 0 14 10 0 2 1 18 11 33 2 2 3 3 41 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	02:30	0	12		0		17	0	14	0	1		15		26	2	_		32
0.916													18		33	2			41
03-36 0 28 2 2 0 6 6 35 0 198 0 3 1 1 22 0 146 2 2 3 7 8 8 9 9 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9												2		1		1			
0.93-66 0 77 2 2 0 0 6 135 0 177 1 1 5 1 1 24 0 144 3 5 5 7 1 28 19 0 144 0 1 27 1 27 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	03:30											1	22	Ö		2			
04:16 0 24 1 1 1 6 6 33 0 1 23 0 5 5 3 3 2	03:45	0	27			6	35	0					24	0	44				59
04-36 1																3			
04-46	04:15								23			2	27		47	2			64
0.650																			
08:30	05:00		40			5	49		45			2	53		85	2		7	102
06-16 0 3 77 4 1 1 9 94 1 28 1 3 3 3 33 3 30 3 5 4 1 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							110												
06:00 0 380 4 1 7 48															103				
06:30 0 99 112 1 10 74 1 29 1 5 4 40 1 78 13 6 14 114 1 77 10 13 6 142 1 70 10 10 10 10 10 10 10 10 10 10 10 10 10	06:00	0	36	4	1	7	48	1	51	2	3	3	60	- 1	87	6	4	10	108
06:46 0 650 11 2 13 90 0 26 2 5 3 3 56 1 99 13 7 16 120 70700 0 70700																			
07:16 0 36 9 3 10 99 0 22 4 4 4 4 3 4	06:45														90		7	16	127
07:16 0 36 9 3 10 99 0 22 4 4 4 4 3 4	07:00	0	42	7	3	14	67	1	28	3	5	4	41	1	71	10		18	108
07-46	07:15		36			10	59	0	22				34		58		7	15	93
08:06 0 0 39 5 5 3 9 57 0 23 7 5 5 5 41 0 0 62 12 9 14 88 0 08:06 1 42 7 14 2 9 10 63 0 1 1 42 4 2 10 19 50 10 12 5 5 6 5 41 1 1 1 65 11 2 7 10 8 15 7 10 8							65		23			5 4							102
08:30 1 1 42 42 4 2 10 59 10 25 5 6 5 5 41 35 1 56 12 7 12 29 90 30 25 5 6 6 5 41 35 1 56 12 7 12 29 90 30 25 5 6 6 5 41 37 1 67 10 10 10 10 10 10 10 10 10 10 10 10 10	08:00		39	5		9	57	Ö	23			5	41		62		9	14	98
08:46 0 41 8 8 2 12 8 3 1 17 6 5 5 6 33 1 1 58 14 8 17 7 95 09:00 0 24 5 2 10 41 1 1 17 5 5 5 6 8 33 1 1 58 14 8 17 7 95 09:00 1 24 5 5 2 10 41 1 1 17 5 5 5 6 8 33 1 1 58 14 8 17 7 95 09:00 1 1 4 1 1 1 1 1 1 1 1 5 5 5 6 8 3 1 1 44 11 2 8 17 7 79 09:00 1 1 1 47 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	36	7	3	9	54	1	20			4	35	1	56	12	7	12	90
09:16 0																			
09:16 0 26 6 8 3 11 47 0 0 18 6 3 6 32 1 1 44 12 6 17 77 79 09:30 0 27 8 8 3 12 50 0 15 5 5 5 5 31 0 42 13 8 18 81 18 18 18 18 19:46 10 22 6 2 4 8 4 1 14 49 1 1 22 8 8 6 4 4 40 1 1 46 16 10 17 99 10:00 0 20 6 2 4 11 39 1 1 20 9 4 5 5 39 1 1 40 14 6 16 10 17 99 10:00 0 20 6 2 4 11 39 1 1 20 9 4 5 5 39 1 1 40 14 6 16 10 17 99 10:00 0 28 6 2 14 49 1 1 23 7 7 3 6 37 7 1 3 6 10 11 17 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		0	24			10	41		17			6	33			10		16	74
10:00	09:15	0	26	6		11	47			6	3	6	32		44	12	6	17	79
10:00			27				50					5	31		42			18	81
10:16 0 17 5 4 4 11 37 1 1 19 5 7 7 6 37 1 36 10 11 17 17 18 19 10:30 0 28 6 2 14 49 1 23 7 3 6 40 1 51 12 5 19 8 10:46 0 29 6 3 11 48 8 0 23 7 3 6 40 1 51 12 5 19 8 10:46 10 29 6 3 11 48 8 0 23 7 3 6 40 1 51 12 5 19 8 10:46 10 17 7 4 2 9 32 1 2 25 9 8 8 6 48 1 42 10 15 8 10 11:16 0 16 6 2 10 34 1 15 9 5 7 6 5 7 36 1 31 15 7 17 17 17 17 17 17 17 17 17 17 17 17 1																			
10-46		Ö	17			11			19			6	37					17	
11:00	10:30		28						23						51				89
11:15																			
11:30			16		2	10	34		15	9		7		H			7	17	
12:00	11:30	2	13	6		14	38	0	17	6	5	4	32	2	30	12		18	70
12:15														1					
12:39							33		25						43				
13:06									19						37			17	74
13:16 0 27 5 3 12 48 1 31 5 4 8 49 1 1 58 10 7 20 36 13:36 1 1 31 5 5 4 8 8 49 1 1 58 10 7 2 0 36 13:36 1 1 30 29 4 2 17 18 87 13:48 1 1 30 5 5 4 1 14 54 1 1 27 8 8 4 9 9 49 49 1 1 7 18 87 18 87 13 14 14:00 0 20 5 5 5 12 42 3 3 36 9 6 9 6 9 63 3 5 5 7 13 11 1 21 100 14 14:15 0 17 7 5 6 8 8 8 8 7 7 7 6 0 3 3 5 1 1 1 1 2 1 100 14 14:30 0 17 4 3 15 8 4 12 41 1 2 2 28 8 8 8 8 7 7 7 6 0 3 3 5 1 1 1 1 1 2 1 1 1 1 2 1 1 1 1 1 1 1 1	12:45		29																
13:36														1					
13:46	13:30	0	29	4		12	48		19				38	+	49	11		18	87
14:00	13:45	1	30	5		14	54		27		4	9	49	2	57	13		23	104
14:436 0 17 4 3 15 40 3 31 9 8 8 8 58 3 3 48 13 11 23 38 9 14 15:00 0 0 18 3 5 11 37 3 3 42 8 8 7 69 4 60 11 13 18 18 106:00 1 15:15 0 21 3 3 12 40 4 56 8 6 8 6 8 22 4 77 11 19 20 12:15 15:10 12 15:15 10 10 11 11 11 11 11 11 11 11 11 11 11														3	57			21	
14:448 0 20 5 4 12 41 2 28 8 8 6 52 3 47 13 12 18 33 15:10 0 21 3 3 11 37 3 42 8 8 7 69 4 60 11 13 18 10 15:30 0 18 4 2 13 39 2 20 6 7 7 51 2 48 11 9 20 90 15:45 0 14 5 3 12 34 2 23 6 7 7 51 2 48 11 9 20 90 16:15 1 34 7 2 11 55 2 235 7 5 10 60 4 69 14 7 7 16 10 40 14 7				5									58						
15:16 0 21 3 3 112 40 4 56 8 6 8 82 4 77 11 9 20 122 15:30 0 18 4 2 13 39 2 30 6 7 7 51 2 48 11 9 20 9 16:00 1 22 6 3 9 41 2 23 7 6 7 44 2 237 112 9 18 78 16:15 1 34 7 2 111 55 2 235 7 5 10 60 4 69 14 7 21 115 16:45 0 27 5 1 11 45 1 32 6 3 6 48 1 70 9 4 17 11 11 16 18 1						12		2					52					18	93
16:36						11									60		13	18	106
15:48 0 14 5 3 12 34 2 23 7 6 7 44 2 237 12 9 18 78 16:16 1 22 6 3 9 41 2 235 7 5 10 60 4 69 14 7 21 11 55 2 35 7 5 10 60 4 69 14 7 21 11 66 3 6 48 1 70 9 4 17 101 11 45 1 32 6 3 6 48 1 70 9 4 17 101 11 14 18 38 1 13 40 11 4 61 11 70 9 4 17 70 20 22 61 11 33 11 33 68 30 12 44																			
16:00					3				23	7			44	2	37			18	78
16:16		1		6			41		41		4				63			16	103
16:48			34			11	55 53		35				60 48		69	14 0		21	115
17:00	16:45		27						34							12		18	98
17:30 0 28 3 0 0 8 39 1 4 49 5 4 6 665 2 77 8 5 13 1056 11 11 1077 12 11 1077 12 12 12 12 12 12 12 12 12 12 12 12 12	17:00	0	23	5		8	37	1	51			4	61		74	9		12	99
18:00														3				13	
18:00			28			7			39				53	2				12	
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19:00							32	2	30				43	2				13	74
19:00			18				33		19			5	29	1 2	38	2		12	55
19:16 1 16 1 0 5 23 1 13 2 1 2 19 1 29 3 1 8 42 19:48 0 16 2 1 4 22 0 15 1 1 4 20 0 31 2 2 8 43 19:48 0 8 1 0 4 13 0 13 2 2 3 20 0 20 3 2 7 33 20:15 0 10 0 0 4 14 4 0 15 1 0 3 20 0 25 1 1 7 33 20:30 0 10 2 0 2 14 1 23 1 2 2 28 1 32 3 2 5 43 20:30 0 9	19:00	0	13	3	0	4	21	0	23	1		4	31		37	4		8	52
19:48	19:15		16			5	23		13			2	19		29		1	- 8	42
20:00	19:30	0		1		4	22	0	15		1 2	4	20 20		31 20	2	2	8 7	43
20:15				Ó							0	3			25	1	1	7	
20:48	20:15	0	10	2	0	2	14	1	23		2	2	28	1	32		2	5	43
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21:15																			
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$						4									19			4	25
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	21:30	1		0	0	2	16	0	10	0		1	11		22	1			28
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			7										11		16				23
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$						4	15		7						25 17				25
22:45	22:30																		17
23:15 0 15 2 1 4 22 0 11 0 2 1 14 0 27 2 2 5 36 23:30 0 9 1 0 4 13 0 13 0 2 2 17 0 22 1 2 6 31 23:45 0 11 1 0 4 16 1 12 0 3 2 18 1 23 1 3 7 34	22:45	0	12	1	1	3	17	0	5	0	0	1	7	0	17	- 1	1	4	23
23:30 0 9 1 0 4 13 0 13 0 2 2 17 0 22 1 2 6 31 23:45 0 11 1 0 4 16 1 12 0 3 2 18 1 23 1 3 7 34							15												30
23:45 0 11 1 0 4 16 1 12 0 3 2 18 1 23 1 3 7 34																			
Total 38 2236 331 138 726 3469 71 2222 328 326 377 3324 109 4458 659 464 1103 6794	23:45	0	11	1	0	4	16	1	12	0	3	2	18	1	23	- 1	3	- 7	34
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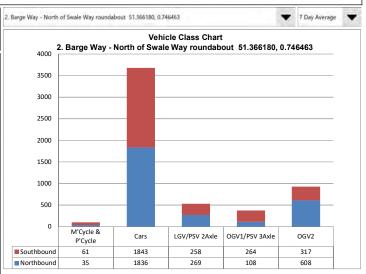
3261-LON RPS Group Kemsley North of Swale Way roundabout 51.366180, 0 2

Barge Way 06-Jun-16 Northbound

Vehicle Class Summary

2% 66% 9% 7% 17% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

			North	bound					South	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	15 10	1	0	3	18 14	0	12 11	0	3	1	16 15	1	27 21	1	3	3	34 29
00:30	0	7	1	0	2	11	0	11	0	1	1	13	0	18	i i	1	3	24
00:45	0	8	0	0	3	12	0	11	0	2	1	14	0	19	0	2	4	26
01:00 01:15	0	9	1	0	3 2	13 11	0	13	0	1	1 2	16 15	1	22 19	1	1	4	29 26
01:30	0	9	1	0	2	11	0	14	0	2	1	18	i i	23	1	2	3	29
01:45	1	12	2	Ö	3	17	0	7	Ö	1	1	9	1	19	2	1	4	26
02:00	0	9	2	1	1	13	1	34	0	2	1	37	1	43	2	3	2	50
02:15 02:30	0	9	1	0	2	13 13	0	12	0	2	1	17 13	0	22	1	1	4	30
02:45	Ö	15	1	Ö	2	18	0	12	Ö	2	1	16	Ö	20 27	1	3	3	26 34
03:00	0	12	1	0	4	17	0	19	0	3	2	24	0	31	1	3	6	41
03:15 03:30	0	16 23	1	0	4 5	22 29	0	14 15	0	3	1	20 18	0	31 37	1	3	5 6	42
03:45	0	23	2	0	5	30	0	16	1	4	1	21	H 6	39	2	4	6	48 52
04:00	0	20	2	0	5	28	0	44	0	3	2	50	0	64	2	4	7	- 77
04:15 04:30	1	19 24	1 2	0	5	27	1	20 19	0	4	3	28 24	1	40	2	5 4	8	55
04:45	+	30	2	0	5	32 39	0	18	0	3	3	25	H	43 48	2	4	<u>6</u> 9	56 63
05:00	2	32	1	1	5	41	1	38	1	3	2	45	3	69	2	4	7	86
05:15	2	42	3	1	5	53	1	29	1	3	3	37	3	71	4	4	9	91
05:30 05:45	2	81 66	2	1	7 8	94 80	1	26 22	1	2	2	33 28	3	108 88	4	5 3	9	127 109
06:00	0	29	4	1	6	39	1	43	1	3	3	51	1	72	5	4	- 8	90
06:15	0	28	4	1	7	40	0	26	0	3	3	32	0	54	5	4	9	72
06:30 06:45	0	39 50	9	1 2	10 10	59 71	1 0	23 22	1	4	4	32 30	0	62 72	10 10	5 5	14 13	91 101
07:00	0	33	6	2	12	52	1	22	3	4	3	33	1	55	9	6	14	85
07:15	0	28	7	3	9	47	0	18	3	3	4	28	0	47	10	6	13	75
07:30 07:45	0 1	36 38	5 5	2	10 8	53 53	0	19 19	3 5	3	5	31 30	1	55 57	8 10	4	15 11	84 83
08:00	0	29	4	2	8	44	0	18	6	4	5	33	1	47	10	7	13	77
08:15 08:30	1	28 32	5 4	2	7 8	43 47	0	16 20	4	4	4	29 33	1	45 52	10 8	6	11 12	71 79
08:45	0	30	6	2	11	49	1	13	4	4	4	27	1	43	10	7	15	76
09:00	0	20	4	2	9	35	0	15	4	4	5	28	0	35	9	5	14	63
09:15 09:30	0	20 21	5 6	3	9	37 39	0	14	5 4	2	5	26 25	0	34 34	10 10	5 6	14 14	63 64
09:45	0	19	7	3	11	41	1	18	6	5	3	33	1	37	13	8	15	73
10:00	0	15	5	2	9	31	1	16	7	3	5	31	1	31	12	5	14	62
10:15	0	16 24	5	2	9	33 40	0	15 19	4	5	5	30 32	1	31 43	9	8	14	62
10:45	0	24	4	2	8	39	0	18	5	4	5 4	32	1	42	9	6	15 13	72 71
11:00	0	16	3	2	7	28	0	20	7	6	5	39	1	36	9	8	13	67
11:15 11:30	1	13 12	4 5	3	9	28 32	0	13 15	7 5	4	6	30 27	1 2	26 26	11	6 7	15 14	58 59
11:45	0	15	4	1	9	30	0	19	6	4	7	37	1	34	10	5	16	67
12:00	0	12	4	3	8	27	1	22	7	5	6	42	1	34	- 11	8	15	69
12:15 12:30	0	15 16	5 4	3	8 9	30 31	0	21 18	5 4	4	5	37 32	0	36 34	10 8	6 7	14	67 63
12:45	1	23	3	2	10	39	0	26	6	2	4	38	1	49	9	4	14	77
13:00	0	19	3	2	9	34	0	27	5	4	5	41	1	46	8	6	14	75
13:15	0	23 25	3	2	10 10	39 40	0	27 16	<u>4</u> 5	3 4	5	40 31	1	50 41	8	6 5	16 15	80 70
13:45	1	24	4	3	12	43	1	21	6	3	7	37	2	45	10	6	18	81
14:00 14:15	0	15	3	4	10	32	2	31	7	5	7	53	2	46	11	9	18	85
14:15	0	14 13	3	2	12 12	33 31	2 2	28 23	6	6	6 7	48 45	2	42 36	10 10	8	18 19	81 75
14:45	0	17	5	3	9	34	2	23	6	6	5	43	3	40	- 11	9	14	77
15:00 15:15	0	15	2	4	9	30	3	35	6	7	7	58	3	51	9	10 7	16	89
15:15	0	16 15	3	2	10 11	31 30	3	46 23	7 5	5	6	67 41	2	62 38	8	7	16 17	97 71
15:45	0	12	4	3	9	28	2	18	6	5	6	36	2	31	10	7	15	64
16:00 16:15	1	19 29	5	2	8 9	35 46	2	31 27	6 5	3	6 8	47 46	2	50 56	11	5	14 17	82 92
16:30	0	33	3	1	9	45	0	25	4	3	5	37	1	57	7	3	14	83
16:45	0	23	4	0	9	37	1	26	5	3	6	42	1	50	10	3	14	79
17:00 17:15	1	18 24	3	1	6	29 34	1	38 30	3 5	2	3 5	47 43	2	56 53	7	3	9	76 76
17:30	0	24	2	0	6	32	1	38	4	3	5	51	- 1	61	6	3	- 11	83
17:45	1 0	20	2	0	5	28	0	29	5 4	1	4	40	2	49	6	1	9	68 85
18:00 18:15	0	20	2	0	5	30 27	1	46 24	3	1	5	55 34	2	69 44	5	1	10	61
18:30	0	16	1	0	5	22	0	15	3	1	4	22	0	30	4	1	9	45
18:45 19:00	0	19 12	1 2	0	6 3	27 18	0	12	1	1	4	19 23	1 0	31 30	4	2	10 6	46 42
19:15	0	14	1	0	4	19	1	10	1	1	2	15	1	24	2	1	7	34
19:30	0	12	1	0	4	18	0	12	1	1	3	16	0	24	2	1	7	34 27
19:45 20:00	0	6 7	0	0	3	11	0	10	1	0	2	16 16	0	16 20	1	0	- 6 - 5	27
20:15	0	8	1	0	3	12	1	20	1	1	2	24	1	28	2	1	4	36
20:30 20:45	0	6	2	0	4	13 11	0	9	1	1 0	1	12	0	16 13	3	1 0	5 4	24 20
21:00	0	6 7	2	0	2	11	1	10	0	0	1	12	1	17	2	0	3	23
21:15	0	7	0	0	3	11	1	8	0	1	0	10	- 1	15	0	1	4	21
21:30	1	11 6	1 0	0	2	14 10	0	7	0	0	1	8	1	18 13	1	1	3	23 18
22:00	Ö	8	1	0	4	13	0	15	0	1	0	17	0	24	1	1	4	30
22:15	0	9	1	1	3	14	0	6	0	1	1	8	1	15	1	2	4	22
22:30 22:45	0	5 9	1	0	3	9	0	5	0	1 0	1	6	0	10 14	1	1	3	15 19
23:00	0	8	1	0	3	12	0	10	0	2	Ö	12	0	18	1	2	3	24
23:15	0	14 7	2	1	3	21	0	10 11	0	2	1 2	13	0	24	3	2	4	34
23:30 23:45	0	9	1	0	3	11	0	11	0	3	2	15 16	1	18 20	1	1 3	5	25 30
Total	35	1836	269	108	608	2856	61	1843	258	264	317	2744	96	3680	527	373	925	5601



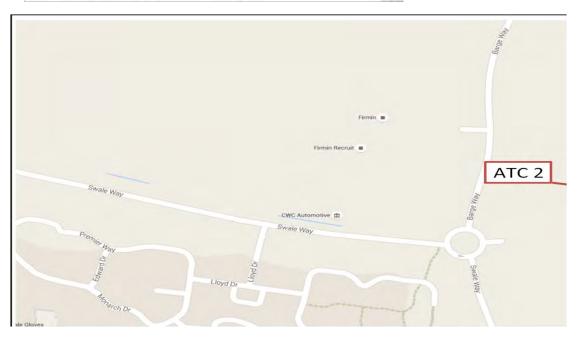


Client: Project: Job Number Start Date: Site No.

RPS Group
Kemsley
3261-LON
06-Jun-16
2
Barge Way
North of Swale Way roundabout 51.366180, 0.746463
Northbound
Southbound Road Location: Directions

2. Barge Way - North of Swale Way roundabout 51.366180, 0.746463







Job Number 3261-LON Client: RPS Group

Project: Kemsley

Location: West Of Fleet End roundabout 51.369563, 0.751582

Site No. 3

Road Barge Way Start Date: 06-Jun-16

Directions Eastbound Westbound

Kemsley

Site:	
3. Barge Way - West Of Fleet End roundabout 51.369563, 0.751582	•
Incidents / Observations	
_	



Job Number Client Project Location Site No. Road Start Date Direction

3261-LON RPS Group Kemsley West Of Fleet End roundabout 51

Barge Way 06-Jun-16 Eastbound

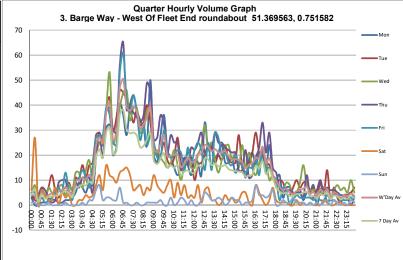
Volume Summary Day of Week

Average Weekday 7 Day Average

3. Barge Way - West Of Fleet End roundabout 51.369563, 0.751582

▼ Eastbound

				Day of Weel				ļ	
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	7 Day
Time	06-Jun	07-Jun	08-Jun	09-Jun	10-Jun	11-Jun	12-Jun	W'day	Ave
AM Peak	50	46	53	65	61	27	8	1	
PM Peak	33	29	32	33	29	8	8		
00:00	3	4	4	5	5	6	1	4	4
00:15	0	2	8	3	5	27	1	4	7
00:30	0	2	2	4	1	0	0	2	1
00:45	1	7	6	7	3	6	0	5	4
01:00	1	3	3	6	1	4	0	3	3
01:15	1	7	7	3	2	2	1	4	3
01:30	2	12	5	1	3	2	0	5	4
01:45	2	6	4	2	5	7	0	4	4
02:00	1	3	7	9	7	ó	0	5	4
02:15	1	6	8	10	5	5	0	6	5
02:30	2	7	4	10	13	3	1	7	6
02:45	2	9	8	4	6	4	0	6	5
03:00	3	6	6	5	2	0	0	4	3
03:15	5	11	13	9	9	0	0	9	7
03:30	9	10	13	7	11	2	0	10	7
03:45	7	16	7	11	14	2	1	11	8
04:00	5	11	14	10	11	4	0	10	8
04:15	9	16	18	11	7	3	2	12	9
04:30	8	17	10	5	15	4	2	11	9
04:45	25	28	20	19	27	8	6	24	19
	25	29	25	29	28	12	8	27	22
05:00									
05:15	24	26	27	19	28	6	2	25	19
05:30	31	39	38	38	39	16	3	37	29
05:45	32	43	53	39	36	12	3	41	31
06:00	20	30	25	30	25	11	2	26	20
06:15	23	35	30	29	24	9	2	28	22
06:30	40	46	39	56	53	13	7	47	36
06:45	36	45	45	65	61	14	1	50	38
07:00	28	42	46	38	42	15	1	39	30
07:15	40	39	34	39	37	12	0	38	29
07:10	44	33	39	37	44	6	0	39	29
07:45	38	38	39	35	37	7	1	37	28
08:00	34	32	29	33	26	8	0	31	23
08:15	31	33	30	36	32	4	0	32	24
08:30	24	40	38	49	24	7	1	35	26
08:45	50	33	39	45	28	6	1	39	29
09:00	20	21	20	26	25	12	1	22	18
09:15	17	21	22	27	19	8	1	21	16
09:30	28	20	19	36	19	6	2	24	19
09:45	36	25	17	32	30	5	0	28	21
10:00	22	18	15	21	21	8	0	19	15
10:15	19	16	17	28	19	10	3	20	16
10:30	15	19	22	25	20	3	0	20	15
10:30	12	27	16	25	22	9	1	20	16
						4			
11:00	15	16	10	14	21		3	15	12
11:15	19	16	16	19	14	8	2	17	13
11:30	16	21	18	16	23	3	0	19	14
11:45	12	19	15	23	17	4	2	17	13
12:00	18	10	15	22	22	3	0	17	13
12:15	17	16	20	25	25	8	0	21	16
12:30	12	17	24	29	22	1	2	21	15
12:45	33	20	32	21	14	6	5	24	19
13:00	22	24	22	24	25	7	4	23	18
13:15	24	23	25	24	14	2	2	22	16
13:30	19	17	18	29	29	2	2	22	17
13:30	21	20	13	25	29	0	3	21	16
14:00	24	18	18	25	20	1	2	21	15
14:15	17	24	23	23	21	4	0	22	16
14:30	17	18	24	22	17	2	1	20	14
14:45	19	17	18	21	16	3	3	18	14
15:00	13	17	21	21	20	1	2	18	14
15:15	16	28	15	14	17	2	2	18	13
15:30	17	15	24	14	16	5	0	17	13
15:45	11	13	15	22	13	5	1	15	11
16:00	18	16	21	11	15	1	1	16	12
16:15	21	21	15	12	15	Ö	2	17	12
16:30	16	29	12	19	19	8	- 8	19	16
16:30	21	29	17	23	19	5	4	19	15
17:00	20	20	21	33	23	2	4	23	18
17:15	13	17	18	21	15	0	3	17	12
17:30	24	16	10	29	15	2	4	19	14
17:45	12	11	12	15	12	7	6	12	11
18:00	10	9	7	13	10	2	0	10	7
18:15	12	10	6	7	2	1	0	7	5
18:30	3	9	6	5	7	1	2	6	5
18:45	7	5	9	6	6	1	1	7	5
19:00	7	4	8	6	0	Ö	1	5	4
19:15	5	7	4	5	2	Ö	3	5	4
19:30	4	10	5	5	4	2	1	6	4
		7							
19:45	5		9	6	3	0	1	6	4
20:00	2	9	16	3	3	1	1	7	5
20:15	5	9	8	12	3	0	0	7	5
20:30	5	6	6	3	3	1	1	5	4
20:45	8	7	6	3	2	0	0	5	4
21:00	0	3	6	6	3	0	1	4	3
21:15	6	9	4	10	2	0	0	6	4
21:30	7	4	7	5	2	2	1	5	4
	1	14	6	7	4	1	2	6	5
		2	3	6	2	0	0	3	2
21:45	2								
22:00	3			6	2	0	2	5	4
22:00 22:15	4	7	6	-			1 1		
22:00 22:15 22:30	4 5	7	8	5	1			4	3
22:00 22:15 22:30 22:45	4 5 4	7 3 1	8	2	2	1	0	3	2
22:00 22:15 22:30 22:45 23:00	4 5 4 4	7 3 1 4	8 6 7	2	2	1 0	0 1	3 4	3
22:00 22:15 22:30 22:45 23:00 23:15	4 5 4 4	7 3 1 4 4	8 6 7 5	2 3 3	2 2 2	1 0 0	0 1 0	3 4 4	2 3 3
22:00 22:15 22:30 22:45 23:00	4 5 4 4	7 3 1 4	8 6 7	2	2	1 0	0 1	3 4	3
22:00 22:15 22:30 22:45 23:00 23:15	4 5 4 4 4 5 3	7 3 1 4 4	8 6 7 5	2 3 3 0 3	2 2 2	1 0 0 0 0	0 1 0 2 1	3 4 4	2 3 3
22:00 22:15 22:30 22:45 23:00 23:15 23:30	4 5 4 4 4 5	7 3 1 4 4 5	8 6 7 5 10	2 3 3 0	2 2 2 3	1 0 0 0	0 1 0 2	3 4 4 5	2 3 3 4





Job Number Client Project Location Site No.

imber 3261-LON
RPS Group
t Kemsley
on West Of Fleet End roundabout 51

Road Barge Way
Start Date 06-Jun-16
Direction Westbound

Volume Summary

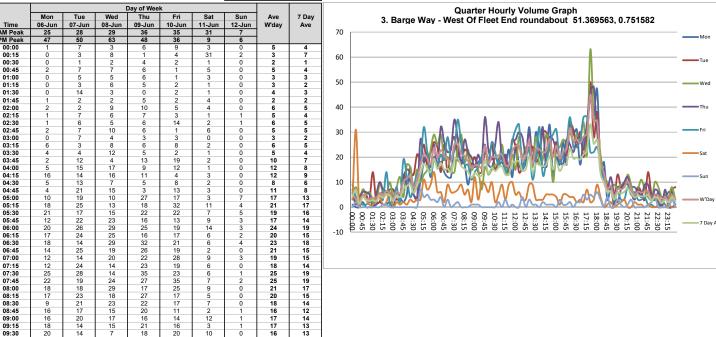
 Average Weekday
 1,464

 7 Day Average
 1,120

 3. Barge Way - West Of Fleet End roundabout 51.369563, 0.751582

▼ Westbound

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07:00-19:00	1019	1066	1045	1176	1061	254	70	1073	813
06:00-22:00	1171	1248	1243	1361	1190	295	88	1243	942
06:00-24:00	1206	1282	1288	1385	1200	296	97	1272	965
00:00-24:00	1319	1518	1498	1585	1399	402	120	1464	1120



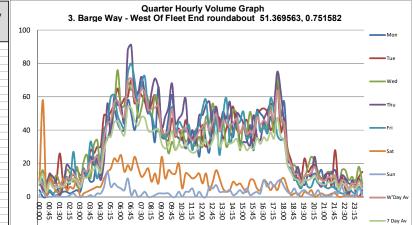
Job Number Client Project Location Site No. Road Start Date Direction

3261-LON RPS Group Kemsley West Of Fleet End roundabout 51

Barge Way 06-Jun-16 Combined

Volume Summary

3,016 2,309 Average Weekday 3. Barge Way - West Of Fleet End roundabout 51.369563, 0.751582 7 Day Average



Combined

							7 Day Ave		
	Mon	Tue	Wed	Day of Wee Thu	K Fri	Sat	Sun	Ave	7 Day
Time	06-Jun	07-Jun	08-Jun	09-Jun	10-Jun	11-Jun	12-Jun	W'day	Ave
AM Peak	69	70	76	91	80	58	15	ļ	
PM Peak 00:00	68 4	66 11	73	75 11	59	16	10	9	8
00:00	0	5	16	4	9	58	3	7	14
00:30	0	3	4	8	3	1	0	4	3
00:45	3	14	13	13	4	11	0	9	8
01:00	1	8	8	12	2	7	0	6	5
01:15	1	10	13	8	4	3	1	7	6
01:30	2	26	8	1	5	3	0	8	6
01:45	3	8	6	7	7	11	0	6	6
02:00	3	5	16	19	12	4	0	11	8
02:15	2	13	14	17	8	6	1	11	9
02:30	3	13	9	16	27	5	2	14	11
02:45	4	16	18	10	7	10	0	11	9
03:00	3	13	10	8	5	0	0	8	6
03:15	11	14	21	15	17	2	0	16	11
03:30	13	14	25	12	13	3	0	15	11
03:45	9	28	11	24	33	4	1	21	16
04:00	10	26	31	19	23	5	0	22	16
04:15	25	30	34	22	11	6	2	24	19
04:30	13	30	17	10	23	6	2	19	14
04:45	29	49	35	22	40	11	6	35	27
05:00	35	48	35	56	45	15	15	44	36
05:15	42	51	40	37	60	17	6	46	36
05:30	52	56	53	60	61	23	8	56	45
05:45	44	65	76	55	49	21	6	58	45
06:00	40	56	54 55	55	44	25	5	50	40
06:15	40	59 60	55	45 88	41 74	15 19	4	48 70	37
06:30 06:45	58 50	70	68 64	88 91	74 80	19 16	11	70 71	54 53
06:45	40	56	66	60	70	16 24	4	71 58	46
	52		48	62	56	18		56	46
07:15 07:30	69	63 61	53	72	67	18	0	64	48
07:30	60	57	63	62	72	14	3	63	48
07:45	52	50	58	50	51	17	0	52	40
08:15	48	56	48	63	49	9	0	53	39
08:30	33	61	61	71	41	14	1	53	40
08:45	66	50	54	65	39	8	2	55	41
09:00	36	41	37	42	39	24	2	39	32
09:15	35	35	37	48	35	11	2	38	29
09:30	48	34	26	54	39	16	2	40	31
09:45	61	47	33	68	54	14	0	53	40
10:00	39	36	28	44	38	14	0	37	28
10:15	35	41	32	47	45	20	3	40	32
10:30	35	34	39	50	42	5	0	40	29
10:45	29	46	33	59	39	14	3	41	32
11:00	33	37	35	33	43	13	3	36	28
11:15	35	35	31	40	28	11	5	34	26
11:30	39	35	31	32	40	12	0	35	27
11:45	24	46	36	49	43	14	3	40	31
12:00	43	34	30	49	53	8	0	42	31
12:15	34	30	48 44	55	58	14	0	45	34
12:30	27	33		57	38	9	6	40	30
12:45	51 54	40 48	56 44	42 54	34 48	16	5 7	45 50	34 39
13:00 13:15	42	47	41	41	25	11	3	39	30
13:30	49	35	46	51	48	5	3	46	34
13:45	44	41	30	47	59	3	3	44	32
14:00	40	48	37	57	33	4	4	43	32
14:15	36	54	52	39	39	9	1	44	33
14:30	50	41	50	50	43	7	2	47	35
14:45	32	38	28	48	45	8	4	38	29
15:00	33	43	44	44	51	5	2	43	32
15:15	33	46	39	34	35	3	5	37	28
15:30	43	36	51	31	37	10	1	40	30
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16:00	52	49	51	36	51	5	3	48	35
16:15	50	52	41	34	39	4	2	43	32
16:30	47	53	41	46	43	10	10	46	36
16:45	38	51	43	51	39	8	6	44	34
17:00	48	40	55	56	59	4	9	52	39
17:15	42	45	39	55	51	7	6	46	35
17:30	68	66	73	75	37	4	9	64	47
17:45	48	39	48	63	34	10	10	46	36
18:00	57	47	41	43	34	11	6	44	34
18:15	27	29	27	22	19	5	3	25	19
18:30	21	22	19	20	17	1	2	20	15
18:45	10	14	19	13	13	2	5	14	11
19:00	15	11	16	18	8	2	1	14	10
19:15 19:30	6	10	13	10 7	5	0	3	9	7
	12	23 15	12 18	13	10	2	4	13 13	10 10
19:45	13 12		18 24		6	4	2	13	
20:00 20:15	14	18 19	21	13 24	6 11	0	1	18	11
20:15	13	19	15	9	8	1	4	12	9
20:30	16	11	10	6	8	2	0	10	8
21:00	6	11	13	13	6	1	1	10	7
21:15	11	15	15	14	5	1	0	12	9
21:15	15	7	14	14	6	2	1	11	8
21:45	5	28	10	16	5	2	3	13	10
22:00	6	7	6	9	3	0	2	6	5
22:15	7	12	16	13	2	0	6	10	8
22:30	11	5	16	11	2	1	1	9	7
22:45	8	1	10	2	5	1	0	5	4
	8	8	12	10	3	Ö	1	8	6
		7	9	3	2	1	Ö	6	5
23:00	10								
23:00 23:15	10 11	12	_		6			9	7
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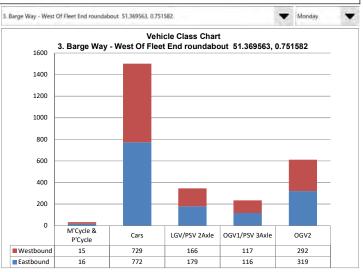
3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

Barge Way 06-Jun-16 Eastbound

Vehicle Class Summary

Westbound 1% 55% 13% 9% 22% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

													UGVZ					
			East	oound					West	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	1	1	0	0	1	3	0	1	0	0	0	1	1	2	0	0	1	4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	1	0	0	0	0	0	0 2	0	0	0	0	0	0
00:45 01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	3 1	0	0	0	3
01:15	1	0	0	0	0	1	0	0	Ö	0	0	0	1	Ö	0	Ö	0	1
01:30	1	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2
01:45	0	2	0	0	0	2	0	1	0	0	0	1	0	3	0	0	0	3
02:00 02:15	0	0	1	0	0	1 1	0	0	0	0	1	1	0	0	0	0	1	2
02:30	0	2	0	0	0	2	0	0	0	1	0	1	0	2	0	1	Ö	3
02:45	0	2	0	0	0	2	0	0	0	1	1	2	0	2	0	1	1	4
03:00 03:15	0	3	1	0	0	3 5	0	6	0	0	0	6	0	10	0	0	0	3 11
03:30	0	7	2	Ö	0	9	0	0	0	1	3	4	0	7	2	1	3	13
03:45	0	6	1	0	0	7	0	0	0	1	1	2	0	6	1	- 1	1	9
04:00	0	4	1	0	0	5 9	0	2	0	2	1	5	0	6	1	1	1	10
04:15 04:30	0	8	0	0	0	8	0	6	0	0	8	16 5	0	14 12	0	0	9	25 13
04:45	ő	22	1	ĭ	1	25	0	2	1	1	Ö	4	0	24	2	2	1	29
05:00	3	16	4	2	0	25 24	0	5	0	2	3	10	3	21 31	4	4	3	29 35 42
05:15 05:30	0	20 25	3	0	2	24 31	1 0	11 16	0	3	3	18 21	1	31 41	2	5	3	42 52
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06:15 06:30	0	14 23	7	1 4	1 6	23 40	1 0	4 9	3	3	6	17 18	1 0	18 32	10 7	7	7	40 58
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07:15 07:30	1 0	24 32	6	3	6	40 44	0	7	2	1 2	2	12	1	31 49	8	4	8	52 69
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08:00	1	23	4	2	4	34	0	9	3	0	6	18	1	32	7	2	10	52 48
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08:30 08:45	0	14 34	7	4 2	7	24 50	0	9	2	0	4 5	9 16	0	16 43	9	6	7 12	66
09:00	0	11	1	1	7	20	0	4	3	2	7	16	0	15	4	3	14	36
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09:30 09:45	0	13 17	6	3 4	6	28 36	0	10 10	4 8	4	5	20 25	0	23 27	10 14	4 8	11 12	48 61
10:00	1	7	4	3	7	22	0	6	5	1	5	17	1	13	9	4	12	30
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11:45 12:00	0	4 5	1	3	6	12 18	0	3 15	3	0	5 7	12 25	0	7 20	4	3	11 16	24 43
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12:45 13:00	0	22 8	3	4	8 7	33 22	0	10 25	3 4	0	3	18 32	0	32 33	7	3	11 10	51 54
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16:45 17:00	0	12	3	2	6 4	21	1	12	1	0	3 4	17 28	1	24 33	4	2	9 8	38 48
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17:30	1	13	3	1	6	24	0	39	2	1	2	44	1	52 31	5	2	- 8	68 48
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18:45 19:00	0	3	0	0	3 5	7	0	3	0	0	0 5	3 8	0	6 4	0	0	3 10	10 15
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19:45 20:00	0	4	1	0	0	5	0	4	2	0	2	8	0	8	3	0	2	13
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20:30	0	2	0	0	3	5	0	3	1	1	3	8	0	5	1	1	6	13
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21:00 21:15	0	0	0	0	0	6	0	5	0	0	0	6 5	0	5 8	0	0	0	6 11
21:15	0	5	0	0	2	7	0	7	0	1	0	8	0	12	0	1	2	15
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23:45	0	2	0	0	1	3	0	3	0	0	0	3	0	5	0	0	1	6
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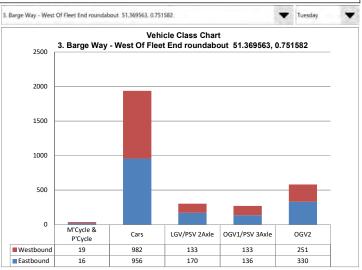
3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

Barge Way 06-Jun-16 Eastbound

Vehicle Class Summary

Westbound 1% 62% 10% 9% 19% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

														OGV2				- "	1%
				Easth	ound					West	bound					Com	bined		
100 1		M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00-230 0 0 0 0 0 1 1 1 1 2 2 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 1 1 1 1	00:00	0	4	0	0	0	4		6	0		0	7	0	10	0	1	0	- 11
00-46 0		0								0	0	0		0					5
01-15			2																
01-39 1 93 0 0 1 12 12 0 14 0 0 0 0 14 1 12 1 20 0 0 1 1 12 20 14 1 1 20 1 20 1 1 20 1 1 20 1 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 20	01:15		4																
02.00		1	10		0	1	12	0	14		0			1	24		0	1	26
9215 0 0 6 0 0 0 0 6 6 0 0 0 0 6 6 0 0 0 0																			
02.39																			
02-46 0 0 8 0 0 1 1 2 0 0 7 0 0 0 0 7 7 0 0 15 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1																			
0.016 0 6 11 2 2 11 0 0 2 0 1 0 3 0 8 1 3 2 14 0.0340 0 0 0 1 0 0 10 0 2 0 1 1 1 4 0 12 2 2 14 0.0340 0 0 0 1 0 0 1 0 0									7			0	7	0	15	0			16
03-39 0 9 9 0 1 1 0 0 1 1 0 0 0 2 0 0 1 1 1 1 1 4 0 0 1 1 1 0 0 2 1 1 1 1 1 4 0 0 1 1 1 1 1 1 1 1 1 1 1 1																1			
03-46 0 0 12 0 1 1 3 16 0 0 10 0 2 2 0 12 0 2 2 0 3 3 3 28 96 96 96 0 0 7 1 0 1 0 1 10 1 10 0 10 1 10 1 10	03:30															Ö			
		0				3		0		0				0	22	0			28
04-39 0 13 3 0 0 11 77 0 13 0 0 0 0 13 0 0 26 3 0 0 1 30 0 0 0 0 13 0 0 0 0 1 3 3 0 0 1 1 30 0 0 0																			
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06-46				2										2		2	3		
06.00 0 25 1 0 0 4 330 0 224 0 0 0 2 2 280 0 88 1 0 0 6 8 8 6 90 8630 1 23 9 0 4 4 33 0 0 19 0 3 2 2 38 0 0 4 0 4 1 9 3 6 59 8630 1 23 8 9 4 4 4 4 6 6 1 5 5 0 3 3 5 14 2 2 33 9 7 7 9 6 6 90 90 90 90 90 90 90 90 90 90 90 90 90				3										1		4	3		
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07:16 0 280 4 2 5 390 11 170 4 0 0 2 24 1 1 45 8 2 2 7 6 63 0 7 7 6 0 7 7 8 0 0 30 4 1 1 3 38 2 1 7 6 6 1 1 7 7 4 1 0 1 2 1 1 7 7 7 1 1 7 7 7 1 7 7 7 1 7 7 7 1 1 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 7 7 7 1 1 7 7 1 1 7 7 1 1 7 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 7 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 7 7 1 1 1 7 7 7 1 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 1 7 7 7 1 7 7 1 1 7 7 7 1 1 7 7 7 1 7 7 1 7 7 1 7 7 1 7 7 1 7 7 1 7 7 1 7 7 1 7 7 1 7 7 1 7 7 7 7 1 7 7 7 7 1 7	07:00	0	27	9	Ò	6	42		10	2	1	1	14	0	37	- 11			56
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09:30			14		1	5	21	1	9		4	3	20		23			- 8	41
09:46 0	09:15					7	21		4			5	14					12	35
19:00	09:30														18				
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11:36		0					16	0				8	19	0	11			14	35
12:00																5	3		35
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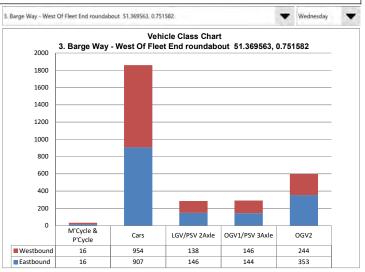
3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

Barge Way 06-Jun-16 Eastbound Westbound

Vehicle Class Summary

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17:30 1 6 0 0 3 10 0 54 2 0 7 63 1 60	2 0	10 73
17:45 1 7 1 0 3 12 1 29 2 1 3 36 2 36 1		6 48
18:00 0 4 0 0 3 7 1 25 4 1 3 34 1 29 - 18:15 0 4 0 0 2 6 0 15 3 0 3 21 0 19 3		6 41 5 27
 18:30 0 3 1 0 2 6 0 10 1 0 2 13 0 13 		4 19
18:45 1 6 0 1 1 9 0 6 1 0 3 10 1 12	1	4 19
19:00 0 0 1 1 6 8 0 5 0 0 3 8 0 5 0 5 0 0 19:15 0 3 0 0 1 4 0 3 2 0 4 9 0 6 3		9 16
	0 1	5 13 5 12
19:45 1 4 2 0 2 9 0 6 2 1 0 9 1 10		2 18
20:00 0 5 2 1 8 16 0 5 1 1 1 8 0 10		9 24
	0 0	5 21
	3 1	2 15 4 10
21:00 0 5 0 0 1 6 0 3 2 2 0 7 0 8	2	1 13
21:15 0 4 0 0 0 4 0 10 0 1 0 11 0 14		0 15
21:30 1 4 0 0 2 7 0 6 0 0 1 7 1 10 0 21:45 0 5 0 0 1 6 0 0 4 0 0 0 4 0 9		3 14
	0 2	1 10
22:15 1 4 0 0 1 6 0 5 1 4 0 10 1 9	4	1 16
22:30 0 4 0 1 3 8 0 7 0 1 0 8 0 11	2	3 16
22:45		4 10 1 12
	4	0 9
23:30 0 6 1 0 3 10 0 8 0 0 0 8 0 14	0	3 18
23:45	0	1 8
Total 16 907 146 144 353 1566 16 954 138 146 244 1498 32 1861 2		597 3064





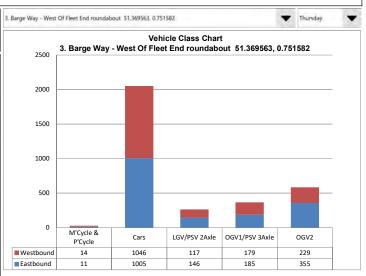
3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

Barge Way 06-Jun-16 Eastbound Westbound

Vehicle Class Summary

1% 62% 8% 11% 18% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

			Easth	ound					Westl	oound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	3	0	1	1	5	0	5	0	1	0	6	0	8	0	2	1	11 4
00:10	0	2	0	1	1	4	0	2	0	1	1	4	0	4	0	2	2	8
00:45	0	5	0	2	0	7	0	5	0	1	0	6	0	10	0	3	0	13
01:00	0	2	0	2	2	6	1	3	0	1	1	6	1	5	0	3	3	12
01:15	1	2	0	0	0	3	0	2	0	3	0	5	1	4	0	3	0	8
01:30 01:45	1	0	0	0	1	1 2	0	3	0	0	0	5	1	3	0	0	3	7
02:00	1	5	1	1	1	9	0	8	Ö	2	0	10	1	13	1	3	1	19
02:15	0	5	1	3	1	10	0	5	0	2	0	7	0	10	- 1	5	1	17
02:30	0	8	0	1	1	10	0	5	0	1 2	0	6	0	13	0	2	_1_	16
02:45	0	3	0	0	2	- 4 - 5	0	2	0	1	0	6	0	- 6 - 5	0	1	2	10 8
03:15	0	9	0	0	0	9	0	4	1	1	0	6	0	13	1	1	0	15
03:30	0	7	0	0	0	7	0	0	1	4	0	5	0	7	1	4	0	12
03:45 04:00	0	9	0	1	2	11 10	2	11 5	0	2	0	13 9	2	20 11	0	3	2	24 19
04:15	0	9	1	0	1	11	0	8	1	1	1	11	0	17	2	1	2	22
04:30	0	4	0	0	1	5	0	2	Ö	2	1	5	0	6	0	2	2	10
04:45	0	15	2	0	2	19	0	2	0	0	1	3	0	17	2	0	3	22
05:00 05:15	0	26 13	3	1	2	29 19	0	20 15	1	3	4 0	27 18	1	46 28	4	3	2	56 37
05:30	1	32	0	1	4	38	0	20	0	2	0	22	1	52	0	3	4	60
05:45	2	26	4	0	7	39	1	- 11	0	0	4	16	3	37	4	0	- 11	55
06:00	0	19	4	1	6	30	0	20	1	3	1	25	0	39	5	4	7	55
06:15 06:30	0	15 41	4	6	4	29 56	0	13 26	1	3	0 2	16 32	0	28 67	- 5 - 8	8 5	8	45 88
06:45	0	46	10	4	5	65	1	20	2	2	1	26	1	66	12	6	6	91
07:00	0	27	2	2	7	38	0	13	1	8	0	22	0	40	3	10	7	60
07:15 07:30	0	26 31	3	4 0	7	39 37	0	16 22	3	3	3 6	23 35	0	42 53	6	7	10 9	62 72
07:30	0	31 26	4	4	1	37	0	19	1	4	3	27	0	53 45	5	8	4	62
08:00	0	20	2	4	7	33	0	12	1	1	3	17	0	32	3	5	10	50
08:15	1	27	2	2	4	36	0	22	2	1	2	27	1	49	4	3	6	63
08:30 08:45	0	34 37	0	5	10 4	49 45	0	12 15	1 0	4	5	22 20	0	46 52	1	9	15 6	71 65
09:00	0	10	1	6	9	26	0	6	0	5	5	16	0	16	+	11	14	42
09:15	0	16	3	7	1	27	0	15	0	5	1	21	0	31	3	12	2	48
09:30 09:45	0	19 22	7	3	7	36	0	12	1	3	2	18	0	31 46	8	6 7	9	54
10:00	0	12	0	3	7	32 21	0	24 20	4 0	4	2	36 23	0	32	4	2	11 9	68 44
10:15	ő	11	5	4	8	28	0	9	3	5	2	19	Ö	20	8	9	10	47
10:30	0	10	2	4	9	25	0	23 27	0	1	1	25	0	33	2	5	10	50
10:45 11:00	0	16	1	1 4	7	25	0		2	3	2	34	0	43	3	7	9	59
11:15	0	8	3	0	3 8	14 19	0	6 10	3	3 4	8	19 21	0	10 18	5 6	4	11 12	33 40
11:30	Ö	3	1	4	8	16	0	6	2	4	4	16	0	9	3	8	12	32
11:45	0	16	3	1	3	23	0	20	2	1	3	26	0	36	5	2	6	49
12:00 12:15	0	9	3	6	9	22 25	0	20 18	2	1 6	4 2	27 30	0	29 27	5 7	7 10	8 11	49
12:30	0	15	6	3	5	29	0	20	2	5	1	28	0	35	8	8	6	55 57
12:45	0	8	0	4	9	29 21	0	9	5	3	4	28 21	0	35 17	5	7	13	42
13:00	0	14	2	2	6	24	0	18	3	2	7	30	0	32	5	4	13	54
13:15 13:30	0	10 17	3	5 3	6	22 29	0	10 15	1	3	5 3	19	0	20 32	<u>3</u>	7 6	11 9	41 51
13:45	0	11	1	4	9	25	0	11	3	3	5	22	0	22	4	7	14	47
14:00	0	11	1	5	8	25	0	15	2	7	8	32	0	26	3	12	16	57
14:15	0	8	3	7 8	9	23 22	0	10	6	2 8	4	16	0	12 18	- 5 8	9 16	13	39 50
14:30 14:45	0	9	4	2	6	21	1	10	4	2	10	28 27	1	19	8	4	8 16	48
15:00	0	6	3	10	2	21	0	13	2	3	5	23	0	19	5	13	7	44
15:15	0	3	1	4	6	14	0	10	1	4	5	20	0	13	2	8	11	34
15:30 15:45	0	4 6	0	2	8 11	14 22	0	6 12	1 2	3	7	17 27	1	10 18	4	5 6	15 20	31 49
16:00	0	3	1	2	5	11	0	17	2	0	6	25	0	20	3	2	11	36
16:15	0	6	3	2	1	12	0	14	2	0	6	22	0	20	5	2	7	34
16:30 16:45	0	6 12	1 2	2	9	19 23	0	19 14	4 5	0 2	7	27 28	0	25 26	5 7	3	12 14	46 51
17:00	0	21	3	6	3	33	0	21	0	0	2	23	0	26 42	3	6	5	51 56
17:15	1	16	2	2	0	21	0	26	2	2	4	34	1	42	4	4	4	55
17:30 17:45	0	23 12	2	0	2	29 15	0	42 38	0 4	1 1	3	46 48	0	65 50	2	1	7 6	75
17:45	0	12	0	0	3	15	2	25	3	0	4 0	30	2	35	3	0	3	63 43
18:15	0	0	1	0	6	7	0	9	1	0	5	15	0	9	2	0	11	22
18:30	0	2	1	0	2	5	0	8	2	0	5	15	0	10	3	0	7	20
18:45 19:00	0	1 2	0	0	4	6	0	- 5 6	1 2	0	4	7 12	1 0	8	6	0	5 4	13 18
19:15	0	3	0	0	2	5	0	1	0	0	4	5	0	4	0	0	6	10
19:30	0	0	1	1	3	5	0	0	0	0	2	2	0	0	- 1	1	5	7
19:45	0	5	0	0	1	6	0	5	1 4	0	1 3		0	10	1	0	2	13
20:00 20:15	0	9	0	0	3	12	0	10	1	0	1	10 12	0	6 19	1	0	4	13 24
20:30	0	2	0	0	1	3	0	4	1	0	1	6	0	6	1	0	2	9
20:45	0	0	0	0	3	3	0	1	0	2	0	3	0	1	0	2	3	6
21:00	0	6	0	0	0	6 10	0	5 4	1 0	0	0	7 4	0	11	1	0	0	13 14
21:15 21:30	0	4	0	0	5 1	10 5	0	7	1	1	0	9	0	8	1	1	5 1	14
21:45	0	5	0	0	2	7	0	9	0	0	0	9	0	14	0	0	2	16
22:00	0	2	0	2	2	6	0	2	0	1	0	3	0	4	0	3	2	9
22:15 22:30	0	5	0	0	1	6	1	5	0	0	1 0	7	0	10	0	0	2	13
22:30	0	5	1	0	1	5 2	0	6	0	0	0	6	0	11 0	1	0	0	11 2
23:00	0	3	0	0	0	3	0	5	0	2	0	7	0	- 8	0	2	Ó	10
23:15	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
23:30 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0 4
Total		1005	146	185	355	1702	14	1046	117	179	229	1585	25	2051	263	364	584	3287





3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

Barge Way 06-Jun-16 Eastbound Westbound

Vehicle Class Summary

1% 59% 9% 12% 19% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

													UGVZ					7/0
			East	oound					West	oound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00	0	4	0	1	0	5	1	4	0	1	3	9	- 1	8	0	2	3	14
00:15	1	2	1	0	1	5	0	2	0	1	1	4	1	4	1	1	2	9
00:30	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	1	1	3
00:45 01:00	0	0	0	0	3 0	3	0	0	0	0	0	1	0	0	0	0	3	2
01:15	0	1	0	0	1	2	0	0	0	1	1	2	0	1	0	1	2	4
01:30	0	3	0	0	0	3	0	2	0	0	0	2	0	5	0	0	0	5
01:45	1	2	1	0	1	5	0	2	0	0	0	2	1	4	1	0	1	7
02:00 02:15	0	4	0	0	1	7 5	0	3	0	0	0	5 3	0	- 8 - 7	0	0	1	12
02:15	0	13	0	0	0	13	0	12	0	2	0	14	0	25	0	2	0	8 27
02:45	ő	4	ő	Ö	2	6	0	0	ő	1	Ö	1	Ö	4	Ö	ī	2	7
03:00	0	2	0	0	0	2	0	2	0	1	0	3	0	4	0	1	0	5
03:15 03:30	1	8	0	0	0	9	1	6	0	1	0	8 2	2	14 9	0	1	0	17
03:45	0	7	0	1	3	11 14	0	15	0	0 4	0	19	0	27	0	5	3 1	13 33
04:00	Ö	11	0	0	0	11	0	8	ő	2	2	12	0	19	0	2	2	23
04:15	0	5	1	0	1	7	0	4	0	0	0	4	0	9	- 1	0	1	- 11
04:30	0	13	1	0	1	15	0	6	0	0	2	8	0	19	1	0	3	23
04:45 05:00	2	21	0	1	2	27 28	0	15	0	2	0	13 17	0	29	0	2	5	40 45
05:15	0	23 25	0	0	3	28	0	31	0	1	0	32	0	38 56	0	1	3	60
05:30	2	31	1	1	4	39	0	18	1	1	2	22	2	49	2	2	6	61
05:45	1	26	4	0	5	36	0	11	0	2	0	13	1	37	4	2	5	49
06:00 06:15	0	12	7	2	3	25 24	0	13	2	3	2	19 17	0	25 27	- 8 - 4	5	- 6 - 5	44
06:30	0	29	13	1	10	53	0	15	1	3	2	21	0	44	14	4	12	74
06:45	0	45	6	5	5	61	0	14	1	3	1	19	0	59 45	7	8	6	80
07:00	0	29	6	3	4	42	0	16	1	4	7	28	0	45	7	7	11	70
07:15 07:30	1 0	19 34	5	5	7	37 44	0	12 16	3	1 0	4	19 23	1 0	31 50	7	6	11 8	56 67
07:45	0	26	4	2	5	37	1	21	3	5	5	35	1	47	7	7	10	72
08:00	0	15	3	2	6	26	0	11	2	4	8	25	0	26	5	6	14	51
08:15 08:30	0	24 18	0	5 2	4	32 24	0	9	1	6	5 3	17 17	0	33 25	1	7 8	6 7	49 41
08:30	0	18	1	4	9	28	0	8	0	2	1	11	0	25	+	6	10	39
09:00	0	13	6	2	4	25	0	9	2	1	2	14	0	22	8	3	6	39
09:15	0	8	2	3	6	19	0	9	1	2	4	16	0	17	3	5	10	35
09:30 09:45	0	8 13	1 4	5 4	5 9	19 30	0	8 14	1	5 4	5	20 24	0	16 27	3 5	10 8	10 14	39 54
10:00	0	9	1	2	9	21	0	3	5	4	5	17	0	12	6	6	14	38
10:15	0	8	4	6	1	19	0	10	2	5	9	26	0	18	6	11	10	45 42
10:30	0	5	4	6	5	20	0	3	5	7	7	22	0	8	9	13	12	42
10:45 11:00	0	8 7	4	6	7	22 21	1 0	4 6	1 8	5	6	17	1 0	12	5	11 9	10 10	39 43
11:15	0	7	3	1	3	14	0	5	0	5	4	22 14	0	13 12	11 3	6	7	28
11:30	0	11	1	5	6	23	0	8	1	3	5	17	0	19	2	8	- 11	28 40
11:45 12:00	1	3	5	2	6	17	0	7	6	5	8	26	1	10	- 11	7	14	43
12:15	0	11 11	3	7	3 5	22 25	0	19 18	4	3 6	5	31 33	0	30 29	7	10 12	10	53 58
12:30	Ö	12	1	4	5	22	0	8	0	3	5	16	0	20	1	7	10	38
12:45	0	8	3	1	2	14	0	13	0	3	4	20	0	21	3	4	6	34
13:00 13:15	0	9	1 4	4	11	25 14	0	11 7	4	3	5	23	0	20 15	5	7	16	48
13:30	0	8 11	3	4	11	29	0	11	5	0	3	11 19	0	22	- 5 8	4	14	25 48
13:45	0	10	2	9	6	27	0	17	6	4	5	32	0	27	- 8	13	- 11	59
14:00	0	4	1	8	7	20	0	3	3	3	4	13	0	7	4	11	- 11	33
14:15 14:30	0	5 6	5 1	5 2	6 8	21 17	0	12	1	4	- 8 9	18 26	0	9 18	7	9	14 17	39 43
14:45	1	7	1	4	3	16	0	13	4	6	6	29	1	20	5	10	9	45
15:00	0	8	1	7	4	20	0	22	2	4	3	31	0	30	3	- 11	7	51
15:15 15:30	0	7	1	2	7	17	0	9	2	1 2	6 7	18	0	16	3	3	13	35
15:45	0	1	1	2	6 7	16 13	0	13	4	2	6	21 25	0	18 14	5	6	13 13	37 38
16:00	0	3	2	1	9	15	0	33	0	0	3	36	0	36	2	- 1	12	51
16:15	0	3	1	4	7	15	0	17	2	1	4	24	0	20	3	5	11	39
16:30 16:45	0	13	1	0	5	19 12	2	16 17	5	0	6	24 27	2	29 25	6	0	11 6	43 39
17:00	0	20	0	0	3	23	0	32	1	0	3	36	0	52	1	0	6	59
17:15	1	11	0	1	2	15	1	27	2	0	6	36	2	38	2	1	8	51
17:30 17:45	1	12	0	0	6	15 12	0	16 17	1 4	0	3	22 22	1	28 22 27	4	0	5 7	37 34 34
18:00	1	5 7	0	0	2	10	1	20	2	1	0	24	2	27	2	1	2	34
18:15	0	0	1	0	1	2	1	15	0	0	1	17	1	15	1	0	2	19
18:30	0	3	0	0	4	7	0	7	2	0	1	10	0	10	2	0	5	17
18:45 19:00	0	3	1 0	0	0	6	0	4 5	0	0	3	7 8	0	7 5	1	0	5	13 8
19:00	0	2	0	0	0	2	0	2	1	0	0	3	0	4	1	0	0	5
19:30	0	1	0	2	1	4	0	4	0	2	0	6	0	5	0	4	1	10
19:45	0	1	0	0	2	3	0	2	0	0	1	3	0	3	0	0	3	6
20:00 20:15	0	1	0	0	2	3	0	6	1	1	0	8	0	7	1	1	2	11
20:15	0	2	0	0	1	3	0	4	1	0	0	5	0	6	1	0	1	8
20:45	0	1	0	0	1	2	2	4	Ö	0	0	6	2	5	Ö	0	1	8
21:00	0	1 2	0	0	2	3	1	1	0	1	0	3	1	2	0	1	2	6
21:15 21:30	0	1	0	0	0	2	0	4	0	0	0	3 4	0	5	0	0	1	5 6
21:45	1	1	0	1	1	4	0	1	0	0	0	1	1	2	0	1	1	5
22:00	0	1	0	0	1	2	0	0	0	1	0	1	0	1	0	1	1	3
22:15	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	2	2
22:30 22:45	0		0	0	0	2	0	1	0	0	1	3	0	3	0	1	0	5
23:00	0	2	0	0	0	2	0	1	0	0	0	1	0	3	0	Ö	Ó	3
23:15	0	1	1	0	0	2	0	0	0	0	0	0	0	-1	1	0	0	2
23:30 23:45	0	1	0	0	0	3	0	3	0	1	0	3	0	1	0	1	0	6
Total	17	839	142	166	317	1481	15	846	120	174	244	1399	32	1685	262	340	561	2880





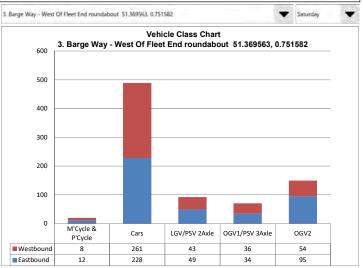
3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

Barge Way 06-Jun-16 Eastbound Westbound

Vehicle Class Summary

2% 60% 11% 9% 18% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

			Easth	oound					Westl	oound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	6	0	0	0	6 27	0	1 31	1 0	0	1 0	3 31	0	7 57	1 0	0	1	9
00:30	0	26 0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	Ö	58 1
00:45	0	4	0	2	0	6	0	5	0	0	0	5	0	9	0	2	0	- 11
01:00	0	2	1	0	1	4	0	2	0	0	1	3	0	4	1	0	2	7
01:15	0	0	0	0	2	2	0	0	1	0	0	1	0	0	1	0	2	3
01:45	1	4	1	0	1	7	0	4	0	0	0	4	1	8	1	0	1	3 11
02:00	0	0	0	0	0	0	0	0	1	2	1	4	0	0	1	2	1	4
02:15 02:30	0	1	0	1	3	5	0	0	0	1	0	1	0	1	0	2	3	6
02:30	0	2	0	0	2	3 4	0	2	0	1	3	6	0	3 4	0	1	5	5 10
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2
03:30 03:45	0	2	0	0	0	2	0	2	0	0	0	1 2	0	3	0	0	0	3 4
04:00	Ö	1	0	0	3	4	0	1	0	0	0	1	0	2	0	0	3	5
04:15	0	2	0	0	1	3	0	3	0	0	0	3	0	5	0	0	1	6
04:30 04:45	0	3 6	0	0	2	4 8	0	1	0	2	0	2	0	7	0	2	2	6 11
05:00	3	8	1	0	0	12	0	2	0	1	0	3	3	10	1	1	0	15
05:15	0	4	1	1	0	6	0	10	1	0	0	11	0	14	2	1	0	17
05:30 05:45	1	12	0	1	2	16	0	6	1	0	0	7 9	1	18	1 2	1	2	23
06:00	0	9	2	1	1 2	12 11	0	7 9	1	3	1	14	0	16 16	2	4	3	21 25
06:15	0	2	2	1	4	9	0	3	1	1	1	6	0	5	3	2	5	15
06:30 06:45	0	9	0	0	4	13	0	3	0	2	1 2	6	0	12	0	2	5	19
07:00	0	7 8	1 2	4 2	3	14 15	0	6	2	0	0	9	0	7 14	4	3	3	16 24
07:15	0	5	2	2	3	12	0	2	0	2	2	6	0	7	2	4	5	18
07:30 07:45	0	5	1	0	0	6	0	0	1	1	4	6	0	5	2	1	4	12
08:00	2	2	1	0	3	7 8	0	2	1	3	3	7 9	2	6 4	3	3	6	14 17
08:15	0	1	0	1	2	4	0	1	0	2	2	5	0	2	0	3	4	9
08:30 08:45	0	2	0	2	3	7	0	3	1	2	1	7	0	5	1	4	4	14
09:00	0	3	1	3	5	6 12	0	7	1	1	3	2 12	0	10	2	3 4	2 8	8 24
09:15	0	2	0	3	3	8	0	2	0	0	1	3	0	4	0	3	4	- 11
09:30 09:45	0	5	1	0	1 2	6 5	0	7	1	1	3	10	0	12 6	2	1	5	16 14
10:00	0	1	3	1	3	8	0	2	1	1	2	6	0	3	4	2	5	14
10:15	0	5	3	0	2	10	0	6	3	0	1	10	0	- 11	6	0	3	20
10:30	0	0	3	1 2	2	3 9	0	1	1	0	1 2	5	0	1	4	4	3	5
10:45	0	0	1	0	2	4	0	6	2	0	1	9	0	7	3	0	6 3	14 13
11:15	0	4	0	0	4	8	0	2	1	0	0	3	0	6	1	0	4	11
11:30	0	3	0	0	0	3 4	2	7	0	0	1	9	2	10 9	0	0	2	12 14
11:45 12:00	0	2	1	0	0	3	0	4	1	0	0	5	0	6	2	0	0	8
12:15	0	4	2	0	2	8	0	4	1	0	1	6	0	8	3	0	3	14
12:30 12:45	1	1	0	0	0 2	1 6	0	3	0	0	0	3	1	4	2	0	2	9
13:00	0	3	3	0	1	7	0	6	1	0	2	9	0	9	4	0	3	16
13:15	0	1	1	0	0	2	0	7	1	0	1	9	0	8	2	0	1	11
13:30 13:45	0	0	0	0	0	0	0	1	2	0	0	3	0	5 1	2	0	0	5 3
14:00	0	1	0	0	0	1	0	3	0	0	0	3	0	4	0	0	0	4
14:15	0	4	0	0	0	4	1	3	1 2	0	0	5	1	7	1	0	0	9
14:30 14:45	0	2	0	0	1	2	0	2	3	0	0	5 5	0	3 4	3	0	1	8
15:00	ő	0	0	0	1	1	0	3	0	0	1	4	0	3	0	0	2	5
15:15	0	0	0	1	1	2	0	1	0	0	0	1	0	1	0	1	1	3
15:30 15:45	0	4	0	0	1 0	5 5	0	5 4	0	0	0	5	0	9	0	0	1	10 10
16:00	ő	0	1	Ö	0	1	0	3	0	1	0	4	0	3	1	1	0	5
16:15	0	0	0	0	0	0	0	2	2	0	0	4	0	2	2	0	0	4
16:30 16:45	0	6	0	0	0	8 5	0	1 2	1	0	0	2	0	7 5	1 2	0	0	10 8
17:00	2	0	0	0	0	2	0	2	0	0	0	2	2	2	0	0	0	4
17:15	0	0	0	0	0	0	1	5	0	0	1	7	1	5	0	0	1	7
17:30 17:45	1	4	2	0	0	7	0	3	0	0	0	2	1	7	1 2	0	0	10
18:00	0	1	0	0	1	2	1	8	0	0	0	9	- 1	9	0	0	1	- 11
18:15 18:30	0	0	1	0	0	1	0	3	0	0	1	4	0	3	1	0	1	5
18:30	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2
19:00	0	0	0	0	0	0	0	1	1	0	0	2	0	1	- 1	0	0	2
19:15 19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	2
20:00	0	1	0	0	0	1	0	3	0	0	0	3	0	4	0	0	0	4
20:15 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	1 0	0	0	0	0	0	0	2	0	1	0	0	1	1 2
21:00	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
21:15	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
21:30	1	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2
22:00	Ö	0	0	0	0	0	0	0	0	0	0	Ô	0	Ö	0	0	0	0
22:15 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	1 0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	228	49	34	95	418	- 8	261	43	36	54	402	20	489	92	70	149	820



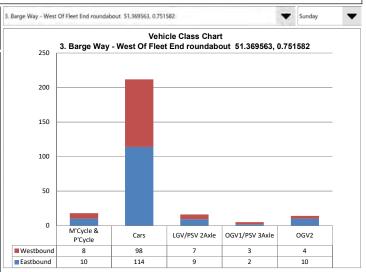


3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3 Barge Way 06-Jun-16 Eastbound Westbound

Vehicle Class Summary

M'Cycle & P'Cycle	7%
Cars LGV	80%
LGV	6%
OGV1 & PSV	2%
OGV2	5%

	Eastbound					Westbound				Combined								
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
00:00 00:15	0	1 0	0	0	0	1	0	0	0	0	0	2	2	1	0	0	0	1 3
00:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
01:30 01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
02:30 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2
04:30	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2
04:45 05:00	0	6 7	0	0	0	6 8	1	0 4	0	0	0	7	2	6 11	0	0	0	6 15
05:15	0	2	0	0	0	2	0	4	0	0	0	4	0	6	0	0	0	6
05:30	0	3	0	0	0	3	1	4	0	0	0	5	1	7	0	0	0	8
05:45	0	3	0	0	0	3	1	2	0	0	0	3	1	5	0	0	0	6
06:00 06:15	0	2	0	0	0	2	0	2	0	0	0	2	0	5 4	0	0	0	5 4
06:30	0	4	1	0	2	7	0	3	0	1	0	4	0	7	- 1	1	2	- 11
06:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
07:00 07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
07:45	0	0	1	0	0	1	0	1	0	0	1	2	0	1	- 1	0	1	3
08:00 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
08:45	1	0	0	0	0	1	0	0	1	0	0	1	1	0	- 1	0	0	2
09:00	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2
09:15 09:30	0	1 2	0	0	0	1 2	1 0	0	0	0	0	0	0	1 2	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 10:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
11:00	1	1	0	1	0	3	0	0	0	0	0	0	1	1	0	1	0	3
11:15	1	1	0	0	0	2	0	3	0	0	0	3	1	4	0	0	0	5
11:30 11:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 12:45	0	2 4	0	0	0	2 5	0	0	0	1 0	0	4 0	0	5 4	1	0	0	6 5
13:00	0	4	0	0	0	4	0	3	0	0	0	3	0	7	0	0	0	7
13:15	0	1	1	0	0	2	0	1	0	0	0	1	0	2	- 1	0	0	3
13:30 13:45	0	2	1	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3
14:00	0	2	0	0	0	2	0	1	1	0	0	2	0	3	1	0	0	4
14:15	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
14:30	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2
14:45 15:00	0	3	0	0	0	3 2	0	1 0	0	0	0	1 0	0	4	0	0	1	4 2
15:15	0	2	0	0	0	2	0	2	1	0	0	3	0	4	- 1	0	0	5
15:30	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
15:45 16:00	0	1 1	0	0	0	1	0	1	1	0	0	2	0	2	1	0	0	3
16:15	0	1	0	0	1	2	0	0	0	0	0	0	0	- 1	0	0	1	2
16:30	0	7	0	0	1	8	0	1	0	0	1	2	0	8	0	0	2	10
16:45 17:00	0	3	0	0	0	4	0	5	0	0	0	5	0	5 9	0	0	0	9
17:15	0	2	1	0	0	3	0	3	0	0	0	3	0	5	- 1	0	0	6
17:30 17:45	0	4	0	0	0	4	1	4	0	0	0	5	1	8	0	0	0	9
17:45	0	6	0	0	0	6	0	4 6	0	0	0	4 6	0	10 6	0	0	0	10 6
18:15	0	0	0	0	0	0	0	3	0	0	0	3	0	3	0	0	0	3
18:30	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0	1	2
18:45 19:00	0	1 1	0	0	0	1	0	4 0	0	0	0	4 0	0	5 1	0	0	0	5
19:15	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3
19:30	0	1	0	0	0	1	0	3	0	0	0	3	0	4	0	0	0	4
19:45 20:00	0	1	0	0	0	1 1	0	0	0	0	0	0	1	1	0	0	0	2
20:00	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
20:30	1	0	0	0	0	1	0	3	0	0	0	3	1	3	0	0	0	4
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 21:15	0	0	0	0	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
21:45	0	2	0	0	0	2	0	1	0	0	0	1	0	3	0	0	0	3
22:00 22:15	0	2	0	0	0	2	0	4	0	0	0	2 4	0	6	0	0	0	6
22:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	2	0	0	0	2	0	3	0	0	0	3	0	5	0	0	0	5
23:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	10	114	9	2	10	145	- 8	98	7	3	4	120	18	212	16	5	14	265





3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

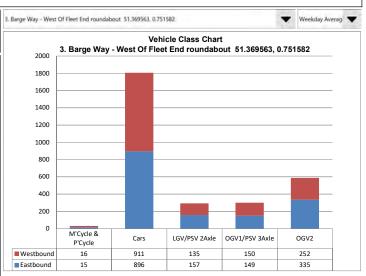
Barge Way 06-Jun-16

Eastbound

Vehicle Class Summary

1%
60%
10%
10%
19%

														OGV2 19%				7 70	
				Easth	ound					Westl	oound					Com	bined		
6000 10000 10000 10000 10000 10000 10000 1		oŏ _		_				∞						۰ŏ _					
6000 10000 10000 10000 10000 10000 10000 1		cle	SJL	/PS/	1/P	1/2	tal	cle	SIL	Ze ye	1/P	.42	tal	cle	2	Ze X	1/P	\ \ \ \	重
6000 10000 10000 10000 10000 10000 10000 1		<u>ခဲ့</u> ဗို	ပိ	8 g	36	90	To	٥٥	ပ္ပ	3 8	73,	90	Į.	\$ 5	ပီ	3 8	36	90	P
00-15 0 0 2 1 1 0 0 1 1 4 0 0 3 0 0 0 0 3 0 0 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		_			-			2								_	0 -		
00-20 0 0 1 1 0 0 0 1 2 0 0 1 1 0 0 0 1 1 0 0 1 1 0 0 2 0 0 1 1 0 0 1 1 1 0 0 2 0 0 1 1 0 0 1 1 1 1																1	1	1	
9:00 0 2 2 0 0 1 1 3 0 0 0 3 0 0 0 3 0 0 0 0 3 0 0 1 1 1 5 0 0 1 1 1 1 5 0 1 1 1 1 1 5 0 1 1 1 1		Ö	1		Ö			0	1	Ö		0	2			Ö			
0:116 1 2 0 0 1 1 4 0 2 0 1 0 3 0 1 4 0 1 1 7 7 7 7 7 7 7 7	00:45	0	3		0		5	0		0		0	5			0		1	9
96-39	01:00		2											0				_1_	
91-46														<u> </u>					
02-16 0 4 1 1 1 1 1 6 0 3 3 0 1 1 0 5 8 0 7 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								0	2	Ö			2				0		
0.230 0 7 0 0 7 0 0 0 7 7 0 0 5 0 0 1 1 0 0 5 0 0 1 1 0 0 1 1 0 1 0																			
02-46 0 5 5 0 0 1 1 6 0 4 0 1 1 0 5 5 0 8 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																			
93.00 0 3 3 0 1 1 1 1 4 0 3 3 0 0 0 0 3 3 0 6 0 1 1 1 1 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1								0	4										
0.330 0 0 0 1 1 0 0 1 1 10 0 0 0 3 0 0 2 1 1 5 0 0 111 1 1 2 2 2 1 5 5 0 0 0 1 1 1 1 1 2 2 2 1 5 5 0 0 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1	03:00	0	3	0	1	1	4	0	3	0	0		3	0	6	0	1	1	8
0.93-66	03:15																		
0.400													10						
0.430 0 9 9 1 1 0 0 1 1 1 1 0 0 6 0 0 1 1 1 1 8 0 0 15 1 1 1 2 2 13 3 9 9 1 1 1 1 0 0 6 0 0 1 1 1 1 8 0 0 15 1 1 1 1 2 2 13 3 9 9 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1	04:00										2								22
06:00	04:15											2			17	- 1	2		
06:00		0	9			1	11		6	0		1	8		15	1	1		
08:16 0 22 12 1 1 1 28 1 1 1 7 0 2 1 1 2 1 1 33 2 2 4 8 6 08:40 1 30 2 1 1 3 3 37 0 17 0 1 1 1 1 9 1 1 47 2 2 4 4 5 6 08:40 2 22 3 3 1 6 4 4 1 0 1 13 1 1 2 2 1 1 7 1 2 2 1 7 2 2 4 5 6 08:40 2 2 22 3 3 1 6 4 4 1 0 1 13 1 1 2 2 1 1 7 2 2 2 7 7 8 8 08:40 1 3 1 7 6 2 3 2 8 1 1 1 7 0 1 1 1 1 1 2 1 1 1 3 1 7 2 2 2 7 7 8 8 08:40 1 3 1 7 6 2 3 2 8 1 1 1 1 7 0 1 1 1 1 1 2 1 1 1 3 1 1 2 2 1 1 7 1 2 1 1 1 3 1 1 2 2 1 1 7 1 2 1 1 1 3 1 1 1 2 1 1 1 1 3 1 1 1 2 1 1 1 1															35	2			44
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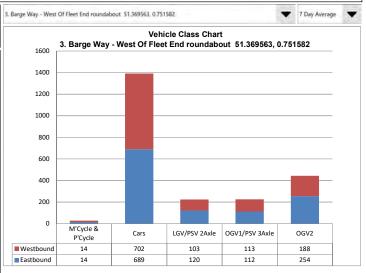
3261-LON RPS Group Kemsley West Of Fleet End roundabout 51.369563, 0.7 3

Barge Way 06-Jun-16 Eastbound Westbound

Vehicle Class Summary

1% 60% 10% 10% 19% M'Cycle & P'Cycle Cars LGV OGV1 & PSV OGV2

					1				1976									
			East	oound					West	bound					Com	bined		
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PS V 3Axle	OGV2	Total
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15:15 15:30	0	5	1	3 2	4 6	13 13	0	6 10	2	2	5 3	14 17	0	15	3	5 4	9	28 30
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23:30 23:45	0	2	0	0	1	3	0	2	0	0	0	2	0	6 4	0	0	1	7 5
Total	14	689	120	112	254	1189	14	702	103	113	188	1120	28	1391	224	224	442	2309



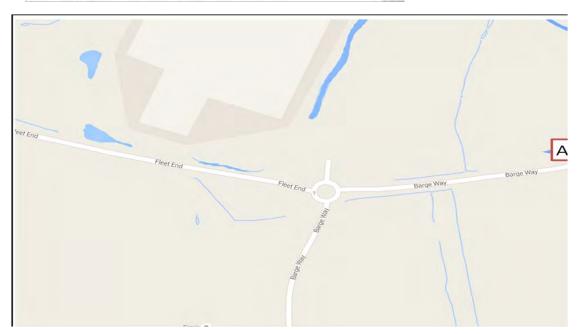


Client: Project: Job Number Start Date: Site No.

RPS Group
Kemsley
3261-LON
06-Jun-16
3
Barge Way
West Of Fleet End roundabout 51.369563, 0.751582
Eastbound
Westbound Road Location: Directions

3. Barge Way - West Of Fleet End roundabout 51.369563, 0.751582





Site Name Ri 5895/2	o1/06/2013 00:00	Time Peric Time Inter 0 - 520 cm 521 - 660 661 - 1160 1160+ cm 0 - 10 mph 11 - 15 mp 16 - 20 mp 21 - 25 mp 26 - 30 mp 31 - 35 mp 36 - 40 mp 41 - 45 mp 46 - 50 mp 51 - 55 mp 56 - 60 mp 61 - 70 mp 0 00:59:00	ρ 71 - 80 mp 80+ mph Avg mph	Total Volume 162
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5895/2	29/06/2013 00:00	08:59:00	4
5895/2	29/06/2013 00:00	09:59:00	S
5895/2	29/06/2013 00:00	10:59:00	6
5895/2	29/06/2013 00:00	11:59:00	7
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5895/2	29/06/2013 00:00	13:59:00	8
5895/2	29/06/2013 00:00	14:59:00	8
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5895/2	29/06/2013 00:00	16:59:00	8
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5895/2	29/06/2013 00:00	23:59:00	2
5895/2	30/06/2013 00:00	00:59:00	1
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5890/1	01/06/2013 00:00	02:59:00	13
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5890/1	01/06/2013 00:00	11:59:00	294
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5890/1	01/06/2013 00:00		341
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5890/1	01/06/2013 00:00		351
5890/1	01/06/2013 00:00	16:59:00	333 265
5890/1 5890/1	01/06/2013 00:00 01/06/2013 00:00	18:59:00	234
5890/1	01/06/2013 00:00		166
5890/1	01/06/2013 00:00		105
5890/1	01/06/2013 00:00	21.59.00	95
5890/1	01/06/2013 00:00	22.59.00	86
5890/1	01/06/2013 00:00	23:59:00	52
5890/1	02/06/2013 00:00	01:59:00	30
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5890/1	02/06/2013 00:00		18
5890/1	02/06/2013 00:00		37
5890/1	02/06/2013 00:00	06:59:00	42
5890/1	02/06/2013 00:00		44
5890/1	02/06/2013 00:00	08:59:00	80
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5890/1	02/06/2013 00:00		288
5890/1	02/06/2013 00:00	13:59:00	300
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5890/1	02/06/2013 00:00	15:59:00	257
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5890/1	02/06/2013 00:00	17:59:00	164
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5890/1	02/06/2013 00:00		72
5890/1	02/06/2013 00:00	22:59:00	55
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5890/1	03/06/2013 00:00		62
5890/1	03/06/2013 00:00		131
5890/1	03/06/2013 00:00	07:59:00	244
5890/1	03/06/2013 00:00	09:59:00	286
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5890/1	06/06/2013 00:00		71
5890/1	06/06/2013 00:00	06:59:00	122
5890/1	06/06/2013 00:00		240
5890/1	06/06/2013 00:00	08:59:00	283
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5890/1	06/06/2013 00:00		235
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Site Name Re 5894/2	eport Date 01/06/2013 00:00	ime Peric Time Inter 0 - 520 cm 521 - 660 661 - 1160 1160 c cm 0 - 10 mph 11 - 15 mp 16 - 20 mp 21 - 25 mp 26 - 30 mp 31 - 35 mp 36 - 40 mp 41 - 45 mp 46 - 50 mp 51 - 55 mp 56 - 60 mp 61 - 70 mp 71 - 80 mp 80 + mph 005 900	Avg mph Total Vo
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5894/2	03/06/2013 00:00		94
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5894/2	30/06/2013 00:00		651
5894/2	30/06/2013 00:00		805
5894/2	30/06/2013 00:00		803
5894/2	30/06/2013 00:00		856
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5894/2	30/06/2013 00:00		739
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5894/2	30/06/2013 00:00		974
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5894/2	30/06/2013 00:00		744
5894/2	30/06/2013 00:00		509
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5894/2	30/06/2013 00:00		158
5894/2	30/06/2013 00:00	23:59:00	83

5894/2 29/06/2013 00:00 02:59:00

Site Name 5894/1	Report Date 01/06/2013 00:00		Time Inter 0 - 520 cm 521 - 660 661 - 1160 1160+ cm 0 - 10 mph 11 - 15 mp 16 - 20 mp 21 - 25 mp 26 - 30 mp 31 - 35 mp 36 - 40 mp 41 - 45 mp 46 - 50 mp 51 - 55 mp 56 - 60 mp 61 - 70 mp 71 - 80 mp 80+ mph	Avg mph	Total Volume 35
5894/1 5894/1	01/06/2013 00:00 01/06/2013 00:00				18 12
5894/1	01/06/2013 00:00				15
5894/1 5894/1	01/06/2013 00:00 01/06/2013 00:00				18 109
5894/1	01/06/2013 00:00	06:59:00			93
5894/1 5894/1	01/06/2013 00:00 01/06/2013 00:00				194 218
5894/1	01/06/2013 00:00	09:59:00			336
5894/1 5894/1	01/06/2013 00:00 01/06/2013 00:00				384 415
5894/1	01/06/2013 00:00				428
5894/1 5894/1	01/06/2013 00:00 01/06/2013 00:00				373 338
5894/1	01/06/2013 00:00	15:59:00			298
5894/1 5894/1	01/06/2013 00:00 01/06/2013 00:00				260 289
5894/1	01/06/2013 00:00	18:59:00			177
5894/1 5894/1	01/06/2013 00:00 01/06/2013 00:00				122 119
5894/1	01/06/2013 00:00				73
5894/1 5894/1	01/06/2013 00:00				77 47
5894/1	02/06/2013 00:00				21
5894/1 5894/1	02/06/2013 00:00 02/06/2013 00:00				21 15
5894/1	02/06/2013 00:00	03:59:00			14
5894/1 5894/1	02/06/2013 00:00 02/06/2013 00:00				17 62
5894/1	02/06/2013 00:00	06:59:00			47
5894/1 5894/1	02/06/2013 00:00 02/06/2013 00:00				72 97
5894/1	02/06/2013 00:00	09:59:00			197
5894/1 5894/1	02/06/2013 00:00 02/06/2013 00:00				290 312
5894/1	02/06/2013 00:00	12:59:00			342
5894/1 5894/1	02/06/2013 00:00 02/06/2013 00:00				328 296
5894/1	02/06/2013 00:00	15:59:00			259
5894/1 5894/1	02/06/2013 00:00 02/06/2013 00:00				210 244
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5894/1	03/06/2013 00:00				463
5894/1 5894/1	03/06/2013 00:00 03/06/2013 00:00				338 319
5894/1	03/06/2013 00:00				309
5894/1 5894/1	03/06/2013 00:00 03/06/2013 00:00				326 307
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5894/1	04/06/2013 00:00	14:59:00			329
5894/1 5894/1	04/06/2013 00:00 04/06/2013 00:00	15:59:00 16:59:00			344 349
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5894/1	05/06/2013 00:00	10:59:00			320
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5894/1 5894/1	27/06/2013 00:00 27/06/2013 00:00 28/06/2013 00:00 28/06/2013 00:00 28/06/2013 00:00	10:59:00 11:59:00 12:59:00 14:59:00 14:59:00 16:59:00 17:59:00 19:59:00 20:59:00 21:59:00 23:59:00 00:59:00 01:59:00 03:59:00
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\$884/1 \$8	27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 28/06/2013 00:00	10:59:00 12:59:00 12:59:00 13:59:00 15:59:00 15:59:00 15:59:00 17:59:00 18:59:00 20:59:00 22:59:00 22:59:00 03:59:00 03:59:00 05:59:00 07:59:00
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\$884/1 \$8	27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 27/06/2013 00:00 28/06/2013 00:00	10.59:00 12.59:00 12.59:00 12.59:00 12.59:00 12.59:00 12.59:00 15.
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	30/06/2013 00:00		176
	30/06/2013 00:00		112
	30/06/2013 00:00		86
	30/06/2013 00:00		38
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								-10 mph 11 - 15 mp 16 - 20 mp 21 - 25 mp 26 - 30 mp 31 - 35 mp 36 - 40 mp 41 - 45 mp 46 - 50 mp 51 - 55 mp 56 - 60 mp 61 - 70 mp 71 - 80 mp 80+ mph		
5894/2 5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	01:14:00 01:29:00 01:44:00	4 5 6	8 8 5	1 0 1	0 1 2	1 0 0		65 55 59	10 9 8
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5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00 01/06/2017 00:00	02:29:00 02:44:00	9	10 11	1	0	1 4		58 61	12 12 16
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	02:59:00 03:14:00	11 12	4	3	2	3		60 61	12
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	03:29:00 03:44:00	13 14	13 15	2	1 5	6 2		60 60	22
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	03:59:00 04:14:00	15 16	14 18	1	2	2		63 61	19 22
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5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	04:59:00 05:14:00	19 20	70 120	13 21	8	8 14		66 66	99 163
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	05:29:00 05:44:00	21 22	141	30 29	7 15	9		67 67	187 250
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5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	08:59:00 09:14:00	35 36	212 173	20 30	18 24	9		64 63	259 235
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	09:29:00 09:44:00	37 38	182 207	22 22	13	10 17		63 63	227 255
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	09:59:00 10:14:00	39 40	188 180	23 15	10 18	13 15		64 63	234 228
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	10:29:00 10:44:00	41	166 130	8	6	19		65 63	199 168
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	10:59:00 11:14:00	43 44	174 235	16 19	6	16 15		64 62	212 281
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	11:29:00 11:44:00	45 46	240 193	20 28	9	13 17		64 62	282 246
5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	11:59:00 12:14:00	47 48	183 167	19 14	16 15	16 15		63 63	234 211
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5894/2 5894/2	01/06/2017 00:00 01/06/2017 00:00	12:59:00 13:14:00	51 52	182 197	20 14	11 21	8 11		63 63	221 243
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5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	14:44:00 14:59:00	58 59	177 161	22 22	17 6	7 10	63 63	223 199
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5894/2	02/06/2017 00:00	15:59:00	63	216	17	5	10	63	248
5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	16:14:00 16:29:00	64 65	238 222	26 25	9 16	7 10	64 64	280 273
5894/2	02/06/2017 00:00	16:44:00	66	199	13	5	9	65	226
5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	16:59:00 17:14:00	67 68	212 236	15 24	7 7	2 5	67 66	236 272
5894/2	02/06/2017 00:00	17:29:00	69	180	14	9	3	66	206
5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	17:44:00 17:59:00	70 71	195 201	21 13	10 4	12 3	65 63	238 221
5894/2	02/06/2017 00:00	18:14:00	72	170	14	4	4	66	192
5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	18:29:00 18:44:00	73 74	138 147	10 8	2	1	64 64	151 159
5894/2	02/06/2017 00:00	18:59:00	75	145	9	3	1	65	158
5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	19:14:00 19:29:00	76 77	153 145	9 10	4	4 2	65 66	170 159
5894/2	02/06/2017 00:00	19:44:00	78	124	15	4	0	66	143
5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	19:59:00 20:14:00	79 80	95 105	10 11	5 3	1 6	67 66	111 125
5894/2	02/06/2017 00:00	20:29:00	81	94	11	5	1	65	111
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5894/2	02/06/2017 00:00	21:59:00	87	59	3	1	2	63	65
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5894/2 5894/2	02/06/2017 00:00 02/06/2017 00:00	22:59:00 23:14:00	91 92	43 31	2	4	0	62 62	49 37
5894/2	02/06/2017 00:00	23:29:00	93	39	3	2	0	62	44
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5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	03:59:00 04:14:00	15 16	13 17	1	0	0	62 60	14 19
5894/2	03/06/2017 00:00	04:29:00	17	20	1	0	0	65	21
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	04:44:00 04:59:00	18 19	25 30	1 7	3 2	1 2	63 67	30 41
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5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	09:14:00 09:29:00	36 37	179 181	11 15	6 7	2	65 65	198 206
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5894/2	03/06/2017 00:00	11:14:00	44	197	8	6	2	65	213
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	11:29:00 11:44:00	45 46	212 213	13 17	5 0	3 1	64 65	233 231
5894/2	03/06/2017 00:00	11:59:00	47	246	15	8	3	65	272
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	12:14:00 12:29:00	48 49	216 238	10 15	4	1 2	65 64	231 259
5894/2	03/06/2017 00:00	12:44:00	50	222	17	5	1	65	245
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	12:59:00 13:14:00	51 52	223 218	16 10	1 6	1	65 64	241 237
5894/2	03/06/2017 00:00	13:29:00	53	213	12	4	0	66	229
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	13:44:00 13:59:00	54 55	213 195	13 22	3 2	0	64 65	229 219
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5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	14:29:00 14:44:00	57 58	179 186	12 11	8 7	1 0	64 65	200 204
5894/2	03/06/2017 00:00	14:59:00	59	158	17	5	0	64	180
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	15:14:00 15:29:00	60 61	182 200	9 12	5 4	0	65 65	196 216
5894/2	03/06/2017 00:00	15:44:00	62	196	5	5	0	63	206
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	15:59:00 16:14:00	63 64	194 241	11 10	1 5	1	65 64	207 257
5894/2	03/06/2017 00:00	16:29:00	65	194	20	4	1	64	219
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	16:44:00 16:59:00	66 67	179 187	11 15	0 2	0	65 65	190 205
5894/2	03/06/2017 00:00	17:14:00	68	187	6	4	2	64	199
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5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	17:59:00	71	190	10	4	0	65 65	204
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5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	18:29:00 18:44:00	73 74	160 184	8 11	2	0	67 65	170 197
5894/2	03/06/2017 00:00	18:59:00	75	172	5	2	3	63	182
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	19:14:00 19:29:00	76 77	172 139	10 8	4 0	1 2	65 67	187 149
5894/2	03/06/2017 00:00	19:44:00	78	139	12	1	0	67	152
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	19:59:00 20:14:00	79 80	116 102	3 9	3 2	0 5	65 65	122 118

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5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	21:44:00 21:59:00	86 87	66 58	4	0	1 0	64 63	71 61
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	22:14:00 22:29:00	88 89	75 69	6 4	1 0	0	65 61	82 73
5894/2	03/06/2017 00:00	22:44:00	90	72	5	2	0	64	79
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	22:59:00 23:14:00	91 92	50 51	0	1	0	58 63	51 53
5894/2 5894/2	03/06/2017 00:00 03/06/2017 00:00	23:29:00 23:44:00	93 94	52 47	3 0	1	0	62 64	56 48
5894/2	03/06/2017 00:00	23:59:00	95	42	5	3	0	63	50
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	00:44:00 00:59:00	2	23 40	3 1	0 2	0	59 62	26 44
5894/2	04/06/2017 00:00	01:14:00	4	26	0	1	0	61	27
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	01:29:00 01:44:00	5 6	14 11	4	0	0	65 64	18 15
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	01:59:00 02:14:00	7 8	14 10	1	0	0	64 61	15 12
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	04:59:00 05:14:00	19 20	27 24	2 0	1 0	0	65 65	30 24
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	08:29:00 08:44:00	33 34	88 91	7 5	3 6	5 1	64 63	103 103
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	09:44:00 09:59:00	38 39	164 185	6 14	5 4	4	65 65	179 203
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5894/2	04/06/2017 00:00	10:44:00	42	197	18	2	2	64	219
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	11:59:00 12:14:00	47 48	263 261	18 13	2	0	63 63	283 279
5894/2	04/06/2017 00:00	12:29:00	49	229	18	1	3	64	251
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	13:14:00 13:29:00	52 53	236 250	22 14	3	2	64 63	263 267
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5894/2	04/06/2017 00:00	14:14:00	56	242	7	2	0	64	251
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	14:59:00 15:14:00	59 60	235 243	11 9	6 2	1	62 62	253 258
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	15:59:00	62 63	268	13	2	4	60	287
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	17:14:00 17:29:00	68 69	238 209	12 10	5 3	2	63 64	257 223
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	18:29:00 18:44:00	73 74	191 171	17 9	4 6	0	64 64	212 186
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	18:59:00 19:14:00	75 76	169 156	5 8	4	1	66 64	179 165
5894/2	04/06/2017 00:00	19:29:00	77	136	13	2	1	66	152
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5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	20:14:00 20:29:00	80 81	120 115	6 3	0	1	66 62	128 120
5894/2 5894/2	04/06/2017 00:00	20:44:00	82 83	92 86	4	0	2	64 65	98 93
5894/2	04/06/2017 00:00	21:14:00	84	64	4	1	0	65	69
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	21:29:00 21:44:00	85 86	79 57	4	1 3	1 0	63 62	83 64
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	21:59:00 22:14:00	87 88	47 41	4	1 2	0	64 65	52 45
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	22:29:00 22:44:00	89 90	56 40	2	0	1	64 64	59 43
5894/2	04/06/2017 00:00	22:59:00	91	25	2	0	1	64	28
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	23:14:00 23:29:00	92 93	16 31	2 0	1	0	63 64	19 32
5894/2 5894/2	04/06/2017 00:00 04/06/2017 00:00	23:44:00 23:59:00	94 95	18 11	0	0	0	62 63	18 12
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5894/2	05/06/2017 00:00	00:44:00	2	4	0	4	0	61	8
5894/2 5894/2	05/06/2017 00:00 06/06/2017 00:00	00:59:00 01:14:00	3 4	11 10	2	0	0	65 60	13 12
5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	01:29:00 01:44:00	5 6	5 4	3 2	1 0	0	59 58	9 6
5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	01:59:00 02:14:00	7	6	0	2	0	54 55	8
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5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	03:14:00 03:29:00	12 13	10 6	1 0	0	3 2	56 57	14 12
5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	03:44:00 03:59:00	14 15	12 15	3 2	1 2	3	62 57	19 24
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5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	04:29:00 04:44:00	17 18	38 54	3 7	0 2	6 5	63 64	47 68
5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	04:59:00 05:14:00	19 20	75 105	15 22	2 11	9 12	62 65	101 150
5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	05:29:00 05:44:00	21 22	145 160	31 29	12 11	10 11	66 67	198 211
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5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	07:29:00 07:44:00	30	277	35 24	12	10 5	64	319 318
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5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	08:29:00 08:44:00	33 34	231 190	25 18	19 20	9 6	62 61	284 234
5894/2 5894/2	06/06/2017 00:00 06/06/2017 00:00	08:59:00 09:14:00	35 36	216 167	11 22	14 12	8 12	59 57	249 213
5894/2	06/06/2017 00:00	09:29:00	37	150	21	15	14	57	200
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5894/2	09/06/2017 00:00	04:59:00	19	58	12	6	7	65	83
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5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	05:59:00 06:14:00	23 24	166 217	34 38	14 10	13 8	66 67	227 273
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5894/2	09/06/2017 00:00	06:44:00	26	246	38	10	8	65	302
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5894/2	09/06/2017 00:00	07:29:00	29	263	35	7	9	65	314
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	07:44:00 07:59:00	30 31	268 271	23 28	16 19	4 10	66 65	311 328
5894/2	09/06/2017 00:00	08:14:00	32	244	28	15	13	64	300
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	08:29:00 08:44:00	33 34	207 180	26 13	23 13	15 7	65 65	271 213
5894/2	09/06/2017 00:00	08:59:00	35	187	16	11	9	64	223
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	09:14:00 09:29:00	36 37	188 186	14 21	12 19	16 10	63 64	230 236
5894/2	09/06/2017 00:00	09:44:00	38	172	25	12	12	63	221
5894/2	09/06/2017 00:00	09:59:00	39	145	21	6	12	63	184 233
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	10:14:00 10:29:00	40 41	181 190	23 18	16 17	13 17	63 62	242
5894/2	09/06/2017 00:00	10:44:00	42	169	17	17	10	63	213
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	10:59:00 11:14:00	43 44	166 154	26 24	16 11	13 7	62 61	221 196
5894/2	09/06/2017 00:00	11:29:00	45	146	27	20	8	62	201
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	11:44:00 11:59:00	46 47	155 183	22 23	17 23	14 20	60 62	208 249
5894/2	09/06/2017 00:00	12:14:00	48	172	17	13	7	63	209
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	12:29:00 12:44:00	49 50	190 180	17 17	19 12	14 10	61 63	240 219
5894/2	09/06/2017 00:00	12:59:00	51	198	15	19	18	62	250
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	13:14:00 13:29:00	52 53	161 134	23 20	10 12	8	61 63	202 171
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5894/2	09/06/2017 00:00	13:59:00	55	137	23	15	5	63	180
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	14:14:00 14:29:00	56 57	157 171	19 21	6 26	10 10	62 63	192 228
5894/2	09/06/2017 00:00	14:44:00	58	158	17	13	11	63	199
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	14:59:00 15:14:00	59 60	180 175	18 16	6 9	11 6	63 63	215 206
5894/2	09/06/2017 00:00	15:29:00	61	176	28	11	4	64	219
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	15:44:00 15:59:00	62 63	207 216	19 16	8	14 9	63 63	248 244
5894/2	09/06/2017 00:00	16:14:00	64	249	22	7	7	64	285
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	16:29:00 16:44:00	65 66	241 195	22 19	10 6	5 9	65 65	278 229
5894/2 5894/2	09/06/2017 00:00	16:59:00	67	189	20	9	9	65	229
5894/2	09/06/2017 00:00	17:14:00	68	212	19	11	7	66	249
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5894/2	09/06/2017 00:00	17:59:00	71	153	12	4	1	65	170
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	18:14:00 18:29:00	72 73	171 150	11 9	8 6	6 3	65 66	196 168
5894/2	09/06/2017 00:00	18:44:00	74	128	7	4	1	66	140
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	18:59:00 19:14:00	75 76	159 140	12 9	6 4	2	66 65	179 156
5894/2	09/06/2017 00:00	19:29:00	77	121	10	9	2	64	142
5894/2	09/06/2017 00:00	19:44:00	78	105	6	4	3	64	118
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5894/2	09/06/2017 00:00	20:29:00	81	85	8	5	0	65	98
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	20:44:00 20:59:00	82 83	66 66	6 5	5 3	2	54 58	79 74
5894/2	09/06/2017 00:00	21:14:00	84	63	4	2	2	61	71
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	21:29:00 21:44:00	85 86	50 48	3 1	1 5	1 4	60 57	55 58
5894/2	09/06/2017 00:00	21:59:00	87	49	4	0	0	59	53
5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	22:14:00 22:29:00	88 89	62 48	7	1 0	2	57 55	72 51
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5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	22:59:00 23:14:00	91 92	35 36	1 2	4	1	58 60	41 40
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5894/2 5894/2	09/06/2017 00:00 09/06/2017 00:00	23:44:00 23:59:00	94 95	23 23	2	2	0	58 57	27 28
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5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	00:29:00 00:44:00	1 2	23 17	4 5	3 1	1	57 52	31 24
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5894/2	10/06/2017 00:00	01:44:00	6	14	0	2	0	61	16
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	01:59:00 02:14:00	7 8	12 10	0	0	1	62 59	13 11
5894/2	10/06/2017 00:00	02:29:00	9	8	1	2	2	61	13
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	02:44:00 02:59:00	10 11	9 6	3 2	2	0	61 62	14 9
5894/2	10/06/2017 00:00	03:14:00	11	11	2	3	3	61	19
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5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	03:44:00 03:59:00	14 15	15 4	1	0 1	1 2	63 63	17 8
5894/2	10/06/2017 00:00	04:14:00	16	17	1	1	1	63	20
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5894/2	10/06/2017 00:00	04:59:00	19	32	11	4	1	63	48
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5894/2	10/06/2017 00:00	05:44:00	22	48	13	3	7	63	71
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	05:59:00 06:14:00	23 24	53 64	7 13	1 5	0	67 67	61 86
5894/2	10/06/2017 00:00	06:29:00	25	87	17	6	2	67	112
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	06:44:00 06:59:00	26 27	96 87	13 14	7 5	6 1	67 68	122 107
5894/2	10/06/2017 00:00	07:14:00	28	86	16	6	2	67	110
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	07:29:00 07:44:00	29 30	98 115	10 21	5 5	1	66 67	114 146
5894/2	10/06/2017 00:00	07:59:00	31	131	11	6	3	67	151
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5894/2	10/06/2017 00:00	08:44:00	34	152	14	2	0	67	168
5894/2	10/06/2017 00:00	08:59:00	35	154	19	13	1	64	187
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	09:14:00 09:29:00	36 37	159 197	14 12	3 9	3 4	65 66	179 222
5894/2	10/06/2017 00:00	09:44:00	38	216	13	9	1	65	239
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	09:59:00 10:14:00	39 40	204 208	19 15	6 9	1	65 64	230 233
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	10:29:00 10:44:00	41 42	234 231	18 10	3 8	0	65 64	255 251
5894/2	10/06/2017 00:00	10:59:00	43	202	7	9	1	63	219
5894/2	10/06/2017 00:00	11:14:00	44	223	12	3	4	64	242

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5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	11:44:00 11:59:00	46 47	239 237	15 16	12 4	1 2	64 65	267 259
5894/2	10/06/2017 00:00	12:14:00	48	226	4	5	1	64	236
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	12:29:00 12:44:00	49 50	221 218	12 14	4	1 2	64 64	238 237
5894/2	10/06/2017 00:00	12:59:00	51	199	8	2	2	64	211
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	13:14:00 13:29:00	52 53	222 202	15 13	6 3	0	64 64	243 219
5894/2	10/06/2017 00:00	13:44:00	54	184	10	2	1	64	197
5894/2 5894/2	10/06/2017 00:00	13:59:00	55	205	12 7	4	1	64	222 217
5894/2	10/06/2017 00:00 10/06/2017 00:00	14:14:00 14:29:00	56 57	200 207	14	8	2	65 65	227
5894/2	10/06/2017 00:00	14:44:00	58	181	6	2	2	64	191
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	14:59:00 15:14:00	59 60	170 183	14 10	3	1 2	65 63	188 198
5894/2	10/06/2017 00:00	15:29:00	61	162	11	3	0	63	176
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	15:44:00 15:59:00	62 63	164 188	9 15	7 9	0	65 64	180 212
5894/2	10/06/2017 00:00	16:14:00	64	225	19	2	1	64	247
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	16:29:00 16:44:00	65 66	193 205	8 13	3 7	0	64 64	204 225
5894/2	10/06/2017 00:00	16:59:00	67	188	11	5	0	65	204
5894/2 5894/2	10/06/2017 00:00	17:14:00 17:29:00	68 69	149 197	5 15	3	0	64	157 215
5894/2	10/06/2017 00:00 10/06/2017 00:00	17:44:00	70	165	4	2	0	65 66	171
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	17:59:00	71	191 186	15	1	0	65	207 202
5894/2	10/06/2017 00:00	18:14:00 18:29:00	72 73	164	10 15	3	3 2	65 65	184
5894/2	10/06/2017 00:00	18:44:00	74	155	9	5	0	65	169
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5894/2	10/06/2017 00:00	19:29:00	77	145	7	1	0	65	153
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	19:44:00 19:59:00	78 79	128 120	7	1 2	1	65 65	137 129
5894/2	10/06/2017 00:00	20:14:00	80	77	7	2	2	63	88
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	20:29:00	81 82	105 98	7	1	1	64 55	114 105
5894/2	10/06/2017 00:00	20:59:00	83	96	11	1	0	48	108
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5894/2	10/06/2017 00:00	21:44:00	86	144	5	2	0	21	151
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	21:59:00 22:14:00	87 88	106 76	7	3 5	0	18 19	116 83
5894/2	10/06/2017 00:00	22:29:00	89	65	0	2	0	24	67
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	22:44:00 22:59:00	90 91	98 58	5 0	6 4	0	23 20	109 63
5894/2	10/06/2017 00:00	23:14:00	92	47	1	4	0	16	52
5894/2 5894/2	10/06/2017 00:00 10/06/2017 00:00	23:29:00 23:44:00	93 94	111 63	4 2	1	0	32 40	116 69
5894/2	10/06/2017 00:00	23:59:00	95	42	1	1	1	47	45
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	00:14:00 00:29:00	0	38 31	0	0	1 0	61 63	39 34
5894/2	11/06/2017 00:00	00:44:00	2	22	2	4	0	61	28
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	00:59:00 01:14:00	3 4	17 38	4	1 0	1	62 59	23 41
5894/2	11/06/2017 00:00	01:29:00	5	18	3	0	0	60	21
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	01:44:00 01:59:00	6 7	13 16	3	1	0	62 63	17 17
5894/2	11/06/2017 00:00	02:14:00	8	17	1	0	0	61	18
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	02:29:00 02:44:00	9 10	18 10	4	0	2	64 66	24 13
5894/2	11/06/2017 00:00	02:59:00	11	9	5	1	1	57	16
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5894/2	11/06/2017 00:00	03:44:00	14	16	1	0	0	60	17
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	03:59:00 04:14:00	15 16	8 11	0	0	0	68 64	8 16
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5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	04:44:00 04:59:00	18 19	8 12	0 3	2 0	1	55 63	11 16
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	05:14:00 05:29:00	20 21	26 43	1 7	1	0	65 61	28 52
5894/2	11/06/2017 00:00	05:44:00	22	33	4	1	ō	65	38
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5894/2	11/06/2017 00:00	06:29:00	25	57	6	0	0	65	63
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	06:44:00 06:59:00	26 27	56 48	5 5	3 4	2 0	65 63	66 57
5894/2	11/06/2017 00:00 11/06/2017 00:00	07:14:00	28	69	11 7	2	0	66	82
5894/2 5894/2	11/06/2017 00:00	07:29:00 07:44:00	29 30	72 66	7	3	1	66 65	80 76
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5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	08:14:00 08:29:00	32 33	99 100	1 5	1 6	1	66 66	102 111
5894/2	11/06/2017 00:00	08:44:00	34	83	12	1	0	65	96
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	08:59:00 09:14:00	35 36	103 149	7 9	2 4	0	66 66	112 162
5894/2	11/06/2017 00:00	09:29:00	37	183	17	1	1	65	202
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	09:44:00 09:59:00	38 39	174 200	12 12	3 1	1	66 65	190 214
5894/2	11/06/2017 00:00	10:14:00	40	225	10	1	2	65	238
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	10:29:00 10:44:00	41 42	211 216	10 9	8 1	1	64 65	230 229
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	10:59:00 11:14:00	43 44	240 220	10 12	3	2	65 64	255 239
5894/2	11/06/2017 00:00	11:29:00	45	227	8	4	0	65	239
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	11:44:00 11:59:00	46 47	252 233	10 14	2	0	65 65	264 251
5894/2	11/06/2017 00:00	12:14:00	48	203	10	4	2	65	219
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	12:29:00 12:44:00	49 50	214 250	15 12	1	1	63 63	231 266
5894/2	11/06/2017 00:00	12:59:00	51	207	7	3	1	64	218
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	13:14:00 13:29:00	52 53	215 216	14 7	3 5	1	64 64	233 229
5894/2	11/06/2017 00:00	13:44:00	54	217	13	4	3	64	237
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	13:59:00 14:14:00	55 56	217 197	11 8	3 4	1 0	63 63	232 209
5894/2	11/06/2017 00:00	14:29:00	57	188	17	5	1	64	211
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	14:44:00 14:59:00	58 59	209 214	12 14	1 0	1 2	63 62	223 230
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	15:14:00 15:29:00	60 61	181 227	10 16	5 3	0	63 64	196 248
5894/2	11/06/2017 00:00	15:44:00	62	180	9	6	2	63	197
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	15:59:00 16:14:00	63 64	250 243	16 16	3 2	1 2	62 63	270 263
5894/2	11/06/2017 00:00	16:29:00	65	232	4	5	2	63	243
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	16:44:00 16:59:00	66 67	204 196	9	2	0	65 64	215 206
5894/2	11/06/2017 00:00	17:14:00	68	196	9	1	1	65	207
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	17:29:00 17:44:00	69 70	198 175	6 14	6 3	1 0	64 64	211 192
5894/2	11/06/2017 00:00	17:59:00	71	186	14	2	0	65	202
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	18:14:00 18:29:00	72 73	204 182	14 13	6 3	4 0	63 65	228 198
5894/2	11/06/2017 00:00	18:44:00	74	168	11	3	2	64	184
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	18:59:00 19:14:00	75 76	127 166	9 8	2 0	0	66 65	138 176
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	19:29:00 19:44:00	77 78	156 99	7 9	2 0	0	65 63	165 108
5894/2	11/06/2017 00:00	19:59:00	79	106	9	4	0	63	119
5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	20:14:00 20:29:00	80 81	100 107	4	2	2	63 64	108 112
5894/2	11/06/2017 00:00	20:44:00	82	108	8	2	0	64	118
5894/2	11/06/2017 00:00	20:59:00	83	89	2	1	0	64	92

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5894/2 5894/2	11/06/2017 00:00 11/06/2017 00:00	21:29:00 21:44:00	85 86	77 61	7	1 0	0	64 67	85 63
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5894/2	11/06/2017 00:00	22:29:00	89	37	1	1	1	63	40
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5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	08:59:00 09:14:00	35 36	166 155	15 18	8 6	20 14	65 65	209 193
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5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	09:44:00 09:59:00	38 39	171 183	23 20	9	15 9	62 64	218 221
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5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	12:59:00 13:14:00	51 52	178 171	16 10	8 9	10 11	62 63	212 201
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5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	14:44:00 14:59:00	58 59	177 153	19 13	10 4	14 11	62 63	220 181
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5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	15:59:00 16:14:00	63 64	171 207	13 25	9 10	8 11	64 62	201 253
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5894/2	12/06/2017 00:00	17:44:00	70	186	20	6 12	13	66	231
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5894/2	12/06/2017 00:00	18:29:00	73	156	15	1	9	66	181
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5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	20:59:00 21:14:00	83 84	68 50	5 6	0	1	65 64	74 57
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5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	22:29:00 22:44:00	89 90	38 21	1 2	1 0	1 2	64 67	41 25
5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	22:59:00 23:14:00	91 92	26 21	0	0	1	63 61	27 22
5894/2	12/06/2017 00:00	23:29:00	93	15	1	1	1	63	18
5894/2 5894/2	12/06/2017 00:00 12/06/2017 00:00	23:44:00 23:59:00	94 95	15 12	1	1	0	62 61	17 15
5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	00:14:00 00:29:00	0	10 5	2	1	1	61 60	14 7
5894/2	13/06/2017 00:00	00:44:00	2	8	1	0	1	66	10
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5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	08:59:00 09:14:00	35 36	179 159	18 22	19 5	7 9	65 66	223 195
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5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	09:44:00 09:59:00	38 39	189 154	20 17	18 12	16 14	63 64	243 197
5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	10:14:00 10:29:00	40 41	163 157	17 14	11 13	12 11	64 64	203 195
5894/2	13/06/2017 00:00	10:44:00	42	158	11	10	13	62	192
5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	10:59:00 11:14:00	43 44	140 153	18 15	11 11	12 8	62 64	181 187
5894/2	13/06/2017 00:00	11:29:00	45	141	9	7	7	63	164
5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	11:44:00 11:59:00	46 47	140 128	14 17	19 14	8 15	62 63	181 174
5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	12:14:00 12:29:00	48 49	136 176	19 12	10 13	13 17	62 62	178 218
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5894/2	13/06/2017 00:00	15:59:00	63	196	28	8	11	64	243
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5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	19:59:00 20:14:00	79 80	92 89	5 10	7 0	1	67 65	105 102
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5894/2	13/06/2017 00:00 13/06/2017 00:00	20:59:00	83	72	5	2	1	64	80
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5894/2	13/06/2017 00:00	21:44:00	86	47	5	0	1	64	53
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5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	22:29:00 22:44:00	89 90	50 36	3 4	4 0	0	63 62	57 42
5894/2	13/06/2017 00:00	22:59:00	91	23	2	1	1	63	27
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5894/2 5894/2	13/06/2017 00:00 13/06/2017 00:00	23:44:00 23:59:00	94 95	9 13	2	1 0	0	62 65	12 13
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5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	00:59:00 01:14:00	3 4	5 8	1 2	0	0	71 65	6 11
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5894/2	14/06/2017 00:00	02:44:00	10	6	1	1	0	63	8
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5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	03:29:00 03:44:00	13 14	13 12	1 2	0	2	60 62	16 20
5894/2	14/06/2017 00:00	03:59:00	15	18	4	0	2	64	24
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5894/2	14/06/2017 00:00	05:59:00	23 24	173 237	38 44	15	17	68 68	243
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5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	08:44:00 08:59:00	34 35	190 200	20 15	13 11	12 23	66 64	235 249
5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	09:14:00 09:29:00	36 37	201 194	15 19	14 14	8 6	65 64	238 233
5894/2	14/06/2017 00:00	09:44:00	38	155	19	20	15	63	209
5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	09:59:00 10:14:00	39 40	174 179	21 12	18 12	6 13	64 64	219 216
5894/2	14/06/2017 00:00	10:29:00	41	147	17	16	14	63	194
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5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	11:14:00 11:29:00	44 45	144 138	18 15	15 17	5 10	63 64	182 180
5894/2	14/06/2017 00:00	11:44:00	46	116	19	17	15	62	167
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5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	12:29:00 12:44:00	49 50	169 150	13 16	18 14	12 15	63 63	212 195
5894/2	14/06/2017 00:00	12:59:00	51	165	18	20	17	63	220
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5894/2 5894/2	14/06/2017 00:00	13:44:00 13:59:00	54	142 164	15 14	11	10	63	178 210
5894/2	14/06/2017 00:00 14/06/2017 00:00	14:14:00	55 56	156	23	18 16	14 14	63 62	209
5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	14:29:00 14:44:00	57 58	176 156	22 18	17 25	9	63 63	224 208
5894/2	14/06/2017 00:00	14:59:00	59	183	13	15	7	64	218
5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	15:14:00 15:29:00	60 61	154 192	15 21	18 14	10 11	64 64	197 238
5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	15:44:00 15:59:00	62 63	191 190	23 23	9 17	15 12	63 63	238 242
5894/2	14/06/2017 00:00	16:14:00	64	228	20	5	13	65	266
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5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	21:59:00 22:14:00	87 88	53 50	2	0	1 2	63 62	56 55
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5894/2 5894/2	14/06/2017 00:00 14/06/2017 00:00	23:14:00 23:29:00	92 93	30 27	3 2	1	1	64 63	35 30
5894/2	14/06/2017 00:00	23:44:00	94	16	1	1	0	66	18
5894/2 5894/2	14/06/2017 00:00 15/06/2017 00:00	23:59:00 00:14:00	95 0	10 12	4 0	0 1	1	59 67	15 14
5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	00:29:00 00:44:00	1 2	10 9	3 1	3 1	0	61 62	16 11
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5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	08:44:00 08:59:00	34 35	199 216	15 26	27 13	9 12	65 64	250 267
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5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	09:59:00 10:14:00	39 40	167 158	22 18	12 20	18 11	62 63	219 207
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5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	11:14:00 11:29:00	44 45	160 160	20 25	21 11	12 9	61 64	213 205
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5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	14:59:00 15:14:00	59 60	173 192	24 24	14 11	9 15	63 63	220 242
5894/2	15/06/2017 00:00	15:29:00	61	173	21	16	7	63	217
5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	15:44:00 15:59:00	62 63	203 188	10 28	22 15	8 4	64 62	243 235
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5894/2	15/06/2017 00:00	16:44:00	66	222	27	8	7	64	264
5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	16:59:00 17:14:00	67 68	207 258	17 18	6 7	10 7	64 65	240 290
5894/2 5894/2	15/06/2017 00:00 15/06/2017 00:00	17:29:00 17:44:00	69 70	256 219	12 22	5 10	6 8	65 64	279 259
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5894/2	15/06/2017 00:00	22:59:00	91	24	3	0	0	62	34 27
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5894/2 5894/2	15/06/2017 00:00	23:44:00 23:59:00	94 95	22 13	1	1 2	1	62 60	25 16
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5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	01:44:00 01:59:00	6 7	11 3	0	1 4	0	61 62	12 8
5894/2	16/06/2017 00:00	02:14:00	8	10	0	0	0	63	10

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5894/2	16/06/2017 00:00	10:44:00	42	176	23	15	10	62	224
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5894/2	16/06/2017 00:00	13:44:00	54	184	17	10	8	64	219
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5894/2	16/06/2017 00:00	14:29:00	57	171	15	19	15	63	220
5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	14:44:00 14:59:00	58 59	155 169	23 17	15 11	11 16	62 64	204 213
5894/2	16/06/2017 00:00	15:14:00	60	196	17	15	8	64	236
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5894/2	16/06/2017 00:00	15:59:00	63	192	23	10	1	64	226
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5894/2	16/06/2017 00:00	16:44:00	66	179	18	10	6	65	213
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5894/2	16/06/2017 00:00	17:44:00	70	167	11	6	2	66	186
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5894/2	16/06/2017 00:00	18:29:00	73	179	7	6	3	67	195
5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	18:44:00 18:59:00	74 75	151 150	12 7	4	0	66 66	167 162
5894/2	16/06/2017 00:00	19:14:00	76	163	11	3	2	67	179
5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	19:29:00 19:44:00	77 78	137 82	3 6	4	1	67 64	145 93
5894/2	16/06/2017 00:00	19:59:00	79	104	5	4	2	66	115
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5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	20:59:00 21:14:00	83 84	85 89	2 10	4	2	67 68	93 99
5894/2	16/06/2017 00:00	21:29:00	85	72	0	0	2	65	74
5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	21:44:00 21:59:00	86 87	54 67	5 5	0	0	64 64	59 72
5894/2	16/06/2017 00:00	22:14:00	88	42	4	2	0	63	48
5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	22:29:00 22:44:00	89 90	64 33	8	0	1	67	73 36
5894/2	16/06/2017 00:00	22:59:00	91	44	1	0	3	61	48
5894/2 5894/2	16/06/2017 00:00 16/06/2017 00:00	23:14:00 23:29:00	92 93	48 43	3 4	2	1	62 62	54 47
5894/2	16/06/2017 00:00	23:44:00	94	37	0	1	1	65	39
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5894/2	17/06/2017 00:00	01:14:00	4	18	2	0	0	62	20
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5894/2	17/06/2017 00:00	01:59:00	7	7	2	1	1	61	11
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	02:14:00 02:29:00	8 9	10 9	1	1 0	0	65 63	12 13
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5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	02:59:00 03:14:00	11 12	12 10	1 0	0	1	62 64	14 11
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5894/2	17/06/2017 00:00	04:14:00	16	13	1	0	0	63	14
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	04:29:00 04:44:00	17 18	19 18	4	1 3	1 2	60 61	25 27
5894/2	17/06/2017 00:00	04:59:00	19	40	7	2	0	63	49
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5894/2	17/06/2017 00:00	05:44:00	22	59	7	2	1	68	69
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5894/2	17/06/2017 00:00	06:29:00	25	98	13	10	7	65	128
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5894/2	17/06/2017 00:00	07:59:00	31	128	14	4	2	67	148
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	08:14:00 08:29:00	32 33	147 160	15 12	2 5	1	65 67	165 178
5894/2	17/06/2017 00:00	08:44:00	34	187	12	10	3	67	212
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	08:59:00 09:14:00	35 36	159 186	15 11	5 5	4	66 66	183 202
5894/2	17/06/2017 00:00	09:29:00	37	123	7	1	2	66	133
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	09:44:00 09:59:00	38 39	228 183	17 11	4	5 1	65 65	254 199
5894/2	17/06/2017 00:00	10:14:00	40	208	14	6	2	64	230
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	10:29:00 10:44:00	41 42	233 237	19 20	6 5	3 1	65 65	261 263
5894/2	17/06/2017 00:00	10:59:00	43	230	11	5	0	65	246
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	11:14:00 11:29:00	44 45	231 209	14 11	4 5	1	66 65	250 226
5894/2	17/06/2017 00:00	11:44:00	46	224	20	4	3	65	251
5894/2	17/06/2017 00:00	11:59:00	47	200	11	6	4	65	221

5894/2	17/06/2017 00:00	12:14:00	48	191	17	11	2	65	221
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	12:29:00 12:44:00	49 50	211 160	7 14	1 5	1	64 67	220 179
5894/2	17/06/2017 00:00	12:59:00	51	198	13	5	2	66	218
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	13:14:00 13:29:00	52 53	175 208	18 6	9	2	66 65	204 218
5894/2	17/06/2017 00:00	13:44:00	54	192	12	6	0	64	210
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	13:59:00 14:14:00	55 56	209 175	9	1	0	66 63	219 191
5894/2	17/06/2017 00:00	14:14:00	57	174	13	5	0	63	192
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	14:44:00 14:59:00	58	158	8 13	1 7	1	66	168 192
5894/2	17/06/2017 00:00	15:14:00	59 60	170 152	10	4	2	65 65	168
5894/2	17/06/2017 00:00	15:29:00	61	160	10	3	3	64	176
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	15:44:00 15:59:00	62 63	196 179	12 12	3 4	0	64 64	211 195
5894/2	17/06/2017 00:00	16:14:00	64	212	18	5	0	63	235
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	16:29:00 16:44:00	65 66	207 181	7 11	5 3	2	65 64	221 196
5894/2	17/06/2017 00:00	16:59:00	67	187	7	3	0	64	197
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	17:14:00 17:29:00	68 69	187 184	9 6	1 2	1 0	64 64	198 192
5894/2	17/06/2017 00:00	17:44:00	70	224	12	0	2	67	238
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	17:59:00 18:14:00	71 72	188 224	14 14	1 2	0	66 65	203 240
5894/2	17/06/2017 00:00	18:29:00	73	177	10	1	2	64	190
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	18:44:00 18:59:00	74 75	165 149	10 9	3	0	64 65	178 161
5894/2	17/06/2017 00:00	19:14:00	76	166	11	4	1	65	182
5894/2	17/06/2017 00:00	19:29:00	77	130	7	5	0	64	142
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	19:44:00 19:59:00	78 79	131 123	11 6	3 1	1	64 64	146 130
5894/2	17/06/2017 00:00	20:14:00	80	111	6	2	3	64	122
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	20:29:00 20:44:00	81 82	113 124	1 6	0	1 2	65 64	115 134
5894/2	17/06/2017 00:00	20:59:00	83	96	7	2	0	65	105
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	21:14:00 21:29:00	84 85	133 110	6 3	2	1	64 63	142 113
5894/2	17/06/2017 00:00	21:44:00	86	88	3	0	0	62	91
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	21:59:00 22:14:00	87 88	87 69	5 4	1 3	1 0	61 61	94 76
5894/2	17/06/2017 00:00	22:29:00	89	68	4	1	0	61	73
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	22:44:00 22:59:00	90 91	71 54	0 8	2	0	64 61	73 64
5894/2	17/06/2017 00:00	23:14:00	92	48	1	0	0	62	49
5894/2 5894/2	17/06/2017 00:00 17/06/2017 00:00	23:29:00 23:44:00	93 94	56 46	4	0	0	61 62	60 49
5894/2	17/06/2017 00:00	23:59:00	95	44	1	1	0	61	46
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	00:14:00 00:29:00	0	38 27	2	3 2	0	63 64	43 31
5894/2	18/06/2017 00:00	00:44:00	2	30	1	0	0	62	31
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	00:59:00 01:14:00	3 4	29 30	1 2	0	0	63 66	30 32
5894/2	18/06/2017 00:00	01:29:00	5	24	1	2	0	63	27
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	01:44:00 01:59:00	6 7	14 10	0 2	2	0	63 60	16 12
5894/2	18/06/2017 00:00	02:14:00	8	13	0	0	1	63	14
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	02:29:00 02:44:00	9 10	11 11	0	1 0	0	63 64	12 13
5894/2	18/06/2017 00:00	02:59:00	11	10	1	0	1	64	12
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	03:14:00 03:29:00	12 13	8 11	2	4	0	57 63	14 13
5894/2	18/06/2017 00:00	03:44:00	14	10	2	0	0	66	12
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	03:59:00 04:14:00	15 16	5 13	0 2	0	0	69 64	5 15
5894/2	18/06/2017 00:00	04:29:00	17	15	5	0	1	66	21
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	04:44:00 04:59:00	18 19	17 18	1 2	2 0	0	64 65	20 20
5894/2	18/06/2017 00:00	05:14:00	20	27	2	3	1	63	33
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	05:29:00 05:44:00	21 22	39 44	3 2	3 1	1	65 67	46 48
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	05:59:00 06:14:00	23 24	32 48	0	3	0	65 66	35 56
5894/2	18/06/2017 00:00	06:29:00	25	60	4	2	2	66	68
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	06:44:00 06:59:00	26 27	61 57	11 3	3 1	0	65 65	75 61
5894/2	18/06/2017 00:00	07:14:00	28	76	7	4	1	65	88
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	07:29:00 07:44:00	29 30	62 80	7 6	1	0	65 66	70 86
5894/2	18/06/2017 00:00	07:59:00	31	66 86	7	1	0	65	74
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	08:14:00 08:29:00	32 33	122	5 12	1 2	0	67 64	92 136
5894/2	18/06/2017 00:00 18/06/2017 00:00	08:44:00	34	111	6	1	0	65	118
5894/2 5894/2	18/06/2017 00:00	08:59:00 09:14:00	35 36	120 152	10 7	1 5	3	65 66	134 165
5894/2	18/06/2017 00:00	09:29:00	37	194	9	4	3	65	210
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	09:44:00 09:59:00	38 39	208 191	8 7	5 1	0	65 65	221 199
5894/2	18/06/2017 00:00	10:14:00	40	221	10	1	1	65	233
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	10:29:00 10:44:00	41 42	199 235	19 7	1	0	64 66	219 245
5894/2	18/06/2017 00:00	10:59:00	43	232	8	6	2	65	248
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	11:14:00 11:29:00	44 45	239 213	8 16	4	1	65 65	249 234
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	11:44:00 11:59:00	46 47	256 243	6 20	0	0	66 65	262 267
5894/2	18/06/2017 00:00 18/06/2017 00:00	11:59:00 12:14:00	48	245	12	1	1	65	259
5894/2	18/06/2017 00:00	12:29:00	49	241	15	0	1	65	257
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	12:44:00 12:59:00	50 51	212 243	13 14	1	2	64 65	228 260
5894/2	18/06/2017 00:00	13:14:00	52	220	9	5	1	65	235
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	13:29:00 13:44:00	53 54	224 204	17 10	4	2	65 64	247 218
5894/2	18/06/2017 00:00	13:59:00	55	208	10	2	5	65	225
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	14:14:00 14:29:00	56 57	189 213	11 10	5 5	1	64 65	206 231
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	14:44:00 14:59:00	58 59	207 189	13 11	2	0	65 64	222 203
5894/2	18/06/2017 00:00	15:14:00	60	201	13	5	3	65	222
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	15:29:00 15:44:00	61 62	217 204	4	2	1	64 65	224 211
5894/2	18/06/2017 00:00	15:59:00	63	236	12	1	2	64	251
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	16:14:00 16:29:00	64 65	286 262	14 13	2	3	63 64	305 277
5894/2	18/06/2017 00:00	16:44:00	66	251	11	2	0	64	264
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	16:59:00 17:14:00	67 68	238 251	13 12	4	1 2	64 64	256 269
5894/2	18/06/2017 00:00	17:29:00	69	257	11	5	1	66	274
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	17:44:00 17:59:00	70 71	238 279	11 14	2 5	2 0	66 64	253 298
5894/2	18/06/2017 00:00	18:14:00	72	267	9	5	2	65	283
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	18:29:00 18:44:00	73 74	251 308	18 22	2	1 0	64 65	272 332
5894/2	18/06/2017 00:00	18:59:00	75	244	11	3	3	65	261
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	19:14:00 19:29:00	76 77	223 221	17 13	2	1	65 64	243 238
5894/2	18/06/2017 00:00	19:44:00	78 79	197 208	12	1	1	64	211 222
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	19:59:00 20:14:00	80	194	11 13	1	0	64 64	208
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	20:29:00 20:44:00	81 82	226 169	17 5	4 2	1 2	65 64	248 178
5894/2	18/06/2017 00:00	20:59:00	83	137	3	3	0	64	143
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	21:14:00 21:29:00	84 85	138 109	7 8	4	0	64 64	149 122
5894/2	18/06/2017 00:00	21:44:00	86	93	6	1	1	62	101

5894/2	18/06/2017 00:00	21:59:00	87	77	4	4	0	60	85
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	22:14:00 22:29:00	88 89	84 70	0	1	1	62 64	86 74
5894/2	18/06/2017 00:00	22:44:00	90	50	3	1	0	64	54
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	22:59:00 23:14:00	91 92	39 40	1	0	0	62 64	40 44
5894/2	18/06/2017 00:00	23:29:00	93 94	37	1	1	1	64	40
5894/2 5894/2	18/06/2017 00:00 18/06/2017 00:00	23:44:00 23:59:00	95	27 22	1 0	1 0	0	61 63	29 22
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	00:14:00 00:29:00	0	22 16	0	1	1	62 63	24 16
5894/2	19/06/2017 00:00	00:44:00	2	11	2	0	0	65	13
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	00:59:00 01:14:00	3 4	6 5	0	1	0	67 64	7 7
5894/2	19/06/2017 00:00	01:29:00	5	6	0	1	1	61	8
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	01:44:00 01:59:00	6 7	7 8	2	1 0	0	54 64	10 8
5894/2	19/06/2017 00:00	02:14:00	8	9	0	1	1	62	11
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	02:29:00 02:44:00	9 10	4 9	0	1 0	1	59 58	6 11
5894/2	19/06/2017 00:00	02:59:00	11	6	0	1	3	61	10
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	03:14:00 03:29:00	12 13	15 5	1	2	3 4	63 60	21 13
5894/2	19/06/2017 00:00	03:44:00	14	16	1	2	1	61	20
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	03:59:00 04:14:00	15 16	18 23	3 2	0	0	66 62	21 31
5894/2	19/06/2017 00:00	04:29:00	17	37	10	2	12	62	61
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	04:44:00 04:59:00	18 19	59 67	6 20	3 9	6 6	64 67	74 102
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5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	05:29:00 05:44:00	21 22	177 160	39 36	13 13	21 18	66 68	250 227
5894/2	19/06/2017 00:00	05:59:00	23	180	35	16	13	66	244
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	06:14:00 06:29:00	24 25	223 266	37 46	15 14	5 10	67 68	280 336
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	06:44:00 06:59:00	26 27	283 298	35 46	14 19	10 13	67 66	342 376
5894/2	19/06/2017 00:00	07:14:00	28	298	31	8	8	67	345
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	07:29:00 07:44:00	29 30	284 281	34 31	8 11	11 3	66 66	337 326
5894/2	19/06/2017 00:00	07:59:00	31	278	28	17	9	65	332
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	08:14:00 08:29:00	32 33	255 264	30 19	19 12	13 10	66 64	317 305
5894/2	19/06/2017 00:00	08:44:00	34	194	15	12	11	65	232
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	08:59:00 09:14:00	35 36	200 127	24 19	16 13	10 19	65 63	250 178
5894/2	19/06/2017 00:00	09:29:00	37	181	22	23	14	64	240
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	09:44:00 09:59:00	38 39	194 192	22 20	20 25	19 13	63 62	255 250
5894/2	19/06/2017 00:00	10:14:00	40	162	12	17	7	62	198 185
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	10:29:00 10:44:00	41 42	149 145	17 18	10 12	9 6	63 63	181
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	10:59:00 11:14:00	43 44	165 154	22 17	8 14	11 8	63 64	206 193
5894/2	19/06/2017 00:00	11:29:00	45	138	19	17	11	61	185
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	11:44:00 11:59:00	46 47	149 137	14 19	16 18	7 9	62 63	186 183
5894/2	19/06/2017 00:00	12:14:00	48	158	16	10	15	63	199
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	12:29:00 12:44:00	49 50	157 157	17 12	9 16	15 16	62 63	198 201
5894/2	19/06/2017 00:00	12:59:00	51	151	11	13	8	64	183
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	13:14:00 13:29:00	52 53	184 163	17 9	19 17	13 7	63 62	233 196
5894/2	19/06/2017 00:00	13:44:00	54	150	21	21	7	64	199
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	13:59:00 14:14:00	55 56	162 151	25 13	21 17	10 12	63 62	218 193
5894/2	19/06/2017 00:00	14:29:00	57	173	18	13	12	62	216
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	14:44:00 14:59:00	58 59	155 169	26 15	5 6	11 8	64 63	197 198
5894/2	19/06/2017 00:00	15:14:00	60	151	24	16	13	63	204
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	15:29:00 15:44:00	61 62	177 171	16 33	15 13	9 16	64 64	217 233
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	15:59:00 16:14:00	63 64	174 243	22 16	15 8	8 5	64 66	219 272
5894/2	19/06/2017 00:00	16:29:00	65	227	29	7	6	64	269
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	16:44:00 16:59:00	66 67	215 204	26 25	11 8	16 7	64 65	268 244
5894/2	19/06/2017 00:00	17:14:00	68	234	19	6	6	67	265
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	17:29:00 17:44:00	69 70	227 192	18 18	4 5	7 6	66 67	256 221
5894/2	19/06/2017 00:00	17:59:00	71	176	16	5	6	66	203
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	18:14:00 18:29:00	72 73	183 160	10 9	7	8 6	66 67	208 178
5894/2	19/06/2017 00:00	18:44:00	74	109	10	6	7	65	132
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	18:59:00 19:14:00	75 76	123 105	3 8	5 6	5 7	65 65	136 126
5894/2	19/06/2017 00:00	19:29:00	77	116	10 7	3 1	10	64	139 107
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	19:44:00 19:59:00	78 79	93 85	8	5	6 3	66 65	101
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	20:14:00 20:29:00	80 81	93 91	3	3	2 2	65 65	101 96
5894/2	19/06/2017 00:00	20:44:00	82	73	8	3	2	65	86
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	20:59:00 21:14:00	83 84	84 66	7 11	2	0	65 65	93 78
5894/2	19/06/2017 00:00	21:29:00	85	72	3	1	1	65	77
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	21:44:00 21:59:00	86 87	64 42	6 5	1 0	0	65 65	71 47
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	22:14:00 22:29:00	88 89	42 45	4	0	4	65 65	50 49
5894/2	19/06/2017 00:00	22:44:00	90	28	3	2	1	62	34
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	22:59:00 23:14:00	91 92	28 15	0	2	0	63 69	30 17
5894/2	19/06/2017 00:00	23:29:00	93	22	0	1	0	65	23
5894/2 5894/2	19/06/2017 00:00 19/06/2017 00:00	23:44:00 23:59:00	94 95	17 10	1 2	0	1 2	60 60	19 15
5894/2	20/06/2017 00:00	00:14:00	0	10	1	0	0	56	11
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	00:29:00 00:44:00	1 2	9 12	2	0	0	71 63	11 15
5894/2	20/06/2017 00:00	00:59:00	3	7	0	0	0	62	7
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	01:14:00 01:29:00	4 5	6 4	0 2	1 0	0	58 66	7
5894/2	20/06/2017 00:00	01:44:00	6 7	5	0	1	1	54	7
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	01:59:00 02:14:00	8	6 6	1 0	1 0	0	58 63	8 7
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	02:29:00 02:44:00	9 10	6 13	2	0	1 2	61 60	9 16
5894/2	20/06/2017 00:00	02:59:00	11	8	1	0	1	61	10
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	03:14:00 03:29:00	12 13	6 8	0	1	0	64 63	7 11
5894/2	20/06/2017 00:00	03:44:00	14	16	3	2	3	65	24
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	03:59:00 04:14:00	15 16	12 27	3 2	3	2	61 63	20 31
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	06:59:00 07:14:00	28	299	41	20 16	17 10	65 65	363 366
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	07:59:00 08:14:00	31 32	296 253	26 20	24 24	12 10	64 65	358 307
5894/2	20/06/2017 00:00	08:29:00	33	257	15	13	12	67	297
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5894/2	20/06/2017 00:00	09:14:00	36	177	30	10	12	65	229
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	09:29:00 09:44:00	37 38	204 159	16 24	12 16	15 14	63 63	247 213
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	09:59:00 10:14:00	39 40	147 166	16 22	17 16	11 17	64 62	191 221
5894/2	20/06/2017 00:00	10:29:00	41	169	11	14	13	63	207
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5894/2	20/06/2017 00:00	11:14:00	44	143	20	24	8	63	195
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	11:29:00 11:44:00	45 46	164 153	18 19	15 11	4 13	63 63	201 196
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	12:59:00 13:14:00	51 52	137 177	16 21	21 15	17 14	62 62	191 227
5894/2	20/06/2017 00:00	13:29:00	53	147	19	12	11	63	189
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	13:44:00 13:59:00	54 55	147 165	13 18	10 10	12 20	63 63	182 213
5894/2	20/06/2017 00:00	14:14:00	56	156	17	14	15	63	202
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	14:29:00 14:44:00	57 58	159 169	16 24	16 18	11 7	64 64	202 218
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	15:14:00 15:29:00	60 61	150 195	18 16	13 11	9 13	64 65	190 235
5894/2	20/06/2017 00:00	15:44:00	62	173	25	13	11	65	222
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	15:59:00 16:14:00	63 64	192 240	17 21	10 9	15 10	64 64	234 280
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	16:29:00 16:44:00	65 66	207 213	38 27	6 9	12 11	64 66	263 260
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	17:14:00 17:29:00	68 69	250 241	28 15	12 3	8 10	66 67	298 269
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	17:59:00 18:14:00	71 72	206 183	17 21	4 5	7 5	66 67	234 214
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	19:29:00 19:44:00	77 78	116 75	10 15	5 6	6 4	65 68	137 100
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	22:14:00 22:29:00	88 89	37 35	3 2	0	1	62 67	41 39
5894/2	20/06/2017 00:00	22:44:00	90	38	6	2	ō	63	46
5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	22:59:00 23:14:00	91 92	39 23	1 2	0	1 0	63 65	41 27
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5894/2 5894/2	20/06/2017 00:00 20/06/2017 00:00	23:44:00 23:59:00	94 95	23 21	2	0	1	62 59	26 23
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5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	02:29:00 02:44:00	9 10	6 11	2	3 0	0	59 63	11 12
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5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	03:59:00 04:14:00	15 16	16 19	0 3	3 1	3 4	62 61	22 27
5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	04:29:00 04:44:00	17 18	41 55	5 9	2	9 6	63 65	57 73
5894/2	21/06/2017 00:00	04:59:00	19	82	14	12	6	67	114
5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	05:14:00 05:29:00	20 21	117 163	23 26	12 7	9 18	68 67	161 214
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5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	09:29:00 09:44:00	37 38	169 158	17 20	15 15	16 10	64 64	217 203
5894/2	21/06/2017 00:00	09:59:00	39	191	16	25	19	62	251
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5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	10:44:00 10:59:00	42 43	140 139	8 16	11 11	11 7	62 63	170 173
5894/2	21/06/2017 00:00	11:14:00	44	153	19	16	13	64	201
5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	11:29:00 11:44:00	45 46	140 135	13 16	20 22	10 10	63 62	183 183
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5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	12:59:00 13:14:00	52	183	15 18	11 12	15 9	64	222
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5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	14:59:00 15:14:00	59 60	145 166	31 18	12 12	9 11	63 63	197 207
5894/2	21/06/2017 00:00	15:29:00	61	182	27	11	11	65	231
5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	15:44:00 15:59:00	62 63	176 196	23 24	14 14	7 8	64 64	220 242
5894/2	21/06/2017 00:00	16:14:00	64	276	34	12	12	65	334
5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	16:29:00 16:44:00	65 66	246 255	27 23	9 11	8 11	65 65	290 300
5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	16:59:00 17:14:00	67 68	186 285	26 24	7 6	14 13	65 66	233 328
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5894/2 5894/2	21/06/2017 00:00 21/06/2017 00:00	17:44:00 17:59:00	70 71	187 205	19 14	3 6	9 12	68 66	218 237
5894/2	21/06/2017 00:00	18:14:00	72	190	9	1	4	65	204
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5894/2	21/06/2017 00:00	22:29:00	89	47	5	1	2	64	55
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5894/2	22/06/2017 00:00	06:14:00	24	238	37 44	18	14	67	307
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	06:29:00 06:44:00	25 26	259 257	36	17 11	10 20	68 67	330 324
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5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	08:29:00 08:44:00	33 34	223 208	23 19	12 20	13 6	64 64	271 253
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5894/2	22/06/2017 00:00	10:14:00	40	149	17	8 9	15	62	190
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	10:29:00 10:44:00	41 42	150 141	26 16	15 16	17 5	62 62	208 178
5894/2	22/06/2017 00:00	10:59:00	43	151	16	18	12	63	197
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	11:14:00 11:29:00	44 45	136 149	20 17	17 14	18 8	60 62	191 188
5894/2	22/06/2017 00:00	11:44:00	46	144	12	19	11	60	186
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	11:59:00 12:14:00	47 48	137 144	14 26	9 17	14 11	61 61	174 198
5894/2 5894/2	22/06/2017 00:00	12:29:00 12:44:00	49 50	170 144	13 17	10	15 8	61	208 182
5894/2	22/06/2017 00:00 22/06/2017 00:00	12:59:00	51	143	21	13 6	9	63 62	179
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	13:14:00 13:29:00	52 53	155 154	14 15	12 10	9	62 62	190 186
5894/2	22/06/2017 00:00	13:44:00	54	146	18	21	16	63	201
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5894/2	22/06/2017 00:00	14:29:00	57	159	17	14	17	63	207
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	14:44:00 14:59:00	58 59	153 167	19 18	14 13	11 10	62 61	197 208
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	15:14:00 15:29:00	60 61	153 164	25 22	12 12	17 10	62 63	207 208
5894/2	22/06/2017 00:00	15:44:00	62	167	16	19	11	62	213
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	15:59:00 16:14:00	63 64	197 241	30 19	9	10 9	63 64	246 273
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5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	17:14:00 17:29:00	68 69	237 239	28 14	9 7	8	65 65	282 268
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5894/2	22/06/2017 00:00	18:29:00	73	163	11	1	5	66	180
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5894/2	22/06/2017 00:00	19:44:00	78	108	7	2	3	66	120
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	19:59:00 20:14:00	79 80	81 80	7 9	4	2	66 68	94 91
5894/2	22/06/2017 00:00	20:29:00	81	101	6	5	0	67	112
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	20:44:00 20:59:00	82 83	82 68	3 6	0	0 2	64 67	85 77
5894/2	22/06/2017 00:00	21:14:00	84	59	1	1	3	65	64
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	21:29:00 21:44:00	85 86	62 49	3 1	5 0	2	63 64	72 50
5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	21:59:00 22:14:00	87 88	47 39	1 5	2	1	62 61	51 44
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5894/2 5894/2	22/06/2017 00:00 22/06/2017 00:00	23:29:00 23:44:00	93 94	30 13	2	1	1	61 60	34 17
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	00:14:00 00:29:00	0 1	16 13	0 1	0 1	2	61 61	18 17
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	00:44:00 00:59:00	2	12 12	6 0	1 0	1	63 62	20 12
5894/2	23/06/2017 00:00	01:14:00	3 4	6	0	0	0	63	6
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	01:29:00 01:44:00	5 6	10 3	2	0	0	59 57	12 7
5894/2	23/06/2017 00:00	01:59:00	7	5	0	1	0	67	6
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	02:14:00 02:29:00	8 9	7 5	2	1 0	1 2	63 58	11 10
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	02:44:00 02:59:00	10 11	10 4	1	0 2	2	59 60	13 7
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	04:59:00 05:14:00	19 20	66 115	17 14	5 10	13 8	65 67	101 147
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	05:59:00 06:14:00	23 24	156 215	44 34	12 11	6 7	67 68	218 267
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	06:44:00 06:59:00	26 27	262 257	52 29	17 12	7 10	67 67	338 308
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	07:29:00 07:44:00	29 30	237 252	40 26	9	9 10	66 65	295 297
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5894/2	23/06/2017 00:00 23/06/2017 00:00	08:44:00	34	208	30	12 14	11 6	65 66	258
5894/2	23/06/2017 00:00	08:59:00	35	198	21	17	10	64	246
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	09:14:00 09:29:00	36 37	191 204	21 24	18 11	14 10	64 63	244 249
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	10:44:00 10:59:00	42 43	159 155	22 16	14 20	11 7	61 63	206 198
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	11:29:00 11:44:00	45 46	195 181	21 20	16 17	7 10	63 61	239 228
5894/2	23/06/2017 00:00	11:59:00	47	161	18	17	14	62	210
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5894/2	23/06/2017 00:00	12:44:00	50	156	20	12	15	62	203
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5894/2	23/06/2017 00:00 23/06/2017 00:00	14:14:00	56	184	24	14	6	63 62	228
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	18:29:00 18:44:00	73 74	156 133	13 9	4 6	3	66 66	176 151
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5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	19:14:00 19:29:00	76 77	157 132	7 9	3 4	2	67 66	169 148
5894/2	23/06/2017 00:00	19:44:00	78	113	10	6	0	66	129
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	19:59:00 20:14:00	79 80	100 107	5 8	4 6	1	64 64	110 124
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	20:29:00 20:44:00	81 82	106 88	12 14	4	0	67 65	122 104
5894/2	23/06/2017 00:00	20:59:00	83	103	6	1	0	66	110
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	21:14:00 21:29:00	84 85	79 70	9	1	0	64 64	89 77
5894/2	23/06/2017 00:00	21:44:00	86	53	4	1	0	62	58
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	21:59:00 22:14:00	87 88	48 57	2	0	2	64 63	52 63
5894/2	23/06/2017 00:00	22:29:00	89	64	4	3	1	63	72
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	22:44:00 22:59:00	90 91	44 33	6 4	1	2	64 63	53 40
5894/2	23/06/2017 00:00	23:14:00	92	30	2	0	0	61	32
5894/2 5894/2	23/06/2017 00:00 23/06/2017 00:00	23:29:00 23:44:00	93 94	36 32	2	0	1	62 62	40 35
5894/2	23/06/2017 00:00	23:59:00	95	20	0	0	0	63	20
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5894/2	24/06/2017 00:00	00:44:00 00:59:00	2	20 20	2 1	0	0	63 61	22 23
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	01:14:00	4	15	3	0	1	65	19
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5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	01:44:00 01:59:00	6 7	7	2	1	0	64 56	10 7
5894/2	24/06/2017 00:00	02:14:00	8	7	1	1	0	60	9
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	02:29:00 02:44:00	9 10	7	1 2	0 1	0	65 65	8 10
5894/2	24/06/2017 00:00	02:59:00	11	10	1	0	0	60	11
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5894/2 5894/2	24/06/2017 00:00	03:44:00	14 15	8 11	2	0	2	61 67	12
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5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	04:29:00 04:44:00	17 18	13 19	2 5	3 1	2 2	60 62	20 27
5894/2	24/06/2017 00:00	04:59:00	19	30	3	3	0	66	36
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5894/2	24/06/2017 00:00	05:44:00	22	66	9	2	1	69	78
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	05:59:00 06:14:00	23 24	52 69	8 11	4	3 1	67 66	67 82
5894/2 5894/2	24/06/2017 00:00	06:14:00	25	84	12	4	1	67	101
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	06:44:00 06:59:00	26 27	91 90	19 16	8 7	3 1	65 65	121 114
5894/2	24/06/2017 00:00	07:14:00	28	91	18	6	0	67	115
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	07:29:00 07:44:00	29 30	101 102	17 12	6 5	3	67 67	127 122
5894/2	24/06/2017 00:00	07:59:00	31	119	13	4	4	67	140
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	08:14:00 08:29:00	32 33	138 142	15 13	6 6	2	67 66	161 164
5894/2	24/06/2017 00:00	08:44:00	34	137	15	11	3	66	166
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	08:59:00 09:14:00	35 36	160 156	15 14	5 6	0	65 64	180 179
5894/2	24/06/2017 00:00	09:29:00	37	178	25	4	0	65	207
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	09:44:00 09:59:00	38 39	191 236	12 16	3	3 1	64 65	209 256
5894/2	24/06/2017 00:00	10:14:00	40	214	13	7	2	65	236
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	10:29:00 10:44:00	41 42	202 222	15 8	3 6	3	64 64	223 239
5894/2	24/06/2017 00:00	10:59:00	43	213	13	3	1	65	230
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	11:14:00 11:29:00	44 45	225 220	15 14	8 9	1 0	66 63	249 243
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	11:44:00 11:59:00	46 47	212 233	19 17	2	1 0	66 65	234 251
5894/2	24/06/2017 00:00	12:14:00	48	207	14	5	1	64	227
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	12:29:00 12:44:00	49 50	206 213	24 14	3	1 2	64 65	234 232
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5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	13:14:00 13:29:00	52 53	205 181	13 11	4 11	1	65 66	223 206
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5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	13:59:00 14:14:00	55 56	195 173	20 11	11 1	0	64 63	226 186
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5894/2	24/06/2017 00:00	15:14:00	60	170	10	3	0	63	183
5894/2 5894/2	24/06/2017 00:00	15:29:00 15:44:00	61	167	16 12	4	0	64	187 184
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5894/2	24/06/2017 00:00	16:14:00	64	171	8	6	2	65	187
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	16:29:00 16:44:00	65 66	176 190	6 11	7	2	64 64	191 206
5894/2	24/06/2017 00:00	16:59:00	67	168	13	2	1	64	184
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	17:14:00 17:29:00	68 69	178 179	7 8	4	0	65 64	189 191
5894/2	24/06/2017 00:00	17:44:00	70	161	7	2	0	66	170
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	17:59:00 18:14:00	71 72	178 171	13 17	0	1	66 65	192 192
5894/2	24/06/2017 00:00	18:29:00	73	169	16	2	1	64	188
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	18:44:00 18:59:00	74 75	173 141	9 15	2	0	65 65	184 160
5894/2	24/06/2017 00:00	19:14:00	76	120	11	6	2	65	139
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	19:29:00 19:44:00	77 78	145 104	8 7	0	1	65 64	154 112
5894/2	24/06/2017 00:00	19:59:00	79	99	3	1	Ö	65	103
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5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	20:59:00 21:14:00	83 84	72 67	8	0	0	66 65	80 72
5894/2	24/06/2017 00:00	21:29:00	85	74	2	4	1	64	81
5894/2	24/06/2017 00:00	21:44:00 21:59:00	86 87	71 51	1	1 2	0	63 59	73 54
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	22:14:00	88	57	0	2	1	61	60
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5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	22:44:00 22:59:00	90 91	52 59	4	4	0	61 66	60 65
5894/2	24/06/2017 00:00	23:14:00	92	39	3	2	0	59	44
5894/2 5894/2	24/06/2017 00:00 24/06/2017 00:00	23:29:00 23:44:00	93 94	54 51	4 2	1 0	0	59 61	59 53
5894/2	24/06/2017 00:00 25/06/2017 00:00	23:59:00	95	44	3	5	2	61	54
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	00:14:00 00:29:00	0	36 42	2 5	2	0	61 63	40 49
5894/2	25/06/2017 00:00	00:44:00	2	33	0	0	1	63	34
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	00:59:00 01:14:00	3 4	24 17	1	1	0	64 62	26 19
5894/2	25/06/2017 00:00	01:29:00	5	13	1	0	0	62	14
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	01:44:00 01:59:00	6 7	14 12	2	0	1	64 63	17 13
5894/2	25/06/2017 00:00	02:14:00	8	14	0	2	1	58	17
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	02:29:00 02:44:00	9 10	14 6	1	0	0	61 65	15 10
5894/2	25/06/2017 00:00	02:59:00	11	15	1	0	1	60	17
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	03:14:00 03:29:00	12 13	8 9	0	1	0	63 63	9 12
5894/2	25/06/2017 00:00	03:44:00	14	8	1	0	0	65	9
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	03:59:00 04:14:00	15 16	11 12	1	2	0	62 63	14 17
5894/2	25/06/2017 00:00	04:29:00	17	9	2	0	0	70	11
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	04:44:00 04:59:00	18 19	19 15	5 5	1 2	0	64 64	25 23
5894/2	25/06/2017 00:00	05:14:00	20	35	3	1	0	65	39
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	05:29:00 05:44:00	21 22	34 37	1	4	0	66 67	39 44
5894/2	25/06/2017 00:00	05:59:00	23	40	5	3	0	68	48
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	06:14:00 06:29:00	24 25	51 56	5 6	1	0	69 69	57 65
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	06:44:00 06:59:00	26 27	58 60	6	5 2	0	67 66	69 69
5894/2	25/06/2017 00:00	07:14:00	28	51	7	3	0	67	61
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	07:29:00 07:44:00	29 30	63 79	5 7	4	0	63 65	72 91
5894/2	25/06/2017 00:00	07:59:00	31	72	11	2	0	67	85
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	08:14:00 08:29:00	32 33	73 86	12 5	3 2	0 4	66 64	88 97
5894/2	25/06/2017 00:00	08:44:00	34	77	7	4	0	65	88
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	08:59:00 09:14:00	35 36	111 135	12	4	0	66 64	121 152
5894/2	25/06/2017 00:00	09:29:00	37	187	9	3	1	65	200
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	09:44:00 09:59:00	38 39	188 186	12 13	7 8	0	64 63	207 208
5894/2	25/06/2017 00:00	10:14:00	40	195	10	4	1	64	210
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	10:29:00 10:44:00	41 42	227 240	12 15	3 2	0	64 64	242 257
5894/2	25/06/2017 00:00	10:59:00	43	207	9	4	0	65	220
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	11:14:00 11:29:00	44 45	194 229	9 10	5 3	0	64 64	208 243
5894/2	25/06/2017 00:00	11:44:00	46	242	10	6	0	63	258
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	11:59:00 12:14:00	47 48	245 230	14 12	1	4	64 64	261 247
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	12:29:00 12:44:00	49 50	233 266	17 15	4	2	64 64	256 288
5894/2	25/06/2017 00:00	12:59:00	51	237	20	3	1	64	261
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	13:14:00 13:29:00	52 53	228 253	18 8	2	1	63 64	249 265
5894/2	25/06/2017 00:00	13:44:00	54	221	20	2	2	63	245
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	13:59:00 14:14:00	55 56	181 194	12 11	4	1	64 63	198 207
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5894/2	25/06/2017 00:00	15:14:00	60	178	11	3	1	63	193
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5894/2	25/06/2017 00:00	15:59:00	63	211	8	4	0	63	223
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5894/2	25/06/2017 00:00	17:59:00	71	192	10	4	0	65	206
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	18:14:00 18:29:00	72 73	219 182	10 10	2	0	65 66	231 197
5894/2	25/06/2017 00:00	18:44:00	74	187	11	7	1	64	206
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	18:59:00 19:14:00	75 76	167 147	10 7	4	1	65 65	182 159
5894/2	25/06/2017 00:00	19:29:00	77	143	6	1	0	64	150
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5894/2	25/06/2017 00:00	20:14:00	80	114	6	1	0	65	121
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5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	20:59:00 21:14:00	83 84	89 80	4	1	1	65 66	95 85
5894/2	25/06/2017 00:00	21:29:00	85	75	5	1	0	64	81
5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	21:44:00 21:59:00	86 87	60 45	2	1 0	0	65 63	63 49
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5894/2 5894/2	25/06/2017 00:00 25/06/2017 00:00	23:44:00 23:59:00	94 95	22 16	1	0 1	0	61 60	23 18
5894/2	26/06/2017 00:00	00:14:00	0	5	1	0	1	63	7
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5894/2	26/06/2017 00:00	02:14:00	8	6	0	0	1	59	7
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5894/2	26/06/2017 00:00	03:44:00	14	17	0	0	4	61	21
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	03:59:00 04:14:00	15 16	24 22	0 6	1 2	2 5	67 64	27 35
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5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	04:44:00 04:59:00	18 19	64 63	9 14	9	4	65 66	86 87
5894/2	26/06/2017 00:00	05:14:00	20	136	23	9	11	68	179
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5894/2	26/06/2017 00:00	06:44:00	26	274	36	13	8	67	331
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	06:59:00 07:14:00	27 28	303 299	37 34	11 10	10 7	67 67	361 350
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5894/2	26/06/2017 00:00	08:59:00	35	182	21	15	9	64	227
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5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	09:44:00 09:59:00	38 39	183 168	11 17	16 14	9 11	64 63	219 210
5894/2	26/06/2017 00:00	10:14:00	40	154	20	18	12	63	204
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	10:29:00 10:44:00	41 42	150 165	19 18	16 13	7 12	64 62	192 208
5894/2	26/06/2017 00:00	10:59:00	43	133	16	22	8	48	179
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	11:14:00 11:29:00	44 45	162 157	22 19	15 14	10 12	63 63	209 202
5894/2	26/06/2017 00:00	11:44:00	46	127	20	19	7	63	173
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5894/2	26/06/2017 00:00	12:29:00	49	141	15	14	11	63	181
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5894/2	26/06/2017 00:00	13:14:00	52	173	18	18	9	63	218
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	13:29:00 13:44:00	53 54	156 151	26 15	18 17	8	63 63	208 189
5894/2	26/06/2017 00:00	13:59:00	55	164	25	17	16	63	222
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	14:14:00 14:29:00	56 57	147 187	21 20	14 14	8 13	64 63	190 234
5894/2	26/06/2017 00:00	14:44:00	58	146	25	17	11	63	199
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	14:59:00 15:14:00	59 60	183 168	35 24	7 16	6 11	64 64	231 219
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5894/2 5894/2	26/06/2017 00:00	15:44:00	63	213	24	14	10	64	261
5894/2	26/06/2017 00:00 26/06/2017 00:00	16:14:00	64	216	20	13	13	65	262
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5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	16:59:00 17:14:00	67 68	199 256	19 28	11 5	5 7	65 66	234 296
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5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	17:44:00 17:59:00	70 71	199 184	13 22	4 6	10 6	66 67	226 218
5894/2	26/06/2017 00:00	18:14:00	72	177	12	5	5	66	199
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	18:29:00 18:44:00	73 74	151 123	16 4	6 3	6 8	67 65	179 138
5894/2	26/06/2017 00:00	18:59:00	75	118	8	5	6	65	137
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5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	19:44:00 19:59:00	78 79	99 86	9 11	6	5 2	66 65	119 99
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5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	20:29:00	81 82	71 81	8 5	4 2	0	66 67	83 91
5894/2	26/06/2017 00:00	20:59:00	83	61	9	1	3	64	74
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5894/2	26/06/2017 00:00	21:44:00	86	38	6	1	0	64	45
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	21:59:00 22:14:00	87 88	38 37	4 9	2 1	0	63 63	44 47
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	22:29:00 22:44:00	89 90	40 32	5 2	1 2	2	64 63	48 37
5894/2	26/06/2017 00:00	22:59:00	91	31	1	0	3	63	35
5894/2 5894/2	26/06/2017 00:00 26/06/2017 00:00	23:14:00 23:29:00	92 93	25 24	2 1	0	0	63 65	27 27
5894/2	26/06/2017 00:00	23:44:00	94	21	2	1	1	66	25
5894/2 5894/2	26/06/2017 00:00 27/06/2017 00:00	23:59:00 00:14:00	95 0	12 11	0	0	0	62 65	12 13
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5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	04:59:00 05:14:00	19 20	58 121	10 19	11 10	5 9	65 66	84 159
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5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	06:44:00	26	280	36	13	7	69	336
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5894/2	27/06/2017 00:00	09:14:00	36	168	22	18	6	65	214
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	09:29:00 09:44:00	37 38	189 161	17 21	11 17	12 15	66 65	229 214
5894/2	27/06/2017 00:00	09:59:00	39	173	18	18	13	64	222
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5894/2	27/06/2017 00:00	10:59:00	43	163	14	24	8	64	209
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5894/2	27/06/2017 00:00	11:44:00	46	141	18	14	12	63	185
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	11:59:00 12:14:00	47 48	142 132	20 20	15 14	9 12	63 63	186 178
5894/2	27/06/2017 00:00	12:29:00	49	154	18	8	22	62	202
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	12:44:00 12:59:00	50 51	164 142	23 23	8 21	15 11	63 63	210 197
5894/2	27/06/2017 00:00	13:14:00	52	164	20	18	10	64	212
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5894/2	27/06/2017 00:00 27/06/2017 00:00	13:59:00	55	131	21	16 10	13	64	175
5894/2	27/06/2017 00:00	14:14:00	56	145	15	16	13	64	189
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5894/2	27/06/2017 00:00	14:59:00	59	150	19	20	12	63	201
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	15:14:00 15:29:00	60 61	176 160	25 25	14 10	9 11	64 65	224 206
5894/2	27/06/2017 00:00	15:44:00	62	173	29	14	7	65	223
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	15:59:00 16:14:00	63 64	178 221	20 23	5 8	14 12	64 64	217 264
5894/2	27/06/2017 00:00	16:29:00	65	246	28	10	8	65	292
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5894/2	27/06/2017 00:00	17:29:00	69	256	23	14	15	66	308
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5894/2	27/06/2017 00:00	18:14:00	72	147	13	2	12	65	174
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	18:29:00 18:44:00	73 74	169 127	11 12	3 2	1	66 66	184 144
5894/2	27/06/2017 00:00	18:59:00	75	122	12	7	8	65	149
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	19:14:00 19:29:00	76 77	106 112	7 12	4	6 5	66 66	123 133
5894/2	27/06/2017 00:00	19:44:00	78	86	8	3	2	66	99
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	19:59:00 20:14:00	79 80	86 65	8 5	4	0 5	65 66	98 76
5894/2	27/06/2017 00:00	20:14:00	81	77	5	2	2	65	86
5894/2	27/06/2017 00:00	20:44:00	82	72	5	0	1	65	78
5894/2 5894/2	27/06/2017 00:00 27/06/2017 00:00	20:59:00 21:14:00	83 84	84 56	6 3	1	0	66 66	91 60
5894/2	27/06/2017 00:00	21:29:00	85	52	5	1	2	62	60
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5894/2	27/06/2017 00:00	22:14:00	88	34	1	0	0	57	35
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5894/2	27/06/2017 00:00	22:59:00	91	21	4	2	0	55	27
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5894/2	28/06/2017 00:00	00:44:00	2	8	2	1	0	60	11
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	00:59:00 01:14:00	3 4	9	0	1 0	0	57 59	10 9
5894/2	28/06/2017 00:00	01:29:00	5	8	1	0	0	59	9
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5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	02:29:00 02:44:00	9 10	9	0	0	2	61 62	11 15
5894/2	28/06/2017 00:00	02:59:00	11	8	0	1	3	59	12
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	03:14:00 03:29:00	12 13	12 12	5 1	2	5 3	60 63	24 18
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5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	04:14:00	17	35	5	0	6	61	46
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5894/2	28/06/2017 00:00 28/06/2017 00:00	05:14:00	19 20	61 128	27	15	12 14	63 63	184
5894/2	28/06/2017 00:00	05:29:00	21	153	26	12	15	65	206
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	05:44:00 05:59:00	22 23	153 182	41 35	14 11	8 6	66 66	216 234
5894/2	28/06/2017 00:00	06:14:00	24	214	39	13	10	66	276
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	06:29:00 06:44:00	25 26	256 269	49 24	15 13	11 10	66 64	331 316
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5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	07:14:00 07:29:00	28 29	296 290	49 36	9 7	7	64 65	361 340
5894/2	28/06/2017 00:00	07:44:00	30	268	20	9	9	65	306
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	07:59:00 08:14:00	31 32	270 254	36 30	14 14	10 10	66 65	330 308
5894/2	28/06/2017 00:00	08:29:00	33	269	25	13	9	65	316
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	08:44:00 08:59:00	34 35	192 186	25 22	15 9	11 12	64 64	243 229
5894/2	28/06/2017 00:00	09:14:00	36	186	13	19	12	63	230
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	09:29:00 09:44:00	37 38	148 160	15 22	16 14	9 12	62 61	188 208
5894/2	28/06/2017 00:00	09:59:00	39	164	20	20	13	62	217
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	10:14:00 10:29:00	40 41	158 176	17 22	14 24	15 10	62 62	204 232
5894/2	28/06/2017 00:00	10:44:00	42	178	25	16	4	63	223
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	10:59:00 11:14:00	43 44	123 136	19 20	21 13	9	62 61	172 178
5894/2	28/06/2017 00:00	11:29:00	45	127	19	14	13	62	173
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	11:44:00 11:59:00	46 47	144 161	6 21	12 18	9 10	63 61	171 210
5894/2	28/06/2017 00:00	12:14:00	48	142	24	17	14	62	197
5894/2	28/06/2017 00:00	12:29:00	49	184	20	15	12	62	231
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	12:44:00 12:59:00	50 51	166 175	15 17	21 15	16 6	63 63	218 213
5894/2	28/06/2017 00:00	13:14:00	52	142	15	13	7	63	177
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	13:29:00 13:44:00	53 54	151 134	14 16	7 9	17 18	63 62	189 177
5894/2	28/06/2017 00:00	13:59:00	55	164	28	17	18	62	227
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	14:14:00 14:29:00	56 57	125 147	20 14	13 10	15 9	62 62	173 180
5894/2	28/06/2017 00:00	14:44:00	58	166	19	14	7	63	206
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	14:59:00 15:14:00	59 60	178 156	26 23	16 15	10 12	64 62	230 206
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5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	15:44:00 15:59:00	62 63	185 228	17 27	12 15	12 16	63 63	226 286
5894/2	28/06/2017 00:00	16:14:00	64	229	31	8	13	64	281
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	16:29:00 16:44:00	65 66	214 211	18 29	8 6	8 5	65 66	248 251
5894/2	28/06/2017 00:00	16:59:00	67	226	16	6	6	66	254
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	17:14:00 17:29:00	68 69	261 271	27 19	5 11	13 9	66 66	306 310
5894/2	28/06/2017 00:00	17:44:00	70	198	25	12	9	66	244
5894/2	28/06/2017 00:00	17:59:00	71	168	13	6	9	65	196

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5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	18:29:00 18:44:00	73 74	155 144	15 14	6 3	6 4	66 67	182 165
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	18:59:00 19:14:00	75 76	147 125	10 10	2 3	7 5	66 66	166 143
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	19:29:00 19:44:00	77 78	119 93	12 5	2 6	4	66 66	137 107
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	19:59:00 20:14:00	79 80	87 81	4	6 2	2	65 68	99 87
5894/2 5894/2	28/06/2017 00:00	20:29:00	81 82	88 81	11	2	3	65 65	104 93
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5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	21:14:00 21:29:00	84 85	78 55	7	0 4	0	68 65	85 62
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	21:44:00 21:59:00	86 87	59 46	3	1	1	64 66	64 50
5894/2	28/06/2017 00:00	22:14:00	88	35 44	0	1	1	61	37
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	22:29:00 22:44:00	89 90	26	2 3	2	0	63 62	48 31
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	22:59:00 23:14:00	91 92	30 31	2	0	0	60 63	32 34
5894/2 5894/2	28/06/2017 00:00 28/06/2017 00:00	23:29:00 23:44:00	93 94	23 13	2	0	0	64 60	25 15
5894/2 5894/2	28/06/2017 00:00 29/06/2017 00:00	23:59:00 00:14:00	95 0	12 14	2	0	1	62 64	15 15
5894/2	29/06/2017 00:00	00:29:00	1	16	1	0	1	64	18
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	00:44:00 00:59:00	2 3	15 17	1 3	0	1 0	61 62	17 21
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	01:14:00 01:29:00	4 5	9	2 0	0	0	70 60	11 9
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	01:44:00 01:59:00	6 7	8 6	0	0	0	70 62	8 9
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	02:14:00 02:29:00	8	9	0	0	2	65 61	11 11
5894/2	29/06/2017 00:00	02:44:00	9 10	13	0	0	0	67	13
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	02:59:00 03:14:00	11 12	9 7	1 3	1 0	1	59 63	12 11
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	03:29:00 03:44:00	13 14	12 13	1	2	6 2	59 64	21 20
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	03:59:00 04:14:00	15 16	16 25	1 3	0 2	2	65 65	19 33
5894/2	29/06/2017 00:00	04:29:00	17	40	7	6	8	64	61
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	04:44:00 04:59:00	18 19	59 71	15	5 6	6 14	66 65	78 106
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	05:14:00 05:29:00	20 21	123 156	30 29	9 14	8	67 68	170 207
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	05:44:00 05:59:00	22 23	161 168	36 36	12 12	9 10	68 69	218 226
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	06:14:00 06:29:00	24 25	233 249	44 32	13	11 13	68 67	301 302
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5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	06:59:00 07:14:00	27 28	297 279	47 50	9 17	11 2	67 66	364 348
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	07:29:00 07:44:00	29 30	268 261	35 21	14 12	6 7	67 66	323 301
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	07:59:00 08:14:00	31 32	255 274	30 31	20 10	10 16	66 66	315 331
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	08:29:00 08:44:00	33 34	225 175	13 15	16 17	16 11	65 65	270 218
5894/2	29/06/2017 00:00	08:59:00	35	186	24	18	11	65	239
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	09:14:00 09:29:00	36 37	189 201	25 26	15 15	6 8	65 65	235 250
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	09:44:00 09:59:00	38 39	129 164	15 24	13 10	15 11	62 64	172 209
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	10:14:00 10:29:00	40 41	170 169	14 16	14 13	15 10	63 64	213 208
5894/2 5894/2	29/06/2017 00:00	10:44:00 10:59:00	42 43	124 162	17 17	17 13	7	64 63	165 204
5894/2	29/06/2017 00:00 29/06/2017 00:00	11:14:00	44	136	20	14	11	63	181
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	11:29:00 11:44:00	45 46	177 149	26 19	10 10	11 13	63 65	224 191
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	11:59:00 12:14:00	47 48	149 158	18 14	15 9	11 11	62 63	193 192
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	12:29:00 12:44:00	49 50	156 160	29 15	13 11	12 13	62 62	210 199
5894/2	29/06/2017 00:00	12:59:00	51	151	16	11	9	62	187
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	13:14:00 13:29:00	52 53	170 161	19 23	15 11	15 14	62 61	219 209
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	13:44:00 13:59:00	54 55	148 157	14 14	16 11	17 13	62 63	195 195
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	14:14:00 14:29:00	56 57	129 142	12 25	15 12	18 10	63 63	174 189
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	14:44:00 14:59:00	58 59	155 155	25 23	12 18	8	63 64	200 202
5894/2 5894/2	29/06/2017 00:00	15:14:00 15:29:00	60 61	194 177	23 17	22	12 12	62 64	251 212
5894/2	29/06/2017 00:00 29/06/2017 00:00	15:44:00	62	189	21	12	23	63	245
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	15:59:00 16:14:00	63 64	143 209	16 15	11 14	12 14	63 64	182 252
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	16:29:00 16:44:00	65 66	232 220	23 24	7	6 8	65 66	268 256
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5894/2 5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00 29/06/2017 00:00	17:29:00 17:44:00	69 70	220 212	23	4	16 5	65 66	263 244
5894/2	29/06/2017 00:00	17:59:00	71	212	16	3	11	66	242
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	18:14:00 18:29:00	72 73	186 151	19 13	10 5	3 9	66 66	218 178
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	18:44:00 18:59:00	74 75	139 128	7 9	7 2	9 7	65 67	162 146
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	19:14:00 19:29:00	76 77	121 98	9	1 6	9	67 66	140 121
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5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	20:29:00 20:44:00	81 82	82 84	11 3	5 5	2 1	66 66	100 93
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	20:59:00 21:14:00	83 84	58 62	4 11	2	1	65 67	65 74
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	21:29:00 21:44:00	85 86	76 44	2	6	0	65 65	84 48
5894/2	29/06/2017 00:00	21:59:00 22:14:00	87 88	45 44	1 3	2	1 0	62 67	49 48
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	22:29:00	89	52	4	3	2	63	61
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	22:44:00 22:59:00	90 91	24 21	2 4	2 1	0	64 58	28 28
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	23:14:00 23:29:00	92 93	36 28	3	1	0	65 62	40 33
5894/2 5894/2	29/06/2017 00:00 29/06/2017 00:00	23:44:00 23:59:00	94 95	17 23	4 2	3 2	2	62 61	26 27
5894/2	30/06/2017 00:00	00:14:00	0	20	2	2	0	62	24
5894/2 5894/2	30/06/2017 00:00 30/06/2017 00:00	00:29:00 00:44:00	1 2	15 10	5 3	3 2	1 2	64 59	24 17
5894/2 5894/2	30/06/2017 00:00 30/06/2017 00:00	00:59:00 01:14:00	3 4	8 11	1 2	0	0 1	64 63	9 15
5894/2 5894/2	30/06/2017 00:00 30/06/2017 00:00	01:29:00 01:44:00	5	8	0	1	2	57 62	11 10
5894/2	30/06/2017 00:00	01:59:00	7	7	1	0	0	60	8
5894/2 5894/2	30/06/2017 00:00 30/06/2017 00:00	02:14:00 02:29:00	9	7 6	1	0	0	63 64	10 7
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5894/2 5894/2	30/06/2017 00:00 30/06/2017 00:00	03:14:00 03:29:00	12 13	10 11	4 0	3	0	62 61	17 13
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5894/2	30/06/2017 00:00	09:29:00	37	189	23	17	10	
894/2	30/06/2017 00:00	09:44:00	38	162	19	13	18	- 6
894/2	30/06/2017 00:00	09:59:00	39	155	15	18	11	
894/2	30/06/2017 00:00	10:14:00	40	175	14	17	10	
894/2	30/06/2017 00:00	10:29:00	41	170	22	11	18	
							4	
5894/2	30/06/2017 00:00	10:44:00	42	166	23	21		
894/2	30/06/2017 00:00	10:59:00	43	172	24	11	9	
894/2	30/06/2017 00:00	11:14:00	44	167	24	18		
							11	
894/2	30/06/2017 00:00	11:29:00	45	165	15	18	13	
894/2	30/06/2017 00:00	11:44:00	46	154	19	11	10	
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894/2	30/06/2017 00:00	12:29:00	49	187	22	13	17	- 6
894/2	30/06/2017 00:00	12:44:00	50	190	16	16	9	
894/2	30/06/2017 00:00	12:59:00	51	166	19	13	8	
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894/2	30/06/2017 00:00	15:29:00	61	194	27	8	4	
		15:44:00						
894/2	30/06/2017 00:00		62	192	21	14	6	
894/2	30/06/2017 00:00	15:59:00	63	200	21	12	5	
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894/2	30/06/2017 00:00	16:14:00	64	221	15	9		
894/2	30/06/2017 00:00	16:29:00	65	251	16	7	9	
894/2				185		12	4	
	30/06/2017 00:00	16:44:00	66		20	13		
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394/2	30/06/2017 00:00	17:14:00	68	227	22	7	2	
894/2	30/06/2017 00:00	17:29:00	69	188	17	7	7	
894/2	30/06/2017 00:00	17:44:00	70	172	21	9	6	
894/2	30/06/2017 00:00	17:59:00	71	182	14	5	3	
394/2	30/06/2017 00:00	18:14:00	72	163	11	8	4	
394/2	30/06/2017 00:00	18:29:00	73	193	13	9	4	
394/2	30/06/2017 00:00	18:44:00	74	154	16	6	2	
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394/2	30/06/2017 00:00	19:44:00	78	96	9	2	2	
894/2	30/06/2017 00:00	19:59:00	79	111	4	3	1	
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394/2	30/06/2017 00:00	20:14:00	80	107	11	3		
394/2	30/06/2017 00:00	20:29:00	81	97	3	5	0	
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894/2								
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894/2 894/2 894/2 894/2	30/06/2017 00:00	23:14:00	92	36	3	0	1	
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394/2 394/2 394/2 394/2	30/06/2017 00:00 30/06/2017 00:00		93 94	44 35	7		0	
894/2 894/2 894/2 894/2 894/2	30/06/2017 00:00	23:29:00				1 0 0		

Site Name Ri 5894/1	eport Date 01/06/2017 00:00		Fime Inter 0 -	520 cm 521 4	-660 661 - 0	1160 1160+ 0	cm 0 - 10 r 0	mph 11 - 15 mp 16 - 20 mp 21 - 25 mp 26 - 30 mp 31 - 35 mp 36 - 40 mp 41 - 45 mp 46 - 50 mp 51 - 55 mp 56 - 60 mp 61 - 70 mp 71 - 80 mp 80+ mph	Avg mph To	otal Volume 4
5894/1	01/06/2017 00:00	01:29:00	5	0	0	0	0		Ö	0
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5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		8 9	7	0	1	0		54 59	8
5894/1	01/06/2017 00:00	02:44:00	10	5	1	1	0		51	7
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5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		13 14	3	1	0	2		40 50	6 4
5894/1	01/06/2017 00:00	03:59:00	15	10	0	0	0		54	10
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		16 17	5 7	0	0 2	0		54 52	5 10
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		18 19	16 25	0	1	1		50 53	18 26
5894/1	01/06/2017 00:00	05:14:00	20	29	2	1	2		51	34
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		21 22	34 63	1 2	1 2	0		54 53	36 67
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		23 24	45 39	2	2	1		54 55	50 46
5894/1	01/06/2017 00:00	06:29:00	25	50	4	1	0		52	55
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5894/1 5894/1	01/06/2017 00:00	07:14:00	28 29	94 104	14	1	1		50 50	110 115
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5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		31 32	103 85	10 4	4	3		48 52	120 93
5894/1 5894/1	01/06/2017 00:00	08:29:00	33 34	103 85	4 7	4	2		51 50	113 95
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5894/1	01/06/2017 00:00		43	78	6	6	2		51	92
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5894/1	01/06/2017 00:00	13:29:00	53	84	2	8	2		48	96
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5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		56 57	70 82	7	5 2	1		49 49	83 94
5894/1	01/06/2017 00:00	14:44:00	58	83	9	7	2		47	101
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		59 60	89 69	12 1	6 11	0 3		48 48	107 84
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		61 62	70 89	7 6	5 4	2		50 49	84 101
5894/1	01/06/2017 00:00	15:59:00	63	76	7	1	0		52	84
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		64 65	63 80	8 6	1 4	2		51 50	74 91
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00	16:44:00	66 67	86 75	4 7	3 1	1		48 50	94 83
5894/1	01/06/2017 00:00	17:14:00	68	97	8	1	0		50	106
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5894/1 5894/1	01/06/2017 00:00	17:59:00	71 72	101 82	4	0	0		51 51	105 91
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5894/1	01/06/2017 00:00	19:14:00	76	55	2	0	0		54	57
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5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		82 83	38 35	1 2	1 0	0		52 55	40 37
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		84 85	27 26	0	0	0		54 55	27 29
5894/1	01/06/2017 00:00	21:44:00	86	46	1	0	0		51	47
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		87 88	27 34	1	0	0		53 52	28 35
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		89 90	27 22	1	0	0		53 50	28 22
5894/1	01/06/2017 00:00	22:59:00	91	16	0	0	0		49	16
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		92 93	13 11	0	0	0		53 49	14 11
5894/1 5894/1	01/06/2017 00:00 01/06/2017 00:00		94 95	4 13	0	1 0	0		51 52	6 13
5894/1 5894/1	02/06/2017 00:00	00:14:00	0	7	0	0	0		51 54	7
5894/1	02/06/2017 00:00	00:44:00	2	2	0	1	0		49	3
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5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		5 6	4 2	0	0 2	0		49 44	4
5894/1	02/06/2017 00:00	01:59:00	7	5	1	0	0		48	6
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5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00	02:44:00	10 11	3 1	1	1	0		55 51	5 2
5894/1	02/06/2017 00:00	03:14:00	12	2	0	0	0		57	2
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5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00	03:59:00	15 16	5	1	0	0		53 50	6 8
5894/1	02/06/2017 00:00	04:29:00	17	4	1	1	0		50	6
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		18 19	16 26	1	0	1		50 56	18 29
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00	05:14:00	20 21	23 36	0	3	2		53 54	28 39
5894/1	02/06/2017 00:00	05:44:00	22	66	3	1	0		53	70
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		23 24	42 45	3 4	3	1		56 53	49 53
5894/1	02/06/2017 00:00	06:29:00	25	61	2	1	1		52	65
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00	06:59:00	26 27	90 95	6 14	4	1		52 52	97 114
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00	07:14:00	28 29	86 94	8	2 6	0		51 50	96 108
5894/1	02/06/2017 00:00	07:44:00	30	116	9	0	0		50	125
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5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00	08:29:00	33 34	92 87	6	9 5	1 2		50 50	108 99
5894/1	02/06/2017 00:00	08:59:00	35	79	4	2	3		50	88
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5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00	09:44:00	38 39	72 94	3 7	1 2	2		49 47	78 103
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5894/1	02/06/2017 00:00	11:14:00	44	89	6	6	1	49	102
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5894/1	02/06/2017 00:00		47	85	3	6	1	48	95
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		48 49	73 78	8 7	8 7	1	47 45	90 97
5894/1	02/06/2017 00:00		50	84	4	3	0	48 44	91
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		51 52	102 77	12 3	10 3	2	48	126 84
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		53 54	71 79	5 9	4	0	51 49	80 89
5894/1	02/06/2017 00:00		55	81	6	2	1	49	90
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		56 57	77 77	5 10	3 1	2	49 48	87 89
5894/1	02/06/2017 00:00	14:44:00	58	71	7	3	4	48	85
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		59 60	66 76	9	4	3 0	50 50	82 86
5894/1	02/06/2017 00:00	15:29:00	61	75	3	2	3	49	83
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		62 63	104 85	8	3 1	0 5	50 47	115 95
5894/1	02/06/2017 00:00	16:14:00	64	93	6	2	0	50	101
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5894/1	02/06/2017 00:00		67 68	70 85	5 5	2	4	50 51	81 90
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		69	88	1	2	1	50	92
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		70 71	85 91	1 2	3	2	50 50	91 96
5894/1	02/06/2017 00:00	18:14:00	72	90	2	3	1	52	96
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		73 74	60 64	1	0	2	50 52	63 67
5894/1	02/06/2017 00:00	18:59:00	75	56	4	0	0	52	60
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		76 77	69 52	5 4	1	1 0	51 51	76 57
5894/1 5894/1	02/06/2017 00:00		78 79	48 49	1	1	1	55 54	51
5894/1	02/06/2017 00:00		80	49	2	1 0	2 0	51	54 43
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		81 82	39 45	1	1	0	53 53	41 50
5894/1	02/06/2017 00:00	20:59:00	83	25	1	0	0	55	26
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		84 85	30 30	2 1	0	0	53 52	32 31
5894/1	02/06/2017 00:00	21:44:00	86	20	3	0	0	54	23
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		87 88	21 32	2	0	0	51 49	23 34
5894/1	02/06/2017 00:00 02/06/2017 00:00	22:29:00	89	23	0	0	0	51	23
5894/1 5894/1	02/06/2017 00:00		90 91	13 9	0	0	1 0	48 53	14 9
5894/1 5894/1	02/06/2017 00:00 02/06/2017 00:00		92 93	12 14	0	0	0	54 45	12 14
5894/1	02/06/2017 00:00	23:44:00	94	13	1	0	2	48	16
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5894/1	03/06/2017 00:00	00:29:00	1	9	0	0	0	44	9
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5894/1	03/06/2017 00:00		4	1	1	0	0	55	2
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5894/1 5894/1	03/06/2017 00:00	01:59:00	7	2	2	1	0	49	5
5894/1	03/06/2017 00:00 03/06/2017 00:00		8 9	3 2	0	0	0	51 49	3
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5894/1	03/06/2017 00:00	03:59:00	15	5	1	1	0	46	7
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		16 17	2	1	0	0	60 55	3
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5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		19 20	14 15	1	0	0	54 53	15 16
5894/1 5894/1	03/06/2017 00:00	05:29:00	21 22	25 37	0	0	0	51 52	25 42
5894/1	03/06/2017 00:00 03/06/2017 00:00	05:59:00	23	24	2	0	1	53	27
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5894/1	03/06/2017 00:00	06:44:00	26	29	7	1	1	50	38
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5894/1	03/06/2017 00:00	08:44:00	34	81	3	2	0	49	86
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5894/1	03/06/2017 00:00	09:29:00	37	79	3	3	1	52	86
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		38 39	87 80	8	3 2	0	49 50	98 85
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00	10:14:00	40 41	88 111	7 7	4	0	49 49	99 119
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5894/1	03/06/2017 00:00	11:29:00	45	104	5	1	0	48	110
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5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00	12:44:00	49 50	79 77	2 5	3 2	1 0	50 51	85 84
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		51 52	84 102	4	4	1	49 52	93 103
5894/1	03/06/2017 00:00	13:29:00	53	97	3	1	0	48	101
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5894/1	03/06/2017 00:00	14:14:00	56	86	4	0	0	51	90
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5894/1	03/06/2017 00:00	14:59:00	59 60	77 87	3	2	0	50 50	82 88
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00	15:29:00	61	79	2	0	0	51	81
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5894/1	03/06/2017 00:00	16:14:00	64	77	2	4	1	50	84
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		65 66	74 74	2	0	0	52 52	76 75
5894/1	03/06/2017 00:00	16:59:00	67	64	4	0	1	52	69
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		68 69	76 62	4	3 1	0	50 52	80 67
5894/1	03/06/2017 00:00	17:44:00	70	79	0	0	0	50	79
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5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00	18:29:00	73 74	70 52	0	1	1	52 53	72 55
5894/1	03/06/2017 00:00	18:59:00	75	53	0	0	0	54	53
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		76 77	38 48	1	0	0	52 52	39 49
5894/1	03/06/2017 00:00	19:44:00	78	34	3	1	0	54	38
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		79 80	36 41	0	0	1 0	54 54	39 41

5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		81 82	31 34	2 1	0	0	56 52	33 38
5894/1	03/06/2017 00:00	20:59:00	83	24	0	0	0	50	24
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		84 85	23 30	0	0	0	56 51	23 30
5894/1 5894/1	03/06/2017 00:00		86 87	12 35	2 2	0	0	53 50	14 38
5894/1	03/06/2017 00:00 03/06/2017 00:00		88	27	1	0	0	50	28
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5894/1	03/06/2017 00:00	22:59:00	91	14	0	0	0	53	14
5894/1 5894/1	03/06/2017 00:00 03/06/2017 00:00		92 93	19 18	0	0	0	48 54	19 18
5894/1	03/06/2017 00:00		94	20	0	0	0	52	20
5894/1 5894/1	03/06/2017 00:00 04/06/2017 00:00		95 0	12 12	1	0	0	52 52	13 12
5894/1	04/06/2017 00:00	00:29:00	1	10	0	0	0	47	10
5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00		2	11 17	1 0	0	0	51 48	12 17
5894/1	04/06/2017 00:00	01:14:00	4	5	0	0	0	51	5
5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00		5 6	4	1	0	0	50 51	5 3
5894/1	04/06/2017 00:00	01:59:00	7	5	0	0	0	55	5
5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00		8	3	2	0	0	54 56	5 3
5894/1	04/06/2017 00:00	02:44:00	10	9	0	1	0	42	10
5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00		11 12	5	0	0	0	53 47	5 1
5894/1	04/06/2017 00:00		13	6	0	0	0	55	6
5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00		14 15	5 3	0	0	0	47 47	5 4
5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00		16 17	0	1	0	0	45 47	1 2
5894/1	04/06/2017 00:00		18	9	0	0	0	54	9
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5894/1	04/06/2017 00:00		33	14	1	0	0	53	15
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5894/1	04/06/2017 00:00	09:59:00	39	72	1	2	0	51	75
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5894/1	04/06/2017 00:00	11:14:00	44	66	4	1	0	50	71
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5894/1	04/06/2017 00:00	11:59:00	47	79	2	1	1	51	83
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5894/1	04/06/2017 00:00	12:44:00	50	97	5	0	0	50	102
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5894/1	04/06/2017 00:00	13:29:00	53	88	2	1	0	49	91
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5894/1	04/06/2017 00:00	14:14:00	56	84	3	0	0	50	87
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5894/1	04/06/2017 00:00	14:59:00	59	71	1	0	0	50	72
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5894/1	04/06/2017 00:00	15:44:00	62	67	0	0	1	50	68
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5894/1	04/06/2017 00:00		70	50	0	0	0	52	50
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5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00		74 75	40 42	1 3	0	0	52 52	41 46
5894/1	04/06/2017 00:00	19:14:00	76	47	0	1	0	52	48
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5894/1 5894/1	04/06/2017 00:00 04/06/2017 00:00	20:44:00	82 83	34 26	0	1 0	0	49 54	35 27
5894/1	04/06/2017 00:00		84	21	0	1	0	49	22
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5894/1	04/06/2017 00:00	21:59:00	87	14	0	0	0	54	14
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5894/1	04/06/2017 00:00	22:44:00	90	11	0	0	0	50	11
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5894/1	04/06/2017 00:00	23:29:00	93	6	0	0	0	49	6
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5894/1	06/06/2017 00:00	01:29:00	4 5	1	1	0	0	46	3
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5894/1	06/06/2017 00:00	02:59:00	11	4	0	1	0	48	5
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5894/1 5894/1	06/06/2017 00:00	05:14:00	20 21	28 49	1 5	2	1 2	49 53	32 56
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5894/1	06/06/2017 00:00		29	104	8	3	1	48	116
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5894/1	06/06/2017 00:00		33	124	5	8	0	33	137
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5894/1	06/06/2017 00:00	09:14:00	36	90	6	1	2	43	99
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5894/1	06/06/2017 00:00	09:59:00	39	81	13	10	1	43	105
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5894/1	06/06/2017 00:00		42	60	8	10	1	45	79
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5894/1	06/06/2017 00:00	11:29:00	45	58	4	2	1	48	65
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5894/1	06/06/2017 00:00		48	77	4	9	2	46	92
5894/1 5894/1	06/06/2017 00:00 06/06/2017 00:00		49 50	81 71	3 6	3	0	48 48	87 80
5894/1	06/06/2017 00:00	12:59:00	51	76	4	4	2	48	86
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5894/1	06/06/2017 00:00	13:44:00	54	73	5	4	1	48	83
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5894/1	06/06/2017 00:00	15:59:00	63	77	10	3	1	49	91
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5894/1	06/06/2017 00:00		69	98	4	0	3	49	105
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5894/1	06/06/2017 00:00		72	78	7	1	0	50	86
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5894/1	06/06/2017 00:00		75	51	3	3	0	51	57
5894/1 5894/1	06/06/2017 00:00 06/06/2017 00:00		76 77	37 44	0	1	1	52 51	39 45
5894/1	06/06/2017 00:00		78	45	1	1	0	52	47
5894/1	06/06/2017 00:00		79	50	4	1	2	53	57
5894/1 5894/1	06/06/2017 00:00 06/06/2017 00:00		80 81	36 35	1 0	0	0	52 53	37 35
5894/1	06/06/2017 00:00		82	36	1	2	1	50	40
5894/1 5894/1	06/06/2017 00:00 06/06/2017 00:00		83 84	18 25	2	0	0	46 49	20 26
5894/1	06/06/2017 00:00		85	31	2	0	0	50	33
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5894/1	06/06/2017 00:00		88	12	1	0	0	49	13
5894/1 5894/1	06/06/2017 00:00 06/06/2017 00:00		89 90	22 17	2	0	0	51 48	24 18
5894/1	06/06/2017 00:00	22:59:00	91	7	0	0	0	50	7
5894/1 5894/1	06/06/2017 00:00 06/06/2017 00:00		92 93	15 5	1	0	0	48 52	16 6
5894/1	06/06/2017 00:00	23:44:00	94	4	0	0	0	50	4
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5894/1	07/06/2017 00:00		1	1	0	0	0	71	1
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5894/1	07/06/2017 00:00	01:59:00	7	4	Ö	ō	0	45	4
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5894/1	07/06/2017 00:00		28	91	10	7	1	50	109
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5894/1	07/06/2017 00:00	08:44:00	34	117	6	10	1	49	134
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5894/1	07/06/2017 00:00	10:14:00	40	62	6	3	2	48	73
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5894/1	07/06/2017 00:00	10:59:00	43	71	2	6	2	47	81
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5894/1	07/06/2017 00:00	11:44:00	46	71	8	5	2	49	86
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5894/1	07/06/2017 00:00	13:14:00	52	70	4	6	1	49	81
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5894/1	07/06/2017 00:00	13:59:00	55	61	7	5	0	51	73
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5894/1	07/06/2017 00:00	14:44:00	58	75	6	8	0	51	89
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5894/1	07/06/2017 00:00		68	100	5	0	0	51	105
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5894/1	07/06/2017 00:00		71	104	3	1	1	52	109
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5894/1	07/06/2017 00:00		74	60	2	1	0	53	63
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5894/1	07/06/2017 00:00	19:29:00	77	50	1	3	0	54	54
5894/1 5894/1	07/06/2017 00:00 07/06/2017 00:00		78 79	43 36	2 1	0	0	54 54	45 38
5894/1	07/06/2017 00:00 07/06/2017 00:00	20:14:00	80	28	1	0	0	50	29
5894/1 5894/1	07/06/2017 00:00		81 82	29 19	1	1	0	54 53	31 20
5894/1 5894/1	07/06/2017 00:00		83 84	30 20	1	0	0	54 52	31 22
5894/1	07/06/2017 00:00 07/06/2017 00:00	21:29:00	85	24	1	0	2	49	27
5894/1 5894/1	07/06/2017 00:00 07/06/2017 00:00		86 87	29 20	0	0	0	51 50	29 22
5894/1	07/06/2017 00:00		88	21	1	0	2	50	24
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5894/1	07/06/2017 00:00		91	12	0	0	0	47	12
5894/1 5894/1	07/06/2017 00:00 07/06/2017 00:00		92 93	17 12	0	0	0	52 56	17 12
5894/1	07/06/2017 00:00	23:44:00	94	10	0	0	0	50	10
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5894/1	08/06/2017 00:00	00:29:00	1	4	0	0	0	53	4
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5894/1	08/06/2017 00:00 08/06/2017 00:00	02:29:00	9	3	0	1	0	51 49	4
5894/1 5894/1	08/06/2017 00:00 08/06/2017 00:00		10 11	2	0	0	0	50 47	2 5
5894/1	08/06/2017 00:00	03:14:00	12	2	1	0	0	58	3
5894/1 5894/1	08/06/2017 00:00		13 14	4 14	0 1	1	1	45 51	6 17
5894/1	08/06/2017 00:00	03:59:00	15	3	0	0	0	57	3
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5894/1	08/06/2017 00:00	04:44:00	18	7	0	1	1	51	9
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5894/1	08/06/2017 00:00		21	47	3	1	1	55	52
5894/1 5894/1	08/06/2017 00:00 08/06/2017 00:00		22 23	62 52	3 0	3 4	0	54 57	68 57
5894/1	08/06/2017 00:00	06:14:00	24	41	5	1	0	56	47
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5894/1 5894/1	08/06/2017 00:00 08/06/2017 00:00		27 28	105 100	10 11	4	2	49 48	121 118
5894/1	08/06/2017 00:00		29	121	10	2	1	49	134
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5894/1	08/06/2017 00:00	08:14:00	32	134	6	9	1	44	150
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5894/1	08/06/2017 00:00	10:29:00	41	72	4	2	0	49	78
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5894/1 5894/1	08/06/2017 00:00 08/06/2017 00:00	11:59:00 12:14:00	47 48	88 53	8	1	2	47 51	99 66
5894/1	08/06/2017 00:00	12:29:00	49	77	5	6	2	48	90
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5894/1	08/06/2017 00:00		55	81	6	1	1	51	89
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5894/1	08/06/2017 00:00	16:44:00	66	105	7	7	0	48	119
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5894/1	08/06/2017 00:00	17:29:00	69	90	8	1	3	50	102
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5894/1	08/06/2017 00:00		72	69	3	3	1	50	76
5894/1 5894/1	08/06/2017 00:00 08/06/2017 00:00		73 74	67 54	1 2	0	2	53 52	70 56
5894/1	08/06/2017 00:00		75 76	59 61	1 2	2	1 2	52 53	63 65
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5894/1	08/06/2017 00:00	20:14:00	80	30	2	0	0	52	32
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5894/1	08/06/2017 00:00	20:59:00	83	32	1	0	0	53	33
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5894/1	08/06/2017 00:00	21:44:00	86	35	1	0	1	50	37
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5894/1	08/06/2017 00:00	22:29:00	89	22	0	0	0	48	22
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5894/1 5894/1	08/06/2017 00:00	23:14:00	92 93	11	0	0	0	48 50	11 15
5894/1 5894/1	08/06/2017 00:00 08/06/2017 00:00	23:44:00	93 94	13 3	0	0	0	50 47	15 3
5894/1 5894/1	08/06/2017 00:00 09/06/2017 00:00		95 0	8 5	1 2	0	0	50 48	9 7
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5894/1	09/06/2017 00:00	05:59:00	23	41	0	3	0	54	44
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5894/1	09/06/2017 00:00		37	88	6	4	1	49	99
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5894/1	09/06/2017 00:00		41 42	78 79	3 6	3 2	1 2	48	89
5894/1 5894/1	09/06/2017 00:00 09/06/2017 00:00	10:59:00	43 44	82 82	1 8	5 7	6 1	44 50	94 98
5894/1	09/06/2017 00:00	11:29:00	45	96	6	6	1	47	109
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5894/1	09/06/2017 00:00	12:59:00	51	78	6	7	1	47	92
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5894/1	09/06/2017 00:00 09/06/2017 00:00		54	72	9	6	4	47	91
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5894/1 5894/1	09/06/2017 00:00 09/06/2017 00:00		57 58	67 94	6 7	5 8	3	49 44	81 109
5894/1	09/06/2017 00:00	14:59:00	59	78	4	11	2	48	95
5894/1 5894/1	09/06/2017 00:00 09/06/2017 00:00		60 61	81 93	8 5	7	1 2	50 50	97 104
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5894/1 5894/1	09/06/2017 00:00 09/06/2017 00:00	17:14:00	68 69	119 109	4	2	0	46 47	125 117
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5894/1 5894/1	09/06/2017 00:00 09/06/2017 00:00		71 72	68 77	2	0	1	53 51	71 81
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5894/1 5894/1	09/06/2017 00:00 09/06/2017 00:00		77 78	65 38	4 2	0	0	52 52	69 41
5894/1	09/06/2017 00:00	19:59:00	79	38	0	0	0	53	38
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5894/1	09/06/2017 00:00	21:14:00	84	49	2	2	5	51	58
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5894/1	09/06/2017 00:00	21:59:00	87	41	1	0	2	50	44
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5894/1	09/06/2017 00:00	23:14:00	92	43	0	4	10	47	57
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5894/1	09/06/2017 00:00	23:59:00	95	30	2	5	4	47	41
5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		0	29 14	0 3	0	6 8	48 43	35 26
5894/1	10/06/2017 00:00	00:44:00	2	12	1	0	3	47	16
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5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		5 6	4	0	1	0	47 51	5
5894/1	10/06/2017 00:00	01:59:00	7	3	0	0	0	41	3
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5894/1	10/06/2017 00:00	02:44:00	10	3	0	2	0	57	5
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5894/1	10/06/2017 00:00		15	7	0	1	1	52	9
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5894/1	10/06/2017 00:00	04:44:00	18	19	0	0	0	52	19
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5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00	08:59:00	35 36	79 46	5 5	1	0	51 50	85 51
5894/1	10/06/2017 00:00	09:29:00	37	65	5	5	0 1	52	76
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5894/1	10/06/2017 00:00		50	92	5	4	0	51	101
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5894/1 5894/1	10/06/2017 00:00		56 57	89 70	7 2	1	0	51 49	97 73
5894/1	10/06/2017 00:00		58	87	1	3	0	49	91
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5894/1	10/06/2017 00:00	15:29:00	61	77	5	1	0	52	83
5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		62 63	60 76	3 0	0	0	50 51	63 76
5894/1	10/06/2017 00:00	16:14:00	64	69	2	0	1	52	72
5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		65 66	75 80	3 2	0	1 0	51 51	79 83
5894/1	10/06/2017 00:00	16:59:00	67	67	2	2	0	50	71
5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		68 69	77 67	2	2	0	50 52	81 71
5894/1	10/06/2017 00:00	17:44:00	70	58	1	3	1	51	63
5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		71 72	79 68	5 3	0	0	52 51	84 71
5894/1	10/06/2017 00:00		73 74	58 55	1	0	0	53	59 61
5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		74	41	0	0	1 0	53 52	41
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5894/1	10/06/2017 00:00		78	34	3	0	0	54	37
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5894/1	10/06/2017 00:00	20:29:00	81	27	5	0	0	51	32
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5894/1 5894/1	10/06/2017 00:00 10/06/2017 00:00		90 91	0	0	1	0	36 0	1
5894/1	10/06/2017 00:00	23:14:00	92	0	0	0	0	0	0
5894/1 5894/1	10/06/2017 00:00		93 94	0	0	1	0	37 0	1 0
5894/1	10/06/2017 00:00	23:59:00	95	3	0	0	1	18	4
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		0	10 15	0	0	0	48 48	10 18
5894/1	11/06/2017 00:00	00:44:00	2	13	1	1	0	49	15
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		3 4	6 9	0	1 0	0	51 53	7 9
5894/1	11/06/2017 00:00	01:29:00	5	8	0	0	0	48	8
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5894/1	11/06/2017 00:00	02:14:00	8	3	0	0	0	46	3
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5894/1	11/06/2017 00:00	04:14:00	16	5	2	1	0	50	8
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5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		25 26	10 13	0 2	1	0	47 50	11 15
5894/1	11/06/2017 00:00		27	15	1	0	1	52	17
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		28 29	21 18	1 2	0	0	52 54	22 20
5894/1	11/06/2017 00:00	07:44:00	30	19	1	0	0	48	20
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		31 32	23 24	0	0	0	55 55	23 27
5894/1	11/06/2017 00:00	08:29:00	33	22	Ö	0	0	52	22
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		34 35	33 25	3 1	0	0	51 53	36 26
5894/1	11/06/2017 00:00 11/06/2017 00:00	09:14:00	36 37	43 32	1 3	0	0	51	44
5894/1 5894/1	11/06/2017 00:00		38	67	2	1	1 0	49 51	38 70
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		39 40	79 72	3 2	0	0	52 50	82 74
5894/1	11/06/2017 00:00	10:29:00	41	75	3	1	0	48	79
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		42 43	80 76	4	0	0	50 50	84 80
5894/1	11/06/2017 00:00	11:14:00	44	76	2	0	0	52	78
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		45 46	73 94	3 5	1	0	50 50	77 100
5894/1	11/06/2017 00:00	11:59:00	47 48	93 93	2	0	1	49 49	96 96
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5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		50 51	83 83	5 4	0	0	49 49	88 88
5894/1	11/06/2017 00:00	13:14:00	52	94	1	1	0	49	96
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		53 54	105 62	4 5	0	2	49 51	111 67
5894/1	11/06/2017 00:00	13:59:00	55	80	5	1	0	48	86
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		56 57	55 68	2	0	0	50 50	57 72
5894/1	11/06/2017 00:00	14:44:00	58	75	0	0	0	50	75
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		59 60	73 60	4	2	1	50 49	77 65
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00	15:29:00	61 62	57 64	1	0	0	50 48	58 67
5894/1	11/06/2017 00:00	15:59:00	63	61	2	0	0	50	63
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		64 65	69 58	3 0	1 0	0	52 52	73 59
5894/1	11/06/2017 00:00	16:44:00	66	57	3	1	0	50	61
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		67 68	57 59	2	1	0	52 55	60 62
5894/1	11/06/2017 00:00	17:29:00	69	63	1	0	0	51	64
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		70 71	49 62	1	0	0	53 52	50 64
5894/1 5894/1	11/06/2017 00:00	18:14:00	72 73	61 53	1 2	0	0	52 52	62 56
5894/1	11/06/2017 00:00 11/06/2017 00:00	18:44:00	74	36	1	1	0	55	38
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		75 76	40 38	2	1	0	54 51	43 39
5894/1	11/06/2017 00:00	19:29:00	77	34	1	1	2	52	38
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		78 79	33 21	0	0	0	52 54	33 23
5894/1	11/06/2017 00:00	20:14:00	80	36	4	1	1	50	42
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		81 82	33 20	1	0	0	55 55	34 22
5894/1	11/06/2017 00:00		83	19	1	0	0	51	20

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5894/1	11/06/2017 00:00	21:44:00	86	15	1	0	0	53	16
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		87 88	20 13	0	2	0	52 50	22 13
5894/1	11/06/2017 00:00		89	12	0	0	0	51	12
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		90 91	13 9	0	0	0	49 50	13 9
5894/1	11/06/2017 00:00		92	14	0	0	0	45	14
5894/1 5894/1	11/06/2017 00:00 11/06/2017 00:00		93 94	4 8	0	1	0	45 52	5 9
5894/1 5894/1	11/06/2017 00:00 12/06/2017 00:00		95	1 2	0	0	0	36 48	1 2
5894/1	12/06/2017 00:00		0 1	6	0	0	0	48 50	7
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		2	1 2	1 0	0	0	51 58	2
5894/1	12/06/2017 00:00	01:14:00	4	0	2	0	0	52	2
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5894/1	12/06/2017 00:00	01:59:00	7	2	1	0	0	57	3
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		8 9	2	0	0	0	67 54	2 4
5894/1	12/06/2017 00:00	02:44:00	10	8	1	0	0	48	9
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5894/1	12/06/2017 00:00	03:29:00	13	1	0	Ö	0	52	1
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		14 15	12 6	1 0	0	1 0	50 55	14 6
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		16 17	6 10	0	0	0	56 53	6 13
5894/1	12/06/2017 00:00		18	20	0	0	1	52	21
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		19 20	31 21	0 2	0	0	55 53	31 24
5894/1	12/06/2017 00:00	05:29:00	21	35	5	1	2	51	43
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5894/1	12/06/2017 00:00	06:14:00	24	38	4	1	0	54	43
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5894/1	12/06/2017 00:00		27	96	11	2	3	51	112
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		28 29	101 110	11 7	4	1 2	49 49	117 123
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		30 31	125 101	8 11	0 6	0	43 32	133 118
5894/1	12/06/2017 00:00		32	120	3	1	0	46	124
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5894/1	12/06/2017 00:00	08:59:00	35	108	6	7	1	45	122
5894/1 5894/1	12/06/2017 00:00		36 37	85 76	6 10	6	2	49 49	99 90
5894/1	12/06/2017 00:00	09:44:00	38	94	4	4	0	48	102
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		39 40	77 71	4	6 9	1	48 46	88 86
5894/1	12/06/2017 00:00		41	88	6	7	1	49	102
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		42 43	95 87	4 10	10 4	2	47 47	111 103
5894/1	12/06/2017 00:00		44	75	9	5	1	47	90
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5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		47 48	70 66	6 4	5 5	1	49 49	82 76
5894/1	12/06/2017 00:00		49	87	7	4	1	49	99
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		50 51	93 75	5 5	7	1	48 51	106 84
5894/1	12/06/2017 00:00	13:14:00	52	65	4	6	2	50	77
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		53 54	79 64	6 10	4 5	4	50 49	90 83
5894/1	12/06/2017 00:00	13:59:00	55	89	8	2	2	47	101
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5894/1	12/06/2017 00:00	14:44:00	58	76	7	6	2	47	91
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5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		61 62	76 69	10 5	3	2	49 49	91 80
5894/1	12/06/2017 00:00		63	75	3	7	2	50	87
5894/1 5894/1	12/06/2017 00:00		64 65	82 116	6 11	3	1	50 49	92 131
5894/1	12/06/2017 00:00	16:44:00	66	79	8	3	2	49	92
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		67 68	85 117	3 9	5 2	3 1	49 48	96 129
5894/1	12/06/2017 00:00	17:29:00	69	104	4	1	0	49	109
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		70 71	87 73	2	1 2	2	50 51	92 79
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		72 73	72 74	1	1	0	52 52	74 77
5894/1	12/06/2017 00:00	18:44:00	74	57	3	0	0	54	60
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		75 76	45 51	1	0	1 0	54 54	47 52
5894/1	12/06/2017 00:00	19:29:00	77	42	3	1	2	53	48
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		78 79	38 40	0	0	0	54 54	38 43
5894/1	12/06/2017 00:00	20:14:00	80 81	35	0	1	0	54	36
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		81	37 26	1 2	1 0	0	51 54	39 28
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		83 84	27 32	3 2	0	1	53 54	31 34
5894/1	12/06/2017 00:00	21:29:00	85	26	2	1	0	51	29
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		86 87	28 30	2	0	0	52 52	30 32
5894/1	12/06/2017 00:00	22:14:00	88	11	0	0	0	53	11
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		89 90	24 12	0	0	0	52 50	24 12
5894/1	12/06/2017 00:00		91	4	0	0	0	47	4
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00	23:29:00	92 93	11 4	0	0 1	0	52 53	11 5
5894/1 5894/1	12/06/2017 00:00 12/06/2017 00:00		94 95	1 8	2	1	1	41 56	5 8
5894/1	13/06/2017 00:00	00:14:00	0	3	0	3	0	44	6
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		1 2	4	0	1	1	51 46	6 3
5894/1	13/06/2017 00:00	00:59:00	3	4	0	0	0	55	4
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		4 5	3 5	0	2 1	0	47 49	5 7
5894/1	13/06/2017 00:00	01:44:00	6	4	0	0	0	50	4
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		7 8	2 6	0 1	0	0	48 54	2 8
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00	02:29:00	9 10	2	1	0	0	56 53	3
5894/1	13/06/2017 00:00	02:59:00	11	2	0	0 1	0	47	5 3
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00	03:14:00	12 13	1 4	1	0	0	58 52	2 5
5894/1	13/06/2017 00:00	03:44:00	14	8	1	0	0	54	9
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		15 16	4 9	0	0	1	52 48	5 9
5894/1	13/06/2017 00:00	04:29:00	17	6	1	0	0	52	7
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		18 19	17 21	1	1 0	1 2	53 54	20 24
5894/1	13/06/2017 00:00	05:14:00	20	33	1	1	0	56	35
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00	05:44:00	21 22	47 85	2	4	0	55 53	50 92
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		23 24	50 44	4 2	1	1	55 54	56 47
5894/1	13/06/2017 00:00	06:29:00	25	56	1	3	2	53	62
5894/1	13/06/2017 00:00	оь:44:00	26	107	8	0	1	52	116

5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		27 28	116 89	11 10	1	0	53 52	128 104
5894/1	13/06/2017 00:00	07:29:00	29	112	15	2	1	50	130
5894/1 5894/1	13/06/2017 00:00		30 31	128 112	11 14	4	1 2	35 26	144 131
5894/1	13/06/2017 00:00		32	140	7	6	0	43	153
5894/1 5894/1	13/06/2017 00:00		33	117 108	7	7	0	48 48	131 123
5894/1	13/06/2017 00:00		34 35	89	5 3	8 4	2	48	98
5894/1	13/06/2017 00:00 13/06/2017 00:00		36	76	4	2	1	53	83
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5894/1	13/06/2017 00:00	09:59:00	39	74	7	7	1	51	89
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		40 41	87 72	7 5	9	0	49 49	103 77
5894/1	13/06/2017 00:00	10:44:00	42	75	3	5	0	49	83
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5894/1	13/06/2017 00:00		45	77	3	3	2	51	85
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5894/1	13/06/2017 00:00	12:14:00	48	67	4	7	0	49	78
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5894/1	13/06/2017 00:00		51	80	3	7	1	48	91
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		52 53	77 72	3 8	6 4	1	48 50	87 85
5894/1	13/06/2017 00:00		54	85	11	3	3	49	102
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		55 56	81 62	8 6	2 9	1	45 50	92 77
5894/1	13/06/2017 00:00		57	74	8	7	1	50	90
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5894/1	13/06/2017 00:00		60	63	8	8	2	49	81
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5894/1	13/06/2017 00:00	15:59:00	63	97	6	3	1	49	107
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5894/1	13/06/2017 00:00		66	90	5	6	0	52	101
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5894/1	13/06/2017 00:00	17:29:00	69	118	5	0	1	48	124
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		70 71	99 89	7 5	0	1	49 51	107 99
5894/1	13/06/2017 00:00		72	88	3	3	0	53	94
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		73 74	87 56	1 5	1	0	52 54	89 62
5894/1	13/06/2017 00:00		75	52	2	2	0	54	56
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		76 77	49 57	1	0	0	53 54	50 58
5894/1	13/06/2017 00:00	19:44:00	78	67	1	0	1	51	69
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		79 80	49 40	1	1	0 2	53 56	51 44
5894/1	13/06/2017 00:00	20:29:00	81	50	3	0	0	53	53
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		82 83	40 32	1 2	2	0	54 53	43 36
5894/1	13/06/2017 00:00	21:14:00	84	37	3	0	0	54	40
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		85 86	31 24	1 2	0	0	54 55	32 27
5894/1	13/06/2017 00:00	21:59:00	87	28	0	0	ō	54	28
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		88 89	28 13	1	0	0	52 52	29 13
5894/1	13/06/2017 00:00		90	14	1	0	0	53	15
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		91 92	13 15	0	0	0	50 52	13 17
5894/1	13/06/2017 00:00		93	11	0	0	0	49	11
5894/1 5894/1	13/06/2017 00:00 13/06/2017 00:00		94 95	5 10	1	0	0	54 51	6 11
5894/1	14/06/2017 00:00	00:14:00	0	3	0	1	2	46	6
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		1 2	9	0	0	0	52 46	9
5894/1	14/06/2017 00:00	00:59:00	3	1	0	0	0	50	1
5894/1 5894/1	14/06/2017 00:00		4 5	2 5	0	0	0	53 53	2 7
5894/1	14/06/2017 00:00 14/06/2017 00:00	01:44:00	6	7	0	0	0	57	7
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5894/1	14/06/2017 00:00		9	3	1	1	1	49	6
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		10 11	6 3	0	1	1	42 46	8 5
5894/1	14/06/2017 00:00		12	2	0	0	0	72	2
5894/1	14/06/2017 00:00		13	4	1	0	1	48	6
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00	03:59:00	14 15	11 5	2	1	0	53 44	11 8
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		16 17	8 10	1	0	1 0	49 52	10 13
5894/1	14/06/2017 00:00		18	14	0	2	0	54	16
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		19 20	19 27	1	0	0	52 54	20 28
5894/1	14/06/2017 00:00		21	45	3	0	0	53	48
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		22 23	77 70	5 8	2	1	53 55	85 82
5894/1	14/06/2017 00:00		24	40	3	3	0	53	46
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		25 26	51 96	2 7	1 2	0	54 49	54 107
5894/1	14/06/2017 00:00	06:59:00	27	103	12	3	2	53	120
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		28 29	90 111	9	4	1 2	51 50	104 124
5894/1	14/06/2017 00:00	07:44:00	30	130	12	4	0	35	146
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5894/1	14/06/2017 00:00	08:29:00	33	124	2	5	1	47	132
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5894/1	14/06/2017 00:00	09:14:00	36	103	5	8	2	47	118
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		37 38	76 67	7 8	4	2	50 51	89 78
5894/1	14/06/2017 00:00	09:59:00	39	90	7	4	1	49	102
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		40 41	82 64	5 5	2 6	1	51 46	90 76
5894/1	14/06/2017 00:00	10:44:00	42	76	6	5	0	51	87
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		43 44	75 73	5 7	6 5	2	51 49	88 85
5894/1	14/06/2017 00:00	11:29:00	45	84	1	2	0	50	87
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		46 47	73 80	10 1	5 7	3 1	49 49	91 89
5894/1	14/06/2017 00:00	12:14:00	48	99	4	4	1	49	108
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		49 50	77 72	5 4	2	1	51 51	85 77
5894/1	14/06/2017 00:00	12:59:00	51	80	3	7	0	50	90
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		52 53	59 70	4 5	5 3	0	49 49	68 81
5894/1	14/06/2017 00:00	13:44:00	54	70	9	3	1	49	83
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		55 56	78 88	7 8	5 11	1	49 48	91 108
5894/1	14/06/2017 00:00	14:29:00	57	79	7	6	1	49	93
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		58 59	70 73	11 9	17 7	0	48 48	98 89
5894/1	14/06/2017 00:00	15:14:00	60	72	4	3	1	51	80
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		61 62	85 78	4	7 9	2	49 49	98 92
5894/1	14/06/2017 00:00	15:59:00	63	78	8	2	1	51	89
5894/1 5894/1	14/06/2017 00:00 14/06/2017 00:00		64 65	77 102	6 5	2	1	52 50	86 111
	. ,				-		-	-	

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5894/1	14/06/2017 00:00	17:14:00	68	93	4	3	2	47	102
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5894/1	14/06/2017 00:00		71	97	3	1	1	52	102
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5894/1	14/06/2017 00:00		74	47	6	0	1	54	54
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5894/1	14/06/2017 00:00		78 79	40	1	0	1	54	42
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5894/1	14/06/2017 00:00	20:44:00	82	37	1	0	0	55	38
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5894/1	14/06/2017 00:00	22:14:00	88	27	1	0	0	51	28
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5894/1	14/06/2017 00:00	22:59:00	91	18	1	Ö	0	51	19
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5894/1	14/06/2017 00:00		94 95	12 7	0	0	0	50 51	12 7
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5894/1	15/06/2017 00:00	00:59:00	3	3	2	0	0	51	5
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		4 5	1	0	0	1 0	46 55	2 4
5894/1	15/06/2017 00:00	01:44:00	6	2	0	0	0	58	2
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5894/1	15/06/2017 00:00		9	5	1	0	0	53	6
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5894/1	15/06/2017 00:00		14	8	0	0	0	48	8
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5894/1	15/06/2017 00:00	05:14:00	20	34	0	0	0	54	34
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5894/1	15/06/2017 00:00		26	107	6	4	0	51	117
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5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		29 30	108 127	12 14	7	0	50 45	127 144
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5894/1	15/06/2017 00:00	08:44:00	34	112	3	9	2	49	126
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5894/1	15/06/2017 00:00	10:14:00	40	69	5	6	3	48	83
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5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		43 44	64 73	4 2	4	1 2	50 48	73 82
5894/1	15/06/2017 00:00	11:29:00	45	54	5	7	3	49	69
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5894/1	15/06/2017 00:00	12:14:00	48	61	9	2	0	49	72
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5894/1	15/06/2017 00:00	12:59:00	51	70	2	5	1	49	78
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		52 53	80 67	8 6	2	3	50 49	93 77
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		54 55	78 79	6 2	3	1 7	49 47	88 92
5894/1	15/06/2017 00:00	14:14:00	56	71	8	6	2	50	87
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5894/1	15/06/2017 00:00	14:59:00	59	78	7	10	3	48	98
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5894/1	15/06/2017 00:00		62	87 84	3 9	2	3	49	95
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00	16:14:00	63 64	93	6	11 1	2	48 50	106 102
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5894/1	15/06/2017 00:00	16:59:00	67	122	6	3	0	49	131
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5894/1	15/06/2017 00:00	17:44:00	70	91	3	0	1	51	95
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		71 72	92 64	2 6	2	2 1	49 53	98 73
5894/1	15/06/2017 00:00		73	69	8	2	0	52	79
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00	18:59:00	74 75	67 58	0 2	0	0	51 54	67 60
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		76 77	56 68	3 2	1	1	52 51	61 71
5894/1	15/06/2017 00:00	19:44:00	78	60	3	0	0	52	63
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5894/1	15/06/2017 00:00	20:29:00	81	34	1	0	0	54	35
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5894/1	15/06/2017 00:00	21:14:00	84	28	2	1	0	52	31
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		85 86	22 27	0	0	0	50 52	22 28
5894/1	15/06/2017 00:00	21:59:00	87	19	1	0	0	51	20
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00	22:29:00	88 89	23 24	2	0	0	50 52	24 26
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00	22:44:00	90 91	20 15	0	0	0	49 49	20 16
5894/1	15/06/2017 00:00	23:14:00	92	12	2	1	0	48	15
5894/1 5894/1	15/06/2017 00:00 15/06/2017 00:00		93 94	9 6	1	0	0	52 49	10 6
5894/1	15/06/2017 00:00	23:59:00	95	9	0	1	0	54	10
5894/1 5894/1	16/06/2017 00:00 16/06/2017 00:00		0 1	4 5	0	1 0	0	45 54	5 6
5894/1	16/06/2017 00:00	00:44:00	2	2	0	0	0	57	2
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5894/1	16/06/2017 00:00		17	8	1	0	1	52	10
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5894/1	16/06/2017 00:00	06:29:00	25	47	6	2	0	55	55
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5894/1	16/06/2017 00:00	07:14:00	28	102	10	3	1	50	116
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5894/1	16/06/2017 00:00	07:59:00	31	126	8	4	1	47	139
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5894/1	16/06/2017 00:00	09:14:00	36	86	8	9	1	49	104
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5894/1	16/06/2017 00:00		42	93	5	7	0	49	105
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5894/1 5894/1	16/06/2017 00:00		45 46	84 104	5 5	2 10	1 2	49 44	92 121
5894/1	16/06/2017 00:00		47	97	10	8	1	49	116
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5894/1	16/06/2017 00:00	12:44:00	50	71	6	5	0	49	82
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5894/1	16/06/2017 00:00	13:29:00	53	95	6	4	1	48	106
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5894/1	16/06/2017 00:00	15:29:00	61	89	1	1	0	50	91
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5894/1 5894/1	16/06/2017 00:00	17:44:00	70	78	2	2	1	53	83
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5894/1	16/06/2017 00:00		75	67	2	1	1	53	71
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5894/1	16/06/2017 00:00	19:44:00	78	41	1	1	0	54	43
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5894/1	16/06/2017 00:00	20:29:00	81	39	2	0	0	56	41
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5894/1 5894/1	16/06/2017 00:00	21:14:00	84 85	28 33	2	0	0	55 53	30 34
5894/1	16/06/2017 00:00 16/06/2017 00:00	21:44:00	86	33	0	0	0	52	33
5894/1 5894/1	16/06/2017 00:00 16/06/2017 00:00		87 88	26 30	1	0	0	52 51	27 31
5894/1	16/06/2017 00:00	22:29:00	89	24	1	0	0	49	25
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5894/1	17/06/2017 00:00	00:29:00	1	9	1	0	0	55	10
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5894/1	17/06/2017 00:00	01:14:00	4	1	1	0	0	51	2
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5894/1	17/06/2017 00:00 17/06/2017 00:00	01:59:00	7	7	1	0	0	49	8
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5894/1	17/06/2017 00:00	03:59:00	15	4	1	0	0	54	5
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5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00		18 19	11 17	0 2	0	0	54 54	11 19
5894/1	17/06/2017 00:00	05:14:00	20	18	0	1	1	53	20
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5894/1	17/06/2017 00:00	05:59:00	23	20	2	1	0	55	23
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5894/1 5894/1	17/06/2017 00:00	06:44:00	26 27	38 34	1 2	0	2	52 56	41 38
5894/1	17/06/2017 00:00 17/06/2017 00:00	07:14:00	28	34	3	0	1	54	38
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5894/1	17/06/2017 00:00	07:59:00	31	66	3	3	0	53	72
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5894/1	17/06/2017 00:00	08:44:00	34	89	4	1	1	50	95
5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00		35 36	81 61	2	4	0	53 52	84 68
5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00	09:29:00	37 38	59 112	6 5	1 2	0	50 49	66 119
5894/1	17/06/2017 00:00	09:59:00	39	106	7	1	0	50	114
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5894/1	17/06/2017 00:00	10:44:00	42	107	2	2	0	49	111
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5894/1	17/06/2017 00:00	11:29:00	45	105	4	0	0	52	109
5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00		46 47	95 101	6 3	0	0	51 50	102 104

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5894/1	17/06/2017 00:00 17/06/2017 00:00		62	71	6	0	0	50	77
5894/1 5894/1	17/06/2017 00:00		63 64	74 70	3 2	0	0	50 53	77 73
5894/1	17/06/2017 00:00 17/06/2017 00:00		65	61	2	0	1	51	64
5894/1	17/06/2017 00:00		66	89	2	0	0	52	91
5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00		67 68	67 87	1	0	0	52 51	68 89
5894/1 5894/1	17/06/2017 00:00		69 70	74 72	2	1	0	51	77 74
5894/1	17/06/2017 00:00		70 71	83	2 1	0	0	52 53	84
5894/1	17/06/2017 00:00		72	63	2	1	0	53	66
5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00		73 74	59 58	0	0	0	52 52	59 58
5894/1 5894/1	17/06/2017 00:00		75 76	58 51	3 2	1	0	50 54	62 53
5894/1	17/06/2017 00:00 17/06/2017 00:00		77	50	1	1	0	51	52
5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00		78 79	53 38	2	0	0	50 54	55 40
5894/1	17/06/2017 00:00	20:14:00	80	48	2	0	0	52	50
5894/1 5894/1	17/06/2017 00:00		81 82	34 31	2	1	0	55	37 36
5894/1	17/06/2017 00:00 17/06/2017 00:00		83	41	0	0	0	53 52	41
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5894/1	17/06/2017 00:00		86	28	0	0	1	51	29
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5894/1	17/06/2017 00:00	22:29:00	89	22	1	0	o	50	23
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5894/1	17/06/2017 00:00	23:14:00	92	23	0	0	0	46	23
5894/1 5894/1	17/06/2017 00:00 17/06/2017 00:00		93 94	21 21	0	0	0	48 52	21 22
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5894/1	18/06/2017 00:00		0	18	1	0	0	49	19
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5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		3	9	0	0	0	60 49	9
5894/1	18/06/2017 00:00		4 5	5 12	0	0	0	51	12
5894/1	18/06/2017 00:00	01:44:00	6	4	1	0	0	53	5
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5894/1	18/06/2017 00:00	03:14:00	12	3	0	1	0	51	4
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5894/1	18/06/2017 00:00		15	6	1	0	0	60	7
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		16 17	4	0	0	1 0	50 64	5 1
5894/1	18/06/2017 00:00	04:44:00	18	6	0	0	0	49	6
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5894/1	18/06/2017 00:00	06:14:00	24	10	0	0	0	53	10
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5894/1	18/06/2017 00:00	06:59:00	27	19	0	2	0	53	21
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5894/1	18/06/2017 00:00		30	20	1	0	0	49	21
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		31 32	17 22	0	0	0	53 55	17 22
5894/1	18/06/2017 00:00	08:29:00	33	27	0	0	0	54	27
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5894/1	18/06/2017 00:00	09:14:00	36	33	3	2	0	51	38
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5894/1	18/06/2017 00:00	09:59:00	39	91	2	1	0	51	94
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5894/1	18/06/2017 00:00	10:44:00	42	76	4	2	0	50	82
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5894/1	18/06/2017 00:00		45	94	2	2	0	51	98
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00	11:59:00	46 47	104 102	5 2	1	0 1	50 51	111 106
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		48 49	105 107	0	1	0	50 48	106 112
5894/1	18/06/2017 00:00	12:44:00	50	91	0	1	1	50	93
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		51 52	117 80	3 2	1	1	50 50	122 84
5894/1	18/06/2017 00:00	13:29:00	53	92	2	0	0	52	94
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		54 55	87 93	4	0	0	52 51	91 98
5894/1	18/06/2017 00:00	14:14:00	56	59	2	3	0	51	64
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5894/1	18/06/2017 00:00	14:59:00	59	57	4	0	0	50	61
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5894/1	18/06/2017 00:00	15:44:00	62	63	3	2	1	54	69
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5894/1	18/06/2017 00:00		65	55	0	0	0	53	55
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		66 67	61 58	0	0	0	52 51	61 60
5894/1	18/06/2017 00:00	17:14:00	68	63	1	0	0	51	64
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		69 70	57 55	0	1 0	0	50 54	60 56
5894/1	18/06/2017 00:00	17:59:00	71	78	1	0	0	52	79
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		72 73	70 64	1	1 0	0	55 52	72 65
5894/1	18/06/2017 00:00	18:44:00	74	53	1	1	0	53	55
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5894/1	18/06/2017 00:00	19:29:00	77	39	0	0	0	51	39
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		78 79	53 43	1	1	0	53 54	55 45
5894/1	18/06/2017 00:00	20:14:00	80	42	0	1	0	52	43
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		81 82	44 34	2	0	0	53 52	46 37
5894/1	18/06/2017 00:00	20:59:00	83	34	3	0	0	52	37
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		84 85	34 38	3 0	0	0	52 54	37 39
5894/1	18/06/2017 00:00		86	23	1	0	0	51	24

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5894/1	18/06/2017 00:00	22:29:00	89	17	0	1	0	50	18
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		90 91	13 13	0	0	0	55 49	13 13
5894/1	18/06/2017 00:00		92	15	0	0	0	51	15
5894/1 5894/1	18/06/2017 00:00 18/06/2017 00:00		93 94	8 5	0	0	0	51 54	8 5
5894/1	18/06/2017 00:00		95	2	0	0	0	44	2
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5894/1	19/06/2017 00:00	01:29:00	5	4	0	1	1	46	6
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5894/1 5894/1	19/06/2017 00:00		9 10	4	2	0	0	51 42	6 4
5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00		11 12	4	0	1 0	0	54 61	5
5894/1	19/06/2017 00:00	03:29:00	13	1	0	0	0	73	1
5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00		14 15	17 1	0	0	0	49 49	17 4
5894/1	19/06/2017 00:00		16	4	0	1	0	62	5
5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00		17 18	11 17	1	0	1	54 52	13 18
5894/1	19/06/2017 00:00	04:59:00	19	18	2	2	1	55	23
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5894/1	19/06/2017 00:00	05:44:00	22	59	1	1	0	54	61
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5894/1	19/06/2017 00:00	06:29:00	25	47	5	2	1	55	55
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5894/1	19/06/2017 00:00 19/06/2017 00:00	07:14:00	28	95	11	5	1	48	112
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5894/1	19/06/2017 00:00		39	91	8	8	4	49	111
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5894/1	19/06/2017 00:00	10:44:00	42	75	3	3	1	50	82
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5894/1	19/06/2017 00:00	11:29:00	45	80	4	3	3	49	90
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5894/1	19/06/2017 00:00	12:14:00	48	72	6	3	1	49	82
5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00		49 50	96 67	8	7 5	0	48 50	111 75
5894/1	19/06/2017 00:00	12:59:00	51	99	4	10	2	50	115
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5894/1	19/06/2017 00:00		54	80	6	6	0	50	92
5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00		55 56	81 68	3 6	10 9	1 2	49 49	95 85
5894/1	19/06/2017 00:00	14:29:00	57	70	6	7	2	49	85
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5894/1	19/06/2017 00:00		60	72	2	8	5	50	87
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5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00		63 64	82 84	6 10	6 6	0	50 50	94 102
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5894/1	19/06/2017 00:00	17:14:00	68	110	3	1	0	52	114
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5894/1	19/06/2017 00:00	17:59:00	71	83	3	2	3	49	91
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5894/1	19/06/2017 00:00	21:29:00	85	43	1	1	1	53	46
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5894/1	19/06/2017 00:00	22:14:00	88	24	1	0	0	52	25
5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00	22:44:00	89 90	18 11	0	0 1	1 0	52 48	19 12
5894/1 5894/1	19/06/2017 00:00 19/06/2017 00:00	22:59:00	91 92	19 14	1 0	0	0	50 50	20 14
5894/1	19/06/2017 00:00	23:29:00	93	9	0	0	2	49	11
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5894/1	20/06/2017 00:00	00:59:00	3	2	0	0	0	45	2
5894/1 5894/1	20/06/2017 00:00 20/06/2017 00:00		4 5	3 5	0	1	0	55 48	4 8
5894/1	20/06/2017 00:00	01:44:00	6	4	0	0	0	54	4
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5894/1 5894/1	20/06/2017 00:00 20/06/2017 00:00	02:29:00	9	7	1	0	2	53 54	10 6
5894/1	20/06/2017 00:00 20/06/2017 00:00		10 11	2	0	0	0	54 49	6 2
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5894/1	20/06/2017 00:00	03:44:00	14	11	0	0	0	51	11
5894/1 5894/1	20/06/2017 00:00 20/06/2017 00:00		15 16	5 3	1 0	0	0	54 49	6 5
5894/1	20/06/2017 00:00	04:29:00	17	12	1	0	0	54	13
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5894/1	20/06/2017 00:00	05:59:00	23	54	2	3	0	56	59
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5894/1	20/06/2017 00:00 08:		35	116	5	9	0	41	130
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5894/1	20/06/2017 00:00 09:		37 38	80	5	3 4	3	50	92
5894/1	20/06/2017 00:00 09:		39	82	6	9	0	50	97
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5894/1	20/06/2017 00:00 10:	:44:00	42	93	8	5	1	48	107
5894/1 5894/1	20/06/2017 00:00 10: 20/06/2017 00:00 11:		43 44	80 72	9	7	2	49 51	98 78
5894/1	20/06/2017 00:00 11:		45	83	1	4	0	48	88
5894/1 5894/1	20/06/2017 00:00 11:		46 47	63 86	9 5	6	0	49 50	78 92
5894/1	20/06/2017 00:00 12:		48	72	2	6	4	50	84
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5894/1	20/06/2017 00:00 12:		51	74	4	2	3	50	83
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5894/1	20/06/2017 00:00 13:		54	73	3	1	1	48	78
5894/1 5894/1	20/06/2017 00:00 13: 20/06/2017 00:00 14:		55 56	77 76	8	10 4	1 2	48 51	96 90
5894/1	20/06/2017 00:00 14:	:29:00	57	70	7	7	2	50	86
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5894/1	20/06/2017 00:00 15:	:14:00	60	61	1	10	0	51	72
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5894/1	20/06/2017 00:00 15:		63	69	4	6	4	49	83
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5894/1	20/06/2017 00:00 16:	:44:00	66	95	15	3	1	51	114
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5894/1	20/06/2017 00:00 17:	:29:00	69	104	11	3	0	47	118
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5894/1	20/06/2017 00:00 18:	:14:00	72	78	4	2	2	50	86
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5894/1	20/06/2017 00:00 18:	:59:00	75	60	3	1	Ö	53	64
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5894/1	20/06/2017 00:00 19:		78	47	1	3	1	52	52
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5894/1	20/06/2017 00:00 20:		81	32	1	0	3	54	36
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5894/1	20/06/2017 00:00 20:		84	43	1	0	1	53	45
5894/1	20/06/2017 00:00 21:		85	32	1	0	1	51	34
5894/1 5894/1	20/06/2017 00:00 21: 20/06/2017 00:00 21:		86 87	35 30	1 2	0	0	52 53	36 32
5894/1	20/06/2017 00:00 22:		88	17	2	0	0	52	19
5894/1 5894/1	20/06/2017 00:00 22: 20/06/2017 00:00 22:		89 90	18 11	0	0	0	50 50	18 12
5894/1	20/06/2017 00:00 22:	:59:00	91	12	1	0	2	46	15
5894/1 5894/1	20/06/2017 00:00 23: 20/06/2017 00:00 23:		92 93	12 12	2 1	0	0	46 53	14 13
5894/1	20/06/2017 00:00 23:	:44:00	94	6	0	0	0	51	6
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5894/1	21/06/2017 00:00 09:	:44:00	38	76	3	3	1	49	83
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5894/1	21/06/2017 00:00 10:	:29:00	41	64	5	6	2	48	77
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5894/1	21/06/2017 00:00 11:	:14:00	44	77	3	5	0	51	85
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5894/1	21/06/2017 00:00 11:	:59:00	47	68	5	7	1	49	81
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5894/1	21/06/2017 00:00 13:	:29:00	53	67	4	4	0	50	75
5894/1	21/06/2017 00:00 13:	:44:00	54	86	4	3	1	49	94
5894/1 5894/1	21/06/2017 00:00 13: 21/06/2017 00:00 14:		55 56	81 57	7 8	3	0	52 51	91 69
5894/1	21/06/2017 00:00 14:	:29:00	57	73	8	7	0	52	88
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5894/1	21/06/2017 00:00 15:	:14:00	60	75	2	7	1	49	85
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5894/1	21/06/2017 00:00 15:	:59:00	63	83	2	4	3	50	92
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5894/1	21/06/2017 00:00		77	57	3	1	0	54	61
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5894/1 5894/1	21/06/2017 00:00 21/06/2017 00:00		80 81	38 36	3	0	0	52 54	41 41
5894/1	21/06/2017 00:00		82	28	1	0	1	53	30
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5894/1	21/06/2017 00:00	21:29:00	85	42	2	1	0	51	45
5894/1 5894/1	21/06/2017 00:00 21/06/2017 00:00		86 87	29 29	3 1	0	0	53 52	32 30
5894/1	21/06/2017 00:00	22:14:00	88	39	2	0	0	50	41
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5894/1	21/06/2017 00:00 21/06/2017 00:00		91	19	0	0	0	49	19
5894/1 5894/1	21/06/2017 00:00		92 93	11 9	1 0	0	0	49 51	12 9
5894/1 5894/1	21/06/2017 00:00 21/06/2017 00:00		94 95	13 1	0	0	0	48 46	13 2
5894/1	22/06/2017 00:00	00:14:00	0	4	1	0	0	49	5
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5894/1	22/06/2017 00:00	00:59:00	3	2	0	0	0	56	2
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5894/1	22/06/2017 00:00		11	4	0	1	0	57	5
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5894/1	22/06/2017 00:00		17	15	1	0	2	49	18
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5894/1	22/06/2017 00:00	05:44:00	22	57	2	2	1	53	62
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5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00		26 27	112 106	9	2 5	0	50 50	123 122
5894/1	22/06/2017 00:00	07:14:00	28	85	22	6	3	48	116
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5894/1	22/06/2017 00:00		31	132	9	6	0	46	147
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5894/1	22/06/2017 00:00		39	88	3	3	1	46	95
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5894/1	22/06/2017 00:00	10:44:00	42	77	11	9	0	49	97
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5894/1	22/06/2017 00:00 22/06/2017 00:00		45	66	9	5	3	48	83
5894/1 5894/1	22/06/2017 00:00		46 47	85 64	12 8	5 8	0	46 48	102 82
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00		48 49	70 76	2 8	4	2	47 50	78 89
5894/1	22/06/2017 00:00	12:44:00	50	80	6	3	3	45	92
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5894/1	22/06/2017 00:00	13:29:00	53	86	6	5	2	46	99
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00	13:44:00 13:59:00	54 55	85 64	9 6	5 2	1	48 49	101 73
5894/1	22/06/2017 00:00		56 57	71 80	5	8	5 2	48 47	89 92
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00	14:44:00	58	68	7	3	1	49	79
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5894/1	22/06/2017 00:00	16:14:00	64	89	6	6	2	50	103
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5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00		67 68	105 100	6 11	4	0	49 51	115 115
5894/1	22/06/2017 00:00	17:29:00	69	107	5	1	1	47	114
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5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00	18:14:00	72 73	72 84	2	2	0	53 51	76 87
5894/1	22/06/2017 00:00	18:44:00	73 74	84 59	3	0	1	53	63
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00		75 76	59 51	1	0	0	54 53	60 52
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5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00		78 79	52 52	1 5	1	0	53 55	54 58
5894/1	22/06/2017 00:00	20:14:00	80	37	1	0	0	56	38
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00	20:44:00	81 82	40 35	1 4	0	0	51 52	41 39
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00		83 84	23 32	2	0	0	54 57	25 36
5894/1	22/06/2017 00:00	21:29:00	85	27	1	0	0	51	28
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00		86 87	22 14	1 0	0	0	53 54	23 14
5894/1	22/06/2017 00:00	22:14:00	88	23	0	0	0	52	23
5894/1 5894/1	22/06/2017 00:00 22/06/2017 00:00	22:44:00	89 90	17 26	0 2	1	0	53 49	18 30
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5894/1	23/06/2017 00:00	00:14:00	0	7	0	0	0	55	7
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5894/1	23/06/2017 00:00		11	3	1	0	0	48	4

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5894/1	23/06/2017 00:00	03:44:00	14	9	2	0	0	48	11
5894/1 5894/1	23/06/2017 00:00 (23/06/2017 00:00 (15 16	4	0	0	0	56 52	4 7
5894/1	23/06/2017 00:00		17	8	1	1	0	55	10
5894/1 5894/1	23/06/2017 00:00 (18 19	17 21	1	1	0	51 53	19 23
5894/1	23/06/2017 00:00		20	28	2	0	1	53	31
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5894/1	23/06/2017 00:00		23	48	3	2	0	58	53
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5894/1	23/06/2017 00:00	06:44:00	26	97	6	3	2	53	108
5894/1 5894/1	23/06/2017 00:00 (23/06/2017 00:00 (27 28	101 93	10 10	4	1 3	51 49	116 108
5894/1	23/06/2017 00:00 (07:29:00	29	114	11	5	0	46	130
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5894/1	23/06/2017 00:00	08:44:00	34	116	8	7	1	47	132
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5894/1	23/06/2017 00:00 (37	91	4	5	1	49	101
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5894/1	23/06/2017 00:00 : 23/06/2017 00:00 :	12:29:00	49	87	5	3	2	48	97
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5894/1 5894/1	23/06/2017 00:00		52	83	2	4 6	1	48 48	90
5894/1	23/06/2017 00:00 : 23/06/2017 00:00 :	13:44:00	53 54	62 67	6 9	2	1	49	75 80
5894/1 5894/1	23/06/2017 00:00		55 56	95 82	12 10	5 7	3	42 51	115 99
5894/1	23/06/2017 00:00	14:29:00	57	81	8	5	1	49	95
5894/1 5894/1	23/06/2017 00:00		58 59	83 87	4 6	5 6	1 2	48 50	93 101
5894/1	23/06/2017 00:00	15:14:00	60	86	6	1	2	47	95
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5894/1	23/06/2017 00:00	15:59:00	63	96	8	4	1	47	109
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5894/1	23/06/2017 00:00	16:44:00	66	82	5	4	1	50	92
5894/1 5894/1	23/06/2017 00:00 : 23/06/2017 00:00 :		67 68	121 93	7 8	4	1 0	50 51	133 103
5894/1	23/06/2017 00:00	17:29:00	69	95	3	1	0	51	99
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5894/1	23/06/2017 00:00		72	92	2	1	1	52	96
5894/1 5894/1	23/06/2017 00:00 : 23/06/2017 00:00 :		73 74	74 67	3 2	1	0	52 54	78 70
5894/1 5894/1	23/06/2017 00:00		75 76	66 72	2	0	1	51 52	69 76
5894/1	23/06/2017 00:00 23/06/2017 00:00		77	47	2	2	0	52	51
5894/1 5894/1	23/06/2017 00:00 : 23/06/2017 00:00 :		78 79	46 50	1	0	0	52 52	47 53
5894/1	23/06/2017 00:00	20:14:00	80	51	0	0	0	54	51
5894/1 5894/1	23/06/2017 00:00 2 23/06/2017 00:00 2		81 82	45 29	3 2	0	0	52 53	48 32
5894/1	23/06/2017 00:00	20:59:00	83	41	0	1	0	52	42
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5894/1	23/06/2017 00:00	21:44:00	86	35	3	0	0	50	38
5894/1 5894/1	23/06/2017 00:00 2 23/06/2017 00:00 2		87 88	24 25	0	0	1 0	51 51	25 26
5894/1	23/06/2017 00:00	22:29:00	89	22	0	0	0	51	22
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5894/1	23/06/2017 00:00		92	19	1	0	0	51	20
5894/1 5894/1	23/06/2017 00:00 2 23/06/2017 00:00 2	23:29:00 23:44:00	93 94	15 18	2	2	1	48 52	16 23
5894/1 5894/1	23/06/2017 00:00 2 24/06/2017 00:00 0		95 0	10 11	1	1	1	53 49	13 12
5894/1	24/06/2017 00:00	00:29:00	1	9	0	0	0	50	9
5894/1 5894/1	24/06/2017 00:00 (24/06/2017 00:00 (2	7	0	0	0	54 57	7
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5894/1 5894/1	24/06/2017 00:00 (24/06/2017 00:00 (10 11	1	1 0	1 0	1	45 52	4
5894/1	24/06/2017 00:00 (12	1	0	0	2	39	3
5894/1 5894/1	24/06/2017 00:00 (24/06/2017 00:00 (13 14	8	0	1 2	0	46 50	9
5894/1	24/06/2017 00:00	03:59:00	15	5	1	0	0	46	6
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5894/1	26/06/2017 00:00	10:44:00	42	58	4	4	2	49	68
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		43 44	91 77	11 7	5 3	2	47 50	109 89
5894/1	26/06/2017 00:00	11:29:00	45	81	5	4	2	48	92
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5894/1	26/06/2017 00:00	12:14:00	48	71	4	4	2	50	81
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5894/1	26/06/2017 00:00	12:59:00	51	79	9	6	4	48	98
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5894/1	26/06/2017 00:00		54	66	8	3	0	51	77
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		55 56	77 61	5 5	5 10	0	50 51	87 78
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		57 58	72 73	9	6 5	0	50 51	87 88
5894/1	26/06/2017 00:00		59	69	3	10	3	50	85
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		60 61	82 70	5 14	4	2	49 50	93 88
5894/1	26/06/2017 00:00	15:44:00	62	82	7	9	1	50	99
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5894/1	26/06/2017 00:00	17:14:00	68	109	3	1	3	48	116
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		69 70	95 101	3	3 2	2	52 49	103 109
5894/1	26/06/2017 00:00	17:59:00	71	97	2	1	1	53	101
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5894/1	26/06/2017 00:00		74	66	1	0	0	55	67
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00	18:59:00 19:14:00	75 76	45 54	4	3	0	53 51	47 62
5894/1	26/06/2017 00:00		77 78	62 40	3	1	1 4	52	67 48
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		78 79	40	2	0	2	52 53	48 46
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		80 81	37 31	1 2	0	1	54 51	39 34
5894/1	26/06/2017 00:00	20:44:00	82	34	0	0	1	54	35
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		83 84	32 36	0	0	2	49 52	34 39
5894/1	26/06/2017 00:00	21:29:00	85	24	1	1	0	51	26
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		86 87	27 25	2	0	1 0	51 54	30 25
5894/1	26/06/2017 00:00	22:14:00	88	18	0	Ö	0	57	18
5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00		89 90	20 20	3 0	0	0	52 49	23 21
5894/1	26/06/2017 00:00	22:59:00	91	17	1	0	1	51	19
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5894/1 5894/1	26/06/2017 00:00 26/06/2017 00:00	23:44:00	94 95	6 10	2	1	1	49 48	10 11
5894/1	27/06/2017 00:00	00:14:00	0	4	0	0	0	53	4
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5894/1	27/06/2017 00:00	00:59:00	3	2	0	0	0	53	2
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5894/1	27/06/2017 00:00	01:44:00	6	5	0	1	0	53	6
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		7 8	2 6	0	0	1	51 62	3 6
5894/1	27/06/2017 00:00	02:29:00	9	4	0	1	0	55	5
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		10 11	4 6	1	0	0	49 55	6 8
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00	03:14:00	12 13	1	0	0	0	51 45	1
5894/1	27/06/2017 00:00 27/06/2017 00:00		13 14	9	0	0	0	45 48	9
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5894/1	27/06/2017 00:00	04:29:00	17	7	1	0	0	54	8
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5894/1	27/06/2017 00:00	05:14:00	20	33	3	3	2	52	41
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5894/1	27/06/2017 00:00	05:59:00	23	50	3	0	3	55	56
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5894/1	27/06/2017 00:00	06:44:00	26	86	9	2	1	52	98
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00	07:14:00	27 28	110 85	6 9	3 4	0	51 52	119 98
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		29 30	126 121	11 9	5 1	1	50 47	143 132
5894/1	27/06/2017 00:00	07:59:00	31	130	8	6	0	30	144
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5894/1	27/06/2017 00:00 27/06/2017 00:00		37 38	88	5 7	5	3 2	50 50	98
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		39 40	64 68	9	7	0	49 50	80 82
5894/1	27/06/2017 00:00	10:29:00	41	62	10	0	1	50	73
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		42 43	81 71	8	3 7	2	51 49	94 86
5894/1	27/06/2017 00:00		44	72	4	8	0	48	84
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		45 46	85 77	5 7	3 9	2	48 49	95 93
5894/1	27/06/2017 00:00		46	88	6	3	0	49	97
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		48 49	52 63	5 3	0	1 2	52 50	58 71
5894/1	27/06/2017 00:00	12:44:00	50	76	2	2	0	51	80
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		51 52	85 55	6 1	3	2	50 52	96 59
5894/1	27/06/2017 00:00	13:29:00	53	64	4	2	2	51	72
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		54 55	62 75	8	6 3	0	50 51	76 82
5894/1	27/06/2017 00:00	14:14:00	56	75	6	6	2	53	89
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		57 58	87 63	3 7	10 7	2	50 52	102 79
5894/1	27/06/2017 00:00		59	74	7	8	0	52	89
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		60 61	77 77	9 7	7	1	51 51	94 87
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		62	76	6	8	2	49 51	92
5894/1	27/06/2017 00:00		63 64	81 94	5 6	4	4	52	94 105
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		65 66	93 86	1 7	5 5	2	50 50	101 99
5894/1	27/06/2017 00:00	16:59:00	67	75	6	3	0	53	84
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		68 69	98 104	8	2	1 2	51 52	109 109
5894/1	27/06/2017 00:00	17:44:00	70	95	2	1	2	51	100
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		71 72	89 61	4 6	2	1	52 53	96 68
5894/1	27/06/2017 00:00	18:29:00	73	76	5	2	0	52	83
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		74 75	66 39	1	0	0	52 50	67 42
5894/1	27/06/2017 00:00		76	57	4	0	0	54	61
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		77 78	52 45	3 2	0	0	50 55	55 48
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		79 80	35 48	2	1	1	54 53	39 50
5894/1	27/06/2017 00:00	20:29:00	81	38	0	0	0	53	38
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		82 83	31 26	1 3	2	3	52 53	37 29
5894/1	27/06/2017 00:00	21:14:00	84	29	1	0	0	49	30
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		85 86	29 20	1 0	1 0	0	50 49	31 20
5894/1	27/06/2017 00:00	21:59:00	87	24	1	1	0	51	26
5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		88 89	15 9	0	0	0	49 45	15 11
5894/1	27/06/2017 00:00	22:44:00	90	20	0	0	1	49	21
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5894/1 5894/1	27/06/2017 00:00 27/06/2017 00:00		93 94	7 11	1 0	0	0	44 48	8 11
5894/1	27/06/2017 00:00	23:59:00	95	5	0	0	0	49	5
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		0	3	0	0	0	50 48	3 2
5894/1	28/06/2017 00:00	00:44:00	2	2	1	0	0	52	3
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5894/1	28/06/2017 00:00	01:29:00	5	2	1	0	2	49	5
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5894/1	28/06/2017 00:00		8	2	0 2	0	0	59 53	2
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00	02:44:00	10	4	1	0	0	52	5
5894/1 5894/1	28/06/2017 00:00		11 12	1 2	0 2	0	0	59 54	1 5
5894/1	28/06/2017 00:00		13	1	1	1	0	60	3
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		14 15	10 5	0	0	0	51 53	10 6
5894/1	28/06/2017 00:00	04:14:00	16	4	0	1	1	46	6
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5894/1	28/06/2017 00:00	04:59:00	19	16	1	1	1	53	19
5894/1 5894/1	28/06/2017 00:00		20 21	28 52	0 4	1	0	52 52	29 57
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		22 23	63 50	2	1	1 2	52 53	67 53
5894/1	28/06/2017 00:00	06:14:00	24	34	4	3	0	54	41
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5894/1	28/06/2017 00:00	06:59:00	27	97	12	3	1	49	113
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5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00	07:44:00	30 31	144 117	3	1	0	46 40	148 128
5894/1	28/06/2017 00:00	08:14:00	32	111	7	6	2	46	126
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5894/1	28/06/2017 00:00	08:59:00	35	109	4	5	2	47	120
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5894/1	28/06/2017 00:00 28/06/2017 00:00		38 39	71 64	5	4	0	50 49	80 74
5894/1 5894/1	28/06/2017 00:00		40	84	4	3	4	48	95
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5894/1	28/06/2017 00:00	10:59:00	43	70	2	6	0	49	78
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5894/1	28/06/2017 00:00	11:44:00	46	84	7	12	2	49	105
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		47 48	79 74	6 7	6 4	0	50 48	91 87
5894/1	28/06/2017 00:00	12:29:00	49	93	7	4	2	49	106
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		50 51	86 87	7 10	6 3	3 1	50 48	102 101
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00	13:14:00	52 53	76 80	6 6	5 3	3 0	50 50	90 89
5894/1	28/06/2017 00:00	13:44:00	54	65	4	6	2	48	77
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00	13:59:00	55 56	76 61	5 4	4	1	49 50	86 69
5894/1	28/06/2017 00:00	14:29:00	57	80	9	5	1	50	95
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		58 59	87 82	8 5	4	0	49 31	99 95
5894/1	28/06/2017 00:00	15:14:00	60	55	6	9	3	39	73
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		61 62	85 65	2 8	2	2	49 50	91 76
5894/1	28/06/2017 00:00	15:59:00	63 64	78 84	8	8	2	49 46	96 93
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00	16:29:00	65	94	5	5	1	47	105
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5894/1	28/06/2017 00:00	17:14:00	68	105	3	1	2	52	111
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5894/1	28/06/2017 00:00		71	101	3	2	ō	51	106

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5894/1	28/06/2017 00:00	18:44:00	74	69	4	0	0	54	73
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5894/1	28/06/2017 00:00		77	43	2	0	0	54	45
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5894/1	28/06/2017 00:00		81	26	2	0	0	55	28
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5894/1	28/06/2017 00:00	21:14:00	84	28	0	1	0	52	29
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		85 86	31 22	1	0	0	53 53	32 24
5894/1	28/06/2017 00:00		87	21	0	0	0	49	21
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		88 89	22 20	0	0	0	54 52	22 21
5894/1	28/06/2017 00:00		90	13	0	0	1	52	14
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		91 92	11 11	0	0	0	50 52	11 11
5894/1	28/06/2017 00:00	23:29:00	93	10	1	0	0	51	11
5894/1 5894/1	28/06/2017 00:00 28/06/2017 00:00		94 95	8	1 0	0	0	53 49	9 6
5894/1	29/06/2017 00:00		0	7	0	0	0	47	7
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5894/1	29/06/2017 00:00	00:59:00	3	2	0	0	1	51	3
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		4 5	0	0	0	1	39 60	1
5894/1	29/06/2017 00:00	01:44:00	6	5	0	2	1	47	8
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		7 8	1 8	0	0	0	57 56	1 8
5894/1	29/06/2017 00:00		9	3	1	1	1	36	6
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		10 11	4	1 0	0	0	53 50	3 5
5894/1	29/06/2017 00:00	03:14:00	12	2	0	0	0	69	2
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		13 14	2 11	1 0	0	0	55 49	3 12
5894/1	29/06/2017 00:00	03:59:00	15	3	1	2	0	49	6
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		16 17	6 9	0	0	0	58 52	6 9
5894/1	29/06/2017 00:00	04:44:00	18	14	0	0	0	53	14
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5894/1	29/06/2017 00:00	05:29:00	21	43	4	0	0	53	47
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5894/1	29/06/2017 00:00		24	39	4	3	2	54	48
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5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		32 33	122 121	3 4	2 10	0	51 49	127 136
5894/1	29/06/2017 00:00		34	94	4	5	1	48	104
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		35 36	107 86	8 12	5 5	4	39 50	124 105
5894/1	29/06/2017 00:00		37	88	10	2	3	50	103
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		38 39	77 72	3 4	1 3	1	50 51	82 82
5894/1	29/06/2017 00:00		40	83	10	3	4	49	100
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		41 42	71 71	7	6 3	2	49 49	86 83
5894/1	29/06/2017 00:00	10:59:00	43	84	10	2	3	48	99
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		44 45	72 69	3 5	5 3	1	49 50	81 77
5894/1	29/06/2017 00:00	11:44:00	46	84	7	0	1	50	92
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		47 48	71 81	5 6	5 2	2	51 48	83 89
5894/1	29/06/2017 00:00		49	78	8	3	1	49	90
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		50 51	100 69	6 5	2	0	49 52	108 77
5894/1	29/06/2017 00:00	13:14:00	52	60	7	2	0	50	69
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		53 54	85 70	3 5	4	3 5	49 50	95 84
5894/1	29/06/2017 00:00	13:59:00	55	66	7	3	2	50	78
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		56 57	67 65	6	7	1 2	50 51	81 77
5894/1	29/06/2017 00:00	14:44:00	58	63	9	4	1	51	77
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		59 60	63 67	9	7	0	51 51	79 77
5894/1	29/06/2017 00:00	15:29:00	61	69	8	5	2	48	84
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		62 63	80 84	4 6	5 4	2	48 48	91 94
5894/1	29/06/2017 00:00	16:14:00	64	95	8	3	2	50	108
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		65 66	91 102	6 5	2 6	0	49 49	99 114
5894/1	29/06/2017 00:00	16:59:00	67	80	7	2	0	51	89
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		68 69	121 97	3	3 2	0	50 50	127 104
5894/1	29/06/2017 00:00	17:44:00	70	89	4	1	0	50	94
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		71 72	123 79	5 4	1	1	50 53	130 87
5894/1	29/06/2017 00:00	18:29:00	73	70	2	0	0	54	72
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00	18:59:00	74 75	64 50	3	2	0	53 53	69 53
5894/1	29/06/2017 00:00	19:14:00	76	57	8	0	0	54	65
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		77 78	52 43	0	1 0	0	56 56	53 45
5894/1	29/06/2017 00:00		79	38	4	0	0	54	42
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		80 81	28 48	4	0	0	56 53	32 50
5894/1	29/06/2017 00:00		82	40	2	0	0	53	42
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		83 84	34 26	1	0	0	55 54	35 28
5894/1	29/06/2017 00:00	21:29:00	85	35	0	3	2	50	40
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		86 87	37 26	2	0	0	49 45	39 27
5894/1	29/06/2017 00:00	22:14:00	88	28	2	1	0	55	31
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		89 90	27 23	1 0	0	0	50 50	28 24
5894/1	29/06/2017 00:00	22:59:00	91	18	2	0	0	50	20
5894/1 5894/1	29/06/2017 00:00 29/06/2017 00:00		92 93	13 13	1	0	1 0	50 51	15 14
5894/1	29/06/2017 00:00	23:44:00	94	19	0	1	0	49	20
5894/1 5894/1	29/06/2017 00:00 30/06/2017 00:00		95 0	5 10	0	0	0	56 51	5 10
5894/1	30/06/2017 00:00	00:29:00	1	3	1	0	0	56	4
5894/1 5894/1	30/06/2017 00:00 30/06/2017 00:00		2	2	0	0	0	56 50	2 6
5894/1	30/06/2017 00:00	01:14:00	4	5	0	0	1	54	6
5894/1 5894/1	30/06/2017 00:00 30/06/2017 00:00		5 6	4	0	0	2	52 54	6 3
5894/1	30/06/2017 00:00	01:59:00	7	5	0	0	0	58	5
5894/1 5894/1	30/06/2017 00:00 30/06/2017 00:00		8 9	5 1	1 0	1	1 0	51 71	8
5894/1	30/06/2017 00:00	02:44:00	10	3	0	0	2	59	5
5894/1 5894/1	30/06/2017 00:00 30/06/2017 00:00		11 12	4	1 0	0	0	52 47	5 2
5894/1	30/06/2017 00:00	03:29:00	13	3	2	0	0	57	5
5894/1	30/06/2017 00:00	U3:44:00	14	10	0	0	1	50	11

5894/1	30/06/2017 00:00	03-20-00	15	9	1	1	0	49	11
5894/1	30/06/2017 00:00	04:14:00	16	7	0	1	0	51	8
5894/1	30/06/2017 00:00	04-29-00	17	5	1	0	0	50	6
5894/1	30/06/2017 00:00		18	18	1	0	0	52	19
5894/1	30/06/2017 00:00	04-59-00	19	18	1	1	0	55	20
5894/1	30/06/2017 00:00	05:14:00	20	26	0	2	0	54	28
5894/1	30/06/2017 00:00	05-30-00	21	34	6	3	1	51	44
5894/1	30/06/2017 00:00	05:44:00	22	64	3	1	1	54	69
5894/1			23	48	1	3	1	54	53
	30/06/2017 00:00						1		
5894/1	30/06/2017 00:00	06:14:00	24	39	4	3	1	55	47
5894/1	30/06/2017 00:00	06:29:00	25	49	2	4	0	55	55
5894/1	30/06/2017 00:00	06-44-00	26	79	10	3	1	52	93
5894/1	30/06/2017 00:00	06:59:00	27	98	9	2	1	52	110
5894/1	30/06/2017 00:00		28	92	13	4	ō	50	109
					13	4	U		
5894/1	30/06/2017 00:00	07:29:00	29	101	6	2	0	51	109
5894/1	30/06/2017 00:00	07:44:00	30	136	7	1	1	45	145
5894/1	30/06/2017 00:00	07:59:00	31	115	13	5	2	44	135
5894/1	30/06/2017 00:00	08:14:00	32	104	7	4	1	50	116
5894/1	30/06/2017 00:00	06-30-00	33	112	11	6	0	50	129
5894/1	30/06/2017 00:00	08:44:00	34	107	9	6	0	49	122
5894/1	30/06/2017 00:00	06-20-00	35	102	4	5	2	49	113
5894/1	30/06/2017 00:00	09:14:00	36	104	7	4	1	49	116
5894/1	30/06/2017 00:00	00.20.00	37	87	9	7	2	51	105
5894/1	30/06/2017 00:00	09:44:00	38	94	3	5	1	50	103
5894/1				00				49	
	30/06/2017 00:00		39	88	11	4	1		104
5894/1	30/06/2017 00:00	10:14:00	40	77	4	4	1	49	86
5894/1			41		5	4		51	90
	30/06/2017 00:00			81			0		
5894/1	30/06/2017 00:00	10:44:00	42	98	10	4	1	46	113
5894/1								51	
5894/1	30/06/2017 00:00	10:59:00	43	77	9	2	2	51	90
5894/1	30/06/2017 00:00	11-14-00	44	79	4	8	1	50	92
5894/1	30/06/2017 00:00	11:29:00	45	88	8	7	2	49	105
5894/1	30/06/2017 00:00	11-44-00	46	93	5	6	1	50	105
5894/1	30/06/2017 00:00	11:59:00	47	88	4	5	1	50	98
5894/1	30/06/2017 00:00		48	87	1	0	1	50	89
5894/1	30/06/2017 00:00	12:29:00	49	101	7	4	2	47	114
5894/1	30/06/2017 00:00		50	105	8	3	2	48	118
5894/1	30/06/2017 00:00	12:59:00	51	63	6	7	1	51	77
5894/1				76	4	1		50	
	30/06/2017 00:00		52				1		82
5894/1	30/06/2017 00:00	13:29:00	53	81	6	5	2	48	94
5894/1	30/06/2017 00:00	13:44:00	54	89	7	6	0	49	102
5894/1	30/06/2017 00:00	13:59:00	55	89	2	7	1	48	99
5894/1	30/06/2017 00:00	14:14:00	56	63	6	5	0	50	74
5894/1	30/06/2017 00:00	14-20-00	57	74	9	5	3	50	91
5894/1	30/06/2017 00:00	14:44:00	58	85	6	5	1	48	97
5894/1	30/06/2017 00:00		59	77	11	7	5	48	100
5894/1	30/06/2017 00:00	15:14:00	60	71	8	1	0	51	80
5894/1	30/06/2017 00:00		61	75	4	1	0	51	80
5894/1	30/06/2017 00:00	15:44:00	62	91	3	2	2	49	98
5894/1	30/06/2017 00:00		63	91	7	5	0	48	103
						-	U		
5894/1	30/06/2017 00:00	16:14:00	64	91	3	5	1	50	100
			65	99	7	7		50	
5894/1	30/06/2017 00:00		65		/	/	0		113
5894/1	30/06/2017 00:00	16:44:00	66	105	5	3	1	49	114
5894/1			67	93	2	3		53	99
	30/06/2017 00:00						1		
5894/1	30/06/2017 00:00	17:14:00	68	83	8	0	0	52	91
5894/1	30/06/2017 00:00	17:29:00	69	99	4	1	3	48	107
5894/1	30/06/2017 00:00	17:44:00	70	90	3	2	1	52	96
5894/1	30/06/2017 00:00		71	100	4	1	1	54	106
5894/1	30/06/2017 00:00	18:14:00	72	85	3	1	1	52	90
5894/1			73	68	0	2	1	54	71
5894/1	30/06/2017 00:00	19:58:00	/3	68	U	2	1	54	/1
5894/1	30/06/2017 00:00	18:44:00	74	59	1	2	0	55	62
5894/1	30/06/2017 00:00		75	66	1	0	0	55	67
5894/1	30/06/2017 00:00	19:14:00	76	62	4	1	0	54	67
5894/1	30/06/2017 00:00		77	55	3	2	0	53	60
5894/1	30/06/2017 00:00	19:44:00	78	49	2	0	0	52	51
5894/1	30/06/2017 00:00	19:59:00	79	52	2	0	1	51	55
5894/1	30/06/2017 00:00	20:14:00	80	46	1	0	0	56	47
5894/1	30/06/2017 00:00	20:29:00	81	36	4	0	0	53	40
5894/1	30/06/2017 00:00	20:44:00	82	36	1	1	0	53	38
5894/1	30/06/2017 00:00	20:59:00	83	49	2	0	0	55	51
5894/1	30/06/2017 00:00	21:14:00	84	51	2	1	0	53	54
5894/1	30/06/2017 00:00		85	31	0	0	0	54	31
5894/1	30/06/2017 00:00	21:44:00	86	32	2	0	1	53	35
5894/1	30/06/2017 00:00		87	32	1	0	0	51	33
5894/1	30/06/2017 00:00	22:14:00	88	28	0	0	0	50	28
5894/1	30/06/2017 00:00	22:29:00	89	31	1	0	1	52	33
5894/1	30/06/2017 00:00	22:44:00	90	23	1	0	0	53	24
5894/1	30/06/2017 00:00	22:59:00	91	14	1	0	0	50	15
5894/1	30/06/2017 00:00		92	21	1	0	0	48	22
5894/1	30/06/2017 00:00	23:29:00	93	15	0	0	0	50	15
5894/1	30/06/2017 00:00		94	8	0	0	0	49	8
5894/1	30/06/2017 00:00	23:59:00	95	12	1	0	0	50	13

AADFYear CP Region	LocalAuthority	Road	RoadCategory	Easting	Northi	ng StartJunction	EndJunction	LinkLength kn	LinkLength m	les PedalCyr	les M	otorcycles	CarsTaxis	BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	/ V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHo	vs AllMot	orVehicles
2000 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	352	35565	47	3	6902	1058	160	226	379 1	160	472	3455	46747
2001 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	260	36393	47	4	6719	1482	165	151	453 1	322	473	4046	47892
2002 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	199	38131	. 36	6	6531	1340	172	121	428 1	275	449	3785	49012
2003 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	295	37684	41	0	7256	1293	168	148	412 1	250	422	3693	49338
2004 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	326	39641	. 44	4	8013	1330	163	355	431 1	166	544	4289	52713
2005 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	324	39936	51	7	8274	1555	164	327	446 1	80	488	4560	53611
2006 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	392	43423	39	9	8832	1466	259	280	477 1	714	562	4758	57804
2007 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	299	42782	40	0	9560	1472	184	315	466 1	792	541	4770	57811
2008 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	288	42440	48	0	10229	1466	207	334	426 1	548	552	4633	58070
2009 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	288	42482	49	8	10516	1406	216	334	379 1	168	515	4218	58002
2010 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	355	45403	35	1	7198	1482	153	273	237 1	964	783	4892	58199
2011 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	373	45312	36	9	7400	1482	165	308	180 1	398	810	4843	58297
2012 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	294	47568	29	9	8564	1464	188	301	341 2	233	717	5245	61970
2013 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	289	47616	29	5	9153	1472	204	341	267 2	236	768	5288	62641
2014 46009 South East	Kent	M2	TM	593300	159	000			16.8	10.44	0	262	44359	20	5	9353	1303	130	287	245 1	333	1510	4809	58987
2015 46009 South East	Kent	M2	TM	593300	159	000	5	6	16.8	10.44	0	271	45453	21	8	10217	1347	146	298	311 1	367	1552	5021	61180

AADFYear CP	Region	LocalAuthority	Road	d RoadCategory	Easting	Northing StartJunc	ion EndJu	nction LinkLength_km	LinkLength_miles	PedalCycles	Motorcycles	CarsTax	s BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
2000 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	506	362	2 542	7238	1449	180	28	33 58	7 179	793	5088	49596
2001 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	347	373	0 525	8120	1424	178	3 22	23 55	6 182	745	4946	51314
2002 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	243	382	2 497	7740	1343	210	5 25	57 42	2 170	946	4893	51645
2003 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	263	388	14 586	808	1287	218	3 26	59 39	4 148	7 1021	4676	52495
2004 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ary SPUR	3.9	2.42	0	398	425	496	8868	1683	242	2 37	73 50	4 195	9 1050	5811	58127
2005 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ary SPUR	3.9	2.42	0	394	420	2 552	984	1716	242	2 40)2 45	8 175	1139	5712	58544
2006 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	453	450	7 486	1008:	1654	270) 46	59 49	3 201	3 1175	6074	62129
2007 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ary SPUR	3.9	2.42	0	477	416	.4 507	1054	1586	259	9 49	94 44	0 198	3 1255	6022	59165
2008 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	529	4810			1776	28:	1 50	00 27	1 266	3 1341	6832	65778
2009 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	529	481	259	10346	1703	294	49	99 24	2 221	1251	6199	65485
2010 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	373	607	13 289	7900			2 35	53 24	5 257	1047	6540	75823
2011 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	390	6060							5 248	7 1083	6494	75911
2012 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	220	457	75 232	11019	1306	328	3 22	22 25	5 147	2346	5927	63174
2013 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9		0	217										6106	64149
2014 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ry SPUR	3.9	2.42	0	249	476	.0 209	9972	1267	335	33	32 23	8 122	2812	6208	64247
2015 160	10 South East	Kent	M2	TM	583000	163600 LA Bound	ary SPUR	3.9	2.42	0	258	487	14 222	1089	1311	. 374	34	13 30	2 125	2890	6475	66633



Job Number & Name: 13582 Kemsley

Site Number/Name: Site 1 - A249/Grovehurst Road (North)

Client: RPS

Date: 28/03/2017

Weather: Cloudy, Dry

Job Number & Name: 13582 Kemsley

Site 1 - A249/Grovehurst Road (North)

Date: Tuesday 28 Mar 2017

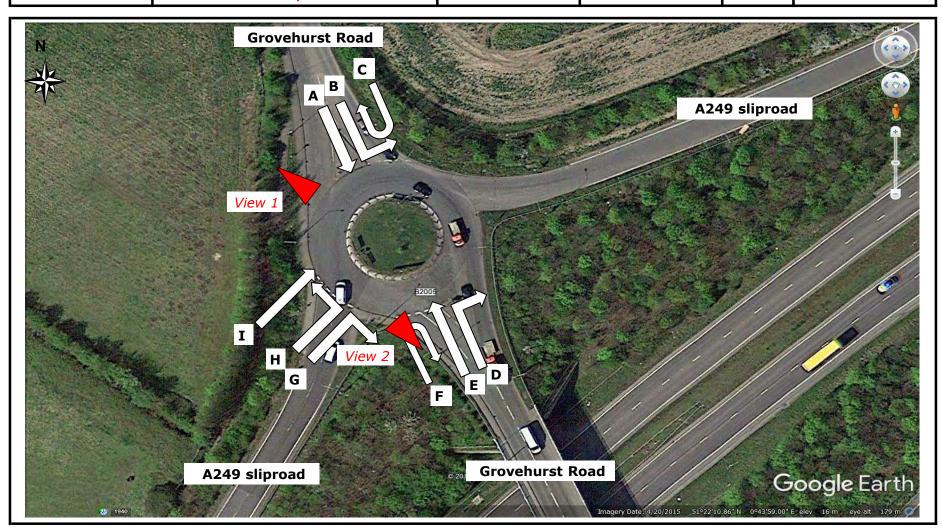
Junction Count Job Type:

51°22'11.11"N, 0°43'58.09"E Co-ordinates:

Postcode:

ME10 2TA

Times:



Advanced Transport Research Site 1 - A249/Grovehurst Road (North) Classified Counts

Job Number & Name: 13582 Kemsley
RPS
Date: Tuesday 28 March 2017

		Мо	vement	A			Movem	ent B				Мо	vement	С			M	loveme	ent D				Mo	vemen	t E				Мо	vemen	t F				Move	ement	G				М	oveme	ent H			i		Move	emen/	nt I		
Times	Cars	LGV OGV	OGV P	SV M/B C	ус С	Cars LGV	OGV OGV	V _{PSV}	м/в	Cyc Ca	ars LC	ogv 1	OGV 1	PSV M	/В Сус	Cars LG	v OG	V OGV	PSV	м/в	Cyc C	ars L	.gv OGV	OGV 2	PSV	м/в с	ус С	ars LGV	OGV 1	OGV 2	PSV M	/В Сус	Cars	LGV	ogv o	OGV P	sv M/	в Су	c Can	s LG\	, OGV	V OGV	PSV	/ м/в	Сус	Cars	LGV		OGV 2	PSV	м/в	Сус
07:00 · 07:15	54	8 1	0	1 2	3	2 0	1 1	0	0	0	0	0 0	0	0	0 0	42 4	4	3	1	0	0	15	2 0	0	0	0	0	0 0	0	0	0	0 0	69	22	6	17	0 0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0
07:15 · 07:30	57	6 1	0	0 3	1	5 2	0 0	0	0	0	0	0 0	0	0	0 0	52 7	2	2	0	3	0	15	4 0	0	0	0	0	0 0	0	0	0	0 0	91	28	4	24	0 1	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 · 07:45	86	10 0	0	1 1	3	4 1	0 0	0	0	0	0	0 0	0	0	0 0	66 1	0 1	. 0	1	0	0	13	4 1	0	0	0	1	0 0	0	0	0	0 0	109	40	1	17	1 (0	8	1	0	0	1	0	0	0	0	0	0	0	0	0
07:45 · 08:00	89	15 1	0	5 2	0	4 1	0 0	0	0	0	1 (0 0	0	0	0 0	73 7	1	. 2	0	0	0	31	3 1	0	0	0	1	1 0	0	0	0	0 0	111	27	5	18	0 5	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00 · 08:15	72	9 1	0	0 0	1	5 0	1 0	0	0	0	0	0 0	0	0	0 0	49 1	_	2	0	0	0	33	6 1	0	0	0	1	1 0	0	0	0	0 0	100	24	3		0 0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15 · 08:30	68	8 3	1	0 1	0	6 2	1 0	0	0	0	0 (0 0	-	0	0 0	55 1	_	. 2	1	2		""	2 1	0	0	-	0	0 0	0	0	0	0 0	99	22	_		0 1	0	15	_	0	0	0	0	0	0	0	0	0	0	0	0
08:30 · 08:45	86	5 1	0	0 1	0	4 0	0 0	0	0	0	0	0 0	0	0	0 0	43 1	_	1	3	0	-	17	2 0	0	0	0	0	0 0	1	0	0	0 0	108	14	-		0 2	0	22		0	0	0	0	0	1	0	0	0	0	0	0
08:45 · 09:00	82	7 0	0	0 0	0	6 0	0 0	0	0	0	1	0 0	0	0	0 0	46 1		. 2	1	1	-	28	2 0	0	0	0	1	0 0	0	0	0	0 0	121	29	_	21	1 (0	13	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00 · 09:15	57	6 1	0	0 0	1	2 1	0 0	0	0	0	0 1	0 0	0	0	0 0	51 1	-	0	1	0		24	4 2	0	0	-	0	0 0	0	0	0	0 0	79	18	_		0 0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0
09:15 · 09:30	40	3 1	0	0 0	1	1 0	1 0	0	0	0	0	0 0	0	0	0 0	46 8		. 6	1	0	-	-	4 1	0	0	0	0	0 0	0	0	0	0 0	62	17	8	28	0 1	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0
09:30 · 09:45	42	9 1	0	0 0	2	6 1	0 0	0	0	0	0	0 0	0	0	0 0	42 1	_	2	0	0		20	7 0	0	0	0	0	0 1	0	0	0	0 0	36	13	2	26	0 1	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0
09:45 · 10:00	41	6 1	0	2 0	0	2 1	0 0	0	0	0	0 1	0 0	0	0	0 0	42 1	_	6	0	1	-	14	8 0	1	0	0	0	0 0	0	0	0	0 0	51	23	4	35	0 0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 · 10:15	40	5 0	0	0 1	0	6 4	0 0	0	0	0	0	0 0	0	0	0 0	50 1	_	9 3	0	0			4 0	0	0	0	0	0 0	0	0	0	0 0	29	11	3		0 0	0	5	0	0	0	1 0	1	0	0	0	0	0	0	0	0
10:15 · 10:30	42	4 0	0	0 0	0	11 1	0 0	0	0	0	0 1	0 0	-	0	0 0	45 1	_	0	0	0	-	18	7 1	0	0	0	0	0 0	0	0	0	0 0	24	13	2		0 0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30 · 10:45	39	4 1	0	0 1	8	6 2	1 0	0	0		0	0 0		0	0 0	44 1	_	2	0	0	0 :	23	6 0	0	0	0	0	0 0	0	0	0	0 0	30	11	5	_	0 0	0	7	1	0	0	0	+ -	0	0	0	-	0	0	0	0
10:45 · 11:00	31	6 0	0	0 2	7	3 0	0 0	0	0	-	0 1	0 0	-	0	0 0	51 1	_	0	0	0	0	17	2 2	0	0	0	0	2 0	0	0	0	0 0	40	15	5	~~	0 1	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0
11:00 · 11:15	25	3 1	1	0 0	1	5 2	0 0	0	0		0	0 0		0	0 0	54 1	_	1	0	0		/ <u>*</u>	8 1	0	0	<u> </u>	0	0 0	0	0	0	0 0	33	11	8	50	0 0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0
11:15 · 11:30	29	9 1	0	0 0	0	3 1	0 0	0	0	0	0	0 0	0	0	0 0	50 6		2	0	0		-	6 1	0	0	0	0	0 0	0	0	0	0 0	27	12	_	33	1 (- 0	5	3	0	- 0	0	0	0	0	0	0	-0	0	0	0
11:30 · 11:45	28	6 0	0	0 0	0	5 2	0 0	0	0	0	0	0 0	0	0	0 0	64 1	_	2	0	0	-	19	7 0	0	0	0	3	0 0	0	0	0	0 0	29	14	14	18	0 0	0	10	+-	0	0	0	0	0	0	0	0	0	0	0	0
11:45 · 12:00	25	9 1	0	0 0	0	4 0	0 0	0	0	0	0 1	0 0	0	0	0 0	60 1	_	1	0	0	0	21	5 1	0	0	0	0	1 0	0	0	0	0 0	33	20	5	19	0 2	0	10	3	0	- 0	0	0	0	0	0	0	0	0	0	0
12:00 · 12:15	44	2 0	0	0 0	1	3 0	0 0	0	0	0	0 1	0 0	0	0	0 0	54 1	_	3	0	0	0	35	6 3	0	0	0	0	0 0	0	0	0	0 0	37	16	1	21	0 1	0	12	1	0	- 0	0	0	0	0	0	0	0	0	0	0
12:15 · 12:30	33	2 1	0	0 1	0	1 0	0 0	0	0	0	0 1	0 0	0	0	0 0	53 1	_	2	0	1	0	35	3 1	0	1	0	0	0 0	0	0	0	0 0	39	18	8		0 0	0	10	1	0	1	0	-	0	0	0	0	0	0	0	0
12:30 · 12:45	39	5 0	0	0 0	0	5 1	0 0	0	0	0	0 1	0 0	0	0	0 0	78 1	_	2	0	1	0	38	6 0	0	0	0	0	1 0	0	0	0	0 0	37	8	5	30	0 0	0	8	5	0	1	0	0	0	0	-0	0	-0	0	0	0
12:45 · 13:00	33	7 1	0	0 2	2	3 1	0 0	0	0	0	0 1	0 0	0	0	0 0	49 1	0 6	2	0	1	0	30	7 0	0	0	3	0	0 0	1	0	0	0 0	44	16	7		0 0	0	11	+-	1	- 0	0	0	0	0	0	0	0	0	0	0
13:00 · 13:15	39	4 1	1	0 0	0	4 2	0 0	0	0	0	0 1	0 0	0	0	0 0	79 9	2	2	0	0	0	35	3 0	0	0	1	1	0 1	0	0	0	0 0	35	21	6	24	0 0	0	11	4	0	- 0	0	0	0	0	-0	0	0	0	0	0
13:15 · 13:30	24	7 0	0	0 0	1	1 1	0 0	0	0	-	0 1	0 0	-	0	, ,	69 1	_	1	0	3	0	30	2 2	0	0	-	-	0 0	0	0	0	0 0	47	12	_		0 2	0	9	2	0	0	0	0	0	0	0	- V	-0	0	l v	0
13:30 · 13:45	36	/ 0	0	0 1	0	3 Z	0 0	0	0		0 1	0 0	-	0		72 1 68 1	_	. 3	0	0	0	31	1 0	0	2	-	0	1 0	0	0	0	0 0	41 54	11	13		0 0	- 0	+	1 2	0	-	0	0	0	0	0	0	-	0	0	0
13:45 · 14:00 14:00 · 14:15	36	1 1	0	0 0	0	7 2	0 0	0	0	-	0 1	0 0	-	0	0 0		_	5	0	0		26	3 2	0	2	0	0	1 0	0	0	0	0 0	46	17	-		0 1	- 0	11	0	0	+ 0	0	0	0	-	-	0	-	0	0	0
14:15 - 14:30	32	4 1	0	0 2	0	5 3	0 0	0	1	-	0 1	0 0		0	0 0	76 1 86 1	_	3	0	0		-	4 2	0	0	0	1	0 1	0	0	0	0 0	52	12	_		0 1	10		-	0	0	0	+ -	0	-	0	-	0	0	0	0
14:30 - 14:45	31	2 2	1	0 0	0	2 0	0 0	0	0	0	0	0 0	0	0	0 0	80 1	_		0	0		11	2 1	0	0	2	0	0 1	-	0	0	0 0	42	19	-	-	0 1	10	14	-	0	+	-	0	10		-	0	-	0	0	0
14:45 - 15:00	35	3 3	0	0 0	,	1 0	1 0	0	0	0	1	0 0	0	0	0 0	67 1	-		0	0	0	*1	6 3	0	0	2	0	0 0	-	0	0	0 0	51	21	4	20	0 (-	25		0	+	-	+	-		-	-	-	-		0
15:00 - 15:15	30	3 0	0	0 1	1	6 1	0 0	0	0	0	0	1 0	0	0	0 0	76 1		1 0	0	1	0	53	4 0	0	0	2	0	0 0	0	0	0	0 0	45	18	7	26	0 0	10	21	- 6	0	+	0	0	- 0	0	-	0	-	0	0	0
15:15 - 15:30	61	11 0	0	0 1	1	4 0	0 0	- 0	0	0	0	0 0	0	0	0 0	82 1	-		1	1	0	28	6 1	-	3	1	0	0 0	10	-	0	0 0	67	17	6		0 0	+ ,	15	_	10	1	10	0	10		-	0	0	0	0	0
15:30 - 15:45	52	6 1	0	0 1	3	6 0	0 0	0	0	0	0 1	0 0	0	0	0 0	72 1	_	4	2	2	0	24	2 0	0	3	1	0	1 0	0	0	0	0 0	63	21	0		0 0	10	30	+ -	0	+ 0	0	0	+ 0		-	0	-0	0	0	0
15:45 - 16:00	37	6 0	0	1 0	0	3 2	0 0	0	0		0	0 0	-	0	0 0	83 2	-	1 1	0	0		11	5 0	0	2	0	0	0 0	10	0	0	0 0	68	25	_		0 (10	34	-	0	+	10	+ 2	+		-	0	-	0	0	0
16:00 · 16:15	53	5 1	0	0 0	1	3 0	0 0	0	2	0	0	0 0	-	-	0 0	98 1	_	2	0	2	0	38	6 1	0	0	3	0	0 0	0	0	0	0 0	56	30	5	26	0 0	10	23	1 4	1	+	10	0	10	0	0	0	-	0	0	0
16:15 - 16:30	44	6 1	0	0 0	0	2 1	0 0	-	0		0	0 0	-	0	0 0	91 1	_	2	_	3			10 0	1	0	-	2	0 0	0	0	0	0 0	82	33	-		0 0	10	25	-	0	+	0	0	+		0	0	-	0	0	0
16:30 - 16:45	40	8 0	0	0 0	0	7 1	0 0	0	0	-	0	0 0	-	0	0 0	114 1	-	3	0	1		13	3 0	1	0	-	-	0 0	1	0	0	0 0	98	23	3		0 3	+ 0	30	+ -	10	+	10	0	+ 0		-	0	-	0	0	0
16:45 - 17:00	33	6 1	0	0 0	2	3 2	0 0	10	0	-	0	0 0	-	0	0 0	95 1	_	1	1	1		-	5 0	1	0	1	1	1 0	0	1	0	0 0	87	26	2		0 0	10	42	- '	0	0	1 0	0	0	0	0	-	0	0	0	0
17:00 · 17:15	42	7 0	0	0 1	2	8 1	0 0	0	0	0	0	0 0	0	0	0 0	90 1	_) 4	0	3		53	6 0	1	0	3	3	0 0	0	1	0	0 0	92	17	5		0 0	10	44	-	1	0	10	0	+ 0	0	-	0	0	0	0	0
17:15 - 17:30	48	3 0	0	0 2	0	4 1	0 0	10	0	0	0	0 0	0	0	0 0	95 1	-	1 2	0	1		54	2 0	10	0	1	2	0 0	0	-	0	0 0	106	25	6		0 2	1	39	+ -	1	+	10	0	+		-	0	-	0	0	0
17:30 - 17:45	49	7 0	0	0 1	0	5 0	0 0	0	0	0	0	0 0	0	0	0 0	111 1	_	1 1	0	1	0	50	7 0	0	0	1	2	0 0	10	0	0	0 0	112	21	2	16	0 1	1 0	50	-	1	+ 0	10	+ 2	10		-	0	0	0	0	0
17:45 - 18:00	37	6 0	0	0 0	4	3 0	0 0	-	0	0	0	0 0	0	0	0 0	89 1	-	3	0	0	0	54	9 1	0	0	0	1	0 0	1	0	0	0 0	114	20	0	16	0 0	+ 0	42	-	1	+	10	0	10	-	-	0	-	-	0	0
18:00 · 18:15	58	6 n	0	0 0	0	3 0	0 0	10	0	0	0	0 0	0	0	0 0	81 1		1 1	0	1	0	18	6 0	0	0	1	0	0 0	10	0	0	0 0	98	19	3	13	0 1	10	44	-	1	10	10	0	10	1	-	0	-	0	0	0
18:15 - 18:30	42	5 0	0	0 2	0	2 0	0 0	0	0	0	0	0 0	0	0	0 0	64 1	_) 2	0	2	0	10	2 0	-	0	1	0	1 0	0	0	0	0 0	99	14	0		0 0	10	41	2	0	0	1 2	+ 1	0	0	0	-	0	0	0	0
18:30 · 18:45	42	4 1	0	0 1	0	0 0	0 0		0		0	0 0		0		65 6	-	+ -	0	1		-	3 0	0	0		1	3 0	0	0	0		65	11	0		0 0	+ -	—— <u> </u>	+-	0	+-	1 1	0	-	0	0	-	0	0	0	0
18:45 · 19:00	32	3 0	1	0 1	0	2 0	0 0	0	0		0	0 0	-	0	0 0	76 4		2 0	1	0		-	3 0	0	0	0	1	0 0	0	0	0	0 0	67	5	0		0 1	10	24	-	0	10	1	0	0	-	0	0	0	0	0	0
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Advanced Transport Research
Site 1 - A249/Grovehurst Road (North)
PCU Values

Job Number & Name: 13582 Kemsley
Client: RPS
Date: Tuesday 28 March 2017

**************************************		Movement A	Movement B	Movement C	Movement D	Movement E	Movement F	Movement G	Movement H	Movement I
**************************************	Times	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Tota	Cars LGV OGV1 OGV2 PSV M/B Cyc To	tal Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Tota	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	al Cars LGV OGV1 OGV2 PSV M/B Cyc Total
**************************************	07:00 · 07:15	5 54.0 8.0 1.5 0.0 2.0 0.8 0.6 66.9	2.0 0.0 1.5 2.3 0.0 0.0 0.0 5.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 42.0 4.0 6.0 6.9 2.0 0.0 0.0 60.9	15.0 2.0 0.0 0.0 0.0 0.0 0.0 17.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	69.0 22.0 9.0 39.1 0.0 0.0 0.0 139.1	5.0 2.0 0.0 0.0 0.0 0.0 0.0 7.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	07:15 · 07:30	57.0 6.0 1.5 0.0 0.0 1.2 0.2 65.9	5.0 2.0 0.0 0.0 0.0 0.0 0.0 7.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 52.0 7.0 3.0 4.6 0.0 1.2 0.0 67.8	15.0 4.0 0.0 0.0 0.0 0.0 0.0 19.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	91.0 28.0 6.0 55.2 0.0 0.4 0.0 180.6	10.0 0.0 1.5 0.0 0.0 0.0 0.0 11.5	5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	07:30 · 07:45	86.0 10.0 0.0 0.0 2.0 0.4 0.6 99.0	4.0 1.0 0.0 0.0 0.0 0.0 0.0 5.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 66.0 10.0 1.5 0.0 2.0 0.0 0.0 79.5	13.0 4.0 1.5 0.0 0.0 0.0 0.2 18.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	109.0 40.0 1.5 39.1 2.0 0.0 0.0 191.6	8.0 1.0 0.0 0.0 2.0 0.0 0.0 11.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	07:45 · 08:00	89.0 15.0 1.5 0.0 10.0 0.8 0.0 116.3	4.0 1.0 0.0 0.0 0.0 0.0 0.0 5.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0	o 73.0 7.0 1.5 4.6 0.0 0.0 0.0 86.1	31.0 3.0 1.5 0.0 0.0 0.0 0.2 35.7	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	111.0 27.0 7.5 41.4 0.0 2.0 0.0 188.9	5.0 1.0 0.0 0.0 0.0 0.0 0.0 6.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	08:00 · 08:15	72.0 9.0 1.5 0.0 0.0 0.0 0.2 82.7	5.0 0.0 1.5 0.0 0.0 0.0 0.0 6.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 49.0 16.0 6.0 4.6 0.0 0.0 0.0 75.6	33.0 6.0 1.5 0.0 0.0 0.0 0.2 40.7	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	100.0 24.0 4.5 34.5 0.0 0.0 0.0 163.0	7.0 0.0 3.0 0.0 0.0 0.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	08:15 · 08:30	68.0 8.0 4.5 2.3 0.0 0.4 0.0 83.2	6.0 2.0 1.5 0.0 0.0 0.0 0.0 9.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 55.0 12.0 1.5 4.6 2.0 0.8 0.0 75.9	40.0 2.0 1.5 0.0 0.0 0.0 0.0 43.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	99.0 22.0 10.5 50.6 0.0 0.4 0.0 182.5	15.0 2.0 0.0 0.0 0.0 0.0 0.0 17.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	08:30 · 08:45	86.0 5.0 1.5 0.0 0.0 0.4 0.0 92.9	4.0 0.0 0.0 0.0 0.0 0.0 0.0 4.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 43.0 16.0 4.5 2.3 6.0 0.0 0.0 71.8	47.0 2.0 0.0 0.0 0.0 0.0 0.0 49.0	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5	108.0 14.0 12.0 48.3 0.0 0.8 0.0 183.1	22.0 2.0 0.0 0.0 0.0 0.0 0.0 24.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
**************************************	08:45 · 09:00	82.0 7.0 0.0 0.0 0.0 0.0 0.0 89.0	6.0 0.0 0.0 0.0 0.0 0.0 0.0 6.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 46.0 11.0 1.5 4.6 2.0 0.4 0.0 65.5	28.0 2.0 0.0 0.0 0.0 0.0 0.2 30.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	121.0 29.0 12.0 48.3 2.0 0.0 0.0 212.3	13.0 2.0 0.0 0.0 0.0 0.0 0.0 15.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	09:00 · 09:15	5 57.0 6.0 1.5 0.0 0.0 0.0 0.2 64.7	2.0 1.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 51.0 11.0 3.0 0.0 2.0 0.0 0.0 67.0	24.0 4.0 3.0 0.0 0.0 0.0 0.0 31.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	79.0 18.0 7.5 43.7 0.0 0.0 0.0 148.2	15.0 3.0 0.0 0.0 0.0 0.0 0.0 18.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	09:15 · 09:30	40.0 3.0 1.5 0.0 0.0 0.0 0.2 44.7	1.0 0.0 1.5 0.0 0.0 0.0 0.0 2.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 46.0 8.0 1.5 13.8 2.0 0.0 0.0 71.3	25.0 4.0 1.5 0.0 0.0 0.0 0.0 30.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	62.0 17.0 12.0 64.4 0.0 0.4 0.0 155.8	7.0 3.0 0.0 0.0 0.0 0.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	09:30 · 09:45	42.0 9.0 1.5 0.0 0.0 0.0 0.4 52.9	6.0 1.0 0.0 0.0 0.0 0.0 0.0 7.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 42.0 15.0 7.5 4.6 0.0 0.0 0.0 69.1	20.0 7.0 0.0 0.0 0.0 0.0 0.0 27.0	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0	36.0 13.0 3.0 59.8 0.0 0.4 0.0 112.2	4.0 4.0 1.5 0.0 0.0 0.0 0.0 9.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	09:45 · 10:00	41.0 6.0 1.5 0.0 4.0 0.0 0.0 52.5	2.0 1.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.o 42.0 10.0 6.0 13.8 0.0 0.4 0.0 72.2	14.0 8.0 0.0 2.3 0.0 0.0 0.0 24.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	51.0 23.0 6.0 80.5 0.0 0.0 0.0 160.5	7.0 1.0 0.0 0.0 0.0 0.0 0.0 8.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	10:00 · 10:15	40.0 5.0 0.0 0.0 0.0 0.4 0.0 45.4	6.0 4.0 0.0 0.0 0.0 0.0 0.0 10.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 50.0 17.0 3.0 6.9 0.0 0.0 0.0 76.9	21.0 4.0 0.0 0.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	29.0 11.0 4.5 46.0 0.0 0.0 0.0 90.5	5.0 0.0 0.0 0.0 0.0 0.4 0.0 5.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1	10:15 · 10:30	42.0 4.0 0.0 0.0 0.0 0.0 0.0 46.0	11.0 1.0 0.0 0.0 0.0 0.0 0.0 12.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 45.0 18.0 7.5 0.0 0.0 0.0 0.0 70.5	18.0 7.0 1.5 0.0 0.0 0.0 0.0 26.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	24.0 13.0 3.0 80.5 0.0 0.0 0.0 120.5	4.0 1.0 0.0 0.0 0.0 0.0 0.0 5.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	10:30 · 10:45	39.0 4.0 1.5 0.0 0.0 0.4 1.6 46.5	6.0 2.0 1.5 0.0 0.0 0.0 0.0 9.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.e 44.0 11.0 9.0 4.6 0.0 0.0 0.0 68.6	23.0 6.0 0.0 0.0 0.0 0.0 0.0 29.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	30.0 11.0 7.5 48.3 0.0 0.0 0.0 96.8	7.0 1.0 0.0 0.0 0.0 0.0 0.0 8.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	10:45 · 11:00	31.0 6.0 0.0 0.0 0.0 0.8 1.4 39.2	3.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 51.0 10.0 6.0 0.0 0.0 0.0 0.0 67.0	17.0 2.0 3.0 0.0 0.0 0.0 0.0 22.0	2.0 0.0 0.0 0.0 0.0 0.0 0.0 2.0	40.0 15.0 7.5 50.6 0.0 0.4 0.0 113.5	4.0 5.0 1.5 0.0 0.0 0.0 0.0 10.5	5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	11:00 · 11:15	5 25.0 3.0 1.5 2.3 0.0 0.0 0.2 32.0	5.0 2.0 0.0 0.0 0.0 0.0 0.0 7.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 54.0 14.0 7.5 2.3 0.0 0.0 0.0 77.8	32.0 8.0 1.5 0.0 0.0 0.0 0.0 41.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	33.0 11.0 12.0 69.0 0.0 0.0 0.0 125.0	7.0 2.0 0.0 0.0 0.0 0.0 0.0 9.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	11:15 · 11:30	29.0 9.0 1.5 0.0 0.0 0.0 0.0 39.5	3.0 1.0 0.0 0.0 0.0 0.0 0.0 4.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.e 50.0 6.0 4.5 4.6 0.0 0.0 0.0 65.1	37.0 6.0 1.5 0.0 0.0 0.0 0.0 44.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	27.0 12.0 9.0 75.9 2.0 0.0 0.0 125.9	5.0 3.0 0.0 0.0 0.0 0.0 0.0 8.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	11:30 · 11:45	28.0 6.0 0.0 0.0 0.0 0.0 0.0 34.0	5.0 2.0 0.0 0.0 0.0 0.0 0.0 7.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 64.0 12.0 9.0 4.6 0.0 0.0 0.0 89.6	19.0 7.0 0.0 0.0 0.0 0.0 0.6 26.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	29.0 14.0 21.0 41.4 0.0 0.0 0.0 105.4	10.0 1.0 0.0 0.0 0.0 0.0 0.0 11.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	11:45 · 12:00	25.0 9.0 1.5 0.0 0.0 0.0 0.0 35.5	4.0 0.0 0.0 0.0 0.0 0.0 0.0 4.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 60.0 11.0 6.0 2.3 0.0 0.0 0.0 79.3	21.0 5.0 1.5 0.0 0.0 0.0 0.0 27.5	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	33.0 20.0 7.5 43.7 0.0 0.8 0.0 105.0	10.0 3.0 0.0 0.0 0.0 0.0 0.0 13.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	12:00 · 12:15	44.0 2.0 0.0 0.0 0.0 0.0 0.2 46.2	3.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 54.0 18.0 6.0 6.9 0.0 0.0 0.0 84.9	35.0 6.0 4.5 0.0 0.0 0.0 0.0 45.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	37.0 16.0 1.5 48.3 0.0 0.4 0.0 103.2	12.0 1.0 0.0 0.0 0.0 0.0 0.0 13.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	12:15 · 12:30	33.0 2.0 1.5 0.0 0.0 0.4 0.0 36.9	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 53.0 13.0 3.0 4.6 0.0 0.4 0.0 74.0	35.0 3.0 1.5 0.0 2.0 0.0 0.0 41.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	39.0 18.0 12.0 57.5 0.0 0.0 0.0 126.5	10.0 1.0 0.0 2.3 0.0 0.0 0.0 13.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
**************************************	12:30 · 12:45	39.0 5.0 0.0 0.0 0.0 0.0 0.0 44.0	5.0 1.0 0.0 0.0 0.0 0.0 0.0 6.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.o 78.0 17.0 6.0 4.6 0.0 0.4 0.0 106.0	38.0 6.0 0.0 0.0 0.0 0.0 0.0 44.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	37.0 8.0 7.5 69.0 0.0 0.0 0.0 121.5	8.0 5.0 0.0 2.3 0.0 0.0 0.0 15.3	3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	12:45 · 13:00	33.0 7.0 1.5 0.0 0.0 0.8 0.4 42.7	3.0 1.0 0.0 0.0 0.0 0.0 0.0 4.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 49.0 10.0 9.0 4.6 0.0 0.4 0.0 73.0	30.0 7.0 0.0 0.0 0.0 1.2 0.0 38.2	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5	44.0 16.0 10.5 59.8 0.0 0.0 0.0 130.3	11.0 2.0 1.5 0.0 0.0 0.0 0.0 14.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1	13:00 · 13:15	39.0 4.0 1.5 2.3 0.0 0.0 0.0 46.8	4.0 2.0 0.0 0.0 0.0 0.0 0.0 6.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 79.0 9.0 3.0 4.6 0.0 0.0 0.0 95.6	35.0 3.0 0.0 0.0 0.0 0.4 0.2 38.6	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0	35.0 21.0 9.0 55.2 0.0 0.0 0.0 120.2	11.0 4.0 0.0 0.0 0.0 0.0 0.0 15.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
	13:15 · 13:30	24.0 4.0 1.5 0.0 0.0 0.0 0.2 29.7	1.0 1.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.o 69.0 17.0 6.0 2.3 0.0 1.2 0.0 95.5	30.0 2.0 3.0 0.0 0.0 0.8 0.4 36.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	47.0 12.0 4.5 66.7 0.0 0.8 0.0 131.0	9.0 2.0 0.0 0.0 0.0 0.0 0.0 11.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
	13:30 · 13:45	38.0 7.0 0.0 0.0 0.0 0.4 0.0 45.4	3.0 2.0 0.0 0.0 0.0 0.0 0.0 5.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 72.0 12.0 3.0 6.9 0.0 0.0 0.0 93.9	31.0 2.0 1.5 0.0 0.0 0.0 0.0 34.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	41.0 11.0 19.5 78.2 0.0 0.0 0.0 149.7	7.0 2.0 0.0 0.0 0.0 0.0 0.0 9.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1415 145 31 32 32 33 34 34 35 34 34 34 34 34 34 34 34 34 34 34 34 34	13:45 · 14:00	36.0 1.0 1.5 0.0 0.0 0.0 0.0 38.5	7.0 2.0 0.0 0.0 0.0 0.0 0.0 9.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 68.0 12.0 7.5 11.5 2.0 0.0 0.0 101.0	26.0 1.0 0.0 0.0 4.0 0.4 0.0 31.4	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	54.0 11.0 3.0 66.7 0.0 0.4 0.0 135.1	9.0 5.0 0.0 0.0 0.0 0.0 0.0 14.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14.50 14.50	14:00 · 14:15	32.0 4.0 1.5 0.0 0.0 0.8 0.0 38.3	5.0 3.0 0.0 0.0 0.0 0.4 0.0 8.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.e 76.0 10.0 6.0 11.5 0.0 0.0 0.0 103.5	31.0 3.0 3.0 0.0 0.0 0.0 0.2 37.2	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0	46.0 17.0 10.5 62.1 0.0 0.4 0.0 136.0	11.0 0.0 0.0 0.0 0.0 0.0 0.0 11.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
144 1 156 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14:15 · 14:30	31.0 1.0 1.5 2.3 0.0 0.0 0.0 35.8	1.0 1.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 86.0 14.0 1.5 6.9 0.0 0.0 0.0 108.4	32.0 4.0 3.0 0.0 0.0 0.0 0.2 39.2	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0	52.0 12.0 12.0 80.5 0.0 0.4 0.0 156.9	14.0 2.0 0.0 0.0 0.0 0.0 0.0 16.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
	14:30 · 14:45	35.0 3.0 4.5 0.0 0.0 0.0 0.0 42.5	2.0 0.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 80.0 17.0 7.5 18.4 0.0 0.0 0.0 122.9	41.0 2.0 1.5 0.0 0.0 0.8 0.0 45.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	42.0 19.0 12.0 48.3 0.0 0.0 0.0 121.3	14.0 2.0 0.0 0.0 0.0 0.0 0.0 16.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
131 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14:45 · 15:00	36.0 8.0 0.0 0.0 0.0 0.4 0.2 44.6	1.0 0.0 1.5 0.0 0.0 0.0 0.0 2.5	1.0 0.0 0.0 0.0 0.0 0.0 0.0	o 67.0 15.0 0.0 6.9 0.0 0.0 0.0 88.9	30.0 6.0 3.0 0.0 0.0 0.0 0.0 39.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	51.0 21.0 6.0 64.4 0.0 0.0 0.0 142.4	25.0 6.0 0.0 0.0 0.0 0.4 0.0 31.4	4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15:00 - 15:15	30.0 3.0 0.0 0.0 0.0 0.4 0.2 33.6	6.0 1.0 0.0 0.0 0.0 0.0 0.0 7.0	0.0 1.0 0.0 0.0 0.0 0.0 0.0	.0 76.0 15.0 4.5 0.0 0.0 0.4 0.0 95.9	53.0 4.0 0.0 0.0 0.0 0.8 0.0 57.8	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0	45.0 18.0 10.5 59.8 0.0 0.0 0.0 133.3	21.0 6.0 0.0 2.3 0.0 0.0 0.0 29.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0
1848 - 1849 379 68 68 68 68 68 68 68 6	15:15 - 15:30	61.0 11.0 0.0 0.0 0.0 0.4 0.2 72.6	4.0 0.0 0.0 0.0 0.0 0.0 0.0 4.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.e 82.0 15.0 3.0 9.2 2.0 0.4 0.0 111.6	28.0 6.0 1.5 0.0 6.0 0.4 0.0 41.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	67.0 17.0 9.0 59.8 0.0 0.0 0.0 152.8	15.0 7.0 0.0 0.0 0.0 0.0 0.0 22.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1	15:30 · 15:45	5 52.0 6.0 1.5 0.0 0.0 0.8 0.6 60.9	6.0 0.0 0.0 0.0 0.0 0.0 0.0 6.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 72.0 18.0 4.5 9.2 4.0 0.8 0.0 108.5	24.0 2.0 0.0 0.0 6.0 0.4 0.0 32.4	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	63.0 21.0 13.5 66.7 0.0 0.0 0.0 164.2	30.0 0.0 0.0 0.0 0.0 0.0 0.0 30.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
	15:45 - 16:00	37.0 6.0 0.0 0.0 2.0 0.0 0.0 45.0	3.0 2.0 0.0 0.0 0.0 0.0 0.0 5.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 83.0 22.0 0.0 2.3 0.0 0.0 0.0 107.3	41.0 5.0 0.0 0.0 4.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	68.0 25.0 9.0 55.2 0.0 0.0 0.0 157.2	34.0 7.0 0.0 0.0 0.0 0.8 0.0 41.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	16:00 - 16:15	5 53.0 5.0 1.5 0.0 0.0 0.0 0.2 59.7	3.0 0.0 0.0 0.0 0.0 0.8 0.0 3.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.o 98.0 15.0 4.5 4.6 0.0 0.8 0.0 122.9	38.0 6.0 1.5 0.0 0.0 1.2 0.0 46.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	56.0 30.0 7.5 59.8 0.0 0.0 0.0 153.3	23.0 4.0 1.5 0.0 0.0 0.0 0.0 28.5	s 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	16:15 - 16:30	44.0 6.0 1.5 0.0 0.0 0.0 0.0 51.5	2.0 1.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 91.0 11.0 1.5 4.6 0.0 1.2 0.0 109.3	42.0 10.0 0.0 2.3 0.0 0.4 0.4 55.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	82.0 33.0 4.5 43.7 0.0 0.0 0.0 163.2	25.0 6.0 0.0 0.0 0.0 0.0 0.0 31.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1.10 - 1.	16:30 · 16:45	40.0 8.0 0.0 0.0 0.0 0.0 0.0 48.0	7.0 1.0 0.0 0.0 0.0 0.0 0.0 8.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 114.0 12.0 3.0 6.9 0.0 0.4 0.0 136.3	43.0 3.0 0.0 0.0 0.0 0.4 0.4 46.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	98.0 23.0 4.5 34.5 0.0 1.2 0.0 161.2	30.0 4.0 0.0 0.0 0.0 0.0 0.0 34.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0
1715 - 1739 48.0 3.0 0.0 10.0 10.0 10.0 10.0 10.0 10.0	16:45 · 17:00	33.0 6.0 1.5 0.0 0.0 0.0 0.4 40.9	3.0 2.0 0.0 0.0 0.0 0.0 0.0 5.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.o 95.0 13.0 1.5 2.3 2.0 0.4 0.0 114.2	43.0 5.0 0.0 2.3 0.0 0.4 0.2 50.9	1.0 0.0 0.0 2.3 0.0 0.0 0.0 3.3	87.0 26.0 3.0 43.7 0.0 0.0 0.0 159.7	42.0 6.0 0.0 0.0 0.0 0.0 0.0 48.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
	17:00 · 17:15	42.0 7.0 0.0 0.0 0.0 0.4 0.4 49.8	8.0 1.0 0.0 0.0 0.0 0.0 0.0 9.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 90.0 19.0 0.0 9.2 0.0 1.2 0.0 119.4	53.0 6.0 0.0 0.0 0.0 1.2 0.6 60.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	92.0 17.0 7.5 39.1 0.0 0.0 0.0 155.6	44.0 7.0 1.5 0.0 0.0 0.0 0.0 52.5	S 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
	17:15 · 17:30	48.0 3.0 0.0 0.0 0.0 0.8 0.0 51.8	4.0 1.0 0.0 0.0 0.0 0.0 0.0 5.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 95.0 12.0 0.0 4.6 0.0 0.4 0.0 112.0	64.0 2.0 0.0 0.0 0.0 0.4 0.4 66.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	106.0 25.0 9.0 52.9 0.0 0.8 0.0 193.7	39.0 7.0 0.0 0.0 0.0 0.0 0.0 46.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17.330 - 17.435 43.01 3.01	17:30 · 17:45	\$ 49.0 7.0 0.0 0.0 0.0 0.4 0.0 56.4	5.0 0.0 0.0 0.0 0.0 0.0 0.0 5.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.o 111.0 10.0 4.5 2.3 0.0 0.4 0.0 128.2	50.0 7.0 0.0 0.0 0.0 0.4 0.4 57.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	112.0 21.0 3.0 36.8 0.0 0.4 0.0 173.2	50.0 4.0 1.5 0.0 0.0 0.8 0.0 56.3	3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
17.45 - 18.00 37.0 6.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	17:45 · 18:00	37.0 6.0 0.0 0.0 0.0 0.0 0.8 43.8	3.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 89.0 18.0 4.5 6.9 0.0 0.0 0.0 118.4	54.0 9.0 1.5 0.0 0.0 0.0 0.2 64.7	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5	114.0 20.0 0.0 36.8 0.0 0.0 0.0 170.8	42.0 3.0 1.5 0.0 0.0 0.0 0.0 46.5	5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18:00 - 18:15 58:00 6.0 70 70 70 70 70 70 70	18:00 · 18:15	58.0 6.0 0.0 0.0 0.0 0.0 0.0 64.0	3.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 81.0 15.0 3.0 2.3 0.0 0.4 0.0 101.7	48.0 6.0 0.0 0.0 0.0 0.4 0.0 54.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	98.0 19.0 4.5 29.9 0.0 0.4 0.0 151.8	44.0 3.0 1.5 0.0 0.0 0.0 0.0 48.5	s 1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
18:15 - 18:30 42.0 5.0 0	18:15 · 18:30	42.0 5.0 0.0 0.0 0.0 0.8 0.0 47.8	2.0 0.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 64.0 14.0 0.0 4.6 0.0 0.8 0.0 83.4	40.0 2.0 0.0 0.0 0.0 0.4 0.0 42.4	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	99.0 14.0 0.0 16.1 0.0 0.0 0.0 129.1	41.0 2.0 0.0 0.0 4.0 0.4 0.0 47.4	• 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18:30 - 18:45 2.0 4.0 1.5 0.0 0.0 4.0 4.9 0.0 0.	18:30 · 18:45	42.0 4.0 1.5 0.0 0.0 0.4 0.0 47.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.0 65.0 6.0 0.0 0.0 0.0 0.4 0.0 71.4	27.0 3.0 0.0 0.0 0.0 0.4 0.2 30.6	3.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0	65.0 11.0 0.0 27.6 0.0 0.0 0.0 103.6	38.0 5.0 0.0 0.0 2.0 0.0 0.0 45.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18:45 - 19:00 32.0 3.0 0.0 2.3 0.0 0.0 2.3 0.0 0.0 2.3 0.0 0.0 4.0 0.0 3.7 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	18:45 · 19:00	32.0 3.0 0.0 2.3 0.0 0.4 0.0 37.7	2.0 0.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	.o 76.0 4.0 3.0 0.0 2.0 0.0 0.0 85.0	35.0 3.0 0.0 0.0 0.0 0.0 0.2 38.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	67.0 5.0 0.0 18.4 0.0 0.4 0.0 90.8	24.0 2.0 0.0 0.0 2.0 0.0 0.0 28.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0



Job Number & Name: 13582 Kemsley, Kent

Site Number/Name: Site 2 - A249 sliproad/Grovehurst Road (South)

Client: RPS

Date: 28/03/2017

Weather: Sunny, Dry

Job Number & Name: 13582 Kemsley, Kent

Site 2 - A249 sliproad/Grovehurst Road (South)

Date: Tuesday 28 Mar 2017

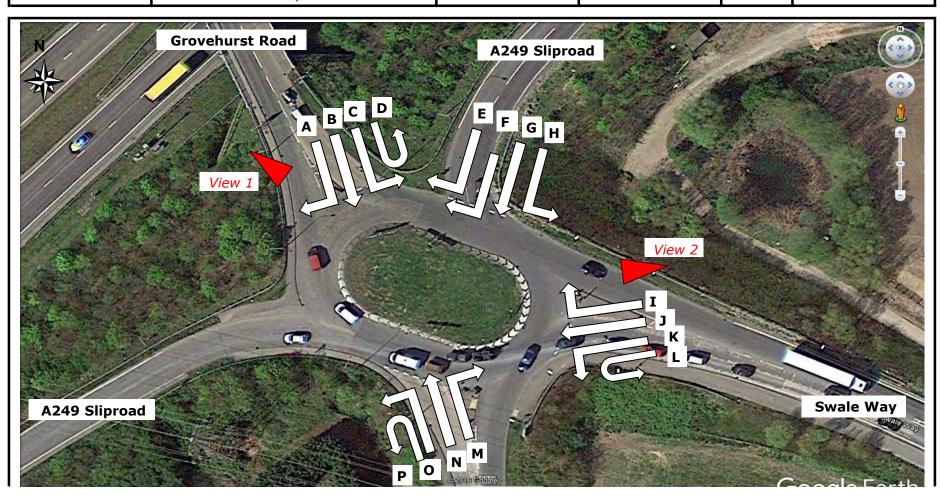
Junction Count Job Type:

51°22'6.79"N, 0°44'2.24"E Co-ordinates:

Postcode:

ME10 2FF

Times:



Advanced Transport Research

Size 2. A 249 signess (Greenheurs Raid (Stoth)

Class 2. A 249 signess (Greenheurs Raid (Stoth)

Classified Counts

does 100 signess (Stoth Stoth Stoth

Movement A Moveme			Movement B Movement C			Movement D			rement D Movement E			Movement E Movement F			Move	ement G			Movemen	t H		Movement I			Movement J			Movement K				Mor	vement L			Mover	ment M			Movement	N	Movement O				Mover	ment P							
Times	ars LGV	oev oev	PSV H/B Cv	c Care Ley OGV	OGV PSV M/B Cy	c Care LGV	ogv ogv	PSV M/B C	vc Care I	LGV OGV O	GV PSV M	/8 Cvc C	Cars LGV OG	SV OGV PS	EV M/B Cvs	Cars LGV	oev oev	PSV M/B	Cvc Care	LGV OGV	ogv _{PSV}	M/B Cvc	Care LGV	ogv ogv	PSV M/B	Cvc Cars	LGV OGV	ogv _{PSV}	M/B Cyc	c Care LGV	ogy ogy	PSV M/I	e Cyc Can	LEV OG	osv _{PSV}	M/8 C	vc Care	LGV OGV	ogv _{PSV}	м/в Сус	Cars LG	y osv o	GV PSV I	t/B Cvc	Care LGV	oev oev	PSV M/B	Cvc Cars	LGV OGV	ogv _{PSV}	M/B Cvc	Care LG	y ogv o	GV PSV M/V
97/99 97/15	27 2	0 0	1 0 0	15 5 1	0 0 0 1	74 22				0 0			1 0 0					0 0					57 16				2 0	2			1 16			1	2	_	_	1	2	0 0	_					3 0				0 0	1 0			0 0 0
97:25 97:39	20 3	0 1	0 0 0	34 5 1	0 0 2 0	97 24				0 0				0 0 0			0 0		0 33	13 1				2 1		0 21		1 0			4 19				1 0				0 0			1				0 1				1 0				0 0 0
97:39 97:45	22 5	0 0	0 0 0	32 5 1	0 2 0 0	123 39				0 0		0 0	0 0 0			0 0	0 0	0 0	0 24	10 1	0 0	0 0	72 10	1 0	0 1	0 32	5 2	0 1	0 1	20 11		0 1	0 7	1 0	1 0	0 1	0 0	0 0	0 0	0 0	21 5		2 0	1 0	46 0	0 0	0 0	0 47	10 0	0 0	0 0			0 0 0
97-65 98-99	22 4	0 0	0 0 0	32 14 0	0 2 0 0	122 25				0 0		0 0	4 0 1				0 0	0 0	0 25	2 2	0 0	0 0	71 14	0 3	3 0	0 44	3 0	2 0	0 1	40 0	4 22		0 /		0 1	0 1		0 0	0 0	0 0	20 2				f) (1 0	0 0	0 70	4 0	0 0	0 0			0 0 0
08-00 08-15	22 1	0 0	0 0 0	35 9 2	1 0 0 0	114 21	3 15	0 0		0 0			9 2 0			0 0	0 0	0 0	0 40	7 1	1 0	1 0	61 13	1 4	1 0	0 32	9 3	2 0	0 1	21 17	3 10	0 0	0 12	2 1	0 0	1	1 0	0 0	0 0	0 0	25 3	0	0 0	0 0	46 11	2 0	0 0	0 50	7 1	0 0	0 0			0 0 0
08:31 08:30	24 4	0 0	0 0 0	29 7 0	0 0 1 0		10 23			0 0		0 0		0 0 0		0 0	0 0	0 0	0 38	5 1	0 0	0 0	60 2	1 2	0 0	0 43	5 1	2 1	2 0	37 10	5 17	0 0	0 19	3 0	1 0	0 0	0 0	0 0	0 0	0 0	26 4	1	0 0	0 0	52 8	1 0	0 0	0 42	6 0	0 0	1 0			0 0 0
08:30 08:45	36 2	0 0	0 1 0	53 7 1	1 0 0 0	102 11	9 21	0 2		0 0		0 0	2 0 0			0 0	0 0	0 0	0 31	6 1	0 0	0 0	51 10	0 1	1 0	0 29	9 2	0 3	0 0	29 20	14 19	0 0	0 20	2 0	0 0	0 0	0 0	0 0	0 0	0 0	21 2	1	0 0	0 0	61 10	1 1	0 0			0 0	0 0			0 0 0
08-65 09-00	25 1	0 0	0 0 0	61 6 1	0 0 0 0	120 28				0 0			2 0 0			0 0	0 0	0 0	0 41	10 2	1 0	0 0	50 3	0 2	0 0	0 25	4 0	2 1	0 1	20 12	3 21	1 0	0 25	6 0	0 0	0 1	0 0	0 0	0 0	0 0	21 2	1	0 0	0 0	34 9	1 0	1 0	0 34	3 0	0 0	0 0			0 0 0
00.00 00.15	20 2	0 0	0 0 0	39 6 1	0 0 0 0		5 19			0 0			3 1 0			0 0	0 0	0 0	0 33	0 1	0 0	0 0	10 0	0 0	0 0	0 36	5 2	0 1	0 0	19 14	12 22	0 0	0 12	1 0	0 0	0 1	0 0	0 0	0 0	0 0	11 3		0 0	0 0	29 10	2 0	0 0	0 33	5 0	0 0	0 0			0 0 0
09:15 09:30	13 2	1 0	0 0 0	32 6 0	0 0 0 0	50 12	9 29	0 1		0 0		0 0		0 0 0		0 0	0 0	0 0	0 32	3 3	2 0	0 0	37 6	2 1	0 0	0 29	5 0	5 0	0 0	16 13	3 19	0 0	0 5	0 2	0 0	0 1	0 0	0 1	1 0	0 0	21 2	2	0 0	0 0	36 5	2 1	0 0	0 35	3 0	1 0	0 0	0 6		0 0 0
09:30 09:41	15 4	0 0	0 0 0	25 10 1	0 0 0 0	40 9				0 0		0 0		0 0 0		0 0	0 0	0 0	0 40	5 3	0 0	0 0	34 0	1 2	0 0	0 21	10 2	2 0	0 0	21 0	4 22	0 1	0 12	6 2	0 0	0 1	0 1	0 0	0 0	0 0	0 1		0 0	0 0	40 13	3 0	0 0	0 20	5 0	0 0	0 0			0 0 0
00-45 10-00	15 3	0 0	0 0 0	36 9 1	0 2 0 0	42 16				0 0		0 0		0 0 0		0 1	0 0	0 0	0 44	6 5	0 1	1 0	20 7	1 1	0 1	0 19	6 2	6 0	1 0	15 9	6 15	0 0	0 10	2 1	2 0	0 1	0 0	0 0	0 0	0 0	0 1		0 0	0 0	27 12	1 1	0 0	0 19	4 0	0 0	1 0			0 0 0
10.00 10.11	14 1	0 0	0 0 0	29 7 0	0 0 0 0	25 7				0 0			2 1 0			0 0	0 0	0 0	0 47	11 5	0 0	0 0	70 A	2 2	0 1	0 26	6 0	3 0	0 0	21 12	5 19	0 0	0 10	5 1	0 0	0 1	0 0	0 0	0 0	0 0	13 4	1 2	0 0	0 0	44 15	2 0	0 0	0 17	2 1	0 0	1 0			0 0 0
10:15 10:10	2 0	0 1	0 0 0	35 5 0	0 0 0 0	22 12				0 0				0 0 0		1 0	0 0	0 0	0 45	0 4	0 0	0 0	20 6	1 0	1 1	0 21	9 5	0 0	0 0	24 6		0 0		5 0	0 0	0 0	0 0	0 0	0 0	0 0	9 5	1	0 0	0 0	20 12	2 0	0 0			0 0				0 0 0
10:30 10:45	16 2	0 0	0 0 0	19 6 0	0 0 1 0	35 9				0 0				0 0 0		1 0	0 0	0 0	0 41	0 1	1 0	0 0	22 2	2 0	0 0	0 23	0 2	2 0	0 0	14 14	6 22	0 1	0 0	1 1	0 0	0 0		0 0	0 0	0 0	6 1			0 0	43 0	3 0	0 0			0 0				0 0 0
10:45 11:00	12 2	0 0	0 1 0	30 6 1	0 0 1 0	35 13				0 0		0 0		0 0 0		0 0	0 0	0 0	0 57	12 4	1 0	1 0	12 7	0 2	0 0	0 15	5 2	0 0	0 0	24 10	4 27	0 0	0 14	1 2	1 0	0 1	0 0	0 0	0 0	0 0	0 2	1	0 0	1 0	56 5	4 0	0 0	0 14	1 0	1 0	0 0			0 0 0
11-00 11-15	9 1	0 0	0 0 0	21 5 1	0 0 0 0	20 0				0 0		0 0	0 2 0			1 0	0 0	0 0	0 40	0 3	0 0	0 0	14 5	6 2	0 0	0 24	6 2	1 0	0 0	21 2	6 20	0 0	0 15	2 0	0 0	0 1	0 0	0 0	0 0	0 0	2 2		1 0	0 0	60 13	4 1	0 0	0 14	3 0	0 0	0 0			0 0 0
11:15 11:39	0 2	0 0	0 0 0	34 6 1	0 0 0 0	13 13	6 34	1 0	0 0	0 0	0 0	0 0	6 0 0			2 0	0 0	0 0	0 36	6 2	0 0	1 0	33 2	1 1	0 0	0 19	2 2	1 0	0 0	11 9	6 21	0 0	0 10	2 2	0 0	0 1	0 0	1 0	0 0	0 0	4 0		0 0	0 0	50 0	1 0	0 0	0 10	6 1	1 0	0 0	0 6		0 0 0
11:30 11:45	10 2	0 0	0 0 0	24 9 1	0 0 0 0	21 10				0 0				0 0 0				0 0	0 42	5 5	0 0	0 0	21 5	5 3	0 0	0 22	6 2	1 0	0 3	25 16	7 24	0 0	0 14	1 0	1 0	0 0	0 0	0 0	0 0	0 0	10 3	1	0 0	0 0	60 12	3 1	0 0	0 20	6 0	0 0	0 0			0 0 0
11:45 12:00	9 3	0 1	0 0 0	32 9 2	0 0 0 0	22 15	4 19	0 2	0 0	0 0	0 0	0 0		0 0 0		0 0	0 0	0 0	0 45	9 2	0 0	0 0	20 4	4 0	0 0	0 21	10 3	1 0	0 0	19 7	7 32	0 0	0 10	6 0	0 0	0 0	0 0	0 0	0 0	0 0	13 2	0	1 0	0 0	61 5	2 0	0 0	0 22	2 0	1 0	0 0	0 0		0 0 0
12:00 12:15	15 0	0 0	0 0 0	28 5 0	2 0 0 0	24 15	1 19	0 1	1 0	0 0	0 0	0 0	4 0 1	0 '	0 0 0	0 0	0 0	0 0	0 31	10 1	1 0	0 0	18 8	2 0	0 0	0 27	12 1	3 0	0 0	31 10	5 26	0 0	0 6	2 1	0 0	0 0	0 0	0 0	0 0	0 0	10 4	1	0 0	0 0	59 11	5 0	0 0	0 17	7 2	0 0	0 0	0 0	0	0 0 0
12:15 12:39	11 1	0 0	0 0 0	29 7 2	0 0 0 0	30 12	6 25	0 1	0 0	0 0	0 0	0 0	5 1 0	0 0 0	0 0 0	0 0	0 0	0 0	0 45	5 3	0 0	1 0	30 4	2 1	0 0	0 29	7 2	2 0	1 0	22 10	5 21	0 0	0 15	1 1	0 0	1 1	0 0	1 0	0 0	0 0	12 2	1	1 0	0 0	49 9	1 0	1 1	0 18	2 0	1 0	0 0			0 0 0
12:30 12:45	12 2	0 0	0 0 0	32 1 0	0 0 0 0		5 30			0 0		0 0		0 0 0		1 0	0 0	0 0	0 39	1 0	0 0	0 0	19 2	0 0	0 0	0 41	12 2	2 0	1 0	44 13	4 28	0 2	0 21	4 0	0 0	0 0	0 0	0 0	0 0	0 0	19 3	0	0 0	0 0	71 11	2 0	0 0	0 14	5 1	0 0	0 0			0 0 0
12:45 13:00	6 3	2 0	0 0 0	26 7 1	0 0 2 0	49 13				0 0		0 0	5 0 0			0 1	0 1	0 0	0 53	4 1	0 0	2 0	28 6	2 2	0 0	0 22	12 5	0 0	0 0	24 8	4 27	0 1	0 13	2 0	1 0	0 0	0 0	0 0	0 0	0 0	14 2	0	0 0	0 0	51 7	3 2	0 4	0 14	1 1	0 0	0 0			0 0 0
13:00 13:15	10 3	1 1	0 0 0	43 6 0	0 0 0 0	21 15	6 24	0 0		0 0			7 2 6	0 0 0	0 1 0	0 0	0 0	0 0	0 34	7 1	0 0	1 0	29 2	2 0	0 0	0 42	6 1	2 0	0 1	27 10	5 20	0 0	0 21	4 0	0 0	0 0	0 0	0 0	0 0	0 0	12 2	1	0 0	0 0	63 6	1 0	0 0	0 23	1 1	0 0	0 0	0 0		0 0 0
13:15 13:39	9 1	1 0	0 0 0	37 9 0	0 0 2 0	26 8	3 28	0 0	1 0	0 0	0 0	0 0	3 0 0	0 .	0 0 0	0 0	0 0	0 0	0 46	9 2	2 2	2 0	21 7	0 1	0 3	0 26	9 3	1 0	2 2	20 8	9 22	1 1	0 13	4 0	0 0	0 0	0 1	0 0	0 0	0 0	13 1	0	0 0	0 0	70 9	3 0	0 2	0 17	6 1	1 0	0 0	0 0		0 0 0
13:30 13:45	7 4	0 0	0 1 0	33 2 2	0 0 0 0	36 11	11 35	0 0	0 0	0 0	0 0	0 0	5 0 0	0 .	0 0 0	0 0	0 0	0 0	0 39	6 2	0 0	1 0	26 7	0 2	0 0	0 41	7 2	1 0	0 0	27 8	4 23	0 0	0 12	1 0	0 0	0 0	0 0	0 0	0 0	0 0	19 4	1	0 0	0 0	61 7	0 2	0 0	0 16	5 0	0 0	0 0	0 0		0 0 0
13-45 14-00	9 2	1 0	0 0 0	47 3 0	0 0 0 0	40 10	2 29	0 0	0 0	0 0	0 0	0 0	0 0 0	0 0 0	0 1 0	0 0	0 0	0 0	0 34	10 5	1 0	1 0	22 2	1 0	0 2	0 25	4 2	5 0	1 0	36 10	2 27	0 1	0 15	2 0	0 0	0 0	0 1	0 0	0 0	0 0	13 3	0	0 0	0 0	63 10	3 0	3 0	0 7	5 0	0 0	0 0	0 0		0 0 0
14:00 14:15	11 1	0 0	0 1 0	20 4 1	0 0 2 0	35 14	7 29	0 1	0 0	0 0	0 0	0 0	6 1 1	1 0 0	0 0 0	0 0	0 0	0 0	0 35	7 2	1 1	0 0	12 5	1 1	1 0	0 43	6 2	2 0	0 1	42 11	9 25	0 0	0 25	2 0	0 0	0 1	0 0	0 0	0 0	0 0	19 2	0	0 0	0 0	54 9	3 3	0 1	0 13	6 0	1 0	0 0	0 0		0 0 0
10:15 10:22	7 3	0 0	0 0 0	37 5 1	0 0 1 0	30 6	0 35	0 0		0 0		0 0		1 0 0		0 0	0 0	0 0	0 20	15 2	0 0	0 0	36 6	1 1	2 0	0 39	10 1	2 0	1 0	29 12	6 17	0 0	0 19	5 0	0 0	0 1	0 0	0 0	0 0	0 0	12 4		0 0	0 0	77 6	1 1	0 0	0 0	0 0	0 0	1 0			0 0 0
16-30 16-65	11 0	1 0	0 0 0	29 5 2	0 0 1 0	36 19	7 22	0 0	0 0	0 0	0 0	0 0	2 0 0	0 0 0	0 0 0	1 0	0 0	0 0	0 29	10 0	2 0	0 0	26 5	0 2	0 1	0 50	6 4	6 0	1 0	25 6	6 21	0 0	0 23	2 1	0 0	0 1	0 0	0 0	0 0	0 0	12 3	1	0 0	0 0	69 12	2 2	0 0	1 27	11 1	1 0	0 0	0 0	0	0 0 0
14-45 15-00	11 1	0 0	0 0 0	41 13 2	1 0 1 1		3 27			0 0		0 0		0 0 0		0 0	0 0	0 0	0 57	6 1	0 0	0 0	29 9	2 1	1 0	0 30	7 1	1 0	0 0	37 14	4 22	0 2	0 29	4 1	0 0	1 0	0 0	0 1	0 0	0 0	14 7	1	1 0	0 0	63 15	2 1	0 0	0 32	8 0	0 0	0 0			0 0 0
15:00 15:15	13 2	1 0	0 0 0	37 6 1	0 0 0 0	31 15	5 24	0 1	1 0	0 0	0 0	0 0	4 0 0	0 0	0 0 0	1 0	0 0	0 0	0 45	6 1	3 1	0 0	25 2	3 0	0 1	0 49	9 2	0 0	1 0	41 9	6 22	0 0	0 21	6 0	0 0	0 0	0 0	0 0	0 0	0 0	17 1	0	1 0	0 0	93 9	1 0	0 0	1 24	10 0	0 0	0 0	0 0	0	0 0 0
18-18 18-30	11 0	0 0	0 0 0	64 17 0	1 0 0 0	49 13	5 27	0 0	1 0	0 0	0 0	0 0	1 0 0	0 0	0 0 0	0 0	0 0	0 0	0 31	6 2	3 0	1 0	17 6	2 3	0 0	0 51	7 2	3 1	0 0	39 12	6 16	0 1	0 22	5 0	2 0	0 0	0 0	0 0	0 0	0 0	21 1	0	0 0	0 0	56 12	1 1	3 1	0 14	5 0	0 0	0 0	0 1	. 0	0 0 0
15-30 15-45	13 1	1 0	0 0 0	71 15 1	0 0 2 0	35 10	9 29	0 1	3 0	0 0	0 0	0 0	2 1 0	0 1 0	0 0 0	0 1	0 0	0 0	0 39	9 4	1 1	1 0	23 3	3 3	0 0	0 57	14 2	1 1	2 0	45 18	5 15	0 0	0 29	6 1	0 0	0 0	0 0	0 0	0 0	0 0	12 1	0	0 0	0 0	40 5	1 2	4 1	0 26	7 1	1 0	0 0	0 0	0	0 0 0
15-65 16-00	7 1	0 0	0 0 0	63 13 0	0 1 0 0	35 17	6 25	0 0	0 0	0 0	0 0	0 0	4 2 0	0 .	0 0 0	0 0	0 0	0 0	0 34	12 0	1 1	1 0	25 7	0 3	0 0	0 62	12 0	1 0	0 0	45 18	7 22	0 0	0 27	4 0	0 0	0 0	0 0	0 0	0 0	0 0	15 2	0	0 0	1 0	60 12	0 0	2 0	0 17	6 0	0 0	0 0	0 0		0 0 0
16-00 16-15	15 2	0 0	0 0 0	55 15 1	0 0 0 0	35 19	4 26	0 0	1 0	0 0	0 0	0 0	3 0 1	1 0 0	0 0 0	1 0	0 0	0 0	0 36	15 1	0 0	0 0	30 5	1 0	0 0	0 59	10 2	1 0	4 0	77 16	4 13	0 1	0 22	3 0	0 0	0 0	0 0	0 0	0 0	0 0	14 1	2	0 0	0 0	74 11	2 0	0 5	0 21	2 0	0 0	0 0	1 0		0 0 0
16-15 16-30	14 2	0 0	0 0 0	68 12 2	0 0 0 0	47 25	3 19	0 0	0 0	0 0	0 0	0 0	5 2 0	0 1 0	0 0 0	0 0	0 0	0 0	0 52	8 0	1 0	0 0	29 6	2 3	1 0	0 51	9 1	3 0	2 1	54 15	1 19	0 1	0 26	6 0	0 0	0 0	0 0	0 0	0 0	0 0	24 3	0	0 0	0 0	76 10	0 0	0 0	0 24	9 0	0 0	1 0	0 0	0	0 0 0
16:20 16:41	11 1	0 0	0 0 0	65 13 0	0 0 1 0	62 15				0 0		0 0		0 0 0		1 0	0 0	0 0	0 45	6 3	0 0	0 1	27 5	2 0	0 0	0 81	6 0	1 0	2 1	113 16	4 12	0 2	0 24	4 0	0 0	0 0	0 0	0 0	0 0	0 0	22 6	1	0 0	0 0	69 9	2 1	0 1			0 0	0 0			0 0 0
16-65 17-00	5 2	0 1	0 0 0	59 16 2	0 0 0 0	57 16	1 19	0 1	1 0	0 0	0 0	0 0	2 2 0	0 .	0 0 0	0 0	0 0	0 0	0 51	6 2	0 1	0 0	44 6	0 1	1 0	0 73	5 0	3 0	1 2	66 19	1 20	0 2	0 26	7 1	0 0	0 0	0 0	0 0	0 0	0 0	21 0	2	0 0	0 0	63 12	1 0	1 1	0 19	2 0	0 0	0 0			0 0 0
17:00 17:15	13 2	0 0	0 0 0	71 9 0	0 0 0 1	54 13	5 17	0 1		0 0			8 0 0			0 0	0 0	0 0	0 47	8 0	0 0	0 0	36 6	0 3	0 1	0 64	9 0	3 0	5 1	84 11	3 17	0 0	0 28	2 0	2 0	1 1	0 0	0 0	0 0	0 0	26 3	0	0 0	0 0	71 15	0 0	0 1	3 23	3 0	0 0	0 0			0 0 0
17:15 17:30	7 0	0 0	0 0 0	75 9 2	0 0 2 0	69 19	4 23	0 1		0 0		0 0		0 2 0		0 0	0 0	0 0	0 39	5 2	0 0	1 0	41 7	1 5	0 1	0 91	5 0	0 0	2 2	107 14	1 15	0 2	0 30	4 0	0 0	0 0		0 0	0 0	0 0	19 1	0	0 0	0 0	61 9	0 0	0 1	0 29	4 0	0 0	0 0			0 0 0
17:30 17:45	12 1	0 0	0 0 0	87 15 0	0 0 1 0	65 7	2 16	0 0		0 0		0 0	4 1 0			1 0	0 0	0 0	0 22	5 1	0 0	0 0	46 1	1 0	0 1	0 76	9 2	0 0	0 0	99 17	0 15	0 1	0 26	2 0	0 0	1 1	0 0	0 0	0 0	0 0	19 2	0	0 0	0 0	94 9	1 0	0 0	2 17	1 0	0 0	1 0			0 0 0
17:45 18:00	13 2	1 1	0 0 0	76 11 0	0 0 0 1	59 15	0 16	0 0	1 0	0 0	0 0	0 0		0 2 0		1 0	0 0	0 0	0 22	4 0	0 0	0 0	24 1	1 2	0 1	0 68	7 1	1 0	0 0	90 8	1 7	0 0	0 24	6 1	0 0	0 0	0 0	0 0	0 0	0 0	22 3	0	0 0	0 0	75 17	4 0	0 0	0 26	2 1	0 0	0 0			0 0 0
18-00 18-15	14 1	0 0	0 0 0	69 13 1	0 0 0 0	76 12	2 13	0 0		0 0				0 1 0		0 0	0 0	0 0	0 33	2 0	0 0	0 0	37 0	1 2	1 1	0 63	15 0	0 0	1 0	69 12	2 8	0 0	0 26	5 0	0 0	1	1 0	0 0	0 0	0 0	19 2	0	0 0	0 0	63 6	2 0	0 1	0 21	9 1	0 0	0 0			0 0 0
18-15 18-30	9 0	0 0	0 0 0	78 8 0	0 0 2 0	54 B				0 0				0 0 0			0 0		0 32	3 0	1 0	0 1	21 2	0 1	0 0	0 37	8 0	2 0	1 0	47 6	0 10	0 0	0 22	2 0	0 0	0 0	0 0	0 0	0 0	0 0	14 6	0	0 0	0 0	62 7	0 0	0 2			0 0				0 0 0
18-30 18-45	13 2	0 0	0 0 0	56 6 0	0 0 0 0	41 8	2 12	0 0	0 0	0 0	0 0	0 0		0 0 0		2 0	0 0	0 0	0 29	0 0	0 0	2 0	32 3	0 0	0 0	0 29	3 0	0 0	0 0	41 7	1 7	0 1	0 19	2 1	0 0	0 0	0 0	0 0	0 0	0 0	20 0	0	0 0	0 0	66 6	0 0	0 1	1 29	5 0	0 0	0 0			0 0 0
18-45 19-99			0 0 0		0 0 1 0	42 2				0 0			5 1 0			0 0	0 0	0 0	0 39	4 0	1 0	0 0	20 1	0 0	0 0	0 45	1 2	1 1	0 1	27 6	1 11	0 1	0 20	2 0	0 0	0 0	0 0	0 0	0 0	0 0	19 0	1	0 0	0 0	63 6	0 0	0 0			0 0				0 0 0

| State | Stat



Job Number & Name: 13582 Kemsley, Kent

Site Number/Name: Site 3 - Swale Way/Barge Way

Client: RPS

Date: 28/03/2017

Weather: Sunny, Dry

Job Number & Name: 13582 Kemsley, Kent

Site 3 - Swale Way/Barge Way

Date: Tuesday 28 Mar 2017

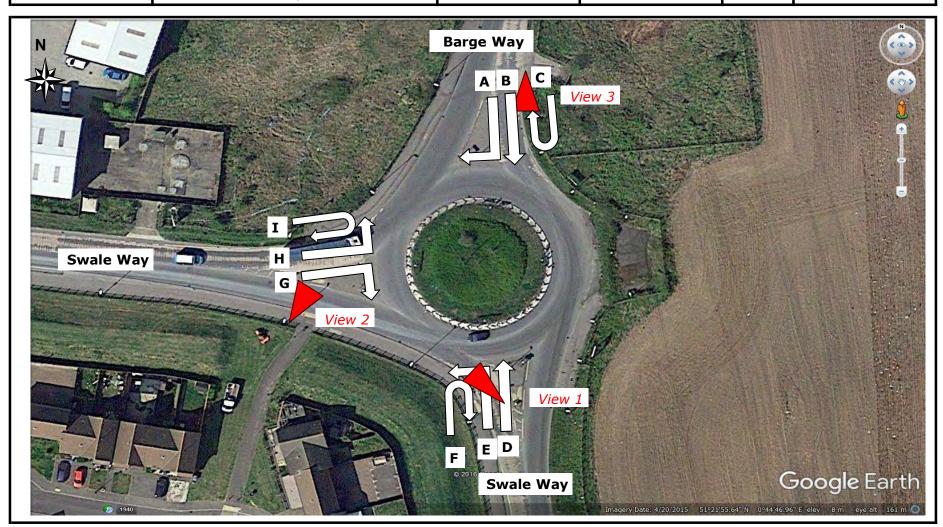
Job Type: **Junction Count**

51°21'55.65"N, 0°44'47.13"E Co-ordinates:

Postcode:

ME10 2FB

Times:



Advanced Transport Research Site 3 - Swale Way/Barge Way Classified Counts

Job Number & Name: 13582 Kemsley, Kent
Client: RPS
Date: Tuesday 28 March 2017

	Movement A				Movement B					Movement C					Movement D						Movement E				Movement F					Movement G						Movement H						Movement I							
Times	Cars L	GV OGV	OGV P	SV M/B	Сус	Cars LG\	, ogv	OGV 2	PSV M	1/В С	ус Са	rs LG	v OGV	OGV 2	PSV N	1/B Cyc	Cars L	gv O	gv ogv	PSV M	/В Су	c Cars	LGV O	ogv 2	PSV	м/в Сус	c Car	s LGV	ogv o	GV PS	SV M/B	Сус	Cars L	LGV OGV	OGV 2	PSV M	1/В Су	/c Carr	s LGV	OGV 1	ogv 2	PSV M	1/B Cy	yc Ca	s LGV	, ogv	OGV 2	PSV I	м/В Сус
07:00 - 07:15	9	0 0	18	0 0	0	1 1	0	1	0	0	0 1	. 0	0	0	0	0 0	7	3	1 3	0	0 0	67	7	3 2	1	0 0	0	0	0	0 (0 0	0	90	32 7	5	0	2 1	1 28	3 4	3	12	0	0 0	0 0	1	0	0	0	0 0
07:15 - 07:30	5	1 0	12	0 0	0	3 1	2	1	0	0	0 0	0	0	0	0	0 0	4	1	0 4	0	0 0	53	12	2 6	0	1 0	0	0	0	0 1	0 0	0	153	33 4	10	0	3 2	2 22	. 6	3	15	0	0 0	0 0	0	0	0	0	0 0
07:30 - 07:45	10	2 3	12	0 0	0	6 2	0	1	0	0	0 0	0	0	0	0	0 0	6	1	1 1	0	0 0	57	10	8	1	1 1	0	0	0	0 (0 0	0	169	50 3	3	0	2 3	3 21	. 8	0	15	0	0 1	1 0	0	0	0	0	0 0
07:45 - 08:00	3	0 2	14	0 0	0	5 3	0	2	0	0	0 0	0	0	0	0	0 0	8	1	0 2	0	0 0) 66	9	13	0	0 1	1	0	0	0 (0 0	0	204	44 2	8	0	4 0	32	. 2	2	12	0	1 (0 0	0	0	0	1	0 0
08:00 - 08:15	5	3 3	11	0 0	0	3 2	1	3	0	0	0 1	. 0	0	0	0	0 0	4	1	1 1	0	0 0	51	24	9	0	0 0	0	0	0	0 (0 0	0	170	34 3	9	2	0 0	0 24	. 5	2	12	0	0 0	0 0	0	0	0	0	0 0
08:15 - 08:30	1	4 6	13	0 0	0	2 1	2	1	0	0	0 0	0	0	0	0	0 0	8	1	0 5	0	0 0	55	13	10	1	1 0	0	0	0	0 (0 0	0	172	25 9	11	0	1 0	0 23	. 3	3	15	0	0 0	0 1	0	0	0	0	0 0
08:30 - 08:45	4	2 8	11	0 0	0	3 2	0	1	0	0	0 0	0	0	0	0	0 0	5	2	1 1	0	0 0	56	32	2 5	3	0 0	0	0	0	0 (0 0	0	138	15 8	12	1	2 0	0 23	. 6	1	9	0	0 0	0 1	0	1	0	0	0 0
08:45 - 09:00	2	3 0	18	0 0	0	3 1	0	1	0	0	0 0) 1	0	0	0	0 0	10	5	2 2	0	0 0	61	11	2 6	2	0 1	0	0	0	0 (0 0	0	166	25 7	10	1	0 0	30	6	2	10	0	0 1	0 1	0	0	0	0	0 0
09:00 - 09:15	1	6 5	8	0 0	0	0 1	1	2	0	0	0 0	0	0	0	0	0 0	2	0	0 0	0	0 0	49	15	13	1	0 0	0	0	0	0 (0 0	0	108	22 2	5	0	0 1	1 12	. 2	1	12	0	0 0	0 0	0	0	0	0	0 0
09:15 - 09:30	6	4 1	17	0 0	0	3 2	2	2	0	0	0 0	0	0	0	0	0 0	8	1	1 2	0	0 0	41	11	9	0	0 0	0	0	0	0 (0 0	0	93	20 8	11	0	1 1	1 12	. 3	4	20	0	0 0	0 0	0	1	0	0	0 0
09:30 - 09:45	3	2 2	12	0 0	0	4 2	1	2	0	0	0 0	0	0	0	0	0 0	4	5	1 3	0	0 0	36	18	5 8	0	2 0	0	0	0	0 (0 0	0	66	18 2	15	0	0 2	1 9	2	0	14	0	1 0	0 0	0	1	0	0	0 0
09:45 - 10:00	4	4 1	9	0 0	0	3 1	0	1	0	0	0 1	. 0	0	0	0	0 0	2	0	1 3	0	0 0	34	14	11	0	0 0	0	0	0	0 (0 0	0	67	17 4	14	0	1 0	0 10	5	1	21	0	0 0	0 0	1	0	0	0	0 0
10:00 - 10:15	8	4 1	11	0 0	0	4 2	0	1	0	0	0 0	0	0	0	0	0 0	5	3	2 1	0	0 0	43	15	11	0	0 0	0	0	0	1 (0 0	_		11 5	13	0	2 0	0 6	3	0	13	0	0 0	0 0	1	0	0	0	0 0
10:15 - 10:30	9	3 3	10	0 0	0	3 0	1	4	0	0	0 0	0	0	0	0	0 0	2	3	0 5	0	0 0	44	18	5	0	0 0	0	0	0	0 (0 0	0	50	10 5	15	1	1 0	5 ز	5	1	16	0	0 0	0 0	0	0	0	0	0 0
10:30 - 10:45	6	3 4	11	0 0	0	2 1	1	2	0	0	0 0	0	0	0	0	0 0	2	4	3 5	0	0 0	37	21	13	0	0 0	0	0	0	0 (0 0		_	10 6	11	0	0 8	; 8	2	3	10	0	0 0	0 0	0	0	0	0	0 0
10:45 - 11:00	7	4 3	13	0 0	0	1 2	1	2	0	0	0 0	0	0	0	0	0 0	8	0	1 4	0	0 0	43	11	16	0	0 0	0	0	0	0 (0 0	0	43	21 3	8	0	2 7	12	. 2	2	16	0	0 (ð 1	0	0	0	0	0 0
11:00 - 11:15	12	4 1	16	0 0	0	3 1	1	5	0	0	0 0	0	0	0	0	0 0	4	1	1 4	0	0 0	39	10	13	0	0 0	0	0	0	0 (0 0	0	41	10 12	14	0	0 1	. 7	3	0	17	0	0 0	0 0	0	0	0	0	0 0
11:15 - 11:30	4	3 1	15	0 0	0	1 1	1	1	0	0	0 0	0	0	0	0	0 0	3	4	0 2	0	0 0	32	9 :	3 10	0	0 0	0	0	0	0 1	0 0		47	11 5	14	1	0 0	/ 4	3	2	22	0	0 0	J 0	0	0	0	0	0 0
11:30 - 11:45	9	3 2	11	0 0	0	2 1	0	4	0	0	0 0	0	0	0	0	0 0	1	1	1 2	0	0 0	40	17	14	0	0 3	0	0	0	0 (0 0	0	52	13 15	10	0	0 0	1 4	5	5	10	0	0 0	0 0	0	0	0	0	0 0
11:45 - 12:00	4	6 3	18	0 0	0	8 0	0	5	0	0	0 0	0	0	0	0	0 0	2	4	1 3	0	0 0	44	19	9	0	0 0	0	0	0	0 (0 0	_		13 5	7	0	2 0	0 10	- 6	3	11	0	0 0	0 0	0	0	0	0	0 0
12:00 - 12:15	12	8 1	20	0 0	0	4 2	1	3	0	1	1 0	0	0	0	0	0 0	5	3 -	4 6	0	0 0	43	18	12	0	0 0	0	0	0	0 1	0 0	_		17 0	7	0	1 1	1 4	3	2	12	0	0 0	J 2	1	0	0	0	0 0
12:15 - 12:30	19	2 4	11	0 0	0	3 2	2	2	0	0	0 0	0	0	0	0	0 0	1	2	0 3	0	1 0	59	15	14	0	3 0	1	0	0	0 1	0 0	0	58	14 5	9	0	1 0	0 10	3	5	18	0	0 0	0 0	0	0	0	0	0 0
12:30 - 12:45	14	1 1	11	0 0	0	5 2	2	5	0	0	0 0	0	0	1	0	0 0	2	1	1 5	0	0 0	74	24	15	0	2 0	0	0	0	0 (0 0		_	14 5	12	0	1 0	0 14	1	0	19	0	0 0	0 0	1	0	0	0	0 0
12:45 - 13:00	22	1 6	18	0 1	0	2 1	1	2	0	0	0 0	0	0	0	0	0 0	4	0	0 3	0	0 0	42	15	12	0	0 1	0	0	0	0 (0 0	_		16 7	16	0	0 2	2 14	- 2	1	13	0	0 0	0 0	0	0	0	_	0 0
13:00 - 13:15	17	3 0	11	0 0	0	8 1	2	4	0	0	0 0	0	0	0	0	0 0	4	1	2 5	0	0 0	64	17	5 8	0	1 0	0	0	0	0 (0 0			17 6	6	0	0 0	1 7	2	3	15	0	0 0	0 0	0	0	0	-	0 0
13:15 - 13:30	17	8 6	13	0 1	0	4 0	1	2	0	0	0 0	0	0	0	0	0 0	3	2	1 3	0	0 0	48	14	8	1	2 2	0	0	0	0 (0 0	_	_	13 2	8	0	3 0	0 12	. 1	0	21	0	0 0	0 0	0	0	0	0	0 0
13:30 - 13:45	13	4 0	19	0 0	0	1 1	2	2	0	0	0 0	0	0	0	0	0 0	3	0	1 5	0	0 0	59	10	7 5	0	0 0	0	0	0	0 1	0 0	_		18 6	14	0	0 0	/ 17	4	2	21	0	0 0	J 0	0	0	0	0	0 0
13:45 - 14:00	18	4 1	15	0 0	0	0 3	3	5	0	0	0 0	0	0	0	0	0 0	5	2	1 3	0	0 0	52	13	12	0	2 0	0	0	0	0 (0 0	_		13 5	10	0	2 0	16	. 2	0	14	0	0 0	0 0	0	0	0	0	0 0
14:00 - 14:15	29	5 2	19	0 0	0	7 2	0	1	0	0	1 0	0	0	0	0	0 0	3	3	1 1	0	0 0	78	13	10	0	0 0	0	0	0	0 (0 0		42	18 5	8	1	1 0	0 10	2	1	23		0 0	J 0	0	0	0	-	0 0
14:15 · 14:30	17	6 1	14	0 0	0	3 2	1	2	0	0	0 0		0	0	0	0 0		3	1 2	0	1 0	55	23	5 5	0	1 0	_	0		0 (0 0		_	16 6	14	-	0 0	0 12	. 5	3	16	-	0 0	J 1	0	0	0	-	0 0
14:30 - 14:45	15	5 4	16	0 0	0	4 2	2	4	0	0	0 0	_	0	0	0	0 0	-	2	0 1	-	0 0	75	12	7 7	0	1 0		0		0 1	0 0	_		18 9	12	0	1 0	5	- 5	1	14	-	0 0	0 0	+-	0	1	-	0 0
14:45 · 15:00	17	4 2	14	0 1	0	2 2	0	1	0	-	0 0	_	-	0	-	0 0	-	3	1 2	-	0 0	67	19	7	0	2 0	_	0	-	0 (-	**	17 6	10	1	1 0	/ 8	6	1	18	-	0 0	0 0	+-	0	0	-	0 0
15:00 · 15:15	19	6 1	30	0 1	0	11 5	1	2	0	-	0 0		+ -	0	-	0 0		2	0 3	-	0 1	L 83		1 6	0	0 0	_	0	_	0 (_		16 7	7	0	1 0	0 15	7	1	18		0 0		+-	0	0	_	0 0
15:15 - 15:30	46	3 2		0 3	0	9 4	2	2	0	_	0 0	_		0	_	0 0		4	2 2	_	0 0	_	22	3 2	1	0 0	_	0		0 1	_		_	15 7	14	_	0 1	. 5	2	1	15		0 0		_	_	0		0 0
15:30 - 15:45		8 2	10	0 0	0	3 2	3	3	0	0	0 0	0	0	0	-	0 0	8	1	1 5	0	0 0			5 5	1	1 0	_	0	0	0 (0 0		_	12 8	11	0	1 3	. 7	1	3	18		0 0		+-	-	0		0 0
15:45 - 16:00	15	9 1	15	0 0	0	5 6	2	6	0	0	0 0) 0	0	0	0	0 0	4	4	0 3	0	0 1	1 123		9	0	1 0	_	0	0	0 (0 0	_		22 3	14	0	0 0	5	2	3	16	-	0 0	0 0	0	0	0	-	0 0
16:00 - 16:15	24	1 3	10	0 0	0	8 1	0	2	0	0	0 0) 0	0	0	0	0 0	1	3	1 2	-	0 2	2 120		4	0	4 0	0	0		0 1	0 0	-		19 3	13	0	0 0	. 8	3	3	11	-	0 0) 0	0	0	0	-	0 0
16:15 - 16:30	12	3 1	11	0 0	0	7 5	1	5	0	0	0 0	0	0	0	0	0 0		4	2 3	-	0 1	1113		9	0	2 1	0	0	-	0 (0 0		_	26 5	9	1	0 0	8	5	1	11	0	0 0) 0	0	0	0	-	0 0
16:30 - 16:45	29	5 1	13	0 0	0	4 0	0	0	0	0	0 0	0	0	0	0	0 0	17	0	0 1		0 1	202	28	3 4	0	5 1	0	0	0	0 1	0 0		_	24 3	1	0	1 0			2	13	0	1 (0 0	0	0	0	-	0 0
16:45 - 17:00	18	3 0	18	0 1	0	10 2	2	3	0	0	1 0	0	0	0	0	0 0	7	3	1 2	0	0 1	1 140	21	5	0	2 1	0	0	0	0 1	0 0	_		20 2	5	1	0 1	1 20		1	11		0 0	3 0	0	0	0		0 0
17:00 - 17:15	37	6 0	15	0 0	0	11 2	1	2	0	0	0 0	0	0	0	0	0 0	6	3	0 2	0	1 0	140		7	0	6 1	0	0	-	0 1	0 0	_	_	20 3	9	0	1 1	1 20	_	1	8	0	0 0) 0	0	0	0	-	0 0
17:15 - 17:30	28	7 0	11	0 0	0	8 6	2	2	0	0	0 0	0	0	0	0	0 0		4	0 2	-	0 0	164	21	4	0	4 2	0	1	-	0 1	0 0	-		18 2	11	0	1 0	0 16		2	12	0	1 () 0	0	0	0	-	0 0
17:30 - 17:45	50	3 1	12	0 0	0	9 2	1	2	0	0	0 0		+ -	0	-	0 0	11	1	0 2	-	0 0			3	0	2 0		0	-	0 (10 3	4	0	2 0			0	11	-	0 0		+-	0	0		0 0
17:45 - 18:00	32	5 2	6	0 0	0	5 1	0	0	-	_	0 0	_	_	-	-	0 0	7	1	_	-	1 0		-	0	0	0 0	_	_		0 (-	_	12 0	7	0	1 0	_		0	7		0 0		_	-	0	-	0 0
18:00 · 18:15	39	10 2	3	0 0	0	12 1	2	0	0	-	0 0		-	0	-	0 0	- 1	-	0 1	-	0 0			, ,	0	1 1		0	-	0 (-		_	14 1	3	_	0 3	3 9	_ "	0	13	0	1 (ı "	0		0 0
18:15 - 18:30	21	1 0	7	0 0	0	6 0	0	_	0	_	0 0	_	0	-	-	0 0	-	0	_	-	0 1		11	4	0	2 0	_	_	-	0 (-		8 0	2		0 0	_	_	1	4	-	0 0		_	_	0	_	0 0
18:30 · 18:45	8	1 1	7	0 0	0	4 0	0	_	0	0	0 0	0	0	-	0	0 0	4	0	0 3		0 0		10	2	0	1 0				0 (-	10 1	3		0 0			0	8		0 0		_	-	0	-	0 0
18:45 - 19:00	16	2 2	10	0 1	0	2 0	0	2	0	0	0 0	0	0	0	0	0 0	6	0	0 0	0	0 0	58	6	1	1	0 1	0	0	0	0 (0 0	0	55	4 0	6	0	1 1	1 14	0	0	5	0	0 0	0 0	0	0	0	0	0 0

Advanced Transport Research Site 3 - Swale Way/Barge Way PCU Values

Job Number & Name: 13582 Kemsley, Kent
Client: PS
Date: Tuesday 28 March 2017

Movement A	Movement B	Movement C	Movement D	Movement E	Movement F	Movement G	Movement H	Movement I		
Times Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total C	ars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Tota	Il Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total		
07:00 · 07:15 9.0 0.0 0.0 41.4 0.0 0.0 0.0 50.4	1.0 1.0 0.0 2.3 0.0 0.0 0.0 4.3	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	7.0 3.0 1.5 6.9 0.0 0.0 0.0 18.4 6	7.0 7.0 4.5 4.6 2.0 0.0 0.0 85.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	90.0 32.0 10.5 11.5 0.0 0.8 0.2 145.				
07:15 · 07:30 5.0 1.0 0.0 27.6 0.0 0.0 0.0 33.6	3.0 1.0 3.0 2.3 0.0 0.0 0.0 9.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 1.0 0.0 9.2 0.0 0.0 0.0 14.2 5	3.0 12.0 3.0 13.8 0.0 0.4 0.0 82.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	153.0 33.0 6.0 23.0 0.0 1.2 0.4 216.	6 22.0 6.0 4.5 34.5 0.0 0.0 0.0 67.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
07:30 · 07:45 10.0 2.0 4.5 27.6 0.0 0.0 0.0 44.1	6.0 2.0 0.0 2.3 0.0 0.0 0.0 10.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	6.0 1.0 1.5 2.3 0.0 0.0 0.0 10.8 5	7.0 10.0 6.0 18.4 2.0 0.4 0.2 94.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	169.0 50.0 4.5 6.9 0.0 0.8 0.6 231.	8 21.0 8.0 0.0 34.5 0.0 0.0 0.2 63.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
07:45 · 08:00 3.0 0.0 3.0 32.2 0.0 0.0 0.0 38.2	5.0 3.0 0.0 4.6 0.0 0.0 0.0 12.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	8.0 1.0 0.0 4.6 0.0 0.0 0.0 13.6 6	6.0 9.0 4.5 29.9 0.0 0.0 0.2 109.6	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	204.0 44.0 3.0 18.4 0.0 1.6 0.0 271.	0 32.0 2.0 3.0 27.6 0.0 0.4 0.0 65.0			
08:00 · 08:15 5.0 3.0 4.5 25.3 0.0 0.0 0.0 37.8	3.0 2.0 1.5 6.9 0.0 0.0 0.0 13.4	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	4.0 1.0 1.5 2.3 0.0 0.0 0.0 8.8 5	1.0 24.0 4.5 20.7 0.0 0.0 0.0 100.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	170.0 34.0 4.5 20.7 4.0 0.0 0.0 233.	2 24.0 5.0 3.0 27.6 0.0 0.0 0.0 59.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
08:15 · 08:30 1.0 4.0 9.0 29.9 0.0 0.0 0.0 43.9	2.0 1.0 3.0 2.3 0.0 0.0 0.0 8.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	8.0 1.0 0.0 11.5 0.0 0.0 0.0 20.5 5	5.0 13.0 3.0 23.0 2.0 0.4 0.0 96.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	172.0 25.0 13.5 25.3 0.0 0.4 0.0 236.	2 23.0 3.0 4.5 34.5 0.0 0.0 0.0 65.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0		
08:30 08:45 4.0 2.0 12.0 25.3 0.0 0.0 0.0 43.3	3.0 2.0 0.0 2.3 0.0 0.0 0.0 7.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	5.0 2.0 1.5 2.3 0.0 0.0 0.0 10.8 5	6.0 32.0 3.0 11.5 6.0 0.0 0.0 108.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	138.0 15.0 12.0 27.6 2.0 0.8 0.0 195.	4 23.0 6.0 1.5 20.7 0.0 0.0 0.0 51.2	1.0 0.0 1.5 0.0 0.0 0.0 0.0 2.5		
08:45 · 09:00 2.0 3.0 0.0 41.4 0.0 0.0 0.0 46.4	3.0 1.0 0.0 2.3 0.0 0.0 0.0 6.3	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0	10.0 5.0 3.0 4.6 0.0 0.0 0.0 22.6 6	1.0 11.0 3.0 13.8 4.0 0.0 0.2 93.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	166.0 25.0 10.5 23.0 2.0 0.0 0.0 226.	5 30.0 6.0 3.0 23.0 0.0 0.0 0.0 62.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0		
09:00 · 09:15 1.0 6.0 7.5 18.4 0.0 0.0 0.0 32.9	0.0 1.0 1.5 4.6 0.0 0.0 0.0 7.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 0.0 0.0 0.0 0.0 0.0 0.0 2.0 4	9.0 15.0 12.0 29.9 2.0 0.0 0.0 107.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	108.0 22.0 3.0 11.5 0.0 0.0 0.2 144.	7 12.0 2.0 1.5 27.6 0.0 0.0 0.0 43.1			
09:15 · 09:30 6.0 4.0 1.5 39.1 0.0 0.0 0.0 50.6	3.0 2.0 3.0 4.6 0.0 0.0 0.0 12.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0	8.0 1.0 1.5 4.6 0.0 0.0 0.0 15.1 4	1.0 11.0 6.0 20.7 0.0 0.0 0.0 78.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0	93.0 20.0 12.0 25.3 0.0 0.4 0.2 150.	9 12.0 3.0 6.0 46.0 0.0 0.0 0.0 67.0	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5		
09:30 · 09:45 3.0 2.0 3.0 27.6 0.0 0.0 0.0 35.6	4.0 2.0 1.5 4.6 0.0 0.0 0.0 12.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 5.0 1.5 6.9 0.0 0.0 0.0 17.4 3	6.0 18.0 9.0 18.4 0.0 0.8 0.0 82.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0	66.0 18.0 3.0 34.5 0.0 0.0 0.4 121.	9 9.0 2.0 0.0 32.2 0.0 0.4 0.0 43.6	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5		
09:45 · 10:00 4.0 4.0 1.5 20.7 0.0 0.0 0.0 30.2	3.0 1.0 0.0 2.3 0.0 0.0 0.0 6.3	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	2.0 0.0 1.5 6.9 0.0 0.0 0.0 10.4 3	4.0 14.0 10.5 25.3 0.0 0.0 0.0 83.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	67.0 17.0 6.0 32.2 0.0 0.4 0.0 122.	6 10.0 5.0 1.5 48.3 0.0 0.0 0.0 64.8	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0		
10:00 · 10:15 8.0 4.0 1.5 25.3 0.0 0.0 0.0 38.8	4.0 2.0 0.0 2.3 0.0 0.0 0.0 8.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	5.0 3.0 3.0 2.3 0.0 0.0 0.0 13.3 4	3.0 15.0 6.0 25.3 0.0 0.0 0.0 89.3	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	56.0 11.0 7.5 29.9 0.0 0.8 0.0 105.	2 6.0 3.0 0.0 29.9 0.0 0.0 0.0 38.9	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0		
10:15 · 10:30 9.0 3.0 4.5 23.0 0.0 0.0 0.0 39.5	3.0 0.0 1.5 9.2 0.0 0.0 0.0 13.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 3.0 0.0 11.5 0.0 0.0 0.0 16.5 4	4.0 18.0 7.5 11.5 0.0 0.0 0.0 81.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	50.0 10.0 7.5 34.5 2.0 0.4 0.0 104	5.0 5.0 1.5 36.8 0.0 0.0 0.0 48.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0		
10:30 · 10:45 6.0 3.0 6.0 25.3 0.0 0.0 0.0 40.3	2.0 1.0 1.5 4.6 0.0 0.0 0.0 9.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 4.0 4.5 11.5 0.0 0.0 0.0 22.0 3	7.0 21.0 9.0 29.9 0.0 0.0 0.0 96.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0	45.0 10.0 9.0 25.3 0.0 0.0 1.6 90.5	8.0 2.0 4.5 23.0 0.0 0.0 0.0 37.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0		
10:45 · 11:00 7.0 4.0 4.5 29.9 0.0 0.0 0.0 45.4	1.0 2.0 1.5 4.6 0.0 0.0 0.0 9.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	8.0 0.0 1.5 9.2 0.0 0.0 0.0 18.7 4	3.0 11.0 9.0 36.8 0.0 0.0 0.0 99.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	43.0 21.0 4.5 18.4 0.0 0.8 1.4 89.1	12.0 2.0 3.0 36.8 0.0 0.0 0.0 53.8	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0		
11:00 · 11:15 12.0 4.0 1.5 36.8 0.0 0.0 0.0 54.3	3.0 1.0 1.5 11.5 0.0 0.0 0.0 17.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 1.0 1.5 9.2 0.0 0.0 0.0 15.7 3	9.0 10.0 9.0 29.9 0.0 0.0 0.0 87.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0	41.0 10.0 18.0 32.2 0.0 0.0 0.2 101	4 7.0 3.0 0.0 39.1 0.0 0.0 0.0 49.1			
11:15 · 11:30 4.0 3.0 1.5 34.5 0.0 0.0 0.0 43.0	1.0 1.0 1.5 2.3 0.0 0.0 0.0 5.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 4.0 0.0 4.6 0.0 0.0 0.0 11.6 3	2.0 9.0 12.0 23.0 0.0 0.0 0.0 76.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	47.0 11.0 7.5 32.2 2.0 0.0 0.0 99.7	4.0 3.0 3.0 50.6 0.0 0.0 0.0 60.6			
11:30 · 11:45 9.0 3.0 3.0 25.3 0.0 0.0 0.0 40.3	2.0 1.0 0.0 9.2 0.0 0.0 0.0 12.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 1.0 1.5 4.6 0.0 0.0 0.0 8.1 4	0.0 17.0 13.5 32.2 0.0 0.0 0.6 103.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0	52.0 13.0 22.5 23.0 0.0 0.0 0.0 110.	5 4.0 5.0 7.5 23.0 0.0 0.0 0.0 39.5			
11:45 · 12:00 4.0 6.0 4.5 41.4 0.0 0.0 0.0 55.9	8.0 0.0 0.0 11.5 0.0 0.0 0.0 19.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 4.0 1.5 6.9 0.0 0.0 0.0 14.4 4	4.0 19.0 10.5 20.7 0.0 0.0 0.0 94.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	43.0 13.0 7.5 16.1 0.0 0.8 0.0 80.4	10.0 6.0 4.5 25.3 0.0 0.0 0.0 45.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0		
12:00 · 12:15 12.0 8.0 1.5 46.0 0.0 0.0 0.0 67.5	4.0 2.0 1.5 6.9 0.0 0.4 0.2 15.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	5.0 3.0 6.0 13.8 0.0 0.0 0.0 27.8 4	3.0 18.0 7.5 27.6 0.0 0.0 0.0 96.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0	37.0 17.0 0.0 16.1 0.0 0.4 0.2 70.7	4.0 3.0 3.0 27.6 0.0 0.0 0.0 37.6			
12:15 · 12:30 19.0 2.0 6.0 25.3 0.0 0.0 0.0 52.3	3.0 2.0 3.0 4.6 0.0 0.0 0.0 12.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 2.0 0.0 6.9 0.0 0.4 0.0 10.3 5	9.0 15.0 7.5 32.2 0.0 1.2 0.0 114.9	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	58.0 14.0 7.5 20.7 0.0 0.4 0.0 100.	s 10.0 3.0 7.5 41.4 0.0 0.0 0.0 61.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0		
12:30 · 12:45 14.0 1.0 1.5 25.3 0.0 0.0 0.0 41.8	5.0 2.0 3.0 11.5 0.0 0.0 0.0 21.5	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	2.0 1.0 1.5 11.5 0.0 0.0 0.0 16.0 7	4.0 24.0 7.5 34.5 0.0 0.8 0.0 140.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	57.0 14.0 7.5 27.6 0.0 0.4 0.0 106 .	14.0 1.0 0.0 43.7 0.0 0.0 0.0 58.7	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0		
12:45 · 13:00 22.0 1.0 9.0 41.4 0.0 0.4 0.0 73.8	2.0 1.0 1.5 4.6 0.0 0.0 0.0 9.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 0.0 0.0 0.0 0.0 0.0 10.0	2.0 15.0 9.0 27.6 0.0 0.0 0.2 93.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	66.0 16.0 10.5 36.8 0.0 0.0 0.4 129.	14.0 2.0 1.5 29.9 0.0 0.0 0.0 47.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
13:00 · 13:15 17.0 3.0 0.0 25.3 0.0 0.0 0.0 45.3	8.0 1.0 3.0 9.2 0.0 0.0 0.0 21.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 1.0 3.0 11.3 0.0 0.0 0.0 1.0	4.0 17.0 9.0 18.4 0.0 0.4 0.0 108.8		2300 2000 200 200 200 200	7.0 2.0 4.5 34.5 0.0 0.0 0.0 48.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0		
13:15 · 13:30 17.0 8.0 9.0 29.9 0.0 0.4 0.0 64.3		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	8.0 14.0 7.5 18.4 2.0 0.8 0.4 91.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0		12.0 1.0 0.0 48.3 0.0 0.0 0.0 61.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0		
13:30 · 13:45 13.0 4.0 0.0 43.7 0.0 0.0 0.0 60.7	1.0 1.0 3.0 4.6 0.0 0.0 0.0 9.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 0.0 1.3 11.3 0.0 0.0 0.0 1.0 3	9.0 10.0 10.5 11.5 0.0 0.0 0.0 91.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0					
13:45 · 14:00 18.0 4.0 1.5 34.5 0.0 0.0 0.0 58.0	0.0 3.0 4.5 11.5 0.0 0.0 0.0 19.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	5.0 2.0 1.5 6.9 0.0 0.0 0.0 15.4 5	2.0 13.0 4.5 27.6 0.0 0.8 0.0 97.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0		3 16.0 2.0 0.0 32.2 0.0 0.0 0.0 50.2			
14:00 · 14:15 29.0 5.0 3.0 43.7 0.0 0.0 0.0 80.7	7.0 2.0 0.0 2.3 0.0 0.0 0.2 11.5		0.0 0.0 0.0 0.0 0.0 0.0	8.0 13.0 9.0 23.0 0.0 0.0 0.0 123.0			10.0 2.0 1.5 52.9 0.0 0.0 0.0 66.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0		
14:15 · 14:30 17.0 6.0 1.5 32.2 0.0 0.0 0.0 56.7	3.0 2.0 1.5 4.6 0.0 0.0 0.0 11.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 3.0 1.5 4.6 0.0 0.4 0.0 11.5 5	5.0 23.0 7.5 11.5 0.0 0.4 0.0 97.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0		12.0 5.0 4.5 36.8 0.0 0.0 0.0 58.3	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0		
14:30 · 14:45 15.0 5.0 6.0 36.8 0.0 0.0 0.0 62.8	4.0 2.0 3.0 9.2 0.0 0.0 0.0 18.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 2.0 0.0 2.3 0.0 0.0 0.0 7.3 7	5.0 12.0 10.5 16.1 0.0 0.4 0.0 114.0			5 5.0 5.0 1.5 32.2 0.0 0.0 0.0 43.7	0.0 0.0 0.0 2.3 0.0 0.0 0.0		
14:45 · 15:00 17.0 4.0 3.0 32.2 0.0 0.4 0.0 56.6	2.0 2.0 0.0 2.3 0.0 0.0 0.0 6.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 3.0 1.5 4.6 0.0 0.0 0.0 10.1 6	7.0 19.0 6.0 16.1 0.0 0.8 0.0 108.9	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	04.0 17.0 5.0 15.0 1.0 0.4 0.0 1111	4 8.0 6.0 1.5 41.4 0.0 0.0 0.0 56.9	0.0 2.0 0.0 0.0 0.0 0.0		
15:00 · 15:15 19.0 6.0 1.5 69.0 0.0 0.4 0.0 95.9	11.0 5.0 1.5 4.6 0.0 0.4 0.0 22.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 2.0 0.0 6.9 0.0 0.0 0.2 11.1 8	3.0 18.0 16.5 13.8 0.0 0.0 0.0 131.3			15.0 7.0 1.5 41.4 0.0 0.0 0.0 64.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
15:15 · 15:30 46.0 3.0 3.0 41.4 0.0 1.2 0.0 94.6	3.0 3.0 3.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		4.0 22.0 4.5 4.6 2.0 0.0 0.0 107.1	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	100 100 100 100 10 10 10	3.0 2.0 2.3 34.3 0.0 0.0 0.0			
15:30 · 15:45 16.0 8.0 3.0 23.0 0.0 0.0 0.0 50.0		0.0 0.0 0.0 0.0 0.0 0.0 0.0		04.0 28.0 7.5 11.5 2.0 0.4 0.0 153.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		3 7.0 1.0 4.5 41.4 0.0 0.0 0.0 53.9			
15:45 · 16:00 15.0 9.0 1.5 34.5 0.0 0.0 0.0 60.0	5.0 6.0 3.0 13.8 0.0 0.0 0.0 27.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 4.0 0.0 6.9 0.0 0.0 0.2 15.1 1	23.0 35.0 7.5 20.7 0.0 0.4 0.0 186.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					
16:00 · 16:15 24.0 1.0 4.5 23.0 0.0 0.0 0.0 52.5	210 210 210 210 210 210 210			20.0 23.0 6.0 9.2 0.0 1.6 0.0 159.8	0.0 0.0 0.0 0.0 0.0 0.0			0.0 0.0 0.0 0.0 0.0 0.0		
16:15 16:30 12.0 3.0 1.5 25.3 0.0 0.0 0.0 41.8	7.0 5.0 1.5 11.5 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		13.0 23.0 4.5 20.7 0.0 0.8 0.2 162.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		2 8.0 5.0 1.5 25.3 0.0 0.0 0.0 39.8			
16:30 · 16:45 29.0 5.0 1.5 29.9 0.0 0.0 0.0 65.4 16:45 · 17:00 18 0 3 0 0 0 41 4 0 0 0 4 0 0 62.8	4.0 0.0 0.0 0.0 0.0 0.0 0.0 4.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	17.0 0.0 0.0 2.3 0.0 0.0 0.2 19.5 20	02.0 28.0 4.5 9.2 0.0 2.0 0.2 245.9 40.0 21.0 4.5 11.5 0.0 0.8 0.2 178.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0		2 22.0 3.0 3.0 29.9 0.0 0.4 0.0 58.3 7 20.0 1.0 1.5 25.3 0.0 0.0 0.0 47.8	* 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 ** * 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		
	10.0 2.0 3.0 6.9 0.0 0.0 0.2 22.1	110 110 110 110 110 110			0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	100 200 00 100 20 00 00	20.0 1.0 1.5 25.3 0.0 0.0 0.0 47.8			
17:00 17:15 37.0 6.0 0.0 34.5 0.0 0.0 0.0 77.5	11.0 2.0 1.5 4.6 0.0 0.0 0.0 19.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	6.0 3.0 0.0 4.6 0.0 0.4 0.0 14.0 1	40.0 15.0 1.5 16.1 0.0 2.4 0.2 175.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0	300 200 00 200 00 00 00	20.0 5.0 1.5 18.4 0.0 0.0 0.0 42.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
17:15 · 17:30 28.0 7.0 0.0 25.3 0.0 0.0 0.0 60.3 17:30 · 17:45 50.0 3.0 1.5 27.6 0.0 0.0 0.0 82.1	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	13.0 4.0 0.0 4.6 0.0 0.0 0.0 21.6 1	54.0 21.0 1.5 5.2 0.0 1.0 0.4 E2.0	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0		7 16.0 1.0 3.0 27.6 0.0 0.4 0.0 48.0 5 19.0 0.0 0.0 25.3 0.0 0.0 0.0 44.3			
	9.0 2.0 1.5 4.6 0.0 0.0 0.0 17.1 5.0 1.0 0.0 0.0 0.0 0.0 0.0 6.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	11.0 1.0 0.0 4.6 0.0 0.0 0.0 16.6 1	42.0 21.0 0.0 6.9 0.0 0.8 0.0 176.7 03.0 11.0 1.5 0.0 0.0 0.0 0.0 115.5	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0		5 19.0 0.0 0.0 25.3 0.0 0.0 0.0 44.3			
			7.0 1.0 0.0 4.0 0.0 0.4 0.0 13.0 1		0.0 0.0 0.0 0.0 0.0 0.0 0.0	100 100 100 100 100 100 100	5 11.0 1.0 0.0 16.1 0.0 0.0 0.0 28.1			
18:00 · 18:15 39.0 10.0 3.0 6.9 0.0 0.0 0.0 58.9 18:15 · 18:30 21.0 1.0 0.0 16.1 0.0 0.0 0.0 38.1	12.0 1.0 3.0 0.0 0.0 0.0 0.0 16.0 6.0 0.0 0.0 4.6 0.0 0.0 0.0 10.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 0.0 2.3 0.0 0.0 0.0 3.3 10 3.0 0.0 0.0 2.3 0.0 0.0 0.2 5.5 6	06.0 26.0 0.0 13.8 0.0 0.4 0.2 146.4 4.0 11.0 0.0 9.2 0.0 0.8 0.0 85.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		9.0 0.0 0.0 29.9 0.0 0.4 0.0 39.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
							11.0 3.0 1.5 9.2 0.0 0.0 0.0 24.7 10.0 1.0 0.0 18.4 0.0 0.0 0.0 29.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
18:30 · 18:45 8.0 1.0 1.5 16.1 0.0 0.0 0.0 26.6 18:45 · 19:00 16.0 2.0 3.0 23.0 0.0 0.4 0.0 44.4		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		9.0 10.0 1.5 4.6 0.0 0.4 0.0 85.5 8.0 6.0 3.0 2.3 2.0 0.0 0.2 71.5				0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
10.0 2.0 3.0 23.0 0.0 0.4 0.0 44.4	2.0 0.0 0.0 4.0 0.0 0.0 0.0 6.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	5.0 5.0 6.0 6.0 6.0 6.0 5	0.0 0.0 0.0 2.3 2.0 0.0 0.2 71.3	0.0 0.0 0.0 0.0 0.0 0.0	33.0 4.0 0.0 13.8 0.0 0.4 0.2 73.8	24.0 0.0 0.0 11.3 0.0 0.0 0.0 25.5	0.0 0.0 0.0 0.0 0.0 0.0		



Job Number & Name: 13582 Kemsley, Kent

Site Number/Name: Site 4 - Barge Way/Fleet Road

Client: RPS

Date: 28/03/2017

Weather: Sunny, Dry

Site 4 - Barge Way/Fleet Road

Job Number & Name: 13582 Kemsley, Kent

Date: Tuesday 28 Mar 2017

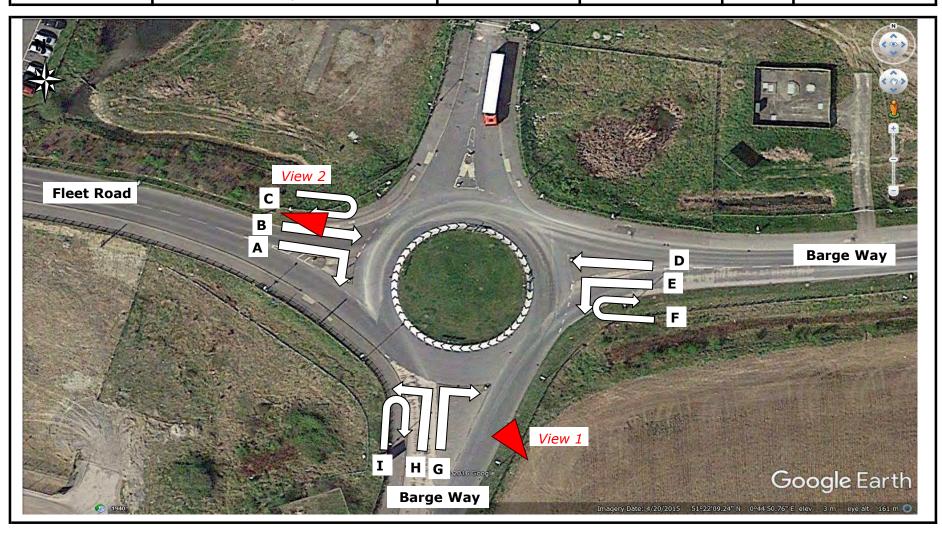
Junction Count Job Type:

51°22'9.16"N, 0°44'50.72"E Co-ordinates:

Postcode:

ME10 2FD

Times:



Advanced Transport Research Site 4 - Barge Way/Fleet Road Classified Counts

Job Number & Name: 13582 Kemsley, Kent
Client: RPS
Date: Tuesday 28 March 2017

		М	4ovem	ent A		П		Mover	ment I	В			Moveme	ent C				Мо	vemen	t D			м	oveme	nt E			M	lovement	F			Мо	vement	G				Mover	nent H				Мс	ovemen	ıt I	
Times	Cars LG	v OG	V OG	PSV	м/в	Сус	Cars LGV	ogv o	GV PS	SV M/E	В Сус	Cars LG	OGV OGV	PSV	м/в	Сус	Cars LG	, OGV	OGV 2	PSV M/I	Cyc	Cars L	GV OG	V OGV	PSV M	в Сус	Cars	LGV OG	V OGV	PSV M/B	Сус	Cars	LGV OGV	OGV P	sv M/	В Сус	Cars	LGV	OGV O	GV PSV	м/в Су	yc Ca	ırs LG\	, ogv	OGV 2	PSV I	м/В Сус
07:00 - 07:15	5 0	0) 6	0	0	0	0 0	0	1	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	2	1 1	13	0	0	0	0 0	0	0 0	0	27	6 5	5	0 0	0	4	1	0	9 0	0 0	0 0	0 0	0	0	0	0 0
07:15 - 07:30	3 0	0) 4	0	0	0	0 0	0	1	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	8	2 3	9	0	0	0	0 0	0	0 0	0	17	4 0	13	0 0	1	5	0	1	9 0	0 (0 7	2 0	0	0	0	0 0
07:30 - 07:45	3 0	1	1 2	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	4	0 3	9	0	0	0	0 0	0	0 0	0	18	2 0	12	0 0	0	6	4	0	3 0	0 0	0 (0 0	0	0	0	0 0
07:45 - 08:00	5 2	. 0) 4	0	0	0	1 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	1	0	0 0	0	2	1 2	9	0	0	0	0 0	0	0 0	0	23	1 4	9	0 1	0	8	3	0 '	9 0	0 0	0 (0 0	0	0	0	0 0
08:00 - 08:15	2 0	0	5	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	2	1 2	7	0	0	0	0 0	0	0 0	0	15	5 2	10	0 0	0	2	0	0	3 0	0 0	0 0	0 0	0	0	0	0 0
08:15 - 08:30	2 0	0	5	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	1	0 0	0	0	3 5	9	0	0	0	0 0	0	0 0	0	20	1 1	11	0 0	0	2	1	2	9 0	0 0	0 (0 0	0	0	0	0 0
08:30 - 08:45	4 1	. 1	1 5	0	0	0	0 0	0	1	0 0	0	0 0	0 0	0	0	0	1 0	0	0	0 0	0	2	2 7	8	0	0	0	0 0	0	0 0	0	27	1 3	5	0 0	0	2	3	0 -	4 0	0 0	0 (0 0	0	0	0	0 0
08:45 - 09:00	2 0	0) 4	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	3	1 0	13	0	0	0	0 0	0	0 0	0	35	4 2	10	0 0	0	4	3	1	4 0	0 0	0 (0 0	0	0	0	0 0
09:00 - 09:15	0 2	. 0) 4	0	0	0	0 0	1	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	1	5 7	8	0	0	0	0 0	0	0 0	0	6	0 0	6	0 0	0	5	0	0	5 0	0 (0 (0 0	0	0	0	0 0
09:15 - 09:30	2 0	0	7	0	0	0	1 0	0	1	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	3	0 2	9	0	0	0	0 0	0	0 0	0	8	1 2	10	0 0	0	9	1	1 1	11 0	0 (0 1	1 0	0	0	0	0 0
09:30 - 09:45	5 1	. 0	3	0	0	0	0 1	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	1	0 0	0	2	1 3	9	0	0	0	0 0	0	0 0	0	2	3 1	8	0 0	0	5	1	0	6 0	1 (0 0	0 0	0	1	0	0 0
09:45 - 10:00	2 1	. 0) 2	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	3	3 1	8	0	0	0	0 0	0	0 0	0	8	2 1	14	0 0	0	6	0	0 1	14 0	0 0	0 0	0 0	0	0	0	0 0
10:00 - 10:15	5 0	0	3	0	0	0	0 0	0	1	0 0	0	0 0	0 1	0	0	0	0 1	0	0	0 0	0	4	2 1	9	0	0	0	0 0	0	0 0	0	4	1 3	7	0 0	0	3	2	0	7 0	0 0	0 1	1 0	0	0	0	0 0
10:15 - 10:30	3 0	2	2 2	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	7	0 2	11	0	0	0	0 1	0	0 0	0	5	4 2	10	0 0	0	3	1	1	7 0	0 0	0 0	0 0	0	3	0	0 0
10:30 · 10:45	3 1	3	3 1	0	0	0	0 1	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	4	1 2	9	0	0	0	0 0	0	0 0	0	3	2 4	10	0 0	0	5	2	1	3 0	0 0	0 0	0 0	0	1	0	0 0
10:45 - 11:00	1 3	1	1 5	0	0	0	0 1	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	6	2 4	10	0	0	0	0 0	0	0 0	0	6	0 1	9	0 0	0	8	0	1 1	10 0	0 0	0 0	0 0	0	1	0	0 0
11:00 - 11:15	7 0	0	9	0	0	0	0 1	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	4	2 1	9	0	0	0	0 0	0	0 0	0	1	2 1	12	0 0	0	7	1	1	5 0	0 0	0 1	1 0	0	1	0	0 0
11:15 - 11:30	2 0	0	8 0	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	4	0 2	7	0	0	0	0 0	0	0 0	0	5	2 0	14	0 0	0	1	1	1 1	11 0	0 0	o c	0 0	0	1	0	0 0
11:30 · 11:45	3 0	1	1 5	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	4	1 0	10	0	0	0	0 0	0	0 0	0	3	2 4	10	0 0	0	4	0	1	3 0	0 0	0 0	0 1	0	0	0	0 0
11:45 - 12:00	4 0	1	1 8	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	6	4 2	12	0	0	0	0 0	0	0 0	0	4	3 1	6	0 0	0	3	2	0 .	4 0	0 0	0 0	0 0	0	2	0	0 0
12:00 - 12:15	4 2	0	10	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	5	5 2	11	0	. 1	0	0 1	0	0 0	0	4	2 5	10	0 0	0	3	1	1	8 0	0 0	0 0	0 0	0	0	0	0 0
12:15 - 12:30	10 0	1	1 5	0	0	0	0 0	1	0	0 0	0	0 0	0 1	0	0	0	0 0	0	0	0 0	0	10	2 5	5	0	0	0	0 0	0	0 0	0	7	3 4	9	0 0	0	3	0	1 1	12 0	0 0	0 1	1 0	0	1	0	0 0
12:30 - 12:45	6 0	0	5	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	10	0 3	13	0	0	0	0 0	0	0 0	0	5	2 2	15	0 0	0	5	1	0	7 0	0 0	o c	0 0	0	2	0	0 0
12:45 - 13:00	8 0	2	2 8	0	1	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	11	2 5	8	0	0	0	0 0	0	0 0	0	8	2 0	12	0 0	0	6	0	1 .	4 0	0 0	0 0	0 0	0	1	0	0 0
13:00 - 13:15	9 2	0) 6	0	0	0	0 1	1	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	14	2 3	7	0	0	0	0 0	0	0 0	0	2	2 4	6	0 0	0	6	1	1	7 0	0 0	0 1	1 0	0	1	0	0 0
13:15 - 13:30	5 3	2	2 7	0	1	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	17	4 3	7	0	1	0	0 0	0	0 0	0	8	2 2	12	0 0	0	2	0	0 1	11 0	0 0	0 0	0 0	0	0	0	0 0
13:30 - 13:45	7 0	1	1 7	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	4	3 1	13	0	0	0	0 0	0	0 0	0	7	0 3	22	0 0	0	12	0	0	2 0	0 0	0 0	0 0	0	0	0	0 0
13:45 - 14:00	6 0	1	1 8	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	8	5 3	11	0	0	0	0 0	2	0 0	0	9	1 2	11	0 0	0	8	1	1	5 0	0 0	0 (0 0	0	1	0	0 0
14:00 - 14:15	20 0	0) 14	0	0	1	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	11	4 1	9	0	0	0	0 0	0	0 0	0	5	4 1	9	0 0	0	6	0	0	8 0	0 0	0 0	0 0	0	0	0	0 0
14:15 - 14:30	11 1	. 0) 6	0	0	0	0 0	0	1	0 0	0	0 0	0 0	0	0	0	0 0	0	1	0 0	0	7	6 2	8	0	0	0	0 0	0	0 0	0	6	2 3	8	0 1	0	6	3	1	8 0	0 0	0 1	1 0	0	0	0	0 0
14:30 - 14:45	8 1	. 2	2 7	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	11	2 4	13	0	0	0	0 0	0	0 0	0	3	5 0	8	0 0	0	1	1	0 :	8 0	0 0	0 1	1 0	0	0	0	0 0
14:45 - 15:00	5 2	0	8 (0	1	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	10	3 1	6	0	0	0	0 0	1	0 0	0	5	4 1	10	0 0	0	2	2	1	5 0	0 0	0 0	0 0	0	0	0	0 0
15:00 - 15:15	13 2	0	13	0	1	0	0 1	0	1	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	14	7 2	16	0	. 0	0	0 0	1	0 0	0	4	3 1	15	0 0	1	7	2	0 :	8 0	0 0	0 1	1 0	0	0	0	0 0
15:15 - 15:30	40 2	1	1 12	0	2	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	16	4 1	7	0	. 0	0	0 0	0	0 0	0	3	3 2	12	0 0	0	3	3	0	6 0	0 0	o c	0 0	0	0	0	0 0
15:30 - 15:45	7 4	3	3 7	0	0	0	0 0	0	0	0 0	1	0 0	0 0	0	0	0	0 0	0	0	0 0	0	10	4 0	4	0	0	0	0 0	0	0 0	0	7	1 2	11	0 0	0	7	0	0	9 0	0 0	0 0	0 0	0	0	0	0 0
15:45 - 16:00	4 4	0	9	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	10	6 2	10	0	0	0	0 0	0	0 0	0	4	4 3	13	0 0	0	4	0	0 -	4 0	0 0	o c	0 0	0	0	0	0 0
16:00 - 16:15	11 1	. 0	9	0	0	0	0 0	0	1	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	19	0 3	4	0	0	0	0 0	0	0 0	0	3	2 0	7	0 0	1	4	0	0	7 0	0 1	1 1	1 0	0	0	0	0 0
16:15 - 16:30	6 1	. 0	7	0	0	0	0 1	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	9	6 1	7	0	0	0	0 0	0	0 0	0	2	2 0	10	0 1	1	9	2	0	3 0	0 0	0 0	0 1	0	0	0	0 0
16:30 - 16:45	8 0	1	1 8	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	20	3 0	4	0	0	0	0 0	0	0 0	0	16	1 1	8	0 1	1	22	1	0	5 0	0 1	1 0	0 1	0	0	0	0 0
16:45 - 17:00	11 1	. 0) 10	0	0	0	0 0	1	0	0 0	0	0 0	0 0	0	0	0	0 0	0	1	0 0	0	9	2 2	12	0	1	0	0 0	0	0 0	0	8	3 1	11	0 0	1	15	1	0	1 0	0 0	0 0	0 0	0	0	0	0 0
17:00 - 17:15	5 3	0	8 (0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 1	0	0	0 0	0	23	2 2	9	0	0	0	0 0	0	0 0	0	15	3 1	5	0 1	1	6	1	0	2 0	0 0	0 0	0 0	0	0	0	0 0
17:15 - 17:30	3 1	. 1	1 8	0	0	0	2 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	1	0 0	0	32	8 1	7	0	0	0	1 0	0	0 0	0	14	5 0	6	0 1	0	14	0	0	2 0	0 0	0 1	1 0	0	0	0	0 0
17:30 - 17:45	9 3	0) 6	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	49	3 0	5	0	0	0	0 0	0	0 0	0	15	1 0	5	0 0	0	10	0	0	3 0	0 0	0 1	1 0	0	0	0	0 0
17:45 - 18:00	4 1	. 0) 2	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	29	1 3	4	0	0	0	0 0	0	0 0	0	5	2 0	5	0 1	0	8	0	0	1 0	0 0	0 (0 0	0	0	0	0 0
18:00 - 18:15	8 0	0) 1	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	29	8 1	2	0	1	0	0 0	0	0 0	0	1	0 1	6	0 0	0	7	0	0	5 0	0 0			0	0	0	0 0
18:15 - 18:30	5 0	0	3	0	0	0	0 0	0	1	0 0	0	0 0	0 1	0	0	0	0 0	0	0	0 0	0	16	1 0	4	0	1	0	0 0	1	0 0	0	2	1 0	1	0 0	0	11	2	0	2 0	1 1	1 (0 0	0	0	0	0 0
18:30 - 18:45	4 0	0) 2	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	1	0 0	0	4	0 2	5	0	0	0	0 0	1	0 0	0	0	0 0	6	0 0	0	12	3	0	3 0	0 0	0 (0 0	0	0	0	0 0
18:45 - 19:00	8 1	. 1	1 2	0	0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	8	1 1	8	0	0	0	0 0	1	0 0	0	1	0 0	4	0 0	0	11	0	0	1 0	0 0	0 0	0 0	0	0	0	0 0

Advanced Transport Research Site 4 - Barge Way/Fleet Road PCU Values

Job Number & Name: 13582 Kemsley, Kent
Client: PS
Date: Tuesday 28 March 2017

		nent A				Movem	nent B					Mov	ement	C					1oveme	nt D					Move	ment E					Moven	nent F				Mov	ement G					Movem	nent H				M	loveme	ent I	
Times Cars LGV	OGV1 OGV2	PSV M/B	yc Total	Cars	LGV OGV	1 OGV2	PSV N	м/в с	yc Total	l Cars	LGV O	GV1 OG	V2 PSV	м/в	Cyc 1	otal C	ırs LGV	OGV1	OGV2 P	SV M/E	В Сус	Total	Cars L	.gv ogv	v1 ogv2	PSV	м/в с	c Total	Cars L	LGV OG	V1 OGV2	PSV M	/В Сус	Total Car	s LGV O	GV1 OG	V2 PSV	м/в Су	c Total	Cars L	gv og	V1 OGV2	PSV M	в Сус То	tal Ca	ars LGV	OGV1 C	JGV2 P	PSV M/	/B Cyc Tota
07:00 07:15 5.0 0.0	0.0 13.8	0.0 0.0	0.0 18.8	0.0	0.0 0.0	2.3	0.0	0.0 0	0.0 2.3	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	2.0	1.0 1.	5 29.9	0.0	0.0 0	.0 34.4	0.0	0.0 0	.0 0.0	0.0 0	0.0	0.0 27	0 6.0	7.5 11	.5 0.0	0.0 0.0	0 52.0	4.0 1	1.0 0.	0 20.7	0.0 0	0 0.0 25	5.7 0.	.0 0.0	0.0	0.0 0	0.0 0.0	.0 0.0 0.0
07:15 : 07:30 3.0 0.0	0.0 9.2	0.0 0.0	0.0 12.2	0.0	0.0 0.0	2.3	0.0	0.0	0.0 2.3	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	8.0	2.0 4.	5 20.7	0.0	0.0 0	.0 35.2	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 17	0 4.0	0.0 29	.9 0.0	0.0 0.3	2 51.1	5.0 0	0.0 1.	5 20.7	0.0 0	0 0.0 21	7.2 2.	.0 0.0	0.0	0.0 0	0.0 0.0	.0 0.0 2.0
07:30 - 07:45 3.0 0.0	1.5 4.6	0.0 0.0	0.0 9.1	0.0	0.0 0.0	0.0	0.0	0.0 0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	4.0 0	0.0 4.	5 20.7	0.0	0.0 0	.0 29.2	0.0	0.0 0	.0 0.0	0.0 0	0.0	0.0 18	0 2.0	0.0 27	.6 0.0	0.0 0.0	0 47.6	6.0 4	1.0 0.	0 6.9	0.0 0	0 0.0 16	6.9 0.	.0 0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
07:45 08:00 5.0 2.0	0.0 9.2	0.0 0.0	0.0 16.2	1.0	0.0 0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	1.5	0.0 0	.0 0.0	0.0	1.5	2.0	1.0 3.0	0 20.7	0.0	0.0 0	.0 26.7	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 23	0 1.0	6.0 20	.7 0.0	0.4 0.0	0 51.1	8.0 3	3.0 0.	0 20.7	0.0 0	0.0 31	1.7 0.	.0 0.0	0.0	0.0 C	0.0 0.	.0 0.0 0.0
08:00 · 08:15 2.0 0.0	0.0 11.5	0.0 0.0	0.0 13.5	0.0	0.0 0.0	0.0	0.0	0.0 0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	2.0	1.0 3.0	0 16.1	0.0	0.0 0	.0 22.1	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 15	0 5.0	3.0 23	.0 0.0	0.0 0.0	0 46.0	2.0 0	0.0 0.	0 6.9	0.0 0	0.0 8	.9 0.	.0 0.0	0.0	0.0 C	0.0 0.	.0 0.0 0.0
08:15 · 08:30 2.0 0.0	0.0 11.5	0.0 0.0	0.0 13.5	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	2.3 0	.0 0.0	0.0	2.3	0.0	3.0 7.	5 20.7	0.0	0.0 0	.0 31.2	0.0	0.0 0	.0 0.0	0.0	0.0 0.0	0.0 20	0 1.0	1.5 25	.3 0.0	0.0 0.0	0 47.8	2.0 1	1.0 3.	0 20.7	0.0 0	0 0.0 26	6.7 0.	.0 0.0	0.0	0.0 €	0.0 0.0	.0 0.0 0.0
08:30 08:45 4.0 1.0	1.5 11.5	0.0 0.0	0.0 18.0	0.0	0.0 0.0	2.3	0.0	0.0	0.0 2.3	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	1.0	2.0	2.0 10.	.5 18.4	0.0	0.0 0	.0 32.9	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 27	0 1.0	4.5 11	.5 0.0	0.0 0.0	0 44.0	2.0 3	3.0 0.	0 9.2	0.0 0	0 0.0 14	4.2 0.	.0 0.0	0.0	0.0 C	0.0 0.0	.0 0.0 0.0
08:45 09:00 2.0 0.0	0.0 9.2	0.0 0.0	0.0 11.2	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0	.0 0.0	0.0	0.0	3.0	1.0 0.0	0 29.9	0.0	0.0 0	.0 33.9	0.0	0.0	.0 0.0	0.0	0.0	0.0 35	0 4.0	3.0 23	.0 0.0	0.0	0 65.0	4.0 3	3.0 1.	5 9.2	0.0 0	0.0 13	7.7 0.	.0 0.0	0.0	0.0 0	0.0	.0 0.0 0.0
09:00 · 09:15 0.0 2.0	0.0 9.2	0.0 0.0	0.0 11.2	0.0	0.0 1.5	0.0	0.0	0.0	0.0 1.5	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	1.0	5.0 10.	.5 18.4	0.0	0.0 0	.0 34.9	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 6.	0.0	0.0 13	.8 0.0	0.0 0.0	0 19.8	5.0 0	0.0 0.	0 11.5	0.0 0	0 0.0 16	6.5 0.	.0 0.0	0.0	0.0 0	0.0 0.0	
09:15 : 09:30 2.0 0.0	0.0 16.1	0.0 0.0	0.0 18.1	1.0	0.0 0.0	2.3	0.0	0.0	0.0 3.3	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	3.0	0.0 3.0	0 20.7	0.0	0.0 0	.0 26.7	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 8.	1.0	3.0 23	.0 0.0	0.0 0.0	0 35.0	9.0 1	1.0 1.	5 25.3	0.0 0	0.0 36	6.8 1.	.0 0.0	0.0	0.0 C	0.0 0.	.0 0.0 1.0
09:30 - 09:45 5.0 1.0	0.0 6.9	0.0 0.0	0.0 12.9	0.0	1.0 0.0	0.0	0.0	0.0	0.0 1.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	2.3 0	.0 0.0	0.0	2.3	2.0	1.0 4.	5 20.7	0.0	0.0 0	.0 28.2	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 2.	3.0	1.5 18	.4 0.0	0.0 0.0	0 24.9	5.0 1	1.0 0.	0 13.8	0.0 0	4 0.0 20	0.2 0.	.0 0.0	0.0	2.3 C	0.0 0.	.0 0.0 2.3
09:45 · 10:00 2.0 1.0	0.0 4.6	0.0 0.0	0.0 7.6	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	3.0	3.0 1.	5 18.4	0.0	0.0 0	.0 25.9	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 8.	2.0	1.5 32	.2 0.0	0.0 0.0	0 43.7	6.0 0	0.0 0.	0 32.2	0.0 0	0.0 38	8.2 0.	.0 0.0	0.0	0.0 C	0.0 0.	.0 0.0 0.0
10:00 · 10:15 5.0 0.0	0.0 6.9	0.0 0.0	0.0 11.9	0.0	0.0 0.0	2.3	0.0	0.0	0.0 2.3	0.0	0.0	0.0 2.	3 0.0	0.0	0.0	2.3	.0 1.0	0.0	0.0	.0 0.0	0.0	1.0	4.0	2.0 1.	5 20.7	0.0	0.0 0	.0 28.2	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 4.	1.0	4.5 16	.1 0.0	0.0	0 25.6	3.0 2	2.0 0.	0 16.1	0.0 0	0 0.0 21	1.1 1.	.0 0.0	0.0	0.0 0	0.0 0.	.0 0.0 1.0
10:15 · 10:30 3.0 0.0	3.0 4.6	0.0 0.0	0.0 10.6	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	7.0	0.0 3.0	0 25.3	0.0	0.0 0	.0 35.3	0.0	0.0 1	.5 0.0	0.0	0.0	1.5 5.	4.0	3.0 23	.0 0.0	0.0 0.0	0 35.0	3.0 1	1.0 1.	5 16.1	0.0 0	0 0.0 21	1.6 0.	.0 0.0	0.0	6.9 C	0.0 0.	.0 0.0 6.5
10:30 · 10:45 3.0 1.0	4.5 2.3	0.0 0.0	0.0 10.8	0.0	1.0 0.0	0.0	0.0	0.0	0.0 1.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	4.0	1.0 3.0	0 20.7	0.0	0.0 0	.0 28.7	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 3.	2.0	6.0 23	.0 0.0	0.0 0.0	0 34.0	5.0 2	2.0 1.	5 6.9	0.0 0	0 0.0 15	5.4 0.	.0 0.0	0.0	2.3 C	0.0 0.0	.0 0.0 2.3
10:45 · 11:00 1.0 3.0	1.5 11.5	0.0 0.0	0.0 17.0	0.0	1.0 0.0	0.0	0.0	0.0	0.0 1.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	6.0	2.0 6.0	0 23.0	0.0	0.0 0	.0 37.0	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 6.	0.0	1.5 20	.7 0.0	0.0	0 28.2	8.0 0	0.0 1.	5 23.0	0.0 0	0.0 3	2.5 0.	.0 0.0	0.0	2.3 C	0.0 0.	.0 0.0 2.3
11:00 - 11:15 7.0 0.0	0.0 20.7	0.0 0.0	0.0 27.7	0.0	1.0 0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	4.0	2.0 1.	5 20.7	0.0	0.0 0	.0 28.2	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 1.	2.0	1.5 27	.6 0.0	0.0 0.0	0 32.1	7.0 1	1.0 1.	5 11.5	0.0 0	0 0.0 21	1.0 1.	.0 0.0	0.0	2.3 C	0.0 0.	.0 0.0 3.3
11:15 · 11:30 2.0 0.0	0.0 18.4	0.0 0.0	0.0 20.4	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	4.0 (0.0 3.0	0 16.1	0.0	0.0 0	.0 23.1	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 5.	2.0	0.0 32	.2 0.0	0.0 0.0	0 39.2	1.0 1	1.0 1.	5 25.3	0.0 0	0.0 28	8.8 0.	.0 0.0	0.0	2.3 C	0.0 0.0	.0 0.0 2.3
11:30 11:45 3.0 0.0	1.5 11.5	0.0 0.0	0.0 16.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0	.0 0.0	0.0	0.0	4.0	1.0 0.0	0 23.0	0.0	0.0 0	.0 28.0	0.0	0.0	.0 0.0	0.0	0.0	0.0 3.	2.0	6.0 23	.0 0.0	0.0	0 34.0	4.0 0	0.0 1.	5 6.9	0.0 0	0.0 12	2.4 0.	.0 1.0	0.0	0.0 0	0.0 0.	.0 0.0 1.0
11:45 12:00 4.0 0.0	1.5 18.4	0.0 0.0	0.0 23.9	0.0	0.0 0.0	0.0	0.0	0.0 0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	6.0	4.0 3.0	0 27.6	0.0	0.0 0	.0 40.6	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 4.	3.0	1.5 13	.8 0.0	0.0 0.0	0 22.3	3.0 2	2.0 0.	0 9.2	0.0 0	0 0.0 14	4.2 0.	.0 0.0	0.0	4.6 C	0.0 0.0	
12:00 12:15 4.0 2.0	0.0 23.0	0.0 0.0	0.0 29.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0	.0 0.0	0.0	0.0	5.0	5.0 3.0	0 25.3	0.0	0.4 0	2 38.9	0.0	0.0 1	.5 0.0	0.0	0.0	1.5 4.	2.0	7.5 23	.0 0.0	0.0	0 36.5	3.0 1	1.0 1.	5 18.4	0.0 0	0.0 25	3.9 0.	0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
12:15 12:30 10.0 0.0	1.5 11.5	0.0 0.0	0.0 23.0	0.0	0.0 1.5	0.0	0.0	0.0	0.0 1.5	0.0	0.0	0.0 2.	3 0.0	0.0	0.0	2.3	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	10.0	2.0 7.	5 11.5	0.0	0.0 0	.0 31.0	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 7.	3.0	6.0 20	.7 0.0	0.0 0.0	0 36.7	3.0 0	0.0 1.	5 27.6	0.0 0	0.0 32	2.1 1.	.0 0.0	0.0	2.3 C	0.0 0.	.0 0.0 3.3
12:30 · 12:45 6.0 0.0	0.0 11.5	0.0 0.0	0.0 17.5	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	10.0	0.0 4.	5 29.9	0.0	0.0 0	.0 44.4	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 5.	2.0	3.0 34	.5 0.0	0.0 0.0	0 44.5	5.0 1	1.0 0.	0 16.1	0.0 0	0 0.0 22	2.1 0.	.0 0.0	0.0	4.6 C	0.0 0.	.0 0.0 4.6
12:45 13:00 8.0 0.0	3.0 18.4	0.0 0.4	0.0 29.8	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0	.0 0.0	0.0	0.0	11.0	2.0 7.	5 18.4	0.0	0.0 0	.0 38.9	0.0	0.0	.0 0.0	0.0	0.0	0.0 8.	2.0	0.0 27	.6 0.0	0.0	0 37.6	6.0 0	0.0 1.	5 9.2	0.0 0	0.0 16	6.7 0.	.0 0.0	0.0	2.3 C	0.0 0.	.0 0.0 2.3
13:00 · 13:15 9.0 2.0	0.0 13.8	0.0 0.0	0.0 24.8	0.0	1.0 1.5	0.0	0.0	0.0	0.0 2.5	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	14.0	2.0 4.	5 16.1	0.0	0.0 0	.0 36.6	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 2.	2.0	6.0 13	.8 0.0	0.0 0.0	0 23.8	6.0 1	1.0 1.	5 16.1	0.0 0	0 0.0 24	4.6 1.	.0 0.0	0.0	2.3 C	0.0 0.0	
13:15 · 13:30 5.0 3.0	3.0 16.1	0.0 0.4	0.0 27.5	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0	.0 0.0	0.0	0.0	17.0	4.0 4.	5 16.1	0.0	0.0 0	2 41.8	0.0	0.0	.0 0.0	0.0	0.0	0.0 8.	2.0	3.0 27	.6 0.0	0.0	0 40.6	2.0 0	0.0	0 25.3	0.0 0	0.0 23	7.3 0.	.0 0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
13:30 · 13:45 7.0 0.0	1.5 16.1	0.0 0.0	0.0 24.6	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	4.0	3.0 1.	5 29.9	0.0	0.0 0	.0 38.4	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 7.	0.0	4.5 50	.6 0.0	0.0 0.0	0 62.1	12.0	0.0	0 4.6	0.0	0.0 16	6.6 0.	0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
13:45 · 14:00 6.0 0.0	1.5 18.4	0.0 0.0	0.0 25.9	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	8.0	5.0 4.	5 25.3	0.0	0.0 0	.0 42.8	0.0	0.0 0	.0 4.6	0.0	0.0	4.6 9.	1.0	3.0 25	.3 0.0	0.0 0.0	0 38.3	8.0 1	1.0 1.	5 11.5	0.0 0	0.0 22	2.0 0.	.0 0.0	0.0	2.3 C	0.0 0.	.0 0.0 2.3
14:00 - 14:15 20.0 0.0	0.0 32.2	0.0 0.0	0.2 52.4	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	11.0	4.0 1.	5 20.7	0.0	0.0 0	.0 37.2	0.0	0.0	.0 0.0	0.0	0.0	0.0 5.	4.0	1.5 20	.7 0.0	0.0 0.0	0 31.2	6.0 0	0.0	0 18.4	0.0	0.0 24	4.4 0.	0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
14:15 · 14:30 11.0 1.0	0.0 13.8	0.0 0.0	0.0 25.8	0.0	0.0 0.0	2.3	0.0	0.0	0.0 2.3	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	2.3 0	.0 0.0	0.0	2.3	7.0	6.0 3.0	0 18.4	0.0	0.0 0	.0 34.4	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 6.	2.0	4.5 18	.4 0.0	0.4 0.0	0 31.3	6.0 3	3.0 1.	5 18.4	0.0 0	0.0 28	8.9 1.	.0 0.0	0.0	0.0 0		.0 0.0 1.0
14:30 · 14:45 8.0 1.0	3.0 16.1	0.0 0.0	0.0 28.1	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0	.0 0.0	0.0	0.0	11.0	2.0 6.0	0 29.9	0.0	0.0 0	.0 48.9	0.0	0.0	.0 0.0	0.0	0.0	0.0 3.	5.0	0.0 18	.4 0.0	0.0 0.0	0 26.4	1.0 1	1.0 0.	0 18.4	0.0	0.0 20	0.4 1.	.0 0.0	0.0	0.0 0	0.0	.0 0.0 1.0
14:45 · 15:00 5.0 2.0	0.0 18.4	0.0 0.4	0.0 25.8	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	10.0	3.0 1.	5 13.8	0.0	0.0 0	.0 28.3	0.0	0.0	.0 2.3	0.0	0.0	2.3 5.	4.0	1.5 23	.0 0.0	0.0 0.0	0 33.5	2.0 2	2.0 1.	5 11.5	0.0 0	0.0 17	7.0 0.	0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
15:00 · 15:15 13.0 2.0	0.0 29.9	0.0 0.4	0.0 45.3	0.0	1.0 0.0	2.3	0.0	0.0	0.0 3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0	.0 0.0	0.0	0.0	14.0	7.0 3.0	0 36.8	0.0	0.4 0	.0 61.2	0.0	0.0	.0 2.3	0.0	0.0	2.3 4.	3.0	1.5 34	.5 0.0	0.0 0.3	2 43.2	7.0 2	2.0 0.	0 18.4	0.0 0	0.0 23	7.4 1.	.0 0.0	0.0	0.0	0.0 0.	.0 0.0 1.0
15:15 · 15:30 40.0 2.0	1.5 27.6	0.0 0.8	0.0 71.9	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	16.0	4.0 1.	5 16.1	0.0	0.8 0	.0 38.4	0.0	0.0	.0 0.0	0.0	0.0	0.0 3.	3.0	3.0 27	.6 0.0	0.0 0.0	0 36.6	3.0 3	3.0 0.	0 13.8	0.0 0	0.0 11	9.8 0.	0.0	0.0	0.0 0	0.0	
15:30 · 15:45 7.0 4.0	4.5 16.1	0.0 0.0	0.0 31.6	0.0	0.0 0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0		10.0	4.0 0.0	0 9.2	0.0	0.0 0	_		0.0 0	.0 0.0	0.0	0.0	0.0 7.	1.0	3.0 25	.3 0.0	0.0 0.0	0 36.3	7.0 0	0.0	0 20.7	0.0 0	0.0 21	7.7 0.	.0 0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
15:45 · 16:00 4.0 4.0	0.0 20.7	0.0 0.0	0.0 28.7	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0			.0 0.0			.0 0.0	0.0		10.0	6.0 3.0	0 23.0	0.0	0.0 0	.0 42.0	0.0	0.0	.0 0.0	0.0	0.0		4.0	4.5 29	.9 0.0	0.0 0.0	_	4.0 0	0.0	0 9.2	0.0 0	0.0 13	3.2 0.	0.0	0.0	0.0 0	0.0 0.	.0 0.0 0.0
	0.0 20.7	0.0 0.0	0.0 32.7	0.0	0.0 0.0	2.3	0.0	0.0	1.0 2.3	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	19.0	0.0 4.	5 9.2	0.0	0.0 0		_	0.0 0	.0 0.0	0.0	0.0	0.0 3.	2.0	0.0 16	.1 0.0	0.0	2 21.3	4.0 0	0.0	0 16.1	0.0 0	0.2 20	0.3 1.	.0 0.0	0.0	0.0 0	0.0 0.	.0 0.0 1.6
16:15 · 16:30 6.0 1.0	0.0 16.1	0.0 0.0	0.0 23.1	0.0	1.0 0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	9.0	6.0 1.	5 16.1	0.0	0.0 0	.0 32.6	0.0	0.0	.0 0.0	0.0	0.0	0.0 2.	2.0	0.0 23	.0 0.0	0.4 0.3	2 27.6	9.0 2	2.0 0.	0 6.9	0.0 0	0.0 17	7.9 0.	.0 1.0	0.0	0.0 0	0.0	
	1.5 18.4		0.0 27.9	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	-	20.0	3.0 0.	0 9.2	0.0	0.0 0		_	0.0	.0 0.0	0.0	0.0		0 1.0	1.5 18	.4 0.0	0.4 0.3		22.0 1	1.0 0.	0 11.5	0.0 0	0.2 34	4.7 0.	.0 1.0	0.0	0.0 0		.0 0.0 1.0
16:45 · 17:00 11.0 1.0	0.0 23.0	0.0 0.0	0.0 35.0	0.0	0.0 1.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	2.3 0	.0 0.0	0.0	2.3	9.0	2.0 3.0	0 27.6	0.0	0.4 0	2 42.2	0.0	0.0	.0 0.0	0.0	0.0	0.0 8.	3.0	1.5 25	.3 0.0	0.0	2 38.0	15.0 1	1.0 0.	0 2.3	0.0 0	0.0 18	8.3 0.	.0 0.0	0.0	0.0 0	0.0	.0 0.0 0.0
17:00 · 17:15 5.0 3.0	0.0 18.4	0.0 0.0	0.0 26.4	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 1.0	0.0	0.0 0	.0 0.0	0.0	1.0	23.0	2.0 3.0	0 20.7	0.0	0.0 0	.0 48.7	0.0	0.0 0	.0 0.0	0.0	0.0	0.0 15	0 3.0	1.5 11	.5 0.0	0.4 0.3	2 31.6	6.0 1	1.0 0.	0 4.6	0.0	0.0 11	1.6 0.	0.0	0.0	0.0	0.0 0.	.0 0.0 0.0
	1.5 18.4		0.0 23.9	2.0	0.0 0.0	0.0	0.0	0.0	0.0 2.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	_	.0 0.0		2.3 0	.0 0.0	0.0	-	32.0	-			0.0 0			1.0 0	.0 0.0	0.00	0.0		0 5.0	0.0 13	.8 0.0	0.4 0.0	0 33.2	14.0 0	0.0	0 4.6	0.0 0	0.0 18	8.6 1.	.0 0.0	0.0	0.0 0		.0 0.0 1.6
	0.0 13.8	0.0 0.0	0.0 25.8	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0				0.10	0.0 0			0.0		-	_	_	0.0 0	_		0.0 0			0.0	0.0 15		0.0 11		0.0	-	2010	0.0 0.	0 6.9	0.0 0		6.9 1.	.0 0.0	0.0	0.0 0		.0 0.0 1.6
	0.0 4.6	0.0 0.0	0.0 9.6	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0 0	.0 0.0	0.0		2910	1.0 4.			0.0 0			0.0 0		0.0	0.0	0.0 5.		0.0 11	.5 0.0	0.4 0.0		0.0	0.0 0.	0 2.3	0.0 0		0.3 0.	.0 0.0	0.0	0.0 0	0.0	
18:00 · 18:15 8.0 0.0	0.0 2.3	0.0 0.0	0.0 10.3	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0			.0 0.0		0.0 0	.0 0.0	0.0	-		8.0 1.		_	0.0 0	2 43.3		0.0 0			0.0	0.0 1.		1.5 13	.8 0.0	0.0	0 16.3	***	0.0 0.	0 11.5	0.0 0		-	0.0	0.0	0.0 0		.0 0.0 0.0
	0.0 6.9		0.0 11.9		0.0 0.0	2.3	0.0	0.0	1.0 2.3	0.0	0.0	0.0 2.	3 0.0	0.0	_		-	_	0.0 0	_	_	_		1.0 0.			0.0 0	_		0.0 0		0.0	0.0	2.3 2.		0.0 2.		0.0		11.0 2		4.0			8.2 0.	.0 0.0	0.0	0.0 0		.0 0.0 0.0
	0.0 4.6		0.0 8.6		0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0	0.0					2.3 0				_	0.0 3.0	-		0.0 0				-	0.0	0.0		0.0	-		0.0			-		0.0			0.0				.0 0.0 0.0
18:45 19:00 8.0 1.0	1.5 4.6	0.0 0.0	0.0 15.1	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0 0.0	0.0	0.0 0	.0 0.0	0.0	0.0	8.0	1.0 1.	5 18.4	0.0	0.0 0	.0 28.9	0.0	0.0 0	.0 2.3	0.0	0.0	2.3 1.	0.0	0.0 9.	2 0.0	0.0	0 10.2	11.0	0.0	0 2.3	0.0 0	0.0 15	3.3 0.	0.0	0.0	0.0 0	0.0	.0 0.0 0.0



Job Number & Name: 13582 Kemsley, Kent

Site Number/Name: Site 5 - Barge Way/Private Road

Client: RPS

Date: 28/03/2017

Weather: Sunny, Dry

Comments: None

Advanced Transport Research

Site 5 - Barge Way/Private Road

Job Number & Name: 13582 Kemsley, Kent Date: Tuesday 28 Mar 2017

Job Type: **Junction Count**

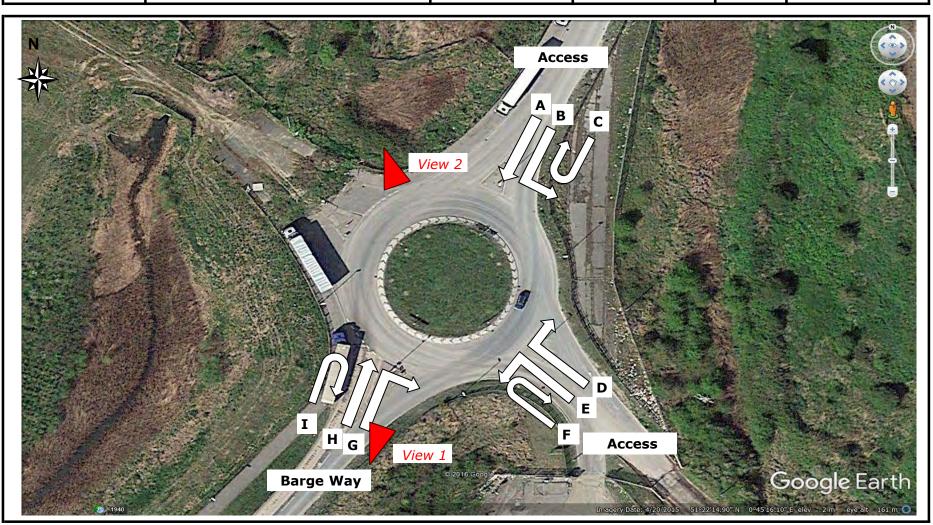
51°22'14.75"N, 0°45'15.86"E Co-ordinates:

Postcode:

ME9 8SR

Times:

0700-1900



Advanced Transport Research Site 5 - Barge Way/Private Road Classified Counts

Job Number & Name: 13582 Kemsley, Kent
Client: RPS
Date: Tuesday 28 March 2017

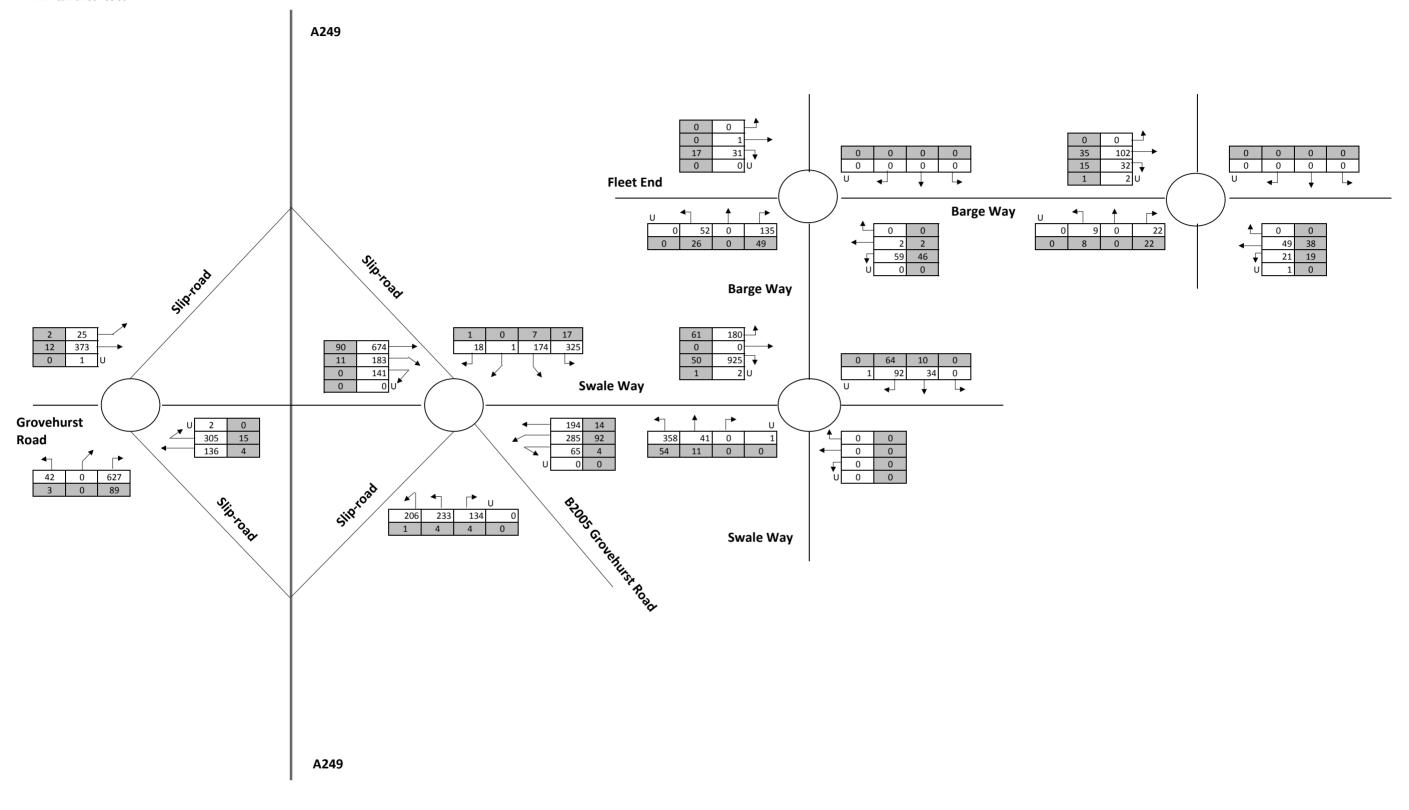
			Move	ment	A				Mov	ement	t B				Мо	vemer	t C					Move	ment	D				Mo	veme	ent E				1	Movem	ent F					Move	ement	G					Mov	ement I	н					Move	ement	tΙ	
Times	Cars L	.gv C	ogv o	OGV F	sv M/	в Сус	Can	s LGV	OGV 1	OGV 2	PSV	м/в	Сус	Cars LG	v OGV	OGV 2	PSV N	1/B	Сус	Cars I	.gv C	GV 0	GV P	sv M/	в Су	Care	LGV	OGV 1	OGV 2	PSV	м/в	Сус	Cars	LGV O	GV OG	V _{PS\}	V M/B	Сус	Cars	LGV	ogv 1	OGV F	PSV N	1/B	Cyc	Cars		ogv 1	OGV PS	sv M	/В Су	c Cs	ars L	.gv O	ogv o	OGV P	PSV	м/В Сус
07:00 - 07:15	1	0	1	13	0 0	0	1	0	0	2	0	0	0	0 0	0	0	0	0	0	1	1	0	4	0 0	0	0	1	0	1	0	0	0	0	0	0 1	0	0	0	10	3	0	1	0	0	0	16	2	5	5 (0	0 0	, (0	0	0	0	0	0 0
07:15 - 07:30	6	1	4	8	0 0	0	0	0	0	6	0	0	0	0 0	0	0	0	0	0	0	1	0	6	0 0	0	1	1	0	0	0	0	0	0	0	0 0	0	0	0	10	0	0	2	0	0	0	7	4	1	10	0	0 1	(0	0	0	0	0	0 0
07:30 - 07:45	3	0	3	9	0 0	0	0	0	0	5	0	0	0	1 0	0	0	0	0	0	0	0	0	6	0 0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	5	0	0	4	0	0	0	11	2	0	10	0	0 0	7	1	0	0	0	0	0 0
07:45 - 08:00	2	1	1	5	0 0	0	0	0	0	5	0	0	0	0 0	0	0	0	0	0	0	0	0	6	0 0	0	0	0	1	3	0	0	0	0	0	0 0	0	0	0	2	0	1	5	0	0	0	21	0	3	4	0	1 0		0	0	0	0	0	0 0
08:00 - 08:15	2	1	2	4	0 0	0	1	1	0	4	0	0	0	0 0	0	0	0	0	0	0	0	0	4	0 0	0	0	0	0	2	0	0	0	0	0	0 0	0	0	0	2	4	1	1	0	0	0	13	2	1	7 (0	0 0	, (0	0	0	1	0	0 0
08:15 - 08:30	0	2	5	9	0 0	0	0	0	0	5	0	0	0	0 0	0	0	0	0	0	0	0	1	5	0 0	0	0	1	0	2	0	0	0	0	0	0 0	0	0	0	3	1	0	3	0	0	0	17	0	1	9 1	0	0 0		0	0	0	0	0	0 0
08:30 - 08:45	3	0	6	7	0 0	0	0	0	1	5	0	0	0	0 0	0	0	0	0	0	0	0	0	5	0 0	0	0	2	1	0	0	0	0	0	0	0 0	0	0	0	3	1	1	3	0	0	0	22	0	1	4	0	0 0	, (0	0	0	0	0	0 0
08:45 - 09:00	3	1	1	11	0 0	0	0	0	1	6	0	0	0	0 0	0	0	0	0	0	0	1	0	5	0 0	0	0	0	0	1	0	0	0	0	0	0 0	0	0	0	1	0	1	3	0	0	0	36	3	2	6	0	0 0		0	0	0	0	0	0 0
09:00 - 09:15	2	3	4	5	0 0	0	1	0	0	7	0	0	0	0 1	1	0	0	0	0	1	1	1	5	0 0	0	0	1	3	3	0	0	0	0	0	0 0	0	0	0	0	0	1	0	0	0	0	6	1	0	5	0	0 0	. (0	0	0	0	0	0 0
09:15 - 09:30	4	0	0	9	0 0	0	0	0	0	5	0	0	0	0 0	0	0	0	0	0	0	0	0	6	0 0	0	0	0	0	1	0	0	0	0	0	0 0	0	0	0	2	0	1	2	0	0	0	7	1	1	9 1	0	0 0		0	0	0	0	0	0 0
09:30 - 09:45	0	1	4	8	0 0	0	0	0	0	6	0	0	0	0 0	0	0	0	0	0	0	0	0	3	0 0	0	1	0	0	2	0	0	0	0	0	0 0	0	0	0	1	2	0	5	0	0	0	0	1	1	4	0	0 0		1	0	0	0	0	0 0
09:45 - 10:00	1	2	0	6	0 0	0	0	0	0	4	0	0	0	0 0	0	1	0	0	0	0	0	0	7	0 0	0	2	1	1	2	0	0	0	0	0	0 0	0	0	0	3	1	0	4	0	0	0	4	3	1	-	0	0 0	(-	0	0	0	_	0 0
10:00 - 10:15	3	2	0	6	0 0	0	0	0	0	6	0	0	0	0 0	0	0	0	0	0	-	0	0	5	0 0	0	1	1	0	2	0	0	0	0	0	0 0	0	0	0	1	1	1	2	0	0	0	3	0	1	_	0	0 0		-	0	0	_	_	0 0
10:15 - 10:30	8	0	-	12	0 0	0	1	0	0	3	0	0	0	1 0	0	0	0	0	0	-	0	0	6	0 0	-	1	0	1	0	0	0	0	0	0	0 0	0	0	0	1	2	1	2	0	0	0	3	2	1	-	0	0 0		-	0	-		_	0 0
10:30 - 10:45	2	2	2	5	0 0	0	0	1	1	4	0	0	0	2 1	0	0	0	0	0	_	0	0	1	0 0	_	0	0	0	3	0	0	0	0	0	0 0	0	0	0	1	0	0	4	0	0	0	3	2	4	-	0	0 0		0	0	0	-	_	0 0
10:45 - 11:00	4	1	1	6	0 0	0	1	0	0	0	0	0	0	0 0	0	0	0	0	0	<u> </u>	0	0	0	0 0		1	1	2	4	0	0	0	0	0	0 0	0	0	0	1	1	1	2	0	0	0	5	0	0	-	0	0 0	1	0	1	0	<u> </u>		0 0
11:00 - 11:15	3	2	1	6	0 0	0	0	1	0	1	0	0	0	0 0	0	0	0	0	0	0	2	0	0	0 0	- "	1	0	0	4	0	0	0	0	0	0 0	0	0	0	0	2	0	3	0	0	0	1	1	0		0	0 0	. (-	0	0	-		0 0
11:15 · 11:30	3	0	1	4	0 0	0	0	0	1	3	0	0	0	0 0	<u> </u>	0	-	0	0	-	-	0	-	0 0	_	1	0	1	2	0	0	0	1	1	0 0	0	0	0	2	0	0	4	-	0	0	1	1	0		-	0 0		_	0	0	_	_	0 0
11:30 - 11:45	1	0	0	6	0 0	0	0	0	0	7	0	0	0	1 0	+-	0		0	0	-	0	0	4	0 0	_	1	1	0	4	0	0	0	0	0	0 0	0	0	0	0	0	3	1	0	0	0	0	3	2		-	0 0	'	_	-	0	_	_	0 0
11:45 - 12:00	3	3	1	8	0 0	0	0	0	0	6	0	0	0	0 0	-	0	-	0	0	-	-	0	_	0 0		1	2	1	4	0	0	0	0	0	0 0	0	0	0	0	2	1	1		0	0	4	1	1		-	0 0	4	-	0	0	-		0 0
12:00 - 12:15	5	1	0	6	0 1	1	0	1	1	7	0	0	0	0 0	0	0	0	1	0	-	-	0	8	0 0	-	2	2	2	4	0	0	0	0	0	0 0	0	0	0	0	0	1	0	0	0	0	4	2	5		-	0 0	_	-	0	1	-	-	0 0
12:15 - 12:30	7	3	4	5	0 0	0	1	0	0	5	0	0	0	2 0	0	0	0	0	0	-	0	1	5	0 0		2	0	1	0	0	0	0	0	0	0 0	0	0	0	1	0	3	2	0	0	0	7	3	2		0	0 0	_		0	0			0 0
12:30 - 12:45	9	0	1	8	0 0	0	0	0	0	5	0	0	0	1 0	0	0	0	0	0	-	0	0	4	0 0	0	2	0	2	5	0	0	0	0	0	0 0	0	0	0	0	0	0	4	0	0	0	4	1	2		0	0 0	_	_	0	0	_	_	0 0
12:45 - 13:00	8	2	4	5	0 0	0	0	0	0	4	0	0	0	1 0	0	0	0	0	0	-	0	0	6	0 0	0	1	0	1	1	0	0	0	0	0	0 0	0	0	0	1	1	0	2	0	0	0	8	1	0		0	0 0	_	-	0	0	-	_	0 0
13:00 - 13:15	13	2	3	7	0 0	0	1	0	0	5	0	0	0	0 1	0	0	0	0	0	- +	0	0	4	0 0	-	1	0	0	1	0	0	0	0	0	0 0	0	0	0	1	1	3	1	0	0	0	1	2	2		0	0 0		-	0	0	-	_	0 0
13:15 - 13:30	16	1	0	5	0 0	0	1	1	0	3	0	0	0	1 0	1	0	0	0	0	-	0	0	4	0 0	-	0	2	3	1	0	0	0	0	0	1 0	0	0	0	1	0	0	4	0	0	0	6	2	2	-	0	0 0	_	-	0	_	-	_	0 0
13:30 - 13:45	3	4	0	11	0 0	0	0	0	0	1	0	0	0	0 0	1	0	0	0	0	1	0	0	2	0 0	0	1	0	1	2	0	0	0	0	0	0 0	0	0	0	1	0	0	5	0	0	0	7	0	3	16	0	0 0	ــــــــــــــــــــــــــــــــــــــ	0	0	0	0		0 0
13:45 - 14:00	7	3	3	10	0 0	0	0	0	0	1	0	0	0	0 0	0	0	0	0	0	0	0	0	2	0 0	0	1	2	0	4	0	0	0	0	0	0 0	0	0	0	2	1	1	3	0	0	0	6	0	1	9 1	0	0 0	۲,	0	0	0	0	_	0 0
14:00 - 14:15	8	3	2	7	0 0	0	0	0	0	0	0	0	0	0 0	0	0	-	0	0	-	-	0	-	0 0	-	3	0	0	0	0	0	0	0	0	0 0	0	0	0	1	0	0	4	-	0	0	5	4	1		-	0 0	-	_	-	-		_	0 0
14:15 · 14:30	12	5	1	5	0 0	0	0	0	0	1	0	0	0	0 0	0	0	0	0	0	<u> </u>	0	1	-	0 0	-	3	1	1	4	0	0	0	0	0	0 0	0	0	0	2	1	1	2	0	0	0	4	1	2	-	0	0 0	_	-	0	0	_	_	0 0
14:45 - 15:00	12	0	4	/	0 0	- 0	1	0	0	1	0	0	0	0 0	0	0	0	0	0	0	0	0	1	0 0	0	- 0	1	0	ь	0	0	0	0	0	0 0	0	0	0	-	0	0	1	0	0	0	4	4	0		+	0 0	۲,	3	1	-	-	-	_
	10	3	1	3	0 0	0	1	1	0	-	0	0	0	0 0	0	0	0	0	0	0	0	0		0 0	0	- 0	0	1 0	3	0	0	0	1	0	0 0	0	0	0	1	1	0	2	0	0	0	4	3	1	10 (+	0 0	۲,	9	0	-	-	_	
15:00 - 15:15	13	6	1	10	0 1	- 0	1	0	1	1	0	0	0	0 0	0	0	0	0	0	0	0	0	1	0 0	-	1	1	1	ь	0	0	0	0	0	0 0	0	0	0	-	0	0	4	0	0	0	3	4	1		0	0 1	_	_	0	-	_	_	0 0
15:15 · 15:30 15:30 · 15:45	15	3	0		0 2	- 0	0	1	0	0	0	0	0	0 0	0	0	-	0	0	0	2	0	1	0 0	-	- 0	- 0	0	2	0	0	0	0	0	0 0	0	0	0	1	0	1	4	0	0	0	3	3	1		0	0 0		-	0	-		_	0 0
15:45 - 16:00	11	3	0	4	0 0	0	0	0	0	1	0	0	0	0 0	0	0	0	0	0	-	0	0	-	0 0		1	0	0	0	0	0	0	0	0	0 0	0	0	0	1	0	1	4		0	0	3	-	1		0	0 1		-	0	0	_	_	0 0
16:00 - 16:15	16	2	1	3	0 0	- 0	0	0	0	1	0	0	0	0 0	0	0	0	0	0	-	0	0	-	0 0		1 2	0	1	0	0	0	0	0	0	0 0	0	0	- 0	1	0	0	3	0	0	0	2	2	2		-	0 1	۲	-	0	+	-	_	0 0
16:15 - 16:30	16		1		0 0	0	0	0	0	1	0	0	0	0 0	0	0	0	0	0	0	0	0		0 0	_	3	0	1	3	0	0	0	0	0	0 0	0	0	0	0	0	0	2	0	0	0	2	2	0		0	0 1	H	_	0	0			
16:30 - 16:45	20	2	1	2	0 0	- 0	-	0	0	0	0	0	0	0 0	0	0	-	0	0	0	1	0	1	0 0	-	- 0	0	10	2	0	0	0	0	0	0 0	0	0	0	<u> </u>	0	0	,	0	0	0	16	2	1	-	0	2 1	_	-	-	0	-	_	0 0
16:45 - 17:00	7	2	2	2	0 0	- 1	-	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0 0	- 0	- 0	0	-	3	0	0	0	0	0	0 0	0	0	- 0	0	0	1	2	0	0	0	10	2	1	,	-	0 1	+	_	0	+	-	-	0 0
17:00 - 17:15	20	4	2	2	0 1	1	-	1	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0 0	0	- 4	0	1 0		0	0	0	0	0	0 0	0	0	- 0	-	1	0	3	0	0	0	14	3	1	6	-	1 1	۲	1	0	+	1	-	0 0
17:15 - 17:30	20	4	1	2	0 0	+ -	+ 0	1	0	1	0	0	0	0 0	0	0	0	0	0	0	2	0	0	0 0	-	12	+ 0	10	6	10	-	0	0	0	0 0	- 0	- 0	10	10	1	0	2	0	0	0	16	-	-	4	0	1 0	,—'	0	0	-	-		0 0
17:30 - 17:45	24	1	1	2	0 0	1 0	1 0	1 0	0	1	0	0	0	0 0	- 0	0	0	0	0	0	0	-	0	0 0	-	21	1 3	1	2	1 0	0	0	0	0	0 0	0	- 0	1 0	<u> </u>	-	0	0	0	0	0	14	1	0	-	<u>+</u>	0 0	Ή,	-	0	<u>-</u>			0 0
17:45 - 18:00	27	1	3	1	0 0	10	10	10	0	1	0	0	0	0 0	0	0	0	0	0	0	0	0	1	0 0	- 0	21	0	1 0	1	0	0	0	0	0	0 0	0	10	0	1	0	0	1	0	0	0	4	2	0	4 4	0	1 1	т,	0	0	+	-	_	0 0
18:00 - 18:15	22	-	1	0	0 0	1	+ 0	+ 0	0	0	0	0	0	0 0	+ *	0	0	0	0	-	0	0	-	0 0	-	+ 3	1 2	0	2	1 0	0	0	0	0	0 0	- 0	- 0	10	1	10	0	2	-	0	0	- +	0	1		-	0 0	_	_	0	-		_	0 0
18:15 - 18:30	12	0	0	2	0 0	1 2	0	1 0	0	1	0	0	0	0 0	, v	0	٠,	0	0	<u> </u>	Ü	0	*	0 0	1 0	2	1	0	2	1 0	0	0	0	0	0 0	0	0	1 0	0	1	0	-	v	0	0	-	٠,	0		-	0 0	_	-	-	0	-	_	0 0
18:15 - 18:30	2	0	2	4	0 0	+ -	0	-	0	0	0	0	0	0 0	_	0	-	0	0	_	_	0	_	0 0	_	1	0	0	3	10	0	0	0	0	0 0	- 0	- 0	10	10	1	0	\rightarrow		0	_	_	0	0	_	-	0 0		_	_	_	_	_	0 0
18:45 - 19:00	4	0	1	2	0 0	+ -	+ 0	+ "	0	-	0	-	0	0 0	0	0	0	0	0	0	0	0	0	0 0	-	+ -	+ ,	1	2	1	-	0	0	0	0 0	-	- 0	+ 0	1	0	0	1	0	0	0	1	0	0	2	-	0 0	Ή,	0	0	-	-	-	0 0
10:45 - 19:00	4	U	1	4	0 1 0	1 0	1 0	1 0	U	U	U	U	U	U U	1 0	U	U	U	U	U	U	U	U	0 0	1 0	1 4	1 1	1 0	3	1 0	l o	U	U	U	U U	0	1 0	1 0	1 0	1 0	U	1	U	U	U	1	U	U	اد	U U	U U	ــــــــــــــــــــــــــــــــــــــ	J	U	U	-	U	0 0

Advanced Transport Research Site 5 - Barge Way/Private Road PCU Values

Job Number & Name: 13582 Kemsley, Kent
Client: RPS

Movement A	Movement B	Movement C	Movement D	Movement E	Movement F	Movement G	Movement H	Movement I
Times Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Tota	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total	Cars LGV OGV1 OGV2 PSV M/B Cyc Total
07:00 · 07:15 1.0 0.0 1.5 29.9 0.0 0.0 0.0 32.4	1.0 0.0 0.0 4.6 0.0 0.0 0.0 5.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 1.0 0.0 9.2 0.0 0.0 0.0 11.2	0.0 1.0 0.0 2.3 0.0 0.0 0.0 3.3	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	10.0 3.0 0.0 2.3 0.0 0.0 0.0 15.3	16.0 2.0 7.5 11.5 0.0 0.0 0.0 37.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
07:15 · 07:30 6.0 1.0 6.0 18.4 0.0 0.0 0.0 31.4	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1.0 0.0 13.8 0.0 0.0 0.0 14.8	1.0 1.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	10.0 0.0 0.0 4.6 0.0 0.0 0.0 14.6	7.0 4.0 1.5 23.0 0.0 0.0 0.2 35.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0
07:30 · 07:45 3.0 0.0 4.5 20.7 0.0 0.0 0.0 28.2	0.0 0.0 0.0 11.5 0.0 0.0 0.0 11.5	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	5.0 0.0 0.0 9.2 0.0 0.0 0.0 14.2	11.0 2.0 0.0 23.0 0.0 0.0 0.0 36.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
07:45 · 08:00 2.0 1.0 1.5 11.5 0.0 0.0 0.0 16.0	0.0 0.0 0.0 11.5 0.0 0.0 0.0 11.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	0.0 0.0 1.5 6.9 0.0 0.0 0.0 8.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 0.0 1.5 11.5 0.0 0.0 0.0 15.0	21.0 0.0 4.5 9.2 0.0 0.4 0.0 35.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0
08:00 · 08:15 2.0 1.0 3.0 9.2 0.0 0.0 0.0 15.2	1.0 1.0 0.0 9.2 0.0 0.0 0.0 11.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 9.2 0.0 0.0 0.0 9.2	0.0 0.0 0.0 4.6 0.0 0.0 0.0 4.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 4.0 1.5 2.3 0.0 0.0 0.0 9.8	13.0 2.0 1.5 16.1 0.0 0.0 0.0 32.6	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3
08:15 · 08:30 0.0 2.0 7.5 20.7 0.0 0.0 0.0 30.2	0.0 0.0 0.0 11.5 0.0 0.0 0.0 11.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 1.5 11.5 0.0 0.0 0.0 13.0	0.0 1.0 0.0 4.6 0.0 0.0 0.0 5.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 1.0 0.0 6.9 0.0 0.0 0.0 10.9	17.0 0.0 1.5 20.7 0.0 0.0 0.0 39.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0
08:30 · 08:45 3.0 0.0 9.0 16.1 0.0 0.0 0.0 28.1	0.0 0.0 1.5 11.5 0.0 0.0 0.0 13.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 11.5 0.0 0.0 0.0 11.5	0.0 2.0 1.5 0.0 0.0 0.0 0.0 3.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 1.0 1.5 6.9 0.0 0.0 0.0 12.4	22.0 0.0 1.5 9.2 0.0 0.0 0.0 32.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0
08:45 · 09:00 3.0 1.0 1.5 25.3 0.0 0.0 0.0 30.8	0.0 0.0 1.5 13.8 0.0 0.0 0.0 15.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1.0 0.0 11.5 0.0 0.0 0.0 12.5	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0		36.0 3.0 3.0 13.8 0.0 0.0 0.0 55.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0
09:00 · 09:15 2.0 3.0 6.0 11.5 0.0 0.0 0.0 22.5	1.0 0.0 0.0 16.1 0.0 0.0 0.0 17.1	0.0 1.0 1.5 0.0 0.0 0.0 0.0 2.5	1.0 1.0 1.5 11.5 0.0 0.0 0.0 15.0		0.0 0.0 0.0 0.0 0.0 0.0 0.0			0.0 0.0 0.0 0.0 0.0 0.0 0.0
09:15 · 09:30 4.0 0.0 0.0 20.7 0.0 0.0 0.0 24.7	0.0 0.0 0.0 11.5 0.0 0.0 0.0 11.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0		7.0 1.0 1.5 20.7 0.0 0.0 0.0 30.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0
09:30 : 09:45 0.0 1.0 6.0 18.4 0.0 0.0 0.0 25.4	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 6.9 0.0 0.0 0.0 6.9	1.0 0.0 0.0 4.6 0.0 0.0 0.0 5.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0 1.0 1.5 9.2 0.0 0.0 0.0 11.7	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
09:45 10:00 1.0 2.0 0.0 13.8 0.0 0.0 0.0 16.8	0.0 0.0 0.0 9.2 0.0 0.0 0.0 9.2	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 16.1 0.0 0.0 0.0 16.1	2.0 1.0 1.5 4.6 0.0 0.0 0.0 9.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 1.0 0.0 9.2 0.0 0.0 0.0 13.2	4.0 3.0 1.5 20.7 0.0 0.0 0.0 29.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0
10:00 · 10:15 3.0 2.0 0.0 13.8 0.0 0.0 0.0 18.8	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 0.0 11.5 0.0 0.0 0.0 12.5	1.0 1.0 0.0 4.6 0.0 0.0 0.0 6.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 1.0 1.5 4.6 0.0 0.0 0.0 8.1	3.0 0.0 1.5 16.1 0.0 0.0 0.0 20.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0
10:15 · 10:30 8.0 0.0 3.0 27.6 0.0 0.0 0.0 38.6	1.0 0.0 0.0 6.9 0.0 0.0 0.0 7.9	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	1.0 0.0 1.5 0.0 0.0 0.0 0.0 2.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 1.0 1.3 4.0 0.0 0.0 0.0 1.0	3.0 2.0 1.5 20.7 0.0 0.0 0.0 27.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10:30 · 10:45 2.0 2.0 3.0 11.5 0.0 0.0 0.0 18.5	0.0 1.0 1.5 9.2 0.0 0.0 0.0 11.7	2.0 2.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 0.0 2.3 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		3.0 2.0 6.0 11.5 0.0 0.0 0.0 22.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10:45 11:00 4.0 1.0 1.5 13.8 0.0 0.0 0.0 20.3	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		5.0 0.0 0.0 11.5 0.0 0.0 0.0 16.5	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0
11:00 · 11:15 3.0 2.0 1.5 13.8 0.0 0.0 0.0 20.3 11:15 · 11:30 3.0 0.0 1.5 9.2 0.0 0.0 0.0 13.7	0.0 1.0 0.0 2.3 0.0 0.0 0.0 3.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 2.0 0.0 0.0 0.0 0.0 0.0 2.0	1.0 0.0 0.0 5.2 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1.0 0.0 0.0 0.0 0.0 0.0 2.0			0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3 1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
11:15 · 11:30 3.0 0.0 1.5 9.2 0.0 0.0 0.0 13.7 11:30 · 11:45 1.0 0.0 0.0 13.8 0.0 0.0 0.0 14.8	0.0 0.0 1.5 6.9 0.0 0.0 0.0 8.4	1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 16.1 0.0 0.0 0.0 16.1	1.0 0.0 1.5 4.6 0.0 0.0 0.0 7.1 1.0 1.0 0.0 9.2 0.0 0.0 0.0 11.2	1.0 1.0 0.0 0.0 0.0 0.0 0.0 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		1.0 1.0 0.0 23.0 0.0 0.0 0.0 25.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
11:45 12:00 30 30 15 184 00 00 00 25.9	0.0 0.0 0.0 16.1 0.0 0.0 0.0 16.1	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 9.2 0.0 0.0 0.0 9.2	1.0 1.0 0.0 9.2 0.0 0.0 0.0 11.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 4.5 2.3 0.0 0.0 0.0 6.8	0.0 3.0 3.0 16.1 0.0 0.0 0.0 22.1	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
12:00 12:15 5.0 1.0 0.0 13.8 0.0 0.4 0.2 20.4	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 18.1 0.0 0.0 0.0 18.1	20 20 30 92 00 00 00 16.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 2.0 1.5 2.3 0.0 0.0 0.0 5.5	4.0 1.0 1.5 6.9 0.0 0.0 0.0 13.4	0.0 0.0 1.5 2.3 0.0 0.0 0.0 3.8
12:15 12:30 7.0 3.0 6.0 11.5 0.0 0.0 0.0 27.5	1.0 0.0 0.0 11.5 0.0 0.0 0.0 12.5	2.0 0.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 18.4 0.0 0.0 0.0 18.4	2.0 2.0 3.0 9.2 0.0 0.0 0.0 16.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 1.5 0.0 0.0 0.0 0.0	70 30 30 184 00 00 00 314	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
12:30 12:45 9.0 0.0 1.5 18.4 0.0 0.0 0.0 28.9		1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 9.2 0.0 0.0 0.0 9.2	2.0 0.0 3.0 11.5 0.0 0.0 0.0 16.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			
12:45 13:00 8.0 2.0 6.0 11.5 0.0 0.0 0.0 27.5	0.0 0.0 0.0 92 0.0 0.0 0.0 9.2	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 13.8 0.0 0.0 0.0 13.8	1.0 0.0 1.5 2.3 0.0 0.0 0.0 4.8	00 00 00 00 00 00 00 00		80 10 00 276 00 00 00 366	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13:00 13:15 13.0 2.0 4.5 16.1 0.0 0.0 0.0 35.6	1.0 0.0 0.0 11.5 0.0 0.0 0.0 12.5	00 10 00 00 00 00 00 10	10 00 00 92 00 00 00 102	1.0 0.0 0.0 2.3 0.0 0.0 0.0 3.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	10 10 45 23 00 00 00 88	10 20 30 92 00 00 00 15.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13:15 13:30 16.0 1.0 0.0 11.5 0.0 0.0 0.0 28.5	1.0 1.0 0.0 6.9 0.0 0.0 0.0 8.9	1.0 0.0 1.5 0.0 0.0 0.0 0.0 2.5	0.0 0.0 0.0 9.2 0.0 0.0 0.0 9.2	0.0 2.0 4.5 2.3 0.0 0.0 0.0 8.8	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5		6.0 2.0 3.0 18.4 0.0 0.0 0.0 29.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
13:30 13:45 3.0 4.0 0.0 25.3 0.0 0.0 0.0 32.3	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5	1.0 0.0 0.0 4.6 0.0 0.0 0.0 5.6	1.0 0.0 1.5 4.6 0.0 0.0 0.0 7.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 0.0 11.5 0.0 0.0 0.0 12.5	7.0 0.0 4.5 36.8 0.0 0.0 0.0 48.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0
13:45 · 14:00 7.0 3.0 4.5 23.0 0.0 0.0 0.0 37.5	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 4.6 0.0 0.0 0.0 4.6	1.0 2.0 0.0 9.2 0.0 0.0 0.0 12.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 1.0 1.5 6.9 0.0 0.0 0.0 11.4	6.0 0.0 1.5 20.7 0.0 0.0 0.0 28.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0
14:00 14:15 8.0 3.0 3.0 16.1 0.0 0.0 0.0 30.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	3.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 0.0 9.2 0.0 0.0 0.0 10.2	5.0 4.0 1.5 13.8 0.0 0.0 0.0 24.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
14:15 · 14:30 4.0 5.0 1.5 11.5 0.0 0.0 0.0 22.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 1.5 0.0 0.0 0.0 0.0 1.5	3.0 1.0 1.5 9.2 0.0 0.0 0.0 14.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 1.0 1.5 4.6 0.0 0.0 0.0 9.1	4.0 1.0 3.0 16.1 0.0 0.4 0.0 24.5	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3
14:30 · 14:45 12.0 0.0 6.0 16.1 0.0 0.0 0.0 34.1	1.0 0.0 0.0 2.3 0.0 0.0 0.0 3.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 1.0 0.0 13.8 0.0 0.0 0.0 14.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	4.0 4.0 0.0 11.5 0.0 0.0 0.0 19.5	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0
14:45 · 15:00 10.0 3.0 1.5 6.9 0.0 0.0 0.0 21.4	1.0 1.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 6.9 0.0 0.0 0.0 6.9	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	1.0 1.0 0.0 4.6 0.0 0.0 0.0 6.6	4.0 3.0 1.5 23.0 0.0 0.0 0.0 31.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
15:00 · 15:15 13.0 6.0 1.5 23.0 0.0 0.4 0.0 43.9	1.0 0.0 1.5 2.3 0.0 0.0 0.0 4.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	1.0 1.0 1.5 13.8 0.0 0.0 0.0 17.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 9.2 0.0 0.0 0.0 9.2	3.0 4.0 1.5 18.4 0.0 0.0 0.2 27.1	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3
15:15 · 15:30 15.0 5.0 1.5 11.5 0.0 0.8 0.0 33.8	0.0 1.0 0.0 4.6 0.0 0.0 0.0 5.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 2.0 0.0 2.3 0.0 0.0 0.0 4.3	0.0 0.0 0.0 4.6 0.0 0.0 0.0 4.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 1.5 9.2 0.0 0.0 0.0 11.7	3.0 3.0 1.5 27.6 0.0 0.0 0.0 35.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0
15:30 · 15:45 11.0 3.0 0.0 9.2 0.0 0.0 0.0 23.2	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1.0 0.0 2.3 0.0 0.0 0.0 3.3	1.0 1.0 0.0 0.0 0.0 0.0 0.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 1.5 4.6 0.0 0.0 0.0 6.1	7.0 1.0 1.5 20.7 0.0 0.0 0.2 30.4	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3
15:45 · 16:00 8.0 5.0 3.0 6.9 0.0 0.0 0.0 22.9	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 18.4 0.0 0.0 0.0 18.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.0 0.0 9.2 0.0 0.0 0.0 10.2	3.0 5.0 3.0 18.4 0.0 0.0 0.0 29.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0
16:00 · 16:15 16.0 0.0 1.5 4.6 0.0 0.0 0.0 22.1	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 0.0 1.5 6.9 0.0 0.0 0.0 11.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 4.6 0.0 0.0 0.0 4.6	2.0 2.0 0.0 13.8 0.0 0.0 0.2 18.0	1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0
16:15 · 16:30 9.0 4.0 1.5 9.2 0.0 0.0 0.0 23.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1.0 0.0 2.3 0.0 0.0 0.0 3.3	0.0 2.0 0.0 4.6 0.0 0.0 0.0 6.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 6.9 0.0 0.0 0.0 6.9	2.0 2.0 0.0 18.4 0.0 0.0 0.0 22.4	0.0 0.0 0.0 0.0 0.0 0.0 0.0
16:30 · 16:45 20.0 2.0 0.0 4.6 0.0 0.0 0.0 26.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1.0 0.0 2.3 0.0 0.0 0.0 3.3	0.0 0.0 0.0 6.9 0.0 0.0 0.0 6.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1.3 0.0 0.0 0.0	16.0 2.0 1.5 16.1 0.0 0.8 0.2 36.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0
16:45 · 17:00 7.0 2.0 3.0 16.1 0.0 0.4 0.2 28.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2.0 0.0 0.0 11.5 0.0 0.0 0.0 13.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 1.5 6.9 0.0 0.0 0.0 8.4	8.0 3.0 1.5 13.8 0.0 0.0 0.2 26.5	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3
17:00 · 17:15 20.0 4.0 3.0 4.6 0.0 0.0 0.0 31.6	0.0 1.0 0.0 0.0 0.0 0.0 1.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 0.0 0.0 13.8 0.0 0.0 0.0 17.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1.0 0.0 0.0 0.0 0.0 0.0 1.0	14.0 2.0 1.5 13.8 0.0 0.4 0.2 31.9	1.0 0.0 0.0 0.0 0.0 0.0 1.0
17:15 · 17:30 23.0 4.0 1.5 4.6 0.0 0.0 0.0 33.1	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 2.0 0.0 0.0 0.0 0.0 0.0 2.0	12.0 6.0 0.0 13.8 0.0 0.0 0.0 31.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 4.0 0.0 0.0 0.0	16.0 6.0 0.0 9.2 0.0 0.4 0.0 31.6	0.0 0.0 0.0 0.0 0.0 0.0 0.0
17:30 · 17:45 24.0 1.0 0.0 6.9 0.0 0.0 0.0 31.9	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	21.0 2.0 0.0 6.9 0.0 0.0 0.0 29.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0		14.0 1.0 0.0 11.5 0.0 0.0 0.0 26.5	0.0 0.0 0.0 0.0 0.0 0.0 0.0
17:45 · 18:00 27.0 1.0 4.5 2.3 0.0 0.0 0.0 34.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	3.0 0.0 0.0 2.3 0.0 0.0 0.0 5.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		4.0 2.0 0.0 9.2 0.0 0.4 0.2 15.8	0.0 0.0 0.0 0.0 0.0 0.0 0.0
18:00 · 18:15 23.0 6.0 1.5 0.0 0.0 0.0 0.4 30.9		0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	5.0 2.0 0.0 4.6 0.0 0.0 0.0 11.6			2.0 2.0 2.0 2.0 2.0 2.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
18:15 · 18:30 12.0 0.0 0.0 4.6 0.0 0.0 0.0 16.6	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	3.0 1.0 0.0 6.9 0.0 0.0 0.0 10.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			
18:30 · 18:45 3.0 0.0 3.0 13.8 0.0 0.0 0.0 19.8		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 4.6 0.0 0.0 0.0 4.6		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0 0.0 0.0 11.5 0.0 0.0 0.0 11.5	
18:45 · 19:00 4.0 0.0 1.5 4.6 0.0 0.0 0.0 10.1	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	4.0 1.0 0.0 6.9 0.0 0.0 0.0 11.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2.3 0.0 0.0 0.0 2.3	1.0 0.0 0.0 6.9 0.0 0.0 0.0 7.9	0.0 0.0 0.0 4.6 0.0 0.0 0.0 4.6

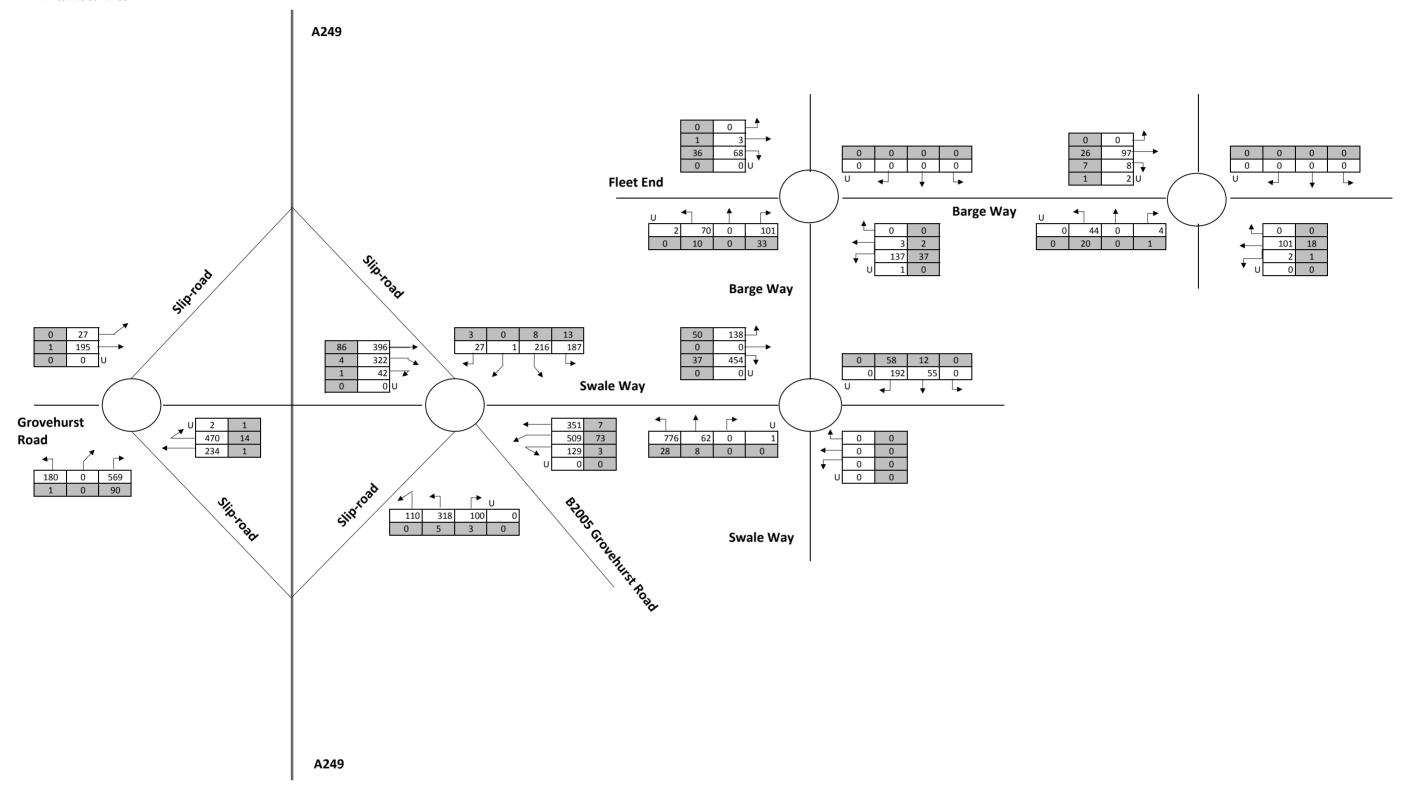
APPENDIX B: 2017 OBSERVED AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS





Vehicles HGVs Figure:

Client: Wheelabrator Technologies Inc
Project: K3 Power Upgrade and WKN
Title: 2017 Base AM Peak Hour





Vehicles HGVs Figure:

Client: Wheelabrator Technologies Inc
Project: K3 Power Upgrade and WKN
Title: 2017 Base PM Peak Hour

APPENDIX C: PERSONAL INJURY ACCIDENT DATA REPORTS

Date: 09-January-2017

Time: 11:24:12

Title: A249, Barge Way, Swale Way - Sittingbourne

Requested output: **D - Print Crash Report**

Date: 09-January-2017

Accident Date BETWEEN '01-Apr-2011' AND '31-Mar-2016'

There were 151 reported crashes resulting in injury

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	lved
1	Road No A249 Grid 585535E Section 176 Ref 162264N	SLIGHT	01/04/2011	6	15:05	L	Dry	Fine				
	A249 Near the Junction with the S	tockbury Rou	ndabout, Sittin	gbou	rne, Ker	nt			Maidstone			
	V1 was Travelling Along A249 Mai Stockbury Roundabout. Traffic was Lights. V1 Broke Sharply Collided Way. V1 Also Collided with V3 whi Swerved to the Left. V4 was Also I is Presumed V3 Went into the Bac is Aware of Who Hit Who.	s Slowing Ahe with V2 Who ch was ahead Hit from the R	ead, some Sta Had Tried to M I of V2 but wa ear and was i	tic at /love o s Exp n Fror	Traffic out of th osed as nt of V3.	V2 it	Veh1, car, N -> Veh2, car, N -> Veh3, car, N -> Veh4, car, N ->	· S · S			ualties icles	3 4
2	Road No E4007 Grid 591047E Section 001 Ref 166484N	SLIGHT	02/04/2011	7	02:07	DRK STL	Dry	Fine				
	Reams Way 30 Metres South June	tion with Swa	le Way, Kems	sley, S	Sittingbo	urne, Kent			Swale			
	Vehicle Failed to Stop for Police at Exited Vehicle Whilst it was Still M Passenger Still Inside, Mounted tha Mud Bank.	oving. it Move	ed off at Spee	d with	Front S	Seat	Veh1, car, SW Veh2, car, SW				ualties icles	1 2
3	Road No A249 Grid 585673E Section 177 Ref 162491N	SLIGHT	21/04/2011	5	15:57	L	Dry	Fine				
	A249, 200 Meters from Stockbury	Roundabout,	Danaway, Sitt	ingbo	urne, Ke	ent.			Swale			
	V2 Travelling Along A249 Maidstor Traffic. V1 Not Noticing Braking ar				ow of		Veh1, car, NE Veh2, car, NE				ualties icles	1 2

Key	Involved			ighting	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		_	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involved	1
4	Road No B2005 Grid 590415E Section 033 Ref 166814N	SLIGHT	05/05/2011	5	08:00	L	Dry	Fine			P/	С	
	Grovehurst Road Roundabout, Iwa	de, Kent							Swale				
	Veh2 Rider Cycling Around Round Overtook on right Before turning S Rider to Crash into Veh1 Before F 05-0223 Refers.	harp left Direc	tly in Front of	Veh2	2 Causin	g	Veh1, car, N -> Veh2, pedal cy				sualtie hicles		
5	Road No E4007 Grid 592334E Section 001 Ref 165055N	SERIOUS	07/05/2011	7	15:30	L	Dry	Fine					
	Swale Way Roundabout, Sittingbo	urne, Kent							Swale				
	Possible Road Rage Incident. V2 & and V1 Stopped in Front of V2 & V Avoiding Action and Collided with of V1 Alleges Foot was Run over the	/3 (Effectively a Sign and the	Blocking the len Rolled Bac	Road)), V2 To	ok	Veh1, car, W -> Veh2, car, E -> Veh3, car, W ->	· W			sualtie hicles		
6	Road No E4007 Grid 590424E Section 001 Ref 166810N	SLIGHT	13/05/2011	6	15:25	L	Dry	Fine			Н	GV	M/C
	Swale Way JW Grovehurst Road,	Sittingbourne,	, Kent						Swale				
	Veh 2 was turning left on Roundat to Go into Pavement. Details Exch				using Ve	eh 2	_	7.5t, SE -> NW <= 50cc, SE -> V	V		sualtie hicles		

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		_	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invol	ved
7		rid 587751E ef 164023N	SLIGHT	16/05/2011	2	09:45	L	Dry	Fine				
	Chestnut Street,100	Metres North	of the Tudor F	Rose Public H	ouse,	Sittingl	oourne, Kent			Swale			
	Veh 1 Travelling Tov 4 Whilst Passing Pai into Path of Veh 2.	•						Veh1, car, W> Veh2, car, E> Veh3, car, P> Veh4, car, E>	· W · P		Casua Vehic		1
8		rid 588013E ef 164256N	SLIGHT	09/06/2011	5	07:00	L	Dry	Fine			P/C	
	A2 Key Street Round	dabout, Sittingl	bourne, Kent							Swale			
	Vehicle 1 Has Pulled Neogotiating Rounds Distracted by Low So Drivers Door. Cyclist no Further Details K	about. Driver o un and Not Se t Suffered Mind	f Vehicle 1 Ap en Cyclist. Cy	opears to Hav	e Bee ided v	en vith O/S		Veh1, car, E -> Veh2, pedal cy			Casu: Vehic		1 2
9		rid 588014E ef 164242N	SLIGHT	10/06/2011	6	07:05	L	Dry	Fine			P/C	
	A2 Key Street Round	dabout, Sittingl	bourne, Kent							Swale			
	Veh Stopped at June A249 Maidstone, Cy Roundabout in the M Vehicle Pulled out C	clist Coming fr Middle of the Tv	om Direction wo Lanes. as	of London Ro	ad Ar	ound the	e	Veh1, car, SW Veh2, pedal cy			Casua Vehic		1 2

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	litions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invol	ved
10	Road No A2 Grid 588021 Section 292 Ref 164238		14/06/2011	3	10:10	L	Dry	Fine				P/C	
	Key Street, at Junction with A24), Sittingbourne	e, Kent						Swale				
	V2 (Cyclist) is Riding in Centre I Chestnut Street and A249 Slip I Roundabout from A249 Sheernd Roundabout in Front of Her. V2 with Rear Offside and Fallen off both Parties Awaited Police and	aidstone Boun ss Bounds, V1 Jnable to Aver Bike, Hitting the	d, as she App (Taxi) Has Pu t V1 in Time a	roach Illed c nd Ha	es Slip out onto	onto ed	Veh1, taxi, W - Veh2, pedal cy				Casua Vehic		1 2
11	Road No B2005 Grid 590305 Section 033 Ref 166944		25/07/2011	2	13:55	L	Dry	Fine					M/C
	A249 Slip Road, off Grovehurst	Road, Sittingbo	urne, Kent						Swale				
	V1 and V2 Were Stationary on t Junction Sittingbourne Bound A Front of V1 and when the Juncti Went to Pull out but Misjudged I Moved into V2's Offside, and as Ran over Foot and Knocked Ric	er the Sheppe on was Clear V ow Long it Wo the Riders Foo	y Crossing. V 2 Went to Pull uld Take for V t was Still on t	2 was Out. 2 to N he Flo	S Just in V1 Also Move. V Dor. V1)	Veh1, car, SW Veh2, m/cycle	-> NE 50 - 125cc, SW -	-> NE		Casu Vehic		1 2

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	litions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective
	PSV	Bus/Coach	STH	Street Lights Unknown				

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
12	Road No E4007 Grid 591052E Section 001 Ref 166531N	SLIGHT	28/08/2011	1	10:20	L	Dry	Fine			P/C	
	Lloyd Drive, at Junction with Swale	Way, Sittingl	bourne, Kent						Swale			
	V2 Has Come Along Lloyd Drive a Swale Way, Sittingbourne. V2 was Along Swale Way from V2 right Ha the left Near Side of the Vehicle ar of the Car and Seen a Ped on the Has Made Contact with Wingmirro	Rolling to a S and Side. V2 H ad Saw a Cold Floor with a P	Stop as a Vehi Has then Hear oured T-Shirt. Jush Bike Besi	icle w d a B V2 Ha	as Comi ang fron as Got o	ing n out	Veh1, pedal cy Veh2, car, NW			Casu Vehic	alties 1 cles 2	
13	Road No E4007 Grid 591248E Section 001 Ref 166513N	SLIGHT	29/08/2011	2	13:20	L	Dry	Fine				
	Swale Way, Kemsley, Sittingbourn	e, Kent				`			Swale			
	Veh 2 Going Along Road Stopped Causing Damage. both Cars Stop Any of her Details. Driver Veh 1 Of	ped but Drive	r Veh 1 Refus	ed to	Provide		Veh1, car, W - Veh2, car, W -			Casu Vehic		
14	Road No A249 Grid 590636E Section 172 Ref 167195N	SERIOUS	01/09/2011	5	20:45	DRK NSL	Dry	Fine			P/C	
	A249, 80 Metres North of the Slip	Junction with	B2005 Grovel	nurst	Road, Iv	vade, Sittingb	ourne, Kent		Swale			
	Veh 2, a Pedal Cycle was Travellir Passed by Veh 2 Without Giving S Wing Mirror which Caused the Cyc 1 Failed to Stop.	ufficient Spac	e and Hit the	Cyclis	st with N	/S	Veh1, car, S -> Veh2, pedal cy			Casu Vehic		

Key	Involved	!	Street L	<u>ighting</u>	FACTORS		Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown					

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involved
15	Road No A249 Grid 585584E Section 176 Ref 162385N		02/09/2011	6	20:40	DRK NSL	Dry	Fine				
	A249 North of Stockbury Rounda	bout, Sittingbo	urne, Kent (Марр	ed to Re	f 585580 162	380)		Swale			
	it Appears That Veh 2 Broke dow There Were no Working Lights. for Recovery. the Driver of Veh of It. this Caused Total Loss of C Came to Rest on the Verge.	he Driver Got on Did Not See \	out of the Veh /eh 2 and Dro	icle aı ve int	nd Calle o the Ba	ick	Veh1, car, S -> Veh2, car, S ->			-	Casualt /ehicle	
16	Road No A2 Grid 587973E Section 292 Ref 164271N		07/09/2011	4	07:50	L	Dry	Fine		S.\	/EH	M/C
	A2, London Road 50 Metres We	t of Key Street	Roundabout,	Sittin	gbourne	, Kent			Swale			
	V1 Entered Roundabout from Sh Diesel Spill and V1 Went over Ca			oout it	: Hit a		Veh1, m/cycle	> 500cc, E -> W			Casualt /ehicle	
17	Road No E4007 Grid 591264E Section 001 Ref 166532N		29/09/2011	5	08:00	L	Dry	Fine			F	P/C
	Swale Way / Barge Road, Ridha	n, Sittingbourn	e, Kent						Swale			
	V/C 1 Entered Roundabout and S by the Sun. both V/Cs Tried to A	-		io was	s Blocke	d	Veh1, car, W - Veh2, pedal cy			_	asualt/ehicle	

Key	Involved		Street L	ighting	FACTORS		Special Cond	litions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involve	ed
18	Road No E4007 Section 001		SLIGHT	13/10/2011	5	20:08	DRK STL	Dry	Fine			HGV	
	Swale Way, Outs 29/11/11 Ac)	ide the Lakes Tra	vellers Site, S	Sittingbourne,	Kent	(Mappe	d to Exact Grid	Ref Provided		Swale			
	V1 was Travelling on the Nearside of the Rear of V2 Ca to V2.	of the Carriagewa	y Facing Cast	tle Road. V1	Has [Oriven in	to	Veh1, car, NW Veh2, goods >			Casu Vehi	ialties cles	1 2
19	Road No A249 Section 176	Grid 585484E Ref 162194N	SLIGHT	23/11/2011	4	16:15	L	Dry	Fine				
	A249 100M North 585484 162194)	of Stockbury Ro	undabout, Sto	ockbury, Sittin	gbour	ne, Ken	t (Mapped I	by Ha to Grid Ref		Maidstone			
	All Vehs Travellin the Rear of V2 Ca			•			t	Veh1, car, NW Veh2, car, NW Veh3, car, NW Veh4, car, NW	' -> SE ' -> SE		Casu Vehi		2 4
20	Road No A249 Section 187	Grid 588579E Ref 164726N	SLIGHT	28/11/2011	2	13:25	L	Dry	Fine		S.VEH		
	A249, Bobbing, S	ittingbourne, Ken	t							Swale			
	Vehicle 1 Travelli Following Sat Na the Mistake Corre Compensated the Other Vehicles In	v, Went to Turn or ected. as Driver of e Manouvre Caus	ff to the Bobb V1 Turned B ing Vehicle to	ing Turn off water onto the A	hen F 4249,	Realising over		Veh1, car, S ->	N		Cası Vehi	ialties cles	1

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		_	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown				i	

No	Location			Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	t
21	Road No A249 Section 167		588875E 164877N	SLIGHT	17/12/2011	7	18:50	DRK STL	Wet/Damp	Fine				
	A249 Maidstone	Road J	Junction wit	h Staplehurst	Road, Sitting	bourr	ne, Kent				Swale			
	Veh2 was Station Went Forward Dr Started to Move I	v Šaw	a Vehicle o	on the Rounda	about So Stop				Veh1, car, E - Veh2, car, E -			Casu Vehic	alties 1 cles 2	
22	Road No A249 Section 187		588593E 164726N	SLIGHT	05/01/2012	5	18:15	DRK STL	Dry	Fine				
	A249, Bobbing S	lip On,	Sittingbour	ne, Kent							Swale			
	V1 & V2 Entering Judge Speed/Dis			ing Junction.	V1 Overtakin	g V2 I	Failed to)	Veh1, car, NE Veh2, car, NE			Casu Vehic	alties 1 cles 2	!
23	Road No A249 Section 177		585655E 162498N	SLIGHT	09/01/2012	2	17:20	DRK NSL	Dry	Fine				
	A249 Coastboun	d, Sittir	ngbourne, k	Kent (Mappe	d to Exact Gri	id Ref	f Provide	ed 15/02/2011	Ac)		Swale			
	V1 Hit V2, Details	s Excha	anged. V2 I	Has Neck Inju	ıries.				Veh1, car, SV Veh2, car, SV			Casu Vehic	alties 1 cles 2	,
24	Road No A249 Section 176		585527E 162256N	SLIGHT	24/01/2012	3	17:15	DRK NSL	Wet/Damp	Fine				
	A249 Maidstone	Bound	200M Sw (Ofstockbury R	Roundabout, S	tockb	oury, Sitt	ingbourne, Ke	ent		Maidstone			
	V1 was Approach Slow Enough, Co							ury.	Veh1, car, NE Veh2, car, NE			Casu Vehic	alties 1 cles 2	

Key	Involved		Street L	Street Lighting			Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown					

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	lved
25		id 585485E f 162201N	SLIGHT	23/02/2012	5	14:41	L	Dry	Fine				
	A249, Stockbury, Sitti	ingbourne, Ke	ent							Maidstone			
	V1 was Travelling on A			when Traffic I	las C	ome to a	a	Veh1, Motor ve Veh2, car, NE	ehicle, NE -> SW -> SW			ualties icles	1 2
26		id 592288E f 165057N	SLIGHT	29/02/2012	4	08:25	L	Dry	Fine		R.TURN	P/C	
	Castle Road / Swale \	Way Roundab	out, Sittingbo	ourne, Kent						Swale			
	Veh 1 was turning righ Swale Way. as Veh 1 Cyclist (Veh2) Causin	1 Manoevered	on the Roun	dabout it 'Clip				Veh1, car, SW Veh2, pedal cy				ualties iicles	1 2
27		id 587416E f 163945N	SLIGHT	10/03/2012	7	02:15	DRK NSL	Dry	Fine		S.VE +V		
	A249 Sheerness Bour	nd Near J/W	wade, Kent (Mapped to Ex	act G	rid Ref I	Provided 16/04	4/12)		Swale			
	V1 was Travelling She for Iwade. Police Patr V1 Hit the Central Res	ol Travelling i	n the Opposit	te Direction R	eporte			Veh1, car, SW	-> S			sualties icles	1
28		id 590666E f 167225N	SLIGHT	13/04/2012	6	01:16	DRK NSL	Wet/Damp	Fine		S.VE	Н	
	A249 Sittingbourne ((Mapped to E	xact Grid Ref	Provided (59	0660	,167220) 15/05/12)			Swale			
	D1 Lost Control of Ve and Roll down the Ba	•	ın Hitting the	Armco Causir	ng the	Car to I	Flip	Veh1, car, W -	> E			ualties iicles	1 1

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown				Pa	

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invol	ved
29	Road No A249 Section 176	Grid 585548E Ref 162328N	SLIGHT	11/05/2012	6	11:48	L	Dry	Fine					
	A249, Stockbury,	Sittingbourne,Ke	nt. (Mapped	to Ref 58550	0 162	2300)				Maidstone				
	3 Vehicle Rtc in S Due to V2 Braking Knocked into by \	g Heavily Causing						Veh1, car, SW Veh2, car, NW Veh3, car, SW	-> NE			Casua Vehic		2 3
30	Road No B2005 Section 001	Grid 591430E Ref 166090N	SERIOUS	15/05/2012	3	21:25	DRK STL	Dry	Fine		:	S.VEH +VE		
	Swale Way, Sittin	gbourne, Kent								Swale				
	Veh 1 Travelling and Collided with	-	Paper Mill, F	ailed to Nego	tiate I	Roundab	oout	Veh1, car, SE	-> NW			Casua Vehic		2
31	Road No A249 Section 167	Grid 588746E Ref 164922N	SLIGHT	22/06/2012	6	12:58	L	Wet/Damp	Rain		R.TURN		P/C	
	A249 Junction wit	th B2006 Rounda	bout Bobbing	Sittingbourne	Kent					Swale				
	V1 was on Appro- A249, About 0.5N Vehicle left the SI to Manoeuver Int 5Mph when There Who Made Conta	M from the Round lip and Joined the tending to Go righ e was an Impact.	labout a Vehice Roundabout of Towards the this was Resu	cle was in Fro . V1 Stopped a e B2006 Trav ulting Collisior	nt of \and the elling and the elling	V1, this nen Bega at Abou a Cyclis	an t	Veh1, car, S -> Veh2, pedal cy				Casua Vehic		1 2

Key	Involved		Street Li	ghting	<u>FACTORS</u>		Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown					

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	olved
32	Road No A249 Section 028	Grid 588941E Ref 165064N	SLIGHT	25/06/2012	2	22:27	DRK NSL	Dry	Fine		S.VE +V		
	A249 on Slip at B	obbing, Sittingbo	Lurne, Kent. (I	<u>I</u> Mapped to Gri	d Ref	Provide	<u>l</u> ed 588940,165	5060)		Swale		_	
	V1 was Travelling Passenger Sudde Attempted to Cor	enly Pulled the St	eering Wheel	of the Veh, th	e Driv			Veh1, car, SW	/ -> NE			sualties nicles	2 1
33	Road No B2006 Section 188		SLIGHT	27/06/2012	4	14:30	L	Dry	Fine		R.TURN		
	Bobbing Roundal	oout with B2006 S	Sittingbourne,	Kent						Swale			
	V1 Turned right o	n Roundabout G	oing the Wron	g Way and Co	ollided	d with Ve	eh	Veh1, car, NE Veh2, car, SW				sualties nicles	2 2
34	Road No B2005 Section 033	Grid 590328E Ref 166967N	SLIGHT	07/07/2012	7	13:55	L	Dry	Fine				
	B2005 Grovehurs	st Road J/W A249	, Sittingbourn	e, Kent.						Swale			
	Elderly Driver of Vand Unfamiliar Ro		•	Whilst Negot	iating	a Busy		Veh1, car, N -> Veh2, car, N ->				sualties nicles	2 2
35	Road No A249 Section 171	Grid 590377E Ref 166827N	SLIGHT	08/07/2012	1	13:30	L	Wet/Damp	Fine		S.VE	Н	
	A249 J/W B2005	Grovehurst Road	, Sittingbour	ne, Kent.						Swale			
	V1 Lost Control o	n Wet Roundabo	ut and left the	Road.				Veh1, car, S ->	> N			sualties nicles	2

Key	Involved		Street L	ighting	<u>FACTORS</u>		Special Cond	litions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involv	/ed
36	Road No E4007	SLIGHT	23/07/2012	2	05:45	DRK USL	Dry	Fine			P/C	
	Barge Way, Sittingbourne, Kent								Swale			
	Rider 1 was Cycling Towards the Centre with V2 Travelling in the SOvertake but Rider 1 Pulled acrosthe Road to Rider 1 but Rider 1 Collided with the Nearside Front	ame Direction ss the Road to ontinued to Pu	from Behind. the Offside. V	V2 At '2 Pul	tempted led acro	l to	Veh1, pedal cy Veh2, car, SE	cle, SW -> NE -> NE		Casu Vehic	alties cles	1 2
37	Road No A249 Grid 589035E Section 168 Ref 165102N	FATAL	25/07/2012	4	02:45	DRK NSL	Dry	Fine	U	S.VEH	HGV	
	A249 Slip off at B2006 Bobbing S	ittingbourne K	ent						Swale		PED	
	Casulty was Found Laying in the Been Run over no Vehicle Prese 1 or More Vehicles Have Been In	nt That May Ha			-	ı If	Veh1, goods >	7.5t, NE -> SW		Casu Vehic	alties cles	1
38	Road No A2	SLIGHT	06/09/2012	5	07:05	L	Dry	Fine				
	Keystreet Roundabout, A2, Sitting	gbourne, Kent							Swale			
	V1 Pulled out on V2 Causing V2	o Swerve, Hit	Bumper and F	lip or	ito its Ro	oof.	Veh1, car, NE Veh2, car, W -			Casu Vehic	alties cles	1 2

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	olved
39	Road No A2 Section 292	Grid 588088E Ref 164230N	SLIGHT	07/09/2012	6	07:30	L	Dry	Fine				
	A2 Key Street Ro	undabout J/W A2	49, Sittingbou	ırne, Kent.						Swale			
	Veh 2 Travelling of V1 Has Proceded See V2 Travelling	onto the Rounda	about and Due	e to Sunny Co				Veh1, car, N -> Veh2, car, E ->				ualties icles	1 2
40	Road No E4007 Section 001		SLIGHT	21/11/2012	4	06:50	DRK STU	Wet/Damp	Rain				
	Lloyd Drive J/W S	Swale Way, Sitting	bourne, Kent							Swale			
	V1 Behind V2 at Braked Sharply a			Started to Pul	l Awa	y. V2		Veh1, car, S -> Veh2, car, S ->				ualties icles	1 2
41	Road No A249 Section 176	Grid 585537E Ref 162270N	SLIGHT	20/12/2012	5	11:28	L	Wet/Damp	Rain				GV
	A249, 300 Metres Ref of 585610,16			Stockbury, Ke	nt (N	lapped t	o Description	Rather Than Gri	d	Maidstone			
	V2 Travelling Alor Stop Suddenly Dr Behind V2 Attem Carriageway on to	river of V2 Brakes pts to Stop but Sk	Hard and Sto	ops in Lane O of V2 Forcing	ne. V	1 Travel	lling	Veh1, goods < Veh2, car, NE	3.5t, NE -> SW -> SW			ualties icles	1 2

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Cond	itions
-	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		G	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				D

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
42	Road No E4007 Grid 591996E Section 001 Ref 165196N	SLIGHT	18/02/2013	2	11:52	L	Dry	Fine			HGV
	Swale Way, Sittingbourne, Kent (l	Mapped to Ex	act Grid Refer	ence	Provide	d - 591990/1	65190)		Swale		
	V1 (An Unknown Lorry) was Trave a Watermains Cover which Has th Sticking up from the Road. V2 & V Cover Causing Damage to the Un	en Collapsed 3 Have both [Causing the Control of the Control o	over	to Be	ver	Veh1, goods 3 Veh2, car, NW Veh3, car, NW		SE		ualties 1 icles 3
43	Road No A249 Grid 586849E Section 083 Ref 163673N	SLIGHT	07/05/2013	3	06:59	L	Dry	Fine		S.VEI	
	A249, Chestnut Street, Gravel Pit 586850/163640)	Wood, Sittingl	oourne (Mapp	ed to	Exact G	rid Reference	Provided		Swale		
	V1 was Travelling South Bound or for Reasons Unknown V1 Has Sw Has Crossed the Grass Verge Gol and Come to a Stop in the Southb of V1 Smelt of Alcohol.	erved to the lene	eft and left the Wooden Fend	Carri e and	ageway d a Tree	. V1	Veh1, car, NE	-> SW			ualties 1 icles 1
44	Road No E4007 Grid 591050E Section 001 Ref 166525N	SLIGHT	17/05/2013	6	07:49	L	Dry	Fine			
	Lloyd Drive J/W Swale Way, Sittin	gbourne, Ken							Swale		
	V2 Pulling out of Junction, Seen C Started to See More of the Junction Behind and V1 Has Hit V2 in the F Back Aroud Ok. both Vehicles Sto Arrival	n Before Pulli tear. Driver Ha	ng Out. Felt a as then Blacke	Bumped out	p from t but Co		Veh1, car, S -> Veh2, car, S ->				ualties 1 icles 2

Key	Involved		Street Ligi	<u>hting</u>	FACTORS		Special Condition	ons	
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	d
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights			Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown					Pa

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involve	ed
45	Road No A249 Section 176	Grid 585556E Ref 162310N	SLIGHT	25/06/2013	3	06:58	L	Dry	Fine					
	A249, 400M North	n of M2, Junction	5, Stockbury,	Kent.						Maidstone				
	in Slowing Traffic Pushing it into Ve		Slowed to St	op. Veh 1 Hit	Rear	of Veh 2	2	Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW			asualt ehicles		1 3
46	Road No F281 Section 028	Grid 588732E Ref 164956N	SLIGHT	06/07/2013	7	18:07	L	Dry	Fine					M/C
	Sheppey Way J/V	V A249, Bobbing	Roundabout,	Sittingbourne	, Swa	le, Kent				Swale				
	V2 Had Stopped Behind Them. Ri Gap when They V	der of V2 States	They Were S	tationary, Still	Wait			Veh1, car, SW Veh2, m/cycle	-> NE > 500cc, SW -> N	NE		asualt ehicles		1 2
47	Road No A249 Section 177	Grid 585778E Ref 162672N	SLIGHT	15/07/2013	2	11:45	L	Dry	Fine			Н	IGV	
	A249, 1000M Nor	th East of Stockb	ury Roundabo	out, Bobbing,	Kent					Swale				
	Veh 3 Broken down Partly in Live Lane, Veh 2 (Marked Police Vehicle) Took up Fend-Off Position Behind Veh 3. Veh 1 Struck Rear of Veh 2, Veh 1 then Overturned onto Central Reservation Barrier.							1 , 9			asualt ehicles		1 3	

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Cond	itions
-	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		G	Surface	Road Surface Defective
	PSV	Bus/Coach	STII	Street Lights Linknown				D

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Inv	olved
48		Grid 585645E Ref 162450N	SLIGHT	16/07/2013	3	14:28	L	Dry	Fine				
	A249, Maidstone R	Road, Stockbury,	Sittingbourne	e, Kent						Swale			
	Whilst Approaching 3 Had Been Station into the Rear of Ve to Collide into the F	nary and Had Ju h2 That Had Bra	st Begun to P	ull Away whe	n Ver	1 Collid	ded	Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW			sualties hicles	2 3
49		Grid 585660E Ref 162504N	SLIGHT	04/08/2013	1	08:00	L	Dry	Fine		S.VE	:H	M/C
	A249, Borden, Sitti	ingbourne, Kent	(Mapped to G	Frid Reference	5856	660/162	500 - 18/09/20)13)		Swale			
	Single Vehicle Rtc, Up, Causing the Ri				of Bike	e Locked	d	Veh1, m/cycle	> 500cc, SW -> 1	NE		sualties hicles	1 1
50		Grid 586174E Ref 163128N	SLIGHT	07/08/2013	4	11:20	L	Dry	Fine				
	A249, Maidstone R	Road, Sittingbour	ne, Kent (Ma	pped to Grid F	Refere	ence Pro	vided - 58617	70/163120)		Swale			
	V1, V2, V3 Travelling from Sittingbourne to Maidstone. as Veh Approached Queueing Traffic to R/A/Bout at End of C/Way, V3 was Stationery in Queue and V2 Slowing Behind V3. V1 Appears to Misjudged Position of V2 & V3 and Not Slow in Enough Time to Join the Queue. V1 Has Collided with V2, which Due to Impact Has Gone Forward and Hit V3. 3 Veh Damage & Minor Injury. Section 170 Complied With.						nd h	Veh1, car, SW Veh2, car, SW Veh3, car, SW	-> NE			sualties hicles	2 3

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				Р

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involv	ved
51	Road No A249 Section 176	Grid 585600E Ref 162370N	SLIGHT	16/08/2013	6	11:52	L	Wet/Damp	Rain		O/TAKE		
	A249 Towards St	tockbury R/About	Jct with the M	l2, Sittigbourn	e, Ke	nt (Map	ped to Police I	Ref 585600,1623	70)	Swale			
	V3 Travelling Alo Around a Couple from Behind by V	of Veh's. Saw Tr	affic Stopping	for R/About, S				Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW		Casu Vehic	alties cles	2 3
52	Road No A249 Section 167	Grid 588743E Ref 164923N	SLIGHT	20/08/2013	3	15:52	L	Dry	Fine		S.VEH		
	A249 Slip Road o	off at B2006 Bobb	ing Apple R/A	bout Sittingbo	urne	Kent				Swale			
	V1 was Coming of Applied Brakes b on to the Brakes R/About and up t	ut They Did Not Vof the Veh Stopp	Vork, Oil left on ng Them from	n the Road. F	ossib	le Oil Le		Veh1, car, SE	-> NW		Casu Vehic	alties cles	2
53	Road No A249 Section 176	Grid 585588E Ref 162360N	SLIGHT	29/08/2013	5	16:18	L	Dry	Fine		·		
	A249 Stockbury F	Roundabout, Sitti	ngbourne, Ker	nt. (Mapped to	Poli	ce Ref 5	85590,162360))		Swale			
	V2 was Travelllin Began Slowing for the Same Lane a Rear O/S of V2. i the Time They No	or the Approachin t Approx the Sam t Would Appear T	g R/About. V1 le Speed. V1 hat the Driver	was Travellir Has then Colli of V1 was Di	ig Bel ded v stract	hind V2 vith the		Veh1, car, NE Veh2, car, NE			Casu Vehic	alties cles	1 2

Key	Involved		Street Li	<u>ghting</u>	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				F		

No	Location			Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invol	ved
54	Road No F301 Section 030		587600E 163927N	SLIGHT	16/10/2013	4	15:20	L	Wet/Damp	Fine		O/TAKE			GVM/C
	Chestnut Street	Near to	J/W Scho	ol Lane, O/S	Oak Lodge, S	ittingb	oourne,	Kent			Swale				
	V1 Has Been Driv Pulling over a Sh Towards Maidsto Their Wing Mirror Failed to Stop.	ort Dist	tance Ahea ection. V1 F	nd. V2 Has Ov Has then Com	rertaken V1 ar e Alongside \	nd Co /2 and	ntinued d Struck			3.5t, NE -> SW 50 - 125cc, NE ->	> SW		Casua Vehicl		1 2
55	Road No A249 Section 179		586180E 163110N	SLIGHT	16/10/2013	4	22:40	DRK NSL	Wet/Damp	Fine		\$	S.VEH		
	A249, Sittingbour	ne, Ke	nt (Mapped	to Police Re	f 586180,163 ⁻	110)					Swale				
	V1 Has Been Driv Looked Away from Saw Something in Car Has Flipped	m the F n the R	Road for Or load. D1 Ha	ne Second, Lo as Swerved to	ooked Back ar Miss It, Hit th	nd Be ne Ba	lieved T rrier,The	hey	Veh1, car, NE	-> SW			Casua Vehicl		1
56	Road No A249 Section 292		588040E 164270N	SLIGHT	19/10/2013	7	02:50	DRK USL	Dry	Fine			S.VEH +VE		
	A249 Maidstone 588040,164270)	Road J	w Key Stre	et Roundabo	ut , Sittingbou	rne, ł	Kent (Ma	apped to Police	e Ref		Swale				
	D1 States That the Roundabout V1 F Test and Arrested	Rolled							Veh1, car, SW	-> NE			Casua Vehicl		1

Key	Involved		Street L	ighting	<u>FACTORS</u>		Special Conditions				
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working			
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective			
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred			
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works			
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective			
	PSV	Bus/Coach	STU	Street Lights Unknown				P			

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invol	ved
57	Road No A249 Section 176	Grid 585613E Ref 162393N	SLIGHT	19/10/2013	7	12:27	DRK NSL	Wet/Damp	Rain				
	A249, Sittingbour	ne By-Pass, Juno	tion 5, Stockt	oury Roundab	out, S	Sittingbo	urne			Swale			
	Vi Stopped in Sta Surface was Slip	ationary Traffic. V py and Wet, V2 th					/et.	Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW		Casu Vehic	alties cles	3
58	Road No A249 Section 028	Grid 588011E Ref 164258N	SLIGHT	28/10/2013	2	16:05	DRK USL	Wet/Damp	Fine				
	A249 Key Street	Roundabout Sittir	gbourne						•	Swale			
	A249 Key Street Roundabout Sittingbourne V2 Has Driven from Bobbing Road A249 onto Roundabout to Take 2Nd Exit. as V2 Drove Round the Roundabout V1 was in Lane 1 of 2 Coming from A249 from Maidstone Bound for Sittingbourne. V1 Did Not Stop on Slip Road Junction at Roundabout and Hit V2 Spinning Veh Around. V1 then Drove across Roundabout and Stopped in Layby on A249 Bobbing Turn Off. V2 Followed but V1 then Drove off Without Exchanging Details.							Veh1, car, S -> N Veh2, car, N -> W			Casu Vehid	alties cles	1 2
59	Road No A249 Section 292	Grid 587790E Ref 164115N	SLIGHT	06/11/2013	4	19:16	DRK NSL	Wet/Damp	Fine Wind				
	A249 Jw Slip Roa	ad for Key Street/	A2, Sittingbou	rne, Kent						Swale			
	Veh 1 Travelling A249 Stockbury Towards Key Street. Veh 1 Loses Control and Hits Road Sign, Veh 1 is Damaged in Lane 1 of 2 and is Hit by V2 and V3 Who Do Not Stop. Veh 1 Driver Felt Unwell and Does Not Remember Crashing Car- Possible Blackout at the Wheel. Injuries Rec as a Result of the Crash.					V3	Veh1, car, SW Veh2, car, SW Veh3, car, SW	-> NE		Casu Vehid	alties cles	1 3	

Key	Involved		Street L	ighting	<u>FACTORS</u>		Special Conditions				
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working			
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective			
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred			
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works			
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective			
	PSV	Bus/Coach	STU	Street Lights Unknown				P			

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invo	lved
60	Road No A249 Section 178	Grid 586092E Ref 163018N	SLIGHT	18/11/2013	2	10:18	L	Wet/Damp	Fine					
	A249, Sittingbour	ne, Kent (Mapped	to Exact Grid	d Reference F	rovid	ed - 586	100/163010 -	13/02/2014 Ac)		Swale				
	V1 Travelling Mai V2 Pulled out of L Skid out of Contro	ayby into Lane 1	. V1 was Seei	n to Move into	-			Veh1, car, NE Veh2, car, NE				Casua Vehicl		1 2
61	Road No B2006 Section 028	Grid 588744E Ref 164930N	SLIGHT	19/11/2013	3	16:00	DRK STL	Wet/Damp	Rain					GVM/C
	B2006 Roundabo	ut Under A249 S	ttingboune Ke	ent						Swale				
	V1 Pulled onto Ro Rounderabout Inc from Moped and S	dicating left onto	Sheppey Way			ínocked		1	3.5t, SW -> NE <= 50cc, E -> SE			Casua Vehicl		1 2
62	Road No A249 Section 177	Grid 585658E Ref 162477N	SLIGHT	27/12/2013	6	18:10	DRK NSL	Wet/Damp	Fine					
	A249 Approach to	Stockbury Roun	dabout, Sittin	gbourne, Ken	t. (M	apped to	Police Ref 58	35660,162520)		Swale				
	V3 Has Broken do Hazard Warning I Without Making C Verge.	ights Put On. V2	Has Braked	and Stopped I	3ehin	d V3		1 ' '			Casua Vehicl		1 3	

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				Р

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invol	ved
63	Road No A249 Section 184	Grid 588028E Ref 164200N	SLIGHT	01/01/2014	4	14:34	L	Flood	Rain Wind		O/TAKE S	S.VEH		
	A249, Under Key	Street Roundabo	out, Sittingbou	rne, Kent.						Swale				
	V1 Has Pulled ou (Flood 3Cm Deep Barrier in the Prod) in Lane 2 and L				•	er	Veh1, car, NE	-> SW			Casua Vehicl		1
64	Road No E4007 Section 001	Grid 591058E Ref 166528N	SERIOUS	03/01/2014	6	17:15	DRK STL	Wet/Damp	Rain Wind					
	Swale Way J/W L	loyd Drive, Sitting	gbourne, Kent							Swale				
	V1 Swerved to Av Opposite Direction		the Road and	Collided with	V2 T	ravelling	j in	Veh1, car, W -: Veh2, car, E ->				Casua Vehicl		2 2
65	Road No A249 Section 188	Grid 588873E Ref 164938N	SLIGHT	13/01/2014	2	06:45	DRK USL	Wet/Damp	Fine					
	A249 Slip Road '0	Off' Southbound,	Staplehurst Li	nk Road, Sitti	ngboı	ırne, Ke	nt			Swale				
	the 4 Vehicles We Stopped and was Not Exactly Sure Stopping Distance	Hit from Behind I Whether or Not V	by V3 and the /2 and V3 Col	n V2 Went int lided Due to N	o the	Back of	V2	Veh1, car, NE Veh2, car, NE Veh3, car, NE Veh4, car, NE	-> SW -> SW			Casua Vehicl		2 4

Kev	Involved		Street L	iahtina	FACTORS		Special Conditions		
7.07	PED	Pedestrian	<u> </u>	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle		,g	R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		G	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown					,

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involve	ed
66	Road No A249 Section 187	Grid 588600E Ref 164719N	SLIGHT	13/01/2014	2	06:45	DRK NSL	Wet/Damp	Fine			HGV	
	A249 Bobbing Sit	tingbourne Kent								Swale			
	V2 was Driving A Flyover of Bobbin Doing So V1 Who of Them and V1 (g Rdbt They Had was Travelling E	Cause to Slo Behind States	w for a Build เ	up of	Traffic.		Veh1, car, NE Veh2, goods 3	-> SW .5 - 7.5t, NE -> S	W	Casu Vehic	alties cles	1 2
67	Road No A249 Section 187	Grid 588720E Ref 164826N	SLIGHT	13/01/2014	2	06:40	L	Wet/Damp	Fine				
	A249, Bobbing No	ear, Sittingbourne								Swale			
	V1 and V2 Travel Had Caused Slow Saw Stationary T Collided with Rea	ving Traffic in the raffic ahead Tried	Carriageway. to Brake and	V1 Did Not R Take Advers	ealise	e this an		Veh1, car, NE Veh2, car, NE			Casu Vehic		2
68	Road No E4007 Section 001	Grid 591290E Ref 166505N	SLIGHT	17/01/2014	6	09:50	L	Wet/Damp	Fine			HGV	
	Swale Way / Barg	ge Way Rdbt, Ker	nsley, Sittingb	ourne, Kent						Swale			
	V2 is a Foreign R Roundabout, it St Suddenly to Avoid V3. V2 Did Not C	opped and Went d a Collision, and	to Reverse Ba	ack. V3 then F	Had to	Stop	f	Veh1, car, W -> Veh2, goods > Veh3, car, W ->	7.5t, SE -> NW		Casu Vehic	alties cles	3

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				Р

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	lved
69	Road No B2006 Section 167	Grid 588853E Ref 164874N	SLIGHT	04/02/2014	3	13:49	L	Dry	Fine			P/C	
	B2006 Jw A249 S	Sittingbourne, Ker	nt							Swale			
	V1 Approached to out onto Cyclist K				op ar	d Pulled	i					ualties cles	1 2
70	Road No A249 Section 182	Grid 587400E Ref 163930N	SLIGHT	12/02/2014	4	08:40	L	Wet/Damp	Rain				
	A249, Sittingbour	ne, Kent (Mappe	ed to 587400,	163930)						Swale			
	V1 and V2 Were Travelling Along A249 from Stockbury Towards Keystreet. V2 Braked Suddenly Due to Building Traffic on Slip off V1 Has Pulled out to Overtake, Clipped the Rear Offside Quarter / Tyre, Swerved onto Central Reservation and Come to a Rest.							Veh1, car, SW -> NE Veh2, car, SW -> NE Vehi			ualties cles	2	
71	Road No A249 Section 176	Grid 585479E Ref 162215N	SLIGHT	14/02/2014	6	17:30	L	Wet/Damp	Unknown			HGV	
	A249 Stockbury Roundabout 200 Metres from M2, Sittingbourne, Kent									Maidstone			
	V1 Alongside V2 in Heavy Traffic. V2 Indicated to Go into left Hand Lane. V1 Hung Back Allowing Room to Manouever Over. V2 Went over into left Hand Lane. V1 then Hit Back of V2. both Parties Spoke, V1 Driver Became Aggressive, So V2 Drove Off.							Veh1, goods > 7.5t, SW -> NE Veh2, car, SW -> NE			Cası Vehi	ualties cles	1 2

Key	ey <u>Involved</u>			<u>ighting</u>	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				Р		

A249, Barge Way, Swale Way - Sittingbourne Accident Date BETWEEN '01-Apr-2011' AND '31-Mar-2016'

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Inve	olved
72	Road No A249 Section 184	Grid 587672E Ref 164032N	SLIGHT	20/02/2014	5	06:40	DRK NSL	Wet/Damp	Fine				
	A249 Slip from A2	2 South Bound at	Key Street S	ittingbourne K	ent					Swale			
	V3 Unable to Get onto A249 Due to Volume of Traffic on Main C/Way, V2										sualties nicles	2 3	
73	Road No A2 Section 028	Grid 588056E Ref 164214N	SLIGHT	21/02/2014	6	15:15	L	Dry	Fine				
	A2 Key Street at t	he J/W Sheppey	Way, Sittingb	ourne, Kent.					Swale				
	V1 and V2 Have Approached Key Street Roundabout from the Sittingbourne Direction (A2). V2 Has Gone into left Lane to Continue onto 3Rd Exit A2 Newington and V1 Has Gone into left Lane to Go onto A249. V1 Has Clipped Rear Offside of V2 Causing V2 to Spin and Hit Central Fence of Roundabout over A249. both Parties Stopped and Were on Scene on Police Arrival.										sualties nicles	1 2	
74	Road No E4001 Section 001	Grid 589235E Ref 165362N	SLIGHT	23/02/2014	1	20:30	DRK NSL	Dry	Fine				
	Quinton Road, Sittingbourne									Swale			
	V2 was Travelling Along Quinton Road in the Direction of Sittngbourne Town Centre. as V2 was Approaching the Hill over the A249 Driver Saw V1 Coming Towards it on Wrong Side of the Road. V2 Tried to Avoid the Collision but Wasn't Able to Avoid the Car. the 3 Occupants of V1 Decamped and left the Scene.							Veh1, car, SE Veh2, car, NV				sualties nicles	1 2

Key	<u>Involved</u>		Street L	Street Lighting				
	PED	Pedestrian	L	Daylight				
	HGV	Heavy Goods Vehicle						
	GV	Goods Vehicle	STL	Street Lights				
	M/C	Motor Cycle	USL	Street Lights Unlit				
	P/C	Pedal Cycle	NSL	No Street Lights				
	PSV	Bus/Coach	STU	Street Lights Unknown				

FACTORS .	
+VE	Positive Breath Test
R.TURN	Right Turn Manoeuvre
O/TAKE	Overtaking Manoeuvre
S.VEH	Single Vehicle

Special Conditions									
ATS OUT	Traffic Lights Not Working								
ATS DEF	Traffic Lights Defective								
SIGNS	Road Signs Defective or Obscurred								
RD WRKS	Road Works								

Road Surface Defective

Surface

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involve	ed
75	Road No A249 Section 179	Grid 586271E Ref 163250N	SLIGHT	06/03/2014	5	10:22	L	Dry	Fine			Н	łGV	
	A249 Sittingbouri	ne (Layby) Kent								Swale				
	Veh 2 was Parke Hit Veh1 in the R	• •	249, Veh 1 H	as Come into	the L	ayby and	d	Veh1, goods > Veh2, car, P ->	7.5t, NE -> SW P	W Casua Vehic				1 2
76	Road No A249 Section 176	Grid 585518E Ref 162255N	SLIGHT	26/03/2014	4	16:55	L	Dry	Fine			Н	lGV	
	A249, 250M Nort	h of Stockbury Ro	oundabout, St	ockbury, Kent						Maidstone				
	V1 Travelling in L the Rear of V2 Pt		_	Stationery Tr	affic.	V1 Strud	ck	, , ,			asualt ehicles		1 3	
77	Road No A249 Section 187	Grid 588718E Ref 164830N	SLIGHT	26/03/2014	4	17:24	L	Wet/Damp	Other					
	A249 Bobbing Roundabout, Sittingbourne, Kent (Mapped to 588740,164830)							Swale						
	it Would Seem That the Traffic was Slowing. some Stopped Due to an Rtc Further down the Carriageway. Vehs 2,3,4,5 Were the Vehicles Stopped/ V1 Has Hit V2 on the Nsr. V1 Has then Collided with V3 on the Osf. V3 Has then Hit V4 to the Rear then V4 Has Hit V5 to the Rear								Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW Veh5, car, NE -> SW			asualt ehicles		4 5

Key	ey <u>Involved</u>			<u>ighting</u>	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				Р		

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Inv	volved
78	Road No A249 Section 187	Grid 588720E Ref 164810N	SLIGHT	07/04/2014	2	21:21	DRK NSL	Wet/Damp	Rain				GV
	A249, Sittingbour	ne, Kent (Mapped	d to 588720,1	64810)						Swale			
	Veh 2 Travelling of Trailer Veh 1 and	•	•		_		and	Veh1, agric ve Veh2, goods <	h, NE -> SW 3.5t, NE -> SW			sualties nicles	1 2
79	Road No F301 Section 030	Grid 587823E Ref 164066N	SLIGHT	09/04/2014	4	17:05	L	Dry	Fine				GV
	Chestnut Street C	Outside Entrance	to Sub Statior	n, Sititngbourn	ne, Ke	nt				Swale			
	Veh 3 Has Slowe Driven Through C was Hampered by	ausing Veh3 to S	Stop and Veh	•				, , ,			sualties nicles	3	
80	Road No A249 Section 184	Grid 587770E Ref 164103N	SLIGHT	09/05/2014	6	12:45	L	Dry	Fine		S.VE	Н	
	A249 Eastbound	Sittingbourne Ker	nt							Swale			
	V1 Came into Contact with a Deposit (Oil and Diesel) on the Dual Carraigeway A249 Heading Eastbound Towards Sittingbourne. D1 Lost Control of the Vehicle and Tried to Recorrect . V1 Made Contact with the Centeal Reservation Barrier. V1 Managed to Return to the Dual Carraigeway with Hazards on and Returned V1 to the Home Address of D1. no Other Vehicles Involved and Damage was Only Sustained to V1							Veh1, car, SW	-> NE			sualties nicles	1

Key	Involved		Street Li	ghting	FACTORS		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				F		

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involve	ed
81	Road No A249 Section 176	Grid 585511E Ref 162235N	SLIGHT	12/05/2014	2	09:17	L	Dry	Fine				C	ΞV
	A249 250 Metres	from Stockbury F	Roundabout							Maidstone	•			
	All Vehs Travellin Junction 5). V2, V for the Roundabo Lane 2. when Dri Stationary Queue Force of the Impa Minor Injuries Dry	3, V4 and V5 Slo ut. V1 in Lane 1, ver Looks Forwa of Vehs. V1 Bra ct Shunts V2, V3	wing in Lane Driver Checks rd They See T akes but Collid , V4 and V5 in	2 of 2 Lane D s Mirror to Cha They Are 20 F des into the R nto Each Othe	ual C ange eet fr ear of	arriagew Lane to om f V2. the ct 170 -		Veh1, car, NE Veh2, car, NE Veh3, goods < Veh4, car, NE Veh5, car, NE	-> SW 3.5t, NE -> SW -> SW			Casua Vehic		5 5
82	Road No B2005 Section 001	Grid 592269E Ref 165077N	SLIGHT	23/05/2014	6	07:49	L	Dry	Fine		O/TAKE			M/C
	Swale Way 10 Me	etres West from the	ne Junction w	ith Castle Roa	ad, Si	ttingbou	rne, Kent.			Swale				
	V1 Came off a Rowas Clear, V1 We		-		hough	nt the Ro	oad	Veh1, m/cycle Veh2, car, NW	> 500cc, SE -> N -> SE	W		Casua Vehic		1 2
83	Road No A249 Section 187	Grid 588459E Ref 164590N	SLIGHT	10/06/2014	3	07:30	L	Dry	Fine					
	A249, Bobbing, S	ittingbourne, Ken	t (Mapped to	588450/1646	600)					Swale				
	V2 Stopped in La Causing Damage		y Traffic and	was Struck by	/ V1 f	rom Beh	ind	Veh1, car, NE Veh2, car, NE				Casua Vehic		1 2

Key	Involved		Street Li	<u>ghting</u>	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				F		

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	lved
84	Road No A249 Section 184	Grid 588054E Ref 164234N	SERIOUS	21/06/2014	7	11:39	L	Dry	Fine				
	A249, Under the	Key Street Overp	ass, Sittingbo	urne, Kent						Swale			
	V1 was Driving the Towards Stockbur and Collided Hear Carriageway Coll	d on with V2 which	ness Bound C	arriageway).	V1 wa	as in Lar		Veh1, car, NE Veh2, car, SW			Cası Vehi	ualties cles	2 2
85	Road No A2 Section 028	Grid 588076E Ref 164258N	SLIGHT	23/06/2014	2	18:14	L	Dry	Fine				
	A2 London Road	, Key Street, Sittir	ngbourne, Ker	nt						Swale			
	V2 in Front on Ro Roundabout. V1 Backing Off. V1 t	Came Behind V2	Close up and	d Kept Going	Close	then		Veh1, car, NW Veh2, car, NW			Cası Vehi	ualties cles	1 2
86	Road No A249 Section 171	Grid 590280E Ref 166820N	SLIGHT	28/07/2014	2	17:38	L	Dry	Fine		S.VEH	1	
	A249, Sittingbour	ne, Kent (Mappe	to 590280,1	66820)						Swale			
	V1 Riving Along the A249 Towards Sheerness, Drv States That the Van "Just Lost It" and Swerved. it Drove onto the Central Reservation. it Spun and Ended up on its Side. Driver and Passenger Made Their Way out of the Vehicle. no Other Vehicles Were Involved.					ust	1 ' '			Cası Vehi	ualties cles	2	

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				Р

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	ved
87		588784E 164985N	SERIOUS	01/08/2014	6	17:26	L	Dry	Fine		O/TAKE		HGV P/C	
	A249 Jw. Sheppey Way	y, Sittingbou	ırne, Kent							Swale				
	R2 was on Their Bike .\ Kerb and Fell off Hitting			to Avoid V1.	R2 th	en Hit th	ne	Veh1, goods > Veh2, pedal cy	7.5t, SW -> NE cle, SW -> NE			Casua Vehic		1 2
88		589251E 165325N	SLIGHT	12/08/2014	3	08:40	L	Dry	Fine					
	A249, Bobbing, Sittingb	ourne, Ken	t (Mapped to	589250/16533	30)					Swale				
	V1 was Driving South A Leaving Debris in the R Crashed into the Centra Continued Southbound	Road. V2 the al Reservati	n Struck the I	Debris, Lost C Sustained Mi	ontro	l and njuries. \		Veh1, car, NE -> SW Veh2, car, NE -> SW				Casua Vehicl		1 2
89		585532E 162279N	SLIGHT	17/08/2014	1	12:44	L	Wet/Damp	Rain					
	A249 300 Metres North	of Stockbu	ry Roundabou	ut, Stockbury,	Sitting	bourne,	Kent			Maidstone				
	V2 Had Stopped Behind Roundabout Maidstone Stop and Stuck V2 in the	Bound, V1						Veh1, car, NE -> SW Veh2, car, NE -> SW				Casua Vehic		7 2

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Conditions		
-	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		G	Surface	Road Surface Defective	
	PSV	Bus/Coach	STII	Street Lights Linknown				D	

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invol	ved
90	Road No A249 Section 180	Grid 586730E Ref 163640N	SLIGHT	20/08/2014	4	16:10	L	Dry	Fine		S.V	ΈΗ		
	A249 Sittingbour	ne (Mapped to 5	86730,163640))						Swale				
	Veh 1 Travelling Crash Barrier to I Sustained Minor						of	Veh1, car, SW	-> NE		-	asual ehicle		1
91	Road No A249 Section 170	Grid 590030E Ref 166245N	SLIGHT	23/08/2014	7	22:30	DRK NSL	Dry	Fine					GV
	A249, North Boul	nd, Towards Sittin	gbourne (Ma	pped to 5900	50/16	6240)				Swale				
	A249, North Bound, Towards Sittingbourne (Mapped to 590050/166240) V2 Travelling North Bound A249 Towards Sittingbourne Slip off when Hit from the Rear by White Transit Flat Bed Type Vehicle (V2). The Collision Caused V2 to Spin and Slide into the Central Reservation Causing Heavy Damage. both the Driver and Passenger Required Hospital Attendance Due to Whiplash. V1 Made off from Scene Failing to Stop.							-	asual ehicle		2 2			
92	Road No A249 Section 187	Grid 588635E Ref 164780N	SLIGHT	08/09/2014	2	20:54	DRK NSL	Dry	Fine			ı	HGV	M/C
	A249 Slip Road,	Bobbing Sittingbo	ourne Kent							Swale				
	V.1 Has Gone into the Back of V.2 Knocking the River off the Bike						-	Veh1, goods > 7.5t, SW -> NE Veh2, m/cycle <= 50cc, SW -> NE			_	asual ehicle		1 2

Key	Involved		Street Li	ghting	<u>FACTORS</u>		Special Cond	itions	
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown				1	Pá

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Inv	olved
93		88109E 64345N	SLIGHT	22/09/2014	2	08:50	L	Dry	Unknown		S.VE	H P/C	
	Sheppey Way Nr Key Stre	eet Sitting	bourne Kent							Swale			
	Pedal Cyclist on Main Roadown Slipped on Patch of Sustained Minor Injuries -	f Diesel Fu	uel Lying on F	Road. on Falli			und	Veh1, pedal cy	rcle, NE -> SW			sualties nicles	1
94		87656E 64026N	SERIOUS	07/10/2014	3	08:08	L	Wet/Damp	Fine				GV
	A249 Jw A2 Key Street, S	Sittingbour	ne, Kent							Swale			
	V2 was Riding Through S V2 to Lose Control of the was on the A249, Sittingb	Motorbike						Veh1, goods < Veh2, car, NE Veh3, car, NE Veh4, car, NE	-> SW			sualties nicles	1 4
95		90254E 66833N	SLIGHT	10/10/2014	6	16:45	L	Wet/Damp	Fine Wind				
	A249 Slip Road Iwade/Ke	emsley 20	0 Meters Sou	th of Grovehu	ırst R	oad Sitti	ngbourne Ken	t		Swale			
	V1, V2 and V3 Turned of Formed Prior to the Iwade Having Seen this Queue I Water on the Road the Ve V3 to the Rear. Slight Inju	e Roundal Form How ehicle Car	oout Causing vever Due to I ried on and H	V2 and V3 to Heavy Rain a lit the Rear of	Stop nd Su	. V1 Bra ırface	ked	Veh1, car, SW Veh2, car, SW Veh3, car, SW	-> NE			sualties nicles	1 3

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involv	ved
96	Road No B2005 Grid 590301E Section 033 Ref 166970N	SLIGHT	10/10/2014	6	17:30	L	Wet/Damp	Rain				
	Grovehurst Road R/A to B2005 To	wards Iwade,	Iwade, Sitting	gbouri	ne, Kent				Swale			
	V2 and in a Different Lane (2Of2). as V2 left the R/A the Road is a Single Lane. V1 Instead of Going Round the R/A Went into V2 Lane Infront of V2. V2 Tooted Car Horn at V1. V1 then Stopped in the Road. V2 Had to Stop, but V3 Behind V2 then Hit V2. V3 and 2 Exchanged Details but V1 Drove off Without Exchanging Details 7 Road No A249 Grid 585538E 11/10/2014 7 11:15 L Veh2, car, SE -> NW Veh3, car, SE -> NW								Casu Vehic	alties cles	1 3	
97	P7 Road No A249 Grid 585538E Section 176 Ref 162273N SLIGHT 11/10/2014 7 11:15 L Dry							Fine				
	A249, Sittingbourne (Mapped to	585540/16227	0)						Maidstone			
	V1 was Travelling in Lane 2 and F Causing V2 to Brake Suddenly an and Has Driven into the Back of V Stopped at the Scene. V2 and V3	d V3 Has Not 2. V1 Has Slo	Had Time to E wed down but	3rake		Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW		Casu Vehic	alties cles	1	
98	Road No A249 Grid 587648E Section 292 Ref 164052N	SLIGHT	12/10/2014	1	03:40	DRK STL	Dry	Fine				
	A249, Prior to Key Street Roundal	164040)	Swale									
	V2 Indicated to Go onto the Slip R Back of V2. both Veh's Stopped a Inft is a Taxi Driver and Had a Pas	nd Exchange	d Details, Inft	Has N		Veh1, car, SW -> NE Veh2, car, SW -> NE			Casu Vehic	alties cles	1 2	

Key	Involved		Street Li	ghting	FACTORS		Special Cond	itions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				F

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	/ed
99		Grid 588079E Ref 164176N	SLIGHT	22/10/2014	4	16:25	L	Dry	Fine					
	Chestnut Street Ap	proaching Junct	tion Key Stree	et Sittingbourn	e Kei	nt				Swale				
	V2 Waiting in Traffic on Chestnut Street Sittingbourne when V1 Went Unto the Back of It. V1 Driver Only Gave Name and Tel No, but Tel no is Dead. V2 Driver Slight Injuries no Cctv Only Witness was Passenger in V2 Road No A2 Grid 588190E 22/10/2014 4 19:54 DRK STL Dry Fine									·	Casual /ehicle		1 2	
100		Grid 588190E Ref 164220N	SLIGHT	22/10/2014	4	19:54	DRK STL	Dry	Fine					
	A2 London Road J/	W Esso Petrol S	Station, Key S	Street, Sittingb	ourne	e, Kent		Swale						
	U/K Car Turned right Not Stop in Time ar		•				Did	Veh1, car, E -> W Veh2, car, E -> W Veh3, car, E -> W			·	Casual /ehicle		5 3
101		Grid 588084E Ref 164224N	SLIGHT	01/11/2014	7	09:00	L	Dry	Fine			ı	P/C	
	Key Street J/W A249, Sittingbourne, Kent Swale													
	V1 Travelling from S V1 Pulled onto Rou Collided with Cyclis Knocked to Floor a	indabout Going at Who was turn	Straight ahea	d Towards M	aidsto		, , ,			Casual /ehicle		1 2		

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	ition <u>s</u>
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involved	
102	Road No B2005 Section 030	Grid 590308E Ref 166988N	SLIGHT	19/11/2014	4	06:27	DRK STU	Wet/Damp	Fine				GV	M/C
	B2005 Grovehurs	t Road at Junctio	n with A249 S	Slip Off, Sitting	bour	ne				Swale				
	V2 Hit in Rear by	V1.						Veh1, goods < Veh2, m/cycle	3.5t, N -> S <= 50cc, N -> S			Casual /ehicle		
103	Road No A249 Grid 585665E Section 177 Ref 162483N SLIGHT 02/12/2014 3 15:30 DRK NSL Wet/Damp Rain A249, Approx 500M West of Stockbury Roundabout, Sittingbourne, Kent (Mapped to 585660/162480)							Rain						
	A249, Approx 500	M West of Stock	bury Roundal	out, Sittingbo	urne,	Kent (Mapped to 585660/162480) Swale							
	V1 Travelling Sou Slowing but V1 Fa Collision. V1 Clip V4. V1 Continued	ailed to Adjust Sp ped V2 in Lane 1	eed and Swe Forcing V2 in	rved into Lane	e 2 to	Avoid a		Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW				Casual /ehicle		
104	104 Road No A249 Grid 587633E Section 183 Ref 164027N SLIGHT 04/12/2014 5 16:32 DRK NSL						DRK NSL	Wet/Damp	Fine			ŀ	HGV	
	A249, Key Street	Slip on at Bobbin	ng, Sittingbou	rne, Kent				Swale						
	V1 Emerging from Shoulder to Make Driver Has Looke	Sure Clear to Jo	in Carriagewa	ay. Traffic Ha	s Stop	oped an		Veh1, car, NE -> SW Veh2, goods > 7.5t, NE -> SW				Casual /ehicle		

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Cond	itions
-	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		G	Surface	Road Surface Defective
	PSV	Bus/Coach	STII	Street Lights Linknown				D

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	lved
105	Road No A249 Section 186	Grid 588317E Ref 164482N	SLIGHT	04/12/2014	5	17:47	DRK NSL	Wet/Damp	Fine				
	A249, Slip off to I	B2006, Sittingbou	rne, Kent							Swale			
	(Police Dealing with Crash on Opposite C'way). V1, 2 and 3 Entered Slip Road. V3 Stopped in Queue of Traffic. V2 Failed to Stop in Time and Hit V3. V1 Hit the Rear of V2 Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE											sualties nicles	1
106	Road No A249 Section 177		SLIGHT	15/12/2014	2	16:17	L	Dry	Fine				
	A249, Slip Road,	M2, Sittingbourne	e, Kent (Mapp	ed to 585680	/1625								
	All 3 Vehicles Tra Approaching Stoo when V1 Collided Occupents of All	ckbury Roundabo I with the Rear of	ut. V3 and V2	Were Station	ary ir			Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW		0	sualties nicles	5 3
107	Road No A249 Section 179	Grid 586220E Ref 163150N	SLIGHT	15/12/2014	2	16:20	DRK NSL	Dry	Fine		·		
	A249 Danaway,	Sittingbourne (Ma	apped to 5862	20,163150)				Swale					
	Slow Moving Tra V1 Has Failed to Injuries to Persor	Observe this and				ed.					sualties nicles	1 2	

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	itions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	ed
108	Road No A2 Section 292	Grid 588086E Ref 164221N	SLIGHT	04/01/2015	1	09:30	L	Wet/Damp	Fog Mist				P/C	GV
	A2 London Road	J/W A249 Chesn	ut St, Sittingb	ourne, Kent						Swale				
	Rider of V2 Exiting	ig Roundabout, H	lit Side of Veh	1 which Faile	ed to s	See V2		Veh1, goods < Veh2, pedal cy	3.5t, SE -> NW cle, N -> SE			Casua Vehicl		1 2
109	Road No A249 Section 176	Grid 585558E Ref 162314N	SLIGHT	13/01/2015	3	14:26	L	Wet/Damp	Rain Wind			S.VEH		
	A249 Stockbury,	Sittingbourne, Ke	ent (Mapped to	585570,162	300)					Maidstone				
	• • •	ning Roundabout, ting Offside Barri	•					Veh1, car, NE	-> SW			Casua Vehicl		1
110	Road No A249 Section 187	Grid 588675E Ref 164803N	SLIGHT	14/01/2015	4	16:40	DRK NSL	Wet/Damp	Fine		O/TAKE			
	A249 'A' Carriage	eway, Sittingbourr	ne, Kent							Swale				
		cally Undertaking, /1 Tried to Pass E N/S/F of V1. V2	Between V2 a	nd U/K Vehicl								Casua		2 2
111	Road No A249 Section 187	Grid 588445E Ref 164573N	SLIGHT	18/01/2015	1	01:00	DRK NSL	Frost/Ice	Other			S.VEH		
	A249 Maidstone	Road, Bobbing Si	ittingbourne K	ent (Mapped	to 58	8530,16	4490 off Rd)			Swale				
	Causing the Veh Driver Went to M	relling on A249 Towards Maidstone when Driver Hit Black Ice Vehicle to Skid on Black Ice, Driver Lost Control and Hit a Fence. to Maidstone Hospital as Had Received a Black Eye and Bruising m Seat Belt. Passenger was Not Injured. Veh Considered Write off Veh1, car, NE -> SW Veh1, car, NE -> SW Vehicle							1					
Key	PED Pedestrian L Daylight +VE HGV Heavy Goods Vehicle STL Street Lights O/TAK M/C Motor Cycle USL Street Lights PSV Bus/Coach STU Street Lights STE STREET Lights No Street Lights STE Street Lights No Street Lights STE STREET Lights							Positive Breath Right Turn Mar Overtaking Mai Single Vehicle	Test ATS noeuvre ATS noeuvre SIG	S DEF T GNS R WRKS R	eraffic Lights N Fraffic Lights D Foad Signs De Foad Works Foad Surface L	efective fective or		ed Page 3

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involved
112		585608E 162389N	SLIGHT	28/01/2015	4	06:55	DRK NSL	Wet/Damp	Rain				
	A249, Stockbury, Sittings	bourne, Ke	ent.							Swale			
	Tried to Pull into a Gap T Clipping the Rear Offside Lane 2 across Carriagew Swerved Spun Around S Central Reservation, Swe	to Pull into a Gap Too Small to Fit Causing V2 to Brake and Swerve, ing the Rear Offside Bumper of V3. this Has Caused V2 to Swerve from 2 across Carriageway onto Verge Hitting Tree Head On. V1 Has ved Spun Around Slid the Nearside of Car Along the Armco Barrier in ral Reservation, Swerved across the Carriageway, onto the Verge, aging the Rear of the Vehicle on Trees/Bushes. 1 No F301 Grid 587647E 29/01/2015 5 16:00 L Veh2, car, NE -> SW Veh3, car, NE -> Dry Veh3, car, NE -> SW Veh3, car, NE -> SW							Casualti Vehicles	-			
113			SLIGHT	29/01/2015	5	16:00	L	Dry	Unknown	N			M/C PSV
	Chestnut Street, Borden,	, Sittingboo	urne, Kent							Swale		PI	ED
	Pedestrian Alighted from Pedestrian That it was C on Pedestrian Doing So and Asked Pedestrian If Were Alright Motorcyclist	Clear to Cro was Struck They Were	ess in Front of to by V1 Motor Alright. on F	f Bus in Order rcycle. Motorc Pedestrian Affi	oss Roa Stopped		Veh1, m/cycle Veh2, bus or co	> 500cc, NE -> S oach, P -> P	SW		Casualti Vehicles		
114		588003E 164271N	SLIGHT	04/02/2015	4	17:45	L	Dry	Unknown				
	A2 Keycol Hill J/W A249	Key Stree	t, Roundabou	ıt, Sittingbouri	ne			Swale					
	V2 Stationary - Giving W Time and Collided with R	•	ance to Roun	dabout. V1 F	ailed	to Stop i	in	Veh1, car, NW -> SE Veh2, car, NW -> SE				Casualti Vehicles	

Key	Involved	<u>!</u>	Street L	ighting	FACTORS		Special Cond	litions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				D

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	ed
115	Road No A249 Section 179	Grid 586322E Ref 163328N	SLIGHT	16/02/2015	2	08:08	L	Wet/Damp	Fine					
	A249, Stockbury,	Sittingbourne (Ma	apped to Grid	Ref)						Swale				
	Vehicles Travellin of V2.	ig Along A249, Tr	affic Came to	a Stop, V1 C	ollide	d into Re	ear	Veh1, car, SW Veh2, car, SW			-	asual ehicle		2 2
116	Road No A249 Section 184	Grid 587645E Ref 164030N	SLIGHT	16/02/2015	2	17:50	DRK STL	Wet/Damp	Rain	Swale				
	A249 at on Slip fr	om A2 Key Street	t, Sittingbourn	e, Kent					Swale					
	V2 was Travelling Passed the Slip of Moving out from t Lane 2 but V1 Co Taken to Mmh. W	n from Key Stree the Slip onto the N Illided with V2. Of	t Roundabout ⁄Iain Carriage fside of V1 Hi	to Their Near way. V2 Tried t Nearside of	rside ` I to M	V1 Bega ove out	in into	Veh1, car, NE Veh2, car, NE			_	asual ehicle		1 2
117	Road No A249 Section 187	Grid 588603E Ref 164742N	SLIGHT	20/02/2015	6	12:20	L	Wet/Damp	Rain					
A249 Bobbing, Sittingbourne									Swale					
	Traffic was Slowing Music on Their Cand Collided with Rebounded off of	ar Stereo and Fai Rear of V2. this F	•	Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			_	asual ehicle		2				

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				P		

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	lved
118	Road No A249 Section 176	Grid 585520E Ref 162241N	SLIGHT	20/02/2015	6	09:40	L	Wet/Damp	Fine				
	A249, 275 Metres	North East of St	ockbury Roun	dabout, Sittin	gboui	rne, Ken	t			Maidstone			
	V1 was Driving To the Road Briefly, Had Stopped. D1 was Shunted into	when They Look Tried to Brake b	ed Back at the ut Collided wi	e Road They	Saw t	he Traff	ic	Veh1, car, NE Veh2, car, NE Veh3, car, NE Veh4, car, NE	-> SW -> SW		Cası Vehi	ialties cles	3 4
119	Road No E4007 Section 001	Grid 591718E Ref 165724N	SLIGHT	26/03/2015	5	17:21	L	Dry	Fine				
	Swale Way Jw Se	ervice Rd, Kemsl	ey, Sittingbou	rne, Kent						Swale			
	V2 Slowing to Tal the Rear by V1.	ke a left Turn onto	a Slip Road	Almost Statio	nary,	was Hit	in	Veh1, car, NW Veh2, car, NW			Cası Vehi	ialties cles	2 2
120	Road No A249 Section 171	Grid 590612E Ref 167117N	SERIOUS	03/04/2015	6	22:18	DRK STL	Dry	Fine	NW			
	A249 Jw B2005,	Sittingbourne, Ke	nt							Swale		PED	
	V1 was Travelling Pedestrian Has R Avoided the Pede the Pedestrian La Lane 2.	un across the Ca estrian Who Has t	rriageway fro hen Run Back	m East to We k Again and w	st. V1 ⁄as St	Has ruck by		Veh1, car, NE Veh2, car, NE			Cası Vehi	ialties cles	1 2

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				P		

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Inve	olved
121	Road No A249 Section 182	Grid 587492E Ref 163964N	SLIGHT	09/04/2015	5	05:00	DRK NSL	Dry	Fine				
	A249 on Slip S/Bo	ound at A2 Key S	treet, Sittingb	ourne, Kent						Swale			
	(Fog May Be Con V2 and 3 Travellir Progress Blocked A249 and was Str V3.	ng A249 Maidstor by Hgv in Lane 1	ne Bound. at t I So V1 Slowe	he End of the ed. V1 then Jo	Slip \ oined	/1's the Mair	ı	Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW			ualties icles	2 3
122	Road No A2 Section 292	Grid 588010E Ref 164253N	SLIGHT	11/05/2015	2	07:50	L	Dry	Fine			P/C	
	Bobbing Roundat	out at Keycol Hill	l, Sittingbourn	e, Kent						Swale			
	V2 Cyclist was Ri Roundabout at Ke Did Not See Any Cycle and Landed Treated at Scene	eycol Hill and was Cars and Moved I on the Floor. an	Riding Past t but Hit V2. V2 Ambulance H	the Slip Off. V Has Fallen o Has Been Call	1 Sta ff of T	tes They		Veh1, car, SW Veh2, pedal cy				sualties icles	1 2
123	Road No B2006 Section 028	Grid 588908E Ref 164865N	SLIGHT	18/05/2015	2	16:50	L	Dry	Fine		S.VE	Н	
	B2006, Staplehur	st Link Road, Sitt	ingbourne							Swale			
	Driver of V1 Suffe a Result of this V ¹ Thousands of Po	I Hit a Lamp Pos	t, a Road Sigr	and a Metal				Veh1, car, NW	-> SE			ualties iicles	1 1

Key	Involved		Street L	ighting	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				P		

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invol	ved
124	Road No F1911 Section 191	Grid 586318E Ref 163185N	SLIGHT	22/05/2015	6	08:27	L	Dry	Fine		R.TURN			
	Maidstone Road	Jw Oak Close, Ch	nestnut Street							Swale				
	V2 Driving from K right Towards Key Pull out of Junction	Street. V1 Visio	n Obscured b	y Parked Veh			•	Veh1, car, SE - Veh2, car, NE -				Casua Vehicl		1 2
125	Road No E4007 Section 001	Grid 590545E Ref 166766N	SLIGHT	30/05/2015	7	17:52	L	Dry	Fine					
	Swale Way Jw Ro	oad into Nicholls	Group Entrand	ce, Sittingbou	rne, k	Cent				Swale				
	Veh 2 was Follow into North Junctio Veh 2 Tried to Av Front Offside of V	n on Nearside an oid by Moving to	d Without Sto	pping Perforn	ned a	U Turn,		Veh1, car, SE - Veh2, car, SE -				Casua Vehicl		2
126	Road No A249 Section 176	Grid 585589E Ref 162363N	SLIGHT	12/07/2015	1	16:22	L	Dry	Fine					
	A249 at 300 Yard	s Countdown Ma	rker, Stockbu	ry, Kent						Swale				
	V1 Travelling Mai ahead Had Stopp of V3.						ear	Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW			Casua Vehicl		3

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				P		

A249, Barge Way, Swale Way - Sittingbourne Accident Date BETWEEN '01-Apr-2011' AND '31-Mar-2016'

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	ed
127	Road No A249 Section 176	Grid 585590E Ref 162361N	SLIGHT	21/07/2015	3	16:35	L	Dry	Fine					
	A249, Mp 64/5,	Sittingbourne, Ken	t							Swale	_			
	Not Slowed/Stop	Approached Station oped in Time and H then Reversed of	las Hit V2 fro	m Behind Shu				Veh1, car, NE Veh2, car, NE Veh3, car, NE Veh4, car, NE Veh5, car, NE	-> SW -> SW -> SW			Casua Vehicl		5 5
128	Road No A249 Section 185	Grid 588065E Ref 164230N	SLIGHT	23/07/2015	5	21:48	DRK NSL	Dry	Fine					
	A249 Key Stree	, Danaway, Sitting	bourne, Kent	(Mapped to 5	8806	0,16423	0)			Swale				
	A249 Maidstone Puts Hazards O Reservation. bo Witnessed by V	oking for a Loose I Under Bobbing FI n. V2 is Level with th Brake Heavily an 4 - Lorry Who Stop porate Each Other.	yover when S V1. Dog Rui nd V3 Hits V1 s and Provide	ees Loose Dons across the and V2 in Res Details as V	og and n Jum ar. th Vitnes	d Slows, nps nis is ss. All		Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW			Casua Vehicl		2 3
129	Section 292	Grid 588012E Ref 164249N	SERIOUS	29/07/2015	4	15:46	L	Dry	Fine		O/TAKE		HGV P/C	
	A2, Key Street F	Roundabout Jw Ke	ycol Hill, Sittin	gbourne						Swale				
	Circuit of the Ro V1 Drove across	t of Roundabout a undabout and Hea s V2's Pathway Ca uffered Life Threat	iding Towards using V2 to C	Bobbing Hill ollide with V1	Junct	tion whe	n	Veh1, goods > Veh2, pedal cy				Casua Vehicl		1 2
Key	Involved PED Pedestri. HGV Heavy G GV Goods V M/C Motor Cy P/C Pedal Cy PSV Bus/Coa	oods Vehicle ehicle rcle rcle	Street Lig L STL USL NSL STU	hting Daylight Street Lights Street LIghts U No Street Light Street Light	s	n	FACTORS +VE R.TURN O/TAKE S.VEH	Positive Breath Right Turn Mar Overtaking Ma Single Vehicle	noeuvre	ATS DEF SIGNS RD WRKS	is Traffic Lights N Traffic Lights D Road Signs De Road Works Road Surface L	efective fective or	•	ed Page 43

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	ed
130	Road No A249 Section 001	Grid 590370E Ref 166915N	SERIOUS	04/08/2015	3	22:45	L	Dry	Fine				HGV	
	A249, 500M East	of Slip Road for	wade							Swale				
	Veh 2 was Travel Problems. it Had Struck Veh 2 in th Came to Rest on the Vehicle and V	its Hazard Warnii ne Rear O/Side W the Central Gras	ng Lamps on /heels. Veh 1 s Verge. Drive	Travellng in La left the Carria er of Veh 1 wa	ane 1 gewa as Eje	of 2. Ve y and		Veh1, car, SW Veh2, goods >	-> NE 7.5t, SW -> NE		'	Casua /ehicl		1 2
131	Road No A2 Section 292	Grid 588005E Ref 164270N	SLIGHT	16/08/2015	1	10:02	L	Dry	Fine					M/C
	A2, Key Street, S	ittingbourne, Ken	t							Swale				
	V1 was in Slow M Between Their Ve Braked.	-			_		•	Veh1, car, NW Veh2, m/cycle	-> SE 125 - 500cc, NW	-> SE	'	Casua /ehicl		1 2
132	Road No A249 Section 033	Grid 590380E Ref 166809N	SLIGHT	27/08/2015	5	18:51	L	Dry	Fine	Stand Stand	S.	VEH		
	A249 (Slip on to N	Maidstone) J/W B	2005 Grovehı	urst Road Rdb	t, Kei	msley, S	Sittingbourne			Swale			PED	
	V1 Has Taken Sli Been Crossing ar Crossing Point is Their Eyes and N	nd View is Obstru Back from the Ju	cted by Undernction. Driver	rgrowth to Sid	e of F	Road and	b	Veh1, car, S ->	SW			Casua /ehicl		2

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	GV Goods Vehicle STL		Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown				F	

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invol	ved
133	Road No A249 Section 171	Grid 590624E Ref 167135N	SLIGHT	12/09/2015	7	17:15	L	Dry	Fine				
	A249, 100M Nort	h of the Iwade Tu	rning, Sittingb	ourne, Kent.						Swale			
	V2 Driving Along to Drive into Near Colliding with the	side Lane to Let						Veh1, car, NE Veh2, car, NE			Cası Vehi	ialties cles	1 2
134	Road No A2 Section 291	Grid 587942E Ref 164272N	SLIGHT	21/09/2015	2	15:48	L	Wet/Damp	Fine				
	A2 Keycol Hill Ne	ar A249 Rdbt, Sit	tingbourne, K	ent (Mapped	to Lo	cation)				Swale			
	V2 Stopped as Vo from Behind and (Driver 1 Age Not	Collided with V2.	•		-		ed.	Veh1, car, SE Veh2, car, SE			Cası Vehi	ialties cles	1 2
135	Road No A249 Section 184	Grid 587644E Ref 164030N	SLIGHT	25/09/2015	6	11:30	L	Dry	Fine			HGV	GV
	A249 200 Metres	South of Jw the	Slip Road, Bo	rden, Southbo	rougl	n, Kent				Swale			
	V1 was Trying to 1 and V3 Parallel V2 Given the Voli Clipped V1's Offs the Three Occupa at Scene.	in Lane 2. V1 Ha ume of Traffic Bel ide Rear Quarter	s Accelerated hind and Misju Causing Thei	I in an Effort to udged this Wh m to Spin, Co	o Get nereby Iliding	in Front / V2 Has with V3	of S J.	_	-> SW 3.5t, NE -> SW 7.5t, NE -> SW		Cası Vehi	ualties cles	3 3

Key	Involved		Street Li	ghting	FACTORS		Special Conditions			
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown				F		

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invol	ved
136	Road No A249 Section 177	Grid 585798E Ref 162688N	SLIGHT	14/10/2015	4	15:40	L	Dry	Fine				
	A249, Sittingbour	ne, Kent (Mappe	d to 585800, 1	62680)						Swale			
	V1, V2 Travelling Rear of V2. Drive Complied With.		Had Sneeze				to	Veh1, car, NE Veh2, car, NE			Casu Vehic		1 2
137	Road No E4007 Section 001		SLIGHT	20/10/2015	3	09:46	L	Dry	Fine				
	Swale Way, Murs	ston, Sittingbourne	e, Kent (Mapp	ed to 592720	, 1644	460)				Swale			
	V2 was on Driving	g Lesson and Sta	tionary. V1 C	collided with R	ear o	f V2.		Veh1, car, N -> Veh2, car, N ->			Casu: Vehic		1 2
138	Road No A249 Section 176	Grid 585559E Ref 162305N	SLIGHT	23/10/2015	6	12:37	L	Dry	Fine				GV
	A249 200 Metres	North of Stockbu	ry Roundabo	ut, Stockbury,	Kent					Maidstone			
	Stopped Traffic C	Queuing for Round	dabout, V1 Go	es into Rear	of V2.			Veh1, car, NE Veh2, goods <	-> SW 3.5t, NE -> SW		Casu: Vehic		1 2
139	Road No A249 Section 176	Grid 585589E Ref 162356N	SLIGHT	22/11/2015	1	16:06	DRK NSL	Dry	Fine				
	A249, Southboun	d, 300 Yards Prid	r to Stockbur	y Roundabou	t, Sitti	ngbourn	e, Kent			Swale			
	V1 was Travelling the 300 Yard Mar or Stop. it was at	ker Prior to Stock	bury Roundal	bout. V1 Faile				Veh1, car, NE Veh2, car, NE			Casu Vehic		1 2

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Cond	litions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Invo	olved
140	Road No E4007 Grid 591335E Section 001 Ref 166319N		30/11/2015	2	17:40	DRK STL	Dry	Fine				
	Swale Way, 55 Metres North of F	Reams Way, Si	ttingbourne, K	ent					Swale			
	V1 Collided with the Rear of V2 F Passenger of Same.	Pushing V2 into	Rear of V3 C	ausin	g Injury	to	Veh1, car, S -> Veh2, car, S -> Veh3, car, S ->	· N		Cası Vehi	ualties cles	1 3
141	Road No A249 Grid 588993E Section 168 Ref 165091N		03/12/2015	5	12:15	L	Dry	Fine				
	A249 Jw Grovehurst Road, Sittin	gbourne, Kent							Swale			
	V2 was Driving on the Slip Road V2 Slowed to Enter the Main Car this Caused Extensive Damage t Whiplash.	riageway. V1 S	Struck the Bac	k of V	2 at Spe		Veh1, car, SW Veh2, car, SW			Cası Vehi	ialties cles	2 2
142	Road No A249 Grid 589078E Section 168 Ref 165182N		18/12/2015	6	11:00	L	Dry	Fine		S.VEH		
	A249, Bobbing, 60 Metres North	of the End of the	ne Slip on Roa	d, Sh	eerness	Bound, Sitting	gbourne		Swale			
	Vehicle in Lane 2 Has Lost Contr Causing Damage.	ol and Spun Hi	tting Nearside	Cras	h Barrie	r	Veh1, car, SW	-> NE		Cası Vehi	ualties cles	1 1

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	itions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	ved
143	Road No A249 Section 176	Grid 585591E Ref 162359N	SLIGHT	20/12/2015	1	10:40	L	Dry	Fine					GV
	A249, Sittingbour	ne, Kent (Mappe	d to 585600,1	62340)						Swale				
	V2 Driving on a D V2 Behind V3, SI Hit Rear End of V	owed down Almo	st to a Stop. `					Veh1, goods < Veh2, car, NE Veh3, car, NE				Casua Vehicl		3
144	Road No A249 Section 179	Grid 586175E Ref 163106N	SERIOUS	22/12/2015	3	12:42	L	Wet/Damp	Rain Wind				HGV	GV
	A249, Approach t	o Stockbury Rou	ndabout, Nea	r M2 Bridge, S	Sitting	bourne,	Kent (Mapped	to 586170/1631	00)	Swale				
	V1 Has Signalled Vehicle, V1 Has I Also Failed to Slo which Collided wi	Failed to Move ov ow or Stop in Time	er in Time Du e Colliding wit	e to Traffic in	Lane	2 and H		Veh2, car, NE Veh3, goods <	3.5t, NE -> SW 3.5t, NE -> SW			Casua Vehicl		4 5
145	Road No A249 Section 090	Grid 587968E Ref 164126N	SLIGHT	23/12/2015	4	18:40	DRK NSL	Wet/Damp	Fine		O/TAKE			M/C PSV
	Chestnut Street,	200M Sw of Key	Street Rounda	about, Sittingb	ourne	, Kent				Swale				
	V1 (Motorcyclist) (V2) on its Side o Bus) Minor Dama Rider V1.	f the Road and C	ollided with th	e Side of Onc	omin	y V3 (A	Car	1	125 - 500cc, SW oach, NE -> SW · P	-> NE		Casua Vehic		1 3

Key	Involved		Street L	ighting	<u>FACTORS</u>		Special Cond	litions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		-	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				P

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	/ed
146	Road No A249 Section 179	Grid 586388E Ref 163379N	SLIGHT	07/01/2016	5	08:00	L	Wet/Damp	Rain					M/C
	A249, Approx 160	00M North of M2,	Sittingbourne	, Kent						Swale				
	V1 Moving from L V2 Moving up Be V1.	ane 2 to Lane 1 t tween the Two La						Veh1, car, NE Veh2, m/cycle	-> SW > 500cc, NE -> S	:W		Casua Vehicl		1 2
147	Road No A249 Section 176	Grid 585535E Ref 162263N	SERIOUS	16/01/2016	7	12:53	L	Dry	Fine					
	A249, 65/0, Junc	tion 300 Metres N	orth M2 J5 Ro	oundabout, Si	ttingb	ourne, k	Cent			Maidstone				
	V1 Approached C A249 . V1 Struck with Momentum A Reservation Back Lane 2. V1 Contin Armco.	V2. Momentum o Away from Lane 1	of V1 Pushed \ across Lane nd Struck Rea	V2 Forward. \ 2 and Bounce ar of V3 which	/1 Co ed off Spur	ntinued Central out into)	Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW			Casua Vehicl		2 3
148	Road No A249 Section 187	Grid 588767E Ref 164863N	SLIGHT	11/02/2016	5	08:17	DRK NSL	Wet/Damp	Fine					
	A249 BOBBING	ROUNDABOUT,	SITTINGBOU	RNE						Swale				
	V2 and V3 slow of rear of V2 which	queue in traffic. V then went into rea		the brow of a	slight	hill into		Veh1, car, NE Veh2, car, NE Veh3, car, NE	-> SW			Casua Vehicl		1 3

Key	Involved		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	itions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		•	Surface	Road Surface Defective
	PSV	Bus/Coach	STU	Street Lights Unknown				F

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	ved
149	Road No U Section	Grid 591055E Ref 166520N	SLIGHT	10/03/2016	5	07:20	L	Dry	Fine		R.TURN			
	SWALE WAY JW	LLOYD DRIVE,	KEMSLEY							Swale				
	Apparently V1 was travelling wes of V2. V2 is put in	stbound on Swale	e Way. V1 pu	ulls out and co	ollides	•		Veh1, car, S -> Veh2, car, E ->				Casua Vehicle		1 2
150	Road No A249 Section 177	Grid 585655E Ref 162519N	SLIGHT	17/03/2016	5	20:48	DRK NSL	Dry	Fine				HGV	
	A249, SITTINGBO	OURNE								Swale				
	V1 collided with V distraction in vehi		ed on A249 c	arriageway, d	ue to	а		Veh1, car, NE Veh2, goods >	-> SW 7.5t, NE -> SW			Casua Vehicle		1 2
151	Road No A2 Section 293	Grid 588227E Ref 164223N	SLIGHT	26/03/2016	7	19:45	DRK STL	Wet/Damp	Rain Wind					PSV
	A2, KEY STREET	JW TEXACO G	ARAGE, KEY	STREET						Swale				
	V1 HAS COME OV2. DRIVER OF V		_			ONT OF	-	Veh1, car, N -> Veh2, bus or c	SE oach, NW -> SE			Casua Vehicle		1 2

Key	Involved		Street L	<u>ighting</u>	FACTORS		Special Cond	itions
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works
	P/C	Pedal Cycle	NSL	No Street Lights		· ·	Surface	Road Surface Defective
	PSV	Bus/Coach	STH	Street Lights Unknown				E



Crash Date: Friday, May 17, 2013 **Time of Crash:** 7:49:00 AM Crash Reference: 2013460227514

Highest Injury Severity: Slight Road Number: U0 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns **Number of Vehicles:** 2

Local Authority: Swale District (B)

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

OS Grid Reference: 591050 166520



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact	_		Hit Object - Off Carriageway
2	Car (excluding private hire)	6	Male	36 - 45	Vehicle is waiting to turn left	Back	Commuting to/from work	None	None
1	Car (excluding private hire)	3	Male	26 - 35	Vehicle is waiting to turn left	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Friday, January 03, 2014 **Time of Crash:** 5:15:00 PM Crash Reference: 2014460236674

Highest Injury Severity: Serious Road Number: U0

Highway Authority: Kent exc Medway Towns **Number of Vehicles:** 2

Local Authority: Swale District (B)

Weather Description: Raining with high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: Any animal in carriageway (except ridden horse)

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled **Number of Casualties: 2**

OS Grid Reference: 591050 166520



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact		Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	4	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	1	Female	1	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Friday, January 17, 2014 Time of Crash: 9:50:00 AM Crash Reference: 2014460237020

Highest Injury Severity: Slight Road Number: U0 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 3

Local Authority: Swale District (B)

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact	_	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	5	Female	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
	Goods vehicle 7.5 tonnes mgw and over	-1	Male	21 - 25	Vehicle is reversing	Did not impact	Journey as part of work	None	None
1	Car (excluding private hire)	6	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Vehicle or pillion	Female	46 - 55	Unknown or other	Unknown or other
			passenger				

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Friday, October 10, 2014 Time of Crash: 5:30:00 PM Crash Reference: 2014460247852

Highest Injury Severity: Slight Road Number: B2005 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 3

Local Authority: Swale District (B)

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact		Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	17	Male	26 - 35	Vehicle is slowing down or stopping	Front	Other	None	None
2	Car (excluding private hire)	7	Female	36 - 45	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle is slowing down or stopping	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion	Male	6 - 10	Unknown or other	Unknown or other
			passenger				

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Friday, October 10, 2014 **Time of Crash:** 4:45:00 PM **Crash Reference: 2014460247902**

Highest Injury Severity: Slight Road Number: A249 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 3

Local Authority: Swale District (B)

Weather Description: Fine with high winds

Road Surface Description: Wet or Damp

Speed Limit: 70

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Slip road

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Slip Road

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender		Vehicle Maneouvre	First Point of Impact			Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female		Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	-1	Female	56 - 65	Vehicle is moving off	Back	Commuting to/from work	None	None
3	Car (excluding private hire)	3	Female	46 - 55	Vehicle is moving off	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Wednesday, November 19, Time of Crash: 6:27:00 AM Crash Reference: 2014460249715

2014

Highest Injury Severity: Slight Road Number: B2005 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 2

Local Authority: Swale District (B)

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Darkness: street lighting unknown

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact	_		Hit Object - Off Carriageway
2	Motorcycle 50cc and under	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male		Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Saturday, May 30, 2015 Time of Crash: 5:52:00 PM Crash Reference: 2015460257681

Highest Injury Severity: Slight Road Number: U0 Number of Casualties: 2

Highway Authority: Kent exc Medway Towns Number of Vehicles: 2

Local Authority: Swale District (B)

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

OS Grid Reference: 590540

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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166760



Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact	· · · · · ·	Hit Object - On Carriageway	Hit Object - Off Carriageway
	2 Car (excluding private hire)	9	Female		Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
	1 Car (excluding private hire)	10	Male	16 - 20	Vehicle is performing a U turn	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Thursday, August 27, 2015 Time of Crash: 6:51:00 PM Crash Reference: 2015460260870

Highest Injury Severity: Slight Road Number: A249 Number of Casualties: 2

Highway Authority: Kent exc Medway Towns Number of Vehicles: 1

Local Authority: Swale District (B)

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 70

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled

Number of Vehicles: 1

OS Grid Reference: 590380 166800



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	cle Vehicle Type Vehicle Driver Ag Age Gender Band		 Vehicle Maneouvre	First Point of Impact		Hit Object - On Carriageway	Hit Object - Off Carriageway	
1	Car (excluding private hire)	7	Female	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	0 - 5	In carriageway, crossing elsewhere	Crossing from driver's offside
1	2	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Thursday, March 10, 2016 Time of Crash: 7:20:00 AM Crash Reference: 2016460052935

Highest Injury Severity: Slight Road Number: U0 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 2

Local Authority: Swale Borough

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact	· ·	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	2	Female		Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Lamp post
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Saturday, October 29, 2016 Time of Crash: 5:30:00 AM Crash Reference: 2016460124490

Highest Injury Severity: Slight Road Number: B2005 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 2

Local Authority: Swale Borough

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact			Hit Object - Off Carriageway
2	Car (excluding private hire)	14	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Thursday, December 08, 2016 Time of Crash: 12:30:00 PM Crash Reference: 2016460141157

Highest Injury Severity: Slight Road Number: A249 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 1

Local Authority: Swale Borough

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 70

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Slip road

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref			Driver Gender	 Vehicle Maneouvre	First Point of Impact	_	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	Bollard/Refuge	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Monday, January 23, 2017 Time of Crash: 6:21:00 PM Crash Reference: 2017460151948

Highest Injury Severity: Slight Road Number: A249 Number of Casualties: 3

Highway Authority: Kent exc Medway Towns Number of Vehicles: 2

Local Authority: Swale Borough

Weather Description: Fog or mist - if hazard

Road Surface Description: Wet or Damp

Speed Limit: 70

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Other junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Slip Road

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type		Driver Gender		Vehicle Maneouvre	First Point of Impact	_	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Monday, January 30, 2017 Time of Crash: 4:47:00 PM Crash Reference: 2017460153869

Highest Injury Severity: Serious Road Number: B2005 Number of Casualties: 1

Highway Authority: Kent exc Medway Towns Number of Vehicles: 2

Local Authority: Swale Borough

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lighting unknown

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Vehicle Type Ref		Vehicle Driver Age Gender			Vehicle Maneouvre	First Point of Impact			Hit Object - Off Carriageway
	2 Motorcycle over 125cc and up to 500cc	1	Male	56 - 65	Vehicle is in the act of turning right	Nearside	Other	None	None
	1 Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

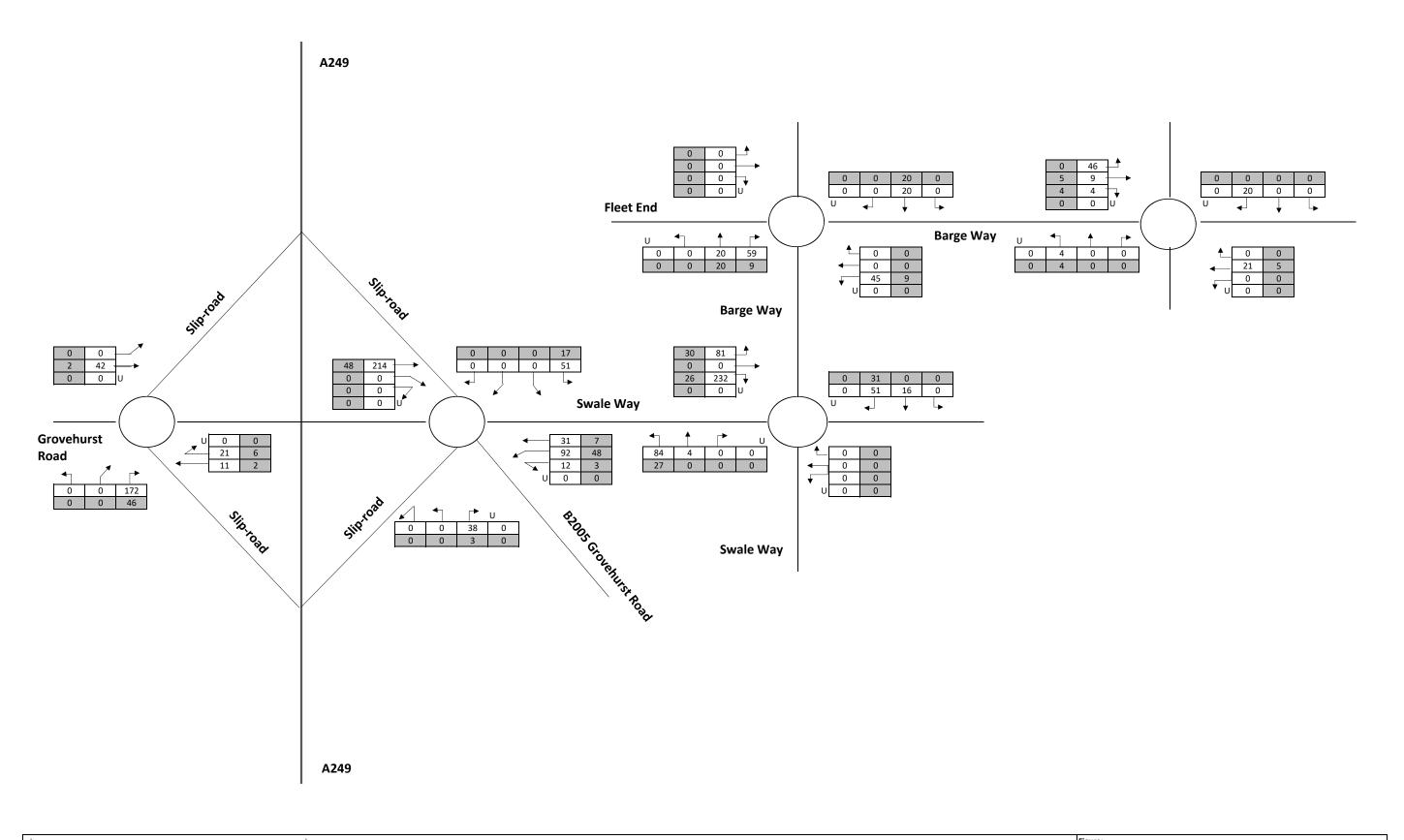
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



APPENDIX D: SITE LAYOUT PLAN



APPENDIX E: COMMITTED DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS





T: +44(0)20 7280 3300 E: transport@rpsgroup.com

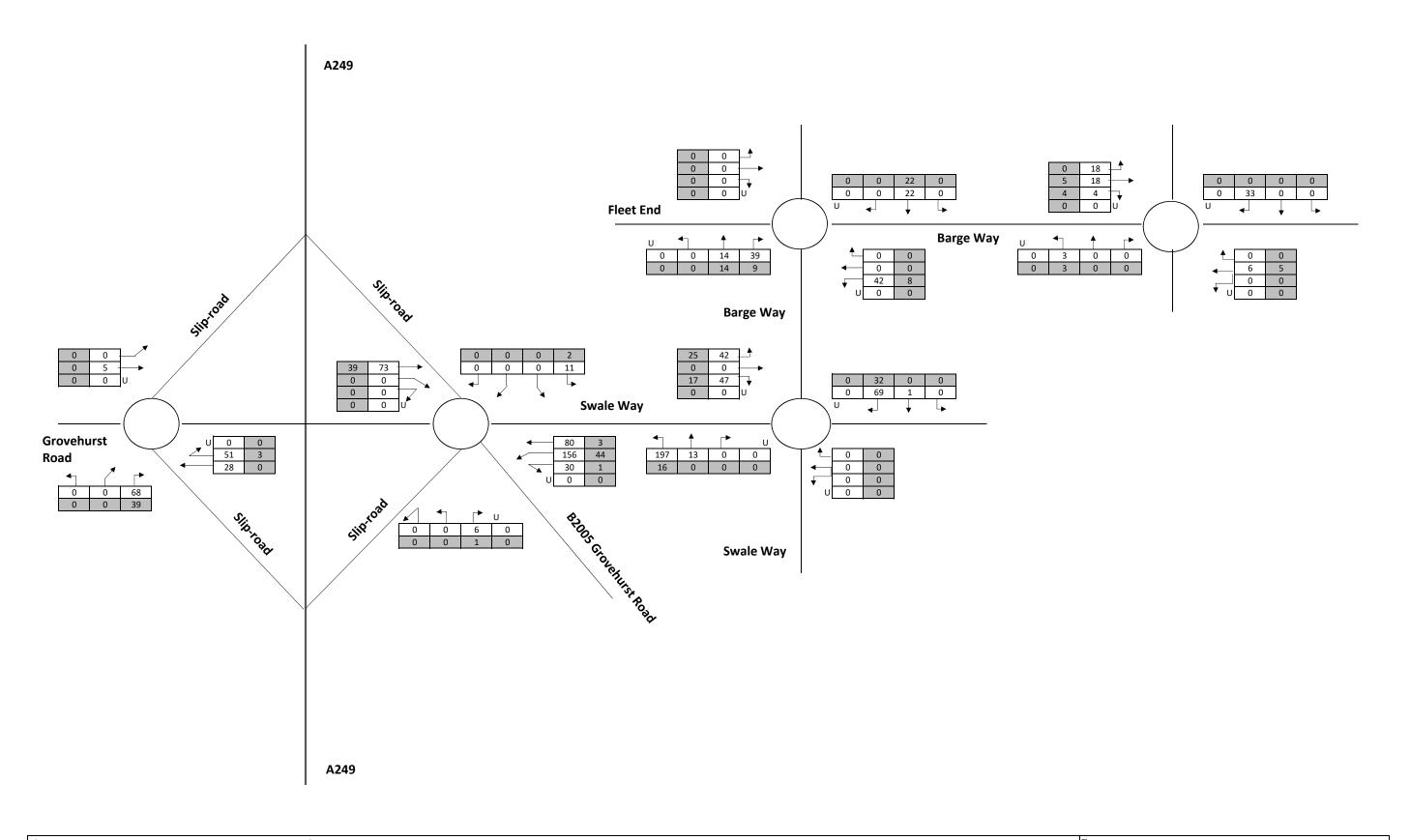


Client:

Wheelabrator Technologies Inc

K3 Power Upgrade and WKN

Project: 2021 Committed Development AM Peak Hour (K3 (0-75MW))





T: +44(0)20 7280 3300 E: transport@rpsgroup.com

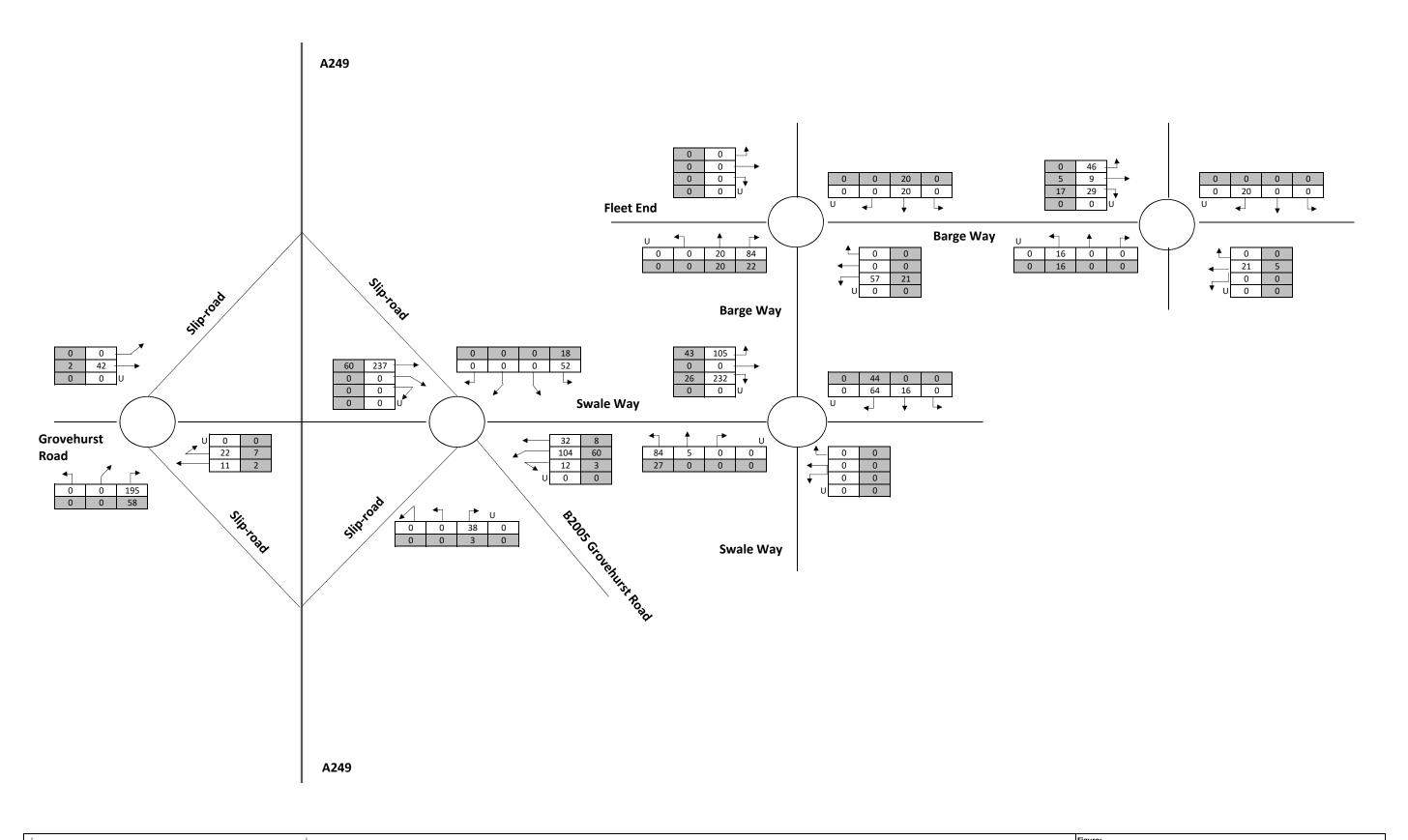
Vehicles HGVs

Client:

Wheelabrator Technologies Inc

K3 Power Upgrade and WKN

Project: 2021 Committed Development PM Peak Hour (K3 (0-75MW))





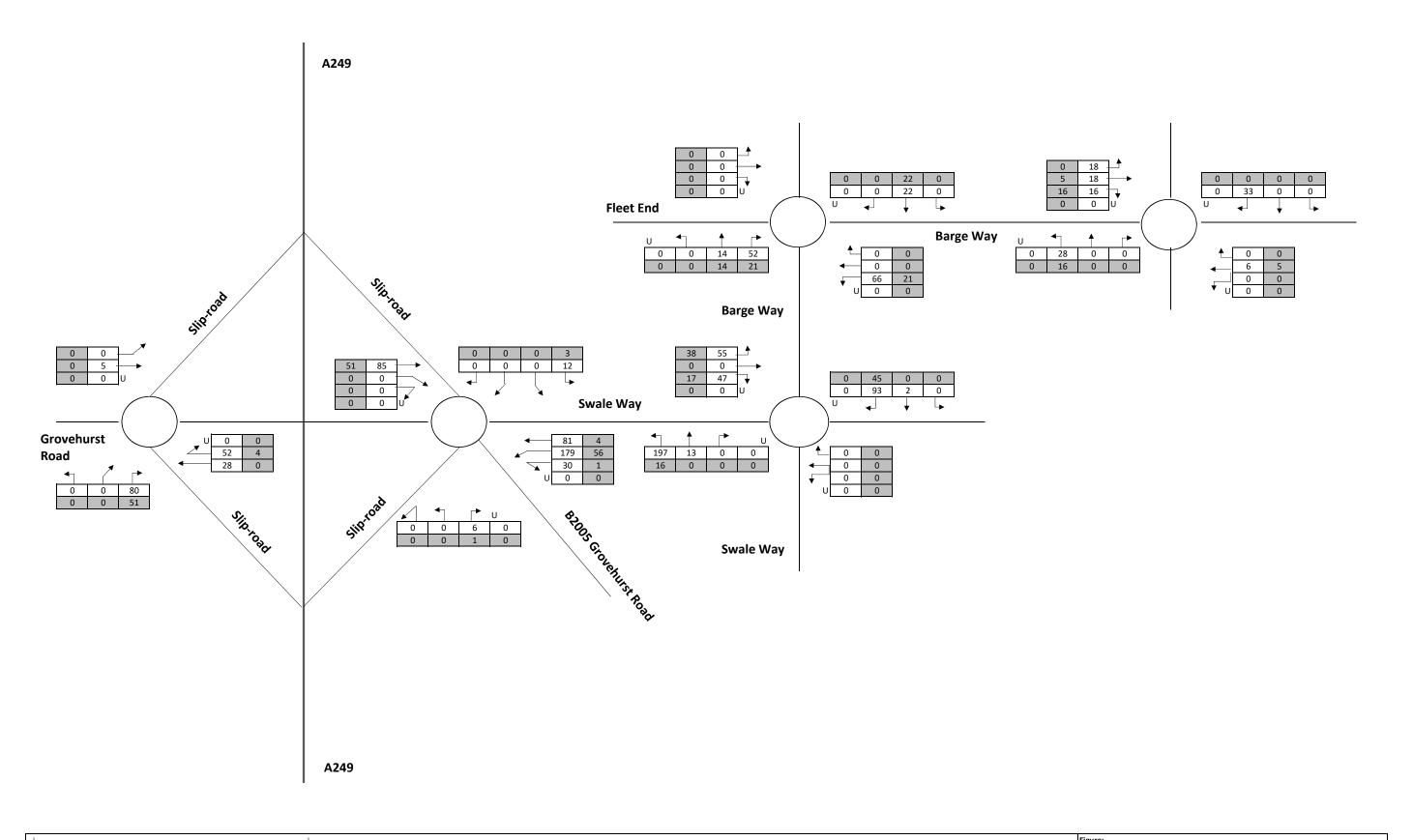
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

Client: Wheelabrator Technologies Inc

Project: K3 Power Upgrade and WKN

Title: 2021 Committed Development AM Peak Hour (K3 (49.9 - 75MW) and WKN)





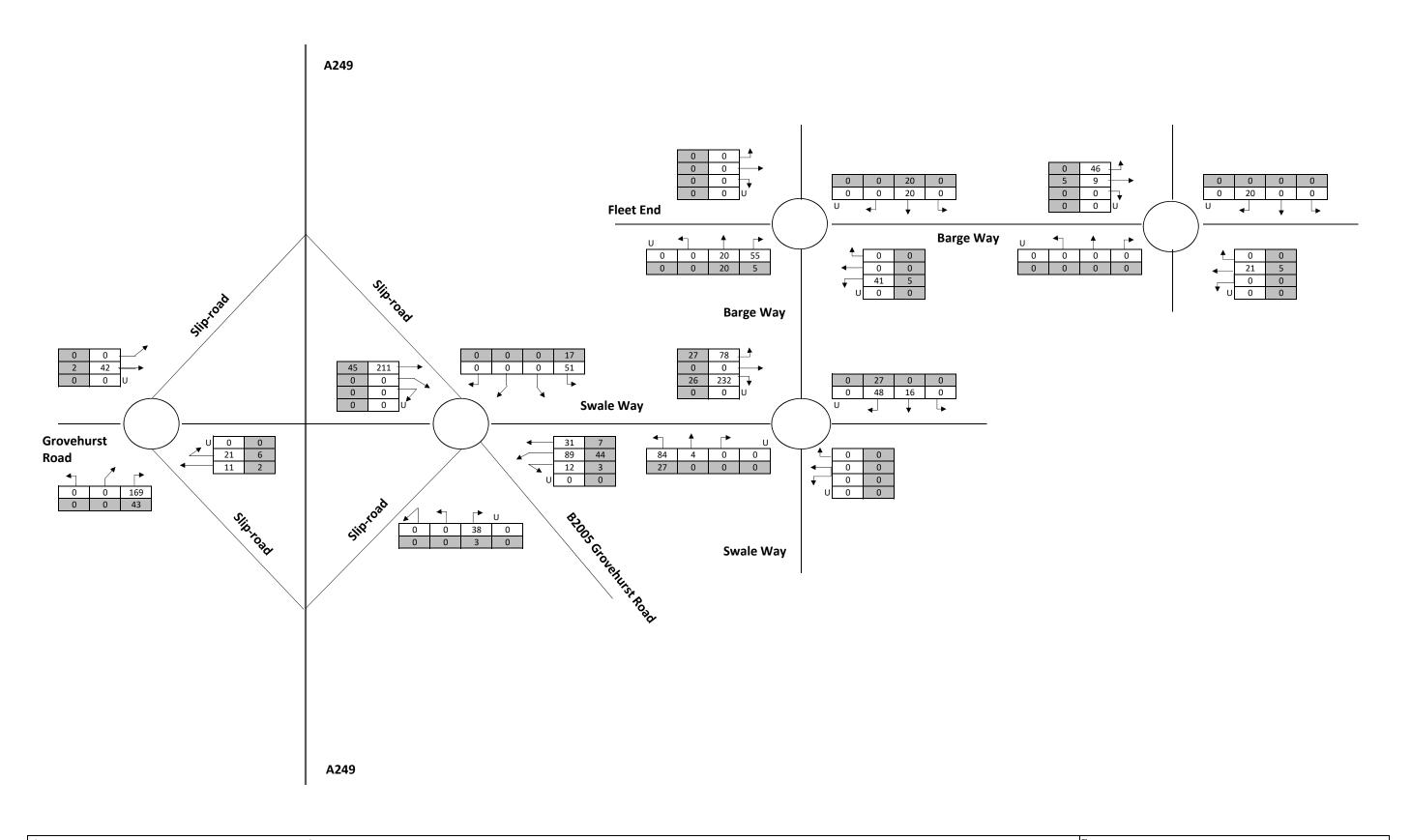
T: +44(0)20 7280 3300 E: transport@rpsgroup.com



Client: Wheelabrator Technologies Inc

Project: K3 Power Upgrade and WKN

: 2021 Committed Development PM Peak Hour (K3 (49.9 - 75MW) and WKN)





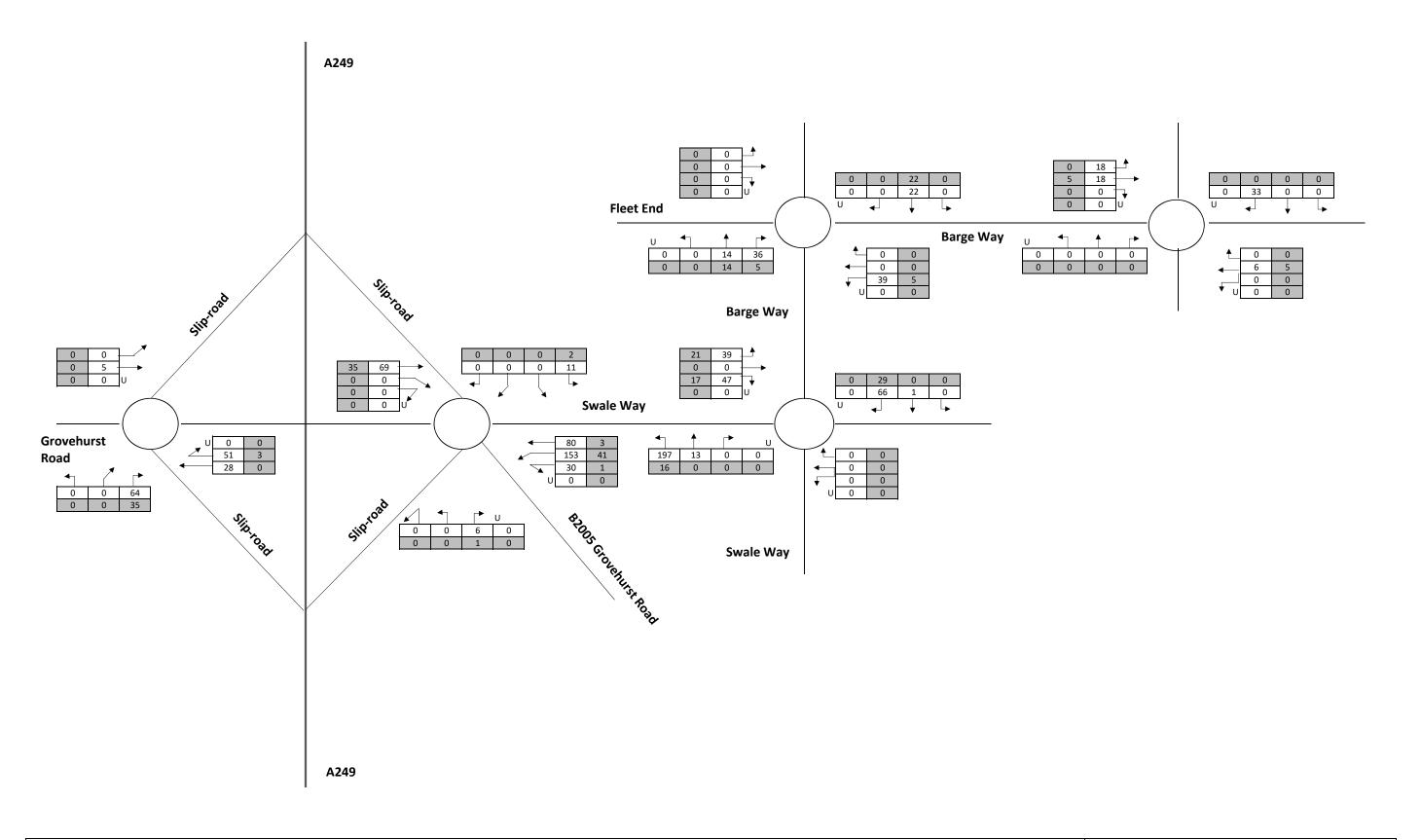
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

Client: Wheelabrator Technologies Inc

Project: K3 Power Upgrade and WKN

: 2024 / 2031 Committed Development AM Peak Hour (K3 (0-75MW))





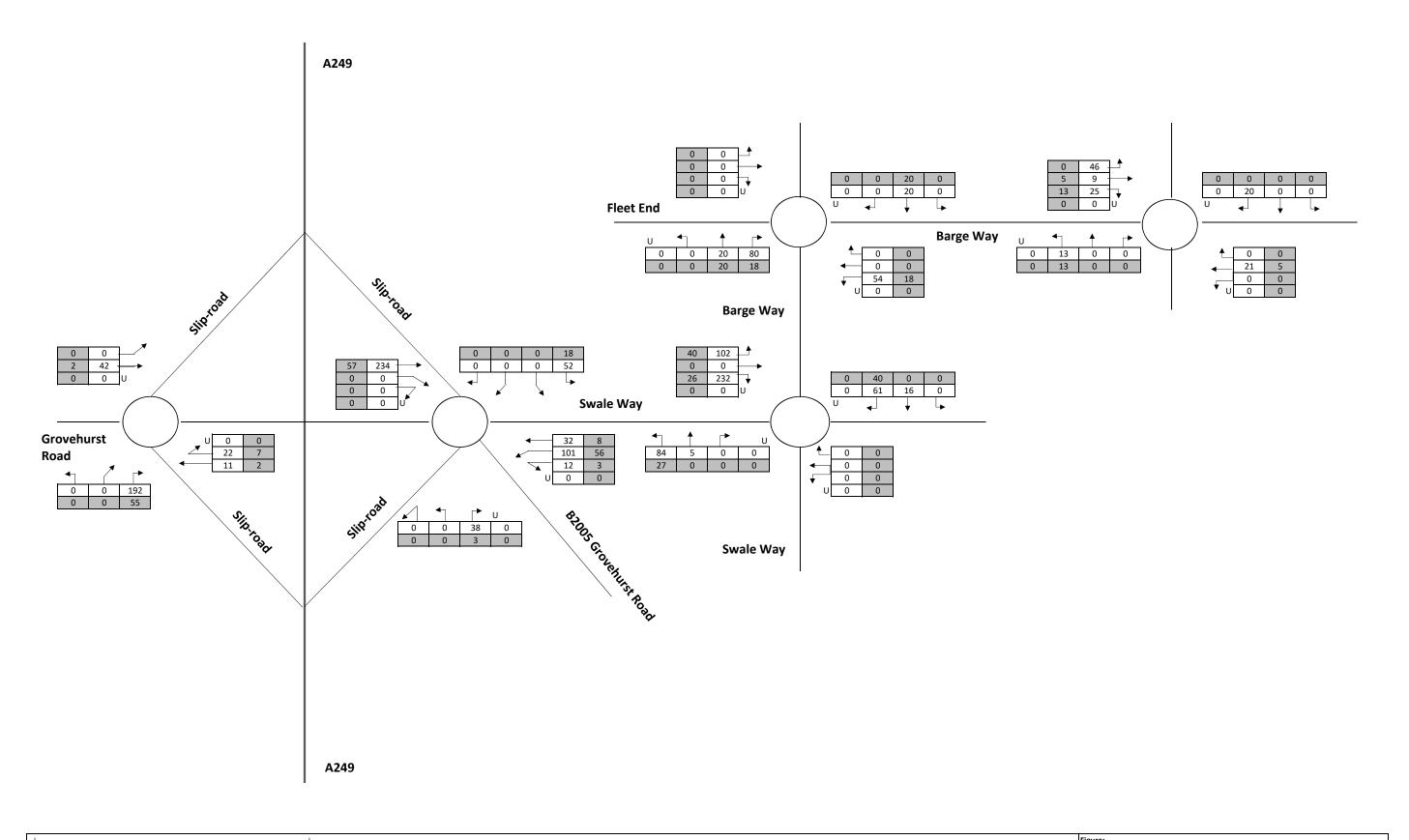
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

Client: Wheelabrator Technologies Inc

K3 Power Upgrade and WKN Project:

2024 / 2031 Committed Development PM Peak Hour (K3 (0-75MW))





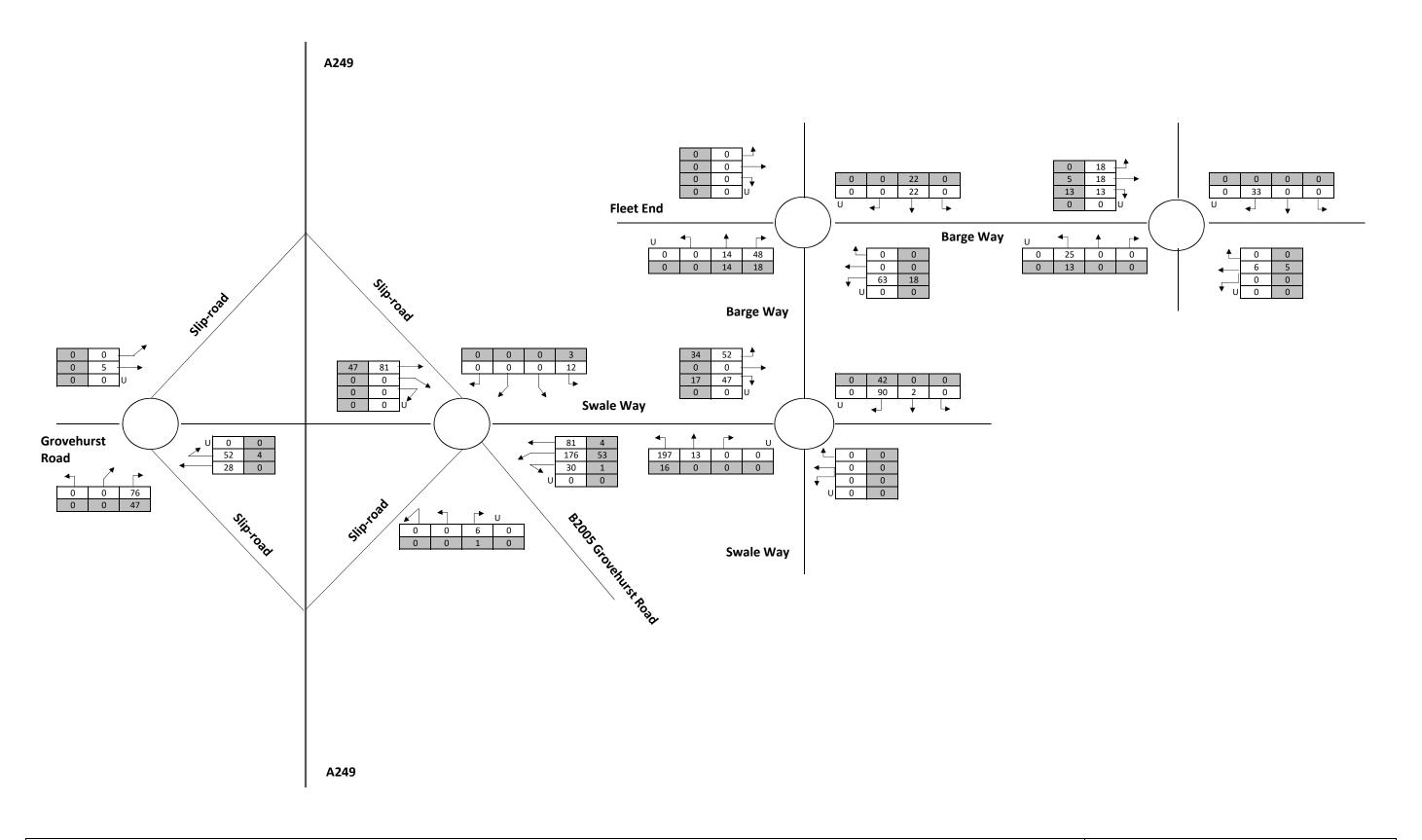
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

Client: Wheelabrator Technologies Inc

Project: K3 Power Upgrade and WKN
Title: 2024 / 2031 Committed Dev

2024 / 2031 Committed Development AM Peak Hour (K3 (49.9 - 75MW) and WKN)





T: +44(0)20 7280 3300 E: transport@rpsgroup.com

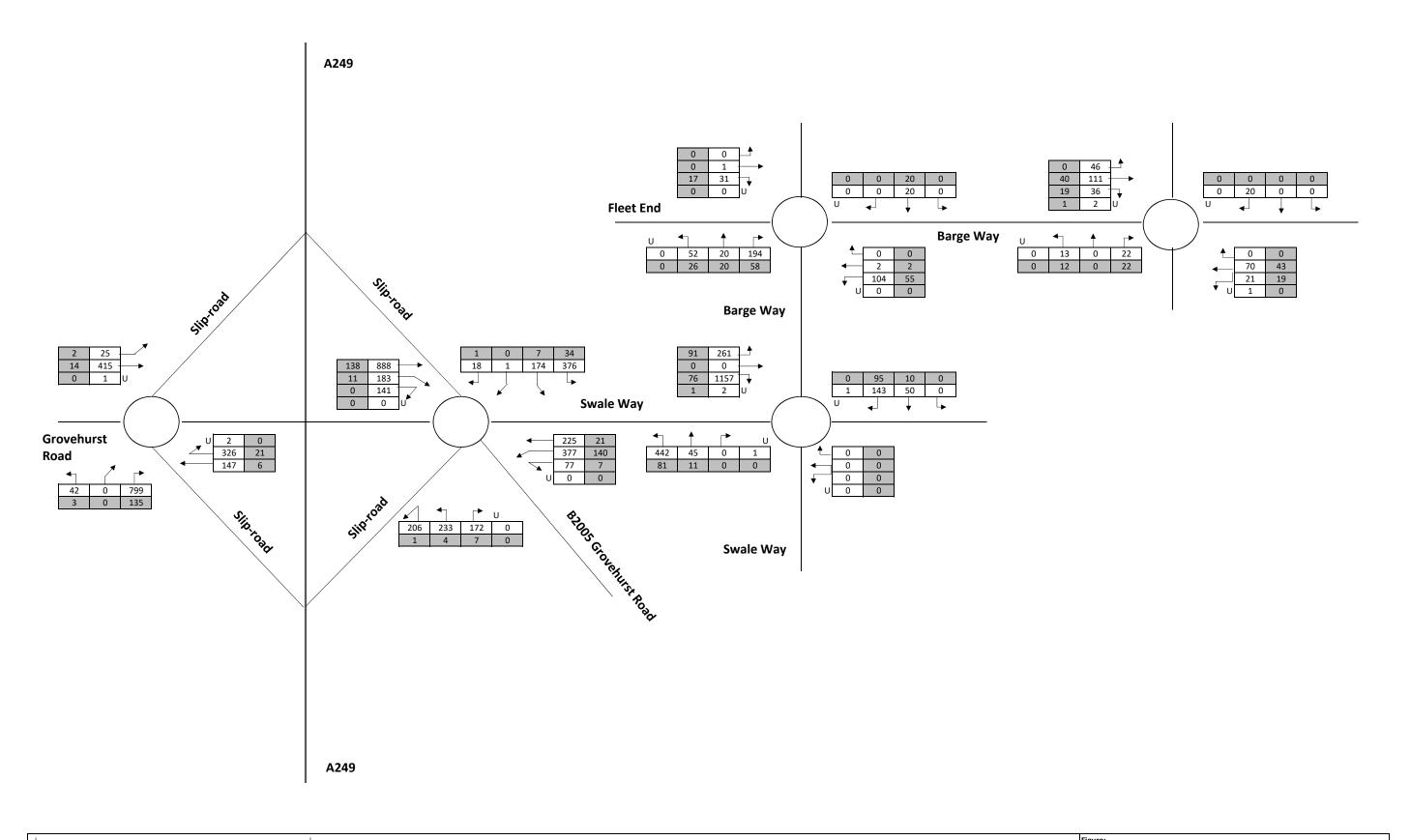
Vehicles HGVs

Client: Wheelabrator Technologies Inc

Project: K3 Power Upgrade and WKN

2024 / 2031 Committed Development PM Peak Hour (K3 (49.9 - 75MW) and WKN)

APPENDIX F: 2021 AND 2024 BASELINE AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS





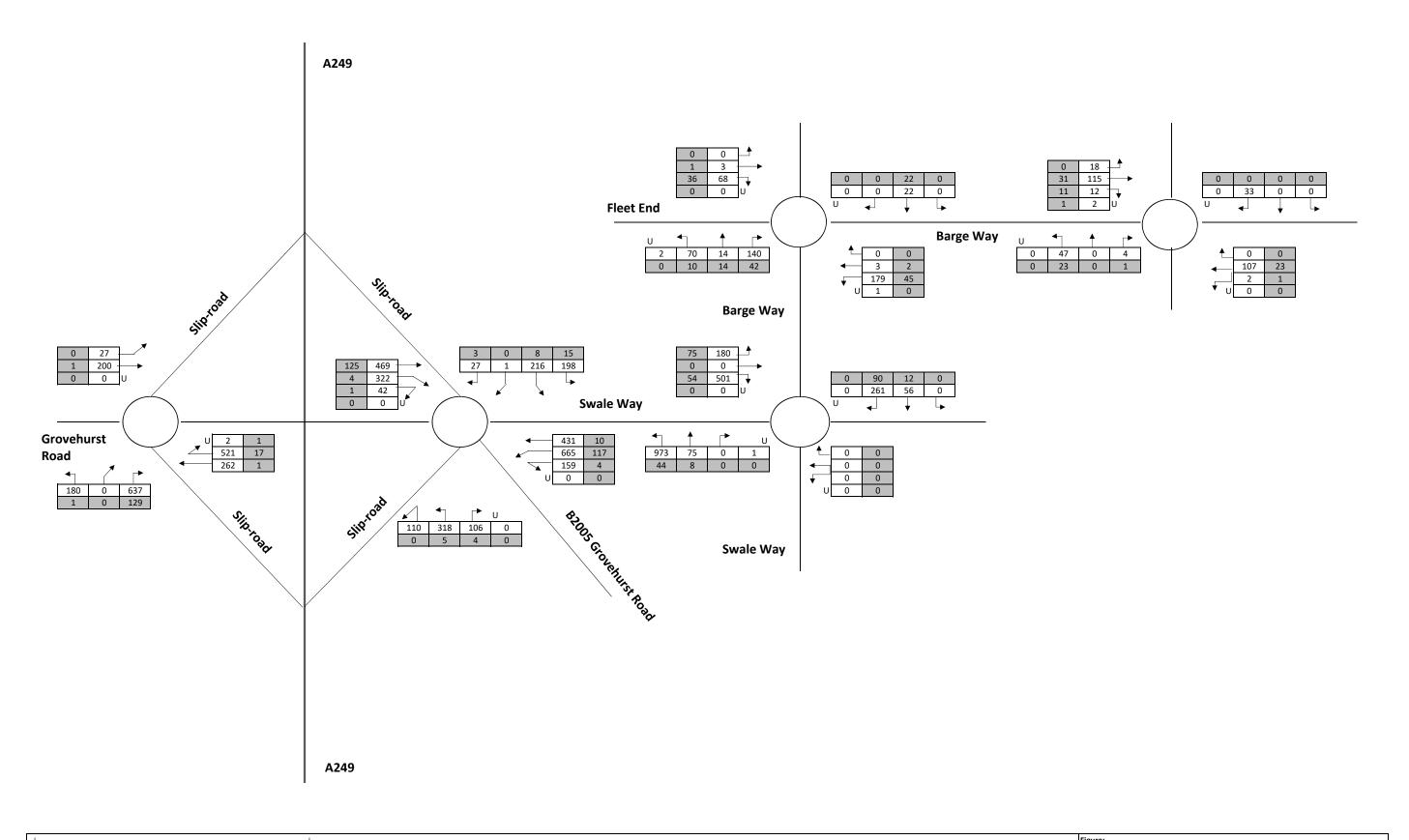
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Client: Wheelabrator Technologies Inc K3 Power Upgrade and WKN

Project:

2021 Baseline AM Peak Hour (K3 (0-75MW))





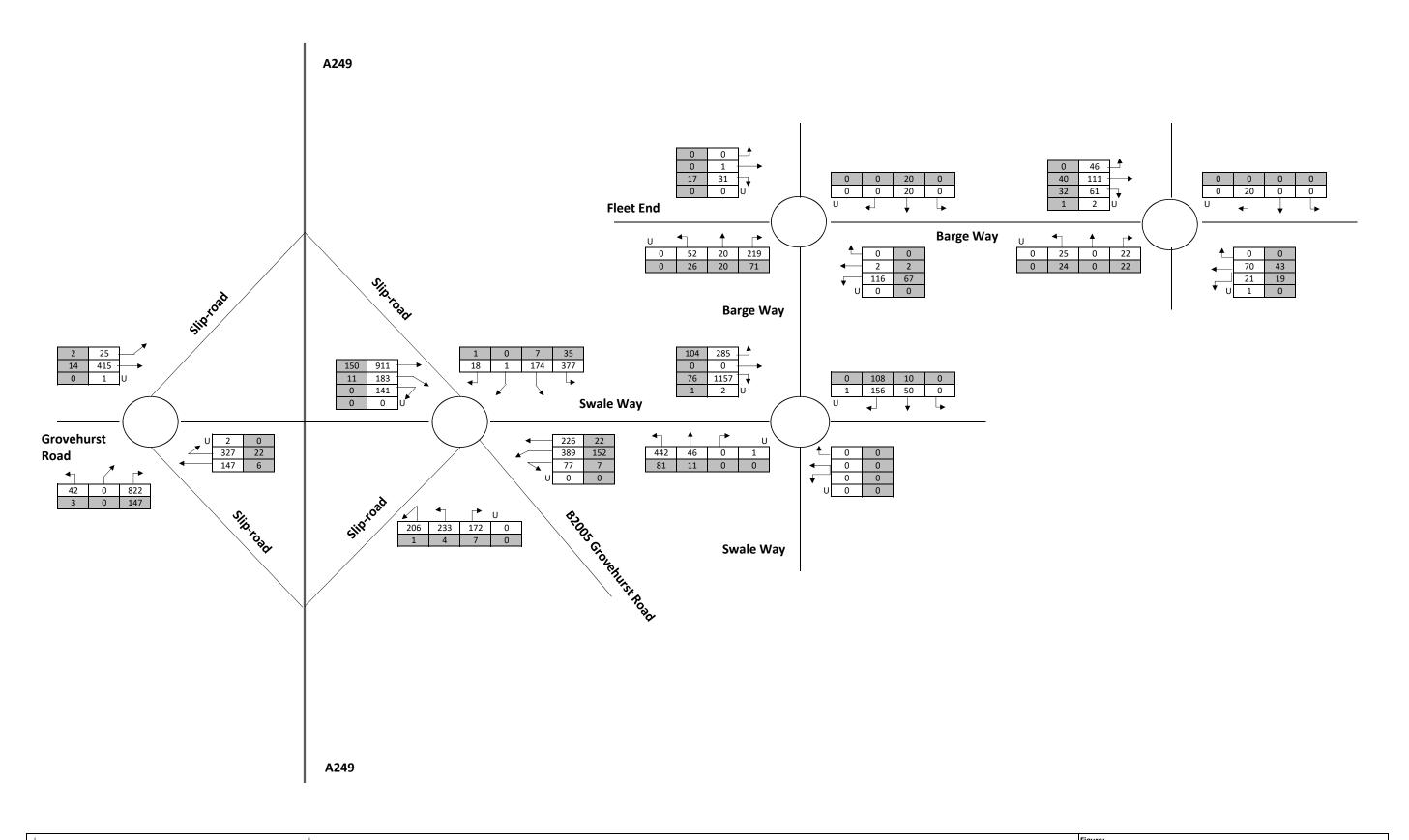
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Vehicles HGVs

Client: Wheelabrator Technologies Inc Project:

K3 Power Upgrade and WKN

2021 Baseline PM Peak Hour (K3 (0-75MW))





T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

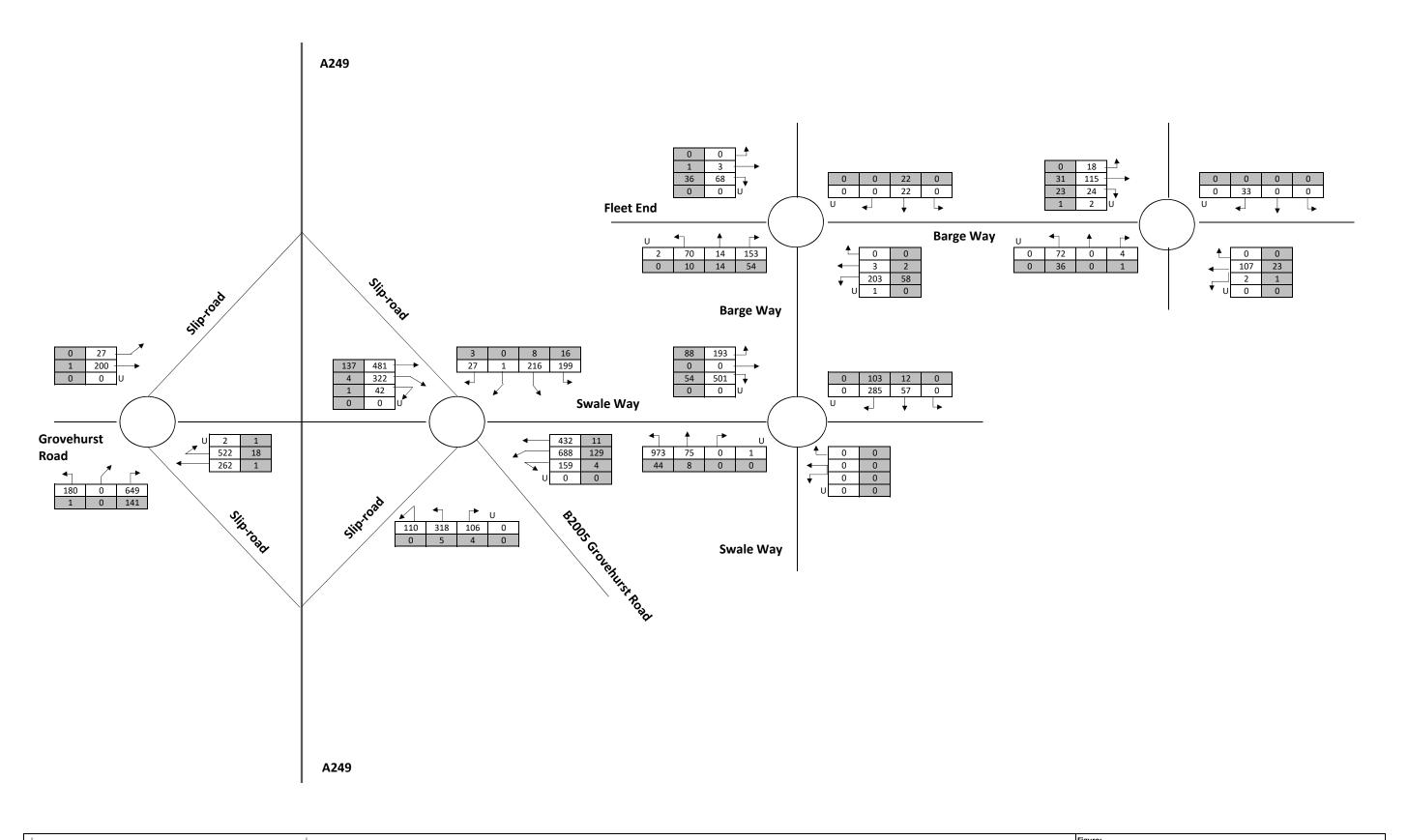
Title:

Client: Wheelabrator Technologies Inc Project:

K3 Power Upgrade and WKN

2021 Baseline AM Peak Hour (K3 (49.9 - 75MW) and

WKN)





T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

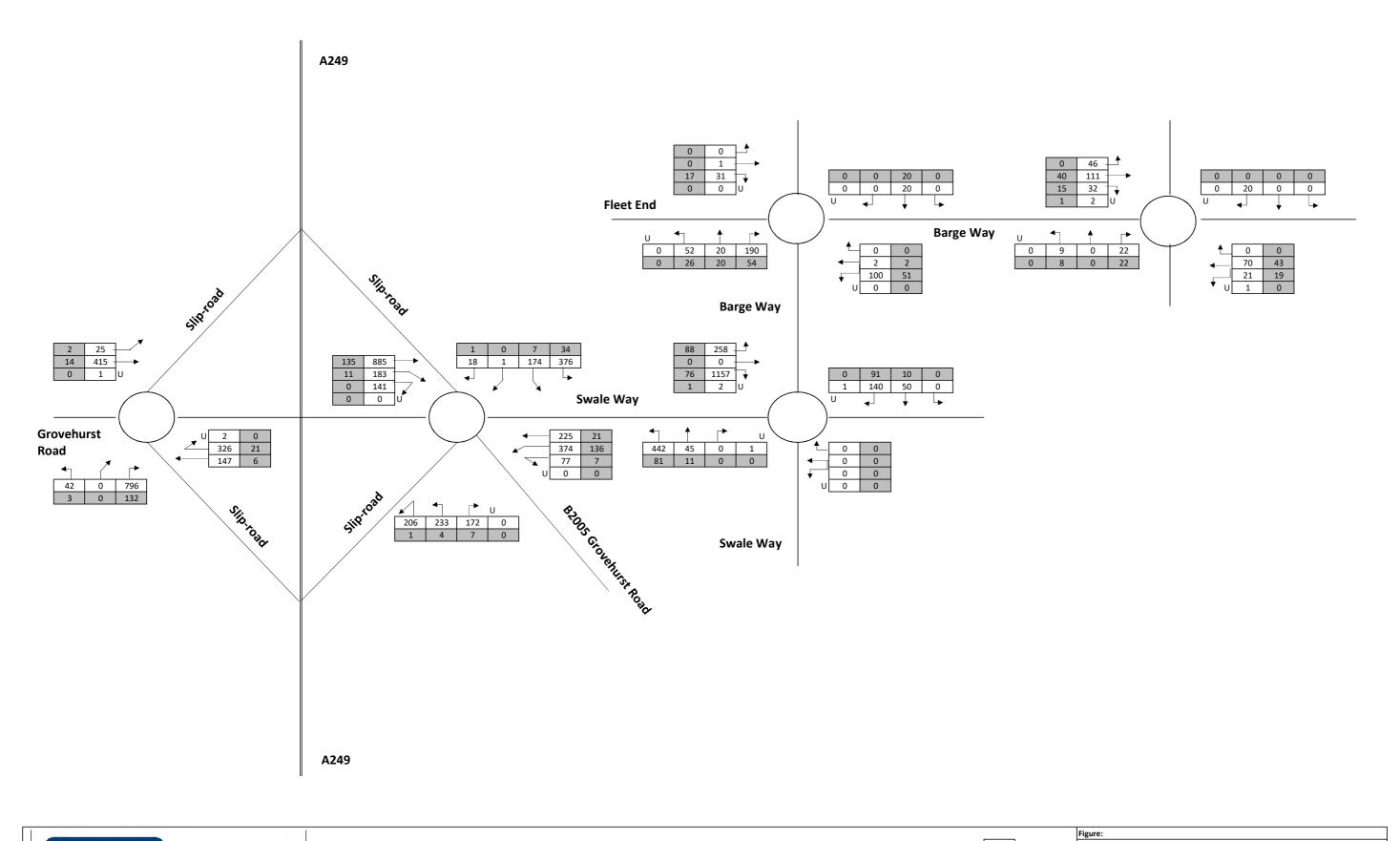
Client:

Wheelabrator Technologies Inc

K3 Power Upgrade and WKN

Project: 2021 Baseline PM Peak Hour (K3 (49.9 - 75MW) and Title:

WKN)





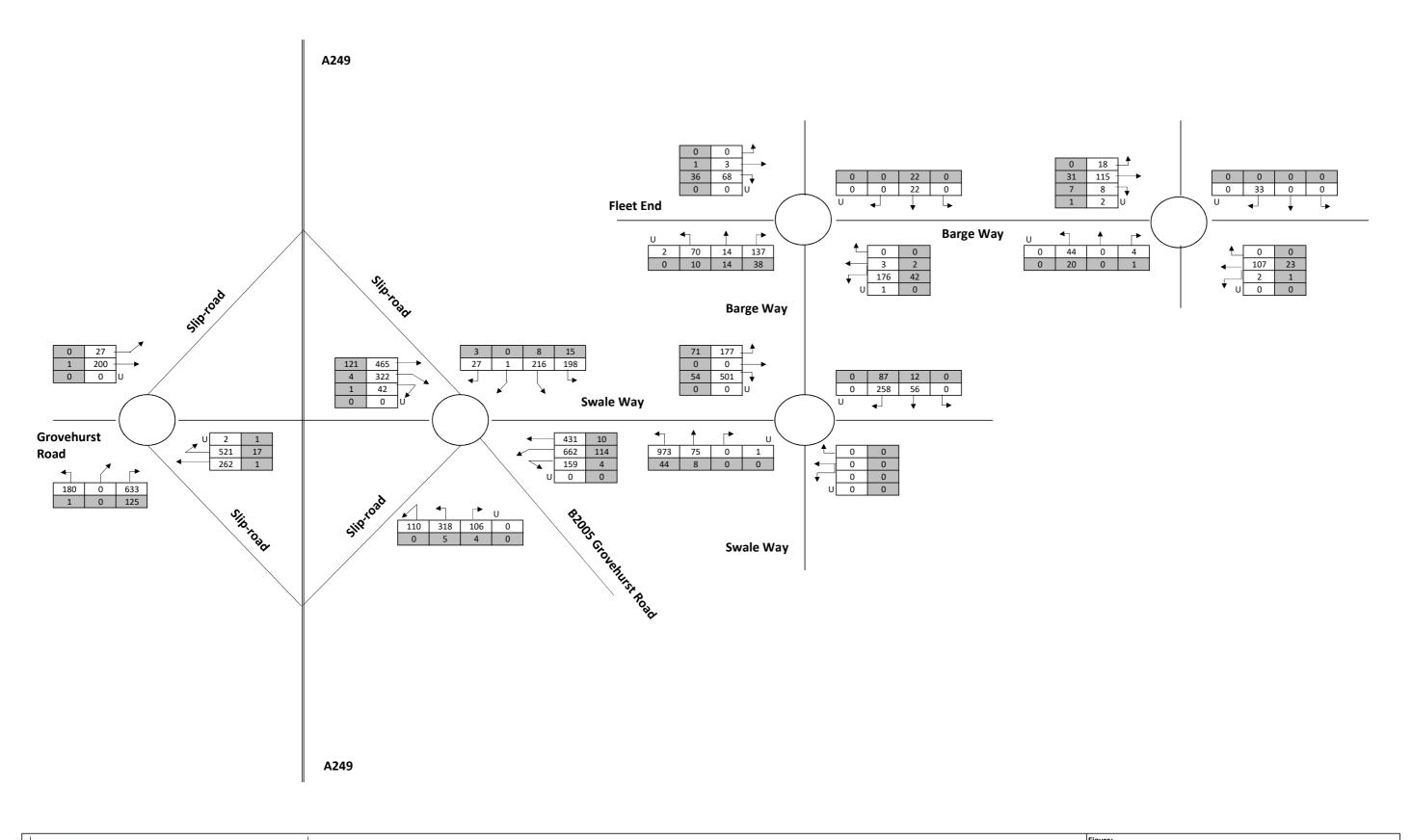
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

Client:

Wheelabrator Technologies Inc Project: K3 Power Upgrade and WKN

2024 Baseline AM Peak Hour (K3 (0-75MW)) Title:





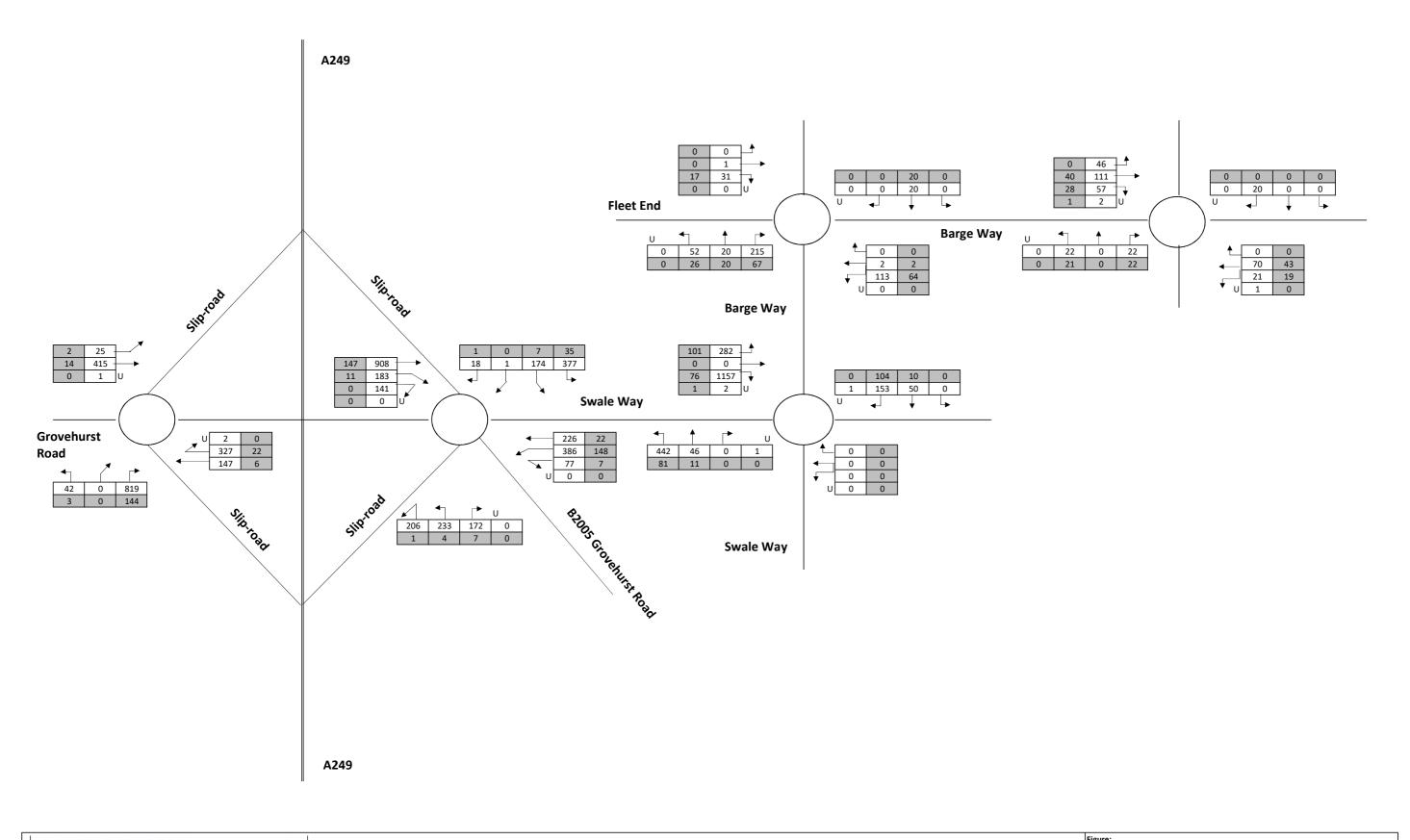
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Vehicles HGVs

Figure: Client:

Wheelabrator Technologies Inc Project: K3 Power Upgrade and WKN

2024 Baseline PM Peak Hour (K3 (0-75MW)) Title:



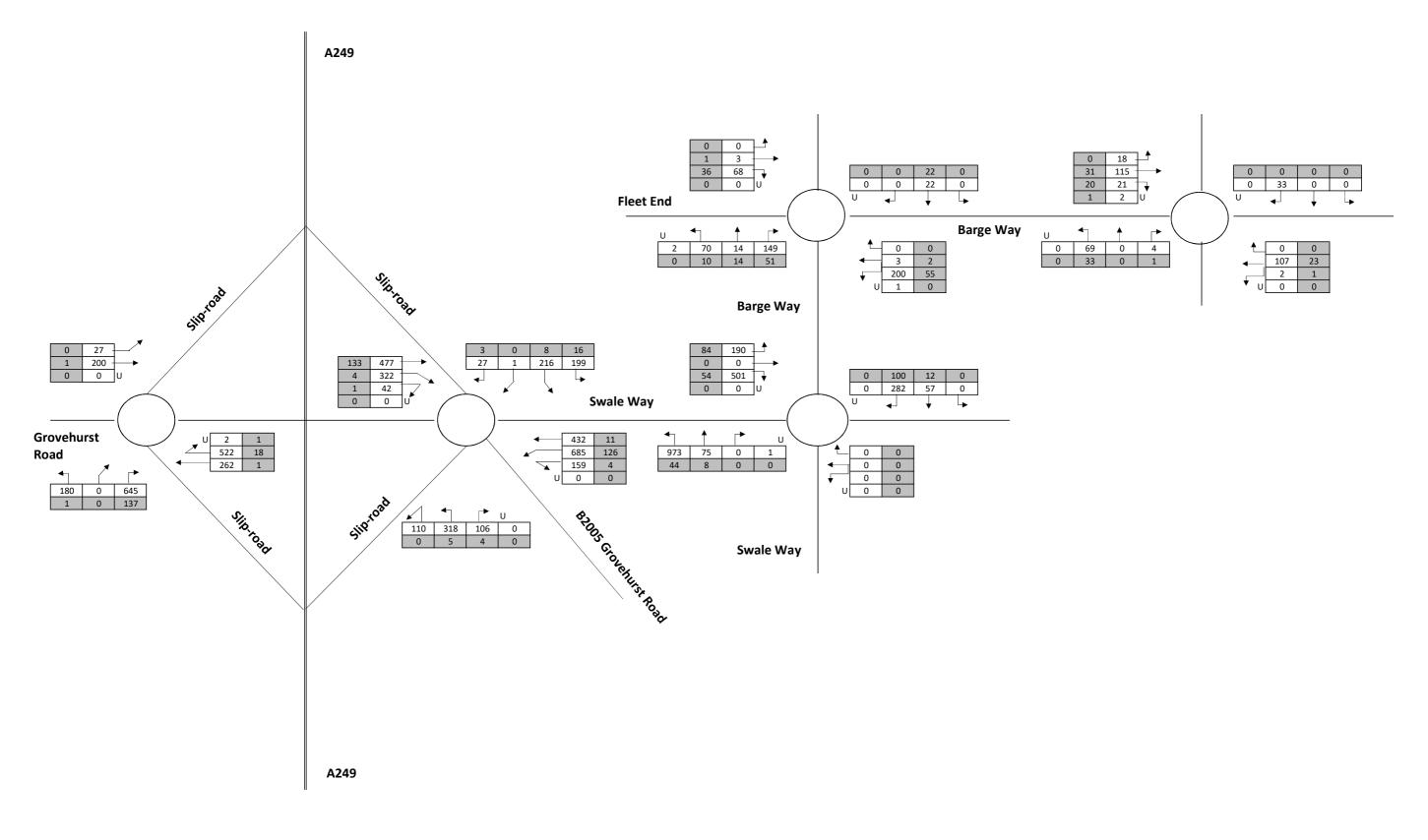


Vehicles HGVs

Figure: Client:

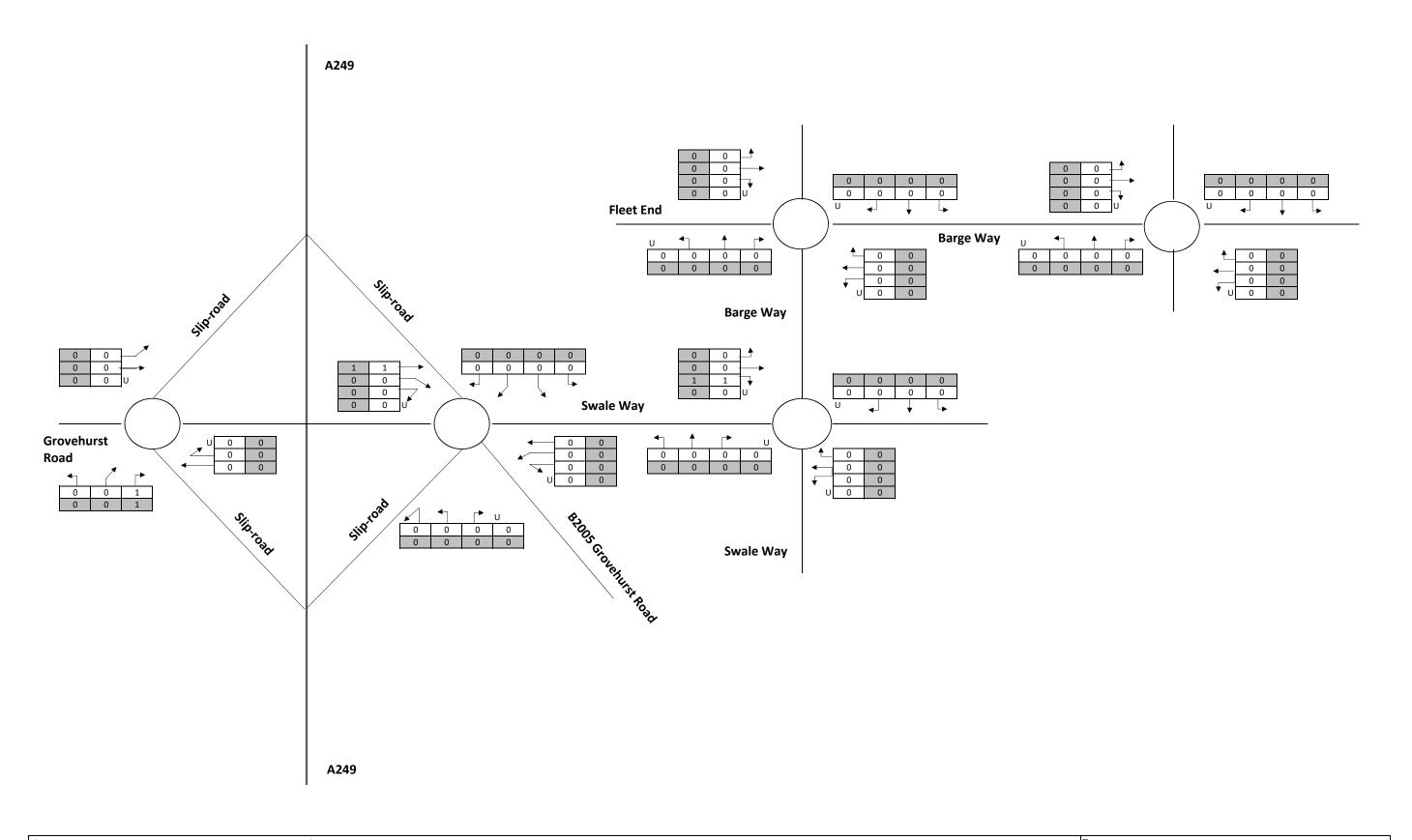
Wheelabrator Technologies Inc Project: K3 Power Upgrade and WKN

2024 Baseline AM Peak Hour (K3 (49.9 - 75MW) and Title: WKN)





APPENDIX G: 2021, 2024 **CUMULATIVE** AND 2031 DEVELOPMENT AND 2024 BASELINE **CUMULATIVE** + DEVELOPMENT AND 2031 **BASELINE** + **CUMULATIVE** DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW **DIAGRAMS**





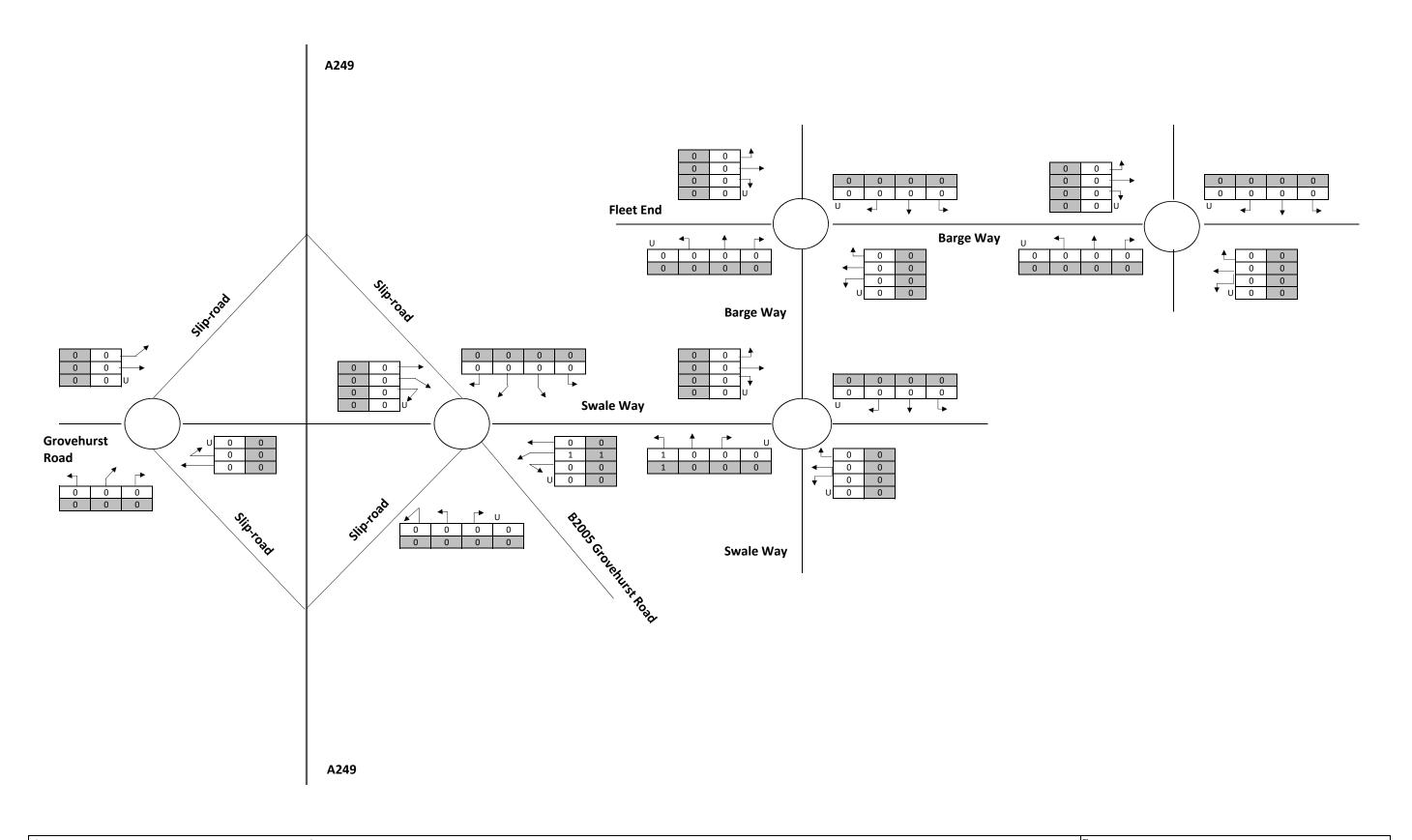
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Client: Wheelabrator Technologies Inc Project:

K3 Power Upgrade and WKN

2021 Cumulative Development AM Peak Hour





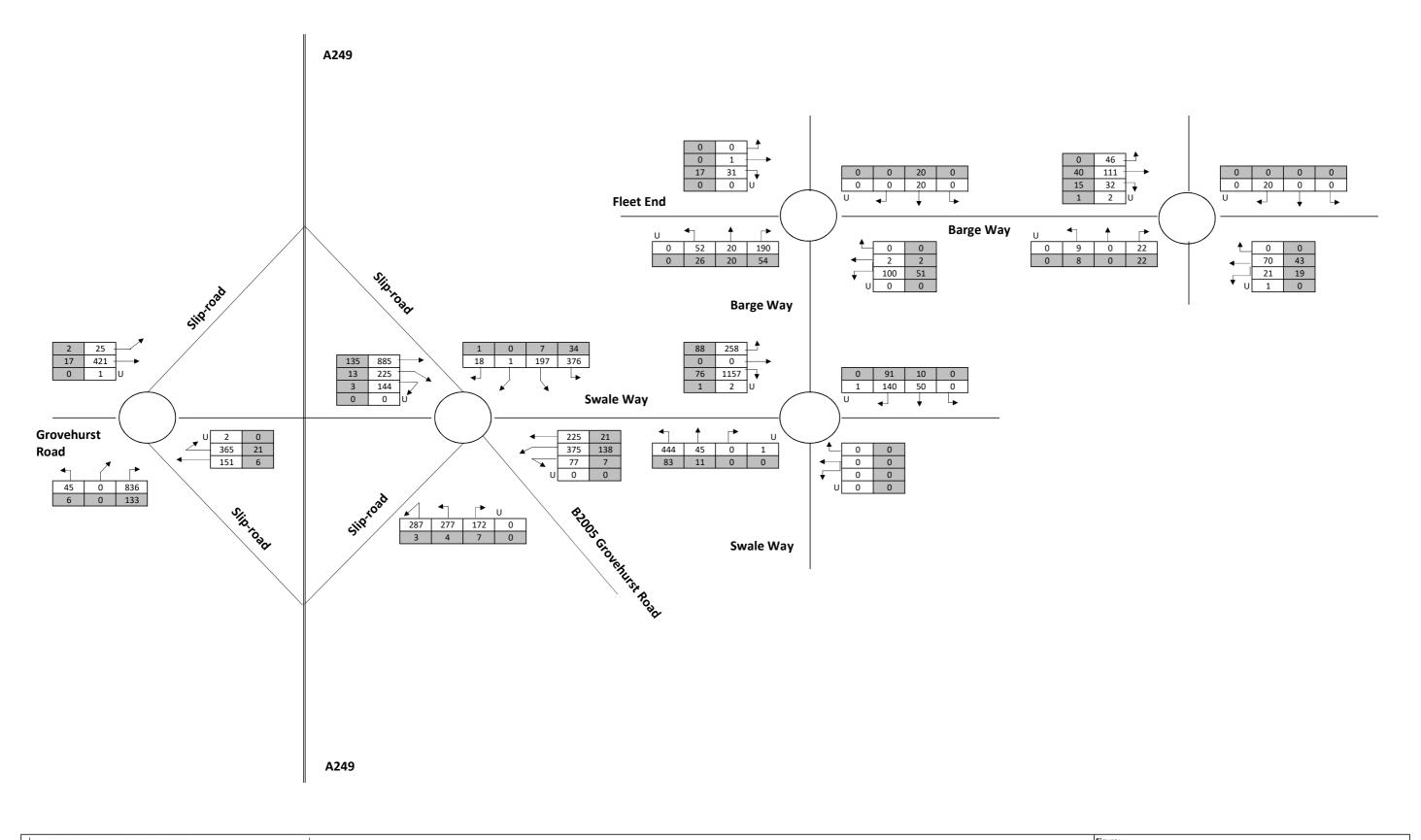
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Vehicles HGVs

Client: Wheelabrator Technologies Inc

Project: K3 Power Upgrade and WKN

2021 Cumulative Development PM Peak Hour



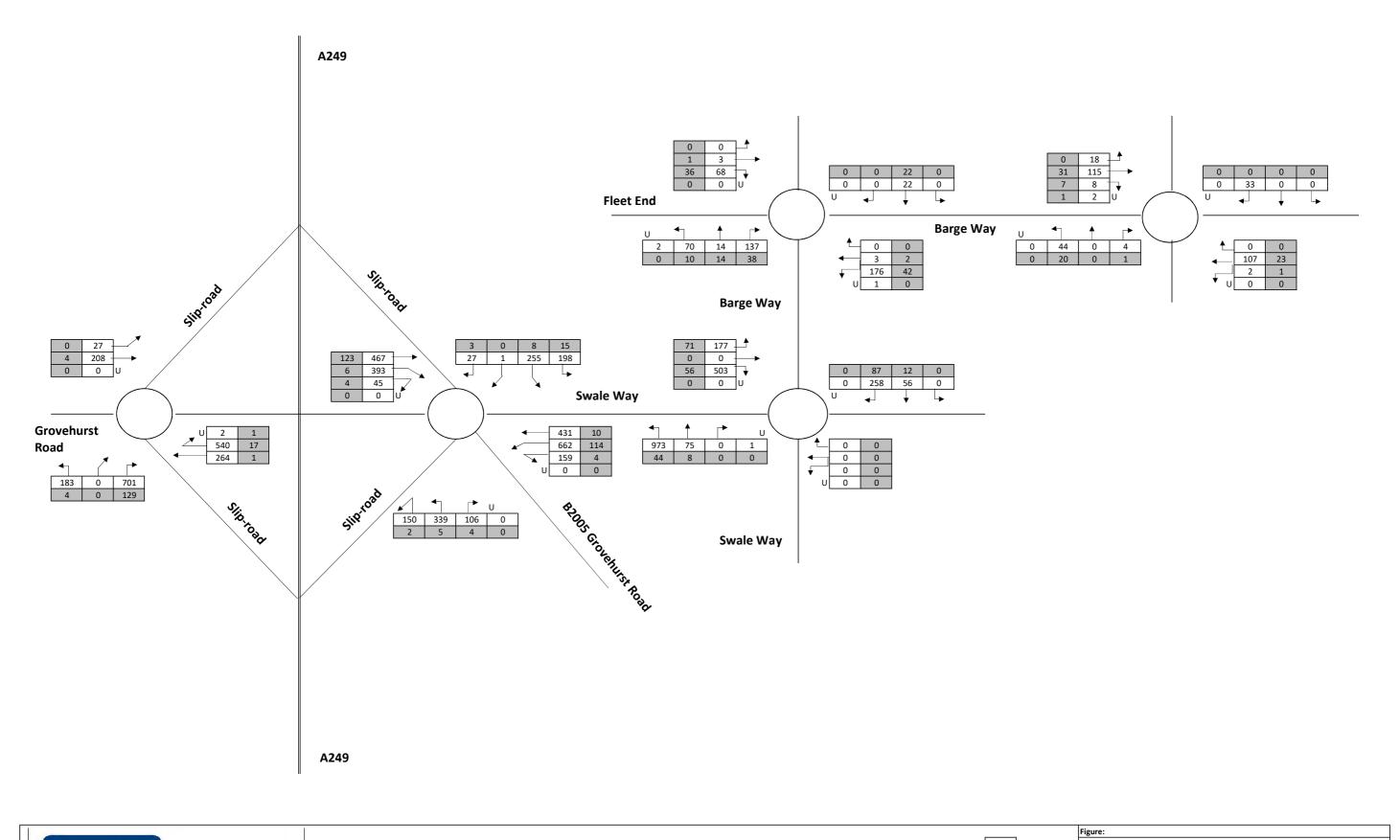


Vehicles HGVs

Figure: Client: Wheelabrator Technologies Inc Project: K3 Power Upgrade and WKN

2024 Baseline + 2024 Cumulative Development AM Title:

Peak Hour (K3 (0-75MW))

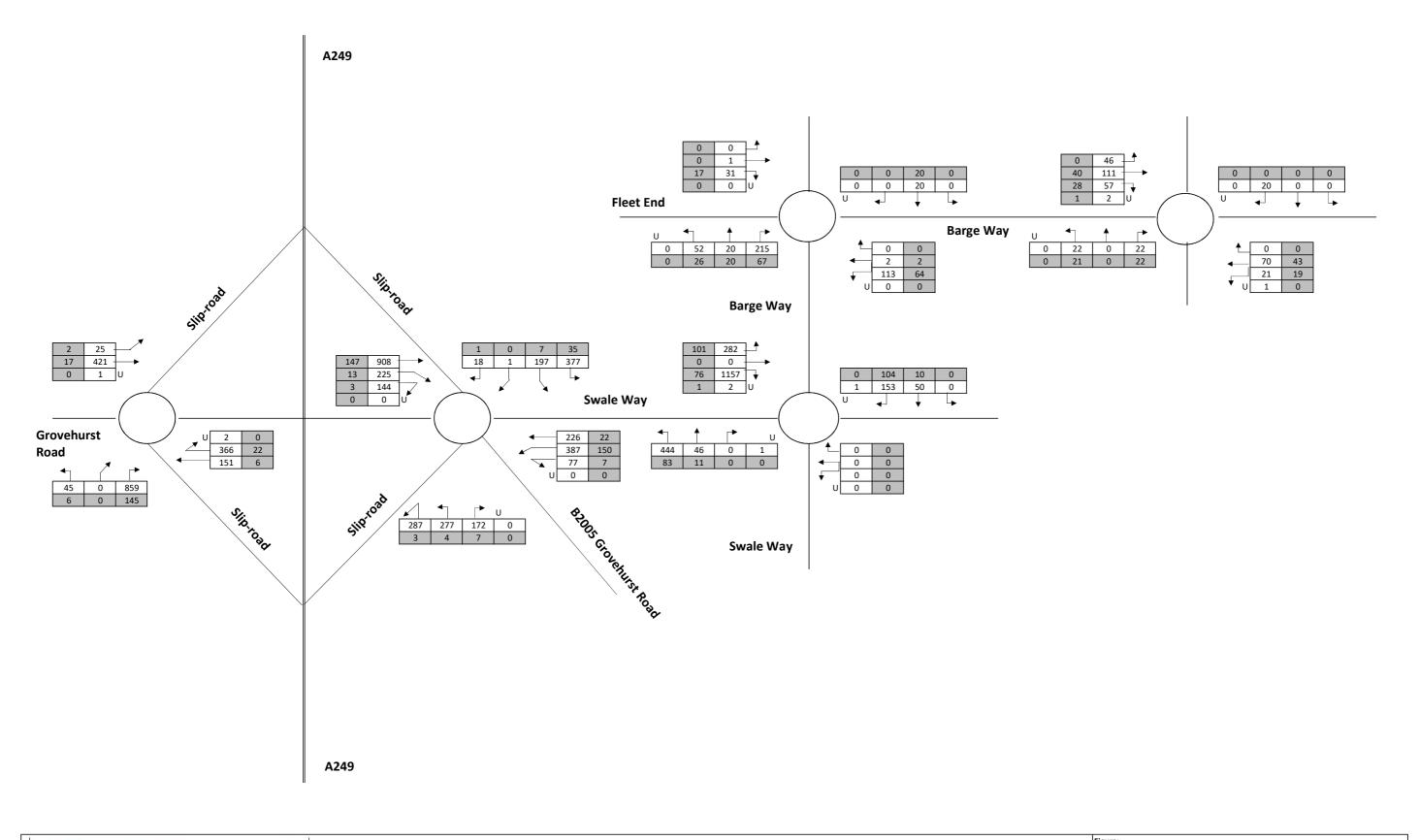




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Vehicles HGVs Client: Wheelabrator Technologies Inc Project: K3 Power Upgrade and WKN

Title: 2024 Baseline + 2024 Cumulative Development PM
Peak Hour (K3 (0-75MW))



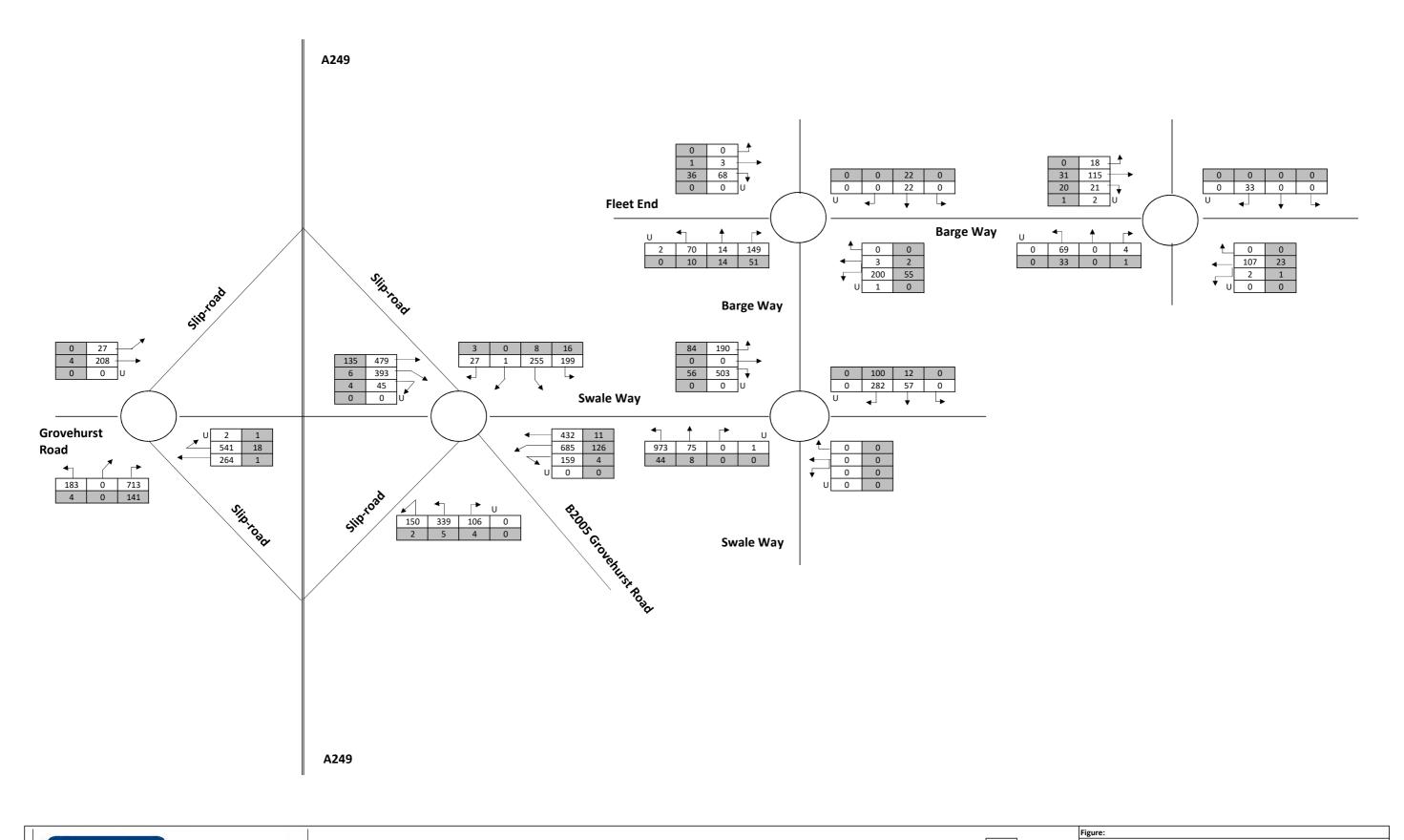


Vehicles HGVs Figure:

Client: Wheelabrator Technologies Inc
Project: K3 Power Upgrade and WKN

Title: 2024 Baseline + 2024 Cumulative Development AM
Peak Hour (K3 (49.9 - 75MW) and WKN)

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