

planning
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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

September 2019 -Submission Version

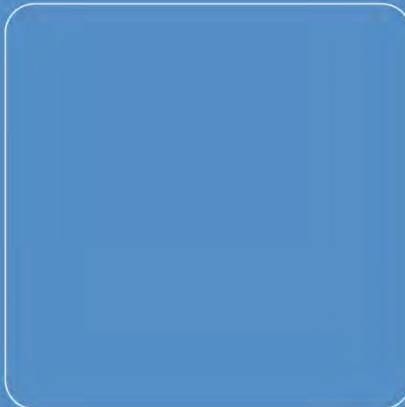
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RPS

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

TRANSPORT ASSESSMENT



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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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CONTENTS

1	INTRODUCTION	1
2	EXISTING SITUATION	4
3	DEVELOPMENT PROPOSALS	9
4	COMPATABILITY WITH TRANSPORT POLICIES	15
5	FUTURE YEAR TRAFFIC FLOWS	23
6	TRIP GENERATION, MODE SHARE AND ASSIGNMENT	38
7	K3 PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT	58
8	THE PRACTICAL EFFECTS OF THE K3 PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT 66	
9	WKN PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT	75
10	K3 PROPOSED DEVELOPMENT AND WKN PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT 85	
11	THE PRACTICAL EFFECTS OF THE K3 PROPOSED DEVELOPMENT AND WKN PROPOSED DEVELOPMENT TRANSPORT ASSESSMENT	92
12	CUMULATIVE TRANSPORT ASSESSMENT	101
13	SENSITIVITY ASSESSMENTS	131
14	EXAMINATION OF IMPACT	175
15	SUMMARY AND CONCLUSIONS	193

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

APPENDIX B: 2017 OBSERVED AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX C: PERSONAL INJURY ACCIDENT DATA REPORTS

APPENDIX D: SITE LAYOUT PLAN

APPENDIX E: COMMITTED DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW
DIAGRAMS

APPENDIX F: 2021 AND 2024 BASELINE AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX G: 2021, 2024 AND 2031 CUMULATIVE DEVELOPMENT AND 2024 BASELINE +
CUMULATIVE DEVELOPMENT AND 2031 BASELINE + CUMULATIVE DEVELOPMENT AM AND
PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX H: K3 OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX I: WKN PEAK CONSTRUCTION AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX J: WKN OPERATIONAL AND K3 OPERATIONAL PLUS WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX K: 2024 BASELINE AND K3 OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX L: 2024 BASELINE, K3 OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX M: 2024 BASELINE AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX N: 2024 BASELINE, WKN OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX O: 2024 BASELINE, K3 OPERATIONAL AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX P: 2024 BASELINE, K3 OPERATIONAL, WKN OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX Q: 2031 BASELINE AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX R: 2031 BASELINE AND K3 OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX S: 2031 BASELINE, K3 OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX T: 2031 BASELINE AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX U: 2031 BASELINE, WKN OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX V: 2031 BASELINE, K3 OPERATIONAL AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX W: 2031 BASELINE, K3 OPERATIONAL, WKN OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX X: 2021 BASELINE PERCENTAGE IMPACT TABLES

APPENDIX Y: 2024 BASELINE AND K3 OPERATIONAL PERCENTAGE IMPACT TABLE

APPENDIX Z: 2024 BASELINE AND WKN OPERATIONAL PERCENTAGE IMPACT TABLE

APPENDIX AA: 2024 BASELINE, WKN OPERATIONAL AND K3 OPERATIONAL PERCENTAGE IMPACT TABLE

APPENDIX AB: 2024 BASELINE, K3 OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT PERCENTAGE IMPACT TABLE

APPENDIX AC: 2024 BASELINE, WKN OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT PERCENTAGE IMPACT TABLE

APPENDIX AD: 2024 BASELINE, WKN OPERATIONAL, K3 OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT PERCENTAGE IMPACT TABLE

APPENDIX AE: 2031 BASELINE AND K3 OPERATIONAL PERCENTAGE IMPACT TABLE

APPENDIX AF: 2031 BASELINE AND WKN OPERATIONAL PERCENTAGE IMPACT TABLE

APPENDIX AG: 2031 BASELINE, WKN OPERATIONAL AND K3 OPERATIONAL PERCENTAGE IMPACT TABLE

APPENDIX AH: 2031 BASELINE, K3 OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT PERCENTAGE IMPACT TABLE

APPENDIX AI: 2031 BASELINE, WKN OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT PERCENTAGE IMPACT TABLE

APPENDIX AJ: 2031 BASELINE, WKN OPERATIONAL, K3 OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT

APPENDIX AK: JUNCTIONS 9 ASSESSMENTS

APPENDIX AL: SENSITIVITY K3 OPERATIONAL, WKN OPERATIONAL AND K3 OPERATIONAL PLUS WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AM: SENSITIVITY 2024 BASELINE AND K3 OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AN: SENSITIVITY 2024 BASELINE, K3 OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AO: SENSITIVITY 2024 BASELINE AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AP: SENSITIVITY 2024 BASELINE, WKN OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT AM AND PM TRAFFIC FLOW DIAGRAMS

APPENDIX AQ: SENSITIVITY 2024 BASELINE, K3 OPERATIONAL AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AR: SENSITIVITY 2024 BASELINE, K3 OPERATIONAL PLUS WKN OPERATIONAL AND 2024 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AS: SENSITIVITY 2031 BASELINE AND K3 OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AT: SENSITIVITY 2031 BASELINE, K3 OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AU: SENSITIVITY 2031 BASELINE AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AV: SENSITIVITY 2031 BASELINE, WKN OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AW: SENSITIVITY 2031 BASELINE, K3 OPERATIONAL AND WKN OPERATIONAL AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AX: SENSITIVITY 2031 BASELINE, K3 OPERATIONAL PLUS WKN OPERATIONAL AND 2031 CUMULATIVE DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW DIAGRAMS

APPENDIX AY: SENSITIVITY JUNCTION ASSESSMENTS

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.
- 1.4 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.
- 1.6 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.

- 1.8 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.”

- 1.12 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.
- 2.9 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

No.	Operator	Route	Service Frequencies (per hour)				
			Monday - Friday				Saturday
AM Peak	Off Peak	PM Peak	Evening				
347	Arriva	Kemsley-Sittingbourne	4	4	4	4	3
324	Chalkwell Coaches	Sheerness – Iwade- Kemsley- Milton Regis – Sittingbourne – Faversham - Canterbury	1 service per day Monday, Wednesday and Friday each way				0
326	Chalkwell Coaches	Sheerness - Sittingbourne – Chatham	1 service per day each way				
339	Chalkwell Coaches	Sheerness – Iwade – Sittingbourne – Hempstead valley	1 service per Tuesday and Thursday each way				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.
- 2.22 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

- 2.26 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.

- 2.33 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.
- 3.4 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 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.
- 3.6 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

- 3.12 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

- 3.21 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

- 3.28 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

- 3.40 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).

- 3.41 During 2010 there were four AILs 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 is expected that the smaller AILs 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)

- 3.43 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

- 3.46 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 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 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.

4.4 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.
- 4.19 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.
- 4.21 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

- 5.3 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.
- 5.6 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	
	HH	Jobs	HH	Jobs	HH	Jobs	HH	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.

5.8 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)			
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	-
Crown Quay Lane	16/507877/FULL	383	-
Paradise Farm	16/507594/FULL	-	8
G Park	SW/95/0099	-	839
TOTAL		933 - 983	2,192
Committed Development (The Practical Effects of the K3 Proposed Development &WKN Proposed Development)			
K3	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 Development 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 Cumulative Development 2031			
NW Sittingbourne	MU1	740	39*
Ridham and Kemsley 13899.4m2 B2 19367.27m2 B8	A1	-	650
NE Sittingbourne	MU2	106	-
SW Sittingbourne	MU3	565	-
East Iwade	A17	440	-
South Iwade	A17	275	-
Total		3,839	2,971

5.9 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.
- 5.13 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.
- 5.14 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

- 5.24 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	Not Built	Operational traffic flows included within committed flows and form the future baseline.
4	Ridham B CHP Plant	14/501181/COUNTY		2014/2014	Scoping	Scoping only, no planning application submitted. Not

Site Number	Site Name	Application Number	Status	Submitted / Decision Date	Status	Traffic Flows
						included.
5	Thermal Energy Facility Kemsley Field Business Park	15/500348/COUNTY	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	Not Built	Operational traffic flows included within committed flows and form the future baseline.
7	Recycling Depot	16/501228/FULL	Granted	2016/2016	Under Construction	Operational traffic flows included within committed flows and form the future baseline.
8	Gypsum Recycling Building (Ridham Docks)	16/501484/COUNTY	Granted	2016/2016	Not Built	Operational traffic flows included within committed flows and form the future baseline.
9	Land South of Iwade – 275 dwellings	16/506193/ENVSC R		2016/201	Scoping	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 Fields Business Park	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 Construction	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/COUNTY	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/COUNTY	Granted	2017/2017	Assumed not built	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/COUNTY	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/COUNTY	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	Land East and North of Iwade	18/503873/ENVSC R		2018/2018		Scoping only, no planning application submitted. Not included in committed flows.
28	IBA Facility	16/507687/COUNTY	Granted	2016/2016	Will not be progressed	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/COUNTY		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	Unknown	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.

5.26 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.
- 5.34 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.
- 5.43 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.

5.44 **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

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 (61,700m ² 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 majority of people working within the Isle of Sheppey live within the area. Traffic generation unlikely to affect highway network in study area. Not included in assessment.	
A3 Westminster, Sheerness	Recent work undertaken has shown that the majority of people working within the Isle of Sheppey live within the area. Traffic generation unlikely to affect highway network in study area. Not included in the assessment.	
A4 Cowstead Corner, Queenborough	Recent work undertaken has shown that the majority of people working within the Isle of Sheppey live within the area. Traffic generation unlikely to affect highway network in study area. Not included in the assessment.	
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 site and vehicle routing, it is unlikely to be significant volumes of traffic generated by the allocation within the study area. Not included in the assessment.	

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 Plan Ref	Traffic Generation	Distribution and Assignment
Committed 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
NW Sittingbourne	MU1	Residential 760 dwellings – submitted TA. School 630 pupils – TRICS. Construction – 200 dwellings constructed per annum	Residential / School – submitted TA Construction - K4 construction
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

Development Site	Planning Ref / Local Plan Ref	Traffic Generation	Distribution and Assignment
NW Sittingbourne	MU1	Residential 1520 dwellings – submitted TA. School 1260 pupils – TRICS	Submitted TA
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

- 6.3 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.
- 6.4 The Practical Effects of the K3 Proposed Development is predicted to generate an additional 68 daily waste delivery vehicle movements.
- 6.5 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.
- 6.6 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

- 6.8 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.

- 6.9 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.
- 6.11 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

- 6.12 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

- 6.13 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.
- 6.16 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.

6.21 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

6.22 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).

6.25 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

Time Begin	Weekday Average						Saturday						Sunday					
	Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		Arrivals		Departures		Two Way	
	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.
- 6.28 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.
- 6.32 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.
- 6.34 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.
- 6.36 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.
- 6.41 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

- 6.42 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.

6.44 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

Time Begin	Weekday Average						Saturday						Sunday					
	Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		Arrivals		Departures		Two Way	
	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.”

6.47 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

6.48 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

6.49 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.

6.50 The Practical Effects of the K3 Proposed Development operational traffic flows are attached in **Appendix H**.

Decommissioning

6.51 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.

6.52 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

- 6.53 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.
- 6.54 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.
- 6.56 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.
- 6.58 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.

6.60 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.

6.61 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.

6.64 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

Time Begin	Weekday Average						Saturday						Sunday						
	Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		
	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	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time Begin	Weekday Average						Saturday						Sunday					
	Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		Arrivals		Departures		Two Way	
	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.

6.67 **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.”

6.69 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.
- 6.73 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

- 6.74 A Draft CTMP has been prepared in support of the application, from which a Full CTMP will evolve prior to construction commencing once 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

- 6.78 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.
- 6.79 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.
- 6.81 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.
- 6.85 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

- 6.86 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

- 6.88 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).
- 6.89 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

Time Begin	Weekday Average						Saturday						Sunday					
	Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		Arrivals		Departures		Two Way	
	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

Time Begin	Weekday Average						Saturday						Sunday					
	Arrivals		Departures		Two Way		Arrivals		Departures		Two Way		Arrivals		Departures		Two Way	
	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.”

6.92 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.

6.94 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

- 6.96 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 routing.
- 6.98 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

Link	Total Two-Way Vehicle Movements							
	K3 Operational		The Practical Effects of K3 Operational		WKN Operational		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.
- 6.104 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 A249 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.
- 6.106 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 A249 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

	2021		2024		2031	
	K3 Dev	Practical Effects	K3 Dev	Practical Effects	K3 Dev	Practical Effects
Committed Sites included Within the Baseline Traffic Flows						
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)		✓		✓		✓

	2021		2024		2031	
	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 Traffic Flows						
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		
	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		
	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

7.6 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		
	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

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 (excluding consentedK3)						
	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 Baseline (excluding K3 consented) + K3 Proposed Development operational 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 (excluding K3 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 Baseline (excluding K3 consented) + K3 Proposed Development operational 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 queuing 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

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	4.30	0.04	0.1	4.32	0.09
Private Access	0.0	5.85	0.03	0.0	5.86	0.04
2024 Baseline (excluding K3 consented) + K3 Proposed Development operational 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 (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	4.30	0.04	0.1	4.32	0.09
Private Access	0.0	5.85	0.03	0.0	5.86	0.04
2031 Baseline (excluding K3 consented) + K3 Proposed Development operational 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 queueing on the four arms.

Table 7.5: 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 (excluding K3 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 (excluding consented K3) + 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

2031 Baseline (excluding K3 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 Baseline (excluding K3 consented) + 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

- 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)

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 A249 offslip (SB)	23.4	138.98	1.06	1.5	11.60	0.61

2017 Observed						
	AM			PM		
	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 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	72.9	300.60	1.15	101.4	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
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	37.3	298.50	1.15	0.9	13.57	0.49

2017 Observed						
	AM			PM		
	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 Baseline (excluding K3 consented) + 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

- 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.
- 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

- 8.4 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		
	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.

8.6 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

Link	% Impact		
	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 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 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational 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 (including K3 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 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows						
	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: 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 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
2024 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational 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 (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

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			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

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 queuing 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

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 (including K3 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
2024 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

2031 Baseline (including K3 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 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

2017 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 Baseline (including K3 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 (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	101.4	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 (including K3 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

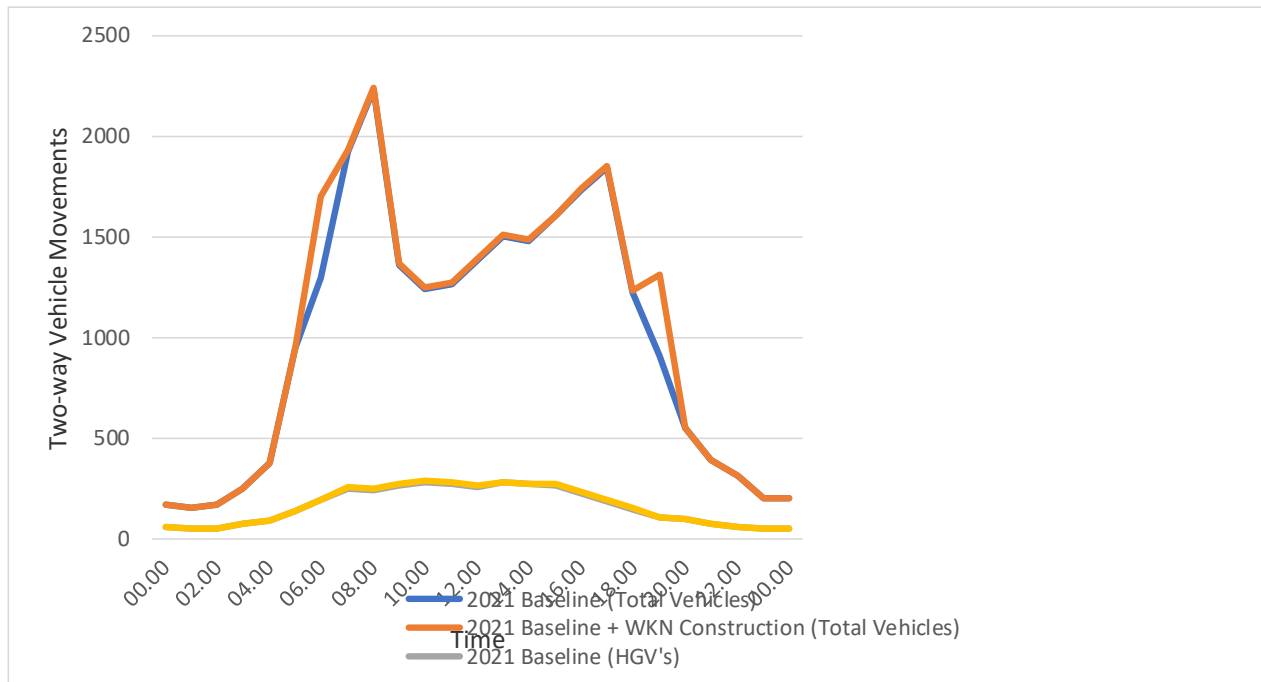
Introduction

- 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		
	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		
	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		
	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**.

Table 9.3: 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 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 Baseline (including K3 consented) + WKN Proposed Development operational 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 (including K3 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 Baseline (including K3 consented) + WKN Proposed Development operational 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 queuing 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 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
2024 Baseline (including K3 consented) + WKN Proposed Development operational 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 Baseline (including K3 consented) + WKN Proposed Development operational 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 queuing 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

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 (including K3 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
2024 Baseline (including K3 consented) + 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	4.95	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						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
2031 Baseline (including K3 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 Baseline (including K3 consented) + 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	4.94	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

2017 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 (including K3 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 (including K3 consented) + WKN Proposed Development operational 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 Rd	52.8	310.97	1.15	5.2	33.79	0.85
2031 Baseline (including K3 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

2017 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 Baseline (including K3 consented) + WKN Proposed Development operational 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 Rd	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

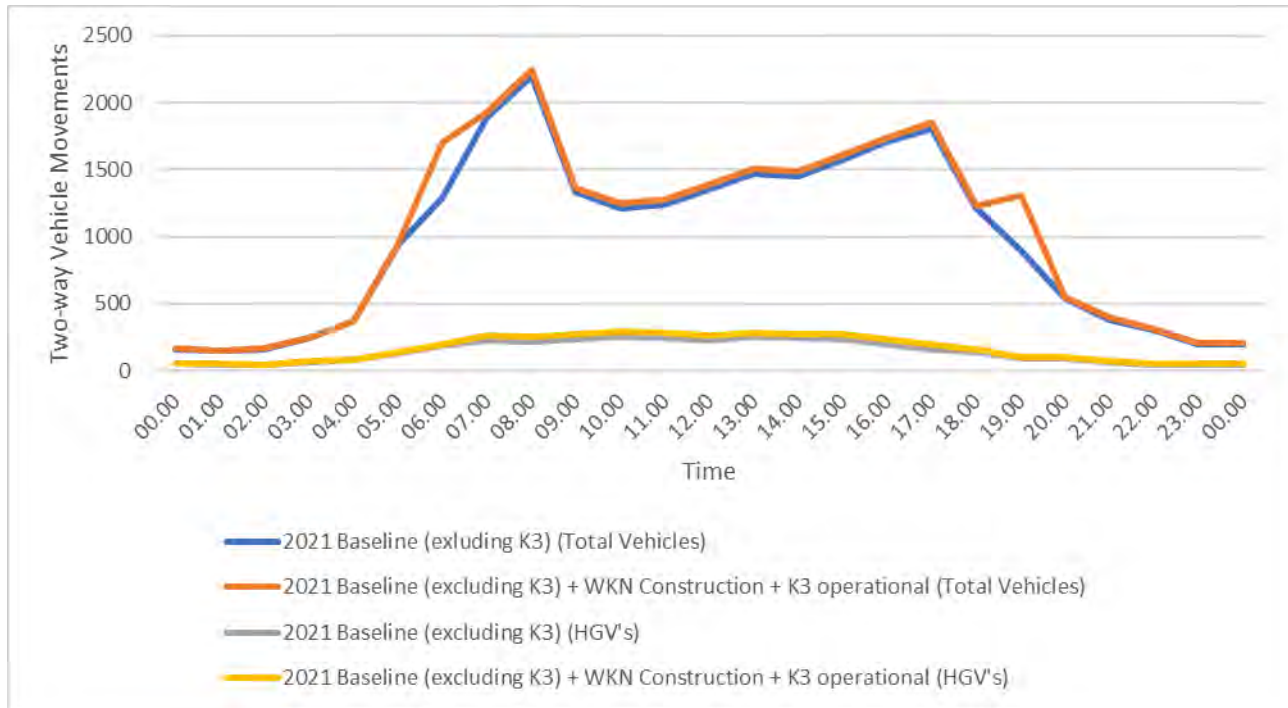
- 10.1 This Transport Assessment section assesses the effects of the operational traffic flows generated by the K3 Proposed Development in conjunction with the construction and operational traffic flows generated by WKN Proposed Development. A CTMP was prepared as part of the construction of K3 and set 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.
- 10.3 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.



10.8 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		
	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		
	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.

10.12 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		
	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

10.13 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.
- 10.16 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.
- 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 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 (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			PM		
	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.

10.22 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 + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows						
	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 + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows						
	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

10.23 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

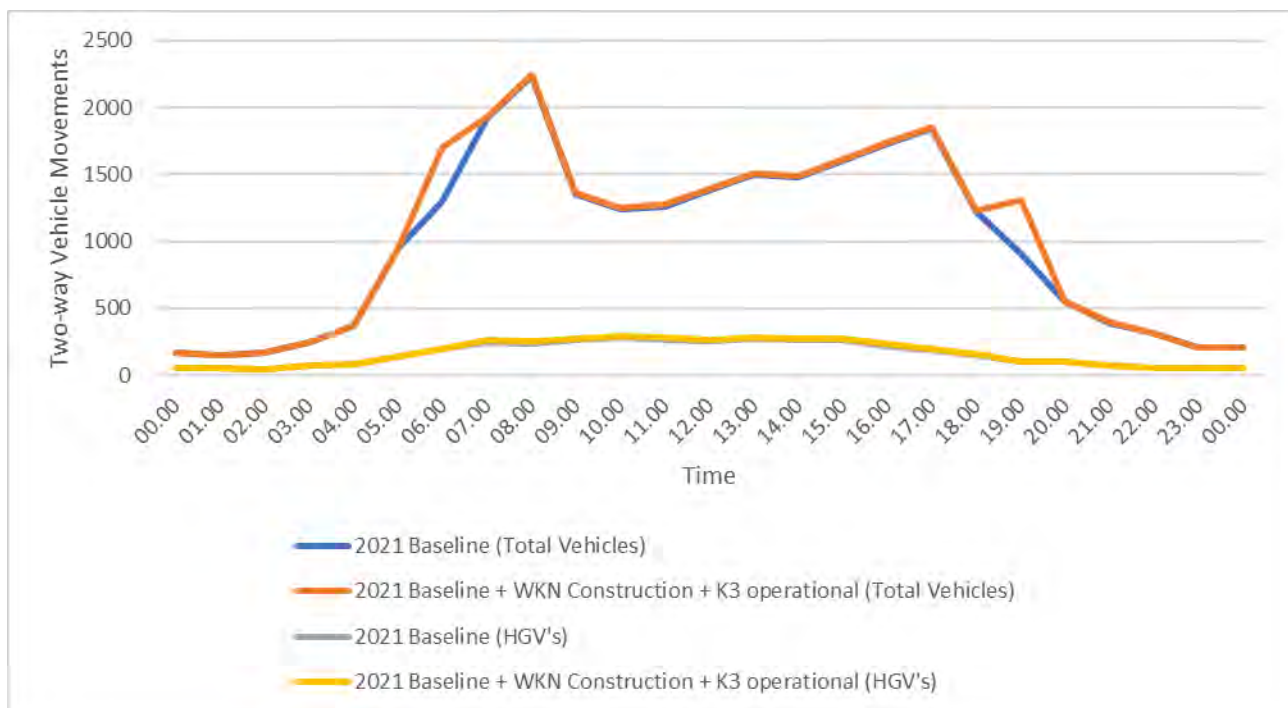
Introduction

- 11.1 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.
- 11.3 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

11.10 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		
	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		
	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		
	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.

11.22 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)

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
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		
	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.

11.25 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 HGVS 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.

11.28 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 HGVS movements generated by the K4 peak construction, K3 Proposed Development and WKN Proposed Development.

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

Weekday Average HGVS Movements								
Time Begin	K4 Peak Construction		K3 Proposed Development		WKN Proposed Development		Total	
	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.
- 11.33 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.
- 11.35 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

- 12.1 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.
- 12.2 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

Operational

- 12.3 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		
	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.
- 12.7 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

Link	% Impact		
	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%.
- 12.9 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

Link	% Impact		
	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		
	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.

12.17 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		
	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.

12.21 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		
	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		
	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%.
- 12.23 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.
- 12.25 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		
	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%.

12.27 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		
	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 Way	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%.

12.29 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.

12.31 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		
	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%.
- 12.33 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.
- 12.35 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		
	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.

12.41 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

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

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
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 (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative development 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
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
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
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
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) + 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	0.2	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
2031 Baseline (including K3 consented) + cumulative development 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
2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative 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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative 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 + WKN Proposed Development operational traffic flows + cumulative 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 (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
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 + cumulative 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

12.43

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.

Table 12.12: Barge Way South / Fleet End / Barge Way East Roundabout

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

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 Baseline (including 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	4.95	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 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative 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 (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
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 (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative 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	0.8	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 (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
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
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
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
2031 Baseline (excluding K3 consented) + CUMULATIVE DEVELOPMENT TRAFFIC FLOWS						
	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 Baseline (including K3 consented) + cumulative development traffic flows						
	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 Baseline (excluding K3 consented) + K3 Proposed Development operational 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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational 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 (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative traffic flows						
	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 (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
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
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
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

- 12.45 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, 1.10, 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.
- 12.47 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.
- 12.48 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, 1.20, 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 Baseline (excluding K3 consented) + cumulative development						
	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 Baseline (including K3 consented) + cumulative development						
	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 consented) + K3 Proposed Development operational traffic flows + cumulative development traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	95.1	409.50	1.20	156.2	702.80	1.35
North Grovehurst Rd	46.7	404.72	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	6.07	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	135.9	773.65	1.34	8.3	48.89	0.91
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)	95.1	409.50	1.20	156.2	702.80	1.35
North	46.7	404.72	1.19	1.1	14.88	0.52

2024 Baseline (excluding K3 consented) + cumulative development						
	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 (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative traffic flows						
	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 (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)	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 Baseline (excluding K3 consented) + cumulative development						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
South Grovehurst Rd	138.2	791.02	1.34	8.4	49.32	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)	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 Baseline (excluding K3 consented) + cumulative development						
	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 Baseline (including K3 consented) + cumulative development						
	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 Baseline (excluding K3 consented) + cumulative development						
	AM			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 consented) + K3 Proposed Development operational traffic flows + cumulative traffic flows						
	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	250.0	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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative traffic flows						
	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 Baseline (excluding K3 consented) + cumulative development						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
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)	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 (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)	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
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)	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	0.3	3.14	0.25	0.6	3.59	0.37

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

- 12.49 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.
- 12.50 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 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.
- 12.51 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, 2.93, 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.
- 12.54 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 Baseline (excluding K3 consented) + cumulative development						
	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 Baseline (including K3 consented) + cumulative development						
	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 consented) + 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

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

- 12.55 **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, K3 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.

12.58 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 the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.83, 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

- 13.1 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.
- 13.2 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

- 13.5 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

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 (excluding K3 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

2017 Observed						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
2024 Baseline (including K3 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 Baseline (excluding K3 consented) + cumulative development						
	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 Baseline (including K3 consented) + cumulative development						
	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 consented) + K3 Proposed Development operational 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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC

2017 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
2024 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative development 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 (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
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 (including K3 consented) + WKN Proposed Development operational 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 (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative development traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.14	0.08	0.1	3.97	0.10

2017 Observed						
	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 (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	5.16	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 (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	5.16	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 (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
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 (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
Access (S)	0.1	5.16	0.08	0.1	4.04	0.11

2017 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 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 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 Baseline (excluding K3 consented) + cumulative development						
	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 Baseline (including K3 consented) + cumulative development						
	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 (excluding K3 consented) + K3 Proposed Development operational traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC

2017 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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational 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
2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative 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
2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative 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
2031 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Access (S)	0.1	5.14	0.08	0.1	3.97	0.10

2017 Observed						
	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
2031 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative 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
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	5.16	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 (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	5.16	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 (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
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

2017 Observed						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Road	0.1	4.75	0.12	0.1	3.37	0.10
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
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

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 queuing on the four arms.

13.9 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 consented)						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Barge Way E	0.1	4.08	0.13	0.2	3.66	0.19

2017 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 Baseline (excluding K3 consented) + Cumulative Development						
	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						
	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 consented) + K3 Proposed Development operational 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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational 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

2017 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 consented) + K3 Proposed Development operational traffic flows + cumulative development 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 (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
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 (including K3 consented) + WKN Proposed Development operational 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 (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative 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

2017 Observed						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
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	4.26	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 (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	4.26	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 (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
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	4.43	0.09
Private Access	0.0	6.05	0.04	0.0	6.01	0.04
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
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	4.43	0.09
Private Access	0.0	6.05	0.04	0.0	6.01	0.04
2031 Baseline (excluding K3 consented)						

2017 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 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 Baseline (excluding K3 consented) + Cumulative Development						
	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 consented) + Cumulative Development						
	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 consented) + K3 Proposed Development operational 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

2017 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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational 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
2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative development 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
2031 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
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 (including K3 consented) + WKN Proposed Development operational 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

2017 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 (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	4.26	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 (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	4.26	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 (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
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

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

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 (excluding K3 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 (including K3 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

2017 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 (excluding K3 consented) + 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	0.7	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 (including K3 consented) + 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	0.7	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 Baseline (excluding K3 consented) + 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	4.89	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 (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	4.89	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 (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative development traffic flows						

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	0.7	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 (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
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 (including K3 consented) + 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	4.95	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 (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative 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	0.8	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 (excluding K3 consented) + K3 Proposed Development operational traffic flows + WKN Proposed Development operational traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC

2017 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 (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
	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 (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
	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
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
	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 consented)						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
	Queue	Delay	RFC	Queue	Delay	RFC

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	0.7	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 (including K3 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 Baseline (excluding K3 consented) + Cumulative Development						
	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 Baseline (including K3 consented) + Cumulative Development						
	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 Baseline (excluding K3 consented) + 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	4.89	0.42	5.5	17.80	0.85

2017 Observed						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
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
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	4.89	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
2031 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.87	0.15	0.2	5.10	0.13
Swale Way South	0.8	5.29	0.44	7.9	26.15	0.90
Swale Way West	162.9	400.97	1.20	1.5	6.89	0.61
Barge Way	0.7	11.00	0.41	0.7	6.53	0.41
2031 Baseline (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
Private Access	0.2	7.87	0.15	0.2	5.10	0.13
Swale Way South	0.8	5.29	0.44	7.9	26.15	0.90
Swale Way West	162.9	400.97	1.20	1.5	6.89	0.61
Barge Way	0.7	11.00	0.41	0.7	6.53	0.41
2031 Baseline (including K3 consented) + 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	4.95	0.43	5.9	19.25	0.86
Swale Way West	93.9	200.35	1.11	1.4	6.51	0.58
Barge Way	0.7	10.56	0.42	0.7	6.45	0.42
2031 Baseline (including K3 consented) + WKN Proposed Development operational traffic flows + cumulative						

2017 Observed						
	AM			PM		
	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 (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	4.98	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 (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	4.98	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 (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
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
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

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

- 13.12 **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).
- 13.13 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.
- 13.14 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, 1.11, 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, 0.85, 0.86, 0.87 and 0.87.
- 13.15 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, 1.11, 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, 0.85, 0.86, 0.87 and 0.87.
- 13.16 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).
- 13.17 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.

- 13.18 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, 1.11, 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, 0.85, 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)

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 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 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

2017 Observed						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
2024 Baseline (including K3 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		
	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 Baseline (including K3 consented) + Cumulative Development						
	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

2017 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 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic 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
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 (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)	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 (excluding K3 consented) + K3 Proposed Development operational traffic flows + cumulative development traffic flows						

2017 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 (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)	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 (including K3 consented) + WKN Proposed Development operational traffic flows						
	AM			PM		
	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		
	Queue	Delay	RFC	Queue	Delay	RFC

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

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 Baseline (including K3 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
2031 Baseline (excluding K3 consented) + Cumulative Development						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC

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 Baseline (including K3 consented) + Cumulative Development						
	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 Baseline (excluding K3 consented) + K3 Proposed Development operational traffic 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

2017 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 (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)	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 consented) + K3 Proposed Development operational traffic flows + cumulative traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	241.8	973.55	1.39	442.7	1877.99	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 (including K3 consented) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North	241.8	973.55	1.39	442.7	1877.99	1.71

2017 Observed						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
A249 offslip (NB)						
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 (including K3 consented) + WKN Proposed Development operational traffic flows						
	AM			PM		
	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
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	896.9	4049.07	2.28
South Grovehurst Rd	52.9	311.92	1.15	5.2	33.97	0.85
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)	255.2	1039.63	1.41	457.6	1944.49	1.72
North Grovehurst Rd	337.8	2618.60	1.82	2.7	23.25	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	3.97	0.49
South A249 offslip (SB)	189.4	1518.75	1.54	4.2	27.07	0.82

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						
	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 (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

13.20 **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).

13.21 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.

- 13.22 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, K3 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.
- 13.24 In the 2031 baseline scenario the A249 off-slip (Southbound) arm is predicted to operate with an RFC of 1.48 (excluding K3 consented) 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).
- 13.25 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.
- 13.26 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.
- 13.27 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 the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.53, 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 Baseline (excluding K3 consented) + Cumulative Development						
	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 Baseline (including K3 consented) + Cumulative Development						
	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 consented) + K3 Proposed Development operational traffic flows + cumulative development traffic flows						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
North A249 offslip (NB)	10.0	38.67	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

2024 Baseline (excluding K3 consented) + Cumulative Development						
	AM			PM		
	Queue	Delay	RFC	Queue	Delay	RFC
South Swale Way	3.9	19.12	0.80	303.7	1016.81	1.49
South Grovehurst Rd	14.2	65.49	0.97	3.2	18.33	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	38.67	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	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	436.71	1.36	1.4	9.95	0.60
South Swale Way	3.9	19.12	0.80	303.7	1016.81	1.49
South Grovehurst Rd	14.2	65.49	0.97	3.2	18.33	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)	11.6	44.27	0.94	31.8	110.14	1.03
North Grovehurst Rd	3.4	26.39	0.79	0.6	7.78	0.36
North B2005 – Link	0.5	3.23	0.33	0.7	3.58	0.42
South B2005 – Link	3.2	8.35	0.77	1.2	4.30	0.54
South A249 offslip (SB)	90.5	473.50	1.40	1.5	10.18	0.60
South Swale Way	4.2	20.33	0.82	322.9	1075.07	1.51
South Grovehurst Rd	16.2	73.59	0.98	3.3	18.52	0.78
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

2024 Baseline (excluding K3 consented) + Cumulative Development						
	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
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)	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 Baseline (excluding K3 consented) + Cumulative Development						
	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 Baseline (excluding K3 consented) + Cumulative Development						
	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 Baseline (including K3 consented) + Cumulative Development						
	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 consented) + K3 Proposed Development operational traffic flows + cumulative traffic flows						
	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) + the Practical Effects of the K3 Proposed Development operational traffic flows + cumulative traffic flows						
	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						
	AM			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.
- 13.29 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 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.

- 13.31 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 the A249 off-slip (Southbound) arm is predicted to operate with respective RFCs of 1.83, 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, 1.76 and 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.
- 13.33 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.
- 14.4 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.
- 14.7 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.
- 14.15 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.
- 14.22 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.
- 14.25 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.

- 14.26 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.
- 14.35 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.

- 14.36 **Table 14.1** therefore also calculates the daily variation along Swale Way on a Tuesday to Friday as 208 vehicle movements per hour.
- 14.37 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.
- 14.38 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.
- 14.39 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.
- 14.40 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.
- 14.41 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.
- 14.42 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.
- 14.43 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.

14.49 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.

14.50 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

14.52 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

	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
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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	2031 Baseline + K3 + WKN + Cumulative
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

- 14.54 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).
- 14.56 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.
- 14.63 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.
- 14.67 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).

14.75 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

14.76 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.

14.78 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

	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	1.21	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

- 14.87 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.
- 14.89 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.
- 14.90 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.
- 14.95 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

- 14.97 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.
- 14.99 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	2031 Baseline + K3 + WKN + Cumulative
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	2031 Baseline + K3 + WKN + Cumulative
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)	-	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.
- 14.126 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

- 15.1 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.
- 15.2 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).
- 15.3 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.
- 15.5 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.
- 15.8 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.
- 15.9 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.

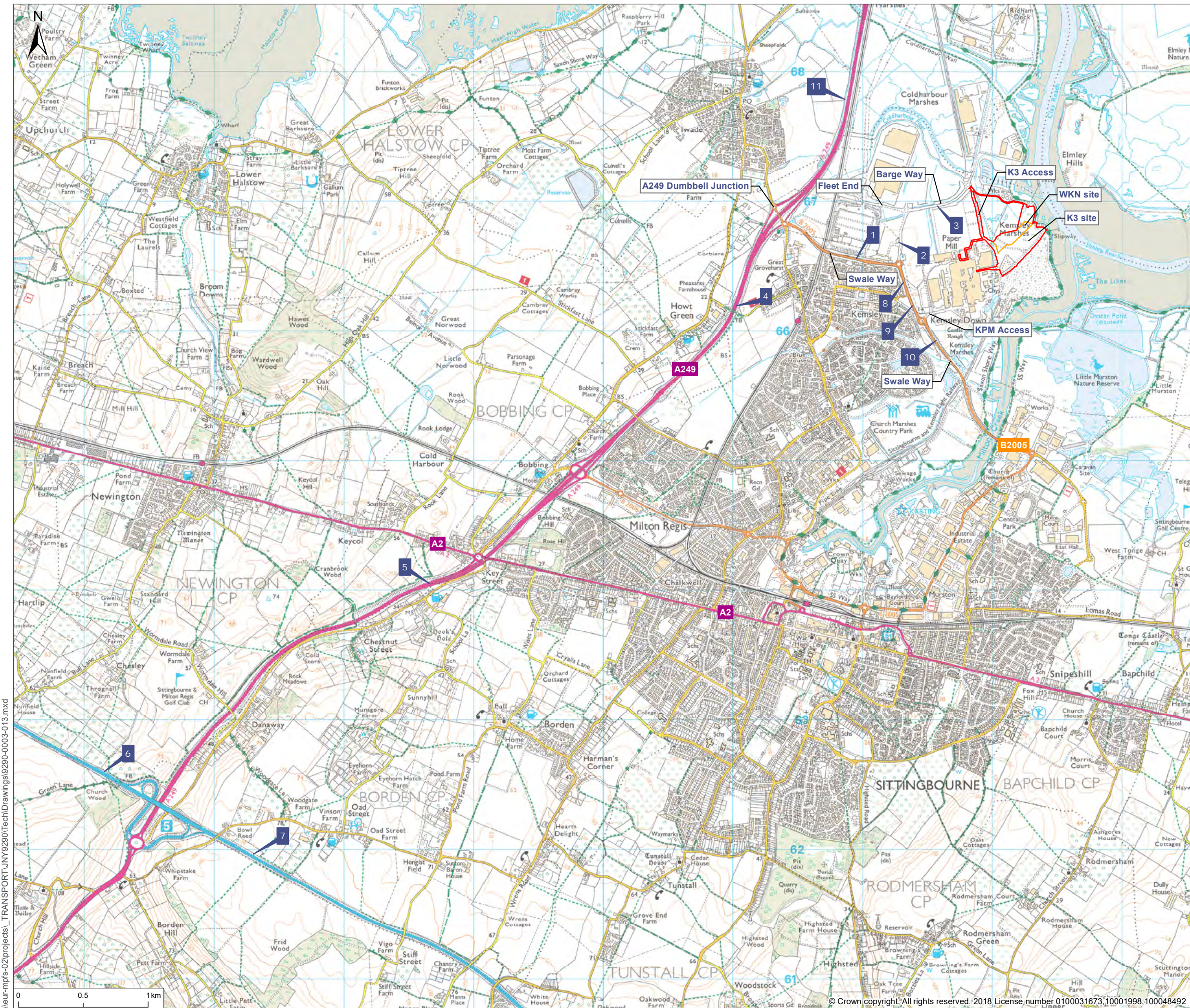
15.14 From the analysis of the traffic volumes and impact, it is considered that the K3 Proposed Development and / or the WKN Proposed Development would not result in an unacceptable or a severe impact upon the operation of the transport network.

FIGURES

Figure 1 Site Location Plan

Figure 2 Local Highway PIA Plan

Figure 3 Strategic Network PIA Plan



Legend

- DCO Boundary
- 1 Road Link

Road Link ID	Road Link/Description
1	Swale Way East of B2005 Grovehurst Roundabout
2	Barge Way North of Swale Roundabout
3	Barge Way, East of Fleet End Roundabout
4	A249 South of Swale Way Junction
5	A249 between the A2 and M2
6	M2 West
7	M2 East
8	Swale Way north of Reams Way Junction
9	Swale Way south of Reams Way Junction
10	Swale Way south of Ridham Avenue Roundabout
11	A249, North of Swale Way Junction

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Client **Wheelabrator Technologies Inc**
 Project **K3 and WKN DCO**
 Title **Site Location**

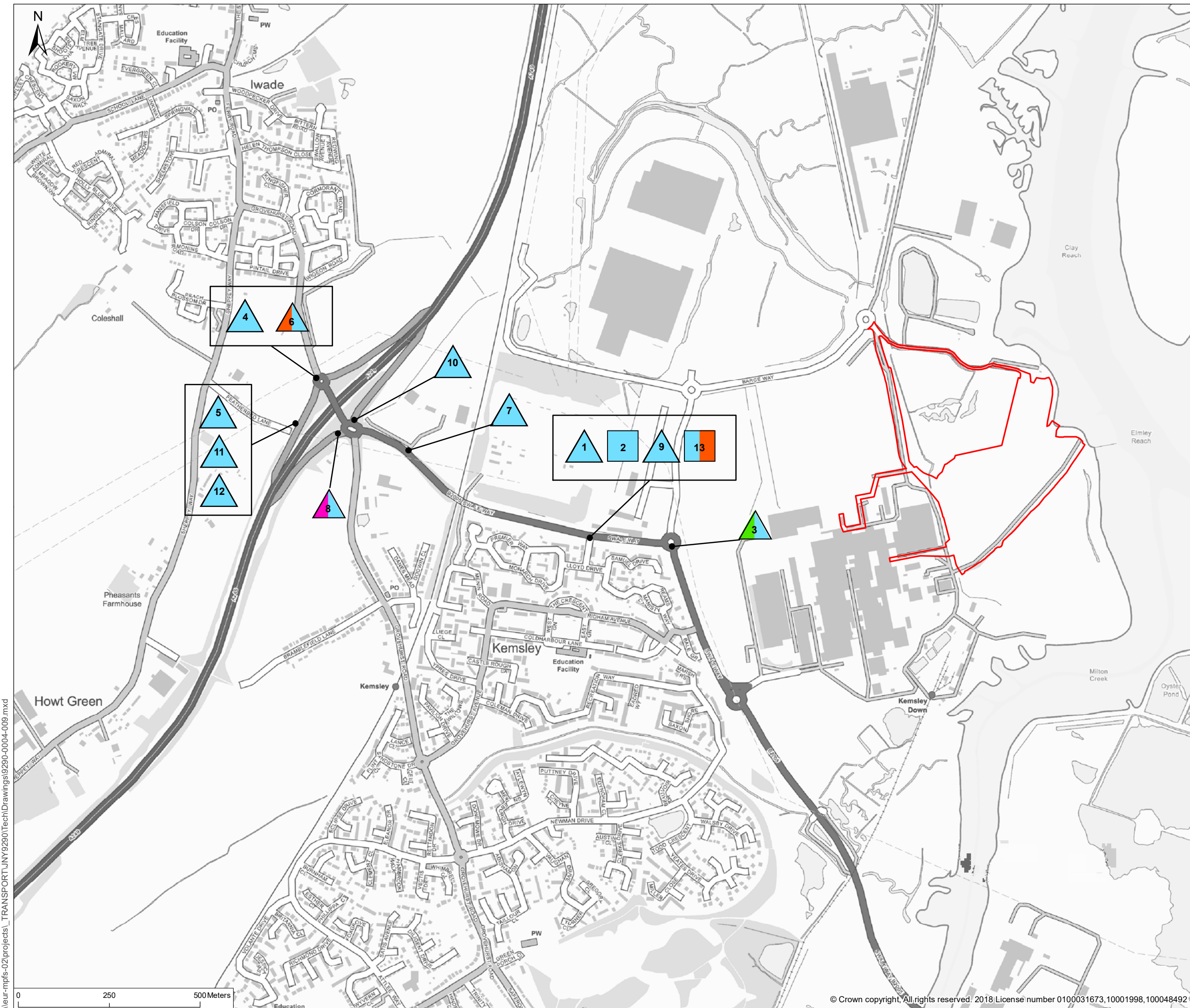
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Figure Number
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Legend

DCO Boundary

Severity of accident:

- △ Slight injury
- Serious injury
- Fatal injury

Accident involving:

- Car
- Goods vehicle
- Motorcycle
- Pedestrian

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Client **Wheelabrator Technologies Inc**
 Project **K3 and WKN DCO**
 Title **Summary of Personal Injury Accidents (1st January 2013 to 31st December 2017)**

Status	Drawn By:	PM/Checked By
SUBMISSION	CR	AS
Job Ref	Scale @ A3	Date Created
JNY9290	1:10,000	SEPT 2019

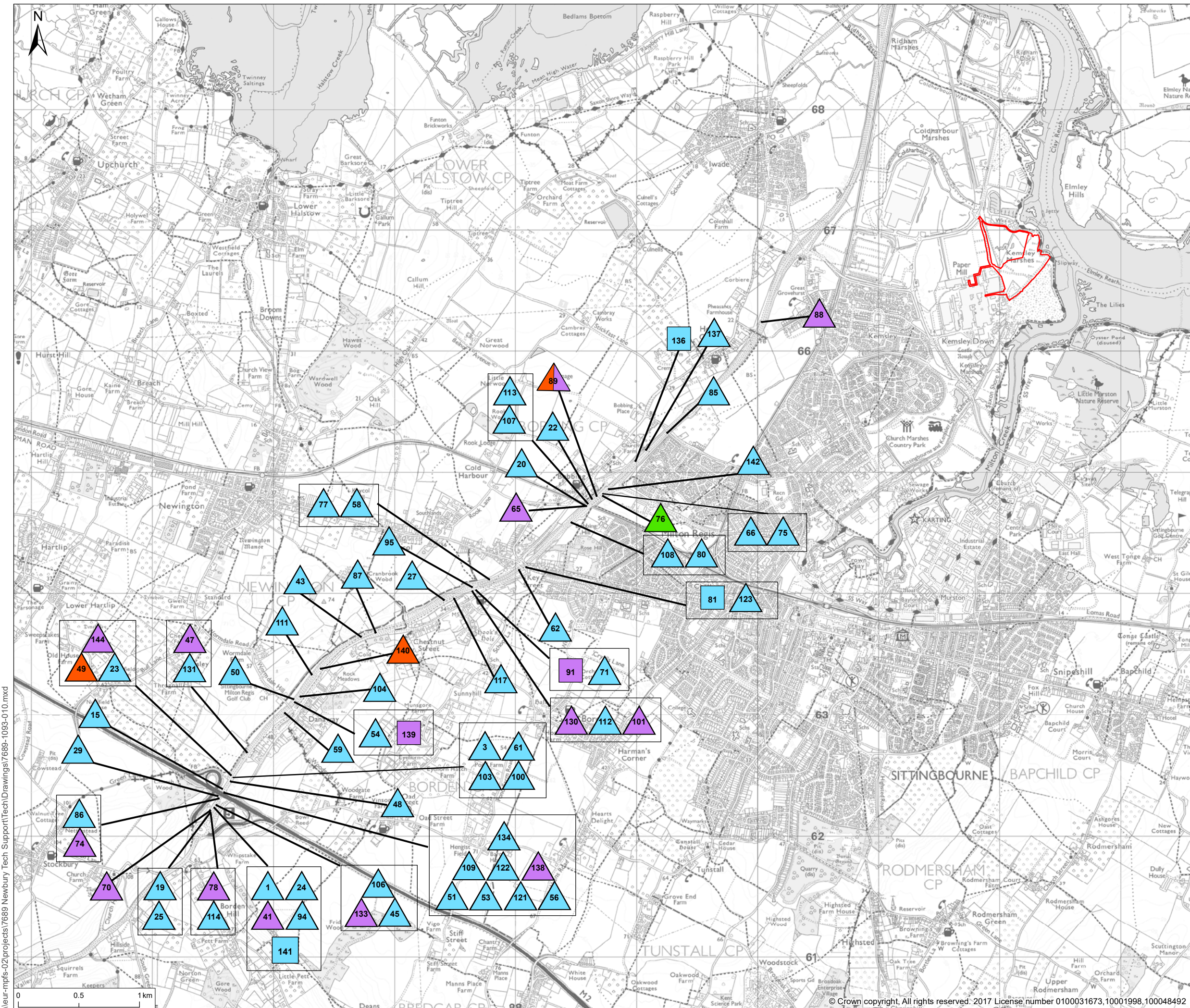
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4.2

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Legend

- DCO Boundary

Severity of accident:

- △ Slight injury
- Serious injury
- Fatal injury

Accident involving:

- Car
- Goods vehicle
- Motorcycle
- Pedal cycle
- Agricultural vehicle

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RPS **dho** **Wheelabrator TECHNOLOGIES**

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Client	Wheelabrator Technologies Inc	
Project	K3 and WKN DCO	
Title	Summary of Personal Injury Accidents (1st April 2011 to 31st March 2016)	
Status	Drawn By:	PM/Checked By
SUBMISSION	CR	CM
Job Ref	Scale @ A3	Date Created
JNY9290	1:30,000	SEPT 2019
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APPENDICES

APPENDIX A: RAW TRAFFIC SURVEY DATA

Site Name	Report Date	Time Period Ending	Time Interval	0 - 520 cm	521 - 660 cm	661 - 1160 cm	1160+ cm	0 - 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	56 - 60 mph	61 - 70 mph	71 - 80 mph	80+ mph	Avg mph	Total Volume	
A249/B646A	01/06/2017 00:00	00:14:00	0	29	4	2	11																32	46
A249/B646A	01/06/2017 00:00	00:29:00	1	21	2	1	8																32	32
A249/B646A	01/06/2017 00:00	00:44:00	2	19	3	2	15																34	39
A249/B646A	01/06/2017 00:00	00:59:00	3	16	2	1	10																34	29
A249/B646A	01/06/2017 00:00	01:14:00	4	29	2	1	11																30	40
A249/B646A	01/06/2017 00:00	01:29:00	5	26	3	2	10																31	41
A249/B646A	01/06/2017 00:00	01:44:00	6	25	2	2	11																30	40
A249/B646A	01/06/2017 00:00	01:59:00	7	29	2	1	8																31	41
A249/B646A	01/06/2017 00:00	02:14:00	8	16	4	2	7																31	29
A249/B646A	01/06/2017 00:00	02:29:00	9	19	3	2	5																30	29
A249/B646A	01/06/2017 00:00	02:44:00	10	20	0	3	14																30	37
A249/B646A	01/06/2017 00:00	02:59:00	11	22	2	2	8																31	34
A249/B646A	01/06/2017 00:00	03:14:00	12	18	2	2	7																32	29
A249/B646A	01/06/2017 00:00	03:29:00	13	25	3	3	10																31	40
A249/B646A	01/06/2017 00:00	03:44:00	14	29	1	4	16																29	50
A249/B646A	01/06/2017 00:00	03:59:00	15	32	1	0	19																30	52
A249/B646A	01/06/2017 00:00	04:14:00	16	31	0	0	12																31	33
A249/B646A	01/06/2017 00:00	04:29:00	17	41	5	3	14																32	63
A249/B646A	01/06/2017 00:00	04:44:00	18	35	4	1	18																31	58
A249/B646A	01/06/2017 00:00	04:59:00	19	63	7	18																	32	92
A249/B646A	01/06/2017 00:00	05:14:00	20	63	3	6	19																31	91
A249/B646A	01/06/2017 00:00	05:29:00	21	87	11	7	14																31	119
A249/B646A	01/06/2017 00:00	05:44:00	22	125	6	8	24																32	163
A249/B646A	01/06/2017 00:00	05:59:00	23	105	14	6	30																32	155
A249/B646A	01/06/2017 00:00	06:14:00	24	121	13	9	20																32	163
A249/B646A	01/06/2017 00:00	06:29:00	25	159	19	18	20																32	215
A249/B646A	01/06/2017 00:00	06:44:00	26	251	24	18	46																31	349
A249/B646A	01/06/2017 00:00	06:59:00	27	333	34	26	50																31	443
A249/B646A	01/06/2017 00:00	07:14:00	28	364	38	22	32																31	456
A249/B646A	01/06/2017 00:00	07:29:00	29	440	3	36	28																31	545
A249/B646A	01/06/2017 00:00	07:44:00	30	451	35	39	31																31	556
A249/B646A	01/06/2017 00:00	07:59:00	31	443	39	41	40																30	563
A249/B646A	01/06/2017 00:00	08:14:00	32	397	37	35	42																31	37
A249/B646A	01/06/2017 00:00	08:29:00	33	377	30	28	37																31	472
A249/B646A	01/06/2017 00:00	08:44:00	34	386	32	32	38																31	488
A249/B646A	01/06/2017 00:00	08:59:00	35	247	37	32	37																31	469
A249/B646A	01/06/2017 00:00	09:14:00	36	275	27	36	43																30	381
A249/B646A	01/06/2017 00:00	09:29:00	37	266	27	22	40																31	355
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A249/B646A	01/06/2017 00:00	09:59:00	39	258	24	32	42																30	356
A249/B646A	01/06/2017 00:00	10:14:00	40	300	36	40	38																30	414
A249/B646A	01/06/2017 00:00	10:29:00	41	282	33	27	39																31	381
A249/B646A	01/06/2017 00:00	10:44:00	42	315	28	33	44																30	420
A249/B646A	01/06/2017 00:00	10:59:00	43	337	33	26	44																30	440
A249/B646A	01/06/2017 00:00	11:14:00	44	315	36	15	40																30	416
A249/B646A	01/06/2017 00:00	11:29:00	45	308	28	32	37																30	405
A249/B646A	01/06/2017 00:00	11:44:00	46	324	33	40	53																30	450
A249/B646A	01/06/2017 00:00	11:59:00	47	356	39	46	37																32	479
A249/B646A	01/06/2017 00:00	12:14:00	48	351	30	41	35																30	457
A249/B646A	01/06/2017 00:00	12:29:00	49	360	31	33	39																30	463
A249/B646A	01/06/2017 00:00	12:44:00	50	328	34	39	35																30	435
A249/B646A	01/06/2017 00:00	12:59:00	51	340	31	28	46																30	445
A249/B646A	01/06/2017 00:00	13:14:00	52	357	32	35	40																30	464
A249/B646A	01/06/2017 00:00	13:29:00	53	247	29	28	44																31	448
A249/B646A	01/06/2017 00:00	13:44:00	54	396	34	31	36																30	497
A249/B646A	01/06/2017 00:00	13:59:00	55	382	31	26	38																31	477
A249/B646A	01/06/2017 00:00	14:14:00	56	381	40	41	54																30	516
A249/B646A	01/06/2017 00:00	14:29:00	57	408	35	36	45																30	522
A249/B646A	01/06/2017 00:00	14:44:00	58	418	36	36	40																30	530
A249/B646A	01/06/2017 00:00	14:59:00	59	405	43	33	38																30	519
A249/B646A	01/06/2017 00:00	15:14:00	60	466	43	51	42																30	588
A249/B646A	01/06/2017 00:00	15:29:00	61	473	38	32	42																30	585
A249/B646A	01/06/2017 00:00	15:44:00	62	491	43	26	46																31	606
A249/B646A	01/06/2017 00:00	15:59:00	63	499	50	31	37																31	617
A249/B646A	01/06/2017 00:00	16:14:00	64	559	53	29	31																31	672
A249/B646A	01/06/2017 00:00	16:29:00	65	654	39	24	32																31	749
A249/B646A	01/06/2017 00:00	16:44:00	66	647	47	32	33																31	779
A249/B646A	01/06/2017 00:00	16:59:00	67	687	40	24	33																31	784
A249/B646A	01/06/2017 00:00	17:14:00	68	665	42	17	34																30	758
A249/B646A	01/06/2017 00:00	17:29:00	69	676	39	10	28																31	779
A249/B646A	01/06/2017 00:00	17:44:00	70	706	34	14	31																31	785
A249/B646A	01/06/2017 00:00	17:59:00	71	697	39	18	33																31	787
A249/B646A	01/06/2017 00:00	18:14:00	72	654	38	10	30																31	740
A249/B646A	01/06/2017 00:00	18:29:00	73	625	33	6	28																32	692
A249/B646A	01/06/2017 00:00	18:44:00	74	523	14	11	26				</													

A249/8646A	02/06/2017 00:00	20:44:00	82	240	5	5	17	32	267
A249/8646A	02/06/2017 00:00	20:59:00	83	213	5	4	11	32	233
A249/8646A	02/06/2017 00:00	21:14:00	84	209	6	5	12	32	229
A249/8646A	02/06/2017 00:00	21:29:00	85	220	5	6	16	32	247
A249/8646A	02/06/2017 00:00	21:44:00	86	183	1	6	14	32	204
A249/8646A	02/06/2017 00:00	21:59:00	87	159	8	5	20	32	191
A249/8646A	02/06/2017 00:00	22:14:00	88	184	2	1	11	31	198
A249/8646A	02/06/2017 00:00	22:29:00	89	172	8	1	9	33	190
A249/8646A	02/06/2017 00:00	22:44:00	90	151	0	0	10	32	206
A249/8646A	02/06/2017 00:00	22:59:00	91	143	3	6	6	32	158
A249/8646A	02/06/2017 00:00	23:14:00	92	137	1	1	12	31	151
A249/8646A	02/06/2017 00:00	23:29:00	93	131	3	10	3	31	147
A249/8646A	02/06/2017 00:00	23:44:00	94	129	5	3	13	30	150
A249/8646A	02/06/2017 00:00	23:59:00	95	114	3	2	16	30	135
A249/8646A	03/06/2017 00:00	00:29:00	1	82	2	0	9	31	57
A249/8646A	03/06/2017 00:00	00:44:00	2	74	2	3	10	31	89
A249/8646A	03/06/2017 00:00	00:59:00	3	50	1	2	7	30	60
A249/8646A	03/06/2017 00:00	01:14:00	4	35	2	0	7	29	44
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A249/8646A	03/06/2017 00:00	01:44:00	6	33	3	2	9	33	65
A249/8646A	03/06/2017 00:00	01:59:00	7	32	2	2	9	30	45
A249/8646A	03/06/2017 00:00	02:14:00	8	31	3	2	10	31	46
A249/8646A	03/06/2017 00:00	02:29:00	9	37	5	3	7	32	49
A249/8646A	03/06/2017 00:00	02:44:00	10	36	4	0	8	31	48
A249/8646A	03/06/2017 00:00	02:59:00	11	25	2	3	13	30	43
A249/8646A	03/06/2017 00:00	03:14:00	12	31	2	3	11	32	47
A249/8646A	03/06/2017 00:00	03:29:00	13	23	4	0	12	30	39
A249/8646A	03/06/2017 00:00	03:44:00	14	20	1	1	16	29	38
A249/8646A	03/06/2017 00:00	03:59:00	15	26	3	5	9	31	38
A249/8646A	03/06/2017 00:00	04:14:00	16	20	1	1	7	31	42
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A249/8646A	03/06/2017 00:00	04:44:00	18	24	4	2	5	33	33
A249/8646A	03/06/2017 00:00	04:59:00	19	27	3	5	9	32	44
A249/8646A	03/06/2017 00:00	05:14:00	20	39	5	1	15	31	60
A249/8646A	03/06/2017 00:00	05:29:00	21	41	11	4	14	32	70
A249/8646A	03/06/2017 00:00	05:44:00	22	45	2	7	17	32	101
A249/8646A	03/06/2017 00:00	05:59:00	23	74	6	3	19	32	102
A249/8646A	03/06/2017 00:00	06:14:00	24	63	9	7	15	32	94
A249/8646A	03/06/2017 00:00	06:29:00	25	116	8	12	12	32	122
A249/8646A	03/06/2017 00:00	06:44:00	26	126	10	8	19	32	163
A249/8646A	03/06/2017 00:00	06:59:00	27	123	11	5	19	32	158
A249/8646A	03/06/2017 00:00	07:14:00	28	96	6	12	2	32	136
A249/8646A	03/06/2017 00:00	07:29:00	29	110	12	7	16	32	145
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A249/8646A	03/06/2017 00:00	08:14:00	32	182	19	12	18	32	231
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A249/8646A	03/06/2017 00:00	08:44:00	34	203	14	15	15	32	247
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A249/8646A	03/06/2017 00:00	09:14:00	36	209	16	11	19	32	255
A249/8646A	03/06/2017 00:00	09:29:00	37	254	8	21	14	32	314
A249/8646A	03/06/2017 00:00	09:44:00	38	245	14	11	26	31	296
A249/8646A	03/06/2017 00:00	09:59:00	39	289	18	14	25	32	346
A249/8646A	03/06/2017 00:00	10:14:00	40	241	22	13	23	32	360
A249/8646A	03/06/2017 00:00	10:29:00	41	315	19	9	8	32	351
A249/8646A	03/06/2017 00:00	10:44:00	42	304	12	13	13	32	342
A249/8646A	03/06/2017 00:00	10:59:00	43	363	19	6	17	32	405
A249/8646A	03/06/2017 00:00	11:14:00	44	343	19	6	17	32	405
A249/8646A	03/06/2017 00:00	11:29:00	45	370	11	8	16	32	405
A249/8646A	03/06/2017 00:00	11:44:00	46	397	19	12	13	32	441
A249/8646A	03/06/2017 00:00	11:59:00	47	402	17	11	14	32	444
A249/8646A	03/06/2017 00:00	12:14:00	48	388	20	16	9	32	433
A249/8646A	03/06/2017 00:00	12:29:00	49	449	14	10	17	31	490
A249/8646A	03/06/2017 00:00	12:44:00	50	431	16	14	16	32	477
A249/8646A	03/06/2017 00:00	12:59:00	51	417	26	10	15	32	468
A249/8646A	03/06/2017 00:00	13:14:00	52	405	12	7	12	32	436
A249/8646A	03/06/2017 00:00	13:29:00	53	450	14	15	12	32	491
A249/8646A	03/06/2017 00:00	13:44:00	54	459	17	13	7	31	496
A249/8646A	03/06/2017 00:00	13:59:00	55	450	9	10	12	32	481
A249/8646A	03/06/2017 00:00	14:14:00	56	496	15	8	13	32	530
A249/8646A	03/06/2017 00:00	14:29:00	57	451	9	9	15	32	484
A249/8646A	03/06/2017 00:00	14:44:00	58	420	13	5	12	32	450
A249/8646A	03/06/2017 00:00	14:59:00	59	423	17	10	8	32	459
A249/8646A	03/06/2017 00:00	15:14:00	60	366	17	7	17	32	407
A249/8646A	03/06/2017 00:00	15:29:00	61	411	11	2	17	32	441
A249/8646A	03/06/2017 00:00	15:44:00	62	437	24	8	13	32	482
A249/8646A	03/06/2017 00:00	15:59:00	63	409	11	3	9	32	432
A249/8646A	03/06/2017 00:00	16:14:00	64	435	11	9	13	32	468
A249/8646A	03/06/2017 00:00	16:29:00	65	461	15	6	11	32	493
A249/8646A	03/06/2017 00:00	16:44:00	66	435	12	6	9	33	462
A249/8646A	03/06/2017 00:00	16:59:00	67	438	8	4	7	33	457
A249/8646A	03/06/2017 00:00	17:14:00	68	448	7	6	8	33	469
A249/8646A	03/06/2017 00:00	17:29:00	69	473	14	2	8	33	497
A249/8646A	03/06/2017 00:00	17:44:00	70	460	13	3	7	33	483
A249/8646A	03/06/2017 00:00	17:59:00	71	435	9	5	8	33	457
A249/8646A	03/06/2017 00:00	18:14:00	72	373	4	10	10	33	394
A249/8646A	03/06/2017 00:00	18:29:00	73	381	16	2	15	32	414
A249/8646A	03/06/2017 00:00	18:44:00	74	359	11	1	5	33	376
A249/8646A	03/06/2017 00:00	18:59:00	75	327	4	3	11	32	344
A249/8646A	03/06/2017 00:00	19:14:00	76	319	7	6	9	33	341
A249/8646A	03/06/2017 00:00	19:29:00	77	287	4	2	11	33	304
A249/8646A	03/06/2017 00:00	19:44:00	78	276	7	3	9	33	295
A249/8646A	03/06/2017 00:00	19:59:00	79	241	8	4	13	33	266
A249/8646A	03/06/2017 00:00	20:14:00	80	238	9	4	11	33	262
A249/8646A	03/06/2017 00:00	20:29:00	81	215	3	8	8	33	235
A249/8646A	03/06/2017 00:00	20:44:00	82	186	6	2	15	32	209
A249/8646A	03/06/2017 00:00	20:59:00	83	193	6	0	15	34	207
A249/8646A	03/06/2017 00:00	21:14:00	84	160	4	1	8	34	167
A249/8646A	03/06/2017 00:00	21:29:00	85	162	6	1	7	32	171
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A249/8646A	03/06/2017 00:00	21:59:00	87	153	3	1	8	33	165
A249/8646A	03/06/2017 00:00	22:14:00	88	143	2	3	12	32	160
A249/8646A	03/06/2017 00:00	22:29:00	89	177	0	0	8	32	185
A249/8646A	03/06/2017 00:00	22:44:00	90	180	2	7	8	32	193
A249/8646A	03/06/2017 00:00	22:59:00	91	136	3	2	4	33	145
A249/8646A	03/06/2017 00:00	23:14:00	92	183	4	1	12	32	200
A249/8646A	03/06/2017 00:00	23:29:00	93	127	2	3	4	34	134
A249/8646A	03/06/2017 00:00	23:44:00	94	134	3	1	5	32	143
A249/8646A	03/06/2017 00:00	23:59:00	95	108	2	2	5	33	117
A249/8646A	04/06/2017 00:00	00:14:00	0	139	2	1	3	33	125
A249/8646A	04/06/2017 00:00	00:29:00	1	93	1	1	3	33	99
A249/8646A	04/06/2017 00:00	00:44:00	2	69	4	2	9	31	84
A249/8646A	04/06/2017 00:00	00:59:00	3	58	1	0	5	31	64
A249/8646A	04/06/2017 00:00	01:14:00	4	68	4	0	5	32	77
A249/8646A	04/06/2017 00:00	01:29:00	5	57	1	0	9	32	67
A249/8646A	04/06/2017 00:00	01:44:00	6	50	4	0	4	31	58
A249/8646A	04/06/2017 00:00	01:59:00	7	48	3	5	7	32	53
A249/8646A	04/06/2017 00:00	02:14:00	8	37	3	1	5	32	46
A249/8646A	04/06/2017 00:00	02:29:00	9	42	1	0	2	34	45
A249/8646A	04/06/2017 00:00	02:44:00	10	28	1	0	1	33	33
A249/8646A	04/06/2017 00:00	02:59:00	11	29	1	0	4	33	34
A249/8646A	04/06/2017 00:00	03:14:00	12	18	3	2	5		

A249/8646A	04/06/2017 00:00	17:29:00	69	351	12	3	7	33	373
A249/8646A	04/06/2017 00:00	17:44:00	70	368	10	9	9	33	396
A249/8646A	04/06/2017 00:00	17:59:00	71	329	12	3	10	33	324
A249/8646A	04/06/2017 00:00	18:14:00	72	302	10	4	9	33	325
A249/8646A	04/06/2017 00:00	18:29:00	73	295	8	1	10	33	314
A249/8646A	04/06/2017 00:00	18:44:00	74	280	7	2	9	33	306
A249/8646A	04/06/2017 00:00	18:59:00	75	227	8	5	6	34	246
A249/8646A	04/06/2017 00:00	19:14:00	76	235	6	5	9	33	255
A249/8646A	04/06/2017 00:00	19:29:00	77	251	1	1	4	34	262
A249/8646A	04/06/2017 00:00	19:44:00	78	215	8	3	5	34	231
A249/8646A	04/06/2017 00:00	19:59:00	79	216	7	6	6	33	235
A249/8646A	04/06/2017 00:00	20:14:00	80	200	5	3	6	33	216
A249/8646A	04/06/2017 00:00	20:29:00	81	220	2	2	7	33	231
A249/8646A	04/06/2017 00:00	20:44:00	82	180	8	3	8	34	199
A249/8646A	04/06/2017 00:00	20:59:00	83	151	4	6	6	33	166
A249/8646A	04/06/2017 00:00	21:14:00	84	133	7	3	10	33	153
A249/8646A	04/06/2017 00:00	21:29:00	85	138	3	4	10	33	155
A249/8646A	04/06/2017 00:00	21:44:00	86	121	2	2	4	33	139
A249/8646A	04/06/2017 00:00	21:59:00	87	110	4	2	12	32	128
A249/8646A	04/06/2017 00:00	22:14:00	88	100	3	4	1	34	108
A249/8646A	04/06/2017 00:00	22:29:00	89	102	2	5	6	32	116
A249/8646A	04/06/2017 00:00	22:44:00	90	99	3	5	4	32	111
A249/8646A	04/06/2017 00:00	22:59:00	91	72	1	0	2	33	75
A249/8646A	04/06/2017 00:00	23:14:00	92	68	2	2	3	32	79
A249/8646A	04/06/2017 00:00	23:29:00	93	75	3	2	7	32	87
A249/8646A	04/06/2017 00:00	23:44:00	94	48	3	3	4	33	58
A249/8646A	04/06/2017 00:00	23:59:00	95	43	0	0	0	31	50
A249/8646A	05/06/2017 00:00	00:14:00	0	31	1	3	7	31	42
A249/8646A	05/06/2017 00:00	00:29:00	1	31	2	1	4	30	38
A249/8646A	05/06/2017 00:00	00:44:00	2	31	1	3	3	32	38
A249/8646A	05/06/2017 00:00	00:59:00	3	22	1	1	4	30	28
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A249/8646A	05/06/2017 00:00	01:59:00	7	15	6	0	1	32	22
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A249/8646A	05/06/2017 00:00	03:29:00	13	17	3	0	3	31	23
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A249/8646A	05/06/2017 00:00	03:59:00	15	25	2	0	8	31	52
A249/8646A	05/06/2017 00:00	04:14:00	16	35	1	2	10	31	48
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A249/8646A	05/06/2017 00:00	04:44:00	18	44	2	4	5	30	68
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A249/8646A	05/06/2017 00:00	05:29:00	21	105	5	12	3	32	133
A249/8646A	05/06/2017 00:00	05:44:00	22	134	8	6	16	32	164
A249/8646A	05/06/2017 00:00	05:59:00	23	126	11	3	11	33	151
A249/8646A	05/06/2017 00:00	06:14:00	24	129	9	12	7	32	167
A249/8646A	05/06/2017 00:00	06:29:00	25	164	23	11	27	32	225
A249/8646A	05/06/2017 00:00	06:44:00	26	286	25	16	35	32	362
A249/8646A	05/06/2017 00:00	06:59:00	27	338	28	28	29	32	424
A249/8646A	05/06/2017 00:00	07:14:00	28	421	31	31	35	31	508
A249/8646A	05/06/2017 00:00	07:29:00	29	505	50	19	37	31	611
A249/8646A	05/06/2017 00:00	07:44:00	30	533	35	31	32	30	631
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A249/8646A	05/06/2017 00:00	08:29:00	33	385	34	31	33	31	483
A249/8646A	05/06/2017 00:00	08:44:00	34	447	38	29	30	31	544
A249/8646A	05/06/2017 00:00	08:59:00	35	391	36	25	33	31	485
A249/8646A	05/06/2017 00:00	09:14:00	36	272	27	32	20	31	351
A249/8646A	05/06/2017 00:00	09:29:00	37	262	28	33	28	31	353
A249/8646A	05/06/2017 00:00	09:44:00	38	283	27	33	42	30	385
A249/8646A	05/06/2017 00:00	09:59:00	39	239	36	33	28	31	336
A249/8646A	05/06/2017 00:00	10:14:00	40	245	29	38	38	31	350
A249/8646A	05/06/2017 00:00	10:29:00	41	238	32	46	41	30	357
A249/8646A	05/06/2017 00:00	10:44:00	42	229	25	27	42	30	323
A249/8646A	05/06/2017 00:00	10:59:00	43	254	29	33	33	31	344
A249/8646A	05/06/2017 00:00	11:14:00	44	258	39	30	30	30	357
A249/8646A	05/06/2017 00:00	11:29:00	45	277	29	37	32	31	375
A249/8646A	05/06/2017 00:00	11:44:00	46	285	37	36	38	31	395
A249/8646A	05/06/2017 00:00	11:59:00	47	254	31	27	37	30	349
A249/8646A	05/06/2017 00:00	12:14:00	48	265	31	28	34	30	358
A249/8646A	05/06/2017 00:00	12:29:00	49	275	41	35	41	30	395
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A249/8646A	05/06/2017 00:00	12:59:00	51	290	29	38	44	30	401
A249/8646A	05/06/2017 00:00	13:14:00	52	293	35	28	29	31	394
A249/8646A	05/06/2017 00:00	13:29:00	53	312	20	28	38	31	398
A249/8646A	05/06/2017 00:00	13:44:00	54	322	39	35	51	30	447
A249/8646A	05/06/2017 00:00	13:59:00	55	307	30	38	39	31	414
A249/8646A	05/06/2017 00:00	14:14:00	56	307	36	42	42	31	403
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A249/8646A	05/06/2017 00:00	14:44:00	58	370	36	34	30	31	480
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A249/8646A	05/06/2017 00:00	15:14:00	60	335	44	29	47	31	455
A249/8646A	05/06/2017 00:00	15:29:00	61	422	37	33	44	31	536
A249/8646A	05/06/2017 00:00	15:44:00	62	452	40	32	32	31	568
A249/8646A	05/06/2017 00:00	15:59:00	63	497	43	31	47	31	618
A249/8646A	05/06/2017 00:00	16:14:00	64	541	42	35	23	31	641
A249/8646A	05/06/2017 00:00	16:29:00	65	521	38	29	43	31	628
A249/8646A	05/06/2017 00:00	16:44:00	66	652	48	22	34	31	756
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A249/8646A	05/06/2017 00:00	17:14:00	68	673	47	17	30	31	747
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A249/8646A	05/06/2017 00:00	17:44:00	70	698	42	9	35	31	784
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A249/8646A	05/06/2017 00:00	18:14:00	72	638	35	20	20	32	713
A249/8646A	05/06/2017 00:00	18:29:00	73	577	24	18	25	32	644
A249/8646A	05/06/2017 00:00	18:44:00	74	478	18	14	32	32	542
A249/8646A	05/06/2017 00:00	18:59:00	75	422	12	10	23	32	477
A249/8646A	05/06/2017 00:00	19:14:00	76	376	18	2	20	32	416
A249/8646A	05/06/2017 00:00	19:29:00	77	298	19	9	17	32	343
A249/8646A	05/06/2017 00:00	19:44:00	78	243	9	4	12	32	268
A249/8646A	05/06/2017 00:00	19:59:00	79	217	12	0	17	32	246
A249/8646A	05/06/2017 00:00	20:14:00	80	230	5	1	29	31	255
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A249/8646A	05/06/2017 00:00	20:44:00	82	171	10	1	8	32	190
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A249/8646A	05/06/2017 00:00	21:14:00	84	140	6	2	14	31	162
A249/8646A	05/06/2017 00:00	21:29:00	85	134	7	3	16	31	160
A249/8646A	05/06/2017 00:00	21:44:00	86	140	0	0	11	29	160
A249/8646A	05/06/2017 00:00	21:59:00	87	113	6	2	21	32	142
A249/8646A	05/06/2017 00:00	22:14:00	88	128	2	0	12	31	142
A249/8646A	05/06/2017 00:00	22:29:00	89	146	6	1	9	31	162
A249/8646A	05/06/2017 00:00	22:44:00	90	92	5	10	18	31	111
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A249/8646A	05/06/2017 00:00	23:14:00	92	65	1	2	8	31	76
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A249/									

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A249/8646A	08/06/2017 00:00	11:14:00	44	261	32	33	62	29	388
A249/8646A	08/06/2017 00:00	11:29:00	45	279	31	31	48	29	389
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A249/8646A	08/06/2017 00:00	11:59:00	47	282	27	29	36	31	374
A249/8646A	08/06/2017 00:00	12:14:00	48	305	39	20	27	30	401
A249/8646A	08/06/2017 00:00	12:29:00	49	307	41	25	53	30	426
A249/8646A	08/06/2017 00:00	12:44:00	50	313	32	52	46	30	443
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A249/8646A	08/06/2017 00:00	13:14:00	52	330	38	40	43	30	451
A249/8646A	08/06/2017 00:00	13:29:00	53	313	33	30	34	31	410
A249/8646A	08/06/2017 00:00	13:44:00	54	313	31	31	53	30	441
A249/8646A	08/06/2017 00:00	13:59:00	55	344	27	42	36	31	449
A249/8646A	08/06/2017 00:00	14:14:00	56	338	43	40	58	29	479
A249/8646A	08/06/2017 00:00	14:29:00	57	355	44	51	51	30	507
A249/8646A	08/06/2017 00:00	14:44:00	58	401	43	39	40	31	523
A249/8646A	08/06/2017 00:00	14:59:00	59	386	36	25	40	31	487
A249/8646A	08/06/2017 00:00	15:14:00	60	390	30	28	51	30	499
A249/8646A	08/06/2017 00:00	15:29:00	61	437	38	38	48	30	561
A249/8646A	08/06/2017 00:00	15:44:00	62	468	39	37	43	31	587
A249/8646A	08/06/2017 00:00	15:59:00	63	521	53	28	36	31	638
A249/8646A	08/06/2017 00:00	16:14:00	64	555	56	27	39	31	677
A249/8646A	08/06/2017 00:00	16:29:00	65	607	52	34	38	31	731
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A249/8646A	08/06/2017 00:00	16:59:00	67	705	40	21	35	31	801
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A249/8646A	08/06/2017 00:00	17:29:00	69	744	48	18	28	32	838
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A249/8646A	08/06/2017 00:00	17:59:00	71	733	38	10	27	31	808
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A249/8646A	08/06/2017 00:00	18:29:00	73	560	22	8	28	33	644
A249/8646A	08/06/2017 00:00	18:44:00	74	463	18	13	20	33	514
A249/8646A	08/06/2017 00:00	18:59:00	75	451	20	10	19	33	500
A249/8646A	08/06/2017 00:00	19:14:00	76	376	19	6	10	32	419
A249/8646A	08/06/2017 00:00	19:29:00	77	340	12	4	17	33	373
A249/8646A	08/06/2017 00:00	19:44:00	78	290	8	4	8	34	310
A249/8646A	08/06/2017 00:00	19:59:00	79	262	12	7	9	29	290
A249/8646A	08/06/2017 00:00	20:14:00	80	265	11	4	17	33	297
A249/8646A	08/06/2017 00:00	20:29:00	81	256	6	4	16	33	282
A249/8646A	08/06/2017 00:00	20:44:00	82	233	6	3	13	33	254
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A249/8646A	08/06/2017 00:00	21:14:00	84	165	10	5	13	33	193
A249/8646A	08/06/2017 00:00	21:29:00	85	186	8	2	9	33	205
A249/8646A	08/06/2017 00:00	21:44:00	86	161	2	1	22	32	186
A249/8646A	08/06/2017 00:00	21:59:00	87	127	5	3	13	30	148
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A249/8646A	08/06/2017 00:00	22:29:00	89	144	7	3	12	31	166
A249/8646A	08/06/2017 00:00	22:44:00	90	149	3	5	14	31	171
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A249/8646A	09/06/2017 00:00	01:14:00	4	26	0	1	16	28	43
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A249/8646A	09/06/2017 00:00	02:29:00	9	19	3	4	7	28	33
A249/8646A	09/06/2017 00:00	02:44:00	10	22	3	3	9	31	37
A249/8646A	09/06/2017 00:00	02:59:00	11	19	2	1	12	29	31
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A249/8646A	09/06/2017 00:00	03:44:00	14	13	6	1	10	30	14
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A249/8646A	09/06/2017 00:00	04:59:00	19	55	7	3	8	33	73
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A249/8646A	09/06/2017 00:00	05:29:00	21	74	10	4	16	31	104
A249/8646A	09/06/2017 00:00	05:44:00	22	137	6	13	25	31	181
A249/8646A	09/06/2017 00:00	05:59:00	23	118	12	10	28	32	168
A249/8646A	09/06/2017 00:00	06:14:00	24	112	9	5	25	30	151
A249/8646A	09/06/2017 00:00	06:29:00	25	206	19	19	32	32	276
A249/8646A	09/06/2017 00:00	06:44:00	26	275	32	31	32	32	352
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A249/8646A	09/06/2017 00:00	07:14:00	28	370	36	29	37	31	472
A249/8646A	09/06/2017 00:00	07:29:00	29	466	40	34	38	31	575
A249/8646A	09/06/2017 00:00	07:44:00	30	523	41	31	38	31	630
A249/8646A	09/06/2017 00:00	07:59:00	31	500	41	36	41	31	618
A249/8646A	09/06/2017 00:00	08:14:00	32	411	41	32	32	31	547
A249/8646A	09/06/2017 00:00	08:29:00	33	406	30	34	34	31	503
A249/8646A	09/06/2017 00:00	08:44:00	34	413	36	25	37	31	511
A249/8646A	09/06/2017 00:00	08:59:00	35	376	37	35	48	31	496
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A249/8646A	09/06/2017 00:00	09:29:00	37	275	54	29	39	31	397
A249/8646A	09/06/2017 00:00	09:44:00	38	273	31	31	46	31	381
A249/8646A	09/06/2017 00:00	09:59:00	39	272	34	34	43	31	380
A249/8646A	09/06/2017 00:00	10:14:00	40	239	24	24	44	30	331
A249/8646A	09/06/2017 00:00	10:29:00	41	244	31	30	48	30	353
A249/8646A	09/06/2017 00:00	10:44:00	42	268	30	36	36	31	361
A249/8646A	09/06/2017 00:00	10:59:00	43	258	33	40	28	31	359
A249/8646A	09/06/2017 00:00	11:14:00	44	252	40	29	30	30	351
A249/8646A	09/06/2017 00:00	11:29:00	45	254	24	21	25	30	344
A249/8646A	09/06/2017 00:00	11:44:00	46	296	31	27	41	30	395
A249/8646A	09/06/2017 00:00	11:59:00	47	298	37	30	37	30	402
A249/8646A	09/06/2017 00:00	12:14:00	48	336	47	39	41	29	444
A249/8646A	09/06/2017 00:00	12:29:00	49	311	34	38	35	29	418
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A249/8646A	09/06/2017 00:00	12:59:00	51	334	44	43	34	30	435
A249/8646A	09/06/2017 00:00	13:14:00	52	351	37	27	37	30	452
A249/8646A	09/06/2017 00:00	13:29:00	53	368	22	41	33	30	464
A249/8646A	09/06/2017 00:00	13:44:00	54	416	30	32	32	30	523
A249/8646A	09/06/2017 00:00	13:59:00	55	390	37	23	63	30	513
A249/8646A	09/06/2017 00:00	14:14:00	56	386	35	39	47	30	507
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A249/8646A	09/06/2017 00:00	14:44:00	58	434	37	49	41	31	541
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A249/8646A	09/06/2017 00:00	15:14:00	60	451	46	31	40	31	548
A249/8646A	09/06/2017 00:00	15:29:00	61	508	61	42	42	31	629
A249/8646A	09/06/2017 00:00	15:44:00	62	532	49	34	50	31	665
A249/8646A	09/06/2017 00:00	15:59:00	63	586	49	33	32	31	700
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A249/8646A	09/06/2017 00:00	16:29:00	65	627	43	22	41	31	733
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A249/8646A	09/06/								

A249/8646A	10/06/2017 00:00	07:44:00	30	158	17	10	15					32	200
A249/8646A	10/06/2017 00:00	07:59:00	31	210	10	4	20					33	244
A249/8646A	10/06/2017 00:00	08:14:00	32	193	13	8	9					34	221
A249/8646A	10/06/2017 00:00	08:29:00	33	191	12	15	24					32	242
A249/8646A	10/06/2017 00:00	08:44:00	34	222	15	13	24					31	274
A249/8646A	10/06/2017 00:00	08:59:00	35	223	19	10	20					32	270
A249/8646A	10/06/2017 00:00	09:14:00	36	230	19	11	10					33	270
A249/8646A	10/06/2017 00:00	09:29:00	37	226	16	9	12					32	263
A249/8646A	10/06/2017 00:00	09:44:00	38	260	15	16	16					31	312
A249/8646A	10/06/2017 00:00	09:59:00	39	278	16	11	22					31	327
A249/8646A	10/06/2017 00:00	10:14:00	40	257	13	10	13					32	293
A249/8646A	10/06/2017 00:00	10:29:00	41	313	11	8	11					32	345
A249/8646A	10/06/2017 00:00	10:44:00	42	319	20	15	18					31	372
A249/8646A	10/06/2017 00:00	10:59:00	43	315	23	5	16					32	359
A249/8646A	10/06/2017 00:00	11:14:00	44	365	15	8	10					32	399
A249/8646A	10/06/2017 00:00	11:29:00	45	337	21	11	10					31	379
A249/8646A	10/06/2017 00:00	11:44:00	46	421	18	6	14					32	459
A249/8646A	10/06/2017 00:00	11:59:00	47	375	5	4	14					33	398
A249/8646A	10/06/2017 00:00	12:14:00	48	387	21	6	15					31	429
A249/8646A	10/06/2017 00:00	12:29:00	49	450	23	12	12					32	497
A249/8646A	10/06/2017 00:00	12:44:00	50	430	22	7	17					32	476
A249/8646A	10/06/2017 00:00	12:59:00	51	419	25	11	18					32	473
A249/8646A	10/06/2017 00:00	13:14:00	52	424	18	8	13					31	463
A249/8646A	10/06/2017 00:00	13:29:00	53	428	16	9	11					32	464
A249/8646A	10/06/2017 00:00	13:44:00	54	413	13	3	9					33	438
A249/8646A	10/06/2017 00:00	13:59:00	55	465	20	6	8					32	499
A249/8646A	10/06/2017 00:00	14:14:00	56	395	14	4	14					32	427
A249/8646A	10/06/2017 00:00	14:29:00	57	419	11	7	11					32	448
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A249/8646A	10/06/2017 00:00	14:59:00	59	429	18	6	8					32	461
A249/8646A	10/06/2017 00:00	15:14:00	60	420	14	6	10					32	460
A249/8646A	10/06/2017 00:00	15:29:00	61	469	16	6	10					32	501
A249/8646A	10/06/2017 00:00	15:44:00	62	411	9	9	10					32	439
A249/8646A	10/06/2017 00:00	15:59:00	63	453	19	5	9					32	496
A249/8646A	10/06/2017 00:00	16:14:00	64	450	17	9	9					32	485
A249/8646A	10/06/2017 00:00	16:29:00	65	472	13	7	6					33	498
A249/8646A	10/06/2017 00:00	16:44:00	66	493	16	11	10					32	516
A249/8646A	10/06/2017 00:00	16:59:00	67	477	13	5	14					32	509
A249/8646A	10/06/2017 00:00	17:14:00	68	507	6	5	13					32	531
A249/8646A	10/06/2017 00:00	17:29:00	69	479	12	7	9					32	507
A249/8646A	10/06/2017 00:00	17:44:00	70	438	15	0	8					33	461
A249/8646A	10/06/2017 00:00	17:59:00	71	395	13	4	6					33	418
A249/8646A	10/06/2017 00:00	18:14:00	72	378	10	6	8					33	402
A249/8646A	10/06/2017 00:00	18:29:00	73	360	7	4	8					33	379
A249/8646A	10/06/2017 00:00	18:44:00	74	340	12	5	11					34	368
A249/8646A	10/06/2017 00:00	18:59:00	75	308	8	2	6					32	314
A249/8646A	10/06/2017 00:00	19:14:00	76	302	5	4	9					33	320
A249/8646A	10/06/2017 00:00	19:29:00	77	304	11	3	10					33	328
A249/8646A	10/06/2017 00:00	19:44:00	78	293	5	5	9					31	314
A249/8646A	10/06/2017 00:00	19:59:00	79	249	3	2	4					33	258
A249/8646A	10/06/2017 00:00	20:14:00	80	212	4	3	6					34	225
A249/8646A	10/06/2017 00:00	20:29:00	81	244	3	2	3					32	257
A249/8646A	10/06/2017 00:00	20:44:00	82	187	7	1	2					33	197
A249/8646A	10/06/2017 00:00	20:59:00	83	186	7	0	9					33	202
A249/8646A	10/06/2017 00:00	21:14:00	84	155	4	2	5					34	166
A249/8646A	10/06/2017 00:00	21:29:00	85	180	3	2	7					33	192
A249/8646A	10/06/2017 00:00	21:44:00	86	171	3	1	5					33	180
A249/8646A	10/06/2017 00:00	21:59:00	87	161	2	0	13					32	176
A249/8646A	10/06/2017 00:00	22:14:00	88	133	2	0	8					32	148
A249/8646A	10/06/2017 00:00	22:29:00	89	146	1	0	8					32	155
A249/8646A	10/06/2017 00:00	22:44:00	90	151	2	2	8					32	163
A249/8646A	10/06/2017 00:00	22:59:00	91	137	1	2	1					33	141
A249/8646A	10/06/2017 00:00	23:14:00	92	141	3	0	4					34	148
A249/8646A	10/06/2017 00:00	23:29:00	93	147	2	0	4					33	153
A249/8646A	10/06/2017 00:00	23:44:00	94	123	1	1	2					32	128
A249/8646A	10/06/2017 00:00	23:59:00	95	123	3	1	8					32	135
A249/8646A	11/06/2017 00:00	00:14:00	0	101	4	0	4					32	109
A249/8646A	11/06/2017 00:00	00:29:00	1	94	2	0	4					32	107
A249/8646A	11/06/2017 00:00	00:44:00	2	69	2	9	9					31	89
A249/8646A	11/06/2017 00:00	00:59:00	3	89	4	5	3					33	101
A249/8646A	11/06/2017 00:00	01:14:00	4	65	2	3	3					32	87
A249/8646A	11/06/2017 00:00	01:29:00	5	60	3	2	3					32	68
A249/8646A	11/06/2017 00:00	01:44:00	6	60	3	0	3					33	66
A249/8646A	11/06/2017 00:00	01:59:00	7	38	0	0	0					32	41
A249/8646A	11/06/2017 00:00	02:14:00	8	28	5	0	10					31	43
A249/8646A	11/06/2017 00:00	02:29:00	9	30	3	1	3					32	37
A249/8646A	11/06/2017 00:00	02:44:00	10	24	0	0	4					31	26
A249/8646A	11/06/2017 00:00	02:59:00	11	22	0	0	4					33	26
A249/8646A	11/06/2017 00:00	03:14:00	12	30	1	0	8					31	39
A249/8646A	11/06/2017 00:00	03:29:00	13	20	0	0	4					31	30
A249/8646A	11/06/2017 00:00	03:44:00	14	20	1	2	6					30	29
A249/8646A	11/06/2017 00:00	03:59:00	15	17	1	0	2					35	20
A249/8646A	11/06/2017 00:00	04:14:00	16	14	1	0	2					34	17
A249/8646A	11/06/2017 00:00	04:29:00	17	24	1	1	7					31	33
A249/8646A	11/06/2017 00:00	04:44:00	18	22	0	0	1					31	32
A249/8646A	11/06/2017 00:00	04:59:00	19	16	3	0	2					31	21
A249/8646A	11/06/2017 00:00	05:14:00	20	39	2	0	9					33	46
A249/8646A	11/06/2017 00:00	05:29:00	21	34	4	1	2					33	41
A249/8646A	11/06/2017 00:00	05:44:00	22	52	2	1	7					33	62
A249/8646A	11/06/2017 00:00	05:59:00	23	40	3	2	3					32	48
A249/8646A	11/06/2017 00:00	06:14:00	24	40	5	0	1					34	46
A249/8646A	11/06/2017 00:00	06:29:00	25	50	5	1	7					33	63
A249/8646A	11/06/2017 00:00	06:44:00	26	45	2	1	9					31	64
A249/8646A	11/06/2017 00:00	06:59:00	27	65	6	2	7					33	80
A249/8646A	11/06/2017 00:00	07:14:00	28	73	4	3	10					33	90
A249/8646A	11/06/2017 00:00	07:29:00	29	67	6	1	8					31	84
A249/8646A	11/06/2017 00:00	07:44:00	30	71	4	3	8					33	86
A249/8646A	11/06/2017 00:00	07:59:00	31	116	9	5	7					34	137
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A249/8646A	11/06/2017 00:00	08:29:00	33	121	7	6	9					33	143
A249/8646A	11/06/2017 00:00	08:44:00	34	144	5	4	6					33	159
A249/8646A	11/06/2017 00:00	08:59:00	35	160	3	2	3					34	170
A249/8646A	11/06/2017 00:00	09:14:00	36	129	8	5	7					32	149
A249/8646A	11/06/2017 00:00	09:29:00	37	153	6	5	10					33	174
A249/8646A	11/06/2017 00:00	09:44:00	38	195	7	3	4					33	209
A249/8646A	11/06/2017 00:00												

A249/8646A	12/06/2017 00:00	04:29:00	17	43	3	2	10	32	58
A249/8646A	12/06/2017 00:00	04:44:00	18	57	3	5	6	33	71
A249/8646A	12/06/2017 00:00	04:59:00	19	53	7	4	7	33	69
A249/8646A	12/06/2017 00:00	05:14:00	20	63	6	6	18	31	93
A249/8646A	12/06/2017 00:00	05:29:00	21	105	3	3	19	31	130
A249/8646A	12/06/2017 00:00	05:44:00	22	145	7	7	4	31	173
A249/8646A	12/06/2017 00:00	05:59:00	23	125	14	11	22	32	172
A249/8646A	12/06/2017 00:00	06:14:00	24	112	15	10	22	32	159
A249/8646A	12/06/2017 00:00	06:29:00	25	179	14	14	20	32	211
A249/8646A	12/06/2017 00:00	06:44:00	26	278	24	15	30	32	347
A249/8646A	12/06/2017 00:00	06:59:00	27	368	32	28	39	31	467
A249/8646A	12/06/2017 00:00	07:14:00	28	408	31	23	41	31	503
A249/8646A	12/06/2017 00:00	07:29:00	29	517	37	27	27	31	608
A249/8646A	12/06/2017 00:00	07:44:00	30	530	41	27	31	31	629
A249/8646A	12/06/2017 00:00	07:59:00	31	523	26	34	24	31	616
A249/8646A	12/06/2017 00:00	08:14:00	32	440	35	34	33	30	542
A249/8646A	12/06/2017 00:00	08:29:00	33	441	34	25	35	31	535
A249/8646A	12/06/2017 00:00	08:44:00	34	443	26	28	30	31	532
A249/8646A	12/06/2017 00:00	08:59:00	35	420	26	22	30	31	498
A249/8646A	12/06/2017 00:00	09:14:00	36	295	30	35	27	31	387
A249/8646A	12/06/2017 00:00	09:29:00	37	279	35	38	39	30	391
A249/8646A	12/06/2017 00:00	09:44:00	38	292	24	38	38	31	392
A249/8646A	12/06/2017 00:00	09:59:00	39	248	26	32	39	31	345
A249/8646A	12/06/2017 00:00	10:14:00	40	237	28	22	32	31	319
A249/8646A	12/06/2017 00:00	10:29:00	41	230	37	27	42	30	336
A249/8646A	12/06/2017 00:00	10:44:00	42	230	33	30	26	30	319
A249/8646A	12/06/2017 00:00	10:59:00	43	258	30	31	45	30	367
A249/8646A	12/06/2017 00:00	11:14:00	44	222	22	23	33	31	300
A249/8646A	12/06/2017 00:00	11:29:00	45	271	37	33	33	30	374
A249/8646A	12/06/2017 00:00	11:44:00	46	300	27	18	39	31	384
A249/8646A	12/06/2017 00:00	11:59:00	47	252	36	35	38	31	360
A249/8646A	12/06/2017 00:00	12:14:00	48	229	33	34	41	30	337
A249/8646A	12/06/2017 00:00	12:29:00	49	321	26	29	34	31	410
A249/8646A	12/06/2017 00:00	12:44:00	50	335	23	35	43	30	431
A249/8646A	12/06/2017 00:00	12:59:00	51	307	36	31	29	31	403
A249/8646A	12/06/2017 00:00	13:14:00	52	314	36	28	45	31	423
A249/8646A	12/06/2017 00:00	13:29:00	53	299	37	34	34	31	414
A249/8646A	12/06/2017 00:00	13:44:00	54	269	32	31	48	30	380
A249/8646A	12/06/2017 00:00	13:59:00	55	318	33	42	35	31	428
A249/8646A	12/06/2017 00:00	14:14:00	56	345	35	42	47	31	442
A249/8646A	12/06/2017 00:00	14:29:00	57	425	34	31	39	31	529
A249/8646A	12/06/2017 00:00	14:44:00	58	373	32	36	46	30	487
A249/8646A	12/06/2017 00:00	14:59:00	59	393	42	40	41	31	505
A249/8646A	12/06/2017 00:00	15:14:00	60	394	28	45	44	30	511
A249/8646A	12/06/2017 00:00	15:29:00	61	470	28	22	47	31	567
A249/8646A	12/06/2017 00:00	15:44:00	62	488	49	45	49	30	613
A249/8646A	12/06/2017 00:00	15:59:00	63	471	47	21	46	31	585
A249/8646A	12/06/2017 00:00	16:14:00	64	523	51	24	42	31	640
A249/8646A	12/06/2017 00:00	16:29:00	65	604	38	22	79	31	693
A249/8646A	12/06/2017 00:00	16:44:00	66	610	42	26	44	30	722
A249/8646A	12/06/2017 00:00	16:59:00	67	735	37	12	31	31	815
A249/8646A	12/06/2017 00:00	17:14:00	68	688	52	13	35	31	808
A249/8646A	12/06/2017 00:00	17:29:00	69	727	40	15	33	31	815
A249/8646A	12/06/2017 00:00	17:44:00	70	702	27	18	24	31	771
A249/8646A	12/06/2017 00:00	17:59:00	71	740	30	16	30	31	810
A249/8646A	12/06/2017 00:00	18:14:00	72	587	19	13	37	31	656
A249/8646A	12/06/2017 00:00	18:29:00	73	582	38	11	21	32	652
A249/8646A	12/06/2017 00:00	18:44:00	74	417	25	14	23	32	479
A249/8646A	12/06/2017 00:00	18:59:00	75	422	16	16	26	32	468
A249/8646A	12/06/2017 00:00	19:14:00	76	305	22	9	20	33	356
A249/8646A	12/06/2017 00:00	19:29:00	77	326	16	2	19	33	363
A249/8646A	12/06/2017 00:00	19:44:00	78	284	9	6	16	33	315
A249/8646A	12/06/2017 00:00	19:59:00	79	208	10	1	16	33	235
A249/8646A	12/06/2017 00:00	20:14:00	80	204	7	4	27	32	242
A249/8646A	12/06/2017 00:00	20:29:00	81	217	9	7	17	31	270
A249/8646A	12/06/2017 00:00	20:44:00	82	172	6	3	12	33	193
A249/8646A	12/06/2017 00:00	20:59:00	83	145	14	1	9	33	169
A249/8646A	12/06/2017 00:00	21:14:00	84	135	6	1	6	33	162
A249/8646A	12/06/2017 00:00	21:29:00	85	148	3	3	5	33	159
A249/8646A	12/06/2017 00:00	21:44:00	86	143	4	2	8	33	157
A249/8646A	12/06/2017 00:00	21:59:00	87	145	4	1	3	31	167
A249/8646A	12/06/2017 00:00	22:14:00	88	130	3	1	9	32	143
A249/8646A	12/06/2017 00:00	22:29:00	89	134	5	1	8	33	148
A249/8646A	12/06/2017 00:00	22:44:00	90	140	5	1	6	33	140
A249/8646A	12/06/2017 00:00	22:59:00	91	65	1	0	6	31	72
A249/8646A	12/06/2017 00:00	23:14:00	92	74	3	1	6	32	84
A249/8646A	12/06/2017 00:00	23:29:00	93	76	1	1	14	32	82
A249/8646A	12/06/2017 00:00	23:44:00	94	53	5	4	6	32	68
A249/8646A	12/06/2017 00:00	23:59:00	95	46	3	3	9	30	61
A249/8646A	12/06/2017 00:00	00:00:00	0	56	1	1	13	32	70
A249/8646A	13/04/2017 00:00	00:29:00	1	42	1	1	12	31	56
A249/8646A	13/04/2017 00:00	00:44:00	2	26	2	0	6	31	34
A249/8646A	13/04/2017 00:00	00:59:00	3	34	3	3	10	32	50
A249/8646A	13/04/2017 00:00	01:14:00	4	26	6	7	7	31	39
A249/8646A	13/04/2017 00:00	01:29:00	5	16	4	1	14	30	35
A249/8646A	13/04/2017 00:00	01:44:00	6	21	6	2	3	32	32
A249/8646A	13/04/2017 00:00	01:59:00	7	20	4	7	7	31	32
A249/8646A	13/04/2017 00:00	02:14:00	8	20	2	1	10	29	33
A249/8646A	13/04/2017 00:00	02:29:00	9	14	1	1	4	31	20
A249/8646A	13/04/2017 00:00	02:44:00	10	15	2	5	2	29	28
A249/8646A	13/04/2017 00:00	02:59:00	11	20	3	5	18	29	46
A249/8646A	13/04/2017 00:00	03:14:00	12	15	1	3	11	28	30
A249/8646A	13/04/2017 00:00	03:29:00	13	24	3	1	13	30	41
A249/8646A	13/04/2017 00:00	03:44:00	14	29	0	1	12	31	42
A249/8646A	13/04/2017 00:00	03:59:00	15	20	3	2	11	29	36
A249/8646A	13/04/2017 00:00	04:14:00	16	22	2	0	12	30	36
A249/8646A	13/04/2017 00:00	04:29:00	17	39	0	2	18	31	59
A249/8646A	13/04/2017 00:00	04:44:00	18	45	3	7	9	33	64
A249/8646A	13/04/2017 00:00	04:59:00	19	44	7	4	16	31	70
A249/8646A	13/04/2017 00:00	05:14:00	20	49	7	4	17	31	77
A249/8646A	13/04/2017 00:00	05:29:00	21	101	7	11	16	32	135
A249/8646A	13/04/2017 00:00	05:44:00	22	134	9	6	29	32	177
A249/8646A	13/04/2017 00:00	05:59:00	23	128	15	10	26	32	179
A249/8646A	13/04/2017 00:00	06:14:00	24	119	14	12	24	31	169
A249/8646A	13/04/2017 00:00	06:29:00	25	207	14	14	24	31	257
A249/8646A	13/04/2017 00:00	06:44:00	26	304	30	19	25	32	378
A249/8646A	13/04/2017 00:00	06:59:00	27	358	25	15	36	32	434
A249/8646A	13/04/2017 00:00	07:14:00	28	419	37	31	31	31	529
A249/8646A	13/04/2017 00:00	07:29:00	29	520	42	45	40	31	647
A249/8646A	13/04/2017 00:00	07:44:00	30	573	45	35	34	30	687
A249/8646A	13/04/2017 00:00	07:59:00	31	547	32	30	36	30	645
A249/8646A	13/04/2017 00:00	08:14:00	32	466	43	36	33	30	578
A249/8646A	13/04/2017 00:00	08:29:00	33	443	37	22	26	31	528
A249/8646A	13/04/2017 00:00	08:44:00	34	418	32	25	31	30	506
A249/8646A	13/04/2017 00:00	08:59:00	35	419	30	28	25	31	500
A249/8646A	13/04/2017 00:00	09:14:00	36	317	36	29	31	31	413
A249/8646A	13/04/2017 00:00	09:29:00	37	301	31	22	31	32	385
A249/8646A	13/04/2017 00:00	09:44:00	38	289	40	43	43	30	394
A249/8646A	13/04/2017 00:00	09:59:00	39	279	36	34	44	31	393
A249/8646A	13/04/2017 00:00	10:14:00	40	227	33	44	42	30	346
A249/8646A	13/04/2017 00:00	10:29:00							

A249/8646A	14/06/2017 00:00	01:14:00	4	25	8	2	10	30	45
A249/8646A	14/06/2017 00:00	01:29:00	5	28	2	4	12	30	46
A249/8646A	14/06/2017 00:00	01:44:00	6	34	4	2	2	32	49
A249/8646A	14/06/2017 00:00	01:59:00	7	20	3	1	9	31	33
A249/8646A	14/06/2017 00:00	02:14:00	8	19	2	1	7	31	29
A249/8646A	14/06/2017 00:00	02:29:00	9	13	1	1	13	29	24
A249/8646A	14/06/2017 00:00	02:44:00	10	19	3	4	15	29	41
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A249/8646A	14/06/2017 00:00	03:14:00	12	14	1	1	14	30	32
A249/8646A	14/06/2017 00:00	03:29:00	13	17	3	1	11	30	32
A249/8646A	14/06/2017 00:00	03:44:00	14	32	0	2	12	31	46
A249/8646A	14/06/2017 00:00	03:59:00	15	24	3	2	13	30	42
A249/8646A	14/06/2017 00:00	04:14:00	16	32	2	2	14	30	50
A249/8646A	14/06/2017 00:00	04:29:00	17	34	6	2	8	32	50
A249/8646A	14/06/2017 00:00	04:44:00	18	47	1	4	2	30	69
A249/8646A	14/06/2017 00:00	04:59:00	19	50	5	3	13	32	71
A249/8646A	14/06/2017 00:00	05:14:00	20	53	12	2	18	32	85
A249/8646A	14/06/2017 00:00	05:29:00	21	69	6	4	17	32	118
A249/8646A	14/06/2017 00:00	05:44:00	22	131	12	7	21	31	171
A249/8646A	14/06/2017 00:00	05:59:00	23	104	10	12	35	31	161
A249/8646A	14/06/2017 00:00	06:14:00	24	115	15	13	25	32	169
A249/8646A	14/06/2017 00:00	06:29:00	25	189	22	21	25	32	257
A249/8646A	14/06/2017 00:00	06:44:00	26	269	22	27	31	32	349
A249/8646A	14/06/2017 00:00	06:59:00	27	344	24	25	38	30	441
A249/8646A	14/06/2017 00:00	07:14:00	28	420	40	27	29	30	516
A249/8646A	14/06/2017 00:00	07:29:00	29	478	44	24	51	30	597
A249/8646A	14/06/2017 00:00	07:44:00	30	529	49	36	39	30	653
A249/8646A	14/06/2017 00:00	07:59:00	31	541	36	22	36	30	635
A249/8646A	14/06/2017 00:00	08:14:00	32	453	31	30	38	30	552
A249/8646A	14/06/2017 00:00	08:29:00	33	409	36	29	29	30	510
A249/8646A	14/06/2017 00:00	08:44:00	34	432	42	23	31	30	545
A249/8646A	14/06/2017 00:00	08:59:00	35	451	33	22	38	31	544
A249/8646A	14/06/2017 00:00	09:14:00	36	313	40	52	38	30	443
A249/8646A	14/06/2017 00:00	09:29:00	37	323	40	41	39	30	441
A249/8646A	14/06/2017 00:00	09:44:00	38	282	26	39	31	31	378
A249/8646A	14/06/2017 00:00	09:59:00	39	273	37	34	40	31	384
A249/8646A	14/06/2017 00:00	10:14:00	40	263	23	31	36	30	363
A249/8646A	14/06/2017 00:00	10:29:00	41	269	32	35	37	31	373
A249/8646A	14/06/2017 00:00	10:44:00	42	261	26	39	33	30	359
A249/8646A	14/06/2017 00:00	10:59:00	43	263	29	33	33	30	356
A249/8646A	14/06/2017 00:00	11:14:00	44	270	30	32	37	30	369
A249/8646A	14/06/2017 00:00	11:29:00	45	281	25	32	49	29	387
A249/8646A	14/06/2017 00:00	11:44:00	46	303	23	40	40	30	399
A249/8646A	14/06/2017 00:00	11:59:00	47	318	32	29	44	30	423
A249/8646A	14/06/2017 00:00	12:14:00	48	310	46	21	35	31	412
A249/8646A	14/06/2017 00:00	12:29:00	49	305	28	45	45	30	414
A249/8646A	14/06/2017 00:00	12:44:00	50	342	24	42	42	30	450
A249/8646A	14/06/2017 00:00	12:59:00	51	317	42	53	40	30	452
A249/8646A	14/06/2017 00:00	13:14:00	52	307	36	45	41	30	419
A249/8646A	14/06/2017 00:00	13:29:00	53	326	34	40	37	30	437
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A249/8646A	14/06/2017 00:00	13:59:00	55	312	22	36	36	30	405
A249/8646A	14/06/2017 00:00	14:14:00	56	328	38	44	51	30	461
A249/8646A	14/06/2017 00:00	14:29:00	57	424	32	41	41	31	538
A249/8646A	14/06/2017 00:00	14:44:00	58	414	29	47	29	30	588
A249/8646A	14/06/2017 00:00	14:59:00	59	430	48	36	46	30	560
A249/8646A	14/06/2017 00:00	15:14:00	60	396	49	38	42	30	525
A249/8646A	14/06/2017 00:00	15:29:00	61	436	40	31	51	31	558
A249/8646A	14/06/2017 00:00	15:44:00	62	463	40	33	41	31	577
A249/8646A	14/06/2017 00:00	15:59:00	63	524	54	26	37	31	641
A249/8646A	14/06/2017 00:00	16:14:00	64	548	44	32	40	31	664
A249/8646A	14/06/2017 00:00	16:29:00	65	599	40	44	31	30	694
A249/8646A	14/06/2017 00:00	16:44:00	66	614	59	26	34	31	733
A249/8646A	14/06/2017 00:00	16:59:00	67	634	39	21	35	31	729
A249/8646A	14/06/2017 00:00	17:14:00	68	643	31	23	36	30	747
A249/8646A	14/06/2017 00:00	17:29:00	69	711	42	15	31	31	799
A249/8646A	14/06/2017 00:00	17:44:00	70	693	47	15	36	31	791
A249/8646A	14/06/2017 00:00	17:59:00	71	711	42	15	31	31	802
A249/8646A	14/06/2017 00:00	18:14:00	72	606	36	12	29	31	683
A249/8646A	14/06/2017 00:00	18:29:00	73	627	36	18	38	31	719
A249/8646A	14/06/2017 00:00	18:44:00	74	533	7	29	37	30	645
A249/8646A	14/06/2017 00:00	18:59:00	75	465	17	9	33	32	524
A249/8646A	14/06/2017 00:00	19:14:00	76	409	11	4	16	33	440
A249/8646A	14/06/2017 00:00	19:29:00	77	235	8	14	14	30	365
A249/8646A	14/06/2017 00:00	19:44:00	78	306	14	7	30	31	357
A249/8646A	14/06/2017 00:00	19:59:00	79	290	11	3	9	33	313
A249/8646A	14/06/2017 00:00	20:14:00	80	285	9	16	16	33	317
A249/8646A	14/06/2017 00:00	20:29:00	81	239	6	4	23	32	272
A249/8646A	14/06/2017 00:00	20:44:00	82	230	8	4	10	33	252
A249/8646A	14/06/2017 00:00	20:59:00	83	192	3	3	10	33	214
A249/8646A	14/06/2017 00:00	21:14:00	84	165	13	3	13	32	194
A249/8646A	14/06/2017 00:00	21:29:00	85	194	6	2	13	32	215
A249/8646A	14/06/2017 00:00	21:44:00	86	187	3	4	9	33	203
A249/8646A	14/06/2017 00:00	21:59:00	87	179	3	3	21	30	208
A249/8646A	14/06/2017 00:00	22:14:00	88	160	6	0	14	32	180
A249/8646A	14/06/2017 00:00	22:29:00	89	164	7	9	9	32	182
A249/8646A	14/06/2017 00:00	22:44:00	90	150	8	2	14	30	174
A249/8646A	14/06/2017 00:00	22:59:00	91	118	6	0	6	32	130
A249/8646A	14/06/2017 00:00	23:14:00	92	80	0	2	8	32	90
A249/8646A	14/06/2017 00:00	23:29:00	93	61	2	5	7	31	81
A249/8646A	14/06/2017 00:00	23:44:00	94	69	6	3	7	31	85
A249/8646A	14/06/2017 00:00	23:59:00	95	53	5	2	11	31	71
A249/8646A	15/06/2017 00:00	00:14:00	0	14	0	1	7	32	58
A249/8646A	15/06/2017 00:00	00:29:00	1	40	2	2	13	30	57
A249/8646A	15/06/2017 00:00	00:44:00	2	38	5	2	6	31	51
A249/8646A	15/06/2017 00:00	00:59:00	3	23	2	1	13	32	42
A249/8646A	15/06/2017 00:00	01:14:00	4	25	2	3	17	30	47
A249/8646A	15/06/2017 00:00	01:29:00	5	22	0	1	10	29	33
A249/8646A	15/06/2017 00:00	01:44:00	6	24	1	5	11	30	41
A249/8646A	15/06/2017 00:00	01:59:00	7	18	3	1	8	30	30
A249/8646A	15/06/2017 00:00	02:14:00	8	20	2	4	9	29	35
A249/8646A	15/06/2017 00:00	02:29:00	9	16	2	11	11	30	31
A249/8646A	15/06/2017 00:00	02:44:00	10	19	1	1	15	27	36
A249/8646A	15/06/2017 00:00	02:59:00	11	22	5	4	9	31	40
A249/8646A	15/06/2017 00:00	03:14:00	12	18	3	3	9	30	33
A249/8646A	15/06/2017 00:00	03:29:00	13	20	2	4	9	32	35
A249/8646A	15/06/2017 00:00	03:44:00	14	24	0	1	14	29	39
A249/8646A	15/06/2017 00:00	03:59:00	15	27	2	2	15	31	46
A249/8646A	15/06/2017 00:00	04:14:00	16	26	2	2	16	29	46
A249/8646A	15/06/2017 00:00	04:29:00	17	40	6	0	13	32	59
A249/8646A	15/06/2017 00:00	04:44:00	18	34	3	1	16	31	54
A249/8646A	15/06/2017 00:00	04:59:00	19	63	3	13	13	32	87
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A249/8646A	15/06/2017 00:00	05:29:00	21	73	11	23	23	30	116
A249/8646A	15/06/2017 00:00	05:44:00	22	145	9	11	21	32	186
A249/8646A	15/06/2017 00:00	05:59:00	23	117	19	12	21	33	169
A249/8646A	15/06/2017 00:00	06:14:00	24	111	13	15	21	32	160
A249/8646A	15/06/2017 00:00	06:29:00	25	182	14	14	31	32	242
A249/8646A	15/06/2017 00:00	06:44:00	26	280	23	23	39	32	365
A249/8646A	15/06/2017 00:00	06:59:00	27	328	37	29	39	30	433
A249/8646A	15/06/2017 00:00	07:14:00	28	431	43	30	30	31	483

A249/8646A	15/06/2017 00:00	21:59:00	87	167	8	1	18	32	194
A249/8646A	15/06/2017 00:00	22:14:00	88	131	4	2	11	31	148
A249/8646A	15/06/2017 00:00	22:29:00	29	166	3	9	11	32	181
A249/8646A	15/06/2017 00:00	22:44:00	90	127	4	3	7	33	141
A249/8646A	15/06/2017 00:00	22:59:00	91	111	1	0	10	31	122
A249/8646A	15/06/2017 00:00	23:14:00	92	80	4	2	11	32	98
A249/8646A	15/06/2017 00:00	23:29:00	93	78	2	0	16	31	96
A249/8646A	15/06/2017 00:00	23:44:00	94	79	3	4	9	32	95
A249/8646A	15/06/2017 00:00	23:59:00	95	53	2	7	2	32	71
A249/8646A	16/06/2017 00:00	00:14:00	0	51	3	1	9	32	64
A249/8646A	16/06/2017 00:00	00:29:00	1	53	0	4	11	31	68
A249/8646A	16/06/2017 00:00	00:44:00	2	34	5	5	10	30	54
A249/8646A	16/06/2017 00:00	00:59:00	3	35	4	2	11	30	52
A249/8646A	16/06/2017 00:00	01:14:00	4	36	3	2	9	30	50
A249/8646A	16/06/2017 00:00	01:29:00	5	37	5	5	9	30	53
A249/8646A	16/06/2017 00:00	01:44:00	6	30	3	2	10	31	45
A249/8646A	16/06/2017 00:00	01:59:00	7	22	3	0	11	29	36
A249/8646A	16/06/2017 00:00	02:14:00	8	14	1	7	7	29	23
A249/8646A	16/06/2017 00:00	02:29:00	9	20	1	1	11	30	33
A249/8646A	16/06/2017 00:00	02:44:00	10	15	1	3	12	29	31
A249/8646A	16/06/2017 00:00	02:59:00	11	23	1	4	9	32	37
A249/8646A	16/06/2017 00:00	03:14:00	12	21	7	5	11	31	44
A249/8646A	16/06/2017 00:00	03:29:00	13	21	3	0	10	30	34
A249/8646A	16/06/2017 00:00	03:44:00	14	28	2	1	17	30	48
A249/8646A	16/06/2017 00:00	03:59:00	15	23	1	1	23	28	48
A249/8646A	16/06/2017 00:00	04:14:00	16	20	3	1	9	31	33
A249/8646A	16/06/2017 00:00	04:29:00	17	34	6	2	12	31	54
A249/8646A	16/06/2017 00:00	04:44:00	18	58	4	4	14	32	80
A249/8646A	16/06/2017 00:00	04:59:00	19	47	4	5	18	31	74
A249/8646A	16/06/2017 00:00	05:14:00	20	51	7	9	18	31	79
A249/8646A	16/06/2017 00:00	05:29:00	21	75	13	9	13	32	110
A249/8646A	16/06/2017 00:00	05:44:00	22	127	16	5	22	31	170
A249/8646A	16/06/2017 00:00	05:59:00	23	100	18	7	35	32	160
A249/8646A	16/06/2017 00:00	06:14:00	24	106	14	12	31	32	164
A249/8646A	16/06/2017 00:00	06:29:00	25	202	28	22	30	31	282
A249/8646A	16/06/2017 00:00	06:44:00	26	279	34	27	48	31	388
A249/8646A	16/06/2017 00:00	06:59:00	27	326	37	28	37	32	423
A249/8646A	16/06/2017 00:00	07:14:00	28	369	28	34	44	31	475
A249/8646A	16/06/2017 00:00	07:29:00	29	476	42	34	34	31	586
A249/8646A	16/06/2017 00:00	07:44:00	30	503	46	43	40	30	630
A249/8646A	16/06/2017 00:00	07:59:00	31	466	35	22	39	30	562
A249/8646A	16/06/2017 00:00	08:14:00	32	417	37	33	30	31	517
A249/8646A	16/06/2017 00:00	08:29:00	33	438	35	39	25	31	536
A249/8646A	16/06/2017 00:00	08:44:00	34	399	31	30	32	31	492
A249/8646A	16/06/2017 00:00	08:59:00	35	434	33	43	34	30	544
A249/8646A	16/06/2017 00:00	09:14:00	36	358	40	35	46	29	479
A249/8646A	16/06/2017 00:00	09:29:00	37	294	42	29	36	30	401
A249/8646A	16/06/2017 00:00	09:44:00	38	292	28	34	38	30	392
A249/8646A	16/06/2017 00:00	09:59:00	39	262	45	28	45	30	378
A249/8646A	16/06/2017 00:00	10:14:00	40	267	36	44	42	30	389
A249/8646A	16/06/2017 00:00	10:29:00	41	309	32	42	35	30	418
A249/8646A	16/06/2017 00:00	10:44:00	42	277	42	27	48	29	378
A249/8646A	16/06/2017 00:00	10:59:00	43	321	36	31	44	29	432
A249/8646A	16/06/2017 00:00	11:14:00	44	322	33	37	61	29	453
A249/8646A	16/06/2017 00:00	11:29:00	45	283	39	38	62	29	422
A249/8646A	16/06/2017 00:00	11:44:00	46	315	28	32	41	29	416
A249/8646A	16/06/2017 00:00	11:59:00	47	314	33	34	45	30	426
A249/8646A	16/06/2017 00:00	12:14:00	48	289	35	29	40	30	393
A249/8646A	16/06/2017 00:00	12:29:00	49	333	34	33	35	30	434
A249/8646A	16/06/2017 00:00	12:44:00	50	360	28	35	35	30	458
A249/8646A	16/06/2017 00:00	12:59:00	51	348	33	42	40	30	463
A249/8646A	16/06/2017 00:00	13:14:00	52	385	42	34	30	30	481
A249/8646A	16/06/2017 00:00	13:29:00	53	379	43	28	39	31	489
A249/8646A	16/06/2017 00:00	13:44:00	54	376	30	40	42	30	488
A249/8646A	16/06/2017 00:00	13:59:00	55	387	35	37	41	30	495
A249/8646A	16/06/2017 00:00	14:14:00	56	390	36	49	37	30	512
A249/8646A	16/06/2017 00:00	14:29:00	57	452	39	29	51	30	571
A249/8646A	16/06/2017 00:00	14:44:00	58	456	37	41	44	30	576
A249/8646A	16/06/2017 00:00	14:59:00	59	491	44	44	46	30	625
A249/8646A	16/06/2017 00:00	15:14:00	60	492	53	28	42	29	615
A249/8646A	16/06/2017 00:00	15:29:00	61	566	35	28	45	30	670
A249/8646A	16/06/2017 00:00	15:44:00	62	536	45	38	45	30	664
A249/8646A	16/06/2017 00:00	15:59:00	63	600	41	22	40	31	703
A249/8646A	16/06/2017 00:00	16:14:00	64	549	46	29	45	31	638
A249/8646A	16/06/2017 00:00	16:29:00	65	575	40	25	36	31	676
A249/8646A	16/06/2017 00:00	16:44:00	66	665	44	30	18	31	757
A249/8646A	16/06/2017 00:00	16:59:00	67	630	33	33	13	31	715
A249/8646A	16/06/2017 00:00	17:14:00	68	655	30	17	27	31	729
A249/8646A	16/06/2017 00:00	17:29:00	69	638	46	20	38	31	742
A249/8646A	16/06/2017 00:00	17:44:00	70	713	40	23	48	32	787
A249/8646A	16/06/2017 00:00	17:59:00	71	671	29	17	11	32	728
A249/8646A	16/06/2017 00:00	18:14:00	72	518	30	12	17	32	577
A249/8646A	16/06/2017 00:00	18:29:00	73	585	22	16	25	32	648
A249/8646A	16/06/2017 00:00	18:44:00	74	533	20	10	24	32	587
A249/8646A	16/06/2017 00:00	18:59:00	75	506	20	20	27	31	573
A249/8646A	16/06/2017 00:00	19:14:00	76	488	16	12	26	30	502
A249/8646A	16/06/2017 00:00	19:29:00	77	448	16	12	26	30	517
A249/8646A	16/06/2017 00:00	19:44:00	78	373	18	4	22	32	417
A249/8646A	16/06/2017 00:00	19:59:00	79	333	8	2	22	32	365
A249/8646A	16/06/2017 00:00	20:14:00	80	349	17	5	20	32	372
A249/8646A	16/06/2017 00:00	20:29:00	81	332	9	5	8	32	354
A249/8646A	16/06/2017 00:00	20:44:00	82	262	7	1	13	32	283
A249/8646A	16/06/2017 00:00	20:59:00	83	253	6	1	10	32	270
A249/8646A	16/06/2017 00:00	21:14:00	84	214	7	2	14	33	237
A249/8646A	16/06/2017 00:00	21:29:00	85	204	11	1	9	33	225
A249/8646A	16/06/2017 00:00	21:44:00	86	250	8	2	12	33	272
A249/8646A	16/06/2017 00:00	21:59:00	87	185	3	0	10	32	198
A249/8646A	16/06/2017 00:00	22:14:00	88	175	4	3	12	31	194
A249/8646A	16/06/2017 00:00	22:29:00	89	193	1	2	14	31	208
A249/8646A	16/06/2017 00:00	22:44:00	90	185	1	0	10	32	196
A249/8646A	16/06/2017 00:00	22:59:00	91	142	3	0	5	32	150
A249/8646A	16/06/2017 00:00	23:14:00	92	147	1	10	19	31	161
A249/8646A	16/06/2017 00:00	23:29:00	93	126	0	0	17	31	143
A249/8646A	16/06/2017 00:00	23:44:00	94	120	1	5	12	30	138
A249/8646A	16/06/2017 00:00	23:59:00	95	99	3	3	11	31	116
A249/8646A	17/06/2017 00:00	00:14:00	0	89	3	1	8	32	101
A249/8646A	17/06/2017 00:00	00:29:00	1	90	2	2	14	31	108
A249/8646A	17/06/2017 00:00	00:44:00	2	65	2	2	11	32	80
A249/8646A	17/06/2017 00:00	00:59:00	3	62	4	4	9	31	79
A249/8646A	17/06/2017 00:00	01:14:00	4	57	4	1	8	32	70
A249/8646A	17/06/2017 00:00	01:29:00	5	39	3	2	9	31	53
A249/8646A	17/06/2017 00:00	01:44:00	6	39	1	1	8	31	51
A249/8646A	17/06/2017 00:00	01:59:00	7	33	3	2	3	33	41
A249/8646A	17/06/2017 00:00	02:14:00	8	28	1	2	15	29	46
A249/8646A	17/06/2017 00:00	02:29:00	9	25	1	4	9	30	39
A249/8646A	17/06/2017 00:00	02:44:00	10	23	1	2	7	30	33
A249/8646A	17/06/2017 00:00	02:59:00	11	27	1	1	9	29	38
A249/8646A	17/06/2017 00:00	03:14:00	12	18	2	0	10	32	27
A249/8646A	17/06/2017 00:00	03:29:00	13	15	5	0	7	30	27
A249/8646A	17/06/2017 00:00	03:44:00	14	34	1	2	7	32	44
A249/8646A	17/06/2017 00:00	03:59:00	15	25	2	1	10	30	35
A249/8646A</									

A249/8646A	17/06/2017 00:00	18:44:00	74	351	10	5	7	34	373
A249/8646A	17/06/2017 00:00	18:59:00	75	321	10	5	8	33	364
A249/8646A	17/06/2017 00:00	19:14:00	76	279	7	2	8	34	296
A249/8646A	17/06/2017 00:00	19:29:00	77	293	9	4	2	33	308
A249/8646A	17/06/2017 00:00	19:44:00	78	286	8	2	8	34	304
A249/8646A	17/06/2017 00:00	19:59:00	79	264	7	1	6	34	279
A249/8646A	17/06/2017 00:00	20:14:00	80	219	2	1	4	34	226
A249/8646A	17/06/2017 00:00	20:29:00	81	218	3	2	8	34	231
A249/8646A	17/06/2017 00:00	20:44:00	82	197	1	1	10	34	214
A249/8646A	17/06/2017 00:00	20:59:00	83	192	6	1	2	34	201
A249/8646A	17/06/2017 00:00	21:14:00	84	208	4	0	4	33	216
A249/8646A	17/06/2017 00:00	21:29:00	85	199	2	2	8	33	211
A249/8646A	17/06/2017 00:00	21:44:00	86	201	4	0	5	34	210
A249/8646A	17/06/2017 00:00	21:59:00	87	167	4	2	9	32	182
A249/8646A	17/06/2017 00:00	22:14:00	88	170	1	1	5	32	177
A249/8646A	17/06/2017 00:00	22:29:00	89	183	7	0	6	32	196
A249/8646A	17/06/2017 00:00	22:44:00	90	178	4	1	9	32	192
A249/8646A	17/06/2017 00:00	22:59:00	91	178	3	1	5	32	190
A249/8646A	17/06/2017 00:00	23:14:00	92	139	3	3	7	32	152
A249/8646A	17/06/2017 00:00	23:29:00	93	143	2	3	3	33	151
A249/8646A	17/06/2017 00:00	23:44:00	94	134	4	1	3	32	143
A249/8646A	17/06/2017 00:00	23:59:00	95	106	3	1	6	31	116
A249/8646A	18/06/2017 00:00	00:14:00	0	125	3	1	6	32	135
A249/8646A	18/06/2017 00:00	00:29:00	1	102	8	3	3	32	109
A249/8646A	18/06/2017 00:00	00:44:00	2	67	3	0	4	33	74
A249/8646A	18/06/2017 00:00	00:59:00	3	60	3	1	2	32	66
A249/8646A	18/06/2017 00:00	01:14:00	4	74	4	1	2	34	84
A249/8646A	18/06/2017 00:00	01:29:00	5	54	1	1	7	32	63
A249/8646A	18/06/2017 00:00	01:44:00	6	46	1	1	4	31	52
A249/8646A	18/06/2017 00:00	01:59:00	7	45	2	2	6	32	55
A249/8646A	18/06/2017 00:00	02:14:00	8	49	7	1	1	32	52
A249/8646A	18/06/2017 00:00	02:29:00	9	30	2	1	5	30	38
A249/8646A	18/06/2017 00:00	02:44:00	10	38	0	1	3	33	42
A249/8646A	18/06/2017 00:00	02:59:00	11	29	3	1	5	33	34
A249/8646A	18/06/2017 00:00	03:14:00	12	24	3	2	9	32	38
A249/8646A	18/06/2017 00:00	03:29:00	13	21	1	1	4	33	27
A249/8646A	18/06/2017 00:00	03:44:00	14	18	0	0	5	32	23
A249/8646A	18/06/2017 00:00	03:59:00	15	25	0	0	3	31	28
A249/8646A	18/06/2017 00:00	04:14:00	16	16	2	0	3	31	21
A249/8646A	18/06/2017 00:00	04:29:00	17	22	2	3	5	32	32
A249/8646A	18/06/2017 00:00	04:44:00	18	26	3	0	2	34	31
A249/8646A	18/06/2017 00:00	04:59:00	19	20	2	1	1	35	24
A249/8646A	18/06/2017 00:00	05:14:00	20	29	4	2	4	34	38
A249/8646A	18/06/2017 00:00	05:29:00	21	38	6	2	7	33	53
A249/8646A	18/06/2017 00:00	05:44:00	22	48	5	1	4	34	58
A249/8646A	18/06/2017 00:00	05:59:00	23	44	4	2	4	32	57
A249/8646A	18/06/2017 00:00	06:14:00	24	44	6	1	6	33	57
A249/8646A	18/06/2017 00:00	06:29:00	25	67	6	1	3	34	77
A249/8646A	18/06/2017 00:00	06:44:00	26	72	3	2	7	34	84
A249/8646A	18/06/2017 00:00	06:59:00	27	62	4	2	9	33	77
A249/8646A	18/06/2017 00:00	07:14:00	28	74	2	3	12	33	91
A249/8646A	18/06/2017 00:00	07:29:00	29	78	5	3	5	32	93
A249/8646A	18/06/2017 00:00	07:44:00	30	87	7	1	8	33	103
A249/8646A	18/06/2017 00:00	07:59:00	31	116	8	4	6	34	134
A249/8646A	18/06/2017 00:00	08:14:00	32	109	6	4	7	34	146
A249/8646A	18/06/2017 00:00	08:29:00	33	130	7	4	7	33	148
A249/8646A	18/06/2017 00:00	08:44:00	34	112	11	4	9	32	136
A249/8646A	18/06/2017 00:00	08:59:00	35	175	9	3	7	33	194
A249/8646A	18/06/2017 00:00	09:14:00	36	170	7	10	10	33	196
A249/8646A	18/06/2017 00:00	09:29:00	37	194	2	1	10	33	207
A249/8646A	18/06/2017 00:00	09:44:00	38	224	8	1	4	32	237
A249/8646A	18/06/2017 00:00	09:59:00	39	245	3	2	8	33	264
A249/8646A	18/06/2017 00:00	10:14:00	40	291	5	4	3	32	303
A249/8646A	18/06/2017 00:00	10:29:00	41	280	11	5	12	32	308
A249/8646A	18/06/2017 00:00	10:44:00	42	303	5	1	11	32	319
A249/8646A	18/06/2017 00:00	10:59:00	43	304	5	5	5	32	319
A249/8646A	18/06/2017 00:00	11:14:00	44	341	12	3	9	31	365
A249/8646A	18/06/2017 00:00	11:29:00	45	380	6	1	15	32	402
A249/8646A	18/06/2017 00:00	11:44:00	46	349	7	8	6	32	370
A249/8646A	18/06/2017 00:00	11:59:00	47	372	9	4	8	31	393
A249/8646A	18/06/2017 00:00	12:14:00	48	369	8	5	13	32	395
A249/8646A	18/06/2017 00:00	12:29:00	49	409	6	6	12	31	433
A249/8646A	18/06/2017 00:00	12:44:00	50	469	8	4	15	32	496
A249/8646A	18/06/2017 00:00	12:59:00	51	458	8	6	9	31	481
A249/8646A	18/06/2017 00:00	13:14:00	52	472	12	6	11	31	501
A249/8646A	18/06/2017 00:00	13:29:00	53	440	12	8	10	32	470
A249/8646A	18/06/2017 00:00	13:44:00	54	450	8	7	7	32	470
A249/8646A	18/06/2017 00:00	13:59:00	55	364	12	6	7	32	389
A249/8646A	18/06/2017 00:00	14:14:00	56	350	8	6	8	32	372
A249/8646A	18/06/2017 00:00	14:29:00	57	363	3	6	11	32	381
A249/8646A	18/06/2017 00:00	14:44:00	58	313	8	3	4	33	328
A249/8646A	18/06/2017 00:00	14:59:00	59	378	5	3	5	33	391
A249/8646A	18/06/2017 00:00	15:14:00	60	359	7	7	7	32	362
A249/8646A	18/06/2017 00:00	15:29:00	61	356	6	8	11	32	380
A249/8646A	18/06/2017 00:00	15:44:00	62	340	13	6	8	33	367
A249/8646A	18/06/2017 00:00	15:59:00	63	342	16	2	4	33	364
A249/8646A	18/06/2017 00:00	16:14:00	64	367	3	10	10	32	389
A249/8646A	18/06/2017 00:00	16:29:00	65	383	8	7	7	32	405
A249/8646A	18/06/2017 00:00	16:44:00	66	344	14	2	9	32	369
A249/8646A	18/06/2017 00:00	16:59:00	67						
A249/8646A	18/06/2017 00:00	17:14:59	68						
A249/8646A	18/06/2017 00:00	17:29:59	69						
A249/8646A	18/06/2017 00:00	17:44:00	70	368	11	5	8	32	393
A249/8646A	18/06/2017 00:00	17:59:00	71	321	13	3	14	33	351
A249/8646A	18/06/2017 00:00	18:14:00	72	311	4	5	12	33	332
A249/8646A	18/06/2017 00:00	18:29:00	73	322	6	6	6	32	335
A249/8646A	18/06/2017 00:00	18:44:00	74	262	8	4	14	33	288
A249/8646A	18/06/2017 00:00	18:59:00	75	249	4	7	8	33	268
A249/8646A	18/06/2017 00:00	19:14:00	76	204	5	2	7	34	218
A249/8646A	18/06/2017 00:00	19:29:00	77	275	3	4	3	34	285
A249/8646A	18/06/2017 00:00	19:44:00	78	218	7	2	8	33	235
A249/8646A	18/06/2017 00:00	19:59:00	79	219	8	6	11	34	243
A249/8646A	18/06/2017 00:00	20:14:00	80	221	4	1	4	34	230
A249/8646A	18/06/2017 00:00	20:29:00	81	238	5	3	13	33	259
A249/8646A	18/06/2017 00:00	20:44:00	82	262	5	10	10	32	277
A249/8646A	18/06/2017 00:00	20:59:00	83	249	3	3	6	33	261
A249/8646A	18/06/2017 00:00	21:14:00	84	211	5	8	7	33	231
A249/8646A	18/06/2017 00:00	21:29:00	85	179	4	0	4	34	188
A249/8646A	18/06/2017 00:00	21:44:00	86	152	4	3	9	33	168
A249/8646A	18/06/2017 00:00	21:59:00	87	144	4	5	8	32	161
A249/8646A	18/06/2017 00:00	22:14:00	88	141	4	0	6	32	151
A249/8646A	18/06/2017 00:00	22:29:00	89	121	2	1	3	32	127
A249/8646A	18/06/2017 00:00	22:44:00	90	111	2	1	4	32	118
A249/8646A	18/06/2017 00:00	22:59:00	91	65	8	1	9	31	85
A249/8646A	18/06/2017 00:00	23:14:00	92	79	0	0	6	33	90
A249/8646A	18/06/2017 00:00	23:29:00	93	73	4	1	9	32	87
A249/8646A	18/06/2017 00:00	23:44:00	94	53	4	1	3	32	61
A249/8646A	18/06/2017 00:00	23:59:00	95	48	2	3	5	31	53
A249/8646A	19/06/2017 00:00	00:14:00	0	43	2	3	5	31	53
A249/8646A	19/06/2017 00:00	00:29:00	1	40	0	3	4	32	47
A249/8646A	19/06/2017 00:00	00:44:00	2	19	2	1	4	32	44
A249/8646A	19/06/2017 00:00	00:59:00	3	19	1	0	11	29	31
A249/8646A	19/06/2017 00:00	01:14:00	4	32	3	2	4	31	41
A249/8646A	19/06/2017								

A249/8646A	19/06/2017 00:00	15:29:00	61	413	39	30	43	30	525
A249/8646A	19/06/2017 00:00	15:44:00	62	457	40	32	45	30	574
A249/8646A	19/06/2017 00:00	15:59:00	63	520	59	22	37	31	651
A249/8646A	19/06/2017 00:00	16:14:00	64	521	45	30	37	31	633
A249/8646A	19/06/2017 00:00	16:29:00	65	551	30	31	35	31	647
A249/8646A	19/06/2017 00:00	16:44:00	66	482	36	23	28	29	565
A249/8646A	19/06/2017 00:00	16:59:00	67	572	43	20	28	31	663
A249/8646A	19/06/2017 00:00	17:14:00	68	613	30	23	28	30	694
A249/8646A	19/06/2017 00:00	17:29:00	69	694	41	17	29	31	781
A249/8646A	19/06/2017 00:00	17:44:00	70	673	34	10	34	31	751
A249/8646A	19/06/2017 00:00	17:59:00	71	693	42	18	33	31	786
A249/8646A	19/06/2017 00:00	18:14:00	72	595	34	17	27	31	669
A249/8646A	19/06/2017 00:00	18:29:00	73	579	26	8	17	33	630
A249/8646A	19/06/2017 00:00	18:44:00	74	477	20	8	31	32	536
A249/8646A	19/06/2017 00:00	18:59:00	75	447	23	8	29	32	506
A249/8646A	19/06/2017 00:00	19:14:00	76	343	12	7	20	33	382
A249/8646A	19/06/2017 00:00	19:29:00	77	286	14	5	18	33	323
A249/8646A	19/06/2017 00:00	19:44:00	78	272	10	18	27	32	316
A249/8646A	19/06/2017 00:00	19:59:00	79	265	16	4	24	32	309
A249/8646A	19/06/2017 00:00	20:14:00	80	215	10	5	25	32	255
A249/8646A	19/06/2017 00:00	20:29:00	81	230	4	21	21	33	259
A249/8646A	19/06/2017 00:00	20:44:00	82	227	2	2	15	32	246
A249/8646A	19/06/2017 00:00	20:59:00	83	166	11	3	17	32	197
A249/8646A	19/06/2017 00:00	21:14:00	84	136	8	4	13	32	161
A249/8646A	19/06/2017 00:00	21:29:00	85	152	7	4	11	32	174
A249/8646A	19/06/2017 00:00	21:44:00	86	132	5	0	8	33	145
A249/8646A	19/06/2017 00:00	21:59:00	87	139	6	2	19	31	166
A249/8646A	19/06/2017 00:00	22:14:00	88	122	2	0	13	31	137
A249/8646A	19/06/2017 00:00	22:29:00	89	134	8	4	13	32	159
A249/8646A	19/06/2017 00:00	22:44:00	90	113	3	0	9	31	125
A249/8646A	19/06/2017 00:00	22:59:00	91	93	2	14	14	31	110
A249/8646A	19/06/2017 00:00	23:14:00	92	74	1	1	6	32	82
A249/8646A	19/06/2017 00:00	23:29:00	93	59	3	1	2	32	65
A249/8646A	19/06/2017 00:00	23:44:00	94	44	0	1	2	32	65
A249/8646A	19/06/2017 00:00	23:59:00	95	35	3	1	7	28	46
A249/8646A	20/06/2017 00:00	00:14:00	0	40	5	0	12	28	57
A249/8646A	20/06/2017 00:00	00:29:00	1	49	6	1	19	27	71
A249/8646A	20/06/2017 00:00	00:44:00	2	23	1	2	4	30	30
A249/8646A	20/06/2017 00:00	00:59:00	3	26	1	4	18	27	49
A249/8646A	20/06/2017 00:00	01:14:00	4	29	3	1	7	31	40
A249/8646A	20/06/2017 00:00	01:29:00	5	18	1	2	9	28	30
A249/8646A	20/06/2017 00:00	01:44:00	6	29	3	0	12	29	44
A249/8646A	20/06/2017 00:00	01:59:00	7	27	6	1	6	31	33
A249/8646A	20/06/2017 00:00	02:14:00	8	18	4	1	9	28	32
A249/8646A	20/06/2017 00:00	02:29:00	9	13	1	4	10	28	28
A249/8646A	20/06/2017 00:00	02:44:00	10	23	3	2	6	30	35
A249/8646A	20/06/2017 00:00	02:59:00	11	23	3	4	8	31	38
A249/8646A	20/06/2017 00:00	03:14:00	12	12	4	2	11	28	29
A249/8646A	20/06/2017 00:00	03:29:00	13	18	1	1	16	29	38
A249/8646A	20/06/2017 00:00	03:44:00	14	18	2	1	16	30	37
A249/8646A	20/06/2017 00:00	03:59:00	15	26	3	0	9	31	38
A249/8646A	20/06/2017 00:00	04:14:00	16	15	3	3	8	30	30
A249/8646A	20/06/2017 00:00	04:29:00	17	48	3	2	17	31	70
A249/8646A	20/06/2017 00:00	04:44:00	18	39	6	7	17	30	69
A249/8646A	20/06/2017 00:00	04:59:00	19	44	9	4	16	31	76
A249/8646A	20/06/2017 00:00	05:14:00	20	63	6	3	17	31	89
A249/8646A	20/06/2017 00:00	05:29:00	21	97	13	6	13	33	129
A249/8646A	20/06/2017 00:00	05:44:00	22	136	8	4	26	32	174
A249/8646A	20/06/2017 00:00	05:59:00	23	110	14	3	35	32	142
A249/8646A	20/06/2017 00:00	06:14:00	24	127	16	16	23	31	182
A249/8646A	20/06/2017 00:00	06:29:00	25	174	24	18	24	31	240
A249/8646A	20/06/2017 00:00	06:44:00	26	251	18	29	37	31	355
A249/8646A	20/06/2017 00:00	06:59:00	27	353	32	26	28	31	439
A249/8646A	20/06/2017 00:00	07:14:00	28	430	35	35	29	31	529
A249/8646A	20/06/2017 00:00	07:29:00	29	495	36	38	51	30	611
A249/8646A	20/06/2017 00:00	07:44:00	30	533	48	36	40	30	657
A249/8646A	20/06/2017 00:00	07:59:00	31	525	44	38	45	30	652
A249/8646A	20/06/2017 00:00	08:14:00	32	443	31	24	38	31	537
A249/8646A	20/06/2017 00:00	08:29:00	33	466	36	32	35	30	569
A249/8646A	20/06/2017 00:00	08:44:00	34	427	27	28	31	31	513
A249/8646A	20/06/2017 00:00	08:59:00	35	422	27	29	38	31	516
A249/8646A	20/06/2017 00:00	09:14:00	36	333	31	35	29	31	428
A249/8646A	20/06/2017 00:00	09:29:00	37	275	25	29	28	31	357
A249/8646A	20/06/2017 00:00	09:44:00	38	273	28	27	37	30	378
A249/8646A	20/06/2017 00:00	09:59:00	39	265	35	25	36	31	361
A249/8646A	20/06/2017 00:00	10:14:00	40	240	26	36	41	30	343
A249/8646A	20/06/2017 00:00	10:29:00	41	251	33	33	40	30	369
A249/8646A	20/06/2017 00:00	10:44:00	42	251	31	32	40	31	354
A249/8646A	20/06/2017 00:00	10:59:00	43	251	42	37	44	30	374
A249/8646A	20/06/2017 00:00	11:14:00	44	245	31	34	42	30	351
A249/8646A	20/06/2017 00:00	11:29:00	45	258	24	28	35	31	345
A249/8646A	20/06/2017 00:00	11:44:00	46	298	37	28	49	30	412
A249/8646A	20/06/2017 00:00	11:59:00	47	284	28	32	46	30	390
A249/8646A	20/06/2017 00:00	12:14:00	48	269	33	37	37	31	371
A249/8646A	20/06/2017 00:00	12:29:00	49	303	43	33	55	29	434
A249/8646A	20/06/2017 00:00	12:44:00	50	290	30	31	44	30	395
A249/8646A	20/06/2017 00:00	12:59:00	51	306	32	32	52	30	422
A249/8646A	20/06/2017 00:00	13:14:00	52	288	30	32	41	31	381
A249/8646A	20/06/2017 00:00	13:29:00	53	303	29	28	43	30	403
A249/8646A	20/06/2017 00:00	13:44:00	54	321	18	41	48	30	449
A249/8646A	20/06/2017 00:00	13:59:00	55	343	29	45	48	30	465
A249/8646A	20/06/2017 00:00	14:14:00	56	325	38	43	53	29	459
A249/8646A	20/06/2017 00:00	14:29:00	57	403	35	39	59	31	533
A249/8646A	20/06/2017 00:00	14:44:00	58	397	37	29	40	31	503
A249/8646A	20/06/2017 00:00	14:59:00	59	379	45	41	34	31	499
A249/8646A	20/06/2017 00:00	15:14:00	60	380	39	44	34	31	497
A249/8646A	20/06/2017 00:00	15:29:00	61	436	59	28	46	30	569
A249/8646A	20/06/2017 00:00	15:44:00	62	460	33	39	41	31	573
A249/8646A	20/06/2017 00:00	15:59:00	63	473	44	44	48	30	600
A249/8646A	20/06/2017 00:00	16:14:00	64	451	27	20	30	31	528
A249/8646A	20/06/2017 00:00	16:29:00	65	584	41	25	46	30	696
A249/8646A	20/06/2017 00:00	16:44:00	66	685	49	30	52	31	784
A249/8646A	20/06/2017 00:00	16:59:00	67	666	44	24	40	31	774
A249/8646A	20/06/2017 00:00	17:14:00	68	662	43	24	41	31	770
A249/8646A	20/06/2017 00:00	17:29:00	69	704	40	17	31	31	792
A249/8646A	20/06/2017 00:00	17:44:00	70	678	35	21	24	32	758
A249/8646A	20/06/2017 00:00	17:59:00	71	627	29	13	22	32	691
A249/8646A	20/06/2017 00:00	18:14:00	72	615	13	15	21	31	684
A249/8646A	20/06/2017 00:00	18:29:00	73	586	28	9	28	31	651
A249/8646A	20/06/2017 00:00	18:44:00	74	547	24	17	30	32	618
A249/8646A	20/06/2017 00:00	18:59:00	75	378	10	12	22	32	417
A249/8646A	20/06/2017 00:00	19:14:00	76	369	23	9	20	32	411
A249/8646A	20/06/2017 00:00	19:29:00	77	349	19	6	17	33	391
A249/8646A	20/06/2017 00:00	19:44:00	78	293	12	7	21	32	353
A249/8646A	20/06/2017 00:00	19:59:00	79	243	3	7	23	33	282
A249/8646A	20/06/2017 00:00	20:14:00	80	260	9	6	22	33	297
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A249/8646A	20/06/2017 00:00	20:44:00	82	250	7	5	8	33	279
A249/8646A	20/06/2017 00:00	20:59:00	83	170	6	2	15	33	193
A249/8646A	20/06/2017 00:00	21:14:00	84	153	7	2	8	33	170
A249/8646A	20/06/2017 00:00	21							

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A249/8646A	21/06/2017 00:00	12:29:00	49	312	40	36	36	30	424
A249/8646A	21/06/2017 00:00	12:44:00	50	330	31	42	42	30	447
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A249/8646A	21/06/2017 00:00	13:14:00	52	315	30	29	45	30	419
A249/8646A	21/06/2017 00:00	13:29:00	53	343	31	34	47	31	457
A249/8646A	21/06/2017 00:00	13:44:00	54	314	34	37	37	31	422
A249/8646A	21/06/2017 00:00	13:59:00	55	347	45	45	38	30	475
A249/8646A	21/06/2017 00:00	14:14:00	56	332	31	49	39	32	487
A249/8646A	21/06/2017 00:00	14:29:00	57	389	36	36	31	31	492
A249/8646A	21/06/2017 00:00	14:44:00	58	385	34	34	59	29	512
A249/8646A	21/06/2017 00:00	14:59:00	59	394	42	34	50	30	530
A249/8646A	21/06/2017 00:00	15:14:00	60	393	40	39	58	30	530
A249/8646A	21/06/2017 00:00	15:29:00	61	452	52	28	44	31	576
A249/8646A	21/06/2017 00:00	15:44:00	62	493	44	46	52	30	612
A249/8646A	21/06/2017 00:00	15:59:00	63	494	47	39	39	27	619
A249/8646A	21/06/2017 00:00	16:14:00	64	546	51	30	38	31	665
A249/8646A	21/06/2017 00:00	16:29:00	65	603	41	25	33	31	710
A249/8646A	21/06/2017 00:00	16:44:00	66	599	49	25	38	31	711
A249/8646A	21/06/2017 00:00	16:59:00	67	643	41	13	32	31	729
A249/8646A	21/06/2017 00:00	17:14:00	68	630	49	19	27	31	725
A249/8646A	21/06/2017 00:00	17:29:00	69	716	53	13	26	31	808
A249/8646A	21/06/2017 00:00	17:44:00	70	670	34	12	30	31	746
A249/8646A	21/06/2017 00:00	17:59:00	71	710	29	13	23	31	775
A249/8646A	21/06/2017 00:00	18:14:00	72	585	34	21	27	32	667
A249/8646A	21/06/2017 00:00	18:29:00	73	504	21	6	25	32	556
A249/8646A	21/06/2017 00:00	18:44:00	74	491	35	10	26	32	561
A249/8646A	21/06/2017 00:00	18:59:00	75	429	22	9	27	33	487
A249/8646A	21/06/2017 00:00	19:14:00	76	390	14	9	15	33	428
A249/8646A	21/06/2017 00:00	19:29:00	77	396	19	4	17	33	346
A249/8646A	21/06/2017 00:00	19:44:00	78	288	15	4	28	32	328
A249/8646A	21/06/2017 00:00	19:59:00	79	289	16	5	27	31	337
A249/8646A	21/06/2017 00:00	20:14:00	80	243	10	2	24	31	279
A249/8646A	21/06/2017 00:00	20:29:00	81	271	11	4	14	32	307
A249/8646A	21/06/2017 00:00	20:44:00	82	238	10	1	15	32	264
A249/8646A	21/06/2017 00:00	20:59:00	83	241	5	6	14	33	266
A249/8646A	21/06/2017 00:00	21:14:00	84	166	6	5	8	32	185
A249/8646A	21/06/2017 00:00	21:29:00	85	208	4	5	11	32	228
A249/8646A	21/06/2017 00:00	21:44:00	86	168	6	2	11	31	187
A249/8646A	21/06/2017 00:00	21:59:00	87	160	8	3	11	32	179
A249/8646A	21/06/2017 00:00	22:14:00	88	177	1	2	17	31	197
A249/8646A	21/06/2017 00:00	22:29:00	89	185	6	1	15	31	207
A249/8646A	21/06/2017 00:00	22:44:00	90	117	8	1	11	31	117
A249/8646A	21/06/2017 00:00	22:59:00	91	112	8	2	7	32	129
A249/8646A	21/06/2017 00:00	23:14:00	92	111	6	6	13	31	136
A249/8646A	21/06/2017 00:00	23:29:00	93	102	1	14	16	31	120
A249/8646A	21/06/2017 00:00	23:44:00	94	77	1	1	10	31	89
A249/8646A	21/06/2017 00:00	23:59:00	95	49	4	1	15	31	69
A249/8646A	22/06/2017 00:00	00:14:00	0	43	5	6	6	31	60
A249/8646A	22/06/2017 00:00	00:29:00	1	46	2	1	18	29	67
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A249/8646A	22/06/2017 00:00	00:59:00	3	42	3	5	14	30	65
A249/8646A	22/06/2017 00:00	01:14:00	4	23	1	2	13	29	39
A249/8646A	22/06/2017 00:00	01:29:00	5	32	1	2	10	30	45
A249/8646A	22/06/2017 00:00	01:44:00	6	25	1	3	10	29	42
A249/8646A	22/06/2017 00:00	01:59:00	7	24	3	0	10	30	37
A249/8646A	22/06/2017 00:00	02:14:00	8	12	2	2	8	29	24
A249/8646A	22/06/2017 00:00	02:29:00	9	21	1	1	12	30	35
A249/8646A	22/06/2017 00:00	02:44:00	10	25	1	3	12	32	42
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A249/8646A	22/06/2017 00:00	03:14:00	12	29	3	2	9	31	43
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A249/8646A	22/06/2017 00:00	03:44:00	14	22	3	0	12	31	37
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A249/8646A	22/06/2017 00:00	04:14:00	16	29	3	3	13	31	45
A249/8646A	22/06/2017 00:00	04:29:00	17	35	0	2	14	32	51
A249/8646A	22/06/2017 00:00	04:44:00	18	35	4	8	13	31	60
A249/8646A	22/06/2017 00:00	04:59:00	19	39	6	5	10	32	67
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A249/8646A	22/06/2017 00:00	05:29:00	21	115	12	7	19	32	153
A249/8646A	22/06/2017 00:00	05:44:00	22	129	8	9	24	32	171
A249/8646A	22/06/2017 00:00	05:59:00	23	124	15	9	32	32	180
A249/8646A	22/06/2017 00:00	06:14:00	24	110	7	15	25	32	157
A249/8646A	22/06/2017 00:00	06:29:00	25	177	23	16	36	31	257
A249/8646A	22/06/2017 00:00	06:44:00	26	273	23	27	41	31	364
A249/8646A	22/06/2017 00:00	06:59:00	27	349	34	36	34	31	453
A249/8646A	22/06/2017 00:00	07:14:00	28	409	33	31	31	31	513
A249/8646A	22/06/2017 00:00	07:29:00	29	484	42	27	48	31	601
A249/8646A	22/06/2017 00:00	07:44:00	30	499	33	36	25	31	593
A249/8646A	22/06/2017 00:00	07:59:00	31	522	42	36	34	30	633
A249/8646A	22/06/2017 00:00	08:14:00	32	476	41	36	31	31	584
A249/8646A	22/06/2017 00:00	08:29:00	33	433	43	20	46	30	542
A249/8646A	22/06/2017 00:00	08:44:00	34	429	34	39	37	30	549
A249/8646A	22/06/2017 00:00	08:59:00	35	463	33	37	37	30	596
A249/8646A	22/06/2017 00:00	09:14:00	36	297	44	35	42	31	418
A249/8646A	22/06/2017 00:00	09:29:00	37	258	26	34	29	30	357
A249/8646A	22/06/2017 00:00	09:44:00	38	290	38	38	33	30	387
A249/8646A	22/06/2017 00:00	09:59:00	39	226	29	33	38	31	326
A249/8646A	22/06/2017 00:00	10:14:00	40	231	30	30	44	30	335
A249/8646A	22/06/2017 00:00	10:29:00	41	278	31	32	33	31	384
A249/8646A	22/06/2017 00:00	10:44:00	42	281	34	36	36	31	383
A249/8646A	22/06/2017 00:00	10:59:00	43	256	27	32	38	30	353
A249/8646A	22/06/2017 00:00	11:14:00	44	263	32	26	45	29	374
A249/8646A	22/06/2017 00:00	11:29:00	45	292	32	26	50	29	400
A249/8646A	22/06/2017 00:00	11:44:00	46	291	35	29	27	30	382
A249/8646A	22/06/2017 00:00	11:59:00	47	283	27	41	41	32	382
A249/8646A	22/06/2017 00:00	12:14:00	48	264	36	44	38	30	382
A249/8646A	22/06/2017 00:00	12:29:00	49	299	26	33	48	30	406
A249/8646A	22/06/2017 00:00	12:44:00	50	286	29	38	46	30	397
A249/8646A	22/06/2017 00:00	12:59:00	51	325	32	37	40	30	434
A249/8646A	22/06/2017 00:00	13:14:00	52	323	38	41	42	30	444
A249/8646A	22/06/2017 00:00	13:29:00	53	318	29	17	49	31	433
A249/8646A	22/06/2017 00:00	13:44:00	54	302	30	33	41	31	406
A249/8646A	22/06/2017 00:00	13:59:00	55	322	39	32	39	30	432
A249/8646A	22/06/2017 00:00	14:14:00	56	334	44	34	44	30	456
A249/8646A	22/06/2017 00:00	14:29:00	57	406	42	44	46	30	538
A249/8646A	22/06/2017 00:00	14:44:00	58	399	43	36	44	30	522
A249/8646A	22/06/2017 00:00	14:59:00	59	425	54	43	41	30	567
A249/8646A	22/06/2017 00:00	15:14:00	60	389	48	40	59	30	536
A249/8646A	22/06/2017 00:00	15:29:00	61	422	35	25	61	30	543
A249/8646A	22/06/2017 00:00	15:44:00	62	510	53	49	35	31	643
A249/8646A	22/06/2017 00:00	15:59:00	63	484	50	31	50	30	599
A249/8646A	22/06/2017 00:00	16:14:00	64	541	48	39	45	31	673
A249/8646A	22/06/2017 00:00	16:29:00	65	571	42	32	35	30	680
A249/8646A	22/06/2017 00:00	16:44:00	66	614	40	30	35	31	722
A249/8646A	22/06/2017 00:00	16:59:00	67	707	35	18	31	31	791
A249/8646A	22/06/2017 00:00	17:14:00	68	622	47	19	48	31	736
A249/8646A	22/06/2017 00:00	17:29:00	69	719	39	13	33	31	809
A249/8646A	22/06/2017 00:00	17:44:00	70	723	37	18	30	31	808
A249/8646A	22/06/2017 00:00	17:59:00	71	680	33	14	36	32	763
A249/86									

A249/8646A	23/06/2017 00:00	08:59:00	35	369	34	35	30	32	468
A249/8646A	23/06/2017 00:00	09:14:00	36	337	34	54	35	31	460
A249/8646A	23/06/2017 00:00	09:29:00	37	274	30	19	36	30	371
A249/8646A	23/06/2017 00:00	09:44:00	38	290	31	35	44	30	400
A249/8646A	23/06/2017 00:00	09:59:00	39	268	31	34	44	30	377
A249/8646A	23/06/2017 00:00	10:14:00	40	203	31	20	34	31	314
A249/8646A	23/06/2017 00:00	10:29:00	41	253	33	35	39	31	360
A249/8646A	23/06/2017 00:00	10:44:00	42	292	44	37	47	30	420
A249/8646A	23/06/2017 00:00	10:59:00	43	293	31	39	39	30	388
A249/8646A	23/06/2017 00:00	11:14:00	44	290	34	36	48	30	400
A249/8646A	23/06/2017 00:00	11:29:00	45	305	31	25	38	30	399
A249/8646A	23/06/2017 00:00	11:44:00	46	309	36	37	36	31	418
A249/8646A	23/06/2017 00:00	11:59:00	47	344	29	37	32	31	442
A249/8646A	23/06/2017 00:00	12:14:00	48	325	23	32	33	31	413
A249/8646A	23/06/2017 00:00	12:29:00	49	241	21	24	47	30	444
A249/8646A	23/06/2017 00:00	12:44:00	50	346	27	34	41	31	448
A249/8646A	23/06/2017 00:00	12:59:00	51	360	39	33	34	31	466
A249/8646A	23/06/2017 00:00	13:14:00	52	223	31	23	48	30	435
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A249/8646A	23/06/2017 00:00	13:44:00	54	412	53	34	41	31	540
A249/8646A	23/06/2017 00:00	13:59:00	55	388	34	43	41	31	506
A249/8646A	23/06/2017 00:00	14:14:00	56	392	41	33	41	30	507
A249/8646A	23/06/2017 00:00	14:29:00	57	467	51	32	48	30	598
A249/8646A	23/06/2017 00:00	14:44:00	58	453	51	41	49	30	584
A249/8646A	23/06/2017 00:00	14:59:00	59	448	41	42	50	30	581
A249/8646A	23/06/2017 00:00	15:14:00	60	471	35	38	40	31	584
A249/8646A	23/06/2017 00:00	15:29:00	61	496	50	34	34	31	614
A249/8646A	23/06/2017 00:00	15:44:00	62	540	57	34	38	31	669
A249/8646A	23/06/2017 00:00	15:59:00	63	585	48	27	51	31	711
A249/8646A	23/06/2017 00:00	16:14:00	64	618	47	31	34	30	730
A249/8646A	23/06/2017 00:00	16:29:00	65	669	40	31	34	31	764
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A249/8646A	23/06/2017 00:00	17:14:00	68	608	31	30	30	31	739
A249/8646A	23/06/2017 00:00	17:29:00	69	715	38	16	17	31	786
A249/8646A	23/06/2017 00:00	17:44:00	70	652	43	15	30	31	740
A249/8646A	23/06/2017 00:00	17:59:00	71	593	17	13	17	31	660
A249/8646A	23/06/2017 00:00	18:14:00	72	607	27	9	24	32	667
A249/8646A	23/06/2017 00:00	18:29:00	73	589	25	6	20	33	640
A249/8646A	23/06/2017 00:00	18:44:00	74	539	34	13	22	32	599
A249/8646A	23/06/2017 00:00	18:59:00	75	476	16	13	22	32	527
A249/8646A	23/06/2017 00:00	19:14:00	76	415	15	9	15	33	454
A249/8646A	23/06/2017 00:00	19:29:00	77	422	7	15	15	33	467
A249/8646A	23/06/2017 00:00	19:44:00	78	402	20	10	17	32	449
A249/8646A	23/06/2017 00:00	19:59:00	79	368	16	7	22	32	413
A249/8646A	23/06/2017 00:00	20:14:00	80	269	16	3	15	32	303
A249/8646A	23/06/2017 00:00	20:29:00	81	305	4	5	9	33	323
A249/8646A	23/06/2017 00:00	20:44:00	82	286	10	2	14	32	312
A249/8646A	23/06/2017 00:00	20:59:00	83	240	5	3	11	33	259
A249/8646A	23/06/2017 00:00	21:14:00	84	222	8	3	10	33	243
A249/8646A	23/06/2017 00:00	21:29:00	85	215	5	2	12	33	234
A249/8646A	23/06/2017 00:00	21:44:00	86	210	7	2	12	33	241
A249/8646A	23/06/2017 00:00	21:59:00	87	182	7	0	15	31	204
A249/8646A	23/06/2017 00:00	22:14:00	88	184	6	3	9	33	202
A249/8646A	23/06/2017 00:00	22:29:00	89	184	5	5	13	31	207
A249/8646A	23/06/2017 00:00	22:44:00	90	152	6	0	6	31	164
A249/8646A	23/06/2017 00:00	22:59:00	91	144	4	2	10	31	160
A249/8646A	23/06/2017 00:00	23:14:00	92	170	2	2	7	32	181
A249/8646A	23/06/2017 00:00	23:29:00	93	122	1	1	1	32	147
A249/8646A	23/06/2017 00:00	23:44:00	94	121	4	1	5	32	131
A249/8646A	23/06/2017 00:00	23:59:00	95	100	4	3	11	32	118
A249/8646A	24/06/2017 00:00	00:14:00	0	110	0	0	0	32	130
A249/8646A	24/06/2017 00:00	00:29:00	1	94	0	1	12	31	107
A249/8646A	24/06/2017 00:00	00:44:00	2	74	3	3	9	31	89
A249/8646A	24/06/2017 00:00	00:59:00	3	59	3	1	2	32	72
A249/8646A	24/06/2017 00:00	01:14:00	4	42	5	3	15	30	65
A249/8646A	24/06/2017 00:00	01:29:00	5	65	3	0	13	30	81
A249/8646A	24/06/2017 00:00	01:44:00	6	39	9	1	9	31	53
A249/8646A	24/06/2017 00:00	01:59:00	7	30	2	0	8	32	40
A249/8646A	24/06/2017 00:00	02:14:00	8	33	1	2	13	30	49
A249/8646A	24/06/2017 00:00	02:29:00	9	19	3	1	9	32	39
A249/8646A	24/06/2017 00:00	02:44:00	10	19	2	2	15	29	38
A249/8646A	24/06/2017 00:00	02:59:00	11	25	2	2	14	29	43
A249/8646A	24/06/2017 00:00	03:14:00	12	27	4	0	9	31	40
A249/8646A	24/06/2017 00:00	03:29:00	13	18	4	2	10	31	34
A249/8646A	24/06/2017 00:00	03:44:00	14	20	1	1	8	31	30
A249/8646A	24/06/2017 00:00	03:59:00	15	24	1	1	9	30	32
A249/8646A	24/06/2017 00:00	04:14:00	16	33	4	0	9	30	46
A249/8646A	24/06/2017 00:00	04:29:00	17	20	1	3	9	31	33
A249/8646A	24/06/2017 00:00	04:44:00	18	24	8	2	7	31	41
A249/8646A	24/06/2017 00:00	04:59:00	19	20	7	5	14	31	46
A249/8646A	24/06/2017 00:00	05:14:00	20	35	3	0	16	33	54
A249/8646A	24/06/2017 00:00	05:29:00	21	54	4	4	9	32	69
A249/8646A	24/06/2017 00:00	05:44:00	22	69	4	1	14	33	88
A249/8646A	24/06/2017 00:00	05:59:00	23	62	4	7	15	33	88
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A249/8646A	24/06/2017 00:00	06:29:00	25	46	11	9	15	32	131
A249/8646A	24/06/2017 00:00	06:44:00	26	119	17	2	19	32	157
A249/8646A	24/06/2017 00:00	06:59:00	27	111	10	8	16	33	145
A249/8646A	24/06/2017 00:00	07:14:00	28	109	15	15	15	33	150
A249/8646A	24/06/2017 00:00	07:29:00	29	109	15	5	19	33	148
A249/8646A	24/06/2017 00:00	07:44:00	30	166	16	14	15	32	211
A249/8646A	24/06/2017 00:00	07:59:00	31	214	24	14	24	32	275
A249/8646A	24/06/2017 00:00	08:14:00	32	212	15	9	14	33	250
A249/8646A	24/06/2017 00:00	08:29:00	33	200	22	15	8	33	245
A249/8646A	24/06/2017 00:00	08:44:00	34	253	13	17	16	33	289
A249/8646A	24/06/2017 00:00	08:59:00	35	225	18	16	21	31	280
A249/8646A	24/06/2017 00:00	09:14:00	36	208	12	13	27	31	260
A249/8646A	24/06/2017 00:00	09:29:00	37	230	19	16	17	31	282
A249/8646A	24/06/2017 00:00	09:44:00	38	250	13	12	12	32	283
A249/8646A	24/06/2017 00:00	09:59:00	39	229	21	16	17	32	287
A249/8646A	24/06/2017 00:00	10:14:00	40	290	9	9	20	31	314
A249/8646A	24/06/2017 00:00	10:29:00	41	290	17	11	11	32	329
A249/8646A	24/06/2017 00:00	10:44:00	42	313	18	10	17	32	358
A249/8646A	24/06/2017 00:00	10:59:00	43	343	8	17	17	32	383
A249/8646A	24/06/2017 00:00	11:14:00	44	320	9	7	17	32	353
A249/8646A	24/06/2017 00:00	11:29:00	45	328	12	11	16	32	367
A249/8646A	24/06/2017 00:00	11:44:00	46	320	13	12	13	32	372
A249/8646A	24/06/2017 00:00	11:59:00	47	401	17	5	9	32	432
A249/8646A	24/06/2017 00:00	12:14:00	48	401	21	7	8	33	437
A249/8646A	24/06/2017 00:00	12:29:00	49	467	31	11	13	32	522
A249/8646A	24/06/2017 00:00	12:44:00	50	418	18	12	12	32	460
A249/8646A	24/06/2017 00:00	12:59:00	51	427	18	7	12	32	464
A249/8646A	24/06/2017 00:00	13:14:00	52	430	24	9	6	33	469
A249/8646A	24/06/2017 00:00	13:29:00	53	433	14	6	6	33	460
A249/8646A	24/06/2017 00:00	13:44:00	54	436	22	11	12	32	481
A249/8646A	24/06/2017 00:00	13:59:00	55	484	22	5	11	31	522
A249/8646A	24/06/2017 00:00	14:14:00	56	433	12	5	11	32	460
A249/8646A	24/06/2017 00:00	14:29:00	57	413	16	3	12	32	444
A249/8646A	24/06/2017 00:00	14:44:00	58	414	20	10	7	32	451
A249/8646A	24/06/2017 00:00	14:59:00							

A249/8646A	25/06/2017 00:00	05:44:00	22	50	1	2	2	34	55
A249/8646A	25/06/2017 00:00	05:59:00	23	37	6	5	8	32	54
A249/8646A	25/06/2017 00:00	06:14:00	24	41	6	0	6	33	53
A249/8646A	25/06/2017 00:00	06:29:00	25	48	2	1	9	33	60
A249/8646A	25/06/2017 00:00	06:44:00	26	61	4	1	9	34	75
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A249/8646A	25/06/2017 00:00	07:29:00	29	61	7	4	7	34	75
A249/8646A	25/06/2017 00:00	07:44:00	30	113	6	13	3	34	78
A249/8646A	25/06/2017 00:00	07:59:00	31	128	4	6	4	35	142
A249/8646A	25/06/2017 00:00	08:14:00	32	107	7	3	8	35	125
A249/8646A	25/06/2017 00:00	08:29:00	33	100	5	1	6	34	112
A249/8646A	25/06/2017 00:00	08:44:00	34	125	6	8	1	34	140
A249/8646A	25/06/2017 00:00	08:59:00	35	134	6	1	8	33	149
A249/8646A	25/06/2017 00:00	09:14:00	36	118	3	2	6	32	132
A249/8646A	25/06/2017 00:00	09:29:00	37	168	5	2	4	33	179
A249/8646A	25/06/2017 00:00	09:44:00	38	201	8	2	10	33	221
A249/8646A	25/06/2017 00:00	09:59:00	39	222	2	2	14	32	247
A249/8646A	25/06/2017 00:00	10:14:00	40	208	10	3	11	32	232
A249/8646A	25/06/2017 00:00	10:29:00	41	220	7	4	10	32	241
A249/8646A	25/06/2017 00:00	10:44:00	42	234	3	11	2	32	247
A249/8646A	25/06/2017 00:00	10:59:00	43	287	6	5	10	32	308
A249/8646A	25/06/2017 00:00	11:14:00	44	269	4	2	7	32	282
A249/8646A	25/06/2017 00:00	11:29:00	45	293	15	8	8	34	324
A249/8646A	25/06/2017 00:00	11:44:00	46	333	7	4	8	32	352
A249/8646A	25/06/2017 00:00	11:59:00	47	327	12	6	10	32	355
A249/8646A	25/06/2017 00:00	12:14:00	48	374	11	7	9	34	411
A249/8646A	25/06/2017 00:00	12:29:00	49	366	11	11	8	32	394
A249/8646A	25/06/2017 00:00	12:44:00	50	370	5	2	8	33	385
A249/8646A	25/06/2017 00:00	12:59:00	51	420	9	8	14	32	451
A249/8646A	25/06/2017 00:00	13:14:00	52	389	10	5	12	32	414
A249/8646A	25/06/2017 00:00	13:29:00	53	419	10	7	10	32	446
A249/8646A	25/06/2017 00:00	13:44:00	54	391	6	6	1	33	404
A249/8646A	25/06/2017 00:00	13:59:00	55	359	6	7	4	32	379
A249/8646A	25/06/2017 00:00	14:14:00	56	324	8	2	12	33	346
A249/8646A	25/06/2017 00:00	14:29:00	57	344	10	10	6	32	372
A249/8646A	25/06/2017 00:00	14:44:00	58	379	11	5	7	32	402
A249/8646A	25/06/2017 00:00	14:59:00	59	383	11	3	8	32	405
A249/8646A	25/06/2017 00:00	15:14:00	60	378	8	8	12	32	406
A249/8646A	25/06/2017 00:00	15:29:00	61	353	6	3	13	32	376
A249/8646A	25/06/2017 00:00	15:44:00	62	368	9	2	8	32	387
A249/8646A	25/06/2017 00:00	15:59:00	63	412	10	4	9	31	435
A249/8646A	25/06/2017 00:00	16:14:00	64	403	6	5	6	32	427
A249/8646A	25/06/2017 00:00	16:29:00	65	385	7	4	6	33	402
A249/8646A	25/06/2017 00:00	16:44:00	66	389	3	6	8	33	406
A249/8646A	25/06/2017 00:00	16:59:00	67	384	2	4	10	32	406
A249/8646A	25/06/2017 00:00	17:14:00	68	390	4	6	8	33	408
A249/8646A	25/06/2017 00:00	17:29:00	69	416	17	5	6	33	444
A249/8646A	25/06/2017 00:00	17:44:00	70	322	11	3	4	34	340
A249/8646A	25/06/2017 00:00	17:59:00	71	340	7	6	8	33	361
A249/8646A	25/06/2017 00:00	18:14:00	72	353	7	3	14	33	377
A249/8646A	25/06/2017 00:00	18:29:00	73	338	12	4	9	33	364
A249/8646A	25/06/2017 00:00	18:44:00	74	289	8	4	2	34	303
A249/8646A	25/06/2017 00:00	18:59:00	75	269	13	6	5	34	293
A249/8646A	25/06/2017 00:00	19:14:00	76	263	4	6	9	34	282
A249/8646A	25/06/2017 00:00	19:29:00	77	273	11	1	4	34	285
A249/8646A	25/06/2017 00:00	19:44:00	78	236	2	3	7	34	248
A249/8646A	25/06/2017 00:00	19:59:00	79	244	3	4	3	34	254
A249/8646A	25/06/2017 00:00	20:14:00	80	192	10	2	15	34	212
A249/8646A	25/06/2017 00:00	20:29:00	81	245	7	5	4	34	261
A249/8646A	25/06/2017 00:00	20:44:00	82	198	4	2	8	34	212
A249/8646A	25/06/2017 00:00	20:59:00	83	170	4	2	4	34	180
A249/8646A	25/06/2017 00:00	21:14:00	84	161	4	1	5	33	171
A249/8646A	25/06/2017 00:00	21:29:00	85	166	2	4	4	33	176
A249/8646A	25/06/2017 00:00	21:44:00	86	124	4	2	8	32	138
A249/8646A	25/06/2017 00:00	21:59:00	87	122	2	1	5	33	130
A249/8646A	25/06/2017 00:00	22:14:00	88	129	3	1	6	32	139
A249/8646A	25/06/2017 00:00	22:29:00	89	105	3	3	7	32	118
A249/8646A	25/06/2017 00:00	22:44:00	90	105	3	0	3	32	111
A249/8646A	25/06/2017 00:00	22:59:00	91	69	1	1	6	32	77
A249/8646A	25/06/2017 00:00	23:14:00	92	64	2	4	4	31	81
A249/8646A	25/06/2017 00:00	23:29:00	93	70	1	0	13	33	84
A249/8646A	25/06/2017 00:00	23:44:00	94	63	4	0	5	32	72
A249/8646A	25/06/2017 00:00	23:59:00	95	39	2	0	2	31	60
A249/8646A	26/06/2017 00:00	00:14:00	0	46	2	3	9	31	60
A249/8646A	26/06/2017 00:00	00:29:00	1	46	3	0	6	32	55
A249/8646A	26/06/2017 00:00	00:44:00	2	23	1	7	3	31	34
A249/8646A	26/06/2017 00:00	00:59:00	3	26	0	2	3	32	31
A249/8646A	26/06/2017 00:00	01:14:00	4	32	0	1	6	32	39
A249/8646A	26/06/2017 00:00	01:29:00	5	14	0	0	2	30	24
A249/8646A	26/06/2017 00:00	01:44:00	6	17	0	2	3	31	22
A249/8646A	26/06/2017 00:00	01:59:00	7	17	0	0	4	30	21
A249/8646A	26/06/2017 00:00	02:14:00	8	14	0	0	7	29	14
A249/8646A	26/06/2017 00:00	02:29:00	9	24	0	2	6	31	33
A249/8646A	26/06/2017 00:00	02:44:00	10	21	1	1	6	29	29
A249/8646A	26/06/2017 00:00	02:59:00	11	16	2	1	7	29	26
A249/8646A	26/06/2017 00:00	03:14:00	12	19	4	4	9	29	35
A249/8646A	26/06/2017 00:00	03:29:00	13	22	1	2	7	31	32
A249/8646A	26/06/2017 00:00	03:44:00	14	41	2	0	11	30	54
A249/8646A	26/06/2017 00:00	03:59:00	15	32	1	3	3	34	34
A249/8646A	26/06/2017 00:00	04:14:00	16	23	4	0	11	32	38
A249/8646A	26/06/2017 00:00	04:29:00	17	39	3	8	5	32	55
A249/8646A	26/06/2017 00:00	04:44:00	18	66	7	3	15	32	72
A249/8646A	26/06/2017 00:00	04:59:00	19	55	6	2	9	33	72
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A249/8646A	26/06/2017 00:00	05:29:00	21	85	4	6	9	32	104
A249/8646A	26/06/2017 00:00	05:44:00	22	136	11	4	17	32	168
A249/8646A	26/06/2017 00:00	05:59:00	23	132	12	7	29	32	180
A249/8646A	26/06/2017 00:00	06:14:00	24	118	9	12	14	31	153
A249/8646A	26/06/2017 00:00	06:29:00	25	197	18	9	25	32	249
A249/8646A	26/06/2017 00:00	06:44:00	26	284	31	24	21	32	360
A249/8646A	26/06/2017 00:00	06:59:00	27	361	21	11	21	32	437
A249/8646A	26/06/2017 00:00	07:14:00	28	419	35	25	27	31	506
A249/8646A	26/06/2017 00:00	07:29:00	29	521	41	29	22	31	613
A249/8646A	26/06/2017 00:00	07:44:00	30	522	33	22	14	31	619
A249/8646A	26/06/2017 00:00	07:59:00	31	476	38	32	36	30	582
A249/8646A	26/06/2017 00:00	08:14:00	32	477	29	32	33	31	571
A249/8646A	26/06/2017 00:00	08:29:00	33	406	29	27	27	32	489
A249/8646A	26/06/2017 00:00	08:44:00	34	445	31	26	33	31	535
A249/8646A	26/06/2017 00:00	08:59:00	35	443	40	39	32	31	554
A249/8646A	26/06/2017 00:00	09:14:00	36	281	39	22	32	31	374
A249/8646A	26/06/2017 00:00	09:29:00	37	271	43	28	28	30	385
A249/8646A	26/06/2017 00:00	09:44:00	38	279	34	41	44	30	398
A249/8646A	26/06/2017 00:00	09:59:00	39	250	25	46	38	30	359
A249/8646A	26/06/2017 00:00	10:14:00	40	221	17	25	25	31	303
A249/8646A	26/06/2017 00:00	10:29:00	41	242	32	36	40	30	350
A249/8646A	26/06/2017 00:00	10:44:00	42	239	34	33	33	31	339
A249/8646A	26/06/2017 00:00	10:59:00	43	239	30	44	32	31	340
A249/8646A	26/06/2017 00:00	11:14:00	44	250	34	29	28	31	341
A249/8646A	26/06/2017 00:00	11:29:00	45	233	29	34	37	30	333
A249/8646A	26/06/2017 00:00	11:44:00	46	275	37	37	36	31	370
A249/8646A	26/06/2017 00:00	11:59:00	47	271	37	29	34	31	

A249/8646A	27/06/2017 00:00	02:29:00	9	18	0	0	8	32	26
A249/8646A	27/06/2017 00:00	02:34:00	10	17	0	0	7	30	24
A249/8646A	27/06/2017 00:00	02:39:00	11	20	0	0	9	29	38
A249/8646A	27/06/2017 00:00	03:14:00	12	21	2	1	14	29	38
A249/8646A	27/06/2017 00:00	03:29:00	13	14	2	0	11	29	27
A249/8646A	27/06/2017 00:00	03:44:00	14	29	4	2	9	32	44
A249/8646A	27/06/2017 00:00	03:59:00	15	29	5	0	17	30	51
A249/8646A	27/06/2017 00:00	04:14:00	16	27	4	3	9	31	43
A249/8646A	27/06/2017 00:00	04:29:00	17	34	7	7	17	31	59
A249/8646A	27/06/2017 00:00	04:44:00	18	53	5	3	7	33	68
A249/8646A	27/06/2017 00:00	04:59:00	19	48	7	6	20	30	81
A249/8646A	27/06/2017 00:00	05:14:00	20	53	6	5	4	32	76
A249/8646A	27/06/2017 00:00	05:29:00	21	95	7	8	22	32	132
A249/8646A	27/06/2017 00:00	05:44:00	22	158	7	9	15	33	189
A249/8646A	27/06/2017 00:00	05:59:00	23	108	7	10	1	32	154
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A249/8646A	27/06/2017 00:00	06:29:00	25	197	23	17	32	32	269
A249/8646A	27/06/2017 00:00	06:44:00	26	286	26	27	37	32	267
A249/8646A	27/06/2017 00:00	06:59:00	27	357	39	27	30	31	453
A249/8646A	27/06/2017 00:00	07:14:00	28	409	35	30	42	31	516
A249/8646A	27/06/2017 00:00	07:29:00	29	526	43	28	36	32	633
A249/8646A	27/06/2017 00:00	07:44:00	30	547	55	32	35	30	669
A249/8646A	27/06/2017 00:00	07:59:00	31	533	38	32	32	30	635
A249/8646A	27/06/2017 00:00	08:14:00	32	486	42	24	34	30	536
A249/8646A	27/06/2017 00:00	08:29:00	33	419	37	11	30	30	517
A249/8646A	27/06/2017 00:00	08:44:00	34	447	47	35	35	31	564
A249/8646A	27/06/2017 00:00	08:59:00	35	387	34	32	34	30	487
A249/8646A	27/06/2017 00:00	09:14:00	36	345	25	29	26	31	425
A249/8646A	27/06/2017 00:00	09:29:00	37	290	30	30	34	31	384
A249/8646A	27/06/2017 00:00	09:44:00	38	278	33	33	36	31	380
A249/8646A	27/06/2017 00:00	09:59:00	39	256	33	47	39	30	375
A249/8646A	27/06/2017 00:00	10:14:00	40	245	46	43	48	28	382
A249/8646A	27/06/2017 00:00	10:29:00	41	229	34	37	44	31	344
A249/8646A	27/06/2017 00:00	10:44:00	42	249	31	32	37	31	372
A249/8646A	27/06/2017 00:00	10:59:00	43	210	35	25	42	30	312
A249/8646A	27/06/2017 00:00	11:14:00	44	243	29	52	31	31	355
A249/8646A	27/06/2017 00:00	11:29:00	45	253	44	21	43	32	369
A249/8646A	27/06/2017 00:00	11:44:00	46	268	40	37	43	30	388
A249/8646A	27/06/2017 00:00	11:59:00	47	299	28	28	43	30	398
A249/8646A	27/06/2017 00:00	12:14:00	48	303	27	35	39	30	397
A249/8646A	27/06/2017 00:00	12:29:00	49	304	37	41	44	30	426
A249/8646A	27/06/2017 00:00	12:44:00	50	301	27	39	34	30	401
A249/8646A	27/06/2017 00:00	12:59:00	51	294	37	37	31	31	389
A249/8646A	27/06/2017 00:00	13:14:00	52	323	34	24	41	31	422
A249/8646A	27/06/2017 00:00	13:29:00	53	344	35	44	49	30	472
A249/8646A	27/06/2017 00:00	13:44:00	54	333	30	39	50	30	447
A249/8646A	27/06/2017 00:00	13:59:00	55	325	48	62	35	31	470
A249/8646A	27/06/2017 00:00	14:14:00	56	352	38	35	59	30	484
A249/8646A	27/06/2017 00:00	14:29:00	57	411	42	44	31	31	518
A249/8646A	27/06/2017 00:00	14:44:00	58	362	28	39	53	30	482
A249/8646A	27/06/2017 00:00	14:59:00	59	388	32	36	56	30	512
A249/8646A	27/06/2017 00:00	15:14:00	60	402	37	38	53	30	530
A249/8646A	27/06/2017 00:00	15:29:00	61	434	45	32	53	30	564
A249/8646A	27/06/2017 00:00	15:44:00	62	490	35	23	41	31	589
A249/8646A	27/06/2017 00:00	15:59:00	63	560	28	47	47	30	664
A249/8646A	27/06/2017 00:00	16:14:00	64	530	52	42	46	31	660
A249/8646A	27/06/2017 00:00	16:29:00	65	584	54	27	29	31	694
A249/8646A	27/06/2017 00:00	16:44:00	66	616	44	18	41	31	719
A249/8646A	27/06/2017 00:00	16:59:00	67	645	44	14	31	31	740
A249/8646A	27/06/2017 00:00	17:14:00	68	600	35	25	32	31	692
A249/8646A	27/06/2017 00:00	17:29:00	69	688	44	24	28	31	784
A249/8646A	27/06/2017 00:00	17:44:00	70	744	35	7	29	31	772
A249/8646A	27/06/2017 00:00	17:59:00	71	718	46	12	22	31	798
A249/8646A	27/06/2017 00:00	18:14:00	72	561	33	17	20	32	631
A249/8646A	27/06/2017 00:00	18:29:00	73	523	43	7	18	32	611
A249/8646A	27/06/2017 00:00	18:44:00	74	494	21	4	18	32	537
A249/8646A	27/06/2017 00:00	18:59:00	75	421	25	12	25	32	483
A249/8646A	27/06/2017 00:00	19:14:00	76	362	17	6	17	31	459
A249/8646A	27/06/2017 00:00	19:29:00	77	420	24	6	17	31	467
A249/8646A	27/06/2017 00:00	19:44:00	78	299	12	3	13	31	327
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A249/8646A	27/06/2017 00:00	20:14:00	80	219	8	3	11	33	241
A249/8646A	27/06/2017 00:00	20:29:00	81	242	15	6	27	31	290
A249/8646A	27/06/2017 00:00	20:44:00	82	233	7	5	20	32	269
A249/8646A	27/06/2017 00:00	20:59:00	83	198	11	3	14	32	226
A249/8646A	27/06/2017 00:00	21:14:00	84	163	8	2	11	32	184
A249/8646A	27/06/2017 00:00	21:29:00	85	178	3	1	11	31	197
A249/8646A	27/06/2017 00:00	21:44:00	86	136	6	2	16	30	160
A249/8646A	27/06/2017 00:00	21:59:00	87	153	5	0	12	30	170
A249/8646A	27/06/2017 00:00	22:14:00	88	140	8	0	12	30	161
A249/8646A	27/06/2017 00:00	22:29:00	89	151	7	2	8	30	168
A249/8646A	27/06/2017 00:00	22:44:00	90	122	4	3	16	28	145
A249/8646A	27/06/2017 00:00	22:59:00	91	89	1	9	13	29	106
A249/8646A	27/06/2017 00:00	23:14:00	92	78	3	2	13	28	96
A249/8646A	27/06/2017 00:00	23:29:00	93	69	0	1	11	29	81
A249/8646A	27/06/2017 00:00	23:44:00	94	58	3	1	11	30	70
A249/8646A	27/06/2017 00:00	23:59:00	95	48	0	0	12	29	63
A249/8646A	28/06/2017 00:00	00:14:00	0	37	3	0	8	29	48
A249/8646A	28/06/2017 00:00	00:29:00	1	34	5	0	7	31	46
A249/8646A	28/06/2017 00:00	00:44:00	2	25	1	0	7	30	37
A249/8646A	28/06/2017 00:00	00:59:00	3	22	5	0	7	30	34
A249/8646A	28/06/2017 00:00	01:14:00	4	25	0	1	11	29	37
A249/8646A	28/06/2017 00:00	01:29:00	5	27	2	3	10	28	42
A249/8646A	28/06/2017 00:00	01:44:00	6	25	0	1	8	30	34
A249/8646A	28/06/2017 00:00	01:59:00	7	18	3	1	8	30	30
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A249/8646A	28/06/2017 00:00	02:29:00	9	21	3	2	7	29	33
A249/8646A	28/06/2017 00:00	02:44:00	10	20	6	1	9	29	36
A249/8646A	28/06/2017 00:00	02:59:00	11	29	1	1	7	31	38
A249/8646A	28/06/2017 00:00	03:14:00	12	10	3	0	13	28	26
A249/8646A	28/06/2017 00:00	03:29:00	13	19	2	1	7	30	29
A249/8646A	28/06/2017 00:00	03:44:00	14	38	1	1	8	30	44
A249/8646A	28/06/2017 00:00	03:59:00	15	25	5	0	9	30	39
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A249/8646A	28/06/2017 00:00	04:29:00	17	33	6	6	16	30	63
A249/8646A	28/06/2017 00:00	04:44:00	18	53	5	5	13	30	76
A249/8646A	28/06/2017 00:00	04:59:00	19	76	8	7	15	31	106
A249/8646A	28/06/2017 00:00	05:14:00	20	50	3	5	10	31	68
A249/8646A	28/06/2017 00:00	05:29:00	21	89	10	4	18	31	121
A249/8646A	28/06/2017 00:00	05:44:00	22	130	5	18	18	30	171
A249/8646A	28/06/2017 00:00	05:59:00	23	110	13	9	21	31	153
A249/8646A	28/06/2017 00:00	06:14:00	24	119	14	13	22	31	168
A249/8646A	28/06/2017 00:00	06:29:00	25	185	16	20	27	31	248
A249/8646A	28/06/2017 00:00	06:44:00	26	295	28	26	24	30	372
A249/8646A	28/06/2017 00:00	06:59:00	27	353	39	35	28	30	443
A249/8646A	28/06/2017 00:00	07:14:00	28	403	38	26	31	31	498
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A249/8646A	28/06/2017 00:00	07:44:00	30	550	37	36	31	30	664
A249/8646A	28/06/2017 00:00	07:59:00	31	516	30	29	29	30	604
A249/8646A	28/06/2017 00:00	08:14:00	32	428	46	47	47	29	568
A249/8646A	28/06/2017 00:00	08:29:00	33	476	42	43	23		

A249/8646A	28/06/2017 00:00	23:14:00	92	104	4	4	10	32	122
A249/8646A	28/06/2017 00:00	23:29:00	98	76	5	5	9	32	95
A249/8646A	28/06/2017 00:00	23:44:00	96	59	1	8	10	32	77
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A249/8646A	29/06/2017 00:00	00:14:00	0	46	3	2	14	31	65
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A249/8646A	29/06/2017 00:00	00:44:00	2	37	3	2	9	31	51
A249/8646A	29/06/2017 00:00	00:59:00	3	37	1	0	19	29	57
A249/8646A	29/06/2017 00:00	01:14:00	4	34	1	1	11	30	51
A249/8646A	29/06/2017 00:00	01:29:00	5	25	2	1	8	30	36
A249/8646A	29/06/2017 00:00	01:44:00	6	31	5	0	3	31	39
A249/8646A	29/06/2017 00:00	01:59:00	7	28	3	0	3	30	39
A249/8646A	29/06/2017 00:00	02:14:00	8	20	0	2	8	31	39
A249/8646A	29/06/2017 00:00	02:29:00	9	19	3	1	7	29	30
A249/8646A	29/06/2017 00:00	02:44:00	10	22	1	2	8	30	34
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A249/8646A	29/06/2017 00:00	03:59:00	15	26	3	4	11	31	44
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A249/8646A	29/06/2017 00:00	04:44:00	18	54	4	5	12	32	75
A249/8646A	29/06/2017 00:00	04:59:00	19	55	4	2	15	30	76
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A249/8646A	29/06/2017 00:00	05:29:00	21	93	7	7	21	32	128
A249/8646A	29/06/2017 00:00	05:44:00	22	159	8	10	17	28	174
A249/8646A	29/06/2017 00:00	05:59:00	23	137	4	11	18	32	170
A249/8646A	29/06/2017 00:00	06:14:00	24	124	17	10	20	32	171
A249/8646A	29/06/2017 00:00	06:29:00	25	197	20	18	33	32	268
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A249/8646A	29/06/2017 00:00	06:59:00	27	365	31	21	45	31	462
A249/8646A	29/06/2017 00:00	07:14:00	28	413	37	35	37	31	522
A249/8646A	29/06/2017 00:00	07:29:00	29	483	37	35	33	31	588
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A249/8646A	29/06/2017 00:00	07:59:00	31	503	40	30	28	31	601
A249/8646A	29/06/2017 00:00	08:14:00	32	402	36	27	33	31	494
A249/8646A	29/06/2017 00:00	08:29:00	33	471	42	35	43	30	591
A249/8646A	29/06/2017 00:00	08:44:00	34	428	48	45	41	30	562
A249/8646A	29/06/2017 00:00	08:59:00	35	435	37	35	36	30	537
A249/8646A	29/06/2017 00:00	09:14:00	36	299	21	29	52	30	401
A249/8646A	29/06/2017 00:00	09:29:00	37	288	38	32	41	31	399
A249/8646A	29/06/2017 00:00	09:44:00	38	293	40	35	35	30	392
A249/8646A	29/06/2017 00:00	09:59:00	39	290	34	32	37	31	393
A249/8646A	29/06/2017 00:00	10:14:00	40	215	21	35	46	30	317
A249/8646A	29/06/2017 00:00	10:29:00	41	249	21	41	48	31	320
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A249/8646A	29/06/2017 00:00	10:59:00	43	242	29	32	38	31	341
A249/8646A	29/06/2017 00:00	11:14:00	44	261	38	38	38	31	374
A249/8646A	29/06/2017 00:00	11:29:00	45	292	35	26	41	31	394
A249/8646A	29/06/2017 00:00	11:44:00	46	260	38	29	43	30	370
A249/8646A	29/06/2017 00:00	11:59:00	47	305	42	35	41	31	399
A249/8646A	29/06/2017 00:00	12:14:00	48	305	25	40	38	31	408
A249/8646A	29/06/2017 00:00	12:29:00	49	319	24	30	59	30	432
A249/8646A	29/06/2017 00:00	12:44:00	50	314	30	31	42	30	416
A249/8646A	29/06/2017 00:00	12:59:00	51	306	36	45	46	30	433
A249/8646A	29/06/2017 00:00	13:14:00	52	315	35	38	47	30	435
A249/8646A	29/06/2017 00:00	13:29:00	53	305	25	36	36	31	402
A249/8646A	29/06/2017 00:00	13:44:00	54	344	35	34	43	30	432
A249/8646A	29/06/2017 00:00	13:59:00	55	329	26	36	41	30	432
A249/8646A	29/06/2017 00:00	14:14:00	56	352	41	52	40	30	485
A249/8646A	29/06/2017 00:00	14:29:00	57	364	39	42	42	31	475
A249/8646A	29/06/2017 00:00	14:44:00	58	404	40	41	34	30	519
A249/8646A	29/06/2017 00:00	14:59:00	59	390	43	36	40	31	509
A249/8646A	29/06/2017 00:00	15:14:00	60	423	42	41	46	31	542
A249/8646A	29/06/2017 00:00	15:29:00	61	445	42	41	37	31	565
A249/8646A	29/06/2017 00:00	15:44:00	62	500	48	42	42	30	632
A249/8646A	29/06/2017 00:00	15:59:00	63	513	37	29	48	31	648
A249/8646A	29/06/2017 00:00	16:14:00	64	554	50	39	36	31	679
A249/8646A	29/06/2017 00:00	16:29:00	65	613	50	24	31	30	718
A249/8646A	29/06/2017 00:00	16:44:00	66	637	40	40	40	31	737
A249/8646A	29/06/2017 00:00	16:59:00	67	700	43	21	26	31	790
A249/8646A	29/06/2017 00:00	17:14:00	68	638	41	22	42	31	743
A249/8646A	29/06/2017 00:00	17:29:00	69	716	48	21	48	30	806
A249/8646A	29/06/2017 00:00	17:44:00	70	715	39	13	28	31	795
A249/8646A	29/06/2017 00:00	17:59:00	71	684	62	11	27	26	784
A249/8646A	29/06/2017 00:00	18:14:00	72	407	30	28	28	31	503
A249/8646A	29/06/2017 00:00	18:29:00	73	409	19	26	21	10	475
A249/8646A	29/06/2017 00:00	18:44:00	74	408	23	23	22	11	476
A249/8646A	29/06/2017 00:00	18:59:00	75	456	22	23	22	12	517
A249/8646A	29/06/2017 00:00	19:14:00	76	418	22	10	29	32	479
A249/8646A	29/06/2017 00:00	19:29:00	77	335	24	3	13	33	375
A249/8646A	29/06/2017 00:00	19:44:00	78	331	11	12	29	32	369
A249/8646A	29/06/2017 00:00	19:59:00	79	299	10	4	20	30	333
A249/8646A	29/06/2017 00:00	20:14:00	80	242	10	4	10	33	266
A249/8646A	29/06/2017 00:00	20:29:00	81	237	6	6	17	31	271
A249/8646A	29/06/2017 00:00	20:44:00	82	221	15	17	17	33	254
A249/8646A	29/06/2017 00:00	20:59:00	83	214	8	3	8	33	233
A249/8646A	29/06/2017 00:00	21:14:00	84	169	7	4	11	32	191
A249/8646A	29/06/2017 00:00	21:29:00	85	199	3	7	8	32	217
A249/8646A	29/06/2017 00:00	21:44:00	86	197	3	1	16	32	211
A249/8646A	29/06/2017 00:00	21:59:00	87	163	3	1	10	33	177
A249/8646A	29/06/2017 00:00	22:14:00	88	166	3	12	6	32	184
A249/8646A	29/06/2017 00:00	22:29:00	89	158	6	2	15	32	181
A249/8646A	29/06/2017 00:00	22:44:00	90	128	6	4	11	32	149
A249/8646A	29/06/2017 00:00	22:59:00	91	125	3	12	2	32	140
A249/8646A	29/06/2017 00:00	23:14:00	92	100	1	0	9	32	110
A249/8646A	29/06/2017 00:00	23:29:00	93	82	4	3	13	31	102
A249/8646A	29/06/2017 00:00	23:44:00	94	72	3	2	6	31	83
A249/8646A	29/06/2017 00:00	23:59:00	95	67	2	3	5	32	77
A249/8646A	30/06/2017 00:00	00:14:00	0	54	5	2	9	32	70
A249/8646A	30/06/2017 00:00	00:29:00	1	44	1	3	10	31	58
A249/8646A	30/06/2017 00:00	00:44:00	2	42	4	0	10	32	56
A249/8646A	30/06/2017 00:00	00:59:00	3	34	2	0	12	30	48
A249/8646A	30/06/2017 00:00	01:14:00	4	46	3	1	7	32	57
A249/8646A	30/06/2017 00:00	01:29:00	5	37	4	2	9	30	52
A249/8646A	30/06/2017 00:00	01:44:00	6	39	0	4	7	31	50
A249/8646A	30/06/2017 00:00	01:59:00	7	21	1	9	3	32	33
A249/8646A	30/06/2017 00:00	02:14:00	8	24	4	2	7	31	37
A249/8646A	30/06/2017 00:00	02:29:00	9	26	1	2	8	31	37
A249/8646A	30/06/2017 00:00	02:44:00	10	15	2	4	11	30	31
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A249/8646A	30/06/2017 00:00	03:14:00	12	17	6	3	10	30	36
A249/8646A	30/06/2017 00:00	03:29:00	11	23	2	0	10	30	35
A249/8646A	30/06/2017 00:00	03:44:00	14	33	4	1	11	31	49
A249/8646A	30/06/2017 00:00	03:59:00	15	37	3	2	18	31	60
A249/8646A	30/06/2017 00:00	04:14:00	16	24	1	1	7	31	33
A249/8646A	30/06/2017 00:00	04:29:00	17	29	4	4	8	30	45
A249/8646A	30/06/2017 00:00	04:44:00	18	60	5	2	12	32	79
A249/8646A	30/06/2017 00:00	04:59:00	19	58	6	3	15	32	82
A249/8646A	30/06/2017 00:00	05:14:00	20	66	6	6	9	32	78
A249/8646A	30/06/2017 00:0								

A249/8646A	30/06/2017 00:00	19:59:00	79	316	15	4	23	33	358
A249/8646A	30/06/2017 00:00	20:14:00	80	348	12	5	10	33	375
A249/8646A	30/06/2017 00:00	20:29:00	81	283	14	3	13	33	333
A249/8646A	30/06/2017 00:00	20:44:00	82	254	13	6	14	32	287
A249/8646A	30/06/2017 00:00	20:59:00	83	243	12	4	22	32	281
A249/8646A	30/06/2017 00:00	21:14:00	84	290	10	2	22	32	324
A249/8646A	30/06/2017 00:00	21:29:00	85	245	3	1	10	33	259
A249/8646A	30/06/2017 00:00	21:44:00	86	211	8	5	14	32	238
A249/8646A	30/06/2017 00:00	21:59:00	87	193	6	1	13	32	213
A249/8646A	30/06/2017 00:00	22:14:00	88	175	3	2	11	32	191
A249/8646A	30/06/2017 00:00	22:29:00	89	202	4	3	19	32	228
A249/8646A	30/06/2017 00:00	22:44:00	90	186	7	1	10	31	204
A249/8646A	30/06/2017 00:00	22:59:00	91	173	5	2	5	32	185
A249/8646A	30/06/2017 00:00	23:14:00	92	132	8	0	8	32	148
A249/8646A	30/06/2017 00:00	23:29:00	93	150	6	1	4	32	161
A249/8646A	30/06/2017 00:00	23:44:00	94	130	5	3	10	32	148
A249/8646A	30/06/2017 00:00	23:59:00	95	114	9	2	10	31	135

AADYear	CP	Estimation	Estimation	Region	LocalAuthc	Road	RoadCateg	Easting	Northing	StartJuncti	EndJunctio	LinkLength	LinkLength	PedalCycle	Motorcyclc	CarsTaxis	BusesCoac	LightGood	V2AxleRigi	V3AxleRigi	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHGVs	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	Report Date	Time Period Ending	Time Interval	0 - 520 cm	521 - 660 cm	661 - 1160 cm	1160+ cm	0 - 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	56 - 60 mph	61 - 70 mph	71 - 80 mph	80+ mph	Avg mph	Total Volume		
A249/8646A	01/06/2017 00:00	00:14:00	0	51	2	3	6																32	62	
A249/8646A	01/06/2017 00:00	00:29:00	1	46	3	1	6																	32	56
A249/8646A	01/06/2017 00:00	00:44:00	2	52	1	1	5																	32	59
A249/8646A	01/06/2017 00:00	00:59:00	3	40	2	3	7																	31	52
A249/8646B	01/06/2017 00:00	01:14:00	4	13	6	1	4																	33	34
A249/8646B	01/06/2017 00:00	01:29:00	5	6	2	1	10																	31	19
A249/8646B	01/06/2017 00:00	01:44:00	6	13	4	2	9																	34	28
A249/8646B	01/06/2017 00:00	01:59:00	7	6	2	2	8																	31	19
A249/8646B	01/06/2017 00:00	02:14:00	8	14	4	5	13																	32	38
A249/8646B	01/06/2017 00:00	02:29:00	9	16	2	4	16																	32	38
A249/8646B	01/06/2017 00:00	02:44:00	10	14	2	1	11																	32	28
A249/8646B	01/06/2017 00:00	02:59:00	11	18	5	2	8																	34	33
A249/8646B	01/06/2017 00:00	03:14:00	12	11	4	3	8																	35	26
A249/8646B	01/06/2017 00:00	03:29:00	13	27	4	2	4																	34	46
A249/8646B	01/06/2017 00:00	03:44:00	14	25	10	4	16																	34	55
A249/8646B	01/06/2017 00:00	03:59:00	15	31	8	7	17																	30	63
A249/8646B	01/06/2017 00:00	04:14:00	16	12	5	5	22																	21	78
A249/8646B	01/06/2017 00:00	04:29:00	17	47	17	13	31																	30	108
A249/8646B	01/06/2017 00:00	04:44:00	18	93	38	9	28																	29	168
A249/8646B	01/06/2017 00:00	04:59:00	19	115	19	33																		27	207
A249/8646B	01/06/2017 00:00	05:14:00	20	199	53	25	42																	26	319
A249/8646B	01/06/2017 00:00	05:29:00	21	237	63	24	45																	23	369
A249/8646B	01/06/2017 00:00	05:44:00	22	344	57	20	56																	22	457
A249/8646B	01/06/2017 00:00	05:59:00	23	302	49	24	43																	21	418
A249/8646B	01/06/2017 00:00	06:14:00	24	329	61	28	34																	21	452
A249/8646B	01/06/2017 00:00	06:29:00	25	354	67	21	45																	21	486
A249/8646B	01/06/2017 00:00	06:44:00	26	340	70	41	31																	20	482
A249/8646B	01/06/2017 00:00	06:59:00	27	361	60	25	31																	22	477
A249/8646B	01/06/2017 00:00	07:14:00	28	408	69	18	39																	22	534
A249/8646B	01/06/2017 00:00	07:29:00	29	338	64	24	34																	20	460
A249/8646B	01/06/2017 00:00	07:44:00	30	343	38	24	39																	21	444
A249/8646B	01/06/2017 00:00	07:59:00	31	332	59	30	29																	19	450
A249/8646B	01/06/2017 00:00	08:14:00	32	330	60	27	32																	21	402
A249/8646B	01/06/2017 00:00	08:29:00	33	336	44	27	37																	21	444
A249/8646B	01/06/2017 00:00	08:44:00	34	330	53	37	42																	20	462
A249/8646B	01/06/2017 00:00	08:59:00	35	323	62	33	43																	20	462
A249/8646B	01/06/2017 00:00	09:14:00	36	325	62	33	35																	20	455
A249/8646B	01/06/2017 00:00	09:29:00	37	322	62	27	42																	20	453
A249/8646B	01/06/2017 00:00	09:44:00	38	327	62	27	39																	21	424
A249/8646B	01/06/2017 00:00	09:59:00	39	337	55	28	36																	21	456
A249/8646B	01/06/2017 00:00	10:14:00	40	336	54	25	45																	20	460
A249/8646B	01/06/2017 00:00	10:29:00	41	313	48	20	36																	20	457
A249/8646B	01/06/2017 00:00	10:44:00	42	329	43	26	52																	20	450
A249/8646B	01/06/2017 00:00	10:59:00	43	257	48	28	35																	21	368
A249/8646B	01/06/2017 00:00	11:14:00	44	223	48	25	48																	20	445
A249/8646B	01/06/2017 00:00	11:29:00	45	311	38	28	41																	18	418
A249/8646B	01/06/2017 00:00	11:44:00	46	322	57	29	30																	19	438
A249/8646B	01/06/2017 00:00	11:59:00	47	286	46	27	40																	19	411
A249/8646B	01/06/2017 00:00	12:14:00	48	285	49	29	42																	19	405
A249/8646B	01/06/2017 00:00	12:29:00	49	320	61	38	39																	22	458
A249/8646B	01/06/2017 00:00	12:44:00	50	345	50	27	32																	22	450
A249/8646B	01/06/2017 00:00	12:59:00	51	287	48	28	39																	21	402
A249/8646B	01/06/2017 00:00	13:14:00	52	298	49	27	36																	20	410
A249/8646B	01/06/2017 00:00	13:29:00	53	286	47	24	34																	20	427
A249/8646B	01/06/2017 00:00	13:44:00	54	282	59	35	36																	20	412
A249/8646B	01/06/2017 00:00	13:59:00	55	281	50	38	34																	20	403
A249/8646B	01/06/2017 00:00	14:14:00	56	269	44	28	48																	20	389
A249/8646B	01/06/2017 00:00	14:29:00	57	264	51	31	40																	20	410
A249/8646B	01/06/2017 00:00	14:44:00	58	289	53	31	37																	19	391
A249/8646B	01/06/2017 00:00	14:59:00	59	274	48	23	46																	19	391
A249/8646B	01/06/2017 00:00	15:14:00	60	282	60	19	37																	20	382
A249/8646B	01/06/2017 00:00	15:29:00	61	312	71	24	36																	21	443
A249/8646B	01/06/2017 00:00	15:44:00	62	285	51	25	30																	17	391
A249/8646B	01/06/2017 00:00	15:59:00	63	302	58	25	28																	20	429
A249/8646B	01/06/2017 00:00	16:14:00	64	327	45	27	40																	19	442
A249/8646B	01/06/2017 00:00	16:29:00	65	331	52	25	34																	19	442
A249/8646B	01/06/2017 00:00	16:44:00	66	322	62	21	34																	19	429
A249/8646B	01/06/2017 00:00	16:59:00	67	375	56	24	24																	20	479
A249/8646B	01/06/2017 00:00	17:14:00	68	340	57	17	31																	20	445
A249/8646B	01/06/2017 00:00	17:29:00	69	363	54	12	32																	21	422
A249/8646B	01/06/2017 00:00	17:44:00	70	392	50	20	31																	20	493
A249/8646B	01/06/2017 00:00	17:59:00	71	453	48	17	21																	21	539
A249/8646B	01/06/2017 00:00	18:14:00	7																						

A249/86468	06/06/2017 00:00	14:12:00	56	257	48	25	33		
A249/86468	06/06/2017 00:00	14:29:59	57						
A249/86468	06/06/2017 00:00	14:44:59	58						
A249/86468	06/06/2017 00:00	14:59:59	59						
A249/86468	06/06/2017 00:00	15:14:59	60						
A249/86468	06/06/2017 00:00	15:29:59	61						
A249/86468	06/06/2017 00:00	15:44:59	62						
A249/86468	06/06/2017 00:00	15:59:59	63						
A249/86468	06/06/2017 00:00	16:14:59	64						
A249/86468	06/06/2017 00:00	16:29:59	65						
A249/86468	06/06/2017 00:00	16:44:59	66						
A249/86468	06/06/2017 00:00	16:59:59	67						
A249/86468	06/06/2017 00:00	17:14:59	68						
A249/86468	06/06/2017 00:00	17:29:59	69						
A249/86468	06/06/2017 00:00	17:44:00	70	405	165	30	45		
A249/86468	06/06/2017 00:00	17:59:00	71	276	49	18	30	24	645
A249/86468	06/06/2017 00:00	18:14:00	72	350	48	12	19	25	429
A249/86468	06/06/2017 00:00	18:29:00	73	274	10	23	34	24	258
A249/86468	06/06/2017 00:00	18:44:00	74	227	50	17	22	26	316
A249/86468	06/06/2017 00:00	18:59:00	75	206	45	10	28	27	289
A249/86468	06/06/2017 00:00	19:14:00	76	201	42	12	9	27	264
A249/86468	06/06/2017 00:00	19:29:00	77	185	37	19	21	28	262
A249/86468	06/06/2017 00:00	19:44:00	78	126	30	7	19	28	182
A249/86468	06/06/2017 00:00	19:59:00	79	129	16	11	13	30	169
A249/86468	06/06/2017 00:00	20:14:00	80	103	25	9	9	30	146
A249/86468	06/06/2017 00:00	20:29:00	81	97	30	6	16	28	149
A249/86468	06/06/2017 00:00	20:44:00	82	79	30	4	10	30	127
A249/86468	06/06/2017 00:00	20:59:00	83	72	22	7	10	30	111
A249/86468	06/06/2017 00:00	21:14:00	84	88	23	11	10	28	132
A249/86468	06/06/2017 00:00	21:29:00	85	90	18	9	9	28	126
A249/86468	06/06/2017 00:00	21:44:00	86	61	15	3	8	32	12
A249/86468	06/06/2017 00:00	21:59:00	87	51	14	1	4	30	70
A249/86468	06/06/2017 00:00	22:14:00	88	68	22	3	6	29	99
A249/86468	06/06/2017 00:00	22:29:00	89	64	18	2	32	30	96
A249/86468	06/06/2017 00:00	22:44:00	90	47	13	5	7	30	72
A249/86468	06/06/2017 00:00	22:59:00	91	34	16	2	9	30	61
A249/86468	06/06/2017 00:00	23:14:00	92	45	8	3	9	30	65
A249/86468	06/06/2017 00:00	23:29:00	93	31	11	2	9	30	53
A249/86468	06/06/2017 00:00	23:44:00	94	21	1	1	7	32	30
A249/86468	06/06/2017 00:00	23:59:00	95	26	4	2	11	35	43
A249/86468	07/06/2017 00:00	00:14:00	0	19	7	0	11	28	37
A249/86468	07/06/2017 00:00	00:29:00	1	15	1	0	9	28	25
A249/86468	07/06/2017 00:00	00:44:00	2	12	1	0	10	28	25
A249/86468	07/06/2017 00:00	00:59:00	3	14	1	1	14	28	30
A249/86468	07/06/2017 00:00	01:14:00	4	7	3	1	7	32	18
A249/86468	07/06/2017 00:00	01:29:00	5	15	4	1	14	35	29
A249/86468	07/06/2017 00:00	01:44:00	6	15	5	1	14	29	35
A249/86468	07/06/2017 00:00	01:59:00	7	4	7	1	8	30	20
A249/86468	07/06/2017 00:00	02:14:00	8	8	4	4	6	30	22
A249/86468	07/06/2017 00:00	02:29:00	9	13	1	3	17	31	34
A249/86468	07/06/2017 00:00	02:44:00	10	21	4	7	16	28	48
A249/86468	07/06/2017 00:00	02:59:00	11	13	1	5	13	27	34
A249/86468	07/06/2017 00:00	03:14:00	12	15	6	2	11	31	34
A249/86468	07/06/2017 00:00	03:29:00	13	29	6	7	10	32	52
A249/86468	07/06/2017 00:00	03:44:00	14	25	6	4	14	42	49
A249/86468	07/06/2017 00:00	03:59:00	15	21	10	9	20	28	60
A249/86468	07/06/2017 00:00	04:14:00	16	32	9	6	19	24	66
A249/86468	07/06/2017 00:00	04:29:00	17	54	16	20	33	27	123
A249/86468	07/06/2017 00:00	04:44:00	18	53	12	14	34	27	170
A249/86468	07/06/2017 00:00	04:59:00	19	130	30	25	33	27	218
A249/86468	07/06/2017 00:00	05:14:00	20	209	46	21	28	28	304
A249/86468	07/06/2017 00:00	05:29:00	21	262	54	24	53	24	395
A249/86468	07/06/2017 00:00	05:44:00	22	310	55	26	43	26	434
A249/86468	07/06/2017 00:00	05:59:00	23	343	66	33	41	23	483
A249/86468	07/06/2017 00:00	06:14:00	24	368	77	37	41	23	529
A249/86468	07/06/2017 00:00	06:29:00	25	416	68	32	33	22	549
A249/86468	07/06/2017 00:00	06:44:00	26	424	62	21	36	22	543
A249/86468	07/06/2017 00:00	06:59:00	27	427	61	21	34	21	541
A249/86468	07/06/2017 00:00	07:14:00	28	413	71	18	39	23	541
A249/86468	07/06/2017 00:00	07:29:00	29	425	68	19	30	22	542
A249/86468	07/06/2017 00:00	07:44:00	30	372	62	14	24	22	479
A249/86468	07/06/2017 00:00	07:59:00	31	353	72	17	38	21	480
A249/86468	07/06/2017 00:00	08:14:00	32	342	50	27	34	20	453
A249/86468	07/06/2017 00:00	08:29:00	33	362	41	35	34	21	429
A249/86468	07/06/2017 00:00	08:44:00	34	339	68	27	34	21	468
A249/86468	07/06/2017 00:00	08:59:00	35	276	71	23	50	23	420
A249/86468	07/06/2017 00:00	09:14:00	36	327	52	17	43	21	449
A249/86468	07/06/2017 00:00	09:29:00	37	320	63	34	28	22	445
A249/86468	07/06/2017 00:00	09:44:00	38	283	52	23	42	22	400
A249/86468	07/06/2017 00:00	09:59:00	39	268	51	23	39	23	390
A249/86468	07/06/2017 00:00	10:14:00	40	235	60	33	36	24	364
A249/86468	07/06/2017 00:00	10:29:00	41	263	49	29	43	21	384
A249/86468	07/06/2017 00:00	10:44:00	42	340	62	34	42	22	476
A249/86468	07/06/2017 00:00	10:59:00	43	253	57	26	38	24	384
A249/86468	07/06/2017 00:00	11:14:00	44	231	48	31	45	22	355
A249/86468	07/06/2017 00:00	11:29:00	45	287	62	38	38	22	425
A249/86468	07/06/2017 00:00	11:44:00	46	228	58	33	36	22	352
A249/86468	07/06/2017 00:00	11:56:00	47	210	38	18	34	22	299
A249/86468	07/06/2017 00:00	12:14:59	48						
A249/86468	07/06/2017 00:00	12:29:00	49	236	60	23	45	23	364
A249/86468	07/06/2017 00:00	12:31:00	50	180	60	30	38	29	308
A249/86468	07/06/2017 00:00	12:59:59	51						
A249/86468	07/06/2017 00:00	13:14:59	52						
A249/86468	07/06/2017 00:00	13:29:59	53						
A249/86468	07/06/2017 00:00	13:44:59	54						
A249/86468	07/06/2017 00:00	13:59:59	55						
A249/86468	07/06/2017 00:00	14:14:00	56	214	53	22	35	24	325
A249/86468	07/06/2017 00:00	14:17:00	57	265	65	20	30	24	380
A249/86468	07/06/2017 00:00	14:44:59	58						
A249/86468	07/06/2017 00:00	14:59:00	59	260	53	25	28	20	365
A249/86468	07/06/2017 00:00	15:14:00	60	257	56	35	35	24	383
A249/86468	07/06/2017 00:00	15:29:00	61	298	66	43	42	22	409
A249/86468	07/06/2017 00:00	15:44:00	62	301	59	28	33	23	421
A249/86468	07/06/2017 00:00	15:59:00	63	356	48	15	36	21	455
A249/86468	07/06/2017 00:00	16:14:00	64	392	67	23	39	22	491
A249/86468	07/06/2017 00:00	16:29:00	65	392	61	23	27	22	503
A249/86468	07/06/2017 00:00	16:44:00	66	358	50	26	27	21	461
A249/86468	07/06/2017 00:00	16:59:00	67	392	55	22	42	22	491
A249/86468	07/06/2017 00:00	17:14:00	68	387	52	16	38	21	493
A249/86468	07/06/2017 00:00	17:29:00	69	442	68	14	24	22	548
A249/86468	07/06/2017 00:00	17:44:00	70	407	57	14	28	23	506
A249/86468	07/06/2017 00:00	17:59:00	71	398	53	17	29	24	497
A249/86468	07/06/2017 00:00	18:14:00	72	329	60	19	24	25	432
A249/86468	07/06/2017 00:00	18:29:00	73	246	62	21	32	25	361
A249/86468	07/06/2017 00:00	18:44:00	74	249	64	16	27	26	331
A249/86468	07/06/2017 00:00	18:59:00	75	176	57	16	19	26	268
A249/86468	07/06/2017 00:00	19:14:00	76	247	56	11	23	28	337
A249/86468	07/06/2017 00:00	19:29:00	77	162	43	13	14	27	241
A249/86468	07/06/2017 00:00	19:44:00	78	152	53	13	17	27	235
A249/86468	07/06/2017 00:00	19:59:00	79	121	40	13	18	26	192
A249/86468	07/06/2017 00:00	20:14:00	80	131	37	10	14	27	167
A249/86468	07/06/2017 00:00	20:29:00	81	124	27	5	12	28	168
A249/86468	07/06/2017 00:00	20:44:00	82	108	28	7	9	29	152
A249/86468	07/06/2017 00:00	20:59:00	83	111	4	11	4	31	127
A249/8									

A249/86468	08/04/2017 00:00	10:59:00	43	226	55	28	39	23	348
A249/86468	08/04/2017 00:00	11:14:00	44	257	54	31	50	22	392
A249/86468	08/04/2017 00:00	11:29:00	45	272	65	29	34	23	406
A249/86468	08/04/2017 00:00	11:44:00	46	236	42	21	46	21	345
A249/86468	08/04/2017 00:00	11:59:00	47	261	40	30	48	21	379
A249/86468	08/04/2017 00:00	12:14:00	48	253	40	21	39	21	361
A249/86468	08/04/2017 00:00	12:29:00	49	264	51	25	43	21	383
A249/86468	08/04/2017 00:00	12:44:00	50	298	49	36	33	22	416
A249/86468	08/04/2017 00:00	12:59:00	51	295	58	22	49	22	429
A249/86468	08/04/2017 00:00	13:14:00	52	289	69	22	49	21	398
A249/86468	08/04/2017 00:00	13:29:00	53	258	56	25	59	21	384
A249/86468	08/04/2017 00:00	13:44:00	54	265	66	23	64	24	365
A249/86468	08/04/2017 00:00	13:59:00	55	230	64	28	43	22	342
A249/86468	08/04/2017 00:00	14:14:00	56	235	39	25	43	21	396
A249/86468	08/04/2017 00:00	14:29:00	57	270	54	26	46	23	392
A249/86468	08/04/2017 00:00	14:44:00	58	261	58	25	48	23	414
A249/86468	08/04/2017 00:00	14:59:00	59	276	75	21	42	22	407
A249/86468	08/04/2017 00:00	15:14:00	60	285	36	45		22	429
A249/86468	08/04/2017 00:00	15:29:00	61	302	65	19	43	21	451
A249/86468	08/04/2017 00:00	15:44:00	62	344	43	24	40	24	427
A249/86468	08/04/2017 00:00	15:59:00	63	297	67	26	37	23	492
A249/86468	08/04/2017 00:00	16:14:00	64	381	59	24	28	21	461
A249/86468	08/04/2017 00:00	16:29:00	65	355	55	18	33	21	481
A249/86468	08/04/2017 00:00	16:44:00	66	370	62	27	32	22	510
A249/86468	08/04/2017 00:00	16:59:00	67	382	76	19	33	24	502
A249/86468	08/04/2017 00:00	17:14:00	68	378	79	17	28	21	519
A249/86468	08/04/2017 00:00	17:29:00	69	408	70	15	26	24	509
A249/86468	08/04/2017 00:00	17:44:00	70	395	57	24	33	22	467
A249/86468	08/04/2017 00:00	17:59:00	71	361	55	15	36	25	460
A249/86468	08/04/2017 00:00	18:14:00	72	345	58	6	21	26	364
A249/86468	08/04/2017 00:00	18:29:00	73	268	52	10	34	26	344
A249/86468	08/04/2017 00:00	18:44:00	74	259	53	10	22	26	259
A249/86468	08/04/2017 00:00	18:59:00	75	183	41	11	24	27	291
A249/86468	08/04/2017 00:00	19:14:00	76	208	47	10	26	29	263
A249/86468	08/04/2017 00:00	19:29:00	77	201	38	11	13	28	243
A249/86468	08/04/2017 00:00	19:44:00	78	177	41	6	19	17	190
A249/86468	08/04/2017 00:00	19:59:00	79	118	12	8	19	30	216
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A249/86468	08/04/2017 00:00	20:29:00	81	166	33	6	11	29	126
A249/86468	08/04/2017 00:00	20:44:00	82	113	29	6	10	31	142
A249/86468	08/04/2017 00:00	20:59:00	83	87	21	11	7	31	140
A249/86468	08/04/2017 00:00	21:14:00	84	101	24	8	9	28	126
A249/86468	08/04/2017 00:00	21:29:00	85	110	17	11	14	27	97
A249/86468	08/04/2017 00:00	21:44:00	86	91	23	4	8	26	113
A249/86468	08/04/2017 00:00	21:59:00	87	74	16	2	5	27	87
A249/86468	08/04/2017 00:00	22:14:00	88	28	6	7	2	27	70
A249/86468	08/04/2017 00:00	22:29:00	89	78	16	8	11	29	63
A249/86468	08/04/2017 00:00	22:44:00	90	52	15	3	16	31	66
A249/86468	08/04/2017 00:00	22:59:00	91	45	12	9	4	29	53
A249/86468	08/04/2017 00:00	23:14:00	92	37	19	1	6	26	37
A249/86468	08/04/2017 00:00	23:29:00	93	39	12	1	14	28	34
A249/86468	08/04/2017 00:00	23:44:00	94	43	9	2	13	29	31
A249/86468	08/04/2017 00:00	23:59:00	95	16	8	5	8	26	37
A249/86468	09/04/2017 00:00	00:14:00	0	15	4	3	12	28	34
A249/86468	09/04/2017 00:00	00:29:00	1	19	6	1	12	29	38
A249/86468	09/04/2017 00:00	00:44:00	2	24	5	7	7	32	37
A249/86468	09/04/2017 00:00	00:59:00	3	13	9	0	9	31	31
A249/86468	09/04/2017 00:00	01:14:00	4	16	2	0	10	28	28
A249/86468	09/04/2017 00:00	01:29:00	5	13	9	2	3	30	17
A249/86468	09/04/2017 00:00	01:44:00	6	9	3	2	3	27	28
A249/86468	09/04/2017 00:00	01:59:00	7	13	0	2	13	27	28
A249/86468	09/04/2017 00:00	02:14:00	8	17	9	2	13	28	42
A249/86468	09/04/2017 00:00	02:29:00	9	17	6	6	13	27	29
A249/86468	09/04/2017 00:00	02:44:00	10	15	4	0	10	27	29
A249/86468	09/04/2017 00:00	02:59:00	11	13	2	1	2	31	35
A249/86468	09/04/2017 00:00	03:14:00	12	21	4	1	9	30	53
A249/86468	09/04/2017 00:00	03:29:00	13	23	11	4	15	26	82
A249/86468	09/04/2017 00:00	03:44:00	14	24	8	5	20	28	64
A249/86468	09/04/2017 00:00	03:59:00	15	41	16	5	20	26	168
A249/86468	09/04/2017 00:00	04:14:00	16	33	9	8	14	26	104
A249/86468	09/04/2017 00:00	04:29:00	17	34	9	14	34	26	115
A249/86468	09/04/2017 00:00	04:44:00	18	90	30	15	33	28	168
A249/86468	09/04/2017 00:00	04:59:00	19	109	41	20	34	27	204
A249/86468	09/04/2017 00:00	05:14:00	20	170	62	17	42	26	211
A249/86468	09/04/2017 00:00	05:29:00	21	250	51	18	61	26	380
A249/86468	09/04/2017 00:00	05:44:00	22	306	65	27	41	25	439
A249/86468	09/04/2017 00:00	05:59:00	23	277	70	25	54	25	434
A249/86468	09/04/2017 00:00	06:14:00	24	353	91	35	34	21	513
A249/86468	09/04/2017 00:00	06:29:00	25	399	69	32	43	22	543
A249/86468	09/04/2017 00:00	06:44:00	26	431	73	24	52	24	565
A249/86468	09/04/2017 00:00	06:59:00	27	401	76	36	37	23	550
A249/86468	09/04/2017 00:00	07:14:00	28	421	63	27	20	22	536
A249/86468	09/04/2017 00:00	07:29:00	29	387	70	20	35	22	507
A249/86468	09/04/2017 00:00	07:44:00	30	360	64	34	34	21	475
A249/86468	09/04/2017 00:00	07:59:00	31	395	69	22	31	23	517
A249/86468	09/04/2017 00:00	08:14:00	32	384	66	19	35	22	488
A249/86468	09/04/2017 00:00	08:29:00	33	333	57	17	45	21	482
A249/86468	09/04/2017 00:00	08:44:00	34	320	58	33	34	22	445
A249/86468	09/04/2017 00:00	08:59:00	35	284	70	30	36	22	420
A249/86468	09/04/2017 00:00	09:14:00	36	252	49	29	42	24	413
A249/86468	09/04/2017 00:00	09:29:00	37	340	48	29	49	21	466
A249/86468	09/04/2017 00:00	09:44:00	38	304	66	34	41	21	445
A249/86468	09/04/2017 00:00	09:59:00	39	267	63	20	36	21	395
A249/86468	09/04/2017 00:00	10:14:00	40	291	59	28	46	22	424
A249/86468	09/04/2017 00:00	10:29:00	41	294	47	30	41	22	412
A249/86468	09/04/2017 00:00	10:44:00	42	286	61	25	35	22	407
A249/86468	09/04/2017 00:00	10:59:00	43	298	45	24	39	21	406
A249/86468	09/04/2017 00:00	11:14:00	44	278	50	34	40	18	402
A249/86468	09/04/2017 00:00	11:29:00	45	270	50	12	41	24	394
A249/86468	09/04/2017 00:00	11:44:00	46	326	50	27	33	20	436
A249/86468	09/04/2017 00:00	11:59:00	47	284	48	31	45	20	408
A249/86468	09/04/2017 00:00	12:14:00	48	302	42	32	40	19	418
A249/86468	09/04/2017 00:00	12:29:00	49	283	61	23	36	20	403
A249/86468	09/04/2017 00:00	12:44:00	50	317	55	28	41	21	441
A249/86468	09/04/2017 00:00	12:59:00	51	283	60	23	37	21	421
A249/86468	09/04/2017 00:00	13:14:00	52	315	55	35	33	22	438
A249/86468	09/04/2017 00:00	13:29:00	53	270	49	26	41	21	386
A249/86468	09/04/2017 00:00	13:44:00	54	235	54	28	29	23	346
A249/86468	09/04/2017 00:00	13:59:00	55	270	57	19	31	24	377
A249/86468	09/04/2017 00:00	14:14:00	56	266	53	26	30	23	375
A249/86468	09/04/2017 00:00	14:29:00	57	307	63	24	38	22	412
A249/86468	09/04/2017 00:00	14:44:00	58	262	53	22	39	24	386
A249/86468	09/04/2017 00:00	14:59:00	59	299	66	18	40	21	423
A249/86468	09/04/2017 00:00	15:14:00	60	336	64	27	28	22	455
A249/86468	09/04/2017 00:00	15:29:00	61	322	67	16	36	23	441
A249/86468	09/04/2017 00:00	15:44:00	62	367	59	21	31	24	478
A249/86468	09/04/2017 00:00	15:59:00	63	359	47	20	39	22	465
A249/86468	09/04/2017 00:00	16:14:00	64	388	47	30	30	24	493
A249/86468	09/04/2017 00:00	16:29:00	65	429	56	19	18	23	522
A249/86468	09/04/2017 00:00	16:44:00	66	403	65	18	29	22	515

A249/86468	12/06/2017 00:00	04:29:00	17	64	24	12	35			26	135
A249/86468	12/06/2017 00:00	04:44:00	18	90	24	9	32			31	155
A249/86468	12/06/2017 00:00	05:59:00	19	120	38	27	30			27	214
A249/86468	12/06/2017 00:00	05:14:00	20	204	40	26	48			24	318
A249/86468	12/06/2017 00:00	05:29:00	21	321	63	28	52			26	464
A249/86468	12/06/2017 00:00	05:44:00	22	333	57	23	31			24	457
A249/86468	12/06/2017 00:00	05:59:00	23	287	60	30	56			25	433
A249/86468	12/06/2017 00:00	06:14:00	24	341	77	28	44			23	490
A249/86468	12/06/2017 00:00	06:29:00	25	414	63	23	31			22	540
A249/86468	12/06/2017 00:00	06:44:00	26	395	80	27	37			23	539
A249/86468	12/06/2017 00:00	06:59:00	27	391	58	34	34			23	517
A249/86468	12/06/2017 00:00	07:14:00	28	422	62	25	31			22	528
A249/86468	12/06/2017 00:00	07:29:00	29	443	55	19	37			22	554
A249/86468	12/06/2017 00:00	07:44:00	30	403	78	28	28			22	537
A249/86468	12/06/2017 00:00	07:59:00	31	233	50	15	37			21	444
A249/86468	12/06/2017 00:00	08:14:00	32	327	55	32	37			20	451
A249/86468	12/06/2017 00:00	08:29:00	33	349	57	29	35			21	470
A249/86468	12/06/2017 00:00	08:44:00	34	231	76	21	56			21	486
A249/86468	12/06/2017 00:00	08:59:00	35	270	56	24	57			22	407
A249/86468	12/06/2017 00:00	09:14:00	36	316	60	29	38			22	443
A249/86468	12/06/2017 00:00	09:29:00	37	295	58	19	50			20	422
A249/86468	12/06/2017 00:00	09:44:00	38	290	57	21	43			22	411
A249/86468	12/06/2017 00:00	09:59:00	39	266	46	22	38			22	372
A249/86468	12/06/2017 00:00	10:06:00	40	249	66	28	36			24	379
A249/86468	12/06/2017 00:00	10:25:59	41	249							
A249/86468	12/06/2017 00:00	10:44:00	42	255	75	15	35			23	380
A249/86468	12/06/2017 00:00	10:59:00	43	274	53	29	30			24	385
A249/86468	12/06/2017 00:00	11:14:00	44	230	52	11	42			22	355
A249/86468	12/06/2017 00:00	11:29:00	45	290	44	28	33			22	395
A249/86468	12/06/2017 00:00	11:44:00	46	268	53	24	38			22	383
A249/86468	12/06/2017 00:00	11:59:00	47	218	51	27	46			24	342
A249/86468	12/06/2017 00:00	12:14:00	48	241	52	25	38			23	356
A249/86468	12/06/2017 00:00	12:29:00	49	266	46	18	38			23	368
A249/86468	12/06/2017 00:00	12:44:00	50	255	37	20	30			25	360
A249/86468	12/06/2017 00:00	12:59:00	51	250	56	25	31			22	362
A249/86468	12/06/2017 00:00	13:14:00	52	270	62	28	29			23	389
A249/86468	12/06/2017 00:00	13:29:00	53	259	58	27	47			23	387
A249/86468	12/06/2017 00:00	13:44:00	54	236	51	37	35			23	359
A249/86468	12/06/2017 00:00	13:59:00	55	241	42	32	44			22	359
A249/86468	12/06/2017 00:00	14:07:00	56	206	36	23	45			22	329
A249/86468	12/06/2017 00:00	14:25:59	57								
A249/86468	12/06/2017 00:00	14:44:59	58								
A249/86468	12/06/2017 00:00	14:59:00	59	237	38	19	53			23	348
A249/86468	12/06/2017 00:00	15:14:00	60	283	60	25	42			23	410
A249/86468	12/06/2017 00:00	15:29:00	61	311	47	27	38			21	423
A249/86468	12/06/2017 00:00	15:44:00	62	293	54	27	34			21	400
A249/86468	12/06/2017 00:00	15:59:00	63	306	52	22	36			23	416
A249/86468	12/06/2017 00:00	16:14:00	64	344	49	29	34			22	456
A249/86468	12/06/2017 00:00	16:29:00	65	375	62	35	42			23	498
A249/86468	12/06/2017 00:00	16:44:00	66	360	59	18	27			22	464
A249/86468	12/06/2017 00:00	16:59:00	67	413	58	16	35			23	522
A249/86468	12/06/2017 00:00	17:14:00	68	415	54	13	24			23	511
A249/86468	12/06/2017 00:00	17:29:00	69	418	62	14	23			21	517
A249/86468	12/06/2017 00:00	17:44:00	70	389	58	16	34			20	497
A249/86468	12/06/2017 00:00	17:59:00	71	248	45	18	28			18	449
A249/86468	12/06/2017 00:00	18:14:00	72	312	53	11	17			27	393
A249/86468	12/06/2017 00:00	18:29:00	73	269	54	11	29			25	363
A249/86468	12/06/2017 00:00	18:44:00	74	216	52	10	15			26	293
A249/86468	12/06/2017 00:00	18:59:00	75	209	44	10	24			26	246
A249/86468	12/06/2017 00:00	19:14:00	76	167	42	13	24			26	246
A249/86468	12/06/2017 00:00	19:29:00	77	195	30	16	19			26	260
A249/86468	12/06/2017 00:00	19:44:00	78	118	23	11	11			20	162
A249/86468	12/06/2017 00:00	19:59:00	79	106	36	12	9			18	163
A249/86468	12/06/2017 00:00	20:14:00	80	115	32	6	17			19	170
A249/86468	12/06/2017 00:00	20:29:00	81	113	28	7	9			20	147
A249/86468	12/06/2017 00:00	20:44:00	82	127	46	11	16			28	200
A249/86468	12/06/2017 00:00	20:59:00	83	136	35	6	8			29	185
A249/86468	12/06/2017 00:00	21:14:00	84	104	27	9	7			30	147
A249/86468	12/06/2017 00:00	21:29:00	85	101	27	9	12			31	149
A249/86468	12/06/2017 00:00	21:44:00	86	62	17	2	8			30	87
A249/86468	12/06/2017 00:00	21:59:00	87	63	17	3	7			30	118
A249/86468	12/06/2017 00:00	22:14:00	88	66	12	4	5			31	89
A249/86468	12/06/2017 00:00	22:29:00	89	70	13	3	10			30	96
A249/86468	12/06/2017 00:00	22:44:00	90	23	0	6	0			28	58
A249/86468	12/06/2017 00:00	22:59:00	91	37	10	2	4			32	53
A249/86468	12/06/2017 00:00	23:14:00	92	32	11	1	8			33	52
A249/86468	12/06/2017 00:00	23:29:00	93	21	3	0	4			30	44
A249/86468	12/06/2017 00:00	23:44:00	94	21	3	2	29			33	29
A249/86468	12/06/2017 00:00	23:59:00	95	18	6	0	9			29	33
A249/86468	13/06/2017 00:00	00:15:00	0	15	4	13	4			29	35
A249/86468	13/06/2017 00:00	00:29:00	1	15	2	0	9			31	26
A249/86468	13/06/2017 00:00	00:44:00	2	11	1	2	15			28	29
A249/86468	13/06/2017 00:00	00:59:00	3	10	2	2	10			26	24
A249/86468	13/06/2017 00:00	01:08:00	4	1	2	0	0			34	5
A249/86468	13/06/2017 00:00	01:29:59	5								
A249/86468	13/06/2017 00:00	01:44:59	6								
A249/86468	13/06/2017 00:00	01:59:00	7								
A249/86468	13/06/2017 00:00	02:14:00	8	20	13	8	10			34	50
A249/86468	13/06/2017 00:00	02:28:00	9	2	0	1	1			31	4
A249/86468	13/06/2017 00:00	02:44:59	10								
A249/86468	13/06/2017 00:00	02:59:00	11								
A249/86468	13/06/2017 00:00	03:14:00	12	15	3	1	10			31	29
A249/86468	13/06/2017 00:00	03:28:00	13	4	0	4	0			35	8
A249/86468	13/06/2017 00:00	03:44:59	14								
A249/86468	13/06/2017 00:00	03:59:00	15								
A249/86468	13/06/2017 00:00	04:14:00	16	36	15	8	25			29	84
A249/86468	13/06/2017 00:00	04:29:00	17	59	15	11	34			28	119
A249/86468	13/06/2017 00:00	04:44:00	18	90	28	11	35			30	164
A249/86468	13/06/2017 00:00	04:59:00	19	112	28	12	24			28	194
A249/86468	13/06/2017 00:00	05:14:00	20	210	52	26	18			28	306
A249/86468	13/06/2017 00:00	05:29:00	21	284	57	28	56			24	425
A249/86468	13/06/2017 00:00	05:44:00	22	317	69	26	43			26	453
A249/86468	13/06/2017 00:00	05:59:00	23	285	61	30	53			23	429
A249/86468	13/06/2017 00:00	06:14:00	24	371	91	30	40			23	532
A249/86468	13/06/2017 00:00	06:29:00	25	404	85	26	46			23	540
A249/86468	13/06/2017 00:00	06:44:00	26	412	51	26	28			22	517
A249/86468	13/06/2017 00:00	06:59:00	27	391	73	28	39			23	531
A249/86468	13/06/2017 00:00	07:14:00	28	402	60	23	26			23	510
A249/86468	13/06/2017 00:00	07:29:00	29	412	62	25	28			20	527
A249/86468	13/06/2017 00:00	07:44:00	30	330	55	23	32			21	440
A249/86468	13/06/2017 00:00	07:59:00	31	349	55	25	27			20	436
A249/86468	13/06/2017 00:00	08:14:00	32	357	44	34	36			20	468
A249/86468	13/06/2017 00:00	08:29:00	33	346	63	40	28			20	477

A249/86468	14/06/2017 00:00	01:14:00	4	15	3	2	4	33	24
A249/86468	14/06/2017 00:00	01:29:00	5	12	5	1	8	35	26
A249/86468	14/06/2017 00:00	01:44:00	6	9	1	0	8	35	18
A249/86468	14/06/2017 00:00	01:59:00	7	5	2	0	8	33	8
A249/86468	14/06/2017 00:00	02:04:00	8	3	3	0	3	33	9
A249/86468	14/06/2017 00:00	02:29:59	9						
A249/86468	14/06/2017 00:00	02:44:59	10						
A249/86468	14/06/2017 00:00	02:59:59	11						
A249/86468	14/06/2017 00:00	03:14:00	12	26	4	4	6	35	41
A249/86468	14/06/2017 00:00	03:29:00	13	31	6	3	21	34	61
A249/86468	14/06/2017 00:00	03:44:00	14	31	10	5	14	33	60
A249/86468	14/06/2017 00:00	03:59:00	15	27	10	6	16	32	59
A249/86468	14/06/2017 00:00	04:14:00	16	43	7	9	20	30	79
A249/86468	14/06/2017 00:00	04:29:00	17	67	14	12	27	31	120
A249/86468	14/06/2017 00:00	04:44:00	18	82	21	11	28	31	152
A249/86468	14/06/2017 00:00	04:59:00	19	109	39	27	38	26	213
A249/86468	14/06/2017 00:00	05:14:00	20	215	45	19	42	27	321
A249/86468	14/06/2017 00:00	05:29:00	21	150	30	0	0	27	320
A249/86468	14/06/2017 00:00	05:44:59	22					34	181
A249/86468	14/06/2017 00:00	05:59:59	23						
A249/86468	14/06/2017 00:00	06:14:00	24	392	86	24	41	23	543
A249/86468	14/06/2017 00:00	06:29:00	25	376	76	24	44	21	520
A249/86468	14/06/2017 00:00	06:44:00	26	397	69	26	32	23	524
A249/86468	14/06/2017 00:00	06:59:00	27	368	71	31	28	21	489
A249/86468	14/06/2017 00:00	07:14:00	28	405	58	11	29	22	513
A249/86468	14/06/2017 00:00	07:29:00	29	343	60	24	24	19	451
A249/86468	14/06/2017 00:00	07:41:00	30	218	35	18	20	12	290
A249/86468	14/06/2017 00:00	07:59:59	31						
A249/86468	14/06/2017 00:00	08:14:59	32						
A249/86468	14/06/2017 00:00	08:17:00	33	210	105	30	60	26	405
A249/86468	14/06/2017 00:00	08:44:59	34						
A249/86468	14/06/2017 00:00	08:59:00	35	282	42	27	48	20	399
A249/86468	14/06/2017 00:00	09:14:00	36	286	54	31	45	20	416
A249/86468	14/06/2017 00:00	09:24:00	37	317	41	26	36	21	420
A249/86468	14/06/2017 00:00	09:44:59	38						
A249/86468	14/06/2017 00:00	09:59:59	39						
A249/86468	14/06/2017 00:00	10:14:00	40	280	46	35	38	20	399
A249/86468	14/06/2017 00:00	10:29:00	41	241	54	31	30	23	356
A249/86468	14/06/2017 00:00	10:35:00	42	270	43	28	30	20	370
A249/86468	14/06/2017 00:00	10:59:59	43						
A249/86468	14/06/2017 00:00	11:14:00	44	225	38	23	45	19	330
A249/86468	14/06/2017 00:00	11:29:00	45	246	50	29	43	21	368
A249/86468	14/06/2017 00:00	11:44:00	46	256	54	26	41	20	376
A249/86468	14/06/2017 00:00	11:59:00	47	247	52	26	49	19	374
A249/86468	14/06/2017 00:00	12:14:00	48	248	54	31	47	21	380
A249/86468	14/06/2017 00:00	12:29:00	49	254	56	24	34	23	372
A249/86468	14/06/2017 00:00	12:44:00	50	281	29	39	42	20	391
A249/86468	14/06/2017 00:00	12:59:00	51	254	58	34	38	20	384
A249/86468	14/06/2017 00:00	13:14:00	52	292	56	22	45	22	425
A249/86468	14/06/2017 00:00	13:29:00	53	314	62	30	45	22	451
A249/86468	14/06/2017 00:00	13:44:00	54	238	61	30	28	22	357
A249/86468	14/06/2017 00:00	13:59:00	55	245	67	48	37	20	376
A249/86468	14/06/2017 00:00	14:14:00	56	261	43	36	44	20	384
A249/86468	14/06/2017 00:00	14:29:00	57	273	67	23	36	19	399
A249/86468	14/06/2017 00:00	14:44:00	58	295	55	26	41	14	417
A249/86468	14/06/2017 00:00	14:59:00	59	268	40	35	34	21	377
A249/86468	14/06/2017 00:00	15:14:00	60	278	56	37	30	21	401
A249/86468	14/06/2017 00:00	15:29:00	61	312	55	30	48	19	440
A249/86468	14/06/2017 00:00	15:44:00	62	307	69	30	41	20	427
A249/86468	14/06/2017 00:00	15:59:00	63	333	58	25	39	21	455
A249/86468	14/06/2017 00:00	16:14:00	64	354	70	20	35	22	479
A249/86468	14/06/2017 00:00	16:29:00	65	302	55	18	30	20	404
A249/86468	14/06/2017 00:00	16:44:00	66	370	46	18	34	19	468
A249/86468	14/06/2017 00:00	16:59:00	67	341	49	20	27	20	437
A249/86468	14/06/2017 00:00	17:14:00	68	368	44	21	27	20	460
A249/86468	14/06/2017 00:00	17:29:00	69	412	51	24	35	21	522
A249/86468	14/06/2017 00:00	17:44:00	70	401	57	12	25	22	495
A249/86468	14/06/2017 00:00	17:59:00	71	397	65	16	31	22	509
A249/86468	14/06/2017 00:00	18:14:00	72	395	46	12	34	22	487
A249/86468	14/06/2017 00:00	18:29:00	73	312	44	20	25	22	401
A249/86468	14/06/2017 00:00	18:44:00	74	253	58	11	18	25	337
A249/86468	14/06/2017 00:00	18:59:00	75	190	44	24	23	23	282
A249/86468	14/06/2017 00:00	19:14:00	76	226	48	18	26	25	318
A249/86468	14/06/2017 00:00	19:29:00	77	219	46	12	16	24	282
A249/86468	14/06/2017 00:00	19:44:00	78	157	34	13	17	24	221
A249/86468	14/06/2017 00:00	19:59:00	79	135	41	9	16	29	201
A249/86468	14/06/2017 00:00	20:14:00	80	119	47	7	12	28	179
A249/86468	14/06/2017 00:00	20:29:00	81	125	34	8	13	30	180
A249/86468	14/06/2017 00:00	20:44:00	82	102	24	10	11	31	147
A249/86468	14/06/2017 00:00	20:59:00	83	111	28	13	13	32	155
A249/86468	14/06/2017 00:00	21:14:00	84	101	31	6	17	26	155
A249/86468	14/06/2017 00:00	21:29:00	85	134	30	12	16	25	192
A249/86468	14/06/2017 00:00	21:44:00	86	116	19	7	11	24	147
A249/86468	14/06/2017 00:00	21:59:00	87	73	4	4	12	25	118
A249/86468	14/06/2017 00:00	22:14:00	88	83	23	2	6	27	114
A249/86468	14/06/2017 00:00	22:29:00	89	74	23	6	7	27	114
A249/86468	14/06/2017 00:00	22:44:00	90	53	1	10	10	31	80
A249/86468	14/06/2017 00:00	22:59:00	91	45	28	3	11	28	87
A249/86468	14/06/2017 00:00	23:14:00	92	39	16	5	9	28	69
A249/86468	14/06/2017 00:00	23:29:00	93	305	18	2	6	19	300
A249/86468	14/06/2017 00:00	23:44:00	94	19	17	6	11	27	53
A249/86468	14/06/2017 00:00	23:59:00	95	23	6	1	9	30	39
A249/86468	15/06/2017 00:00	00:14:00	0	24	6	2	14	6	28
A249/86468	15/06/2017 00:00	00:29:00	1	13	4	2	5	29	24
A249/86468	15/06/2017 00:00	00:44:00	2	14	7	3	14	36	38
A249/86468	15/06/2017 00:00	00:59:00	3	13	6	10	6	34	23
A249/86468	15/06/2017 00:00	01:14:00	4	14	7	1	10	36	32
A249/86468	15/06/2017 00:00	01:29:00	5	14	1	3	10	33	28
A249/86468	15/06/2017 00:00	01:44:00	6	15	6	1	9	34	15
A249/86468	15/06/2017 00:00	01:59:00	7	11	6	0	7	35	24
A249/86468	15/06/2017 00:00	02:14:00	8	13	7	0	9	33	29
A249/86468	15/06/2017 00:00	02:29:00	9	19	4	11	4	34	40
A249/86468	15/06/2017 00:00	02:44:00	10	18	4	4	10	34	36
A249/86468	15/06/2017 00:00	02:59:00	11	17	5	1	21	31	44
A249/86468	15/06/2017 00:00	03:14:00	12	22	7	3	10	34	42
A249/86468	15/06/2017 00:00	03:29:00	13	35	10	2	14	32	61
A249/86468	15/06/2017 00:00	03:44:00	14	30	4	6	13	33	53
A249/86468	15/06/2017 00:00	03:59:00	15	38	12	4	13	34	58
A249/86468	15/06/2017 00:00	04:14:00	16	42	12	7	18	34	79
A249/86468	15/06/2017 00:00	04:29:00	17	74	16	13	33	31	136
A249/86468	15/06/2017 00:00	04:44:00	18	96	28	11	34	27	179
A249/86468	15/06/2017 00:00	04:59:00	19	107	30	29	36	29	184
A249/86468	15/06/2017 00:00	05:14:00	20	198	35	27	45	25	305
A249/86468	15/06/2017 00:00	05:29:00	21	241	69	31	46	24	387
A249/86468	15/06/2017 00:00	05:44:00	22	294	68	63	63	23	451
A249/86468	15/06/2017 00:00	05:59:00	23	314	59	30	49	22	452
A249/86468	15/06/2017 00:00	06:14:00	24	350	77	22	57	21	506
A249/86468	15/06/2017 00:00	06:29:00	25	365	77	21	40	20	500
A249/86468	15/06/2017 00:00	06:44:00	26	385	68	21	44	23	518
A249/86468	15/06/2017 00:00	06:59:00	27	391	59	25	26	22	501
A249/86468	15/06/2017 00:00	07:14:00	28	397	49	22	25	22	493
A249/86468	15/06/2017 00:00	07:29:00	29	394	59	24	32	22	509
A249/86468	15/06/2017 00:00	07:44:							

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A249/86468	15/06/2017 00:00	22:14:00	88	96	19	9	10	30	134
A249/86468	15/06/2017 00:00	22:29:00	89	70	24	7	7	30	104
A249/86468	15/06/2017 00:00	22:44:00	90	39	8	3	10	30	60
A249/86468	15/06/2017 00:00	22:59:00	91	60	18	1	7	33	86
A249/86468	15/06/2017 00:00	23:14:00	92	44	7	4	2	11	66
A249/86468	15/06/2017 00:00	23:29:00	93	44	8	1	5	33	58
A249/86468	15/06/2017 00:00	23:44:00	94	35	2	0	9	33	46
A249/86468	15/06/2017 00:00	23:59:00	95	23	1	1	11	33	38
A249/86468	16/06/2017 00:00	00:14:00	0	29	5	4	9	32	47
A249/86468	16/06/2017 00:00	00:29:00	1	20	6	1	12	30	39
A249/86468	16/06/2017 00:00	00:44:00	2	22	6	1	8	34	37
A249/86468	16/06/2017 00:00	00:59:00	3	19	5	5	6	32	39
A249/86468	16/06/2017 00:00	01:14:00	4	15	3	2	5	38	25
A249/86468	16/06/2017 00:00	01:29:00	5	9	3	0	5	43	16
A249/86468	16/06/2017 00:00	01:32:00	6	5	0	0	0	41	5
A249/86468	16/06/2017 00:00	01:59:59	7						
A249/86468	16/06/2017 00:00	02:14:59	8						
A249/86468	16/06/2017 00:00	02:29:59	9						
A249/86468	16/06/2017 00:00	02:44:59	10						
A249/86468	16/06/2017 00:00	02:59:59	11						
A249/86468	16/06/2017 00:00	03:14:59	12						
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A249/86468	16/06/2017 00:00	03:44:59	14						
A249/86468	16/06/2017 00:00	03:59:00	15	33	8	10	22	28	73
A249/86468	16/06/2017 00:00	04:14:00	16	49	6	9	17	33	81
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A249/86468	16/06/2017 00:00	04:33:00	18	60	0	0	0	32	60
A249/86468	16/06/2017 00:00	04:59:59	19						
A249/86468	16/06/2017 00:00	05:14:59	20						
A249/86468	16/06/2017 00:00	05:29:59	21						
A249/86468	16/06/2017 00:00	05:44:59	22						
A249/86468	16/06/2017 00:00	05:59:59	23						
A249/86468	16/06/2017 00:00	06:14:59	24						
A249/86468	16/06/2017 00:00	06:29:59	25						
A249/86468	16/06/2017 00:00	06:44:59	26						
A249/86468	16/06/2017 00:00	06:59:59	27						
A249/86468	16/06/2017 00:00	07:14:00	28	381	44	20	33	21	477
A249/86468	16/06/2017 00:00	07:29:00	29	389	64	23	27	22	503
A249/86468	16/06/2017 00:00	07:44:00	30	355	65	26	33	22	479
A249/86468	16/06/2017 00:00	07:59:00	31	375	48	25	27	20	475
A249/86468	16/06/2017 00:00	08:14:00	32	324	64	40	27	19	455
A249/86468	16/06/2017 00:00	08:29:00	33	319	47	28	42	19	446
A249/86468	16/06/2017 00:00	08:44:00	34	312	66	20	49	19	447
A249/86468	16/06/2017 00:00	08:59:00	35	298	58	25	39	19	420
A249/86468	16/06/2017 00:00	09:14:00	36	288	68	12	40	20	478
A249/86468	16/06/2017 00:00	09:29:00	37	315	67	37	51	19	470
A249/86468	16/06/2017 00:00	09:44:00	38	292	63	36	46	20	437
A249/86468	16/06/2017 00:00	09:59:00	39	269	62	37	46	22	412
A249/86468	16/06/2017 00:00	10:14:00	40	335	57	28	46	21	466
A249/86468	16/06/2017 00:00	10:29:00	41	303	61	26	41	18	431
A249/86468	16/06/2017 00:00	10:44:00	42	293	55	27	32	19	407
A249/86468	16/06/2017 00:00	10:59:00	43	280	41	29	37	18	387
A249/86468	16/06/2017 00:00	11:14:00	44	294	47	29	37	19	407
A249/86468	16/06/2017 00:00	11:29:00	45	269	52	36	29	19	386
A249/86468	16/06/2017 00:00	11:44:00	46	291	63	39	33	19	406
A249/86468	16/06/2017 00:00	11:59:00	47	258	63	26	37	17	384
A249/86468	16/06/2017 00:00	12:14:00	48	293	61	37	50	19	441
A249/86468	16/06/2017 00:00	12:29:00	49	330	74	23	40	21	457
A249/86468	16/06/2017 00:00	12:44:00	50	265	40	35	35	19	375
A249/86468	16/06/2017 00:00	12:59:00	51	264	42	31	41	21	378
A249/86468	16/06/2017 00:00	13:14:00	52	224	39	26	41	18	330
A249/86468	16/06/2017 00:00	13:29:00	53	217	44	28	43	21	332
A249/86468	16/06/2017 00:00	13:44:00	54	203	35	27	39	20	304
A249/86468	16/06/2017 00:00	13:59:00	55	279	57	11	39	19	406
A249/86468	16/06/2017 00:00	14:14:00	56	315	68	33	39	20	455
A249/86468	16/06/2017 00:00	14:29:00	57	276	45	41	32	18	394
A249/86468	16/06/2017 00:00	14:44:00	58	257	54	31	34	21	365
A249/86468	16/06/2017 00:00	14:59:00	59	292	39	24	46	19	401
A249/86468	16/06/2017 00:00	15:14:00	60	257	36	28	41	17	362
A249/86468	16/06/2017 00:00	15:29:00	61	343	56	27	28	20	438
A249/86468	16/06/2017 00:00	15:44:00	62	334	56	22	30	22	442
A249/86468	16/06/2017 00:00	15:59:00	63	307	59	17	30	22	413
A249/86468	16/06/2017 00:00	16:14:00	64	354	20	19	21	19	439
A249/86468	16/06/2017 00:00	16:29:00	65	342	58	19	34	19	453
A249/86468	16/06/2017 00:00	16:44:00	66	362	65	25	31	21	483
A249/86468	16/06/2017 00:00	16:59:00	67	353	58	29	29	20	453
A249/86468	16/06/2017 00:00	17:14:00	68	399	54	18	32	22	503
A249/86468	16/06/2017 00:00	17:29:00	69	347	56	19	28	19	450
A249/86468	16/06/2017 00:00	17:44:00	70	331	54	21	26	21	437
A249/86468	16/06/2017 00:00	17:59:00	71	247	42	12	23	20	324
A249/86468	16/06/2017 00:00	18:14:00	72	260	55	21	24	22	360
A249/86468	16/06/2017 00:00	18:29:00	73	293	48	11	22	23	374
A249/86468	16/06/2017 00:00	18:44:00	74	243	12	18	20	23	333
A249/86468	16/06/2017 00:00	18:59:00	75	223	61	18	19	24	321
A249/86468	16/06/2017 00:00	19:14:00	76	223	59	15	19	26	316
A249/86468	16/06/2017 00:00	19:29:00	77	212	47	17	15	27	292
A249/86468	16/06/2017 00:00	19:44:00	78	162	34	14	20	25	230
A249/86468	16/06/2017 00:00	19:59:00	79	154	28	6	11	28	199
A249/86468	16/06/2017 00:00	20:14:00	80	162	37	11	26	27	236
A249/86468	16/06/2017 00:00	20:29:00	81	128	22	16	14	26	180
A249/86468	16/06/2017 00:00	20:44:00	82	139	25	11	18	23	193
A249/86468	16/06/2017 00:00	20:59:00	83	109	9	14	9	26	154
A249/86468	16/06/2017 00:00	21:14:00	84	100	27	9	8	27	144
A249/86468	16/06/2017 00:00	21:29:00	85	94	22	2	9	28	127
A249/86468	16/06/2017 00:00	21:44:00	86	31	2	2	2	31	118
A249/86468	16/06/2017 00:00	21:59:00	87	77	17	2	7	26	103
A249/86468	16/06/2017 00:00	22:14:00	88	87	16	6	6	26	115
A249/86468	16/06/2017 00:00	22:29:00	89	73	3	10	3	26	112
A249/86468	16/06/2017 00:00	22:44:00	90	77	14	9	16	22	116
A249/86468	16/06/2017 00:00	22:59:00	91	59	18	0	7	28	84
A249/86468	16/06/2017 00:00	23:14:00	92	64	19	2	11	27	96
A249/86468	16/06/2017 00:00	23:29:00	93	71	7	4	8	29	90
A249/86468	16/06/2017 00:00	23:44:00	94	47	8	1	2	31	58
A249/86468	16/06/2017 00:00	23:59:00	95	28	5	3	5	34	45
A249/86468	17/06/2017 00:00	00:14:00	0	42	5	1	6	34	54
A249/86468	17/06/2017 00:00	00:29:00	1	36	10	0	13	31	59
A249/86468	17/06/2017 00:00	00:44:00	2	34	0	3	4	34	40
A249/86468	17/06/2017 00:00	00:59:00	3	22	3	1	11	30	37
A249/86468	17/06/2017 00:00	01:14:00	4	20	2	0	7	32	29
A249/86468	17/06/2017 00:00	01:29:00	5	31	4	0	6	36	41
A249/86468	17/06/2017 00:00	01:44:00	6	23	1	10	6	34	40
A249/86468	17/06/2017 00:00	01:59:00	7	15	9	1	6	34	31
A249/86468	17/06/2017 00:00	02:14:00	8	12	5	1	6	32	24
A249/86468	17/06/2017 00:00	02:29:00	9	29	4	7	17	34	54
A249/86468	17/06/2017 00:00	02:44:00	10	22	3	3	13	34	41
A249/86468	17/06/2017 00:00	02:59:00	11	22	4	1	13	34	40
A249/86468	17/06/2017 00:00	03:14:00	12	20	7	1	11	37	38
A249/86468	17/06/2017 00:00	03:29:00	13	18	6	1	12	34	37
A249/86468	17/06/2017 00:00	03:44:00	14	28	5	2	8	36	43
A249/86468	17/06/2017 00:00	03:59:00	15	29	4	3	13	33	44
A249/86468	17/06/2017 00:00	04:14:00	16	30	7	3	4	33	44
A249/86468	17/06/2017 00:00	04:29:00	17	39	7	3	17	34	66
A249/86468	17/06/2017 00:00	04:44:00	18	36	5	18	18	34	66
A249/86468	17/0								

A249/86468	19/06/2017 00:00	15:29:00	61	304	54	33	37			21	428
A249/86468	19/06/2017 00:00	15:44:00	62	293	53	32	38			19	411
A249/86468	19/06/2017 00:00	15:59:00	63	335	55	25	39			20	464
A249/86468	19/06/2017 00:00	16:14:00	64	325	35	26	31			21	417
A249/86468	19/06/2017 00:00	16:29:00	65	350	60	21	25			21	456
A249/86468	19/06/2017 00:00	16:44:00	66	387	58	20	27			21	500
A249/86468	19/06/2017 00:00	16:59:00	67	334	49	17	32			19	432
A249/86468	19/06/2017 00:00	17:14:00	68	386	54	19	35			21	494
A249/86468	19/06/2017 00:00	17:29:00	69	436	61	19	43			24	518
A249/86468	19/06/2017 00:00	17:44:00	70	363	47	22	23			21	455
A249/86468	19/06/2017 00:00	17:59:00	71	401	56	13	22			23	492
A249/86468	19/06/2017 00:00	18:14:00	72	319	51	14	23			22	407
A249/86468	19/06/2017 00:00	18:29:00	73	273	33	22	24			22	352
A249/86468	19/06/2017 00:00	18:44:00	74	206	47	13	25			23	291
A249/86468	19/06/2017 00:00	18:59:00	75	180	25	10	26			26	253
A249/86468	19/06/2017 00:00	19:14:00	76	183	49	12	15			28	259
A249/86468	19/06/2017 00:00	19:29:00	77	164	46	12	30			25	252
A249/86468	19/06/2017 00:00	19:44:00	78	161	28	11	19			24	219
A249/86468	19/06/2017 00:00	19:59:00	79	137	39	14	20			27	210
A249/86468	19/06/2017 00:00	20:14:00	80	126	31	5	12			30	174
A249/86468	19/06/2017 00:00	20:29:00	81	124	30	5	15			28	174
A249/86468	19/06/2017 00:00	20:44:00	82	113	31	10	12			30	166
A249/86468	19/06/2017 00:00	20:59:00	83	87	28	8	11			30	134
A249/86468	19/06/2017 00:00	21:14:00	84	105	21	4	9			32	139
A249/86468	19/06/2017 00:00	21:29:00	85	105	18	6	19			29	148
A249/86468	19/06/2017 00:00	21:44:00	86	93	21	0	10			29	124
A249/86468	19/06/2017 00:00	21:59:00	87	71	9	5	5			28	98
A249/86468	19/06/2017 00:00	22:14:00	88	73	24	2	5			31	104
A249/86468	19/06/2017 00:00	22:29:00	89	77	12	0	8			30	97
A249/86468	19/06/2017 00:00	22:44:00	90	53	11	4	8			31	76
A249/86468	19/06/2017 00:00	22:59:00	91	46	10	2	6			33	64
A249/86468	19/06/2017 00:00	23:14:00	92	38	8	6	4			33	56
A249/86468	19/06/2017 00:00	23:29:00	93	33	11	1	3			34	48
A249/86468	19/06/2017 00:00	23:44:00	94	27	4	1	4			33	34
A249/86468	19/06/2017 00:00	23:59:00	95	21	6	0	6			32	33
A249/86468	20/06/2017 00:00	00:14:00	0	11	8	1	15			29	35
A249/86468	20/06/2017 00:00	00:29:00	1	12	7	1	14			16	13
A249/86468	20/06/2017 00:00	00:44:00	2	20	2	1	10			34	33
A249/86468	20/06/2017 00:00	00:59:00	3	1	0	0	1			28	2
A249/86468	20/06/2017 00:00	01:14:00	4	0	0	0	0			0	0
A249/86468	20/06/2017 00:00	01:29:59	5								
A249/86468	20/06/2017 00:00	01:44:59	6								
A249/86468	20/06/2017 00:00	01:59:59	7	11	2	1	10			27	24
A249/86468	20/06/2017 00:00	02:14:00	8	9	4	2	7			32	22
A249/86468	20/06/2017 00:00	02:29:00	9	6	0	0	4			28	11
A249/86468	20/06/2017 00:00	02:44:59	10								
A249/86468	20/06/2017 00:00	02:59:59	11								
A249/86468	20/06/2017 00:00	03:14:59	12								
A249/86468	20/06/2017 00:00	03:29:59	13								
A249/86468	20/06/2017 00:00	03:59:00	15	24	13	6	15			28	58
A249/86468	20/06/2017 00:00	04:14:00	16	33	14	8	23			25	78
A249/86468	20/06/2017 00:00	04:22:00	17	58	11	8	17			27	94
A249/86468	20/06/2017 00:00	04:44:59	18								
A249/86468	20/06/2017 00:00	04:59:00	19	140	60	10	25			26	235
A249/86468	20/06/2017 00:00	05:04:00	20	135	45	21	27			22	228
A249/86468	20/06/2017 00:00	05:29:59	21							19	300
A249/86468	20/06/2017 00:00	05:41:00	22	210	8	15	68				
A249/86468	20/06/2017 00:00	05:59:59	23								
A249/86468	20/06/2017 00:00	06:14:59	24								
A249/86468	20/06/2017 00:00	06:18:00	25	315	68	23	23			18	428
A249/86468	20/06/2017 00:00	06:44:59	26								
A249/86468	20/06/2017 00:00	06:59:00	27	288	81	18	36			20	423
A249/86468	20/06/2017 00:00	07:14:00	28	350	55	21	42			22	468
A249/86468	20/06/2017 00:00	07:29:00	29	327	47	19	29			20	412
A249/86468	20/06/2017 00:00	07:44:00	30	322	53	28	34			20	437
A249/86468	20/06/2017 00:00	07:59:00	31	327	52	18	39			19	436
A249/86468	20/06/2017 00:00	08:02:00	32	425	50	5	25			21	545
A249/86468	20/06/2017 00:00	08:29:59	33								
A249/86468	20/06/2017 00:00	08:44:59	34								
A249/86468	20/06/2017 00:00	08:59:00	35	290	50	39	49			19	429
A249/86468	20/06/2017 00:00	09:14:00	36	321	56	34	48			19	459
A249/86468	20/06/2017 00:00	09:29:00	37	306	59	24	43			19	432
A249/86468	20/06/2017 00:00	09:43:00	38	267	54	24	28			17	372
A249/86468	20/06/2017 00:00	09:59:59	39								
A249/86468	20/06/2017 00:00	10:14:59	40								
A249/86468	20/06/2017 00:00	10:44:00	41	285	50	44	41			21	419
A249/86468	20/06/2017 00:00	10:44:00	42	273	50	33	37			20	393
A249/86468	20/06/2017 00:00	10:59:00	43	238	52	33	43			20	366
A249/86468	20/06/2017 00:00	11:14:00	44	232	52	31	34			21	354
A249/86468	20/06/2017 00:00	11:29:00	45	271	52	38	35			21	396
A249/86468	20/06/2017 00:00	11:44:00	46	239	54	29	32			21	354
A249/86468	20/06/2017 00:00	11:59:00	47	242	46	34	46			21	360
A249/86468	20/06/2017 00:00	12:14:00	48	242	46	48	42			23	359
A249/86468	20/06/2017 00:00	12:29:00	49	264	51	26	35			22	376
A249/86468	20/06/2017 00:00	12:39:00	50	218	30	27	41			20	315
A249/86468	20/06/2017 00:00	12:59:59	51								
A249/86468	20/06/2017 00:00	13:14:59	52								
A249/86468	20/06/2017 00:00	13:29:00	53	239	50	33	44			22	366
A249/86468	20/06/2017 00:00	13:44:00	54	270	38	11	39			19	384
A249/86468	20/06/2017 00:00	13:59:00	55	217	47	33	45			20	342
A249/86468	20/06/2017 00:00	14:14:00	56	280	44	22	47			19	393
A249/86468	20/06/2017 00:00	14:29:00	57	264	75	29	43			20	411
A249/86468	20/06/2017 00:00	14:44:00	58	280	51	36	29			22	396
A249/86468	20/06/2017 00:00	14:59:00	59	271	45	31	46			21	393
A249/86468	20/06/2017 00:00	15:14:00	60	275	50	27	32			21	384
A249/86468	20/06/2017 00:00	15:29:00	61	276	61	27	32			22	396
A249/86468	20/06/2017 00:00	15:44:00	62	275	63	26	44			21	408
A249/86468	20/06/2017 00:00	15:59:00	63	232	11	11	44			21	450
A249/86468	20/06/2017 00:00	16:14:00	64	390	55	20	37			21	502
A249/86468	20/06/2017 00:00	16:29:00	65	346	57	20	25			21	448
A249/86468	20/06/2017 00:00	16:44:00	66	312	43	20	43			20	418
A249/86468	20/06/2017 00:00	16:59:00	67	390	64	21	32			21	507
A249/86468	20/06/2017 00:00	17:14:00	68	347	34	18	36			19	435
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A249/86468	20/06/2017 00:00	17:44:00	70	244	48	21	34			19	347
A249/86468	20/06/2017 00:00	17:59:00	71	373	48	20	33			21	474
A249/86468	20/06/2017 00:00	18:14:00	72	383	53	28	35			21	479
A249/86468	20/06/2017 00:00	18:29:00	73	306	46	19	28			20	399
A249/86468	20/06/2017 00:00	18:44:00	74	197	58	14	23			21	292
A249/86468	20/06/2017 00:00	18:59:00	75	218	31	15	26			21	290
A249/86468	20/06/2017 00:00	19:14:00	76	207	33	14	27			20	282
A249/86468	20/06/2017 00:00	19:29:00	77	160	44	17	25			22	246
A249/86468	20/06/2017 00:00	19:44:00	78	147	41	14	19			23	221
A249/86468	20/06/2017 00:00	19:59:00	79	104	30	7	17			26	158
A249/86468	20/06/2017 00										

A249/86468	21/06/2017 00:00	12:14:00	48	251	61	32	40	21	384
A249/86468	21/06/2017 00:00	12:29:00	49	240	46	23	43	19	352
A249/86468	21/06/2017 00:00	12:44:00	50	250	39	20	43	20	368
A249/86468	21/06/2017 00:00	12:59:00	51	245	52	30	35	22	362
A249/86468	21/06/2017 00:00	13:14:00	52	265	46	36	44	19	391
A249/86468	21/06/2017 00:00	13:29:00	53	295	37	24	36	22	403
A249/86468	21/06/2017 00:00	13:44:00	54	244	50	30	43	22	367
A249/86468	21/06/2017 00:00	13:59:00	55	223	48	29	39	20	339
A249/86468	21/06/2017 00:00	14:14:00	56	236	50	32	36	20	363
A249/86468	21/06/2017 00:00	14:29:00	57	277	50	30	33	20	390
A249/86468	21/06/2017 00:00	14:44:00	58	284	62	25	49	22	420
A249/86468	21/06/2017 00:00	14:59:00	59	253	45	23	35	21	374
A249/86468	21/06/2017 00:00	15:14:00	60	236	54	38	32	20	360
A249/86468	21/06/2017 00:00	15:29:00	61	269	72	22	39	18	402
A249/86468	21/06/2017 00:00	15:44:00	62	211	46	21	41	21	432
A249/86468	21/06/2017 00:00	15:59:00	63	299	78	24	34	20	435
A249/86468	21/06/2017 00:00	16:14:00	64	324	54	24	30	21	432
A249/86468	21/06/2017 00:00	16:29:00	65	383	50	9	32	22	474
A249/86468	21/06/2017 00:00	16:44:00	66	393	65	22	28	21	504
A249/86468	21/06/2017 00:00	16:59:00	67	361	37	14	35	21	447
A249/86468	21/06/2017 00:00	17:14:00	68	367	50	28	34	21	479
A249/86468	21/06/2017 00:00	17:29:00	69	388	49	17	32	20	486
A249/86468	21/06/2017 00:00	17:44:00	70	421	50	17	25	22	513
A249/86468	21/06/2017 00:00	17:59:00	71	369	56	16	29	20	470
A249/86468	21/06/2017 00:00	18:14:00	72	380	60	12	38	22	490
A249/86468	21/06/2017 00:00	18:29:00	73	262	40	10	32	23	344
A249/86468	21/06/2017 00:00	18:44:00	74	225	57	17	27	24	326
A249/86468	21/06/2017 00:00	18:59:00	75	193	51	17	23	24	284
A249/86468	21/06/2017 00:00	19:14:00	76	217	37	13	24	23	293
A249/86468	21/06/2017 00:00	19:29:00	77	187	38	14	24	26	261
A249/86468	21/06/2017 00:00	19:44:00	78	149	39	16	23	25	214
A249/86468	21/06/2017 00:00	19:59:00	79	142	36	5	13	28	196
A249/86468	21/06/2017 00:00	20:14:00	80	104	41	5	16	27	166
A249/86468	21/06/2017 00:00	20:29:00	81	148	37	9	7	27	171
A249/86468	21/06/2017 00:00	20:44:00	82	160	35	3	12	28	210
A249/86468	21/06/2017 00:00	20:59:00	83	114	43	7	12	27	176
A249/86468	21/06/2017 00:00	21:14:00	84	106	33	7	9	29	155
A249/86468	21/06/2017 00:00	21:29:00	85	110	20	4	11	29	145
A249/86468	21/06/2017 00:00	21:44:00	86	80	20	4	4	30	108
A249/86468	21/06/2017 00:00	21:59:00	87	60	13	5	4	31	100
A249/86468	21/06/2017 00:00	22:14:00	88	71	16	3	10	29	100
A249/86468	21/06/2017 00:00	22:29:00	89	79	22	1	10	28	112
A249/86468	21/06/2017 00:00	22:44:00	90	24	5	4	7	30	94
A249/86468	21/06/2017 00:00	22:59:00	91	65	23	2	6	31	96
A249/86468	21/06/2017 00:00	23:14:00	92	58	20	1	5	30	84
A249/86468	21/06/2017 00:00	23:29:00	93	36	3	6	3	31	70
A249/86468	21/06/2017 00:00	23:44:00	94	37	9	0	11	31	57
A249/86468	21/06/2017 00:00	23:59:00	95	30	10	3	12	34	55
A249/86468	22/06/2017 00:00	00:14:00	0	12	1	1	1	30	35
A249/86468	22/06/2017 00:00	00:29:00	1	12	10	0	15	31	37
A249/86468	22/06/2017 00:00	00:44:00	2	21	4	0	12	32	37
A249/86468	22/06/2017 00:00	00:59:00	3	15	1	1	9	33	36
A249/86468	22/06/2017 00:00	01:14:00	4	18	3	1	10	35	32
A249/86468	22/06/2017 00:00	01:29:00	5	15	4	1	10	33	30
A249/86468	22/06/2017 00:00	01:44:00	6	19	1	10	10	34	29
A249/86468	22/06/2017 00:00	01:59:00	7	6	2	2	10	33	20
A249/86468	22/06/2017 00:00	02:14:00	8	13	5	5	5	33	28
A249/86468	22/06/2017 00:00	02:29:00	9	11	9	2	4	38	26
A249/86468	22/06/2017 00:00	02:44:00	10	24	15	15	15	34	24
A249/86468	22/06/2017 00:00	02:59:00	11	17	4	3	15	33	39
A249/86468	22/06/2017 00:00	03:14:00	12	20	5	3	16	33	44
A249/86468	22/06/2017 00:00	03:29:00	13	29	7	7	13	34	40
A249/86468	22/06/2017 00:00	03:44:00	14	30	4	1	14	34	49
A249/86468	22/06/2017 00:00	03:59:00	15	30	4	8	21	32	63
A249/86468	22/06/2017 00:00	04:14:00	16	43	5	18	18	32	74
A249/86468	22/06/2017 00:00	04:29:00	17	58	18	11	29	29	116
A249/86468	22/06/2017 00:00	04:44:00	18	99	33	19	28	32	179
A249/86468	22/06/2017 00:00	04:59:00	19	110	31	17	27	31	203
A249/86468	22/06/2017 00:00	05:14:00	20	188	51	28	45	26	312
A249/86468	22/06/2017 00:00	05:29:00	21	296	50	22	53	24	421
A249/86468	22/06/2017 00:00	05:44:00	22	293	54	28	54	23	427
A249/86468	22/06/2017 00:00	05:59:00	23	306	52	33	45	22	436
A249/86468	22/06/2017 00:00	06:14:00	24	367	82	20	51	23	520
A249/86468	22/06/2017 00:00	06:29:00	25	387	63	16	48	22	515
A249/86468	22/06/2017 00:00	06:44:00	26	348	47	32	34	21	461
A249/86468	22/06/2017 00:00	06:59:00	27	329	47	24	32	20	432
A249/86468	22/06/2017 00:00	07:14:00	28	371	66	30	30	22	495
A249/86468	22/06/2017 00:00	07:29:00	29	345	60	25	32	18	462
A249/86468	22/06/2017 00:00	07:44:00	30	288	36	24	32	15	380
A249/86468	22/06/2017 00:00	07:59:00	31	287	34	21	31	18	395
A249/86468	22/06/2017 00:00	08:14:00	32	302	54	33	31	19	420
A249/86468	22/06/2017 00:00	08:29:00	33	336	40	26	45	18	447
A249/86468	22/06/2017 00:00	08:44:00	34	314	43	24	49	19	438
A249/86468	22/06/2017 00:00	08:59:00	35	304	41	45	45	19	453
A249/86468	22/06/2017 00:00	09:14:00	36	313	54	25	44	19	436
A249/86468	22/06/2017 00:00	09:29:00	37	311	49	23	45	19	428
A249/86468	22/06/2017 00:00	09:44:00	38	290	43	21	48	20	402
A249/86468	22/06/2017 00:00	09:59:00	39	295	62	38	37	21	432
A249/86468	22/06/2017 00:00	10:14:00	40	256	57	31	51	20	395
A249/86468	22/06/2017 00:00	10:29:00	41	244	53	24	44	19	364
A249/86468	22/06/2017 00:00	10:44:00	42	276	49	35	38	19	398
A249/86468	22/06/2017 00:00	10:59:00	43	236	45	32	37	19	350
A249/86468	22/06/2017 00:00	11:14:00	44	235	48	25	45	18	357
A249/86468	22/06/2017 00:00	11:29:00	45	271	44	34	42	20	391
A249/86468	22/06/2017 00:00	11:44:00	46	242	49	30	38	20	359
A249/86468	22/06/2017 00:00	11:59:00	47	229	53	23	41	20	354
A249/86468	22/06/2017 00:00	12:14:00	48	234	49	27	42	19	352
A249/86468	22/06/2017 00:00	12:29:00	49	267	54	36	47	20	404
A249/86468	22/06/2017 00:00	12:44:00	50	270	52	34	44	21	380
A249/86468	22/06/2017 00:00	12:59:00	51	243	58	22	38	20	361
A249/86468	22/06/2017 00:00	13:14:00	52	255	39	31	41	21	366
A249/86468	22/06/2017 00:00	13:29:00	53	268	53	37	37	19	388
A249/86468	22/06/2017 00:00	13:44:00	54	231	44	40	34	20	349
A249/86468	22/06/2017 00:00	13:59:00	55	250	53	25	33	20	361
A249/86468	22/06/2017 00:00	14:14:00	56	251	34	20	46	18	363
A249/86468	22/06/2017 00:00	14:29:00	57	258	66	29	44	20	397
A249/86468	22/06/2017 00:00	14:44:00	58	269	53	29	34	19	385
A249/86468	22/06/2017 00:00	14:59:00	59	270	63	24	40	21	408
A249/86468	22/06/2017 00:00	15:14:00	60	274	50	37	32	20	393
A249/86468	22/06/2017 00:00	15:29:00	61	310	57	27	39	21	433
A249/86468	22/06/2017 00:00	15:44:00	62	313	65	22	39	22	439
A249/86468	22/06/2017 00:00	15:59:00	63	333	55	28	47	21	463
A249/86468	22/06/2017 00:00	16:14:00	64	351	53	21	28	21	453
A249/86468	22/06/2017 00:00	16:29:00	65	372	47	27	39	21	485
A249/86468	22/06/2017 00:00	16:44:00	66	424	56	22	27	22	519
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A249/86468	22/06/2017 00:00	17:29:00	69	370	41	11	39	20	451
A249/86468	22/06/2017 00:00	17:44:00	70	391	51	18	24	20	484
A249/86468	22/06/2017 00:00	17:59:00	71	393	51	20	32	21	

A249/86468	25/06/2017 00:00	05:44:00	22	43	16	6	7	34	72
A249/86468	25/06/2017 00:00	05:59:00	23	58	11	2	3	35	74
A249/86468	25/06/2017 00:00	06:14:00	24	88	21	8	7	32	124
A249/86468	25/06/2017 00:00	06:29:00	25	84	18	3	7	35	112
A249/86468	25/06/2017 00:00	06:44:00	26	100	20	4	5	33	129
A249/86468	25/06/2017 00:00	06:59:00	27	99	15	6	5	34	124
A249/86468	25/06/2017 00:00	07:14:00	28	83	27	6	8	31	124
A249/86468	25/06/2017 00:00	07:29:00	29	91	21	7	5	33	124
A249/86468	25/06/2017 00:00	07:44:00	30	112	29	7	6	31	174
A249/86468	25/06/2017 00:00	07:59:00	31	111	28	10	5	31	154
A249/86468	25/06/2017 00:00	08:14:00	32	126	36	6	4	30	172
A249/86468	25/06/2017 00:00	08:29:00	33	128	39	12	11	28	190
A249/86468	25/06/2017 00:00	08:44:00	34	151	36	8	2	30	197
A249/86468	25/06/2017 00:00	08:59:00	35	141	49	12	9	27	211
A249/86468	25/06/2017 00:00	09:14:00	36	152	46	14	6	25	262
A249/86468	25/06/2017 00:00	09:29:00	37	200	49	13	12	25	324
A249/86468	25/06/2017 00:00	09:44:00	38	284	60	17	14	25	375
A249/86468	25/06/2017 00:00	09:59:00	39	263	49	15	11	24	341
A249/86468	25/06/2017 00:00	10:14:00	40	315	48	17	13	22	393
A249/86468	25/06/2017 00:00	10:29:00	41	352	46	17	16	21	431
A249/86468	25/06/2017 00:00	10:44:00	42	398	56	13	19	23	486
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A249/86468	25/06/2017 00:00	11:29:00	45	372	53	11	14	22	450
A249/86468	25/06/2017 00:00	11:44:00	46	372	42	18	13	22	445
A249/86468	25/06/2017 00:00	11:59:00	47	355	52	13	17	23	437
A249/86468	25/06/2017 00:00	12:14:00	48	365	49	18	20	22	452
A249/86468	25/06/2017 00:00	12:29:00	49	341	59	13	16	21	429
A249/86468	25/06/2017 00:00	12:44:00	50	388	58	14	23	22	483
A249/86468	25/06/2017 00:00	12:59:00	51	338	70	13	22	21	443
A249/86468	25/06/2017 00:00	13:14:00	52	371	48	13	13	23	447
A249/86468	25/06/2017 00:00	13:29:00	53	282	64	14	17	22	377
A249/86468	25/06/2017 00:00	13:44:00	54	270	53	16	23	22	362
A249/86468	25/06/2017 00:00	13:59:00	55	266	58	15	18	23	357
A249/86468	25/06/2017 00:00	14:14:00	56	262	61	10	15	23	348
A249/86468	25/06/2017 00:00	14:29:00	57	269	64	22	18	22	373
A249/86468	25/06/2017 00:00	14:44:00	58	242	46	18	16	22	327
A249/86468	25/06/2017 00:00	14:59:00	59	231	54	14	20	21	319
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A249/86468	25/06/2017 00:00	15:44:00	62	267	46	13	17	21	343
A249/86468	25/06/2017 00:00	15:59:00	63	240	44	11	21	22	316
A249/86468	25/06/2017 00:00	16:14:00	64	302	55	15	13	23	385
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A249/86468	25/06/2017 00:00	16:59:00	67	271	46	14	20	20	351
A249/86468	25/06/2017 00:00	17:14:00	68	266	55	15	17	21	353
A249/86468	25/06/2017 00:00	17:29:00	69	277	43	14	16	22	350
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A249/86468	25/06/2017 00:00	17:59:00	71	231	58	11	16	22	316
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A249/86468	25/06/2017 00:00	18:29:00	73	216	52	12	16	22	291
A249/86468	25/06/2017 00:00	18:44:00	74	226	34	20	8	23	288
A249/86468	25/06/2017 00:00	18:59:00	75	213	44	16	13	22	286
A249/86468	25/06/2017 00:00	19:14:00	76	222	59	8	9	25	288
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A249/86468	25/06/2017 00:00	19:44:00	78	160	31	15	11	25	217
A249/86468	25/06/2017 00:00	19:59:00	79	180	44	9	6	27	239
A249/86468	25/06/2017 00:00	20:14:00	80	160	28	13	7	28	203
A249/86468	25/06/2017 00:00	20:29:00	81	161	34	9	11	27	215
A249/86468	25/06/2017 00:00	20:44:00	82	125	34	5	2	29	166
A249/86468	25/06/2017 00:00	20:59:00	83	120	29	3	4	30	156
A249/86468	25/06/2017 00:00	21:14:00	84	114	21	4	5	31	144
A249/86468	25/06/2017 00:00	21:29:00	85	115	40	5	6	30	166
A249/86468	25/06/2017 00:00	21:44:00	86	114	19	2	4	32	139
A249/86468	25/06/2017 00:00	21:59:00	87	68	19	2	7	32	96
A249/86468	25/06/2017 00:00	22:14:00	88	67	12	4	6	30	89
A249/86468	25/06/2017 00:00	22:29:00	89	24	5	2	5	31	79
A249/86468	25/06/2017 00:00	22:44:00	90	39	20	1	7	30	67
A249/86468	25/06/2017 00:00	22:59:00	91	49	15	2	1	31	67
A249/86468	25/06/2017 00:00	23:14:00	92	24	0	0	3	31	50
A249/86468	25/06/2017 00:00	23:29:00	93	28	3	3	3	31	37
A249/86468	25/06/2017 00:00	23:44:00	94	34	4	0	12	32	50
A249/86468	25/06/2017 00:00	23:59:00	95	24	6	0	6	32	41
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A249/86468	26/06/2017 00:00	00:59:00	3	19	6	0	5	34	30
A249/86468	26/06/2017 00:00	01:14:00	4	9	5	0	5	36	19
A249/86468	26/06/2017 00:00	01:29:00	5	15	5	0	14	30	30
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A249/86468	26/06/2017 00:00	02:14:00	8	11	4	0	7	36	22
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A249/86468	26/06/2017 00:00	02:59:00	11	15	4	4	8	31	41
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A249/86468	26/06/2017 00:00	03:29:00	13	28	3	9	23	30	63
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A249/86468	26/06/2017 00:00	03:59:00	15	22	5	13	3	34	54
A249/86468	26/06/2017 00:00	04:14:00	16	37	8	8	23	32	76
A249/86468	26/06/2017 00:00	04:29:00	17	71	21	17	36	29	145
A249/86468	26/06/2017 00:00	04:44:00	18	119	34	15	34	25	298
A249/86468	26/06/2017 00:00	04:59:00	19	109	39	19	27	195	27
A249/86468	26/06/2017 00:00	05:14:00	20	187	57	30	44	24	318
A249/86468	26/06/2017 00:00	05:29:00	21	289	58	24	48	22	418
A249/86468	26/06/2017 00:00	05:44:00	22	318	63	19	65	22	465
A249/86468	26/06/2017 00:00	05:59:00	23	296	56	31	47	21	430
A249/86468	26/06/2017 00:00	06:14:00	24	251	57	17	45	21	463
A249/86468	26/06/2017 00:00	06:29:00	25	378	57	29	45	21	509
A249/86468	26/06/2017 00:00	06:44:00	26	372	57	19	35	22	483
A249/86468	26/06/2017 00:00	06:59:00	27	360	27	30	51	20	472
A249/86468	26/06/2017 00:00	07:14:00	28	343	43	20	40	20	446
A249/86468	26/06/2017 00:00	07:29:00	29	384	57	19	28	21	488
A249/86468	26/06/2017 00:00	07:44:00	30	367	56	21	35	21	480
A249/86468	26/06/2017 00:00	07:59:00	31	354	56	27	33	20	470
A249/86468	26/06/2017 00:00	08:14:00	32	346	53	23	30	20	452
A249/86468	26/06/2017 00:00	08:29:00	33	291	52	13	46	21	422
A249/86468	26/06/2017 00:00	08:44:00	34	336	69	26	42	20	473
A249/86468	26/06/2017 00:00	08:59:00	35	288	33	39	46	18	406
A249/86468	26/06/2017 00:00	09:14:00	36	289	41	33	37	18	400
A249/86468	26/06/2017 00:00	09:29:00	37	346	68	11	45	20	490
A249/86468	26/06/2017 00:00	09:44:00	38	278	48	30	37	20	397
A249/86468	26/06/2017 00:00	09:59:00	39	248	66	32	38	20	364
A249/86468	26/06/2017 00:00	10:14:00	40	254	62	32	34	19	366
A249/86468	26/06/2017 00:00	10:29:00	41	296	53	26	33	21	408
A249/86468	26/06/2017 00:00	10:44:00	42	258	41	34	36	20	369
A249/86468	26/06/2017 00:00	10:59:00	43	217	36	15	38	21	314
A249/86468	26/06/2017 00:00	11:14:00	44	286	59	40	44	21	429
A249/86468	26/06/2017 00:00	11:29:00	45	242	64	30	35	20	371
A249/86468	26/06/2017 00:00	11:44:00</							

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A249/86468	27/06/2017 00:00	02:34:00	10	15	6	7	9	28	37
A249/86468	27/06/2017 00:00	02:39:00	11	8	6	4	12	30	30
A249/86468	27/06/2017 00:00	03:14:00	12	21	4	6	6	31	37
A249/86468	27/06/2017 00:00	03:29:00	13	27	6	1	19	27	53
A249/86468	27/06/2017 00:00	03:44:00	14	28	11	8	18	21	45
A249/86468	27/06/2017 00:00	03:59:00	15	28	6	6	15	28	55
A249/86468	27/06/2017 00:00	04:14:00	16	39	18	13	15	28	85
A249/86468	27/06/2017 00:00	04:29:00	17	44	26	15	12	24	111
A249/86468	27/06/2017 00:00	04:44:00	18	94	26	15	36	21	171
A249/86468	27/06/2017 00:00	04:59:00	19	124	35	10	33	24	202
A249/86468	27/06/2017 00:00	05:14:00	20	152	42	15	52	22	307
A249/86468	27/06/2017 00:00	05:29:00	21	281	43	27	44	21	395
A249/86468	27/06/2017 00:00	05:44:00	22	306	42	28	59	21	435
A249/86468	27/06/2017 00:00	05:59:00	23	304	42	28	59	20	440
A249/86468	27/06/2017 00:00	06:14:00	24	370	60	31	43	20	504
A249/86468	27/06/2017 00:00	06:29:00	25	385	63	28	32	21	508
A249/86468	27/06/2017 00:00	06:44:00	26	393	63	21	33	22	512
A249/86468	27/06/2017 00:00	06:59:00	27	389	60	26	35	22	510
A249/86468	27/06/2017 00:00	07:14:00	28	338	52	22	33	20	445
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A249/86468	27/06/2017 00:00	07:44:00	30	349	55	26	32	22	462
A249/86468	27/06/2017 00:00	07:59:00	31	344	46	22	38	21	450
A249/86468	27/06/2017 00:00	08:14:00	32	365	56	23	37	19	421
A249/86468	27/06/2017 00:00	08:29:00	33	310	47	19	50	19	436
A249/86468	27/06/2017 00:00	08:31:00	34	345	53	15	38	20	450
A249/86468	27/06/2017 00:00	08:59:59	35						
A249/86468	27/06/2017 00:00	09:05:00	36	185	20	30	15	18	250
A249/86468	27/06/2017 00:00	09:29:59	37						
A249/86468	27/06/2017 00:00	09:44:59	38						
A249/86468	27/06/2017 00:00	09:59:59	39						
A249/86468	27/06/2017 00:00	10:14:59	40						
A249/86468	27/06/2017 00:00	10:29:59	41						
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A249/86468	27/06/2017 00:00	10:59:59	43						
A249/86468	27/06/2017 00:00	11:14:59	44						
A249/86468	27/06/2017 00:00	11:29:59	45						
A249/86468	27/06/2017 00:00	11:44:59	46						
A249/86468	27/06/2017 00:00	11:59:59	47						
A249/86468	27/06/2017 00:00	12:14:59	48						
A249/86468	27/06/2017 00:00	12:29:59	49	165	60	15	75	19	315
A249/86468	27/06/2017 00:00	12:35:00	50	290	50	15	45	21	400
A249/86468	27/06/2017 00:00	12:56:00	51	230	28	15	38	18	302
A249/86468	27/06/2017 00:00	13:08:00	52	193	21	30	23	21	266
A249/86468	27/06/2017 00:00	13:29:59	53						
A249/86468	27/06/2017 00:00	13:44:59	54						
A249/86468	27/06/2017 00:00	13:59:59	55						
A249/86468	27/06/2017 00:00	14:14:59	56						
A249/86468	27/06/2017 00:00	14:29:59	57						
A249/86468	27/06/2017 00:00	14:44:59	58						
A249/86468	27/06/2017 00:00	14:59:59	59						
A249/86468	27/06/2017 00:00	15:14:59	60						
A249/86468	27/06/2017 00:00	15:29:59	61						
A249/86468	27/06/2017 00:00	15:44:00	62	377	51	27	36	21	491
A249/86468	27/06/2017 00:00	15:59:00	63	314	59	21	40	21	427
A249/86468	27/06/2017 00:00	16:14:00	64	300	53	21	43	21	417
A249/86468	27/06/2017 00:00	16:29:00	65	365	48	10	30	20	453
A249/86468	27/06/2017 00:00	16:44:00	66	339	51	15	31	20	436
A249/86468	27/06/2017 00:00	16:59:00	67	362	46	15	35	21	458
A249/86468	27/06/2017 00:00	17:14:00	68	369	46	18	29	21	462
A249/86468	27/06/2017 00:00	17:29:00	69	421	59	20	28	21	528
A249/86468	27/06/2017 00:00	17:44:00	70	373	45	20	35	21	471
A249/86468	27/06/2017 00:00	17:59:00	71	399	56	14	42	22	511
A249/86468	27/06/2017 00:00	18:14:00	72	369	65	16	35	21	485
A249/86468	27/06/2017 00:00	18:29:00	73	277	59	16	19	19	312
A249/86468	27/06/2017 00:00	18:44:00	74	235	50	12	23	24	320
A249/86468	27/06/2017 00:00	18:59:00	75	217	44	9	21	24	291
A249/86468	27/06/2017 00:00	19:14:00	76	208	47	10	24	24	289
A249/86468	27/06/2017 00:00	19:29:00	77	165	39	16	26	24	246
A249/86468	27/06/2017 00:00	19:44:00	78	147	41	9	20	27	217
A249/86468	27/06/2017 00:00	19:59:00	79	144	32	10	17	27	195
A249/86468	27/06/2017 00:00	20:14:00	80	125	31	4	20	28	180
A249/86468	27/06/2017 00:00	20:29:00	81	113	25	6	11	30	155
A249/86468	27/06/2017 00:00	20:44:00	82	88	23	7	11	32	129
A249/86468	27/06/2017 00:00	20:59:00	83	102	16	3	13	30	134
A249/86468	27/06/2017 00:00	21:14:00	84	106	29	7	9	29	151
A249/86468	27/06/2017 00:00	21:29:00	85	83	10	3	8	28	136
A249/86468	27/06/2017 00:00	21:44:00	86	107	18	2	8	28	135
A249/86468	27/06/2017 00:00	21:59:00	87	68	17	3	11	29	99
A249/86468	27/06/2017 00:00	22:14:00	88	66	14	2	9	29	91
A249/86468	27/06/2017 00:00	22:29:00	89	69	19	7	5	30	100
A249/86468	27/06/2017 00:00	22:44:00	90	52	15	2	9	30	78
A249/86468	27/06/2017 00:00	22:59:00	91	25	14	3	6	34	48
A249/86468	27/06/2017 00:00	23:14:00	92	34	13	5	6	30	54
A249/86468	27/06/2017 00:00	23:29:00	93	31	4	3	5	30	43
A249/86468	27/06/2017 00:00	23:44:00	94	28	8	0	9	38	45
A249/86468	27/06/2017 00:00	23:59:00	95	23	0	0	8	30	33
A249/86468	28/06/2017 00:00	00:14:00	0	19	1	2	12	31	34
A249/86468	28/06/2017 00:00	00:29:00	1	20	4	0	10	32	34
A249/86468	28/06/2017 00:00	00:44:00	2	23	1	2	17	30	44
A249/86468	28/06/2017 00:00	00:59:00	3	9	3	3	8	31	23
A249/86468	28/06/2017 00:00	01:14:00	4	9	3	0	9	32	21
A249/86468	28/06/2017 00:00	01:29:00	5	17	2	1	11	32	11
A249/86468	28/06/2017 00:00	01:44:00	6	11	1	3	8	31	23
A249/86468	28/06/2017 00:00	01:59:00	7	8	5	1	6	30	20
A249/86468	28/06/2017 00:00	02:14:00	8	11	0	1	10	37	20
A249/86468	28/06/2017 00:00	02:29:00	9	11	3	3	15	30	32
A249/86468	28/06/2017 00:00	02:44:00	10	18	1	2	10	32	31
A249/86468	28/06/2017 00:00	02:59:00	11	13	4	3	13	32	33
A249/86468	28/06/2017 00:00	03:14:00	12	26	4	5	18	31	53
A249/86468	28/06/2017 00:00	03:29:00	13	18	7	4	11	34	40
A249/86468	28/06/2017 00:00	03:44:00	14	32	8	2	17	34	59
A249/86468	28/06/2017 00:00	03:59:00	15	37	10	8	6	31	61
A249/86468	28/06/2017 00:00	04:14:00	16	48	10	5	16	32	79
A249/86468	28/06/2017 00:00	04:29:00	17	67	20	12	29	32	129
A249/86468	28/06/2017 00:00	04:44:00	18	106	32	10	35	29	183
A249/86468	28/06/2017 00:00	04:59:00	19	123	29	9	44	26	205
A249/86468	28/06/2017 00:00	05:14:00	20	183	48	21	29	23	291
A249/86468	28/06/2017 00:00	05:29:00	21	293	40	23	62	21	418
A249/86468	28/06/2017 00:00	05:44:00	22	306	65	18	46	22	435
A249/86468	28/06/2017 00:00	05:59:00	23	294	50	19	48	19	410
A249/86468	28/06/2017 00:00	06:14:00	24	310	68	28	32	19	433
A249/86468	28/06/2017 00:00	06:29:00	25	327	49	24	36	20	436
A249/86468	28/06/2017 00:00	06:44:00	26	368	54	20	32	20	474
A249/86468	28/06/2017 00:00	06:59:00	27	364	57	20	30	22	488
A249/86468	28/06/2017 00:00	07:14:00	28	330	39	20	30	20	419
A249/86468	28/06/2017 00:00	07:29:00	29	338	57	17	29	20	441
A249/86468	28/06/2017 00:00	07:44:00	30	344	55	34	35	20	462
A249/86468	28/06/2017 00:00	07:59:00	31	327	35	22	41	19	425
A249/86468	28/06/2017 00:00	08:14:00	32	339	53	23	35	18	450
A249/86468	28/06/2017 00:00	08:29:00	33	297	57	18	38	21	423
A249/86468	28/06/2017 00:00	08:44:00	34	299	56	26	35	18	416
A249/86468	28/06/2017 00:00	08:59:00	35	328	59	26	42	20	455
A249/86468	28/06/2017 00:00	09:14:00	36	282	50	19	38	19	405
A249/86468	28/06/2017 00:00	09:29:00	37	332</					

A249/86468	30/06/2017 00:00	19:59:00	79	177	36	6	14	31	233
A249/86468	30/06/2017 00:00	20:14:00	80	136	29	9	6	31	180
A249/86468	30/06/2017 00:00	20:29:00	81	138	41	8	5	29	192
A249/86468	30/06/2017 00:00	20:44:00	82	106	53	7	12	30	178
A249/86468	30/06/2017 00:00	20:59:00	83	104	32	7	10	31	153
A249/86468	30/06/2017 00:00	21:14:00	84	111	26	5	8	30	152
A249/86468	30/06/2017 00:00	21:29:00	85	103	30	9	7	30	149
A249/86468	30/06/2017 00:00	21:44:00	86	99	18	2	3	31	122
A249/86468	30/06/2017 00:00	21:59:00	87	74	11	2	8	31	95
A249/86468	30/06/2017 00:00	22:14:00	88	80	18	3	10	27	111
A249/86468	30/06/2017 00:00	22:29:00	89	98	24	2	13	30	137
A249/86468	30/06/2017 00:00	22:44:00	90	77	13	2	5	31	87
A249/86468	30/06/2017 00:00	22:59:00	91	65	16	6	8	30	95
A249/86468	30/06/2017 00:00	23:14:00	92	61	16	4	8	30	89
A249/86468	30/06/2017 00:00	23:29:00	93	79	10	0	14	21	203
A249/86468	30/06/2017 00:00	23:44:00	94	88	11	1	3	33	103
A249/86468	30/06/2017 00:00	23:59:00	95	54	15	4	8	30	81

Advanced Transport Research

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 Settings\Documents\3.21_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 0 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 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
JPSL 40	Number exceeding Posted Speed Limit
JPSL% 40	Percent exceeding Posted Speed Limit
JSL1 46 ACPO	Number exceeding Speed Limit 1
JSL1% 46 ACPO	Percent exceeding Speed Limit 1
JSL2 55 DFT	Number exceeding Speed Limit 2
JSL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-178
 Site Name - 13562-01
 Description - SWALE WAY [40m]
 Direction - North

Friday, 24 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 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	Vbin 100	Mean	Vpp 85	JPSL 85	JPSL% 40	JSL1 ACPO	JSL1% ACPO	JSL2 DFT	JSL2% DFT
0000	20	0	15	0	1	0	0	0	1	2	1	0000	0	0	0	0	2	4	9	3	1	1	0	0	0	0	0	37.7	42.1	5	25	2	10	0	0	
0100	18	0	9	4	0	0	0	0	1	2	2	0100	0	0	0	0	0	3	4	8	3	0	0	0	0	0	38.8	42.9	11	61.1	3	16.7	0	0		
0200	16	0	7	0	2	0	0	0	4	4	3	0200	0	0	0	0	2	3	3	5	2	1	0	0	0	0	38.8	45.4	8	50	2	12.5	0	0		
0300	30	0	22	0	3	0	1	0	0	3	1	0300	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	0	36	0	8	3	3	0	0	4	5	0400	0	0	0	1	2	19	21	9	5	3	1	0	0	0	38	43.4	18	30	7	11.7	0	0		
0500	240	0	193	3	15	2	2	1	1	6	14	0500	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	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	0700	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	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	384	4	272	4	48	7	6	0	1	3	21	0900	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	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	1100	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	20	3	2	0	4	5	7	1500	3	5	13	31	112	307	149	23	4	0	0	0	0	0	0	32.3	36.9	33	5.1	6	1.2	0	0		
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	1	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	0	95	1	2	1	1	0	0	3	2	2100	0	0	0	0	3	17	45	29	4	6	2	0	0	0	38.4	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	7	20	28	21	10	3	1	0	0	0	38.9	45	35	38.9	13	14.4	3	3.3		
2300	62	0	51	0	2	0	0	0	0	5	4	2300	0	0	0	1	5	17	16	15	6	1	0	0	0	0	37.9	44.1	23	37.1	7	11.3	1	1.6		
07-19	5556	35	4697	46	461	46	44	1	20	78	109	07-19	83	47	72	260	892	2111	1547	420	103	20	1	0	0	0	33	38.5	544	9.8	88	14.8	3	0.6		
06-22	6261	42	5303	51	533	50	48	2	23	93	116	06-22	83	47	72	266	934	2299	1815	563	137	41	4	0	0	0	33.6	39.1	745	11.9	135	2.2	8	0.1		
06-00	6413	42	5433	54	538	50	48	2	23	101	122	06-00	83	47	72	267	946	2336	1829	569	153	45	6	0	0	0	33.6	39.1	833	11.6	145	2.4	12	0.2		
00-00	6797	46	5715	61	567	55	54	3	26	122	148	00-00	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		

Saturday, 25 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 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	Vbin 100	Mean	Vpp 85	JPSL 85	JPSL% 40	JSL1 ACPO	JSL1% ACPO	JSL2 DFT	JSL2% DFT
0000	36	1	23	0	1	0	0	0	0	7	4	0000	0	0	0	0	2	5	13	5	9	1	1	0	0	0	35.8	43.2	11	30.6	2	5.6	0	0		
0100	21	0	12	0	1	0	0	0	0	3	2	0100	0	0	0	0	3	17	7	4	2	2	0	0	0	0	0	37.5	45	8	35.1	3	14.3	1	4.8	
0200	16	0	10	0	1	0	0	0	1	3	1	0200	0	0	0	1	3	6	3	1	1	1	0	0	0	0	0	34.5	42.9	3	18.8	2	12.5	0	0	
0300	27	1	19	0	2	0	0	0	0	3	2	0300	0	0	0	0	3	4	9	5	6	0	0	0	0	0	0	38.5	45	11	40.7	4	14.8	0	0	
0400	31	0	21	0	4	1	0	0	1	2	2	0400	0	0	0	0	5	12	8	4	1	1	0	0	0	0	0	34.3	40.3	6	15.4	3	3.2	0	0	
0500	114	0	100	0	7	0	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	0	1	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	108	0	1	0	0	0	0	3	2	0700	0	0	0	1	19	40	40	17	4	2	0	0	0	0	37.2	45	40	49.2	13	10.5	0	0		
0800	175	0	144	3	15	1	5	0	1	4	2	0800	0	0	0	6	29	70	48	12	10	0	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	20	3	0	0	0	0	6	26	1000	0	0	0	6	28	88	111	48	9	1	0	0	0	0	36	41.2	60	20.6	9	1	0.7	0		
1100	366	2	320	0	23	0	3	0	0	2	6	1100	0	0	2	2	26	106	152	66	11	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	5	5	1200	0	0	3	33	102	163	99	15	3	0	0	0	0	0	36.5	41.2	77	20.4	11	3	0	0		
1300	278	3	253	7	12	0	0	0	0	5	3	1300	0	0	0	0	10	56	30	64	16	2	0	0	0	0	37.9	41.8	82	35.6	8	2.9	2	0.7		
1400	268	3	250	2	6	0	0	0	2	1	4	1400	0	0	0	5	6	81	125	52	14	5	0	0	0	0	37.7	42.1	71	26.5	16	6	1	0.4		
1500	310	2	262	0	13	0	0	0	0	3	8	1500	0	0	0	8	28	84	109	44	16	7	0	0	0	0	36.5	41.1	68	21.9	18	1.3	0	0		
1600	295	5	272	0	9	0	1	0	1	3	4	1600	0	0	0	1	33	92	109	40	17	2	1	0	0	0	36.3	41.2	60	20.3	14	4.7	1	0.3		
1700	251	5	234	0	7	0	1	0	0	3	1	1700	0	0	0	2	8	56	132	37	10	3	1	0	0	0	37.2	40.9	51	20.3	11	4.4	1	0.4		
1800	220	1	208	0	8	0	0	0																												

Monday, 27 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL5 55	ISL5 55
0000	24	0	21	0	0	0	0	0	0	0	1	2	0000	0	0	0	0	0	11	5	5	3	0	0	0	0	37.3	42.7	8	33.3	2	6.3	0	0	0	0	
0100	16	0	11	0	2	0	0	0	0	0	0	3	0100	0	0	0	0	1	4	3	6	1	1	0	0	0	38.8	44.1	8	50	1	6.3	0	0	0	0	
0200	21	0	8	0	0	0	0	0	0	0	0	3	0200	0	0	0	0	1	5	3	0	0	2	0	0	0	38.9	42.9	8	38	0	9.5	0	0	0	4.8	
0300	32	0	21	0	5	0	0	0	0	0	4	2	0300	0	0	0	0	2	15	4	0	0	0	0	0	0	40.9	47	13	40.6	6	25	0	0	0	0	
0400	80	0	44	2	9	2	2	0	1	7	13	0	0400	0	0	0	1	11	22	22	19	5	0	0	0	0	36.6	42.3	24	30	3	3.8	0	0	0	0	
0500	246	5	160	5	19	5	3	1	1	12	17	0	0500	0	0	0	3	47	63	76	41	11	5	0	0	0	37.7	41.6	57	23.2	12	4.9	2	0	0	0.8	
0600	229	0	183	5	17	5	4	1	1	6	7	0	0600	0	0	0	12	44	82	65	16	6	4	0	0	0	33.8	38.9	26	11.4	8	3.5	0	0	0	0	
0700	367	1	305	1	42	4	3	0	1	3	7	0	0700	0	0	1	13	36	154	114	41	6	2	0	0	0	34.7	39.6	49	13.4	7	1.9	0	0	0	0	
0800	459	2	377	2	48	8	12	0	1	7	2	0	0800	0	0	0	8	92	175	140	36	6	2	0	0	0	33.3	38.7	44	9.6	4	0.9	0	0	0	0	
0900	350	2	259	1	57	5	6	0	2	10	8	0	0900	0	0	4	17	76	163	70	17	2	1	0	0	0	32.4	36.7	20	5.7	2	0.6	0	0	0	0	
1000	326	0	234	4	47	6	4	1	3	13	14	0	1000	0	0	0	18	56	129	95	25	2	1	0	0	0	33.3	38	28	8.6	1	0.3	0	0	0	0	
1100	340	4	248	3	45	5	3	0	3	16	13	0	1100	0	0	0	13	68	117	99	34	7	2	0	0	0	34.1	39.1	43	12.6	7	2.1	0	0	0	0	
1200	342	3	264	3	37	3	7	0	3	12	10	0	1200	0	0	0	7	80	122	85	37	9	2	0	0	0	34.1	39.6	48	14	6	1.8	0	0	0	0	
1300	373	1	295	3	43	3	4	0	6	7	11	0	1300	0	0	5	26	70	145	86	31	5	3	0	0	0	33.1	38	39	10.5	6	1.6	2	0.5	0	0	
1400	418	2	338	3	51	2	4	1	0	11	6	0	1400	0	3	8	35	69	132	119	38	12	2	0	0	0	33.1	38.7	52	12.4	8	1.9	0	0	0	0	
1500	551	5	435	2	79	2	1	0	2	10	15	0	1500	2	3	3	23	107	227	142	40	2	2	2	0	0	32.9	37.6	44	8	3	0.5	1	0.2	0	0	
1600	734	13	633	6	55	8	3	3	0	7	8	0	1600	169	68	96	66	104	153	99	32	5	2	0	0	0	24.5	36	38	5.3	6	0.8	1	0.1	0	0	
1700	661	9	607	6	22	3	5	1	1	3	5	0	1700	162	109	81	46	60	93	83	21	6	0	0	0	0	20.8	35.3	27	4.1	4	0.6	0	0	0	0	
1800	378	6	332	3	21	1	4	0	1	4	6	0	1800	0	0	1	10	27	108	153	59	14	5	1	0	0	36.3	41.2	79	20.9	17	4.5	4	1.1	0	0	
1900	237	0	218	0	10	0	1	0	1	5	2	0	1900	0	0	0	2	26	45	83	60	12	6	3	0	0	37.8	43.2	81	34.2	17	7.2	6	2.5	0	0	
2000	138	0	120	5	9	0	0	0	2	0	3	0	2000	0	0	0	0	7	34	49	31	12	4	1	0	0	38.5	43.6	48	34.8	10	7.2	3	2.2	0	0	
2100	112	0	101	1	2	0	0	0	1	6	1	0	2100	0	0	0	0	7	18	49	17	13	5	2	0	0	39	45.6	37	33	16	14.3	3	2.7	0	0	
2200	80	0	73	1	0	0	0	0	0	2	4	0	2200	0	0	0	3	3	21	29	16	5	2	1	0	0	37.7	41.8	24	30	6	7.5	2	2.5	0	0	
2300	36	1	34	0	0	0	0	0	0	1	0	0	2300	0	0	0	0	0	7	14	9	4	1	1	0	0	39.9	45.2	15	41.7	3	8.3	2	5.6	0	0	
07-19	5299	48	4327	37	547	60	56	6	22	103	103	07-19	273	183	199	282	845	1718	1267	411	76	24	1	0	0	0	30.8	38.5	512	9.7	71	1.3	8	0.2	0	0	
06-22	6015	48	4949	48	584	65	61	7	27	120	116	06-22	273	184	199	296	929	1897	1533	535	119	43	7	0	0	0	31.8	38.9	704	11.7	122	2	20	0.3	0	0	
06-00	6131	49	5056	49	584	65	61	7	27	123	119	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	0.6	0	0	
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	0	0	

Tuesday, 28 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL5 55	ISL5 55
0000	32	0	24	3	0	0	0	0	0	3	2	0	0000	0	0	0	1	4	7	11	0	0	0	0	0	0	40.7	47.6	18	58.3	10	11.3	0	0	0	0	
0100	24	0	19	0	2	0	0	0	0	2	1	0	0100	0	0	0	4	2	4	7	4	2	0	1	0	0	0	36	42.7	7	28.2	2	8.3	1	4.2	0	0
0200	32	0	21	0	2	0	0	0	0	5	4	0	0200	0	0	0	1	5	18	4	4	0	0	0	0	0	0	33.2	37.8	4	12.5	0	0	0	0	0	0
0300	47	0	35	1	3	2	0	1	4	3	3	0	0300	0	0	1	5	18	8	15	10	9	0	0	0	0	38.1	45.2	20	42.6	7	14.9	0	0	0	0	
0400	82	1	50	2	6	1	0	0	0	14	8	0	0400	0	0	1	6	13	23	3	3	1	0	0	0	0	32.5	36	4	4.9	0	0	0	0	0	0	
0500	210	3	158	4	17	3	1	0	2	5	17	0	0500	0	0	5	31	74	77	20	3	0	0	0	0	0	34.5	38.9	23	11	1	0.5	0	0	0	0	
0600	198	2	159	2	2	3	0	1	4	5	0	0	0600	0	0	12	30	32	30	5	31	0	0	0	0	0	34.9	40.3	36	18.2	2	2.5	0	0	0	0	
0700	264	0	216	1	21	2	0	1	2	9	12	0	0700	0	1	1	3	29	96	85	35	12	2	0	0	0	35.5	40.5	49	18.6	10	3.8	1	0.4	0	0	
0800	349	2	281	4	26	4	0	0	0	1	0	0	0800	0	1	34	84	105	80	22	8	0	0	0	0	0	32.3	37.8	31	8.9	4	1.1	0	0	0	0	
0900	327	1	233	3	49	4	10	0	3	7	17	0	0900	0	0	0	6	62	118	106	27	7	1	0	0	0	34.2	39.1	35	10.7	6	1.8	0	0	0	0	
1000	363	1	262	2	54	8	13	0	2	9	12	0	1000	0	9	6	34	60	120	101	25	7	1	0	0	0	32.4	38.3	33	9.1	4	1.1	0	0	0	0	
1100	319	2	216	2	55	7	4	10	0	17	17	0	1100	0	10	69	59	99	37	4	1	0	0	0	0	0	34	39.1	42	13.2	4	1.3	0	0	0	0	
1200	423	7	287	4	61	5	18	0	9	11	21	0	1200	3	3	10	59	90	144	95	18	1	0	0	0	0	30.9	36.9	19	4.5	1	0.2	0	0	0	0	
1300	376	7	274	4	49	6	9	1	7	11	8	0	1300	0	0	2	19	51	159	108	29	5	2	1	0	0	33.8	38.3	37	9.8	7	1.9	1	0.3	0	0	
1400	432	6	338	10	59	6	12	0	4	11	14	0	1400	0	0	13	84	151	143	33	7	1	0	0	0	0	33.3	38.7	41	9.5	7	1.5	0	0	0	0	
1500	580	2	470	4	74	2	5	0	1	2	14	7	1500	0	0	1	20	96	238	175	40	10	0	0	0	0	33.8	38.5	50	8.6	7	1.2	0	0	0	0	
1600	778	14	6																																		

Thursday, 30 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL5 55	ISL5% 55
0000	32	1	19	2	3	0	0	0	0	0	0	7	0000	0	0	0	0	5	7	8	5	0	0	0	0	0	37.3	44.1	13	40.6	5	15.6	0	0	0	0	
0100	18	0	13	2	0	0	0	0	0	1	2	0	0100	0	0	0	0	2	3	2	10	0	1	0	0	0	39.3	42.3	11	61.1	1	5.6	1	5.6	0	0	
0200	29	0	19	0	0	0	0	0	0	4	5	0	0200	0	0	0	0	3	11	4	0	1	0	0	0	0	37	43.2	11	37.9	1	3.4	0	0	0	0	
0300	45	1	37	0	0	0	0	0	0	2	1	0	0300	0	0	2	2	5	11	11	8	3	2	1	0	0	37	43.6	14	31.1	6	13.3	1	2.2	0	0	
0400	71	0	46	0	8	0	2	0	1	6	8	0	0400	0	0	0	3	12	17	23	9	5	2	0	0	36.1	43.2	16	22.5	7	9.9	2	2.8	0	0		
0500	248	3	185	3	21	6	1	2	8	16	16	0	0500	0	0	5	7	42	78	57	41	12	3	0	0	36.1	41.4	59	23.8	16	6.5	4	1.6	0	0		
0600	240	3	189	1	28	0	4	1	0	8	6	0	0600	0	0	1	28	25	106	138	43	10	4	1	0	0	35.4	41.4	58	24.2	11	4.6	3	1.3	0	0	
0700	362	8	318	4	33	4	3	0	5	12	5	0	0700	0	0	0	3	56	126	188	52	14	2	0	0	1	35.5	40.7	69	17.6	13	3.3	1	0.3	0	0	
0800	466	5	368	2	64	2	5	0	5	10	5	0	0800	2	2	10	19	89	103	106	36	8	1	0	0	0	32.8	39	45	9.7	7	1.5	0	0	0	0	
0900	356	3	283	3	48	0	7	0	4	18	10	0	0900	1	2	8	22	75	128	84	34	2	2	0	0	0	32.8	38.5	38	10.7	2	0.6	1	0.3	0	0	
1000	317	2	222	7	43	5	4	0	5	15	14	0	1000	0	0	0	2	45	108	106	42	10	4	0	0	0	35.4	40.5	56	17.7	12	3.8	0	0	0	0	
1100	342	2	243	1	48	8	7	1	4	12	16	0	1100	0	0	0	14	67	131	93	33	3	1	0	0	0	33.8	38.9	37	10.8	4	1.2	0	0	0	0	
1200	388	3	292	3	48	5	6	0	3	20	10	0	1200	0	4	8	17	65	141	110	37	4	1	0	0	1	33.4	38.7	43	11.1	4	1	0	1	0.3	0	
1300	353	3	272	0	47	7	3	1	1	9	10	0	1300	0	2	3	7	58	99	124	49	9	2	0	0	0	35	40.5	60	17	10	2.8	0	0	0	0	
1400	494	2	394	9	62	4	7	1	3	16	6	0	1400	0	0	0	7	88	190	156	42	11	0	0	0	0	34.3	39.1	53	10.7	7	1.4	0	0	0	0	
1500	582	4	473	3	74	6	3	0	3	7	9	0	1500	0	6	26	38	87	181	164	63	11	5	1	0	0	33.2	39.4	80	13.7	11	1.9	3	0.5	0	0	
1600	792	12	695	10	42	6	3	0	3	14	7	0	1600	38	37	67	132	115	213	145	34	9	2	0	0	0	28.1	36.2	45	5.7	6	0.8	0	0	0	0	
1700	697	9	629	5	35	4	8	0	5	2	0	0	1700	109	113	110	102	86	71	71	27	6	1	0	0	0	21.9	34.9	35	5	5	0.7	1	0.1	0	0	
1800	371	4	338	5	16	1	2	0	2	3	0	0	1800	0	0	0	5	35	105	156	57	10	3	0	0	0	36.1	40.5	70	18.9	9	2.4	1	0.3	0	0	
1900	248	2	224	1	14	0	0	0	0	0	7	0	1900	0	0	0	2	30	57	87	47	17	8	0	0	0	37.1	42.3	72	29	19	7.7	3	1.2	0	0	
2000	165	0	149	4	4	0	0	0	1	3	4	0	2000	0	0	0	1	9	37	59	41	10	6	2	0	0	38.4	43.4	59	35.8	14	8.5	4	2.4	0	0	
2100	127	1	122	0	2	0	0	0	0	1	1	0	2100	0	0	0	0	7	20	44	39	10	6	1	0	0	39.4	44.5	56	44.1	13	10.2	1	0.8	0	0	
2200	117	0	104	3	2	0	0	0	0	4	4	0	2200	0	0	0	2	4	30	50	23	8	0	0	0	37.1	41.6	31	26.5	7	6	0	0	0	0		
2300	52	0	44	0	1	0	0	0	0	3	4	0	2300	0	0	0	0	3	22	20	5	2	0	0	0	0	35.7	39.1	7	13.5	1	1.9	0	0	0	0	
07-19	5550	85	4497	82	560	52	58	3	38	141	94	07-19	150	166	232	368	866	1894	1453	806	97	24	1	0	1	1	31.7	38.9	631	11.4	90	1.6	8	0.1	0	0	
06-22	6339	61	5191	58	508	62	62	4	39	153	112	06-22	150	166	233	399	937	1938	1731	676	144	48	6	1	1	1	32.4	39.6	876	15.8	147	2.3	19	0.3	0	0	
06-00	6499	61	5329	61	611	52	62	4	39	160	120	06-00	150	166	233	401	944	1980	1704	154	48	8	0	1	1	1	32.5	39.6	914	14.1	155	2.4	19	0.3	0	0	
00-00	6942	66	5648	68	646	55	71	5	43	181	159	00-00	150	166	240	413	1013	2017	1905	790	179	57	9	0	1	1	32.7	39.8	1038	15	191	2.8	27	0.4	0	0	

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL5 55	ISL5% 55
0000	38	0	31	1	1	0	0	0	0	2	3	0	0000	0	0	0	0	3	12	8	5	1	0	0	0	0	37.8	44.1	13	34.7	5	12.7	0	0	0	0.7	
0100	22	0	17	1	1	0	0	0	0	2	2	0	0100	0	0	0	1	2	5	6	6	1	1	0	0	0	37.2	43.4	8	34	2	7.1	0	1	0	1.3	
0200	23	0	14	1	1	0	0	0	0	4	3	0	0200	0	0	0	0	2	6	5	6	1	1	0	0	0	37.1	43.2	8	35.4	2	7.9	0	0	0	1.2	
0300	28	0	19	0	2	0	0	0	1	3	2	0	0300	0	0	0	1	3	6	7	5	4	2	0	0	0	37.9	46.5	11	37.8	5	16.3	0	0	0	1	
0400	56	0	35	1	6	1	1	0	0	5	6	0	0400	0	0	0	2	8	18	17	7	3	1	0	0	0	35.5	41.6	11	20.5	3	5.6	0	0	0	0.5	
0500	155	2	116	2	13	3	2	0	1	6	10	0	0500	0	0	1	3	25	47	46	24	7	2	1	0	0	35.5	41.4	34	21.9	8	5	1	0.9	0	0	
0600	186	2	151	1	16	2	2	1	1	5	6	0	0600	0	0	0	11	32	54	57	22	5	3	0	0	0	34.6	40.3	31	16.7	7	3.8	1	0.6	0	0	
0700	267	3	219	2	25	2	2	1	2	6	6	0	0700	0	0	1	8	33	89	89	34	9	3	0	0	0	35.3	40.5	47	17.5	9	3.5	1	0.4	0	0	
0800	327	2	265	3	37	3	5	0	1	6	5	0	0800	0	0	3	19	62	112	90	30	9	2	0	0	0	33.8	39.1	41	12.5	7	2.1	0	0.1	0	0	
0900	305	2	234	2	38	3	7	2	0	10	7	0	0900	0	0	2	13	54	108	87	31	6	3	0	0	0	34.1	39.4	40	13.2	7	2.2	1	0.3	0	0	
1000	305	2	228	3	37	4	6	0	2	10	12	0	1000	0	2	2	11	45	103	96	36	7	2	0	0	0	34.4	39.8	46	14.9	6	2.1	0	0.1	0	0	
1100	320	2	242	2	39	4	5	0	3	11	12	0	1100	0	0	0	10	53	110	98	37	7	2	0	0	0	34.5	39.8	47	14.7	7	2.2	0	0.1	0	0	
1200	358	3	277	2	42	3	7	0	3	9	10	0	1200	0	1	3	15	60	123	109	39	7	1	0	0	0	34.1	39.4	47	13.2	6	1.8	1	0.2	0	0	
1300	358	4	287	3	37	4	5	0	3	8	8	0	1300	0	0	2	12	48	117	126	42	9	3	0	0	0	34.9	39.8	54	15	9	2.6	1	0.3	0	0	
1400	384	4	313	4	39	3	4	0	2	9	5	0	1400	2	2	4	19	57	124	120	43	11	2	0	0	0	34.1	39.8	56	14.6	9	2.2	0	0.1	0	0	
1500	468	3	389	3	52	2	2	0	2	8	8	0	1500	0	2	6	19	76	170	139	45	9	3	0	0	0	33.9	39.1	56	12.1	9	1.9	1	0.2	0	0	

Advanced Transport Research

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 Settings\Documents\3.21_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 0 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 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
JPSL 40	Number exceeding Posted Speed Limit
JPSL% 40	Percent exceeding Posted Speed Limit
JSL1 46 ACPO	Number exceeding Speed Limit 1
JSL1% 46 ACPO	Percent exceeding Speed Limit 1
JSL2 55 DFT	Number exceeding Speed Limit 2
JSL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-178
 Site Name - 13562-201
 Description - SWALE WAY [40m]
 Direction - South

Friday, 24 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 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	JPSL% 40	JSL1 ACPO	JSL1% ACPO	JSL2 DFT	JSL2% DFT
0000	17	0	2	0	0	0	0	0	0	0	0	6	0000	0	0	1	3	2	4	5	1	0	0	1	0	0	0	33.6	36.3	2	11.8	1	5.9	1	5.9
0100	28	1	18	0	2	0	0	0	1	0	6	0100	0	0	0	1	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	0200	0	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	0300	0	0	0	3	4	11	4	5	0	1	0	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	0400	0	0	0	4	12	13	22	13	2	2	0	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	0500	0	0	2	7	30	103	101	18	5	0	1	0	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	0600	0	0	3	12	74	128	125	27	5	1	0	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	6	20	0700	0	0	12	62	223	381	70	22	5	2	0	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	0800	0	0	0	73	181	392	175	32	4	0	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	0900	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	281	1	47	6	6	0	3	10	9	1000	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	1100	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	8	0	4	9	12	1200	0	0	3	15	103	154	104	20	5	4	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	1300	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	1400	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	4	400	4	46	3	10	0	3	4	9	1500	0	0	2	36	98	202	114	25	4	1	0	0	0	0	32.8	36.9	30	6.2	5	1	1	0.2	
1600	504	6	427	5	49	3	2	0	0	5	7	1600	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	1700	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	1800	0	0	0	7	56	114	152	34	3	2	0	0	0	0	34.9	38.9	38	10.6	3	0.8	0	0	
1900	203	1	181	0	10	0	1	0	2	7	1	1900	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	0	2000	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	8	5	2100	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	2200	0	0	0	5	5	11	17	34	14	5	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	2300	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	07-19	6	3	23	290	1161	2396	1655	354	66	16	4	0	0	0	0	33.2	37.8	440	74	61	1	8	0.1
06-22	6809	88	5708	37	588	43	77	1	29	99	169	06-22	6	3	30	317	1290	2644	1974	435	80	26	4	0	0	0	0	33.4	38	545	8	81	1.2	9	0.1
06-00	6969	61	5945	37	584	44	78	1	29	103	179	06-00	6	3	35	326	1310	2683	2027	464	86	26	4	0	0	0	0	33.4	38.3	579	8.3	86	1.3	0.6	0
00-00	7414	68	6207	38	615	46	81	1	31	108	219	00-00	6	3	38	347	1376	2826	2160	506	96	30	6	0	0	0	0	33.5	38.3	638	8.8	99	1.3	12	0.2

Saturday, 25 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 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	JPSL% 40	JSL1 ACPO	JSL1% ACPO	JSL2 DFT	JSL2% 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	1	1	0	0	0	0	5	0100	0	0	0	2	3	6	7	4	2	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	0	0	0	1	4	0300	0	1	0	2	7	7	5	2	1	1	0	0	0	0	33.2	39.4	4	16.4	2	7.7	0	0	
0400	38	1	25	0	4	0	0	0	0	4	4	0400	0	0	0	2	7	13	14	0	1	1	0	0	0	0	34	37.8	2	5.3	2	2.6	0	0	
0500	113	2	102	0	3	0	0	0	0	2	4	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	0	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	16	176	2	17	1	6	1	0	0	13	0700	0	0	2	13	25	43	45	45	6	1	0	0	0	0	34.2	41.2	65	16.1	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	46	13	3	0	0	0	0	35.4	40.9	64	20.4	10	3.2	0	0	
1000	383	3	346	2	20	0	3	1	0	1	10	1000	0	0	0	1	14	36	37	37	1	0	0	0	0	0	35.1	38.7	35	38.9	9	1.3	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	15	100	156	51	2	0	0	0	0	0	0	36.7	40.7	62	16.6	8	2.4	0	0	
1300	393	4	357	4	16	0	0	1	1	4	8	1300	0	1	2	4	33	104	83	57	8	1	0	0	0	0	36	40.3	66	16.8	1.5	0	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	0	233	4	10	0	0	0	0	1	0	1500	0	0	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.			

Monday, 27 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55
0000	20	1	17	0	1	0	0	0	0	0	1		0000	0	0	0	0	3	3	3	3	0	0	0	0	0	36.6	44.1	6	30	2	10	0	0	0	0	
0100	23	0	17	0	2	0	0	0	0	2	2		0100	0	0	0	1	2	6	6	7	1	0	0	0	0	36.7	42.1	8	34.8	1	4.3	0	0	0	0	
0200	17	1	12	0	1	0	0	0	0	1	1		0200	0	0	0	1	1	1	1	2	0	0	0	0	0	36.2	40.7	6	4	2	0	0	0	0	0	
0300	31	2	23	0	1	0	2	0	0	1	1		0300	0	1	0	0	3	8	13	6	0	0	0	0	0	35.5	39.8	6	18.4	0	0	0	0	0	0	
0400	75	1	67	0	2	0	0	0	0	0	5		0400	0	0	0	2	5	17	30	15	6	0	0	0	0	37.1	42.3	21	28	4	5.3	0	0	0	0	
0500	224	2	196	0	15	0	2	0	0	0	0		0500	0	0	0	11	14	72	98	25	2	2	0	0	0	35.3	39.6	29	12.9	3	1.3	0	0	0	0	
0600	957	7	288	1	38	1	3	0	0	7	12		0600	0	0	2	15	83	113	111	24	8	1	0	0	0	33.5	38.5	33	9.2	8	2.2	0	0	0	0	
0700	323	14	782	9	73	8	8	0	0	3	26		0700	0	0	10	54	230	384	210	30	4	1	0	0	0	32	36.2	35	3.8	4	0.4	1	0.1	0	0	
0800	925	4	831	4	55	7	12	1	0	2	9		0800	0	0	2	42	152	441	243	35	7	2	1	0	0	33.1	36.9	45	4.9	7	0.8	1	0.1	0	0	
0900	475	4	371	4	49	5	6	1	6	14	15		0900	0	0	2	32	112	183	113	31	1	1	0	0	0	32.6	37.8	33	6.9	1	0.2	0	0	0	0	
1000	365	0	279	2	34	4	9	1	5	14	17		1000	0	0	5	31	104	120	81	19	4	1	0	0	0	31.8	37.6	24	6.6	3	0.8	0	0	0	0	
1100	320	0	242	0	43	4	5	1	5	9	11		1100	0	1	1	20	70	108	88	27	3	2	0	0	0	33.1	38.5	32	10	3	0.9	1	0.3	0	0	
1200	366	2	268	2	45	5	8	0	2	10	24		1200	0	1	1	34	72	127	97	27	6	1	0	0	0	32.8	38.3	34	9.3	5	1.4	0	0	0	0	
1300	374	3	272	2	54	4	7	0	1	18	13		1300	0	0	1	16	96	135	100	21	3	2	0	0	0	32.8	37.8	26	7	4	1.1	0	0	0.3	0	
1400	456	4	319	3	79	6	5	0	7	16	17		1400	0	1	0	33	95	190	113	30	4	0	0	0	0	32.8	37.6	34	7.5	3	0.7	0	0	0	0	
1500	378	3	306	0	50	3	2	0	4	3	7		1500	0	0	1	17	62	114	137	37	9	1	0	0	0	34.4	39.4	47	12.4	3	0.8	0	0	0	0	
1600	474	5	393	3	45	3	3	0	5	9	8		1600	4	0	0	11	63	169	171	50	6	0	0	0	0	34.4	38.9	56	11.8	4	0.8	0	0	0	0	
1700	474	8	432	1	17	2	3	0	2	3	6		1700	4	1	12	15	60	150	173	48	7	4	0	0	0	34.2	39.4	59	12.4	8	1.7	1	0.2	0	0	
1800	303	2	288	0	12	3	1	0	3	2	12		1800	0	0	0	9	40	71	135	38	4	5	0	0	1	35.6	40	48	15.8	9	3	1	0.3	0	0	
1900	220	2	179	1	8	0	0	0	0	8	22		1900	0	0	1	12	44	53	88	29	10	1	2	0	0	34.7	40.9	42	18.1	8	3.6	3	1.4	0	0	
2000	152	1	134	1	3	0	1	0	0	3	9		2000	0	0	0	8	15	32	65	25	7	0	0	0	0	36	41.4	32	21.1	6	3.9	0	0	0	0	
2100	113	3	97	0	0	0	0	0	1	3	9		2100	0	1	0	6	15	28	44	15	0	3	1	0	0	35.1	40.3	19	16.8	4	3.5	2	1.8	0	0	
2200	95	3	72	0	2	0	3	0	0	3	12		2200	0	0	2	18	18	12	34	8	3	0	0	0	0	32.4	38.3	11	11.6	1	1.1	0	0	0	0	
2300	40	0	32	0	2	1	0	0	0	1	4		2300	0	0	0	1	6	6	18	7	1	1	0	0	0	36.1	40.9	9	22.5	1	2.5	1	2.5	0	0	
07-19	8833	49	4763	30	556	54	69	4	40	103	165		07-19	8	4	35	314	1188	2182	1661	393	88	20	1	0	1	33.2	38	473	8.1	54	0.9	6	0.1	0	0	
06-22	6676	62	5461	33	605	65	73	4	41	124	217		06-22	8	6	38	355	1313	2498	1949	466	83	25	4	0	1	33.3	38.5	599	9	80	1.2	11	0.2	0	0	
06-00	6810	65	5565	33	609	56	76	4	41	128	233		06-00	8	5	40	374	1337	2428	2001	501	87	26	4	0	1	33.3	38.5	619	9.1	82	1.2	12	0.2	0	0	
00-00	7200	72	5897	34	631	56	80	4	42	135	249		00-00	8	6	40	390	1365	2539	2167	561	101	28	4	0	1	33.5	38.7	695	9.7	93	1.3	12	0.2	0	0	

Tuesday, 28 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55
0000	31	1	22	0	1	0	1	0	0	1	5		0000	0	0	0	1	9	3	6	5	2	0	0	0	0	33.9	40.3	7	22.6	1	0	0	0	0	0	
0100	33	2	18	0	1	0	0	0	1	0	11		0100	0	0	0	6	14	3	8	2	0	0	0	0	0	30.5	37.8	2	6.1	0	0	0	0	0	0	
0200	28	0	19	0	1	0	0	0	0	2	6		0200	0	0	0	5	11	3	4	0	0	0	0	0	0	31.5	38.7	4	14.3	0	0	0	0	0	0	
0300	46	2	37	0	1	2	0	0	1	2	7		0300	0	0	1	2	11	37	19	1	0	0	0	0	0	35.4	40.5	10	21.7	1	0	0	0	0	0	
0400	95	2	80	0	1	0	0	0	0	3	9		0400	0	0	0	5	14	23	46	7	0	0	0	0	0	34.5	38.9	7	7.4	0	0	0	0	0	0	
0500	231	3	198	1	14	3	2	0	0	2	8		0500	0	0	1	20	15	74	95	21	4	1	0	0	0	34.5	39.4	26	11.3	4	1.7	0	0	0	0	
0600	362	10	299	2	2	1	0	1	0	1	14		0600	1	2	19	63	129	126	24	3	1	0	0	0	0	33.4	38.5	28	7.7	0.8	0	0	0	0	0	
0700	814	16	722	5	49	6	3	2	0	2	9		0700	1	28	20	58	183	325	170	22	6	1	0	0	0	31	36.2	29	3.6	7	0.9	0	0	0	0	
0800	824	3	720	3	59	6	12	1	1	10	13		0800	0	0	0	25	99	220	284	155	16	1	0	0	0	30.3	35.6	18	2.2	1	0.1	0	0	0	0	
0900	502	3	404	1	52	3	7	1	2	12	17		0900	0	0	0	3	25	131	167	143	26	6	1	0	0	0	32.7	37.8	33	6.6	2	0.4	0	0	0	0
1000	363	6	295	2	40	5	16	0	5	15	9		1000	0	2	16	37	73	111	96	22	3	3	0	0	0	31.9	37.8	28	7.7	4	1.1	0	0	0	0	
1100	361	4	291	1	54	12	14	0	2	16	16		1100	0	0	10	24	79	136	77	27	6	1	0	0	0	32.7	37.8	35	8.7	4	1.1	0	0	0	0	
1200	398	8	290	1	47	4	17	1	4	8	18		1200	0	0	5	44	109	112	100	19	7	1	1	0	0	31.9	38	28	7	6	1.5	2	0.5	0	0	
1300	357	3	253	2	53	4	12	0	5	8	17		1300	0	0	1	29	67	125	114	17	3	1	0	0	0	32.9	38.5	21	5.9	3	0.8	0	0	0	0	
1400	427	6	307	3	62	5	9	0	4	13	20		1400	0	0	4	100	150	224	134	23	1	1	0	0	0	33	37.6	26	6.1	3	0.7	0	0	0	0	
1500	429	6	323	2	47	4	6	2	5	15	19		1500	0	0	2	21	81	163	121	34	4	3	0	0	0	33.5	38.5	41	9.6	5	1.2	1	0.2	0	0	
1600	459	4	378	2	47	3	7	0	3	9	6		1600	1	1	1	14	55	174																		

Thursday, 30 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL2 55	ISL2% 55
0000	30	0	19	0	2	0	1	0	0	0	8		0000	0	0	0	4	3	11	3	0	0	0	0	0	0	33.5	39.1	3	10	0	0	0	0	0	0	
0100	26	1	13	0	1	0	1	0	1	1	8		0100	0	0	1	5	11	2	6	1	0	0	0	0	0	29.5	37.6	1	3.8	0	0	0	0	0	0	
0200	37	0	26	0	0	0	0	0	1	1	9		0200	0	0	14	3	9	14	7	0	0	0	0	0	32.8	38.9	6	16.2	1	2.7	0	0	0	0		
0300	49	1	37	0	2	0	3	0	0	0	6		0300	0	1	1	8	9	11	15	5	0	0	0	0	32.3	39.1	5	10.2	0	0	0	0	0	0		
0400	83	3	67	0	1	0	1	0	0	2	9		0400	0	0	0	5	10	19	35	11	3	0	0	0	35.3	40	14	16.9	2	2.4	0	0	0	0		
0500	230	2	203	1	10	1	2	1	0	2	8		0500	0	0	6	23	65	102	23	6	4	0	0	0	35.7	39.8	33	14.3	6	3.5	0	0	0	0		
0600	389	5	320	1	32	1	4	1	2	5	18		0600	0	1	1	19	75	122	135	37	7	1	1	0	34.1	38.7	46	11.8	7	1.8	2	0.5	0	0		
0700	950	16	794	8	74	7	12	1	5	7	28		0700	0	6	22	81	188	389	231	28	2	2	0	0	31.8	36.5	33	3.5	4	0.4	1	0.1	0	0		
0800	878	9	781	1	53	1	5	1	2	13	12		0800	0	6	22	99	159	360	237	30	5	0	0	0	32.2	36.9	35	4.4	3	0.3	0	0	0	0		
0900	434	6	347	3	36	6	7	1	5	9	14		0900	0	4	11	17	62	166	144	28	2	0	0	0	33.2	38	30	6.9	1	0.2	0	0	0	0		
1000	370	3	263	1	50	6	7	0	5	13	22		1000	0	0	2	20	100	106	30	1	0	1	0	0	32.7	37.8	32	8.6	1	0.3	1	0.3	0	0		
1100	336	5	244	2	48	2	9	0	3	10	13		1100	0	0	3	16	79	124	90	16	3	2	0	0	32.7	37.6	21	6.3	5	1.5	0	0	0	0		
1200	382	11	278	1	48	4	7	1	4	13	15		1200	0	2	8	28	65	144	107	23	3	2	0	0	32.8	38.3	28	7.3	4	1	1	0.3	0	0		
1300	394	1	297	4	54	2	7	0	4	12	13		1300	0	1	1	33	78	117	120	39	2	3	0	0	33.3	38.9	44	11.2	4	1	0	0.3	0	0		
1400	441	7	327	2	55	10	4	1	3	11	21		1400	0	0	1	22	75	185	130	24	4	4	0	0	33.4	38	28	6.3	3	0.7	0	0	0	0		
1500	499	2	385	3	78	2	5	2	3	7	12		1500	0	0	0	19	80	201	166	27	4	1	0	1	33.8	37.8	33	6.6	5	1	2	0.4	0	0		
1600	505	6	426	5	47	3	3	0	5	1	7		1600	0	0	2	28	70	177	179	41	6	2	0	0	34	38.7	49	9.7	6	1.2	1	0.2	0	0		
1700	461	7	411	2	25	4	0	2	0	7	3		1700	5	10	5	10	46	155	154	38	5	0	0	0	34.1	38.7	44	9.5	5	1.1	1	0.2	0	0		
1800	380	7	331	3	20	0	1	0	1	5	12		1800	0	0	3	22	46	108	159	38	2	2	0	0	34.4	39.1	42	11.1	3	0.8	1	0.3	0	0		
1900	228	6	205	0	7	1	0	0	0	3	8		1900	0	0	1	10	22	58	101	22	7	6	1	0	35.8	40.3	36	15.8	12	5.3	4	1.8	0	0		
2000	139	2	118	0	4	0	1	0	0	3	11		2000	0	0	0	8	22	31	51	18	7	2	0	0	35.3	40.7	27	19.4	8	5.8	1	0.7	0	0		
2100	129	2	123	0	2	0	0	0	0	1	1		2100	0	0	0	7	8	51	45	14	4	0	0	0	34.9	39.4	18	14	3	2.3	0	0	0	0		
2200	101	2	87	0	3	0	0	0	1	1	7		2200	0	0	0	10	14	27	37	10	2	1	0	0	34.4	39.4	13	12.9	2	2	1	1	0	0		
2300	38	0	30	0	2	1	0	0	0	2	3		2300	0	0	0	2	5	9	16	5	0	1	0	0	35.3	39.6	6	15.8	1	2.6	0	0	0	0		
07-19	6030	80	4886	35	588	47	67	9	40	108	170		07-19	5	29	80	358	1090	2236	1863	362	39	14	1	1	1	33	37.8	419	6.9	44	0.7	9	0.1	0	0	
06-22	6915	96	5692	36	633	49	72	10	42	120	206		06-22	6	30	82	402	1177	2498	2165	453	64	23	3	1	1	33.3	38	546	7.9	74	1.1	16	0.2	0	0	
06-00	7054	97	5769	36	638	50	72	10	43	123	216		06-00	5	30	82	414	1196	2524	2488	468	66	28	3	1	1	33.3	38.3	565	8	77	1.1	17	0.2	0	0	
00-00	7509	104	6134	37	654	51	80	11	45	129	264		00-00	5	31	85	445	1261	2641	2414	516	75	30	3	1	1	33.4	38.3	627	8.3	88	1.2	17	0.2	0	0	

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL2 55	ISL2% 55
0000	36	1	29	0	1	0	1	0	0	1	5		0000	0	0	0	2	6	11	5	1	0	0	0	0	34.5	40.3	6	17.6	0	0	0	0	0	0		
0100	29	1	20	0	1	0	0	0	0	1	5		0100	0	0	0	3	6	6	9	4	0	0	0	0	33.6	40.3	5	16.3	1	2.5	0	0	0	0		
0200	25	0	18	0	1	0	0	0	0	1	5		0200	0	0	0	2	6	7	3	1	0	0	0	0	33.6	40	4	16.9	1	4	0	0.6	0	0		
0300	35	1	25	0	2	0	1	0	0	1	4		0300	0	0	0	3	5	8	11	7	1	0	0	0	34.4	40.5	7	21	0	1.2	0	0	0	0		
0400	58	2	49	0	1	0	1	0	0	1	5		0400	0	0	0	3	7	15	24	7	2	0	0	0	35.3	40	9	15.8	2	3	0	0.2	0	0		
0500	155	2	133	1	19	1	1	0	0	2	6		0500	0	0	0	7	15	45	66	17	4	2	0	0	35.3	39.8	23	14.5	4	2.6	0	0	0	0		
0600	276	6	229	1	21	1	1	0	1	6	11		0600	0	1	2	13	46	93	93	24	4	1	0	0	33.9	38.7	29	10.4	4	1.5	1	0.3	0	0		
0700	598	11	509	6	43	3	5	1	1	5	14		0700	0	5	9	42	132	239	140	25	5	1	0	0	32	36.9	31	5.1	5	0.8	0	0	0	0		
0800	678	6	596	2	43	3	8	1	1	7	11		0800	1	2	10	52	149	274	156	28	4	1	0	0	32	36.9	34	5	4	0.6	0	0.1	0	0		
0900	453	5	373	2	36	4	7	1	3	9	13		0900	0	1	4	27	95	168	122	31	4	1	0	0	32.9	38	36	8	3	0.7	1	0.2	0	0		
1000	346	5	267	1	34	4	8	0	3	10	13		1000	0	1	5	21	71	108	102	29	6	1	0	0	33.2	38.7	36	10.5	5	1.4	0	0.1	0	0		
1100	338	3	260	2	38	4	7	0	3	10	12		1100	0	1	2	62	116	105	26	4	2	0	0	0	33.4	38.5	31	9.3	4	1.1	0	0.1	0	0		
1200	360	6	281	2	38	3	8	0	2	8	12		1200	0	1	3	22	63	119	114	31	5	2	0	0	33.6	38.7	38	10.5	5	1.4	1	0.2	0	0		
1300	374	2	298	2	39	3	6	0	3	9	11		1300	0	0	1	18	67	122	124	35	4	1	0	0	33.9	38.9	41	11	4	1.1	1	0.2	0	0		
1400	405	4	314	2	48	5	5	0	3	9	14		1400	0	1	2	20	69	145	128	33	5	1	0	0	33.7	38.7	39	9.7	5	1.1	1	0.1	0	0		
1500	396	4	317	1	46	3	5	1	3	6	12		1500	0	0	1	17	68	146	125	33	6	1	0	0	33.9	38.9	40	10.1	4	1.1	1	0.2	0	0		
1600	418	4	352	4	38	2	4	0	3	4	8		1600	1	1	2	19	63	149	142	35	5	1	0	0	33.9	38.7	42	9.9	5	1.1	1	0.2	0	0		
1700	414	5	369	2	24	2	1	0	1	4	5		1700	3	3	3	11	46																			

Advanced Transport Research

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 Settings\Documents\3.21_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
Encoded Direction	1

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 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
JPSL 40	Number exceeding Posted Speed Limit
JPSL% 40	Percent exceeding Posted Speed Limit
JSL1 46 ACPO	Number exceeding Speed Limit 1
JSL1% 46 ACPO	Percent exceeding Speed Limit 1
JSL2 55 DFT	Number exceeding Speed Limit 2
JSL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

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

Wednesday, 29 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 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	Vbin 100	Mean	Vpp 85	PSL 40	PSL% 40	ISL 40	ISL1% 40	ISL2 46	ISL2% 55
0000	31	0	26	1	0	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	0	0100	0	0	0	1	2	5	3	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	6	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	0	13	17	0500	0	0	0	7	44	69	66	21	7	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	6	1	3	4	12	0600	1	0	3	12	43	68	64	17	4	2	1	0	0	0	33.7	38.9	25	12.1	7	3.3	2	0.9		
0700	418	7	350	4	34	0	4	0	1	12	6	0700	0	0	0	26	90	134	127	35	5	0	1	0	0	0	33.5	38.9	41	9.8	5	1.2	0.2	0		
0800	429	2	319	2	66	4	11	0	1	16	8	0800	1	0	5	41	119	131	109	18	3	2	0	0	0	0	31.9	37.6	23	5.4	4	0.9	1	0.2		
0900	350	4	247	2	48	3	10	0	3	16	17	0900	1	0	2	35	80	139	71	4	2	1	0	0	0	32.1	36.9	24	6.9	4	1.1	1	0.3			
1000	336	3	224	1	51	5	10	0	4	23	15	1000	1	1	3	19	88	134	65	21	3	1	0	0	0	32.1	37.1	25	7.4	4	1.2	0	0			
1100	335	1	225	3	56	6	11	0	4	14	16	1100	0	0	1	18	77	126	86	19	7	1	0	0	0	33.1	38	27	8.1	6	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	0	0	0	0	32.2	36.7	22	6.2	4	1.1	0	0			
1300	375	7	281	3	41	7	6	0	3	16	11	1300	0	2	2	22	83	108	125	28	5	0	0	0	0	33.4	38.9	33	8.8	4	1.1	0	0			
1400	446	7	345	3	47	6	8	0	2	20	8	1400	0	3	10	16	98	152	129	32	6	0	0	0	0	33	38.5	38	8.5	2	0.4	0	0			
1500	560	3	461	4	63	6	5	0	2	7	9	1500	0	6	7	33	117	211	148	45	2	0	0	0	0	33	37.6	48	8.6	2	0.4	0.2	0			
1600	776	16	675	5	43	4	7	0	2	12	12	1600	32	58	94	110	171	162	120	24	4	1	0	0	0	26.8	35.8	29	3.7	5	0.6	0	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	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	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	37.1	42.3	65	27.7	16	6.8	0	0			
2000	170	1	148	0	8	0	1	1	0	7	6	2000	0	0	2	15	16	42	51	27	10	5	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	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	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	36.7	43.2	15	31.9	2	4.3	0	0			
07-19	5523	66	4392	39	569	54	91	2	30	150	130	07-19	47	124	221	398	1171	1778	1359	354	54	13	4	0	0	0	31.6	37.8	425	77.9	62	0.9	5	0.1		
06-22	6274	75	5035	44	604	57	99	4	34	171	151	06-22	48	124	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	5156	46	607	57	99	4	34	179	164	06-00	49	124	224	439	1291	1993	1653	508	97	30	7	1	0	0	32.2	38.5	643	16	108	1.7	13	0.2		
00-00	6814	79	5411	47	640	62	103	4	38	218	202	00-00	49	124	226	453	1383	2137	1754	557	109	34	7	1	0	0	32.3	38.7	708	10.8	118	1.7	14	0.2		

Thursday, 30 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 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	Vbin 100	Mean	Vpp 85	PSL 40	PSL% 40	ISL 40	ISL1% 40	ISL2 46	ISL2% 55
0000	30	1	16	2	3	0	0	0	0	0	8	0000	0	0	0	4	4	6	6	7	3	0	0	0	0	0	35.1	42.7	10	33.3	2	6.7	0	0		
0100	15	0	9	2	3	0	0	0	0	1	3	0100	0	0	1	2	0	1	6	3	1	1	0	0	0	0	35.1	41.8	5	33.3	1	6.7	0	0		
0200	25	0	13	0	0	0	0	0	0	1	5	0200	0	0	0	2	3	4	11	4	1	0	0	0	0	0	35.3	40.3	5	20	1	4	0	0		
0300	37	1	21	0	3	0	1	0	1	7	3	0300	0	0	1	2	6	7	8	9	2	1	1	0	0	0	36.3	44.3	13	35.1	4	10.8	1	2.7		
0400	65	0	34	0	8	2	0	0	1	9	11	0400	0	0	1	5	12	16	19	4	1	0	0	0	0	0	34.7	41.4	13	20	1	5.2	1	1.5		
0500	249	3	182	2	23	5	4	1	1	8	20	0500	0	0	2	12	58	61	68	34	7	6	0	1	0	0	34.4	41.2	48	19.3	13	5.2	4	1.6		
0600	227	4	163	0	27	2	8	1	3	9	10	0600	0	0	12	20	37	47	69	31	8	1	2	0	0	0	33.8	40.7	42	18.5	5	2.2	2	0.9		
0700	380	2	324	2	42	4	23	4	1	11	3	0700	0	1	5	14	70	73	118	41	2	1	0	0	0	33.9	39	41	42	2.6	1.3	3	0			
0800	457	3	337	4	72	4	9	0	6	9	13	0800	3	15	17	30	133	173	169	15	2	0	0	0	0	30.3	35.8	17	3.7	2	0.4	0	0			
0900	340	3	242	2	45	3	8	0	3	21	13	0900	0	0	0	25	82	116	89	25	2	0	1	0	0	32.8	37.8	28	6.2	3	0.9	1	0.3			
1000	311	1	216	4	40	7	8	0	7	16	7	1000	0	0	0	9	26	45	45	28	5	0	0	0	0	34.2	39.4	34	10.9	19	6	0	0			
1100	338	3	233	1	49	7	8	1	3	15	18	1100	1	0	0	21	84	125	80	20	6	1	0	0	0	32.7	37.8	27	8	4	1.2	0	0			
1200	393	6	292	3	47	4	8	0	1	23	9	1200	0	0	0	14	88	151	95	20	6	1	0	0	0	33.1	38	36	7	1	1.8	3	0.8			
1300	358	3	277	1	44	5	6	0	1	11	9	1300	0	0	0	1	77	127	96	50	8	0	0	0	0	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	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	158	180	54	6	5	0	0	0	33.3	39	41	11.4	8	1.4	0	0			
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	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	24	36.7	40	5.4	8	0.8	2	0.3			
1800	383	7	348	4	19	0	1	0	0	2	2	1800	0	0	0	3	5	40	116	147	67	11	3													

Saturday, 01 April 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-10	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55
0000	37	0	30	1	3	0	0	0	0	1	2	0000	0	0	0	1	5	15	8	3	4	0	0	0	0	0	39.6	45.4	15	40.5	5	15.5	1	2.7	0	0	
0100	24	1	14	1	3	0	0	0	0	2	3	0100	0	0	0	1	2	2	6	7	4	1	1	0	0	0	34.8	40.5	6	25	2	8.3	0	0	0	0	
0200	36	0	33	3	0	0	0	0	0	1	2	0200	0	0	0	1	16	6	0	0	0	2	1	0	0	0	35.7	44.3	9	20	1	2.9	0	0	0	0	
0300	35	0	25	0	1	0	0	0	0	1	5	0300	0	0	0	0	1	16	11	6	0	1	0	0	0	35.7	42.3	7	20	1	2.9	0	0	0	0		
0400	44	1	37	0	2	0	0	0	0	4	0	0400	0	0	0	1	5	18	12	5	2	1	0	0	0	35.8	40.9	8	18.2	3	6.8	0	0	0	0		
0500	94	1	80	0	2	0	0	0	0	1	6	0500	0	0	0	1	2	9	28	29	16	5	4	0	0	36.6	43.4	25	26.6	6	6.4	4	1.1	0	0		
0600	102	7	76	1	7	0	1	0	2	6	2	0600	0	0	2	4	7	25	29	21	12	1	1	0	0	37.2	44.5	35	34.3	9	8.8	1	1	0	0		
0700	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	36.9	42.5	60	42	7	4.9	0	0	0	0		
0800	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	36.2	42.7	55	29.1	12	6.3	1	0.5	0	0		
0900	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	36.4	40.5	56	20.3	10	3.6	0	0	0	0		
1000	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	36.7	41.4	80	26.2	12	3.9	0	0	0	0		
1100	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	35.7	40.9	60	19.5	10	2.8	3	0.8	0	0		
1200	386	6	336	3	25	1	1	0	2	7	5	1200	0	0	0	6	37	105	132	81	19	4	0	0	0	36.7	42.1	104	26.9	19	4.9	1	0.3	0	0		
1300	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	36.1	42.3	73	23.5	18	5.8	0	0	0	0		
1400	253	6	226	1	6	0	1	0	0	5	4	1400	0	1	4	9	23	32	116	56	10	2	0	0	0	36.7	41.8	68	26.9	8	3.2	0	0	0	0		
1500	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	38.1	43.4	79	31	26	10.2	5	2	0	0		
1600	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	37.5	42.5	78	31.8	13	5.3	1	0.4	0	0		
1700	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	36.1	41.2	59	23	13	5.1	0	0	0	0		
1800	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	36.6	40.9	55	23	11	4.6	2	0.8	0	0		
1900	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	36.5	41.4	38	18.6	11	7.7	3	2.1	0	0		
2000	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	37.5	41.8	34	34.3	5	5.1	1	1	0	0		
2100	148	0	140	0	6	0	0	0	0	1	0	2100	0	0	0	3	5	47	61	20	10	0	2	0	0	37.3	42.3	32	21.6	9	6.1	2	1.4	0	0		
2200	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	38.8	44.5	27	40.3	5	7.5	1	1.5	0	0		
2300	61	5	51	0	1	0	0	0	0	0	4	2300	0	0	1	2	5	10	25	6	8	4	0	0	0	38.4	45.2	18	29.5	8	13.1	1	1.6	0	0		
07-19	3211	46	2836	16	182	10	21	0	6	44	50	07-19	4	1	15	99	292	705	1259	629	199	42	6	0	1	0	36.6	41.8	836	26	189	5	13	0.4	0	0	
06-22	3763	64	3274	19	206	10	22	0	9	63	66	06-22	4	1	17	110	325	840	1441	710	199	46	9	8	1	0	36.7	42.1	965	24.1	193	5.2	20	6.6	0	0	
06-00	3831	69	3389	19	210	10	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	0	0	
00-00	4101	62	3608	21	221	10	24	0	11	72	72	00-00	4	1	20	120	376	928	1572	779	225	65	10	0	1	0	36.7	42.1	1080	26.3	228	5.6	25	0.6	0	0	

Sunday, 02 April 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-10	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55
0000	29	0	27	0	1	0	0	0	0	1	0	0000	0	0	0	0	0	3	8	3	0	0	0	0	0	0	40.9	46.3	12	41.4	5	17.2	1	3.4	0	0	
0100	14	0	13	0	0	0	0	0	0	1	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	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	0	0	0	
0300	17	15	0	0	1	0	0	0	0	1	0	0300	0	0	0	0	0	7	4	2	0	0	0	0	0	0	38.8	43.6	6	35.3	0	11.8	0	0	0	0	
0400	20	0	15	0	1	0	0	0	0	1	2	0400	0	0	0	0	1	7	4	8	0	0	0	0	0	0	36.9	42.1	8	40	0	0	0	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	0	0	
0600	55	2	43	0	0	0	0	0	0	2	4	0600	0	0	0	1	5	7	9	5	7	0	0	0	0	0	36.7	42.7	16	29.1	5	5.5	0	0	0	0	
0700	93	4	77	0	6	0	0	0	0	1	3	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	0	0	
0800	58	1	51	0	2	0	0	0	0	1	0	0800	0	0	0	0	1	7	21	19	5	1	0	0	0	0	38.5	44.5	25	31.5	5	8.6	0	0	0	0	
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	0	0	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	0	0	
1100	231	7	205	3	19	0	0	0	0	9	3	1100	0	7	4	14	70	90	41	13	2	0	0	0	0	0	36.2	42.1	56	24.0	10	4.3	0	0	0	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	0	0	
1300	233	10	203	3	9	0	0	0	0	2	2	1300	0	1	5	11	20	35	91	54	10	4	1	0	0	0	36.9	42.3	70	30	12	5.2	2	0.9	0	0	
1400	187	6	162	1	9	0	0	0	0	3	5	1400	0	1	4	12	13	33	34	7	7	1	0	0	0	0	37.7	41.4	44	23.5	7	3.7	0	0	0	0	
1500	193	6	172	1	4	1	1	0	0	0	3	5	1500	0	1	2	3	16	30	71	55	11	2	2	0	0	37.7	42.5	70	36.3	10	5.2	2	1	0	0	
1600	173	4	159	0	4	1	0	0	0	1	3	1600	0	0	1	2	5	16	65	63	16	2	1	0	0	0	39.5	43.8	62	47.4	15	8.7	2	1.2	0	0	

Tuesday, 04 April 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55
0000	31	0	28	1	0	0	2	0	0	0	0	0	0000	0	0	0	0	0	1	4	10	13	1	2	0	0	0	40.4	44.3	16	51.6	3	9.7	1	3.2	0	0
0100	18	0	13	2	1	0	1	0	0	1	0	0	0100	0	0	0	0	2	2	4	7	2	1	2	0	0	0	40.4	44.7	10	55.6	3	16.7	0	0	0	0
0200	32	0	27	0	1	0	0	0	0	3	1	0	0200	0	0	0	0	0	0	5	10	2	1	0	0	0	0	36.8	42.5	13	40.6	3	9.4	0	0	0	0
0300	43	0	32	0	1	0	1	0	1	2	5	0	0300	0	0	0	2	7	8	14	9	3	0	0	0	0	0	36.5	43.2	12	27.9	1	2.3	0	0	0	0
0400	75	1	40	1	3	3	8	0	1	9	9	0	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	0	0
0500	221	5	170	2	13	4	6	1	0	6	14	4	0	0500	0	0	3	3	36	64	70	31	8	4	0	0	0	35.1	40.7	43	19.5	10	4.5	1	0.5	0	0
0600	234	6	194	1	13	5	5	1	3	2	4	0	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	0	0
0700	373	3	311	3	29	5	5	0	3	7	7	0	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	0	0
0800	385	1	315	1	39	5	9	1	4	4	6	0	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	0	0
0900	334	2	251	1	42	5	4	1	1	14	13	0	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	0	0
1000	300	1	205	2	56	2	8	0	6	7	13	0	1000	1	1	2	11	55	102	79	37	9	3	0	0	0	34.1	40.3	49	16.3	9	3	2	0.7	0	0	
1100	375	4	273	3	48	8	5	0	4	18	12	0	1100	0	1	1	17	91	149	86	23	6	1	0	0	0	32.8	38.5	30	8	5	1.3	0	0	0	0	
1200	381	1	291	5	52	4	5	0	1	11	11	0	1200	0	0	7	22	109	125	91	22	5	0	0	0	0	32.2	37.6	27	7.1	5	1.3	0	0	0	0	
1300	412	7	321	3	43	7	8	0	2	7	14	0	1300	1	1	17	24	97	120	119	23	7	2	1	0	0	32.6	38.7	33	8	6	1.5	1	0.2	0	0	
1400	417	4	325	1	55	3	9	1	1	7	11	0	1400	0	2	1	17	56	156	130	36	11	7	1	0	0	34.4	38.9	55	13.2	15	3.6	1	0.2	0	0	
1500	510	5	424	2	39	2	6	0	1	16	15	0	1500	0	0	0	32	91	189	158	38	1	2	0	0	1	33.4	38	40	7.8	4	0.8	1	0.2	0	0	
1600	809	12	712	3	51	6	3	0	5	6	11	0	1600	32	62	44	77	200	180	170	34	5	4	0	0	1	28.7	36.9	44	5.4	9	1.1	0.1	0.1	0	0	
1700	740	10	673	9	25	6	5	1	1	2	8	0	1700	31	69	93	69	119	162	135	42	9	1	0	0	0	0	27.9	37.4	52	7	7	0.9	1	0.1	0	0
1800	419	4	371	5	27	0	3	0	3	1	5	0	1800	0	1	1	22	68	113	158	48	5	3	0	0	0	34.5	39.4	56	13.4	5	1.2	0	0	0	0	
1900	214	3	187	1	10	3	0	0	0	4	6	0	1900	0	0	1	8	30	53	84	27	10	1	0	0	0	35.4	40.5	38	17.8	8	3.7	0	0	0	0	
2000	146	2	128	2	4	2	1	0	0	1	6	0	2000	0	0	2	8	13	39	58	19	2	5	0	0	0	35.3	40	26	17.8	6	4.1	1	0.7	0	0	
2100	115	0	104	1	3	1	2	0	1	2	1	0	2100	0	0	0	8	7	26	45	18	6	4	0	1	0	37	41.8	29	25.2	10	8.7	5	4.3	0	0	
2200	81	2	64	2	3	0	4	0	0	0	6	0	2200	0	1	0	6	10	17	32	9	3	3	0	0	0	35.7	40.9	15	18.5	5	6.2	2	2.5	0	0	
2300	48	0	45	0	0	1	2	0	0	0	0	0	2300	0	0	0	2	2	11	17	12	2	2	0	0	0	37.8	42.3	16	33.3	4	8.3	1	2.1	0	0	
07-19	5455	54	4472	38	506	53	70	4	32	100	126	07-19	65	127	183	342	1096	1676	1473	393	71	25	2	0	1	1	32	38.3	49.3	9	77	1.4	8	0.1	0	0	
06-22	6164	65	5085	43	536	64	78	5	36	109	143	06-22	65	127	187	370	1165	1859	1748	591	100	36	2	2	1	1	32.5	38.7	64.3	10.4	112	1.8	16	0.5	0	0	
06-00	6293	67	5194	45	539	65	84	5	38	109	149	06-00	65	128	187	378	1177	1859	1752	105	41	2	2	2	1	1	32.5	38.9	67.4	10.7	121	1.9	18	0.3	0	0	
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	77.4	11.5	141	2.1	20	0.3	0	0	

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55
0000	30	0	24	1	1	0	0	0	0	1	3	0	0000	0	0	0	0	3	6	10	6	2	1	0	0	0	37.8	44.3	10	32.9	3	0	0	0	0	1.4	
0100	18	0	12	1	1	0	0	0	0	1	2	0	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	0	0
0200	27	0	18	0	1	0	0	0	0	5	3	0	0200	0	0	0	2	6	7	6	1	1	0	0	0	0	35.4	42.7	7	26.5	2	5.8	0	0.5	0	0	
0300	33	0	22	0	2	1	0	1	1	5	3	2	0300	0	0	1	1	5	7	10	7	2	1	0	0	0	36.4	44.1	10	29.2	2	6.9	0	0.9	0	0	
0400	61	1	37	0	6	1	2	0	1	6	7	0	0400	0	0	0	2	11	22	15	9	2	1	0	0	0	34.5	40.5	11	18.1	2	3.1	0	0.2	0	0	
0500	181	3	140	2	13	2	2	0	0	7	12	0	0500	0	0	1	8	34	52	53	25	7	3	0	0	0	34.8	40.9	35	19.2	7	4.1	1	0.8	0	0	
0600	190	4	144	1	15	3	4	1	3	6	10	0	0600	0	0	3	10	25	54	63	28	7	1	1	0	0	34.9	40.7	35	18.4	6	3.2	1	0.5	0	0	
0700	304	5	251	2	25	2	3	0	2	7	7	0	0700	0	1	3	11	47	91	106	39	6	1	0	0	0	34.7	40	47	15.5	6	2	0	0.1	0	0	
0800	333	2	256	2	45	4	6	0	2	8	8	0	0800	1	2	5	17	78	112	84	28	5	2	0	0	0	32.9	38.7	35	10.4	5	1.5	1	0.2	0	0	
0900	301	3	223	2	39	3	5	0	3	12	10	0	0900	0	0	2	16	55	102	90	29	5	2	0	0	0	33.8	39.1	36	12.1	5	1.8	0	0.1	0	0	
1000	307	3	225	2	43	4	6	0	3	12	10	0	1000	0	2	4	12	53	101	91	35	7	2	0	0	0	34	39.8	44	14.3	7	2.2	1	0.3	0	0	
1100	338	4	256	2	38	5	6	0	3	13	11	0	1100	1	1	3	20	62	114	93	34	9	2	0	0	0	33.7	39.4	45	13.3	8	2.3	0	0.1	0	0	
1200	369	4	289	3	43	4	6	0	2	11	8	0	1200	0	1	5	16	70	122	107	38	8	2	0	0	0	33.8	39.4	49	13.2	9	2.4	1	0.3	0	0	
1300	363	5	292	3	34	4	5	0	3	9	8	0	1300	0	1	5	16	63	112	113	40	9	2	0	0	0	34.2	39.8	52	14.4	9	2.4	1	0.2	0	0	
1400	393	5	313	3	41	2	6	0	2	12	7	0	1400	0	1	3	15	68	131	124	41	8	2	0	0	0	34.2	39.6	52	13.1	8	2	1	0.2	0	0	
1500	455	5	379	3	44	3	3	0	1	8	8	0	1500	0	0	3	26	73	143	148	49	8	2	1	0	0	34.2	39.6									

Advanced Transport Research

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 Settings\Documents\3.21_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
Encoded Direction	4

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 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
JPSL 40	Number exceeding Posted Speed Limit
JPSL% 40	Percent exceeding Posted Speed Limit
JSL1 46 ACPO	Number exceeding Speed Limit 1
JSL1% 46 ACPO	Percent exceeding Speed Limit 1
JSL2 55 DFT	Number exceeding Speed Limit 2
JSL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-178
 Site Name - 13552-002; 13582-002
 Description - Multiple Fleet See Header sheet.
 Direction - South

Wednesday, 29 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Fixt	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	Vbin 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 ACPO	JSL2 ACPO	JSL2% DFT
0000	26	1	14	0	1	1	1	0	0	0	8	0000	0	0	0	5	5	9	2	2	2	0	1	0	0	0	0	32.8	40.5	5	19.2	3	11.5	1	3.8
0100	25	2	13	0	2	0	0	0	2	1	5	0100	0	0	0	2	4	7	4	4	3	1	0	0	0	0	0	36.3	44.1	8	32	3	12	1	4
0200	25	0	18	0	1	0	0	0	1	1	4	0200	0	0	0	1	2	12	4	4	1	1	0	0	0	0	0	35.4	42.1	6	24	1	4	0	0
0300	33	2	18	0	3	0	1	0	1	1	7	0300	1	0	0	2	6	9	8	3	2	2	0	0	0	0	0	34.9	42.9	7	21.2	3	9.1	1	3
0400	62	2	37	0	0	1	0	0	1	2	2	0400	0	0	0	1	4	14	17	22	16	2	0	0	0	0	36.8	41.4	18	29	1	1.6	0	0	
0500	233	5	192	2	14	3	1	0	1	4	11	0500	0	0	0	6	27	69	92	31	7	1	0	0	0	0	35.6	40.3	39	16.7	7	3	0	0	
0600	379	7	301	3	38	2	2	0	1	15	12	0600	0	2	1	17	63	140	119	35	2	0	0	0	0	0	33.8	38.7	37	9.8	2	0.5	0	0	
0700	906	18	774	7	60	5	8	0	4	8	22	0700	0	2	5	40	205	413	198	41	1	0	0	1	0	0	0	32.3	36.5	43	4.7	1	0.1	0.1	0
0800	945	1	818	4	59	10	19	0	6	11	17	0800	0	0	0	29	333	360	187	33	2	1	0	0	0	0	31.9	36.2	36	3.8	1	0.1	0	0	
0900	465	4	395	2	45	5	10	0	6	11	17	0900	0	0	0	8	101	187	131	30	8	0	0	0	0	0	33.5	37.6	38	8.2	5	1.1	0	0	
1000	341	1	234	0	59	6	11	0	2	12	16	1000	0	1	0	16	68	129	93	28	4	2	0	0	0	0	33.4	38.5	34	10	6	1.8	0	0	
1100	354	1	246	1	48	6	10	0	5	12	25	1100	0	0	1	9	75	137	92	35	5	0	0	0	0	0	33.6	38.7	40	11.3	3	0.8	0	0	
1200	341	2	262	2	45	4	8	0	0	6	12	1200	0	0	1	18	52	134	97	27	10	2	0	0	0	0	34	39.4	39	11.4	7	2.1	0	0	
1300	359	1	266	2	43	8	7	0	2	13	17	1300	0	0	0	19	63	135	104	33	5	0	0	0	0	0	33.8	39.1	38	10.6	3	0.8	0	0	
1400	443	2	320	1	68	8	7	0	8	12	17	1400	0	1	9	23	73	149	138	42	7	1	0	0	0	0	33.5	38.9	50	11.3	5	1.1	0	0	
1500	444	2	332	2	57	4	15	1	6	11	14	1500	0	0	0	7	64	202	133	28	7	0	0	0	0	34.2	38.3	38	8.6	4	1.4	0	0		
1600	471	1	379	2	54	3	3	2	5	10	12	1600	0	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	448	0	33	4	0	1	0	10	5	1700	0	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	2	312	2	20	1	1	2	1	7	12	1800	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	1900	1	0	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	2000	0	0	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	2	11	23	2100	0	1	1	5	14	28	23	20	2	0	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	2200	0	1	1	4	12	20	24	21	2	2	2	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	2300	1	0	1	5	9	5	14	5	0	2	1	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	07-19	0	7	29	213	1188	2293	1652	440	87	22	3	0	0	0	33.5	38.3	582	9.8	76	1.3	6	0.1	
06-22	6788	66	5453	29	638	67	103	7	47	147	241	06-22	1	10	38	260	1334	2865	1897	541	103	33	6	1	0	0	33.6	38.5	663	10.1	103	1.6	11	0.2	
06-00	6916	62	5551	29	643	67	103	7	46	151	255	06-00	0	11	48	289	1355	2990	1939	567	106	36	6	1	0	0	33.6	38.7	714	10.3	107	1.6	11	0.2	
00-00	7320	74	5862	31	664	71	107	7	53	159	292	00-00	3	11	40	286	1403	2713	2067	627	122	41	6	1	0	0	33.7	38.9	797	10.8	125	1.7	14	0.2	

Thursday, 30 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Fixt	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	Vbin 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 ACPO	JSL2 ACPO	JSL2% DFT
0000	26	0	14	0	2	0	1	0	0	0	9	0000	0	0	0	2	5	4	12	1	2	0	0	0	0	0	34	38.7	3	11.5	1	3.8	0	0	
0100	24	1	10	0	2	0	1	0	1	1	9	0100	0	0	1	4	8	6	3	2	0	0	0	0	0	0	0	30.2	36.2	2	8.3	0	0	0	0
0200	34	0	22	0	0	0	0	0	1	0	11	0200	0	1	1	4	4	11	8	3	2	0	0	0	0	0	0	32.8	39.8	5	14.7	2	5.9	0	0
0300	39	1	26	0	2	0	3	0	0	1	6	0300	1	0	0	5	8	8	8	7	2	0	0	0	0	0	0	33	40.5	9	23.1	1	2.6	0	0
0400	78	3	62	0	1	0	0	0	1	2	3	0400	0	0	0	4	8	12	22	4	8	2	0	0	0	0	0	36.4	41.2	16	20.5	2	2.6	1	1.3
0500	222	3	195	1	12	1	2	0	0	2	6	0500	0	0	0	12	30	62	76	31	10	0	0	0	0	0	35.3	40.9	42	18.9	9	4.1	0.5	0	
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	891	7	82	2	6	0	8	2	19	0700	0	2	10	24	94	190	200	31	2	0	0	0	0	0	31.5	36.5	32	3.5	2	0.6	0	0	
0800	879	4	774	2	55	4	10	1	2	14	13	0800	1	1	1	43	203	376	200	40	14	0	0	0	0	0	32.7	37.1	54	6.1	8	0.9	0	0	
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	7	67	7	6	0	3	13	7	1000	0	0	0	7	27	78	78	30	7	0	0	0	0	0	33.3	38.7	39	10.4	1.6	0.3	0.3	0	
1100	328	6	238	0	48	5	7	0	3	10	11	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	0	0	0	6	12	65	135	101	33	4	2	1	0	0	33.8	38.9	43	11.8	4	2.3	1.1	0	
1300	406	2	311	1	48	1	8	0	2	9	14	1300	0	2	5	16	56	133	85	51	13	1	1	0	0	0	34.6	40.3	67	16.6	13	3.2	2	0.5	
1400	432	4	308	2	62	7	4	0	7	16	22	1400	0	0	0	16	71	182	119	34	8	2	0	0	0	0	33.9	39.5	44	10.2	7	1.6	0	0	
1500	489	3	377	3	72	5	9	0	6	12	9	1500	2	0	1	7	78	175	156	38	7	1	0	0	0	0	33.7	38.5	47	9.6	6	1.2	0	0	
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	12.8	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	

Saturday, 01 April 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-10	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL5 55	ISL5 55
0000	49	0	38	0	0	0	2	0	0	1	8	0000	0	0	0	1	6	15	20	4	1	1	0	0	0	0	35.3	39.6	6	12.2	1	2	0	0	0	0	
0100	20	1	16	0	0	0	0	0	1	0	2	0100	0	0	0	1	4	4	7	1	0	3	0	0	0	0	36.4	42.1	4	20	3	15	1	5	0	0	
0200	38	0	30	0	1	0	1	0	0	1	0	0200	0	0	0	1	6	14	7	2	0	2	0	0	0	0	37.6	43.8	10	36.8	4	10	2	0	0	5.3	
0300	29	1	24	0	0	0	1	0	0	0	2	0300	1	0	0	2	6	14	0	13	4	2	1	0	0	0	35.9	41.6	7	24.1	3	10.3	0	0	0	0	
0400	36	0	30	1	2	0	0	0	0	1	2	0400	0	0	0	0	5	18	9	3	1	0	0	0	0	0	34.3	39.6	4	11.1	0	0	0	0	0	0	
0500	118	0	104	0	0	0	0	0	0	1	1	0500	0	0	0	1	8	33	47	21	7	1	0	0	0	0	37.2	41.8	29	24.6	7	5.9	1	0	0	0.8	
0600	168	8	142	0	9	1	1	0	1	3	3	0600	0	2	3	1	21	53	68	48	36	7	3	1	0	0	35.9	42.1	47	28.9	9	5.4	3	1.8	0	0	
0700	190	6	151	1	21	2	1	0	0	2	6	0700	0	3	1	6	16	35	68	48	12	1	0	0	0	0	36.7	42.9	61	32.1	8	4.2	0	0	0	0	
0800	280	4	242	2	18	2	4	0	1	5	2	0800	0	3	3	11	16	78	113	41	10	5	0	0	0	0	35.9	40.7	56	20	9	3.2	0	0	0	0	
0900	281	3	249	2	11	0	2	0	1	3	10	0900	0	4	1	5	28	79	100	53	11	0	0	0	0	0	35.6	41.4	64	22.8	9	3.2	0	0	0	0	
1000	391	4	351	3	21	3	2	1	1	1	4	1000	0	3	2	11	32	116	149	62	11	5	0	0	0	0	35.7	41.2	78	19.9	13	3.3	0	0	0	0	
1100	401	7	350	1	18	0	1	1	0	4	10	1100	1	1	1	12	37	120	153	60	10	3	3	0	0	0	35.7	40.7	76	19	10	2.5	3	0.7	0	0	
1200	342	5	302	1	18	2	4	0	0	5	5	1200	0	2	3	4	33	112	67	25	3	0	0	0	0	0	36.5	42.5	95	27.8	19	5.6	0	0	0	0	
1300	291	5	261	5	11	0	0	0	1	3	5	1300	0	0	0	16	23	56	105	59	21	10	1	0	0	0	37.2	42.9	91	31.3	27	9.3	1	0.3	0	0	
1400	273	4	249	3	7	2	3	1	1	0	3	1400	0	0	0	6	15	64	101	64	17	4	2	0	0	0	37.6	43.2	67	31.9	19	7	5	1.8	0	0	
1500	239	2	220	1	9	1	0	0	0	2	4	1500	0	0	0	7	13	56	92	62	5	2	1	0	0	0	37.2	42.1	71	29.7	8	3.3	2	0.8	0	0	
1600	281	1	256	0	18	1	0	0	0	2	3	1600	0	0	0	10	6	70	101	72	16	2	1	1	0	0	37.8	42.9	84	33.5	15	5.3	2	0.7	0	0	
1700	321	1	304	2	8	1	0	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	0	0	
1800	241	2	232	0	1	1	1	0	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	0	0	
1900	153	3	140	0	5	0	0	0	0	2	3	1900	0	0	0	1	3	11	25	64	35	12	2	0	0	0	37.7	42.7	49	32	11	7.2	0	0	0	0	
2000	112	0	108	0	3	0	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	0	0	
2100	109	1	103	0	5	0	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	0	0	
2200	72	2	68	0	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	0	0	
2300	59	2	54	0	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	0	0	
07-19	3531	44	3176	21	161	15	18	3	8	31	57	07-19	1	16	14	94	281	873	1345	707	169	49	10	1	1	0	36.7	42.1	937	26.5	176	6	19	0.5	0	0	
06-22	4073	66	3699	21	183	16	19	3	6	37	63	06-22	1	18	19	103	319	1013	1521	824	197	54	11	1	1	0	36.7	42.1	1088	26.7	203	6	22	0.5	0	0	
06-00	4204	60	3791	21	184	16	20	3	6	39	64	06-00	1	18	19	108	319	1054	1588	849	208	56	12	1	1	0	36.7	42.1	1127	26.8	214	5	1	24	0.6	0	0
00-00	4494	66	4033	22	195	16	24	3	8	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	0	0	

Sunday, 02 April 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-10	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL5 55	ISL5 55
0000	35	1	34	0	0	0	0	0	0	0	0	0000	0	0	0	0	2	2	12	4	8	1	0	0	0	0	36.2	41.2	9	25.7	0	2.0	0	0	0	0	
0100	19	0	18	0	1	0	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	0	0	
0200	27	2	24	0	0	0	1	0	0	0	0	0200	1	0	0	2	3	7	8	4	2	0	0	0	0	0	34.5	40.7	6	22.2	0	0	0	0	0	0	
0300	16	0	15	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	35.1	38.3	0	0	0	0	0	0	0	0	
0400	12	0	10	0	0	0	0	0	0	1	1	0400	0	0	0	0	2	5	1	4	0	0	0	0	0	0	35.6	41.4	4	33.3	0	0	0	0	0	0	
0500	58	0	54	0	3	0	0	0	0	0	0	0500	0	0	0	0	3	16	14	15	6	3	0	0	0	0	38.6	44.1	24	41.4	9	15.6	0	0	0	1.7	
0600	74	0	66	0	5	0	0	0	0	1	1	0600	0	2	2	2	1	10	12	2	2	0	0	0	0	0	37.5	43.2	18	37.8	19	10.8	0	0	0	0	
0700	89	3	80	2	2	0	2	0	0	1	1	0700	0	0	2	4	7	11	34	17	13	1	0	0	0	0	37.9	45.2	31	34.8	11	12.4	1	1.1	0	0	
0800	100	5	76	1	6	0	0	0	0	2	3	0800	0	0	2	3	3	22	32	2	2	0	0	0	0	0	36.4	44.3	44	24.6	8	3.9	0	0	0	0	
0900	169	14	142	2	2	0	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	0	0	
1000	233	12	206	0	9	0	2	0	0	0	4	1000	0	2	5	12	14	39	83	58	12	8	0	0	0	0	37	43.2	78	33.5	15	6.4	1	0.4	0	0	
1100	281	10	235	3	6	0	0	0	0	2	1	1100	0	1	4	10	14	58	104	46	19	4	0	0	0	0	37.8	42.5	80	31.9	13	5.2	0	0	0	0.8	
1200	233	8	211	0	5	0	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	0	0	
1300	250	9	226	1	4	0	1	0	0	5	4	1300	0	0	1	1	22	40	99	55	22	7	0	0	0	0	38.6	44.5	87	34.8	27	10.8	4	1.6	0	0	
1400	251	9	220	1	4	0	1	0	0	5	2	1400	0	0	1	2	7	14	37	42	16	14	2	0	0	0	37.9	42.7	80	31.9	13	5.2	0	0	0	0	
1500	200	5	181	0	8	0	0	0	1	0	1	1500	0	0	0	5	15	38	75	47	18	3	0	0	0	0	37.9	43.4	69	34.5	16	8	2	1	0	0	
1600	254	9	229	0	11	0	0	0	0	1	3	1600																									

Advanced Transport Research

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.ECO
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 Settings\Documents\3.21_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 0 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 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
JPSL 40	Number exceeding Posted Speed Limit
JPSL% 40	Percent exceeding Posted Speed Limit
JSL1 46 ACPO	Number exceeding Speed Limit 1
JSL1% 46 ACPO	Percent exceeding Speed Limit 1
JSL2 55 DFT	Number exceeding Speed Limit 2
JSL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-178
 Site Name - 13562-003
 Description - ISWALE WAY [40M]
 Direction - North

Friday, 24 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Fixt	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	PSL% 40	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT
0000	17	0	15	0	1	0	0	0	1	0	0	0	0000	0	0	0	0	0	0	0	4	4	8	1	0	0	50	53.2	17	100	10	58.6	2	11.8	
0100	15	0	7	4	0	0	0	0	1	3	0	0	0100	0	0	0	0	0	0	2	3	5	2	0	0	0	52.6	56.4	15	100	13	86.7	6	40	
0200	12	0	7	0	1	0	0	0	0	2	2	0	0200	0	0	0	0	0	0	1	3	0	5	2	1	0	52.6	62.6	11	91.7	8	66.7	4	33.3	
0300	28	0	21	0	3	0	0	0	0	3	1	0	0300	0	0	0	0	1	1	4	3	5	9	3	2	0	50.2	61.5	22	78.6	17	60.7	11	39.3	
0400	52	3	28	0	10	3	0	0	0	0	3	5	0400	0	0	0	0	1	0	1	10	18	18	3	1	0	49.4	54.6	50	92.2	35	67.3	8	15.4	
0500	202	1	138	4	23	2	1	1	2	7	23	0	0500	0	0	0	0	4	0	29	69	49	44	6	1	0	45.8	53.2	169	83.7	87	43.1	19	9.4	
0600	216	6	167	2	27	1	3	1	2	6	1	0	0600	0	0	0	0	2	17	50	54	63	12	2	0	48.9	55.5	187	91.2	136	63	39	18.1		
0700	386	9	309	6	43	5	5	0	1	7	11	0	0700	1	0	1	4	4	6	69	144	93	66	7	1	0	44.5	51	311	78.2	149	37.6	23	5.8	
0800	401	3	316	0	61	4	6	0	2	5	4	0	0800	0	0	0	0	5	10	54	119	135	76	2	0	0	45.3	51	332	82.8	182	45.4	13	3.2	
0900	319	2	235	2	50	6	3	0	2	3	16	0	0900	0	0	0	0	6	1	42	112	93	62	3	0	0	45.4	51	270	84.6	136	42.6	21	6.6	
1000	325	2	240	1	51	3	5	0	3	6	14	0	1000	0	0	0	0	0	5	62	131	62	61	4	0	0	44.8	51.9	258	79.4	119	36.6	23	7.1	
1100	342	1	249	4	65	5	3	0	1	5	9	0	1100	0	0	0	1	0	7	57	105	79	86	7	0	0	45.8	52.8	277	81	161	47.1	31	9.1	
1200	335	2	251	3	31	5	7	0	4	9	13	0	1200	0	0	1	2	1	8	42	81	106	86	7	1	0	46.3	52.3	281	83.9	161	52.5	23	6.9	
1300	362	2	289	2	48	3	5	0	2	1	10	0	1300	0	0	0	0	0	14	80	87	90	76	11	4	0	45.7	52.3	268	74	164	45.3	30	8.3	
1400	441	3	355	4	61	2	1	0	1	4	10	0	1400	0	0	1	0	0	9	73	120	134	91	12	0	1	46.1	52.1	358	81.2	218	49.4	37	8.4	
1500	572	2	475	6	83	2	5	0	5	6	7	0	1500	0	0	1	4	4	16	84	174	180	108	4	1	0	45.3	51.2	467	81.6	299	45.3	28	4.5	
1600	647	9	567	3	51	1	2	0	2	2	8	6	1600	0	1	3	0	0	9	111	239	160	116	8	2	0	44.9	51	523	80.8	248	38.3	39	6	
1700	552	5	506	7	24	2	0	0	2	1	5	7	1700	0	0	0	0	0	12	67	175	183	122	12	1	0	46.2	52.3	473	85.7	266	48.2	49	6.9	
1800	333	3	302	1	17	3	0	0	2	2	3	0	1800	0	0	1	4	1	9	45	77	88	96	11	1	0	46.6	53.7	273	82	178	53.5	42	12.6	
1900	189	4	170	0	11	0	0	0	1	2	1	0	1900	0	0	0	0	1	5	28	47	50	44	11	3	0	47.4	55.3	155	82	94	49.7	30	15.9	
2000	124	0	113	2	6	0	0	0	0	0	3	0	2000	0	0	1	0	0	1	27	28	49	8	0	0	0	49.1	55.9	112	90.3	79	63.7	28	22.6	
2100	94	4	89	0	2	0	0	0	0	1	0	0	2100	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	3	2	0	0	0	0	0	1	0	2200	0	0	0	0	0	1	17	15	30	7	3	0	0	52.2	58.8	73	98.6	53	71.6	24	32.4	
2300	49	0	44	0	4	0	0	0	0	0	1	0	2300	0	0	0	0	0	0	8	9	18	5	0	0	0	51.4	58.4	41	83.7	29	59.2	14	28.6	
07-19	5025	43	4104	35	570	41	42	0	27	55	108	0	07-19	1	1	8	11	21	106	786	1564	1383	1046	86	11	0	46.6	51.9	4091	81.4	2256	44.9	357	7.1	
06-22	6648	85	4643	39	616	42	45	1	30	64	113	0	06-22	1	1	9	11	22	113	847	1704	1648	1245	129	15	3	0	45.9	52.3	4644	82.2	2634	46.6	482	8.5
06-00	5771	55	4156	42	622	42	45	1	30	64	115	0	06-00	1	1	9	11	22	113	856	1736	1672	1293	141	16	3	0	46.6	52.6	4758	82.4	2716	47.1	526	9
00-00	6097	89	4971	50	660	47	46	2	34	82	146	0	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, 25 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Fixt	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	PSL% 40	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT
0000	30	1	24	0	1	0	0	0	0	3	1	0	0000	0	0	0	0	0	0	0	10	9	8	3	0	0	49.4	57.7	30	100	19	63.3	7	23.3	
0100	16	2	12	0	1	0	0	0	0	1	0	0	0100	0	0	0	0	0	2	4	3	2	2	1	1	0	45.3	57.3	3	2	2	7	43.9	3	18.8
0200	9	0	7	0	1	0	0	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	0	1	2	0	0	0300	0	0	1	0	0	0	1	4	2	15	0	0	0	48.9	54.6	21	91.3	17	73.9	3	13	
0400	30	0	20	0	4	0	0	0	0	3	3	0	0400	0	0	0	0	0	1	3	9	7	7	8	2	0	47.7	55.9	26	85.7	15	50	7	23.3	
0500	79	1	65	0	5	0	0	1	0	5	2	0	0500	0	1	0	0	1	1	10	24	21	16	4	1	0	46.2	52.3	66	83.5	37	46.8	8	10.1	
0600	77	2	60	0	7	0	1	1	0	4	2	0	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	9	91	0	11	4	0	0	0	3	2	0	0700	0	0	1	3	0	3	14	24	37	14	24	3	0	51.8	57.7	118	86.4	91	81.3	32	16.6	
0800	164	3	135	1	14	1	4	0	1	2	3	0	0800	0	1	2	0	0	0	14	29	52	50	13	3	0	48.8	55.5	147	89.6	106	64.6	27	16.5	
0900	236	6	208	4	39	1	2	0	0	4	2	0	0900	0	2	2	0	0	4	29	55	66	66	7	3	0	46.6	53.7	197	85.5	130	55.1	23	9.7	
1000	280	1	251	0	23	0	0	0	0	1	0	0	1000	0	0	3	2	0	1	30	62	79	72	11	2	0	45.3	52	227	81.1	132	47.1	25	9.9	
1100	362	5	328	2	23	0	2	0	0	1	1	0	1100	0	2	3	1	1	8	32	83	129	99	4	0	0	46.4	52.1	315	87	205	56.6	28	7.7	
1200	360	4	320	2	30	0	1	1	0	1	0	0	1200	0	0	2	0	0	1	51	89	104	100	11	3	0	47.3	54.6	307	85.3	191	53.1	46	13.3	
1300	269	5	243	2	12	2	2	0	0	2	1	0	1300	0	0	4	3	0	3	19	45	55	77	13	1	2	47.5	55	240	89.2	162	60.2	42	15.6	
1400	257	3	245	1	5	0	0	0	2	0	1	0	1400	0	0	2	0	0	2	30	56	65	78	23	1	0	48.4	55.9	223	86.8	157	61.1	46	17.9	
1500	309	4	281	1	12	0	0	0	0	1	0	0	1500	0	0	0	0	0	7	25	56	66	91	18	2	0	47.5	55.3	258	86	176	58.7	49	16.3	
1600	286	7	266	1	7	0	0	0	0	3	2	0	1600	0	2	0	0	0	4	26	61	81	92	18	2	0	48.5	56.1	254	88.8	177	61.9	51	17.8	
1700	221	3	210	1																															

Monday, 27 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL5 55	ISL5% 55	DFT
0000	16	0	16	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	49	54.1	15	93.8	11	68.5	1	5.3				
0100	11	0	9	0	2	0	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	7	7	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	2	1	0	0	0	0	54	15.0	0	0	0	0	0	0	0	0	0
0300	32	0	27	0	5	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	2	6	17	5	1	0	0	54.2	60.2	31	96.9	29	80.6	16	50		
0400	74	0	41	0	10	2	0	0	1	7	7	0	0400	0	0	0	0	0	0	0	4	19	18	26	6	1	0	0	49.1	64.8	70	94.6	49	66.2	9	12.2		
0500	206	1	145	5	20	1	3	1	1	10	19	0	0500	0	0	0	0	0	0	4	41	46	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	0	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	0	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	0	0800	0	1	0	0	3	4	73	149	125	71	6	0	0	0	45.9	50.3	351	81.3	188	43.5	15	3.5			
0900	331	4	225	2	68	5	2	2	5	7	11	0	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	0	1000	0	0	1	0	0	1	56	103	81	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	0	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	0	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	16	11	0	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	0	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	0	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	0	1600	0	0	2	5	9	38	144	172	175	103	11	1	0	0	43.9	50.3	452	70.2	248	37.7	42	6.4			
1700	641	7	584	2	31	1	2	0	2	3	9	0	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	0	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	11.9			
1900	223	1	200	1	13	0	1	0	1	3	3	0	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	0	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	0	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	0	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	0	0	0	0	0	1	0	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	867	41	37	3	28	97	113	07-19	0	11	25	14	42	171	892	1434	1236	960	91	12	3	1	44.8	51.7	3757	76.5	2099	41.9	331	6.7				
06-22	5866	67	4488	41	812	43	40	5	33	107	130	06-22	0	11	27	15	42	188	970	1588	1409	1155	135	20	6	1	45.2	52.1	4313	77.5	2428	43.8	480	8.8				
06-00	5669	69	4579	43	815	43	40	5	33	108	133	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	853	46	43	6	35	136	161	00-00	0	12	27	15	42	195	1024	1682	1600	1325	165	30	5	1	45.5	52.6	4708	78.2	2710	45	535	8.9				

Tuesday, 28 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL5 55	ISL5% 55	DFT
0000	27	0	19	4	1	0	0	0	0	0	3	0	0000	0	0	0	0	0	0	3	3	9	0	2	0	0	0	48.9	58.4	23	85.2	16	62.6	6	22.2			
0100	15	0	12	0	1	0	0	0	0	2	0	0	0100	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	0	8	0	0	0	0	0	0	3	2	0	0200	0	0	0	0	0	0	2	3	1	7	0	0	0	0	47.8	54.8	11	84.6	8	61.5	2	15.4			
0300	29	22	0	0	3	1	0	0	1	22	0	0	0300	0	0	0	0	0	0	1	7	6	13	0	0	0	0	49.7	55.9	28	86.6	20	69	5	17.2			
0400	64	1	30	0	8	1	0	0	1	15	8	0	0400	0	0	0	0	1	1	7	20	12	10	11	2	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	0	0500	0	0	0	0	0	1	29	43	35	46	2	0	0	0	46.2	52.3	146	83	95	54	12	6.8			
0600	228	4	175	3	32	1	4	0	0	17	5	6	0600	0	0	0	0	1	12	32	70	47	59	5	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	0	0700	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	6	295	2	69	2	0	0	0	0	9	0	0800	0	0	0	0	0	18	39	119	97	85	6	0	0	0	45.2	52.1	287	79.2	146	41.6	26	6.8			
0900	287	2	208	1	45	3	5	0	2	5	16	0	0900	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	0	1000	0	1	0	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	0	1100	0	0	1	2	3	5	39	79	83	66	9	0	0	0	46.6	53.5	237	82.6	134	46.7	32	11.1			
1200	374	7	274	2	53	1	11	0	7	7	12	0	1200	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	0	1300	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	4	298	2	47	7	3	1	0	15	6	0	1400	0	0	1	0	0	1	52	116	91	51	5	0	0	0	46.3	52	321	83.4	188	48.8	31	6.1			

Thursday, 30 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL5 55	ISL5% 55	DFT
0000	27	1	15	2	3	0	0	0	0	0	0	6	0000	0	0	0	0	0	1	1	4	6	10	5	0	0	51.8	63.5	25	92.6	20	74.1	9	33.3				
0100	12	0	9	2	0	0	0	0	0	1	0	0	0100	0	0	0	0	0	0	1	0	0	0	0	0	0	54.4	59.1	11	91.7	11	91.7	5	41.7				
0200	14	0	10	0	0	0	0	0	1	3	0	0	0200	0	0	0	0	0	0	0	1	4	8	1	0	0	50.7	52.6	14	100	12	85.7	1	7.1				
0300	33	1	21	0	0	0	0	0	1	6	1	0	0300	0	0	0	0	0	1	1	2	5	6	8	7	2	53.3	63.8	29	87.9	23	69.7	12	36.4				
0400	61	0	40	0	8	1	0	0	1	5	6	0	0400	0	0	0	0	0	0	7	10	17	19	5	3	0	50.5	57.5	54	86.5	44	72.1	16	26.2				
0500	207	2	143	6	24	1	0	1	2	7	10	0	0500	0	0	1	2	0	4	23	54	62	72	10	2	0	48.2	54.6	179	85.5	124	59.9	30	14.5				
0600	228	5	167	0	32	2	5	1	2	8	6	0	0600	0	0	0	1	0	6	23	48	57	82	9	1	0	48.1	53.9	198	86.8	136	59.6	30	13.2				
0700	408	12	325	1	41	3	4	0	4	8	10	0	0700	0	0	0	3	0	9	52	101	130	98	14	1	0	46.5	53.5	344	84.3	216	52.9	39	9.6				
0800	437	5	320	5	80	4	2	0	6	5	10	0	0800	0	0	0	0	0	5	95	149	109	75	4	0	0	44.7	50.8	337	77.1	170	38.9	23	5.3				
0900	314	3	241	2	44	2	1	0	1	7	13	0	0900	0	0	1	1	1	16	55	106	68	58	7	1	0	44.7	51.7	240	76.4	121	38.5	19	6.1				
1000	282	0	203	1	39	5	1	0	5	17	11	0	1000	0	0	0	0	0	6	38	88	76	66	7	1	0	46.4	54.4	238	84.4	129	45.7	35	12.4				
1100	291	2	194	1	48	5	3	1	2	11	14	0	1100	0	1	0	0	1	5	32	87	66	62	4	2	0	46.1	52.6	241	85.6	138	49.1	22	7.8				
1200	353	4	284	3	46	5	5	0	3	15	8	0	1200	0	0	2	0	0	6	56	107	101	76	4	1	0	45.8	52.3	289	81.9	156	44.2	24	6.8				
1300	328	5	249	1	46	3	1	1	2	10	10	0	1300	0	0	0	0	0	2	42	100	87	84	13	0	0	46.8	53.7	284	86.6	151	46	37	11.3				
1400	453	4	381	4	58	5	5	0	2	4	10	0	1400	0	0	0	2	0	1	84	164	122	78	2	0	0	44.9	50.8	366	80.8	176	38.9	30	6.6				
1500	497	5	397	2	70	4	2	0	2	7	8	0	1500	0	1	2	2	2	7	70	123	135	144	10	1	0	46.4	53	413	83.1	263	52.9	41	8.2				
1600	681	17	591	4	51	2	0	0	2	8	6	0	1600	0	0	1	3	11	31	140	197	176	107	14	1	0	44.2	50.6	465	72.7	257	37.7	44	6.5				
1700	642	11	581	4	32	0	3	0	0	5	6	0	1700	0	0	3	18	21	50	113	146	135	147	7	2	0	43.6	52.3	437	69.1	266	41.4	43	6.7				
1800	335	7	305	4	17	0	0	0	1	1	0	0	1800	0	0	0	4	4	5	31	75	87	110	16	3	0	48.1	56.1	291	86.9	201	60	61	18.2				
1900	219	4	196	1	10	0	1	0	1	4	2	0	1900	0	0	0	0	1	0	30	44	47	78	19	1	1	48.9	56.1	188	85.8	134	61.2	42	19.2				
2000	148	1	133	5	3	0	0	0	1	1	4	0	2000	0	0	0	0	0	1	26	28	43	40	9	1	2	48.1	53.5	121	81.8	87	58.8	20	13.5				
2100	115	2	106	0	2	0	0	0	1	1	3	0	2100	0	0	0	0	1	3	11	19	20	40	16	3	2	51	60.6	100	87	78	67.8	29	25.2				
2200	95	0	88	2	2	0	0	0	0	1	2	0	2200	0	0	0	0	0	0	6	23	26	31	8	1	0	49.3	57	89	93.7	62	65.3	19	20				
2300	45	0	39	0	2	1	0	0	0	0	3	0	2300	0	0	0	0	0	0	2	8	13	20	2	0	0	49.9	57	43	95.6	30	66.7	11	24.4				
07-19	8011	75	4031	32	872	38	27	2	30	98	106	0	07-19	0	2	10	33	40	143	808	1443	1312	1105	102	13	0	45.4	52.3	3975	79.3	2244	44.8	418	8.3				
06-22	8721	87	4833	38	819	40	33	3	35	112	121	06-22	0	2	10	34	42	153	898	1590	1479	1343	156	18	6	45.9	53	4582	80.1	2978	46.8	539	8.4					
06-00	5861	87	4760	40	823	41	33	3	35	113	126	06-00	0	2	10	34	42	153	906	1611	1516	1394	165	20	6	46	53	4714	80.4	2771	47.3	569	9.7					
00-00	6215	91	4998	50	661	43	35	4	40	135	158	00-00	0	2	11	34	43	159	940	1685	1691	1520	195	26	9	46.2	53.2	5026	80.9	3005	48.4	642	10.3					

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL5 55	ISL5% 55	DFT
0000	32	0	26	1	2	0	0	0	0	0	2	0	0000	0	0	0	0	0	0	1	3	6	8	11	3	0	0	49	57	28	87.8	11	52.9	7	29.8			
0100	17	0	13	1	1	0	0	0	0	1	0	0	0100	0	0	0	0	0	0	1	4	3	6	2	0	0	0	49.6	56.6	15	89.7	10	62.4	4	24.8			
0200	14	0	9	1	0	0	0	0	0	4	0	0	0200	0	0	0	0	0	0	1	2	3	7	1	0	0	0	50.5	56.4	13	92.1	11	74.3	3	20.8			
0300	22	0	15	0	2	0	0	0	1	3	1	0	0300	0	0	0	0	0	1	1	3	4	8	4	1	0	0	52	61.5	20	90.8	16	73	7	34.2			
0400	48	0	30	0	6	1	0	0	1	5	5	0	0400	0	0	0	0	0	1	6	10	11	14	4	1	0	0	48.3	56.1	40	82.8	28	59.1	9	18.1			
0500	131	1	92	3	14	1	1	0	1	6	11	0	0500	0	0	0	0	0	3	16	34	31	38	6	1	0	47.3	54.1	110	84	70	53.9	17	13				
0600	172	3	129	1	20	1	2	1	1	6	8	0	0600	0	0	0	1	1	5	22	50	41	45	7	1	0	46.8	53.7	144	83.6	85	49.4	20	11.5				
0700	285	6	230	2	31	1	3	0	1	6	5	0	0700	0	0	1	2	0	2	40	80	77	74	7	1	0	46.7	53.7	240	84.1	145	50.8	30	10.7				
0800	318	3	246	3	46	3	4	0	2	5	7	0	0800	0	0	0	1	2	9	55	99	82	63	7	1	0	45.2	51.9	251	79	137	43	22	7				
0900	279	3	211	1	41	2	4	0	2	5	8	0	0900	0	0	1	0	1	7	42	84	79	59	7	1	0	45.6	51.9	228	81.9	125	44.8	18	6.6				
1000	274	2	203	2	38	4	4	0	3	9	10	0	1000	0	1	1	1	1	4	44	84	72	60	6	1	0	45.7	52.8	223	81.3	120	43.7	25	9.2				
1100	288	3	216	2	39	3	4	0	2	8	9	0	1100	0	0	1	1	1	5	42	89	78	63	6	1	0	45.9	52.6	238	82.6	132	46	25	8.6				
1200	331	5	257	2	42	3	5	0	3	7	8	0	1200	0	0	2	1	2	7	55	99	89	74	7	1	0	45.7	52.6	267	80.7	153	48.4	28	8.4				
1300	327	4	263	2	34	3	0	0	4	6	7	0	1300	0	0	1	1	0	4	47	86	95	80	9	2	0	46.7	53.5	274	83.8	165	50.5	32	9.9				
1400	352	5	288	2	39	3	3	0	1	5	5	0	1400	0	0	1	1	0	5	56	104	93	82	8	1	0	46	52.8	288	82	165	46.9	34	9.6				
1500	424	4	352	2	50	2	1	0	1	5	6	0	1500	0	0	1	1	0	8	63	119	121	97	11	2	0	46.2	52.6	350	82.6	207	48.8	37	8.8				
1600	552	10	482	3	40	2	2	0	1	6	6	0	1600	0	0	1	1	0	4	67	99	153	142</															

Advanced Transport Research

Globals

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.ECO
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 Settings\Documents\3.21_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 0 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 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
JPSL 40	Number exceeding Posted Speed Limit
JPSL% 40	Percent exceeding Posted Speed Limit
JSL1 46 ACPO	Number exceeding Speed Limit 1
JSL1% 46 ACPO	Percent exceeding Speed Limit 1
JSL2 55 DFT	Number exceeding Speed Limit 2
JSL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-178
 Site Name - 13562-003
 Description - ISWALE WAY [40M]
 Direction - South

Friday, 24 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Fixt	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	Vbin 100	Mean	Vpp 85	PSL 40	PSL% 40	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT
0000	12	0	9	0	1	0	0	0	0	0	2	0000	0	0	0	0	0	0	0	2	0	6	2	2	0	0	0	50.2	56.4	10	83.3	8	66.7	3	25	
0100	25	0	19	0	4	0	0	0	1	0	1	0100	0	0	0	0	0	1	0	1	7	9	6	1	0	0	47	52.1	23	92	13	52	2	8		
0200	29	0	24	1	0	0	0	0	0	1	3	0200	0	0	0	0	0	0	0	2	6	11	8	2	0	0	48.5	54.4	27	93.1	20	69	3	10.3		
0300	20	0	18	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	2	3	4	7	4	0	0	51.3	60.4	18	90	14	70	8	40		
0400	43	1	36	0	4	0	0	0	1	1	8	0400	0	0	0	0	0	0	1	3	4	5	7	1	0	0	52.4	61.5	39	90.7	33	76.7	18	41.9		
0500	173	5	148	0	11	0	1	0	1	2	5	0500	0	0	0	0	0	0	1	23	43	45	51	7	3	0	47.8	54.6	149	86.1	97	56.1	26	15		
0600	316	11	250	2	36	0	5	0	2	6	4	0600	0	1	2	0	4	6	42	63	66	65	14	1	0	46.2	53.5	251	82.6	149	47.2	37	11.7			
0700	724	10	624	0	71	2	3	0	2	2	10	0700	1	0	1	0	4	16	154	269	203	81	0	0	0	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	0800	0	0	0	0	4	35	192	299	199	72	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	0900	0	0	2	1	1	10	75	148	100	50	9	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	1000	0	0	0	0	0	11	58	97	75	61	3	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	1100	0	1	0	0	1	6	37	109	83	67	7	0	0	46	52.3	266	85.5	143	46	26	8.4			
1200	362	6	281	1	56	3	5	0	5	17	8	1200	0	1	2	1	0	8	62	126	103	54	5	0	0	44.5	50.3	288	79.6	139	38.4	13	3.6			
1300	386	0	287	2	66	3	2	0	5	10	11	1300	0	0	0	0	0	3	65	139	105	68	4	0	1	45.3	50.8	318	82.4	157	40.7	22	5.7			
1400	443	4	336	4	72	3	6	1	5	5	7	1400	0	0	0	1	1	2	82	157	137	55	8	0	0	44.9	49.7	357	80.6	164	37	21	4.7			
1500	461	2	360	5	53	6	6	1	3	11	14	1500	0	0	0	0	0	7	97	148	121	80	6	1	0	45.1	51	357	77.4	176	38.2	26	5.6			
1600	509	5	418	6	64	1	1	1	4	4	5	1600	0	0	1	1	1	6	62	142	163	121	12	0	0	46.3	52.3	438	86.1	262	51.5	41	8.1			
1700	417	3	367	8	27	1	0	0	3	6	2	1700	0	0	0	0	0	2	38	131	119	108	16	2	1	47.5	54.8	377	90.4	215	51.6	63	15.1			
1800	329	2	290	1	17	1	0	0	3	5	10	1800	0	0	0	0	0	2	40	82	96	101	7	0	0	47.2	53.5	286	86.9	164	55.9	35	10.6			
1900	165	1	140	0	11	1	0	1	2	5	4	1900	0	0	0	0	0	0	11	38	60	46	9	1	0	48.6	55.3	154	93.3	105	63.6	26	15.8			
2000	126	2	114	0	8	0	0	0	0	1	1	2000	0	0	0	0	0	0	3	28	42	48	3	2	0	49.5	55.7	123	97.8	90	71.4	24	19			
2100	106	0	94	1	5	0	0	0	0	3	3	2100	0	0	0	0	0	0	7	17	29	40	7	6	0	51	58.8	89	93.4	72	87.9	26	24.5			
2200	77	2	69	0	5	0	0	0	1	0	0	2200	0	0	0	0	0	0	5	10	19	34	8	1	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	2300	0	0	0	0	0	0	5	17	9	25	6	0	0	49	55	57	91.9	36	58	10	16.1			
07-19	5446	41	4421	38	629	42	43	3	46	99	84	07-19	1	2	7	4	4	108	962	1844	1604	918	77	4	3	3	45	80.8	4333	79.9	2164	3848	316	5.8		
06-22	6159	85	5919	41	889	43	48	4	50	114	96	06-22	1	3	9	4	13	114	1025	2020	1723	1117	110	14	3	3	45.3	81.2	4990	81	2570	41.7	429	7		
06-00	6286	58	5146	41	897	43	48	4	51	116	97	06-00	1	3	9	4	13	114	1035	2047	1751	1176	124	16	3	3	45.4	81.4	5119	81.6	2665	42.2	455	23.8		
00-00	6600	64	5397	42	717	43	48	4	54	122	108	00-00	1	3	9	4	14	116	1068	2111	1833	1269	147	19	3	3	45.6	81.7	5385	81.6	2850	43.2	515	7.8		

Saturday, 25 March 2017

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Fixt	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	Vbin 100	Mean	Vpp 85	PSL 40	PSL% 40	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT
0000	28	0	24	0	0	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	0	1	0	0	0	0	0	0	0100	0	0	0	0	0	0	1	4	3	3	1	1	0	0	52.2	56.4	18	94.7	14	73.7	7	36.8		
0200	24	1	18	0	5	0	0	0	0	0	0	0200	0	0	0	0	0	1	0	1	5	3	12	2	0	0	50.2	57	22	91.7	17	70.8	6	25		
0300	22	1	17	0	1	0	1	0	0	2	0	0300	0	1	1	0	0	1	0	4	1	4	7	2	1	0	46.1	57.5	15	68.2	14	63.6	5	22.7		
0400	21	0	13	0	5	0	0	0	0	2	1	0400	0	0	0	0	0	0	1	3	4	5	5	2	0	0	47.7	56.4	17	81	12	47.5	5	23.8		
0500	67	1	54	0	8	0	0	0	0	0	4	0500	0	0	0	0	0	0	2	16	21	27	0	1	0	0	48.8	54.1	65	97	42	82.7	8	11.9		
0600	120	5	93	1	13	0	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	0	24	1	0	0	0	0	0	0700	0	0	0	0	0	0	6	23	51	69	21	0	0	50.9	57	184	93.9	152	77.6	30	25.5			
0800	245	4	207	0	26	1	3	0	2	2	2	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	22	0	1	0	0	2	3	0900	0	2	4	0	0	3	30	64	82	85	13	3	1	0	47.3	55	246	85.2	174	59.8	47	16.2		
1000	384	6	340	2	29	2	2	0	2	2	4	1000	0	0	0	0	0	1	45	97	137	137	23	0	0	46.5	52	342	91	223	58	30	7.8			
1100	383	7	337	2	34	0	1	0	0	1	1	1100	0	0	0	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	306	2	19	0	1	1	0	1	1	1200	0	0	0	1	0	6	33	67	96	96	13	2	0	47.5	53.9	289	88.2	192	56.6	45	13.3			
1300	371	4	335	1	23	0	2	1	1	2	0	1300	0	0	2	1	0	5	39	117	169	9	0	0	0	46.8	52.8	244	87.9	209	55.3	33	6.9			
1400	333	4	306	2	16	1	1	0	0	3	0	1400	0	0	2	0	2	2	28	84	121	83	10	1	0	47.2	53	299	89.8	189	56.8	31	9.3			
1500	236	2	200	0	10	0	0	0	0	0	1	1500	0	0	0	0	0	1	14	57	74	72	9	0	0	47.4	53.7	213	91.3	138	58.5	24	10.2			
1600	228	1	214	0	12	0	0	0	0	0	1	1600	0	0	0	0	0	1	4	15	46	74	73	12	2	1	48.8	55.3	208	91.2	149	65.4	38	16.7		
1700	309	1	289	1	12	1	0	0	0	3	2	1700	0	0	0	0	0	0	13	78	118	89	10	1	0	48.3	53.7	206	96.8	198	64.1	36	11.7			
1800	248	0																																		

Monday, 27 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55	DFT
0000	16	1	14	0	1	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0100	0	0	0	0	0	1	1	3	5	6	0	0	0	0	55.5	62	15	93.8	14	87.5	10	62.5			
0200	15	1	11	0	2	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.5	58.4	14	93.3	11	73	1	40			
0300	21	0	16	0	1	0	2	0	1	0	0	1	0300	0	0	0	0	0	0	1	4	3	10	3	0	0	0	51.7	57.9	20	95.3	16	76.2	7	33.3			
0400	56	1	50	0	2	0	0	0	0	0	0	3	0400	0	0	0	0	0	0	3	5	10	28	9	1	0	53.2	61.1	53	94.6	46	82.1	18	32.1				
0500	170	3	140	4	15	3	0	0	2	0	0	1	0500	0	0	0	0	1	0	12	34	52	64	4	3	0	48.9	54.6	167	92.4	109	64.1	22	12.9				
0600	295	8	233	3	38	2	1	0	0	5	5	0	0600	0	0	0	0	3	0	7	23	73	91	80	16	2	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	0	0700	0	5	7	10	9	8	153	328	177	83	6	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	0	0800	0	1	0	1	1	31	178	331	224	80	3	1	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	0	0900	0	0	0	1	0	19	69	146	117	68	4	0	0	44.6	50.1	335	79	165	38.9	21	5				
1000	303	3	219	3	40	4	4	0	7	14	11	0	1000	0	0	0	1	0	8	76	92	75	47	4	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	0	1100	0	0	1	0	0	2	51	84	80	68	7	0	0	46.1	52.6	230	81.6	142	48.5	27	9.2				
1200	327	5	240	3	52	2	5	0	3	9	8	0	1200	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	8	0	1300	0	1	2	1	0	7	77	119	86	52	5	0	0	44.3	50.3	263	74.7	126	35.6	16	4.5				
1400	422	4	298	1	75	4	4	0	9	13	14	0	1400	0	0	0	1	10	12	53	152	123	67	3	1	0	44.8	50.3	346	82	163	38.6	20	4.7				
1500	361	2	282	0	52	3	2	1	9	6	4	0	1500	0	1	0	1	6	2	38	119	94	89	10	1	0	0	45.5	53.7	313	86.7	180	49.9	38	10.5			
1600	504	3	398	2	72	2	5	1	6	9	8	0	1600	0	0	0	1	0	17	62	159	150	106	9	0	0	45.8	51.7	424	84.1	229	45.4	36	7.1				
1700	498	7	436	0	37	1	3	0	1	5	8	0	1700	0	3	1	1	1	49	118	171	140	8	4	0	0	47.3	53	442	88.8	287	57.6	51	10.2				
1800	297	1	267	2	12	2	0	0	2	4	7	0	1800	1	1	1	0	0	2	54	69	77	80	10	2	0	0	46.4	53	238	80.1	153	51.5	32	10.8			
1900	188	2	159	0	11	0	1	0	0	9	6	0	1900	0	0	0	1	0	0	12	51	45	62	15	2	0	0	49.2	57.9	175	93.1	115	61.2	37	19.7			
2000	144	1	125	0	5	0	0	0	1	5	7	0	2000	0	0	0	0	0	5	0	27	34	69	8	1	0	0	50.3	57.3	139	96.5	105	72.9	34	23.6			
2100	99	3	85	0	1	1	0	0	1	4	4	0	2100	0	0	0	0	1	2	9	17	26	32	10	2	0	0	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	0	2200	0	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	0	2300	0	0	0	0	0	0	3	4	8	18	5	0	0	0	52.1	58.4	35	92.1	30	78.9	16	42.1			
07-19	6418	44	4355	18	651	39	48	4	54	102	103	07-19	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	68	4987	21	706	42	50	4	56	125	125	06-22	4	12	13	22	29	129	941	1985	1667	1097	126	18	1	0	45.4	51.7	4997	81.3	2647	43.1	470	7.6				
06-00	6232	60	5049	21	711	42	50	4	56	130	129	06-00	1	12	13	22	29	134	947	2005	1690	1240	138	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	00-00	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	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	PSL 40	ISL1 46	ISL1 46	ISL2 46	ISL2 46	ISL2 55	ISL2 55	DFT
0000	23	1	14	0	1	0	1	0	0	2	4	0	0000	0	0	0	0	0	0	0	5	7	2	0	0	0	0	47.2	55.3	18	78.3	13	56.3	4	17.4			
0100	16	1	11	0	2	0	0	0	1	0	1	0	0100	0	0	0	0	0	0	0	5	7	4	0	0	0	0	46.7	51.9	16	100	9	56.3	0	0			
0200	13	0	9	0	2	0	0	0	0	1	0	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	26	2	22	0	1	0	0	0	1	0	0	0	0300	0	0	0	0	0	0	1	54	6	25	6	0	0	0	48.5	54.6	25	86.2	15	57.4	4	15.4			
0400	54	1	48	0	1	0	0	0	0	3	1	0	0400	0	0	0	0	0	1	6	11	10	24	2	0	0	0	48.4	55.3	47	87	33	61.1	9	16.7			
0500	175	4	148	1	15	0	3	0	1	3	0	0	0500	0	0	0	1	2	0	22	72	40	34	4	0	0	0	45.6	52.8	150	85.7	88	38.9	17	9.7			
0600	309	8	248	34	2	2	1	4	17	9	0	0	0600	0	2	0	0	0	1	47	92	101	86	5	1	0	0	47.2	52.1	288	93.2	178	57.3	23	7.4			
0700	739	11	639	3	71	2	4	0	1	1	7	0	0700	0	0	2	4	1	10	154	254	205	105	4	0	0	0	44.1	49.7	568	76.9	262	35.5	22	3			
0800	785	4	686	1	67	0	0	0	1	6	0	0	0800	0	1	0	0	0	7	28	177	275	196	76	5	1	0	43.3	49.2	554	72.4	219	28.5	18	2.4			
0900	467	4	365	0	55	5	6	1	4	14	13	0	0900	0	0	1	2	0	7	175	150	62	2	0	0	0	44.7	49.7	390	83.5	182	39	14	3				
1000	298	5	216	3	43	4	5	0	7	9	6	0	1000	0	1	0	2	3	14	54	93	81	63	3	3	0	1	44.8	51.9	224	75.2	116	38.9	27	9.1			
1100	356	8	273	1	57	7	1	4	13	8	0	0	1100	0	0	0	1	0	1	34	109	100	59	2	0	0	0	45.9	52.1	270	86.2	137	44.3	24	7.8			
1200	365	8	273	1	55	3	6	0	5	5	9	0	1200	0	1	1	3	1	9	67	112	96	67	7	1	0	0	44.8	51.2	283	77.5	150	41.1	27	7.4			
1300	335	6	237	0	59	6	6	1	4	5	11	0	1300	0	0	1	1	0	1	24	118	110	75	5	0	0	0	46.3	51.9	308	91.9	159	47.5	17	5.1			
1400	406	2	293	4	42	4	1	2	6	12	12	0	1400	0	0	0	0	1	7	26	93	126	65	2	0	0	0	46.2	50.3	344	83.3	173	42.4	1	4.2			
1500	420	7	307	2	61	3	5	2	6	13	14	0	1500	0	0	0	2	2	8	46	130	114	110	8	0	0	0	46.3	52.3	362	86.2	206	49	32	7.6			
1600	480	1	393	3	63	1	3	0	4	5	7	0	1600	0	1	0	0	2	8	25	126	154	154	9														

Thursday, 30 March 2017

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL2% 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	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	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	10	3	0	0	0	50.2	58.8	25	92.6	19	70.4	8	29.6			
0300	25	0	21	0	2	0	2	0	0	0	0		0300	0	0	0	0	0	0	3	4	6	2	1	0	0	50.6	59.3	22	88	16	64	8	32			
0400	60	3	50	0	1	0	1	0	0	2	3		0400	0	0	0	0	0	0	3	13	11	26	6	1	0	51.3	58.6	57	95	40	66.7	19	31.7			
0500	157	3	137	0	12	1	1	0	0	1	9		0500	0	0	0	0	0	0	13	54	37	47	3	2	1	47.9	54.6	144	91.7	83	52.9	23	14.6			
0600	315	6	252	3	35	0	4	1	3	10	0600		0600	0	0	1	0	0	8	26	76	91	93	14	3	3	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	0	0	3	2	28	22	128	333	200	73	4	0	0	43.1	48.5	611	77	237	29.8	14	1.8			
0800	818	6	701	2	78	1	4	2	2	13	11		0800	1	0	1	1	0	24	186	314	204	84	3	0	0	43.8	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	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	44.5	49.7	250	77.9	111	34.6	18	5.6			
1100	294	4	217	1	51	0	4	0	3	4	10		1100	0	0	0	0	0	0	48	85	92	58	7	1	0	45.8	51.9	243	82.7	137	46.6	22	7.5			
1200	346	11	244	2	54	5	3	0	6	16	5		1200	0	1	4	2	2	7	52	110	92	72	4	0	0	44.9	51.2	278	80.3	151	43.6	22	6.4			
1300	371	2	280	3	66	1	4	0	3	6	4		1300	0	0	3	0	0	3	43	105	116	89	7	3	0	46.5	52.1	322	86.8	198	53.4	25	6.7			
1400	404	7	296	2	69	5	5	0	7	14	9		1400	0	1	3	0	1	8	76	124	97	86	6	2	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	0	0	0	2	7	65	177	133	77	7	3	0	45.3	51	397	84.3	176	37.4	25	5.3			
1600	538	16	423	3	71	5	2	0	4	7	7		1600	0	0	0	1	1	13	78	164	159	104	16	1	1	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	47	53	461	81.6	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	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	0	1	5	13	44	73	68	10	5	1	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	49.4	56.8	111	91	78	63.9	27	22.1			
2100	112	3	106	0	2	0	0	0	0	1	0		2100	0	0	0	0	0	0	7	20	31	48	6	0	0	49.8	55.3	105	93.8	80	71.4	19	17			
2200	85	2	76	0	2	0	0	0	0	1	4		2200	0	0	0	0	0	0	9	19	25	27	5	0	0	48.2	54.6	76	89.4	52	61.2	12	14.1			
2300	30	0	27	0	3	0	0	0	0	0	0		2300	0	0	0	0	0	1	0	2	4	22	1	0	0	52.6	57.7	29	96.7	24	80	12	40			
07-19	8612	84	4435	26	724	35	38	7	60	103	100		07-19	1	3	21	9	39	156	893	1873	1993	955	74	12	1	44.9	51	4510	84.4	2269	40.4	317	5.6			
06-22	6362	162	6981	29	776	35	42	8	63	116	121		06-22	1	3	23	10	39	150	948	2042	1913	1097	117	21	6	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	987	2063	1842	1256	123	21	5	45.5	51.9	5313	81.8	2838	43.7	476	7.3			
00-00	8802	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	45.6	52.1	5596	82.3	3018	44.4	538	7.9			

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	ISL1 46	ISL1% 46	ISL2 46	ISL2% 46	ISL2% 55	DFT
0000	29	1	24	0	2	0	0	0	0	1	2		0000	0	0	0	0	0	0	2	4	6	9	10	2	0	0	49.1	55.3	27	91.7	19	63	5	18		
0100	20	1	16	0	1	0	0	0	1	0	1		0100	0	0	0	0	0	0	1	3	7	7	2	0	0	0	50.1	57.3	19	94.9	14	71	4	22.5		
0200	19	0	15	0	2	0	0	0	0	0	1		0200	0	0	0	0	0	0	1	4	5	6	2	0	0	0	49.5	57.9	18	91.2	13	65.4	5	25.7		
0300	24	1	19	0	2	0	1	0	0	0	1		0300	0	0	0	0	0	0	2	5	5	9	3	0	0	0	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	2	0	0	47.5	54.6	196	89.6	128	58.5	30	13.9		
0700	514	9	429	3	52	2	4	0	2	3	9		0700	0	1	2	3	6	11	92	188	133	72	7	1	0	0	44.2	50.1	399	77.7	182	35.5	24	4.7		
0800	609	5	530	1	54	2	4	1	2	5	6		0800	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		0900	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	4	4	0	5	8	6		1000	0	0	1	2	1	7	52	94	81	60	7	1	0	0	45.4	51.7	243	79.5	131	42.7	25	8.2		
1100	307	3	239	1	41	3	3	0	3	8	6		1100	0	0	1	0	0	3	43	94	91	67	7	0	0	0	46	52.1	259	84.5	146	47.6	24	8		
1200	334	6	282	2	44	2	4	0	2	7	5		1200	0	1	2	1	2	6	45	103	93	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		1300	0	0	1	1	1	7	48	104	105	78	7	1	0	0	45.9	51.9	295	83.4	168	47.4	24	6.8		
1400	376	3	286	2	54	3	3	0	6	8	9		1400	0	0	1	1	3	6	54	122	109	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		1500	0	0	0	1	2	5	55	125	112	78	8	1	0	0	45.7	51.7	323	83.8	172	44.5	27	7		
1600	428																																				



Job Number 3261-LON
Client: RPS Group
Project: Kemsley
Location: East of B2005 Groveshurst roundabout 51.366996, 0.737407
Site No. 1
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.

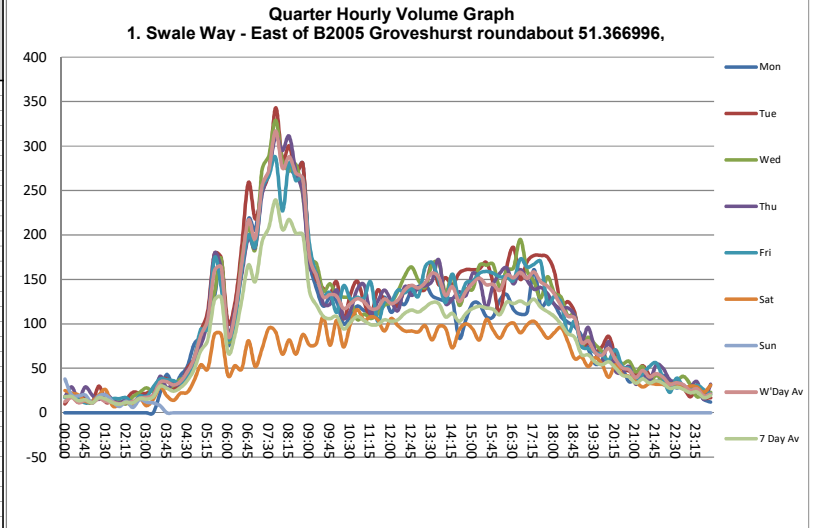
Volume Summary

Average Weekday 10,093
7 Day Average 8,094

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

Westbound

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 13-Jun	Tue 14-Jun	Wed 15-Jun	Thu 16-Jun	Fri 17-Jun	Sat 18-Jun	Sun 19-Jun		
AM Peak	315	343	329	311	287	116	38		
PM Peak	161	186	195	172	173	106	0		
00:00	0	10	18	18	17	25	38	13	18
00:15	0	19	19	29	19	22	20	17	18
00:30	0	12	13	15	16	20	19	11	14
00:45	0	18	12	29	11	13	20	14	15
01:00	0	11	11	20	13	13	11	11	11
01:15	0	30	18	15	17	20	19	16	17
01:30	0	12	15	21	14	26	20	12	15
01:45	0	14	14	15	16	8	13	12	11
02:00	0	11	13	11	16	9	7	10	10
02:15	0	15	10	15	17	12	13	11	12
02:30	0	23	18	12	11	8	6	13	11
02:45	0	22	23	18	19	16	15	16	16
03:00	0	22	28	19	18	8	12	17	15
03:15	0	28	24	19	29	15	11	20	18
03:30	22	37	34	41	38	29	8	34	30
03:45	43	38	28	28	37	19	0	35	28
04:00	28	28	31	33	36	14	0	31	24
04:15	42	31	38	32	33	22	0	35	28
04:30	52	50	38	48	41	23	0	46	36
04:45	77	61	53	54	60	36	0	61	49
05:00	86	92	88	76	94	54	0	87	70
05:15	108	114	103	104	94	49	0	105	82
05:30	131	179	135	179	174	88	0	160	127
05:45	169	174	173	161	141	88	0	164	129
06:00	77	101	81	90	83	42	0	86	68
06:15	116	123	99	115	102	53	0	111	87
06:30	161	186	171	155	160	49	0	167	126
06:45	218	259	209	197	200	81	0	217	166
07:00	206	218	184	186	187	52	0	196	148
07:15	255	248	273	245	252	72	0	255	192
07:30	269	270	289	271	266	95	0	273	209
07:45	315	343	329	311	287	91	0	317	239
08:00	286	285	284	295	227	66	0	275	206
08:15	276	300	272	311	281	82	0	288	217
08:30	268	267	279	271	261	66	0	258	202
08:45	280	280	244	246	264	88	0	263	200
09:00	171	177	175	163	189	76	0	175	136
09:15	140	150	168	157	155	78	0	154	121
09:30	120	140	137	123	132	108	0	130	109
09:45	130	133	145	122	135	76	0	133	106
10:00	125	147	132	138	113	104	0	131	108
10:15	100	106	130	107	143	74	0	117	94
10:30	109	133	128	115	128	100	0	123	102
10:45	120	148	105	139	130	116	0	128	108
11:00	115	125	111	144	129	104	0	125	104
11:15	114	108	106	111	147	108	0	117	99
11:30	112	138	111	125	103	105	0	118	99
11:45	130	126	121	138	125	92	0	128	105
12:00	113	126	124	126	125	106	0	123	103
12:15	125	120	137	115	138	98	0	127	105
12:30	122	139	154	142	135	92	0	138	112
12:45	138	143	164	132	140	92	0	143	116
13:00	142	139	149	141	131	91	0	140	113
13:15	145	139	141	143	164	98	0	146	119
13:30	132	169	167	148	169	82	0	157	124
13:45	128	144	169	172	149	97	0	152	123
14:00	126	152	135	123	124	95	0	132	108
14:15	127	144	155	128	156	73	0	142	112
14:30	84	157	121	136	129	93	0	125	103
14:45	105	161	139	132	146	100	0	137	112
15:00	123	161	139	157	148	94	0	146	117
15:15	122	162	166	150	157	82	0	151	120
15:30	108	169	166	118	159	105	0	144	118
15:45	108	146	167	144	157	93	0	144	116
16:00	127	111	141	157	153	84	0	138	110
16:15	133	164	161	163	153	97	0	155	124
16:30	116	186	163	145	149	101	0	152	123
16:45	111	150	195	161	173	90	0	158	126
17:00	113	170	160	149	164	99	0	151	122
17:15	161	177	148	139	167	103	0	158	128
17:30	120	177	129	141	170	94	0	147	119
17:45	127	175	153	134	123	84	0	142	114
18:00	122	159	135	122	131	90	0	134	108
18:15	108	122	130	117	124	96	0	120	100
18:30	102	125	109	118	89	80	0	109	89
18:45	97	113	110	109	103	61	0	106	85
19:00	87	75	77	81	75	63	0	79	65
19:15	72	79	85	96	72	52	0	81	65
19:30	55	69	77	70	68	62	0	68	57
19:45	59	74	69	56	65	55	0	65	54
20:00	79	86	58	80	59	40	0	72	57
20:15	55	64	62	47	71	54	0	60	50
20:30	51	50	55	45	52	43	0	51	42
20:45	35	47	58	52	50	41	0	48	40
21:00	40	43	46	32	37	35	0	40	33
21:15	45	53	52	44	44	29	0	48	38
21:30	37	42	36	35	52	33	0	40	34
21:45	34	34	42	54	56	32	0	44	36
22:00	42	32	37	50	39	32	0	40	33
22:15	36	29	35	37	23	32	0	32	27
22:30	28	31	36	35	39	33	0	34	29
22:45	31	28	41	29	29	27	0	32	26
23:00	21	18	32	29	27	30	0	25	22
23:15	24	27	18	35	31	29	0	27	23
23:30	15	17	22	15	26	23	0	19	17
23:45	12	17	23	32	21	31	0	21	19
Total	9214	10677	10328	10103	10142	5961	232	10093	8094



07:00-19:00	7026	8042	7850	7580	7680	4323	0	7636	6072
06:00-22:00	8247	9427	9127	8929	8926	5087	0	8911	7092
06:00-24:00	8456	9626	9371	9081	9161	5324	0	9141	7290
00:00-24:00	9214	10677	10328	10103	10142	5961	232	10093	8094

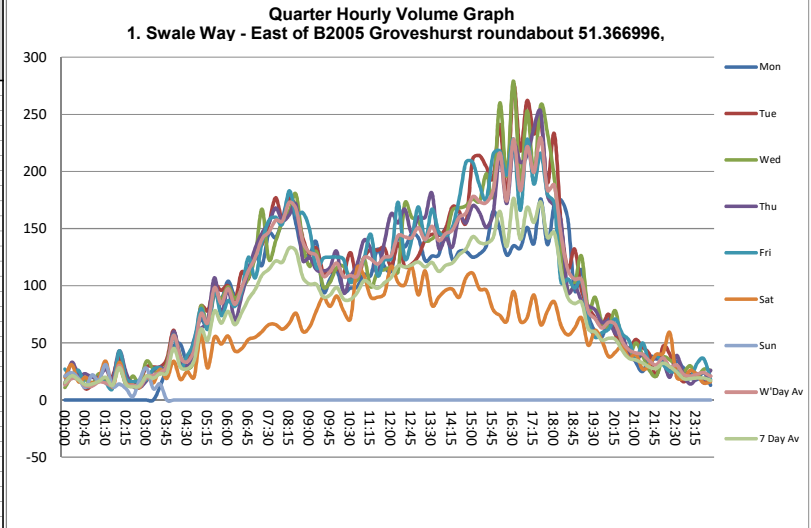
Volume Summary

Average Weekday 9,341
7 Day Average 7,508

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

Eastbound

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 13-Jun	Tue 14-Jun	Wed 15-Jun	Thu 16-Jun	Fri 17-Jun	Sat 18-Jun	Sun 19-Jun		
AM Peak	179	177	180	171	183	116	31		
PM Peak	176	276	279	252	228	117	0		
00:00	0	15	11	14	27	20	21	13	15
00:15	0	20	20	33	21	31	24	16	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	14	20	14	15	22	12	14
01:15	0	18	23	20	18	19	17	16	16
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	34	17	18	21	28	20	21
03:15	0	29	27	26	27	15	10	22	19
03:30	12	29	23	29	28	27	14	24	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	0	75	62
05:15	64	78	65	69	62	28	0	68	52
05:30	92	100	95	107	97	55	0	98	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	118	136	167	146	138	60	0	141	109
07:30	146	154	123	155	157	66	0	147	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	163	67	0	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	0	129	101
09:15	138	133	130	114	116	78	0	126	101
09:30	95	112	99	113	124	90	0	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	140	124	109	0	124	104
11:15	109	132	99	132	145	90	0	123	101
11:30	132	131	112	111	109	90	0	119	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	159	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	142	126	157	160	169	92	0	151	121
13:15	122	140	140	160	140	113	0	140	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	125	211	176	170	208	111	0	178	143
15:15	128	214	174	164	188	97	0	174	138
15:30	135	204	198	151	176	96	0	173	137
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	226	95	0	228	177
16:45	133	218	191	208	166	69	0	183	141
17:00	151	262	253	214	228	72	0	222	169
17:15	137	233	199	238	189	92	0	199	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	102	100	98	63	0	106	84
19:00	114	96	126	87	104	72	0	105	86
19:15	75	82	79	82	70	48	0	78	62
19:30	60	72	90	79	55	61	0	71	60
19:45	55	65	68	68	59	52	0	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	38	39	52	37	0	44	37
21:00	33	53	50	35	35	40	0	41	35
21:15	25	46	39	40	50	27	0	40	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
22:45	28	16	25	22	22	19	0	23	19
23:00	20	22	30	14	19	26	0	21	19
23:15	18	23	21	19	32	22	0	23	19
23:30	24	15	27	18	36	15	0	24	19
23:45	13	21	26	26	18	16	0	21	17
Total	8176	9877	9472	9472	9564	5595	254	9341	7508



07:00-19:00	6372	7694	7447	7378	7455	4039	0	7269	5769
06:00-22:00	7439	8799	8564	8436	8532	4771	0	8564	6649
06:00-24:00	7637	9008	8795	8627	8740	4989	0	8561	6828
00:00-24:00	8176	9877	9617	9472	9564	5595	254	9341	7508

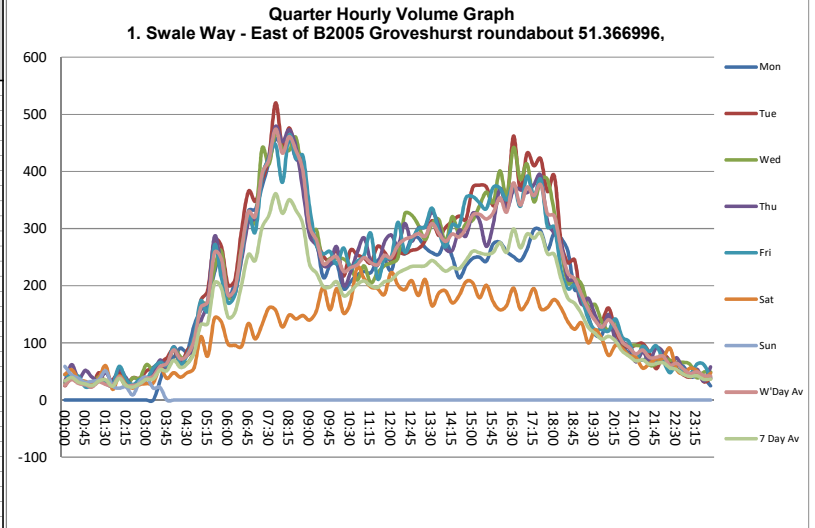
Volume Summary

Average Weekday 19,434
7 Day Average 15,602

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

Combined

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 13-Jun	Tue 14-Jun	Wed 15-Jun	Thu 16-Jun	Fri 17-Jun	Sat 18-Jun	Sun 19-Jun		
AM Peak	457	520	468	479	464	232	59		
PM Peak	298	462	442	393	392	223	0		
00:00	0	25	29	32	44	45	59	26	
00:15	0	36	39	62	40	53	44	36	
00:30	0	33	33	37	42	36	38	29	
00:45	0	28	30	52	23	33	31	27	
01:00	0	24	25	40	27	28	33	23	
01:15	0	48	41	35	35	39	36	32	
01:30	0	29	31	48	29	60	51	27	
01:45	0	35	32	33	26	19	25	25	
02:00	0	48	42	54	59	42	21	41	
02:15	0	29	24	39	36	27	23	26	
02:30	0	39	39	24	27	21	9	26	
02:45	0	38	38	29	36	27	33	28	
03:00	0	51	62	36	36	29	40	37	
03:15	0	57	51	45	56	30	21	42	
03:30	34	66	57	70	66	56	22	59	
03:45	72	74	60	55	61	38	0	64	
04:00	75	89	89	93	93	48	0	88	
04:15	91	63	76	68	62	40	0	72	
04:30	86	87	65	78	90	48	0	79	
04:45	130	103	87	93	111	56	0	105	
05:00	157	174	170	138	174	111	0	163	
05:15	172	192	168	173	156	77	0	172	
05:30	223	279	230	286	271	143	0	258	
05:45	257	270	261	237	215	137	0	248	
06:00	181	201	180	187	170	98	0	184	
06:15	207	210	188	185	184	96	0	195	
06:30	256	298	268	246	255	94	0	265	
06:45	331	365	316	311	325	134	0	330	
07:00	333	348	310	319	294	107	0	321	
07:15	373	384	440	391	390	132	0	396	
07:30	415	424	412	426	423	161	0	420	
07:45	457	520	468	479	447	157	0	474	
08:00	444	443	440	452	381	128	0	432	
08:15	455	476	437	473	464	149	0	461	
08:30	422	436	459	442	423	142	0	436	
08:45	408	422	381	368	428	148	0	401	
09:00	298	305	292	288	338	140	0	304	
09:15	278	283	298	271	271	156	0	280	
09:30	215	252	236	236	256	198	0	239	
09:45	236	245	248	238	260	158	0	245	
10:00	238	262	248	268	238	195	0	251	
10:15	195	217	247	201	266	152	0	225	
10:30	207	262	235	223	231	171	0	232	
10:45	219	254	210	258	243	232	0	237	
11:00	225	249	235	284	253	213	0	249	
11:15	223	240	205	243	292	198	0	241	
11:30	244	269	223	236	212	195	0	237	
11:45	247	259	235	276	248	185	0	253	
12:00	226	243	240	289	249	223	0	249	
12:15	267	267	249	270	311	201	0	271	
12:30	256	256	326	309	259	193	0	281	
12:45	283	262	324	278	280	209	0	285	
13:00	284	265	306	301	300	183	0	291	
13:15	267	279	281	303	304	211	0	287	
13:30	258	314	308	329	336	165	0	309	
13:45	255	288	316	305	296	187	0	292	
14:00	276	302	277	265	268	191	0	278	
14:15	250	313	321	262	307	170	0	291	
14:30	214	322	289	297	305	183	0	285	
14:45	235	316	309	287	354	207	0	300	
15:00	248	372	315	327	356	205	0	324	
15:15	250	376	340	314	345	179	0	325	
15:30	243	373	364	269	335	201	0	317	
15:45	273	340	346	307	372	172	0	328	
16:00	276	352	401	370	371	158	0	354	
16:15	260	343	357	335	350	166	0	329	
16:30	251	462	442	368	377	196	0	380	
16:45	244	368	386	369	339	159	0	341	
17:00	264	432	413	363	392	171	0	373	
17:15	298	410	347	377	356	195	0	358	
17:30	296	422	387	393	386	160	0	377	
17:45	263	365	386	313	303	162	0	326	
18:00	293	392	329	292	303	176	0	322	
18:15	283	277	262	273	227	161	0	264	
18:30	260	240	205	212	195	137	0	222	
18:45	193	245	212	209	201	124	0	212	
19:00	201	171	203	168	179	135	0	184	
19:15	147	161	164	178	142	100	0	158	
19:30	115	141	167	149	123	123	0	139	
19:45	114	139	137	124	124	107	0	128	
20:00	150	161	122	149	121	78	0	141	
20:15	120	121	140	105	142	96	0	126	
20:30	98	98	101	102	110	90	0	102	
20:45	80	92	96	91	102	78	0	92	
21:00	73	96	96	67	72	75	0	81	
21:15	70	99	91	84	94	56	0	88	
21:30	75	82	62	69	85	64	0	75	
21:45	70	55	63	91	95	72	0	75	
22:00	78	79	74	84	70	73	0	77	
22:15	61	69	70	57	48	91	0	61	
22:30	62	56	66	74	64	53	0	64	
22:45	59	44	66	51	51	46	0	54	
23:00	41	40	62	43	46	56	0	46	
23:15	42	50	39	54	63	51	0	50	
23:30	39	32	49	33	62	38	0	43	
23:45	25	38	49	58	39	47	0	42	
Total	17390	20554	19945	19575	19706	11556	486	19434	15602



Vehicle Class Summary

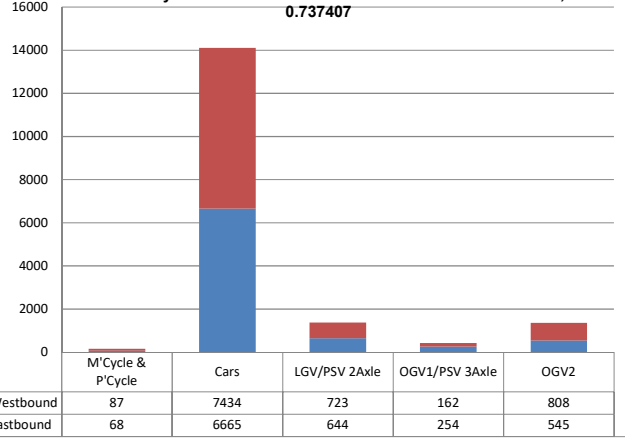
M'Cycle & P'Cycle	1%
Cars	81%
LGV	8%
OGV1 & PSV	2%
OGV2	8%

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

Monday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined								
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	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	0
00:45	0	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	0
01:15	0	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	0
01:45	0	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	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	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	0
03:00	0	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	0
03:30	0	5	1	1	5	12	0	18	0	0	0	18	0	23	1	1	9	34	34
03:45	0	14	0	0	10	29	1	38	1	0	5	43	1	50	1	3	15	72	72
04:00	0	32	1	3	11	47	0	23	1	0	4	28	0	55	2	5	15	75	75
04:15	0	35	1	2	11	49	0	37	1	0	4	42	0	72	2	2	15	91	91
04:30	1	21	1	1	10	34	2	35	4	1	10	52	3	56	5	2	20	86	86
04:45	0	37	3	3	10	53	1	67	2	1	6	77	1	104	5	4	16	130	130
05:00	0	53	1	2	15	71	1	71	2	0	12	86	1	124	3	2	27	157	157
05:15	0	51	1	5	11	64	1	58	1	1	19	79	1	145	3	6	18	172	172
05:30	2	67	4	6	13	92	1	114	4	0	9	131	6	181	6	6	26	223	223
05:45	2	66	3	4	13	88	2	148	6	1	12	169	4	214	9	5	25	257	257
06:00	1	85	6	2	10	104	0	62	4	1	10	77	1	147	10	3	20	181	181
06:15	1	76	4	4	6	91	1	89	11	0	15	116	2	165	15	4	21	207	207
06:30	0	75	5	2	13	95	4	123	19	4	11	161	4	198	24	6	24	256	256
06:45	0	96	5	3	10	113	3	181	23	0	11	218	3	276	28	3	21	331	331
07:00	1	102	9	3	4	124	1	161	21	4	19	205	2	271	30	7	23	333	333
07:15	1	98	4	2	8	118	0	216	25	0	2	255	1	314	34	4	20	373	373
07:30	1	115	18	4	8	146	3	232	19	4	11	269	4	347	37	8	19	415	415
07:45	1	125	10	1	5	142	3	273	17	4	18	315	4	398	27	5	23	457	457
08:00	3	132	14	4	5	158	1	242	22	3	18	286	4	374	36	7	23	444	444
08:15	2	154	11	6	6	179	0	246	6	5	19	276	2	400	17	11	25	455	455
08:30	1	125	15	2	11	154	0	234	22	3	9	268	1	359	37	5	20	422	422
08:45	1	102	11	5	9	129	1	207	21	3	18	250	2	338	32	8	27	408	408
09:00	0	101	11	5	10	127	1	137	24	2	7	171	1	238	35	6	17	298	298
09:15	0	104	24	5	5	138	1	109	14	1	15	140	1	213	38	6	20	278	278
09:30	0	66	12	6	11	95	0	84	16	1	19	120	0	150	28	7	30	215	215
09:45	0	76	13	6	11	106	1	90	20	4	15	130	1	166	33	10	26	236	236
10:00	0	86	11	6	10	113	1	86	13	7	18	125	1	172	24	13	28	238	238
10:15	0	72	9	1	13	95	0	78	8	3	11	100	0	150	17	4	24	195	195
10:30	0	69	12	5	12	98	0	74	18	4	13	109	0	143	30	9	25	207	207
10:45	0	71	19	3	10	103	0	86	14	3	17	120	0	179	32	11	26	219	219
11:00	2	83	11	4	10	110	0	86	10	2	17	115	2	169	21	6	27	225	225
11:15	1	79	14	4	11	109	1	83	14	2	14	114	2	162	28	6	25	223	223
11:30	1	103	17	3	8	132	0	83	14	2	13	112	1	186	31	5	21	244	244
11:45	0	91	16	2	8	117	0	100	17	2	11	130	0	191	33	4	19	247	247
12:00	1	88	14	0	10	113	1	85	10	2	15	113	2	173	24	2	25	226	226
12:15	0	118	12	5	7	142	1	89	12	6	17	125	1	237	24	11	24	287	287
12:30	0	101	19	3	10	134	0	87	19	2	14	122	0	188	39	5	24	266	266
12:45	0	113	19	2	11	145	0	102	11	11	14	138	0	215	30	13	25	283	283
13:00	0	109	19	5	9	142	0	113	10	4	15	142	0	222	29	9	24	284	284
13:15	0	99	13	3	7	122	0	106	11	10	18	145	0	205	24	13	25	267	267
13:30	0	96	17	4	9	126	0	98	18	3	13	132	0	194	35	7	22	258	258
13:45	2	96	16	7	6	127	3	94	13	2	16	128	5	190	29	9	22	255	255
14:00	2	106	26	6	10	150	1	89	13	4	19	126	3	195	39	10	29	276	276
14:15	0	93	14	7	9	123	2	85	18	4	17	127	2	179	32	11	26	260	260
14:30	3	96	15	11	5	130	4	62	9	2	7	84	7	158	24	13	12	214	214
14:45	3	109	10	7	1	130	1	80	12	2	10	105	4	189	22	9	11	235	235
15:00	2	100	10	8	5	125	5	85	13	6	14	123	7	185	23	14	19	248	248
15:15	2	106	9	9	2	128	4	95	8	5	10	122	6	201	17	14	12	250	250
15:30	3	117	8	4	3	135	3	88	9	0	8	108	6	205	17	4	11	243	243
15:45	5	143	6	5	6	165	1	86	8	3	10	108	6	229	14	8	16	273	273
16:00	2	127	9	5	6	149	3	106	9	4	5	127	5	233	18	9	11	276	276
16:15	3	108	6	7	0	127	1	100	18	3	11	133	4	208	24	10	14	260	260
16:30	3	119	9	4	0	135	4	99	7	0	6	116	7	218	16	4	6	251	251
16:45	1	117	4	4	7	133	1	93	7	3	7	111	2	210	11	7	14	244	244
17:00	2	135	10	3	1	151	1	97	5	4	6	113	3	232	15	7	7	264	264
17:15	1	116	10	1	9	137	2	143	9	3	4	161	3	259	19	4	13	298	298
17:30	0	163	7	1	5	176	0	98	6	2	14	120	0	261	13	3	19	296	296
17:45	0	124	3	5	4	136	2	113	9	0	7	127	2	237	8	5	11	263	263
18:00	3	153	6	3	6	171	2	107	7	0	6	122	5	260	13	3	12	293	293
18:15	2	159	7	3	4	175	0	96	6	2	4	108	2	255	13	5	8	283	283
18:30	1	143	9	4	1	158	3	88	3	0	8	102	4	231	12	4	9	260	260
18:45	0	89	2	2	3	96	0	90	3	0	4	97	0	179	5	2	7	193	193
19:00	0	105	6	3	0	114	0	79	3	0	5	87	0	184	9	3	5	201	201
19:15	2	89	3	0	1	95	1	80	6	1	4	92	3	129	9	1	5	147	147

Vehicle Class Summary

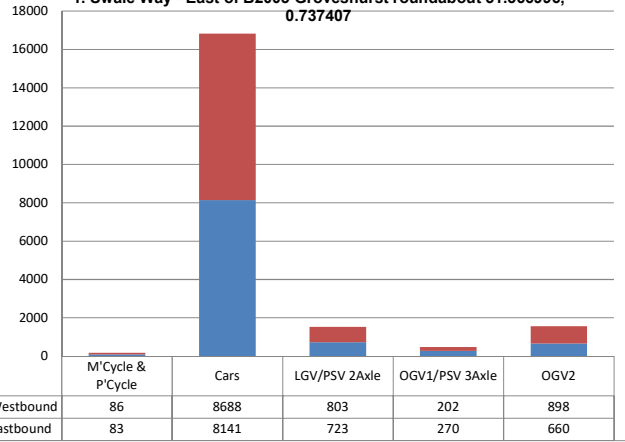
M'Cycle & P'Cycle	1%
Cars	82%
LGV	7%
OGV1 & PSV	2%
OGV2	8%

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

Tuesday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	9	0	0	6	15	0	4	0	1	5	10	0	13	0	1	11	26
00:15	0	11	0	0	9	20	0	16	0	1	17	19	0	27	0	0	12	36
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	0	6	0	0	7	13	0	4	0	0	7	11	0	10	0	0	14	24
01:15	0	16	0	0	2	18	1	22	2	1	4	30	1	38	2	1	6	48
01:30	0	15	0	0	2	17	0	11	0	0	1	12	0	26	0	0	3	29
01:45	0	1	1	1	5	21	0	14	1	0	0	14	0	28	1	1	5	35
02:00	0	32	0	2	3	37	0	10	1	0	0	11	0	42	1	2	3	48
02:15	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	0	12	0	0	4	16	0	18	1	0	3	22	0	30	1	0	7	38
03:00	0	21	1	2	5	29	0	16	3	0	3	22	0	37	4	2	8	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	1	2	5	29	0	28	0	0	8	37	0	50	1	2	13	66
03:45	0	27	1	2	3	36	1	33	0	0	1	38	1	60	1	5	7	74
04:00	2	51	0	2	6	61	0	24	0	0	4	28	2	75	0	2	10	89
04:15	0	22	1	0	9	32	0	27	1	0	3	31	0	49	2	0	12	63
04:30	0	29	1	1	6	37	1	41	1	0	7	50	1	70	2	1	13	87
04:45	0	24	4	5	9	42	2	53	3	0	3	61	2	77	7	5	12	103
05:00	3	68	1	4	6	82	2	83	1	0	6	92	5	151	2	4	12	174
05:15	1	89	5	4	9	107	0	14	5	0	6	144	1	165	10	4	15	195
05:30	0	85	4	2	9	100	4	165	1	1	8	179	4	250	3	4	17	275
05:45	0	81	5	4	6	96	6	148	9	0	11	174	6	229	14	4	17	270
06:00	2	87	2	4	5	100	1	81	5	0	14	101	3	168	7	4	19	201
06:15	0	74	6	1	6	87	3	93	13	5	9	123	3	167	19	6	15	210
06:30	1	95	5	5	6	112	3	139	21	4	19	186	4	234	26	9	25	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	168	21	5	20	218	3	276	26	9	34	348
07:15	2	111	12	2	9	136	1	209	21	5	12	248	3	320	33	7	21	384
07:30	0	137	5	5	7	154	4	235	19	1	11	270	4	372	24	6	18	424
07:45	2	154	11	4	6	177	2	308	17	2	14	343	4	462	28	6	20	520
08:00	0	142	5	1	10	158	2	245	20	5	13	285	2	387	25	6	23	443
08:15	0	151	17	4	4	176	3	271	13	6	7	300	3	422	30	10	11	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	3	3	142	1	245	20	4	10	280	6	362	33	8	13	422
09:00	0	108	9	1	8	128	3	152	11	3	8	177	2	200	27	5	17	255
09:15	1	103	17	6	6	133	1	117	15	4	13	150	2	220	32	10	19	283
09:30	0	87	19	1	5	112	1	93	20	1	25	140	1	180	39	2	30	252
09:45	0	86	13	4	9	112	2	91	19	3	18	133	2	177	32	7	27	245
10:00	0	94	14	0	7	115	1	101	17	7	21	147	1	195	31	7	28	262
10:15	0	77	15	6	13	111	0	77	12	1	16	106	0	154	27	7	29	217
10:30	2	90	15	8	14	129	2	103	9	5	14	133	4	183	24	13	28	262
10:45	0	75	11	7	13	106	0	111	11	7	14	148	0	186	27	16	27	254
11:00	1	94	11	5	13	124	0	93	11	4	17	125	1	187	22	9	30	249
11:15	1	102	14	2	13	132	0	79	15	2	12	108	1	181	29	4	25	240
11:30	1	94	17	4	15	131	0	103	9	6	20	138	1	197	26	10	35	269
11:45	0	101	17	7	8	133	0	93	16	4	13	126	0	194	33	11	21	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	103	4	4	12	129	3	204	20	7	23	257
12:30	2	95	11	4	8	117	1	106	10	11	11	139	4	202	17	15	19	256
12:45	2	95	10	2	10	119	1	103	17	6	16	143	3	198	27	8	26	262
13:00	0	105	11	4	6	126	1	94	21	8	15	139	1	199	32	12	21	265
13:15	0	110	17	4	9	140	1	111	6	6	15	139	1	221	23	10	24	279
13:30	2	119	9	5	10	145	3	132	13	5	16	169	5	251	22	10	26	314
13:45	0	108	15	5	16	144	1	107	18	2	16	144	1	215	33	7	32	288
14:00	2	116	14	8	10	150	1	115	17	6	13	152	3	231	31	14	23	302
14:15	3	129	12	3	12	159	1	110	14	6	14	144	4	239	26	19	26	313
14:30	1	133	14	7	10	165	2	114	20	5	16	157	3	247	34	12	26	322
14:45	0	126	13	10	6	155	0	120	19	6	16	161	0	246	32	16	22	316
15:00	2	161	23	10	15	211	1	128	10	4	18	161	3	289	33	14	33	372
15:15	2	176	18	7	11	214	0	138	17	1	6	162	2	314	35	8	17	376
15:30	1	173	16	6	8	204	1	141	14	3	10	169	2	314	30	9	18	373
15:45	3	166	10	2	13	194	2	106	18	3	17	146	5	272	28	5	30	340
16:00	3	206	20	3	9	241	1	79	13	4	14	111	4	285	33	7	23	352
16:15	1	150	21	1	6	179	0	120	18	4	22	164	1	270	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	2	184	17	4	11	218	1	135	5	2	7	150	3	319	22	6	18	368
17:00	2	243	10	2	5	262	0	153	12	0	5	170	2	396	22	2	10	432
17:15	5	204	18	1	5	233	1	156	10	1	9	177	6	360	28	2	14	410
17:30	1	227	10	0	7	245	1	158	8	0	10	177	2	385	18	0	17	422
17:45	1	177	7	1	4	190	3	155	6	1	10	175	4	332	13	2	14	385
18:00	3	212	12	3	3	233	2	141	10	2	4	159	5	353	22	5	7	392
18:15	4	134	9	1	7	155	1	109	6	0	6	122	5	243	15	1	13	277
18:30	0	103	6	1	5	115	0	108	7	0	10	125	0	211	13	1	15	240
18:45	2	110	10	4	6	132	0	103	3	1	6	113	2	213	13	5	12	245
19:00	0	89	3	1	3	96	0	68	3	0	4	75	0	157	6	1	7	171
19:15	1	74	4	0	3	82	3	63	7	1	5	79	4	137	11	1	8	161
19:30	1	57	6	0	6	72	0	62	5	0	2	69	1	119	11	0	10	141
19:45	1	50	5	2	7	65	3	58	7	2	4	74	4	108	12	4	11	139
20:00	1	67	2	1	4	75	0	75	3	1	7	86	1	142	5	2	11	161
20:15	0	46	5	1	5	57												

Vehicle Class Summary

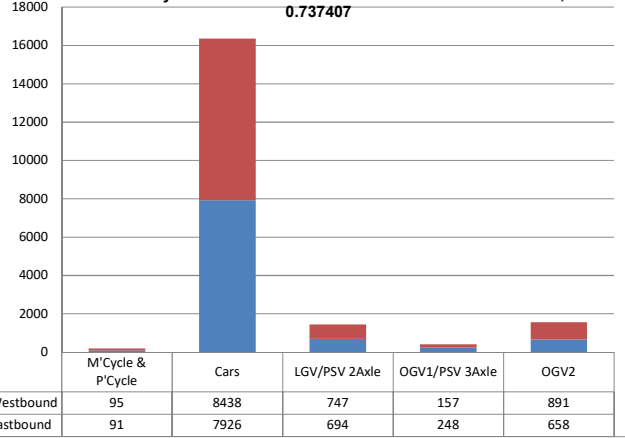
M'Cycle & P'Cycle	1%
Cars	82%
LGV	7%
OGV1 & PSV	2%
OGV2	8%

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

Wednesday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined								
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	
00:00	0	6	2	0	4	11	0	11	2	0	0	5	0	17	3	0	0	9	29
00:15	0	12	0	1	7	20	0	16	0	0	0	5	0	28	0	1	10	39	
00:30	0	17	0	0	3	20	0	10	0	0	3	13	0	27	0	0	6	33	
00:45	0	14	0	0	4	18	0	11	0	0	1	12	0	25	0	0	5	30	
01:00	0	9	0	0	5	14	0	6	1	0	4	11	0	15	1	0	9	26	
01:15	0	14	2	0	7	23	0	11	0	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	4	18	0	8	0	0	6	14	0	22	0	0	8	32	
02:00	1	24	0	2	2	29	0	9	1	0	3	13	1	33	1	2	5	42	
02:15	0	8	0	0	6	14	0	5	2	0	3	10	0	13	2	0	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	1	27	0	2	4	34	0	25	1	0	2	28	1	52	1	2	6	62	
03:15	0	18	0	2	7	27	0	14	1	0	9	24	0	32	1	2	16	51	
03:30	0	20	0	3	3	23	0	28	1	0	5	34	0	48	1	0	8	57	
03:45	0	17	2	2	11	32	5	23	1	0	5	28	1	40	3	2	14	60	
04:00	3	43	1	3	8	58	0	25	1	0	5	31	3	68	2	3	13	89	
04:15	1	24	2	1	10	38	0	29	2	0	7	38	1	53	4	1	17	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	2	63	3	4	10	82	2	67	0	1	9	88	3	140	3	5	19	170	
05:15	1	51	4	1	8	65	4	87	6	1	5	103	5	138	10	2	13	168	
05:30	1	76	2	6	10	95	5	124	1	0	13	135	6	200	3	6	15	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	16	2	18	180	
06:15	2	62	4	9	12	89	1	73	12	1	12	99	3	135	16	10	24	188	
06:30	1	79	7	2	8	97	2	137	13	3	16	171	3	216	20	5	24	268	
06:45	1	94	4	3	5	107	2	167	19	3	18	209	3	261	23	6	23	316	
07:00	0	113	7	1	5	126	3	148	17	1	17	184	3	289	24	2	22	310	
07:15	1	140	14	3	9	167	7	234	17	3	12	273	8	374	31	6	21	440	
07:30	0	107	7	2	7	123	2	251	16	3	17	289	2	358	23	5	24	412	
07:45	0	123	6	3	7	139	3	283	21	4	18	329	3	406	27	7	25	468	
08:00	2	131	12	4	7	156	1	256	13	2	12	284	3	387	25	6	19	440	
08:15	1	136	18	3	7	165	1	235	17	3	16	272	2	371	35	6	23	437	
08:30	1	149	14	6	10	180	3	245	16	1	14	279	4	394	30	7	24	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	10	3	10	113	0	146	11	7	11	175	0	226	24	13	18	232	
09:15	0	99	15	8	8	130	0	141	16	2	9	168	0	240	31	10	17	298	
09:30	2	71	7	8	11	99	1	103	20	2	11	137	3	174	27	10	22	236	
09:45	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	88	15	5	9	117	0	91	17	1	21	130	0	179	32	6	30	247	
10:30	2	75	14	6	10	107	0	92	12	8	16	128	2	167	26	14	26	235	
10:45	0	77	15	8	12	105	0	86	17	4	14	133	0	151	26	9	31	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	0	80	18	5	9	112	0	75	16	1	19	111	0	155	34	6	28	223	
11:45	3	84	13	4	10	114	0	93	13	2	13	121	3	177	26	6	23	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	3	149	15	8	10	177	1	129	9	3	12	154	4	249	16	5	22	328	
12:45	0	136	10	3	11	160	0	133	8	11	12	164	0	269	18	14	23	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	1	114	9	5	12	141	1	138	10	2	16	167	2	252	19	7	26	308	
13:45	0	125	6	6	10	147	0	132	19	2	16	169	0	257	25	8	26	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	0	249	31	6	28	321	
14:30	0	134	19	3	9	168	1	87	14	3	16	121	4	221	33	6	25	289	
14:45	0	141	13	3	13	170	1	103	18	5	12	139	1	244	31	8	25	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	1	167	18	4	8	198	1	130	23	3	9	166	2	297	41	7	17	364	
15:45	0	154	12	5	8	179	1	122	16	7	21	167	1	276	28	12	29	346	
16:00	3	220	21	7	9	260	1	122	4	2	12	141	4	342	25	9	21	401	
16:15	3	169	17	2	5	196	0	140	10	2	9	161	3	309	27	4	14	357	
16:30	2	248	15	5	9	279	3	141	12	2	5	163	5	389	27	7	14	442	
16:45	4	170	11	2	4	191	1	169	15	2	8	195	5	339	26	4	12	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	4	233	10	7	4	258	2	113	5	0	9	129	6	346	15	7	13	387	
17:45	1	213	11	2	6	233	2	141	7	0	3	153	3	354	18	2	9	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	1	87	5	1	2	96	0	101	1	0	7	109	1	188	6	1	9	205	
18:45	3	83	7	2	7	102	0	99	3	1	7	110	3	182	10	3	14	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	1	82	3	1	3	90	0	71	2	1	3	77	1	153	5	2	6	167	
19:45	1	84	0	1	2	88	0	64	2	0	3	69	1	128	2	0	5	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	6							

Vehicle Class Summary

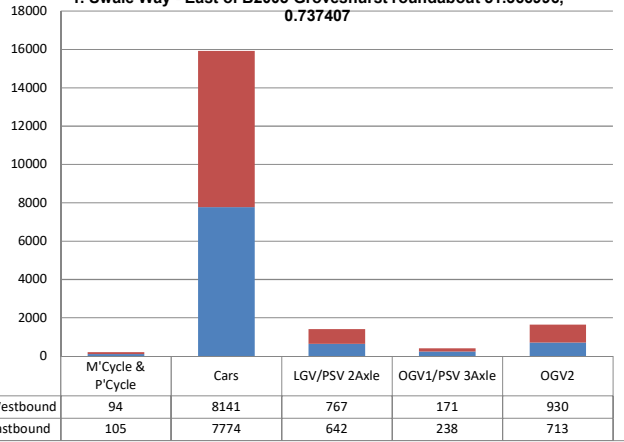
M'Cycle & P'Cycle	1%
Cars	81%
LGV	7%
OGV1 & PSV	2%
OGV2	8%

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

Thursday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	9	0	1	3	14	0	14	0	0	4	18	0	23	0	1	7	32
00:15	0	21	1	0	11	33	0	25	0	0	4	29	0	46	1	0	15	62
00:30	0	20	1	0	1	22	0	13	0	0	2	15	0	33	1	0	3	37
00:45	1	14	2	1	5	23	0	21	1	0	7	29	1	35	3	1	12	52
01:00	0	11	1	1	7	20	0	10	2	0	8	20	0	21	3	1	15	40
01:15	0	13	0	1	6	20	0	13	0	0	2	15	0	26	0	1	8	35
01:30	0	21	0	0	6	27	1	17	1	0	2	21	1	38	1	0	8	48
01:45	0	14	0	0	4	18	0	11	0	1	15	15	0	25	2	1	3	33
02:00	0	40	2	0	9	43	0	21	0	0	4	11	0	47	2	0	5	54
02:15	0	16	0	2	6	24	0	13	1	0	1	15	0	29	1	2	7	39
02:30	0	9	0	1	2	12	0	8	1	1	2	12	0	17	1	2	4	24
02:45	0	9	0	0	2	11	0	11	0	0	7	18	0	20	0	0	9	29
03:00	0	13	0	2	2	17	1	9	1	0	8	19	1	22	1	2	10	36
03:15	0	16	0	0	10	26	0	14	0	0	5	19	0	30	0	0	15	45
03:30	0	23	1	3	2	29	0	35	1	0	5	41	0	58	2	3	7	70
03:45	1	18	0	2	8	27	1	21	0	1	15	28	2	39	0	3	11	55
04:00	2	45	0	2	11	60	0	25	2	0	6	33	2	70	2	2	17	93
04:15	0	23	2	3	8	36	1	27	2	0	2	32	1	50	4	3	10	68
04:30	0	21	1	1	7	30	3	35	2	1	7	48	3	56	3	2	14	78
04:45	1	27	2	3	6	39	0	49	0	0	5	54	1	76	2	3	11	93
05:00	3	50	2	2	5	62	3	69	2	0	2	76	6	119	4	2	7	138
05:15	4	48	5	1	9	67	4	68	3	0	0	74	8	136	6	1	20	153
05:30	1	89	2	6	11	109	4	160	3	0	12	179	5	249	6	6	21	288
05:45	1	56	4	4	11	76	2	142	6	0	11	161	3	198	10	4	22	237
06:00	1	79	7	2	8	97	2	64	12	1	11	90	3	143	19	3	19	187
06:15	0	45	12	4	9	80	2	80	11	0	22	115	2	125	23	4	31	185
06:30	0	75	4	4	8	91	1	121	18	3	12	155	1	196	22	7	20	246
06:45	0	92	9	3	10	114	1	160	20	3	13	197	1	252	29	6	23	311
07:00	0	105	6	5	17	133	4	159	11	5	16	186	4	265	17	10	33	319
07:15	2	121	11	5	7	146	4	198	24	4	15	245	6	319	35	9	22	391
07:30	1	133	10	5	8	155	5	237	15	1	13	271	6	370	25	6	19	426
07:45	0	146	11	1	10	168	4	263	23	1	20	311	4	409	34	2	30	479
08:00	3	139	8	1	6	157	2	252	22	6	13	295	5	391	30	7	19	452
08:15	7	141	10	2	2	162	5	265	22	5	14	311	12	406	32	7	16	473
08:30	1	142	14	5	9	171	0	234	19	4	14	271	1	376	33	9	23	442
08:45	2	93	15	6	6	122	1	213	11	5	14	246	3	308	32	7	20	368
09:00	0	97	11	5	7	125	2	131	8	5	17	163	2	157	17	7	34	208
09:15	2	82	17	5	8	114	0	128	12	5	12	157	2	210	29	10	20	271
09:30	0	84	13	3	13	113	0	101	9	3	10	123	0	185	22	6	23	236
09:45	2	85	16	4	9	116	1	90	16	1	14	122	3	175	32	5	23	238
10:00	1	98	14	6	11	130	0	109	12	4	13	138	1	207	26	10	24	268
10:15	1	68	11	4	10	94	0	72	15	2	18	107	1	140	26	6	28	201
10:30	1	75	13	6	13	108	0	85	16	2	15	115	1	157	29	8	28	223
10:45	0	93	17	4	10	124	1	93	20	5	20	139	1	186	37	6	29	258
11:00	0	113	10	4	13	140	0	102	24	2	16	144	0	215	34	6	29	284
11:15	2	98	18	2	12	132	1	76	13	3	18	111	3	174	31	5	30	243
11:30	1	92	7	6	5	111	0	83	24	1	17	125	1	175	31	7	22	236
11:45	0	101	23	7	7	138	1	110	16	2	9	138	1	211	39	9	16	276
12:00	0	130	13	7	13	163	1	92	17	4	12	126	1	222	30	11	25	289
12:15	1	127	10	2	15	155	0	87	11	5	12	115	1	214	21	7	27	270
12:30	0	132	18	7	10	167	1	103	16	3	19	142	1	235	34	10	29	309
12:45	3	117	9	3	14	146	0	98	15	5	14	132	3	215	24	8	28	278
13:00	0	127	15	4	14	160	0	105	12	9	15	141	0	232	27	13	29	301
13:15	0	129	19	2	10	160	1	113	12	2	15	143	1	242	31	4	25	303
13:30	1	151	12	3	14	181	0	115	10	6	17	148	1	266	22	9	31	329
13:45	0	112	6	1	14	133	1	127	16	5	23	172	1	239	22	6	37	305
14:00	2	115	9	6	10	142	0	82	18	3	20	123	2	197	27	9	30	265
14:15	2	111	8	4	8	134	1	92	14	7	14	128	4	311	27	3	25	334
14:30	1	127	11	6	16	161	2	102	14	3	15	136	3	229	25	9	31	297
14:45	1	128	9	3	14	155	0	94	11	3	24	132	1	222	20	6	38	287
15:00	1	146	8	2	13	170	0	119	13	6	19	157	1	265	21	8	32	327
15:15	0	137	12	6	9	164	0	118	11	4	17	150	0	255	23	10	26	314
15:30	1	123	15	2	10	151	0	99	8	2	9	118	1	222	23	4	19	269
15:45	3	137	8	3	12	163	1	103	19	9	12	144	4	240	27	12	24	307
16:00	3	179	18	2	11	213	1	132	9	1	14	157	4	311	27	3	25	370
16:15	1	136	17	5	13	172	0	126	18	5	14	163	1	262	35	10	27	335
16:30	4	194	8	6	11	223	0	125	7	1	12	145	4	319	15	7	23	368
16:45	2	188	12	2	4	208	5	131	10	2	13	161	7	319	22	4	17	369
17:00	2	195	6	3	8	214	3	130	8	1	7	149	5	325	14	4	15	363
17:15	6	213	9	5	5	238	1	133	3	1	1	139	7	346	12	6	6	377
17:30	6	223	14	4	5	252	4	128	6	0	3	141	10	351	20	4	8	393
17:45	3	156	11	3	6	179	2	117	3	1	11	134	5	273	14	4	17	313
18:00	4	158	3	0	5	170	1	106	6	1	8	122	5	264	9	1	13	292
18:15	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
18:45	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	151	7	1	8	168
19:15	0	73	2	1	6	82	1	86	4	1	4	96	1	159	6	2	10	178
19:30	1	70	2	1	5	79	0	84	1	1	4	70	1	134	3	2	9	149
19:45	1	57	2	3	5	68	0	53	1	0	2	56	1	110	3	3	7	124
20:00	1	60	4	0	4	69	0	73	1	0	6	80	1	133	5	0	10	149
20:15	0	47	1	3	7	58	0	42	2	0	3	47	0	89	3			

Vehicle Class Summary

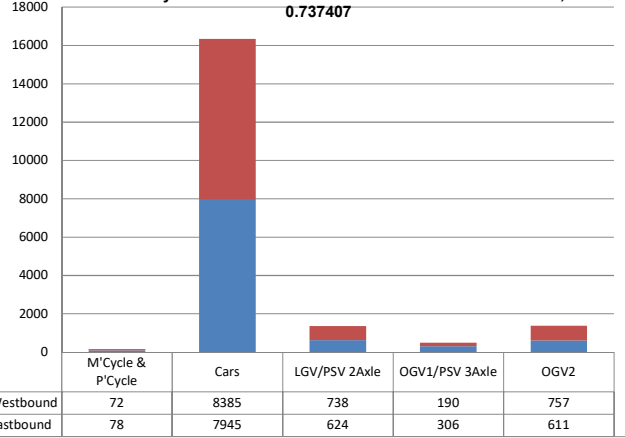
M'Cycle & P'Cycle	1%
Cars	83%
LGV	7%
OGV1 & PSV	3%
OGV2	7%

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

Friday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 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	8	21	0	15	1	0	2	19	0	28	2	1	9	40
00:30	0	17	0	2	7	26	0	12	0	0	4	16	0	29	0	2	11	42
00:45	1	5	1	0	5	12	0	7	2	0	2	11	1	12	3	0	7	23
01:00	0	8	1	0	5	14	0	8	2	0	3	13	0	16	3	0	6	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	0	8	3	0	3	10	0	11	3	0	5	19	0	17	1	0	8	26
02:00	0	40	0	2	1	43	0	9	3	0	4	16	0	49	3	2	5	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	1	0	2	17	1	15	1	0	2	19	1	29	2	0	4	36
03:00	0	12	0	2	4	18	1	9	1	0	7	18	1	21	1	2	11	36
03:15	0	20	0	1	6	27	0	22	3	0	4	29	0	42	3	1	10	56
03:30	0	19	1	5	3	28	0	30	1	0	7	38	0	46	2	5	10	66
03:45	0	17	0	0	7	24	2	21	1	1	12	37	2	38	1	5	19	61
04:00	1	42	4	4	6	57	0	27	3	0	6	36	1	69	7	4	12	93
04:15	0	18	0	1	10	29	0	25	1	1	6	33	0	43	1	2	16	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	3	86	2	8	9	107	4	135	3	0	5	147	7	128	5	2	14	156
05:30	3	78	2	6	8	97	4	160	3	0	5	174	7	238	3	6	15	271
05:45	0	60	2	5	7	74	5	121	4	2	9	141	5	181	6	7	16	215
06:00	3	88	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	12	1	14	102	2	136	19	3	24	184
06:30	1	71	11	4	8	95	1	127	17	1	14	160	2	198	28	5	22	255
06:45	1	103	12	4	5	125	0	167	17	3	13	200	1	270	29	7	18	325
07:00	2	86	8	6	5	107	3	144	27	4	7	184	5	230	35	10	14	284
07:15	2	114	11	7	4	138	4	202	19	11	16	252	6	315	30	18	20	390
07:30	0	131	8	5	13	157	3	234	15	4	10	266	3	365	23	9	23	423
07:45	1	130	16	8	5	160	1	259	14	5	8	287	2	389	30	13	13	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	0	143	10	4	5	162	1	223	23	5	9	261	1	366	33	9	14	423
08:45	1	139	15	6	3	164	2	235	15	4	7	264	3	375	30	10	10	428
09:00	1	117	13	10	8	149	1	150	20	6	12	189	2	287	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	0	96	12	7	9	124	0	105	10	5	12	132	0	201	22	12	21	256
09:45	0	93	9	11	12	125	1	114	10	1	9	135	1	207	19	12	21	260
10:00	0	96	13	6	10	125	0	94	8	8	3	113	0	190	21	14	13	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	107	1	98	13	7	8	128	1	180	22	9	19	231
10:45	1	81	15	5	11	113	0	100	18	2	10	130	1	181	30	7	21	243
11:00	2	96	8	6	12	124	1	94	18	3	13	129	3	190	26	9	25	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	1	90	11	5	16	123	0	98	7	6	14	125	1	188	18	11	30	248
12:00	0	111	5	3	5	124	1	95	13	2	14	125	1	206	18	5	19	249
12:15	0	135	11	11	16	173	0	119	5	6	8	138	0	254	16	17	16	311
12:30	0	109	13	8	3	124	1	99	16	7	13	135	1	204	26	13	15	259
12:45	0	105	12	5	14	140	1	104	18	5	12	140	1	213	30	10	26	280
13:00	2	145	10	0	12	169	0	109	5	3	14	131	2	254	15	3	26	300
13:15	1	114	12	3	10	140	1	127	14	4	18	164	2	241	26	7	28	304
13:30	0	145	15	3	4	167	0	139	11	6	13	169	0	284	26	9	17	336
13:45	1	118	9	4	15	147	0	119	15	4	11	149	1	237	24	8	26	296
14:00	1	133	9	3	8	144	0	87	13	2	22	124	1	210	22	5	30	268
14:15	0	133	1	0	8	151	1	117	19	6	14	156	1	250	28	9	19	317
14:30	3	124	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	1	178	12	6	11	208	1	125	8	2	12	148	2	303	20	8	23	356
15:15	3	159	15	3	8	188	1	124	16	3	13	157	4	283	31	6	21	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	1	192	11	5	9	218	0	123	17	4	9	153	1	315	28	9	19	371
16:15	2	161	20	4	10	197	1	132	12	1	7	153	3	293	32	5	17	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	4	206	10	3	5	228	1	146	9	0	8	164	5	352	19	3	13	392
17:15	3	170	9	3	4	189	0	150	6	1	10	167	3	320	15	4	14	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	1	163	6	0	2	172	2	114	6	1	8	131	3	277	12	1	10	303
18:15	0	93	4	2	4	103	0	107	9	0	8	124	0	200	13	2	12	227
18:30	2	96	4	2	2	106	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	0	95	4	3	2	104	0	68	3	0	4	75	0	163	7	3	6	179
19:15	2	58	4	1	5	70	0	66	3	2	1	72	2	124	7	3	6	142
19:30	0	51	0	1	3	55	0	58	5	0	5	68	0	109	5	1	8	123
19:45	0	55	1	0	3	59	0	60	2	1	2	65	0	115	3	1	5	124
20:00	0	55	1	3	3	62	1	46	5	1	6	59	1	101	6	4	9	121
20:15	1	63	2	2	3	71	1	64	1	2	3	71	2	127	3	4</		

Vehicle Class Summary

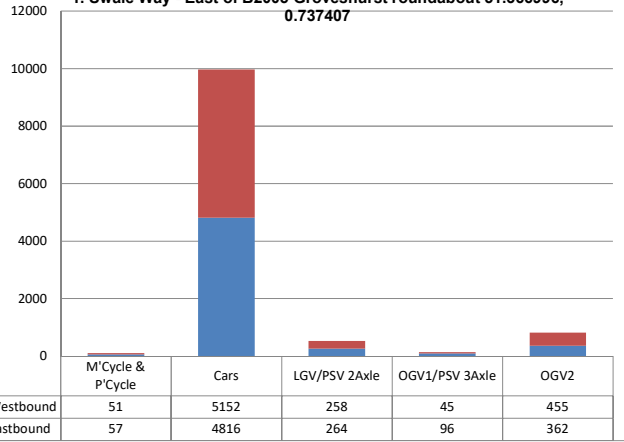
M'Cycle & P'Cycle	1%
Cars	86%
LGV	5%
OGV1 & PSV	1%
OGV2	7%

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

Saturday

Vehicle Class Chart

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



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

Vehicle Class Summary

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

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

Weekday Averag

Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	8	0	0	4	13	0	9	1	0	3	13	0	17	1	0	8	26
00:15	0	11	0	0	7	19	0	14	0	0	3	17	0	26	1	0	9	36
00:30	0	13	0	0	7	19	0	9	0	0	3	11	0	22	0	0	6	29
00:45	0	7	1	0	4	13	0	10	1	0	3	14	0	17	2	0	7	27
01:00	0	7	0	0	5	12	0	6	1	0	4	11	0	12	1	0	9	23
01:15	0	10	1	1	4	16	0	11	1	0	4	16	0	21	1	1	8	32
01:30	0	13	0	0	2	15	1	10	1	0	1	12	1	23	1	0	3	27
01:45	0	10	0	0	3	13	0	9	0	0	2	12	0	18	1	0	3	25
02:00	0	27	0	1	1	30	0	7	1	0	2	10	0	34	1	1	4	41
02:15	0	10	0	1	3	14	0	8	1	0	3	11	0	18	1	1	6	26
02:30	0	10	1	0	2	13	0	10	1	0	2	13	0	20	1	1	4	26
02:45	0	8	0	0	3	12	0	12	0	0	4	16	0	20	1	0	7	28
03:00	0	15	0	2	3	20	0	12	1	0	4	17	1	26	1	2	7	37
03:15	0	15	0	1	6	22	0	14	1	0	5	20	0	29	1	1	11	42
03:30	0	104	1	2	4	24	0	29	1	0	6	34	0	46	1	2	9	58
03:45	0	19	0	1	1	20	1	27	1	0	8	35	1	45	1	3	13	64
04:00	2	43	1	3	8	57	0	25	1	0	5	31	2	67	3	3	13	88
04:15	0	24	1	1	10	37	0	29	1	0	4	35	0	53	3	2	14	72
04:30	0	23	1	1	8	33	2	34	2	0	8	46	2	57	3	1	15	79
04:45	1	28	4	3	8	44	1	53	2	0	5	61	1	81	5	3	14	105
05:00	2	59	2	3	10	75	2	76	1	0	8	87	4	135	3	3	17	163
05:15	2	50	3	3	10	68	3	92	4	0	6	105	4	142	7	3	16	172
05:30	1	79	3	5	10	98	4	145	2	0	8	160	6	224	5	5	18	258
05:45	1	67	4	4	9	84	4	140	8	1	10	164	4	208	12	5	19	248
06:00	2	79	7	2	8	97	1	66	6	1	12	86	3	145	13	3	19	184
06:15	1	64	7	4	9	84	2	82	12	1	14	111	2	146	18	5	23	195
06:30	1	79	6	3	9	98	2	129	18	3	14	167	3	208	24	6	23	265
06:45	0	96	6	4	7	113	2	178	19	2	16	217	2	274	26	6	23	330
07:00	1	104	7	4	9	125	3	154	19	4	16	196	3	258	26	8	25	321
07:15	2	117	11	4	7	141	3	212	21	5	13	255	5	329	33	9	21	396
07:30	0	125	10	4	8	147	3	238	17	3	12	273	4	362	26	7	21	420
07:45	1	136	11	3	7	157	3	277	18	3	16	317	3	413	29	7	22	474
08:00	2	134	10	3	7	157	1	240	17	3	13	275	3	374	28	7	20	432
08:15	3	147	14	3	5	173	2	254	15	4	13	288	5	401	29	8	18	461
08:30	1	138	14	5	9	167	1	233	20	4	11	269	2	372	34	9	20	436
08:45	2	113	14	5	5	139	1	229	18	3	12	263	3	342	31	8	16	401
09:00	0	103	11	5	10	129	1	143	15	5	11	175	1	246	26	10	21	304
09:15	1	95	17	6	7	126	0	125	14	3	11	154	1	220	31	9	18	280
09:30	0	81	13	5	10	109	0	97	15	2	15	130	1	178	28	7	25	239
09:45	0	85	13	5	9	112	1	99	16	3	14	133	2	184	28	8	23	245
10:00	0	91	13	5	11	120	0	97	13	6	14	131	1	188	26	11	25	251
10:15	1	79	14	5	10	108	0	87	13	1	16	117	1	166	27	6	26	225
10:30	1	78	13	5	12	108	1	98	14	5	13	123	2	168	26	11	25	232
10:45	0	79	12	3	11	105	0	89	16	4	16	128	0	172	21	6	27	227
11:00	1	95	11	4	12	124	0	90	17	3	15	125	1	186	28	7	27	249
11:15	1	94	14	4	11	123	0	84	15	3	15	117	2	178	29	6	26	241
11:30	1	90	15	5	9	119	0	83	17	3	16	118	1	173	31	7	25	237
11:45	1	93	16	5	10	125	0	99	14	3	12	128	1	192	30	8	22	253
12:00	1	102	11	4	9	127	1	91	14	2	16	123	1	193	25	6	25	249
12:15	1	114	12	5	12	144	0	99	10	5	13	127	1	213	22	10	24	271
12:30	1	117	12	3	8	143	1	105	14	5	14	138	2	221	26	11	26	281
12:45	1	114	12	3	12	142	0	108	14	8	14	143	1	222	26	11	26	285
13:00	0	122	14	4	11	151	0	107	12	6	15	140	1	228	26	10	26	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	12	4	10	152	1	124	12	4	15	157	2	249	25	8	25	309
13:45	1	112	10	5	12	140	1	116	16	3	16	152	2	228	27	8	29	292
14:00	1	117	13	5	9	146	1	95	15	3	18	132	2	211	26	9	26	278
14:15	1	120	12	7	10	149	1	112	16	5	15	142	4	237	26	7	20	354
14:30	2	125	16	7	10	160	2	94	14	3	13	125	4	219	30	10	23	285
14:45	1	137	11	6	8	164	1	103	14	4	14	137	2	240	26	10	22	300
15:00	1	146	14	6	11	178	2	113	11	5	15	146	3	258	25	11	27	324
15:15	2	144	14	6	8	174	1	121	12	3	14	151	3	265	26	9	22	325
15:30	1	146	14	4	7	173	1	116	14	3	10	144	3	262	28	7	18	317
15:45	2	156	11	5	9	183	1	109	14	5	14	144	4	266	25	10	23	328
16:00	2	185	16	4	9	216	1	112	10	3	11	138	4	297	26	7	20	354
16:15	2	145	16	4	7	174	0	124	15	3	13	155	2	268	31	7	20	329
16:30	2	201	13	5	7	228	2	130	9	2	8	152	4	331	22	7	15	380
16:45	2	161	10	3	6	183	2	133	11	2	10	158	4	295	21	6	16	341
17:00	3	200	11	3	5	222	2	135	8	1	6	151	5	335	18	4	11	373
17:15	4	175	11	4	6	199	1	143	7	2	5	158	5	318	19	5	11	358
17:30	3	208	10	4	5	229	2	130	6	1	9	147	5	337	17	5	13	377
17:45	1	166	7	3	6	184	2	128	5	0	7	142	3	294	13	3	13	328
18:00	3	172	8	2	4	188	2	118	6	1	7	134	4	290	14	3	11	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	1	92	6	2	4	106	0	96	4	1	6	106	1	188	10	3	10	212
19:00	1	95	5	2	3	105	0	71	3	0	4	79	1	167	8	2	7	184
19:15	2	89	3	0	4	98	1	69	5	1	5	81	3	138	8	1	8	158
19:30	1	82	3	1	5	91	0	61	3	1	3	68	1	123	5	1	8	139
19:45	1	85	2	1	4	93	1	57	3	1	3	65	1	112	5	2	7	128
20:00	1	61	2	1	4	68	1	61	3	1	7	72	1	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	1	45	1	1	3	51	1	43	2	1	4	51	2	88	4	2	7	102
20:45	0	38	2	0	3	44	1	40	2	1	5	48	1	78	5	1	8	92
21:00	1	36	0	1	4	41	0	33	3	0	4	40	1	69	3	1	8	81
21:15	0	35	1	1														

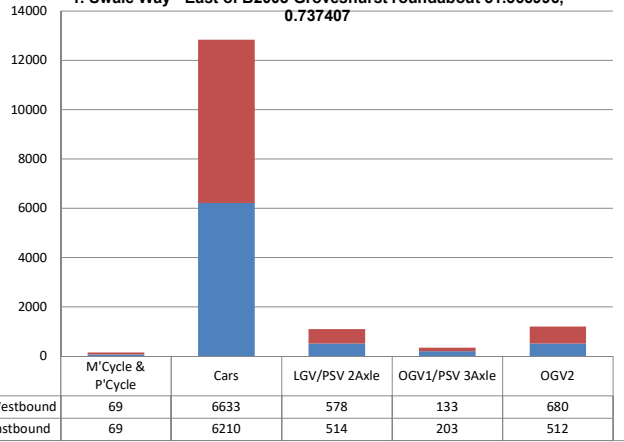
Vehicle Class Summary

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

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

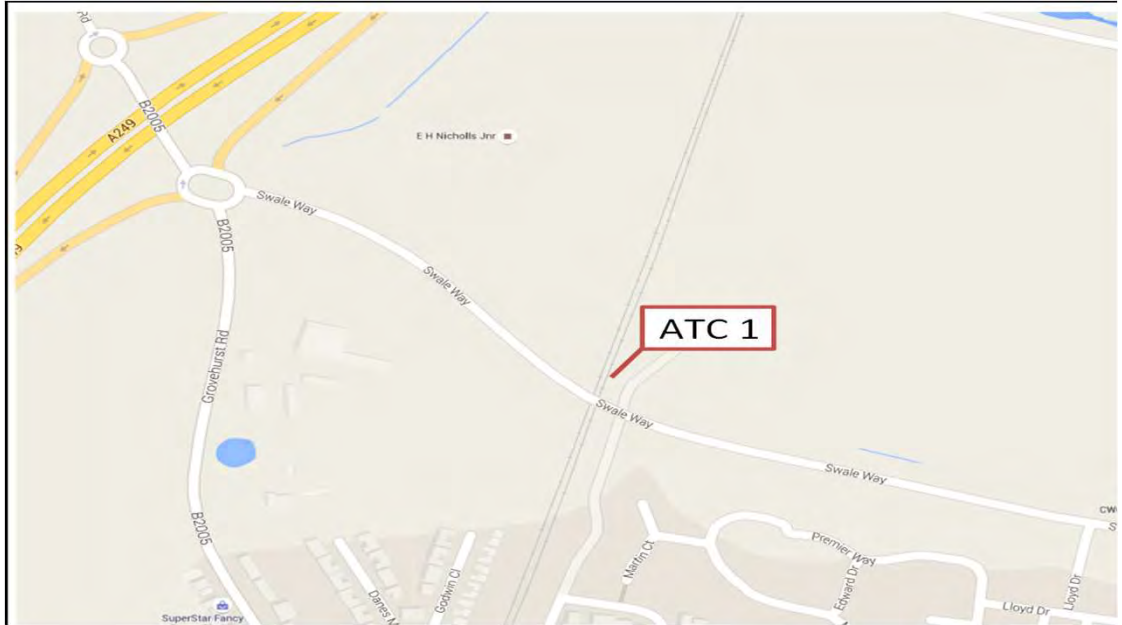
7 Day Average

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



Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 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	3	18	0	29	2	0	9	40
00:30	0	13	1	0	3	18	0	11	0	0	2	14	0	25	1	0	6	31
00:45	0	9	1	0	4	13	0	11	1	0	3	15	0	19	1	0	7	28
01:00	0	8	0	0	5	14	0	6	1	0	4	11	0	14	1	0	9	26
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	13	0	0	3	13	0	3	0	0	2	11	0	18	1	0	5	24
02:00	0	26	0	1	1	28	0	6	1	0	2	10	0	32	1	1	4	38
02:15	0	10	0	1	3	14	0	8	1	0	3	12	0	18	1	1	6	26
02:30	0	8	1	0	2	12	0	8	1	0	3	11	0	16	1	1	5	23
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	0	13	0	1	5	19	0	13	1	0	4	18	0	26	1	1	9	37
03:30	0	17	1	2	4	23	0	24	0	0	5	30	0	41	1	2	9	53
03:45	0	63	2	4	8	76	3	21	2	1	7	28	4	37	4	5	10	51
04:00	1	34	1	2	7	45	0	19	1	0	4	24	1	53	2	2	11	70
04:15	0	19	1	1	8	29	0	23	1	0	4	28	0	42	2	1	11	57
04:30	0	19	1	1	7	27	1	26	1	0	6	36	2	45	2	1	13	63
04:45	0	22	3	2	7	34	1	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	1	63	2	4	8	76	3	114	2	1	9	127	4	174	4	5	14	205
05:45	1	54	3	3	7	67	3	110	7	1	9	129	4	164	10	3	16	197
06:00	2	63	5	2	6	78	1	51	5	1	10	68	2	115	10	3	16	145
06:15	1	51	5	3	6	66	1	64	9	1	12	87	2	115	14	4	18	153
06:30	1	61	5	3	7	76	2	98	13	2	12	126	2	159	18	5	19	202
06:45	1	74	5	3	6	88	1	137	15	1	12	166	2	210	20	4	18	255
07:00	0	81	5	3	6	97	2	116	14	3	13	148	3	197	20	6	20	244
07:15	1	90	8	3	6	109	2	159	16	4	11	192	3	249	26	6	17	301
07:30	1	96	8	3	7	114	3	180	14	2	10	209	3	276	22	5	17	323
07:45	1	105	8	3	5	122	2	209	14	2	12	239	2	314	22	5	18	361
08:00	2	103	8	3	6	121	1	179	13	3	10	206	3	282	21	5	16	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	1	88	10	4	4	108	1	174	14	2	10	200	2	262	24	6	14	308
09:00	0	81	8	4	8	101	1	111	11	4	9	136	1	192	19	6	17	237
09:15	1	78	13	5	6	101	0	98	11	3	9	121	1	176	24	7	15	222
09:30	0	69	10	4	8	90	0	83	12	2	12	109	1	152	21	5	20	199
09:45	0	71	9	4	8	92	1	80	12	2	10	106	1	151	21	6	18	198
10:00	0	77	10	4	8	99	0	82	10	4	11	108	1	159	20	8	19	207
10:15	1	66	10	3	8	88	0	70	10	1	12	94	1	136	20	5	20	183
10:30	1	65	9	4	9	88	0	76	11	4	10	102	1	142	20	8	19	180
10:45	0	71	12	2	6	94	0	81	12	3	13	108	1	152	23	6	19	202
11:00	1	83	9	3	9	104	0	78	12	2	12	104	1	160	21	5	21	208
11:15	1	78	11	3	8	101	0	74	11	2	11	99	1	152	22	5	20	200
11:30	1	75	12	4	7	98	0	72	13	2	13	99	1	146	24	6	20	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	1	84	10	4	9	111	1	82	8	4	10	105	2	177	18	7	18	222
12:30	1	96	10	3	6	116	1	86	11	4	11	112	1	183	21	7	17	228
12:45	1	95	10	2	10	118	1	88	10	6	11	116	1	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	0	95	11	2	7	116	1	94	9	3	12	119	1	189	20	6	19	235
13:30	1	99	10	3	8	120	1	99	9	3	12	124	1	199	19	6	19	244
13:45	1	92	8	3	9	113	1	95	12	2	12	123	1	187	20	6	21	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	12	3	7	120	1	81	8	2	8	110	3	232	20	6	19	232
14:30	2	101	12	5	7	127	1	79	11	2	10	103	3	180	23	7	18	230
14:45	1	112	8	5	7	132	1	87	11	3	10	112	1	199	19	8	17	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	1	116	11	3	6	137	1	97	10	2	8	118	2	213	21	5	14	255
15:45	2	122	8	4	7	142	1	91	11	4	11	116	3	213	18	7	17	259
16:00	2	141	12	3	7	165	1	91	8	2	8	110	3	232	20	6	15	275
16:15	2	112	12	3	6	134	0	102	11	2	9	124	2	213	23	5	15	259
16:30	2	156	10	4	5	177	1	106	7	1	6	123	3	262	17	6	11	299
16:45	1	124	7	3	6	141	2	107	8	2	8	126	3	230	15	4	14	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	3	157	7	3	4	173	1	105	5	1	7	119	4	262	13	3	11	292
17:45	2	128	6	2	4	142	1	103	4	0	5	114	3	231	10	2	9	256
18:00	2	134	6	1	3	147	1	96	4	1	5	108	3	231	10	2	9	255
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	2	89	1	80	3	0	5	89	1	161	7	1	8	178
18:45	1	74	5	2	3	84	0	77	3	0	4	85	1	151	8	2	8	169
19:00	1	78	4	1	2	86	0	59	2	0	3	65	1	137	6	2	5	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	0	46	2	1	3	52	1	46	3	1	2	54	1	94	4	2	6	106
20:00	0	47	2	1	4	54	1	49	2	0	6	57	1	96	4	1	9	112
20:15	0	46	2	1	4	53	1	44	1	1	4	50	1	90	4	2	8	103
20:30	1	38	1	1	2	43	1	36	2	1	3	42	1					

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

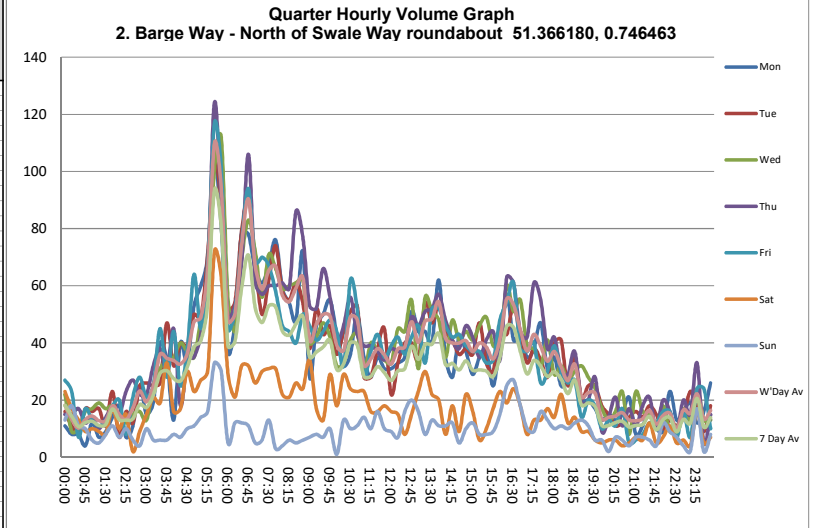
Volume Summary

Average Weekday 3,469
7 Day Average 2,856

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

Northbound

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 06-Jun	Tue 07-Jun	Wed 08-Jun	Thu 09-Jun	Fri 10-Jun	Sat 11-Jun	Sun 12-Jun		
AM Peak	103	105	112	124	117	72	33		
PM Peak	62	54	60	63	61	30	27		
00:00	11	16	22	15	27	23	13	18	18
00:15	8	11	9	15	23	17	18	13	14
00:30	8	9	10	17	7	13	11	10	11
00:45	4	17	16	12	17	9	10	13	12
01:00	12	16	17	14	13	10	6	14	13
01:15	7	17	19	10	11	9	5	13	11
01:30	9	11	17	14	13	8	8	13	11
01:45	14	23	18	17	18	17	11	18	17
02:00	18	7	15	15	20	10	7	15	13
02:15	7	16	12	23	8	15	10	13	13
02:30	11	12	15	27	21	2	6	17	13
02:45	25	25	16	22	28	9	4	23	18
03:00	15	26	13	22	21	15	10	19	17
03:15	19	25	24	32	25	21	6	25	22
03:30	40	26	31	38	45	19	6	36	29
03:45	34	47	34	30	28	33	6	35	30
04:00	13	32	35	45	44	16	8	34	28
04:15	40	40	40	18	25	17	7	33	27
04:30	33	39	37	34	38	30	10	36	32
04:45	53	50	35	35	64	23	11	47	39
05:00	60	49	48	43	45	27	14	49	41
05:15	70	71	57	63	67	30	16	66	53
05:30	103	105	101	124	117	72	33	110	94
05:45	81	87	112	89	101	63	30	94	80
06:00	37	52	55	49	45	29	5	48	39
06:15	47	54	44	53	51	21	12	50	40
06:30	79	79	69	68	75	32	12	74	59
06:45	78	91	83	106	94	32	11	90	71
07:00	66	68	72	61	68	26	5	67	52
07:15	61	50	56	57	70	30	6	59	47
07:30	67	62	71	60	67	31	13	65	53
07:45	76	74	66	60	58	31	3	67	53
08:00	59	58	59	61	46	22	4	57	44
08:15	54	55	60	59	44	21	6	54	43
08:30	48	61	61	86	40	26	5	59	47
08:45	72	54	62	77	50	24	6	63	49
09:00	28	38	40	53	46	34	7	41	35
09:15	46	52	42	52	41	17	8	47	37
09:30	50	43	47	66	44	13	7	50	39
09:45	55	46	42	56	48	29	10	49	41
10:00	43	36	32	41	44	18	1	39	31
10:15	32	44	33	46	32	29	13	37	33
10:30	36	51	41	56	62	24	10	49	40
10:45	50	53	43	43	52	23	11	48	39
11:00	35	28	30	39	29	23	14	32	28
11:15	28	28	40	39	37	16	10	34	28
11:30	35	38	37	37	43	16	16	38	32
11:45	31	45	34	34	35	18	10	36	30
12:00	31	22	33	38	39	16	9	33	27
12:15	33	33	45	37	42	15	7	38	30
12:30	35	40	44	38	36	9	16	39	31
12:45	51	40	55	49	42	15	20	47	39
13:00	44	34	31	46	46	23	16	40	34
13:15	44	54	56	51	33	30	8	48	39
13:30	40	47	51	52	52	22	13	48	40
13:45	62	53	48	57	52	20	11	54	43
14:00	35	44	35	48	46	8	11	42	32
14:15	28	41	48	41	42	18	12	40	33
14:30	42	36	41	38	43	9	5	40	31
14:45	37	38	44	46	39	22	10	41	34
15:00	29	36	41	42	37	16	12	37	30
15:15	35	47	46	35	37	6	8	40	31
15:30	37	33	49	41	33	10	8	39	30
15:45	25	30	39	44	34	17	9	34	28
16:00	40	46	39	44	48	23	15	41	35
16:15	57	43	60	63	54	19	25	55	46
16:30	41	53	51	61	61	24	27	53	45
16:45	44	42	55	44	38	18	18	45	37
17:00	35	33	39	42	37	8	10	37	29
17:15	38	38	38	61	40	13	9	43	34
17:30	47	34	32	55	26	13	16	39	32
17:45	31	28	41	38	30	17	13	34	28
18:00	35	40	29	42	39	14	10	37	30
18:15	25	41	32	30	30	22	11	32	27
18:30	27	25	27	29	26	12	10	27	22
18:45	34	35	30	37	27	14	12	33	27
19:00	20	21	32	19	14	9	13	21	18
19:15	20	25	28	20	20	9	11	23	19
19:30	17	25	24	28	18	6	6	22	18
19:45	13	18	17	9	10	5	6	13	11
20:00	15	15	13	14	13	6	2	14	11
20:15	13	11	16	21	11	6	7	14	12
20:30	15	12	23	11	17	4	6	16	13
20:45	21	14	8	17	5	5	4	13	11
21:00	8	16	23	11	6	7	7	13	11
21:15	11	14	16	18	8	6	7	13	11
21:30	16	18	15	21	12	12	6	16	14
21:45	10	15	11	10	12	5	4	12	10
22:00	9	10	18	20	16	7	12	15	13
22:15	23	13	9	16	16	11	9	15	14
22:30	13	11	10	9	7	5	7	10	9
22:45	16	14	17	20	16	6	4	17	13
23:00	19	23	13	15	7	4	2	15	12
23:15	12	18	24	33	24	16	17	22	21
23:30	16	9	13	5	24	5	2	13	11
23:45	26	18	13	15	10	7	8	16	14
Total	3283	3443	3494	3704	3422	1686	962	3469	2856



07:00-19:00	2034	2070	2147	2322	2065	923	516	2128	1725
06:00-22:00	2454	2550	2624	2797	2476	1117	635	2580	2093
06:00-24:00	2588	2666	2741	2930	2586	1178	686	2704	2199
00:00-24:00	3283	3443	3494	3704	3422	1686	962	3469	2856

Volume Summary

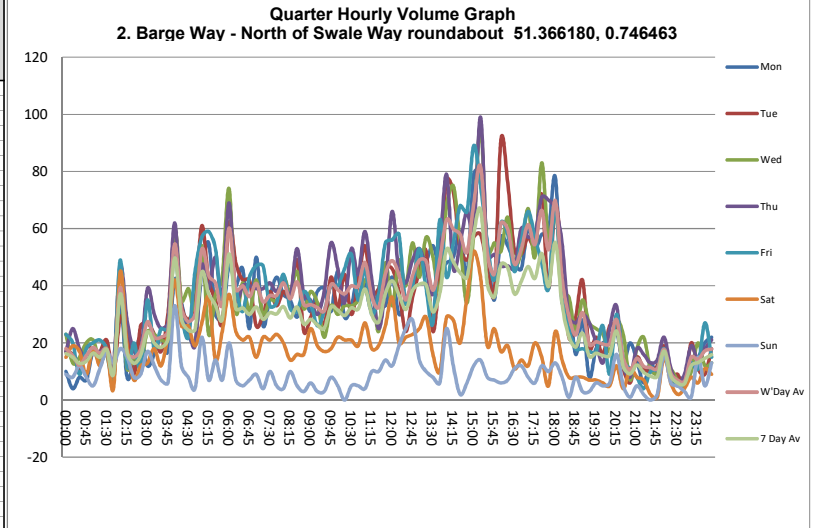
Average Weekday 3,324
7 Day Average 2,744

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

Southbound

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 06-Jun	Tue 07-Jun	Wed 08-Jun	Thu 09-Jun	Fri 10-Jun	Sat 11-Jun	Sun 12-Jun		
AM Peak	55	62	74	69	59	45	33		
PM Peak	81	91	96	99	89	52	28		
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	34	33	35	29	30	26	12	32	28
04:30	23	28	39	25	22	26	8	27	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
07:15	26	30	30	39	47	22	4	34	28
07:30	36	38	35	41	33	21	10	37	31
07:45	43	33	35	38	34	23	5	37	30
08:00	37	38	43	43	44	20	4	41	33
08:15	35	36	38	36	32	14	10	35	29
08:30	29	49	45	53	31	16	5	41	33
08:45	36	24	32	37	38	16	3	33	27
09:00	31	29	38	35	34	25	6	33	28
09:15	38	34	34	30	26	19	3	32	26
09:30	39	26	22	38	31	17	3	31	25
09:45	31	43	33	55	40	18	8	40	33
10:00	45	32	30	46	40	22	5	39	31
10:15	29	44	33	34	46	21	0	37	30
10:30	33	30	33	53	51	21	5	40	32
10:45	44	41	35	44	35	19	5	40	32
11:00	40	54	42	59	46	27	4	48	39
11:15	31	37	41	42	30	18	10	36	30
11:30	37	39	24	25	37	19	10	32	27
11:45	33	46	48	39	55	26	14	44	37
12:00	43	46	33	66	56	30	12	49	42
12:15	30	38	49	44	58	20	19	44	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
13:15	49	52	57	46	39	29	10	49	40
13:30	54	24	50	37	27	16	8	38	31
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	51	41
15:45	35	37	55	51	42	25	7	44	36
16:00	57	91	52	47	62	17	6	62	47
16:15	54	76	64	47	58	19	7	60	46
16:30	48	52	47	46	45	11	11	48	37
16:45	48	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
18:30	35	22	36	29	25	8	1	29	22
18:45	16	29	24	27	18	8	8	23	19
19:00	28	42	35	30	18	8	3	31	23
19:15	8	18	27	27	17	7	3	19	15
19:30	18	22	25	20	17	7	6	20	16
19:45	20	16	23	13	26	6	5	20	16
20:00	22	26	17	25	9	5	6	20	16
20:15	24	26	28	33	30	12	16	28	24
20:30	13	11	23	12	14	4	5	15	12
20:45	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
23:15	15	11	20	14	11	6	15	14	13
23:30	20	9	12	18	27	11	5	17	15
23:45	22	18	13	21	15	9	13	18	16
Total	3086	3291	3342	3563	3340	1717	872	3324	2744

07:00-19:00	2118	2151	2209	2354	2218	999	433	2210	1783
06:00-22:00	2471	2580	2634	2767	2556	1181	526	2597	2099
06:00-24:00	2582	2660	2723	2887	2657	1242	590	2702	2192
00:00-24:00	3086	3291	3342	3563	3340	1717	872	3324	2744



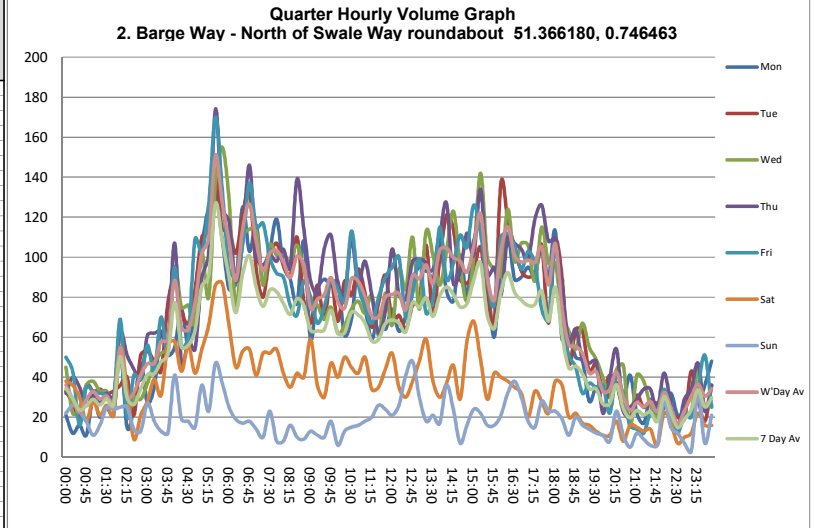
Volume Summary

Average Weekday 6,794
7 Day Average 5,601

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

Combined

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 06-Jun	Tue 07-Jun	Wed 08-Jun	Thu 09-Jun	Fri 10-Jun	Sat 11-Jun	Sun 12-Jun		
AM Peak	133	140	155	174	170	87	47		
PM Peak	116	137	142	134	126	68	48		
00:00	21	33	45	32	50	38	22	36	34
00:15	12	27	22	40	43	36	26	29	29
00:30	16	20	25	35	16	30	23	22	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
02:30	25	21	30	44	41	9	14	32	26
02:45	47	51	29	39	39	21	13	41	34
03:00	27	53	37	61	56	28	27	47	41
03:15	35	48	47	62	43	39	18	47	42
03:30	62	43	52	63	70	31	13	58	48
03:45	51	77	55	57	53	56	12	59	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	76	59	60	56	18	64	56
04:45	73	84	67	54	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	69	104	75	30	10	81	64
09:45	86	89	75	111	88	47	18	90	73
10:00	88	68	62	87	84	40	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	91	82	73	90	44	24	80	67
12:00	74	68	66	104	95	52	21	81	69
12:15	63	71	94	81	100	35	26	82	67
12:30	71	64	84	79	70	30	41	74	63
12:45	89	76	110	98	82	38	48	91	77
13:00	95	79	74	99	99	48	30	89	75
13:15	93	106	113	97	72	59	18	96	80
13:30	94	71	101	89	79	38	21	87	70
13:45	108	99	86	110	115	30	17	104	81
14:00	83	121	103	127	89	37	36	105	85
14:15	78	114	123	87	97	46	24	100	81
14:30	101	89	96	93	111	29	7	98	75
14:45	81	87	78	112	105	58	16	93	77
15:00	108	93	100	101	126	68	24	106	89
15:15	116	105	142	134	112	49	22	122	97
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	91	81	110	40	21	103	82
16:15	111	119	124	110	112	38	32	115	92
16:30	89	105	98	107	106	35	38	101	83
16:45	90	93	107	104	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	109	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	9	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
22:00	25	29	32	42	34	22	28	32	30
22:15	32	22	20	27	23	17	15	25	22
22:30	21	20	17	15	12	7	12	17	15
22:45	24	19	22	29	22	10	7	23	19
23:00	32	43	23	34	20	12	3	30	24
23:15	27	29	44	47	35	22	32	36	34
23:30	36	18	25	23	51	16	7	31	25
23:45	48	36	26	36	25	16	21	34	30
Total	6369	6734	6836	7267	6762	3403	1834	6794	5601



07:00-19:00	4152	4221	4356	4676	4283	1922	949	4338	3508
06:00-22:00	4925	5110	5285	5564	5031	2298	1161	5177	4192
06:00-24:00	5170	5326	5464	5817	5253	2420	1286	5406	4391
00:00-24:00	6369	6734	6836	7267	6762	3403	1834	6794	5601

Vehicle Class Summary

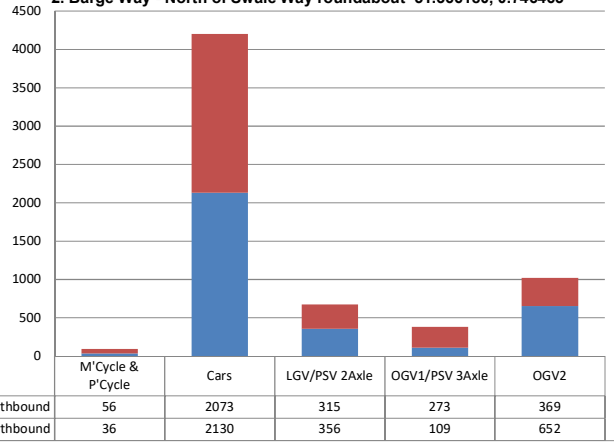
M'Cycle & P'Cycle	1%
Cars	66%
LGV	11%
OGV1 & PSV	6%
OGV2	16%

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

Monday

Vehicle Class Chart

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



Time	Northbound					Southbound					Combined								
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	
00:00	0	11	0	0	0	11	0	9	0	1	0	10	0	20	0	1	0	0	21
00:15	0	6	0	1	1	8	0	3	0	0	1	4	0	9	0	1	2	2	12
00:30	0	8	0	0	0	8	0	8	0	0	0	8	0	16	0	0	0	0	16
00:45	0	4	0	0	0	4	0	4	0	2	1	7	0	8	0	2	1	1	11
01:00	0	10	1	0	1	12	2	13	0	0	2	17	2	23	1	0	3	28	
01:15	1	6	0	0	0	7	0	11	0	1	1	13	1	17	0	1	1	20	
01:30	1	7	0	0	1	9	1	14	0	1	0	16	2	21	0	1	1	25	
01:45	0	11	0	1	2	14	0	11	0	0	1	12	0	16	1	1	3	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	0	22	1	0	2	25	1	18	0	1	2	22	1	40	1	1	4	47	
03:00	0	9	0	0	6	15	0	10	0	0	2	12	0	19	0	0	8	27	
03:15	0	13	4	1	1	19	0	11	0	5	0	16	0	24	4	6	1	35	
03:30	0	29	3	0	9	49	1	16	0	2	3	22	0	44	3	2	12	62	
03:45	0	27	0	1	5	34	1	13	0	2	1	17	1	45	1	2	7	51	
04:00	0	9	2	0	2	13	0	33	0	4	5	42	0	42	2	4	7	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	2	41	2	0	8	53	0	11	1	3	5	20	2	52	3	3	13	73	
05:00	2	51	2	2	3	60	1	42	0	1	1	45	3	93	2	3	4	105	
05:15	2	43	6	3	1	70	2	40	2	4	7	55	4	103	3	7	8	123	
05:30	0	33	5	0	5	103	0	25	0	4	1	30	0	118	5	4	6	133	
05:45	3	68	5	2	3	81	0	18	2	4	4	28	3	86	7	6	7	109	
06:00	0	29	4	0	4	37	1	37	2	4	3	47	1	66	6	4	7	84	
06:15	0	31	6	2	8	47	0	30	1	5	4	40	0	61	7	7	12	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	0	15	1	7	2	25	0	68	14	7	14	103	
07:00	2	43	6	3	12	66	3	38	4	5	0	50	5	81	10	8	12	116	
07:15	0	33	15	2	11	61	0	25	7	8	2	32	0	45	23	4	15	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	0	42	7	4	6	59	0	21	5	5	6	37	0	63	12	9	12	96	
08:15	0	38	7	2	7	54	0	25	5	3	2	35	0	63	12	5	9	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	72	1	16	10	2	7	36	1	60	26	3	16	108	
09:00	0	19	2	0	7	28	1	11	7	4	8	31	0	30	9	4	15	59	
09:15	0	25	9	3	9	46	1	19	8	3	7	38	1	44	17	6	16	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	1	17	9	5	11	43	1	23	8	4	9	45	2	40	17	9	20	88	
10:15	0	15	4	4	9	32	0	15	4	4	6	29	0	30	8	8	15	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	11	7	5	7	44	0	60	14	6	14	94	
11:00	0	14	6	1	14	35	0	25	4	7	4	40	0	39	10	8	18	75	
11:15	0	13	5	2	8	28	0	9	6	4	12	31	0	22	11	6	20	59	
11:30	0	12	7	1	15	35	0	19	6	6	6	37	0	31	13	7	21	72	
11:45	1	17	6	0	7	31	0	17	5	2	9	33	1	34	11	2	16	64	
12:00	0	8	5	3	15	31	2	19	9	4	9	43	2	27	14	7	24	74	
12:15	0	15	10	2	6	33	0	18	5	2	5	30	0	33	15	4	11	63	
12:30	0	18	4	2	11	35	0	18	4	6	3	31	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	2	24	2	5	11	44	0	43	4	1	3	51	2	67	6	6	14	96	
13:15	0	23	4	2	15	44	0	31	5	6	7	49	0	54	9	8	22	93	
13:30	1	30	3	1	5	40	0	28	11	5	10	54	1	58	14	6	15	94	
13:45	0	31	6	4	21	62	2	25	6	4	9	46	2	56	12	8	30	108	
14:00	0	16	3	5	11	35	1	26	10	3	8	46	1	42	13	8	19	83	
14:15	0	12	5	1	7	29	4	28	7	5	5	44	0	41	12	6	16	78	
14:30	0	22	5	1	14	42	4	31	5	8	11	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	0	14	4	2	9	29	4	47	7	11	10	79	4	61	11	13	19	108	
15:15	1	20	3	3	8	35	2	63	9	2	5	81	3	83	12	5	13	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	1	18	7	3	11	40	2	41	3	4	7	57	3	59	10	7	18	97	
16:15	1	31	10	2	13	57	0	35	4	3	12	54	1	66	14	5	25	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	0	22	7	0	6	35	0	51	5	0	4	60	0	73	12	0	10	95	
17:15	2	24	4	0	8	38	1	34	10	3	5	53	3	58	14	3	13	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	1	29	1	0	4	35	1	70	3	2	2	78	2	99	4	2	6	113	
18:15	0	15	2	1	7	25	1	22	3	3	5	34	1	37	5	4	12	59	
18:30	0	23	0	0	4	27	0	25	4	2	4	35	0	48	4	2	8	62	
18:45	0	23	2	3	6	34	1	10	1	0	4	16	1	33	3	3	10	50	
19:00	0	15	1	0	4	20	2	16	2	4	4	28	2	31	3	4	8	48	
19:15	1	14	0	0	5	20	0	8	0	0	0	8	1	22	0	0	5	28	
19:30	0	12	1	0	4	17	0	11	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	2	22	0	33	0	0	4	37	
20:15	0	10	2	0	1	13	0	21	1	2	0	24	0	31	3	2	1	37	
20:30	0	7	4	0	4	15	0	9	1	2	1	13	0	16	5	2	5	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								

Vehicle Class Summary

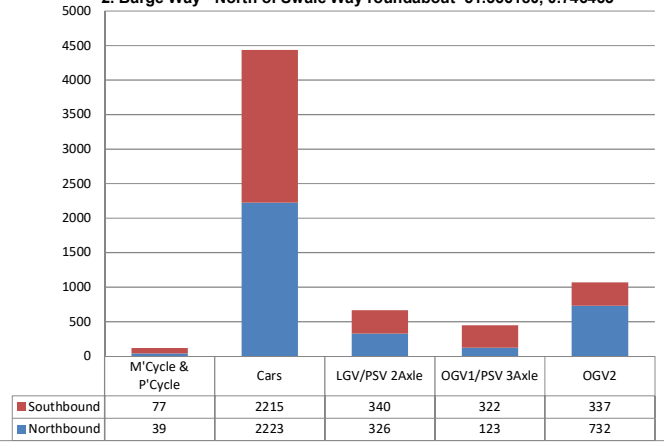
M'Cycle & P'Cycle	2%
Cars	66%
LGV	10%
OGV1 & PSV	7%
OGV2	16%

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

Tuesday

Vehicle Class Chart

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



Time	Northbound					Southbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	14	0	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	0	1	1	16	0	23	0	2	3	27
00:30	0	5	2	0	2	9	0	8	0	1	2	11	0	13	2	1	4	20
00:45	0	11	1	1	4	17	2	13	0	4	0	19	2	24	1	5	4	36
01:00	0	13	1	0	2	16	1	13	1	0	2	17	1	26	2	0	4	33
01:15	0	12	0	0	5	17	0	15	0	1	1	17	0	27	0	1	6	34
01:30	2	9	0	0	0	11	0	16	0	4	1	21	2	25	0	4	1	32
01:45	0	14	3	0	6	23	1	6	0	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	0	10	1	0	1	12	0	9	0	0	0	9	0	19	1	0	1	21
02:45	0	20	1	0	4	25	0	18	1	6	1	26	0	38	2	6	5	51
03:00	0	17	2	1	6	26	0	24	0	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	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	2	0	8	47	0	24	1	5	0	30	0	61	3	5	8	77
04:00	0	29	1	1	1	32	0	51	0	4	3	58	0	80	1	5	4	90
04:15	0	29	2	2	7	40	2	22	0	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	1	41	2	0	5	49	1	32	0	5	3	61	2	93	2	5	8	110
05:15	3	52	5	2	9	71	1	35	2	3	3	42	4	85	7	5	12	113
05:30	2	80	4	1	11	105	0	28	0	4	2	35	2	119	3	5	13	140
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	0	7	54	0	40	0	5	3	48	0	83	4	5	10	102
06:30	1	57	10	2	9	79	0	39	0	2	1	42	1	96	10	4	10	121
06:45	0	62	14	1	14	91	1	33	1	2	5	42	1	95	15	3	19	133
07:00	0	40	9	1	18	68	0	18	0	4	4	26	0	58	9	5	12	84
07:15	0	32	7	2	9	50	0	24	6	5	4	39	0	47	13	7	13	80
07:30	1	44	7	1	9	62	1	23	4	5	5	38	2	67	11	6	14	100
07:45	0	56	8	1	9	74	0	22	5	3	3	33	0	78	13	4	12	107
08:00	0	38	5	3	12	58	1	23	6	5	3	38	1	61	11	8	15	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	0	34	6	0	14	54	0	11	4	7	2	24	0	45	11	4	12	78
09:00	0	19	4	4	11	38	1	13	8	3	4	28	1	32	12	7	15	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	3	1	15	36	0	16	6	4	6	32	0	33	9	5	21	68
10:15	0	20	6	3	15	44	1	21	8	8	6	44	1	41	14	11	21	88
10:30	0	33	7	0	11	51	0	21	4	4	1	30	0	54	11	4	12	81
10:45	0	34	6	0	14	54	1	11	4	7	2	24	0	45	17	7	15	84
11:00	0	19	4	4	11	38	1	13	8	3	4	28	1	32	12	7	15	67
11:15	1	35	5	1	10	52	0	19	11	3	1	34	1	54	16	4	11	86
11:30	0	22	9	1	11	43	0	10	7	3	6	26	0	32	16	4	17	69
11:45	1	21	7	5	12	46	1	23	11	4	4	43	2	44	18	9	16	89
12:00	0	17	3	1	15	36	0	16	6	4	6	32	0	33	9	5	21	68
12:15	0	20	6	3	15	44	1	21	8	8	6	44	1	41	14	11	21	88
12:30	0	33	7	0	11	51	0	21	4	4	1	30	0	54	11	4	12	81
12:45	0	34	6	0	14	54	1	11	4	7	2	24	0	45	17	7	15	84
13:00	0	19	4	4	11	38	1	13	8	3	4	28	1	32	12	7	15	67
13:15	1	35	5	1	10	52	0	19	11	3	1	34	1	54	16	4	11	86
13:30	0	22	9	1	11	43	0	10	7	3	6	26	0	32	16	4	17	69
13:45	1	21	7	5	12	46	1	23	11	4	4	43	2	44	18	9	16	89
14:00	0	17	3	1	15	36	0	16	6	4	6	32	0	33	9	5	21	68
14:15	0	20	6	3	15	44	1	21	8	8	6	44	1	41	14	11	21	88
14:30	0	33	7	0	11	51	0	21	4	4	1	30	0	54	11	4	12	81
14:45	0	34	6	0	14	54	1	11	4	7	2	24	0	45	17	7	15	84
15:00	0	19	4	4	11	38	1	13	8	3	4	28	1	32	12	7	15	67
15:15	1	35	5	1	10	52	0	19	11	3	1	34	1	54	16	4	11	86
15:30	0	22	9	1	11	43	0	10	7	3	6	26	0	32	16	4	17	69
15:45	1	21	7	5	12	46	1	23	11	4	4	43	2	44	18	9	16	89
16:00	0	17	3	1	15	36	0	16	6	4	6	32	0	33	9	5	21	68
16:15	0	20	6	3	15	44	1	21	8	8	6	44	1	41	14	11	21	88
16:30	0	33	7	0	11	51	0	21	4	4	1	30	0	54	11	4	12	81
16:45	0	34	6	0	14	54	1	11	4	7	2	24	0	45	17	7	15	84
17:00	0	19	4	4	11	38	1	13	8	3	4	28	1	32	12	7	15	67
17:15	1	35	5	1	10	52	0	19	11	3	1	34	1	54	16	4	11	86
17:30	0	22	9	1	11	43	0	10	7	3	6	26	0	32	16	4	17	69
17:45	1	21	7	5	12	46	1	23	11	4	4	43	2	44	18	9	16	89
18:00	0	17	3	1	15	36	0	16	6	4	6	32	0	33	9	5	21	68
18:15	0	20	6	3	15	44	1	21	8	8	6	44	1	41	14	11	21	88
18:30	0	33	7	0	11	51	0	21	4	4	1	30	0	54	11	4	12	81
18:45	0	34	6	0	14	54	1	11	4	7	2	24	0	45	17	7	15	84
19:00	0	19	4	4	11	38	1	13	8	3	4	28	1	32	12	7	15	67
19:15	1	35	5	1	10	52	0	19	11	3	1	34	1	54	16	4	11	86
19:30	0	22	9	1	11	43	0	10	7	3	6	26	0	32	16	4	17	69
19:45	1	21	7	5	12	46	1	23	11	4	4	43	2	44	18	9	16	89
20:00	0	17	3	1	15	36	0	16	6	4	6	32	0	33	9	5	21	68
20:15	0	20	6	3	15	44	1	21	8	8	6	44	1	41	14	11	21	88
20:30	0	33	7	0	11	51	0	21	4	4	1	30	0	54	11	4	12	81
20:45	0	34	6	0	14	54	1	11	4	7	2	24	0	45	17	7	15	84
21:00	0	19	4	4	11	38	1	13										

Vehicle Class Summary

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

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

Wednesday

	Northbound					Southbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	17	0	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	0	10	2	0	5	17	1	16	1	2	1	21	1	26	3	2	6	38
01:15	1	12	1	0	5	19	0	11	0	2	1	14	1	23	1	2	6	33
01:30	0	10	2	0	5	17	0	14	0	0	2	16	0	24	2	0	7	33
01:45	1	11	1	0	5	19	0	13	0	1	1	15	1	17	1	0	6	25
02:00	0	11	2	1	1	15	1	35	0	1	1	38	1	46	2	2	2	53
02:15	0	6	2	0	4	12	0	8	0	2	1	11	0	14	2	2	5	23
02:30	0	11	3	0	1	15	0	14	0	1	0	15	0	25	3	1	1	30
02:45	1	11	1	1	2	16	0	9	1	3	0	13	1	20	2	4	2	29
03:00	0	8	0	1	4	13	1	17	1	3	2	24	1	25	1	4	6	37
03:15	0	19	0	1	4	24	0	16	0	3	4	23	0	35	0	4	8	47
03:30	0	25	0	1	5	31	0	13	0	6	2	21	0	38	0	7	9	57
03:45	0	26	3	1	4	34	0	15	0	8	3	21	0	41	3	4	7	55
04:00	0	27	4	0	4	35	0	53	0	7	0	60	0	80	4	7	4	95
04:15	0	26	1	5	8	40	0	28	0	4	3	35	0	54	1	9	11	75
04:30	1	32	1	0	3	37	1	28	1	7	2	39	2	60	2	7	5	76
04:45	0	27	4	0	4	35	1	22	0	4	5	32	1	49	4	4	9	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	1	3	9	80
05:30	3	87	4	2	5	101	0	6	1	6	3	27	3	115	5	8	7	138
05:45	3	92	1	3	13	112	1	39	1	1	1	43	4	131	2	4	14	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	0	47	11	0	11	69	2	28	1	5	5	41	2	75	12	5	16	110
06:45	0	62	8	3	10	83	0	23	1	5	2	31	0	85	9	8	12	114
07:00	0	46	11	3	13	72	1	25	3	5	8	42	1	71	14	7	21	114
07:15	0	31	10	3	12	56	0	25	1	6	4	30	0	51	12	7	16	86
07:30	0	43	10	3	15	71	0	24	3	2	6	35	0	67	13	5	21	106
07:45	1	50	6	1	8	66	0	21	9	2	3	35	1	71	15	3	11	101
08:00	0	39	3	5	12	59	0	22	10	4	7	43	0	61	13	9	19	102
08:15	1	35	9	4	11	60	1	17	9	5	6	38	2	52	18	9	17	98
08:30	2	37	7	3	12	61	1	26	5	5	8	45	3	63	12	8	20	106
08:45	0	43	8	2	9	62	0	10	9	6	7	32	0	55	17	8	16	94
09:00	0	27	6	1	5	40	0	15	1	10	8	38	0	42	12	11	13	78
09:15	0	21	6	2	13	42	0	14	7	3	10	34	0	35	13	5	23	76
09:30	0	25	5	3	14	47	0	10	6	3	3	22	0	35	11	6	17	69
09:45	0	15	9	3	15	42	1	14	8	5	5	33	1	29	17	8	20	75
10:00	0	15	6	1	10	32	0	15	12	2	1	30	0	30	18	3	11	62
10:15	0	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	0	29	6	2	7	43	1	7	1	3	6	35	1	47	12	5	13	78
11:00	0	17	3	0	10	30	0	20	6	9	7	42	0	37	9	9	17	72
11:15	2	15	6	5	12	40	0	17	16	3	5	41	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	0	19	2	0	13	34	0	26	6	8	8	48	0	45	8	8	21	82
12:00	0	16	3	2	12	33	1	13	9	5	5	33	1	29	12	7	17	66
12:15	0	22	8	4	11	45	1	32	1	5	10	49	1	54	9	9	21	94
12:30	0	21	6	5	12	44	0	20	1	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	0	25	2	0	4	31	0	30	5	3	5	43	0	55	7	3	9	74
13:15	0	36	4	5	11	56	1	34	4	6	12	57	1	70	8	11	23	113
13:30	0	28	4	1	18	51	2	25	7	11	5	50	2	53	11	12	23	101
13:45	2	32	3	2	9	48	1	18	7	3	9	38	3	50	10	5	18	86
14:00	0	20	5	1	9	35	3	46	4	5	10	68	3	66	9	6	19	103
14:15	1	25	3	3	15	48	6	41	11	9	8	69	7	66	14	11	24	123
14:30	0	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	2	17	4	5	13	41	1	35	12	3	8	59	3	52	16	8	21	100
15:15	0	26	4	1	15	46	5	60	6	7	18	96	5	86	10	8	33	142
15:30	0	21	7	2	19	49	1	34	2	11	3	51	1	55	9	13	22	100
15:45	0	19	9	4	7	39	3	25	10	11	6	55	3	44	19	15	13	94
16:00	0	19	1	2	17	39	1	26	13	4	8	52	1	45	14	6	25	91
16:15	1	42	7	2	8	60	4	33	10	6	11	64	5	75	17	8	19	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	0	24	5	1	9	39	2	60	3	0	2	67	2	84	8	1	11	106
17:15	3	26	2	0	7	38	0	34	6	0	10	50	3	60	8	0	17	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	1	1	2	97
18:00	0	19	1	0	9	29	3	48	8	2	7	68	3	67	9	2	16	97
18:15	0	25	3	0	4	32	1	28	3	0	7	39	1	53	6	0	11	71
18:30	0	19	1	0	7	27	1	22	4	1	8	36	1	41	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	0	22	1	0	5	28	1	19	3	0	4	27	1	41	4	0	9	55
19:30	0	17	1	1	5	24	1	17	3	0	4	25	1	34	4	1	9	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	1	23	0	2	2	28	1	35	2	2	4	44
20:30	1	15	3	0	4	23	0	19	3	0	1	23	1	34	6	0	5	46
20:45	0	4	3	0	1	8	0	6	1	0	0	7	0	10	4	0	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	0	12	1	0	1	15	0	8	1	0	2	11	1	20	2	0	3	26
21:45	0	6	0	0	5	11	0	7	0	1	1	9	0	13	0	1	6	20
22:00	0	9	1	0	8	18</												

Vehicle Class Summary

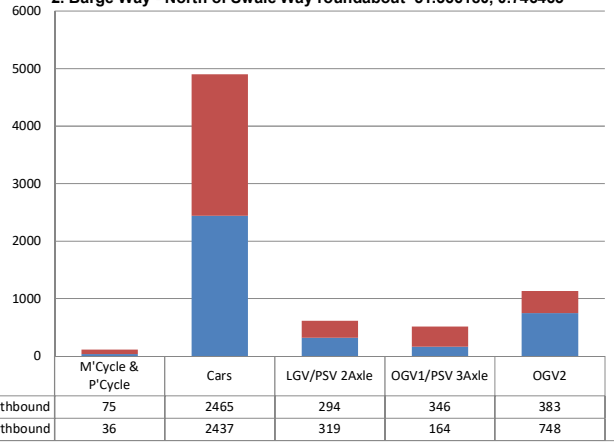
M'Cycle & P'Cycle	2%
Cars	67%
LGV	8%
OGV1 & PSV	7%
OGV2	16%

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

Thursday

Vehicle Class Chart

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



Time	Northbound					Southbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	12	0	1	2	15	0	12	0	4	1	17	0	24	0	5	3	32
00:15	0	12	1	0	2	15	1	16	0	3	5	25	1	28	1	3	7	40
00:30	0	11	2	0	4	17	0	16	0	1	1	18	0	27	2	1	5	35
00:45	0	10	0	0	2	12	0	11	0	2	1	14	0	21	0	2	3	26
01:00	0	8	1	0	5	14	1	14	0	0	2	17	1	22	1	0	7	31
01:15	1	6	1	0	2	10	0	11	0	3	3	17	1	17	1	3	5	27
01:30	0	10	1	0	3	14	0	15	0	2	1	18	0	25	1	2	4	32
01:45	1	12	2	1	2	17	0	12	0	0	1	13	1	24	2	0	3	30
02:00	1	7	5	1	1	15	1	41	0	3	2	47	2	48	5	4	3	62
02:15	0	19	1	0	3	23	0	22	1	3	2	28	0	41	2	3	5	51
02:30	0	15	3	2	7	27	0	16	0	1	0	17	0	31	3	3	7	44
02:45	1	16	1	0	4	22	0	16	0	1	0	17	1	32	1	1	4	39
03:00	0	17	2	0	3	22	0	33	0	2	4	39	0	50	2	2	7	61
03:15	0	26	2	0	4	32	1	22	0	3	4	30	1	48	2	3	8	62
03:30	0	31	4	0	3	38	0	21	0	4	0	25	0	52	4	4	6	66
03:45	0	22	2	1	5	30	0	17	3	7	4	27	0	38	5	8	5	57
04:00	0	31	3	1	10	45	0	61	0	0	1	62	0	92	3	1	11	107
04:15	0	15	1	0	2	18	0	20	0	5	4	29	0	35	1	5	6	47
04:30	1	27	1	0	5	34	0	20	0	4	1	25	1	47	1	4	6	59
04:45	0	28	2	0	5	35	1	11	0	3	4	19	1	39	2	3	9	54
05:00	3	32	2	0	6	43	2	38	1	3	3	47	5	70	3	3	9	90
05:15	1	49	4	1	8	63	0	42	0	2	3	47	2	62	4	3	11	100
05:30	2	103	4	1	13	124	2	42	1	4	1	49	4	145	5	6	14	174
05:45	2	74	4	0	9	89	1	26	0	5	4	36	3	100	4	5	13	125
06:00	0	38	5	1	5	49	0	60	2	2	4	69	1	98	7	3	9	118
06:15	0	38	5	2	8	53	0	29	0	4	2	35	0	67	5	6	10	88
06:30	0	45	10	4	9	68	2	25	1	6	6	40	2	70	11	10	15	108
06:45	1	76	10	3	16	106	0	28	1	8	3	40	1	104	11	11	19	145
07:00	0	41	3	3	15	61	0	32	2	3	2	38	0	73	4	5	17	100
07:15	0	36	7	3	11	57	0	24	1	6	4	35	0	64	8	7	15	96
07:30	1	44	4	2	9	60	0	27	5	5	4	41	1	71	9	7	13	101
07:45	1	46	4	3	6	60	0	27	1	4	6	38	1	73	5	7	12	98
08:00	0	46	5	3	7	61	0	29	6	3	5	43	0	75	11	6	12	104
08:15	1	43	5	2	8	59	0	29	1	2	4	36	1	72	6	4	12	95
08:30	1	64	3	2	16	86	0	36	3	8	6	53	1	100	6	10	22	139
08:45	0	56	4	3	14	77	0	24	3	5	5	37	0	80	7	8	19	114
09:00	0	29	8	4	16	53	1	24	4	2	4	35	0	53	9	5	20	88
09:15	1	30	5	6	10	52	0	22	0	3	5	30	1	52	5	9	15	82
09:30	0	41	10	5	10	66	0	26	2	5	5	38	0	67	12	10	15	104
09:45	0	34	5	6	11	56	0	41	5	7	2	55	0	75	10	13	13	111
10:00	0	23	5	3	10	41	2	27	7	4	6	46	2	50	12	7	16	87
10:15	0	23	8	4	11	46	1	20	1	6	6	34	1	43	9	10	17	80
10:30	0	37	4	2	13	56	1	32	4	4	7	53	1	74	6	6	20	109
10:45	0	29	8	4	16	57	0	30	6	3	4	44	0	59	9	6	20	87
11:00	0	24	4	4	4	39	1	40	8	3	7	59	1	64	12	7	14	98
11:15	0	22	6	0	11	39	1	21	7	7	6	42	1	43	13	7	17	81
11:30	1	13	6	3	14	37	0	12	5	6	2	25	1	25	11	9	16	62
11:45	0	20	5	2	7	34	1	22	7	2	7	39	1	42	12	4	14	73
12:00	0	19	5	4	10	38	3	38	9	9	7	66	3	57	14	13	17	104
12:15	0	17	3	2	14	37	0	24	6	4	10	44	0	42	9	6	24	81
12:30	0	29	8	4	9	50	0	26	4	7	4	41	0	43	12	11	13	79
12:45	1	31	3	2	12	49	0	34	10	3	2	49	1	65	13	5	14	98
13:00	0	25	6	3	12	46	0	33	7	8	5	53	0	58	13	11	17	99
13:15	0	30	3	4	14	51	0	29	4	4	9	46	0	59	7	8	23	97
13:30	0	31	6	3	12	52	1	15	8	8	5	37	1	46	14	11	17	89
13:45	2	32	3	4	16	57	2	30	7	6	8	53	4	62	10	10	24	110
14:00	0	23	5	6	14	48	5	40	11	16	7	79	5	63	16	22	21	127
14:15	0	15	6	5	15	41	0	24	6	6	5	41	0	42	12	11	20	87
14:30	0	18	4	6	10	38	1	30	9	8	7	55	1	48	13	14	17	93
14:45	0	24	5	2	15	46	4	31	12	11	8	66	4	55	17	13	23	112
15:00	0	17	4	10	11	42	3	39	5	5	7	59	3	56	9	15	18	101
15:15	0	22	0	1	12	35	4	73	8	8	6	99	4	95	8	9	18	134
15:30	0	21	4	2	14	41	2	26	9	3	10	50	2	47	13	5	24	91
15:45	0	17	5	4	18	44	2	24	8	6	11	51	2	41	13	10	29	95
16:00	1	19	7	2	6	34	0	24	9	3	9	47	3	42	16	5	15	81
16:15	1	37	7	3	15	63	3	23	8	3	10	47	4	60	15	6	25	110
16:30	1	44	2	2	12	61	0	34	6	0	6	46	1	78	8	2	18	107
16:45	0	30	3	0	11	44	3	33	9	7	8	60	3	63	12	7	19	104
17:00	0	25	5	5	7	42	1	47	1	4	4	57	1	72	6	9	11	99
17:15	2	47	5	1	6	61	1	45	6	1	5	58	3	92	11	2	11	119
17:30	1	39	6	2	7	55	2	53	4	5	7	71	3	92	10	7	14	126
17:45	0	29	2	0	7	38	1	55	8	2	4	70	1	84	9	2	11	108
18:00	0	32	1	0	9	42	2	51	7	0	7	67	2	83	8	0	16	109
18:15	0	19	3	0	8	30	2	39	6	1	7	55	2	58	9	1	15	85
18:30	1	19	5	0	4	29	0	19	5	0	5	29	1	38	10	0	9	58
18:45	2	24	1	0	10	37	1	18	2	1	5	27	3	42	3	1	15	64
19:00	0	10	6	1	2	19	0	21	2	2	5	30	0	31	8	3	7	49
19:15	1	14	0	0	5	20	0	15	3	4	5	27	1	29	3	4	10	47
19:30	0	21	2	0	4	29	0	15	0	1	4	20	0	36	2	1	9	48
19:45	0	4	0	0	9	13	0	9	0	1	3	13	0	13	1	1	7	22
20:00	0	11	0	0	3	14	0	19	3	1	2	25	0	30	3	1	5	39
20:15	0	14	2	1	4	21	1	24	3	1	4	33	1	38	5	2	8	54
20:30	0	6	2	0	3	11	0	11	1	0	0	12	0	17	3	0	3	23
20:45	0	10	1	0	6	17	0	7	0	1	0	8	0	17	1	1	6	25
21:00	0	9	0	0	2	11	3	13	0	0	2	18	3	22				

Vehicle Class Summary

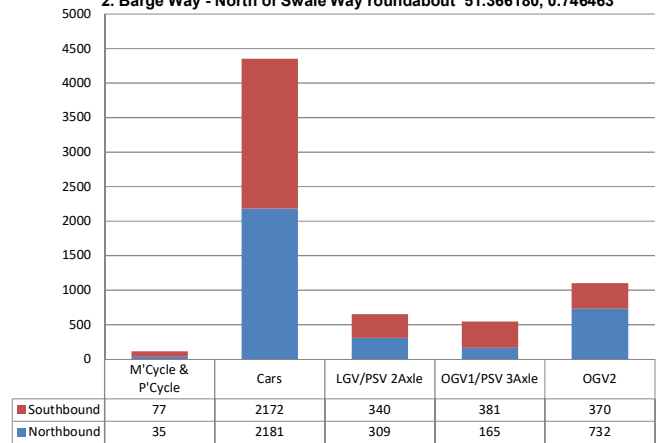
M'Cycle & P'Cycle	2%
Cars	64%
LGV	10%
OGV1 & PSV	8%
OGV2	16%

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

Friday

Vehicle Class Chart

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



Time	Northbound					Southbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	20	1	1	5	27	1	15	0	4	3	23	1	35	1	4	8	50
00:15	1	16	1	0	5	23	0	15	0	4	1	20	1	31	1	4	6	43
00:30	0	6	0	0	1	7	1	7	0	1	0	9	1	13	0	1	1	16
00:45	0	11	0	0	6	17	0	12	0	3	3	18	0	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	0	10	1	0	2	13	0	16	1	1	0	18	0	26	2	1	2	31
01:45	1	13	0	0	2	16	0	7	0	2	0	9	1	23	0	2	2	27
02:00	0	13	3	1	3	20	1	45	0	3	0	49	1	58	3	0	3	69
02:15	0	5	0	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	0	23	2	1	2	28	0	10	0	1	0	11	0	33	2	2	2	39
03:00	0	18	1	0	2	21	0	28	0	6	1	35	0	46	1	6	3	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	7	0	29	0	55	0	3	11	70
03:45	0	21	1	0	8	28	0	18	0	7	0	25	0	38	1	5	6	53
04:00	0	30	4	0	10	44	0	44	0	5	2	51	0	74	4	5	12	95
04:15	0	18	0	0	7	25	0	24	0	4	2	30	0	42	0	4	9	55
04:30	1	28	2	1	6	38	1	16	0	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	1	37	0	2	5	45	1	47	1	5	3	57	2	84	1	7	8	102
05:15	2	53	3	0	9	67	1	47	0	8	3	58	3	100	3	8	12	126
05:30	3	107	7	1	9	117	1	40	4	4	4	25	4	107	5	8	9	127
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	0	40	4	1	6	51	0	32	0	5	2	39	0	72	4	6	8	90
06:30	0	45	14	1	15	75	1	16	3	6	5	31	1	61	17	7	20	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	0	28	7	7	9	70	0	38	4	1	5	47	0	83	12	8	14	117
07:30	0	48	6	2	11	67	0	20	6	2	5	33	0	68	12	4	16	100
07:45	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
08:30	1	32	2	0	5	40	0	19	3	6	3	31	1	51	5	6	8	71
08:45	1	28	4	6	11	50	3	22	4	6	3	38	4	50	8	12	14	88
09:00	0	28	1	0	4	33	0	4	4	4	4	34	0	52	5	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	0	22	6	3	13	44	0	8	7	8	8	31	0	30	13	11	21	75
09:45	0	24	5	3	16	48	0	22	6	7	5	40	0	46	11	10	21	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	0	57	20	8	25	113
10:45	0	30	5	7	10	52	0	32	5	8	7	55	0	47	17	12	17	87
11:00	0	15	2	3	9	29	0	14	15	11	6	46	0	29	17	14	15	75
11:15	0	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	1	17	6	3	8	35	1	25	11	7	11	55	2	42	17	10	19	90
12:00	0	15	5	8	11	39	0	32	6	6	12	56	0	47	11	14	23	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	32	6	8	7	53	0	38	5	10	17	70
12:45	0	28	4	0	10	42	0	26	4	3	7	40	0	54	8	3	17	82
13:00	1	22	1	4	18	46	1	30	5	7	10	53	2	52	6	11	28	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	1	28	5	9	9	52	0	37	14	2	10	63	1	65	19	11	19	115
14:00	0	16	4	9	17	46	0	22	7	5	9	43	0	38	11	14	26	89
14:15	1	19	5	4	11	42	1	34	5	8	7	58	0	52	14	12	18	87
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	0	17	1	7	12	37	7	55	10	13	4	89	7	72	11	20	16	126
15:15	0	15	5	2	15	37	5	48	9	6	7	75	5	63	14	8	22	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	2	33	9	3	11	48	0	52	4	2	4	62	2	75	13	5	15	110
16:15	2	38	3	1	10	54	2	38	6	5	7	58	4	76	9	6	17	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	1	21	4	0	11	37	0	47	11	0	8	66	1	68	15	0	19	103
17:15	1	26	3	1	9	40	0	41	7	5	4	57	1	67	10	6	13	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	19	69
18:00	1	32	3	0	3	39	2	56	6	1	3	68	3	88	9	6	6	107
18:15	0	21	3	1	5	30	2	28	2	0	4	36	2	49	5	1	9	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
19:00	0	8	2	0	4	14	0	14	1	0	3	18	0	22	3	0	7	32
19:15	0	14	2	0	4	20	3	9	3	1	1	17	3	23	5	1	5	37
19:30	0	11	1	2	4	18	0	11	0	0	6	17	0	22	1	2	10	35
19:45	0	8	0	0	2	10	0	17	3	4	2	26	0	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	0	4	3	0	4	11	1	24	2	0	3	30	1	28	5	0	7	41
20:30	0	9	2	1	5	17	0	11	1	0	2	14	0	20	3	1	7	31
20:45	0	3	1	0	1	5	2	6	0	0	3	11	2	9	1	0	4	16
21:00	0	2	1	0	3	6	1	7	0	0	0							

Vehicle Class Summary

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

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

Saturday

	Northbound					Southbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV V 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV V 3Axle	OGV2	Total
00:00	0	19	1	0	3	23	1	11	0	2	1	15	1	30	1	3	4	38
00:15	0	12	1	1	3	17	1	15	0	2	1	19	1	27	1	3	4	35
00:30	0	8	1	1	3	13	0	16	0	1	1	17	0	24	1	1	4	30
00:45	0	6	1	0	2	9	0	8	0	1	0	9	0	14	1	1	2	18
01:00	0	6	0	1	3	10	0	14	1	2	1	18	0	20	1	3	4	28
01:15	0	4	2	1	2	9	0	11	0	0	1	12	0	15	2	1	3	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	0	8	1	1	0	10	1	40	0	3	1	45	1	48	1	4	1	55
02:15	0	11	1	1	2	15	2	15	0	0	2	19	2	26	1	1	4	34
02:30	0	1	0	0	1	2	1	1	0	2	3	7	1	2	0	2	4	9
02:45	0	6	0	0	3	9	0	6	0	5	1	12	0	12	0	5	4	21
03:00	0	10	0	1	4	15	0	8	0	3	2	13	0	18	0	4	6	28
03:15	0	12	2	1	6	21	0	16	0	2	0	18	0	28	2	3	6	39
03:30	0	13	1	0	5	19	0	9	0	2	1	12	0	22	1	3	6	31
03:45	0	27	2	0	4	33	1	20	0	1	1	23	1	47	2	3	5	58
04:00	0	9	2	0	5	16	0	38	0	3	1	42	0	47	2	3	6	58
04:15	0	11	2	0	4	17	1	19	0	4	2	26	1	30	2	4	6	43
04:30	0	21	0	0	9	30	0	22	0	2	2	26	0	43	0	2	11	56
04:45	2	12	0	1	8	23	0	14	0	3	2	19	2	26	0	4	10	42
05:00	3	11	2	1	10	27	0	21	0	5	1	27	3	32	2	6	11	54
05:15	2	21	4	0	3	30	0	28	1	3	3	36	2	50	5	3	6	66
05:30	2	38	2	1	9	52	1	10	1	1	1	14	3	68	3	2	10	85
05:45	0	55	4	0	4	63	1	19	1	1	2	24	1	74	5	1	6	87
06:00	0	16	4	2	7	29	2	28	1	4	2	37	2	44	5	6	9	66
06:15	0	12	2	0	7	21	0	21	1	1	1	24	0	33	3	1	8	45
06:30	0	15	2	0	15	32	1	12	3	3	2	21	1	27	5	3	17	53
06:45	0	23	1	2	6	32	0	16	0	0	6	22	0	39	1	2	12	54
07:00	0	14	2	1	9	26	0	9	3	3	0	15	0	23	5	4	9	41
07:15	0	15	3	3	9	30	0	14	0	4	4	22	0	29	3	7	13	52
07:30	1	19	3	0	8	31	0	12	3	2	4	21	1	31	6	2	12	52
07:45	0	22	2	1	6	31	1	16	2	2	2	23	1	38	4	3	8	54
08:00	2	9	2	0	9	22	0	9	3	4	4	20	2	18	5	4	13	42
08:15	0	15	2	0	4	21	0	7	2	0	5	14	0	22	4	0	9	35
08:30	1	12	2	3	8	26	0	10	3	1	2	16	1	22	5	4	10	42
08:45	1	5	2	3	13	24	0	7	0	4	5	16	1	12	2	7	16	40
09:00	0	13	5	3	13	34	0	17	0	1	1	20	0	30	8	4	17	59
09:15	0	5	1	4	7	17	0	9	6	1	3	19	0	14	7	5	10	36
09:30	0	8	1	0	4	13	0	11	0	1	5	17	0	19	1	1	9	30
09:45	1	11	8	0	9	29	1	10	1	3	3	18	2	21	9	3	12	47
10:00	1	5	4	2	6	18	0	7	6	3	6	22	1	12	10	5	12	40
10:15	1	17	6	1	4	29	0	11	4	1	5	21	1	28	10	2	9	50
10:30	2	17	0	2	3	24	1	14	2	1	3	21	3	31	2	3	6	45
10:45	2	16	2	1	9	29	0	13	1	1	3	19	2	23	7	2	6	42
11:00	1	17	1	0	4	23	0	14	3	3	7	27	1	31	4	3	11	50
11:15	0	7	0	2	7	16	0	11	2	0	5	18	0	18	2	2	12	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	0	24	7	4	9	44
12:00	0	9	3	0	4	16	1	24	6	1	4	36	1	33	9	1	8	52
12:15	0	7	3	0	5	15	1	10	5	2	2	20	1	17	8	2	7	35
12:30	0	1	5	0	8	14	1	11	2	3	5	22	1	16	2	3	8	30
12:45	1	7	3	0	4	15	0	16	4	1	2	23	1	23	7	3	6	38
13:00	0	13	6	0	4	23	1	16	3	1	4	25	1	29	9	1	8	48
13:15	0	21	1	1	7	30	0	24	3	1	1	29	0	45	4	2	8	59
13:30	0	18	0	0	4	22	0	13	1	0	2	16	0	31	1	0	6	38
13:45	0	12	1	0	7	20	0	8	1	0	1	10	0	20	2	0	8	30
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	6	16	2	15	3	2	4	26	2	25	3	2	14	45
14:30	0	3	1	0	5	9	1	9	0	4	6	20	1	12	1	4	11	29
14:45	1	14	5	0	2	22	3	19	6	4	4	36	4	33	11	4	6	58
15:00	0	11	1	1	3	16	4	29	2	8	9	52	4	40	3	9	12	68
15:15	0	3	0	0	3	6	2	33	3	2	3	43	2	36	3	2	6	49
15:30	0	5	0	1	4	10	1	8	2	4	4	19	1	13	2	5	8	29
15:45	0	10	1	1	5	17	2	12	5	2	4	25	2	22	6	3	9	42
16:00	0	17	4	0	5	23	2	9	3	2	1	17	2	23	7	2	6	40
16:15	0	13	2	0	3	19	0	12	2	0	5	19	1	25	4	0	8	38
16:30	0	18	2	1	3	24	0	6	3	1	1	11	0	24	5	2	4	35
16:45	0	13	3	0	2	18	1	7	3	2	1	14	1	20	6	2	3	32
17:00	1	6	0	0	1	8	1	4	2	3	2	12	2	10	2	3	3	20
17:15	0	11	0	1	1	13	1	13	1	0	5	20	1	24	1	1	6	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	22
18:00	0	12	1	0	1	14	0	21	0	2	1	24	0	33	1	2	2	38
18:15	1	16	2	0	3	22	0	11	1	0	2	14	1	27	3	0	5	36
18:30	0	9	0	0	3	12	0	8	0	0	0	8	0	17	0	0	3	20
18:45	0	9	1	0	4	14	1	5	2	0	0	8	1	14	3	0	4	22
19:00	0	7	0	0	2	9	0	6	1	1	0	8	0	13	1	1	2	17
19:15	0	5	0	0	4	9	0	4	0	1	2	7	0	9	0	1	6	16
19:30	0	3	1	0	2	6	0	3	0	0	4	7	0	6	1	0	6	13
19:45	0	0	1	0	4	5	0	4	0	1	1	6	0	4	1	1	5	13
20:00	0	2	0	0	4	6	0	5	0	0	0	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	0	0	0	0	4	4	1	2	0	1	0	4	1	2	0	1	4	8
20:45	0	4	0	0	1	5	0	8	0	0	3	11	0	12	0	0	4	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	4	7	0	0	4	13
21:30	1	6	2	0	3	12	0	1	1	0	0	2	0	7	3	0	3	14
21:45	1	3	0	0	1	5	0	1	0	0	0	1	1	4	0	0	1	6
22:00	0	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	0	1	1	0	3	5	0	2	0	0	0	2						

Vehicle Class Summary

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

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

Sunday

	Northbound					Southbound					Combined							
	M/Cycle & P/Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M/Cycle & P/Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M/Cycle & P/Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	9	2	0	2	13	0	8	0	1	0	9	0	17	2	1	2	22
00:15	1	12	1	1	3	18	1	7	0	0	0	8	2	19	1	1	3	26
00:30	0	7	2	0	2	11	0	10	0	1	1	12	0	17	2	1	3	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	0	3	0	0	2	5	1	8	0	0	2	11	1	11	0	0	4	16
01:30	0	7	1	0	0	8	1	13	0	1	2	17	1	20	1	1	2	25
01:45	0	9	2	0	1	11	0	10	0	0	0	13	0	19	0	1	4	25
02:00	0	5	2	0	0	7	0	16	0	0	0	18	0	21	2	0	2	25
02:15	0	8	0	0	2	10	1	12	0	0	2	15	1	20	0	0	4	25
02:30	0	3	0	1	2	6	0	6	0	0	2	8	0	9	0	1	4	14
02:45	0	4	0	0	0	4	0	8	0	0	1	9	0	12	0	0	1	13
03:00	0	7	1	0	2	10	0	13	0	2	2	17	0	20	1	2	4	27
03:15	0	4	0	0	2	6	3	6	1	1	1	12	3	10	1	1	3	18
03:30	0	3	1	0	2	6	0	6	0	0	1	7	0	9	1	0	3	13
03:45	0	3	1	0	2	6	0	6	0	0	0	6	0	9	1	0	2	12
04:00	0	5	0	1	2	8	0	30	0	1	2	33	0	35	0	2	4	41
04:15	0	4	0	0	3	7	2	7	0	2	1	12	2	11	0	2	4	19
04:30	0	8	1	1	0	10	0	6	0	2	0	8	0	14	1	3	0	18
04:45	0	8	1	0	2	11	1	2	0	1	0	4	1	10	1	1	2	15
05:00	2	10	1	0	1	14	0	17	2	0	3	22	2	27	3	0	4	36
05:15	2	11	0	0	2	15	0	4	0	0	1	7	2	17	1	0	3	23
05:30	0	3	1	0	1	5	2	10	0	1	0	14	2	4	1	2	3	27
05:45	1	25	0	0	4	30	2	4	0	1	0	7	3	29	0	1	4	37
06:00	0	4	0	0	1	5	0	17	1	0	1	20	1	21	1	0	2	25
06:15	0	7	3	0	2	12	0	7	0	0	0	7	0	14	3	0	2	19
06:30	0	5	2	0	5	12	0	3	0	1	1	5	0	8	2	1	6	17
06:45	0	6	3	0	2	11	0	6	1	0	0	7	0	12	4	0	2	18
07:00	0	2	2	0	1	5	0	4	1	2	2	9	0	6	3	2	3	14
07:15	0	4	1	0	2	6	0	3	0	1	0	4	0	7	0	1	2	10
07:30	0	4	1	0	6	13	1	5	0	1	3	10	1	9	1	1	11	23
07:45	0	0	1	0	2	3	0	3	1	0	1	5	0	3	2	0	3	8
08:00	0	0	1	0	3	4	0	1	1	0	2	4	0	1	2	0	5	8
08:15	0	4	1	0	1	6	0	5	0	3	2	10	0	9	1	3	3	16
08:30	0	2	2	0	1	5	0	3	2	0	0	5	0	5	4	0	1	10
08:45	0	4	2	0	3	9	0	1	0	1	0	3	0	2	3	1	3	9
09:00	0	4	1	0	2	7	0	4	0	1	1	6	0	5	1	0	3	13
09:15	0	4	1	0	3	8	0	2	0	0	1	3	0	6	1	0	4	11
09:30	0	7	0	0	0	7	0	2	0	0	1	3	0	9	0	0	1	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	2	5	2	0	4	13	0	0	0	0	0	0	2	5	2	0	4	13
10:30	0	8	0	0	2	10	0	2	1	1	1	5	0	10	1	1	3	15
10:45	1	6	0	0	4	11	0	3	0	0	1	5	0	12	0	0	3	15
11:00	2	7	0	2	3	14	0	4	0	0	0	4	2	11	0	2	3	18
11:15	1	3	1	0	5	10	0	8	0	1	1	10	1	11	1	1	6	20
11:30	1	7	2	1	5	16	0	7	1	2	0	10	1	14	3	3	5	26
11:45	0	4	1	0	5	10	0	6	2	2	4	14	0	10	3	2	9	24
12:00	0	6	1	1	1	9	0	6	1	3	2	12	0	12	2	4	3	21
12:15	0	7	0	0	0	7	1	13	1	1	3	19	1	20	1	1	3	26
12:30	0	13	0	0	3	16	0	13	0	2	1	16	0	36	0	1	4	41
12:45	0	14	3	0	3	20	2	22	1	1	2	28	2	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
13:15	0	6	1	0	1	8	0	7	0	1	2	10	0	13	1	1	3	18
13:30	0	7	1	1	4	13	0	5	1	0	2	8	0	12	2	1	6	21
13:45	0	4	1	0	6	11	0	6	0	0	0	6	0	10	1	0	6	17
14:00	0	4	0	1	6	11	1	19	1	2	2	25	1	23	1	3	8	36
14:15	0	4	1	0	4	9	0	8	0	2	2	12	0	12	0	2	3	24
14:30	0	2	0	0	3	5	0	1	0	1	0	2	0	3	0	0	3	7
14:45	0	5	2	0	3	10	1	4	0	0	1	6	1	9	2	0	4	16
15:00	0	8	0	0	4	12	0	8	0	0	4	12	0	16	0	0	8	24
15:15	0	4	0	0	4	8	0	10	3	0	1	14	0	14	3	0	5	22
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	1	11	0	0	4	15	0	2	1	0	3	6	0	13	1	0	7	21
16:15	1	19	0	0	5	25	0	3	0	1	3	7	1	22	0	1	8	32
16:30	0	23	0	0	4	27	0	4	0	2	5	11	0	27	0	2	9	38
16:45	0	15	1	0	2	18	0	8	0	0	4	12	0	23	1	0	6	30
17:00	1	6	1	1	1	10	0	7	0	0	1	8	1	13	1	1	2	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	0	12	0	0	1	13	0	6	1	0	3	10	0	18	1	0	4	23
18:00	0	8	0	0	2	10	0	13	0	0	0	13	0	21	0	0	2	23
18:15	0	11	0	0	0	11	0	6	1	0	1	8	0	17	1	0	1	19
18:30	0	8	1	0	1	10	0	1	0	0	0	1	0	9	1	0	1	11
18:45	0	9	0	0	3	12	0	5	0	0	3	8	0	14	0	0	6	20
19:00	0	10	2	1	0	13	0	3	0	0	0	3	0	13	2	1	0	16
19:15	0	10	0	0	1	11	0	2	0	0	1	3	0	12	0	0	2	14
19:30	0	4	0	0	2	6	0	5	1	0	0	6	0	9	1	0	2	12
19:45	0	4	1	0	1	6	0	3	1	0	1	5	0	7	2	0	2	11
20:00	0	2	0	0	0	2	0	5	0	0	1	6	0	7	0	0	1	8
20:15	0	4	0	0	3	7	0	15	0	1	0	16	0	19	0	1	3	23
20:30	1	2	1	0	2	6	0	3	0	1	1	5	1	5	1	1	3	11
20:45	0	2	1	0	1	4	0	1	0	0	0	1	0	3	1	0	1	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	1	0	0	6	0	0	0	0	0	0	0	5	1	0	0	6
21:45	0	4	0	0	0	4	0	1	0	0	1	2	0	5	0	0	1	6
22:00	0	10	1	0	1	12	0	15	1	0	0	16	0	25	2	0	1	28
22:15	0	6	3	0	0	9	0	4	0	1	1	6	0	10	3	1	1	15
22:30	0	6	0	0	1	7	0	5	0	0	0	5	0	11	0	0	1	12
22:45	0	4	0	0	0	4	0	2	0	0	1	3	0	6	0	0	1	7
23:00</																		

Vehicle Class Summary

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

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

Weekday Averag

	Northbound					Southbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	15	0	0	2	18	1	13	0	3	1	18	1	28	1	3	3	36
00:15	0	10	0	0	2	13	0	11	0	2	2	16	0	21	0	3	3	29
00:30	0	7	1	0	2	10	0	10	0	1	1	12	0	17	1	1	3	22
00:45	0	10	0	0	3	13	0	12	0	2	1	16	0	21	0	2	5	29
01:00	0	10	1	0	3	14	1	15	0	1	2	18	1	26	1	1	5	33
01:15	1	9	0	0	3	13	0	13	0	2	2	16	1	22	0	2	4	29
01:30	1	9	1	0	2	13	0	15	0	2	1	18	1	24	1	2	3	31
01:45	1	13	1	0	2	18	1	17	1	1	1	21	3	20	1	1	4	27
02:00	0	10	2	1	2	15	1	36	0	2	1	39	1	46	2	3	3	54
02:15	0	9	1	0	2	13	0	12	0	2	2	17	0	21	1	3	4	30
02:30	0	12	2	0	2	17	0	14	0	1	0	15	0	26	2	1	3	32
02:45	0	18	1	0	3	23	0	14	0	2	1	18	1	33	2	3	3	41
03:00	0	14	1	0	4	19	0	22	0	3	2	27	0	36	1	3	6	47
03:15	0	19	1	1	3	25	0	16	0	4	2	22	1	35	1	5	5	47
03:30	0	28	2	0	6	36	0	18	0	3	1	22	0	46	2	3	7	58
03:45	0	25	3	0	5	33	0	17	1	5	1	24	0	44	3	5	7	59
04:00	0	29	3	0	6	34	0	48	0	4	2	55	0	74	3	4	8	88
04:15	0	24	1	1	6	33	1	23	0	5	3	32	1	47	1	6	9	65
04:30	1	28	2	0	5	36	0	21	0	4	2	27	1	49	2	4	7	64
04:45	1	38	3	0	5	47	0	21	0	4	4	30	1	60	3	4	10	77
05:00	2	40	1	1	5	49	1	45	1	3	2	53	3	85	2	4	7	102
05:15	2	52	3	1	7	66	1	34	1	4	2	41	3	86	4	5	10	108
05:30	2	36	3	1	8	50	1	33	1	4	2	41	3	49	4	5	10	61
05:45	3	77	4	1	9	94	1	26	1	3	3	33	3	103	5	4	12	127
06:00	0	36	4	1	7	48	0	51	2	3	3	60	1	87	6	4	10	108
06:15	0	36	5	1	8	50	0	31	0	4	3	39	0	67	5	5	11	88
06:30	0	50	12	1	10	74	1	29	1	5	4	40	1	79	13	6	14	114
06:45	0	65	11	2	13	90	0	26	2	5	3	36	1	90	13	7	16	127
07:00	0	42	7	3	14	67	1	28	3	5	4	41	1	71	10	8	17	108
07:15	0	33	9	3	10	55	0	22	4	4	4	34	0	58	14	7	15	93
07:30	0	45	6	2	11	65	0	23	4	3	5	37	1	69	10	6	17	102
07:45	1	48	6	2	10	67	0	23	6	4	4	37	1	71	12	5	14	103
08:00	0	39	5	3	9	57	0	23	7	5	5	41	0	62	12	9	14	98
08:15	1	36	7	3	9	54	1	20	6	5	4	35	1	56	12	7	12	90
08:30	1	42	4	2	10	59	0	25	5	6	5	41	1	67	10	8	15	101
08:45	0	41	8	2	12	63	1	17	6	5	5	33	1	58	14	8	17	96
09:00	0	24	6	3	10	41	1	17	5	5	6	33	1	42	10	6	16	74
09:15	0	26	6	3	11	47	0	18	6	3	6	32	1	44	12	6	17	79
09:30	0	27	8	3	12	50	0	15	5	5	5	31	0	42	13	8	18	81
09:45	0	24	8	4	14	49	1	22	8	6	4	40	1	46	16	10	17	90
10:00	0	20	6	2	11	39	1	20	9	4	5	39	1	40	14	6	16	78
10:15	0	17	5	4	11	37	1	19	5	7	6	37	1	36	10	11	17	75
10:30	0	28	6	2	14	49	1	23	7	5	6	40	1	51	12	5	19	89
10:45	0	29	6	3	11	49	0	23	7	5	5	40	0	52	13	7	16	88
11:00	0	17	4	2	9	32	1	25	9	8	6	48	1	42	12	10	15	80
11:15	0	16	6	2	10	34	1	15	9	5	7	36	1	31	15	7	17	71
11:30	2	13	6	3	14	38	0	17	6	5	4	32	2	30	12	8	18	70
11:45	0	19	5	2	10	36	1	23	8	5	9	44	1	41	13	6	19	80
12:00	0	14	4	4	10	33	1	25	8	7	8	49	1	39	13	10	18	81
12:15	0	18	7	3	10	38	1	25	5	5	8	44	1	43	12	8	18	82
12:30	0	18	5	4	12	39	0	18	5	5	6	35	0	37	10	9	17	74
12:45	1	29	4	2	12	47	0	28	7	3	5	44	1	57	10	5	17	91
13:00	1	22	3	3	11	40	0	32	6	5	6	49	1	54	9	8	17	89
13:15	0	27	5	3	12	48	1	31	5	4	8	49	1	58	10	7	20	96
13:30	0	29	4	2	12	48	1	19	7	5	6	38	1	49	11	7	18	87
13:45	1	30	5	4	14	54	1	27	8	4	9	49	2	57	13	8	23	104
14:00	0	20	5	5	12	42	3	36	9	6	9	63	3	57	13	11	21	105
14:15	0	17	4	3	14	40	0	34	7	7	8	50	0	51	14	11	21	100
14:30	0	17	4	3	15	40	3	31	9	8	8	58	3	48	13	11	23	98
14:45	0	20	5	4	12	41	2	28	8	8	6	52	3	47	13	12	18	93
15:00	0	18	3	5	11	37	3	42	8	8	7	69	4	60	11	13	18	106
15:15	0	21	3	3	12	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	90
15:45	0	14	5	3	12	34	2	23	7	6	7	44	2	37	12	9	18	78
16:00	1	22	6	3	9	41	2	41	8	4	7	62	3	63	14	7	21	103
16:15	1	34	7	2	11	55	2	35	7	5	10	60	4	69	14	7	21	115
16:30	0	37	3	1	12	53	1	32	6	3	6	48	1	70	9	4	17	101
16:45	0	27	5	1	11	45	1	34	7	4	7	53	2	61	12	4	18	98
17:00	0	23	5	1	8	37	1	51	4	1	4	61	1	74	9	3	12	99
17:15	2	30	4	1	7	43	1	39	6	3	5	54	3	68	10	4	13	97
17:30	0	28	3	0	8	39	1	49	5	4	6	66	2	77	8	5	13	105
17:45	2	24	2	0	7	34	1	39	7	2	5	53	2	62	8	2	12	86
18:00	0	26	1	0	7	37	2	57	5	1	4	70	2	85	7	1	11	107
18:15	0	22	2	0	7	32	2	30	3	1	6	43	2	52	6	1	13	74
18:30	0	18	1	0	7	27	0	19	4	1	6	29	1	37	5	1	12	56
18:45	1	24	1	1	6	33	1	15	1	1	5	23	2	38	2	1	12	55
19:00	0	13	3	0	4	21	0	23	1	2	4	31	1	37	4	2	8	52
19:15	1	16	1	0	5	23	1	13	2	1	2	19	1	29	3	1	8	42
19:30	0	16	1	0	4	22	0	15	1	1	4	20	0	31	2	2	8	43
19:45	0	8	1	0	4	13	0	13	2	2	3	20	0	20	3	2	7	33
20:00	0	10	0	0	4	14	0	15	1	0	3	20	0	25	1	1	7	34
20:15	0	10	2	0	2	14	1	23	1	2	2	28	1	32	3	2	5	43
20:30	0	9	2	0	4	16	0	12	1	0	1	15	0	20	4	1	5	30
20:45	0	7	2	0	3	13	0	7	1	1	1	10	0	15	3	1	4	23
21:00	0	9	2	0	2	13	2	11	1	0	1	15	2	20	2	0	3	27
21:15	0	9	0	0	4	13	0	10	0	1	0	12	1	19	0	1	4	25
21:30	1	13	0	0	2	16	0	10	0	1	1	11	1	22	1	1	3	28
21:45	1	7	0	0	3	12	0	9	0	1	1	11	1	16	1	1	3	23
22:00	0	9	1	0	5	15	0											

Vehicle Class Summary

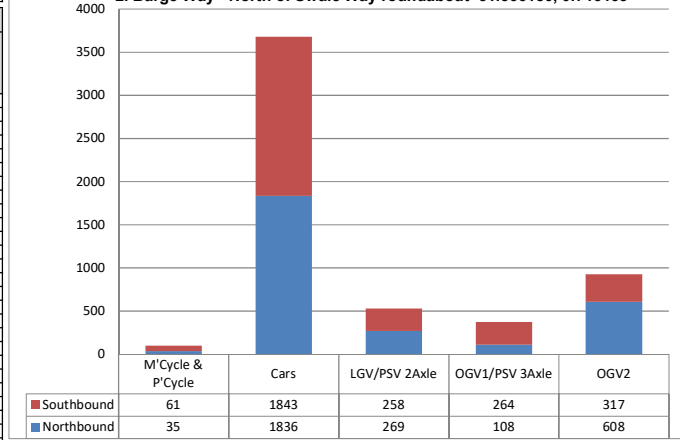
M'Cycle & P'Cycle	2%
Cars	66%
LGV	9%
OGV1 & PSV	7%
OGV2	17%

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

7 Day Average

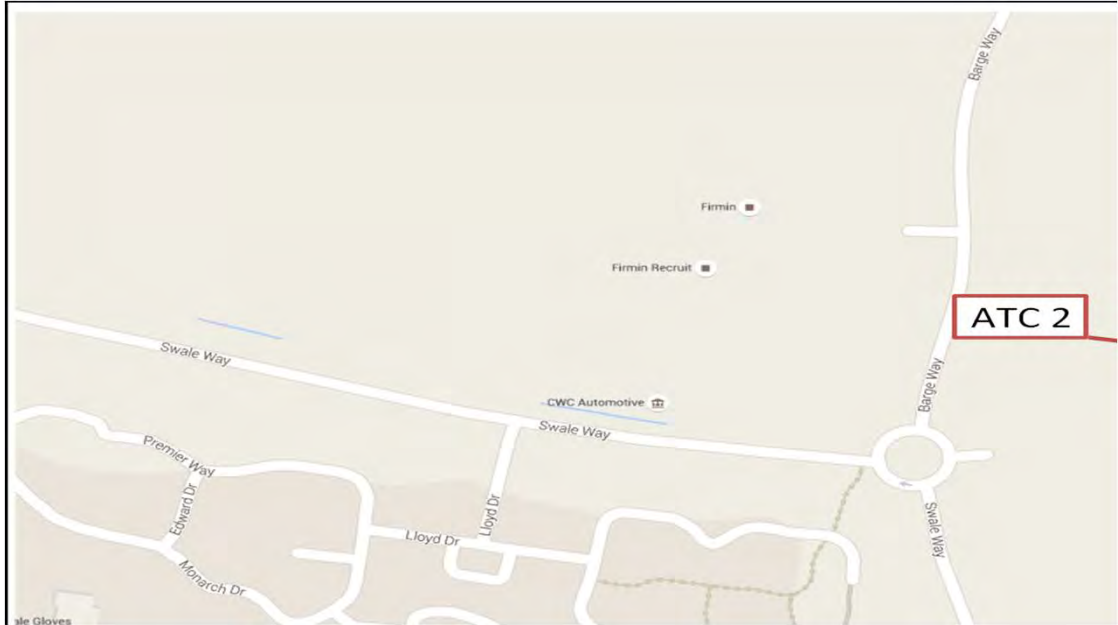
Vehicle Class Chart

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



Time	Northbound					Southbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	15	1	0	2	18	1	12	0	3	1	16	1	27	1	3	3	34
00:15	0	10	1	0	3	14	0	11	0	2	1	15	1	21	1	3	4	29
00:30	0	7	1	0	2	11	0	11	0	1	1	13	0	18	1	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	0	9	1	0	3	13	1	13	0	1	1	16	1	22	1	1	4	29
01:15	0	8	1	0	2	11	0	12	0	1	2	15	1	19	1	1	4	26
01:30	0	9	1	0	2	11	0	14	0	2	1	18	1	23	1	2	3	29
01:45	1	12	2	1	3	17	0	7	0	1	1	9	1	19	2	3	4	26
02:00	0	9	2	1	1	13	1	34	0	2	1	37	1	43	2	3	2	50
02:15	0	9	1	0	2	13	1	12	0	2	2	17	1	22	1	2	4	30
02:30	0	9	1	0	2	13	0	11	0	1	1	13	0	20	1	1	3	26
02:45	0	15	1	0	2	18	0	12	0	2	1	16	0	27	1	3	3	34
03:00	0	12	1	0	4	17	0	19	0	3	2	24	0	31	1	3	6	41
03:15	0	16	1	1	4	22	1	14	0	3	1	20	1	31	1	4	5	42
03:30	0	23	1	0	5	29	0	15	0	3	1	19	0	37	2	3	4	46
03:45	0	23	2	0	5	30	0	16	1	4	1	21	0	39	2	4	6	52
04:00	0	20	2	0	5	28	0	44	0	3	2	50	0	64	2	4	7	77
04:15	0	19	1	1	5	27	1	20	0	4	3	28	1	40	1	5	8	55
04:30	1	24	2	0	5	32	0	19	0	3	2	24	1	43	2	4	6	56
04:45	1	30	2	0	5	39	0	18	0	3	3	25	1	48	2	4	9	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	33	3	77	4	4	9	98
05:30	2	81	2	1	7	94	1	26	1	3	4	33	3	108	4	5	9	127
05:45	2	66	4	1	8	80	1	22	1	2	2	28	3	88	4	3	10	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	0	39	9	1	10	59	1	23	1	4	4	32	1	62	10	5	14	91
06:45	0	50	8	2	10	71	0	22	1	4	3	30	0	72	10	5	13	101
07:00	0	33	6	2	12	53	1	22	3	4	3	33	1	55	9	6	14	85
07:15	0	38	7	3	9	57	0	18	3	3	4	28	0	47	10	6	13	75
07:30	0	36	5	2	10	53	0	19	3	3	5	31	1	55	8	4	15	84
07:45	1	38	5	1	8	53	0	19	5	3	3	30	1	57	10	4	11	83
08:00	0	29	4	2	8	44	0	18	6	4	5	33	1	47	10	7	13	77
08:15	0	28	5	2	7	43	1	16	4	4	4	29	1	45	10	6	11	71
08:30	1	32	4	2	8	47	0	20	4	4	4	33	1	52	8	6	12	79
08:45	0	30	6	2	11	49	0	13	4	4	4	27	1	43	9	7	15	76
09:00	0	29	4	3	9	45	0	15	4	4	5	28	0	35	9	5	14	63
09:15	0	20	5	3	9	37	0	14	5	2	5	26	0	34	10	5	14	63
09:30	0	21	6	2	9	39	0	13	4	4	5	25	0	34	10	6	14	64
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10:00	0	15	5	2	9	31	1	16	7	3	5	31	1	31	12	5	14	62
10:15	0	16	5	3	9	33	0	15	4	5	5	30	1	31	9	8	14	62
10:30	0	24	4	2	10	40	1	19	5	3	5	32	1	43	8	4	15	72
10:45	0	24	4	3	9	40	0	20	5	4	4	32	1	42	10	6	13	71
11:00	0	16	3	2	7	28	0	20	7	6	5	39	1	36	9	8	13	67
11:15	0	13	4	2	9	28	1	13	7	4	6	30	1	26	11	6	15	58
11:30	1	12	5	3	11	32	0	15	5	4	3	27	2	26	10	7	14	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	0	15	5	2	8	30	1	21	5	4	6	37	1	36	10	6	14	67
12:30	0	16	5	2	8	31	0	18	4	4	5	32	0	34	10	7	14	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	4	3	10	39	0	27	4	3	6	40	0	50	8	6	16	80
13:30	0	25	3	2	10	40	0	16	5	4	5	31	1	41	8	5	15	70
13:45	1	24	4	3	12	43	1	21	6	3	7	37	2	45	10	6	18	81
14:00	0	15	3	4	10	32	2	31	7	5	7	53	2	46	11	9	18	85
14:15	0	14	4	2	12	33	2	28	6	6	6	47	2	50	11	8	19	91
14:30	0	13	3	2	12	31	2	23	6	6	7	45	2	36	10	8	19	75
14:45	0	17	5	3	9	34	2	23	6	6	5	43	3	40	11	9	14	77
15:00	0	15	2	4	9	30	3	35	6	7	7	58	3	51	9	10	16	89
15:15	0	16	2	2	10	31	3	46	7	5	6	67	3	62	9	7	16	97
15:30	0	15	3	2	11	30	1	23	5	5	6	41	2	38	8	7	17	71
15:45	0	12	4	3	9	28	2	18	6	5	6	36	2	31	10	7	15	64
16:00	1	19	5	2	8	35	2	31	6	3	6	47	2	50	11	5	14	82
16:15	1	29	5	1	9	46	2	27	5	4	8	46	3	56	11	5	17	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	1	18	3	1	6	29	1	38	3	1	3	47	1	56	7	2	9	76
17:15	1	24	3	1	6	34	1	30	5	2	5	43	2	53	7	3	11	76
17:30	0	24	2	0	6	32	1	38	4	3	5	51	1	61	6	3	11	83
17:45	1	20	2	0	5	28	0	29	5	1	4	40	2	49	6	1	9	68
18:00	0	23	1	0	5	30	1	46	4	1	3	55	2	69	5	1	9	85
18:15	0	20	2	0	5	27	1	24	3	1	5	34	2	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	1	19	1	1	6	27	1	12	1	0	4	19	1	31	2	1	10	46
19:00	0	12	2	0	3	18	0	18	1	1	3	23	0	30	4	2	6	42
19:15	0	14	1	0	4	19	1	10	1	1	2	15	1	24	2	1	7	34
19:30	0	8	1	0	3	12	0	12	1	1	3	16	0	24	2	1	7	34
19:45	0	6	1	0	4	11	0	10	1	1	2	16	0	16	2	2	6	27
20:00	0	7	0	0	3	11	0	12	1	0	2	16	0	20	1	0	5	27
20:15	0	8	1	0	3	12	1	20	1	1	2	24	1	28	2	1	4	36
20:30	0	6	2	0	4	13	0	9	1	1	1	12	0	16	3	1	5	24
20:45	0	6	2	0	3	11	0	7	1	0	1	9	0	13	2	0	4	20
21:00	0	7	2	0	2	11	1	10	0	0	1	12	1	17	2	0	3	23
21:15	0	8	1	0	3	12	1	8	0	1	0	10	1	15	0	1		

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

Volume Summary

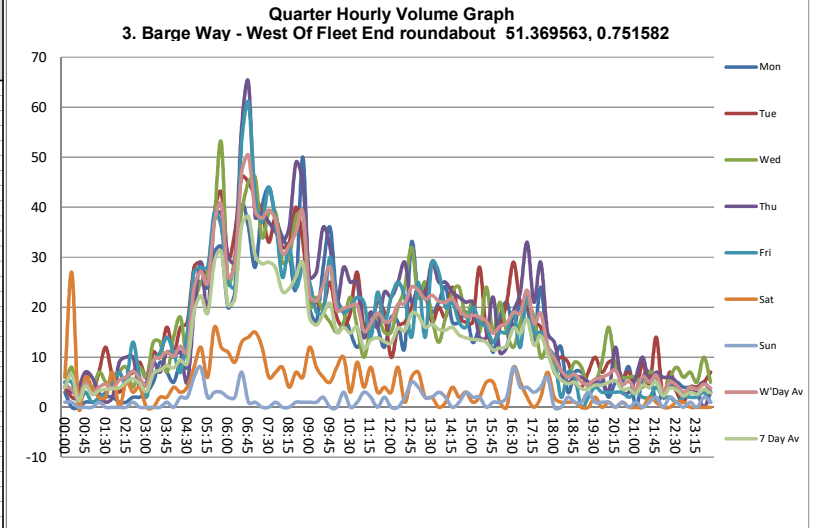
Average Weekday 1,552
7 Day Average 1,189

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

Eastbound

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 06-Jun	Tue 07-Jun	Wed 08-Jun	Thu 09-Jun	Fri 10-Jun	Sat 11-Jun	Sun 12-Jun		
AM Peak	50	46	53	65	61	27	8		
PM Peak	33	29	32	33	29	8	8		
00:00	3	4	4	5	6	1	4	4	4
00:15	0	2	3	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	7	3	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	0	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
05:00	25	29	25	29	28	12	8	27	22
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
07:30	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
10:45	12	27	16	25	22	9	1	20	16
11:00	15	16	10	14	21	4	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	24	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	22	14	2	2	22	16
13:30	19	17	18	29	29	2	2	22	17
13:45	21	20	13	25	27	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	0	2	17	12
16:30	16	29	12	19	19	8	0	19	16
16:45	21	21	17	23	12	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	0	1	5	4
19:15	5	7	4	5	2	0	3	5	4
19:30	4	10	5	5	4	2	1	6	4
19:45	5	7	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
21:45	1	14	6	7	4	1	2	6	5
22:00	3	2	3	6	2	0	0	3	2
22:15	4	7	6	6	2	0	2	5	4
22:30	5	3	8	5	1	1	1	4	3
22:45	4	1	6	2	2	1	0	3	2
23:00	4	4	7	3	2	0	1	4	3
23:15	4	4	5	3	2	0	0	4	3
23:30	5	5	10	0	3	0	2	5	4
23:45	3	7	5	3	1	0	1	4	3
Total	1402	1608	1566	1702	1481	418	145	1552	1189

07:00-19:00	997	1010	982	1157	989	227	83	1027	778
06:00-22:00	1171	1255	1206	1408	1183	281	107	1245	944
06:00-24:00	1203	1288	1256	1436	1198	283	114	1276	968
00:00-24:00	1402	1608	1566	1702	1481	418	145	1552	1189



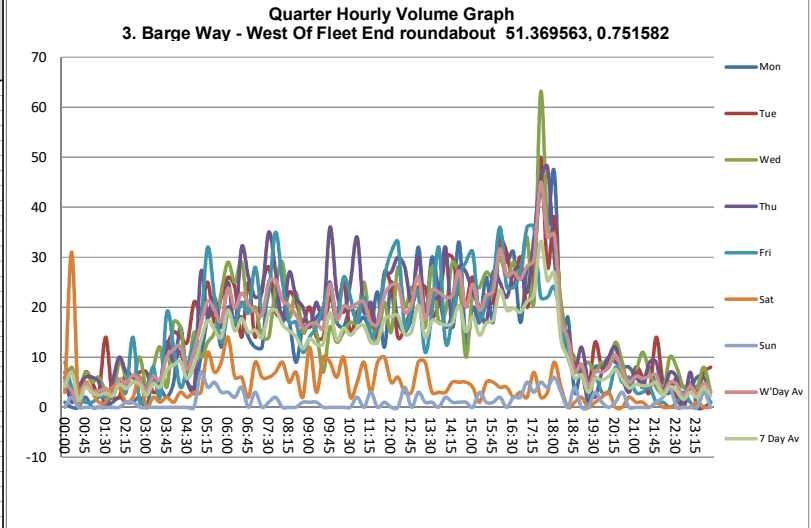
Volume Summary

Average Weekday 1,464
7 Day Average 1,120

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

Westbound

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 06-Jun	Tue 07-Jun	Wed 08-Jun	Thu 09-Jun	Fri 10-Jun	Sat 11-Jun	Sun 12-Jun		
AM Peak	25	28	29	36	35	31	7		
PM Peak	47	50	63	48	36	9	6		
00:00	1	7	3	6	9	3	0	5	4
00:15	0	3	8	21	4	31	2	3	7
00:30	0	1	2	4	2	1	0	2	1
00:45	2	7	7	6	1	5	0	5	4
01:00	0	5	5	6	1	3	0	3	3
01:15	0	3	6	5	2	1	0	3	2
01:30	0	14	3	0	2	1	0	4	3
01:45	1	2	2	5	2	4	0	2	2
02:00	2	2	9	10	5	4	0	6	5
02:15	1	7	6	7	3	1	1	5	4
02:30	1	6	5	6	14	2	1	6	5
02:45	2	7	10	6	1	6	0	5	5
03:00	0	7	4	3	3	0	0	3	2
03:15	6	3	8	6	8	2	0	6	5
03:30	4	4	12	5	2	1	0	5	4
03:45	2	12	4	13	19	2	0	10	7
04:00	5	15	17	9	12	1	0	12	8
04:15	16	14	16	11	4	3	0	12	9
04:30	5	13	7	5	9	2	0	8	6
04:45	4	21	15	3	13	3	0	11	8
05:00	10	19	10	27	17	3	7	17	13
05:15	18	25	13	18	32	11	4	21	17
05:30	21	17	15	22	22	7	5	19	16
05:45	12	22	23	16	13	9	3	17	14
06:00	20	26	29	25	19	14	3	24	19
06:15	17	24	25	16	17	6	2	20	15
06:30	18	14	29	32	21	6	4	23	18
06:45	14	25	19	26	19	2	0	21	15
07:00	12	14	20	22	28	9	3	19	15
07:15	12	24	14	23	19	6	0	18	14
07:30	25	28	14	35	23	6	1	25	19
07:45	22	19	24	27	35	7	2	25	19
08:00	18	18	29	17	25	9	0	21	17
08:15	17	23	18	27	17	5	0	20	15
08:30	9	21	23	22	17	7	0	18	14
08:45	16	17	15	20	11	2	1	16	12
09:00	16	20	17	16	14	12	1	17	14
09:15	18	14	15	21	16	3	1	17	13
09:30	20	14	7	18	20	10	0	16	13
09:45	25	22	16	36	24	9	0	25	19
10:00	17	18	13	23	17	6	0	18	13
10:15	16	25	15	19	26	10	0	20	16
10:30	20	15	17	25	22	2	0	20	14
10:45	17	19	17	34	17	5	2	21	16
11:00	18	21	25	19	22	9	0	21	16
11:15	16	19	15	21	14	3	3	17	13
11:30	23	14	13	16	17	9	0	17	13
11:45	12	27	21	26	26	10	1	22	18
12:00	25	24	15	27	31	5	0	24	18
12:15	17	14	28	30	33	6	0	24	18
12:30	15	16	20	28	16	3	4	19	15
12:45	18	20	24	21	20	3	0	21	15
13:00	32	24	22	30	23	9	3	26	20
13:15	18	24	16	19	11	9	1	18	14
13:30	30	18	28	22	19	3	1	23	17
13:45	23	21	17	22	32	3	0	23	17
14:00	16	30	19	32	13	3	2	22	16
14:15	19	30	29	16	18	5	1	22	17
14:30	33	23	26	28	26	5	1	27	20
14:45	13	21	10	27	29	5	1	20	15
15:00	20	26	23	23	31	4	0	25	18
15:15	17	18	24	20	18	1	3	19	14
15:30	26	21	27	17	21	5	1	22	17
15:45	17	21	26	27	25	5	1	23	17
16:00	34	33	30	25	36	4	2	32	23
16:15	29	31	26	22	24	4	0	26	19
16:30	31	24	29	27	24	2	2	27	20
16:45	17	30	26	28	27	3	2	26	19
17:00	28	20	34	23	36	2	5	28	21
17:15	29	28	21	34	36	7	3	30	23
17:30	44	50	63	46	22	2	5	45	33
17:45	36	28	36	48	22	3	4	34	25
18:00	47	38	34	30	24	9	6	35	27
18:15	15	19	21	15	17	4	3	17	13
18:30	18	13	13	15	10	0	0	14	10
18:45	3	9	10	7	7	1	4	7	6
19:00	8	7	8	12	8	2	0	9	6
19:15	1	3	9	5	3	0	0	4	3
19:30	8	13	7	2	6	1	3	7	6
19:45	8	8	9	7	3	2	1	7	5
20:00	10	9	8	10	3	3	0	8	6
20:15	9	10	13	12	8	0	1	10	8
20:30	8	8	9	6	5	0	3	7	6
20:45	8	4	4	3	6	2	0	5	4
21:00	6	8	7	7	3	1	0	6	5
21:15	5	6	11	4	3	1	0	6	4
21:30	8	3	7	9	4	0	0	6	4
21:45	4	14	4	9	1	1	1	6	5
22:00	3	5	3	3	1	0	2	3	2
22:15	3	5	10	7	0	0	4	5	4
22:30	6	2	8	6	1	0	0	5	3
22:45	4	0	4	0	3	0	0	2	2
23:00	4	4	5	7	1	0	0	4	3
23:15	6	3	4	0	0	1	0	3	2
23:30	6	7	8	0	3	0	3	5	4
23:45	3	8	3	1	1	0	0	3	2
Total	1319	1518	1498	1585	1399	402	120	1464	1120



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

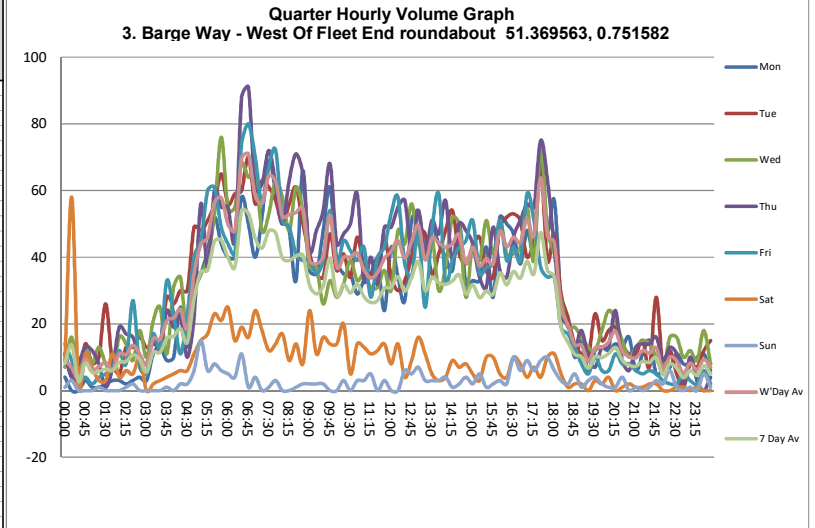
Volume Summary

Average Weekday 3,016
7 Day Average 2,309

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

Combined

Time	Day of Week							Ave Wday	7 Day Ave
	Mon 06-Jun	Tue 07-Jun	Wed 08-Jun	Thu 09-Jun	Fri 10-Jun	Sat 11-Jun	Sun 12-Jun		
AM Peak	69	70	76	91	80	58	15		
PM Peak	68	66	73	75	59	16	10		
00:00	4	11	7	11	14	9	1	9	8
00:15	0	3	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	44	25	5	50	40
06:15	40	59	55	45	41	15	4	48	37
06:30	58	60	68	88	74	19	11	70	54
06:45	50	70	64	91	80	16	1	71	53
07:00	40	56	66	60	70	24	4	58	46
07:15	52	63	48	62	56	18	0	56	43
07:30	69	61	53	72	67	12	1	64	48
07:45	60	57	63	62	72	14	3	63	47
08:00	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	55	58	14	0	45	34
12:30	27	33	44	57	38	4	6	40	30
12:45	51	40	56	42	34	9	5	45	34
13:00	54	48	44	54	48	16	7	50	39
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
15:45	28	34	41	49	38	10	2	38	29
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	6	10	13	10	5	0	3	9	7
19:30	12	23	12	7	10	3	4	13	10
19:45	13	15	18	13	6	2	2	13	10
20:00	12	18	24	13	6	4	1	15	11
20:15	14	19	21	24	11	0	1	18	13
20:30	13	14	15	9	8	1	4	12	9
20:45	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
21:30	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
23:00	8	8	12	10	3	0	1	8	6
23:15	10	7	9	3	2	1	0	6	5
23:30	11	12	18	0	6	0	5	9	7
23:45	6	15	8	4	2	0	1	7	5
Total	2721	3126	3064	3287	2880	820	265	3016	2309



07:00-19:00	2016	2076	2027	2333	2050	481	153	2100	1591
06:00-22:00	2342	2503	2449	2769	2373	576	195	2487	1887
06:00-24:00	2409	2570	2544	2821	2398	579	211	2548	1933
00:00-24:00	2721	3126	3064	3287	2880	820	265	3016	2309

Vehicle Class Summary

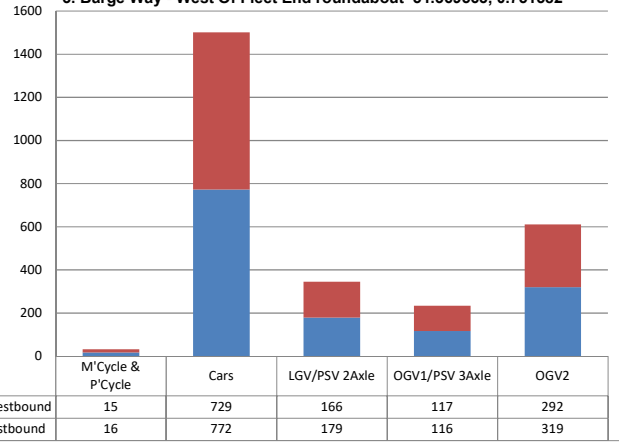
M'Cycle & P'Cycle	1%
Cars	55%
LGV	13%
OGV1 & PSV	9%
OGV2	22%

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

Monday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined								
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	
00:00	0	1	0	0	1	3	0	1	0	0	0	1	0	2	0	0	0	1	4
00:15	0	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	0
00:45	0	1	0	0	0	1	0	2	0	0	0	2	0	3	0	0	0	3	3
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1
01:15	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1
01:30	1	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	2
01:45	0	2	0	0	0	2	0	11	0	0	0	11	0	3	0	0	1	3	13
02:00	0	1	0	0	0	1	0	7	0	2	0	2	0	6	1	2	0	3	3
02:15	0	0	1	0	0	1	0	0	0	1	1	1	0	0	1	0	1	2	2
02:30	0	2	0	0	0	2	0	0	0	1	0	1	0	2	0	1	0	3	3
02:45	0	2	0	0	0	2	0	0	0	1	1	2	0	2	0	1	1	4	4
03:00	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	3
03:15	0	4	1	0	0	5	0	6	0	0	0	6	0	10	1	0	0	11	11
03:30	0	7	2	0	0	9	0	11	0	1	3	4	0	17	2	1	3	13	13
03:45	0	6	3	0	0	9	0	7	0	1	1	2	0	6	1	4	3	9	9
04:00	0	4	1	0	0	5	0	2	0	2	1	5	0	6	1	2	1	10	10
04:15	0	8	0	0	1	9	0	6	1	1	8	16	0	14	1	1	9	25	25
04:30	0	8	0	0	0	8	0	4	0	0	1	5	0	12	0	0	1	13	13
04:45	0	22	1	1	1	25	0	2	1	1	0	4	0	24	2	2	1	29	29
05:00	3	16	4	2	0	25	0	5	0	2	3	10	3	21	4	4	3	35	35
05:15	0	20	2	2	0	24	0	11	0	3	3	18	1	31	2	5	3	42	42
05:30	1	25	3	3	0	31	0	16	1	3	3	21	1	41	4	3	3	52	52
05:45	2	23	4	2	1	32	0	5	2	2	3	12	2	28	6	4	4	44	44
06:00	0	14	4	0	2	20	0	11	3	1	5	20	0	25	7	1	7	40	40
06:15	0	14	7	1	1	23	1	4	3	3	6	17	1	18	10	4	7	40	40
06:30	0	23	7	4	6	40	0	9	0	3	6	18	0	32	7	7	12	58	58
06:45	0	23	11	0	2	36	0	3	3	4	4	14	0	26	14	4	6	50	50
07:00	0	16	0	5	7	28	0	6	2	2	2	12	0	22	2	7	9	40	40
07:15	1	24	6	3	6	40	0	7	2	1	1	21	1	31	6	4	8	52	52
07:30	0	32	4	2	6	44	1	17	1	3	3	25	1	49	5	5	9	69	69
07:45	0	26	4	2	6	38	1	11	4	2	4	22	1	37	8	4	10	60	60
08:00	1	23	4	2	4	34	0	9	3	0	6	18	1	32	7	2	10	52	52
08:15	0	23	2	1	5	31	0	6	6	3	2	17	0	29	8	4	7	48	48
08:30	0	14	3	4	3	24	0	2	1	2	4	9	0	16	4	6	7	33	33
08:45	0	34	7	2	7	50	0	9	2	0	5	16	0	43	9	2	12	66	66
09:00	0	11	1	1	7	20	0	7	4	2	2	16	0	15	4	3	14	36	36
09:15	0	8	4	0	5	17	0	4	4	2	8	18	0	12	8	2	13	35	35
09:30	0	13	6	3	6	28	0	10	4	1	5	20	0	23	10	4	11	48	48
09:45	0	17	6	4	9	36	0	10	8	4	3	25	0	27	14	8	12	61	61
10:00	1	7	4	3	7	22	0	6	5	1	5	17	1	13	9	4	12	39	39
10:15	0	8	3	4	4	19	0	8	2	3	3	16	0	16	5	7	7	35	35
10:30	0	8	0	2	5	15	0	8	3	2	7	20	0	16	3	4	12	35	35
10:45	0	3	4	1	4	12	0	4	4	5	4	17	0	7	5	6	14	29	29
11:00	0	7	1	0	7	15	0	9	0	5	4	18	0	16	1	5	11	33	33
11:15	0	6	3	3	7	19	0	3	3	3	7	16	0	9	6	6	14	35	35
11:30	0	5	3	1	7	16	0	14	3	1	5	23	0	19	6	2	12	39	39
11:45	0	4	2	0	6	12	1	3	2	1	5	12	1	7	4	1	11	24	24
12:00	0	5	1	3	9	18	0	15	3	0	7	25	0	20	4	3	16	43	43
12:15	0	8	3	1	5	17	0	7	3	1	6	17	0	15	6	2	11	34	34
12:30	0	6	1	3	7	12	0	8	1	2	4	15	0	14	2	5	6	27	27
12:45	0	22	2	1	6	33	0	10	3	2	3	18	0	32	5	3	11	51	51
13:00	0	8	3	4	7	22	0	25	4	0	3	32	0	33	7	4	10	54	54
13:15	0	8	3	4	9	24	0	8	2	1	7	18	0	16	5	5	16	42	42
13:30	0	13	1	1	4	19	0	12	4	6	8	30	0	25	5	7	12	49	49
13:45	0	8	1	4	8	21	0	11	4	3	5	23	0	19	5	7	13	44	44
14:00	0	11	4	4	5	24	0	7	1	1	7	16	0	18	5	5	12	40	40
14:15	0	4	1	4	4	17	0	8	4	1	6	19	0	12	2	1	6	25	25
14:30	0	9	2	1	5	17	3	16	1	5	8	33	3	25	3	6	13	50	50
14:45	0	11	1	4	3	19	0	10	1	0	2	13	0	21	2	4	5	32	32
15:00	0	1	4	4	4	13	0	12	3	2	3	20	0	13	7	6	7	33	33
15:15	0	4	2	6	4	16	0	5	3	2	7	17	0	9	5	8	11	33	33
15:30	0	6	2	2	7	17	0	16	4	2	4	26	0	22	6	4	11	43	43
15:45	0	1	1	1	8	11	0	10	3	2	2	17	0	11	4	3	10	28	28
16:00	0	3	5	3	7	18	1	23	5	1	4	34	1	26	10	4	11	52	52
16:15	0	8	2	2	9	21	0	18	2	0	9	29	0	26	4	2	18	50	50
16:30	1	6	1	0	8	16	0	23	4	0	4	31	1	29	5	0	12	47	47
16:45	0	12	1	2	6	21	1	12	1	0	3	17	1	24	2	2	9	38	38
17:00	0	11	3	2	4	20	1	22	1	0	4	28	1	33	4	2	8	48	48
17:15	1	8	3	0	1	13	1	19	4	1	4	29	2	27	7	1	5	42	42
17:30	1	13	3	1	6	24	0	39	2	1	2	44	1	52	5	2	8	68	68
17:45	1	5	0	1	5	12	0	26	3	1	6	36	1	31	3	2	11	48	48
18:00	0	5	1	0	4	10	2	42	2	1	0	47	2	47	3	1	4	57	57
18:15	0	6	2	1	3	12	0	7	4	1	3	15	0	13	6	2	6	27	27
18:30	0	2	0	1	0	3	0	11	4	0	3	18	0	13	4	1	3	21	21
18:45	0	3	0	1	3	7	0	3	0	0	0	3	0	6	0	1	3	10	10
19:00	0	2	0	0	5	7	0	2	1	0	5	8	0	4	1	0	10	15	15
19:15	0	1	3	0	1	5	0	0	0	0	1	1	0	1	3	0	2	6	6
19:30	0	0	1	0	3	4	0	3	1	1	3	8	0	2	2	1	4	12	12
19:45	0	4	1	0	0	5	0	4	2	0	2	8	0	8	3	0	2	13	13
20:00	0	2	0	0	0	2	0	5	1	0	4	10	0	7	1	0	4	12	12
20:15	0	4	1	0	0	5	0	3	3	1	2	9	0	7	4	1	2	14	14
20:30	0	2	0	0	3	5	0	3	1	1	3	8	0	5	1	1	6	13	13

Vehicle Class Summary

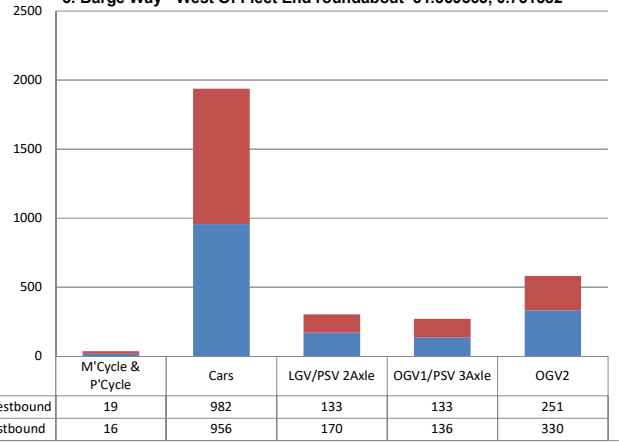
M/Cycle & P/Cycle	1%
Cars	62%
LGV	10%
OGV1 & PSV	9%
OGV2	19%

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

Tuesday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined								
	M/Cycle & P/Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M/Cycle & P/Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M/Cycle & P/Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	
00:00	0	4	0	0	0	4	0	6	0	1	0	7	0	10	0	1	0	0	11
00:15	0	2	0	0	0	2	0	3	0	0	0	3	0	5	0	0	0	0	5
00:30	0	0	0	1	1	2	0	1	0	0	0	1	0	1	0	1	1	1	3
00:45	0	6	0	0	1	7	0	7	0	0	0	7	0	13	0	0	1	1	14
01:00	0	2	0	0	1	3	0	5	0	0	0	5	0	7	0	0	1	1	8
01:15	0	4	0	0	3	7	0	2	0	1	0	3	0	6	0	1	3	10	10
01:30	1	10	0	0	1	12	0	14	0	0	0	14	1	24	0	0	1	25	25
01:45	1	1	0	0	4	6	0	0	0	1	1	2	0	11	0	1	1	14	14
02:00	0	1	1	0	1	3	0	16	1	0	0	17	0	2	2	0	1	5	5
02:15	0	6	0	0	0	6	0	4	0	3	0	7	0	10	0	3	0	13	13
02:30	0	7	0	0	0	7	0	5	0	1	0	6	0	12	0	1	0	13	13
02:45	0	8	0	0	0	8	0	7	0	0	0	7	0	15	0	0	1	16	16
03:00	0	5	0	1	0	6	0	7	0	0	0	7	0	12	0	1	0	13	13
03:15	0	6	1	2	2	11	0	2	0	1	0	3	0	8	1	3	2	14	14
03:30	0	9	0	0	0	9	0	2	0	1	1	4	0	11	0	2	1	14	14
03:45	0	12	0	1	3	16	0	10	0	2	0	12	0	22	0	3	3	28	28
04:00	0	9	1	0	1	11	0	10	1	2	2	15	0	19	2	3	3	26	26
04:15	0	11	1	2	2	16	0	7	1	4	2	14	0	18	2	6	4	30	30
04:30	0	13	3	0	1	17	0	13	0	0	0	13	0	26	3	0	1	30	30
04:45	1	26	1	0	0	28	0	19	1	0	1	21	1	45	2	0	1	49	49
05:00	1	25	2	0	1	29	1	17	0	1	0	19	2	42	2	1	1	48	48
05:15	0	22	2	1	1	26	2	18	0	2	2	25	2	47	2	3	3	55	55
05:30	2	31	3	1	2	39	0	16	0	0	1	17	2	47	3	1	3	55	55
05:45	1	32	3	0	7	43	0	17	1	3	1	22	1	49	4	3	8	65	65
06:00	0	25	1	0	4	30	0	24	0	0	2	26	0	49	1	0	6	56	56
06:15	0	22	9	0	4	35	0	19	0	3	2	24	0	41	9	3	6	59	59
06:30	1	28	9	4	4	46	1	5	0	3	5	14	2	33	9	7	9	60	60
06:45	0	29	10	1	5	45	0	15	2	1	7	25	0	44	12	2	12	70	70
07:00	0	27	9	0	6	42	0	10	2	1	1	14	0	37	11	1	7	56	56
07:15	0	28	4	2	5	39	1	17	4	0	2	24	1	45	8	2	7	63	63
07:30	0	22	3	2	6	33	0	13	5	2	8	28	0	35	8	4	14	61	61
07:45	0	30	4	1	3	38	0	12	3	0	4	19	0	42	7	1	7	57	57
08:00	0	23	2	3	4	32	0	9	0	3	6	18	0	32	2	6	10	50	50
08:15	0	21	5	2	5	33	0	16	2	4	1	23	0	37	7	6	6	56	56
08:30	0	26	4	3	7	40	0	5	2	3	11	21	0	31	6	6	18	61	61
08:45	0	25	2	0	6	33	0	9	1	1	6	17	0	34	3	1	12	50	50
09:00	0	14	1	1	5	21	1	9	3	4	3	20	1	23	4	5	8	41	41
09:15	1	10	1	2	7	21	0	4	3	2	5	14	1	14	4	4	12	35	35
09:30	0	11	1	2	6	20	0	7	1	3	3	14	0	18	2	5	9	34	34
09:45	0	8	5	6	6	25	0	11	2	0	9	22	0	19	7	6	15	47	47
10:00	0	8	1	2	7	18	0	11	3	1	3	18	0	19	4	3	10	36	36
10:15	0	4	2	2	8	16	0	15	1	4	5	25	0	19	3	6	13	41	41
10:30	0	7	2	1	9	19	0	6	2	3	4	15	0	13	4	4	13	34	34
10:45	0	9	4	3	12	27	0	7	3	0	1	19	0	15	7	4	19	45	45
11:00	0	8	3	2	2	16	0	11	2	3	5	21	0	19	5	5	8	37	37
11:15	0	6	3	1	6	16	0	5	4	2	8	19	0	11	7	3	14	35	35
11:30	0	6	4	2	9	21	0	8	1	1	4	14	0	14	5	3	13	35	35
11:45	0	7	5	1	6	19	0	13	4	2	8	27	0	20	9	3	14	46	46
12:00	0	5	0	3	2	10	0	14	3	4	3	24	0	19	3	7	5	34	34
12:15	0	10	2	1	3	16	0	3	2	1	3	14	0	18	4	2	6	30	30
12:30	0	7	4	6	6	24	0	3	5	2	6	16	0	10	6	5	11	33	33
12:45	0	6	6	2	6	20	0	8	6	0	6	20	0	14	12	2	12	40	40
13:00	1	7	3	5	8	24	0	14	4	1	5	24	1	21	7	6	13	48	48
13:15	0	7	3	4	9	23	0	14	1	3	6	24	0	21	4	7	15	47	47
13:30	0	13	2	1	1	17	0	9	4	1	4	18	0	22	6	2	5	35	35
13:45	0	11	2	3	4	20	0	6	7	1	7	21	0	17	9	4	11	41	41
14:00	0	8	2	3	5	18	1	15	3	2	9	30	1	23	10	5	14	48	48
14:15	0	8	4	6	6	24	1	15	6	4	4	24	1	23	10	5	14	48	48
14:30	0	3	2	6	7	18	0	11	3	3	6	23	0	14	5	9	13	41	41
14:45	1	8	1	4	3	17	0	15	0	2	4	21	1	23	1	6	7	38	38
15:00	0	5	3	2	7	17	0	16	3	2	5	26	0	21	6	4	12	43	43
15:15	0	12	2	7	7	28	1	10	2	1	4	18	1	22	4	8	11	46	46
15:30	0	4	1	4	6	15	0	11	2	4	4	21	0	15	3	8	10	36	36
15:45	0	3	1	5	4	13	0	9	3	5	4	21	0	12	4	10	8	34	34
16:00	0	8	2	4	2	16	1	27	4	1	0	33	1	35	6	5	2	49	49
16:15	0	8	5	4	4	21	0	20	1	1	9	31	0	28	6	5	13	52	52
16:30	0	18	2	1	8	29	0	15	3	2	4	24	0	33	5	3	12	53	53
16:45	0	14	0	1	6	21	0	20	4	1	5	30	0	34	4	2	11	51	51
17:00	1	12	2	1	4	20	0	17	0	0	3	20	1	29	2	1	7	40	40
17:15	0	9	0	2	6	17	2	19	0	2	5	28	2	28	0	4	11	45	45
17:30	2	12	0	1	1	16	0	47	1	1	1	50	2	59	1	2	2	66	66
17:45	1	7	1	0	2	11	1	20	4	1	2	28	2	27	5	1	4	39	39
18:00	0	4	1	1	3	9	1	33	2	0	2	38	1	37	3	1	5	47	47
18:15	0	7	0	0	3	10	1	15	1	1	1	19	1	22	1	1	4	29	29
18:30	0	7	0	0	2	9	0	13	0	0	0	13	0	20	0	0	2	22	22
18:45	0	2	1	1	1	5	0	7	1	1	0	9	0	9	2	2	1	14	14
19:00	0	1	0	1	2	4	0	4	1	0	2	7	0	5	1	1	4	11	11
19:15	0	2	3	0	2	7	0	2	0	1	0	3	0	4	3	1	2	10	10
19:30	0	5	2	1	2	10	0	10	0	2	1	13	0	15	2	3	3	23	23
19:45	0	3	2	0	2	7	1	5	0	2	0	8	1	8	2	2	2	15	15
20:00	0	6	0	0	3	9	0	7	0	0	2	9	0	13	0	0	5	18	18
20:15	0	7	1	0	1	9	0	9	1	0	0	10	0	16	2	0	1	19	19
20:30	0	4	0	0	2	6	1	5	0	2	0	8	1	9</					

Vehicle Class Summary

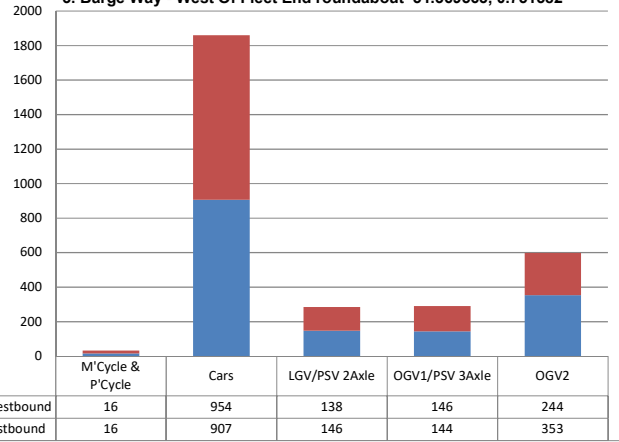
M'Cycle & P'Cycle	1%
Cars	61%
LGV	9%
OGV1 & PSV	9%
OGV2	19%

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

Wednesday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined								
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	2	1	0	0	3	0	8	0	0	0	8	0	13	1	0	0	2	16
00:30	0	1	0	0	0	1	0	1	0	0	1	0	0	2	0	1	0	1	4
00:45	0	4	0	0	0	4	0	6	0	0	1	7	0	10	0	0	0	3	13
01:00	0	2	1	0	0	3	1	4	0	0	0	5	1	6	1	0	0	0	8
01:15	1	4	0	0	0	5	0	6	0	0	0	6	1	10	0	0	0	2	13
01:30	0	3	0	1	1	5	0	3	0	0	0	3	0	6	0	1	1	1	8
01:45	1	2	0	0	0	3	0	2	0	0	0	2	1	4	0	0	1	0	6
02:00	0	6	0	1	0	7	0	8	0	0	0	8	0	14	0	1	1	1	16
02:15	0	4	1	0	0	5	0	4	0	2	0	6	0	8	1	2	3	14	14
02:30	0	4	0	0	0	4	0	4	0	1	0	5	0	8	0	1	0	0	9
02:45	0	7	1	0	0	8	0	8	0	2	0	10	0	15	1	2	0	18	18
03:00	0	3	0	0	0	3	0	4	0	0	0	4	0	7	0	2	1	1	10
03:15	0	11	0	0	0	11	0	7	0	1	0	8	0	18	0	1	2	2	21
03:30	0	12	0	0	0	12	0	9	0	3	0	12	0	21	0	3	1	1	25
03:45	0	0	0	0	0	0	0	2	1	0	1	3	0	3	2	0	2	5	11
04:00	0	10	2	0	0	12	0	13	0	3	1	17	0	23	2	3	3	3	31
04:15	0	14	1	1	2	18	0	14	0	1	1	16	0	28	1	2	2	3	34
04:30	0	9	0	0	0	9	0	4	0	2	1	7	0	13	0	2	3	2	17
04:45	0	16	0	0	0	16	0	13	0	0	2	15	0	29	0	0	6	35	35
05:00	1	21	3	0	0	25	0	9	0	0	1	10	1	30	3	0	0	1	35
05:15	0	23	2	1	1	27	0	10	0	2	0	12	1	33	2	3	1	1	40
05:30	1	32	2	3	2	38	1	13	0	0	0	13	1	45	2	0	2	4	53
05:45	2	39	1	2	9	53	1	21	0	1	0	23	3	60	1	3	9	7	76
06:00	0	19	2	0	4	25	0	23	1	2	3	29	0	42	3	2	7	54	54
06:15	1	19	7	1	2	30	1	22	0	2	0	25	2	41	7	3	2	2	55
06:30	0	29	5	0	5	39	1	23	0	4	1	29	1	52	5	4	6	6	68
06:45	0	34	7	0	4	45	0	18	1	0	0	19	0	52	8	0	4	64	64
07:00	0	29	10	3	4	46	0	13	2	3	2	20	0	42	12	6	6	6	66
07:15	0	25	2	3	4	34	0	12	0	3	1	14	0	35	2	6	5	4	48
07:30	0	20	5	4	10	39	0	8	1	2	3	14	0	28	6	6	13	53	53
07:45	0	28	6	1	4	39	0	13	6	3	2	24	0	41	12	4	6	6	63
08:00	0	15	3	5	6	29	0	12	9	2	6	29	0	27	12	7	12	58	58
08:15	0	16	4	5	5	30	0	6	2	1	9	18	0	22	6	6	14	48	48
08:30	0	22	5	3	8	38	0	10	2	6	5	23	0	32	7	9	13	61	61
08:45	0	30	3	2	4	39	0	2	6	3	4	15	0	32	9	5	8	54	54
09:00	0	15	2	2	4	23	0	7	4	2	2	15	0	16	7	5	9	37	37
09:15	0	9	3	3	7	22	0	7	4	2	2	15	0	16	7	5	9	37	37
09:30	0	10	3	4	2	19	0	2	1	2	2	7	0	12	4	6	4	26	26
09:45	0	4	2	3	8	17	0	4	3	4	5	16	0	8	5	7	13	33	33
10:00	0	4	3	3	5	15	0	4	3	3	3	13	0	8	6	6	8	28	28
10:15	0	5	1	5	6	17	0	5	4	2	4	15	0	10	5	7	10	32	32
10:30	0	10	3	1	8	22	0	11	1	1	4	17	0	21	4	2	12	39	39
10:45	0	8	2	2	4	16	0	7	1	0	2	10	0	13	4	4	12	33	33
11:00	0	5	0	0	5	10	0	7	5	7	6	25	0	12	5	7	11	35	35
11:15	0	7	0	3	6	16	0	5	4	0	6	15	0	12	4	3	12	31	31
11:30	0	7	4	5	2	18	0	6	0	5	2	13	0	13	4	10	4	31	31
11:45	0	6	0	0	9	15	1	12	1	0	7	21	1	18	1	0	16	36	36
12:00	0	9	0	2	4	15	0	3	3	5	4	15	0	12	3	7	8	30	30
12:15	0	4	3	5	8	20	1	20	1	0	6	26	1	24	4	5	14	48	48
12:30	0	11	3	2	4	20	0	12	2	4	7	23	0	18	5	7	12	44	44
12:45	0	13	1	9	9	32	0	10	5	4	5	24	0	23	6	13	14	56	56
13:00	1	16	1	2	2	22	0	13	4	2	3	22	1	29	5	4	5	44	44
13:15	0	15	1	5	4	25	0	9	0	2	5	16	0	24	1	7	9	41	41
13:30	0	11	1	0	6	18	1	10	3	6	8	28	1	21	4	6	14	46	46
13:45	0	8	0	2	3	13	0	9	2	1	5	17	0	17	2	3	8	30	30
14:00	0	8	4	1	5	18	0	11	1	1	6	19	0	19	5	2	11	37	37
14:15	1	9	2	2	4	18	0	21	2	2	8	33	1	28	3	1	6	48	48
14:30	0	9	2	5	8	24	0	17	3	1	5	26	0	26	5	6	13	50	50
14:45	0	5	2	5	6	18	0	4	2	1	3	10	0	9	4	6	9	28	28
15:00	0	5	0	9	7	21	0	14	1	4	4	23	0	19	1	13	11	44	44
15:15	0	5	2	3	5	15	0	7	3	2	12	24	0	12	5	5	17	39	39
15:30	0	8	2	3	11	24	0	19	4	2	2	27	0	27	6	5	13	51	51
15:45	0	3	2	6	4	15	0	14	3	4	5	26	0	17	5	10	9	41	41
16:00	0	9	1	0	11	21	0	21	2	0	7	30	0	30	3	0	18	51	51
16:15	0	8	1	3	3	15	1	16	3	1	5	26	1	24	4	4	8	41	41
16:30	0	2	1	3	6	12	0	25	1	0	3	29	0	27	2	3	9	41	41
16:45	1	7	4	0	5	17	0	19	3	1	3	26	1	26	7	1	8	43	43
17:00	0	13	1	1	6	21	3	27	4	0	0	34	3	40	5	1	6	55	55
17:15	0	12	2	0	4	18	0	17	2	0	2	21	0	29	4	0	6	39	39
17:30	1	6	0	0	3	10	0	54	2	0	7	63	1	60	2	0	10	73	73
17:45	1	7	1	0	3	12	1	29	2	1	3	36	2	36	3	1	6	48	48
18:00	0	4	0	0	3	7	1	25	4	1	3	34	1	29	4	1	6	41	41
18:15	0	4	0	0	2	6	0	15	3	0	3	21	0	19	3	0	5	27	27
18:30	0	3	1	0	2	6	0	10	1	0	2	13	0	13	2	0	4	19	19
18:45	1	6	0	1	1	9	0	6	1	0	3	10	1	12	1	1	4	19	19
19:00	0	0	1	1	6	8	0	5	0	0	3	8	0	5	1	1	9	16	16
19:15	0	3	0	0	1	4	0	3	2	0	4	9	0	6	2	0	5	13	13
19:30	0	3	0	0	2	5	0	3	0	1	3	7	0	6	0	1	5	12	12
19:45	1	4	2	0	2	9	0	6	2	1	0	9	1	10	4	1	2	18	18
20:00	0	5	2	1	8	16	0	5	1	1	1	8	0	10	3	2	9	24	24
20:15	0	5	0	0	3	8	1	10	0	0	2	13	1	15	0	0	5	21	21
20:30	0	5	0	0	1	6	0	6	2	0	1	9	0	11	2	0	2	15	15

Vehicle Class Summary

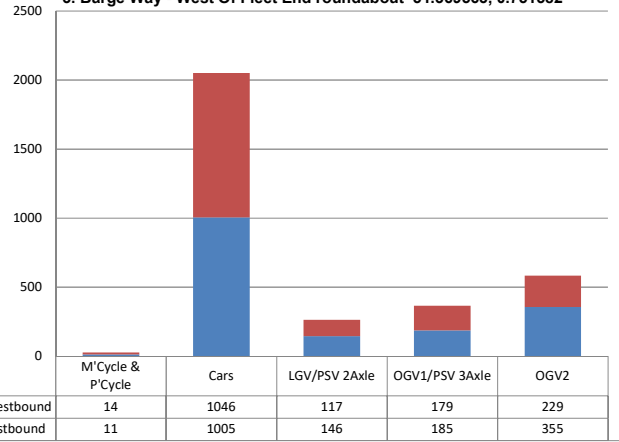
M'Cycle & P'Cycle	1%
Cars	62%
LGV	8%
OGV1 & PSV	11%
OGV2	18%

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

Thursday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	3	0	1	1	5	0	5	0	1	0	6	0	8	0	2	1	11
00:15	0	0	1	1	1	3	0	0	0	1	0	1	0	0	1	1	1	2
00:30	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	2	12
01:15	1	2	0	0	0	3	0	2	0	3	0	5	1	4	0	3	0	8
01:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
01:45	1	3	0	1	1	6	0	3	0	0	2	5	1	3	0	0	3	7
02:00	1	5	1	1	1	9	0	8	0	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	0	6	0	13	0	2	1	16
02:45	1	3	0	0	0	4	0	3	0	2	1	6	1	6	0	2	1	10
03:00	0	3	0	0	2	5	0	2	0	1	0	3	0	5	0	1	2	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	7	1	4	0	5	1	7	1	4	1	12
03:45	0	9	0	1	1	11	0	11	0	1	1	13	0	20	0	2	2	24
04:00	0	6	1	1	2	10	2	5	0	2	0	9	2	11	1	3	2	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	0	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	1	26	2	0	0	29	0	20	0	3	4	27	1	46	2	3	4	56
05:15	0	13	3	1	2	19	0	15	1	1	0	16	1	28	4	2	2	37
05:30	1	32	0	1	4	38	0	20	0	2	0	22	1	42	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	0	15	4	6	4	29	0	13	1	2	0	16	0	28	5	8	4	45
06:30	0	41	7	2	6	56	0	26	1	3	2	32	0	67	8	5	8	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	3	7	39	0	13	1	8	0	22	0	40	3	10	7	60
07:15	0	26	2	4	7	39	0	20	0	3	0	23	0	42	3	7	10	62
07:30	0	31	3	0	3	37	0	22	3	4	6	35	0	53	6	4	9	72
07:45	0	26	4	4	1	35	0	19	1	4	3	27	0	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	0	34	0	5	10	49	0	12	1	4	5	22	0	46	1	9	15	71
08:45	0	37	1	3	4	45	0	15	0	2	2	20	0	52	1	6	6	65
09:00	0	10	6	3	5	24	0	6	0	5	0	16	0	16	0	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	0	19	7	3	7	36	0	12	1	3	2	18	0	31	8	6	9	54
09:45	0	22	0	3	7	32	0	24	4	4	4	36	0	46	4	7	11	68
10:00	0	12	1	1	7	21	0	20	0	1	2	23	0	32	1	2	9	44
10:15	0	11	5	4	8	28	0	9	3	5	2	19	0	20	8	9	10	47
10:30	0	10	2	4	9	25	0	23	0	1	1	25	0	33	2	5	10	50
10:45	0	16	1	3	5	25	0	8	2	3	1	34	0	43	0	3	9	59
11:00	0	4	3	4	3	14	0	6	2	3	8	19	0	10	5	7	11	33
11:15	0	8	3	0	8	19	0	10	3	4	4	21	0	18	6	4	12	40
11:30	0	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	0	9	3	6	4	22	0	20	2	1	4	27	0	29	5	7	8	49
12:15	0	9	3	4	9	25	0	16	4	6	2	30	0	27	7	10	11	55
12:30	0	15	6	3	5	29	0	17	2	5	1	25	0	35	8	9	6	67
12:45	0	8	0	4	9	21	0	9	5	3	4	21	0	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	0	10	1	5	6	22	0	10	2	2	5	19	0	20	3	7	11	41
13:30	0	17	3	3	6	29	0	15	1	3	3	22	0	32	4	6	9	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	4	3	7	5	23	0	8	2	2	4	16	0	12	0	9	13	39
14:30	0	8	2	8	4	22	0	10	6	8	4	28	0	18	8	16	8	50
14:45	0	9	4	2	6	21	1	10	4	2	10	27	1	19	8	4	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	0	4	0	2	8	14	0	6	1	3	7	17	0	10	1	5	15	31
15:45	0	6	2	3	11	22	1	12	2	3	9	27	1	18	4	6	20	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	0	6	1	3	9	19	1	19	4	0	3	27	1	25	5	3	12	46
16:45	0	12	2	2	7	23	0	14	5	2	7	28	0	26	7	4	14	51
17:00	0	21	3	6	3	33	0	21	0	0	2	23	0	42	3	6	5	56
17:15	1	16	2	2	0	21	0	26	2	2	4	34	1	42	4	4	4	55
17:30	0	23	2	0	4	29	0	42	0	1	3	46	0	65	2	1	7	75
17:45	0	12	1	0	2	15	1	38	4	1	4	48	1	50	5	1	6	63
18:00	0	10	0	0	3	13	2	25	3	0	0	30	2	35	3	0	3	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	1	1	0	0	4	6	0	5	1	0	1	7	1	6	1	0	5	13
19:00	0	2	4	0	0	6	0	6	2	0	4	12	0	8	6	0	4	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	0	1	7	0	10	1	0	2	13
20:00	0	3	0	0	0	3	0	3	4	0	3	10	0	6	4	0	3	13
20:15	0	9	0	0	3	12	0	10	1	0	1	12	0	19	1	0	4	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	4	0	0	0	4	1	5	1	0	0	7	1	11	1	0	0	13
21:15	0	4	0	1	5	10	0	4	0	0	0	4	0	8	0	1	5	14
21:30	0	4	0	0	1	5	0	7	1	1	0	9	0	11	1	1	1	14
21:45																		

Vehicle Class Summary

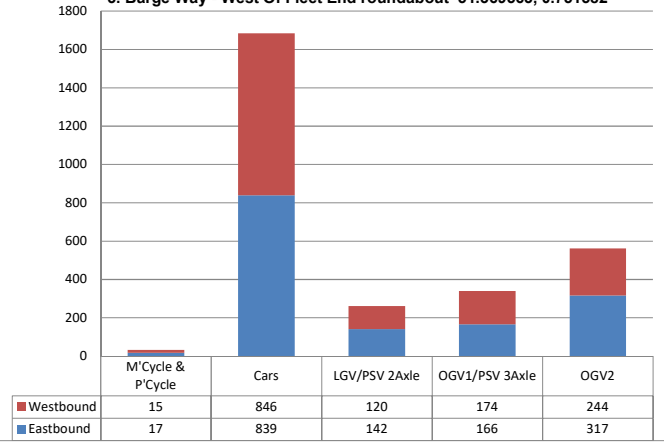
M'Cycle & P'Cycle	1%
Cars	59%
LGV	9%
OGV1 & PSV	12%
OGV2	19%

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

Friday

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 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	2	3	9
00:30	0	0	0	0	1	1	0	0	2	0	2	0	0	0	2	2	1	3
00:45	0	0	0	0	3	3	0	0	0	1	0	1	0	0	0	1	3	4
01:00	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	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	1	1	5	0	2	0	0	0	2	1	4	1	2	1	7
02:00	0	4	1	1	1	7	0	4	0	1	0	5	0	8	1	2	1	12
02:15	0	4	0	0	1	5	0	3	0	0	0	3	0	7	0	0	1	8
02:30	0	13	0	0	0	13	0	12	0	2	0	14	0	25	0	2	0	27
02:45	0	4	0	0	2	6	0	0	0	1	0	1	0	4	0	1	2	7
03:00	0	2	0	0	0	2	0	2	0	1	0	3	0	4	0	1	0	5
03:15	1	8	0	0	0	9	1	6	0	1	0	8	2	14	0	1	0	17
03:30	0	7	1	0	3	11	0	2	0	0	0	2	0	2	0	0	3	13
03:45	0	12	0	1	1	14	0	15	0	4	0	19	0	27	0	2	1	33
04:00	0	11	0	0	0	11	0	8	0	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	0	21	4	0	2	27	0	8	0	2	3	13	0	29	4	2	5	40
05:00	2	23	0	1	2	28	0	15	0	2	0	17	2	38	0	3	2	45
05:15	0	25	0	0	3	28	0	31	0	1	0	32	0	56	0	1	0	60
05:30	2	31	1	1	4	39	0	18	1	1	0	20	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	0	12	7	2	4	25	1	13	1	2	2	19	1	25	8	4	6	44
06:15	0	17	2	2	3	24	0	10	2	3	2	17	0	27	4	5	5	41
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	7	8	6	80
07:00	0	49	6	3	4	62	0	16	1	4	7	28	0	45	7	7	11	70
07:15	1	43	5	4	7	57	0	12	2	1	4	19	0	49	7	6	11	68
07:30	0	34	3	3	4	44	0	16	3	0	4	23	0	50	6	3	8	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	1	24	1	5	1	32	0	9	1	2	5	17	1	33	2	7	6	49
08:30	0	18	0	2	4	24	0	7	1	6	3	17	0	25	1	8	7	41
08:45	0	14	1	4	9	28	0	8	0	2	1	11	0	22	1	6	10	39
09:00	0	13	5	4	7	29	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	0	8	1	5	5	19	0	8	2	5	5	20	0	16	3	10	10	39
09:45	0	13	4	4	9	30	0	14	1	4	5	24	0	27	5	8	14	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
10:30	0	5	4	6	5	20	0	3	5	7	7	22	0	8	9	13	12	42
10:45	0	8	4	6	4	22	1	4	2	1	6	17	0	12	5	7	10	39
11:00	0	7	3	4	7	21	0	6	8	5	3	22	0	13	11	9	10	43
11:15	0	7	3	1	3	14	0	5	0	5	4	14	0	12	3	6	7	28
11:30	0	11	1	5	6	23	0	8	1	3	5	17	0	19	2	8	11	40
11:45	1	3	5	2	6	17	0	7	6	5	8	26	1	10	11	7	14	43
12:00	0	11	1	7	3	22	1	19	3	3	5	31	1	30	4	10	8	53
12:15	0	11	3	6	5	25	0	18	4	6	5	33	0	29	7	12	10	58
12:30	0	12	1	4	6	23	0	8	2	3	4	20	0	22	8	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	0	9	1	4	11	25	0	11	4	3	5	23	0	20	5	7	16	48
13:15	0	8	4	1	1	14	0	7	1	0	3	11	0	15	5	1	4	26
13:30	0	11	3	4	11	29	0	11	5	0	3	19	0	22	8	4	14	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	0	5	4	6	4	21	0	4	2	4	6	18	0	9	7	7	10	39
14:30	0	6	1	2	8	17	0	12	1	4	9	26	0	18	2	6	17	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	0	7	1	2	7	17	0	9	2	1	6	18	0	16	3	3	13	35
15:30	0	7	1	2	6	16	0	11	1	2	7	21	0	18	2	4	13	37
15:45	0	1	1	4	7	13	0	13	4	2	6	25	0	14	5	6	13	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	0	13	1	0	5	19	0	16	1	1	6	24	0	29	2	1	11	43
16:45	0	8	1	0	3	12	2	17	5	0	3	27	2	25	6	0	6	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	1	12	0	2	2	15	0	16	1	2	3	22	1	28	1	2	5	37
17:45	1	5	0	0	6	12	0	17	4	0	1	22	1	22	4	0	7	34
18:00	1	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	0	3	1	0	2	6	0	4	0	0	3	7	0	7	1	0	5	13
19:00	0	0	0	0	0	0	0	5	1	0	2	8	0	5	1	0	2	8
19:15	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	0	0	0	0	3	3	0	0	0	2	1	3	0	0	0	2	4	6
20:15	0	1	0	0	2	3	0	6	1	1	0	8	0	7	1	1	2	11
20:30	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	0	0	0	6	2	5	0	0	1	8
21:00	0	1	0	0	2	3	1	1	0	1	0	3	1	2	0	1	2	6
21:15	0	2	0	0	0	2	1	1	1	0	0	3	1	3	1	0	0	5
21:30	0	1	0	0	1	2	0	4	0	0	0	4	0	5	0	0	1	6
21:45	1	1	0	1	1	4	0	1</										

Vehicle Class Summary

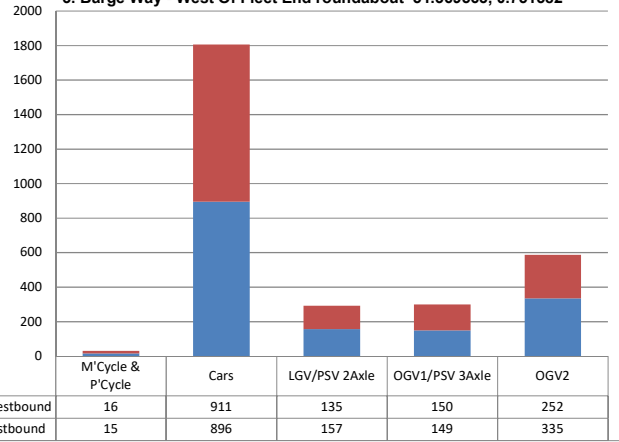
M'Cycle & P'Cycle	1%
Cars	60%
LGV	10%
OGV1 & PSV	10%
OGV2	19%

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

Weekday Average

Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined							
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	3	0	0	1	4	0	4	0	1	5	0	7	0	1	1	1	9
00:15	0	2	1	0	1	4	0	3	0	0	3	0	4	1	1	1	1	7
00:30	0	1	0	0	1	2	0	1	0	1	2	0	1	0	1	1	1	4
00:45	0	3	0	0	1	5	0	4	0	0	5	0	7	0	1	1	1	9
01:00	0	2	0	0	1	3	0	3	0	0	3	0	4	0	1	1	1	6
01:15	1	2	0	0	1	4	0	2	0	1	0	3	1	4	0	1	1	7
01:30	0	3	0	0	0	5	0	4	0	0	4	0	7	0	0	0	0	8
01:45	1	1	0	0	1	4	0	2	0	1	0	3	1	3	0	0	2	6
02:00	0	3	1	1	1	5	0	4	0	1	0	6	0	8	1	2	1	11
02:15	0	4	1	1	1	6	0	3	0	1	0	5	0	7	1	2	1	11
02:30	0	7	0	0	0	7	0	5	0	1	0	6	0	12	0	1	0	14
02:45	0	5	0	0	1	6	0	4	0	1	0	5	0	8	0	1	1	11
03:00	0	3	0	1	1	4	0	3	0	0	0	3	0	6	0	1	1	8
03:15	0	8	0	0	1	9	0	5	0	1	0	6	0	13	1	1	1	16
03:30	0	6	1	0	1	9	0	3	0	2	1	5	0	11	1	2	2	15
03:45	0	8	0	0	1	10	0	8	0	2	1	10	0	17	0	2	2	21
04:00	0	8	1	0	1	11	0	8	0	2	1	12	0	16	1	2	2	22
04:15	0	9	1	1	1	12	0	8	1	1	2	12	0	17	1	2	4	24
04:30	0	9	1	0	1	11	0	6	0	1	1	8	0	15	1	1	2	19
04:45	0	20	2	0	2	24	0	9	0	1	1	11	0	29	2	1	3	35
05:00	2	22	2	1	1	27	0	13	0	2	2	17	2	35	2	2	2	44
05:15	0	21	2	1	1	25	1	17	0	2	1	21	1	38	2	3	2	45
05:30	1	30	2	1	3	37	0	17	0	1	1	19	1	47	2	2	4	56
05:45	2	29	3	1	6	41	0	13	1	2	2	17	2	42	4	2	7	58
06:00	0	18	4	1	4	26	0	18	1	2	3	24	0	36	5	2	7	50
06:15	0	17	6	2	3	28	0	14	1	3	2	20	1	31	7	5	5	48
06:30	0	30	8	2	6	47	0	16	0	3	3	23	1	46	9	5	9	70
06:45	0	35	9	2	4	50	0	14	2	2	3	21	0	49	11	4	7	71
07:00	0	28	5	3	6	39	0	12	2	4	2	19	0	37	7	6	8	58
07:15	0	24	4	3	6	38	0	12	2	2	1	17	0	37	6	5	8	56
07:30	0	28	4	2	6	39	0	15	3	2	5	25	0	43	6	4	11	64
07:45	0	27	4	2	4	37	0	15	3	3	4	25	0	42	8	5	7	63
08:00	0	19	3	3	5	31	0	11	3	2	6	21	0	30	6	5	11	52
08:15	0	22	3	3	4	32	0	12	3	2	4	20	0	34	5	5	8	53
08:30	0	23	2	3	6	35	0	7	1	4	6	18	0	30	4	8	12	53
08:45	0	28	3	2	6	39	0	9	2	2	4	16	0	37	5	4	10	55
09:00	0	13	4	3	6	27	0	7	2	3	1	17	0	20	4	7	10	39
09:15	0	10	3	3	5	21	0	8	2	3	4	17	0	18	5	6	9	38
09:30	0	12	4	3	5	24	0	8	2	3	3	16	0	20	5	6	9	40
09:45	0	13	3	4	8	28	0	13	4	3	5	25	0	25	7	7	13	53
10:00	0	8	2	2	7	19	0	9	3	2	4	18	0	17	5	4	11	37
10:15	0	7	3	4	5	20	0	9	2	4	5	20	0	17	5	8	10	40
10:30	0	8	2	3	7	20	0	10	2	3	5	20	0	18	4	6	12	40
10:45	0	9	3	3	6	21	0	10	3	3	5	21	0	18	5	6	12	41
11:00	0	6	2	2	5	15	0	8	3	5	5	21	0	14	5	7	10	36
11:15	0	7	2	2	6	17	0	6	3	3	6	17	0	12	5	4	12	34
11:30	0	6	3	3	6	19	0	8	1	3	4	17	0	15	4	6	10	35
11:45	0	7	3	1	6	17	0	11	3	2	6	22	1	18	6	3	12	40
12:00	0	8	1	4	4	17	0	14	3	3	5	24	0	22	4	7	9	42
12:15	0	8	3	3	6	21	0	14	3	3	4	24	0	23	6	6	10	45
12:30	0	10	4	4	4	22	0	9	3	3	5	19	0	17	4	7	9	40
12:45	0	11	2	3	7	24	0	10	4	2	4	21	0	21	6	6	11	45
13:00	0	11	2	3	7	23	0	16	4	2	5	26	0	27	6	5	11	50
13:15	0	10	2	4	6	22	0	10	1	2	5	18	0	19	4	5	11	39
13:30	0	13	2	2	6	22	0	11	3	3	5	23	0	24	5	5	11	46
13:45	0	10	1	4	6	21	0	11	4	2	5	23	0	20	6	7	11	44
14:00	0	8	2	4	6	21	0	10	2	3	7	22	0	19	4	7	13	43
14:15	0	6	3	5	7	22	0	11	3	3	6	22	0	17	5	7	12	44
14:30	0	7	2	4	6	20	1	13	3	4	6	27	1	20	5	9	13	47
14:45	0	8	2	4	4	18	0	10	2	2	5	20	1	18	4	6	9	38
15:00	0	5	2	6	5	18	0	15	2	3	4	25	0	20	4	9	9	43
15:15	0	6	2	4	6	18	0	8	2	2	7	19	0	14	4	6	13	37
15:30	0	6	1	3	8	17	0	13	2	3	5	22	0	18	4	5	12	40
15:45	0	3	1	4	7	15	0	12	3	3	5	23	0	14	4	7	12	38
16:00	0	5	2	2	7	16	0	24	3	0	4	32	0	29	5	2	11	48
16:15	0	7	2	3	5	17	0	17	2	1	7	26	0	24	4	4	11	43
16:30	0	9	1	1	7	19	0	20	3	1	4	27	0	29	4	2	11	46
16:45	0	11	2	1	5	19	1	16	4	1	4	26	1	27	5	2	10	44
17:00	0	15	2	2	4	23	1	24	1	0	2	28	1	39	3	2	6	52
17:15	1	11	1	1	3	17	1	22	2	1	4	30	1	33	3	2	7	46
17:30	1	13	1	0	3	19	0	40	1	1	3	45	1	53	2	1	6	64
17:45	1	7	1	0	4	12	1	26	3	1	3	34	1	33	4	1	7	45
18:00	0	6	0	0	3	10	1	29	3	1	1	35	2	35	3	1	4	44
18:15	0	3	1	0	3	7	0	12	2	0	3	17	0	16	3	1	6	25
18:30	0	3	0	0	2	6	0	10	2	0	2	14	0	13	2	0	4	20
18:45	0	3	0	1	2	7	0	5	1	0	1	7	0	8	1	1	4	14
19:00	0	1	1	0	3	5	0	4	1	0	3	9	0	5	2	0	6	14
19:15	0	2	1	0	1	5	0	2	1	0	2	4	0	4	2	0	3	9
19:30	0	2	1	1	2	6	0	4	0	1	2	7	0	6	1	2	4	13
19:45	0	3	1	0	1	6	0	4	1	1	1	7	0	8	2	0	2	13
20:00	0	3	0	0	3	7	0	4	1	1	2	8	0	7	2	1	5	15
20:15	0	5	0	0	2	7	0	8	1	0	1	10	0	13	2	0	3	18
20:30	0	3	0	0	2	5	0	4	1	1	1	7	0	7	1	1	3	12
20:45	0	2	0	0	3	5	0	3	0	1	0	5	0	5	1	1	3	10
21:00	0	3	0	0	1	4	1	3	1	1	0	6	1	6	1	1	1	10
21:15	0	4	0	1	2	6	0	5	0	0	0	6	0	9	0	1	2	12
21:30	0	3	0	0	1	5	0	5	0	0	0	6	0	9	0	1	2	11
21:45	0	5	0	0	1	6	0	6	0	0								

Vehicle Class Summary

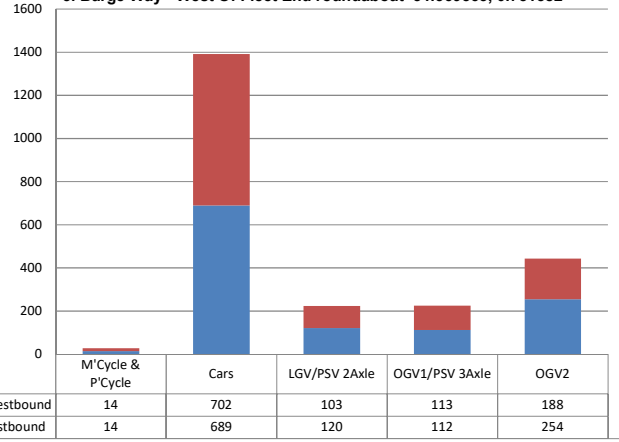
M'Cycle & P'Cycle	1%
Cars	60%
LGV	10%
OGV1 & PSV	10%
OGV2	19%

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

7 Day Average

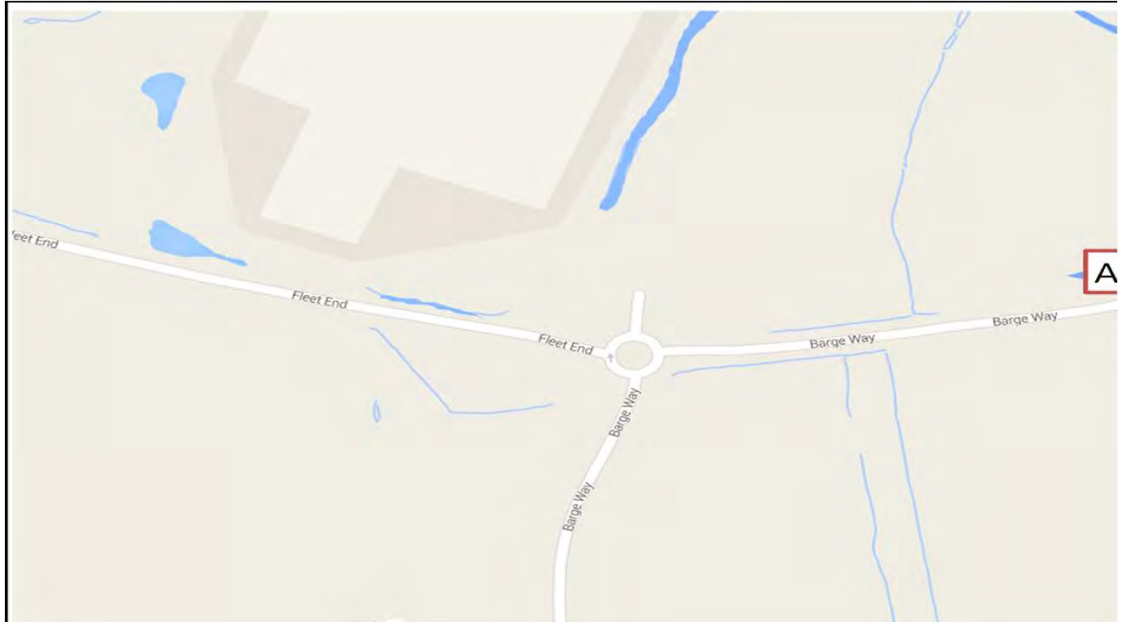
Vehicle Class Chart

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



Time	Eastbound					Westbound					Combined								
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	
00:00	0	3	0	0	0	4	0	3	0	0	1	4	0	6	0	0	1	1	8
00:15	0	5	0	0	1	7	0	6	0	0	0	7	0	11	0	0	1	1	14
00:30	0	0	0	0	1	1	0	1	0	1	0	1	0	1	0	1	1	1	3
00:45	0	3	0	1	1	4	0	4	0	0	0	4	0	6	0	1	1	1	8
01:00	0	1	0	0	1	3	0	2	0	0	0	3	0	4	0	0	1	1	5
01:15	0	2	0	0	1	3	0	1	0	1	0	2	0	3	0	1	1	1	6
01:30	0	2	0	0	1	4	0	3	0	0	0	3	0	5	0	0	1	1	6
01:45	1	2	0	0	1	4	0	2	0	0	0	2	1	3	0	0	2	6	6
02:00	0	2	0	0	0	4	0	3	0	1	0	5	0	5	1	1	1	1	8
02:15	0	3	0	1	1	5	0	2	0	1	0	4	0	5	0	2	1	1	9
02:30	0	5	0	0	0	6	0	4	0	1	0	5	0	9	0	1	0	11	
02:45	0	4	0	0	1	5	0	3	0	1	1	5	0	7	0	1	1	9	
03:00	0	2	0	0	0	3	0	2	0	0	0	2	0	4	0	1	0	6	
03:15	0	5	0	0	1	7	0	4	0	1	0	5	0	9	0	1	1	11	
03:30	0	6	0	0	1	7	0	4	0	1	1	7	0	8	1	1	1	11	
03:45	0	7	0	0	1	8	0	6	0	1	0	7	0	13	0	2	1	16	
04:00	0	6	1	0	1	8	0	6	0	2	1	8	0	11	1	2	2	16	
04:15	0	7	1	0	1	9	0	6	0	1	2	9	0	13	1	1	3	19	
04:30	0	7	1	0	1	9	0	4	0	1	1	6	0	12	1	1	2	14	
04:45	0	16	1	0	2	19	0	6	0	1	1	8	0	22	1	1	3	27	
05:00	2	18	2	0	0	22	0	10	0	1	1	13	2	28	2	2	2	36	
05:15	0	16	1	1	1	19	1	14	0	1	1	17	1	30	2	2	2	36	
05:30	1	19	1	1	2	25	0	13	0	1	1	16	1	37	2	2	3	45	
05:45	1	23	3	1	4	31	1	11	0	1	1	14	2	33	3	2	5	45	
06:00	0	14	3	1	3	20	0	15	1	2	2	19	0	29	4	2	5	40	
06:15	0	13	4	2	3	22	0	10	1	2	2	15	0	23	5	4	4	37	
06:30	0	23	6	2	5	36	0	12	0	3	2	18	0	35	6	4	8	54	
06:45	0	26	7	2	3	38	0	10	1	1	2	15	0	36	8	3	5	53	
07:00	0	20	4	2	4	29	0	9	1	3	2	15	0	29	6	5	6	46	
07:15	0	18	3	3	5	29	0	9	1	1	1	14	0	27	4	4	7	43	
07:30	0	21	3	2	4	29	0	11	2	2	4	19	0	31	5	3	8	48	
07:45	0	20	3	2	3	28	0	11	3	2	3	19	0	31	6	4	6	47	
08:00	0	14	2	2	4	23	0	8	2	2	5	17	0	22	4	4	9	40	
08:15	0	16	2	2	3	24	0	9	2	2	3	15	0	25	4	4	6	39	
08:30	0	17	2	3	5	26	0	6	1	3	4	14	0	22	3	6	9	40	
08:45	0	20	2	2	5	29	0	6	2	1	3	12	0	26	4	3	7	41	
09:00	0	10	2	2	5	19	0	6	1	3	4	14	0	16	3	5	8	32	
09:15	0	8	2	3	4	16	0	6	2	2	3	13	0	14	4	4	7	29	
09:30	0	10	3	2	4	19	0	7	1	2	3	13	0	16	4	4	7	31	
09:45	0	9	3	3	6	21	0	10	3	2	4	19	0	19	5	5	10	40	
10:00	0	6	2	2	5	15	0	7	2	2	3	13	0	12	4	3	8	28	
10:15	0	6	3	3	4	16	0	8	2	3	3	16	0	14	5	6	8	32	
10:30	0	6	2	2	5	15	0	7	2	2	3	14	0	13	3	4	8	29	
10:45	0	8	2	2	5	18	0	8	1	2	3	16	1	13	2	5	8	32	
11:00	0	5	2	2	4	12	0	6	3	3	4	16	0	11	4	5	8	28	
11:15	0	6	2	1	5	13	0	5	2	2	4	13	0	10	4	3	9	26	
11:30	0	5	2	2	5	14	0	7	1	2	3	13	0	12	3	4	8	27	
11:45	0	6	2	1	4	13	1	9	2	1	5	18	1	15	4	2	9	31	
12:00	0	6	1	3	3	13	0	11	2	2	3	18	0	17	3	5	6	31	
12:15	0	7	2	2	5	16	0	11	2	2	3	18	0	17	4	4	6	34	
12:30	0	8	2	3	5	18	0	7	1	2	3	15	0	15	3	5	8	30	
12:45	0	9	2	2	5	19	0	8	3	2	3	15	0	16	5	4	8	34	
13:00	0	9	2	2	5	18	0	13	3	1	4	20	0	22	5	4	9	39	
13:15	0	7	2	3	4	16	0	8	1	1	4	14	0	15	3	4	8	30	
13:30	0	10	1	1	4	17	0	9	3	2	4	17	0	18	4	4	8	34	
13:45	0	7	1	3	4	16	0	8	3	2	4	17	0	15	4	5	8	32	
14:00	0	6	2	3	4	15	0	8	2	2	5	16	0	14	3	5	9	32	
14:15	0	5	2	3	5	16	0	8	2	2	4	17	0	15	3	5	8	33	
14:30	0	5	1	3	5	14	0	10	2	3	5	20	0	15	4	6	9	35	
14:45	0	6	1	3	3	14	0	8	2	2	4	15	0	14	3	4	7	29	
15:00	0	4	2	5	4	14	0	11	2	2	3	18	0	15	3	7	7	32	
15:15	0	5	1	3	4	13	0	6	2	1	5	14	0	11	3	5	9	28	
15:30	0	5	1	2	6	13	0	10	2	2	3	17	0	15	3	4	9	30	
15:45	0	3	1	3	5	11	0	9	2	2	4	17	0	12	3	5	9	29	
16:00	0	4	2	1	5	12	0	18	2	0	3	23	0	22	4	2	8	35	
16:15	0	5	2	2	4	12	0	12	2	0	5	19	0	17	3	3	8	32	
16:30	0	8	1	1	6	16	0	14	2	0	3	20	0	23	3	1	9	36	
16:45	0	8	1	1	4	15	0	12	3	1	3	19	1	21	4	1	7	34	
17:00	0	12	1	1	3	18	1	18	1	0	2	21	1	30	2	1	5	39	
17:15	0	8	1	1	2	12	1	17	1	1	3	23	1	25	3	1	5	35	
17:30	1	10	1	0	2	14	0	29	1	1	2	33	1	39	2	1	5	47	
17:45	1	7	1	0	3	11	0	20	2	1	2	25	1	26	3	1	5	36	
18:00	0	4	0	0	2	7	1	23	2	0	1	27	1	27	2	1	3	34	
18:15	0	2	1	0	2	5	0	10	1	0	2	13	0	12	2	0	4	19	
18:30	0	3	0	0	2	5	0	7	1	0	2	10	0	10	2	0	3	15	
18:45	0	2	0	0	2	5	0	4	0	0	1	6	0	7	1	1	3	11	
19:00	0	1	1	0	2	4	0	3	1	0	2	6	0	4	2	0	4	10	
19:15	0	2	1	0	1	4	0	1	0	0	1	3	0	3	1	0	2	7	
19:30	0	2	1	1	2	4	0	3	0	1	1	6	0	5	1	1	3	10	
19:45	0	2	1	0	1	4	0	4	1	0	1	5	0	6	1	0	2	10	
20:00	0	3	0	0	2	5	0	3	1	0	2	6	0	6	1	1	4	11	
20:15	0	4	0	0	1	5	0	6	1	0	1	8	0	9	1	0	2	13	
20:30	0	2	0	0	1	4	0	4	1	0	1	6	0	6	1	0	2	9	
20:45	0	1	0	0	2	4	0	2	0	1	0	4	0	4	1	1	3	8	
21:00	0	2	0	0	1	3	1	2	0	1	0	5	1	4	0	1	1	7	
21:15	0	3	0	0	1	4	0	4	0	0	1	4	0	6	0	1	2	9	
21:30	0	3	0	0	1	4	0	4	0	0	0	4	0	6	0	0	1	8	
21:45	0	4	0	0	1	5	0	4	0	0</									

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



5895/2	06/06/2013 00:00	14:59:00	844
5895/2	06/06/2013 00:00	15:59:00	902
5895/2	06/06/2013 00:00	16:59:00	1121
5895/2	06/06/2013 00:00	17:59:00	1293
5895/2	06/06/2013 00:00	18:59:00	1094
5895/2	06/06/2013 00:00	19:59:00	623
5895/2	06/06/2013 00:00	20:59:00	463
5895/2	06/06/2013 00:00	21:59:00	352
5895/2	06/06/2013 00:00	22:59:00	245
5895/2	06/06/2013 00:00	23:59:00	159
5895/2	07/06/2013 00:00	00:59:00	76
5895/2	07/06/2013 00:00	01:59:00	50
5895/2	07/06/2013 00:00	02:59:00	34
5895/2	07/06/2013 00:00	03:59:00	40
5895/2	07/06/2013 00:00	04:59:00	56
5895/2	07/06/2013 00:00	05:59:00	148
5895/2	07/06/2013 00:00	06:59:00	339
5895/2	07/06/2013 00:00	07:59:00	924
5895/2	07/06/2013 00:00	08:59:00	788
5895/2	07/06/2013 00:00	09:59:00	617
5895/2	07/06/2013 00:00	10:59:00	664
5895/2	07/06/2013 00:00	11:59:00	710
5895/2	07/06/2013 00:00	12:59:00	795
5895/2	07/06/2013 00:00	13:59:00	861
5895/2	07/06/2013 00:00	14:59:00	888
5895/2	07/06/2013 00:00	15:59:00	1064
5895/2	07/06/2013 00:00	16:59:00	1287
5895/2	07/06/2013 00:00	17:59:00	1443
5895/2	07/06/2013 00:00	18:59:00	1012
5895/2	07/06/2013 00:00	19:59:00	800
5895/2	07/06/2013 00:00	20:59:00	647
5895/2	07/06/2013 00:00	21:59:00	422
5895/2	07/06/2013 00:00	22:59:00	302
5895/2	07/06/2013 00:00	23:59:00	192
5895/2	08/06/2013 00:00	00:59:00	127
5895/2	08/06/2013 00:00	01:59:00	90
5895/2	08/06/2013 00:00	02:59:00	51
5895/2	08/06/2013 00:00	03:59:00	63
5895/2	08/06/2013 00:00	04:59:00	46
5895/2	08/06/2013 00:00	05:59:00	138
5895/2	08/06/2013 00:00	06:59:00	254
5895/2	08/06/2013 00:00	07:59:00	330
5895/2	08/06/2013 00:00	08:59:00	466
5895/2	08/06/2013 00:00	09:59:00	519
5895/2	08/06/2013 00:00	10:59:00	691
5895/2	08/06/2013 00:00	11:59:00	802
5895/2	08/06/2013 00:00	12:59:00	841
5895/2	08/06/2013 00:00	13:59:00	887
5895/2	08/06/2013 00:00	14:59:00	983
5895/2	08/06/2013 00:00	15:59:00	888
5895/2	08/06/2013 00:00	16:59:00	841
5895/2	08/06/2013 00:00	17:59:00	828
5895/2	08/06/2013 00:00	18:59:00	709
5895/2	08/06/2013 00:00	19:59:00	580
5895/2	08/06/2013 00:00	20:59:00	415
5895/2	08/06/2013 00:00	21:59:00	325
5895/2	08/06/2013 00:00	22:59:00	275
5895/2	08/06/2013 00:00	23:59:00	212
5895/2	09/06/2013 00:00	00:59:00	165
5895/2	09/06/2013 00:00	01:59:00	101
5895/2	09/06/2013 00:00	02:59:00	49
5895/2	09/06/2013 00:00	03:59:00	45
5895/2	09/06/2013 00:00	04:59:00	40
5895/2	09/06/2013 00:00	05:59:00	60
5895/2	09/06/2013 00:00	06:59:00	144
5895/2	09/06/2013 00:00	07:59:00	163
5895/2	09/06/2013 00:00	08:59:00	265
5895/2	09/06/2013 00:00	09:59:00	364
5895/2	09/06/2013 00:00	10:59:00	514
5895/2	09/06/2013 00:00	11:59:00	715
5895/2	09/06/2013 00:00	12:59:00	796
5895/2	09/06/2013 00:00	13:59:00	736
5895/2	09/06/2013 00:00	14:59:00	685
5895/2	09/06/2013 00:00	15:59:00	629
5895/2	09/06/2013 00:00	16:59:00	647
5895/2	09/06/2013 00:00	17:59:00	608
5895/2	09/06/2013 00:00	18:59:00	520
5895/2	09/06/2013 00:00	19:59:00	373
5895/2	09/06/2013 00:00	20:59:00	295
5895/2	09/06/2013 00:00	21:59:00	236
5895/2	09/06/2013 00:00	22:59:00	177
5895/2	09/06/2013 00:00	23:59:00	99
5895/2	10/06/2013 00:00	00:59:00	65
5895/2	10/06/2013 00:00	01:59:00	45
5895/2	10/06/2013 00:00	02:59:00	26
5895/2	10/06/2013 00:00	03:59:00	27
5895/2	10/06/2013 00:00	04:59:00	75
5895/2	10/06/2013 00:00	05:59:00	170
5895/2	10/06/2013 00:00	06:59:00	341
5895/2	10/06/2013 00:00	07:59:00	913
5895/2	10/06/2013 00:00	08:59:00	793
5895/2	10/06/2013 00:00	09:59:00	607
5895/2	10/06/2013 00:00	10:59:00	577
5895/2	10/06/2013 00:00	11:59:00	618
5895/2	10/06/2013 00:00	12:59:00	655
5895/2	10/06/2013 00:00	13:59:00	685
5895/2	10/06/2013 00:00	14:59:00	818
5895/2	10/06/2013 00:00	15:59:00	857
5895/2	10/06/2013 00:00	16:59:00	1104
5895/2	10/06/2013 00:00	17:59:00	1311
5895/2	10/06/2013 00:00	18:59:00	897
5895/2	10/06/2013 00:00	19:59:00	528
5895/2	10/06/2013 00:00	20:59:00	419
5895/2	10/06/2013 00:00	21:59:00	269
5895/2	10/06/2013 00:00	22:59:00	195
5895/2	10/06/2013 00:00	23:59:00	115
5895/2	11/06/2013 00:00	00:59:00	60
5895/2	11/06/2013 00:00	01:59:00	44
5895/2	11/06/2013 00:00	02:59:00	32
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5895/2	11/06/2013 00:00	04:59:00	57
5895/2	11/06/2013 00:00	05:59:00	145
5895/2	11/06/2013 00:00	06:59:00	391
5895/2	11/06/2013 00:00	07:59:00	899
5895/2	11/06/2013 00:00	08:59:00	860
5895/2	11/06/2013 00:00	09:59:00	636
5895/2	11/06/2013 00:00	10:59:00	593
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5895/2	11/06/2013 00:00	12:59:00	739
5895/2	11/06/2013 00:00	13:59:00	729
5895/2	11/06/2013 00:00	14:59:00	768
5895/2	11/06/2013 00:00	15:59:00	809
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5895/2	11/06/2013 00:00	17:59:00	1341
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5895/2	11/06/2013 00:00	19:59:00	542
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5895/2	11/06/2013 00:00	21:59:00	297
5895/2	11/06/2013 00:00	22:59:00	224
5895/2	11/06/2013 00:00	23:59:00	137
5895/2	12/06/2013 00:00	00:59:00	72
5895/2	12/06/2013 00:00	01:59:00	48
5895/2	12/06/2013 00:00	02:59:00	36
5895/2	12/06/2013 00:00	03:59:00	32
5895/2	12/06/2013 00:00	04:59:00	51

5895/2	12/06/2013 00:00	05:59:00	153
5895/2	12/06/2013 00:00	06:59:00	351
5895/2	12/06/2013 00:00	07:59:00	977
5895/2	12/06/2013 00:00	08:59:00	821
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5895/2	12/06/2013 00:00	10:59:00	548
5895/2	12/06/2013 00:00	11:59:00	623
5895/2	12/06/2013 00:00	12:59:00	723
5895/2	12/06/2013 00:00	13:59:00	752
5895/2	12/06/2013 00:00	14:59:00	782
5895/2	12/06/2013 00:00	15:59:00	846
5895/2	12/06/2013 00:00	16:59:00	1123
5895/2	12/06/2013 00:00	17:59:00	1312
5895/2	12/06/2013 00:00	18:59:00	956
5895/2	12/06/2013 00:00	19:59:00	580
5895/2	12/06/2013 00:00	20:59:00	398
5895/2	12/06/2013 00:00	21:59:00	285
5895/2	12/06/2013 00:00	22:59:00	245
5895/2	12/06/2013 00:00	23:59:00	132
5895/2	13/06/2013 00:00	00:59:00	76
5895/2	13/06/2013 00:00	01:59:00	46
5895/2	13/06/2013 00:00	02:59:00	33
5895/2	13/06/2013 00:00	03:59:00	35
5895/2	13/06/2013 00:00	04:59:00	59
5895/2	13/06/2013 00:00	05:59:00	143
5895/2	13/06/2013 00:00	06:59:00	371
5895/2	13/06/2013 00:00	07:59:00	936
5895/2	13/06/2013 00:00	08:59:00	805
5895/2	13/06/2013 00:00	09:59:00	636
5895/2	13/06/2013 00:00	10:59:00	584
5895/2	13/06/2013 00:00	11:59:00	659
5895/2	13/06/2013 00:00	12:59:00	622
5895/2	13/06/2013 00:00	13:59:00	687
5895/2	13/06/2013 00:00	14:59:00	768
5895/2	13/06/2013 00:00	15:59:00	857
5895/2	13/06/2013 00:00	16:59:00	1113
5895/2	13/06/2013 00:00	17:59:00	1295
5895/2	13/06/2013 00:00	18:59:00	915
5895/2	13/06/2013 00:00	19:59:00	604
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5895/2	13/06/2013 00:00	22:59:00	276
5895/2	13/06/2013 00:00	23:59:00	163
5895/2	14/06/2013 00:00	00:59:00	90
5895/2	14/06/2013 00:00	01:59:00	59
5895/2	14/06/2013 00:00	02:59:00	36
5895/2	14/06/2013 00:00	03:59:00	34
5895/2	14/06/2013 00:00	04:59:00	67
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5895/2	14/06/2013 00:00	11:59:00	662
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5895/2	14/06/2013 00:00	17:59:00	1410
5895/2	14/06/2013 00:00	18:59:00	1020
5895/2	14/06/2013 00:00	19:59:00	814
5895/2	14/06/2013 00:00	20:59:00	670
5895/2	14/06/2013 00:00	21:59:00	456
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5895/2	15/06/2013 00:00	02:59:00	51
5895/2	15/06/2013 00:00	03:59:00	53
5895/2	15/06/2013 00:00	04:59:00	68
5895/2	15/06/2013 00:00	05:59:00	124
5895/2	15/06/2013 00:00	06:59:00	215
5895/2	15/06/2013 00:00	07:59:00	334
5895/2	15/06/2013 00:00	08:59:00	476
5895/2	15/06/2013 00:00	09:59:00	529
5895/2	15/06/2013 00:00	10:59:00	654
5895/2	15/06/2013 00:00	11:59:00	776
5895/2	15/06/2013 00:00	12:59:00	886
5895/2	15/06/2013 00:00	13:59:00	883
5895/2	15/06/2013 00:00	14:59:00	887
5895/2	15/06/2013 00:00	15:59:00	816
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5895/2	15/06/2013 00:00	18:59:00	676
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5895/2	16/06/2013 00:00	01:59:00	120
5895/2	16/06/2013 00:00	02:59:00	65
5895/2	16/06/2013 00:00	03:59:00	40
5895/2	16/06/2013 00:00	04:59:00	31
5895/2	16/06/2013 00:00	05:59:00	76
5895/2	16/06/2013 00:00	06:59:00	110
5895/2	16/06/2013 00:00	07:59:00	174
5895/2	16/06/2013 00:00	08:59:00	294
5895/2	16/06/2013 00:00	09:59:00	301
5895/2	16/06/2013 00:00	10:59:00	532
5895/2	16/06/2013 00:00	11:59:00	720
5895/2	16/06/2013 00:00	12:59:00	891
5895/2	16/06/2013 00:00	13:59:00	805
5895/2	16/06/2013 00:00	14:59:00	746
5895/2	16/06/2013 00:00	15:59:00	636
5895/2	16/06/2013 00:00	16:59:00	694
5895/2	16/06/2013 00:00	17:59:00	676
5895/2	16/06/2013 00:00	18:59:00	587
5895/2	16/06/2013 00:00	19:59:00	488
5895/2	16/06/2013 00:00	20:59:00	400
5895/2	16/06/2013 00:00	21:59:00	276
5895/2	16/06/2013 00:00	22:59:00	189
5895/2	16/06/2013 00:00	23:59:00	129
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5895/2	17/06/2013 00:00	02:59:00	31
5895/2	17/06/2013 00:00	03:59:00	19
5895/2	17/06/2013 00:00	04:59:00	65
5895/2	17/06/2013 00:00	05:59:00	164
5895/2	17/06/2013 00:00	06:59:00	354
5895/2	17/06/2013 00:00	07:59:00	943
5895/2	17/06/2013 00:00	08:59:00	816
5895/2	17/06/2013 00:00	09:59:00	598
5895/2	17/06/2013 00:00	10:59:00	572
5895/2	17/06/2013 00:00	11:59:00	590
5895/2	17/06/2013 00:00	12:59:00	646
5895/2	17/06/2013 00:00	13:59:00	697
5895/2	17/06/2013 00:00	14:59:00	775
5895/2	17/06/2013 00:00	15:59:00	863
5895/2	17/06/2013 00:00	16:59:00	1143
5895/2	17/06/2013 00:00	17:59:00	1246
5895/2	17/06/2013 00:00	18:59:00	888
5895/2	17/06/2013 00:00	19:59:00	539

5895/2	17/06/2013 00:00	20:59:00	396
5895/2	17/06/2013 00:00	21:59:00	284
5895/2	17/06/2013 00:00	22:59:00	232
5895/2	17/06/2013 00:00	23:59:00	115
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5895/2	18/06/2013 00:00	05:59:00	153
5895/2	18/06/2013 00:00	06:59:00	384
5895/2	18/06/2013 00:00	07:59:00	953
5895/2	18/06/2013 00:00	08:59:00	850
5895/2	18/06/2013 00:00	09:59:00	656
5895/2	18/06/2013 00:00	10:59:00	593
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5895/2	19/06/2013 00:00	05:59:00	164
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5895/2	20/06/2013 00:00	05:59:00	153
5895/2	20/06/2013 00:00	06:59:00	368
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5895/2	21/06/2013 00:00	03:59:00	37
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5895/2	26/06/2013 00:00	19:59:00	590
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5895/2	28/06/2013 00:00	05:59:00	146
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5895/2	28/06/2013 00:00	19:59:00	903
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5895/2	29/06/2013 00:00	00:59:00	139
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5895/2	29/06/2013 00:00	05:59:00	125
5895/2	29/06/2013 00:00	06:59:00	250
5895/2	29/06/2013 00:00	07:59:00	321
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5895/2	30/06/2013 00:00	11:59:00	852
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5895/2	30/06/2013 00:00	13:59:00	967
5895/2	30/06/2013 00:00	14:59:00	727
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5890/1	25/06/2013 00:00	02:59:00	9
5890/1	25/06/2013 00:00	03:59:00	17
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5890/1	25/06/2013 00:00	06:59:00	132
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5890/1	25/06/2013 00:00	19:59:00	211
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5890/1	26/06/2013 00:00	01:59:00	11
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5890/1	26/06/2013 00:00	03:59:00	12
5890/1	26/06/2013 00:00	04:59:00	23
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5894/2	08/06/2013 00:00	14:59:00	700
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5894/2	08/06/2013 00:00	17:59:00	699
5894/2	08/06/2013 00:00	18:59:00	605
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5894/2	08/06/2013 00:00	20:59:00	268
5894/2	08/06/2013 00:00	21:59:00	224
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5894/2	10/06/2013 00:00	11:59:00	675
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5894/2	10/06/2013 00:00	13:59:00	669
5894/2	10/06/2013 00:00	14:59:00	682
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5894/2	11/06/2013 00:00	04:59:00	164
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5894/2	11/06/2013 00:00	07:59:00	1183
5894/2	11/06/2013 00:00	08:59:00	961
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5894/2	12/06/2013 00:00	01:59:00	23
5894/2	12/06/2013 00:00	02:59:00	27
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5894/2	13/06/2013 00:00	04:59:00	172
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5894/2	13/06/2013 00:00	06:59:00	882
5894/2	13/06/2013 00:00	07:59:00	1187
5894/2	13/06/2013 00:00	08:59:00	987
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5894/2	13/06/2013 00:00	13:59:00	633
5894/2	13/06/2013 00:00	14:59:00	653
5894/2	13/06/2013 00:00	15:59:00	674
5894/2	13/06/2013 00:00	16:59:00	1007
5894/2	13/06/2013 00:00	17:59:00	959
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5894/2	13/06/2013 00:00	19:59:00	396
5894/2	13/06/2013 00:00	20:59:00	257
5894/2	13/06/2013 00:00	21:59:00	178
5894/2	13/06/2013 00:00	22:59:00	160
5894/2	13/06/2013 00:00	23:59:00	77
5894/2	14/06/2013 00:00	00:59:00	45
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5894/2	14/06/2013 00:00	02:59:00	27
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5894/2	14/06/2013 00:00	04:59:00	167
5894/2	14/06/2013 00:00	05:59:00	526
5894/2	14/06/2013 00:00	06:59:00	864
5894/2	14/06/2013 00:00	07:59:00	1121
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5894/2	14/06/2013 00:00	09:59:00	740
5894/2	14/06/2013 00:00	10:59:00	730
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5894/2	14/06/2013 00:00	13:59:00	700
5894/2	14/06/2013 00:00	14:59:00	749
5894/2	14/06/2013 00:00	15:59:00	798
5894/2	14/06/2013 00:00	16:59:00	1082
5894/2	14/06/2013 00:00	17:59:00	854
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5894/2	15/06/2013 00:00	00:59:00	92
5894/2	15/06/2013 00:00	01:59:00	40
5894/2	15/06/2013 00:00	02:59:00	36
5894/2	15/06/2013 00:00	03:59:00	36
5894/2	15/06/2013 00:00	04:59:00	92
5894/2	15/06/2013 00:00	05:59:00	199
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5894/2	15/06/2013 00:00	09:59:00	735
5894/2	15/06/2013 00:00	10:59:00	822
5894/2	15/06/2013 00:00	11:59:00	863
5894/2	15/06/2013 00:00	12:59:00	875
5894/2	15/06/2013 00:00	13:59:00	771
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5894/2	15/06/2013 00:00	15:59:00	688
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5894/2	15/06/2013 00:00	17:59:00	630
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5894/2	16/06/2013 00:00	02:59:00	39
5894/2	16/06/2013 00:00	03:59:00	25
5894/2	16/06/2013 00:00	04:59:00	67
5894/2	16/06/2013 00:00	05:59:00	146
5894/2	16/06/2013 00:00	06:59:00	201
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5894/2	16/06/2013 00:00	08:59:00	310
5894/2	16/06/2013 00:00	09:59:00	588
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5894/2	17/06/2013 00:00	05:59:00	593
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5894/2	17/06/2013 00:00	08:59:00	931
5894/2	17/06/2013 00:00	09:59:00	755
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5894/2	17/06/2013 00:00	17:59:00	980
5894/2	17/06/2013 00:00	18:59:00	565
5894/2	17/06/2013 00:00	19:59:00	367

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5894/2	18/06/2013 00:00	11:59:00	635
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5894/2	18/06/2013 00:00	15:59:00	723
5894/2	18/06/2013 00:00	16:59:00	985
5894/2	18/06/2013 00:00	17:59:00	897
5894/2	18/06/2013 00:00	18:59:00	569
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5894/2	19/06/2013 00:00	01:59:00	26
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5894/2	19/06/2013 00:00	04:59:00	165
5894/2	19/06/2013 00:00	05:59:00	555
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5894/2	19/06/2013 00:00	09:59:00	732
5894/2	19/06/2013 00:00	10:59:00	664
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5894/2	19/06/2013 00:00	15:59:00	867
5894/2	19/06/2013 00:00	16:59:00	1065
5894/2	19/06/2013 00:00	17:59:00	1018
5894/2	19/06/2013 00:00	18:59:00	618
5894/2	19/06/2013 00:00	19:59:00	430
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5894/2	19/06/2013 00:00	21:59:00	236
5894/2	19/06/2013 00:00	22:59:00	149
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5894/2	20/06/2013 00:00	01:59:00	24
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5894/2	20/06/2013 00:00	11:59:00	700
5894/2	20/06/2013 00:00	12:59:00	659
5894/2	20/06/2013 00:00	13:59:00	681
5894/2	20/06/2013 00:00	14:59:00	620
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5894/2	21/06/2013 00:00	05:59:00	558
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5894/2	21/06/2013 00:00	16:59:00	1018
5894/2	21/06/2013 00:00	17:59:00	846
5894/2	21/06/2013 00:00	18:59:00	575
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5894/2	21/06/2013 00:00	20:59:00	327
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5894/2	22/06/2013 00:00	13:59:00	789
5894/2	22/06/2013 00:00	14:59:00	677
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5894/2	22/06/2013 00:00	17:59:00	627
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5894/2	22/06/2013 00:00	23:59:00	168
5894/2	23/06/2013 00:00	00:59:00	109
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5894/2	23/06/2013 00:00	06:59:00	177
5894/2	23/06/2013 00:00	07:59:00	231
5894/2	23/06/2013 00:00	08:59:00	374
5894/2	23/06/2013 00:00	09:59:00	518
5894/2	23/06/2013 00:00	10:59:00	732

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5894/2	23/06/2013 00:00	13:59:00	825
5894/2	23/06/2013 00:00	14:59:00	679
5894/2	23/06/2013 00:00	15:59:00	710
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5894/2	23/06/2013 00:00	23:59:00	98
5894/2	24/06/2013 00:00	00:59:00	35
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5894/2	24/06/2013 00:00	03:59:00	66
5894/2	24/06/2013 00:00	04:59:00	185
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5894/2	26/06/2013 00:00	00:59:00	45
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5894/2	26/06/2013 00:00	03:59:00	42
5894/2	26/06/2013 00:00	04:59:00	155
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5894/2	26/06/2013 00:00	16:59:00	997
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5894/2	26/06/2013 00:00	20:59:00	292
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5894/2	27/06/2013 00:00	01:59:00	24
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5894/2	27/06/2013 00:00	04:59:00	166
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5894/2	27/06/2013 00:00	14:59:00	704
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5894/2	27/06/2013 00:00	20:59:00	270
5894/2	27/06/2013 00:00	21:59:00	186
5894/2	27/06/2013 00:00	22:59:00	149
5894/2	27/06/2013 00:00	23:59:00	84
5894/2	28/06/2013 00:00	00:59:00	46
5894/2	28/06/2013 00:00	01:59:00	29
5894/2	28/06/2013 00:00	02:59:00	39
5894/2	28/06/2013 00:00	03:59:00	58
5894/2	28/06/2013 00:00	04:59:00	153
5894/2	28/06/2013 00:00	05:59:00	550
5894/2	28/06/2013 00:00	06:59:00	830
5894/2	28/06/2013 00:00	07:59:00	1121
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5894/2	28/06/2013 00:00	09:59:00	725
5894/2	28/06/2013 00:00	10:59:00	741
5894/2	28/06/2013 00:00	11:59:00	671
5894/2	28/06/2013 00:00	12:59:00	750
5894/2	28/06/2013 00:00	13:59:00	680
5894/2	28/06/2013 00:00	14:59:00	722
5894/2	28/06/2013 00:00	15:59:00	799
5894/2	28/06/2013 00:00	16:59:00	996
5894/2	28/06/2013 00:00	17:59:00	830
5894/2	28/06/2013 00:00	18:59:00	673
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5894/2	29/06/2013 00:00	02:59:00	41
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5894/2	29/06/2013 00:00	05:59:00	220
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5894/2	29/06/2013 00:00	08:59:00	605
5894/2	29/06/2013 00:00	09:59:00	786
5894/2	29/06/2013 00:00	10:59:00	806
5894/2	29/06/2013 00:00	11:59:00	798
5894/2	29/06/2013 00:00	12:59:00	813
5894/2	29/06/2013 00:00	13:59:00	725
5894/2	29/06/2013 00:00	14:59:00	737
5894/2	29/06/2013 00:00	15:59:00	639
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5894/2	29/06/2013 00:00	23:59:00	143
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5894/2	30/06/2013 00:00	21:59:00	307
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5894/1	07/06/2013 00:00	02:59:00	2
5894/1	07/06/2013 00:00	03:59:00	14
5894/1	07/06/2013 00:00	04:59:00	30
5894/1	07/06/2013 00:00	05:59:00	184
5894/1	07/06/2013 00:00	06:59:00	233
5894/1	07/06/2013 00:00	07:59:00	451
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5894/1	07/06/2013 00:00	13:59:00	329
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5894/1	07/06/2013 00:00	20:59:00	122
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5894/1	07/06/2013 00:00	22:59:00	90
5894/1	07/06/2013 00:00	23:59:00	46
5894/1	08/06/2013 00:00	00:59:00	27
5894/1	08/06/2013 00:00	01:59:00	17
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5894/1	08/06/2013 00:00	03:59:00	19
5894/1	08/06/2013 00:00	04:59:00	23
5894/1	08/06/2013 00:00	05:59:00	112
5894/1	08/06/2013 00:00	06:59:00	87
5894/1	08/06/2013 00:00	07:59:00	167
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5894/1	08/06/2013 00:00	20:59:00	91
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5894/1	09/06/2013 00:00	00:59:00	32
5894/1	09/06/2013 00:00	01:59:00	23
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5894/1	09/06/2013 00:00	03:59:00	12
5894/1	09/06/2013 00:00	04:59:00	17
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5894/1	09/06/2013 00:00	07:59:00	76
5894/1	09/06/2013 00:00	08:59:00	81
5894/1	09/06/2013 00:00	09:59:00	169
5894/1	09/06/2013 00:00	10:59:00	294
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5894/1	10/06/2013 00:00	00:59:00	11
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5894/1	10/06/2013 00:00	04:59:00	34
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5894/1	10/06/2013 00:00	19:59:00	177
5894/1	10/06/2013 00:00	20:59:00	137
5894/1	10/06/2013 00:00	21:59:00	88
5894/1	10/06/2013 00:00	22:59:00	51
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5894/1	11/06/2013 00:00	06:59:00	218
5894/1	11/06/2013 00:00	07:59:00	449
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5894/1	11/06/2013 00:00	21:59:00	101
5894/1	11/06/2013 00:00	22:59:00	65
5894/1	11/06/2013 00:00	23:59:00	28
5894/1	12/06/2013 00:00	00:59:00	6
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5894/1	12/06/2013 00:00	02:59:00	7
5894/1	12/06/2013 00:00	03:59:00	16
5894/1	12/06/2013 00:00	04:59:00	38

5894/1	12/06/2013 00:00	05:59:00	179
5894/1	12/06/2013 00:00	06:59:00	211
5894/1	12/06/2013 00:00	07:59:00	490
5894/1	12/06/2013 00:00	08:59:00	434
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5894/1	12/06/2013 00:00	10:59:00	329
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5894/1	12/06/2013 00:00	19:59:00	192
5894/1	12/06/2013 00:00	20:59:00	123
5894/1	12/06/2013 00:00	21:59:00	92
5894/1	12/06/2013 00:00	22:59:00	63
5894/1	12/06/2013 00:00	23:59:00	37
5894/1	13/06/2013 00:00	00:59:00	13
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5894/1	13/06/2013 00:00	02:59:00	5
5894/1	13/06/2013 00:00	03:59:00	13
5894/1	13/06/2013 00:00	04:59:00	35
5894/1	13/06/2013 00:00	05:59:00	184
5894/1	13/06/2013 00:00	06:59:00	228
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5894/1	14/06/2013 00:00	03:59:00	15
5894/1	14/06/2013 00:00	04:59:00	37
5894/1	14/06/2013 00:00	05:59:00	178
5894/1	14/06/2013 00:00	06:59:00	217
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5894/1	15/06/2013 00:00	01:59:00	18
5894/1	15/06/2013 00:00	02:59:00	15
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5894/1	15/06/2013 00:00	04:59:00	31
5894/1	15/06/2013 00:00	05:59:00	110
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5894/1	15/06/2013 00:00	09:59:00	350
5894/1	15/06/2013 00:00	10:59:00	364
5894/1	15/06/2013 00:00	11:59:00	442
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5894/1	15/06/2013 00:00	13:59:00	366
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5894/1	15/06/2013 00:00	22:59:00	91
5894/1	15/06/2013 00:00	23:59:00	59
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5894/1	16/06/2013 00:00	02:59:00	13
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5894/1	17/06/2013 00:00	05:59:00	165
5894/1	17/06/2013 00:00	06:59:00	210
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5894/1	17/06/2013 00:00	17:59:00	400
5894/1	17/06/2013 00:00	18:59:00	221
5894/1	17/06/2013 00:00	19:59:00	146

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5894/1	18/06/2013 00:00	05:59:00	190
5894/1	18/06/2013 00:00	06:59:00	236
5894/1	18/06/2013 00:00	07:59:00	489
5894/1	18/06/2013 00:00	08:59:00	435
5894/1	18/06/2013 00:00	09:59:00	348
5894/1	18/06/2013 00:00	10:59:00	317
5894/1	18/06/2013 00:00	11:59:00	316
5894/1	18/06/2013 00:00	12:59:00	341
5894/1	18/06/2013 00:00	13:59:00	351
5894/1	18/06/2013 00:00	14:59:00	351
5894/1	18/06/2013 00:00	15:59:00	304
5894/1	18/06/2013 00:00	16:59:00	348
5894/1	18/06/2013 00:00	17:59:00	370
5894/1	18/06/2013 00:00	18:59:00	220
5894/1	18/06/2013 00:00	19:59:00	195
5894/1	18/06/2013 00:00	20:59:00	148
5894/1	18/06/2013 00:00	21:59:00	103
5894/1	18/06/2013 00:00	22:59:00	54
5894/1	18/06/2013 00:00	23:59:00	30
5894/1	19/06/2013 00:00	00:59:00	12
5894/1	19/06/2013 00:00	01:59:00	10
5894/1	19/06/2013 00:00	02:59:00	8
5894/1	19/06/2013 00:00	03:59:00	16
5894/1	19/06/2013 00:00	04:59:00	30
5894/1	19/06/2013 00:00	05:59:00	195
5894/1	19/06/2013 00:00	06:59:00	231
5894/1	19/06/2013 00:00	07:59:00	469
5894/1	19/06/2013 00:00	08:59:00	465
5894/1	19/06/2013 00:00	09:59:00	358
5894/1	19/06/2013 00:00	10:59:00	305
5894/1	19/06/2013 00:00	11:59:00	289
5894/1	19/06/2013 00:00	12:59:00	335
5894/1	19/06/2013 00:00	13:59:00	297
5894/1	19/06/2013 00:00	14:59:00	344
5894/1	19/06/2013 00:00	15:59:00	348
5894/1	19/06/2013 00:00	16:59:00	329
5894/1	19/06/2013 00:00	17:59:00	366
5894/1	19/06/2013 00:00	18:59:00	239
5894/1	19/06/2013 00:00	19:59:00	164
5894/1	19/06/2013 00:00	20:59:00	145
5894/1	19/06/2013 00:00	21:59:00	103
5894/1	19/06/2013 00:00	22:59:00	78
5894/1	19/06/2013 00:00	23:59:00	34
5894/1	20/06/2013 00:00	00:59:00	16
5894/1	20/06/2013 00:00	01:59:00	13
5894/1	20/06/2013 00:00	02:59:00	9
5894/1	20/06/2013 00:00	03:59:00	14
5894/1	20/06/2013 00:00	04:59:00	33
5894/1	20/06/2013 00:00	05:59:00	188
5894/1	20/06/2013 00:00	06:59:00	211
5894/1	20/06/2013 00:00	07:59:00	469
5894/1	20/06/2013 00:00	08:59:00	467
5894/1	20/06/2013 00:00	09:59:00	331
5894/1	20/06/2013 00:00	10:59:00	290
5894/1	20/06/2013 00:00	11:59:00	337
5894/1	20/06/2013 00:00	12:59:00	329
5894/1	20/06/2013 00:00	13:59:00	309
5894/1	20/06/2013 00:00	14:59:00	332
5894/1	20/06/2013 00:00	15:59:00	321
5894/1	20/06/2013 00:00	16:59:00	349
5894/1	20/06/2013 00:00	17:59:00	371
5894/1	20/06/2013 00:00	18:59:00	280
5894/1	20/06/2013 00:00	19:59:00	185
5894/1	20/06/2013 00:00	20:59:00	143
5894/1	20/06/2013 00:00	21:59:00	108
5894/1	20/06/2013 00:00	22:59:00	65
5894/1	20/06/2013 00:00	23:59:00	44
5894/1	21/06/2013 00:00	00:59:00	9
5894/1	21/06/2013 00:00	01:59:00	9
5894/1	21/06/2013 00:00	02:59:00	7
5894/1	21/06/2013 00:00	03:59:00	14
5894/1	21/06/2013 00:00	04:59:00	40
5894/1	21/06/2013 00:00	05:59:00	180
5894/1	21/06/2013 00:00	06:59:00	204
5894/1	21/06/2013 00:00	07:59:00	436
5894/1	21/06/2013 00:00	08:59:00	456
5894/1	21/06/2013 00:00	09:59:00	376
5894/1	21/06/2013 00:00	10:59:00	329
5894/1	21/06/2013 00:00	11:59:00	339
5894/1	21/06/2013 00:00	12:59:00	355
5894/1	21/06/2013 00:00	13:59:00	360
5894/1	21/06/2013 00:00	14:59:00	330
5894/1	21/06/2013 00:00	15:59:00	370
5894/1	21/06/2013 00:00	16:59:00	341
5894/1	21/06/2013 00:00	17:59:00	366
5894/1	21/06/2013 00:00	18:59:00	249
5894/1	21/06/2013 00:00	19:59:00	190
5894/1	21/06/2013 00:00	20:59:00	150
5894/1	21/06/2013 00:00	21:59:00	127
5894/1	21/06/2013 00:00	22:59:00	76
5894/1	21/06/2013 00:00	23:59:00	47
5894/1	22/06/2013 00:00	00:59:00	29
5894/1	22/06/2013 00:00	01:59:00	22
5894/1	22/06/2013 00:00	02:59:00	15
5894/1	22/06/2013 00:00	03:59:00	17
5894/1	22/06/2013 00:00	04:59:00	24
5894/1	22/06/2013 00:00	05:59:00	104
5894/1	22/06/2013 00:00	06:59:00	83
5894/1	22/06/2013 00:00	07:59:00	190
5894/1	22/06/2013 00:00	08:59:00	203
5894/1	22/06/2013 00:00	09:59:00	300
5894/1	22/06/2013 00:00	10:59:00	339
5894/1	22/06/2013 00:00	11:59:00	391
5894/1	22/06/2013 00:00	12:59:00	400
5894/1	22/06/2013 00:00	13:59:00	389
5894/1	22/06/2013 00:00	14:59:00	324
5894/1	22/06/2013 00:00	15:59:00	271
5894/1	22/06/2013 00:00	16:59:00	261
5894/1	22/06/2013 00:00	17:59:00	267
5894/1	22/06/2013 00:00	18:59:00	201
5894/1	22/06/2013 00:00	19:59:00	163
5894/1	22/06/2013 00:00	20:59:00	113
5894/1	22/06/2013 00:00	21:59:00	71
5894/1	22/06/2013 00:00	22:59:00	78
5894/1	22/06/2013 00:00	23:59:00	52
5894/1	23/06/2013 00:00	00:59:00	29
5894/1	23/06/2013 00:00	01:59:00	28
5894/1	23/06/2013 00:00	02:59:00	12
5894/1	23/06/2013 00:00	03:59:00	7
5894/1	23/06/2013 00:00	04:59:00	10
5894/1	23/06/2013 00:00	05:59:00	44
5894/1	23/06/2013 00:00	06:59:00	39
5894/1	23/06/2013 00:00	07:59:00	74
5894/1	23/06/2013 00:00	08:59:00	85
5894/1	23/06/2013 00:00	09:59:00	192
5894/1	23/06/2013 00:00	10:59:00	299

5894/1	23/06/2013 00:00	11:59:00	308
5894/1	23/06/2013 00:00	12:59:00	335
5894/1	23/06/2013 00:00	13:59:00	329
5894/1	23/06/2013 00:00	14:59:00	264
5894/1	23/06/2013 00:00	15:59:00	189
5894/1	23/06/2013 00:00	16:59:00	181
5894/1	23/06/2013 00:00	17:59:00	188
5894/1	23/06/2013 00:00	18:59:00	159
5894/1	23/06/2013 00:00	19:59:00	124
5894/1	23/06/2013 00:00	20:59:00	100
5894/1	23/06/2013 00:00	21:59:00	59
5894/1	23/06/2013 00:00	22:59:00	38
5894/1	23/06/2013 00:00	23:59:00	22
5894/1	24/06/2013 00:00	00:59:00	14
5894/1	24/06/2013 00:00	01:59:00	3
5894/1	24/06/2013 00:00	02:59:00	8
5894/1	24/06/2013 00:00	03:59:00	14
5894/1	24/06/2013 00:00	04:59:00	33
5894/1	24/06/2013 00:00	05:59:00	178
5894/1	24/06/2013 00:00	06:59:00	214
5894/1	24/06/2013 00:00	07:59:00	490
5894/1	24/06/2013 00:00	08:59:00	470
5894/1	24/06/2013 00:00	09:59:00	322
5894/1	24/06/2013 00:00	10:59:00	307
5894/1	24/06/2013 00:00	11:59:00	333
5894/1	24/06/2013 00:00	12:59:00	333
5894/1	24/06/2013 00:00	13:59:00	326
5894/1	24/06/2013 00:00	14:59:00	313
5894/1	24/06/2013 00:00	15:59:00	333
5894/1	24/06/2013 00:00	16:59:00	338
5894/1	24/06/2013 00:00	17:59:00	396
5894/1	24/06/2013 00:00	18:59:00	235
5894/1	24/06/2013 00:00	19:59:00	172
5894/1	24/06/2013 00:00	20:59:00	146
5894/1	24/06/2013 00:00	21:59:00	107
5894/1	24/06/2013 00:00	22:59:00	66
5894/1	24/06/2013 00:00	23:59:00	34
5894/1	25/06/2013 00:00	00:59:00	12
5894/1	25/06/2013 00:00	01:59:00	10
5894/1	25/06/2013 00:00	02:59:00	6
5894/1	25/06/2013 00:00	03:59:00	12
5894/1	25/06/2013 00:00	04:59:00	34
5894/1	25/06/2013 00:00	05:59:00	179
5894/1	25/06/2013 00:00	06:59:00	235
5894/1	25/06/2013 00:00	07:59:00	494
5894/1	25/06/2013 00:00	08:59:00	494
5894/1	25/06/2013 00:00	09:59:00	371
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5894/1	25/06/2013 00:00	12:59:00	331
5894/1	25/06/2013 00:00	13:59:00	328
5894/1	25/06/2013 00:00	14:59:00	333
5894/1	25/06/2013 00:00	15:59:00	320
5894/1	25/06/2013 00:00	16:59:00	387
5894/1	25/06/2013 00:00	17:59:00	366
5894/1	25/06/2013 00:00	18:59:00	242
5894/1	25/06/2013 00:00	19:59:00	192
5894/1	25/06/2013 00:00	20:59:00	131
5894/1	25/06/2013 00:00	21:59:00	92
5894/1	25/06/2013 00:00	22:59:00	80
5894/1	25/06/2013 00:00	23:59:00	26
5894/1	26/06/2013 00:00	00:59:00	11
5894/1	26/06/2013 00:00	01:59:00	10
5894/1	26/06/2013 00:00	02:59:00	7
5894/1	26/06/2013 00:00	03:59:00	18
5894/1	26/06/2013 00:00	04:59:00	39
5894/1	26/06/2013 00:00	05:59:00	183
5894/1	26/06/2013 00:00	06:59:00	229
5894/1	26/06/2013 00:00	07:59:00	491
5894/1	26/06/2013 00:00	08:59:00	463
5894/1	26/06/2013 00:00	09:59:00	310
5894/1	26/06/2013 00:00	10:59:00	307
5894/1	26/06/2013 00:00	11:59:00	340
5894/1	26/06/2013 00:00	12:59:00	352
5894/1	26/06/2013 00:00	13:59:00	303
5894/1	26/06/2013 00:00	14:59:00	326
5894/1	26/06/2013 00:00	15:59:00	349
5894/1	26/06/2013 00:00	16:59:00	351
5894/1	26/06/2013 00:00	17:59:00	356
5894/1	26/06/2013 00:00	18:59:00	235
5894/1	26/06/2013 00:00	19:59:00	208
5894/1	26/06/2013 00:00	20:59:00	145
5894/1	26/06/2013 00:00	21:59:00	100
5894/1	26/06/2013 00:00	22:59:00	69
5894/1	26/06/2013 00:00	23:59:00	23
5894/1	27/06/2013 00:00	00:59:00	27
5894/1	27/06/2013 00:00	01:59:00	6
5894/1	27/06/2013 00:00	02:59:00	8
5894/1	27/06/2013 00:00	03:59:00	13
5894/1	27/06/2013 00:00	04:59:00	34
5894/1	27/06/2013 00:00	05:59:00	190
5894/1	27/06/2013 00:00	06:59:00	214
5894/1	27/06/2013 00:00	07:59:00	475
5894/1	27/06/2013 00:00	08:59:00	465
5894/1	27/06/2013 00:00	09:59:00	247
5894/1	27/06/2013 00:00	10:59:00	326
5894/1	27/06/2013 00:00	11:59:00	342
5894/1	27/06/2013 00:00	12:59:00	347
5894/1	27/06/2013 00:00	13:59:00	338
5894/1	27/06/2013 00:00	14:59:00	349
5894/1	27/06/2013 00:00	15:59:00	331
5894/1	27/06/2013 00:00	16:59:00	360
5894/1	27/06/2013 00:00	17:59:00	385
5894/1	27/06/2013 00:00	18:59:00	247
5894/1	27/06/2013 00:00	19:59:00	188
5894/1	27/06/2013 00:00	20:59:00	137
5894/1	27/06/2013 00:00	21:59:00	85
5894/1	27/06/2013 00:00	22:59:00	79
5894/1	27/06/2013 00:00	23:59:00	25
5894/1	28/06/2013 00:00	00:59:00	24
5894/1	28/06/2013 00:00	01:59:00	7
5894/1	28/06/2013 00:00	02:59:00	7
5894/1	28/06/2013 00:00	03:59:00	11
5894/1	28/06/2013 00:00	04:59:00	31
5894/1	28/06/2013 00:00	05:59:00	187
5894/1	28/06/2013 00:00	06:59:00	196
5894/1	28/06/2013 00:00	07:59:00	476
5894/1	28/06/2013 00:00	08:59:00	462
5894/1	28/06/2013 00:00	09:59:00	324
5894/1	28/06/2013 00:00	10:59:00	347
5894/1	28/06/2013 00:00	11:59:00	346
5894/1	28/06/2013 00:00	12:59:00	358
5894/1	28/06/2013 00:00	13:59:00	341
5894/1	28/06/2013 00:00	14:59:00	329
5894/1	28/06/2013 00:00	15:59:00	382
5894/1	28/06/2013 00:00	16:59:00	377
5894/1	28/06/2013 00:00	17:59:00	371
5894/1	28/06/2013 00:00	18:59:00	266
5894/1	28/06/2013 00:00	19:59:00	193
5894/1	28/06/2013 00:00	20:59:00	116
5894/1	28/06/2013 00:00	21:59:00	121
5894/1	28/06/2013 00:00	22:59:00	85
5894/1	28/06/2013 00:00	23:59:00	50
5894/1	29/06/2013 00:00	00:59:00	25
5894/1	29/06/2013 00:00	01:59:00	23

5894/1	29/06/2013 00:00	02:59:00	12
5894/1	29/06/2013 00:00	03:59:00	8
5894/1	29/06/2013 00:00	04:59:00	22
5894/1	29/06/2013 00:00	05:59:00	101
5894/1	29/06/2013 00:00	06:59:00	88
5894/1	29/06/2013 00:00	07:59:00	174
5894/1	29/06/2013 00:00	08:59:00	225
5894/1	29/06/2013 00:00	09:59:00	336
5894/1	29/06/2013 00:00	10:59:00	448
5894/1	29/06/2013 00:00	11:59:00	441
5894/1	29/06/2013 00:00	12:59:00	401
5894/1	29/06/2013 00:00	13:59:00	353
5894/1	29/06/2013 00:00	14:59:00	317
5894/1	29/06/2013 00:00	15:59:00	296
5894/1	29/06/2013 00:00	16:59:00	292
5894/1	29/06/2013 00:00	17:59:00	275
5894/1	29/06/2013 00:00	18:59:00	245
5894/1	29/06/2013 00:00	19:59:00	179
5894/1	29/06/2013 00:00	20:59:00	143
5894/1	29/06/2013 00:00	21:59:00	133
5894/1	29/06/2013 00:00	22:59:00	73
5894/1	29/06/2013 00:00	23:59:00	64
5894/1	30/06/2013 00:00	00:59:00	34
5894/1	30/06/2013 00:00	01:59:00	31
5894/1	30/06/2013 00:00	02:59:00	16
5894/1	30/06/2013 00:00	03:59:00	15
5894/1	30/06/2013 00:00	04:59:00	8
5894/1	30/06/2013 00:00	05:59:00	53
5894/1	30/06/2013 00:00	06:59:00	43
5894/1	30/06/2013 00:00	07:59:00	76
5894/1	30/06/2013 00:00	08:59:00	96
5894/1	30/06/2013 00:00	09:59:00	203
5894/1	30/06/2013 00:00	10:59:00	350
5894/1	30/06/2013 00:00	11:59:00	324
5894/1	30/06/2013 00:00	12:59:00	352
5894/1	30/06/2013 00:00	13:59:00	259
5894/1	30/06/2013 00:00	14:59:00	243
5894/1	30/06/2013 00:00	15:59:00	216
5894/1	30/06/2013 00:00	16:59:00	195
5894/1	30/06/2013 00:00	17:59:00	263
5894/1	30/06/2013 00:00	18:59:00	194
5894/1	30/06/2013 00:00	19:59:00	176
5894/1	30/06/2013 00:00	20:59:00	112
5894/1	30/06/2013 00:00	21:59:00	86
5894/1	30/06/2013 00:00	22:59:00	38
5894/1	30/06/2013 00:00	23:59:00	27

5894/2	02/06/2017 00:00	10:44:00	42	202	16	27	8	63	253
5894/2	02/06/2017 00:00	10:59:00	43	225	20	13	13	63	271
5894/2	02/06/2017 00:00	11:14:00	44	213	27	16	11	63	267
5894/2	02/06/2017 00:00	11:29:00	45	207	16	16	13	63	252
5894/2	02/06/2017 00:00	11:44:00	46	205	23	15	6	62	249
5894/2	02/06/2017 00:00	11:59:00	47	200	27	14	11	64	252
5894/2	02/06/2017 00:00	12:14:00	48	193	29	16	18	63	256
5894/2	02/06/2017 00:00	12:29:00	49	199	13	12	10	63	234
5894/2	02/06/2017 00:00	12:44:00	50	178	18	10	13	62	219
5894/2	02/06/2017 00:00	12:59:00	51	194	16	21	8	62	239
5894/2	02/06/2017 00:00	13:14:00	52	176	20	17	12	63	225
5894/2	02/06/2017 00:00	13:29:00	53	199	34	8	7	63	248
5894/2	02/06/2017 00:00	13:44:00	54	190	21	15	11	64	237
5894/2	02/06/2017 00:00	13:59:00	55	168	18	11	5	65	202
5894/2	02/06/2017 00:00	14:14:00	56	144	20	15	7	64	186
5894/2	02/06/2017 00:00	14:29:00	57	181	19	14	10	63	224
5894/2	02/06/2017 00:00	14:44:00	58	177	22	17	7	63	223
5894/2	02/06/2017 00:00	14:59:00	59	161	22	6	10	63	199
5894/2	02/06/2017 00:00	15:14:00	60	193	18	9	12	63	232
5894/2	02/06/2017 00:00	15:29:00	61	222	15	9	8	63	254
5894/2	02/06/2017 00:00	15:44:00	62	196	19	8	6	63	229
5894/2	02/06/2017 00:00	15:59:00	63	216	17	5	10	63	248
5894/2	02/06/2017 00:00	16:14:00	64	238	26	9	7	64	280
5894/2	02/06/2017 00:00	16:29:00	65	222	25	16	10	64	273
5894/2	02/06/2017 00:00	16:44:00	66	199	13	5	9	65	226
5894/2	02/06/2017 00:00	16:59:00	67	212	15	7	2	67	236
5894/2	02/06/2017 00:00	17:14:00	68	236	24	7	5	66	272
5894/2	02/06/2017 00:00	17:29:00	69	180	14	9	3	66	206
5894/2	02/06/2017 00:00	17:44:00	70	195	21	10	12	65	238
5894/2	02/06/2017 00:00	17:59:00	71	201	13	4	3	63	221
5894/2	02/06/2017 00:00	18:14:00	72	170	14	4	4	66	192
5894/2	02/06/2017 00:00	18:29:00	73	138	10	2	1	64	151
5894/2	02/06/2017 00:00	18:44:00	74	147	8	1	3	64	159
5894/2	02/06/2017 00:00	18:59:00	75	145	9	3	1	65	158
5894/2	02/06/2017 00:00	19:14:00	76	153	9	4	4	65	170
5894/2	02/06/2017 00:00	19:29:00	77	145	10	2	2	66	159
5894/2	02/06/2017 00:00	19:44:00	78	124	15	4	0	66	143
5894/2	02/06/2017 00:00	19:59:00	79	95	10	5	1	67	111
5894/2	02/06/2017 00:00	20:14:00	80	105	11	3	6	66	125
5894/2	02/06/2017 00:00	20:29:00	81	94	11	5	1	65	111
5894/2	02/06/2017 00:00	20:44:00	82	85	7	2	0	63	94
5894/2	02/06/2017 00:00	20:59:00	83	91	5	2	1	66	99
5894/2	02/06/2017 00:00	21:14:00	84	67	1	3	2	63	73
5894/2	02/06/2017 00:00	21:29:00	85	79	10	1	1	64	91
5894/2	02/06/2017 00:00	21:44:00	86	61	6	0	1	65	68
5894/2	02/06/2017 00:00	21:59:00	87	59	3	1	2	63	65
5894/2	02/06/2017 00:00	22:14:00	88	62	5	1	0	63	68
5894/2	02/06/2017 00:00	22:29:00	89	62	4	3	0	60	69
5894/2	02/06/2017 00:00	22:44:00	90	35	1	0	0	66	36
5894/2	02/06/2017 00:00	22:59:00	91	43	2	4	0	62	49
5894/2	02/06/2017 00:00	23:14:00	92	31	2	2	2	62	37
5894/2	02/06/2017 00:00	23:29:00	93	39	3	2	0	62	44
5894/2	02/06/2017 00:00	23:44:00	94	36	2	2	2	60	42
5894/2	02/06/2017 00:00	23:59:00	95	34	0	1	1	60	36
5894/2	03/06/2017 00:00	00:14:00	0	40	2	3	0	63	45
5894/2	03/06/2017 00:00	00:29:00	1	17	0	0	0	59	17
5894/2	03/06/2017 00:00	00:44:00	2	18	0	1	0	63	19
5894/2	03/06/2017 00:00	00:59:00	3	18	0	2	0	60	20
5894/2	03/06/2017 00:00	01:14:00	4	14	4	1	0	62	19
5894/2	03/06/2017 00:00	01:29:00	5	18	1	1	1	60	21
5894/2	03/06/2017 00:00	01:44:00	6	10	2	1	0	63	13
5894/2	03/06/2017 00:00	01:59:00	7	9	0	0	1	58	10
5894/2	03/06/2017 00:00	02:14:00	8	11	5	2	0	64	18
5894/2	03/06/2017 00:00	02:29:00	9	14	2	0	1	62	17
5894/2	03/06/2017 00:00	02:44:00	10	15	1	1	2	60	19
5894/2	03/06/2017 00:00	02:59:00	11	10	2	1	0	65	13
5894/2	03/06/2017 00:00	03:14:00	12	9	2	0	2	62	13
5894/2	03/06/2017 00:00	03:29:00	13	10	3	0	3	63	16
5894/2	03/06/2017 00:00	03:44:00	14	16	1	3	1	64	21
5894/2	03/06/2017 00:00	03:59:00	15	13	1	0	0	62	14
5894/2	03/06/2017 00:00	04:14:00	16	17	1	0	1	60	19
5894/2	03/06/2017 00:00	04:29:00	17	20	1	0	0	65	21
5894/2	03/06/2017 00:00	04:44:00	18	25	1	3	1	63	30
5894/2	03/06/2017 00:00	04:59:00	19	30	7	2	2	67	41
5894/2	03/06/2017 00:00	05:14:00	20	42	3	7	7	65	54
5894/2	03/06/2017 00:00	05:29:00	21	56	7	5	1	65	69
5894/2	03/06/2017 00:00	05:44:00	22	64	6	8	5	66	83
5894/2	03/06/2017 00:00	05:59:00	23	55	7	6	0	68	68
5894/2	03/06/2017 00:00	06:14:00	24	59	14	3	1	65	77
5894/2	03/06/2017 00:00	06:29:00	25	84	7	4	2	66	97
5894/2	03/06/2017 00:00	06:44:00	26	100	12	3	2	66	117
5894/2	03/06/2017 00:00	06:59:00	27	103	14	6	0	65	123
5894/2	03/06/2017 00:00	07:14:00	28	94	16	10	1	67	121
5894/2	03/06/2017 00:00	07:29:00	29	104	17	6	1	66	128
5894/2	03/06/2017 00:00	07:44:00	30	117	21	4	2	66	144
5894/2	03/06/2017 00:00	07:59:00	31	113	9	7	3	66	132
5894/2	03/06/2017 00:00	08:14:00	32	140	13	5	3	66	161
5894/2	03/06/2017 00:00	08:29:00	33	135	14	8	2	66	159
5894/2	03/06/2017 00:00	08:44:00	34	191	20	6	1	66	218
5894/2	03/06/2017 00:00	08:59:00	35	191	17	4	3	64	215
5894/2	03/06/2017 00:00	09:14:00	36	179	11	6	2	65	198
5894/2	03/06/2017 00:00	09:29:00	37	181	15	7	3	65	206
5894/2	03/06/2017 00:00	09:44:00	38	223	18	2	0	65	243
5894/2	03/06/2017 00:00	09:59:00	39	214	15	6	1	65	236
5894/2	03/06/2017 00:00	10:14:00	40	198	13	11	1	65	223
5894/2	03/06/2017 00:00	10:29:00	41	225	15	4	5	65	249
5894/2	03/06/2017 00:00	10:44:00	42	214	13	8	3	65	238
5894/2	03/06/2017 00:00	10:59:00	43	212	13	3	2	64	230
5894/2	03/06/2017 00:00	11:14:00	44	197	8	6	2	65	213
5894/2	03/06/2017 00:00	11:29:00	45	212	13	5	3	64	233
5894/2	03/06/2017 00:00	11:44:00	46	213	17	0	1	65	231
5894/2	03/06/2017 00:00	11:59:00	47	246	15	8	3	65	272
5894/2	03/06/2017 00:00	12:14:00	48	216	10	4	1	65	231
5894/2	03/06/2017 00:00	12:29:00	49	238	15	4	2	64	259
5894/2	03/06/2017 00:00	12:44:00	50	222	17	5	1	65	245
5894/2	03/06/2017 00:00	12:59:00	51	223	16	1	1	65	241
5894/2	03/06/2017 00:00	13:14:00	52	218	10	6	3	64	237
5894/2	03/06/2017 00:00	13:29:00	53	213	12	4	0	66	229
5894/2	03/06/2017 00:00	13:44:00	54	213	13	3	0	64	229
5894/2	03/06/2017 00:00	13:59:00	55	195	22	2	0	65	219
5894/2	03/06/2017 00:00	14:14:00	56	205	10	13	1	65	229
5894/2	03/06/2017 00:00	14:29:00	57	179	12	8	1	64	200
5894/2	03/06/2017 00:00	14:44:00	58	186	11	7	0	65	204
5894/2	03/06/2017 00:00	14:59:00	59	158	17	5	0	64	180
5894/2	03/06/2017 00:00	15:14:00	60	182	9	5	0	65	196
5894/2	03/06/2017 00:00	15:29:00	61	200	12	4	0	65	216
5894/2	03/06/2017 00:00	15:44:00	62	196	5	5	0	63	206
5894/2	03/06/2017 00:00	15:59:00	63	194	11	1	1	65	207
5894/2	03/06/2017 00:00	16:14:00	64	241	10	5	1	64	257
5894/2	03/06/2017 00:00	16:29:00	65	194	20	4	1	64	219
5894/2	03/06/2017 00:00	16:44:00	66	179	11	0	0	65	190
5894/2	03/06/2017 00:00	16:59:00	67	187	15	2	1	65	205
5894/2	03/06/2017 00:00	17:14:00	68	187	6	4	2	64	199
5894/2	03/06/2017 00:00	17:29:00	69	194	5	0	0	65	199
5894/2	03/06/2017 00:00	17:44:00	70	238	7	6	2	65	253
5894/2	03/06/2017 00:00	17:59:00	71	190	10	4	0		

5894/2	03/06/2017 00:00	20:29:00	81	90	8	1	1	65	100
5894/2	03/06/2017 00:00	20:44:00	82	88	1	1	0	64	90
5894/2	03/06/2017 00:00	20:59:00	83	79	3	1	0	62	83
5894/2	03/06/2017 00:00	21:14:00	84	79	4	2	0	64	85
5894/2	03/06/2017 00:00	21:29:00	85	72	6	1	1	66	80
5894/2	03/06/2017 00:00	21:44:00	86	66	4	0	1	64	71
5894/2	03/06/2017 00:00	21:59:00	87	58	1	2	0	63	61
5894/2	03/06/2017 00:00	22:14:00	88	75	6	1	0	65	82
5894/2	03/06/2017 00:00	22:29:00	89	69	4	0	0	61	73
5894/2	03/06/2017 00:00	22:44:00	90	72	5	2	0	64	79
5894/2	03/06/2017 00:00	22:59:00	91	50	0	1	0	58	51
5894/2	03/06/2017 00:00	23:14:00	92	51	1	1	0	63	53
5894/2	03/06/2017 00:00	23:29:00	93	52	3	1	0	62	56
5894/2	03/06/2017 00:00	23:44:00	94	47	0	1	0	64	48
5894/2	03/06/2017 00:00	23:59:00	95	42	5	3	0	63	50
5894/2	04/06/2017 00:00	00:14:00	0	40	3	0	0	63	43
5894/2	04/06/2017 00:00	00:29:00	1	32	1	1	0	63	34
5894/2	04/06/2017 00:00	00:44:00	2	23	3	0	0	59	26
5894/2	04/06/2017 00:00	00:59:00	3	40	1	2	1	62	44
5894/2	04/06/2017 00:00	01:14:00	4	26	0	1	0	61	27
5894/2	04/06/2017 00:00	01:29:00	5	14	4	0	0	65	18
5894/2	04/06/2017 00:00	01:44:00	6	11	4	0	0	64	15
5894/2	04/06/2017 00:00	01:59:00	7	14	1	0	0	64	15
5894/2	04/06/2017 00:00	02:14:00	8	10	1	0	1	61	12
5894/2	04/06/2017 00:00	02:29:00	9	18	1	0	2	66	21
5894/2	04/06/2017 00:00	02:44:00	10	10	1	1	0	57	12
5894/2	04/06/2017 00:00	02:59:00	11	11	1	1	1	62	14
5894/2	04/06/2017 00:00	03:14:00	12	10	0	1	0	63	11
5894/2	04/06/2017 00:00	03:29:00	13	5	0	1	0	70	6
5894/2	04/06/2017 00:00	03:44:00	14	8	2	0	0	67	10
5894/2	04/06/2017 00:00	03:59:00	15	9	3	1	0	58	13
5894/2	04/06/2017 00:00	04:14:00	16	7	2	1	0	61	10
5894/2	04/06/2017 00:00	04:29:00	17	8	2	1	0	67	11
5894/2	04/06/2017 00:00	04:44:00	18	11	0	0	0	60	11
5894/2	04/06/2017 00:00	04:59:00	19	27	2	1	0	65	30
5894/2	04/06/2017 00:00	05:14:00	20	24	0	0	0	65	24
5894/2	04/06/2017 00:00	05:29:00	21	42	5	4	1	63	52
5894/2	04/06/2017 00:00	05:44:00	22	36	0	3	2	65	41
5894/2	04/06/2017 00:00	05:59:00	23	43	5	3	0	65	51
5894/2	04/06/2017 00:00	06:14:00	24	47	3	6	2	67	58
5894/2	04/06/2017 00:00	06:29:00	25	63	4	2	0	64	69
5894/2	04/06/2017 00:00	06:44:00	26	59	4	3	0	65	66
5894/2	04/06/2017 00:00	06:59:00	27	61	3	3	0	65	67
5894/2	04/06/2017 00:00	07:14:00	28	53	7	1	1	66	62
5894/2	04/06/2017 00:00	07:29:00	29	72	3	1	2	65	78
5894/2	04/06/2017 00:00	07:44:00	30	74	5	0	0	65	84
5894/2	04/06/2017 00:00	07:59:00	31	86	6	0	2	65	94
5894/2	04/06/2017 00:00	08:14:00	32	70	6	1	1	64	78
5894/2	04/06/2017 00:00	08:29:00	33	88	7	3	5	64	103
5894/2	04/06/2017 00:00	08:44:00	34	91	5	6	1	63	103
5894/2	04/06/2017 00:00	08:59:00	35	108	10	2	1	64	121
5894/2	04/06/2017 00:00	09:14:00	36	122	10	5	1	63	138
5894/2	04/06/2017 00:00	09:29:00	37	167	9	5	1	65	182
5894/2	04/06/2017 00:00	09:44:00	38	164	6	5	4	65	179
5894/2	04/06/2017 00:00	09:59:00	39	185	14	4	0	65	203
5894/2	04/06/2017 00:00	10:14:00	40	205	16	5	1	64	227
5894/2	04/06/2017 00:00	10:29:00	41	234	16	2	2	64	254
5894/2	04/06/2017 00:00	10:44:00	42	197	18	2	2	64	219
5894/2	04/06/2017 00:00	10:59:00	43	217	15	2	0	65	234
5894/2	04/06/2017 00:00	11:14:00	44	211	12	3	0	63	226
5894/2	04/06/2017 00:00	11:29:00	45	250	9	4	1	62	264
5894/2	04/06/2017 00:00	11:44:00	46	256	10	1	0	64	267
5894/2	04/06/2017 00:00	11:59:00	47	263	18	2	0	63	283
5894/2	04/06/2017 00:00	12:14:00	48	261	13	3	2	63	279
5894/2	04/06/2017 00:00	12:29:00	49	229	18	1	3	64	251
5894/2	04/06/2017 00:00	12:44:00	50	242	12	4	1	64	259
5894/2	04/06/2017 00:00	12:59:00	51	216	14	3	2	63	235
5894/2	04/06/2017 00:00	13:14:00	52	236	22	3	2	64	263
5894/2	04/06/2017 00:00	13:29:00	53	250	14	3	0	63	267
5894/2	04/06/2017 00:00	13:44:00	54	220	9	6	0	61	235
5894/2	04/06/2017 00:00	13:59:00	55	243	20	5	2	62	270
5894/2	04/06/2017 00:00	14:14:00	56	242	7	2	0	64	251
5894/2	04/06/2017 00:00	14:29:00	57	209	14	4	2	63	229
5894/2	04/06/2017 00:00	14:44:00	58	214	21	5	4	63	244
5894/2	04/06/2017 00:00	14:59:00	59	235	11	6	1	62	253
5894/2	04/06/2017 00:00	15:14:00	60	243	9	2	4	62	258
5894/2	04/06/2017 00:00	15:29:00	61	265	12	4	0	61	281
5894/2	04/06/2017 00:00	15:44:00	62	268	11	5	3	60	287
5894/2	04/06/2017 00:00	15:59:00	63	268	13	2	4	60	287
5894/2	04/06/2017 00:00	16:14:00	64	334	26	2	2	59	364
5894/2	04/06/2017 00:00	16:29:00	65	245	14	8	0	62	267
5894/2	04/06/2017 00:00	16:44:00	66	225	15	3	2	62	245
5894/2	04/06/2017 00:00	16:59:00	67	238	8	1	2	63	249
5894/2	04/06/2017 00:00	17:14:00	68	238	12	5	2	63	257
5894/2	04/06/2017 00:00	17:29:00	69	209	10	3	1	64	223
5894/2	04/06/2017 00:00	17:44:00	70	184	11	4	2	64	201
5894/2	04/06/2017 00:00	17:59:00	71	218	13	3	1	64	235
5894/2	04/06/2017 00:00	18:14:00	72	165	17	3	2	66	187
5894/2	04/06/2017 00:00	18:29:00	73	191	17	4	0	64	212
5894/2	04/06/2017 00:00	18:44:00	74	171	9	6	0	64	186
5894/2	04/06/2017 00:00	18:59:00	75	169	5	4	1	66	179
5894/2	04/06/2017 00:00	19:14:00	76	156	8	0	1	64	165
5894/2	04/06/2017 00:00	19:29:00	77	136	13	2	1	66	152
5894/2	04/06/2017 00:00	19:44:00	78	100	8	0	1	65	109
5894/2	04/06/2017 00:00	19:59:00	79	111	2	3	1	65	117
5894/2	04/06/2017 00:00	20:14:00	80	120	6	0	2	66	128
5894/2	04/06/2017 00:00	20:29:00	81	115	3	1	1	62	120
5894/2	04/06/2017 00:00	20:44:00	82	92	4	0	2	64	98
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5894/2	04/06/2017 00:00	21:14:00	84	64	4	1	0	65	69
5894/2	04/06/2017 00:00	21:29:00	85	79	2	1	1	63	83
5894/2	04/06/2017 00:00	21:44:00	86	57	4	3	0	62	64
5894/2	04/06/2017 00:00	21:59:00	87	47	4	1	0	64	52
5894/2	04/06/2017 00:00	22:14:00	88	41	2	2	0	65	45
5894/2	04/06/2017 00:00	22:29:00	89	56	2	0	1	64	59
5894/2	04/06/2017 00:00	22:44:00	90	40	3	0	0	64	43
5894/2	04/06/2017 00:00	22:59:00	91	25	2	0	1	64	28
5894/2	04/06/2017 00:00	23:14:00	92	16	2	1	0	63	19
5894/2	04/06/2017 00:00	23:29:00	93	31	0	1	0	64	32
5894/2	04/06/2017 00:00	23:44:00	94	18	0	0	0	62	18
5894/2	04/06/2017 00:00	23:59:00	95	11	1	0	0	63	12
5894/2	05/06/2017 00:00	00:14:00	0	17	2	1	0	59	20
5894/2	05/06/2017 00:00	00:29:00	1	10	2	0	0	59	12
5894/2	05/06/2017 00:00	00:44:00	2	4	0	4	0	61	8
5894/2	05/06/2017 00:00	00:59:00	3	11	2	0	0	65	13
5894/2	06/06/2017 00:00	01:14:00	4	10	2	0	0	60	12
5894/2	06/06/2017 00:00	01:29:00	5	5	3	1	0	59	9
5894/2	06/06/2017 00:00	01:44:00	6	4	2	0	0	58	6
5894/2	06/06/2017 00:00	01:59:00	7	6	0	2	0	54	8
5894/2	06/06/2017 00:00	02:14:00	8	4	1	0	0	55	5
5894/2	06/06/2017 00:00	02:29:00	9	5	0	1	0	62	6
5894/2	06/06/2017 00:00	02:44:00	10	7	1	1	3	55	12
5894/2	06/06/2017 00:00	02:59:00	11	9	2	0	2	57	13
5894/2	06/06/2017 00:00	03:14:00	12	10	1	0	3	56	14
5894/2	06/06/2017 00:00	03:29:00	13	6	0	4	2	57	12
5894/2	06/06/2017 00:00	03:44:00	14	12	3	1	3	62	19
5894/2	06/06/2017 00:00	03:59:00	15	15	2	2	5	57	24
5894/2	06/06/2017 00:00	04:14:00	16	16	2</				

5894/2	06/06/2017 00:00	06:14:00	24	257	40	17	8	66	322
5894/2	06/06/2017 00:00	06:29:00	25	282	42	16	16	65	356
5894/2	06/06/2017 00:00	06:44:00	26	259	47	23	7	65	336
5894/2	06/06/2017 00:00	06:59:00	27	289	45	13	10	64	357
5894/2	06/06/2017 00:00	07:14:00	28	302	51	11	8	65	352
5894/2	06/06/2017 00:00	07:29:00	29	262	35	12	10	65	319
5894/2	06/06/2017 00:00	07:44:00	30	277	24	12	5	64	318
5894/2	06/06/2017 00:00	07:59:00	31	280	23	23	8	63	334
5894/2	06/06/2017 00:00	08:14:00	32	236	33	21	13	63	303
5894/2	06/06/2017 00:00	08:29:00	33	231	25	19	9	62	284
5894/2	06/06/2017 00:00	08:44:00	34	190	18	20	6	61	234
5894/2	06/06/2017 00:00	08:59:00	35	216	11	14	8	59	249
5894/2	06/06/2017 00:00	09:14:00	36	167	22	12	12	57	213
5894/2	06/06/2017 00:00	09:29:00	37	150	21	15	14	57	200
5894/2	06/06/2017 00:00	09:44:00	38	145	12	13	9	55	179
5894/2	06/06/2017 00:00	09:59:00	39	140	16	11	8	54	175
5894/2	06/06/2017 00:00	10:14:00	40	123	19	15	6	56	163
5894/2	06/06/2017 00:00	10:29:00	41	132	21	14	11	57	178
5894/2	06/06/2017 00:00	10:44:00	42	140	17	12	12	57	181
5894/2	06/06/2017 00:00	10:59:00	43	134	17	7	10	58	168
5894/2	06/06/2017 00:00	11:14:00	44	141	17	6	11	57	175
5894/2	06/06/2017 00:00	11:29:00	45	151	15	19	4	58	189
5894/2	06/06/2017 00:00	11:44:00	46	140	24	18	7	59	189
5894/2	06/06/2017 00:00	11:59:00	47	116	16	11	14	60	157
5894/2	06/06/2017 00:00	12:14:00	48	131	15	12	6	59	164
5894/2	06/06/2017 00:00	12:29:00	49	141	13	12	8	61	174
5894/2	06/06/2017 00:00	12:44:00	50	141	12	14	8	60	175
5894/2	06/06/2017 00:00	12:59:00	51	151	12	10	12	61	185
5894/2	06/06/2017 00:00	13:14:00	52	157	25	8	13	62	203
5894/2	06/06/2017 00:00	13:29:00	53	129	14	15	9	61	167
5894/2	06/06/2017 00:00	13:44:00	54	149	17	12	11	62	189
5894/2	06/06/2017 00:00	13:59:00	55	128	16	18	14	61	176
5894/2	06/06/2017 00:00	14:14:00	56	140	12	11	16	60	179
5894/2	06/06/2017 00:00	14:29:00	57	135	14	17	18	61	184
5894/2	06/06/2017 00:00	14:44:00	58	148	12	13	14	61	187
5894/2	06/06/2017 00:00	14:59:00	59	162	15	14	10	63	201
5894/2	06/06/2017 00:00	15:14:00	60	130	14	9	7	63	160
5894/2	06/06/2017 00:00	15:29:00	61	169	22	13	13	64	217
5894/2	06/06/2017 00:00	15:44:00	62	158	17	11	4	62	190
5894/2	06/06/2017 00:00	15:59:00	63	188	23	9	12	62	232
5894/2	06/06/2017 00:00	16:14:00	64	211	21	8	12	62	252
5894/2	06/06/2017 00:00	16:29:00	65	229	29	10	15	64	283
5894/2	06/06/2017 00:00	16:44:00	66	211	18	11	9	64	249
5894/2	06/06/2017 00:00	16:59:00	67	193	18	7	16	64	234
5894/2	06/06/2017 00:00	17:14:00	68	237	18	3	6	66	264
5894/2	06/06/2017 00:00	17:29:00	69	231	18	5	7	64	261
5894/2	06/06/2017 00:00	17:44:00	70	173	6	2	8	64	189
5894/2	06/06/2017 00:00	17:59:00	71	160	12	5	10	62	187
5894/2	06/06/2017 00:00	18:14:00	72	164	11	5	4	63	184
5894/2	06/06/2017 00:00	18:29:00	73	140	9	5	7	64	161
5894/2	06/06/2017 00:00	18:44:00	74	107	9	2	10	64	128
5894/2	06/06/2017 00:00	18:59:00	75	129	6	4	4	65	143
5894/2	06/06/2017 00:00	19:14:00	76	137	11	5	8	64	161
5894/2	06/06/2017 00:00	19:29:00	77	109	10	4	6	65	129
5894/2	06/06/2017 00:00	19:44:00	78	91	5	3	2	63	101
5894/2	06/06/2017 00:00	19:59:00	79	82	8	6	5	63	101
5894/2	06/06/2017 00:00	20:14:00	80	64	7	3	1	62	75
5894/2	06/06/2017 00:00	20:29:00	81	69	8	3	3	63	83
5894/2	06/06/2017 00:00	20:44:00	82	62	4	2	1	65	69
5894/2	06/06/2017 00:00	20:59:00	83	50	3	4	1	64	58
5894/2	06/06/2017 00:00	21:14:00	84	56	4	3	0	63	63
5894/2	06/06/2017 00:00	21:29:00	85	62	4	3	0	66	69
5894/2	06/06/2017 00:00	21:44:00	86	39	2	3	1	64	45
5894/2	06/06/2017 00:00	21:59:00	87	38	3	0	1	61	42
5894/2	06/06/2017 00:00	22:14:00	88	36	2	0	3	61	41
5894/2	06/06/2017 00:00	22:29:00	89	43	4	1	2	64	50
5894/2	06/06/2017 00:00	22:44:00	90	32	1	1	2	61	36
5894/2	06/06/2017 00:00	22:59:00	91	20	1	1	0	59	22
5894/2	06/06/2017 00:00	23:14:00	92	34	1	0	0	61	35
5894/2	06/06/2017 00:00	23:29:00	93	17	1	2	0	62	20
5894/2	06/06/2017 00:00	23:44:00	94	17	1	1	1	62	20
5894/2	06/06/2017 00:00	23:59:00	95	15	1	1	1	63	18
5894/2	07/06/2017 00:00	00:14:00	0	15	1	0	0	64	16
5894/2	07/06/2017 00:00	00:29:00	1	9	1	1	0	60	11
5894/2	07/06/2017 00:00	00:44:00	2	10	3	0	1	60	14
5894/2	07/06/2017 00:00	00:59:00	3	8	0	0	0	63	8
5894/2	07/06/2017 00:00	01:14:00	4	10	2	0	0	62	12
5894/2	07/06/2017 00:00	01:29:00	5	9	1	2	0	58	12
5894/2	07/06/2017 00:00	01:44:00	6	1	1	0	0	56	2
5894/2	07/06/2017 00:00	01:59:00	7	3	1	0	0	59	4
5894/2	07/06/2017 00:00	02:14:00	8	8	0	1	1	66	10
5894/2	07/06/2017 00:00	02:29:00	9	7	0	1	3	57	11
5894/2	07/06/2017 00:00	02:44:00	10	9	1	0	1	57	11
5894/2	07/06/2017 00:00	02:59:00	11	3	1	3	2	35	9
5894/2	07/06/2017 00:00	03:14:00	12	20	3	14	2	60	27
5894/2	07/06/2017 00:00	03:29:00	13	6	2	1	1	63	10
5894/2	07/06/2017 00:00	03:44:00	14	7	2	3	2	60	14
5894/2	07/06/2017 00:00	03:59:00	15	17	2	2	2	61	23
5894/2	07/06/2017 00:00	04:14:00	16	22	2	1	6	59	31
5894/2	07/06/2017 00:00	04:29:00	17	31	3	3	3	62	40
5894/2	07/06/2017 00:00	04:44:00	18	60	9	2	10	64	81
5894/2	07/06/2017 00:00	04:59:00	19	71	10	5	7	66	93
5894/2	07/06/2017 00:00	05:14:00	20	112	27	6	6	67	151
5894/2	07/06/2017 00:00	05:29:00	21	135	35	6	13	66	189
5894/2	07/06/2017 00:00	05:44:00	22	154	34	11	11	68	210
5894/2	07/06/2017 00:00	05:59:00	23	184	48	15	7	67	254
5894/2	07/06/2017 00:00	06:14:00	24	216	48	12	11	66	287
5894/2	07/06/2017 00:00	06:29:00	25	279	36	17	15	67	347
5894/2	07/06/2017 00:00	06:44:00	26	284	51	12	8	67	355
5894/2	07/06/2017 00:00	06:59:00	27	295	38	11	8	67	352
5894/2	07/06/2017 00:00	07:14:00	28	328	40	16	7	66	391
5894/2	07/06/2017 00:00	07:29:00	29	246	24	10	9	66	289
5894/2	07/06/2017 00:00	07:44:00	30	284	32	10	6	65	332
5894/2	07/06/2017 00:00	07:59:00	31	285	30	25	8	65	348
5894/2	07/06/2017 00:00	08:14:00	32	244	20	16	10	65	290
5894/2	07/06/2017 00:00	08:29:00	33	244	22	8	8	65	282
5894/2	07/06/2017 00:00	08:44:00	34	221	17	12	5	65	255
5894/2	07/06/2017 00:00	08:59:00	35	182	18	12	13	63	225
5894/2	07/06/2017 00:00	09:14:00	36	185	24	23	17	63	249
5894/2	07/06/2017 00:00	09:29:00	37	165	14	16	9	62	204
5894/2	07/06/2017 00:00	09:44:00	38	180	13	13	14	62	220
5894/2	07/06/2017 00:00	09:59:00	39	156	16	21	14	62	207
5894/2	07/06/2017 00:00	10:14:00	40	155	24	15	12	61	206
5894/2	07/06/2017 00:00	10:29:00	41	191	18	15	14	62	238
5894/2	07/06/2017 00:00	10:44:00	42	159	17	22	11	61	209
5894/2	07/06/2017 00:00	10:59:00	43	145	14	15	18	62	192
5894/2	07/06/2017 00:00	11:14:00	44	156	19	18	14	61	207
5894/2	07/06/2017 00:00	11:29:00	45	145	17	14	14	61	190
5894/2	07/06/2017 00:00	11:44:00	46	139	20	20	12	61	191
5894/2	07/06/2017 00:00	11:59:00	47	124	26	9	9	62	168
5894/2	07/06/2017 00:00	12:14:00	48	154	10	17	16	61	197
5894/2	07/06/2017 00:00	12:29:00	49	147	16	14	9	62	186
5894/2	07/06/2017 00:00	12:44:00	50	164	19	13	13	62	209
5894/2	07/06/2017 00:00	12:59:00	51	169	15	14	8	62	206
5894/2	07/06/2017 00:00	13:14:00	52	145	18	19	5	63	187

5894/2	07/06/2017 00:00	15:59:00	63	178	19	13	17	62	227
5894/2	07/06/2017 00:00	16:14:00	64	228	29	13	9	62	279
5894/2	07/06/2017 00:00	16:29:00	65	256	31	12	10	65	309
5894/2	07/06/2017 00:00	16:44:00	66	219	22	6	14	64	261
5894/2	07/06/2017 00:00	16:59:00	67	224	26	9	13	64	272
5894/2	07/06/2017 00:00	17:14:00	68	253	27	7	6	65	293
5894/2	07/06/2017 00:00	17:29:00	69	246	16	7	8	65	277
5894/2	07/06/2017 00:00	17:44:00	70	144	13	7	11	66	175
5894/2	07/06/2017 00:00	17:59:00	71	186	20	6	8	64	220
5894/2	07/06/2017 00:00	18:14:00	72	171	15	3	9	65	198
5894/2	07/06/2017 00:00	18:29:00	73	142	17	4	9	66	172
5894/2	07/06/2017 00:00	18:44:00	74	138	16	2	7	65	163
5894/2	07/06/2017 00:00	18:59:00	75	147	11	2	2	66	162
5894/2	07/06/2017 00:00	19:14:00	76	151	9	6	7	66	173
5894/2	07/06/2017 00:00	19:29:00	77	133	10	3	3	65	149
5894/2	07/06/2017 00:00	19:44:00	78	97	8	4	2	64	111
5894/2	07/06/2017 00:00	19:59:00	79	86	5	7	1	66	99
5894/2	07/06/2017 00:00	20:14:00	80	87	8	3	2	64	100
5894/2	07/06/2017 00:00	20:29:00	81	93	2	2	1	64	98
5894/2	07/06/2017 00:00	20:44:00	82	69	7	0	1	64	77
5894/2	07/06/2017 00:00	20:59:00	83	75	2	1	0	66	78
5894/2	07/06/2017 00:00	21:14:00	84	62	5	1	1	64	69
5894/2	07/06/2017 00:00	21:29:00	85	47	2	1	1	62	51
5894/2	07/06/2017 00:00	21:44:00	86	50	5	3	2	64	60
5894/2	07/06/2017 00:00	21:59:00	87	35	1	1	1	60	38
5894/2	07/06/2017 00:00	22:14:00	88	40	0	1	0	64	41
5894/2	07/06/2017 00:00	22:29:00	89	37	4	1	2	63	44
5894/2	07/06/2017 00:00	22:44:00	90	29	0	3	1	63	33
5894/2	07/06/2017 00:00	22:59:00	91	17	1	1	1	63	20
5894/2	07/06/2017 00:00	23:14:00	92	28	3	1	0	66	32
5894/2	07/06/2017 00:00	23:29:00	93	26	1	1	2	61	30
5894/2	07/06/2017 00:00	23:44:00	94	19	1	0	1	60	21
5894/2	07/06/2017 00:00	23:59:00	95	6	4	0	0	61	10
5894/2	08/06/2017 00:00	00:14:00	0	11	1	0	0	64	12
5894/2	08/06/2017 00:00	00:29:00	1	7	1	1	1	65	10
5894/2	08/06/2017 00:00	00:44:00	2	5	1	0	1	57	7
5894/2	08/06/2017 00:00	00:59:00	3	9	0	1	0	66	10
5894/2	08/06/2017 00:00	01:14:00	4	4	2	0	0	65	6
5894/2	08/06/2017 00:00	01:29:00	5	6	0	0	1	55	7
5894/2	08/06/2017 00:00	01:44:00	6	5	0	0	1	61	6
5894/2	08/06/2017 00:00	01:59:00	7	3	0	1	1	65	5
5894/2	08/06/2017 00:00	02:14:00	8	3	1	0	0	57	4
5894/2	08/06/2017 00:00	02:29:00	9	6	1	1	1	50	9
5894/2	08/06/2017 00:00	02:44:00	10	8	2	1	2	60	13
5894/2	08/06/2017 00:00	02:59:00	11	6	5	3	5	54	19
5894/2	08/06/2017 00:00	03:14:00	12	9	2	1	3	58	15
5894/2	08/06/2017 00:00	03:29:00	13	12	3	1	3	62	19
5894/2	08/06/2017 00:00	03:44:00	14	14	3	0	3	63	20
5894/2	08/06/2017 00:00	03:59:00	15	15	5	2	2	61	24
5894/2	08/06/2017 00:00	04:14:00	16	24	2	2	7	62	35
5894/2	08/06/2017 00:00	04:29:00	17	34	5	1	3	64	43
5894/2	08/06/2017 00:00	04:44:00	18	54	4	3	5	66	66
5894/2	08/06/2017 00:00	04:59:00	19	77	16	6	3	66	102
5894/2	08/06/2017 00:00	05:14:00	20	109	18	9	11	67	147
5894/2	08/06/2017 00:00	05:29:00	21	122	32	11	16	66	181
5894/2	08/06/2017 00:00	05:44:00	22	157	33	7	14	68	211
5894/2	08/06/2017 00:00	05:59:00	23	176	35	17	9	67	237
5894/2	08/06/2017 00:00	06:14:00	24	221	54	14	9	68	298
5894/2	08/06/2017 00:00	06:29:00	25	249	40	11	10	68	310
5894/2	08/06/2017 00:00	06:44:00	26	272	45	13	18	66	348
5894/2	08/06/2017 00:00	06:59:00	27	303	40	15	6	67	364
5894/2	08/06/2017 00:00	07:14:00	28	287	27	8	8	67	330
5894/2	08/06/2017 00:00	07:29:00	29	297	35	15	10	67	357
5894/2	08/06/2017 00:00	07:44:00	30	291	37	14	8	66	350
5894/2	08/06/2017 00:00	07:59:00	31	271	22	19	9	65	321
5894/2	08/06/2017 00:00	08:14:00	32	236	30	11	11	66	288
5894/2	08/06/2017 00:00	08:29:00	33	247	23	8	12	66	290
5894/2	08/06/2017 00:00	08:44:00	34	164	17	10	6	65	197
5894/2	08/06/2017 00:00	08:59:00	35	211	19	14	22	65	266
5894/2	08/06/2017 00:00	09:14:00	36	195	19	14	12	64	240
5894/2	08/06/2017 00:00	09:29:00	37	175	18	15	9	65	217
5894/2	08/06/2017 00:00	09:44:00	38	133	20	10	12	63	175
5894/2	08/06/2017 00:00	09:59:00	39	149	16	17	15	62	197
5894/2	08/06/2017 00:00	10:14:00	40	157	13	16	8	63	194
5894/2	08/06/2017 00:00	10:29:00	41	152	19	8	13	62	192
5894/2	08/06/2017 00:00	10:44:00	42	164	13	15	10	63	202
5894/2	08/06/2017 00:00	10:59:00	43	164	15	14	14	62	207
5894/2	08/06/2017 00:00	11:14:00	44	144	20	11	15	62	190
5894/2	08/06/2017 00:00	11:29:00	45	138	17	16	11	62	182
5894/2	08/06/2017 00:00	11:44:00	46	123	16	14	10	62	163
5894/2	08/06/2017 00:00	11:59:00	47	146	18	10	13	62	187
5894/2	08/06/2017 00:00	12:14:00	48	170	20	10	14	62	214
5894/2	08/06/2017 00:00	12:29:00	49	171	20	8	9	63	208
5894/2	08/06/2017 00:00	12:44:00	50	161	20	14	20	61	215
5894/2	08/06/2017 00:00	12:59:00	51	147	24	8	14	62	193
5894/2	08/06/2017 00:00	13:14:00	52	172	14	12	22	62	220
5894/2	08/06/2017 00:00	13:29:00	53	173	17	20	10	62	220
5894/2	08/06/2017 00:00	13:44:00	54	149	25	12	15	62	201
5894/2	08/06/2017 00:00	13:59:00	55	150	23	13	11	63	197
5894/2	08/06/2017 00:00	14:14:00	56	139	16	12	10	63	177
5894/2	08/06/2017 00:00	14:29:00	57	137	19	12	15	62	183
5894/2	08/06/2017 00:00	14:44:00	58	152	15	7	10	62	184
5894/2	08/06/2017 00:00	14:59:00	59	166	20	18	14	61	218
5894/2	08/06/2017 00:00	15:14:00	60	134	27	11	18	62	190
5894/2	08/06/2017 00:00	15:29:00	61	188	17	6	13	62	224
5894/2	08/06/2017 00:00	15:44:00	62	192	23	10	12	65	237
5894/2	08/06/2017 00:00	15:59:00	63	181	20	7	11	63	219
5894/2	08/06/2017 00:00	16:14:00	64	229	23	13	7	63	272
5894/2	08/06/2017 00:00	16:29:00	65	222	27	9	13	64	271
5894/2	08/06/2017 00:00	16:44:00	66	209	29	15	14	64	267
5894/2	08/06/2017 00:00	16:59:00	67	203	24	5	12	65	244
5894/2	08/06/2017 00:00	17:14:00	68	247	29	7	9	66	292
5894/2	08/06/2017 00:00	17:29:00	69	221	18	6	6	65	251
5894/2	08/06/2017 00:00	17:44:00	70	194	15	4	11	65	224
5894/2	08/06/2017 00:00	17:59:00	71	161	18	4	9	65	192
5894/2	08/06/2017 00:00	18:14:00	72	165	16	3	8	65	192
5894/2	08/06/2017 00:00	18:29:00	73	156	17	3	6	65	182
5894/2	08/06/2017 00:00	18:44:00	74	122	12	3	4	65	141
5894/2	08/06/2017 00:00	18:59:00	75	108	10	3	8	65	129
5894/2	08/06/2017 00:00	19:14:00	76	137	8	5	6	66	156
5894/2	08/06/2017 00:00	19:29:00	77	116	11	4	6	65	137
5894/2	08/06/2017 00:00	19:44:00	78	75	5	4	1	66	85
5894/2	08/06/2017 00:00	19:59:00	79	86	2	3	0	64	91
5894/2	08/06/2017 00:00	20:14:00	80	92	10	4	3	65	109
5894/2	08/06/2017 00:00	20:29:00	81	87	7	3	2	63	99
5894/2	08/06/2017 00:00	20:44:00	82	68	3	1	0	67	72
5894/2	08/06/2017 00:00	20:59:00	83	64	3	3	4	64	74
5894/2	08/06/2017 00:00	21:14:00	84	70	7	3	1	66	81
5894/2	08/06/2017 00:00	21:29:00	85	61	1	4	0	65	66
5894/2	08/06/2017 00:00	21:44:00	86	46	2	0	1	63	49
5894/2	08/06/2017 00:00	21:59:00	87	40	3	0	2	63	45
5894/2	08/06/2017 00:00	22:14:00	88	37	7	1	3	61	48
5894/2	08/06/2017 00:00	22:29:00	89	51	2	0	0	61	53
5894/2	08/06/2017 00:00	22:44:00	90	43	0	2	6	61	51
5894/2	08/06/2017 00:00	22:59:00	91	37	4	0	1	59	42
5894/2	08/06/2017 00:00	23:14:00	92	22	0	1</			

5894/2	09/06/2017 00:00	01:44:00	6	7	0	0	0	65	7
5894/2	09/06/2017 00:00	01:59:00	7	5	3	1	2	58	11
5894/2	09/06/2017 00:00	02:14:00	8	14	2	1	0	59	17
5894/2	09/06/2017 00:00	02:29:00	9	8	1	1	1	60	11
5894/2	09/06/2017 00:00	02:44:00	10	9	2	2	1	59	14
5894/2	09/06/2017 00:00	02:59:00	11	4	4	2	0	64	10
5894/2	09/06/2017 00:00	03:14:00	12	12	4	0	4	57	20
5894/2	09/06/2017 00:00	03:29:00	13	10	1	0	0	60	11
5894/2	09/06/2017 00:00	03:44:00	14	5	1	4	1	59	11
5894/2	09/06/2017 00:00	03:59:00	15	25	7	2	1	63	35
5894/2	09/06/2017 00:00	04:14:00	16	16	1	1	4	62	22
5894/2	09/06/2017 00:00	04:29:00	17	35	6	0	7	61	48
5894/2	09/06/2017 00:00	04:44:00	18	42	9	1	7	62	59
5894/2	09/06/2017 00:00	04:59:00	19	58	12	6	7	65	83
5894/2	09/06/2017 00:00	05:14:00	20	106	19	9	9	65	143
5894/2	09/06/2017 00:00	05:29:00	21	124	30	11	16	66	181
5894/2	09/06/2017 00:00	05:44:00	22	152	32	10	10	67	204
5894/2	09/06/2017 00:00	05:59:00	23	166	34	14	13	66	227
5894/2	09/06/2017 00:00	06:14:00	24	217	38	10	8	67	273
5894/2	09/06/2017 00:00	06:29:00	25	247	44	16	9	67	316
5894/2	09/06/2017 00:00	06:44:00	26	246	38	10	8	65	302
5894/2	09/06/2017 00:00	06:59:00	27	253	50	20	7	65	330
5894/2	09/06/2017 00:00	07:14:00	28	292	38	16	7	66	353
5894/2	09/06/2017 00:00	07:29:00	29	263	35	7	9	65	314
5894/2	09/06/2017 00:00	07:44:00	30	268	23	16	4	66	311
5894/2	09/06/2017 00:00	07:59:00	31	271	28	19	10	65	328
5894/2	09/06/2017 00:00	08:14:00	32	244	28	15	13	64	300
5894/2	09/06/2017 00:00	08:29:00	33	207	26	23	15	65	271
5894/2	09/06/2017 00:00	08:44:00	34	180	13	13	7	65	213
5894/2	09/06/2017 00:00	08:59:00	35	187	16	11	9	64	223
5894/2	09/06/2017 00:00	09:14:00	36	188	14	12	16	63	230
5894/2	09/06/2017 00:00	09:29:00	37	186	21	19	10	64	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
5894/2	09/06/2017 00:00	10:14:00	40	181	23	16	13	63	233
5894/2	09/06/2017 00:00	10:29:00	41	190	18	17	17	62	242
5894/2	09/06/2017 00:00	10:44:00	42	169	17	17	10	63	213
5894/2	09/06/2017 00:00	10:59:00	43	166	26	16	13	62	221
5894/2	09/06/2017 00:00	11:14:00	44	154	24	11	7	61	196
5894/2	09/06/2017 00:00	11:29:00	45	146	27	20	8	62	201
5894/2	09/06/2017 00:00	11:44:00	46	155	22	17	14	60	208
5894/2	09/06/2017 00:00	11:59:00	47	183	23	23	20	62	249
5894/2	09/06/2017 00:00	12:14:00	48	172	17	13	7	63	209
5894/2	09/06/2017 00:00	12:29:00	49	190	17	19	14	61	240
5894/2	09/06/2017 00:00	12:44:00	50	180	17	12	10	63	219
5894/2	09/06/2017 00:00	12:59:00	51	198	15	19	18	62	250
5894/2	09/06/2017 00:00	13:14:00	52	161	23	10	8	61	202
5894/2	09/06/2017 00:00	13:29:00	53	134	20	12	5	63	171
5894/2	09/06/2017 00:00	13:44:00	54	132	15	19	7	63	173
5894/2	09/06/2017 00:00	13:59:00	55	137	23	15	5	63	180
5894/2	09/06/2017 00:00	14:14:00	56	157	19	6	10	62	192
5894/2	09/06/2017 00:00	14:29:00	57	171	21	26	10	63	228
5894/2	09/06/2017 00:00	14:44:00	58	158	17	13	11	63	199
5894/2	09/06/2017 00:00	14:59:00	59	180	18	6	11	63	215
5894/2	09/06/2017 00:00	15:14:00	60	175	16	9	6	63	206
5894/2	09/06/2017 00:00	15:29:00	61	176	28	11	4	64	219
5894/2	09/06/2017 00:00	15:44:00	62	207	19	8	14	63	248
5894/2	09/06/2017 00:00	15:59:00	63	216	16	3	9	63	244
5894/2	09/06/2017 00:00	16:14:00	64	249	22	7	7	64	285
5894/2	09/06/2017 00:00	16:29:00	65	241	22	10	5	65	278
5894/2	09/06/2017 00:00	16:44:00	66	195	19	6	9	65	229
5894/2	09/06/2017 00:00	16:59:00	67	189	20	9	9	65	227
5894/2	09/06/2017 00:00	17:14:00	68	212	19	11	7	66	249
5894/2	09/06/2017 00:00	17:29:00	69	179	15	5	5	65	204
5894/2	09/06/2017 00:00	17:44:00	70	188	13	8	2	66	211
5894/2	09/06/2017 00:00	17:59:00	71	153	12	4	1	65	170
5894/2	09/06/2017 00:00	18:14:00	72	171	11	8	6	65	196
5894/2	09/06/2017 00:00	18:29:00	73	150	9	6	3	66	168
5894/2	09/06/2017 00:00	18:44:00	74	128	7	4	1	66	140
5894/2	09/06/2017 00:00	18:59:00	75	159	12	6	2	66	179
5894/2	09/06/2017 00:00	19:14:00	76	140	9	4	3	65	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
5894/2	09/06/2017 00:00	19:59:00	79	88	6	4	2	66	99
5894/2	09/06/2017 00:00	20:14:00	80	96	7	4	1	64	109
5894/2	09/06/2017 00:00	20:29:00	81	85	8	5	0	65	98
5894/2	09/06/2017 00:00	20:44:00	82	66	6	5	2	54	79
5894/2	09/06/2017 00:00	20:59:00	83	66	5	3	0	58	74
5894/2	09/06/2017 00:00	21:14:00	84	63	4	2	2	61	71
5894/2	09/06/2017 00:00	21:29:00	85	50	3	1	1	60	55
5894/2	09/06/2017 00:00	21:44:00	86	48	1	5	4	57	58
5894/2	09/06/2017 00:00	21:59:00	87	49	4	0	0	59	53
5894/2	09/06/2017 00:00	22:14:00	88	62	7	1	2	57	72
5894/2	09/06/2017 00:00	22:29:00	89	48	2	0	1	35	51
5894/2	09/06/2017 00:00	22:44:00	90	35	3	1	2	57	41
5894/2	09/06/2017 00:00	22:59:00	91	35	1	4	1	58	41
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5894/2	09/06/2017 00:00	23:29:00	93	33	2	1	1	58	37
5894/2	09/06/2017 00:00	23:44:00	94	23	2	2	0	58	27
5894/2	09/06/2017 00:00	23:59:00	95	23	1	4	0	57	28
5894/2	10/06/2017 00:00	00:14:00	0	19	1	2	1	59	23
5894/2	10/06/2017 00:00	00:29:00	1	23	4	3	1	57	31
5894/2	10/06/2017 00:00	00:44:00	2	17	5	1	3	52	24
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5894/2	10/06/2017 00:00	01:14:00	4	7	1	1	1	56	10
5894/2	10/06/2017 00:00	01:29:00	5	11	4	0	3	60	18
5894/2	10/06/2017 00:00	01:44:00	6	14	0	2	0	61	16
5894/2	10/06/2017 00:00	01:59:00	7	12	0	0	1	62	13
5894/2	10/06/2017 00:00	02:14:00	8	10	1	0	0	59	11
5894/2	10/06/2017 00:00	02:29:00	9	8	1	2	2	61	13
5894/2	10/06/2017 00:00	02:44:00	10	9	3	2	0	61	14
5894/2	10/06/2017 00:00	02:59:00	11	6	2	0	1	62	9
5894/2	10/06/2017 00:00	03:14:00	12	11	2	3	3	61	19
5894/2	10/06/2017 00:00	03:29:00	13	15	1	3	3	60	22
5894/2	10/06/2017 00:00	03:44:00	14	15	1	0	1	63	17
5894/2	10/06/2017 00:00	03:59:00	15	4	1	1	2	63	8
5894/2	10/06/2017 00:00	04:14:00	16	17	1	1	1	63	20
5894/2	10/06/2017 00:00	04:29:00	17	12	2	0	2	62	16
5894/2	10/06/2017 00:00	04:44:00	18	22	3	2	1	64	28
5894/2	10/06/2017 00:00	04:59:00	19	32	11	4	1	63	48
5894/2	10/06/2017 00:00	05:14:00	20	47	3	1	1	66	52
5894/2	10/06/2017 00:00	05:29:00	21	62	6	2	2	64	72
5894/2	10/06/2017 00:00	05:44:00	22	48	13	3	7	63	71
5894/2	10/06/2017 00:00	05:59:00	23	53	7	1	0	67	86
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5894/2	10/06/2017 00:00	06:29:00	25	87	17	6	2	67	112
5894/2	10/06/2017 00:00	06:44:00	26	96	13	7	6	67	122
5894/2	10/06/2017 00:00	06:59:00	27	87	14	5	1	68	107
5894/2	10/06/2017 00:00	07:14:00	28	86	16	6	2	67	110
5894/2	10/06/2017 00:00	07:29:00	29	98	10	5	1	66	114
5894/2	10/06/2017 00:00	07:44:00	30	115	21	5	5	67	146
5894/2	10/06/2017 00:00	07:59:00	31	131	11	6	3	67	151
5894/2	10/06/2017 00:00	08:14:00	32	127	16	0	2	67	145
5894/2	10/06/2017 00:00	08:29:00	33	144	13	4	0	67	161
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	11:29:00	45	242	15	8	1	65	266
5894/2	10/06/2017 00:00	11:44:00	46	239	15	12	1	64	267
5894/2	10/06/2017 00:00	11:59:00	47	237	16	4	2	65	259
5894/2	10/06/2017 00:00	12:14:00	48	226	4	5	1	64	236
5894/2	10/06/2017 00:00	12:29:00	49	221	12	4	1	64	238
5894/2	10/06/2017 00:00	12:44:00	50	218	14	3	2	64	237
5894/2	10/06/2017 00:00	12:59:00	51	199	8	2	2	64	211
5894/2	10/06/2017 00:00	13:14:00	52	222	15	6	0	64	243
5894/2	10/06/2017 00:00	13:29:00	53	202	13	3	1	64	219
5894/2	10/06/2017 00:00	13:44:00	54	184	10	2	1	64	197
5894/2	10/06/2017 00:00	13:59:00	55	205	12	4	1	64	222
5894/2	10/06/2017 00:00	14:14:00	56	200	7	8	2	65	217
5894/2	10/06/2017 00:00	14:29:00	57	207	14	4	2	65	227
5894/2	10/06/2017 00:00	14:44:00	58	181	6	2	2	64	191
5894/2	10/06/2017 00:00	14:59:00	59	170	14	3	1	65	188
5894/2	10/06/2017 00:00	15:14:00	60	183	10	3	2	63	196
5894/2	10/06/2017 00:00	15:29:00	61	162	11	3	0	63	176
5894/2	10/06/2017 00:00	15:44:00	62	164	9	7	0	65	180
5894/2	10/06/2017 00:00	15:59:00	63	188	15	9	0	64	212
5894/2	10/06/2017 00:00	16:14:00	64	225	19	2	1	64	247
5894/2	10/06/2017 00:00	16:29:00	65	193	8	3	0	64	204
5894/2	10/06/2017 00:00	16:44:00	66	205	13	7	0	64	225
5894/2	10/06/2017 00:00	16:59:00	67	188	11	5	0	65	204
5894/2	10/06/2017 00:00	17:14:00	68	149	5	3	0	64	157
5894/2	10/06/2017 00:00	17:29:00	69	197	15	3	0	65	215
5894/2	10/06/2017 00:00	17:44:00	70	165	4	2	0	66	171
5894/2	10/06/2017 00:00	17:59:00	71	191	15	1	0	65	207
5894/2	10/06/2017 00:00	18:14:00	72	186	10	3	3	65	202
5894/2	10/06/2017 00:00	18:29:00	73	164	15	3	2	65	184
5894/2	10/06/2017 00:00	18:44:00	74	155	9	5	0	65	169
5894/2	10/06/2017 00:00	18:59:00	75	145	8	3	1	64	157
5894/2	10/06/2017 00:00	19:14:00	76	118	4	1	1	65	124
5894/2	10/06/2017 00:00	19:29:00	77	145	7	1	0	65	153
5894/2	10/06/2017 00:00	19:44:00	78	128	7	1	1	65	137
5894/2	10/06/2017 00:00	19:59:00	79	120	7	2	0	65	129
5894/2	10/06/2017 00:00	20:14:00	80	77	7	2	2	63	88
5894/2	10/06/2017 00:00	20:29:00	81	105	7	1	1	64	114
5894/2	10/06/2017 00:00	20:44:00	82	98	6	0	1	55	105
5894/2	10/06/2017 00:00	20:59:00	83	96	11	1	0	48	108
5894/2	10/06/2017 00:00	21:14:00	84	94	5	1	0	50	100
5894/2	10/06/2017 00:00	21:29:00	85	104	5	5	2	25	116
5894/2	10/06/2017 00:00	21:44:00	86	144	5	2	0	21	151
5894/2	10/06/2017 00:00	21:59:00	87	106	7	3	0	18	116
5894/2	10/06/2017 00:00	22:14:00	88	76	2	5	0	19	83
5894/2	10/06/2017 00:00	22:29:00	89	65	0	2	0	24	67
5894/2	10/06/2017 00:00	22:44:00	90	98	5	6	0	23	109
5894/2	10/06/2017 00:00	22:59:00	91	58	0	4	1	20	63
5894/2	10/06/2017 00:00	23:14:00	92	47	1	4	0	16	52
5894/2	10/06/2017 00:00	23:29:00	93	111	4	1	0	32	116
5894/2	10/06/2017 00:00	23:44:00	94	63	2	3	1	40	69
5894/2	10/06/2017 00:00	23:59:00	95	42	1	1	1	47	45
5894/2	11/06/2017 00:00	00:14:00	0	38	0	0	1	61	39
5894/2	11/06/2017 00:00	00:29:00	1	31	3	0	0	63	34
5894/2	11/06/2017 00:00	00:44:00	2	22	2	4	0	61	28
5894/2	11/06/2017 00:00	00:59:00	3	17	4	1	1	62	23
5894/2	11/06/2017 00:00	01:14:00	4	38	3	0	0	59	41
5894/2	11/06/2017 00:00	01:29:00	5	18	3	0	0	60	21
5894/2	11/06/2017 00:00	01:44:00	6	13	3	1	0	62	17
5894/2	11/06/2017 00:00	01:59:00	7	16	0	1	0	63	17
5894/2	11/06/2017 00:00	02:14:00	8	17	1	0	0	61	18
5894/2	11/06/2017 00:00	02:29:00	9	18	4	0	2	64	24
5894/2	11/06/2017 00:00	02:44:00	10	10	2	1	0	66	13
5894/2	11/06/2017 00:00	02:59:00	11	9	5	1	1	57	16
5894/2	11/06/2017 00:00	03:14:00	12	6	2	2	0	64	10
5894/2	11/06/2017 00:00	03:29:00	13	5	3	1	1	63	10
5894/2	11/06/2017 00:00	03:44:00	14	16	1	0	0	60	17
5894/2	11/06/2017 00:00	03:59:00	15	8	0	0	0	68	8
5894/2	11/06/2017 00:00	04:14:00	16	11	4	1	0	64	16
5894/2	11/06/2017 00:00	04:29:00	17	18	4	3	0	65	25
5894/2	11/06/2017 00:00	04:44:00	18	8	0	2	1	55	11
5894/2	11/06/2017 00:00	04:59:00	19	12	3	0	1	63	16
5894/2	11/06/2017 00:00	05:14:00	20	26	1	1	0	65	28
5894/2	11/06/2017 00:00	05:29:00	21	43	7	1	1	61	52
5894/2	11/06/2017 00:00	05:44:00	22	33	4	1	0	65	38
5894/2	11/06/2017 00:00	05:59:00	23	35	4	1	2	64	42
5894/2	11/06/2017 00:00	06:14:00	24	45	4	1	1	65	51
5894/2	11/06/2017 00:00	06:29:00	25	57	6	0	0	65	63
5894/2	11/06/2017 00:00	06:44:00	26	56	5	3	2	65	66
5894/2	11/06/2017 00:00	06:59:00	27	48	5	4	0	63	57
5894/2	11/06/2017 00:00	07:14:00	28	69	11	2	0	66	82
5894/2	11/06/2017 00:00	07:29:00	29	72	7	0	1	66	80
5894/2	11/06/2017 00:00	07:44:00	30	66	7	3	0	65	76
5894/2	11/06/2017 00:00	07:59:00	31	78	10	3	2	66	93
5894/2	11/06/2017 00:00	08:14:00	32	99	1	1	1	66	102
5894/2	11/06/2017 00:00	08:29:00	33	100	5	6	0	66	111
5894/2	11/06/2017 00:00	08:44:00	34	83	12	1	0	65	96
5894/2	11/06/2017 00:00	08:59:00	35	103	7	2	0	66	112
5894/2	11/06/2017 00:00	09:14:00	36	149	9	4	0	66	162
5894/2	11/06/2017 00:00	09:29:00	37	183	17	1	1	65	202
5894/2	11/06/2017 00:00	09:44:00	38	174	12	3	1	66	190
5894/2	11/06/2017 00:00	09:59:00	39	200	12	1	1	65	214
5894/2	11/06/2017 00:00	10:14:00	40	225	10	1	2	65	238
5894/2	11/06/2017 00:00	10:29:00	41	211	10	8	1	64	230
5894/2	11/06/2017 00:00	10:44:00	42	216	9	1	3	65	229
5894/2	11/06/2017 00:00	10:59:00	43	240	10	3	2	65	255
5894/2	11/06/2017 00:00	11:14:00	44	220	12	4	3	64	239
5894/2	11/06/2017 00:00	11:29:00	45	227	8	4	0	65	239
5894/2	11/06/2017 00:00	11:44:00	46	252	10	2	0	65	264
5894/2	11/06/2017 00:00	11:59:00	47	233	14	3	1	65	251
5894/2	11/06/2017 00:00	12:14:00	48	203	10	4	2	65	219
5894/2	11/06/2017 00:00	12:29:00	49	214	15	1	1	63	231
5894/2	11/06/2017 00:00	12:44:00	50	250	12	1	3	63	266
5894/2	11/06/2017 00:00	12:59:00	51	207	7	3	1	64	218
5894/2	11/06/2017 00:00	13:14:00	52	215	14	3	1	64	233
5894/2	11/06/2017 00:00	13:29:00	53	216	7	5	1	64	229
5894/2	11/06/2017 00:00	13:44:00	54	217	13	4	3	64	237
5894/2	11/06/2017 00:00	13:59:00	55	217	11	3	1	63	232
5894/2	11/06/2017 00:00	14:14:00	56	197	8	4	0	63	209
5894/2	11/06/2017 00:00	14:29:00	57	188	17	5	1	64	211
5894/2	11/06/2017 00:00	14:44:00	58	209	12	1	1	63	223
5894/2	11/06/2017 00:00	14:59:00	59	214	14	0	2	62	230
5894/2	11/06/2017 00:00	15:14:00	60	181	10	5	0	63	196
5894/2	11/06/2017 00:00	15:29:00	61	227	16	3	2	64	248
5894/2	11/06/2017 00:00	15:44:00	62	180	9	6	2	63	197
5894/2	11/06/2017 00:00	15:59:00	63	250	16	3	1	62	270
5894/2	11/06/2017 00:00	16:14:00	64	243	16	2	2	63	263
5894/2	11/06/2017 00:00	16:29:00	65	232	4	5	2	63	243
5894/2	11/06/2017 00:00	16:44:00	66	204	9	2	0	65	215
5894/2	11/06/2017 00:00	16:59:00	67	196	8	1	1	64	206
5894/2	11/06/2017 00:00	17:14:00	68	196	9	1	1	65	207
5894/2	11/06/2017 00:00	17:29:00	69	198	6	6	1	64	211
5894/2	11/06/2017 00:00	17:44:00	70	175	14	3	0	64	192
5894/2	11/06/2017 00:00	17:59:00	71	186	14	2	0	65	202
5894/2	11/06/2017 00:00	18:14:00	72	204	14	6	4	63	228
5894/2	11/06/2017 00:00	18:29:00	73	182	13	3	0	65	198
5894/2	11/06/2017 00:00	18:44:00	74	168	11	3	2	64	184
5894/2	11/06/2017 00:00	18:59:00							

5894/2	11/06/2017 00:00	21:14:00	84	72	3	4	1	64	80
5894/2	11/06/2017 00:00	21:29:00	85	77	7	1	0	64	85
5894/2	11/06/2017 00:00	21:44:00	86	61	2	0	0	67	63
5894/2	11/06/2017 00:00	21:59:00	87	41	4	1	0	63	46
5894/2	11/06/2017 00:00	22:14:00	88	38	1	0	0	64	39
5894/2	11/06/2017 00:00	22:29:00	89	37	1	1	1	63	40
5894/2	11/06/2017 00:00	22:44:00	90	29	1	0	0	61	30
5894/2	11/06/2017 00:00	22:59:00	91	22	1	0	2	59	25
5894/2	11/06/2017 00:00	23:14:00	92	19	0	0	0	61	19
5894/2	11/06/2017 00:00	23:29:00	93	21	2	1	1	63	25
5894/2	11/06/2017 00:00	23:44:00	94	14	0	1	0	62	15
5894/2	11/06/2017 00:00	23:59:00	95	18	1	1	0	61	20
5894/2	12/06/2017 00:00	00:14:00	0	16	1	0	0	60	17
5894/2	12/06/2017 00:00	00:29:00	1	11	1	1	0	63	13
5894/2	12/06/2017 00:00	00:44:00	2	11	0	0	0	59	11
5894/2	12/06/2017 00:00	00:59:00	3	13	0	0	1	59	14
5894/2	12/06/2017 00:00	01:14:00	4	6	1	0	0	67	7
5894/2	12/06/2017 00:00	01:29:00	5	8	0	1	1	60	10
5894/2	12/06/2017 00:00	01:44:00	6	7	1	0	1	59	9
5894/2	12/06/2017 00:00	01:59:00	7	6	1	0	0	58	7
5894/2	12/06/2017 00:00	02:14:00	8	7	0	0	2	55	9
5894/2	12/06/2017 00:00	02:29:00	9	7	0	3	1	65	11
5894/2	12/06/2017 00:00	02:44:00	10	8	1	2	2	61	13
5894/2	12/06/2017 00:00	02:59:00	11	7	4	0	2	62	13
5894/2	12/06/2017 00:00	03:14:00	12	13	1	1	2	63	17
5894/2	12/06/2017 00:00	03:29:00	13	9	3	5	2	60	19
5894/2	12/06/2017 00:00	03:44:00	14	19	3	5	3	61	30
5894/2	12/06/2017 00:00	03:59:00	15	15	3	4	6	61	28
5894/2	12/06/2017 00:00	04:14:00	16	29	1	3	3	62	36
5894/2	12/06/2017 00:00	04:29:00	17	38	6	4	4	62	52
5894/2	12/06/2017 00:00	04:44:00	18	57	9	2	7	64	75
5894/2	12/06/2017 00:00	04:59:00	19	66	16	6	7	66	95
5894/2	12/06/2017 00:00	05:14:00	20	153	30	14	12	66	209
5894/2	12/06/2017 00:00	05:29:00	21	157	39	15	18	65	229
5894/2	12/06/2017 00:00	05:44:00	22	172	26	6	9	67	213
5894/2	12/06/2017 00:00	05:59:00	23	186	40	19	9	66	254
5894/2	12/06/2017 00:00	06:14:00	24	224	43	11	9	68	287
5894/2	12/06/2017 00:00	06:29:00	25	280	27	14	10	68	331
5894/2	12/06/2017 00:00	06:44:00	26	258	39	13	6	65	316
5894/2	12/06/2017 00:00	06:59:00	27	302	44	9	8	66	363
5894/2	12/06/2017 00:00	07:14:00	28	280	34	5	9	67	328
5894/2	12/06/2017 00:00	07:29:00	29	320	34	13	3	66	370
5894/2	12/06/2017 00:00	07:44:00	30	280	26	10	7	66	323
5894/2	12/06/2017 00:00	07:59:00	31	287	28	23	8	66	346
5894/2	12/06/2017 00:00	08:14:00	32	252	25	16	8	65	301
5894/2	12/06/2017 00:00	08:29:00	33	242	20	11	10	66	283
5894/2	12/06/2017 00:00	08:44:00	34	154	8	11	21	64	194
5894/2	12/06/2017 00:00	08:59:00	35	166	15	8	20	65	209
5894/2	12/06/2017 00:00	09:14:00	36	155	18	6	14	65	193
5894/2	12/06/2017 00:00	09:29:00	37	186	23	8	12	64	229
5894/2	12/06/2017 00:00	09:44:00	38	171	23	9	15	62	218
5894/2	12/06/2017 00:00	09:59:00	39	183	20	9	9	64	221
5894/2	12/06/2017 00:00	10:14:00	40	124	18	14	12	61	168
5894/2	12/06/2017 00:00	10:29:00	41	164	26	17	12	61	219
5894/2	12/06/2017 00:00	10:44:00	42	199	33	16	12	61	260
5894/2	12/06/2017 00:00	10:59:00	43	133	23	17	5	62	178
5894/2	12/06/2017 00:00	11:14:00	44	126	14	12	8	63	160
5894/2	12/06/2017 00:00	11:29:00	45	148	19	10	12	61	189
5894/2	12/06/2017 00:00	11:44:00	46	163	18	10	8	61	199
5894/2	12/06/2017 00:00	11:59:00	47	147	13	10	19	62	189
5894/2	12/06/2017 00:00	12:14:00	48	163	24	12	14	63	213
5894/2	12/06/2017 00:00	12:29:00	49	148	22	9	9	64	188
5894/2	12/06/2017 00:00	12:44:00	50	144	13	13	12	61	182
5894/2	12/06/2017 00:00	12:59:00	51	178	16	8	10	62	212
5894/2	12/06/2017 00:00	13:14:00	52	171	10	9	11	63	201
5894/2	12/06/2017 00:00	13:29:00	53	159	17	7	9	63	192
5894/2	12/06/2017 00:00	13:44:00	54	118	12	11	18	60	159
5894/2	12/06/2017 00:00	13:59:00	55	129	24	9	15	63	177
5894/2	12/06/2017 00:00	14:14:00	56	161	18	10	12	62	201
5894/2	12/06/2017 00:00	14:29:00	57	150	19	15	11	61	195
5894/2	12/06/2017 00:00	14:44:00	58	177	19	10	14	62	220
5894/2	12/06/2017 00:00	14:59:00	59	153	13	4	11	63	181
5894/2	12/06/2017 00:00	15:14:00	60	166	22	13	7	63	208
5894/2	12/06/2017 00:00	15:29:00	61	175	22	4	9	63	210
5894/2	12/06/2017 00:00	15:44:00	62	150	13	4	8	64	175
5894/2	12/06/2017 00:00	15:59:00	63	171	13	9	8	64	201
5894/2	12/06/2017 00:00	16:14:00	64	207	25	10	11	62	253
5894/2	12/06/2017 00:00	16:29:00	65	227	19	12	9	65	267
5894/2	12/06/2017 00:00	16:44:00	66	220	28	8	12	65	268
5894/2	12/06/2017 00:00	16:59:00	67	190	19	13	12	64	234
5894/2	12/06/2017 00:00	17:14:00	68	264	25	6	11	66	306
5894/2	12/06/2017 00:00	17:29:00	69	242	19	6	11	65	278
5894/2	12/06/2017 00:00	17:44:00	70	186	20	12	13	66	231
5894/2	12/06/2017 00:00	17:59:00	71	182	19	7	12	66	220
5894/2	12/06/2017 00:00	18:14:00	72	155	19	0	4	66	178
5894/2	12/06/2017 00:00	18:29:00	73	156	15	1	9	66	181
5894/2	12/06/2017 00:00	18:44:00	74	123	11	3	6	66	143
5894/2	12/06/2017 00:00	18:59:00	75	91	7	2	8	66	108
5894/2	12/06/2017 00:00	19:14:00	76	93	12	3	4	65	112
5894/2	12/06/2017 00:00	19:29:00	77	95	14	6	7	65	122
5894/2	12/06/2017 00:00	19:44:00	78	86	3	3	2	64	94
5894/2	12/06/2017 00:00	19:59:00	79	77	8	4	3	65	92
5894/2	12/06/2017 00:00	20:14:00	80	82	8	3	1	67	94
5894/2	12/06/2017 00:00	20:29:00	81	79	11	1	2	66	93
5894/2	12/06/2017 00:00	20:44:00	82	67	4	2	4	65	77
5894/2	12/06/2017 00:00	20:59:00	83	68	5	0	1	65	74
5894/2	12/06/2017 00:00	21:14:00	84	50	6	1	0	64	57
5894/2	12/06/2017 00:00	21:29:00	85	68	5	4	1	65	78
5894/2	12/06/2017 00:00	21:44:00	86	43	2	1	0	66	46
5894/2	12/06/2017 00:00	21:59:00	87	40	4	0	1	66	45
5894/2	12/06/2017 00:00	22:14:00	88	37	2	2	0	64	41
5894/2	12/06/2017 00:00	22:29:00	89	38	1	1	1	64	41
5894/2	12/06/2017 00:00	22:44:00	90	21	2	0	2	67	25
5894/2	12/06/2017 00:00	22:59:00	91	26	0	0	1	63	27
5894/2	12/06/2017 00:00	23:14:00	92	21	0	0	1	61	22
5894/2	12/06/2017 00:00	23:29:00	93	15	1	1	1	63	18
5894/2	12/06/2017 00:00	23:44:00	94	15	1	1	0	62	17
5894/2	12/06/2017 00:00	23:59:00	95	12	1	1	1	61	15
5894/2	13/06/2017 00:00	00:14:00	0	10	2	1	1	61	14
5894/2	13/06/2017 00:00	00:29:00	1	5	0	1	1	60	7
5894/2	13/06/2017 00:00	00:44:00	2	8	1	0	1	66	10
5894/2	13/06/2017 00:00	00:59:00	3	6	2	0	0	64	8
5894/2	13/06/2017 00:00	01:14:00	4	16	1	1	0	60	18
5894/2	13/06/2017 00:00	01:29:00	5	1	1	0	0	58	2
5894/2	13/06/2017 00:00	01:44:00	6	2	0	1	1	57	4
5894/2	13/06/2017 00:00	01:59:00	7	2	2	0	0	65	4
5894/2	13/06/2017 00:00	02:14:00	8	7	0	0	1	68	8
5894/2	13/06/2017 00:00	02:29:00	9	8	1	1	1	64	11
5894/2	13/06/2017 00:00	02:44:00	10	6	2	0	1	61	9
5894/2	13/06/2017 00:00	02:59:00	11	6	0	1	1	58	8
5894/2	13/06/2017 00:00	03:14:00	12	9	1	1	1	62	12
5894/2	13/06/2017 00:00	03:29:00	13	14	2	0	3	60	19
5894/2	13/06/2017 00:00	03:44:00	14	11	2	3	4	62	20
5894/2	13/06/2017 00:00	03:59:00	15	13	3	2	2	63	20
5894/2	13/06/2017 00:00	04:14:00	16	23	4	1	4	61	32
5894/2	13/06/2017 00:00	04:29:00	17	29	7	0	5	64	41
5894/2	13/06/2017 00:00	04:44:00	18	60	5				

5894/2	13/06/2017 00:00	06:59:00	27	291	43	13	12	66	359
5894/2	13/06/2017 00:00	07:14:00	28	302	30	9	5	67	346
5894/2	13/06/2017 00:00	07:29:00	29	313	39	12	7	66	371
5894/2	13/06/2017 00:00	07:44:00	30	241	30	10	8	66	289
5894/2	13/06/2017 00:00	07:59:00	31	286	24	26	7	66	343
5894/2	13/06/2017 00:00	08:14:00	32	272	37	32	11	65	352
5894/2	13/06/2017 00:00	08:29:00	33	223	23	15	11	65	272
5894/2	13/06/2017 00:00	08:44:00	34	191	13	13	10	66	227
5894/2	13/06/2017 00:00	08:59:00	35	179	18	19	7	65	223
5894/2	13/06/2017 00:00	09:14:00	36	159	22	5	9	66	195
5894/2	13/06/2017 00:00	09:29:00	37	207	29	14	12	65	262
5894/2	13/06/2017 00:00	09:44:00	38	189	20	18	16	63	243
5894/2	13/06/2017 00:00	09:59:00	39	154	17	12	14	64	197
5894/2	13/06/2017 00:00	10:14:00	40	163	17	11	12	64	203
5894/2	13/06/2017 00:00	10:29:00	41	157	14	13	11	64	195
5894/2	13/06/2017 00:00	10:44:00	42	158	11	10	13	62	192
5894/2	13/06/2017 00:00	10:59:00	43	140	18	11	12	62	181
5894/2	13/06/2017 00:00	11:14:00	44	153	15	11	8	64	187
5894/2	13/06/2017 00:00	11:29:00	45	141	9	7	7	63	164
5894/2	13/06/2017 00:00	11:44:00	46	140	14	19	8	62	181
5894/2	13/06/2017 00:00	11:59:00	47	128	17	14	15	63	174
5894/2	13/06/2017 00:00	12:14:00	48	136	19	10	13	62	178
5894/2	13/06/2017 00:00	12:29:00	49	176	12	13	17	62	218
5894/2	13/06/2017 00:00	12:44:00	50	155	18	13	16	63	202
5894/2	13/06/2017 00:00	12:59:00	51	165	19	11	19	61	214
5894/2	13/06/2017 00:00	13:14:00	52	155	11	11	11	63	188
5894/2	13/06/2017 00:00	13:29:00	53	167	19	20	16	62	222
5894/2	13/06/2017 00:00	13:44:00	54	150	13	11	6	63	180
5894/2	13/06/2017 00:00	13:59:00	55	155	15	12	16	61	198
5894/2	13/06/2017 00:00	14:14:00	56	155	19	13	11	64	198
5894/2	13/06/2017 00:00	14:29:00	57	149	17	12	16	63	194
5894/2	13/06/2017 00:00	14:44:00	58	133	18	5	15	63	171
5894/2	13/06/2017 00:00	14:59:00	59	189	22	17	9	63	237
5894/2	13/06/2017 00:00	15:14:00	60	155	23	15	7	63	200
5894/2	13/06/2017 00:00	15:29:00	61	196	15	15	9	64	235
5894/2	13/06/2017 00:00	15:44:00	62	163	15	9	12	64	199
5894/2	13/06/2017 00:00	15:59:00	63	196	28	8	11	64	243
5894/2	13/06/2017 00:00	16:14:00	64	239	30	15	16	64	300
5894/2	13/06/2017 00:00	16:29:00	65	225	23	8	11	64	267
5894/2	13/06/2017 00:00	16:44:00	66	199	18	13	14	65	244
5894/2	13/06/2017 00:00	16:59:00	67	212	28	5	15	65	260
5894/2	13/06/2017 00:00	17:14:00	68	246	21	10	11	67	288
5894/2	13/06/2017 00:00	17:29:00	69	209	10	6	5	66	230
5894/2	13/06/2017 00:00	17:44:00	70	210	14	3	8	66	235
5894/2	13/06/2017 00:00	17:59:00	71	184	14	6	12	66	216
5894/2	13/06/2017 00:00	18:14:00	72	177	18	3	9	66	207
5894/2	13/06/2017 00:00	18:29:00	73	133	13	4	4	67	154
5894/2	13/06/2017 00:00	18:44:00	74	109	11	4	4	66	128
5894/2	13/06/2017 00:00	18:59:00	75	105	6	3	7	67	121
5894/2	13/06/2017 00:00	19:14:00	76	114	12	6	5	66	137
5894/2	13/06/2017 00:00	19:29:00	77	105	6	3	4	66	118
5894/2	13/06/2017 00:00	19:44:00	78	88	8	2	7	66	105
5894/2	13/06/2017 00:00	19:59:00	79	92	5	7	1	67	105
5894/2	13/06/2017 00:00	20:14:00	80	89	10	0	3	65	102
5894/2	13/06/2017 00:00	20:29:00	81	64	11	2	2	64	79
5894/2	13/06/2017 00:00	20:44:00	82	55	6	1	2	65	64
5894/2	13/06/2017 00:00	20:59:00	83	72	5	2	1	64	80
5894/2	13/06/2017 00:00	21:14:00	84	64	3	2	0	68	69
5894/2	13/06/2017 00:00	21:29:00	85	66	4	2	0	65	72
5894/2	13/06/2017 00:00	21:44:00	86	47	5	0	1	64	53
5894/2	13/06/2017 00:00	21:59:00	87	46	4	1	0	64	51
5894/2	13/06/2017 00:00	22:14:00	88	48	4	0	1	63	53
5894/2	13/06/2017 00:00	22:29:00	89	50	3	4	0	63	57
5894/2	13/06/2017 00:00	22:44:00	90	36	4	0	2	62	42
5894/2	13/06/2017 00:00	22:59:00	91	23	2	1	1	63	27
5894/2	13/06/2017 00:00	23:14:00	92	25	1	0	2	61	28
5894/2	13/06/2017 00:00	23:29:00	93	21	4	0	0	62	25
5894/2	13/06/2017 00:00	23:44:00	94	9	2	1	0	62	12
5894/2	13/06/2017 00:00	23:59:00	95	13	0	0	0	65	13
5894/2	14/06/2017 00:00	00:14:00	0	17	1	0	0	60	18
5894/2	14/06/2017 00:00	00:29:00	1	9	2	4	0	61	15
5894/2	14/06/2017 00:00	00:44:00	2	8	0	0	1	62	9
5894/2	14/06/2017 00:00	00:59:00	3	5	1	0	0	71	6
5894/2	14/06/2017 00:00	01:14:00	4	8	2	1	0	65	11
5894/2	14/06/2017 00:00	01:29:00	5	6	0	2	1	60	9
5894/2	14/06/2017 00:00	01:44:00	6	3	1	0	0	68	4
5894/2	14/06/2017 00:00	01:59:00	7	6	0	2	1	61	9
5894/2	14/06/2017 00:00	02:14:00	8	10	2	2	0	64	14
5894/2	14/06/2017 00:00	02:29:00	9	3	1	1	1	56	6
5894/2	14/06/2017 00:00	02:44:00	10	6	1	1	0	63	8
5894/2	14/06/2017 00:00	02:59:00	11	10	0	0	2	58	12
5894/2	14/06/2017 00:00	03:14:00	12	14	2	1	2	64	19
5894/2	14/06/2017 00:00	03:29:00	13	13	1	0	2	60	16
5894/2	14/06/2017 00:00	03:44:00	14	12	2	2	4	62	20
5894/2	14/06/2017 00:00	03:59:00	15	18	4	0	2	64	24
5894/2	14/06/2017 00:00	04:14:00	16	22	1	1	6	61	30
5894/2	14/06/2017 00:00	04:29:00	17	39	6	3	5	65	53
5894/2	14/06/2017 00:00	04:44:00	18	53	8	5	9	65	75
5894/2	14/06/2017 00:00	04:59:00	19	73	11	10	8	66	102
5894/2	14/06/2017 00:00	05:14:00	20	123	22	7	6	67	158
5894/2	14/06/2017 00:00	05:29:00	21	136	35	10	14	67	195
5894/2	14/06/2017 00:00	05:44:00	22	177	39	9	9	68	234
5894/2	14/06/2017 00:00	05:59:00	23	173	38	15	17	68	243
5894/2	14/06/2017 00:00	06:14:00	24	237	44	10	11	68	302
5894/2	14/06/2017 00:00	06:29:00	25	257	36	15	12	68	320
5894/2	14/06/2017 00:00	06:44:00	26	306	26	13	6	67	351
5894/2	14/06/2017 00:00	06:59:00	27	296	35	19	5	67	355
5894/2	14/06/2017 00:00	07:14:00	28	264	41	12	8	67	325
5894/2	14/06/2017 00:00	07:29:00	29	292	40	9	6	68	347
5894/2	14/06/2017 00:00	07:44:00	30	282	27	6	10	66	325
5894/2	14/06/2017 00:00	07:59:00	31	283	29	25	10	65	347
5894/2	14/06/2017 00:00	08:14:00	32	250	29	18	7	66	304
5894/2	14/06/2017 00:00	08:29:00	33	243	17	12	13	66	285
5894/2	14/06/2017 00:00	08:44:00	34	190	20	13	12	66	235
5894/2	14/06/2017 00:00	08:59:00	35	200	15	11	23	64	249
5894/2	14/06/2017 00:00	09:14:00	36	201	15	14	8	65	238
5894/2	14/06/2017 00:00	09:29:00	37	194	19	14	6	64	233
5894/2	14/06/2017 00:00	09:44:00	38	155	19	20	15	63	209
5894/2	14/06/2017 00:00	09:59:00	39	174	21	18	6	64	219
5894/2	14/06/2017 00:00	10:14:00	40	179	12	12	13	64	216
5894/2	14/06/2017 00:00	10:29:00	41	147	17	16	14	63	194
5894/2	14/06/2017 00:00	10:44:00	42	160	20	15	12	64	207
5894/2	14/06/2017 00:00	10:59:00	43	145	22	15	8	63	190
5894/2	14/06/2017 00:00	11:14:00	44	144	18	15	5	63	182
5894/2	14/06/2017 00:00	11:29:00	45	138	15	17	10	64	180
5894/2	14/06/2017 00:00	11:44:00	46	116	19	17	15	62	167
5894/2	14/06/2017 00:00	11:59:00	47	125	24	13	12	63	174
5894/2	14/06/2017 00:00	12:14:00	48	139	15	13	12	63	179
5894/2	14/06/2017 00:00	12:29:00	49	169	13	18	12	63	212
5894/2	14/06/2017 00:00	12:44:00	50	150	16	14	15	63	195
5894/2	14/06/2017 00:00	12:59:00	51	165	18	20	17	63	220
5894/2	14/06/2017 00:00	13:14:00	52	151	24	15	13	63	203
5894/2	14/06/2017 00:00	13:29:00	53	162	13	14	5	62	194
5894/2	14/06/2017 00:00	13:44:00	54	142	15	11	10	63	178
5894/2	14/06/2017 00:00	13:59:00	55	164	14	18	14	63	

5894/2	14/06/2017 00:00	16:44:00	66	225	31	6	6	66	268
5894/2	14/06/2017 00:00	16:59:00	67	227	21	8	9	66	265
5894/2	14/06/2017 00:00	17:14:00	68	258	28	9	12	66	307
5894/2	14/06/2017 00:00	17:29:00	69	259	13	5	13	65	290
5894/2	14/06/2017 00:00	17:44:00	70	177	30	4	11	65	222
5894/2	14/06/2017 00:00	17:59:00	71	223	13	6	6	66	248
5894/2	14/06/2017 00:00	18:14:00	72	168	13	4	4	65	189
5894/2	14/06/2017 00:00	18:29:00	73	185	18	7	3	67	213
5894/2	14/06/2017 00:00	18:44:00	74	144	9	4	2	67	159
5894/2	14/06/2017 00:00	18:59:00	75	144	16	3	5	66	168
5894/2	14/06/2017 00:00	19:14:00	76	126	14	4	2	67	146
5894/2	14/06/2017 00:00	19:29:00	77	135	9	4	2	67	150
5894/2	14/06/2017 00:00	19:44:00	78	101	11	9	3	67	124
5894/2	14/06/2017 00:00	19:59:00	79	108	5	1	4	66	118
5894/2	14/06/2017 00:00	20:14:00	80	78	9	6	1	67	94
5894/2	14/06/2017 00:00	20:29:00	81	95	4	1	1	66	101
5894/2	14/06/2017 00:00	20:44:00	82	62	9	1	4	63	76
5894/2	14/06/2017 00:00	20:59:00	83	78	6	3	0	66	87
5894/2	14/06/2017 00:00	21:14:00	84	73	8	1	4	64	86
5894/2	14/06/2017 00:00	21:29:00	85	66	2	2	2	67	72
5894/2	14/06/2017 00:00	21:44:00	86	63	3	1	0	66	67
5894/2	14/06/2017 00:00	21:59:00	87	53	2	0	1	63	56
5894/2	14/06/2017 00:00	22:14:00	88	50	3	0	2	62	55
5894/2	14/06/2017 00:00	22:29:00	89	46	2	0	2	63	50
5894/2	14/06/2017 00:00	22:44:00	90	33	4	0	0	63	37
5894/2	14/06/2017 00:00	22:59:00	91	19	1	1	0	67	21
5894/2	14/06/2017 00:00	23:14:00	92	30	3	1	1	64	35
5894/2	14/06/2017 00:00	23:29:00	93	27	2	1	0	63	30
5894/2	14/06/2017 00:00	23:44:00	94	16	1	1	0	66	18
5894/2	14/06/2017 00:00	23:59:00	95	10	4	0	1	59	15
5894/2	15/06/2017 00:00	00:14:00	0	12	0	1	1	67	14
5894/2	15/06/2017 00:00	00:29:00	1	10	3	3	0	61	16
5894/2	15/06/2017 00:00	00:44:00	2	9	1	1	0	62	11
5894/2	15/06/2017 00:00	00:59:00	3	5	1	0	0	65	6
5894/2	15/06/2017 00:00	01:14:00	4	7	5	2	1	54	15
5894/2	15/06/2017 00:00	01:29:00	5	4	1	1	0	67	6
5894/2	15/06/2017 00:00	01:44:00	6	4	0	0	1	56	5
5894/2	15/06/2017 00:00	01:59:00	7	1	2	1	0	58	4
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5894/2	15/06/2017 00:00	02:44:00	10	12	1	3	3	60	19
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5894/2	15/06/2017 00:00	03:14:00	12	10	3	0	1	61	14
5894/2	15/06/2017 00:00	03:29:00	13	14	1	2	2	66	19
5894/2	15/06/2017 00:00	03:44:00	14	17	2	0	2	62	22
5894/2	15/06/2017 00:00	03:59:00	15	18	5	2	5	62	30
5894/2	15/06/2017 00:00	04:14:00	16	26	0	1	1	63	28
5894/2	15/06/2017 00:00	04:29:00	17	33	5	3	5	64	46
5894/2	15/06/2017 00:00	04:44:00	18	54	7	4	5	63	70
5894/2	15/06/2017 00:00	04:59:00	19	55	13	8	5	65	81
5894/2	15/06/2017 00:00	05:14:00	20	112	29	6	12	67	159
5894/2	15/06/2017 00:00	05:29:00	21	168	32	11	18	67	229
5894/2	15/06/2017 00:00	05:44:00	22	156	32	15	14	68	217
5894/2	15/06/2017 00:00	05:59:00	23	182	36	8	14	67	240
5894/2	15/06/2017 00:00	06:14:00	24	204	44	10	10	67	268
5894/2	15/06/2017 00:00	06:29:00	25	264	34	17	8	68	323
5894/2	15/06/2017 00:00	06:44:00	26	288	39	7	7	68	341
5894/2	15/06/2017 00:00	06:59:00	27	304	42	15	11	67	372
5894/2	15/06/2017 00:00	07:14:00	28	268	30	9	11	67	318
5894/2	15/06/2017 00:00	07:29:00	29	273	38	9	9	67	329
5894/2	15/06/2017 00:00	07:44:00	30	268	32	13	9	66	322
5894/2	15/06/2017 00:00	07:59:00	31	272	32	28	12	65	344
5894/2	15/06/2017 00:00	08:14:00	32	256	30	18	10	66	314
5894/2	15/06/2017 00:00	08:29:00	33	228	20	13	14	64	275
5894/2	15/06/2017 00:00	08:44:00	34	199	15	25	9	65	250
5894/2	15/06/2017 00:00	08:59:00	35	216	26	13	12	64	267
5894/2	15/06/2017 00:00	09:14:00	36	173	18	15	15	64	221
5894/2	15/06/2017 00:00	09:29:00	37	172	15	22	12	63	221
5894/2	15/06/2017 00:00	09:44:00	38	156	12	17	13	63	198
5894/2	15/06/2017 00:00	09:59:00	39	167	22	12	18	62	219
5894/2	15/06/2017 00:00	10:14:00	40	158	18	20	11	63	207
5894/2	15/06/2017 00:00	10:29:00	41	137	10	18	10	61	175
5894/2	15/06/2017 00:00	10:44:00	42	133	20	12	12	61	177
5894/2	15/06/2017 00:00	10:59:00	43	146	17	11	9	62	183
5894/2	15/06/2017 00:00	11:14:00	44	160	20	21	12	61	213
5894/2	15/06/2017 00:00	11:29:00	45	160	25	11	9	64	205
5894/2	15/06/2017 00:00	11:44:00	46	152	15	13	11	62	191
5894/2	15/06/2017 00:00	11:59:00	47	176	16	15	12	64	219
5894/2	15/06/2017 00:00	12:14:00	48	135	15	8	18	62	176
5894/2	15/06/2017 00:00	12:29:00	49	169	23	17	13	63	222
5894/2	15/06/2017 00:00	12:44:00	50	164	23	16	14	63	217
5894/2	15/06/2017 00:00	12:59:00	51	142	17	11	13	62	183
5894/2	15/06/2017 00:00	13:14:00	52	154	14	13	11	63	192
5894/2	15/06/2017 00:00	13:29:00	53	160	20	12	14	61	206
5894/2	15/06/2017 00:00	13:44:00	54	163	22	10	15	61	210
5894/2	15/06/2017 00:00	13:59:00	55	134	14	19	9	62	176
5894/2	15/06/2017 00:00	14:14:00	56	162	18	10	9	61	199
5894/2	15/06/2017 00:00	14:29:00	57	143	19	19	12	62	193
5894/2	15/06/2017 00:00	14:44:00	58	173	22	15	17	62	211
5894/2	15/06/2017 00:00	14:59:00	59	173	24	14	9	63	220
5894/2	15/06/2017 00:00	15:14:00	60	192	24	11	15	63	242
5894/2	15/06/2017 00:00	15:29:00	61	173	21	16	7	63	217
5894/2	15/06/2017 00:00	15:44:00	62	203	10	22	8	64	243
5894/2	15/06/2017 00:00	15:59:00	63	188	28	15	4	62	235
5894/2	15/06/2017 00:00	16:14:00	64	255	30	9	11	63	305
5894/2	15/06/2017 00:00	16:29:00	65	225	25	8	16	64	274
5894/2	15/06/2017 00:00	16:44:00	66	222	27	8	7	64	264
5894/2	15/06/2017 00:00	16:59:00	67	207	17	6	10	64	240
5894/2	15/06/2017 00:00	17:14:00	68	258	18	7	7	65	290
5894/2	15/06/2017 00:00	17:29:00	69	256	12	5	6	65	279
5894/2	15/06/2017 00:00	17:44:00	70	219	22	10	8	64	259
5894/2	15/06/2017 00:00	17:59:00	71	184	9	6	6	65	205
5894/2	15/06/2017 00:00	18:14:00	72	200	18	10	1	65	229
5894/2	15/06/2017 00:00	18:29:00	73	139	12	6	6	65	163
5894/2	15/06/2017 00:00	18:44:00	74	149	9	1	3	65	162
5894/2	15/06/2017 00:00	18:59:00	75	130	8	2	3	65	143
5894/2	15/06/2017 00:00	19:14:00	76	125	14	7	8	64	154
5894/2	15/06/2017 00:00	19:29:00	77	106	11	6	3	65	126
5894/2	15/06/2017 00:00	19:44:00	78	110	5	5	3	64	123
5894/2	15/06/2017 00:00	19:59:00	79	100	8	4	0	66	112
5894/2	15/06/2017 00:00	20:14:00	80	69	8	6	1	64	84
5894/2	15/06/2017 00:00	20:29:00	81	78	9	0	1	67	88
5894/2	15/06/2017 00:00	20:44:00	82	65	8	4	3	64	80
5894/2	15/06/2017 00:00	20:59:00	83	74	12	7	4	64	97
5894/2	15/06/2017 00:00	21:14:00	84	65	4	6	4	64	79
5894/2	15/06/2017 00:00	21:29:00	85	71	2	2	0	64	75
5894/2	15/06/2017 00:00	21:44:00	86	50	3	1	2	63	56
5894/2	15/06/2017 00:00	21:59:00	87	59	2	0	0	63	61
5894/2	15/06/2017 00:00	22:14:00	88	59	8	0	0	62	67
5894/2	15/06/2017 00:00	22:29:00	89	39	2	0	0	65	41
5894/2	15/06/2017 00:00	22:44:00	90	29	2	1	2	62	34
5894/2	15/06/2017 00:00	22:59:00	91	24	3	0	0	62	27
5894/2	15/06/2017 00:00	23:14:00	92	30	1	1	0	61	32
5894/2	15/06/2017 00:00	23:29:00	93	25	1	0	0	63	26
5894/2	15/06/2017 00:00	23:44:00	94	22	1	1	1	62	25
5894/2	15/06/2017 00:00	23:59:00	95	13	1	2			

5894/2	16/06/2017 00:00	02:29:00	9	5	0	0	0	65	5
5894/2	16/06/2017 00:00	02:44:00	10	13	4	0	1	65	18
5894/2	16/06/2017 00:00	02:59:00	11	2	3	1	1	58	7
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5894/2	16/06/2017 00:00	03:29:00	13	9	0	0	3	58	12
5894/2	16/06/2017 00:00	03:44:00	14	16	0	2	2	64	20
5894/2	16/06/2017 00:00	03:59:00	15	12	5	2	4	61	23
5894/2	16/06/2017 00:00	04:14:00	16	23	2	1	2	65	28
5894/2	16/06/2017 00:00	04:29:00	17	34	7	4	7	66	52
5894/2	16/06/2017 00:00	04:44:00	18	58	5	4	2	63	69
5894/2	16/06/2017 00:00	04:59:00	19	59	18	9	11	64	97
5894/2	16/06/2017 00:00	05:14:00	20	114	21	11	10	67	156
5894/2	16/06/2017 00:00	05:29:00	21	153	36	8	9	67	206
5894/2	16/06/2017 00:00	05:44:00	22	151	38	13	13	68	215
5894/2	16/06/2017 00:00	05:59:00	23	171	22	14	8	67	215
5894/2	16/06/2017 00:00	06:14:00	24	206	47	11	6	67	270
5894/2	16/06/2017 00:00	06:29:00	25	245	36	13	10	67	304
5894/2	16/06/2017 00:00	06:44:00	26	244	29	16	14	66	303
5894/2	16/06/2017 00:00	06:59:00	27	255	31	14	10	66	310
5894/2	16/06/2017 00:00	07:14:00	28	290	32	8	5	67	335
5894/2	16/06/2017 00:00	07:29:00	29	256	37	12	9	66	314
5894/2	16/06/2017 00:00	07:44:00	30	258	32	16	6	66	312
5894/2	16/06/2017 00:00	07:59:00	31	276	40	20	7	65	343
5894/2	16/06/2017 00:00	08:14:00	32	241	25	29	7	65	302
5894/2	16/06/2017 00:00	08:29:00	33	239	21	14	13	64	287
5894/2	16/06/2017 00:00	08:44:00	34	209	14	18	16	65	257
5894/2	16/06/2017 00:00	08:59:00	35	192	21	21	10	65	244
5894/2	16/06/2017 00:00	09:14:00	36	182	20	20	17	63	239
5894/2	16/06/2017 00:00	09:29:00	37	198	20	19	12	64	249
5894/2	16/06/2017 00:00	09:44:00	38	159	14	16	12	63	201
5894/2	16/06/2017 00:00	09:59:00	39	150	15	9	16	63	190
5894/2	16/06/2017 00:00	10:14:00	40	171	22	15	16	62	224
5894/2	16/06/2017 00:00	10:29:00	41	169	21	14	14	62	218
5894/2	16/06/2017 00:00	10:44:00	42	176	23	15	10	62	224
5894/2	16/06/2017 00:00	10:59:00	43	168	17	8	9	64	244
5894/2	16/06/2017 00:00	11:14:00	44	160	13	19	8	62	200
5894/2	16/06/2017 00:00	11:29:00	45	186	13	16	12	63	227
5894/2	16/06/2017 00:00	11:44:00	46	154	16	6	14	62	190
5894/2	16/06/2017 00:00	11:59:00	47	171	16	19	15	61	221
5894/2	16/06/2017 00:00	12:14:00	48	167	29	15	9	62	220
5894/2	16/06/2017 00:00	12:29:00	49	174	22	19	6	64	221
5894/2	16/06/2017 00:00	12:44:00	50	169	9	11	10	63	199
5894/2	16/06/2017 00:00	12:59:00	51	163	20	11	15	63	209
5894/2	16/06/2017 00:00	13:14:00	52	164	19	18	14	63	215
5894/2	16/06/2017 00:00	13:29:00	53	184	20	7	7	62	216
5894/2	16/06/2017 00:00	13:44:00	54	184	17	10	8	64	219
5894/2	16/06/2017 00:00	13:59:00	55	156	21	12	9	63	198
5894/2	16/06/2017 00:00	14:14:00	56	156	20	8	15	63	199
5894/2	16/06/2017 00:00	14:29:00	57	171	15	19	15	63	220
5894/2	16/06/2017 00:00	14:44:00	58	155	23	15	11	62	204
5894/2	16/06/2017 00:00	14:59:00	59	169	17	11	16	64	213
5894/2	16/06/2017 00:00	15:14:00	60	196	17	15	8	64	236
5894/2	16/06/2017 00:00	15:29:00	61	175	23	10	11	64	219
5894/2	16/06/2017 00:00	15:44:00	62	202	13	11	9	64	235
5894/2	16/06/2017 00:00	15:59:00	63	192	23	10	1	64	216
5894/2	16/06/2017 00:00	16:14:00	64	220	28	9	12	63	269
5894/2	16/06/2017 00:00	16:29:00	65	239	22	7	8	64	276
5894/2	16/06/2017 00:00	16:44:00	66	179	18	10	6	65	213
5894/2	16/06/2017 00:00	16:59:00	67	204	20	10	3	65	237
5894/2	16/06/2017 00:00	17:14:00	68	202	22	9	5	65	238
5894/2	16/06/2017 00:00	17:29:00	69	201	15	4	5	66	225
5894/2	16/06/2017 00:00	17:44:00	70	167	11	6	2	66	186
5894/2	16/06/2017 00:00	17:59:00	71	155	10	7	7	66	179
5894/2	16/06/2017 00:00	18:14:00	72	165	16	3	3	67	187
5894/2	16/06/2017 00:00	18:29:00	73	179	7	6	7	67	195
5894/2	16/06/2017 00:00	18:44:00	74	151	12	4	0	66	167
5894/2	16/06/2017 00:00	18:59:00	75	150	7	3	2	66	162
5894/2	16/06/2017 00:00	19:14:00	76	163	11	3	2	67	179
5894/2	16/06/2017 00:00	19:29:00	77	137	3	4	1	67	145
5894/2	16/06/2017 00:00	19:44:00	78	82	6	4	1	64	93
5894/2	16/06/2017 00:00	19:59:00	79	104	5	4	2	66	115
5894/2	16/06/2017 00:00	20:14:00	80	111	7	5	5	66	128
5894/2	16/06/2017 00:00	20:29:00	81	81	5	4	1	66	91
5894/2	16/06/2017 00:00	20:44:00	82	83	5	4	2	64	94
5894/2	16/06/2017 00:00	20:59:00	83	85	2	4	2	67	93
5894/2	16/06/2017 00:00	21:14:00	84	89	10	0	0	68	99
5894/2	16/06/2017 00:00	21:29:00	85	72	0	0	2	65	74
5894/2	16/06/2017 00:00	21:44:00	86	54	5	0	0	64	59
5894/2	16/06/2017 00:00	21:59:00	87	67	5	0	0	64	72
5894/2	16/06/2017 00:00	22:14:00	88	42	4	2	0	63	48
5894/2	16/06/2017 00:00	22:29:00	89	64	8	0	1	67	73
5894/2	16/06/2017 00:00	22:44:00	90	33	3	0	0	64	36
5894/2	16/06/2017 00:00	22:59:00	91	44	1	0	3	61	48
5894/2	16/06/2017 00:00	23:14:00	92	48	3	2	1	62	54
5894/2	16/06/2017 00:00	23:29:00	93	43	4	0	0	62	47
5894/2	16/06/2017 00:00	23:44:00	94	37	0	1	1	65	39
5894/2	16/06/2017 00:00	23:59:00	95	23	2	1	1	65	27
5894/2	17/06/2017 00:00	00:14:00	0	16	2	1	0	64	19
5894/2	17/06/2017 00:00	00:29:00	1	13	2	1	1	65	17
5894/2	17/06/2017 00:00	00:44:00	2	17	3	0	0	63	20
5894/2	17/06/2017 00:00	00:59:00	3	20	1	1	0	59	22
5894/2	17/06/2017 00:00	01:14:00	4	18	2	0	0	62	20
5894/2	17/06/2017 00:00	01:29:00	5	8	0	0	0	63	8
5894/2	17/06/2017 00:00	01:44:00	6	10	1	1	0	59	12
5894/2	17/06/2017 00:00	01:59:00	7	7	2	1	1	61	11
5894/2	17/06/2017 00:00	02:14:00	8	10	1	1	0	65	12
5894/2	17/06/2017 00:00	02:29:00	9	9	3	0	1	63	13
5894/2	17/06/2017 00:00	02:44:00	10	6	1	0	0	65	7
5894/2	17/06/2017 00:00	02:59:00	11	12	1	0	1	62	14
5894/2	17/06/2017 00:00	03:14:00	12	10	0	0	1	64	11
5894/2	17/06/2017 00:00	03:29:00	13	8	0	0	1	64	9
5894/2	17/06/2017 00:00	03:44:00	14	12	0	0	0	62	12
5894/2	17/06/2017 00:00	03:59:00	15	12	2	2	1	65	17
5894/2	17/06/2017 00:00	04:14:00	16	13	1	0	0	63	14
5894/2	17/06/2017 00:00	04:29:00	17	19	4	1	1	60	25
5894/2	17/06/2017 00:00	04:44:00	18	18	4	3	2	61	27
5894/2	17/06/2017 00:00	04:59:00	19	40	7	2	0	63	49
5894/2	17/06/2017 00:00	05:14:00	20	47	8	6	1	61	62
5894/2	17/06/2017 00:00	05:29:00	21	69	9	6	4	63	88
5894/2	17/06/2017 00:00	05:44:00	22	59	7	2	1	68	69
5894/2	17/06/2017 00:00	05:59:00	23	60	10	1	1	67	72
5894/2	17/06/2017 00:00	06:14:00	24	87	5	8	3	67	103
5894/2	17/06/2017 00:00	06:29:00	25	98	13	10	7	65	128
5894/2	17/06/2017 00:00	06:44:00	26	91	13	3	0	67	107
5894/2	17/06/2017 00:00	06:59:00	27	99	12	11	2	65	124
5894/2	17/06/2017 00:00	07:14:00	28	98	14	8	1	66	121
5894/2	17/06/2017 00:00	07:29:00	29	117	13	4	2	67	136
5894/2	17/06/2017 00:00	07:44:00	30	129	14	5	1	67	149
5894/2	17/06/2017 00:00	07:59:00	31	128	14	4	2	67	148
5894/2	17/06/2017 00:00	08:14:00	32	147	15	2	1	65	165
5894/2	17/06/2017 00:00	08:29:00	33	160	12	5	1	67	178
5894/2	17/06/2017 00:00	08:44:00	34	187	12	10	3	67	212
5894/2	17/06/2017 00:00	08:59:00	35	159	15	5	4	66	183
5894/2	17/06/2017 00:00	09:14:00	36	186	11	5	0	66	202
5894/2	17/06/2017 00:00	09:29:00	37	123	7	1	2	66	133
5894/2	17/06/2017 00:00	09:44:00	38	228	17	4	5	65	

5894/2	17/06/2017 00:00	12:14:00	48	191	17	11	2	65	221
5894/2	17/06/2017 00:00	12:29:00	49	211	7	1	1	64	220
5894/2	17/06/2017 00:00	12:44:00	50	160	14	5	0	67	179
5894/2	17/06/2017 00:00	12:59:00	51	198	13	5	2	66	218
5894/2	17/06/2017 00:00	13:14:00	52	175	18	9	2	66	204
5894/2	17/06/2017 00:00	13:29:00	53	208	6	3	1	65	218
5894/2	17/06/2017 00:00	13:44:00	54	192	12	6	0	64	210
5894/2	17/06/2017 00:00	13:59:00	55	209	9	1	0	66	219
5894/2	17/06/2017 00:00	14:14:00	56	175	9	4	3	63	191
5894/2	17/06/2017 00:00	14:29:00	57	174	13	5	0	63	192
5894/2	17/06/2017 00:00	14:44:00	58	158	8	1	1	66	168
5894/2	17/06/2017 00:00	14:59:00	59	170	13	7	2	65	192
5894/2	17/06/2017 00:00	15:14:00	60	152	10	4	2	65	168
5894/2	17/06/2017 00:00	15:29:00	61	160	10	3	3	64	176
5894/2	17/06/2017 00:00	15:44:00	62	196	12	3	0	64	211
5894/2	17/06/2017 00:00	15:59:00	63	179	12	4	0	64	195
5894/2	17/06/2017 00:00	16:14:00	64	212	18	5	0	63	235
5894/2	17/06/2017 00:00	16:29:00	65	207	7	5	2	65	221
5894/2	17/06/2017 00:00	16:44:00	66	181	11	3	1	64	196
5894/2	17/06/2017 00:00	16:59:00	67	187	7	3	0	64	197
5894/2	17/06/2017 00:00	17:14:00	68	187	9	1	1	64	198
5894/2	17/06/2017 00:00	17:29:00	69	184	6	2	0	64	192
5894/2	17/06/2017 00:00	17:44:00	70	224	12	0	2	67	238
5894/2	17/06/2017 00:00	17:59:00	71	188	14	1	0	66	203
5894/2	17/06/2017 00:00	18:14:00	72	224	14	2	0	65	240
5894/2	17/06/2017 00:00	18:29:00	73	177	10	1	2	64	190
5894/2	17/06/2017 00:00	18:44:00	74	165	10	3	0	64	178
5894/2	17/06/2017 00:00	18:59:00	75	149	9	2	1	65	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	17/06/2017 00:00	19:44:00	78	131	11	3	1	64	146
5894/2	17/06/2017 00:00	19:59:00	79	123	6	1	0	64	130
5894/2	17/06/2017 00:00	20:14:00	80	111	6	2	3	64	122
5894/2	17/06/2017 00:00	20:29:00	81	113	1	0	1	65	115
5894/2	17/06/2017 00:00	20:44:00	82	124	6	2	2	64	134
5894/2	17/06/2017 00:00	20:59:00	83	96	7	2	0	65	105
5894/2	17/06/2017 00:00	21:14:00	84	133	6	2	1	64	142
5894/2	17/06/2017 00:00	21:29:00	85	110	3	0	0	63	113
5894/2	17/06/2017 00:00	21:44:00	86	88	3	0	0	62	91
5894/2	17/06/2017 00:00	21:59:00	87	87	5	1	1	61	94
5894/2	17/06/2017 00:00	22:14:00	88	69	4	3	0	61	76
5894/2	17/06/2017 00:00	22:29:00	89	68	4	1	0	61	73
5894/2	17/06/2017 00:00	22:44:00	90	71	0	2	0	64	73
5894/2	17/06/2017 00:00	22:59:00	91	54	8	2	0	61	64
5894/2	17/06/2017 00:00	23:14:00	92	48	1	0	0	62	49
5894/2	17/06/2017 00:00	23:29:00	93	56	4	0	0	61	60
5894/2	17/06/2017 00:00	23:44:00	94	46	1	1	1	62	49
5894/2	17/06/2017 00:00	23:59:00	95	44	1	1	0	61	46
5894/2	18/06/2017 00:00	00:14:00	0	38	2	3	0	63	43
5894/2	18/06/2017 00:00	00:29:00	1	27	2	2	0	64	31
5894/2	18/06/2017 00:00	00:44:00	2	30	1	0	0	62	31
5894/2	18/06/2017 00:00	00:59:00	3	29	1	0	0	63	30
5894/2	18/06/2017 00:00	01:14:00	4	30	2	0	0	66	32
5894/2	18/06/2017 00:00	01:29:00	5	24	1	2	0	63	27
5894/2	18/06/2017 00:00	01:44:00	6	14	0	2	0	63	16
5894/2	18/06/2017 00:00	01:59:00	7	10	2	0	0	60	12
5894/2	18/06/2017 00:00	02:14:00	8	13	0	0	1	63	14
5894/2	18/06/2017 00:00	02:29:00	9	11	0	1	0	63	12
5894/2	18/06/2017 00:00	02:44:00	10	11	2	0	0	64	13
5894/2	18/06/2017 00:00	02:59:00	11	10	1	0	1	64	12
5894/2	18/06/2017 00:00	03:14:00	12	8	2	4	0	57	14
5894/2	18/06/2017 00:00	03:29:00	13	11	1	1	0	63	13
5894/2	18/06/2017 00:00	03:44:00	14	10	2	0	0	66	12
5894/2	18/06/2017 00:00	03:59:00	15	5	0	0	0	69	5
5894/2	18/06/2017 00:00	04:14:00	16	13	2	0	0	64	15
5894/2	18/06/2017 00:00	04:29:00	17	15	5	0	1	66	21
5894/2	18/06/2017 00:00	04:44:00	18	17	1	2	0	64	20
5894/2	18/06/2017 00:00	04:59:00	19	18	2	0	0	65	20
5894/2	18/06/2017 00:00	05:14:00	20	27	2	3	1	63	33
5894/2	18/06/2017 00:00	05:29:00	21	39	3	3	1	65	46
5894/2	18/06/2017 00:00	05:44:00	22	44	2	1	1	67	48
5894/2	18/06/2017 00:00	05:59:00	23	32	0	3	0	65	35
5894/2	18/06/2017 00:00	06:14:00	24	48	4	3	1	66	56
5894/2	18/06/2017 00:00	06:29:00	25	60	4	2	2	66	68
5894/2	18/06/2017 00:00	06:44:00	26	61	11	3	0	65	75
5894/2	18/06/2017 00:00	06:59:00	27	57	3	1	0	65	61
5894/2	18/06/2017 00:00	07:14:00	28	76	7	4	1	65	88
5894/2	18/06/2017 00:00	07:29:00	29	62	7	1	0	65	70
5894/2	18/06/2017 00:00	07:44:00	30	80	6	0	0	66	86
5894/2	18/06/2017 00:00	07:59:00	31	66	7	1	0	65	74
5894/2	18/06/2017 00:00	08:14:00	32	86	5	1	0	67	92
5894/2	18/06/2017 00:00	08:29:00	33	122	12	2	0	64	136
5894/2	18/06/2017 00:00	08:44:00	34	111	6	1	0	65	118
5894/2	18/06/2017 00:00	08:59:00	35	120	10	1	3	65	134
5894/2	18/06/2017 00:00	09:14:00	36	152	7	5	1	66	165
5894/2	18/06/2017 00:00	09:29:00	37	194	9	4	3	65	210
5894/2	18/06/2017 00:00	09:44:00	38	208	8	5	0	65	221
5894/2	18/06/2017 00:00	09:59:00	39	191	7	1	0	65	199
5894/2	18/06/2017 00:00	10:14:00	40	221	10	1	1	65	233
5894/2	18/06/2017 00:00	10:29:00	41	199	19	1	0	64	219
5894/2	18/06/2017 00:00	10:44:00	42	235	7	3	0	66	245
5894/2	18/06/2017 00:00	10:59:00	43	232	8	6	2	65	248
5894/2	18/06/2017 00:00	11:14:00	44	239	8	1	1	65	249
5894/2	18/06/2017 00:00	11:29:00	45	213	16	4	1	65	234
5894/2	18/06/2017 00:00	11:44:00	46	256	6	0	0	66	262
5894/2	18/06/2017 00:00	11:59:00	47	243	20	3	1	65	267
5894/2	18/06/2017 00:00	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	18/06/2017 00:00	12:44:00	50	212	13	1	2	64	228
5894/2	18/06/2017 00:00	12:59:00	51	243	14	1	2	65	260
5894/2	18/06/2017 00:00	13:14:00	52	220	9	5	1	65	235
5894/2	18/06/2017 00:00	13:29:00	53	224	17	4	2	65	247
5894/2	18/06/2017 00:00	13:44:00	54	204	10	2	2	64	218
5894/2	18/06/2017 00:00	13:59:00	55	208	10	2	5	65	225
5894/2	18/06/2017 00:00	14:14:00	56	189	11	5	1	64	206
5894/2	18/06/2017 00:00	14:29:00	57	213	10	5	3	65	231
5894/2	18/06/2017 00:00	14:44:00	58	207	13	2	0	65	222
5894/2	18/06/2017 00:00	14:59:00	59	189	11	2	1	64	203
5894/2	18/06/2017 00:00	15:14:00	60	201	13	5	3	65	222
5894/2	18/06/2017 00:00	15:29:00	61	217	4	2	1	64	224
5894/2	18/06/2017 00:00	15:44:00	62	204	3	3	1	65	211
5894/2	18/06/2017 00:00	15:59:00	63	236	12	1	2	64	251
5894/2	18/06/2017 00:00	16:14:00	64	286	14	2	3	63	305
5894/2	18/06/2017 00:00	16:29:00	65	262	13	1	1	64	277
5894/2	18/06/2017 00:00	16:44:00	66	251	11	2	0	64	264
5894/2	18/06/2017 00:00	16:59:00	67	238	13	4	1	64	256
5894/2	18/06/2017 00:00	17:14:00	68	251	12	4	2	64	269
5894/2	18/06/2017 00:00	17:29:00	69	257	11	5	1	66	274
5894/2	18/06/2017 00:00	17:44:00	70	238	11	2	2	66	253
5894/2	18/06/2017 00:00	17:59:00	71	279	14	5	0	64	298
5894/2	18/06/2017 00:00	18:14:00	72	267	9	5	2	65	283
5894/2	18/06/2017 00:00	18:29:00	73	251	18	2	1	64	272
5894/2	18/06/2017 00:00	18:44:00	74	308	22	2	0	65	332
5894/2	18/06/2017 00:00	18:59:00	75	244	11	3	3	65	261
5894/2	18/06/2017 00:00	19:14:00	76	223	17	2	1	65	243
5894/2	18/06/2017 00:00	19:29:00	77	221	13	3	1	64	238
5894/2	18/06/2017 00:00	19:44:00							

5894/2	18/06/2017 00:00	21:59:00	87	77	4	4	0	60	85
5894/2	18/06/2017 00:00	22:14:00	88	84	0	1	1	62	86
5894/2	18/06/2017 00:00	22:29:00	89	70	3	1	0	64	74
5894/2	18/06/2017 00:00	22:44:00	90	50	3	1	0	64	54
5894/2	18/06/2017 00:00	22:59:00	91	39	1	0	0	62	40
5894/2	18/06/2017 00:00	23:14:00	92	40	3	0	1	64	44
5894/2	18/06/2017 00:00	23:29:00	93	37	1	1	1	64	40
5894/2	18/06/2017 00:00	23:44:00	94	27	1	1	0	61	29
5894/2	18/06/2017 00:00	23:59:00	95	22	0	0	0	63	22
5894/2	19/06/2017 00:00	00:14:00	0	22	0	1	1	62	24
5894/2	19/06/2017 00:00	00:29:00	1	16	0	0	0	63	16
5894/2	19/06/2017 00:00	00:44:00	2	11	2	0	0	65	13
5894/2	19/06/2017 00:00	00:59:00	3	6	0	1	0	67	7
5894/2	19/06/2017 00:00	01:14:00	4	5	0	1	1	64	7
5894/2	19/06/2017 00:00	01:29:00	5	6	0	1	1	61	8
5894/2	19/06/2017 00:00	01:44:00	6	7	2	1	0	54	10
5894/2	19/06/2017 00:00	01:59:00	7	8	0	0	0	64	8
5894/2	19/06/2017 00:00	02:14:00	8	9	0	1	1	62	11
5894/2	19/06/2017 00:00	02:29:00	9	4	0	1	1	59	6
5894/2	19/06/2017 00:00	02:44:00	10	9	1	0	1	58	11
5894/2	19/06/2017 00:00	02:59:00	11	6	0	1	3	61	10
5894/2	19/06/2017 00:00	03:14:00	12	15	1	2	3	63	21
5894/2	19/06/2017 00:00	03:29:00	13	5	3	1	4	60	13
5894/2	19/06/2017 00:00	03:44:00	14	16	1	2	1	61	20
5894/2	19/06/2017 00:00	03:59:00	15	18	3	0	0	66	21
5894/2	19/06/2017 00:00	04:14:00	16	23	2	2	4	62	31
5894/2	19/06/2017 00:00	04:29:00	17	37	10	2	12	62	61
5894/2	19/06/2017 00:00	04:44:00	18	59	6	3	6	64	74
5894/2	19/06/2017 00:00	04:59:00	19	67	20	9	6	67	102
5894/2	19/06/2017 00:00	05:14:00	20	122	23	5	5	67	155
5894/2	19/06/2017 00:00	05:29:00	21	177	39	13	21	66	250
5894/2	19/06/2017 00:00	05:44:00	22	160	36	13	18	68	227
5894/2	19/06/2017 00:00	05:59:00	23	180	35	16	13	66	244
5894/2	19/06/2017 00:00	06:14:00	24	223	37	15	5	67	280
5894/2	19/06/2017 00:00	06:29:00	25	266	46	14	10	68	336
5894/2	19/06/2017 00:00	06:44:00	26	283	35	14	10	67	342
5894/2	19/06/2017 00:00	06:59:00	27	298	46	19	13	66	376
5894/2	19/06/2017 00:00	07:14:00	28	298	31	8	8	67	345
5894/2	19/06/2017 00:00	07:29:00	29	284	34	8	11	66	337
5894/2	19/06/2017 00:00	07:44:00	30	281	31	11	3	66	326
5894/2	19/06/2017 00:00	07:59:00	31	278	28	17	9	65	332
5894/2	19/06/2017 00:00	08:14:00	32	255	30	19	13	66	317
5894/2	19/06/2017 00:00	08:29:00	33	264	19	12	10	64	305
5894/2	19/06/2017 00:00	08:44:00	34	194	15	12	11	65	232
5894/2	19/06/2017 00:00	08:59:00	35	200	24	16	10	65	250
5894/2	19/06/2017 00:00	09:14:00	36	127	19	13	19	63	178
5894/2	19/06/2017 00:00	09:29:00	37	181	22	23	14	64	240
5894/2	19/06/2017 00:00	09:44:00	38	194	22	20	19	63	255
5894/2	19/06/2017 00:00	09:59:00	39	192	20	25	13	62	250
5894/2	19/06/2017 00:00	10:14:00	40	162	12	17	7	62	198
5894/2	19/06/2017 00:00	10:29:00	41	149	17	10	9	63	185
5894/2	19/06/2017 00:00	10:44:00	42	145	18	12	6	63	181
5894/2	19/06/2017 00:00	10:59:00	43	165	22	8	11	63	206
5894/2	19/06/2017 00:00	11:14:00	44	154	17	14	8	64	193
5894/2	19/06/2017 00:00	11:29:00	45	138	19	17	11	61	185
5894/2	19/06/2017 00:00	11:44:00	46	149	14	16	7	62	186
5894/2	19/06/2017 00:00	11:59:00	47	137	19	18	9	63	183
5894/2	19/06/2017 00:00	12:14:00	48	158	16	10	15	63	199
5894/2	19/06/2017 00:00	12:29:00	49	157	17	9	15	62	198
5894/2	19/06/2017 00:00	12:44:00	50	157	12	16	16	63	201
5894/2	19/06/2017 00:00	12:59:00	51	151	11	13	8	64	183
5894/2	19/06/2017 00:00	13:14:00	52	184	17	19	13	63	233
5894/2	19/06/2017 00:00	13:29:00	53	163	9	17	7	62	196
5894/2	19/06/2017 00:00	13:44:00	54	150	21	21	7	64	199
5894/2	19/06/2017 00:00	13:59:00	55	162	25	21	10	63	218
5894/2	19/06/2017 00:00	14:14:00	56	151	13	17	12	62	193
5894/2	19/06/2017 00:00	14:29:00	57	173	18	13	12	62	216
5894/2	19/06/2017 00:00	14:44:00	58	155	26	5	11	64	197
5894/2	19/06/2017 00:00	14:59:00	59	169	15	6	8	63	198
5894/2	19/06/2017 00:00	15:14:00	60	151	24	16	13	63	204
5894/2	19/06/2017 00:00	15:29:00	61	177	16	15	9	64	217
5894/2	19/06/2017 00:00	15:44:00	62	171	33	13	16	64	233
5894/2	19/06/2017 00:00	15:59:00	63	174	22	15	8	64	219
5894/2	19/06/2017 00:00	16:14:00	64	243	16	8	5	66	272
5894/2	19/06/2017 00:00	16:29:00	65	227	29	7	6	64	269
5894/2	19/06/2017 00:00	16:44:00	66	215	26	11	16	64	268
5894/2	19/06/2017 00:00	16:59:00	67	204	25	8	7	65	244
5894/2	19/06/2017 00:00	17:14:00	68	234	19	6	6	67	265
5894/2	19/06/2017 00:00	17:29:00	69	227	18	4	7	66	256
5894/2	19/06/2017 00:00	17:44:00	70	192	18	5	6	67	221
5894/2	19/06/2017 00:00	17:59:00	71	176	16	5	6	66	203
5894/2	19/06/2017 00:00	18:14:00	72	183	10	7	8	66	208
5894/2	19/06/2017 00:00	18:29:00	73	160	9	3	6	67	178
5894/2	19/06/2017 00:00	18:44:00	74	109	10	6	7	65	132
5894/2	19/06/2017 00:00	18:59:00	75	123	3	5	5	65	136
5894/2	19/06/2017 00:00	19:14:00	76	105	8	6	7	65	126
5894/2	19/06/2017 00:00	19:29:00	77	116	10	3	10	64	139
5894/2	19/06/2017 00:00	19:44:00	78	93	7	1	6	66	107
5894/2	19/06/2017 00:00	19:59:00	79	85	8	5	3	65	101
5894/2	19/06/2017 00:00	20:14:00	80	93	3	3	2	65	101
5894/2	19/06/2017 00:00	20:29:00	81	91	3	0	2	65	96
5894/2	19/06/2017 00:00	20:44:00	82	73	8	3	2	65	86
5894/2	19/06/2017 00:00	20:59:00	83	84	7	2	0	65	93
5894/2	19/06/2017 00:00	21:14:00	84	66	11	0	1	65	78
5894/2	19/06/2017 00:00	21:29:00	85	72	3	1	1	65	77
5894/2	19/06/2017 00:00	21:44:00	86	64	6	1	0	65	71
5894/2	19/06/2017 00:00	21:59:00	87	42	5	0	0	65	47
5894/2	19/06/2017 00:00	22:14:00	88	42	4	0	4	65	50
5894/2	19/06/2017 00:00	22:29:00	89	45	3	0	1	65	49
5894/2	19/06/2017 00:00	22:44:00	90	28	3	2	1	62	34
5894/2	19/06/2017 00:00	22:59:00	91	28	0	2	0	63	30
5894/2	19/06/2017 00:00	23:14:00	92	15	1	0	1	69	17
5894/2	19/06/2017 00:00	23:29:00	93	22	0	1	0	65	23
5894/2	19/06/2017 00:00	23:44:00	94	17	1	0	1	60	19
5894/2	19/06/2017 00:00	23:59:00	95	10	2	1	2	60	15
5894/2	20/06/2017 00:00	00:14:00	0	10	1	0	0	56	11
5894/2	20/06/2017 00:00	00:29:00	1	9	2	0	0	71	11
5894/2	20/06/2017 00:00	00:44:00	2	12	2	1	0	63	15
5894/2	20/06/2017 00:00	00:59:00	3	7	0	0	0	62	7
5894/2	20/06/2017 00:00	01:14:00	4	6	0	1	0	58	7
5894/2	20/06/2017 00:00	01:29:00	5	4	2	0	1	66	7
5894/2	20/06/2017 00:00	01:44:00	6	5	0	1	1	54	7
5894/2	20/06/2017 00:00	01:59:00	7	6	1	1	0	58	8
5894/2	20/06/2017 00:00	02:14:00	8	6	0	0	1	63	7
5894/2	20/06/2017 00:00	02:29:00	9	6	2	0	1	61	9
5894/2	20/06/2017 00:00	02:44:00	10	13	0	1	2	60	16
5894/2	20/06/2017 00:00	02:59:00	11	8	1	0	1	61	10
5894/2	20/06/2017 00:00	03:14:00	12	6	0	1	0	64	7
5894/2	20/06/2017 00:00	03:29:00	13	8	2	0	1	63	11
5894/2	20/06/2017 00:00	03:44:00	14	16	3	2	3	65	24
5894/2	20/06/2017 00:00	03:59:00	15	12	3	3	2	61	20
5894/2	20/06/2017 00:00	04:14:00	16	27	2	0	2	63	31
5894/2	20/06/2017 00:00	04:29:00	17	34	11	3	7	62	55
5894/2	20/06/2017 00:00	04:44:00	18	54	3	5	10	63	72
5894/2	20/06/2017 00:00	04:59:00	19	52	17	6	8	66	83
5894/2	20/06/2017 00:00	05:14:00	20	128	29	10	9	67	176
5894/2	20/06/2017 00:00	05:29:00	21</						

5894/2	20/06/2017 00:00	07:44:00	30	294	33	9	8	66	344
5894/2	20/06/2017 00:00	07:59:00	31	296	26	24	12	64	358
5894/2	20/06/2017 00:00	08:14:00	32	253	20	24	10	65	307
5894/2	20/06/2017 00:00	08:29:00	33	257	15	13	12	67	297
5894/2	20/06/2017 00:00	08:44:00	34	182	18	12	9	66	221
5894/2	20/06/2017 00:00	08:59:00	35	207	15	15	10	65	247
5894/2	20/06/2017 00:00	09:14:00	36	177	30	10	12	65	229
5894/2	20/06/2017 00:00	09:29:00	37	204	16	12	15	63	247
5894/2	20/06/2017 00:00	09:44:00	38	159	24	16	14	63	213
5894/2	20/06/2017 00:00	09:59:00	39	147	16	17	11	64	191
5894/2	20/06/2017 00:00	10:14:00	40	166	22	16	17	62	221
5894/2	20/06/2017 00:00	10:29:00	41	169	11	14	13	63	207
5894/2	20/06/2017 00:00	10:44:00	42	157	15	11	11	63	194
5894/2	20/06/2017 00:00	10:59:00	43	171	24	23	8	62	226
5894/2	20/06/2017 00:00	11:14:00	44	143	20	24	8	63	195
5894/2	20/06/2017 00:00	11:29:00	45	164	18	15	4	63	201
5894/2	20/06/2017 00:00	11:44:00	46	153	19	11	13	63	196
5894/2	20/06/2017 00:00	11:59:00	47	150	21	12	11	62	194
5894/2	20/06/2017 00:00	12:14:00	48	137	15	18	10	62	180
5894/2	20/06/2017 00:00	12:29:00	49	156	12	18	13	64	199
5894/2	20/06/2017 00:00	12:44:00	50	150	8	12	11	63	181
5894/2	20/06/2017 00:00	12:59:00	51	137	16	21	17	62	191
5894/2	20/06/2017 00:00	13:14:00	52	177	21	15	14	62	227
5894/2	20/06/2017 00:00	13:29:00	53	147	19	12	11	63	189
5894/2	20/06/2017 00:00	13:44:00	54	147	13	10	12	63	182
5894/2	20/06/2017 00:00	13:59:00	55	165	18	10	20	63	213
5894/2	20/06/2017 00:00	14:14:00	56	156	17	14	15	63	202
5894/2	20/06/2017 00:00	14:29:00	57	159	16	16	11	64	202
5894/2	20/06/2017 00:00	14:44:00	58	169	24	18	7	64	218
5894/2	20/06/2017 00:00	14:59:00	59	158	21	11	10	63	200
5894/2	20/06/2017 00:00	15:14:00	60	150	18	13	9	64	190
5894/2	20/06/2017 00:00	15:29:00	61	195	16	11	13	65	235
5894/2	20/06/2017 00:00	15:44:00	62	173	25	13	11	65	222
5894/2	20/06/2017 00:00	15:59:00	63	192	17	10	15	64	234
5894/2	20/06/2017 00:00	16:14:00	64	240	21	9	10	64	280
5894/2	20/06/2017 00:00	16:29:00	65	207	38	6	12	64	263
5894/2	20/06/2017 00:00	16:44:00	66	213	27	9	11	66	260
5894/2	20/06/2017 00:00	16:59:00	67	228	22	4	15	66	269
5894/2	20/06/2017 00:00	17:14:00	68	250	28	12	8	66	298
5894/2	20/06/2017 00:00	17:29:00	69	241	15	3	10	67	269
5894/2	20/06/2017 00:00	17:44:00	70	210	23	6	13	66	252
5894/2	20/06/2017 00:00	17:59:00	71	206	17	4	7	66	234
5894/2	20/06/2017 00:00	18:14:00	72	183	21	5	5	67	214
5894/2	20/06/2017 00:00	18:29:00	73	128	16	6	5	67	155
5894/2	20/06/2017 00:00	18:44:00	74	114	11	2	11	65	138
5894/2	20/06/2017 00:00	18:59:00	75	114	12	3	5	67	134
5894/2	20/06/2017 00:00	19:14:00	76	107	6	4	7	66	124
5894/2	20/06/2017 00:00	19:29:00	77	116	10	5	6	65	137
5894/2	20/06/2017 00:00	19:44:00	78	75	15	6	4	68	100
5894/2	20/06/2017 00:00	19:59:00	79	81	7	4	5	66	97
5894/2	20/06/2017 00:00	20:14:00	80	97	8	4	3	67	112
5894/2	20/06/2017 00:00	20:29:00	81	86	13	1	0	66	100
5894/2	20/06/2017 00:00	20:44:00	82	73	4	2	0	67	79
5894/2	20/06/2017 00:00	20:59:00	83	94	8	5	3	66	110
5894/2	20/06/2017 00:00	21:14:00	84	75	5	0	1	66	81
5894/2	20/06/2017 00:00	21:29:00	85	69	7	0	1	65	77
5894/2	20/06/2017 00:00	21:44:00	86	64	6	1	1	65	72
5894/2	20/06/2017 00:00	21:59:00	87	55	4	4	2	63	65
5894/2	20/06/2017 00:00	22:14:00	88	37	3	0	1	62	41
5894/2	20/06/2017 00:00	22:29:00	89	35	2	1	1	67	39
5894/2	20/06/2017 00:00	22:44:00	90	38	6	2	0	63	46
5894/2	20/06/2017 00:00	22:59:00	91	39	1	0	1	63	41
5894/2	20/06/2017 00:00	23:14:00	92	23	2	2	0	65	27
5894/2	20/06/2017 00:00	23:29:00	93	23	2	0	1	62	26
5894/2	20/06/2017 00:00	23:44:00	94	23	2	0	1	62	26
5894/2	20/06/2017 00:00	23:59:00	95	21	1	0	1	59	23
5894/2	21/06/2017 00:00	00:14:00	0	15	1	0	0	68	16
5894/2	21/06/2017 00:00	00:29:00	1	11	2	1	0	65	14
5894/2	21/06/2017 00:00	00:44:00	2	11	3	0	0	62	14
5894/2	21/06/2017 00:00	00:59:00	3	3	1	0	0	62	4
5894/2	21/06/2017 00:00	01:14:00	4	10	0	0	2	57	12
5894/2	21/06/2017 00:00	01:29:00	5	6	3	0	1	59	10
5894/2	21/06/2017 00:00	01:44:00	6	5	0	1	1	59	7
5894/2	21/06/2017 00:00	01:59:00	7	5	2	2	0	62	9
5894/2	21/06/2017 00:00	02:14:00	8	9	2	0	1	62	12
5894/2	21/06/2017 00:00	02:29:00	9	6	2	3	0	59	11
5894/2	21/06/2017 00:00	02:44:00	10	11	1	0	0	63	12
5894/2	21/06/2017 00:00	02:59:00	11	3	1	0	2	56	6
5894/2	21/06/2017 00:00	03:14:00	12	11	2	2	2	62	17
5894/2	21/06/2017 00:00	03:29:00	13	3	2	1	1	59	7
5894/2	21/06/2017 00:00	03:44:00	14	11	2	1	2	61	16
5894/2	21/06/2017 00:00	03:59:00	15	16	0	3	3	62	22
5894/2	21/06/2017 00:00	04:14:00	16	19	3	1	4	61	27
5894/2	21/06/2017 00:00	04:29:00	17	41	5	2	9	63	57
5894/2	21/06/2017 00:00	04:44:00	18	55	9	3	6	65	73
5894/2	21/06/2017 00:00	04:59:00	19	82	14	12	6	67	114
5894/2	21/06/2017 00:00	05:14:00	20	117	23	12	9	68	161
5894/2	21/06/2017 00:00	05:29:00	21	163	26	7	18	67	214
5894/2	21/06/2017 00:00	05:44:00	22	179	36	10	17	68	242
5894/2	21/06/2017 00:00	05:59:00	23	146	39	14	9	67	208
5894/2	21/06/2017 00:00	06:14:00	24	235	57	11	10	67	313
5894/2	21/06/2017 00:00	06:29:00	25	289	27	12	10	68	338
5894/2	21/06/2017 00:00	06:44:00	26	251	45	12	9	68	317
5894/2	21/06/2017 00:00	06:59:00	27	272	41	19	11	67	343
5894/2	21/06/2017 00:00	07:14:00	28	307	44	13	11	68	375
5894/2	21/06/2017 00:00	07:29:00	29	281	37	10	7	68	335
5894/2	21/06/2017 00:00	07:44:00	30	273	28	14	6	67	321
5894/2	21/06/2017 00:00	07:59:00	31	286	42	22	9	66	359
5894/2	21/06/2017 00:00	08:14:00	32	272	27	16	19	66	334
5894/2	21/06/2017 00:00	08:29:00	33	218	23	8	8	67	257
5894/2	21/06/2017 00:00	08:44:00	34	192	21	19	13	66	245
5894/2	21/06/2017 00:00	08:59:00	35	214	18	16	7	65	255
5894/2	21/06/2017 00:00	09:14:00	36	201	23	22	10	64	256
5894/2	21/06/2017 00:00	09:29:00	37	169	17	15	16	64	217
5894/2	21/06/2017 00:00	09:44:00	38	158	20	15	10	64	203
5894/2	21/06/2017 00:00	09:59:00	39	191	16	25	19	62	251
5894/2	21/06/2017 00:00	10:14:00	40	159	24	22	11	63	216
5894/2	21/06/2017 00:00	10:29:00	41	159	14	22	12	62	207
5894/2	21/06/2017 00:00	10:44:00	42	140	8	11	11	62	170
5894/2	21/06/2017 00:00	10:59:00	43	139	16	11	7	63	173
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5894/2	21/06/2017 00:00	11:29:00	45	140	13	20	10	63	183
5894/2	21/06/2017 00:00	11:44:00	46	135	16	22	10	62	183
5894/2	21/06/2017 00:00	11:59:00	47	114	22	30	16	63	172
5894/2	21/06/2017 00:00	12:14:00	48	135	18	15	13	62	181
5894/2	21/06/2017 00:00	12:29:00	49	186	19	20	12	64	237
5894/2	21/06/2017 00:00	12:44:00	50	154	17	8	11	63	190
5894/2	21/06/2017 00:00	12:59:00	51	134	15	11	15	64	175
5894/2	21/06/2017 00:00	13:14:00	52	183	18	12	9	64	222
5894/2	21/06/2017 00:00	13:29:00	53	168	16	14	10	64	208
5894/2	21/06/2017 00:00	13:44:00	54	136	11	14	16	64	177
5894/2	21/06/2017 00:00	13:59:00	55	141	14	16	7	63	178
5894/2	21/06/2017 00:00	14:14:00	56	168	21	18	13	63	220
5894/2	21/06/2017 00:00	14:29:00	57	171	22	8	15	64	216
5894/2	21/06/2017 00:00	14:44:00	58	163	29	1			

5894/2	21/06/2017 00:00	17:29:00	69	231	15	6	7	66	259
5894/2	21/06/2017 00:00	17:44:00	70	187	19	3	9	68	218
5894/2	21/06/2017 00:00	17:59:00	71	205	14	6	12	66	237
5894/2	21/06/2017 00:00	18:14:00	72	190	9	1	4	65	204
5894/2	21/06/2017 00:00	18:29:00	73	161	14	3	9	66	187
5894/2	21/06/2017 00:00	18:44:00	74	148	10	2	2	67	162
5894/2	21/06/2017 00:00	18:59:00	75	130	8	7	4	67	149
5894/2	21/06/2017 00:00	19:14:00	76	125	15	6	4	66	150
5894/2	21/06/2017 00:00	19:29:00	77	133	10	4	7	66	154
5894/2	21/06/2017 00:00	19:44:00	78	95	9	3	1	67	108
5894/2	21/06/2017 00:00	19:59:00	79	96	8	0	2	66	106
5894/2	21/06/2017 00:00	20:14:00	80	88	4	2	1	64	95
5894/2	21/06/2017 00:00	20:29:00	81	106	7	3	1	65	117
5894/2	21/06/2017 00:00	20:44:00	82	88	10	1	1	64	100
5894/2	21/06/2017 00:00	20:59:00	83	75	8	3	1	65	87
5894/2	21/06/2017 00:00	21:14:00	84	70	6	0	0	65	76
5894/2	21/06/2017 00:00	21:29:00	85	64	2	2	2	64	70
5894/2	21/06/2017 00:00	21:44:00	86	58	3	1	0	69	62
5894/2	21/06/2017 00:00	21:59:00	87	65	3	1	3	62	72
5894/2	21/06/2017 00:00	22:14:00	88	43	6	0	1	65	50
5894/2	21/06/2017 00:00	22:29:00	89	47	5	1	2	64	55
5894/2	21/06/2017 00:00	22:44:00	90	32	3	0	1	60	36
5894/2	21/06/2017 00:00	22:59:00	91	27	1	0	0	66	28
5894/2	21/06/2017 00:00	23:14:00	92	32	1	0	1	61	34
5894/2	21/06/2017 00:00	23:29:00	93	26	2	1	1	59	30
5894/2	21/06/2017 00:00	23:44:00	94	18	2	0	0	64	20
5894/2	21/06/2017 00:00	23:59:00	95	13	1	3	1	60	18
5894/2	22/06/2017 00:00	00:14:00	0	8	2	0	0	63	10
5894/2	22/06/2017 00:00	00:29:00	1	12	1	0	1	61	14
5894/2	22/06/2017 00:00	00:44:00	2	11	1	0	1	61	13
5894/2	22/06/2017 00:00	00:59:00	3	9	0	0	0	60	9
5894/2	22/06/2017 00:00	01:14:00	4	10	0	0	2	56	12
5894/2	22/06/2017 00:00	01:29:00	5	6	2	2	0	62	10
5894/2	22/06/2017 00:00	01:44:00	6	4	2	1	0	60	7
5894/2	22/06/2017 00:00	01:59:00	7	1	0	0	0	64	1
5894/2	22/06/2017 00:00	02:14:00	8	4	1	1	0	64	6
5894/2	22/06/2017 00:00	02:29:00	9	14	0	1	2	63	17
5894/2	22/06/2017 00:00	02:44:00	10	12	3	1	1	62	17
5894/2	22/06/2017 00:00	02:59:00	11	6	2	5	0	56	13
5894/2	22/06/2017 00:00	03:14:00	12	8	3	2	1	65	14
5894/2	22/06/2017 00:00	03:29:00	13	11	1	2	1	58	15
5894/2	22/06/2017 00:00	03:44:00	14	15	1	0	3	62	19
5894/2	22/06/2017 00:00	03:59:00	15	9	2	2	3	59	16
5894/2	22/06/2017 00:00	04:14:00	16	19	4	1	6	61	30
5894/2	22/06/2017 00:00	04:29:00	17	39	6	4	4	64	53
5894/2	22/06/2017 00:00	04:44:00	18	52	9	14	8	63	83
5894/2	22/06/2017 00:00	04:59:00	19	65	22	7	10	65	104
5894/2	22/06/2017 00:00	05:14:00	20	133	18	13	9	67	173
5894/2	22/06/2017 00:00	05:29:00	21	170	26	14	19	67	229
5894/2	22/06/2017 00:00	05:44:00	22	136	21	13	7	68	177
5894/2	22/06/2017 00:00	05:59:00	23	189	42	11	17	67	259
5894/2	22/06/2017 00:00	06:14:00	24	238	37	18	14	67	307
5894/2	22/06/2017 00:00	06:29:00	25	259	44	17	10	68	330
5894/2	22/06/2017 00:00	06:44:00	26	257	36	11	20	67	324
5894/2	22/06/2017 00:00	06:59:00	27	287	36	12	7	66	342
5894/2	22/06/2017 00:00	07:14:00	28	287	43	8	5	67	343
5894/2	22/06/2017 00:00	07:29:00	29	296	32	15	10	67	353
5894/2	22/06/2017 00:00	07:44:00	30	289	40	14	9	65	352
5894/2	22/06/2017 00:00	07:59:00	31	280	34	19	11	65	344
5894/2	22/06/2017 00:00	08:14:00	32	243	24	13	7	65	287
5894/2	22/06/2017 00:00	08:29:00	33	223	23	12	13	64	271
5894/2	22/06/2017 00:00	08:44:00	34	208	19	20	6	64	253
5894/2	22/06/2017 00:00	08:59:00	35	176	24	15	16	64	231
5894/2	22/06/2017 00:00	09:14:00	36	190	16	12	14	63	232
5894/2	22/06/2017 00:00	09:29:00	37	178	22	11	21	63	232
5894/2	22/06/2017 00:00	09:44:00	38	162	17	19	11	62	209
5894/2	22/06/2017 00:00	09:59:00	39	142	16	8	7	64	173
5894/2	22/06/2017 00:00	10:14:00	40	149	17	9	15	62	190
5894/2	22/06/2017 00:00	10:29:00	41	150	26	15	17	62	208
5894/2	22/06/2017 00:00	10:44:00	42	141	16	16	5	62	178
5894/2	22/06/2017 00:00	10:59:00	43	151	16	18	12	63	197
5894/2	22/06/2017 00:00	11:14:00	44	136	20	17	18	60	191
5894/2	22/06/2017 00:00	11:29:00	45	149	17	14	8	62	188
5894/2	22/06/2017 00:00	11:44:00	46	144	12	19	11	60	186
5894/2	22/06/2017 00:00	11:59:00	47	137	14	9	14	61	174
5894/2	22/06/2017 00:00	12:14:00	48	144	26	17	11	61	198
5894/2	22/06/2017 00:00	12:29:00	49	170	13	10	15	61	208
5894/2	22/06/2017 00:00	12:44:00	50	144	17	13	8	63	182
5894/2	22/06/2017 00:00	12:59:00	51	143	21	6	9	62	179
5894/2	22/06/2017 00:00	13:14:00	52	155	14	12	9	62	190
5894/2	22/06/2017 00:00	13:29:00	53	154	15	10	7	62	186
5894/2	22/06/2017 00:00	13:44:00	54	146	18	21	16	63	201
5894/2	22/06/2017 00:00	13:59:00	55	130	17	10	11	62	168
5894/2	22/06/2017 00:00	14:14:00	56	145	18	7	14	63	184
5894/2	22/06/2017 00:00	14:29:00	57	159	17	14	17	63	207
5894/2	22/06/2017 00:00	14:44:00	58	153	19	14	11	62	197
5894/2	22/06/2017 00:00	14:59:00	59	167	18	13	10	61	208
5894/2	22/06/2017 00:00	15:14:00	60	153	25	12	17	62	207
5894/2	22/06/2017 00:00	15:29:00	61	164	22	12	10	63	208
5894/2	22/06/2017 00:00	15:44:00	62	167	16	19	11	62	213
5894/2	22/06/2017 00:00	15:59:00	63	197	30	9	10	63	246
5894/2	22/06/2017 00:00	16:14:00	64	241	19	4	9	64	273
5894/2	22/06/2017 00:00	16:29:00	65	237	29	13	11	64	290
5894/2	22/06/2017 00:00	16:44:00	66	215	24	6	6	65	251
5894/2	22/06/2017 00:00	16:59:00	67	200	23	11	14	65	248
5894/2	22/06/2017 00:00	17:14:00	68	237	28	9	8	65	282
5894/2	22/06/2017 00:00	17:29:00	69	239	14	7	8	65	268
5894/2	22/06/2017 00:00	17:44:00	70	209	16	11	5	65	241
5894/2	22/06/2017 00:00	17:59:00	71	197	23	8	6	65	234
5894/2	22/06/2017 00:00	18:14:00	72	182	10	6	13	65	211
5894/2	22/06/2017 00:00	18:29:00	73	163	11	1	5	66	180
5894/2	22/06/2017 00:00	18:44:00	74	112	15	5	7	65	139
5894/2	22/06/2017 00:00	18:59:00	75	121	8	1	2	67	132
5894/2	22/06/2017 00:00	19:14:00	76	125	11	5	2	66	143
5894/2	22/06/2017 00:00	19:29:00	77	123	7	7	1	68	138
5894/2	22/06/2017 00:00	19:44:00	78	108	7	2	3	66	120
5894/2	22/06/2017 00:00	19:59:00	79	81	7	4	2	66	94
5894/2	22/06/2017 00:00	20:14:00	80	80	9	1	1	68	91
5894/2	22/06/2017 00:00	20:29:00	81	101	6	5	0	67	112
5894/2	22/06/2017 00:00	20:44:00	82	82	3	0	0	64	85
5894/2	22/06/2017 00:00	20:59:00	83	68	6	1	2	67	77
5894/2	22/06/2017 00:00	21:14:00	84	59	1	1	3	65	64
5894/2	22/06/2017 00:00	21:29:00	85	62	3	5	2	63	72
5894/2	22/06/2017 00:00	21:44:00	86	49	1	0	0	64	50
5894/2	22/06/2017 00:00	21:59:00	87	47	1	2	1	62	51
5894/2	22/06/2017 00:00	22:14:00	88	39	5	0	0	61	44
5894/2	22/06/2017 00:00	22:29:00	89	46	3	0	0	64	49
5894/2	22/06/2017 00:00	22:44:00	90	31	6	1	1	62	39
5894/2	22/06/2017 00:00	22:59:00	91	32	2	1	2	61	37
5894/2	22/06/2017 00:00	23:14:00	92	29	5	2	0	63	36
5894/2	22/06/2017 00:00	23:29:00	93	30	2	1	1	61	34
5894/2	22/06/2017 00:00	23:44:00	94	13	2	1	1	60	17
5894/2	22/06/2017 00:00	23:59:00	95	13	2	0	2	61	17
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5894/2	23/06/2017 00:00	00:29:00	1	13	1	1	2	61	17
5894/2	23/06/2017 00:00	00:44:00	2	12	6	1	1	63	

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5894/2	23/06/2017 00:00	03:44:00	14	12	2	3	3	62	20
5894/2	23/06/2017 00:00	03:59:00	15	14	0	4	1	63	19
5894/2	23/06/2017 00:00	04:14:00	16	21	2	1	2	69	26
5894/2	23/06/2017 00:00	04:29:00	17	38	6	1	7	65	52
5894/2	23/06/2017 00:00	04:44:00	18	47	5	6	12	63	70
5894/2	23/06/2017 00:00	04:59:00	19	66	17	5	13	65	101
5894/2	23/06/2017 00:00	05:14:00	20	115	14	10	8	67	147
5894/2	23/06/2017 00:00	05:29:00	21	135	24	15	15	67	189
5894/2	23/06/2017 00:00	05:44:00	22	151	31	13	10	68	205
5894/2	23/06/2017 00:00	05:59:00	23	156	44	12	6	67	218
5894/2	23/06/2017 00:00	06:14:00	24	215	34	11	7	68	267
5894/2	23/06/2017 00:00	06:29:00	25	238	21	17	12	67	288
5894/2	23/06/2017 00:00	06:44:00	26	262	52	17	7	67	338
5894/2	23/06/2017 00:00	06:59:00	27	257	29	12	10	67	308
5894/2	23/06/2017 00:00	07:14:00	28	265	40	23	10	65	338
5894/2	23/06/2017 00:00	07:29:00	29	237	40	9	9	66	295
5894/2	23/06/2017 00:00	07:44:00	30	252	26	9	10	65	297
5894/2	23/06/2017 00:00	07:59:00	31	265	25	16	8	65	314
5894/2	23/06/2017 00:00	08:14:00	32	250	21	18	9	66	298
5894/2	23/06/2017 00:00	08:29:00	33	215	21	12	11	65	259
5894/2	23/06/2017 00:00	08:44:00	34	208	30	14	6	66	258
5894/2	23/06/2017 00:00	08:59:00	35	198	21	17	10	64	246
5894/2	23/06/2017 00:00	09:14:00	36	191	21	18	14	64	244
5894/2	23/06/2017 00:00	09:29:00	37	204	24	11	10	63	249
5894/2	23/06/2017 00:00	09:44:00	38	167	17	12	12	64	208
5894/2	23/06/2017 00:00	09:59:00	39	187	18	13	16	64	234
5894/2	23/06/2017 00:00	10:14:00	40	180	26	16	13	62	235
5894/2	23/06/2017 00:00	10:29:00	41	184	21	13	12	62	230
5894/2	23/06/2017 00:00	10:44:00	42	159	22	14	11	61	206
5894/2	23/06/2017 00:00	10:59:00	43	155	16	20	7	63	198
5894/2	23/06/2017 00:00	11:14:00	44	158	22	8	17	63	205
5894/2	23/06/2017 00:00	11:29:00	45	195	21	16	7	63	239
5894/2	23/06/2017 00:00	11:44:00	46	181	20	17	10	61	228
5894/2	23/06/2017 00:00	11:59:00	47	161	18	17	12	62	210
5894/2	23/06/2017 00:00	12:14:00	48	168	16	13	11	62	208
5894/2	23/06/2017 00:00	12:29:00	49	161	17	13	8	62	199
5894/2	23/06/2017 00:00	12:44:00	50	156	20	12	15	62	203
5894/2	23/06/2017 00:00	12:59:00	51	189	30	16	15	62	250
5894/2	23/06/2017 00:00	13:14:00	52	171	14	17	5	63	207
5894/2	23/06/2017 00:00	13:29:00	53	181	19	14	9	63	223
5894/2	23/06/2017 00:00	13:44:00	54	162	13	13	7	63	195
5894/2	23/06/2017 00:00	13:59:00	55	173	28	16	6	63	223
5894/2	23/06/2017 00:00	14:14:00	56	184	24	14	6	62	228
5894/2	23/06/2017 00:00	14:29:00	57	188	13	14	4	63	219
5894/2	23/06/2017 00:00	14:44:00	58	178	31	11	10	64	230
5894/2	23/06/2017 00:00	14:59:00	59	188	25	15	10	64	238
5894/2	23/06/2017 00:00	15:14:00	60	171	19	21	8	62	219
5894/2	23/06/2017 00:00	15:29:00	61	198	20	10	10	63	238
5894/2	23/06/2017 00:00	15:44:00	62	216	24	13	8	63	261
5894/2	23/06/2017 00:00	15:59:00	63	219	19	10	7	63	255
5894/2	23/06/2017 00:00	16:14:00	64	247	16	11	2	64	276
5894/2	23/06/2017 00:00	16:29:00	65	230	20	12	10	64	272
5894/2	23/06/2017 00:00	16:44:00	66	209	26	13	9	64	257
5894/2	23/06/2017 00:00	16:59:00	67	215	20	6	3	65	244
5894/2	23/06/2017 00:00	17:14:00	68	208	24	10	6	66	248
5894/2	23/06/2017 00:00	17:29:00	69	181	23	5	2	64	211
5894/2	23/06/2017 00:00	17:44:00	70	183	16	6	2	66	207
5894/2	23/06/2017 00:00	17:59:00	71	209	22	8	2	66	241
5894/2	23/06/2017 00:00	18:14:00	72	181	20	10	4	65	215
5894/2	23/06/2017 00:00	18:29:00	73	156	13	4	3	66	176
5894/2	23/06/2017 00:00	18:44:00	74	133	9	6	3	66	151
5894/2	23/06/2017 00:00	18:59:00	75	154	9	2	3	66	168
5894/2	23/06/2017 00:00	19:14:00	76	157	7	3	1	67	169
5894/2	23/06/2017 00:00	19:29:00	77	132	9	4	3	66	148
5894/2	23/06/2017 00:00	19:44:00	78	113	10	6	0	66	129
5894/2	23/06/2017 00:00	19:59:00	79	100	5	4	1	64	110
5894/2	23/06/2017 00:00	20:14:00	80	107	8	6	3	64	124
5894/2	23/06/2017 00:00	20:29:00	81	106	12	4	0	67	122
5894/2	23/06/2017 00:00	20:44:00	82	88	14	0	2	65	104
5894/2	23/06/2017 00:00	20:59:00	83	103	6	1	0	66	110
5894/2	23/06/2017 00:00	21:14:00	84	79	9	1	0	64	89
5894/2	23/06/2017 00:00	21:29:00	85	70	3	3	1	64	77
5894/2	23/06/2017 00:00	21:44:00	86	53	4	1	0	62	58
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5894/2	23/06/2017 00:00	22:14:00	88	57	3	1	2	63	63
5894/2	23/06/2017 00:00	22:29:00	89	64	4	3	1	63	72
5894/2	23/06/2017 00:00	22:44:00	90	44	6	1	2	64	53
5894/2	23/06/2017 00:00	22:59:00	91	33	4	1	2	63	40
5894/2	23/06/2017 00:00	23:14:00	92	30	2	0	0	61	32
5894/2	23/06/2017 00:00	23:29:00	93	36	2	2	0	62	40
5894/2	23/06/2017 00:00	23:44:00	94	32	2	0	1	62	35
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5894/2	24/06/2017 00:00	00:29:00	1	11	0	1	0	60	12
5894/2	24/06/2017 00:00	00:44:00	2	20	2	0	0	63	22
5894/2	24/06/2017 00:00	00:59:00	3	20	1	0	2	61	23
5894/2	24/06/2017 00:00	01:14:00	4	15	3	0	1	65	19
5894/2	24/06/2017 00:00	01:29:00	5	11	0	0	1	62	12
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5894/2	24/06/2017 00:00	02:14:00	8	7	1	1	0	60	9
5894/2	24/06/2017 00:00	02:29:00	9	7	1	0	0	65	8
5894/2	24/06/2017 00:00	02:44:00	10	7	2	1	0	65	10
5894/2	24/06/2017 00:00	02:59:00	11	10	1	0	0	60	11
5894/2	24/06/2017 00:00	03:14:00	12	10	2	1	2	56	15
5894/2	24/06/2017 00:00	03:29:00	13	10	1	2	2	62	15
5894/2	24/06/2017 00:00	03:44:00	14	8	2	0	2	61	12
5894/2	24/06/2017 00:00	03:59:00	15	11	3	0	0	67	14
5894/2	24/06/2017 00:00	04:14:00	16	15	0	1	0	63	16
5894/2	24/06/2017 00:00	04:29:00	17	13	2	3	2	60	20
5894/2	24/06/2017 00:00	04:44:00	18	19	5	1	2	62	27
5894/2	24/06/2017 00:00	04:59:00	19	30	3	3	0	66	36
5894/2	24/06/2017 00:00	05:14:00	20	52	4	2	0	64	58
5894/2	24/06/2017 00:00	05:29:00	21	64	6	4	1	67	75
5894/2	24/06/2017 00:00	05:44:00	22	66	9	2	1	69	78
5894/2	24/06/2017 00:00	05:59:00	23	52	8	4	3	67	67
5894/2	24/06/2017 00:00	06:14:00	24	69	11	1	1	66	82
5894/2	24/06/2017 00:00	06:29:00	25	84	12	4	1	67	101
5894/2	24/06/2017 00:00	06:44:00	26	91	19	8	3	65	121
5894/2	24/06/2017 00:00	06:59:00	27	90	16	7	1	65	114
5894/2	24/06/2017 00:00	07:14:00	28	91	18	6	0	67	115
5894/2	24/06/2017 00:00	07:29:00	29	101	17	6	3	67	127
5894/2	24/06/2017 00:00	07:44:00	30	102	12	5	3	67	122
5894/2	24/06/2017 00:00	07:59:00	31	119	13	4	4	67	140
5894/2	24/06/2017 00:00	08:14:00	32	138	15	6	2	67	161
5894/2	24/06/2017 00:00	08:29:00	33	142	13	6	3	66	164
5894/2	24/06/2017 00:00	08:44:00	34	137	15	11	3	66	166
5894/2	24/06/2017 00:00	08:59:00	35	160	15	5	0	65	180
5894/2	24/06/2017 00:00	09:14:00	36	156	14	6	3	64	179
5894/2	24/06/2017 00:00	09:29:00	37	178	25	4	0	65	207
5894/2	24/06/2017 00:00	09:44:00	38	191	12	3	3	64	209
5894/2	24/06/2017 00:00	09:59:00	39	236	16	3	1	65	256
5894/2	24/06/2017 00:00	10:14:00	40	214	13	7	2	65	236
5894/2	24/06/2017 00:00	10:29:00	41	202					

5894/2	24/06/2017 00:00	12:59:00	51	153	5	2	0	64	160
5894/2	24/06/2017 00:00	13:14:00	52	205	13	4	1	65	223
5894/2	24/06/2017 00:00	13:29:00	53	181	11	11	3	66	206
5894/2	24/06/2017 00:00	13:44:00	54	246	17	3	2	63	268
5894/2	24/06/2017 00:00	13:59:00	55	195	20	11	0	64	226
5894/2	24/06/2017 00:00	14:14:00	56	173	11	1	1	63	186
5894/2	24/06/2017 00:00	14:29:00	57	157	10	3	0	65	170
5894/2	24/06/2017 00:00	14:44:00	58	146	3	0	0	66	149
5894/2	24/06/2017 00:00	14:59:00	59	160	10	2	2	64	174
5894/2	24/06/2017 00:00	15:14:00	60	170	10	3	0	63	183
5894/2	24/06/2017 00:00	15:29:00	61	167	16	4	0	64	187
5894/2	24/06/2017 00:00	15:44:00	62	167	12	2	3	64	184
5894/2	24/06/2017 00:00	15:59:00	63	189	12	2	2	63	205
5894/2	24/06/2017 00:00	16:14:00	64	171	8	6	2	65	187
5894/2	24/06/2017 00:00	16:29:00	65	176	6	7	2	64	191
5894/2	24/06/2017 00:00	16:44:00	66	190	11	3	2	64	206
5894/2	24/06/2017 00:00	16:59:00	67	168	13	2	1	64	184
5894/2	24/06/2017 00:00	17:14:00	68	178	7	4	0	65	189
5894/2	24/06/2017 00:00	17:29:00	69	179	8	2	2	64	191
5894/2	24/06/2017 00:00	17:44:00	70	161	7	2	0	66	170
5894/2	24/06/2017 00:00	17:59:00	71	178	13	0	1	66	192
5894/2	24/06/2017 00:00	18:14:00	72	171	17	3	1	65	192
5894/2	24/06/2017 00:00	18:29:00	73	169	16	2	1	64	188
5894/2	24/06/2017 00:00	18:44:00	74	173	9	2	0	65	184
5894/2	24/06/2017 00:00	18:59:00	75	141	15	3	1	65	160
5894/2	24/06/2017 00:00	19:14:00	76	120	11	6	2	65	139
5894/2	24/06/2017 00:00	19:29:00	77	145	8	0	1	65	154
5894/2	24/06/2017 00:00	19:44:00	78	104	7	1	0	64	112
5894/2	24/06/2017 00:00	19:59:00	79	99	3	1	0	65	103
5894/2	24/06/2017 00:00	20:14:00	80	90	10	1	0	66	101
5894/2	24/06/2017 00:00	20:29:00	81	98	8	1	1	65	108
5894/2	24/06/2017 00:00	20:44:00	82	78	4	2	0	66	84
5894/2	24/06/2017 00:00	20:59:00	83	72	8	0	0	66	80
5894/2	24/06/2017 00:00	21:14:00	84	67	4	1	0	65	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	86	71	1	1	0	63	73
5894/2	24/06/2017 00:00	21:59:00	87	51	1	2	0	59	54
5894/2	24/06/2017 00:00	22:14:00	88	57	0	2	1	61	60
5894/2	24/06/2017 00:00	22:29:00	89	57	4	0	2	62	63
5894/2	24/06/2017 00:00	22:44:00	90	52	4	4	0	61	60
5894/2	24/06/2017 00:00	22:59:00	91	59	3	2	1	66	65
5894/2	24/06/2017 00:00	23:14:00	92	39	3	2	0	59	44
5894/2	24/06/2017 00:00	23:29:00	93	54	4	1	0	59	59
5894/2	24/06/2017 00:00	23:44:00	94	51	2	0	0	61	53
5894/2	24/06/2017 00:00	23:59:00	95	44	3	5	2	61	54
5894/2	25/06/2017 00:00	00:14:00	0	36	2	2	0	61	40
5894/2	25/06/2017 00:00	00:29:00	1	42	5	2	0	63	49
5894/2	25/06/2017 00:00	00:44:00	2	33	0	0	1	63	34
5894/2	25/06/2017 00:00	00:59:00	3	24	1	1	0	64	26
5894/2	25/06/2017 00:00	01:14:00	4	17	1	1	0	62	19
5894/2	25/06/2017 00:00	01:29:00	5	13	1	0	0	62	14
5894/2	25/06/2017 00:00	01:44:00	6	14	2	0	1	64	17
5894/2	25/06/2017 00:00	01:59:00	7	12	0	1	0	63	13
5894/2	25/06/2017 00:00	02:14:00	8	14	0	2	1	58	17
5894/2	25/06/2017 00:00	02:29:00	9	14	1	0	0	61	15
5894/2	25/06/2017 00:00	02:44:00	10	6	3	1	0	65	10
5894/2	25/06/2017 00:00	02:59:00	11	15	1	0	1	60	17
5894/2	25/06/2017 00:00	03:14:00	12	8	0	1	0	63	9
5894/2	25/06/2017 00:00	03:29:00	13	9	1	1	1	63	12
5894/2	25/06/2017 00:00	03:44:00	14	8	1	0	0	65	9
5894/2	25/06/2017 00:00	03:59:00	15	11	1	2	0	62	14
5894/2	25/06/2017 00:00	04:14:00	16	12	3	1	1	63	17
5894/2	25/06/2017 00:00	04:29:00	17	9	2	0	0	70	11
5894/2	25/06/2017 00:00	04:44:00	18	19	5	1	0	64	25
5894/2	25/06/2017 00:00	04:59:00	19	15	5	2	1	64	23
5894/2	25/06/2017 00:00	05:14:00	20	35	3	1	0	65	39
5894/2	25/06/2017 00:00	05:29:00	21	34	1	4	0	66	39
5894/2	25/06/2017 00:00	05:44:00	22	37	3	2	2	67	44
5894/2	25/06/2017 00:00	05:59:00	23	40	5	3	0	68	48
5894/2	25/06/2017 00:00	06:14:00	24	51	5	1	0	69	57
5894/2	25/06/2017 00:00	06:29:00	25	56	6	3	0	69	65
5894/2	25/06/2017 00:00	06:44:00	26	58	6	5	0	67	69
5894/2	25/06/2017 00:00	06:59:00	27	60	6	2	1	66	69
5894/2	25/06/2017 00:00	07:14:00	28	51	7	3	0	67	61
5894/2	25/06/2017 00:00	07:29:00	29	63	5	4	0	63	72
5894/2	25/06/2017 00:00	07:44:00	30	79	7	4	1	65	91
5894/2	25/06/2017 00:00	07:59:00	31	72	11	2	0	67	85
5894/2	25/06/2017 00:00	08:14:00	32	73	12	3	0	66	88
5894/2	25/06/2017 00:00	08:29:00	33	86	5	2	4	64	97
5894/2	25/06/2017 00:00	08:44:00	34	77	7	4	0	65	88
5894/2	25/06/2017 00:00	08:59:00	35	111	7	3	0	66	121
5894/2	25/06/2017 00:00	09:14:00	36	135	12	4	1	64	152
5894/2	25/06/2017 00:00	09:29:00	37	187	9	3	1	65	200
5894/2	25/06/2017 00:00	09:44:00	38	188	12	7	0	64	207
5894/2	25/06/2017 00:00	09:59:00	39	186	13	8	1	63	208
5894/2	25/06/2017 00:00	10:14:00	40	195	10	4	1	64	210
5894/2	25/06/2017 00:00	10:29:00	41	227	12	3	0	64	242
5894/2	25/06/2017 00:00	10:44:00	42	240	15	2	0	64	257
5894/2	25/06/2017 00:00	10:59:00	43	207	9	4	0	65	220
5894/2	25/06/2017 00:00	11:14:00	44	194	9	5	0	64	208
5894/2	25/06/2017 00:00	11:29:00	45	229	10	3	1	64	243
5894/2	25/06/2017 00:00	11:44:00	46	242	10	6	0	63	258
5894/2	25/06/2017 00:00	11:59:00	47	245	14	1	1	64	261
5894/2	25/06/2017 00:00	12:14:00	48	230	12	1	4	64	247
5894/2	25/06/2017 00:00	12:29:00	49	233	17	4	2	64	256
5894/2	25/06/2017 00:00	12:44:00	50	266	15	3	4	64	288
5894/2	25/06/2017 00:00	12:59:00	51	237	20	3	1	64	261
5894/2	25/06/2017 00:00	13:14:00	52	228	18	2	1	63	249
5894/2	25/06/2017 00:00	13:29:00	53	253	8	3	1	64	265
5894/2	25/06/2017 00:00	13:44:00	54	221	20	2	2	63	245
5894/2	25/06/2017 00:00	13:59:00	55	181	12	4	1	64	198
5894/2	25/06/2017 00:00	14:14:00	56	194	11	2	0	63	207
5894/2	25/06/2017 00:00	14:29:00	57	201	11	4	4	63	220
5894/2	25/06/2017 00:00	14:44:00	58	186	10	0	1	64	197
5894/2	25/06/2017 00:00	14:59:00	59	169	14	2	3	63	186
5894/2	25/06/2017 00:00	15:14:00	60	178	11	3	1	63	193
5894/2	25/06/2017 00:00	15:29:00	61	199	14	3	1	64	217
5894/2	25/06/2017 00:00	15:44:00	62	205	8	1	0	64	214
5894/2	25/06/2017 00:00	15:59:00	63	211	8	4	0	63	223
5894/2	25/06/2017 00:00	16:14:00	64	236	10	3	1	64	250
5894/2	25/06/2017 00:00	16:29:00	65	236	7	3	3	64	249
5894/2	25/06/2017 00:00	16:44:00	66	221	14	5	3	63	243
5894/2	25/06/2017 00:00	16:59:00	67	219	12	2	1	64	234
5894/2	25/06/2017 00:00	17:14:00	68	217	13	3	1	66	234
5894/2	25/06/2017 00:00	17:29:00	69	184	14	2	1	65	201
5894/2	25/06/2017 00:00	17:44:00	70	213	14	3	0	65	230
5894/2	25/06/2017 00:00	17:59:00	71	192	10	4	0	65	206
5894/2	25/06/2017 00:00	18:14:00	72	219	10	2	0	65	231
5894/2	25/06/2017 00:00	18:29:00	73	182	10	5	0	66	197
5894/2	25/06/2017 00:00	18:44:00	74	187	11	7	1	64	206
5894/2	25/06/2017 00:00	18:59:00	75	167	10	4	1	65	182
5894/2	25/06/2017 00:00	19:14:00	76	147	7	4	1	65	159
5894/2	25/06/2017 00:00	19:29:00	77	143	6	1	0	64	150
5894/2	25/06/2017 00:00	19:44:00	78	125	9	5	1	65	140
5894/2	25/06/2017 00:00	19:59:00	79	120	6	2	0	65	128
5894/2	25/06/2017 00:00	20:14:00	80	114	6	1	0	65	121
5894/2	25/06/2017 00:00	20:29:00	81	125</					

5894/2	25/06/2017 00:00	22:44:00	90	30	0	0	1	63	31
5894/2	25/06/2017 00:00	22:59:00	91	37	2	0	0	63	39
5894/2	25/06/2017 00:00	23:14:00	92	14	0	1	0	64	15
5894/2	25/06/2017 00:00	23:29:00	93	27	0	1	2	59	30
5894/2	25/06/2017 00:00	23:44:00	94	22	1	0	0	61	23
5894/2	25/06/2017 00:00	23:59:00	95	16	1	1	0	60	18
5894/2	26/06/2017 00:00	00:14:00	0	5	1	0	1	63	7
5894/2	26/06/2017 00:00	00:29:00	1	11	2	0	1	59	14
5894/2	26/06/2017 00:00	00:44:00	2	5	2	0	0	67	7
5894/2	26/06/2017 00:00	00:59:00	3	9	1	0	0	68	10
5894/2	26/06/2017 00:00	01:14:00	4	7	0	1	0	63	8
5894/2	26/06/2017 00:00	01:29:00	5	5	1	0	1	57	7
5894/2	26/06/2017 00:00	01:44:00	6	4	0	1	1	57	6
5894/2	26/06/2017 00:00	01:59:00	7	11	1	0	0	60	12
5894/2	26/06/2017 00:00	02:14:00	8	6	0	0	1	59	7
5894/2	26/06/2017 00:00	02:29:00	9	4	0	0	2	59	6
5894/2	26/06/2017 00:00	02:44:00	10	12	2	1	2	61	17
5894/2	26/06/2017 00:00	02:59:00	11	8	2	2	3	59	15
5894/2	26/06/2017 00:00	03:14:00	12	12	1	1	4	60	18
5894/2	26/06/2017 00:00	03:29:00	13	11	0	0	8	59	19
5894/2	26/06/2017 00:00	03:44:00	14	17	0	0	4	61	21
5894/2	26/06/2017 00:00	03:59:00	15	24	0	1	2	67	27
5894/2	26/06/2017 00:00	04:14:00	16	22	6	2	5	64	35
5894/2	26/06/2017 00:00	04:29:00	17	41	8	6	3	65	58
5894/2	26/06/2017 00:00	04:44:00	18	64	9	9	4	65	86
5894/2	26/06/2017 00:00	04:59:00	19	63	14	4	6	66	87
5894/2	26/06/2017 00:00	05:14:00	20	136	23	9	11	68	179
5894/2	26/06/2017 00:00	05:29:00	21	168	28	13	20	67	229
5894/2	26/06/2017 00:00	05:44:00	22	161	38	8	16	67	223
5894/2	26/06/2017 00:00	05:59:00	23	198	34	12	11	67	255
5894/2	26/06/2017 00:00	06:14:00	24	226	36	12	19	67	293
5894/2	26/06/2017 00:00	06:29:00	25	265	38	8	11	67	322
5894/2	26/06/2017 00:00	06:44:00	26	274	36	13	8	67	331
5894/2	26/06/2017 00:00	06:59:00	27	303	37	11	10	67	361
5894/2	26/06/2017 00:00	07:14:00	28	299	34	10	7	67	350
5894/2	26/06/2017 00:00	07:29:00	29	369	31	10	13	67	323
5894/2	26/06/2017 00:00	07:44:00	30	281	30	10	4	66	325
5894/2	26/06/2017 00:00	07:59:00	31	299	35	21	8	66	363
5894/2	26/06/2017 00:00	08:14:00	32	251	25	15	14	66	305
5894/2	26/06/2017 00:00	08:29:00	33	217	20	11	9	66	257
5894/2	26/06/2017 00:00	08:44:00	34	163	23	15	12	65	213
5894/2	26/06/2017 00:00	08:59:00	35	182	21	15	9	64	227
5894/2	26/06/2017 00:00	09:14:00	36	164	15	23	15	64	217
5894/2	26/06/2017 00:00	09:29:00	37	172	11	12	9	64	204
5894/2	26/06/2017 00:00	09:44:00	38	183	11	16	9	64	219
5894/2	26/06/2017 00:00	09:59:00	39	168	17	14	11	63	210
5894/2	26/06/2017 00:00	10:14:00	40	154	20	18	12	63	204
5894/2	26/06/2017 00:00	10:29:00	41	150	19	16	7	64	192
5894/2	26/06/2017 00:00	10:44:00	42	165	18	13	12	62	208
5894/2	26/06/2017 00:00	10:59:00	43	133	16	22	8	48	179
5894/2	26/06/2017 00:00	11:14:00	44	162	22	15	10	63	209
5894/2	26/06/2017 00:00	11:29:00	45	157	19	14	12	63	202
5894/2	26/06/2017 00:00	11:44:00	46	127	20	19	7	63	173
5894/2	26/06/2017 00:00	11:59:00	47	159	10	12	11	63	192
5894/2	26/06/2017 00:00	12:14:00	48	152	18	15	8	62	193
5894/2	26/06/2017 00:00	12:29:00	49	141	15	14	11	63	181
5894/2	26/06/2017 00:00	12:44:00	50	161	16	11	16	62	204
5894/2	26/06/2017 00:00	12:59:00	51	165	22	10	5	63	202
5894/2	26/06/2017 00:00	13:14:00	52	173	18	18	9	63	218
5894/2	26/06/2017 00:00	13:29:00	53	156	26	18	8	63	208
5894/2	26/06/2017 00:00	13:44:00	54	151	15	17	6	63	189
5894/2	26/06/2017 00:00	13:59:00	55	164	25	17	16	63	222
5894/2	26/06/2017 00:00	14:14:00	56	147	21	14	8	64	190
5894/2	26/06/2017 00:00	14:29:00	57	187	20	14	13	63	234
5894/2	26/06/2017 00:00	14:44:00	58	146	25	17	11	63	199
5894/2	26/06/2017 00:00	14:59:00	59	183	35	7	6	64	231
5894/2	26/06/2017 00:00	15:14:00	60	168	24	16	11	64	219
5894/2	26/06/2017 00:00	15:29:00	61	149	24	11	9	64	193
5894/2	26/06/2017 00:00	15:44:00	62	174	22	10	10	65	216
5894/2	26/06/2017 00:00	15:59:00	63	213	24	14	10	64	261
5894/2	26/06/2017 00:00	16:14:00	64	216	20	13	13	65	262
5894/2	26/06/2017 00:00	16:29:00	65	235	24	12	13	65	284
5894/2	26/06/2017 00:00	16:44:00	66	232	31	4	7	65	274
5894/2	26/06/2017 00:00	16:59:00	67	199	19	11	5	65	234
5894/2	26/06/2017 00:00	17:14:00	68	256	28	5	7	66	296
5894/2	26/06/2017 00:00	17:29:00	69	233	24	5	8	65	270
5894/2	26/06/2017 00:00	17:44:00	70	199	13	4	10	66	226
5894/2	26/06/2017 00:00	17:59:00	71	184	22	6	6	67	218
5894/2	26/06/2017 00:00	18:14:00	72	177	12	5	5	66	199
5894/2	26/06/2017 00:00	18:29:00	73	151	16	6	6	67	179
5894/2	26/06/2017 00:00	18:44:00	74	123	4	3	8	65	138
5894/2	26/06/2017 00:00	18:59:00	75	118	8	5	6	65	137
5894/2	26/06/2017 00:00	19:14:00	76	116	8	2	6	66	132
5894/2	26/06/2017 00:00	19:29:00	77	103	7	4	5	66	119
5894/2	26/06/2017 00:00	19:44:00	78	99	9	6	5	66	119
5894/2	26/06/2017 00:00	19:59:00	79	86	11	0	2	65	99
5894/2	26/06/2017 00:00	20:14:00	80	78	8	6	3	67	95
5894/2	26/06/2017 00:00	20:29:00	81	71	8	4	0	66	83
5894/2	26/06/2017 00:00	20:44:00	82	81	5	2	3	67	91
5894/2	26/06/2017 00:00	20:59:00	83	61	9	1	3	64	74
5894/2	26/06/2017 00:00	21:14:00	84	71	5	2	1	66	79
5894/2	26/06/2017 00:00	21:29:00	85	58	2	1	0	65	61
5894/2	26/06/2017 00:00	21:44:00	86	38	6	1	0	64	45
5894/2	26/06/2017 00:00	21:59:00	87	38	4	2	0	63	44
5894/2	26/06/2017 00:00	22:14:00	88	37	9	1	4	63	47
5894/2	26/06/2017 00:00	22:29:00	89	40	5	1	2	64	48
5894/2	26/06/2017 00:00	22:44:00	90	32	2	2	1	63	37
5894/2	26/06/2017 00:00	22:59:00	91	31	1	0	3	63	35
5894/2	26/06/2017 00:00	23:14:00	92	25	2	0	0	63	27
5894/2	26/06/2017 00:00	23:29:00	93	24	1	0	2	65	27
5894/2	26/06/2017 00:00	23:44:00	94	21	2	1	1	66	25
5894/2	26/06/2017 00:00	23:59:00	95	12	0	0	0	62	12
5894/2	27/06/2017 00:00	00:14:00	0	11	1	0	1	65	13
5894/2	27/06/2017 00:00	00:29:00	1	9	0	0	0	60	9
5894/2	27/06/2017 00:00	00:44:00	2	6	2	0	1	58	9
5894/2	27/06/2017 00:00	00:59:00	3	12	3	0	0	62	15
5894/2	27/06/2017 00:00	01:14:00	4	14	3	0	0	63	17
5894/2	27/06/2017 00:00	01:29:00	5	12	1	0	0	63	13
5894/2	27/06/2017 00:00	01:44:00	6	8	3	1	0	65	12
5894/2	27/06/2017 00:00	01:59:00	7	7	1	0	0	62	8
5894/2	27/06/2017 00:00	02:14:00	8	13	0	1	1	62	15
5894/2	27/06/2017 00:00	02:29:00	9	13	1	0	3	64	17
5894/2	27/06/2017 00:00	02:44:00	10	11	2	2	2	63	17
5894/2	27/06/2017 00:00	02:59:00	11	7	0	1	1	55	9
5894/2	27/06/2017 00:00	03:14:00	12	10	1	1	4	60	16
5894/2	27/06/2017 00:00	03:29:00	13	9	4	1	1	59	15
5894/2	27/06/2017 00:00	03:44:00	14	17	2	2	1	66	22
5894/2	27/06/2017 00:00	03:54:00	15	18	5	2	2	61	26
5894/2	27/06/2017 00:00	04:14:00	16	31	6	0	3	64	40
5894/2	27/06/2017 00:00	04:29:00	17	37	5	5	7	63	54
5894/2	27/06/2017 00:00	04:44:00	18	58	6	0	6	65	70
5894/2	27/06/2017 00:00	04:59:00	19	58	10	11	5	65	84
5894/2	27/06/2017 00:00	05:14:00	20	121	19	10	9	66	159
5894/2	27/06/2017 00:00	05:29:00	21	157	32	11	6	68	206
5894/2	27/06/2017 00:00	05:44:00	22	157	38	9	14	67	218
5894/2	27/06/2017 00:00	05:59:00	23	175	39	16	8	67	238
5894/2	27/06/2017 00:00								

5894/2	27/06/2017 00:00	08:29:00	33	235	18	16	8	67	277
5894/2	27/06/2017 00:00	08:44:00	34	188	25	10	9	65	232
5894/2	27/06/2017 00:00	08:59:00	35	188	11	21	10	65	230
5894/2	27/06/2017 00:00	09:14:00	36	168	22	18	6	65	214
5894/2	27/06/2017 00:00	09:29:00	37	189	17	11	12	66	229
5894/2	27/06/2017 00:00	09:44:00	38	161	21	17	15	65	214
5894/2	27/06/2017 00:00	09:59:00	39	173	18	18	13	64	222
5894/2	27/06/2017 00:00	10:14:00	40	146	20	17	11	63	194
5894/2	27/06/2017 00:00	10:29:00	41	140	20	13	10	64	183
5894/2	27/06/2017 00:00	10:44:00	42	166	19	12	10	64	207
5894/2	27/06/2017 00:00	10:59:00	43	163	14	24	8	64	209
5894/2	27/06/2017 00:00	11:14:00	44	156	16	14	5	64	191
5894/2	27/06/2017 00:00	11:29:00	45	135	12	16	9	63	172
5894/2	27/06/2017 00:00	11:44:00	46	141	18	14	12	63	185
5894/2	27/06/2017 00:00	11:59:00	47	142	20	15	9	63	186
5894/2	27/06/2017 00:00	12:14:00	48	132	20	14	12	63	178
5894/2	27/06/2017 00:00	12:29:00	49	154	18	8	22	62	202
5894/2	27/06/2017 00:00	12:44:00	50	164	23	8	15	63	210
5894/2	27/06/2017 00:00	12:59:00	51	142	23	21	11	63	197
5894/2	27/06/2017 00:00	13:14:00	52	164	20	18	10	64	212
5894/2	27/06/2017 00:00	13:29:00	53	162	20	10	16	62	208
5894/2	27/06/2017 00:00	13:44:00	54	143	26	16	9	64	194
5894/2	27/06/2017 00:00	13:59:00	55	131	21	10	13	64	175
5894/2	27/06/2017 00:00	14:14:00	56	145	15	16	13	64	189
5894/2	27/06/2017 00:00	14:29:00	57	166	27	19	11	64	223
5894/2	27/06/2017 00:00	14:44:00	58	153	22	18	16	63	209
5894/2	27/06/2017 00:00	14:59:00	59	150	19	20	12	63	201
5894/2	27/06/2017 00:00	15:14:00	60	176	25	14	9	64	224
5894/2	27/06/2017 00:00	15:29:00	61	160	25	10	11	65	206
5894/2	27/06/2017 00:00	15:44:00	62	173	29	14	7	65	223
5894/2	27/06/2017 00:00	15:59:00	63	178	20	5	14	64	217
5894/2	27/06/2017 00:00	16:14:00	64	221	23	8	12	64	264
5894/2	27/06/2017 00:00	16:29:00	65	246	28	10	8	65	292
5894/2	27/06/2017 00:00	16:44:00	66	220	24	4	14	65	262
5894/2	27/06/2017 00:00	16:59:00	67	210	23	5	4	67	242
5894/2	27/06/2017 00:00	17:14:00	68	251	22	4	6	68	283
5894/2	27/06/2017 00:00	17:29:00	69	256	23	14	15	66	308
5894/2	27/06/2017 00:00	17:44:00	70	195	19	6	9	68	229
5894/2	27/06/2017 00:00	17:59:00	71	185	23	4	12	66	224
5894/2	27/06/2017 00:00	18:14:00	72	147	13	2	12	65	174
5894/2	27/06/2017 00:00	18:29:00	73	169	11	3	1	66	184
5894/2	27/06/2017 00:00	18:44:00	74	127	12	2	3	66	144
5894/2	27/06/2017 00:00	18:59:00	75	122	12	7	8	65	149
5894/2	27/06/2017 00:00	19:14:00	76	106	7	4	6	66	123
5894/2	27/06/2017 00:00	19:29:00	77	112	12	4	5	66	133
5894/2	27/06/2017 00:00	19:44:00	78	86	8	3	2	66	99
5894/2	27/06/2017 00:00	19:59:00	79	86	8	4	0	65	98
5894/2	27/06/2017 00:00	20:14:00	80	65	5	1	5	66	76
5894/2	27/06/2017 00:00	20:29:00	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	27/06/2017 00:00	20:59:00	83	84	6	1	0	66	91
5894/2	27/06/2017 00:00	21:14:00	84	56	3	1	0	66	60
5894/2	27/06/2017 00:00	21:29:00	85	52	5	1	2	62	60
5894/2	27/06/2017 00:00	21:44:00	86	42	4	1	2	60	49
5894/2	27/06/2017 00:00	21:59:00	87	34	1	1	0	61	36
5894/2	27/06/2017 00:00	22:14:00	88	34	1	0	0	57	35
5894/2	27/06/2017 00:00	22:29:00	89	48	5	2	2	55	57
5894/2	27/06/2017 00:00	22:44:00	90	21	1	1	1	55	24
5894/2	27/06/2017 00:00	22:59:00	91	21	4	2	0	55	27
5894/2	27/06/2017 00:00	23:14:00	92	26	0	2	1	59	29
5894/2	27/06/2017 00:00	23:29:00	93	16	0	1	0	59	17
5894/2	27/06/2017 00:00	23:44:00	94	17	1	1	1	58	20
5894/2	27/06/2017 00:00	23:59:00	95	12	2	0	2	56	16
5894/2	28/06/2017 00:00	00:14:00	0	14	2	0	1	60	17
5894/2	28/06/2017 00:00	00:29:00	1	5	0	1	1	60	7
5894/2	28/06/2017 00:00	00:44:00	2	8	2	1	0	60	11
5894/2	28/06/2017 00:00	00:59:00	3	9	0	1	0	57	10
5894/2	28/06/2017 00:00	01:14:00	4	8	0	0	1	59	9
5894/2	28/06/2017 00:00	01:29:00	5	8	1	0	0	59	9
5894/2	28/06/2017 00:00	01:44:00	6	6	0	1	0	60	7
5894/2	28/06/2017 00:00	01:59:00	7	5	0	1	1	59	7
5894/2	28/06/2017 00:00	02:14:00	8	7	1	2	1	58	11
5894/2	28/06/2017 00:00	02:29:00	9	9	0	0	2	61	11
5894/2	28/06/2017 00:00	02:44:00	10	9	2	1	3	62	15
5894/2	28/06/2017 00:00	02:59:00	11	8	0	1	3	59	12
5894/2	28/06/2017 00:00	03:14:00	12	12	5	2	5	60	24
5894/2	28/06/2017 00:00	03:29:00	13	12	1	2	3	63	18
5894/2	28/06/2017 00:00	03:44:00	14	17	4	0	0	62	21
5894/2	28/06/2017 00:00	03:59:00	15	17	2	2	3	60	24
5894/2	28/06/2017 00:00	04:14:00	16	37	2	2	6	61	47
5894/2	28/06/2017 00:00	04:29:00	17	35	5	0	6	61	46
5894/2	28/06/2017 00:00	04:44:00	18	60	14	6	5	65	85
5894/2	28/06/2017 00:00	04:59:00	19	61	16	5	12	63	94
5894/2	28/06/2017 00:00	05:14:00	20	128	27	15	14	63	184
5894/2	28/06/2017 00:00	05:29:00	21	153	26	12	15	65	206
5894/2	28/06/2017 00:00	05:44:00	22	153	41	14	8	66	216
5894/2	28/06/2017 00:00	05:59:00	23	182	35	11	6	66	234
5894/2	28/06/2017 00:00	06:14:00	24	214	39	13	10	66	276
5894/2	28/06/2017 00:00	06:29:00	25	256	49	15	11	66	331
5894/2	28/06/2017 00:00	06:44:00	26	269	24	13	10	64	316
5894/2	28/06/2017 00:00	06:59:00	27	313	41	13	12	63	379
5894/2	28/06/2017 00:00	07:14:00	28	296	49	9	7	64	361
5894/2	28/06/2017 00:00	07:29:00	29	290	36	7	7	65	340
5894/2	28/06/2017 00:00	07:44:00	31	268	20	9	9	65	306
5894/2	28/06/2017 00:00	07:59:00	31	270	36	14	10	66	330
5894/2	28/06/2017 00:00	08:14:00	32	254	30	14	10	65	308
5894/2	28/06/2017 00:00	08:29:00	33	269	25	13	9	65	316
5894/2	28/06/2017 00:00	08:44:00	34	192	25	15	11	64	243
5894/2	28/06/2017 00:00	08:59:00	35	186	22	9	12	64	229
5894/2	28/06/2017 00:00	09:14:00	36	186	13	19	12	63	230
5894/2	28/06/2017 00:00	09:29:00	37	148	15	16	9	62	188
5894/2	28/06/2017 00:00	09:44:00	38	160	22	14	12	61	208
5894/2	28/06/2017 00:00	09:59:00	39	164	20	20	13	62	217
5894/2	28/06/2017 00:00	10:14:00	40	158	17	14	15	62	204
5894/2	28/06/2017 00:00	10:29:00	41	176	22	24	10	62	232
5894/2	28/06/2017 00:00	10:44:00	42	178	25	16	4	63	223
5894/2	28/06/2017 00:00	10:59:00	43	123	19	21	9	62	172
5894/2	28/06/2017 00:00	11:14:00	44	136	20	13	9	61	178
5894/2	28/06/2017 00:00	11:29:00	45	127	19	14	13	62	173
5894/2	28/06/2017 00:00	11:44:00	46	144	6	12	9	63	171
5894/2	28/06/2017 00:00	11:59:00	47	161	21	18	10	61	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	28/06/2017 00:00	12:44:00	50	166	15	21	16	63	218
5894/2	28/06/2017 00:00	12:59:00	51	175	17	15	6	63	213
5894/2	28/06/2017 00:00	13:14:00	52	142	15	13	7	63	177
5894/2	28/06/2017 00:00	13:29:00	53	151	14	7	17	63	189
5894/2	28/06/2017 00:00	13:44:00	54	134	16	9	18	62	177
5894/2	28/06/2017 00:00	13:59:00	55	164	28	17	18	62	227
5894/2	28/06/2017 00:00	14:14:00	56	125	20	13	15	62	173
5894/2	28/06/2017 00:00	14:29:00	57	147	14	10	9	62	180
5894/2	28/06/2017 00:00	14:44:00	58	166	19	14	7	63	206
5894/2	28/06/2017 00:00	14:59:00	59	178	26	16	10	64	230
5894/2	28/06/2017 00:00	15:14:00	60	156	23	15	12	62	206
5894/2	28/06/2017 00:00	15:29:00	61	164	27	12	11	64	

5894/2	28/06/2017 00:00	18:14:00	72	158	27	7	6	66	198
5894/2	28/06/2017 00:00	18:29:00	73	155	15	6	6	66	182
5894/2	28/06/2017 00:00	18:44:00	74	144	14	3	4	67	165
5894/2	28/06/2017 00:00	18:59:00	75	147	10	2	7	66	166
5894/2	28/06/2017 00:00	19:14:00	76	125	10	3	5	66	143
5894/2	28/06/2017 00:00	19:29:00	77	119	12	2	4	66	137
5894/2	28/06/2017 00:00	19:44:00	78	93	5	6	3	66	107
5894/2	28/06/2017 00:00	19:59:00	79	87	4	6	2	65	99
5894/2	28/06/2017 00:00	20:14:00	80	81	4	2	0	68	87
5894/2	28/06/2017 00:00	20:29:00	81	88	11	2	3	65	104
5894/2	28/06/2017 00:00	20:44:00	82	81	8	2	2	65	93
5894/2	28/06/2017 00:00	20:59:00	83	78	5	5	0	66	88
5894/2	28/06/2017 00:00	21:14:00	84	78	7	0	0	68	85
5894/2	28/06/2017 00:00	21:29:00	85	55	2	4	1	65	62
5894/2	28/06/2017 00:00	21:44:00	86	59	3	1	1	64	64
5894/2	28/06/2017 00:00	21:59:00	87	46	4	0	0	66	50
5894/2	28/06/2017 00:00	22:14:00	88	35	0	1	1	61	37
5894/2	28/06/2017 00:00	22:29:00	89	44	2	2	0	63	48
5894/2	28/06/2017 00:00	22:44:00	90	26	3	2	0	62	31
5894/2	28/06/2017 00:00	22:59:00	91	30	2	0	0	60	32
5894/2	28/06/2017 00:00	23:14:00	92	31	2	0	1	63	34
5894/2	28/06/2017 00:00	23:29:00	93	23	2	0	0	64	25
5894/2	28/06/2017 00:00	23:44:00	94	13	1	0	1	60	15
5894/2	28/06/2017 00:00	23:59:00	95	12	2	0	1	62	15
5894/2	29/06/2017 00:00	00:14:00	0	14	1	0	0	64	15
5894/2	29/06/2017 00:00	00:29:00	1	16	1	0	1	64	18
5894/2	29/06/2017 00:00	00:44:00	2	15	1	0	1	61	17
5894/2	29/06/2017 00:00	00:59:00	3	17	3	1	0	62	21
5894/2	29/06/2017 00:00	01:14:00	4	9	2	0	0	70	11
5894/2	29/06/2017 00:00	01:29:00	5	8	0	0	1	60	9
5894/2	29/06/2017 00:00	01:44:00	6	8	0	0	0	70	8
5894/2	29/06/2017 00:00	01:59:00	7	6	1	2	0	62	9
5894/2	29/06/2017 00:00	02:14:00	8	9	0	0	2	65	11
5894/2	29/06/2017 00:00	02:29:00	9	7	2	1	1	61	11
5894/2	29/06/2017 00:00	02:44:00	10	13	0	0	0	67	13
5894/2	29/06/2017 00:00	02:59:00	11	9	1	1	1	59	12
5894/2	29/06/2017 00:00	03:14:00	12	7	3	0	1	63	11
5894/2	29/06/2017 00:00	03:29:00	13	12	1	2	6	59	21
5894/2	29/06/2017 00:00	03:44:00	14	13	3	2	2	64	20
5894/2	29/06/2017 00:00	03:59:00	15	16	1	0	2	65	19
5894/2	29/06/2017 00:00	04:14:00	16	25	3	2	3	65	33
5894/2	29/06/2017 00:00	04:29:00	17	40	7	6	8	64	61
5894/2	29/06/2017 00:00	04:44:00	18	59	8	5	6	66	78
5894/2	29/06/2017 00:00	04:59:00	19	71	15	6	14	65	106
5894/2	29/06/2017 00:00	05:14:00	20	123	30	9	8	67	170
5894/2	29/06/2017 00:00	05:29:00	21	156	29	14	8	68	207
5894/2	29/06/2017 00:00	05:44:00	22	161	36	12	9	68	218
5894/2	29/06/2017 00:00	05:59:00	23	168	36	12	10	69	226
5894/2	29/06/2017 00:00	06:14:00	24	233	44	13	11	68	301
5894/2	29/06/2017 00:00	06:29:00	25	249	32	8	13	67	302
5894/2	29/06/2017 00:00	06:44:00	26	296	44	24	12	67	376
5894/2	29/06/2017 00:00	06:59:00	27	297	47	9	11	67	364
5894/2	29/06/2017 00:00	07:14:00	28	279	50	17	2	66	348
5894/2	29/06/2017 00:00	07:29:00	29	268	35	14	6	67	323
5894/2	29/06/2017 00:00	07:44:00	30	261	21	12	7	66	301
5894/2	29/06/2017 00:00	07:59:00	31	255	30	20	10	66	315
5894/2	29/06/2017 00:00	08:14:00	32	274	31	10	16	66	331
5894/2	29/06/2017 00:00	08:29:00	33	225	13	16	16	65	270
5894/2	29/06/2017 00:00	08:44:00	34	175	15	17	11	65	218
5894/2	29/06/2017 00:00	08:59:00	35	186	24	18	11	65	239
5894/2	29/06/2017 00:00	09:14:00	36	189	25	15	6	65	235
5894/2	29/06/2017 00:00	09:29:00	37	201	26	15	8	65	250
5894/2	29/06/2017 00:00	09:44:00	38	129	15	13	15	62	172
5894/2	29/06/2017 00:00	09:59:00	39	164	24	10	11	64	209
5894/2	29/06/2017 00:00	10:14:00	40	170	14	14	15	63	213
5894/2	29/06/2017 00:00	10:29:00	41	169	16	13	10	64	208
5894/2	29/06/2017 00:00	10:44:00	42	124	17	17	7	64	165
5894/2	29/06/2017 00:00	10:59:00	43	162	17	13	12	63	204
5894/2	29/06/2017 00:00	11:14:00	44	136	20	14	11	63	181
5894/2	29/06/2017 00:00	11:29:00	45	177	26	10	11	63	224
5894/2	29/06/2017 00:00	11:44:00	46	149	19	10	13	65	191
5894/2	29/06/2017 00:00	11:59:00	47	149	18	15	11	62	193
5894/2	29/06/2017 00:00	12:14:00	48	158	14	9	11	63	192
5894/2	29/06/2017 00:00	12:29:00	49	156	29	13	12	62	210
5894/2	29/06/2017 00:00	12:44:00	50	160	15	11	13	62	199
5894/2	29/06/2017 00:00	12:59:00	51	151	16	11	9	62	187
5894/2	29/06/2017 00:00	13:14:00	52	170	19	15	15	62	219
5894/2	29/06/2017 00:00	13:29:00	53	161	23	11	14	61	209
5894/2	29/06/2017 00:00	13:44:00	54	148	14	16	17	62	195
5894/2	29/06/2017 00:00	13:59:00	55	157	14	11	13	63	195
5894/2	29/06/2017 00:00	14:14:00	56	129	12	15	18	63	174
5894/2	29/06/2017 00:00	14:29:00	57	142	25	12	10	63	189
5894/2	29/06/2017 00:00	14:44:00	58	155	25	12	8	63	200
5894/2	29/06/2017 00:00	14:59:00	59	155	23	18	6	64	202
5894/2	29/06/2017 00:00	15:14:00	60	194	23	12	12	62	251
5894/2	29/06/2017 00:00	15:29:00	61	177	17	6	12	64	212
5894/2	29/06/2017 00:00	15:44:00	62	189	21	12	23	63	245
5894/2	29/06/2017 00:00	15:59:00	63	143	16	11	12	63	182
5894/2	29/06/2017 00:00	16:14:00	64	209	15	14	14	64	252
5894/2	29/06/2017 00:00	16:29:00	65	232	23	7	6	65	268
5894/2	29/06/2017 00:00	16:44:00	66	220	24	4	8	66	256
5894/2	29/06/2017 00:00	16:59:00	67	181	18	7	6	66	212
5894/2	29/06/2017 00:00	17:14:00	68	281	34	8	9	67	332
5894/2	29/06/2017 00:00	17:29:00	69	220	23	4	16	65	263
5894/2	29/06/2017 00:00	17:44:00	70	212	18	9	5	66	244
5894/2	29/06/2017 00:00	17:59:00	71	212	16	3	11	66	242
5894/2	29/06/2017 00:00	18:14:00	72	186	19	10	3	66	218
5894/2	29/06/2017 00:00	18:29:00	73	151	13	5	9	66	178
5894/2	29/06/2017 00:00	18:44:00	74	139	7	7	9	65	162
5894/2	29/06/2017 00:00	18:59:00	75	128	9	2	7	67	146
5894/2	29/06/2017 00:00	19:14:00	76	121	9	1	9	67	140
5894/2	29/06/2017 00:00	19:29:00	77	98	9	6	8	66	121
5894/2	29/06/2017 00:00	19:44:00	78	81	10	2	2	65	95
5894/2	29/06/2017 00:00	19:59:00	79	83	7	2	2	65	94
5894/2	29/06/2017 00:00	20:14:00	80	71	8	2	2	67	83
5894/2	29/06/2017 00:00	20:29:00	81	82	11	5	2	66	100
5894/2	29/06/2017 00:00	20:44:00	82	84	3	5	1	66	93
5894/2	29/06/2017 00:00	20:59:00	83	58	4	2	1	65	65
5894/2	29/06/2017 00:00	21:14:00	84	62	11	0	1	67	74
5894/2	29/06/2017 00:00	21:29:00	85	76	2	6	0	65	84
5894/2	29/06/2017 00:00	21:44:00	86	44	4	0	0	65	48
5894/2	29/06/2017 00:00	21:59:00	87	45	1	2	1	62	49
5894/2	29/06/2017 00:00	22:14:00	88	44	3	1	0	67	48
5894/2	29/06/2017 00:00	22:29:00	89	52	4	3	2	63	61
5894/2	29/06/2017 00:00	22:44:00	90	24	2	2	0	64	28
5894/2	29/06/2017 00:00	22:59:00	91	21	4	1	2	58	28
5894/2	29/06/2017 00:00	23:14:00	92	36	3	1	0	65	40
5894/2	29/06/2017 00:00	23:29:00	93	28	3	1	1	62	33
5894/2	29/06/2017 00:00	23:44:00	94	17	4	3	2	62	26
5894/2	29/06/2017 00:00	23:59:00	95	23	2	2	0	61	27
5894/2	30/06/2017 00:00	00:14:00	0	20	2	2	0	62	24
5894/2	30/06/2017 00:00	00:29:00	1	15	5	3	1	64	24
5894/2	30/06/2017 00:00	00:44:00	2	10	3	2	2	59	17
5894/2	30/06/2017 00:00	00:59:00	3	8	1	0	0	64	9
5894/2	30/06/2017 00:00	01:14:00	4	11	2	1	1	63	15
5894/2	30/06/2017 00:00	01:29:00	5	8	0	1	2	57	11
589									

5894/2	30/06/2017 00:00	03:59:00	15	20	0	4	5	64	29
5894/2	30/06/2017 00:00	04:14:00	16	21	8	2	2	61	33
5894/2	30/06/2017 00:00	04:29:00	17	46	6	2	6	64	60
5894/2	30/06/2017 00:00	04:44:00	18	53	11	2	11	65	77
5894/2	30/06/2017 00:00	04:59:00	19	69	18	7	12	64	106
5894/2	30/06/2017 00:00	05:14:00	20	111	33	13	9	68	166
5894/2	30/06/2017 00:00	05:29:00	21	152	29	10	15	66	206
5894/2	30/06/2017 00:00	05:44:00	22	149	27	5	15	69	196
5894/2	30/06/2017 00:00	05:59:00	23	168	37	13	11	69	229
5894/2	30/06/2017 00:00	06:14:00	24	201	34	9	12	68	256
5894/2	30/06/2017 00:00	06:29:00	25	256	44	18	8	67	326
5894/2	30/06/2017 00:00	06:44:00	26	262	30	16	5	68	313
5894/2	30/06/2017 00:00	06:59:00	27	266	42	12	4	67	324
5894/2	30/06/2017 00:00	07:14:00	28	271	34	12	3	67	320
5894/2	30/06/2017 00:00	07:29:00	29	262	23	12	5	68	302
5894/2	30/06/2017 00:00	07:44:00	30	271	38	19	2	66	330
5894/2	30/06/2017 00:00	07:59:00	31	260	27	25	5	66	317
5894/2	30/06/2017 00:00	08:14:00	32	245	27	13	10	66	295
5894/2	30/06/2017 00:00	08:29:00	33	253	21	11	6	67	291
5894/2	30/06/2017 00:00	08:44:00	34	196	13	16	12	64	237
5894/2	30/06/2017 00:00	08:59:00	35	188	13	12	10	65	223
5894/2	30/06/2017 00:00	09:14:00	36	206	20	11	14	64	251
5894/2	30/06/2017 00:00	09:29:00	37	189	23	17	10	64	239
5894/2	30/06/2017 00:00	09:44:00	38	162	19	13	18	63	212
5894/2	30/06/2017 00:00	09:59:00	39	155	15	18	11	63	199
5894/2	30/06/2017 00:00	10:14:00	40	175	14	17	10	63	216
5894/2	30/06/2017 00:00	10:29:00	41	170	22	11	18	63	221
5894/2	30/06/2017 00:00	10:44:00	42	166	23	21	4	63	214
5894/2	30/06/2017 00:00	10:59:00	43	172	24	11	9	64	216
5894/2	30/06/2017 00:00	11:14:00	44	167	24	18	11	63	220
5894/2	30/06/2017 00:00	11:29:00	45	165	15	18	13	63	211
5894/2	30/06/2017 00:00	11:44:00	46	154	19	11	10	63	194
5894/2	30/06/2017 00:00	11:59:00	47	166	23	9	10	63	208
5894/2	30/06/2017 00:00	12:14:00	48	146	15	19	7	64	187
5894/2	30/06/2017 00:00	12:29:00	49	187	22	13	17	64	239
5894/2	30/06/2017 00:00	12:44:00	50	190	16	16	9	63	231
5894/2	30/06/2017 00:00	12:59:00	51	166	19	13	8	64	206
5894/2	30/06/2017 00:00	13:14:00	52	149	26	11	12	63	198
5894/2	30/06/2017 00:00	13:29:00	53	155	19	17	5	63	196
5894/2	30/06/2017 00:00	13:44:00	54	168	18	10	16	63	212
5894/2	30/06/2017 00:00	13:59:00	55	172	22	7	7	64	208
5894/2	30/06/2017 00:00	14:14:00	56	158	18	23	11	63	210
5894/2	30/06/2017 00:00	14:29:00	57	168	31	15	17	65	231
5894/2	30/06/2017 00:00	14:44:00	58	202	11	14	6	65	233
5894/2	30/06/2017 00:00	14:59:00	59	185	28	12	14	63	239
5894/2	30/06/2017 00:00	15:14:00	60	170	17	10	16	63	213
5894/2	30/06/2017 00:00	15:29:00	61	194	27	8	4	66	233
5894/2	30/06/2017 00:00	15:44:00	62	192	21	14	6	65	233
5894/2	30/06/2017 00:00	15:59:00	63	200	21	12	5	66	238
5894/2	30/06/2017 00:00	16:14:00	64	221	15	9	2	67	247
5894/2	30/06/2017 00:00	16:29:00	65	251	16	7	9	65	283
5894/2	30/06/2017 00:00	16:44:00	66	185	20	13	4	66	222
5894/2	30/06/2017 00:00	16:59:00	67	209	26	10	3	67	248
5894/2	30/06/2017 00:00	17:14:00	68	227	22	7	2	67	258
5894/2	30/06/2017 00:00	17:29:00	69	188	17	7	7	66	219
5894/2	30/06/2017 00:00	17:44:00	70	172	21	9	6	67	208
5894/2	30/06/2017 00:00	17:59:00	71	182	14	5	3	67	204
5894/2	30/06/2017 00:00	18:14:00	72	163	11	8	4	67	186
5894/2	30/06/2017 00:00	18:29:00	73	193	13	9	4	67	219
5894/2	30/06/2017 00:00	18:44:00	74	154	16	6	2	66	178
5894/2	30/06/2017 00:00	18:59:00	75	152	3	2	1	67	158
5894/2	30/06/2017 00:00	19:14:00	76	150	15	4	2	66	171
5894/2	30/06/2017 00:00	19:29:00	77	142	11	6	1	68	160
5894/2	30/06/2017 00:00	19:44:00	78	96	9	2	2	68	109
5894/2	30/06/2017 00:00	19:59:00	79	111	4	3	1	67	119
5894/2	30/06/2017 00:00	20:14:00	80	107	11	3	0	66	121
5894/2	30/06/2017 00:00	20:29:00	81	97	3	5	0	66	105
5894/2	30/06/2017 00:00	20:44:00	82	64	10	2	0	67	76
5894/2	30/06/2017 00:00	20:59:00	83	79	5	4	1	65	89
5894/2	30/06/2017 00:00	21:14:00	84	77	8	1	3	64	89
5894/2	30/06/2017 00:00	21:29:00	85	68	5	5	2	65	80
5894/2	30/06/2017 00:00	21:44:00	86	51	6	3	0	63	60
5894/2	30/06/2017 00:00	21:59:00	87	46	1	2	2	63	51
5894/2	30/06/2017 00:00	22:14:00	88	47	2	0	0	63	49
5894/2	30/06/2017 00:00	22:29:00	89	55	3	1	1	64	60
5894/2	30/06/2017 00:00	22:44:00	90	60	6	0	1	62	67
5894/2	30/06/2017 00:00	22:59:00	91	52	0	1	1	63	54
5894/2	30/06/2017 00:00	23:14:00	92	36	3	0	1	61	40
5894/2	30/06/2017 00:00	23:29:00	93	44	7	1	4	61	56
5894/2	30/06/2017 00:00	23:44:00	94	35	2	0	0	61	37
5894/2	30/06/2017 00:00	23:59:00	95	25	0	0	1	65	26

5894/1	02/06/2017 00:00	10:44:00	42	103	4	2	2	49	111
5894/1	02/06/2017 00:00	10:59:00	43	63	5	4	2	51	74
5894/1	02/06/2017 00:00	11:14:00	44	89	6	6	1	49	102
5894/1	02/06/2017 00:00	11:29:00	45	85	6	4	1	48	96
5894/1	02/06/2017 00:00	11:44:00	46	78	6	6	3	48	93
5894/1	02/06/2017 00:00	11:59:00	47	85	3	6	1	48	95
5894/1	02/06/2017 00:00	12:14:00	48	73	8	8	1	47	90
5894/1	02/06/2017 00:00	12:29:00	49	78	7	7	5	45	97
5894/1	02/06/2017 00:00	12:44:00	50	84	4	3	0	48	91
5894/1	02/06/2017 00:00	12:59:00	51	102	12	10	2	44	126
5894/1	02/06/2017 00:00	13:14:00	52	77	3	3	1	48	84
5894/1	02/06/2017 00:00	13:29:00	53	71	5	4	0	51	80
5894/1	02/06/2017 00:00	13:44:00	54	79	9	0	1	49	89
5894/1	02/06/2017 00:00	13:59:00	55	81	6	2	1	47	90
5894/1	02/06/2017 00:00	14:14:00	56	77	5	3	2	49	87
5894/1	02/06/2017 00:00	14:29:00	57	77	10	1	1	48	89
5894/1	02/06/2017 00:00	14:44:00	58	71	7	3	4	48	85
5894/1	02/06/2017 00:00	14:59:00	59	66	9	4	3	50	82
5894/1	02/06/2017 00:00	15:14:00	60	76	6	4	0	50	86
5894/1	02/06/2017 00:00	15:29:00	61	75	3	2	3	49	83
5894/1	02/06/2017 00:00	15:44:00	62	104	8	3	0	50	115
5894/1	02/06/2017 00:00	15:59:00	63	85	4	1	5	47	95
5894/1	02/06/2017 00:00	16:14:00	64	93	6	2	0	50	101
5894/1	02/06/2017 00:00	16:29:00	65	89	4	3	1	51	97
5894/1	02/06/2017 00:00	16:44:00	66	87	8	2	0	49	97
5894/1	02/06/2017 00:00	16:59:00	67	70	5	2	4	50	81
5894/1	02/06/2017 00:00	17:14:00	68	85	5	0	0	51	90
5894/1	02/06/2017 00:00	17:29:00	69	88	1	2	1	50	92
5894/1	02/06/2017 00:00	17:44:00	70	85	1	3	2	50	91
5894/1	02/06/2017 00:00	17:59:00	71	91	2	3	0	50	96
5894/1	02/06/2017 00:00	18:14:00	72	90	2	3	1	52	96
5894/1	02/06/2017 00:00	18:29:00	73	60	1	0	2	50	63
5894/1	02/06/2017 00:00	18:44:00	74	64	1	2	0	52	67
5894/1	02/06/2017 00:00	18:59:00	75	56	4	0	0	52	60
5894/1	02/06/2017 00:00	19:14:00	76	69	5	1	1	51	76
5894/1	02/06/2017 00:00	19:29:00	77	52	4	0	0	51	57
5894/1	02/06/2017 00:00	19:44:00	78	48	1	1	1	55	51
5894/1	02/06/2017 00:00	19:59:00	79	49	2	1	2	54	54
5894/1	02/06/2017 00:00	20:14:00	80	41	2	0	0	51	43
5894/1	02/06/2017 00:00	20:29:00	81	39	1	1	0	53	41
5894/1	02/06/2017 00:00	20:44:00	82	45	4	1	0	53	50
5894/1	02/06/2017 00:00	20:59:00	83	25	1	0	0	55	26
5894/1	02/06/2017 00:00	21:14:00	84	30	2	0	0	53	32
5894/1	02/06/2017 00:00	21:29:00	85	30	1	0	0	52	31
5894/1	02/06/2017 00:00	21:44:00	86	20	3	0	0	54	23
5894/1	02/06/2017 00:00	21:59:00	87	21	2	0	0	51	23
5894/1	02/06/2017 00:00	22:14:00	88	32	2	0	0	49	34
5894/1	02/06/2017 00:00	22:29:00	89	23	0	0	0	51	23
5894/1	02/06/2017 00:00	22:44:00	90	13	0	0	1	48	14
5894/1	02/06/2017 00:00	22:59:00	91	9	0	0	0	53	9
5894/1	02/06/2017 00:00	23:14:00	92	12	0	0	0	54	12
5894/1	02/06/2017 00:00	23:29:00	93	14	0	0	0	45	14
5894/1	02/06/2017 00:00	23:44:00	94	13	1	0	2	48	16
5894/1	02/06/2017 00:00	23:59:00	95	10	0	0	0	49	10
5894/1	03/06/2017 00:00	00:14:00	0	8	2	0	0	50	10
5894/1	03/06/2017 00:00	00:29:00	1	9	0	0	0	44	9
5894/1	03/06/2017 00:00	00:44:00	2	14	1	0	0	51	15
5894/1	03/06/2017 00:00	00:59:00	3	8	0	1	0	47	9
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5894/1	03/06/2017 00:00	01:29:00	5	5	0	0	0	40	5
5894/1	03/06/2017 00:00	01:44:00	6	6	0	0	0	52	6
5894/1	03/06/2017 00:00	01:59:00	7	2	2	1	0	49	5
5894/1	03/06/2017 00:00	02:14:00	8	3	0	0	0	51	3
5894/1	03/06/2017 00:00	02:29:00	9	2	1	0	0	49	3
5894/1	03/06/2017 00:00	02:44:00	10	6	1	0	0	52	7
5894/1	03/06/2017 00:00	02:59:00	11	1	0	1	0	55	2
5894/1	03/06/2017 00:00	03:14:00	12	5	0	1	0	56	6
5894/1	03/06/2017 00:00	03:29:00	13	8	0	0	0	45	8
5894/1	03/06/2017 00:00	03:44:00	14	3	0	0	0	48	3
5894/1	03/06/2017 00:00	03:59:00	15	5	1	1	0	46	7
5894/1	03/06/2017 00:00	04:14:00	16	2	1	0	0	60	3
5894/1	03/06/2017 00:00	04:29:00	17	0	1	1	0	55	2
5894/1	03/06/2017 00:00	04:44:00	18	11	1	1	1	52	14
5894/1	03/06/2017 00:00	04:59:00	19	14	1	0	0	54	15
5894/1	03/06/2017 00:00	05:14:00	20	15	1	0	0	53	16
5894/1	03/06/2017 00:00	05:29:00	21	25	0	0	0	51	25
5894/1	03/06/2017 00:00	05:44:00	22	37	1	3	1	52	42
5894/1	03/06/2017 00:00	05:59:00	23	24	2	0	1	53	27
5894/1	03/06/2017 00:00	06:14:00	24	14	1	0	0	53	15
5894/1	03/06/2017 00:00	06:29:00	25	16	2	1	1	52	20
5894/1	03/06/2017 00:00	06:44:00	26	29	7	1	1	50	38
5894/1	03/06/2017 00:00	06:59:00	27	33	2	1	2	54	38
5894/1	03/06/2017 00:00	07:14:00	28	36	3	1	0	55	40
5894/1	03/06/2017 00:00	07:29:00	29	42	1	1	0	52	44
5894/1	03/06/2017 00:00	07:44:00	30	32	2	0	1	53	35
5894/1	03/06/2017 00:00	07:59:00	31	52	4	1	1	53	58
5894/1	03/06/2017 00:00	08:14:00	32	55	2	3	1	48	61
5894/1	03/06/2017 00:00	08:29:00	33	57	5	2	1	53	65
5894/1	03/06/2017 00:00	08:44:00	34	81	3	2	0	49	86
5894/1	03/06/2017 00:00	08:59:00	35	89	5	2	1	51	97
5894/1	03/06/2017 00:00	09:14:00	36	67	4	4	0	51	75
5894/1	03/06/2017 00:00	09:29:00	37	79	3	3	1	52	86
5894/1	03/06/2017 00:00	09:44:00	38	87	8	3	0	49	98
5894/1	03/06/2017 00:00	09:59:00	39	80	3	2	0	50	85
5894/1	03/06/2017 00:00	10:14:00	40	88	7	4	0	49	99
5894/1	03/06/2017 00:00	10:29:00	41	111	7	1	0	49	119
5894/1	03/06/2017 00:00	10:44:00	42	102	6	2	0	50	110
5894/1	03/06/2017 00:00	10:59:00	43	104	5	2	0	48	111
5894/1	03/06/2017 00:00	11:14:00	44	103	4	0	1	50	108
5894/1	03/06/2017 00:00	11:29:00	45	104	5	1	0	48	110
5894/1	03/06/2017 00:00	11:44:00	46	104	6	1	0	49	111
5894/1	03/06/2017 00:00	11:59:00	47	117	4	2	1	48	124
5894/1	03/06/2017 00:00	12:14:00	48	93	4	2	1	49	100
5894/1	03/06/2017 00:00	12:29:00	49	79	2	1	1	50	85
5894/1	03/06/2017 00:00	12:44:00	50	77	5	2	0	51	84
5894/1	03/06/2017 00:00	12:59:00	51	84	4	4	1	49	93
5894/1	03/06/2017 00:00	13:14:00	52	102	1	0	0	52	103
5894/1	03/06/2017 00:00	13:29:00	53	97	3	1	0	48	101
5894/1	03/06/2017 00:00	13:44:00	54	88	2	0	0	51	90
5894/1	03/06/2017 00:00	13:59:00	55	93	3	3	1	50	100
5894/1	03/06/2017 00:00	14:14:00	56	86	4	0	0	51	90
5894/1	03/06/2017 00:00	14:29:00	57	85	4	0	0	51	89
5894/1	03/06/2017 00:00	14:44:00	58	95	1	0	0	50	96
5894/1	03/06/2017 00:00	14:59:00	59	77	3	2	0	50	82
5894/1	03/06/2017 00:00	15:14:00	60	87	1	0	0	50	88
5894/1	03/06/2017 00:00	15:29:00	61	79	2	0	0	51	81
5894/1	03/06/2017 00:00	15:44:00	62	73	1	0	1	52	75
5894/1	03/06/2017 00:00	15:59:00	63	82	1	2	1	49	86
5894/1	03/06/2017 00:00	16:14:00	64	77	2	4	1	50	84
5894/1	03/06/2017 00:00	16:29:00	65	74	2	0	0	52	76
5894/1	03/06/2017 00:00	16:44:00	66	74	1	0	0	52	75
5894/1	03/06/2017 00:00	16:59:00	67	64	4	0	1	52	69
5894/1	03/06/2017 00:00	17:14:00	68	76	1	3	0	50	80
5894/1	03/06/2017 00:00	17:29:00	69	62	4	1	0	52	67
5894/1	03/06/2017 00:00	17:44:00	70	79	0	0	0	50	79
5894/1	03/06/2017 00:00	17:59:00	71	83	2	0	0	52	85
5894/1	03/06/2017 00:00	18:14:00	72	57	2	1	0	54	60
5894/1	03/06/2017 00:00	18:29:00	73	70	0	1	1	52	72
5894/1	03/06/2017 00:00	18:44:00	74	52	3	0			

5894/1	03/06/2017 00:00	20:29:00	81	31	2	0	0	56	33
5894/1	03/06/2017 00:00	20:44:00	82	34	1	2	1	52	28
5894/1	03/06/2017 00:00	20:59:00	83	24	0	0	0	50	24
5894/1	03/06/2017 00:00	21:14:00	84	23	0	0	0	56	23
5894/1	03/06/2017 00:00	21:29:00	85	30	0	0	0	51	30
5894/1	03/06/2017 00:00	21:44:00	86	12	2	0	0	53	14
5894/1	03/06/2017 00:00	21:59:00	87	35	2	1	0	50	38
5894/1	03/06/2017 00:00	22:14:00	88	27	1	0	0	50	28
5894/1	03/06/2017 00:00	22:29:00	89	23	0	0	0	49	23
5894/1	03/06/2017 00:00	22:44:00	90	22	0	1	0	52	23
5894/1	03/06/2017 00:00	22:59:00	91	14	0	0	0	53	14
5894/1	03/06/2017 00:00	23:14:00	92	19	0	0	0	48	19
5894/1	03/06/2017 00:00	23:29:00	93	18	0	0	0	54	18
5894/1	03/06/2017 00:00	23:44:00	94	20	0	0	0	52	20
5894/1	03/06/2017 00:00	23:59:00	95	12	1	0	0	52	13
5894/1	04/06/2017 00:00	00:14:00	0	12	0	0	0	52	12
5894/1	04/06/2017 00:00	00:29:00	1	10	0	0	0	47	10
5894/1	04/06/2017 00:00	00:44:00	2	11	1	0	0	51	12
5894/1	04/06/2017 00:00	00:59:00	3	17	0	0	0	48	17
5894/1	04/06/2017 00:00	01:14:00	4	5	0	0	0	51	5
5894/1	04/06/2017 00:00	01:29:00	5	4	1	0	0	50	5
5894/1	04/06/2017 00:00	01:44:00	6	3	0	0	0	51	3
5894/1	04/06/2017 00:00	01:59:00	7	5	0	0	0	55	5
5894/1	04/06/2017 00:00	02:14:00	8	3	2	0	0	56	3
5894/1	04/06/2017 00:00	02:29:00	9	3	0	0	0	54	3
5894/1	04/06/2017 00:00	02:44:00	10	9	0	1	0	42	10
5894/1	04/06/2017 00:00	02:59:00	11	5	0	0	0	53	5
5894/1	04/06/2017 00:00	03:14:00	12	0	1	0	0	47	1
5894/1	04/06/2017 00:00	03:29:00	13	6	0	0	0	55	6
5894/1	04/06/2017 00:00	03:44:00	14	5	0	0	0	47	5
5894/1	04/06/2017 00:00	03:59:00	15	3	1	0	0	47	4
5894/1	04/06/2017 00:00	04:14:00	16	0	1	0	0	45	1
5894/1	04/06/2017 00:00	04:29:00	17	1	0	0	1	47	2
5894/1	04/06/2017 00:00	04:44:00	18	9	0	0	0	54	9
5894/1	04/06/2017 00:00	04:59:00	19	7	0	0	0	65	7
5894/1	04/06/2017 00:00	05:14:00	20	12	1	0	0	54	13
5894/1	04/06/2017 00:00	05:29:00	21	10	2	1	0	50	13
5894/1	04/06/2017 00:00	05:44:00	22	17	0	0	0	53	17
5894/1	04/06/2017 00:00	05:59:00	23	11	2	0	0	54	13
5894/1	04/06/2017 00:00	06:14:00	24	6	0	0	0	52	6
5894/1	04/06/2017 00:00	06:29:00	25	10	1	0	1	53	12
5894/1	04/06/2017 00:00	06:44:00	26	22	2	1	0	52	25
5894/1	04/06/2017 00:00	06:59:00	27	18	0	0	0	55	18
5894/1	04/06/2017 00:00	07:14:00	28	25	2	0	0	53	27
5894/1	04/06/2017 00:00	07:29:00	29	16	0	1	0	51	17
5894/1	04/06/2017 00:00	07:44:00	30	18	1	0	0	52	19
5894/1	04/06/2017 00:00	07:59:00	31	23	1	0	0	54	24
5894/1	04/06/2017 00:00	08:14:00	32	15	3	0	0	52	18
5894/1	04/06/2017 00:00	08:29:00	33	14	1	0	0	53	15
5894/1	04/06/2017 00:00	08:44:00	34	24	0	0	0	51	24
5894/1	04/06/2017 00:00	08:59:00	35	30	2	0	0	52	32
5894/1	04/06/2017 00:00	09:14:00	36	28	0	2	0	53	30
5894/1	04/06/2017 00:00	09:29:00	37	52	6	0	1	52	59
5894/1	04/06/2017 00:00	09:44:00	38	56	2	2	0	50	60
5894/1	04/06/2017 00:00	09:59:00	39	72	1	2	0	51	75
5894/1	04/06/2017 00:00	10:14:00	40	68	0	2	0	52	70
5894/1	04/06/2017 00:00	10:29:00	41	76	0	1	0	50	77
5894/1	04/06/2017 00:00	10:44:00	42	84	4	0	0	51	88
5894/1	04/06/2017 00:00	10:59:00	43	77	1	0	1	51	79
5894/1	04/06/2017 00:00	11:14:00	44	66	4	1	0	50	71
5894/1	04/06/2017 00:00	11:29:00	45	88	2	2	1	49	93
5894/1	04/06/2017 00:00	11:44:00	46	70	3	0	0	50	73
5894/1	04/06/2017 00:00	11:59:00	47	79	2	1	1	51	83
5894/1	04/06/2017 00:00	12:14:00	48	95	2	2	1	47	100
5894/1	04/06/2017 00:00	12:29:00	49	91	6	0	0	49	98
5894/1	04/06/2017 00:00	12:44:00	50	97	5	0	0	50	102
5894/1	04/06/2017 00:00	12:59:00	51	95	1	2	1	49	99
5894/1	04/06/2017 00:00	13:14:00	52	89	2	0	1	49	92
5894/1	04/06/2017 00:00	13:29:00	53	88	2	1	0	49	91
5894/1	04/06/2017 00:00	13:44:00	54	77	4	1	1	49	83
5894/1	04/06/2017 00:00	13:59:00	55	91	4	0	1	49	96
5894/1	04/06/2017 00:00	14:14:00	56	84	3	0	0	50	87
5894/1	04/06/2017 00:00	14:29:00	57	80	3	0	0	49	83
5894/1	04/06/2017 00:00	14:44:00	58	83	2	0	0	50	85
5894/1	04/06/2017 00:00	14:59:00	59	71	1	0	0	50	72
5894/1	04/06/2017 00:00	15:14:00	60	77	3	2	0	50	82
5894/1	04/06/2017 00:00	15:29:00	61	65	4	2	0	49	71
5894/1	04/06/2017 00:00	15:44:00	62	67	0	0	1	50	68
5894/1	04/06/2017 00:00	15:59:00	63	95	0	0	0	47	95
5894/1	04/06/2017 00:00	16:14:00	64	67	3	1	0	48	71
5894/1	04/06/2017 00:00	16:29:00	65	47	1	0	0	49	48
5894/1	04/06/2017 00:00	16:44:00	66	37	2	0	1	50	40
5894/1	04/06/2017 00:00	16:59:00	67	48	0	0	0	50	48
5894/1	04/06/2017 00:00	17:14:00	68	50	1	1	0	50	52
5894/1	04/06/2017 00:00	17:29:00	69	66	0	1	0	52	66
5894/1	04/06/2017 00:00	17:44:00	70	50	0	0	0	52	50
5894/1	04/06/2017 00:00	17:59:00	71	66	0	0	0	52	66
5894/1	04/06/2017 00:00	18:14:00	72	44	4	0	0	52	48
5894/1	04/06/2017 00:00	18:29:00	73	53	0	0	0	52	53
5894/1	04/06/2017 00:00	18:44:00	74	40	1	0	0	52	41
5894/1	04/06/2017 00:00	18:59:00	75	42	3	1	0	52	46
5894/1	04/06/2017 00:00	19:14:00	76	47	0	1	0	52	48
5894/1	04/06/2017 00:00	19:29:00	77	35	1	1	0	52	37
5894/1	04/06/2017 00:00	19:44:00	78	34	0	2	0	51	36
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5894/1	04/06/2017 00:00	21:29:00	85	20	0	0	0	48	20
5894/1	04/06/2017 00:00	21:44:00	86	16	1	0	0	51	17
5894/1	04/06/2017 00:00	21:59:00	87	14	0	0	0	54	14
5894/1	04/06/2017 00:00	22:14:00	88	17	0	2	0	51	19
5894/1	04/06/2017 00:00	22:29:00	89	14	1	0	0	53	15
5894/1	04/06/2017 00:00	22:44:00	90	11	0	0	0	50	11
5894/1	04/06/2017 00:00	22:59:00	91	9	1	0	0	49	10
5894/1	04/06/2017 00:00	23:14:00	92	13	1	0	0	52	14
5894/1	04/06/2017 00:00	23:29:00	93	6	0	0	0	49	6
5894/1	04/06/2017 00:00	23:44:00	94	8	0	0	0	52	8
5894/1	04/06/2017 00:00	23:59:00	95	3	1	0	0	51	4
5894/1	05/06/2017 00:00	00:14:00	0	5	0	0	0	56	5
5894/1	05/06/2017 00:00	00:29:00	1	3	0	0	0	47	3
5894/1	05/06/2017 00:00	00:44:00	2	0	0	0	0	0	0
5894/1	05/06/2017 00:00	00:59:00	3	6	1	0	1	48	8
5894/1	06/06/2017 00:00	01:14:00	4	2	0	0	0	55	2
5894/1	06/06/2017 00:00	01:29:00	5	1	1	1	0	46	3
5894/1	06/06/2017 00:00	01:44:00	6	6	0	0	0	49	6
5894/1	06/06/2017 00:00	01:59:00	7	0	0	0	0	0	0
5894/1	06/06/2017 00:00	02:14:00	8	5	1	0	0	56	6
5894/1	06/06/2017 00:00	02:29:00	9	4	0	0	0	51	4
5894/1	06/06/2017 00:00	02:44:00	10	3	1	2	0	43	5
5894/1	06/06/2017 00:00	02:59:00	11	4	0	1	0	48	5
5894/1	06/06/2017 00:00	03:14:00	12	1	1	0	0	51	2
5894/1	06/06/2017 00:00	03:29:00	13	2	1	0	0	27	3
5894/1	06/06/2017 00:00	03:44:00	14	10	1	0	0	52	11
5894/1	06/06/2017 00:00	03:59:00	15	3	1	0	0	51	4
5894/1	06/06/2017 00:00	04:14:00	16	3	0	0	0	52	3
5894/1	06/06/2017 00:00	04:29:00	17	12	1	2	0	48	15
5894/1	06/06/2017 00:00	04:44:00	18						

5894/1	06/06/2017 00:00	06:14:00	24	32	2	3	1	52	38
5894/1	06/06/2017 00:00	06:29:00	25	52	2	2	2	50	58
5894/1	06/06/2017 00:00	06:44:00	26	92	9	3	1	49	105
5894/1	06/06/2017 00:00	06:59:00	27	102	9	6	0	49	117
5894/1	06/06/2017 00:00	07:14:00	28	102	11	1	3	48	117
5894/1	06/06/2017 00:00	07:29:00	29	104	8	3	1	48	116
5894/1	06/06/2017 00:00	07:44:00	30	130	11	1	3	40	145
5894/1	06/06/2017 00:00	07:59:00	31	122	6	5	4	28	137
5894/1	06/06/2017 00:00	08:14:00	32	120	8	6	2	38	136
5894/1	06/06/2017 00:00	08:29:00	33	124	5	8	0	33	137
5894/1	06/06/2017 00:00	08:44:00	34	124	5	6	0	44	135
5894/1	06/06/2017 00:00	08:59:00	35	111	14	7	0	32	132
5894/1	06/06/2017 00:00	09:14:00	36	90	6	1	2	43	99
5894/1	06/06/2017 00:00	09:29:00	37	71	10	3	1	46	85
5894/1	06/06/2017 00:00	09:44:00	38	57	6	3	0	45	66
5894/1	06/06/2017 00:00	09:59:00	39	81	13	10	1	43	105
5894/1	06/06/2017 00:00	10:14:00	40	64	4	8	3	43	79
5894/1	06/06/2017 00:00	10:29:00	41	56	3	5	0	46	64
5894/1	06/06/2017 00:00	10:44:00	42	60	8	10	1	45	79
5894/1	06/06/2017 00:00	10:59:00	43	61	3	6	1	47	71
5894/1	06/06/2017 00:00	11:14:00	44	57	4	3	1	46	65
5894/1	06/06/2017 00:00	11:29:00	45	58	4	2	1	48	65
5894/1	06/06/2017 00:00	11:44:00	46	69	3	4	4	48	80
5894/1	06/06/2017 00:00	11:59:00	47	59	5	2	3	47	69
5894/1	06/06/2017 00:00	12:14:00	48	77	4	9	2	46	92
5894/1	06/06/2017 00:00	12:29:00	49	81	3	3	0	48	87
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5894/1	06/06/2017 00:00	12:59:00	51	76	4	4	2	48	86
5894/1	06/06/2017 00:00	13:14:00	52	64	4	7	2	49	77
5894/1	06/06/2017 00:00	13:29:00	53	78	4	2	2	48	86
5894/1	06/06/2017 00:00	13:44:00	54	73	5	4	1	48	83
5894/1	06/06/2017 00:00	13:59:00	55	65	7	2	4	51	78
5894/1	06/06/2017 00:00	14:14:00	56	78	9	8	2	47	97
5894/1	06/06/2017 00:00	14:29:00	57	75	8	8	0	51	91
5894/1	06/06/2017 00:00	14:44:00	58	86	8	3	2	50	99
5894/1	06/06/2017 00:00	14:59:00	59	76	6	12	1	47	95
5894/1	06/06/2017 00:00	15:14:00	60	71	6	2	4	49	83
5894/1	06/06/2017 00:00	15:29:00	61	48	7	4	0	51	59
5894/1	06/06/2017 00:00	15:44:00	62	62	6	5	2	48	75
5894/1	06/06/2017 00:00	15:59:00	63	77	10	3	1	49	91
5894/1	06/06/2017 00:00	16:14:00	64	86	8	4	2	47	100
5894/1	06/06/2017 00:00	16:29:00	65	71	10	2	2	51	85
5894/1	06/06/2017 00:00	16:44:00	66	83	8	5	0	49	96
5894/1	06/06/2017 00:00	16:59:00	67	94	4	4	1	51	103
5894/1	06/06/2017 00:00	17:14:00	68	103	4	1	0	51	108
5894/1	06/06/2017 00:00	17:29:00	69	98	4	0	3	49	105
5894/1	06/06/2017 00:00	17:44:00	70	77	5	1	3	52	86
5894/1	06/06/2017 00:00	17:59:00	71	68	5	0	1	50	74
5894/1	06/06/2017 00:00	18:14:00	72	78	7	1	0	50	86
5894/1	06/06/2017 00:00	18:29:00	73	76	2	0	2	52	80
5894/1	06/06/2017 00:00	18:44:00	74	52	5	0	0	52	57
5894/1	06/06/2017 00:00	18:59:00	75	51	3	3	0	51	57
5894/1	06/06/2017 00:00	19:14:00	76	37	0	1	1	52	39
5894/1	06/06/2017 00:00	19:29:00	77	44	1	0	0	51	45
5894/1	06/06/2017 00:00	19:44:00	78	45	1	1	0	52	47
5894/1	06/06/2017 00:00	19:59:00	79	50	4	1	2	53	57
5894/1	06/06/2017 00:00	20:14:00	80	36	1	0	0	52	37
5894/1	06/06/2017 00:00	20:29:00	81	35	0	0	0	53	35
5894/1	06/06/2017 00:00	20:44:00	82	36	1	2	1	50	40
5894/1	06/06/2017 00:00	20:59:00	83	18	2	0	0	46	20
5894/1	06/06/2017 00:00	21:14:00	84	25	1	0	0	49	26
5894/1	06/06/2017 00:00	21:29:00	85	31	2	0	0	50	33
5894/1	06/06/2017 00:00	21:44:00	86	26	0	0	1	52	22
5894/1	06/06/2017 00:00	21:59:00	87	20	1	0	1	52	22
5894/1	06/06/2017 00:00	22:14:00	88	12	1	0	0	49	13
5894/1	06/06/2017 00:00	22:29:00	89	22	2	0	0	51	24
5894/1	06/06/2017 00:00	22:44:00	90	17	0	0	1	48	18
5894/1	06/06/2017 00:00	22:59:00	91	7	0	0	0	50	7
5894/1	06/06/2017 00:00	23:14:00	92	15	1	0	0	48	16
5894/1	06/06/2017 00:00	23:29:00	93	5	1	0	0	52	6
5894/1	06/06/2017 00:00	23:44:00	94	4	0	0	0	50	4
5894/1	06/06/2017 00:00	23:59:00	95	7	1	0	0	50	8
5894/1	07/06/2017 00:00	00:14:00	0	6	1	0	0	51	7
5894/1	07/06/2017 00:00	00:29:00	1	1	0	0	0	71	1
5894/1	07/06/2017 00:00	00:44:00	2	1	0	0	0	64	1
5894/1	07/06/2017 00:00	00:59:00	3	5	0	1	0	46	6
5894/1	07/06/2017 00:00	01:14:00	4	0	0	1	0	52	1
5894/1	07/06/2017 00:00	01:29:00	5	3	0	1	0	52	4
5894/1	07/06/2017 00:00	01:44:00	6	4	0	1	0	50	5
5894/1	07/06/2017 00:00	01:59:00	7	4	0	0	0	45	4
5894/1	07/06/2017 00:00	02:14:00	8	6	0	1	0	57	7
5894/1	07/06/2017 00:00	02:29:00	9	6	0	0	0	50	6
5894/1	07/06/2017 00:00	02:44:00	10	4	0	1	0	54	5
5894/1	07/06/2017 00:00	02:59:00	11	3	2	0	1	48	6
5894/1	07/06/2017 00:00	03:14:00	12	1	1	1	0	87	3
5894/1	07/06/2017 00:00	03:29:00	13	6	0	0	0	49	6
5894/1	07/06/2017 00:00	03:44:00	14	10	0	0	0	50	10
5894/1	07/06/2017 00:00	03:59:00	15	3	1	0	0	57	4
5894/1	07/06/2017 00:00	04:14:00	16	4	0	0	1	50	5
5894/1	07/06/2017 00:00	04:29:00	17	7	1	1	0	50	9
5894/1	07/06/2017 00:00	04:44:00	18	16	1	2	0	55	19
5894/1	07/06/2017 00:00	04:59:00	19	14	2	0	0	55	16
5894/1	07/06/2017 00:00	05:14:00	20	28	2	0	1	56	31
5894/1	07/06/2017 00:00	05:29:00	21	42	1	0	0	54	43
5894/1	07/06/2017 00:00	05:44:00	22	54	2	1	1	53	60
5894/1	07/06/2017 00:00	05:59:00	23	60	1	1	1	54	63
5894/1	07/06/2017 00:00	06:14:00	24	43	3	4	0	55	50
5894/1	07/06/2017 00:00	06:29:00	25	55	4	1	2	53	62
5894/1	07/06/2017 00:00	06:44:00	26	90	8	0	1	53	99
5894/1	07/06/2017 00:00	06:59:00	27	102	5	2	0	53	109
5894/1	07/06/2017 00:00	07:14:00	28	91	10	7	1	50	109
5894/1	07/06/2017 00:00	07:29:00	29	130	8	1	3	47	142
5894/1	07/06/2017 00:00	07:44:00	30	114	11	2	1	39	128
5894/1	07/06/2017 00:00	07:59:00	31	119	9	8	0	43	136
5894/1	07/06/2017 00:00	08:14:00	32	117	3	6	0	44	126
5894/1	07/06/2017 00:00	08:29:00	33	126	6	4	0	48	136
5894/1	07/06/2017 00:00	08:44:00	34	117	6	10	1	49	134
5894/1	07/06/2017 00:00	08:59:00	35	112	7	6	3	45	128
5894/1	07/06/2017 00:00	09:14:00	36	93	5	2	0	51	100
5894/1	07/06/2017 00:00	09:29:00	37	90	4	7	2	49	103
5894/1	07/06/2017 00:00	09:44:00	38	73	6	3	2	48	84
5894/1	07/06/2017 00:00	09:59:00	39	81	9	0	1	49	91
5894/1	07/06/2017 00:00	10:14:00	40	62	6	3	2	48	73
5894/1	07/06/2017 00:00	10:29:00	41	79	6	4	1	50	90
5894/1	07/06/2017 00:00	10:44:00	42	72	8	6	2	48	88
5894/1	07/06/2017 00:00	10:59:00	43	71	2	6	2	47	81
5894/1	07/06/2017 00:00	11:14:00	44	59	4	2	1	49	66
5894/1	07/06/2017 00:00	11:29:00	45	63	5	5	2	50	75
5894/1	07/06/2017 00:00	11:44:00	46	71	8	5	2	49	86
5894/1	07/06/2017 00:00	11:59:00	47	69	8	5	0	51	82
5894/1	07/06/2017 00:00	12:14:00	48	80	7	7	1	47	95
5894/1	07/06/2017 00:00	12:29:00	49	66	4	9	2	47	81
5894/1	07/06/2017 00:00	12:44:00	50	86	6	4	1	46	97
5894/1	07/06/2017 00:00	12:59:00	51	73	7	10	0	50	90
5894/1	07/06/2017 00:00	13:14:00	52	70	4	6	1	49	81
5894/1	07/06/2017 00:00	13:29:00	53	74	4	3	0	48	81
5894/1	07/06/2017 00:00	13:44:00	54	77	2	5	4	50	88
5894/1	07/06/2017 00:00	13:59:00	55	61	7	5	0	51	73
5894/1	07/06/2017 00:00	14:14:00	56</						

5894/1	07/06/2017 00:00	15:59:00	63	63	5	3	0	49	71
5894/1	07/06/2017 00:00	16:14:00	64	89	11	4	3	49	107
5894/1	07/06/2017 00:00	16:29:00	65	88	4	1	0	50	93
5894/1	07/06/2017 00:00	16:44:00	66	89	8	7	1	50	105
5894/1	07/06/2017 00:00	16:59:00	67	87	6	3	0	49	106
5894/1	07/06/2017 00:00	17:14:00	68	100	5	0	0	51	105
5894/1	07/06/2017 00:00	17:29:00	69	103	4	0	0	50	107
5894/1	07/06/2017 00:00	17:44:00	70	96	4	0	3	50	103
5894/1	07/06/2017 00:00	17:59:00	71	104	3	1	1	52	109
5894/1	07/06/2017 00:00	18:14:00	72	78	1	3	1	51	83
5894/1	07/06/2017 00:00	18:29:00	73	79	6	1	0	50	86
5894/1	07/06/2017 00:00	18:44:00	74	60	2	1	0	53	63
5894/1	07/06/2017 00:00	18:59:00	75	54	1	2	0	53	57
5894/1	07/06/2017 00:00	19:14:00	76	58	1	0	1	51	60
5894/1	07/06/2017 00:00	19:29:00	77	50	1	3	0	54	54
5894/1	07/06/2017 00:00	19:44:00	78	43	2	0	0	54	45
5894/1	07/06/2017 00:00	19:59:00	79	36	1	1	0	54	38
5894/1	07/06/2017 00:00	20:14:00	80	28	1	0	0	50	29
5894/1	07/06/2017 00:00	20:29:00	81	29	1	1	0	54	31
5894/1	07/06/2017 00:00	20:44:00	82	19	1	0	0	53	20
5894/1	07/06/2017 00:00	20:59:00	83	30	1	0	0	54	31
5894/1	07/06/2017 00:00	21:14:00	84	20	1	1	0	52	22
5894/1	07/06/2017 00:00	21:29:00	85	24	1	0	2	49	27
5894/1	07/06/2017 00:00	21:44:00	86	29	0	0	0	51	29
5894/1	07/06/2017 00:00	21:59:00	87	20	1	1	0	50	22
5894/1	07/06/2017 00:00	22:14:00	88	21	1	0	2	50	24
5894/1	07/06/2017 00:00	22:29:00	89	15	1	0	0	51	16
5894/1	07/06/2017 00:00	22:44:00	90	15	0	0	0	54	15
5894/1	07/06/2017 00:00	22:59:00	91	12	0	0	0	47	12
5894/1	07/06/2017 00:00	23:14:00	92	17	0	0	0	52	17
5894/1	07/06/2017 00:00	23:29:00	93	12	0	0	0	56	12
5894/1	07/06/2017 00:00	23:44:00	94	10	0	0	0	50	10
5894/1	07/06/2017 00:00	23:59:00	95	6	0	0	0	54	6
5894/1	08/06/2017 00:00	00:14:00	0	3	0	0	0	51	3
5894/1	08/06/2017 00:00	00:29:00	1	4	0	0	0	53	4
5894/1	08/06/2017 00:00	00:44:00	2	3	2	0	0	54	5
5894/1	08/06/2017 00:00	00:59:00	3	3	0	0	0	46	3
5894/1	08/06/2017 00:00	01:14:00	4	2	1	2	0	51	5
5894/1	08/06/2017 00:00	01:29:00	5	1	1	0	1	50	3
5894/1	08/06/2017 00:00	01:44:00	6	1	1	1	0	90	3
5894/1	08/06/2017 00:00	01:59:00	7	3	1	1	0	58	5
5894/1	08/06/2017 00:00	02:14:00	8	1	1	0	0	51	2
5894/1	08/06/2017 00:00	02:29:00	9	3	0	1	0	49	4
5894/1	08/06/2017 00:00	02:44:00	10	2	0	0	0	50	2
5894/1	08/06/2017 00:00	02:59:00	11	4	0	1	0	47	5
5894/1	08/06/2017 00:00	03:14:00	12	2	1	0	0	58	3
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5894/1	08/06/2017 00:00	03:44:00	14	14	1	1	1	51	17
5894/1	08/06/2017 00:00	03:59:00	15	3	0	0	0	57	3
5894/1	08/06/2017 00:00	04:14:00	16	5	1	1	1	48	8
5894/1	08/06/2017 00:00	04:29:00	17	10	2	0	0	50	12
5894/1	08/06/2017 00:00	04:44:00	18	7	0	1	1	51	9
5894/1	08/06/2017 00:00	04:59:00	19	18	3	0	0	55	21
5894/1	08/06/2017 00:00	05:14:00	20	18	1	0	0	53	19
5894/1	08/06/2017 00:00	05:29:00	21	47	3	1	1	55	52
5894/1	08/06/2017 00:00	05:44:00	22	62	3	3	0	54	68
5894/1	08/06/2017 00:00	05:59:00	23	52	0	4	1	57	57
5894/1	08/06/2017 00:00	06:14:00	24	41	5	1	0	56	47
5894/1	08/06/2017 00:00	06:29:00	25	39	6	3	1	54	49
5894/1	08/06/2017 00:00	06:44:00	26	92	5	1	0	52	98
5894/1	08/06/2017 00:00	06:59:00	27	105	10	4	2	49	121
5894/1	08/06/2017 00:00	07:14:00	28	100	11	4	3	48	118
5894/1	08/06/2017 00:00	07:29:00	29	121	10	2	1	49	134
5894/1	08/06/2017 00:00	07:44:00	30	125	9	7	2	31	143
5894/1	08/06/2017 00:00	07:59:00	31	117	9	4	1	31	134
5894/1	08/06/2017 00:00	08:14:00	32	134	6	9	1	44	150
5894/1	08/06/2017 00:00	08:29:00	33	101	9	4	0	49	114
5894/1	08/06/2017 00:00	08:44:00	34	101	10	7	0	49	118
5894/1	08/06/2017 00:00	08:59:00	35	109	5	8	0	44	122
5894/1	08/06/2017 00:00	09:14:00	36	101	10	6	3	47	120
5894/1	08/06/2017 00:00	09:29:00	37	77	8	3	2	51	90
5894/1	08/06/2017 00:00	09:44:00	38	75	4	7	3	48	89
5894/1	08/06/2017 00:00	09:59:00	39	61	4	3	1	50	69
5894/1	08/06/2017 00:00	10:14:00	40	77	8	6	1	47	92
5894/1	08/06/2017 00:00	10:29:00	41	72	4	2	0	49	78
5894/1	08/06/2017 00:00	10:44:00	42	77	8	6	1	48	92
5894/1	08/06/2017 00:00	10:59:00	43	63	6	6	0	50	75
5894/1	08/06/2017 00:00	11:14:00	44	82	11	6	1	49	100
5894/1	08/06/2017 00:00	11:29:00	45	57	4	4	0	49	65
5894/1	08/06/2017 00:00	11:44:00	46	78	6	4	1	50	89
5894/1	08/06/2017 00:00	11:59:00	47	88	8	1	2	47	99
5894/1	08/06/2017 00:00	12:14:00	48	53	7	4	2	51	66
5894/1	08/06/2017 00:00	12:29:00	49	77	5	6	2	48	90
5894/1	08/06/2017 00:00	12:44:00	50	84	7	3	1	48	95
5894/1	08/06/2017 00:00	12:59:00	51	85	3	4	1	48	93
5894/1	08/06/2017 00:00	13:14:00	52	65	5	5	4	48	79
5894/1	08/06/2017 00:00	13:29:00	53	81	2	4	3	45	90
5894/1	08/06/2017 00:00	13:44:00	54	72	1	7	0	49	80
5894/1	08/06/2017 00:00	13:59:00	55	81	6	1	1	51	89
5894/1	08/06/2017 00:00	14:14:00	56	74	6	5	1	48	86
5894/1	08/06/2017 00:00	14:29:00	57	85	5	4	2	47	96
5894/1	08/06/2017 00:00	14:44:00	58	69	9	8	2	49	88
5894/1	08/06/2017 00:00	14:59:00	59	80	6	9	1	49	96
5894/1	08/06/2017 00:00	15:14:00	60	64	1	4	1	49	70
5894/1	08/06/2017 00:00	15:29:00	61	69	6	7	1	49	83
5894/1	08/06/2017 00:00	15:44:00	62	80	6	6	0	49	92
5894/1	08/06/2017 00:00	15:59:00	63	82	12	4	3	49	101
5894/1	08/06/2017 00:00	16:14:00	64	77	5	5	0	49	87
5894/1	08/06/2017 00:00	16:29:00	65	81	7	3	1	49	92
5894/1	08/06/2017 00:00	16:44:00	66	105	7	7	0	48	119
5894/1	08/06/2017 00:00	16:59:00	67	102	2	5	0	50	109
5894/1	08/06/2017 00:00	17:14:00	68	106	7	4	0	48	117
5894/1	08/06/2017 00:00	17:29:00	69	90	8	1	3	50	102
5894/1	08/06/2017 00:00	17:44:00	70	85	3	0	1	52	89
5894/1	08/06/2017 00:00	17:59:00	71	92	2	0	1	53	95
5894/1	08/06/2017 00:00	18:14:00	72	69	3	3	1	50	76
5894/1	08/06/2017 00:00	18:29:00	73	67	1	0	2	53	70
5894/1	08/06/2017 00:00	18:44:00	74	54	2	0	0	52	56
5894/1	08/06/2017 00:00	18:59:00	75	59	1	2	1	52	63
5894/1	08/06/2017 00:00	19:14:00	76	61	2	0	2	53	65
5894/1	08/06/2017 00:00	19:29:00	77	60	1	2	0	53	63
5894/1	08/06/2017 00:00	19:44:00	78	39	6	0	0	54	45
5894/1	08/06/2017 00:00	19:59:00	79	38	0	1	1	54	40
5894/1	08/06/2017 00:00	20:14:00	80	30	2	0	0	52	32
5894/1	08/06/2017 00:00	20:29:00	81	40	2	0	0	51	42
5894/1	08/06/2017 00:00	20:44:00	82	35	0	0	0	55	35
5894/1	08/06/2017 00:00	20:59:00	83	32	1	0	0	53	33
5894/1	08/06/2017 00:00	21:14:00	84	24	0	1	0	57	25
5894/1	08/06/2017 00:00	21:29:00	85	23	2	0	1	53	26
5894/1	08/06/2017 00:00	21:44:00	86	35	1	0	1	50	37
5894/1	08/06/2017 00:00	21:59:00	87	24	0	0	0	47	24
5894/1	08/06/2017 00:00	22:14:00	88	27	1	0	0	47	28
5894/1	08/06/2017 00:00	22:29:00	89	22	0	0	0	48	22
5894/1	08/06/2017 00:00	22:44:00	90	26	0	1	2	49	29
5894/1	08/06/2017 00:00	22:59:00	91	10	0	0	1	44	11
5894/1	08/06/2017 00:00	23:14:00	92	11	0	0	0	48	11
5894/1	08/06/2017 00:00	23:29:00	93	13	2	0	0	50	15
5894/1	08/06/2017 00:00	23:44:00	94	3	0	0	0	47	3
5894/1	08/06/2017 00:00	23:59:00	95	8					

5894/1	09/06/2017 00:00	01:44:00	6	2	0	1	0	62	3
5894/1	09/06/2017 00:00	01:59:00	7	1	0	1	0	47	2
5894/1	09/06/2017 00:00	02:14:00	8	2	0	0	0	56	2
5894/1	09/06/2017 00:00	02:29:00	9	6	0	0	0	50	6
5894/1	09/06/2017 00:00	02:44:00	10	3	0	1	0	45	4
5894/1	09/06/2017 00:00	02:59:00	11	4	2	1	0	51	7
5894/1	09/06/2017 00:00	03:14:00	12	5	0	1	0	55	6
5894/1	09/06/2017 00:00	03:29:00	13	3	0	0	1	44	4
5894/1	09/06/2017 00:00	03:44:00	14	8	2	0	0	53	10
5894/1	09/06/2017 00:00	03:59:00	15	7	2	0	0	51	9
5894/1	09/06/2017 00:00	04:14:00	16	4	0	0	0	49	4
5894/1	09/06/2017 00:00	04:29:00	17	3	0	1	0	46	4
5894/1	09/06/2017 00:00	04:44:00	18	16	0	1	1	53	18
5894/1	09/06/2017 00:00	04:59:00	19	1	1	1	0	52	21
5894/1	09/06/2017 00:00	05:14:00	20	25	1	1	1	54	28
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5894/1	09/06/2017 00:00	05:44:00	22	50	3	1	1	52	55
5894/1	09/06/2017 00:00	05:59:00	23	41	0	3	0	54	44
5894/1	09/06/2017 00:00	06:14:00	24	42	5	2	0	55	49
5894/1	09/06/2017 00:00	06:29:00	25	40	2	2	3	51	47
5894/1	09/06/2017 00:00	06:44:00	26	85	7	3	0	51	95
5894/1	09/06/2017 00:00	06:59:00	27	107	11	3	0	51	121
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5894/1	09/06/2017 00:00	07:29:00	29	114	10	4	0	49	128
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5894/1	09/06/2017 00:00	07:59:00	31	108	8	2	1	44	119
5894/1	09/06/2017 00:00	08:14:00	32	131	8	4	1	47	144
5894/1	09/06/2017 00:00	08:29:00	33	110	9	4	1	48	124
5894/1	09/06/2017 00:00	08:44:00	34	112	7	11	2	47	132
5894/1	09/06/2017 00:00	08:59:00	35	101	8	5	2	45	116
5894/1	09/06/2017 00:00	09:14:00	36	86	7	9	0	48	102
5894/1	09/06/2017 00:00	09:29:00	37	88	6	4	1	49	99
5894/1	09/06/2017 00:00	09:44:00	38	93	10	5	0	47	108
5894/1	09/06/2017 00:00	09:59:00	39	80	5	8	3	48	96
5894/1	09/06/2017 00:00	10:14:00	40	74	11	9	1	50	95
5894/1	09/06/2017 00:00	10:29:00	41	78	8	3	1	50	85
5894/1	09/06/2017 00:00	10:44:00	42	79	6	2	2	48	89
5894/1	09/06/2017 00:00	10:59:00	43	82	1	5	6	44	94
5894/1	09/06/2017 00:00	11:14:00	44	82	8	7	1	50	98
5894/1	09/06/2017 00:00	11:29:00	45	96	6	6	1	47	109
5894/1	09/06/2017 00:00	11:44:00	46	85	6	7	0	46	98
5894/1	09/06/2017 00:00	11:59:00	47	77	3	4	4	49	88
5894/1	09/06/2017 00:00	12:14:00	48	76	4	4	1	48	85
5894/1	09/06/2017 00:00	12:29:00	49	76	4	3	1	48	84
5894/1	09/06/2017 00:00	12:44:00	50	76	6	5	2	49	89
5894/1	09/06/2017 00:00	12:59:00	51	78	6	7	1	47	92
5894/1	09/06/2017 00:00	13:14:00	52	58	4	7	1	49	70
5894/1	09/06/2017 00:00	13:29:00	53	66	8	2	0	50	76
5894/1	09/06/2017 00:00	13:44:00	54	72	9	6	4	47	91
5894/1	09/06/2017 00:00	13:59:00	55	78	4	8	3	49	93
5894/1	09/06/2017 00:00	14:14:00	56	84	5	9	1	48	99
5894/1	09/06/2017 00:00	14:29:00	57	67	6	5	3	49	81
5894/1	09/06/2017 00:00	14:44:00	58	94	7	8	0	44	109
5894/1	09/06/2017 00:00	14:59:00	59	78	4	11	2	48	95
5894/1	09/06/2017 00:00	15:14:00	60	81	8	7	1	50	97
5894/1	09/06/2017 00:00	15:29:00	61	93	5	4	2	50	104
5894/1	09/06/2017 00:00	15:44:00	62	83	6	6	2	50	97
5894/1	09/06/2017 00:00	15:59:00	63	97	5	6	1	48	109
5894/1	09/06/2017 00:00	16:14:00	64	86	3	2	3	49	94
5894/1	09/06/2017 00:00	16:29:00	65	93	5	2	2	48	102
5894/1	09/06/2017 00:00	16:44:00	66	81	6	6	1	50	94
5894/1	09/06/2017 00:00	16:59:00	67	80	7	3	0	51	90
5894/1	09/06/2017 00:00	17:14:00	68	119	4	2	0	46	125
5894/1	09/06/2017 00:00	17:29:00	69	109	4	1	3	47	117
5894/1	09/06/2017 00:00	17:44:00	70	82	5	1	1	53	89
5894/1	09/06/2017 00:00	17:59:00	71	68	2	0	1	53	71
5894/1	09/06/2017 00:00	18:14:00	72	77	2	1	1	51	81
5894/1	09/06/2017 00:00	18:29:00	73	66	4	0	0	52	70
5894/1	09/06/2017 00:00	18:44:00	74	42	7	0	0	53	49
5894/1	09/06/2017 00:00	18:59:00	75	87	2	0	0	52	89
5894/1	09/06/2017 00:00	19:14:00	76	61	2	1	3	52	67
5894/1	09/06/2017 00:00	19:29:00	77	65	4	0	0	52	69
5894/1	09/06/2017 00:00	19:44:00	78	38	2	1	0	52	41
5894/1	09/06/2017 00:00	19:59:00	79	38	0	0	0	53	38
5894/1	09/06/2017 00:00	20:14:00	80	35	1	0	0	54	36
5894/1	09/06/2017 00:00	20:29:00	81	34	3	0	0	53	37
5894/1	09/06/2017 00:00	20:44:00	82	62	4	1	3	51	70
5894/1	09/06/2017 00:00	20:59:00	83	56	1	1	10	50	68
5894/1	09/06/2017 00:00	21:14:00	84	49	2	2	5	51	58
5894/1	09/06/2017 00:00	21:29:00	85	53	1	0	6	50	60
5894/1	09/06/2017 00:00	21:44:00	86	53	1	1	5	48	60
5894/1	09/06/2017 00:00	21:59:00	87	41	1	0	2	50	44
5894/1	09/06/2017 00:00	22:14:00	88	28	1	0	6	47	35
5894/1	09/06/2017 00:00	22:29:00	89	27	1	0	1	50	29
5894/1	09/06/2017 00:00	22:44:00	90	40	2	2	2	46	46
5894/1	09/06/2017 00:00	22:59:00	91	41	0	4	6	47	51
5894/1	09/06/2017 00:00	23:14:00	92	43	0	4	10	47	57
5894/1	09/06/2017 00:00	23:29:00	93	33	1	5	10	46	49
5894/1	09/06/2017 00:00	23:44:00	94	35	3	5	4	47	47
5894/1	09/06/2017 00:00	23:59:00	95	30	2	5	4	47	41
5894/1	10/06/2017 00:00	00:14:00	0	29	0	0	6	48	35
5894/1	10/06/2017 00:00	00:29:00	1	14	3	1	8	43	26
5894/1	10/06/2017 00:00	00:44:00	2	12	1	0	3	47	16
5894/1	10/06/2017 00:00	00:59:00	3	11	1	0	0	48	15
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5894/1	10/06/2017 00:00	01:29:00	5	4	0	1	0	47	5
5894/1	10/06/2017 00:00	01:44:00	6	3	0	0	0	51	3
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	02:29:00	9	3	0	0	1	59	4
5894/1	10/06/2017 00:00	02:44:00	10	3	0	2	0	57	5
5894/1	10/06/2017 00:00	02:59:00	11	8	1	0	0	44	9
5894/1	10/06/2017 00:00	03:14:00	12	3	0	0	0	59	3
5894/1	10/06/2017 00:00	03:29:00	13	1	1	0	0	42	2
5894/1	10/06/2017 00:00	03:44:00	14	4	1	0	0	50	5
5894/1	10/06/2017 00:00	03:59:00	15	7	0	1	1	52	9
5894/1	10/06/2017 00:00	04:14:00	16	4	0	0	1	50	5
5894/1	10/06/2017 00:00	04:29:00	17	4	1	1	1	52	7
5894/1	10/06/2017 00:00	04:44:00	18	19	0	0	0	52	19
5894/1	10/06/2017 00:00	04:59:00	19	13	1	0	0	55	14
5894/1	10/06/2017 00:00	05:14:00	20	8	0	0	1	53	9
5894/1	10/06/2017 00:00	05:29:00	21	23	1	0	0	53	24
5894/1	10/06/2017 00:00	05:44:00	22	36	1	1	1	52	39
5894/1	10/06/2017 00:00	05:59:00	23	19	0	0	0	51	20
5894/1	10/06/2017 00:00	06:14:00	24	8	2	0	1	53	11
5894/1	10/06/2017 00:00	06:29:00	25	17	0	0	1	54	18
5894/1	10/06/2017 00:00	06:44:00	26	29	2	1	0	51	32
5894/1	10/06/2017 00:00	06:59:00	27	42	1	0	2	54	45
5894/1	10/06/2017 00:00	07:14:00	28	35	4	4	1	51	44
5894/1	10/06/2017 00:00	07:29:00	29	33	9	4	0	53	46
5894/1	10/06/2017 00:00	07:44:00	30	35	6	0	2	54	43
5894/1	10/06/2017 00:00	07:59:00	31	46	5	1	2	54	54
5894/1	10/06/2017 00:00	08:14:00	32	32	5	3	1	52	41
5894/1	10/06/2017 00:00	08:29:00	33	50	3	3	2	53	58
5894/1	10/06/2017 00:00	08:44:00	34	80	7	0	1	51	88
5894/1	10/06/2017 00:00	08:59:00	35	79	5	1	0	51	85
5894/1	10/06/2017 00:00	09:14:00	36	46	5	0	0	50	51
5894/1	10/06/2017 00:00	09:29:00	37	65	5	5	1	52	76
5894/1	10/06/2017 00:00	09:44:00	38	82	6	0	0	50	

5894/1	10/06/2017 00:00	11:29:00	45	114	4	2	0	48	120
5894/1	10/06/2017 00:00	11:44:00	46	109	4	1	0	49	114
5894/1	10/06/2017 00:00	11:59:00	47	92	12	3	0	49	107
5894/1	10/06/2017 00:00	12:14:00	48	87	2	0	0	51	89
5894/1	10/06/2017 00:00	12:29:00	49	93	9	2	1	49	105
5894/1	10/06/2017 00:00	12:44:00	50	92	5	4	0	51	101
5894/1	10/06/2017 00:00	12:59:00	51	93	4	0	0	49	97
5894/1	10/06/2017 00:00	13:14:00	52	99	5	2	0	50	106
5894/1	10/06/2017 00:00	13:29:00	53	86	3	0	1	50	90
5894/1	10/06/2017 00:00	13:44:00	54	97	7	3	0	49	107
5894/1	10/06/2017 00:00	13:59:00	55	88	3	1	0	50	92
5894/1	10/06/2017 00:00	14:14:00	56	89	7	1	0	51	97
5894/1	10/06/2017 00:00	14:29:00	57	70	2	1	0	49	73
5894/1	10/06/2017 00:00	14:44:00	58	87	1	3	0	49	91
5894/1	10/06/2017 00:00	14:59:00	59	66	2	0	0	53	68
5894/1	10/06/2017 00:00	15:14:00	60	70	4	0	0	51	74
5894/1	10/06/2017 00:00	15:29:00	61	77	5	1	0	52	83
5894/1	10/06/2017 00:00	15:44:00	62	60	3	0	0	50	63
5894/1	10/06/2017 00:00	15:59:00	63	76	0	0	0	51	76
5894/1	10/06/2017 00:00	16:14:00	64	69	2	0	1	52	72
5894/1	10/06/2017 00:00	16:29:00	65	75	3	0	1	51	79
5894/1	10/06/2017 00:00	16:44:00	66	80	2	1	0	51	83
5894/1	10/06/2017 00:00	16:59:00	67	67	2	2	0	50	71
5894/1	10/06/2017 00:00	17:14:00	68	77	2	2	0	50	81
5894/1	10/06/2017 00:00	17:29:00	69	67	2	2	0	52	71
5894/1	10/06/2017 00:00	17:44:00	70	58	1	3	1	51	63
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5894/1	10/06/2017 00:00	18:29:00	73	58	1	0	0	53	59
5894/1	10/06/2017 00:00	18:44:00	74	55	3	2	1	53	61
5894/1	10/06/2017 00:00	18:59:00	75	41	0	0	0	52	41
5894/1	10/06/2017 00:00	19:14:00	76	51	3	0	0	53	54
5894/1	10/06/2017 00:00	19:29:00	77	51	1	0	1	53	53
5894/1	10/06/2017 00:00	19:44:00	78	34	3	0	0	54	37
5894/1	10/06/2017 00:00	19:59:00	79	42	2	0	0	52	44
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5894/1	10/06/2017 00:00	20:29:00	81	27	5	0	0	51	32
5894/1	10/06/2017 00:00	20:44:00	82	9	1	2	0	48	12
5894/1	10/06/2017 00:00	20:59:00	83	0	0	1	0	37	1
5894/1	10/06/2017 00:00	21:14:00	84	0	0	1	0	26	1
5894/1	10/06/2017 00:00	21:29:00	85	0	0	1	0	8	1
5894/1	10/06/2017 00:00	21:44:00	86	0	0	1	0	5	1
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5894/1	10/06/2017 00:00	22:59:00	91	0	0	0	0	0	0
5894/1	10/06/2017 00:00	23:14:00	92	0	0	0	0	0	0
5894/1	10/06/2017 00:00	23:29:00	93	0	0	1	0	37	1
5894/1	10/06/2017 00:00	23:44:00	94	0	0	0	0	0	0
5894/1	10/06/2017 00:00	23:59:00	95	3	0	0	1	18	4
5894/1	11/06/2017 00:00	00:14:00	0	10	0	0	0	48	10
5894/1	11/06/2017 00:00	00:29:00	1	15	1	2	0	48	18
5894/1	11/06/2017 00:00	00:44:00	2	13	1	1	0	49	15
5894/1	11/06/2017 00:00	00:59:00	3	6	0	1	0	51	7
5894/1	11/06/2017 00:00	01:14:00	4	9	0	0	0	53	9
5894/1	11/06/2017 00:00	01:29:00	5	8	0	0	0	48	8
5894/1	11/06/2017 00:00	01:44:00	6	10	1	0	0	52	11
5894/1	11/06/2017 00:00	01:59:00	7	3	1	1	0	50	5
5894/1	11/06/2017 00:00	02:14:00	8	3	0	0	0	46	3
5894/1	11/06/2017 00:00	02:29:00	9	2	2	0	0	53	4
5894/1	11/06/2017 00:00	02:44:00	10	1	0	0	0	44	1
5894/1	11/06/2017 00:00	02:59:00	11	3	0	0	0	58	3
5894/1	11/06/2017 00:00	03:14:00	12	1	0	0	0	48	1
5894/1	11/06/2017 00:00	03:29:00	13	3	0	0	0	52	4
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5894/1	11/06/2017 00:00	03:59:00	15	5	0	0	0	48	5
5894/1	11/06/2017 00:00	04:14:00	16	5	2	1	0	50	8
5894/1	11/06/2017 00:00	04:29:00	17	3	0	0	0	57	3
5894/1	11/06/2017 00:00	04:44:00	18	4	0	0	0	49	4
5894/1	11/06/2017 00:00	04:59:00	19	7	0	1	0	54	8
5894/1	11/06/2017 00:00	05:14:00	20	11	0	0	0	55	11
5894/1	11/06/2017 00:00	05:29:00	21	9	2	0	0	56	11
5894/1	11/06/2017 00:00	05:44:00	22	20	1	1	0	50	23
5894/1	11/06/2017 00:00	05:59:00	23	10	1	0	0	53	11
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5894/1	11/06/2017 00:00	06:29:00	25	10	0	1	0	47	11
5894/1	11/06/2017 00:00	06:44:00	26	13	2	0	0	50	15
5894/1	11/06/2017 00:00	06:59:00	27	15	1	0	1	52	17
5894/1	11/06/2017 00:00	07:14:00	28	21	1	0	0	52	22
5894/1	11/06/2017 00:00	07:29:00	29	18	2	0	0	54	20
5894/1	11/06/2017 00:00	07:44:00	30	19	1	0	0	48	20
5894/1	11/06/2017 00:00	07:59:00	31	23	0	0	0	55	23
5894/1	11/06/2017 00:00	08:14:00	32	24	3	0	0	55	27
5894/1	11/06/2017 00:00	08:29:00	33	2	0	0	0	52	22
5894/1	11/06/2017 00:00	08:44:00	34	33	3	0	0	51	36
5894/1	11/06/2017 00:00	08:59:00	35	25	1	0	0	53	26
5894/1	11/06/2017 00:00	09:14:00	36	43	1	0	0	51	44
5894/1	11/06/2017 00:00	09:29:00	37	32	3	2	1	49	38
5894/1	11/06/2017 00:00	09:44:00	38	67	2	1	0	51	70
5894/1	11/06/2017 00:00	09:59:00	39	79	3	0	0	52	82
5894/1	11/06/2017 00:00	10:14:00	40	72	2	0	0	50	74
5894/1	11/06/2017 00:00	10:29:00	41	75	3	1	0	48	79
5894/1	11/06/2017 00:00	10:44:00	42	80	4	0	0	50	84
5894/1	11/06/2017 00:00	10:59:00	43	76	4	0	0	50	80
5894/1	11/06/2017 00:00	11:14:00	44	76	2	0	0	52	78
5894/1	11/06/2017 00:00	11:29:00	45	73	3	1	0	50	77
5894/1	11/06/2017 00:00	11:44:00	46	94	5	1	0	50	100
5894/1	11/06/2017 00:00	11:59:00	47	93	2	0	1	49	96
5894/1	11/06/2017 00:00	12:14:00	48	93	2	1	0	49	96
5894/1	11/06/2017 00:00	12:29:00	49	89	2	1	0	49	92
5894/1	11/06/2017 00:00	12:44:00	50	83	5	0	0	49	88
5894/1	11/06/2017 00:00	12:59:00	51	83	4	0	1	49	88
5894/1	11/06/2017 00:00	13:14:00	52	94	1	1	0	49	96
5894/1	11/06/2017 00:00	13:29:00	53	105	4	0	2	49	111
5894/1	11/06/2017 00:00	13:44:00	54	62	5	0	0	51	67
5894/1	11/06/2017 00:00	13:59:00	55	80	5	1	0	48	86
5894/1	11/06/2017 00:00	14:14:00	56	55	2	0	0	50	57
5894/1	11/06/2017 00:00	14:29:00	57	68	2	1	1	50	72
5894/1	11/06/2017 00:00	14:44:00	58	75	0	0	0	50	75
5894/1	11/06/2017 00:00	14:59:00	59	73	1	2	1	50	77
5894/1	11/06/2017 00:00	15:14:00	60	60	4	0	1	49	65
5894/1	11/06/2017 00:00	15:29:00	61	57	1	0	0	50	58
5894/1	11/06/2017 00:00	15:44:00	62	64	3	0	0	48	67
5894/1	11/06/2017 00:00	15:59:00	63	61	2	0	0	50	63
5894/1	11/06/2017 00:00	16:14:00	64	69	3	1	0	52	73
5894/1	11/06/2017 00:00	16:29:00	65	58	0	0	1	52	59
5894/1	11/06/2017 00:00	16:44:00	66	57	3	1	0	50	61
5894/1	11/06/2017 00:00	16:59:00	67	57	2	1	0	52	60
5894/1	11/06/2017 00:00	17:14:00	68	59	2	1	0	55	62
5894/1	11/06/2017 00:00	17:29:00	69	63	1	0	0	51	64
5894/1	11/06/2017 00:00	17:44:00	70	49	1	0	0	53	50
5894/1	11/06/2017 00:00	17:59:00	71	62	1	1	0	52	64
5894/1	11/06/2017 00:00	18:14:00	72	61	1	0	0	52	62
5894/1	11/06/2017 00:00	18:29:00	73	53	2	1	0	52	56
5894/1	11/06/2017 00:00	18:44:00	74	36	1	1	0	55	38
5894/1	11/06/2017 00:00	18:59:00	75	40	2	1	0	54	43
5894/1	11/06/2017 00:00	19:14:00	76	38	1	0	0	51	39
5894/1	11/06/2017 00:00	19:29:00	77	34	1	1	2	52	38
5894/1	11/06/2017								

5894/1	11/06/2017 00:00	21:14:00	84	21	2	0	0	55	23
5894/1	11/06/2017 00:00	21:29:00	85	19	2	0	0	56	21
5894/1	11/06/2017 00:00	21:44:00	86	15	1	0	0	53	16
5894/1	11/06/2017 00:00	21:59:00	87	20	0	2	0	52	22
5894/1	11/06/2017 00:00	22:14:00	88	13	0	0	0	50	13
5894/1	11/06/2017 00:00	22:29:00	89	12	0	0	0	51	12
5894/1	11/06/2017 00:00	22:44:00	90	13	0	0	0	49	13
5894/1	11/06/2017 00:00	22:59:00	91	9	0	0	0	50	9
5894/1	11/06/2017 00:00	23:14:00	92	14	0	0	0	45	14
5894/1	11/06/2017 00:00	23:29:00	93	4	0	1	0	45	5
5894/1	11/06/2017 00:00	23:44:00	94	8	1	0	0	52	9
5894/1	11/06/2017 00:00	23:59:00	95	1	0	0	0	36	1
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5894/1	12/06/2017 00:00	00:29:00	1	6	0	1	0	50	7
5894/1	12/06/2017 00:00	00:44:00	2	1	1	0	0	51	2
5894/1	12/06/2017 00:00	00:59:00	3	2	0	0	0	58	2
5894/1	12/06/2017 00:00	01:14:00	4	0	2	0	0	52	2
5894/1	12/06/2017 00:00	01:29:00	5	1	0	0	0	59	1
5894/1	12/06/2017 00:00	01:44:00	6	3	0	1	1	42	5
5894/1	12/06/2017 00:00	01:59:00	7	2	1	0	0	57	3
5894/1	12/06/2017 00:00	02:14:00	8	2	0	0	0	67	2
5894/1	12/06/2017 00:00	02:29:00	9	1	1	2	0	54	4
5894/1	12/06/2017 00:00	02:44:00	10	8	1	0	0	48	9
5894/1	12/06/2017 00:00	02:59:00	11	3	1	0	0	56	4
5894/1	12/06/2017 00:00	03:14:00	12	1	1	0	0	61	2
5894/1	12/06/2017 00:00	03:29:00	13	1	0	0	0	52	1
5894/1	12/06/2017 00:00	03:44:00	14	12	1	0	1	50	14
5894/1	12/06/2017 00:00	03:59:00	15	6	0	0	0	55	6
5894/1	12/06/2017 00:00	04:14:00	16	6	0	0	0	56	6
5894/1	12/06/2017 00:00	04:29:00	17	10	1	1	1	53	13
5894/1	12/06/2017 00:00	04:44:00	18	20	0	0	1	52	21
5894/1	12/06/2017 00:00	04:59:00	19	31	0	0	0	55	31
5894/1	12/06/2017 00:00	05:14:00	20	21	2	0	1	53	24
5894/1	12/06/2017 00:00	05:29:00	21	35	5	1	2	51	43
5894/1	12/06/2017 00:00	05:44:00	22	69	2	2	0	52	73
5894/1	12/06/2017 00:00	05:59:00	23	53	2	3	2	53	60
5894/1	12/06/2017 00:00	06:14:00	24	38	4	1	0	54	43
5894/1	12/06/2017 00:00	06:29:00	25	56	2	7	0	53	65
5894/1	12/06/2017 00:00	06:44:00	26	97	8	1	2	52	108
5894/1	12/06/2017 00:00	06:59:00	27	96	11	2	3	51	112
5894/1	12/06/2017 00:00	07:14:00	28	101	11	4	1	49	117
5894/1	12/06/2017 00:00	07:29:00	29	110	7	4	2	49	123
5894/1	12/06/2017 00:00	07:44:00	30	125	8	0	0	43	133
5894/1	12/06/2017 00:00	07:59:00	31	101	11	6	0	32	118
5894/1	12/06/2017 00:00	08:14:00	32	120	3	1	0	46	124
5894/1	12/06/2017 00:00	08:29:00	33	130	4	2	0	47	136
5894/1	12/06/2017 00:00	08:44:00	34	82	6	11	0	49	99
5894/1	12/06/2017 00:00	08:59:00	35	108	6	7	1	45	122
5894/1	12/06/2017 00:00	09:14:00	36	85	6	6	2	49	99
5894/1	12/06/2017 00:00	09:29:00	37	76	10	3	1	49	90
5894/1	12/06/2017 00:00	09:44:00	38	94	4	4	0	48	102
5894/1	12/06/2017 00:00	09:59:00	39	77	4	6	1	48	88
5894/1	12/06/2017 00:00	10:14:00	40	71	3	9	3	46	86
5894/1	12/06/2017 00:00	10:29:00	41	88	6	7	1	49	102
5894/1	12/06/2017 00:00	10:44:00	42	95	4	10	2	47	111
5894/1	12/06/2017 00:00	10:59:00	43	87	10	4	2	47	103
5894/1	12/06/2017 00:00	11:14:00	44	75	9	5	1	47	90
5894/1	12/06/2017 00:00	11:29:00	45	73	4	4	1	51	82
5894/1	12/06/2017 00:00	11:44:00	46	85	9	3	3	47	100
5894/1	12/06/2017 00:00	11:59:00	47	70	6	5	1	49	82
5894/1	12/06/2017 00:00	12:14:00	48	66	4	5	1	49	76
5894/1	12/06/2017 00:00	12:29:00	49	87	7	4	1	49	99
5894/1	12/06/2017 00:00	12:44:00	50	93	5	7	1	48	106
5894/1	12/06/2017 00:00	12:59:00	51	75	5	3	1	51	84
5894/1	12/06/2017 00:00	13:14:00	52	65	4	2	0	50	77
5894/1	12/06/2017 00:00	13:29:00	53	79	6	4	1	50	90
5894/1	12/06/2017 00:00	13:44:00	54	64	10	5	4	49	83
5894/1	12/06/2017 00:00	13:59:00	55	89	8	2	2	47	101
5894/1	12/06/2017 00:00	14:14:00	56	64	5	6	1	49	76
5894/1	12/06/2017 00:00	14:29:00	57	77	5	10	2	49	94
5894/1	12/06/2017 00:00	14:44:00	58	76	7	6	2	47	91
5894/1	12/06/2017 00:00	14:59:00	59	75	7	17	1	49	100
5894/1	12/06/2017 00:00	15:14:00	60	80	7	5	2	49	94
5894/1	12/06/2017 00:00	15:29:00	61	76	10	3	2	49	91
5894/1	12/06/2017 00:00	15:44:00	62	69	5	4	2	49	80
5894/1	12/06/2017 00:00	15:59:00	63	75	3	7	2	50	87
5894/1	12/06/2017 00:00	16:14:00	64	82	6	3	1	50	92
5894/1	12/06/2017 00:00	16:29:00	65	116	11	3	1	49	131
5894/1	12/06/2017 00:00	16:44:00	66	79	8	3	2	49	92
5894/1	12/06/2017 00:00	16:59:00	67	85	3	5	3	49	96
5894/1	12/06/2017 00:00	17:14:00	68	117	9	2	1	48	129
5894/1	12/06/2017 00:00	17:29:00	69	104	4	1	0	49	109
5894/1	12/06/2017 00:00	17:44:00	70	87	2	1	2	50	92
5894/1	12/06/2017 00:00	17:59:00	71	73	3	2	1	51	79
5894/1	12/06/2017 00:00	18:14:00	72	72	1	1	0	52	74
5894/1	12/06/2017 00:00	18:29:00	73	74	1	1	1	52	77
5894/1	12/06/2017 00:00	18:44:00	74	57	3	0	0	54	60
5894/1	12/06/2017 00:00	18:59:00	75	45	1	0	1	54	47
5894/1	12/06/2017 00:00	19:14:00	76	51	1	0	0	54	52
5894/1	12/06/2017 00:00	19:29:00	77	42	3	1	2	53	48
5894/1	12/06/2017 00:00	19:44:00	78	38	0	0	0	54	38
5894/1	12/06/2017 00:00	19:59:00	79	40	0	1	2	54	43
5894/1	12/06/2017 00:00	20:14:00	80	35	0	1	0	54	36
5894/1	12/06/2017 00:00	20:29:00	81	37	1	1	0	51	39
5894/1	12/06/2017 00:00	20:44:00	82	26	2	0	0	54	28
5894/1	12/06/2017 00:00	20:59:00	83	27	3	0	1	53	31
5894/1	12/06/2017 00:00	21:14:00	84	32	2	0	0	54	34
5894/1	12/06/2017 00:00	21:29:00	85	26	2	1	0	51	29
5894/1	12/06/2017 00:00	21:44:00	86	28	2	0	0	52	30
5894/1	12/06/2017 00:00	21:59:00	87	30	2	0	0	52	32
5894/1	12/06/2017 00:00	22:14:00	88	11	0	0	0	53	11
5894/1	12/06/2017 00:00	22:29:00	89	24	0	0	0	52	24
5894/1	12/06/2017 00:00	22:44:00	90	12	0	0	0	50	12
5894/1	12/06/2017 00:00	22:59:00	91	4	0	0	0	47	4
5894/1	12/06/2017 00:00	23:14:00	92	11	0	0	0	52	11
5894/1	12/06/2017 00:00	23:29:00	93	4	0	1	0	53	5
5894/1	12/06/2017 00:00	23:44:00	94	1	2	1	1	41	5
5894/1	12/06/2017 00:00	23:59:00	95	8	0	0	0	56	8
5894/1	13/06/2017 00:00	00:14:00	0	3	0	3	0	44	6
5894/1	13/06/2017 00:00	00:29:00	1	4	0	1	1	51	6
5894/1	13/06/2017 00:00	00:44:00	2	2	0	0	1	46	3
5894/1	13/06/2017 00:00	00:59:00	3	4	0	0	0	55	4
5894/1	13/06/2017 00:00	01:14:00	4	3	0	2	0	47	5
5894/1	13/06/2017 00:00	01:29:00	5	5	1	1	0	49	7
5894/1	13/06/2017 00:00	01:44:00	6	4	0	0	0	50	4
5894/1	13/06/2017 00:00	01:59:00	7	2	0	0	0	48	2
5894/1	13/06/2017 00:00	02:14:00	8	6	1	0	1	54	8
5894/1	13/06/2017 00:00	02:29:00	9	2	1	0	0	56	3
5894/1	13/06/2017 00:00	02:44:00	10	4	1	0	0	53	5
5894/1	13/06/2017 00:00	02:59:00	11	2	0	1	0	47	3
5894/1	13/06/2017 00:00	03:14:00	12	1	1	0	0	58	2
5894/1	13/06/2017 00:00	03:29:00	13	4	1	0	0	52	5
5894/1	13/06/2017 00:00	03:44:00	14	8	1	0	0	54	9
5894/1	13/06/2017 00:00	03:59:00	15	4	0	0	0	52	5
5894/1	13/06/2017 00:00	04:14:00	16	9	0	0	0	48	9
5894/1	13/06/2017 00:00	04:29:00	17	6	1	0	0	52	7
5894/1	13/06/2017 00:00	04:44:00	18	17	1	1	1	53	20
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5894/1	13/06/2017 00:00	05:14:00	20	33	1	1	0	56	35
5894/1	13/06/201								

5894/1	13/06/2017 00:00	06:59:00	27	116	11	1	0	53	128
5894/1	13/06/2017 00:00	07:14:00	28	89	10	4	1	52	104
5894/1	13/06/2017 00:00	07:29:00	29	112	15	2	1	50	130
5894/1	13/06/2017 00:00	07:44:00	30	128	11	4	1	35	144
5894/1	13/06/2017 00:00	07:59:00	31	112	14	3	2	26	131
5894/1	13/06/2017 00:00	08:14:00	32	140	7	6	0	43	153
5894/1	13/06/2017 00:00	08:29:00	33	117	7	7	0	48	131
5894/1	13/06/2017 00:00	08:44:00	34	108	5	8	2	48	123
5894/1	13/06/2017 00:00	08:59:00	35	89	3	4	2	47	98
5894/1	13/06/2017 00:00	09:14:00	36	76	4	2	1	53	83
5894/1	13/06/2017 00:00	09:29:00	37	106	10	2	1	49	119
5894/1	13/06/2017 00:00	09:44:00	38	82	7	4	1	48	94
5894/1	13/06/2017 00:00	09:59:00	39	74	7	7	1	51	89
5894/1	13/06/2017 00:00	10:14:00	40	87	7	9	0	49	103
5894/1	13/06/2017 00:00	10:29:00	41	72	5	0	0	49	77
5894/1	13/06/2017 00:00	10:44:00	42	75	3	5	0	49	83
5894/1	13/06/2017 00:00	10:59:00	43	76	8	2	1	47	87
5894/1	13/06/2017 00:00	11:14:00	44	70	5	2	2	50	79
5894/1	13/06/2017 00:00	11:29:00	45	77	3	3	2	51	85
5894/1	13/06/2017 00:00	11:44:00	46	81	4	3	3	48	91
5894/1	13/06/2017 00:00	11:59:00	47	71	10	4	0	50	85
5894/1	13/06/2017 00:00	12:14:00	48	67	4	7	0	49	78
5894/1	13/06/2017 00:00	12:29:00	49	72	1	3	2	48	78
5894/1	13/06/2017 00:00	12:44:00	50	73	8	6	1	49	88
5894/1	13/06/2017 00:00	12:59:00	51	80	3	7	1	48	91
5894/1	13/06/2017 00:00	13:14:00	52	77	3	6	1	48	87
5894/1	13/06/2017 00:00	13:29:00	53	72	8	4	1	50	85
5894/1	13/06/2017 00:00	13:44:00	54	85	11	3	3	49	102
5894/1	13/06/2017 00:00	13:59:00	55	81	8	2	1	45	92
5894/1	13/06/2017 00:00	14:14:00	56	62	6	9	0	50	77
5894/1	13/06/2017 00:00	14:29:00	57	74	8	7	1	50	90
5894/1	13/06/2017 00:00	14:44:00	58	66	8	11	1	49	86
5894/1	13/06/2017 00:00	14:59:00	59	99	4	12	0	47	115
5894/1	13/06/2017 00:00	15:14:00	60	63	8	8	2	49	81
5894/1	13/06/2017 00:00	15:29:00	61	63	8	4	0	52	75
5894/1	13/06/2017 00:00	15:44:00	62	71	11	8	1	47	91
5894/1	13/06/2017 00:00	15:59:00	63	97	6	3	1	49	107
5894/1	13/06/2017 00:00	16:14:00	64	110	6	2	1	50	119
5894/1	13/06/2017 00:00	16:29:00	65	85	5	4	3	50	97
5894/1	13/06/2017 00:00	16:44:00	66	90	5	6	0	52	101
5894/1	13/06/2017 00:00	16:59:00	67	106	7	1	1	49	115
5894/1	13/06/2017 00:00	17:14:00	68	98	2	1	1	49	102
5894/1	13/06/2017 00:00	17:29:00	69	118	5	0	1	48	124
5894/1	13/06/2017 00:00	17:44:00	70	99	7	0	1	49	107
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5894/1	13/06/2017 00:00	18:14:00	72	88	3	3	0	53	94
5894/1	13/06/2017 00:00	18:29:00	73	87	1	1	0	52	89
5894/1	13/06/2017 00:00	18:44:00	74	56	5	0	1	54	62
5894/1	13/06/2017 00:00	18:59:00	75	52	2	2	0	54	56
5894/1	13/06/2017 00:00	19:14:00	76	49	1	0	0	53	50
5894/1	13/06/2017 00:00	19:29:00	77	57	1	0	0	54	58
5894/1	13/06/2017 00:00	19:44:00	78	67	1	0	1	51	69
5894/1	13/06/2017 00:00	19:59:00	79	49	1	1	0	53	51
5894/1	13/06/2017 00:00	20:14:00	80	40	1	1	2	56	44
5894/1	13/06/2017 00:00	20:29:00	81	50	3	0	0	53	53
5894/1	13/06/2017 00:00	20:44:00	82	40	1	2	0	54	43
5894/1	13/06/2017 00:00	20:59:00	83	32	2	2	0	53	36
5894/1	13/06/2017 00:00	21:14:00	84	37	3	0	0	54	40
5894/1	13/06/2017 00:00	21:29:00	85	31	1	0	0	54	32
5894/1	13/06/2017 00:00	21:44:00	86	24	2	0	1	55	27
5894/1	13/06/2017 00:00	21:59:00	87	28	0	0	0	54	28
5894/1	13/06/2017 00:00	22:14:00	88	28	1	0	0	52	29
5894/1	13/06/2017 00:00	22:29:00	89	13	0	0	0	52	13
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5894/1	13/06/2017 00:00	22:59:00	91	13	0	0	0	50	13
5894/1	13/06/2017 00:00	23:14:00	92	15	2	0	0	52	17
5894/1	13/06/2017 00:00	23:29:00	93	11	0	0	0	49	11
5894/1	13/06/2017 00:00	23:44:00	94	5	1	0	0	54	6
5894/1	13/06/2017 00:00	23:59:00	95	10	0	1	0	51	11
5894/1	14/06/2017 00:00	00:14:00	0	3	0	1	2	46	6
5894/1	14/06/2017 00:00	00:29:00	1	9	0	0	0	52	9
5894/1	14/06/2017 00:00	00:44:00	2	2	0	0	0	46	2
5894/1	14/06/2017 00:00	00:59:00	3	1	0	0	0	50	1
5894/1	14/06/2017 00:00	01:14:00	4	2	0	0	0	53	2
5894/1	14/06/2017 00:00	01:29:00	5	5	0	1	1	53	7
5894/1	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	02:14:00	8	4	0	0	0	58	4
5894/1	14/06/2017 00:00	02:29:00	9	3	1	1	1	49	6
5894/1	14/06/2017 00:00	02:44:00	10	6	0	1	1	42	8
5894/1	14/06/2017 00:00	02:59:00	11	3	1	1	0	46	5
5894/1	14/06/2017 00:00	03:14:00	12	2	0	0	0	72	2
5894/1	14/06/2017 00:00	03:29:00	13	4	1	0	1	48	6
5894/1	14/06/2017 00:00	03:44:00	14	11	0	0	0	53	11
5894/1	14/06/2017 00:00	03:59:00	15	5	2	1	0	44	8
5894/1	14/06/2017 00:00	04:14:00	16	8	1	0	1	49	10
5894/1	14/06/2017 00:00	04:29:00	17	10	1	2	0	52	13
5894/1	14/06/2017 00:00	04:44:00	18	14	0	2	0	54	16
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5894/1	14/06/2017 00:00	05:29:00	21	45	3	0	0	53	48
5894/1	14/06/2017 00:00	05:44:00	22	77	5	2	1	53	85
5894/1	14/06/2017 00:00	05:59:00	23	70	8	3	1	55	82
5894/1	14/06/2017 00:00	06:14:00	24	40	3	3	0	53	46
5894/1	14/06/2017 00:00	06:29:00	25	51	2	1	0	54	54
5894/1	14/06/2017 00:00	06:44:00	26	96	7	2	2	49	107
5894/1	14/06/2017 00:00	06:59:00	27	103	12	3	2	53	120
5894/1	14/06/2017 00:00	07:14:00	28	90	9	4	1	51	104
5894/1	14/06/2017 00:00	07:29:00	29	111	9	2	2	50	124
5894/1	14/06/2017 00:00	07:44:00	30	130	12	4	0	35	146
5894/1	14/06/2017 00:00	07:59:00	31	103	18	7	2	13	130
5894/1	14/06/2017 00:00	08:14:00	32	108	13	2	1	39	124
5894/1	14/06/2017 00:00	08:29:00	33	124	2	5	1	47	132
5894/1	14/06/2017 00:00	08:44:00	34	89	5	8	2	50	104
5894/1	14/06/2017 00:00	08:59:00	35	114	10	2	0	44	126
5894/1	14/06/2017 00:00	09:14:00	36	103	5	8	2	47	118
5894/1	14/06/2017 00:00	09:29:00	37	76	7	4	2	50	89
5894/1	14/06/2017 00:00	09:44:00	38	67	8	2	1	51	78
5894/1	14/06/2017 00:00	09:59:00	39	90	7	4	1	49	102
5894/1	14/06/2017 00:00	10:14:00	40	82	5	2	1	51	90
5894/1	14/06/2017 00:00	10:29:00	41	64	5	6	1	46	76
5894/1	14/06/2017 00:00	10:44:00	42	76	6	5	0	51	87
5894/1	14/06/2017 00:00	10:59:00	43	75	5	6	2	51	88
5894/1	14/06/2017 00:00	11:14:00	44	73	7	5	0	49	85
5894/1	14/06/2017 00:00	11:29:00	45	84	1	2	0	50	87
5894/1	14/06/2017 00:00	11:44:00	46	73	10	5	3	49	91
5894/1	14/06/2017 00:00	11:59:00	47	80	1	7	1	49	89
5894/1	14/06/2017 00:00	12:14:00	48	99	4	4	1	49	108
5894/1	14/06/2017 00:00	12:29:00	49	77	5	2	1	51	85
5894/1	14/06/2017 00:00	12:44:00	50	72	4	1	0	51	77
5894/1	14/06/2017 00:00	12:59:00	51	80	3	7	0	50	90
5894/1	14/06/2017 00:00	13:14:00	52	59	4	5	0	49	68
5894/1	14/06/2017 00:00	13:29:00	53	70	5	3	3	49	81
5894/1	14/06/2017 00:00	13:44:00	54	70	9	3	1	49	83
5894/1	14/06/2017 00:00	13:59:00	55	78	7	5	1	49	91
5894/1	14/06/2017 00:00	14:14:00	56	88	8	11	1	48	108
5894/1	14/06/2017 00:00	14:29:00	57	79	7	6	1	49	93
5894/1	14/06/2017 00:00	14:44:00	58	70	11	17	0	48	98
5894/1	14/06/2017 00:								

5894/1	14/06/2017 00:00	16:44:00	66	79	7	6	3	50	95
5894/1	14/06/2017 00:00	16:59:00	67	103	6	0	0	52	109
5894/1	14/06/2017 00:00	17:14:00	68	93	4	3	2	47	102
5894/1	14/06/2017 00:00	17:29:00	69	104	5	2	1	47	112
5894/1	14/06/2017 00:00	17:44:00	70	73	5	2	1	53	81
5894/1	14/06/2017 00:00	17:59:00	71	97	3	1	1	52	102
5894/1	14/06/2017 00:00	18:14:00	72	68	2	4	2	53	76
5894/1	14/06/2017 00:00	18:29:00	73	55	4	0	1	54	60
5894/1	14/06/2017 00:00	18:44:00	74	47	6	0	1	54	54
5894/1	14/06/2017 00:00	18:59:00	75	59	0	0	0	54	59
5894/1	14/06/2017 00:00	19:14:00	76	45	3	0	0	53	48
5894/1	14/06/2017 00:00	19:29:00	77	52	1	3	1	54	57
5894/1	14/06/2017 00:00	19:44:00	78	49	2	1	0	53	52
5894/1	14/06/2017 00:00	19:59:00	79	40	1	0	1	54	42
5894/1	14/06/2017 00:00	20:14:00	80	29	4	0	0	54	33
5894/1	14/06/2017 00:00	20:29:00	81	47	2	1	0	52	50
5894/1	14/06/2017 00:00	20:44:00	82	37	1	0	0	55	38
5894/1	14/06/2017 00:00	20:59:00	83	44	0	0	0	54	44
5894/1	14/06/2017 00:00	21:14:00	84	28	2	0	0	56	30
5894/1	14/06/2017 00:00	21:29:00	85	34	4	0	1	53	39
5894/1	14/06/2017 00:00	21:44:00	86	26	1	0	0	53	27
5894/1	14/06/2017 00:00	21:59:00	87	16	0	0	0	55	16
5894/1	14/06/2017 00:00	22:14:00	88	27	1	0	0	51	28
5894/1	14/06/2017 00:00	22:29:00	89	19	0	0	0	54	19
5894/1	14/06/2017 00:00	22:44:00	90	22	0	0	1	49	23
5894/1	14/06/2017 00:00	22:59:00	91	18	1	0	0	51	19
5894/1	14/06/2017 00:00	23:14:00	92	7	0	1	0	49	8
5894/1	14/06/2017 00:00	23:29:00	93	8	0	0	0	54	8
5894/1	14/06/2017 00:00	23:44:00	94	12	0	0	0	50	12
5894/1	14/06/2017 00:00	23:59:00	95	7	0	0	0	51	7
5894/1	15/06/2017 00:00	00:14:00	0	10	1	1	0	46	12
5894/1	15/06/2017 00:00	00:29:00	1	5	0	1	0	45	6
5894/1	15/06/2017 00:00	00:44:00	2	2	0	0	0	48	2
5894/1	15/06/2017 00:00	00:59:00	3	3	2	0	0	51	5
5894/1	15/06/2017 00:00	01:14:00	4	1	0	0	1	46	2
5894/1	15/06/2017 00:00	01:29:00	5	3	0	0	0	55	4
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5894/1	15/06/2017 00:00	02:29:00	9	5	1	0	0	53	6
5894/1	15/06/2017 00:00	02:44:00	10	2	0	1	0	49	3
5894/1	15/06/2017 00:00	02:59:00	11	5	1	0	0	57	6
5894/1	15/06/2017 00:00	03:14:00	12	3	1	0	0	59	4
5894/1	15/06/2017 00:00	03:29:00	13	1	1	0	0	45	2
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5894/1	15/06/2017 00:00	04:44:00	18	13	0	0	0	53	13
5894/1	15/06/2017 00:00	04:59:00	19	24	3	1	1	57	29
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	05:44:00	22	62	1	4	1	54	68
5894/1	15/06/2017 00:00	05:59:00	23	51	4	4	0	54	59
5894/1	15/06/2017 00:00	06:14:00	24	41	2	1	1	54	45
5894/1	15/06/2017 00:00	06:29:00	25	44	1	2	0	53	47
5894/1	15/06/2017 00:00	06:44:00	26	107	6	4	0	51	117
5894/1	15/06/2017 00:00	06:59:00	27	102	15	1	0	52	118
5894/1	15/06/2017 00:00	07:14:00	28	95	9	3	2	49	109
5894/1	15/06/2017 00:00	07:29:00	29	108	12	7	0	50	127
5894/1	15/06/2017 00:00	07:44:00	30	127	14	3	0	45	144
5894/1	15/06/2017 00:00	07:59:00	31	111	8	4	2	31	125
5894/1	15/06/2017 00:00	08:14:00	32	127	6	4	4	43	141
5894/1	15/06/2017 00:00	08:29:00	33	111	5	1	0	49	117
5894/1	15/06/2017 00:00	08:44:00	34	112	3	9	2	49	126
5894/1	15/06/2017 00:00	08:59:00	35	120	7	3	2	31	132
5894/1	15/06/2017 00:00	09:14:00	36	87	8	3	0	48	98
5894/1	15/06/2017 00:00	09:29:00	37	87	4	1	0	50	92
5894/1	15/06/2017 00:00	09:44:00	38	83	7	1	2	48	93
5894/1	15/06/2017 00:00	09:59:00	39	78	5	3	3	50	89
5894/1	15/06/2017 00:00	10:14:00	40	69	5	6	3	48	83
5894/1	15/06/2017 00:00	10:29:00	41	75	6	8	1	47	90
5894/1	15/06/2017 00:00	10:44:00	42	89	5	2	1	48	97
5894/1	15/06/2017 00:00	10:59:00	43	64	4	4	1	50	73
5894/1	15/06/2017 00:00	11:14:00	44	73	2	5	2	48	82
5894/1	15/06/2017 00:00	11:29:00	45	54	5	7	3	49	69
5894/1	15/06/2017 00:00	11:44:00	46	96	4	2	6	48	108
5894/1	15/06/2017 00:00	11:59:00	47	69	4	0	1	48	74
5894/1	15/06/2017 00:00	12:14:00	48	61	9	2	0	49	72
5894/1	15/06/2017 00:00	12:29:00	49	76	7	6	0	50	89
5894/1	15/06/2017 00:00	12:44:00	50	80	6	1	3	50	90
5894/1	15/06/2017 00:00	12:59:00	51	70	2	5	1	49	78
5894/1	15/06/2017 00:00	13:14:00	52	80	8	2	3	50	93
5894/1	15/06/2017 00:00	13:29:00	53	67	6	4	0	49	77
5894/1	15/06/2017 00:00	13:44:00	54	78	6	3	1	48	88
5894/1	15/06/2017 00:00	13:59:00	55	79	2	4	7	47	92
5894/1	15/06/2017 00:00	14:14:00	56	71	8	6	2	50	87
5894/1	15/06/2017 00:00	14:29:00	57	70	5	7	6	49	88
5894/1	15/06/2017 00:00	14:44:00	58	91	8	4	0	48	103
5894/1	15/06/2017 00:00	14:59:00	59	78	7	10	3	48	98
5894/1	15/06/2017 00:00	15:14:00	60	85	4	5	4	46	98
5894/1	15/06/2017 00:00	15:29:00	61	84	9	4	0	48	97
5894/1	15/06/2017 00:00	15:44:00	62	87	3	2	3	49	95
5894/1	15/06/2017 00:00	15:59:00	63	88	9	11	2	48	106
5894/1	15/06/2017 00:00	16:14:00	64	93	6	1	2	50	102
5894/1	15/06/2017 00:00	16:29:00	65	101	9	3	0	49	113
5894/1	15/06/2017 00:00	16:44:00	66	104	11	2	2	47	119
5894/1	15/06/2017 00:00	16:59:00	67	122	6	3	0	49	131
5894/1	15/06/2017 00:00	17:14:00	68	110	4	3	2	49	119
5894/1	15/06/2017 00:00	17:29:00	69	100	3	4	2	49	109
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5894/1	15/06/2017 00:00	17:59:00	71	92	2	2	2	49	98
5894/1	15/06/2017 00:00	18:14:00	72	64	6	2	1	53	73
5894/1	15/06/2017 00:00	18:29:00	73	69	8	2	0	52	79
5894/1	15/06/2017 00:00	18:44:00	74	67	0	0	0	51	67
5894/1	15/06/2017 00:00	18:59:00	75	58	2	0	0	54	60
5894/1	15/06/2017 00:00	19:14:00	76	56	3	1	1	52	61
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5894/1	15/06/2017 00:00	19:44:00	78	60	3	0	0	52	63
5894/1	15/06/2017 00:00	19:59:00	79	36	1	0	0	56	37
5894/1	15/06/2017 00:00	20:14:00	80	42	1	0	0	52	43
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5894/1	15/06/2017 00:00	20:44:00	82	33	1	1	0	54	35
5894/1	15/06/2017 00:00	20:59:00	83	32	1	0	0	53	33
5894/1	15/06/2017 00:00	21:14:00	84	28	2	1	0	52	31
5894/1	15/06/2017 00:00	21:29:00	85	22	0	0	0	50	22
5894/1	15/06/2017 00:00	21:44:00	86	27	1	0	0	52	28
5894/1	15/06/2017 00:00	21:59:00	87	19	1	0	0	51	20
5894/1	15/06/2017 00:00	22:14:00	88	23	1	0	0	50	24
5894/1	15/06/2017 00:00	22:29:00	89	24	2	0	0	52	26
5894/1	15/06/2017 00:00	22:44:00	90	20	0	0	0	49	20
5894/1	15/06/2017 00:00	22:59:00	91	15	1	0	0	49	16
5894/1	15/06/2017 00:00	23:14:00	92	12	2	1	0	48	15
5894/1	15/06/2017 00:00	23:29:00	93	9	1	0	0	50	10
5894/1	15/06/2017 00:00	23:44:00	94	6	0	0	0	49	6
5894/1	15/06/2017 00:00	23:59:00	95	9	0	1	0	54	10
5894/1	16/06/2017 00:00	00:14:00	0	4	0	1	0	45	5
5894/1	16/06/2017 00:00	00:29:00	1	5	0	0	1	54	6
5894/1	16/06/2017 00:00	00:44:00	2	2	0	0			

5894/1	16/06/2017 00:00	02:29:00	9	3	2	0	0	51	5
5894/1	16/06/2017 00:00	02:44:00	10	4	0	1	0	55	5
5894/1	16/06/2017 00:00	02:59:00	11	4	0	0	0	59	4
5894/1	16/06/2017 00:00	03:14:00	12	5	0	0	0	63	5
5894/1	16/06/2017 00:00	03:29:00	13	3	1	0	0	42	4
5894/1	16/06/2017 00:00	03:44:00	14	10	1	0	0	51	11
5894/1	16/06/2017 00:00	03:59:00	15	8	0	0	0	51	8
5894/1	16/06/2017 00:00	04:14:00	16	4	0	0	0	56	4
5894/1	16/06/2017 00:00	04:29:00	17	8	1	0	1	52	10
5894/1	16/06/2017 00:00	04:44:00	18	17	4	0	1	53	22
5894/1	16/06/2017 00:00	04:59:00	19	24	1	1	0	56	26
5894/1	16/06/2017 00:00	05:14:00	20	28	0	1	0	52	29
5894/1	16/06/2017 00:00	05:29:00	21	40	5	1	0	52	46
5894/1	16/06/2017 00:00	05:44:00	22	58	2	2	0	55	62
5894/1	16/06/2017 00:00	05:59:00	23	54	4	3	2	55	63
5894/1	16/06/2017 00:00	06:14:00	24	38	2	2	0	54	42
5894/1	16/06/2017 00:00	06:29:00	25	47	6	2	0	55	55
5894/1	16/06/2017 00:00	06:44:00	26	89	6	1	0	51	96
5894/1	16/06/2017 00:00	06:59:00	27	104	9	4	1	51	118
5894/1	16/06/2017 00:00	07:14:00	28	102	10	3	1	50	116
5894/1	16/06/2017 00:00	07:29:00	29	113	4	5	0	49	122
5894/1	16/06/2017 00:00	07:44:00	30	128	14	2	2	47	146
5894/1	16/06/2017 00:00	07:59:00	31	126	8	4	1	47	139
5894/1	16/06/2017 00:00	08:14:00	32	117	5	6	0	48	128
5894/1	16/06/2017 00:00	08:29:00	33	112	6	6	0	48	124
5894/1	16/06/2017 00:00	08:44:00	34	108	6	8	1	47	123
5894/1	16/06/2017 00:00	08:59:00	35	101	6	5	3	39	115
5894/1	16/06/2017 00:00	09:14:00	36	86	8	9	1	49	104
5894/1	16/06/2017 00:00	09:29:00	37	95	7	4	0	50	106
5894/1	16/06/2017 00:00	09:44:00	38	94	6	3	1	48	104
5894/1	16/06/2017 00:00	09:59:00	39	96	5	1	1	49	103
5894/1	16/06/2017 00:00	10:14:00	40	70	2	3	4	47	79
5894/1	16/06/2017 00:00	10:29:00	41	97	6	5	3	50	111
5894/1	16/06/2017 00:00	10:44:00	42	93	5	7	0	49	105
5894/1	16/06/2017 00:00	10:59:00	43	86	7	11	5	50	109
5894/1	16/06/2017 00:00	11:14:00	44	95	6	4	0	49	105
5894/1	16/06/2017 00:00	11:29:00	45	84	5	2	1	49	92
5894/1	16/06/2017 00:00	11:44:00	46	104	5	10	2	44	121
5894/1	16/06/2017 00:00	11:59:00	47	97	10	8	1	49	116
5894/1	16/06/2017 00:00	12:14:00	48	80	6	4	4	49	94
5894/1	16/06/2017 00:00	12:29:00	49	85	4	2	0	49	91
5894/1	16/06/2017 00:00	12:44:00	50	71	6	5	0	49	82
5894/1	16/06/2017 00:00	12:59:00	51	81	7	3	0	48	91
5894/1	16/06/2017 00:00	13:14:00	52	82	9	3	3	48	97
5894/1	16/06/2017 00:00	13:29:00	53	95	6	4	1	48	106
5894/1	16/06/2017 00:00	13:44:00	54	79	8	9	1	49	97
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5894/1	16/06/2017 00:00	14:14:00	56	68	9	3	0	49	80
5894/1	16/06/2017 00:00	14:29:00	57	88	7	9	3	50	107
5894/1	16/06/2017 00:00	14:44:00	58	87	7	6	2	47	102
5894/1	16/06/2017 00:00	14:59:00	59	70	7	5	3	48	85
5894/1	16/06/2017 00:00	15:14:00	60	95	3	7	2	49	107
5894/1	16/06/2017 00:00	15:29:00	61	89	1	1	0	50	91
5894/1	16/06/2017 00:00	15:44:00	62	94	7	5	2	46	108
5894/1	16/06/2017 00:00	15:59:00	63	95	8	3	1	49	107
5894/1	16/06/2017 00:00	16:14:00	64	109	3	3	3	46	118
5894/1	16/06/2017 00:00	16:29:00	65	121	9	5	1	47	136
5894/1	16/06/2017 00:00	16:44:00	66	104	8	3	1	52	116
5894/1	16/06/2017 00:00	16:59:00	67	108	3	4	0	50	115
5894/1	16/06/2017 00:00	17:14:00	68	87	4	2	1	51	94
5894/1	16/06/2017 00:00	17:29:00	69	87	4	1	1	51	93
5894/1	16/06/2017 00:00	17:44:00	70	78	2	2	1	53	83
5894/1	16/06/2017 00:00	17:59:00	71	72	3	1	1	53	77
5894/1	16/06/2017 00:00	18:14:00	72	69	1	1	0	56	71
5894/1	16/06/2017 00:00	18:29:00	73	82	5	1	0	53	88
5894/1	16/06/2017 00:00	18:44:00	74	59	1	1	0	51	61
5894/1	16/06/2017 00:00	18:59:00	75	67	2	1	1	53	71
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5894/1	16/06/2017 00:00	19:29:00	77	66	2	0	0	53	68
5894/1	16/06/2017 00:00	19:44:00	78	41	1	1	0	54	43
5894/1	16/06/2017 00:00	19:59:00	79	51	4	1	0	51	56
5894/1	16/06/2017 00:00	20:14:00	80	36	3	0	0	54	39
5894/1	16/06/2017 00:00	20:29:00	81	39	2	0	0	56	41
5894/1	16/06/2017 00:00	20:44:00	82	37	2	1	0	53	40
5894/1	16/06/2017 00:00	20:59:00	83	34	1	2	0	52	37
5894/1	16/06/2017 00:00	21:14:00	84	28	2	0	0	55	30
5894/1	16/06/2017 00:00	21:29:00	85	33	1	0	0	53	34
5894/1	16/06/2017 00:00	21:44:00	86	33	0	0	0	52	33
5894/1	16/06/2017 00:00	21:59:00	87	26	1	0	0	52	27
5894/1	16/06/2017 00:00	22:14:00	88	30	1	0	0	51	31
5894/1	16/06/2017 00:00	22:29:00	89	24	1	0	0	49	25
5894/1	16/06/2017 00:00	22:44:00	90	16	0	0	0	51	16
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5894/1	16/06/2017 00:00	23:14:00	92	22	0	0	0	47	22
5894/1	16/06/2017 00:00	23:29:00	93	14	1	0	0	52	15
5894/1	16/06/2017 00:00	23:44:00	94	10	0	1	1	48	12
5894/1	16/06/2017 00:00	23:59:00	95	11	0	0	0	54	11
5894/1	17/06/2017 00:00	00:14:00	0	11	0	0	0	49	11
5894/1	17/06/2017 00:00	00:29:00	1	9	1	0	0	55	10
5894/1	17/06/2017 00:00	00:44:00	2	11	1	1	0	50	13
5894/1	17/06/2017 00:00	00:59:00	3	6	0	0	0	52	6
5894/1	17/06/2017 00:00	01:14:00	4	1	1	0	0	51	2
5894/1	17/06/2017 00:00	01:29:00	5	6	1	0	0	55	7
5894/1	17/06/2017 00:00	01:44:00	6	6	2	1	0	48	9
5894/1	17/06/2017 00:00	01:59:00	7	7	1	0	0	49	8
5894/1	17/06/2017 00:00	02:14:00	8	3	0	0	0	57	3
5894/1	17/06/2017 00:00	02:29:00	9	4	0	1	0	51	5
5894/1	17/06/2017 00:00	02:44:00	10	8	1	1	0	54	10
5894/1	17/06/2017 00:00	02:59:00	11	4	1	2	2	49	9
5894/1	17/06/2017 00:00	03:14:00	12	1	0	0	0	54	1
5894/1	17/06/2017 00:00	03:29:00	13	4	1	0	0	49	5
5894/1	17/06/2017 00:00	03:44:00	14	5	0	1	0	52	6
5894/1	17/06/2017 00:00	03:59:00	15	4	1	0	0	54	5
5894/1	17/06/2017 00:00	04:14:00	16	6	0	1	0	56	7
5894/1	17/06/2017 00:00	04:29:00	17	2	2	0	0	56	4
5894/1	17/06/2017 00:00	04:44:00	18	11	0	0	0	54	11
5894/1	17/06/2017 00:00	04:59:00	19	17	2	0	0	54	19
5894/1	17/06/2017 00:00	05:14:00	20	18	0	1	1	53	20
5894/1	17/06/2017 00:00	05:29:00	21	19	1	0	0	52	20
5894/1	17/06/2017 00:00	05:44:00	22	38	2	1	0	54	41
5894/1	17/06/2017 00:00	05:59:00	23	20	2	1	0	55	23
5894/1	17/06/2017 00:00	06:14:00	24	17	1	0	2	54	20
5894/1	17/06/2017 00:00	06:29:00	25	23	1	1	1	57	26
5894/1	17/06/2017 00:00	06:44:00	26	38	1	2	1	52	41
5894/1	17/06/2017 00:00	06:59:00	27	34	2	1	1	56	38
5894/1	17/06/2017 00:00	07:14:00	28	34	3	0	1	54	38
5894/1	17/06/2017 00:00	07:29:00	29	31	4	1	0	52	36
5894/1	17/06/2017 00:00	07:44:00	30	40	3	3	0	55	46
5894/1	17/06/2017 00:00	07:59:00	31	66	3	3	0	53	72
5894/1	17/06/2017 00:00	08:14:00	32	58	3	1	1	51	63
5894/1	17/06/2017 00:00	08:29:00	33	71	7	4	0	51	82
5894/1	17/06/2017 00:00	08:44:00	34	89	4	1	1	50	95
5894/1	17/06/2017 00:00	08:59:00	35	81	2	1	0	53	84
5894/1	17/06/2017 00:00	09:14:00	36	61	2	4	0	52	68
5894/1	17/06/2017 00:00	09:29:00	37	59	6	1	0	50	66
5894/1	17/06/2017 00:00	09:44:00	38	112	5	2	0	49	119
5894/1	17/06/2017 00:00	09:59:00	39	106	7	1	0	50	114
5894/1	17/06/2017 00:00	10:14:00	40	101	4	3	0	50	108
5894/1	17/06/2017 00:00	10:29:00	41	104</					

5894/1	17/06/2017 00:00	12:14:00	48	108	2	1	0	51	111
5894/1	17/06/2017 00:00	12:29:00	49	111	2	4	0	49	117
5894/1	17/06/2017 00:00	12:44:00	50	85	3	1	0	52	89
5894/1	17/06/2017 00:00	12:59:00	51	109	4	0	1	51	114
5894/1	17/06/2017 00:00	13:14:00	52	81	5	2	1	52	89
5894/1	17/06/2017 00:00	13:29:00	53	96	2	2	1	51	101
5894/1	17/06/2017 00:00	13:44:00	54	93	8	1	0	49	102
5894/1	17/06/2017 00:00	13:59:00	55	83	7	1	0	52	91
5894/1	17/06/2017 00:00	14:14:00	56	71	4	1	0	52	76
5894/1	17/06/2017 00:00	14:29:00	57	81	1	2	0	50	84
5894/1	17/06/2017 00:00	14:44:00	58	63	4	2	0	50	69
5894/1	17/06/2017 00:00	14:59:00	59	61	3	0	0	54	64
5894/1	17/06/2017 00:00	15:14:00	60	59	0	0	0	52	59
5894/1	17/06/2017 00:00	15:29:00	61	65	1	1	0	51	67
5894/1	17/06/2017 00:00	15:44:00	62	71	6	0	0	50	77
5894/1	17/06/2017 00:00	15:59:00	63	74	3	0	0	50	77
5894/1	17/06/2017 00:00	16:14:00	64	70	2	0	1	53	73
5894/1	17/06/2017 00:00	16:29:00	65	61	2	0	1	51	64
5894/1	17/06/2017 00:00	16:44:00	66	89	2	0	0	52	91
5894/1	17/06/2017 00:00	16:59:00	67	67	1	0	0	52	68
5894/1	17/06/2017 00:00	17:14:00	68	87	1	1	0	51	89
5894/1	17/06/2017 00:00	17:29:00	69	74	2	1	0	51	77
5894/1	17/06/2017 00:00	17:44:00	70	72	2	0	0	52	74
5894/1	17/06/2017 00:00	17:59:00	71	83	1	0	0	53	84
5894/1	17/06/2017 00:00	18:14:00	72	63	2	1	0	53	86
5894/1	17/06/2017 00:00	18:29:00	73	59	0	0	0	52	59
5894/1	17/06/2017 00:00	18:44:00	74	58	0	0	0	52	58
5894/1	17/06/2017 00:00	18:59:00	75	58	3	1	0	50	62
5894/1	17/06/2017 00:00	19:14:00	76	51	2	0	0	54	53
5894/1	17/06/2017 00:00	19:29:00	77	50	1	1	0	51	52
5894/1	17/06/2017 00:00	19:44:00	78	53	2	0	0	50	55
5894/1	17/06/2017 00:00	19:59:00	79	38	2	0	0	54	40
5894/1	17/06/2017 00:00	20:14:00	80	48	2	0	0	52	50
5894/1	17/06/2017 00:00	20:29:00	81	34	2	1	0	55	37
5894/1	17/06/2017 00:00	20:44:00	82	31	4	1	0	53	36
5894/1	17/06/2017 00:00	20:59:00	83	41	0	0	0	52	41
5894/1	17/06/2017 00:00	21:14:00	84	29	0	0	0	51	29
5894/1	17/06/2017 00:00	21:29:00	85	40	3	1	0	51	44
5894/1	17/06/2017 00:00	21:44:00	86	28	0	0	1	51	29
5894/1	17/06/2017 00:00	21:59:00	87	31	1	0	0	49	32
5894/1	17/06/2017 00:00	22:14:00	88	28	2	0	0	50	30
5894/1	17/06/2017 00:00	22:29:00	89	22	1	0	0	50	23
5894/1	17/06/2017 00:00	22:44:00	90	20	2	0	0	51	22
5894/1	17/06/2017 00:00	22:59:00	91	32	0	0	0	49	32
5894/1	17/06/2017 00:00	23:14:00	92	23	0	0	0	46	23
5894/1	17/06/2017 00:00	23:29:00	93	21	0	0	0	48	21
5894/1	17/06/2017 00:00	23:44:00	94	21	1	0	0	52	22
5894/1	17/06/2017 00:00	23:59:00	95	6	0	0	0	52	6
5894/1	18/06/2017 00:00	00:14:00	0	18	1	0	0	49	19
5894/1	18/06/2017 00:00	00:29:00	1	16	0	1	0	50	17
5894/1	18/06/2017 00:00	00:44:00	2	9	2	0	0	52	11
5894/1	18/06/2017 00:00	00:59:00	3	9	0	0	0	60	9
5894/1	18/06/2017 00:00	01:14:00	4	5	1	0	0	49	6
5894/1	18/06/2017 00:00	01:29:00	5	12	0	0	0	51	12
5894/1	18/06/2017 00:00	01:44:00	6	4	1	0	0	53	5
5894/1	18/06/2017 00:00	01:59:00	7	4	0	0	1	50	5
5894/1	18/06/2017 00:00	02:14:00	8	3	0	0	0	51	3
5894/1	18/06/2017 00:00	02:29:00	9	3	1	0	0	48	4
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5894/1	18/06/2017 00:00	02:59:00	11	3	2	0	0	59	5
5894/1	18/06/2017 00:00	03:14:00	12	3	0	1	0	51	4
5894/1	18/06/2017 00:00	03:29:00	13	2	1	0	0	50	3
5894/1	18/06/2017 00:00	03:44:00	14	4	0	0	0	53	4
5894/1	18/06/2017 00:00	03:59:00	15	6	1	0	0	60	7
5894/1	18/06/2017 00:00	04:14:00	16	4	0	0	1	50	5
5894/1	18/06/2017 00:00	04:29:00	17	1	0	0	0	64	1
5894/1	18/06/2017 00:00	04:44:00	18	6	0	0	0	49	6
5894/1	18/06/2017 00:00	04:59:00	19	6	0	0	0	51	6
5894/1	18/06/2017 00:00	05:14:00	20	11	0	1	0	55	12
5894/1	18/06/2017 00:00	05:29:00	21	15	2	1	0	51	18
5894/1	18/06/2017 00:00	05:44:00	22	21	0	0	0	53	21
5894/1	18/06/2017 00:00	05:59:00	23	10	1	0	0	54	11
5894/1	18/06/2017 00:00	06:14:00	24	10	0	0	0	53	10
5894/1	18/06/2017 00:00	06:29:00	25	7	0	0	0	53	7
5894/1	18/06/2017 00:00	06:44:00	26	24	0	0	0	54	24
5894/1	18/06/2017 00:00	06:59:00	27	19	0	2	0	53	21
5894/1	18/06/2017 00:00	07:14:00	28	19	0	0	0	52	19
5894/1	18/06/2017 00:00	07:29:00	29	17	0	0	1	56	18
5894/1	18/06/2017 00:00	07:44:00	30	20	1	0	0	49	21
5894/1	18/06/2017 00:00	07:59:00	31	17	0	0	0	53	17
5894/1	18/06/2017 00:00	08:14:00	32	22	0	0	0	55	22
5894/1	18/06/2017 00:00	08:29:00	33	27	0	0	0	54	27
5894/1	18/06/2017 00:00	08:44:00	34	22	1	0	0	49	23
5894/1	18/06/2017 00:00	08:59:00	35	34	5	0	2	51	41
5894/1	18/06/2017 00:00	09:14:00	36	33	3	2	0	51	38
5894/1	18/06/2017 00:00	09:29:00	37	47	1	0	0	52	48
5894/1	18/06/2017 00:00	09:44:00	38	58	2	0	0	51	60
5894/1	18/06/2017 00:00	09:59:00	39	91	2	1	0	51	94
5894/1	18/06/2017 00:00	10:14:00	40	77	4	1	0	50	82
5894/1	18/06/2017 00:00	10:29:00	41	68	4	1	1	52	74
5894/1	18/06/2017 00:00	10:44:00	42	76	4	2	0	50	82
5894/1	18/06/2017 00:00	10:59:00	43	90	7	0	0	50	97
5894/1	18/06/2017 00:00	11:14:00	44	110	1	2	0	51	113
5894/1	18/06/2017 00:00	11:29:00	45	94	2	2	0	51	98
5894/1	18/06/2017 00:00	11:44:00	46	104	5	2	0	50	111
5894/1	18/06/2017 00:00	11:59:00	47	102	2	1	1	51	106
5894/1	18/06/2017 00:00	12:14:00	48	105	0	1	0	50	106
5894/1	18/06/2017 00:00	12:29:00	49	107	3	1	1	48	112
5894/1	18/06/2017 00:00	12:44:00	50	91	0	1	1	50	93
5894/1	18/06/2017 00:00	12:59:00	51	117	3	1	1	50	122
5894/1	18/06/2017 00:00	13:14:00	52	80	2	1	1	50	84
5894/1	18/06/2017 00:00	13:29:00	53	92	2	0	0	52	94
5894/1	18/06/2017 00:00	13:44:00	54	87	4	0	0	52	91
5894/1	18/06/2017 00:00	13:59:00	55	93	4	1	0	51	98
5894/1	18/06/2017 00:00	14:14:00	56	59	2	3	0	51	64
5894/1	18/06/2017 00:00	14:29:00	57	67	4	0	0	51	71
5894/1	18/06/2017 00:00	14:44:00	58	77	2	1	1	50	81
5894/1	18/06/2017 00:00	14:59:00	59	57	4	0	0	50	61
5894/1	18/06/2017 00:00	15:14:00	60	54	1	0	0	54	55
5894/1	18/06/2017 00:00	15:29:00	61	56	2	0	0	50	58
5894/1	18/06/2017 00:00	15:44:00	62	63	3	2	1	54	69
5894/1	18/06/2017 00:00	15:59:00	63	75	0	0	0	52	75
5894/1	18/06/2017 00:00	16:14:00	64	75	1	2	0	50	78
5894/1	18/06/2017 00:00	16:29:00	65	95	0	0	0	53	55
5894/1	18/06/2017 00:00	16:44:00	66	61	0	0	0	52	61
5894/1	18/06/2017 00:00	16:59:00	67	58	1	0	1	51	60
5894/1	18/06/2017 00:00	17:14:00	68	63	1	0	0	51	64
5894/1	18/06/2017 00:00	17:29:00	69	57	2	1	0	50	60
5894/1	18/06/2017 00:00	17:44:00	70	55	0	0	1	54	56
5894/1	18/06/2017 00:00	17:59:00	71	78	1	0	0	52	79
5894/1	18/06/2017 00:00	18:14:00	72	70	1	1	0	55	72
5894/1	18/06/2017 00:00	18:29:00	73	64	1	0	0	52	65
5894/1	18/06/2017 00:00	18:44:00	74	53	1	1	0	53	55
5894/1	18/06/2017 00:00	18:59:00	75	64	1	0	0	54	66
5894/1	18/06/2017 00:00	19:14:00	76	56	1	0	0	53	57
5894/1	18/06/2017 00:00	19:29:00	77	39	0	0	0	51	39
5894/1	18/06/2017 00:00	19:44:00	78	53	1	1	0	53	55
5894/1	18/06/2017 00:00	19:59:00	79	43	1	1	0	54	45
5894/1	18/06/2017 00:00	20:14:00	80	42	0	1	0	52	

5894/1	18/06/2017 00:00	21:59:00	87	14	1	0	1	54	16
5894/1	18/06/2017 00:00	22:14:00	88	20	1	0	0	51	21
5894/1	18/06/2017 00:00	22:29:00	89	17	0	1	0	50	18
5894/1	18/06/2017 00:00	22:44:00	90	13	0	0	0	55	13
5894/1	18/06/2017 00:00	22:59:00	91	13	0	0	0	49	13
5894/1	18/06/2017 00:00	23:14:00	92	15	0	3	0	51	15
5894/1	18/06/2017 00:00	23:29:00	93	8	0	0	0	51	8
5894/1	18/06/2017 00:00	23:44:00	94	5	0	0	0	54	5
5894/1	18/06/2017 00:00	23:59:00	95	2	0	0	0	44	2
5894/1	19/06/2017 00:00	00:14:00	0	0	0	2	0	41	2
5894/1	19/06/2017 00:00	00:29:00	1	1	0	0	1	54	2
5894/1	19/06/2017 00:00	00:44:00	2	5	2	1	1	47	9
5894/1	19/06/2017 00:00	00:59:00	3	2	0	0	0	52	2
5894/1	19/06/2017 00:00	01:14:00	4	4	0	1	0	49	5
5894/1	19/06/2017 00:00	01:29:00	5	4	0	1	1	46	6
5894/1	19/06/2017 00:00	01:44:00	6	6	0	1	0	52	7
5894/1	19/06/2017 00:00	01:59:00	7	1	0	0	0	66	1
5894/1	19/06/2017 00:00	02:14:00	8	2	1	0	1	57	4
5894/1	19/06/2017 00:00	02:29:00	9	4	2	0	0	51	6
5894/1	19/06/2017 00:00	02:44:00	10	2	1	1	0	42	4
5894/1	19/06/2017 00:00	02:59:00	11	4	0	1	0	54	5
5894/1	19/06/2017 00:00	03:14:00	12	2	1	0	0	61	3
5894/1	19/06/2017 00:00	03:29:00	13	1	0	0	0	73	1
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5894/1	19/06/2017 00:00	03:59:00	15	1	2	0	1	49	4
5894/1	19/06/2017 00:00	04:14:00	16	4	0	1	0	62	5
5894/1	19/06/2017 00:00	04:29:00	17	11	1	0	1	54	13
5894/1	19/06/2017 00:00	04:44:00	18	17	0	0	1	52	18
5894/1	19/06/2017 00:00	04:59:00	19	18	2	2	1	55	23
5894/1	19/06/2017 00:00	05:14:00	20	27	0	1	0	55	28
5894/1	19/06/2017 00:00	05:29:00	21	48	2	0	0	53	50
5894/1	19/06/2017 00:00	05:44:00	22	59	1	1	0	54	61
5894/1	19/06/2017 00:00	05:59:00	23	59	1	2	1	56	63
5894/1	19/06/2017 00:00	06:14:00	24	39	2	1	1	56	43
5894/1	19/06/2017 00:00	06:29:00	25	47	5	2	1	55	55
5894/1	19/06/2017 00:00	06:44:00	26	103	7	2	2	50	115
5894/1	19/06/2017 00:00	06:59:00	27	97	10	3	3	51	113
5894/1	19/06/2017 00:00	07:14:00	28	95	11	5	1	48	112
5894/1	19/06/2017 00:00	07:29:00	29	116	11	4	1	50	132
5894/1	19/06/2017 00:00	07:44:00	30	142	13	4	0	42	159
5894/1	19/06/2017 00:00	07:59:00	31	119	7	7	5	34	138
5894/1	19/06/2017 00:00	08:14:00	32	120	5	1	0	45	126
5894/1	19/06/2017 00:00	08:29:00	33	117	9	6	1	49	133
5894/1	19/06/2017 00:00	08:44:00	34	123	8	5	2	46	138
5894/1	19/06/2017 00:00	08:59:00	35	108	3	3	1	42	115
5894/1	19/06/2017 00:00	09:14:00	36	61	6	5	1	51	73
5894/1	19/06/2017 00:00	09:29:00	37	78	7	8	1	50	94
5894/1	19/06/2017 00:00	09:44:00	38	99	8	5	2	49	114
5894/1	19/06/2017 00:00	09:59:00	39	91	8	8	4	47	111
5894/1	19/06/2017 00:00	10:14:00	40	68	4	4	1	50	77
5894/1	19/06/2017 00:00	10:29:00	41	81	8	5	1	48	95
5894/1	19/06/2017 00:00	10:44:00	42	75	3	3	1	50	82
5894/1	19/06/2017 00:00	10:59:00	43	87	4	12	2	49	105
5894/1	19/06/2017 00:00	11:14:00	44	76	3	4	1	49	84
5894/1	19/06/2017 00:00	11:29:00	45	80	4	3	3	49	90
5894/1	19/06/2017 00:00	11:44:00	46	82	5	5	3	49	95
5894/1	19/06/2017 00:00	11:59:00	47	65	11	8	4	49	88
5894/1	19/06/2017 00:00	12:14:00	48	72	6	3	1	49	82
5894/1	19/06/2017 00:00	12:29:00	49	96	8	7	0	48	111
5894/1	19/06/2017 00:00	12:44:00	50	67	3	5	0	50	75
5894/1	19/06/2017 00:00	12:59:00	51	99	4	10	2	50	115
5894/1	19/06/2017 00:00	13:14:00	52	68	5	5	0	50	78
5894/1	19/06/2017 00:00	13:29:00	53	72	6	3	1	50	82
5894/1	19/06/2017 00:00	13:44:00	54	80	6	6	0	50	92
5894/1	19/06/2017 00:00	13:59:00	55	81	3	10	1	49	95
5894/1	19/06/2017 00:00	14:14:00	56	68	6	9	2	49	85
5894/1	19/06/2017 00:00	14:29:00	57	70	6	7	2	49	85
5894/1	19/06/2017 00:00	14:44:00	58	100	11	6	3	48	120
5894/1	19/06/2017 00:00	14:59:00	59	67	11	9	1	50	88
5894/1	19/06/2017 00:00	15:14:00	60	72	2	8	5	50	87
5894/1	19/06/2017 00:00	15:29:00	61	67	8	4	0	49	79
5894/1	19/06/2017 00:00	15:44:00	62	79	4	3	0	48	86
5894/1	19/06/2017 00:00	15:59:00	63	82	6	6	0	50	94
5894/1	19/06/2017 00:00	16:14:00	64	84	10	6	2	50	102
5894/1	19/06/2017 00:00	16:29:00	65	97	9	2	9	51	117
5894/1	19/06/2017 00:00	16:44:00	66	91	6	5	0	50	102
5894/1	19/06/2017 00:00	16:59:00	67	104	2	5	0	50	111
5894/1	19/06/2017 00:00	17:14:00	68	110	3	1	0	52	114
5894/1	19/06/2017 00:00	17:29:00	69	71	8	6	1	52	86
5894/1	19/06/2017 00:00	17:44:00	70	84	2	3	0	52	89
5894/1	19/06/2017 00:00	17:59:00	71	83	3	2	3	49	91
5894/1	19/06/2017 00:00	18:14:00	72	69	0	2	0	53	71
5894/1	19/06/2017 00:00	18:29:00	73	77	2	1	0	54	80
5894/1	19/06/2017 00:00	18:44:00	74	72	6	0	0	54	78
5894/1	19/06/2017 00:00	18:59:00	75	58	3	0	0	54	61
5894/1	19/06/2017 00:00	19:14:00	76	53	3	0	0	54	56
5894/1	19/06/2017 00:00	19:29:00	77	56	4	0	0	53	60
5894/1	19/06/2017 00:00	19:44:00	78	57	0	2	1	55	60
5894/1	19/06/2017 00:00	19:59:00	79	41	3	0	1	53	45
5894/1	19/06/2017 00:00	20:14:00	80	37	1	1	0	55	39
5894/1	19/06/2017 00:00	20:29:00	81	34	2	1	0	51	37
5894/1	19/06/2017 00:00	20:44:00	82	24	1	0	0	53	25
5894/1	19/06/2017 00:00	20:59:00	83	42	1	0	0	53	43
5894/1	19/06/2017 00:00	21:14:00	84	23	2	0	0	51	25
5894/1	19/06/2017 00:00	21:29:00	85	43	1	1	1	53	46
5894/1	19/06/2017 00:00	21:44:00	86	28	2	0	0	52	30
5894/1	19/06/2017 00:00	21:59:00	87	23	2	0	0	50	25
5894/1	19/06/2017 00:00	22:14:00	88	24	1	0	0	52	25
5894/1	19/06/2017 00:00	22:29:00	89	18	0	0	1	52	19
5894/1	19/06/2017 00:00	22:44:00	90	11	0	1	0	48	12
5894/1	19/06/2017 00:00	22:59:00	91	19	1	0	0	50	20
5894/1	19/06/2017 00:00	23:14:00	92	14	0	0	0	50	14
5894/1	19/06/2017 00:00	23:29:00	93	9	0	0	2	49	11
5894/1	19/06/2017 00:00	23:44:00	94	5	0	1	1	59	6
5894/1	19/06/2017 00:00	23:59:00	95	3	0	0	0	47	3
5894/1	20/06/2017 00:00	00:14:00	0	2	0	0	0	54	2
5894/1	20/06/2017 00:00	00:29:00	1	5	0	0	0	51	5
5894/1	20/06/2017 00:00	00:44:00	2	2	0	0	1	54	3
5894/1	20/06/2017 00:00	00:59:00	3	2	0	0	0	45	2
5894/1	20/06/2017 00:00	01:14:00	4	3	0	1	0	55	4
5894/1	20/06/2017 00:00	01:29:00	5	5	1	1	1	48	8
5894/1	20/06/2017 00:00	01:44:00	6	4	0	0	0	54	4
5894/1	20/06/2017 00:00	01:59:00	7	3	1	1	1	39	6
5894/1	20/06/2017 00:00	02:14:00	8	6	1	0	0	62	7
5894/1	20/06/2017 00:00	02:29:00	9	7	1	0	2	53	10
5894/1	20/06/2017 00:00	02:44:00	10	4	1	1	0	54	6
5894/1	20/06/2017 00:00	02:59:00	11	2	0	0	0	49	2
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5894/1	20/06/2017 00:00	03:59:00	15	5	1	0	0	54	6
5894/1	20/06/2017 00:00	04:14:00	16	3	0	1	1	49	5
5894/1	20/06/2017 00:00	04:29:00	17	12	1	0	0	54	13
5894/1	20/06/2017 00:00	04:44:00	18	15	0	1	1	54	17
5894/1	20/06/2017 00:00	04:59:00	19	18	2	0	2	54	22
5894/1	20/06/2017 00:00	05:14:00	20	28	2	1	5	48	36
5894/1	20/06/2017 00:00	05:29:00	21	44	0	1	0	56	45
5894/1	20/06/2017 00:00	05:44:00	22	61	3	4	0	53	68
5894/1	20/06/2017 00:00	05:59:00	23	54	2	3	0	56	59
5894/1									

5894/1	20/06/2017 00:00	07:44:00	30	118	9	0	1	44	128
5894/1	20/06/2017 00:00	07:59:00	31	115	9	7	2	20	133
5894/1	20/06/2017 00:00	08:14:00	32	116	14	3	2	36	135
5894/1	20/06/2017 00:00	08:29:00	33	113	7	5	2	51	127
5894/1	20/06/2017 00:00	08:44:00	34	119	6	2	2	47	129
5894/1	20/06/2017 00:00	08:59:00	35	116	5	9	0	41	130
5894/1	20/06/2017 00:00	09:14:00	36	69	10	3	0	50	82
5894/1	20/06/2017 00:00	09:29:00	37	100	7	3	3	49	113
5894/1	20/06/2017 00:00	09:44:00	38	80	5	4	3	50	92
5894/1	20/06/2017 00:00	09:59:00	39	82	6	9	0	50	97
5894/1	20/06/2017 00:00	10:14:00	40	75	3	8	2	50	88
5894/1	20/06/2017 00:00	10:29:00	41	59	3	3	0	50	65
5894/1	20/06/2017 00:00	10:44:00	42	93	8	5	1	48	107
5894/1	20/06/2017 00:00	10:59:00	43	80	9	7	2	49	98
5894/1	20/06/2017 00:00	11:14:00	44	72	4	1	1	51	78
5894/1	20/06/2017 00:00	11:29:00	45	83	1	4	0	48	88
5894/1	20/06/2017 00:00	11:44:00	46	63	9	6	0	49	78
5894/1	20/06/2017 00:00	11:59:00	47	86	5	0	1	50	92
5894/1	20/06/2017 00:00	12:14:00	48	72	2	6	4	50	84
5894/1	20/06/2017 00:00	12:29:00	49	71	3	6	1	48	81
5894/1	20/06/2017 00:00	12:44:00	50	85	7	3	1	49	96
5894/1	20/06/2017 00:00	12:59:00	51	74	4	2	3	50	83
5894/1	20/06/2017 00:00	13:14:00	52	72	9	6	2	46	89
5894/1	20/06/2017 00:00	13:29:00	53	69	5	10	1	50	85
5894/1	20/06/2017 00:00	13:44:00	54	73	3	1	1	48	78
5894/1	20/06/2017 00:00	13:59:00	55	77	8	10	1	46	86
5894/1	20/06/2017 00:00	14:14:00	56	76	8	4	2	51	90
5894/1	20/06/2017 00:00	14:29:00	57	70	7	7	2	50	86
5894/1	20/06/2017 00:00	14:44:00	58	72	7	6	0	51	85
5894/1	20/06/2017 00:00	14:59:00	59	75	8	6	0	51	89
5894/1	20/06/2017 00:00	15:14:00	60	61	1	10	0	51	72
5894/1	20/06/2017 00:00	15:29:00	61	88	5	6	3	50	102
5894/1	20/06/2017 00:00	15:44:00	62	79	8	5	1	51	93
5894/1	20/06/2017 00:00	15:59:00	63	69	4	6	4	49	83
5894/1	20/06/2017 00:00	16:14:00	64	88	9	6	0	51	103
5894/1	20/06/2017 00:00	16:29:00	65	87	5	2	1	51	95
5894/1	20/06/2017 00:00	16:44:00	66	95	15	3	1	51	114
5894/1	20/06/2017 00:00	16:59:00	67	100	8	7	1	49	116
5894/1	20/06/2017 00:00	17:14:00	68	103	0	2	2	51	107
5894/1	20/06/2017 00:00	17:29:00	69	104	11	3	0	47	118
5894/1	20/06/2017 00:00	17:44:00	70	96	4	1	1	52	102
5894/1	20/06/2017 00:00	17:59:00	71	90	5	0	1	53	96
5894/1	20/06/2017 00:00	18:14:00	72	78	4	2	2	50	86
5894/1	20/06/2017 00:00	18:29:00	73	71	3	1	0	53	75
5894/1	20/06/2017 00:00	18:44:00	74	65	2	3	0	53	70
5894/1	20/06/2017 00:00	18:59:00	75	60	3	1	0	53	64
5894/1	20/06/2017 00:00	19:14:00	76	55	5	0	0	53	60
5894/1	20/06/2017 00:00	19:29:00	77	49	0	2	1	53	52
5894/1	20/06/2017 00:00	19:44:00	78	47	1	3	1	52	52
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5894/1	20/06/2017 00:00	20:59:00	83	35	0	0	0	53	35
5894/1	20/06/2017 00:00	21:14:00	84	43	1	0	1	53	45
5894/1	20/06/2017 00:00	21:29:00	85	32	1	0	1	51	34
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5894/1	20/06/2017 00:00	21:59:00	87	30	2	0	0	53	32
5894/1	20/06/2017 00:00	22:14:00	88	17	2	0	0	52	19
5894/1	20/06/2017 00:00	22:29:00	89	18	0	0	0	50	18
5894/1	20/06/2017 00:00	22:44:00	90	11	0	0	1	50	12
5894/1	20/06/2017 00:00	22:59:00	91	12	1	0	2	46	15
5894/1	20/06/2017 00:00	23:14:00	92	12	2	0	0	46	14
5894/1	20/06/2017 00:00	23:29:00	93	12	1	0	0	53	13
5894/1	20/06/2017 00:00	23:44:00	94	6	0	0	0	51	6
5894/1	20/06/2017 00:00	23:59:00	95	6	0	0	0	54	6
5894/1	21/06/2017 00:00	00:14:00	0	3	0	0	0	50	3
5894/1	21/06/2017 00:00	00:29:00	1	5	0	0	0	49	5
5894/1	21/06/2017 00:00	00:44:00	2	2	0	0	1	50	3
5894/1	21/06/2017 00:00	00:59:00	3	3	0	0	0	57	3
5894/1	21/06/2017 00:00	01:14:00	4	0	0	0	1	44	1
5894/1	21/06/2017 00:00	01:29:00	5	1	0	1	0	57	2
5894/1	21/06/2017 00:00	01:44:00	6	5	0	0	0	48	5
5894/1	21/06/2017 00:00	01:59:00	7	2	1	1	0	45	4
5894/1	21/06/2017 00:00	02:14:00	8	9	1	0	0	55	10
5894/1	21/06/2017 00:00	02:29:00	9	5	1	0	0	48	6
5894/1	21/06/2017 00:00	02:44:00	10	3	0	0	0	63	3
5894/1	21/06/2017 00:00	02:59:00	11	5	0	0	0	51	5
5894/1	21/06/2017 00:00	03:14:00	12	5	1	0	0	53	6
5894/1	21/06/2017 00:00	03:29:00	13	4	1	0	0	52	5
5894/1	21/06/2017 00:00	03:44:00	14	10	0	0	1	54	11
5894/1	21/06/2017 00:00	03:59:00	15	5	2	2	1	52	10
5894/1	21/06/2017 00:00	04:14:00	16	6	0	1	0	55	7
5894/1	21/06/2017 00:00	04:29:00	17	10	1	0	1	50	12
5894/1	21/06/2017 00:00	04:44:00	18	1	0	1	0	54	20
5894/1	21/06/2017 00:00	04:59:00	19	22	0	0	0	58	22
5894/1	21/06/2017 00:00	05:14:00	20	27	3	1	0	53	31
5894/1	21/06/2017 00:00	05:29:00	21	41	2	4	0	54	47
5894/1	21/06/2017 00:00	05:44:00	22	49	1	1	0	55	51
5894/1	21/06/2017 00:00	05:59:00	23	59	2	1	0	55	62
5894/1	21/06/2017 00:00	06:14:00	24	39	3	0	0	56	42
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5894/1	21/06/2017 00:00	06:44:00	26	87	8	3	1	51	99
5894/1	21/06/2017 00:00	06:59:00	27	103	8	0	2	53	113
5894/1	21/06/2017 00:00	07:14:00	28	97	10	7	1	50	115
5894/1	21/06/2017 00:00	07:29:00	29	125	11	5	1	50	142
5894/1	21/06/2017 00:00	07:44:00	30	132	5	6	1	41	144
5894/1	21/06/2017 00:00	07:59:00	31	118	8	4	0	39	130
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5894/1	21/06/2017 00:00	08:29:00	33	117	7	7	2	48	133
5894/1	21/06/2017 00:00	08:44:00	34	117	6	6	0	47	129
5894/1	21/06/2017 00:00	08:59:00	35	104	4	3	2	35	113
5894/1	21/06/2017 00:00	09:14:00	36	80	8	5	2	50	95
5894/1	21/06/2017 00:00	09:29:00	37	87	10	7	4	48	108
5894/1	21/06/2017 00:00	09:44:00	38	76	3	3	1	49	83
5894/1	21/06/2017 00:00	09:59:00	39	81	6	3	3	49	93
5894/1	21/06/2017 00:00	10:14:00	40	80	6	6	2	49	94
5894/1	21/06/2017 00:00	10:29:00	41	64	5	6	2	48	77
5894/1	21/06/2017 00:00	10:44:00	42	68	11	4	0	49	83
5894/1	21/06/2017 00:00	10:59:00	43	67	4	4	0	49	75
5894/1	21/06/2017 00:00	11:14:00	44	77	3	5	0	51	85
5894/1	21/06/2017 00:00	11:29:00	45	84	6	5	3	50	98
5894/1	21/06/2017 00:00	11:44:00	46	84	7	3	3	50	97
5894/1	21/06/2017 00:00	11:59:00	47	68	5	7	1	49	81
5894/1	21/06/2017 00:00	12:14:00	48	75	3	5	1	51	84
5894/1	21/06/2017 00:00	12:29:00	49	84	3	4	0	50	91
5894/1	21/06/2017 00:00	12:44:00	50	74	9	2	1	50	86
5894/1	21/06/2017 00:00	12:59:00	51	68	9	8	2	49	87
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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	21/06/2017 00:00	13:59:00	55	81	7	3	0	52	91
5894/1	21/06/2017 00:00	14:14:00	56	57	8	3	1	51	69
5894/1	21/06/2017 00:00	14:29:00	57	73	8	7	0	52	88
5894/1	21/06/2017 00:00	14:44:00	58	83	14	6	2	49	105
5894/1	21/06/2017 00:00	14:59:00	59	86	6	9	2	48	103
5894/1	21/06/2017 00:00	15:14:00	60	75	2	7	1	49	85
5894/1	21/06/2017 00:00	15:29:00	61	88	12	2	1	49	103
5894/1	21/06/2017 00:00	15:44:							

5894/1	21/06/2017 00:00	17:29:00	69	94	8	2	1	51	105
5894/1	21/06/2017 00:00	17:44:00	70	87	3	3	4	52	97
5894/1	21/06/2017 00:00	17:59:00	71	70	2	2	0	55	74
5894/1	21/06/2017 00:00	18:14:00	72	86	4	3	0	53	93
5894/1	21/06/2017 00:00	18:29:00	73	51	4	3	0	54	58
5894/1	21/06/2017 00:00	18:44:00	74	44	4	0	1	54	49
5894/1	21/06/2017 00:00	18:59:00	75	36	2	0	1	53	39
5894/1	21/06/2017 00:00	19:14:00	76	62	1	0	0	50	63
5894/1	21/06/2017 00:00	19:29:00	77	57	3	1	0	54	61
5894/1	21/06/2017 00:00	19:44:00	78	38	0	0	0	52	38
5894/1	21/06/2017 00:00	19:59:00	79	41	1	1	0	53	43
5894/1	21/06/2017 00:00	20:14:00	80	38	3	0	0	52	41
5894/1	21/06/2017 00:00	20:29:00	81	36	4	0	1	54	41
5894/1	21/06/2017 00:00	20:44:00	82	28	1	0	1	53	30
5894/1	21/06/2017 00:00	20:59:00	83	48	0	0	0	52	48
5894/1	21/06/2017 00:00	21:14:00	84	35	0	0	0	51	35
5894/1	21/06/2017 00:00	21:29:00	85	42	2	1	0	51	45
5894/1	21/06/2017 00:00	21:44:00	86	29	3	0	0	53	32
5894/1	21/06/2017 00:00	21:59:00	87	29	1	0	0	52	30
5894/1	21/06/2017 00:00	22:14:00	88	39	2	0	0	50	41
5894/1	21/06/2017 00:00	22:29:00	89	18	1	0	0	48	19
5894/1	21/06/2017 00:00	22:44:00	90	20	0	0	1	50	21
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5894/1	21/06/2017 00:00	23:14:00	92	11	1	0	0	49	12
5894/1	21/06/2017 00:00	23:29:00	93	9	0	0	0	51	9
5894/1	21/06/2017 00:00	23:44:00	94	13	0	0	0	48	13
5894/1	21/06/2017 00:00	23:59:00	95	1	0	0	1	46	2
5894/1	22/06/2017 00:00	00:14:00	0	4	1	0	0	49	5
5894/1	22/06/2017 00:00	00:29:00	1	7	0	0	2	46	9
5894/1	22/06/2017 00:00	00:44:00	2	3	0	0	0	53	3
5894/1	22/06/2017 00:00	00:59:00	3	2	0	0	0	56	2
5894/1	22/06/2017 00:00	01:14:00	4	3	0	0	0	47	3
5894/1	22/06/2017 00:00	01:29:00	5	4	0	1	1	47	6
5894/1	22/06/2017 00:00	01:44:00	6	2	0	0	0	52	2
5894/1	22/06/2017 00:00	01:59:00	7	4	0	0	0	53	4
5894/1	22/06/2017 00:00	02:14:00	8	3	0	0	0	54	3
5894/1	22/06/2017 00:00	02:29:00	9	2	1	0	0	48	3
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5894/1	22/06/2017 00:00	03:14:00	12	3	0	0	0	60	3
5894/1	22/06/2017 00:00	03:29:00	13	4	0	1	0	39	5
5894/1	22/06/2017 00:00	03:44:00	14	11	2	1	1	57	15
5894/1	22/06/2017 00:00	03:59:00	15	3	1	0	0	55	4
5894/1	22/06/2017 00:00	04:14:00	16	8	0	0	0	51	8
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5894/1	22/06/2017 00:00	05:59:00	23	55	1	4	1	56	61
5894/1	22/06/2017 00:00	06:14:00	24	29	3	1	1	54	34
5894/1	22/06/2017 00:00	06:29:00	25	47	7	3	1	52	58
5894/1	22/06/2017 00:00	06:44:00	26	112	9	2	0	50	123
5894/1	22/06/2017 00:00	06:59:00	27	106	9	5	2	50	122
5894/1	22/06/2017 00:00	07:14:00	28	85	22	6	3	48	116
5894/1	22/06/2017 00:00	07:29:00	29	107	9	6	1	50	123
5894/1	22/06/2017 00:00	07:44:00	30	137	11	2	2	44	152
5894/1	22/06/2017 00:00	07:59:00	31	132	9	6	0	46	147
5894/1	22/06/2017 00:00	08:14:00	32	129	7	4	2	44	142
5894/1	22/06/2017 00:00	08:29:00	33	122	4	6	3	43	135
5894/1	22/06/2017 00:00	08:44:00	34	114	9	6	1	47	130
5894/1	22/06/2017 00:00	08:59:00	35	99	3	7	4	34	113
5894/1	22/06/2017 00:00	09:14:00	36	86	8	2	0	49	96
5894/1	22/06/2017 00:00	09:29:00	37	90	8	0	2	49	112
5894/1	22/06/2017 00:00	09:44:00	38	80	7	7	1	48	95
5894/1	22/06/2017 00:00	09:59:00	39	88	3	3	1	46	95
5894/1	22/06/2017 00:00	10:14:00	40	66	1	2	2	49	71
5894/1	22/06/2017 00:00	10:29:00	41	70	3	2	3	50	78
5894/1	22/06/2017 00:00	10:44:00	42	77	11	9	0	49	97
5894/1	22/06/2017 00:00	10:59:00	43	83	6	9	2	48	100
5894/1	22/06/2017 00:00	11:14:00	44	74	5	3	2	49	84
5894/1	22/06/2017 00:00	11:29:00	45	66	9	5	3	48	83
5894/1	22/06/2017 00:00	11:44:00	46	85	12	5	0	46	102
5894/1	22/06/2017 00:00	11:59:00	47	64	8	2	0	48	82
5894/1	22/06/2017 00:00	12:14:00	48	70	2	4	2	47	78
5894/1	22/06/2017 00:00	12:29:00	49	76	8	4	1	50	89
5894/1	22/06/2017 00:00	12:44:00	50	80	6	3	3	45	92
5894/1	22/06/2017 00:00	12:59:00	51	84	5	6	1	49	96
5894/1	22/06/2017 00:00	13:14:00	52	73	9	7	2	49	91
5894/1	22/06/2017 00:00	13:29:00	53	86	6	5	2	46	99
5894/1	22/06/2017 00:00	13:44:00	54	85	9	5	2	48	101
5894/1	22/06/2017 00:00	13:59:00	55	64	6	2	1	49	73
5894/1	22/06/2017 00:00	14:14:00	56	71	5	8	5	48	89
5894/1	22/06/2017 00:00	14:29:00	57	80	4	6	2	47	92
5894/1	22/06/2017 00:00	14:44:00	58	68	7	3	1	49	79
5894/1	22/06/2017 00:00	14:59:00	59	88	7	8	5	47	108
5894/1	22/06/2017 00:00	15:14:00	60	87	5	8	3	48	103
5894/1	22/06/2017 00:00	15:29:00	61	76	9	2	1	50	88
5894/1	22/06/2017 00:00	15:44:00	62	64	9	6	1	49	80
5894/1	22/06/2017 00:00	15:59:00	63	82	4	6	0	51	92
5894/1	22/06/2017 00:00	16:14:00	64	89	6	6	2	50	103
5894/1	22/06/2017 00:00	16:29:00	65	103	4	4	3	48	114
5894/1	22/06/2017 00:00	16:44:00	66	83	2	4	2	51	91
5894/1	22/06/2017 00:00	16:59:00	67	105	6	4	0	49	115
5894/1	22/06/2017 00:00	17:14:00	68	100	11	2	2	51	115
5894/1	22/06/2017 00:00	17:29:00	69	107	5	1	1	47	114
5894/1	22/06/2017 00:00	17:44:00	70	101	1	2	0	51	104
5894/1	22/06/2017 00:00	17:59:00	71	77	4	3	1	53	85
5894/1	22/06/2017 00:00	18:14:00	72	72	2	2	0	53	76
5894/1	22/06/2017 00:00	18:29:00	73	84	1	1	1	51	87
5894/1	22/06/2017 00:00	18:44:00	74	59	3	0	1	53	63
5894/1	22/06/2017 00:00	18:59:00	75	59	1	0	0	54	60
5894/1	22/06/2017 00:00	19:14:00	76	51	1	0	0	53	52
5894/1	22/06/2017 00:00	19:29:00	77	62	1	3	0	54	66
5894/1	22/06/2017 00:00	19:44:00	78	52	1	1	0	53	54
5894/1	22/06/2017 00:00	19:59:00	79	52	5	1	0	55	58
5894/1	22/06/2017 00:00	20:14:00	80	37	1	0	0	56	38
5894/1	22/06/2017 00:00	20:29:00	81	40	1	0	0	51	41
5894/1	22/06/2017 00:00	20:44:00	82	35	4	0	0	52	39
5894/1	22/06/2017 00:00	20:59:00	83	23	2	0	0	54	25
5894/1	22/06/2017 00:00	21:14:00	84	32	3	1	0	57	36
5894/1	22/06/2017 00:00	21:29:00	85	27	1	0	0	51	28
5894/1	22/06/2017 00:00	21:44:00	86	22	1	0	0	53	23
5894/1	22/06/2017 00:00	21:59:00	87	14	0	0	0	54	14
5894/1	22/06/2017 00:00	22:14:00	88	23	0	0	0	52	23
5894/1	22/06/2017 00:00	22:29:00	89	17	0	1	0	53	18
5894/1	22/06/2017 00:00	22:44:00	90	26	2	1	1	49	30
5894/1	22/06/2017 00:00	22:59:00	91	12	0	0	0	54	12
5894/1	22/06/2017 00:00	23:14:00	92	12	0	0	1	51	13
5894/1	22/06/2017 00:00	23:29:00	93	9	1	0	0	50	10
5894/1	22/06/2017 00:00	23:44:00	94	9	1	0	2	50	12
5894/1	22/06/2017 00:00	23:59:00	95	3	0	0	0	65	3
5894/1	23/06/2017 00:00	00:14:00	0	7	0	0	0	55	7
5894/1	23/06/2017 00:00	00:29:00	1	3	0	0	0	46	3
5894/1	23/06/2017 00:00	00:44:00	2	2	0	0	0	51	2
5894/1	23/06/2017 00:00	00:59:00	3	6	0	0	0	50	6
5894/1	23/06/2017 00:00	01:14:00	4	3	0	1	1	45	5
5894/1	23/06/2017 00:00	01:29:00	5	5	1	0	0	53</	

5894/1	23/06/2017 00:00	03:14:00	12	4	0	2	0	56	6
5894/1	23/06/2017 00:00	03:29:00	13	5	1	0	0	46	6
5894/1	23/06/2017 00:00	03:44:00	14	9	2	0	0	48	11
5894/1	23/06/2017 00:00	03:59:00	15	4	0	0	0	56	4
5894/1	23/06/2017 00:00	04:14:00	16	4	1	1	1	52	7
5894/1	23/06/2017 00:00	04:29:00	17	8	1	1	0	55	10
5894/1	23/06/2017 00:00	04:44:00	18	17	1	1	0	51	19
5894/1	23/06/2017 00:00	04:59:00	19	21	1	1	0	53	23
5894/1	23/06/2017 00:00	05:14:00	20	28	2	0	1	53	31
5894/1	23/06/2017 00:00	05:29:00	21	36	0	1	0	53	37
5894/1	23/06/2017 00:00	05:44:00	22	72	4	2	2	54	80
5894/1	23/06/2017 00:00	05:59:00	23	48	3	2	0	58	53
5894/1	23/06/2017 00:00	06:14:00	24	29	3	2	1	55	35
5894/1	23/06/2017 00:00	06:29:00	25	56	3	3	3	52	65
5894/1	23/06/2017 00:00	06:44:00	26	97	6	3	2	53	108
5894/1	23/06/2017 00:00	06:59:00	27	101	10	4	1	51	116
5894/1	23/06/2017 00:00	07:14:00	28	93	10	2	3	49	108
5894/1	23/06/2017 00:00	07:29:00	29	114	11	5	0	46	130
5894/1	23/06/2017 00:00	07:44:00	30	140	16	2	2	45	160
5894/1	23/06/2017 00:00	07:59:00	31	113	6	4	1	47	124
5894/1	23/06/2017 00:00	08:14:00	32	106	10	6	3	50	125
5894/1	23/06/2017 00:00	08:29:00	33	106	4	7	1	43	118
5894/1	23/06/2017 00:00	08:44:00	34	116	8	7	1	47	132
5894/1	23/06/2017 00:00	08:59:00	35	123	7	5	0	46	135
5894/1	23/06/2017 00:00	09:14:00	36	76	10	2	3	49	91
5894/1	23/06/2017 00:00	09:29:00	37	91	4	5	1	49	101
5894/1	23/06/2017 00:00	09:44:00	38	71	3	1	1	49	76
5894/1	23/06/2017 00:00	09:59:00	39	94	6	2	0	50	102
5894/1	23/06/2017 00:00	10:14:00	40	72	5	2	1	51	80
5894/1	23/06/2017 00:00	10:29:00	41	72	10	6	0	49	88
5894/1	23/06/2017 00:00	10:44:00	42	80	5	5	3	49	93
5894/1	23/06/2017 00:00	10:59:00	43	85	6	4	2	48	97
5894/1	23/06/2017 00:00	11:14:00	44	81	4	1	1	49	87
5894/1	23/06/2017 00:00	11:29:00	45	92	4	5	0	49	101
5894/1	23/06/2017 00:00	11:44:00	46	91	2	7	1	49	101
5894/1	23/06/2017 00:00	11:59:00	47	83	6	4	2	47	95
5894/1	23/06/2017 00:00	12:14:00	48	78	4	3	2	49	87
5894/1	23/06/2017 00:00	12:29:00	49	87	5	3	2	48	97
5894/1	23/06/2017 00:00	12:44:00	50	81	5	2	2	49	90
5894/1	23/06/2017 00:00	12:59:00	51	83	5	5	0	48	93
5894/1	23/06/2017 00:00	13:14:00	52	83	2	4	1	48	90
5894/1	23/06/2017 00:00	13:29:00	53	62	6	6	1	48	75
5894/1	23/06/2017 00:00	13:44:00	54	67	9	2	2	49	80
5894/1	23/06/2017 00:00	13:59:00	55	95	12	5	3	42	115
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5894/1	23/06/2017 00:00	14:44:00	58	83	4	5	1	48	93
5894/1	23/06/2017 00:00	14:59:00	59	87	6	6	2	50	101
5894/1	23/06/2017 00:00	15:14:00	60	86	6	1	2	47	95
5894/1	23/06/2017 00:00	15:29:00	61	75	2	1	0	49	78
5894/1	23/06/2017 00:00	15:44:00	62	83	6	5	3	50	97
5894/1	23/06/2017 00:00	15:59:00	63	96	8	4	1	47	109
5894/1	23/06/2017 00:00	16:14:00	64	97	5	2	0	50	104
5894/1	23/06/2017 00:00	16:29:00	65	107	6	5	3	46	121
5894/1	23/06/2017 00:00	16:44:00	66	82	5	4	1	50	92
5894/1	23/06/2017 00:00	16:59:00	67	121	7	4	1	50	133
5894/1	23/06/2017 00:00	17:14:00	68	93	8	2	0	51	103
5894/1	23/06/2017 00:00	17:29:00	69	95	3	1	0	51	99
5894/1	23/06/2017 00:00	17:44:00	70	95	3	2	2	50	102
5894/1	23/06/2017 00:00	17:59:00	71	91	4	0	1	50	96
5894/1	23/06/2017 00:00	18:14:00	72	92	2	1	1	52	96
5894/1	23/06/2017 00:00	18:29:00	73	74	3	1	0	52	78
5894/1	23/06/2017 00:00	18:44:00	74	67	2	1	0	54	70
5894/1	23/06/2017 00:00	18:59:00	75	66	2	0	1	51	69
5894/1	23/06/2017 00:00	19:14:00	76	72	3	1	0	52	76
5894/1	23/06/2017 00:00	19:29:00	77	47	2	2	0	52	51
5894/1	23/06/2017 00:00	19:44:00	78	46	1	0	0	52	47
5894/1	23/06/2017 00:00	19:59:00	79	50	3	0	0	52	53
5894/1	23/06/2017 00:00	20:14:00	80	51	0	0	0	54	51
5894/1	23/06/2017 00:00	20:29:00	81	45	3	0	0	52	48
5894/1	23/06/2017 00:00	20:44:00	82	29	2	0	1	53	32
5894/1	23/06/2017 00:00	20:59:00	83	41	0	1	0	52	42
5894/1	23/06/2017 00:00	21:14:00	84	41	2	0	0	52	43
5894/1	23/06/2017 00:00	21:29:00	85	29	2	0	0	53	31
5894/1	23/06/2017 00:00	21:44:00	86	35	3	0	0	50	38
5894/1	23/06/2017 00:00	21:59:00	87	24	0	0	1	51	25
5894/1	23/06/2017 00:00	22:14:00	88	25	1	0	0	51	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	22:59:00	91	18	1	0	1	50	20
5894/1	23/06/2017 00:00	23:14:00	92	19	1	0	0	51	20
5894/1	23/06/2017 00:00	23:29:00	93	15	1	0	0	48	16
5894/1	23/06/2017 00:00	23:44:00	94	18	2	2	1	52	23
5894/1	23/06/2017 00:00	23:59:00	95	10	1	1	1	53	13
5894/1	24/06/2017 00:00	00:14:00	0	11	1	0	0	49	12
5894/1	24/06/2017 00:00	00:29:00	1	9	0	0	0	50	9
5894/1	24/06/2017 00:00	00:44:00	2	7	0	0	0	54	7
5894/1	24/06/2017 00:00	00:59:00	3	4	0	0	0	57	4
5894/1	24/06/2017 00:00	01:14:00	4	4	0	1	1	50	6
5894/1	24/06/2017 00:00	01:29:00	5	8	1	1	1	48	11
5894/1	24/06/2017 00:00	01:44:00	6	4	0	0	1	50	5
5894/1	24/06/2017 00:00	01:59:00	7	6	0	1	1	51	8
5894/1	24/06/2017 00:00	02:14:00	8	3	1	1	1	42	6
5894/1	24/06/2017 00:00	02:29:00	9	5	0	0	0	52	5
5894/1	24/06/2017 00:00	02:44:00	10	1	1	1	1	45	4
5894/1	24/06/2017 00:00	02:59:00	11	3	0	0	1	52	4
5894/1	24/06/2017 00:00	03:14:00	12	1	0	0	2	39	3
5894/1	24/06/2017 00:00	03:29:00	13	8	0	1	0	46	9
5894/1	24/06/2017 00:00	03:44:00	14	2	0	2	0	50	4
5894/1	24/06/2017 00:00	03:59:00	15	5	1	0	0	46	6
5894/1	24/06/2017 00:00	04:14:00	16	7	1	0	0	51	8
5894/1	24/06/2017 00:00	04:29:00	17	4	1	0	1	53	6
5894/1	24/06/2017 00:00	04:44:00	18	13	1	0	1	49	15
5894/1	24/06/2017 00:00	04:59:00	19	13	0	1	1	54	14
5894/1	24/06/2017 00:00	05:14:00	20	19	0	0	0	53	19
5894/1	24/06/2017 00:00	05:29:00	21	22	1	0	0	52	23
5894/1	24/06/2017 00:00	05:44:00	22	35	0	1	0	54	36
5894/1	24/06/2017 00:00	05:59:00	23	28	2	1	1	57	32
5894/1	24/06/2017 00:00	06:14:00	24	17	0	1	1	54	19
5894/1	24/06/2017 00:00	06:29:00	25	27	1	0	1	55	29
5894/1	24/06/2017 00:00	06:44:00	26	28	1	1	1	50	31
5894/1	24/06/2017 00:00	06:59:00	27	39	3	1	0	51	43
5894/1	24/06/2017 00:00	07:14:00	28	31	6	0	1	54	38
5894/1	24/06/2017 00:00	07:29:00	29	34	6	0	1	51	41
5894/1	24/06/2017 00:00	07:44:00	30	50	6	4	0	53	60
5894/1	24/06/2017 00:00	07:59:00	31	43	7	2	2	54	54
5894/1	24/06/2017 00:00	08:14:00	32	40	6	1	2	49	49
5894/1	24/06/2017 00:00	08:29:00	33	60	2	1	1	52	64
5894/1	24/06/2017 00:00	08:44:00	34	71	2	2	1	50	76
5894/1	24/06/2017 00:00	08:59:00	35	77	5	4	0	50	86
5894/1	24/06/2017 00:00	09:14:00	36	64	1	3	0	50	68
5894/1	24/06/2017 00:00	09:29:00	37	71	7	1	0	52	79
5894/1	24/06/2017 00:00	09:44:00	38	98	12	5	0	50	115
5894/1	24/06/2017 00:00	09:59:00	39	102	3	1	0	50	106
5894/1	24/06/2017 00:00	10:14:00	40	104	8	2	0	49	114
5894/1	24/06/2017 00:00	10:29:00	41	98	7	4	1	50	110
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5894/1	24/06/2017 00:00	10:59:00	43	88	7	4	0	49	99
5894/1	24/06/2017 00:00	11:14:00	44	99					

5894/1	24/06/2017 00:00	12:59:00	51	67	2	2	0	51	71
5894/1	24/06/2017 00:00	13:14:00	52	76	3	0	0	50	79
5894/1	24/06/2017 00:00	13:29:00	53	71	3	2	0	47	76
5894/1	24/06/2017 00:00	13:44:00	54	101	2	1	1	48	104
5894/1	24/06/2017 00:00	13:59:00	55	100	3	0	1	49	104
5894/1	24/06/2017 00:00	14:14:00	56	66	3	2	0	47	71
5894/1	24/06/2017 00:00	14:29:00	57	90	5	2	0	49	97
5894/1	24/06/2017 00:00	14:44:00	58	75	1	2	0	50	78
5894/1	24/06/2017 00:00	14:59:00	59	85	1	1	1	50	88
5894/1	24/06/2017 00:00	15:14:00	60	80	2	3	0	51	85
5894/1	24/06/2017 00:00	15:29:00	61	74	3	0	1	50	78
5894/1	24/06/2017 00:00	15:44:00	62	82	2	0	0	49	84
5894/1	24/06/2017 00:00	15:59:00	63	73	1	0	0	51	74
5894/1	24/06/2017 00:00	16:14:00	64	67	4	0	1	51	72
5894/1	24/06/2017 00:00	16:29:00	65	73	2	1	0	50	76
5894/1	24/06/2017 00:00	16:44:00	66	68	3	0	0	51	71
5894/1	24/06/2017 00:00	16:59:00	67	67	2	3	0	49	72
5894/1	24/06/2017 00:00	17:14:00	68	77	5	3	0	51	85
5894/1	24/06/2017 00:00	17:29:00	69	64	2	0	0	54	66
5894/1	24/06/2017 00:00	17:44:00	70	59	2	1	1	51	63
5894/1	24/06/2017 00:00	17:59:00	71	70	3	0	1	50	74
5894/1	24/06/2017 00:00	18:14:00	72	56	2	0	1	51	59
5894/1	24/06/2017 00:00	18:29:00	73	66	0	1	0	52	67
5894/1	24/06/2017 00:00	18:44:00	74	61	2	1	0	52	64
5894/1	24/06/2017 00:00	18:59:00	75	61	2	0	0	50	63
5894/1	24/06/2017 00:00	19:14:00	76	41	3	1	0	51	45
5894/1	24/06/2017 00:00	19:29:00	77	52	2	0	0	52	54
5894/1	24/06/2017 00:00	19:44:00	78	44	0	2	0	50	46
5894/1	24/06/2017 00:00	19:59:00	79	46	0	0	0	51	46
5894/1	24/06/2017 00:00	20:14:00	80	36	1	1	0	53	38
5894/1	24/06/2017 00:00	20:29:00	81	37	1	0	0	53	38
5894/1	24/06/2017 00:00	20:44:00	82	39	1	0	0	54	40
5894/1	24/06/2017 00:00	20:59:00	83	32	0	0	0	53	32
5894/1	24/06/2017 00:00	21:14:00	84	36	1	0	0	52	37
5894/1	24/06/2017 00:00	21:29:00	85	35	0	0	0	50	35
5894/1	24/06/2017 00:00	21:44:00	86	27	1	0	0	52	28
5894/1	24/06/2017 00:00	21:59:00	87	16	0	0	0	51	16
5894/1	24/06/2017 00:00	22:14:00	88	21	2	0	0	50	23
5894/1	24/06/2017 00:00	22:29:00	89	22	0	0	0	49	22
5894/1	24/06/2017 00:00	22:44:00	90	15	0	2	1	50	18
5894/1	24/06/2017 00:00	22:59:00	91	14	0	0	0	52	14
5894/1	24/06/2017 00:00	23:14:00	92	22	0	0	0	45	22
5894/1	24/06/2017 00:00	23:29:00	93	13	0	0	0	48	13
5894/1	24/06/2017 00:00	23:44:00	94	13	1	0	1	47	15
5894/1	24/06/2017 00:00	23:59:00	95	16	2	0	0	47	18
5894/1	25/06/2017 00:00	00:14:00	0	13	0	0	0	49	13
5894/1	25/06/2017 00:00	00:29:00	1	10	1	0	0	49	11
5894/1	25/06/2017 00:00	00:44:00	2	11	0	0	0	51	11
5894/1	25/06/2017 00:00	00:59:00	3	10	1	2	0	50	13
5894/1	25/06/2017 00:00	01:14:00	4	8	1	0	0	53	9
5894/1	25/06/2017 00:00	01:29:00	5	6	0	0	0	57	6
5894/1	25/06/2017 00:00	01:44:00	6	8	0	0	0	53	8
5894/1	25/06/2017 00:00	01:59:00	7	5	0	0	0	55	5
5894/1	25/06/2017 00:00	02:14:00	8	8	2	1	0	52	11
5894/1	25/06/2017 00:00	02:29:00	9	3	1	0	0	56	4
5894/1	25/06/2017 00:00	02:44:00	10	4	1	0	0	48	5
5894/1	25/06/2017 00:00	02:59:00	11	5	0	0	0	52	5
5894/1	25/06/2017 00:00	03:14:00	12	1	1	0	0	51	2
5894/1	25/06/2017 00:00	03:29:00	13	1	0	0	0	44	1
5894/1	25/06/2017 00:00	03:44:00	14	4	0	0	0	50	4
5894/1	25/06/2017 00:00	03:59:00	15	2	0	0	0	48	2
5894/1	25/06/2017 00:00	04:14:00	16	1	1	0	0	51	2
5894/1	25/06/2017 00:00	04:29:00	17	5	0	0	0	55	5
5894/1	25/06/2017 00:00	04:44:00	18	7	1	0	0	52	8
5894/1	25/06/2017 00:00	04:59:00	19	4	0	1	0	52	5
5894/1	25/06/2017 00:00	05:14:00	20	12	0	2	0	55	14
5894/1	25/06/2017 00:00	05:29:00	21	13	0	0	0	58	13
5894/1	25/06/2017 00:00	05:44:00	22	19	1	0	0	53	20
5894/1	25/06/2017 00:00	05:59:00	23	10	1	0	0	57	11
5894/1	25/06/2017 00:00	06:14:00	24	10	0	0	1	54	11
5894/1	25/06/2017 00:00	06:29:00	25	14	1	0	0	54	15
5894/1	25/06/2017 00:00	06:44:00	26	20	1	0	0	56	21
5894/1	25/06/2017 00:00	06:59:00	27	19	0	0	0	57	19
5894/1	25/06/2017 00:00	07:14:00	28	25	0	0	0	54	25
5894/1	25/06/2017 00:00	07:29:00	29	21	2	0	0	47	23
5894/1	25/06/2017 00:00	07:44:00	30	14	1	0	1	51	16
5894/1	25/06/2017 00:00	07:59:00	31	16	2	0	0	57	18
5894/1	25/06/2017 00:00	08:14:00	32	15	2	0	0	54	17
5894/1	25/06/2017 00:00	08:29:00	33	19	1	1	0	52	21
5894/1	25/06/2017 00:00	08:44:00	34	20	2	0	0	51	22
5894/1	25/06/2017 00:00	08:59:00	35	33	2	2	0	52	37
5894/1	25/06/2017 00:00	09:14:00	36	44	3	0	0	53	47
5894/1	25/06/2017 00:00	09:29:00	37	42	2	0	1	52	45
5894/1	25/06/2017 00:00	09:44:00	38	56	3	1	0	52	60
5894/1	25/06/2017 00:00	09:59:00	39	71	1	2	0	53	74
5894/1	25/06/2017 00:00	10:14:00	40	66	4	0	0	51	70
5894/1	25/06/2017 00:00	10:29:00	41	76	3	2	0	49	81
5894/1	25/06/2017 00:00	10:44:00	42	80	2	1	0	51	83
5894/1	25/06/2017 00:00	10:59:00	43	85	2	3	1	49	91
5894/1	25/06/2017 00:00	11:14:00	44	81	4	0	0	49	85
5894/1	25/06/2017 00:00	11:29:00	45	84	1	0	1	50	86
5894/1	25/06/2017 00:00	11:44:00	46	89	4	1	1	48	95
5894/1	25/06/2017 00:00	11:59:00	47	102	7	0	0	48	109
5894/1	25/06/2017 00:00	12:14:00	48	97	6	1	0	48	103
5894/1	25/06/2017 00:00	12:29:00	49	129	1	1	1	50	132
5894/1	25/06/2017 00:00	12:44:00	50	112	6	1	1	48	120
5894/1	25/06/2017 00:00	12:59:00	51	93	3	1	1	48	98
5894/1	25/06/2017 00:00	13:14:00	52	73	4	0	0	51	77
5894/1	25/06/2017 00:00	13:29:00	53	69	2	1	0	50	72
5894/1	25/06/2017 00:00	13:44:00	54	86	5	1	1	49	93
5894/1	25/06/2017 00:00	13:59:00	55	92	1	1	0	49	94
5894/1	25/06/2017 00:00	14:14:00	56	59	3	0	0	50	62
5894/1	25/06/2017 00:00	14:29:00	57	67	1	0	0	52	68
5894/1	25/06/2017 00:00	14:44:00	58	71	2	0	0	49	73
5894/1	25/06/2017 00:00	14:59:00	59	66	3	1	1	50	71
5894/1	25/06/2017 00:00	15:14:00	60	60	2	0	1	52	63
5894/1	25/06/2017 00:00	15:29:00	61	59	6	1	0	50	66
5894/1	25/06/2017 00:00	15:44:00	62	59	1	0	1	53	61
5894/1	25/06/2017 00:00	15:59:00	63	53	1	0	2	52	56
5894/1	25/06/2017 00:00	16:14:00	64	68	1	0	0	52	69
5894/1	25/06/2017 00:00	16:29:00	65	71	1	0	0	50	72
5894/1	25/06/2017 00:00	16:44:00	66	47	0	3	0	51	50
5894/1	25/06/2017 00:00	16:59:00	67	64	1	0	0	49	65
5894/1	25/06/2017 00:00	17:14:00	68	53	1	0	0	54	54
5894/1	25/06/2017 00:00	17:29:00	69	70	3	2	0	53	75
5894/1	25/06/2017 00:00	17:44:00	70	51	2	0	0	50	53
5894/1	25/06/2017 00:00	17:59:00	71	63	0	1	0	53	64
5894/1	25/06/2017 00:00	18:14:00	72	54	1	0	0	53	55
5894/1	25/06/2017 00:00	18:29:00	73	45	4	0	0	52	49
5894/1	25/06/2017 00:00	18:44:00	74	49	5	1	0	53	55
5894/1	25/06/2017 00:00	18:59:00	75	49	2	0	0	54	51
5894/1	25/06/2017 00:00	19:14:00	76	42	1	1	0	54	44
5894/1	25/06/2017 00:00	19:29:00	77	42	3	2	0	51	47
5894/1	25/06/2017 00:00	19:44:00	78	37	1	0	0	54	38
5894/1	25/06/2017 00:00	19:59:00	79	37	5	1	0	54	43
5894/1	25/06/2017 00:00	20:14:00	80	32	1	1	0	53	34
5894/1	25/06/2017 00:00	20:29:00	81	25	0	0	1	51	26
5894/1	25/06/2017 00:00	20:44:00	82	16	0	0	0	55	16
5894/1	25/06/2017 00:00	20:59:00	83	28	2	1	0	53	

5894/1	25/06/2017 00:00	22:44:00	90	12	0	0	0	51	12
5894/1	25/06/2017 00:00	22:59:00	91	16	0	0	0	46	16
5894/1	25/06/2017 00:00	23:14:00	92	11	1	0	0	53	12
5894/1	25/06/2017 00:00	23:29:00	93	9	0	0	0	50	9
5894/1	25/06/2017 00:00	23:44:00	94	6	0	0	0	49	6
5894/1	25/06/2017 00:00	23:59:00	95	3	0	0	0	56	3
5894/1	26/06/2017 00:00	00:14:00	0	1	0	0	0	61	1
5894/1	26/06/2017 00:00	00:29:00	1	2	0	0	0	53	2
5894/1	26/06/2017 00:00	00:44:00	2	4	1	0	0	47	5
5894/1	26/06/2017 00:00	00:59:00	3	2	0	1	0	52	3
5894/1	26/06/2017 00:00	01:14:00	4	3	0	0	0	60	3
5894/1	26/06/2017 00:00	01:29:00	5	1	0	1	0	47	2
5894/1	26/06/2017 00:00	01:44:00	6	5	0	0	1	51	6
5894/1	26/06/2017 00:00	01:59:00	7	2	0	1	1	52	4
5894/1	26/06/2017 00:00	02:14:00	8	5	0	0	0	53	5
5894/1	26/06/2017 00:00	02:29:00	9	5	1	2	1	55	9
5894/1	26/06/2017 00:00	02:44:00	10	4	2	0	0	49	6
5894/1	26/06/2017 00:00	02:59:00	11	2	0	1	0	54	3
5894/1	26/06/2017 00:00	03:14:00	12	2	1	0	0	64	3
5894/1	26/06/2017 00:00	03:29:00	13	4	0	0	0	50	4
5894/1	26/06/2017 00:00	03:44:00	14	10	0	0	0	48	10
5894/1	26/06/2017 00:00	03:59:00	15	7	2	0	1	53	10
5894/1	26/06/2017 00:00	04:14:00	16	6	1	0	1	54	8
5894/1	26/06/2017 00:00	04:29:00	17	8	0	1	0	54	9
5894/1	26/06/2017 00:00	04:44:00	18	13	0	1	0	51	14
5894/1	26/06/2017 00:00	04:59:00	19	26	0	0	0	57	26
5894/1	26/06/2017 00:00	05:14:00	20	30	2	1	0	55	33
5894/1	26/06/2017 00:00	05:29:00	21	35	0	1	0	56	36
5894/1	26/06/2017 00:00	05:44:00	22	72	2	2	0	53	76
5894/1	26/06/2017 00:00	05:59:00	23	53	2	3	0	55	58
5894/1	26/06/2017 00:00	06:14:00	24	43	3	3	2	52	51
5894/1	26/06/2017 00:00	06:29:00	25	51	1	5	1	56	58
5894/1	26/06/2017 00:00	06:44:00	26	92	9	3	2	52	106
5894/1	26/06/2017 00:00	06:59:00	27	88	11	6	1	52	106
5894/1	26/06/2017 00:00	07:14:00	28	108	10	1	0	50	119
5894/1	26/06/2017 00:00	07:29:00	29	119	16	3	0	50	138
5894/1	26/06/2017 00:00	07:44:00	30	138	14	2	0	49	154
5894/1	26/06/2017 00:00	07:59:00	31	124	6	6	2	38	138
5894/1	26/06/2017 00:00	08:14:00	32	138	3	3	2	48	146
5894/1	26/06/2017 00:00	08:29:00	33	112	8	4	1	49	125
5894/1	26/06/2017 00:00	08:44:00	34	91	8	7	1	50	107
5894/1	26/06/2017 00:00	08:59:00	35	118	4	1	0	45	123
5894/1	26/06/2017 00:00	09:14:00	36	68	7	3	3	49	81
5894/1	26/06/2017 00:00	09:29:00	37	74	6	4	5	47	89
5894/1	26/06/2017 00:00	09:44:00	38	74	6	4	0	50	84
5894/1	26/06/2017 00:00	09:59:00	39	82	4	4	0	50	90
5894/1	26/06/2017 00:00	10:14:00	40	98	7	6	2	49	113
5894/1	26/06/2017 00:00	10:29:00	41	83	3	3	0	48	89
5894/1	26/06/2017 00:00	10:44:00	42	58	4	4	2	49	68
5894/1	26/06/2017 00:00	10:59:00	43	91	11	5	2	47	109
5894/1	26/06/2017 00:00	11:14:00	44	77	7	3	2	50	89
5894/1	26/06/2017 00:00	11:29:00	45	81	5	4	2	48	92
5894/1	26/06/2017 00:00	11:44:00	46	77	4	5	3	50	89
5894/1	26/06/2017 00:00	11:59:00	47	94	6	3	3	48	106
5894/1	26/06/2017 00:00	12:14:00	48	71	4	4	2	50	81
5894/1	26/06/2017 00:00	12:29:00	49	68	10	5	1	49	84
5894/1	26/06/2017 00:00	12:44:00	50	75	6	7	0	50	88
5894/1	26/06/2017 00:00	12:59:00	51	79	9	6	4	48	98
5894/1	26/06/2017 00:00	13:14:00	52	76	4	3	1	50	84
5894/1	26/06/2017 00:00	13:29:00	53	75	3	6	5	50	89
5894/1	26/06/2017 00:00	13:44:00	54	66	8	3	0	51	77
5894/1	26/06/2017 00:00	13:59:00	55	77	5	5	0	50	87
5894/1	26/06/2017 00:00	14:14:00	56	61	5	10	2	51	78
5894/1	26/06/2017 00:00	14:29:00	57	72	9	6	0	50	87
5894/1	26/06/2017 00:00	14:44:00	58	73	9	5	1	51	88
5894/1	26/06/2017 00:00	14:59:00	59	69	3	10	3	50	85
5894/1	26/06/2017 00:00	15:14:00	60	82	5	4	2	49	93
5894/1	26/06/2017 00:00	15:29:00	61	70	14	3	1	50	88
5894/1	26/06/2017 00:00	15:44:00	62	82	7	9	1	50	99
5894/1	26/06/2017 00:00	15:59:00	63	106	4	10	1	50	121
5894/1	26/06/2017 00:00	16:14:00	64	95	3	1	2	50	101
5894/1	26/06/2017 00:00	16:29:00	65	88	8	5	0	51	101
5894/1	26/06/2017 00:00	16:44:00	66	87	4	4	0	52	95
5894/1	26/06/2017 00:00	16:59:00	67	94	2	1	0	52	97
5894/1	26/06/2017 00:00	17:14:00	68	109	3	3	0	48	116
5894/1	26/06/2017 00:00	17:29:00	69	95	3	3	2	52	103
5894/1	26/06/2017 00:00	17:44:00	70	101	3	2	3	49	109
5894/1	26/06/2017 00:00	17:59:00	71	97	2	1	1	53	101
5894/1	26/06/2017 00:00	18:14:00	72	84	2	1	3	51	90
5894/1	26/06/2017 00:00	18:29:00	73	41	3	1	0	56	45
5894/1	26/06/2017 00:00	18:44:00	74	66	1	0	0	55	67
5894/1	26/06/2017 00:00	18:59:00	75	45	1	1	0	53	47
5894/1	26/06/2017 00:00	19:14:00	76	54	4	3	1	51	62
5894/1	26/06/2017 00:00	19:29:00	77	62	3	1	1	52	67
5894/1	26/06/2017 00:00	19:44:00	78	40	3	1	4	52	48
5894/1	26/06/2017 00:00	19:59:00	79	42	2	0	2	53	46
5894/1	26/06/2017 00:00	20:14:00	80	37	1	0	1	54	39
5894/1	26/06/2017 00:00	20:29:00	81	31	2	1	0	51	34
5894/1	26/06/2017 00:00	20:44:00	82	34	0	0	1	54	35
5894/1	26/06/2017 00:00	20:59:00	83	32	0	0	2	49	34
5894/1	26/06/2017 00:00	21:14:00	84	36	2	1	0	52	39
5894/1	26/06/2017 00:00	21:29:00	85	24	1	1	0	51	26
5894/1	26/06/2017 00:00	21:44:00	86	27	2	0	1	51	30
5894/1	26/06/2017 00:00	21:59:00	87	25	0	0	0	54	25
5894/1	26/06/2017 00:00	22:14:00	88	18	0	0	0	57	18
5894/1	26/06/2017 00:00	22:29:00	89	20	3	0	0	52	23
5894/1	26/06/2017 00:00	22:44:00	90	20	0	0	1	49	21
5894/1	26/06/2017 00:00	22:59:00	91	17	1	0	1	51	19
5894/1	26/06/2017 00:00	23:14:00	92	9	0	0	1	54	10
5894/1	26/06/2017 00:00	23:29:00	93	3	0	0	0	51	3
5894/1	26/06/2017 00:00	23:44:00	94	6	2	1	1	49	10
5894/1	26/06/2017 00:00	23:59:00	95	10	0	0	1	48	11
5894/1	27/06/2017 00:00	00:14:00	0	4	0	0	0	53	4
5894/1	27/06/2017 00:00	00:29:00	1	4	1	0	0	46	5
5894/1	27/06/2017 00:00	00:44:00	2	1	0	0	0	42	1
5894/1	27/06/2017 00:00	00:59:00	3	2	0	0	0	53	2
5894/1	27/06/2017 00:00	01:14:00	4	5	0	0	0	47	5
5894/1	27/06/2017 00:00	01:29:00	5	1	0	0	0	59	1
5894/1	27/06/2017 00:00	01:44:00	6	5	0	1	0	53	6
5894/1	27/06/2017 00:00	01:59:00	7	2	0	0	1	51	3
5894/1	27/06/2017 00:00	02:14:00	8	6	0	0	0	62	6
5894/1	27/06/2017 00:00	02:29:00	9	4	0	1	0	55	5
5894/1	27/06/2017 00:00	02:44:00	10	4	1	1	0	49	6
5894/1	27/06/2017 00:00	02:59:00	11	6	1	0	0	55	8
5894/1	27/06/2017 00:00	03:14:00	12	1	0	0	0	51	1
5894/1	27/06/2017 00:00	03:29:00	13	3	0	0	1	45	4
5894/1	27/06/2017 00:00	03:44:00	14	9	0	0	0	48	9
5894/1	27/06/2017 00:00	03:59:00	15	8	2	0	2	54	11
5894/1	27/06/2017 00:00	04:14:00	16	7	0	1	0	51	8
5894/1	27/06/2017 00:00	04:29:00	17	7	1	0	0	54	8
5894/1	27/06/2017 00:00	04:44:00	18	15	1	0	0	54	16
5894/1	27/06/2017 00:00	04:59:00	19	16	1	0	0	55	17
5894/1	27/06/2017 00:00	05:14:00	20	33	3	3	2	52	41
5894/1	27/06/2017 00:00	05:29:00	21	43	0	0	1	53	44
5894/1	27/06/2017 00:00	05:44:00	22	69	3	1	0	54	73
5894/1	27/06/2017 00:00	05:59:00	23	50	3	0	3	55	56
5894/1	27/06/2017 00:00	06:14:00	24	44	4	3	2	55	53
5894/1	27/06/2017 00:00	06:29:00	25	49	3	4	0	53	56
5894/1	27/06/2017 00:00	06:44:00	26	86	9	2	1	52	98
5894/1	27/06								

5894/1	27/06/2017 00:00	08:29:00	33	120	6	6	4	46	136
5894/1	27/06/2017 00:00	08:44:00	34	103	9	6	3	44	121
5894/1	27/06/2017 00:00	08:59:00	35	107	7	6	0	47	120
5894/1	27/06/2017 00:00	09:14:00	36	81	7	2	2	51	92
5894/1	27/06/2017 00:00	09:29:00	37	88	5	2	3	50	98
5894/1	27/06/2017 00:00	09:44:00	38	80	7	5	2	50	94
5894/1	27/06/2017 00:00	09:59:00	39	64	9	7	0	49	80
5894/1	27/06/2017 00:00	10:14:00	40	68	4	8	2	50	82
5894/1	27/06/2017 00:00	10:29:00	41	62	10	0	1	50	73
5894/1	27/06/2017 00:00	10:44:00	42	81	8	3	2	51	94
5894/1	27/06/2017 00:00	10:59:00	43	71	4	7	4	49	86
5894/1	27/06/2017 00:00	11:14:00	44	72	4	8	0	48	84
5894/1	27/06/2017 00:00	11:29:00	45	85	5	3	2	48	95
5894/1	27/06/2017 00:00	11:44:00	46	77	7	9	0	49	93
5894/1	27/06/2017 00:00	11:59:00	47	88	6	3	0	49	97
5894/1	27/06/2017 00:00	12:14:00	48	52	5	0	1	52	58
5894/1	27/06/2017 00:00	12:29:00	49	63	3	3	2	50	71
5894/1	27/06/2017 00:00	12:44:00	50	76	2	2	0	51	80
5894/1	27/06/2017 00:00	12:59:00	51	85	6	3	2	50	96
5894/1	27/06/2017 00:00	13:14:00	52	55	1	3	0	52	59
5894/1	27/06/2017 00:00	13:29:00	53	64	4	2	2	51	72
5894/1	27/06/2017 00:00	13:44:00	54	62	8	6	0	50	76
5894/1	27/06/2017 00:00	13:59:00	55	75	4	3	0	51	82
5894/1	27/06/2017 00:00	14:14:00	56	75	6	6	2	53	89
5894/1	27/06/2017 00:00	14:29:00	57	87	3	10	2	50	102
5894/1	27/06/2017 00:00	14:44:00	58	63	7	7	2	52	79
5894/1	27/06/2017 00:00	14:59:00	59	74	7	8	0	52	89
5894/1	27/06/2017 00:00	15:14:00	60	77	9	7	1	51	94
5894/1	27/06/2017 00:00	15:29:00	61	77	7	2	1	51	87
5894/1	27/06/2017 00:00	15:44:00	62	76	6	8	2	49	92
5894/1	27/06/2017 00:00	15:59:00	63	81	5	4	4	51	94
5894/1	27/06/2017 00:00	16:14:00	64	94	6	4	1	52	105
5894/1	27/06/2017 00:00	16:29:00	65	93	1	5	2	50	101
5894/1	27/06/2017 00:00	16:44:00	66	86	7	5	1	50	99
5894/1	27/06/2017 00:00	16:59:00	67	75	6	3	0	53	84
5894/1	27/06/2017 00:00	17:14:00	68	98	8	1	1	51	109
5894/1	27/06/2017 00:00	17:29:00	69	104	3	0	2	52	109
5894/1	27/06/2017 00:00	17:44:00	70	95	2	1	2	51	100
5894/1	27/06/2017 00:00	17:59:00	71	89	4	2	1	52	96
5894/1	27/06/2017 00:00	18:14:00	72	61	6	0	1	53	68
5894/1	27/06/2017 00:00	18:29:00	73	76	5	2	0	52	83
5894/1	27/06/2017 00:00	18:44:00	74	66	1	0	0	52	67
5894/1	27/06/2017 00:00	18:59:00	75	39	3	0	0	50	42
5894/1	27/06/2017 00:00	19:14:00	76	57	4	0	0	54	61
5894/1	27/06/2017 00:00	19:29:00	77	52	3	0	0	50	35
5894/1	27/06/2017 00:00	19:44:00	78	45	2	0	1	55	48
5894/1	27/06/2017 00:00	19:59:00	79	35	2	1	1	54	39
5894/1	27/06/2017 00:00	20:14:00	80	48	1	0	1	53	50
5894/1	27/06/2017 00:00	20:29:00	81	38	0	0	0	53	38
5894/1	27/06/2017 00:00	20:44:00	82	31	1	2	3	52	37
5894/1	27/06/2017 00:00	20:59:00	83	26	3	0	0	53	29
5894/1	27/06/2017 00:00	21:14:00	84	29	1	0	0	49	30
5894/1	27/06/2017 00:00	21:29:00	85	29	1	1	0	50	31
5894/1	27/06/2017 00:00	21:44:00	86	20	0	0	0	49	20
5894/1	27/06/2017 00:00	21:59:00	87	24	1	1	0	51	26
5894/1	27/06/2017 00:00	22:14:00	88	15	0	0	0	49	15
5894/1	27/06/2017 00:00	22:29:00	89	9	2	0	0	45	11
5894/1	27/06/2017 00:00	22:44:00	90	20	0	0	1	49	21
5894/1	27/06/2017 00:00	22:59:00	91	12	1	0	0	51	13
5894/1	27/06/2017 00:00	23:14:00	92	10	0	1	0	46	11
5894/1	27/06/2017 00:00	23:29:00	93	7	1	0	0	44	8
5894/1	27/06/2017 00:00	23:44:00	94	11	0	0	0	48	11
5894/1	27/06/2017 00:00	23:59:00	95	5	0	0	0	49	5
5894/1	28/06/2017 00:00	00:14:00	0	3	0	0	0	50	3
5894/1	28/06/2017 00:00	00:29:00	1	1	0	0	0	48	2
5894/1	28/06/2017 00:00	00:44:00	2	2	1	0	0	52	3
5894/1	28/06/2017 00:00	00:59:00	3	1	0	0	1	47	2
5894/1	28/06/2017 00:00	01:14:00	4	0	0	0	0	0	0
5894/1	28/06/2017 00:00	01:29:00	5	2	1	0	2	49	5
5894/1	28/06/2017 00:00	01:44:00	6	2	0	1	0	60	3
5894/1	28/06/2017 00:00	01:59:00	7	3	0	1	0	49	4
5894/1	28/06/2017 00:00	02:14:00	8	2	0	0	0	59	2
5894/1	28/06/2017 00:00	02:29:00	9	3	2	0	0	53	5
5894/1	28/06/2017 00:00	02:44:00	10	4	1	0	0	52	5
5894/1	28/06/2017 00:00	02:59:00	11	1	0	0	0	59	1
5894/1	28/06/2017 00:00	03:14:00	12	2	2	0	1	54	5
5894/1	28/06/2017 00:00	03:29:00	13	1	1	1	0	60	3
5894/1	28/06/2017 00:00	03:44:00	14	10	0	0	0	51	10
5894/1	28/06/2017 00:00	03:59:00	15	5	1	0	0	53	6
5894/1	28/06/2017 00:00	04:14:00	16	4	0	1	1	46	6
5894/1	28/06/2017 00:00	04:29:00	17	10	0	0	0	54	10
5894/1	28/06/2017 00:00	04:44:00	18	15	1	2	2	50	20
5894/1	28/06/2017 00:00	04:59:00	19	16	1	1	1	53	19
5894/1	28/06/2017 00:00	05:14:00	20	28	0	1	0	52	29
5894/1	28/06/2017 00:00	05:29:00	21	52	4	1	0	52	57
5894/1	28/06/2017 00:00	05:44:00	22	63	2	1	1	52	67
5894/1	28/06/2017 00:00	05:59:00	23	50	0	1	2	53	53
5894/1	28/06/2017 00:00	06:14:00	24	34	4	3	0	54	41
5894/1	28/06/2017 00:00	06:29:00	25	52	3	4	2	51	61
5894/1	28/06/2017 00:00	06:44:00	26	89	6	2	0	49	97
5894/1	28/06/2017 00:00	06:59:00	27	97	12	3	1	49	113
5894/1	28/06/2017 00:00	07:14:00	28	92	12	4	3	47	111
5894/1	28/06/2017 00:00	07:29:00	29	116	11	2	0	49	129
5894/1	28/06/2017 00:00	07:44:00	30	144	3	1	0	46	148
5894/1	28/06/2017 00:00	07:59:00	31	117	8	3	0	40	128
5894/1	28/06/2017 00:00	08:14:00	32	111	7	6	2	46	126
5894/1	28/06/2017 00:00	08:29:00	33	118	7	7	1	33	133
5894/1	28/06/2017 00:00	08:44:00	34	103	6	5	2	44	116
5894/1	28/06/2017 00:00	08:59:00	35	109	4	5	2	47	120
5894/1	28/06/2017 00:00	09:14:00	36	80	2	5	2	46	89
5894/1	28/06/2017 00:00	09:29:00	37	87	4	7	1	48	99
5894/1	28/06/2017 00:00	09:44:00	38	71	5	4	0	50	80
5894/1	28/06/2017 00:00	09:59:00	39	64	3	4	3	49	74
5894/1	28/06/2017 00:00	10:14:00	40	84	4	3	4	48	95
5894/1	28/06/2017 00:00	10:29:00	41	62	5	5	1	49	73
5894/1	28/06/2017 00:00	10:44:00	42	93	10	2	0	47	105
5894/1	28/06/2017 00:00	10:59:00	43	70	2	6	0	49	78
5894/1	28/06/2017 00:00	11:14:00	44	69	5	5	3	48	82
5894/1	28/06/2017 00:00	11:29:00	45	82	3	5	2	49	92
5894/1	28/06/2017 00:00	11:44:00	46	84	7	12	2	49	105
5894/1	28/06/2017 00:00	11:59:00	47	79	6	6	0	50	91
5894/1	28/06/2017 00:00	12:14:00	48	74	7	4	2	48	87
5894/1	28/06/2017 00:00	12:29:00	49	93	7	4	2	49	106
5894/1	28/06/2017 00:00	12:44:00	50	86	7	3	3	50	102
5894/1	28/06/2017 00:00	12:59:00	51	87	10	3	1	48	101
5894/1	28/06/2017 00:00	13:14:00	52	76	6	5	3	50	90
5894/1	28/06/2017 00:00	13:29:00	53	80	6	3	0	50	89
5894/1	28/06/2017 00:00	13:44:00	54	65	4	6	2	48	77
5894/1	28/06/2017 00:00	13:59:00	55	76	5	4	1	49	86
5894/1	28/06/2017 00:00	14:14:00	56	61	4	3	1	50	69
5894/1	28/06/2017 00:00	14:29:00	57	80	9	5	1	50	95
5894/1	28/06/2017 00:00	14:44:00	58	87	8	4	0	49	99
5894/1	28/06/2017 00:00	14:59:00	59	82	5	4	4	51	95
5894/1	28/06/2017 00:00	15:14:00	60	95	6	9	3	53	73
5894/1	28/06/2017 00:00	15:29:00	61	85	2	2	2	49	91
5894/1	28/06/2017 00:00	15:44:00	62	65	8	2	1	50	76
5894/1	28/06/2017 00:00	15:59:00	63	78	8	8	2	49	96
5894/1	28/06/2017 00:00	16:14:00	64	84	6	3	0	46	93
5894/1	28/06/2017 00:00	16:29:00	65	94	5				

5894/1	28/06/2017 00:00	18:14:00	72	98	3	1	1	51	103
5894/1	28/06/2017 00:00	18:29:00	73	70	1	0	2	51	73
5894/1	28/06/2017 00:00	18:44:00	74	69	4	0	0	54	73
5894/1	28/06/2017 00:00	18:59:00	75	49	4	1	0	53	54
5894/1	28/06/2017 00:00	19:14:00	76	48	5	0	0	54	53
5894/1	28/06/2017 00:00	19:29:00	77	43	2	0	0	54	45
5894/1	28/06/2017 00:00	19:44:00	78	39	2	0	1	54	42
5894/1	28/06/2017 00:00	19:59:00	79	35	1	0	1	53	37
5894/1	28/06/2017 00:00	20:14:00	80	34	3	0	0	54	37
5894/1	28/06/2017 00:00	20:29:00	81	26	2	0	0	55	28
5894/1	28/06/2017 00:00	20:44:00	82	32	4	0	1	54	37
5894/1	28/06/2017 00:00	20:59:00	83	30	1	0	0	55	31
5894/1	28/06/2017 00:00	21:14:00	84	28	0	1	0	52	29
5894/1	28/06/2017 00:00	21:29:00	85	31	1	0	0	53	32
5894/1	28/06/2017 00:00	21:44:00	86	22	1	1	0	53	24
5894/1	28/06/2017 00:00	21:59:00	87	21	0	0	0	49	21
5894/1	28/06/2017 00:00	22:14:00	88	22	0	0	0	54	22
5894/1	28/06/2017 00:00	22:29:00	89	20	1	0	0	52	21
5894/1	28/06/2017 00:00	22:44:00	90	13	0	0	1	52	14
5894/1	28/06/2017 00:00	22:59:00	91	11	0	0	0	50	11
5894/1	28/06/2017 00:00	23:14:00	92	11	0	0	0	52	11
5894/1	28/06/2017 00:00	23:29:00	93	10	1	0	0	51	11
5894/1	28/06/2017 00:00	23:44:00	94	8	1	0	0	53	9
5894/1	28/06/2017 00:00	23:59:00	95	4	0	1	1	49	6
5894/1	29/06/2017 00:00	00:14:00	0	7	0	0	0	47	7
5894/1	29/06/2017 00:00	00:29:00	1	2	0	0	0	51	2
5894/1	29/06/2017 00:00	00:44:00	2	3	1	0	0	55	4
5894/1	29/06/2017 00:00	00:59:00	3	2	0	0	1	51	3
5894/1	29/06/2017 00:00	01:14:00	4	0	0	0	1	39	1
5894/1	29/06/2017 00:00	01:29:00	5	3	0	0	0	60	3
5894/1	29/06/2017 00:00	01:44:00	6	5	0	2	1	47	8
5894/1	29/06/2017 00:00	01:59:00	7	1	0	0	0	57	1
5894/1	29/06/2017 00:00	02:14:00	8	8	0	0	0	56	8
5894/1	29/06/2017 00:00	02:29:00	9	3	1	1	1	36	6
5894/1	29/06/2017 00:00	02:44:00	10	2	1	0	0	53	3
5894/1	29/06/2017 00:00	02:59:00	11	1	0	1	0	50	5
5894/1	29/06/2017 00:00	03:14:00	12	2	0	0	0	69	2
5894/1	29/06/2017 00:00	03:29:00	13	2	1	0	0	55	3
5894/1	29/06/2017 00:00	03:44:00	14	11	0	0	1	49	12
5894/1	29/06/2017 00:00	03:59:00	15	3	1	2	0	49	6
5894/1	29/06/2017 00:00	04:14:00	16	6	0	0	0	58	6
5894/1	29/06/2017 00:00	04:29:00	17	9	0	0	0	52	9
5894/1	29/06/2017 00:00	04:44:00	18	14	0	0	0	53	14
5894/1	29/06/2017 00:00	04:59:00	19	18	1	2	0	56	21
5894/1	29/06/2017 00:00	05:14:00	20	18	0	1	0	56	19
5894/1	29/06/2017 00:00	05:29:00	21	43	4	0	0	53	47
5894/1	29/06/2017 00:00	05:44:00	22	66	4	3	0	53	73
5894/1	29/06/2017 00:00	05:59:00	23	59	4	4	2	55	69
5894/1	29/06/2017 00:00	06:14:00	24	39	4	3	2	54	48
5894/1	29/06/2017 00:00	06:29:00	25	57	7	2	0	51	66
5894/1	29/06/2017 00:00	06:44:00	26	92	7	1	1	52	101
5894/1	29/06/2017 00:00	06:59:00	27	99	9	6	1	51	115
5894/1	29/06/2017 00:00	07:14:00	28	85	18	2	2	51	107
5894/1	29/06/2017 00:00	07:29:00	29	109	2	3	1	50	115
5894/1	29/06/2017 00:00	07:44:00	30	145	9	3	1	41	158
5894/1	29/06/2017 00:00	07:59:00	31	114	10	4	1	48	129
5894/1	29/06/2017 00:00	08:14:00	32	122	3	2	0	51	127
5894/1	29/06/2017 00:00	08:29:00	33	121	4	10	1	49	136
5894/1	29/06/2017 00:00	08:44:00	34	94	4	5	1	48	104
5894/1	29/06/2017 00:00	08:59:00	35	107	8	5	4	39	124
5894/1	29/06/2017 00:00	09:14:00	36	86	12	5	2	50	105
5894/1	29/06/2017 00:00	09:29:00	37	88	10	2	3	50	103
5894/1	29/06/2017 00:00	09:44:00	38	77	3	1	1	50	82
5894/1	29/06/2017 00:00	09:59:00	39	72	4	3	3	51	82
5894/1	29/06/2017 00:00	10:14:00	40	83	10	3	4	49	100
5894/1	29/06/2017 00:00	10:29:00	41	71	7	6	2	49	86
5894/1	29/06/2017 00:00	10:44:00	42	71	7	3	2	49	83
5894/1	29/06/2017 00:00	10:59:00	43	84	10	2	3	48	99
5894/1	29/06/2017 00:00	11:14:00	44	72	3	5	1	49	81
5894/1	29/06/2017 00:00	11:29:00	45	69	5	3	0	50	77
5894/1	29/06/2017 00:00	11:44:00	46	84	7	0	1	50	92
5894/1	29/06/2017 00:00	11:59:00	47	71	5	5	2	51	83
5894/1	29/06/2017 00:00	12:14:00	48	81	6	2	0	48	89
5894/1	29/06/2017 00:00	12:29:00	49	78	8	3	1	49	90
5894/1	29/06/2017 00:00	12:44:00	50	100	6	2	0	49	108
5894/1	29/06/2017 00:00	12:59:00	51	69	5	2	1	52	77
5894/1	29/06/2017 00:00	13:14:00	52	60	7	2	0	50	69
5894/1	29/06/2017 00:00	13:29:00	53	85	3	4	3	49	95
5894/1	29/06/2017 00:00	13:44:00	54	70	5	4	5	50	84
5894/1	29/06/2017 00:00	13:59:00	55	66	7	3	2	50	78
5894/1	29/06/2017 00:00	14:14:00	56	67	6	7	1	50	81
5894/1	29/06/2017 00:00	14:29:00	57	65	4	6	2	51	77
5894/1	29/06/2017 00:00	14:44:00	58	63	9	4	1	51	77
5894/1	29/06/2017 00:00	14:59:00	59	63	9	7	0	51	79
5894/1	29/06/2017 00:00	15:14:00	60	67	6	4	4	51	77
5894/1	29/06/2017 00:00	15:29:00	61	69	8	5	2	48	84
5894/1	29/06/2017 00:00	15:44:00	62	80	4	5	2	48	91
5894/1	29/06/2017 00:00	15:59:00	63	84	6	4	0	48	94
5894/1	29/06/2017 00:00	16:14:00	64	95	8	3	2	50	108
5894/1	29/06/2017 00:00	16:29:00	65	91	6	2	0	49	99
5894/1	29/06/2017 00:00	16:44:00	66	102	5	6	1	49	114
5894/1	29/06/2017 00:00	16:59:00	67	80	7	2	0	51	89
5894/1	29/06/2017 00:00	17:14:00	68	121	3	3	0	50	127
5894/1	29/06/2017 00:00	17:29:00	69	97	4	2	1	50	104
5894/1	29/06/2017 00:00	17:44:00	70	89	4	1	0	50	94
5894/1	29/06/2017 00:00	17:59:00	71	123	5	1	1	50	130
5894/1	29/06/2017 00:00	18:14:00	72	79	4	3	1	53	87
5894/1	29/06/2017 00:00	18:29:00	73	70	2	0	0	54	72
5894/1	29/06/2017 00:00	18:44:00	74	64	3	2	0	53	69
5894/1	29/06/2017 00:00	18:59:00	75	50	3	0	0	53	53
5894/1	29/06/2017 00:00	19:14:00	76	57	8	0	0	54	65
5894/1	29/06/2017 00:00	19:29:00	77	52	0	1	0	56	53
5894/1	29/06/2017 00:00	19:44:00	78	43	2	0	0	56	45
5894/1	29/06/2017 00:00	19:59:00	79	38	4	0	0	54	42
5894/1	29/06/2017 00:00	20:14:00	80	28	4	0	0	56	32
5894/1	29/06/2017 00:00	20:29:00	81	48	2	0	0	53	50
5894/1	29/06/2017 00:00	20:44:00	82	40	2	0	0	53	42
5894/1	29/06/2017 00:00	20:59:00	83	34	1	0	0	55	35
5894/1	29/06/2017 00:00	21:14:00	84	26	1	1	0	54	28
5894/1	29/06/2017 00:00	21:29:00	85	35	0	3	2	50	40
5894/1	29/06/2017 00:00	21:44:00	86	37	2	0	0	49	39
5894/1	29/06/2017 00:00	21:59:00	87	26	1	0	0	45	27
5894/1	29/06/2017 00:00	22:14:00	88	28	2	1	0	55	31
5894/1	29/06/2017 00:00	22:29:00	89	27	1	0	0	50	28
5894/1	29/06/2017 00:00	22:44:00	90	23	0	0	1	50	24
5894/1	29/06/2017 00:00	22:59:00	91	18	2	0	0	50	20
5894/1	29/06/2017 00:00	23:14:00	92	13	1	0	1	50	15
5894/1	29/06/2017 00:00	23:29:00	93	13	1	0	0	51	14
5894/1	29/06/2017 00:00	23:44:00	94	19	0	1	0	49	20
5894/1	29/06/2017 00:00	23:59:00	95	5	0	0	0	56	5
5894/1	30/06/2017 00:00	00:14:00	0	10	0	0	0	51	10
5894/1	30/06/2017 00:00	00:29:00	1	3	1	0	0	56	4
5894/1	30/06/2017 00:00	00:44:00	2	2	0	0	0	56	2
5894/1	30/06/2017 00:00	00:59:00	3	3	1	1	1	50	6
5894/1	30/06/2017 00:00	01:14:00	4	5	0	0	1	54	6
5894/1	30/06/2017 00:00	01:29:00	5	4	0	0	2	52	6
5894/1	30/06/2017 00:00	01:44:00	6	2	0	1	0	54	3
5894/1	30/06/2017 00:00	01:59:00	7	5	0	0	0	58	5
5894/1	30/06/2017 00:00	02:14:00	8	5	1	1	1	51	8

5894/1	30/06/2017 00:00	03:59:00	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	04:44:00	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
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5894/1	30/06/2017 00:00	05:44:00	22	64	3	1	1	54	69
5894/1	30/06/2017 00:00	05:59:00	23	48	1	3	1	54	53
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	07:14:00	28	92	13	4	0	50	109
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	08:29:00	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	08:59:00	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	09:29:00	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	30/06/2017 00:00	09:59:00	39	88	11	4	1	49	104
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5894/1	30/06/2017 00:00	10:29:00	41	81	5	4	0	51	90
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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	12:14:00	48	87	1	0	1	50	89
5894/1	30/06/2017 00:00	12:29:00	49	101	7	4	2	47	114
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5894/1	30/06/2017 00:00	12:59:00	51	63	6	7	1	51	77
5894/1	30/06/2017 00:00	13:14:00	52	76	4	1	1	50	82
5894/1	30/06/2017 00:00	13:29:00	53	81	6	5	2	48	94
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5894/1	30/06/2017 00:00	15:44:00	62	91	3	2	2	49	98
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5894/1	30/06/2017 00:00	16:14:00	64	91	3	5	1	50	100
5894/1	30/06/2017 00:00	16:29:00	65	99	7	7	0	50	113
5894/1	30/06/2017 00:00	16:44:00	66	105	5	3	1	49	114
5894/1	30/06/2017 00:00	16:59:00	67	93	2	3	1	53	99
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
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5894/1	30/06/2017 00:00	18:14:00	72	85	3	1	1	52	90
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5894/1	30/06/2017 00:00	18:44:00	74	59	1	2	0	55	62
5894/1	30/06/2017 00:00	18:59:00	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	19:29:00	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	21:29:00	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	21:59:00	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	23:14:00	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	23:44:00	94	8	0	0	0	49	8
5894/1	30/06/2017 00:00	23:59:00	95	12	1	0	0	50	13

AAFYear	CP	Region	LocalAuthority	Road	RoadCategory	Easting	Northing	StartJunction	EndJunction	LinkLength_km	LinkLength_miles	PedalCycles	Motorcycles	CarsTaxis	BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
2000	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	352	35565	473	6902	1058	160	226	379	1160	472	3455	46747
2001	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	260	36393	474	6719	1482	165	151	453	1322	473	4046	47892
2002	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	199	38131	366	6531	1340	172	121	428	1275	449	3785	49012
2003	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	295	37684	410	7256	1293	168	148	412	1250	422	3693	49338
2004	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	326	39641	444	8013	1330	163	355	431	1466	544	4289	52713
2005	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	324	39936	517	8274	1555	164	327	446	1580	488	4560	53611
2006	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	392	43423	399	8832	1466	259	280	477	1714	562	4758	57804
2007	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	299	42782	400	9560	1472	184	315	466	1792	541	4770	57811
2008	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	288	42440	480	10229	1466	207	334	426	1648	552	4633	58070
2009	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	288	42482	498	10516	1406	216	334	379	1368	515	4218	58002
2010	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	355	45403	351	7198	1482	153	273	237	1064	783	4892	58199
2011	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	373	45312	369	7400	1482	165	308	180	1898	810	4843	58297
2012	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	294	47568	299	8564	1464	188	301	341	2233	717	5245	61970
2013	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	289	47616	295	9153	1472	204	341	267	2236	768	5288	62641
2014	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	262	44359	205	9353	1303	130	287	245	1333	1510	4809	58987
2015	46009	South East	Kent	M2	TM	593300	159000	5	6	16.8	10.44	0	271	45453	218	10217	1347	146	298	311	1367	1552	5021	61180

AAFYear	CP	Region	LocalAuthority	Road	RoadCategory	Easting	Northing	StartJunction	EndJunction	LinkLength_km	LinkLength_miles	PedalCycles	Motorcycles	CarsTaxis	BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
2000	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	506	36222	542	7238	1449	180	283	587	1796	793	5088	49596
2001	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	347	37370	525	8126	1424	178	223	556	1820	745	4946	51314
2002	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	243	38272	497	7740	1343	216	257	422	1709	946	4893	51645
2003	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	261	38884	586	8088	1287	218	269	394	1487	1021	4676	52495
2004	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	398	42554	496	8868	1683	242	373	504	1959	1050	5811	58127
2005	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	394	42042	552	9844	1716	242	402	458	1755	1139	5712	58544
2006	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	451	45037	486	10081	1654	270	469	493	2013	1175	6074	62129
2007	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	477	41614	507	10545	1586	259	494	440	1988	1255	6022	59165
2008	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	529	48104	249	10064	1776	281	500	271	2663	1341	6832	65778
2009	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	529	48152	259	10346	1703	294	499	242	2210	1251	6199	65485
2010	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	371	60723	289	7900	2058	262	353	245	2575	1047	6540	75823
2011	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	390	60602	304	8121	2058	283	398	185	2487	1083	6494	75911
2012	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	220	45775	232	11019	1306	328	222	255	1470	2346	5927	63174
2013	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	217	45821	229	11777	1313	356	252	200	1471	2513	6106	64149
2014	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	249	47610	209	9972	1267	335	332	238	1224	2812	6208	64247
2015	16010	South East	Kent	M2	TM	583000	163600	LA Boundary	SPUR	3.9	2.42	0	258	48784	222	10894	1311	374	343	302	1255	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

Comments: None

Advanced Transport Research
Site 1 - A249/Grovehurst Road (North)

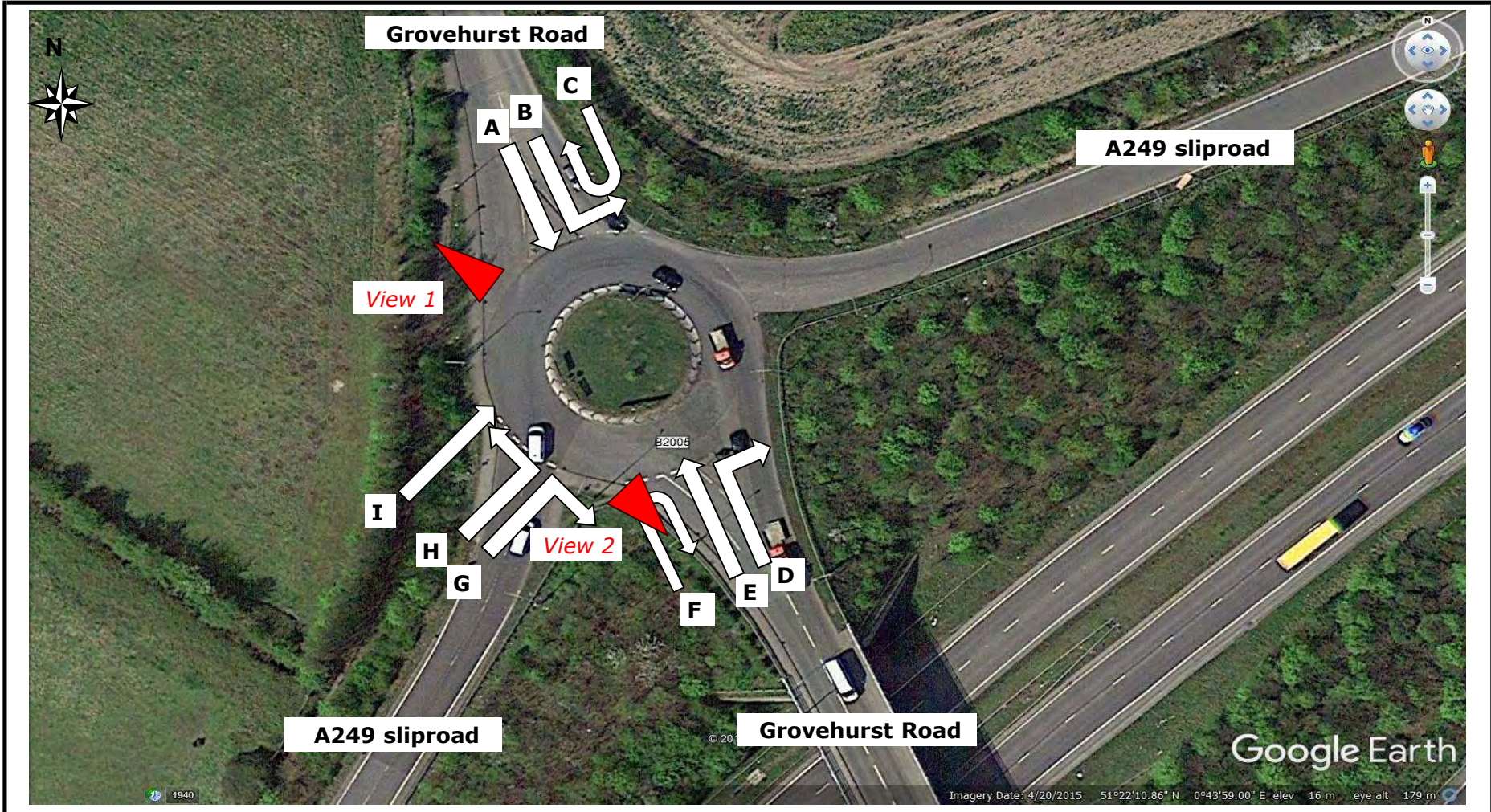
Job Number & Name: **13582 Kemsley**
Date: **Tuesday 28 Mar 2017**

Job Type: **Junction Count**

Co-ordinates: **51°22'11.11"N, 0°43'58.09"E**

Postcode: **ME10 2TA**

Times: **0700-1900**





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

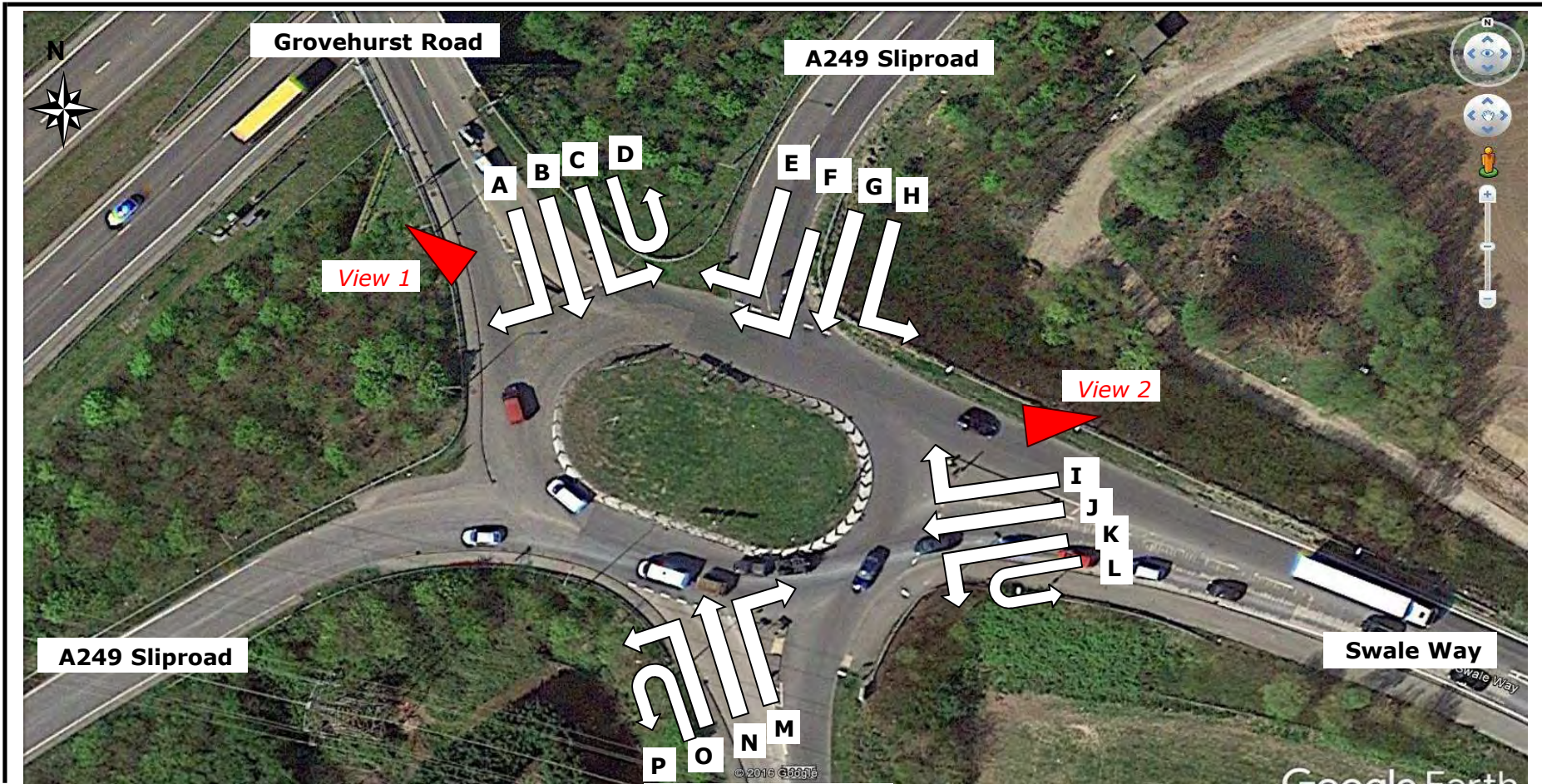
Comments: None

Job Type: Junction Count

Co-ordinates: 51°22'6.79"N, 0°44'2.24"E

Postcode: ME10 2FF

Times: 0700-1900





advanced transport research

Job Number & Name: 13582 Kemsley, Kent

Site Number/Name: Site 3 - Swale Way/Barge Way

Client: RPS

Date: 28/03/2017

Weather: Sunny, Dry

Comments: None

Advanced Transport Research
Site 3 - Swale Way/Barge Way

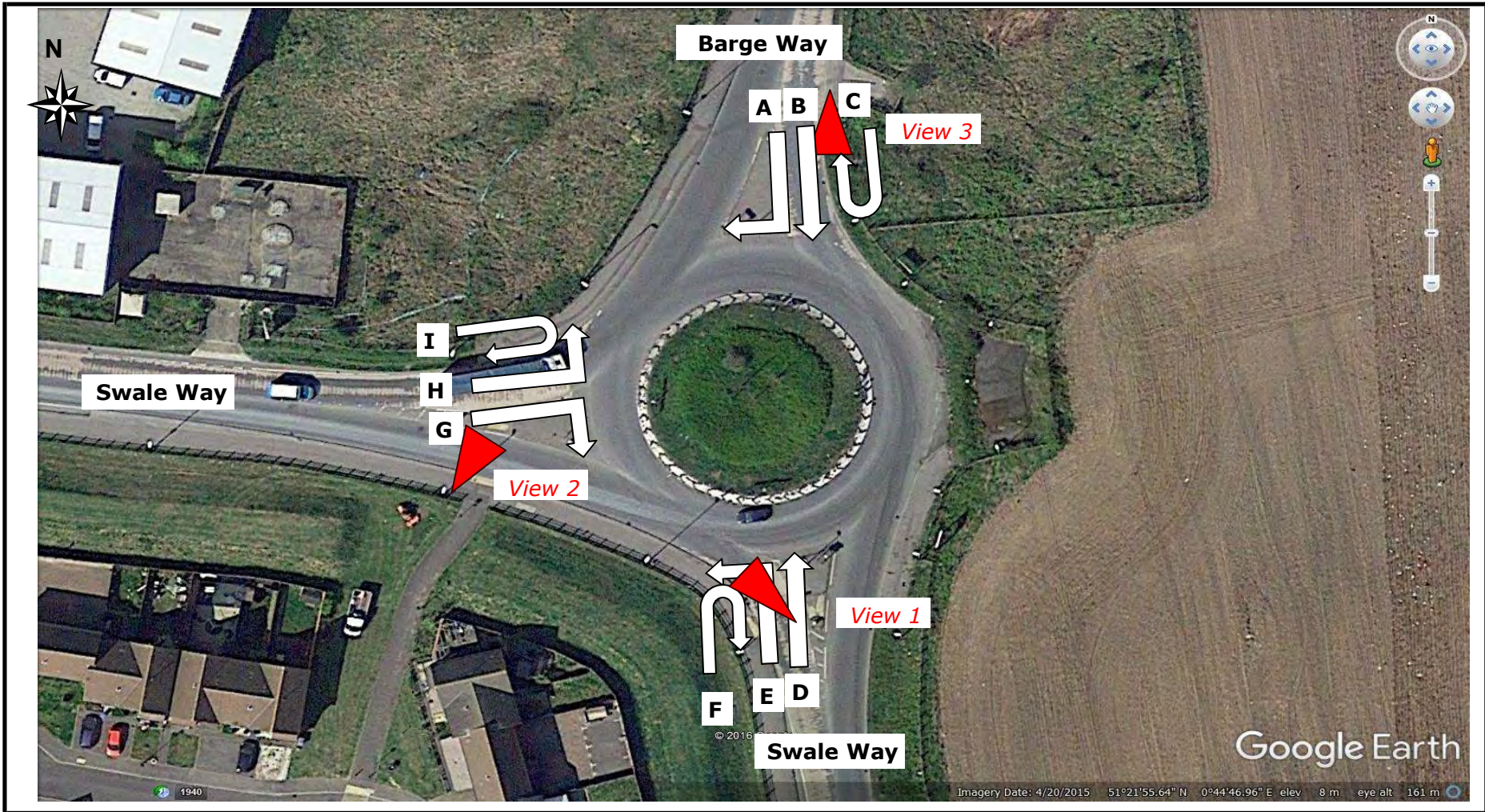
Job Number & Name: **13582 Kemsley, Kent**
Date: **Tuesday 28 Mar 2017**

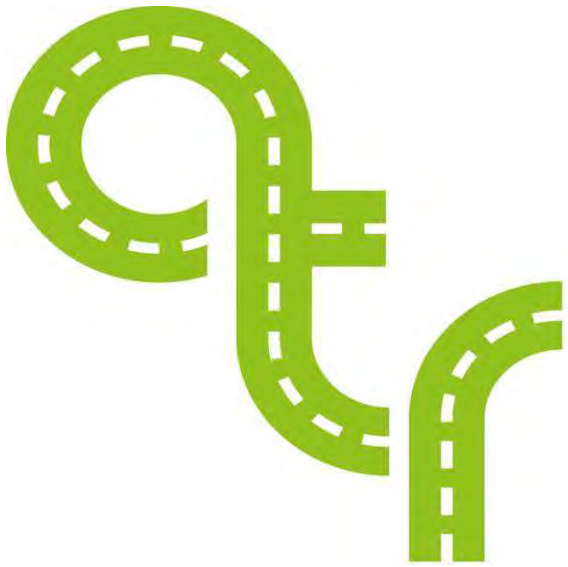
Job Type: **Junction Count**

Co-ordinates: **51°21'55.65"N, 0°44'47.13"E**

Postcode: **ME10 2FB**

Times: **0700-1900**





advanced transport research

Job Number & Name: 13582 Kemsley, Kent

Site Number/Name: Site 4 - Barge Way/Fleet Road

Client: RPS

Date: 28/03/2017

Weather: Sunny, Dry

Comments: None

Advanced Transport Research
Site 4 - Barge Way/Fleet Road

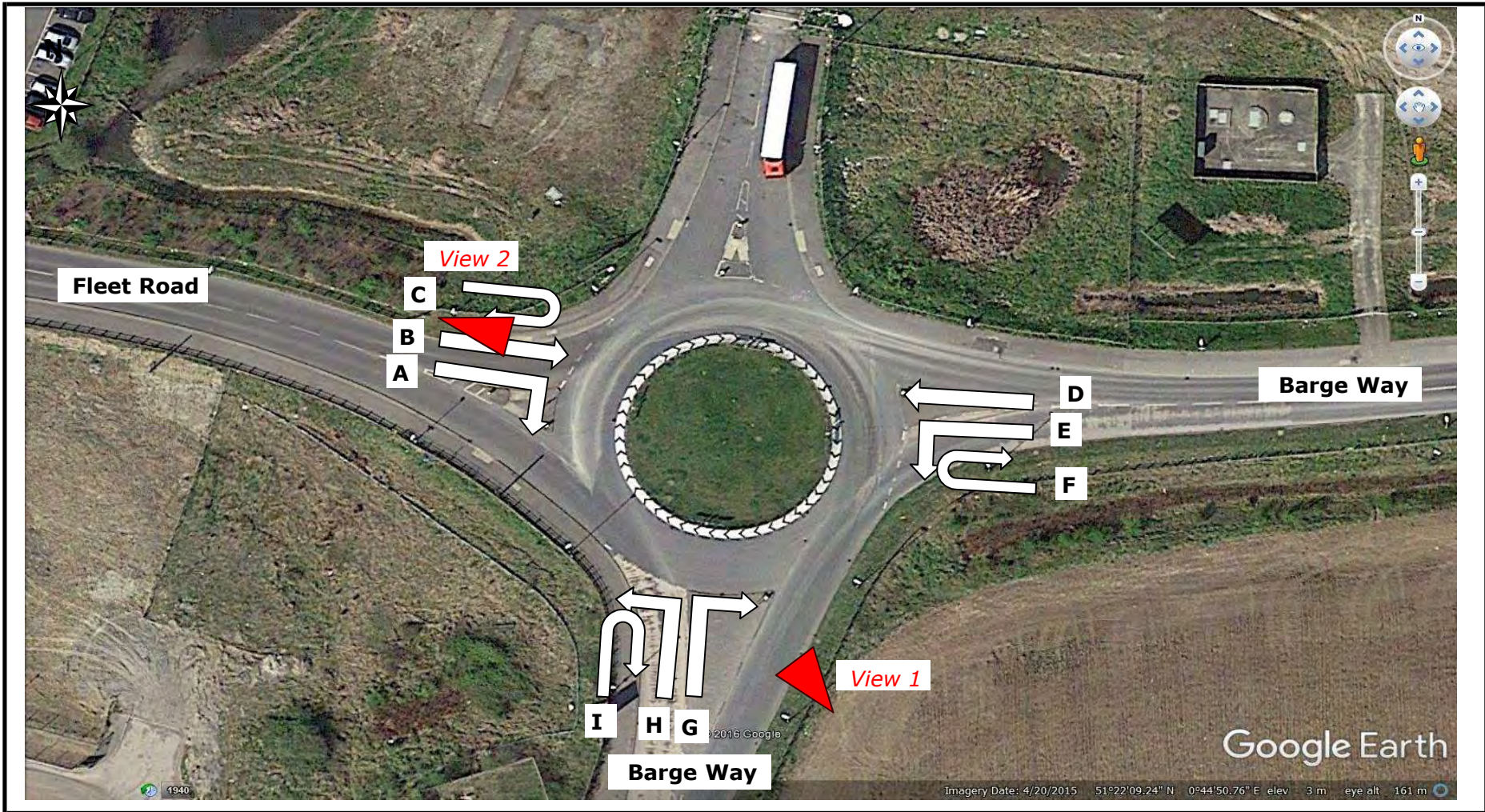
Job Number & Name: **13582 Kemsley, Kent**
Date: **Tuesday 28 Mar 2017**

Job Type: **Junction Count**

Co-ordinates: **51°22'9.16"N, 0°44'50.72"E**

Postcode: **ME10 2FD**

Times: **0700-1900**





advanced transport research

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

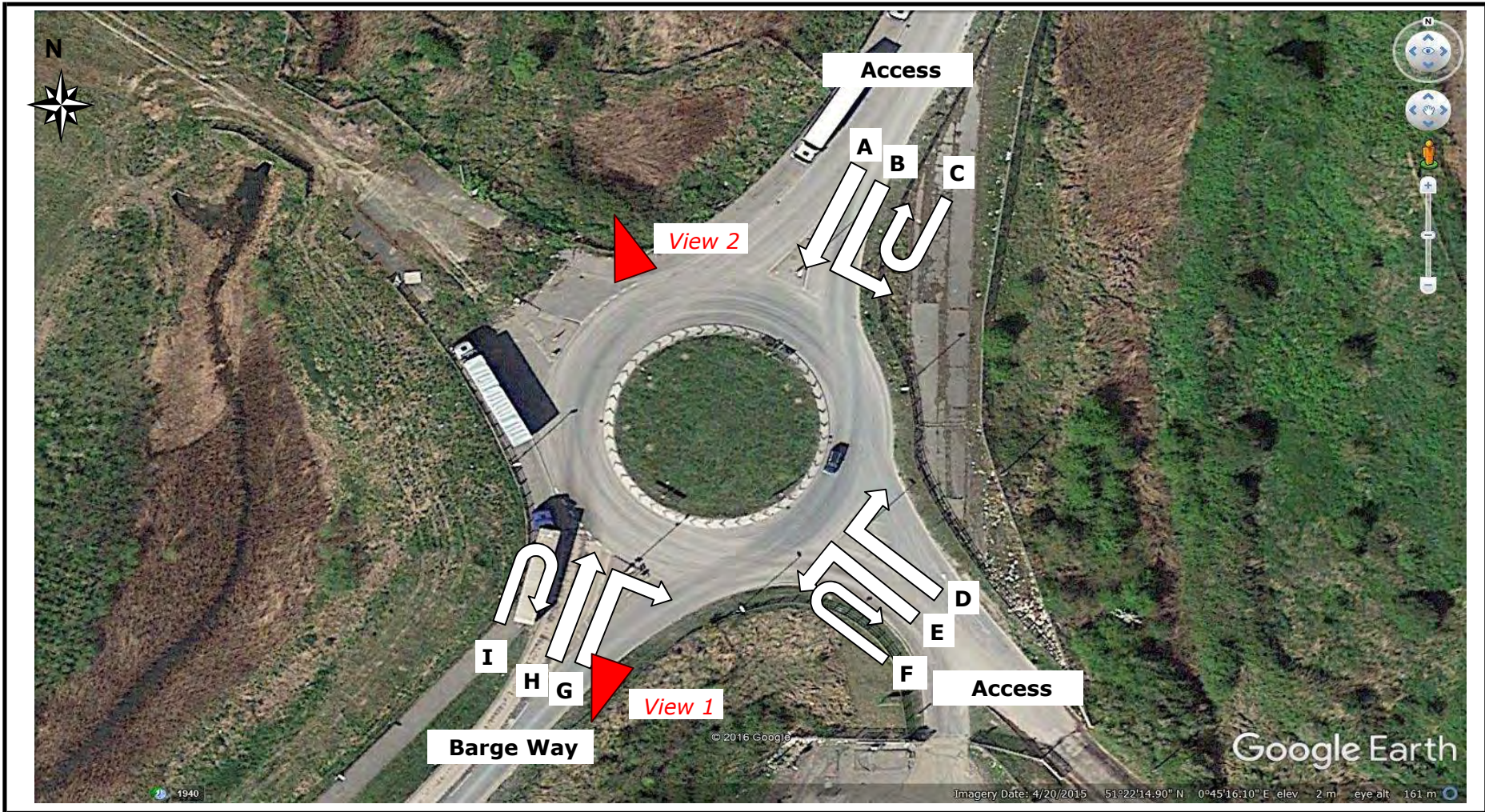
Job Number & Name: **13582 Kemsley, Kent**
Date: **Tuesday 28 Mar 2017**

Job Type: **Junction Count**

Co-ordinates: **51°22'14.75"N, 0°45'15.86"E**

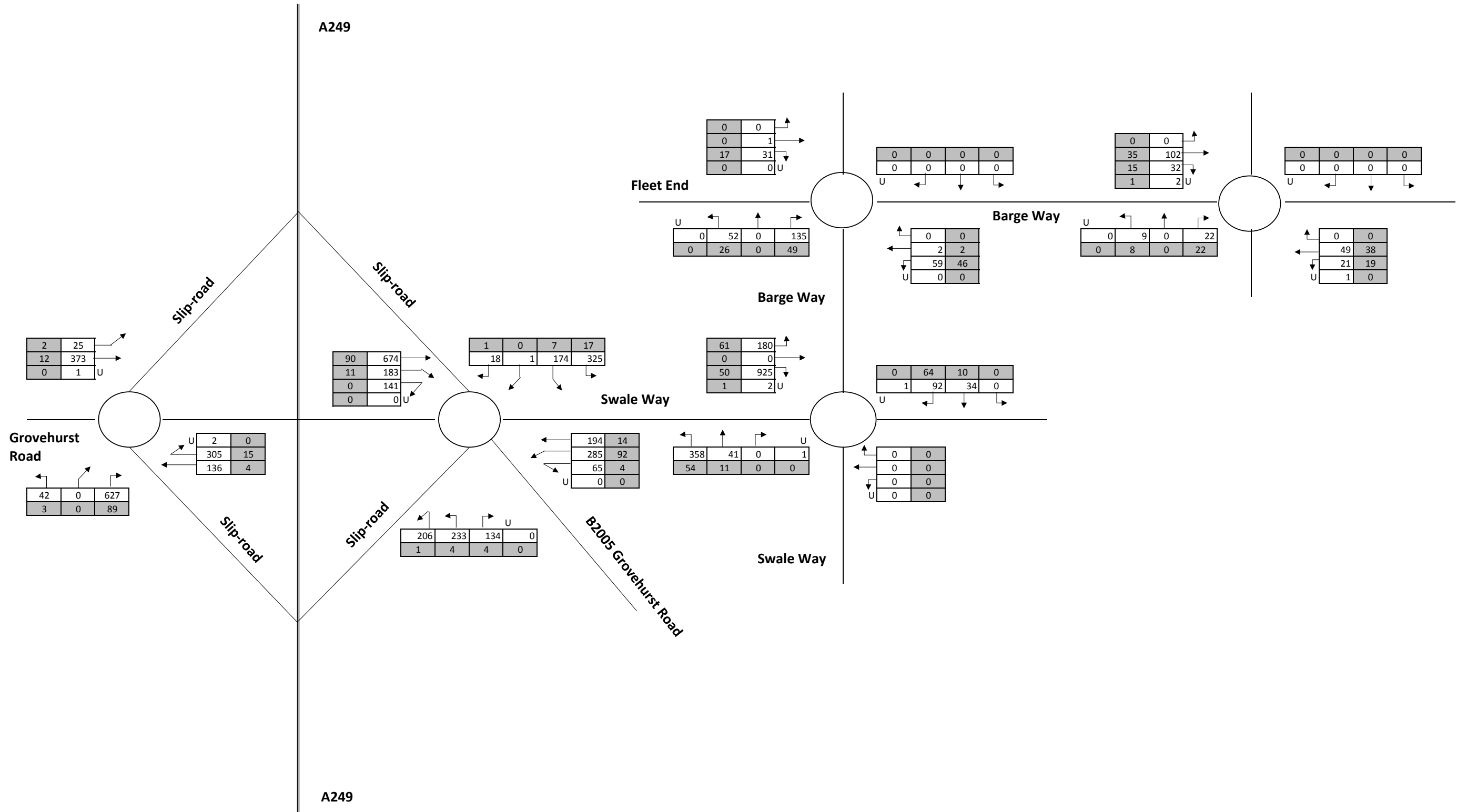
Postcode: **ME9 8SR**

Times: **0700-1900**



Times	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H							Movement I																																						
	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	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																								
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.0	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	14.4	7.0	4.0	1.5	23.0	0.0	0.0	0.0	0.2	35.7	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								
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	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	1.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
07:45 - 08:00	2.0	1.0	1.5	11.5	0.0	0.0	0.0	15.0	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	0.0	0.0	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	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	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	16.2	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	0.0	0.0	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	4.0	1.5	2.3	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																								
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	0.0	0.0	0.0	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	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	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	26.1	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	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	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	0.0	0.0	0.0	0.0	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	0.0	0.0	9.4	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	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	20.8	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	4.5	6.9	0.0	0.0	0.0	0.0	12.4	6.0	1.0	0.0	11.5	0.0	0.0	0.0	18.5	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																																
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	0.0	0.0	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	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	1.0	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																																								
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																																																
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	1.0	1.0	1.0	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																																																
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																																																
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	1.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	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																																																
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	1.0	1.0	3.0	9.2	0.0	0.0	0.0	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																
11:00 - 11:15	3.0	2.0	1.5	13.8	0.0	0.0	0.0	20.3	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	2.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	9.2	0.0	0.0	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																
11:15 - 11:30	3.0	0.0	1.5	9.2	0.0	0.0	0.0	13.7	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	0.0	0.0	0.0	16.1	0.0	0.0	0.0	16.1	1.0	1.0	0.0	1.5	4.6	0.0	0.0	7.1	1.0	1.0	0.0	0.0	0.0	0.0	0.0																																																
11:30 - 11:45	1.0	0.0	0.0	13.8	0.0	0.0	0.0	14.8	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	0.0	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																																																
11:45 - 12:00	3.0	3.0	1.5	18.4	0.0	0.0	0.0	25.9	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	16.1	0.0	0.0	0.0	16.1	1.0	2.0	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																																																
12:00 - 12:15	5.0	1.0	0.0	13.8	0.0	0.4	0.2	26.4	0.0	1.0	1.5	16.1	0.0	0.0	0.0	18.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	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																																																
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	22.5	2.0	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	13.6	2.0	0.0	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																																																
12:30 - 12:45	9.0	0.0	1.5	18.4	0.0	0.0	0.0	28.9	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	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0																																																											

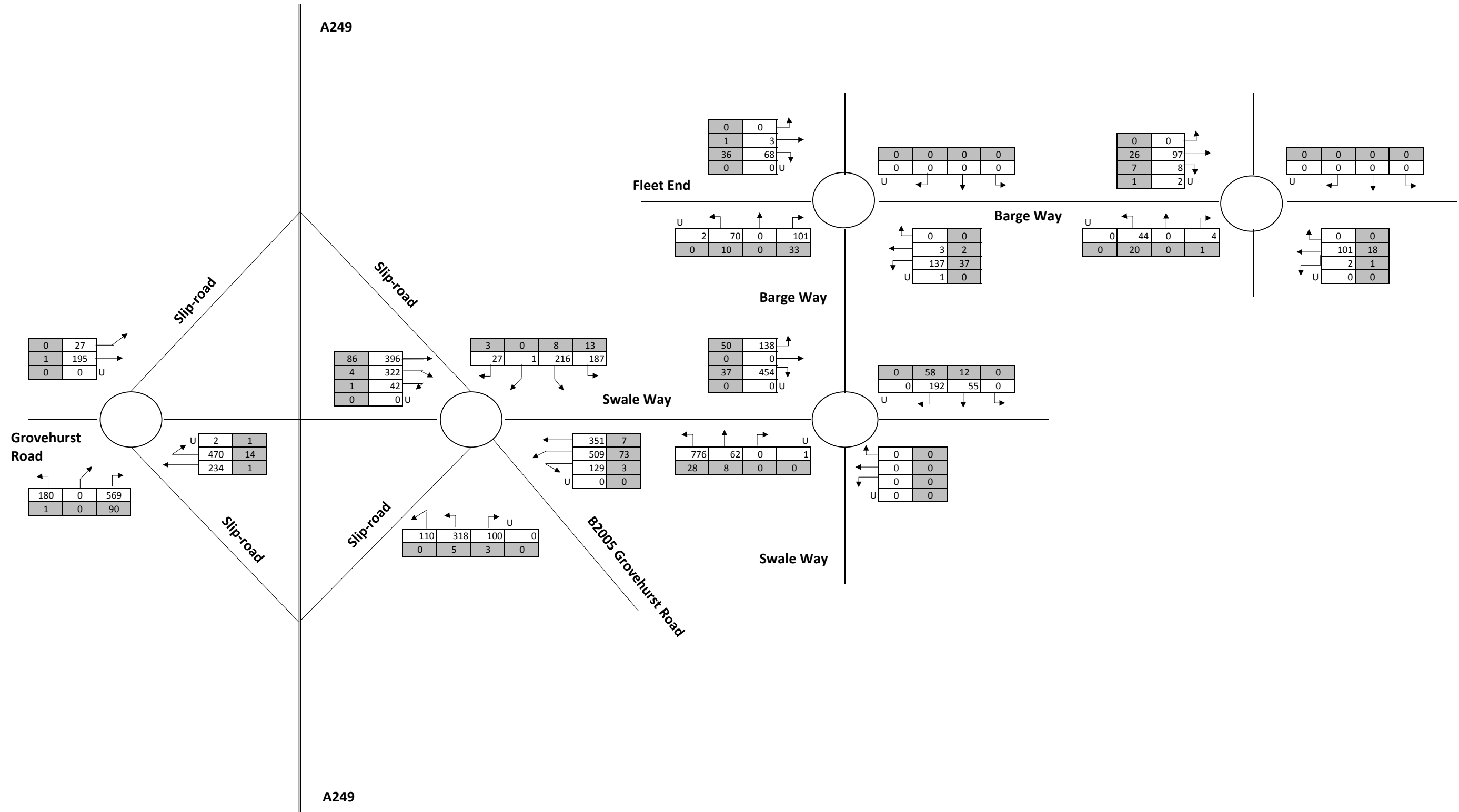
**APPENDIX B: 2017 OBSERVED AM AND PM PEAK HOUR
TRAFFIC FLOW DIAGRAMS**



140 London Wall
 London, EC2Y 5DN
 T: +44(0)20 7280 3300 E: transport@rpsgroup.com

	Vehicles
	HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2017 Base AM Peak Hour



140 London Wall
 London, EC2Y 5DN
 T: +44(0)20 7280 3300 E: transport@rpsgroup.com

	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

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
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 Stockbury Roundabout, Sittingbourne, Kent									Maidstone		
V1 was Travelling Along A249 Maidstone Bound Approx 100 Yards from Stockbury Roundabout. Traffic was Slowing Ahead, some Static at Traffic Lights. V1 Broke Sharply Collided with V2 Who Had Tried to Move out of the Way. V1 Also Collided with V3 which was ahead of V2 but was Exposed as V2 Swerved to the Left. V4 was Also Hit from the Rear and was in Front of V3. it is Presumed V3 Went into the Back of V4 Due to Positioning but neither Driver is Aware of Who Hit Who.							Veh1, car, N -> S Veh2, car, N -> S Veh3, car, N -> S Veh4, car, N -> S			Casualties 3 Vehicles 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 Junction with Swale Way, Kemsley, Sittingbourne, Kent									Swale		
Vehicle Failed to Stop for Police and Pursuit Ensued. Driver of V1 Slowed and Exited Vehicle Whilst it was Still Moving. it Moved off at Speed with Front Seat Passenger Still Inside, Mounted the Kerb, Smashed Through a Fence and Hit a Mud Bank.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 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, Sittingbourne, Kent.									Swale		
V2 Travelling Along A249 Maidstone Bound, V2 Keeping up with Flow of Traffic. V1 Not Noticing Braking and Collided into the Rear of V2.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
4	Road No B2005 Grid 590415E Section 033 Ref 166814N	SLIGHT	05/05/2011	5	08:00	L	Dry	Fine			P/C
Grovehurst Road Roundabout, Iwade, Kent									Swale		
Veh2 Rider Cycling Around Roundabout when Veh1 Came from Behind Overtook on right Before turning Sharp left Directly in Front of Veh2 Causing Rider to Crash into Veh1 Before Falling to Ground Injury to right Leg. Cad 05-0223 Refers.							Veh1, car, N -> S Veh2, pedal cycle, N -> S			Casualties 1 Vehicles 2	
5	Road No E4007 Grid 592334E Section 001 Ref 165055N	SERIOUS	07/05/2011	7	15:30	L	Dry	Fine			HG/M/C
Swale Way Roundabout, Sittingbourne, Kent									Swale		
Possible Road Rage Incident. V2 with V3 Behind it Approached the Junction and V1 Stopped in Front of V2 & V3 (Effectively Blocking the Road), V2 Took Avoiding Action and Collided with a Sign and then Rolled Back into V3. Driver of V1 Alleges Foot was Run over by Driver of V2.							Veh1, car, W -> E Veh2, car, E -> W Veh3, car, W -> E			Casualties 1 Vehicles 3	
6	Road No E4007 Grid 590424E Section 001 Ref 166810N	SLIGHT	13/05/2011	6	15:25	L	Dry	Fine			HG/M/C
Swale Way JW Grovehurst Road, Sittingbourne, Kent									Swale		
Veh 2 was turning left on Roundabout. Veh 1 Pulled into Veh 2, Causing Veh 2 to Go into Pavement. Details Exchanged Reported Due to Injuries.							Veh1, goods > 7.5t, SE -> NW Veh2, m/cycle <= 50cc, SE -> W			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
7	Road No F301 Grid 587751E Section 030 Ref 164023N	SLIGHT	16/05/2011	2	09:45	L	Dry	Fine			
Chestnut Street, 100 Metres North of the Tudor Rose Public House, Sittingbourne, Kent									Swale		
Veh 1 Travelling Toward Sittingbourne on Chestnut Street. Struck O/S of Veh 4 Whilst Passing Parked Veh, Struck another Parked Veh 3 and was Pushed into Path of Veh 2.							Veh1, car, W -> E Veh2, car, E -> W Veh3, car, P -> P Veh4, car, E -> W			Casualties 1 Vehicles 4	
8	Road No A2 Grid 588013E Section 292 Ref 164256N	SLIGHT	09/06/2011	5	07:00	L	Dry	Fine			P/C
A2 Key Street Roundabout, Sittingbourne, Kent									Swale		
Vehicle 1 Has Pulled onto Roundabout from Slip Road. Cyclist is in Process of Neogotiating Roundabout. Driver of Vehicle 1 Appears to Have Been Distracted by Low Sun and Not Seen Cyclist. Cyclist Has Collided with O/S Drivers Door. Cyclist Suffered Minor Injury, Small Dent to O/S Drivers Door. no Further Details Known.							Veh1, car, E -> N Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	
9	Road No A2 Grid 588014E Section 292 Ref 164242N	SLIGHT	10/06/2011	6	07:05	L	Dry	Fine			P/C
A2 Key Street Roundabout, Sittingbourne, Kent									Swale		
Veh Stopped at Junction with Keystreet Roundabout from the Direction of A249 Maidstone, Cyclist Coming from Direction of London Road Around the Roundabout in the Middle of the Two Lanes. as Cyclist Passed Junction Vehicle Pulled out Colliding with the Cyclist.							Veh1, car, SW -> SE Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
10	Road No A2 Grid 588021E Section 292 Ref 164238N	SLIGHT	14/06/2011	3	10:10	L	Dry	Fine			P/C
Key Street, at Junction with A249, Sittingbourne, Kent									Swale		
V2 (Cyclist) is Riding in Centre left of Key Street Roundabout Having Passed Chestnut Street and A249 Slip Maidstone Bound, as she Approaches Slip onto Roundabout from A249 Sheerness Bounds, V1 (Taxi) Has Pulled out onto Roundabout in Front of Her. V2 Unable to Avert V1 in Time and Has Collided with Rear Offside and Fallen off Bike, Hitting the Road. V1 Has Stopped and both Parties Awaited Police and Secas.							Veh1, taxi, W -> N Veh2, pedal cycle, W -> S			Casualties 1 Vehicles 2	
11	Road No B2005 Grid 590305E Section 033 Ref 166944N	SLIGHT	25/07/2011	2	13:55	L	Dry	Fine			M/C
A249 Slip Road, off Grovehurst Road, Sittingbourne, Kent									Swale		
V1 and V2 Were Stationary on the A249 Slip off at Kemsley/Iwade First Junction Sittingbourne Bound After the Sheppey Crossing. V2 was Just in Front of V1 and when the Junction was Clear V2 Went to Pull Out. V1 Also Went to Pull out but Misjudged How Long it Would Take for V2 to Move. V1 Moved into V2's Offside, and as the Riders Foot was Still on the Floor. V1 Ran over Foot and Knocked Rider off Bike. no Damage to either Vehicle							Veh1, car, SW -> NE Veh2, m/cycle 50 - 125cc, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
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D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	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, Sittingbourne, Kent									Swale		
V2 Has Come Along Lloyd Drive and Approached the Give Way Junction with Swale Way, Sittingbourne. V2 was Rolling to a Stop as a Vehicle was Coming Along Swale Way from V2 right Hand Side. V2 Has then Heard a Bang from the left Near Side of the Vehicle and Saw a Coloured T-Shirt. V2 Has Got out of the Car and Seen a Ped on the Floor with a Push Bike Beside Them. Ped Has Made Contact with Wingmirror (Nearside) of V2.							Veh1, pedal cycle, SE -> NW Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
13	Road No E4007 Grid 591248E Section 001 Ref 166513N	SLIGHT	29/08/2011	2	13:20	L	Dry	Fine			
Swale Way, Kemsley, Sittingbourne, Kent									Swale		
Veh 2 Going Along Road Stopped at Roundabout. Veh 1 Crashed into Rear Causing Damage. both Cars Stopped but Driver Veh 1 Refused to Provide Any of her Details. Driver Veh 1 Offered at Scene to Pay for Damage.							Veh1, car, W -> E Veh2, car, W -> E			Casualties 1 Vehicles 2	
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 Grovehurst Road, Iwade, Sittingbourne, Kent									Swale		
Veh 2, a Pedal Cycle was Travelling North on a Dual Carriageway when Veh 1 Passed by Veh 2 Without Giving Sufficient Space and Hit the Cyclist with N/S Wing Mirror which Caused the Cyclist to Come off and Injuries Sustained. Veh 1 Failed to Stop.							Veh1, car, S -> N Veh2, pedal cycle, S -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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9-Jan-2017

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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	Involved
15	Road No A249 Grid 585584E Section 176 Ref 162385N	SLIGHT	02/09/2011	6	20:40	DRK NSL	Dry	Fine			
A249 North of Stockbury Roundabout, Sittingbourne, Kent (Mapped to Ref 585580 162380)									Swale		
it Appears That Veh 2 Broke down in Lane 1 with a Total Electrical Failure. There Were no Working Lights. the Driver Got out of the Vehicle and Called for Recovery. the Driver of Veh 1 Did Not See Veh 2 and Drove into the Back of It. this Caused Total Loss of Control and Veh 1 Rolled over the Road and Came to Rest on the Verge.							Veh1, car, S -> N Veh2, car, S -> P			Casualties 1 Vehicles 2	
16	Road No A2 Grid 587973E Section 292 Ref 164271N	SERIOUS	07/09/2011	4	07:50	L	Dry	Fine		S.VEH	M/C
A2, London Road 50 Metres West of Key Street Roundabout, Sittingbourne, Kent									Swale		
V1 Entered Roundabout from Sheppey Way as it left Roundabout it Hit a Diesel Spill and V1 Went over Causing Injury to Rider							Veh1, m/cycle > 500cc, E -> W			Casualties 1 Vehicles 1	
17	Road No E4007 Grid 591264E Section 001 Ref 166532N	SLIGHT	29/09/2011	5	08:00	L	Dry	Fine			P/C
Swale Way / Barge Road, Ridham, Sittingbourne, Kent									Swale		
V/C 1 Entered Roundabout and Struck Cyclist on R/About Who was Blocked by the Sun. both V/Cs Tried to Avoid Collision but Failed.							Veh1, car, W -> S Veh2, pedal cycle, S -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
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D-PRINT CRASH REPORT

9-Jan-2017

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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	Involved
18	Road No E4007 Grid 592450E Section 001 Ref 164973N	SLIGHT	13/10/2011	5	20:08	DRK STL	Dry	Fine			HGV
	Swale Way, Outside the Lakes Travellers Site, Sittingbourne, Kent (Mapped to Exact Grid Ref Provided 29/11/11 Ac)									Swale	
V1 was Travelling Along Swale Way Towards Castle Road V2 was Parked up on the Nearside of the Carriageway Facing Castle Road. V1 Has Driven into the Rear of V2 Causing Serious Damage to V1 and Also Substantial Damage to V2.							Veh1, car, NW -> SE Veh2, goods > 7.5t, P -> P			Casualties 1 Vehicles 2	
19	Road No A249 Grid 585484E Section 176 Ref 162194N	SLIGHT	23/11/2011	4	16:15	L	Dry	Fine			
	A249 100M North of Stockbury Roundabout, Stockbury, Sittingbourne, Kent (Mapped by Ha to Grid Ref 585484 162194)									Maidstone	
All Vehs Travelling Along A249 Towards Stockbury Roundabout Ats. V1 Hit the Rear of V2 Causing this to Collide with the Rear of V3 and then V4.							Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE Veh4, car, NW -> SE			Casualties 2 Vehicles 4	
20	Road No A249 Grid 588579E Section 187 Ref 164726N	SLIGHT	28/11/2011	2	13:25	L	Dry	Fine		S.VEH	
	A249, Bobbing, Sittingbourne, Kent									Swale	
Vehicle 1 Travelling Along A249 Towards Sheppey Crossing when Driver, Following Sat Nav, Went to Turn off to the Bobbing Turn off when Realising the Mistake Corrected. as Driver of V1 Turned Back onto the A249, over Compensated the Manouvre Causing Vehicle to Spin and Turn onto Roof. no Other Vehicles Involved, Minor Injuries Only							Veh1, car, S -> N			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
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Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

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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	Involved
21	Road No A249 Grid 588875E Section 167 Ref 164877N	SLIGHT	17/12/2011	7	18:50	DRK STL	Wet/Damp	Fine			
A249 Maidstone Road Junction with Staplehurst Road, Sittingbourne, Kent									Swale		
Veh2 was Stationary Preparing to Go ahead onto the Roundabout. as Veh2 Went Forward Drv Saw a Vehicle on the Roundabout So Stopped. Veh1 Had Started to Move Forward and Shunted into Rear of Veh2.							Veh1, car, E -> W Veh2, car, E -> W			Casualties	1
									Vehicles	2	
22	Road No A249 Grid 588593E Section 187 Ref 164726N	SLIGHT	05/01/2012	5	18:15	DRK STL	Dry	Fine			
A249, Bobbing Slip On, Sittingbourne, Kent									Swale		
V1 & V2 Entering A249 from Bobbing Junction. V1 Overtaking V2 Failed to Judge Speed/Distance and Hit V2.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties	1
									Vehicles	2	
23	Road No A249 Grid 585655E Section 177 Ref 162498N	SLIGHT	09/01/2012	2	17:20	DRK NSL	Dry	Fine			
A249 Coastbound, Sittingbourne, Kent (Mapped to Exact Grid Ref Provided 15/02/2011 Ac)									Swale		
V1 Hit V2, Details Exchanged. V2 Has Neck Injuries.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties	1
									Vehicles	2	
24	Road No A249 Grid 585527E Section 176 Ref 162256N	SLIGHT	24/01/2012	3	17:15	DRK NSL	Wet/Damp	Fine			
A249 Maidstone Bound 200M Sw Ofstockbury Roundabout, Stockbury, Sittingbourne, Kent									Maidstone		
V1 was Approaching Behind V2. V2 Stopped in Line of Traffic, V1 Did Not Slow Enough, Colliding with the Rear of V2 Causing Damage and Slight Injury.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties	1
									Vehicles	2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
25	Road No A249 Grid 585485E Section 176 Ref 162201N	SLIGHT	23/02/2012	5	14:41	L	Dry	Fine			
A249, Stockbury, Sittingbourne, Kent									Maidstone		
V1 was Travelling on A249 Towards Maidstone when Traffic Has Come to a Halt Causing V1 to Impact with V2.							Veh1, Motor vehicle, NE -> SW Veh2, car, NE -> SW			Casualties	1
									Vehicles	2	
26	Road No E4007 Grid 592288E Section 001 Ref 165057N	SLIGHT	29/02/2012	4	08:25	L	Dry	Fine		R.TURN	P/C
Castle Road / Swale Way Roundabout, Sittingbourne, Kent									Swale		
Veh 1 was turning right at the Roundabout on Castle Road, Junction with Swale Way. as Veh 1 Manoevered on the Roundabout it 'Clipped' a Pedal Cyclist (Veh2) Causing the Pedal Cyclist to Fall Off.							Veh1, car, SW -> SE Veh2, pedal cycle, SE -> NE			Casualties	1
									Vehicles	2	
27	Road No A249 Grid 587416E Section 182 Ref 163945N	SLIGHT	10/03/2012	7	02:15	DRK NSL	Dry	Fine		S.VEH +VE	
A249 Sheerness Bound Near J/W Iwade, Kent (Mapped to Exact Grid Ref Provided 16/04/12)									Swale		
V1 was Travelling Sheerness Bound Along the A249 Approching the Junction for Iwade. Police Patrol Travelling in the Opposite Direction Reported Seeing V1 Hit the Central Reservation and Spin across the Carriageway.							Veh1, car, SW -> S			Casualties	1
									Vehicles	1	
28	Road No A249 Grid 590666E Section 172 Ref 167225N	SLIGHT	13/04/2012	6	01:16	DRK NSL	Wet/Damp	Fine		S.VEH	
A249 Sittingbourne (Mapped to Exact Grid Ref Provided (590660,167220) 15/05/12)									Swale		
D1 Lost Control of Vehicle and Spun Hitting the Armco Causing the Car to Flip and Roll down the Bank							Veh1, car, W -> E			Casualties	1
									Vehicles	1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
29	Road No A249 Grid 585548E Section 176 Ref 162328N	SLIGHT	11/05/2012	6	11:48	L	Dry	Fine			
	A249, Stockbury, Sittingbourne, Kent. (Mapped to Ref 585500 162300)									Maidstone	
3 Vehicle Rtc in Slow Moving Heavy Traffic. V1 Unable to Brake Sufficiently Due to V2 Braking Heavily Causing V2 to Push into Rear of V3 After Being Knocked into by V1							Veh1, car, SW -> NE Veh2, car, NW -> NE Veh3, car, SW -> NE			Casualties 2 Vehicles 3	
30	Road No B2005 Grid 591430E Section 001 Ref 166090N	SERIOUS	15/05/2012	3	21:25	DRK STL	Dry	Fine		S.VEH +VE	
	Swale Way, Sittingbourne, Kent									Swale	
Veh 1 Travelling Towards Kemsley Paper Mill, Failed to Negotiate Roundabout and Collided with Same							Veh1, car, SE -> NW			Casualties 2 Vehicles 1	
31	Road No A249 Grid 588746E Section 167 Ref 164922N	SLIGHT	22/06/2012	6	12:58	L	Wet/Damp	Rain		R.TURN	P/C
	A249 Junction with B2006 Roundabout Bobbing Sittingbourne Kent									Swale	
V1 was on Approach to the Bobbing Roundabout Having Just Come from the A249, About 0.5M from the Roundabout a Vehicle was in Front of V1, this Vehicle left the Slip and Joined the Roundabout. V1 Stopped and then Began to Manoeuvre Intending to Go right Towards the B2006 Travelling at About 5Mph when There was an Impact. this was Resulting Collision with a Cyclist Who Made Contact with the Offside Driver Side of V1 and Fell to the Floor.							Veh1, car, S -> E Veh2, pedal cycle, SE -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
32	Road No A249 Grid 588941E Section 028 Ref 165064N	SLIGHT	25/06/2012	2	22:27	DRK NSL	Dry	Fine		S.VEH +VE	
A249 on Slip at Bobbing, Sittingbourne, Kent. (Mapped to Grid Ref Provided 588940,165060)									Swale		
V1 was Travelling at Speed on the on Slip to the A249.The Front Seat Passenger Suddenly Pulled the Steering Wheel of the Veh, the Driver Attempted to Correct the Veh but Could Not and the Veh Rolled.							Veh1, car, SW -> NE			Casualties	2
										Vehicles	1
33	Road No B2006 Grid 588823E Section 188 Ref 164963N	SLIGHT	27/06/2012	4	14:30	L	Dry	Fine		R.TURN	
Bobbing Roundabout with B2006 Sittingbourne, Kent									Swale		
V1 Turned right on Roundabout Going the Wrong Way and Collided with Veh 2							Veh1, car, NE -> W Veh2, car, SW -> NE			Casualties	2
										Vehicles	2
34	Road No B2005 Grid 590328E Section 033 Ref 166967N	SLIGHT	07/07/2012	7	13:55	L	Dry	Fine			
B2005 Grovehurst Road J/W A249, Sittingbourne, Kent.									Swale		
Elderly Driver of V1 Suffered a Diabetic Episode Whilst Negotiating a Busy and Unfamiliar Roundabout. V1 collided with V2.							Veh1, car, N -> E Veh2, car, N -> E			Casualties	2
										Vehicles	2
35	Road No A249 Grid 590377E Section 171 Ref 166827N	SLIGHT	08/07/2012	1	13:30	L	Wet/Damp	Fine		S.VEH	
A249 J/W B2005 Grovehurst Road , Sittingbourne, Kent.									Swale		
V1 Lost Control on Wet Roundabout and left the Road.							Veh1, car, S -> N			Casualties	2
										Vehicles	1

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
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FACTORS

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R.TURN Right Turn Manoeuvre
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D-PRINT CRASH REPORT

9-Jan-2017

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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	Involved
36	Road No E4007 Grid 591330E Section 001 Ref 166904N	SLIGHT	23/07/2012	2	05:45	DRK USL	Dry	Fine			P/C
	Barge Way, Sittingbourne, Kent									Swale	
Rider 1 was Cycling Towards the Roundabout Outside Morrisons Distribution Centre with V2 Travelling in the Same Direction from Behind. V2 Attempted to Overtake but Rider 1 Pulled across the Road to the Offside. V2 Pulled across the Road to Rider 1 but Rider 1 Continued to Pull over to the Offside and Collided with the Nearside Front of V2.							Veh1, pedal cycle, SW -> NE Veh2, car, SE -> NE			Casualties 1 Vehicles 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 Sittingbourne Kent									Swale	PED
Casualty was Found Laying in the Road by Secas Technician. Casualty Had Been Run over no Vehicle Present That May Have Run Cas over Unknown If 1 or More Vehicles Have Been Involved.							Veh1, goods > 7.5t, NE -> SW			Casualties 1 Vehicles 1	
38	Road No A2 Grid 588060E Section 028 Ref 164279N	SLIGHT	06/09/2012	5	07:05	L	Dry	Fine			
	Keystreet Roundabout, A2, Sittingbourne, Kent									Swale	
V1 Pulled out on V2 Causing V2 to Swerve, Hit Bumper and Flip onto its Roof.							Veh1, car, NE -> SW Veh2, car, W -> E			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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ATS OUT Traffic Lights Not Working
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SIGNS Road Signs Defective or Obscured
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Surface Road Surface Defective

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9-Jan-2017

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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	Involved
39	Road No A2 Grid 588088E Section 292 Ref 164230N	SLIGHT	07/09/2012	6	07:30	L	Dry	Fine			
A2 Key Street Roundabout J/W A249, Sittingbourne, Kent.									Swale		
Veh 2 Travelling on Key Street Roundabout from Sittingbourne London Road. V1 Has Proceeded onto the Roundabout and Due to Sunny Conditions Did Not See V2 Travelling across It. V1 Has Made Contact with V2.							Veh1, car, N -> S Veh2, car, E -> W			Casualties 1 Vehicles 2	
40	Road No E4007 Grid 591049E Section 001 Ref 166522N	SLIGHT	21/11/2012	4	06:50	DRK STU	Wet/Damp	Rain			
Lloyd Drive J/W Swale Way, Sittingbourne, Kent									Swale		
V1 Behind V2 at Junction. V2 Pulled Away, V1 Started to Pull Away. V2 Braked Sharply and V1 Hit Back of V2.							Veh1, car, S -> W Veh2, car, S -> W			Casualties 1 Vehicles 2	
41	Road No A249 Grid 585537E Section 176 Ref 162270N	SLIGHT	20/12/2012	5	11:28	L	Wet/Damp	Rain			GV
A249, 300 Metres North East of M2 Junction 5, Stockbury, Kent (Mapped to Description Rather Than Grid Ref of 585610,162440) Ah 16/01/13									Maidstone		
V2 Travelling Along Busy Dual Carriageway in Lane One, as Traffic Starts to Stop Suddenly Driver of V2 Brakes Hard and Stops in Lane One. V1 Travelling Behind V2 Attempts to Stop but Skids into Back of V2 Forcing V2 to Leave the Carriageway on the Nearside and into the Crash Barrier.							Veh1, goods < 3.5t, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	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 (Mapped to Exact Grid Reference Provided - 591990/165190)									Swale		
V1 (An Unknown Lorry) was Traveling Along Swale Way, V1 Has Driven over a Watermains Cover which Has then Collapsed Causing the Cover to Be Sticking up from the Road. V2 & V3 Have both Driven over the Protruding Cover Causing Damage to the Underneath of both Vehicles.							Veh1, goods 3.5 - 7.5t, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE			Casualties 1 Vehicles 3	
43	Road No A249 Grid 586849E Section 083 Ref 163673N	SLIGHT	07/05/2013	3	06:59	L	Dry	Fine		S.VEH +VE	
A249, Chestnut Street, Gravel Pit Wood, Sittingbourne (Mapped to Exact Grid Reference Provided 586850/163640)									Swale		
V1 was Travelling South Bound on the A249 in Lane 1 of 2 at Approx 50Mph. for Reasons Unknown V1 Has Swerved to the left and left the Carriageway. V1 Has Crossed the Grass Verge Gone Through a Wooden Fence and a Tree and Come to a Stop in the Southbound Carriageway of Chestnut Street. Driver of V1 Smelt of Alcohol.							Veh1, car, NE -> SW			Casualties 1 Vehicles 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, Sittingbourne, Kent									Swale		
V2 Pulling out of Junction, Seen Cars Coming from right So Slowed and Started to See More of the Junction Before Pulling Out. Felt a Bump from Behind and V1 Has Hit V2 in the Rear. Driver Has then Blacked out but Come Back Aroud Ok. both Vehicles Stopped and Details Exchanged Prior to Police Arrival							Veh1, car, S -> W Veh2, car, S -> W			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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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	Involved
45	Road No A249 Grid 585556E Section 176 Ref 162310N	SLIGHT	25/06/2013	3	06:58	L	Dry	Fine			
A249, 400M North of M2, Junction 5, Stockbury, Kent.									Maidstone		
in Slowing Traffic Veh 2 and Veh 3 Slowed to Stop. Veh 1 Hit Rear of Veh 2 Pushing it into Veh 3.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 1 Vehicles 3	
46	Road No F281 Grid 588732E Section 028 Ref 164956N	SLIGHT	06/07/2013	7	18:07	L	Dry	Fine			M/C
Sheppey Way J/W A249, Bobbing Roundabout, Sittingbourne, Swale, Kent									Swale		
V2 Had Stopped Waiting for a Gap to Enter the Roundabout. V1 Pulled up Behind Them. Rider of V2 States They Were Stationary, Still Waiting for a Gap when They Were Hit from Behind by V1, and Knocked Off.							Veh1, car, SW -> NE Veh2, m/cycle > 500cc, SW -> NE			Casualties 1 Vehicles 2	
47	Road No A249 Grid 585778E Section 177 Ref 162672N	SLIGHT	15/07/2013	2	11:45	L	Dry	Fine			HGV
A249, 1000M North East of Stockbury Roundabout, 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.							Veh1, goods > 7.5t, NE -> SW Veh2, car, P -> P Veh3, car, P -> P			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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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	Involved
48	Road No A249 Grid 585645E Section 176 Ref 162450N	SLIGHT	16/07/2013	3	14:28	L	Dry	Fine			
A249, Maidstone Road, Stockbury, Sittingbourne, Kent									Swale		
Whilst Approaching the Stockbury Roundabout There was Static Traffic. Veh 3 Had Been Stationary and Had Just Begun to Pull Away when Veh 1 Collided into the Rear of Veh2 That Had Braked Heavily for the Traffic, Causing Veh 2 to Collide into the Rear of Veh 3.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 2 Vehicles 3	
49	Road No A249 Grid 585660E Section 177 Ref 162504N	SLIGHT	04/08/2013	1	08:00	L	Dry	Fine		S.VEH	M/C
A249, Borden, Sittingbourne, Kent (Mapped to Grid Reference 585660/162500 - 18/09/2013)									Swale		
Single Vehicle Rtc, Slight Injury to Rider of M/C. Rear Wheel of Bike Locked Up, Causing the Rider to Be Thrown from Vehicle.							Veh1, m/cycle > 500cc, SW -> NE			Casualties 1 Vehicles 1	
50	Road No A249 Grid 586174E Section 179 Ref 163128N	SLIGHT	07/08/2013	4	11:20	L	Dry	Fine			
A249, Maidstone Road, Sittingbourne, Kent (Mapped to Grid Reference Provided - 586170/163120)									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.							Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 2 Vehicles 3	

Key Involved

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HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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O/TAKE Overtaking Manoeuvre
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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	Involved
51	Road No A249 Grid 585600E Section 176 Ref 162370N	SLIGHT	16/08/2013	6	11:52	L	Wet/Damp	Rain		O/TAKE	
A249 Towards Stockbury R/About Jct with the M2, Sittigbourne, Kent (Mapped to Police Ref 585600,162370)									Swale		
V3 Travelling Along the A249 Stockbury R/About from Sittingbourne Went Around a Couple of Veh's. Saw Traffic Stopping for R/About, Stopped Got Hit from Behind by V2 then V1 Went into the Back of V3							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties	2
										Vehicles	3
52	Road No A249 Grid 588743E Section 167 Ref 164923N	SLIGHT	20/08/2013	3	15:52	L	Dry	Fine		S.VEH	
A249 Slip Road off at B2006 Bobbing Apple R/About Sittingbourne Kent									Swale		
V1 was Coming down the Slip Road off of the A249 onto the R/About. V1 Applied Brakes but They Did Not Work, Oil left on the Road. Possible Oil Leak on to the Brakes of the Veh Stopping Them from Working. V1 Went over the R/About and up the Bank on the Other Side.							Veh1, car, SE -> NW			Casualties	2
										Vehicles	1
53	Road No A249 Grid 585588E Section 176 Ref 162360N	SLIGHT	29/08/2013	5	16:18	L	Dry	Fine			
A249 Stockbury Roundabout, Sittingbourne, Kent. (Mapped to Police Ref 585590,162360)									Swale		
V2 was Travelling at Approx 50-60 Mph in Lane 1 of 2 South Bound. V2 Began Slowing for the Approaching R/About. V1 was Travelling Behind V2 in the Same Lane at Approx the Same Speed. V1 Has then Collided with the Rear O/S of V2. it Would Appear That the Driver of V1 was Distracted and by the Time They Noticed V2 was Slowing it was Too Late to Avoid It.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties	1
										Vehicles	2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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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	Involved
54	Road No F301 Grid 587600E Section 030 Ref 163927N	SLIGHT	16/10/2013	4	15:20	L	Wet/Damp	Fine		O/TAKE	GVM/C
Chestnut Street Near to J/W School Lane, O/S Oak Lodge, Sittingbourne, Kent									Swale		
V1 Has Been Driving Very Close to Rear of V2 Before Overtaking and then Pulling over a Short Distance Ahead. V2 Has Overtaken V1 and Continued Towards Maidstone Direction. V1 Has then Come Alongside V2 and Struck Their Wing Mirror Against V2 Causing Rider to Lose Control and Fall Off. V1 Failed to Stop.							Veh1, goods < 3.5t, NE -> SW Veh2, m/cycle 50 - 125cc, NE -> SW			Casualties 1 Vehicles 2	
55	Road No A249 Grid 586180E Section 179 Ref 163110N	SLIGHT	16/10/2013	4	22:40	DRK NSL	Wet/Damp	Fine		S.VEH	
A249, Sittingbourne, Kent (Mapped to Police Ref 586180,163110)									Swale		
V1 Has Been Driving Along the A249 Towards Stockbury Roundabout. D1 Has Looked Away from the Road for One Second, Looked Back and Believed They Saw Something in the Road. D1 Has Swerved to Miss It, Hit the Barrier, Their Car Has Flipped and Landed on its Roof in a Ditch on the Grass Verge.							Veh1, car, NE -> SW			Casualties 1 Vehicles 1	
56	Road No A249 Grid 588040E Section 292 Ref 164270N	SLIGHT	19/10/2013	7	02:50	DRK USL	Dry	Fine		S.VEH +VE	
A249 Maidstone Road Jw Key Street Roundabout , Sittingbourne, Kent (Mapped to Police Ref 588040,164270)									Swale		
D1 States That the Veh Brakes Failed Whilst Trying to Manouver Around the Roundabout V1 Rolled onto Roof. Damage to Safety Barrier D1 Failed Eba Test and Arrested							Veh1, car, SW -> NE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
57	Road No A249 Grid 585613E Section 176 Ref 162393N	SLIGHT	19/10/2013	7	12:27	DRK NSL	Wet/Damp	Rain			
A249, Sittingbourne By-Pass, Junction 5, Stockbury Roundabout, Sittingbourne										Swale	
Vi Stopped in Stationary Traffic. V1 Slowed Down, Skidded and Hit V3. Surface was Slippy and Wet, V2 then Hit V1 Having Also Skidded on the Wet.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 3 Vehicles 3	
58	Road No A249 Grid 588011E Section 028 Ref 164258N	SLIGHT	28/10/2013	2	16:05	DRK USL	Wet/Damp	Fine			
A249 Key Street Roundabout Sittingbourne										Swale	
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			Casualties 1 Vehicles 2	
59	Road No A249 Grid 587790E Section 292 Ref 164115N	SLIGHT	06/11/2013	4	19:16	DRK NSL	Wet/Damp	Fine Wind			
A249 Jw Slip Road for Key Street/A2, Sittingbourne, 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.							Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
60	Road No A249 Grid 586092E Section 178 Ref 163018N	SLIGHT	18/11/2013	2	10:18	L	Wet/Damp	Fine			
A249, Sittingbourne, Kent (Mapped to Exact Grid Reference Provided - 586100/163010 - 13/02/2014 Ac)									Swale		
V1 Travelling Maidstone Bound Between Key Street and Stockbury on A249. V2 Pulled out of Layby into Lane 1. V1 was Seen to Move into Lane 2 and then Skid out of Control off the Road into Hedgerow .							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties	1
										Vehicles	2
61	Road No B2006 Grid 588744E Section 028 Ref 164930N	SLIGHT	19/11/2013	3	16:00	DRK STL	Wet/Damp	Rain			GVM/C
B2006 Roundabout Under A249 Sittingbourne Kent									Swale		
V1 Pulled onto Roundabout Hitting V2. V2 was Travelling Around Roundabout Indicating left onto Sheppey Way. Rider of V2 was Knocked from Moped and Sustained Slight Injuries							Veh1, goods < 3.5t, SW -> NE Veh2, m/cycle <= 50cc, E -> SE			Casualties	1
										Vehicles	2
62	Road No A249 Grid 585658E Section 177 Ref 162477N	SLIGHT	27/12/2013	6	18:10	DRK NSL	Wet/Damp	Fine			
A249 Approach to Stockbury Roundabout, Sittingbourne, Kent. (Mapped to Police Ref 585660,162520)									Swale		
V3 Has Broken down in Lane 1 - U/K Defect Causing V to Become Immobile. Hazard Warning Lights Put On. V2 Has Braked and Stopped Behind V3 Without Making Contact. V1 Has Collided with Rear of V2 Pushing Them onto Verge.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, P -> P			Casualties	1
										Vehicles	3

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight

 STL Street Lights
 USL Street Lights Unlit
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FACTORS

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 R.TURN Right Turn Manoeuvre
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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	Involved
63	Road No A249 Grid 588028E Section 184 Ref 164200N	SLIGHT	01/01/2014	4	14:34	L	Flood	Rain Wind		O/TAKE S.VEH	
A249, Under Key Street Roundabout, Sittingbourne, Kent.									Swale		
V1 Has Pulled out to Overtake a Veh ahead and Has Struck Standing Water (Flood 3Cm Deep) in Lane 2 and Lost Control Colliding with Central Crash Barrier in the Process							Veh1, car, NE -> SW			Casualties	1
										Vehicles	1
64	Road No E4007 Grid 591058E Section 001 Ref 166528N	SERIOUS	03/01/2014	6	17:15	DRK STL	Wet/Damp	Rain Wind			
Swale Way J/W Lloyd Drive, Sittingbourne, Kent									Swale		
V1 Swerved to Avoid an Animal in the Road and Collided with V2 Travelling in Opposite Direction.							Veh1, car, W -> E Veh2, car, E -> W			Casualties	2
										Vehicles	2
65	Road No A249 Grid 588873E Section 188 Ref 164938N	SLIGHT	13/01/2014	2	06:45	DRK USL	Wet/Damp	Fine			
A249 Slip Road 'Off' Southbound, Staplehurst Link Road, Sittingbourne, Kent									Swale		
the 4 Vehicles Were All Travelling One After the Other in Heavy Traffic V4 Stopped and was Hit from Behind by V3 and then V2 Went into the Back of V2 Not Exactly Sure Whether or Not V2 and V3 Collided Due to Misjudged Stopping Distance or Pushed into Each Other by V1							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW			Casualties	2
										Vehicles	4

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
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FACTORS

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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	Involved
66	Road No A249 Grid 588600E Section 187 Ref 164719N	SLIGHT	13/01/2014	2	06:45	DRK NSL	Wet/Damp	Fine			HGVS
	A249 Bobbing Sittingbourne Kent									Swale	
V2 was Driving Along A249 Maidstone Bound. as V2 was Driving over the Flyover of Bobbing Rdbt They Had Cause to Slow for a Build up of Traffic. on Doing So V1 Who was Travelling Behind States a Car Changed Lanes in Front of Them and V1 Collided into the Rear of V2							Veh1, car, NE -> SW Veh2, goods 3.5 - 7.5t, NE -> SW			Casualties 1 Vehicles 2	
67	Road No A249 Grid 588720E Section 187 Ref 164826N	SLIGHT	13/01/2014	2	06:40	L	Wet/Damp	Fine			HGVS
	A249, Bobbing Near, Sittingbourne									Swale	
V1 and V2 Travelling Towards Stockbury on A249. a Previous Collision Earlier Had Caused Slowing Traffic in the Carriageway. V1 Did Not Realise this and Saw Stationary Traffic ahead Tried to Brake and Take Adverse Action but Collided with Rear of V2 Causing both Cars to Spin.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
68	Road No E4007 Grid 591290E Section 001 Ref 166505N	SLIGHT	17/01/2014	6	09:50	L	Wet/Damp	Fine			HGVS
	Swale Way / Barge Way Rdbt, Kemsley, Sittingbourne, Kent									Swale	
V2 is a Foreign Registered Lorry. Having Missed Their turning on the Roundabout, it Stopped and Went to Reverse Back. V3 then Had to Stop Suddenly to Avoid a Collision, and V1 Behind then Collided with the Back of V3. V2 Did Not Collide with Any Other Vehicle.							Veh1, car, W -> SE Veh2, goods > 7.5t, SE -> NW Veh3, car, W -> SE			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGVS Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

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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	Involved
69	Road No B2006 Grid 588853E Section 167 Ref 164874N	SLIGHT	04/02/2014	3	13:49	L	Dry	Fine			P/C
	B2006 Jw A249 Sittingbourne, Kent									Swale	
V1 Approached the Roundabout, Slowed down but Did Not Stop and Pulled out onto Cyclist Knocking Rider from Bike Causing Injury.							Veh1, car, NE -> SW Veh2, pedal cycle, SE -> NW			Casualties 1 Vehicles 2	
70	Road No A249 Grid 587400E Section 182 Ref 163930N	SLIGHT	12/02/2014	4	08:40	L	Wet/Damp	Rain			HGV
	A249, Sittingbourne, Kent (Mapped 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			Casualties 2 Vehicles 2	
71	Road No A249 Grid 585479E Section 176 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 Manoeuvre 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			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
72	Road No A249 Grid 587672E Section 184 Ref 164032N	SLIGHT	20/02/2014	5	06:40	DRK NSL	Wet/Damp	Fine			
A249 Slip from A2 South Bound at Key Street Sittingbourne Kent									Swale		
V3 on Slip on from Key Street onto A249 Southbound, Followed by V2 and V1. V3 Unable to Get onto A249 Due to Volume of Traffic on Main C/Way, V2 Behind Slowed as V3 Slowed. V1 Travelling Behind was Checking Traffic to Offside on A249 Not Seeing Vehs Slowing in Front. V1 Hit V2 Pushing it Over, Hitting V3 in the Process. V2 Rolled off Road to the Nearside.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 2 Vehicles 3	
73	Road No A2 Grid 588056E Section 028 Ref 164214N	SLIGHT	21/02/2014	6	15:15	L	Dry	Fine			
A2 Key Street at the J/W Sheppey Way, Sittingbourne, 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.							Veh1, car, E -> SW Veh2, car, E -> NW			Casualties 1 Vehicles 2	
74	Road No E4001 Grid 589235E Section 001 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 -> NW Veh2, car, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

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HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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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	Involved
75	Road No A249 Grid 586271E Section 179 Ref 163250N	SLIGHT	06/03/2014	5	10:22	L	Dry	Fine			HGV
	A249 Sittingbourne (Layby) Kent									Swale	
Veh 2 was Parked in a Layby on A249, Veh 1 Has Come into the Layby and Hit Veh1 in the Rear							Veh1, goods > 7.5t, NE -> SW Veh2, car, P -> P			Casualties 1 Vehicles 2	
76	Road No A249 Grid 585518E Section 176 Ref 162255N	SLIGHT	26/03/2014	4	16:55	L	Dry	Fine			HGV
	A249, 250M North of Stockbury Roundabout, Stockbury, Kent									Maidstone	
V1 Travelling in Lane 1 of 2 and Failed to Judge Stationery Traffic. V1 Struck the Rear of V2 Pushing it into the Rear of V3.							Veh1, goods > 7.5t, NE -> SW Veh2, car, NE -> SW Veh3, goods > 7.5t, NE -> SW			Casualties 1 Vehicles 3	
77	Road No A249 Grid 588718E Section 187 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			Casualties 4 Vehicles 5	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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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	Involved
78	Road No A249 Grid 588720E Section 187 Ref 164810N	SLIGHT	07/04/2014	2	21:21	DRK NSL	Wet/Damp	Rain			GV
A249, Sittingbourne, Kent (Mapped to 588720,164810)									Swale		
Veh 2 Travelling on Dual Carriageway Came Behind Slow Moving Tractor and Trailer Veh 1 and Struck Rear of it Spinning into Central Reservation							Veh1, agric veh, NE -> SW Veh2, goods < 3.5t, NE -> SW			Casualties	1
										Vehicles	2
79	Road No F301 Grid 587823E Section 030 Ref 164066N	SLIGHT	09/04/2014	4	17:05	L	Dry	Fine			GV
Chestnut Street Outside Entrance to Sub Station, Sitingbourne, Kent									Swale		
Veh 3 Has Slowed to Let Oncoming Bus Through. Veh1 (A Van) Has then Driven Through Causing Veh3 to Stop and Veh 2 Has Struck it from Behind, it was Hampered by Dazzling Sunlight							Veh1, goods < 3.5t, SW -> NE Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties	3
										Vehicles	3
80	Road No A249 Grid 587770E Section 184 Ref 164103N	SLIGHT	09/05/2014	6	12:45	L	Dry	Fine		S.VEH	
A249 Eastbound Sittingbourne Kent									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			Casualties	1
										Vehicles	1

Key Involved

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HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
81	Road No A249 Grid 585511E Section 176 Ref 162235N	SLIGHT	12/05/2014	2	09:17	L	Dry	Fine			GV
A249 250 Metres from Stockbury Roundabout									Maidstone		
All Vehs Travelling South on A249 Towards Stockbury Roundabout (M2 Junction 5). V2, V3, V4 and V5 Slowing in Lane 2 of 2 Lane Dual Carriageway for the Roundabout. V1 in Lane 1, Driver Checks Mirror to Change Lane to Lane 2. when Driver Looks Forward They See They Are 20 Feet from Stationary Queue of Vehs. V1 Brakes but Collides into the Rear of V2. the Force of the Impact Shunts V2, V3, V4 and V5 into Each Other. Sect 170 - Minor Injuries Drv V1 Reported for Careless & Inconsiderate Driving.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, goods < 3.5t, NE -> SW Veh4, car, NE -> SW Veh5, car, NE -> SW			Casualties 5 Vehicles 5	
82	Road No B2005 Grid 592269E Section 001 Ref 165077N	SLIGHT	23/05/2014	6	07:49	L	Dry	Fine		O/TAKE	M/C
Swale Way 10 Metres West from the Junction with Castle Road, Sittingbourne, Kent.									Swale		
V1 Came off a Roundabout Behind a Lorry, V1 Looked and Thought the Road was Clear, V1 Went to Overtake the Lorry, V1 Struck V2.							Veh1, m/cycle > 500cc, SE -> NW Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
83	Road No A249 Grid 588459E Section 187 Ref 164590N	SLIGHT	10/06/2014	3	07:30	L	Dry	Fine			
A249, Bobbing, Sittingbourne, Kent (Mapped to 588450/164600)									Swale		
V2 Stopped in Lane 2 Due to Heavy Traffic and was Struck by V1 from Behind Causing Damage and Injury							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
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Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
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FACTORS

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A249, Barge Way, Swale Way - Sittingbourne
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84	Road No A249 Grid 588054E Section 184 Ref 164234N	SERIOUS	21/06/2014	7	11:39	L	Dry	Fine			
A249, Under the Key Street Overpass, Sittingbourne, Kent									Swale		
V1 was Driving the Wrong Way down a Dual Carriageway on the A249 Towards Stockbury (On the Sheerness Bound Carriageway). V1 was in Lane 2 and Collided Head on with V2 which was Driving the Correct Way Along the Carriageway Collision Occurred.							Veh1, car, NE -> SW Veh2, car, SW -> NE			Casualties	2
									Vehicles	2	
85	Road No A2 Grid 588076E Section 028 Ref 164258N	SLIGHT	23/06/2014	2	18:14	L	Dry	Fine			
A2 London Road, Key Street, Sittingbourne, Kent									Swale		
V2 in Front on Roundabout V1 Had Been Trying to Overtake V2 on Roundabout. V1 Came Behind V2 Close up and Kept Going Close then Backing Off. V1 then Collided with Rear of V2 and Drove off at Speed.							Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties	1
									Vehicles	2	
86	Road No A249 Grid 590280E Section 171 Ref 166820N	SLIGHT	28/07/2014	2	17:38	L	Dry	Fine		S.VEH	
A249, Sittingbourne, Kent (Mapped to 590280,166820)									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.							Veh1, car, SW -> NE			Casualties	2
									Vehicles	1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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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	Involved	
87	Road No A249 Grid 588784E Section 167 Ref 164985N	SERIOUS	01/08/2014	6	17:26	L	Dry	Fine		O/TAKE	HGV P/C	
A249 Jw. Sheppey Way, Sittingbourne, Kent									Swale			
R2 was on Their Bike .V1 Cut across & R2 Tried to Avoid V1. R2 then Hit the Kerb and Fell off Hitting Their Head.							Veh1, goods > 7.5t, SW -> NE Veh2, pedal cycle, SW -> NE				Casualties	1
											Vehicles	2
88	Road No A249 Grid 589251E Section 168 Ref 165325N	SLIGHT	12/08/2014	3	08:40	L	Dry	Fine				
A249, Bobbing, Sittingbourne, Kent (Mapped to 589250/165330)									Swale			
V1 was Driving South Along the A249 when One of its Tyres Disintegrated Leaving Debris in the Road. V2 then Struck the Debris, Lost Control and Crashed into the Central Reservation. the Driver Sustained Minor Injuries. V1 Continued Southbound, Possibly Unaware of What Had Happened.							Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties	1
											Vehicles	2
89	Road No A249 Grid 585532E Section 176 Ref 162279N	SLIGHT	17/08/2014	1	12:44	L	Wet/Damp	Rain				
A249 300 Metres North of Stockbury Roundabout, Stockbury, Sittingbourne, Kent									Maidstone			
V2 Had Stopped Behind Static Traffic Queing for Traffic Lights at Stockbury Roundabout Maidstone Bound, V1 Has Approached from Rear and Failed to Stop and Stuck V2 in the Rear.							Veh1, car, NE -> SW Veh2, car, NE -> SW				Casualties	7
											Vehicles	2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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FACTORS

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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	Involved
90	Road No A249 Grid 586730E Section 180 Ref 163640N	SLIGHT	20/08/2014	4	16:10	L	Dry	Fine		S.VEH	
A249 Sittingbourne (Mapped to 586730,163640)									Swale		
Veh 1 Travelling A249 from Stockbury to Sittingbourne Has Hit 'Up' Ramp of Crash Barrier to Nearside, Taken Off, Flipped and Landed on Roof. Drv Sustained Minor Graze to Hand.							Veh1, car, SW -> NE			Casualties	1
										Vehicles	1
91	Road No A249 Grid 590030E Section 170 Ref 166245N	SLIGHT	23/08/2014	7	22:30	DRK NSL	Dry	Fine			GV
A249, North Bound, Towards Sittingbourne (Mapped to 590050/166240)									Swale		
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.							Veh1, goods < 3.5t, S -> N Veh2, car, S -> N			Casualties	2
										Vehicles	2
92	Road No A249 Grid 588635E Section 187 Ref 164780N	SLIGHT	08/09/2014	2	20:54	DRK NSL	Dry	Fine			HGV M/C
A249 Slip Road, Bobbing Sittingbourne 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			Casualties	1
										Vehicles	2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
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Street Lighting

L Daylight

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
93	Road No C111 Grid 588109E Section 091 Ref 164345N	SLIGHT	22/09/2014	2	08:50	L	Dry	Unknown		S.VEH	P/C
Sheppey Way Nr Key Street Sittingbourne Kent									Swale		
Pedal Cyclist on Main Road as Approached Junction, on Braking / Slowing down Slipped on Patch of Diesel Fuel Lying on Road. on Falling to the Ground Sustained Minor Injuries - no Other Vehicle Involved							Veh1, pedal cycle, NE -> SW			Casualties	1
										Vehicles	1
94	Road No A249 Grid 587656E Section 184 Ref 164026N	SERIOUS	07/10/2014	3	08:08	L	Wet/Damp	Fine			GV
A249 Jw A2 Key Street, Sittingbourne, Kent									Swale		
V2 was Riding Through Static Traffic. V1 Opened Their Driver Door Causing V2 to Lose Control of the Motorbike and Collide with V3 and V4. this Incident was on the A249, Sittingbourne.							Veh1, goods < 3.5t, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW			Casualties	1
										Vehicles	4
95	Road No A249 Grid 590254E Section 171 Ref 166833N	SLIGHT	10/10/2014	6	16:45	L	Wet/Damp	Fine Wind			
A249 Slip Road Iwade/Kemsley 200 Meters South of Grovehurst Road Sittingbourne Kent									Swale		
V1, V2 and V3 Turned off the A249 onto the Iwade Slip Road. a Queue Has Formed Prior to the Iwade Roundabout Causing V2 and V3 to Stop. V1 Braked Having Seen this Queue Form However Due to Heavy Rain and Surface Water on the Road the Vehicle Carried on and Hit the Rear of V2 Inturn V2 Hit V3 to the Rear. Slight Injury (Back) to Driver of V2							Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties	1
										Vehicles	3

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Street Lighting

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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 Towards Iwade, Iwade, Sittingbourne, Kent.									Swale		
V2 Crossed the R/A to Go Straight over in Lane 1 of 2. V1 was Slightly Behind 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							Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, car, SE -> NW			Casualties 1 Vehicles 3	
97	Road No A249 Grid 585538E Section 176 Ref 162273N	SLIGHT	11/10/2014	7	11:15	L	Dry	Fine			
A249, Sittingbourne (Mapped to 585540/162270)									Maidstone		
V1 was Travelling in Lane 2 and Has Moved into Lane 1 Without Indicating Causing V2 to Brake Suddenly and V3 Has Not Had Time to Brake Sufficiently and Has Driven into the Back of V2. V1 Has Slowed down but Has Not Stopped at the Scene. V2 and V3 Did Not Get a Vrm for V1.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 1 Vehicles 3	
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 Roundabout, Sittingbourne (Mapped to 587640,164040)									Swale		
V2 Indicated to Go onto the Slip Road, V1 Travelling Behind V2 Drove into the Back of V2. both Veh's Stopped and Exchanged Details, Inft Has Neck Pain. Inft is a Taxi Driver and Had a Passenger Who was Not Injured.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

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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	Involved
99	Road No F301 Grid 588079E Section 030 Ref 164176N	SLIGHT	22/10/2014	4	16:25	L	Dry	Fine			
Chestnut Street Approaching Junction Key Street Sittingbourne Kent										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							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties	1
										Vehicles	2
100	Road No A2 Grid 588190E Section 293 Ref 164220N	SLIGHT	22/10/2014	4	19:54	DRK STL	Dry	Fine			
A2 London Road J/W Esso Petrol Station, Key Street, Sittingbourne, Kent										Swale	
U/K Car Turned right into Esso Station Suddenly. V3 and V2 Stopped. V1 Did Not Stop in Time and Went into Rear of V2 which Went into Rear of V3							Veh1, car, E -> W Veh2, car, E -> W Veh3, car, E -> W			Casualties	5
										Vehicles	3
101	Road No A2 Grid 588084E Section 292 Ref 164224N	SLIGHT	01/11/2014	7	09:00	L	Dry	Fine			
Key Street J/W A249, Sittingbourne, Kent										Swale	P/C
V1 Travelling from Sittingbourne when Approaching Key Street Roundabout. V1 Pulled onto Roundabout Going Straight ahead Towards Maidstone. V1 Collided with Cyclist Who was turning into Old A249. V1 Not Damaged. Cycle Knocked to Floor and Sustained Minor Injuries.							Veh1, car, E -> S Veh2, pedal cycle, N -> S			Casualties	1
										Vehicles	2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
102	Road No B2005 Grid 590308E Section 030 Ref 166988N	SLIGHT	19/11/2014	4	06:27	DRK STU	Wet/Damp	Fine			GVM/C
B2005 Grovehurst Road at Junction with A249 Slip Off, Sittingbourne									Swale		
V2 Hit in Rear by V1.							Veh1, goods < 3.5t, N -> S Veh2, m/cycle <= 50cc, N -> S			Casualties 1 Vehicles 2	
103	Road No A249 Grid 585665E Section 177 Ref 162483N	SLIGHT	02/12/2014	3	15:30	DRK NSL	Wet/Damp	Rain			GVM/C
A249, Approx 500M West of Stockbury Roundabout, Sittingbourne, Kent (Mapped to 585660/162480)									Swale		
V1 Travelling Southbound on A249 Towards Stockbury Roundabout. Traffic Slowing but V1 Failed to Adjust Speed and Swerved into Lane 2 to Avoid a Collision. V1 Clipped V2 in Lane 1 Forcing V2 into V3 which Hit the Rear of V4. V1 Continued to a Stop in Lane 2.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW			Casualties 3 Vehicles 4	
104	Road No A249 Grid 587633E Section 183 Ref 164027N	SLIGHT	04/12/2014	5	16:32	DRK NSL	Wet/Damp	Fine			HGV
A249, Key Street, Slip on at Bobbing, Sittingbourne, Kent									Swale		
V1 Emerging from Slip Road to Join A249 South Bound Has Looked over Shoulder to Make Sure Clear to Join Carriageway. Traffic Has Stopped and Driver Has Looked Back and Collided with Rear of Hgv Causing Minor Injury.							Veh1, car, NE -> SW Veh2, goods > 7.5t, NE -> SW			Casualties 1 Vehicles 2	

Key Involved

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HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
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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	Involved
105	Road No A249 Grid 588317E Section 186 Ref 164482N	SLIGHT	04/12/2014	5	17:47	DRK NSL	Wet/Damp	Fine			
A249, Slip off to B2006, Sittingbourne, 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			Casualties 1 Vehicles 3	
106	Road No A249 Grid 585681E Section 177 Ref 162509N	SLIGHT	15/12/2014	2	16:17	L	Dry	Fine			
A249, Slip Road, M2, Sittingbourne, Kent (Mapped to 585680/162500)									Swale		
All 3 Vehicles Travelling in the Same Direction Towards Maidstone Approaching Stockbury Roundabout. V3 and V2 Were Stationary in Traffic when V1 Collided with the Rear of V3. Minor Injuries Sustained by Several Occupents of All 3 Vehicles.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 5 Vehicles 3	
107	Road No A249 Grid 586220E Section 179 Ref 163150N	SLIGHT	15/12/2014	2	16:20	DRK NSL	Dry	Fine			
A249 Danaway, Sittingbourne (Mapped to 586220,163150)									Swale		
Slow Moving Traffic A249 Maidstone Bound Has Come to a Stop. V2 Stopped. V1 Has Failed to Observe this and Collided with Rear of V2 Causing Minor Injuries to Person on V2.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	

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GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
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FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
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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	Involved
108	Road No A2 Section 292	Grid 588086E Ref 164221N	SLIGHT	04/01/2015	1	09:30	L	Wet/Damp	Fog Mist		GV P/C
	A2 London Road J/W A249 Chesnut St, Sittingbourne, Kent									Swale	
Rider of V2 Exiting Roundabout, Hit Side of Veh 1 which Failed to See V2							Veh1, goods < 3.5t, SE -> NW Veh2, pedal cycle, N -> SE			Casualties	1
										Vehicles	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, Kent (Mapped to 585570,162300)									Maidstone	
Vehicle Approaching Roundabout, on Braking Vehicle Skidded on Wet/Oil Road Surface Hitting Offside Barrier and Rebounding into Nearside Barrier.							Veh1, car, NE -> SW			Casualties	1
										Vehicles	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' Carriageway, Sittingbourne, Kent									Swale	
V1 Driving Erratically Undertaking, Speeding and Tailgating V2 + U/K Vehicle Driving Parallel. V1 Tried to Pass Between V2 and U/K Vehicle Striking V2 on the O/S with the N/S/F of V1. V2 Hit Grass Verge.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties	2
										Vehicles	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 Sittingbourne Kent (Mapped to 588530,164490 off Rd)									Swale	
V1 was Travelling on A249 Towards Maidstone when Driver Hit Black Ice Causing the Vehicle to Skid on Black Ice, Driver Lost Control and Hit a Fence. Driver Went to Maidstone Hospital as Had Received a Black Eye and Bruising to Chest from Seat Belt. Passenger was Not Injured. Veh Considered Write off							Veh1, car, NE -> SW			Casualties	1
										Vehicles	1

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

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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	Involved	
112	Road No A249 Grid 585608E Section 176 Ref 162389N	SLIGHT	28/01/2015	4	06:55	DRK NSL	Wet/Damp	Rain				
A249, Stockbury, Sittingbourne, Kent.									Swale			
V2 Travelling Behind V3 Along A249 Towards Stockbury Roundabout. V1 Tried to Pull into a Gap Too Small to Fit Causing V2 to Brake and Swerve, Clipping the Rear Offside Bumper of V3. this Has Caused V2 to Swerve from Lane 2 across Carriageway onto Verge Hitting Tree Head On. V1 Has Swerved Spun Around Slid the Nearside of Car Along the Armco Barrier in Central Reservation, Swerved across the Carriageway, onto the Verge, Damaging the Rear of the Vehicle on Trees/Bushes.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 2 Vehicles 3		
113	Road No F301 Grid 587647E Section 030 Ref 163948N	SLIGHT	29/01/2015	5	16:00	L	Dry	Unknown	N		M/C PSV	
Chestnut Street, Borden, Sittingbourne, Kent									Swale		PED	
Pedestrian Alighted from Stationary Bus (V2). Driver of Bus Indicated to Pedestrian That it was Clear to Cross in Front of Bus in Order to Cross Road. on Pedestrian Doing So was Struck by V1 Motorcycle. Motorcyclist Stopped and Asked Pedestrian If They Were Alright. on Pedestrian Affirming They Were Alright Motorcyclist then Rode Off. no Details Exchanged.							Veh1, m/cycle > 500cc, NE -> SW Veh2, bus or coach, P -> P			Casualties 1 Vehicles 2		
114	Road No A2 Grid 588003E Section 292 Ref 164271N	SLIGHT	04/02/2015	4	17:45	L	Dry	Unknown				
A2 Keycol Hill J/W A249 Key Street, Roundabout, Sittingbourne									Swale			
V2 Stationary - Giving Way at Entrance to Roundabout. V1 Failed to Stop in Time and Collided with Rear of V2.							Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 2 Vehicles 2		

Key Involved

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Street Lighting

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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	Involved
115	Road No A249 Grid 586322E Section 179 Ref 163328N	SLIGHT	16/02/2015	2	08:08	L	Wet/Damp	Fine			
A249, Stockbury, Sittingbourne (Mapped to Grid Ref)									Swale		
Vehicles Travelling Along A249, Traffic Came to a Stop, V1 Collided into Rear of V2.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	
116	Road No A249 Grid 587645E Section 184 Ref 164030N	SLIGHT	16/02/2015	2	17:50	DRK STL	Wet/Damp	Rain			
A249 at on Slip from A2 Key Street, Sittingbourne, Kent									Swale		
V2 was Travelling Along the A249 Towards Stockbury Roundabout. as They Passed the Slip on from Key Street Roundabout to Their Nearside V1 Began Moving out from the Slip onto the Main Carriageway. V2 Tried to Move out into Lane 2 but V1 Collided with V2. Offside of V1 Hit Nearside of V2. Driver of V2 Taken to Mmh. Whiplash Injuries and Slight Bruising.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
117	Road No A249 Grid 588603E Section 187 Ref 164742N	SLIGHT	20/02/2015	6	12:20	L	Wet/Damp	Rain			
A249 Bobbing, Sittingbourne									Swale		
Traffic was Slowing Due to Weight of Traffic Ahead. V1 Driver was Changing Music on Their Car Stereo and Failed to See Vehicles Ahead. Did Not Brake and Collided with Rear of V2. this Forced V2 into Rear of V3 and V2 Rebounded off of Central Reservation.							Veh1, car, SW -> NE Veh2, car, SW -> NE Veh3, car, SW -> NE			Casualties 2 Vehicles 3	

Key Involved

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HGV Heavy Goods Vehicle
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Street Lighting

L Daylight

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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	Involved
118	Road No A249 Grid 585520E Section 176 Ref 162241N	SLIGHT	20/02/2015	6	09:40	L	Wet/Damp	Fine			
A249, 275 Metres North East of Stockbury Roundabout, Sittingbourne, Kent									Maidstone		
V1 was Driving Towards Stockbury Roundabout. as D1 Took Their Eyes off the Road Briefly, when They Looked Back at the Road They Saw the Traffic Had Stopped. D1 Tried to Brake but Collided with the Rear of V2. this then was Shunted into V3 which in Turn Hit V4.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW			Casualties 3 Vehicles 4	
119	Road No E4007 Grid 591718E Section 001 Ref 165724N	SLIGHT	26/03/2015	5	17:21	L	Dry	Fine			
Swale Way Jw Service Rd, Kemsley, Sittingbourne, Kent									Swale		
V2 Slowing to Take a left Turn onto a Slip Road Almost Stationary, was Hit in the Rear by V1.							Veh1, car, NW -> SE Veh2, car, NW -> E			Casualties 2 Vehicles 2	
120	Road No A249 Grid 590612E Section 171 Ref 167117N	SERIOUS	03/04/2015	6	22:18	DRK STL	Dry	Fine	NW		
A249 Jw B2005, Sittingbourne, Kent									Swale		PED
V1 was Travelling South on the A249 from Sheppey in Lane 1 of 2. a Pedestrian Has Run across the Carriageway from East to West. V1 Has Avoided the Pedestrian Who Has then Run Back Again and was Struck by V1. the Pedestrian Landed in Lane 2 and was Struck Again by V2 which was in Lane 2.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	

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Street Lighting

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
121	Road No A249 Grid 587492E Section 182 Ref 163964N	SLIGHT	09/04/2015	5	05:00	DRK NSL	Dry	Fine			
A249 on Slip S/Bound at A2 Key Street, Sittingbourne, Kent									Swale		
(Fog May Be Contributory Factor) V1 Joining the A249 at Key Street R/A. both V2 and 3 Travelling A249 Maidstone Bound. at the End of the Slip V1's Progress Blocked by Hgv in Lane 1 So V1 Slowed. V1 then Joined the Main A249 and was Struck by V2 which then Lost Control, Rolled and Collided with V3.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 2 Vehicles 3	
122	Road No A2 Grid 588010E Section 292 Ref 164253N	SLIGHT	11/05/2015	2	07:50	L	Dry	Fine			P/C
Bobbing Roundabout at Keycol Hill, Sittingbourne, Kent									Swale		
V2 Cyclist was Riding Their Bike Around Bobbing Roundabout to Exit the Roundabout at Keycol Hill and was Riding Past the Slip Off. V1 States They Did Not See Any Cars and Moved but Hit V2. V2 Has Fallen off of Their Pedal Cycle and Landed on the Floor. an Ambulance Has Been Called. V2 was Treated at Scene for Minor Injuries. S170 Complied With.							Veh1, car, SW -> NE Veh2, pedal cycle, SE -> NW			Casualties 1 Vehicles 2	
123	Road No B2006 Grid 588908E Section 028 Ref 164865N	SLIGHT	18/05/2015	2	16:50	L	Dry	Fine		S.VEH	
B2006, Staplehurst Link Road, Sittingbourne									Swale		
Driver of V1 Suffered a Medical Episode which Caused Them to Black Out. as a Result of this V1 Hit a Lamp Post, a Road Sign and a Metal Barrier Causing Thousands of Pounds of Damage and Bumped Their Head.							Veh1, car, NW -> SE			Casualties 1 Vehicles 1	

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124	Road No F1911 Grid 586318E Section 191 Ref 163185N	SLIGHT	22/05/2015	6	08:27	L	Dry	Fine		R.TURN	
Maidstone Road Jw Oak Close, Chestnut Street									Swale		
V2 Driving from Key Street to Stockbury. V1 Pulled out of Oak Close turning right Towards Key Street. V1 Vision Obscured by Parked Vehs, Continued to Pull out of Junction into Path of V2 Causing Collision.							Veh1, car, SE -> NE Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
125	Road No E4007 Grid 590545E Section 001 Ref 166766N	SLIGHT	30/05/2015	7	17:52	L	Dry	Fine			
Swale Way Jw Road into Nicholls Group Entrance, Sittingbourne, Kent									Swale		
Veh 2 was Following Veh 1 Towards Eurolink Estate when Veh1 Has Pulled into North Junction on Nearside and Without Stopping Performed a U Turn, Veh 2 Tried to Avoid by Moving to Opposite Carriageway but Collided with Front Offside of Veh 1.							Veh1, car, SE -> SE Veh2, car, SE -> NW			Casualties 2 Vehicles 2	
126	Road No A249 Grid 585589E Section 176 Ref 162363N	SLIGHT	12/07/2015	1	16:22	L	Dry	Fine			
A249 at 300 Yards Countdown Marker, Stockbury, Kent									Swale		
V1 Travelling Maidstone Bound on A249 and Failed to Notice That Traffic ahead Had Stopped in Lane 1. V1 Hit Rear of V2 which was Pushed into Rear of V3.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 3 Vehicles 3	

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HGV Heavy Goods Vehicle
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FACTORS

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
127	Road No A249 Grid 585590E Section 176 Ref 162361N	SLIGHT	21/07/2015	3	16:35	L	Dry	Fine			
A249, Mp 64/5, Sittingbourne, Kent									Swale		
V1 (Lorry) Has Approached Stationary Traffic on Dual Carriageway. V1 Has Not Slowed/Stopped in Time and Has Hit V2 from Behind Shunting it into V3 and V4. V1 Has then Reversed off V2 Hitting V5 to Front.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW Veh5, car, NE -> NW			Casualties 5 Vehicles 5	
128	Road No A249 Grid 588065E Section 185 Ref 164230N	SLIGHT	23/07/2015	5	21:48	DRK NSL	Dry	Fine			
A249 Key Street, Danaway, Sittingbourne, Kent (Mapped to 588060,164230)									Swale		
Patrols Were Looking for a Loose Dog on A249 when Rtc Reported. V1 on A249 Maidstone Under Bobbing Flyover when Sees Loose Dog and Slows, Puts Hazards On. V2 is Level with V1. Dog Runs across then Jumps Reservation. both Brake Heavily and V3 Hits V1 and V2 in Rear. this is Witnessed by V4 - Lorry Who Stops and Provides Details as Witness. All Accounts Corroborate Each Other. Dog Not Hit and Never Located.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 2 Vehicles 3	
129	Road No A2 Grid 588012E Section 292 Ref 164249N	SERIOUS	29/07/2015	4	15:46	L	Dry	Fine		O/TAKE	HGV P/C
A2, Key Street Roundabout Jw Keycol Hill, Sittingbourne									Swale		
V1 was in Circuit of Roundabout and Began to Exit onto Keycol Hill. V2 was in Circuit of the Roundabout and Heading Towards Bobbing Hill Junction when V1 Drove across V2's Pathway Causing V2 to Collide with V1. Rider of V2 Fell Under V1 and Suffered Life Threatening Injuries.							Veh1, goods > 7.5t, E -> W Veh2, pedal cycle, E -> N			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

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11:24:12

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	Involved
130	Road No A249 Grid 590370E Section 001 Ref 166915N	SERIOUS	04/08/2015	3	22:45	L	Dry	Fine			HGV
	A249, 500M East of Slip Road for Iwade									Swale	
Veh 2 was Travelling Slowly, Around 25-30 Mph, Due to Overheating Problems. it Had its Hazard Warning Lamps on Travelling in Lane 1 of 2. Veh 1 Struck Veh 2 in the Rear O/Side Wheels. Veh 1 left the Carriageway and Came to Rest on the Central Grass Verge. Driver of Veh 1 was Ejected from the Vehicle and Veh 1 Came to Rest Partially on Top of Driver.							Veh1, car, SW -> NE Veh2, goods > 7.5t, SW -> NE			Casualties 1 Vehicles 2	
131	Road No A2 Grid 588005E Section 292 Ref 164270N	SLIGHT	16/08/2015	1	10:02	L	Dry	Fine			M/C
	A2, Key Street, Sittingbourne, Kent									Swale	
V1 was in Slow Moving Traffic on a Roundabout and Has Not Judged the Gap Between Their Vehicle and V2 Correctly and Has Collided with V2 when V2 Braked.							Veh1, car, NW -> SE Veh2, m/cycle 125 - 500cc, NW -> SE			Casualties 1 Vehicles 2	
132	Road No A249 Grid 590380E Section 033 Ref 166809N	SLIGHT	27/08/2015	5	18:51	L	Dry	Fine	Stand Stand	S.VEH	
	A249 (Slip on to Maidstone) J/W B2005 Grovehurst Road Rdbt, Kemsley, Sittingbourne									Swale	PED
V1 Has Taken Slip Road to Join A249 Maidstone Bound. Pedestrians Have Been Crossing and View is Obstructed by Undergrowth to Side of Road and Crossing Point is Back from the Junction. Driver of V1 Has Got Low Sun in Their Eyes and Not Seen Pedestrians.							Veh1, car, S -> SW			Casualties 2 Vehicles 1	

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight

 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 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 Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
133	Road No A249 Grid 590624E Section 171 Ref 167135N	SLIGHT	12/09/2015	7	17:15	L	Dry	Fine			
A249, 100M North of the Iwade Turning, Sittingbourne, Kent.									Swale		
V2 Driving Along in Outside Lane. V1 Came from Behind at Speed. V2 Went to Drive into Nearside Lane to Let V1 Overtake, V1 Undertook V2 at Speed, Colliding with the Nearside of V2.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
134	Road No A2 Grid 587942E Section 291 Ref 164272N	SLIGHT	21/09/2015	2	15:48	L	Wet/Damp	Fine			
A2 Keycol Hill Near A249 Rdbt, Sittingbourne, Kent (Mapped to Location)									Swale		
V2 Stopped as Vehicle in Front was Reversing into a Driveway. V1 Came from Behind and Collided with V2. Details Were Exchanged. Injury Sustained. (Driver 1 Age Not Known)							Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
135	Road No A249 Grid 587644E Section 184 Ref 164030N	SLIGHT	25/09/2015	6	11:30	L	Dry	Fine			HGV GV
A249 200 Metres South of Jw the Slip Road, Borden, Southborough, Kent									Swale		
V1 was Trying to Join A249 Maidstone Bound at Sittingbourne. V2 was in Lane 1 and V3 Parallel in Lane 2. V1 Has Accelerated in an Effort to Get in Front of V2 Given the Volume of Traffic Behind and Misjudged this Whereby V2 Has Clipped V1's Offside Rear Quarter Causing Them to Spin, Colliding with V3. the Three Occupants of V1 Received Minor Injuries. S170 was Complied with at Scene.							Veh1, car, NE -> SW Veh2, goods < 3.5t, NE -> SW Veh3, goods > 7.5t, NE -> SW			Casualties 3 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
136	Road No A249 Grid 585798E Section 177 Ref 162688N	SLIGHT	14/10/2015	4	15:40	L	Dry	Fine			
	A249, Sittingbourne, Kent (Mapped to 585800, 162680)									Swale	
V1, V2 Travelling South Along A249. V2 Slowed Due to Traffic, V1 Went into Rear of V2. Driver of V1 Said They Had Sneezed Causing Collision. S170 Complied With. (D1 Age Not Known)							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties	1
										Vehicles	2
137	Road No E4007 Grid 592725E Section 001 Ref 164460N	SLIGHT	20/10/2015	3	09:46	L	Dry	Fine			
	Swale Way, Murston, Sittingbourne, Kent (Mapped to 592720, 164460)									Swale	
V2 was on Driving Lesson and Stationary. V1 Collided with Rear of V2.							Veh1, car, N -> S Veh2, car, N -> S			Casualties	1
										Vehicles	2
138	Road No A249 Grid 585559E Section 176 Ref 162305N	SLIGHT	23/10/2015	6	12:37	L	Dry	Fine			GV
	A249 200 Metres North of Stockbury Roundabout, Stockbury, Kent									Maidstone	
Stopped Traffic Queuing for Roundabout, V1 Goes into Rear of V2.							Veh1, car, NE -> SW Veh2, goods < 3.5t, NE -> SW			Casualties	1
										Vehicles	2
139	Road No A249 Grid 585589E Section 176 Ref 162356N	SLIGHT	22/11/2015	1	16:06	DRK NSL	Dry	Fine			
	A249, Southbound, 300 Yards Prior to Stockbury Roundabout, Sittingbourne, Kent									Swale	
V1 was Travelling Behind V2 on the Southbound Carriageway of the A249, at the 300 Yard Marker Prior to Stockbury Roundabout. V1 Failed to Slow down or Stop. it was at That Point V1 Drove into the Back of V2.							Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties	1
										Vehicles	2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
140	Road No E4007 Grid 591335E Section 001 Ref 166319N	SLIGHT	30/11/2015	2	17:40	DRK STL	Dry	Fine			
	Swale Way, 55 Metres North of Reams Way, Sittingbourne, Kent									Swale	
V1 Collided with the Rear of V2 Pushing V2 into Rear of V3 Causing Injury to Passenger of Same.							Veh1, car, S -> N Veh2, car, S -> N Veh3, car, S -> N			Casualties 1 Vehicles 3	
141	Road No A249 Grid 588993E Section 168 Ref 165091N	SERIOUS	03/12/2015	5	12:15	L	Dry	Fine			
	A249 Jw Grovehurst Road, Sittingbourne, Kent									Swale	
V2 was Driving on the Slip Road onto the A249 at Kemsley, Sheerness Bound. V2 Slowed to Enter the Main Carriageway. V1 Struck the Back of V2 at Speed. this Caused Extensive Damage to both Vehicles & both Drivers Have Whiplash.							Veh1, car, SW -> NE Veh2, car, SW -> NE			Casualties 2 Vehicles 2	
142	Road No A249 Grid 589078E Section 168 Ref 165182N	SLIGHT	18/12/2015	6	11:00	L	Dry	Fine		S.VEH	
	A249, Bobbing, 60 Metres North of the End of the Slip on Road, Sheerness Bound, Sittingbourne									Swale	
Vehicle in Lane 2 Has Lost Control and Spun Hitting Nearside Crash Barrier Causing Damage.							Veh1, car, SW -> NE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
143	Road No A249 Grid 585591E Section 176 Ref 162359N	SLIGHT	20/12/2015	1	10:40	L	Dry	Fine			GV
A249, Sittingbourne, Kent (Mapped to 585600,162340)									Swale		
V2 Driving on a Dual Carriageway in Lane 1 , Came to a Stop Due to Traffic. V2 Behind V3, Slowed down Almost to a Stop. V1 Didn't Slow down Much and Hit Rear End of V2, Pushing V2 into 3.							Veh1, goods < 3.5t, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 3 Vehicles 3	
144	Road No A249 Grid 586175E Section 179 Ref 163106N	SERIOUS	22/12/2015	3	12:42	L	Wet/Damp	Rain Wind			HGV GV
A249, Approach to Stockbury Roundabout, Near M2 Bridge, Sittingbourne, Kent (Mapped to 586170/163100)									Swale		
V1 Has Signalled to Change Lanes (From 1-2) to Pass a Broken down Vehicle, V1 Has Failed to Move over in Time Due to Traffic in Lane 2 and Has Also Failed to Slow or Stop in Time Colliding with V2 which Collided with V3, which Collided with V4, which Collided with V5.							Veh1, goods > 7.5t, NE -> SW Veh2, car, NE -> SW Veh3, goods < 3.5t, NE -> SW Veh4, goods < 3.5t, NE -> SW Veh5, car, NE -> SW			Casualties 4 Vehicles 5	
145	Road No A249 Grid 587968E Section 090 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 Roundabout, Sittingbourne, Kent									Swale		
V1 (Motorcyclist) was Riding down Chestnut Street Went Around a Parked Car (V2) on its Side of the Road and Collided with the Side of Oncoming V3 (A Bus) Minor Damage to V1,V2,V3 Scuff Marks and Dents Minor Injuries to Rider V1.							Veh1, m/cycle 125 - 500cc, SW -> NE Veh2, bus or coach, NE -> SW Veh3, car, P -> P			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

9-Jan-2017

11:24:12

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	Involved
146	Road No A249 Grid 586388E Section 179 Ref 163379N	SLIGHT	07/01/2016	5	08:00	L	Wet/Damp	Rain			M/C
A249, Approx 1600M North of M2, Sittingbourne, Kent									Swale		
V1 Moving from Lane 2 to Lane 1 to Take up a Space in Slow Moving Traffic. V2 Moving up Between the Two Lanes of Traffic was Hit by N/S Wing Mirror of V1.							Veh1, car, NE -> SW Veh2, m/cycle > 500cc, NE -> SW			Casualties 1 Vehicles 2	
147	Road No A249 Grid 585535E Section 176 Ref 162263N	SERIOUS	16/01/2016	7	12:53	L	Dry	Fine			
A249, 65/0, Junction 300 Metres North M2 J5 Roundabout, Sittingbourne, Kent									Maidstone		
V1 Approached Queue of Traffic at Stockbury Roundabout Approaching on A249 . V1 Struck V2. Momentum of V1 Pushed V2 Forward. V1 Continued with Momentum Away from Lane 1 across Lane 2 and Bounced off Central Reservation Back across Lane 2 and Struck Rear of V3 which Spun out into Lane 2. V1 Continued across Lane 1 and Stopped, Impacted with Nearside Armco.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 2 Vehicles 3	
148	Road No A249 Grid 588767E Section 187 Ref 164863N	SLIGHT	11/02/2016	5	08:17	DRK NSL	Wet/Damp	Fine			
A249 BOBBING ROUNDABOUT, SITTINGBOURNE									Swale		
V2 and V3 slow queue in traffic. V1 came over the brow of a slight hill into rear of V2 which then went into rear of V3.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
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STU Street Lights Unknown

FACTORS

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O/TAKE Overtaking Manoeuvre
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9-Jan-2017

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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	Involved	
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 held on Lloyd Drive JW Swale Way looking to turn right. V2 was travelling westbound on Swale Way. V1 pulls out and collides with RNS of V2. V2 is put into a slide and collides with a nearby lamppost.							Veh1, car, S -> E Veh2, car, E -> W			Casualties 1 Vehicles 2		
150	Road No A249 Section 177	Grid 585655E Ref 162519N	SLIGHT	17/03/2016	5	20:48	DRK NSL	Dry	Fine			HGV
	A249, SITTINGBOURNE									Swale		
V1 collided with V2 who was stopped on A249 carriageway, due to a distraction in vehicle.							Veh1, car, NE -> SW Veh2, goods > 7.5t, NE -> SW			Casualties 1 Vehicles 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 GARAGE, KEY STREET									Swale		
V1 HAS COME OUT OF THE GARAGE AND PULLED OUT IN FRONT OF V2. DRIVER OF V1 HAS CLAIMED A DEFECT WITH CLUTCH							Veh1, car, N -> SE Veh2, bus or coach, NW -> SE			Casualties 1 Vehicles 2		

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight

 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

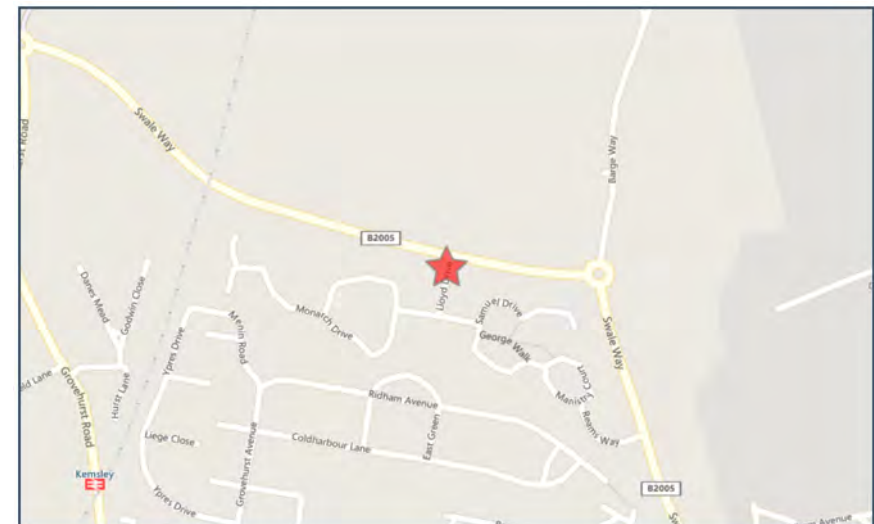
ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective



Crash Date: Friday, May 17, 2013 **Time of Crash:** 7:49:00 AM **Crash Reference:** 2013460227514

Highest Injury Severity: Slight
Highway Authority: Kent exc Medway Towns
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

Road Number: U0 **Number of Casualties:** 1
Number of Vehicles: 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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	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

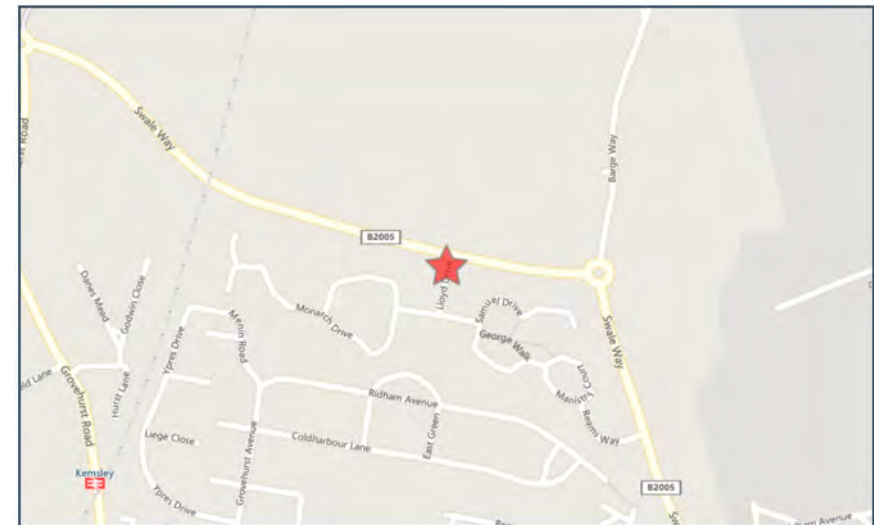
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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	Number of Casualties:	2
Highway Authority:	Kent exc Medway Towns	Number of Vehicles:	2	OS Grid Reference:	591050 166520
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				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	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	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

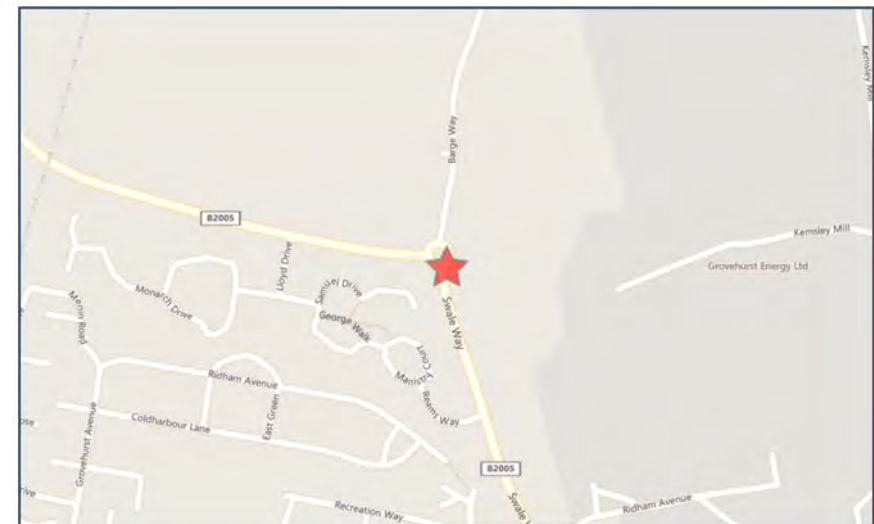
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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)			OS Grid Reference:	591290 166500
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	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
2	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

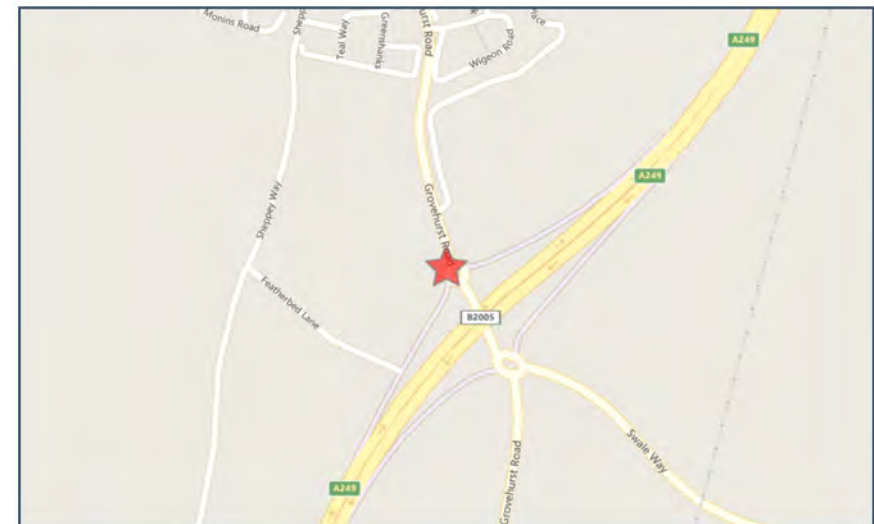
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: 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)			OS Grid Reference:	590300 166970
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	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

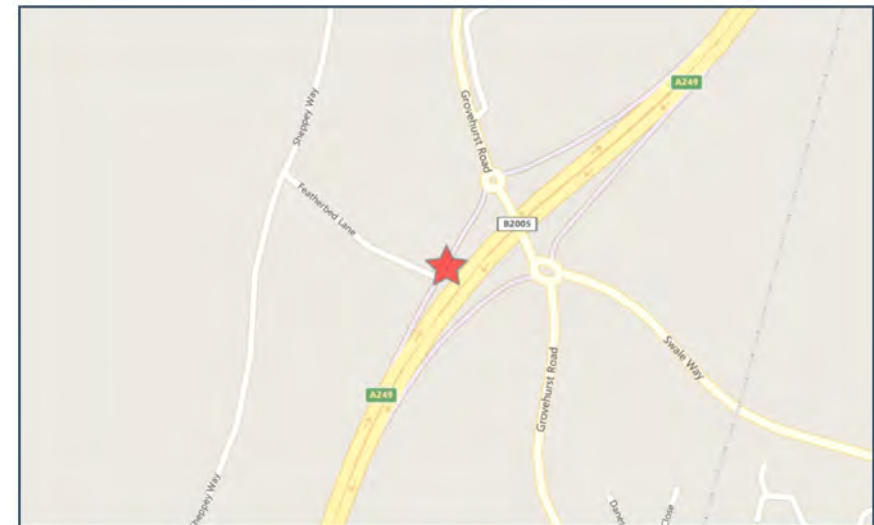
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Friday, 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)			OS Grid Reference:	590250 166830
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	16 - 20	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

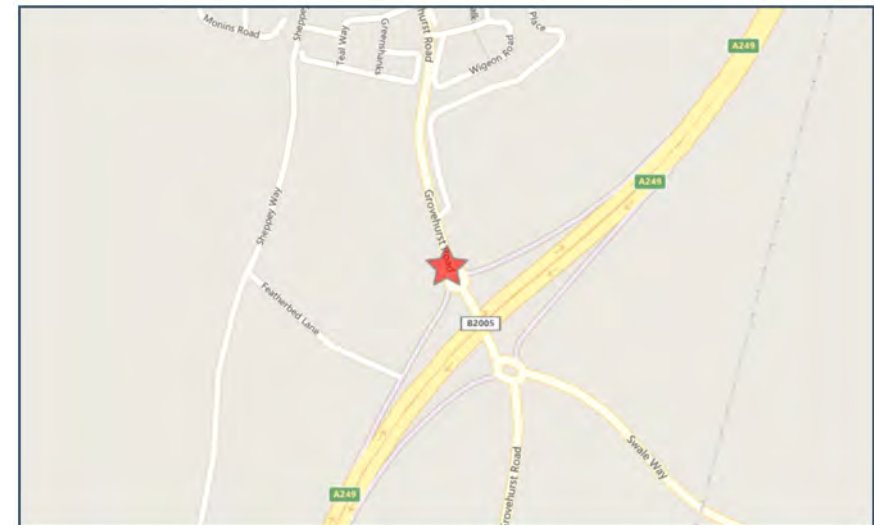
Casualties

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, 2014	Time of Crash:	6:27:00 AM	Crash Reference:	2014460249715
Highest Injury Severity:	Slight	Road Number:	B2005	Number of Casualties:	1
Highway Authority:	Kent exc Medway Towns	Number of Vehicles:	2	OS Grid Reference:	590300 166980
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	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	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

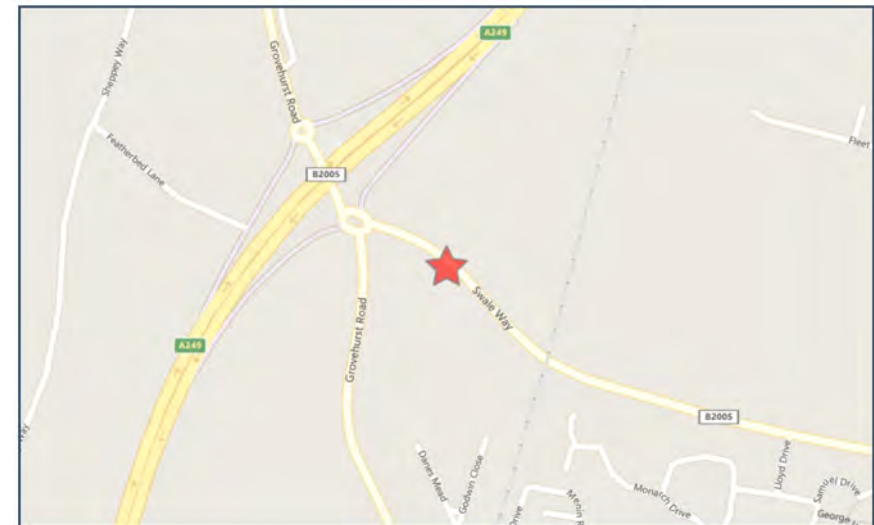
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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)			OS Grid Reference:	590540 166760
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				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		9 Female	26 - 35	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

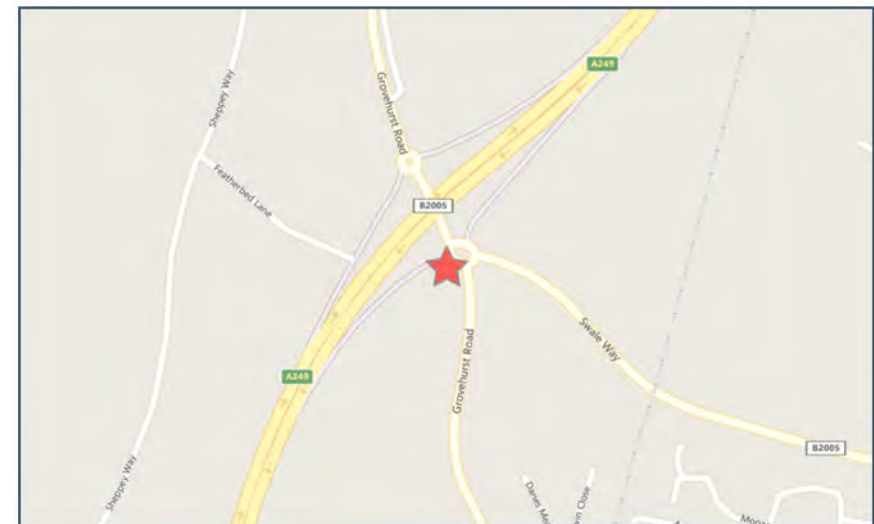
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

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)			OS Grid Reference:	590380 166800
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				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None

Casualties

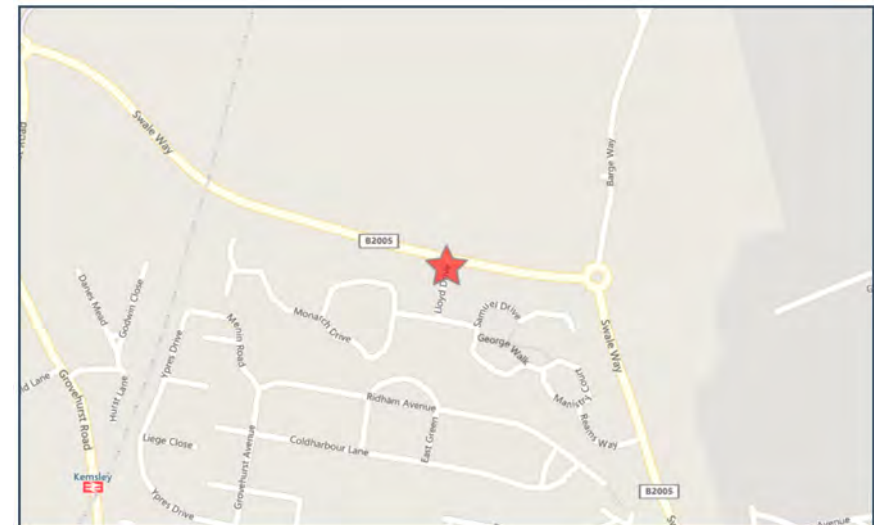
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	0 - 5	In carriageway, crossing elsewhere	Crossing from driver's offside
1	2	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's 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			OS Grid Reference:	591055 166520
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		2 Female	36 - 45	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

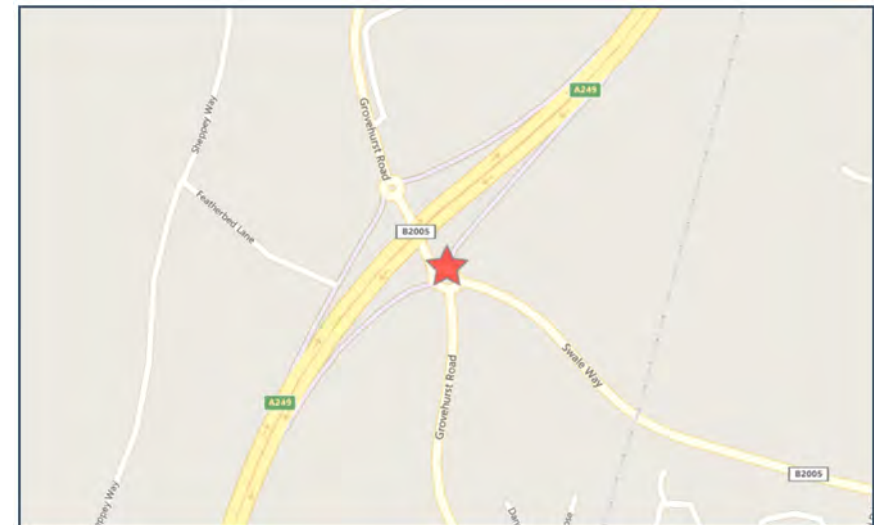
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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			OS Grid Reference:	590404 166840
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	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

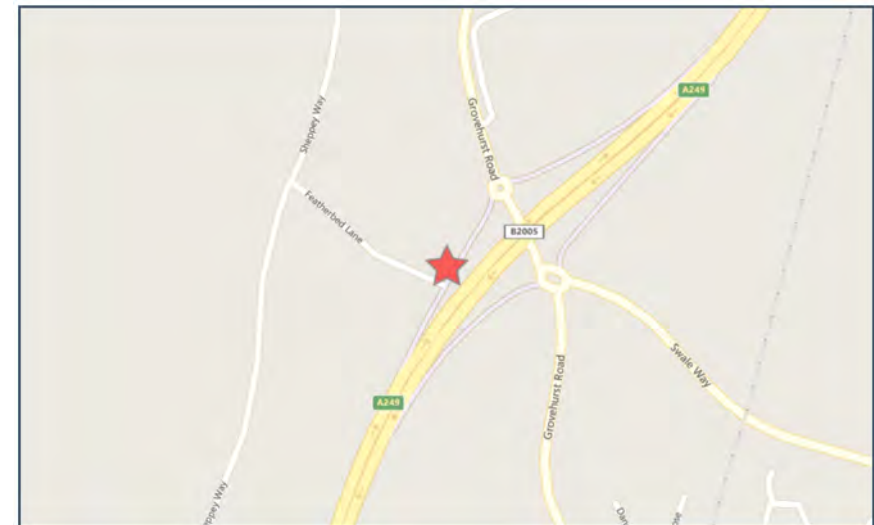
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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			OS Grid Reference:	590243 166832
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	Bollard/Refuge	None

Casualties

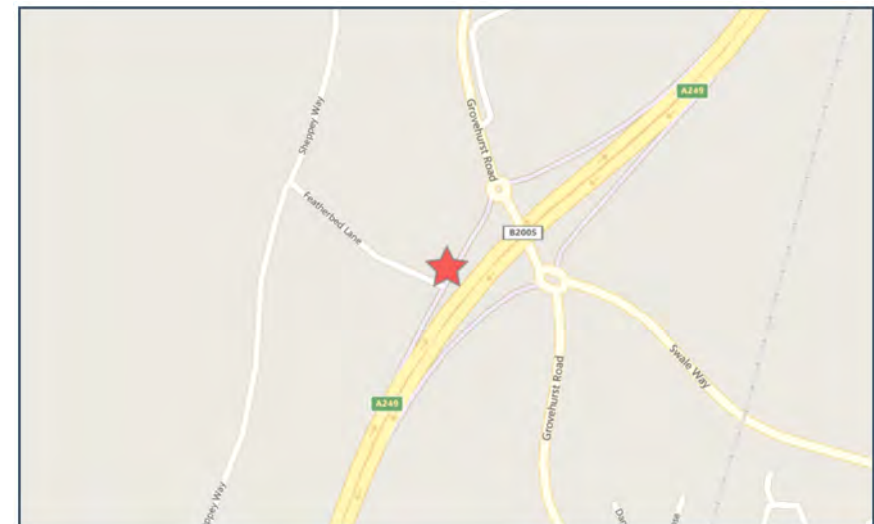
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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			OS Grid Reference:	590243 166832
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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	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

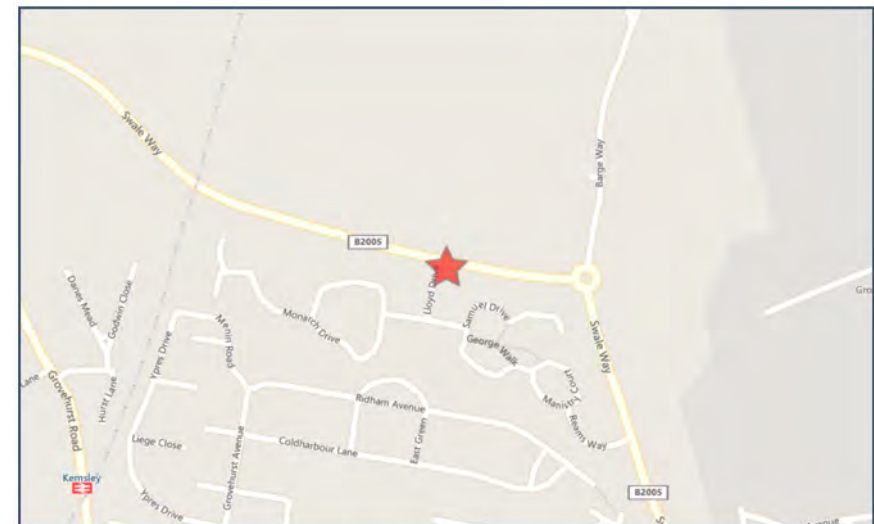
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Monday, January 30, 2017 **Time of Crash:** 4:47:00 PM **Crash Reference:** 2017460153869

Highest Injury Severity: Serious
Highway Authority: Kent exc Medway Towns
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

Road Number: B2005 **Number of Casualties:** 1
Number of Vehicles: 2
OS Grid Reference: 591069 166521



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	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

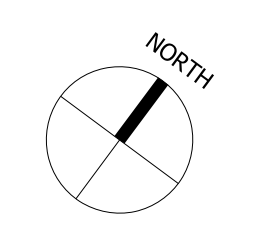
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

APPENDIX D: SITE LAYOUT PLAN



- NOTE
- THIS DRAWING IS COPYRIGHT GSDA LTD.
 - THE CONTRACTOR MUST NOT SCALE FROM THE DRAWING. ALL DIMENSIONS TO BE TAKEN FROM DIMENSION STRINGS.
 - WHERE ANY DISCREPANCIES ARE FOUND BETWEEN DIMENSIONS THESE MUST BE BROUGHT TO THE ATTENTION OF THE ARCHITECTS FOR RESOLUTION.
 - WHERE DISCREPANCIES EXIST BETWEEN REFERENCE OR ASSEMBLY DRAWINGS & DETAIL DRAWINGS, THE LATTER TAKE PREFERENCE.

- KEY
- Planning Application Boundary —
 - Building / Plant ■
 - Structure with height below 10m. Indicative size only. ■
 - K3 Boundary —



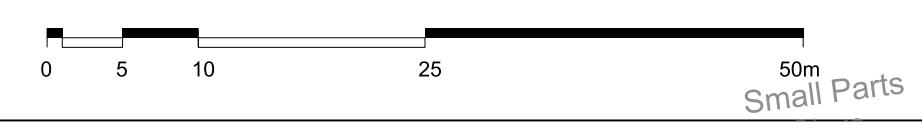
- NOTES
- *(a)
Fire water tanks and Raw water tanks may be located below ground.
- *(d)
Stack height between 80m - 110m. Subject to final design. Stack may be located within a 5m radius of these coordinates.
- Landscaping is for information only.

J	18/09/27	Issued for Information
H	18/09/27	Issued for Information
G	18/09/25	Issued for Information
F	18/09/05	Issued for Information
-	18/08/31	Issued for Information

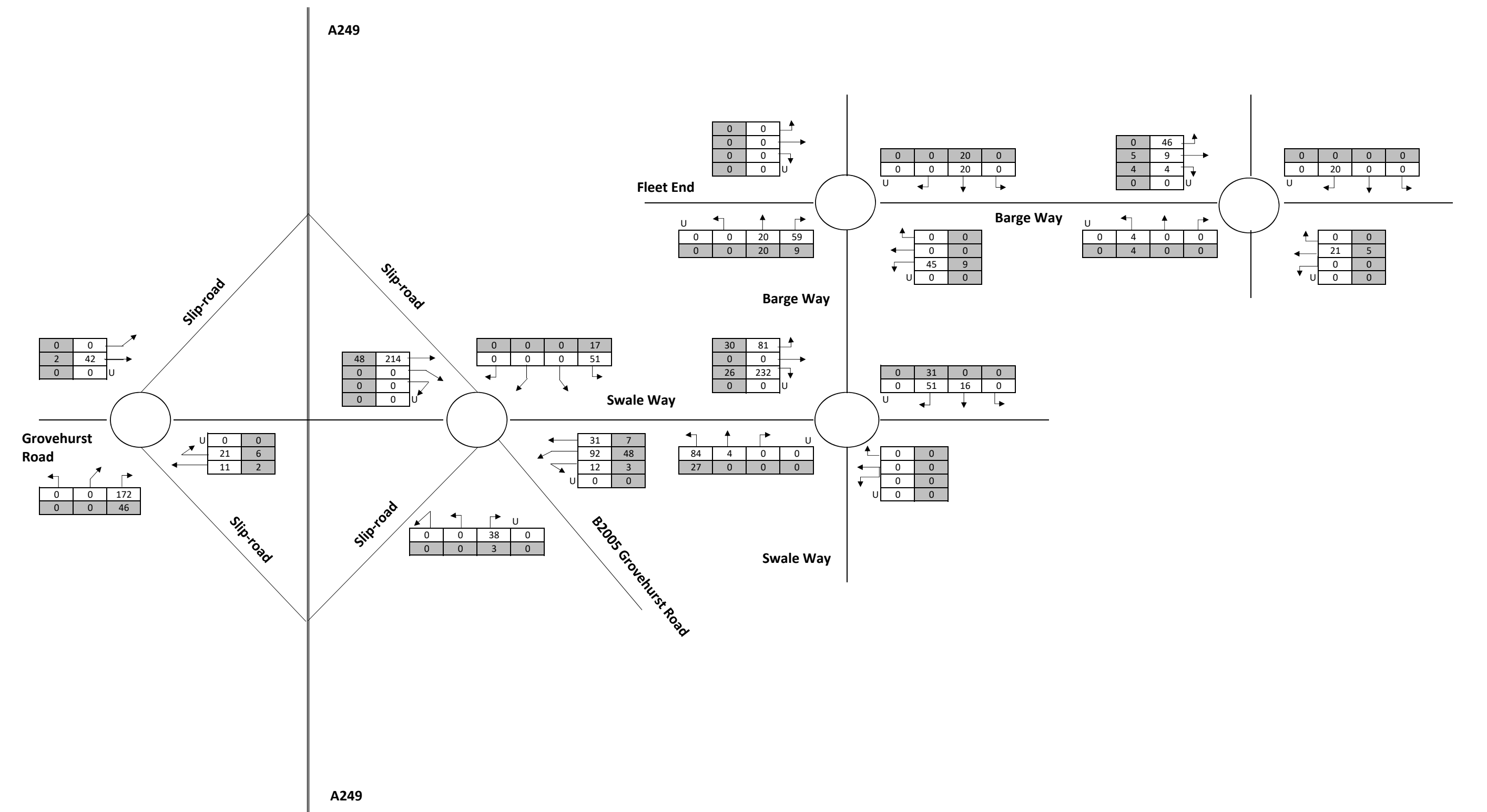
FOR INFORMATION

GSDA
GARRY STEWART DESIGN ASSOCIATES
Highlands House, Office 300A, 165 The Broadway, Wandsworth, London, SW19 1NE
T: 020 8544 8095

WKN	J	GS
PROJECT		
Site Layout		
DRAWING		
1:500@A1	18/09/27	
1:1000@A3		
SCALE	DATE	
1371 SK133	J	GS
DWG. NO.	REVISION	CHECKED



**APPENDIX E: COMMITTED DEVELOPMENT AM AND PM PEAK
HOUR TRAFFIC FLOW DIAGRAMS**



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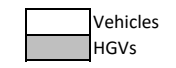
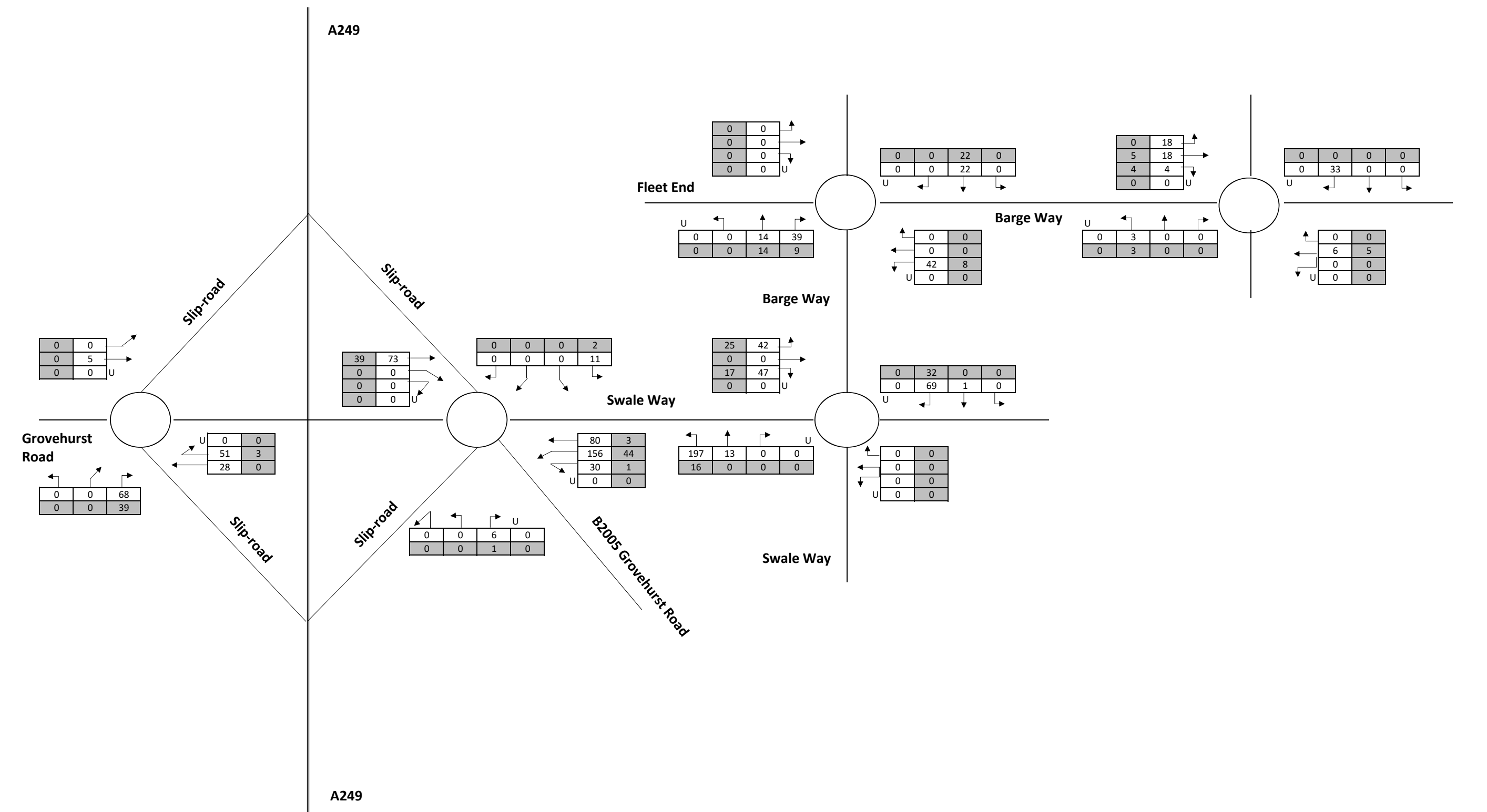


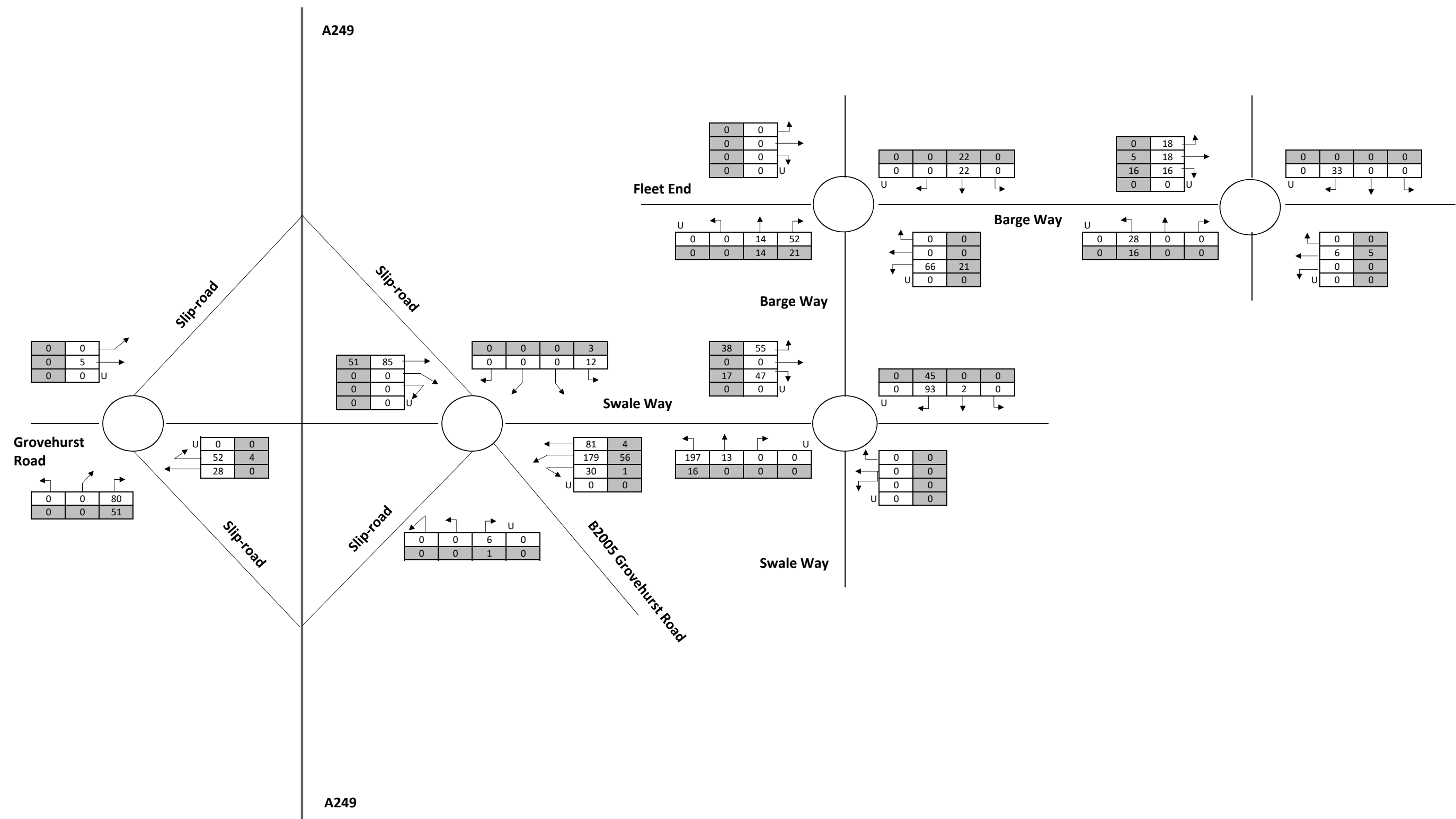
Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2021 Committed Development AM Peak Hour (K3 (0-75MW))



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Vehicles
 HGVs

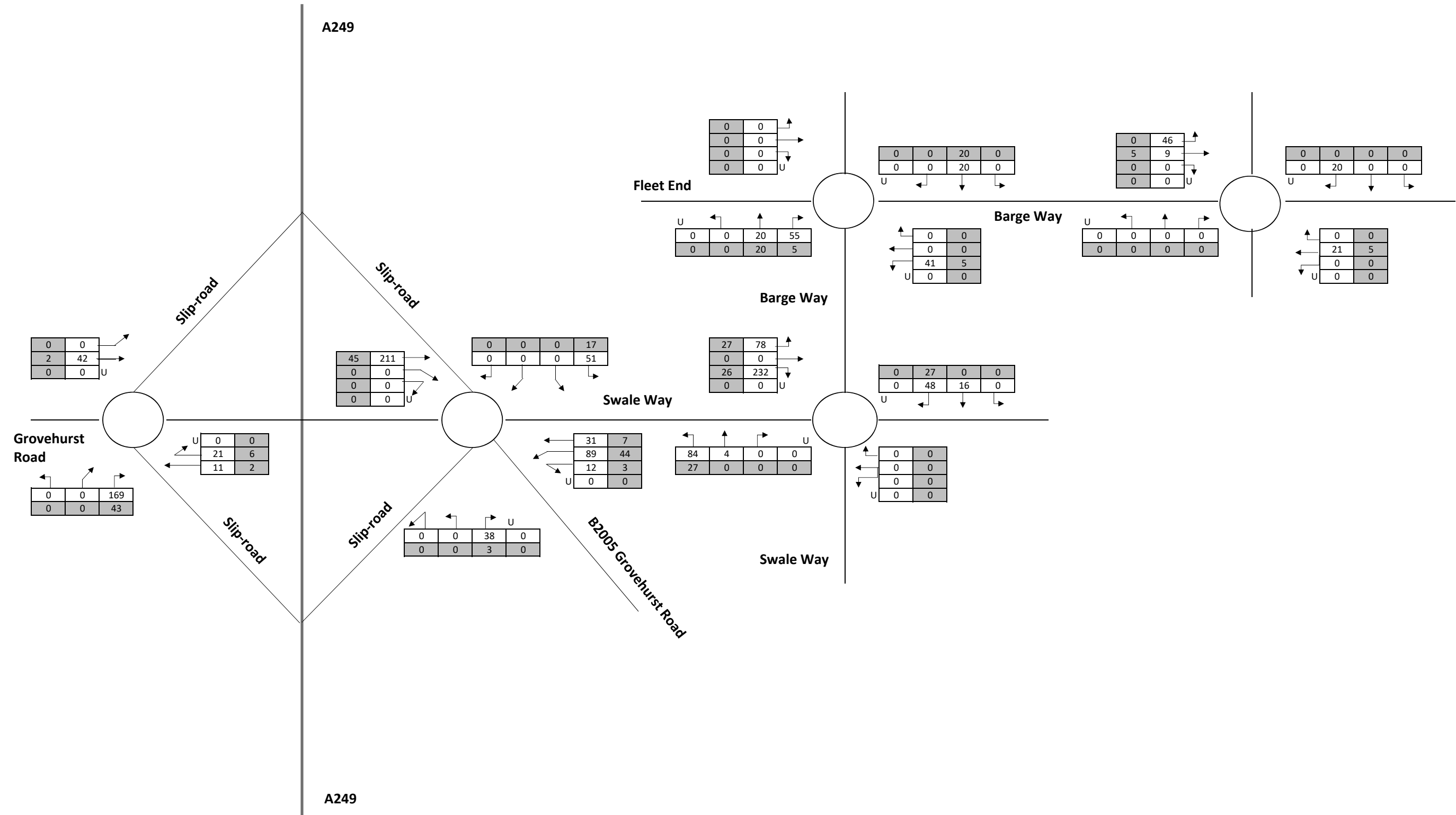
Figure:
Client: Wheelabrator Technologies Inc
Project: K3 Power Upgrade and WKN
Title: 2021 Committed Development PM Peak Hour (K3 (0-75MW))



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[White Box] Vehicles
 [Grey Box] HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2021 Committed Development PM Peak Hour (K3 (49.9 - 75MW) and WKN)



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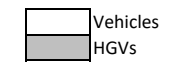
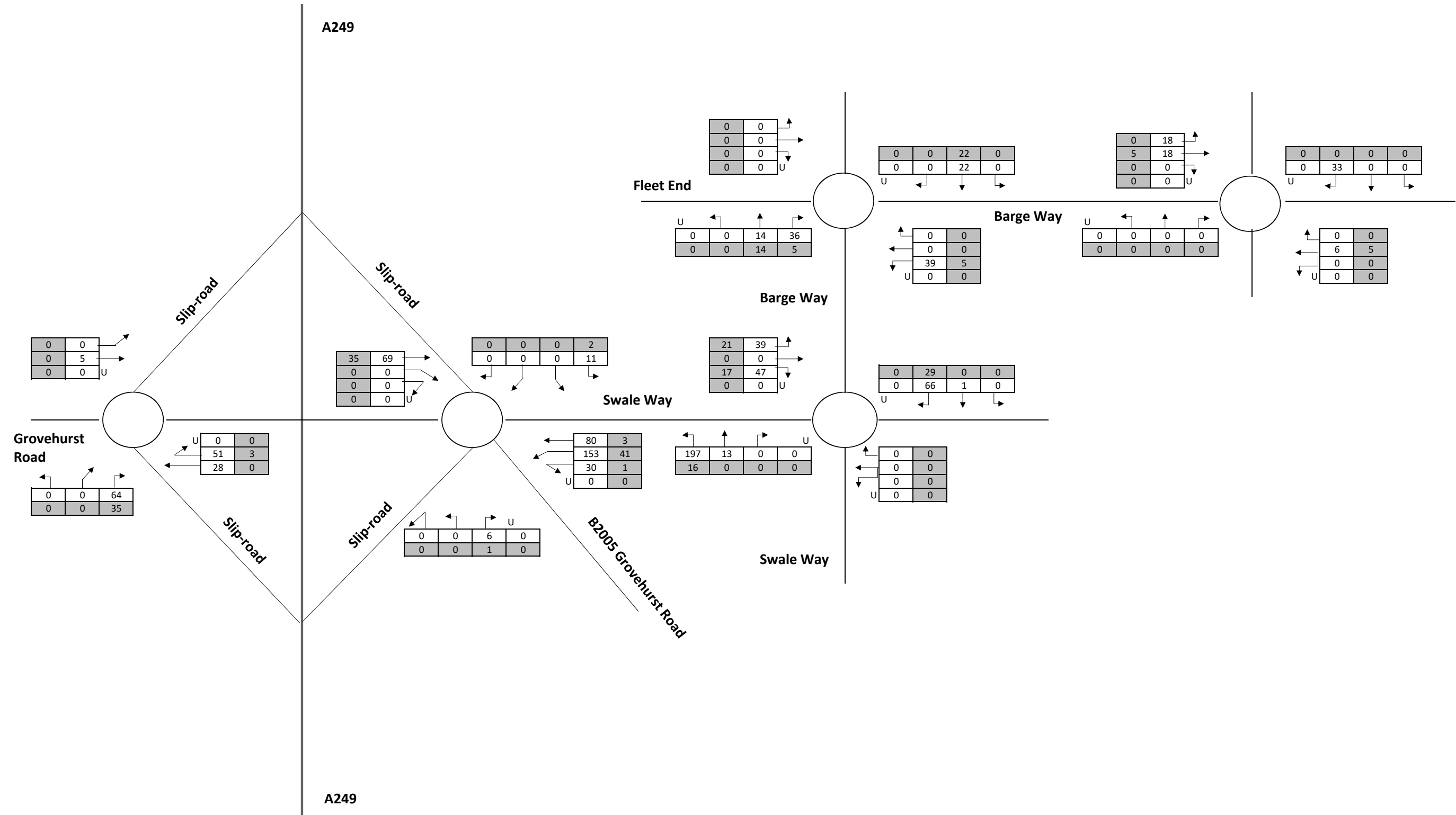


Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 / 2031 Committed Development AM Peak Hour (K3 (0-75MW))



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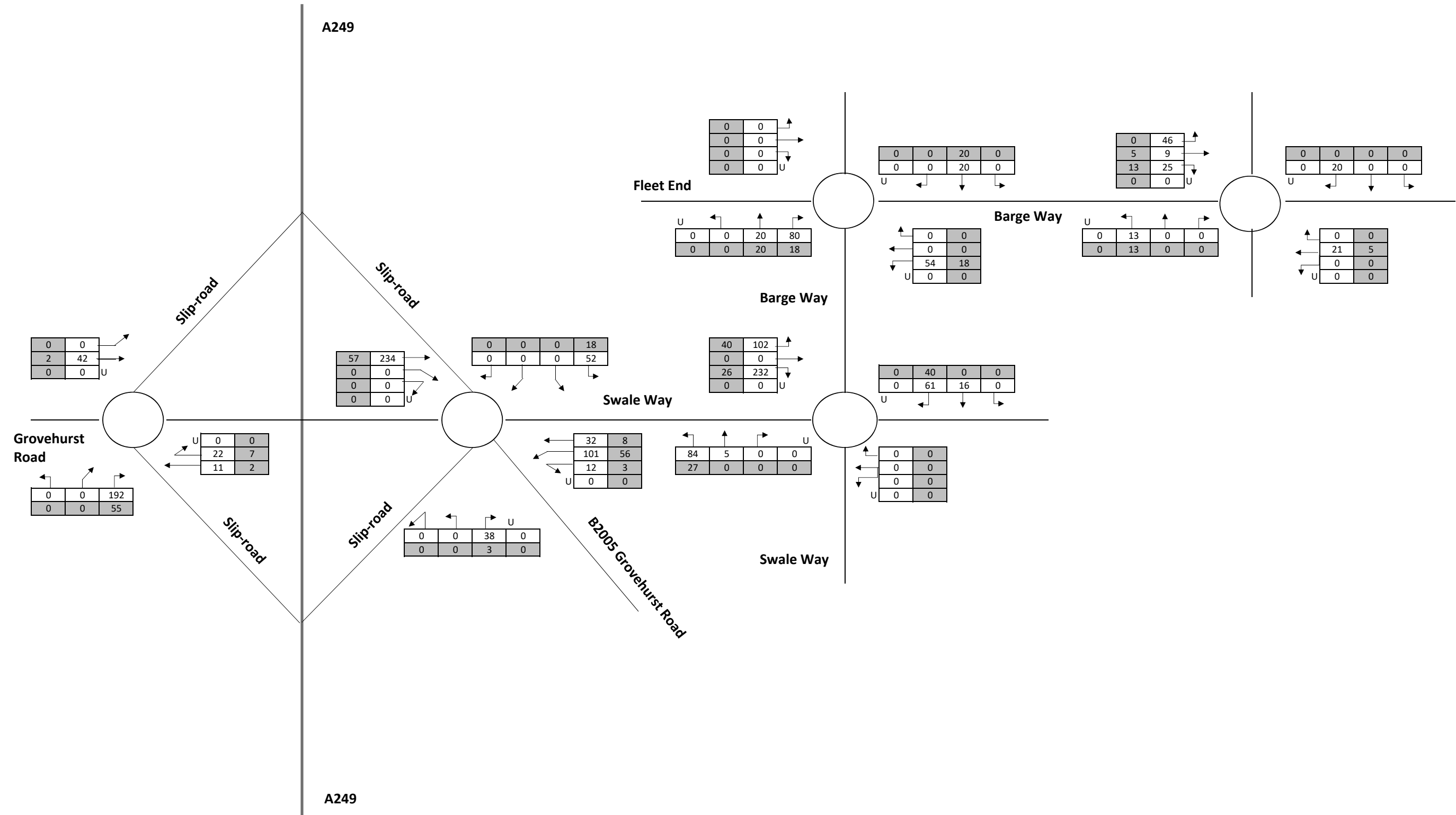
	Vehicles
	HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 / 2031 Committed Development PM Peak Hour
 (K3 (0-75MW))



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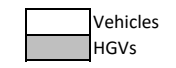
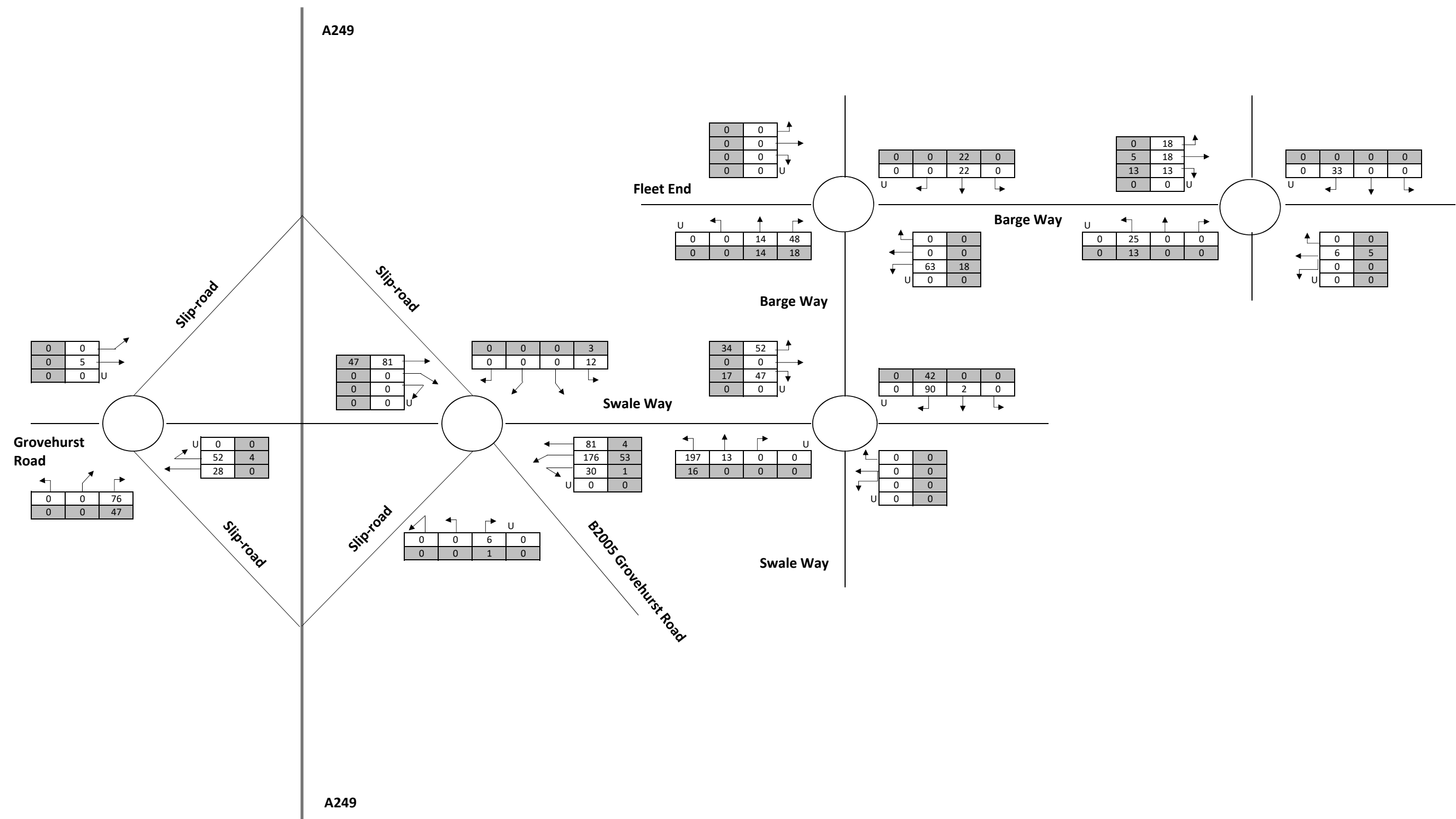


Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 / 2031 Committed Development AM Peak Hour (K3 (49.9 - 75MW) and WKN)

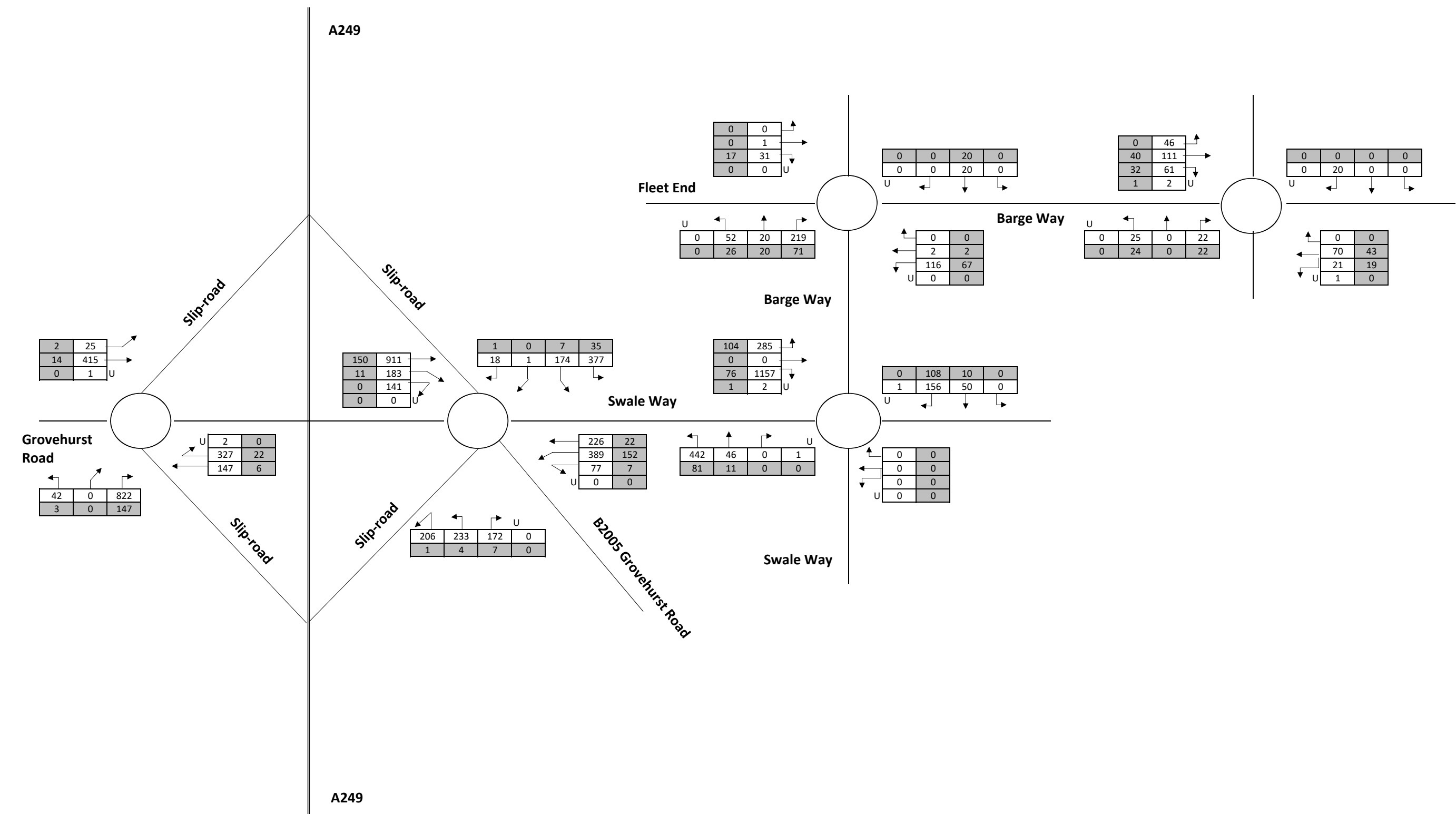


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Vehicles
 HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 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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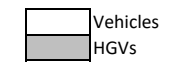
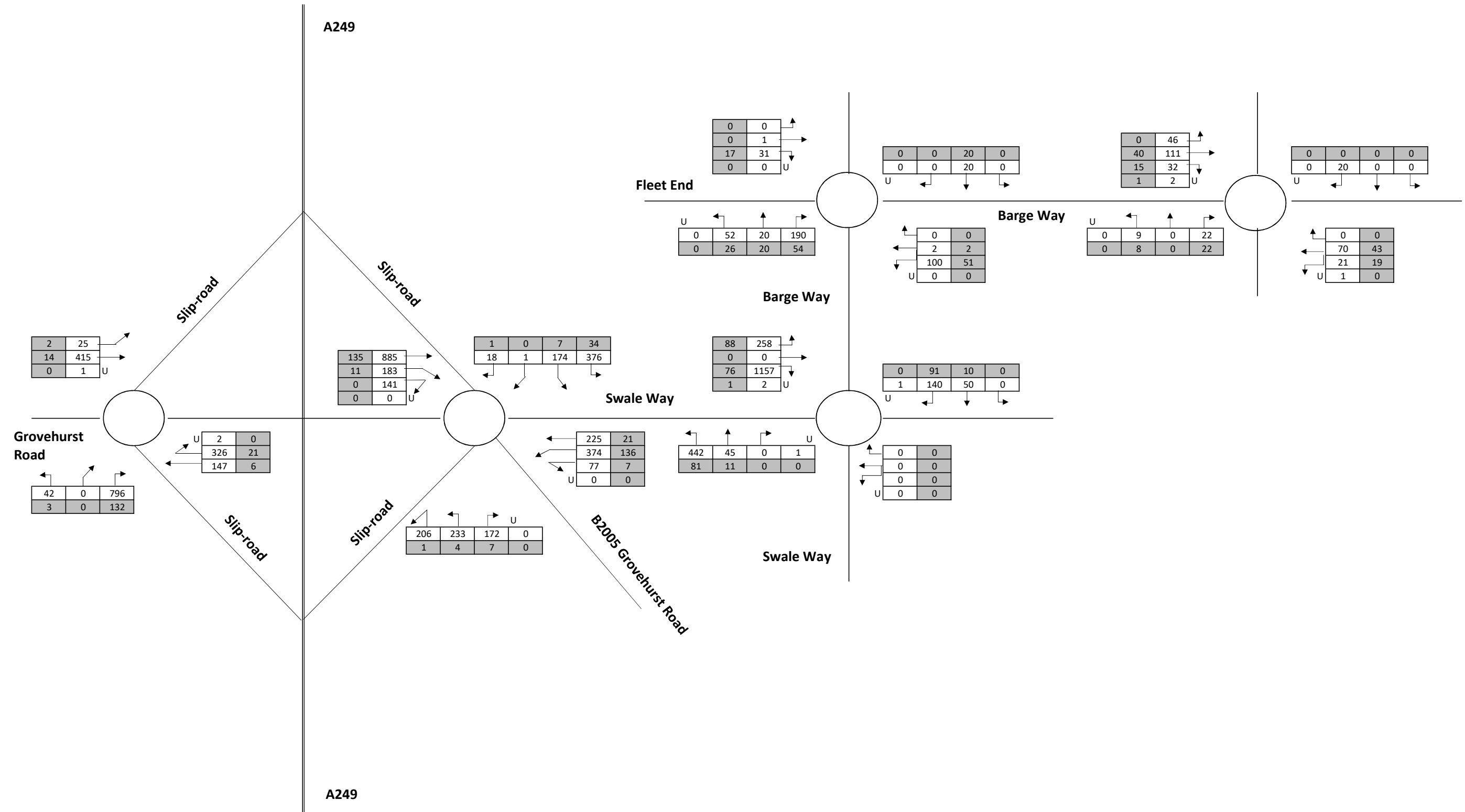


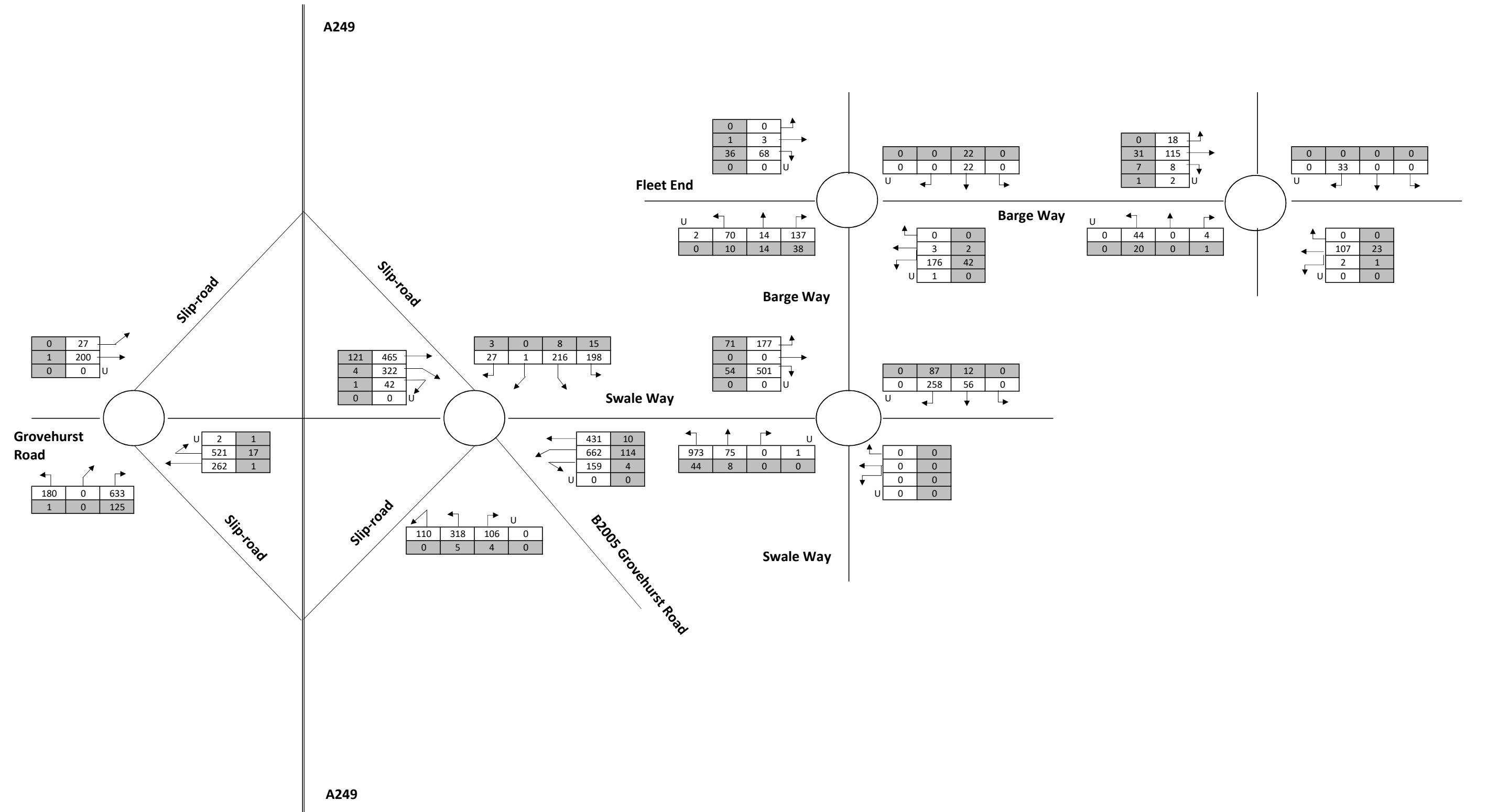
Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2021 Baseline AM Peak Hour (K3 (49.9 - 75MW) and WKN)



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White box: Vehicles
 Grey box: HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Baseline AM Peak Hour (K3 (0-75MW))



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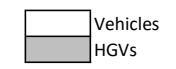
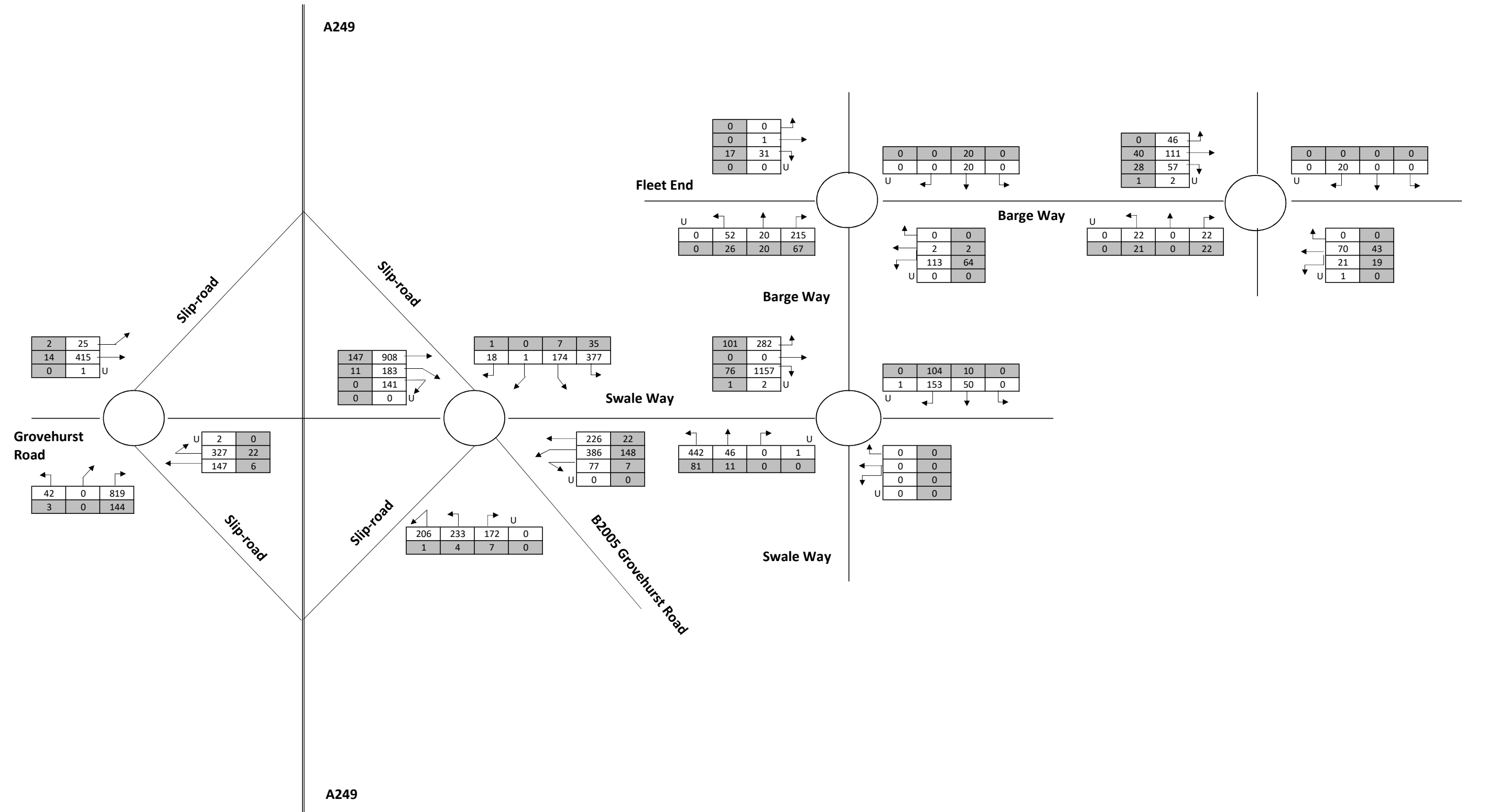


Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Baseline PM Peak Hour (K3 (0-75MW))



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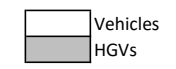
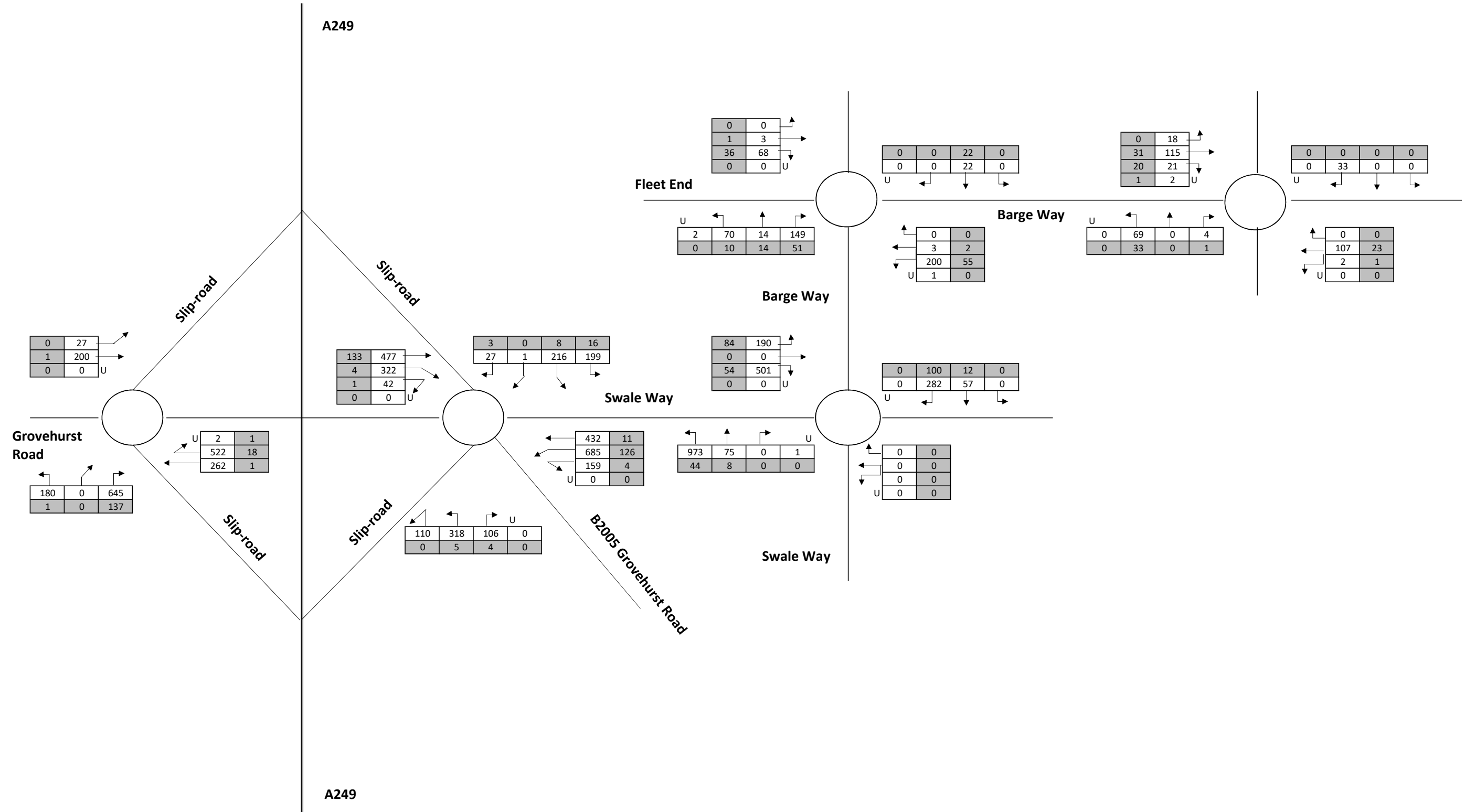


Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Baseline AM Peak Hour (K3 (49.9 - 75MW) and WKN)

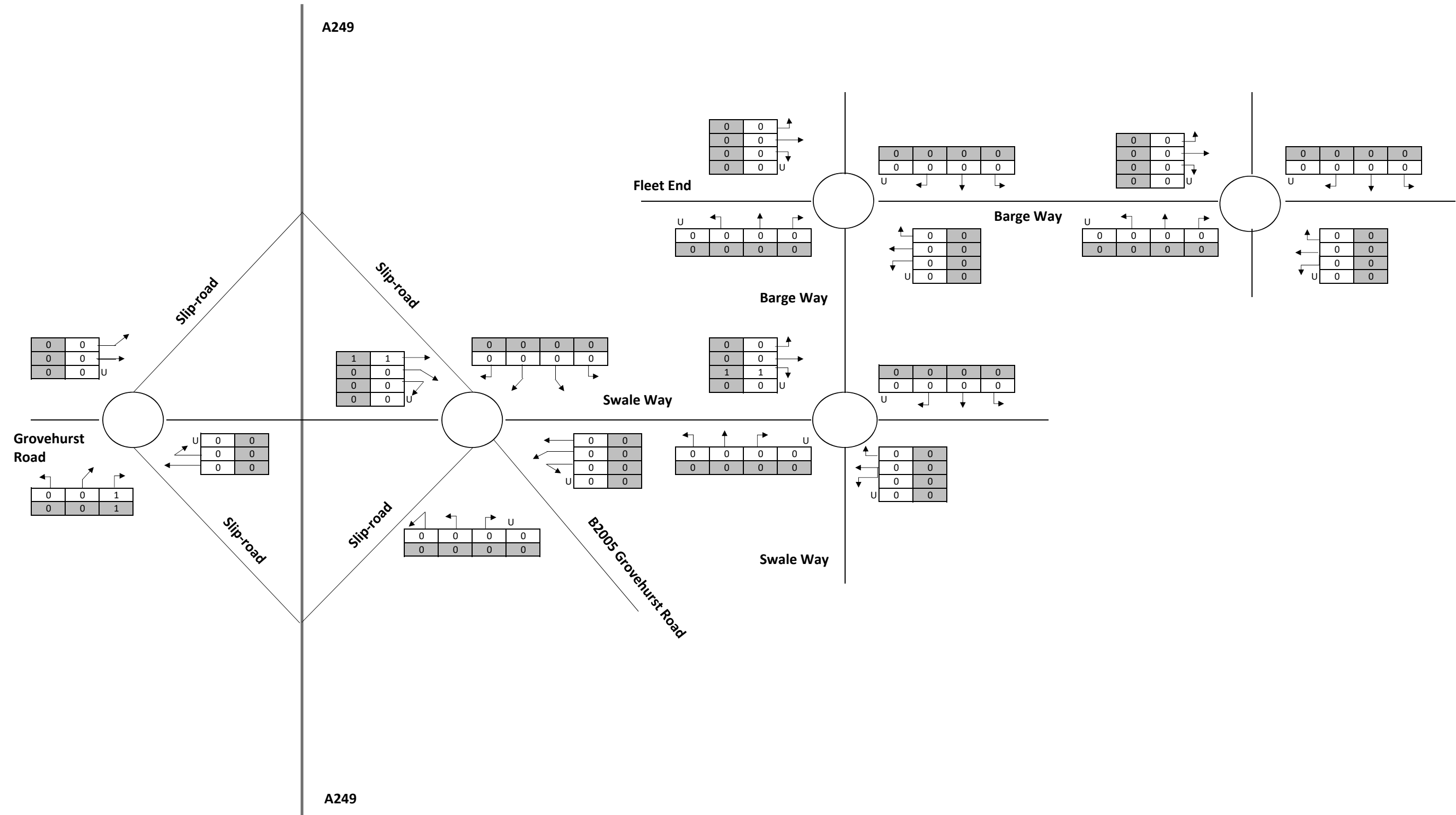


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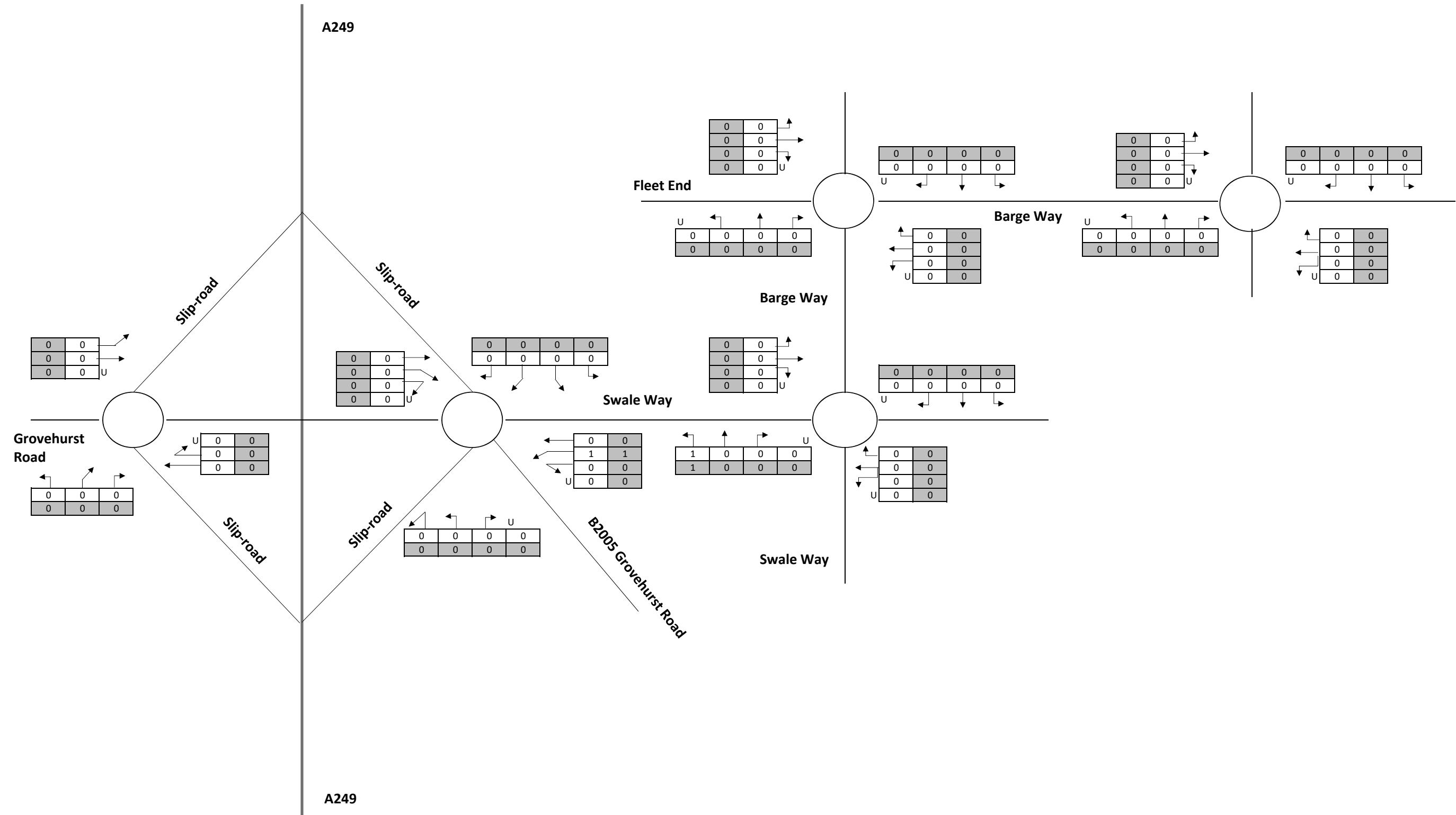
	Vehicles
	HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Baseline PM Peak Hour (K3 (49.9 - 75MW) and WKN)

**APPENDIX G: 2021, 2024 AND 2031 CUMULATIVE
DEVELOPMENT AND 2024 BASELINE + CUMULATIVE
DEVELOPMENT AND 2031 BASELINE + CUMULATIVE
DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC FLOW
DIAGRAMS**



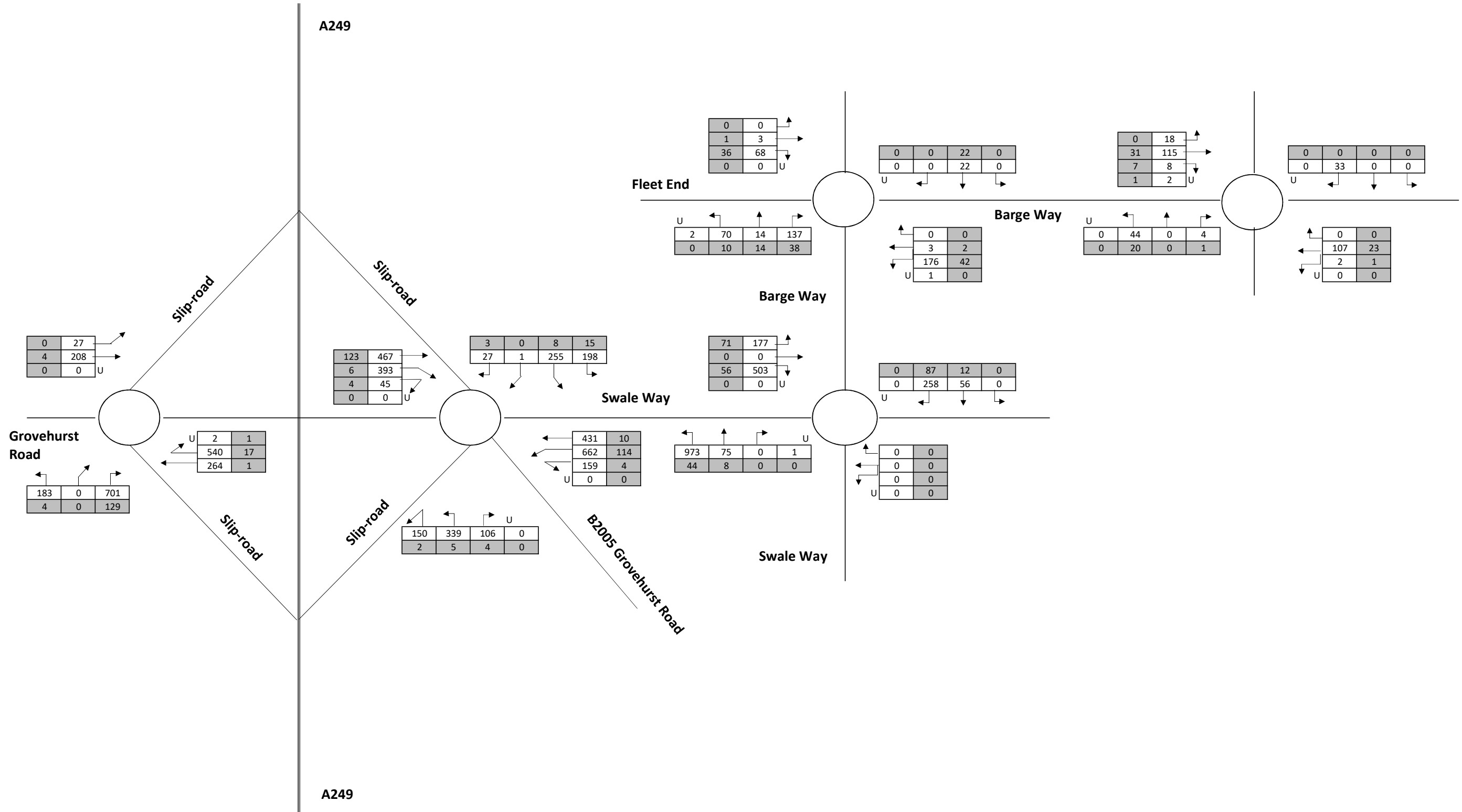
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Vehicles
 HGVs

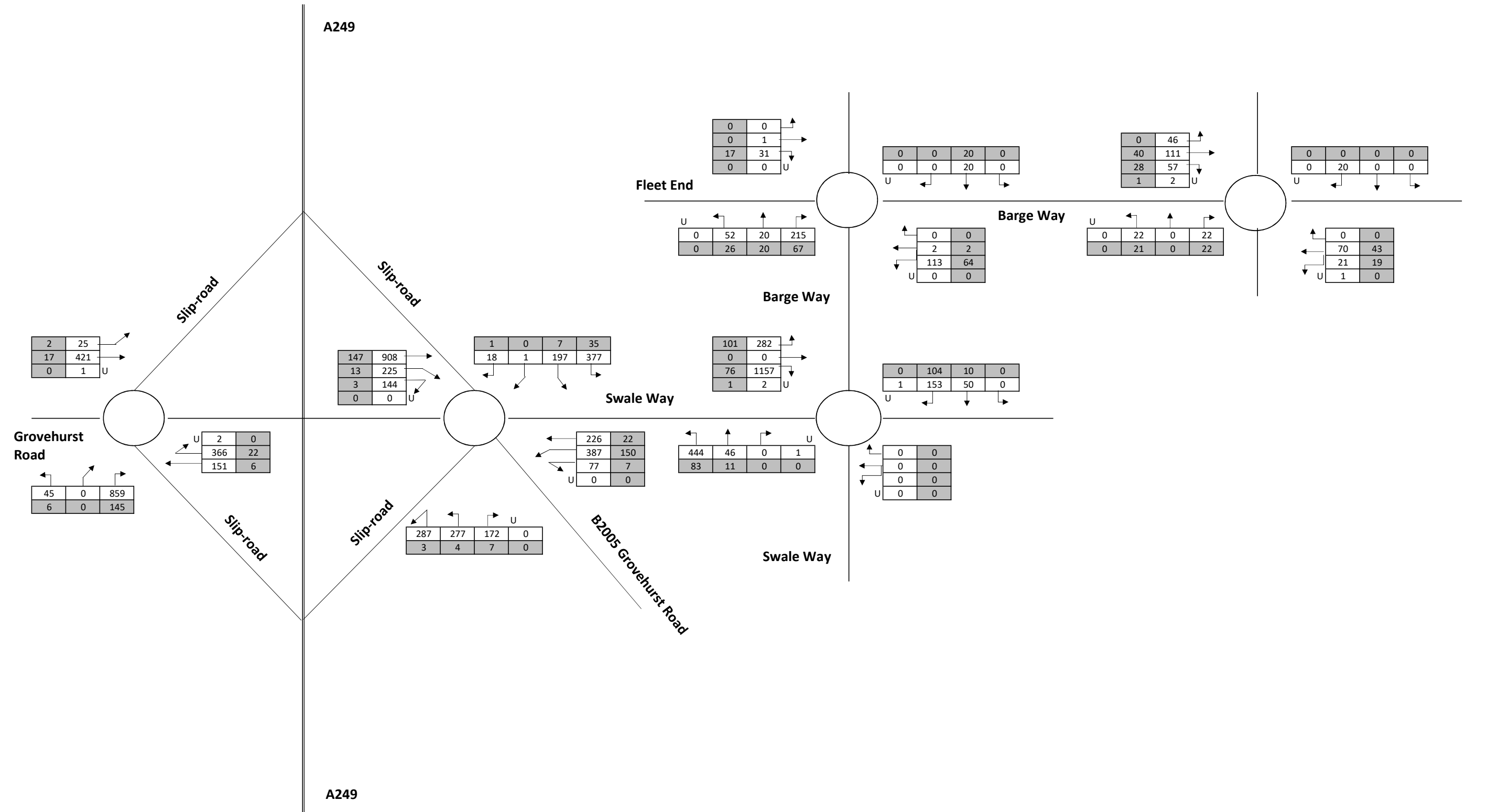
Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2021 Cumulative Development PM Peak Hour



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[White Box] Vehicles
 [Grey Box] HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Baseline + 2024 Cumulative Development PM
 Peak Hour (K3 (0-75MW))



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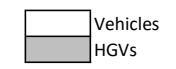
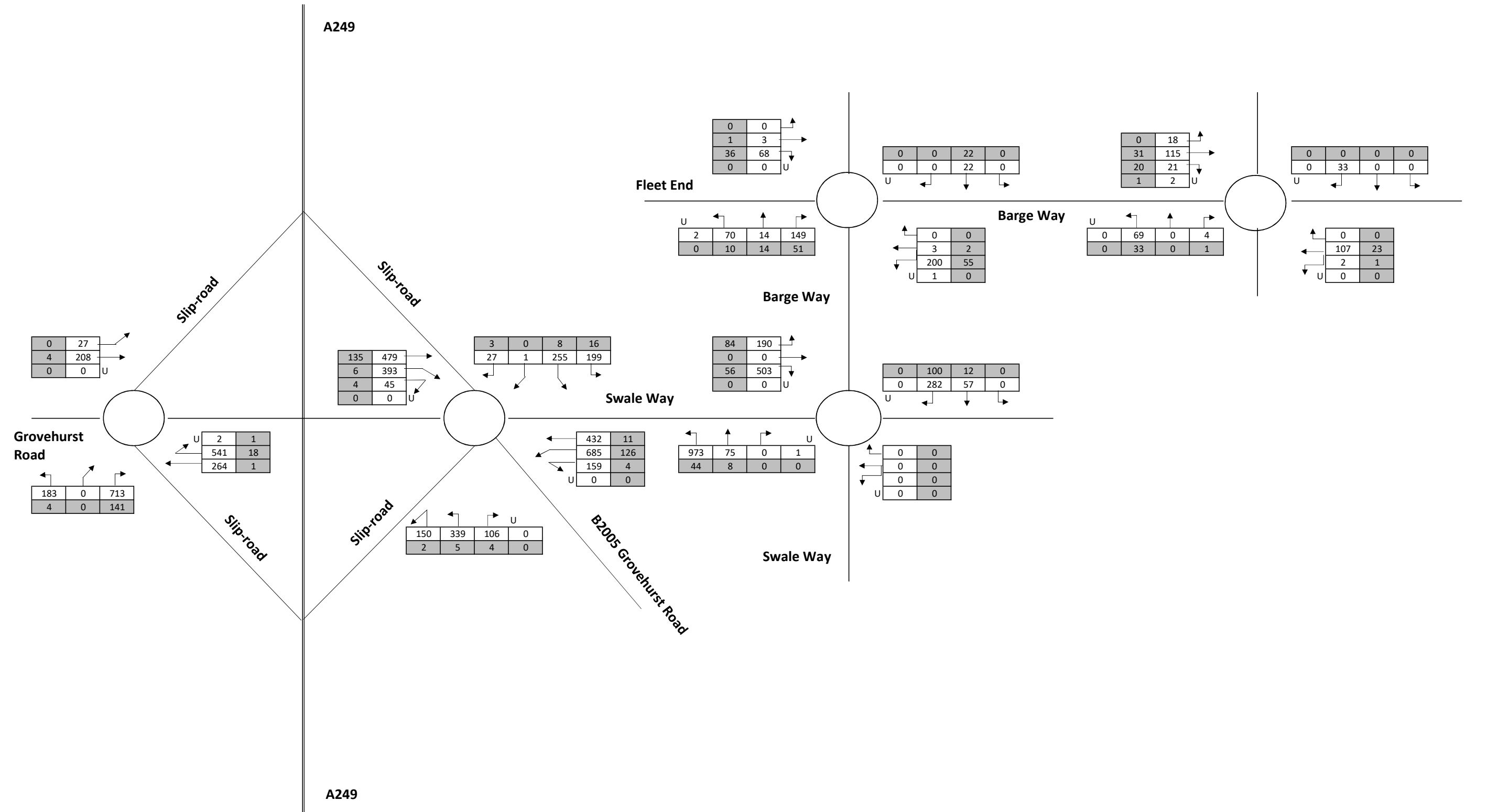


Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Baseline + 2024 Cumulative Development AM Peak Hour (K3 (49.9 - 75MW) and WKN)



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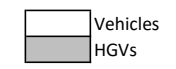
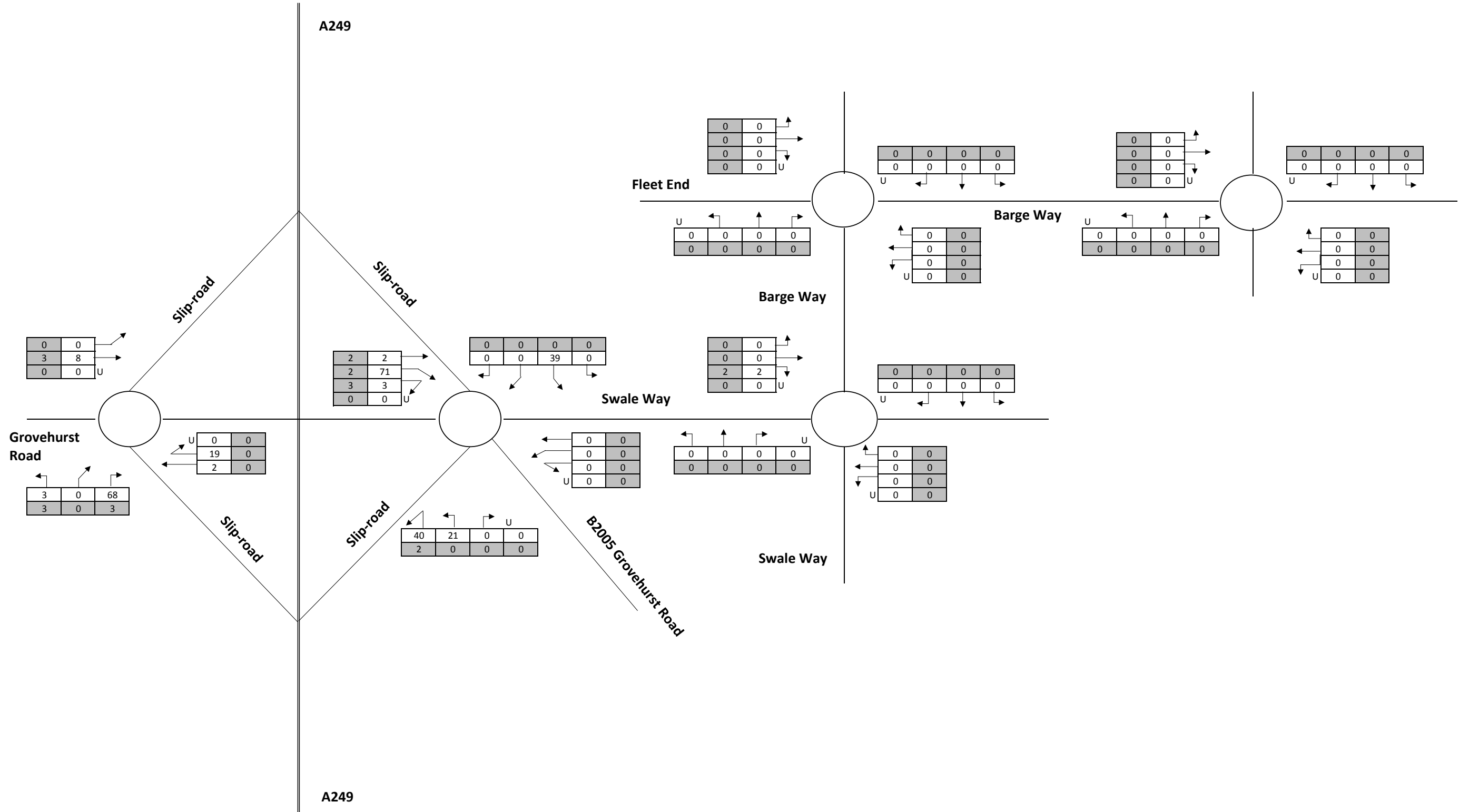


Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Baseline + 2024 Cumulative Development PM
 Peak Hour (K3 (49.9 - 75MW) and WKN)



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Vehicles
 HGVs

Figure:
 Client: Wheelabrator Technologies Inc
 Project: K3 Power Upgrade and WKN
 Title: 2024 Cumulative Development PM Peak Hour