West Burton C (Gas Fired Generating Station)

Appendix 7A: Transport Assessment

EDF Energy (Thermal Generation) Limited

Project Number: 60572265

April 2019

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1. Introduction

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared by AECOM on behalf of EDF Energy (Thermal Generation) Limited (the Applicant) in relation to a proposed Development Consent Order (DCO) application (the DCO Application) for a gas fired generating station near Retford, Nottinghamshire.

1.1.2 The Proposed Development would be constructed within the land holding of the existing West Burton Power Station site which currently encompasses two power stations owned and operated by the Applicant. West Burton A Power Station (WBA) is a coal fired power station which was commissioned in 1968. Adjacent to the east of WBA is West Burton B Power Station (WBB), a combined cycle gas turbine (CCGT) power station, which was commissioned in 2013.

1.1.3 The Proposed Development is classed as a Nationally Significant Infrastructure Project (NSIP) and therefore will be the subject of a decision by the Secretary of State, pursuant to the Planning Act 2008, on whether to grant a DCO.

1.1.4 The Proposed Development would comprise one or more open cycle gas turbine (OCGT) units. Construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start as early as Quarter 3 2020. Construction activities are expected to be completed within four years and are more likely to be completed within three years. The DCO would be valid for seven years after receipt and could be started at any time.

1.1.5 This TA has been prepared to investigate the traffic impact of the development proposals. This report provides the findings of the assessment.

1.1.6 A transport scoping report was issued to key stakeholders including Nottinghamshire County Council (Ref 7A-1) (NCC), Lincolnshire County Council (LCC), Doncaster Metropolitan Borough Council (DMBC) and Highways England on 26 July 2017 to agree the approach to the TA. Comments from all key stakeholders have been received, confirming that they agree to the proposed methodology.

1.1.7 The issues for consideration in this assessment are as follows:

- a description of current conditions;
- calculation of the profile of generation through the construction period and the identification of peak development flows;
- distribution and assignment of construction traffic;
- identification of other committed developments in the study area;

- network impact analysis;
- analysis of accidents within the study area; and
- formulation of mitigation measures.

2. Existing Conditions

2.1 Local Highway Network

2.1.1 The West Burton Power Station site is located approximately 3.5km to the south-west of the town of Gainsborough and 1km to the north-east of Sturton-le-Steeple.

2.1.2 The West Burton Power Station site lies close to the junction of the A631 and A620. The A631 runs east-west from the Sheffield/Rotherham area, crossing the A1(M) at Tickhill and providing one of the few crossings of the River Trent at Gainsborough. The A620 follows a more south-west/north-east orientation between Ranby and its junction with the A631 at Beckingham, en-route passing through the market town of Retford and the villages of Clarborough and Welham. These two routes provide direct links to the A1 and the areas to the west of the A1. The A631 Gainsborough river crossing provides a link with areas to the east of the River Trent.

2.1.3 The West Burton Power Station site is accessed from a C-class road, the C2 (Gainsborough Road), which joins the A620 at Bole Corner. The site entrance to the West Burton Power Station site where it meets the C2 is a standard priority T-junction with a wide bell-mouth junction designed for the simultaneous arrival and departure of heavy goods vehicles (HGVs).

2.2 Baseline Flows

2.2.1 Traffic flow data has been collected for the study area (see **Figure 1**) which includes the C2 Gainsborough Road (south of the West Burton Power Station site entrance), the C2 Sturton Road (north of the West Burton Power Station site entrance), the A620 Gainsborough Road and the A620 Saundby Road. A series of 7-day Automatic Traffic Counts (ATCs) have been commissioned by AECOM, undertaken between Thursday 8 June 2017 and Wednesday 14 June 2017. These counts are considered to be representative as they are less than three years old and conform with published guidance. The locations of the ATC counts are as follows:

- ATC 1: C2 Gainsborough Road (south of West Burton Power Station site entrance);
- ATC 2: C2 Sturton Road (north of Power Station West Burton site entrance);
- ATC 3: A620 Gainsborugh Road (west of Sturton Road roundabout); and
- ATC 4: A620 Saundby Road (north of Sturton Road roundabout).

2.2.2 **Table 1** summarises the 2017 two-way average weekday link flows during the morning (AM) and evening (PM) peak periods and overall shows the hour beginning 08:00 to be the AM peak hour and the hour beginning 16:00 to be the PM peak hour.

2.2.3 Raw traffic data is provided in **Annex A** of this report.

Table 1: 2017 base average weekday two-way link flows

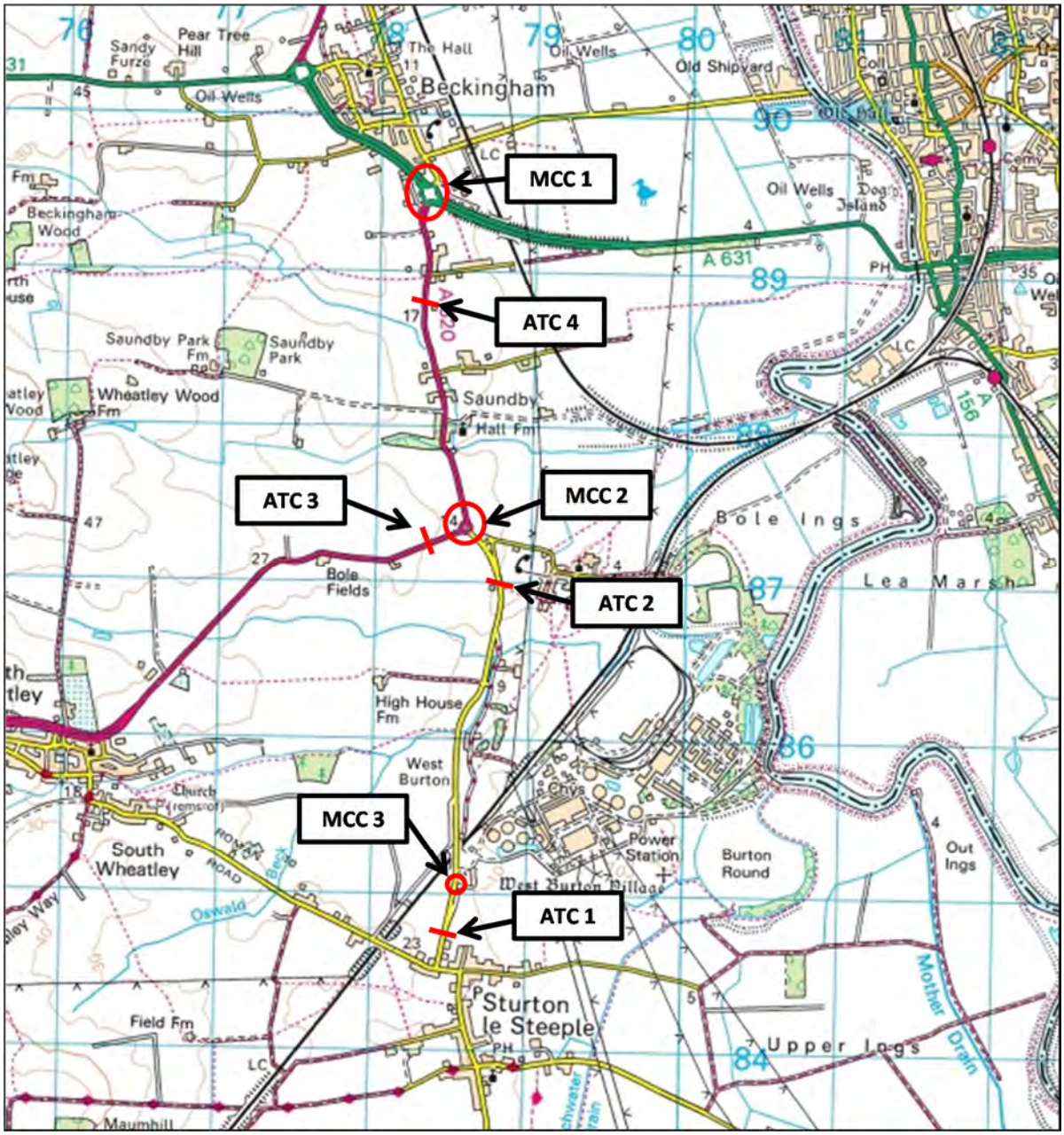
Hour Beginning	C2 Gainsborough Road	C2 Sturton Road	A620 Gainsborough Road	A620 Saundby Road
06:00	171	207	178	361
07:00	251	311	375	642
08:00	254	268	439	655
09:00	135	144	286	419
16:00	301	349	420	736
17:00	207	231	455	666
18:00	116	132	278	396
19:00	82	85	175	251

2.2.4 In addition to the ATC counts, manual classified counts (MCCs) were collected at the following junctions:

- MCC 1: A631/A620/Station Road Roundabout; and
- MCC 2: A620/Saundby Road/Sturton Road Roundabout.

2.2.5 The junction surveys were undertaken on Wednesday 7 June 2017 between the hours of 07:00 and 19:00 hours. These counts are considered to be representative as they are less than three years old and conform with published guidance. The count locations are shown in **Figure 1**.

Figure 1: Traffic Count Locations



2.3 Existing Traffic Associated with the West Burton Power Station site

2.3.1 AECOM commissioned a 24-hour junction count (MCC 3) at the existing entrance to the West Burton Power Station site, located off the C2 Gainsborough Road. The profile of arrivals and departures during the AM and PM Peak periods is set out in **Table 2**.

Table 2: Peak hour arrival/departure profile at the West Burton Power Station site

Hour beginning	Arrivals	Departures
06:00	153	15

Hour beginning	Arrivals	Departures
07:00	229	6
08:00	102	16
09:00	42	15
16:00	5	202
17:00	11	87
18:00	5	31
19:00	0	2

3. Personal Injury Collision Data

3.1 Baseline Data

3.1.1 Personal Injury Accident (PIA) data covering a five year period (01/10/2013 – 30/9/2018) has been obtained from NCC. The area of investigation includes the A620 from its junction with the A631 to its junction with Sturton Road in addition to Sturton and Gainsborough Road to its junction with Station Road. The raw data is provided in **Annex B.**

3.1.2 **Table 3** below summarises the PIA data for the study area over the five year study period and includes the number and severity of accidents per year. A total of 15 accidents were reported throughout the 60 month period between 1 October 2013 and 30 September 2018, of which eight were of slight severity and seven of serious severity.

Table 3: Personal Injury Accident summary

Year	Slight	Serious	Fatal	Total
2013 (3 months)	0	0	0	**0**
2014	3	3	0	**6**
2015	0	0	0	**0**
2016	2	1	0	**3**
2017	2	0	0	**2**
2018 (9 months)	1	3	0	**4**
Total	**8**	**7**	**0**	**15**

3.1.3 Below is a further brief description of the recorded PIAs on various sections of road within the study area.

3.2 A631/A620 Roundabout

3.2.1 A total of six accidents have occurred at this junction over the five year study period, of which two were slight in severity and four serious. A summary of the accident details is provided within **Table 4**. Of these, three involved two vehicles colliding on the roundabout and three involved driver loss of control.

Table 4: A631/A620 roundabout accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/ darkness	Road surface condition	Accident Details
02/06/14	Serious	1	1	Day	Dry	Driver loss of control
19/08/16	Slight	1	2	Day	Dry	Driver failed to give-way at the stop line and collided with vehicle on the roundabout.
12/07/16	Serious	1	2	Day	Dry	Driver fails to negotiate roundabout properly and collides with other vehicle.
05/09/17	Slight	1	2	Day	Wet	Driver changing lane on roundabout collides with other vehicle.
07/08/18	Serious	1	1	Day	Dry	Driver loss of control
08/09/18	Serious	1	1	Day	Wet	Driver loss of control

3.3 A620 between A631 and Sturton Road

3.3.1 A total of five accidents have occurred on this section of the A620 over the five year study period, of which four were slight and one was serious. A summary of the accident details is provided within **Table 5**. Of the four slight accidents one involved a car colliding with an oncoming cyclist, one involved two vehicles colliding on a left hand bend and two involved driver loss of control. The accident of serious severity involved a car passenger attempting to grab an item from a pedestrian walking along the pavement causing the pedestrian to fall into the carriageway.

Table 5: A620 between A631 and Sturton Road accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/ darkness	Road surface conditions	Accident Details
08/08/14	Slight	1	2	Day	Wet	Vehicle collides with an oncoming pedal cyclist
13/12/14	Slight	1	2	Dark	Dry	Vehicles travelling in opposite directions collide on left hand bend.
06/07/14	Serious	1	1	Day	Dry	Passenger of car attempts to grab item from pedestrian. Pedestrian falls into the carriageway.
07/02/17	Slight	1	1	Day	Wet	Driver loss of control on left hand bend
03/02/18	Slight	1	1	Dark	Wet	Driver loss of control on left hand bend

3.4 Sturton Road (North of West Burton Power Station site Entrance)

3.4.1 A total of one accident has occurred on this section of Sturton Road over the five year study period and was classed as serious. A summary of the

accident details is provided within **Table 6**. The accident involved a driver losing control of the vehicle on a right hand bend.

Table 6: Sturton Road (north of West Burton Power Station site entrance) accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/ darkness	Road surface conditions	Accident Details
28/12/14	Serious	1	1	Day	Ice	Driver loss of control on right hand bend

3.5 Power Station Site Entrance

3.5.1 Two accidents have occurred at the West Burton Power Station site entrance over the five study period of which one was of slight severity and one of serious severity. Both accidents involved a vehicle turning right out of the site entrance and colliding with an oncoming vehicle. A summary of the accident details is provided in **Table 7**. As there have been no other reoccurrences of incidents throughout the five year study period at this location, it is considered that the incidents are likely to be a unique occurrence that would not be exacerbated by development traffic from the Proposed Development. In addition warning signage is already present on Gainsborough Road prior to the site entrance warning of lorries turning ahead.

Table 7: West Burton Power Station site Entrance accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/ darkness	Road surface conditions	Accident Details
14/06/16	Slight	1	2	Day	Dry	Vehicle turning right out of the site entrance collides with vehicle travelling south on Gainsborough Road.
28/06/18	Serious	1	2	Day	Dry	Vehicle

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/ darkness	Road surface conditions	Accident Details
						turning right out of the site entrance collides with vehicle traveling south on Gainsborough Road.

3.6 Gainsborough Road/Station Road junction

3.6.1 One accident of slight severity has occurred at the Gainsborough Road/Station Road junction over the five year study period and involved a vehicle turning right from Gainsborough Road and colliding with an oncoming cyclist. A summary of the accident details is provided in **Table 8**.

Table 8: Gainsborough Road/Station Road accident summary

Incident date	Severity classification	Casualties	No. vehicles involved	Daylight/ darkness	Road surface conditions	Accident Details
24/07/14	Slight	1	2	Day	Dry	Vehicle turning right out of Gainsborough Road collides with oncoming cyclist.

4. Proposed Development

4.1 Introduction

4.1.1 The Proposed Development comprises the construction and operation of an open cycle gas turbine (OCGT) generating station, of up to 299MW gross electrical output. A new gas connection pipeline would link into WBB Power Station's existing gas supply infrastructure. The new gas connection route would be relatively short and run within the West Burton Power Station site. A new electrical connection would be required to the existing 400kV switchyard within the WBB Power Station site.

4.1.2 Subject to the necessary consents being granted and an investment decision being made, construction of the Proposed Development could potentially start as early as Q3 2020. Construction activities are expected to be completed within four years and are more likely to be completed within three years. However as the DCO would be valid for seven years after receipt and could be started at any time, it is necessary to derive a realistic worst-case future assessment year.

4.1.3 For a development of this scale, the EIA assessment years for the TA would generally be peak of construction, year of opening and decommissioning. However given that the proposed build programme is flexible and incremental over a period of up to four years and that uncertainty exists as to when the gas turbine(s) would be built out; this requires consideration of what is a 'realistic' worst-case scenario that can be used as the basis for assessment.

4.1.4 Following detailed discussion with the Applicant, it was agreed that a construction build programme lasting 36 months starting in Q3 2027 and ending Q3 2030 is considered to be a 'realistic' worst-case scenario for assessment purposes.

4.1.5 It is proposed that all construction workers for the construction works for the Proposed Development would access the Site via the existing entrance located off the C2 Gainsborough Road. It is proposed that all construction HGVs and Abnormal Indivisible Load (AIL) deliveries would also use this entrance. Refer to **Chapter 4**: Proposed Development and **Chapter 7**: Traffic and Transportation of ES Volume I for further details.

4.2 Construction Generation

4.2.1 The profile of construction workforce over the construction period has been developed based on the proposed construction programme and through extensive discussion with the Applicant.

4.2.2 The estimated profile of workforce over the construction period for the Proposed Development is shown in **Table 9**. This shows that assumed worst

case for the peak construction workforce is forecast to occur between Months 25 and 27 when circa 200 workers are expected on-site.

Table 9: Profile of daily workforce throughout construction of the Proposed Development

Month of construction	Daily workforce in the month
Years 1 – 7	No workforce for the purpose of assessment
1	10
2	10
3	15
4	20
5	20
6	20
7	20
8	20
9	20
10	20
11	20
12	20
13	30
14	40
15	90
16	90
17	90
18	150
19	180
20	180
21	175
22	195
23	195
24	195
25	200
26	200
27	200
28	185
29	175
30	175

Month of construction	Daily workforce in the month
31	165
32	50
33	50
24	50
35	50
36	50

4.2.3 In relation to traffic generation associated with construction workers, it has been assumed that 80% of workers would travel to Site by private car with an average occupancy of 1.5 workers per vehicle and 20% would travel to Site by minibus with an average occupancy of seven workers per vehicle. This is considered a realistic assumption, given that the mode of arrival of construction workers can be controlled through travel planning measures and that construction workers are likely to want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. It is proposed that this level of traffic generation can be managed and maintained through availability of on-site parking spaces.

4.2.4 When this occupancy rate is applied to the workforce associated with construction of the Proposed Development at the peak month of construction (Months 25-27), the following daily car generations for the peak month result as shown in **Table 10**.

Table 10: Construction worker vehicle generation at peak of construction

Month of construction	Total workers per Day	No. of cars/vans @ 1.5 per vehicle	No. of minibuses @ 7 per vehicle	Average two-way daily flow
25-27	200	107	6	226

4.2.5 Estimates of HGV numbers have been agreed with the Applicant and are based on experience of other power station construction projects. The volume of HGVs on the network is at its maximum of 112 two-way daily vehicle movements (56 in and 56 out) from Month 18 to Month 30 of construction. During the remainder of the construction period, HGV movements are estimated to be 56 two-way vehicle movements.

4.2.6 The total two-way construction vehicle traffic expected over the 36 month construction period is illustrated in **Annex C** of this report**,** which identifies Months 25 to 27 (Q3 2029) to be the peak month of construction, with 338 daily vehicle movements comprising 226 construction worker vehicle movements and 112 HGV movements.

4.3 Daily Vehicle Profile during the Peak Month

4.3.1 The arrival and departure of workers' vehicles tend to be spread over the peak periods, rather than all falling in the traditional network peak hours. In an attempt to quantify this, discussions have been held with contractors associated with power station build projects, where it was revealed that there is a general tendency for construction workers to travel early for a number of reasons as follows:

- to avoid congestion and delay; and
- to deliver the project to programme.

4.3.2 Based on information provided from one contractor (see **Annex D** of this report) with regard to typical construction worker profiles, a profile of arrivals and departures over the working day has been produced. **Table 11** sets out the percentage of daily inbound and outbound trips on an hour-by-hour basis and calculates the total vehicles for the peak month of construction (Months 25-27).

Table 11: Daily vehicle profile during the peak month of construction

Hour beginning	% of daily inbound	% of daily outbound	Arrivals	Departures
06:00	30%	0%	34	0
07:00	55%	0%	62	0
08:00	10%	0%	11	0
09:00	5%	0%	6	0
16:00	0%	5%	0	6
17:00	0%	15%	0	17
18:00	0%	75%	0	84
19:00	0%	5%	0	6
Total	**100%**	**100%**	**113**	**113**

4.3.3 The daily profile of HGV movement at the peak of construction is shown in **Table 12**. This profile is based on experience from other power station construction sites and shows that the arrival and departure of HGVs from the Site would likely be spread evenly over the day. The profile shows that deliveries would be made between 07:00 and 19:00 hours.

Table 12: Daily HGV profile during peak month of construction

Hour Beginning	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
HGVs In	4	4	5	5	5	5	5	5	5	5	4	4
HGVs Out	4	4	5	5	5	5	5	5	5	5	4	4

4.4 Abnormal Indivisible Loads

4.4.1 A number of AIL movements are expected during the construction programme.

4.4.2 The Highways England document '*Water preferred policy guidelines for the movement of abnormal indivisible loads*' published in January 2016 (Ref 7A-2), states that it is government policy to avoid road transport as far as possible by using alternative modes, such as water.

4.4.3 Historically, delivery of AILs to West Burton Power Station site have been received at the Port of Hull and barged down the River Trent to a jetty at Cottam Power Station (also owned and operated by the Applicant). The components have then been transported for the final six mile road journey to the station through the villages of Treswell, South and North Leverton and Sturton-le-Steeple (see **Figure 2**). This AIL route is therefore already an established potential route option and is considered suitable for the transportation purposes required.

4.4.4 A second AIL route option that could be considered is via the strategic road network. Detailed consideration would be given to the appropriate port and AIL routes during detailed design. However, it is a reasonable assumption that all major ports are able to accommodate abnormal loads and that adequate access to the strategic road network is achievable. On this basis, only the route from the strategic network to the Site requires assessment.

4.4.5 It is particularly worthy of note that the historical heavy load route to the West Burton Power Station site utilises the A614 and A631 from the A1. This route has historically been used to deliver heavy electrical generation and transmission equipment of up to approximately 250 tonnes nett transport weight (Ref 7A-3). This AIL route is therefore already an established route and is considered suitable for the transportation purposes required.

Figure 2: Abnormal Indivisible Load Delivery Route for WBC

4.5 Operational Period

4.5.1 During the operational phase of the Proposed Development, up to 15 operational roles would be created. Some of the roles are expected to be undertaken by existing West Burton/Cottam Power Station employees. Fuel

would be delivered by gas pipeline and other operational and maintenance consumables are likely to be minimal. During an outage, additional staff could be on-site on any one day. However outages are expected to occur infrequently. Therefore, it is considered that the effects of operational traffic would be negligible and a detailed assessment of the operational phase of the development is not provided within the TA.

4.6 Decommissioning

4.6.1 The activities involved in the decommissioning process for the Proposed Development are not yet known in detail, as it has an operational life of up to circa 40 years. There would be expected to be some traffic movements associated with the removal (and recycling, as appropriate) of material arising from demolition and potentially the import of materials for land restoration and re-instatement. However, vehicle numbers are not expected to be any higher than those experienced during the construction period.

5. Distribution and Assignment

5.1 Trip Distribution

5.1.1 The distribution of workforce traffic to the network has been based on the populations of towns and cities within a 30 minute drive time of the Site. This assumption is consistent with other gas fired power station applications including Knottingley and more recently Eggborough. It is considered that this assumption produces a realistic basis for assessment and is appropriate for both workers permanently resident in the area and those who are in temporary accommodation during construction.

5.1.2 **Table 13** shows the workforce distribution and the number of workers this equates to at the peak month of construction (Months 25 – 27).

Table 13: Proposed Development construction workforce distribution

Location	Population: All People	Distribution	Number of Workers (Peak Month of Construction)
Doncaster	158,141	33%	66
Lincoln	114,879	24%	48
Scunthorpe	79,977	17%	34
Newark-on-Trent	43,363	9%	18
Worksop	41,820	9%	18
Retford	22,023	4%	8
Gainsborough	20,842	4%	8

Source: www.citypopulation.de

5.2 Trip Assignment

5.2.1 All construction worker vehicles associated with the construction of the Proposed Development would access the Site via the existing access located off Gainsborough Road.

5.2.2 Five key routes have been identified in the vicinity of the Site that are most likely to be taken by construction workers travelling to and from the Site. These are shown in **Annex E** of this report and are as follows:

- Route 1: From the west via A631 turning right onto the A620 and continuing straight on to Sturton Road/Gainsborough Road;
- Route 2: From the west via A620 Retford Road turning right onto Sturton Road/Gainsborough Road;

- Route 3: From the south via A57 turning right onto the A156 then left onto the A631 then left again onto the A620 before continuing straight on to Sturton Road/Gainsborough Road;
- Route 4: From the north via A159 turning right onto the A631 then left onto the A620 and continuing straight on to Sturton Road/Gainsborough Road; and
- Route 5: From the south via A57 turning right onto Laneham Road and continuing straight onto Gainsborough Road.

5.2.3 The assignment of the construction workforce to the network is shown in **Annex F** of this report and is summarised in **Table 14**.

Table 14: Catchment area and route assignment for Proposed Development construction workforce

Route	Catchment Area	% of Catchment Area
Route 1: From the west via A631, A620, Sturton Road, Gainsborough Road, site access	Doncaster; Worksop	37%
Route 2: From the west via A620, Sturton Road, Gainsborough Road, site access	Worksop; Retford	9%
Route 3: From the south via A57, A156, A631, A620, Sturton Road, Gainsborough Road, site access	Lincoln	24%
Route 4: From the north via A159, A631, A620, Sturton Road, Gainsborough Road, site access	Scunthorpe; Gainsborough	21%
Route 5: From the south via A57, Laneham Road, Leverton Road, Gainsborough Road, site access	Newark-on-Trent	9%

5.2.4 All HGVs associated with the construction of the Proposed Development would be required to arrive and depart the Site to/from the north via A620 and onwards to the A631. This is due to a bridge height restriction in place at two locations near Welham along the A620 towards Retford, with height limits of 3.8m and 4.5m respectively. The HGV routing plan will be distributed to all drivers during their induction. Further details on the HGV routing plan are provided within the Framework Construction Traffic Management Plan provided in **Application Document Ref. 7.6**.

5.2.5 For assessment purposes, it is assumed that 70% would arrive/depart the Site via the A631 to the west and 30% via the A631 to the east.

5.2.6 The total construction vehicle generations for the AM and PM peak periods (06:00 – 10:00 and 16:00 – 20:00) associated with the construction of the Proposed Development during the peak month (Months 25-27) are provided in **Annex G** of this report and summarised in **Table 15**. Figures in brackets represent the two-way HGV movements.

Table 15: Daily Two-Way Vehicle Generation on link roads within the study area during Peak Month of Construction

Hour Beginning	C2 Sturton Road (North of West Burton Power Station site access)	C2 Gainsborough Road (South of West Burton Power Station site access)	A620 Gainsborough Road	A620 Saundby Road
06:00	31 (0)	3 (0)	3 (0)	28 (0)
07:00	56 (8)	6 (0)	6 (0)	50 (8)
08:00	10 (8)	1 (0)	1 (0)	9 (8)
09:00	5 (10)	1 (0)	1 (0)	5 (10)
16:00	5 (10)	1 (0)	1 (0)	5 (10)
17:00	15 (8)	2 (0)	2 (0)	14 (8)
18:00	76 (8)	8 (0)	8 (0)	69 (8)
19:00	5 (0)	1 (0)	1 (0)	5 (0)

6. Growth Factors

6.1 Factors Applied

6.1.1 For the purposes of this assessment, the anticipated peak traffic generation during the construction period would occur in 2029 on the basis that construction of the Proposed Development begins in Q3 2027. The assessment year for this TA, where the traffic impact would be greatest, is therefore 2029.

6.1.2 Traffic growth factors for the Bassetlaw District have been obtained from TEMPRO Version 7 software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

6.1.3 The TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth factors for geographical areas.

6.1.4 The local growth factors for AM and PM to be applied to the 2017 Base Flows based on a principal road type within a rural area are shown in **Table 16**.

Table 16: Growth factors to be applied to Base Flows

	AM peak	PM peak
2017 – 2029	1.1649	1.1611

7. Committed Development

7.1 Overview

7.1.1 The following committed or likely developments have been identified that would need to be incorporated into the future baseline and future year assessment:

- Ash processing plant within West Burton Power Station site (now operational, but had not commenced operation at the time that base traffic counts undertaken);
- 49MW battery storage facility within West Burton Power Station site (now operational, but had not commenced operation at the time that base traffic counts undertaken);
- Construction of quarry access road at Cowpasture Lane Gravel Pit (proposal);
- 61 dwelling residential development, Gainsborough (outline application now approved);
- Mixed-use development including 220 homes, Gainsborough; and
- 16 dwelling residential development, Gainsborough.

7.1.2 Refer to **Chapter 16**: Cumulative and Combined Effects (ES Volume I) for further details of each application.

7.2 Ash Processing Facility

7.2.1 An application for an ash processing facility within the West Burton Power Station site was submitted in September 2016 and has now been determined, with permission being granted and operations commencing in July 2017, after base traffic counts for the Proposed Development were completed. A review of the planning application documents show that vehicle movements associated with the development were not predicted to generate any significant levels of traffic, resulting in a negligible impact on the local highway network. As such, it is assumed that development traffic associated with the ash facility would be incorporated within background growth applied to the 2017 baseline flows.

7.3 49MW Battery Storage Facility

7.3.1 An application for a 49MW battery storage facility within the West Burton Power Station site was approved in September 2016 and became operational in January 2018. A review of the planning application documents show that vehicle movements associated with the development were not predicted to generate any significant levels of traffic resulting in a negligible impact on the local highway network. As such, it is assumed that development traffic associated with the battery storage facility would be incorporated within background growth applied to the 2017 baseline flows.

7.4 Construction of Quarry Access Road at Cowpasture Lane Gravel Pit

7.4.1 The construction of a quarry access road adjacent to the C2 Gainsborough Road which shall be used for the removal of 100,000 tonnes per annum of remaining mineral at Cowpasture Lane Gravel Pit was approved in March 2016. At the time of the Application, the proposal had not yet been implemented. If implemented, the development will result in a maximum of 192 two-way HGV movements each day (96 loads into the site and 96 loads out of the site). The committed development flows associated with this development are provided in **Table 17** and require to be taken account of within the TA.

Table 17: Cowpasture Lane Gravel Pit: Committed Development Two-Way Flows

Hour Beginning	C2 Sturton Rd (North of West Burton Power Station site access)	C2 Gainsborough Rd (South of West Burton Power Station site access)	A620 Gainsborough Rd	A620 Saundby Rd
06:00	0	0	0	0
07:00	16	16	0	16
08:00	16	16	0	16
09:00	16	16	0	16
16:00	16	16	0	16
17:00	16	16	0	16
18:00	16	16	0	16
19:00	0	0	0	0
24 Hour	**192**	**192**	**0**	**192**

7.5 61 Dwelling Residential Development, Gainsborough

7.5.1 An outline application was submitted in May 2017 for 67 residential dwellings on land off Willingham Road in Gainsborough. The application has been revised and permission granted for 61 dwellings by West Lindsey District Council (WLDC). A review of the planning application documents shows a TA was submitted with the development generating 34 and 33 two-way vehicle trips during the AM and PM Peak hours. The development would therefore not generate any significant levels of traffic resulting in a negligible impact on the local highway network. As such, it is assumed that development traffic associated with the development would be incorporated within background growth applied to the 2017 baseline flows.

7.6 Mixed-use Development, Gainsborough

7.6.1 A planning application to erect 220 dwellings to include commercial uses A1 and A3 was approved in September 2018. No Transport Assessment was submitted as part of the consented application and has instead been conditioned. No information has therefore been provided on proposed vehicle generations or assignment of trips to the network.

7.7 16 Dwelling Residential Development, Gainsborough

7.7.1 A planning application for residential development of 16 dwellings was submitted in September 2018. Vehicle movements associated with the development are not predicted to generate any significant levels of traffic. Any development traffic associated with the development would be incorporated within background growth applied to the 2017 baseline flows.

8. Identification of Peak Hours for Assessment

8.1 Identification of Network Peak Hours

8.1.1 In order to identify the correct time period for junction capacity assessments, it is necessary to combine base plus committed development flows with development flows to determine which hour in the peak periods display the highest combined flows. An overall network peak hour has been selected for the AM and PM Peaks using traffic data obtained from the two link counts on the A620 and the C2 respectively.

8.1.2 **Table 18** to **Table 21** summarise how the peak hour has been selected. This shows the AM Peak hour has been identified as 07:00 – 08:00 and the PM Peak hour as 16:00 – 17:00.

Table 18: Identification of peak hours for assessment: C2 Sturton Road (north of West Burton Power Station site entrance)

Hour beginning	2029 base	Committed development	Development traffic	Average weekday total two-way traffic
06:00	241	0	31	272
07:00	362	16	64	442
08:00	312	16	18	346
09:00	168	16	15	199
16:00	405	16	15	436
17:00	268	16	23	307
18:00	153	16	84	253
19:00	99	0	5	104

Table 19: Identification of peak hours for assessment: C2 Gainsborough Road (south of West Burton Power Station site entrance)

Hour beginning	2029 base	Committed development	Development traffic	Average weekday total two-way traffic
06:00	199	0	3	202
07:00	292	16	6	314
08:00	296	16	1	313
09:00	157	16	1	174

Hour beginning	2029 base	Committed development	Development traffic	Average weekday total two-way traffic
16:00	350	16	1	367
17:00	240	16	2	258
18:00	135	16	8	159
19:00	95	0	1	96

Table 20: Identification of peak hours for assessment: A620 Gainsborough Road

Hour beginning	2029 base	Committed development	Development traffic	Average weekday total two-way traffic
06:00	207	0	3	210
07:00	437	0	6	443
08:00	511	0	1	512
09:00	333	0	1	334
16:00	488	0	1	489
17:00	528	0	2	530
18:00	323	0	8	331
19:00	203	0	1	204

Table 21: Identification of peak hours for assessment: A620 Saundby Road

Hour beginning	2029 base	Committed development	Development traffic	Average weekday total two-way traffic
06:00	421	0	28	449
07:00	748	16	58	822
08:00	763	16	17	796
09:00	488	16	15	519
16:00	855	16	15	886
17:00	773	16	22	811
18:00	460	16	77	553
19:00	291	0	5	296

8.2 Background Traffic Flows

8.2.1 The 2017 and 2029 base traffic flows for the selected AM and PM peak hours are provided in **Annex H** of this report.

8.2.2 Committed development flows for the selected AM and PM peak hours are provided in **Annex I** of this report.

8.3 Assessment Years

8.3.1 The following assessment scenarios are considered within the TA:

- 2017 Baseline;
- 2029 Baseline plus Committed Development; and
- 2029 Baseline plus Committed Development plus Proposed Development.

8.3.2 The 2029 Base plus Committed Development flows for the selected AM and PM peak hours are included within **Annex J** of this report.

8.3.3 The 2029 Base plus Committed Development plus Proposed Development flows for the selected AM and PM peak hours are included within **Annex K** of this report.

9. Junction Impact Assessment

9.1 Introduction

9.1.1 This section describes the junction capacity assessments carried out at selected junctions within the study area in order to determine the level of impact during the peak month of construction. The junctions that will be assessed are:

- A631/A620/Station Road Roundabout; and
- A620/Sturton Road Roundabout.

9.1.2 The modelling software package 'Junctions 9' has been used to assess the operation of all junctions. The Junctions 9 software uses Ratio to Flow Capacity (RFC) to measure the capacity of the junction. As a general guide, a junction operating within a threshold of 0.85 is considered to operate within its design capacity. Values of 0.85 and 1 indicate that a junction has exceeded its design capacity but is still operating within its practical capacity. Once the RFC exceeds 1, the junction is considered to have exceeded its ultimate capacity and would fail to operate effectively.

9.2 A631/A620/Station Road Roundabout

9.2.1 The A631/A620/Station Road junction is a four-arm roundabout located to the north of the West Burton Power Station site. Each arm of the roundabout provides a two-lane approach.

9.2.2 The A631 forms the western and eastern arms of the roundabout and travels in a north-west/south-east alignment. The A620 forms the southern arm of the roundabout with Station Road forming the northern arm.

2017 Base

9.2.3 The modelling outputs demonstrate that the existing junction operates well within its design capacity during both the AM and PM peak periods, with a maximum RFC of 0.30 on the A631 eastern arm during the PM peak (16:00 – 17:00) as summarised in **Table 22**. The full outputs of these assessments are attached as **Annex L** of this report.

Table 22: A631/A620/Station Rd roundabout 2017 Base

Arm	AM (07:00 – 08:00)		PM (16:00 – 17:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A631 (Eastern Arm)	0.25	0.3	0.30	0.4
A620	0.15	0.2	0.26	0.3

Arm	AM (07:00 – 08:00)		PM (16:00 – 17:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Gainsborough Rd				
A631 (Western Arm)	0.26	0.4	0.24	0.3
Station Road	0.04	0.0	0.05	0.1

2029 Base + Committed

9.2.4 The modelling outputs demonstrate that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.35 being forecast on the A631 eastern arm during the PM peak (16:00 – 17:00). A summary of the capacity results for this junction for the 2029 Base + Committed Development scenario is shown in **Table 23**. The full outputs of these assessments are attached as **Annex L** of this report.

Table 23: A631/A620/Station Rd roundabout 2029 Base + Committed Development

Arm	AM (07:00 – 08:00)		PM (16:00 – 17:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A631 (Eastern Arm)	0.30	0.4	0.35	0.5
A620 Gainsborough Rd	0.18	0.2	0.32	0.5
A631 (Western Arm)	0.31	0.5	0.29	0.4
Station Road	0.05	0.1	0.06	0.1

2029 Base + Committed Development + Proposed Development

9.2.5 The modelling outputs demonstrate that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.36 being forecast on the A631 eastern arm during the PM Peak (16:00 – 17:00). A summary of the capacity results for the 2029 Base + Committed Development + Proposed Development scenario is shown in **Table 24**. The full outputs of these assessments are attached as **Annex L** of this report.

Table 24: A631/A620/Station Rd roundabout 2029 Base + Committed + Proposed Development

Arm	AM (07:00 – 08:00)		PM (16:00 – 17:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
A631 (Eastern Arm)	0.31	0.4	0.36	0.5
A620 Gainsborough Rd	0.19	0.2	0.33	0.5
A631 (Western Arm)	0.33	0.5	0.30	0.4
Station Road	0.05	0.1	0.06	0.1

9.3 A620/Sturton Road Roundabout

9.3.1 The A620/Sturton Road roundabout is a three-arm roundabout located to the north of the West Burton Power Station site. Each arm of the roundabout provides a single lane approach.

9.3.2 The A620 forms the northern and western arms of the roundabout and travels in a north/south-west alignment. Sturton Road forms the southern arm of the roundabout.

2017 Base

9.3.3 The modelling outputs demonstrate that the existing junction operates well within its design capacity during both the AM and PM peak periods, with a maximum RFC of 0.25 on the A620 Saundby Road northern arm during the AM peak (07:00 – 08:00) as summarised in **Table 25**. The full outputs of these assessments are attached as **Annex M** of this report.

Table 25: A620/Sturton Road roundabout 2017 Base

Arm	AM (07:00 – 08:00)		PM (16:00 – 17:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Sturton Rd	0.07	0.1	0.19	0.2
A620 Gainsborough Rd	0.16	0.2	0.17	0.2
A620 Saundby Rd	0.25	0.3	0.18	0.2

2029 Base + Committed

9.3.4 The modelling outputs demonstrate that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.30 being

forecast on the A620 Saundby Road northern arm during the AM peak (07:00 – 08:00). A summary of the capacity results for this junction for the 2029 Base + Committed Development scenario is shown in **Table 26**. The full outputs of these assessments are attached as **Annex M** of this report.

Table 26: A620/Sturton Road roundabout 2029 Base + Committed Development

Arm	AM (07:00 – 08:00)		PM (16:00 – 17:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Sturton Rd	0.10	0.1	0.24	0.3
A620 Gainsborough Rd	0.19	0.2	0.20	0.2
A620 Saundby Rd	0.30	0.4	0.22	0.3

2029 Base + Committed Development + Proposed Development

9.3.5 The modelling outputs demonstrate that the junction would continue to operate well within its design capacity, with a maximum RFC of 0.33 being forecast on the A620 Saundby Road northern arm during the AM Peak (07:00 – 08:00). A summary of the capacity results for the 2029 Base + Committed Development + Proposed Development scenario is shown in **Table 27**. The full outputs of these assessments are attached as **Annex M** of this report.

Table 27: A620/Sturton Rd roundabout 2029 Base + Committed + Proposed Development

Arm	AM (07:00 – 08:00)		PM (16:00 – 17:00)	
	RFC	Queue (vehicles)	RFC	Queue (vehicles)
Sturton Rd	0.10	0.1	0.25	0.3
A620 Gainsborough Rd	0.20	0.2	0.20	0.2
A620 Saundby Rd	0.33	0.5	0.22	0.3

9.4 Summary

9.4.1 The tables above show that each junction operates within capacity when committed development traffic and construction traffic associated with the Proposed Development are added. It is therefore considered that no off-site highway improvement works are required at any of the off-site junctions to accommodate construction traffic over what is a temporary period. However, to further mitigate the impact of construction traffic on the local highway

network, a Construction Worker Travel Plan will be implemented (a framework of which is included as **Application Document Ref. 7.7**).

10. Impacts on Public Rights of Way

10.1 West Burton FP4

10.1.1 Public Right of Way West Burton FP4 to the western bank of the River Trent would not be impacted directly during the construction works as the Applicant is no longer pursuing an outfall to the River Trent.

11. Measures to Minimise Impact of Development

11.1 Overview

11.1.1 A number of impact avoidance, mitigation and monitoring measures have been identified to minimise the impact of the Proposed Development on the surrounding road network during construction.

11.2 Construction Worker Travel Plan

11.2.1 A Travel Plan is a management tool designed to minimise the negative impact of travel and transport on the environment by reducing congestion and improving air quality.

11.2.2 The aim of the Construction Workers' Travel Plan (CWTP) will be to identify measures and establish procedures to encourage construction workers to adopt modes of transport which reduce reliance on single occupancy private car use. Measures will include promoting car sharing and crew buses.

11.2.3 The Framework CWTP is provided in **Application Document Ref 7.7**.

11.2.4 The appointed contractor will be required to prepare the final CWTP in accordance with this Framework CWTP.

11.3 Construction Traffic Management Plan

11.3.1 The contractor will be required to prepare a Construction Traffic Management Plan (CTMP) which will be in accordance with the Framework CTMP and which will identify measures to control the routing and impact that HGVs will have on the local road network during construction. It is proposed that all construction HGVs will be required to arrive and depart the site towards the A631. A programme of monitoring will be recommended to assess the effectiveness of the measures proposed.

11.3.2 The framework CTMP is provided in **Application Document Ref 7.6**.

12. Summary and Conclusion

12.1 Summary

12.1.1 This TA has been prepared to support an application for development consent for a new gas fired generating station, which would be constructed within the West Burton Power Station site.

12.1.2 Network flows for the study area have been derived from 2017 traffic counts undertaken by a specialist traffic count company. These counts are considered to be representative as they are less than three years old and conform with published guidance.

12.1.3 Growth rates for the Bassetlaw District have been obtained from TEMPRO software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

12.1.4 Committed developments have been identified in the vicinity of the Site and incorporated into future year analysis.

12.1.5 A realistic worst-case profile of construction generation throughout the assessed 36 month construction programme has been produced and the peak month identified. The typical daily profile within the peak month has been calculated based on experience at other major power station construction sites.

12.1.6 The assignment of traffic to the network has taken two forms. Firstly, construction HGV traffic has been assigned to/from the north of the Site via the A620 and onwards to the A631. The construction workers assignment has been based on the geographic split of population within a 30 minute drive-time of the construction site.

12.1.7 In order to identify the correct time period for junction capacity assessments, base flows were combined with committed development flows and construction development flows to determine which hour in the peak periods displayed the highest combined flows. This identified the peak hours for assessment to be 07:00 – 08:00 hours and 16:00 – 17:00 hours.

12.2 Junction Impacts

12.2.1 Junction Capacity Assessments have been undertaken at two key junctions within the study area based on 80% of workers traveling to site by private car with an average occupancy of 1.5 workers per vehicle and 20% traveling to site by minibus with an average occupancy of 7 workers per vehicle. The modelling results show that both junctions would operate within capacity without the need to undertake any off-site highway improvement works.

12.3 Mitigation

12.3.1 In order to manage and mitigate the impact of construction traffic, a CWTP and CTMP would be implemented and would be in place throughout the construction period. It is proposed that a Construction Traffic and Routing Management Plan and a Travel Plan for Construction Staff will be secured by a Requirement of the draft DCO (**Application Document Ref. 2.1**).

12.4 Conclusion

12.4.1 In summary it is concluded that the traffic and transportation impacts associated with the Proposed Development are temporary and relatively minor and would therefore not result in severe highway capacity or safety problems.

13. References

Ref 7A-1 West Burton OCGT Transport Assessment Scoping Report (2017) AECOM.

Ref 7A-2 Highways England Water Preferred Policy (2016) Guidelines for the movement of abnormal indivisible loads.

Ref 7A-3 Wynns Ltd (2011) Beckingham Marshes Access Survey – Transportation of Abnormal Indivisible Loads.

ANNEX A


MCC 1
ATC 1
MCC 2
ATC 2
ATC 3
MCC 3
ATC 4
Bar Rd
The Flood Rd
Bridge St
Trinity St
A159
A631
A156
Thorndike Way
Foxby Ln
Lea Rd
A620
B1241
Haughgate Hill
Low St
Burton Rd
Retford Rd
Wheatley Rd
Station Rd
Gainsborough Rd
1882 m
Image © 2017 Getmapping plc
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Google Earth

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-01
Description - Gainsborough Road (South of Ramper Road)
Direction - North

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	3	0	2	0	1	0	0	0	0	0	0
0030	3	0	2	0	1	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	3	0	2	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0
0145	3	0	2	0	1	0	0	0	0	0	0
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0315	3	0	1	1	1	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
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0400	4	0	3	0	1	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0
0445	8	2	5	0	1	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0
0515	19	0	14	0	3	0	0	0	1	0	1
0530	11	0	8	0	3	0	0	0	0	0	0
0545	12	0	11	0	1	0	0	0	0	0	0
0600	15	0	12	0	3	0	0	0	0	0	0
0615	27	0	23	0	4	0	0	0	0	0	0
0630	36	0	29	0	5	1	0	0	0	0	1
0645	40	0	34	1	3	0	1	1	0	0	0
0700	40	0	31	0	6	0	0	0	0	2	1
0715	67	1	48	0	6	0	10	1	0	1	0
0730	58	0	48	2	5	0	3	0	0	0	0
0745	92	0	82	0	8	2	0	0	0	0	0
0800	99	0	79	1	15	0	2	0	0	0	2
0815	90	1	74	2	7	4	0	0	1	0	1
0830	66	1	57	0	5	1	1	0	1	0	0
0845	62	0	50	1	8	0	3	0	0	0	0
0900	48	0	40	0	7	0	1	0	0	0	0
0915	57	0	43	0	12	0	1	0	0	1	0
0930	57	0	50	0	6	0	1	0	0	0	0
0945	58	0	41	0	10	2	3	0	0	0	2
1000	50	0	44	0	4	0	1	1	0	0	0
1015	42	0	35	0	7	0	0	0	0	0	0
1030	54	0	45	0	7	0	0	0	0	0	2
1045	65	0	53	0	11	0	1	0	0	0	0
1100	63	0	50	1	11	0	1	0	0	0	0
1115	58	0	50	1	5	0	0	0	0	0	2

1130	49	2	40	0	5	1	0	0	0	0	1
1145	66	0	54	0	10	0	0	0	0	1	1
1200	42	0	32	0	10	0	0	0	0	0	0
1215	60	0	48	0	5	1	4	0	2	0	0
1230	48	0	41	1	5	0	0	0	0	1	0
1245	66	1	57	0	5	0	2	0	0	0	1
1300	39	0	29	0	7	0	2	0	0	1	0
1315	54	0	44	0	9	0	0	0	0	1	0
1330	46	1	37	1	6	0	0	0	0	0	1
1345	60	1	57	0	2	0	0	0	0	0	0
1400	62	0	56	1	5	0	0	0	0	0	0
1415	58	1	53	0	3	0	0	0	0	0	1
1430	61	0	50	0	10	0	0	0	0	1	0
1445	55	0	43	0	12	0	0	0	0	0	0
1500	72	1	60	2	8	0	0	0	0	1	0
1515	82	0	72	0	8	1	0	1	0	0	0
1530	72	1	64	1	4	0	2	0	0	0	0
1545	80	0	69	0	9	1	0	0	1	0	0
1600	118	0	110	2	4	0	0	0	2	0	0
1615	106	0	98	0	6	1	1	0	0	0	0
1630	129	0	115	0	14	0	0	0	0	0	0
1645	96	1	87	0	8	0	0	0	0	0	0
1700	117	2	108	1	4	0	0	0	1	0	1
1715	86	1	83	0	2	0	0	0	0	0	0
1730	94	0	87	1	5	0	0	0	0	1	0
1745	69	2	60	0	6	0	0	0	0	0	1
1800	76	0	71	0	3	0	0	0	1	0	1
1815	62	0	60	0	2	0	0	0	0	0	0
1830	43	0	39	0	4	0	0	0	0	0	0
1845	42	1	35	0	5	0	0	0	0	1	0
1900	40	0	39	0	1	0	0	0	0	0	0
1915	35	0	31	0	3	0	0	0	0	0	1
1930	35	0	32	0	3	0	0	0	0	0	0
1945	25	1	20	1	3	0	0	0	0	0	0
2000	23	0	23	0	0	0	0	0	0	0	0
2015	27	0	25	0	1	0	0	0	1	0	0
2030	29	0	28	0	1	0	0	0	0	0	0
2045	12	0	11	1	0	0	0	0	0	0	0
2100	17	0	16	0	1	0	0	0	0	0	0
2115	23	0	23	0	0	0	0	0	0	0	0
2130	22	0	20	0	2	0	0	0	0	0	0
2145	17	0	17	0	0	0	0	0	0	0	0
2200	19	0	19	0	0	0	0	0	0	0	0
2215	11	0	10	0	0	0	0	0	0	0	1
2230	9	0	8	0	0	0	0	1	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0
2300	10	0	9	0	0	0	0	0	0	0	1
2315	3	0	3	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	5	0	3	0	1	0	0	0	0	1	0
07-19	**3236**	**18**	**2779**	**18**	**326**	**14**	**39**	**3**	**9**	**12**	**18**
06-22	**3659**	**19**	**3162**	**21**	**356**	**15**	**40**	**4**	**10**	**12**	**20**
06-00	**3724**	**19**	**3222**	**21**	**357**	**15**	**40**	**5**	**10**	**13**	**22**
00-00	**3814**	**22**	**3288**	**22**	**373**	**15**	**40**	**5**	**11**	**14**	**24**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

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0015	0	0	0	0	0	0	0	0	0	0	0
0030	7	0	6	0	1	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	1	0	0	0	0	0	0	0	0	1	0
0200	4	0	3	0	0	0	0	0	0	1	0
0215	7	0	4	0	2	0	0	0	0	0	1
0230	1	0	1	0	0	0	0	0	0	0	0
0245	3	1	2	0	0	0	0	0	0	0	0
0300	2	0	1	0	0	0	0	0	0	1	0
0315	5	0	4	0	0	0	0	0	0	1	0
0330	3	0	3	0	0	0	0	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0
0400	7	0	7	0	0	0	0	0	0	0	0
0415	10	0	3	0	1	0	0	0	0	0	6
0430	4	0	4	0	0	0	0	0	0	0	0
0445	6	0	5	0	1	0	0	0	0	0	0
0500	15	0	9	0	6	0	0	0	0	0	0
0515	14	0	14	0	0	0	0	0	0	0	0
0530	14	1	10	0	2	0	0	0	1	0	0
0545	20	1	16	0	2	0	0	0	0	0	1
0600	18	0	13	0	3	0	0	1	0	0	1
0615	22	0	19	0	2	0	0	0	0	1	0
0630	28	0	23	0	4	0	0	0	0	0	1
0645	39	0	32	0	5	0	2	0	0	0	0
0700	41	0	37	1	1	0	1	0	0	1	0
0715	51	0	43	0	5	0	0	0	1	0	2
0730	59	1	48	2	8	0	0	0	0	0	0
0745	97	0	86	0	6	0	5	0	0	0	0
0800	90	1	79	0	9	0	1	0	0	0	0
0815	68	0	58	1	7	0	0	0	0	1	1
0830	59	0	52	1	5	0	1	0	0	0	0
0845	59	0	53	1	3	0	1	0	0	1	0
0900	47	0	40	1	5	0	0	0	1	0	0
0915	66	0	49	1	13	0	0	0	1	2	0
0930	53	1	42	2	7	0	1	0	0	0	0
0945	55	1	44	0	7	0	2	1	0	0	0
1000	62	0	37	1	22	0	2	0	0	0	0
1015	52	1	43	0	5	1	1	1	0	0	0
1030	75	0	56	2	13	1	2	0	0	0	1
1045	56	1	48	1	3	1	1	0	0	0	1
1100	64	0	57	1	6	0	0	0	0	0	0
1115	59	0	47	1	9	0	0	0	0	1	1
1130	66	3	52	1	8	1	0	1	0	0	0
1145	67	2	58	0	6	1	0	0	0	0	0
1200	69	1	55	3	9	0	0	0	1	0	0
1215	61	1	55	0	5	0	0	0	0	0	0
1230	54	1	46	1	4	0	0	0	1	1	0
1245	58	1	50	0	7	0	0	0	0	0	0
1300	67	2	56	1	6	0	1	0	0	1	0
1315	57	1	53	0	2	1	0	0	0	0	0
1330	71	2	62	2	4	0	1	0	0	0	0
1345	53	0	45	1	7	0	0	0	0	0	0
1400	87	0	80	1	5	0	0	0	1	0	0
1415	67	2	52	1	8	0	1	1	0	2	0

1430	72	1	64	3	3	0	0	0	0	1	0
1445	70	2	59	1	7	1	0	0	0	0	0
1500	95	1	84	1	8	0	0	1	0	0	0
1515	94	0	89	0	4	1	0	0	0	0	0
1530	75	1	70	1	2	0	1	0	0	0	0
1545	90	1	82	3	3	1	0	0	0	0	0
1600	104	0	98	0	5	0	0	0	1	0	0
1615	89	1	75	1	11	0	0	0	0	1	0
1630	104	7	90	0	7	0	0	0	0	0	0
1645	74	2	70	0	2	0	0	0	0	0	0
1700	78	0	68	1	7	1	0	0	0	1	0
1715	75	1	69	0	4	0	0	0	0	0	1
1730	84	2	70	4	8	0	0	0	0	0	0
1745	92	4	82	0	5	0	0	1	0	0	0
1800	64	0	63	1	0	0	0	0	0	0	0
1815	63	1	59	0	3	0	0	0	0	0	0
1830	43	0	40	0	3	0	0	0	0	0	0
1845	38	2	33	1	2	0	0	0	0	0	0
1900	40	1	38	0	1	0	0	0	0	0	0
1915	37	1	31	1	4	0	0	0	0	0	0
1930	31	0	26	0	3	0	0	0	0	1	1
1945	31	2	28	0	1	0	0	0	0	0	0
2000	26	0	21	0	2	0	0	0	1	2	0
2015	21	0	18	0	1	0	0	0	0	2	0
2030	23	1	20	0	1	0	0	0	0	0	1
2045	25	1	22	0	2	0	0	0	0	0	0
2100	25	1	24	0	0	0	0	0	0	0	0
2115	23	0	22	0	1	0	0	0	0	0	0
2130	27	3	24	0	0	0	0	0	0	0	0
2145	12	0	12	0	0	0	0	0	0	0	0
2200	9	1	8	0	0	0	0	0	0	0	0
2215	10	0	10	0	0	0	0	0	0	0	0
2230	12	0	11	0	1	0	0	0	0	0	0
2245	10	0	10	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0
2315	11	0	10	1	0	0	0	0	0	0	0
2330	13	0	13	0	0	0	0	0	0	0	0
2345	8	0	7	0	0	0	0	0	0	1	0
07-19	**3294**	**48**	**2848**	**44**	**289**	**10**	**22**	**6**	**7**	**13**	**7**
06-22	**3722**	**58**	**3221**	**45**	**319**	**10**	**24**	**7**	**8**	**19**	**11**
06-00	**3803**	**59**	**3298**	**46**	**320**	**10**	**24**	**7**	**8**	**20**	**11**
00-00	**3940**	**62**	**3402**	**46**	**336**	**10**	**24**	**7**	**9**	**24**	**20**

10 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	9	0	8	0	0	0	0	0	0	0	1
0015	6	0	5	0	1	0	0	0	0	0	0
0030	3	0	1	0	1	0	0	0	0	1	0
0045	3	0	2	0	0	0	0	0	0	1	0
0100	2	0	2	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	4	0	4	0	0	0	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0

0230	3	0	2	0	1	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	3	0	1	0	2	0	0	0	0	0	0
0315	2	0	1	0	0	0	0	0	0	1	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	2	0	0	0	1	0	0	0	0	1	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	1	0	1	0	0	0	0	0	0
0500	6	0	4	0	1	1	0	0	0	0	0
0515	5	0	3	0	1	0	0	0	1	0	0
0530	10	0	9	0	1	0	0	0	0	0	0
0545	6	0	5	0	1	0	0	0	0	0	0
0600	7	0	5	0	1	0	0	0	0	0	1
0615	15	0	7	0	3	0	4	0	0	0	1
0630	7	0	4	0	3	0	0	0	0	0	0
0645	17	0	15	0	1	0	0	0	0	0	1
0700	29	0	21	0	6	0	2	0	0	0	0
0715	20	0	17	0	2	0	1	0	0	0	0
0730	22	0	16	0	3	0	3	0	0	0	0
0745	28	0	22	0	3	0	2	0	0	0	1
0800	22	1	18	1	1	0	0	0	1	0	0
0815	32	0	28	1	2	0	0	0	0	1	0
0830	43	1	38	0	4	0	0	0	0	0	0
0845	48	0	45	0	3	0	0	0	0	0	0
0900	45	0	40	0	5	0	0	0	0	0	0
0915	31	0	27	1	3	0	0	0	0	0	0
0930	48	0	44	0	4	0	0	0	0	0	0
0945	47	0	46	0	1	0	0	0	0	0	0
1000	52	0	48	0	4	0	0	0	0	0	0
1015	57	0	49	0	6	0	1	0	1	0	0
1030	55	9	40	0	6	0	0	0	0	0	0
1045	51	0	46	0	4	0	1	0	0	0	0
1100	60	0	57	0	3	0	0	0	0	0	0
1115	62	0	56	0	6	0	0	0	0	0	0
1130	60	0	52	1	5	0	0	0	0	1	1
1145	51	0	47	0	4	0	0	0	0	0	0
1200	57	0	54	0	3	0	0	0	0	0	0
1215	66	0	61	0	4	0	1	0	0	0	0
1230	58	0	51	0	7	0	0	0	0	0	0
1245	63	0	61	1	1	0	0	0	0	0	0
1300	69	1	62	0	6	0	0	0	0	0	0
1315	58	0	53	0	5	0	0	0	0	0	0
1330	49	0	46	0	2	0	0	0	0	0	1
1345	62	0	60	1	1	0	0	0	0	0	0
1400	52	0	50	0	1	0	0	0	1	0	0
1415	47	0	46	0	1	0	0	0	0	0	0
1430	72	1	67	0	4	0	0	0	0	0	0
1445	64	1	61	0	2	0	0	0	0	0	0
1500	65	1	62	0	2	0	0	0	0	0	0
1515	68	2	61	0	5	0	0	0	0	0	0
1530	51	2	47	0	2	0	0	0	0	0	0
1545	71	1	69	0	1	0	0	0	0	0	0
1600	40	1	34	1	3	0	0	0	0	1	0
1615	48	4	40	0	4	0	0	0	0	0	0
1630	51	0	48	0	3	0	0	0	0	0	0
1645	40	4	33	2	1	0	0	0	0	0	0
1700	33	0	31	0	2	0	0	0	0	0	0
1715	52	1	49	1	1	0	0	0	0	0	0

1730	52	2	47	1	2	0	0	0	0	0	0
1745	34	0	31	0	3	0	0	0	0	0	0
1800	33	0	31	1	1	0	0	0	0	0	0
1815	48	0	45	0	2	1	0	0	0	0	0
1830	31	0	28	0	3	0	0	0	0	0	0
1845	41	0	41	0	0	0	0	0	0	0	0
1900	25	0	24	0	1	0	0	0	0	0	0
1915	34	1	32	0	1	0	0	0	0	0	0
1930	16	0	15	0	1	0	0	0	0	0	0
1945	23	0	23	0	0	0	0	0	0	0	0
2000	10	0	9	0	1	0	0	0	0	0	0
2015	26	0	26	0	0	0	0	0	0	0	0
2030	11	0	10	1	0	0	0	0	0	0	0
2045	14	0	14	0	0	0	0	0	0	0	0
2100	15	0	15	0	0	0	0	0	0	0	0
2115	20	0	19	0	1	0	0	0	0	0	0
2130	22	0	22	0	0	0	0	0	0	0	0
2145	16	0	16	0	0	0	0	0	0	0	0
2200	9	0	9	0	0	0	0	0	0	0	0
2215	27	0	25	0	2	0	0	0	0	0	0
2230	13	0	13	0	0	0	0	0	0	0	0
2245	13	0	13	0	0	0	0	0	0	0	0
2300	6	0	5	0	1	0	0	0	0	0	0
2315	6	0	5	0	1	0	0	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	**2338**	**32**	**2126**	**12**	**147**	**1**	**11**	**0**	**3**	**3**	**3**
06-22	**2616**	**33**	**2382**	**13**	**160**	**1**	**15**	**0**	**3**	**3**	**6**
06-00	**2698**	**33**	**2460**	**13**	**164**	**1**	**15**	**0**	**3**	**3**	**6**
00-00	**2772**	**33**	**2515**	**13**	**176**	**2**	**15**	**0**	**4**	**7**	**7**

11 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	11	0	11	0	0	0	0	0	0	0	0
0015	4	0	4	0	0	0	0	0	0	0	0
0030	5	0	5	0	0	0	0	0	0	0	0
0045	4	0	4	0	0	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	2	0	1	0	1	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	3	0	2	0	1	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	3	0	2	0	1	0	0	0	0	0	0
0445	1	0	0	0	1	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0
0515	5	0	3	0	1	0	0	0	1	0	0

0530	7	0	7	0	0	0	0	0	0	0	0
0545	6	1	4	0	1	0	0	0	0	0	0
0600	6	0	3	0	2	0	1	0	0	0	0
0615	11	0	8	1	2	0	0	0	0	0	0
0630	11	0	8	0	3	0	0	0	0	0	0
0645	13	2	10	0	0	0	0	0	0	0	1
0700	14	0	12	0	2	0	0	0	0	0	0
0715	18	1	16	0	1	0	0	0	0	0	0
0730	24	2	21	0	1	0	0	0	0	0	0
0745	33	1	32	0	0	0	0	0	0	0	0
0800	16	1	13	0	2	0	0	0	0	0	0
0815	29	4	23	0	2	0	0	0	0	0	0
0830	29	4	22	0	2	0	1	0	0	0	0
0845	26	3	20	0	2	1	0	0	0	0	0
0900	27	2	23	0	2	0	0	0	0	0	0
0915	40	5	29	1	5	0	0	0	0	0	0
0930	51	8	38	1	3	0	1	0	0	0	0
0945	75	22	51	0	1	0	1	0	0	0	0
1000	56	4	48	0	1	0	2	0	0	1	0
1015	50	2	45	1	1	0	1	0	0	0	0
1030	41	6	33	0	2	0	0	0	0	0	0
1045	55	8	42	1	3	1	0	0	0	0	0
1100	63	5	51	3	4	0	0	0	0	0	0
1115	52	8	40	1	3	0	0	0	0	0	0
1130	59	8	46	2	2	0	1	0	0	0	0
1145	58	7	47	2	1	0	1	0	0	0	0
1200	58	2	53	0	3	0	0	0	0	0	0
1215	47	3	34	1	6	0	3	0	0	0	0
1230	59	3	52	0	2	0	2	0	0	0	0
1245	47	3	39	0	5	0	0	0	0	0	0
1300	70	2	64	2	1	0	0	0	0	1	0
1315	55	2	51	0	2	0	0	0	0	0	0
1330	57	1	54	0	2	0	0	0	0	0	0
1345	55	4	44	3	4	0	0	0	0	0	0
1400	58	5	50	0	2	0	0	0	0	0	1
1415	60	0	58	0	1	0	0	0	1	0	0
1430	64	1	58	3	2	0	0	0	0	0	0
1445	50	5	40	3	1	0	0	1	0	0	0
1500	52	2	46	1	3	0	0	0	0	0	0
1515	68	2	60	1	4	0	1	0	0	0	0
1530	56	2	52	0	1	1	0	0	0	0	0
1545	48	1	47	0	0	0	0	0	0	0	0
1600	59	4	51	3	1	0	0	0	0	0	0
1615	45	1	41	1	1	0	0	0	0	0	1
1630	59	0	56	0	2	0	0	0	0	1	0
1645	46	3	40	0	3	0	0	0	0	0	0
1700	39	0	36	0	2	0	0	0	0	1	0
1715	40	1	37	0	1	0	0	0	0	0	1
1730	29	1	25	0	3	0	0	0	0	0	0
1745	30	2	26	0	1	1	0	0	0	0	0
1800	38	0	35	0	2	0	1	0	0	0	0
1815	27	0	27	0	0	0	0	0	0	0	0
1830	30	1	27	0	2	0	0	0	0	0	0
1845	34	0	30	0	3	0	0	0	0	1	0
1900	21	0	21	0	0	0	0	0	0	0	0
1915	18	0	16	0	2	0	0	0	0	0	0
1930	20	1	19	0	0	0	0	0	0	0	0
1945	21	0	19	0	2	0	0	0	0	0	0
2000	26	2	24	0	0	0	0	0	0	0	0
2015	22	0	22	0	0	0	0	0	0	0	0

2030	18	1	16	0	1	0	0	0	0	0	0
2045	15	0	14	0	1	0	0	0	0	0	0
2100	12	0	10	0	2	0	0	0	0	0	0
2115	16	1	15	0	0	0	0	0	0	0	0
2130	15	0	14	0	1	0	0	0	0	0	0
2145	13	0	13	0	0	0	0	0	0	0	0
2200	10	1	9	0	0	0	0	0	0	0	0
2215	11	0	11	0	0	0	0	0	0	0	0
2230	9	0	8	0	1	0	0	0	0	0	0
2245	11	0	9	0	2	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0
2330	8	0	8	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**2196**	**152**	**1885**	**30**	**100**	**4**	**15**	**1**	**1**	**5**	**3**
06-22	**2454**	**159**	**2117**	**31**	**116**	**4**	**16**	**1**	**1**	**5**	**4**
06-00	**2512**	**160**	**2171**	**31**	**119**	**4**	**16**	**1**	**1**	**5**	**4**
00-00	**2578**	**161**	**2228**	**31**	**126**	**4**	**16**	**1**	**2**	**5**	**4**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	7	0	5	0	2	0	0	0	0	0	0
0045	1	0	0	0	0	0	0	0	0	1	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	4	0	4	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0
0400	3	0	2	0	1	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0
0430	2	0	1	0	0	0	0	0	0	0	1
0445	7	1	4	0	2	0	0	0	0	0	0
0500	6	0	5	0	0	1	0	0	0	0	0
0515	8	0	7	0	1	0	0	0	0	0	0
0530	11	1	8	0	2	0	0	0	0	0	0
0545	10	0	7	0	2	0	0	0	1	0	0
0600	17	0	12	0	3	0	1	0	1	0	0
0615	18	0	16	0	2	0	0	0	0	0	0
0630	26	0	20	0	5	0	0	0	1	0	0
0645	42	1	37	0	4	0	0	0	0	0	0
0700	43	0	33	0	8	0	0	0	0	1	1
0715	49	0	42	1	3	1	1	0	0	1	0
0730	50	0	39	0	10	0	0	0	0	0	1
0745	87	1	79	1	6	0	0	0	0	0	0
0800	81	0	71	0	9	1	0	0	0	0	0
0815	86	0	68	2	15	0	1	0	0	0	0

0830	72	0	62	0	9	0	0	0	0	0	1
0845	67	0	56	0	8	0	2	0	0	0	1
0900	68	0	57	1	6	1	0	0	1	1	1
0915	50	0	35	0	13	0	1	0	0	0	1
0930	54	1	46	0	7	0	0	0	0	0	0
0945	36	0	28	0	6	1	0	0	0	0	1
1000	50	1	36	0	11	0	0	0	0	1	1
1015	51	0	43	0	7	0	0	0	1	0	0
1030	51	1	46	0	3	0	0	0	0	1	0
1045	46	2	40	0	3	0	0	0	0	0	1
1100	62	0	47	2	10	1	1	0	1	0	0
1115	63	1	51	0	7	0	1	0	0	2	1
1130	42	3	34	0	4	1	0	0	0	0	0
1145	50	2	42	0	3	0	1	0	0	0	2
1200	47	1	36	2	8	0	0	0	0	0	0
1215	51	1	44	0	5	0	1	0	0	0	0
1230	55	1	42	1	9	2	0	0	0	0	0
1245	56	0	47	0	7	1	0	0	0	1	0
1300	49	2	42	0	5	0	0	0	0	0	0
1315	39	1	35	0	3	0	0	0	0	0	0
1330	45	1	37	0	5	0	1	0	0	1	0
1345	59	1	48	0	10	0	0	0	0	0	0
1400	43	0	38	0	1	1	0	0	0	0	3
1415	56	2	45	0	7	0	1	0	1	0	0
1430	65	0	57	1	5	0	1	0	0	0	1
1445	65	0	51	1	7	0	2	0	0	2	2
1500	78	0	71	1	4	0	2	0	0	0	0
1515	55	0	45	0	8	2	0	0	0	0	0
1530	76	2	66	0	7	0	0	0	0	1	0
1545	69	0	64	0	4	0	0	0	0	1	0
1600	126	2	116	1	5	0	0	0	1	0	1
1615	104	0	92	0	11	0	0	0	0	1	0
1630	121	1	112	0	7	0	0	0	0	1	0
1645	84	3	72	0	6	0	1	0	0	1	1
1700	111	3	101	1	4	0	0	0	1	0	1
1715	109	0	100	2	6	1	0	0	0	0	0
1730	94	1	87	0	6	0	0	0	0	0	0
1745	84	1	76	0	7	0	0	0	0	0	0
1800	58	0	56	0	1	0	0	0	0	0	1
1815	52	0	47	0	5	0	0	0	0	0	0
1830	45	0	40	0	5	0	0	0	0	0	0
1845	38	1	36	0	1	0	0	0	0	0	0
1900	19	0	19	0	0	0	0	0	0	0	0
1915	31	0	29	1	1	0	0	0	0	0	0
1930	12	0	12	0	0	0	0	0	0	0	0
1945	29	0	25	1	2	0	0	0	0	0	1
2000	16	0	16	0	0	0	0	0	0	0	0
2015	23	1	19	0	3	0	0	0	0	0	0
2030	16	0	15	0	1	0	0	0	0	0	0
2045	11	0	11	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0
2115	22	1	19	0	2	0	0	0	0	0	0
2130	19	0	17	0	2	0	0	0	0	0	0
2145	10	1	7	0	2	0	0	0	0	0	0
2200	11	0	9	0	0	0	0	0	0	1	1
2215	16	0	16	0	0	0	0	0	0	0	0
2230	10	0	10	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0

2330	8	0	8	0	0	0	0	0	0	0	0
2345	2	1	0	0	1	0	0	0	0	0	0
07-19	**3092**	**36**	**2658**	**17**	**307**	**13**	**17**	**0**	**6**	**16**	**22**
06-22	**3412**	**40**	**2941**	**19**	**334**	**13**	**18**	**0**	**8**	**16**	**23**
06-00	**3468**	**41**	**2993**	**19**	**335**	**13**	**18**	**0**	**8**	**17**	**24**
00-00	**3543**	**43**	**3051**	**19**	**346**	**14**	**18**	**0**	**9**	**18**	**25**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	2	0	0	0	0	0	0	0	1
0015	2	0	1	0	0	0	0	0	0	1	0
0030	1	0	0	0	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	2	0	1	0	1	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0
0230	3	0	0	0	2	0	0	0	0	1	0
0245	2	0	1	0	0	0	0	0	0	1	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	2	0	1	0	1	0	0	0	0	0	0
0330	1	0	0	0	1	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0
0400	3	0	1	0	2	0	0	0	0	0	0
0415	6	0	5	0	1	0	0	0	0	0	0
0430	4	0	3	0	1	0	0	0	0	0	0
0445	2	0	1	0	1	0	0	0	0	0	0
0500	11	0	6	0	1	1	0	0	0	1	2
0515	15	0	13	0	2	0	0	0	0	0	0
0530	16	1	12	0	1	0	0	0	0	1	1
0545	9	0	6	0	3	0	0	0	0	0	0
0600	12	0	9	0	1	0	1	0	0	0	1
0615	25	0	20	0	4	1	0	0	0	0	0
0630	35	0	28	0	6	0	0	0	0	0	1
0645	47	0	41	0	5	0	0	1	0	0	0
0700	34	0	30	0	4	0	0	0	0	0	0
0715	62	0	45	0	13	0	4	0	0	0	0
0730	56	0	49	0	6	1	0	0	0	0	0
0745	72	0	57	0	13	0	0	0	0	0	2
0800	96	0	83	0	9	1	0	0	1	0	2
0815	96	0	80	0	14	0	1	0	1	0	0
0830	72	1	60	0	6	0	2	0	1	0	2
0845	67	0	52	1	9	0	2	0	0	2	1
0900	59	0	50	1	5	0	1	0	1	0	1
0915	56	0	43	1	11	0	0	0	0	1	0
0930	41	0	36	1	3	0	0	1	0	0	0
0945	59	0	47	1	10	0	1	0	0	0	0
1000	46	2	33	0	10	0	0	0	0	0	1
1015	52	3	42	1	3	1	2	0	0	0	0
1030	56	4	46	1	3	0	0	0	0	0	2
1045	48	1	38	0	7	1	1	0	0	0	0
1100	62	0	51	1	8	0	1	0	1	0	0
1115	44	0	32	0	8	3	0	0	0	0	1

1130	54	1	41	1	11	0	0	0	0	0	0
1145	52	0	45	1	4	2	0	0	0	0	0
1200	56	2	44	2	3	1	1	0	1	0	2
1215	60	0	50	0	9	0	0	0	0	0	1
1230	59	0	49	1	7	0	1	0	1	0	0
1245	49	2	40	0	5	0	2	0	0	0	0
1300	36	2	28	0	3	2	1	0	0	0	0
1315	56	0	46	0	8	0	1	0	0	1	0
1330	49	1	41	0	5	0	0	0	1	0	1
1345	49	0	44	0	5	0	0	0	0	0	0
1400	41	0	35	1	3	0	0	0	0	1	1
1415	65	3	53	0	7	0	1	0	0	0	1
1430	55	3	42	1	3	1	2	1	1	1	0
1445	56	1	49	1	4	0	0	0	0	0	1
1500	81	1	68	0	7	1	0	0	0	3	1
1515	60	1	51	1	5	0	1	0	0	1	0
1530	83	1	76	0	5	0	0	0	0	1	0
1545	70	0	61	0	7	0	0	0	1	1	0
1600	114	1	107	0	5	0	0	0	0	0	1
1615	134	3	115	1	13	0	1	0	0	1	0
1630	132	1	118	0	11	1	0	0	0	0	1
1645	83	2	74	0	6	0	1	0	0	0	0
1700	95	3	89	0	2	0	0	0	0	0	1
1715	100	1	95	0	4	0	0	0	0	0	0
1730	92	2	83	1	5	0	0	0	0	1	0
1745	80	0	72	0	6	0	0	0	2	0	0
1800	52	1	49	2	0	0	0	0	0	0	0
1815	66	0	62	0	4	0	0	0	0	0	0
1830	53	0	49	0	4	0	0	0	0	0	0
1845	39	2	34	0	1	0	0	0	0	1	1
1900	40	4	32	0	3	0	0	0	0	0	1
1915	32	1	28	0	3	0	0	0	0	0	0
1930	33	3	29	0	1	0	0	0	0	0	0
1945	27	1	25	0	1	0	0	0	0	0	0
2000	41	8	31	0	2	0	0	0	0	0	0
2015	16	0	12	0	4	0	0	0	0	0	0
2030	24	0	22	0	1	0	1	0	0	0	0
2045	15	1	13	0	1	0	0	0	0	0	0
2100	21	0	20	0	1	0	0	0	0	0	0
2115	15	0	12	0	3	0	0	0	0	0	0
2130	25	0	24	0	0	0	1	0	0	0	0
2145	23	0	23	0	0	0	0	0	0	0	0
2200	23	0	22	0	0	0	0	0	0	0	1
2215	17	0	16	0	1	0	0	0	0	0	0
2230	7	0	6	0	0	0	0	0	0	0	1
2245	9	0	8	0	0	0	0	0	0	0	1
2300	6	0	5	0	0	0	0	0	0	1	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0
2345	4	0	3	0	1	0	0	0	0	0	0
07-19	**3149**	**45**	**2684**	**21**	**304**	**15**	**27**	**2**	**12**	**15**	**24**
06-22	**3580**	**63**	**3053**	**21**	**340**	**16**	**30**	**3**	**12**	**15**	**27**
06-00	**3652**	**63**	**3119**	**21**	**342**	**16**	**30**	**3**	**12**	**16**	**30**
00-00	**3745**	**64**	**3182**	**21**	**361**	**17**	**30**	**3**	**12**	**21**	**34**

14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	4	0	2	0	1	0	0	0	0	1	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	4	0	3	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0
0245	3	0	2	0	1	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0
0315	4	0	4	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	5	0	4	0	0	1	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0
0415	2	1	0	0	0	0	0	0	1	0	0
0430	7	0	5	0	2	0	0	0	0	0	0
0445	4	0	3	0	1	0	0	0	0	0	0
0500	4	0	2	0	2	0	0	0	0	0	0
0515	9	0	8	0	0	0	0	0	0	0	1
0530	14	1	12	0	0	1	0	0	0	0	0
0545	14	0	11	0	2	0	0	0	1	0	0
0600	16	0	13	0	2	0	1	0	0	0	0
0615	25	1	21	0	3	0	0	0	0	0	0
0630	23	0	19	0	3	0	0	0	0	0	1
0645	45	0	40	0	3	0	0	0	0	1	1
0700	48	0	36	0	9	0	2	0	1	0	0
0715	47	0	35	1	11	0	0	0	0	0	0
0730	44	0	37	0	6	0	1	0	0	0	0
0745	81	0	71	0	7	0	1	0	0	2	0
0800	63	0	57	0	5	1	0	0	0	0	0
0815	92	0	78	2	10	1	1	0	0	0	0
0830	65	1	61	0	2	0	0	0	0	1	0
0845	56	0	45	0	8	0	2	0	0	0	1
0900	61	0	50	0	10	0	1	0	0	0	0
0915	60	0	51	0	5	0	1	0	0	2	1
0930	52	0	42	1	9	0	0	0	0	0	0
0945	54	0	49	0	4	0	0	0	0	0	1
1000	61	1	46	1	7	0	3	0	1	1	1
1015	64	2	56	0	4	0	1	0	0	0	1
1030	57	2	44	0	7	0	1	0	0	0	3
1045	57	2	43	1	6	2	1	0	0	0	2
1100	56	1	45	2	6	1	0	0	0	0	1
1115	44	1	37	0	5	0	0	0	0	0	1
1130	53	4	42	0	6	0	1	0	0	0	0
1145	60	0	53	0	5	0	0	0	0	0	2
1200	55	3	37	1	8	3	1	0	0	2	0
1215	57	2	48	0	6	1	0	0	0	0	0
1230	43	1	33	2	5	0	0	0	1	0	1
1245	56	0	52	0	3	0	0	0	0	0	1
1300	61	1	50	1	6	1	1	0	0	1	0
1315	51	0	43	1	4	0	1	0	0	1	1
1330	51	1	44	0	4	0	1	0	0	1	0
1345	64	1	54	3	4	0	1	0	0	1	0
1400	57	6	45	1	5	0	0	0	0	0	0
1415	65	1	53	0	8	0	1	0	0	1	1

1430	70	0	60	2	6	0	0	0	0	0	2
1445	60	3	51	0	6	0	0	0	0	0	0
1500	84	5	66	1	11	0	0	0	0	0	1
1515	89	1	75	0	12	0	1	0	0	0	0
1530	87	3	83	0	1	0	0	0	0	0	0
1545	84	2	73	2	7	0	0	0	0	0	0
1600	122	2	109	0	9	0	1	0	0	0	1
1615	120	5	103	1	9	0	0	1	1	0	0
1630	126	0	118	0	6	1	1	0	0	0	0
1645	122	4	103	2	11	1	0	0	0	0	1
1700	93	1	87	0	5	0	0	0	0	0	0
1715	103	7	88	1	6	0	0	0	0	1	0
1730	94	4	87	0	3	0	0	0	0	0	0
1745	65	1	56	0	6	0	0	0	1	1	0
1800	78	11	61	0	5	0	1	0	0	0	0
1815	61	4	53	0	2	0	2	0	0	0	0
1830	47	2	41	0	3	0	0	0	0	1	0
1845	46	6	38	1	1	0	0	0	0	0	0
1900	42	7	34	0	1	0	0	0	0	0	0
1915	60	17	42	0	1	0	0	0	0	0	0
1930	34	9	23	0	1	0	0	0	0	0	1
1945	32	7	24	0	1	0	0	0	0	0	0
2000	34	7	25	0	1	0	0	0	1	0	0
2015	46	14	27	0	3	0	1	0	0	0	1
2030	31	8	21	0	0	0	0	0	0	1	1
2045	34	17	13	0	3	0	1	0	0	0	0
2100	23	2	18	0	3	0	0	0	0	0	0
2115	23	4	17	0	2	0	0	0	0	0	0
2130	22	0	22	0	0	0	0	0	0	0	0
2145	18	1	17	0	0	0	0	0	0	0	0
2200	18	0	17	0	0	0	0	1	0	0	0
2215	19	0	19	0	0	0	0	0	0	0	0
2230	14	0	14	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0
2315	5	0	2	0	2	0	0	0	0	1	0
2330	6	0	6	0	0	0	0	0	0	0	0
2345	3	0	2	0	1	0	0	0	0	0	0
07-19	**3286**	**91**	**2789**	**27**	**294**	**12**	**28**	**1**	**5**	**16**	**23**
06-22	**3794**	**185**	**3165**	**27**	**321**	**12**	**31**	**1**	**6**	**18**	**28**
06-00	**3868**	**185**	**3234**	**27**	**324**	**12**	**31**	**2**	**6**	**19**	**28**
00-00	**3958**	**187**	**3301**	**27**	**339**	**14**	**31**	**2**	**8**	**20**	**29**

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-01
Description - Gainsborough Road (South of Ramper Road)
Direction - South

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	1	0	0	1	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	3	0	3	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	2	0	1	0	0	0	0	0	0	1	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	3	0	2	0	0	0	0	0	0	1	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	3	0	1	0	2	0	0	0	0	0	0
0330	1	0	0	0	0	1	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	6	0	4	0	0	1	1	0	0	0	0
0430	10	0	10	0	0	0	0	0	0	0	0
0445	8	0	8	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0
0515	11	1	8	0	2	0	0	0	0	0	0
0530	19	0	18	0	1	0	0	0	0	0	0
0545	23	0	17	1	5	0	0	0	0	0	0
0600	25	1	23	0	0	0	1	0	0	0	0
0615	49	1	43	0	4	0	0	0	1	0	0
0630	85	0	80	0	3	1	0	0	0	0	1
0645	94	1	88	0	4	0	0	0	1	0	0
0700	89	0	87	0	2	0	0	0	0	0	0
0715	102	1	94	1	2	1	0	0	0	1	2
0730	116	2	107	0	5	0	1	0	0	0	1
0745	119	0	112	0	6	1	0	0	0	0	0
0800	96	0	84	1	9	1	0	0	1	0	0
0815	85	1	77	1	5	0	1	0	0	0	0
0830	91	0	81	0	9	0	1	0	0	0	0
0845	60	1	53	1	5	0	0	0	0	0	0
0900	56	0	52	0	2	1	1	0	0	0	0
0915	54	0	44	0	8	0	0	0	0	2	0
0930	59	0	53	0	4	0	1	0	0	1	0
0945	41	0	33	1	3	0	3	0	1	0	0
1000	62	0	48	2	12	0	0	0	0	0	0
1015	46	0	39	0	5	0	0	0	0	0	2
1030	50	0	43	0	6	0	0	0	0	1	0
1045	58	0	50	0	6	0	2	0	0	0	0
1100	49	0	44	0	5	0	0	0	0	0	0
1115	51	0	39	0	9	2	1	0	0	0	0

1130	51	0	45	0	6	0	0	0	0	0	0
1145	52	0	47	1	2	0	2	0	0	0	0
1200	49	0	42	0	5	0	2	0	0	0	0
1215	48	0	42	0	6	0	0	0	0	0	0
1230	63	1	53	1	8	0	0	0	0	0	0
1245	50	0	43	0	5	0	0	0	0	1	1
1300	59	0	50	0	8	0	1	0	0	0	0
1315	53	0	44	1	8	0	0	0	0	0	0
1330	61	0	54	1	3	2	1	0	0	0	0
1345	61	0	53	0	7	0	0	0	1	0	0
1400	59	0	51	0	6	0	2	0	0	0	0
1415	65	0	54	2	7	0	1	1	0	0	0
1430	53	0	43	3	6	0	1	0	0	0	0
1445	63	1	49	1	12	0	0	0	0	0	0
1500	52	1	44	0	6	1	0	0	0	0	0
1515	63	2	45	0	14	0	1	0	1	0	0
1530	65	0	53	0	12	0	0	0	0	0	0
1545	70	0	58	0	11	0	1	0	0	0	0
1600	76	0	69	0	7	0	0	0	0	0	0
1615	76	1	68	0	7	0	0	0	0	0	0
1630	56	0	53	0	3	0	0	0	0	0	0
1645	76	1	68	0	6	0	0	0	0	0	1
1700	81	0	74	0	6	0	0	0	1	0	0
1715	92	1	83	0	6	0	0	0	1	0	1
1730	60	1	55	0	3	0	1	0	0	0	0
1745	68	1	61	0	6	0	0	0	0	0	0
1800	51	0	45	1	5	0	0	0	0	0	0
1815	43	0	38	1	4	0	0	0	0	0	0
1830	38	0	37	1	0	0	0	0	0	0	0
1845	42	0	35	1	4	1	0	0	0	0	1
1900	32	0	30	0	2	0	0	0	0	0	0
1915	39	0	38	0	1	0	0	0	0	0	0
1930	26	2	24	0	0	0	0	0	0	0	0
1945	23	0	21	0	2	0	0	0	0	0	0
2000	23	0	22	0	0	0	0	0	0	1	0
2015	16	0	16	0	0	0	0	0	0	0	0
2030	15	0	13	1	1	0	0	0	0	0	0
2045	16	0	16	0	0	0	0	0	0	0	0
2100	18	0	16	0	1	0	0	1	0	0	0
2115	31	1	27	0	2	0	0	0	0	0	1
2130	14	0	12	0	2	0	0	0	0	0	0
2145	12	0	11	0	1	0	0	0	0	0	0
2200	17	0	17	0	0	0	0	0	0	0	0
2215	8	0	8	0	0	0	0	0	0	0	0
2230	8	0	7	0	1	0	0	0	0	0	0
2245	7	0	6	0	1	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0
2315	4	0	3	0	0	0	0	0	0	1	0
2330	3	0	3	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**3080**	**15**	**2696**	**21**	**292**	**10**	**24**	**1**	**6**	**6**	**9**
06-22	**3598**	**21**	**3176**	**22**	**315**	**11**	**25**	**2**	**8**	**7**	**11**
06-00	**3655**	**21**	**3230**	**22**	**317**	**11**	**25**	**2**	**8**	**8**	**11**
00-00	**3759**	**22**	**3316**	**23**	**327**	**14**	**26**	**2**	**8**	**10**	**11**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	2	0	1	0	0	0	0	0	0	0	1
0015	3	0	2	0	0	0	1	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	4	0	3	0	0	0	0	0	0	1	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	3	0	2	0	0	0	0	0	0	0	1
0230	3	0	3	0	0	0	0	0	0	0	0
0245	5	0	5	0	0	0	0	0	0	0	0
0300	4	0	2	0	2	0	0	0	0	0	0
0315	8	0	8	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	0	2	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0
0430	7	0	6	0	1	0	0	0	0	0	0
0445	6	0	6	0	0	0	0	0	0	0	0
0500	13	1	11	0	1	0	0	0	0	0	0
0515	9	0	8	0	1	0	0	0	0	0	0
0530	19	0	17	0	2	0	0	0	0	0	0
0545	29	0	26	0	2	0	0	0	1	0	0
0600	33	1	29	0	3	0	0	0	0	0	0
0615	42	3	35	0	4	0	0	0	0	0	0
0630	84	0	80	0	4	0	0	0	0	0	0
0645	95	2	89	0	4	0	0	0	0	0	0
0700	75	1	68	1	4	1	0	0	0	0	0
0715	80	1	75	0	3	1	0	0	0	0	0
0730	96	2	89	0	5	0	0	0	0	0	0
0745	111	1	105	1	3	0	0	0	1	0	0
0800	107	1	94	0	8	0	2	0	1	0	1
0815	67	1	60	0	5	1	0	0	0	0	0
0830	86	0	78	0	6	0	2	0	0	0	0
0845	77	0	63	0	11	1	1	0	0	0	1
0900	56	0	43	0	11	0	1	0	0	0	1
0915	48	0	42	0	4	1	0	0	1	0	0
0930	40	0	31	2	5	1	0	0	0	1	0
0945	50	0	31	0	16	1	1	0	0	1	0
1000	56	0	47	2	6	1	0	0	0	0	0
1015	48	1	39	0	7	1	0	0	0	0	0
1030	51	0	45	0	4	0	2	0	0	0	0
1045	55	2	45	1	6	1	0	0	0	0	0
1100	50	1	40	1	5	0	0	0	1	0	2
1115	60	0	54	0	6	0	0	0	0	0	0
1130	49	0	39	1	6	0	1	0	1	0	1
1145	57	0	50	0	6	0	0	0	0	0	1
1200	51	0	41	1	5	1	0	0	2	1	0
1215	65	0	59	1	5	0	0	0	0	0	0
1230	45	0	37	1	7	0	0	0	0	0	0
1245	62	0	59	0	2	0	1	0	0	0	0
1300	62	1	50	2	8	0	0	0	0	1	0
1315	66	2	54	0	9	1	0	0	0	0	0
1330	60	3	44	1	10	1	0	0	0	0	1
1345	65	3	45	2	13	1	0	1	0	0	0
1400	51	1	42	0	5	1	0	1	1	0	0
1415	51	1	42	0	7	0	0	0	0	0	1

1430	53	0	45	0	5	0	1	0	1	1	0
1445	61	1	45	0	15	0	0	0	0	0	0
1500	79	1	67	2	8	0	0	0	0	0	1
1515	65	0	57	1	6	0	0	0	0	1	0
1530	76	2	66	2	6	0	0	0	0	0	0
1545	73	1	64	2	4	0	0	0	1	0	1
1600	82	0	72	2	7	0	0	0	0	0	1
1615	67	2	55	0	10	0	0	0	0	0	0
1630	82	2	74	0	5	0	0	0	0	1	0
1645	64	0	57	0	7	0	0	0	0	0	0
1700	64	2	56	2	4	0	0	0	0	0	0
1715	73	0	67	0	3	0	0	0	1	1	1
1730	65	0	57	0	8	0	0	0	0	0	0
1745	70	3	65	0	2	0	0	0	0	0	0
1800	53	0	51	1	1	0	0	0	0	0	0
1815	46	1	39	2	4	0	0	0	0	0	0
1830	32	0	30	0	1	0	0	0	0	1	0
1845	40	1	31	1	4	0	0	0	2	0	1
1900	33	2	31	0	0	0	0	0	0	0	0
1915	34	3	27	0	1	0	1	1	0	1	0
1930	35	1	34	0	0	0	0	0	0	0	0
1945	35	3	30	0	2	0	0	0	0	0	0
2000	23	2	21	0	0	0	0	0	0	0	0
2015	22	0	20	0	1	0	0	0	0	0	1
2030	20	0	19	1	0	0	0	0	0	0	0
2045	19	0	19	0	0	0	0	0	0	0	0
2100	20	0	18	0	2	0	0	0	0	0	0
2115	21	0	21	0	0	0	0	0	0	0	0
2130	14	0	13	0	0	0	0	0	0	0	1
2145	11	0	10	0	1	0	0	0	0	0	0
2200	12	0	10	0	2	0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0
2230	2	0	1	0	1	0	0	0	0	0	0
2245	12	0	12	0	0	0	0	0	0	0	0
2300	10	1	9	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	5	1	4	0	0	0	0	0	0	0	0
2345	4	0	3	0	0	0	0	0	0	1	0
07-19	**3042**	**38**	**2609**	**32**	**298**	**15**	**12**	**2**	**13**	**9**	**14**
06-22	**3583**	**55**	**3105**	**33**	**320**	**15**	**13**	**3**	**13**	**10**	**16**
06-00	**3636**	**57**	**3152**	**33**	**323**	**15**	**13**	**3**	**13**	**11**	**16**
00-00	**3770**	**58**	**3269**	**33**	**334**	**15**	**14**	**3**	**14**	**12**	**18**

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	4	0	3	0	1	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	4	0	3	0	1	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0

0230	2	0	2	0	0	0	0	0	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	3	0	0	1	2	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	3	0	2	1	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	7	0	6	0	1	0	0	0	0	0	0
0515	11	0	11	0	0	0	0	0	0	0	0
0530	17	0	14	0	3	0	0	0	0	0	0
0545	14	0	13	0	1	0	0	0	0	0	0
0600	17	0	16	0	1	0	0	0	0	0	0
0615	30	0	28	0	2	0	0	0	0	0	0
0630	40	0	38	0	2	0	0	0	0	0	0
0645	45	0	42	0	3	0	0	0	0	0	0
0700	21	0	19	0	1	0	0	0	1	0	0
0715	27	1	25	0	0	0	0	0	0	0	1
0730	30	0	26	0	4	0	0	0	0	0	0
0745	32	0	29	0	3	0	0	0	0	0	0
0800	23	0	22	0	1	0	0	0	0	0	0
0815	33	0	27	0	6	0	0	0	0	0	0
0830	35	0	33	0	2	0	0	0	0	0	0
0845	34	0	26	2	6	0	0	0	0	0	0
0900	44	0	40	0	2	1	0	0	0	1	0
0915	38	0	33	0	5	0	0	0	0	0	0
0930	42	0	39	0	3	0	0	0	0	0	0
0945	33	0	30	0	2	1	0	0	0	0	0
1000	47	0	40	1	5	1	0	0	0	0	0
1015	49	0	44	0	5	0	0	0	0	0	0
1030	48	0	47	0	1	0	0	0	0	0	0
1045	41	0	39	1	1	0	0	0	0	0	0
1100	59	0	51	0	8	0	0	0	0	0	0
1115	54	0	51	0	3	0	0	0	0	0	0
1130	39	0	38	0	1	0	0	0	0	0	0
1145	59	1	57	0	1	0	0	0	0	0	0
1200	47	1	43	0	3	0	0	0	0	0	0
1215	62	1	60	0	1	0	0	0	0	0	0
1230	57	1	50	2	2	0	0	0	1	1	0
1245	64	2	59	0	3	0	0	0	0	0	0
1300	54	0	52	0	2	0	0	0	0	0	0
1315	69	1	64	0	4	0	0	0	0	0	0
1330	74	0	68	0	6	0	0	0	0	0	0
1345	64	1	59	0	4	0	0	0	0	0	0
1400	66	0	65	0	1	0	0	0	0	0	0
1415	62	1	58	1	2	0	0	0	0	0	0
1430	51	0	49	0	2	0	0	0	0	0	0
1445	48	1	47	0	0	0	0	0	0	0	0
1500	48	1	44	2	1	0	0	0	0	0	0
1515	60	3	53	0	3	0	0	0	1	0	0
1530	49	1	46	0	1	0	0	0	0	1	0
1545	50	1	48	0	1	0	0	0	0	0	0
1600	49	0	47	0	2	0	0	0	0	0	0
1615	76	5	58	0	9	2	1	0	0	0	1
1630	43	3	38	0	0	0	1	0	0	0	1
1645	59	0	56	1	2	0	0	0	0	0	0
1700	53	0	51	0	2	0	0	0	0	0	0
1715	50	0	49	0	1	0	0	0	0	0	0

1730	38	1	35	1	1	0	0	0	0	0	0
1745	26	1	24	1	0	0	0	0	0	0	0
1800	34	2	30	0	2	0	0	0	0	0	0
1815	33	0	31	0	2	0	0	0	0	0	0
1830	22	0	19	0	3	0	0	0	0	0	0
1845	42	0	41	0	1	0	0	0	0	0	0
1900	31	0	29	0	1	0	1	0	0	0	0
1915	30	0	29	0	1	0	0	0	0	0	0
1930	28	0	26	0	2	0	0	0	0	0	0
1945	21	0	21	0	0	0	0	0	0	0	0
2000	19	0	19	0	0	0	0	0	0	0	0
2015	20	0	20	0	0	0	0	0	0	0	0
2030	21	0	21	0	0	0	0	0	0	0	0
2045	19	0	17	1	1	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0
2115	23	0	22	0	1	0	0	0	0	0	0
2130	12	0	11	0	1	0	0	0	0	0	0
2145	12	0	11	0	1	0	0	0	0	0	0
2200	16	0	16	0	0	0	0	0	0	0	0
2215	10	0	10	0	0	0	0	0	0	0	0
2230	14	0	14	0	0	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0
2300	7	0	5	0	2	0	0	0	0	0	0
2315	5	0	4	0	1	0	0	0	0	0	0
2330	10	0	10	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0
07-19	**2238**	**29**	**2060**	**12**	**121**	**5**	**2**	**0**	**3**	**3**	**3**
06-22	**2618**	**29**	**2422**	**13**	**137**	**5**	**3**	**0**	**3**	**3**	**3**
06-00	**2692**	**29**	**2493**	**13**	**140**	**5**	**3**	**0**	**3**	**3**	**3**
00-00	**2774**	**29**	**2562**	**15**	**151**	**5**	**3**	**0**	**3**	**3**	**3**

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	6	0	6	0	0	0	0	0	0	0	0
0015	3	0	3	0	0	0	0	0	0	0	0
0030	7	0	7	0	0	0	0	0	0	0	0
0045	3	0	3	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	1	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	3	0	3	0	0	0	0	0	0	0	0
0445	6	0	4	0	2	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	5	0	4	0	1	0	0	0	0	0	0

0530	8	0	8	0	0	0	0	0	0	0	0
0545	7	0	6	0	1	0	0	0	0	0	0
0600	6	1	5	0	0	0	0	0	0	0	0
0615	18	0	18	0	0	0	0	0	0	0	0
0630	26	2	23	0	1	0	0	0	0	0	0
0645	23	0	22	0	1	0	0	0	0	0	0
0700	12	0	12	0	0	0	0	0	0	0	0
0715	19	1	17	0	1	0	0	0	0	0	0
0730	21	1	18	0	1	0	0	0	0	0	1
0745	26	2	22	0	2	0	0	0	0	0	0
0800	22	2	19	0	0	0	0	0	0	0	1
0815	23	0	20	1	2	0	0	0	0	0	0
0830	22	0	21	0	0	0	1	0	0	0	0
0845	24	1	20	1	2	0	0	0	0	0	0
0900	19	0	19	0	0	0	0	0	0	0	0
0915	28	0	25	0	2	0	0	0	0	1	0
0930	29	0	28	0	1	0	0	0	0	0	0
0945	44	6	37	1	0	0	0	0	0	0	0
1000	31	3	26	1	1	0	0	0	0	0	0
1015	71	1	62	0	8	0	0	0	0	0	0
1030	46	2	42	0	2	0	0	0	0	0	0
1045	65	2	55	1	6	0	0	0	0	0	1
1100	50	2	47	0	1	0	0	0	0	0	0
1115	47	5	39	1	2	0	0	0	0	0	0
1130	78	1	67	2	5	1	2	0	0	0	0
1145	59	5	50	1	3	0	0	0	0	0	0
1200	55	3	49	1	2	0	0	0	0	0	0
1215	53	1	42	2	7	0	0	0	0	0	1
1230	55	1	53	0	1	0	0	0	0	0	0
1245	70	6	61	2	1	0	0	0	0	0	0
1300	54	4	49	0	1	0	0	0	0	0	0
1315	56	0	53	0	2	0	1	0	0	0	0
1330	52	4	44	0	4	0	0	0	0	0	0
1345	56	2	49	2	3	0	0	0	0	0	0
1400	63	5	54	1	2	0	1	0	0	0	0
1415	68	4	58	1	5	0	0	0	0	0	0
1430	63	7	50	1	2	0	1	0	0	1	1
1445	49	11	33	0	4	0	1	0	0	0	0
1500	65	2	62	0	0	0	0	0	0	1	0
1515	62	3	57	1	1	0	0	0	0	0	0
1530	61	7	52	1	1	0	0	0	0	0	0
1545	50	3	40	2	4	0	0	0	0	0	1
1600	68	5	59	1	3	0	0	0	0	0	0
1615	71	9	58	0	4	0	0	0	0	0	0
1630	57	5	48	1	3	0	0	0	0	0	0
1645	60	6	49	0	4	0	0	0	0	1	0
1700	49	2	43	0	4	0	0	0	0	0	0
1715	38	3	32	0	1	1	0	0	0	1	0
1730	38	1	35	0	2	0	0	0	0	0	0
1745	41	4	37	0	0	0	0	0	0	0	0
1800	33	3	27	2	1	0	0	0	0	0	0
1815	39	1	37	0	1	0	0	0	0	0	0
1830	39	0	37	0	2	0	0	0	0	0	0
1845	25	0	22	0	2	0	0	0	0	1	0
1900	24	0	23	0	1	0	0	0	0	0	0
1915	28	1	23	1	2	0	0	0	1	0	0
1930	26	2	23	0	0	0	1	0	0	0	0
1945	22	0	20	0	0	0	1	0	0	1	0
2000	26	1	23	1	1	0	0	0	0	0	0
2015	18	0	16	0	1	0	0	1	0	0	0

2030	14	0	12	0	2	0	0	0	0	0	0
2045	13	0	12	0	1	0	0	0	0	0	0
2100	16	0	16	0	0	0	0	0	0	0	0
2115	28	1	27	0	0	0	0	0	0	0	0
2130	11	0	10	0	0	0	0	0	0	0	1
2145	10	0	8	0	1	1	0	0	0	0	0
2200	10	0	9	0	1	0	0	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0
2230	7	0	5	1	1	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**2226**	**136**	**1936**	**27**	**106**	**2**	**7**	**0**	**0**	**6**	**6**
06-22	**2535**	**144**	**2217**	**29**	**117**	**3**	**9**	**1**	**1**	**7**	**7**
06-00	**2577**	**144**	**2256**	**30**	**119**	**3**	**9**	**1**	**1**	**7**	**7**
00-00	**2643**	**144**	**2316**	**30**	**125**	**3**	**9**	**1**	**1**	**7**	**7**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	1	0	0	0	1	0	0	0	0	0	0
0030	4	0	4	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	0	1	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	1	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	7	0	6	0	1	0	0	0	0	0	0
0445	8	0	7	0	1	0	0	0	0	0	0
0500	7	0	5	0	2	0	0	0	0	0	0
0515	13	0	11	0	1	1	0	0	0	0	0
0530	21	0	19	0	2	0	0	0	0	0	0
0545	22	1	19	0	1	0	0	0	0	0	1
0600	29	2	24	0	2	0	0	0	0	1	0
0615	53	2	48	0	3	0	0	0	0	0	0
0630	89	3	83	0	3	0	0	0	0	0	0
0645	92	2	82	2	6	0	0	0	0	0	0
0700	77	1	68	0	6	0	1	0	0	1	0
0715	88	0	78	0	7	0	1	0	1	0	1
0730	121	1	112	2	4	1	0	0	0	0	1
0745	106	0	101	0	2	2	0	0	0	0	1
0800	102	2	89	1	10	0	0	0	0	0	0
0815	106	1	89	0	13	0	0	0	1	2	0

0830	83	0	76	0	4	2	0	0	1	0	0
0845	78	1	63	0	9	0	0	0	1	3	1
0900	50	1	39	1	8	0	0	0	0	0	1
0915	39	0	29	3	4	1	0	1	0	1	0
0930	51	0	43	0	6	1	0	0	0	1	0
0945	45	0	32	0	9	2	2	0	0	0	0
1000	54	0	42	2	6	0	3	0	0	0	1
1015	38	0	31	0	5	0	1	0	1	0	0
1030	49	0	45	0	4	0	0	0	0	0	0
1045	57	1	45	1	8	0	0	0	0	1	1
1100	52	0	48	0	3	1	0	0	0	0	0
1115	46	1	40	0	3	0	0	0	0	0	2
1130	55	2	39	1	10	2	0	0	1	0	0
1145	50	0	43	0	6	1	0	0	0	0	0
1200	50	0	45	0	4	0	0	0	0	1	0
1215	54	1	46	0	4	0	2	0	0	1	0
1230	44	1	39	0	4	0	0	0	0	0	0
1245	55	1	42	0	9	0	1	0	0	0	2
1300	72	2	59	1	6	0	3	0	0	1	0
1315	65	2	58	0	4	0	0	0	1	0	0
1330	56	1	47	1	5	0	1	0	0	1	0
1345	52	0	45	0	6	0	0	0	0	1	0
1400	54	0	48	1	4	0	0	0	0	1	0
1415	45	2	39	0	3	1	0	0	0	0	0
1430	47	0	44	1	2	0	0	0	0	0	0
1445	53	0	41	0	9	1	0	0	1	0	1
1500	61	0	58	0	3	0	0	0	0	0	0
1515	65	3	50	1	10	0	1	0	0	0	0
1530	46	0	36	1	7	1	0	0	0	0	1
1545	67	0	57	1	6	0	0	0	1	2	0
1600	90	0	80	1	9	0	0	0	0	0	0
1615	82	1	64	1	13	0	2	0	0	0	1
1630	58	0	50	0	7	0	0	0	1	0	0
1645	52	0	47	0	5	0	0	0	0	0	0
1700	82	1	73	0	6	0	1	0	0	0	1
1715	82	0	79	0	3	0	0	0	0	0	0
1730	81	0	71	1	5	1	0	1	0	0	2
1745	65	0	57	1	6	0	1	0	0	0	0
1800	40	0	35	1	4	0	0	0	0	0	0
1815	46	0	42	1	3	0	0	0	0	0	0
1830	44	1	39	0	3	0	0	0	1	0	0
1845	33	1	30	0	1	0	0	0	0	0	1
1900	22	0	19	0	3	0	0	0	0	0	0
1915	18	0	17	0	1	0	0	0	0	0	0
1930	17	1	14	0	1	0	0	0	0	1	0
1945	18	0	18	0	0	0	0	0	0	0	0
2000	18	0	17	0	1	0	0	0	0	0	0
2015	16	0	15	0	1	0	0	0	0	0	0
2030	11	0	10	0	1	0	0	0	0	0	0
2045	16	0	12	1	2	0	0	0	0	0	1
2100	14	0	12	0	2	0	0	0	0	0	0
2115	26	0	25	0	1	0	0	0	0	0	0
2130	12	0	11	0	1	0	0	0	0	0	0
2145	14	0	13	0	0	0	0	0	1	0	0
2200	10	0	10	0	0	0	0	0	0	0	0
2215	4	0	3	0	1	0	0	0	0	0	0
2230	6	0	4	0	2	0	0	0	0	0	0
2245	7	0	5	0	0	0	0	0	0	1	1
2300	1	0	1	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0

2330	5	0	5	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	**2988**	**28**	**2573**	**24**	**278**	**17**	**20**	**2**	**11**	**17**	**18**
06-22	**3453**	**38**	**2993**	**27**	**306**	**17**	**20**	**2**	**12**	**19**	**19**
06-00	**3491**	**38**	**3026**	**27**	**309**	**17**	**20**	**2**	**12**	**20**	**20**
00-00	**3588**	**39**	**3109**	**27**	**319**	**18**	**20**	**2**	**12**	**20**	**22**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	1	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	1	0	0	0	0	0	1	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0215	1	0	0	0	0	0	0	0	0	0	1
0230	1	0	1	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	3	0	1	0	2	0	0	0	0	0	0
0315	1	0	0	0	0	0	0	0	0	0	1
0330	4	0	4	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	7	0	6	0	1	0	0	0	0	0	0
0430	6	0	5	0	1	0	0	0	0	0	0
0445	5	0	2	0	2	0	0	0	0	0	1
0500	8	1	7	0	0	0	0	0	0	0	0
0515	13	0	12	0	0	1	0	0	0	0	0
0530	26	1	20	0	5	0	0	0	0	0	0
0545	24	1	20	0	3	0	0	0	0	0	0
0600	34	3	31	0	0	0	0	0	0	0	0
0615	47	2	44	0	1	0	0	0	0	0	0
0630	71	1	68	0	1	0	0	0	1	0	0
0645	90	1	84	0	5	0	0	0	0	0	0
0700	93	1	82	1	3	0	1	1	1	3	0
0715	83	1	76	0	5	0	1	0	0	0	0
0730	123	1	114	0	6	1	0	0	0	1	0
0745	124	0	116	1	6	0	0	0	1	0	0
0800	112	0	99	0	10	1	2	0	0	0	0
0815	88	0	75	0	10	1	0	0	1	1	0
0830	85	0	75	0	9	0	1	0	0	0	0
0845	76	0	65	0	7	0	2	0	1	0	1
0900	47	0	38	0	9	0	0	0	0	0	0
0915	45	0	37	0	5	0	2	0	0	1	0
0930	47	0	38	0	7	0	1	0	0	1	0
0945	57	0	42	1	9	0	0	0	2	3	0
1000	58	1	44	0	11	0	2	0	0	0	0
1015	40	0	25	2	13	0	0	0	0	0	0
1030	53	1	36	0	14	1	0	0	0	0	1
1045	64	3	54	0	4	0	1	0	0	2	0
1100	42	1	34	1	5	0	1	0	0	0	0
1115	55	0	46	1	4	0	0	0	1	2	1

1130	54	0	47	2	5	0	0	0	0	0	0
1145	38	0	33	0	3	0	1	0	0	1	0
1200	52	0	40	0	11	1	0	0	0	0	0
1215	52	3	43	0	3	1	1	0	0	0	1
1230	45	0	42	1	1	0	1	0	0	0	0
1245	50	0	40	2	5	1	1	0	1	0	0
1300	43	1	36	1	4	0	1	0	0	0	0
1315	61	0	53	1	5	0	0	0	0	0	2
1330	53	0	46	0	6	0	0	0	0	1	0
1345	51	1	43	0	6	0	0	0	0	0	1
1400	67	0	56	0	11	0	0	0	0	0	0
1415	51	1	40	0	8	0	1	0	0	1	0
1430	47	0	41	0	3	0	1	0	1	1	0
1445	60	1	49	1	9	0	0	0	0	0	0
1500	70	0	62	0	7	1	0	0	0	0	0
1515	60	1	49	0	7	0	1	1	0	0	1
1530	50	0	44	0	6	0	0	0	0	0	0
1545	67	0	58	0	6	1	0	0	1	1	0
1600	91	1	78	1	9	1	0	0	0	1	0
1615	84	2	73	0	7	0	0	0	0	0	2
1630	74	3	67	0	3	0	0	0	0	0	1
1645	66	0	56	1	8	0	0	0	0	0	1
1700	76	0	69	2	4	0	1	0	0	0	0
1715	88	0	80	0	7	0	0	0	0	0	1
1730	69	0	64	0	3	1	0	0	0	0	1
1745	55	1	52	0	1	0	0	0	0	0	1
1800	48	0	42	0	5	0	1	0	0	0	0
1815	57	3	47	0	5	1	1	0	0	0	0
1830	36	5	28	0	3	0	0	0	0	0	0
1845	36	3	32	0	0	0	0	0	0	0	1
1900	32	1	27	0	3	0	1	0	0	0	0
1915	34	2	27	1	2	0	0	0	0	0	2
1930	30	3	25	0	1	0	0	0	0	0	1
1945	19	0	19	0	0	0	0	0	0	0	0
2000	22	0	21	0	1	0	0	0	0	0	0
2015	18	1	14	1	2	0	0	0	0	0	0
2030	10	0	10	0	0	0	0	0	0	0	0
2045	13	0	12	0	1	0	0	0	0	0	0
2100	16	0	14	0	1	1	0	0	0	0	0
2115	25	1	23	1	0	0	0	0	0	0	0
2130	22	0	21	0	1	0	0	0	0	0	0
2145	12	0	12	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0
2215	10	1	6	0	2	0	0	0	0	0	1
2230	8	0	5	0	1	1	0	0	0	1	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	5	0	4	0	0	0	0	0	0	0	1
2315	3	0	2	0	1	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**3043**	**35**	**2606**	**19**	**298**	**12**	**25**	**2**	**10**	**20**	**16**
06-22	**3538**	**50**	**3058**	**22**	**317**	**13**	**26**	**2**	**11**	**20**	**19**
06-00	**3582**	**51**	**3093**	**22**	**321**	**14**	**26**	**2**	**11**	**21**	**21**
00-00	**3693**	**54**	**3181**	**22**	**336**	**15**	**27**	**2**	**11**	**21**	**24**

14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	4	0	3	0	0	0	1	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	3	0	2	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	3	0	1	0	1	0	0	0	0	0	1
0230	2	0	2	0	0	0	0	0	0	0	0
0245	3	0	3	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	5	0	2	0	2	0	0	0	0	0	1
0330	2	0	1	0	0	0	0	0	0	0	1
0345	2	0	2	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	4	0	3	0	1	0	0	0	0	0	0
0430	11	0	9	0	1	0	0	0	0	0	1
0445	3	0	2	0	1	0	0	0	0	0	0
0500	6	1	5	0	0	0	0	0	0	0	0
0515	13	0	11	0	2	0	0	0	0	0	0
0530	19	0	17	0	1	0	1	0	0	0	0
0545	23	3	18	0	2	0	0	0	0	0	0
0600	31	2	29	0	0	0	0	0	0	0	0
0615	50	3	44	0	3	0	0	0	0	0	0
0630	72	0	69	1	2	0	0	0	0	0	0
0645	86	4	79	0	2	1	0	0	0	0	0
0700	76	1	67	0	2	0	2	0	2	0	2
0715	81	0	73	0	6	0	0	0	0	0	2
0730	137	4	120	1	11	0	0	0	0	0	1
0745	133	1	120	0	11	1	0	0	0	0	0
0800	114	1	105	1	5	0	1	0	0	1	0
0815	89	0	77	0	9	0	0	0	2	1	0
0830	83	1	67	2	8	1	2	0	2	0	0
0845	84	1	71	1	9	0	1	0	0	1	0
0900	62	1	50	1	8	1	1	0	0	0	0
0915	53	0	47	0	4	0	0	0	1	1	0
0930	49	1	39	1	6	0	1	0	1	0	0
0945	55	1	48	0	4	0	1	0	0	1	0
1000	66	0	56	2	6	0	0	0	2	0	0
1015	55	3	41	1	8	1	0	0	1	0	0
1030	61	2	51	0	8	0	0	0	0	0	0
1045	48	0	42	0	3	0	0	0	2	1	0
1100	70	2	56	0	10	1	1	0	0	0	0
1115	57	2	49	1	3	0	0	0	1	0	1
1130	66	2	55	0	7	1	1	0	0	0	0
1145	62	0	46	0	13	1	2	0	0	0	0
1200	57	0	45	2	8	1	0	0	0	1	0
1215	55	0	50	0	5	0	0	0	0	0	0
1230	54	3	45	0	3	0	2	0	1	0	0
1245	53	2	43	2	5	0	0	0	0	0	1
1300	61	3	51	0	7	0	0	0	0	0	0
1315	43	2	37	0	4	0	0	0	0	0	0
1330	58	0	51	1	5	0	1	0	0	0	0
1345	57	4	45	1	6	0	0	1	0	0	0
1400	50	1	38	1	8	1	0	0	0	1	0
1415	60	4	45	1	6	0	1	0	1	1	1

1430	61	0	50	3	7	0	0	0	0	1	0
1445	51	0	46	0	5	0	0	0	0	0	0
1500	59	0	50	1	6	0	1	0	1	0	0
1515	54	1	50	0	3	0	0	0	0	0	0
1530	64	2	53	1	4	0	0	1	2	1	0
1545	88	5	73	0	7	0	1	0	0	0	2
1600	74	4	63	0	6	1	0	0	0	0	0
1615	77	3	65	1	7	0	0	0	0	0	1
1630	66	5	51	0	7	1	0	0	1	1	0
1645	77	0	68	1	5	0	2	0	0	0	1
1700	74	1	70	0	3	0	0	0	0	0	0
1715	97	5	83	1	8	0	0	0	0	0	0
1730	92	13	72	1	4	1	0	0	1	0	0
1745	80	14	57	1	8	0	0	0	0	0	0
1800	78	13	60	0	2	0	2	1	0	0	0
1815	52	9	36	1	5	0	1	0	0	0	0
1830	57	15	37	0	2	0	1	0	0	0	2
1845	40	7	29	2	1	0	1	0	0	0	0
1900	38	6	30	0	1	0	0	0	0	0	1
1915	41	4	31	0	4	0	1	0	0	0	1
1930	27	5	19	0	2	0	0	0	0	0	1
1945	37	5	30	1	1	0	0	0	0	0	0
2000	34	5	26	0	2	0	1	0	0	0	0
2015	32	7	20	0	2	0	0	0	0	1	2
2030	32	7	23	0	2	0	0	0	0	0	0
2045	19	2	15	0	0	1	0	0	0	0	1
2100	21	2	17	0	2	0	0	0	0	0	0
2115	24	2	18	0	3	1	0	0	0	0	0
2130	16	0	15	1	0	0	0	0	0	0	0
2145	19	5	14	0	0	0	0	0	0	0	0
2200	11	0	9	1	1	0	0	0	0	0	0
2215	15	2	12	0	1	0	0	0	0	0	0
2230	6	0	5	0	1	0	0	0	0	0	0
2245	9	0	9	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0
07-19	**3290**	**139**	**2743**	**32**	**288**	**12**	**26**	**3**	**21**	**12**	**14**
06-22	**3869**	**198**	**3222**	**35**	**314**	**15**	**28**	**3**	**21**	**13**	**20**
06-00	**3920**	**200**	**3266**	**36**	**318**	**15**	**28**	**3**	**21**	**13**	**20**
00-00	**4033**	**204**	**3357**	**36**	**329**	**15**	**30**	**3**	**21**	**13**	**25**

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-02
Description - Gainsborough Road (West of Saunday Road)
Direction - North

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	3	0	2	0	1	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	2	0	1	0	0	0	0	0	0	1	0
0245	2	0	1	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	3	0	1	0	2	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	4	0	2	0	1	0	1	0	0	0	0
0430	9	0	7	0	1	0	0	0	0	1	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	7	0	6	0	0	0	1	0	0	0	0
0515	9	0	8	0	0	1	0	0	0	0	0
0530	10	1	9	0	0	0	0	0	0	0	0
0545	11	0	6	0	4	1	0	0	0	0	0
0600	11	0	11	0	0	0	0	0	0	0	0
0615	16	0	9	0	4	0	0	0	1	0	2
0630	20	0	15	0	4	0	0	0	0	1	0
0645	30	0	27	0	2	0	0	0	0	1	0
0700	34	0	30	0	4	0	0	0	0	0	0
0715	52	1	46	0	1	3	0	0	0	0	1
0730	54	1	45	0	5	2	0	0	0	0	1
0745	60	0	48	2	8	0	0	0	0	0	2
0800	74	0	65	0	7	1	0	0	1	0	0
0815	56	2	48	0	6	0	0	0	0	0	0
0830	65	0	55	0	8	2	0	0	0	0	0
0845	38	0	33	0	3	2	0	0	0	0	0
0900	34	0	30	0	1	2	0	0	0	0	1
0915	39	0	34	0	4	0	0	0	0	0	1
0930	34	0	30	0	4	0	0	0	0	0	0
0945	31	0	25	1	3	2	0	0	0	0	0
1000	38	0	30	0	5	1	1	0	0	0	1
1015	33	0	22	1	6	3	0	0	0	0	1
1030	34	0	28	0	4	1	1	0	0	0	0
1045	45	0	34	0	5	1	3	0	1	0	1
1100	34	0	30	0	4	0	0	0	0	0	0
1115	33	0	26	1	6	0	0	0	0	0	0

1130	34	0	24	0	8	1	1	0	0	0	0
1145	32	0	27	0	3	1	0	0	0	1	0
1200	34	0	27	1	4	2	0	0	0	0	0
1215	35	0	28	0	6	1	0	0	0	0	0
1230	42	1	35	1	3	2	0	0	0	0	0
1245	43	0	37	0	5	0	0	0	0	0	1
1300	33	0	25	0	4	4	0	0	0	0	0
1315	39	0	32	0	7	0	0	0	0	0	0
1330	35	0	30	1	4	0	0	0	0	0	0
1345	46	0	40	0	6	0	0	0	0	0	0
1400	42	0	31	0	8	1	1	0	0	1	0
1415	45	0	37	2	5	0	0	1	0	0	0
1430	35	0	27	0	6	0	1	0	1	0	0
1445	49	1	36	1	10	1	0	0	0	0	0
1500	31	0	26	0	4	1	0	0	0	0	0
1515	52	4	38	0	9	1	0	0	0	0	0
1530	45	0	36	0	8	1	0	0	0	0	0
1545	52	0	39	0	12	0	1	0	0	0	0
1600	58	0	49	0	9	0	0	0	0	0	0
1615	55	1	40	0	10	4	0	0	0	0	0
1630	47	1	44	0	2	0	0	0	0	0	0
1645	53	0	45	0	7	1	0	0	0	0	0
1700	60	0	52	0	5	0	1	0	1	0	1
1715	61	0	55	0	5	1	0	0	0	0	0
1730	55	0	49	0	4	0	1	0	0	0	1
1745	49	0	42	0	6	1	0	0	0	0	0
1800	37	1	32	0	4	0	0	0	0	0	0
1815	32	0	30	1	1	0	0	0	0	0	0
1830	23	0	22	1	0	0	0	0	0	0	0
1845	32	0	27	0	4	0	0	0	0	0	1
1900	19	1	18	0	0	0	0	0	0	0	0
1915	21	0	19	0	2	0	0	0	0	0	0
1930	15	2	12	0	0	1	0	0	0	0	0
1945	16	0	15	0	1	0	0	0	0	0	0
2000	15	0	15	0	0	0	0	0	0	0	0
2015	4	0	3	0	0	0	0	0	0	0	1
2030	9	0	9	0	0	0	0	0	0	0	0
2045	15	0	13	0	2	0	0	0	0	0	0
2100	12	0	11	0	1	0	0	0	0	0	0
2115	22	1	16	0	3	0	0	1	0	0	1
2130	9	0	7	0	1	0	0	0	0	0	1
2145	10	0	9	0	1	0	0	0	0	0	0
2200	17	0	16	0	0	1	0	0	0	0	0
2215	7	0	6	0	0	0	0	0	0	0	1
2230	4	0	4	0	0	0	0	0	0	0	0
2245	8	0	5	0	2	1	0	0	0	0	0
2300	4	1	1	0	0	0	0	0	1	0	1
2315	5	0	5	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**2074**	**13**	**1721**	**13**	**253**	**43**	**11**	**1**	**4**	**2**	**13**
06-22	**2318**	**17**	**1930**	**13**	**274**	**44**	**11**	**2**	**5**	**4**	**18**
06-00	**2367**	**18**	**1971**	**13**	**276**	**46**	**11**	**2**	**6**	**4**	**20**
00-00	**2436**	**19**	**2022**	**14**	**286**	**48**	**13**	**2**	**6**	**6**	**20**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	2	0	1	0	0	0	0	0	0	0	1
0015	2	0	1	0	0	0	0	0	0	0	1
0030	1	0	1	0	0	0	0	0	0	0	0
0045	2	0	1	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	4	0	3	0	0	0	0	0	1	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	0	0	0	0	0	0	0	1	1
0230	2	0	1	0	0	0	0	0	0	1	0
0245	2	0	1	0	0	0	0	0	0	0	1
0300	3	0	1	0	2	0	0	0	0	0	0
0315	10	0	6	0	2	1	0	0	0	0	1
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	1	0	1	0	0	0	0
0415	4	0	3	0	1	0	0	0	0	0	0
0430	8	1	5	0	1	1	0	0	0	0	0
0445	4	0	1	0	1	0	0	0	0	0	2
0500	5	0	4	0	0	1	0	0	0	0	0
0515	5	0	3	0	1	0	0	0	0	0	1
0530	7	0	6	0	1	0	0	0	0	0	0
0545	16	0	10	0	2	1	0	0	1	0	2
0600	12	0	11	0	1	0	0	0	0	0	0
0615	13	0	11	0	1	1	0	0	0	0	0
0630	21	0	18	0	3	0	0	0	0	0	0
0645	32	0	30	0	2	0	0	0	0	0	0
0700	28	0	25	0	1	0	1	0	0	0	1
0715	31	1	28	0	1	0	0	1	0	0	0
0730	57	1	47	1	7	1	0	0	0	0	0
0745	46	0	40	0	6	0	0	0	0	0	0
0800	57	2	47	0	6	1	0	0	0	0	1
0815	44	0	37	0	7	0	0	0	0	0	0
0830	59	1	51	1	4	1	1	0	0	0	0
0845	51	0	41	0	8	2	0	0	0	0	0
0900	46	0	37	0	6	0	2	0	0	0	1
0915	42	1	32	0	8	0	0	0	1	0	0
0930	29	0	23	1	4	1	0	0	0	0	0
0945	28	0	19	2	6	0	0	0	0	0	1
1000	37	0	29	1	5	1	0	1	0	0	0
1015	46	0	34	0	12	0	0	0	0	0	0
1030	31	0	29	0	1	1	0	0	0	0	0
1045	45	1	34	1	7	1	0	0	0	0	1
1100	32	0	25	0	4	2	0	0	0	0	1
1115	39	0	28	0	10	1	0	0	0	0	0
1130	36	0	30	0	4	0	1	0	0	0	1
1145	44	1	39	0	4	0	0	0	0	0	0
1200	37	0	31	0	5	0	0	0	1	0	0
1215	45	1	37	0	6	1	0	0	0	0	0
1230	37	1	29	1	5	0	0	0	0	0	1
1245	50	0	46	0	3	0	1	0	0	0	0
1300	37	2	27	1	5	1	0	0	0	1	0
1315	53	1	47	0	5	0	0	0	0	0	0
1330	35	1	22	1	10	0	1	0	0	0	0
1345	45	2	25	1	12	2	0	1	1	0	1
1400	44	1	37	0	5	0	0	1	0	0	0
1415	41	2	36	0	3	0	0	0	0	0	0

1430	35	0	27	0	5	1	1	0	1	0	0
1445	35	1	25	1	6	2	0	0	0	0	0
1500	52	0	44	1	6	1	0	0	0	0	0
1515	51	0	44	1	5	1	0	0	0	0	0
1530	57	1	47	2	6	0	0	0	0	1	0
1545	66	1	54	3	8	0	0	0	0	0	0
1600	60	0	56	0	4	0	0	0	0	0	0
1615	49	1	43	1	4	0	0	0	0	0	0
1630	58	1	52	0	4	1	0	0	0	0	0
1645	46	0	38	0	8	0	0	0	0	0	0
1700	40	3	33	1	3	0	0	0	0	0	0
1715	60	1	55	0	2	0	0	0	1	0	1
1730	50	0	43	1	5	0	0	0	0	0	1
1745	49	3	43	0	3	0	0	0	0	0	0
1800	44	2	39	0	2	1	0	0	0	0	0
1815	28	0	23	2	3	0	0	0	0	0	0
1830	24	0	20	0	3	1	0	0	0	0	0
1845	32	0	26	0	2	0	0	0	1	0	3
1900	31	1	27	1	1	1	0	0	0	0	0
1915	31	2	26	0	1	0	0	0	0	1	1
1930	17	0	17	0	0	0	0	0	0	0	0
1945	20	1	18	0	1	0	0	0	0	0	0
2000	18	4	13	0	1	0	0	0	0	0	0
2015	14	0	13	0	0	0	0	0	0	0	1
2030	11	0	10	1	0	0	0	0	0	0	0
2045	14	0	13	0	0	0	0	0	0	0	1
2100	14	0	11	0	2	0	0	0	0	0	1
2115	12	0	11	0	1	0	0	0	0	0	0
2130	8	0	6	0	1	0	0	0	0	0	1
2145	9	0	6	0	3	0	0	0	0	0	0
2200	10	0	9	0	1	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	4	1	3	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	**2088**	**33**	**1724**	**24**	**249**	**24**	**8**	**4**	**6**	**2**	**14**
06-22	**2365**	**41**	**1965**	**26**	**267**	**26**	**8**	**4**	**6**	**3**	**19**
06-00	**2403**	**42**	**2001**	**26**	**268**	**26**	**8**	**4**	**6**	**3**	**19**
00-00	**2487**	**43**	**2052**	**26**	**280**	**30**	**9**	**4**	**8**	**5**	**30**

10 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	6	0	4	0	1	0	0	0	0	0	1
0015	2	0	2	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0

0230	1	0	0	0	1	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	3	0	0	0	2	0	0	0	1	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	1	1	0	0	0	0	0	0	0
0445	2	1	1	0	0	0	0	0	0	0	0
0500	4	0	3	0	1	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0
0530	7	0	7	0	0	0	0	0	0	0	0
0545	7	0	6	0	1	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0
0615	13	0	9	0	3	1	0	0	0	0	0
0630	13	0	13	0	0	0	0	0	0	0	0
0645	13	0	10	0	3	0	0	0	0	0	0
0700	10	0	8	0	1	0	0	0	1	0	0
0715	16	0	14	0	1	0	0	0	0	0	1
0730	20	2	15	0	3	0	0	0	0	0	0
0745	28	1	24	0	2	1	0	0	0	0	0
0800	12	0	11	0	1	0	0	0	0	0	0
0815	32	0	27	0	4	0	1	0	0	0	0
0830	21	0	18	0	0	2	0	0	0	0	1
0845	22	0	16	1	5	0	0	0	0	0	0
0900	35	0	30	0	4	1	0	0	0	0	0
0915	28	0	25	0	3	0	0	0	0	0	0
0930	41	0	34	0	5	1	0	0	1	0	0
0945	24	0	19	0	3	2	0	0	0	0	0
1000	30	0	24	0	4	2	0	0	0	0	0
1015	36	0	30	0	5	1	0	0	0	0	0
1030	42	0	39	0	3	0	0	0	0	0	0
1045	31	0	28	0	1	2	0	0	0	0	0
1100	39	0	31	0	8	0	0	0	0	0	0
1115	37	0	34	0	3	0	0	0	0	0	0
1130	31	0	30	0	1	0	0	0	0	0	0
1145	36	1	32	0	1	2	0	0	0	0	0
1200	36	1	33	0	2	0	0	0	0	0	0
1215	43	0	42	0	0	1	0	0	0	0	0
1230	43	1	36	1	3	1	0	0	1	0	0
1245	45	1	40	0	2	1	0	0	0	0	1
1300	35	0	33	0	1	1	0	0	0	0	0
1315	40	0	34	0	6	0	0	0	0	0	0
1330	54	0	47	0	6	1	0	0	0	0	0
1345	44	0	40	0	3	1	0	0	0	0	0
1400	49	0	48	0	1	0	0	0	0	0	0
1415	40	0	36	1	3	0	0	0	0	0	0
1430	45	0	43	0	2	0	0	0	0	0	0
1445	37	0	37	0	0	0	0	0	0	0	0
1500	35	1	33	0	1	0	0	0	0	0	0
1515	46	4	39	0	2	0	0	0	1	0	0
1530	33	0	28	0	3	1	0	0	0	0	1
1545	29	0	27	0	1	1	0	0	0	0	0
1600	35	0	33	0	2	0	0	0	0	0	0
1615	60	8	42	0	8	1	1	0	0	0	0
1630	32	2	29	0	1	0	0	0	0	0	0
1645	34	0	31	0	3	0	0	0	0	0	0
1700	26	0	26	0	0	0	0	0	0	0	0
1715	50	0	47	0	1	1	1	0	0	0	0

1730	27	1	23	1	1	1	0	0	0	0	0
1745	21	0	19	1	1	0	0	0	0	0	0
1800	19	0	17	0	2	0	0	0	0	0	0
1815	28	2	25	0	1	0	0	0	0	0	0
1830	17	0	14	0	3	0	0	0	0	0	0
1845	30	0	29	0	1	0	0	0	0	0	0
1900	21	2	18	0	1	0	0	0	0	0	0
1915	23	0	22	0	1	0	0	0	0	0	0
1930	21	0	19	0	2	0	0	0	0	0	0
1945	15	0	15	0	0	0	0	0	0	0	0
2000	19	0	18	0	1	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0
2030	16	0	16	0	0	0	0	0	0	0	0
2045	13	0	12	0	1	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0
2115	15	0	13	1	1	0	0	0	0	0	0
2130	5	0	4	0	1	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0
2230	10	0	10	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0
2300	7	0	6	0	1	0	0	0	0	0	0
2315	5	0	4	0	1	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0
2345	7	0	7	0	0	0	0	0	0	0	0
07-19	**1604**	**25**	**1420**	**5**	**118**	**25**	**3**	**0**	**4**	**0**	**4**
06-22	**1816**	**27**	**1614**	**6**	**132**	**26**	**3**	**0**	**4**	**0**	**4**
06-00	**1871**	**27**	**1667**	**6**	**134**	**26**	**3**	**0**	**4**	**0**	**4**
00-00	**1922**	**28**	**1707**	**7**	**141**	**26**	**3**	**0**	**5**	**0**	**5**

11 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	5	0	5	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	6	0	6	0	0	0	0	0	0	0	0
0045	4	0	4	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	4	0	3	0	1	0	0	0	0	0	0
0445	2	0	0	0	1	1	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0

0530	1	0	1	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0
0600	1	0	0	0	1	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	5	0	5	0	0	0	0	0	0	0	0
0645	6	0	6	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0
0715	11	0	11	0	0	0	0	0	0	0	0
0730	13	1	10	0	0	1	0	0	0	0	1
0745	15	2	13	0	0	0	0	0	0	0	0
0800	16	0	14	0	0	1	0	0	0	0	1
0815	23	0	20	1	2	0	0	0	0	0	0
0830	17	0	17	0	0	0	0	0	0	0	0
0845	16	0	13	2	1	0	0	0	0	0	0
0900	19	1	16	0	2	0	0	0	0	0	0
0915	17	0	14	0	1	1	0	0	0	1	0
0930	25	1	22	0	1	1	0	0	0	0	0
0945	29	3	26	0	0	0	0	0	0	0	0
1000	31	5	24	0	2	0	0	0	0	0	0
1015	40	0	34	1	5	0	0	0	0	0	0
1030	36	3	28	0	2	2	1	0	0	0	0
1045	42	2	34	1	4	0	0	0	1	0	0
1100	36	1	32	1	2	0	0	0	0	0	0
1115	32	3	27	0	2	0	0	0	0	0	0
1130	52	3	43	2	2	1	1	0	0	0	0
1145	43	1	37	0	3	0	2	0	0	0	0
1200	42	2	39	1	0	0	0	0	0	0	0
1215	46	2	36	2	6	0	0	0	0	0	0
1230	38	0	36	0	2	0	0	0	0	0	0
1245	50	7	40	0	2	1	0	0	0	0	0
1300	46	1	42	1	2	0	0	0	0	0	0
1315	38	0	34	0	3	1	0	0	0	0	0
1330	39	3	32	0	4	0	0	0	0	0	0
1345	48	1	40	2	4	1	0	0	0	0	0
1400	48	10	34	0	4	0	0	0	0	0	0
1415	51	3	44	1	2	1	0	0	0	0	0
1430	50	7	38	1	3	1	0	0	0	0	0
1445	36	10	23	1	2	0	0	0	0	0	0
1500	48	5	38	0	4	1	0	0	0	0	0
1515	44	2	41	0	1	0	0	0	0	0	0
1530	46	9	35	0	1	1	0	0	0	0	0
1545	30	4	20	0	5	0	0	0	0	0	1
1600	43	3	37	1	2	0	0	0	0	0	0
1615	50	9	40	0	1	0	0	0	0	0	0
1630	45	8	34	0	2	0	0	1	0	0	0
1645	42	8	32	0	2	0	0	0	0	0	0
1700	43	2	37	0	4	0	0	0	0	0	0
1715	26	0	24	0	1	0	0	0	0	0	1
1730	27	3	22	0	2	0	0	0	0	0	0
1745	36	3	33	0	0	0	0	0	0	0	0
1800	23	2	20	0	1	0	0	0	0	0	0
1815	32	2	29	0	1	0	0	0	0	0	0
1830	35	0	31	0	3	1	0	0	0	0	0
1845	25	0	23	0	0	1	0	0	0	0	1
1900	17	0	16	0	1	0	0	0	0	0	0
1915	23	0	20	0	3	0	0	0	0	0	0
1930	27	7	19	0	0	1	0	0	0	0	0
1945	15	0	14	0	0	1	0	0	0	0	0
2000	19	1	17	0	0	0	0	0	0	0	1
2015	12	0	11	0	1	0	0	0	0	0	0

2030	10	1	8	0	1	0	0	0	0	0	0
2045	9	0	8	0	0	1	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0
2115	11	1	10	0	0	0	0	0	0	0	0
2130	8	0	6	0	0	0	0	0	0	1	1
2145	6	0	4	0	2	0	0	0	0	0	0
2200	7	0	6	0	1	0	0	0	0	0	0
2215	7	0	6	0	1	0	0	0	0	0	0
2230	3	0	2	0	1	0	0	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1643**	**132**	**1372**	**18**	**93**	**16**	**4**	**1**	**1**	**1**	**5**
06-22	**1825**	**142**	**1529**	**18**	**102**	**19**	**4**	**1**	**1**	**2**	**7**
06-00	**1857**	**142**	**1558**	**18**	**105**	**19**	**4**	**1**	**1**	**2**	**7**
00-00	**1895**	**142**	**1593**	**18**	**107**	**20**	**4**	**1**	**1**	**2**	**7**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	4	0	2	0	1	0	0	0	0	0	1
0045	2	0	2	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	0	0	0	0	0	1	0
0230	1	0	0	0	0	1	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0
0415	2	1	1	0	0	0	0	0	0	0	0
0430	7	0	6	0	1	0	0	0	0	0	0
0445	4	0	2	0	1	0	0	0	0	0	1
0500	4	0	3	0	1	0	0	0	0	0	0
0515	8	0	7	0	1	0	0	0	0	0	0
0530	11	0	7	0	4	0	0	0	0	0	0
0545	15	0	13	0	1	0	0	0	0	0	1
0600	9	0	6	0	1	1	0	0	0	0	1
0615	16	0	14	0	2	0	0	0	0	0	0
0630	22	0	19	0	1	1	0	0	0	0	1
0645	34	1	26	0	3	3	0	0	0	0	1
0700	37	1	29	0	3	2	0	0	1	0	1
0715	41	0	33	0	7	1	0	0	0	0	0
0730	50	1	45	1	2	0	0	0	0	0	1
0745	48	0	39	0	5	4	0	0	0	0	0
0800	69	2	59	0	6	2	0	0	0	0	0
0815	61	0	48	0	9	1	0	0	0	0	3

0830	54	1	43	0	10	0	0	0	0	0	0
0845	42	1	37	0	3	0	0	0	0	0	1
0900	37	0	28	1	8	0	0	0	0	0	0
0915	26	1	16	1	6	0	0	0	0	1	1
0930	37	0	31	0	5	1	0	0	0	0	0
0945	29	0	16	0	9	1	1	0	1	0	1
1000	42	1	27	2	5	3	3	0	0	0	1
1015	30	0	24	0	4	1	0	0	0	0	1
1030	35	1	31	0	1	1	1	0	0	0	0
1045	36	1	30	0	4	1	0	0	0	0	0
1100	41	0	33	0	4	2	0	0	0	0	2
1115	32	1	26	0	4	0	0	0	0	0	1
1130	46	6	30	0	6	3	0	0	0	0	1
1145	42	0	34	0	6	2	0	0	0	0	0
1200	40	0	35	1	3	1	0	0	0	0	0
1215	37	1	31	1	1	3	0	0	0	0	0
1230	38	0	35	0	1	1	0	0	0	0	1
1245	37	0	30	0	5	1	1	0	0	0	0
1300	38	3	28	0	5	1	1	0	0	0	0
1315	50	1	41	0	7	0	1	0	0	0	0
1330	41	1	36	0	3	0	1	0	0	0	0
1345	36	0	29	0	7	0	0	0	0	0	0
1400	45	0	37	1	6	0	0	0	0	0	1
1415	34	1	29	0	3	1	0	0	0	0	0
1430	40	0	36	1	3	0	0	0	0	0	0
1445	39	0	33	0	5	1	0	0	0	0	0
1500	44	0	39	0	4	1	0	0	0	0	0
1515	55	3	42	2	7	0	1	0	0	0	0
1530	32	0	26	1	4	0	0	0	0	0	1
1545	49	0	36	1	7	2	0	0	2	1	0
1600	61	0	53	0	6	1	0	0	0	1	0
1615	70	0	50	0	15	1	2	0	2	0	0
1630	38	0	35	0	3	0	0	0	0	0	0
1645	43	1	31	0	10	0	0	0	0	1	0
1700	71	1	63	0	6	0	0	0	0	0	1
1715	59	0	56	0	3	0	0	0	0	0	0
1730	71	0	61	1	5	1	0	0	0	0	3
1745	52	3	45	0	3	1	0	0	0	0	0
1800	29	0	24	1	3	1	0	0	0	0	0
1815	34	0	31	1	2	0	0	0	0	0	0
1830	33	2	27	0	3	1	0	0	0	0	0
1845	22	0	18	0	3	0	0	0	0	0	1
1900	21	0	20	0	1	0	0	0	0	0	0
1915	14	0	11	0	2	1	0	0	0	0	0
1930	12	1	10	0	0	0	0	0	0	1	0
1945	12	0	12	0	0	0	0	0	0	0	0
2000	13	0	11	0	1	0	0	0	0	0	1
2015	6	0	6	0	0	0	0	0	0	0	0
2030	7	0	5	0	2	0	0	0	0	0	0
2045	8	0	6	1	1	0	0	0	0	0	0
2100	6	0	4	0	1	1	0	0	0	0	0
2115	15	0	14	0	1	0	0	0	0	0	0
2130	8	0	7	0	1	0	0	0	0	0	0
2145	11	0	10	0	1	0	0	0	0	0	0
2200	8	0	5	0	1	0	0	0	1	0	1
2215	4	0	2	0	1	1	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	2	0	0	0	0	0	0	0	0	1	1
2300	3	0	3	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0

2330	3	0	3	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**2073**	**34**	**1696**	**16**	**240**	**43**	**12**	**0**	**6**	**4**	**22**
06-22	**2287**	**36**	**1877**	**17**	**258**	**50**	**12**	**0**	**6**	**5**	**26**
06-00	**2315**	**36**	**1898**	**17**	**260**	**51**	**12**	**0**	**7**	**6**	**28**
00-00	**2382**	**37**	**1948**	**17**	**271**	**52**	**12**	**0**	**7**	**7**	**31**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	1	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	0	0	0	0	0	1	0
0245	2	0	1	0	1	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0
0315	2	0	0	0	0	1	0	0	0	0	1
0330	3	0	2	0	1	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	0	0	0	1	0
0415	5	0	3	0	1	0	0	0	1	0	0
0430	6	1	4	0	1	0	0	0	0	0	0
0445	5	0	3	0	2	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0
0515	8	0	7	0	0	1	0	0	0	0	0
0530	11	0	8	0	3	0	0	0	0	0	0
0545	11	0	7	0	4	0	0	0	0	0	0
0600	13	0	12	0	1	0	0	0	0	0	0
0615	14	0	13	0	1	0	0	0	0	0	0
0630	18	0	16	0	2	0	0	0	0	0	0
0645	35	1	32	0	2	0	0	0	0	0	0
0700	37	0	32	0	1	1	1	2	0	0	0
0715	38	0	32	0	3	2	1	0	0	0	0
0730	49	1	42	0	4	2	0	0	0	0	0
0745	61	0	56	0	5	0	0	0	0	0	0
0800	65	0	57	0	7	1	0	0	0	0	0
0815	58	0	44	0	11	1	1	0	1	0	0
0830	50	0	42	0	6	1	0	0	0	0	1
0845	55	0	50	0	4	0	1	0	0	0	0
0900	38	1	29	0	6	1	1	0	0	0	0
0915	37	0	33	0	3	1	0	0	0	0	0
0930	32	0	23	0	8	1	0	0	0	0	0
0945	30	0	22	0	6	0	0	0	1	0	1
1000	47	0	39	0	7	1	0	0	0	0	0
1015	34	1	22	0	10	1	0	0	0	0	0
1030	29	0	23	0	6	0	0	0	0	0	0
1045	36	1	32	0	2	1	0	0	0	0	0
1100	24	1	15	1	3	0	2	0	0	1	1
1115	38	0	32	0	2	0	0	0	1	0	3

1130	39	0	34	1	3	1	0	0	0	0	0
1145	29	0	25	0	3	1	0	0	0	0	0
1200	33	0	24	0	5	3	0	0	0	0	1
1215	44	4	32	0	6	0	1	0	0	0	1
1230	34	0	29	0	2	0	0	0	1	0	2
1245	28	0	24	1	3	0	0	0	0	0	0
1300	26	0	23	0	2	0	1	0	0	0	0
1315	52	0	47	0	4	0	0	0	0	0	1
1330	34	0	29	0	5	0	0	0	0	0	0
1345	32	1	25	0	5	1	0	0	0	0	0
1400	45	0	35	0	8	2	0	0	0	0	0
1415	39	3	29	0	6	1	0	0	0	0	0
1430	32	0	26	0	4	1	1	0	0	0	0
1445	51	1	43	0	5	0	0	1	1	0	0
1500	42	0	37	0	4	1	0	0	0	0	0
1515	44	1	33	0	8	1	0	1	0	0	0
1530	47	0	40	0	4	1	1	0	1	0	0
1545	45	0	37	0	7	1	0	0	0	0	0
1600	62	1	53	0	6	1	0	0	1	0	0
1615	66	1	51	0	9	3	1	0	1	0	0
1630	63	3	54	0	5	0	0	0	0	0	1
1645	56	0	47	0	7	1	0	0	0	0	1
1700	59	1	53	0	4	1	0	0	0	0	0
1715	67	0	61	1	4	1	0	0	0	0	0
1730	69	0	64	0	4	1	0	0	0	0	0
1745	28	0	27	0	1	0	0	0	0	0	0
1800	33	0	26	0	5	1	1	0	0	0	0
1815	41	2	33	0	5	0	1	0	0	0	0
1830	29	6	19	0	3	0	1	0	0	0	0
1845	32	3	26	0	1	1	1	0	0	0	0
1900	24	0	22	0	2	0	0	0	0	0	0
1915	19	0	17	0	1	0	1	0	0	0	0
1930	22	4	17	0	0	0	0	0	0	0	1
1945	16	1	14	0	1	0	0	0	0	0	0
2000	15	0	13	0	1	0	0	0	0	0	1
2015	12	0	10	0	2	0	0	0	0	0	0
2030	11	0	8	1	1	1	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0
2100	12	0	10	0	2	0	0	0	0	0	0
2115	17	2	15	0	0	0	0	0	0	0	0
2130	12	0	12	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	12	0	12	0	0	0	0	0	0	0	0
2215	5	0	2	0	1	1	1	0	0	0	0
2230	6	1	4	0	0	0	0	0	0	1	0
2245	3	0	2	0	1	0	0	0	0	0	0
2300	3	0	2	0	0	0	0	0	0	0	1
2315	3	0	3	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**2059**	**32**	**1711**	**4**	**232**	**38**	**16**	**4**	**8**	**1**	**13**
06-22	**2312**	**40**	**1935**	**5**	**248**	**39**	**17**	**4**	**8**	**1**	**15**
06-00	**2348**	**41**	**1964**	**5**	**250**	**40**	**18**	**4**	**8**	**2**	**16**
00-00	**2419**	**42**	**2013**	**5**	**265**	**42**	**18**	**4**	**9**	**4**	**17**

14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	4	0	2	0	0	1	0	0	0	0	1
0015	1	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	2	0	1	0	0	0	0	0	0	0	1
0145	1	0	0	0	0	0	0	0	1	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	3	0	1	0	1	0	0	0	0	1	0
0230	2	0	1	0	1	0	0	0	0	0	0
0245	3	0	3	0	0	0	0	0	0	0	0
0300	2	0	1	0	0	0	1	0	0	0	0
0315	4	0	0	0	0	2	0	0	0	0	2
0330	2	0	1	0	0	0	0	0	0	1	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	4	0	3	0	1	0	0	0	0	0	0
0430	12	0	9	0	3	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	5	0	4	0	1	0	0	0	0	0	0
0515	11	0	8	0	1	1	1	0	0	0	0
0530	10	0	10	0	0	0	0	0	0	0	0
0545	10	0	7	0	3	0	0	0	0	0	0
0600	14	0	13	0	0	1	0	0	0	0	0
0615	18	0	16	0	1	0	1	0	0	0	0
0630	18	0	16	0	2	0	0	0	0	0	0
0645	38	1	32	0	3	0	1	0	0	0	1
0700	35	0	30	0	1	1	3	0	0	0	0
0715	34	0	30	0	2	2	0	0	0	0	0
0730	61	1	50	0	9	1	0	0	0	0	0
0745	68	0	59	0	7	2	0	0	0	0	0
0800	69	0	64	0	2	2	1	0	0	0	0
0815	65	0	55	0	7	1	1	0	0	1	0
0830	58	0	46	1	9	0	2	0	0	0	0
0845	54	1	41	1	7	4	0	0	0	0	0
0900	34	0	25	2	4	2	1	0	0	0	0
0915	43	0	38	0	3	0	0	0	1	0	1
0930	31	1	26	1	3	0	0	0	0	0	0
0945	41	0	36	0	3	2	0	0	0	0	0
1000	41	0	37	1	3	0	0	0	0	0	0
1015	40	2	31	2	1	4	0	0	0	0	0
1030	47	0	35	0	12	0	0	0	0	0	0
1045	32	0	27	0	4	0	0	0	1	0	0
1100	50	2	43	1	3	0	0	0	0	0	1
1115	36	0	29	0	3	3	0	0	0	0	1
1130	41	2	31	1	3	1	1	0	0	1	1
1145	46	1	34	0	9	1	1	0	0	0	0
1200	42	0	35	0	6	1	0	0	0	0	0
1215	46	0	39	0	4	3	0	0	0	0	0
1230	37	2	31	0	1	1	2	0	0	0	0
1245	29	2	23	1	3	0	0	0	0	0	0
1300	35	1	29	0	3	2	0	0	0	0	0
1315	28	1	22	0	5	0	0	0	0	0	0
1330	36	0	29	1	4	0	0	0	0	0	2
1345	48	2	39	1	4	2	0	0	0	0	0
1400	39	2	31	1	2	2	0	0	0	0	1
1415	42	4	29	0	5	1	2	0	0	0	1

1430	40	0	35	0	3	0	0	0	1	1	0
1445	32	0	32	0	0	0	0	0	0	0	0
1500	44	0	34	0	7	1	1	0	1	0	0
1515	36	0	34	0	1	1	0	0	0	0	0
1530	43	0	36	0	5	1	0	0	1	0	0
1545	72	3	57	0	9	2	0	1	0	0	0
1600	55	1	49	0	4	0	0	0	0	0	1
1615	70	1	58	0	10	1	0	0	0	0	0
1630	41	1	35	0	4	1	0	0	0	0	0
1645	48	0	42	0	5	0	0	0	0	0	1
1700	69	1	62	0	5	1	0	0	0	0	0
1715	71	0	64	0	4	2	0	0	0	0	1
1730	61	0	54	0	6	1	0	0	0	0	0
1745	56	1	45	0	9	1	0	0	0	0	0
1800	46	3	41	0	1	1	0	0	0	0	0
1815	31	4	24	0	1	1	1	0	0	0	0
1830	35	6	27	0	0	0	1	0	0	0	1
1845	28	2	21	1	1	1	1	0	0	0	1
1900	24	0	23	0	0	0	0	0	0	0	1
1915	24	1	20	0	3	0	0	0	0	0	0
1930	19	5	12	0	1	0	0	0	0	0	1
1945	26	3	21	0	0	2	0	0	0	0	0
2000	18	5	12	0	1	0	0	0	0	0	0
2015	25	5	15	0	3	0	0	0	0	0	2
2030	26	8	15	0	1	1	1	0	0	0	0
2045	12	2	7	0	1	1	0	0	0	0	1
2100	14	2	11	0	1	0	0	0	0	0	0
2115	12	0	10	0	2	0	0	0	0	0	0
2130	10	1	7	0	2	0	0	0	0	0	0
2145	15	5	10	0	0	0	0	0	0	0	0
2200	6	0	4	0	1	1	0	0	0	0	0
2215	11	2	8	0	0	1	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0
07-19	**2186**	**47**	**1824**	**15**	**207**	**53**	**18**	**1**	**5**	**3**	**13**
06-22	**2499**	**85**	**2064**	**15**	**228**	**58**	**21**	**1**	**5**	**3**	**19**
06-00	**2532**	**87**	**2091**	**15**	**230**	**60**	**21**	**1**	**5**	**3**	**19**
00-00	**2618**	**87**	**2153**	**15**	**241**	**64**	**23**	**1**	**6**	**5**	**23**

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-02
Description - Gainsborough Road (West of Saunday Road)
Direction - South

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	2	0	1	0	1	0	0	0	0	0	0
0045	2	0	1	0	1	0	0	0	0	0	0
0100	2	0	1	0	0	0	0	0	0	0	1
0115	2	0	2	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	4	0	3	0	1	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	3	0	2	0	1	0	0	0	0	0	0
0245	1	0	0	0	0	0	0	0	0	1	0
0300	2	1	0	0	1	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	5	2	2	0	1	0	0	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0
0515	13	0	9	0	3	0	0	0	1	0	0
0530	10	0	8	0	2	0	0	0	0	0	0
0545	9	0	9	0	0	0	0	0	0	0	0
0600	18	0	16	0	2	0	0	0	0	0	0
0615	19	0	16	0	3	0	0	0	0	0	0
0630	29	0	21	0	6	0	0	0	1	0	1
0645	26	0	23	1	1	0	1	0	0	0	0
0700	47	1	28	0	9	0	7	0	0	2	0
0715	51	0	40	2	6	0	1	1	0	1	0
0730	44	0	37	2	3	0	2	0	0	0	0
0745	62	0	56	0	6	0	0	0	0	0	0
0800	70	0	53	2	14	0	1	0	0	0	0
0815	60	0	49	0	9	1	1	0	0	0	0
0830	43	2	38	0	2	0	0	0	1	0	0
0845	43	1	36	0	5	0	1	0	0	0	0
0900	31	0	26	0	2	1	2	0	0	0	0
0915	42	0	32	0	9	0	0	0	0	1	0
0930	36	0	29	0	5	0	0	1	0	0	1
0945	31	0	26	0	5	0	0	0	0	0	0
1000	29	0	25	0	3	0	0	1	0	0	0
1015	26	1	20	0	5	0	0	0	0	0	0
1030	39	0	33	0	5	0	0	0	0	0	1
1045	41	0	31	1	8	0	1	0	0	0	0
1100	44	0	34	0	8	0	1	0	0	0	1
1115	48	0	45	0	3	0	0	0	0	0	0

1130	39	0	35	0	4	0	0	0	0	0	0
1145	37	0	32	0	4	0	0	0	0	1	0
1200	37	1	25	0	8	0	1	0	2	0	0
1215	42	0	35	0	5	0	2	0	0	0	0
1230	44	0	38	0	4	1	0	0	0	1	0
1245	42	1	36	0	5	0	0	0	0	0	0
1300	33	0	24	0	7	0	1	0	0	1	0
1315	33	0	28	0	4	0	0	0	0	1	0
1330	35	1	26	1	5	0	0	0	0	1	1
1345	30	0	28	0	2	0	0	0	0	0	0
1400	43	0	39	0	4	0	0	0	0	0	0
1415	48	1	46	0	1	0	0	0	0	0	0
1430	34	0	23	0	10	0	0	0	0	1	0
1445	38	0	31	0	7	0	0	0	0	0	0
1500	48	2	35	1	9	0	0	0	0	1	0
1515	42	0	39	0	3	0	0	0	0	0	0
1530	36	0	33	0	2	0	1	0	0	0	0
1545	36	0	29	0	6	0	0	0	1	0	0
1600	46	0	43	1	2	0	0	0	0	0	0
1615	57	0	48	1	6	1	1	0	0	0	0
1630	54	0	44	0	9	0	0	0	0	1	0
1645	54	0	50	0	4	0	0	0	0	0	0
1700	70	2	62	1	3	0	0	0	0	2	0
1715	50	0	46	0	4	0	0	0	0	0	0
1730	51	0	47	0	4	0	0	0	0	0	0
1745	48	1	41	0	5	0	0	0	0	0	1
1800	48	0	46	0	1	0	0	0	1	0	0
1815	38	0	36	0	2	0	0	0	0	0	0
1830	30	0	26	0	3	0	0	0	0	1	0
1845	25	1	21	0	3	0	0	0	0	0	0
1900	23	1	22	0	0	0	0	0	0	0	0
1915	27	0	26	0	1	0	0	0	0	0	0
1930	28	0	26	0	2	0	0	0	0	0	0
1945	21	1	15	1	4	0	0	0	0	0	0
2000	19	0	19	0	0	0	0	0	0	0	0
2015	22	0	21	0	0	0	0	0	1	0	0
2030	24	0	24	0	0	0	0	0	0	0	0
2045	10	0	9	1	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0
2115	18	1	17	0	0	0	0	0	0	0	0
2130	7	1	5	0	1	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0
2200	12	0	12	0	0	0	0	0	0	0	0
2215	8	0	6	0	0	0	0	0	0	0	2
2230	8	0	7	0	0	0	0	1	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0
2300	7	1	5	0	0	0	0	0	0	0	1
2315	4	0	4	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	4	0	3	0	0	0	0	0	0	1	0
07-19	**2055**	**15**	**1730**	**12**	**243**	**4**	**23**	**3**	**5**	**15**	**5**
06-22	**2368**	**19**	**2012**	**15**	**263**	**4**	**24**	**3**	**7**	**15**	**6**
06-00	**2418**	**20**	**2056**	**15**	**263**	**4**	**24**	**4**	**7**	**16**	**9**
00-00	**2490**	**23**	**2108**	**15**	**277**	**4**	**24**	**4**	**8**	**17**	**10**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	5	0	4	0	0	0	0	0	0	0	1
0015	1	0	0	0	1	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	0	0	0	0	0	1	0
0200	2	0	1	0	0	0	0	0	0	1	0
0215	4	0	2	0	1	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0
0245	2	1	0	0	0	0	0	0	0	1	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	4	0	4	0	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0
0400	2	0	1	0	0	0	0	0	0	1	0
0415	5	0	3	0	1	0	0	0	0	0	1
0430	3	0	3	0	0	0	0	0	0	0	0
0445	4	0	2	0	2	0	0	0	0	0	0
0500	7	0	2	0	5	0	0	0	0	0	0
0515	12	0	10	0	2	0	0	0	0	0	0
0530	11	1	8	0	1	0	0	0	1	0	0
0545	14	1	11	0	1	0	0	0	0	0	1
0600	12	0	8	0	2	0	0	1	0	0	1
0615	22	0	18	0	2	0	0	0	0	1	1
0630	32	1	26	0	4	0	0	0	0	0	1
0645	34	1	25	1	3	0	3	0	1	0	0
0700	30	0	27	0	2	0	0	0	0	1	0
0715	44	0	34	0	7	0	0	0	1	0	2
0730	36	0	28	2	5	1	0	0	0	0	0
0745	74	0	64	1	5	0	4	0	0	0	0
0800	83	0	68	0	12	1	1	0	0	1	0
0815	40	0	34	0	5	0	0	0	0	1	0
0830	31	0	28	1	2	0	0	0	0	0	0
0845	46	0	41	1	3	0	0	0	0	1	0
0900	32	0	25	1	5	0	0	0	1	0	0
0915	41	0	33	0	6	0	0	0	0	2	0
0930	32	0	27	0	5	0	0	0	0	0	0
0945	47	0	39	0	6	0	1	1	0	0	0
1000	46	1	33	0	10	0	2	0	0	0	0
1015	37	0	28	0	6	0	1	1	0	0	1
1030	56	3	42	2	7	0	2	0	0	0	0
1045	48	0	43	1	3	0	0	0	0	0	1
1100	40	0	34	1	5	0	0	0	0	0	0
1115	42	0	31	0	9	0	0	1	0	1	0
1130	35	2	28	1	4	0	0	0	0	0	0
1145	53	1	42	2	7	0	1	0	0	0	0
1200	40	1	36	0	3	0	0	0	0	0	0
1215	34	0	30	0	4	0	0	0	0	0	0
1230	32	1	25	1	3	0	0	0	1	1	0
1245	38	0	34	0	4	0	0	0	0	0	0
1300	33	1	29	0	3	0	0	0	0	0	0
1315	41	2	37	0	2	0	0	0	0	0	0
1330	39	0	35	1	2	0	1	0	0	0	0
1345	38	0	30	2	6	0	0	0	0	0	0
1400	50	1	43	1	4	0	1	0	0	0	0
1415	41	1	32	0	6	0	0	1	0	1	0

1430	42	5	36	0	1	0	0	0	0	0	0
1445	52	3	47	0	2	0	0	0	0	0	0
1500	51	1	42	0	7	0	0	1	0	0	0
1515	55	0	52	0	3	0	0	0	0	0	0
1530	42	1	38	1	0	1	1	0	0	0	0
1545	49	0	41	2	6	0	0	0	0	0	0
1600	37	1	32	0	4	0	0	0	0	0	0
1615	55	0	51	0	3	0	0	0	0	1	0
1630	62	3	55	0	3	0	0	0	0	1	0
1645	40	0	35	0	4	0	0	0	0	1	0
1700	62	0	56	0	5	1	0	0	0	0	0
1715	49	2	43	0	4	0	0	0	0	0	0
1730	60	0	53	2	5	0	0	0	0	0	0
1745	66	4	58	1	2	0	0	1	0	0	0
1800	40	1	37	0	2	0	0	0	0	0	0
1815	38	1	34	0	3	0	0	0	0	0	0
1830	31	1	28	0	2	0	0	0	0	0	0
1845	30	1	26	1	2	0	0	0	0	0	0
1900	28	1	26	0	1	0	0	0	0	0	0
1915	28	1	25	0	2	0	0	0	0	0	0
1930	22	0	20	0	0	0	0	0	0	1	1
1945	29	2	24	0	1	0	0	0	1	1	0
2000	21	0	17	0	2	0	0	0	0	2	0
2015	19	0	16	0	2	0	0	0	0	1	0
2030	25	1	21	0	2	0	0	0	0	0	1
2045	20	1	17	0	2	0	0	0	0	0	0
2100	18	1	17	0	0	0	0	0	0	0	0
2115	13	0	13	0	0	0	0	0	0	0	0
2130	11	0	11	0	0	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0
2200	4	1	3	0	0	0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0
2230	9	0	8	0	1	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0
2315	6	0	5	1	0	0	0	0	0	0	0
2330	14	0	13	0	0	0	0	0	0	1	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	**2140**	**38**	**1824**	**25**	**209**	**4**	**15**	**6**	**3**	**12**	**4**
06-22	**2485**	**47**	**2119**	**26**	**232**	**4**	**18**	**7**	**5**	**18**	**9**
06-00	**2542**	**48**	**2172**	**27**	**233**	**4**	**18**	**7**	**5**	**19**	**9**
00-00	**2631**	**51**	**2234**	**27**	**248**	**4**	**18**	**7**	**6**	**23**	**13**

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	5	0	5	0	0	0	0	0	0	0	0
0015	6	0	5	0	1	0	0	0	0	0	0
0030	3	0	1	0	1	0	0	0	0	1	0
0045	4	0	3	0	0	0	0	0	0	1	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	4	0	4	0	0	0	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0

0230	1	0	0	0	1	0	0	0	0	0	0
0245	3	0	2	0	1	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0
0315	1	0	0	0	0	0	0	0	0	1	0
0330	2	0	1	0	0	0	0	0	0	1	0
0345	1	0	0	0	1	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	1	0	1	0	0	0	0	0	0
0500	5	0	3	0	1	1	0	0	0	0	0
0515	7	0	6	0	0	0	0	0	1	0	0
0530	7	0	6	0	1	0	0	0	0	0	0
0545	2	0	1	0	1	0	0	0	0	0	0
0600	7	0	4	0	1	0	1	0	0	0	1
0615	9	0	2	0	4	0	3	0	0	0	0
0630	9	0	7	0	2	0	0	0	0	0	0
0645	12	0	10	0	1	0	0	0	0	1	0
0700	25	0	19	0	4	0	2	0	0	0	0
0715	16	0	12	0	3	0	1	0	0	0	0
0730	12	0	9	0	1	0	2	0	0	0	0
0745	22	0	16	0	3	0	2	0	0	1	0
0800	19	1	15	1	2	0	0	0	0	0	0
0815	23	0	20	0	2	0	0	0	0	1	0
0830	32	2	28	0	2	0	0	0	0	0	0
0845	31	0	26	0	5	0	0	0	0	0	0
0900	27	0	23	0	4	0	0	0	0	0	0
0915	20	0	16	1	3	0	0	0	0	0	0
0930	29	0	26	0	3	0	0	0	0	0	0
0945	29	0	29	0	0	0	0	0	0	0	0
1000	42	0	37	0	5	0	0	0	0	0	0
1015	47	8	34	0	2	0	1	0	2	0	0
1030	30	0	26	0	4	0	0	0	0	0	0
1045	40	0	36	0	4	0	0	0	0	0	0
1100	46	0	42	0	4	0	0	0	0	0	0
1115	43	0	41	0	2	0	0	0	0	0	0
1130	46	0	40	1	4	0	0	0	0	0	1
1145	35	0	30	0	5	0	0	0	0	0	0
1200	45	2	40	0	3	0	0	0	0	0	0
1215	47	0	44	0	3	0	0	0	0	0	0
1230	38	0	37	0	1	0	0	0	0	0	0
1245	40	0	38	1	1	0	0	0	0	0	0
1300	47	0	41	0	6	0	0	0	0	0	0
1315	41	1	34	0	5	0	1	0	0	0	0
1330	38	0	35	0	2	0	0	0	0	0	1
1345	36	0	34	0	2	0	0	0	0	0	0
1400	35	1	31	0	2	0	0	0	1	0	0
1415	33	0	32	0	1	0	0	0	0	0	0
1430	41	1	40	0	0	0	0	0	0	0	0
1445	47	1	44	0	2	0	0	0	0	0	0
1500	46	1	42	0	3	0	0	0	0	0	0
1515	29	1	24	0	4	0	0	0	0	0	0
1530	38	2	34	0	2	0	0	0	0	0	0
1545	47	0	46	0	0	0	0	0	0	1	0
1600	34	1	30	0	3	0	0	0	0	0	0
1615	29	0	26	0	3	0	0	0	0	0	0
1630	36	0	33	0	3	0	0	0	0	0	0
1645	24	0	21	2	1	0	0	0	0	0	0
1700	27	0	25	0	2	0	0	0	0	0	0
1715	35	0	35	0	0	0	0	0	0	0	0

1730	39	2	36	0	1	0	0	0	0	0	0
1745	21	0	19	0	1	0	0	0	0	0	1
1800	29	0	26	1	2	0	0	0	0	0	0
1815	32	0	28	0	4	0	0	0	0	0	0
1830	26	0	25	0	1	0	0	0	0	0	0
1845	28	0	26	0	2	0	0	0	0	0	0
1900	18	0	18	0	0	0	0	0	0	0	0
1915	20	0	19	0	1	0	0	0	0	0	0
1930	13	0	13	0	0	0	0	0	0	0	0
1945	18	0	18	0	0	0	0	0	0	0	0
2000	12	0	11	0	1	0	0	0	0	0	0
2015	14	0	14	0	0	0	0	0	0	0	0
2030	11	0	11	0	0	0	0	0	0	0	0
2045	9	0	9	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0
2115	11	0	10	0	1	0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0
2145	13	0	13	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0
2215	19	0	18	0	1	0	0	0	0	0	0
2230	9	0	9	0	0	0	0	0	0	0	0
2245	11	0	11	0	0	0	0	0	0	0	0
2300	6	0	5	0	1	0	0	0	0	0	0
2315	5	0	4	0	1	0	0	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0
07-19	**1622**	**24**	**1451**	**7**	**122**	**0**	**9**	**0**	**3**	**3**	**3**
06-22	**1815**	**24**	**1627**	**7**	**133**	**0**	**13**	**0**	**3**	**4**	**4**
06-00	**1881**	**24**	**1690**	**7**	**136**	**0**	**13**	**0**	**3**	**4**	**4**
00-00	**1943**	**24**	**1735**	**7**	**147**	**1**	**13**	**0**	**4**	**8**	**4**

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	8	0	8	0	0	0	0	0	0	0	0
0015	5	0	5	0	0	0	0	0	0	0	0
0030	4	0	4	0	0	0	0	0	0	0	0
0045	4	0	4	0	0	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0
0430	3	0	1	0	2	0	0	0	0	0	0
0445	2	0	1	0	1	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	7	0	6	0	0	0	0	0	1	0	0

0530	4	0	4	0	0	0	0	0	0	0	0
0545	4	0	2	0	2	0	0	0	0	0	0
0600	4	0	2	0	1	1	0	0	0	0	0
0615	8	0	6	1	1	0	0	0	0	0	0
0630	6	0	4	0	2	0	0	0	0	0	0
0645	12	1	10	0	0	0	0	0	0	0	1
0700	9	0	8	0	1	0	0	0	0	0	0
0715	17	3	13	0	1	0	0	0	0	0	0
0730	17	0	17	0	0	0	0	0	0	0	0
0745	22	1	21	0	0	0	0	0	0	0	0
0800	12	1	11	0	0	0	0	0	0	0	0
0815	24	3	20	0	1	0	0	0	0	0	0
0830	31	4	24	0	2	0	1	0	0	0	0
0845	17	0	14	0	3	0	0	0	0	0	0
0900	23	1	20	0	2	0	0	0	0	0	0
0915	32	3	24	0	5	0	0	0	0	0	0
0930	35	7	25	1	1	0	1	0	0	0	0
0945	54	13	38	0	1	0	2	0	0	0	0
1000	39	6	30	0	1	0	1	0	0	1	0
1015	36	3	31	1	1	0	0	0	0	0	0
1030	32	6	22	0	3	1	0	0	0	0	0
1045	41	10	28	1	2	0	0	0	0	0	0
1100	38	3	31	0	4	0	0	0	0	0	0
1115	34	4	27	0	2	0	0	0	0	0	1
1130	38	7	28	1	2	0	0	0	0	0	0
1145	37	3	31	0	1	0	2	0	0	0	0
1200	31	1	28	0	2	0	0	0	0	0	0
1215	42	7	33	0	2	0	0	0	0	0	0
1230	38	7	30	0	1	0	0	0	0	0	0
1245	42	4	36	0	2	0	0	0	0	0	0
1300	42	1	39	1	1	0	0	0	0	0	0
1315	36	1	33	0	2	0	0	0	0	0	0
1330	37	1	35	0	1	0	0	0	0	0	0
1345	39	5	30	1	3	0	0	0	0	0	0
1400	31	4	26	0	0	0	0	0	1	0	0
1415	42	1	40	0	1	0	0	0	0	0	0
1430	40	1	38	1	0	0	0	0	0	0	0
1445	53	8	42	1	0	0	0	1	0	1	0
1500	31	0	28	0	3	0	0	0	0	0	0
1515	43	3	38	0	2	0	0	0	0	0	0
1530	39	1	36	0	1	1	0	0	0	0	0
1545	37	0	37	0	0	0	0	0	0	0	0
1600	50	3	46	1	0	0	0	0	0	0	0
1615	28	1	23	1	2	0	0	0	0	0	1
1630	44	1	40	0	2	0	0	0	0	1	0
1645	30	3	26	0	1	0	0	0	0	0	0
1700	28	0	26	0	2	0	0	0	0	0	0
1715	32	4	26	0	1	0	1	0	0	0	0
1730	17	0	15	0	2	0	0	0	0	0	0
1745	19	2	16	0	0	1	0	0	0	0	0
1800	30	0	28	0	2	0	0	0	0	0	0
1815	18	0	18	0	0	0	0	0	0	0	0
1830	24	2	21	0	1	0	0	0	0	0	0
1845	25	0	22	0	3	0	0	0	0	0	0
1900	18	0	17	0	1	0	0	0	0	0	0
1915	11	0	10	0	1	0	0	0	0	0	0
1930	17	0	17	0	0	0	0	0	0	0	0
1945	23	1	21	0	1	0	0	0	0	0	0
2000	20	0	20	0	0	0	0	0	0	0	0
2015	18	0	18	0	0	0	0	0	0	0	0

2030	17	1	15	0	1	0	0	0	0	0	0
2045	8	0	8	0	0	0	0	0	0	0	0
2100	6	0	4	0	2	0	0	0	0	0	0
2115	7	0	6	0	1	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	10	1	9	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	7	0	5	0	2	0	0	0	0	0	0
2245	9	0	8	0	1	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0
2330	6	0	6	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**1556**	**139**	**1319**	**10**	**70**	**3**	**8**	**1**	**1**	**3**	**2**
06-22	**1744**	**142**	**1490**	**11**	**81**	**4**	**8**	**1**	**1**	**3**	**3**
06-00	**1783**	**143**	**1525**	**11**	**84**	**4**	**8**	**1**	**1**	**3**	**3**
00-00	**1838**	**143**	**1570**	**11**	**93**	**4**	**8**	**1**	**2**	**3**	**3**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	6	0	4	0	2	0	0	0	0	0	0
0045	1	0	0	0	0	0	0	0	0	1	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	2	0	1	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	3	0	3	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0
0430	2	0	1	0	0	0	0	0	0	0	1
0445	7	1	4	0	2	0	0	0	0	0	0
0500	4	0	3	0	0	1	0	0	0	0	0
0515	7	0	6	0	1	0	0	0	0	0	0
0530	8	1	5	0	2	0	0	0	0	0	0
0545	7	0	5	0	1	0	0	0	1	0	0
0600	15	0	11	0	2	0	1	0	1	0	0
0615	12	0	12	0	0	0	0	0	0	0	0
0630	25	1	18	0	5	0	0	0	1	0	0
0645	41	1	31	0	8	0	0	0	0	1	0
0700	30	0	20	0	7	0	1	0	0	2	0
0715	48	0	39	1	6	0	0	0	1	1	0
0730	41	0	34	0	7	0	0	0	0	0	0
0745	67	1	57	0	8	1	0	0	0	0	0
0800	63	0	52	0	10	1	0	0	0	0	0
0815	57	0	49	0	6	0	2	0	0	0	0

0830	49	0	42	0	6	0	1	0	0	0	0
0845	49	0	40	0	8	0	1	0	0	0	0
0900	36	0	30	0	3	1	0	0	1	1	0
0915	31	0	25	0	6	0	0	0	0	0	0
0930	36	0	34	0	2	0	0	0	0	0	0
0945	30	0	20	1	9	0	0	0	0	0	0
1000	29	1	22	0	6	0	0	0	0	0	0
1015	35	0	33	0	2	0	0	0	0	0	0
1030	36	2	31	0	2	0	0	0	0	1	0
1045	26	0	25	0	1	0	0	0	0	0	0
1100	55	0	39	0	11	1	1	0	2	0	1
1115	41	0	33	0	5	0	0	0	0	2	1
1130	29	3	24	0	2	0	0	0	0	0	0
1145	35	2	27	1	4	0	1	0	0	0	0
1200	33	0	25	1	5	1	1	0	0	0	0
1215	51	1	45	0	5	0	0	0	0	0	0
1230	31	0	27	0	2	1	0	0	0	1	0
1245	38	0	34	0	3	1	0	0	0	0	0
1300	35	0	30	1	4	0	0	0	0	0	0
1315	25	0	20	0	3	0	0	0	0	2	0
1330	29	1	25	0	3	0	0	0	0	0	0
1345	46	1	35	0	8	1	0	0	0	0	1
1400	29	0	28	0	0	0	0	0	0	0	1
1415	40	1	32	0	5	0	1	0	1	0	0
1430	44	0	38	1	3	0	2	0	0	0	0
1445	41	0	33	0	4	0	1	0	0	2	1
1500	46	0	38	2	4	1	1	0	0	0	0
1515	36	1	32	0	3	0	0	0	0	0	0
1530	40	0	33	0	6	0	0	0	0	1	0
1545	43	0	37	0	6	0	0	0	0	0	0
1600	58	0	51	0	6	0	0	0	1	0	0
1615	37	1	31	0	5	0	0	0	0	0	0
1630	49	1	43	0	5	0	0	0	0	0	0
1645	47	0	40	0	4	0	1	0	1	1	0
1700	59	0	56	0	2	0	0	0	0	1	0
1715	64	0	59	0	5	0	0	0	0	0	0
1730	51	0	48	0	3	0	0	0	0	0	0
1745	52	1	45	0	6	0	0	0	0	0	0
1800	47	0	42	0	4	0	0	0	0	0	1
1815	40	0	36	0	4	0	0	0	0	0	0
1830	33	0	29	0	4	0	0	0	0	0	0
1845	24	1	22	0	1	0	0	0	0	0	0
1900	17	1	16	0	0	0	0	0	0	0	0
1915	20	0	18	1	1	0	0	0	0	0	0
1930	14	0	14	0	0	0	0	0	0	0	0
1945	23	0	19	1	2	0	0	0	0	0	1
2000	14	0	14	0	0	0	0	0	0	0	0
2015	18	0	15	0	3	0	0	0	0	0	0
2030	8	0	7	0	1	0	0	0	0	0	0
2045	12	0	12	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0
2115	14	0	12	0	2	0	0	0	0	0	0
2130	4	0	3	0	1	0	0	0	0	0	0
2145	4	0	3	0	1	0	0	0	0	0	0
2200	6	0	4	0	0	0	0	0	0	1	1
2215	10	0	10	0	0	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0

2330	5	0	5	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1991**	**18**	**1690**	**8**	**224**	**9**	**14**	**0**	**7**	**15**	**6**
06-22	**2239**	**21**	**1902**	**10**	**250**	**9**	**15**	**0**	**9**	**16**	**7**
06-00	**2272**	**21**	**1933**	**10**	**250**	**9**	**15**	**0**	**9**	**17**	**8**
00-00	**2337**	**23**	**1982**	**10**	**260**	**10**	**15**	**0**	**10**	**18**	**9**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	3	0	2	0	0	0	0	0	0	1	0
0030	1	0	0	0	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	3	0	2	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	2	0	1	0	0	0	0	0	0	1	0
0230	2	0	0	0	2	0	0	0	0	0	0
0245	1	0	0	0	0	0	0	0	0	1	0
0300	2	0	1	0	1	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	0	0	1	0	0	0	0	0	0
0345	2	0	1	0	1	0	0	0	0	0	0
0400	2	0	0	0	2	0	0	0	0	0	0
0415	6	0	4	0	2	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0
0500	12	0	7	0	2	1	0	0	0	1	1
0515	10	0	9	0	1	0	0	0	0	0	0
0530	11	1	7	0	1	0	0	0	0	1	1
0545	5	0	3	0	2	0	0	0	0	0	0
0600	12	0	9	0	1	0	1	0	0	0	1
0615	26	0	19	0	5	0	1	0	1	0	0
0630	28	0	25	0	3	0	0	0	0	0	0
0645	41	3	32	0	5	0	0	1	0	0	0
0700	34	0	27	1	4	0	1	0	1	0	0
0715	58	1	43	0	12	1	1	0	0	0	0
0730	44	0	35	0	8	0	0	0	1	0	0
0745	57	0	49	0	8	0	0	0	0	0	0
0800	64	1	55	0	7	0	0	0	1	0	0
0815	72	0	62	0	10	0	0	0	0	0	0
0830	47	1	40	0	4	0	1	0	1	0	0
0845	40	0	31	0	6	0	0	0	1	2	0
0900	36	1	31	0	3	0	1	0	0	0	0
0915	37	0	27	0	7	0	0	0	1	2	0
0930	28	0	21	1	6	0	0	0	0	0	0
0945	48	2	34	0	11	0	1	0	0	0	0
1000	27	0	21	0	4	0	2	0	0	0	0
1015	33	2	25	1	4	1	0	0	0	0	0
1030	45	4	39	0	2	0	0	0	0	0	0
1045	35	1	28	1	4	0	0	0	1	0	0
1100	34	0	30	0	2	0	1	0	1	0	0
1115	38	0	23	0	13	1	0	0	0	0	1

1130	40	1	31	0	7	1	0	0	0	0	0
1145	44	1	39	1	2	1	0	0	0	0	0
1200	33	0	28	0	2	2	1	0	0	0	0
1215	36	0	32	1	3	0	0	0	0	0	0
1230	35	0	31	0	4	0	0	0	0	0	0
1245	38	1	33	0	3	0	1	0	0	0	0
1300	27	2	21	0	3	1	0	0	0	0	0
1315	40	0	32	0	6	0	1	0	0	1	0
1330	39	0	34	0	2	1	0	0	1	0	1
1345	34	0	30	0	2	0	0	0	1	1	0
1400	28	0	22	0	5	0	0	0	0	1	0
1415	45	2	36	0	6	0	0	0	0	0	1
1430	38	0	32	0	3	0	1	0	1	1	0
1445	35	1	29	1	3	0	0	0	0	0	1
1500	56	0	43	1	8	1	0	0	0	3	0
1515	35	2	29	1	2	0	0	0	0	1	0
1530	47	0	44	0	2	0	0	0	0	1	0
1545	29	0	24	0	4	0	0	0	0	0	1
1600	50	0	47	0	2	0	1	0	0	0	0
1615	51	0	41	1	9	0	0	0	0	0	0
1630	50	1	41	0	7	0	0	0	0	0	1
1645	41	1	37	0	3	0	0	0	0	0	0
1700	62	0	59	0	3	0	0	0	0	0	0
1715	59	0	56	0	3	0	0	0	0	0	0
1730	54	0	46	0	7	0	0	0	0	1	0
1745	44	0	43	0	0	0	0	0	1	0	0
1800	41	1	37	2	1	0	0	0	0	0	0
1815	43	0	38	0	5	0	0	0	0	0	0
1830	33	0	32	0	1	0	0	0	0	0	0
1845	27	3	22	0	1	0	0	0	0	1	0
1900	27	3	21	0	2	0	0	0	0	0	1
1915	25	2	20	0	3	0	0	0	0	0	0
1930	22	3	18	0	1	0	0	0	0	0	0
1945	23	1	21	0	1	0	0	0	0	0	0
2000	26	5	20	0	1	0	0	0	0	0	0
2015	15	0	12	0	3	0	0	0	0	0	0
2030	16	0	15	0	1	0	0	0	0	0	0
2045	12	1	10	0	1	0	0	0	0	0	0
2100	19	0	18	0	1	0	0	0	0	0	0
2115	10	0	8	0	2	0	0	0	0	0	0
2130	12	2	10	0	0	0	0	0	0	0	0
2145	14	0	12	1	1	0	0	0	0	0	0
2200	19	0	18	0	0	0	0	0	0	0	1
2215	9	1	7	0	1	0	0	0	0	0	0
2230	6	0	5	0	0	0	0	0	0	0	1
2245	5	0	4	0	0	0	0	0	0	0	1
2300	5	0	4	0	0	0	0	0	0	1	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	6	0	6	0	0	0	0	0	0	0	0
2345	4	0	3	0	1	0	0	0	0	0	0
07-19	**2011**	**29**	**1690**	**12**	**224**	**10**	**13**	**0**	**12**	**15**	**6**
06-22	**2339**	**49**	**1960**	**13**	**255**	**10**	**15**	**1**	**13**	**15**	**8**
06-00	**2394**	**50**	**2008**	**13**	**257**	**10**	**15**	**1**	**13**	**16**	**11**
00-00	**2468**	**51**	**2055**	**13**	**275**	**11**	**15**	**1**	**13**	**21**	**13**

14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	4	0	2	0	1	0	0	0	0	1	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	3	0	1	0	2	0	0	0	0	0	0
0200	4	0	3	0	1	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	4	0	3	0	0	1	0	0	0	0	0
0400	3	0	1	0	1	0	0	0	1	0	0
0415	1	1	0	0	0	0	0	0	0	0	0
0430	9	0	7	0	2	0	0	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0
0500	8	0	6	0	2	0	0	0	0	0	0
0515	7	0	6	0	0	1	0	0	0	0	0
0530	11	1	10	0	0	0	0	0	0	0	0
0545	7	0	4	0	2	0	0	0	1	0	0
0600	14	0	10	0	3	0	1	0	0	0	0
0615	20	1	17	0	2	0	0	0	0	0	0
0630	30	0	25	0	3	0	0	0	0	0	2
0645	32	0	25	0	5	0	1	0	0	1	0
0700	43	0	32	2	9	0	0	0	0	0	0
0715	41	0	30	1	9	0	0	0	0	1	0
0730	44	0	37	0	6	0	1	0	0	0	0
0745	59	0	50	1	7	0	0	0	0	1	0
0800	48	0	41	0	6	1	0	0	0	0	0
0815	66	0	56	1	8	0	1	0	0	0	0
0830	39	1	37	0	0	0	0	0	0	1	0
0845	39	0	32	0	5	0	0	0	0	0	2
0900	43	0	39	0	4	0	0	0	0	0	0
0915	40	0	34	1	5	0	0	0	0	0	0
0930	36	0	29	0	4	0	0	1	0	1	1
0945	38	0	33	1	2	0	1	0	0	1	0
1000	40	1	32	0	4	0	2	0	1	0	0
1015	45	1	41	0	3	0	0	0	0	0	0
1030	40	2	28	1	6	1	1	0	0	0	1
1045	40	1	31	1	6	0	1	0	0	0	0
1100	37	1	31	1	3	1	0	0	0	0	0
1115	26	0	22	0	4	0	0	0	0	0	0
1130	40	2	35	0	3	0	0	0	0	0	0
1145	40	1	36	0	2	0	0	0	0	1	0
1200	37	2	26	0	4	2	1	0	0	2	0
1215	42	2	34	0	6	0	0	0	0	0	0
1230	22	2	19	0	1	0	0	0	0	0	0
1245	50	0	48	0	1	0	0	0	0	0	1
1300	43	0	33	0	5	1	2	0	0	1	1
1315	29	0	25	0	2	0	1	0	0	1	0
1330	39	1	34	0	3	0	1	0	0	0	0
1345	32	0	27	1	3	0	0	0	0	1	0
1400	42	6	31	0	4	0	0	0	0	0	1
1415	43	0	38	1	2	0	0	0	0	1	1

1430	46	1	43	1	1	0	0	0	0	0	0
1445	40	2	33	0	5	0	0	0	0	0	0
1500	65	4	51	1	8	0	0	0	0	0	1
1515	39	1	30	0	7	0	1	0	0	0	0
1530	47	1	43	0	2	0	1	0	0	0	0
1545	37	0	33	0	3	0	1	0	0	0	0
1600	51	1	43	0	7	0	0	0	0	0	0
1615	52	1	42	0	5	0	1	1	1	1	0
1630	49	0	40	1	6	1	1	0	0	0	0
1645	61	1	54	0	6	0	0	0	0	0	0
1700	69	0	66	0	3	0	0	0	0	0	0
1715	53	2	48	0	2	0	0	0	0	1	0
1730	49	0	47	0	2	0	0	0	0	0	0
1745	46	4	35	0	5	0	0	0	1	1	0
1800	48	7	37	0	3	0	1	0	0	0	0
1815	53	3	43	0	4	0	2	0	0	1	0
1830	38	8	27	0	3	0	0	0	0	0	0
1845	36	10	26	0	0	0	0	0	0	0	0
1900	28	9	18	0	1	0	0	0	0	0	0
1915	33	3	26	0	3	0	0	0	0	0	1
1930	13	0	13	0	0	0	0	0	0	0	0
1945	19	1	17	0	1	0	0	0	0	0	0
2000	26	4	19	0	2	0	0	0	1	0	0
2015	30	1	24	0	5	0	0	0	0	0	0
2030	15	1	13	0	0	0	0	0	0	1	0
2045	17	4	11	0	2	0	0	0	0	0	0
2100	16	0	13	0	2	0	0	0	0	1	0
2115	15	0	13	0	2	0	0	0	0	0	0
2130	14	0	14	0	0	0	0	0	0	0	0
2145	9	0	9	0	0	0	0	0	0	0	0
2200	16	0	16	0	0	0	0	0	0	0	0
2215	18	0	18	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	7	0	6	0	1	0	0	0	0	0	0
2315	6	0	4	0	1	0	0	0	0	1	0
2330	4	0	4	0	0	0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0
07-19	**2102**	**69**	**1762**	**15**	**199**	**7**	**20**	**2**	**3**	**16**	**9**
06-22	**2433**	**93**	**2029**	**15**	**230**	**7**	**22**	**2**	**4**	**19**	**12**
06-00	**2494**	**93**	**2086**	**15**	**233**	**7**	**22**	**2**	**4**	**20**	**12**
00-00	**2570**	**95**	**2140**	**15**	**248**	**9**	**22**	**2**	**6**	**21**	**12**

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-03
Description - Sturton road (South of South ST)
Direction - North

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	5	1	3	0	1	0	0	0	0	0	0
0530	8	0	7	0	1	0	0	0	0	0	0
0545	13	0	13	0	0	0	0	0	0	0	0
0600	11	0	10	0	1	0	0	0	0	0	0
0615	33	0	32	0	1	0	0	0	0	0	0
0630	64	0	60	0	2	0	0	0	1	1	0
0645	70	0	68	0	1	0	0	0	1	0	0
0700	52	0	51	0	1	0	0	0	0	0	0
0715	60	0	50	2	4	1	1	0	1	1	0
0730	60	0	56	0	3	0	0	0	0	1	0
0745	69	0	63	0	5	1	0	0	0	0	0
0800	45	0	36	0	7	0	2	0	0	0	0
0815	43	0	42	0	1	0	0	0	0	0	0
0830	30	0	28	0	1	0	1	0	0	0	0
0845	28	0	22	0	4	0	1	0	1	0	0
0900	16	0	12	0	1	2	0	0	0	1	0
0915	20	0	15	0	4	0	1	0	0	0	0
0930	21	0	17	0	2	0	0	0	2	0	0
0945	12	0	9	0	2	0	0	0	1	0	0
1000	22	0	16	0	5	0	0	0	0	0	1
1015	16	1	11	0	2	0	0	0	2	0	0
1030	20	0	14	0	6	0	0	0	0	0	0
1045	13	0	12	0	1	0	0	0	0	0	0
1100	19	0	15	0	3	1	0	0	0	0	0
1115	17	0	11	0	5	1	0	0	0	0	0

1130	17	0	16	0	1	0	0	0	0	0	0
1145	19	0	17	0	1	0	0	0	0	1	0
1200	23	0	20	0	3	0	0	0	0	0	0
1215	14	0	12	0	2	0	0	0	0	0	0
1230	22	0	16	0	6	0	0	0	0	0	0
1245	5	0	5	0	0	0	0	0	0	0	0
1300	29	0	23	0	5	0	0	0	0	0	1
1315	20	0	17	0	2	0	1	0	0	0	0
1330	18	0	16	0	1	1	0	0	0	0	0
1345	19	0	15	0	2	1	0	0	0	0	1
1400	13	0	13	0	0	0	0	0	0	0	0
1415	23	0	19	1	3	0	0	0	0	0	0
1430	19	0	17	2	0	0	0	0	0	0	0
1445	18	0	14	0	4	0	0	0	0	0	0
1500	26	0	22	0	4	0	0	0	0	0	0
1515	17	0	15	0	2	0	0	0	0	0	0
1530	13	0	11	0	2	0	0	0	0	0	0
1545	21	0	19	1	0	1	0	0	0	0	0
1600	21	0	17	0	4	0	0	0	0	0	0
1615	23	0	20	1	2	0	0	0	0	0	0
1630	21	0	20	0	1	0	0	0	0	0	0
1645	22	1	19	1	1	0	0	0	0	0	0
1700	24	0	23	0	1	0	0	0	0	0	0
1715	27	0	24	0	3	0	0	0	0	0	0
1730	17	0	16	0	0	0	0	0	0	0	1
1745	15	0	14	0	1	0	0	0	0	0	0
1800	21	0	19	1	1	0	0	0	0	0	0
1815	10	0	9	0	1	0	0	0	0	0	0
1830	12	0	12	0	0	0	0	0	0	0	0
1845	8	0	7	1	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0
1915	16	0	15	0	1	0	0	0	0	0	0
1930	11	0	11	0	0	0	0	0	0	0	0
1945	11	0	11	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	12	1	11	0	0	0	0	0	0	0	0
2130	8	1	6	0	1	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	2	0	1	0	1	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**1120**	**2**	**967**	**10**	**110**	**9**	**7**	**0**	**7**	**4**	**4**
06-22	**1396**	**4**	**1231**	**10**	**117**	**9**	**7**	**0**	**9**	**5**	**4**
06-00	**1404**	**4**	**1238**	**10**	**118**	**9**	**7**	**0**	**9**	**5**	**4**
00-00	**1441**	**5**	**1271**	**10**	**121**	**9**	**7**	**0**	**9**	**5**	**4**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	6	1	5	0	0	0	0	0	0	0	0
0515	10	0	8	0	2	0	0	0	0	0	0
0530	9	0	8	0	1	0	0	0	0	0	0
0545	14	0	13	0	1	0	0	0	0	0	0
0600	20	0	18	0	1	0	0	0	0	1	0
0615	25	0	23	0	1	0	0	0	1	0	0
0630	69	0	69	0	0	0	0	0	0	0	0
0645	78	1	74	0	3	0	0	0	0	0	0
0700	49	0	43	2	3	0	1	0	0	0	0
0715	43	0	40	0	2	0	0	0	0	1	0
0730	48	0	44	0	3	1	0	0	0	0	0
0745	72	1	69	0	1	0	0	0	0	1	0
0800	50	1	42	1	6	0	0	0	0	0	0
0815	41	0	40	0	1	0	0	0	0	0	0
0830	33	0	30	0	3	0	0	0	0	0	0
0845	31	0	27	0	4	0	0	0	0	0	0
0900	12	0	9	0	3	0	0	0	0	0	0
0915	9	0	7	0	2	0	0	0	0	0	0
0930	12	0	8	1	2	1	0	0	0	0	0
0945	18	0	12	0	5	1	0	0	0	0	0
1000	14	0	10	0	4	0	0	0	0	0	0
1015	18	1	15	0	1	1	0	0	0	0	0
1030	15	0	15	0	0	0	0	0	0	0	0
1045	15	0	13	0	2	0	0	0	0	0	0
1100	17	0	13	1	2	0	0	0	1	0	0
1115	22	0	20	0	2	0	0	0	0	0	0
1130	9	0	8	0	1	0	0	0	0	0	0
1145	17	0	12	0	4	0	0	0	0	1	0
1200	16	0	16	0	0	0	0	0	0	0	0
1215	20	0	15	1	3	1	0	0	0	0	0
1230	14	0	13	0	1	0	0	0	0	0	0
1245	17	0	17	0	0	0	0	0	0	0	0
1300	24	0	22	1	1	0	0	0	0	0	0
1315	17	0	13	0	3	1	0	0	0	0	0
1330	22	0	18	0	4	0	0	0	0	0	0
1345	15	0	14	0	1	0	0	0	0	0	0
1400	18	0	13	1	2	1	0	0	1	0	0
1415	15	1	8	1	4	0	0	0	0	0	1

1430	18	2	15	0	1	0	0	0	0	0	0
1445	24	1	19	0	4	0	0	0	0	0	0
1500	28	0	25	1	2	0	0	0	0	0	0
1515	22	0	22	0	0	0	0	0	0	0	0
1530	25	1	22	0	2	0	0	0	0	0	0
1545	16	0	15	0	1	0	0	0	0	0	0
1600	20	0	15	1	3	0	0	0	0	0	1
1615	22	0	19	0	3	0	0	0	0	0	0
1630	22	1	20	0	1	0	0	0	0	0	0
1645	26	1	23	0	2	0	0	0	0	0	0
1700	16	0	15	0	1	0	0	0	0	0	0
1715	15	0	14	0	1	0	0	0	0	0	0
1730	15	0	15	0	0	0	0	0	0	0	0
1745	18	0	17	0	1	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0
1815	15	1	12	0	2	0	0	0	0	0	0
1830	9	0	9	0	0	0	0	0	0	0	0
1845	9	1	8	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0
1930	14	0	13	1	0	0	0	0	0	0	0
1945	16	0	16	0	0	0	0	0	0	0	0
2000	11	1	10	0	0	0	0	0	0	0	0
2015	7	0	6	0	1	0	0	0	0	0	0
2030	9	0	8	0	1	0	0	0	0	0	0
2045	5	0	4	0	1	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2115	14	0	14	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0
2230	1	0	0	0	1	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1057**	**12**	**925**	**11**	**94**	**7**	**1**	**0**	**2**	**3**	**2**
06-22	**1345**	**14**	**1200**	**12**	**102**	**7**	**1**	**0**	**3**	**4**	**2**
06-00	**1357**	**14**	**1211**	**12**	**103**	**7**	**1**	**0**	**3**	**4**	**2**
00-00	**1406**	**15**	**1255**	**12**	**107**	**7**	**1**	**0**	**3**	**4**	**2**

10 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0

0230	2	0	2	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0
0515	10	0	10	0	0	0	0	0	0	0	0
0530	6	0	4	0	2	0	0	0	0	0	0
0545	10	0	10	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0
0615	19	0	18	0	1	0	0	0	0	0	0
0630	33	0	32	0	1	0	0	0	0	0	0
0645	40	0	39	0	1	0	0	0	0	0	0
0700	10	0	10	0	0	0	0	0	0	0	0
0715	9	0	9	0	0	0	0	0	0	0	0
0730	11	0	9	0	2	0	0	0	0	0	0
0745	14	0	13	0	1	0	0	0	0	0	0
0800	6	0	5	0	0	0	0	0	1	0	0
0815	7	0	5	0	2	0	0	0	0	0	0
0830	10	1	6	0	2	0	0	0	0	1	0
0845	11	0	8	1	2	0	0	0	0	0	0
0900	8	0	8	0	0	0	0	0	0	0	0
0915	14	0	11	1	2	0	0	0	0	0	0
0930	7	0	6	0	1	0	0	0	0	0	0
0945	7	0	6	0	1	0	0	0	0	0	0
1000	11	0	11	0	0	0	0	0	0	0	0
1015	12	0	12	0	0	0	0	0	0	0	0
1030	9	0	9	0	0	0	0	0	0	0	0
1045	13	0	13	0	0	0	0	0	0	0	0
1100	17	0	16	0	1	0	0	0	0	0	0
1115	16	0	16	0	0	0	0	0	0	0	0
1130	14	0	14	0	0	0	0	0	0	0	0
1145	19	0	19	0	0	0	0	0	0	0	0
1200	14	0	14	0	0	0	0	0	0	0	0
1215	15	0	14	0	1	0	0	0	0	0	0
1230	12	1	9	2	0	0	0	0	0	0	0
1245	21	0	19	0	2	0	0	0	0	0	0
1300	19	0	19	0	0	0	0	0	0	0	0
1315	21	0	20	0	1	0	0	0	0	0	0
1330	18	0	18	0	0	0	0	0	0	0	0
1345	22	0	20	0	2	0	0	0	0	0	0
1400	17	0	16	0	1	0	0	0	0	0	0
1415	16	0	16	0	0	0	0	0	0	0	0
1430	10	0	10	0	0	0	0	0	0	0	0
1445	14	0	14	0	0	0	0	0	0	0	0
1500	9	0	8	1	0	0	0	0	0	0	0
1515	12	0	11	0	1	0	0	0	0	0	0
1530	18	0	18	0	0	0	0	0	0	0	0
1545	13	2	11	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0
1615	19	0	18	0	1	0	0	0	0	0	0
1630	8	0	8	0	0	0	0	0	0	0	0
1645	22	0	21	1	0	0	0	0	0	0	0
1700	15	0	15	0	0	0	0	0	0	0	0
1715	14	0	14	0	0	0	0	0	0	0	0

1730	12	0	12	0	0	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0
1815	7	0	6	0	1	0	0	0	0	0	0
1830	6	0	6	0	0	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0
1930	7	0	7	0	0	0	0	0	0	0	0
1945	7	0	7	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0
2015	10	0	10	0	0	0	0	0	0	0	0
2030	7	0	7	0	0	0	0	0	0	0	0
2045	7	0	7	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0
2145	7	0	6	0	1	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	1	0	1	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**614**	**4**	**578**	**6**	**24**	**0**	**0**	**0**	**1**	**1**	**0**
06-22	**790**	**4**	**750**	**6**	**28**	**0**	**0**	**0**	**1**	**1**	**0**
06-00	**807**	**4**	**766**	**6**	**29**	**0**	**0**	**0**	**1**	**1**	**0**
00-00	**842**	**4**	**799**	**6**	**31**	**0**	**0**	**0**	**1**	**1**	**0**

11 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	4	0	4	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0

0530	5	0	5	0	0	0	0	0	0	0	0
0545	8	0	7	0	1	0	0	0	0	0	0
0600	5	0	4	0	1	0	0	0	0	0	0
0615	14	0	14	0	0	0	0	0	0	0	0
0630	22	0	22	0	0	0	0	0	0	0	0
0645	20	0	19	0	1	0	0	0	0	0	0
0700	8	0	8	0	0	0	0	0	0	0	0
0715	10	1	9	0	0	0	0	0	0	0	0
0730	8	0	8	0	0	0	0	0	0	0	0
0745	9	0	8	0	1	0	0	0	0	0	0
0800	4	0	4	0	0	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0
0830	3	0	3	0	0	0	0	0	0	0	0
0845	7	1	5	0	1	0	0	0	0	0	0
0900	6	0	5	0	1	0	0	0	0	0	0
0915	8	0	7	0	1	0	0	0	0	0	0
0930	6	0	6	0	0	0	0	0	0	0	0
0945	11	1	10	0	0	0	0	0	0	0	0
1000	11	0	9	2	0	0	0	0	0	0	0
1015	19	0	19	0	0	0	0	0	0	0	0
1030	18	0	17	0	1	0	0	0	0	0	0
1045	15	0	13	0	1	0	0	0	0	0	1
1100	16	0	15	0	1	0	0	0	0	0	0
1115	12	0	12	0	0	0	0	0	0	0	0
1130	13	0	13	0	0	0	0	0	0	0	0
1145	19	1	13	1	4	0	0	0	0	0	0
1200	8	0	8	0	0	0	0	0	0	0	0
1215	13	0	9	1	3	0	0	0	0	0	0
1230	13	0	13	0	0	0	0	0	0	0	0
1245	18	0	18	0	0	0	0	0	0	0	0
1300	20	1	19	0	0	0	0	0	0	0	0
1315	10	2	8	0	0	0	0	0	0	0	0
1330	12	0	12	0	0	0	0	0	0	0	0
1345	11	1	10	0	0	0	0	0	0	0	0
1400	21	0	20	0	1	0	0	0	0	0	0
1415	20	2	15	1	2	0	0	0	0	0	0
1430	5	0	5	0	0	0	0	0	0	0	0
1445	11	0	11	0	0	0	0	0	0	0	0
1500	16	1	13	1	0	0	0	0	0	1	0
1515	15	0	12	1	2	0	0	0	0	0	0
1530	15	1	14	0	0	0	0	0	0	0	0
1545	23	0	20	2	1	0	0	0	0	0	0
1600	18	0	18	0	0	0	0	0	0	0	0
1615	24	2	19	0	3	0	0	0	0	0	0
1630	10	0	9	0	1	0	0	0	0	0	0
1645	21	0	18	1	2	0	0	0	0	0	0
1700	9	0	9	0	0	0	0	0	0	0	0
1715	9	0	7	0	1	1	0	0	0	0	0
1730	15	1	14	0	0	0	0	0	0	0	0
1745	4	0	4	0	0	0	0	0	0	0	0
1800	8	1	6	1	0	0	0	0	0	0	0
1815	10	0	10	0	0	0	0	0	0	0	0
1830	4	0	4	0	0	0	0	0	0	0	0
1845	5	0	4	0	1	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0
1930	7	1	5	1	0	0	0	0	0	0	0
1945	5	0	4	0	0	0	1	0	0	0	0
2000	9	0	8	0	1	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0

2030	2	0	1	0	1	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0
2100	5	0	4	0	1	0	0	0	0	0	0
2115	15	0	15	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	5	0	4	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**574**	**16**	**516**	**11**	**28**	**1**	**0**	**0**	**0**	**1**	**1**
06-22	**705**	**17**	**639**	**12**	**33**	**1**	**1**	**0**	**0**	**1**	**1**
06-00	**714**	**17**	**647**	**13**	**33**	**1**	**1**	**0**	**0**	**1**	**1**
00-00	**746**	**17**	**677**	**13**	**35**	**1**	**1**	**0**	**0**	**1**	**1**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	4	0	3	0	1	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0
0530	10	0	10	0	0	0	0	0	0	0	0
0545	10	0	10	0	0	0	0	0	0	0	0
0600	12	0	12	0	0	0	0	0	0	0	0
0615	30	0	30	0	0	0	0	0	0	0	0
0630	70	3	65	0	2	0	0	0	0	0	0
0645	65	2	58	1	4	0	0	0	0	0	0
0700	50	0	44	1	4	0	0	0	0	1	0
0715	51	0	42	2	5	1	0	0	1	0	0
0730	71	0	64	1	5	0	0	0	0	0	1
0745	69	0	68	0	1	0	0	0	0	0	0
0800	50	0	41	0	7	1	0	0	0	1	0
0815	52	1	43	0	4	0	1	0	1	1	1

0830	45	0	41	0	2	1	0	0	0	0	1
0845	34	0	25	1	5	1	0	0	1	1	0
0900	20	0	12	1	4	1	0	0	1	0	1
0915	16	0	15	0	1	0	0	0	0	0	0
0930	12	0	10	2	0	0	0	0	0	0	0
0945	14	0	9	0	4	0	0	0	0	1	0
1000	16	0	11	0	3	2	0	0	0	0	0
1015	18	0	13	0	3	0	0	0	2	0	0
1030	10	0	10	0	0	0	0	0	0	0	0
1045	15	0	12	1	2	0	0	0	0	0	0
1100	19	1	13	0	3	2	0	0	0	0	0
1115	16	0	15	0	1	0	0	0	0	0	0
1130	21	0	16	1	3	1	0	0	0	0	0
1145	15	0	11	0	4	0	0	0	0	0	0
1200	13	0	10	1	2	0	0	0	0	0	0
1215	12	0	12	0	0	0	0	0	0	0	0
1230	13	1	10	0	2	0	0	0	0	0	0
1245	14	0	11	0	3	0	0	0	0	0	0
1300	27	0	22	0	3	0	1	0	0	0	1
1315	24	1	20	1	2	0	0	0	0	0	0
1330	20	1	15	1	0	0	1	0	0	2	0
1345	15	0	12	0	1	0	0	0	0	2	0
1400	18	0	16	0	2	0	0	0	0	0	0
1415	15	0	13	0	1	1	0	0	0	0	0
1430	10	0	8	0	1	0	1	0	0	0	0
1445	16	0	10	0	5	0	0	0	1	0	0
1500	19	0	18	0	1	0	0	0	0	0	0
1515	21	1	15	0	5	0	0	0	0	0	0
1530	18	0	15	0	2	1	0	0	0	0	0
1545	16	0	14	0	1	0	0	0	0	1	0
1600	30	0	26	0	4	0	0	0	0	0	0
1615	21	0	20	0	0	0	0	0	0	0	1
1630	23	0	21	0	1	0	0	0	1	0	0
1645	14	0	14	0	0	0	0	0	0	0	0
1700	18	0	17	0	1	0	0	0	0	0	0
1715	25	0	22	0	3	0	0	0	0	0	0
1730	10	0	10	0	0	0	0	0	0	0	0
1745	19	0	16	1	2	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0
1815	12	0	11	0	1	0	0	0	0	0	0
1830	13	0	13	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0
1900	6	1	4	0	1	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0
1945	5	0	5	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	7	0	6	0	1	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2115	14	0	14	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	0	0	1	0	0	0	0	0	0
2245	3	0	2	0	0	0	0	0	0	0	1
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0

2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1091**	**6**	**927**	**14**	**104**	**12**	**4**	**0**	**8**	**10**	**6**
06-22	**1338**	**12**	**1159**	**15**	**112**	**12**	**4**	**0**	**8**	**10**	**6**
06-00	**1344**	**12**	**1163**	**15**	**113**	**12**	**4**	**0**	**8**	**10**	**7**
00-00	**1378**	**12**	**1196**	**15**	**114**	**12**	**4**	**0**	**8**	**10**	**7**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	0	0	1	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	5	1	4	0	0	0	0	0	0	0	0
0515	6	0	6	0	0	0	0	0	0	0	0
0530	12	0	11	0	1	0	0	0	0	0	0
0545	12	0	12	0	0	0	0	0	0	0	0
0600	17	0	17	0	0	0	0	0	0	0	0
0615	33	1	31	0	1	0	0	0	0	0	0
0630	56	0	55	0	0	0	0	0	1	0	0
0645	67	2	63	0	2	0	0	0	0	0	0
0700	52	0	46	1	1	0	0	0	4	0	0
0715	65	2	61	0	2	0	0	0	0	0	0
0730	71	0	66	0	4	0	0	0	1	0	0
0745	78	0	74	0	2	0	0	0	1	1	0
0800	46	0	39	0	7	0	0	0	0	0	0
0815	55	0	51	0	4	0	0	0	0	0	0
0830	37	0	37	0	0	0	0	0	0	0	0
0845	27	0	22	0	3	0	0	0	2	0	0
0900	16	0	14	0	2	0	0	0	0	0	0
0915	15	0	9	0	3	0	1	0	1	1	0
0930	15	0	12	0	1	0	1	0	0	1	0
0945	26	0	16	0	6	0	0	0	2	2	0
1000	17	0	13	0	3	1	0	0	0	0	0
1015	7	0	4	0	3	0	0	0	0	0	0
1030	15	0	8	0	6	1	0	0	0	0	0
1045	20	0	16	0	3	0	0	0	0	1	0
1100	15	0	11	1	2	0	0	0	1	0	0
1115	17	0	13	1	2	0	0	0	0	1	0

1130	20	0	16	0	3	0	1	0	0	0	0
1145	18	0	16	0	0	1	0	0	0	1	0
1200	16	0	11	0	4	1	0	0	0	0	0
1215	10	0	8	0	2	0	0	0	0	0	0
1230	10	0	9	0	0	0	1	0	0	0	0
1245	16	0	14	0	2	0	0	0	0	0	0
1300	16	0	15	0	0	1	0	0	0	0	0
1315	21	0	18	0	3	0	0	0	0	0	0
1330	16	0	15	0	1	0	0	0	0	0	0
1345	19	0	17	0	0	0	0	0	0	1	1
1400	22	0	16	0	5	0	0	0	1	0	0
1415	13	0	9	0	3	0	0	0	0	1	0
1430	16	0	14	1	0	0	0	0	0	1	0
1445	20	0	15	0	5	0	0	0	0	0	0
1500	20	0	18	0	1	1	0	0	0	0	0
1515	19	0	13	0	5	0	0	0	0	0	1
1530	19	1	16	0	2	0	0	0	0	0	0
1545	18	0	14	0	2	1	0	0	0	1	0
1600	25	0	22	0	2	0	0	0	0	1	0
1615	27	1	22	0	2	0	0	0	0	0	2
1630	22	0	22	0	0	0	0	0	0	0	0
1645	24	0	23	0	1	0	0	0	0	0	0
1700	19	0	18	1	0	0	0	0	0	0	0
1715	26	0	23	1	1	0	0	0	0	0	1
1730	12	0	10	0	1	0	0	0	0	0	1
1745	15	0	14	0	0	0	0	0	0	0	1
1800	19	0	18	0	1	0	0	0	0	0	0
1815	17	0	16	0	1	0	0	0	0	0	0
1830	7	0	7	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0
1900	7	0	6	0	1	0	0	0	0	0	0
1915	13	1	10	1	1	0	0	0	0	0	0
1930	9	0	9	0	0	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0
2000	4	1	3	0	0	0	0	0	0	0	0
2015	7	0	7	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0
2045	7	0	6	0	1	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0
2130	11	0	10	0	1	0	0	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	2	0	1	0	1	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	1	0	0	0	1	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1123**	**4**	**968**	**6**	**101**	**7**	**4**	**0**	**13**	**13**	**7**
06-22	**1382**	**9**	**1213**	**7**	**108**	**7**	**4**	**0**	**14**	**13**	**7**
06-00	**1392**	**9**	**1221**	**7**	**110**	**7**	**4**	**0**	**14**	**13**	**7**
00-00	**1433**	**10**	**1259**	**7**	**112**	**7**	**4**	**0**	**14**	**13**	**7**

14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0
0530	9	0	8	0	1	0	0	0	0	0	0
0545	12	0	12	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0
0615	29	0	27	0	2	0	0	0	0	0	0
0630	59	1	57	0	0	1	0	0	0	0	0
0645	55	3	52	0	0	0	0	0	0	0	0
0700	57	2	49	1	4	0	0	0	1	0	0
0715	47	0	43	0	2	0	0	0	0	1	1
0730	77	0	70	1	5	0	0	0	0	0	1
0745	81	2	75	0	4	0	0	0	0	0	0
0800	56	1	42	0	10	1	0	0	0	2	0
0815	48	0	43	0	3	0	0	0	2	0	0
0830	35	1	30	0	1	0	1	0	2	0	0
0845	31	0	29	0	1	0	0	0	0	0	1
0900	21	1	15	0	4	0	0	0	1	0	0
0915	16	0	15	0	1	0	0	0	0	0	0
0930	24	0	17	0	3	0	2	0	1	1	0
0945	13	0	10	0	1	0	0	0	0	2	0
1000	17	0	13	0	1	1	0	0	2	0	0
1015	15	0	15	0	0	0	0	0	0	0	0
1030	18	0	16	0	2	0	0	0	0	0	0
1045	17	0	15	0	1	0	0	0	1	0	0
1100	28	0	19	0	8	0	0	0	0	1	0
1115	15	0	15	0	0	0	0	0	0	0	0
1130	17	0	13	0	3	1	0	0	0	0	0
1145	18	0	12	0	4	1	0	0	0	1	0
1200	14	0	11	1	1	1	0	0	0	0	0
1215	20	0	18	0	2	0	0	0	0	0	0
1230	16	0	15	0	0	0	0	0	1	0	0
1245	13	0	11	1	1	0	0	0	0	0	0
1300	24	1	21	0	1	0	1	0	0	0	0
1315	17	1	15	0	1	0	0	0	0	0	0
1330	15	1	13	0	0	0	1	0	0	0	0
1345	17	2	14	0	0	0	0	1	0	0	0
1400	16	0	14	0	2	0	0	0	0	0	0
1415	17	0	10	1	5	0	0	0	1	0	0

1430	24	1	18	1	4	0	0	0	0	0	0
1445	17	0	13	0	4	0	0	0	0	0	0
1500	19	0	18	0	1	0	0	0	0	0	0
1515	22	1	19	0	2	0	0	0	0	0	0
1530	24	3	18	1	1	0	0	0	0	0	1
1545	26	0	21	0	2	0	0	0	1	1	1
1600	20	0	17	0	1	0	0	0	0	1	1
1615	23	2	18	0	3	0	0	0	0	0	0
1630	26	2	22	0	0	0	0	0	0	1	1
1645	28	4	20	0	1	0	2	0	0	0	1
1700	18	0	16	0	1	0	0	0	0	0	1
1715	29	5	23	0	1	0	0	0	0	0	0
1730	29	11	17	0	1	0	0	0	0	0	0
1745	30	13	16	0	1	0	0	0	0	0	0
1800	31	12	16	1	1	0	1	0	0	0	0
1815	25	8	14	1	2	0	0	0	0	0	0
1830	28	13	15	0	0	0	0	0	0	0	0
1845	19	11	8	0	0	0	0	0	0	0	0
1900	24	12	11	0	1	0	0	0	0	0	0
1915	19	5	14	0	0	0	0	0	0	0	0
1930	12	3	7	0	2	0	0	0	0	0	0
1945	15	4	10	1	0	0	0	0	0	0	0
2000	14	4	10	0	0	0	0	0	0	0	0
2015	12	5	6	0	1	0	0	0	0	0	0
2030	9	0	9	0	0	0	0	0	0	0	0
2045	8	0	8	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0
2130	10	1	9	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	3	0	2	1	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0
2230	3	0	2	0	1	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**1258**	**98**	**1007**	**9**	**97**	**5**	**8**	**1**	**13**	**11**	**9**
06-22	**1560**	**136**	**1263**	**10**	**103**	**6**	**8**	**1**	**13**	**11**	**9**
06-00	**1576**	**136**	**1277**	**11**	**104**	**6**	**8**	**1**	**13**	**11**	**9**
00-00	**1608**	**136**	**1308**	**11**	**105**	**6**	**8**	**1**	**13**	**11**	**9**

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-03
Description - Sturton road (South of South ST)
Direction - South

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	7	0	6	0	0	0	0	0	0	0	1
0530	3	1	1	0	1	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0
0600	3	0	2	0	1	0	0	0	0	0	0
0615	4	0	2	0	1	0	0	0	0	0	1
0630	18	0	17	1	0	0	0	0	0	0	0
0645	10	0	10	0	0	0	0	0	0	0	0
0700	12	0	12	0	0	0	0	0	0	0	0
0715	9	0	7	0	2	0	0	0	0	0	0
0730	14	0	13	1	0	0	0	0	0	0	0
0745	34	0	27	0	2	2	0	0	0	0	3
0800	39	0	30	3	4	1	1	0	0	0	0
0815	28	0	22	0	4	1	0	0	0	0	1
0830	23	0	16	1	3	2	0	0	0	0	1
0845	24	0	18	0	4	0	1	0	0	0	1
0900	14	0	12	1	1	0	0	0	0	0	0
0915	19	0	15	0	4	0	0	0	0	0	0
0930	19	0	16	1	2	0	0	0	0	0	0
0945	23	0	18	0	3	1	1	0	0	0	0
1000	19	0	14	0	3	0	0	0	0	0	2
1015	21	0	17	0	2	0	1	0	0	0	1
1030	22	0	16	0	3	0	1	0	0	0	2
1045	26	0	21	0	4	0	0	0	0	0	1
1100	14	0	11	0	3	0	0	0	0	0	0
1115	16	0	12	0	3	0	0	0	0	0	1

1130	22	2	12	0	6	1	0	0	0	0	1
1145	18	0	14	0	3	1	0	0	0	0	0
1200	13	0	10	0	3	0	0	0	0	0	0
1215	18	0	15	0	2	0	1	0	0	0	0
1230	16	0	13	0	2	0	0	0	0	0	1
1245	15	0	13	0	2	0	0	0	0	0	0
1300	11	0	10	0	1	0	0	0	0	0	0
1315	18	0	15	0	3	0	0	0	0	0	0
1330	20	0	18	0	2	0	0	0	0	0	0
1345	20	0	20	0	0	0	0	0	0	0	0
1400	22	0	21	1	0	0	0	0	0	0	0
1415	14	0	12	0	2	0	0	0	0	0	0
1430	28	0	25	0	3	0	0	0	0	0	0
1445	23	0	19	1	3	0	0	0	0	0	0
1500	32	0	31	0	1	0	0	0	0	0	0
1515	40	0	36	0	2	0	1	1	0	0	0
1530	47	0	43	1	3	0	0	0	0	0	0
1545	49	0	47	0	2	0	0	0	0	0	0
1600	75	0	71	1	2	0	0	0	1	0	0
1615	55	1	51	0	3	0	0	0	0	0	0
1630	74	0	68	0	6	0	0	0	0	0	0
1645	53	0	47	0	6	0	0	0	0	0	0
1700	52	1	49	2	0	0	0	0	0	0	0
1715	44	0	42	0	1	1	0	0	0	0	0
1730	38	0	36	0	2	0	0	0	0	0	0
1745	24	0	23	0	0	1	0	0	0	0	0
1800	27	0	25	0	2	0	0	0	0	0	0
1815	24	0	23	0	1	0	0	0	0	0	0
1830	12	0	10	0	2	0	0	0	0	0	0
1845	16	0	15	0	1	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0
1915	9	0	7	0	1	0	0	0	0	0	1
1930	10	0	10	0	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0
2015	3	0	2	0	1	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0
2100	9	0	8	0	1	0	0	0	0	0	0
2115	6	0	4	0	1	1	0	0	0	0	0
2130	18	0	18	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**1296**	**4**	**1131**	**13**	**113**	**11**	**7**	**1**	**1**	**0**	**15**
06-22	**1417**	**4**	**1242**	**14**	**119**	**12**	**7**	**1**	**1**	**0**	**17**
06-00	**1434**	**4**	**1259**	**14**	**119**	**12**	**7**	**1**	**1**	**0**	**17**
00-00	**1458**	**5**	**1279**	**15**	**120**	**12**	**7**	**1**	**1**	**0**	**18**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	2	0	1	0	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	4	0	0	0	0	0	0	0	2
0415	4	0	2	0	0	0	0	0	0	0	2
0430	2	1	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	7	0	7	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	4	0	3	0	1	0	0	0	0	0	0
0600	4	0	3	0	1	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0
0630	8	0	7	0	0	0	0	0	1	0	0
0645	16	0	14	0	2	0	0	0	0	0	0
0700	11	0	10	0	1	0	0	0	0	0	0
0715	11	0	10	0	0	0	0	0	1	0	0
0730	22	1	18	0	3	0	0	0	0	0	0
0745	26	0	26	0	0	0	0	0	0	0	0
0800	35	0	35	0	0	0	0	0	0	0	0
0815	22	0	16	1	4	0	0	0	0	0	1
0830	19	0	14	2	3	0	0	0	0	0	0
0845	16	0	16	0	0	0	0	0	0	0	0
0900	22	0	19	0	2	1	0	0	0	0	0
0915	23	0	16	1	6	0	0	0	0	0	0
0930	16	1	10	1	3	0	1	0	0	0	0
0945	16	0	11	0	4	0	1	0	0	0	0
1000	16	0	9	0	7	0	0	0	0	0	0
1015	16	1	11	0	3	1	0	0	0	0	0
1030	20	0	15	0	4	0	1	0	0	0	0
1045	15	0	13	1	1	0	0	0	0	0	0
1100	17	0	13	0	3	1	0	0	0	0	0
1115	26	0	20	0	5	1	0	0	0	0	0
1130	21	1	18	0	2	0	0	0	0	0	0
1145	20	0	18	0	1	1	0	0	0	0	0
1200	19	0	14	0	5	0	0	0	0	0	0
1215	23	0	21	0	2	0	0	0	0	0	0
1230	28	1	25	0	1	0	0	0	0	0	1
1245	29	1	24	0	4	0	0	0	0	0	0
1300	34	1	33	0	0	0	0	0	0	0	0
1315	22	0	20	0	1	1	0	0	0	0	0
1330	33	1	29	0	3	0	0	0	0	0	0
1345	22	0	21	0	1	0	0	0	0	0	0
1400	37	0	35	0	2	0	0	0	0	0	0
1415	24	1	20	0	3	0	0	0	0	0	0

1430	31	0	26	0	3	0	0	0	1	1	0
1445	19	0	15	0	3	1	0	0	0	0	0
1500	49	0	46	1	1	1	0	0	0	0	0
1515	48	0	45	0	3	0	0	0	0	0	0
1530	50	0	44	1	5	0	0	0	0	0	0
1545	41	0	40	0	1	0	0	0	0	0	0
1600	63	0	61	0	2	0	0	0	0	0	0
1615	49	3	42	0	4	0	0	0	0	0	0
1630	43	0	39	0	4	0	0	0	0	0	0
1645	29	1	27	0	0	1	0	0	0	0	0
1700	20	0	19	0	1	0	0	0	0	0	0
1715	22	0	22	0	0	0	0	0	0	0	0
1730	27	1	21	1	4	0	0	0	0	0	0
1745	27	0	27	0	0	0	0	0	0	0	0
1800	27	0	26	1	0	0	0	0	0	0	0
1815	19	0	19	0	0	0	0	0	0	0	0
1830	12	0	11	0	1	0	0	0	0	0	0
1845	13	0	12	0	1	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0
1915	13	0	10	1	2	0	0	0	0	0	0
1930	8	0	5	0	3	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	5	0	4	0	1	0	0	0	0	0	0
2115	10	0	10	0	0	0	0	0	0	0	0
2130	13	2	11	0	0	0	0	0	0	0	0
2145	4	0	4	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**1250**	**14**	**1102**	**10**	**107**	**9**	**3**	**0**	**2**	**1**	**2**
06-22	**1357**	**16**	**1196**	**11**	**116**	**9**	**3**	**0**	**3**	**1**	**2**
06-00	**1377**	**16**	**1216**	**11**	**116**	**9**	**3**	**0**	**3**	**1**	**2**
00-00	**1414**	**17**	**1245**	**11**	**119**	**9**	**3**	**0**	**3**	**1**	**6**

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0

0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	2	1	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	1	0	0	0	1	0	0	0	0	0	0
0530	5	0	5	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0615	5	0	5	0	0	0	0	0	0	0	0
0630	4	0	4	0	0	0	0	0	0	0	0
0645	7	0	6	0	1	0	0	0	0	0	0
0700	8	0	7	0	1	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0
0730	8	0	7	0	1	0	0	0	0	0	0
0745	9	0	9	0	0	0	0	0	0	0	0
0800	3	0	3	0	0	0	0	0	0	0	0
0815	7	0	6	1	0	0	0	0	0	0	0
0830	14	0	14	0	0	0	0	0	0	0	0
0845	15	0	13	0	2	0	0	0	0	0	0
0900	16	0	14	0	1	1	0	0	0	0	0
0915	9	0	8	0	1	0	0	0	0	0	0
0930	19	0	18	0	1	0	0	0	0	0	0
0945	14	0	13	0	1	0	0	0	0	0	0
1000	14	0	13	0	1	0	0	0	0	0	0
1015	23	0	21	0	2	0	0	0	0	0	0
1030	14	0	13	0	1	0	0	0	0	0	0
1045	8	0	8	0	0	0	0	0	0	0	0
1100	16	0	16	0	0	0	0	0	0	0	0
1115	19	0	17	0	2	0	0	0	0	0	0
1130	16	0	14	0	1	0	0	0	0	1	0
1145	15	0	15	0	0	0	0	0	0	0	0
1200	11	0	10	1	0	0	0	0	0	0	0
1215	19	0	16	0	3	0	0	0	0	0	0
1230	18	0	15	0	3	0	0	0	0	0	0
1245	18	0	18	0	0	0	0	0	0	0	0
1300	20	0	20	0	0	0	0	0	0	0	0
1315	16	0	16	0	0	0	0	0	0	0	0
1330	21	0	21	0	0	0	0	0	0	0	0
1345	20	0	19	0	1	0	0	0	0	0	0
1400	22	0	22	0	0	0	0	0	0	0	0
1415	17	0	17	0	0	0	0	0	0	0	0
1430	24	0	23	0	1	0	0	0	0	0	0
1445	15	0	15	0	0	0	0	0	0	0	0
1500	26	0	25	0	1	0	0	0	0	0	0
1515	28	1	26	0	1	0	0	0	0	0	0
1530	14	0	14	0	0	0	0	0	0	0	0
1545	19	0	19	0	0	0	0	0	0	0	0
1600	11	1	8	1	1	0	0	0	0	0	0
1615	15	2	13	0	0	0	0	0	0	0	0
1630	15	0	15	0	0	0	0	0	0	0	0
1645	9	0	9	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0
1715	16	0	12	2	2	0	0	0	0	0	0

1730	16	0	15	0	1	0	0	0	0	0	0
1745	8	0	7	0	1	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0
1815	13	0	13	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0
1845	12	0	11	0	0	1	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0
1915	10	1	8	0	1	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0
2015	7	0	7	0	0	0	0	0	0	0	0
2030	3	0	2	1	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2115	12	0	12	0	0	0	0	0	0	0	0
2130	12	0	12	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0
2215	3	0	1	0	1	1	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**695**	**4**	**653**	**5**	**30**	**2**	**0**	**0**	**0**	**1**	**0**
06-22	**788**	**5**	**742**	**6**	**32**	**2**	**0**	**0**	**0**	**1**	**0**
06-00	**803**	**5**	**755**	**6**	**33**	**3**	**0**	**0**	**0**	**1**	**0**
00-00	**820**	**6**	**770**	**6**	**34**	**3**	**0**	**0**	**0**	**1**	**0**

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0

0530	3	0	3	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0
0600	5	0	3	0	2	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0
0630	6	0	5	0	1	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0
0700	5	0	4	0	1	0	0	0	0	0	0
0715	4	0	4	0	0	0	0	0	0	0	0
0730	8	0	7	0	1	0	0	0	0	0	0
0745	6	0	6	0	0	0	0	0	0	0	0
0800	4	0	3	0	1	0	0	0	0	0	0
0815	1	0	0	0	1	0	0	0	0	0	0
0830	4	0	3	0	0	1	0	0	0	0	0
0845	4	0	4	0	0	0	0	0	0	0	0
0900	7	0	6	0	1	0	0	0	0	0	0
0915	6	0	6	0	0	0	0	0	0	0	0
0930	16	4	12	0	0	0	0	0	0	0	0
0945	23	7	16	0	0	0	0	0	0	0	0
1000	17	0	17	0	0	0	0	0	0	0	0
1015	11	0	11	0	0	0	0	0	0	0	0
1030	13	3	10	0	0	0	0	0	0	0	0
1045	17	0	16	0	1	0	0	0	0	0	0
1100	18	1	14	3	0	0	0	0	0	0	0
1115	16	2	13	0	1	0	0	0	0	0	0
1130	14	2	12	0	0	0	0	0	0	0	0
1145	23	0	21	1	1	0	0	0	0	0	0
1200	19	0	19	0	0	0	0	0	0	0	0
1215	12	0	8	1	3	0	0	0	0	0	0
1230	14	0	14	0	0	0	0	0	0	0	0
1245	14	0	11	0	3	0	0	0	0	0	0
1300	22	0	21	0	0	0	0	0	0	1	0
1315	15	0	15	0	0	0	0	0	0	0	0
1330	20	1	18	0	1	0	0	0	0	0	0
1345	21	0	21	0	0	0	0	0	0	0	0
1400	24	0	22	0	2	0	0	0	0	0	0
1415	17	1	16	0	0	0	0	0	0	0	0
1430	21	0	19	1	1	0	0	0	0	0	0
1445	9	0	7	2	0	0	0	0	0	0	0
1500	17	0	17	0	0	0	0	0	0	0	0
1515	18	0	17	0	1	0	0	0	0	0	0
1530	16	1	15	0	0	0	0	0	0	0	0
1545	13	1	12	0	0	0	0	0	0	0	0
1600	10	0	9	0	1	0	0	0	0	0	0
1615	15	0	15	0	0	0	0	0	0	0	0
1630	18	1	17	0	0	0	0	0	0	0	0
1645	16	0	15	0	1	0	0	0	0	0	0
1700	13	0	13	0	0	0	0	0	0	0	0
1715	12	0	11	0	1	0	0	0	0	0	0
1730	13	1	11	0	0	1	0	0	0	0	0
1745	7	0	6	0	1	0	0	0	0	0	0
1800	13	0	12	0	0	0	1	0	0	0	0
1815	7	0	7	0	0	0	0	0	0	0	0
1830	7	0	7	0	0	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0
2000	5	1	4	0	0	0	0	0	0	0	0
2015	6	1	5	0	0	0	0	0	0	0	0

2030	2	0	1	0	1	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0
2130	10	0	10	0	0	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	8	0	8	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**630**	**25**	**570**	**8**	**23**	**2**	**1**	**0**	**0**	**1**	**0**
06-22	**701**	**27**	**634**	**8**	**28**	**2**	**1**	**0**	**0**	**1**	**0**
06-00	**718**	**27**	**651**	**8**	**28**	**2**	**1**	**0**	**0**	**1**	**0**
00-00	**733**	**27**	**666**	**8**	**28**	**2**	**1**	**0**	**0**	**1**	**0**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	5	0	5	0	0	0	0	0	0	0	0
0545	3	0	2	0	1	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0
0615	4	0	3	0	1	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0
0645	13	0	11	0	1	0	0	0	0	0	1
0700	11	0	11	0	0	0	0	0	0	0	0
0715	13	0	11	1	1	0	0	0	0	0	0
0730	14	0	12	0	2	0	0	0	0	0	0
0745	19	0	18	0	0	0	0	0	1	0	0
0800	33	0	30	1	2	0	0	0	0	0	0
0815	27	0	17	1	7	0	0	0	0	0	2

0830	23	0	18	0	4	0	0	0	0	0	1
0845	25	0	19	1	3	1	0	0	0	0	1
0900	25	0	21	0	2	1	0	0	0	0	1
0915	22	1	14	0	5	0	1	0	0	0	1
0930	21	0	14	0	5	1	0	0	1	0	0
0945	11	0	8	0	2	0	0	0	0	0	1
1000	16	0	11	0	2	1	0	0	0	2	0
1015	18	0	10	0	7	0	0	0	0	0	1
1030	13	1	12	0	0	0	0	0	0	0	0
1045	21	1	18	0	1	0	0	0	0	0	1
1100	14	0	12	0	1	0	0	0	0	0	1
1115	18	1	15	0	2	0	0	0	0	0	0
1130	13	0	10	0	3	0	0	0	0	0	0
1145	21	0	19	0	2	0	0	0	0	0	0
1200	15	0	10	1	3	1	0	0	0	0	0
1215	19	0	16	0	2	1	0	0	0	0	0
1230	21	0	15	1	4	1	0	0	0	0	0
1245	15	0	12	0	3	0	0	0	0	0	0
1300	19	3	14	0	2	0	0	0	0	0	0
1315	13	0	12	0	1	0	0	0	0	0	0
1330	17	0	16	1	0	0	0	0	0	0	0
1345	18	0	13	1	4	0	0	0	0	0	0
1400	24	0	20	0	2	0	0	0	0	1	1
1415	24	0	20	0	2	0	1	0	0	0	1
1430	20	0	18	0	2	0	0	0	0	0	0
1445	26	0	24	0	1	0	1	0	0	0	0
1500	40	0	35	0	5	0	0	0	0	0	0
1515	30	1	25	0	2	0	2	0	0	0	0
1530	41	0	40	0	1	0	0	0	0	0	0
1545	40	1	34	2	3	0	0	0	0	0	0
1600	70	1	66	1	0	0	0	0	1	0	1
1615	58	0	51	0	7	0	0	0	0	0	0
1630	82	0	79	0	3	0	0	0	0	0	0
1645	50	4	41	0	3	0	0	0	1	0	1
1700	58	0	57	0	1	0	0	0	0	0	0
1715	39	0	38	0	0	1	0	0	0	0	0
1730	48	0	46	0	2	0	0	0	0	0	0
1745	31	3	28	0	0	0	0	0	0	0	0
1800	19	0	18	0	1	0	0	0	0	0	0
1815	21	0	19	0	2	0	0	0	0	0	0
1830	10	0	10	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0
1915	8	0	7	0	1	0	0	0	0	0	0
1930	3	0	3	0	0	0	0	0	0	0	0
1945	2	0	2	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0
2015	5	0	4	0	1	0	0	0	0	0	0
2030	6	0	6	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0
2115	8	0	7	0	1	0	0	0	0	0	0
2130	15	0	14	0	1	0	0	0	0	0	0
2145	3	1	2	0	0	0	0	0	0	0	0
2200	5	0	4	0	0	1	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0

2330	1	0	1	0	0	0	0	0	0	0	0
2345	2	1	0	0	1	0	0	0	0	0	0
07-19	**1253**	**17**	**1084**	**11**	**107**	**8**	**5**	**0**	**4**	**3**	**14**
06-22	**1340**	**18**	**1163**	**11**	**113**	**8**	**5**	**0**	**4**	**3**	**15**
06-00	**1360**	**19**	**1180**	**11**	**114**	**9**	**5**	**0**	**4**	**3**	**15**
00-00	**1376**	**20**	**1194**	**11**	**115**	**9**	**5**	**0**	**4**	**3**	**15**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	0	0	0	0	0	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	2	1	1	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	3	0	2	0	0	0	0	0	0	1	0
0515	4	0	4	0	0	0	0	0	0	0	0
0530	5	0	5	0	0	0	0	0	0	0	0
0545	5	0	4	0	1	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0615	5	0	4	0	1	0	0	0	0	0	0
0630	14	0	13	0	0	0	0	0	0	0	1
0645	8	0	6	0	1	1	0	0	0	0	0
0700	10	0	10	0	0	0	0	0	0	0	0
0715	13	0	11	0	2	0	0	0	0	0	0
0730	22	0	19	0	2	0	1	0	0	0	0
0745	22	0	20	0	1	0	0	0	0	0	1
0800	42	0	36	0	3	1	0	0	0	0	2
0815	31	0	26	0	4	0	0	0	0	0	1
0830	29	0	23	0	4	0	1	0	0	0	1
0845	15	0	11	1	2	0	0	0	0	0	1
0900	24	0	20	0	4	0	0	0	0	0	0
0915	21	0	16	1	4	0	0	0	0	0	0
0930	15	0	14	0	0	0	0	1	0	0	0
0945	20	0	15	0	2	1	0	0	0	0	2
1000	12	0	8	0	3	1	0	0	0	0	0
1015	14	0	12	0	1	1	0	0	0	0	0
1030	12	0	10	0	1	0	0	0	0	0	1
1045	17	0	11	0	5	0	1	0	0	0	0
1100	17	0	14	0	1	0	1	0	0	1	0
1115	16	0	10	0	2	2	1	0	0	0	1

1130	12	0	9	0	1	0	0	0	0	0	2
1145	11	0	10	0	0	0	0	0	0	0	1
1200	22	0	16	0	2	0	1	0	1	0	2
1215	24	0	17	0	6	0	0	0	0	0	1
1230	16	0	9	0	4	0	0	0	1	0	2
1245	9	1	8	0	0	0	0	0	0	0	0
1300	12	0	10	0	1	1	0	0	0	0	0
1315	20	0	17	0	2	0	0	0	0	0	1
1330	17	1	13	1	2	0	0	0	0	0	0
1345	19	0	14	0	3	1	0	0	0	0	1
1400	11	0	10	0	1	0	0	0	0	0	0
1415	23	3	19	0	1	0	0	0	0	0	0
1430	16	0	14	1	0	0	0	1	0	0	0
1445	22	0	21	0	0	0	0	1	0	0	0
1500	36	1	32	0	2	0	0	0	0	0	1
1515	36	0	33	0	2	0	1	0	0	0	0
1530	44	0	38	1	2	0	0	0	1	1	1
1545	39	0	36	0	3	0	0	0	0	0	0
1600	77	1	71	0	5	0	0	0	0	0	0
1615	83	0	76	0	4	2	0	0	0	1	0
1630	81	0	76	0	5	0	0	0	0	0	0
1645	52	2	46	0	4	0	0	0	0	0	0
1700	53	3	49	0	0	0	0	0	0	0	1
1715	39	0	37	0	1	1	0	0	0	0	0
1730	44	0	43	1	0	0	0	0	0	0	0
1745	31	0	28	0	2	0	0	0	1	0	0
1800	22	0	22	0	0	0	0	0	0	0	0
1815	21	0	20	0	1	0	0	0	0	0	0
1830	16	0	14	0	2	0	0	0	0	0	0
1845	14	0	13	0	0	0	0	0	0	0	1
1900	10	0	9	0	1	0	0	0	0	0	0
1915	8	0	7	0	1	0	0	0	0	0	0
1930	13	0	12	0	1	0	0	0	0	0	0
1945	10	0	9	0	1	0	0	0	0	0	0
2000	6	0	5	0	1	0	0	0	0	0	0
2015	6	0	5	0	1	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0
2045	4	0	3	0	1	0	0	0	0	0	0
2100	6	0	5	0	1	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0
2130	17	0	17	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1274**	**12**	**1107**	**6**	**97**	**11**	**7**	**3**	**4**	**3**	**24**
06-22	**1398**	**12**	**1219**	**6**	**107**	**12**	**7**	**3**	**4**	**3**	**25**
06-00	**1423**	**12**	**1244**	**6**	**107**	**12**	**7**	**3**	**4**	**3**	**25**
00-00	**1450**	**13**	**1266**	**6**	**109**	**12**	**7**	**3**	**4**	**4**	**26**

14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	1	0	0	0	1	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	7	0	5	0	1	0	0	0	0	0	1
0530	4	0	4	0	0	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0615	6	0	6	0	0	0	0	0	0	0	0
0630	9	0	9	0	0	0	0	0	0	0	0
0645	16	0	14	0	1	0	0	0	1	0	0
0700	14	0	13	0	0	1	0	0	0	0	0
0715	12	0	9	1	2	0	0	0	0	0	0
0730	17	0	16	0	1	0	0	0	0	0	0
0745	26	0	24	0	1	0	0	0	0	1	0
0800	24	0	23	0	0	0	0	0	0	0	1
0815	24	0	20	0	1	1	1	0	0	1	0
0830	22	0	19	0	2	1	0	0	0	0	0
0845	22	0	19	1	1	0	0	0	0	0	1
0900	20	0	14	0	3	2	1	0	0	0	0
0915	22	0	16	0	3	0	0	0	0	0	3
0930	18	0	15	0	3	0	0	0	0	0	0
0945	19	0	15	0	3	0	0	0	0	0	1
1000	16	0	11	0	2	0	1	0	0	1	1
1015	18	0	15	1	1	0	0	0	0	0	1
1030	17	0	13	0	3	0	0	0	0	0	1
1045	19	1	12	0	3	1	0	0	0	0	2
1100	19	0	18	0	1	0	0	0	0	0	0
1115	19	3	13	0	2	0	0	0	0	0	1
1130	15	0	12	0	1	0	0	0	0	0	2
1145	19	0	15	0	3	0	0	0	0	0	1
1200	21	0	15	0	6	0	0	0	0	0	0
1215	15	0	11	0	2	2	0	0	0	0	0
1230	19	0	16	1	1	0	0	0	1	0	0
1245	11	0	9	1	1	0	0	0	0	0	0
1300	9	1	6	0	2	0	0	0	0	0	0
1315	19	0	16	0	1	1	0	0	1	0	0
1330	17	0	12	1	2	0	0	0	0	1	1
1345	36	1	33	0	2	0	0	0	0	0	0
1400	19	0	15	1	3	0	0	0	0	0	0
1415	28	1	19	1	6	0	0	0	0	0	1

1430	26	1	19	1	5	0	0	0	0	0	0
1445	16	0	14	0	2	0	0	0	0	0	0
1500	35	1	29	0	5	0	0	0	0	0	0
1515	40	0	37	0	2	1	0	0	0	0	0
1530	50	0	49	0	1	0	0	0	0	0	0
1545	65	3	56	0	5	0	0	0	0	0	1
1600	71	2	64	0	4	0	0	0	0	0	1
1615	81	3	75	0	3	0	0	0	0	0	0
1630	86	2	81	0	2	1	0	0	0	0	0
1645	53	2	46	0	4	1	0	0	0	0	0
1700	41	0	38	0	3	0	0	0	0	0	0
1715	51	4	44	0	3	0	0	0	0	0	0
1730	40	3	37	0	0	0	0	0	0	0	0
1745	27	1	25	0	1	0	0	0	0	0	0
1800	35	0	34	0	1	0	0	0	0	0	0
1815	15	0	15	0	0	0	0	0	0	0	0
1830	12	1	10	0	1	0	0	0	0	0	0
1845	22	2	18	0	1	0	0	0	0	1	0
1900	14	3	11	0	0	0	0	0	0	0	0
1915	29	17	12	0	0	0	0	0	0	0	0
1930	18	11	7	0	0	0	0	0	0	0	0
1945	18	9	9	0	0	0	0	0	0	0	0
2000	10	5	5	0	0	0	0	0	0	0	0
2015	25	17	7	0	0	0	1	0	0	0	0
2030	16	9	7	0	0	0	0	0	0	0	0
2045	21	15	4	0	1	0	1	0	0	0	0
2100	8	2	5	0	1	0	0	0	0	0	0
2115	14	4	10	0	0	0	0	0	0	0	0
2130	12	0	12	0	0	0	0	0	0	0	0
2145	5	1	4	0	0	0	0	0	0	0	0
2200	5	0	4	0	0	0	0	1	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**1342**	**32**	**1155**	**9**	**105**	**12**	**3**	**0**	**2**	**5**	**19**
06-22	**1566**	**125**	**1280**	**9**	**108**	**12**	**5**	**0**	**3**	**5**	**19**
06-00	**1584**	**125**	**1297**	**9**	**108**	**12**	**5**	**1**	**3**	**5**	**19**
00-00	**1607**	**125**	**1317**	**9**	**109**	**12**	**6**	**1**	**3**	**5**	**20**

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-04
Description - Gainsborough Road (North of Station Road)
Direction - North

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	0	1	0	0	0	0	0	0
0130	1	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	5	1	4	0	0	0	0	0	0	0	0
0515	4	0	3	0	0	0	0	0	0	0	1
0530	6	1	3	0	2	0	0	0	0	0	0
0545	12	0	12	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0
0615	11	0	9	0	1	0	0	0	0	0	1
0630	30	0	27	0	1	0	1	1	0	0	0
0645	38	2	36	0	0	0	0	0	0	0	0
0700	32	0	30	0	2	0	0	0	0	0	0
0715	30	0	29	0	1	0	0	0	0	0	0
0730	32	1	31	0	0	0	0	0	0	0	0
0745	61	0	56	0	3	2	0	0	0	0	0
0800	45	0	38	1	4	1	0	0	1	0	0
0815	43	0	34	0	6	1	0	0	1	0	1
0830	27	0	23	1	3	0	0	0	0	0	0
0845	25	0	20	0	5	0	0	0	0	0	0
0900	14	0	13	0	1	0	0	0	0	0	0
0915	20	0	14	0	5	0	0	1	0	0	0
0930	22	0	18	0	4	0	0	0	0	0	0
0945	20	0	17	0	2	0	0	0	0	0	1
1000	18	0	14	0	4	0	0	0	0	0	0
1015	20	0	18	0	2	0	0	0	0	0	0
1030	19	0	17	0	2	0	0	0	0	0	0
1045	22	0	21	0	1	0	0	0	0	0	0
1100	14	0	11	0	3	0	0	0	0	0	0
1115	14	0	10	0	3	1	0	0	0	0	0

1130	17	2	10	0	5	0	0	0	0	0	0
1145	13	0	9	0	4	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0
1215	20	0	15	0	5	0	0	0	0	0	0
1230	10	0	7	0	2	0	0	0	0	0	1
1245	13	0	11	0	2	0	0	0	0	0	0
1300	18	0	17	0	1	0	0	0	0	0	0
1315	20	1	16	0	3	0	0	0	0	0	0
1330	16	0	15	0	1	0	0	0	0	0	0
1345	17	0	17	0	0	0	0	0	0	0	0
1400	17	0	16	0	0	0	0	1	0	0	0
1415	14	0	11	0	3	0	0	0	0	0	0
1430	19	0	17	0	2	0	0	0	0	0	0
1445	16	0	11	1	4	0	0	0	0	0	0
1500	21	0	19	0	2	0	0	0	0	0	0
1515	19	0	17	0	1	0	0	1	0	0	0
1530	22	0	20	1	1	0	0	0	0	0	0
1545	37	0	35	0	1	0	0	0	1	0	0
1600	34	0	30	2	2	0	0	0	0	0	0
1615	32	1	27	0	4	0	0	0	0	0	0
1630	36	0	32	0	4	0	0	0	0	0	0
1645	46	2	40	0	4	0	0	0	0	0	0
1700	35	0	35	0	0	0	0	0	0	0	0
1715	27	0	27	0	0	0	0	0	0	0	0
1730	25	0	24	0	1	0	0	0	0	0	0
1745	18	0	18	0	0	0	0	0	0	0	0
1800	22	0	20	0	2	0	0	0	0	0	0
1815	17	0	15	0	2	0	0	0	0	0	0
1830	10	0	8	0	2	0	0	0	0	0	0
1845	14	1	10	0	3	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0
1915	9	0	8	0	1	0	0	0	0	0	0
1930	9	0	9	0	0	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0
2000	3	0	2	0	1	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0
2045	5	0	4	0	1	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0
2115	6	0	5	0	1	0	0	0	0	0	0
2130	13	0	13	0	0	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	1	0	0	0	1	0	0	0	0	0	0
07-19	**1114**	**8**	**974**	**6**	**112**	**5**	**0**	**3**	**3**	**0**	**3**
06-22	**1279**	**10**	**1128**	**6**	**118**	**5**	**1**	**4**	**3**	**0**	**4**
06-00	**1294**	**10**	**1142**	**6**	**119**	**5**	**1**	**4**	**3**	**0**	**4**
00-00	**1329**	**12**	**1168**	**7**	**124**	**5**	**1**	**4**	**3**	**0**	**5**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	0	0	0	0	0	0	0	1
0415	3	0	0	0	0	0	0	0	0	0	3
0430	1	0	1	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0
0515	7	0	7	0	0	0	0	0	0	0	0
0530	6	0	6	0	0	0	0	0	0	0	0
0545	10	1	8	0	1	0	0	0	0	0	0
0600	9	1	7	0	1	0	0	0	0	0	0
0615	14	0	14	0	0	0	0	0	0	0	0
0630	28	1	25	0	2	0	0	0	0	0	0
0645	46	1	40	0	5	0	0	0	0	0	0
0700	25	0	23	0	2	0	0	0	0	0	0
0715	29	0	29	0	0	0	0	0	0	0	0
0730	33	0	30	0	2	0	0	0	1	0	0
0745	44	3	40	0	1	0	0	0	0	0	0
0800	44	0	42	0	1	0	0	0	0	0	1
0815	30	0	26	1	3	0	0	0	0	0	0
0830	20	0	17	1	2	0	0	0	0	0	0
0845	25	0	24	0	1	0	0	0	0	0	0
0900	17	0	15	0	2	0	0	0	0	0	0
0915	24	0	17	1	6	0	0	0	0	0	0
0930	19	1	12	1	4	0	1	0	0	0	0
0945	22	1	13	0	7	0	1	0	0	0	0
1000	16	0	9	0	6	0	0	0	1	0	0
1015	22	0	17	0	4	1	0	0	0	0	0
1030	20	0	13	1	5	1	0	0	0	0	0
1045	17	0	13	0	4	0	0	0	0	0	0
1100	15	0	12	0	3	0	0	0	0	0	0
1115	16	1	12	0	2	1	0	0	0	0	0
1130	22	0	17	0	4	1	0	0	0	0	0
1145	16	0	15	0	1	0	0	0	0	0	0
1200	14	0	10	0	4	0	0	0	0	0	0
1215	21	1	19	0	1	0	0	0	0	0	0
1230	12	1	10	0	1	0	0	0	0	0	0
1245	22	2	16	0	4	0	0	0	0	0	0
1300	25	0	24	0	1	0	0	0	0	0	0
1315	18	1	14	0	3	0	0	0	0	0	0
1330	18	1	13	0	4	0	0	0	0	0	0
1345	15	0	13	0	2	0	0	0	0	0	0
1400	17	0	16	0	1	0	0	0	0	0	0
1415	22	0	18	1	3	0	0	0	0	0	0

1430	22	0	19	0	2	0	0	0	0	1	0
1445	16	0	12	0	3	1	0	0	0	0	0
1500	24	0	21	0	3	0	0	0	0	0	0
1515	26	0	25	0	1	0	0	0	0	0	0
1530	22	0	20	0	2	0	0	0	0	0	0
1545	31	0	29	0	2	0	0	0	0	0	0
1600	39	0	36	0	3	0	0	0	0	0	0
1615	26	3	20	0	3	0	0	0	0	0	0
1630	32	0	29	0	3	0	0	0	0	0	0
1645	20	2	18	0	0	0	0	0	0	0	0
1700	17	0	15	0	2	0	0	0	0	0	0
1715	19	1	18	0	0	0	0	0	0	0	0
1730	27	0	21	1	5	0	0	0	0	0	0
1745	23	0	23	0	0	0	0	0	0	0	0
1800	20	0	19	1	0	0	0	0	0	0	0
1815	19	0	19	0	0	0	0	0	0	0	0
1830	12	0	11	0	1	0	0	0	0	0	0
1845	9	1	8	0	0	0	0	0	0	0	0
1900	12	0	11	0	1	0	0	0	0	0	0
1915	13	0	10	1	2	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0
2000	1	0	0	0	1	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	3	0	2	0	1	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0
2115	10	1	9	0	0	0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**1064**	**19**	**912**	**8**	**114**	**5**	**2**	**0**	**2**	**1**	**1**
06-22	**1235**	**23**	**1065**	**9**	**127**	**5**	**2**	**0**	**2**	**1**	**1**
06-00	**1253**	**23**	**1083**	**9**	**127**	**5**	**2**	**0**	**2**	**1**	**1**
00-00	**1297**	**24**	**1119**	**9**	**130**	**5**	**2**	**0**	**2**	**1**	**5**

10 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	7	3	3	0	0	0	0	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0

0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	1	0	0	0	1	0	0	0	0	0	0
0530	5	0	5	0	0	0	0	0	0	0	0
0545	3	0	1	0	2	0	0	0	0	0	0
0600	4	1	2	0	1	0	0	0	0	0	0
0615	8	0	7	0	0	0	0	0	0	0	1
0630	14	0	13	0	1	0	0	0	0	0	0
0645	10	0	10	0	0	0	0	0	0	0	0
0700	9	0	8	0	1	0	0	0	0	0	0
0715	7	0	7	0	0	0	0	0	0	0	0
0730	7	1	5	0	1	0	0	0	0	0	0
0745	11	0	10	0	1	0	0	0	0	0	0
0800	5	0	5	0	0	0	0	0	0	0	0
0815	9	0	8	1	0	0	0	0	0	0	0
0830	15	0	15	0	0	0	0	0	0	0	0
0845	19	0	16	0	3	0	0	0	0	0	0
0900	13	0	13	0	0	0	0	0	0	0	0
0915	11	0	8	0	3	0	0	0	0	0	0
0930	17	0	16	0	1	0	0	0	0	0	0
0945	14	0	13	0	1	0	0	0	0	0	0
1000	14	0	11	0	3	0	0	0	0	0	0
1015	22	0	19	0	3	0	0	0	0	0	0
1030	14	1	13	0	0	0	0	0	0	0	0
1045	8	0	8	0	0	0	0	0	0	0	0
1100	12	0	12	0	0	0	0	0	0	0	0
1115	19	0	18	0	1	0	0	0	0	0	0
1130	12	0	11	0	1	0	0	0	0	0	0
1145	14	0	13	0	1	0	0	0	0	0	0
1200	11	0	10	0	1	0	0	0	0	0	0
1215	20	0	16	0	4	0	0	0	0	0	0
1230	14	0	14	0	0	0	0	0	0	0	0
1245	19	0	19	0	0	0	0	0	0	0	0
1300	19	0	19	0	0	0	0	0	0	0	0
1315	19	0	17	0	2	0	0	0	0	0	0
1330	20	0	20	0	0	0	0	0	0	0	0
1345	16	0	15	0	1	0	0	0	0	0	0
1400	15	0	15	0	0	0	0	0	0	0	0
1415	13	0	13	0	0	0	0	0	0	0	0
1430	18	0	17	0	1	0	0	0	0	0	0
1445	16	1	15	0	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0
1515	15	1	13	0	1	0	0	0	0	0	0
1530	12	0	11	0	1	0	0	0	0	0	0
1545	16	1	15	0	0	0	0	0	0	0	0
1600	10	0	7	1	2	0	0	0	0	0	0
1615	11	2	9	0	0	0	0	0	0	0	0
1630	16	0	16	0	0	0	0	0	0	0	0
1645	6	0	5	0	1	0	0	0	0	0	0
1700	13	1	12	0	0	0	0	0	0	0	0
1715	15	0	12	1	2	0	0	0	0	0	0

1730	16	0	15	0	1	0	0	0	0	0	0
1745	9	0	8	0	1	0	0	0	0	0	0
1800	7	0	7	0	0	0	0	0	0	0	0
1815	13	0	13	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0
1915	9	1	8	0	0	0	0	0	0	0	0
1930	4	0	3	0	1	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0
2030	3	0	2	1	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0
2215	4	0	2	0	2	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**629**	**8**	**580**	**3**	**38**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**737**	**10**	**681**	**4**	**41**	**0**	**0**	**0**	**0**	**0**	**1**
06-00	**752**	**10**	**694**	**4**	**43**	**0**	**0**	**0**	**0**	**0**	**1**
00-00	**773**	**13**	**708**	**4**	**46**	**0**	**0**	**0**	**0**	**0**	**2**

11 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	1	0	0	0	1	0	0	0	0	0	0
0030	1	0	0	0	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0

0530	2	1	1	0	0	0	0	0	0	0	0
0545	5	0	3	0	2	0	0	0	0	0	0
0600	5	0	4	0	1	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	10	0	8	0	2	0	0	0	0	0	0
0645	13	3	9	0	1	0	0	0	0	0	0
0700	4	0	3	0	1	0	0	0	0	0	0
0715	6	0	5	0	1	0	0	0	0	0	0
0730	10	0	9	0	1	0	0	0	0	0	0
0745	8	0	7	0	1	0	0	0	0	0	0
0800	5	0	3	0	2	0	0	0	0	0	0
0815	2	0	1	0	1	0	0	0	0	0	0
0830	4	0	3	0	0	1	0	0	0	0	0
0845	6	0	5	0	1	0	0	0	0	0	0
0900	9	1	7	0	1	0	0	0	0	0	0
0915	10	3	6	0	0	0	1	0	0	0	0
0930	15	2	13	0	0	0	0	0	0	0	0
0945	17	4	13	0	0	0	0	0	0	0	0
1000	16	0	15	0	1	0	0	0	0	0	0
1015	12	1	11	0	0	0	0	0	0	0	0
1030	13	4	9	0	0	0	0	0	0	0	0
1045	22	0	18	0	3	0	1	0	0	0	0
1100	19	1	14	3	1	0	0	0	0	0	0
1115	15	2	13	0	0	0	0	0	0	0	0
1130	15	4	11	0	0	0	0	0	0	0	0
1145	22	0	21	0	1	0	0	0	0	0	0
1200	14	0	12	0	1	0	1	0	0	0	0
1215	12	0	9	1	2	0	0	0	0	0	0
1230	13	0	12	0	1	0	0	0	0	0	0
1245	15	0	12	0	3	0	0	0	0	0	0
1300	23	0	23	0	0	0	0	0	0	0	0
1315	21	1	19	0	1	0	0	0	0	0	0
1330	15	1	12	0	2	0	0	0	0	0	0
1345	16	0	16	0	0	0	0	0	0	0	0
1400	20	0	18	0	2	0	0	0	0	0	0
1415	21	1	20	0	0	0	0	0	0	0	0
1430	13	1	10	1	1	0	0	0	0	0	0
1445	10	0	5	2	2	1	0	0	0	0	0
1500	12	0	10	0	2	0	0	0	0	0	0
1515	16	0	15	0	1	0	0	0	0	0	0
1530	16	1	15	0	0	0	0	0	0	0	0
1545	15	2	12	0	1	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0
1615	10	0	9	0	1	0	0	0	0	0	0
1630	13	0	13	0	0	0	0	0	0	0	0
1645	15	0	14	0	1	0	0	0	0	0	0
1700	13	1	12	0	0	0	0	0	0	0	0
1715	12	0	11	0	1	0	0	0	0	0	0
1730	10	1	9	0	0	0	0	0	0	0	0
1745	6	0	5	0	1	0	0	0	0	0	0
1800	16	2	14	0	0	0	0	0	0	0	0
1815	6	0	5	0	1	0	0	0	0	0	0
1830	7	0	6	0	0	0	0	0	0	1	0
1845	7	0	6	0	1	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0
1930	4	1	3	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0
2000	6	1	4	0	1	0	0	0	0	0	0
2015	5	1	4	0	0	0	0	0	0	0	0

2030	2	0	1	0	1	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0
2130	9	0	9	0	0	0	0	0	0	0	0
2145	2	0	1	0	1	0	0	0	0	0	0
2200	4	1	3	0	0	0	0	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0
2230	2	0	1	0	1	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**605**	**33**	**519**	**7**	**40**	**2**	**3**	**0**	**0**	**1**	**0**
06-22	**695**	**39**	**595**	**7**	**48**	**2**	**3**	**0**	**0**	**1**	**0**
06-00	**712**	**40**	**610**	**7**	**49**	**2**	**3**	**0**	**0**	**1**	**0**
00-00	**729**	**41**	**622**	**7**	**53**	**2**	**3**	**0**	**0**	**1**	**0**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	3	1	2	0	0	0	0	0	0	0	0
0530	5	0	5	0	0	0	0	0	0	0	0
0545	9	0	6	0	3	0	0	0	0	0	0
0600	9	1	8	0	0	0	0	0	0	0	0
0615	10	0	8	0	2	0	0	0	0	0	0
0630	22	0	21	0	1	0	0	0	0	0	0
0645	47	2	41	0	2	0	0	0	0	2	0
0700	26	0	25	0	0	1	0	0	0	0	0
0715	29	0	27	0	2	0	0	0	0	0	0
0730	31	2	28	0	1	0	0	0	0	0	0
0745	34	0	34	0	0	0	0	0	0	0	0
0800	47	0	38	0	8	0	0	1	0	0	0
0815	42	0	34	1	7	0	0	0	0	0	0

0830	33	1	26	0	6	0	0	0	0	0	0
0845	27	0	21	1	4	0	0	0	0	0	1
0900	25	0	24	0	1	0	0	0	0	0	0
0915	26	2	20	0	3	0	0	0	0	0	1
0930	19	0	16	0	2	0	0	0	1	0	0
0945	10	0	7	0	3	0	0	0	0	0	0
1000	15	0	11	0	4	0	0	0	0	0	0
1015	12	0	9	0	3	0	0	0	0	0	0
1030	14	0	14	0	0	0	0	0	0	0	0
1045	17	1	13	0	3	0	0	0	0	0	0
1100	15	0	12	0	3	0	0	0	0	0	0
1115	17	0	15	0	1	1	0	0	0	0	0
1130	17	0	15	0	2	0	0	0	0	0	0
1145	14	0	12	1	1	0	0	0	0	0	0
1200	15	1	7	1	6	0	0	0	0	0	0
1215	13	0	12	0	1	0	0	0	0	0	0
1230	19	0	15	1	2	1	0	0	0	0	0
1245	16	0	13	0	3	0	0	0	0	0	0
1300	15	3	9	0	3	0	0	0	0	0	0
1315	21	1	17	0	3	0	0	0	0	0	0
1330	13	0	10	0	3	0	0	0	0	0	0
1345	14	0	11	1	2	0	0	0	0	0	0
1400	20	0	18	0	2	0	0	0	0	0	0
1415	19	0	19	0	0	0	0	0	0	0	0
1430	10	0	7	0	3	0	0	0	0	0	0
1445	23	0	18	0	3	0	1	0	0	0	1
1500	23	0	19	0	4	0	0	0	0	0	0
1515	16	1	11	1	2	0	1	0	0	0	0
1530	30	0	26	0	4	0	0	0	0	0	0
1545	26	0	22	0	3	0	0	0	0	1	0
1600	35	1	33	0	1	0	0	0	0	0	0
1615	29	0	22	0	7	0	0	0	0	0	0
1630	36	2	30	0	4	0	0	0	0	0	0
1645	29	2	25	0	1	0	0	0	0	0	1
1700	39	0	39	0	0	0	0	0	0	0	0
1715	34	0	32	0	2	0	0	0	0	0	0
1730	24	0	22	0	2	0	0	0	0	0	0
1745	23	0	23	0	0	0	0	0	0	0	0
1800	11	0	10	0	1	0	0	0	0	0	0
1815	17	0	14	0	3	0	0	0	0	0	0
1830	9	0	9	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0
1900	7	0	7	0	0	0	0	0	0	0	0
1915	8	0	7	0	1	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0
1945	3	0	2	0	1	0	0	0	0	0	0
2000	3	1	2	0	0	0	0	0	0	0	0
2015	4	0	3	0	1	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2115	6	2	2	0	2	0	0	0	0	0	0
2130	12	0	12	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0

2330	1	0	1	0	0	0	0	0	0	0	0
2345	2	1	0	0	1	0	0	0	0	0	0
07-19	**1053**	**17**	**898**	**7**	**119**	**3**	**2**	**1**	**1**	**1**	**4**
06-22	**1198**	**23**	**1025**	**7**	**129**	**3**	**2**	**1**	**1**	**3**	**4**
06-00	**1214**	**24**	**1039**	**7**	**130**	**3**	**2**	**1**	**1**	**3**	**4**
00-00	**1237**	**25**	**1057**	**7**	**134**	**3**	**2**	**1**	**1**	**3**	**4**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	0	0	1	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	3	0	2	0	1	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0
0515	6	0	6	0	0	0	0	0	0	0	0
0530	8	1	6	0	1	0	0	0	0	0	0
0545	14	1	12	0	1	0	0	0	0	0	0
0600	6	0	6	0	0	0	0	0	0	0	0
0615	15	2	11	0	2	0	0	0	0	0	0
0630	29	1	24	0	3	0	0	0	0	0	1
0645	43	0	42	0	1	0	0	0	0	0	0
0700	25	1	24	0	0	0	0	0	0	0	0
0715	36	0	33	0	3	0	0	0	0	0	0
0730	39	2	35	0	2	0	0	0	0	0	0
0745	44	0	42	0	2	0	0	0	0	0	0
0800	48	0	42	0	5	1	0	0	0	0	0
0815	45	0	37	1	7	0	0	0	0	0	0
0830	29	0	24	1	3	0	0	0	0	0	1
0845	19	0	15	1	3	0	0	0	0	0	0
0900	22	0	19	0	3	0	0	0	0	0	0
0915	21	0	16	1	4	0	0	0	0	0	0
0930	15	0	13	0	2	0	0	0	0	0	0
0945	27	0	23	0	4	0	0	0	0	0	0
1000	11	0	8	0	3	0	0	0	0	0	0
1015	17	1	16	0	0	0	0	0	0	0	0
1030	12	0	11	0	1	0	0	0	0	0	0
1045	17	0	11	0	5	1	0	0	0	0	0
1100	17	0	13	0	4	0	0	0	0	0	0
1115	10	0	10	0	0	0	0	0	0	0	0

1130	10	0	8	0	2	0	0	0	0	0	0
1145	14	0	12	0	1	0	0	0	0	0	1
1200	21	1	15	0	5	0	0	0	0	0	0
1215	20	1	16	1	1	0	0	0	0	0	1
1230	11	0	8	0	2	0	0	0	1	0	0
1245	8	1	7	0	0	0	0	0	0	0	0
1300	15	0	12	0	3	0	0	0	0	0	0
1315	15	1	13	0	1	0	0	0	0	0	0
1330	19	0	16	0	3	0	0	0	0	0	0
1345	11	0	6	0	4	1	0	0	0	0	0
1400	8	1	4	0	3	0	0	0	0	0	0
1415	15	2	11	0	1	0	0	1	0	0	0
1430	10	0	10	0	0	0	0	0	0	0	0
1445	11	0	10	0	1	0	0	0	0	0	0
1500	19	1	13	1	4	0	0	0	0	0	0
1515	22	0	20	0	2	0	0	0	0	0	0
1530	23	0	20	0	2	0	0	0	1	0	0
1545	28	0	26	0	2	0	0	0	0	0	0
1600	42	0	39	0	3	0	0	0	0	0	0
1615	46	2	40	0	4	0	0	0	0	0	0
1630	26	0	21	0	4	1	0	0	0	0	0
1645	33	2	27	0	4	0	0	0	0	0	0
1700	37	1	34	0	1	0	0	0	0	0	1
1715	24	0	23	0	1	0	0	0	0	0	0
1730	27	1	25	0	0	0	0	0	1	0	0
1745	27	0	23	0	4	0	0	0	0	0	0
1800	18	1	16	0	1	0	0	0	0	0	0
1815	18	0	17	0	1	0	0	0	0	0	0
1830	8	0	6	0	2	0	0	0	0	0	0
1845	11	1	9	0	1	0	0	0	0	0	0
1900	10	0	9	0	1	0	0	0	0	0	0
1915	11	0	10	0	1	0	0	0	0	0	0
1930	9	0	9	0	0	0	0	0	0	0	0
1945	9	0	7	0	2	0	0	0	0	0	0
2000	6	0	5	0	1	0	0	0	0	0	0
2015	8	0	8	0	0	0	0	0	0	0	0
2030	5	0	4	0	0	0	0	0	0	0	1
2045	2	0	1	0	1	0	0	0	0	0	0
2100	8	1	6	0	1	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0
2130	16	0	16	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0
2215	5	0	4	0	1	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1051**	**20**	**899**	**6**	**114**	**4**	**0**	**1**	**3**	**0**	**4**
06-22	**1237**	**24**	**1066**	**6**	**127**	**4**	**0**	**1**	**3**	**0**	**6**
06-00	**1259**	**24**	**1087**	**6**	**128**	**4**	**0**	**1**	**3**	**0**	**6**
00-00	**1300**	**26**	**1122**	**6**	**132**	**4**	**0**	**1**	**3**	**0**	**6**

14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	8	0	6	0	1	0	0	0	0	0	1
0530	6	0	6	0	0	0	0	0	0	0	0
0545	10	0	10	0	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0
0615	14	0	14	0	0	0	0	0	0	0	0
0630	27	2	23	0	2	0	0	0	0	0	0
0645	53	2	46	0	4	0	0	0	1	0	0
0700	33	0	30	0	3	0	0	0	0	0	0
0715	38	1	32	0	5	0	0	0	0	0	0
0730	39	2	35	0	2	0	0	0	0	0	0
0745	55	1	51	0	2	0	0	0	0	1	0
0800	33	0	29	1	2	0	0	0	0	0	1
0815	36	0	29	0	6	1	0	0	0	0	0
0830	25	0	22	0	2	1	0	0	0	0	0
0845	22	0	15	0	7	0	0	0	0	0	0
0900	29	0	22	0	7	0	0	0	0	0	0
0915	23	0	21	0	1	0	0	0	0	0	1
0930	17	0	15	0	2	0	0	0	0	0	0
0945	20	1	16	0	3	0	0	0	0	0	0
1000	19	0	16	0	2	0	0	0	0	1	0
1015	17	0	16	0	1	0	0	0	0	0	0
1030	9	0	8	0	1	0	0	0	0	0	0
1045	20	1	14	0	5	0	0	0	0	0	0
1100	17	0	16	0	1	0	0	0	0	0	0
1115	12	3	9	0	0	0	0	0	0	0	0
1130	10	0	10	0	0	0	0	0	0	0	0
1145	14	0	9	0	5	0	0	0	0	0	0
1200	15	0	11	0	4	0	0	0	0	0	0
1215	18	0	13	0	4	0	0	0	1	0	0
1230	13	0	10	1	2	0	0	0	0	0	0
1245	10	0	9	0	1	0	0	0	0	0	0
1300	11	0	10	0	1	0	0	0	0	0	0
1315	24	1	19	1	3	0	0	0	0	0	0
1330	16	0	13	0	2	0	0	0	0	1	0
1345	23	0	20	0	3	0	0	0	0	0	0
1400	17	0	13	1	3	0	0	0	0	0	0
1415	19	1	14	0	3	0	0	0	0	0	1

1430	18	1	13	0	4	0	0	0	0	0	0
1445	8	0	7	0	1	0	0	0	0	0	0
1500	25	0	20	0	5	0	0	0	0	0	0
1515	22	0	20	0	2	0	0	0	0	0	0
1530	32	0	29	0	3	0	0	0	0	0	0
1545	43	2	35	0	6	0	0	0	0	0	0
1600	33	2	27	0	4	0	0	0	0	0	0
1615	37	2	32	1	2	0	0	0	0	0	0
1630	38	0	32	0	5	1	0	0	0	0	0
1645	35	3	30	0	2	0	0	0	0	0	0
1700	25	1	21	0	3	0	0	0	0	0	0
1715	27	1	23	0	3	0	0	0	0	0	0
1730	26	1	25	0	0	0	0	0	0	0	0
1745	25	1	23	0	1	0	0	0	0	0	0
1800	20	0	20	0	0	0	0	0	0	0	0
1815	18	1	17	0	0	0	0	0	0	0	0
1830	11	1	9	0	1	0	0	0	0	0	0
1845	15	3	12	0	0	0	0	0	0	0	0
1900	15	6	8	0	1	0	0	0	0	0	0
1915	28	10	16	1	0	0	1	0	0	0	0
1930	17	9	8	0	0	0	0	0	0	0	0
1945	15	9	6	0	0	0	0	0	0	0	0
2000	6	1	5	0	0	0	0	0	0	0	0
2015	27	17	9	0	0	0	1	0	0	0	0
2030	21	12	8	0	0	0	1	0	0	0	0
2045	18	12	4	0	2	0	0	0	0	0	0
2100	13	3	9	0	1	0	0	0	0	0	0
2115	12	3	8	0	1	0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0
2200	4	0	3	0	0	0	0	1	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0
2230	2	0	1	0	1	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1112**	**30**	**942**	**5**	**125**	**3**	**0**	**0**	**1**	**3**	**3**
06-22	**1398**	**116**	**1126**	**6**	**136**	**3**	**3**	**0**	**2**	**3**	**3**
06-00	**1416**	**116**	**1142**	**6**	**137**	**3**	**3**	**1**	**2**	**3**	**3**
00-00	**1449**	**116**	**1172**	**7**	**138**	**3**	**3**	**1**	**2**	**3**	**4**

TSP Class Profile All Days 15 Mins

Report Id - CustomList-109
Site Name - GAINSBOROUGH-04
Description - Gainsborough Road (North of Station Road)
Direction - South

08 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	7	1	6	0	0	0	0	0	0	0	0
0530	3	0	2	0	1	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0
0600	5	0	4	0	1	0	0	0	0	0	0
0615	13	0	12	0	1	0	0	0	0	0	0
0630	28	0	26	0	1	0	0	0	0	1	0
0645	27	0	26	0	1	0	0	0	0	0	0
0700	25	0	25	0	0	0	0	0	0	0	0
0715	22	0	20	0	2	0	0	0	0	0	0
0730	33	0	30	0	2	0	0	0	0	1	0
0745	27	0	24	1	2	0	0	0	0	0	0
0800	36	0	31	1	4	0	0	0	0	0	0
0815	40	0	38	0	2	0	0	0	0	0	0
0830	24	0	23	0	1	0	0	0	0	0	0
0845	17	0	15	0	2	0	0	0	0	0	0
0900	15	0	12	0	3	0	0	0	0	0	0
0915	13	0	10	0	3	0	0	0	0	0	0
0930	21	0	19	0	2	0	0	0	0	0	0
0945	16	0	11	0	4	1	0	0	0	0	0
1000	18	0	15	0	3	0	0	0	0	0	0
1015	9	0	6	0	2	0	0	0	1	0	0
1030	19	0	15	0	3	1	0	0	0	0	0
1045	17	0	15	0	2	0	0	0	0	0	0
1100	17	0	14	0	2	1	0	0	0	0	0
1115	20	0	14	0	5	1	0	0	0	0	0

1130	18	0	17	0	1	0	0	0	0	0	0
1145	19	0	17	0	1	0	0	0	0	1	0
1200	29	0	26	0	3	0	0	0	0	0	0
1215	19	0	15	0	4	0	0	0	0	0	0
1230	12	0	11	0	1	0	0	0	0	0	0
1245	14	0	13	0	1	0	0	0	0	0	0
1300	28	0	22	0	6	0	0	0	0	0	0
1315	18	0	16	0	2	0	0	0	0	0	0
1330	22	0	20	0	1	1	0	0	0	0	0
1345	23	1	21	0	1	0	0	0	0	0	0
1400	20	1	16	0	3	0	0	0	0	0	0
1415	27	0	22	2	3	0	0	0	0	0	0
1430	25	0	23	2	0	0	0	0	0	0	0
1445	23	0	19	0	4	0	0	0	0	0	0
1500	37	0	33	0	4	0	0	0	0	0	0
1515	35	0	33	0	2	0	0	0	0	0	0
1530	28	1	25	0	2	0	0	0	0	0	0
1545	35	1	33	1	0	0	0	0	0	0	0
1600	39	0	37	0	2	0	0	0	0	0	0
1615	52	0	47	1	4	0	0	0	0	0	0
1630	44	0	43	0	1	0	0	0	0	0	0
1645	29	0	27	0	2	0	0	0	0	0	0
1700	30	0	27	1	2	0	0	0	0	0	0
1715	35	0	33	0	2	0	0	0	0	0	0
1730	21	0	20	0	0	0	0	0	0	0	1
1745	21	0	19	0	2	0	0	0	0	0	0
1800	24	0	23	1	0	0	0	0	0	0	0
1815	18	0	18	0	0	0	0	0	0	0	0
1830	11	0	10	0	1	0	0	0	0	0	0
1845	10	0	9	1	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0
1915	20	0	20	0	0	0	0	0	0	0	0
1930	12	0	12	0	0	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0
2015	10	0	10	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0
2145	10	0	9	0	1	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	4	0	3	0	1	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1155**	**4**	**1032**	**11**	**99**	**5**	**0**	**0**	**1**	**2**	**1**
06-22	**1331**	**4**	**1202**	**11**	**104**	**5**	**0**	**0**	**1**	**3**	**1**
06-00	**1342**	**4**	**1212**	**11**	**105**	**5**	**0**	**0**	**1**	**3**	**1**
00-00	**1371**	**5**	**1239**	**11**	**106**	**5**	**0**	**0**	**1**	**3**	**1**

09 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	3	1	2	0	0	0	0	0	0	0	0
0515	4	0	3	0	1	0	0	0	0	0	0
0530	4	0	3	0	1	0	0	0	0	0	0
0545	5	0	4	0	1	0	0	0	0	0	0
0600	11	0	9	0	1	0	0	0	0	1	0
0615	12	0	11	0	1	0	0	0	0	0	0
0630	31	2	29	0	0	0	0	0	0	0	0
0645	25	0	23	0	2	0	0	0	0	0	0
0700	21	0	21	0	0	0	0	0	0	0	0
0715	27	0	25	0	1	0	0	0	0	1	0
0730	29	0	27	0	2	0	0	0	0	0	0
0745	33	1	29	1	1	0	0	0	0	1	0
0800	37	1	32	0	3	0	1	0	0	0	0
0815	30	0	27	0	3	0	0	0	0	0	0
0830	26	0	23	0	3	0	0	0	0	0	0
0845	26	0	22	0	4	0	0	0	0	0	0
0900	8	0	6	0	2	0	0	0	0	0	0
0915	14	0	12	0	2	0	0	0	0	0	0
0930	10	0	7	1	1	1	0	0	0	0	0
0945	13	0	9	0	4	0	0	0	0	0	0
1000	13	0	9	0	3	1	0	0	0	0	0
1015	18	0	16	0	2	0	0	0	0	0	0
1030	17	0	15	0	2	0	0	0	0	0	0
1045	17	0	16	0	1	0	0	0	0	0	0
1100	18	0	15	0	3	0	0	0	0	0	0
1115	21	0	17	1	2	0	0	0	1	0	0
1130	13	0	13	0	0	0	0	0	0	0	0
1145	16	0	12	1	2	1	0	0	0	0	0
1200	17	0	16	0	1	0	0	0	0	0	0
1215	21	0	20	0	1	0	0	0	0	0	0
1230	24	1	21	0	2	0	0	0	0	0	0
1245	27	1	25	0	1	0	0	0	0	0	0
1300	32	0	31	0	1	0	0	0	0	0	0
1315	24	0	19	1	4	0	0	0	0	0	0
1330	31	0	29	0	2	0	0	0	0	0	0
1345	26	0	23	0	2	1	0	0	0	0	0
1400	18	0	16	0	1	0	0	0	1	0	0
1415	19	1	14	0	3	0	0	0	0	0	1

1430	28	2	23	0	3	0	0	0	0	0	0
1445	32	1	28	0	3	0	0	0	0	0	0
1500	32	0	28	2	2	0	0	0	0	0	0
1515	39	0	38	0	1	0	0	0	0	0	0
1530	41	2	37	0	2	0	0	0	0	0	0
1545	23	1	22	0	0	0	0	0	0	0	0
1600	38	0	34	1	2	0	0	0	0	0	1
1615	39	0	37	0	2	0	0	0	0	0	0
1630	27	3	22	0	2	0	0	0	0	0	0
1645	27	1	24	0	2	0	0	0	0	0	0
1700	23	0	21	0	2	0	0	0	0	0	0
1715	16	0	16	0	0	0	0	0	0	0	0
1730	18	0	17	0	1	0	0	0	0	0	0
1745	20	0	20	0	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0
1815	14	0	13	0	1	0	0	0	0	0	0
1830	12	1	10	0	1	0	0	0	0	0	0
1845	10	1	9	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0
1930	10	0	10	0	0	0	0	0	0	0	0
1945	17	0	17	0	0	0	0	0	0	0	0
2000	11	1	10	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0
2030	10	0	8	0	2	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	3	0	2	0	1	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**1099**	**17**	**980**	**8**	**83**	**4**	**1**	**0**	**2**	**2**	**2**
06-22	**1272**	**20**	**1143**	**8**	**89**	**4**	**1**	**0**	**2**	**3**	**2**
06-00	**1290**	**20**	**1160**	**8**	**90**	**4**	**1**	**0**	**2**	**3**	**2**
00-00	**1318**	**21**	**1184**	**8**	**93**	**4**	**1**	**0**	**2**	**3**	**2**

10 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0

0230	2	0	2	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	4	0	4	0	0	0	0	0	0	0	0
0530	7	1	4	0	2	0	0	0	0	0	0
0545	7	0	7	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0
0615	8	0	8	0	0	0	0	0	0	0	0
0630	15	0	15	0	0	0	0	0	0	0	0
0645	21	0	21	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0
0715	9	0	9	0	0	0	0	0	0	0	0
0730	4	0	4	0	0	0	0	0	0	0	0
0745	9	0	9	0	0	0	0	0	0	0	0
0800	5	0	4	0	1	0	0	0	0	0	0
0815	6	0	5	0	1	0	0	0	0	0	0
0830	11	0	9	0	2	0	0	0	0	0	0
0845	12	0	9	1	2	0	0	0	0	0	0
0900	10	0	10	0	0	0	0	0	0	0	0
0915	14	0	11	0	3	0	0	0	0	0	0
0930	10	0	8	0	2	0	0	0	0	0	0
0945	7	0	6	0	1	0	0	0	0	0	0
1000	10	0	10	0	0	0	0	0	0	0	0
1015	14	0	14	0	0	0	0	0	0	0	0
1030	11	0	11	0	0	0	0	0	0	0	0
1045	10	0	10	0	0	0	0	0	0	0	0
1100	18	0	17	0	1	0	0	0	0	0	0
1115	18	0	18	0	0	0	0	0	0	0	0
1130	12	0	12	0	0	0	0	0	0	0	0
1145	20	0	20	0	0	0	0	0	0	0	0
1200	13	0	13	0	0	0	0	0	0	0	0
1215	16	0	15	0	1	0	0	0	0	0	0
1230	11	1	9	1	0	0	0	0	0	0	0
1245	20	0	19	0	1	0	0	0	0	0	0
1300	20	0	19	0	1	0	0	0	0	0	0
1315	17	0	17	0	0	0	0	0	0	0	0
1330	22	0	21	0	1	0	0	0	0	0	0
1345	19	0	17	0	2	0	0	0	0	0	0
1400	25	0	24	0	1	0	0	0	0	0	0
1415	14	0	11	0	3	0	0	0	0	0	0
1430	21	0	21	0	0	0	0	0	0	0	0
1445	17	0	17	0	0	0	0	0	0	0	0
1500	19	0	18	1	0	0	0	0	0	0	0
1515	14	0	13	0	1	0	0	0	0	0	0
1530	18	0	18	0	0	0	0	0	0	0	0
1545	15	2	13	0	0	0	0	0	0	0	0
1600	9	0	9	0	0	0	0	0	0	0	0
1615	18	0	17	0	1	0	0	0	0	0	0
1630	9	0	9	0	0	0	0	0	0	0	0
1645	21	0	21	0	0	0	0	0	0	0	0
1700	17	0	16	1	0	0	0	0	0	0	0
1715	9	0	9	0	0	0	0	0	0	0	0

1730	12	0	12	0	0	0	0	0	0	0	0
1745	7	0	7	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0
1830	5	0	4	0	1	0	0	0	0	0	0
1845	9	0	9	0	0	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0
1930	8	0	8	0	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0
2015	11	0	11	0	0	0	0	0	0	0	0
2030	6	0	6	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0
2145	8	0	7	0	1	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	1	0	1	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	**623**	**3**	**590**	**4**	**26**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**749**	**3**	**715**	**4**	**27**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**769**	**3**	**734**	**4**	**28**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**793**	**4**	**755**	**4**	**30**	**0**	**0**	**0**	**0**	**0**	**0**

11 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	1	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0

0530	5	1	4	0	0	0	0	0	0	0	0
0545	3	0	1	0	1	1	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0
0630	11	0	11	0	0	0	0	0	0	0	0
0645	11	0	11	0	0	0	0	0	0	0	0
0700	6	0	6	0	0	0	0	0	0	0	0
0715	12	1	11	0	0	0	0	0	0	0	0
0730	6	0	6	0	0	0	0	0	0	0	0
0745	6	0	6	0	0	0	0	0	0	0	0
0800	6	0	5	0	1	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0
0845	7	1	5	0	1	0	0	0	0	0	0
0900	8	0	7	0	1	0	0	0	0	0	0
0915	7	0	6	0	1	0	0	0	0	0	0
0930	7	0	7	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0
1000	14	0	12	2	0	0	0	0	0	0	0
1015	18	0	18	0	0	0	0	0	0	0	0
1030	16	0	16	0	0	0	0	0	0	0	0
1045	14	0	13	0	1	0	0	0	0	0	0
1100	18	0	18	0	0	0	0	0	0	0	0
1115	14	0	13	0	1	0	0	0	0	0	0
1130	13	0	13	0	0	0	0	0	0	0	0
1145	17	1	11	1	4	0	0	0	0	0	0
1200	12	1	11	0	0	0	0	0	0	0	0
1215	13	0	9	1	3	0	0	0	0	0	0
1230	15	0	15	0	0	0	0	0	0	0	0
1245	17	0	16	1	0	0	0	0	0	0	0
1300	19	1	18	0	0	0	0	0	0	0	0
1315	12	1	11	0	0	0	0	0	0	0	0
1330	18	1	17	0	0	0	0	0	0	0	0
1345	9	1	8	0	0	0	0	0	0	0	0
1400	23	0	22	0	1	0	0	0	0	0	0
1415	22	1	17	1	2	0	1	0	0	0	0
1430	9	0	9	0	0	0	0	0	0	0	0
1445	12	0	12	0	0	0	0	0	0	0	0
1500	19	2	15	1	0	0	0	0	0	1	0
1515	18	0	16	1	1	0	0	0	0	0	0
1530	15	1	14	0	0	0	0	0	0	0	0
1545	23	0	20	2	1	0	0	0	0	0	0
1600	23	0	23	0	0	0	0	0	0	0	0
1615	24	2	19	0	3	0	0	0	0	0	0
1630	10	0	9	0	1	0	0	0	0	0	0
1645	18	0	17	0	1	0	0	0	0	0	0
1700	12	0	10	1	1	0	0	0	0	0	0
1715	8	0	6	0	1	1	0	0	0	0	0
1730	14	1	13	0	0	0	0	0	0	0	0
1745	4	0	4	0	0	0	0	0	0	0	0
1800	7	1	5	1	0	0	0	0	0	0	0
1815	8	0	8	0	0	0	0	0	0	0	0
1830	6	0	6	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0
1930	7	1	5	1	0	0	0	0	0	0	0
1945	5	0	5	0	0	0	0	0	0	0	0
2000	7	0	6	0	1	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0

2030	3	0	2	0	1	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0
2100	5	0	4	0	1	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0
2130	9	0	9	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	4	0	3	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**596**	**16**	**540**	**12**	**25**	**1**	**1**	**0**	**0**	**1**	**0**
06-22	**686**	**17**	**625**	**13**	**28**	**1**	**1**	**0**	**0**	**1**	**0**
06-00	**696**	**17**	**634**	**14**	**28**	**1**	**1**	**0**	**0**	**1**	**0**
00-00	**719**	**18**	**653**	**14**	**30**	**2**	**1**	**0**	**0**	**1**	**0**

12 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	0	1	0	0	0	0	0	0
0515	4	0	4	0	0	0	0	0	0	0	0
0530	6	1	5	0	0	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0
0615	14	0	14	0	0	0	0	0	0	0	0
0630	24	1	23	0	0	0	0	0	0	0	0
0645	44	0	42	0	2	0	0	0	0	0	0
0700	20	0	18	0	1	0	0	0	0	1	0
0715	13	0	11	0	1	0	0	0	1	0	0
0730	36	0	31	0	5	0	0	0	0	0	0
0745	35	0	33	0	1	1	0	0	0	0	0
0800	31	0	28	0	2	0	0	0	0	1	0
0815	39	0	31	0	7	0	0	0	0	1	0

0830	30	0	29	0	1	0	0	0	0	0	0
0845	30	0	24	0	3	1	0	0	1	1	0
0900	14	0	13	0	1	0	0	0	0	0	0
0915	12	1	9	0	2	0	0	0	0	0	0
0930	7	0	4	2	1	0	0	0	0	0	0
0945	18	0	16	0	1	0	0	0	0	1	0
1000	13	0	10	0	3	0	0	0	0	0	0
1015	18	0	15	0	3	0	0	0	0	0	0
1030	16	0	15	0	1	0	0	0	0	0	0
1045	12	0	11	0	1	0	0	0	0	0	0
1100	18	0	13	1	3	1	0	0	0	0	0
1115	14	0	13	0	1	0	0	0	0	0	0
1130	18	0	16	1	1	0	0	0	0	0	0
1145	13	0	10	0	3	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0
1215	11	0	11	0	0	0	0	0	0	0	0
1230	12	0	12	0	0	0	0	0	0	0	0
1245	15	0	12	0	2	1	0	0	0	0	0
1300	21	0	20	0	1	0	0	0	0	0	0
1315	22	0	19	0	3	0	0	0	0	0	0
1330	27	2	22	1	1	0	1	0	0	0	0
1345	21	0	16	1	2	0	0	0	0	2	0
1400	22	0	20	0	2	0	0	0	0	0	0
1415	19	0	16	0	2	0	1	0	0	0	0
1430	14	0	12	0	1	0	1	0	0	0	0
1445	13	0	7	0	6	0	0	0	0	0	0
1500	32	0	30	0	1	0	0	0	1	0	0
1515	30	1	26	0	3	0	0	0	0	0	0
1530	29	0	27	0	2	0	0	0	0	0	0
1545	29	0	28	0	1	0	0	0	0	0	0
1600	48	0	45	1	2	0	0	0	0	0	0
1615	46	0	46	0	0	0	0	0	0	0	0
1630	48	1	44	0	2	0	0	0	0	0	1
1645	30	1	28	1	0	0	0	0	0	0	0
1700	27	0	26	0	1	0	0	0	0	0	0
1715	28	0	26	0	2	0	0	0	0	0	0
1730	32	0	29	0	3	0	0	0	0	0	0
1745	22	0	19	1	2	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0
1815	11	0	11	0	0	0	0	0	0	0	0
1830	13	0	12	0	1	0	0	0	0	0	0
1845	11	0	11	0	0	0	0	0	0	0	0
1900	7	1	5	0	1	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0
2015	11	0	10	0	0	1	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0
2130	5	1	4	0	0	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0

2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1065**	**6**	**950**	**9**	**82**	**4**	**3**	**0**	**3**	**7**	**1**
06-22	**1220**	**9**	**1098**	**9**	**85**	**5**	**3**	**0**	**3**	**7**	**1**
06-00	**1227**	**9**	**1105**	**9**	**85**	**5**	**3**	**0**	**3**	**7**	**1**
00-00	**1246**	**10**	**1122**	**9**	**86**	**5**	**3**	**0**	**3**	**7**	**1**

13 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	4	0	4	0	0	0	0	0	0	0	0
0530	7	0	6	0	1	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0
0600	6	0	6	0	0	0	0	0	0	0	0
0615	19	0	18	0	1	0	0	0	0	0	0
0630	25	0	24	1	0	0	0	0	0	0	0
0645	30	0	30	0	0	0	0	0	0	0	0
0700	19	0	19	0	0	0	0	0	0	0	0
0715	31	1	27	0	2	0	0	0	0	1	0
0730	33	0	29	0	4	0	0	0	0	0	0
0745	33	0	31	0	1	0	0	0	0	1	0
0800	37	0	34	0	3	0	0	0	0	0	0
0815	35	0	31	0	4	0	0	0	0	0	0
0830	32	0	32	0	0	0	0	0	0	0	0
0845	21	0	19	0	2	0	0	0	0	0	0
0900	15	0	14	0	1	0	0	0	0	0	0
0915	7	0	5	0	2	0	0	0	0	0	0
0930	15	0	14	0	1	0	0	0	0	0	0
0945	15	0	12	0	2	0	0	0	0	1	0
1000	20	0	17	0	3	0	0	0	0	0	0
1015	9	0	5	0	4	0	0	0	0	0	0
1030	9	0	7	0	2	0	0	0	0	0	0
1045	21	0	16	0	4	0	0	0	0	1	0
1100	15	1	10	2	2	0	0	0	0	0	0
1115	19	0	14	1	3	0	0	0	0	1	0

1130	19	0	16	1	2	0	0	0	0	0	0
1145	20	0	17	0	1	2	0	0	0	0	0
1200	12	0	10	0	2	0	0	0	0	0	0
1215	14	0	13	0	1	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0
1245	14	0	14	0	0	0	0	0	0	0	0
1300	15	0	13	0	1	1	0	0	0	0	0
1315	21	0	20	0	1	0	0	0	0	0	0
1330	22	0	20	0	2	0	0	0	0	0	0
1345	17	0	16	0	0	0	0	0	0	0	1
1400	20	1	16	0	3	0	0	0	0	0	0
1415	19	0	15	1	3	0	0	0	0	0	0
1430	22	0	20	0	1	0	0	0	0	1	0
1445	17	0	14	0	3	0	0	0	0	0	0
1500	28	0	25	0	2	1	0	0	0	0	0
1515	34	0	30	0	3	0	0	0	0	0	1
1530	28	0	27	0	1	0	0	0	0	0	0
1545	27	0	22	0	3	1	0	0	0	1	0
1600	47	0	45	0	1	0	0	1	0	0	0
1615	47	0	44	0	2	0	0	0	0	0	1
1630	52	1	49	0	1	0	0	0	0	0	1
1645	34	0	33	0	1	0	0	0	0	0	0
1700	29	1	26	1	1	0	0	0	0	0	0
1715	33	0	31	1	0	0	0	0	0	0	1
1730	25	0	24	0	1	0	0	0	0	0	0
1745	17	0	15	0	0	0	0	0	0	0	2
1800	28	0	25	0	3	0	0	0	0	0	0
1815	15	1	14	0	0	0	0	0	0	0	0
1830	12	0	11	0	1	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0
1915	14	0	13	0	1	0	0	0	0	0	0
1930	8	0	8	0	0	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0
2000	5	1	4	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0
2045	6	0	5	0	1	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0
2130	7	0	7	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	3	0	2	0	1	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**1087**	**6**	**974**	**7**	**80**	**5**	**0**	**1**	**0**	**7**	**7**
06-22	**1252**	**7**	**1134**	**8**	**83**	**5**	**0**	**1**	**0**	**7**	**7**
06-00	**1262**	**7**	**1143**	**8**	**84**	**5**	**0**	**1**	**0**	**7**	**7**
00-00	**1285**	**7**	**1165**	**8**	**85**	**5**	**0**	**1**	**0**	**7**	**7**

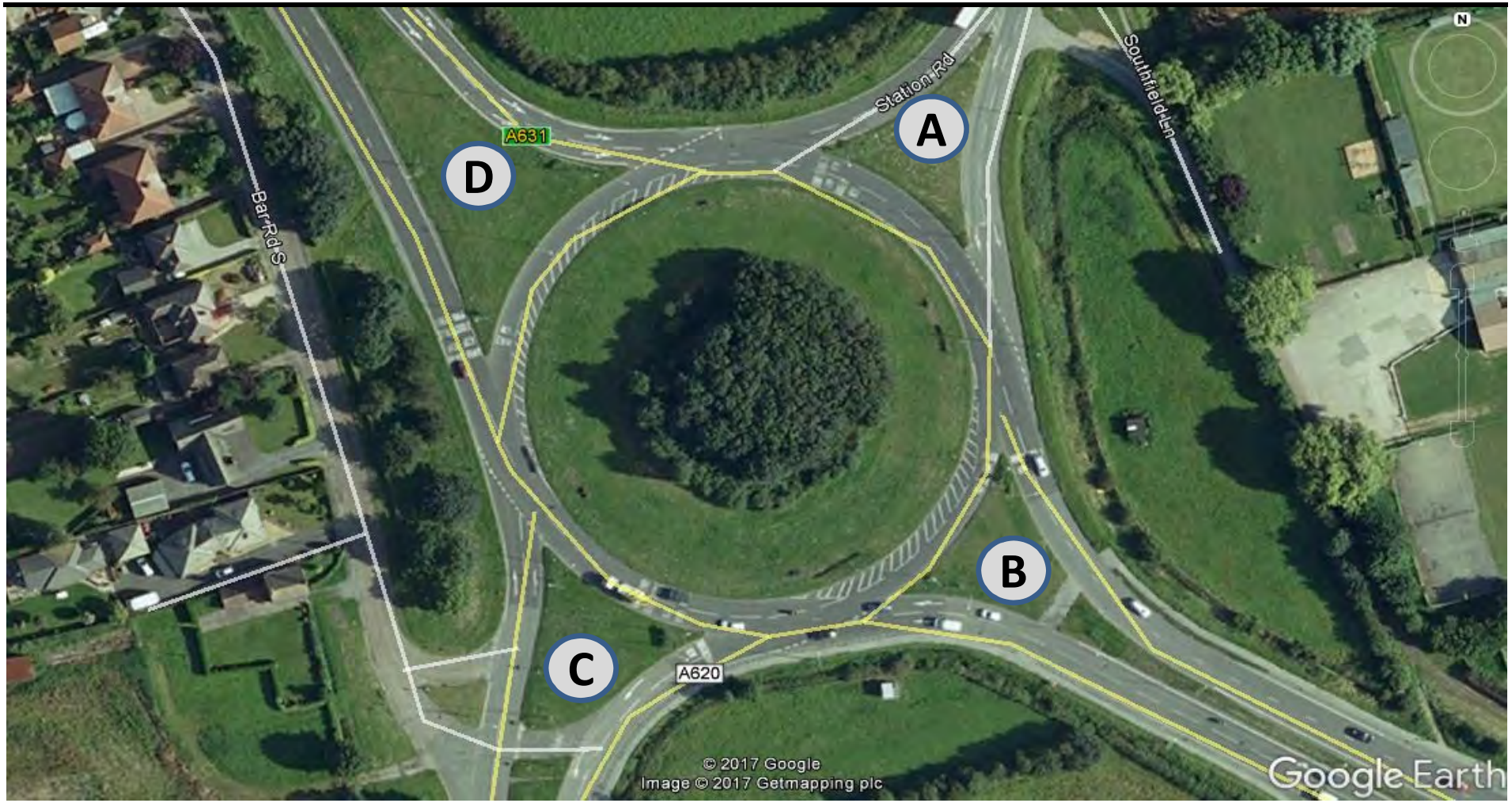
14 June 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls

		1	2	3	4	5	6	7	8	9	10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	5	0	4	0	1	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0
0615	16	0	16	0	0	0	0	0	0	0	0
0630	26	0	26	0	0	0	0	0	0	0	0
0645	27	1	26	0	0	0	0	0	0	0	0
0700	17	0	16	0	1	0	0	0	0	0	0
0715	21	0	18	0	1	0	0	0	0	1	1
0730	37	0	33	1	3	0	0	0	0	0	0
0745	30	1	29	0	0	0	0	0	0	0	0
0800	35	0	26	0	9	0	0	0	0	0	0
0815	25	0	23	0	1	0	0	0	1	0	0
0830	29	1	28	0	0	0	0	0	0	0	0
0845	25	0	24	0	1	0	0	0	0	0	0
0900	11	1	8	0	2	0	0	0	0	0	0
0915	17	0	16	0	1	0	0	0	0	0	0
0930	14	0	13	0	1	0	0	0	0	0	0
0945	10	0	8	0	2	0	0	0	0	0	0
1000	16	0	15	0	1	0	0	0	0	0	0
1015	16	0	16	0	0	0	0	0	0	0	0
1030	17	0	16	0	1	0	0	0	0	0	0
1045	19	0	17	0	2	0	0	0	0	0	0
1100	26	0	17	0	8	0	0	0	1	0	0
1115	19	0	19	0	0	0	0	0	0	0	0
1130	12	0	10	0	2	0	0	0	0	0	0
1145	16	0	12	0	3	1	0	0	0	0	0
1200	16	0	14	0	2	0	0	0	0	0	0
1215	23	0	20	1	1	0	0	0	1	0	0
1230	14	0	13	0	0	0	0	0	1	0	0
1245	14	0	12	1	1	0	0	0	0	0	0
1300	16	0	16	0	0	0	0	0	0	0	0
1315	15	0	15	0	0	0	0	0	0	0	0
1330	15	0	15	0	0	0	0	0	0	0	0
1345	21	2	19	0	0	0	0	0	0	0	0
1400	26	0	21	0	4	0	0	1	0	0	0
1415	20	0	16	1	3	0	0	0	0	0	0

1430	28	1	24	0	3	0	0	0	0	0	0
1445	24	0	20	1	3	0	0	0	0	0	0
1500	27	0	24	0	3	0	0	0	0	0	0
1515	33	0	32	0	1	0	0	0	0	0	0
1530	38	0	37	0	1	0	0	0	0	0	0
1545	32	0	27	2	1	0	0	0	0	1	1
1600	44	0	40	1	1	0	0	0	0	1	1
1615	45	0	42	0	3	0	0	0	0	0	0
1630	49	1	45	1	0	0	0	0	0	1	1
1645	37	2	30	0	2	0	2	0	0	0	1
1700	33	0	31	0	1	0	0	0	0	0	1
1715	25	0	24	0	1	0	0	0	0	0	0
1730	29	0	27	1	1	0	0	0	0	0	0
1745	21	0	19	0	2	0	0	0	0	0	0
1800	25	0	24	1	0	0	0	0	0	0	0
1815	19	1	16	0	2	0	0	0	0	0	0
1830	18	1	14	1	2	0	0	0	0	0	0
1845	13	0	13	0	0	0	0	0	0	0	0
1900	12	4	7	0	1	0	0	0	0	0	0
1915	21	2	19	0	0	0	0	0	0	0	0
1930	10	0	8	0	2	0	0	0	0	0	0
1945	11	0	11	0	0	0	0	0	0	0	0
2000	9	0	8	1	0	0	0	0	0	0	0
2015	8	0	7	0	1	0	0	0	0	0	0
2030	10	0	9	1	0	0	0	0	0	0	0
2045	7	0	7	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0
2130	8	1	7	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**1132**	**11**	**1014**	**12**	**77**	**1**	**2**	**1**	**4**	**4**	**6**
06-22	**1324**	**19**	**1192**	**14**	**81**	**1**	**2**	**1**	**4**	**4**	**6**
06-00	**1342**	**19**	**1210**	**14**	**81**	**1**	**2**	**1**	**4**	**4**	**6**
00-00	**1357**	**19**	**1224**	**14**	**82**	**1**	**2**	**1**	**4**	**4**	**6**

Project Number:	TSP13274
Project Name:	Gainsborough, Nottinghamshire
Survey Type:	Manual Classified Traffic Count
Site No:	1
Location:	A631 / A620 / Station Road



Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

	1	1	1	1.5	2.3	2	2	0.4	0.2													
Time	**A - A**											**A - B**										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	**TOTAL**	**TOTAL (PCU)**	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	**TOTAL**	**TOTAL (PCU)**
07:00										0	0	4		1							5	5
07:15										0	0	6		1		1					8	9.3
07:30										0	0	5		2	1		1				9	10.5
07:45										0	0	14		2							16	16
H/Total	0	0	0	0	0	0	0	0	0	0	0	29	0	6	1	1	1	0	0	0	38	40.8
08:00										0	0	12		2			1				15	16
08:15										0	0	3					1				4	5
08:30										0	0	11		3							14	14
08:45										0	0	12		1	1						14	14.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	38	0	6	1	0	2	0	0	0	47	49.5
09:00										0	0	13			1						14	14.5
09:15										0	0	13		2			2				17	19
09:30										0	0	9									9	9
09:45										0	0	7		2	1						10	10.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	42	0	4	2	0	2	0	0	0	50	53
10:00										0	0	6				1					7	8.3
10:15										0	0	8		1	1	1	1				12	14.8
10:30										0	0	7		4	2		1				14	16
10:45	1									1	1	5									5	5
H/Total	1	0	0	0	0	0	0	0	0	1	1	26	0	5	3	2	2	0	0	0	38	44.1
11:00										0	0	9									9	9
11:15										0	0	11		2			2				15	17
11:30										0	0	11		1							12	12
11:45										0	0	7		1		1					9	10.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	38	0	4	0	1	2	0	0	0	45	48.3
12:00										0	0	6		1							7	7
12:15										0	0	4					1				5	6
12:30	1									1	1	13				1	1				15	17.3
12:45										0	0	7		1	1	1					10	11.8
H/Total	1	0	0	0	0	0	0	0	0	1	1	30	0	2	1	2	2	0	0	0	37	42.1
13:00										0	0	7		3		1					11	12.3
13:15										0	0	5		1			1				7	8
13:30										0	0	7		1	1	1	1				11	13.8
13:45										0	0	7		1	1						9	9.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	26	0	6	2	2	2	0	0	0	38	43.6
14:00										0	0	11		2							13	13
14:15										0	0	5		1	1	2	1				10	14.1
14:30										0	0	5		3							8	8
14:45										0	0	4		4							8	8
H/Total	0	0	0	0	0	0	0	0	0	0	0	25	0	10	1	2	1	0	0	0	39	43.1
15:00										0	0	10		2		2					14	16.6
15:15										0	0	8			1		1				10	11.5
15:30										0	0	15									15	15
15:45										0	0	8		2	1						11	11.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	41	0	4	2	2	1	0	0	0	50	54.6
16:00										0	0	17		3		1			1		22	22.7
16:15										0	0	5		2			1				8	9
16:30										0	0	8		2							10	10
16:45										0	0	8		1			2				11	13
H/Total	0	0	0	0	0	0	0	0	0	0	0	38	0	8	0	1	3	0	1	0	51	54.7
17:00										0	0	16									16	16
17:15										0	0	10				1	1				12	14.3
17:30										0	0	13		1							14	14
17:45										0	0	8		1							9	9
H/Total	0	0	0	0	0	0	0	0	0	0	0	47	0	2	0	1	1	0	0	0	51	53.3
18:00	1									1	1	4		1							5	5
18:15										0	0	8									8	8
18:30										0	0	7					2				9	11
18:45										0	0	9		2							11	11
H/Total	1	0	0	0	0	0	0	0	0	1	1	28	0	3	0	0	2	0	0	0	33	35
Total	3	0	0	0	0	0	0	0	0	3	3	408	0	60	13	14	21	0	1	0	517	562.1

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

Time	A - C											A - D									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	2									2	2	1									1	1
07:15	2								1	3	2.2	1									1	1
07:30	7		2							9	9	1			1						2	2.5
07:45	8									8	8	2		1				1			4	5
H/Total	19	0	2	0	0	0	0	0	1	22	21.2	5	0	1	1	0	0	1	0	0	8	9.5
08:00	10		1				1			12	13	4								7	11	5.4
08:15	10			3						13	14.5	2									2	2
08:30	2									2	2	4		1							5	5
08:45	4		1		1					6	7.3	2				1					3	4.3
H/Total	26	0	2	3	1	0	1	0	0	33	36.8	12	0	1	0	1	0	0	0	7	21	16.7
09:00	4		1	1						6	6.5	1									1	1
09:15	2		1							3	3	1									1	1
09:30	4		1	1						6	6.5										0	0
09:45	4									4	4										0	0
H/Total	14	0	3	2	0	0	0	0	0	19	20	2	0	0	0	0	0	0	0	0	2	2
10:00	7									7	7										0	0
10:15	4									4	4	1									1	1
10:30	5									5	5	1		1							2	2
10:45	3								1	4	3.2	2			1						3	3.5
H/Total	19	0	0	0	0	0	0	0	1	20	19.2	4	0	1	1	0	0	0	0	0	6	6.5
11:00	4									4	4	2		1							3	3
11:15	5		1							6	6	1				1					2	3.3
11:30	2		2							4	4	2		3							5	5
11:45	3		1							4	4										0	0
H/Total	14	0	4	0	0	0	0	0	0	18	18	5	0	4	0	1	0	0	0	0	10	11.3
12:00										0	0	2		1	1						4	4.5
12:15	3				1					4	5.3			1	1						2	2.5
12:30	5									5	5	2		1							3	3
12:45	7									7	7	1				1					2	3.3
H/Total	15	0	0	0	1	0	0	0	0	16	17.3	5	0	3	2	1	0	0	0	0	11	13.3
13:00	2		1							3	3					1					1	2.3
13:15	2									2	2	1		2							3	3
13:30	3									3	3	1		1							2	2
13:45	3									3	3	1									1	1
H/Total	10	0	1	0	0	0	0	0	0	11	11	3	0	3	0	1	0	0	0	0	7	8.3
14:00	6									6	6				1						1	1.5
14:15	4		1							5	5	1		1							2	2
14:30	2									2	2	1									1	1
14:45	8									8	8					1					1	2.3
H/Total	20	0	1	0	0	0	0	0	0	21	21	2	0	1	1	1	0	0	0	0	5	6.8
15:00	1									1	1	4		1							5	5
15:15	3		1							4	4	2				1					3	4.3
15:30	2				1					3	4.3	1									1	1
15:45	5		1							6	6			1			1				2	3
H/Total	11	0	2	0	1	0	0	0	0	14	15.3	7	0	2	0	1	1	0	0	0	11	13.3
16:00	8									8	8	4									4	4
16:15	5		1				1			7	8	3				1					4	5.3
16:30	3		1						1	5	4.2	3				1					4	5.3
16:45	1									1	1	2		1							3	3
H/Total	17	0	2	0	0	0	1	0	1	21	21.2	12	0	1	0	2	0	0	0	0	15	17.6
17:00	6									6	6	3		1							4	4
17:15	3									3	3	3									3	3
17:30	4									4	4	2									2	2
17:45	2							1		3	2.4	1									1	1
H/Total	15	0	0	0	0	0	0	1	0	16	15.4	9	0	1	0	0	0	0	0	0	10	10
18:00	4									4	4	1									1	1
18:15	3		1							4	4	1				1					2	3.3
18:30	2									2	2	1									1	1
18:45	1									1	1	1									1	1
H/Total	10	0	1	0	0	0	0	0	0	11	11	4	0	0	0	1	0	0	0	0	5	6.3
Total	190	0	18	5	3	0	2	1	3	222	227.4	70	0	18	5	9	1	1	0	7	111	121.6

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

Time	B - A											B - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	3									3	3										0	0
07:15	1		1							2	2										0	0
07:30	6		3		1	3				13	17.3										0	0
07:45	7					1				8	9	1									1	1
H/Total	17	0	4	0	1	4	0	0	0	26	31.3	1	0	0	0	0	0	0	0	0	1	1
08:00	3		1							4	4										0	0
08:15	3				1					4	5.3										0	0
08:30	8		3		1					12	13.3										0	0
08:45	11		4			1				16	17	1									1	1
H/Total	25	0	8	0	2	1	0	0	0	36	39.6	1	0	0	0	0	0	0	0	0	1	1
09:00	4		1	1						6	6.5										0	0
09:15	7		4	1						12	12.5										0	0
09:30	9		1			2				12	14										0	0
09:45	13		1							14	14										0	0
H/Total	33	0	7	2	0	2	0	0	0	44	47	0	0	0	0	0	0	0	0	0	0	0
10:00	15		3	1				1		20	19.9	1									1	1
10:15	5		1	1						7	7.5										0	0
10:30	12		2			1				15	16										0	0
10:45	7		3	2	4					16	22.2										0	0
H/Total	39	0	9	4	4	1	0	1	0	58	65.6	1	0	0	0	0	0	0	0	0	1	1
11:00	8		1	1	2					12	15.1										0	0
11:15	6		4							10	10										0	0
11:30	9		4							13	13										0	0
11:45	5					2				7	9										0	0
H/Total	28	0	9	1	2	2	0	0	0	42	47.1	0	0	0	0	0	0	0	0	0	0	0
12:00	17		2	1	1					21	22.8										0	0
12:15	7									7	7	1									1	1
12:30	15			1						16	16.5										0	0
12:45	9		2	1		1				13	14.5										0	0
H/Total	48	0	4	3	1	1	0	0	0	57	60.8	1	0	0	0	0	0	0	0	0	1	1
13:00	7		1							8	8										0	0
13:15	7			1	1					9	10.8										0	0
13:30	5		1							6	6	1									1	1
13:45	7		1			1				9	10										0	0
H/Total	26	0	3	1	1	1	0	0	0	32	34.8	1	0	0	0	0	0	0	0	0	1	1
14:00	11		2	2						15	16										0	0
14:15	9				1					10	11.3										0	0
14:30	10			1	1					12	13.8										0	0
14:45	13									13	13	1									1	1
H/Total	43	0	2	3	2	0	0	0	0	50	54.1	1	0	0	0	0	0	0	0	0	1	1
15:00	11		3							14	14										0	0
15:15	12		2	1						15	15.5	1									1	1
15:30	10		1							11	11										0	0
15:45	18									18	18										0	0
H/Total	51	0	6	1	0	0	0	0	0	58	58.5	1	0	0	0	0	0	0	0	0	1	1
16:00	13					2				15	17										0	0
16:15	8		1		1					10	11.3										0	0
16:30	17		2							19	19										0	0
16:45	17		2				1			20	21										0	0
H/Total	55	0	5	0	1	2	1	0	0	64	68.3	0	0	0	0	0	0	0	0	0	0	0
17:00	12		2							14	14	1									1	1
17:15	7		1			1				9	10										0	0
17:30	19				1					20	21.3	1									1	1
17:45	16									16	16	1		1							2	2
H/Total	54	0	3	0	1	1	0	0	0	59	61.3	3	0	1	0	0	0	0	0	0	4	4
18:00	14		2			1				17	18										0	0
18:15	10		3			1				14	15										0	0
18:30	8									8	8										0	0
18:45	6		1	1						8	8.5										0	0
H/Total	38	0	6	1	0	2	0	0	0	47	49.5	0	0	0	0	0	0	0	0	0	0	0
Total	457	0	66	16	15	17	1	1	0	573	617.9	10	0	1	0	0	0	0	0	0	11	11

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

Time	B - C											B - D									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	57		11					1		69	68.4	63		23	1	3	2			1	93	98.6
07:15	34		9		1	2		1		47	49.7	51		17	2		1				71	73
07:30	67		13	1		1				82	83.5	66		17	4	2	1	1			91	97.6
07:45	71		12					1		84	83.4	59		24	8	3	1		1		96	104.3
H/Total	229	0	45	1	1	3	0	3	0	282	285	239	0	81	15	8	5	1	1	1	351	373.5
08:00	68		9							77	77	56		14	2	2			1		75	78
08:15	55		10	2						67	68	73		14	3	1					91	93.8
08:30	56		17	3	2					78	82.1	62		16	4	4		3			89	99.2
08:45	24		13	1	1					39	40.8	52		14	6	4					76	84.2
H/Total	203	0	49	6	3	0	0	0	0	261	267.9	243	0	58	15	11	0	3	1	0	331	355.2
09:00	34		7	1				1		43	42.9	50		17	6	4					77	85.2
09:15	25		6	2						33	34	38		7	5	3					53	59.4
09:30	30		5							35	35	37		5	5	2	1	2	1		53	60.5
09:45	23		4	6	1					34	38.3	43		11	3	5		1	4		67	73.6
H/Total	112	0	22	9	1	0	0	1	0	145	150.2	168	0	40	19	14	1	3	5	0	250	278.7
10:00	29		10			1				40	41	36		14	3	1					54	56.8
10:15	32		6	1	1					40	41.8	44		11	6	1		1	1		64	68.7
10:30	33		6	3	1					43	45.8	59		14	2	2		1	1		79	83
10:45	27		6	1	2					36	39.1	56		13	4	2	3				78	85.6
H/Total	121	0	28	5	4	1	0	0	0	159	167.7	195	0	52	15	6	3	2	2	0	275	294.1
11:00	33		7							40	40	52		12	3	4			1		72	78.1
11:15	38		6	2						46	47	70		7	2	4					83	89.2
11:30	28		9	1	1					39	40.8	55		13	2	5					75	82.5
11:45	28		3		1					32	33.3	54		5	4	2					65	69.6
H/Total	127	0	25	3	2	0	0	0	0	157	161.1	231	0	37	11	15	0	0	1	0	295	319.4
12:00	26		7	2						35	36	85		13	3	3			2		106	110.2
12:15	25		11	1				1	1	39	38.1	67		14	6	11		1			99	117.3
12:30	27		4		1		1			33	35.3	59		15	4	4	1				83	91.2
12:45	31		5	2						38	39	76		13	6	1			1		97	100.7
H/Total	109	0	27	5	1	0	1	1	1	145	148.4	287	0	55	19	19	1	1	3	0	385	419.4
13:00	29		10	1	1					41	42.8	75		19	3	3			1		101	105.8
13:15	38		8	2						48	49	78		21	4	1			1		105	107.7
13:30	35		9	2						46	47	82		10	5	4		1	3		105	111.9
13:45	33		7	2	1	1				44	47.3	81		8	5	1		1	1		97	101.2
H/Total	135	0	34	7	2	1	0	0	0	179	186.1	316	0	58	17	9	0	2	6	0	408	426.6
14:00	28		7	4						39	41	73		21	5	3	1	1	3		107	113.6
14:15	40		11	1				1		53	52.9	76		13	13	8		1			111	128.9
14:30	36		8	1	1					46	47.8	63		15	8	5		1			92	103.5
14:45	38		6	1		1		4		50	49.1	75		12	3	2			3		95	97.3
H/Total	142	0	32	7	1	1	0	5	0	188	190.8	287	0	61	29	18	1	3	6	0	405	443.3
15:00	37		8	2		1				48	50	71		14	1	3					89	93.4
15:15	43		7	3				1		54	54.9	74		22	1	1			4		102	101.4
15:30	40		8	2						50	51	70		18	2	2		1			93	97.6
15:45	49		10	1	1		1			62	64.8	84		16	4	3		2			109	116.9
H/Total	169	0	33	8	1	1	1	1	0	214	220.7	299	0	70	8	9	0	3	4	0	393	409.3
16:00	41		9	1	6					57	65.3	99		26		2		1			128	131.6
16:15	43		7	1	1	1				53	55.8	102		29	2	5			1		139	145.9
16:30	34		6	1	1			3		45	45	115		21	1	3			2		142	145.2
16:45	44		9	2	1					56	58.3	112		14		2					128	130.6
H/Total	162	0	31	5	9	1	0	3	0	211	224.4	428	0	90	3	12	0	1	3	0	537	553.3
17:00	64		2	2	1		1			70	73.3	126		24	2	1			1		154	155.7
17:15	51		11		1			1		64	64.7	149		11	1	2			2		165	166.9
17:30	61		8							69	69	114		14	2	1			1		132	133.7
17:45	47		6	1						54	54.5	89		10	3	2					104	108.1
H/Total	223	0	27	3	2	0	1	1	0	257	261.5	478	0	59	8	6	0	0	4	0	555	564.4
18:00	34		4	1						39	39.5	74		9	2	1			2		88	89.1
18:15	27		2					1		30	29.4	61		6	2				2		71	70.8
18:30	31		2	1				1		35	34.9	62		6		3					71	74.9
18:45	29		5							34	34	59		9					1		69	68.4
H/Total	121	0	13	2	0	0	0	2	0	138	137.8	256	0	30	4	4	0	0	5	0	299	303.2
Total	1853	0	366	61	27	8	3	17	1	2336	2401.6	3427	0	691	163	131	11	19	41	1	4484	4740.4

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
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Date: **07 June 2017, Wednesday**

traffic survey partners

Time	C - A											C - B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1						1			2	3	27		8	1	3					39	43.4
07:15					1					1	2.3	32		8	1	2					43	46.1
07:30							1			1	2	43		6		1					50	51.3
07:45	7			1						8	8.5	53		10	1	1					65	66.8
H/Total	8	0	0	1	1	0	2	0	0	12	15.8	155	0	32	3	7	0	0	0	0	197	207.6
08:00	4									4	4	64		5	3			1			73	75.5
08:15	1			1						2	2.5	42		9	3	1	1		1		57	60.2
08:30	10			1						11	11.5	32		6				1			39	40
08:45	8			1						9	9.5	35		9	3	2					49	53.1
H/Total	23	0	0	3	0	0	0	0	0	26	27.5	173	0	29	9	3	1	2	1	0	218	228.8
09:00	2		1	1						4	4.5	33		11			1				45	46
09:15	4			1						5	5.5	38		5	1	1			1		46	47.2
09:30	2									2	2	32		1	3						36	37.5
09:45	4		1							5	5	27		9	2						38	39
H/Total	12	0	2	2	0	0	0	0	0	16	17	130	0	26	6	1	1	0	1	0	165	169.7
10:00	4		1							5	5	34		7					1		42	41.4
10:15	1		1							2	2	24		11	2	1					38	40.3
10:30	4									4	4	24		6	1						31	31.5
10:45	2		2							4	4	24		6	1		1	1	3		36	36.7
H/Total	11	0	4	0	0	0	0	0	0	15	15	106	0	30	4	1	1	1	4	0	147	149.9
11:00	2									2	2	31		8	2	1	1				43	46.3
11:15	3									3	3	30		3	3	1	1				38	41.8
11:30	5		1							6	6	30		9	2						41	42
11:45	1		1							2	2	30		8	1						39	39.5
H/Total	11	0	2	0	0	0	0	0	0	13	13	121	0	28	8	2	2	0	0	0	161	169.6
12:00	6				1				1	8	8.5	24		2	4				2		32	32.8
12:15	2									2	2	32		5	3	1					41	43.8
12:30	4				1					5	6.3	24		10	5	2					41	46.1
12:45	7		1							8	8	39		6	1						46	46.5
H/Total	19	0	1	0	2	0	0	0	1	23	24.8	119	0	23	13	3	0	0	2	0	160	169.2
13:00	2		1							3	3	30		8	1						39	39.5
13:15	3		1	1						5	5.5	34		4	1	3					42	46.4
13:30	4									4	4	39		2	1	1					43	44.8
13:45	2									2	2	28		8	3	3					42	47.4
H/Total	11	0	2	1	0	0	0	0	0	14	14.5	131	0	22	6	7	0	0	0	0	166	178.1
14:00	3		1							4	4	29		9					1		39	38.4
14:15	2									2	2	32		3	2		1				38	40
14:30	4									4	4	47		8		1					56	57.3
14:45	3		1							4	4	43		6	1				1		51	50.9
H/Total	12	0	2	0	0	0	0	0	0	14	14	151	0	26	3	1	1	0	2	0	184	186.6
15:00	4		1		1					6	7.3	39		15	1			1			56	57.5
15:15	8		2							10	10	47		13							60	60
15:30	7								1	8	7.2	56		12	1	1					70	71.8
15:45	3									3	3	45		7	3						55	56.5
H/Total	22	0	3	0	1	0	0	0	1	27	27.5	187	0	47	5	1	0	1	0	0	241	245.8
16:00	9		1	1						11	11.5	66		13	1						80	80.5
16:15	8		1							9	9	74		9		2	1		1		87	90
16:30	6								1	7	6.2	81		8		1	2				92	95.3
16:45	5						1			6	7	47		9					1		57	56.4
H/Total	28	0	2	1	0	0	1	0	1	33	33.7	268	0	39	1	3	3	0	2	0	316	322.2
17:00	4									4	4	61		11					2		74	72.8
17:15	7		1							8	8	65		10							75	75
17:30	8		1							9	9	55		4	1	1			1		62	63.2
17:45	2									2	2	56		3	1	1			2		63	63.6
H/Total	21	0	2	0	0	0	0	0	0	23	23	237	0	28	2	2	0	0	5	0	274	274.6
18:00	7		1							8	8	43		2		1			4		50	48.9
18:15	7									7	7	34		10					10		54	48
18:30	8									8	8	34		5		1			10		50	45.3
18:45	6									6	6	36		6	1		1	1	9		54	51.1
H/Total	28	0	1	0	0	0	0	0	0	29	29	147	0	23	1	2	1	1	33	0	208	193.3
Total	206	0	21	8	4	0	3	0	3	245	254.8	1925	0	353	61	33	10	5	50	0	2437	2495.4

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
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Date: **07 June 2017, Wednesday**

traffic survey partners

Time	C - C											C - D									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00										0	0	9			1						10	10.5
07:15										0	0	7		4			1				12	13
07:30										0	0	10		2				1			13	14
07:45										0	0	20		7	1			1			29	30.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	46	0	13	2	0	1	2	0	0	64	68
08:00										0	0	9		2		1					12	13.3
08:15										0	0	9		2	2						13	14
08:30										0	0	13		1							14	14
08:45	1									1	1	3		2		2					7	9.6
H/Total	1	0	0	0	0	0	0	0	0	1	1	34	0	7	2	3	0	0	0	0	46	50.9
09:00										0	0	12		2		1					15	16.3
09:15	2									2	2	11		7			1				19	20
09:30										0	0	6		5		1					12	13.3
09:45										0	0	9		2							11	11
H/Total	2	0	0	0	0	0	0	0	0	2	2	38	0	16	0	2	1	0	0	0	57	60.6
10:00										0	0	3		1	1						5	5.5
10:15										0	0	3		2	1	1		1			8	10.8
10:30										0	0	4			1	1					6	7.8
10:45										0	0	8		2	2	2					14	17.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	18	0	5	5	4	0	1	0	0	33	41.7
11:00										0	0	6		1	1	3	1				12	17.4
11:15										0	0	8			1						9	9.5
11:30										0	0	8		2						1	11	10.2
11:45	1									1	1	3		1	2						6	7
H/Total	1	0	0	0	0	0	0	0	0	1	1	25	0	4	4	3	1	0	0	1	38	44.1
12:00										0	0	13		4	1						18	18.5
12:15										0	0	7		2							9	9
12:30										0	0	7		4	2	1					14	16.3
12:45	1									1	1	8		1							9	9
H/Total	1	0	0	0	0	0	0	0	0	1	1	35	0	11	3	1	0	0	0	0	50	52.8
13:00										0	0	15		3		2					20	22.6
13:15	1									1	1	8		4		1					13	14.3
13:30										0	0	10		5		2	1				18	21.6
13:45	1									1	1	11		2	2						15	16
H/Total	2	0	0	0	0	0	0	0	0	2	2	44	0	14	2	5	1	0	0	0	66	74.5
14:00										0	0	11		4	2						17	18
14:15										0	0	7		3		1		1			12	14.3
14:30										0	0	10			1						11	11.5
14:45										0	0	15		4	1	1					21	22.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	43	0	11	4	2	0	1	0	0	61	66.6
15:00	2									2	2	18		4							22	22
15:15										0	0	16		3			1				20	21
15:30			1							1	1	10		2					1		13	12.4
15:45										0	0	13									13	13
H/Total	2	0	1	0	0	0	0	0	0	3	3	57	0	9	0	0	1	0	1	0	68	68.4
16:00										0	0	31		4	1			2			38	40.5
16:15										0	0	24		3				1			28	29
16:30										0	0	24		7	1					1	33	32.7
16:45										0	0	9		3	1		1				14	15.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	88	0	17	3	0	1	3	0	1	113	117.7
17:00										0	0	17		2	1						20	20.5
17:15										0	0	18		2							20	20
17:30	1									1	1	15		1							16	16
17:45										0	0	11			2			1			14	16
H/Total	1	0	0	0	0	0	0	0	0	1	1	61	0	5	3	0	0	1	0	0	70	72.5
18:00										0	0	8									8	8
18:15	1									1	1	13		4		1					18	19.3
18:30										0	0	13					1				14	15
18:45	1									1	1	6		2							8	8
H/Total	2	0	0	0	0	0	0	0	0	2	2	40	0	6	0	1	1	0	0	0	48	50.3
Total	12	0	1	0	0	0	0	0	0	13	13	529	0	118	28	21	7	8	1	2	714	768.1

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

tsp traffic survey partners

Time	D - A											D - B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00										0	0	68		24	3	2					97	101.1
07:15	1									1	1	65		23	5	3					96	102.4
07:30										0	0	74		26	5	5					110	119
07:45	1					1				2	3	106		19	7	7			2		141	152.4
H/Total	2	0	0	0	0	1	0	0	0	3	4	313	0	92	20	17	0	0	2	0	444	474.9
08:00			1							1	1	107		18	6	5		1	1		138	147.9
08:15	1									1	1	120		19	5	4		1	1		150	158.1
08:30	3		1							4	4	97		22	3	5			1	1	129	135.6
08:45										0	0	109		17	6	4		2			138	148.2
H/Total	4	0	2	0	0	0	0	0	0	6	6	433	0	76	20	18	0	4	3	1	555	589.8
09:00			2							2	2	87		21	4	1		1			114	118.3
09:15										0	0	75		15	4	1			1		96	98.7
09:30	1									1	1	69		16	6	4			3		98	104.4
09:45										0	0	89		14	7	2		2			114	122.1
H/Total	1	0	2	0	0	0	0	0	0	3	3	320	0	66	21	8	0	3	4	0	422	443.5
10:00										0	0	69		14	2	3		1			89	94.9
10:15	1			2						3	4	76		9	2	3					90	94.9
10:30	1			1						2	2.5	77		15	1	3		1			97	102.4
10:45										0	0	68		7	1	5					81	88
H/Total	2	0	0	3	0	0	0	0	0	5	6.5	290	0	45	6	14	0	2	0	0	357	380.2
11:00										0	0	80		5	2	1		1			89	92.3
11:15	2									2	2	92		9	3	4			1		109	115.1
11:30										0	0	66		12	4	6					88	97.8
11:45										0	0	70		15	2	3			2		92	95.7
H/Total	2	0	0	0	0	0	0	0	0	2	2	308	0	41	11	14	0	1	3	0	378	400.9
12:00	1									1	1	64		8	1	1			1		75	76.2
12:15										0	0	53		16	1	2			1		73	75.5
12:30	1									1	1	57		15	2	5			5		84	88.5
12:45	2		1		1					4	5.3	61		15	4	5			3		88	94.7
H/Total	4	0	1	0	1	0	0	0	0	6	7.3	235	0	54	8	13	0	0	10	0	320	334.9
13:00					1					1	2.3	55		9	3	3					70	75.4
13:15	1									1	1	59		11	4	4		1	1		80	87.6
13:30	3			1						4	4.5	51		21	5	5			4		86	92.6
13:45					1					1	2.3	58		15	6	3			1		83	89.3
H/Total	4	0	0	1	2	0	0	0	0	7	10.1	223	0	56	18	15	0	1	6	0	319	344.9
14:00	1		1		1					3	4.3	51		11		1					63	64.3
14:15	2		1							3	3	70		11	4	4			1		90	96.6
14:30	1		1							2	2	63		17	6	3		1	2		92	98.7
14:45	2									2	2	58		16	2	1		2			79	83.3
H/Total	6	0	3	0	1	0	0	0	0	10	11.3	242	0	55	12	9	0	3	3	0	324	342.9
15:00	3				2					5	7.6	60		12	1	1			1		75	76.2
15:15	1				1					2	3.3	54		12	4	2		1	1		74	79
15:30	4				2					6	8.6	84		20	4	2		1	2		113	117.4
15:45										0	0	55		12	1	3			2		73	76.2
H/Total	8	0	0	0	5	0	0	0	0	13	19.5	253	0	56	10	8	0	2	6	0	335	348.8
16:00	1									1	1	70		17	4	7				1	99	109.3
16:15	1		1							2	2	74		17	3	2		1			97	102.1
16:30	2									2	2	81		19	1	2	1	1	1		106	110.5
16:45										0	0	83		31	4	4			2		124	130
H/Total	4	0	1	0	0	0	0	0	0	5	5	308	0	84	12	15	1	2	3	1	426	451.9
17:00	3									3	3	83		16	3	1			2		105	106.6
17:15	1									1	1	86		14	3	2			1		106	109.5
17:30	2									2	2	91		10	1	1	1		1		105	107.2
17:45	4									4	4	92		6	1	1	1		4		105	105.4
H/Total	10	0	0	0	0	0	0	0	0	10	10	352	0	46	8	5	2	0	8	0	421	428.7
18:00	1		1							2	2	88		5	2				2	1	98	97
18:15	1									1	1	77		6	1	3			10		97	95.4
18:30	2									2	2	64		6		1	1		4		76	75.9
18:45										0	0	54		8		1	1		1		65	66.7
H/Total	4	0	1	0	0	0	0	0	0	5	5	283	0	25	3	5	2	0	17	1	336	335
Total	51	0	10	4	9	1	0	0	0	75	89.7	3560	0	696	149	141	5	18	65	3	4637	4876.4

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

traffic survey partners

Time	D - C											D - D									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	17		4							21	21			1							1	1
07:15	18		5		3					26	29.9			1							1	1
07:30	20		7	2						29	30	2									2	2
07:45	21		4			1				26	27	2		3							5	5
H/Total	76	0	20	2	3	1	0	0	0	102	107.9	4	0	5	0	0	0	0	0	0	9	9
08:00	19		2			1	2	1		25	27.4	1		2							3	3
08:15	12		3	1						16	16.5	1									1	1
08:30	16		2	1						19	19.5			2							2	2
08:45	16		2		1					19	20.3										0	0
H/Total	63	0	9	2	1	1	2	1	0	79	83.7	2	0	4	0	0	0	0	0	0	6	6
09:00	18		1	1	1					21	22.8										0	0
09:15	10		3	2	1		2			18	22.3										0	0
09:30	6		1							7	7	1									1	1
09:45	8		1	3	1	1				14	17.8										0	0
H/Total	42	0	6	6	3	1	2	0	0	60	69.9	1	0	0	0	0	0	0	0	0	1	1
10:00	6		1	2	1					10	12.3					1					1	2.3
10:15	13		1		1					15	16.3										0	0
10:30	12		2	1	1					16	17.8										0	0
10:45	5		1							6	6										0	0
H/Total	36	0	5	3	3	0	0	0	0	47	52.4	0	0	0	0	1	0	0	0	0	1	2.3
11:00	5		2	2		1				10	12				1						1	1.5
11:15	7		1							8	8	1									1	1
11:30	7		2	1						10	10.5			1							1	1
11:45	10		4	2		1				17	19										0	0
H/Total	29	0	9	5	0	2	0	0	0	45	49.5	1	0	1	1	0	0	0	0	0	3	3.5
12:00	6		1		2					9	11.6										0	0
12:15	9				2					11	13.6	1									1	1
12:30	8		3	1	1					13	14.8										0	0
12:45	7		1	1	2					11	14.1										0	0
H/Total	30	0	5	2	7	0	0	0	0	44	54.1	1	0	0	0	0	0	0	0	0	1	1
13:00	7		3					1		11	10.4			1							1	1
13:15	10		1	1						12	12.5	1									1	1
13:30	10		3				1			14	15										0	0
13:45	6		5	2	2					15	18.6										0	0
H/Total	33	0	12	3	2	0	1	1	0	52	56.5	1	0	1	0	0	0	0	0	0	2	2
14:00	11		2							13	13										0	0
14:15	8		2	1	1					12	13.8					1					1	2.3
14:30	7		4		1					12	13.3										0	0
14:45	9				1					10	11.3	1									1	1
H/Total	35	0	8	1	3	0	0	0	0	47	51.4	1	0	0	0	1	0	0	0	0	2	3.3
15:00	7		2							9	9	1									1	1
15:15	10		1							11	11										0	0
15:30	16		1							17	17	1									1	1
15:45	12		1		1					14	15.3										0	0
H/Total	45	0	5	0	1	0	0	0	0	51	52.3	2	0	0	0	0	0	0	0	0	2	2
16:00	6		3	3						12	13.5										0	0
16:15	9		2	3	2		1		1	18	22.3										0	0
16:30	9		3		1	1				14	16.3										0	0
16:45	11			1	1	1		1		15	17.2										0	0
H/Total	35	0	8	7	4	2	1	1	1	59	69.3	0	0	0	0	0	0	0	0	0	0	0
17:00	17		1		1					19	20.3			1							1	1
17:15	11		1							12	12			1		1					2	3.3
17:30	13									13	13										0	0
17:45	10		1							11	11	1									1	1
H/Total	51	0	3	0	1	0	0	0	0	55	56.3	1	0	2	0	1	0	0	0	0	4	5.3
18:00	8		1							9	9	1									1	1
18:15	8		1			1				10	11	2				1					3	4.3
18:30	6							4		10	7.6	1									1	1
18:45	3									3	3				1						1	1.5
H/Total	25	0	2	0	0	1	0	4	0	32	30.6	4	0	0	1	1	0	0	0	0	6	7.8
Total	500	0	92	31	28	8	6	7	1	673	733.9	18	0	13	2	4	0	0	0	0	37	43.2

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
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Date: **07 June 2017, Wednesday**

traffic survey partners

Time	From A											To A									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7	0	1	0	0	0	0	0	0	8	8	4	0	0	0	0	0	1	0	0	5	6
07:15	9	0	1	0	1	0	0	0	1	12	12.5	2	0	1	0	1	0	0	0	0	4	5.3
07:30	13	0	4	2	0	1	0	0	0	20	22	6	0	3	0	1	3	1	0	0	14	19.3
07:45	24	0	3	0	0	0	1	0	0	28	29	15	0	0	1	0	2	0	0	0	18	20.5
H/Total	53	0	9	2	1	1	1	0	1	68	71.5	27	0	4	1	2	5	2	0	0	41	51.1
08:00	26	0	3	0	0	1	1	0	7	38	34.4	7	0	2	0	0	0	0	0	0	9	9
08:15	15	0	0	3	0	1	0	0	0	19	21.5	5	0	0	1	1	0	0	0	0	7	8.8
08:30	17	0	4	0	0	0	0	0	0	21	21	21	0	4	1	1	0	0	0	0	27	28.8
08:45	18	0	2	1	2	0	0	0	0	23	26.1	19	0	4	1	0	1	0	0	0	25	26.5
H/Total	76	0	9	4	2	2	1	0	7	101	103	52	0	10	3	2	1	0	0	0	68	73.1
09:00	18	0	1	2	0	0	0	0	0	21	22	6	0	4	2	0	0	0	0	0	12	13
09:15	16	0	3	0	0	2	0	0	0	21	23	11	0	4	2	0	0	0	0	0	17	18
09:30	13	0	1	1	0	0	0	0	0	15	15.5	12	0	1	0	0	2	0	0	0	15	17
09:45	11	0	2	1	0	0	0	0	0	14	14.5	17	0	2	0	0	0	0	0	0	19	19
H/Total	58	0	7	4	0	2	0	0	0	71	75	46	0	11	4	0	2	0	0	0	63	67
10:00	13	0	0	0	1	0	0	0	0	14	15.3	19	0	4	1	0	0	0	1	0	25	24.9
10:15	13	0	1	1	1	1	0	0	0	17	19.8	7	0	2	3	0	0	0	0	0	12	13.5
10:30	13	0	5	2	0	1	0	0	0	21	23	17	0	2	1	0	1	0	0	0	21	22.5
10:45	11	0	0	1	0	0	0	0	1	13	12.7	10	0	5	2	4	0	0	0	0	21	27.2
H/Total	50	0	6	4	2	2	0	0	1	65	70.8	53	0	13	7	4	1	0	1	0	79	88.1
11:00	15	0	1	0	0	0	0	0	0	16	16	10	0	1	1	2	0	0	0	0	14	17.1
11:15	17	0	3	0	1	2	0	0	0	23	26.3	11	0	4	0	0	0	0	0	0	15	15
11:30	15	0	6	0	0	0	0	0	0	21	21	14	0	5	0	0	0	0	0	0	19	19
11:45	10	0	2	0	1	0	0	0	0	13	14.3	6	0	1	0	0	2	0	0	0	9	11
H/Total	57	0	12	0	2	2	0	0	0	73	77.6	41	0	11	1	2	2	0	0	0	57	62.1
12:00	8	0	2	1	0	0	0	0	0	11	11.5	24	0	2	1	2	0	0	0	1	30	32.3
12:15	7	0	1	1	1	1	0	0	0	11	13.8	9	0	0	0	0	0	0	0	0	9	9
12:30	21	0	1	0	1	1	0	0	0	24	26.3	21	0	0	1	1	0	0	0	0	23	24.8
12:45	15	0	1	1	2	0	0	0	0	19	22.1	18	0	4	1	1	1	0	0	0	25	27.8
H/Total	51	0	5	3	4	2	0	0	0	65	73.7	72	0	6	3	4	1	0	0	1	87	93.9
13:00	9	0	4	0	2	0	0	0	0	15	17.6	9	0	2	0	1	0	0	0	0	12	13.3
13:15	8	0	3	0	0	1	0	0	0	12	13	11	0	1	2	1	0	0	0	0	15	17.3
13:30	11	0	2	1	1	1	0	0	0	16	18.8	12	0	1	1	0	0	0	0	0	14	14.5
13:45	11	0	1	1	0	0	0	0	0	13	13.5	9	0	1	0	1	1	0	0	0	12	14.3
H/Total	39	0	10	2	3	2	0	0	0	56	62.9	41	0	5	3	3	1	0	0	0	53	59.4
14:00	17	0	2	1	0	0	0	0	0	20	20.5	15	0	4	2	1	0	0	0	0	22	24.3
14:15	10	0	3	1	2	1	0	0	0	17	21.1	13	0	1	0	1	0	0	0	0	15	16.3
14:30	8	0	3	0	0	0	0	0	0	11	11	15	0	1	1	1	0	0	0	0	18	19.8
14:45	12	0	4	0	1	0	0	0	0	17	18.3	18	0	1	0	0	0	0	0	0	19	19
H/Total	47	0	12	2	3	1	0	0	0	65	70.9	61	0	7	3	3	0	0	0	0	74	79.4
15:00	15	0	3	0	2	0	0	0	0	20	22.6	18	0	4	0	3	0	0	0	0	25	28.9
15:15	13	0	1	1	1	1	0	0	0	17	19.8	21	0	4	1	1	0	0	0	0	27	28.8
15:30	18	0	0	0	1	0	0	0	0	19	20.3	21	0	1	0	2	0	0	0	1	25	26.8
15:45	13	0	4	1	0	1	0	0	0	19	20.5	21	0	0	0	0	0	0	0	0	21	21
H/Total	59	0	8	2	4	2	0	0	0	75	83.2	81	0	9	1	6	0	0	0	1	98	105.5
16:00	29	0	3	0	1	0	0	1	0	34	34.7	23	0	1	1	0	2	0	0	0	27	29.5
16:15	13	0	3	0	1	1	1	0	0	19	22.3	17	0	3	0	1	0	0	0	0	21	22.3
16:30	14	0	3	0	1	0	0	0	1	19	19.5	25	0	2	0	0	0	0	0	1	28	27.2
16:45	11	0	2	0	0	2	0	0	0	15	17	22	0	2	0	0	0	2	0	0	26	28
H/Total	67	0	11	0	3	3	1	1	1	87	93.5	87	0	8	1	1	2	2	0	1	102	107
17:00	25	0	1	0	0	0	0	0	0	26	26	19	0	2	0	0	0	0	0	0	21	21
17:15	16	0	0	0	1	1	0	0	0	18	20.3	15	0	2	0	0	1	0	0	0	18	19
17:30	19	0	1	0	0	0	0	0	0	20	20	29	0	1	0	1	0	0	0	0	31	32.3
17:45	11	0	1	0	0	0	0	1	0	13	12.4	22	0	0	0	0	0	0	0	0	22	22
H/Total	71	0	3	0	1	1	0	1	0	77	78.7	85	0	5	0	1	1	0	0	0	92	94.3
18:00	10	0	1	0	0	0	0	0	0	11	11	23	0	4	0	0	1	0	0	0	28	29
18:15	12	0	1	0	1	0	0	0	0	14	15.3	18	0	3	0	0	1	0	0	0	22	23
18:30	10	0	0	0	0	2	0	0	0	12	14	18	0	0	0	0	0	0	0	0	18	18
18:45	11	0	2	0	0	0	0	0	0	13	13	12	0	1	1	0	0	0	0	0	14	14.5
H/Total	43	0	4	0	1	2	0	0	0	50	53.3	71	0	8	1	0	2	0	0	0	82	84.5
Total	671	0	96	23	26	22	3	2	10	853	914.1	717	0	97	28	28	18	4	1	3	896	965.4

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

traffic survey partners

Time	From B											To B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	123	0	34	1	3	2	0	1	1	165	170	99	0	33	4	5	0	0	0	0	141	149.5
07:15	86	0	27	2	1	3	0	1	0	120	124.7	103	0	32	6	6	0	0	0	0	147	157.8
07:30	139	0	33	5	3	5	1	0	0	186	198.4	122	0	34	6	6	1	0	0	0	169	180.8
07:45	138	0	36	8	3	2	0	2	0	189	197.7	174	0	31	8	8	0	0	2	0	223	236.2
H/Total	486	0	130	16	10	12	1	4	1	660	690.8	498	0	130	24	25	1	0	2	0	680	724.3
08:00	127	0	24	2	2	0	0	1	0	156	159	183	0	25	9	5	1	2	1	0	226	239.4
08:15	131	0	24	5	2	0	0	0	0	162	167.1	165	0	28	8	5	2	1	2	0	211	223.3
08:30	126	0	36	7	7	0	3	0	0	179	194.6	140	0	31	3	5	0	1	1	1	182	189.6
08:45	88	0	31	7	5	1	0	0	0	132	143	157	0	27	10	6	0	2	0	0	202	216.8
H/Total	472	0	115	21	16	1	3	1	0	629	663.7	645	0	111	30	21	3	6	4	1	821	869.1
09:00	88	0	25	8	4	0	0	1	0	126	134.6	133	0	32	5	1	1	1	0	0	173	178.8
09:15	70	0	17	8	3	0	0	0	0	98	105.9	126	0	22	5	2	2	0	2	0	159	164.9
09:30	76	0	11	5	2	3	2	1	0	100	109.5	110	0	17	9	4	0	0	3	0	143	150.9
09:45	79	0	16	9	6	0	1	4	0	115	125.9	123	0	25	10	2	0	2	0	0	162	171.6
H/Total	313	0	69	30	15	3	3	6	0	439	475.9	492	0	96	29	9	3	3	5	0	637	666.2
10:00	81	0	27	4	1	1	0	1	0	115	118.7	110	0	21	2	4	0	1	1	0	139	145.6
10:15	81	0	18	8	2	0	1	1	0	111	118	108	0	21	5	5	1	0	0	0	140	150
10:30	104	0	22	5	3	1	1	1	0	137	144.8	108	0	25	4	3	1	1	0	0	142	149.9
10:45	90	0	22	7	8	3	0	0	0	130	146.9	97	0	13	2	5	1	1	3	0	122	129.7
H/Total	356	0	89	24	14	5	2	3	0	493	528.4	423	0	80	13	17	3	3	4	0	543	575.2
11:00	93	0	20	4	6	0	0	1	0	124	133.2	120	0	13	4	2	1	1	0	0	141	147.6
11:15	114	0	17	4	4	0	0	0	0	139	146.2	133	0	14	6	5	3	0	1	0	162	173.9
11:30	92	0	26	3	6	0	0	0	0	127	136.3	107	0	22	6	6	0	0	0	0	141	151.8
11:45	87	0	8	4	3	2	0	0	0	104	111.9	107	0	24	3	4	0	0	2	0	140	145.5
H/Total	386	0	71	15	19	2	0	1	0	494	527.6	467	0	73	19	17	4	1	3	0	584	618.8
12:00	128	0	22	6	4	0	0	2	0	162	169	94	0	11	5	1	0	0	3	0	114	116
12:15	100	0	25	7	11	0	1	1	1	146	163.4	90	0	21	4	3	1	0	1	0	120	126.3
12:30	101	0	19	5	5	1	1	0	0	132	143	94	0	25	7	8	1	0	5	0	140	151.9
12:45	116	0	20	9	1	1	0	1	0	148	154.2	107	0	22	6	6	0	0	3	0	144	153
H/Total	445	0	86	27	21	2	2	4	1	588	629.6	385	0	79	22	18	2	0	12	0	518	547.2
13:00	111	0	30	4	4	0	0	1	0	150	156.6	92	0	20	4	4	0	0	0	0	120	127.2
13:15	123	0	29	7	2	0	0	1	0	162	167.5	98	0	16	5	7	1	1	1	0	129	142
13:30	123	0	20	7	4	0	1	3	0	158	165.9	98	0	24	7	7	1	0	4	0	141	152.2
13:45	121	0	16	7	2	2	1	1	0	150	158.5	93	0	24	10	6	0	0	1	0	134	146.2
H/Total	478	0	95	25	12	2	2	6	0	620	648.5	381	0	84	26	24	2	1	6	0	524	567.6
14:00	112	0	30	11	3	1	1	3	0	161	170.6	91	0	22	0	1	0	0	1	0	115	115.7
14:15	125	0	24	14	9	0	1	1	0	174	193.1	107	0	15	7	6	2	0	1	0	138	150.7
14:30	109	0	23	10	7	0	1	0	0	150	165.1	115	0	28	6	4	0	1	2	0	156	164
14:45	127	0	18	4	2	1	0	7	0	159	160.4	106	0	26	3	1	0	2	1	0	139	143.2
H/Total	473	0	95	39	21	2	3	11	0	644	689.2	419	0	91	16	12	2	3	5	0	548	573.6
15:00	119	0	25	3	3	1	0	0	0	151	157.4	109	0	29	2	3	0	1	1	0	145	150.3
15:15	130	0	31	5	1	0	0	5	0	172	172.8	110	0	25	5	2	1	1	1	0	145	151.5
15:30	120	0	27	4	2	0	1	0	0	154	159.6	155	0	32	5	3	0	1	2	0	198	204.2
15:45	151	0	26	5	4	0	3	0	0	189	199.7	108	0	21	5	3	0	0	2	0	139	144.2
H/Total	520	0	109	17	10	1	4	5	0	666	689.5	482	0	107	17	11	1	3	6	0	627	650.2
16:00	153	0	35	1	8	2	1	0	0	200	213.9	153	0	33	5	8	0	0	1	1	201	212.5
16:15	153	0	37	3	7	1	0	1	0	202	213	153	0	28	3	4	2	1	1	0	192	201.1
16:30	166	0	29	2	4	0	0	5	0	206	209.2	170	0	29	1	3	3	1	1	0	208	215.8
16:45	173	0	25	2	3	0	1	0	0	204	209.9	138	0	41	4	4	2	0	3	0	192	199.4
H/Total	645	0	126	8	22	3	2	6	0	812	846	614	0	131	13	19	7	2	6	1	793	828.8
17:00	203	0	28	4	2	0	1	1	0	239	244	161	0	27	3	1	0	0	4	0	196	196.4
17:15	207	0	23	1	3	1	0	3	0	238	241.6	161	0	24	3	3	1	0	1	0	193	198.8
17:30	195	0	22	2	2	0	0	1	0	222	225	160	0	15	2	2	1	0	2	0	182	185.4
17:45	153	0	17	4	2	0	0	0	0	176	180.6	157	0	11	2	2	1	0	6	0	179	180
H/Total	758	0	90	11	9	1	1	5	0	875	891.2	639	0	77	10	8	3	0	13	0	750	760.6
18:00	122	0	15	3	1	1	0	2	0	144	146.6	135	0	8	2	1	0	0	6	1	153	150.9
18:15	98	0	11	2	0	1	0	3	0	115	115.2	119	0	16	1	3	0	0	20	0	159	151.4
18:30	101	0	8	1	3	0	0	1	0	114	117.8	105	0	11	0	2	3	0	14	0	135	132.2
18:45	94	0	15	1	0	0	0	1	0	111	110.9	99	0	16	1	1	2	1	10	0	130	128.8
H/Total	415	0	49	7	4	2	0	7	0	484	490.5	458	0	51	4	7	5	1	50	1	577	563.3
Total	5747	0	1124	240	173	36	23	59	2	7404	7770.9	5903	0	1110	223	188	36	23	116	3	7602	7944.9

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

Time	From C											To C									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	37	0	8	2	3	0	1	0	0	51	56.9	76	0	15	0	0	0	1	0	92	91.4
07:15	39	0	12	1	3	1	0	0	0	56	61.4	54	0	14	0	4	2	0	1	1	76	81.8
07:30	53	0	8	0	1	0	2	0	0	64	67.3	94	0	22	3	0	1	0	0	0	120	122.5
07:45	80	0	17	3	1	0	1	0	0	102	105.8	100	0	16	0	0	1	0	1	0	118	118.4
H/Total	209	0	45	6	8	1	4	0	0	273	291.4	324	0	67	3	4	4	0	3	1	406	414.1
08:00	77	0	7	3	1	0	1	0	0	89	92.8	97	0	12	0	0	1	3	1	0	114	117.4
08:15	52	0	11	6	1	1	0	1	0	72	76.7	77	0	13	6	0	0	0	0	0	96	99
08:30	55	0	7	1	0	0	1	0	0	64	65.5	74	0	19	4	2	0	0	0	0	99	103.6
08:45	47	0	11	4	4	0	0	0	0	66	73.2	45	0	16	1	3	0	0	0	0	65	69.4
H/Total	231	0	36	14	6	1	2	1	0	291	308.2	293	0	60	11	5	1	3	1	0	374	389.4
09:00	47	0	14	1	1	1	0	0	0	64	66.8	56	0	9	3	1	0	0	1	0	70	72.2
09:15	55	0	12	2	1	1	0	1	0	72	74.7	39	0	10	4	1	0	2	0	0	56	61.3
09:30	40	0	6	3	1	0	0	0	0	50	52.8	40	0	7	1	0	0	0	0	0	48	48.5
09:45	40	0	12	2	0	0	0	0	0	54	55	35	0	5	9	2	1	0	0	0	52	60.1
H/Total	182	0	44	8	3	2	0	1	0	240	249.3	170	0	31	17	4	1	2	1	0	226	242.1
10:00	41	0	9	1	0	0	0	1	0	52	51.9	42	0	11	2	1	1	0	0	0	57	60.3
10:15	28	0	14	3	2	0	1	0	0	48	53.1	49	0	7	1	2	0	0	0	0	59	62.1
10:30	32	0	6	2	1	0	0	0	0	41	43.3	50	0	8	4	2	0	0	0	0	64	68.6
10:45	34	0	10	3	2	1	1	3	0	54	58.3	35	0	7	1	2	0	0	0	1	46	48.3
H/Total	135	0	39	9	5	1	2	4	0	195	206.6	176	0	33	8	7	1	0	0	1	226	239.3
11:00	39	0	9	3	4	2	0	0	0	57	65.7	42	0	9	2	0	1	0	0	0	54	56
11:15	41	0	3	4	1	1	0	0	0	50	54.3	50	0	8	2	0	0	0	0	0	60	61
11:30	43	0	12	2	0	0	0	0	1	58	58.2	37	0	13	2	1	0	0	0	0	53	55.3
11:45	35	0	10	3	0	0	0	0	0	48	49.5	42	0	8	2	1	1	0	0	0	54	57.3
H/Total	158	0	34	12	5	3	0	0	1	213	227.7	171	0	38	8	2	2	0	0	0	221	229.6
12:00	43	0	6	5	1	0	0	2	1	58	59.8	32	0	8	2	2	0	0	0	0	44	47.6
12:15	41	0	7	3	1	0	0	0	0	52	54.8	37	0	11	1	3	0	0	1	1	54	57
12:30	35	0	14	7	4	0	0	0	0	60	68.7	40	0	7	1	2	0	1	0	0	51	55.1
12:45	55	0	8	1	0	0	0	0	0	64	64.5	46	0	6	3	2	0	0	0	0	57	61.1
H/Total	174	0	35	16	6	0	0	2	1	234	247.8	155	0	32	7	9	0	1	1	1	206	220.8
13:00	47	0	12	1	2	0	0	0	0	62	65.1	38	0	14	1	1	0	0	1	0	55	56.2
13:15	46	0	9	2	4	0	0	0	0	61	67.2	51	0	9	3	0	0	0	0	0	63	64.5
13:30	53	0	7	1	3	1	0	0	0	65	70.4	48	0	12	2	0	0	1	0	0	63	65
13:45	42	0	10	5	3	0	0	0	0	60	66.4	43	0	12	4	3	1	0	0	0	63	69.9
H/Total	188	0	38	9	12	1	0	0	0	248	269.1	180	0	47	10	4	1	1	1	0	244	255.6
14:00	43	0	14	2	0	0	0	1	0	60	60.4	45	0	9	4	0	0	0	0	0	58	60
14:15	41	0	6	2	1	1	1	0	0	52	56.3	52	0	14	2	1	0	0	1	0	70	71.7
14:30	61	0	8	1	1	0	0	0	0	71	72.8	45	0	12	1	2	0	0	0	0	60	63.1
14:45	61	0	11	2	1	0	0	1	0	76	77.7	55	0	6	1	1	1	0	4	0	68	68.4
H/Total	206	0	39	7	3	1	1	2	0	259	267.2	197	0	41	8	4	1	0	5	0	256	263.2
15:00	63	0	20	1	1	0	1	0	0	86	88.8	47	0	10	2	0	1	0	0	0	60	62
15:15	71	0	18	0	0	1	0	0	0	90	91	56	0	9	3	0	0	0	1	0	69	69.9
15:30	73	0	15	1	1	0	0	1	1	92	92.4	58	0	10	2	1	0	0	0	0	71	73.3
15:45	61	0	7	3	0	0	0	0	0	71	72.5	66	0	12	1	2	0	1	0	0	82	86.1
H/Total	268	0	60	5	2	1	1	1	1	339	344.7	227	0	41	8	3	1	1	1	0	282	291.3
16:00	106	0	18	3	0	0	2	0	0	129	132.5	55	0	12	4	6	0	0	0	0	77	86.8
16:15	106	0	13	0	2	1	1	1	0	124	128	57	0	10	4	3	1	2	0	1	78	86.1
16:30	111	0	15	1	1	2	0	0	2	132	134.2	46	0	10	1	2	1	0	3	1	64	65.5
16:45	61	0	12	1	0	1	1	1	0	77	78.9	56	0	9	3	2	1	0	1	0	72	76.5
H/Total	384	0	58	5	3	4	4	2	2	462	473.6	214	0	41	12	13	3	2	4	2	291	314.9
17:00	82	0	13	1	0	0	0	2	0	98	97.3	87	0	3	2	2	0	1	0	0	95	99.6
17:15	90	0	13	0	0	0	0	0	0	103	103	65	0	12	0	1	0	0	1	0	79	79.7
17:30	79	0	6	1	1	0	0	1	0	88	89.2	79	0	8	0	0	0	0	0	0	87	87
17:45	69	0	3	3	1	0	1	2	0	79	81.6	59	0	7	1	0	0	0	1	0	68	67.9
H/Total	320	0	35	5	2	0	1	5	0	368	371.1	290	0	30	3	3	0	1	2	0	329	334.2
18:00	58	0	3	0	1	0	0	4	0	66	64.9	46	0	5	1	0	0	0	0	0	52	52.5
18:15	55	0	14	0	1	0	0	10	0	80	75.3	39	0	4	0	0	1	0	1	0	45	45.4
18:30	55	0	5	0	1	1	0	10	0	72	68.3	39	0	2	1	0	0	0	5	0	47	44.5
18:45	49	0	8	1	0	1	1	9	0	69	66.1	34	0	5	0	0	0	0	0	0	39	39
H/Total	217	0	30	1	3	2	1	33	0	287	274.6	158	0	16	2	0	1	0	6	0	183	181.4
Total	2672	0	493	97	58	17	16	51	5	3409	3531.3	2555	0	477	97	58	16	11	25	5	3244	3375.9

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

Time	From D											To D									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	85	0	29	3	2	0	0	0	0	119	123.1	73	0	24	2	3	2	0	0	1	105	111.1
07:15	84	0	29	5	6	0	0	0	0	124	134.3	59	0	22	2	0	2	0	0	0	85	88
07:30	96	0	33	7	5	0	0	0	0	141	151	79	0	19	5	2	1	2	0	0	108	116.1
07:45	130	0	26	7	7	2	0	2	0	174	187.4	83	0	35	9	3	1	2	1	0	134	144.8
H/Total	395	0	117	22	20	2	0	2	0	558	595.8	294	0	100	18	8	6	4	1	1	432	460
08:00	127	0	23	6	5	1	3	2	0	167	179.3	70	0	18	2	3	0	0	1	7	101	99.7
08:15	134	0	22	6	4	0	1	1	0	168	176.6	85	0	16	5	1	0	0	0	0	107	110.8
08:30	116	0	27	4	5	0	0	1	1	154	161.1	79	0	20	4	4	0	3	0	0	110	120.2
08:45	125	0	19	6	5	0	2	0	0	157	168.5	57	0	16	6	7	0	0	0	0	86	98.1
H/Total	502	0	91	22	19	1	6	4	1	646	685.5	291	0	70	17	15	0	3	1	7	404	428.8
09:00	105	0	24	5	2	0	1	0	0	137	143.1	63	0	19	6	5	0	0	0	0	93	102.5
09:15	85	0	18	6	2	0	2	1	0	114	121	50	0	14	5	3	1	0	0	0	73	80.4
09:30	77	0	17	6	4	0	0	3	0	107	113.4	44	0	10	5	3	1	2	1	0	66	74.8
09:45	97	0	15	10	3	1	2	0	0	128	139.9	52	0	13	3	5	0	1	4	0	78	84.6
H/Total	364	0	74	27	11	1	5	4	0	486	517.4	209	0	56	19	16	2	3	5	0	310	342.3
10:00	75	0	15	4	5	0	1	0	0	100	109.5	39	0	15	4	2	0	0	0	0	60	64.6
10:15	90	0	10	4	4	0	0	0	0	108	115.2	48	0	13	7	2	0	2	1	0	73	80.5
10:30	90	0	17	3	4	0	1	0	0	115	122.7	64	0	15	3	3	0	1	1	0	87	92.8
10:45	73	0	8	1	5	0	0	0	0	87	94	66	0	15	7	4	3	0	0	0	95	106.7
H/Total	328	0	50	12	18	0	2	0	0	410	441.4	217	0	58	21	11	3	3	2	0	315	344.6
11:00	85	0	7	5	1	1	1	0	0	100	105.8	60	0	14	5	7	1	0	1	0	88	100
11:15	102	0	10	3	4	0	0	1	0	120	126.1	80	0	7	3	5	0	0	0	0	95	103
11:30	73	0	15	5	6	0	0	0	0	99	109.3	65	0	19	2	5	0	0	0	1	92	98.7
11:45	80	0	19	4	3	1	0	2	0	109	114.7	57	0	6	6	2	0	0	0	0	71	76.6
H/Total	340	0	51	17	14	2	1	3	0	428	455.9	262	0	46	16	19	1	0	1	1	346	378.3
12:00	71	0	9	1	3	0	0	1	0	85	88.8	100	0	18	5	3	0	0	2	0	128	133.2
12:15	63	0	16	1	4	0	0	1	0	85	90.1	75	0	17	7	11	0	1	0	0	111	129.8
12:30	66	0	18	3	6	0	0	5	0	98	104.3	68	0	20	6	5	1	0	0	0	100	110.5
12:45	70	0	17	5	8	0	0	3	0	103	114.1	85	0	14	6	2	0	0	1	0	108	113
H/Total	270	0	60	10	21	0	0	10	0	371	397.3	328	0	69	24	21	1	1	3	0	447	486.5
13:00	62	0	13	3	4	0	0	1	0	83	89.1	90	0	23	3	6	0	0	1	0	123	131.7
13:15	71	0	12	5	4	0	1	1	0	94	102.1	88	0	27	4	2	0	0	1	0	122	126
13:30	64	0	24	6	5	0	1	4	0	104	112.1	93	0	16	5	6	1	1	3	0	125	135.5
13:45	64	0	20	8	6	0	0	1	0	99	110.2	93	0	10	7	1	0	1	1	0	113	118.2
H/Total	261	0	69	22	19	0	2	7	0	380	413.5	364	0	76	19	15	1	2	6	0	483	511.4
14:00	63	0	14	0	2	0	0	0	0	79	81.6	84	0	25	8	3	1	1	3	0	125	133.1
14:15	80	0	14	5	6	0	0	1	0	106	115.7	84	0	17	13	10	0	2	0	0	126	147.5
14:30	71	0	22	6	4	0	1	2	0	106	114	74	0	15	9	5	0	1	0	0	104	116
14:45	70	0	16	2	2	0	2	0	0	92	97.6	91	0	16	4	4	0	0	3	0	118	123.4
H/Total	284	0	66	13	14	0	3	3	0	383	408.9	333	0	73	34	22	1	4	6	0	473	520
15:00	71	0	14	1	3	0	0	1	0	90	93.8	94	0	19	1	3	0	0	0	0	117	121.4
15:15	65	0	13	4	3	0	1	1	0	87	93.3	92	0	25	1	2	1	0	4	0	125	126.7
15:30	105	0	21	4	4	0	1	2	0	137	144	82	0	20	2	2	0	1	1	0	108	112
15:45	67	0	13	1	4	0	0	2	0	87	91.5	97	0	17	4	3	1	2	0	0	124	132.9
H/Total	308	0	61	10	14	0	2	6	0	401	422.6	365	0	81	8	10	2	3	5	0	474	493
16:00	77	0	20	7	7	0	0	0	1	112	123.8	134	0	30	1	2	0	3	0	0	170	176.1
16:15	84	0	20	6	4	0	2	0	1	117	126.4	129	0	32	2	6	0	1	1	0	171	180.2
16:30	92	0	22	1	3	2	1	1	0	122	128.8	142	0	28	2	4	0	0	2	1	179	183.2
16:45	94	0	31	5	5	1	0	3	0	139	147.2	123	0	18	1	2	1	0	0	0	145	149.1
H/Total	347	0	93	19	19	3	3	4	2	490	526.2	528	0	108	6	14	1	4	3	1	665	688.6
17:00	103	0	18	3	2	0	0	2	0	128	130.9	146	0	28	3	1	0	0	1	0	179	181.2
17:15	98	0	16	3	3	0	0	1	0	121	125.8	170	0	14	1	3	0	0	2	0	190	193.2
17:30	106	0	10	1	1	1	0	1	0	120	122.2	131	0	15	2	1	0	0	1	0	150	151.7
17:45	107	0	7	1	1	1	0	4	0	121	121.4	102	0	10	5	2	0	1	0	0	120	126.1
H/Total	414	0	51	8	7	2	0	8	0	490	500.3	549	0	67	11	7	0	1	4	0	639	652.2
18:00	98	0	7	2	0	0	0	2	1	110	109	84	0	9	2	1	0	0	2	0	98	99.1
18:15	88	0	7	1	4	1	0	10	0	111	111.7	77	0	10	2	3	0	0	2	0	94	97.7
18:30	73	0	6	0	1	1	0	8	0	89	86.5	77	0	6	0	3	1	0	0	0	87	91.9
18:45	57	0	8	1	1	1	0	1	0	69	71.2	66	0	11	1	0	0	0	1	0	79	78.9
H/Total	316	0	28	4	6	3	0	21	1	379	378.4	304	0	36	5	7	1	0	5	0	358	367.6
Total	4129	0	811	186	182	14	24	72	4	5422	5743.2	4044	0	840	198	165	19	28	42	10	5346	5673.3

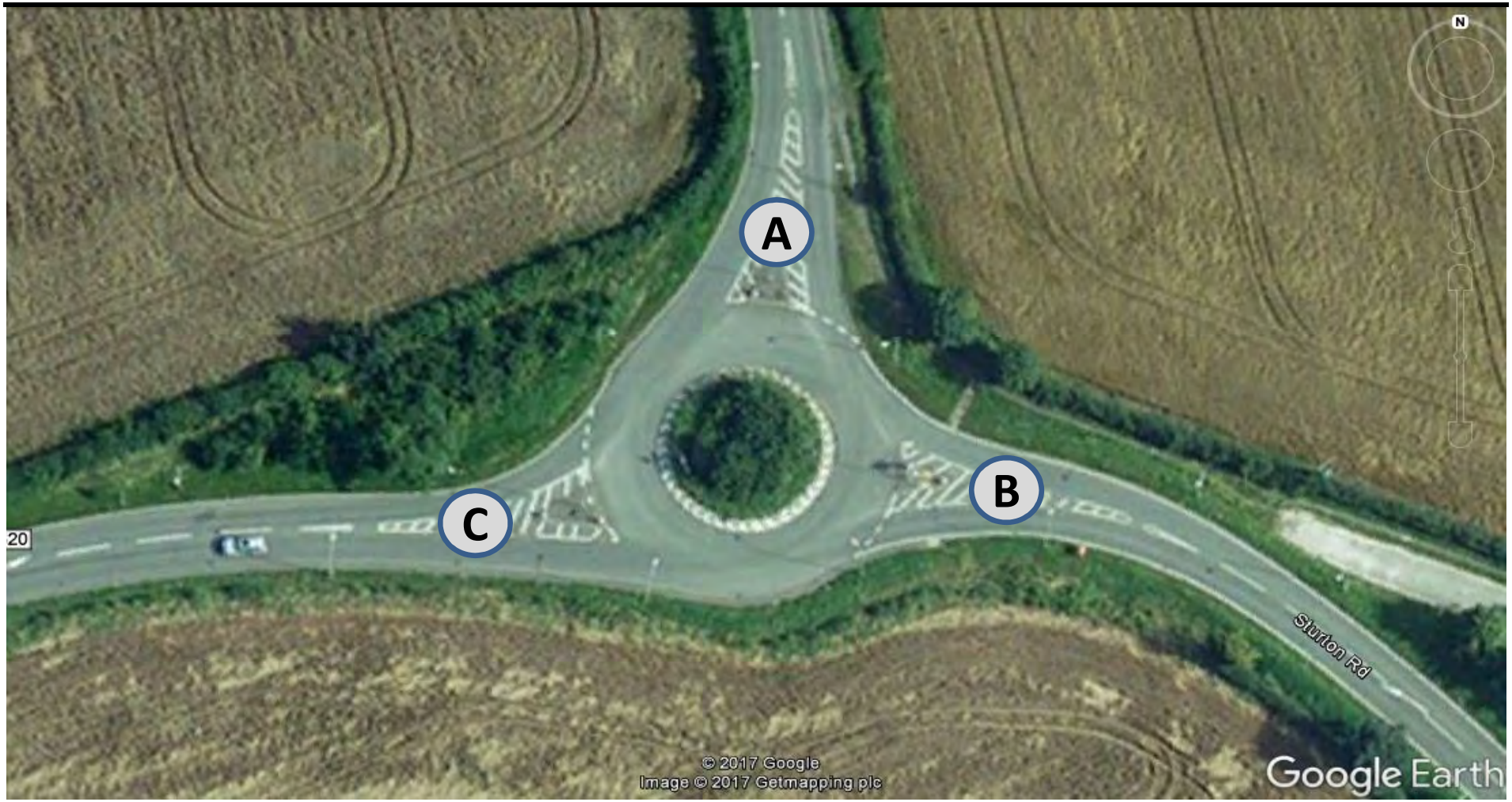
Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **A631 / A620 / Station Road**
Date: **07 June 2017, Wednesday**

traffic survey partners

Time	Whole Junction										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	252	0	72	6	8	2	1	1	1	343	358
07:15	218	0	69	8	11	4	0	1	1	312	332.9
07:30	301	0	78	14	9	6	3	0	0	411	438.7
07:45	372	0	82	18	11	4	2	4	0	493	519.9
H/Total	1143	0	301	46	39	16	6	6	2	1559	1649.5
08:00	357	0	57	11	8	2	5	3	7	450	465.5
08:15	332	0	57	20	7	2	1	2	0	421	441.9
08:30	314	0	74	12	12	0	4	1	1	418	442.2
08:45	278	0	63	18	16	1	2	0	0	378	410.8
H/Total	1281	0	251	61	43	5	12	6	8	1667	1760.4
09:00	258	0	64	16	7	1	1	1	0	348	366.5
09:15	226	0	50	16	6	3	2	2	0	305	324.6
09:30	206	0	35	15	7	3	2	4	0	272	291.2
09:45	227	0	45	22	9	1	3	4	0	311	335.3
H/Total	917	0	194	69	29	8	8	11	0	1236	1317.6
10:00	210	0	51	9	7	1	1	2	0	281	295.4
10:15	212	0	43	16	9	1	2	1	0	284	306.1
10:30	239	0	50	12	8	2	2	1	0	314	333.8
10:45	208	0	40	12	15	4	1	3	1	284	311.9
H/Total	869	0	184	49	39	8	6	7	1	1163	1247.2
11:00	232	0	37	12	11	3	1	1	0	297	320.7
11:15	274	0	33	11	10	3	0	1	0	332	352.9
11:30	223	0	59	10	12	0	0	0	1	305	324.8
11:45	212	0	39	11	7	3	0	2	0	274	290.4
H/Total	941	0	168	44	40	9	1	4	1	1208	1288.8
12:00	250	0	39	13	8	0	0	5	1	316	329.1
12:15	211	0	49	12	17	1	1	2	1	294	322.1
12:30	223	0	52	15	16	2	1	5	0	314	342.3
12:45	256	0	46	16	11	1	0	4	0	334	354.9
H/Total	940	0	186	56	52	4	2	16	2	1258	1348.4
13:00	229	0	59	8	12	0	0	2	0	310	328.4
13:15	248	0	53	14	10	1	1	2	0	329	349.8
13:30	251	0	53	15	13	2	2	7	0	343	367.2
13:45	238	0	47	21	11	2	1	2	0	322	348.6
H/Total	966	0	212	58	46	5	4	13	0	1304	1394
14:00	235	0	60	14	5	1	1	4	0	320	333.1
14:15	256	0	47	22	18	2	2	2	0	349	386.2
14:30	249	0	56	17	12	0	2	2	0	338	362.9
14:45	270	0	49	8	6	1	2	8	0	344	354
H/Total	1010	0	212	61	41	4	7	16	0	1351	1436.2
15:00	268	0	62	5	9	1	1	1	0	347	362.6
15:15	279	0	63	10	5	2	1	6	0	366	376.9
15:30	316	0	63	9	8	0	2	3	1	402	416.3
15:45	292	0	50	10	8	1	3	2	0	366	384.2
H/Total	1155	0	238	34	30	4	7	12	1	1481	1540
16:00	365	0	76	11	16	2	3	1	1	475	504.9
16:15	356	0	73	9	14	3	4	2	1	462	489.7
16:30	383	0	69	4	9	4	1	6	3	479	491.7
16:45	339	0	70	8	8	4	2	4	0	435	453
H/Total	1443	0	288	32	47	13	10	13	5	1851	1939.3
17:00	413	0	60	8	4	0	1	5	0	491	498.2
17:15	411	0	52	4	7	2	0	4	0	480	490.7
17:30	399	0	39	4	4	1	0	3	0	450	456.4
17:45	340	0	28	8	4	1	1	7	0	389	396
H/Total	1563	0	179	24	19	4	2	19	0	1810	1841.3
18:00	288	0	26	5	2	1	0	8	1	331	331.5
18:15	253	0	33	3	6	2	0	23	0	320	317.5
18:30	239	0	19	1	5	4	0	19	0	287	286.6
18:45	211	0	33	3	1	2	1	11	0	262	261.2
H/Total	991	0	111	12	14	9	1	61	1	1200	1196.8
Total	13219	0	2524	546	439	89	66	184	21	17088	17960

Peak Hours		Totals
07:00	08:00	1559
07:15	08:15	1666
07:30	08:30	1775
07:45	08:45	1782
08:00	09:00	1667
08:15	09:15	1565
08:30	09:30	1449
08:45	09:45	1303
09:00	10:00	1236
09:15	10:15	1169
09:30	10:30	1148
09:45	10:45	1190
10:00	11:00	1163
10:15	11:15	1179
10:30	11:30	1227
10:45	11:45	1218
11:00	12:00	1208
11:15	12:15	1227
11:30	12:30	1189
11:45	12:45	1198
12:00	13:00	1258
12:15	13:15	1252
12:30	13:30	1287
12:45	13:45	1316
13:00	14:00	1304
13:15	14:15	1314
13:30	14:30	1334
13:45	14:45	1329
14:00	15:00	1351
14:15	15:15	1378
14:30	15:30	1395
14:45	15:45	1459
15:00	16:00	1481
15:15	16:15	1609
15:30	16:30	1705
15:45	16:45	1782
16:00	17:00	1851
16:15	17:15	1867
16:30	17:30	1885
16:45	17:45	1856
17:00	18:00	1810
17:15	18:15	1650
17:30	18:30	1490
17:45	18:45	1327
18:00	19:00	1200

Project Number: TSP13274
Project Name: Gainsborough, Nottinghamshire
Survey Type: Manual Classified Traffic Count
Site No: 2
Location: A620 / Saundby Road / Sturton Road



Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

traffic survey partners

	1	1	1	1.5	2.3	2	2	0.4	0.2													
Time	**A - A**											**A - B**										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	**TOTAL**	**TOTAL (PCU)**	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	**TOTAL**	**TOTAL (PCU)**
07:00										0	0	46		7		1					54	55.3
07:15										0	0	31		8		2	2		1	1	45	48.2
07:30										0	0	55		11	1	1	1				69	71.8
07:45										0	0	63		4			1				68	69
H/Total	0	0	0	0	0	0	0	0	0	0	0	195	0	30	1	4	4	0	1	1	236	244.3
08:00										0	0	46		3			1	1			51	53
08:15										0	0	45		6	2						53	54
08:30										0	0	29		3	2						34	35
08:45					1					1	2.3	26		5	1	2					34	37.1
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	146	0	17	5	2	1	1	0	0	172	179.1
09:00										0	0	15		1	1				1		18	17.9
09:15										0	0	14		8	3	1		2			28	32.8
09:30										0	0	11		1	2						14	15
09:45										0	0	14		1	6	1	1				23	28.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	54	0	11	12	2	1	2	1	0	83	94
10:00										0	0	9		2	1	2	1				15	19.1
10:15										0	0	13		2	1						16	16.5
10:30										0	0	12		2		1					15	16.3
10:45										0	0	17		1	1	1				1	21	22
H/Total	0	0	0	0	0	0	0	0	0	0	0	51	0	7	3	4	1	0	0	1	67	73.9
11:00										0	0	4		5	1					1	11	10.7
11:15										0	0	12		2	1		1				16	17.5
11:30										0	0	10									10	10
11:45										0	0	11		2	3	1	1				18	21.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	37	0	9	5	1	2	0	0	1	55	60
12:00										0	0	7		2		2					11	13.6
12:15					1					1	2.3	8				1			1		10	10.7
12:30										0	0	10		1							11	11
12:45										0	0	16		2	1	1					20	21.8
H/Total	0	0	0	0	1	0	0	0	0	1	2.3	41	0	5	1	4	0	0	1	0	52	57.1
13:00										0	0	11		4		1			1		17	17.7
13:15										0	0	13		3	2						18	19
13:30										0	0	14		4	1						19	19.5
13:45										0	0	13		5	3	1	1	1			24	28.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	51	0	16	6	2	1	1	1	0	78	85
14:00										0	0	11		4		1					16	17.3
14:15	1									1	1	13		4	1	1					19	20.8
14:30										0	0	11		2							13	13
14:45	2									2	2	12		1		2	1				16	19.6
H/Total	3	0	0	0	0	0	0	0	0	3	3	47	0	11	1	4	1	0	0	0	64	70.7
15:00										0	0	19		3	1	1	1				25	27.8
15:15										0	0	20		4	1						25	25.5
15:30										0	0	20		1							21	21
15:45										0	0	19		6	1		1				27	28.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	78	0	14	3	1	2	0	0	0	98	102.8
16:00										0	0	22		4	1						27	27.5
16:15										0	0	18		6	3		1				28	30.5
16:30										0	0	15		2	1	2					20	23.1
16:45										0	0	18		1	1	1	1		1		23	25.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	73	0	13	6	3	2	0	1	0	98	106.3
17:00										0	0	25		1	2	1					29	31.3
17:15										0	0	27		4	1			1	1		34	34.9
17:30										0	0	19									19	19
17:45										0	0	20		2							22	22
H/Total	0	0	0	0	0	0	0	0	0	0	0	91	0	7	3	1	0	1	1	0	104	107.2
18:00										0	0	18		1	1						20	20.5
18:15										0	0	7		2			1				10	11
18:30										0	0	14		2	1				5		22	19.5
18:45										0	0	7		1					1		9	8.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	46	0	6	2	0	1	0	6	0	61	59.4
Total	3	0	0	0	2	0	0	0	0	5	7.6	910	0	146	48	28	16	5	12	3	1168	1239.8

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

traffic survey partners

Time	A - C											B - A									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	25		3							28	28	14		3	1	1					19	20.8
07:15	31		11					1		43	42.4	14		1				1			16	17
07:30	27		8	1						36	36.5	11		2							13	13
07:45	42		12							54	54	21		5	1						27	27.5
H/Total	125	0	34	1	0	0	0	1	0	161	160.9	60	0	11	2	1	0	1	0	0	75	78.3
08:00	52		12				2	2		68	68.8	27		5	1			1			34	35.5
08:15	44		8	1						53	53.5	22		2	3	1	1				29	32.8
08:30	33		12	2	1					48	50.3	14		1							15	15
08:45	32		9							41	41	14		2	1	1	1				19	21.8
H/Total	161	0	41	3	1	0	2	2	0	210	213.6	77	0	10	5	2	2	1	0	0	97	105.1
09:00	33		6	2	1					42	44.3	13		7		1					21	22.3
09:15	15		1	1						17	17.5	13		3	1		1		1		19	19.9
09:30	24		6							30	30	13		1	2						16	17
09:45	19		5	2	1					27	29.3	9		4							13	13
H/Total	91	0	18	5	2	0	0	0	0	116	121.1	48	0	15	3	1	1	0	1	0	69	72.2
10:00	32		7	1						40	40.5	10		2				1	1		14	14.4
10:15	31		4	1	2					38	41.1	10		5	1	1					17	18.8
10:30	28		7	4						39	41	9		2	2						13	14
10:45	28		5		2					35	37.6	9		5	1	2	1				18	22.1
H/Total	119	0	23	6	4	0	0	0	0	152	160.2	38	0	14	4	3	1	1	1	0	62	69.3
11:00	28		7							35	35	16		4	2	2	1				25	29.6
11:15	33		5							38	38	8			1		1				10	11.5
11:30	30		12	1						43	43.5	12		6							18	18
11:45	18		2		1					21	22.3	10		1	2						13	14
H/Total	109	0	26	1	1	0	0	0	0	137	138.8	46	0	11	5	2	2	0	0	0	66	73.1
12:00	21		10	2						33	34	9		2	3						14	15.5
12:15	21		11	1						33	33.5	7		4							11	11
12:30	20		5	1	2		1		1	30	33.3	7		6	3	2					18	22.1
12:45	23		3	2	1					29	31.3	11		2	1						14	14.5
H/Total	85	0	29	6	3	0	1	0	1	125	132.1	34	0	14	7	2	0	0	0	0	57	63.1
13:00	17		11	1						29	29.5	16		4		1					21	22.3
13:15	34		7	1						42	42.5	13				1					14	15.3
13:30	33		9							42	42	15		4		1	1	1			22	25.3
13:45	25		5	1	2					33	36.1	17		1	2	1					21	23.3
H/Total	109	0	32	3	2	0	0	0	0	146	150.1	61	0	9	2	4	1	1	0	0	78	86.2
14:00	24		5	4						33	35	12		7	1						20	20.5
14:15	31		8		1			1		41	41.7	17		4	1	1		2			25	28.8
14:30	38		10	1						49	49.5	16		1							17	17
14:45	31		7	1				4		43	41.1	30		3	1						34	34.5
H/Total	124	0	30	6	1	0	0	5	0	166	167.3	75	0	15	3	1	0	2	0	0	96	100.8
15:00	29		9	1						39	39.5	25		4		1	1	1			32	35.3
15:15	31		2	1						34	34.5	29		5							34	34
15:30	28		7	2						37	38	32		3	1	2				1	39	41.3
15:45	33		8	2					1	44	44.2	39		6							45	45
H/Total	121	0	26	6	0	0	0	0	1	154	156.2	125	0	18	1	3	1	1	0	1	150	155.6
16:00	35		9	1						45	45.5	45		4							49	49
16:15	38		7	2	4		1		1	53	59.4	46		7			1	1	1		56	57.4
16:30	25		7		1	1	1	3		38	39.5	69		10	2		3			2	86	88.4
16:45	31		5	2						38	39	26		2				1			29	30
H/Total	129	0	28	5	5	1	2	3	1	174	183.4	186	0	23	2	0	4	2	1	2	220	224.8
17:00	49		7	1	1					58	59.8	38		8	1				1		48	47.9
17:15	40		6		1					47	48.3	28		3					1		32	31.4
17:30	58		10							68	68	39		1		1					41	42.3
17:45	38		6					1		45	44.4	24		2	2			1			29	31
H/Total	185	0	29	1	2	0	0	1	0	218	220.5	129	0	14	3	1	0	1	2	0	150	152.6
18:00	27		4	1						32	32.5	27		2							29	29
18:15	24		1							25	25	22		3		1					26	27.3
18:30	22		1		1			1		25	25.7	20		3			2		1		26	27.4
18:45	25		7							32	32	22		3			1		8		34	30.2
H/Total	98	0	13	1	1	0	0	1	0	114	115.2	91	0	11	0	1	3	0	9	0	115	113.9
Total	1456	0	329	44	22	1	5	13	3	1873	1919.4	970	0	165	37	21	15	10	14	3	1235	1295

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

Time	B - B											B - C									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00										0	0										0	0
07:15										0	0	4									4	4
07:30										0	0	1			1	1					3	4.8
07:45	1									1	1	2			1	1	1				5	7.8
H/Total	1	0	0	0	0	0	0	0	0	1	1	7	0	0	2	2	1	0	0	0	12	16.6
08:00										0	0	1		1		2					4	6.6
08:15										0	0	2		1		1					4	5.3
08:30										0	0	4									4	4
08:45										0	0	2									2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	3	0	0	0	0	14	17.9
09:00										0	0	1		1							2	2
09:15										0	0	1									1	1
09:30										0	0	4									4	4
09:45										0	0	1		1		1	1				4	6.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	1	1	0	0	0	11	13.3
10:00										0	0				1	1					2	3.8
10:15										0	0				1						1	1.5
10:30										0	0	2		1		1					4	5.3
10:45										0	0	2		1	1						4	4.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	4	0	2	3	2	0	0	0	0	11	15.1
11:00										0	0	2		1		1					4	5.3
11:15										0	0	1			1						2	2.5
11:30										0	0	3		1							4	4
11:45										0	0	1			1		1				3	4.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	2	2	1	1	0	0	0	13	16.3
12:00										0	0	1		1							2	2
12:15										0	0	2									2	2
12:30										0	0										0	0
12:45										0	0	3									3	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	7	7
13:00										0	0										0	0
13:15										0	0			1							1	1
13:30										0	0	2		1	2						5	6
13:45										0	0			1			1				2	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	3	2	0	1	0	0	0	8	10
14:00										0	0	1			1						2	2.5
14:15										0	0	1				1					2	3.3
14:30										0	0	2									2	2
14:45										0	0	3		2							5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	2	1	1	0	0	0	0	11	12.8
15:00										0	0	8									8	8
15:15										0	0	4									4	4
15:30										0	0	4		1		1					6	7.3
15:45										0	0	3									3	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	1	0	0	0	0	21	22.3
16:00										0	0	4									4	4
16:15										0	0	8							1		9	8.4
16:30										0	0	3		1							4	4
16:45										0	0	6		1			1				8	9
H/Total	0	0	0	0	0	0	0	0	0	0	0	21	0	2	0	0	1	0	1	0	25	25.4
17:00										0	0	8		1							9	9
17:15										0	0	4		2							6	6
17:30										0	0	3		2							5	5
17:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	5	0	0	0	0	0	0	20	20
18:00										0	0	1									1	1
18:15										0	0	3		1							4	4
18:30										0	0	1									1	1
18:45										0	0	1		1	1						3	3.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	2	1	0	0	0	0	0	9	9.5
Total	1	0	0	0	0	0	0	0	0	1	1	110	0	24	11	11	5	0	1	0	162	186.2

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

Time	C - A											C - B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	15		5	1	1					22	23.8	3		3							6	6
07:15	31		8		2	1				42	45.6	4		4							8	8
07:30	41		5	1			2			49	51.5	2									2	2
07:45	54		9	2	1		1			67	70.3	4		1							5	5
H/Total	141	0	27	4	4	1	3	0	0	180	191.2	13	0	8	0	0	0	0	0	0	21	21
08:00	40		4	2	1					47	49.3	5						1			6	7
08:15	21		6	2	1		1			31	34.3	7		1							8	8
08:30	33		6				1			40	41	3									3	3
08:45	39		11	3	2					55	59.1	1		1							2	2
H/Total	133	0	27	7	4	0	2	0	0	173	183.7	16	0	2	0	0	0	1	0	0	19	20
09:00	21		4	1	1					27	28.8										0	0
09:15	32		7							39	39						1				1	2
09:30	29		2	2	1					34	36.3	3							1		4	3.4
09:45	19		8	2						29	30	1		1	1						3	3.5
H/Total	101	0	21	5	2	0	0	0	0	129	134.1	4	0	1	1	0	1	0	1	0	8	8.9
10:00	24		4	1	1					30	31.8	2									2	2
10:15	20		6	2	1					29	31.3	4		1	1						6	6.5
10:30	29		1					3		33	31.2	1		1	1						3	3.5
10:45	17		4	2	1		1			25	28.3	1		1							2	2
H/Total	90	0	15	5	3	0	1	3	0	117	122.6	8	0	3	2	0	0	0	0	0	13	14
11:00	26		7	1	1	1				36	38.8	3					1				4	5
11:15	23		2	1	1					27	28.8	1		1							2	2
11:30	25		6	2					1	34	34.2										0	0
11:45	29		7	1						37	37.5	1		2							3	3
H/Total	103	0	22	5	2	1	0	0	1	134	139.3	5	0	3	0	0	1	0	0	0	9	10
12:00	22		4	2	1			1		30	31.7	1				1			1		3	3.7
12:15	30		3	2	1					36	38.3	1		1							2	2
12:30	28		9	4	1					42	45.3	1									1	1
12:45	38		2							40	40			1							1	1
H/Total	118	0	18	8	3	0	0	1	0	148	155.3	3	0	2	0	1	0	0	1	0	7	7.7
13:00	29		11	1						41	41.5	1		1							2	2
13:15	23		4	1	3					31	35.4	2					1				3	4
13:30	26		6	1	3					36	40.4	3									3	3
13:45	24		9	2	1			1		37	38.7	1			1						2	2.5
H/Total	102	0	30	5	7	0	0	1	0	145	156	7	0	1	1	0	1	0	0	0	10	11.5
14:00	20		4	1						25	25.5	3									3	3
14:15	29		3	1		1				34	35.5	1		1							2	2
14:30	39		7	1	1					48	49.8	1									1	1
14:45	29		8		1			1		39	39.7	1									1	1
H/Total	117	0	22	3	2	1	0	1	0	146	150.5	6	0	1	0	0	0	0	0	0	7	7
15:00	29		13	1						43	43.5	1					1	1			3	5
15:15	31		15							46	46	2		1							3	3
15:30	35		5					1		41	40.4	2									2	2
15:45	40		8							48	48										0	0
H/Total	135	0	41	1	0	0	0	1	0	178	177.9	5	0	1	0	0	1	1	0	0	8	10
16:00	43		6							49	49	1									1	1
16:15	49		5		2					56	58.6			1							1	1
16:30	36		7		1					44	45.3	3		2			1				6	7
16:45	31		10					1		42	41.4	2									2	2
H/Total	159	0	28	0	3	0	0	1	0	191	194.3	6	0	3	0	0	1	0	0	0	10	11
17:00	44		9					1		54	53.4	2		1	1						4	4.5
17:15	48		11							59	59	1									1	1
17:30	39		5	1				1		46	45.9	3					1				4	5
17:45	44		2	1	2			1		50	52.5	2									2	2
H/Total	175	0	27	2	2	0	0	3	0	209	210.8	8	0	1	1	0	1	0	0	0	11	12.5
18:00	38		6					6		50	46.4	2			1						3	3.5
18:15	30		4					14		48	39.6	3					1				4	5
18:30	27		6	1				6		40	36.9	2		2							4	4
18:45	18		2							20	20	2		1							3	3
H/Total	113	0	18	1	0	0	0	26	0	158	142.9	9	0	3	1	0	1	0	0	0	14	15.5
Total	1487	0	296	46	32	3	6	37	1	1908	1958.6	90	0	29	6	1	7	2	2	0	137	149.1

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

Time	C - C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00										0	0
07:15										0	0
07:30										0	0
07:45	1									1	1
H/Total	1	0	0	0	0	0	0	0	0	1	1
08:00										0	0
08:15										0	0
08:30	1									1	1
08:45										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1
09:00										0	0
09:15										0	0
09:30										0	0
09:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00										0	0
10:15										0	0
10:30										0	0
10:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00	1									1	1
11:15										0	0
11:30										0	0
11:45										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1
12:00										0	0
12:15										0	0
12:30										0	0
12:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
13:00										0	0
13:15										0	0
13:30										0	0
13:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
14:00								1		1	0.4
14:15										0	0
14:30										0	0
14:45										0	0
H/Total	0	0	0	0	0	0	0	1	0	1	0.4
15:00										0	0
15:15										0	0
15:30								1		1	0.4
15:45										0	0
H/Total	0	0	0	0	0	0	0	1	0	1	0.4
16:00										0	0
16:15										0	0
16:30										0	0
16:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00										0	0
17:15										0	0
17:30										0	0
17:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00								1		1	0.4
18:15										0	0
18:30										0	0
18:45										0	0
H/Total	0	0	0	0	0	0	0	1	0	1	0.4
Total	3	0	0	0	0	0	0	3	0	6	4.2

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

Time	From A											To A									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	71	0	10	0	1	0	0	0	0	82	83.3	29	0	8	2	2	0	0	0	0	41	44.6
07:15	62	0	19	0	2	2	0	2	1	88	90.6	45	0	9	0	2	1	1	0	0	58	62.6
07:30	82	0	19	2	1	1	0	0	0	105	108.3	52	0	7	1	0	0	2	0	0	62	64.5
07:45	105	0	16	0	0	1	0	0	0	122	123	75	0	14	3	1	0	1	0	0	94	97.8
H/Total	320	0	64	2	4	4	0	2	1	397	405.2	201	0	38	6	5	1	4	0	0	255	269.5
08:00	98	0	15	0	0	1	3	2	0	119	121.8	67	0	9	3	1	0	1	0	0	81	84.8
08:15	89	0	14	3	0	0	0	0	0	106	107.5	43	0	8	5	2	1	1	0	0	60	67.1
08:30	62	0	15	4	1	0	0	0	0	82	85.3	47	0	7	0	0	0	1	0	0	55	56
08:45	58	0	14	1	3	0	0	0	0	76	80.4	53	0	13	4	4	1	0	0	0	75	83.2
H/Total	307	0	58	8	4	1	3	2	0	383	395	210	0	37	12	7	2	3	0	0	271	291.1
09:00	48	0	7	3	1	0	0	1	0	60	62.2	34	0	11	1	2	0	0	0	0	48	51.1
09:15	29	0	9	4	1	0	2	0	0	45	50.3	45	0	10	1	0	1	0	1	0	58	58.9
09:30	35	0	7	2	0	0	0	0	0	44	45	42	0	3	4	1	0	0	0	0	50	53.3
09:45	33	0	6	8	2	1	0	0	0	50	57.6	28	0	12	2	0	0	0	0	0	42	43
H/Total	145	0	29	17	4	1	2	1	0	199	215.1	149	0	36	8	3	1	0	1	0	198	206.3
10:00	41	0	9	2	2	1	0	0	0	55	59.6	34	0	6	1	1	0	1	1	0	44	46.2
10:15	44	0	6	2	2	0	0	0	0	54	57.6	30	0	11	3	2	0	0	0	0	46	50.1
10:30	40	0	9	4	1	0	0	0	0	54	57.3	38	0	3	2	0	0	0	3	0	46	45.2
10:45	45	0	6	1	3	0	0	0	1	56	59.6	26	0	9	3	3	1	1	0	0	43	50.4
H/Total	170	0	30	9	8	1	0	0	1	219	234.1	128	0	29	9	6	1	2	4	0	179	191.9
11:00	32	0	12	1	0	0	0	0	1	46	45.7	42	0	11	3	3	2	0	0	0	61	68.4
11:15	45	0	7	1	0	1	0	0	0	54	55.5	31	0	2	2	1	1	0	0	0	37	40.3
11:30	40	0	12	1	0	0	0	0	0	53	53.5	37	0	12	2	0	0	0	0	1	52	52.2
11:45	29	0	4	3	2	1	0	0	0	39	44.1	39	0	8	3	0	0	0	0	0	50	51.5
H/Total	146	0	35	6	2	2	0	0	1	192	198.8	149	0	33	10	4	3	0	0	1	200	212.4
12:00	28	0	12	2	2	0	0	0	0	44	47.6	31	0	6	5	1	0	0	1	0	44	47.2
12:15	29	0	11	1	2	0	0	1	0	44	46.5	37	0	7	2	2	0	0	0	0	48	51.6
12:30	30	0	6	1	2	0	1	0	1	41	44.3	35	0	15	7	3	0	0	0	0	60	67.4
12:45	39	0	5	3	2	0	0	0	0	49	53.1	49	0	4	1	0	0	0	0	0	54	54.5
H/Total	126	0	34	7	8	0	1	1	1	178	191.5	152	0	32	15	6	0	0	1	0	206	220.7
13:00	28	0	15	1	1	0	0	1	0	46	47.2	45	0	15	1	1	0	0	0	0	62	63.8
13:15	47	0	10	3	0	0	0	0	0	60	61.5	36	0	4	1	4	0	0	0	0	45	50.7
13:30	47	0	13	1	0	0	0	0	0	61	61.5	41	0	10	1	4	1	1	0	0	58	65.7
13:45	38	0	10	4	3	1	1	0	0	57	64.9	41	0	10	4	2	0	0	1	0	58	62
H/Total	160	0	48	9	4	1	1	1	0	224	235.1	163	0	39	7	11	1	1	1	0	223	242.2
14:00	35	0	9	4	1	0	0	0	0	49	52.3	32	0	11	2	0	0	0	0	0	45	46
14:15	45	0	12	1	2	0	0	1	0	61	63.5	47	0	7	2	1	1	2	0	0	60	65.3
14:30	49	0	12	1	0	0	0	0	0	62	62.5	55	0	8	1	1	0	0	0	0	65	66.8
14:45	45	0	8	1	2	1	0	4	0	61	62.7	61	0	11	1	1	0	0	1	0	75	76.2
H/Total	174	0	41	7	5	1	0	5	0	233	241	195	0	37	6	3	1	2	1	0	245	254.3
15:00	48	0	12	2	1	1	0	0	0	64	67.3	54	0	17	1	1	1	1	0	0	75	78.8
15:15	51	0	6	2	0	0	0	0	0	59	60	60	0	20	0	0	0	0	0	0	80	80
15:30	48	0	8	2	0	0	0	0	0	58	59	67	0	8	1	2	0	0	1	1	80	81.7
15:45	52	0	14	3	0	1	0	0	1	71	72.7	79	0	14	0	0	0	0	0	0	93	93
H/Total	199	0	40	9	1	2	0	0	1	252	259	260	0	59	2	3	1	1	1	1	328	333.5
16:00	57	0	13	2	0	0	0	0	0	72	73	88	0	10	0	0	0	0	0	0	98	98
16:15	56	0	13	5	4	1	1	0	1	81	89.9	95	0	12	0	2	1	1	1	0	112	116
16:30	40	0	9	1	3	1	1	3	0	58	62.6	105	0	17	2	1	3	0	0	2	130	133.7
16:45	49	0	6	3	1	1	0	1	0	61	64.2	57	0	12	0	0	0	1	1	0	71	71.4
H/Total	202	0	41	11	8	3	2	4	1	272	289.7	345	0	51	2	3	4	2	2	2	411	419.1
17:00	74	0	8	3	2	0	0	0	0	87	91.1	82	0	17	1	0	0	0	2	0	102	101.3
17:15	67	0	10	1	1	0	1	1	0	81	83.2	76	0	14	0	0	0	0	1	0	91	90.4
17:30	77	0	10	0	0	0	0	0	0	87	87	78	0	6	1	1	0	0	1	0	87	88.2
17:45	58	0	8	0	0	0	0	1	0	67	66.4	68	0	4	3	2	0	1	1	0	79	83.5
H/Total	276	0	36	4	3	0	1	2	0	322	327.7	304	0	41	5	3	0	1	5	0	359	363.4
18:00	45	0	5	2	0	0	0	0	0	52	53	65	0	8	0	0	0	0	6	0	79	75.4
18:15	31	0	3	0	0	1	0	0	0	35	36	52	0	7	0	1	0	0	14	0	74	66.9
18:30	36	0	3	1	1	0	0	6	0	47	45.2	47	0	9	1	0	2	0	7	0	66	64.3
18:45	32	0	8	0	0	0	0	1	0	41	40.4	40	0	5	0	0	1	0	8	0	54	50.2
H/Total	144	0	19	3	1	1	0	7	0	175	174.6	204	0	29	1	1	3	0	35	0	273	256.8
Total	2369	0	475	92	52	17	10	25	6	3046	3166.8	2460	0	461	83	55	18	16	51	4	3148	3261.2

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

traffic survey partners

Time	From B											To B									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	14	0	3	1	1	0	0	0	0	19	20.8	49	0	10	0	1	0	0	0	0	60	61.3
07:15	18	0	1	0	0	0	1	0	0	20	21	35	0	12	0	2	2	0	1	1	53	56.2
07:30	12	0	2	1	1	0	0	0	0	16	17.8	57	0	11	1	1	1	0	0	0	71	73.8
07:45	24	0	5	2	1	1	0	0	0	33	36.3	68	0	5	0	0	1	0	0	0	74	75
H/Total	68	0	11	4	3	1	1	0	0	88	95.9	209	0	38	1	4	4	0	1	1	258	266.3
08:00	28	0	6	1	2	0	1	0	0	38	42.1	51	0	3	0	0	1	2	0	0	57	60
08:15	24	0	3	3	2	1	0	0	0	33	38.1	52	0	7	2	0	0	0	0	0	61	62
08:30	18	0	1	0	0	0	0	0	0	19	19	32	0	3	2	0	0	0	0	0	37	38
08:45	16	0	2	1	1	1	0	0	0	21	23.8	27	0	6	1	2	0	0	0	0	36	39.1
H/Total	86	0	12	5	5	2	1	0	0	111	123	162	0	19	5	2	1	2	0	0	191	199.1
09:00	14	0	8	0	1	0	0	0	0	23	24.3	15	0	1	1	0	0	0	1	0	18	17.9
09:15	14	0	3	1	0	1	0	1	0	20	20.9	14	0	8	3	1	1	2	0	0	29	34.8
09:30	17	0	1	2	0	0	0	0	0	20	21	14	0	1	2	0	0	0	1	0	18	18.4
09:45	10	0	5	0	1	1	0	0	0	17	19.3	15	0	2	7	1	1	0	0	0	26	31.8
H/Total	55	0	17	3	2	2	0	1	0	80	85.5	58	0	12	13	2	2	2	2	0	91	102.9
10:00	10	0	2	1	1	0	1	1	0	16	18.2	11	0	2	1	2	1	0	0	0	17	21.1
10:15	10	0	5	2	1	0	0	0	0	18	20.3	17	0	3	2	0	0	0	0	0	22	23
10:30	11	0	3	2	1	0	0	0	0	17	19.3	13	0	3	1	1	0	0	0	0	18	19.8
10:45	11	0	6	2	2	1	0	0	0	22	26.6	18	0	2	1	1	0	0	0	1	23	24
H/Total	42	0	16	7	5	1	1	1	0	73	84.4	59	0	10	5	4	1	0	0	1	80	87.9
11:00	18	0	5	2	3	1	0	0	0	29	34.9	7	0	5	1	0	1	0	0	1	15	15.7
11:15	9	0	0	2	0	1	0	0	0	12	14	13	0	3	1	0	1	0	0	0	18	19.5
11:30	15	0	7	0	0	0	0	0	0	22	22	10	0	0	0	0	0	0	0	0	10	10
11:45	11	0	1	3	0	1	0	0	0	16	18.5	12	0	4	3	1	1	0	0	0	21	24.8
H/Total	53	0	13	7	3	3	0	0	0	79	89.4	42	0	12	5	1	3	0	0	1	64	70
12:00	10	0	3	3	0	0	0	0	0	16	17.5	8	0	2	0	3	0	0	1	0	14	17.3
12:15	9	0	4	0	0	0	0	0	0	13	13	9	0	1	0	1	0	0	1	0	12	12.7
12:30	7	0	6	3	2	0	0	0	0	18	22.1	11	0	1	0	0	0	0	0	0	12	12
12:45	14	0	2	1	0	0	0	0	0	17	17.5	16	0	3	1	1	0	0	0	0	21	22.8
H/Total	40	0	15	7	2	0	0	0	0	64	70.1	44	0	7	1	5	0	0	2	0	59	64.8
13:00	16	0	4	0	1	0	0	0	0	21	22.3	12	0	5	0	1	0	0	1	0	19	19.7
13:15	13	0	1	0	1	0	0	0	0	15	16.3	15	0	3	2	0	1	0	0	0	21	23
13:30	17	0	5	2	1	1	1	0	0	27	31.3	17	0	4	1	0	0	0	0	0	22	22.5
13:45	17	0	2	2	1	1	0	0	0	23	26.3	14	0	5	4	1	1	1	0	0	26	31.3
H/Total	63	0	12	4	4	2	1	0	0	86	96.2	58	0	17	7	2	2	1	1	0	88	96.5
14:00	13	0	7	2	0	0	0	0	0	22	23	14	0	4	0	1	0	0	0	0	19	20.3
14:15	18	0	4	1	2	0	2	0	0	27	32.1	14	0	5	1	1	0	0	0	0	21	22.8
14:30	18	0	1	0	0	0	0	0	0	19	19	12	0	2	0	0	0	0	0	0	14	14
14:45	33	0	5	1	0	0	0	0	0	39	39.5	13	0	1	0	2	1	0	0	0	17	20.6
H/Total	82	0	17	4	2	0	2	0	0	107	113.6	53	0	12	1	4	1	0	0	0	71	77.7
15:00	33	0	4	0	1	1	1	0	0	40	43.3	20	0	3	1	1	2	1	0	0	28	32.8
15:15	33	0	5	0	0	0	0	0	0	38	38	22	0	5	1	0	0	0	0	0	28	28.5
15:30	36	0	4	1	3	0	0	0	1	45	48.6	22	0	1	0	0	0	0	0	0	23	23
15:45	42	0	6	0	0	0	0	0	0	48	48	19	0	6	1	0	1	0	0	0	27	28.5
H/Total	144	0	19	1	4	1	1	0	1	171	177.9	83	0	15	3	1	3	1	0	0	106	112.8
16:00	49	0	4	0	0	0	0	0	0	53	53	23	0	4	1	0	0	0	0	0	28	28.5
16:15	54	0	7	0	0	1	1	2	0	65	65.8	18	0	7	3	0	1	0	0	0	29	31.5
16:30	72	0	11	2	0	3	0	0	2	90	92.4	18	0	4	1	2	1	0	0	0	26	30.1
16:45	32	0	3	0	0	1	1	0	0	37	39	20	0	1	1	1	1	0	1	0	25	27.2
H/Total	207	0	25	2	0	5	2	2	2	245	250.2	79	0	16	6	3	3	0	1	0	108	117.3
17:00	46	0	9	1	0	0	0	1	0	57	56.9	27	0	2	3	1	0	0	0	0	33	35.8
17:15	32	0	5	0	0	0	0	1	0	38	37.4	28	0	4	1	0	0	1	1	0	35	35.9
17:30	42	0	3	0	1	0	0	0	0	46	47.3	22	0	0	0	0	1	0	0	0	23	24
17:45	24	0	2	2	0	0	1	0	0	29	31	22	0	2	0	0	0	0	0	0	24	24
H/Total	144	0	19	3	1	0	1	2	0	170	172.6	99	0	8	4	1	1	1	1	0	115	119.7
18:00	28	0	2	0	0	0	0	0	0	30	30	20	0	1	2	0	0	0	0	0	23	24
18:15	25	0	4	0	1	0	0	0	0	30	31.3	10	0	2	0	0	2	0	0	0	14	16
18:30	21	0	3	0	0	2	0	1	0	27	28.4	16	0	4	1	0	0	0	5	0	26	23.5
18:45	23	0	4	1	0	1	0	8	0	37	33.7	9	0	2	0	0	0	0	1	0	12	11.4
H/Total	97	0	13	1	1	3	0	9	0	124	123.4	55	0	9	3	0	2	0	6	0	75	74.9
Total	1081	0	189	48	32	20	10	15	3	1398	1482.2	1001	0	175	54	29	23	7	14	3	1306	1389.9

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

Time	From C											To C									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	18	0	8	1	1	0	0	0	0	28	29.8	25	0	3	0	0	0	0	0	0	28	28
07:15	35	0	12	0	2	1	0	0	0	50	53.6	35	0	11	0	0	0	0	1	0	47	46.4
07:30	43	0	5	1	0	0	2	0	0	51	53.5	28	0	8	2	1	0	0	0	0	39	41.3
07:45	59	0	10	2	1	0	1	0	0	73	76.3	45	0	12	1	1	1	0	0	0	60	62.8
H/Total	155	0	35	4	4	1	3	0	0	202	213.2	133	0	34	3	2	1	0	1	0	174	178.5
08:00	45	0	4	2	1	0	1	0	0	53	56.3	53	0	13	0	2	0	2	2	0	72	75.4
08:15	28	0	7	2	1	0	1	0	0	39	42.3	46	0	9	1	1	0	0	0	0	57	58.8
08:30	37	0	6	0	0	0	1	0	0	44	45	38	0	12	2	1	0	0	0	0	53	55.3
08:45	40	0	12	3	2	0	0	0	0	57	61.1	34	0	9	0	0	0	0	0	0	43	43
H/Total	150	0	29	7	4	0	3	0	0	193	204.7	171	0	43	3	4	0	2	2	0	225	232.5
09:00	21	0	4	1	1	0	0	0	0	27	28.8	34	0	7	2	1	0	0	0	0	44	46.3
09:15	32	0	7	0	0	1	0	0	0	40	41	16	0	1	1	0	0	0	0	0	18	18.5
09:30	32	0	2	2	1	0	0	1	0	38	39.7	28	0	6	0	0	0	0	0	0	34	34
09:45	20	0	9	3	0	0	0	0	0	32	33.5	20	0	6	2	2	1	0	0	0	31	35.6
H/Total	105	0	22	6	2	1	0	1	0	137	143	98	0	20	5	3	1	0	0	0	127	134.4
10:00	26	0	4	1	1	0	0	0	0	32	33.8	32	0	7	2	1	0	0	0	0	42	44.3
10:15	24	0	7	3	1	0	0	0	0	35	37.8	31	0	4	2	2	0	0	0	0	39	42.6
10:30	30	0	2	1	0	0	0	3	0	36	34.7	30	0	8	4	1	0	0	0	0	43	46.3
10:45	18	0	5	2	1	0	1	0	0	27	30.3	30	0	6	1	2	0	0	0	0	39	42.1
H/Total	98	0	18	7	3	0	1	3	0	130	136.6	123	0	25	9	6	0	0	0	0	163	175.3
11:00	30	0	7	1	1	2	0	0	0	41	44.8	31	0	8	0	1	0	0	0	0	40	41.3
11:15	24	0	3	1	1	0	0	0	0	29	30.8	34	0	5	1	0	0	0	0	0	40	40.5
11:30	25	0	6	2	0	0	0	0	1	34	34.2	33	0	13	1	0	0	0	0	0	47	47.5
11:45	30	0	9	1	0	0	0	0	0	40	40.5	19	0	2	1	1	1	0	0	0	24	26.8
H/Total	109	0	25	5	2	2	0	0	1	144	150.3	117	0	28	3	2	1	0	0	0	151	156.1
12:00	23	0	4	2	2	0	0	2	0	33	35.4	22	0	11	2	0	0	0	0	0	35	36
12:15	31	0	4	2	1	0	0	0	0	38	40.3	23	0	11	1	0	0	0	0	0	35	35.5
12:30	29	0	9	4	1	0	0	0	0	43	46.3	20	0	5	1	2	0	1	0	1	30	33.3
12:45	38	0	3	0	0	0	0	0	0	41	41	26	0	3	2	1	0	0	0	0	32	34.3
H/Total	121	0	20	8	4	0	0	2	0	155	163	91	0	30	6	3	0	1	0	1	132	139.1
13:00	30	0	12	1	0	0	0	0	0	43	43.5	17	0	11	1	0	0	0	0	0	29	29.5
13:15	25	0	4	1	3	1	0	0	0	34	39.4	34	0	8	1	0	0	0	0	0	43	43.5
13:30	29	0	6	1	3	0	0	0	0	39	43.4	35	0	10	2	0	0	0	0	0	47	48
13:45	25	0	9	3	1	0	0	1	0	39	41.2	25	0	6	1	2	1	0	0	0	35	39.1
H/Total	109	0	31	6	7	1	0	1	0	155	167.5	111	0	35	5	2	1	0	0	0	154	160.1
14:00	23	0	4	1	0	0	0	1	0	29	28.9	25	0	5	5	0	0	0	1	0	36	37.9
14:15	30	0	4	1	0	1	0	0	0	36	37.5	32	0	8	0	2	0	0	1	0	43	45
14:30	40	0	7	1	1	0	0	0	0	49	50.8	40	0	10	1	0	0	0	0	0	51	51.5
14:45	30	0	8	0	1	0	0	1	0	40	40.7	34	0	9	1	0	0	0	4	0	48	46.1
H/Total	123	0	23	3	2	1	0	2	0	154	157.9	131	0	32	7	2	0	0	6	0	178	180.5
15:00	30	0	13	1	0	1	1	0	0	46	48.5	37	0	9	1	0	0	0	0	0	47	47.5
15:15	33	0	16	0	0	0	0	0	0	49	49	35	0	2	1	0	0	0	0	0	38	38.5
15:30	37	0	5	0	0	0	0	2	0	44	42.8	32	0	8	2	1	0	0	1	0	44	45.7
15:45	40	0	8	0	0	0	0	0	0	48	48	36	0	8	2	0	0	0	0	1	47	47.2
H/Total	140	0	42	1	0	1	1	2	0	187	188.3	140	0	27	6	1	0	0	1	1	176	178.9
16:00	44	0	6	0	0	0	0	0	0	50	50	39	0	9	1	0	0	0	0	0	49	49.5
16:15	49	0	6	0	2	0	0	0	0	57	59.6	46	0	7	2	4	0	1	1	1	62	67.8
16:30	39	0	9	0	1	1	0	0	0	50	52.3	28	0	8	0	1	1	1	3	0	42	43.5
16:45	33	0	10	0	0	0	0	1	0	44	43.4	37	0	6	2	0	1	0	0	0	46	48
H/Total	165	0	31	0	3	1	0	1	0	201	205.3	150	0	30	5	5	2	2	4	1	199	208.8
17:00	46	0	10	1	0	0	0	1	0	58	57.9	57	0	8	1	1	0	0	0	0	67	68.8
17:15	49	0	11	0	0	0	0	0	0	60	60	44	0	8	0	1	0	0	0	0	53	54.3
17:30	42	0	5	1	0	1	0	1	0	50	50.9	61	0	12	0	0	0	0	0	0	73	73
17:45	46	0	2	1	2	0	0	1	0	52	54.5	38	0	6	0	0	0	0	1	0	45	44.4
H/Total	183	0	28	3	2	1	0	3	0	220	223.3	200	0	34	1	2	0	0	1	0	238	240.5
18:00	40	0	6	1	0	0	0	7	0	54	50.3	28	0	4	1	0	0	0	1	0	34	33.9
18:15	33	0	4	0	0	1	0	14	0	52	44.6	27	0	2	0	0	0	0	0	0	29	29
18:30	29	0	8	1	0	0	0	6	0	44	40.9	23	0	1	0	1	0	0	1	0	26	26.7
18:45	20	0	3	0	0	0	0	0	0	23	23	26	0	8	1	0	0	0	0	0	35	35.5
H/Total	122	0	21	2	0	1	0	27	0	173	158.8	104	0	15	2	1	0	0	2	0	124	125.1
Total	1580	0	325	52	33	10	8	42	1	2051	2111.9	1569	0	353	55	33	6	5	17	3	2041	2109.8

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **A620 / Saundby Road / Sturton Road**
Date: **07 June 2017, Wednesday**

traffic survey partners

Time	Whole Junction										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	103	0	21	2	3	0	0	0	0	129	133.9
07:15	115	0	32	0	4	3	1	2	1	158	165.2
07:30	137	0	26	4	2	1	2	0	0	172	179.6
07:45	188	0	31	4	2	2	1	0	0	228	235.6
H/Total	543	0	110	10	11	6	4	2	1	687	714.3
08:00	171	0	25	3	3	1	5	2	0	210	220.2
08:15	141	0	24	8	3	1	1	0	0	178	187.9
08:30	117	0	22	4	1	0	1	0	0	145	149.3
08:45	114	0	28	5	6	1	0	0	0	154	165.3
H/Total	543	0	99	20	13	3	7	2	0	687	722.7
09:00	83	0	19	4	3	0	0	1	0	110	115.3
09:15	75	0	19	5	1	2	2	1	0	105	112.2
09:30	84	0	10	6	1	0	0	1	0	102	105.7
09:45	63	0	20	11	3	2	0	0	0	99	110.4
H/Total	305	0	68	26	8	4	2	3	0	416	443.6
10:00	77	0	15	4	4	1	1	1	0	103	111.6
10:15	78	0	18	7	4	0	0	0	0	107	115.7
10:30	81	0	14	7	2	0	0	3	0	107	111.3
10:45	74	0	17	5	6	1	1	0	1	105	116.5
H/Total	310	0	64	23	16	2	2	4	1	422	455.1
11:00	80	0	24	4	4	3	0	0	1	116	125.4
11:15	78	0	10	4	1	2	0	0	0	95	100.3
11:30	80	0	25	3	0	0	0	0	1	109	109.7
11:45	70	0	14	7	2	2	0	0	0	95	103.1
H/Total	308	0	73	18	7	7	0	0	2	415	438.5
12:00	61	0	19	7	4	0	0	2	0	93	100.5
12:15	69	0	19	3	3	0	0	1	0	95	99.8
12:30	66	0	21	8	5	0	1	0	1	102	112.7
12:45	91	0	10	4	2	0	0	0	0	107	111.6
H/Total	287	0	69	22	14	0	1	3	1	397	424.6
13:00	74	0	31	2	2	0	0	1	0	110	113
13:15	85	0	15	4	4	1	0	0	0	109	117.2
13:30	93	0	24	4	4	1	1	0	0	127	136.2
13:45	80	0	21	9	5	2	1	1	0	119	132.4
H/Total	332	0	91	19	15	4	2	2	0	465	498.8
14:00	71	0	20	7	1	0	0	1	0	100	104.2
14:15	93	0	20	3	4	1	2	1	0	124	133.1
14:30	107	0	20	2	1	0	0	0	0	130	132.3
14:45	108	0	21	2	3	1	0	5	0	140	142.9
H/Total	379	0	81	14	9	2	2	7	0	494	512.5
15:00	111	0	29	3	2	3	2	0	0	150	159.1
15:15	117	0	27	2	0	0	0	0	0	146	147
15:30	121	0	17	3	3	0	0	2	1	147	150.4
15:45	134	0	28	3	0	1	0	0	1	167	168.7
H/Total	483	0	101	11	5	4	2	2	2	610	625.2
16:00	150	0	23	2	0	0	0	0	0	175	176
16:15	159	0	26	5	6	2	2	2	1	203	215.3
16:30	151	0	29	3	4	5	1	3	2	198	207.3
16:45	114	0	19	3	1	2	1	2	0	142	146.6
H/Total	574	0	97	13	11	9	4	7	3	718	745.2
17:00	166	0	27	5	2	0	0	2	0	202	205.9
17:15	148	0	26	1	1	0	1	2	0	179	180.6
17:30	161	0	18	1	1	1	0	1	0	183	185.2
17:45	128	0	12	3	2	0	1	2	0	148	151.9
H/Total	603	0	83	10	6	1	2	7	0	712	723.6
18:00	113	0	13	3	0	0	0	7	0	136	133.3
18:15	89	0	11	0	1	2	0	14	0	117	111.9
18:30	86	0	14	2	1	2	0	13	0	118	114.5
18:45	75	0	15	1	0	1	0	9	0	101	97.1
H/Total	363	0	53	6	2	5	0	43	0	472	456.8
Total	5030	0	989	192	117	47	28	82	10	6495	6760.9

Peak Hours		Totals
07:00	08:00	687
07:15	08:15	768
07:30	08:30	788
07:45	08:45	761
08:00	09:00	687
08:15	09:15	587
08:30	09:30	514
08:45	09:45	471
09:00	10:00	416
09:15	10:15	409
09:30	10:30	411
09:45	10:45	416
10:00	11:00	422
10:15	11:15	435
10:30	11:30	423
10:45	11:45	425
11:00	12:00	415
11:15	12:15	392
11:30	12:30	392
11:45	12:45	385
12:00	13:00	397
12:15	13:15	414
12:30	13:30	428
12:45	13:45	453
13:00	14:00	465
13:15	14:15	455
13:30	14:30	470
13:45	14:45	473
14:00	15:00	494
14:15	15:15	544
14:30	15:30	566
14:45	15:45	583
15:00	16:00	610
15:15	16:15	635
15:30	16:30	692
15:45	16:45	743
16:00	17:00	718
16:15	17:15	745
16:30	17:30	721
16:45	17:45	706
17:00	18:00	712
17:15	18:15	646
17:30	18:30	584
17:45	18:45	519
18:00	19:00	472

Project Number: TSP13274
Project Name: Gainsborough, Nottinghamshire
Survey Type: Manual Classified Traffic Count
Site No: 3
Location: Gainsborough Road / Power Station

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

	1	1	1	1.5	2.3	2	2	0.4	0.2												
Time	**A - A**											**A - B**									
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	**TOTAL**	**TOTAL (PCU)**	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	**TOTAL**	**TOTAL (PCU)**
00:00										0	0				1						1	1.5
00:15										0	0			1							1	1
00:30										0	0										0	0
00:45										0	0			1							1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3.5
01:00										0	0										0	0
01:15										0	0										0	0
01:30										0	0										0	0
01:45										0	0	1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
02:00										0	0										0	0
02:15										0	0										0	0
02:30										0	0										0	0
02:45										0	0										0	0
H/Total	0	0	0	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
03:15										0	0			1							1	1
03:30										0	0										0	0
03:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:00										0	0										0	0
04:15										0	0										0	0
04:30										0	0										0	0
04:45										0	0			1							1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
05:00										0	0	4									4	4
05:15										0	0			1							1	1
05:30										0	0	8		1							9	9
05:45										0	0	3		2							5	5
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	4	0	0	0	0	0	0	19	19
06:00										0	0	6		1						2	9	7.4
06:15										0	0	15		1							16	16
06:30										0	0	23		1		1				1	26	26.5
06:45										0	0	29		5							34	34
H/Total	0	0	0	0	0	0	0	0	0	0	0	73	0	8	0	1	0	0	0	3	85	83.9
07:00										0	0	35		6		3					44	47.9
07:15										0	0	25		8		1				1	35	35.5
07:30										0	0	30		2	1	1					34	35.8
07:45										0	0	31		4							35	35
H/Total	0	0	0	0	0	0	0	0	0	0	0	121	0	20	1	5	0	0	0	1	148	154.2
08:00										0	0	19									19	19
08:15										0	0	17		1	1						19	19.5
08:30										0	0	8		1							9	9
08:45										0	0	6		3		2					11	13.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	50	0	5	1	2	0	0	0	0	58	61.1
09:00										0	0	4									4	4
09:15										0	0	3		2	1	1					7	8.8
09:30	1									1	1	3		1	1			2			7	9.5
09:45										0	0	3		2	1	1					7	8.8
H/Total	1	0	0	0	0	0	0	0	0	1	1	13	0	5	3	2	0	2	0	0	25	31.1
10:00										0	0				2	1					3	5.3
10:15										0	0	1			1						2	2.5
10:30			1							1	1	1									1	1
10:45										0	0	1			1	1					3	4.8
H/Total	0	0	1	0	0	0	0	0	0	1	1	3	0	0	4	2	0	0	0	0	9	13.6
11:00										0	0			5							5	5
11:15										0	0	1									1	1
11:30										0	0	1			1						2	2.5
11:45										0	0			1	1						2	2.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	6	2	0	0	0	0	0	10	11
12:00										0	0	1		1		2					4	6.6
12:15										0	0	1		1		1					3	4.3
12:30										0	0	1									1	1
12:45										0	0	2									2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	3	0	0	0	0	10	13.9
13:00										0	0	3		2	1	1					7	8.8
13:15										0	0	2		1							3	3
13:30	1									1	1	8		1							9	9
13:45										0	0	1						1			2	3
H/Total	1	0	0	0	0	0	0	0	0	1	1	14	0	4	1	1	0	1	0	0	21	23.8
14:00										0	0	2			1	1					4	5.8
14:15			1							1	1	2				1					3	4.3
14:30										0	0	1									1	1
14:45										0	0	1				2					3	5.6
H/Total	0	0	1	0	0	0	0	0	0	1	1	6	0	0	1	4	0	0	0	0	11	16.7
15:00										0	0	1				1					2	3.3
15:15										0	0			1							1	1
15:30										0	0										0	0
15:45										0	0			1							1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	4	5.3
16:00										0	0				1						1	1.5
16:15										0	0										0	0
16:30										0	0	1			1						2	2.5
16:45										0	0				1	1					2	3.8
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	5	7.8
17:00										0	0	2				1					3	4.3
17:15										0	0	2		1							3	3
17:30										0	0										0	0
17:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	1	0	0	0	0	6	7.3
18:00										0	0	4									4	4
18:15										0	0										0	0
18:30										0	0										0	0
18:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	4
19:00										0	0										0	0
19:15										0	0										0	0
19:30										0	0										0	0
19:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00										0	0										0	0
20:15										0	0										0	0
20:30										0	0										0	0
20:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00										0	0	5									5	5
21:15										0	0	5									5	5
21:30										0	0	5									5	5
21:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	15	15
22:00										0	0										0	0
22:15										0	0	1									1	1
22:30										0	0										0	0
22:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
23:00										0	0										0	0
23:15										0	0										0	0
23:30										0	0										0	0
23:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	4	4	329	0	61	17	23	0	3	0	4	437	475.2

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

Time	A - C											B - A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00										0	0										0	0
00:15										0	0										0	0
00:30	1									1	1										0	0
00:45	1									1	1										0	0
H/Total	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
01:00										0	0										0	0
01:15	1									1	1										0	0
01:30										0	0										0	0
01:45										0	0										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00										0	0										0	0
02:15										0	0										0	0
02:30	1									1	1										0	0
02:45										0	0										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00										0	0										0	0
03:15										0	0										0	0
03:30										0	0			1							1	1
03:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:00			1							1	1	2		3	1						6	6.5
04:15										0	0										0	0
04:30										0	0										0	0
04:45	1									1	1										0	0
H/Total	1	0	1	0	0	0	0	0	0	2	2	2	0	3	1	0	0	0	0	0	6	6.5
05:00	1									1	1	2									2	2
05:15	1									1	1	3									3	3
05:30	2		1							3	3										0	0
05:45	1		1							2	2	1									1	1
H/Total	5	0	2	0	0	0	0	0	0	7	7	6	0	0	0	0	0	0	0	0	6	6
06:00	5		1					1		7	6.4										0	0
06:15	13		2	1					1	17	16.7										0	0
06:30	24		7							31	31	10									10	10
06:45	27		2							29	29	1									1	1
H/Total	69	0	12	1	0	0	0	1	1	84	83.1	11	0	0	0	0	0	0	0	0	11	11
07:00	19		1							20	20			1							1	1
07:15	10		5		1	2		1		19	21.7	1									1	1
07:30	27		5			1				33	34					1					1	2.3
07:45	25		3							28	28					1					1	2.3
H/Total	81	0	14	0	1	3	0	1	0	100	103.7	1	0	1	0	2	0	0	0	0	4	6.6
08:00	33		3			1	1			38	40	1				2					3	5.6
08:15	27		5							32	32	1		1	1	1					4	5.8
08:30	25		3	2	1					31	33.3										0	0
08:45	19		2							21	21	1				1					2	3.3
H/Total	104	0	13	2	1	1	1	0	0	122	126.3	3	0	1	1	4	0	0	0	0	9	14.7
09:00	13							1		14	13.4			1		1					2	3.3
09:15	7		5	2						14	15			1							1	1
09:30	16		1	1						18	18.5			1							1	1
09:45	11									11	11	2		1		1					4	5.3
H/Total	47	0	6	3	0	0	0	1	0	57	57.9	2	0	4	0	2	0	0	0	0	8	10.6
10:00	8		1	1		1				11	12.5			1		1		1			3	5.3
10:15	11		1	2						14	15			1		1					2	3.3
10:30	12		2							14	14			1	1	2					4	7.1
10:45	13		3						1	17	16.2			2	2	2					6	9.6
H/Total	44	0	7	3	0	1	0	0	1	56	57.7	0	0	5	3	6	0	1	0	0	15	25.3
11:00	4		1	1						6	6.5	4		1	1	2					8	11.1
11:15	13		2			1				16	17	1		2	2						5	6
11:30	10		1							11	11	1		3	1						5	5.5
11:45	11		2	2	1					16	18.3	1		1	1						3	3.5
H/Total	38	0	6	3	1	1	0	0	0	49	52.8	7	0	7	5	2	0	0	0	0	21	26.1
12:00	4		2		1					7	8.3	4		2							6	6
12:15	5									5	5	2		2							4	4
12:30	8		1					1		10	9.4			2	2	2					6	9.6
12:45	11		2							13	13	3				1					4	5.3
H/Total	28	0	5	0	1	0	0	1	0	35	35.7	9	0	6	2	3	0	0	0	0	20	24.9
13:00	11		3					1		15	14.4	3									3	3
13:15	8		1	1						10	10.5	3		1		1					5	6.3
13:30	9		3	1						13	13.5	3		2	1	1			1		8	9.2
13:45	14		4	2	1					21	23.3	6		1	1	1					9	10.8
H/Total	42	0	11	4	1	0	0	1	0	59	61.7	15	0	4	2	3	0	0	1	0	25	29.3
14:00	10		4							14	14	3		3							6	6
14:15	11		3							14	14	4				2		2			8	12.6
14:30	10		2	1						13	13.5	7									7	7
14:45	9		2			1				12	13	15		1	1						17	17.5
H/Total	40	0	11	1	0	1	0	0	0	53	54.5	29	0	4	1	2	0	2	0	0	38	43.1
15:00	20		3	1		1	1			26	28.5	19		1		1					21	22.3
15:15	18		3	1						22	22.5	21		1		2				1	25	26.8
15:30	23		1							24	24	13		2		1					16	17.3
15:45	20		6	1	1		1			29	31.8	19		3							22	22
H/Total	81	0	13	3	1	1	2	0	0	101	106.8	72	0	7	0	4	0	0	0	1	84	88.4
16:00	12		1	1						14	14.5	27		2							29	29
16:15	18		5	3		1				27	29.5	28		5						1	34	33.2
16:30	14		3		1					18	19.3	32		5	1	2					40	43.1
16:45	15		1		1			1		18	18.7	13		2	1						16	16.5
H/Total	59	0	10	4	2	1	0	1	0	77	82	100	0	14	2	2	0	0	0	1	119	121.8
17:00	23		2	1						26	26.5	13		1						1	15	14.2
17:15	28		2	1			1	1		33	33.9	14		2							16	16
17:30	15		1							16	16	17		1		1					19	20.3
17:45	21		2							23	23	6			1						7	7.5
H/Total	87	0	7	2	0	0	1	1	0	98	99.4	50	0	4	1	1	0	0	0	1	57	58
18:00	11									11	11	7				1					8	9.3
18:15	8					1				9	10	6									6	6
18:30	10		4	1				1		16	15.9	2		1							3	3
18:45	9		1					4		14	11.6	3			1					1	5	4.7
H/Total	38	0	5	1	0	1	0	5	0	50	48.5	18	0	1	1	1	0	0	0	1	22	23
19:00	6		2		1					9	10.3	2									2	2
19:15	9		2	1						12	12.5										0	0
19:30	1							1		2	1.4										0	0
19:45	9							1		10	9.4										0	0
H/Total	25	0	4	1	1	0	0	2	0	33	33.6	2	0	0	0	0	0	0	0	0	2	2
20:00	6							1		7	6.4										0	0
20:15	6			1						7	7.5										0	0
20:30	8							1		9	8.4	1									1	1
20:45	5									5	5										0	0
H/Total	25	0	0	1	0	0	0	2	0	28	27.3	1	0	0	0	0	0	0	0	0	1	1
21:00	5		1							6	6										0	0
21:15	7									7	7										0	0
21:30	5									5	5	4									4	4
21:45	4		1							5	5	3									3	3
H/Total	21	0	2	0	0	0	0	0	0	23	23	7	0	0	0	0	0	0	0	0	7	7
22:00										0	0	2									2	2
22:15	1									1	1	1									1	1
22:30	1									1	1										0	0
22:45	1									1	1										0	0
H/Total	3	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	3	3
23:00										0	0										0	0
23:15										0	0										0	0
23:30										0	0										0	0
23:45	1									1	1										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Total	843	0	129	29	9	10	4	16	2	1042	1071	338	0	62	19	32	0	3	1	4	459	509.3

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

Time	B - B											B - C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00										0	0										0	0
00:15										0	0										0	0
00:30										0	0										0	0
00:45										0	0	1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
01:00										0	0										0	0
01:15										0	0										0	0
01:30										0	0	1									1	1
01:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
02:00										0	0										0	0
02:15										0	0										0	0
02:30										0	0										0	0
02:45										0	0	1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
03:00										0	0										0	0
03:15										0	0										0	0
03:30										0	0										0	0
03:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00										0	0	1									1	1
04:15										0	0										0	0
04:30										0	0										0	0
04:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
05:00										0	0										0	0
05:15										0	0	4									4	4
05:30										0	0	1									1	1
05:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	5
06:00										0	0										0	0
06:15										0	0			1							1	1
06:30										0	0	3									3	3
06:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4	4
07:00										0	0										0	0
07:15										0	0										0	0
07:30										0	0			1							1	1
07:45										0	0	1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
08:00										0	0	1									1	1
08:15										0	0			1							1	1
08:30										0	0	3									3	3
08:45										0	0	2									2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	7	7
09:00										0	0	2									2	2
09:15										0	0										0	0
09:30										0	0	2									2	2
09:45										0	0	2		1							3	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	7	7
10:00										0	0			2							2	2
10:15										0	0				1						1	1.5
10:30										0	0				1						1	1.5
10:45										0	0	2		1							3	3
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	7	8
11:00										0	0	4		1							5	5
11:15										0	0	2		2							4	4
11:30										0	0	2		2							4	4
11:45										0	0	2									2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	10	0	5	0	0	0	0	0	0	15	15
12:00										0	0	1									1	1
12:15										0	0	2									2	2
12:30										0	0	3									3	3
12:45										0	0	1									1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7	7
13:00										0	0	1									1	1
13:15										0	0			1							1	1
13:30										0	0	4		2							6	6
13:45										0	0	6							1		7	6.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	11	0	3	0	0	0	0	1	0	15	14.4
14:00										0	0	7		2							9	9
14:15										0	0	1									1	1
14:30										0	0	3									3	3
14:45										0	0	10		3					1		14	13.4
H/Total	0	0	0	0	0	0	0	0	0	0	0	21	0	5	0	0	0	0	1	0	27	26.4
15:00										0	0	11		4	1						16	16.5
15:15										0	0	13		1						1	15	14.2
15:30										0	0	11		2							13	13
15:45										0	0	14		2							16	16
H/Total	0	0	0	0	0	0	0	0	0	0	0	49	0	9	1	0	0	0	0	1	60	59.7
16:00										0	0	15		4						1	20	19.2
16:15										0	0	21		5							26	26
16:30										0	0	18		1							19	19
16:45										0	0	14		4							18	18
H/Total	0	0	0	0	0	0	0	0	0	0	0	68	0	14	0	0	0	0	0	1	83	82.2
17:00										0	0	7									7	7
17:15										0	0	11		1							12	12
17:30										0	0	5		2							7	7
17:45										0	0	4									4	4
H/Total	0	0	0	0	0	0	0	0	0	0	0	27	0	3	0	0	0	0	0	0	30	30
18:00										0	0	2									2	2
18:15										0	0	4		1							5	5
18:30										0	0										0	0
18:45										0	0	1		1							2	2
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	9	9
19:00										0	0										0	0
19:15										0	0										0	0
19:30										0	0										0	0
19:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00										0	0										0	0
20:15										0	0										0	0
20:30										0	0										0	0
20:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00										0	0	1									1	1
21:15										0	0	4									4	4
21:30										0	0	5									5	5
21:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10	10
22:00										0	0	2									2	2
22:15										0	0										0	0
22:30										0	0										0	0
22:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
23:00										0	0										0	0
23:15										0	0										0	0
23:30										0	0										0	0
23:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	239	0	48	3	0	0	0	2	2	294	292.7

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

Time	C - A											C - B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00	1									1	1										0	0
00:15										0	0										0	0
00:30										0	0										0	0
00:45										0	0										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1									1	1										0	0
01:15										0	0										0	0
01:30										0	0										0	0
01:45										0	0	1									1	1
H/Total	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
02:00	1									1	1										0	0
02:15	2									2	2										0	0
02:30	1									1	1										0	0
02:45										0	0										0	0
H/Total	4	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
03:00										0	0										0	0
03:15										0	0										0	0
03:30										0	0										0	0
03:45										0	0										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00										0	0										0	0
04:15	1		1							2	2										0	0
04:30										0	0										0	0
04:45	1									1	1										0	0
H/Total	2	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
05:00										0	0	2							1		3	2.4
05:15	3									3	3			1							1	1
05:30	5		1							6	6	5							1		6	5.4
05:45	3									3	3	6		1							7	7
H/Total	11	0	1	0	0	0	0	0	0	12	12	13	0	2	0	0	0	0	2	0	17	15.8
06:00	2									2	2	4		2							6	6
06:15	3		3							6	6	4		1							5	5
06:30	5		1	1						7	7.5	14		3							17	17
06:45	6		2							8	8	32		5	1				1	1	40	39.1
H/Total	16	0	6	1	0	0	0	0	0	23	23.5	54	0	11	1	0	0	0	1	1	68	67.1
07:00	10		1		1					12	13.3	16		4		2				1	23	24.8
07:15	11		1				1			13	14	16		1							17	17
07:30	11		3							14	14	16		2							18	18
07:45	20		7	1						28	28.5	22		1							23	23
H/Total	52	0	12	1	1	0	1	0	0	67	69.8	70	0	8	0	2	0	0	0	1	81	82.8
08:00	28		3	1			1			33	34.5	18									18	18
08:15	19		2	1	1	1				24	26.8	14									14	14
08:30	13		3	1						17	17.5	4									4	4
08:45	14		1			1				16	17	7				1					8	9.3
H/Total	74	0	9	3	1	2	1	0	0	90	95.8	43	0	0	0	1	0	0	0	0	44	45.3
09:00	10		5							15	15	4		3							7	7
09:15	15			1				1		17	16.9	4									4	4
09:30	11		1							12	12	2		2							4	4
09:45	7		2							9	9	2									2	2
H/Total	43	0	8	1	0	0	0	1	0	53	52.9	12	0	5	0	0	0	0	0	0	17	17
10:00	8		2	1				1		12	11.9	1		1							2	2
10:15	7		3							10	10	1									1	1
10:30	12		2	1						15	15.5	2		1	1						4	4.5
10:45	7		3			1				11	12										0	0
H/Total	34	0	10	2	0	1	0	1	0	48	49.4	4	0	2	1	0	0	0	0	0	7	7.5
11:00	13		6	1						20	20.5	1		1	1						3	3.5
11:15	6					1				7	8			2							2	2
11:30	10		4							14	14	3		1	1						5	5.5
11:45	9			2						11	12	2		2		1					5	6.3
H/Total	38	0	10	3	0	1	0	0	0	52	54.5	6	0	6	2	1	0	0	0	0	15	17.3
12:00	6		2	1						9	9.5	1									1	1
12:15	4		1							5	5	4		1		1					6	7.3
12:30	9		1							10	10	6									6	6
12:45	7		2							9	9	2		1							3	3
H/Total	26	0	6	1	0	0	0	0	0	33	33.5	13	0	2	0	1	0	0	0	0	16	17.3
13:00	13		3							16	16	7		3							10	10
13:15	10									10	10	5		2							7	7
13:30	12		3							15	15	3									3	3
13:45	14			3	1					18	20.8	4									4	4
H/Total	49	0	6	3	1	0	0	0	0	59	61.8	19	0	5	0	0	0	0	0	0	24	24
14:00	9		4	1						14	14.5			2							2	2
14:15	11		3	1					1	16	15.7			1							1	1
14:30	10		1							11	11	1		2	1						4	4.5
14:45	16		2							18	18	2									2	2
H/Total	46	0	10	2	0	0	0	0	1	59	59.2	3	0	5	1	0	0	0	0	0	9	9.5
15:00	13		4							17	17	2									2	2
15:15	15		4							19	19										0	0
15:30	17		2							19	19	1				2					3	5.6
15:45	27		4	2	1					34	36.3	3									3	3
H/Total	72	0	14	2	1	0	0	0	0	89	91.3	6	0	0	0	2	0	0	0	0	8	10.6
16:00	26		6							32	32										0	0
16:15	30		2			3		2		37	38.8										0	0
16:30	39		3	1		1			1	45	45.7										0	0
16:45	23		1							24	24										0	0
H/Total	118	0	12	1	0	4	0	2	1	138	140.5	0	0	0	0	0	0	0	0	0	0	0
17:00	28		7					1		36	35.4	2									2	2
17:15	23		2					1		26	25.4	2									2	2
17:30	18									18	18										0	0
17:45	17		2	1						20	20.5	1									1	1
H/Total	86	0	11	1	0	0	0	2	0	100	99.3	5	0	0	0	0	0	0	0	0	5	5
18:00	25		2							27	27	1									1	1
18:15	11		4							15	15										0	0
18:30	19		3		1			3		26	25.5										0	0
18:45	12		2			1		5		20	18										0	0
H/Total	67	0	11	0	1	1	0	8	0	88	85.5	1	0	0	0	0	0	0	0	0	1	1
19:00	11		1					3		15	13.2										0	0
19:15	12			1				1		14	13.9										0	0
19:30	3									3	3										0	0
19:45	3									3	3										0	0
H/Total	29	0	1	1	0	0	0	4	0	35	33.1	0	0	0	0	0	0	0	0	0	0	0
20:00	5			1						6	6.5										0	0
20:15	1									1	1										0	0
20:30	3		1							4	4										0	0
20:45	4									4	4										0	0
H/Total	13	0	1	1	0	0	0	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0
21:00	7									7	7	1									1	1
21:15	3							1		4	3.4										0	0
21:30	9									9	9	1									1	1
21:45	3									3	3										0	0
H/Total	22	0	0	0	0	0	0	1	0	23	22.4	2	0	0	0	0	0	0	0	0	2	2
22:00										0	0										0	0
22:15	1									1	1										0	0
22:30	3									3	3										0	0
22:45	2									2	2										0	0
H/Total	6	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0
23:00	1									1	1										0	0
23:15	2									2	2										0	0
23:30										0	0										0	0
23:45										0	0										0	0
H/Total	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
Total	813	0	129	23	5	9	2	19	2	1002	1018	252	0	46	5	7	0	0	3	2	315	323.2

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

Time	C - C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00										0	0
00:15										0	0
00:30										0	0
00:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
01:00										0	0
01:15										0	0
01:30										0	0
01:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
02:00										0	0
02:15										0	0
02:30										0	0
02:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
03:00										0	0
03:15										0	0
03:30										0	0
03:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
04:00										0	0
04:15										0	0
04:30										0	0
04:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
05:00										0	0
05:15										0	0
05:30										0	0
05:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
06:00										0	0
06:15										0	0
06:30										0	0
06:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
07:00										0	0
07:15										0	0
07:30										0	0
07:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:00										0	0
08:15										0	0
08:30										0	0
08:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
09:00										0	0
09:15										0	0
09:30										0	0
09:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
10:00										0	0
10:15										0	0
10:30										0	0
10:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
11:00										0	0
11:15										0	0
11:30										0	0
11:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
12:00										0	0
12:15										0	0
12:30										0	0
12:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
13:00										0	0
13:15										0	0
13:30										0	0
13:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
14:00										0	0
14:15										0	0
14:30										0	0
14:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
15:00										0	0
15:15										0	0
15:30										0	0
15:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00										0	0
16:15										0	0
16:30										0	0
16:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
17:00										0	0
17:15										0	0
17:30										0	0
17:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
18:00										0	0
18:15										0	0
18:30										0	0
18:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
19:00										0	0
19:15										0	0
19:30										0	0
19:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
20:00										0	0
20:15										0	0
20:30										0	0
20:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
21:00										0	0
21:15										0	0
21:30										0	0
21:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
22:00										0	0
22:15										0	0
22:30										0	0
22:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
23:00										0	0
23:15										0	0
23:30										0	0
23:45										0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

tsp traffic survey partners

Time	From A											To A										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00	0	0	0	1	0	0	0	0	0	1	1.5	1	0	0	0	0	0	0	0	0	1	1
00:15	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
H/Total	2	0	2	1	0	0	0	0	0	5	5.5	1	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
01:15	1	0	0	0	0	0	0	0	0	1	1	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	0	0	0
01:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/Total	2	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
02:30	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	4	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1
04:00	0	0	1	0	0	0	0	0	0	1	1	2	0	3	1	0	0	0	0	0	6	6.5
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	1	1
H/Total	1	0	2	0	0	0	0	0	0	3	3	4	0	4	1	0	0	0	0	0	9	9.5
05:00	5	0	0	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	0	2	2
05:15	1	0	1	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	0	0	6	6
05:30	10	0	2	0	0	0	0	0	0	12	12	5	0	1	0	0	0	0	0	0	6	6
05:45	4	0	3	0	0	0	0	0	0	7	7	4	0	0	0	0	0	0	0	0	4	4
H/Total	20	0	6	0	0	0	0	0	0	26	26	17	0	1	0	0	0	0	0	0	18	18
06:00	11	0	2	0	0	0	0	1	2	16	13.8	2	0	0	0	0	0	0	0	0	2	2
06:15	28	0	3	1	0	0	0	0	1	33	32.7	3	0	3	0	0	0	0	0	0	6	6
06:30	47	0	8	0	1	0	0	0	1	57	57.5	15	0	1	1	0	0	0	0	0	17	17.5
06:45	56	0	7	0	0	0	0	0	0	63	63	7	0	2	0	0	0	0	0	0	9	9
H/Total	142	0	20	1	1	0	0	1	4	169	167	27	0	6	1	0	0	0	0	0	34	34.5
07:00	54	0	7	0	3	0	0	0	0	64	67.9	10	0	2	0	1	0	0	0	0	13	14.3
07:15	35	0	13	0	2	2	0	1	1	54	57.2	12	0	1	0	0	0	1	0	0	14	15
07:30	57	0	7	1	1	1	0	0	0	67	69.8	11	0	3	0	1	0	0	0	0	15	16.3
07:45	56	0	7	0	0	0	0	0	0	63	63	20	0	7	1	1	0	0	0	0	29	30.8
H/Total	202	0	34	1	6	3	0	1	1	248	257.9	53	0	13	1	3	0	1	0	0	71	76.4
08:00	52	0	3	0	0	1	1	0	0	57	59	29	0	3	1	2	0	1	0	0	36	40.1
08:15	44	0	6	1	0	0	0	0	0	51	51.5	20	0	3	2	2	1	0	0	0	28	32.6
08:30	33	0	4	2	1	0	0	0	0	40	42.3	13	0	3	1	0	0	0	0	0	17	17.5
08:45	25	0	5	0	2	0	0	0	0	32	34.6	15	0	1	0	1	1	0	0	0	18	20.3
H/Total	154	0	18	3	3	1	1	0	0	180	187.4	77	0	10	4	5	2	1	0	0	99	110.5
09:00	17	0	0	0	0	0	0	1	0	18	17.4	10	0	6	0	1	0	0	0	0	17	18.3
09:15	10	0	7	3	1	0	0	0	0	21	23.8	15	0	1	1	0	0	0	1	0	18	17.9
09:30	20	0	2	2	0	0	2	0	0	26	29	12	0	2	0	0	0	0	0	0	14	14
09:45	14	0	2	1	1	0	0	0	0	18	19.8	9	0	3	0	1	0	0	0	0	13	14.3
H/Total	61	0	11	6	2	0	2	1	0	83	90	46	0	12	1	2	0	0	1	0	62	64.5
10:00	8	0	1	3	1	1	0	0	0	14	17.8	8	0	3	1	1	0	1	1	0	15	17.2
10:15	12	0	1	3	0	0	0	0	0	16	17.5	7	0	4	0	1	0	0	0	0	12	13.3
10:30	13	0	3	0	0	0	0	0	0	16	16	12	0	4	2	2	0	0	0	0	20	23.6
10:45	14	0	3	1	1	0	0	0	1	20	21	7	0	5	2	2	1	0	0	0	17	21.6
H/Total	47	0	8	7	2	1	0	0	1	66	72.3	34	0	16	5	6	1	1	1	0	64	75.7
11:00	4	0	6	1	0	0	0	0	0	11	11.5	17	0	7	2	2	0	0	0	0	28	31.6
11:15	14	0	2	0	0	1	0	0	0	17	18	7	0	2	2	0	1	0	0	0	12	14
11:30	11	0	1	1	0	0	0	0	0	13	13.5	11	0	7	1	0	0	0	0	0	19	19.5
11:45	11	0	3	3	1	0	0	0	0	18	20.8	10	0	1	3	0	0	0	0	0	14	15.5
H/Total	40	0	12	5	1	1	0	0	0	59	63.8	45	0	17	8	2	1	0	0	0	73	80.6
12:00	5	0	3	0	3	0	0	0	0	11	14.9	10	0	4	1	0	0	0	0	0	15	15.5
12:15	6	0	1	0	1	0	0	0	0	8	9.3	6	0	3	0	0	0	0	0	0	9	9
12:30	9	0	1	0	0	0	0	1	0	11	10.4	9	0	3	2	2	0	0	0	0	16	19.6
12:45	13	0	2	0	0	0	0	0	0	15	15	10	0	2	0	1	0	0	0	0	13	14.3
H/Total	33	0	7	0	4	0	0	1	0	45	49.6	35	0	12	3	3	0	0	0	0	53	58.4
13:00	14	0	5	1	1	0	0	1	0	22	23.2	16	0	3	0	0	0	0	0	0	19	19
13:15	10	0	2	1	0	0	0	0	0	13	13.5	13	0	1	0	1	0	0	0	0	15	16.3
13:30	18	0	4	1	0	0	0	0	0	23	23.5	16	0	5	1	1	0	0	1	0	24	25.2
13:45	15	0	4	2	1	0	1	0	0	23	26.3	20	0	1	4	2	0	0	0	0	27	31.6
H/Total	57	0	15	5	2	0	1	1	0	81	86.5	65	0	10	5	4	0	0	1	0	85	92.1
14:00	12	0	4	1	1	0	0	0	0	18	19.8	12	0	7	1	0	0	0	0	0	20	20.5
14:15	13	0	4	0	1	0	0	0	0	18	19.3	15	0	4	1	2	0	2	0	1	25	29.3
14:30	11	0	2	1	0	0	0	0	0	14	14.5	17	0	1	0	0	0	0	0	0	18	18
14:45	10	0	2	0	2	1	0	0	0	15	18.6	31	0	3	1	0	0	0	0	0	35	35.5
H/Total	46	0	12	2	4	1	0	0	0	65	72.2	75	0	15	3	2	0	2	0	1	98	103.3
15:00	21	0	3	1	1	1	1	0	0	28	31.8	32	0	5	0	1	0	0	0	0	38	39.3
15:15	18	0	4	1	0	0	0	0	0	23	23.5	36	0	5	0	2	0	0	0	1	44	45.8
15:30	23	0	1	0	0	0	0	0	0	24	24	30	0	4	0	1	0	0	0	0	35	36.3
15:45	20	0	7	1	1	0	1	0	0	30	32.8	46	0	7	2	1	0	0	0	0	56	58.3
H/Total	82	0	15	3	2	1	2	0	0	105	112.1	144	0	21	2	5	0	0	0	1	173	179.7
16:00	12	0	1	2	0	0	0	0	0	15	16	53	0	8	0	0	0	0	0	0	61	61
16:15	18	0	5	3	0	1	0	0	0	27	29.5	58	0	7	0	0	3	0	2	1	71	72
16:30	15	0	3	1	1	0	0	0	0	20	21.8	71	0	8	2	2	1	0	0	1	85	88.8
16:45	15	0	1	1	2	0	0	1	0	20	22.5	36	0	3	1	0	0	0	0	0	40	40.5
H/Total	60	0	10	7	3	1	0	1	0	82	89.8	218	0	26	3	2	4	0	2	2	257	262.3
17:00	25	0	2	1	1	0	0	0	0	29	30.8	41	0	8	0	0	0	0	1	1	51	49.6
17:15	30	0	3	1	0	0	1	1	0	36	36.9	37	0	4	0	0	0	0	1	0	42	41.4
17:30	15	0	1	0	0	0	0	0	0	16	16	35	0	1	0	1	0	0	0	0	37	38.3
17:45	21	0	2	0	0	0	0	0	0	23	23	23	0	2	2	0	0	0	0	0	27	28
H/Total	91	0	8	2	1	0	1	1	0	104	106.7	136	0	15	2	1	0	0	2	1	157	157.3
18:00	15	0	0	0	0	0	0	0	0	15	15	32	0	2	0	1	0	0	0	0	35	36.3
18:15	8	0	0	0	0	1	0	0	0	9	10	17	0	4	0	0	0	0	0	0	21	21
18:30	10	0	4	1	0	0	0	1	0	16	15.9	21	0	4	0	1	0	0	3	0	29	28.5
18:45	9	0	1	0	0	0	0	4	0	14	11.6	15	0	2	1	0	1	0	5	1	25	22.7
H/Total	42	0	5	1	0	1	0	5	0	54	52.5	85	0	12	1	2	1	0	8	1	110	108.5
19:00	6	0	2	0	1	0	0	0	0	9	10.3	13	0	1	0	0	0	0	3	0	17	15.2
19:15	9	0	2	1	0	0	0	0	0	12	12.5	12	0	0	1	0	0	0	1	0	14	13.9
19:30	1	0	0	0	0	0	0	1	0	2	1.4	3	0	0	0	0	0	0	0	0	3	3
19:45	9	0	0	0	0	0	0	1	0	10	9.4	3	0	0	0	0	0	0	0	0	3	3
H/Total	25	0	4	1	1	0	0	2	0	33	33.6	31	0	1	1	0	0	0	4	0	37	35.1
20:00	6	0	0	0	0	0	0	1	0	7	6.4	5	0	0	1	0	0	0	0	0	6	6.5
20:15	6	0	0	1	0	0	0	0	0	7	7.5	1	0	0	0	0	0	0	0	0	1	1
20:30	8	0	0	0	0	0	0	1	0	9	8.4	4	0	1	0	0	0	0	0	0	5	5
20:45	5	0	0	0	0	0	0	0	0	5	5	4	0	0	0	0	0	0	0	0	4	4
H/Total	25	0	0	1	0	0	0	2	0	28	27.3	14	0	1	1	0	0	0	0	0	16	16.5
21:00	10	0	1	0	0	0	0	0	0	11	11	7	0	0	0	0	0	0	0	0	7	7
21:15	12	0	0	0	0	0	0	0	0	12	12	3	0	0	0	0	0	0	1	0	4	3.4
21:30	10	0	0	0	0	0	0	0	0	10	10	13	0	0	0	0	0	0	0	0	13	13
21:45	4	0	1	0	0	0	0	0	0	5	5	6	0	0	0	0	0	0	0	0	6	6
H/Total	36	0	2	0	0	0	0	0	0	38	38	29	0	0	0	0	0	0	1	0	30	29.4
22:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
22:15	2	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	2	2
22:30	1	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	3	3
22:45	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2
H/Total	4	0	0	0	0	0	0	0	0	4	4	9	0	0	0	0	0	0	0	0	9	9
23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	3	3
Total	1174	0	192	46	32	10	7	16	6	1483	1550.2	1153	0	193	42	37	9	5	20	6	1465	1531.3

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

Time	From B											To B										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.5
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	0	3	3.5
01:00	0	0	0	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	0	0	0
01:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
H/Total	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2
02:00	0	0	0	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	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	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	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:30	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1
04:00	3	0	3	1	0	0	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
H/Total	3	0	3	1	0	0	0	0	0	7	7.5	0	0	1	0	0	0	0	0	0	1	1
05:00	2	0	0	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	1	0	7	6.4
05:15	7	0	0	0	0	0	0	0	0	7	7	0	0	2	0	0	0	0	0	0	2	2
05:30	1	0	0	0	0	0	0	0	0	1	1	13	0	1	0	0	0	0	1	0	15	14.4
05:45	1	0	0	0	0	0	0	0	0	1	1	9	0	3	0	0	0	0	0	0	12	12
H/Total	11	0	0	0	0	0	0	0	0	11	11	28	0	6	0	0	0	0	2	0	36	34.8
06:00	0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	0	0	2	15	13.4
06:15	0	0	1	0	0	0	0	0	0	1	1	19	0	2	0	0	0	0	0	0	21	21
06:30	13	0	0	0	0	0	0	0	0	13	13	37	0	4	0	1	0	0	0	1	43	43.5
06:45	1	0	0	0	0	0	0	0	0	1	1	61	0	10	1	0	0	0	1	1	74	73.1
H/Total	14	0	1	0	0	0	0	0	0	15	15	127	0	19	1	1	0	0	1	4	153	151
07:00	0	0	1	0	0	0	0	0	0	1	1	51	0	10	0	5	0	0	0	1	67	72.7
07:15	1	0	0	0	0	0	0	0	0	1	1	41	0	9	0	1	0	0	0	1	52	52.5
07:30	0	0	1	0	1	0	0	0	0	2	3.3	46	0	4	1	1	0	0	0	0	52	53.8
07:45	1	0	0	0	1	0	0	0	0	2	3.3	53	0	5	0	0	0	0	0	0	58	58
H/Total	2	0	2	0	2	0	0	0	0	6	8.6	191	0	28	1	7	0	0	0	2	229	237
08:00	2	0	0	0	2	0	0	0	0	4	6.6	37	0	0	0	0	0	0	0	0	37	37
08:15	1	0	2	1	1	0	0	0	0	5	6.8	31	0	1	1	0	0	0	0	0	33	33.5
08:30	3	0	0	0	0	0	0	0	0	3	3	12	0	1	0	0	0	0	0	0	13	13
08:45	3	0	0	0	1	0	0	0	0	4	5.3	13	0	3	0	3	0	0	0	0	19	22.9
H/Total	9	0	2	1	4	0	0	0	0	16	21.7	93	0	5	1	3	0	0	0	0	102	106.4
09:00	2	0	1	0	1	0	0	0	0	4	5.3	8	0	3	0	0	0	0	0	0	11	11
09:15	0	0	1	0	0	0	0	0	0	1	1	7	0	2	1	1	0	0	0	0	11	12.8
09:30	2	0	1	0	0	0	0	0	0	3	3	5	0	3	1	0	0	2	0	0	11	13.5
09:45	4	0	2	0	1	0	0	0	0	7	8.3	5	0	2	1	1	0	0	0	0	9	10.8
H/Total	8	0	5	0	2	0	0	0	0	15	17.6	25	0	10	3	2	0	2	0	0	42	48.1
10:00	0	0	3	0	1	0	1	0	0	5	7.3	1	0	1	2	1	0	0	0	0	5	7.3
10:15	0	0	1	1	1	0	0	0	0	3	4.8	2	0	0	1	0	0	0	0	0	3	3.5
10:30	0	0	1	2	2	0	0	0	0	5	8.6	3	0	1	1	0	0	0	0	0	5	5.5
10:45	2	0	3	2	2	0	0	0	0	9	12.6	1	0	0	1	1	0	0	0	0	3	4.8
H/Total	2	0	8	5	6	0	1	0	0	22	33.3	7	0	2	5	2	0	0	0	0	16	21.1
11:00	8	0	2	1	2	0	0	0	0	13	16.1	1	0	6	1	0	0	0	0	0	8	8.5
11:15	3	0	4	2	0	0	0	0	0	9	10	1	0	2	0	0	0	0	0	0	3	3
11:30	3	0	5	1	0	0	0	0	0	9	9.5	4	0	1	2	0	0	0	0	0	7	8
11:45	3	0	1	1	0	0	0	0	0	5	5.5	2	0	3	1	1	0	0	0	0	7	8.8
H/Total	17	0	12	5	2	0	0	0	0	36	41.1	8	0	12	4	1	0	0	0	0	25	28.3
12:00	5	0	2	0	0	0	0	0	0	7	7	2	0	1	0	2	0	0	0	0	5	7.6
12:15	4	0	2	0	0	0	0	0	0	6	6	5	0	2	0	2	0	0	0	0	9	11.6
12:30	3	0	2	2	2	0	0	0	0	9	12.6	7	0	0	0	0	0	0	0	0	7	7
12:45	4	0	0	0	1	0	0	0	0	5	6.3	4	0	1	0	0	0	0	0	0	5	5
H/Total	16	0	6	2	3	0	0	0	0	27	31.9	18	0	4	0	4	0	0	0	0	26	31.2
13:00	4	0	0	0	0	0	0	0	0	4	4	10	0	5	1	1	0	0	0	0	17	18.8
13:15	3	0	2	0	1	0	0	0	0	6	7.3	7	0	3	0	0	0	0	0	0	10	10
13:30	7	0	4	1	1	0	0	1	0	14	15.2	11	0	1	0	0	0	0	0	0	12	12
13:45	12	0	1	1	1	0	0	1	0	16	17.2	5	0	0	0	0	0	1	0	0	6	7
H/Total	26	0	7	2	3	0	0	2	0	40	43.7	33	0	9	1	1	0	1	0	0	45	47.8
14:00	10	0	5	0	0	0	0	0	0	15	15	2	0	2	1	1	0	0	0	0	6	7.8
14:15	5	0	0	0	2	0	2	0	0	9	13.6	2	0	1	0	1	0	0	0	0	4	5.3
14:30	10	0	0	0	0	0	0	0	0	10	10	2	0	2	1	0	0	0	0	0	5	5.5
14:45	25	0	4	1	0	0	1	0	0	31	30.9	3	0	0	0	2	0	0	0	0	5	7.6
H/Total	50	0	9	1	2	0	2	1	0	65	69.5	9	0	5	2	4	0	0	0	0	20	26.2
15:00	30	0	5	1	1	0	0	0	0	37	38.8	3	0	0	0	1	0	0	0	0	4	5.3
15:15	34	0	2	0	2	0	0	0	2	40	41	0	0	1	0	0	0	0	0	0	1	1
15:30	24	0	4	0	1	0	0	0	0	29	30.3	1	0	0	0	2	0	0	0	0	3	5.6
15:45	33	0	5	0	0	0	0	0	0	38	38	3	0	1	0	0	0	0	0	0	4	4
H/Total	121	0	16	1	4	0	0	0	2	144	148.1	7	0	2	0	3	0	0	0	0	12	15.9
16:00	42	0	6	0	0	0	0	0	1	49	48.2	0	0	0	1	0	0	0	0	0	1	1.5
16:15	49	0	10	0	0	0	0	0	1	60	59.2	0	0	0	0	0	0	0	0	0	0	0
16:30	50	0	6	1	2	0	0	0	0	59	62.1	1	0	0	1	0	0	0	0	0	2	2.5
16:45	27	0	6	1	0	0	0	0	0	34	34.5	0	0	0	1	1	0	0	0	0	2	3.8
H/Total	168	0	28	2	2	0	0	0	2	202	204	1	0	0	3	1	0	0	0	0	5	7.8
17:00	20	0	1	0	0	0	0	0	1	22	21.2	4	0	0	0	1	0	0	0	0	5	6.3
17:15	25	0	3	0	0	0	0	0	0	28	28	4	0	1	0	0	0	0	0	0	5	5
17:30	22	0	3	0	1	0	0	0	0	26	27.3	0	0	0	0	0	0	0	0	0	0	0
17:45	10	0	0	1	0	0	0	0	0	11	11.5	1	0	0	0	0	0	0	0	0	1	1
H/Total	77	0	7	1	1	0	0	0	1	87	88	9	0	1	0	1	0	0	0	0	11	12.3
18:00	9	0	0	0	1	0	0	0	0	10	11.3	5	0	0	0	0	0	0	0	0	5	5
18:15	10	0	1	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0
18:30	2	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
18:45	4	0	1	1	0	0	0	0	1	7	6.7	0	0	0	0	0	0	0	0	0	0	0
H/Total	25	0	3	1	1	0	0	0	1	31	32	5	0	0	0	0	0	0	0	0	5	5
19:00	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	2	0	0	0	0	0	0	0	0	2	2	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	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	0	0	6	6
21:15	4	0	0	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	0	0	5	5
21:30	9	0	0	0	0	0	0	0	0	9	9	6	0	0	0	0	0	0	0	0	6	6
21:45	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
H/Total	17	0	0	0	0	0	0	0	0	17	17	17	0	0	0	0	0	0	0	0	17	17
22:00	4	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
22:15	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	5	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	577	0	110	22	32	0	3	3	6	753	802	581	0	107	22	30	0	3	3	6	752	798.4

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

Time	From C											To C										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00	1	0	0	0	0	0	0	0	0	1	1	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	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
H/Total	1	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	3	3
01:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
01:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/Total	2	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	2	2
02:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:15	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
H/Total	4	0	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	2	2
03:00	0	0	0	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	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	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	1	0	1	0	0	0	0	0	0	2	2
04:15	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
H/Total	2	0	1	0	0	0	0	0	0	3	3	2	0	1	0	0	0	0	0	0	3	3
05:00	2	0	0	0	0	0	0	1	0	3	2.4	1	0	0	0	0	0	0	0	0	1	1
05:15	3	0	1	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	0	0	5	5
05:30	10	0	1	0	0	0	0	1	0	12	11.4	3	0	1	0	0	0	0	0	0	4	4
05:45	9	0	1	0	0	0	0	0	0	10	10	1	0	1	0	0	0	0	0	0	2	2
H/Total	24	0	3	0	0	0	0	2	0	29	27.8	10	0	2	0	0	0	0	0	0	12	12
06:00	6	0	2	0	0	0	0	0	0	8	8	5	0	1	0	0	0	0	1	0	7	6.4
06:15	7	0	4	0	0	0	0	0	0	11	11	13	0	3	1	0	0	0	0	1	18	17.7
06:30	19	0	4	1	0	0	0	0	0	24	24.5	27	0	7	0	0	0	0	0	0	34	34
06:45	38	0	7	1	0	0	0	1	1	48	47.1	27	0	2	0	0	0	0	0	0	29	29
H/Total	70	0	17	2	0	0	0	1	1	91	90.6	72	0	13	1	0	0	0	1	1	88	87.1
07:00	26	0	5	0	3	0	0	0	1	35	38.1	19	0	1	0	0	0	0	0	0	20	20
07:15	27	0	2	0	0	0	1	0	0	30	31	10	0	5	0	1	2	0	1	0	19	21.7
07:30	27	0	5	0	0	0	0	0	0	32	32	27	0	6	0	0	1	0	0	0	34	35
07:45	42	0	8	1	0	0	0	0	0	51	51.5	26	0	3	0	0	0	0	0	0	29	29
H/Total	122	0	20	1	3	0	1	0	1	148	152.6	82	0	15	0	1	3	0	1	0	102	105.7
08:00	46	0	3	1	0	0	1	0	0	51	52.5	34	0	3	0	0	1	1	0	0	39	41
08:15	33	0	2	1	1	1	0	0	0	38	40.8	27	0	6	0	0	0	0	0	0	33	33
08:30	17	0	3	1	0	0	0	0	0	21	21.5	28	0	3	2	1	0	0	0	0	34	36.3
08:45	21	0	1	0	1	1	0	0	0	24	26.3	21	0	2	0	0	0	0	0	0	23	23
H/Total	117	0	9	3	2	2	1	0	0	134	141.1	110	0	14	2	1	1	1	0	0	129	133.3
09:00	14	0	8	0	0	0	0	0	0	22	22	15	0	0	0	0	0	0	1	0	16	15.4
09:15	19	0	0	1	0	0	0	1	0	21	20.9	7	0	5	2	0	0	0	0	0	14	15
09:30	13	0	3	0	0	0	0	0	0	16	16	18	0	1	1	0	0	0	0	0	20	20.5
09:45	9	0	2	0	0	0	0	0	0	11	11	13	0	1	0	0	0	0	0	0	14	14
H/Total	55	0	13	1	0	0	0	1	0	70	69.9	53	0	7	3	0	0	0	1	0	64	64.9
10:00	9	0	3	1	0	0	0	1	0	14	13.9	8	0	3	1	0	1	0	0	0	13	14.5
10:15	8	0	3	0	0	0	0	0	0	11	11	11	0	1	3	0	0	0	0	0	15	16.5
10:30	14	0	3	2	0	0	0	0	0	19	20	12	0	2	1	0	0	0	0	0	15	15.5
10:45	7	0	3	0	0	1	0	0	0	11	12	15	0	4	0	0	0	0	0	1	20	19.2
H/Total	38	0	12	3	0	1	0	1	0	55	56.9	46	0	10	5	0	1	0	0	1	63	65.7
11:00	14	0	7	2	0	0	0	0	0	23	24	8	0	2	1	0	0	0	0	0	11	11.5
11:15	6	0	2	0	0	1	0	0	0	9	10	15	0	4	0	0	1	0	0	0	20	21
11:30	13	0	5	1	0	0	0	0	0	19	19.5	12	0	3	0	0	0	0	0	0	15	15
11:45	11	0	2	2	1	0	0	0	0	16	18.3	13	0	2	2	1	0	0	0	0	18	20.3
H/Total	44	0	16	5	1	1	0	0	0	67	71.8	48	0	11	3	1	1	0	0	0	64	67.8
12:00	7	0	2	1	0	0	0	0	0	10	10.5	5	0	2	0	1	0	0	0	0	8	9.3
12:15	8	0	2	0	1	0	0	0	0	11	12.3	7	0	0	0	0	0	0	0	0	7	7
12:30	15	0	1	0	0	0	0	0	0	16	16	11	0	1	0	0	0	0	1	0	13	12.4
12:45	9	0	3	0	0	0	0	0	0	12	12	12	0	2	0	0	0	0	0	0	14	14
H/Total	39	0	8	1	1	0	0	0	0	49	50.8	35	0	5	0	1	0	0	1	0	42	42.7
13:00	20	0	6	0	0	0	0	0	0	26	26	12	0	3	0	0	0	0	1	0	16	15.4
13:15	15	0	2	0	0	0	0	0	0	17	17	8	0	2	1	0	0	0	0	0	11	11.5
13:30	15	0	3	0	0	0	0	0	0	18	18	13	0	5	1	0	0	0	0	0	19	19.5
13:45	18	0	0	3	1	0	0	0	0	22	24.8	20	0	4	2	1	0	0	1	0	28	29.7
H/Total	68	0	11	3	1	0	0	0	0	83	85.8	53	0	14	4	1	0	0	2	0	74	76.1
14:00	9	0	6	1	0	0	0	0	0	16	16.5	17	0	6	0	0	0	0	0	0	23	23
14:15	11	0	4	1	0	0	0	0	1	17	16.7	12	0	3	0	0	0	0	0	0	15	15
14:30	11	0	3	1	0	0	0	0	0	15	15.5	13	0	2	1	0	0	0	0	0	16	16.5
14:45	18	0	2	0	0	0	0	0	0	20	20	19	0	5	0	0	1	0	1	0	26	26.4
H/Total	49	0	15	3	0	0	0	0	1	68	68.7	61	0	16	1	0	1	0	1	0	80	80.9
15:00	15	0	4	0	0	0	0	0	0	19	19	31	0	7	2	0	1	1	0	0	42	45
15:15	15	0	4	0	0	0	0	0	0	19	19	31	0	4	1	0	0	0	0	1	37	36.7
15:30	18	0	2	0	2	0	0	0	0	22	24.6	34	0	3	0	0	0	0	0	0	37	37
15:45	30	0	4	2	1	0	0	0	0	37	39.3	34	0	8	1	1	0	1	0	0	45	47.8
H/Total	78	0	14	2	3	0	0	0	0	97	101.9	130	0	22	4	1	1	2	0	1	161	166.5
16:00	26	0	6	0	0	0	0	0	0	32	32	27	0	5	1	0	0	0	0	1	34	33.7
16:15	30	0	2	0	0	3	0	2	0	37	38.8	39	0	10	3	0	1	0	0	0	53	55.5
16:30	39	0	3	1	0	1	0	0	1	45	45.7	32	0	4	0	1	0	0	0	0	37	38.3
16:45	23	0	1	0	0	0	0	0	0	24	24	29	0	5	0	1	0	0	1	0	36	36.7
H/Total	118	0	12	1	0	4	0	2	1	138	140.5	127	0	24	4	2	1	0	1	1	160	164.2
17:00	30	0	7	0	0	0	0	1	0	38	37.4	30	0	2	1	0	0	0	0	0	33	33.5
17:15	25	0	2	0	0	0	0	1	0	28	27.4	39	0	3	1	0	0	1	1	0	45	45.9
17:30	18	0	0	0	0	0	0	0	0	18	18	20	0	3	0	0	0	0	0	0	23	23
17:45	18	0	2	1	0	0	0	0	0	21	21.5	25	0	2	0	0	0	0	0	0	27	27
H/Total	91	0	11	1	0	0	0	2	0	105	104.3	114	0	10	2	0	0	1	1	0	128	129.4
18:00	26	0	2	0	0	0	0	0	0	28	28	13	0	0	0	0	0	0	0	0	13	13
18:15	11	0	4	0	0	0	0	0	0	15	15	12	0	1	0	0	1	0	0	0	14	15
18:30	19	0	3	0	1	0	0	3	0	26	25.5	10	0	4	1	0	0	0	1	0	16	15.9
18:45	12	0	2	0	0	1	0	5	0	20	18	10	0	2	0	0	0	0	4	0	16	13.6
H/Total	68	0	11	0	1	1	0	8	0	89	86.5	45	0	7	1	0	1	0	5	0	59	57.5
19:00	11	0	1	0	0	0	0	3	0	15	13.2	6	0	2	0	1	0	0	0	0	9	10.3
19:15	12	0	0	1	0	0	0	1	0	14	13.9	9	0	2	1	0	0	0	0	0	12	12.5
19:30	3	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	0	2	1.4
19:45	3	0	0	0	0	0	0	0	0	3	3	9	0	0	0	0	0	0	1	0	10	9.4
H/Total	29	0	1	1	0	0	0	4	0	35	33.1	25	0	4	1	1	0	0	2	0	33	33.6
20:00	5	0	0	1	0	0	0	0	0	6	6.5	6	0	0	0	0	0	0	1	0	7	6.4
20:15	1	0	0	0	0	0	0	0	0	1	1	6	0	0	1	0	0	0	0	0	7	7.5
20:30	3	0	1	0	0	0	0	0	0	4	4	8	0	0	0	0	0	0	1	0	9	8.4
20:45	4	0	0	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	0	0	5	5
H/Total	13	0	1	1	0	0	0	0	0	15	15.5	25	0	0	1	0	0	0	2	0	28	27.3
21:00	8	0	0	0	0	0	0	0	0	8	8	6	0	1	0	0	0	0	0	0	7	7
21:15	3	0	0	0	0	0	0	1	0	4	3.4	11	0	0	0	0	0	0	0	0	11	11
21:30	10	0	0	0	0	0	0	0	0	10	10	10	0	0	0	0	0	0	0	0	10	10
21:45	3	0	0	0	0	0	0	0	0	3	3	4	0	1	0	0	0	0	0	0	5	5
H/Total	24	0	0	0	0	0	0	1	0	25	24.4	31	0	2	0	0	0	0	0	0	33	33
22:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
22:15	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1
22:30	3	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	1	1
22:45	2	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	1	1
H/Total	6	0	0	0	0	0	0	0	0	6	6	5	0	0	0	0	0	0	0	0	5	5
23:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
23:15	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
H/Total	3	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	1	1
Total	1065	0	175	28	12	9	2	22	4	1317	1341.2	1082	0	177	32	9	10	4	18	4	1336	1363.7

Project Number: **TSP13274**
Project Name: **Gainsborough, Nottinghamshire**
Survey Type: **Manual Classified Traffic Count**
Site No: **3**
Location: **Gainsborough Road / Power Station**
Date: **07 June 2017, Wednesday**

Time	Whole Junction										
	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
00:00	1	0	0	1	0	0	0	0	0	2	2.5
00:15	0	0	1	0	0	0	0	0	0	1	1
00:30	1	0	0	0	0	0	0	0	0	1	1
00:45	2	0	1	0	0	0	0	0	0	3	3
H/Total	4	0	2	1	0	0	0	0	0	7	7.5
01:00	1	0	0	0	0	0	0	0	0	1	1
01:15	1	0	0	0	0	0	0	0	0	1	1
01:30	1	0	0	0	0	0	0	0	0	1	1
01:45	2	0	0	0	0	0	0	0	0	2	2
H/Total	5	0	0	0	0	0	0	0	0	5	5
02:00	1	0	0	0	0	0	0	0	0	1	1
02:15	2	0	0	0	0	0	0	0	0	2	2
02:30	2	0	0	0	0	0	0	0	0	2	2
02:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	6	0	0	0	0	0	0	0	0	6	6
03:00	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	1	1
03:30	0	0	1	0	0	0	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	2	0	0	0	0	0	0	2	2
04:00	3	0	4	1	0	0	0	0	0	8	8.5
04:15	1	0	1	0	0	0	0	0	0	2	2
04:30	0	0	0	0	0	0	0	0	0	0	0
04:45	2	0	1	0	0	0	0	0	0	3	3
H/Total	6	0	6	1	0	0	0	0	0	13	13.5
05:00	9	0	0	0	0	0	0	1	0	10	9.4
05:15	11	0	2	0	0	0	0	0	0	13	13
05:30	21	0	3	0	0	0	0	1	0	25	24.4
05:45	14	0	4	0	0	0	0	0	0	18	18
H/Total	55	0	9	0	0	0	0	2	0	66	64.8
06:00	17	0	4	0	0	0	0	1	2	24	21.8
06:15	35	0	8	1	0	0	0	0	1	45	44.7
06:30	79	0	12	1	1	0	0	0	1	94	95
06:45	95	0	14	1	0	0	0	1	1	112	111.1
H/Total	226	0	38	3	1	0	0	2	5	275	272.6
07:00	80	0	13	0	6	0	0	0	1	100	107
07:15	63	0	15	0	2	2	1	1	1	85	89.2
07:30	84	0	13	1	2	1	0	0	0	101	105.1
07:45	99	0	15	1	1	0	0	0	0	116	117.8
H/Total	326	0	56	2	11	3	1	1	2	402	419.1
08:00	100	0	6	1	2	1	2	0	0	112	118.1
08:15	78	0	10	3	2	1	0	0	0	94	99.1
08:30	53	0	7	3	1	0	0	0	0	64	66.8
08:45	49	0	6	0	4	1	0	0	0	60	66.2
H/Total	280	0	29	7	9	3	2	0	0	330	350.2
09:00	33	0	9	0	1	0	0	1	0	44	44.7
09:15	29	0	8	4	1	0	0	1	0	43	45.7
09:30	35	0	6	2	0	0	2	0	0	45	48
09:45	27	0	6	1	2	0	0	0	0	36	39.1
H/Total	124	0	29	7	4	0	2	2	0	168	177.5
10:00	17	0	7	4	2	1	1	1	0	33	39
10:15	20	0	5	4	1	0	0	0	0	30	33.3
10:30	27	0	7	4	2	0	0	0	0	40	44.6
10:45	23	0	9	3	3	1	0	0	1	40	45.6
H/Total	87	0	28	15	8	2	1	1	1	143	162.5
11:00	26	0	15	4	2	0	0	0	0	47	51.6
11:15	23	0	8	2	0	2	0	0	0	35	38
11:30	27	0	11	3	0	0	0	0	0	41	42.5
11:45	25	0	6	6	2	0	0	0	0	39	44.6
H/Total	101	0	40	15	4	2	0	0	0	162	176.7
12:00	17	0	7	1	3	0	0	0	0	28	32.4
12:15	18	0	5	0	2	0	0	0	0	25	27.6
12:30	27	0	4	2	2	0	0	1	0	36	39
12:45	26	0	5	0	1	0	0	0	0	32	33.3
H/Total	88	0	21	3	8	0	0	1	0	121	132.3
13:00	38	0	11	1	1	0	0	1	0	52	53.2
13:15	28	0	6	1	1	0	0	0	0	36	37.8
13:30	40	0	11	2	1	0	0	1	0	55	56.7
13:45	45	0	5	6	3	0	1	1	0	61	68.3
H/Total	151	0	33	10	6	0	1	3	0	204	216
14:00	31	0	15	2	1	0	0	0	0	49	51.3
14:15	29	0	8	1	3	0	2	0	1	44	49.6
14:30	32	0	5	2	0	0	0	0	0	39	40
14:45	53	0	8	1	2	1	0	1	0	66	69.5
H/Total	145	0	36	6	6	1	2	1	1	198	210.4
15:00	66	0	12	2	2	1	1	0	0	84	89.6
15:15	67	0	10	1	2	0	0	0	2	82	83.5
15:30	65	0	7	0	3	0	0	0	0	75	78.9
15:45	83	0	16	3	2	0	1	0	0	105	110.1
H/Total	281	0	45	6	9	1	2	0	2	346	362.1
16:00	80	0	13	2	0	0	0	0	1	96	96.2
16:15	97	0	17	3	0	4	0	2	1	124	127.5
16:30	104	0	12	3	3	1	0	0	1	124	129.6
16:45	65	0	8	2	2	0	0	1	0	78	81
H/Total	346	0	50	10	5	5	0	3	3	422	434.3
17:00	75	0	10	1	1	0	0	1	1	89	89.4
17:15	80	0	8	1	0	0	1	2	0	92	92.3
17:30	55	0	4	0	1	0	0	0	0	60	61.3
17:45	49	0	4	2	0	0	0	0	0	55	56
H/Total	259	0	26	4	2	0	1	3	1	296	299
18:00	50	0	2	0	1	0	0	0	0	53	54.3
18:15	29	0	5	0	0	1	0	0	0	35	36
18:30	31	0	8	1	1	0	0	4	0	45	44.4
18:45	25	0	4	1	0	1	0	9	1	41	36.3
H/Total	135	0	19	2	2	2	0	13	1	174	171
19:00	19	0	3	0	1	0	0	3	0	26	25.5
19:15	21	0	2	2	0	0	0	1	0	26	26.4
19:30	4	0	0	0	0	0	0	1	0	5	4.4
19:45	12	0	0	0	0	0	0	1	0	13	12.4
H/Total	56	0	5	2	1	0	0	6	0	70	68.7
20:00	11	0	0	1	0	0	0	1	0	13	12.9
20:15	7	0	0	1	0	0	0	0	0	8	8.5
20:30	12	0	1	0	0	0	0	1	0	14	13.4
20:45	9	0	0	0	0	0	0	0	0	9	9
H/Total	39	0	1	2	0	0	0	2	0	44	43.8
21:00	19	0	1	0	0	0	0	0	0	20	20
21:15	19	0	0	0	0	0	0	1	0	20	19.4
21:30	29	0	0	0	0	0	0	0	0	29	29
21:45	10	0	1	0	0	0	0	0	0	11	11
H/Total	77	0	2	0	0	0	0	1	0	80	79.4
22:00	4	0	0	0	0	0	0	0	0	4	4
22:15	4	0	0	0	0	0	0	0	0	4	4
22:30	4	0	0	0	0	0	0	0	0	4	4
22:45	3	0	0	0	0	0	0	0	0	3	3
H/Total	15	0	0	0	0	0	0	0	0	15	15
23:00	1	0	0	0	0	0	0	0	0	1	1
23:15	2	0	0	0	0	0	0	0	0	2	2
23:30	0	0	0	0	0	0	0	0	0	0	0
23:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	4	0	0	0	0	0	0	0	0	4	4
Total	2816	0	477	96	76	19	12	41	16	3553	3693.4

Peak Hours		Totals
00:00	01:00	7
00:15	01:15	6
00:30	01:30	6
00:45	01:45	6
01:00	02:00	5
01:15	02:15	5
01:30	02:30	6
01:45	02:45	7
02:00	03:00	6
02:15	03:15	5
02:30	03:30	4
02:45	03:45	3
03:00	04:00	2
03:15	04:15	10
03:30	04:30	11
03:45	04:45	10
04:00	05:00	13
04:15	05:15	15
04:30	05:30	26
04:45	05:45	51
05:00	06:00	66
05:15	06:15	80
05:30	06:30	112
05:45	06:45	181
06:00	07:00	275
06:15	07:15	351
06:30	07:30	391
06:45	07:45	398
07:00	08:00	402
07:15	08:15	414
07:30	08:30	423
07:45	08:45	386
08:00	09:00	330
08:15	09:15	262
08:30	09:30	211
08:45	09:45	192
09:00	10:00	168
09:15	10:15	157
09:30	10:30	144
09:45	10:45	139
10:00	11:00	143
10:15	11:15	157
10:30	11:30	162
10:45	11:45	163
11:00	12:00	162
11:15	12:15	143
11:30	12:30	133
11:45	12:45	128
12:00	13:00	121
12:15	13:15	145
12:30	13:30	156
12:45	13:45	175
13:00	14:00	204
13:15	14:15	201
13:30	14:30	209
13:45	14:45	193
14:00	15:00	198
14:15	15:15	233
14:30	15:30	271
14:45	15:45	307
15:00	16:00	346
15:15	16:15	358
15:30	16:30	400
15:45	16:45	449
16:00	17:00	422
16:15	17:15	415
16:30	17:30	383
16:45	17:45	319
17:00	18:00	296
17:15	18:15	260
17:30	18:30	203
17:45	18:45	188
18:00	19:00	174
18:15	19:15	147
18:30	19:30	138
18:45	19:45	98
19:00	20:00	70
19:15	20:15	57
19:30	20:30	39
19:45	20:45	48
20:00	21:00	44
20:15	21:15	51
20:30	21:30	63
20:45	21:45	78
21:00	22:00	80
21:15	22:15	64
21:30	22:30	48
21:45	22:45	23
22:00	23:00	15
22:15	23:15	12
22:30	23:30	10
22:45	23:45	6
23:00	00:00	4

ANNEX B

No. 7	District Bassetlaw		VRUs	Grid Reference 478379 / 389444
SEVERITY **SERIOUS**	Ref.No 2B110814	**Full Accident Details**		Police Officer Attend: Yes

Date	02/06/2014	Day Monday	ROAD A631
Time	11:31		LOCATION A631 THE FLOOD ROAD, at its Junction with A620 RBT, BECKINGHAM
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	50 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Roundabout		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A620		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	U Turn				
Direction from	South east to South east	Towing?	No		
Skidded	Overturned				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Leaving roundabout				
Veh left carriageway?	Left c'way offside and rebounded				
Hit object in c'way?	Bollard/refuge				
Hit object off c'way?	Road sign or signal				
First point of impact	Offside				
Drivers age	39 yrs	Sex	Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not provided
Journey purpose	Other/Not known				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SERIOUS**	Age	39 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 8	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 478500 / 387769
SEVERITY **SERIOUS**	Ref.No 2B162314		**Pedestrian**	Police Officer Attend: Yes

Date	06/07/2014	Day Sunday	ROAD A620
Time	16:10		LOCATION A620 SAUNDBY ROAD-GAINSBOROUGH ROAD, APROX 425 metres north of RBT /STURTON ROAD, SAUNDBY
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Double white lines		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Starting				
Direction from	North to South		Towing?	No	
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Nearside				
Drivers age	U/K yrs	Sex	Not traced	Other veh.hit (ref.) 0	Hit and run Yes
Foreign vehicle	Not foreign				Breath test Not contacted
Journey purpose					

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Pedestrian	Veh ref No	1
Severity	**SERIOUS**	Age	25 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Unknown or other				
Ped location	On footway or verge				
Ped Direction to	Unknown				
School Pupil	Other				
Roadworker injured	No				

No. 9	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 478439 / 384523
SEVERITY **SLIGHT**	Ref.No 2B157214		**Pedal Cycle**	Police Officer Attend: No - reported over the counter

Date	24/07/2014	Day Thursday	ROAD C10
Time	17:00		LOCATION C10 STATION ROAD, at its Junction with C2 GAINSBOROUGH ROAD, STURTON LE STEEPLE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	C2
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 54 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Pedal Cycle
Manoeuvre Turning right
Direction from East to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 40 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 40 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **10**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 478411 / 388223
SEVERITY **SLIGHT**	Ref.No 2B181914		**Pedal Cycle**	Police Officer Attend: No - reported over the counter

Date	08/08/2014 Day Friday	ROAD	A620
Time	15:24	LOCATION	A620 GAINSBOROUGH ROAD, at its Junction with Unclassified Road PTE ENT MIDDLE FARM,(APPROX) 117M STH EAST MARSH LANE, SAUNDBY
Weather	Rain Wind		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	40 MPH	None	None
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	Using private drive or entrance		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Starting
Direction from North east to South west Towing? No
Skidded No
Veh location at impact (restricted lane) Footway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 72 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Pedal Cycle
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) Footway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 53 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 53 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 11	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 478438 / 387847
SEVERITY **SLIGHT**	Ref.No 2B308814			Police Officer Attend: Yes

Date	13/12/2014	Day	Saturday
Time	17:28		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/no lights		

ROAD A620

LOCATION A620 GAINSBOROUGH ROAD/SAUNDBY ROAD, BEND APPROX 560 metres north of A620 RBT, SAUNDBY

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Single c'way
Lane markings	Double white lines
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from North to South Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way Offside
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 22 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead right hand bend
Direction from South to North Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 39 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 22 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 12	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 478698 / 386288
SEVERITY **SERIOUS**	Ref.No 2B309914			Police Officer Attend: Yes

Date	28/12/2014	Day Sunday	ROAD C2
Time	11:36		LOCATION C2 STURTON ROAD APPROX., 100 metres south of ENT HIGH HOUSE FARM, WEST BURTON. (LOCATION NOT CONFIRMED - R/O FAILED TO RESPOND)
Weather	Other		
Road Surface	Ice		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead right hand bend				
Direction from	North to South	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	None				
Hit object off c'way?	Tree				
First point of impact	Front				
Drivers age	79 yrs	Sex	Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not provided
Journey purpose					

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SERIOUS**	Age	79 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 13	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 478457 / 389409
SEVERITY **SERIOUS**	Ref.No 2B094816		**Pedestrian**	Police Officer Attend: Yes

Date	26/04/2016	Day	Tuesday
Time	11:16		
Weather	Fine Wind		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD A631

LOCATION A631 THE FLOOD ROAD (NWBND), 110 metres southeast of RBT JUNCTION A620 BAR ROAD, BECKINGHAM

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Dual c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	South east to North west	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Drivers age	19 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run Yes
Foreign vehicle	Not foreign				Breath test Not contacted
Journey purpose					

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Pedestrian	Veh ref No	1
Severity	**SERIOUS**	Age	19 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Unknown or other				
Ped location	In c'way not crossing				
Ped Direction to	North west				
School Pupil	Other				
Roadworker injured	No				

No. 14	District Bassetlaw	# Full Accident Details	VRUs Motorcycle	Grid Reference 478553 / 385136
SEVERITY SLIGHT	Ref.No 2B117016			Police Officer Attend: Yes

Date	14/06/2016	Day Tuesday	ROAD U
Time	14:50		LOCATION Unclassified Road GAINSBOROUGH ROAD, at its Junction with Unclassified Road PTE ENT (POWER STATION), STURTON LE STEEPLE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	Using private drive or entrance
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from East to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 53 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type M/cycle 50 - 125cc
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 28 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 28 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 15	District Bassetlaw	# Full Accident Details	VRUs Motorcycle	Grid Reference 478286 / 389534
SEVERITY SERIOUS	Ref.No 2B153516			Police Officer Attend: Yes

Date	12/07/2016 Day Tuesday	ROAD	A631
Time	18:00	LOCATION	A631 BECKINGHAM BY PASS, RBT at its Junction with A620 /STATION ROAD, BECKINGHAM
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A620
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre U Turn
Direction from South east to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 49 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type M/cycle > 500cc
Manoeuvre Going ahead other
Direction from North west to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 31 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SERIOUS Age 31 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **16**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 478359 / 389465
SEVERITY **SLIGHT**	Ref.No 2B172516			Police Officer Attend: No - reported over the counter

Date	19/08/2016	Day Friday	ROAD A631
Time	15:30		LOCATION A631 THE FLOOD ROAD/BECKINGHAM BY PASS, RBT at its Junction with A620 BAR ROAD, BECKINGHAM
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	50 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Roundabout		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A620		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from North to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age U/K yrs Sex Female Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way Offside
Hit object in c'way? None
Hit object off c'way? Lamp post
First point of impact Offside
Drivers age 37 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 37 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **17**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 478428 / 387865
SEVERITY **SLIGHT**	Ref.No 2B019617			Police Officer Attend: Yes

Date	07/02/2017	Day Tuesday	ROAD A620
Time	12:25		LOCATION A620 GAINSBOROUGH ROAD, BEND ADJ. GROVE COTTAGE (APROX 480M S /MARSH LANE), SAUNDBY
Weather	Fine		
Road Surface	Wet		
Street Lighting	Daylight		

Speed Limit	40 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Double white lines		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead left hand bend				
Direction from	North to South east	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	None				
Hit object off c'way?	Other permanent object				
First point of impact	Nearside				
Drivers age	40 yrs	Sex	Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Journey as part of work				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SLIGHT**	Age	40 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

Concise Accident Details

Date: 22-January-2019
Time: 13:55

No.1	Police ref: **2B163517**	Road(s) **A631 / A620**	Map ref **E 478355 N 389471**

Location **A631 BECKINGHAM BY PASS, RBT at its Junction with A620 BAR ROAD, BECKINGHAM**

Severity	Date	Road Surface	Street lighting	Speed limit
SLIGHT	**05/09/2017 Tue 18:11**	**Wet** / Weather **Fine**	**Daylight**	**60mph**

Vehicle details Crash involved 2 vehicles

vehicle	type	movement	dir	1st hit	veh hit	sex	age
1	car	changing lane to right	NW → SW	offside	2	male	77 yrs
2	m/cycle 50 - 125cc	going ahead other	NW → SE	front	1	male	19 yrs

Casualty details Crash resulted in 1 casualty

Veh number	class	severity	sex	age	pedestrian direction
in veh 2	driver/rider	SLIGHT	male	19 yrs	Not a pedestrian

No.2	Police ref: **2B020418**	Road(s) **A620 /**	Map ref **E 478274 N 389353**

Location **A620 BAR ROAD, 95 metres southwest of A631 EXT RBT , BECKINGHAM**

Severity	Date	Road Surface	Street lighting	Speed limit
SLIGHT	**03/02/2018 Sat 19:38**	**Wet** / Weather **Rain**	**Street lights present and lit, darkness**	**60mph**

Vehicle details Crash involved 1 vehicle

vehicle	type	movement	dir	1st hit	veh hit	sex	age
1	car	going ahead left hand bend	NE → SW	did not impact	0	male	19 yrs

Casualty details Crash resulted in 1 casualty

Veh number	class	severity	sex	age	pedestrian direction
in veh 1	driver/rider	SLIGHT	male	19 yrs	Not a pedestrian

No.3	Police ref: **2B120618**	Road(s) **U / U**	Map ref **E 478553 N 385130**

Location **U/C PVTE ENT/EXIT WEST BURTON POWER STATION , at its Junction with U/C GAINSBOROUGH ROAD, STURTON LE STEEPLE**

Severity	Date	Road Surface	Street lighting	Speed limit
SERIOUS	**28/06/2018 Thu 13:40**	**Dry** / Weather **Fine**	**Daylight**	**60mph**

Vehicle details Crash involved 2 vehicles

vehicle	type	movement	dir	1st hit	veh hit	sex	age
1	car	turning right	E → NW	offside	2	male	30 yrs
2	car	going ahead other	NW → SE	front	1	male	18 yrs

Casualty details Crash resulted in 1 casualty

Veh number	class	severity	sex	age	pedestrian direction
in veh 1	driver/rider	SERIOUS	male	30 yrs	Not a pedestrian

Concise Accident Details

Date: 22-January-2019
Time: 13:55

No.4	Police ref: **2B170418**	Road(s) **A631 /**	Map ref **E 478249 N 389550**

Location **A631 BEND ON APPROACH TO R-BT, 40 metres northwest of STATION ROAD, BECKINGHAM**

Severity	Date	Road Surface	Street lighting	Speed limit
SERIOUS	**07/08/2018 Tue 18:05**	**Dry** Weather **Fine**	**Daylight**	**50mph**

Vehicle details Crash involved 1 vehicle

vehicle	type	movement	dir	1st hit	veh hit	sex	age
1	car	going ahead left hand bend	NW → SE	front	0	male	54 yrs

Casualty details Crash resulted in 1 casualty

Veh number	class	severity	sex	age	pedestrian direction
in veh 1	driver/rider	**SERIOUS**	male	54 yrs	Not a pedestrian

No.5	Police ref: **2B188318**	Road(s) **A631 / U**	Map ref **E 478339 N 389528**

Location **A631 BECKINGHAM BY PASS RBT, at its Junction with U/C STATION ROAD, BECKINGHAM**

Severity	Date	Road Surface	Street lighting	Speed limit
SERIOUS	**08/09/2018 Sat 16:53**	**Wet** Weather **Fine**	**Daylight**	**50mph**

Vehicle details Crash involved 1 vehicle

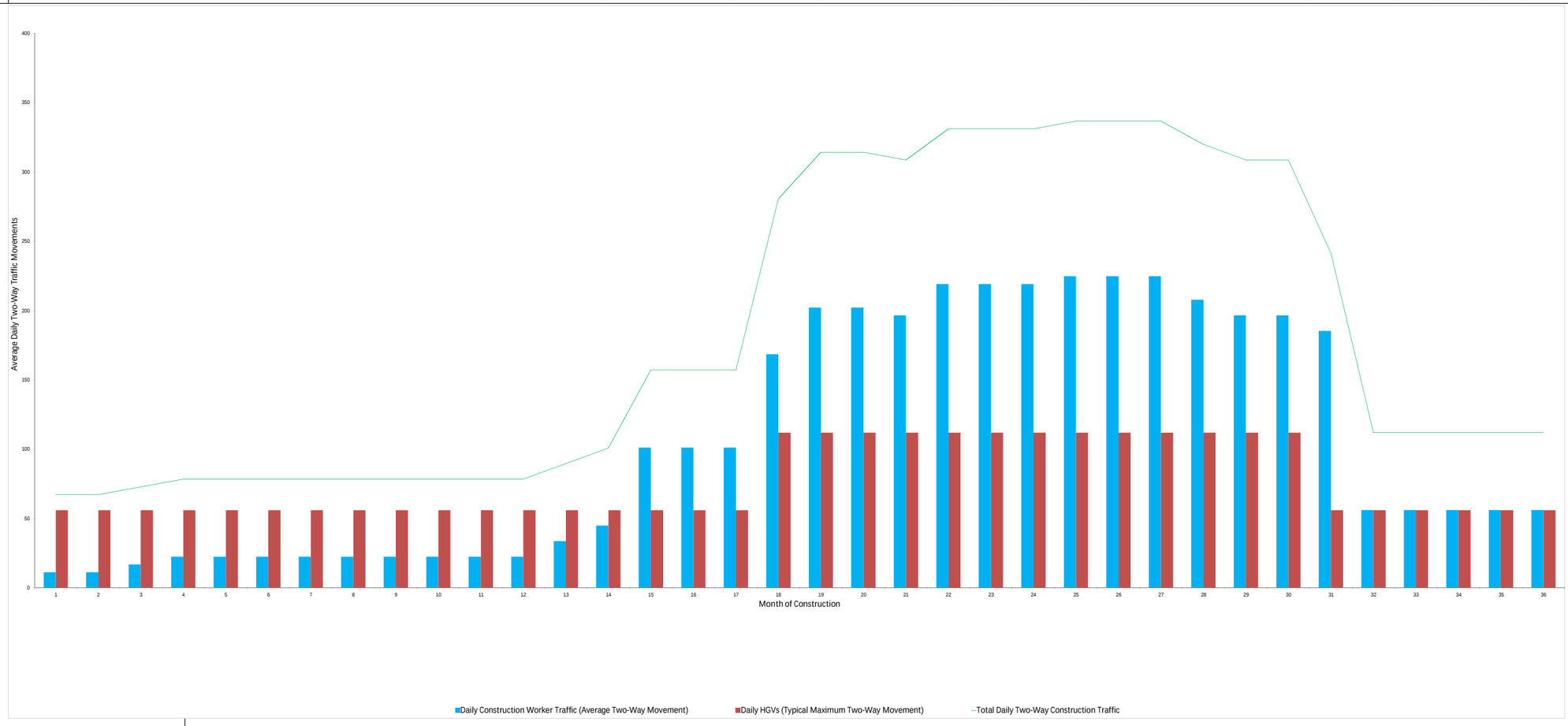
vehicle	type	movement	dir	1st hit	veh hit	sex	age
1	car	going ahead other	NW → SE	front	0	male	31yrs

Casualty details Crash resulted in 1 casualty

Veh number	class	severity	sex	age	pedestrian direction
in veh 1	passenger	**SERIOUS**	male	26 yrs	Not a pedestrian

ANNEX C

Description	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Electrical and Gas Connections Enabling Work	10	10	15	20	20	20	20	20	20	20	20	20																								
Site Preparation													30	40	90	90	90	30	20	20	10															
Civil Works																		120	160	160	165	195	195	195	150	150	150	135	135	135	75					
Plant Installation																									50	50	50	50	40	40	40					
Commissioning																															50	50	50	50	50	50
Typical Daily OCGT Construction Workforce in Month	**10**	**10**	**15**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**30**	**40**	**90**	**90**	**90**	**150**	**180**	**180**	**175**	**195**	**195**	**195**	**200**	**200**	**200**	**185**	**175**	**175**	**165**	**50**	**50**	**50**	**50**	**50**
Typical Daily Construction Worker Private Car (Inbound) (Based on 1.5 per vehicle)	5	5	8	11	11	11	11	11	11	11	11	11	16	21	48	48	48	80	96	96	93	104	104	104	107	107	107	99	93	93	88	27	27	27	27	27
Typical Daily Construction Worker Private Car (Outbound) (Based on 1.5 per vehicle)	5	5	8	11	11	11	11	11	11	11	11	11	16	21	48	48	48	80	96	96	93	104	104	104	107	107	107	99	93	93	88	27	27	27	27	27
Typical Daily Construction Worker Minibus (Inbound) (Based on 7.0 per vehicle)	0	0	0	1	1	1	1	1	1	1	1	1	1	1	3	3	3	4	5	5	5	6	6	6	6	6	6	5	5	5	5	1	1	1	1	1
Typical Daily Construction Worker Minibus (Outbound) (Based on 7.0 per vehicle)	0	0	0	1	1	1	1	1	1	1	1	1	1	1	3	3	3	4	5	5	5	6	6	6	6	6	6	5	5	5	5	1	1	1	1	1
Typical Maximum Daily HGV Traffic in Month (Inbound)	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	56	56	56	56	56	56	56	56	56	56	56	56	56	28	28	28	28	28	28
Typical Maximum Daily HGV Traffic in Month (Outbound)	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	56	56	56	56	56	56	56	56	56	56	56	56	56	28	28	28	28	28	28
Daily Construction Worker Traffic (Average Two-Way Movement)	11	11	17	22	22	22	22	22	22	22	22	22	34	45	101	101	101	169	202	202	197	219	219	219	225	225	225	208	197	197	185	56	56	56	56	56
Daily HGVs (Typical Maximum Two-Way Movement)	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	112	112	112	112	112	112	112	112	112	112	112	112	112	56	56	56	56	56	56
Total Daily Two-Way Construction Traffic	**67**	**67**	**73**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**78**	**90**	**101**	**157**	**157**	**157**	**281**	**314**	**314**	**309**	**331**	**331**	**331**	**337**	**337**	**337**	**320**	**309**	**309**	**241**	**112**	**112**	**112**	**112**	**112**



West Burton OCGT - Construction Workforce Profile

AECOM

ANNEX D

Peter Firth

From: Paul.Gott@morganest.com [mailto:Paul.Gott@morganest.com]
Sent: 19 November 2009 13:26
To: Peter Firth
Subject: RE: Construction Workers Profiles.

Peter,

From my experience on power plant construction:

There are 2 different types of workforce, Civils - CECA and M&E - NAECI.

CECA are more flexible and tend to get to work in plenty of time and want to leave sharply unless lodging so on a site working 7.30am-6pm you would expect arrival at 6.45-7am & departure at 6.15pm.

CECA hours will typically be Mon - Thurs typically 7.30-18.00 and Friday 7.30 - 4pm but try to avoid weekends for mitigation of weather delays if needed!!
NAECI will be 7.15am and leave on the dot that they are paid until so 5.59pm.

Working hours for NAECI operations are normally Mon - Thurs typically 7.30-18.00 and Friday 7.30 - 4pm but quite often work a 12 day fortnight when work load demands so 1 weekend in 2 meaning a later Friday finish on the working weekend.

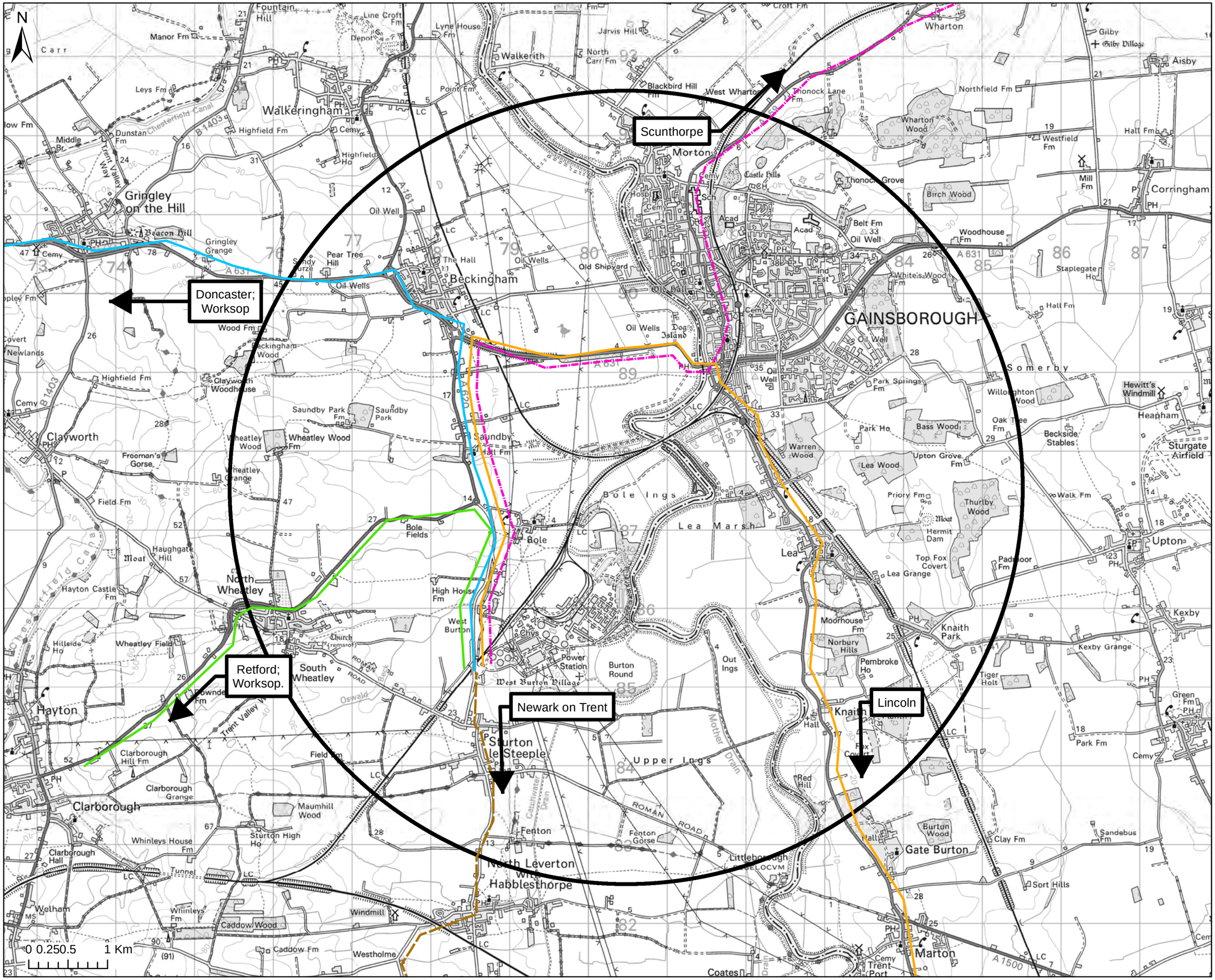
Hope this helps.

Regards,

Paul

Paul Gott
Energy Director
Morgan Est
[illegible]
[illegible]
Tel: +44 (0)1925 [illegible]
DDI: +44 (0)1925 [illegible] Mobile: +44 (0)7[illegible]
mailto:paul.gott@morganest.com
www.morganest.com

ANNEX E



Filename: C:\Users\oddyl\Desktop\Annex D.mxd

AECOM Limited
2 City Walk,
Leeds
LS11 9AR
+44 (0)113 391 6800
www.aecom.com

Project Title:

WEST BURTON C

Client:

EDF Energy (Thermal Generation) Ltd

LEGEND

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5

AECOM Internal Project No:

47071859

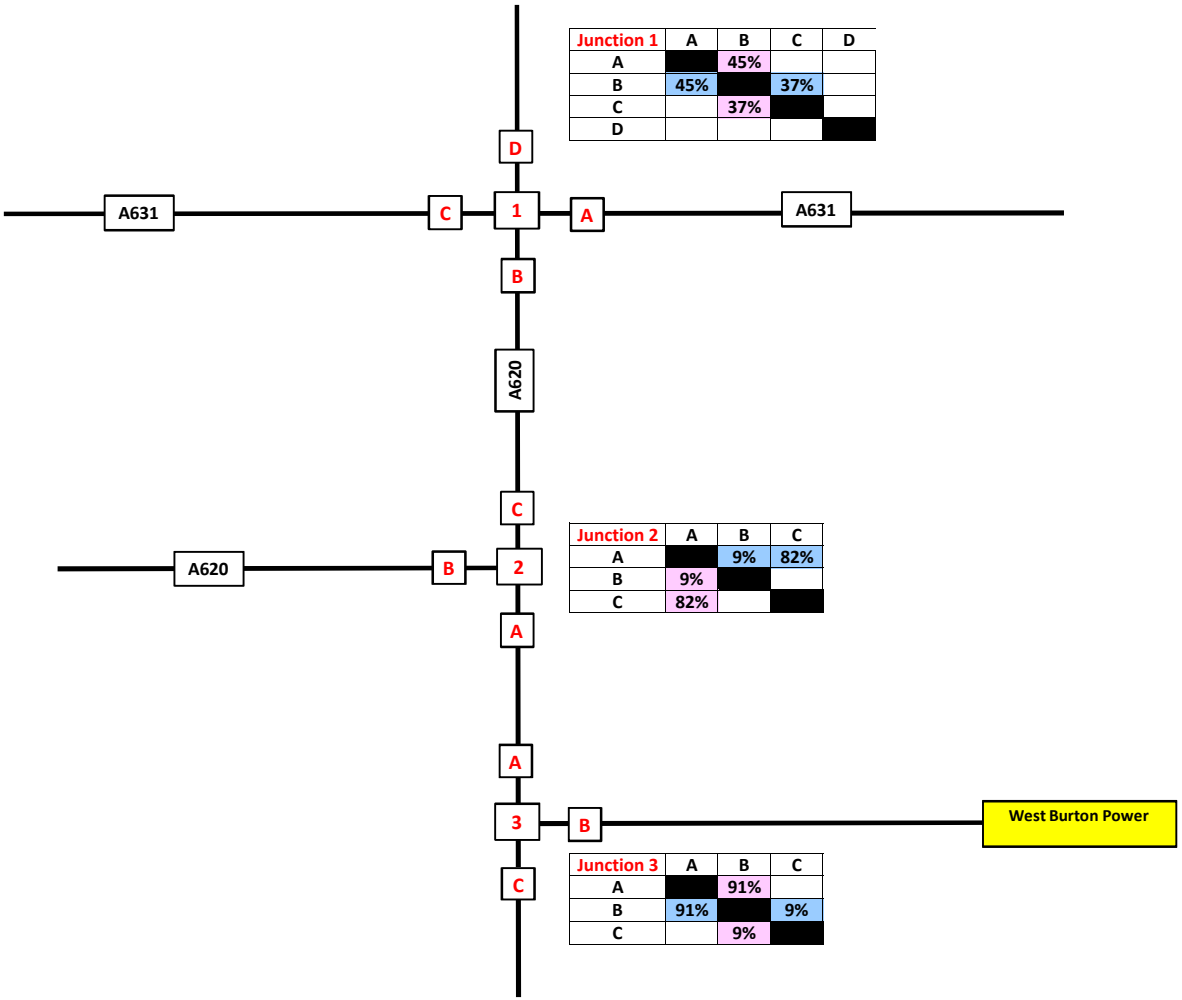
Drawing Title:

KEY CONSTRUCTION WORKER ROUTE

Scale at A3: 1:44,224

Drawing No:			Rev:
ANNEX E			0
Drawn:	**Chk'd:**	**App'd:**	**Date:**
JS	JS		07/08/17

ANNEX F



Junction 1	A	B	C	D
A		45%		
B	45%		37%	
C		37%		
D				

Junction 2	A	B	C
A		9%	82%
B	9%		
C	82%		

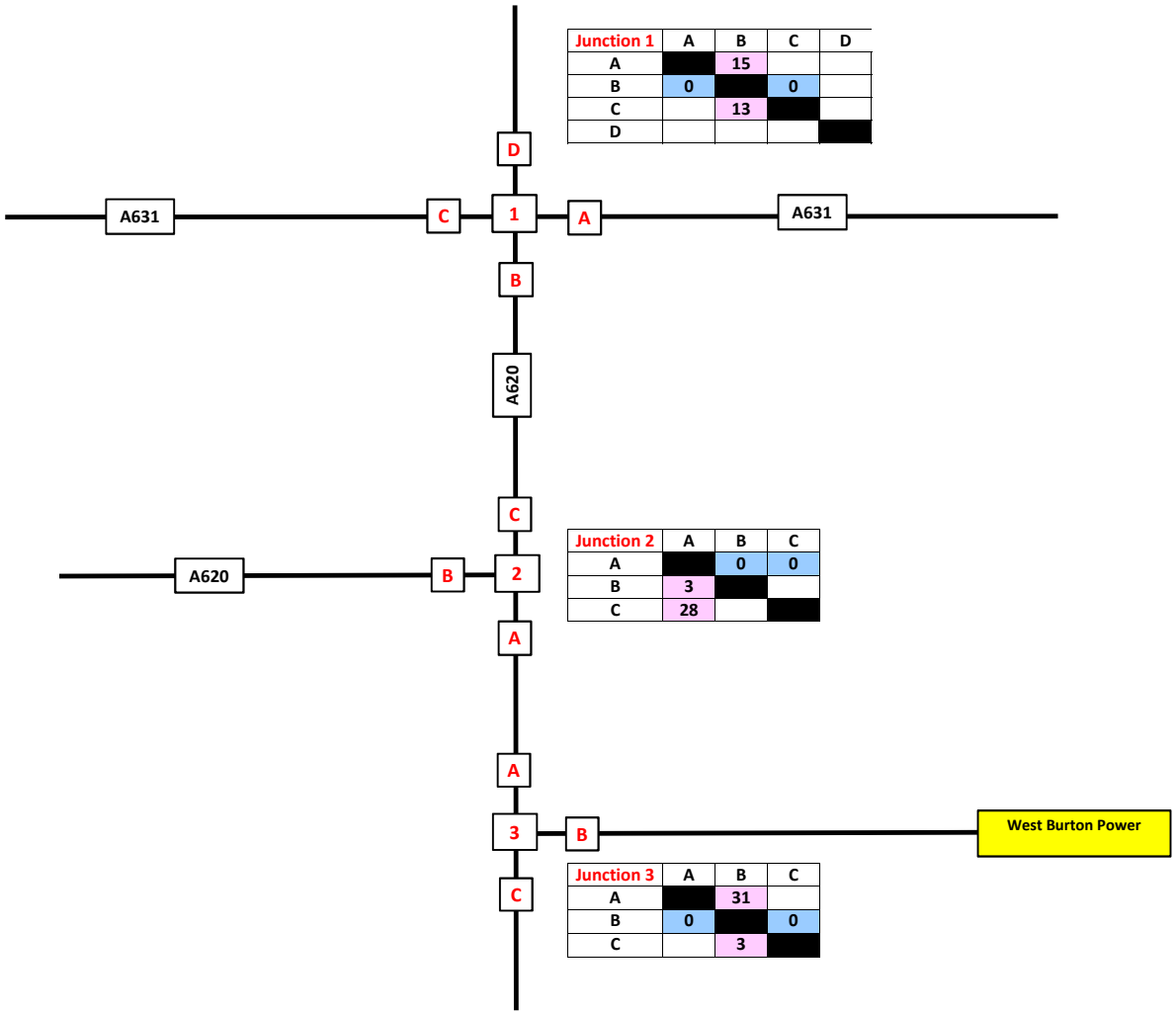
Junction 3	A	B	C
A		91%	
B	91%		9%
C		9%	

ARRIVALS

DEPARTURES

Client:	Project:	Title:		Drawing Number:	Revision:	Date	14.06.2017
EDF Energy (Thermal Generation) Ltd	West Burton C	Construction Worker Assignment	AECOM	Annex F	A	Design	JS
						Checked	PF
				File:		Appr'd	PF

ANNEX G



Junction 1	A	B	C	D
A		15		
B	0		0	
C		13		
D				

Junction 2	A	B	C
A		0	0
B	3		
C	28		

Junction 3	A	B	C
A		31	
B	0		0
C		3	

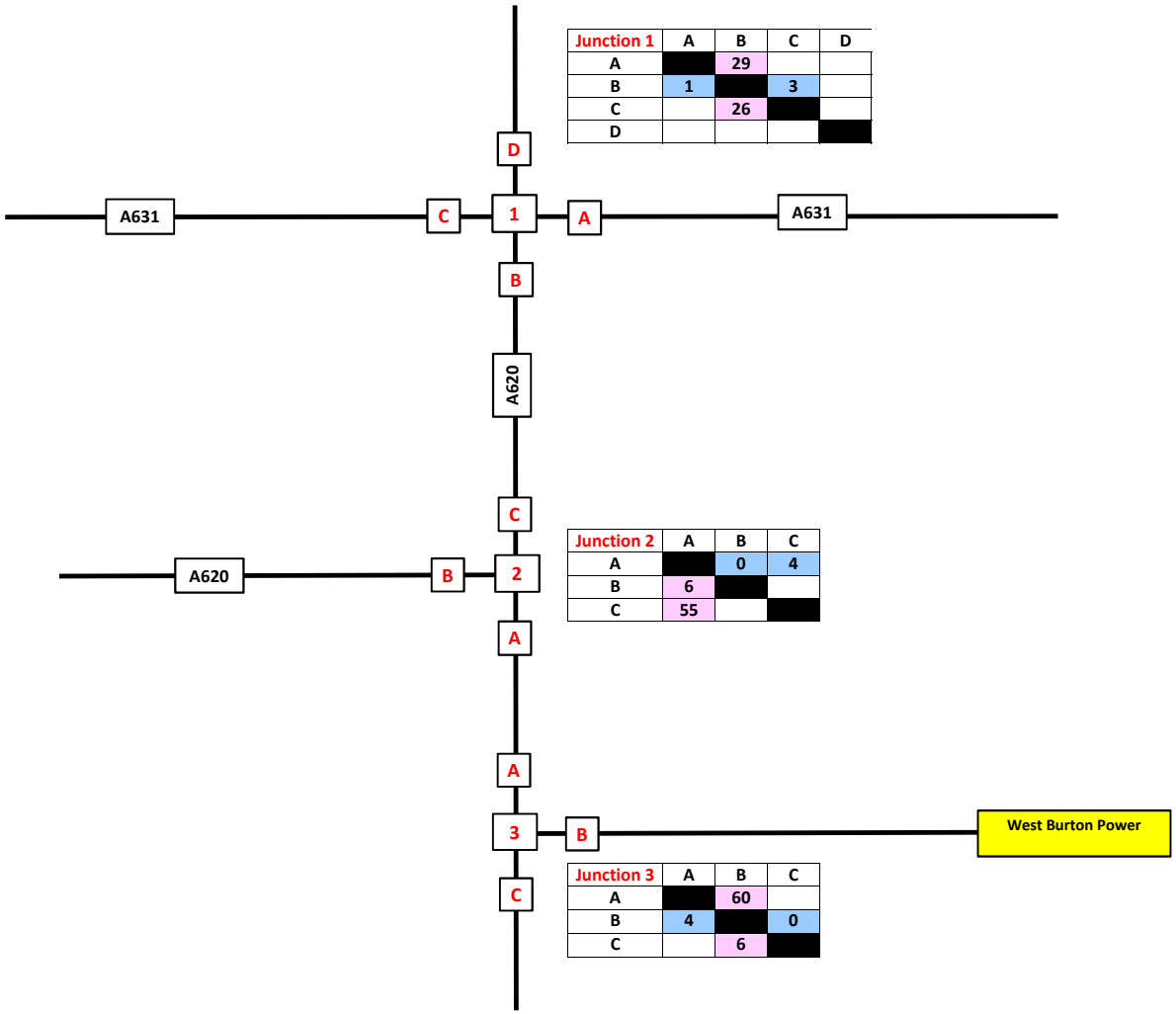
ARRIVALS

DEPARTURES

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF Energy (Thermal Generation) Ltd	West Burton C	OCGT Construction Vehicle Flows (AM Peak: 06:00 - 07:00)	AECOM	Annex G	A

File:



Junction 1	A	B	C	D
A		29		
B	1		3	
C		26		
D				

Junction 2	A	B	C
A		0	4
B	6		
C	55		

Junction 3	A	B	C
A		60	
B	4		0
C		6	

ARRIVALS

DEPARTURES

Client:	Project:	Title:		Drawing Number:	Revision:	Date	14.06.2017
EDF Energy (Thermal Generation) Ltd	West Burton C	OCGT Construction Vehicle Flows (AM Peak: 07:00 - 08:00)	AECOM	Annex G	A	Design	JS
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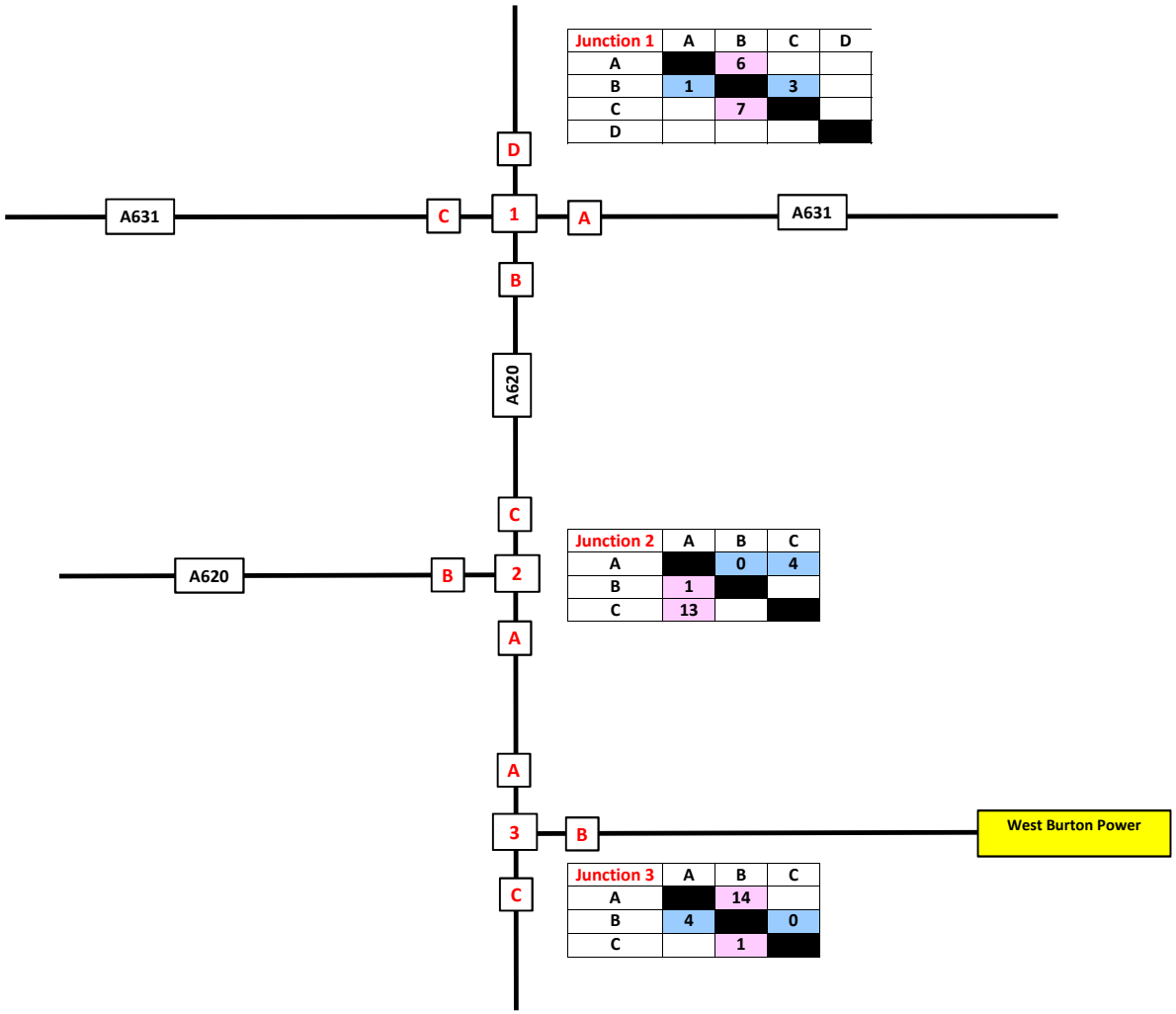


Junction 1	A	B	C	D
A		6		
B	1		3	
C		7		
D				

Junction 2	A	B	C
A		0	4
B	1		
C	13		

Junction 3	A	B	C
A		14	
B	4		0
C		1	

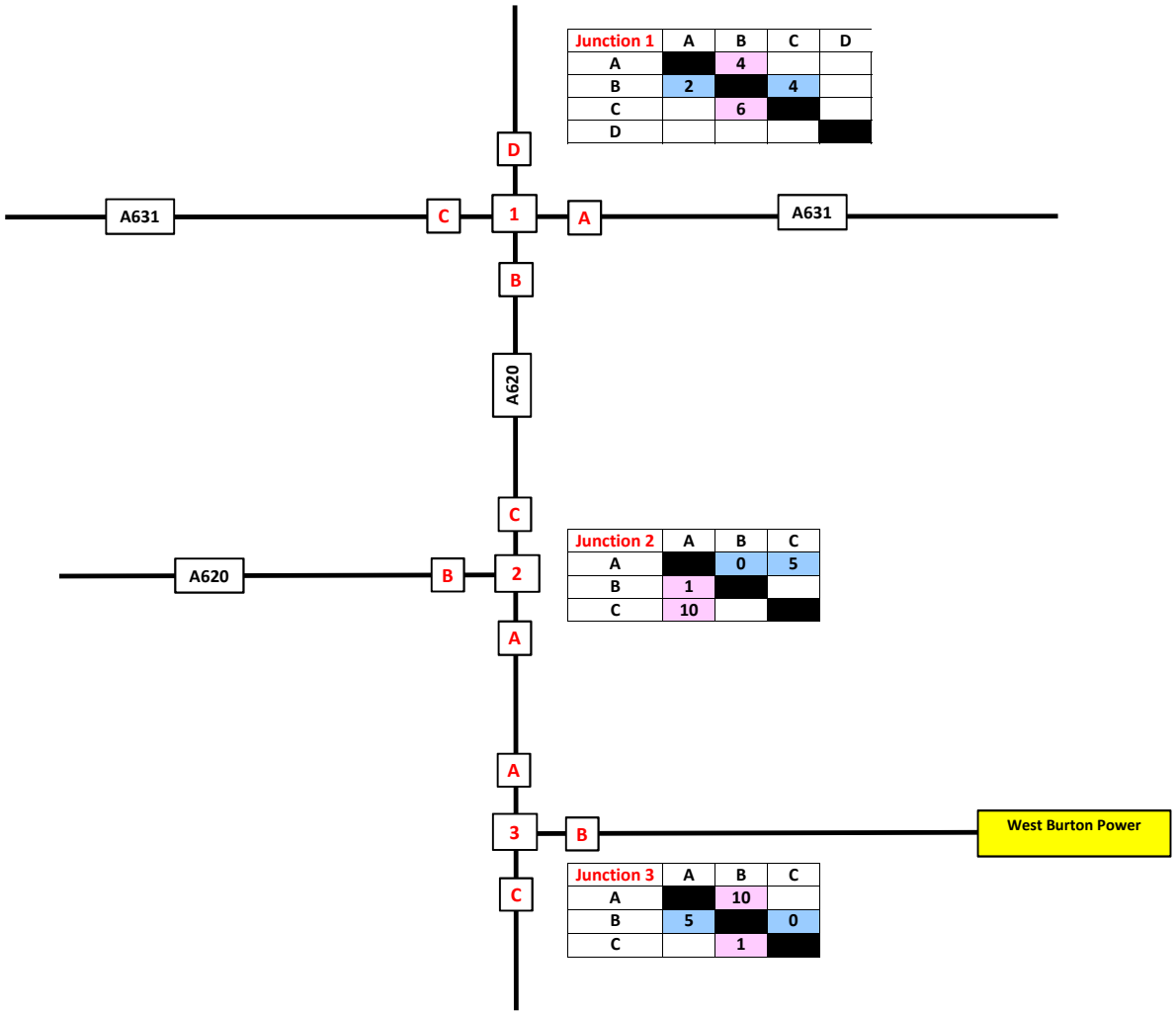
ARRIVALS

DEPARTURES

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF Energy (Thermal Generation) Ltd	West Burton C	OCGT Construction Vehicle Flows (AM Peak: 08:00 - 09:00)	AECOM	Annex G	A

File:



Junction 1	A	B	C	D
A		4		
B	2		4	
C		6		
D				

Junction 2	A	B	C
A		0	5
B	1		
C	10		

Junction 3	A	B	C
A		10	
B	5		0
C		1	

ARRIVALS

DEPARTURES

Client:	Project:	Title:		Drawing Number:	Revision:	Date	14.06.2017
EDF Energy (Thermal Generation) Ltd	West Burton C	OCGT Construction Vehicle Flows (AM Peak: 09:00 - 10:00)	AECOM	Annex G	A	Design	JS
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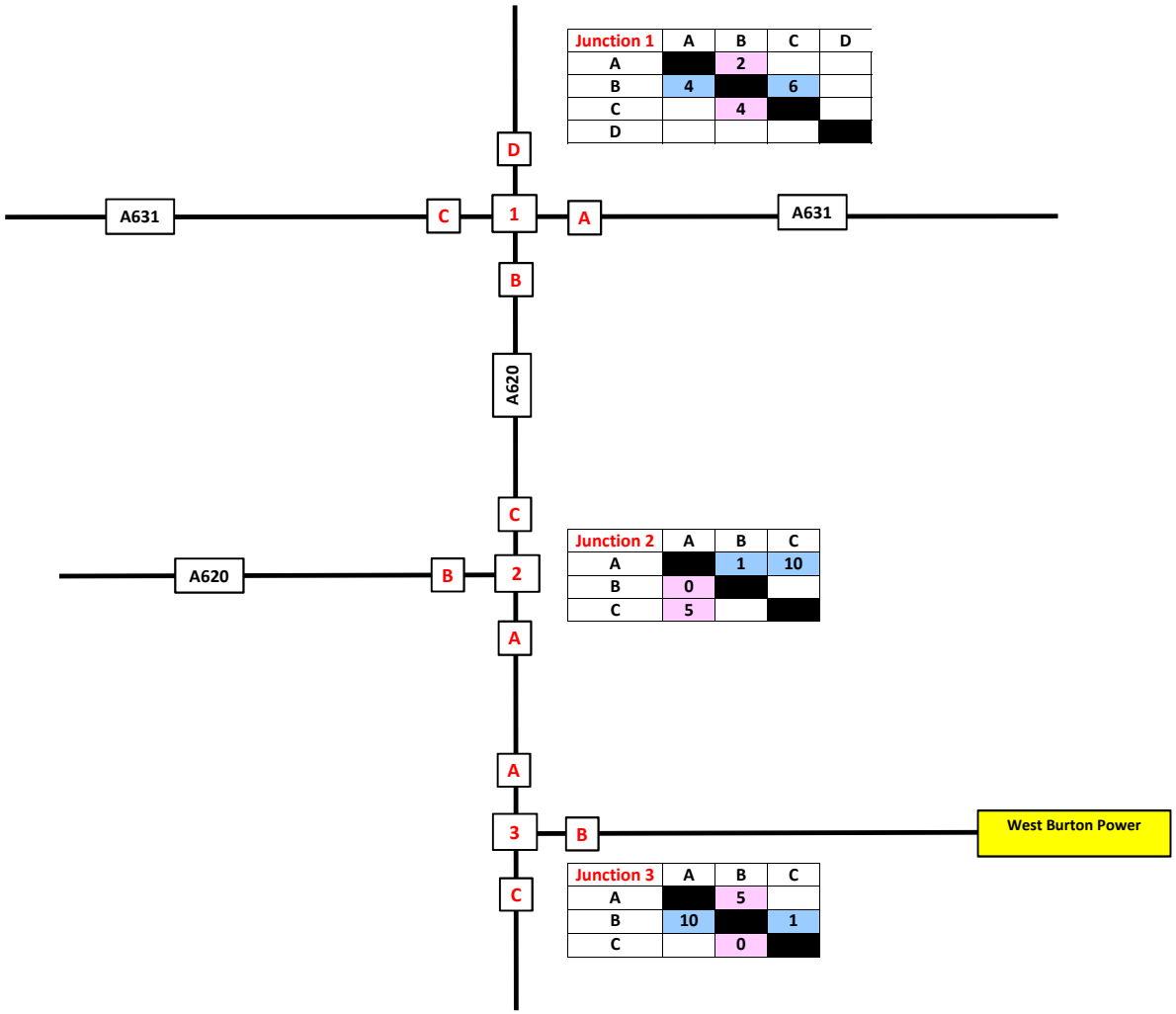


Junction 1	A	B	C	D
A		2		
B	4		6	
C		4		
D				

Junction 2	A	B	C
A		1	10
B	0		
C	5		

Junction 3	A	B	C
A		5	
B	10		1
C		0	

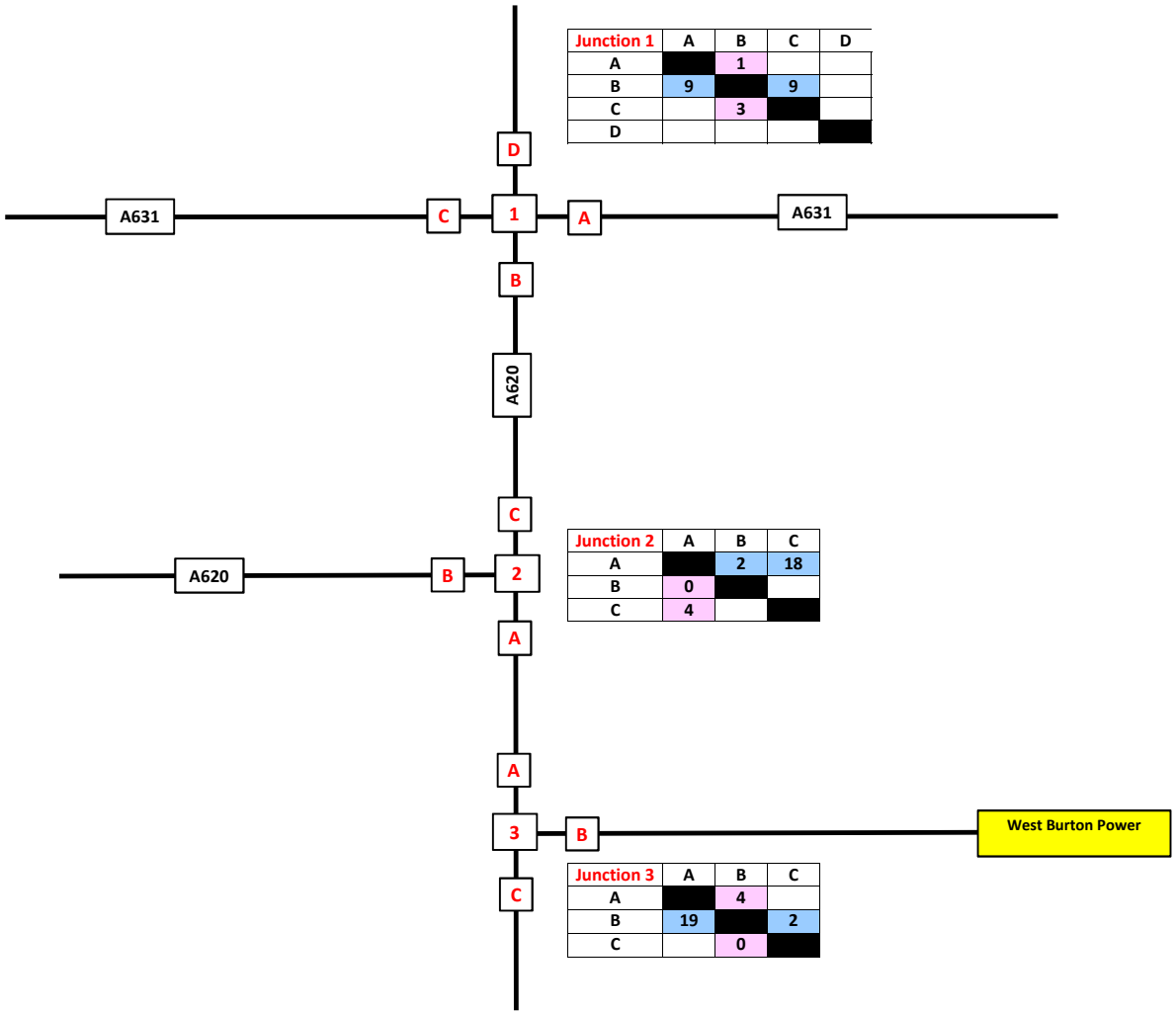
ARRIVALS

DEPARTURES

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF Energy (Thermal Generation) Ltd	West Burton C	OCGT Construction Vehicle Flows (PM Peak: 16:00 - 17:00)	AECOM	Annex G	A

File:



Junction 1	A	B	C	D
A		1		
B	9		9	
C		3		
D				

Junction 2	A	B	C
A		2	18
B	0		
C	4		

Junction 3	A	B	C
A		4	
B	19		2
C		0	

ARRIVALS

DEPARTURES

Client:	Project:	Title:		Drawing Number:	Revision:	Date	14.06.2017
EDF Energy (Thermal Genration) Ltd	West Burton C	OCGT Construction Vehicle Flows (PM Peak: 17:00 - 18:00)	AECOM	Annex G	A	Design	JS
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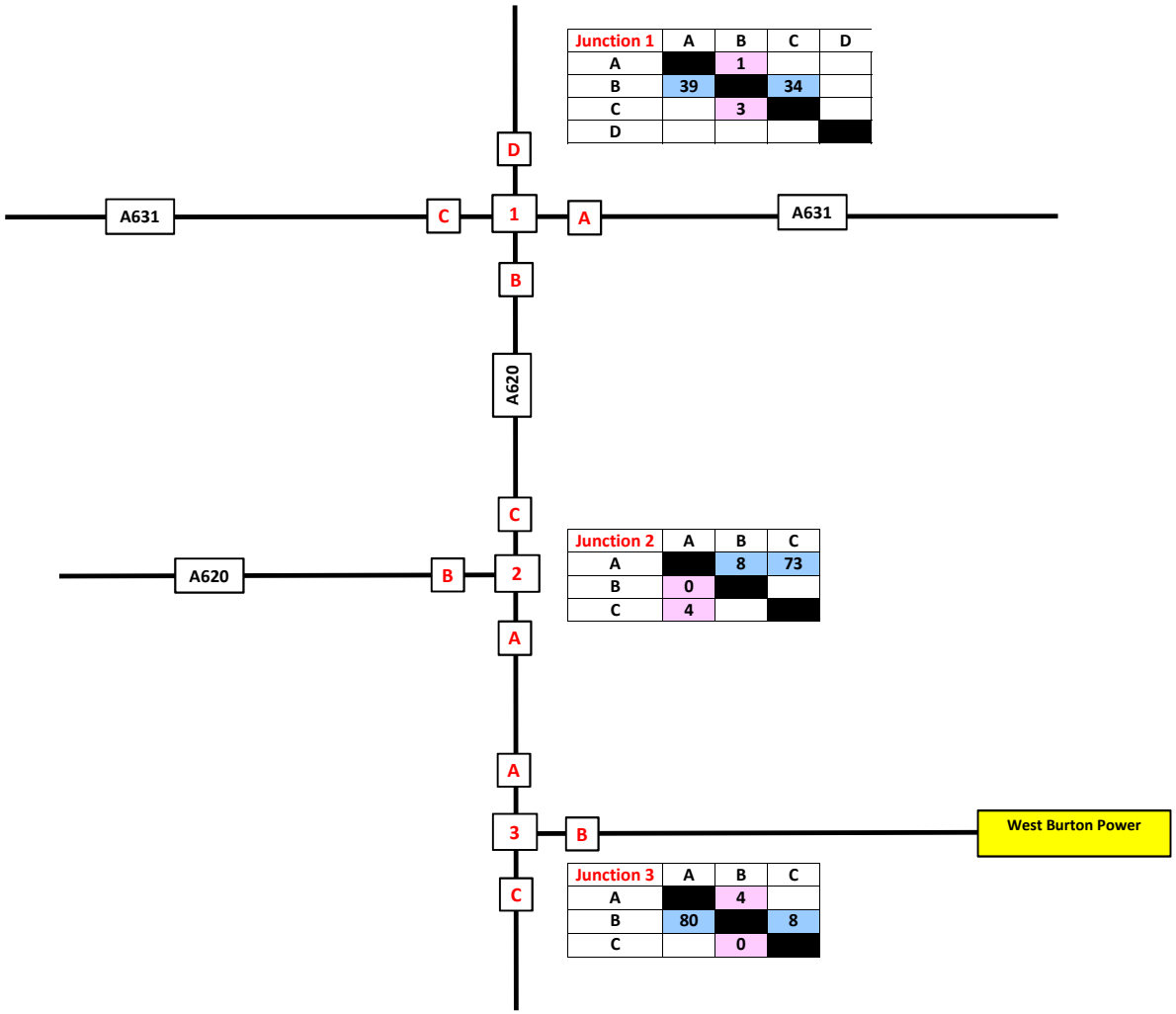


Junction 1	A	B	C	D
A		1		
B	39		34	
C		3		
D				

Junction 2	A	B	C
A		8	73
B	0		
C	4		

Junction 3	A	B	C
A		4	
B	80		8
C		0	

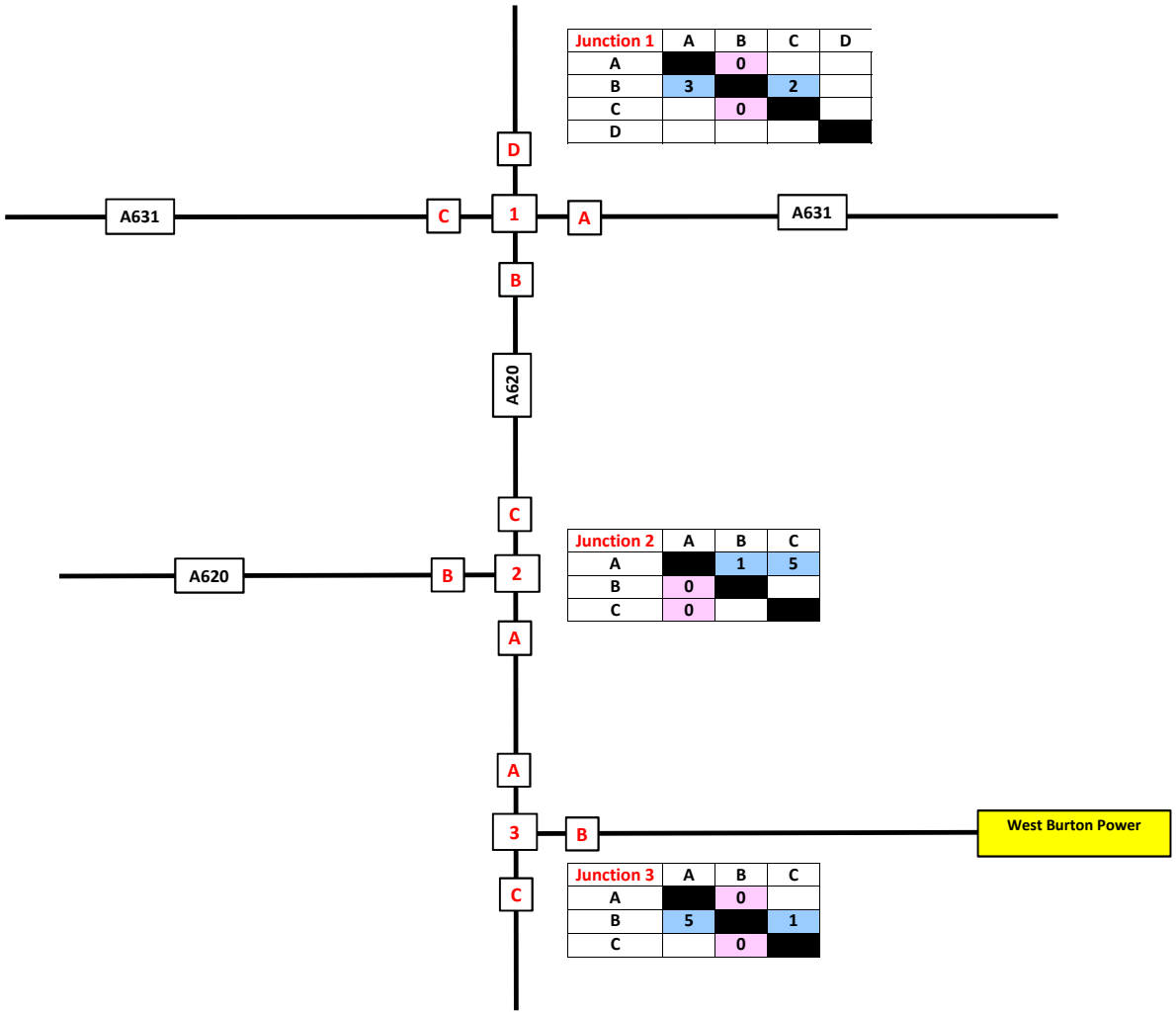
ARRIVALS

DEPARTURES

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF Energy (Thermal Generation) Ltd	West Burton C	OCGT Construction Vehicle Flows (PM Peak: 18:00 - 19:00)	AECOM	Annex G	A

File:



Junction 1	A	B	C	D
A		0		
B	3		2	
C		0		
D				

Junction 2	A	B	C
A		1	5
B	0		
C	0		

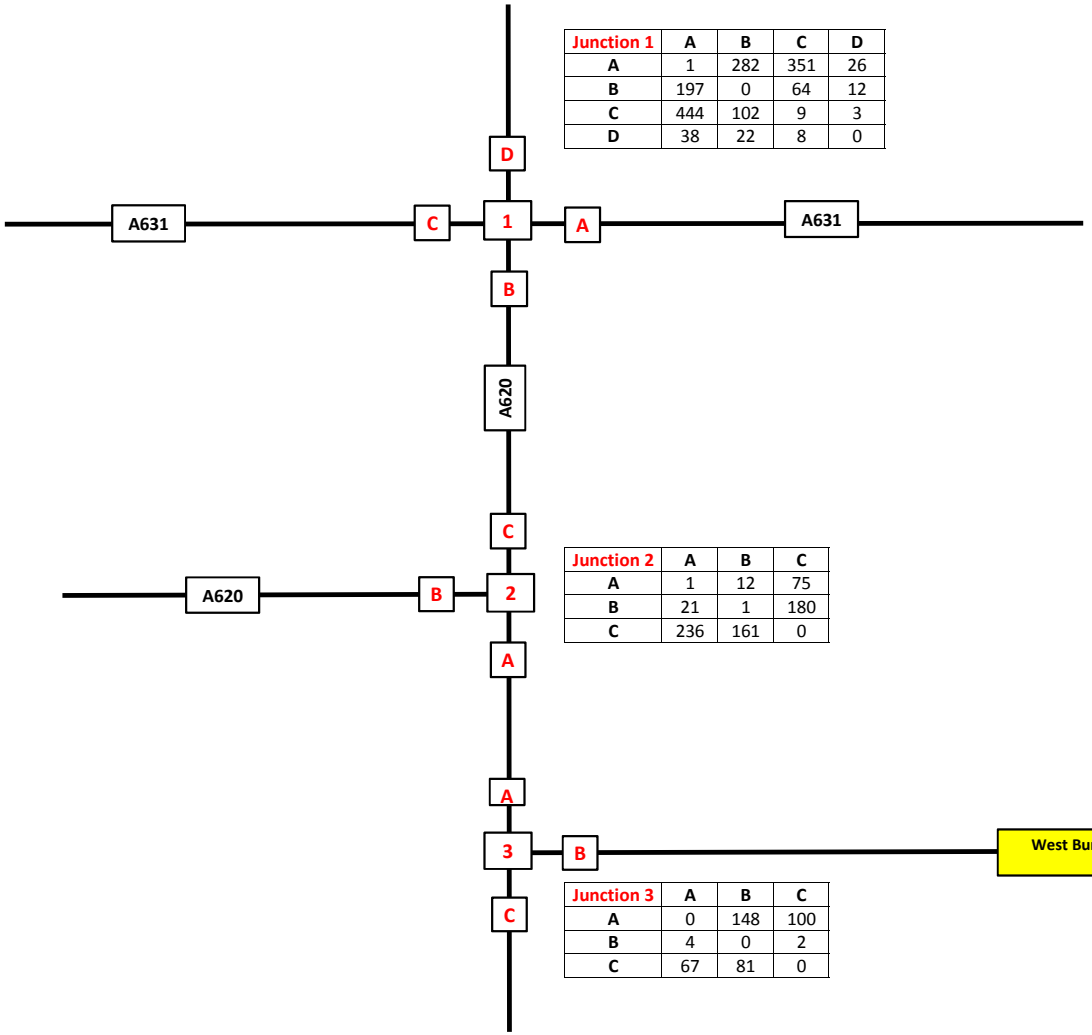
Junction 3	A	B	C
A		0	
B	5		1
C		0	

ARRIVALS

DEPARTURES

Client:	Project:	Title:		Drawing Number:	Revision:	Date	14.06.2017
EDF Energy (Thermal Generation) Ltd	West Burton C	OCGT Construction Vehicle Flows (PM Peak: 19:00 - 20:00)	AECOM	Annex G	A	Design	JS
						Checked	PF
				File:		Appr'd	PF

ANNEX H



Junction 1	A	B	C	D
A	1	282	351	26
B	197	0	64	12
C	444	102	9	3
D	38	22	8	0

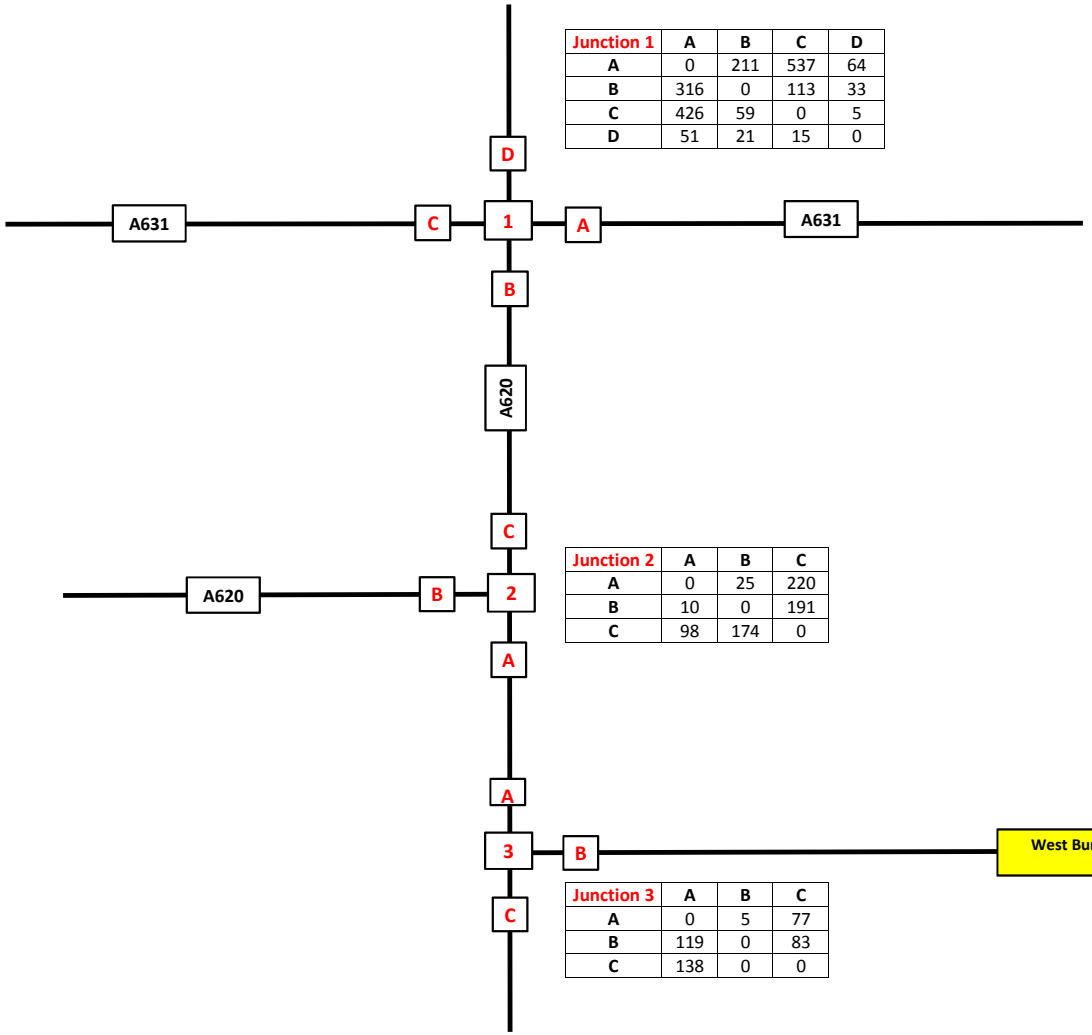
Junction 2	A	B	C
A	1	12	75
B	21	1	180
C	236	161	0

Junction 3	A	B	C
A	0	148	100
B	4	0	2
C	67	81	0

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2017 Base Flows (07:00 - 08:00)	AECOM	Annex H	A

File:

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF



Junction 1	A	B	C	D
A	0	211	537	64
B	316	0	113	33
C	426	59	0	5
D	51	21	15	0

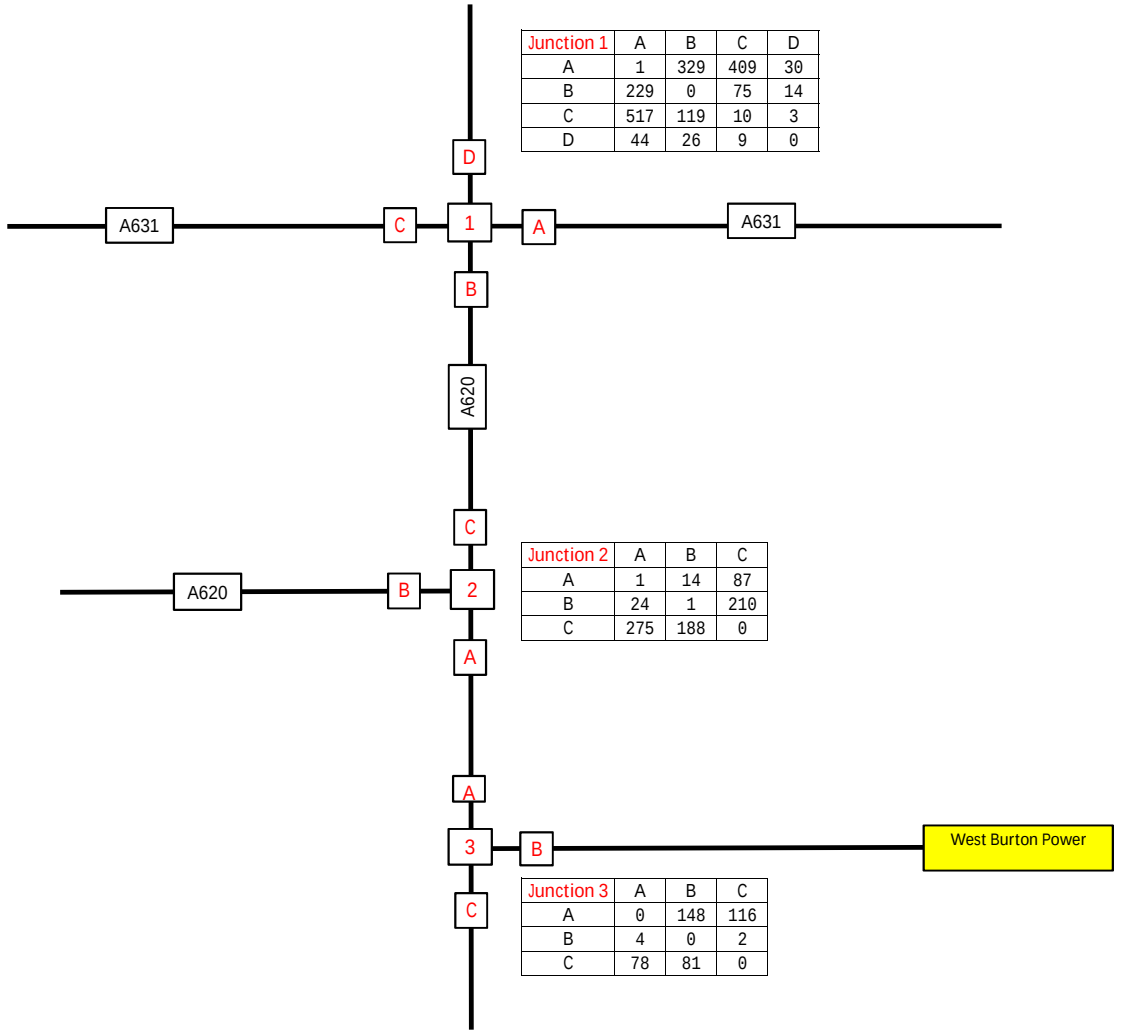
Junction 2	A	B	C
A	0	25	220
B	10	0	191
C	98	174	0

Junction 3	A	B	C
A	0	5	77
B	119	0	83
C	138	0	0

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2017 Base Flows (16:00 - 17:00)	AECOM	Annex H	A

File:



Junction 1	A	B	C	D
A	1	329	409	30
B	229	0	75	14
C	517	119	10	3
D	44	26	9	0

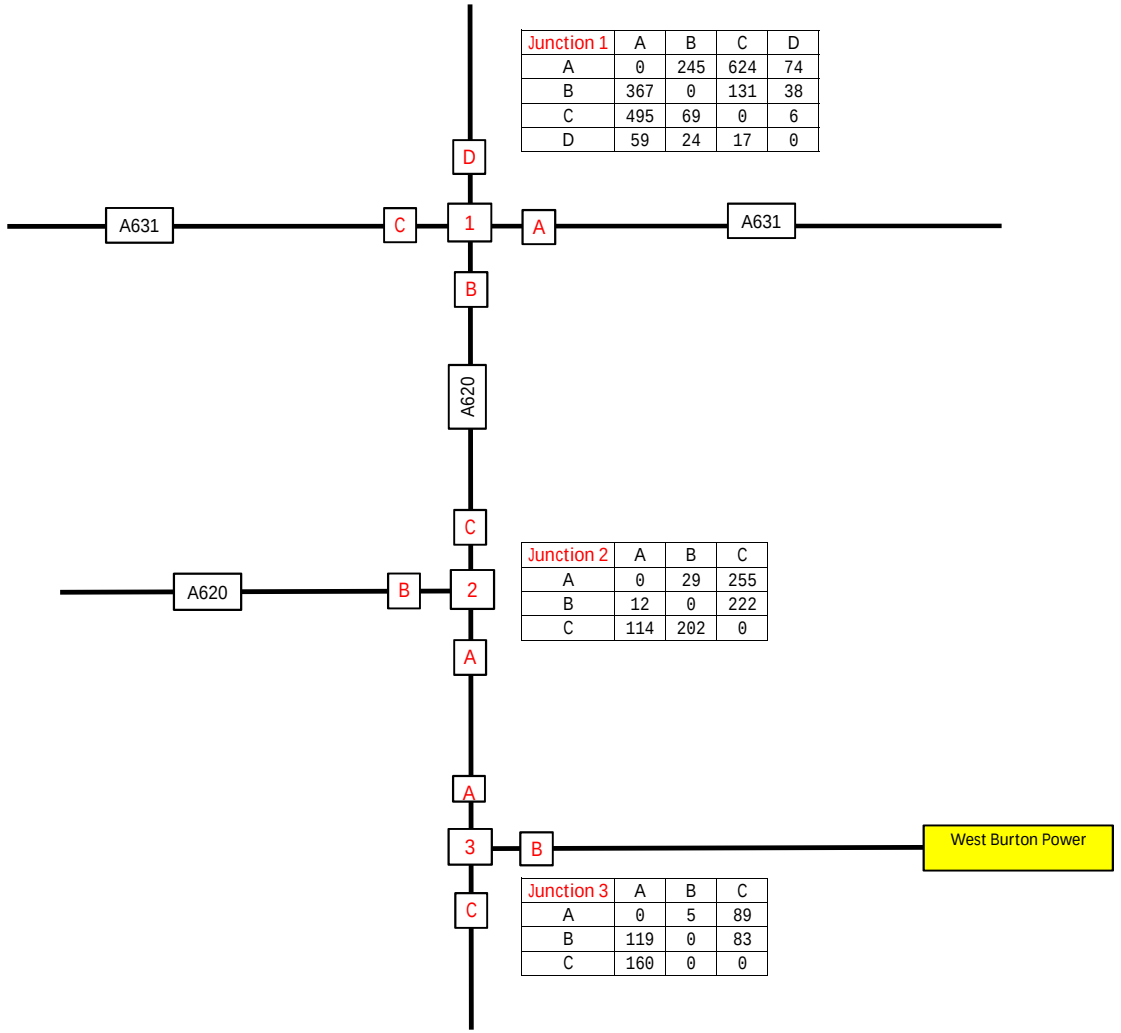
Junction 2	A	B	C
A	1	14	87
B	24	1	210
C	275	188	0

Junction 3	A	B	C
A	0	148	116
B	4	0	2
C	78	81	0

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2029 Base Flows (07:00 - 08:00)	AECOM	Annex H	A

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

File:



Junction 1	A	B	C	D
A	0	245	624	74
B	367	0	131	38
C	495	69	0	6
D	59	24	17	0

Junction 2	A	B	C
A	0	29	255
B	12	0	222
C	114	202	0

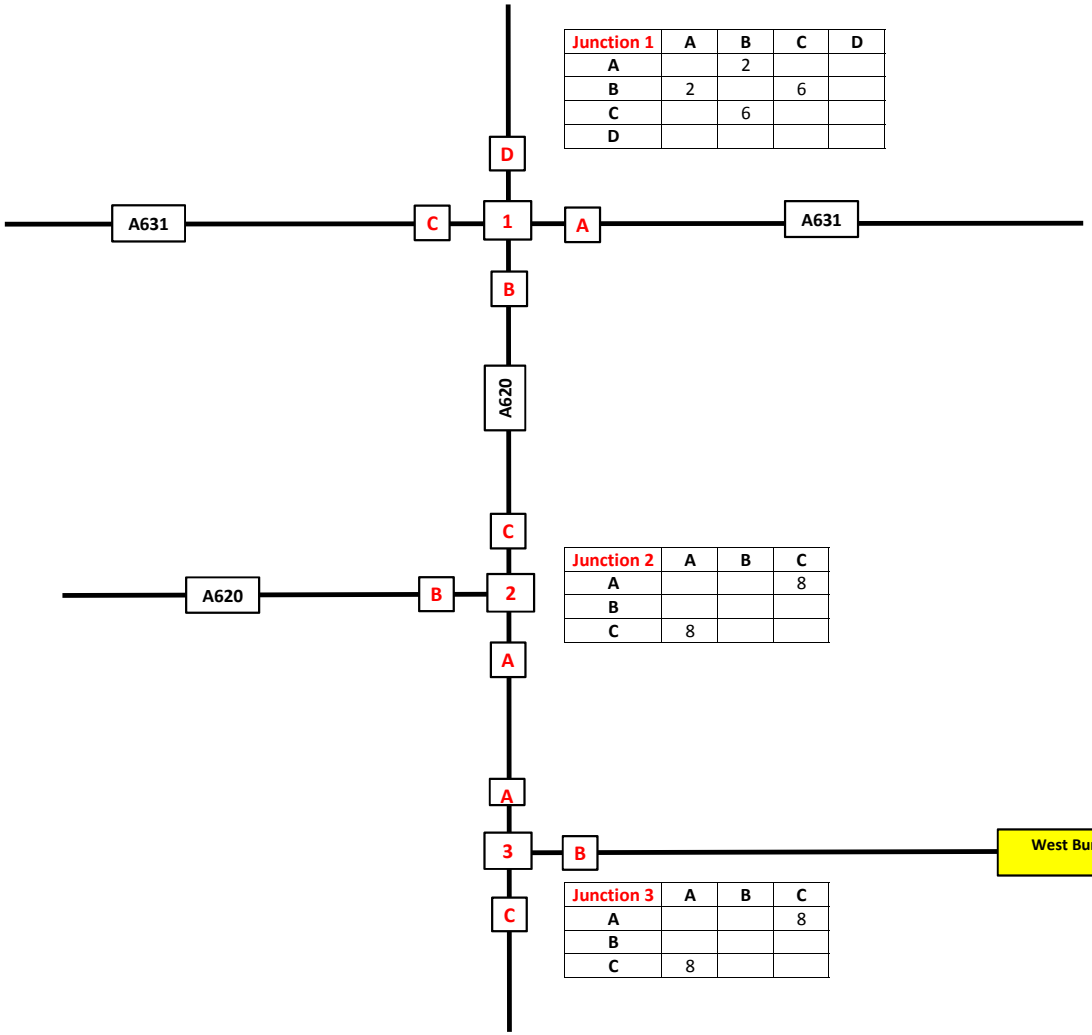
Junction 3	A	B	C
A	0	5	89
B	119	0	83
C	160	0	0

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2029 Base Flows (16:00 - 17:00)	AECOM	Annex H	A

File:

ANNEX I



Junction 1	A	B	C	D
A		2		
B	2		6	
C		6		
D				

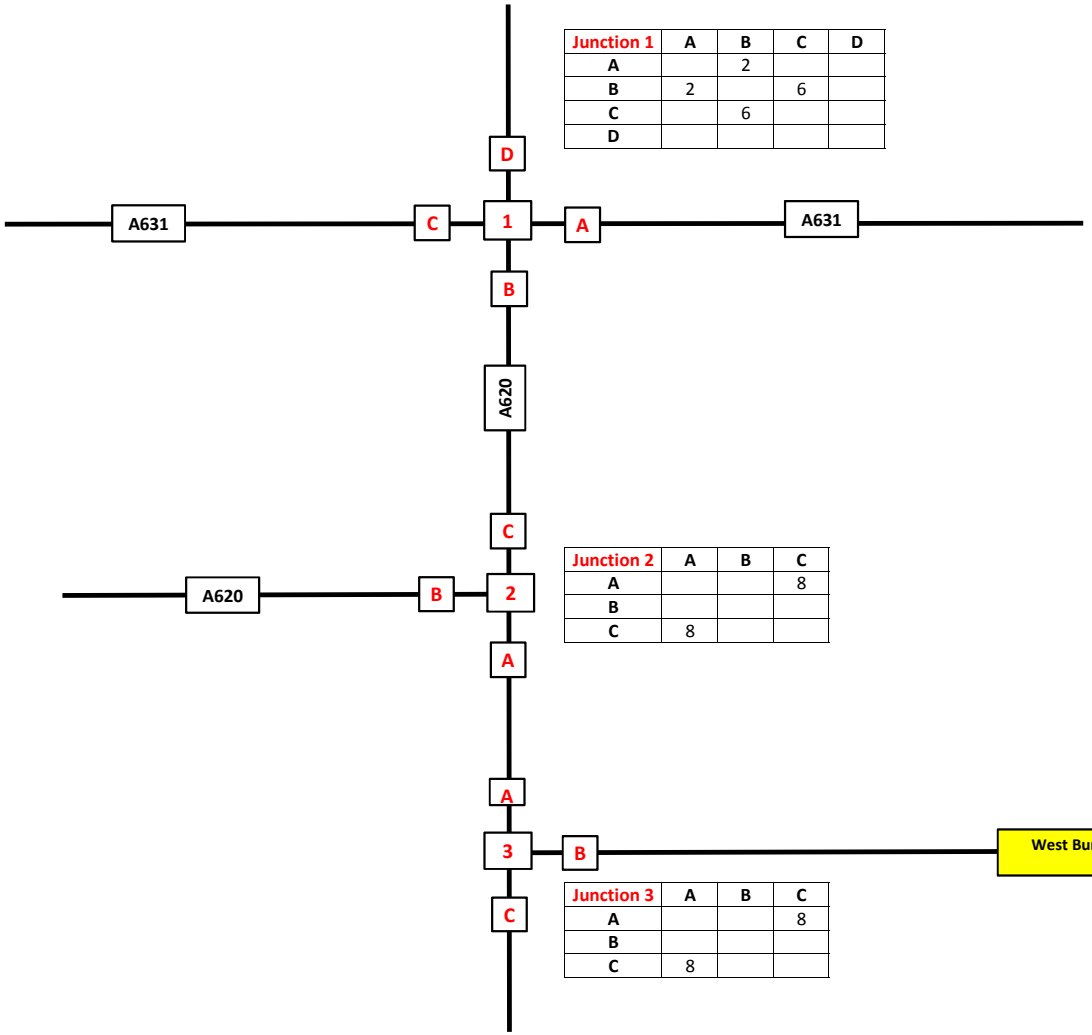
Junction 2	A	B	C
A			8
B			
C	8		

Junction 3	A	B	C
A			8
B			
C	8		

Client:	Project:	Title:		Drawing Number:	Revision:
EDF Energy (Thermal Generation) Ltd	West Burton C	Committed Development Flows (07:00 - 08:00)	AECOM	Annex I	A

File:

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF



Junction 1	A	B	C	D
A		2		
B	2		6	
C		6		
D				

Junction 2	A	B	C
A			8
B			
C	8		

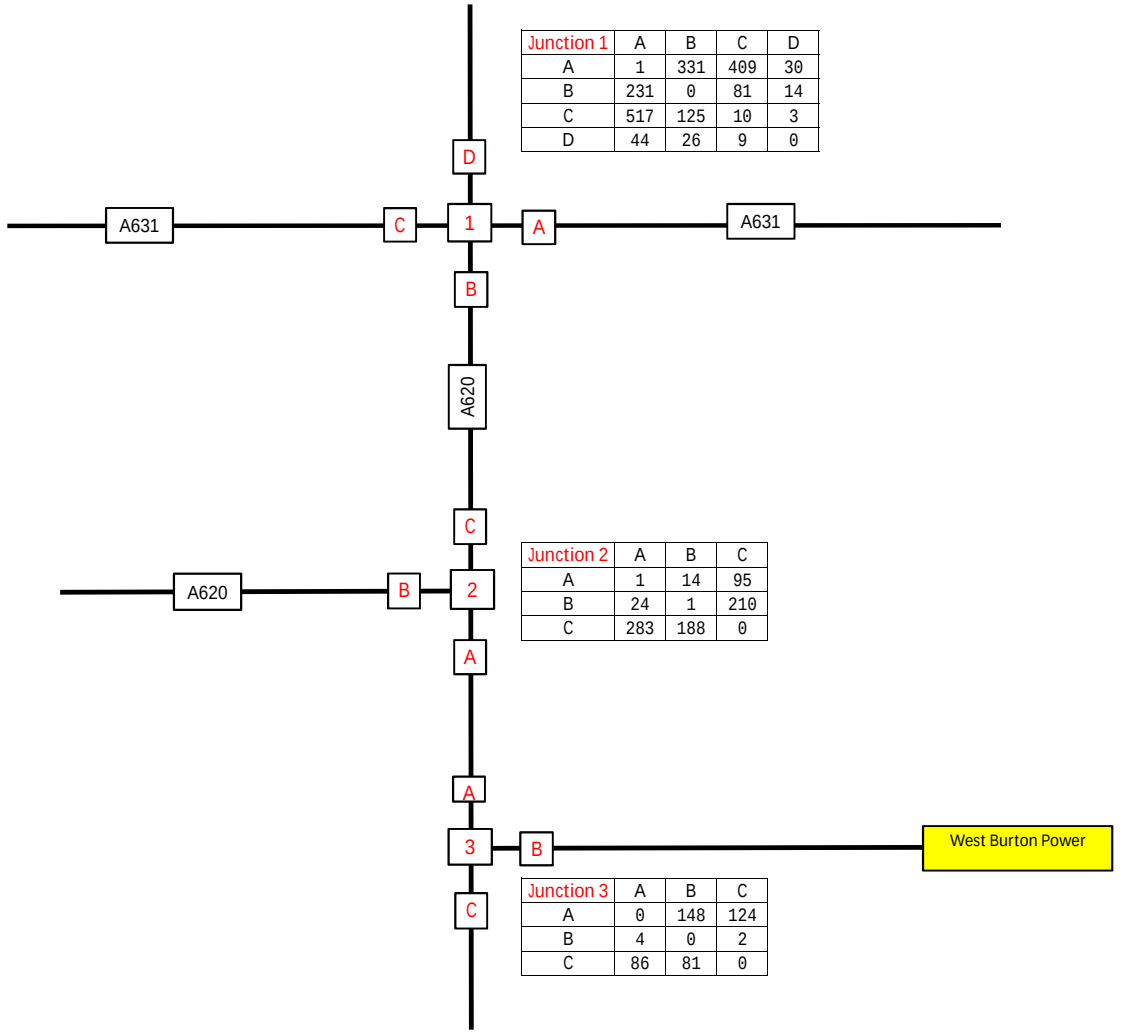
Junction 3	A	B	C
A			8
B			
C	8		

Client:	Project:	Title:		Drawing Number:	Revision:
EDF Energy (Thermal Generation) Ltd	West Burton C	Committed Development Flows (16:00 - 17:00)	AECOM	Annex I	A

File:

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

ANNEX J



Junction 1	A	B	C	D
A	1	331	409	30
B	231	0	81	14
C	517	125	10	3
D	44	26	9	0

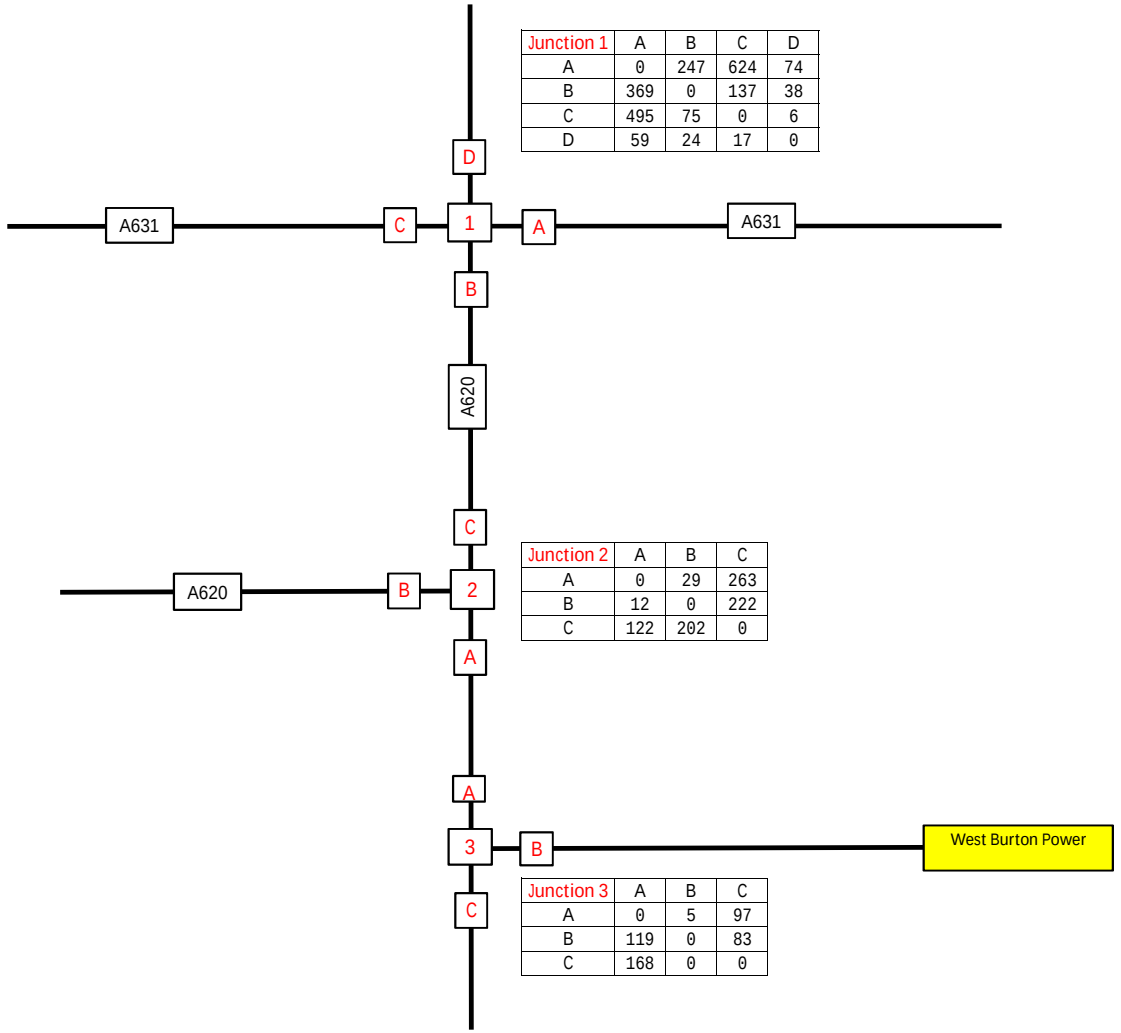
Junction 2	A	B	C
A	1	14	95
B	24	1	210
C	283	188	0

Junction 3	A	B	C
A	0	148	124
B	4	0	2
C	86	81	0

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2029 Base + Committed Development Flows (07:00 - 08:00)	AECOM	Annex J	A

File:

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF



Junction 1	A	B	C	D
A	0	247	624	74
B	369	0	137	38
C	495	75	0	6
D	59	24	17	0

Junction 2	A	B	C
A	0	29	263
B	12	0	222
C	122	202	0

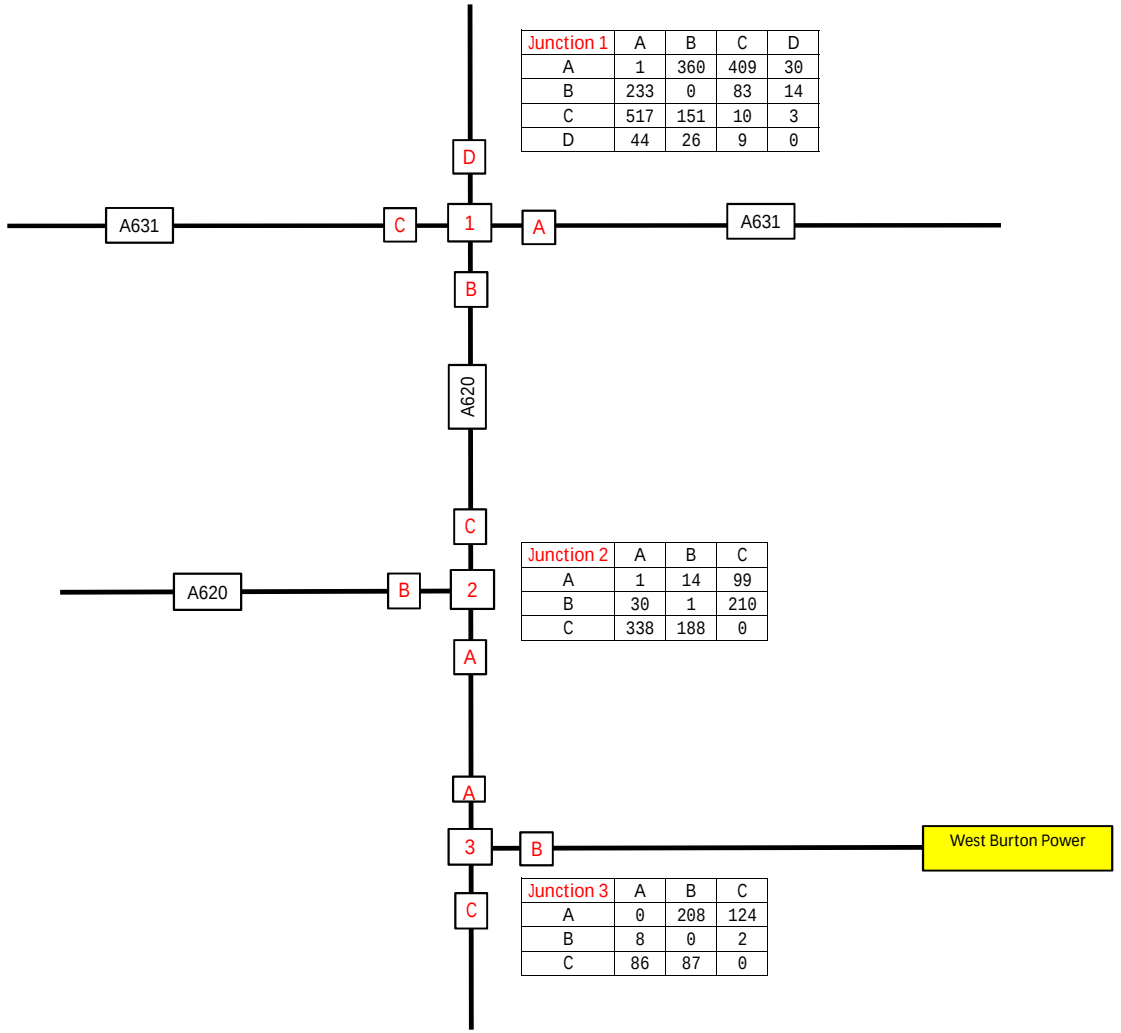
Junction 3	A	B	C
A	0	5	97
B	119	0	83
C	168	0	0

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2029 Base + Committed Development Flows (16:00 - 17:00)	AECOM	Annex J	A

File:

ANNEX K



Junction 1	A	B	C	D
A	1	360	409	30
B	233	0	83	14
C	517	151	10	3
D	44	26	9	0

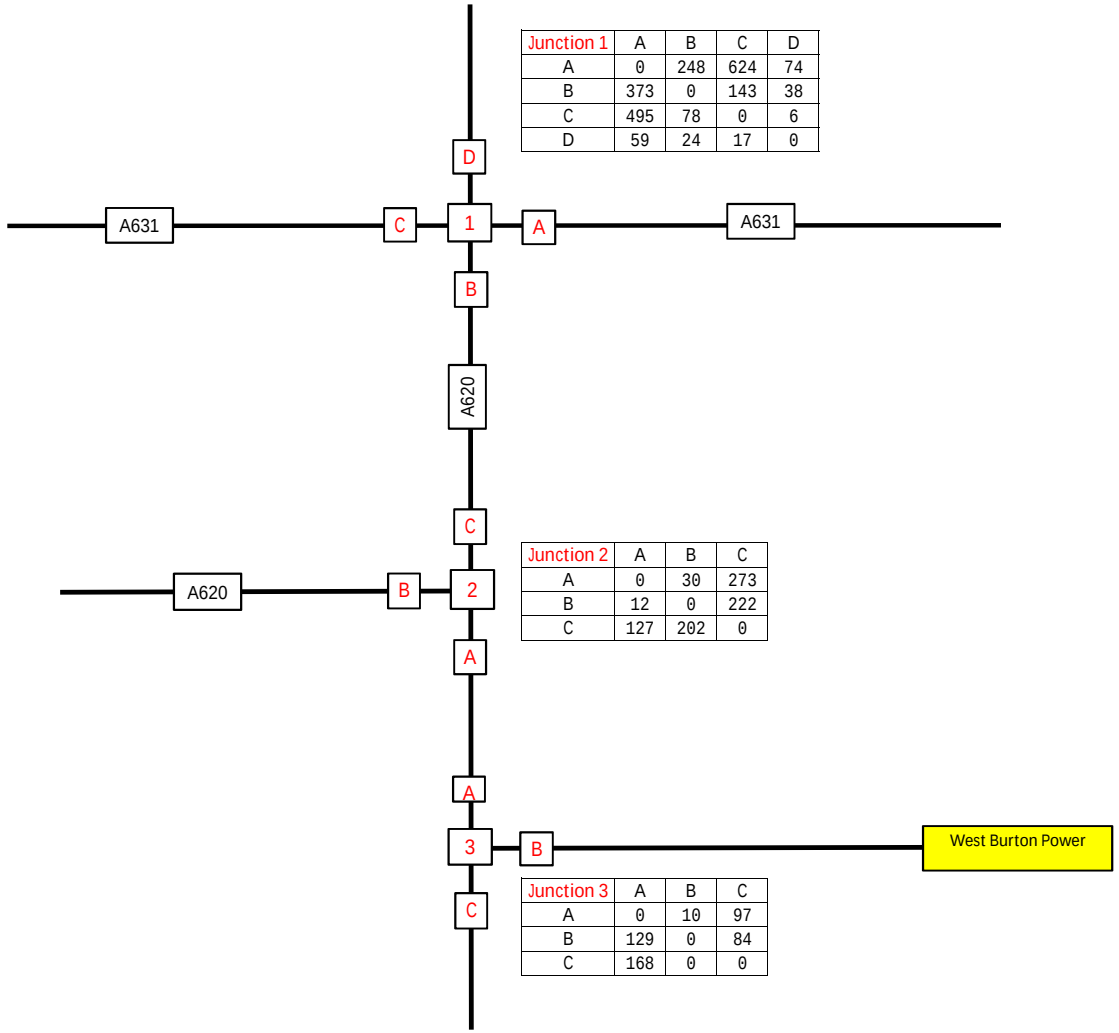
Junction 2	A	B	C
A	1	14	99
B	30	1	210
C	338	188	0

Junction 3	A	B	C
A	0	208	124
B	8	0	2
C	86	87	0

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2029 Base + Committed + Development Flows (07:00 - 08:00)	AECOM	Annex K	A

File:

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF



Junction 1	A	B	C	D
A	0	248	624	74
B	373	0	143	38
C	495	78	0	6
D	59	24	17	0

Junction 2	A	B	C
A	0	30	273
B	12	0	222
C	127	202	0

Junction 3	A	B	C
A	0	10	97
B	129	0	84
C	168	0	0

Date	14.06.2017
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EDF	West Burton OCGT Power Plant	2029 Base + Committed + Development Flows (16:00 - 17:00)	AECOM	Annex K	A

File:

ANNEX L

Junctions 9

ARCADY 9 - Roundabout Module

Filename: A631 A620 Junction.j9
Path: F:\PROJECTS\99999Speculative\A631 A620 Junction
Report generation date: 14/02/2019 11:01:23

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2017							
Arm 1	0.3	1.66	0.25	A	0.4	1.73	0.30	A
Arm 2	0.2	2.07	0.15	A	0.3	2.44	0.26	A
Arm 3	0.4	2.08	0.26	A	0.3	2.15	0.24	A
Arm 4	0.0	1.98	0.04	A	0.1	2.05	0.05	A
	2029 + Com							
Arm 1	0.4	1.78	0.30	A	0.5	1.90	0.35	A
Arm 2	0.2	2.26	0.18	A	0.5	2.79	0.32	A
Arm 3	0.5	2.27	0.31	A	0.4	2.37	0.29	A
Arm 4	0.1	2.07	0.05	A	0.1	2.18	0.06	A
	2029 + Com + Dev							
Arm 1	0.4	1.83	0.31	A	0.5	1.90	0.36	A
Arm 2	0.2	2.31	0.19	A	0.5	2.84	0.33	A
Arm 3	0.5	2.33	0.33	A	0.4	2.40	0.30	A
Arm 4	0.1	2.10	0.05	A	0.1	2.19	0.06	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	01/08/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\smithsonn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	06:45	08:15	15
D2	2017	PM	ONE HOUR	15:45	17:15	15
D3	2029 + Com	AM	ONE HOUR	06:45	08:15	15
D4	2029 + Com	PM	ONE HOUR	15:45	17:15	15
D5	2029 + Com + Dev	AM	ONE HOUR	06:45	08:15	15
D6	2029 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A631 (S)	
2	Gainsborough Road (A620)	
3	A631 (N)	
4	Station Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	9.50	9.50	0.0	56.4	104.2	9.0	
2	7.51	7.51	0.0	38.1	104.2	15.0	
3	8.00	8.00	0.0	37.8	104.2	4.0	
4	7.51	7.51	0.0	59.8	104.2	3.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.677	3179
2	0.568	2447
3	0.611	2699
4	0.595	2563

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	06:45	08:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	660	100.000
2		✓	273	100.000
3		✓	558	100.000
4		✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	1	282	351	26
	2	197	0	64	12
	3	444	102	9	3
	4	38	22	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	19
	2	5	0	8	33
	3	8	6	0	33
	4	8	0	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.25	1.66	0.3	A
2	0.15	2.07	0.2	A
3	0.26	2.08	0.4	A
4	0.04	1.98	0.0	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	497	106	2932	0.169	496	0.2	1.477	A
2	206	297	2116	0.097	205	0.1	1.883	A
3	420	177	2398	0.175	419	0.2	1.818	A
4	51	566	2051	0.025	51	0.0	1.799	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	593	127	2918	0.203	593	0.3	1.548	A
2	245	355	2083	0.118	245	0.1	1.959	A
3	502	212	2377	0.211	501	0.3	1.918	A
4	61	677	1985	0.031	61	0.0	1.869	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	727	155	2898	0.251	726	0.3	1.656	A
2	301	435	2037	0.148	300	0.2	2.073	A
3	614	260	2348	0.262	614	0.4	2.076	A
4	75	829	1895	0.040	75	0.0	1.977	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	727	155	2898	0.251	727	0.3	1.656	A
2	301	435	2037	0.148	301	0.2	2.073	A
3	614	260	2348	0.262	614	0.4	2.076	A
4	75	829	1895	0.040	75	0.0	1.977	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	593	127	2917	0.203	594	0.3	1.548	A
2	245	355	2083	0.118	246	0.1	1.959	A
3	502	212	2377	0.211	502	0.3	1.921	A
4	61	677	1985	0.031	61	0.0	1.870	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	497	106	2931	0.170	497	0.2	1.478	A
2	206	298	2116	0.097	206	0.1	1.886	A
3	420	178	2398	0.175	420	0.2	1.822	A
4	51	567	2050	0.025	51	0.0	1.802	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	812	100.000
2		✓	462	100.000
3		✓	490	100.000
4		✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	211	537	64
	2	316	0	113	33
	3	426	59	0	5
	4	51	21	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	3	6
	2	2	0	6	6
	3	7	24	0	0
	4	8	5	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.30	1.73	0.4	A
2	0.26	2.44	0.3	A
3	0.24	2.15	0.3	A
4	0.05	2.05	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	611	71	2994	0.204	610	0.3	1.510	A
2	348	463	2106	0.165	347	0.2	2.046	A
3	369	310	2297	0.161	368	0.2	1.866	A
4	65	602	2018	0.032	65	0.0	1.842	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	730	85	2983	0.245	730	0.3	1.596	A
2	415	554	2054	0.202	415	0.3	2.196	A
3	440	371	2262	0.195	440	0.2	1.976	A
4	78	720	1949	0.040	78	0.0	1.924	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	894	105	2969	0.301	894	0.4	1.734	A
2	509	678	1983	0.257	508	0.3	2.441	A
3	539	454	2214	0.244	539	0.3	2.149	A
4	96	881	1854	0.052	96	0.1	2.046	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	894	105	2969	0.301	894	0.4	1.734	A
2	509	678	1983	0.257	509	0.3	2.441	A
3	539	455	2214	0.244	539	0.3	2.149	A
4	96	882	1854	0.052	96	0.1	2.047	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	730	85	2983	0.245	730	0.3	1.599	A
2	415	554	2054	0.202	416	0.3	2.199	A
3	440	372	2262	0.195	441	0.2	1.977	A
4	78	721	1948	0.040	78	0.0	1.924	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	611	72	2994	0.204	612	0.3	1.512	A
2	348	464	2105	0.165	348	0.2	2.050	A
3	369	311	2297	0.161	369	0.2	1.866	A
4	65	603	2017	0.032	66	0.0	1.843	A

2029 + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 + Com	AM	ONE HOUR	06:45	08:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	771	100.000
2		✓	326	100.000
3		✓	655	100.000
4		✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	1	331	409	30
	2	231	0	81	14
	3	517	125	10	3
	4	44	26	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	20
	2	6	0	15	36
	3	8	10	0	33
	4	7	0	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.30	1.78	0.4	A
2	0.18	2.26	0.2	A
3	0.31	2.27	0.5	A
4	0.05	2.07	0.1	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	580	128	2914	0.199	579	0.2	1.542	A
2	245	345	2039	0.120	245	0.1	2.006	A
3	493	207	2363	0.209	492	0.3	1.923	A
4	59	664	2009	0.030	59	0.0	1.846	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	693	153	2897	0.239	693	0.3	1.632	A
2	293	412	2001	0.146	293	0.2	2.107	A
3	589	248	2338	0.252	589	0.3	2.058	A
4	71	794	1930	0.037	71	0.0	1.936	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	849	187	2873	0.295	848	0.4	1.777	A
2	359	505	1949	0.184	359	0.2	2.264	A
3	721	304	2303	0.313	721	0.5	2.275	A
4	87	973	1823	0.048	87	0.0	2.073	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	849	187	2873	0.295	849	0.4	1.777	A
2	359	505	1949	0.184	359	0.2	2.264	A
3	721	304	2303	0.313	721	0.5	2.275	A
4	87	973	1822	0.048	87	0.1	2.074	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	693	153	2896	0.239	694	0.3	1.636	A
2	293	413	2001	0.146	293	0.2	2.108	A
3	589	248	2337	0.252	589	0.3	2.059	A
4	71	795	1930	0.037	71	0.0	1.938	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	580	128	2914	0.199	581	0.2	1.542	A
2	245	346	2039	0.120	246	0.1	2.009	A
3	493	208	2362	0.209	493	0.3	1.927	A
4	59	666	2007	0.030	60	0.0	1.850	A

2029 + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 + Com	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	945	100.000
2		✓	544	100.000
3		✓	576	100.000
4		✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	247	624	74
	2	369	0	137	38
	3	495	75	0	6
	4	59	24	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	3	7
	2	3	0	10	5
	3	7	29	0	0
	4	9	4	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.35	1.90	0.5	A
2	0.32	2.79	0.5	A
3	0.29	2.37	0.4	A
4	0.06	2.18	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	711	87	2970	0.240	710	0.3	1.592	A
2	410	537	2031	0.202	409	0.3	2.218	A
3	434	361	2249	0.193	433	0.2	1.981	A
4	75	705	1951	0.039	75	0.0	1.918	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	850	104	2957	0.287	849	0.4	1.707	A
2	489	643	1972	0.248	489	0.3	2.427	A
3	518	432	2208	0.235	518	0.3	2.129	A
4	90	844	1869	0.048	90	0.1	2.023	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1040	128	2939	0.354	1040	0.5	1.895	A
2	599	787	1891	0.317	598	0.5	2.784	A
3	634	529	2152	0.295	634	0.4	2.371	A
4	110	1033	1758	0.063	110	0.1	2.184	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1040	128	2939	0.354	1040	0.5	1.895	A
2	599	787	1890	0.317	599	0.5	2.786	A
3	634	530	2152	0.295	634	0.4	2.371	A
4	110	1034	1757	0.063	110	0.1	2.185	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	850	104	2957	0.287	850	0.4	1.708	A
2	489	643	1971	0.248	490	0.3	2.429	A
3	518	433	2208	0.235	518	0.3	2.131	A
4	90	845	1868	0.048	90	0.1	2.024	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	711	87	2970	0.240	712	0.3	1.593	A
2	410	539	2030	0.202	410	0.3	2.221	A
3	434	362	2248	0.193	434	0.2	1.983	A
4	75	707	1949	0.039	75	0.0	1.922	A

2029 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 + Com + Dev	AM	ONE HOUR	06:45	08:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	799	100.000
2		✓	330	100.000
3		✓	681	100.000
4		✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	1	359	409	30
	2	232	0	84	14
	3	517	151	10	3
	4	44	26	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	8	20
	2	7	0	18	36
	3	8	11	0	33
	4	7	0	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.31	1.83	0.4	A
2	0.19	2.31	0.2	A
3	0.33	2.33	0.5	A
4	0.05	2.10	0.1	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	602	147	2891	0.208	600	0.3	1.571	A
2	248	345	2012	0.124	248	0.1	2.041	A
3	513	208	2355	0.218	512	0.3	1.952	A
4	59	684	1994	0.030	59	0.0	1.859	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	718	176	2871	0.250	718	0.3	1.671	A
2	297	412	1974	0.150	297	0.2	2.146	A
3	612	249	2330	0.263	612	0.4	2.095	A
4	71	819	1913	0.037	71	0.0	1.953	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	880	216	2843	0.309	879	0.4	1.832	A
2	363	505	1922	0.189	363	0.2	2.308	A
3	750	305	2295	0.327	749	0.5	2.329	A
4	87	1002	1802	0.048	87	0.1	2.098	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	880	216	2843	0.309	880	0.4	1.832	A
2	363	505	1922	0.189	363	0.2	2.309	A
3	750	305	2295	0.327	750	0.5	2.329	A
4	87	1003	1802	0.048	87	0.1	2.099	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	718	176	2871	0.250	719	0.3	1.675	A
2	297	413	1974	0.150	297	0.2	2.146	A
3	612	249	2330	0.263	613	0.4	2.097	A
4	71	820	1913	0.037	71	0.0	1.956	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	602	148	2891	0.208	602	0.3	1.572	A
2	248	346	2011	0.124	249	0.1	2.042	A
3	513	209	2355	0.218	513	0.3	1.956	A
4	59	686	1993	0.030	60	0.0	1.863	A

2029 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	946	100.000
2		✓	554	100.000
3		✓	580	100.000
4		✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	248	624	74
	2	373	0	143	38
	3	495	79	0	6
	4	59	24	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	3	7
	2	3	0	13	5
	3	7	33	0	0
	4	9	4	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.36	1.90	0.5	A
2	0.33	2.84	0.5	A
3	0.30	2.40	0.4	A
4	0.06	2.19	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	712	90	2966	0.240	711	0.3	1.596	A
2	417	537	2015	0.207	416	0.3	2.250	A
3	437	364	2234	0.195	436	0.2	2.001	A
4	75	711	1946	0.039	75	0.0	1.924	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	850	108	2952	0.288	850	0.4	1.712	A
2	498	643	1957	0.255	498	0.3	2.467	A
3	521	436	2193	0.238	521	0.3	2.153	A
4	90	851	1863	0.048	90	0.1	2.030	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1042	132	2933	0.355	1041	0.5	1.902	A
2	610	787	1876	0.325	609	0.5	2.840	A
3	639	534	2136	0.299	638	0.4	2.403	A
4	110	1042	1750	0.063	110	0.1	2.194	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1042	132	2932	0.355	1042	0.5	1.902	A
2	610	787	1876	0.325	610	0.5	2.843	A
3	639	534	2136	0.299	639	0.4	2.403	A
4	110	1043	1750	0.063	110	0.1	2.195	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	850	108	2952	0.288	851	0.4	1.713	A
2	498	643	1956	0.255	499	0.3	2.472	A
3	521	436	2192	0.238	522	0.3	2.157	A
4	90	852	1862	0.048	90	0.1	2.032	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	712	90	2966	0.240	713	0.3	1.599	A
2	417	539	2014	0.207	417	0.3	2.256	A
3	437	365	2233	0.196	437	0.2	2.006	A
4	75	713	1944	0.039	75	0.0	1.927	A

ANNEX M

Junctions 9

ARCADY 9 - Roundabout Module

Filename: A620 Sturton Road.j9
Path: F:\PROJECTS\99999Speculative\A620 Sturton Road
Report generation date: 14/02/2019 11:16:24

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2017							
Arm 1	0.1	2.85	0.07	A	0.2	3.12	0.19	A
Arm 2	0.2	3.14	0.16	A	0.2	3.28	0.17	A
Arm 3	0.3	2.68	0.25	A	0.2	2.59	0.18	A
	2029 + Com							
Arm 1	0.1	3.17	0.10	A	0.3	3.44	0.24	A
Arm 2	0.2	3.30	0.19	A	0.2	3.46	0.20	A
Arm 3	0.4	2.90	0.30	A	0.3	2.76	0.22	A
	2029 + Com + Dev							
Arm 1	0.1	3.26	0.10	A	0.3	3.52	0.25	A
Arm 2	0.2	3.33	0.20	A	0.2	3.49	0.20	A
Arm 3	0.5	3.11	0.33	A	0.3	2.83	0.22	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	01/08/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\smithsonn
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	06:45	08:15	15
D2	2017	PM	ONE HOUR	15:45	17:15	15
D3	2029 + Com	AM	ONE HOUR	06:45	08:15	15
D4	2029 + Com	PM	ONE HOUR	15:45	17:15	15
D5	2029 + Com + Dev	AM	ONE HOUR	06:45	08:15	15
D6	2029 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Sturton Road	
2	Gainsborough Road	
3	Saundby Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.50	6.07	14.0	32.3	35.8	24.0	
2	3.62	5.82	9.0	23.8	35.8	25.0	
3	4.00	6.48	24.4	25.7	35.8	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.644	1612
2	0.619	1507
3	0.692	1848

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	06:45	08:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	88	100.000
2		✓	202	100.000
3		✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	1	12	75
	2	21	1	180
	3	236	161	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	42	5
	2	0	0	7
	3	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.07	2.85	0.1	A
2	0.16	3.14	0.2	A
3	0.25	2.68	0.3	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	66	122	1394	0.048	66	0.0	2.711	A
2	152	57	1384	0.110	152	0.1	2.919	A
3	299	17	1786	0.167	298	0.2	2.418	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	79	146	1379	0.057	79	0.1	2.768	A
2	182	68	1377	0.132	181	0.2	3.010	A
3	357	21	1784	0.200	357	0.2	2.522	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	97	178	1360	0.071	97	0.1	2.849	A
2	222	84	1368	0.163	222	0.2	3.142	A
3	437	25	1781	0.245	437	0.3	2.678	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	97	178	1360	0.071	97	0.1	2.849	A
2	222	84	1368	0.163	222	0.2	3.142	A
3	437	25	1781	0.245	437	0.3	2.678	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	79	146	1379	0.057	79	0.1	2.768	A
2	182	68	1377	0.132	182	0.2	3.011	A
3	357	21	1784	0.200	357	0.3	2.523	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	66	122	1393	0.048	66	0.1	2.712	A
2	152	57	1384	0.110	152	0.1	2.925	A
3	299	17	1786	0.167	299	0.2	2.420	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	245	100.000
2		✓	201	100.000
3		✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	25	220
	2	10	0	191
	3	98	174	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	4
	2	10	0	2
	3	11	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.19	3.12	0.2	A
2	0.17	3.28	0.2	A
3	0.18	2.59	0.2	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	184	131	1462	0.126	184	0.1	2.814	A
2	151	165	1368	0.111	151	0.1	2.955	A
3	205	8	1689	0.121	204	0.1	2.425	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	220	156	1445	0.152	220	0.2	2.938	A
2	181	198	1348	0.134	181	0.2	3.084	A
3	245	9	1688	0.145	244	0.2	2.494	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	270	191	1422	0.190	270	0.2	3.124	A
2	221	242	1320	0.168	221	0.2	3.276	A
3	299	11	1686	0.178	299	0.2	2.595	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	270	192	1422	0.190	270	0.2	3.124	A
2	221	242	1320	0.168	221	0.2	3.276	A
3	299	11	1686	0.178	299	0.2	2.595	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	220	157	1445	0.152	220	0.2	2.939	A
2	181	198	1347	0.134	181	0.2	3.085	A
3	245	9	1688	0.145	245	0.2	2.496	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	184	131	1462	0.126	185	0.1	2.817	A
2	151	166	1368	0.111	151	0.1	2.959	A
3	205	8	1689	0.121	205	0.1	2.426	A

2029 + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	3.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 + Com	AM	ONE HOUR	06:45	08:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	110	100.000
2		✓	235	100.000
3		✓	471	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	1	14	95
	2	24	1	210
	3	283	188	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	43	14
	2	0	0	7
	3	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.10	3.17	0.1	A
2	0.19	3.30	0.2	A
3	0.30	2.90	0.4	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	83	142	1293	0.064	83	0.1	2.975	A
2	177	72	1371	0.129	176	0.1	3.012	A
3	355	20	1764	0.201	354	0.3	2.552	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	99	170	1277	0.077	99	0.1	3.054	A
2	211	86	1361	0.155	211	0.2	3.129	A
3	423	23	1761	0.240	423	0.3	2.690	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	121	208	1256	0.096	121	0.1	3.171	A
2	259	106	1348	0.192	259	0.2	3.302	A
3	519	29	1758	0.295	518	0.4	2.904	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	121	208	1256	0.096	121	0.1	3.171	A
2	259	106	1348	0.192	259	0.2	3.302	A
3	519	29	1758	0.295	519	0.4	2.904	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	99	170	1277	0.077	99	0.1	3.055	A
2	211	86	1361	0.155	211	0.2	3.130	A
3	423	23	1761	0.240	424	0.3	2.692	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	83	142	1292	0.064	83	0.1	2.976	A
2	177	72	1371	0.129	177	0.1	3.016	A
3	355	20	1764	0.201	355	0.3	2.557	A

2029 + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	3.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 + Com	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	292	100.000
2		✓	234	100.000
3		✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	29	263
	2	12	0	222
	3	122	202	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	7
	2	8	0	1
	3	17	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.24	3.44	0.3	A
2	0.20	3.46	0.2	A
3	0.22	2.76	0.3	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	220	152	1413	0.156	219	0.2	3.015	A
2	176	197	1358	0.130	176	0.1	3.042	A
3	244	9	1662	0.147	243	0.2	2.536	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	263	181	1393	0.188	262	0.2	3.182	A
2	210	236	1333	0.158	210	0.2	3.206	A
3	291	11	1661	0.175	291	0.2	2.627	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	321	222	1367	0.235	321	0.3	3.442	A
2	258	289	1298	0.198	257	0.2	3.459	A
3	357	13	1659	0.215	356	0.3	2.763	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	321	222	1367	0.235	321	0.3	3.442	A
2	258	290	1298	0.199	258	0.2	3.460	A
3	357	13	1659	0.215	357	0.3	2.763	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	263	182	1393	0.188	263	0.2	3.187	A
2	210	237	1332	0.158	211	0.2	3.211	A
3	291	11	1661	0.175	292	0.2	2.628	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	220	152	1412	0.156	220	0.2	3.019	A
2	176	198	1358	0.130	176	0.1	3.049	A
3	244	9	1662	0.147	244	0.2	2.538	A

2029 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 + Com + Dev	AM	ONE HOUR	06:45	08:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	114	100.000
2		✓	241	100.000
3		✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	1	14	99
	2	30	1	210
	3	340	188	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	43	17
	2	0	0	7
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.10	3.26	0.1	A
2	0.20	3.33	0.2	A
3	0.33	3.11	0.5	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	86	142	1266	0.068	86	0.1	3.050	A
2	181	75	1369	0.132	181	0.2	3.027	A
3	398	24	1746	0.228	396	0.3	2.664	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	102	170	1251	0.082	102	0.1	3.134	A
2	217	90	1359	0.159	217	0.2	3.149	A
3	475	29	1743	0.272	474	0.4	2.837	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	126	208	1230	0.102	125	0.1	3.258	A
2	265	110	1346	0.197	265	0.2	3.331	A
3	581	35	1739	0.334	581	0.5	3.107	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	126	208	1230	0.102	126	0.1	3.258	A
2	265	110	1346	0.197	265	0.2	3.331	A
3	581	35	1739	0.334	581	0.5	3.109	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	102	170	1251	0.082	103	0.1	3.138	A
2	217	90	1359	0.159	217	0.2	3.151	A
3	475	29	1743	0.272	475	0.4	2.839	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	86	142	1266	0.068	86	0.1	3.053	A
2	181	75	1369	0.133	182	0.2	3.030	A
3	398	24	1746	0.228	398	0.3	2.672	A

2029 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	303	100.000
2		✓	234	100.000
3		✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	30	273
	2	12	0	222
	3	127	202	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	8
	2	8	0	1
	3	21	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.25	3.52	0.3	A
2	0.20	3.49	0.2	A
3	0.22	2.83	0.3	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	228	152	1402	0.163	227	0.2	3.063	A
2	176	205	1352	0.130	176	0.1	3.058	A
3	248	9	1638	0.151	247	0.2	2.587	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	272	181	1383	0.197	272	0.2	3.240	A
2	210	245	1325	0.159	210	0.2	3.228	A
3	296	11	1637	0.181	296	0.2	2.684	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	334	222	1357	0.246	333	0.3	3.517	A
2	258	300	1289	0.200	257	0.2	3.489	A
3	362	13	1635	0.222	362	0.3	2.827	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	334	222	1357	0.246	334	0.3	3.517	A
2	258	301	1289	0.200	258	0.2	3.490	A
3	362	13	1635	0.222	362	0.3	2.827	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	272	182	1383	0.197	273	0.2	3.243	A
2	210	246	1325	0.159	211	0.2	3.230	A
3	296	11	1637	0.181	296	0.2	2.687	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	228	152	1402	0.163	228	0.2	3.067	A
2	176	206	1351	0.130	176	0.2	3.065	A
3	248	9	1638	0.151	248	0.2	2.589	A