



GTO House, New Bath Road, Twyford

Transport Statement

Client: GTO Engineering UK Ltd

i-Transport Ref: MC/ITB12312-201 R

Date: 19 December 2024

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SECTION 1 Introduction

- 1.1.1 GTO Engineering UK Ltd (GTO) (the “applicant”) has appointed i-Transport LLP to provide highways and transport advice in relation to the proposed redevelopment of the site.
- 1.1.2 GTO is proposing to transfer their existing workshops and offices, located in Hare Hatch to the proposed site. The redevelopment will look to retain the existing house, demolish the existing outbuilding to the rear and provide a workshop to restore and repair classic Ferrari’s combined with a parts department, storage unit and supported by an office, and other ancillary functions.
- 1.1.3 A planning application has been prepared which seeks permission for the redevelopment of the former Mabey Headquarters Office and Depot at New Bath Road, Twyford. The proposed site layout is provided at **Appendix A**.
- 1.1.4 The site is located some 2.4km north of Twyford village centre. The site is located north of Mumbery Hill and is bounded by the Wyevale Garden Centre to the east, Mumbery House to the west and open farmland to the north. A site location plan is provided as **Figure 1**.

1.2 Previous Use

- 1.2.1 The site was previously the headquarters of Mabey Group with a local depot for engineering plant hire (509m²) along with office space (1,270m²), storage (316m²) with car parking for up to 64 vehicles. This previous use has now ceased.

1.3 Scope of Works

- 1.3.1 In line with the requirement of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against relevant transport policy.
- 1.3.2 Specifically, the TS has been prepared to consider the four critical tests outlined in paragraph 115 of the National Planning Policy Framework:
- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;

- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

1.3.3 This TS has been produced in accordance with guidance contained in the NPPG and other local and national transport planning guidance.

1.4 **Structure of Report**

1.4.1 The remainder of this TS is structured as follows:

- Section 2 reviews relevant national and local policy;
- Section 3 provides an overview of the existing transport conditions on the local transport network in the vicinity of the site;
- Section 4 sets out the Development Proposals including parking, servicing and refuse collection;
- Section 5 considers the accessibility of the site by sustainable modes;
- Section 6 provides an assessment of the likely transport impact of the development proposals, including the traffic impact on local roads; and
- Section 7 provides a summary and conclusions.

SECTION 2 Transport Policy Review

2.1 National Planning Policy

- 2.1.1 To provide context for the assessment, this section of the TS provides a review of the national and local transport planning policies that are relevant to the proposed development.

National Planning Policy Framework (2023):

- 2.1.2 The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023, 20 December 2023 and 12 December 2024.

- 2.1.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

- 2.1.4 The NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan (ref: NPPF, paragraph 118).

- 2.1.5 It is stated that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***safe and suitable access to the site can be achieved for all users;***
- ***the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"*** (ref: NPPF, paragraph 115).

- 2.1.6 The NPPF also states that:

- ***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*** (ref: NPPF, paragraph 116).

National Planning Practice Guidance (NPPG) - March 2014

- 2.1.7 The web-based NPPG replaced the DfT's 'Guidance on Transport Assessment' on 6 March 2014 and seeks to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.
- 2.1.8 The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)".

- 2.1.9 In accordance with NPPG this TS has been prepared to assess the transport impacts of the development, and to consider whether any effects would be 'severe'.

2.2 Local Policy and Guidance

Wokingham Borough Council's Local Transport Plan 3

- 2.2.1 Wokingham Borough Council (WBC) Local Transport Plan 3 (LTP3) was published in 2011 and aims to improve transport and accessibility across the borough across a fifteen-year period. It is noted that WBC are currently preparing a new Transport Plan that will supersede the LTP3. The new Transport Plan has not been published, and so the existing policies in the LTP remain valid. The overarching vision for the Local Transport Plan (LTP) is:

"To provide a cost-effective, inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it."

- 2.2.2 To achieve this vision the LTP identifies five goals listed below:

- Highways Goal: "To have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough, and promotes sustainable travel."
- Active Travel Goal: "To work with partners to promote walking and cycling as a health-enhancing physical activity for all of our residents through providing:
 - Connected, convenient, safe and signed pedestrian networks across the Borough to enhance existing networks;
 - New cycleways integrated with the existing cycle network; and
 - Improved cycle parking at stations, businesses and schools."
- Public Transport Goal: "To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel."
- Smarter Choices and Demand Management Goal: "To enable people who live, visit and work in the Borough to make informed, safe and sustainable travel decisions from a range of transport options."
- Strategic Projects Goal: "To manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion."

Wokingham Borough Council's Adopted Core Strategy – January 2010

- 2.2.3 WBC adopted their Core Strategy in January 2010 which sets out the vision for how the borough will develop in the period to 2026. A number of objectives are identified within the Core Strategy the following is transport related:

"Promote a transport system that enables access to services by a variety of modes."

- 2.2.4 This objective is supported by Policy CP6 which states:

"Planning permission will be granted for schemes that:

- ***Provide for sustainable forms of transport to allow choice;***
- ***Are located where there are or will be at the time of development choices in the mode of transport available which minimise the distance people need to travel;***
- ***Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;***

- ***Provide appropriate vehicular parking, having regard to car ownership;***
- ***Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;***
- ***Enhance road safety; and***
- ***Do not cause highway problems or lead to traffic related environmental problems.”***

Adopted Managing Development Delivery (MDD) – February 2014

2.2.5 The adopted MDD adds further detail to the policies identified within the Core Strategy, the MDD therefore complements the objectives of the Core Strategy to set out how the Borough will develop up until 2026.

2.2.6 The MDD identifies cross cutting policies which are applicable to all developments within the Borough. Included within the cross cutting policies, Policy CC07 relates to parking. Policy CC07 states:

“Planning permission will only be granted where the proposal demonstrates the following:

- ***How the proposed parking provision meets the standards set out in Appendix 2 of the MDD; and***
- ***That the new scheme retains an appropriate level of off-street parking.”***

2.2.7 **Table 2.1** summarises the parking standards for the B2 land use identified in Policy CP18 of the Core Strategy.

Table 2.1: Non-residential Parking Standards

Use Class	Car Parking Allocation	Cycle Parking Allocation	PTW Parking
B1	Less than 2500m ² = 1 space per 25m ² More than 2500m ² = 1 space per 30m ²	1 long stay space per 150m ²	1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter.
B2	Up to 250m ² = 1 space per 25m ² Above 250m ² = 1 space per additional 50m ²	1 long stay space per 200m ²	1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter.

Use Class	Car Parking Allocation	Cycle Parking Allocation	PTW Parking
B8	Up to 250m ² = 1 space per 25m ² Above 250m ² = 1 space per additional 200m ²	1 long stage space per 200m ²	1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter.

Source: Wokingham Borough Council's Managing Development Document

2.3 Summary

- 2.3.1 There is a presumption in favour of sustainable development and the site is allocated for development as a suitable location for growth. The NPPF requires development to take up the opportunities for sustainable transport modes. It does not however advocate a 'one size fits all' approach. The transport sustainability of the site needs to consider local context and the transport strategy needs to include cost-effective and practical measures.
- 2.3.2 Safe and suitable access to sites should be achieved for all people.
- 2.3.3 Planning decisions should consider whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 2.3.4 The following sections of the Transport Statement describe how the proposed development complies with these transport planning policy requirements.

SECTION 3 Existing Transport Conditions

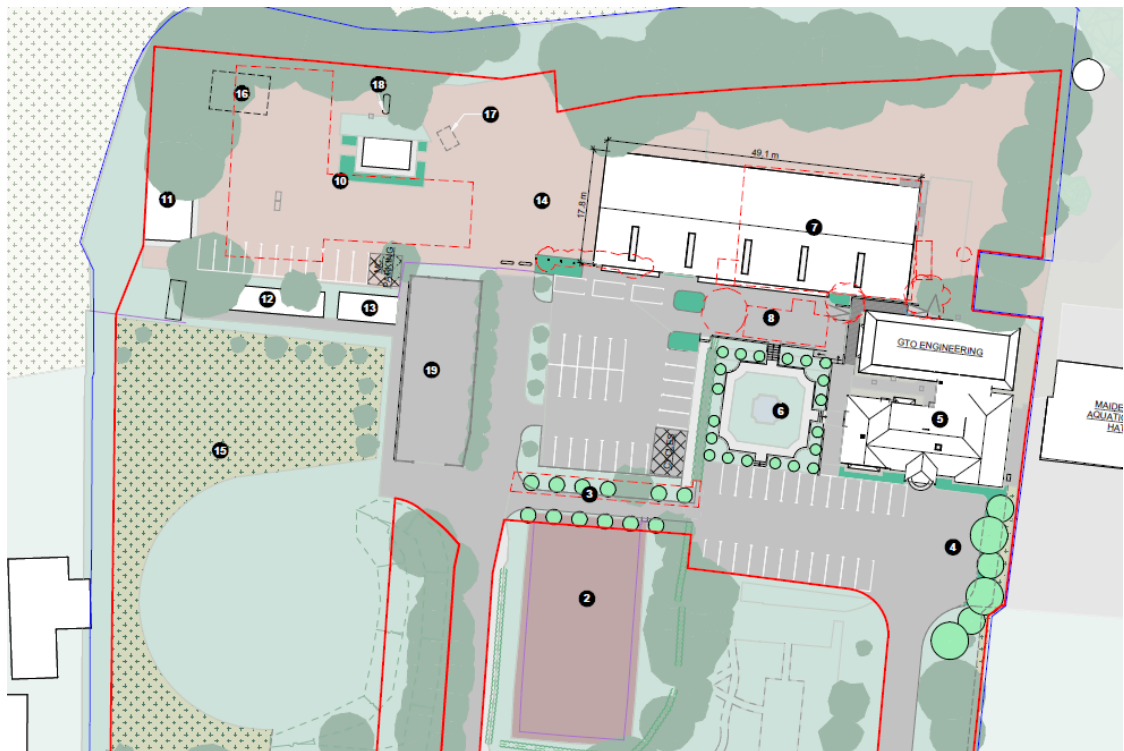
3.1 Introduction

3.1.1 This section of the TS summarises the existing transport conditions in the local area, including walking, cycling and public transport provision as well as the characteristics of the local highway network.

3.2 Site Location

3.2.1 The site is located approximately 2km northeast of Twyford, Wokingham and is bounded to the south by the A4 Bath Road to the east by Hare Hatch Garden centre and to the north by arable land. A site location plan is provided as **Image 3.1**.

Image 3.1: Site Layout



3.3 Planning History

3.3.1 The site has been the subject of a recent planning application (ref: F/2014/2157) to support the temporary commercial development at the Former Mabey Bridge site for GTO. This application was withdrawn on 4 November 2016.

- 3.3.2 An application was then submitted for the redevelopment of the site to make the application site a permanent base for GTO (ref: F/2014/2768). The application has since been withdrawn due to comments received from WBC on the size of the building in the context of the green belt. No highway comments were received.
- 3.3.3 A further application was submitted in January 2019 for the proposed erection of restoration motor vehicle building including associated office and storage space, plus change of use of existing buildings with ancillary parking and landscaping following demolition of existing building (ref: 190063). The application was refused. However, there were no objections raised by local highways officer with regards to safe and suitable access or traffic impacts in terms of safety and capacity.
- 3.3.4 A further application was then submitted in December 2019. The application was approved in August 2020. As part the planning application there were 17 Conditions of which Condition 13 and 14 related to Transport and Highways. These are as follows:

- Condition 13:

"Prior to the commencement of the development a Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained and reviewed as so approved.

Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policy CP6."

- Condition 14:

"No development shall take place until details of a scheme (Construction Method Statement) to control the environmental effects of the demolition and/or construction work has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:(i) the control of noise

II. (ii) the control of dust, smell and other effluvia

III. (iii) the control of rats and other vermin

IV. (iii) the control of surface water run-off

V. (iv) the proposed method of piling for foundations (if any)

(v) Proposed construction and demolition working hours (vi) hours during the construction and demolition phase when delivery vehicles, or vehicles taking materials, are permitted to enter or leave the site."

Reason: In the interests of the amenities of the area.

3.3.5 The expiration of this planning application expired, and therefore, a new planning application was submitted in December 2023 which looked to incorporate the two conditions identified above.

3.3.6 Since then, plans have evolved and it is proposed to submit a new planning application, with the additional information required to sign off the two conditions identified above.

3.4 Existing Use

3.4.1 The site previously operated as the Mabey Group headquarters with a local depot for engineering plant hire. The site comprised of the following land uses summarised in **Table 3.1** below.

3.4.2 In this use the existing access arrangement was used with the principle access off Mumbery Hill and the secondary access directly off the A4.

Table 3.1: Previous Site Schedule of Uses

Land Use	Floorspace
B1	1,270m ²
B2	509m ²
B8	316m ²
Total	2,095m²

Source: Danks Badnell Architects

3.4.3 As the site is no longer in operation it has not been possible to survey historic traffic generation. However, the TRICS database has been used to understand how many trips the site could have generated in its previous form.

3.4.4 The trip rates and traffic generation for the above floorspaces are summarised in **Table 3.2** with the full TRICS data provided in **Appendix B**.

Table 3.2: Previous Site Use Trip Generation

Time Period	Trip Rate Per Unit			Vehicular Trip Generation		
	In	Out	Two-Way	In	Out	Two-Way
B1 Office – 1,270m²						
0800-0900	2.083	0.27	2.353	26	3	30
1700-1800	0.461	2.194	2.655	6	28	34
Daily	11.144	10.889	22.033	142	138	280
B2 Industrial – 509m²						
0800-0900	0.574	0.287	0.861	3	1	4
1700-1800	0	0.478	0.478	0	2	2
Daily	2.68	3.252	5.972	14	17	30
B8 Storage – 316m²						
0800-0900	1.237	0.118	1.355	4	0	4
1700-1800	0.059	1.473	1.532	0	5	5
Daily	5.954	5.954	11.908	19	19	38
Total						
0800-0900	-	-	-	33	5	39
1700-1800	-	-	-	7	35	41
Daily				174	174	348

Source: TRICS

- 3.4.5 The analysis demonstrates that the existing site could have potentially generated up to 39 movements in the morning peak hour and up to 41 in the evening peak hour. Across the course of a typical day the previous land uses on the site could have generated up to 348 daily two-way movements.

3.5 Walking and Cycling Facilities

- 3.5.1 The site is well located to the existing walking network. There is a footway present on the northern side of Mumbery Hill/ Bath Road which ends just short of the site frontage. There is continuous footway to the east of the site on the A4 Bath Road to the eastbound bus stop south of the Wyevale garden centre and the garden centre itself. There is an uncontrolled pedestrian crossing with pedestrian refuge island and tactile paving immediately east of the eastern site access on the A4 Bath Road. This provides access to the facilities and services on the southern side of the A4 Bath Road including the Horse and Groom Pub.

3.5.2 There is continuous footway on the southern side of Mumbery Hill between the site and Wargrave Village to the northwest where day-to-day services including a pharmacy and convenience store are located.

3.5.3 There are no dedicated cycle facilities adjacent to the site. However, National Cycle Network (NCN) Route 4 runs north on the A321 from Twyford and through Wargrave to the west of the site.

3.6 Public Transport

Buses

3.6.1 The closest bus stop to the site is located on Mumbery Hill, circa 300 west of the main site access. This bus stop is served by service 127 that routes between Reading, Twyford and Maidenhead. This service has a frequency of five services per day for the number 127 service. The bus service operating from these stops are summarised in **Table 3.3**.

Table 3.3: Bus Services

Service	Operator	Routing	Frequency
127	Thames Valley Buses	Maidenhead – Upper Wargrave – Twyford – Sonning – Woodley – Reading	Five services per day Monday to Saturday (09:09-18:16)

Source: Thames Valley Buses

3.6.2 **Table 3.3** demonstrates that there is a bus service available during the morning and evening peak periods accommodating trips to/from work.

Rail

3.6.3 The site is well located to both Wargrave (2.6km) and Twyford (2.7km) railway stations. Wargrave station is situated on the branch line to Henley-on-Thames whilst Twyford station is situated on the Reading to London Paddington main line.

3.6.4 A summary of the destinations available and journey times for Twyford and Wargrave railway stations is presented in **Table 3.4**.

Table 3.4. Twyford and Wargrave Rail Services

Destination	Typical Frequency		Average Journey Duration
	Peak	Off-Peak	
Twyford Station			
London Paddington	10 per hour	6 per hour	44 minutes
Reading	6 per hour	4 per hour	8 minutes
Oxford	3 per hour	3 per hour	45 minutes
Wargrave Station			
Henley-on-Thames	2 per hour	2 per hour	8 minutes

Source: National Rail Enquiries

3.6.5 **Table 3.4** demonstrates that Twyford and Wargrave Rail stations provide frequent rail services to London, Reading Oxford and Henley-on-Thames.

3.7 Local Highway Network

3.7.1 The site currently has two points of access, the western access is currently for use by staff and deliveries onto Mumbery Hill and the eastern access for clients onto the A4 Bath Road.

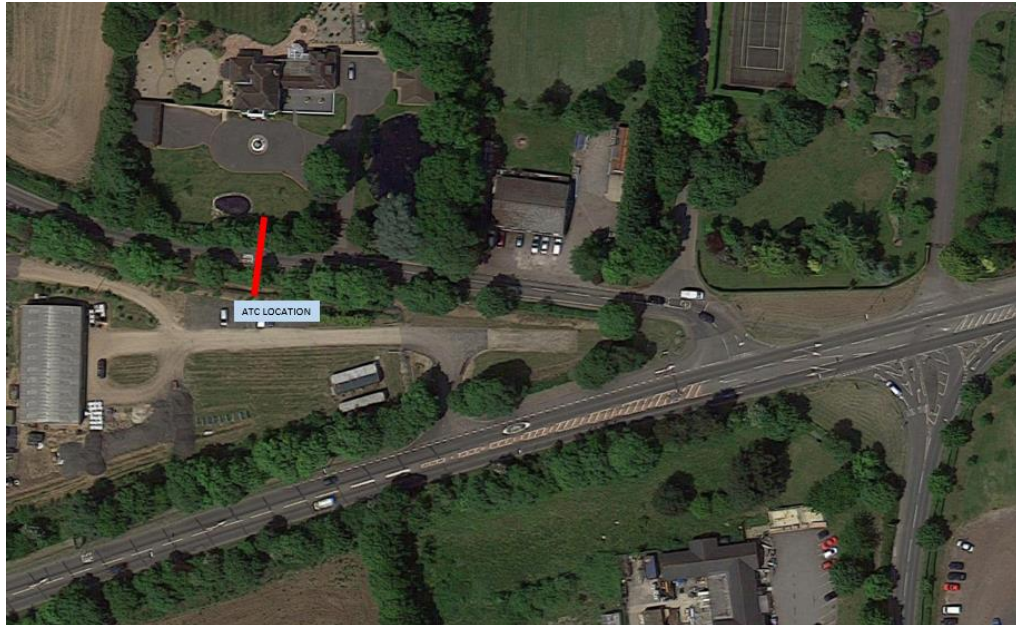
3.7.2 Mumbery Hill forms a priority ghost island junction with the A4 Bath Road (close to the western site access) and routes to Wargrave to the northwest. The A4 Bath Road is a strategic link between Reading and Maidenhead and in addition provides access to the M4 to the south and the A404 (M). Adjacent to the eastern site access the A4 forms a junction with the A3032 London Road. This junction was improved in 2010 to its current configuration whereby a number of right turn lanes and filter lanes have been provided. In addition, the speed limit was reduced from 50mph to 40mph on this section of the A4 and Mumbery Hill.

3.7.3 To the west of the site, approximately 50m east of the eastern site access Wyevalle Garden centre takes access off the A4 with a right turn lane for westbound traffic turning into the site.

Vehicle Speeds

3.7.4 An ATC survey was carried out between 6th December and 13th December 2016 to consider traffic speeds along Mumbery Hill in the vicinity of the site access. The location of the survey is shown in **Image 3.2**.

Image 3.2: Location of ATC on Mumbery Hill



Source: Google Maps

3.7.5 **Table 3.5** sets out the observed average and 85th percentile dry and wet weather speeds for eastbound and westbound vehicles on Mumbery Hill with full data contained in **Appendix C**.

Table 3.5: Speed Survey Results – Mumbery Hill

Location	Direction	Average	Wet Weather	Dry Weather	SSD requirement
Mumbery Hill [115m west of the site access]	Westbound	34.9mph	32.3mph	34.8mph	53m
	Eastbound	32.9mph	30.3mph	32.8mph	49m

Source: Speed Surveys – December 2016

3.7.6 In accordance with the guidance set out in DMRB CA 185 'Vehicle Speed Measurement', vehicle speeds have been established for the preferred times for undertaking speed surveys, i.e. between 10:00-12:00 and 14:00-16:00 hours. In accordance with the guidance set out in the CA 185 'Vehicle Speed Measurement on All Purpose Roads' 4kph (2.5mph) should be added to get from the 85th percentile wet weather to dry weather journey speed which is the parameter used to determine the required stopping sight distance for existing streets. **Table 3.5** identifies the stopping sight distance required.

3.7.7 **Table 3.5** demonstrates that average vehicle speeds on Mumbery Hill are 34.9mph westbound and 32.9mph eastbound, which is significantly below the derestricted speed limit that is currently in place to the west of the site access. 85th percentile speeds are shown to be below 35mph.

Personal Injury Accident Data

- 3.7.8 Personal Injury Accident Data (PIA) has been obtained from Wokingham Borough Council for 26/07/2018 to 26/07/2023. The study area includes the B477 Mumbery Hill west of the site approximately 200m west of the junction with the A4, the A4/ B477 junction, the A4/ A3032 London Road junction and the Wyevale Garden Centre access.
- 3.7.9 In the study period there have been a total of three 'slight' accidents within the area listed above. A summary of each recorded accident at the locations summarised above is provided below. The full data can be seen at **Appendix D**.

B477 Mumbery Hill and B477 Mumbery Hill / A4 Junction

- 3.7.10 There have been no injury accidents recorded on the B477 Mumbery Hill at the western site access or at the junction of the B477 Mumbery Hill / A4 within the study period.

A4/ A3032 London Road Junction

- 3.7.11 Three injury accidents have been recorded on the A4 Bath Road / A3032 London Road junction. All accidents involved a vehicle turning right from A4 Bath Road to A3032 London Road collided with an oncoming vehicle. The causational factors for all collisions involved the driver failing to look properly / failing to judge the oncoming vehicles speed.
- 3.7.12 A further accident has occurred between July 2023 and an additional accident has been identified between 27 July 2023 and 31 July 2024.

Conclusion

- 3.7.13 The western site access has not experienced any accidents in the latest five-year period and the eastern access onto the A4 has only experienced three slight accidents in the last five years.
- 3.7.14 Whilst the accidents at the A4 Bath Road / London Road junction are regrettable they are unrelated to the use of the site and the development will not generate any right turns from the A3032 London Road. Therefore, the accident record does not suggest a highway safety problem which would be exacerbated as a result of the development coming forward.

SECTION 4 Development Proposals

4.1 Proposals

- 4.1.1 The development proposal comprises the redevelopment of the site to retain the existing house, demolish the existing outbuilding to the rear and provide a workshop to restore and repair classic Ferrari's combined with a parts department and other ancillary functions.
- 4.1.2 GTO provide a range of services relating to classic cars including restorations, storage, servicing, engine building and pre-purchase inspections. Some of the vehicles are also used for racing or events.
- 4.1.3 The facility is likely to be used by clients of GTO who either do not have the suitable facilities at home to securely store their cars or would simply prefer to store them in a dedicated, secure storage facility. The cars will invariably be of high value, not only sentimentally but also financially and in many cases treated as an investment. Storage is therefore likely to be long term with many of the cars expected to be stored in situ within the building for long periods of time (particularly in the wintertime).
- 4.1.4 The development will comprise a total floorspace of 2,588m² consisting of the following:
- 1,270m² office space;
 - 765m² workshop; and
 - 553m² car storage.
- 4.1.5 A total of 60 staff will be employed at the site. A copy of the proposed site layout is included in **Appendix A**. An extract of the layout is shown in **Image 4.1**.

Image 4.1: Site Layout



Source: Ridge Architects

4.2 Site Access Arrangements

- 4.2.1 Primary vehicular access to the site will be via the existing access point from Mumbery Hill located circa 30m west of the junction with the A4. This will be used by all staff, deliveries and servicing. The internal access road would remain unchanged until circa 90m into the site, whereby access to the eastern car park will be provided.
- 4.2.2 A secondary access will be via the existing access point directly off the A4. This will be used solely for the limited number of customers GTO receives.
- 4.2.3 As part of the proposals, it is proposed to extend the existing footway linking the site access to the existing footway on Mumbery Hill. This can be seen on **Drawing ITB12354-GA-302**.

Visibility Splays

Primary Access

4.2.4 **Table 3.5** provides the results of the speed survey on Mumbery Hill which returned 85th percentile dry weather speeds of 32.8mph eastbound and 34.8mph westbound along Mumbery Hill.

4.2.5 Against this background, the guidance on visibility provision given in Manual for Streets (MfS) is applicable in this location. In line with the formula for deriving SSD presented in MfS, the following visibility requirements at the site access are required:

- 2.4m x 49m to the west, suitable for a 32.8mph design speed; and
- 2.4m x 53m to the east, suitable for a 34.8mph design speed.

4.2.6 Whilst it is noted that the change in speed from 40mph to derestricted is immediately west of the existing access point, due to the following factors demonstrates that the achievable visibility is sufficient at this location:

- The speed survey identifies significantly slower speeds in the region of 30mph;
- The proximity to the junction of New Bath Road mean that vehicles are reducing speed on the approach; and
- The access has operated safely for many years. Accident data for the past five years obtained from WBC identifies no accidents have occurred. Whilst crash map (www.crashmap.com) has identified no personal injury accidents in the past 23 years.

4.2.7 Visibility of 2.4m x 32m to the left (to the junction with the A4) can be achieved.

4.2.8 The access point will operate as a shared surface providing access for pedestrians and cyclists.

Secondary Access

4.2.9 The existing speed limit along the A4 Bath Road in the vicinity of the access is 40mph. Against this background, the guidance on visibility provision given in Design Manual for Roads and Bridges (DMRB) is applicable in this location. Based on this guidance 2.4m x 120m visibility splay is required in both directions which can be achieved and is identified in **Drawing ITB12312-GA-303**.

- 4.2.10 It should be noted that the access will be used solely for the limited number of customers GTO receives, with access restricted internally to ensure no through route.

4.3 Car Parking Provision

- 4.3.1 It is proposed to provide a total of 58 parking spaces.
- 4.3.2 There will also be 14 cycle parking spaces provided on the eastern boundary, south of the existing house, and four powered two-wheel spaces.

Table 4.1: Parking Provision

Proposed Area	Car Parking	Cycle Parking	PTW Parking
2,588m ²	58	14	4

- 4.3.3 The parking strategy for the site is presented in more detail in **Section 6.3** of the report.

4.4 Servicing and Refuse Collection Arrangements

- 4.4.1 **Drawing ITB12312-GA-304** demonstrates there is sufficient space within the site to enable servicing and refuse vehicles to enter and egress the proposed development in a forward gear and manoeuvre as required within the development. The swept path analysis has used the refuse vehicle advised by WBC.

4.5 Deliveries

- 4.5.1 The majority of deliveries will be undertaken using a transit van although there will be a few deliveries per week undertaken with a van with a trailer, with the largest vehicle anticipated to arrive at site being a 16.5m articulated vehicle. **Drawing ITB12312-GA-305** demonstrates that an articulated vehicle can enter and egress the proposed development in a forward gear and manoeuvre as required within the development.

SECTION 5 Accessibility Proposals

5.1 Introduction

5.1.1 This section of the report considers the accessibility of the site by walking, cycling public transport and other sustainable modes.

5.2 Current Travel Patterns

5.2.1 The method of travel by current employees of GTO has been obtained from discussions with GTO and is summarised in **Table 5.1** below.

Table 5.1: Staff Travel Modal Share

Mode of Transport	Number of Staff	Percentage of Staff
Driving a Car or Van	35	94%
Passenger in Car or Van	1	3%
Cycle	1	3%
Walk	0	0%
Train	0	0%
Public Transport (Bus)	0	0%
Other	0	0%
Total	37	100%

Source: GTO Engineering UK Ltd / Note: Number rounded to nearest whole number

Car Share

5.2.2 There is currently a car share scheme in operation at GTO. Two members of staff are currently involved in this scheme representing some 5% of employees on the site (car driver and passenger). The current operation of the scheme will encourage future staff members to take up to the opportunity to car share to the proposed site.

Cycling

5.2.3 Paragraph 2.2.2 in the Department for Transport's (DfT) Local Transport Note 1/20 - 'Cycle Infrastructure Design' (July 2020) states that:

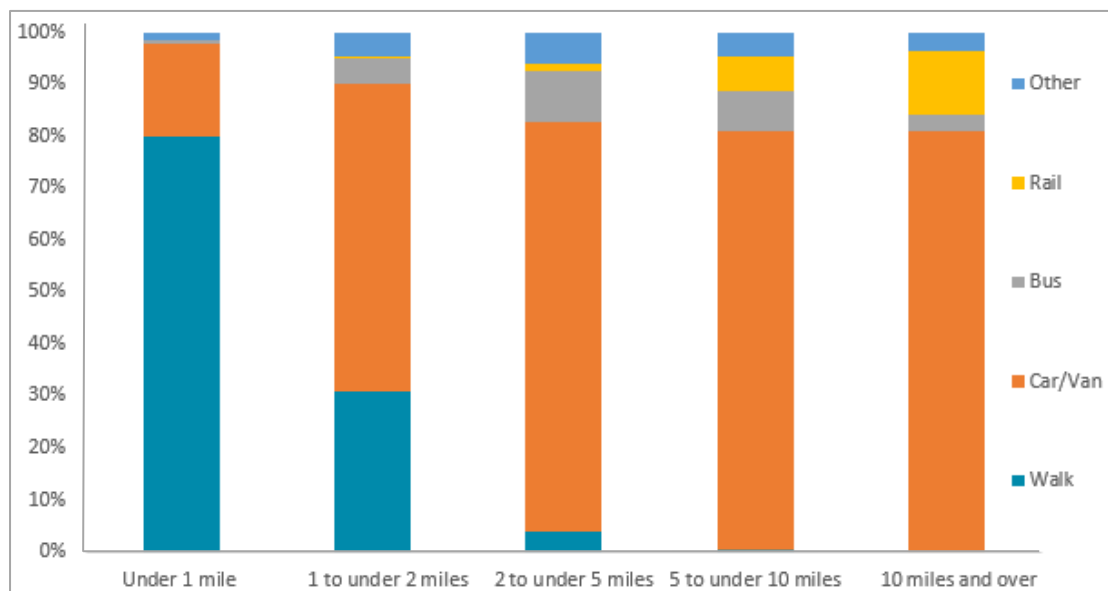
"Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

5.2.4 Currently one member of staff regularly cycles to the site. Although there is another that occasionally cycles depending upon weather conditions. Despite there being no formal cycle facilities within Twyford or Hare Hatch the majority of Twyford and Wargrave's built up areas fall within the 5km threshold identified by the DfT in LTN 1/20. There are therefore opportunities for future and current staff members to access the site by cycle.

Walking

5.2.5 The National Travel Survey (NTS): England 2019 identifies the mode share journeys of different lengths (as shown in **Image 5.1**) and finds that walking was the most frequent mode of transport for short trips in 2023, where 80% of trips under one mile (c. 1,600m), and 31% of trips between one and two miles (c. 3,200m) were walks (*Ref: NTS Table 0308*).

Image 5.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England, 2023



Source: National Travel Survey: England 2019

5.2.6 It is clear from the various guidance available that acceptable walking distances will vary between individuals and circumstances with physical fitness, encumbrances (e.g. shopping), journey purpose, and attractiveness of walk route, for example, all having an impact on the distance that individuals will walk. It is considered that a walk distance of 3.2km offers the greatest potential to replace cars trips and is therefore a 'reasonable' walking distance.

5.2.7 There are currently no staff members walking to the site. Section 3 of this report demonstrates that should future staff members wish to walk to the site there are opportunities present with crossing points and footways on the A4 Bath Road.

Public Transport

- 5.2.8 There are opportunities for current and future employees to travel to the site by public transport. The bus stops located c.300m to the west of the site on the A4 Bath Road provides a morning and evening services providing the opportunity for employees to travel to/from the site from Maidenhead and Reading via bus. In addition, Wargrave and Twyford Rail stations are located within 3km of the site. These provide the opportunity for trips further afield to be made by rail including staff accessing the site from Henley-On-Thames, London and Reading.

5.3 Travel Plan Statement

- 5.3.1 A Travel Plan (TP) has been prepared for the proposed development and will be submitted as part of the planning application. The TP will promote more sustainable modes of travel over the use of private vehicle through the provision of measures and infrastructure improvements that support walking, cycling, car sharing and the use of public transport in line with NPPF.

5.4 Summary

- 5.4.1 The site currently benefits from a car share scheme involving 5% of current GTO's employees. Future staff will therefore have the opportunity to join an established car share scheme.
- 5.4.2 The site is located within walking and cycling distance of local services and settlements. The Mumberry Hill bus stops situated approximately 300m west of the site offer a realistic limited service for current and future employees to travel by bus should they wish. There are two railway stations located within 3km of the site which present opportunities for current and future staff to travel to the site from further afield or to travel on business.
- 5.4.3 Whilst accepting that the majority of staff travel to the site by car, the site is therefore suitably located for the development proposal to 'take up' and build upon the existing staff travel schemes and sustainable travel opportunities at the site.

SECTION 6 Trip Generation and Impact

6.1 Introduction

- 6.1.1 The site was previously the headquarters of Mabey Group with a local depot for engineering plant hire (509m²) along with office space (1,270m²) and storage (316m²) with car parking for up to 64 vehicles. This previous use has now ceased.
- 6.1.2 The site operated safely with the same access arrangement prior to GTO taking over the site in January 2015. It is also expected that in the sites previous use as a depot for plant machinery, a higher frequency of HGV's would have accessed the site on a day-to-day basis than currently does with the site in its current use.
- 6.1.3 An assessment has therefore been undertaken to compare the development impact of the proposal against the current site and the previous use.

6.2 Vehicle Movements

Previous Use

- 6.2.1 As identified in **Section 3.4** the existing use comprised of 1,270m² office space (B1 use), 509m² of depot building (B2 use) and 316m² storage space (B8 use). The data identified in **Table 3.2** demonstrate that the site could have potentially generated up to 39 two-way vehicle movements in the morning peak hour and up to 41 to-way vehicle movements in the evening peak hour. Across the course of a typical day the previous land uses on the site could have generated up to 348 daily two-way movements.

Staff

- 6.2.2 Currently on site there are 37 employees generating some 35 vehicle trips in each peak period (0700 to 0800 and 1700-1800).
- 6.2.3 With the proposed application, it is anticipated this number will increase to approximately 60 members of staff. At present the trip generation of the existing employees is identified in **Table 6.1** which has been supplied by GTO. The future origin location of the new staff is unknown and therefore the modal shift identified below has been applied to the future staff.

Table 6.1: Traffic Generation

Mode of Transport	Proportion by Mode	Existing Staff (37)	Proposed Staff (23)	Total (60)
Car (driver)	94%	35	21	56
Car (passenger)	3%	1	1	2
Cycle	3%	1	1	2
Walk	0%	0	0	0
Bus	0%	0	0	0
Rail	0%	0	0	0
Total	100%	37	23	60

Source: GTO Engineering UK Ltd / Note: Rounded to nearest whole number

6.2.4 In the morning, the majority of staff arrive on site before the typical highway peak between 0700 and 0800. In the evening, many of the staff will be departing the site during the highway peak hour (1700 to 1800) with a select few working later into the evening. With the increase of staff this will see circa 56 two-way vehicle movements (56 arriving in the morning peak with 56 departing in the evening peak).

6.2.5 GTO have relocated three of their existing sites to the application site and therefore 35 two-way vehicle movements are already occurring on the highway network in the peak hours and are simply a transfer of movements on the highway network. This results from the additional 23 staff members likely to equate to around 20 vehicles arriving (morning) and departing (evening).

Deliveries

6.2.6 Deliveries to the site will be spread throughout the day and will primarily be outside of the highway peak hours. Typically, there will be up to ten deliveries per day undertaken by a transit van, with one articulated vehicle movement per week on average.

6.2.7 Due to the consolidation of sites from the existing three to one there will be an overall reduction of inter-site delivery trips on the existing highway network.

6.2.8 In addition, it is anticipated that up to three cars will arrive on site per week for restoration/servicing or storage. These will either be collected by GTO and returned to the site or personally delivered to the site by clients.

Customers

- 6.2.9 Movements by customers will be during the off-peak times and mainly at weekends as the vehicles are likely to be second cars used for leisure purposes.
- 6.2.10 For the purpose of this assessment it has been assumed that up to five customers would visit the site per week. This is considered to be a robust estimate.

Net Change

- 6.2.11 As stated in **Section 6.2.4** the majority of staff arrive on site before the typical morning highway peak between 0700 and 0800. However, for robustness it has been assumed that two thirds of GTO vehicle movements would occur during the typical morning highway peak hours of 0800 to 0900 with all evening movements occurring 1700 to 1800.
- 6.2.12 Overall, when comparing the proposed site to the previous consented use of B1, B2 and B8 (will see a decrease of up to two vehicle trips in the morning peak and an increase of up to 13 vehicle trips during the evening peak. This has been summarised in **Table 6.2**.

Table 6.2: Trip Comparison

Time Period	Previous Consented Use	Existing Use	Proposed Site	Net Change
Morning Peak (0800-0900)	39	23	37	-2
Evening Peak (1700-1800)	41	35	56	+13
Daily (12 hour)	348	204	311	-37

Source: Consultants Calculations

- 6.2.13 The decrease of up to two vehicle trips in the morning peak would have a positive impact on the operation of the highway network. This is a worst-case scenario as GTO staff arrive before 0800 i.e. before the typical peak hour and therefore there is likely to be a greater net change than that assessed.
- 6.2.14 During the evening peak there would be an increase of up to 13 vehicles, which equates to one vehicle every four to five minutes. Across the course of a typical day the proposed site would fall short of the previous daily movements when it operated in its previous consented use.
- 6.2.15 Overall, during the peaks and the daily flow, the impact of the traffic generated by the proposed development on the local highway network surrounding the site is considered to fall short of the 'severe' test set by the National Planning Policy Framework.

6.2.16 It is also worth noting that the effect of the travel plan, which aims to reduce travel by the car particularly in peak periods has not been accounted for in the traffic generation estimates.

6.3 Parking Strategy

Car Parking

6.3.1 The number of car parking spaces proposed on site is 58 spaces. The total required as set out in Wokingham Borough Council Standards is 87 spaces and summarised **Table 6.3**.

Table 6.3: Parking Calculation

Use Class	Car Parking Allocation	Area	Parking Spaces
B1	Less than 2,500m ² = 1 space per 25m ² More than 2,500m ² = 1 space per 30m ²	1,270m ²	51
B2	Up to 250m ² = 1 space per 25m ² Above 250m ² = 1 space per additional 50m ²	765m ²	20
B8	Up to 250m ² = 1 space per 25m ² Above 250m ² = 1 space per additional 200m ²	553m ²	16
Total			87

Source: Consultants Calculations

6.3.2 Whilst the proposed number of spaces is less than the WBC standards, this has been based on the following criteria/information:

- The site is not a typical B2/B8 use and there is a large storage area; and
- It has been demonstrated that the site would not generate 87 vehicle movements by staff and visitors. With a worst-case number of one space per each member of staff that drive, which equates to 56 spaces. The level of parking already provides the likely demand. To provide parking in line with WBC standards would lead to areas of unused hardstanding.

- 6.3.3 Providing parking to the standard would provide more spaces than that is required by GTO.
- 6.3.4 In the event that GTO vacate the premises or parking demand is higher, there are areas of the site identified on **Drawing ITB12312-GA-306** which can accommodate the additional 29 spaces should this be required at a later date. This can be monitored during the course of the Travel Plan statement and conditioned.

Cycle Parking

- 6.3.5 It is proposed to provide a total of 14 cycle parking spaces on site. Currently one member of staff cycles to work and with the increase in staff this will rise to up to three members of staff cycling. Therefore, there will be sufficient space for future growth.
- 6.3.6 This will be monitored by the Travel Plan statement and if required there is space on site to provide additional spaces.

Powered Two Wheelers (PTW)

- 6.3.7 It is proposed to provide four motorcycle parking spaces, which is in line with Wokingham Borough Councils current cycle parking requirements of one space per 20 car parking spaces.

SECTION 7 Summary and Conclusion

- 7.1.1 GTO Engineering UK Ltd (GTO) is proposing to transfer their existing workshops and offices, located in Hare Hatch to the proposed site. The redevelopment will look to retain the existing house, demolish the existing outbuilding to the rear and provide a workshop to restore and repair classic Ferrari's combined with a parts department, storage unit and supported by an office, and other ancillary functions.
- 7.1.2 There are currently two points of access to the site from Mumbery Hill and the A4 Bath Road. It is proposed to utilise the western access for all staff, deliveries and servicing. The eastern access will be used solely for limited customers.
- 7.1.3 As part of the proposals, it is proposed to extend the existing footway linking the site access to the existing footway on Mumbery Hill.
- 7.1.4 A speed survey was undertaken on Mumbery Hill Road to identify the 85th percentile dry weather speeds. The visibility splays at the site access accord with the speed survey data and are in accordance with guidance set out in Manual for Streets.
- 7.1.5 The proposal will result in an overall decrease in the number of trips made to the site compared to the previous consented use. In addition, the site will enable GTO to increase their staff numbers to approximately 60. During the peak periods this will generate two less single occupancy car driver trips in the morning peak and increase in 14 single occupancy car driver trips in the evening peak when comparing to the previous consented use.
- 7.1.6 Of the proposed trips, 35 two-way vehicle movements are already occurring on the highway network and are simply a transfer of movement on the highway network.
- 7.1.7 The site benefits from an existing car share scheme amongst GTO's employees with 5% of current staff being involved. It has also been demonstrated that future and current employees could travel to the site by other sustainable modes including walking, cycling and public transport.
- 7.1.8 The Travel Plan Statement identifies opportunities for effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, car sharing and public transport to reduce the demand for travel by less sustainable modes and a series of local improvements have been identified to promote non-car travel as part of the Sustainable Transport Strategy.

7.1.9 Overall, the impact of the traffic generated by the proposed development on the local highway network surrounding the site is considered to fall short of the 'severe' test set by the National Planning Policy Framework.

7.2 Conclusion

7.2.1 On this basis it is concluded that:

- Safe and suitable access to the site can be achieved;
- An appropriate level of car parking is provided, and adequate facilities have been provided for deliveries and servicing; and
- The proposed development will not have an adverse impact on the operation of the local highway network.

7.2.2 Overall, the proposal is considered acceptable in highways and transport terms.

FIGURES



KEY

 **SITE LOCATION BOUNDARY**

i-Transport

The Square, Basing View, Basingstoke
RG21 4EB
Tel: 01256 898366

www.i-transport.co.uk

TITLE:

**GTO HOUSE, NEW BATH ROAD
SITE LOCATION PLAN**

FIGURE No:

FIGURE 1

0m 500m 1000m

Scale Bar

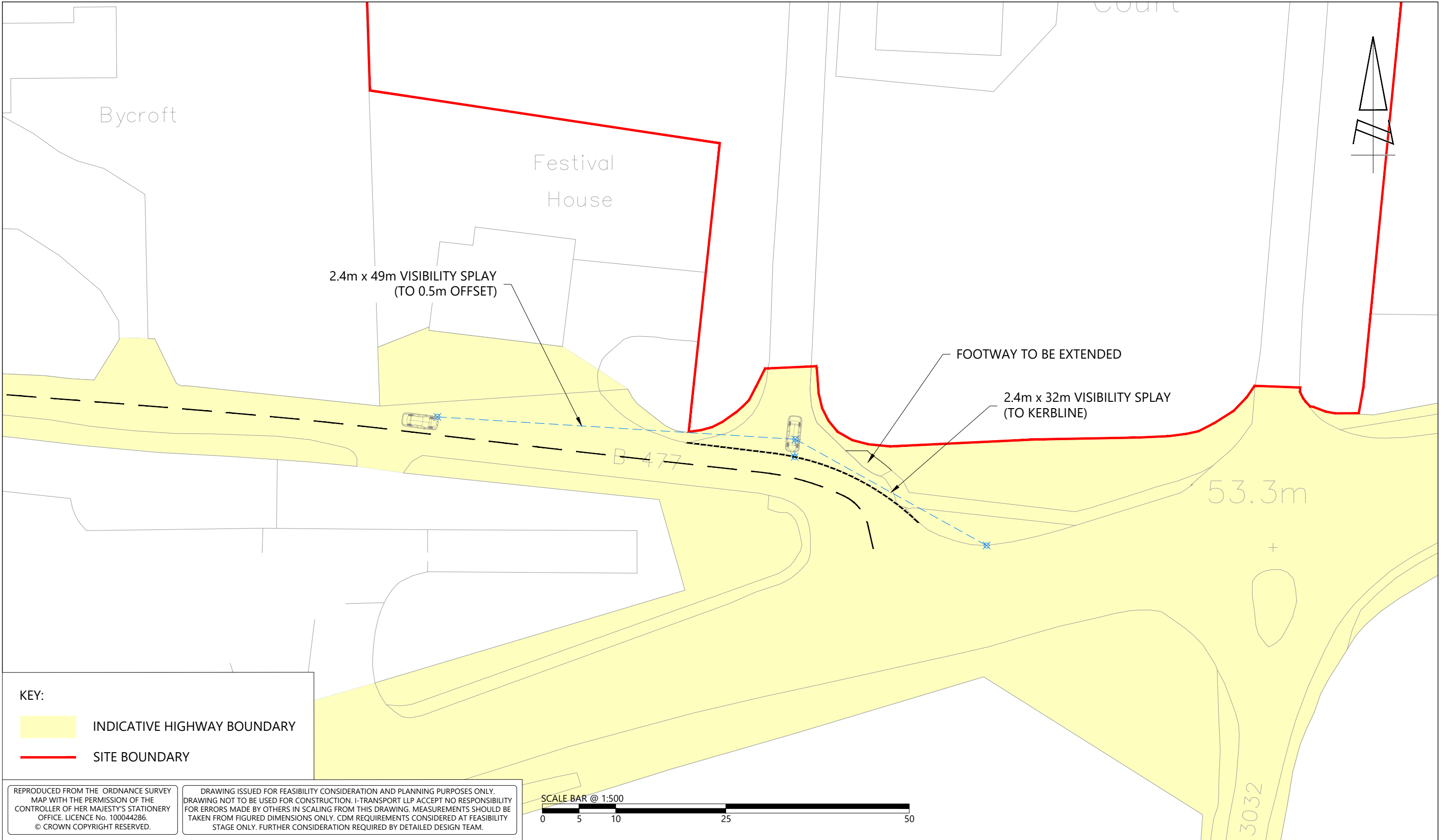
FILE REF:

ITB12312

REV:

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DRAWINGS



KEY:

INDICATIVE HIGHWAY BOUNDARY

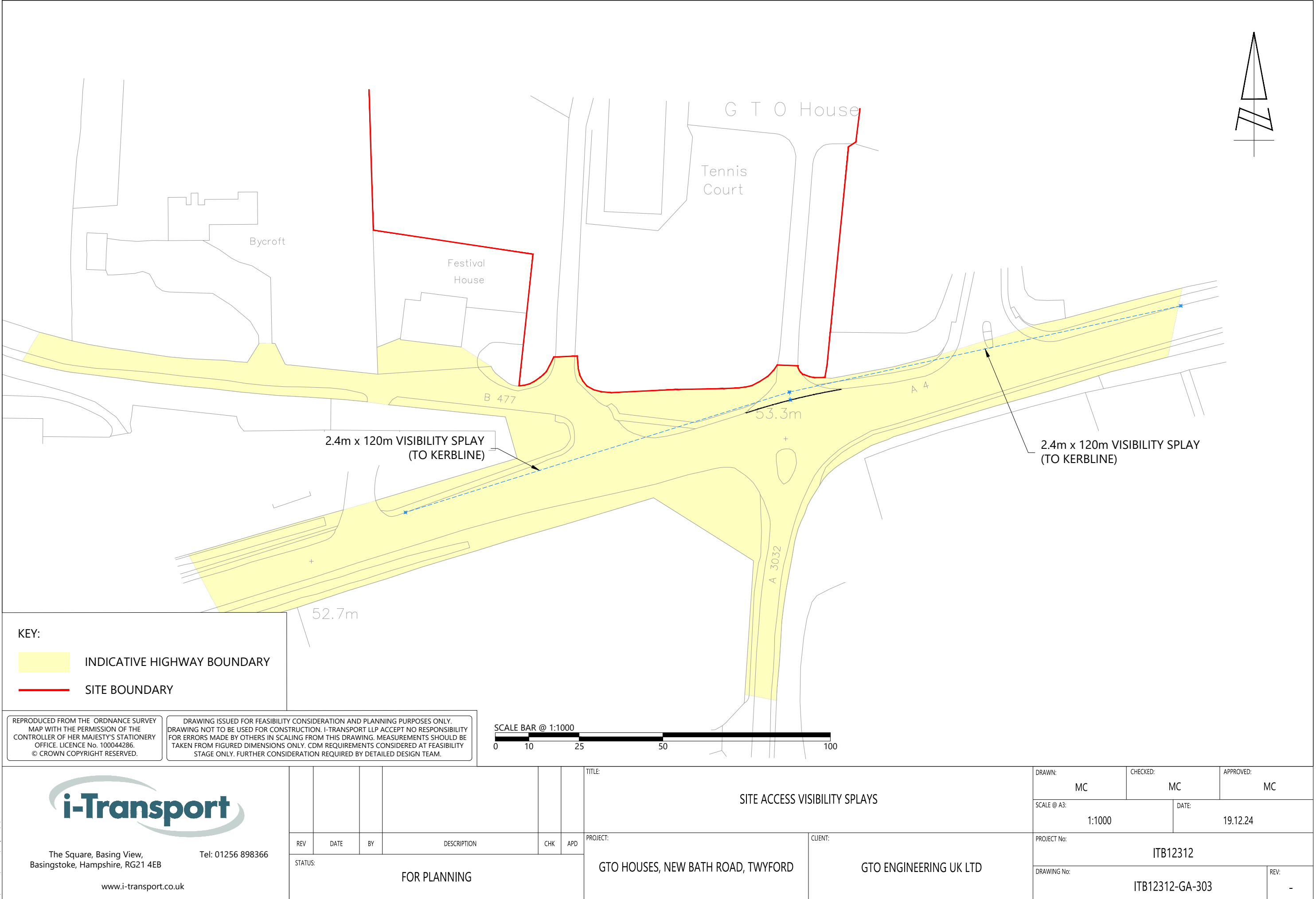
SITE BOUNDARY

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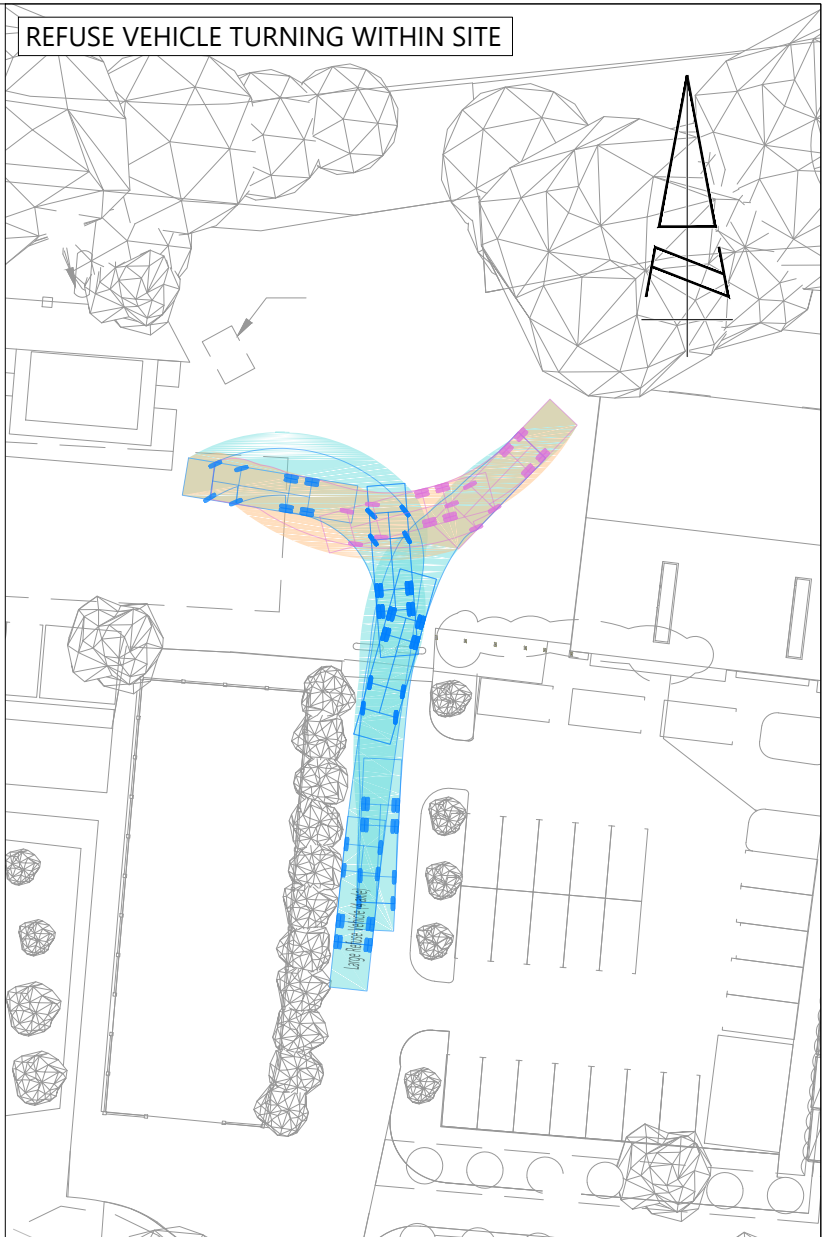
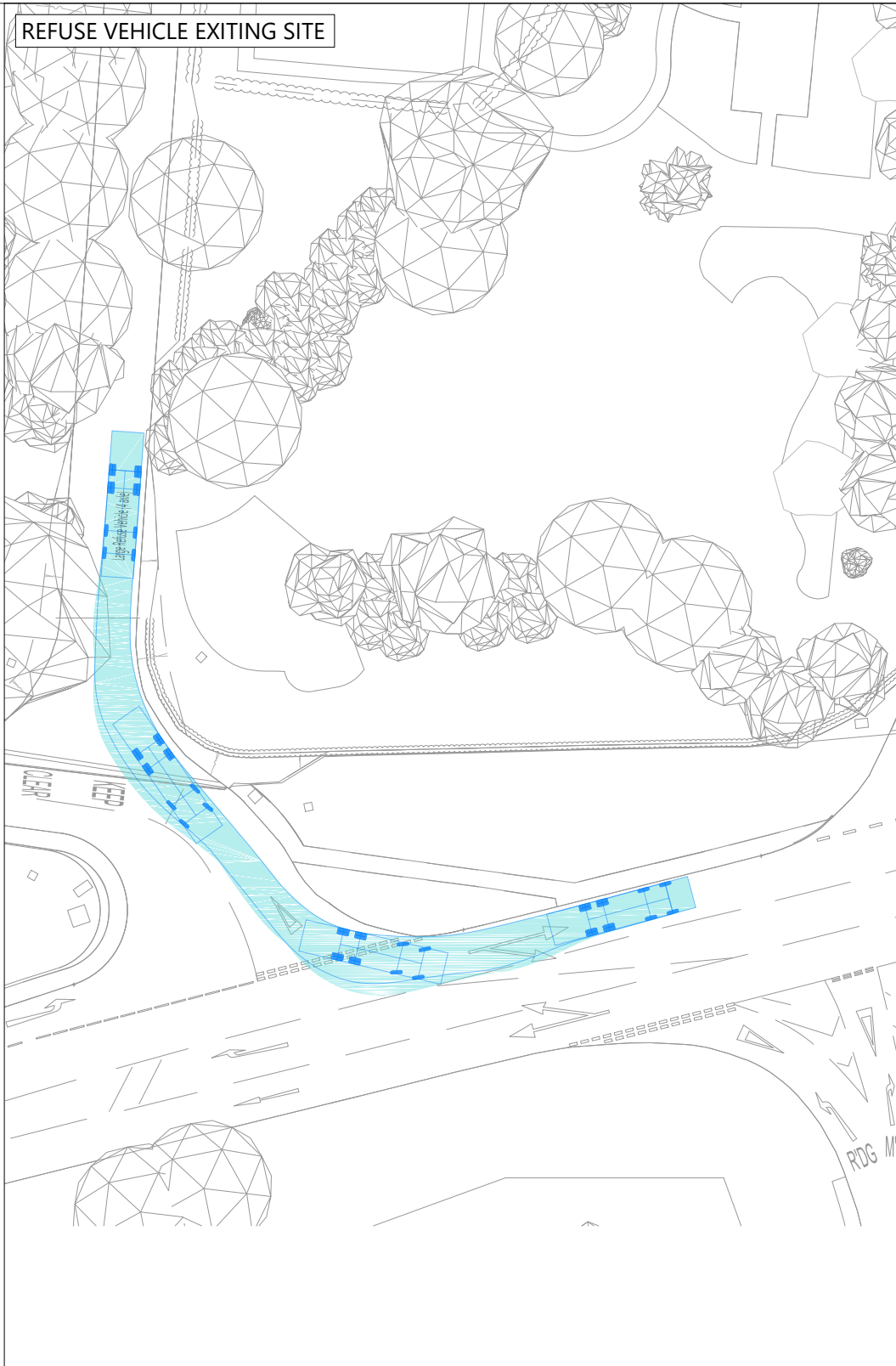
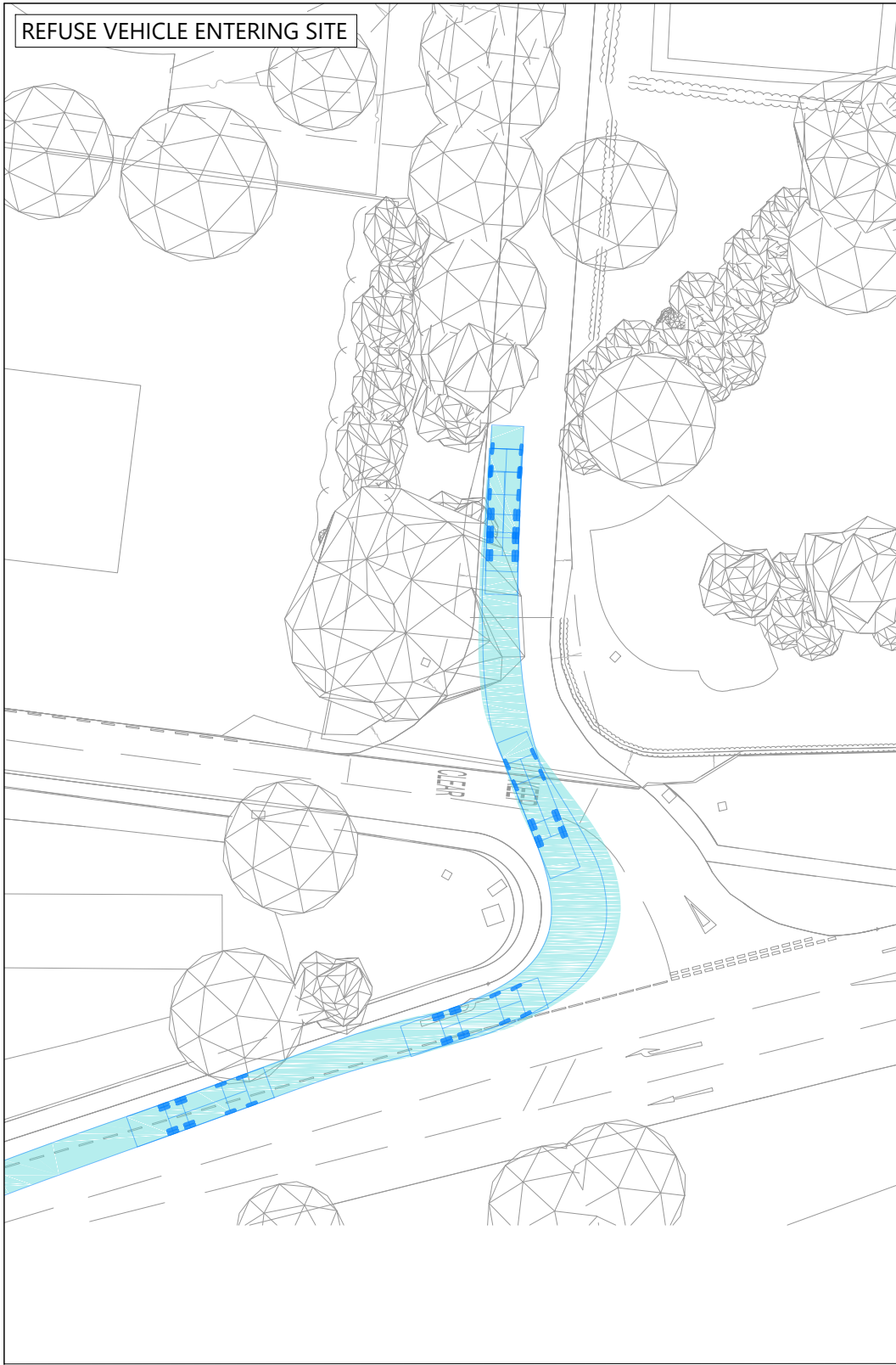
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 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk						TITLE: SITE ACCESS VISIBILITY SPLAYS			DRAWN: MC	CHECKED: MC	APPROVED: MC
PROJECT: GTO HOUSES, NEW BATH ROAD, TWYFORD						CLIENT: GTO ENGINEERING UK LTD			SCALE @ A3: 1:500		
STATUS: FOR PLANNING						PROJECT No: ITB12312			DATE: 19.12.24		
REV						DRAWING No: ITB12312-GA-302			REV: -		
DESCRIPTION						APD					
BY						CHK					
DATE											

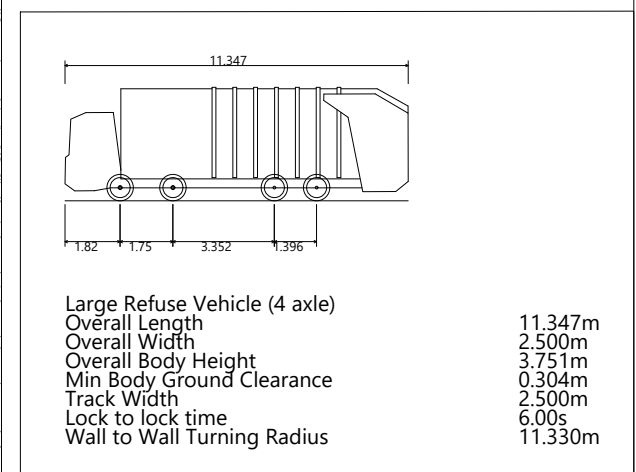


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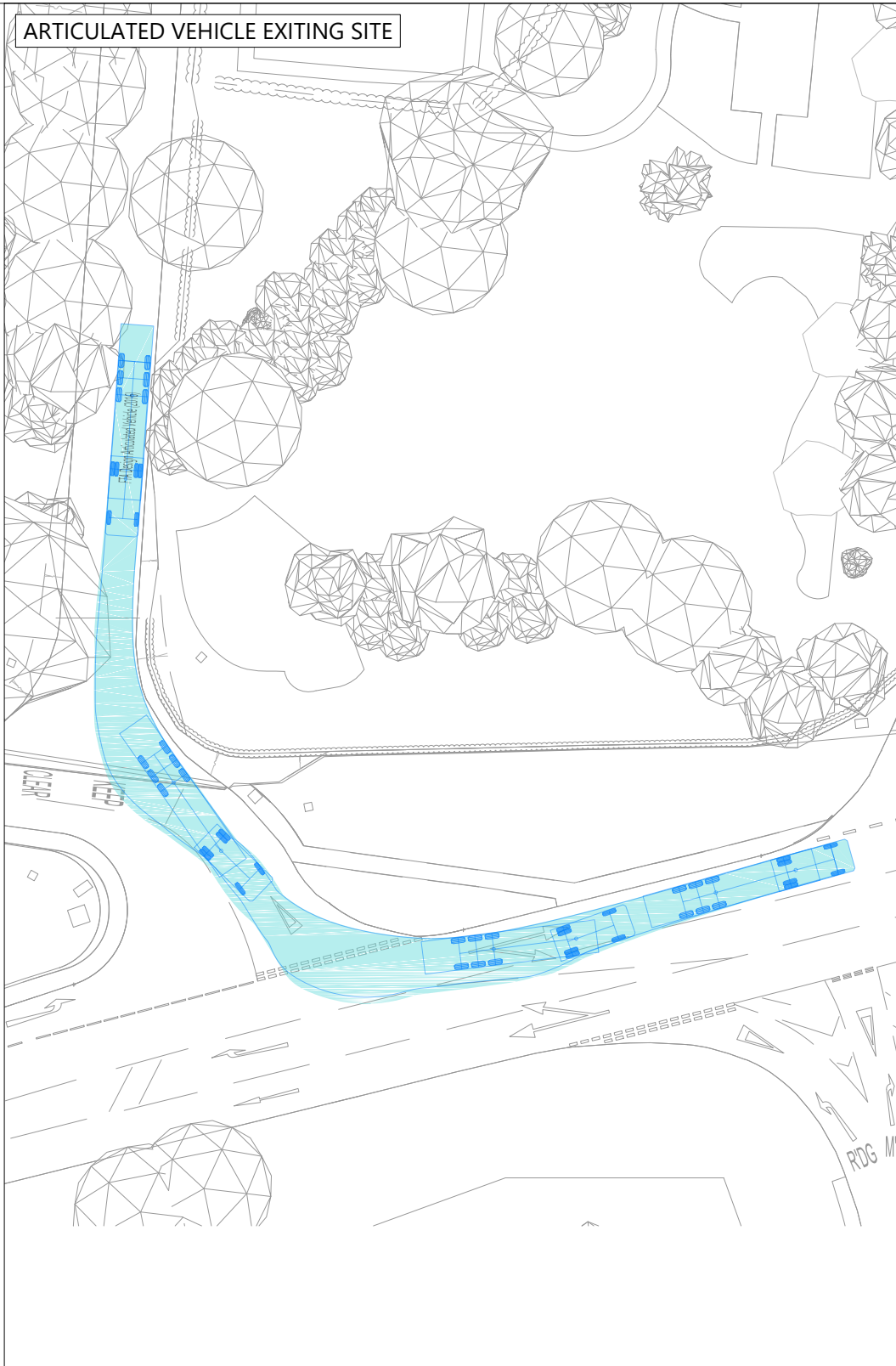
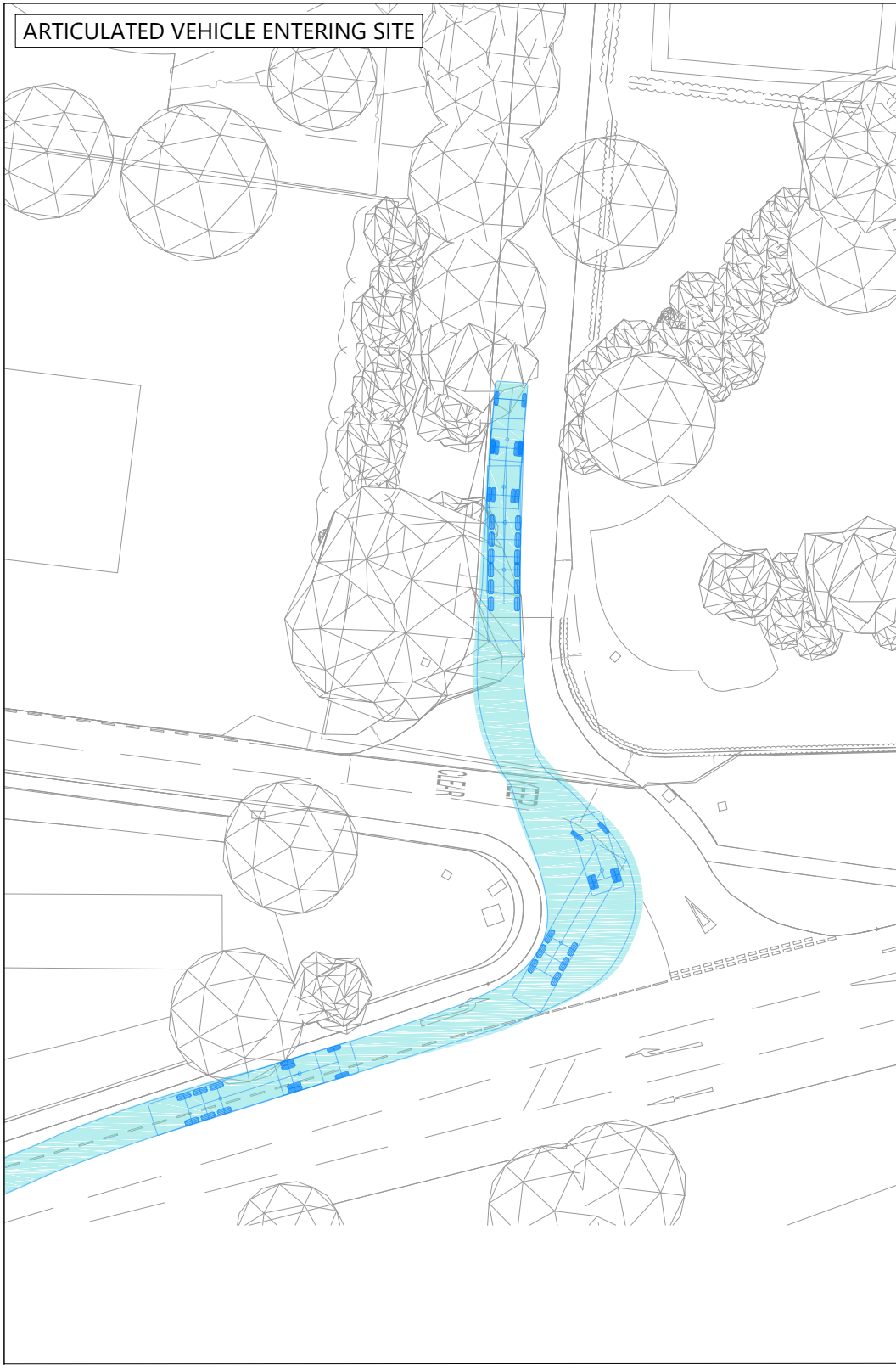


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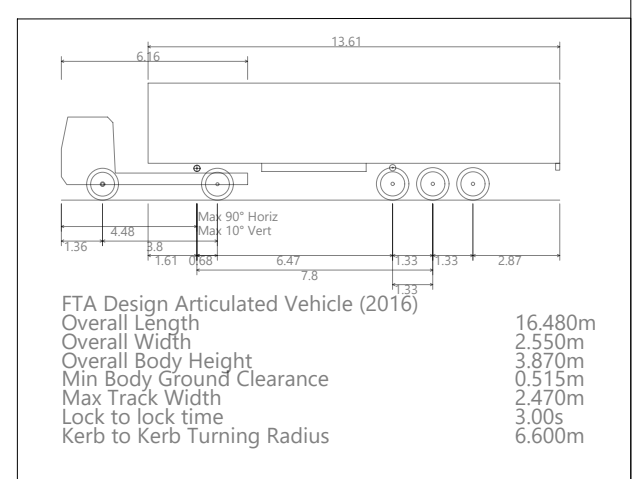


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		REV		DATE		BY		DESCRIPTION		CHK		APD		PROJECT: GTO HOUSES, NEW BATH ROAD, TWYFORD		CLIENT: GTO ENGINEERING UK LTD		SCALE @ A3: 1:500		DATE: 19.12.24	
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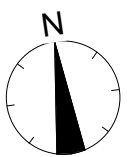
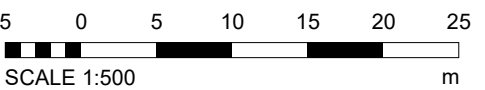


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																		PROJECT No: ITB12312			
																		DRAWING No: ITB12312-GA-305		REV: -	

APPENDIX A. Site Layout



- LEGEND
- OWNERSHIP BOUNDARY
 - PLANNING BOUNDARY
 - BUILDINGS
 - ASPHALT ROAD
 - CONCRETE SURFACE
 - GRASS / NATURAL LAND
 - SURROUNDING AGRICULTURAL LAND
 - EXISTING TREE
 - FENCE LINE EXISTING
 - PROPOSED DEMOLISHED
 - PROPOSED GREEN AREAS
 - PROPOSED TREES INDICATIVE
 - PROPOSED AREA OF PLANTING INDICATIVE



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REV	DESCRIPTION	DATE	BY	CHKD

ORIGINATOR:



RIDGE PROJECT No: 5024150

CLIENT:



IN ASSOCIATION WITH:

PROJECT:
GTO ENGINEERING - FERRARI WORKSHOP

TITLE:

SITE BLOCK PLAN - PLANNING

DRAWN BY: EH CHECKED BY: AM APPROVED BY: AM

SCALE: 1:500 @ A1 DATE: 17/12/2024

STATUS: S2 DESCRIPTION: SUITABLE FOR INFORMATION

DRAWING No: 5024150 - RDG - XX - ST - D - A - 001010

PROJECT: 5024150 ORIGINATOR: RDG FUNCTION: XX SPATIAL: ST FORM: D DISCIPLINE: A NUMBER: 001010 REV: P01

APPENDIX B. TRICS Output

Calculation Reference: AUDIT-236601-231005-1027

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO	BEDFORD
	KC	KENT
	SC	SURREY
	SO	SLOUGH
		1 days
		1 days
		1 days
		1 days

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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	4 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BO-02-A-01 BROMHAM ROAD BEDFORD	OFFICES		BEDFORD
	Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	KC-02-A-09 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES		KENT
	Edge of Town Centre Built-Up Zone Total Gross floor area:		1500 sqm	
	Survey date: WEDNESDAY		19/10/11	Survey Type: MANUAL
3	SC-02-A-15 BOXGROVE ROAD GUILDFORD	ACCOUNTANTS		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		1896 sqm	
	Survey date: TUESDAY		05/10/10	Survey Type: MANUAL
4	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street Total Gross floor area:		1800 sqm	
	Survey date: THURSDAY		27/02/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1573	0.111	4	1573	0.016	4	1573	0.127
07:30 - 08:00	4	1573	0.636	4	1573	0.064	4	1573	0.700
08:00 - 08:30	4	1573	0.938	4	1573	0.127	4	1573	1.065
08:30 - 09:00	4	1573	1.145	4	1573	0.143	4	1573	1.288
09:00 - 09:30	4	1573	1.002	4	1573	0.175	4	1573	1.177
09:30 - 10:00	4	1573	0.859	4	1573	0.238	4	1573	1.097
10:00 - 10:30	4	1573	0.890	4	1573	0.795	4	1573	1.685
10:30 - 11:00	4	1573	0.556	4	1573	0.572	4	1573	1.128
11:00 - 11:30	4	1573	0.445	4	1573	0.429	4	1573	0.874
11:30 - 12:00	4	1573	0.604	4	1573	0.413	4	1573	1.017
12:00 - 12:30	4	1573	0.397	4	1573	0.350	4	1573	0.747
12:30 - 13:00	4	1573	0.302	4	1573	0.350	4	1573	0.652
13:00 - 13:30	4	1573	0.397	4	1573	0.286	4	1573	0.683
13:30 - 14:00	4	1573	0.509	4	1573	0.382	4	1573	0.891
14:00 - 14:30	4	1573	0.318	4	1573	0.270	4	1573	0.588
14:30 - 15:00	4	1573	0.350	4	1573	0.429	4	1573	0.779
15:00 - 15:30	4	1573	0.302	4	1573	0.556	4	1573	0.858
15:30 - 16:00	4	1573	0.270	4	1573	0.413	4	1573	0.683
16:00 - 16:30	4	1573	0.318	4	1573	0.986	4	1573	1.304
16:30 - 17:00	4	1573	0.191	4	1573	1.256	4	1573	1.447
17:00 - 17:30	4	1573	0.334	4	1573	1.494	4	1573	1.828
17:30 - 18:00	4	1573	0.127	4	1573	0.700	4	1573	0.827
18:00 - 18:30	4	1573	0.079	4	1573	0.318	4	1573	0.397
18:30 - 19:00	4	1573	0.064	4	1573	0.127	4	1573	0.191
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.144			10.889			22.033

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

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

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Parameter summary

Trip rate parameter range selected:	1294 - 1800 (units: sqm)
Survey date date range:	01/01/05 - 01/06/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-236601-231005-1005

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

BO BEDFORD

1 days

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

i-Transport The Square Basingstoke

Licence No: 236601

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1045 to 1045 (units: sqm)
Range Selected by User: 1000 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/10/20

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

Selected survey days:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
10,001 to 15,000

1 days

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

Population within 5 miles:
125,001 to 250,000

1 days

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

Car ownership within 5 miles:
1.1 to 1.5

1 days

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

Travel Plan:
No

1 days

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

PTAL Rating:
No PTAL Present

1 days

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

Covid-19 Restrictions

Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone	PUMPS, MOTORS & FANS	BEDFORD
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
05:30 - 06:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
06:00 - 06:30	1	1045	0.000	1	1045	0.287	1	1045	0.287
06:30 - 07:00	1	1045	0.096	1	1045	0.000	1	1045	0.096
07:00 - 07:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
07:30 - 08:00	1	1045	0.287	1	1045	0.000	1	1045	0.287
08:00 - 08:30	1	1045	0.287	1	1045	0.096	1	1045	0.383
08:30 - 09:00	1	1045	0.287	1	1045	0.191	1	1045	0.478
09:00 - 09:30	1	1045	0.191	1	1045	0.000	1	1045	0.191
09:30 - 10:00	1	1045	0.191	1	1045	0.191	1	1045	0.382
10:00 - 10:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
10:30 - 11:00	1	1045	0.287	1	1045	0.191	1	1045	0.478
11:00 - 11:30	1	1045	0.000	1	1045	0.191	1	1045	0.191
11:30 - 12:00	1	1045	0.000	1	1045	0.096	1	1045	0.096
12:00 - 12:30	1	1045	0.096	1	1045	0.287	1	1045	0.383
12:30 - 13:00	1	1045	0.096	1	1045	0.096	1	1045	0.192
13:00 - 13:30	1	1045	0.287	1	1045	0.000	1	1045	0.287
13:30 - 14:00	1	1045	0.096	1	1045	0.096	1	1045	0.192
14:00 - 14:30	1	1045	0.096	1	1045	0.096	1	1045	0.192
14:30 - 15:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
15:00 - 15:30	1	1045	0.096	1	1045	0.000	1	1045	0.096
15:30 - 16:00	1	1045	0.191	1	1045	0.287	1	1045	0.478
16:00 - 16:30	1	1045	0.000	1	1045	0.191	1	1045	0.191
16:30 - 17:00	1	1045	0.000	1	1045	0.287	1	1045	0.287
17:00 - 17:30	1	1045	0.000	1	1045	0.478	1	1045	0.478
17:30 - 18:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
18:00 - 18:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
18:30 - 19:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
19:00 - 19:30	1	1045	0.096	1	1045	0.000	1	1045	0.096
19:30 - 20:00	1	1045	0.000	1	1045	0.191	1	1045	0.191
20:00 - 20:30	1	1045	0.000	1	1045	0.000	1	1045	0.000
20:30 - 21:00	1	1045	0.000	1	1045	0.000	1	1045	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.680			3.252			5.932

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

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

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Parameter summary

Trip rate parameter range selected:	1045 - 1045 (units: sqm)
Survey date date range:	01/01/15 - 15/10/20
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-236601-231005-1056

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	TB TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days

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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
-----------------	--------

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

Population within 5 miles:

25,001 to 50,000	1 days
------------------	--------

125,001 to 250,000	1 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5	1 days
------------	--------

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KS-02-F-01 MORTIMER STREET CLECKHEATON	ELECTRONICS DISTRIBUTION	KIRKLEES
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
2	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	190	0.000	1	190	0.000	1	190	0.000
05:30 - 06:00	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 06:30	1	190	0.000	1	190	0.000	1	190	0.000
06:30 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 07:30	2	849	0.177	2	849	0.118	2	849	0.295
07:30 - 08:00	2	849	0.177	2	849	0.000	2	849	0.177
08:00 - 08:30	2	849	0.530	2	849	0.000	2	849	0.530
08:30 - 09:00	2	849	0.707	2	849	0.118	2	849	0.825
09:00 - 09:30	2	849	0.295	2	849	0.000	2	849	0.295
09:30 - 10:00	2	849	0.354	2	849	0.118	2	849	0.472
10:00 - 10:30	2	849	0.236	2	849	0.177	2	849	0.413
10:30 - 11:00	2	849	0.295	2	849	0.354	2	849	0.649
11:00 - 11:30	2	849	0.412	2	849	0.177	2	849	0.589
11:30 - 12:00	2	849	0.354	2	849	0.530	2	849	0.884
12:00 - 12:30	2	849	0.177	2	849	0.354	2	849	0.531
12:30 - 13:00	2	849	0.412	2	849	0.530	2	849	0.942
13:00 - 13:30	2	849	0.530	2	849	0.295	2	849	0.825
13:30 - 14:00	2	849	0.118	2	849	0.236	2	849	0.354
14:00 - 14:30	2	849	0.177	2	849	0.412	2	849	0.589
14:30 - 15:00	2	849	0.354	2	849	0.354	2	849	0.708
15:00 - 15:30	2	849	0.059	2	849	0.236	2	849	0.295
15:30 - 16:00	2	849	0.236	2	849	0.118	2	849	0.354
16:00 - 16:30	2	849	0.177	2	849	0.236	2	849	0.413
16:30 - 17:00	2	849	0.118	2	849	0.118	2	849	0.236
17:00 - 17:30	2	849	0.059	2	849	0.943	2	849	1.002
17:30 - 18:00	2	849	0.000	2	849	0.530	2	849	0.530
18:00 - 18:30	1	190	0.000	1	190	0.000	1	190	0.000
18:30 - 19:00	1	190	0.000	1	190	0.000	1	190	0.000
19:00 - 19:30	1	190	0.000	1	190	0.000	1	190	0.000
19:30 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 20:30	1	190	0.000	1	190	0.000	1	190	0.000
20:30 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.954			5.954			11.908

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

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

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Parameter summary

Trip rate parameter range selected:	190 - 1507 (units: sqm)
Survey date date range:	01/01/15 - 29/03/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX C. ATC Data, Mumberry Hill



Client: i-Transport

Project Number: TSP13017

Project Name: Hare Hatch, Wokingham

Survey Type: ATC

Survey Date: 7th to 14th of December 2016

Survey Time: 24 hours

i-Transport ATC Quote Request, Hare Hatch, Wokingham



TSP Class Profile All Days 15 Mins

Globals

Report Id	CustomList-581
Descriptor	TSP Class Profile All Days 15 Mins
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2016-12-15T10:51:18
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	HARE HATCH-13017-1
Site Attribute	HARE HATCH-13017
File Name	E:\TSP13017-Hare Hatch Wokingham\HARE HATCH-13017-115Dec2016.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MUMBERY HILL [60M]
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2016-12-06T23:00:40
Start Time	2016-12-06T23:00:40
Finish Time	2016-12-15T02:19:40
Operator	DS
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	TSP Class Profile All Days New15 mins
Title	TSP Traffic Reports
Graphic Logo	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2016-12-07T00:00:00
Filter End	2016-12-14T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	60
Speed Limits	68 75 60 60 60 0 0 0 0 60
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

TSP Class Profile All Days 15 Mins

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 130	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
JPSL 60	Number exceeding Posted Speed Limit
JPSL% 60	Percent exceeding Posted Speed Limit
JSL1 68 ACPO	Number exceeding Speed Limit 1
JSL1% 68 ACPO	Percent exceeding Speed Limit 1
JSL2 75 DFT	Number exceeding Speed Limit 2
JSL2% 75 DFT	Percent exceeding Speed Limit 2
Fix1	User defined fixed text

TSP Class Profile All Days 15 Mins

Report Id - CustomList-581

Site Name - HARE HATCH-13017-1

Description - MUMBERY HILL [60M]

Direction - East

07 December 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	2	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	1	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0
0645	5	0	5	0	0	0	0	0	0	0	0	0
0700	6	0	4	0	2	0	0	0	0	0	0	0
0715	14	0	14	0	0	0	0	0	0	0	0	0
0730	21	0	21	0	0	0	0	0	0	0	0	0
0745	39	1	35	0	2	0	1	0	0	0	0	0
0800	22	0	20	0	1	0	1	0	0	0	0	0
0815	40	0	39	0	0	1	0	0	0	0	0	0
0830	48	0	46	0	1	1	0	0	0	0	0	0
0845	25	0	24	0	1	0	0	0	0	0	0	0
0900	27	0	24	0	2	0	1	0	0	0	0	0
0915	23	0	20	0	2	0	1	0	0	0	0	0
0930	20	0	18	0	2	0	0	0	0	0	0	0
0945	15	0	15	0	0	0	0	0	0	0	0	0
1000	16	0	15	0	1	0	0	0	0	0	0	0
1015	14	0	11	0	2	0	0	0	0	0	0	1
1030	20	1	15	0	1	2	1	0	0	0	0	0
1045	19	0	18	0	1	0	0	0	0	0	0	0
1100	15	0	14	0	0	0	1	0	0	0	0	0

1115	27	0	26	1	0	0	0	0	0	0	0	0
1130	26	0	24	0	1	0	1	0	0	0	0	0
1145	18	0	17	0	1	0	0	0	0	0	0	0
1200	18	1	12	1	2	0	1	0	1	0	0	0
1215	25	1	24	0	0	0	0	0	0	0	0	0
1230	19	0	19	0	0	0	0	0	0	0	0	0
1245	17	0	15	0	2	0	0	0	0	0	0	0
1300	20	0	20	0	0	0	0	0	0	0	0	0
1315	24	1	22	0	1	0	0	0	0	0	0	0
1330	20	1	19	0	0	0	0	0	0	0	0	0
1345	11	0	11	0	0	0	0	0	0	0	0	0
1400	18	0	14	0	4	0	0	0	0	0	0	0
1415	15	0	15	0	0	0	0	0	0	0	0	0
1430	22	0	21	0	1	0	0	0	0	0	0	0
1445	35	0	34	0	1	0	0	0	0	0	0	0
1500	41	0	40	0	1	0	0	0	0	0	0	0
1515	30	0	27	0	3	0	0	0	0	0	0	0
1530	28	0	27	0	0	0	1	0	0	0	0	0
1545	25	1	23	0	1	0	0	0	0	0	0	0
1600	26	0	25	0	1	0	0	0	0	0	0	0
1615	33	1	32	0	0	0	0	0	0	0	0	0
1630	31	0	31	0	0	0	0	0	0	0	0	0
1645	33	0	31	0	1	0	1	0	0	0	0	0
1700	29	0	28	0	1	0	0	0	0	0	0	0
1715	42	0	42	0	0	0	0	0	0	0	0	0
1730	33	0	31	0	1	1	0	0	0	0	0	0
1745	31	0	30	0	0	1	0	0	0	0	0	0
1800	37	0	36	0	1	0	0	0	0	0	0	0
1815	30	0	30	0	0	0	0	0	0	0	0	0
1830	20	0	20	0	0	0	0	0	0	0	0	0
1845	25	1	24	0	0	0	0	0	0	0	0	0
1900	35	1	33	0	0	0	1	0	0	0	0	0
1915	15	0	15	0	0	0	0	0	0	0	0	0
1930	11	1	10	0	0	0	0	0	0	0	0	0
1945	14	0	13	0	1	0	0	0	0	0	0	0
2000	14	0	13	0	1	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0	0
2030	10	0	10	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0
2115	8	0	7	0	0	0	1	0	0	0	0	0
2130	10	0	10	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0
2215	5	0	4	0	1	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0	0
2300	6	1	4	0	0	0	1	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0
07-19	1193	9	1123	2	41	6	10	0	1	0	1	
06-22	1338	11	1261	2	44	6	12	0	1	0	1	
06-00	1379	12	1299	2	45	6	13	0	1	0	1	
00-00	1388	12	1304	2	49	6	13	0	1	0	1	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	0	1	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	3	0	3	0	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0	0
0700	6	0	6	0	0	0	0	0	0	0	0	0
0715	10	0	9	0	1	0	0	0	0	0	0	0
0730	19	0	18	0	1	0	0	0	0	0	0	0
0745	36	1	35	0	0	0	0	0	0	0	0	0
0800	40	0	37	0	3	0	0	0	0	0	0	0
0815	44	0	42	0	1	0	1	0	0	0	0	0
0830	35	0	31	0	4	0	0	0	0	0	0	0
0845	24	0	22	0	2	0	0	0	0	0	0	0
0900	13	0	12	0	0	0	1	0	0	0	0	0
0915	22	0	22	0	0	0	0	0	0	0	0	0
0930	20	0	20	0	0	0	0	0	0	0	0	0
0945	17	0	17	0	0	0	0	0	0	0	0	0
1000	31	1	28	0	2	0	0	0	0	0	0	0
1015	30	1	27	0	2	0	0	0	0	0	0	0
1030	12	0	11	0	1	0	0	0	0	0	0	0
1045	18	0	17	0	0	0	1	0	0	0	0	0
1100	20	0	18	0	1	1	0	0	0	0	0	0
1115	16	0	15	0	1	0	0	0	0	0	0	0
1130	21	1	18	0	2	0	0	0	0	0	0	0
1145	29	1	26	0	1	0	1	0	0	0	0	0
1200	15	0	15	0	0	0	0	0	0	0	0	0
1215	24	0	24	0	0	0	0	0	0	0	0	0
1230	19	0	17	1	1	0	0	0	0	0	0	0
1245	26	0	26	0	0	0	0	0	0	0	0	0
1300	14	1	12	0	1	0	0	0	0	0	0	0
1315	18	0	18	0	0	0	0	0	0	0	0	0
1330	21	0	20	1	0	0	0	0	0	0	0	0
1345	23	0	22	0	0	1	0	0	0	0	0	0

1400	22	0	21	0	1	0	0	0	0	0	0
1415	16	0	14	0	2	0	0	0	0	0	0
1430	29	1	24	0	3	0	1	0	0	0	0
1445	50	0	48	0	2	0	0	0	0	0	0
1500	33	0	33	0	0	0	0	0	0	0	0
1515	26	0	23	0	1	0	2	0	0	0	0
1530	22	0	22	0	0	0	0	0	0	0	0
1545	36	0	35	0	0	1	0	0	0	0	0
1600	24	0	23	0	1	0	0	0	0	0	0
1615	27	0	26	0	1	0	0	0	0	0	0
1630	31	0	31	0	0	0	0	0	0	0	0
1645	28	0	26	0	2	0	0	0	0	0	0
1700	36	1	33	1	1	0	0	0	0	0	0
1715	32	0	32	0	0	0	0	0	0	0	0
1730	37	0	37	0	0	0	0	0	0	0	0
1745	49	0	47	0	2	0	0	0	0	0	0
1800	34	0	34	0	0	0	0	0	0	0	0
1815	34	0	34	0	0	0	0	0	0	0	0
1830	35	0	34	0	0	0	1	0	0	0	0
1845	25	0	24	0	1	0	0	0	0	0	0
1900	17	0	16	0	1	0	0	0	0	0	0
1915	17	0	15	0	2	0	0	0	0	0	0
1930	10	0	10	0	0	0	0	0	0	0	0
1945	24	0	24	0	0	0	0	0	0	0	0
2000	9	0	8	0	1	0	0	0	0	0	0
2015	9	0	8	0	1	0	0	0	0	0	0
2030	9	0	8	0	1	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0
2100	9	0	8	0	1	0	0	0	0	0	0
2115	8	0	7	0	1	0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0
2215	8	0	8	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0
2300	3	0	2	0	1	0	0	0	0	0	0
2315	10	0	10	0	0	0	0	0	0	0	0
2330	7	0	7	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	1249	8	1186	3	41	3	8	0	0	0	0
06-22	1393	8	1321	3	50	3	8	0	0	0	0
06-00	1441	8	1368	3	51	3	8	0	0	0	0
00-00	1448	8	1375	3	51	3	8	0	0	0	0

09 December 2016

[illegible]

0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0
0715	2	0	1	0	1	0	0	0	0	0	0	0
0730	10	0	10	0	0	0	0	0	0	0	0	0
0745	5	0	5	0	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0	0
0815	12	0	11	0	1	0	0	0	0	0	0	0
0830	11	0	11	0	0	0	0	0	0	0	0	0
0845	14	0	13	0	1	0	0	0	0	0	0	0
0900	16	1	11	1	2	0	1	0	0	0	0	0
0915	19	0	18	0	0	0	1	0	0	0	0	0
0930	16	0	15	0	1	0	0	0	0	0	0	0
0945	23	0	23	0	0	0	0	0	0	0	0	0
1000	27	0	26	0	1	0	0	0	0	0	0	0
1015	14	0	14	0	0	0	0	0	0	0	0	0
1030	22	1	21	0	0	0	0	0	0	0	0	0
1045	26	0	25	0	1	0	0	0	0	0	0	0
1100	24	0	20	0	1	1	2	0	0	0	0	0
1115	14	0	14	0	0	0	0	0	0	0	0	0
1130	28	0	27	0	0	0	1	0	0	0	0	0
1145	28	0	26	0	1	0	1	0	0	0	0	0
1200	14	0	14	0	0	0	0	0	0	0	0	0
1215	32	0	31	0	0	0	1	0	0	0	0	0
1230	24	0	24	0	0	0	0	0	0	0	0	0
1245	23	0	23	0	0	0	0	0	0	0	0	0
1300	30	0	30	0	0	0	0	0	0	0	0	0
1315	25	0	23	0	0	0	2	0	0	0	0	0
1330	30	0	29	0	0	0	0	1	0	0	0	0
1345	20	0	20	0	0	0	0	0	0	0	0	0
1400	15	0	14	0	1	0	0	0	0	0	0	0
1415	20	0	20	0	0	0	0	0	0	0	0	0
1430	20	0	19	0	1	0	0	0	0	0	0	0
1445	18	0	18	0	0	0	0	0	0	0	0	0
1500	31	0	30	0	1	0	0	0	0	0	0	0
1515	26	0	26	0	0	0	0	0	0	0	0	0
1530	24	0	24	0	0	0	0	0	0	0	0	0
1545	18	0	16	0	1	0	1	0	0	0	0	0
1600	22	0	22	0	0	0	0	0	0	0	0	0
1615	24	0	24	0	0	0	0	0	0	0	0	0
1630	25	1	23	0	1	0	0	0	0	0	0	0
1645	17	0	17	0	0	0	0	0	0	0	0	0
1700	24	0	23	0	1	0	0	0	0	0	0	0
1715	22	0	22	0	0	0	0	0	0	0	0	0
1730	35	0	33	1	1	0	0	0	0	0	0	0
1745	6	0	6	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	18	0	18	0	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0	0
1845	16	0	15	0	1	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0	0
1915	9	0	9	0	0	0	0	0	0	0	0	0

1930	8	0	8	0	0	0	0	0	0	0	0
1945	12	0	12	0	0	0	0	0	0	0	0
2000	16	0	16	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0
2045	8	0	7	0	1	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0
2315	7	0	7	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	904	3	869	2	18	1	10	1	0	0	0
06-22	998	3	962	2	19	1	10	1	0	0	0
06-00	1034	3	998	2	19	1	10	1	0	0	0
00-00	1051	3	1015	2	19	1	10	1	0	0	0

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[illegible]

0730	3	0	3	0	0	0	0	0	0	0	0
0745	5	0	4	0	1	0	0	0	0	0	0
0800	5	0	4	0	1	0	0	0	0	0	0
0815	6	0	6	0	0	0	0	0	0	0	0
0830	3	0	3	0	0	0	0	0	0	0	0
0845	6	0	5	0	0	0	1	0	0	0	0
0900	6	1	5	0	0	0	0	0	0	0	0
0915	10	0	9	0	0	0	1	0	0	0	0
0930	9	0	9	0	0	0	0	0	0	0	0
0945	9	2	6	0	1	0	0	0	0	0	0
1000	22	4	17	0	0	0	1	0	0	0	0
1015	17	1	15	0	0	0	1	0	0	0	0
1030	9	0	9	0	0	0	0	0	0	0	0
1045	25	0	24	0	1	0	0	0	0	0	0
1100	21	0	21	0	0	0	0	0	0	0	0
1115	23	0	23	0	0	0	0	0	0	0	0
1130	22	1	21	0	0	0	0	0	0	0	0
1145	27	0	26	1	0	0	0	0	0	0	0
1200	27	1	25	0	0	0	1	0	0	0	0
1215	27	1	25	0	1	0	0	0	0	0	0
1230	21	0	20	0	0	0	1	0	0	0	0
1245	20	2	16	1	0	0	1	0	0	0	0
1300	21	1	20	0	0	0	0	0	0	0	0
1315	19	0	19	0	0	0	0	0	0	0	0
1330	15	1	13	0	1	0	0	0	0	0	0
1345	19	0	19	0	0	0	0	0	0	0	0
1400	24	0	24	0	0	0	0	0	0	0	0
1415	23	1	22	0	0	0	0	0	0	0	0
1430	20	0	20	0	0	0	0	0	0	0	0
1445	14	0	14	0	0	0	0	0	0	0	0
1500	20	1	19	0	0	0	0	0	0	0	0
1515	22	0	22	0	0	0	0	0	0	0	0
1530	19	0	19	0	0	0	0	0	0	0	0
1545	21	0	20	1	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0
1615	23	0	21	0	1	0	1	0	0	0	0
1630	17	0	17	0	0	0	0	0	0	0	0
1645	11	0	10	0	1	0	0	0	0	0	0
1700	10	0	9	1	0	0	0	0	0	0	0
1715	11	0	11	0	0	0	0	0	0	0	0
1730	11	0	11	0	0	0	0	0	0	0	0
1745	12	0	11	0	1	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0
1815	10	0	9	0	1	0	0	0	0	0	0
1830	8	1	6	0	1	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0
1900	12	0	11	0	1	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0
1930	7	0	7	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0
2145	3	0	2	0	1	0	0	0	0	0	0
2200	3	0	3	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	4	0	4	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0
07-19	701	18	659	4	12	0	8	0	0	0	0
06-22	764	18	720	4	14	0	8	0	0	0	0
06-00	784	18	740	4	14	0	8	0	0	0	0
00-00	807	18	763	4	14	0	8	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0015	3	0	3	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	0	0	1	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	1	0	0	0	0	0	0	0
0615	3	0	1	0	2	0	0	0	0	0	0	0
0630	2	0	1	0	1	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0	0
0700	9	0	9	0	0	0	0	0	0	0	0	0
0715	11	0	10	0	1	0	0	0	0	0	0	0
0730	17	0	17	0	0	0	0	0	0	0	0	0
0745	26	0	24	0	2	0	0	0	0	0	0	0
0800	28	0	26	0	0	1	1	0	0	0	0	0
0815	19	0	18	0	1	0	0	0	0	0	0	0
0830	48	0	46	0	1	0	1	0	0	0	0	0
0845	18	0	18	0	0	0	0	0	0	0	0	0
0900	18	0	15	0	2	0	1	0	0	0	0	0
0915	22	0	18	1	1	1	1	0	0	0	0	0
0930	17	0	15	0	2	0	0	0	0	0	0	0
0945	27	1	25	0	1	0	0	0	0	0	0	0
1000	21	0	20	0	0	0	1	0	0	0	0	0

1015	20	0	19	0	1	0	0	0	0	0	0
1030	23	0	22	0	1	0	0	0	0	0	0
1045	21	0	16	0	5	0	0	0	0	0	0
1100	11	0	11	0	0	0	0	0	0	0	0
1115	25	0	23	0	2	0	0	0	0	0	0
1130	21	0	19	0	2	0	0	0	0	0	0
1145	22	0	18	0	3	0	1	0	0	0	0
1200	22	0	21	0	1	0	0	0	0	0	0
1215	29	0	27	0	2	0	0	0	0	0	0
1230	30	0	25	0	4	1	0	0	0	0	0
1245	16	0	14	0	1	0	1	0	0	0	0
1300	20	0	18	0	2	0	0	0	0	0	0
1315	23	0	23	0	0	0	0	0	0	0	0
1330	27	0	24	0	2	0	1	0	0	0	0
1345	7	0	7	0	0	0	0	0	0	0	0
1400	23	0	22	0	1	0	0	0	0	0	0
1415	23	0	23	0	0	0	0	0	0	0	0
1430	24	0	21	0	1	0	2	0	0	0	0
1445	41	0	38	0	1	1	1	0	0	0	0
1500	34	0	34	0	0	0	0	0	0	0	0
1515	24	0	23	0	0	1	0	0	0	0	0
1530	23	0	20	0	2	0	1	0	0	0	0
1545	26	0	24	0	2	0	0	0	0	0	0
1600	22	0	19	1	2	0	0	0	0	0	0
1615	21	0	21	0	0	0	0	0	0	0	0
1630	32	1	29	0	1	0	1	0	0	0	0
1645	35	0	35	0	0	0	0	0	0	0	0
1700	34	0	34	0	0	0	0	0	0	0	0
1715	30	0	29	0	1	0	0	0	0	0	0
1730	42	0	40	0	1	0	1	0	0	0	0
1745	60	0	58	0	2	0	0	0	0	0	0
1800	40	0	39	0	1	0	0	0	0	0	0
1815	38	0	38	0	0	0	0	0	0	0	0
1830	29	0	29	0	0	0	0	0	0	0	0
1845	11	0	10	0	1	0	0	0	0	0	0
1900	15	0	13	0	2	0	0	0	0	0	0
1915	21	0	20	0	1	0	0	0	0	0	0
1930	17	0	16	1	0	0	0	0	0	0	0
1945	14	0	14	0	0	0	0	0	0	0	0
2000	13	0	13	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	5	0	4	0	1	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0
2130	9	0	8	0	1	0	0	0	0	0	0
2145	4	0	4	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0
2245	4	0	4	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	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	1210	2	1134	2	53	5	14	0	0	0	0
06-22	1339	2	1253	3	62	5	14	0	0	0	0
06-00	1364	2	1278	3	62	5	14	0	0	0	0
00-00	1374	2	1286	3	64	5	14	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	0	0	1	0	0	0	0	0	0	0
0600	1	0	0	0	1	0	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0	0
0630	5	1	4	0	0	0	0	0	0	0	0	0
0645	5	0	4	0	1	0	0	0	0	0	0	0
0700	10	0	8	0	1	0	1	0	0	0	0	0
0715	19	0	17	0	2	0	0	0	0	0	0	0
0730	21	0	20	0	1	0	0	0	0	0	0	0
0745	26	0	23	1	2	0	0	0	0	0	0	0
0800	34	0	30	0	3	1	0	0	0	0	0	0
0815	41	0	40	0	1	0	0	0	0	0	0	0
0830	38	0	36	0	0	0	2	0	0	0	0	0
0845	16	0	15	0	0	1	0	0	0	0	0	0
0900	15	0	15	0	0	0	0	0	0	0	0	0
0915	26	0	23	0	3	0	0	0	0	0	0	0
0930	22	0	19	0	2	1	0	0	0	0	0	0
0945	23	1	20	0	1	0	0	1	0	0	0	0
1000	16	0	16	0	0	0	0	0	0	0	0	0
1015	20	0	19	0	1	0	0	0	0	0	0	0
1030	13	1	6	0	4	1	0	0	0	0	0	1
1045	16	0	15	0	0	1	0	0	0	0	0	0
1100	16	1	14	0	1	0	0	0	0	0	0	0
1115	19	0	19	0	0	0	0	0	0	0	0	0
1130	22	0	19	0	2	1	0	0	0	0	0	0
1145	20	0	20	0	0	0	0	0	0	0	0	0
1200	27	0	24	0	3	0	0	0	0	0	0	0
1215	20	0	19	0	1	0	0	0	0	0	0	0
1230	27	0	25	0	1	0	0	0	1	0	0	0
1245	27	0	26	0	1	0	0	0	0	0	0	0

1300	23	0	22	0	1	0	0	0	0	0	0	0
1315	24	0	22	0	1	0	1	0	0	0	0	0
1330	29	0	25	0	4	0	0	0	0	0	0	0
1345	19	0	18	0	1	0	0	0	0	0	0	0
1400	28	0	27	0	1	0	0	0	0	0	0	0
1415	19	0	19	0	0	0	0	0	0	0	0	0
1430	28	0	26	0	1	1	0	0	0	0	0	0
1445	39	0	35	0	3	1	0	0	0	0	0	0
1500	28	0	28	0	0	0	0	0	0	0	0	0
1515	35	0	32	0	2	0	1	0	0	0	0	0
1530	26	0	24	1	1	0	0	0	0	0	0	0
1545	36	0	34	0	2	0	0	0	0	0	0	0
1600	31	0	29	0	2	0	0	0	0	0	0	0
1615	20	0	20	0	0	0	0	0	0	0	0	0
1630	24	0	22	0	2	0	0	0	0	0	0	0
1645	24	0	24	0	0	0	0	0	0	0	0	0
1700	32	0	31	0	1	0	0	0	0	0	0	0
1715	21	0	21	0	0	0	0	0	0	0	0	0
1730	28	0	28	0	0	0	0	0	0	0	0	0
1745	34	0	32	0	2	0	0	0	0	0	0	0
1800	41	0	41	0	0	0	0	0	0	0	0	0
1815	34	2	32	0	0	0	0	0	0	0	0	0
1830	22	0	22	0	0	0	0	0	0	0	0	0
1845	24	0	23	0	1	0	0	0	0	0	0	0
1900	16	0	15	0	1	0	0	0	0	0	0	0
1915	15	0	15	0	0	0	0	0	0	0	0	0
1930	17	0	16	0	1	0	0	0	0	0	0	0
1945	15	0	15	0	0	0	0	0	0	0	0	0
2000	20	0	20	0	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0	0
2045	7	0	7	0	0	0	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0
2200	6	0	5	0	1	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0
2345	1	0	0	0	1	0	0	0	0	0	0	0
07-19	1203	5	1125	2	55	8	5	1	1	0	1	
06-22	1341	6	1258	2	59	8	5	1	1	0	1	
06-00	1371	6	1286	2	61	8	5	1	1	0	1	
00-00	1380	7	1292	2	63	8	5	1	1	0	1	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	8890	54	8406	19	309	30	66	2	2	0	2	



Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	1	0	0	0	0
0030	0	0	0	0	0	0	0	1	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	1	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	1	0	0	0	0	0
0245	0	0	0	0	0	0	1	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	1	0	1	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	1	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	1	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	1	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	1	0	0	0	0	0	0
0645	0	0	0	0	1	1	0	1	2	0	0	0
0700	0	0	0	0	0	3	3	0	0	0	0	0
0715	0	0	0	0	0	3	7	3	1	0	0	0
0730	0	0	0	0	2	12	5	1	0	0	1	0
0745	0	0	0	1	4	11	15	3	3	0	1	0
0800	0	0	0	0	1	2	13	4	1	0	0	1
0815	0	0	0	1	9	11	15	3	0	1	0	0
0830	0	0	0	3	5	19	18	2	0	1	0	0
0845	0	0	0	0	3	14	6	2	0	0	0	0
0900	0	0	0	0	2	12	9	2	0	1	0	1
0915	0	0	0	0	6	8	6	2	0	1	0	0
0930	0	0	0	1	4	11	3	1	0	0	0	0
0945	0	0	0	0	2	5	7	1	0	0	0	0
1000	0	0	0	1	2	3	10	0	0	0	0	0
1015	0	0	0	0	1	2	11	0	0	0	0	0
1030	0	0	0	0	6	8	2	2	1	0	0	0
1045	0	0	0	0	1	10	7	0	1	0	0	0
1100	0	0	0	0	1	8	5	0	0	0	0	0

1115	0	0	0	0	6	10	9	2	0	0	0	0
1130	0	0	0	0	4	8	11	2	0	0	1	0
1145	0	0	0	0	1	11	6	0	0	0	0	0
1200	0	0	0	1	1	7	6	2	0	1	0	0
1215	0	0	1	1	3	14	3	3	0	0	0	0
1230	0	0	0	0	3	7	9	0	0	0	0	0
1245	0	0	0	1	1	7	8	0	0	0	0	0
1300	0	0	0	0	2	9	6	1	0	2	0	0
1315	0	0	0	1	0	11	11	1	0	0	0	0
1330	0	0	1	0	1	7	9	2	0	0	0	0
1345	0	0	0	2	0	1	6	2	0	0	0	0
1400	0	0	0	0	3	7	7	1	0	0	0	0
1415	0	0	0	1	0	3	9	2	0	0	0	0
1430	0	0	0	0	2	10	8	1	0	0	0	0
1445	0	0	0	2	6	13	11	3	0	0	0	0
1500	0	0	0	0	0	15	23	3	0	0	0	0
1515	0	0	0	0	2	16	8	4	0	0	0	0
1530	0	0	0	0	3	18	6	0	0	0	0	1
1545	0	0	1	1	2	13	6	1	0	0	0	1
1600	0	0	1	0	4	14	5	1	1	0	0	0
1615	0	0	1	0	6	14	10	2	0	0	0	0
1630	0	0	0	0	4	17	9	1	0	0	0	0
1645	0	0	0	0	1	16	11	4	0	0	1	0
1700	0	0	0	0	2	16	7	4	0	0	0	0
1715	0	0	0	2	1	15	18	4	2	0	0	0
1730	0	0	0	0	2	15	10	2	3	0	1	0
1745	0	0	0	1	1	10	15	3	1	0	0	0
1800	0	0	0	1	1	10	18	5	2	0	0	0
1815	0	0	0	0	2	13	12	3	0	0	0	0
1830	0	0	0	0	1	11	5	3	0	0	0	0
1845	0	0	0	2	8	6	5	2	2	0	0	0
1900	0	0	0	0	2	17	11	2	2	0	0	1
1915	0	0	0	1	1	2	9	1	1	0	0	0
1930	0	0	0	0	1	5	3	2	0	0	0	0
1945	0	0	0	0	2	4	4	3	1	0	0	0
2000	0	0	0	0	4	5	3	2	0	0	0	0
2015	0	0	0	0	1	2	6	0	0	0	0	0
2030	0	0	0	1	2	2	4	1	0	0	0	0
2045	0	0	0	0	0	1	1	1	0	0	0	0
2100	0	0	0	0	1	5	2	0	0	0	0	0
2115	0	0	0	0	0	5	2	0	0	1	0	0
2130	0	0	0	0	1	2	7	0	0	0	0	0
2145	0	0	0	0	1	0	0	0	0	0	0	0
2200	0	0	0	0	0	5	5	1	0	0	0	0
2215	0	0	0	0	0	3	1	1	0	0	0	0
2230	0	0	0	0	0	1	0	0	0	0	0	0
2245	0	0	0	0	1	1	1	3	1	0	0	0
2300	0	0	0	1	0	3	1	0	0	0	0	1
2315	0	0	0	0	0	0	1	1	1	0	0	0
2330	0	0	0	0	0	2	1	1	1	0	0	0
2345	0	0	0	0	0	1	2	0	0	0	0	0
07-19	0	0	5	23	122	486	429	90	18	7	5	4
06-22	0	0	5	25	139	538	482	103	24	8	5	5
06-00	0	0	5	26	140	554	494	110	27	8	5	6
00-00	0	0	5	26	140	555	498	114	27	8	5	6

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	1	0	0	0	0	0
0015	0	0	0	0	0	0	1	0	0	0	0	0
0030	0	0	0	0	0	1	0	1	1	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	1	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	1	0	0	0	1	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	2	0	1	0	0	0
0645	0	0	0	0	0	1	2	0	0	0	0	0
0700	0	0	0	0	0	3	2	1	0	0	0	0
0715	0	0	0	0	1	2	7	0	0	0	0	0
0730	0	0	0	1	1	12	4	1	0	0	0	0
0745	0	0	0	3	7	9	10	2	3	0	0	2
0800	0	0	0	0	5	17	14	4	0	0	0	0
0815	0	0	0	0	3	13	24	2	0	0	2	0
0830	0	0	0	0	3	11	19	1	1	0	0	0
0845	0	0	0	0	1	15	6	2	0	0	0	0
0900	0	0	0	0	2	4	4	1	1	0	0	1
0915	0	0	0	0	1	10	11	0	0	0	0	0
0930	0	0	0	1	2	6	10	0	1	0	0	0
0945	0	0	0	1	1	8	6	1	0	0	0	0
1000	0	0	2	3	5	12	8	1	0	0	0	0
1015	0	0	0	2	4	9	7	5	1	0	0	0
1030	0	0	0	0	1	5	6	0	0	0	0	0
1045	0	0	0	1	2	13	2	0	0	0	0	0
1100	0	0	0	0	4	6	8	1	0	0	0	1
1115	0	0	0	0	2	9	5	0	0	0	0	0
1130	0	0	0	1	4	7	7	2	0	0	0	0
1145	0	0	0	1	1	15	9	1	1	0	1	0
1200	0	0	0	0	1	6	7	1	0	0	0	0
1215	0	0	0	1	1	10	11	1	0	0	0	0
1230	0	0	1	0	3	9	5	1	0	0	0	0
1245	0	0	0	0	1	10	13	2	0	0	0	0
1300	0	0	0	1	4	5	4	0	0	0	0	0
1315	0	0	0	0	4	10	3	1	0	0	0	0
1330	0	0	0	0	2	8	10	1	0	0	0	0
1345	0	0	0	0	5	4	11	2	0	0	1	0

1400	0	0	0	1	3	3	13	2	0	0	0	0
1415	0	0	0	1	1	9	3	2	0	0	0	0
1430	0	0	0	3	6	11	8	0	0	1	0	0
1445	0	0	0	1	2	26	19	2	0	0	0	0
1500	0	0	0	0	5	17	10	0	1	0	0	0
1515	0	0	0	2	1	9	9	2	0	1	2	0
1530	0	0	0	0	4	11	5	1	1	0	0	0
1545	0	0	1	0	8	8	18	0	1	0	0	0
1600	0	0	0	2	5	10	6	0	0	0	1	0
1615	0	0	0	0	6	11	5	3	0	0	0	2
1630	0	0	1	0	2	20	7	1	0	0	0	0
1645	0	0	0	0	5	11	11	1	0	0	0	0
1700	0	1	0	2	3	12	17	0	0	0	1	0
1715	0	0	0	0	1	17	10	4	0	0	0	0
1730	0	0	0	0	3	21	11	2	0	0	0	0
1745	0	0	0	0	2	22	20	2	3	0	0	0
1800	0	0	0	1	4	12	15	2	0	0	0	0
1815	0	0	0	0	2	19	7	5	1	0	0	0
1830	0	0	0	0	3	14	12	3	2	0	0	1
1845	0	0	0	0	0	10	10	4	0	1	0	0
1900	0	0	0	2	0	10	3	1	1	0	0	0
1915	0	0	0	0	0	5	8	3	1	0	0	0
1930	0	0	0	2	1	5	2	0	0	0	0	0
1945	0	0	0	0	1	10	10	2	1	0	0	0
2000	0	0	0	0	0	3	5	1	0	0	0	0
2015	0	0	0	0	0	6	0	1	2	0	0	0
2030	0	0	0	0	2	2	4	0	1	0	0	0
2045	0	0	0	0	1	2	1	1	0	0	0	0
2100	0	0	0	0	0	4	3	1	0	0	1	0
2115	0	0	0	0	0	3	3	2	0	0	0	0
2130	0	0	0	0	0	1	4	2	1	0	0	0
2145	0	0	0	0	1	5	3	2	0	0	0	0
2200	0	0	0	2	0	2	4	3	0	0	0	0
2215	0	0	0	0	0	5	2	1	0	0	0	0
2230	0	0	0	0	0	2	1	0	0	0	0	0
2245	0	0	0	0	0	1	2	1	0	0	0	0
2300	0	0	0	0	0	1	1	1	0	0	0	0
2315	0	0	1	0	0	5	1	3	0	0	0	0
2330	0	0	0	0	1	5	1	0	0	0	0	0
2345	0	0	0	0	1	0	1	0	0	0	0	0
07-19	0	1	5	29	137	521	449	70	17	3	8	7
06-22	0	1	5	33	144	578	499	86	26	3	9	7
06-00	0	1	6	35	146	599	512	95	26	3	9	7
00-00	0	1	6	35	148	600	514	96	27	3	9	7

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	1	0	1	0	0	0	0
0015	0	0	0	0	0	0	2	0	0	0	0	0
0030	0	0	0	0	0	0	0	2	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	1	0	0	0
0130	0	0	0	0	1	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0

0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	1	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	1	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	2	1	1	0	0	0	0
0615	0	0	0	0	0	1	1	0	0	0	0	0
0630	0	0	0	0	0	1	0	0	0	0	0	0
0645	0	0	0	0	0	2	0	0	0	0	0	0
0700	0	0	0	0	1	3	8	1	0	0	1	0
0715	0	0	0	0	2	5	6	0	1	0	0	0
0730	0	0	0	0	1	8	6	0	0	0	0	0
0745	0	0	0	1	3	10	9	1	1	0	0	0
0800	0	0	0	0	2	12	11	2	0	0	1	0
0815	0	0	0	0	2	15	13	1	0	0	0	1
0830	0	0	0	1	4	19	17	3	0	0	0	0
0845	0	0	0	0	0	7	7	3	0	0	1	1
0900	0	0	0	0	0	5	7	6	1	1	0	0
0915	0	0	0	1	5	12	5	1	0	0	0	0
0930	0	0	0	0	1	10	5	1	0	0	0	1
0945	0	0	0	0	2	6	10	1	0	0	0	0
1000	0	0	0	0	0	5	2	2	1	0	0	0
1015	0	0	0	0	1	8	7	1	0	0	0	1
1030	0	0	0	0	2	12	9	3	0	0	0	0
1045	0	0	0	0	2	7	4	1	0	0	0	0
1100	0	0	0	0	2	13	7	3	0	0	0	0
1115	0	0	0	1	9	11	6	2	0	0	0	0
1130	0	0	0	0	3	8	14	3	0	0	0	0
1145	0	0	0	1	6	10	6	2	0	0	0	0
1200	0	0	0	0	2	8	10	2	1	0	1	1
1215	0	0	0	0	3	15	11	0	0	0	0	0
1230	0	0	0	1	4	12	7	1	0	0	0	0
1245	0	0	0	0	0	11	5	2	1	2	0	0
1300	0	0	0	1	0	11	5	0	0	0	0	0
1315	0	0	1	0	1	8	7	0	0	0	0	0
1330	0	0	0	1	4	14	5	1	0	0	0	1
1345	0	0	0	0	1	6	11	2	0	0	0	0
1400	0	0	0	0	1	6	9	3	1	0	0	0
1415	0	0	0	0	1	11	12	1	0	0	1	0
1430	0	0	0	0	2	13	9	1	2	0	0	0
1445	0	0	0	0	2	22	20	1	0	0	1	0
1500	0	0	0	0	4	14	23	6	0	1	0	0
1515	0	0	0	2	6	15	9	0	0	0	0	0
1530	0	0	0	0	4	11	8	5	0	0	0	0
1545	0	1	2	0	11	9	20	2	0	0	0	1
1600	0	1	0	1	7	23	10	2	0	0	0	0
1615	0	0	0	2	3	10	8	6	1	0	0	0
1630	0	0	0	1	2	13	11	7	0	0	0	0

1645	0	0	0	0	5	22	14	1	1	0	0	0
1700	0	0	0	0	4	12	10	6	0	0	0	0
1715	0	0	0	0	0	9	11	5	0	0	0	0
1730	0	0	0	1	4	18	13	6	0	0	0	0
1745	0	0	0	0	1	8	15	7	0	2	0	0
1800	0	0	0	0	0	17	5	2	0	0	0	0
1815	0	0	0	1	0	7	16	4	3	1	0	0
1830	0	0	0	0	2	5	6	4	0	1	0	0
1845	0	0	0	0	2	5	9	5	0	1	0	0
1900	0	1	0	0	1	3	13	0	1	0	0	0
1915	0	0	0	0	1	6	4	2	0	0	0	1
1930	0	0	0	0	1	5	3	4	0	0	0	0
1945	0	0	0	0	0	3	8	2	0	0	0	0
2000	0	0	0	0	0	2	3	1	0	0	0	0
2015	0	0	0	0	0	2	3	0	0	0	0	0
2030	0	0	0	0	0	3	3	1	0	0	0	0
2045	0	0	0	1	0	2	4	0	0	0	0	0
2100	0	0	0	1	0	2	3	3	0	0	0	0
2115	0	0	0	0	0	2	2	1	1	0	0	0
2130	0	0	0	0	0	0	1	0	0	0	0	0
2145	0	0	0	0	0	2	0	1	0	0	0	0
2200	0	0	0	0	0	2	2	1	1	1	0	0
2215	0	0	0	0	2	1	1	1	0	0	0	0
2230	0	0	0	0	0	1	3	0	0	0	0	0
2245	0	0	0	0	0	0	1	0	0	0	0	0
2300	0	0	0	0	0	2	3	2	0	0	0	0
2315	0	0	0	0	1	0	1	2	0	0	0	0
2330	0	0	0	0	1	0	4	0	1	0	0	0
2345	0	0	0	0	0	3	0	2	0	0	0	0
07-19	0	2	3	16	129	523	457	114	14	8	6	7
06-22	0	3	3	18	132	561	506	130	16	8	6	8
06-00	0	3	3	18	136	570	521	138	18	9	6	8
00-00	0	3	3	18	137	572	524	142	19	9	6	8

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	2	0	1	0	0	0	0	0
0015	0	0	0	0	0	1	1	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	2	1	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	2	1	0	0	0	0	0
0130	0	0	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	1	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	1	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	1	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0

0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	1	0	0	1	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	1	0	0	0	0	0
0645	0	0	0	0	0	0	2	0	1	0	0	0
0700	0	0	0	0	0	0	1	1	0	0	0	0
0715	0	0	0	0	1	0	0	1	0	0	0	0
0730	0	0	0	0	0	3	5	2	0	0	0	0
0745	0	0	0	0	1	2	2	0	0	0	0	0
0800	0	0	0	0	1	2	4	1	0	0	0	0
0815	0	0	0	0	0	3	7	2	0	0	0	0
0830	0	0	0	0	0	3	6	2	0	0	0	0
0845	0	0	0	0	1	2	8	3	0	0	0	0
0900	0	0	0	2	0	5	8	0	0	0	0	0
0915	0	0	0	2	2	5	8	2	0	0	0	0
0930	0	0	0	0	2	2	10	2	0	0	0	0
0945	0	0	0	0	1	8	13	1	0	0	0	0
1000	0	0	0	1	3	7	14	2	0	0	0	0
1015	0	0	0	0	1	4	7	2	0	0	0	0
1030	0	0	0	2	2	12	5	1	0	0	0	0
1045	0	0	0	0	0	11	11	3	1	0	0	0
1100	0	0	1	1	2	7	9	0	0	2	1	1
1115	0	0	0	0	1	4	6	2	0	1	0	0
1130	0	0	0	0	2	11	12	1	1	0	0	0
1145	0	0	0	0	3	9	13	2	0	0	0	1
1200	0	0	0	0	1	6	6	1	0	0	0	0
1215	0	0	0	1	2	14	13	1	0	0	0	0
1230	0	0	0	0	2	10	11	0	1	0	0	0
1245	0	0	0	1	1	10	8	3	0	0	0	0
1300	0	0	0	2	4	7	14	3	0	0	0	0
1315	0	0	0	0	2	8	11	1	1	0	1	0
1330	0	0	0	1	5	12	9	3	0	0	0	0
1345	0	0	0	0	0	5	13	2	0	0	0	0
1400	0	0	0	0	2	5	6	1	0	0	0	1
1415	0	0	0	0	2	7	10	1	0	0	0	0
1430	0	0	0	0	2	9	5	4	0	0	0	0
1445	0	0	0	0	0	10	6	2	0	0	0	0
1500	0	0	0	1	5	13	9	3	0	0	0	0
1515	0	0	0	1	0	8	14	2	1	0	0	0
1530	0	0	0	1	2	12	6	2	0	1	0	0
1545	0	0	1	0	4	7	2	1	1	1	0	0
1600	0	0	0	0	4	8	9	1	0	0	0	0
1615	0	0	0	0	3	13	4	1	0	0	0	0
1630	0	0	0	1	3	8	10	3	0	0	0	0
1645	0	0	0	0	3	8	6	0	0	0	0	0
1700	0	0	1	2	2	13	5	1	0	0	0	0
1715	0	0	0	0	6	10	6	0	0	0	0	0
1730	0	0	0	0	3	20	10	2	0	0	0	0
1745	0	0	0	0	1	2	3	0	0	0	0	0
1800	0	0	0	1	0	0	0	0	0	0	0	0
1815	0	0	2	1	3	5	6	1	0	0	0	0
1830	0	0	0	1	1	1	0	0	0	0	0	0
1845	0	0	0	0	6	8	2	0	0	0	0	0
1900	0	0	0	0	3	5	2	1	0	0	0	0
1915	0	0	0	0	1	2	4	2	0	0	0	0

1930	0	0	0	2	2	3	0	0	1	0	0	0
1945	0	0	0	0	4	5	3	0	0	0	0	0
2000	0	0	0	0	4	8	3	1	0	0	0	0
2015	0	0	0	0	2	1	1	1	0	0	0	0
2030	0	0	0	1	0	1	1	0	0	0	0	0
2045	0	0	0	0	0	2	5	1	0	0	0	0
2100	0	0	0	0	0	3	0	0	1	0	0	0
2115	0	0	0	0	0	1	0	0	0	0	0	0
2130	0	0	0	0	2	3	0	0	0	0	0	0
2145	0	0	0	1	1	5	0	1	0	0	0	0
2200	0	0	0	0	2	3	2	1	0	0	0	0
2215	0	0	0	0	0	1	0	0	0	0	0	0
2230	0	0	0	1	1	1	1	0	0	0	0	0
2245	0	0	0	0	1	3	2	0	0	0	0	0
2300	0	0	0	0	1	1	3	0	0	0	0	0
2315	0	0	0	0	0	3	1	3	0	0	0	0
2330	0	0	0	0	0	1	2	0	0	0	0	0
2345	0	0	0	0	0	1	1	0	0	0	0	0
07-19	0	0	5	25	92	340	353	68	6	5	2	3
06-22	0	0	5	29	111	379	375	75	9	5	2	3
06-00	0	0	5	30	116	393	387	79	9	5	2	3
00-00	0	0	5	30	118	398	394	81	10	5	2	3

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	2	2	0	1	0	0	0
0015	0	0	0	0	3	0	2	0	0	0	0	0
0030	0	0	0	0	0	0	0	1	0	0	0	0
0045	0	0	0	0	0	0	1	0	0	0	0	0
0100	0	0	0	0	0	2	1	0	0	0	0	0
0115	0	0	0	0	0	0	0	2	0	0	0	0
0130	0	0	0	0	0	0	1	1	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	1	1	0	0	0	0
0230	0	0	0	0	0	0	1	0	0	0	0	0
0245	0	0	0	0	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	1	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	1	0	1	0	0	0
0700	0	0	0	0	0	1	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0

0730	0	0	0	0	0	0	3	0	0	0	0	0
0745	0	0	0	0	0	1	4	0	0	0	0	0
0800	0	0	0	0	0	1	3	1	0	0	0	0
0815	0	0	0	0	0	3	2	0	1	0	0	0
0830	0	0	0	0	0	1	0	2	0	0	0	0
0845	0	0	0	1	0	1	2	2	0	0	0	0
0900	0	0	0	2	0	0	2	1	0	0	0	0
0915	0	0	0	1	0	4	4	1	0	0	0	0
0930	0	0	0	0	0	5	2	2	0	0	0	0
0945	0	0	1	1	0	1	5	0	0	0	0	0
1000	0	1	2	2	1	8	7	1	0	0	0	0
1015	0	0	0	2	1	3	7	4	0	0	0	0
1030	0	0	0	0	1	2	5	1	0	0	0	0
1045	0	0	0	0	0	11	11	3	0	0	0	0
1100	0	0	0	0	2	11	6	2	0	0	0	0
1115	0	0	0	0	1	11	10	0	0	1	0	0
1130	0	0	0	2	2	6	10	2	0	0	0	0
1145	0	0	0	1	4	8	9	4	1	0	0	0
1200	0	0	0	2	3	11	8	1	1	0	1	0
1215	0	0	0	2	0	10	10	5	0	0	0	0
1230	0	0	0	1	4	8	4	2	1	0	1	0
1245	0	0	0	3	0	7	6	2	1	0	1	0
1300	0	0	1	0	1	4	11	4	0	0	0	0
1315	0	0	0	0	1	7	8	2	1	0	0	0
1330	0	0	1	0	0	6	7	1	0	0	0	0
1345	0	0	0	0	2	8	5	4	0	0	0	0
1400	0	0	0	0	2	7	13	2	0	0	0	0
1415	0	0	0	0	1	12	8	2	0	0	0	0
1430	0	0	0	0	3	10	6	1	0	0	0	0
1445	0	0	0	0	3	5	5	1	0	0	0	0
1500	0	0	1	0	1	9	6	3	0	0	0	0
1515	0	0	0	2	2	8	9	1	0	0	0	0
1530	0	0	0	1	3	6	8	1	0	0	0	0
1545	0	0	0	0	5	4	9	3	0	0	0	0
1600	0	0	0	0	0	4	4	4	0	0	0	0
1615	0	0	0	0	5	7	9	1	0	0	1	0
1630	0	0	0	1	4	7	4	1	0	0	0	0
1645	0	0	0	0	0	3	6	2	0	0	0	0
1700	0	0	0	0	1	4	2	2	1	0	0	0
1715	0	0	0	0	0	6	2	3	0	0	0	0
1730	0	0	0	0	0	4	6	1	0	0	0	0
1745	0	0	0	1	0	3	6	2	0	0	0	0
1800	0	0	0	0	0	5	2	1	0	0	0	0
1815	0	0	0	0	2	3	2	1	1	0	1	0
1830	0	0	0	0	0	3	3	1	1	0	0	0
1845	0	0	0	0	1	1	4	1	0	0	0	0
1900	0	0	0	0	1	7	3	1	0	0	0	0
1915	0	0	0	0	0	3	1	2	0	0	0	0
1930	0	0	0	0	1	4	2	0	0	0	0	0
1945	0	0	0	0	0	3	0	1	0	0	0	0
2000	0	0	0	0	0	2	2	0	0	0	0	0
2015	0	0	0	0	1	2	2	1	0	0	0	0
2030	0	0	0	0	0	2	1	0	0	0	0	0
2045	0	0	0	0	0	3	3	0	0	0	0	0
2100	0	0	0	1	0	3	2	0	0	0	0	0
2115	0	0	0	0	0	1	1	0	0	0	0	0
2130	0	0	0	0	0	0	1	0	0	0	0	0
2145	0	0	0	0	0	1	1	1	0	0	0	0
2200	0	0	0	0	0	1	1	0	0	0	1	0

2215	0	0	0	0	0	2	2	0	0	0	0	0
2230	0	0	0	0	0	2	2	0	0	0	0	0
2245	0	0	0	0	0	4	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	1	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	1	0	2	1	0	0	0	0
07-19	0	1	6	25	56	250	265	81	9	1	5	0
06-22	0	1	6	26	59	282	285	87	10	1	5	0
06-00	0	1	6	26	60	291	292	89	10	1	6	0
00-00	0	1	6	26	63	296	301	94	11	1	6	0

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	1	0	0	0	0
0015	0	0	0	0	1	1	0	1	0	0	0	0
0030	0	0	0	0	0	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	1	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	1	0	1	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	1	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	1	0	0	0
0615	0	0	0	0	0	3	0	0	0	0	0	0
0630	0	0	0	0	1	0	0	1	0	0	0	0
0645	0	0	0	0	0	2	1	0	0	0	0	0
0700	0	0	0	0	0	5	2	1	1	0	0	0
0715	0	0	0	0	0	4	5	2	0	0	0	0
0730	0	0	0	0	4	9	3	1	0	0	0	0
0745	0	0	0	0	3	10	9	3	1	0	0	0
0800	0	0	2	2	1	8	10	2	0	0	2	0
0815	0	0	1	0	6	6	3	3	0	0	0	0
0830	0	0	0	0	1	20	22	3	0	0	1	0
0845	0	0	0	1	2	7	6	1	0	0	0	0
0900	0	0	0	0	1	6	7	3	0	0	1	0
0915	0	0	0	0	4	11	5	1	0	0	0	0
0930	0	0	0	0	1	7	5	3	0	0	0	0
0945	0	0	1	0	7	11	7	0	1	0	0	0
1000	0	0	0	1	4	7	8	1	0	0	0	0

1015	0	0	1	0	1	8	8	2	0	0	0	0
1030	0	0	0	0	4	12	7	0	0	0	0	0
1045	0	0	0	0	3	11	7	0	0	0	0	0
1100	0	0	0	1	3	3	3	1	0	0	0	0
1115	0	0	0	0	3	17	1	3	0	0	0	0
1130	0	0	0	1	1	8	11	0	0	0	0	0
1145	0	0	0	1	4	5	10	2	0	0	0	0
1200	0	0	0	1	4	10	7	0	0	0	0	0
1215	0	0	0	0	4	9	15	1	0	0	0	0
1230	0	0	0	0	4	13	7	5	0	0	0	0
1245	0	0	0	0	1	4	8	1	0	0	2	0
1300	0	0	0	0	0	10	8	1	1	0	0	0
1315	0	0	0	0	3	6	12	2	0	0	0	0
1330	0	0	0	1	2	16	6	1	0	1	0	0
1345	0	0	0	0	1	5	1	0	0	0	0	0
1400	0	0	0	0	4	9	9	0	0	1	0	0
1415	0	0	0	0	4	12	4	2	0	0	1	0
1430	0	0	0	0	3	9	9	1	0	0	2	0
1445	0	0	0	0	8	15	15	0	0	1	0	1
1500	0	0	0	1	4	13	15	1	0	0	0	0
1515	0	0	0	1	3	8	6	5	0	0	1	0
1530	0	0	0	0	6	12	3	1	1	0	0	0
1545	0	0	0	2	3	13	7	1	0	0	0	0
1600	0	0	0	0	3	7	8	3	0	0	1	0
1615	0	0	0	0	2	12	5	1	1	0	0	0
1630	0	0	0	1	4	10	15	2	0	0	0	0
1645	0	0	0	1	4	15	10	5	0	0	0	0
1700	0	0	2	0	4	11	15	1	1	0	0	0
1715	0	0	0	3	3	12	5	5	1	0	0	0
1730	0	0	0	0	3	21	12	5	0	0	1	0
1745	0	0	0	2	9	16	28	4	1	0	0	0
1800	0	0	0	3	4	15	14	4	0	0	0	0
1815	0	0	0	0	4	14	14	5	1	0	0	0
1830	0	0	0	0	3	15	8	2	1	0	0	0
1845	0	0	0	0	1	3	1	4	1	0	0	1
1900	0	0	1	1	2	6	5	0	0	0	0	0
1915	0	0	0	0	2	9	10	0	0	0	0	0
1930	0	0	0	2	5	3	4	3	0	0	0	0
1945	0	0	0	0	3	7	3	1	0	0	0	0
2000	0	0	0	0	2	4	6	1	0	0	0	0
2015	0	0	0	0	0	4	3	2	1	0	0	0
2030	0	0	0	0	0	1	4	0	0	0	0	0
2045	0	0	0	0	0	2	2	0	0	0	0	0
2100	0	0	0	0	0	2	2	1	0	0	0	0
2115	0	0	0	0	0	2	1	0	0	0	0	0
2130	0	0	0	0	1	6	1	1	0	0	0	0
2145	0	0	0	0	0	0	3	1	0	0	0	0
2200	0	0	0	0	0	1	2	0	0	0	0	0
2215	0	0	0	0	0	1	2	2	0	0	0	0
2230	0	0	0	0	0	4	2	0	0	0	0	0
2245	0	0	0	0	0	2	2	0	0	0	0	0
2300	0	0	0	0	0	2	1	1	0	0	0	0
2315	0	0	0	0	0	0	1	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	1	0	0	0
2345	0	0	0	0	0	0	1	0	0	0	0	0
07-19	0	0	7	23	151	490	406	95	12	3	12	2
06-22	0	0	8	26	167	541	451	106	14	3	12	2
06-00	0	0	8	26	167	552	461	109	15	3	12	2
00-00	0	0	8	26	168	556	463	112	15	3	12	2

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	0	1	0	0	0
0015	0	0	0	0	0	1	0	0	0	0	0	0
0030	0	0	0	0	1	0	1	0	0	0	0	0
0045	0	0	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	1	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	1	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	1	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	1	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	1	0	0	0
0615	0	0	0	0	0	2	0	0	0	0	0	0
0630	0	0	1	0	0	1	1	1	0	1	0	0
0645	0	0	0	0	0	0	3	2	0	0	0	0
0700	0	0	0	0	1	5	4	0	0	0	0	0
0715	0	0	0	0	1	7	10	1	0	0	0	0
0730	0	0	0	0	3	10	6	2	0	0	0	0
0745	0	0	0	0	7	6	11	0	1	1	0	0
0800	0	0	1	0	2	10	13	5	1	1	0	1
0815	0	0	0	1	3	17	15	5	0	0	0	0
0830	0	0	0	0	4	19	13	0	0	1	1	0
0845	0	0	0	0	1	9	5	0	0	0	0	1
0900	0	0	0	0	1	6	7	1	0	0	0	0
0915	0	0	0	0	6	10	8	1	0	0	0	1
0930	0	0	0	0	2	11	7	1	0	0	0	0
0945	0	0	1	0	1	8	7	6	0	0	0	0
1000	0	0	0	0	1	6	7	2	0	0	0	0
1015	0	0	0	1	2	9	4	3	1	0	0	0
1030	0	0	0	2	2	5	1	2	0	0	1	0
1045	0	0	0	0	3	6	5	1	0	0	0	1
1100	0	0	0	0	2	7	5	1	1	0	0	0
1115	0	0	0	0	3	9	5	2	0	0	0	0
1130	0	0	0	0	0	11	9	1	0	0	0	0
1145	0	0	0	0	3	6	11	0	0	0	0	0
1200	0	0	0	1	2	15	8	0	0	1	0	0
1215	0	0	0	0	2	9	6	3	0	0	0	0
1230	0	0	0	0	4	15	4	1	1	0	1	1
1245	0	0	0	0	1	12	8	4	1	0	0	1

1300	0	0	0	0	2	14	6	1	0	0	0	0
1315	0	0	0	0	0	16	6	1	0	0	0	1
1330	0	0	0	1	7	9	8	3	1	0	0	0
1345	0	0	0	0	1	12	5	1	0	0	0	0
1400	0	0	0	0	4	9	12	3	0	0	0	0
1415	0	0	0	0	2	5	9	3	0	0	0	0
1430	0	0	0	1	1	8	17	1	0	0	0	0
1445	0	0	1	2	4	17	12	2	0	0	0	0
1500	0	0	0	1	1	13	13	0	0	0	0	0
1515	0	0	0	0	1	21	8	4	0	0	1	0
1530	0	0	0	0	3	10	10	2	0	0	0	0
1545	0	0	0	0	4	16	13	2	1	0	0	0
1600	0	0	1	0	4	19	6	1	0	0	0	0
1615	0	0	0	0	2	8	10	0	0	0	0	0
1630	0	0	0	0	5	10	8	1	0	0	0	0
1645	0	0	0	0	5	7	10	2	0	0	0	0
1700	0	0	0	1	7	15	7	2	0	0	0	0
1715	0	0	0	0	0	15	6	0	0	0	0	0
1730	0	0	0	0	4	9	11	4	0	0	0	0
1745	0	0	0	1	3	13	11	5	0	1	0	0
1800	0	0	0	1	6	14	14	6	0	0	0	0
1815	0	0	1	2	2	14	13	2	0	0	0	0
1830	0	0	0	1	0	11	5	3	2	0	0	0
1845	0	0	0	0	2	6	14	1	1	0	0	0
1900	0	0	0	0	0	2	10	2	1	0	0	0
1915	0	0	0	0	1	6	5	2	1	0	0	0
1930	0	0	0	0	0	4	7	3	2	0	0	0
1945	0	0	0	0	0	5	9	1	0	0	0	0
2000	0	0	1	1	1	6	6	4	0	0	1	0
2015	0	0	0	0	0	4	2	2	1	0	0	0
2030	0	0	0	0	1	3	1	0	0	0	0	0
2045	0	0	0	0	0	0	4	1	2	0	0	0
2100	0	0	0	0	0	5	2	3	0	0	0	0
2115	0	0	0	0	0	0	2	1	0	0	0	0
2130	0	0	0	0	0	2	3	0	0	0	0	0
2145	0	0	0	0	0	2	1	0	0	0	0	0
2200	0	0	0	0	1	2	2	0	0	0	0	0
2215	0	0	0	0	0	1	0	1	1	0	0	0
2230	0	0	0	0	0	3	2	0	1	0	0	0
2245	0	0	0	0	0	1	1	1	0	0	0	0
2300	0	0	0	0	0	2	0	2	1	0	0	0
2315	0	0	0	0	0	0	2	1	0	0	0	0
2330	0	0	0	0	0	1	1	1	0	0	0	0
2345	0	0	0	0	0	0	1	0	0	0	0	0
07-19	0	0	5	16	127	519	413	92	11	5	4	7
06-22	0	0	7	17	130	561	469	114	19	6	5	7
06-00	0	0	7	17	131	571	478	120	22	6	5	7
00-00	0	0	7	18	132	573	482	120	23	6	5	7

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
--	0	5	40	179	906	3550	3176	759	132	35	45	33



Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0 -	-		0	0	0	0	0	0	
0 35.5 -			0	0	0	0	0	0	
0 37.2 -			0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 33.8 -			0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 32.2 -			0	0	0	0	0	0	
0 30.6 -			0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 32.3 -			0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 32.2 -			0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 37.5 -			0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 34.6 -			0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 27.1 -			0	0	0	0	0	0	
0 34.8 -			0	0	0	0	0	0	
0 30.4 -			0	0	0	0	0	0	
0 32.7 35.3			0	0	0	0	0	0	
0 29.2 31.8			0	0	0	0	0	0	
1 32.1 35.1			1	2.6	0	0	0	0	
0 33.6 37.4			0	0	0	0	0	0	
0 29.6 33.8			0	0	0	0	0	0	
0 29.4 33.6			0	0	0	0	0	0	
0 29.4 32.9			0	0	0	0	0	0	
0 31.7 33.6			0	0	0	0	0	0	
0 29.7 34			0	0	0	0	0	0	
0 27.2 30			0	0	0	0	0	0	
0 29.7 33.6			0	0	0	0	0	0	
0 29.9 33.8			0	0	0	0	0	0	
0 31.1 33.6			0	0	0	0	0	0	
1 30.1 35.1			1	5	0	0	0	0	
0 29.5 31.5			0	0	0	0	0	0	
1 31.4 32.2			1	6.7	1	6.7	0	0	

0	29.1	33.6	0	0	0	0	0	0	0
0	30.7	32.9	0	0	0	0	0	0	0
0	28.9	30.9	0	0	0	0	0	0	0
0	30.2	32.4	0	0	0	0	0	0	0
0	27.7	32.4	0	0	0	0	0	0	0
0	29.4	31.8	0	0	0	0	0	0	0
0	28.9	31.3	0	0	0	0	0	0	0
0	31.3	34.7	0	0	0	0	0	0	0
0	29.6	32.7	0	0	0	0	0	0	0
0	29.8	33.1	0	0	0	0	0	0	0
0	30.1	34	0	0	0	0	0	0	0
0	28.6	31.1	0	0	0	0	0	0	0
0	31.2	34.2	0	0	0	0	0	0	0
1	31.2	34.4	1	4.5	0	0	0	0	0
0	28.3	32.4	0	0	0	0	0	0	0
0	30.9	34	0	0	0	0	0	0	0
0	29.8	34.9	0	0	0	0	0	0	0
0	29.6	31.8	0	0	0	0	0	0	0
0	28.9	31.5	0	0	0	0	0	0	0
0	28.4	33.3	0	0	0	0	0	0	0
0	28.4	31.8	0	0	0	0	0	0	0
0	28.5	31.5	0	0	0	0	0	0	0
0	30.8	34.7	0	0	0	0	0	0	0
0	29.9	33.1	0	0	0	0	0	0	0
0	30.1	34.7	0	0	0	0	0	0	0
0	31.3	34.9	0	0	0	0	0	0	0
0	31.3	34	0	0	0	0	0	0	0
0	31.6	35.6	0	0	0	0	0	0	0
0	30.1	33.3	0	0	0	0	0	0	0
0	30.3	33.8	0	0	0	0	0	0	0
0	28.2	34.9	0	0	0	0	0	0	0
0	30.7	33.6	0	0	0	0	0	0	0
0	30.8	34.7	0	0	0	0	0	0	0
0	29.9	32.4	0	0	0	0	0	0	0
0	31.9	38	0	0	0	0	0	0	0
0	28.8	32.9	0	0	0	0	0	0	0
0	30.2 -		0	0	0	0	0	0	0
0	28.7 -		0	0	0	0	0	0	0
0	31.9 -		0	0	0	0	0	0	0
0	28.5 -		0	0	0	0	0	0	0
0	31.7 -		0	0	0	0	0	0	0
0	30.1 -		0	0	0	0	0	0	0
0	22.4 -		0	0	0	0	0	0	0
0	31	32.2	0	0	0	0	0	0	0
0	30.6 -		0	0	0	0	0	0	0
0	28.8 -		0	0	0	0	0	0	0
0	34 -		0	0	0	0	0	0	0
0	30.8 -		0	0	0	0	0	0	0
0	37.6 -		0	0	0	0	0	0	0
0	33.5 -		0	0	0	0	0	0	0
0	29.7 -		0	0	0	0	0	0	0
4	30	33.8	4	0.3	1	0.1	0	0	
4	30	34	4	0.3	1	0.1	0	0	
4	30.1	34	4	0.3	1	0.1	0	0	
4	30.1	34	4	0.3	1	0.1	0	0	

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	31.3 -		0	0	0	0	0	0	
0	31.5 -		0	0	0	0	0	0	
0	36.2 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	20.7 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	23.4 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	31.7 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	34.4 -		0	0	0	0	0	0	
0	30.8 -		0	0	0	0	0	0	
0	31.2 -		0	0	0	0	0	0	
0	30.2 -		0	0	0	0	0	0	
0	27.8 30.4		0	0	0	0	0	0	
0	30.5 35.8		0	0	0	0	0	0	
0	29.8 34		0	0	0	0	0	0	
0	31.2 33.1		0	0	0	0	0	0	
0	30.6 33.8		0	0	0	0	0	0	
0	29.4 32.7		0	0	0	0	0	0	
0	32.2 36.9		0	0	0	0	0	0	
0	30 32.7		0	0	0	0	0	0	
0	29.6 32.7		0	0	0	0	0	0	
0	28.8 32.7		0	0	0	0	0	0	
0	26.5 31.5		0	0	0	0	0	0	
2	31.7 36	2	6.7	0	0	0	0	0	
0	29.7 33.6		0	0	0	0	0	0	
0	27.5 28.6		0	0	0	0	0	0	
0	30 33.3		0	0	0	0	0	0	
0	28.5 31.5		0	0	0	0	0	0	
0	28.4 32.4		0	0	0	0	0	0	
0	30 32.4		0	0	0	0	0	0	
0	30.1 33.1		0	0	0	0	0	0	
0	29.7 32		0	0	0	0	0	0	
0	27.7 31.5		0	0	0	0	0	0	
0	30.1 32.2		0	0	0	0	0	0	
0	27 31.3		0	0	0	0	0	0	
0	28 30.9		0	0	0	0	0	0	
0	30.5 33.6		0	0	0	0	0	0	
0	30.6 34.9		0	0	0	0	0	0	

0	30 34	0	0	0	0	0	0
0	28.7 33.6	0	0	0	0	0	0
0	27.5 31.5	0	0	0	0	0	0
0	29.4 32	0	0	0	0	0	0
0	28.8 32	0	0	0	0	0	0
0	31.6 37.1	0	0	0	0	0	0
0	29.2 34.7	0	0	0	0	0	0
0	28.9 33.1	0	0	0	0	0	0
0	27.8 31.1	0	0	0	0	0	0
0	30.4 36.7	0	0	0	0	0	0
0	28.6 32.2	0	0	0	0	0	0
0	29.5 32.4	0	0	0	0	0	0
0	29.2 33.3	0	0	0	0	0	0
0	30.6 34.7	0	0	0	0	0	0
0	28.8 31.5	0	0	0	0	0	0
0	30.5 33.6	0	0	0	0	0	0
0	29.7 33.6	0	0	0	0	0	0
0	30.4 35.1	0	0	0	0	0	0
0	31.3 35.1	0	0	0	0	0	0
0	32 36.7	0	0	0	0	0	0
0	29 33.3	0	0	0	0	0	0
0	32.7 35.8	0	0	0	0	0	0
0	26.6 -	0	0	0	0	0	0
0	30.7 33.1	0	0	0	0	0	0
0	30.6 -	0	0	0	0	0	0
0	32.6 -	0	0	0	0	0	0
0	29.3 -	0	0	0	0	0	0
0	29.2 -	0	0	0	0	0	0
0	32.7 -	0	0	0	0	0	0
0	32.3 -	0	0	0	0	0	0
0	34.5 -	0	0	0	0	0	0
0	29.6 31.5	0	0	0	0	0	0
0	29.9 36.2	0	0	0	0	0	0
0	29.9 -	0	0	0	0	0	0
0	30.3 -	0	0	0	0	0	0
0	30.8 -	0	0	0	0	0	0
0	32.4 -	0	0	0	0	0	0
0	29.5 -	0	0	0	0	0	0
0	28.4 -	0	0	0	0	0	0
0	27.2 -	0	0	0	0	0	0
2	29.6 33.6	2	0.2	0	0	0	0
2	29.8 33.8	2	0.1	0	0	0	0
2	29.8 33.8	2	0.1	0	0	0	0
2	29.8 33.8	2	0.1	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	30.9 -		0	0	0	0	0	0	
0	31.1 -		0	0	0	0	0	0	
0	36.7 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	40.7 -		0	0	0	0	0	0	
0	26.1 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	

0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	31.6	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	36.2	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	31	-	0	0	0	0	0	0
0	30.2	-	0	0	0	0	0	0
0	27.7	-	0	0	0	0	0	0
0	27.6	-	0	0	0	0	0	0
0	32.7	34.7	0	0	0	0	0	0
0	30.3	33.8	0	0	0	0	0	0
0	29.1	32	0	0	0	0	0	0
0	29.7	32.9	0	0	0	0	0	0
0	31.1	34.4	0	0	0	0	0	0
1	31.7	33.8	1	3	1	3	0	0
0	29.3	32.4	0	0	0	0	0	0
0	33.3	35.3	0	0	0	0	0	0
0	29	33.3	0	0	0	0	0	0
0	27.6	30.4	0	0	0	0	0	0
0	30.5	32.4	0	0	0	0	0	0
0	29.9	32.4	0	0	0	0	0	0
0	32.7	-	0	0	0	0	0	0
0	31.4	32.2	0	0	0	0	0	0
0	30.2	32.7	0	0	0	0	0	0
0	29.3	33.1	0	0	0	0	0	0
0	30.2	34.4	0	0	0	0	0	0
0	27.2	31.3	0	0	0	0	0	0
0	30.5	34.2	0	0	0	0	0	0
0	28.1	31.3	0	0	0	0	0	0
0	32.5	36.9	0	0	0	0	0	0
0	29.2	32.4	0	0	0	0	0	0
0	28.2	32.4	0	0	0	0	0	0
0	32	36.9	0	0	0	0	0	0
0	28.9	30.6	0	0	0	0	0	0
0	28.2	30.6	0	0	0	0	0	0
0	28.9	33.3	0	0	0	0	0	0
0	31	34.2	0	0	0	0	0	0
0	31.7	35.6	0	0	0	0	0	0
0	30.7	32.2	0	0	0	0	0	0
0	30.2	34	0	0	0	0	0	0
0	30.4	33.8	0	0	0	0	0	0
0	31	34.7	0	0	0	0	0	0
0	27.3	30.2	0	0	0	0	0	0
0	30.1	35.3	0	0	0	0	0	0
0	28.9	33.1	0	0	0	0	0	0
0	27.4	30.9	0	0	0	0	0	0
0	30.1	36.5	0	0	0	0	0	0
0	30.5	35.1	0	0	0	0	0	0

0	31.1 -	0	0	0	0	0	0
0	31.9 -	0	0	0	0	0	0
0	32.6 -	0	0	0	0	0	0
0	31.7 -	0	0	0	0	0	0
0	34.2 -	0	0	0	0	0	0
0	29.8 -	0	0	0	0	0	0
1	32.2 -	1	16.7	0	0	0	0
0	29.3 -	0	0	0	0	0	0
0	30.9 -	0	0	0	0	0	0
1	31.7 -	1	11.1	1	11.1	0	0
0	26.1 31.3	0	0	0	0	0	0
0	29.7 34.9	0	0	0	0	0	0
0	31 -	0	0	0	0	0	0
0	30.5 33.3	0	0	0	0	0	0
0	29.3 33.8	0	0	0	0	0	0
0	30.1 32.2	0	0	0	0	0	0
0	29.2 34	0	0	0	0	0	0
0	29.9 35.1	0	0	0	0	0	0
0	29.3 32.9	0	0	0	0	0	0
0	30.5 35.6	0	0	0	0	0	0
0	30.2 34.9	0	0	0	0	0	0
0	30.2 36.7	0	0	0	0	0	0
0	31.1 34.9	0	0	0	0	0	0
0	30.8 33.6	0	0	0	0	0	0
0	29.9 34.4	0	0	0	0	0	0
0	30.8 35.1	0	0	0	0	0	0
0	30.9 33.3	0	0	0	0	0	0
0	30 34	0	0	0	0	0	0
0	28.8 32.4	0	0	0	0	0	0
0	28.9 32.4	0	0	0	0	0	0
0	29.3 32.4	0	0	0	0	0	0
0	28.5 32	0	0	0	0	0	0
0	28.8 32.7	0	0	0	0	0	0
0	30.1 34.7	0	0	0	0	0	0
0	32.4 37.4	0	0	0	0	0	0
0	29.9 33.3	0	0	0	0	0	0
0	27.2 31.3	0	0	0	0	0	0
0	31.1 32.9	0	0	0	0	0	0
0	31.3 -	0	0	0	0	0	0
0	31.2 36	0	0	0	0	0	0
0	31.6 33.8	0	0	0	0	0	0
0	30.4 33.8	0	0	0	0	0	0
0	30.3 -	0	0	0	0	0	0
0	33.8 -	0	0	0	0	0	0
0	32.5 -	0	0	0	0	0	0
0	31.6 -	0	0	0	0	0	0
0	29.6 31.5	0	0	0	0	0	0
0	31.6 -	0	0	0	0	0	0
0	29.2 -	0	0	0	0	0	0
0	30.8 -	0	0	0	0	0	0
0	31 -	0	0	0	0	0	0
0	30 -	0	0	0	0	0	0
0	29.4 -	0	0	0	0	0	0
0	29.9 -	0	0	0	0	0	0
0	28.2 -	0	0	0	0	0	0
0	29.6 -	0	0	0	0	0	0
0	30.1 -	0	0	0	0	0	0
0	32.7 -	0	0	0	0	0	0
0	36.5 -	0	0	0	0	0	0

0	30.5 -	0	0	0	0	0	0
0	29.3 -	0	0	0	0	0	0
0	27.3 -	0	0	0	0	0	0
0	-	0	0	0	0	0	0
0	36.6 -	0	0	0	0	0	0
0	-	0	0	0	0	0	0
0	31.2 -	0	0	0	0	0	0
2	30.1 34.4	2	0.3	1	0.1	0	0
2	30.1 34.4	2	0.3	1	0.1	0	0
2	30.1 34.4	2	0.3	1	0.1	0	0
2	30.2 34.4	2	0.2	1	0.1	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	38.4 -		0	0	0	0	0	0	
0	29.4 -		0	0	0	0	0	0	
0	27 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	29.1 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	34.6 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	32.1 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	34.5 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	43.3 -		0	0	0	0	0	0	
0	27.4 -		0	0	0	0	0	0	
0	32.4 -		0	0	0	0	0	0	
0	29.7 -		0	0	0	0	0	0	
0	31.9 -		0	0	0	0	0	0	
0	31.6 33.8		0	0	0	0	0	0	
0	27.6 30		0	0	0	0	0	0	
0	30.8 34.7		0	0	0	0	0	0	
1	31.2 35.1	1	3.6	0	0	0	0	0	
0	26.9 32.7	0	0	0	0	0	0	0	
1	31.6 33.8	1	2.1	1	2.1	0	0	0	
1	30.8 32	1	5.6	0	0	0	0	0	
0	32.6 38.5	0	0	0	0	0	0	0	
1	29.8 31.5	1	4.5	1	4.5	0	0	0	
1	32.6 34.9	1	5.9	0	0	0	0	0	
0	28 33.3	0	0	0	0	0	0	0	
0	28.5 33.3	0	0	0	0	0	0	0	

0	29.8	34.4	0	0	0	0	0	0
0	28.2	31.5	0	0	0	0	0	0
0	28.5	30.9	0	0	0	0	0	0
0	27.8	32.4	0	0	0	0	0	0
1	29.5	31.5	1	4	0	0	0	0
0	29.8	32.4	0	0	0	0	0	0
0	29	33.6	0	0	0	0	0	0
0	27.9	31.1	0	0	0	0	0	0
0	29.5	32.4	0	0	0	0	0	0
1	30.6	35.8	1	3.3	0	0	0	0
0	33.1	37.1	0	0	0	0	0	0
0	30.3	32.2	0	0	0	0	0	0
0	30.5	33.1	0	0	0	0	0	0
0	29.2	31.5	0	0	0	0	0	0
0	27 -		0	0	0	0	0	0
0	29.9	34	0	0	0	0	0	0
0	29.1	31.3	0	0	0	0	0	0
0	31	32.9	0	0	0	0	0	0
1	30.4	32.2	1	2.4	0	0	0	0
0	29.3	32.9	0	0	0	0	0	0
0	31.1	36	0	0	0	0	0	0
0	27.8	31.8	0	0	0	0	0	0
0	28	31.3	0	0	0	0	0	0
0	30.9	35.8	0	0	0	0	0	0
0	29.5	32.7	0	0	0	0	0	0
0	29.3	31.5	0	0	0	0	0	0
0	29	32.9	0	0	0	0	0	0
0	28.7	32.2	0	0	0	0	0	0
1	30.4	35.6	1	3.3	0	0	0	0
0	30.4	34.4	0	0	0	0	0	0
0	29.6	33.8	0	0	0	0	0	0
0	29.3	34.7	0	0	0	0	0	0
0	30.5	33.6	0	0	0	0	0	0
0	29.2	32.9	0	0	0	0	0	0
0	35.3	39.1	0	0	0	0	0	0
0	27.1	33.1	0	0	0	0	0	0
0	29.3	31.8	0	0	0	0	0	0
0	28.2	32.4	0	0	0	0	0	0
0	28.7	33.1	0	0	0	0	0	0
0	29.6	32.4	0	0	0	0	0	0
0	32.5 -		0	0	0	0	0	0
0	32.6 -		0	0	0	0	0	0
0	30.6 -		0	0	0	0	0	0
0	31.9 -		0	0	0	0	0	0
0	28.5 -		0	0	0	0	0	0
0	29.2 -		0	0	0	0	0	0
0	33.9 -		0	0	0	0	0	0
0	31.4 -		0	0	0	0	0	0
0	32.9 -		0	0	0	0	0	0
0	29 -		0	0	0	0	0	0
0	29.9 -		0	0	0	0	0	0
0	30.3 -		0	0	0	0	0	0
0	34.6 -		0	0	0	0	0	0
0	43.7 -		0	0	0	0	0	0
0	27.1 -		0	0	0	0	0	0
9	29.8	33.8	9	0.7	2	0.2	0	0
9	29.8	33.8	9	0.7	2	0.1	0	0
9	29.8	33.8	9	0.7	2	0.1	0	0
9	29.8	34	9	0.7	2	0.1	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	42.5 -		0	0	0	0	0	0	
0	28.2 -		0	0	0	0	0	0	
0	28.8 -		0	0	0	0	0	0	
0	16.9 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	33 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	32.4 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	32.6 -		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	-		0	0	0	0	0	0	
0	26.1 -		0	0	0	0	0	0	
0	40.6 -		0	0	0	0	0	0	
0	26.6 -		0	0	0	0	0	0	
0	30.4 -		0	0	0	0	0	0	
0	34 -		0	0	0	0	0	0	
0	28.8 -		0	0	0	0	0	0	
0	30.7	32.7	0	0	0	0	0	0	
0	28.9	30.4	0	0	0	0	0	0	
0	29.9	33.1	0	0	0	0	0	0	
0	32.3	36.9	0	0	0	0	0	0	
0	30.2	34.2	0	0	0	0	0	0	
0	30.1	33.1	0	0	0	0	0	0	
0	31	33.6	0	0	0	0	0	0	
0	30	32.7	0	0	0	0	0	0	
0	29.4	33.1	0	0	0	0	0	0	
1	30.8	34.2	1	4.5	0	0	0	0	
0	30.8	35.1	0	0	0	0	0	0	
0	31	34	0	0	0	0	0	0	
0	29.4	35.1	0	0	0	0	0	0	
0	29.8	35.1	0	0	0	0	0	0	
0	30.5	32.7	0	0	0	0	0	0	
0	29.9	34	0	0	0	0	0	0	
0	29.2	33.8	0	0	0	0	0	0	
1	32.1	33.8	1	4.5	0	0	0	0	
0	29.3	32	0	0	0	0	0	0	
0	28.7	32.4	0	0	0	0	0	0	
0	30	33.1	0	0	0	0	0	0	
0	30.4	33.1	0	0	0	0	0	0	
0	32.1	38.5	0	0	0	0	0	0	

0	28.6	32	0	0	0	0	0	0
0	30.1	30.6	0	0	0	0	0	0
0	29	33.6	0	0	0	0	0	0
0	28.7	31.3	0	0	0	0	0	0
0	29.9	32.7	0	0	0	0	0	0
0	30.6	33.6	0	0	0	0	0	0
0	30.1	33.6	0	0	0	0	0	0
1	29.2	32.7	1	2.6	0	0	0	0
0	29.3	33.1	0	0	0	0	0	0
0	30.3	34.2	0	0	0	0	0	0
1	31.3	34.7	1	3.8	0	0	0	0
0	30	33.1	0	0	0	0	0	0
0	27.6	30.4	0	0	0	0	0	0
0	29.1	32	0	0	0	0	0	0
0	28.7	32	0	0	0	0	0	0
0	29.6	32.9	0	0	0	0	0	0
0	27.9	31.8	0	0	0	0	0	0
0	29.2	32.9	0	0	0	0	0	0
0	30.2	34.2	0	0	0	0	0	0
0	30.8	35.6	0	0	0	0	0	0
0	29.8	34.4	0	0	0	0	0	0
0	28.6	33.6	0	0	0	0	0	0
0	30.6	36	0	0	0	0	0	0
0	30.6	33.3	0	0	0	0	0	0
1	35.3	37.1	1	6.3	1	6.3	0	0
0	31.5	35.8	0	0	0	0	0	0
1	34.9	39.1	1	5.9	0	0	0	0
0	31.2	33.3	0	0	0	0	0	0
0	30.5	36.5	0	0	0	0	0	0
0	32.7 -		0	0	0	0	0	0
0	27.3 -		0	0	0	0	0	0
0	35.4 -		0	0	0	0	0	0
0	31.6 -		0	0	0	0	0	0
0	34.9 -		0	0	0	0	0	0
0	30.3 -		0	0	0	0	0	0
0	28.8 -		0	0	0	0	0	0
1	36.5 -		1	16.7	1	16.7	1	16.7
0	36.3 -		0	0	0	0	0	0
0	31.4 -		0	0	0	0	0	0
0	31.9 -		0	0	0	0	0	0
0	33.6 -		0	0	0	0	0	0
0	32.7 -		0	0	0	0	0	0
0	31.8 -		0	0	0	0	0	0
0	33.9 -		0	0	0	0	0	0
4	29.9	33.6	4	0.3	0	0	0	0
6	30.1	34	6	0.4	1	0.1	0	0
7	30.2	34	7	0.5	2	0.1	1	0.1
7	30.2	34	7	0.5	2	0.1	1	0.1

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	60	60	68	68	75	75	
130					ACPO	ACPO	DFT	DFT	
30	30	34	30	0.3	7	0.1	1	0	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-581

Site Name - HARE HATCH-13017-1

Description - MUMBERY HILL [60M]

Direction - West

07 December 2016

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0
0615	5	0	5	0	0	0	0	0	0	0	0	0
0630	5	0	5	0	0	0	0	0	0	0	0	0
0645	10	0	9	0	1	0	0	0	0	0	0	0
0700	14	0	14	0	0	0	0	0	0	0	0	0
0715	18	0	17	0	1	0	0	0	0	0	0	0
0730	38	0	37	0	0	1	0	0	0	0	0	0
0745	52	1	49	0	1	1	0	0	0	0	0	0
0800	32	1	30	0	1	0	0	0	0	0	0	0
0815	31	0	31	0	0	0	0	0	0	0	0	0
0830	36	0	36	0	0	0	0	0	0	0	0	0
0845	55	1	53	0	0	1	0	0	0	0	0	0
0900	34	0	34	0	0	0	0	0	0	0	0	0
0915	29	0	27	0	2	0	0	0	0	0	0	0
0930	28	0	22	0	6	0	0	0	0	0	0	0
0945	17	0	17	0	0	0	0	0	0	0	0	0
1000	24	0	20	1	2	1	0	0	0	0	0	0
1015	13	0	12	0	0	1	0	0	0	0	0	0
1030	33	0	30	0	3	0	0	0	0	0	0	0
1045	21	0	20	0	0	1	0	0	0	0	0	0
1100	23	0	21	1	1	0	0	0	0	0	0	0

1115	23	0	19	0	4	0	0	0	0	0	0	0
1130	21	1	20	0	0	0	0	0	0	0	0	0
1145	14	1	13	0	0	0	0	0	0	0	0	0
1200	23	0	22	0	1	0	0	0	0	0	0	0
1215	16	0	14	0	2	0	0	0	0	0	0	0
1230	13	0	10	0	2	0	0	0	1	0	0	0
1245	23	0	22	0	1	0	0	0	0	0	0	0
1300	18	0	16	0	2	0	0	0	0	0	0	0
1315	20	0	17	0	3	0	0	0	0	0	0	0
1330	26	2	24	0	0	0	0	0	0	0	0	0
1345	22	0	22	0	0	0	0	0	0	0	0	0
1400	15	0	14	0	1	0	0	0	0	0	0	0
1415	15	0	14	0	1	0	0	0	0	0	0	0
1430	25	0	22	0	3	0	0	0	0	0	0	0
1445	18	0	18	0	0	0	0	0	0	0	0	0
1500	28	0	27	0	1	0	0	0	0	0	0	0
1515	47	0	47	0	0	0	0	0	0	0	0	0
1530	25	0	25	0	0	0	0	0	0	0	0	0
1545	25	0	25	0	0	0	0	0	0	0	0	0
1600	26	0	25	0	1	0	0	0	0	0	0	0
1615	27	0	27	0	0	0	0	0	0	0	0	0
1630	24	0	23	1	0	0	0	0	0	0	0	0
1645	15	0	14	0	1	0	0	0	0	0	0	0
1700	16	0	14	0	2	0	0	0	0	0	0	0
1715	19	0	19	0	0	0	0	0	0	0	0	0
1730	24	0	23	0	1	0	0	0	0	0	0	0
1745	14	0	14	0	0	0	0	0	0	0	0	0
1800	21	0	20	0	1	0	0	0	0	0	0	0
1815	15	0	14	0	1	0	0	0	0	0	0	0
1830	15	0	15	0	0	0	0	0	0	0	0	0
1845	14	0	14	0	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	0
1915	10	0	10	0	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0	0
1945	11	0	11	0	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0
2030	8	1	6	0	1	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0
2115	6	0	5	0	1	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0
07-19	1145	7	1083	3	45	6	0	0	1	0	0	0
06-22	1250	8	1184	3	48	6	0	0	1	0	0	0
06-00	1276	8	1210	3	48	6	0	0	1	0	0	0
00-00	1285	8	1218	3	49	6	0	0	1	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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	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	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	2	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	
0515	1	0	1	0	0	0	0	0	0	0	0	
0530	4	0	4	0	0	0	0	0	0	0	0	
0545	2	0	2	0	0	0	0	0	0	0	0	
0600	2	0	2	0	0	0	0	0	0	0	0	
0615	4	0	4	0	0	0	0	0	0	0	0	
0630	7	0	7	0	0	0	0	0	0	0	0	
0645	13	1	11	0	1	0	0	0	0	0	0	
0700	18	0	17	0	1	0	0	0	0	0	0	
0715	17	0	17	0	0	0	0	0	0	0	0	
0730	43	0	42	0	1	0	0	0	0	0	0	
0745	40	0	38	0	2	0	0	0	0	0	0	
0800	42	1	41	0	0	0	0	0	0	0	0	
0815	39	0	39	0	0	0	0	0	0	0	0	
0830	43	0	42	0	1	0	0	0	0	0	0	
0845	52	0	49	0	3	0	0	0	0	0	0	
0900	33	0	31	0	2	0	0	0	0	0	0	
0915	30	0	28	0	2	0	0	0	0	0	0	
0930	38	0	37	0	1	0	0	0	0	0	0	
0945	32	0	31	0	0	1	0	0	0	0	0	
1000	24	0	23	0	1	0	0	0	0	0	0	
1015	28	0	26	0	2	0	0	0	0	0	0	
1030	29	2	23	0	4	0	0	0	0	0	0	
1045	28	1	21	0	6	0	0	0	0	0	0	
1100	23	0	22	1	0	0	0	0	0	0	0	
1115	18	0	15	0	1	1	0	0	1	0	0	
1130	29	0	29	0	0	0	0	0	0	0	0	
1145	21	1	19	0	1	0	0	0	0	0	0	
1200	18	0	18	0	0	0	0	0	0	0	0	
1215	20	1	17	0	2	0	0	0	0	0	0	
1230	16	0	15	0	1	0	0	0	0	0	0	
1245	21	0	20	0	1	0	0	0	0	0	0	
1300	21	0	21	0	0	0	0	0	0	0	0	
1315	11	0	11	0	0	0	0	0	0	0	0	
1330	12	1	11	0	0	0	0	0	0	0	0	
1345	21	0	21	0	0	0	0	0	0	0	0	

1400	17	0	15	0	2	0	0	0	0	0	0
1415	9	0	9	0	0	0	0	0	0	0	0
1430	17	0	17	0	0	0	0	0	0	0	0
1445	17	0	16	0	1	0	0	0	0	0	0
1500	35	0	34	0	1	0	0	0	0	0	0
1515	53	0	50	0	1	0	0	0	2	0	0
1530	27	0	25	0	2	0	0	0	0	0	0
1545	24	0	22	0	2	0	0	0	0	0	0
1600	24	0	24	0	0	0	0	0	0	0	0
1615	25	0	23	0	2	0	0	0	0	0	0
1630	26	0	26	0	0	0	0	0	0	0	0
1645	20	0	20	0	0	0	0	0	0	0	0
1700	14	0	13	0	1	0	0	0	0	0	0
1715	22	0	21	0	1	0	0	0	0	0	0
1730	24	0	24	0	0	0	0	0	0	0	0
1745	21	0	21	0	0	0	0	0	0	0	0
1800	23	0	21	0	1	1	0	0	0	0	0
1815	22	0	20	1	1	0	0	0	0	0	0
1830	14	0	12	0	2	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0
1900	16	0	16	0	0	0	0	0	0	0	0
1915	10	0	10	0	0	0	0	0	0	0	0
1930	18	0	18	0	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0
2000	9	0	8	0	1	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0
2030	5	0	4	0	0	1	0	0	0	0	0
2045	8	0	8	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2115	4	0	4	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	3	0	3	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0
07-19	1211	7	1147	2	49	3	0	0	3	0	0
06-22	1334	8	1266	2	51	4	0	0	3	0	0
06-00	1359	8	1291	2	51	4	0	0	3	0	0
00-00	1373	8	1304	2	52	4	0	0	3	0	0

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[illegible]

0730	4	0	4	0	0	0	0	0	0	0	0
0745	6	1	5	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0
0815	5	0	5	0	0	0	0	0	0	0	0
0830	3	0	3	0	0	0	0	0	0	0	0
0845	6	0	6	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0
0915	12	0	12	0	0	0	0	0	0	0	0
0930	8	0	7	0	1	0	0	0	0	0	0
0945	18	0	18	0	0	0	0	0	0	0	0
1000	22	1	21	0	0	0	0	0	0	0	0
1015	21	0	21	0	0	0	0	0	0	0	0
1030	32	1	31	0	0	0	0	0	0	0	0
1045	19	1	18	0	0	0	0	0	0	0	0
1100	17	0	16	0	1	0	0	0	0	0	0
1115	20	0	20	0	0	0	0	0	0	0	0
1130	15	3	12	0	0	0	0	0	0	0	0
1145	25	0	25	0	0	0	0	0	0	0	0
1200	23	1	22	0	0	0	0	0	0	0	0
1215	21	1	20	0	0	0	0	0	0	0	0
1230	19	1	18	0	0	0	0	0	0	0	0
1245	17	0	17	0	0	0	0	0	0	0	0
1300	18	0	18	0	0	0	0	0	0	0	0
1315	17	1	14	1	0	1	0	0	0	0	0
1330	15	0	15	0	0	0	0	0	0	0	0
1345	8	0	8	0	0	0	0	0	0	0	0
1400	22	0	22	0	0	0	0	0	0	0	0
1415	15	0	15	0	0	0	0	0	0	0	0
1430	16	0	15	1	0	0	0	0	0	0	0
1445	13	1	12	0	0	0	0	0	0	0	0
1500	13	1	11	0	1	0	0	0	0	0	0
1515	29	0	28	1	0	0	0	0	0	0	0
1530	18	0	18	0	0	0	0	0	0	0	0
1545	14	0	14	0	0	0	0	0	0	0	0
1600	11	0	11	0	0	0	0	0	0	0	0
1615	17	0	17	0	0	0	0	0	0	0	0
1630	17	0	16	0	0	1	0	0	0	0	0
1645	8	0	8	0	0	0	0	0	0	0	0
1700	9	0	9	0	0	0	0	0	0	0	0
1715	10	0	10	0	0	0	0	0	0	0	0
1730	5	0	5	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	8	0	8	0	0	0	0	0	0	0	0
1830	6	0	6	0	0	0	0	0	0	0	0
1845	8	0	8	0	0	0	0	0	0	0	0
1900	10	0	9	0	0	1	0	0	0	0	0
1915	11	0	10	0	1	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0
1945	11	0	11	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	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	1	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0
2115	4	0	3	0	1	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	3	0	3	0	0	0	0	0	0	0	0

2215	3	0	2	0	1	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	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	641	13	620	3	3	2	0	0	0	0	0
06-22	703	13	678	3	6	3	0	0	0	0	0
06-00	715	13	689	3	7	3	0	0	0	0	0
00-00	729	13	703	3	7	3	0	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0
0615	8	0	7	0	1	0	0	0	0	0	0	0
0630	11	0	10	0	1	0	0	0	0	0	0	0
0645	14	0	14	0	0	0	0	0	0	0	0	0
0700	9	0	9	0	0	0	0	0	0	0	0	0
0715	15	0	14	0	1	0	0	0	0	0	0	0
0730	35	0	33	0	1	1	0	0	0	0	0	0
0745	34	0	32	0	1	1	0	0	0	0	0	0
0800	47	0	46	0	1	0	0	0	0	0	0	0
0815	35	0	33	0	0	2	0	0	0	0	0	0
0830	21	0	18	1	0	2	0	0	0	0	0	0
0845	52	1	49	0	2	0	0	0	0	0	0	0
0900	37	0	35	0	0	2	0	0	0	0	0	0
0915	19	0	19	0	0	0	0	0	0	0	0	0
0930	28	0	24	0	3	1	0	0	0	0	0	0
0945	26	0	23	0	3	0	0	0	0	0	0	0
1000	31	0	29	0	2	0	0	0	0	0	0	0

1300	13	0	12	0	1	0	0	0	0	0	0	0
1315	15	0	14	0	1	0	0	0	0	0	0	0
1330	17	0	16	0	1	0	0	0	0	0	0	0
1345	13	0	12	0	1	0	0	0	0	0	0	0
1400	24	0	23	0	1	0	0	0	0	0	0	0
1415	28	0	26	1	1	0	0	0	0	0	0	0
1430	18	0	17	0	1	0	0	0	0	0	0	0
1445	29	0	23	0	5	0	0	0	1	0	0	0
1500	26	0	25	0	0	1	0	0	0	0	0	0
1515	52	0	52	0	0	0	0	0	0	0	0	0
1530	29	0	29	0	0	0	0	0	0	0	0	0
1545	30	1	28	0	1	0	0	0	0	0	0	0
1600	28	0	27	0	1	0	0	0	0	0	0	0
1615	24	0	24	0	0	0	0	0	0	0	0	0
1630	21	0	20	0	1	0	0	0	0	0	0	0
1645	21	0	19	0	2	0	0	0	0	0	0	0
1700	15	0	15	0	0	0	0	0	0	0	0	0
1715	27	0	27	0	0	0	0	0	0	0	0	0
1730	21	0	19	0	2	0	0	0	0	0	0	0
1745	19	0	19	0	0	0	0	0	0	0	0	0
1800	16	0	14	0	2	0	0	0	0	0	0	0
1815	16	0	16	0	0	0	0	0	0	0	0	0
1830	17	0	17	0	0	0	0	0	0	0	0	0
1845	9	0	9	0	0	0	0	0	0	0	0	0
1900	16	0	16	0	0	0	0	0	0	0	0	0
1915	10	0	10	0	0	0	0	0	0	0	0	0
1930	13	0	12	0	0	0	1	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0	0
2015	6	0	5	0	1	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0
07-19	1158	6	1100	1	42	7	0	1	1	0	0	
06-22	1287	6	1227	1	43	7	1	1	1	0	0	
06-00	1310	6	1250	1	43	7	1	1	1	0	0	
00-00	1325	6	1262	1	46	7	1	1	1	0	0	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	8462	51	8059	16	283	42	3	2	6	0	0	



Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	1	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	1	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	1	1	1	0	0	0
0545	0	0	0	0	0	0	0	2	2	0	0	0
0600	0	0	0	0	0	0	0	1	1	0	0	0
0615	0	0	0	0	0	0	0	4	1	0	0	0
0630	0	0	0	0	0	0	3	2	0	0	0	0
0645	0	0	0	0	0	0	2	6	2	0	0	0
0700	0	0	0	0	0	0	8	2	2	2	0	0
0715	0	0	0	0	1	7	4	5	1	0	0	0
0730	0	0	0	1	1	12	14	9	0	0	1	0
0745	0	0	0	3	0	16	23	8	2	0	0	0
0800	0	0	0	1	1	8	15	7	0	0	0	0
0815	0	0	0	0	0	5	18	8	0	0	0	0
0830	0	0	0	0	1	9	15	9	2	0	0	0
0845	0	0	1	0	5	16	20	12	1	0	0	0
0900	0	0	0	0	0	7	16	10	0	1	0	0
0915	0	0	0	0	3	10	8	7	1	0	0	0
0930	0	0	0	0	1	8	16	3	0	0	0	0
0945	0	0	0	0	0	4	12	1	0	0	0	0
1000	0	0	3	0	0	2	13	6	0	0	0	0
1015	0	0	0	0	2	4	5	2	0	0	0	0
1030	0	0	0	0	0	12	16	5	0	0	0	0
1045	0	0	0	0	0	5	9	7	0	0	0	0
1100	0	0	0	0	0	6	14	2	1	0	0	0

1115	0	0	1	1	0	8	10	3	0	0	0	0
1130	0	0	0	1	2	9	5	4	0	0	0	0
1145	0	0	1	0	0	7	4	2	0	0	0	0
1200	0	0	0	0	0	5	11	5	2	0	0	0
1215	0	0	0	0	2	6	7	1	0	0	0	0
1230	0	0	0	0	0	3	7	2	0	1	0	0
1245	0	0	0	0	0	4	10	4	5	0	0	0
1300	0	0	0	0	0	6	10	1	0	1	0	0
1315	0	0	0	0	0	3	10	6	1	0	0	0
1330	0	0	0	2	1	9	11	2	1	0	0	0
1345	0	0	0	0	0	8	7	4	3	0	0	0
1400	0	0	0	0	1	7	5	2	0	0	0	0
1415	0	0	0	0	2	6	5	2	0	0	0	0
1430	0	0	0	0	1	10	9	3	0	2	0	0
1445	0	0	0	1	0	2	10	5	0	0	0	0
1500	0	0	0	0	5	6	12	5	0	0	0	0
1515	0	0	0	1	3	14	25	4	0	0	0	0
1530	0	0	0	0	0	3	10	9	3	0	0	0
1545	0	0	0	0	3	11	6	5	0	0	0	0
1600	0	0	0	0	2	8	11	2	3	0	0	0
1615	0	0	0	0	3	13	5	6	0	0	0	0
1630	0	0	0	0	6	11	4	3	0	0	0	0
1645	0	0	0	0	2	5	7	0	1	0	0	0
1700	0	0	0	0	0	7	5	2	2	0	0	0
1715	0	0	0	3	2	9	2	2	1	0	0	0
1730	0	0	0	0	3	8	7	4	2	0	0	0
1745	0	0	0	0	2	8	3	1	0	0	0	0
1800	0	0	0	0	3	9	8	1	0	0	0	0
1815	0	0	0	0	0	7	4	2	2	0	0	0
1830	0	0	0	0	1	6	7	0	1	0	0	0
1845	0	0	0	0	1	6	5	1	1	0	0	0
1900	0	0	0	0	0	3	7	0	0	0	0	0
1915	0	0	0	0	1	3	3	3	0	0	0	0
1930	0	0	0	0	0	1	2	1	1	0	0	0
1945	0	0	0	0	0	3	3	5	0	0	0	0
2000	0	0	0	0	0	2	3	2	2	0	0	0
2015	0	0	0	0	0	4	0	1	0	0	0	0
2030	0	0	0	2	0	4	2	0	0	0	0	0
2045	0	0	0	0	0	0	1	1	0	1	0	0
2100	0	0	0	0	0	3	2	2	0	0	1	0
2115	0	0	0	0	0	4	2	0	0	0	0	0
2130	0	0	0	0	0	0	1	1	0	0	0	0
2145	0	0	0	0	1	0	4	1	0	0	0	0
2200	0	0	0	0	1	0	3	1	1	0	0	0
2215	0	0	0	0	1	2	1	1	0	0	0	0
2230	0	0	0	0	0	1	1	0	0	0	0	0
2245	0	0	0	0	0	1	3	0	0	0	0	0
2300	0	0	0	0	0	1	1	0	0	0	0	0
2315	0	0	0	0	0	0	1	1	0	0	0	0
2330	0	0	0	0	0	1	0	1	0	0	0	0
2345	0	0	0	0	0	0	0	1	2	0	0	0
07-19	0	0	6	14	60	355	468	196	38	7	1	0
06-22	0	0	6	16	62	382	503	226	45	8	2	0
06-00	0	0	6	16	64	388	513	231	48	8	2	0
00-00	0	0	6	16	64	388	515	234	51	9	2	0

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	1	0	0	0	0	0
0015	0	0	0	0	0	0	0	1	0	0	0	0
0030	0	0	0	0	0	0	0	1	0	0	0	0
0045	0	0	0	0	0	0	1	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	1	1	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	1	0	0	0	0
0530	0	0	0	0	0	1	1	0	2	0	0	0
0545	0	0	0	0	0	0	1	1	0	0	0	0
0600	0	0	0	0	0	0	1	0	1	0	0	0
0615	0	0	0	0	0	0	3	1	0	0	0	0
0630	0	0	0	0	0	0	3	3	1	0	0	0
0645	0	0	0	0	0	1	4	4	4	0	0	0
0700	0	0	0	0	0	2	5	11	0	0	0	0
0715	0	0	0	0	1	5	4	5	2	0	0	0
0730	0	0	0	0	0	8	29	4	1	1	0	0
0745	0	0	0	0	1	17	16	5	0	0	0	1
0800	0	0	0	1	2	18	13	7	1	0	0	0
0815	0	0	0	0	2	18	16	3	0	0	0	0
0830	0	0	0	0	0	13	20	10	0	0	0	0
0845	0	0	0	0	2	15	27	7	1	0	0	0
0900	0	0	0	0	1	11	12	7	2	0	0	0
0915	0	0	0	0	2	5	18	4	1	0	0	0
0930	0	0	0	0	5	10	15	5	3	0	0	0
0945	0	0	0	2	2	13	7	7	1	0	0	0
1000	0	0	0	0	1	9	12	2	0	0	0	0
1015	0	1	0	0	2	9	11	5	0	0	0	0
1030	0	0	2	0	5	9	7	4	2	0	0	0
1045	0	0	0	1	1	12	9	4	1	0	0	0
1100	0	0	0	0	3	5	12	3	0	0	0	0
1115	0	0	0	0	2	10	3	2	1	0	0	0
1130	0	0	0	0	0	10	14	5	0	0	0	0
1145	0	0	0	0	1	9	8	3	0	0	0	0
1200	0	0	0	0	1	2	9	4	2	0	0	0
1215	0	0	0	0	1	13	5	1	0	0	0	0
1230	0	0	0	0	1	4	7	4	0	0	0	0
1245	0	0	0	0	0	7	9	5	0	0	0	0
1300	0	0	0	0	1	2	16	2	0	0	0	0
1315	0	0	0	0	3	1	1	6	0	0	0	0
1330	0	0	0	1	1	5	4	1	0	0	0	0
1345	0	0	0	0	0	8	8	4	1	0	0	0

1400	0	0	0	0	0	5	4	3	2	2	1	0
1415	0	0	0	0	0	3	5	1	0	0	0	0
1430	0	0	0	1	4	8	3	1	0	0	0	0
1445	0	0	0	0	2	5	8	1	1	0	0	0
1500	0	0	0	0	1	16	14	3	1	0	0	0
1515	0	0	0	2	2	10	24	15	0	0	0	0
1530	0	0	0	2	2	4	13	6	0	0	0	0
1545	0	0	0	0	2	10	11	1	0	0	0	0
1600	0	0	0	1	0	8	9	6	0	0	0	0
1615	0	0	0	0	4	10	6	3	1	0	0	1
1630	0	0	0	0	3	11	7	5	0	0	0	0
1645	0	0	0	0	4	6	7	2	1	0	0	0
1700	0	0	0	0	4	8	0	2	0	0	0	0
1715	0	0	0	0	2	8	12	0	0	0	0	0
1730	0	0	0	0	5	9	9	1	0	0	0	0
1745	0	0	0	0	0	6	11	3	1	0	0	0
1800	0	0	0	0	2	10	8	3	0	0	0	0
1815	0	0	0	0	3	9	9	1	0	0	0	0
1830	0	0	0	0	0	5	4	4	1	0	0	0
1845	0	0	0	0	1	5	4	0	0	0	0	0
1900	0	0	0	0	2	6	5	2	1	0	0	0
1915	0	0	0	0	0	5	3	2	0	0	0	0
1930	0	0	1	0	1	4	10	2	0	0	0	0
1945	0	0	0	0	1	0	3	2	0	0	0	0
2000	0	0	0	0	0	1	4	3	0	1	0	0
2015	0	0	0	0	0	2	1	0	0	0	0	0
2030	0	0	0	0	0	1	2	2	0	0	0	0
2045	0	0	0	0	0	0	5	2	1	0	0	0
2100	0	0	0	0	0	1	4	1	0	0	0	0
2115	0	0	0	0	0	1	2	1	0	0	0	0
2130	0	0	0	0	0	2	3	4	0	0	0	0
2145	0	0	0	0	2	1	0	0	0	0	0	0
2200	0	0	0	0	0	0	2	1	0	0	0	0
2215	0	0	0	0	0	1	2	0	1	0	0	0
2230	0	0	0	0	0	0	1	0	0	0	0	0
2245	0	0	0	0	0	0	1	0	1	0	0	0
2300	0	0	0	0	0	2	0	0	0	0	0	0
2315	0	0	0	0	0	1	2	1	1	0	0	0
2330	0	0	0	0	0	1	3	0	0	0	0	0
2345	0	0	0	1	0	0	2	1	0	0	0	0
07-19	0	1	2	11	82	406	485	191	27	3	1	2
06-22	0	1	3	11	88	431	538	220	35	4	1	2
06-00	0	1	3	12	88	436	551	223	38	4	1	2
00-00	0	1	3	12	89	438	556	227	40	4	1	2

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	1	1	1	1	0	0	0	0
0015	0	0	0	0	0	0	1	0	0	0	0	0
0030	0	0	0	0	0	0	2	1	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	1	0	1	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0

0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	1	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	1	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	1	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	2	0	0	0	0	0
0530	0	0	0	0	0	0	1	1	1	0	0	0
0545	0	0	0	0	0	0	2	1	2	0	0	0
0600	0	0	0	0	0	0	0	1	1	0	0	0
0615	0	0	0	0	0	0	1	1	1	0	0	0
0630	0	0	0	0	0	1	0	2	0	1	0	0
0645	0	0	0	0	1	3	1	5	2	0	0	0
0700	0	0	0	0	3	3	4	1	0	0	0	0
0715	0	0	0	0	0	4	6	6	0	0	0	0
0730	0	0	0	0	1	7	15	7	2	0	0	0
0745	0	0	0	2	1	7	27	5	0	0	0	0
0800	0	0	0	2	1	10	13	6	1	1	0	0
0815	0	0	0	0	0	6	12	6	2	1	0	0
0830	0	0	0	0	3	5	14	5	0	0	0	0
0845	0	0	0	0	0	14	39	9	1	0	0	0
0900	0	0	1	2	1	9	18	3	2	0	0	0
0915	0	0	0	0	3	7	12	10	1	1	0	0
0930	0	0	0	0	0	9	8	7	1	0	0	0
0945	0	0	0	0	0	3	9	4	0	1	0	0
1000	0	0	0	0	1	7	16	1	1	0	0	0
1015	0	0	0	0	0	7	11	3	0	0	0	0
1030	0	0	0	0	2	7	10	1	1	0	0	0
1045	0	1	1	2	1	7	9	2	0	0	0	0
1100	0	0	0	0	0	11	11	4	0	0	0	0
1115	0	0	0	0	0	6	13	5	0	0	0	0
1130	0	0	0	0	0	7	10	2	0	0	0	0
1145	0	0	0	0	1	3	10	11	1	0	0	0
1200	0	0	0	0	0	6	12	8	1	0	0	0
1215	0	0	0	0	0	6	12	7	1	0	0	0
1230	0	0	0	0	0	0	10	3	1	0	0	0
1245	0	0	0	0	1	6	6	10	4	1	0	0
1300	0	0	0	1	0	6	8	4	1	0	0	0
1315	0	0	0	0	1	7	10	1	1	0	0	0
1330	0	0	0	1	3	8	6	4	1	0	0	0
1345	0	0	0	0	0	2	6	9	1	0	0	0
1400	0	0	0	0	0	5	6	3	0	1	0	0
1415	0	0	0	0	1	4	9	5	2	0	0	0
1430	0	0	0	0	0	7	10	5	1	0	0	0
1445	0	0	0	0	4	1	11	1	0	1	0	0
1500	0	0	0	0	7	8	13	9	0	0	0	0
1515	0	0	0	0	3	20	15	5	2	0	0	0
1530	0	0	0	1	1	9	15	4	0	0	0	0
1545	0	0	0	1	3	13	9	0	0	0	0	0
1600	0	0	0	1	0	10	12	5	0	0	0	0
1615	0	0	0	0	4	11	8	3	1	0	0	0
1630	0	0	0	0	0	5	13	7	0	0	0	0

1645	0	0	2	2	1	6	7	4	0	0	0	0
1700	0	0	0	0	1	5	4	3	0	0	0	0
1715	0	0	0	1	4	11	10	3	0	1	0	0
1730	0	0	0	1	1	9	7	4	1	1	0	0
1745	0	0	0	0	0	5	10	3	0	0	0	0
1800	0	0	0	0	2	6	7	3	2	0	0	0
1815	0	0	0	0	1	3	9	5	1	0	0	0
1830	0	0	0	0	2	6	7	2	1	0	0	0
1845	0	0	1	0	0	5	5	3	0	0	0	0
1900	0	0	1	0	0	6	7	4	0	0	0	0
1915	0	0	0	0	1	1	4	5	2	0	0	0
1930	0	0	0	0	0	3	4	1	2	0	0	0
1945	0	0	0	0	0	1	2	3	0	0	0	0
2000	0	0	0	0	0	1	0	3	0	0	0	0
2015	0	0	0	0	1	1	1	4	1	0	0	0
2030	0	0	0	0	1	2	1	1	1	0	0	0
2045	0	0	0	0	1	1	3	4	0	1	0	0
2100	0	0	0	0	0	1	2	1	0	0	0	0
2115	0	0	0	0	0	1	3	0	0	0	0	0
2130	0	0	0	0	0	1	0	0	0	0	0	0
2145	0	0	0	0	0	1	1	0	0	0	0	0
2200	0	0	0	0	0	0	0	1	1	0	0	0
2215	0	0	0	0	0	1	3	2	3	0	0	0
2230	0	0	0	0	0	0	0	2	0	1	0	0
2245	0	0	0	0	0	1	3	0	0	0	0	0
2300	0	0	0	0	0	3	2	0	0	0	0	0
2315	0	0	0	0	0	1	0	1	1	0	0	0
2330	0	0	0	0	0	0	0	1	0	0	0	0
2345	0	0	0	0	0	0	0	2	0	0	0	0
07-19	0	1	5	17	58	329	524	221	35	9	0	0
06-22	0	1	6	17	63	354	554	256	44	11	0	0
06-00	0	1	6	17	63	360	562	265	49	12	0	0
00-00	0	1	6	17	65	361	575	269	52	12	0	0

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	2	0	0	1	0	0
0015	0	0	0	0	2	0	1	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	1	0	1	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	1	3	0	0	0	0	0
0130	0	0	0	0	0	1	1	0	0	0	0	0
0145	0	0	0	0	0	0	0	2	0	0	0	0
0200	0	0	0	0	0	1	0	1	0	0	0	0
0215	0	0	0	0	0	0	0	0	1	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0
0300	0	0	0	0	0	0	0	0	1	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	1	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0

0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	1	0	0	0
0615	0	0	0	0	0	0	0	0	1	0	0	0
0630	0	0	0	0	0	0	0	0	3	0	0	0
0645	0	0	0	0	0	2	2	0	0	0	0	0
0700	0	0	0	0	0	1	0	1	0	0	0	0
0715	0	0	0	0	0	0	2	2	2	0	0	0
0730	0	0	0	0	0	1	1	4	1	0	0	0
0745	0	0	0	0	0	1	4	6	0	1	0	0
0800	0	0	0	0	0	0	6	5	0	1	0	0
0815	0	0	0	0	0	0	8	4	2	0	0	0
0830	0	0	0	0	0	2	8	6	1	0	0	0
0845	0	0	0	0	0	1	7	3	1	0	0	0
0900	0	0	0	0	0	0	10	9	1	0	0	0
0915	0	0	0	1	1	2	9	2	3	1	0	0
0930	0	0	0	1	0	5	6	13	3	0	0	0
0945	0	0	0	0	0	7	9	4	0	0	0	0
1000	0	0	0	0	1	5	14	3	0	0	0	0
1015	0	0	0	0	0	0	4	10	4	0	0	0
1030	0	0	0	0	1	7	9	4	0	0	0	0
1045	0	0	1	0	0	3	14	4	0	0	0	0
1100	0	0	0	4	6	11	22	7	1	0	0	0
1115	0	0	0	0	0	3	14	11	1	0	0	0
1130	0	0	1	0	1	3	10	5	1	1	0	0
1145	0	0	0	3	1	12	7	3	0	0	0	0
1200	0	0	0	1	1	7	10	5	0	0	0	0
1215	0	0	1	3	2	6	8	2	1	0	0	0
1230	0	0	0	3	4	9	14	1	1	0	0	0
1245	0	0	0	1	1	2	9	5	0	0	0	0
1300	0	0	0	0	0	2	8	4	1	0	0	0
1315	0	0	0	0	1	10	11	2	2	0	0	0
1330	0	0	0	2	5	1	15	0	1	0	0	0
1345	0	0	0	0	2	1	9	10	1	0	0	0
1400	0	0	0	0	1	4	8	8	1	0	0	0
1415	0	0	0	0	0	2	8	8	2	0	0	0
1430	0	0	0	0	2	2	8	4	1	0	0	0
1445	0	0	0	1	1	5	7	4	2	0	0	0
1500	0	0	0	0	4	4	9	5	0	0	0	0
1515	0	0	0	2	4	6	4	2	0	0	0	0
1530	0	0	1	0	1	10	14	3	0	0	0	0
1545	0	0	0	0	1	4	12	2	0	0	0	0
1600	0	0	0	0	2	8	6	3	1	0	0	0
1615	0	0	0	0	7	2	2	2	0	0	0	0
1630	0	0	2	0	1	4	4	3	3	0	0	0
1645	0	0	0	0	1	12	6	2	0	0	0	0
1700	0	0	0	0	2	4	7	2	1	0	0	0
1715	0	0	0	0	0	3	3	5	1	0	0	0
1730	0	0	0	1	1	4	3	5	0	0	0	0
1745	0	0	0	0	2	4	4	4	0	2	0	0
1800	0	0	0	1	1	8	10	2	1	0	0	0
1815	0	0	0	3	5	13	7	3	0	0	0	0
1830	0	0	0	1	0	4	10	3	0	0	0	0
1845	0	0	0	0	1	8	5	4	0	0	0	0
1900	0	0	0	0	3	14	10	1	0	0	0	0
1915	0	0	0	0	2	6	12	1	0	0	0	0

1930	0	0	0	0	2	1	2	6	0	0	0	0
1945	0	0	0	0	1	1	5	1	0	0	0	0
2000	0	0	1	0	0	5	2	2	0	0	0	0
2015	0	0	0	0	1	2	1	3	1	0	0	0
2030	0	0	0	0	0	2	0	0	0	0	0	0
2045	0	0	0	0	0	0	1	2	0	0	0	0
2100	0	0	0	0	0	1	1	0	0	0	0	0
2115	0	0	0	0	0	1	0	1	0	0	0	0
2130	0	0	0	1	0	1	4	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	1	0	0	0
2200	0	0	0	0	0	4	0	1	0	0	0	0
2215	0	0	0	0	0	0	1	1	0	0	0	0
2230	0	0	0	0	0	1	1	0	0	0	0	0
2245	0	0	0	0	0	1	1	0	0	0	0	0
2300	0	0	0	0	0	1	0	1	0	0	0	0
2315	0	0	0	0	0	0	3	2	0	0	0	0
2330	0	0	0	0	0	1	6	0	0	0	0	0
2345	0	0	0	0	0	1	1	0	0	0	0	0
07-19	0	0	6	28	64	213	385	209	41	6	0	0
06-22	0	0	7	29	73	249	425	231	43	6	0	0
06-00	0	0	7	29	73	258	438	236	43	6	0	0
00-00	0	0	7	29	75	261	446	240	46	8	0	0

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	2	2	1	0	0	0	0
0015	0	0	0	0	0	0	0	0	1	0	0	0
0030	0	0	0	0	0	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	1	0	0	0	0	0
0115	0	0	0	0	0	0	1	0	0	0	0	0
0130	0	0	0	0	0	0	1	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	2	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	1	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	1	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	2	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	1	0	0	0	0
0700	0	0	0	0	0	0	1	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0

0730	0	0	0	1	0	2	1	0	0	0	0	0
0745	0	0	0	1	0	2	2	0	1	0	0	0
0800	0	0	0	0	0	3	2	1	2	0	0	0
0815	0	0	0	0	0	0	2	3	0	0	0	0
0830	0	0	0	0	0	1	1	1	0	0	0	0
0845	0	0	0	0	0	0	4	2	0	0	0	0
0900	0	0	0	0	0	0	2	5	1	0	0	0
0915	0	0	0	0	1	2	2	7	0	0	0	0
0930	0	0	0	1	0	0	2	5	0	0	0	0
0945	0	0	0	0	1	1	7	6	2	1	0	0
1000	0	0	0	1	1	8	9	2	1	0	0	0
1015	0	0	0	0	0	4	9	6	1	1	0	0
1030	0	0	0	2	0	6	15	8	1	0	0	0
1045	0	0	0	1	0	4	8	5	1	0	0	0
1100	0	0	0	0	0	1	6	9	1	0	0	0
1115	0	0	0	0	0	1	11	6	2	0	0	0
1130	0	0	1	2	0	3	2	6	1	0	0	0
1145	0	0	0	2	1	3	13	6	0	0	0	0
1200	0	0	0	2	2	4	13	2	0	0	0	0
1215	0	1	0	1	0	4	10	5	0	0	0	0
1230	0	0	1	1	0	4	9	3	1	0	0	0
1245	0	0	0	0	1	6	6	4	0	0	0	0
1300	0	0	0	0	0	4	8	3	3	0	0	0
1315	0	0	0	1	1	1	11	3	0	0	0	0
1330	0	0	0	0	0	3	8	2	1	0	1	0
1345	0	0	0	2	0	1	5	0	0	0	0	0
1400	0	0	0	0	1	6	10	3	2	0	0	0
1415	0	0	0	0	0	3	6	4	2	0	0	0
1430	0	0	0	1	2	3	8	1	1	0	0	0
1445	0	0	0	1	0	3	6	2	1	0	0	0
1500	0	0	0	1	0	1	6	5	0	0	0	0
1515	0	0	0	0	1	12	12	4	0	0	0	0
1530	0	0	0	0	0	3	8	6	1	0	0	0
1545	0	0	0	0	0	3	5	6	0	0	0	0
1600	0	0	0	0	1	2	6	1	1	0	0	0
1615	0	0	0	0	0	3	9	4	1	0	0	0
1630	0	0	0	0	1	9	3	3	1	0	0	0
1645	0	0	0	0	0	3	2	3	0	0	0	0
1700	0	0	0	0	0	3	4	2	0	0	0	0
1715	0	0	0	0	1	4	1	3	1	0	0	0
1730	0	0	0	0	0	1	2	2	0	0	0	0
1745	0	0	0	1	0	2	3	1	0	0	0	0
1800	0	0	0	0	0	4	0	2	0	0	0	0
1815	0	0	0	0	0	3	3	1	1	0	0	0
1830	0	0	0	0	0	1	4	1	0	0	0	0
1845	0	0	0	0	0	0	5	3	0	0	0	0
1900	0	0	1	0	1	2	3	3	0	0	0	0
1915	0	0	0	0	0	3	4	3	0	1	0	0
1930	0	0	0	0	0	0	3	1	0	0	0	0
1945	0	0	0	0	0	7	1	2	1	0	0	0
2000	0	0	0	0	0	1	4	1	0	0	0	0
2015	0	0	0	0	0	1	2	0	0	0	0	0
2030	0	0	0	0	0	0	1	1	0	0	0	0
2045	0	0	0	0	0	1	0	0	0	0	0	0
2100	0	0	0	0	0	0	1	0	0	0	0	0
2115	0	0	0	0	0	2	0	1	1	0	0	0
2130	0	0	0	0	0	1	0	0	0	0	0	0
2145	0	0	0	1	0	1	2	1	0	0	0	0
2200	0	0	0	0	0	1	1	1	0	0	0	0

2215	0	0	0	0	0	0	1	2	0	0	0	0
2230	0	0	0	0	1	0	0	0	0	0	0	0
2245	0	0	0	0	0	2	1	0	0	0	0	0
2300	0	0	0	0	0	1	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	1	0	0	0	0	0
07-19	0	1	2	22	15	137	272	157	31	2	1	0
06-22	0	1	3	23	16	156	295	171	33	3	1	0
06-00	0	1	3	23	17	160	299	174	33	3	1	0
00-00	0	1	3	23	17	163	308	175	34	3	1	0

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	0	1	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	1	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	1	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	1	0	0	0	0
0515	0	0	0	0	0	1	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	1	1	1	0	0
0545	0	0	0	0	0	0	1	2	0	0	1	0
0600	0	0	0	0	0	0	0	3	1	1	0	0
0615	0	0	0	0	0	1	2	5	0	0	0	0
0630	0	0	0	0	0	3	2	5	1	0	0	0
0645	0	0	0	0	0	0	6	5	3	0	0	0
0700	0	0	0	0	0	1	4	3	1	0	0	0
0715	0	0	0	0	0	2	3	7	0	3	0	0
0730	0	0	0	0	2	9	16	7	1	0	0	0
0745	0	0	0	0	3	12	13	6	0	0	0	0
0800	0	0	1	1	8	6	24	6	0	0	1	0
0815	0	2	0	3	2	8	15	5	0	0	0	0
0830	0	0	0	1	0	6	8	6	0	0	0	0
0845	0	0	0	0	1	22	13	15	0	0	0	0
0900	0	0	0	0	4	17	6	9	1	0	0	0
0915	0	0	0	0	0	3	9	5	2	0	0	0
0930	0	0	0	0	0	6	16	6	0	0	0	0
0945	0	0	0	0	8	5	7	6	0	0	0	0
1000	0	0	0	0	1	8	19	3	0	0	0	0

1015	0	0	0	0	5	4	12	2	1	0	0	0
1030	0	0	3	0	2	4	10	2	0	0	0	0
1045	0	0	0	2	2	6	14	7	0	0	0	0
1100	0	0	0	0	0	4	6	9	0	0	0	0
1115	0	0	0	0	5	5	15	1	1	0	1	0
1130	0	0	0	0	0	6	7	6	0	0	1	0
1145	0	0	0	3	0	0	9	4	1	0	0	0
1200	0	0	0	0	1	2	8	4	1	0	0	0
1215	0	0	0	0	1	4	10	1	0	0	0	0
1230	0	0	0	0	0	9	4	3	1	0	0	0
1245	0	0	0	0	1	3	13	2	0	0	1	0
1300	0	0	0	0	0	4	7	6	1	0	0	0
1315	0	0	0	0	0	7	4	3	1	0	0	0
1330	0	0	0	0	1	6	6	3	1	0	0	0
1345	0	0	0	0	1	5	5	2	0	0	0	0
1400	0	0	0	0	0	5	8	5	0	0	0	0
1415	0	0	0	0	1	7	6	3	1	0	1	0
1430	0	0	0	0	4	2	9	3	1	0	0	0
1445	0	0	0	0	3	9	15	3	0	0	0	0
1500	0	0	0	1	3	22	7	2	0	0	0	0
1515	0	0	0	1	2	12	14	4	0	0	0	0
1530	0	0	0	0	2	4	12	3	1	2	0	0
1545	0	0	0	0	4	6	6	1	0	0	0	0
1600	0	0	0	0	2	5	6	5	0	0	0	0
1615	0	0	0	1	2	7	12	2	0	0	0	0
1630	0	0	0	0	2	11	7	5	0	0	0	0
1645	0	0	0	0	0	10	5	0	0	0	0	0
1700	0	0	0	1	6	12	8	3	0	0	0	0
1715	0	0	0	1	0	2	4	2	0	0	0	0
1730	0	0	0	0	2	12	7	2	1	0	0	0
1745	0	0	0	0	0	7	8	3	1	0	0	0
1800	0	0	0	0	1	11	8	1	0	0	0	0
1815	0	0	0	0	0	6	3	2	0	0	0	0
1830	0	0	0	0	1	0	3	2	0	0	0	0
1845	0	0	0	0	1	4	4	4	2	0	0	0
1900	0	0	2	0	1	4	5	1	0	0	0	0
1915	0	0	1	0	3	8	13	6	0	0	0	0
1930	0	0	0	0	1	2	11	4	0	0	0	0
1945	0	0	0	0	0	5	6	0	1	0	0	0
2000	0	0	0	0	0	3	4	3	0	0	0	0
2015	0	0	0	0	1	1	4	1	0	0	0	0
2030	0	0	0	0	0	0	2	2	2	0	0	0
2045	0	0	0	0	0	1	3	0	0	0	0	0
2100	0	0	0	1	0	0	2	3	0	0	0	0
2115	0	0	0	0	0	2	2	3	0	0	0	0
2130	0	0	0	0	0	0	4	1	0	0	0	0
2145	0	0	0	0	0	1	2	2	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	1	0	0	0	0
2230	0	0	0	0	0	0	0	1	1	0	0	0
2245	0	0	0	0	0	0	2	0	0	0	0	0
2300	0	0	0	0	0	0	0	2	0	0	0	0
2315	0	0	0	0	0	2	0	1	0	0	0	0
2330	0	0	0	0	0	0	1	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	2	4	15	84	328	435	194	20	5	5	0
06-22	0	2	7	16	90	359	503	238	28	6	5	0
06-00	0	2	7	16	90	361	506	243	29	6	5	0
00-00	0	2	7	16	90	362	508	247	32	7	6	0

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	1	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	1	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	1	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	1	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	1	0	0	0	0
0430	0	0	0	0	0	0	0	1	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	1	0	0	0	0
0530	0	0	0	0	0	0	1	2	1	0	0	0
0545	0	0	0	0	0	0	1	1	0	0	0	1
0600	0	0	0	0	0	0	1	1	2	0	0	0
0615	0	0	0	0	0	2	1	2	1	1	0	0
0630	0	0	0	0	0	1	3	5	0	0	0	0
0645	0	0	0	0	0	0	6	6	1	1	0	0
0700	0	0	1	0	2	0	4	2	0	0	0	0
0715	0	0	0	0	1	9	9	5	0	0	0	0
0730	0	0	0	0	0	5	12	5	0	2	0	0
0745	0	0	0	0	2	17	26	2	0	0	0	0
0800	0	2	3	1	4	12	12	7	1	1	0	0
0815	0	0	0	0	0	6	20	3	1	1	0	0
0830	0	0	0	0	0	12	16	6	0	1	0	0
0845	0	0	0	0	1	15	25	5	1	0	0	0
0900	0	0	0	0	0	8	14	9	2	0	0	0
0915	0	0	0	0	3	6	18	3	0	0	0	0
0930	0	0	0	0	1	7	20	1	1	0	0	0
0945	0	0	0	0	0	6	4	4	1	0	0	0
1000	0	0	0	0	2	4	11	5	2	0	0	0
1015	0	0	0	0	1	16	12	6	1	0	0	0
1030	0	0	0	1	2	2	6	3	0	0	0	0
1045	0	0	0	0	1	10	5	1	1	0	0	0
1100	0	0	1	0	0	4	11	1	0	0	0	0
1115	0	0	0	0	0	4	13	4	1	1	0	0
1130	0	0	0	0	0	14	13	2	0	0	0	0
1145	0	0	0	0	0	3	9	4	0	0	0	0
1200	0	0	0	0	0	5	13	3	0	0	0	0
1215	0	0	0	1	1	5	14	6	1	0	0	0
1230	0	0	0	0	0	6	10	1	1	0	1	0
1245	0	0	0	0	0	5	8	3	1	0	0	0

1300	0	0	0	2	1	3	5	2	0	0	0	0
1315	0	0	0	1	2	2	6	3	1	0	0	0
1330	0	0	0	1	1	2	8	5	0	0	0	0
1345	0	0	0	0	0	7	3	2	1	0	0	0
1400	0	0	0	0	0	6	15	3	0	0	0	0
1415	0	0	0	0	2	5	16	4	1	0	0	0
1430	0	0	0	0	3	4	10	1	0	0	0	0
1445	0	0	0	0	1	14	10	3	1	0	0	0
1500	0	1	1	2	0	6	15	1	0	0	0	0
1515	0	0	0	0	5	26	16	5	0	0	0	0
1530	0	0	0	0	2	12	9	6	0	0	0	0
1545	0	0	0	1	2	9	15	2	1	0	0	0
1600	0	0	0	2	4	12	9	1	0	0	0	0
1615	0	0	0	0	0	8	7	8	1	0	0	0
1630	0	0	0	0	2	14	3	1	1	0	0	0
1645	0	0	0	0	5	5	10	1	0	0	0	0
1700	0	0	0	0	3	6	6	0	0	0	0	0
1715	0	0	0	0	0	10	13	4	0	0	0	0
1730	0	0	0	0	2	11	5	3	0	0	0	0
1745	0	0	0	0	2	8	5	4	0	0	0	0
1800	0	0	0	1	2	3	7	1	2	0	0	0
1815	0	0	0	0	1	3	7	5	0	0	0	0
1830	0	0	0	1	0	5	7	3	1	0	0	0
1845	0	0	0	0	0	3	1	3	1	0	1	0
1900	0	0	0	0	0	6	8	2	0	0	0	0
1915	0	0	0	0	0	2	4	3	1	0	0	0
1930	0	0	0	1	1	3	4	2	1	1	0	0
1945	0	0	0	0	0	0	3	4	1	0	0	0
2000	0	0	0	1	0	2	3	4	0	0	0	0
2015	0	0	0	0	0	2	0	3	1	0	0	0
2030	0	0	0	1	0	0	3	1	0	0	0	0
2045	0	0	0	0	0	2	1	1	2	0	0	0
2100	0	0	0	0	0	0	2	4	2	0	0	0
2115	0	0	0	0	0	2	3	0	1	0	0	0
2130	0	0	0	0	0	1	0	3	0	0	0	0
2145	0	0	0	0	0	0	2	1	0	0	0	0
2200	0	0	0	0	0	2	1	0	1	0	0	0
2215	0	0	0	0	0	1	1	0	0	0	0	0
2230	0	0	0	0	0	4	4	0	0	0	0	0
2245	0	0	0	0	0	1	1	1	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	1	2	1	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	1	1	0	0	0	0
07-19	0	3	6	14	61	365	513	162	26	6	2	0
06-22	0	3	6	17	62	388	557	204	39	9	2	0
06-00	0	3	6	17	62	397	567	207	40	9	2	0
00-00	0	3	7	17	62	399	569	214	41	10	2	1

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
--	0	8	39	130	462	2372	3477	1606	296	53	12	3



Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	49.4 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	34.8 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	37.1 -		0	0	0	0	0	0	
0	40.2 -		0	0	0	0	0	0	
0	39.6 -		0	0	0	0	0	0	
0	38.2 -		0	0	0	0	0	0	
0	34.8 -		0	0	0	0	0	0	
0	38 -		0	0	0	0	0	0	
0	37	44.3	0	0	0	0	0	0	
0	31.8	37.1	0	0	0	0	0	0	
0	32.2	35.8	0	0	0	0	0	0	
0	31.4	35.3	0	0	0	0	0	0	
0	31.2	36	0	0	0	0	0	0	
0	32.9	35.3	0	0	0	0	0	0	
0	33	37.6	0	0	0	0	0	0	
0	31.1	35.6	0	0	0	0	0	0	
0	33.6	37.4	0	0	0	0	0	0	
0	31.1	36.2	0	0	0	0	0	0	
0	31.5	34.9	0	0	0	0	0	0	
0	31.2	32.2	0	0	0	0	0	0	
0	31.1	35.6	0	0	0	0	0	0	
0	30.6	34.4	0	0	0	0	0	0	
0	31.6	34.9	0	0	0	0	0	0	
0	33.3	37.4	0	0	0	0	0	0	
0	31.8	34.7	0	0	0	0	0	0	

0	29.5	33.6	0	0	0	0	0	0	0
0	29.8	35.8	0	0	0	0	0	0	0
0	29.7	33.8	0	0	0	0	0	0	0
0	33.2	36.7	0	0	0	0	0	0	0
0	29.6	32.7	0	0	0	0	0	0	0
0	32.7	35.8	0	0	0	0	0	0	0
0	34.6	42.1	0	0	0	0	0	0	0
0	32.2	34	0	0	0	0	0	0	0
0	33.3	37.1	0	0	0	0	0	0	0
0	30.2	34	0	0	0	0	0	0	0
0	33.3	36.5	0	0	0	0	0	0	0
0	30	34.7	0	0	0	0	0	0	0
0	30	34	0	0	0	0	0	0	0
0	32	36.7	0	0	0	0	0	0	0
0	32.1	35.6	0	0	0	0	0	0	0
0	30.5	34.9	0	0	0	0	0	0	0
0	30.6	33.8	0	0	0	0	0	0	0
0	34.8	38.9	0	0	0	0	0	0	0
0	30.1	35.8	0	0	0	0	0	0	0
0	31.5	35.8	0	0	0	0	0	0	0
0	29.9	35.3	0	0	0	0	0	0	0
0	28.9	33.1	0	0	0	0	0	0	0
0	30.5	33.8	0	0	0	0	0	0	0
0	32.2	37.4	0	0	0	0	0	0	0
0	27.7	32	0	0	0	0	0	0	0
0	30.9	36.2	0	0	0	0	0	0	0
0	28.8	31.1	0	0	0	0	0	0	0
0	29.2	32.7	0	0	0	0	0	0	0
0	31.6	37.4	0	0	0	0	0	0	0
0	30.3	33.1	0	0	0	0	0	0	0
0	31	34	0	0	0	0	0	0	0
0	30.1 -		0	0	0	0	0	0	0
0	31.2 -		0	0	0	0	0	0	0
0	33.8 -		0	0	0	0	0	0	0
0	33	36.2	0	0	0	0	0	0	0
0	35.6 -		0	0	0	0	0	0	0
0	30.8 -		0	0	0	0	0	0	0
0	26.8 -		0	0	0	0	0	0	0
0	39.6 -		0	0	0	0	0	0	0
0	34.4 -		0	0	0	0	0	0	0
0	28.8 -		0	0	0	0	0	0	0
0	34.1 -		0	0	0	0	0	0	0
0	31.2 -		0	0	0	0	0	0	0
0	34.8 -		0	0	0	0	0	0	0
0	28.3 -		0	0	0	0	0	0	0
0	29.6 -		0	0	0	0	0	0	0
0	30.3 -		0	0	0	0	0	0	0
0	31.2 -		0	0	0	0	0	0	0
0	34 -		0	0	0	0	0	0	0
0	32.6 -		0	0	0	0	0	0	0
0	41.1 -		0	0	0	0	0	0	0
0	31.4	36	0	0	0	0	0	0	0
0	31.6	36.2	0	0	0	0	0	0	0
0	31.6	36.2	0	0	0	0	0	0	0
0	31.7	36.2	0	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	32.1 -		0	0	0	0	0	0	
0	36.2 -		0	0	0	0	0	0	
0	35.2 -		0	0	0	0	0	0	
0	30 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	30.8 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	20.7 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	35.2 -		0	0	0	0	0	0	
0	37.1 -		0	0	0	0	0	0	
0	36.7 -		0	0	0	0	0	0	
0	38.2 -		0	0	0	0	0	0	
0	34.8 -		0	0	0	0	0	0	
0	35.6 -		0	0	0	0	0	0	
0	37.2 40.5		0	0	0	0	0	0	
0	35.4 38		0	0	0	0	0	0	
0	32.4 36.2		0	0	0	0	0	0	
0	32.1 34.4		0	0	0	0	0	0	
0	31.4 34		0	0	0	0	0	0	
0	30.6 36		0	0	0	0	0	0	
0	29.9 33.1		0	0	0	0	0	0	
0	31.9 35.6		0	0	0	0	0	0	
0	31.6 34.9		0	0	0	0	0	0	
0	32.2 37.8		0	0	0	0	0	0	
0	31.4 36.7		0	0	0	0	0	0	
0	31.1 36.2		0	0	0	0	0	0	
0	30.3 36.9		0	0	0	0	0	0	
0	30.6 33.3		0	0	0	0	0	0	
0	30.1 34.9		0	0	0	0	0	0	
0	29.5 38.7		0	0	0	0	0	0	
0	30.7 35.1		0	0	0	0	0	0	
0	31.3 34.9		0	0	0	0	0	0	
0	29.1 33.8		0	0	0	0	0	0	
0	31.4 35.1		0	0	0	0	0	0	
0	31.2 34.4		0	0	0	0	0	0	
0	33.9 37.8		0	0	0	0	0	0	
0	28.6 30.6		0	0	0	0	0	0	
0	32.3 38		0	0	0	0	0	0	
0	31.9 35.8		0	0	0	0	0	0	
0	31.7 34.4		0	0	0	0	0	0	
0	30.9 36.2		0	0	0	0	0	0	
0	28.3 32		0	0	0	0	0	0	
0	32.3 38		0	0	0	0	0	0	

0	35.6	44.7	0	0	0	0	0	0	0
0	31.9 -		0	0	0	0	0	0	0
0	27.2 30		0	0	0	0	0	0	0
0	30.9 34.2		0	0	0	0	0	0	0
0	30.6 33.6		0	0	0	0	0	0	0
0	31.9 35.6		0	0	0	0	0	0	0
0	31.1 36		0	0	0	0	0	0	0
0	29.7 31.5		0	0	0	0	0	0	0
0	30.8 35.1		0	0	0	0	0	0	0
0	31 35.8		0	0	0	0	0	0	0
0	30.3 35.6		0	0	0	0	0	0	0
0	29.9 32.7		0	0	0	0	0	0	0
0	27.6 29.5		0	0	0	0	0	0	0
0	30.1 33.6		0	0	0	0	0	0	0
0	29.1 33.6		0	0	0	0	0	0	0
0	32.2 35.3		0	0	0	0	0	0	0
0	30.2 34.4		0	0	0	0	0	0	0
0	29.5 34		0	0	0	0	0	0	0
0	32.3 36		0	0	0	0	0	0	0
0	29.5 -		0	0	0	0	0	0	0
0	31 35.3		0	0	0	0	0	0	0
0	32 -		0	0	0	0	0	0	0
0	30 33.1		0	0	0	0	0	0	0
0	32.7 -		0	0	0	0	0	0	0
0	35.3 -		0	0	0	0	0	0	0
0	28.4 -		0	0	0	0	0	0	0
0	33.2 -		0	0	0	0	0	0	0
0	34.7 -		0	0	0	0	0	0	0
0	32.4 -		0	0	0	0	0	0	0
0	32.5 -		0	0	0	0	0	0	0
0	33.9 -		0	0	0	0	0	0	0
0	22.3 -		0	0	0	0	0	0	0
0	34.8 -		0	0	0	0	0	0	0
0	33.6 -		0	0	0	0	0	0	0
0	31.8 -		0	0	0	0	0	0	0
0	35.5 -		0	0	0	0	0	0	0
0	29.1 -		0	0	0	0	0	0	0
0	35.6 -		0	0	0	0	0	0	0
0	30.8 -		0	0	0	0	0	0	0
0	29.2 -		0	0	0	0	0	0	0
0	31 35.3		0	0	0	0	0	0	0
0	31.2 35.8		0	0	0	0	0	0	0
0	31.2 35.8		0	0	0	0	0	0	0
0	31.2 35.8		0	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	30.1 -		0	0	0	0	0	0	
0	32.5 -		0	0	0	0	0	0	
0	34.6 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	26.1 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	

0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	32.8	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	32.7	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	32.6	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	31.8	-	0	0	0	0	0	0
0	38.2	-	0	0	0	0	0	0
0	36.5	-	0	0	0	0	0	0
0	38.3	-	0	0	0	0	0	0
0	32.1	-	0	0	0	0	0	0
0	37.3	-	0	0	0	0	0	0
0	34.9	38.9	0	0	0	0	0	0
0	29.8	32.9	0	0	0	0	0	0
0	33.2	37.1	0	0	0	0	0	0
0	33.2	36.9	0	0	0	0	0	0
0	31.2	34.4	0	0	0	0	0	0
0	31.3	37.6	0	0	0	0	0	0
0	33.4	36.2	0	0	0	0	0	0
0	31.3	35.1	0	0	0	0	0	0
0	32.6	34.9	0	0	0	0	0	0
0	30.5	34.9	0	0	0	0	0	0
0	32.7	36.2	0	0	0	0	0	0
0	32.2	36	0	0	0	0	0	0
0	33.8	35.6	0	0	0	0	0	0
0	31.6	34	0	0	0	0	0	0
0	31.7	34.7	0	0	0	0	0	0
0	31.1	33.3	0	0	0	0	0	0
0	27.6	33.3	0	0	0	0	0	0
0	31.1	34.9	0	0	0	0	0	0
0	32.9	34.9	0	0	0	0	0	0
0	31.5	34.2	0	0	0	0	0	0
0	33.8	36.9	0	0	0	0	0	0
0	33.2	36.7	0	0	0	0	0	0
0	32.3	36.5	0	0	0	0	0	0
0	33.9	36	0	0	0	0	0	0
0	34.6	40	0	0	0	0	0	0
0	31.3	35.6	0	0	0	0	0	0
0	30.3	32.2	0	0	0	0	0	0
0	29.9	35.3	0	0	0	0	0	0
0	34.6	37.4	0	0	0	0	0	0
0	32.6	35.1	0	0	0	0	0	0
0	32.7	36.5	0	0	0	0	0	0
0	32.9	37.6	0	0	0	0	0	0
0	30.6	33.1	0	0	0	0	0	0
0	31.3	36.7	0	0	0	0	0	0
0	30.9	34.9	0	0	0	0	0	0
0	31.3	34.4	0	0	0	0	0	0
0	28.6	32	0	0	0	0	0	0
0	31.1	35.6	0	0	0	0	0	0
0	30.1	34.9	0	0	0	0	0	0
0	31.9	35.3	0	0	0	0	0	0

0	28.5	34.9	0	0	0	0	0	0
0	31.1	35.3	0	0	0	0	0	0
0	30	34.2	0	0	0	0	0	0
0	31.8	36.9	0	0	0	0	0	0
0	31.6	34	0	0	0	0	0	0
0	32.3	35.3	0	0	0	0	0	0
0	32.6	36.7	0	0	0	0	0	0
0	30.7	34.2	0	0	0	0	0	0
0	30.2	34.9	0	0	0	0	0	0
0	31.4	37.6	0	0	0	0	0	0
0	35	38.5	0	0	0	0	0	0
0	33.4	-	0	0	0	0	0	0
0	34.2	-	0	0	0	0	0	0
0	35.6	-	0	0	0	0	0	0
0	34.7	-	0	0	0	0	0	0
0	31.9	-	0	0	0	0	0	0
0	35.2	-	0	0	0	0	0	0
0	32.5	-	0	0	0	0	0	0
0	31.4	-	0	0	0	0	0	0
0	28.9	-	0	0	0	0	0	0
0	31.1	-	0	0	0	0	0	0
0	37.8	-	0	0	0	0	0	0
0	35.9	-	0	0	0	0	0	0
0	41.8	-	0	0	0	0	0	0
0	31.9	-	0	0	0	0	0	0
0	29.2	-	0	0	0	0	0	0
0	34.1	-	0	0	0	0	0	0
0	39.6	-	0	0	0	0	0	0
0	37.7	-	0	0	0	0	0	0
0	31.7	36	0	0	0	0	0	0
0	31.8	36.5	0	0	0	0	0	0
0	31.9	36.5	0	0	0	0	0	0
0	31.9	36.5	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	37.2	-	0	0	0	0	0	0	
0	27.2	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	36.8	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	31.9	-	0	0	0	0	0	0	
0	28.6	-	0	0	0	0	0	0	
0	38	-	0	0	0	0	0	0	
0	32.3	-	0	0	0	0	0	0	
0	40.1	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	46	-	0	0	0	0	0	0	
0	40.5	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	36.2	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	

0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	36.6	-	0	0	0	0	0	0
0	38.4	-	0	0	0	0	0	0
0	36.1	-	0	0	0	0	0	0
0	30.1	-	0	0	0	0	0	0
0	33	-	0	0	0	0	0	0
0	36.9	-	0	0	0	0	0	0
0	36.4	-	0	0	0	0	0	0
0	35.4	37.8	0	0	0	0	0	0
0	36.1	38.7	0	0	0	0	0	0
0	35.4	37.8	0	0	0	0	0	0
0	33.8	37.8	0	0	0	0	0	0
0	34.3	36.2	0	0	0	0	0	0
0	35.3	38	0	0	0	0	0	0
0	33.1	40.5	0	0	0	0	0	0
0	34.2	39.4	0	0	0	0	0	0
0	31.8	35.1	0	0	0	0	0	0
0	32.3	34.7	0	0	0	0	0	0
0	37.3	39.8	0	0	0	0	0	0
0	32	37.6	0	0	0	0	0	0
0	32.2	36.7	0	0	0	0	0	0
0	29.8	34.7	0	0	0	0	0	0
0	34	37.4	0	0	0	0	0	0
0	32.2	36	0	0	0	0	0	0
0	29.1	34.9	0	0	0	0	0	0
0	30.8	35.1	0	0	0	0	0	0
0	28.4	34	0	0	0	0	0	0
0	29.1	33.1	0	0	0	0	0	0
0	32.3	36.7	0	0	0	0	0	0
0	33.6	37.1	0	0	0	0	0	0
0	31.8	34.2	0	0	0	0	0	0
0	29.5	33.6	0	0	0	0	0	0
0	34.1	36.9	0	0	0	0	0	0
0	33.3	37.6	0	0	0	0	0	0
0	34.5	38.3	0	0	0	0	0	0
0	32	36.7	0	0	0	0	0	0
0	32.9	38.5	0	0	0	0	0	0
0	31	36.2	0	0	0	0	0	0
0	27.5	30.6	0	0	0	0	0	0
0	30.3	34.7	0	0	0	0	0	0
1	32.6	33.6	1	5	0	0	0	0
0	30.9	35.3	0	0	0	0	0	0
0	27.3	30.9	0	0	0	0	0	0
0	31.1	39.4	0	0	0	0	0	0
0	30.7	33.6	0	0	0	0	0	0
0	30.8	36	0	0	0	0	0	0
0	33.9	37.6	0	0	0	0	0	0
0	31.6	38	0	0	0	0	0	0
0	32.6	37.8	0	0	0	0	0	0
0	30.3	34.9	0	0	0	0	0	0
0	27.7	32.2	0	0	0	0	0	0
0	30.9	34.7	0	0	0	0	0	0
0	30.6	36.2	0	0	0	0	0	0
0	29.5	33.1	0	0	0	0	0	0
0	30.3	34.2	0	0	0	0	0	0

0	32.8	36.7	0	0	0	0	0	0
0	31.4	-	0	0	0	0	0	0
0	29.7	-	0	0	0	0	0	0
0	32.7	-	0	0	0	0	0	0
0	27.8	-	0	0	0	0	0	0
0	36.4	-	0	0	0	0	0	0
0	29.9	-	0	0	0	0	0	0
0	32.7	-	0	0	0	0	0	0
0	28.2	-	0	0	0	0	0	0
0	40.3	-	0	0	0	0	0	0
0	29.9	-	0	0	0	0	0	0
0	33.2	-	0	0	0	0	0	0
0	31.3	-	0	0	0	0	0	0
0	31.2	-	0	0	0	0	0	0
0	34.3	-	0	0	0	0	0	0
0	34.1	-	0	0	0	0	0	0
0	31.5	-	0	0	0	0	0	0
0	29.7	-	0	0	0	0	0	0
1	31.8	36.9	1	0.1	0	0	0	0
1	31.7	36.7	1	0.1	0	0	0	0
1	31.7	36.7	1	0.1	0	0	0	0
1	31.8	36.7	1	0.1	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	31.8	-	0	0	0	0	0	0	
0	41.9	-	0	0	0	0	0	0	
0	26.1	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	32.6	-	0	0	0	0	0	0	
0	34.6	-	0	0	0	0	0	0	
0	34.6	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	32.9	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	30.7	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	34.5	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	33.2	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	39.5	-	0	0	0	0	0	0	
0	32.7	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	

0	28.1 -	0	0	0	0	0	0
0	30.4 -	0	0	0	0	0	0
0	33.9 -	0	0	0	0	0	0
0	36.3 -	0	0	0	0	0	0
0	33.5 -	0	0	0	0	0	0
0	33.6 -	0	0	0	0	0	0
1	39.3 -	1	11.1	0	0	0	0
0	32.8 35.6	0	0	0	0	0	0
0	34 -	0	0	0	0	0	0
0	35.6 39.6	0	0	0	0	0	0
0	30.8 33.3	0	0	0	0	0	0
0	34.3 38.7	0	0	0	0	0	0
0	32.3 35.6	0	0	0	0	0	0
0	32.6 36.9	0	0	0	0	0	0
0	35.3 38.9	0	0	0	0	0	0
0	34.6 37.4	0	0	0	0	0	0
0	30.5 37.4	0	0	0	0	0	0
0	32.3 35.6	0	0	0	0	0	0
0	30 34.7	0	0	0	0	0	0
0	30.7 36.2	0	0	0	0	0	0
0	30.5 34.9	0	0	0	0	0	0
0	32.4 35.6	0	0	0	0	0	0
0	34.2 39.4	0	0	0	0	0	0
0	31.3 33.8	0	0	0	0	0	0
0	34.1 36.7	0	0	0	0	0	0
0	27.8 -	0	0	0	0	0	0
0	32.5 37.6	0	0	0	0	0	0
0	34.5 38.5	0	0	0	0	0	0
0	30.4 33.1	0	0	0	0	0	0
0	30.9 35.1	0	0	0	0	0	0
0	32.5 36.5	0	0	0	0	0	0
0	31.1 34.7	0	0	0	0	0	0
0	34 37.6	0	0	0	0	0	0
0	34.1 36	0	0	0	0	0	0
0	32.3 34.2	0	0	0	0	0	0
0	33.2 36.5	0	0	0	0	0	0
0	30.5 36.2	0	0	0	0	0	0
0	32.2 -	0	0	0	0	0	0
0	32.2 -	0	0	0	0	0	0
0	31.9 -	0	0	0	0	0	0
0	33.7 -	0	0	0	0	0	0
0	29.5 -	0	0	0	0	0	0
0	30.8 -	0	0	0	0	0	0
0	32.3 -	0	0	0	0	0	0
0	32.6 -	0	0	0	0	0	0
0	33.7 -	0	0	0	0	0	0
0	30.7 -	0	0	0	0	0	0
0	32.9 37.4	0	0	0	0	0	0
0	32.7 -	0	0	0	0	0	0
0	31 36.9	0	0	0	0	0	0
0	32.6 -	0	0	0	0	0	0
0	30.5 -	0	0	0	0	0	0
0	35.3 -	0	0	0	0	0	0
0	26.2 -	0	0	0	0	0	0
0	31.1 -	0	0	0	0	0	0
0	32.3 -	0	0	0	0	0	0
0	28.6 -	0	0	0	0	0	0
0	29.8 -	0	0	0	0	0	0
0	31.9 -	0	0	0	0	0	0

0	34 -	0	0	0	0	0	0
0	20.7 -	0	0	0	0	0	0
0	30.3 -	0	0	0	0	0	0
0	25.2 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	30.3 -	0	0	0	0	0	0
1	32.5 36.9	1	0.2	0	0	0	0
1	32.4 36.9	1	0.1	0	0	0	0
1	32.4 36.9	1	0.1	0	0	0	0
1	32.4 36.9	1	0.1	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0	40.5 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	31.5 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	42 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	35.6 -		0	0	0	0	0	0	
0	28.4 -		0	0	0	0	0	0	
0	41.6 -		0	0	0	0	0	0	
0	40.4 -		0	0	0	0	0	0	
0	40.5 -		0	0	0	0	0	0	
0	34.9 -		0	0	0	0	0	0	
0	34.4 39.4		0	0	0	0	0	0	
0	36.4 40.7		0	0	0	0	0	0	
0	34.4 -		0	0	0	0	0	0	
0	37.4 46.1		0	0	0	0	0	0	
0	32.1 35.6		0	0	0	0	0	0	
0	30.6 34.9		0	0	0	0	0	0	
0	30.4 34.7		0	0	0	0	0	0	
0	28.3 34.4		0	0	0	0	0	0	
0	31.8 35.3		0	0	0	0	0	0	
1	32.3 35.8	1	1.9	0	0	0	0	0	
0	30.8 35.1		0	0	0	0	0	0	
0	34.1 39.1		0	0	0	0	0	0	
0	32.3 35.3		0	0	0	0	0	0	
0	29.8 36.5		0	0	0	0	0	0	
0	31.3 33.1		0	0	0	0	0	0	

0	31.1	34.2	0	0	0	0	0	0	0
0	28.5	33.1	0	0	0	0	0	0	0
0	31.2	35.3	0	0	0	0	0	0	0
0	33	35.8	0	0	0	0	0	0	0
0	30.5	33.3	0	0	0	0	0	0	0
0	33.3	38	0	0	0	0	0	0	0
0	30.7	35.3	0	0	0	0	0	0	0
0	32.7	36.9	0	0	0	0	0	0	0
0	31.1	34.2	0	0	0	0	0	0	0
0	31.4	35.8	0	0	0	0	0	0	0
0	32.8	34.9	0	0	0	0	0	0	0
0	33.5	36.5	0	0	0	0	0	0	0
0	31.4	37.1	0	0	0	0	0	0	0
0	31.5	35.3	0	0	0	0	0	0	0
0	31.2	34.4	0	0	0	0	0	0	0
0	32.5	35.6	0	0	0	0	0	0	0
0	32.6	36.9	0	0	0	0	0	0	0
0	31.1	36	0	0	0	0	0	0	0
0	30.5	33.6	0	0	0	0	0	0	0
0	28.6	32	0	0	0	0	0	0	0
0	29.9	33.3	0	0	0	0	0	0	0
0	33.5	39.1	0	0	0	0	0	0	0
0	29.4	33.8	0	0	0	0	0	0	0
0	31.6	35.3	0	0	0	0	0	0	0
0	29.7	34	0	0	0	0	0	0	0
0	30.4	34.9	0	0	0	0	0	0	0
0	28.9	32.2	0	0	0	0	0	0	0
0	29	32.7	0	0	0	0	0	0	0
1	34.1 -		1	10	0	0	0	0	0
0	29.8	32	0	0	0	0	0	0	0
0	32.2	36.9	0	0	0	0	0	0	0
0	29.6	32.9	0	0	0	0	0	0	0
0	31.2	32.2	0	0	0	0	0	0	0
0	31.9 -		0	0	0	0	0	0	0
0	33.5	39.4	0	0	0	0	0	0	0
0	27	32.9	0	0	0	0	0	0	0
0	30.8	35.8	0	0	0	0	0	0	0
0	32	35.8	0	0	0	0	0	0	0
0	31.3	33.3	0	0	0	0	0	0	0
0	32.3 -		0	0	0	0	0	0	0
0	31.5 -		0	0	0	0	0	0	0
0	35.9 -		0	0	0	0	0	0	0
0	32 -		0	0	0	0	0	0	0
0	32 -		0	0	0	0	0	0	0
0	34.2 -		0	0	0	0	0	0	0
0	33.2 -		0	0	0	0	0	0	0
0	33.6 -		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0	37.8 -		0	0	0	0	0	0	0
0	40.8 -		0	0	0	0	0	0	0
0	33.8 -		0	0	0	0	0	0	0
0	38.7 -		0	0	0	0	0	0	0
0	31.1 -		0	0	0	0	0	0	0
0	32.2 -		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
2	31.2	35.6	2	0.2	0	0	0	0	0
2	31.4	36.2	2	0.2	0	0	0	0	0
2	31.4	36.2	2	0.2	0	0	0	0	0
2	31.5	36.2	2	0.2	0	0	0	0	0

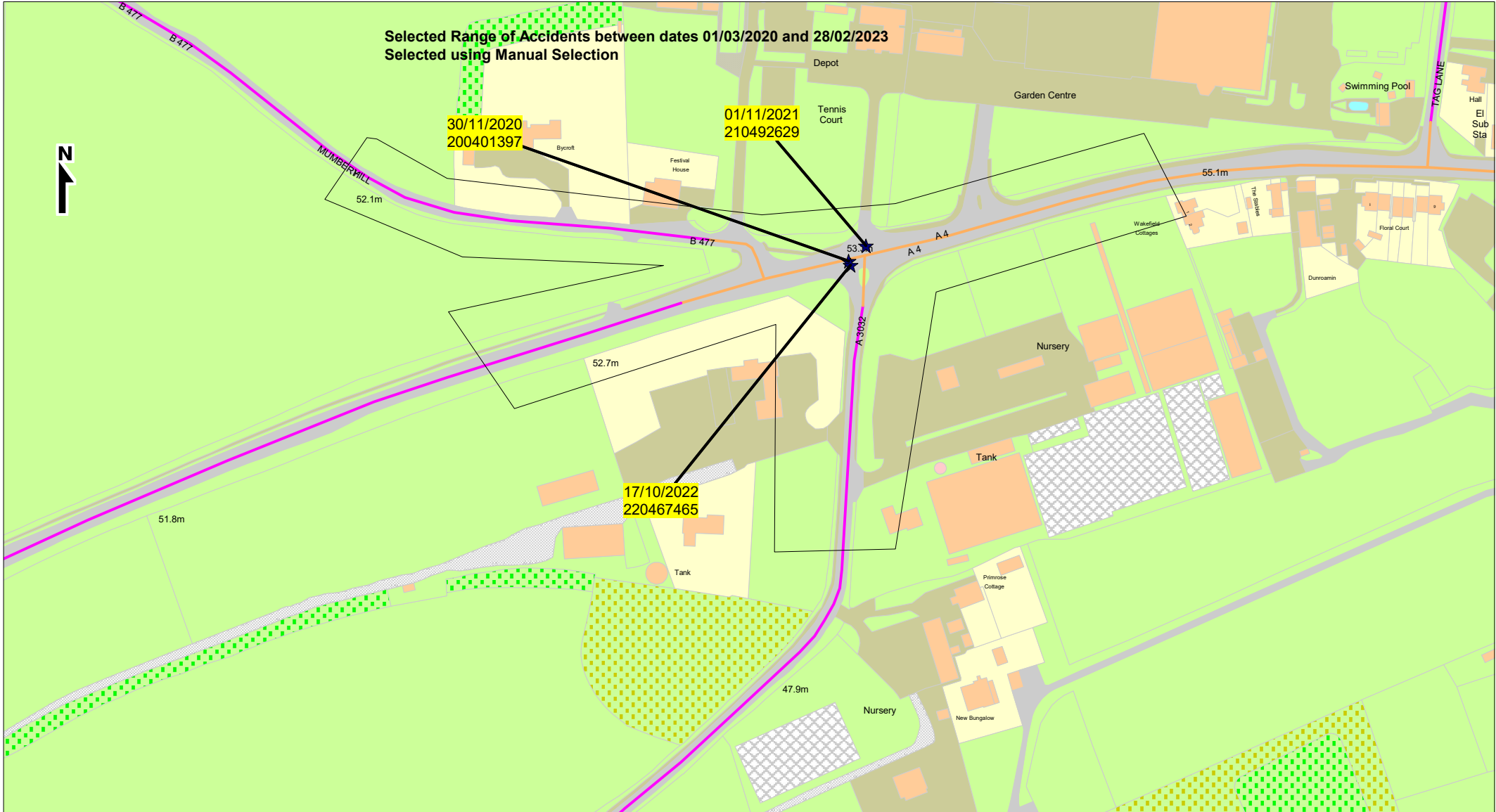
Vbin 60 130	Mean	Vpp 85	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT	Fix1
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0	14.7 -		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0	36.9 -		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0	25.6 -		0	0	0	0	0	0	0
0	49.2 -		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0	25.9 -		0	0	0	0	0	0	0
0	38.7 -		0	0	0	0	0	0	0
0	35.3 -		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0 -	-		0	0	0	0	0	0	0
0	37.5 -		0	0	0	0	0	0	0
0	37.1 -		0	0	0	0	0	0	0
0	41.3 -		0	0	0	0	0	0	0
0	39.7 -		0	0	0	0	0	0	0
0	35.9 -		0	0	0	0	0	0	0
0	35.5 -		0	0	0	0	0	0	0
0	36.8	38.9	0	0	0	0	0	0	0
0	29.2 -		0	0	0	0	0	0	0
0	31.6	36.7	0	0	0	0	0	0	0
0	33.8	36.7	0	0	0	0	0	0	0
0	30.4	33.3	0	0	0	0	0	0	0
0	28.4	36.7	0	0	0	0	0	0	0
0	32.6	34.9	0	0	0	0	0	0	0
0	31.8	35.1	0	0	0	0	0	0	0
0	31.5	34.7	0	0	0	0	0	0	0
0	33.7	37.8	0	0	0	0	0	0	0
0	31	34.7	0	0	0	0	0	0	0
0	31.9	34.2	0	0	0	0	0	0	0
0	32.2	36	0	0	0	0	0	0	0
0	32.4	36.2	0	0	0	0	0	0	0
0	30.9	36.2	0	0	0	0	0	0	0
0	31.4	36	0	0	0	0	0	0	0
0	30.3	33.1	0	0	0	0	0	0	0
0	30.6	33.3	0	0	0	0	0	0	0
0	33.6	36.2	0	0	0	0	0	0	0
0	30.9	34.2	0	0	0	0	0	0	0
0	33.2	37.1	0	0	0	0	0	0	0
0	32.1	34.7	0	0	0	0	0	0	0
0	31.9	35.8	0	0	0	0	0	0	0
0	32.5	34.7	0	0	0	0	0	0	0
0	31.5	35.3	0	0	0	0	0	0	0

0	29.5	34.7	0	0	0	0	0	0
0	31	36.7	0	0	0	0	0	0
0	31.9	36.5	0	0	0	0	0	0
0	31.9	36.7	0	0	0	0	0	0
0	31.9	34	0	0	0	0	0	0
0	31.7	36.5	0	0	0	0	0	0
0	29.5	32.2	0	0	0	0	0	0
0	30.5	34.2	0	0	0	0	0	0
0	29.3	34.2	0	0	0	0	0	0
0	29.4	32.4	0	0	0	0	0	0
0	30.8	35.6	0	0	0	0	0	0
0	30.5	33.6	0	0	0	0	0	0
0	28.5	33.8	0	0	0	0	0	0
0	33.3	37.1	0	0	0	0	0	0
0	28.8	30.9	0	0	0	0	0	0
0	29.2	33.1	0	0	0	0	0	0
0	28.3	32.2	0	0	0	0	0	0
0	31.2	34.4	0	0	0	0	0	0
0	29.4	32.7	0	0	0	0	0	0
0	30	35.1	0	0	0	0	0	0
0	30.5	35.6	0	0	0	0	0	0
0	32.1	35.6	0	0	0	0	0	0
0	30.8	35.3	0	0	0	0	0	0
0	35.3 -		0	0	0	0	0	0
0	30.7	34.4	0	0	0	0	0	0
0	33.7 -		0	0	0	0	0	0
0	32.4	37.4	0	0	0	0	0	0
0	36.9 -		0	0	0	0	0	0
0	32.2 -		0	0	0	0	0	0
0	35.8 -		0	0	0	0	0	0
0	31.8 -		0	0	0	0	0	0
0	36.1 -		0	0	0	0	0	0
0	37 -		0	0	0	0	0	0
0	32.7 -		0	0	0	0	0	0
0	34.9 -		0	0	0	0	0	0
0	34.3 -		0	0	0	0	0	0
0	33.1 -		0	0	0	0	0	0
0	29.7 -		0	0	0	0	0	0
0	30 -		0	0	0	0	0	0
0	32.4 -		0	0	0	0	0	0
0	-		0	0	0	0	0	0
0	31.8 -		0	0	0	0	0	0
0	-		0	0	0	0	0	0
0	35.2 -		0	0	0	0	0	0
0	31.1	35.3	0	0	0	0	0	0
0	31.4	35.8	0	0	0	0	0	0
0	31.4	35.8	0	0	0	0	0	0
0	31.4	36	0	0	0	0	0	0

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	60	60	68	68	75	75	
130					ACPO	ACPO	DFT	DFT	
4	31.7	36.5	4	0	0	0	0	0	

Automatic Traffic Counts Classification Scheme							
Length	Axles & Groups		Vehicle Type	ARX Classification			
Type	Axles	Groups	Description	Class		Parameters	Dominant Vehicle
Short up to 5.5m	Light Vehicles						
	2	1 or 2	Very Short Bicycle or Motorcycle	MC	1	d(1) < 1.7 and axles = 2	
	2	1 or 2	Short Saloon, Hatchback, Estate, 4WD, Pick-Up, Light Van, Bicycle, Motorcycle, etc.	SV	2	d(1) > 1.7m. d(1) < = 3.2m and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc.	SVT	3	groups = 3, d(1) > 2.1m. d(1) < = 3.2m. d(2) > = 2.1m and axles = 3,4,5	
	Heavy Vehicles						
	2	2	Two Axle Truck or Bus	TB2	4	d(1) > 3.2m and axles = 2	
	3	2	Three Axle Truck or Bus	TB3	5	axles = 3 and groups = 2	
	> 3	2	Four Axle Truck	T4	6	d(1) > 3.2m. axles = 3 and groups = 3	
Long 11.5m to 19.0m	3	3	Three Axle Articulated Three axle articulated vehicle or rigid vehicle and trailer	ART3	7	d(1) > 3.2m. Axles = 3 and groups = 3	
	4	> 2	Four Axle Articulated Four axle articulated vehicle or rigid vehicle and trailer	ART4	8	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 5 and groups < 2	
	5	> 2	Five Axle Articulated Five axle articulated vehicle or rigid vehicle and trailer	ART5	9	axles = 6 and groups > 2 or axles 6 and groups = 3	
	> = 6	> 2	Six Axle Articulated Six (or more) axle articulated vehicle or rigid vehicle and trailer	ART6	10	axles = 6 and groups >2 or axles > 6 and groups = 3	
	Ungrouped classes						
			Unclassifiable Vehicle		13		
			Unclassifiable Axle Event		0		

APPENDIX D. Personal Injury Accident Data



**WOKINGHAM
BOROUGH COUNCIL**

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A4 London Road J/W Mumbery Hill Accidents 01/03/2018 - 28/02/2023

SCALE	1 : 2770
DATE	26/07/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/03/2020 to 28/02/2023 (36) months

Selection: Notes:

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

200401397 Monday A4 NATH ROAD J/W A3032 LONDON Veh 1 Goods < 3.5t Change lane to right S to NE
30/11/2020 ROAD TWYFORD Veh 2 Car Going ahead NE to SW Dri F 31 Slight
1027hrs
R1: A 4 Daylight:street lights present
R2: A 3032 Dry
E 479,960 Fine without high winds
N 177,878 40 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
C1 TRN RT S TO NE COLL/W C2 TRAV NE TO SW.		

210492629 Monday A4 BATH ROAD J/W A3032 LONDON Veh 1 Car Turning right NE to N
01/11/2021 ROAD TWYFORD Veh 2 M/C > 500 cc Going ahead SW to NE Dri M 41 Slight
0809hrs
R1: A 4 Daylight:street lights present
R2: A 3032 Dry
E 479,969 Fine without high winds
N 177,886 40 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible
C1 TRAN RT IN N/K DIR COLL/W MC2 TRAV IN N/K DIR. NO FURTHER DETAILS.		

220467465 Monday A4 BATH ROAD J/W A3032 LONDON Veh 1 Car Turning right S to NE
17/10/2022 ROAD HARE HATCH Veh 2 M/C > 125 cc Going ahead NE to SW Dri M 21 Slight
1805hrs
R1: A 4 Darkness: street lights present a
R2: A 3032 Wet/Damp
E 479,961 Fine without high winds
N 177,876 40 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
C1 TRN RT S TO NE COLL/W MC2 TRAV NE TO SW.		

Accidents between dates 01/03/2020 and 28/02/2023 (36) months
Selection: Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 30/11/2020 Time 1027 Slight at A4 NATH ROAD J/W A3032 LONDON ROAD TWYFORD
E: 479960 N: 177878 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRN RT S TO NE COLL/W C2 TRAV NE TO SW.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 200401397 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7513 Road Section: Accident Type(s) RD

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:		Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Van or Goods 3.5 tonnes mgw and under	Moving from	S	to	NE	Changing lane to right	Left hand drive	No
On main carriageway		No skidding, jack-knifing or overturning						
First point of impact	Offside	Parts damaged:	0	Age of Driver	36	Sex of Driver	Male	Breath test Negative
Vehicle Reference 2	Car	Moving from	NE	to	S	Going ahead other	Left hand drive	No
On main carriageway		No skidding, jack-knifing or overturning						
First point of impact	Front	Parts damaged:	0	Age of Driver	31	Sex of Driver	Female	Breath test Negative
Casualty Reference:		1	Age:	31	Female	Driver/rider	Severity:	Slight Injured by vehicle: 2
Seatbelt		Not Applicable		Cycle helmet		Not a cyclist		
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil: 0

Accidents between dates 01/03/2020 and 28/02/2023 (36) months
Selection: Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 01/11/2021 Time 0809 Slight at A4 BATH ROAD J/W A3032 LONDON ROAD TWYFORD
E: 479969 N: 177886 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAN RT IN N/K DIR COLL/W MC2 TRAV IN N/K DIR. NO FURTHER DETAILS.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 210492629 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7513 Road Section: Accident Type(s) ZZ

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:		Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from	NE to N	Turning right	Left hand drive	No				
On main carriageway		No skidding, jack-knifing or overturning								
First point of impact	Front	Parts damaged:	0	Age of Driver	36	Sex of Driver	Female	Breath test	Negative	
Vehicle Reference 2	Motorcycle over 500cc	Moving from	S to NE	Going ahead other	Left hand drive	No				
On main carriageway		No skidding, jack-knifing or overturning								
First point of impact	Front	Parts damaged:	0	Age of Driver	41	Sex of Driver	Male	Breath test	Negative	
Casualty Reference:	1	Age:	41	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2	
Seatbelt	Not Applicable			Cycle helmet	Not a cyclist					
Ped. Location	Ped. Movement			Ped. Direction	Ped. Injury	0	School pupil:			0

Accidents between dates 01/03/2020 and 28/02/2023 (36) months
Selection: Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 17/10/2022 Time 1805 Slight at A4 BATH ROAD J/W A3032 LONDON ROAD HARE HATCH
E: 479961 N: 177876 Junction Detail: 3 Control 3
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 TRN RT S TO NE COLL/W MC2 TRAV NE TO SW.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 220467465 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7513 Road Section: Accident Type(s) RD

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from S to NE	Turning right	Left hand drive No
On main carriageway			No skidding, jack-knifing or overturning	
First point of impact	Offside	Parts damaged: 0	Age of Driver 20	Sex of Driver Female
			Breath test Negative	
Vehicle Reference 2	Motor Cycle over 125 cc and up to 500cc	Moving from NE to S	Going ahead other	Left hand drive No
On main carriageway			No skidding, jack-knifing or overturning	
First point of impact	Front	Parts damaged: 0	Age of Driver 21	Sex of Driver Male
			Breath test Negative	
Casualty Reference:	1	Age: 21	Male	Driver/rider
			Severity: Slight	Injured by vehicle: 2
Seatbelt	Not Applicable	Cycle helmet	Not a cyclist	
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil: 0

Accidents between dates **01/03/2020** and **28/02/2023** (36) months

Selection: _____ **Notes:** _____

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	3	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	2	2
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	3	3

Number of casualties meeting the criteria: 3

Accidents between dates 01/03/2020 and 28/02/2023 (36) months
Selection: Notes:

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
200401397	30/11/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1027	A4 NATH ROAD J/W A3032 LONDON ROAD TWYFORD
210492629	01/11/2021	1	Slight	1	0	0	0	0	Light	Right	Dry	0809	A4 BATH ROAD J/W A3032 LONDON ROAD TWYFORD
220467465	17/10/2022	1	Slight	1	0	0	0	0	Dark	Right	Wet/Damp	1805	A4 BATH ROAD J/W A3032 LONDON ROAD HARE HATCH
Column Totals		3		2	0	0	0	0					
No. of Accidents				2	0	0	0	0					
Total number of accidents listed:		3											

Accidents between dates 01/03/2020 and 28/02/2023 (36) months
Selection: Notes:

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Weather	Road Surface	Vehicle Types		
					Ftl	Ser	Slt		L	M				D	Light
200401397	Slight	30/11/2020	1027	479960 177878	0	0	1	405V1A 406V1A	0	0	0	Light	Fine without high winds	Dry	19 9
210492629	Slight	01/11/2021	0809	479969 177886	0	0	1	405V1A 406V1B	0	0	0	Light	Fine without high winds	Dry	9 5
220467465	Slight	17/10/2022	1805	479961 177876	0	0	1	405V1A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 4
Column Totals	Slight :	3			0	0	3					Light :	2		Dry : 2
	Serious :	0										Dark :	1		Wet : 1
	Fatal :	0													

Total number of accidents listed: 3

