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Warren Hall, Broughton

Transport Feasibility Study

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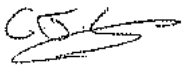
D1	15.05.2019	CE/BM	AH	CL	
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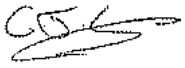
D2	04.06.2019	CE/BM	AH	CL	
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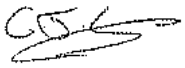
F1	19.06.2019	CE/BM	AH	CL	
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Limitations

Executive Summary

WYG have been appointed by Welsh Government to undertake an Access and Highway Feasibility Report for the potential development at Warren Hall, Broughton.

The site is referenced within Flintshire's emerging Local Development Plan 2015-2030, as site STR3B. The site is allocated for the development of up to 300 residential dwellings, employment land and a commercial hub.

The strategy has been prepared in accordance with Flintshire's emerging Local Plan, in order to provide a strategy which meets the needs of future resident's whist providing a benefit to the sustainable travel opportunities of the local area.

A review of existing walking and cycling routes has shown that the site can be integrated into the local pedestrian/cycle network offering the opportunity for sustainable travel around Broughton. It is considered that the location of the site will assist in encouraging future users to travel by sustainable modes, reducing the site's impact on the local road network.

The proposed development site is located close to a number of existing bus services routes into Broughton and further afield into Mold and Chester. Additionally, these bus services provide a link to nearby Buckley Railway Station. The proposals also consider the proposed Active Travel route proposed along the A5104 as well as potential pedestrian links connecting to Higher Kinnerton towards the south.

A number of junctions have been assessed with the following junction assessment scenarios:

- **Scenario 1**: 2019 Baseline Surveys – existing operation of the highway network at the time of surveying;
- **Scenario 2**: 2024 Forecast Year; and,
- **Scenario 3:** 2024 with Development.

The resultant modelling contained within this report demonstrates that the development at Warren Hall, Broughton is deliverable, however, any Application would require detailed Scoping to agree a number of parameters regarding vehicle trip rates, trip generation and 'internalisation'. Highway mitigation may be required albeit, the requirement for this will be determined once certain parameters / inputs have been agreed with FCC.

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1 Introduction

1.1 WYG has been appointed by Welsh Government to undertake an Access and Highway Feasibility Report for the development at Warren Hall, Broughton within Flintshire. This report provides an overview of the sustainable transport strategy for the site including walking, cycling and public transport and gives consideration towards the operation of the local road network.

1.2 This strategy has been developed in accordance with Flintshire's emerging Local Development Plan. Flintshire's preferred Strategy forms part of the Flintshire LDP and identifies a figure for housing and employment growth within Flintshire. The strategy proposes two mixed-use development sites within Flintshire, comprising of Policy STR3.

1.3 The information provided analyses how the site delivers transport plan objectives, this requires the following considerations:

- Details of the sustainability of the site in regard to access;
- The impacts of development traffic on the local transport network; and
- Details of any mitigation schemes which are required to deliver the development of the site.

1.4 The proposed development site at Warren Hall, Broughton falls under policy STR3 and comprises of:

- Employment (B1 (a,b,c) / B2);
- Up to 300 homes; and,
- A commercial hub – hotel, large leisure centre and retail.

1.5 A masterplan of the site is shown at **Appendix A**.

1.6 Junction assessments have been undertaken within this report, and comprise of the following junctions:

- **Scenario 1**: 2019 Baseline Surveys – existing operation of the highway network at the time of surveying;
- **Scenario 2**: 2024 Forecast Year; and,
- **Scenario 3:** 2024 with Development.

Planning History

1.7 A planning application (ref. no. 038744) was submitted in December 2004 for 76,394sqm business park (B1), hotel and associated leisure facilities, roadway, car parking and off-site road works including new slip roads from the A55. Although it was originally approved only the A55 slips have been constructed, while additional reserved matters applications have been submitted for the Site.

Report Structure

1.8 The structure of this TA is as follows:

- Chapter 2: summarises the National, Regional and Local Transport Policy which is applicable to the Site;
- Chapter 3: provides a provides a description of future transport improvement schemes;
- Chapter 4: provides a description of the Site location and the local highway network;
- Chapter 5: details the accessibility of the Site by sustainable modes of transport;
- Chapter 6: outlines the development proposals;
- Chapter 7: provides details of the anticipated number of trips to and from the Proposed Development;
- Chapter 8: sets out the residual impact of development traffic to the local highway network; and,
- Chapter 9: summarises and concludes the report.

2 Transport Policy Review

Introduction

2.1 This chapter of the TA reviews and analyses the relevant current and emerging integrated land use and transport planning policy and policy guidance in the context of the site and the Proposed Development.

National Policy

Planning Policy Wales

2.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, with Edition 10 published December 2018. PPW sets out a strategic framework to guide development across the country. The document promotes a transport hierarchy to give priority to sustainable transport first, then by private motor vehicle.

2.3 PPW promotes development that reduces the need to travel, promotes sustainable travel and ensures as far as possible, that transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

Wales Spatial Plan

2.4 The Wales Spatial Plan (WSP) was adopted in 2004 and updated in 2008. The document sets out a 20-year vision that aims to guide development. In regard to transport, the WSP promotes sites that integrate with the sustainable transport network, encourage healthy active travel and enhance the transport network, where appropriate. It is a principle of the WSP that development should be sustainable.

Technical Advice Note 18: Transport

2.5 Technical Advice Note 18: Transport provides national advice on transport related issues when planning for new development including integration between land use planning and transport, location of development, parking and design of development.

2.6 The document promotes inclusive developments which cater for all travel users. It prioritises movements by sustainable modes, improving the attractiveness of urban areas by helping to avoid or manage congestion by encouraging movements by walking, cycling and public transport over car travel.

2.7 The document advises that Transport Assessment provide the following information:

- The transport impacts of the development;
- The impacts to assist the decision-making process;
- Demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- Mitigate negative transport impacts through the design process and secured through planning conditions or obligations; and
- Maximise the accessibility of the development by non-car modes.

Regional Policy

North Wales Joint Local Transport Plan

2.8 The North Wales Joint Local Transport Plan (LTP), has been prepared by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Council. The LTP is a statutory document that will sit alongside each authorities Local Development plans and policies.

2.9 The plan sets out the vision to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks, these are set out over the key areas as follows:

- Sustainable Growth - Enable business to create jobs and sustainable economic growth;
- Tackling Poverty - Reducing poverty, especially persistent poverty amongst some of our poorest people and communities, and reducing the likelihood that people will become poor; and
- Rural Communities - Ensure that rural communities remain vibrant and able to offer people excellent quality of life with access to high quality employment, affordable housing and public services. Sustained by reliable and effective infrastructure in terms of broadband, public transport and utilities.

Local Policy

Flintshire Unitary Development Plan

2.10 The Flintshire County Council Unitary Development Plan 2000-2015 (UPD) was adopted in September 2011. The UDP sets out the range of policies and proposals relating to future development and deals with protecting countryside, habitats and heritage within Flintshire.

2.11 Although the adopted UDP expired at the end of 2015 it remains the adopted development plan for Flintshire. The UDP will be replaced by the Local Development Plan (LDP), which outlines the Councils approach to development within Flintshire over the plan period up to 2030.

2.12 Policy STR2 of the UDP relates to transport within Flintshire, it sets out the following requirements:

- Minimise the number and length of journeys by private car;
- Making the best use of existing roads and addressing congestion and safety issues through traffic management and traffic calming measures;
- Enabling the efficient use of and improvements to public transport;
- Enabling alternative means of travel including cycling and walking; and
- Facilitating the transfer of freight from road to rail or water.

Flintshire County Council Local Development Plan 2015 – 2030

2.13 The Flintshire County Council Local Development Plan (LDP) 2015-2030 will superseded the existing Flintshire UDP. The LDP will focus on delivering sustainable development within Flintshire for a 15-year period up to 2030 and will include:

- Policies which will guide decisions on planning applications;
- Proposals for the development of housing, retail and other land uses;
- Policies which seek the protection and enhancement of the natural and built environment.

2.14 The Preferred Strategy forms part of the Flintshire LDP and identifies a figure for housing and employment growth within Flintshire. The strategy proposes two mixed-use development sites within Flintshire, comprising of Policy STR3A and STR3B.

2.15 The proposed development site at Warren Hall, Broughton falls under policy STR3B and comprises of:

- Employment (B1);
- 300 homes;
- A commercial hub – hotel, large leisure centre and retail;
- Strategic landscaping and green infrastructure network; and,
- Sustainable transport links with nearby settlements.

Flintshire County Council Supplementary Planning Guidance Notes: Parking Standards

2.16 Flintshire County Council Supplementary Planning Guidance (SPG) Note 11: Parking Standards document sets out the parking requirements for new developments and was adopted in January 2017.

2.17 **Table 2.1** sets out the vehicle parking standards applicable to the residential element of the development proposal.

Table 2.1 Maximum Vehicle Parking Standards – Residential

Type (C3 Use Class)	Residents	Visitors
Residential - Flats	1 space per unit	1 space per 2 units
Residential – 1 Bedroom House	1.5 spaces per unit	No requirement
Residential – 2 Bedroom House	2 spaces per unit	No requirement

Residential – 3 Bedroom House	2 spaces per unit	No requirement
Residential – >3 Bedroom House	3 spaces per unit	No requirement

2.18 **Table 2.2** sets out the vehicle parking standards applicable to the hotel element of the development proposal.

Table 2.2 Maximum Vehicle Parking Standards – Hotel

Type (C1 Use Class)	Staff	Visitors
Hotel	1 space per 3 non-residential staff	1 space per bed

2.19 **Table 2.3** sets out the vehicle parking standards applicable to the B1, B2 and A1 elements of the development proposal.

Table 2.3 Maximum Vehicle Parking Standards – B1, B2 and Retail

Type (Use Class)	Car Parking
B1 Business including offices	1 space per 30m^2 gross floor area
B2 General Industry	1 space per 50m^2 gross floor area
A1 Shops Food Retail <2,500m^2 Small Shops <1,000m^2 Non-Food Retail Superstores >2,500m^2	 1 space per 14m^2 1 space per 15m^2 1 space per 20m^2 1 space per 20m^2

2.20 **Table 2.4** sets out the vehicle parking standards applicable for the D1 and D2 elements of the development proposal.

Table 2.4 Maximum Vehicle Parking Standards – D1 Creche / Nursery, D2 Assembly and Leisure

Type (Use Class)	Car Parking
D1 Education (including creche, day nursery or day centre)	1 car space per 25m^2 and 1 car space per staff
D2 Cinema, Dance halls, conference facilities, bingo, Dance halls, participatory and spectator sports etc	1 car space per 4 seats for auditoria or 1 car space per 15m^2 gross floor area for dance hall or sports centre

2.21 **Table 2.5** sets out the cycle parking standards applicable to the residential element for the development proposal.

Table 2.5 Residential Cycle Parking Standards

Type (C3 Use Class)	Residents	Visitors
Residential	No set standard – However it is expected that cycle parking will be provided within the curtilage of the property	No set standard - However it is expected that cycle parking will be provided within the curtilage of the property

2.22 **Table 2.6** sets out the cycle parking standards for the hotel element for the development.

Table 2.6 Hotel Cycle Parking Standards

Type (C1 Use Class)	Cycle Parking
Hotel	1 per 10 guest beds

2.23 **Table 2.7** sets out the cycle parking standards applicable for the business elements for the proposed development.

Table 2.7 Business Cycle Parking Standards

Type (B1 Use Class)	Cycle Parking
B1 Administrative offices, research and development uses	1 per 350m^2 gross floor area
B2 General industrial uses	1 per 500m^2 gross floor area
B8 Storage and distribution uses	1 per 1000m^2 gross floor area

2.24 **Table 2.8** sets out the cycle parking standards applicable for the leisure, retail and assembly / leisure elements for the proposed development.

Table 2.8 Leisure, Retail and Non-Residential Institutions Cycle Parking Standards

Type (Use Class)	Cycle Parking
A1 Shops Small convenience shops Food supermarkets Non-Food Retail	 1 per 100 m^2 gross floor area 1 per 150 m^2 gross floor area 1 per 200 m^2 gross floor area
D1 Primary and secondary schools Sixth form and FE Colleges Medical and health centres	3 per classroom 1 per 100 m^2 gross floor area 2 per consulting room
D2 Art galleries, museums and libraries	1 per 150m^2 gross floor area
D2 Cinemas, leisure centres, bingo halls, concert halls	1 per 75m^2 gross floor area

2.25 The SPG sets out that cycle parking should be located in a safe, secure and convenient communal location. Care should also be taken to ensure that cycle parking facilities are not located where they may obstruct pedestrians, disabled personal and particularly people with visual impairment.

2.26 For reasons of security, cycle parking should be located in areas that are visible and therefore allow for informal surveillance. In certain instances, this could need to be supplemented through the introduction of CCTV or other security means.

2.27 The development must be accessible by cycling and for the residential aspect cycle storage must be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided. Guidance on this subject is available within Manual for Streets and other documents.

Summary

2.28 It is considered that the Proposed Development at Warren Hall, Broughton complies with relevant national and local polices, as it is located in close proximity to existing public transport services, cycle infrastructure and the pedestrian network. The Site:

- Promotes the use of more sustainable travel options and connectivity to potential future Active Travel routes;
- Promotes walking and cycling for shorter trips; and
- Reduces, where practical the need to travel by car.

3 Future Transport Improvement Schemes

Introduction

3.1 This section provides a brief summary of the relevant transport schemes which are consented or are currently being considered by Flintshire County Council (FCC) or the Welsh Government. It also considers the highway improvement schemes associated with other Applications.

Welsh Government Schemes

A55 / A494 / A548: Deeside Corridor

3.2 A Welsh Government scheme is currently being progressed with a study by the allocated design consultants' in order to select the preferred route for a new 13-kilometre two-lane dual carriageway, linking the A55-A5119 Northop Junction (J33) with the A494 and A550 north of the Deeside Parkway Junction. This will route via the Kelsterton Interchange and the Flintshire Bridge over the River Dee.

3.3 The aim of this scheme is to increase the vehicular capacity on the existing A548 routes and includes modifications and improvements to junctions along the route. The scheme would provide a new section of road between the A548 and the A55. This will also have a wider impact on the local highway network, as some existing traffic will be alleviated from the A494 route via Queensferry.

North East Wales Metro

3.4 The proposal of a Metro Transport Network in North East Wales has been presented by the Welsh Government to connect locations on both sides of the England and Wales border.

3.5 The 2011 Census recorded significant daily flows between North East Wales and North West England, the route from North Wales to Chester and Cheshire accounting for 17,500 daily trips, to Merseyside 3,500 daily trips and Greater Manchester 2,200 daily trips. Additionally, approximately 20,000 workers cross the border into Wales daily.

3.6 Many of the key employment sites on both sides of the border are not well connected by public transport, therefore resulting in congestion and delays on the road network. It has been noted that many of the key employment sites that act as commuting destinations include Deeside Enterprise Zone, Airbus and Industrial Park, Chester and Chester Business Park, Wrexham and Wrexham Industrial Estate.

3.7 The proposals for the North East Wales Metro will provide a network of public transport connecting across the border. The integrated transport schemes currently being developed includes new transport hubs in Deeside and Wrexham, capacity improvements and electrification to existing rail lines, signalling and line speed improvements, the introduction of Rail Freight facilities, a New Wales and Borders franchise and direct rail services from North Wales to Liverpool.

3.8 It is considered that the North East Wales Metro would increase the opportunities for rail travel for regular commuters, including those residing at the proposed development site.

North Wales Joint Local Transport Plan Schemes

3.9 The North Wales Joint Local Transport Plan (JLTP) was adopted in January 2015 and covers the period up to 2020 with a detailed programme and framework for schemes until 2030.

3.10 The following schemes are considered to be deliverable during the lifespan of the LTP, which are forecast to be funded via the Welsh Government Local Transport Fund, Safer Routes in Communities, Active Travel and the Rural Development Programme as funding mechanisms:

- A55/A483 Trunk Road Highway Network Improvements – reducing the impact on current Strategic Network and providing communities with essential services;
- A550/B5373 Junction Improvements – safety improvement works at the junction in the nearby town of Hope.
- Active Travel – contributions made to the development of the North East Wales Metro which will enable the completion of the scheme. Introduction of 20mph speed limit along Broughton Hall Road with traffic calming measures;
- B5129 Sandycroft to Chester and Broughton via Airbus Facility – plans to extend the existing cycleway linking Sandycroft to Airbus, connecting further to include Saltney Ferry, Broughton and Chester;
- Broughton Shopping Centre Access – improvements to existing interchanges and walking and cycling linkages giving enhanced access to employment opportunities from local residences;
- Borderlands Rail Line – rail improvements between Wrexham, Bidston and Liverpool including providing improvements to all interconnecting sustainable modes of transport to each station and the possibility of doubling service frequencies during the day;
- Cheshire Border via Kelsterton College, Flint and the Denbighshire Border – increasing the provision of walking and cycling facilities, providing essential links to employment and educational facilities to encourage safer healthier and active travel;
- Mold to Broughton via Buckley – proposed improvements to the cycleway between Mold and Broughton via Buckley, additionally contributing to the improvement of traffic flow and safety at nearby junctions; and
- Queensferry Roundabout – Improved flow and capacity at the roundabout to reduce impact on current Strategic Network and improvement to existing cycling and walking network.

Summary

3.11 The schemes mentioned above will be taken into consideration when assessing the proposed development as part of any Application.

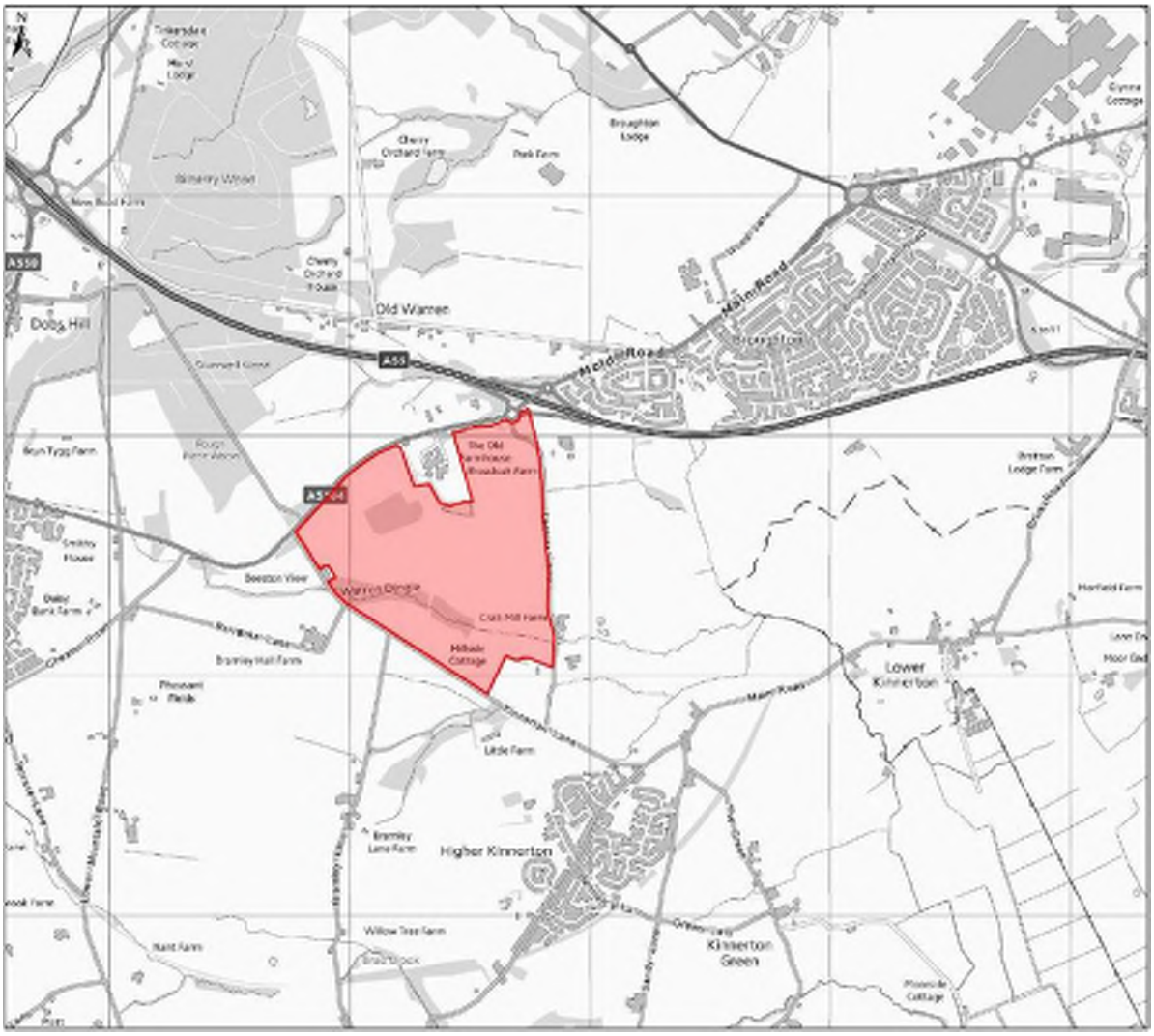
4 Site Location and Local Highway Network

Site Location

4.1 The development site currently comprises of agricultural land and is located on the southern edge of Broughton, just south of the Warren Interchange and the North Wales Expressway. Lesters Lane is located to the east of the site, Kinnerton Lane to the south and the A5104 to the west. Hawarden Industrial Estate is located 4.2km to the north of the site, while Chester is located approximately 10km to the east the site.

4.2 The location of the site is illustrated in **Figure 4.1** within the **Figures** section of the report.

Figure 4.1 Site Location



Local Highway Network

4.3 The local road network is illustrated in **Figure 4.1**.

4.4 The A5104 is subject to 30mph and runs to the west of the site between Penymynydd and the Warren Interchange. From the Warren Interchange the A5104 provides access to Broughton itself as well as Broughton Shopping Park and Hawarden Industrial Park, which from the main employment areas within Broughton.

4.5 Lesters Lane runs to the east of the site from the Warren Interchange in the north to Kinnerton Lane in the south. Lesters Lane is subject to a restriction of 30mph and provides access to the North Wales Autograss Club as well as a number of residential dwellings.

4.6 Kinnerton Lane is subject to a restriction of 60mph, however, speed restrictions are coming forward to reduce speed to 30mph towards the south, in proximity of Higher Kinnerton (between Lesters Lane and Main Road). Kinnerton Lane runs to the south of the site and provides a link between the A5104 in the west to Main Road within Higher Kinnerton in the east.

4.7 The North Wales Expressway (A55) runs between Chester and Holyhead north of the Site. The North Wales Expressway is a dual carriageway with the exception of the Britannia Bridge over the Menai Strait. The North Wales Expressway forms part of the trunk road network within North Wales and accommodates the movement of traffic further within North Wales and into Chester.

Baseline Traffic Data

4.8 WYG obtained Manual Classified Counts (MCC) for the periods 0700-1000 and 1600-1900 on the 9th April 2019, at the following junctions:

- A5104 / A55 / Lesters Lane;
- A5101 / A55; and,
- A5104 / B5125 / Main Road / Chester Road

4.9 The above MCC surveys are contained within **Appendix A** whilst the recorded AM and PM peak hour flows at each of the junctions are illustrated in **Figure 4.1** which is provided in the **Figures** section of the report.

4.10 **Table 4.1** provides a summary of the net traffic recorded at the junctions during the AM and PM peak periods.

Table 4.1 AM and PM Two Way Traffic for Surveyed Junctions (2019)

Junction	AM Peak (0800 – 0900)	PM Peak (1700 – 1800)
A5104 / A55 / Lesters Lane	1,454	1,876
A5101 / A55	1,659	1,864
A5104 / B5125 / Main Road / Chester Road	2,125	2,854

Highway Safety Audit

4.11 The accident analysis contained within this section has been obtained from Welsh Government, which provides data collected by the police regarding the occurrence of personal injury accidents.

4.12 The study area for the assessment comprises of the A5104, Kinnerton Lane and Lesters Lane. In total 15 incidents were recorded within the study area with 11 classified as 'slight' and 4 as 'serious'.

4.13 **Table 4.2** provides a summary of the recorded incidents.

Table 4.2 Incident Location Summary

Location	Severity	Date	Description
A55			
A55 Broughton westbound 0.7 miles west of A5104	Slight	03.06.2013	Driver of vehicle one accelerated and moved into lane two but vehicle one collided with the rear offside of vehicle two
A55 Broughton Westbound 0.7 miles west of A5104	Slight	03.11.2015	Traffic had come to a standstill, vehicle one failed to slow in time and collided with the rear of vehicle two
A55 at the junction with A5104	Slight	02.02.2016	Vehicle one and two travelling on a slip road. Vehicle one failed to stop at the top of the slip road and collided with the rear of vehicle two
A55 J35 exit slip road, northbound at the junction with A5105	Slight	25.04.2017	A two vehicle RTC. Both vehicles were on the off slip of the A55 at junction 35-Broughton. Both were in the queuing traffic waiting to filter onto the roundabout. Vehicle two was ahead of vehicle one. Vehicle one has thought that vehicle two has pulled off onto the roundabout
A55 at the junction with A5104 slip road	Slight	17.08.2017	A two vehicle RTC. Vehicle one has been travelling in lane 1 intending to come off for the A5104. Vehicle two has been travelling in lane two towards Chester
A5104			
A5104 Broughton on Mold Road	Serious	25.06.2014	Driver of vehicle one turned right in front of vehicle two. Vehicle two collided with vehicle one
A5104 Broughton at Cherry Dale Road	Slight	06.12.2014	Vehicle one emerged from the side road and collided with vehicle two on the A5104
A5104 Broughton on Mold Road	Slight	27.01.2015	Vehicle two stopped at a roundabout but the driver of vehicle one failed to stop and vehicle one collided with the rear of vehicle two
A5104 at the junction with an unclassified road layby	Serious	06.12.2015	Causality found on grass verge with serious injuries to leg. It is believed that the causality has fallen asleep with leg in the carriageway when passing vehicle, one has driven over foot. Vehicle one has driven over foot.
A5104 at the junction with an unclassified road Kinnerton Lane	Slight	11.05.2017	Single vehicle RTC, where a motorcyclist has come off his motorbike
A5104 Mold Road at the junction with unclassified road roundabout	Slight	18.07.2017	Car has pulled out of the Mold Road to Chester Road junction and a motorbike has gone into the side of the car
Lesters Lane			
Lesters Lane outside Mount Farm	Slight	02.06.2014	Vehicle two stopped to allow oncoming vehicle three to pass. Vehicle one collided with the rear of vehicle two then the rider of vehicle one fell off and collided with the offside of vehicle three
Lesters Lane at Broad Oak Farm	Serious	03.06.2014	Vehicle one exited driveway of Broad Oak Farm into the path of vehicle two

4.14 It is considered that the current local highway network within the study area does not result in any existing undue highway safety implications for road users and the resultant factor for incidents is down to driver error.

5 Sustainable Transport Audit

Introduction

5.1 This section of the report reviews the existing conditions of the site with regard to its location and accessibility by sustainable modes of travel.

Accessibility Guidance

Welsh Government Guidance

5.2 The Welsh Government Active Travel: Walking and Cycling document (2014) sets out that the purpose of the Active Travel (Wales) Act is to target modal shift for journeys that take around 45 minutes or approximately 3 miles (4.8km) by foot and 10 (16km) miles by bicycle.

5.3 The Welsh Government Personal Travel in Wales document (2013) recorded that a typical walking trip (for any purpose) was a distance of up to 1.6km and up to 14.5km for travel by bus. No data was assessed for cycling at the time of release. The study also recorded that on average, regular commuters travelling to work are prepared to walk for 12 minutes (960m), cycle for 21 minutes (5.6km) and travel 33 minutes by bus.

Best Practice Guidance

5.4 When considering the sustainability audit within the TA, WYG have reviewed the nationally available accessibility guidance prepared by central government and professional transport institutions for both walking and cycling.

5.5 The 2017 National Travel Survey (NTS) (published July 2018) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 17 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4 m/s, pedestrians are therefore likely to walk to areas within approximately 1.4 km of their origin. The NTS 2017 (NTS0308 dataset) also identifies that 81% of all trips under 1.6 km are made on foot, 24% for trips that are 1.6 to 3.2 km.

5.6 The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6 km are made wholly on foot with 20% for journeys that are 1.6 km to 3.2 km long also being undertaken on foot.

5.7 Both the National Travel Survey and IHT guidance come to a similar conclusion in that walking offers the opportunity to provide for shorter distance trips of up to 1.6 km with some people prepared to walk up to a maximum of 3.2 km. These walking distances have been used as a measure for what is an acceptable distance to access local facilities.

5.8 The 2017 National Travel Survey also covers cycling and identifies the average person is willing to cycle for an average time of 23 minutes (6.1 km) with 56% of all cycle trips being are up to 8km in distance and 77% trips that are up to 16 km.

5.9 The Department for Transport; Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19 km/h, which is the average speed of a cyclist on a level surface. It is therefore considered that 16 km/h is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g. manoeuvring through junctions). On this basis taking the journey time for the NTS and DfT cycling speeds the average person is willing to cycle 24 minutes equating to 6.4 km. In terms of the 79% of trips being up to 8 km, this would equate to a cycling time of 30 minutes.

5.10 The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states that most cycling trips are for short distances, with 80% being less than 8 km and with 40% being less than 3.2 km. However, most trips by all modes are also short distances (67% are less than 8 km, and 38% are less than 3.2 km). The bicycle is therefore a potential mode for many of these trips.

5.11 Both the National Travel Survey and IHT guidance come to a similar conclusion in that cycling provides the opportunity to provide for shorter distance trips of up to 8 km, with much of the population prepared to cycle 3.2 km. These cycling distances have been used as a measure for what is an acceptable distance to access local facilities.

5.12 It should be noted that Institution of Highways and Transport (IHT) guidance document 'Planning for Public Transport in Development' (March 1999) states that users of bus services prefer their origin and destination to be located within 400 m of a bus corridor. The National Travel Survey (NTS) 2014 (September 2015), recorded that pedestrians will walk on average 624 m to bus stops, when using a local bus as the main part of a local trip.

Access by Walking

5.13 Pedestrian access to the proposed development site will be gained via Lesters Lane, Kinnerton Lane and the A5104. There are a number of proposed pedestrian routes within the site, that will tie in with the surrounding infrastructure that are shown in the emerging masterplan.

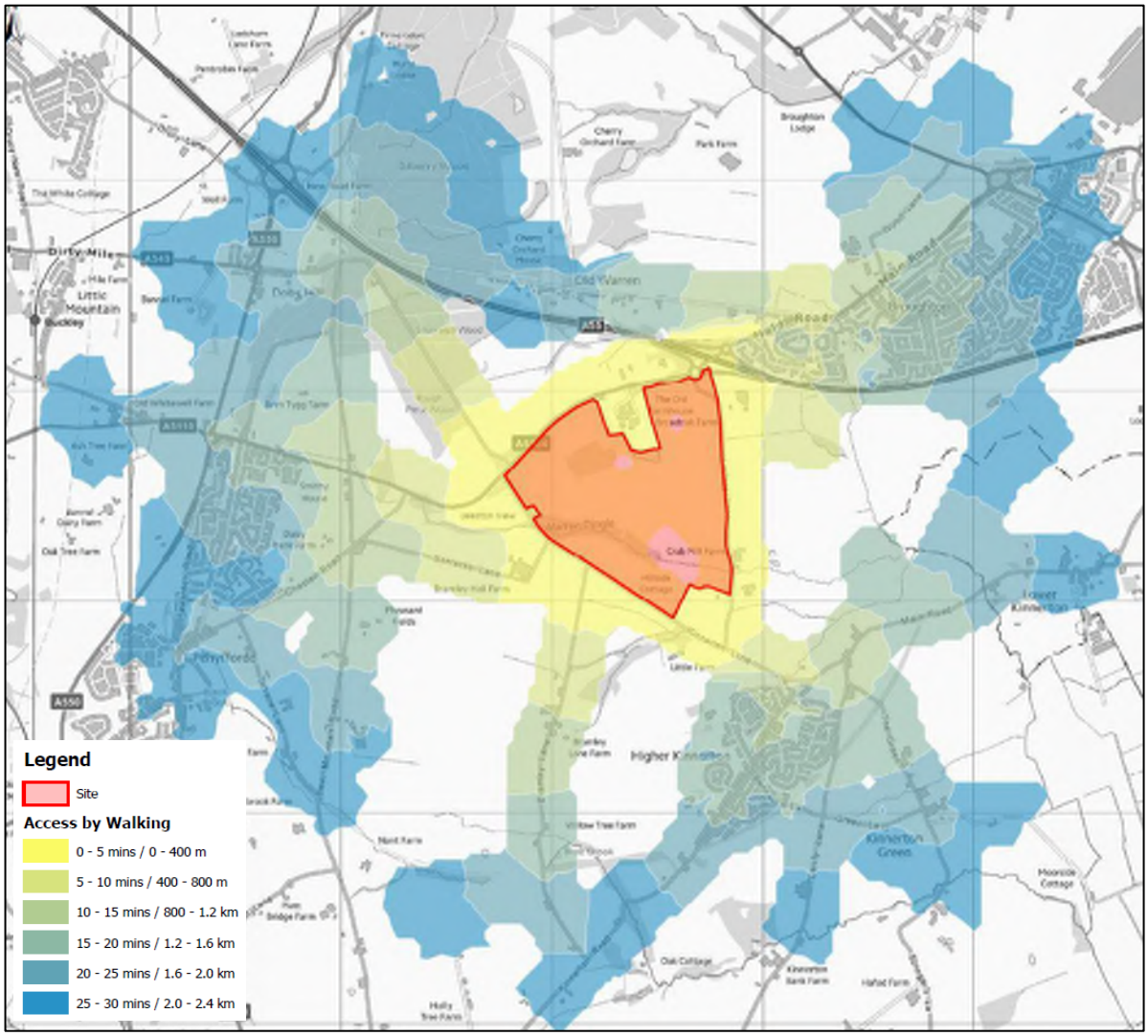
5.14 A shared cycleway / footway is present along the Warren Interchange, north of the site, which provides a connection into the existing pedestrian footway along Mold Road and Main Road within Broughton. Main Road provides a link to Chester Road where lit footways are provided on both sides of the carriageway. These footways provide a link from the site to Broughton Shopping Park and Hawarden Industrial Estate.

5.15 There are a number of Public Rights of Way (PRoW) which run along the boundary of the site and provide a connection to the surrounding areas. Footpath Higher Kinnerton 5 runs to the south of the

site from Kinnerton Lane to Main Road within Higher Kinnerton village centre, this provides an onwards link to PRoW Higher Kinnerton 4 and to the village of Penyfford. In addition, PRoW Buckley 77 runs to the west of the site off the A5104 to Old Warren Road, providing a link under the North Wales Expressway.

5.16 A GIS network analysis has been carried out to assess pedestrian accessibility from the development site. **Figure 5.1** shows a 30-minute walk isochrone, which has been calculated based upon a walk speed of 4.8 km/hr.

Figure 5.1 Walking Isochrone



5.17 This analysis shows that Broughton, Kinnerton Green and Penyffordd are all accessible within a 30-minute walk from the development site.

5.18 The development therefore provides a level of opportunity for future site users to assess local settlements and transport interchanges by foot, thereby reducing the reliance on travel by car.

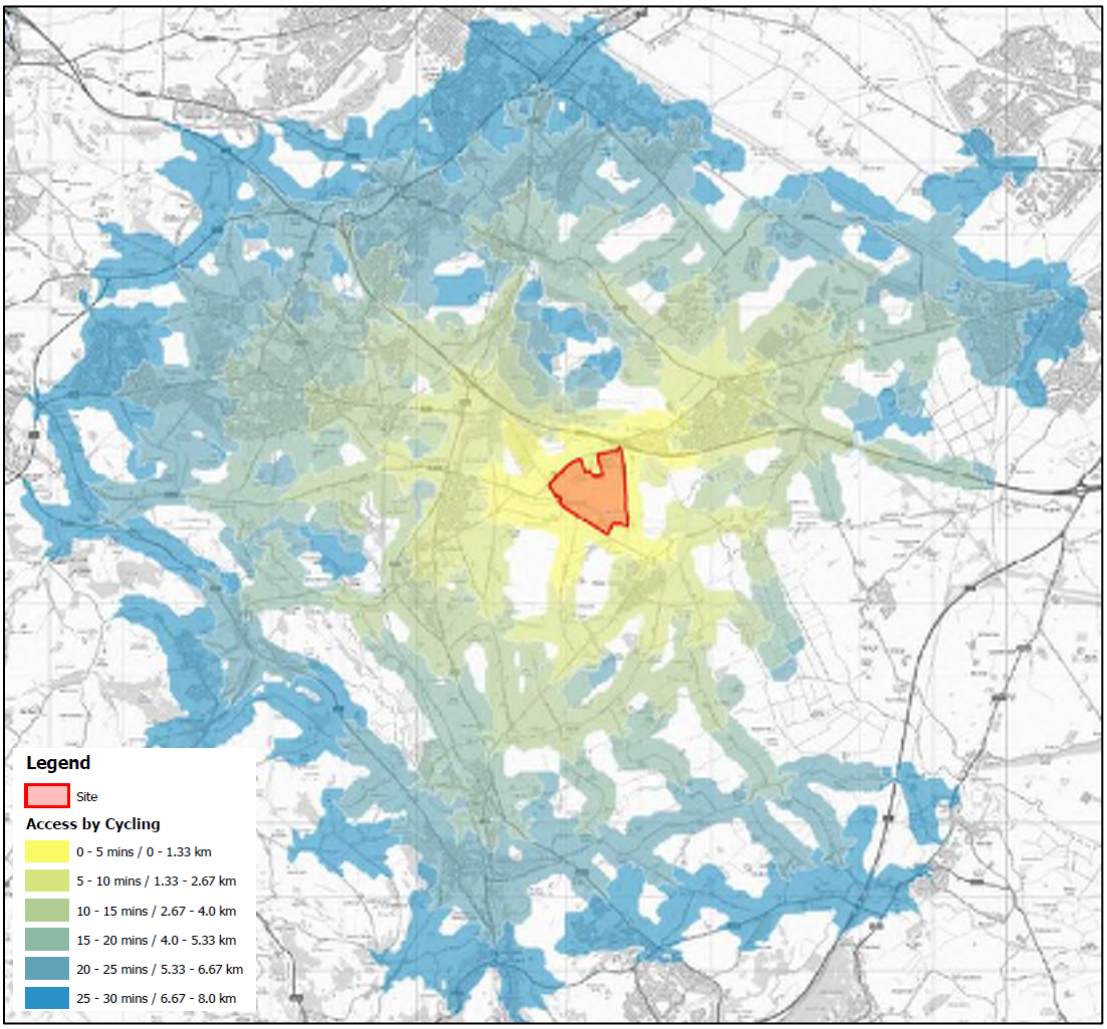
Cycling

5.19 A new shared cycleway / footway has been provided along the Warren Interchange north of the site, which connects into the existing pedestrian footways on Mold Road within Broughton. There are a number of proposed cycling routes within the site, that will tie in with the surrounding infrastructure that are shown in the emerging masterplan.

5.20 National Cycle Network (NCN) route 568 runs approximately 6km north east of the site along the River Dee. NCN 568 runs along the River Dee shared cycleway/footway and provides a connection to NCN 5 (North Wales Coastal Regional Route 89) within Shotton and NCN 45 within Chester, this allows for onward cycle connectivity within the wider surrounding areas.

5.21 A GIS network analysis has been carried out to assess cyclist accessibility from the development site. **Figure 5.2** shows a 30-minute cycle isochrone, which has been calculated based upon a cycle speed of 16km/hr. This analysis shows that Broughton, Buckley, Higher Kinnerton and Bretton are all accessible within a 30-minute cycle from the development site. This is in addition to the facilities set out in **Table 5.3**.

Figure 5.2 Cycling Isochrone



5.22 Chester City Centre provides a significant number of employment opportunities, retail, leisure, healthcare and grocery facilities that will be favourable for use by future site users. Furthermore, Chester is a key employment hub for the local area, with a number of large-scale business parks and industrial estates which complement the level of employment which is provided within the City Centre.

5.23 Broughton provides a number of employment opportunities comprising of Hawarden Industrial Park and Broughton Shopping Park, as well as healthcare and grocery opportunities.

5.24 The development is therefore well located to encourage a number of trips to and from the development to be undertaken by cycling, given that Chester is located within a 33-minute travel time, which is a key employer for the local area.

Public Transport

Bus

5.25 The nearest bus stops to the development site are located on A5104 (5-minute walk) which is located adjacent to site. Both the 'Warren Hall Court' bus stops operate as a 'hail and ride' facility. The stops are served by the number 13 bus service which provides an hourly connection to the 'Old Cross Keys Farm' bus stop located approximately 300m from Buckley Rail Station.

5.26 Additional bus services can be accessed from the 'Royal Oak' bus stop within Higher Kinnerton located approximately 1km south of the southern edge of the site. This stop operates as a 'hail and ride' stop with services 61, 61X and 62 providing additional bus services to Broughton Heath, Wepre and Chester.

5.27 It is pertinent to note that due to the scale of the site, certain areas are closer to bus services than others and, on this basis, it is considered that bus services are available within appropriate distances either from the A5104 Main Road or, from Higher Kinnerton.

5.28 On this basis, it is considered that there are a number of opportunities within the local area to travel to/from the site into Chester, Mold and Wrexham. **Table 5.1** summarises the bus services which operate within close proximity of the site.

Table 5.1 Local Bus Service Summary

Service	Route	Days of Operation	First / Last Service	Average Frequency
12 [AW]	Mold – Chester	Mon - Sat	07:20 – 20-:20	60 mins
13 [AW]	Chester - Mold	Mon - Sat	05:21 – 19:21	60 mins
109 [S]	Campus Mold – Wrexham	Mon - Fri	15:36	1 Daily
X1 [M&H]	Chester – Mold - Ruthin	Mon - Sat	11:39 – 14:49	2 Daily
	Ruthin – Mold – Chester	Mon - Sat	10:12 – 13:27	2 Daily
X9 [S]	Mold – Wrexham	Sat	16:29	1 Daily

[AW] – Arriva Wales [M&H] M&H Coaches [S] Stagecoach

Rail

5.29 Buckley Railway Station is located approximately 4km from the proposed development site and can be accessed in less than 20 minutes by bicycle using on-road routes along the A5104, Kinnerton Old Road, Chester Road and the Dirty Mile (A549). Buckley Railway Station can also be accessed within a 10-minute bus journey (number 13 bus) from the nearest bus stops to the site. The Station can be accessed within a 53-minute walk of the site, although formal footways are lacking on parts of the A5104 adjacent to the site and on Kinnerton Old Road.

5.30 The station is located on the Borderlands Lane and is managed by Transport for Wales. The station benefits from:

- Cycle parking facilities (10 lockers); and,
- 13 car parking spaces for rail users.

5.31 The station benefits from an hourly service Monday – Saturday to Wrexham Central and Bidston. On Sundays, services are provided approximately every 2.5 hours.

5.32 **Table 5.2** sets out the travel times to key destinations.

Table 5.2 Local Railway Service Travel Times

Destination	Travel Time	Average Frequency
Shotton	8 mins	60 mins
Wrexham Central	27 mins	
Chester	32 mins	
Bidston	38 mins	
Rhyl	38 mins	
Bangor	94 mins	

5.33 It is therefore considered that the site could encourage a number of trips to be made by rail, due to the station being accessible by bicycle and the short travel time to Wrexham and Chester Railway Stations.

5.34 The Borderlands Rail Line improvements between Wrexham, Bidston and Liverpool includes providing improvements to all interconnecting sustainable modes of transport to each station and the possibility of doubling service frequencies during the day.

Local Facilities

5.35 Broughton and the surrounding areas provide a number of services and facilities to support local residents. **Table 5.3** provides a summary of the local facilities with proximity to the proposed development and the approximate time it would take to either walk or cycle to them using an average walking speed of 1.33 m/s and an average cycling time of 4.4m/s.

5.36 Chester City Centre is located approximately 10km from the site which provides a significant number of employment opportunities, retail, leisure, healthcare and grocery facilities. Chester is a key hub for the local area, with a number of large-scale business parks and industrial estates which complement the level of employment which is provided within the City Centre.

Table 5.3 Local Facilities

Service / Facility	Approximate Distance (Metres)	Approximate Walking Time (Minutes)	Approximate Cycling Time (Minutes)
Commercial / Retail Centres			
Brougton Shopping Park	3,600	43	11
Hawaren Business Park	4,200	49	14
Chesterbank Business Park	6,900	83	20
Mold Town Centre	9,600	120	30
Chester City Centre	10,000	123	33
Educational Establishments			
Broughton Primary School	2,500	30	8
Derwen Primary School	2,800	38	10
St David's High School	6,000	72	18
Grocery Facilities			
Co-op Food	1,700	20	6
Aldi	3,100	36	9
Tesco	3,500	42	11
Health Facilities			
Marches Medical Practice	1,900	22	6
Transport Interchanges			
Warren Hall Court Bus Stop	400	5	2
Royal Oak Bus Stop	1,000	12	3
Buckley Rail Station	3,800	50	18

Summary

5.37 This review shows that the Site is well located to integrate and enhance the local pedestrian and public transport network within Broughton. Given the location of the development on the southern edge of Broughton it is well located to maximise access by sustainable transport modes.

5.38 Broughton and Bretton village centres are accessible by walking and cycling and provides a number of employment opportunities as well as retail, leisure, healthcare and grocery facilities.

6 Development Proposals

Proposed Development

6.1 The development will be residential led incorporating up to 300 new homes, a mix of low-medium and high-density residential units. High quality B1 (a / b / c), B2 employment land, a commercial hub comprising, for example, a hotel, leisure, local centre and retail land use along with associated landscaping and green infrastructure.

Proposed Sustainable Access Strategy

6.2 One of the key aims of the development will be to, ensure that alternatives to private car use are available from the outset and that the integration of active travel modes have been considered.

6.3 The development will be based on the principle of achieving walkable and cycle friendly neighbourhoods with a hierarchy of easy to navigate routes connecting neighbourhoods, spaces and nearby employment uses. Green corridors and open spaces will include a range of formal and informal spaces providing high quality connecting routes, creating a healthy environment, and providing separation between different neighbourhoods and uses where appropriate.

6.4 A sustainable transport strategy can be delivered in association with the development and this has been considered, developed and is described in this section of the Feasibility Study. The strategy is intended to assist in mitigating any potential impact of the development on the local highway network and to provide wider sustainable travel benefits to the local area.

6.5 Consequently, it would be proposed that a comprehensive network of footways within the Site linking to the existing pedestrian network could be provided to enable good connectivity for pedestrians accessing the Site. There is also the potential for these footways to be widened to provide cycleways to segregate cyclists from vehicles within the Site and provide a safe and attractive cycle network for local trips. This approach could help to integrate the development with the wider landscape.

6.6 The Site proposals will be developed with high quality active travel provision integral to the proposals. It has therefore been designed against the following principles:

- To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
- To ensure the safe and efficient movement of all transport users;
- To support economic development by facilitating travel to work and services without a car;
- To reduce congestion and pollution by encouraging and enabling people to travel without a car; and
- To increase the vitality of communities by improving access by bicycle and on foot.

Pedestrian Access

6.7 The development will be based on the principle of achieving walkable streets with a hierarchy of easy to navigate routes connecting buildings to the local area. Green corridors and open spaces will be included which will provide informal spaces and high-quality connecting routes, creating a healthy environment, and providing separation between different units and uses where appropriate.

6.8 The internal layout of the Site will be conducive to walking, providing a permeable network that allows uninterrupted access to the wider areas of the Site. The development will provide a primary pedestrian corridor with other pedestrian routes connecting to the wider parts of the allocation. This will provide appropriate pedestrian connections into the surrounding residential neighbourhoods. The linkages created by the development to existing local facilities will be fundamental in achieving a more pedestrian pattern of trip movement by providing opportunities to access the local area and thereby reducing the reliance on car travel.

6.9 The proposals will also consider any potential future Active Travel route along the A5104.

Cycle Access

6.10 The internal layout of the Site will be conducive towards cycling, providing a permeable network that allows uninterrupted access to the wider areas of the Site accommodating cycle trips to and from the Site. Streets will be designed to encourage low vehicular speeds, so that they are appropriate for cycle movements.

6.11 FCC have set out the proposed improvements to the cycleway between Mold and Broughton via Buckley, additionally contributing to the improvement of traffic flow and safety at nearby junctions. This will improve connectivity between the Proposed Site, Mold and Broughton.

6.12 The proposals will also consider any potential future Active Travel route along the A5104.

Cycle Parking

6.13 Cycle parking will be provided in accordance with the standards set out by Flintshire County Council Supplementary Planning Document: Parking Standards, which are summarised in **Tables 2.5 -2.8**.

6.14 Cycle parking will be in secure locations with facilities that enable the bike to be locked by the frame. The scope of cycle parking within each unit will be the subject of further detailed application but at this stage it is expected that cycle parking could be in the curtilage of each building and will be safe and secure.

6.15 Residential cycle parking will be provided within the curtilage of the properties (in a secure shed, garage or locker) and in easily accessible area.

Public Transport

6.16 The proposals for the North East Wales Metro (as set out in Section 2 of this report), will provide a network of public transport connecting across the border. The integrated transport schemes currently

being developed includes new transport hubs in Deeside and Wrexham, capacity improvements and electrification to existing rail lines, signalling and linespeed improvements, the introduction of Rail Freight facilities, a New Wales and Borders franchise and direct rail services from North Wales to Liverpool.

6.17 It is considered that following the North East Wales Metro would increase the opportunities for rail travel for regular commuters, including those residing at the proposed development site.

Vehicle Access Strategy

6.18 The proposed vehicular access strategy will be conducive towards the movements of emergency and service vehicles. Access to the residential land parcel will be gained via Kinnerton Lane and access for the employment land parcel will be gained via the A55 / Lesters Lane roundabout towards the north-east of the site. Access design will be considered at Application stage.

6.19 The layout of the Site will ensure that access will be provided for refuse, servicing and emergency service vehicle to enter and leave in forward gear.

6.20 Secondary / emergency accesses will be provided as necessary. For reference, the indicative access are shown in the Masterplan at **Appendix B**.

Vehicle Parking Provision

6.21 At this stage, the unit mix is unknown, albeit, vehicle parking will be provided in accordance with the standards set out in Flintshire County Council Supplementary Planning Guidance Notes: Parking Standards, which are summarised in **Tables 2.1** to **2.4**.

Strategic Benefit of Development

6.22 It is considered that the development will provide a benefit to the local area with regards to transport and accessibility. The reasons for this are as follows:

- The development will provide new housing and significant employment floorspace which will facilitate new facilities within the surrounding area, therefore improving community life and promote active lifestyles;
- The Site provides several opportunities through its design and access strategy to create a holistic transport environment, that is appropriate for a residential development within the County of Flintshire, which seeks to improve the accessibility and safety of the local area and reduce reliance on car travel.

Summary

6.23 The development proposals comprise of 300 homes, B1 (a, b, c) / B2 Employment and a commercial hub comprising, for example, of a hotel, leisure centre and retail. The Site will be designed to provide

numerous opportunities for trips associated with the Site to be undertaken by walking, cycling and public transport. The internal road layout will be designed in accordance with Manual for Streets to encourage low vehicle speeds through the Site and create an environment that is conductive for walking and cycling.

6.24 Access to the residential land parcel will be gained via Kinnerton Lane and access for the employment land parcel will be gained via the A55 / Lesters Lane roundabout towards the north-east of the site.

7 Trip Rate, Generation and Assignment

Introduction

7.1 This section of the report sets out the trip rate, trip generation and trip assignment for the proposed development.

7.2 It is pertinent to note that this stage no trip rates, or trip generation are agreed and will be done as part of scoping at the Application Stage.

Vehicle Trip Rate

7.3 The vehicle trip rates for the Proposed Development have been taken from the TRICS database. The assessment is based on the AM (08:00 - 09:00) and PM (17:00 - 18:00) peak hours.

Residential

7.4 The residential sites have been selected from the 'houses privately owned' category within TRICS. The derivation of trip rates therefore represents a worst-case scenario which in turn enables a robust assessment of the likely traffic impact on the operation of the local highway network.

7.5 The following TRICS search criteria were applied:

- Greater London, Ireland and Northern Ireland removed;
- Only Sites in Edge of Town; and,
- 50 to 600 units.

7.6 The vehicle trip rates are set out in **Table 7.1** and provided in **Appendix C**.

Table 7.1 TRICS Vehicle Trip Rates – Residential (Based on 71% of Total Person Trip Rates)

	In	Out	Two Way
AM Peak (08:00 - 09:00)	0.204	0.774	0.978
PM Peak (17:00 - 18:00)	0.553	0.249	0.802

7.7 **Table 7.2** illustrates that the level of traffic forecast to be generated by the development using the trip rates set out in **Table 7.1**.

Table 7.2 TRICS Vehicle Trip Generation – Residential (300 Units) (Based on 71% of Total Person Trip Rates)

	In	Out	Two Way
AM Peak (08:00 - 09:00)	43	164	207
PM Peak (17:00 - 18:00)	117	53	170

7.8 **Table 7.2** demonstrates that the proposed residential aspect of the development is forecast to generate 207 two-way vehicle trips in the AM peak, with 43 arriving and 164 departing. The residential element proposes 170 two-way trips in the PM peak with 117 arriving and 53 departing.

7.9 It is pertinent to note that at this stage, no reduction has been made for the 'internalisation' of trips between the residential use and the employment use, which could, in theory, be up to 10% to 20% of residential trips.

B1 Industrial Estate

7.10 The sites have been selected from the 'employment, industrial estate' category within TRICS. This derivation of trip rates has been provided on an 100sqm trip rate and provides a robust assessment of the likely traffic impact on the operation of the local highway network.

7.11 The following TRICS search criteria were applied:

- Greater London, Ireland and Northern Ireland removed;
- Only B1 and B2 sites included; and,
- 2,000 to 142,687sqm.

7.12 The vehicle trip rates are set out in **Table 7.3** and provided in **Appendix D**.

Table 7.3 TRICS Vehicle Trip Rates – B1 Industrial Estate

	In	Out	Two Way
AM Peak (08:00 - 09:00)	0.393	0.176	0.569
PM Peak (17:00 - 18:00)	0.113	0.419	0.532

7.13 **Table 7.4** illustrates that the level of traffic forecast to be generated by the development using the trip rates set out in **Table 7.3**.

Table 7.4 TRICS Vehicle Trip Generation – B1 Industrial Estate (114,000sqm)

	In	Out	Two Way
AM Peak (08:00 - 09:00)	448	201	649
PM Peak (17:00 - 18:00)	129	478	606

7.14 **Table 7.4** demonstrates that the proposed business park aspect of the development is forecast to generate 649 two-way vehicle trips in the AM peak, with 448 arriving and 201 departing. In the PM peak it is forecast to generate 606 two-way vehicle trips, with 129 arriving and 478 departing.

7.15 It is pertinent to note that at this stage, no reduction has been made for the 'internalisation' of trips between the residential use and the employment use, which could, in theory, be up to 10% of employment trips.

Commercial Hub – Hotel

7.16 Given the uncertainty regarding the make up of the commercial hub, we have modelled a hotel as a likely representative use which we consider appropriate and sufficient for the purpose of this feasibility report. Precise uses and floorspace will be known at the Application Stage when further detailed trip analysis can be undertaken.

7.17 The sites have been selected from the 'hotel, food and drink' category within TRICS. The derivation of the trip rates have been provided on a per bedroom trip rate and provides a robust assessment of the likely traffic impact on the operation of the local highway network.

7.18 The following TRICS search criteria were applied:

- Greater London, Ireland and Northern Ireland removed;
- Only Sites in Edge of Town; and,
- 15 to 300 bedrooms.

7.19 The vehicle trip rates are set out in **Table 7.5** and provided in **Appendix E**.

Table 7.5 TRICS Vehicle Trip Rates – Hotel

	In	Out	Two Way
AM Peak (08:00 - 09:00)	0.174	0.311	0.485
PM Peak (17:00 - 18:00)	0.293	0.161	0.454

7.20 **Table 7.6** illustrates that the level of traffic forecast to be generated by the development using the trip rates set out in **Table 7.5**.

Table 7.6 TRICS Vehicle Trip Generation – Hotel (150 beds)

	In	Out	Two Way
AM Peak (08:00 - 09:00)	26	47	73
PM Peak (17:00 - 18:00)	44	24	68

7.21 **Table 7.6** demonstrates that the proposed hotel aspect of the development is forecast to generate 73 two-way vehicle trips in the AM peak, with 26 arriving and 47 departing and 68 two-way trips in the PM peak with 44 arriving and 24 departing.

Net Development

7.22 The net trip generation forecast to generated by the development is set out in **Table 7.7**.

Table 7.7 Net Development Total Trip Rates*

	In	Out	Two Way
AM Peak (08:00 - 09:00)	538	432	970
PM Peak (17:00 - 18:00)	299	575	874

*Includes an additional number of HGV's for the Employment use (based on TRICS) and 41 two-way trips in the morning peak and 17 in the evening peak.

7.23 **Table 7.7** demonstrates that the development is forecast a total of 970 two-way trips in the AM peak with 538 arriving and 432 departing. During the PM peak, the development is forecast to generate 874 two-way trips with 299 arriving and 575 departing.

7.24 The above figures do not account for any 'internalisation' that would, in theory, reduce the above trips by in the region of 10%.

Forecast Mode Share

7.25 The multi-modal trip generation for the residential use has been calculated using the 2011 Census 'Method of Travel to Work' for a representative area of Broughton, which is set out in **Table 7.8** below.

Table 7.8 Forecast Mode Share (Representative Dataset)

Mode of Travel	Mode Share
Driving a car or van	70.7%
Passenger in a car or van	6.5%
On foot	8.4%
Bus, minibus or coach	8.2%
Motorcycle, scooter or moped	1.1%
Train	0.7%
Bicycle	4.0%
Taxi	0.6%
Total	**100%**

7.26 The 2011 Census 'Method of Travel to Work' dataset recorded that 70.7% of people travel to work by car / van (inclusive of car shares), with the remaining 29.3% travelling by sustainable modes of transport.

Development Traffic Assignment

7.27 Travel to Work data (for the 'resident' and 'daytime' population) from the 2011 national Census has been extracted from Nomis and used to identify the likely distribution of vehicular trips for the residential, employment and hotel uses. Whilst this data has been used as the basis of defining trips

out of the Proposed Development, it is acknowledged that not all trips are for work purposes, albeit, this is considered to be both reasonable and appropriate for determining a representative trip assignment.

7.28 The resultant trips have been combined and distributed to the various roads in the vicinity of the Site. This exercise has been undertaken 'by eye' and Google Maps, attributing the trip to the destination to the most likely route and where a number of routes could be used, by splitting the total accordingly.

7.29 It is pertinent to note that as part of any Application the distribution could be further refined to take account of potential 'local' trips that would, in theory, be undertaken by modes other than the car. Further analysis could also make use of alternative routeing such as Barracks Lane and Bramley Lane when routeing to the south / west.

8 Traffic Impact Assessment

Introduction

8.1 This section summarises the results of the Traffic Impact Assessment for the junctions in the local road network that comprise the following:

8.2 The following junctions have been assessed within this section:

- A5104 / Chester Road / B5125 Roundabout;
- A5104 / Kinnerton Lane T-Junction;
- Warren Interchange; and,
- Kinnerton Lane/Main Road T-Junction.

8.3 Site access testing has not been undertaken, as this would be undertaken at Application stage and the relevant designs provided in accordance with the relevant standards.

8.4 The modelling of the local road network has been undertaken using a suite of traffic modelling software depending on the junction type. The two main programs used in this assessment are the Transport Research Laboratory's (TRL) computer modelling package Junctions 9 comprising of ARCADY (roundabouts) and PICADY (priority junctions).

Assessment Years

8.5 The assessment years presented in this TA consider a 2019 Base Year (observed traffic) and a plus ten-year assessment to account for the development coming forward and being built out. The assessments detailed in this section of the TA are as follows:

- **Scenario 1**: 2019 Base Year;
- **Scenario 2:** 2024 Forecast Year; and,
- **Scenario 3:** 2024 With Development.

8.6 **Figures 4.1** shows the 2019 AM and PM peak hour baseline traffic flows on the local road network. These figures provided the traffic flows for the Scenario 1 2019 Base Year assessments.

8.7 **Figures 8.1** and **8.2** show the derived 2024 AM and PM peak hour baseline traffic flows on the local road network, taking account of the background traffic growth. These have been included into the Scenario 2 Forecast Year 2024 junction models.

8.8 **Figures 8.3** and **8.4** show the derived 2024 AM and PM peak hour baseline traffic flows on the local road network, taking account of the background traffic growth and the presence of development traffic. These have been included into the Scenario 3 Forecast Year 2024 with development junction models provided at **Figures 8.5** and **8.6**.

Background Traffic Growth

8.9 To calculate the 2024 forecast traffic flows, growth factors have been calculated and applied to the 2019 surveyed flows using the Department for Transport's TEMPRO 7 (version 7.2) application.

8.10 Growth factors have been calculated based on data for Flintshire, the county covering the Application site. This exercise has been undertaken in line with the most recent DfT guidance 'Use of TEMPRO data: WebTAG Unit 3.15.2' published April 2009.

8.11 The DfT guidance sets out that where a particular development proposal may account for a large proportion of forecast growth within a given area, the growth factors applied to non-development trips may have to be adjusted downwards, to avoid double-counting of trips.

8.12 As set out in **Chapter 6**, the Site is providing 300 homes. In light of this, alternative assumptions have been applied within TEMPRO to remove the growth in housing and employment associated with this application from the Flintshire forecast so that double counting of trips does not occur. It assumes that the residential units are fully built out by 2024 and assumes that circa 11% (the percentage of this development as a whole of the plan period employment floorspace / area) of the jobs over the period 2019-2024 are associated with this development and removes circa 120 jobs.

8.13 **Table 8.1** provides a summary of the resultant growth rates.

Figure 8.1 Growth Factors

Growth Period	Period	Growth Factor
2019 to 2024	AM Peak	1.038
	PM Peak	1.037

Modelling Programs

8.14 Transport Research Laboratory's (TRL) PICADY and ARCADY computer modelling software, within the JUNCTIONS 9 package, has been used to assess the operational capacity of the priority junctions within the study area. Assessments have been undertaken for the AM (08:00-09:00) and the PM (17:00-18:00) peak period using the 'one hour' method for inputting traffic flows. The results of the modelling are expressed in RFC (Ratio of Flow to Capacity), Delays and Queue Lengths (Vehicles).

Interpretation of Results

8.15 Transport Research Laboratory's (TRL) PICADY and ARCADY computer modelling software, within the JUNCTIONS 9 package forecasts the overall available capacity at junctions by outputting the junction's Ratio of Flow to Capacity (RFC). The model outputs an RFC for each arm/traffic movement to consider how the junction may operate.

8.16 This figure ranges from 0.00 to 1.00, with 1.00 identifying that the traffic movement along the junction's arm is forecast to operate at capacity. The theoretical capacity for a junction's arm is

identified as an RFC of 0.85, where queuing and delay will likely be low. In instances where RFCs are between 0.86 and 0.99, queuing and delay are likely to be exhibited at the junction but will still operate within capacity and appropriately accommodate traffic movements.

Warren Interchange (Southern Roundabout)

8.17 The assessments for the 2019 Observed AM and PM peak period have been undertaken using the existing junction geometry assessed in ARCADY 9 as this represents the current layout at this junction. The results of the modelling are summarised below in **Table 8.1** with the output reports contained in **Appendix F**.

Table 8.1 Scenario 1 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
A55 Off-Slip	0.05	0.1	2.10	0.28	0.4	3.16
Lesters Lane	0.15	0.2	2.51	0.12	0.1	3.45
A5104 SW	0.62	1.6	7.72	0.36	0.6	4.83
A5104 Link	0.27	0.4	2.69	0.56	1.3	4.29

8.18 **Table 8.1** shows that the junction operates well within capacity with a maximum RFC of 0.62 during the AM peak and 0.56 in the PM peak. It is forecast to generate a maximum queue of approximately 2 vehicles during the AM peak and 1 vehicle during the PM peak.

8.19 The results for the 2024 Forecast Year are presented in **Table 8.2** below.

Table 8.2 Scenario 2 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
A55 Off-Slip	0.05	0.1	2.12	0.29	0.4	3.29
Lesters Lane	0.15	0.2	2.55	0.13	0.1	3.57
A5104 SW	0.65	1.8	8.45	0.38	0.6	5.03
A5104 Link	0.28	0.4	2.73	0.58	1.4	4.50

8.20 **Table 8.2** shows that the junction is forecast to operate well within capacity with a maximum RFC of 0.65 during the AM peak and 0.58 in the PM peak. It is forecast to generate a maximum queue of approximately 2 vehicles during the AM peak and 1 vehicle during the PM peak.

8.21 The results for the 2024 with Development are presented in **Table 8.3** below.

Table 8.3 Scenario 3 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
A55 Off-Slip	0.17	0.2	2.72	0.39	0.6	4.16
Lesters Lane	0.33	0.5	3.38	0.63	1.7	8.92
A5104 SW	0.93	10.2	38.64	0.57	1.3	9.11
A5104 Link	0.44	0.8	3.62	0.66	1.9	5.67

8.22 **Table 8.3** shows that the junction is forecast to operate within capacity during the AM peak period in the 2024 Forecast year and is forecast to exhibit a maximum RFC of 0.93 in the AM peak period alongside queues of around 10 vehicles. In the PM peak period, the junction is forecast to operate well within capacity, with a maximum RFC of 0.66 and minimal queues.

Warren Interchange (Northern Roundabout)

8.23 The assessments for the 2019 Observed AM and PM peak period have been undertaken using the existing junction geometry assessed in ARCADY 9 as this represents the current layout at this junction. The results of the modelling are summarised below in **Table 8.4** with the output reports contained in **Appendix G**.

Table 8.4 Scenario 1 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
A5104 Link	0.56	1.3	5.38	0.33	0.5	3.46
A55 Off-Slip	0.30	0.4	3.74	0.31	0.5	3.16
A5104 Mold Road	0.48	0.9	6.00	0.75	3.0	10.74

8.24 **Table 8.4** shows that the junction operates within capacity with a maximum RFC of 0.56 during the AM peak and 0.75 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM peak and 3 vehicles during the PM peak.

8.25 The results for the 2024 Forecast Year are presented in **Table 8.5** below.

Table 8.5 Scenario 2 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
A55 Off-Slip	0.58	1.4	5.66	0.34	0.5	3.53
Lesters Lane	0.32	0.5	3.91	0.33	0.5	3.26
A5104 SW	0.50	1.0	6.34	0.78	3.5	12.28

8.26 **Table 8.5** shows that the junction is forecast to operate within capacity with a maximum RFC of 0.58 during the AM peak and 0.78 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM peak and 4 vehicles during the PM peak.

8.27 The results for the 2024 with Development are presented in **Table 8.6** below.

Table 8.6 Scenario 3 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
A55 Off-Slip	0.72	2.6	8.45	0.51	1.0	4.73
Lesters Lane	0.53	1.1	6.47	0.44	0.8	4.44
A5104 SW	0.69	2.2	12.68	0.95	12.4	43.19

8.28 **Table 8.6** shows that the junction is forecast to operate within capacity during the AM peak period and is forecast to generate an RFC of 0.72 alongside queues of approximately 3 vehicles in the 2024 Forecast year. The junction is forecast to operate within capacity during the PM peak, exhibiting a maximum RFC of 0.95 alongside queues of around 12 vehicles.

A5104 Main Road / B5125 Chester Road Roundabout

8.29 The assessments for the 2019 Observed AM and PM peak period have been undertaken using the existing junction geometry assessed in ARCADY 9 as this represents the current layout at this junction. The results of the modelling are summarised below in **Table 8.1** with the output reports contained in **Appendix H**.

Table 8.7 Scenario 1 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
B5125 East	0.20	0.2	2.26	0.48	0.9	4.37
A5104 South-west	0.35	0.5	2.19	0.27	0.4	2.00
B5125 West	0.36	0.6	3.65	0.45	0.8	3.87
St. Mary's Way	0.01	0.0	5.25	0.01	0.0	5.45
A5104 North-east	0.24	0.3	2.25	0.46	0.9	3.27

8.30 **Table 8.7** shows that the junction operates within capacity with a maximum RFC of 0.36 during the AM peak and 0.48 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM and PM peak periods.

8.31 The results for the 2024 Forecast Year are presented in **Table 8.8** below.

Table 8.8 Scenario 2 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
B5125 East	0.21	0.3	2.30	0.51	1.0	4.72
A5104 South-west	0.36	0.6	2.25	0.29	0.4	2.05
B5125 West	0.37	0.6	3.78	0.47	0.9	4.05
St. Mary's Way	0.01	0.0	5.39	0.01	0.0	5.59
A5104 North-east	0.25	0.3	2.30	0.48	0.9	3.43

8.32 **Table 8.8** shows that the junction is forecast to operate within capacity with a maximum RFC of 0.37 during the AM peak and 0.51 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM and PM peak periods.

8.33 The results for the 2024 with Development are presented in **Table 8.9** below.

Table 8.9 Scenario 3 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
B5125 East	0.22	0.3	2.40	0.53	1.1	4.99
A5104 South-west	0.39	0.6	2.34	0.31	0.5	2.13
B5125 West	0.39	0.6	3.93	0.48	0.9	4.23
St. Mary's Way	0.01	0.0	5.56	0.01	0.0	5.79
A5104 North-east	0.27	0.4	2.36	0.50	1.0	3.57

8.34 **Table 8.9** shows that the junction is forecast to operate within capacity with a maximum RFC of 0.39 during the AM peak and 0.53 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM and PM peak periods.

A5104 / Kinnerton Lane (T-Junction)

8.35 The assessments for the 2019 Observed AM and PM peak period have been undertaken using the existing junction geometry assessed in ARCADY 9 as this represents the current layout at this junction. The results of the modelling are summarised below in **Table 8.10** with the output reports contained in **Appendix I**.

Table 8.10 Scenario 1 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
Kinnerton Lane (Left)	0.17	0.2	11.05	0.25	0.3	9.51
Kinnerton Lane (Right)	0.60	1.4	22.58	0.23	0.3	15.81
A5104	0.41	1.2	5.87	0.19	0.4	6.30

8.36 **Table 8.10** shows that the junction is forecast to operate within capacity with a maximum RFC of 0.60 during the AM peak and 0.25 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM and PM peak periods.

8.37 The results for the 2024 Forecast Year are presented in **Table 8.11** below.

Table 8.11 Scenario 2 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
Kinnerton Lane (Left)	0.19	0.2	12.11	0.27	0.4	9.90
Kinnerton Lane (Right)	0.63	1.7	29.15	0.24	0.3	16.68
A5104	0.43	1.3	6.08	0.21	0.4	6.38

8.38 **Table 8.11** shows that the junction is forecast to operate within capacity with a maximum RFC of 0.63 during the AM peak and 0.27 in the PM peak. It is forecast to generate a maximum queue of approximately 2 vehicles during the AM peak and 1 vehicle during the PM peak period.

8.39 The results for the 2024 with Development are presented in **Table 8.12** below.

Table 8.12 Scenario 3 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
Kinnerton Lane (Left)	1.16	8.3	390.61	0.35	0.5	13.83
Kinnerton Lane (Right)	1.15	29.0	291.25	0.46	0.8	27.31
A5104	0.50	1.8	6.61	0.26	0.6	7.05

8.40 **Table 8.12** shows that the junction is forecast to operate with a maximum RFC of 1.16 during the AM peak and 0.40 in the PM peak. It is forecast to generate a maximum queue of approximately 29 vehicles in the AM peak and 1 vehicle during the PM peak. Whilst this junction does operate above capacity mitigation could be provided to reduce the impact at this junction, which is set out at Paragraph 8.47 below.

Kinnerton Lane / Main Road (T-Junction)

8.41 The assessments for the 2019 Observed AM and PM peak period have been undertaken using the existing junction geometry assessed in ARCADY 9 as this represents the current layout at this junction.

The results of the modelling are summarised below in **Table 8.13** with the output reports contained in **Appendix J**.

Table 8.13 Scenario 1 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
Kinnerton Lane (Left)	0.25	0.3	8.98	0.18	0.2	9.89
Kinnerton Lane (Right)	0.24	0.3	13.59	0.36	0.6	13.39
Main Road	0.22	0.3	8.22	0.24	0.4	7.25

8.42 **Table 8.13** shows that the junction operates within capacity with a maximum RFC of 0.25 during the AM peak and 0.36 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM and PM peak periods.

8.43 The results for the 2024 Forecast Year are presented in **Table 8.14** below.

Table 8.14 Scenario 2 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
Kinnerton Lane (Left)	0.26	0.4	9.21	0.19	0.2	10.13
Kinnerton Lane (Right)	0.25	0.3	13.98	0.38	0.6	13.88
Main Road	0.23	0.3	8.34	0.25	0.4	7.32

8.44 **Table 8.14** shows that the junction is forecast to operate within capacity with a maximum RFC of 0.26 during the AM peak and 0.38 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM and PM peak periods.

8.45 The results for the 2024 with Development are presented in **Table 8.15** below.

Table 8.15 Scenario 3 Assessment: Modelling Results

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (s)	RFC	Queue (Vehicles)	Delay (s)
Kinnerton Lane (Left)	0.34	0.5	10.75	0.23	0.3	11.18
Kinnerton Lane (Right)	0.33	0.5	16.14	0.44	0.8	15.86
Main Road	0.26	0.4	8.70	0.29	0.5	7.78

8.46 **Table 8.15** shows that the junction is forecast to operate within capacity with a maximum RFC of 0.26 during the AM peak and 0.38 in the PM peak. It is forecast to generate a maximum queue of approximately 1 vehicle during the AM and PM peak periods.

Potential Traffic Impact Mitigation

8.47 Taking into consideration the above highway capacity modelling results, it is considered that at Application / Pre-Application stage, the following will be investigated:

- All vehicle trip rates will be agreed with FCC and a detailed scoping exercise will be undertaken to ensure that all highway capacity models are based on these agreed rates;
- Agree an 'internalisation' rate to be deducted from the agreed trip rates to account for trips to / from the employment / residential land that would be undertaken by modes other than car;
- Agree a distribution with FCC as part of a scoping exercise. At this stage, it would be possible for WYG to enhance the current distribution used, particularly regarding the routeing of vehicles along Bramley Lane and Barracks Lane; and,
- Following this, if mitigation is required, this can be proposed as necessary / appropriate. A high-level review indicates that potential widening could occur at the Kinnerton Lane / A5104 Main Road priority junction and also, the A5104 roundabout approaches could provide additional flare lengths by removing existing on-street hatching. Any mitigation would be subject to agreeing a number of key points at Scoping stage and have therefore not been considered any further at this stage.
- A Travel Plan (TP) will be produced at the application stage and this will aim to set out measures to reduce car usage to and from the development.

Summary

8.48 To provide a summary of the above junction assessments a comparison table has been prepared. This is provided in **Table 8.16** which shows all junctions and all scenarios.

8.49 **Table 8.16** shows that all junctions are expected to perform within their operational capacity in a Baseline Year of 2019.

8.50 When moving to the 2024 Forecast Year, **Table 8.16** shows that all junctions are expected to perform within their operational capacity.

8.51 With the Development traffic added, **Table 8.16** illustrates that the A5104 Main Road / B5125 Chester Road junction and the Kinnerton Lane / Main Road junction are both forecast to operate well within capacity. The Warren Interchange (Southern) and Warren Interchange (Northern) junctions are expected to perform within the realms of theoretical capacity. The A5104 / Kinnerton Lane junction is forecast to operate above capacity in the with Development Year scenario.

8.52 It should be noted that the junction capacity assessment provided within this section are considered a worst-case scenario as they do not consider any reduction to vehicular trips that could be realised through the implementation of a Travel Plan or any 'internalisation'.

Table 8.16 Traffic Impact Assessment Summary – All Scenarios

Junction	Maximum	Scenario 1 2019 Observed		Scenario 2 2024 Forecast		Scenario 3 2024 with Development	
		AM	PM	AM	PM	AM	PM
Warren Interchange (Southern)	RFC	0.62	0.56	0.65	0.58	0.93	0.66
	Queue	1.6	1.3	1.8	1.4	10.2	1.9
Warren Interchange (Northern)	RFC	0.56	0.75	0.58	0.78	0.72	0.95
	Queue	1.3	3.0	1.4	3.5	2.6	12.4
A5104 Main Road / B5125 Chester Road Roundabout	RFC	0.36	0.48	0.37	0.51	0.39	0.53
	Queue	0.6	0.9	0.6	1.0	0.6	1.1
A5104 / Kinnerton Lane	RFC	0.60	0.25	0.63	0.27	1.16	0.46
	Queue	1.4	0.4	1.7	0.4	29.0	0.8
Kinnerton Lane / Main Road	RFC	0.25	0.36	0.26	0.38	0.34	0.44
	Queue	0.3	0.6	0.4	0.6	0.5	0.8

Notes: Green – Operates within capacity; Amber – Operates close to / at capacity; Red – Operates above capacity.

9 Summary and Conclusion

Summary

9.1 WYG have been appointed by Welsh Government to undertake an Access and Highway Feasibility Report for the potential development at Warren Hall, Broughton.

9.2 The site is referenced within Flintshire's Unitary Development Plan and most recently within Flintshire's emerging Local Development Plan 2015-2030, as site STR3B. The site is allocated for the development of up to 300 residential dwellings, employment land and a commercial hub.

9.3 A review of existing walking and cycling routes has shown that the Site provides opportunities to integrate into the local pedestrian / cycling network offering the opportunity for sustainable travel around the area. It is considered that the sustainable location of the Site will assist in encouraging future users to travel by sustainable modes, reducing the Site's impact on the local road network.

9.4 The site is located close to existing bus services that route into and out of Mold, Wrexham and Chester. Consequently, there are opportunities to serve the Site by bus.

9.5 An assessment of the local road network has been undertaken, to demonstrate that the development of the Site will not generate a severe impact to the operation of the network. It has been determined that highway mitigation may be required however, before this is determined a Scoping exercise would be required at Application / Pre-Application stage to determine / agree a number of critical parameters including trip rates, distribution, etc.

9.6 A Travel Plan will accompany any Transport Assessment (at Application Stage) as part of the planning submission and will set out a range of measures that could be implemented at the Site. The Travel Plan will provide a Site-specific package of measures, which can be used to promote access by sustainable modes to/from the Site and reduce reliance on car travel. The Travel Plan will target a 10% reduction in vehicles.

Conclusion

9.7 This Feasibility Report demonstrates that the site benefits from being well located to create a new sustainable community, providing opportunities to travel sustainably and will enhance existing pedestrian, cycle and public transport links by extending the existing sustainable travel network.

9.8 The detailed technical assessments undertaken show that the residual cumulative impact of the development will likely not be severe and as such the development is considered acceptable from traffic and highway perspective. Scoping will be required at Application / Pre-Application stage to agree a number of key parameters to determine if mitigation may be required.

Appendix A
MCC SURVEY DATA

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 20851 Warren Hall, Flintshire

Site Number/Name: Site 2 - A5104/ A55

Client: White Young Green Bristol

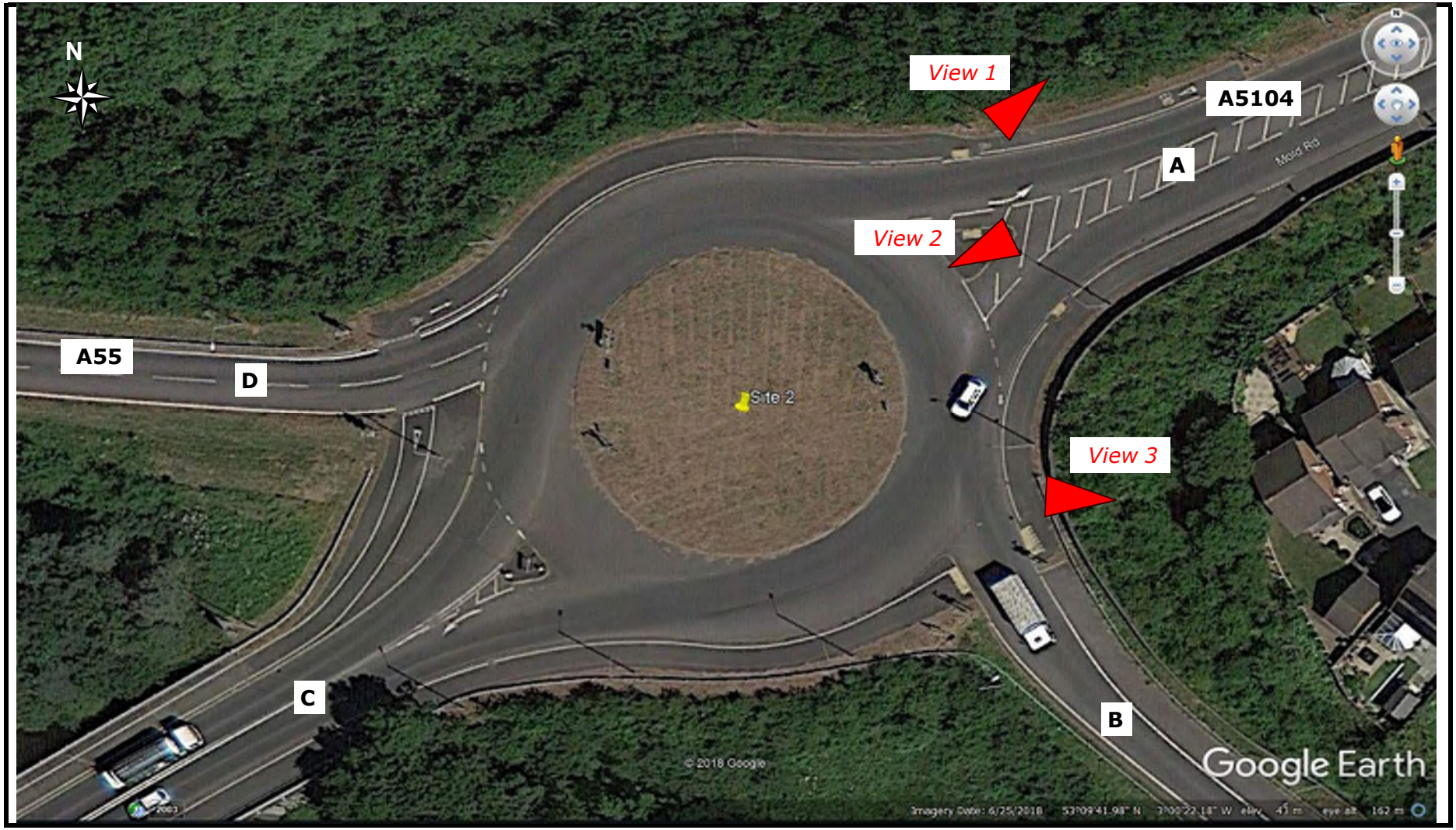
Date: 09/04/2019

Weather: Clear, Dry

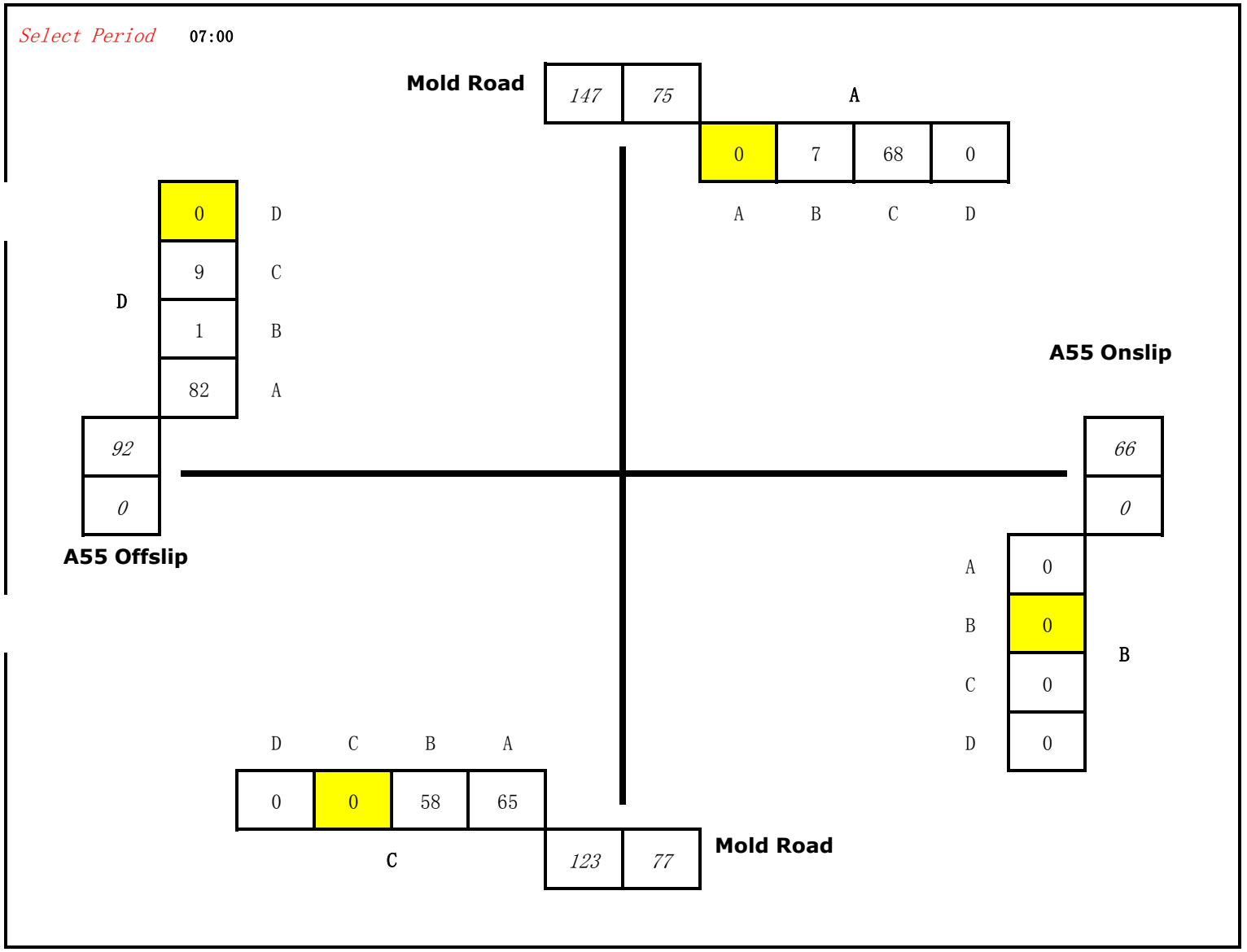
Comments: None

Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 2 - A5104/ A55	*Date:*	Tuesday 09 Apr 2019

Job Type:	Junction Count				
Co-ordinates:	53° 9'41.95"N,3° 0'22.11"W	*Postcode:*	CH4 0FB	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flin
Site 2 - A5104/ A55	*Client:*	White Young Green Brist
Flow Diagram	*Date:*	Tuesday 09 Apr 2019



Advanced Transport Research

Site 2 - A5104/ A55

Classified Counts

	A to A							A to B							A to C						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	50	8	1	3	0	4	2
07:15 - 07:30	0	0	0	0	0	0	0	18	2	0	0	0	0	0	34	12	4	1	1	0	0
07:30 - 07:45	0	0	0	0	0	0	0	28	4	0	0	0	0	0	64	6	2	2	0	2	1
07:45 - 08:00	0	0	0	0	0	0	0	23	1	0	0	0	0	0	69	12	2	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	25	0	0	0	1	0	0	89	12	3	1	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	24	3	0	0	0	0	0	78	12	6	1	1	0	1
08:30 - 08:45	4	0	0	0	0	0	0	18	1	0	0	0	0	0	111	11	5	2	0	0	1
08:45 - 09:00	1	1	0	0	0	0	0	15	0	0	0	0	0	0	66	7	2	2	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	10	0	0	0	0	0	0	53	8	4	2	0	0	1
09:15 - 09:30	0	0	0	0	0	0	0	6	1	0	0	0	1	0	56	13	2	1	1	0	1
09:30 - 09:45	0	0	0	0	0	0	0	9	0	0	0	0	0	0	63	11	2	0	1	0	0
09:45 - 10:00	0	1	0	0	0	0	0	8	1	0	0	0	0	0	73	10	2	3	0	0	0
16:00 - 16:15	1	0	0	0	0	0	0	7	2	0	0	0	0	0	181	12	1	5	0	1	0
16:15 - 16:30	1	0	0	0	0	0	0	2	0	1	0	0	0	0	198	25	2	0	3	1	1
16:30 - 16:45	0	0	0	1	0	0	0	3	1	0	0	0	0	0	202	19	5	1	1	0	1
16:45 - 17:00	0	0	0	0	0	0	0	5	1	0	0	0	0	0	224	24	1	2	2	2	0
17:00 - 17:15	0	0	0	0	0	0	0	8	2	0	0	0	0	0	220	12	1	2	1	1	0
17:15 - 17:30	3	0	0	0	0	0	0	9	2	0	0	0	0	0	219	11	0	1	1	2	1
17:30 - 17:45	1	0	0	0	0	0	0	7	0	0	0	0	0	0	193	14	1	1	1	1	1
17:45 - 18:00	0	0	0	0	0	0	0	5	1	1	0	0	0	0	186	13	0	0	0	2	0
18:00 - 18:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	175	8	1	0	0	1	0
18:15 - 18:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	158	9	0	0	1	0	0
18:30 - 18:45	2	0	0	0	0	0	0	9	0	0	0	0	0	0	200	6	0	0	2	0	0
18:45 - 19:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0	228	11	1	0	2	0	1
07:00 - 08:00	0	0	0	0	0	0	0	76	7	0	0	0	0	0	217	38	9	6	1	6	3
07:15 - 08:15	0	0	0	0	0	0	0	94	7	0	0	1	0	0	256	42	11	4	1	2	1
07:30 - 08:30	0	0	0	0	0	0	0	100	8	0	0	1	0	0	300	42	13	4	1	2	2
07:45 - 08:45	4	0	0	0	0	0	0	90	5	0	0	1	0	0	347	47	16	4	1	0	2
08:00 - 09:00	5	1	0	0	0	0	0	82	4	0	0	1	0	0	344	42	16	6	1	0	2
08:15 - 09:15	6	1	0	0	0	0	0	67	4	0	0	0	0	0	308	38	17	7	1	0	3
08:30 - 09:30	6	1	0	0	0	0	0	49	2	0	0	0	1	0	286	39	13	7	1	0	3
08:45 - 09:45	2	1	0	0	0	0	0	40	1	0	0	0	1	0	238	39	10	5	2	0	2
09:00 - 10:00	1	1	0	0	0	0	0	33	2	0	0	0	1	0	245	42	10	6	2	0	2
16:00 - 17:00	2	0	0	1	0	0	0	17	4	1	0	0	0	0	805	80	9	8	6	4	2
16:15 - 17:15	1	0	0	1	0	0	0	18	4	1	0	0	0	0	844	80	9	5	7	4	2
16:30 - 17:30	3	0	0	1	0	0	0	25	6	0	0	0	0	0	865	66	7	6	5	5	2
16:45 - 17:45	4	0	0	0	0	0	0	29	5	0	0	0	0	0	856	61	3	6	5	6	2
17:00 - 18:00	4	0	0	0	0	0	0	29	5	1	0	0	0	0	818	50	2	4	3	6	2
17:15 - 18:15	6	0	0	0	0	0	0	23	4	1	0	0	0	0	773	46	2	2	2	6	2
17:30 - 18:30	3	0	0	0	0	0	0	18	2	1	0	0	0	0	712	44	2	1	2	4	1
17:45 - 18:45	4	0	0	0	0	0	0	20	2	1	0	0	0	0	719	36	1	0	3	3	0
18:00 - 19:00	4	0	0	0	0	0	0	21	1	0	0	0	0	0	761	34	2	0	5	1	1
07:45 - 08:45	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**5**	**0**	**0**	**1**	**0**	**0**	**347**	**47**	**16**	**4**	**1**	**0**	**2**
16:45 - 17:45	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**856**	**61**	**3**	**6**	**5**	**6**	**2**

	A to D							B to A							B to B							B to C							B to D								
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	10
07:15 - 07:30	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	76	5
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	6
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	13
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	12
08:15 - 08:30	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	92	16
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	11
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	4
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	4
09:15 - 09:30	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	73	7
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	6
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	10
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	1
16:15 - 16:30	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	58	15
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	7
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	4
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	6
17:15 - 17:30	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	85	8
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	4
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	3
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	5
18:15 - 18:30	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	71	8
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	4
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	4
07:00 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286	34
07:15 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312	36
07:30 - 08:30	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	328	47
07:45 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	336	52
08:00 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351	43
08:15 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346	35
08:30 - 09:30	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	327	26
08:45 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311	21
09:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273	27
16:00 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	27
16:15 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295	32
16:30 - 17:30	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	322	25
16:45 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326	22
17:00 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323	21
17:15 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302	20
17:30 - 18:30	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	288	20
17:45 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	20
18:00 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271	21
07:45 - 08:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**336**	**52**
16:45 - 17:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**326**	**22**

Job Number & Name:	**20851 Warren Hall, Flintshire**
Client:	**White Young Green Bristol**
Date:	**Tuesday 09 April 2019**

C to A					C to B							C to C							C to D							D to A							D to B							D to C							D to D						
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	0	0	1	0	46	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	6	8	0	0	0	0	1	0	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	1	52	10	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	11	1	1	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	64	8	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	13	1	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	94	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	12	1	1	3	1	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	95	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	92	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	13	0	1	0	2	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	75	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	10	2	0	0	1	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	73	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	6	4	1	0	0	0	1	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	44	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	9	2	2	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	1	0	0	27	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	8	0	2	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	17	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	8	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	27	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4	1	4	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	1	17	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	7	0	1	1	0	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1	4	1	0	0	15	5	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	68	7	1	1	1	0	0	0	1	0	0	0	0	0	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	1	0	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	6	2	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	0	0	0	22	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	5	2	1	0	1	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	7	2	0	0	1	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	2	0	0	23	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	5	0	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	26	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	4	0	0	0	0	0	0	1	0	0	0	0	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	31	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	3	0	1	0	1	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	2	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	2	19	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	2	1	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	13	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	6	1	1	2	1	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	4	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3	*2*	*1*	*2*	*1*	*256*	*46*	*0*	*11*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*320*	*42*	*11*	*2*	*3*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
3	*2*	*4*	*1*	*1*	*305*	*44*	*1*	*11*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*315*	*44*	*3*	*2*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
6	*2*	*4*	*1*	*0*	*345*	*43*	*1*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*297*	*46*	*2*	*2*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
8	*3*	*4*	*0*	*0*	*356*	*41*	*2*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*295*	*43*	*3*	*2*	*3*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
11	*3*	*4*	*0*	*0*	*335*	*27*	*2*	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*287*	*37*	*6*	*2*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*31*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
12	*3*	*1*	*1*	*0*	*284*	*21*	*2*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*296*	*38*	*8*	*4*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
9	*5*	*1*	*1*	*0*	*219*	*17*	*4*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*266*	*33*	*8*	*5*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
7	*5*	*1*	*1*	*0*	*161*	*12*	*3*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*237*	*31*	*6*	*5*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
5	*3*	*1*	*1*	*0*	*115*	*11*	*4*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*216*	*29*	*3*	*8*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*	*6*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
5	*11*	*1*	*1*	*1*	*71*	*17*	*1*	*4*	*0*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*269*	*25*	*5*	*3*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*54*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
5	*8*	*1*	*2*	*0*	*73*	*15*	*1*	*4*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*288*	*25*	*7*	*2*	*1*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*62*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
5	*5*	*2*	*2*	*0*	*81*	*14*	*2*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*329*	*23*	*6*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*62*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
4	*5*	*2*	*1*	*0*	*90*	*9*	*2*	*1*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*345*	*21*	*4*	*1*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*2*	*2*	*1*	*0*	*99*	*8*	*3*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*376*	*19*	*2*	*1*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
3	*2*	*2*	*0*	*0*	*95*	*5*	*3*	*2*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*360*	*14*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*64*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*1*	*1*	*0*	*2*	*91*	*7*	*2*	*3*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*332*	*11*	*1*	*1*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*60*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*1*	*0*	*3*	*78*	*10*	*1*	*3*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*326*	*13*	*2*	*2*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*56*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*1*	*0*	*4*	*65*	*10*	*0*	*2*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*297*	*14*	*2*	*1*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*48*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
8	***3***	***4***	***0***	***0***	***366***	***41***	***2***	***6***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***295***	***43***	***3***	***2***	***3***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***26***	***4***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
4	***5***	***2***	***1***	***0***	***90***	***9***	***2***	***1***	***0***	***5***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***345***	***21***	***4***	***1***	***0***	***2***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***74***	***3***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research
Site 2 - A5104/ A55
PCU Values

Job Number & Name: 20851 Warren Hall, Flintshire
Client: White Young Green Bristol
Date: Tuesday 08 April 2010

Times	A to A Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	A to B Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	A to C Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	A to D Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	50.0	8.0	1.5	6.9	0.0	1.6	0.4	68.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	20.0	34.0	12.0	6.0	2.3	2.0	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	32.0	64.0	6.0	3.0	4.6	0.0	0.8	0.2	78.6	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	23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	69.0	12.0	3.0	0.0	0.0	0.0	0.0	84.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	2.0	0.0	0.0	27.0	89.0	12.0	4.5	2.3	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	3.0	0.0	0.0	0.0	0.0	0.0	27.0	78.0	12.0	9.0	2.3	2.0	0.0	0.2	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	18.0	1.0	0.0	0.0	0.0	0.0	0.0	19.0	111.0	11.0	7.5	4.6	0.0	0.0	0.2	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	66.0	7.0	3.0	4.6	0.0	0.0	0.0	80.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 2 - A5104/ A55	*Client:*	White Young Green Bristol
Queue Lengths	*Date:*	Tuesday 09 April 2019

	A5104 WB		A5104 EB		A55	
Times	Lane 1		Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0		0	0	4	1
07:05 - 07:10	1		0	0	3	0
07:10 - 07:15	2		0	0	5	0
07:15 - 07:20	2		0	0	4	1
07:20 - 07:25	0		0	0	7	1
07:25 - 07:30	7		0	0	8	1
07:30 - 07:35	2		0	0	8	1
07:35 - 07:40	3		0	0	7	0
07:40 - 07:45	4		0	0	6	0
07:45 - 07:50	4		0	0	7	1
07:50 - 07:55	2		0	0	2	1
07:55 - 08:00	5		0	0	3	1
08:00 - 08:05	2		0	0	8	1
08:05 - 08:10	3		0	0	4	0
08:10 - 08:15	4		0	0	2	2
08:15 - 08:20	0		0	0	5	1
08:20 - 08:25	4		0	0	8	0
08:25 - 08:30	4		0	0	3	1
08:30 - 08:35	7		0	0	6	1
08:35 - 08:40	8		0	0	3	1
08:40 - 08:45	3		0	0	5	1
08:45 - 08:50	2		0	0	2	3
08:50 - 08:55	4		0	0	2	1
08:55 - 09:00	4		0	0	6	1
09:00 - 09:05	2		0	0	3	0
09:05 - 09:10	1		0	0	3	0
09:10 - 09:15	3		0	0	5	0
09:15 - 09:20	0		0	0	3	0
09:20 - 09:25	0		0	0	3	1
09:25 - 09:30	0		0	0	2	1
09:30 - 09:35	2		0	0	3	0
09:35 - 09:40	3		0	0	2	0
09:40 - 09:45	0		0	0	3	2
09:45 - 09:50	1		0	0	2	1
09:50 - 09:55	1		0	0	5	1
09:55 - 10:00	2		0	0	1	0

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 2 - A5104/ A55	*Client:*	White Young Green Bristol
Queue Lengths	*Date:*	Tuesday 09 April 2019

	A5104 WB		A5104 EB		A55	
Times	Lane 1		Lane 1	Lane 2	Lane 1	Lane 2
16:00 - 16:05	1		0	0	3	1
16:05 - 16:10	1		0	0	3	1
16:10 - 16:15	1		0	0	1	1
16:15 - 16:20	3		0	0	4	1
16:20 - 16:25	1		0	0	2	1
16:25 - 16:30	6		0	0	2	4
16:30 - 16:35	3		2	0	4	0
16:35 - 16:40	2		0	0	2	1
16:40 - 16:45	3		0	0	4	1
16:45 - 16:50	7		0	0	6	1
16:50 - 16:55	8		1	1	4	1
16:55 - 17:00	4		0	0	3	1
17:00 - 17:05	4		0	0	2	0
17:05 - 17:10	0		0	0	4	2
17:10 - 17:15	8		0	0	6	2
17:15 - 17:20	5		0	1	8	0
17:20 - 17:25	3		0	0	6	1
17:25 - 17:30	2		0	0	7	1
17:30 - 17:35	2		0	0	4	2
17:35 - 17:40	3		0	0	7	0
17:40 - 17:45	3		0	0	2	2
17:45 - 17:50	1		0	0	3	0
17:50 - 17:55	4		0	0	2	1
17:55 - 18:00	3		0	0	5	1
18:00 - 18:05	0		0	0	2	1
18:05 - 18:10	4		0	0	2	0
18:10 - 18:15	0		0	0	3	2
18:15 - 18:20	3		0	0	2	2
18:20 - 18:25	1		0	0	3	1
18:25 - 18:30	4		0	0	6	1
18:30 - 18:35	3		0	0	3	2
18:35 - 18:40	4		2	0	3	1
18:40 - 18:45	5		0	0	4	0
18:45 - 18:50	1		0	0	1	0
18:50 - 18:55	1		0	0	2	1
18:55 - 19:00	2		0	0	2	1

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 20851 Warren Hall, Flintshire

Site Number/Name: Site 3 - A5104/ B5125/ Main Road/ Chester Road

Client: White Young Green Bristol

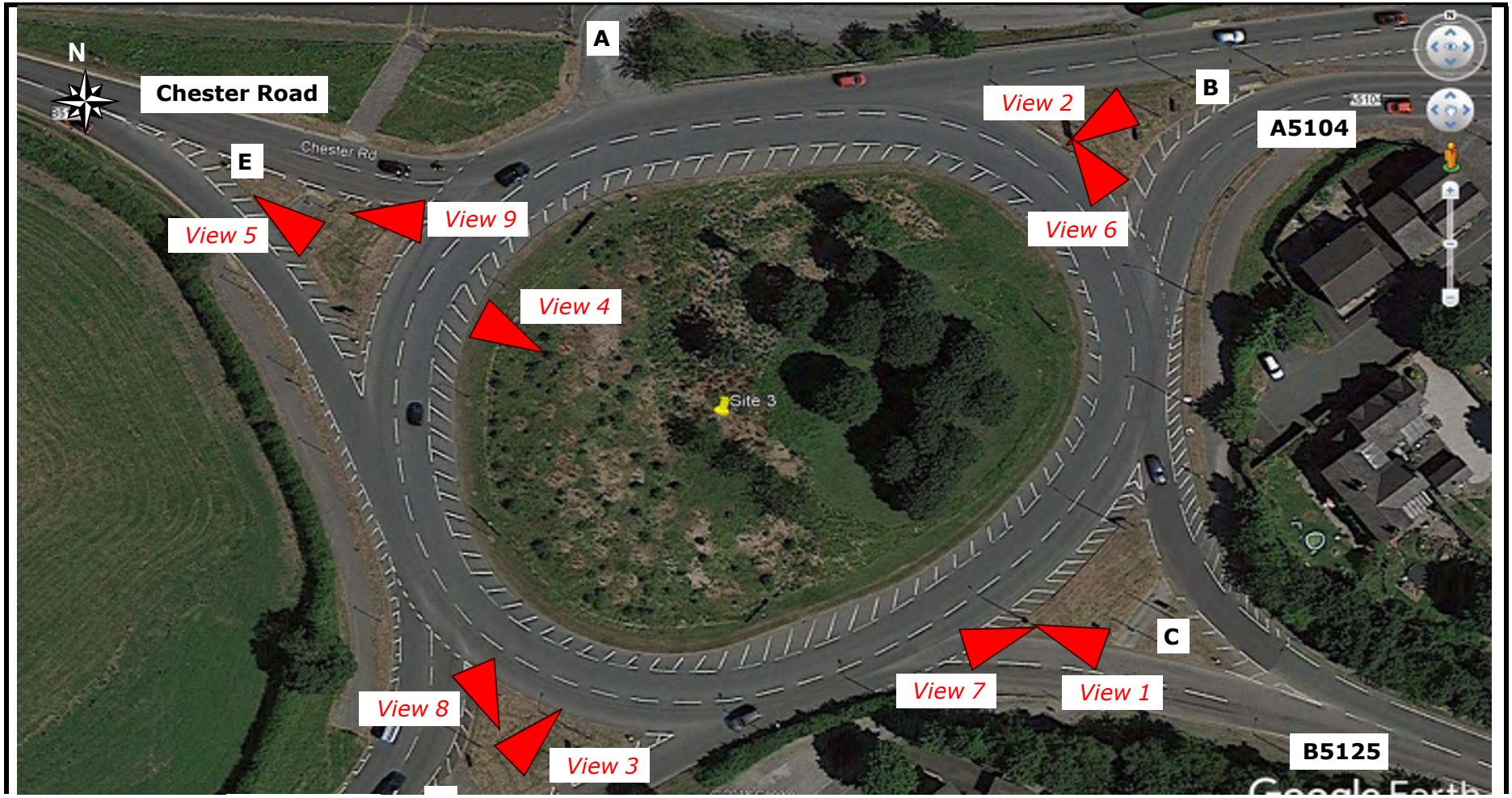
Date: 09/04/2019

Weather: Clear, Dry

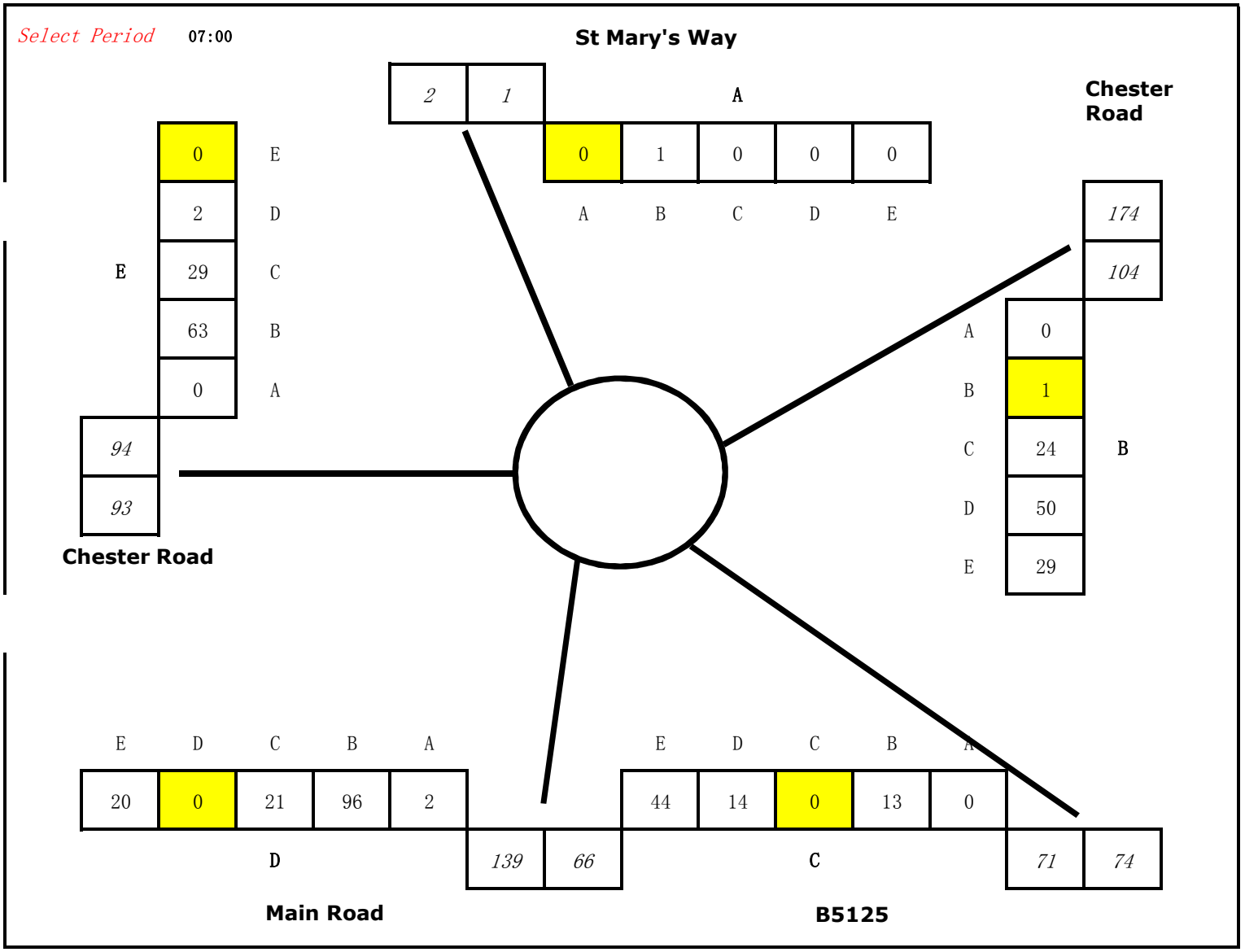
Comments: None

Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 3 - A5104/ B5125/ Main Road/ Chester Road	*Date:*	Tuesday 09 Apr 2019

Job Type:	Junction Count				
Co-ordinates:	53° 10'8.51"N,2° 59'13.48"W	*Postcode:*	CH4 0DP	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flin
Site 3 - A5104/ B5125/ Main Road/ Chester Road	*Client:*	White Young Green Brist
Flow Diagram	*Date:*	Tuesday 09 Apr 2019



Advanced Transport Research

Site 3 - A5104/ B5125/ Main Road/ Chester Road

Classified Counts

	A to A							A to B							A to C							A to D							A to E							B to A							B to B							B to C		
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV
07:00 - 07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	17	4	1	2	0	0	0	34	7
07:15 - 07:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	13	3	0	1	0	0	0	19	2
07:30 - 07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	29	4	1	0	0	0	0	28	4
07:45 - 08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	21	3	0	0	0	0	0	26	3
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	25	3	1	0	0	0	0	29	10
08:15 - 08:30	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	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	33	4	0	0	0	0	0	38	10
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	18	1	0	1	0	0	0	36	6
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	21	0	0	0	0	1	0	29	10
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	1	0	0	0	22	6
09:15 - 09:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	12	0	1	0	0	0	0	22	7
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	18	1	1	1	0	0	0	28	9
09:45 - 10:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0	0	32	6
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	1	0	93	8
10:15 - 10:30	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	1	0	0	0	0	0	0	16	5	0	0	0	0	0	103	16
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	118	12
10:45 - 11:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	22	0	0	0	0	2	0	113	20
11:00 - 11:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	33	1	0	0	0	0	0	115	9
11:15 - 11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	16	2	0	0	0	0	0	114	7
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	16	3	0	0	0	0	0	87	11
11:45 - 12:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	18	2	0	0	0	0	0	84	5
12:00 - 12:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	77	7
12:15 - 12:30	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	13	0	0	0	0	0	0	69	7
12:30 - 12:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	21	2	0	0	0	0	0	91	4
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	16	1	0	0	0	0	0	81	8
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*3*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*80*	*14*	*2*	*3*	*0*	*0*	*0*	*107*	*16*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*13*	*2*	*1*	*0*	*0*	*0*	*102*	*19*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*14*	*2*	*0*	*0*	*0*	*0*	*121*	*27*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*97*	*11*	*1*	*1*	*0*	*0*	*0*	*129*	*29*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*97*	*8*	*1*	*1*	*0*	*1*	*0*	*132*	*36*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*6*	*0*	*2*	*0*	*1*	*0*	*125*	*32*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*67*	*2*	*1*	*2*	*0*	*1*	*0*	*109*	*29*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*67*	*2*	*2*	*2*	*0*	*1*	*0*	*101*	*32*
09:00 - 10:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*56*	*2*	*2*	*2*	*0*	*0*	*0*	*104*	*28*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*11*	*0*	*0*	*0*	*3*	*0*	*427*	*56*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*104*	*10*	*0*	*0*	*0*	*2*	*0*	*449*	*57*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*104*	*7*	*0*	*0*	*0*	*2*	*0*	*460*	*48*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*87*	*6*	*0*	*0*	*0*	*2*	*0*	*429*	*47*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*83*	*8*	*0*	*0*	*0*	*0*	*0*	*400*	*32*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*62*	*8*	*0*	*0*	*0*	*2*	*0*	*362*	*30*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*6*	*0*	*0*	*0*	*0*	*0*	*317*	*30*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*64*	*5*	*0*	*0*	*0*	*0*	*0*	*321*	*23*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*1*	*1*	*0*	*0*	*0*	*0*	*62*	*4*	*0*	*0*	*0*	*0*	*0*	*318*	*26*
07:30 - 08:30	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***5***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***5***	***0***	***0***	***0***	***0***	***0***	***0***	***108***	***14***	***2***	***0***	***0***	***0***	***121***	***27***
16:30 - 17:30	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***104***	***7***	***0***	***0***	***0***	***2***	***0***	***460***	***48***

B to D					B to E							C to A							C to B							C to C							C to D							C to E							D to A							D to B					
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B
1	3	0	4	1	24	2	0	0	2	1	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	1	0	36	7	1	0	0	0	0	0	1	1	0	0	0	0	82	7	5	0	1	1
4	1	1	0	0	26	5	1	1	1	0	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	0	0	0	42	9	0	2	0	0	0	0	0	1	0	0	0	0	140	11	0	0	0	1
2	1	0	0	0	28	7	0	3	2	0	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	50	12	0	0	0	0	0	0	0	0	0	0	0	0	136	11	0	0	0	2
3	0	1	0	0	40	5	2	0	1	0	0	0	0	0	0	0	0	0	13	1	2	2	0	0	0	0	0	0	0	0	0	0	23	6	0	0	0	0	0	48	8	1	1	0	1	0	0	0	0	0	0	0	0	109	12	3	2	0	1
3	1	2	0	0	29	4	0	0	2	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	36	8	0	1	0	0	0	0	0	0	0	0	0	0	92	15	1	1	4	0
7	2	0	0	0	29	4	1	0	1	0	0	0	0	0	0	0	0	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	54	6	0	2	0	1	0	0	0	0	0	0	0	0	107	15	1	0	1	2
3	1	0	0	0	30	7	1	0	3	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	27	4	0	0	0	0	0	36	3	1	1	0	0	0	0	0	0	0	0	0	0	91	15	4	0	1	1
0	2	1	0	1	32	8	3	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	28	3	2	0	0	1	0	39	5	1	0	0	0	0	0	0	0	0	0	0	0	93	8	4	1	0	0
1	1	0	0	0	32	7	1	0	3	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	18	3	2	0	0	0	0	24	7	1	0	0	0	0	0	0	0	0	0	0	0	70	14	2	2	1	1
3	0	1	0	1	17	4	0	0	1	0	1	0	0	0	0	0	0	0	5	2	0	0	0	1	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	30	4	2	0	0	0	0	0	0	0	0	0	0	0	53	6	2	2	0	0
0	0	1	0	0	21	3	1	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	26	3	2	1	0	0	0	0	0	0	0	0	0	0	54	10	0	1	1	0
1	2	1	0	0	29	9	3	1	1	0	0	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	38	6	0	0	0	0	0	32	8	2	0	0	0	0	0	0	0	0	0	0	0	46	10	3	4	0	0
1	1	0	0	0	74	10	3	1	4	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	87	7	0	1	0	0	0	47	14	3	2	0	0	0	0	0	0	0	0	0	0	47	6	1	5	2	0
4	0	3	2	3	72	7	1	0	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	105	5	0	0	0	0	0	56	3	2	4	0	0	0	0	0	0	0	0	0	0	46	7	2	3	0	0
2	1	1	0	1	70	17	0	0	3	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	84	3	0	1	0	0	0	52	7	1	1	0	0	0	0	0	0	0	0	0	0	47	12	2	2	2	1
1	3	2	1	0	64	3	1	0	0	0	1	0	0	0	0	0	0	0	5	2	0	0	0	0	0	2	0	0	0	0	0	0	110	11	0	0	1	1	0	42	3	0	0	0	0	0	0	1	0	0	0	0	0	54	2	2	3	0	1
1	0	0	1	0	84	2	1	0	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	106	4	0	1	0	0	0	44	6	0	0	0	0	0	0	1	0	0	0	0	0	53	6	2	0	1	0
0	0	1	3	1	83	5	0	0	3	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	129	5	1	0	0	2	0	50	4	1	1	0	0	0	0	1	0	0	0	0	0	54	5	0	0	0	0
0	1	0	1	0	76	6	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	103	4	0	0	0	0	0	38	4	0	3	0	0	0	0	0	0	0	0	0	0	84	5	2	0	1	0
0	0	1	2	0	47	2	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	107	3	0	0	0	0	0	47	5	1	2	0	1	0	0	0	0	0	0	0	0	54	2	0	1	0	0
0	0	0	0	0	51	2	0	0	2	0	0	1	0	0	0	0	0	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	109	3	0	0	0	1	0	26	6	0	4	0	0	0	0	1	0	0	0	0	0	70	6	0	0	1	0
0	0	2	0	1	39	8	0	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	116	3	0	0	0	0	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	71	4	0	0	0	1
0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	129	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	3	1	0	3	1
1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	134	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	7	0	0	1	0
10	*5*	*2*	*4*	*1*	*118*	*19*	*3*	*4*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*3*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*56*	*12*	*0*	*1*	*0*	*1*	*0*	*176*	*36*	*2*	*3*	*0*	*1*	*0*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*467*	*41*	*8*	*2*	*1*	*5*
12	*3*	*4*	*0*	*0*	*123*	*21*	*3*	*4*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*2*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*72*	*15*	*0*	*1*	*0*	*0*	*0*	*176*	*37*	*1*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*477*	*49*	*4*	*3*	*4*	*4*
15	*4*	*3*	*0*	*0*	*126*	*20*	*3*	*3*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*46*	*4*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*95*	*15*	*0*	*0*	*0*	*0*	*0*	*188*	*34*	*1*	*4*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*444*	*53*	*5*	*3*	*5*	*5*
16	*4*	*3*	*0*	*0*	*128*	*20*	*4*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*5*	*2*	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*107*	*16*	*0*	*0*	*0*	*0*	*0*	*174*	*25*	*2*	*5*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*399*	*57*	*9*	*3*	*6*	*4*
13	*6*	*3*	*0*	*1*	*120*	*23*	*5*	*3*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*6*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*112*	*13*	*2*	*0*	*0*	*1*	*0*	*165*	*22*	*2*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*383*	*53*	*10*	*2*	*6*	*3*
11	*6*	*1*	*0*	*1*	*123*	*26*	*6*	*3*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22*	*6*	*0*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*102*	*12*	*4*	*0*	*0*	*1*	*0*	*153*	*21*	*3*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*361*	*52*	*11*	*3*	*3*	*4*
7	*4*	*2*	*0*	*2*	*111*	*26*	*5*	*3*	*7*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*19*	*6*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*99*	*12*	*4*	*0*	*0*	*1*	*0*	*129*	*19*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*307*	*43*	*12*	*5*	*2*	*2*
4	*3*	*3*	*0*	*2*	*102*	*22*	*5*	*3*	*6*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*7*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*105*	*10*	*4*	*0*	*0*	*1*	*0*	*119*	*19*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*270*	*38*	*8*	*6*	*2*	*1*
5	*3*	*3*	*0*	*1*	*99*	*23*	*5*	*1*	*7*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*6*	*0*	*1*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*115*	*13*	*2*	*0*	*0*	*0*	*0*	*112*	*22*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*223*	*40*	*7*	*9*	*2*	*1*
8	*5*	*6*	*3*	*4*	*280*	*37*	*5*	*1*	*8*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*2*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*386*	*26*	*0*	*2*	*1*	*1*	*0*	*197*	*27*	*6*	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*194*	*27*	*7*	*13*	*4*	*2*
8	*4*	*6*	*4*	*4*	*280*	*29*	*3*	*0*	*5*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*3*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*405*	*23*	*0*	*2*	*1*	*1*	*0*	*194*	*19*	*3*	*5*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*200*	*27*	*8*	*8*	*3*	*2*
4	*4*	*4*	*5*	*2*	*301*	*27*	*2*	*0*	*7*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*3*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*429*	*23*	*1*	*2*	*1*	*3*	*0*	*188*	*20*	*2*	*2*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*208*	*25*	*6*	*5*	*3*	*2*
2	*4*	*3*	*6*	*1*	*307*	*16*	*2*	*0*	*5*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*5*	*0*	*0*	*0*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*448*	*24*	*1*	*1*	*1*	*3*	*0*	*174*	*17*	*1*	*4*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*245*	*18*	*6*	*3*	*2*	*1*
1	*1*	*2*	*7*	*1*	*290*	*15*	*1*	*0*	*7*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*4*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*445*	*16*	*1*	*1*	*0*	*2*	*0*	*179*	*19*	*2*	*6*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*245*	*18*	*4*	*1*	*2*	*0*
0	*1*	*2*	*6*	*1*	*257*	*15*	*0*	*0*	*8*	*2*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*5*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*448*	*15*	*1*	*0*	*0*	*3*	*0*	*161*	*19*	*2*	*10*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*262*	*18*	*2*	*1*	*2*	*0*
0	*1*	*3*	*3*	*1*	*213*	*18*	*0*	*0*	*5*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*28*	*7*	*0*	*1*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*435*	*13*	*0*	*0*	*0*	*1*	*0*	*142*	*18*	*1*	*9*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*279*	*17*	*2*	*1*	*2*	*1*
0	*0*	*5*	*2*	*1*	*138*	*12*	*0*	*0*	*4*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*49*	*5*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*461*	*12*	*1*	*0*	*0*	*1*	*0*	*104*	*14*	*1*	*6*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*279*	*15*	*1*	*1*	*4*	*2*
1	*0*	*6*	*0*	*2*	*91*	*10*	*0*	*0*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*58*	*6*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*488*	*10*	*1*	*0*	*1*	*1*	*0*	*57*	*9*	*0*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*265*	*20*	*1*	*0*	*5*	*2*
15	***4***	***3***	***0***	***0***	***126***	***20***	***3***	***3***	***6***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***46***	***4***	***3***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***96***	***15***	***0***	***0***	***0***	***0***	***0***	***188***	***34***	***1***	***4***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***444***	***53***	***5***	***3***	***5***	***5***
4	***4***	***4***	***5***	***2***	***301***	***27***	***2***	***0***	***7***	***3***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***15***	***3***	***0***	***0***	***0***	***0***	***0***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***429***	***23***	***1***	***2***	***1***	***3***	***0***	***188***	***20***	***2***	***2***	***0***	***0***	***0***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***208***	***25***	***6***	***5***	***3***	***2***

Job Number & Name:	**20851 Warren Hall, Flintshire**
Client:	**White Young Green Bristol**
Date:	**Tuesday 09 April 2019**

	D to C							D to D							D to E							E to A							E to B							E to C							E to D							E to E						
Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	1	0	0	0	0	0	0	0	0	56	4	0	0	3	0	0	19	5	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2	27	7	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	1	0	0	0	0	0	0	0	0	0	0	82	5	0	0	1	1	1	29	7	1	3	0	0	0	7	2	1	0	0	0	0	0	0	0	0	0	0	0
2	23	8	0	0	0	0	0	0	0	0	0	0	0	0	21	5	1	0	0	0	1	0	0	0	0	0	0	0	97	15	2	0	3	0	1	42	11	3	1	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0
0	44	8	0	0	0	0	0	0	0	0	0	0	0	0	27	8	1	0	2	0	0	0	0	0	0	0	0	0	83	3	1	1	0	1	0	33	12	1	2	0	0	0	7	2	1	0	1	0	0	0	0	0	0	0	0	0
0	39	4	0	0	0	0	0	0	0	0	0	0	0	0	33	3	1	0	1	0	0	0	0	0	0	0	0	0	52	10	1	1	1	1	1	38	10	4	0	0	0	0	11	2	2	0	0	0	0	0	0	0	0	0	0	0
0	31	6	0	0	0	1	0	0	0	0	0	0	0	0	42	5	1	1	0	0	0	0	0	0	0	0	0	0	52	9	2	1	2	0	0	30	15	3	2	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0
0	32	3	0	0	0	1	0	0	0	0	0	0	0	0	33	6	3	2	0	0	0	1	0	0	0	0	0	0	37	2	4	0	1	0	0	28	4	3	2	0	1	0	12	2	2	0	0	0	0	0	0	0	0	0	0	0
0	53	1	0	0	0	0	0	0	0	0	0	0	0	0	35	2	1	1	1	0	0	0	0	0	0	0	0	0	52	7	4	0	3	2	0	34	9	5	2	0	0	0	12	2	1	0	1	0	0	0	0	0	0	0	0	0
0	53	2	1	0	0	0	0	0	0	0	0	0	0	0	18	1	1	1	0	0	0	1	0	0	0	0	0	0	39	5	3	0	0	0	1	43	3	1	4	0	0	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0
0	63	3	0	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	33	8	4	2	2	0	0	42	11	1	2	0	0	0	7	4	0	1	0	0	0	0	0	0	0	0	0	0
0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	55	12	2	0	1	0	0	36	7	0	4	0	0	0	12	4	0	0	0	0	0	1	0	0	0	0	0	0
0	52	3	0	0	0	0	0	0	0	0	0	0	0	0	10	6	0	0	1	0	0	1	0	0	0	0	0	0	50	7	0	1	3	0	0	26	0	1	1	0	0	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0
0	45	2	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	42	10	2	1	3	0	0	54	8	1	1	1	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0
1	50	3	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	1	0	0	0	1	0	0	0	0	0	0	42	7	1	0	1	0	0	64	1	2	0	0	1	0	18	9	0	1	1	0	0	0	0	0	0	0	0	0
0	63	4	0	0	0	0	0	0	0	0	0	0	0	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	51	4	0	1	2	0	1	85	4	0	0	0	0	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0
0	69	2	1	0	0	0	0	0	0	0	0	0	0	0	10	0	2	1	1	0	0	0	1	0	0	0	0	0	35	5	1	0	2	2	0	83	10	3	1	1	0	0	35	4	0	1	0	0	0	0	0	0	0	0	0	0
0	52	2	0	0	0	1	0	1	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	45	5	0	0	2	0	0	102	6	4	0	1	1	0	33	5	0	1	0	1	0	0	0	0	0	0	0	0
0	79	1	0	0	0	0	0	1	0	0	0	0	0	0	9	3	0	0	1	0	0	0	0	0	0	0	0	0	46	4	0	0	2	0	0	89	3	0	1	0	3	0	37	3	0	1	0	0	0	0	0	0	0	0	0	0
0	82	2	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	47	5	0	0	1	0	0	64	4	0	0	0	1	0	28	4	0	0	1	0	0	0	0	0	0	0	0	0
0	75	1	0	0	0	1	0	0	0	0	0	0	0	0	7	1	0	1	1	0	0	1	0	0	0	0	0	0	51	6	0	0	2	0	2	51	4	0	1	0	0	0	16	1	0	0	1	0	0	0	0	0	0	0	0	0
0	49	1	0	0	0	0	0	1	0	0	0	0	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	42	3	0	0	1	1	0	36	3	0	0	0	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0
1	47	2	0	0	0	0	0	1	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	41	2	0	0	0	0	0	30	6	1	0	0	0	1	12	1	0	0	0	1	0	0	1	0	0	0	0	0
0	68	3	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	61	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	*114*	*24*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*87*	*17*	*2*	*1*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*318*	*27*	*3*	*1*	*7*	*2*	*2*	*123*	*35*	*8*	*7*	*0*	*1*	*0*	*21*	*7*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
4	*133*	*27*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*105*	*16*	*3*	*1*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*314*	*33*	*4*	*2*	*5*	*3*	*3*	*142*	*40*	*9*	*6*	*0*	*0*	*0*	*30*	*9*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*137*	*26*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*123*	*21*	*4*	*1*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*284*	*37*	*6*	*3*	*6*	*2*	*2*	*143*	*48*	*11*	*5*	*0*	*0*	*0*	*39*	*7*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*146*	*21*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*135*	*22*	*6*	*3*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*224*	*24*	*8*	*3*	*4*	*2*	*1*	*129*	*41*	*11*	*6*	*0*	*1*	*0*	*46*	*6*	*5*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*155*	*14*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*143*	*16*	*6*	*4*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*193*	*28*	*11*	*2*	*7*	*3*	*1*	*130*	*38*	*15*	*6*	*0*	*1*	*0*	*51*	*6*	*5*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*169*	*12*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*128*	*14*	*6*	*5*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*180*	*23*	*13*	*1*	*6*	*2*	*1*	*135*	*31*	*12*	*10*	*0*	*1*	*0*	*53*	*6*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*201*	*9*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*13*	*5*	*4*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*161*	*22*	*15*	*2*	*6*	*2*	*1*	*147*	*27*	*10*	*10*	*0*	*1*	*0*	*44*	*10*	*3*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*240*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*79*	*7*	*2*	*3*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*179*	*32*	*13*	*2*	*6*	*2*	*1*	*155*	*30*	*7*	*12*	*0*	*0*	*0*	*44*	*12*	*1*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
0	*239*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*54*	*11*	*1*	*2*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*177*	*32*	*9*	*3*	*6*	*0*	*1*	*147*	*21*	*3*	*11*	*0*	*0*	*0*	*40*	*11*	*1*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
1	*227*	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*11*	*2*	*3*	*1*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*170*	*26*	*4*	*2*	*8*	*2*	*1*	*286*	*23*	*6*	*2*	*2*	*1*	*0*	*106*	*18*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*234*	*11*	*1*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*36*	*14*	*2*	*3*	*1*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*173*	*21*	*2*	*1*	*7*	*2*	*1*	*334*	*21*	*9*	*1*	*2*	*2*	*0*	*116*	*23*	*0*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*263*	*9*	*1*	*0*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*11*	*2*	*2*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*177*	*18*	*1*	*1*	*8*	*2*	*1*	*359*	*23*	*7*	*2*	*2*	*4*	*0*	*135*	*17*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*282*	*7*	*1*	*0*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*32*	*11*	*2*	*1*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*173*	*19*	*1*	*0*	*7*	*2*	*0*	*338*	*23*	*7*	*2*	*2*	*5*	*0*	*133*	*16*	*0*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*288*	*6*	*0*	*0*	*0*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*12*	*0*	*1*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*189*	*20*	*0*	*0*	*7*	*0*	*2*	*306*	*17*	*4*	*2*	*1*	*5*	*0*	*114*	*13*	*0*	*2*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*285*	*5*	*0*	*0*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*7*	*1*	*1*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*186*	*18*	*0*	*0*	*6*	*1*	*2*	*240*	*14*	*0*	*2*	*0*	*4*	*0*	*92*	*8*	*1*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*253*	*6*	*0*	*0*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*38*	*6*	*1*	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*181*	*16*	*0*	*0*	*4*	*1*	*2*	*181*	*17*	*1*	*1*	*0*	*1*	*0*	*67*	*6*	*1*	*0*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*
1	*239*	*7*	*0*	*0*	*0*	*1*	*0*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*28*	*3*	*1*	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*135*	*11*	*0*	*0*	*3*	*1*	*2*	*121*	*13*	*1*	*1*	*0*	*0*	*0*	*39*	*2*	*1*	*0*	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*
1	*223*	*7*	*0*	*1*	*0*	*0*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*21*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*84*	*5*	*0*	*0*	*1*	*1*	*0*	*70*	*9*	*1*	*0*	*0*	*0*	*0*	*23*	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*
2	***137***	***26***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***123***	***21***	***4***	***1***	***3***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***284***	***37***	***6***	***3***	***6***	***2***	***2***	***143***	***48***	***11***	***5***	***0***	***0***	***0***	***39***	***7***	***3***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
0	***263***	***9***	***1***	***0***	***0***	***1***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***40***	***11***	***2***	***2***	***2***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***177***	***18***	***1***	***1***	***8***	***2***	***1***	***369***	***23***	***7***	***2***	***2***	***4***	***0***	***135***	***17***	***0***	***3***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

Site 8 - A5104/ B5125/ Main Road/ Chester Road

PCU Values

Job Number & Name: 20881 Warren Hall, Flintshire

Client: White Young Green Bristol

Date: Tuesday 08 April 2010

Movements: A to A | A to B | A to C | A to D | A to E | B to A | B to B | B to C | B to D | B to E | C to A | C to B | C to C | C to D | C to E | D to A | D to B | D to C | D to D | D to E | E to A | E to B | E to C | E to D | E to E

Time	A to A Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to B Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to C Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to D Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to E Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 20851 Warren Hall, Flintshire

Site Number/Name: Site 1 - A5104/ A55/ Lesters Lane

Client: White Young Green Bristol

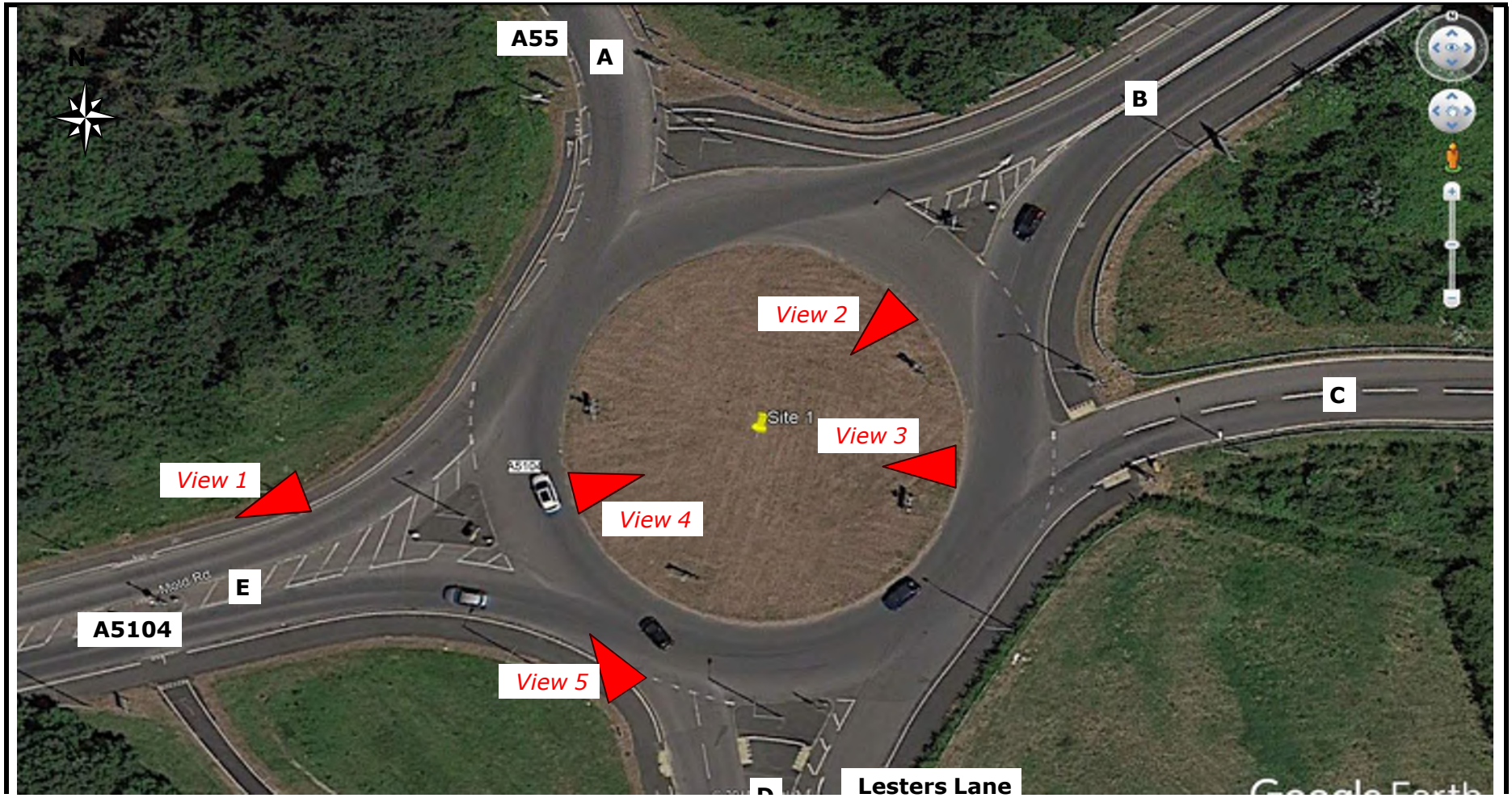
Date: 09/04/2019

Weather: Clear, Dry

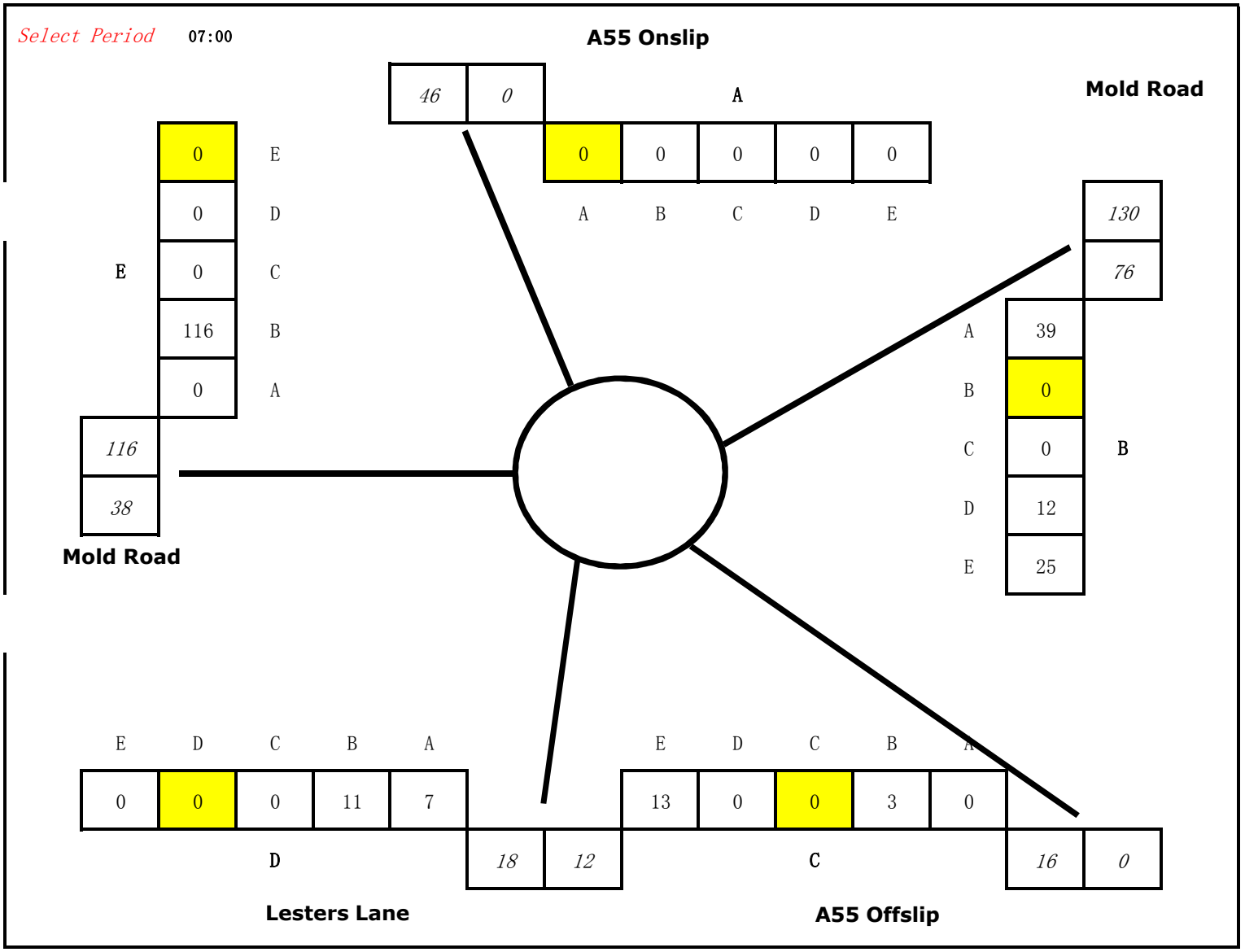
Comments: None

Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 1 - A5104/ A55/ Lesters Lane	*Date:*	Tuesday 09 Apr 2019

Job Type:	Junction Count				
Co-ordinates:	53° 9'38.41"N,3° 0'30.01"W	*Postcode:*	CH4 0HG	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flin
Site 1 - A5104/ A55/ Lesters Lane	*Client:*	White Young Green Brist
Flow Diagram	*Date:*	Tuesday 09 Apr 2019



Advanced Transport Research

Site 1 - A5104/ A55/ Lesters Lane

Classified Counts

	A to A							A to B							A to C							A to D							A to E						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	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
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	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
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	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
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	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
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*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*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*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*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*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*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*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*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
16:45 - 17:45	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

B to A							B to B							B to C							B to D							B to E						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
27	6	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	0	1	20	2	0	1	0	1	1
20	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	1	0	0	15	4	1	1	0	0	0
37	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	23	2	1	0	0	1	1
42	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	21	3	2	0	0	0	0
50	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	34	3	2	0	0	0	0
56	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	4	1	1	0	0	0	20	3	4	1	1	0	1
61	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	39	4	3	0	0	0	1
37	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	28	4	1	2	0	0	0
27	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	24	5	2	1	0	0	1
25	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	26	5	1	1	1	0	1
27	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	28	9	3	0	0	0	0
40	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	37	5	0	2	0	0	0
93	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	0	0	76	6	0	3	0	0	0
101	14	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	98	11	1	0	1	0	1
100	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	3	5	1	1	0	1	92	8	0	0	0	0	0
100	16	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	3	1	1	1	2	0	110	9	0	0	0	0	0
110	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	114	8	0	1	0	1	0
107	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	1	0	0	0	1	109	3	0	0	0	2	0
92	5	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	87	9	1	0	0	0	1
89	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	77	7	0	0	0	0	0
82	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	88	4	1	0	0	1	0
75	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	76	6	0	0	1	0	0
115	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	78	1	0	0	0	0	0
148	7	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	76	3	0	0	0	0	1
126	*26*	*5*	*4*	*0*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*9*	*2*	*0*	*1*	*0*	*1*	*79*	*11*	*4*	*2*	*0*	*2*	*2*
149	*27*	*5*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*8*	*2*	*0*	*1*	*0*	*0*	*93*	*12*	*6*	*1*	*0*	*1*	*1*
185	*26*	*3*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*10*	*3*	*1*	*0*	*0*	*0*	*98*	*11*	*9*	*1*	*1*	*1*	*2*
209	*29*	*3*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*43*	*8*	*4*	*1*	*0*	*0*	*0*	*114*	*13*	*11*	*1*	*1*	*0*	*2*
204	*23*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*51*	*7*	*3*	*1*	*0*	*0*	*0*	*121*	*14*	*10*	*3*	*1*	*0*	*2*
181	*20*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*46*	*8*	*2*	*1*	*0*	*0*	*0*	*111*	*16*	*10*	*4*	*1*	*0*	*3*
150	*19*	*5*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*45*	*7*	*1*	*0*	*0*	*0*	*0*	*117*	*18*	*7*	*4*	*1*	*0*	*3*
116	*15*	*4*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*7*	*0*	*0*	*0*	*0*	*0*	*106*	*23*	*7*	*4*	*1*	*0*	*2*
119	*17*	*4*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*6*	*1*	*0*	*0*	*0*	*0*	*115*	*24*	*6*	*4*	*1*	*0*	*2*
394	*42*	*3*	*3*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*86*	*8*	*7*	*2*	*2*	*2*	*1*	*376*	*34*	*1*	*3*	*1*	*0*	*1*
411	*43*	*3*	*2*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*85*	*8*	*6*	*2*	*2*	*2*	*1*	*414*	*36*	*1*	*1*	*1*	*1*	*1*
417	*36*	*2*	*3*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*94*	*7*	*7*	*2*	*2*	*2*	*2*	*425*	*28*	*0*	*1*	*0*	*3*	*0*
409	*34*	*1*	*5*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*111*	*4*	*2*	*1*	*1*	*2*	*1*	*420*	*29*	*1*	*1*	*0*	*3*	*1*
398	*21*	*1*	*4*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*114*	*5*	*1*	*0*	*0*	*0*	*1*	*387*	*27*	*1*	*1*	*0*	*3*	*1*
370	*20*	*0*	*3*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*116*	*5*	*1*	*0*	*0*	*0*	*1*	*361*	*23*	*2*	*0*	*0*	*3*	*1*
338	*16*	*0*	*2*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*106*	*5*	*0*	*0*	*0*	*0*	*0*	*328*	*26*	*2*	*0*	*1*	*1*	*1*
361	*16*	*0*	*0*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*5*	*0*	*0*	*0*	*0*	*0*	*319*	*18*	*1*	*0*	*1*	*1*	*0*
420	*20*	*1*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*73*	*2*	*0*	*0*	*0*	*0*	*0*	*318*	*14*	*1*	*0*	*1*	*1*	*1*
209	***29***	***3***	***2***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***43***	***8***	***4***	***1***	***0***	***0***	***0***	***114***	***13***	***11***	***1***	***1***	***0***	***2***
409	***34***	***1***	***5***	***3***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***111***	***4***	***2***	***1***	***1***	***2***	***1***	***420***	***29***	***1***	***1***	***0***	***3***	***1***

C to A							C to B							C to C							C to D							C to E						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	7	3	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	19	4	2	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	12	1	1	2	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	16	3	2	2	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	13	2	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	2	1	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	11	3	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	8	5	0	4	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	4	0	2	0	0	0
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	17	4	2	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	6	3	0	0	0	1	0
0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	32	5	0	1	0	0	0
0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	50	10	1	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	49	9	3	0	0	0	0
0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	51	14	0	1	0	0	0
1	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	58	10	0	0	0	0	0
0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	77	9	0	0	0	1	0
0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	59	10	1	1	0	1	0
0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	85	8	1	1	0	0	0
0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	48	3	0	0	0	1	0
0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	37	2	0	0	0	0	0
1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	38	2	0	0	0	0	0
0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	14	2	1	0	0	0	0
0	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*47*	*12*	*4*	*2*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*3*	*0*	*0*	*0*	*0*	*0*	*54*	*11*	*6*	*4*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*60*	*10*	*5*	*4*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*52*	*10*	*5*	*5*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*2*	*1*	*0*	*0*	*0*	*0*	*51*	*12*	*4*	*3*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*1*	*2*	*0*	*0*	*0*	*0*	*43*	*14*	*2*	*5*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*1*	*0*	*0*	*0*	*0*	*37*	*16*	*2*	*7*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*	*1*	*2*	*0*	*0*	*0*	*0*	*43*	*16*	*2*	*7*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*2*	*0*	*0*	*0*	*0*	*38*	*16*	*2*	*7*	*0*	*1*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*2*	*0*	*0*	*0*	*0*	*0*	*182*	*38*	*4*	*2*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*4*	*0*	*0*	*0*	*0*	*0*	*208*	*43*	*4*	*1*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*4*	*0*	*0*	*0*	*0*	*0*	*235*	*42*	*3*	*1*	*0*	*1*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*4*	*0*	*0*	*0*	*0*	*0*	*245*	*43*	*1*	*2*	*0*	*2*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*	*4*	*0*	*0*	*0*	*0*	*0*	*279*	*37*	*2*	*2*	*0*	*2*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*2*	*0*	*0*	*0*	*0*	*0*	*269*	*30*	*2*	*2*	*0*	*3*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*2*	*0*	*0*	*0*	*0*	*0*	*229*	*23*	*2*	*2*	*0*	*2*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*31*	*0*	*0*	*0*	*0*	*0*	*0*	*208*	*15*	*1*	*1*	*0*	*1*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*0*	*0*	*0*	*0*	*0*	*137*	*9*	*1*	*0*	*0*	*1*	*0*
0	***0***	***0***	***0***	***0***	***0***	***0***	***3***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***6***	***1***	***1***	***0***	***0***	***0***	***0***	***62***	***10***	***5***	***5***	***0***	***0***	***0***
1	***0***	***0***	***0***	***0***	***0***	***0***	***35***	***2***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***35***	***4***	***0***	***0***	***0***	***0***	***0***	***245***	***43***	***1***	***2***	***0***	***2***	***0***

D to A							D to B							D to C							D to D							D to E						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
7	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
16	1	0	0	0	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
23	3	0	0	0	0	0	18	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	28	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
24	4	0	0	0	0	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	29	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7	1	0	0	0	1	0	11	4	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
5	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8	1	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7	2	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9	3	0	0	1	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8	1	0	0	0	0	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7	0	0	0	0	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
19	1	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8	1	0	0	0	0	0	14	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
2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	*6*	*0*	*0*	*0*	*0*	*0*	*53*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
70	*8*	*0*	*0*	*0*	*0*	*0*	*72*	*7*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
86	*10*	*0*	*0*	*0*	*0*	*0*	*84*	*9*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
93	*9*	*0*	*0*	*0*	*0*	*0*	*100*	*10*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
93	*8*	*0*	*0*	*0*	*0*	*0*	*114*	*6*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
79	*7*	*0*	*0*	*0*	*0*	*0*	*104*	*4*	*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*
59	*3*	*0*	*0*	*0*	*0*	*0*	*94*	*3*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
41	*3*	*0*	*0*	*0*	*0*	*0*	*72*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*
25	*2*	*0*	*0*	*0*	*1*	*0*	*51*	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*
29	*5*	*0*	*0*	*0*	*0*	*0*	*45*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*1*	*0*
33	*6*	*0*	*0*	*1*	*0*	*0*	*50*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*1*	*1*
33	*6*	*0*	*0*	*1*	*0*	*0*	*57*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*1*	*1*
33	*4*	*0*	*0*	*1*	*0*	*0*	*64*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*1*	*1*
43	*5*	*0*	*0*	*1*	*0*	*0*	*70*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*1*
42	*2*	*0*	*0*	*0*	*0*	*0*	*66*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
38	*1*	*1*	*0*	*0*	*0*	*0*	*61*	*2*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
39	*2*	*1*	*0*	*0*	*0*	*0*	*52*	*3*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
22	*1*	*1*	*0*	*0*	*0*	*0*	*42*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
83	***9***	***0***	***0***	***0***	***0***	***0***	***100***	***10***	***1***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***
33	***4***	***0***	***0***	***1***	***0***	***0***	***64***	***5***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***0***	***0***	***0***	***1***	***1***

Job Number & Name:	**20851 Warren Hall, Flintshire**
Client:	**White Young Green Bristol**
Date:	**Tuesday 09 April 2019**

E to A							E to B							E to C							E to D							E to E						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	0	0	0	0	0	0	96	17	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	113	15	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	130	12	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	3	0	0	0	0	0	147	25	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	145	18	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
13	2	0	0	0	0	0	152	22	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1	0	0	0	1	0	129	16	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	136	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	99	6	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	85	9	2	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	73	6	1	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
1	0	1	0	0	0	0	76	10	3	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
1	1	0	0	0	0	0	59	6	0	3	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	55	17	1	8	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	75	9	3	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	72	5	2	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
4	0	0	0	0	0	0	89	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	85	10	2	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	70	4	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	79	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	74	6	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	76	12	0	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	60	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	67	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	*3*	*0*	*0*	*0*	*0*	*0*	*486*	*69*	*2*	*12*	*1*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
22	*3*	*0*	*0*	*0*	*0*	*0*	*535*	*70*	*3*	*12*	*3*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
32	*5*	*0*	*0*	*0*	*0*	*0*	*574*	*77*	*6*	*11*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
42	*6*	*0*	*0*	*0*	*1*	*0*	*573*	*81*	*9*	*8*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
42	*3*	*0*	*0*	*0*	*1*	*0*	*562*	*63*	*10*	*9*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
36	*3*	*0*	*0*	*0*	*1*	*0*	*516*	*51*	*10*	*12*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
23	*1*	*1*	*0*	*0*	*1*	*0*	*449*	*38*	*9*	*13*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
10	*1*	*1*	*0*	*0*	*0*	*0*	*393*	*28*	*7*	*15*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
3	*1*	*2*	*0*	*0*	*0*	*0*	*333*	*31*	*7*	*16*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
6	*2*	*0*	*0*	*0*	*0*	*0*	*261*	*37*	*6*	*15*	*1*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
9	*1*	*0*	*0*	*0*	*0*	*0*	*291*	*37*	*6*	*12*	*1*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
17	*3*	*0*	*0*	*0*	*0*	*0*	*321*	*30*	*7*	*5*	*2*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
21	*4*	*0*	*0*	*0*	*0*	*0*	*316*	*25*	*5*	*5*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
22	*5*	*0*	*0*	*0*	*0*	*0*	*323*	*21*	*4*	*3*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
22	*5*	*0*	*0*	*0*	*0*	*0*	*308*	*21*	*5*	*3*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16	*3*	*0*	*0*	*0*	*0*	*0*	*299*	*23*	*3*	*4*	*1*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
13	*2*	*0*	*0*	*0*	*0*	*0*	*289*	*23*	*2*	*3*	*2*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
9	*0*	*0*	*0*	*0*	*0*	*0*	*277*	*26*	*1*	*2*	*2*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
42	***6***	***0***	***0***	***0***	***1***	***0***	***673***	***81***	***9***	***8***	***5***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***
21	***4***	***0***	***0***	***0***	***0***	***0***	***316***	***25***	***5***	***5***	***2***	***6***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***1***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

Site 1 - A5104/ A55/ Lesters Lane

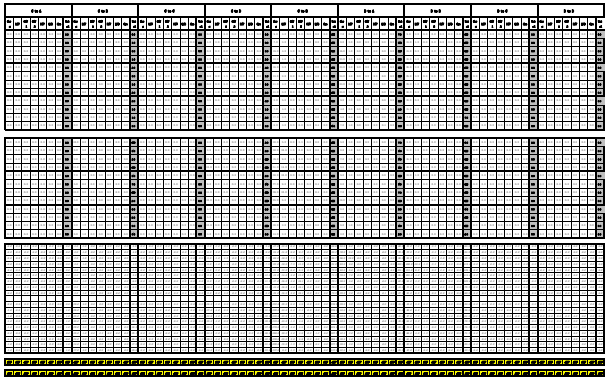
PCU Values

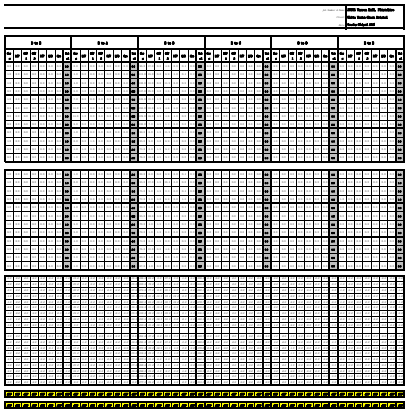
Time	A to A Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to B Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to C Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to D Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to E Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]

Time	B to A Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to B Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to C Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to D Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to E Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total
[illegible]	27.0	6.0	1.5	4.6	0.0	1.2	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	8.0	2.0	1.5	0.0	0.0	0.0	0.2	[illegible]	20.0	2.0	0.0	2.3	0.0	0.4	0.2	[illegible]
[illegible]	28.0	8.0	4.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	5.0	2.0	0.0	0.0	2.0	0.0	0.0	[illegible]	15.0	4.0	1.5	2.3	0.0	0.0	0.0	[illegible]
[illegible]	37.0	3.0	1.5	4.6	0.0	0.4	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	9.0	3.0	0.0	0.0	0.0	0.0	0.0	[illegible]	23.0	2.0	1.5	0.0	0.0	0.4	0.2	[illegible]
[illegible]	42.0	9.0	0.0	0.0	0.0	0.0	0.0	[illegible]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	5.0	2.0	1.5	0.0	0.0	0.0	0.0	[illegible]	21.0	3.0	3.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	58.0	7.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	11.0	1.0	1.5	0.0	0.0	0.0	0.0	[illegible]	34.0	3.0	3.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	56.0	7.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	16.0	4.0	1.5	2.3	0.0	0.0	0.0	[illegible]	20.0	3.0	6.0	2.3	2.0	0.0	0.2	[illegible]
[illegible]	61.0	6.0	1.5	4.6	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	17.0	1.0	1.5	0.0	0.0	0.0	0.0	[illegible]	39.0	4.0	4.5	0.0	0.0	0.0	0.2	[illegible]
[illegible]	37.0	3.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	13.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	28.0	4.0	1.5	4.6	0.0	0.0	0.0	[illegible]
[illegible]	27.0	4.0	1.5	2.3	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	6.0	2.0	0.0	0.0	0.0	0.0	0.0	[illegible]	24.0	5.0	3.0	2.3	0.0	0.0	0.2	[illegible]
[illegible]	25.0	6.0	3.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	9.0	3.0	0.0	0.0	0.0	0.0	0.0	[illegible]	26.0	5.0	1.5	2.3	2.0	0.0	0.2	[illegible]
[illegible]	27.0	2.0	0.0	0.0	2.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	6.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	28.0	9.0	4.5	0.0	0.0	0.0	0.0	[illegible]
[illegible]	48.0	5.0	1.5	4.6	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	3.0	0.0	1.5	0.0	0.0	0.0	0.0	[illegible]	37.0	5.0	0.0	4.6	0.0	0.0	0.0	[illegible]

Time	A to A Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to B Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to C Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to D Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	A to E Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]

Time	B to A Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to B Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to C Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to D Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total	B to E Cars	LGV	OGV 1	OGV 2	PSV	M/C	Cyc	Total
[illegible]	93.0	5.0	1.5	4.6	0.0	0.4	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	20.0	1.0	1.5	0.0	0.0	0.0	0.0	[illegible]	76.0	6.0	0.0	6.9	0.0	0.0	0.0	[illegible]
[illegible]	101.0	14.0	1.5	0.0	4.0	0.4	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	16.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	98.0	11.0	1.5	0.0	2.0	0.0	0.2	[illegible]
[illegible]	100.0	7.0	1.5	0.0	2.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	19.0	3.0	7.5	2.3	2.0	0.0	0.2	[illegible]	92.0	8.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	100.0	16.0	0.0	2.3	2.0	0.4	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	31.0	3.0	1.5	2.3	2.0	0.8	0.0	[illegible]	118.0	9.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	110.0	6.0	1.5	2.3	2.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	19.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	114.0	8.0	0.0	2.3	0.0	0.4	0.0	[illegible]
[illegible]	107.0	7.0	0.0	2.3	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	25.0	0.0	1.5	0.0	0.0	0.0	0.2	[illegible]	108.0	3.0	0.0	0.0	0.0	0.8	0.0	[illegible]
[illegible]	92.0	5.0	0.0	4.6	2.0	0.4	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	36.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	87.0	9.0	1.5	0.0	0.0	0.0	0.2	[illegible]
[illegible]	88.0	3.0	0.0	0.0	0.0	0.4	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	34.0	4.0	0.0	0.0	0.0	0.0	0.0	[illegible]	77.0	7.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	82.0	5.0	0.0	0.0	0.0	0.4	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	21.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	88.0	4.0	1.5	0.0	0.0	0.4	0.0	[illegible]
[illegible]	75.0	3.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	15.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	76.0	6.0	0.0	0.0	2.0	0.0	0.0	[illegible]
[illegible]	115.0	5.0	0.0	0.0	4.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	20.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	78.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	148.0	7.0	1.5	0.0	4.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	17.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	76.0	3.0	0.0	0.0	0.0	0.0	0.2	[illegible]





ADVANCED TRANSPORT RESEARCH

Job Number & Name: 20851 Warren Hall, Flintshire

Site Number/Name: Site 1 - A5104/ A55/ Lesters Lane

Client: White Young Green Bristol

Date: 09/04/2019

Weather: Clear, Dry

Comments: None

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 20851 Warren Hall, Flintshire

Site Number/Name: Site 3 - A5104/ B5125/ Main Road/ Chester Road

Client: White Young Green Bristol

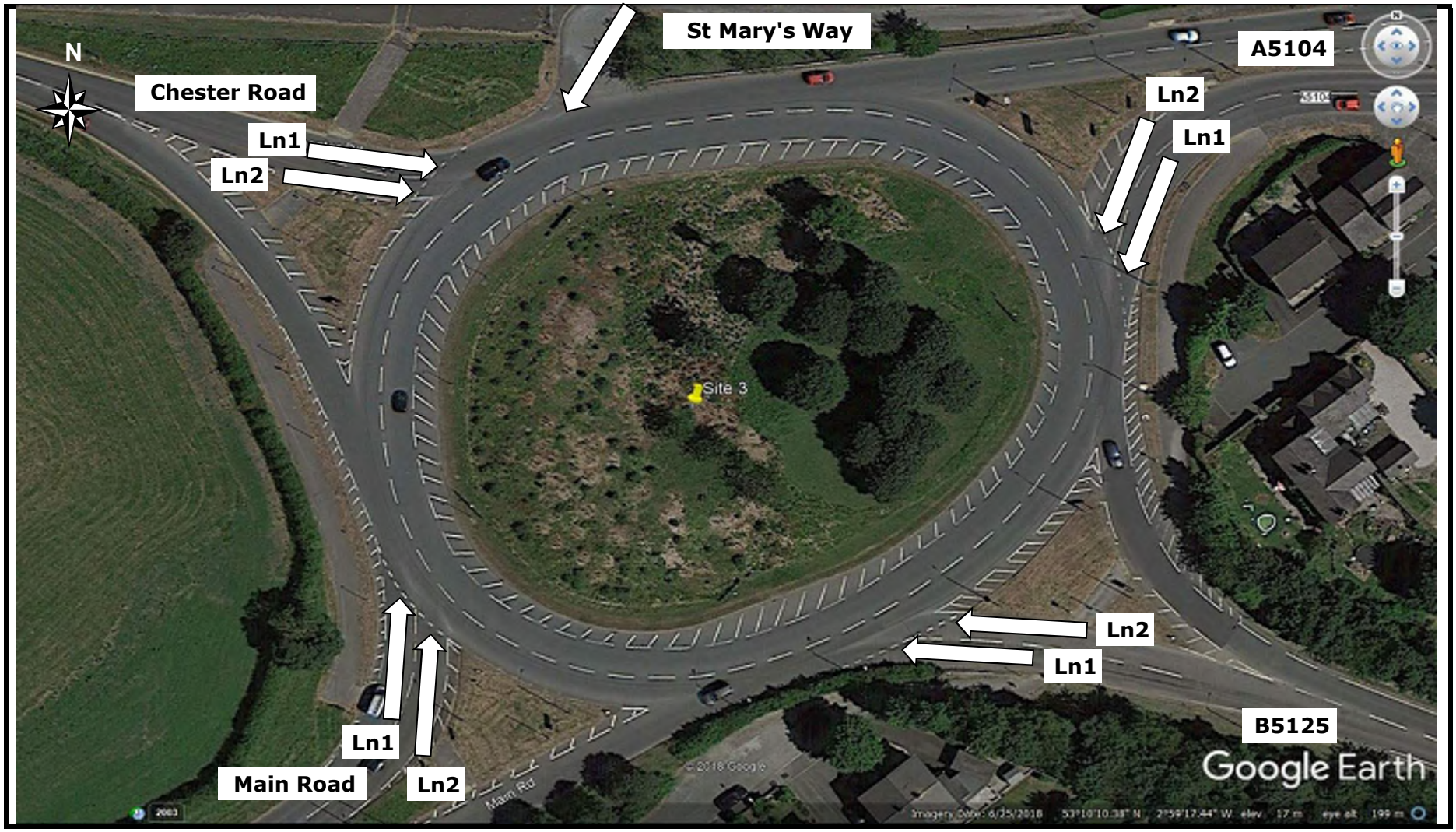
Date: 09/04/2019

Weather: Clear, Dry

Comments: None

Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 3 - A5104/ B5125/ Main Road/ Chester Road	*Date:*	Tuesday 09 Apr 2019

Job Type:	Queue Lengths				
Co-ordinates:	53° 10'8.51"N,2° 59'13.48"W	*Postcode:*	CH4 0DP	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 3 - A5104/ B5125/ Main Road/ Chester Road	*Client:*	White Young Green Bristol
Queue Lengths	*Date:*	Tuesday 09 April 2019

	A5104		B5125		Main Road		Chester Road		St Mary's Way	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	
07:00 - 07:05	0	0	0	0	1	0	2	0	0	
07:05 - 07:10	1	1	3	1	3	2	1	2	0	
07:10 - 07:15	2	0	1	0	5	0	3	0	0	
07:15 - 07:20	2	2	1	1	5	2	5	4	1	
07:20 - 07:25	0	0	2	1	3	1	4	2	0	
07:25 - 07:30	0	1	2	2	5	1	4	3	0	
07:30 - 07:35	1	1	0	0	5	1	8	1	1	
07:35 - 07:40	3	1	0	0	3	2	7	2	0	
07:40 - 07:45	3	1	1	1	3	1	8	2	0	
07:45 - 07:50	1	1	1	1	5	1	5	1	1	
07:50 - 07:55	3	3	2	0	5	2	7	1	0	
07:55 - 08:00	4	1	3	0	2	1	4	0	1	
08:00 - 08:05	4	1	4	0	3	2	4	2	0	
08:05 - 08:10	3	2	2	0	3	0	5	1	0	
08:10 - 08:15	5	1	3	0	3	1	6	3	1	
08:15 - 08:20	4	1	0	1	3	2	5	1	0	
08:20 - 08:25	1	2	5	1	5	1	4	1	0	
08:25 - 08:30	1	2	4	1	5	2	7	1	0	
08:30 - 08:35	2	1	1	1	5	3	3	2	0	
08:35 - 08:40	1	1	2	0	3	0	3	2	0	
08:40 - 08:45	1	1	4	0	2	2	3	0	0	
08:45 - 08:50	3	1	2	0	5	1	6	1	0	
08:50 - 08:55	2	1	0	0	2	3	6	1	0	
08:55 - 09:00	3	1	2	0	4	3	6	2	0	
09:00 - 09:05	3	2	1	0	2	1	4	1	0	
09:05 - 09:10	4	1	1	2	4	2	4	2	0	
09:10 - 09:15	3	0	2	0	3	2	5	2	0	
09:15 - 09:20	2	1	0	0	0	4	3	3	0	
09:20 - 09:25	3	1	2	0	2	1	2	0	0	
09:25 - 09:30	1	2	2	0	2	2	4	1	0	
09:30 - 09:35	3	3	1	0	1	1	3	1	0	
09:35 - 09:40	2	1	0	1	2	1	7	1	0	
09:40 - 09:45	1	2	1	1	0	0	2	2	0	
09:45 - 09:50	2	1	2	0	3	2	4	1	0	
09:50 - 09:55	1	2	1	0	2	1	6	1	0	
09:55 - 10:00	3	2	0	0	3	2	4	1	0	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	20851 Warren Hall, Flintshire
Site 3 - A5104/ B5125/ Main Road/ Chester Road	*Client:*	White Young Green Bristol
Queue Lengths	*Date:*	Tuesday 09 April 2019

	A5104		B5125		Main Road		Chester Road		St Mary's Way	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	
16:00 - 16:05	3	1	6	1	1	2	2	2	0	
16:05 - 16:10	11	5	5	0	2	2	5	1	0	
16:10 - 16:15	5	5	17	2	3	3	2	1	0	
16:15 - 16:20	7	2	11	1	2	2	1	1	0	
16:20 - 16:25	5	8	7	0	5	2	0	0	0	
16:25 - 16:30	6	5	8	0	2	2	2	2	0	
16:30 - 16:35	5	4	4	2	5	2	1	3	0	
16:35 - 16:40	10	7	4	2	3	3	4	1	0	
16:40 - 16:45	14	18	8	1	2	6	1	1	1	
16:45 - 16:50	10	5	6	0	3	3	4	2	0	
16:50 - 16:55	6	4	8	1	3	2	2	2	0	
16:55 - 17:00	8	5	8	0	3	3	1	2	0	
17:00 - 17:05	4	5	5	2	1	4	5	2	1	
17:05 - 17:10	8	6	6	0	1	3	3	2	0	
17:10 - 17:15	8	5	5	1	1	3	4	0	0	
17:15 - 17:20	15	11	13	2	4	3	4	2	1	
17:20 - 17:25	7	5	9	1	2	2	3	2	0	
17:25 - 17:30	5	4	7	1	2	1	5	2	0	
17:30 - 17:35	12	6	4	1	2	4	6	2	0	
17:35 - 17:40	10	2	6	0	1	3	4	1	0	
17:40 - 17:45	3	2	3	2	1	2	5	1	0	
17:45 - 17:50	3	3	4	0	3	1	3	3	0	
17:50 - 17:55	3	1	4	1	1	1	2	2	1	
17:55 - 18:00	5	3	3	2	1	3	2	0	0	
18:00 - 18:05	3	2	3	0	3	2	0	0	0	
18:05 - 18:10	4	4	9	1	3	0	5	0	0	
18:10 - 18:15	1	4	5	1	2	2	1	1	0	
18:15 - 18:20	4	2	5	1	3	2	3	0	0	
18:20 - 18:25	2	3	4	3	6	1	2	0	0	
18:25 - 18:30	5	2	7	1	2	3	3	1	0	
18:30 - 18:35	2	2	7	1	4	3	0	0	0	
18:35 - 18:40	2	1	2	0	2	3	0	0	0	
18:40 - 18:45	3	0	7	0	0	1	0	0	0	
18:45 - 18:50	5	1	10	1	0	2	0	0	0	
18:50 - 18:55	1	2	2	0	1	1	0	0	0	
18:55 - 19:00	3	3	2	0	0	0	0	0	0	

Advanced Transport Research

Globals

Report Id	CustomList-98
Descriptor	Advanced Transport Research
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-04-17T06:33:05
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	20851-001
Site Attribute	Sign post
File Name	Q:\20851 Warren Hall, Flintshire\20851-001 0 2019-04-17 0732.EC0
File Type	Plus
Algorithm	Factory default axle
Description	!A5104, Warren Hall, Flintshire [50m]
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	2019-04-07T18:05:10
Start Time	2019-04-07T18:05:10
Finish Time	2019-04-15T19:53:22
Operator	SES
Configuration	40 MC5900 80 00 0f a8 a8 ? PK350AH4 MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Advanced Transport Research
Title	Advanced Transport Research
Graphic Logo	C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2019-04-08T00:00:00
Filter End	2019-04-15T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(E) Sp(0,120) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	120
Posted Limit	50
Speed Limits	57 65 50 50 50 0 0 0 0 50
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Advanced Transport Research

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time [--	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 50	Number exceeding Posted Speed Limit
]PSL% 50	Percent exceeding Posted Speed Limit
]SL1 57 ACPO	Number exceeding Speed Limit 1
]SL1% 57 ACPO	Percent exceeding Speed Limit 1
]SL2 65 DFT	Number exceeding Speed Limit 2
]SL2% 65 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-98
Site Name - 20851-001
Description - !A5104, Warren Hall, Flintshire [50m]
Direction - East

08 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	17	1	16	0	0	0	0	0	0	0	0	
0100	4	0	4	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0	
0400	10	0	6	1	2	0	0	0	0	0	1	
0500	18	0	12	0	3	0	1	0	0	0	2	
0600	63	1	54	0	7	0	1	0	0	0	0	
0700	176	2	149	1	23	1	0	0	0	0	0	
0800	220	2	177	5	27	1	3	0	2	0	3	
0900	188	3	151	1	19	3	4	1	1	3	2	
1000	247	3	215	1	17	3	4	0	1	2	1	
1100	293	5	258	5	14	2	6	0	1	0	2	
1200	342	2	308	3	19	0	7	0	1	2	0	
1300	394	8	357	0	17	1	3	0	3	4	1	
1400	388	5	345	3	27	0	4	0	1	1	2	
1500	471	3	431	4	28	0	1	0	1	2	1	
1600	614	5	569	5	27	0	2	0	1	1	4	
1700	683	6	647	3	22	0	2	1	0	1	1	
1800	471	2	448	2	16	0	1	0	1	0	1	
1900	314	2	299	1	10	1	0	0	1	0	0	
2000	278	4	267	0	6	1	0	0	0	0	0	
2100	199	4	187	1	4	2	0	1	0	0	0	
2200	93	1	90	0	2	0	0	0	0	0	0	
2300	41	1	38	0	2	0	0	0	0	0	0	
07-19	**4487**	**46**	**4055**	**33**	**256**	**11**	**37**	**2**	**13**	**16**	**18**	
06-22	**5341**	**57**	**4862**	**35**	**283**	**15**	**38**	**3**	**14**	**16**	**18**	
06-00	**5475**	**59**	**4990**	**35**	**287**	**15**	**38**	**3**	**14**	**16**	**18**	
00-00	**5528**	**60**	**5032**	**36**	**292**	**15**	**39**	**3**	**14**	**16**	**21**	

09 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	22	0	22	0	0	0	0	0	0	0	0	
0100	15	0	13	0	2	0	0	0	0	0	0	
0200	11	0	8	0	1	0	0	0	0	0	2	
0300	6	0	6	0	0	0	0	0	0	0	0	
0400	16	0	11	0	4	0	0	0	0	0	1	
0500	28	1	21	0	5	0	1	0	0	0	0	
0600	153	3	135	1	11	1	1	0	0	0	1	
0700	165	4	141	2	11	4	1	0	1	0	1	
0800	220	1	188	4	21	2	2	1	0	0	1	
0900	211	4	174	0	23	1	3	1	2	0	3	
1000	252	5	214	1	24	0	4	0	1	2	1	
1100	288	1	238	2	32	2	10	0	0	0	3	
1200	300	1	268	3	22	0	3	0	0	1	2	
1300	422	9	383	3	22	1	2	0	0	0	2	
1400	401	2	363	2	22	4	5	0	1	1	1	
1500	427	3	383	3	27	0	7	0	1	2	1	
1600	625	2	577	7	34	0	1	0	0	2	2	
1700	727	6	687	2	29	0	1	0	0	0	2	
1800	466	3	442	1	17	1	1	0	0	0	1	
1900	344	3	324	3	11	1	0	0	1	1	0	
2000	314	7	304	0	3	0	0	0	0	0	0	
2100	162	2	155	0	4	0	0	0	0	0	1	
2200	108	2	100	1	4	0	0	0	0	0	1	
2300	56	1	54	0	1	0	0	0	0	0	0	
07-19	**4504**	**41**	**4058**	**30**	**284**	**15**	**40**	**2**	**6**	**8**	**20**	
06-22	**5477**	**56**	**4976**	**34**	**313**	**17**	**41**	**2**	**7**	**9**	**22**	
06-00	**5641**	**59**	**5130**	**35**	**318**	**17**	**41**	**2**	**7**	**9**	**23**	
00-00	**5739**	**60**	**5211**	**35**	**330**	**17**	**42**	**2**	**7**	**9**	**26**	

10 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	23	0	23	0	0	0	0	0	0	0	0	
0100	10	0	9	0	1	0	0	0	0	0	0	
0200	7	0	7	0	0	0	0	0	0	0	0	
0300	8	0	8	0	0	0	0	0	0	0	0	
0400	9	0	6	0	3	0	0	0	0	0	0	
0500	25	0	17	0	5	0	0	0	0	0	3	
0600	167	2	153	1	8	0	1	0	0	0	2	
0700	176	2	152	1	16	1	3	0	0	0	1	
0800	229	4	201	1	20	0	1	0	0	1	1	
0900	199	3	161	1	25	0	5	1	1	0	2	
1000	256	4	214	2	21	4	3	1	0	2	5	
1100	299	2	254	2	28	0	7	2	0	2	2	
1200	333	10	297	1	18	1	3	0	0	2	1	
1300	437	6	401	1	17	2	3	1	0	2	4	
1400	367	2	334	2	22	1	3	0	1	1	1	
1500	463	9	412	6	31	2	1	0	2	0	0	
1600	645	2	594	4	39	1	2	1	0	0	2	
1700	750	7	705	3	27	0	3	1	0	3	1	
1800	500	4	475	6	13	0	0	0	0	0	2	
1900	316	1	303	1	9	0	0	0	0	1	1	
2000	346	4	330	2	8	0	0	0	0	2	0	
2100	171	4	165	0	2	0	0	0	0	0	0	
2200	139	0	136	0	2	0	0	0	0	1	0	
2300	55	0	53	0	1	0	1	0	0	0	0	
07-19	**4654**	**55**	**4200**	**30**	**277**	**12**	**34**	**7**	**4**	**13**	**22**	
06-22	**5654**	**66**	**5151**	**34**	**304**	**12**	**35**	**7**	**4**	**16**	**25**	
06-00	**5848**	**66**	**5340**	**34**	**307**	**12**	**36**	**7**	**4**	**17**	**25**	
00-00	**5930**	**66**	**5410**	**34**	**316**	**12**	**36**	**7**	**4**	**17**	**28**	

11 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	17	0	17	0	0	0	0	0	0	0	0	
0100	11	0	7	0	1	1	0	1	1	0	0	
0200	4	0	2	0	0	0	0	0	0	0	2	
0300	9	0	9	0	0	0	0	0	0	0	0	
0400	12	0	10	0	1	0	1	0	0	0	0	
0500	26	0	17	0	6	0	0	0	0	1	2	
0600	164	3	149	0	10	0	0	0	0	1	1	
0700	186	0	159	0	18	1	2	0	2	0	4	
0800	243	2	202	6	27	0	4	0	1	1	0	
0900	217	0	179	2	22	3	9	0	2	0	0	
1000	257	3	229	0	19	1	2	1	1	0	1	
1100	319	3	284	3	19	1	7	0	1	0	1	
1200	329	4	298	2	15	1	6	0	0	1	2	
1300	417	7	371	4	21	3	5	0	1	1	4	
1400	437	2	384	4	32	2	9	0	2	2	0	
1500	490	3	454	4	20	1	3	1	2	2	0	
1600	656	7	601	4	34	1	3	1	1	1	3	
1700	718	3	679	3	26	2	3	0	0	1	1	
1800	491	1	473	5	11	0	0	0	0	0	1	
1900	363	0	349	2	11	0	0	0	0	0	1	
2000	321	4	309	0	7	0	1	0	0	0	0	
2100	174	2	171	0	1	0	0	0	0	0	0	
2200	113	1	109	0	2	0	0	0	0	0	1	
2300	50	0	48	0	2	0	0	0	0	0	0	
07-19	**4760**	**35**	**4313**	**37**	**264**	**16**	**53**	**3**	**13**	**9**	**17**	
06-22	**5782**	**44**	**5291**	**39**	**293**	**16**	**54**	**3**	**13**	**10**	**19**	
06-00	**5945**	**45**	**5448**	**39**	**297**	**16**	**54**	**3**	**13**	**10**	**20**	
00-00	**6024**	**45**	**5510**	**39**	**305**	**17**	**55**	**4**	**14**	**11**	**24**	

12 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	21	0	20	0	1	0	0	0	0	0	0	
0100	12	0	11	0	1	0	0	0	0	0	0	
0200	9	0	7	0	1	0	0	0	0	0	1	
0300	8	0	6	0	1	0	0	0	0	0	1	
0400	11	0	7	0	3	0	0	0	0	0	1	
0500	29	1	21	0	5	0	0	0	0	0	2	
0600	143	0	132	1	8	0	0	0	0	1	1	
0700	166	1	140	1	15	3	1	0	1	0	4	
0800	242	2	189	4	37	3	5	0	1	0	1	
0900	214	3	181	1	21	3	2	0	1	1	1	
1000	326	4	278	3	28	2	5	0	3	0	3	
1100	408	3	362	3	30	3	3	1	0	1	2	
1200	479	3	440	3	25	0	6	0	1	1	0	
1300	590	8	545	9	23	0	4	0	0	1	0	
1400	606	6	559	4	24	1	3	0	3	1	5	
1500	586	6	535	5	35	2	2	0	0	0	1	
1600	757	0	706	0	39	2	5	0	3	1	1	
1700	761	3	722	3	27	1	2	0	1	1	1	
1800	494	6	469	3	15	1	0	0	0	0	0	
1900	323	0	318	1	4	0	0	0	0	0	0	
2000	306	4	295	0	7	0	0	0	0	0	0	
2100	133	0	129	0	4	0	0	0	0	0	0	
2200	127	1	123	0	3	0	0	0	0	0	0	
2300	72	0	72	0	0	0	0	0	0	0	0	
07-19	**5629**	**45**	**5126**	**39**	**319**	**21**	**38**	**1**	**14**	**7**	**19**	
06-22	**6534**	**49**	**6000**	**41**	**342**	**21**	**38**	**1**	**14**	**8**	**20**	
06-00	**6733**	**50**	**6195**	**41**	**345**	**21**	**38**	**1**	**14**	**8**	**20**	
00-00	**6823**	**51**	**6267**	**41**	**357**	**21**	**38**	**1**	**14**	**8**	**25**	

13 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	37	2	34	0	1	0	0	0	0	0	0	
0100	29	0	28	0	1	0	0	0	0	0	0	
0200	17	0	16	0	1	0	0	0	0	0	0	
0300	8	0	8	0	0	0	0	0	0	0	0	
0400	7	0	3	0	3	0	0	0	0	0	1	
0500	15	0	11	0	4	0	0	0	0	0	0	
0600	32	1	27	0	1	1	1	0	0	0	1	
0700	79	1	66	0	10	0	1	0	0	0	1	
0800	145	4	127	2	9	1	1	1	0	0	0	
0900	280	2	263	5	7	0	1	0	1	0	1	
1000	347	14	314	4	14	1	0	0	0	0	0	
1100	409	12	371	4	19	1	0	0	0	2	0	
1200	487	5	459	7	12	2	0	1	1	0	0	
1300	482	12	455	2	12	0	0	0	1	0	0	
1400	421	3	401	3	9	2	1	0	1	1	0	
1500	489	5	459	5	17	0	0	1	0	2	0	
1600	438	2	419	3	11	0	0	0	0	2	1	
1700	424	5	415	1	2	1	0	0	0	0	0	
1800	316	1	302	3	10	0	0	0	0	0	0	
1900	266	0	260	1	4	0	0	0	1	0	0	
2000	125	0	123	0	2	0	0	0	0	0	0	
2100	113	0	107	0	5	1	0	0	0	0	0	
2200	108	1	105	0	2	0	0	0	0	0	0	
2300	67	0	67	0	0	0	0	0	0	0	0	
07-19	**4317**	**66**	**4051**	**39**	**132**	**8**	**4**	**3**	**4**	**7**	**3**	
06-22	**4853**	**67**	**4568**	**40**	**144**	**10**	**5**	**3**	**5**	**7**	**4**	
06-00	**5028**	**68**	**4740**	**40**	**146**	**10**	**5**	**3**	**5**	**7**	**4**	
00-00	**5141**	**70**	**4840**	**40**	**156**	**10**	**5**	**3**	**5**	**7**	**5**	

14 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	40	1	39	0	0	0	0	0	0	0	0	
0100	26	0	25	0	1	0	0	0	0	0	0	
0200	13	0	12	0	1	0	0	0	0	0	0	
0300	9	0	7	0	1	0	0	1	0	0	0	
0400	6	0	6	0	0	0	0	0	0	0	0	
0500	11	1	7	0	2	1	0	0	0	0	0	
0600	20	0	18	0	1	0	0	0	0	0	1	
0700	46	0	41	0	3	0	0	0	0	0	2	
0800	84	2	76	1	5	0	0	0	0	0	0	
0900	165	4	154	1	3	0	1	0	1	1	0	
1000	187	8	169	1	8	0	0	0	0	0	1	
1100	347	27	303	5	4	0	7	0	0	0	1	
1200	423	10	395	5	12	0	1	0	0	0	0	
1300	426	9	410	1	4	0	0	0	2	0	0	
1400	402	7	388	2	3	0	0	0	1	0	1	
1500	448	2	431	5	9	0	0	0	1	0	0	
1600	388	2	380	1	4	0	0	0	0	0	1	
1700	293	0	284	0	7	0	0	0	0	1	1	
1800	169	2	161	2	4	0	0	0	0	0	0	
1900	157	2	154	0	1	0	0	0	0	0	0	
2000	104	0	102	0	2	0	0	0	0	0	0	
2100	76	0	76	0	0	0	0	0	0	0	0	
2200	48	0	45	0	2	1	0	0	0	0	0	
2300	38	0	37	0	1	0	0	0	0	0	0	
07-19	**3378**	**73**	**3192**	**24**	**66**	**0**	**9**	**0**	**5**	**2**	**7**	
06-22	**3735**	**75**	**3542**	**24**	**70**	**0**	**9**	**0**	**5**	**2**	**8**	
06-00	**3821**	**75**	**3624**	**24**	**73**	**1**	**9**	**0**	**5**	**2**	**8**	
00-00	**3926**	**77**	**3720**	**24**	**78**	**2**	**9**	**1**	**5**	**2**	**8**	

Virtual Day (7)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	25	1	24	0	0	0	0	0	0	0	0	
0100	15	0	14	0	1	0	0	0	0	0	0	
0200	9	0	8	0	1	0	0	0	0	0	1	
0300	7	0	7	0	0	0	0	0	0	0	0	
0400	10	0	7	0	2	0	0	0	0	0	1	
0500	22	0	15	0	4	0	0	0	0	0	1	
0600	106	1	95	0	7	0	1	0	0	0	1	
0700	142	1	121	1	14	1	1	0	1	0	2	
0800	198	2	166	3	21	1	2	0	1	0	1	
0900	211	3	180	2	17	1	4	0	1	1	1	
1000	267	6	233	2	19	2	3	0	1	1	2	
1100	338	8	296	3	21	1	6	0	0	1	2	
1200	385	5	352	3	18	1	4	0	0	1	1	
1300	453	8	417	3	17	1	2	0	1	1	2	
1400	432	4	396	3	20	1	4	0	1	1	1	
1500	482	4	444	5	24	1	2	0	1	1	0	
1600	589	3	549	3	27	1	2	0	1	1	2	
1700	622	4	591	2	20	1	2	0	0	1	1	
1800	415	3	396	3	12	0	0	0	0	0	1	
1900	298	1	287	1	7	0	0	0	0	0	0	
2000	256	3	247	0	5	0	0	0	0	0	0	
2100	147	2	141	0	3	0	0	0	0	0	0	
2200	105	1	101	0	2	0	0	0	0	0	0	
2300	54	0	53	0	1	0	0	0	0	0	0	
07-19	**4533**	**52**	**4142**	**33**	**228**	**12**	**31**	**3**	**8**	**9**	**15**	
06-22	**5339**	**59**	**4913**	**35**	**250**	**13**	**31**	**3**	**9**	**10**	**17**	
06-00	**5499**	**60**	**5067**	**35**	**253**	**13**	**32**	**3**	**9**	**10**	**17**	
00-00	**5587**	**61**	**5141**	**36**	**262**	**13**	**32**	**3**	**9**	**10**	**20**	

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	5528	60	5032	36	292	15	39	3	14	16	21	
Tue	5739	60	5211	35	330	17	42	2	7	9	26	
Wed	5930	66	5410	34	316	12	36	7	4	17	28	
Thu	6024	45	5510	39	305	17	55	4	14	11	24	
Fri	6823	51	6267	41	357	21	38	1	14	8	25	
|Sat	5141	70	4840	40	156	10	5	3	5	7	5	
|Sun	3926	77	3720	24	78	2	9	1	5	2	8	
--	**39111**	**429**	**35990**	**249**	**1834**	**94**	**224**	**21**	**63**	**70**	**137**	

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
--	**39111**	**429**	**35990**	**249**	**1834**	**94**	**224**	**21**	**63**	**70**	**137**	

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	0	2	4	5	4	0
0100	0	0	0	0	0	0	1	0	0	2	1	0
0200	0	0	0	0	0	0	0	0	0	1	0	0
0300	0	0	0	0	0	1	0	0	0	1	1	0
0400	0	0	0	0	0	1	0	1	5	3	0	0
0500	0	0	0	1	1	3	0	2	4	6	1	0
0600	0	0	0	0	0	1	2	8	21	25	5	0
0700	1	0	0	0	0	6	12	34	48	67	8	0
0800	1	0	0	0	5	8	22	53	70	57	4	0
0900	0	1	0	1	2	5	21	53	51	46	7	1
1000	0	0	2	3	1	1	29	73	78	53	7	0
1100	0	2	4	0	0	14	36	66	107	61	3	0
1200	0	0	8	4	13	10	39	81	109	76	2	0
1300	1	3	3	0	14	3	53	127	111	75	4	0
1400	0	1	13	12	12	16	44	98	128	59	5	0
1500	1	0	1	1	14	12	54	135	148	96	9	0
1600	1	1	2	24	7	33	80	158	179	123	6	0
1700	0	0	1	9	19	19	62	158	218	187	10	0
1800	0	0	0	0	0	6	41	136	162	111	12	3
1900	0	0	0	0	0	1	17	68	111	99	15	2
2000	0	1	0	0	0	5	17	65	70	98	18	3
2100	0	0	0	0	0	12	9	39	56	72	9	0
2200	0	1	0	0	1	1	5	12	26	37	9	1
2300	0	0	0	0	0	0	5	3	11	16	5	1
07-19	**5**	**8**	**34**	**54**	**87**	**133**	**493**	**1172**	**1409**	**1011**	**77**	**4**
06-22	**5**	**9**	**34**	**54**	**87**	**152**	**538**	**1352**	**1667**	**1305**	**124**	**9**
06-00	**5**	**10**	**34**	**54**	**88**	**153**	**548**	**1367**	**1704**	**1358**	**138**	**11**
00-00	**5**	**10**	**34**	**55**	**89**	**159**	**549**	**1372**	**1717**	**1376**	**145**	**11**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	0	1	6	12	3	0
0100	0	0	0	0	0	1	2	1	6	4	1	0
0200	0	0	0	0	1	1	0	2	4	3	0	0
0300	0	0	0	0	0	0	0	2	1	2	1	0
0400	0	0	0	0	0	0	1	4	5	5	1	0
0500	0	0	0	0	0	2	1	6	9	6	4	0
0600	1	0	0	0	0	1	10	14	51	65	9	1
0700	1	1	0	0	0	6	11	34	37	71	4	0
0800	1	0	0	2	2	8	23	33	71	69	11	0
0900	0	2	0	0	0	13	32	46	68	47	3	0
1000	0	0	0	0	5	16	34	62	77	51	3	4
1100	0	0	0	1	15	10	43	78	86	53	2	0
1200	0	0	0	0	7	6	29	84	103	66	3	2
1300	1	2	2	0	4	10	63	134	124	76	5	1
1400	0	0	0	0	2	6	55	149	131	54	4	0
1500	0	0	0	1	0	5	53	118	149	94	7	0
1600	0	2	0	9	5	18	96	174	209	104	8	0
1700	2	0	11	14	6	22	72	183	278	131	8	0
1800	0	1	0	1	4	7	26	111	169	138	8	1
1900	1	0	0	0	0	0	19	77	129	110	8	0
2000	0	2	0	0	1	6	19	52	110	102	18	4
2100	0	1	0	0	0	1	10	37	46	58	8	1
2200	0	0	0	0	0	2	7	25	24	42	6	2
2300	0	0	0	0	0	0	4	8	15	23	5	1
07-19	**5**	**8**	**13**	**28**	**50**	**127**	**537**	**1206**	**1502**	**954**	**66**	**8**
06-22	**7**	**11**	**13**	**28**	**51**	**135**	**595**	**1386**	**1838**	**1289**	**109**	**14**
06-00	**7**	**11**	**13**	**28**	**51**	**137**	**606**	**1419**	**1877**	**1354**	**120**	**17**
00-00	**7**	**11**	**13**	**28**	**52**	**141**	**610**	**1435**	**1908**	**1386**	**130**	**17**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	1	3	7	7	2	2
0100	0	0	0	0	0	0	1	2	4	3	0	0
0200	0	0	0	0	0	0	1	3	1	2	0	0
0300	0	0	0	0	1	0	1	1	0	3	1	1
0400	0	0	0	0	0	0	0	2	3	3	1	0
0500	0	0	0	0	0	3	3	2	5	9	3	0
0600	0	0	0	1	0	0	13	20	37	78	14	3
0700	0	0	0	0	1	7	7	21	56	75	9	0
0800	1	0	4	1	0	9	20	35	77	76	5	1
0900	1	1	0	0	1	1	18	57	67	51	1	1
1000	1	0	13	6	8	7	19	71	80	46	5	0
1100	0	0	1	6	6	2	35	98	80	68	3	0
1200	0	1	0	7	5	8	39	101	90	75	7	0
1300	0	1	0	0	6	14	69	103	130	104	9	1
1400	0	0	0	0	2	10	45	114	122	70	3	1
1500	2	0	0	0	6	12	53	166	148	70	5	1
1600	0	0	0	1	6	16	49	187	236	144	5	1
1700	1	1	1	3	12	41	63	161	257	203	7	0
1800	0	1	0	2	1	12	34	104	168	165	13	0
1900	0	0	0	1	3	1	13	59	112	117	9	1
2000	0	1	0	0	0	8	26	94	109	91	14	2
2100	0	1	0	0	0	5	8	22	63	53	16	3
2200	0	0	0	0	2	1	6	21	45	50	11	2
2300	0	0	0	0	0	1	7	6	11	19	9	2
07-19	**6**	**5**	**19**	**26**	**54**	**139**	**451**	**1218**	**1511**	**1147**	**72**	**6**
06-22	**6**	**7**	**19**	**28**	**57**	**153**	**511**	**1413**	**1832**	**1486**	**125**	**15**
06-00	**6**	**7**	**19**	**28**	**59**	**155**	**524**	**1440**	**1888**	**1555**	**145**	**19**
00-00	**6**	**7**	**19**	**28**	**60**	**159**	**531**	**1453**	**1908**	**1582**	**152**	**22**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	2	3	1	6	2	1
0100	0	0	0	0	0	0	3	4	3	1	0	0
0200	0	0	0	0	0	2	0	0	0	1	0	0
0300	0	0	0	0	0	1	0	1	2	2	2	1
0400	0	0	0	0	0	0	2	2	3	3	2	0
0500	0	0	0	0	1	2	2	4	4	12	1	0
0600	0	0	1	0	0	4	7	21	50	61	15	4
0700	0	0	0	0	1	12	16	19	50	77	9	1
0800	1	2	14	2	1	12	31	43	60	67	7	3
0900	0	0	0	0	0	5	35	40	83	51	3	0
1000	0	0	0	0	6	3	30	59	103	50	6	0
1100	0	0	0	7	6	5	49	78	113	58	3	0
1200	1	0	0	2	2	9	38	98	90	85	4	0
1300	0	1	0	1	0	19	48	106	147	88	7	0
1400	0	0	0	1	2	10	55	132	144	85	7	1
1500	0	0	0	0	5	13	65	185	143	75	3	1
1600	0	2	0	0	1	17	67	211	223	125	8	2
1700	0	1	0	1	7	39	65	151	256	190	8	0
1800	0	0	0	0	1	4	34	81	191	172	7	1
1900	0	0	0	0	0	4	23	76	124	124	11	1
2000	1	1	0	0	1	2	17	74	120	97	7	1
2100	0	0	0	0	0	4	16	30	48	63	11	1
2200	0	0	0	1	1	1	6	16	28	45	10	2
2300	0	0	0	0	0	1	2	7	16	19	4	1
07-19	**2**	**6**	**14**	**14**	**32**	**148**	**533**	**1203**	**1603**	**1123**	**72**	**9**
06-22	**3**	**7**	**15**	**14**	**33**	**162**	**596**	**1404**	**1945**	**1468**	**116**	**16**
06-00	**3**	**7**	**15**	**15**	**34**	**164**	**604**	**1427**	**1989**	**1532**	**130**	**19**
00-00	**3**	**7**	**15**	**15**	**35**	**170**	**613**	**1441**	**2002**	**1557**	**137**	**21**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	0	5	7	8	1	0
0100	0	0	0	0	1	0	1	1	3	4	2	0
0200	0	0	0	0	1	0	0	3	1	3	1	0
0300	0	0	0	0	0	1	1	0	0	2	3	1
0400	0	0	0	0	0	1	0	2	3	3	2	0
0500	0	0	0	0	0	3	1	7	9	8	1	0
0600	0	0	0	0	0	2	5	24	37	60	12	3
0700	0	0	0	0	0	13	14	26	38	64	9	2
0800	0	0	0	0	3	11	31	46	83	52	14	2
0900	0	2	1	0	9	10	14	33	78	54	9	2
1000	1	3	3	4	1	16	43	90	101	59	4	1
1100	0	0	0	0	0	20	55	110	145	73	4	0
1200	0	0	0	1	2	3	50	141	181	98	3	0
1300	0	0	2	11	7	10	85	179	200	92	4	0
1400	1	1	2	5	16	36	93	206	151	87	6	1
1500	0	0	0	0	0	28	80	172	191	105	9	1
1600	0	0	0	1	11	24	88	239	285	108	1	0
1700	1	0	0	0	3	9	71	197	310	167	3	0
1800	0	0	0	0	0	8	32	138	159	147	9	1
1900	0	0	1	0	0	2	31	66	102	110	11	0
2000	0	1	1	0	0	1	13	56	93	114	22	3
2100	0	0	0	0	3	4	13	20	31	56	4	1
2200	0	0	0	0	0	1	12	20	42	42	8	2
2300	0	0	0	0	0	2	1	11	25	29	4	0
07-19	**3**	**6**	**8**	**22**	**52**	**188**	**656**	**1577**	**1922**	**1106**	**75**	**10**
06-22	**3**	**7**	**10**	**22**	**55**	**197**	**718**	**1743**	**2185**	**1446**	**124**	**17**
06-00	**3**	**7**	**10**	**22**	**55**	**200**	**731**	**1774**	**2252**	**1517**	**136**	**19**
00-00	**3**	**7**	**10**	**22**	**57**	**205**	**734**	**1792**	**2275**	**1545**	**146**	**20**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	4	6	5	15	4	2
0100	0	0	0	0	0	0	1	2	5	14	6	1
0200	0	0	0	0	0	0	1	3	3	6	3	1
0300	0	0	0	0	0	0	1	0	1	4	2	0
0400	0	0	0	0	0	1	0	2	0	3	1	0
0500	0	0	0	0	0	1	3	2	1	5	3	0
0600	0	0	0	0	0	2	1	3	7	14	5	0
0700	0	0	0	0	0	6	5	9	18	29	10	2
0800	0	2	0	0	1	4	4	16	39	62	14	2
0900	0	1	0	2	1	5	19	67	94	84	6	1
1000	2	3	0	1	2	6	16	103	133	74	5	2
1100	0	1	0	6	9	8	38	92	141	105	9	0
1200	0	1	0	0	0	9	34	178	166	95	2	0
1300	1	0	0	1	1	8	37	137	189	102	6	0
1400	0	0	0	0	7	15	49	125	129	88	7	1
1500	0	0	3	9	1	6	66	143	145	107	7	2
1600	1	0	4	10	8	25	30	103	125	127	5	0
1700	1	0	0	2	10	7	30	101	153	110	10	0
1800	0	0	0	0	3	9	25	70	126	76	6	0
1900	0	0	0	1	0	1	12	55	89	101	6	1
2000	0	0	0	0	0	1	4	16	48	46	8	2
2100	0	0	0	0	1	2	4	13	38	44	10	1
2200	0	0	1	0	0	0	13	24	25	35	8	2
2300	0	0	0	0	1	1	4	10	13	33	4	0
07-19	**5**	**8**	**7**	**31**	**43**	**108**	**353**	**1144**	**1458**	**1059**	**87**	**10**
06-22	**5**	**8**	**7**	**32**	**44**	**114**	**374**	**1231**	**1640**	**1264**	**116**	**14**
06-00	**5**	**8**	**8**	**32**	**45**	**115**	**391**	**1265**	**1678**	**1332**	**128**	**16**
00-00	**5**	**8**	**8**	**32**	**45**	**118**	**401**	**1280**	**1693**	**1379**	**147**	**20**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	4	6	13	12	5	0
0100	0	0	0	0	0	1	1	5	5	11	1	1
0200	0	0	0	0	0	0	0	1	5	5	1	1
0300	0	0	0	0	0	0	0	0	1	4	2	1
0400	0	0	0	0	0	0	0	1	1	2	2	0
0500	0	0	0	0	0	0	0	4	2	3	1	1
0600	0	0	0	1	0	1	0	2	0	13	3	0
0700	0	0	0	0	0	1	2	1	11	24	6	1
0800	0	1	0	0	1	0	6	10	33	28	4	1
0900	0	0	5	5	5	2	8	26	49	58	5	1
1000	0	0	0	5	2	0	16	39	54	64	6	1
1100	0	1	0	0	7	7	47	104	107	63	9	1
1200	1	0	2	1	0	3	30	111	160	104	10	1
1300	0	0	0	0	2	4	38	117	171	89	5	0
1400	1	0	0	0	1	12	37	101	148	95	6	1
1500	0	0	0	3	2	5	40	121	142	125	9	1
1600	0	0	0	0	4	7	25	70	144	132	5	1
1700	0	0	5	0	1	1	11	76	98	95	6	0
1800	0	0	0	0	0	2	8	21	49	80	9	0
1900	1	1	0	0	0	3	8	18	49	69	7	1
2000	0	0	0	0	0	0	5	8	33	52	6	0
2100	0	0	0	0	2	1	5	14	14	27	10	2
2200	0	0	0	0	0	0	3	6	9	21	6	2
2300	0	0	0	0	0	1	1	2	9	16	7	1
07-19	**2**	**2**	**12**	**14**	**25**	**44**	**268**	**797**	**1166**	**957**	**80**	**9**
06-22	**3**	**3**	**12**	**15**	**27**	**49**	**286**	**839**	**1262**	**1118**	**106**	**12**
06-00	**3**	**3**	**12**	**15**	**27**	**50**	**290**	**847**	**1280**	**1155**	**119**	**15**
00-00	**3**	**3**	**12**	**15**	**27**	**51**	**295**	**864**	**1307**	**1192**	**131**	**19**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	2	4	6	9	3	1
0100	0	0	0	0	0	0	1	2	4	6	2	0
0200	0	0	0	0	0	0	0	2	2	3	1	0
0300	0	0	0	0	0	0	0	1	1	3	2	1
0400	0	0	0	0	0	0	0	2	3	3	1	0
0500	0	0	0	0	0	2	1	4	5	7	2	0
0600	0	0	0	0	0	2	5	13	29	45	9	2
0700	0	0	0	0	0	7	10	21	37	58	8	1
0800	1	1	3	1	2	7	20	34	62	59	8	1
0900	0	1	1	1	3	6	21	46	70	56	5	1
1000	1	1	3	3	4	7	27	71	89	57	5	1
1100	0	1	1	3	6	9	43	89	111	69	5	0
1200	0	0	1	2	4	7	37	113	128	86	4	0
1300	0	1	1	2	5	10	56	129	153	89	6	0
1400	0	0	2	3	6	15	54	132	136	77	5	1
1500	0	0	1	2	4	12	59	149	152	96	7	1
1600	0	1	1	6	6	20	62	163	200	123	5	1
1700	1	0	3	4	8	20	53	147	224	155	7	0
1800	0	0	0	0	1	7	29	94	146	127	9	1
1900	0	0	0	0	0	2	18	60	102	104	10	1
2000	0	1	0	0	0	3	14	52	83	86	13	2
2100	0	0	0	0	1	4	9	25	42	53	10	1
2200	0	0	0	0	1	1	7	18	28	39	8	2
2300	0	0	0	0	0	1	3	7	14	22	5	1
07-19	**4**	**6**	**15**	**27**	**49**	**127**	**470**	**1188**	**1510**	**1051**	**76**	**8**
06-22	**5**	**7**	**16**	**28**	**51**	**137**	**517**	**1338**	**1767**	**1339**	**117**	**14**
06-00	**5**	**8**	**16**	**28**	**51**	**139**	**528**	**1363**	**1810**	**1400**	**131**	**17**
00-00	**5**	**8**	**16**	**28**	**52**	**143**	**533**	**1377**	**1830**	**1431**	**141**	**19**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
Mon	5	10	34	55	89	159	549	1372	1717	1376	145	11
Tue	7	11	13	28	52	141	610	1435	1908	1386	130	17
Wed	6	7	19	28	60	159	531	1453	1908	1582	152	22
Thu	3	7	15	15	35	170	613	1441	2002	1557	137	21
Fri	3	7	10	22	57	205	734	1792	2275	1545	146	20
|Sat	5	8	8	32	45	118	401	1280	1693	1379	147	20
|Sun	3	3	12	15	27	51	295	864	1307	1192	131	19
--	**32**	**53**	**111**	**195**	**365**	**1003**	**3733**	**9637**	**12810**	**10017**	**988**	**130**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
--	**32**	**53**	**111**	**195**	**365**	**1003**	**3733**	**9637**	**12810**	**10017**	**988**	**130**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
1	0	54	65.4	10	58.82	6	35.29	3	17.65
0	0	51.4	-	3	75	1	25	0	0
0	0	54	-	1	100	0	0	0	0
0	0	51.4	-	2	66.67	2	66.67	0	0
0	0	47.3	-	3	30	0	0	0	0
0	0	45	55.2	7	38.89	1	5.556	0	0
1	0	51.1	57.6	31	49.21	9	14.29	3	4.762
0	0	48.2	55.1	75	42.61	16	9.091	2	1.136
0	0	46	52.7	61	27.73	14	6.364	1	0.455
0	0	46.1	53	54	28.72	8	4.255	3	1.596
0	0	45.9	51.7	60	24.29	8	3.239	1	0.405
0	0	45.3	51.9	64	21.84	9	3.072	0	0
0	0	44.3	51.8	78	22.81	9	2.632	0	0
0	0	44.4	51.5	79	20.05	8	2.03	3	0.761
0	0	43.1	50.5	64	16.49	11	2.835	1	0.258
0	0	45.3	51.7	105	22.29	18	3.822	4	0.849
0	0	44.2	51.4	129	21.01	20	3.257	2	0.326
0	0	45.9	52.3	197	28.84	21	3.075	2	0.293
0	0	47	52.6	126	26.75	27	5.732	4	0.849
0	1	48.9	54.9	117	37.26	31	9.873	4	1.274
1	0	49	56.2	120	43.17	37	13.31	8	2.878
1	1	48.9	56.4	83	41.71	23	11.56	5	2.513
0	0	50.2	57	47	50.54	16	17.2	2	2.151
0	0	51.1	60.9	22	53.66	9	21.95	4	9.756
0	**0**	**45.3**	**52**	**1092**	**24.34**	**169**	**3.766**	**23**	**0.513**
3	**2**	**45.9**	**52.6**	**1443**	**27.02**	**269**	**5.037**	**43**	**0.805**
3	**2**	**46**	**52.8**	**1512**	**27.62**	**294**	**5.37**	**49**	**0.895**
4	**2**	**46**	**52.9**	**1538**	**27.82**	**304**	**5.499**	**52**	**0.941**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	53.5	59.7	15	68.18	4	18.18	2	9.091
0	0	47.6	56.5	5	33.33	2	13.33	1	6.667
0	0	45.6	53.6	3	27.27	0	0	0	0
0	0	52	-	3	50	2	33.33	0	0
0	0	48.8	56.2	6	37.5	2	12.5	1	6.25
0	0	49.5	62.9	10	35.71	6	21.43	4	14.29
1	0	50.3	57.1	76	49.67	23	15.03	6	3.922
0	0	48.1	55.6	75	45.45	16	9.697	1	0.606
0	0	47.4	54.5	80	36.36	15	6.818	3	1.364
0	0	45.2	52.1	50	23.7	8	3.791	0	0
0	0	45.6	52	58	23.02	14	5.556	6	2.381
0	0	44.3	51.2	55	19.1	8	2.778	0	0
0	0	46	52	71	23.67	10	3.333	2	0.667
0	0	44.9	51.4	82	19.43	17	4.028	3	0.711
0	0	44.9	50	58	14.46	9	2.244	1	0.249
0	0	46.3	52.3	101	23.65	22	5.152	0	0
0	0	44.9	50.9	112	17.92	15	2.4	4	0.64
0	0	44.8	51.2	139	19.12	15	2.063	1	0.138
0	0	47.5	53.6	147	31.55	28	6.009	4	0.858
0	0	48.2	53.5	118	34.3	21	6.105	3	0.872
0	0	48.9	55.3	124	39.49	38	12.1	10	3.185
0	0	48.7	54.9	67	41.36	16	9.877	3	1.852
0	0	49.3	56.4	50	46.3	14	12.96	3	2.778
0	0	51.5	58.8	29	51.79	14	25	3	5.357
0	**0**	**45.6**	**52**	**1028**	**22.82**	**177**	**3.93**	**25**	**0.555**
1	**0**	**46.2**	**52.6**	**1413**	**25.8**	**275**	**5.021**	**47**	**0.858**
1	**0**	**46.3**	**52.8**	**1492**	**26.45**	**303**	**5.371**	**53**	**0.94**
1	**0**	**46.4**	**52.9**	**1534**	**26.73**	**319**	**5.558**	**61**	**1.063**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	51.8	63.8	11	47.83	4	17.39	3	13.04
0	0	47.8	-	3	30	1	10	0	0
0	0	46.8	-	2	28.57	1	14.29	0	0
0	0	51.4	-	5	62.5	4	50	2	25
0	0	50	-	4	44.44	1	11.11	0	0
0	0	48.3	55.9	12	48	3	12	0	0
1	0	51.2	58.3	96	57.49	32	19.16	5	2.994
0	0	49.5	55.9	84	47.73	20	11.36	3	1.705
0	0	47	53.8	82	35.81	14	6.114	1	0.437
0	0	46.4	52.3	53	26.63	10	5.025	2	1.005
0	0	43.5	51.2	51	19.92	10	3.906	3	1.172
0	0	45.3	51.9	71	23.75	12	4.013	0	0
0	0	45.2	51.7	82	24.62	13	3.904	1	0.3
0	0	45.8	52.6	114	26.09	24	5.492	3	0.686
0	0	45.7	52.2	74	20.16	14	3.815	2	0.545
0	0	44.9	50.3	76	16.41	14	3.024	2	0.432
0	0	46	51.3	150	23.26	14	2.171	2	0.31
0	0	45.9	52.6	210	28	15	2	3	0.4
0	0	47.8	54.4	178	35.6	31	6.2	4	0.8
0	0	48.7	54.5	127	40.19	23	7.278	3	0.949
1	0	47.6	53.8	108	31.21	36	10.4	7	2.023
0	0	49.8	58.3	72	42.11	32	18.71	8	4.678
1	0	50.4	57.9	64	46.04	25	17.99	7	5.036
0	0	50.8	61	30	54.55	14	25.45	4	7.273
0	**0**	**46**	**52.5**	**1225**	**26.32**	**191**	**4.104**	**26**	**0.559**
2	**0**	**46.5**	**53**	**1628**	**28.79**	**314**	**5.554**	**49**	**0.867**
3	**0**	**46.6**	**53.1**	**1722**	**29.45**	**353**	**6.036**	**60**	**1.026**
3	**0**	**46.7**	**53.1**	**1759**	**29.66**	**367**	**6.189**	**65**	**1.096**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	1	53.8	67.9	10	58.82	4	23.53	3	17.65
0	0	43.8	49.6	1	9.091	0	0	0	0
1	0	50	-	2	50	1	25	1	25
0	0	53.7	-	5	55.56	3	33.33	1	11.11
0	0	50.5	65.9	5	41.67	3	25	2	16.67
0	0	48.1	58.1	13	50	4	15.38	1	3.846
0	1	51	57.9	81	49.39	32	19.51	9	5.488
0	1	49	56.4	88	47.31	22	11.83	3	1.613
0	0	45	54.8	77	31.69	21	8.642	6	2.469
0	0	46.2	51.6	54	24.88	13	5.991	1	0.461
0	0	46.3	52.2	56	21.79	13	5.058	2	0.778
0	0	44.8	51.6	61	19.12	8	2.508	0	0
0	0	45.8	52.6	89	27.05	12	3.647	0	0
0	0	45.6	51.6	95	22.78	14	3.357	2	0.48
0	0	45.8	51.7	93	21.28	16	3.661	4	0.915
0	0	44.8	50.3	79	16.12	9	1.837	2	0.408
0	0	45.7	51.2	135	20.58	16	2.439	3	0.457
0	0	46.3	52.7	198	27.58	31	4.318	0	0
0	0	48.3	53.9	180	36.66	28	5.703	3	0.611
0	0	48.5	54.6	136	37.47	26	7.163	1	0.275
0	0	47.9	53.9	105	32.71	24	7.477	4	1.246
1	0	49.2	56	76	43.68	21	12.07	5	2.874
3	0	51.2	58.7	60	53.1	22	19.47	10	8.85
0	0	50.2	57.8	24	48	11	22	1	2
0	**1**	**46.1**	**52.3**	**1205**	**25.32**	**203**	**4.265**	**26**	**0.546**
1	**2**	**46.6**	**52.9**	**1603**	**27.72**	**306**	**5.292**	**45**	**0.778**
4	**2**	**46.7**	**53**	**1687**	**28.38**	**339**	**5.702**	**56**	**0.942**
5	**3**	**46.7**	**53.1**	**1723**	**28.6**	**354**	**5.876**	**64**	**1.062**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	50	57.8	9	42.86	4	19.05	0	0
0	0	50.1	64	6	50	3	25	0	0
0	0	48.1	-	4	44.44	1	11.11	0	0
0	0	53.5	-	6	75	4	50	1	12.5
0	0	50.3	64.6	5	45.45	2	18.18	1	9.091
0	0	47.2	56.1	9	31.03	4	13.79	0	0
0	0	51.3	58.2	75	52.45	28	19.58	6	4.196
0	0	48.4	55.4	75	45.18	19	11.45	5	3.012
0	0	46.9	55.2	68	28.1	27	11.16	3	1.24
2	0	46.9	53.5	67	31.31	18	8.411	6	2.804
0	0	44.4	51.1	64	19.63	11	3.374	2	0.613
1	0	45.4	51.1	78	19.12	10	2.451	2	0.49
0	0	46.1	51.4	101	21.09	12	2.505	1	0.209
0	0	44.4	50.2	96	16.27	11	1.864	0	0
1	0	43.5	50.1	95	15.68	19	3.135	3	0.495
0	0	45.3	51.2	115	19.62	17	2.901	2	0.341
0	0	44.7	49.9	109	14.4	3	0.396	0	0
0	0	46.4	51.2	170	22.34	15	1.971	1	0.131
0	0	47.3	53.6	157	31.78	21	4.251	2	0.405
0	0	48.2	55	121	37.46	27	8.359	3	0.929
2	0	49.8	55.6	141	46.08	36	11.76	10	3.268
1	0	48.6	54.8	62	46.62	12	9.023	3	2.256
0	0	49.9	57.9	52	40.94	22	17.32	8	6.299
0	0	49.9	57.5	33	45.83	12	16.67	1	1.389
4	**0**	**45.5**	**51.4**	**1195**	**21.23**	**183**	**3.251**	**27**	**0.48**
7	**0**	**46**	**52.2**	**1594**	**24.4**	**286**	**4.377**	**49**	**0.75**
7	**0**	**46.1**	**52.3**	**1679**	**24.94**	**320**	**4.753**	**58**	**0.861**
7	**0**	**46.2**	**52.5**	**1718**	**25.18**	**338**	**4.954**	**60**	**0.879**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	51.4	62.2	21	56.76	9	24.32	4	10.81
0	0	54.3	60.9	21	72.41	11	37.93	2	6.897
0	0	53.1	61.4	10	58.82	6	35.29	1	5.882
0	0	52.7	-	6	75	2	25	0	0
0	0	48.8	-	4	57.14	1	14.29	1	14.29
0	0	49.5	61.5	8	53.33	5	33.33	1	6.667
0	0	52.2	62.9	19	59.38	11	34.38	0	0
0	0	50.6	60.1	41	51.9	19	24.05	4	5.063
0	1	50.8	58.4	79	54.48	27	18.62	6	4.138
0	0	47.4	53.5	91	32.5	16	5.714	1	0.357
0	0	46.1	52.2	81	23.34	12	3.458	3	0.865
0	0	46.2	52.7	114	27.87	29	7.09	0	0
2	0	46	51.3	99	20.33	16	3.285	3	0.616
0	0	46.4	51.6	108	22.41	12	2.49	2	0.415
0	0	45.7	52.5	96	22.8	23	5.463	6	1.425
0	0	45.5	51.8	116	23.72	17	3.476	6	1.227
0	0	45.5	52.9	132	30.14	24	5.479	0	0
0	0	46.8	52.9	120	28.3	28	6.604	4	0.943
1	0	46.8	52	83	26.27	13	4.114	4	1.266
0	0	48.7	54.7	108	40.6	20	7.519	2	0.752
0	0	50.3	56	56	44.8	16	12.8	4	3.2
0	0	50.2	57.2	55	48.67	17	15.04	2	1.77
0	0	48.8	56.4	45	41.67	13	12.04	4	3.704
0	1	50.4	57.5	38	56.72	12	17.91	2	2.985
3	**1**	**46.4**	**52.7**	**1160**	**26.87**	**236**	**5.467**	**39**	**0.903**
3	**1**	**46.8**	**53.1**	**1398**	**28.81**	**300**	**6.182**	**47**	**0.968**
3	**2**	**46.9**	**53.2**	**1481**	**29.46**	**325**	**6.464**	**53**	**1.054**
3	**2**	**47**	**53.5**	**1551**	**30.17**	**359**	**6.983**	**62**	**1.206**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	49.8	59.2	17	42.5	8	20	0	0
1	0	52.9	59.7	14	53.85	9	34.62	2	7.692
0	0	52.9	62.9	7	53.85	3	23.08	1	7.692
0	0	64.5	-	8	88.89	5	55.56	4	44.44
0	0	53.7	-	4	66.67	2	33.33	0	0
0	0	50.5	64	5	45.45	2	18.18	1	9.091
0	0	53.3	60.9	16	80	9	45	2	10
0	0	52.7	60.2	31	67.39	14	30.43	2	4.348
0	0	48.8	56.3	33	39.29	9	10.71	2	2.381
1	0	47.2	55.6	65	39.39	12	7.273	4	2.424
0	0	47.7	54.2	71	37.97	14	7.487	3	1.604
0	1	45.5	51.4	74	21.33	16	4.611	4	1.153
0	0	46.9	52.9	115	27.19	19	4.492	3	0.709
0	0	46.4	51.8	94	22.07	12	2.817	1	0.235
0	0	46.5	52.6	102	25.37	19	4.726	1	0.249
0	0	47	53	135	30.13	24	5.357	2	0.446
0	0	47.9	53.5	138	35.57	17	4.381	1	0.258
0	0	47.6	54.1	101	34.47	16	5.461	1	0.341
0	0	50.4	56.9	89	52.66	24	14.2	2	1.183
0	0	49.3	55.7	77	49.04	19	12.1	2	1.274
0	0	51	56.9	58	55.77	15	14.42	3	2.885
1	0	51.2	60.8	40	52.63	19	25	6	7.895
0	0	53.5	64.3	30	62.5	11	22.92	6	12.5
0	1	54.3	63.1	25	65.79	12	31.58	4	10.53
1	**1**	**47.2**	**53.5**	**1048**	**31.02**	**196**	**5.802**	**26**	**0.77**
2	**1**	**47.5**	**53.8**	**1239**	**33.17**	**258**	**6.908**	**39**	**1.044**
2	**2**	**47.6**	**53.9**	**1294**	**33.87**	**281**	**7.354**	**49**	**1.282**
3	**2**	**47.8**	**54.1**	**1349**	**34.36**	**310**	**7.896**	**57**	**1.452**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	51.6	60.2	13	52.54	6	22.03	2	8.475
0	0	50.8	59.7	8	49.53	4	25.23	1	4.673
0	0	50.1	-	4	46.77	2	19.35	0	4.839
0	0	54.7	-	5	68.63	3	43.14	1	15.69
0	0	49.7	58.5	4	43.66	2	15.49	1	7.042
0	0	48.2	58.1	9	42.11	4	16.45	1	4.605
0	0	51.1	58.1	56	53.1	21	19.41	4	4.178
0	0	49	56.1	67	47.18	18	12.68	3	2.012
0	0	47.1	54.8	69	34.71	18	9.183	3	1.591
0	0	46.5	53.2	62	29.44	12	5.767	2	1.153
0	0	45.5	52.2	63	23.56	12	4.38	3	1.068
0	0	45.3	51.7	74	21.88	13	3.893	1	0.254
0	0	45.8	51.8	91	23.58	13	3.379	1	0.371
0	0	45.4	51.3	95	21.09	14	3.093	2	0.442
0	0	44.9	51.2	83	19.26	16	3.673	3	0.596
0	0	45.5	51.7	104	21.55	17	3.586	3	0.533
0	0	45.4	51.4	129	21.95	16	2.644	2	0.291
0	0	46.1	52.2	162	26.06	20	3.237	2	0.275
0	0	47.7	53.7	137	33.02	25	5.917	3	0.791
0	0	48.6	54.6	115	38.6	24	8.017	3	0.864
1	0	48.9	55	102	39.69	29	11.26	7	2.564
1	0	49.4	56.4	65	44.26	20	13.62	5	3.113
1	0	50.2	57.7	50	47.28	18	16.71	6	5.435
0	0	51	58.8	29	53.03	12	22.16	3	5.013
1	**0**	**45.9**	**52.3**	**1136**	**25.07**	**194**	**4.271**	**27**	**0.605**
3	**1**	**46.4**	**52.9**	**1474**	**27.61**	**287**	**5.372**	**46**	**0.853**
3	**1**	**46.5**	**53**	**1552**	**28.23**	**316**	**5.755**	**54**	**0.982**
4	**1**	**46.6**	**53.1**	**1596**	**28.56**	**336**	**6.011**	**60**	**1.076**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
4	2	46	52.9	1538	27.82	304	5.499	52	0.941
1	0	46.4	52.9	1534	26.73	319	5.558	61	1.063
3	0	46.7	53.1	1759	29.66	367	6.189	65	1.096
5	3	46.7	53.1	1723	28.6	354	5.876	64	1.062
7	0	46.2	52.5	1718	25.18	338	4.954	60	0.879
3	2	47	53.5	1551	30.17	359	6.983	62	1.206
3	2	47.8	54.1	1349	34.36	310	7.896	57	1.452
26	**9**	**46.6**	**53.1**	**11172**	**28.56**	**2351**	**6.011**	**421**	**1.076**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
26	**9**	**46.6**	**53.1**	**11172**	**28.56**	**2351**	**6.011**	**421**	**1.076**

Advanced Transport Research

Globals

Report Id	CustomList-98
Descriptor	Advanced Transport Research
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-04-17T06:35:47
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	20851-001
Site Attribute	Sign post
File Name	Q:\20851 Warren Hall, Flintshire\20851-001 0 2019-04-17 0732.EC0
File Type	Plus
Algorithm	Factory default axle
Description	!A5104, Warren Hall, Flintshire [50m]
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	2019-04-07T18:05:10
Start Time	2019-04-07T18:05:10
Finish Time	2019-04-15T19:53:22
Operator	SES
Configuration	40 MC5900 80 00 0f a8 a8 ? PK350AH4 MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Advanced Transport Research
Title	Advanced Transport Research
Graphic Logo	C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2019-04-08T00:00:00
Filter End	2019-04-15T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(W) Sp(0,120) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	120
Posted Limit	50
Speed Limits	57 65 50 50 50 0 0 0 0 50
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Advanced Transport Research

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time [--	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 50	Number exceeding Posted Speed Limit
]PSL% 50	Percent exceeding Posted Speed Limit
]SL1 57 ACPO	Number exceeding Speed Limit 1
]SL1% 57 ACPO	Percent exceeding Speed Limit 1
]SL2 65 DFT	Number exceeding Speed Limit 2
]SL2% 65 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-98
Site Name - 20851-001
Description - !A5104, Warren Hall, Flintshire [50m]
Direction - West

08 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	9	0	9	0	0	0	0	0	0	0	0	
0100	3	0	2	0	1	0	0	0	0	0	0	
0200	4	0	2	0	0	0	0	0	0	2	0	
0300	2	0	2	0	0	0	0	0	0	0	0	
0400	18	0	16	0	2	0	0	0	0	0	0	
0500	211	10	187	1	8	1	0	1	0	2	1	
0600	217	4	193	1	14	1	3	0	0	1	0	
0700	543	3	504	1	28	0	6	0	0	0	1	
0800	611	0	551	9	37	2	4	0	3	3	2	
0900	356	2	324	0	19	0	5	0	0	2	4	
1000	326	2	285	7	19	2	7	0	1	0	3	
1100	328	3	283	1	24	0	7	0	2	2	6	
1200	356	8	325	2	11	0	6	0	2	0	2	
1300	335	11	277	6	19	1	11	0	2	2	6	
1400	266	2	233	3	16	0	6	0	0	0	6	
1500	299	7	262	2	22	0	4	0	1	0	1	
1600	287	3	254	4	17	0	4	0	1	1	3	
1700	330	7	299	2	17	0	1	3	1	0	0	
1800	281	5	267	1	8	0	0	0	0	0	0	
1900	199	2	193	0	3	0	0	0	0	1	0	
2000	179	5	170	0	4	0	0	0	0	0	0	
2100	70	1	69	0	0	0	0	0	0	0	0	
2200	44	0	41	0	1	0	0	1	0	1	0	
2300	26	0	23	0	3	0	0	0	0	0	0	
07-19	**4318**	**53**	**3864**	**38**	**237**	**5**	**61**	**3**	**13**	**10**	**34**	
06-22	**4983**	**65**	**4489**	**39**	**258**	**6**	**64**	**3**	**13**	**12**	**34**	
06-00	**5053**	**65**	**4553**	**39**	**262**	**6**	**64**	**4**	**13**	**13**	**34**	
00-00	**5300**	**75**	**4771**	**40**	**273**	**7**	**64**	**5**	**13**	**17**	**35**	

09 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	8	0	8	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0200	9	0	8	0	1	0	0	0	0	0	0	
0300	12	0	9	0	1	0	0	0	1	1	0	
0400	19	0	16	0	1	1	0	0	0	0	1	
0500	211	12	187	1	5	1	3	0	0	1	1	
0600	225	5	209	0	9	0	0	1	0	0	1	
0700	575	5	525	2	33	0	7	0	0	0	3	
0800	672	1	619	1	45	2	3	0	1	0	0	
0900	383	2	344	1	20	1	11	0	2	1	1	
1000	300	1	258	3	20	3	8	0	2	2	3	
1100	287	3	258	4	15	2	4	0	0	0	1	
1200	318	7	284	5	16	0	4	0	2	0	0	
1300	276	4	242	4	17	1	5	0	0	1	2	
1400	251	6	214	0	20	3	6	0	1	0	1	
1500	304	1	272	3	23	0	2	0	0	2	1	
1600	331	4	291	4	25	0	5	0	0	0	2	
1700	383	1	356	2	18	0	1	0	2	1	2	
1800	315	5	291	2	16	0	0	0	0	0	1	
1900	201	3	190	1	7	0	0	0	0	0	0	
2000	167	2	161	1	2	0	1	0	0	0	0	
2100	77	0	73	0	3	0	1	0	0	0	0	
2200	42	1	40	0	1	0	0	0	0	0	0	
2300	15	0	14	0	1	0	0	0	0	0	0	
07-19	**4395**	**40**	**3954**	**31**	**268**	**12**	**56**	**0**	**10**	**7**	**17**	
06-22	**5065**	**50**	**4587**	**33**	**289**	**12**	**58**	**1**	**10**	**7**	**18**	
06-00	**5122**	**51**	**4641**	**33**	**291**	**12**	**58**	**1**	**10**	**7**	**18**	
00-00	**5383**	**63**	**4871**	**34**	**299**	**14**	**61**	**1**	**11**	**9**	**20**	

10 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	8	0	7	0	1	0	0	0	0	0	0	
0100	7	0	6	0	0	0	0	0	0	1	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	6	0	6	0	0	0	0	0	0	0	0	
0400	20	0	15	0	2	0	0	0	0	2	1	
0500	189	9	172	1	3	2	0	0	0	2	0	
0600	226	6	205	1	12	1	1	0	0	0	0	
0700	536	1	499	2	30	0	3	0	0	0	1	
0800	581	1	537	2	34	0	3	0	1	2	1	
0900	386	1	343	4	24	2	6	1	0	2	3	
1000	283	3	251	2	15	0	7	0	2	2	1	
1100	327	2	302	4	14	2	0	1	1	1	0	
1200	332	6	298	4	15	1	5	0	0	1	2	
1300	313	8	279	1	16	1	5	0	0	1	2	
1400	296	5	261	3	14	3	6	0	0	1	3	
1500	312	2	284	5	18	0	2	0	0	0	1	
1600	346	6	302	1	31	0	2	0	0	3	1	
1700	412	3	387	1	16	1	1	1	0	0	2	
1800	306	5	293	2	6	0	0	0	0	0	0	
1900	218	4	206	1	6	0	0	0	0	1	0	
2000	177	3	172	0	2	0	0	0	0	0	0	
2100	73	0	70	0	1	1	1	0	0	0	0	
2200	57	0	57	0	0	0	0	0	0	0	0	
2300	25	0	24	0	1	0	0	0	0	0	0	
07-19	**4430**	**43**	**4036**	**31**	**233**	**10**	**40**	**3**	**4**	**13**	**17**	
06-22	**5124**	**56**	**4689**	**33**	**254**	**12**	**42**	**3**	**4**	**14**	**17**	
06-00	**5206**	**56**	**4770**	**33**	**255**	**12**	**42**	**3**	**4**	**14**	**17**	
00-00	**5437**	**65**	**4977**	**34**	**261**	**14**	**42**	**3**	**4**	**19**	**18**	

11 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	
0100	6	0	5	0	1	0	0	0	0	0	0	
0200	7	0	6	0	0	0	0	0	0	1	0	
0300	5	0	5	0	0	0	0	0	0	0	0	
0400	22	0	19	0	2	0	0	0	0	0	1	
0500	194	11	169	0	7	2	1	0	0	2	2	
0600	223	4	206	0	11	0	0	0	0	1	1	
0700	509	9	464	2	29	1	3	0	0	0	1	
0800	639	3	579	5	41	3	3	0	2	2	1	
0900	361	1	330	2	21	1	3	0	1	0	2	
1000	304	2	264	0	23	3	8	0	1	1	2	
1100	314	1	270	1	29	2	6	0	0	2	3	
1200	366	5	328	2	19	0	7	0	0	2	3	
1300	347	8	304	2	15	1	11	0	2	1	3	
1400	285	2	244	2	21	2	11	0	0	0	3	
1500	298	1	264	3	18	1	8	0	0	2	1	
1600	317	3	286	0	26	0	1	0	0	1	0	
1700	380	4	360	2	13	0	1	0	0	0	0	
1800	308	2	293	2	9	1	0	0	0	0	1	
1900	201	1	195	0	5	0	0	0	0	0	0	
2000	184	2	179	0	3	0	0	0	0	0	0	
2100	83	0	77	0	4	0	1	0	1	0	0	
2200	48	0	48	0	0	0	0	0	0	0	0	
2300	20	0	19	0	0	0	0	0	0	0	1	
07-19	**4428**	**41**	**3986**	**23**	**264**	**15**	**62**	**0**	**6**	**11**	**20**	
06-22	**5119**	**48**	**4643**	**23**	**287**	**15**	**63**	**0**	**7**	**12**	**21**	
06-00	**5187**	**48**	**4710**	**23**	**287**	**15**	**63**	**0**	**7**	**12**	**22**	
00-00	**5423**	**59**	**4916**	**23**	**297**	**17**	**64**	**0**	**7**	**15**	**25**	

12 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	14	0	13	0	1	0	0	0	0	0	0	
0100	9	0	8	0	1	0	0	0	0	0	0	
0200	8	0	6	0	1	0	0	0	0	1	0	
0300	6	0	6	0	0	0	0	0	0	0	0	
0400	16	1	14	0	1	0	0	0	0	0	0	
0500	199	9	178	2	6	2	0	0	0	1	1	
0600	194	3	174	1	13	0	2	0	0	0	1	
0700	460	2	416	3	32	0	5	0	0	1	1	
0800	577	2	534	1	34	0	4	1	0	0	1	
0900	386	2	342	3	28	2	3	0	1	3	2	
1000	317	0	294	0	11	2	6	0	0	3	1	
1100	370	3	333	3	23	0	5	0	0	2	1	
1200	455	6	416	5	20	3	3	0	1	1	0	
1300	345	8	309	2	17	2	4	1	0	1	1	
1400	330	1	301	0	21	1	5	0	0	0	1	
1500	364	3	326	6	20	1	7	0	1	0	0	
1600	360	1	336	2	21	0	0	0	0	0	0	
1700	361	2	344	4	10	0	0	0	1	0	0	
1800	281	2	266	1	11	0	0	0	1	0	0	
1900	209	0	202	1	5	0	0	0	1	0	0	
2000	106	0	102	1	3	0	0	0	0	0	0	
2100	66	0	62	0	4	0	0	0	0	0	0	
2200	51	0	51	0	0	0	0	0	0	0	0	
2300	35	0	34	0	1	0	0	0	0	0	0	
07-19	**4606**	**32**	**4217**	**30**	**248**	**11**	**42**	**2**	**5**	**11**	**8**	
06-22	**5181**	**35**	**4757**	**33**	**273**	**11**	**44**	**2**	**6**	**11**	**9**	
06-00	**5267**	**35**	**4842**	**33**	**274**	**11**	**44**	**2**	**6**	**11**	**9**	
00-00	**5519**	**45**	**5067**	**35**	**284**	**13**	**44**	**2**	**6**	**13**	**10**	

13 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	27	0	23	0	4	0	0	0	0	0	0	
0100	17	0	15	0	1	0	1	0	0	0	0	
0200	7	0	7	0	0	0	0	0	0	0	0	
0300	5	0	4	0	0	0	0	0	0	0	1	
0400	14	0	12	0	1	1	0	0	0	0	0	
0500	93	4	82	2	2	2	0	0	0	0	1	
0600	75	1	68	0	5	0	1	0	0	0	0	
0700	128	2	115	2	9	0	0	0	0	0	0	
0800	229	3	204	4	15	0	1	0	0	1	1	
0900	317	3	299	5	7	0	1	0	0	1	1	
1000	393	2	372	3	13	0	0	0	0	1	2	
1100	407	2	387	2	15	0	0	0	0	0	1	
1200	386	3	369	4	9	0	0	0	1	0	0	
1300	432	5	409	4	10	1	0	0	0	2	1	
1400	355	9	328	7	9	1	0	0	0	1	0	
1500	318	15	291	0	11	0	0	1	0	0	0	
1600	274	4	262	3	5	0	0	0	0	0	0	
1700	276	9	259	2	6	0	0	0	0	0	0	
1800	231	2	221	1	7	0	0	0	0	0	0	
1900	150	4	142	0	3	0	1	0	0	0	0	
2000	93	0	89	1	3	0	0	0	0	0	0	
2100	82	1	78	0	2	0	1	0	0	0	0	
2200	47	0	43	0	4	0	0	0	0	0	0	
2300	38	0	38	0	0	0	0	0	0	0	0	
07-19	**3746**	**59**	**3516**	**37**	**116**	**2**	**2**	**1**	**1**	**6**	**6**	
06-22	**4146**	**65**	**3893**	**38**	**129**	**2**	**5**	**1**	**1**	**6**	**6**	
06-00	**4231**	**65**	**3974**	**38**	**133**	**2**	**5**	**1**	**1**	**6**	**6**	
00-00	**4394**	**69**	**4117**	**40**	**141**	**5**	**6**	**1**	**1**	**6**	**8**	

14 April 2019

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	41	0	39	0	1	1	0	0	0	0	0	
0100	13	0	13	0	0	0	0	0	0	0	0	
0200	15	0	14	0	1	0	0	0	0	0	0	
0300	8	0	7	0	1	0	0	0	0	0	0	
0400	9	0	8	0	0	0	0	0	0	0	1	
0500	37	1	36	0	0	0	0	0	0	0	0	
0600	39	2	35	1	1	0	0	0	0	0	0	
0700	54	0	48	3	3	0	0	0	0	0	0	
0800	101	4	93	2	0	0	0	0	1	1	0	
0900	175	4	165	4	2	0	0	0	0	0	0	
1000	356	5	344	0	5	0	0	0	1	0	1	
1100	413	10	391	0	9	0	1	0	0	0	2	
1200	387	7	372	2	4	0	0	0	1	1	0	
1300	361	11	339	4	7	0	0	0	0	0	0	
1400	335	6	321	1	7	0	0	0	0	0	0	
1500	268	11	252	1	3	0	1	0	0	0	0	
1600	192	6	182	1	3	0	0	0	0	0	0	
1700	161	2	151	3	5	0	0	0	0	0	0	
1800	180	5	171	1	3	0	0	0	0	0	0	
1900	130	0	126	2	1	1	0	0	0	0	0	
2000	71	0	70	0	1	0	0	0	0	0	0	
2100	44	0	43	0	1	0	0	0	0	0	0	
2200	26	0	24	0	2	0	0	0	0	0	0	
2300	16	0	15	0	1	0	0	0	0	0	0	
07-19	**2983**	**71**	**2829**	**22**	**51**	**0**	**2**	**0**	**3**	**2**	**3**	
06-22	**3267**	**73**	**3103**	**25**	**55**	**1**	**2**	**0**	**3**	**2**	**3**	
06-00	**3309**	**73**	**3142**	**25**	**58**	**1**	**2**	**0**	**3**	**2**	**3**	
00-00	**3432**	**74**	**3259**	**25**	**61**	**2**	**2**	**0**	**3**	**2**	**4**	

Virtual Day (7)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	16	0	14	0	1	0	0	0	0	0	0	
0100	8	0	7	0	1	0	0	0	0	0	0	
0200	7	0	6	0	0	0	0	0	0	1	0	
0300	6	0	6	0	0	0	0	0	0	0	0	
0400	17	0	14	0	1	0	0	0	0	0	1	
0500	162	8	144	1	4	1	1	0	0	1	1	
0600	171	4	156	1	9	0	1	0	0	0	0	
0700	401	3	367	2	23	0	3	0	0	0	1	
0800	487	2	445	3	29	1	3	0	1	1	1	
0900	338	2	307	3	17	1	4	0	1	1	2	
1000	326	2	295	2	15	1	5	0	1	1	2	
1100	349	3	318	2	18	1	3	0	0	1	2	
1200	371	6	342	3	13	1	4	0	1	1	1	
1300	344	8	308	3	14	1	5	0	1	1	2	
1400	303	4	272	2	15	1	5	0	0	0	2	
1500	309	6	279	3	16	0	3	0	0	1	1	
1600	301	4	273	2	18	0	2	0	0	1	1	
1700	329	4	308	2	12	0	1	1	1	0	1	
1800	272	4	257	1	9	0	0	0	0	0	0	
1900	187	2	179	1	4	0	0	0	0	0	0	
2000	140	2	135	0	3	0	0	0	0	0	0	
2100	71	0	67	0	2	0	1	0	0	0	0	
2200	45	0	43	0	1	0	0	0	0	0	0	
2300	25	0	24	0	1	0	0	0	0	0	0	
07-19	**4129**	**48**	**3772**	**30**	**202**	**8**	**38**	**1**	**6**	**9**	**15**	
06-22	**4698**	**56**	**4309**	**32**	**221**	**8**	**40**	**1**	**6**	**9**	**15**	
06-00	**4768**	**56**	**4376**	**32**	**223**	**8**	**40**	**2**	**6**	**9**	**16**	
00-00	**4984**	**64**	**4568**	**33**	**231**	**10**	**40**	**2**	**6**	**12**	**17**	

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	5300	75	4771	40	273	7	64	5	13	17	35	
Tue	5383	63	4871	34	299	14	61	1	11	9	20	
Wed	5437	65	4977	34	261	14	42	3	4	19	18	
Thu	5423	59	4916	23	297	17	64	0	7	15	25	
Fri	5519	45	5067	35	284	13	44	2	6	13	10	
|Sat	4394	69	4117	40	141	5	6	1	1	6	8	
|Sun	3432	74	3259	25	61	2	2	0	3	2	4	
--	**34888**	**450**	**31978**	**231**	**1616**	**72**	**283**	**12**	**45**	**81**	**120**	

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
--	**34888**	**450**	**31978**	**231**	**1616**	**72**	**283**	**12**	**45**	**81**	**120**	

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	0	0	3	3	3	0
0100	0	0	0	0	0	0	0	0	2	1	0	0
0200	0	0	0	0	0	0	0	1	2	1	0	0
0300	0	0	0	0	0	0	0	0	1	1	0	0
0400	0	0	0	0	0	0	2	6	0	7	2	0
0500	0	0	0	1	4	1	11	15	72	90	12	4
0600	0	0	0	0	0	1	8	22	71	100	12	2
0700	0	0	0	1	1	2	8	83	220	214	11	2
0800	0	0	0	0	0	3	19	149	220	212	8	0
0900	0	0	0	0	0	2	21	79	128	118	7	0
1000	0	0	0	0	0	9	23	91	106	89	8	0
1100	0	0	0	1	5	5	28	83	103	93	10	0
1200	0	0	1	4	0	5	25	95	143	76	7	0
1300	0	0	0	3	2	4	29	103	99	83	12	0
1400	0	0	0	0	3	15	26	62	99	55	6	0
1500	0	0	0	2	1	8	25	72	106	81	4	0
1600	0	0	0	0	0	6	13	87	103	69	8	1
1700	0	0	0	2	1	2	24	70	115	104	10	2
1800	0	1	0	0	4	6	10	47	110	90	10	2
1900	0	0	0	0	0	1	10	35	65	83	5	0
2000	0	0	0	0	4	1	8	37	57	64	6	1
2100	0	0	0	0	1	2	7	14	24	19	2	1
2200	0	0	0	0	0	1	2	7	12	15	6	1
2300	0	0	0	0	0	0	2	5	7	11	0	0
07-19	**0**	**1**	**1**	**13**	**17**	**67**	**251**	**1021**	**1552**	**1284**	**101**	**7**
06-22	**0**	**1**	**1**	**13**	**22**	**72**	**284**	**1129**	**1769**	**1550**	**126**	**11**
06-00	**0**	**1**	**1**	**13**	**22**	**73**	**288**	**1141**	**1788**	**1576**	**132**	**12**
00-00	**0**	**1**	**1**	**14**	**26**	**74**	**301**	**1163**	**1868**	**1679**	**149**	**16**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	0	0	3	3	1	0
0100	0	0	0	0	0	0	0	0	1	1	0	0
0200	0	0	0	0	0	1	0	2	5	0	0	1
0300	0	0	0	0	0	0	1	0	2	6	3	0
0400	0	0	0	0	0	0	2	4	6	6	1	0
0500	0	0	0	0	5	2	6	27	54	96	19	2
0600	0	0	0	0	0	2	9	34	76	88	15	0
0700	0	0	0	1	0	0	8	78	229	245	13	0
0800	0	0	0	0	7	2	34	107	290	218	12	2
0900	0	0	0	0	7	3	29	99	148	90	7	0
1000	0	0	0	0	0	10	23	90	120	55	2	0
1100	0	0	0	0	5	6	31	84	99	56	6	0
1200	0	0	1	1	2	1	23	100	104	80	6	0
1300	0	1	0	2	0	5	37	94	79	51	6	1
1400	0	0	0	0	1	2	26	70	84	66	2	0
1500	0	0	0	3	3	4	32	82	112	65	2	1
1600	0	1	0	0	1	2	30	80	133	77	5	2
1700	0	0	0	0	0	0	25	102	140	109	7	0
1800	0	0	0	2	1	7	16	69	124	87	9	0
1900	0	0	0	0	4	0	14	30	71	71	10	1
2000	0	0	0	0	1	6	12	38	52	51	6	0
2100	0	0	0	0	0	1	9	21	21	22	3	0
2200	0	0	0	0	1	1	3	7	16	11	3	0
2300	0	0	0	0	0	0	0	1	6	7	0	1
07-19	**0**	**2**	**1**	**9**	**27**	**42**	**314**	**1055**	**1662**	**1199**	**77**	**6**
06-22	**0**	**2**	**1**	**9**	**32**	**51**	**358**	**1178**	**1882**	**1431**	**111**	**7**
06-00	**0**	**2**	**1**	**9**	**33**	**52**	**361**	**1186**	**1904**	**1449**	**114**	**8**
00-00	**0**	**2**	**1**	**9**	**38**	**56**	**370**	**1219**	**1975**	**1561**	**138**	**11**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	0	3	3	1	0	0
0100	0	0	0	0	0	0	1	1	3	2	0	0
0200	0	0	0	0	0	0	1	0	0	0	0	0
0300	0	0	0	0	0	1	0	2	1	0	1	1
0400	0	0	0	0	0	0	2	2	5	9	2	0
0500	0	0	0	1	3	1	8	27	43	88	16	2
0600	0	0	0	0	3	2	2	25	68	103	21	0
0700	0	0	0	0	0	0	4	66	208	234	24	0
0800	0	0	0	0	0	0	5	88	223	252	12	1
0900	0	0	0	0	1	10	29	142	121	78	5	0
1000	0	0	1	5	3	7	27	106	95	36	3	0
1100	0	0	1	2	6	6	42	117	100	52	1	0
1200	0	0	0	3	2	10	33	95	112	72	4	1
1300	0	1	0	3	1	6	28	86	118	65	2	3
1400	0	0	0	0	2	5	43	94	92	57	2	1
1500	1	0	0	1	5	13	28	80	113	67	4	0
1600	0	0	0	0	4	3	25	96	116	93	8	1
1700	0	0	0	0	1	4	25	104	151	112	13	2
1800	0	0	0	2	1	2	18	79	109	84	10	0
1900	0	0	0	0	1	1	10	46	84	69	6	1
2000	0	0	0	0	2	5	9	49	45	53	11	2
2100	0	0	0	0	2	2	13	13	19	21	1	2
2200	0	0	0	0	0	1	5	9	16	22	4	0
2300	0	0	0	0	0	2	2	4	8	8	0	0
07-19	**1**	**1**	**2**	**16**	**26**	**66**	**307**	**1153**	**1558**	**1202**	**88**	**9**
06-22	**1**	**1**	**2**	**16**	**34**	**76**	**341**	**1286**	**1774**	**1448**	**127**	**14**
06-00	**1**	**1**	**2**	**16**	**34**	**79**	**348**	**1299**	**1798**	**1478**	**131**	**14**
00-00	**1**	**1**	**2**	**17**	**37**	**82**	**360**	**1334**	**1853**	**1578**	**150**	**17**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	0	0	1	1	0	0
0100	0	0	0	0	0	0	0	5	0	1	0	0
0200	0	0	0	0	0	0	1	1	3	1	1	0
0300	0	0	0	0	0	0	1	2	1	0	1	0
0400	0	0	0	0	0	1	2	5	5	5	4	0
0500	0	0	0	0	6	3	4	20	58	78	19	5
0600	0	0	0	0	1	1	4	14	68	111	20	4
0700	0	0	0	0	4	1	4	59	189	218	31	3
0800	0	0	0	1	0	1	12	100	217	289	17	2
0900	0	0	0	0	0	7	42	62	143	104	3	0
1000	0	0	0	1	1	2	25	93	115	61	6	0
1100	0	0	0	0	2	3	34	108	100	63	4	0
1200	0	0	0	2	0	4	38	108	122	88	3	0
1300	0	0	1	4	2	0	30	94	138	68	9	1
1400	0	0	0	0	0	4	21	86	101	70	3	0
1500	0	0	0	0	9	3	24	70	110	70	10	2
1600	0	0	2	1	1	1	17	94	134	59	8	0
1700	0	0	0	0	0	2	18	79	144	132	5	0
1800	0	0	0	0	1	5	21	54	105	113	8	1
1900	0	0	0	0	2	2	8	45	68	70	6	0
2000	0	0	0	0	0	3	14	37	71	51	4	2
2100	0	0	0	0	0	0	5	17	29	26	4	2
2200	0	0	0	0	0	0	3	8	20	11	4	1
2300	0	0	0	0	0	0	5	3	7	4	1	0
07-19	**0**	**0**	**3**	**9**	**20**	**33**	**286**	**1007**	**1618**	**1335**	**107**	**9**
06-22	**0**	**0**	**3**	**9**	**23**	**39**	**317**	**1120**	**1854**	**1593**	**141**	**17**
06-00	**0**	**0**	**3**	**9**	**23**	**39**	**325**	**1131**	**1881**	**1608**	**146**	**18**
00-00	**0**	**0**	**3**	**9**	**29**	**43**	**333**	**1164**	**1949**	**1694**	**171**	**23**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	0	0	3	3	7	0	1
0100	0	0	0	0	0	0	3	2	2	2	0	0
0200	0	0	0	0	0	0	0	2	0	5	1	0
0300	0	0	0	0	2	0	1	2	1	0	0	0
0400	0	0	0	0	1	0	3	0	3	7	1	1
0500	0	0	0	0	2	1	8	27	53	87	19	2
0600	0	0	0	0	0	1	3	19	48	101	18	3
0700	0	0	0	2	0	2	10	78	166	183	18	1
0800	0	0	0	0	0	2	28	97	209	232	9	0
0900	0	0	0	0	1	1	16	98	151	100	16	2
1000	0	0	7	3	0	6	25	71	134	64	6	1
1100	0	0	0	1	1	2	35	114	138	75	4	0
1200	0	0	6	3	3	5	35	142	157	100	3	1
1300	0	0	0	3	1	5	32	126	122	52	1	1
1400	0	0	0	0	1	2	28	126	105	64	4	0
1500	0	0	0	0	2	9	32	105	143	70	3	0
1600	0	0	0	0	5	1	22	99	146	79	8	0
1700	0	0	0	0	0	3	39	93	120	100	6	0
1800	0	0	0	0	1	1	17	68	99	90	5	0
1900	0	0	0	0	1	0	8	44	69	74	13	0
2000	0	0	0	0	1	1	10	24	33	28	7	2
2100	0	0	0	0	2	0	7	18	22	13	2	2
2200	0	0	0	0	0	0	6	11	17	14	3	0
2300	0	0	0	0	0	1	1	7	12	13	1	0
07-19	**0**	**0**	**13**	**12**	**15**	**39**	**319**	**1217**	**1690**	**1209**	**83**	**6**
06-22	**0**	**0**	**13**	**12**	**19**	**41**	**347**	**1322**	**1862**	**1425**	**123**	**13**
06-00	**0**	**0**	**13**	**12**	**19**	**42**	**354**	**1340**	**1891**	**1452**	**127**	**13**
00-00	**0**	**0**	**13**	**12**	**24**	**43**	**369**	**1376**	**1953**	**1560**	**148**	**17**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	1	1	4	4	5	9	3	0
0100	0	0	0	0	0	0	1	0	7	7	2	0
0200	0	0	0	0	0	0	1	0	1	2	2	0
0300	0	0	0	0	0	0	1	2	0	1	1	0
0400	0	0	0	0	0	0	0	1	3	8	2	0
0500	0	0	0	0	3	1	1	14	25	36	9	1
0600	0	0	0	0	0	0	1	7	23	28	13	2
0700	0	0	0	0	0	0	3	13	37	61	12	2
0800	0	0	0	1	1	3	3	31	73	102	12	1
0900	0	0	2	0	7	3	16	66	109	103	10	1
1000	0	0	0	2	10	5	33	113	139	85	5	0
1100	0	0	0	1	2	12	26	129	137	95	5	0
1200	0	0	1	1	2	4	31	111	153	80	3	0
1300	0	0	1	1	2	8	36	110	165	97	10	2
1400	0	1	0	3	4	6	29	106	135	66	3	2
1500	1	0	0	0	0	5	24	65	103	114	5	1
1600	0	0	0	3	1	5	8	79	102	73	2	1
1700	0	0	0	2	1	10	21	59	93	83	7	0
1800	0	0	0	2	0	2	10	46	64	97	10	0
1900	0	0	0	0	1	3	9	33	39	48	14	3
2000	0	0	0	0	0	1	9	29	22	25	7	0
2100	0	0	0	1	0	0	7	8	27	32	5	2
2200	0	0	0	0	1	0	4	8	11	15	8	0
2300	0	0	0	0	0	1	5	5	12	10	3	1
07-19	**1**	**1**	**4**	**16**	**30**	**63**	**240**	**928**	**1310**	**1056**	**84**	**10**
06-22	**1**	**1**	**4**	**17**	**31**	**67**	**266**	**1005**	**1421**	**1189**	**123**	**17**
06-00	**1**	**1**	**4**	**17**	**32**	**68**	**275**	**1018**	**1444**	**1214**	**134**	**18**
00-00	**1**	**1**	**4**	**17**	**36**	**70**	**283**	**1039**	**1485**	**1277**	**153**	**19**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	1	4	16	16	3	0
0100	0	0	0	0	0	0	1	4	4	3	1	0
0200	0	0	0	0	0	1	1	1	6	3	3	0
0300	0	0	0	0	0	0	1	1	1	4	1	0
0400	0	0	0	0	0	0	0	1	3	4	1	0
0500	0	0	0	0	0	0	2	6	5	20	4	0
0600	0	0	0	1	1	0	0	1	7	23	5	1
0700	0	0	0	0	0	1	2	4	11	26	9	1
0800	0	0	0	2	1	0	4	21	21	44	7	1
0900	0	0	0	1	3	6	9	30	52	64	9	1
1000	0	0	2	0	1	2	38	81	126	102	3	1
1100	0	0	0	1	1	8	29	102	178	89	5	0
1200	0	0	0	0	2	5	27	94	159	97	3	0
1300	0	0	1	0	0	7	18	91	127	109	7	1
1400	0	0	0	0	0	7	14	82	128	96	8	0
1500	0	0	0	2	0	3	20	55	87	94	6	0
1600	0	0	0	0	5	3	8	22	65	78	9	2
1700	0	0	0	0	0	3	5	24	43	70	13	3
1800	0	0	0	0	1	2	7	28	66	64	12	0
1900	0	0	0	0	3	1	6	21	33	50	16	0
2000	0	0	0	0	0	0	3	14	22	26	5	1
2100	0	0	0	0	0	1	3	7	14	18	0	1
2200	0	0	0	0	1	2	2	3	3	9	4	2
2300	0	0	0	0	0	1	0	1	2	11	1	0
07-19	**0**	**0**	**3**	**6**	**14**	**47**	**181**	**634**	**1063**	**933**	**91**	**10**
06-22	**0**	**0**	**3**	**7**	**18**	**49**	**193**	**677**	**1139**	**1050**	**117**	**13**
06-00	**0**	**0**	**3**	**7**	**19**	**52**	**195**	**681**	**1144**	**1070**	**122**	**15**
00-00	**0**	**0**	**3**	**7**	**19**	**54**	**201**	**698**	**1179**	**1120**	**135**	**15**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
0000	0	0	0	0	0	1	1	2	5	6	1	0
0100	0	0	0	0	0	0	1	2	3	2	0	0
0200	0	0	0	0	0	0	1	1	2	2	1	0
0300	0	0	0	0	0	0	1	1	1	2	1	0
0400	0	0	0	0	0	0	2	3	4	7	2	0
0500	0	0	0	0	3	1	6	19	44	71	14	2
0600	0	0	0	0	1	1	4	17	52	79	15	2
0700	0	0	0	1	1	1	6	54	151	169	17	1
0800	0	0	0	1	1	2	15	85	179	193	11	1
0900	0	0	0	0	3	5	23	82	122	94	8	1
1000	0	0	1	2	2	6	28	92	119	70	5	0
1100	0	0	0	1	3	6	32	105	122	75	5	0
1200	0	0	1	2	2	5	30	106	136	85	4	0
1300	0	0	0	2	1	5	30	101	121	75	7	1
1400	0	0	0	0	2	6	27	89	106	68	4	0
1500	0	0	0	1	3	6	26	76	111	80	5	1
1600	0	0	0	1	2	3	18	80	114	75	7	1
1700	0	0	0	1	0	3	22	76	115	101	9	1
1800	0	0	0	1	1	4	14	56	97	89	9	0
1900	0	0	0	0	2	1	9	36	61	66	10	1
2000	0	0	0	0	1	2	9	33	43	43	7	1
2100	0	0	0	0	1	1	7	14	22	22	2	1
2200	0	0	0	0	0	1	4	8	14	14	5	1
2300	0	0	0	0	0	1	2	4	8	9	1	0
07-19	**0**	**1**	**4**	**12**	**21**	**51**	**271**	**1002**	**1493**	**1174**	**90**	**8**
06-22	**0**	**1**	**4**	**12**	**26**	**56**	**301**	**1102**	**1672**	**1384**	**124**	**13**
06-00	**0**	**1**	**4**	**12**	**26**	**58**	**307**	**1114**	**1693**	**1407**	**129**	**14**
00-00	**0**	**1**	**4**	**12**	**30**	**60**	**317**	**1142**	**1752**	**1496**	**149**	**17**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
Mon	0	1	1	14	26	74	301	1163	1868	1679	149	16
Tue	0	2	1	9	38	56	370	1219	1975	1561	138	11
Wed	1	1	2	17	37	82	360	1334	1853	1578	150	17
Thu	0	0	3	9	29	43	333	1164	1949	1694	171	23
Fri	0	0	13	12	24	43	369	1376	1953	1560	148	17
|Sat	1	1	4	17	36	70	283	1039	1485	1277	153	19
|Sun	0	0	3	7	19	54	201	698	1179	1120	135	15
--	**2**	**5**	**27**	**85**	**209**	**422**	**2217**	**7993**	**12262**	**10469**	**1044**	**118**

Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80
--	**2**	**5**	**27**	**85**	**209**	**422**	**2217**	**7993**	**12262**	**10469**	**1044**	**118**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	54.6	-	6	66.67	4	44.44	1	11.11
0	0	48.3	-	1	33.33	0	0	0	0
0	0	47.4	-	1	25	0	0	0	0
0	0	49.7	-	1	50	0	0	0	0
1	0	51.7	65.4	10	55.56	5	27.78	3	16.67
1	0	50.5	56.7	107	50.71	27	12.8	9	4.265
1	0	50.9	57.4	115	53	35	16.13	8	3.687
1	0	49.4	54.6	228	41.99	36	6.63	6	1.105
0	0	48.3	53.8	220	36.01	32	5.237	2	0.327
0	1	48.1	53.2	126	35.39	17	4.775	3	0.843
0	0	47	52.8	97	29.75	15	4.601	0	0
0	0	47	53	103	31.4	15	4.573	4	1.22
0	0	46.4	51.9	83	23.31	10	2.809	1	0.281
0	0	46.8	53.2	95	28.36	27	8.06	2	0.597
0	0	46	51.9	61	22.93	13	4.887	3	1.128
0	0	46.7	51.8	85	28.43	13	4.348	1	0.334
0	0	47.4	52.6	78	27.18	23	8.014	2	0.697
0	0	48	53.8	116	35.15	22	6.667	4	1.212
1	0	48.6	54.1	103	36.65	23	8.185	6	2.135
0	0	49.1	54.9	88	44.22	19	9.548	1	0.503
1	0	48.7	55.1	72	40.22	17	9.497	4	2.235
0	0	47.3	54.7	22	31.43	5	7.143	1	1.429
0	0	51.1	61.5	22	50	9	20.45	4	9.091
1	0	50.8	58.8	12	46.15	7	26.92	1	3.846
2	**1**	**47.6**	**53.4**	**1395**	**32.31**	**246**	**5.697**	**34**	**0.787**
4	**1**	**47.9**	**53.7**	**1692**	**33.96**	**322**	**6.462**	**48**	**0.963**
5	**1**	**47.9**	**53.7**	**1726**	**34.16**	**338**	**6.689**	**53**	**1.049**
7	**1**	**48**	**53.9**	**1852**	**34.94**	**374**	**7.057**	**66**	**1.245**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	48.3	-	4	50	1	12.5	0	0
0	0	49.8	-	1	50	0	0	0	0
0	0	47.8	-	1	11.11	1	11.11	1	11.11
0	0	54.8	64.5	9	75	4	33.33	1	8.333
0	0	48.5	58.7	7	36.84	4	21.05	0	0
0	0	50.6	57.1	117	55.45	32	15.17	9	4.265
1	0	50.3	56.7	104	46.22	32	14.22	7	3.111
1	0	49.8	55.3	259	45.04	45	7.826	1	0.174
0	0	48.4	54	232	34.52	39	5.804	3	0.446
0	0	46.7	52.2	97	25.33	14	3.655	2	0.522
0	0	46.1	50.8	57	19	8	2.667	1	0.333
0	0	45.9	52.1	62	21.6	10	3.484	1	0.348
0	0	46.7	51.8	86	27.04	11	3.459	3	0.943
0	0	45.5	51.6	58	21.01	13	4.71	2	0.725
0	0	46.6	52.1	68	27.09	5	1.992	1	0.398
0	0	46.1	51.9	68	22.37	9	2.961	2	0.658
0	0	47	52.2	84	25.38	17	5.136	2	0.604
0	0	47.5	52.3	116	30.29	15	3.916	1	0.261
0	0	47.6	54	96	30.48	24	7.619	2	0.635
0	0	49	54.9	82	40.8	22	10.95	3	1.493
1	0	48.1	55.1	58	34.73	17	10.18	4	2.395
0	0	47.6	55.5	25	32.47	6	7.792	2	2.597
0	0	47.4	56.2	14	33.33	5	11.9	0	0
0	0	51.8	57	8	53.33	2	13.33	1	6.667
1	**0**	**47.3**	**52.8**	**1283**	**29.19**	**210**	**4.778**	**21**	**0.478**
3	**0**	**47.5**	**53.4**	**1552**	**30.64**	**287**	**5.666**	**37**	**0.731**
3	**0**	**47.5**	**53.4**	**1574**	**30.73**	**294**	**5.74**	**38**	**0.742**
3	**0**	**47.7**	**53.6**	**1713**	**31.82**	**336**	**6.242**	**49**	**0.91**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	44.3	-	1	12.5	0	0	0	0
0	0	47.9	-	2	28.57	0	0	0	0
0	0	38.3	-	0	0	0	0	0	0
0	0	50.2	-	2	33.33	2	33.33	1	16.67
0	0	51.2	58.7	11	55	3	15	1	5
0	0	50.3	57.5	106	56.08	29	15.34	6	3.175
2	0	51.1	57.5	126	55.75	38	16.81	8	3.54
0	0	50.3	55.1	258	48.13	48	8.955	5	0.933
0	0	49.7	54.6	265	45.61	37	6.368	1	0.172
0	0	45.9	51.3	83	21.5	17	4.404	0	0
0	0	44.3	49.9	39	13.78	5	1.767	2	0.707
0	0	44.7	50.2	53	16.21	7	2.141	0	0
0	0	45.7	52	77	23.19	8	2.41	4	1.205
0	0	46.2	51.8	70	22.36	8	2.556	3	0.958
0	0	45.5	51.2	60	20.27	7	2.365	1	0.338
0	0	45.5	51.7	71	22.76	10	3.205	2	0.641
0	0	47.1	52.2	102	29.48	15	4.335	4	1.156
0	0	47.7	53	127	30.83	23	5.583	3	0.728
1	0	47.7	54	95	31.05	19	6.209	2	0.654
0	0	48.5	54.1	76	34.86	16	7.339	1	0.459
1	0	48.4	55.4	67	37.85	18	10.17	6	3.39
0	0	46.7	55.1	24	32.88	5	6.849	2	2.74
0	0	49.2	57.8	26	45.61	9	15.79	2	3.509
1	0	48	53.7	9	36	2	8	1	4
1	**0**	**47.1**	**52.8**	**1300**	**29.35**	**204**	**4.605**	**27**	**0.609**
4	**0**	**47.4**	**53.2**	**1593**	**31.09**	**281**	**5.484**	**44**	**0.859**
5	**0**	**47.4**	**53.2**	**1628**	**31.27**	**292**	**5.609**	**47**	**0.903**
5	**0**	**47.5**	**53.5**	**1750**	**32.19**	**326**	**5.996**	**55**	**1.012**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	52.4	-	1	50	0	0	0	0
0	0	44.3	-	1	16.67	0	0	0	0
0	0	49.2	-	2	28.57	1	14.29	1	14.29
0	0	49	-	1	20	1	20	1	20
0	0	50	60.8	9	40.91	6	27.27	1	4.545
1	0	51.3	58.8	103	53.09	37	19.07	15	7.732
0	0	52.1	57.4	135	60.54	39	17.49	9	4.036
0	0	50.7	56.1	252	49.51	66	12.97	11	2.161
0	0	49.9	55.3	308	48.2	56	8.764	7	1.095
0	0	47.2	53.3	107	29.64	13	3.601	2	0.554
0	0	46.4	51.9	67	22.04	8	2.632	1	0.329
0	0	45.9	51.6	67	21.34	11	3.503	1	0.318
1	0	46.3	52.1	92	25.14	14	3.825	1	0.273
0	0	46.5	52	78	22.48	15	4.323	3	0.865
0	0	46.6	52.1	73	25.61	9	3.158	0	0
0	0	46.8	52.7	82	27.52	19	6.376	4	1.342
0	0	46.6	52	67	21.14	14	4.416	0	0
0	0	48.3	53.7	137	36.05	22	5.789	1	0.263
0	0	48.4	54.1	122	39.61	22	7.143	2	0.649
0	0	48.3	54.5	76	37.81	16	7.96	2	0.995
2	0	48.5	53.8	59	32.07	18	9.783	4	2.174
0	0	49.4	56.2	32	38.55	11	13.25	2	2.41
1	0	50.3	54.1	17	35.42	6	12.5	3	6.25
0	0	46.6	55.7	5	25	2	10	0	0
1	**0**	**47.8**	**53.6**	**1452**	**32.79**	**269**	**6.075**	**33**	**0.745**
3	**0**	**48**	**54**	**1754**	**34.26**	**353**	**6.896**	**50**	**0.977**
4	**0**	**48.1**	**54**	**1776**	**34.24**	**361**	**6.96**	**53**	**1.022**
5	**0**	**48.2**	**54.2**	**1893**	**34.91**	**406**	**7.487**	**71**	**1.309**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	51.2	56.2	8	57.14	1	7.143	1	7.143
0	0	44	-	2	22.22	0	0	0	0
0	0	51.9	-	6	75	2	25	1	12.5
0	0	37.9	-	0	0	0	0	0	0
0	0	50.2	61.9	9	56.25	3	18.75	2	12.5
0	0	50.8	57.4	108	54.27	32	16.08	7	3.518
1	0	52.3	58.2	123	63.4	34	17.53	8	4.124
0	0	49.5	54.6	202	43.91	39	8.478	4	0.87
0	0	49	54.5	241	41.77	34	5.893	4	0.693
1	0	48.2	53.9	119	30.83	31	8.031	4	1.036
0	0	46	51.6	71	22.4	15	4.732	2	0.631
0	0	46.3	50.8	79	21.35	13	3.514	0	0
0	0	45.8	51.6	104	22.86	14	3.077	2	0.44
1	1	45.7	50.8	56	16.23	11	3.188	3	0.87
0	0	46	52	68	20.61	15	4.545	2	0.606
0	0	45.9	51.1	73	20.05	5	1.374	1	0.275
0	0	46.9	52.4	87	24.17	16	4.444	1	0.278
0	0	47	52.7	106	29.36	11	3.047	1	0.277
0	0	48.1	54.1	95	33.81	17	6.05	0	0
0	0	49.4	55.9	87	41.63	27	12.92	2	0.957
0	0	48.4	56.3	37	34.91	14	13.21	3	2.83
0	0	46.7	52.5	17	25.76	5	7.576	3	4.545
0	0	48.1	54.2	17	33.33	5	9.804	2	3.922
0	0	48.4	55.9	14	40	3	8.571	0	0
2	**1**	**47.1**	**52.9**	**1301**	**28.25**	**221**	**4.798**	**24**	**0.521**
3	**1**	**47.4**	**53.4**	**1565**	**30.21**	**301**	**5.81**	**40**	**0.772**
3	**1**	**47.5**	**53.5**	**1596**	**30.3**	**309**	**5.867**	**42**	**0.797**
3	**1**	**47.6**	**53.6**	**1729**	**31.33**	**347**	**6.287**	**53**	**0.96**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	48	58.2	12	44.44	4	14.81	1	3.704
0	0	51.8	60.3	9	52.94	3	17.65	0	0
0	1	59.7	-	5	71.43	3	42.86	3	42.86
0	0	46.8	-	2	40	1	20	1	20
0	0	52.7	59.8	10	71.43	4	28.57	0	0
2	1	51.5	57.7	49	52.69	16	17.2	7	7.527
1	0	53.7	61.8	44	58.67	25	33.33	6	8
0	0	51.8	58.1	75	58.59	23	17.97	5	3.906
0	1	51	57.5	117	51.09	40	17.47	3	1.31
0	0	47.8	54.2	114	35.96	27	8.517	2	0.631
1	0	46	52.4	91	23.16	14	3.562	3	0.763
0	0	46.2	51.9	100	24.57	15	3.686	1	0.246
0	0	46.1	51.4	83	21.5	7	1.813	0	0
0	0	46.6	51.5	109	25.23	18	4.167	5	1.157
0	0	45.8	51.6	71	20	15	4.225	2	0.563
0	0	47.9	53.7	120	37.74	19	5.975	4	1.258
0	0	47	52.4	76	27.74	12	4.38	2	0.73
0	0	47.4	54.2	90	32.61	20	7.246	4	1.449
0	0	49.1	55.5	107	46.32	21	9.091	2	0.866
0	0	49.4	57.3	65	43.33	22	14.67	7	4.667
0	0	47.8	55.8	32	34.41	10	10.75	1	1.075
0	0	50.4	57.5	39	47.56	13	15.85	3	3.659
0	0	50.1	61	23	48.94	10	21.28	1	2.128
1	0	50.3	58.5	15	39.47	7	18.42	4	10.53
1	**1**	**47.3**	**53.2**	**1153**	**30.78**	**231**	**6.167**	**33**	**0.881**
2	**1**	**47.5**	**53.7**	**1333**	**32.15**	**301**	**7.26**	**50**	**1.206**
3	**1**	**47.6**	**53.9**	**1371**	**32.4**	**318**	**7.516**	**55**	**1.3**
5	**3**	**47.7**	**54**	**1458**	**33.18**	**349**	**7.943**	**67**	**1.525**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	50.6	56.1	19	46.34	5	12.2	2	4.878
0	0	48	54.4	4	30.77	1	7.692	1	7.692
0	0	50.2	62.3	6	40	3	20	1	6.667
0	0	49.9	-	5	62.5	1	12.5	1	12.5
0	0	52	-	5	55.56	2	22.22	1	11.11
0	0	51.2	57.9	24	64.86	6	16.22	1	2.703
0	0	53.7	60.7	29	74.36	13	33.33	3	7.692
0	0	53.2	62.2	36	66.67	15	27.78	4	7.407
0	0	49.8	56.7	52	51.49	14	13.86	2	1.98
0	0	48.5	56	74	42.29	19	10.86	3	1.714
0	0	47	53.1	106	29.78	14	3.933	2	0.562
0	0	46.7	51.9	94	22.76	8	1.937	1	0.242
0	0	47	52.1	100	25.84	15	3.876	0	0
0	0	47.6	53.4	117	32.41	17	4.709	1	0.277
0	0	47.7	52.7	104	31.04	21	6.269	1	0.299
1	0	48.4	54.8	101	37.69	19	7.09	5	1.866
0	0	49.4	55.4	89	46.35	21	10.94	4	2.083
0	0	51.2	58.5	86	53.42	33	20.5	6	3.727
0	0	49.5	56.1	76	42.22	19	10.56	1	0.556
0	0	50.3	57.8	66	50.77	25	19.23	4	3.077
0	0	49.9	56.7	32	45.07	10	14.08	5	7.042
0	0	48.6	54.1	19	43.18	2	4.545	1	2.273
0	0	51.1	63.5	15	57.69	7	26.92	2	7.692
0	0	51.7	56.9	12	75	2	12.5	0	0
1	**0**	**48.1**	**54.2**	**1035**	**34.7**	**215**	**7.208**	**30**	**1.006**
1	**0**	**48.3**	**54.5**	**1181**	**36.15**	**265**	**8.111**	**43**	**1.316**
1	**0**	**48.3**	**54.6**	**1208**	**36.51**	**274**	**8.28**	**45**	**1.36**
1	**0**	**48.4**	**54.6**	**1271**	**37.03**	**292**	**8.508**	**52**	**1.515**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
0	0	49.8	56.3	7	46.79	2	13.76	1	4.587
0	0	48.2	-	3	35.09	1	7.018	0	1.754
0	0	50.8	-	3	41.18	1	19.61	1	13.73
0	0	49.2	-	3	45.45	1	20.45	1	11.36
0	0	50.7	59.3	9	51.69	4	22.88	1	6.78
1	0	50.8	57.4	88	54.14	26	15.78	8	4.762
1	0	51.5	57.8	97	56.38	31	18.02	7	4.087
0	0	50.1	55.4	187	46.7	39	9.697	5	1.283
0	0	49.2	54.8	205	42.08	36	7.39	3	0.645
0	0	47.4	53.1	103	30.46	20	5.838	2	0.677
0	0	46.2	51.8	75	23.17	11	3.466	2	0.483
0	0	46.1	51.7	80	22.81	11	3.23	1	0.327
0	0	46.3	51.8	89	24.04	11	3.038	2	0.423
0	0	46.4	52.1	83	24.2	16	4.525	3	0.789
0	0	46.3	51.9	72	23.84	12	4.013	1	0.472
0	0	46.7	52.5	86	27.74	13	4.346	3	0.878
0	0	47.2	52.6	83	27.67	17	5.6	2	0.712
0	0	47.9	53.7	111	33.78	21	6.34	3	0.868
0	0	48.3	54.3	99	36.49	21	7.624	2	0.789
0	0	49.1	55.5	77	41.28	21	11.24	3	1.529
1	0	48.5	55.3	51	36.54	15	10.64	4	2.764
0	0	48.2	55.4	25	35.96	7	9.495	2	2.828
0	0	49.5	58.3	19	42.54	7	16.19	2	4.444
0	0	49.5	56.7	11	42.86	4	14.29	1	4
1	**0**	**47.4**	**53.2**	**1274**	**30.86**	**228**	**5.521**	**29**	**0.699**
3	**0**	**47.7**	**53.7**	**1524**	**32.45**	**301**	**6.416**	**45**	**0.949**
3	**0**	**47.7**	**53.7**	**1554**	**32.6**	**312**	**6.55**	**48**	**0.998**
4	**1**	**47.8**	**53.9**	**1667**	**33.44**	**347**	**6.965**	**59**	**1.184**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
7	1	48	53.9	1852	34.94	374	7.057	66	1.245
3	0	47.7	53.6	1713	31.82	336	6.242	49	0.91
5	0	47.5	53.5	1750	32.19	326	5.996	55	1.012
5	0	48.2	54.2	1893	34.91	406	7.487	71	1.309
3	1	47.6	53.6	1729	31.33	347	6.287	53	0.96
5	3	47.7	54	1458	33.18	349	7.943	67	1.525
1	0	48.4	54.6	1271	37.03	292	8.508	52	1.515
29	**5**	**47.8**	**53.9**	**11666**	**33.44**	**2430**	**6.965**	**413**	**1.184**

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 50	]PSL% 50	]SL1 57 ACPO	]SL1% 57 ACPO	]SL2 65 DFT	]SL2% 65 DFT
29	**5**	**47.8**	**53.9**	**11666**	**33.44**	**2430**	**6.965**	**413**	**1.184**

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 20851 Warren Hall, Flintshire

Site Number/Name: Site 3 - A5104/ B5125/ Main Road/ Chester Road

Client: White Young Green Bristol

Date: 09/04/2019

Weather: Clear, Dry

Comments: None

Appendix B
PROPOSED MASTERPLAN

Llywodraeth Cymru
Welsh Government

creative minds safe hands

Warren Hall, Broughton
Illustrative Masterplan -
Maximised Employment Option

KEY

- Site Boundary
- Retained Trees / Hedgerows
- Existing Waterbody / Watercourse
- PRoW
- Core Employment Area (16.4ha)
- Later Phasing Employment Area (6.5ha) (Subject to levels and viability)
- Hotel / Leisure Use (1.3ha)
- Higher Density Residential Area (7.5ha = approx. 225 units)
- Lower Density Residential Area (3.4ha = approx. 78 units)
- Indicative Landmark Dwellings
- Proposed Roads
- Public Open Space
- Pedestrian / Cycle Links
- Proposed Trees / Hedgerows
- Indicative SuDS Ponds
- Potential Alternative Northern SuDS Pond
- Proposed Vehicular Access
- Proposed Pedestrian / Cycle Link

Warre
Develc
(Maxim
of 74.2

Key

Potentia

(Metres a

North

0 25 50

A093950

File: A093

North

0 50 100 200 metres

Date: 11.04.2019 Scale: 1:2,500 @ A1

Drawn By / Reviewed By: RR / AC

Project No:	Drawing No:	Revision:
A093950-15	33	-

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Appendix C
TRICS RESIDENTIAL TRIP RATES

Calculation Reference: AUDIT-705103-190227-0206

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	KC	KENT	3 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 8 to 805 (units:)
Range Selected by User: 6 to 805 (units:)

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 20/11/18

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

Selected survey days:

Monday	7 days
Tuesday	1 days
Wednesday	6 days
Thursday	10 days
Friday	5 days

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

Selected survey types:

Manual count	29 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	5

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

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

Secondary Filtering selection:

Use Class:

C1	1 days
C3	28 days

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

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	5 days
5,001 to 10,000	5 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days
500,001 or More	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	7 days
1.1 to 1.5	20 days
1.6 to 2.0	2 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	5 days
No	24 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	29 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

3 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

4 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

5 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

7 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

8 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

9 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

11 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

12 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

13 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

14 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

15 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

16 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

17 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

18 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

19 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

20 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

21 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

22 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total Number of dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

23 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

24 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

25 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

26 WS-03-A-06 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 805
Survey date: THURSDAY *02/03/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

27 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

28 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

29 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 197
Survey date: THURSDAY *05/07/18* *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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.081	29	120	0.280	29	120	0.361
08:00 - 09:00	29	120	0.132	29	120	0.371	29	120	0.503
09:00 - 10:00	29	120	0.141	29	120	0.167	29	120	0.308
10:00 - 11:00	29	120	0.125	29	120	0.151	29	120	0.276
11:00 - 12:00	29	120	0.135	29	120	0.153	29	120	0.288
12:00 - 13:00	29	120	0.149	29	120	0.145	29	120	0.294
13:00 - 14:00	29	120	0.155	29	120	0.151	29	120	0.306
14:00 - 15:00	29	120	0.162	29	120	0.181	29	120	0.343
15:00 - 16:00	29	120	0.255	29	120	0.173	29	120	0.428
16:00 - 17:00	29	120	0.261	29	120	0.160	29	120	0.421
17:00 - 18:00	29	120	0.313	29	120	0.139	29	120	0.452
18:00 - 19:00	29	120	0.280	29	120	0.167	29	120	0.447
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.189			2.238			4.427

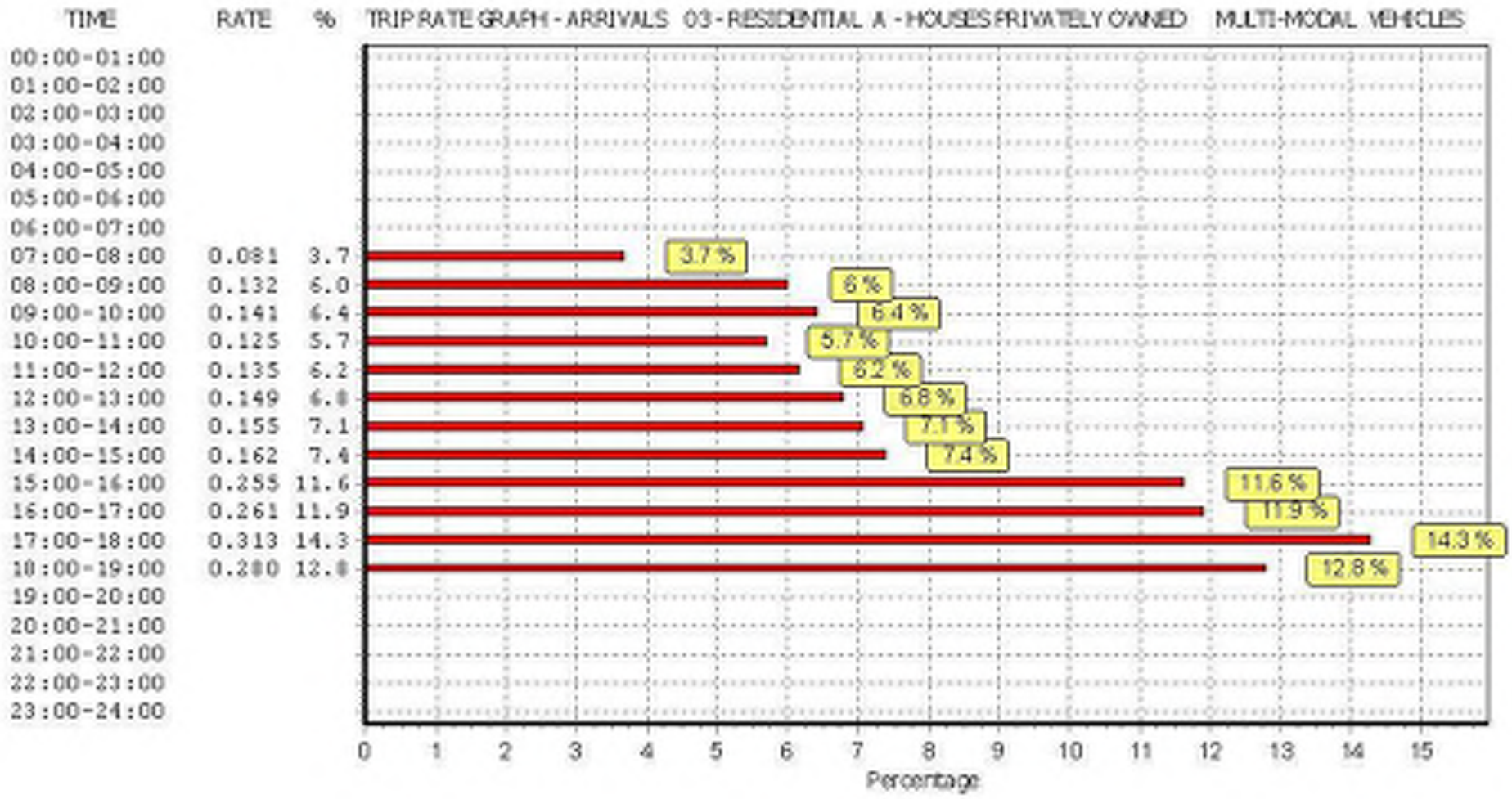
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

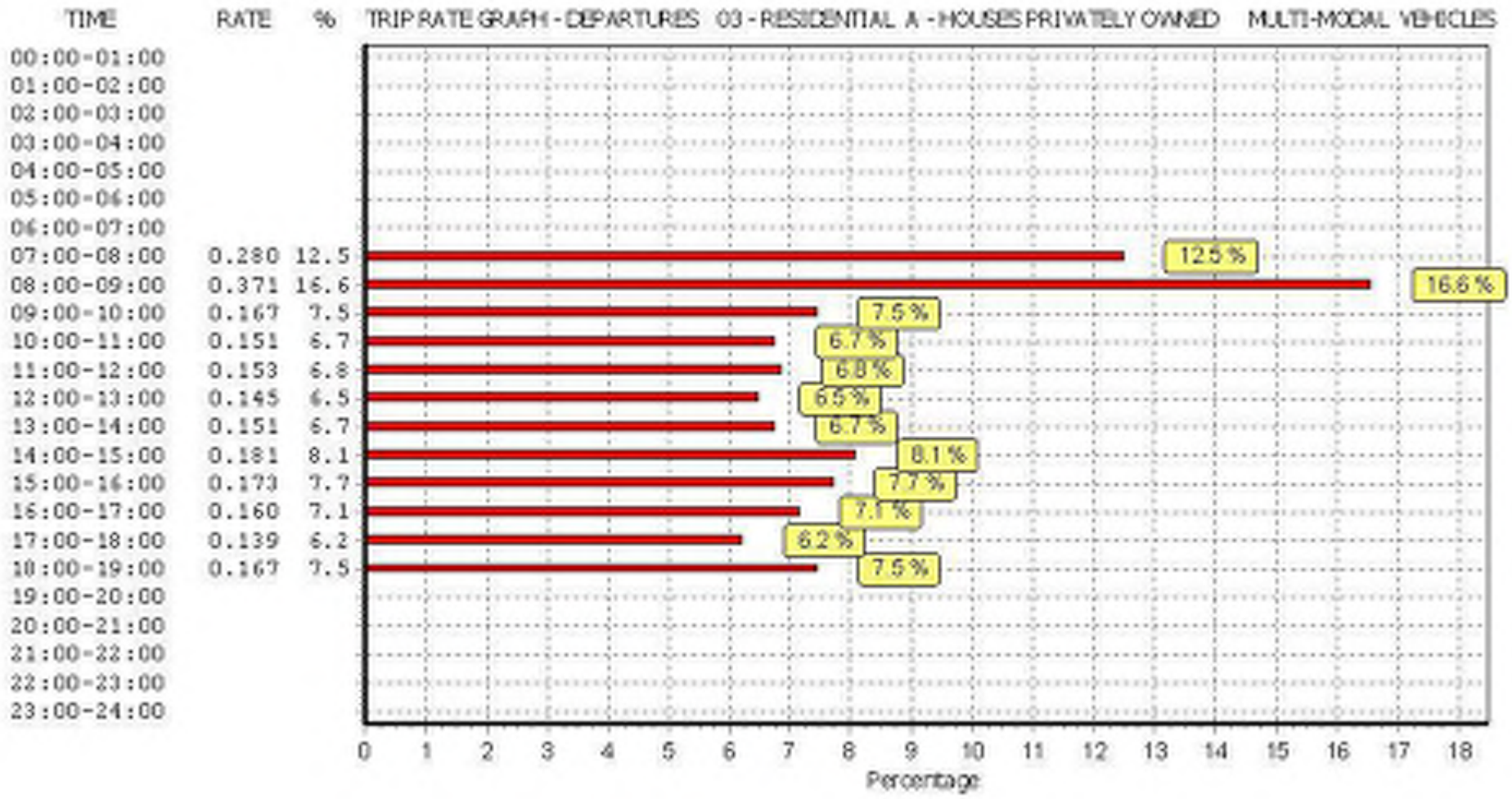
Parameter summary

Trip rate parameter range selected:	8 - 805 (units:)
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	29
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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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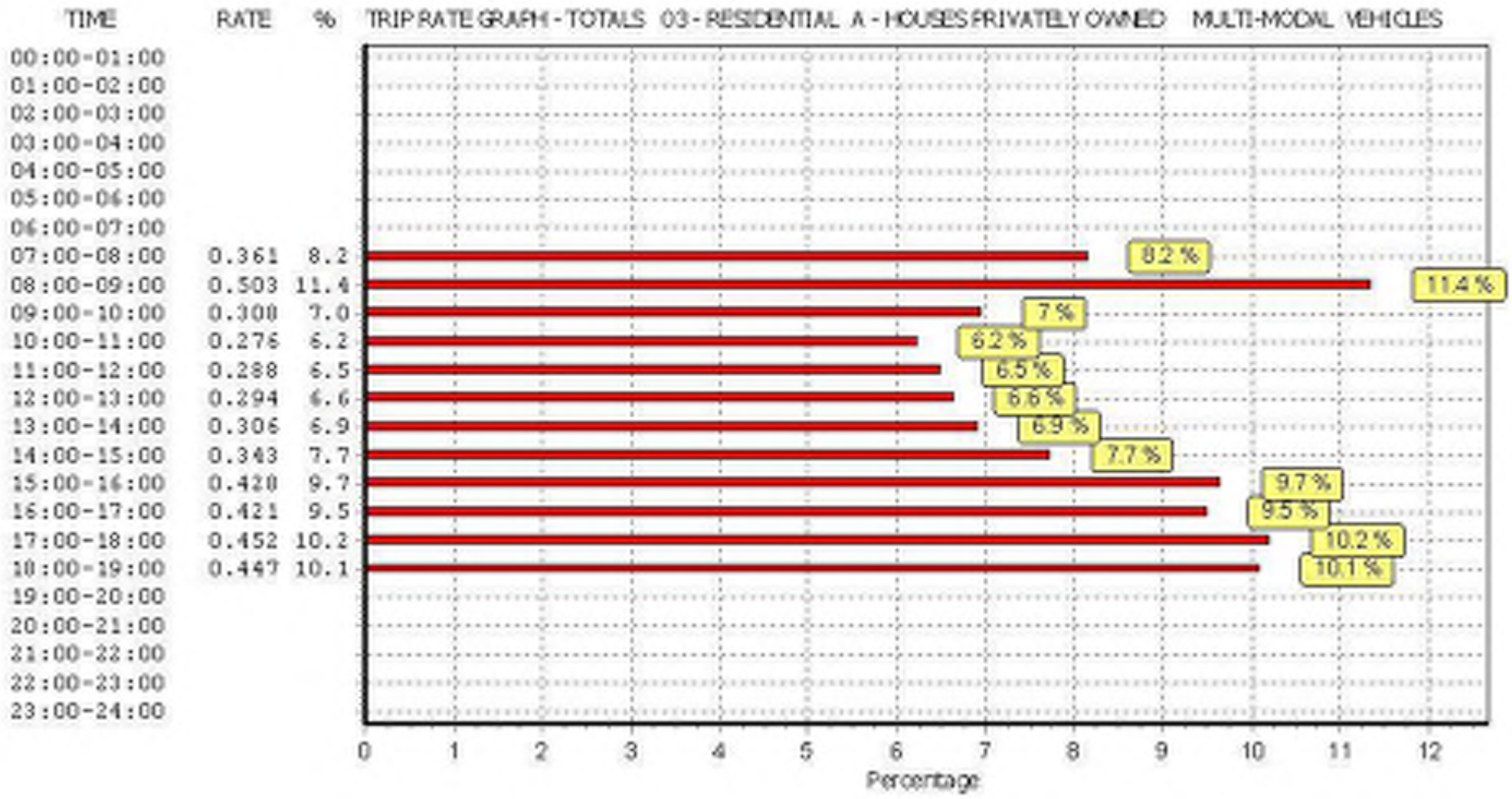

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.003	29	120	0.003	29	120	0.006
08:00 - 09:00	29	120	0.002	29	120	0.002	29	120	0.004
09:00 - 10:00	29	120	0.001	29	120	0.001	29	120	0.002
10:00 - 11:00	29	120	0.003	29	120	0.003	29	120	0.006
11:00 - 12:00	29	120	0.001	29	120	0.001	29	120	0.002
12:00 - 13:00	29	120	0.001	29	120	0.001	29	120	0.002
13:00 - 14:00	29	120	0.001	29	120	0.001	29	120	0.002
14:00 - 15:00	29	120	0.003	29	120	0.002	29	120	0.005
15:00 - 16:00	29	120	0.005	29	120	0.005	29	120	0.010
16:00 - 17:00	29	120	0.003	29	120	0.003	29	120	0.006
17:00 - 18:00	29	120	0.002	29	120	0.001	29	120	0.003
18:00 - 19:00	29	120	0.002	29	120	0.002	29	120	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.025			0.052

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.

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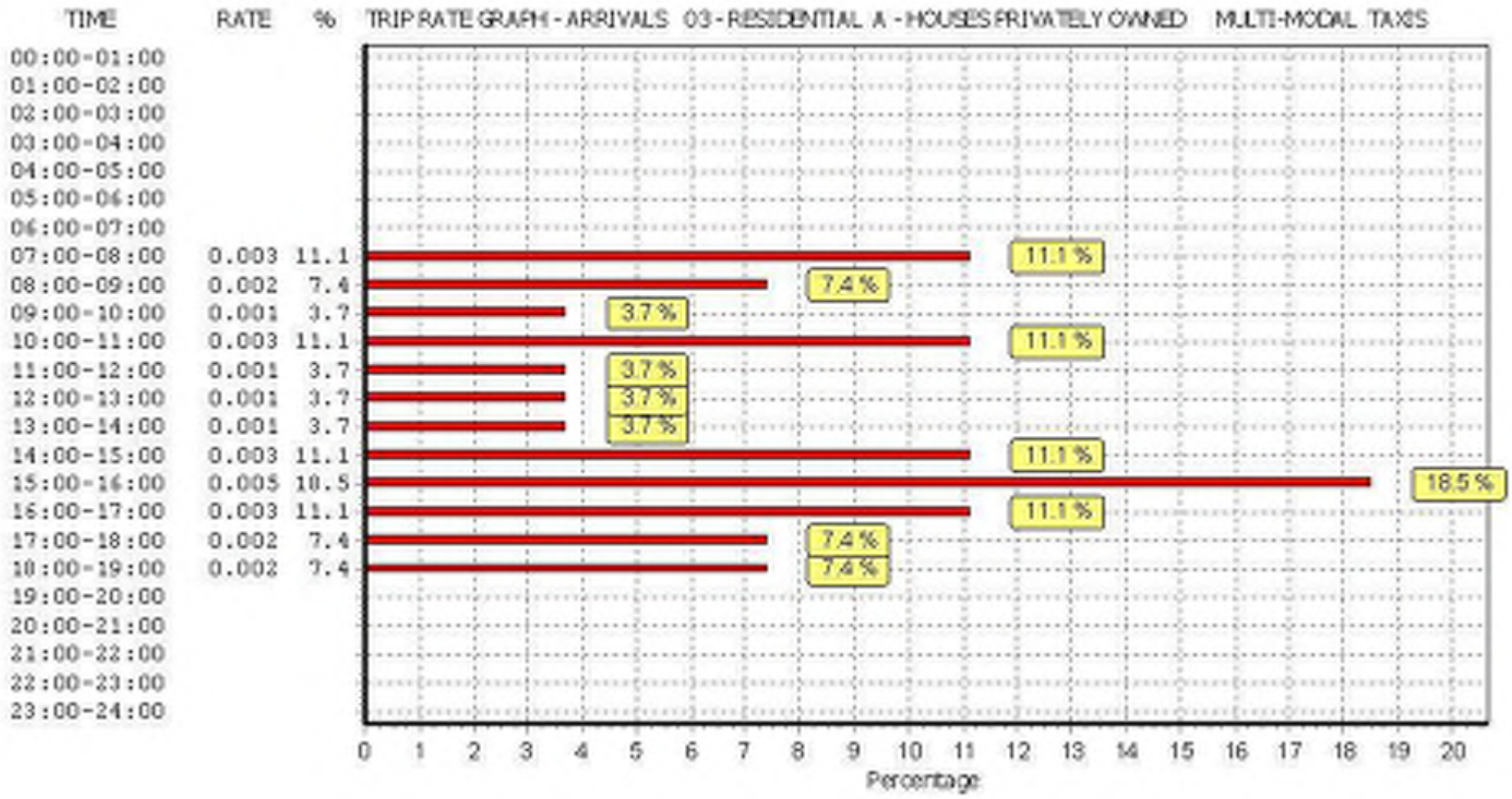
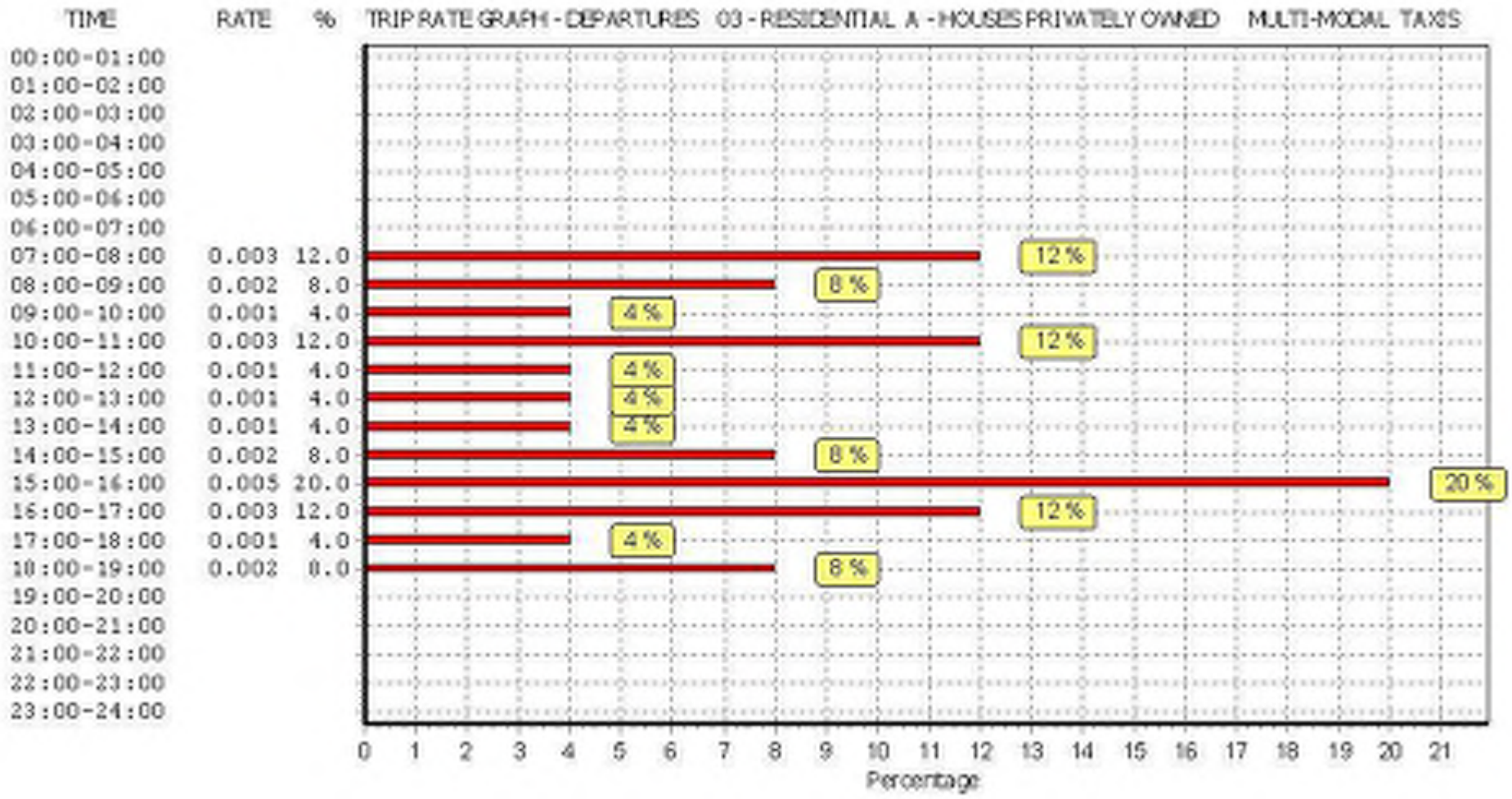
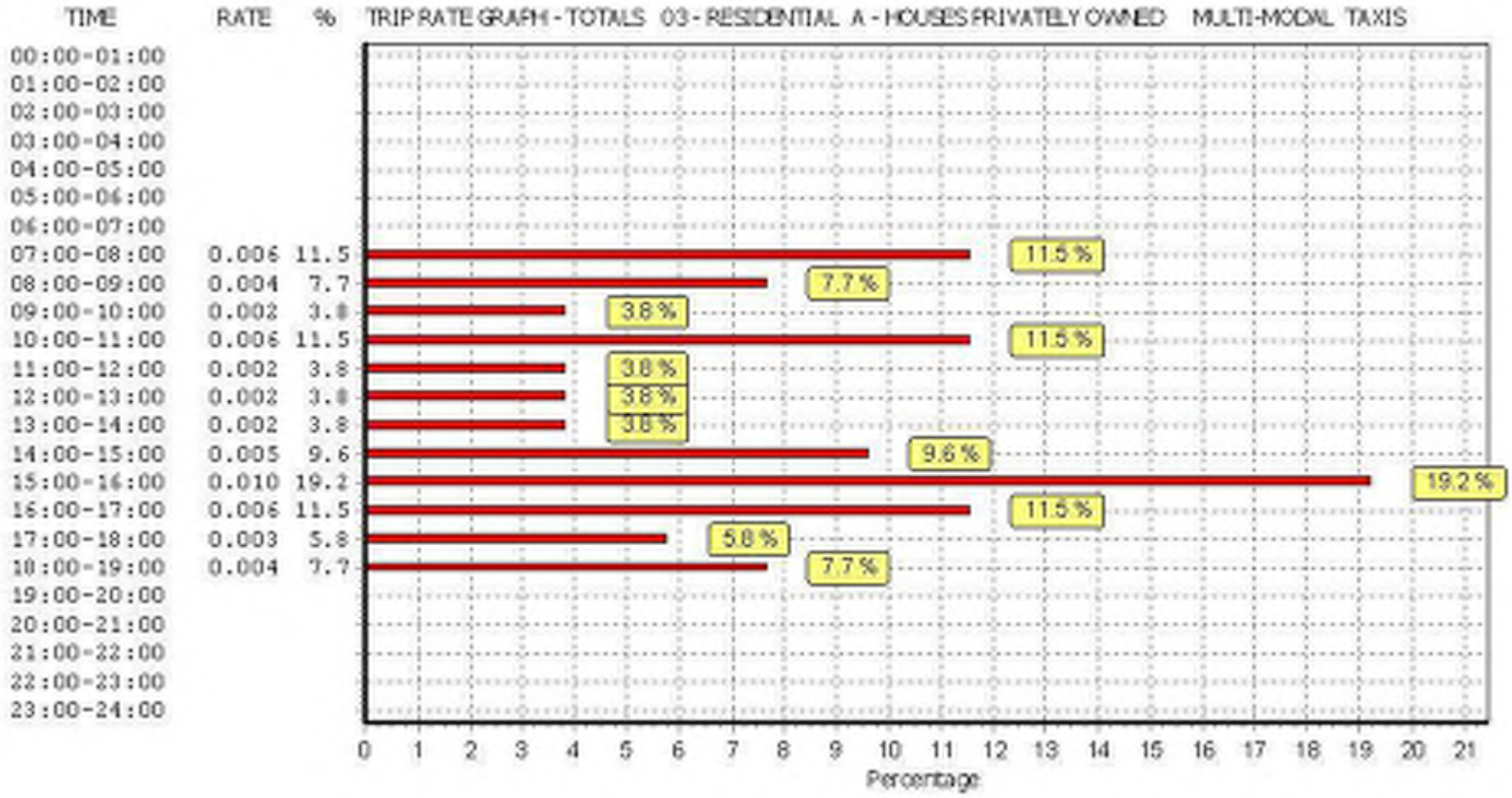


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



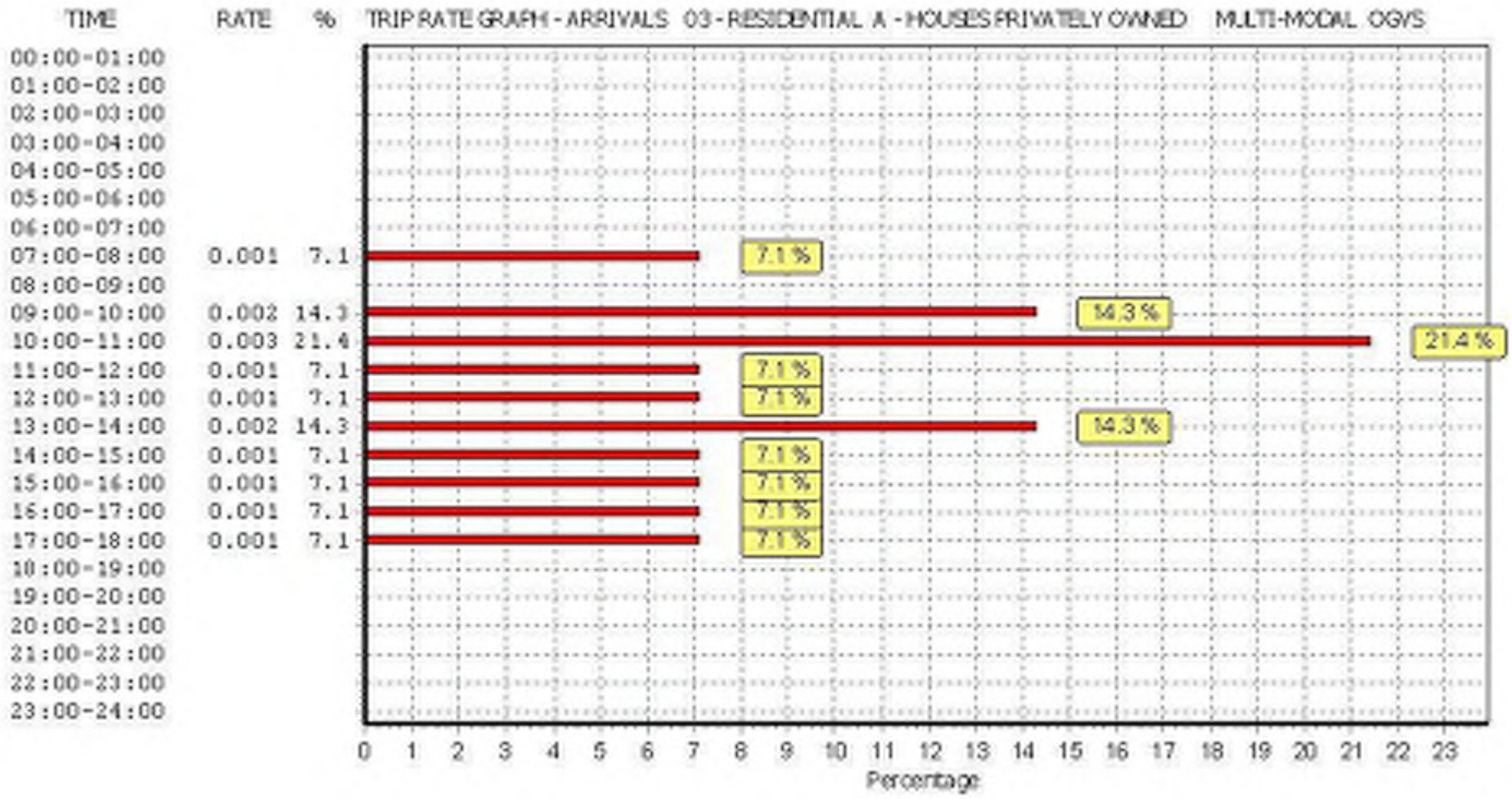
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

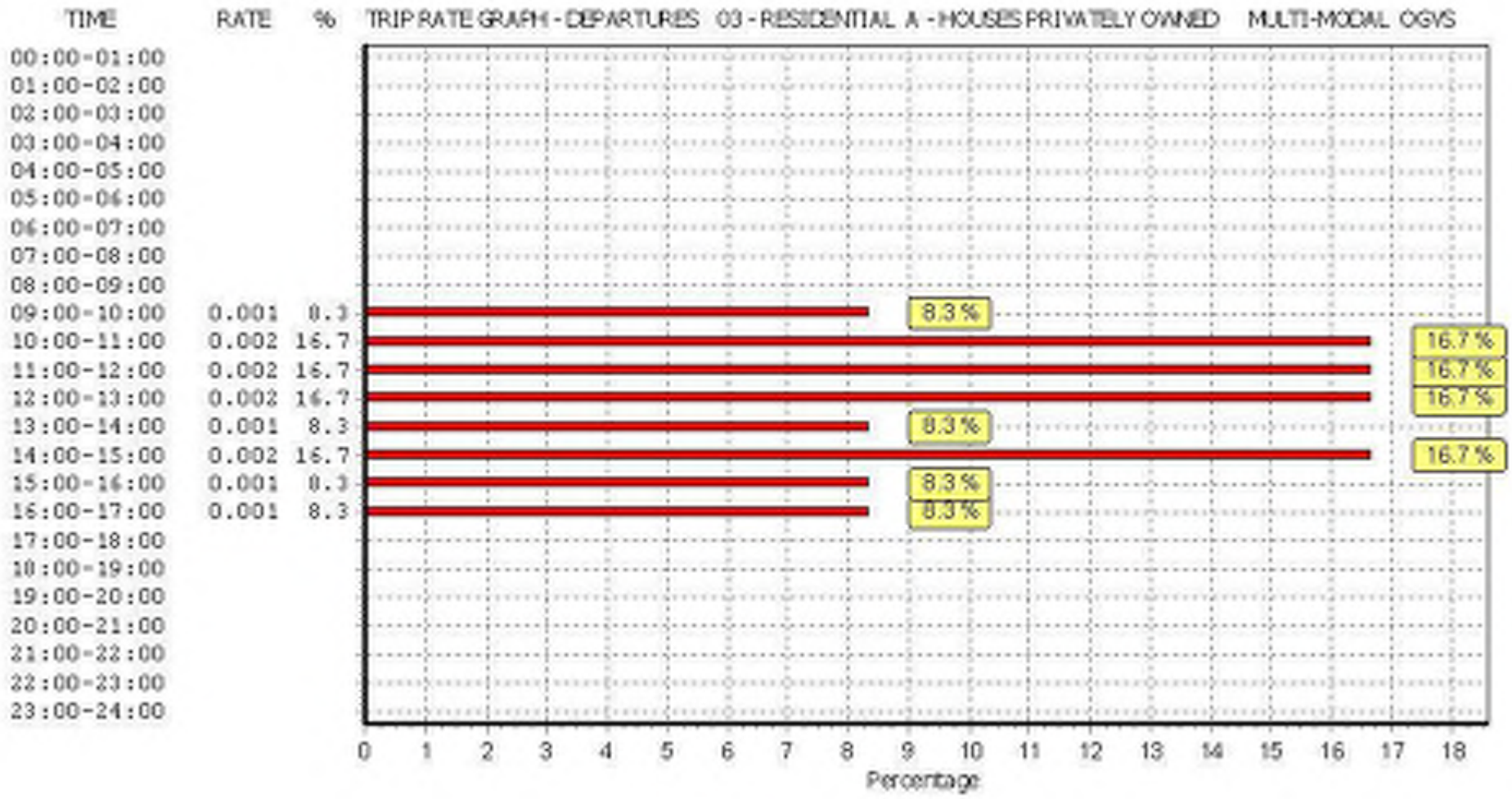
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.001	29	120	0.000	29	120	0.001
08:00 - 09:00	29	120	0.000	29	120	0.000	29	120	0.000
09:00 - 10:00	29	120	0.002	29	120	0.001	29	120	0.003
10:00 - 11:00	29	120	0.003	29	120	0.002	29	120	0.005
11:00 - 12:00	29	120	0.001	29	120	0.002	29	120	0.003
12:00 - 13:00	29	120	0.001	29	120	0.002	29	120	0.003
13:00 - 14:00	29	120	0.002	29	120	0.001	29	120	0.003
14:00 - 15:00	29	120	0.001	29	120	0.002	29	120	0.003
15:00 - 16:00	29	120	0.001	29	120	0.001	29	120	0.002
16:00 - 17:00	29	120	0.001	29	120	0.001	29	120	0.002
17:00 - 18:00	29	120	0.001	29	120	0.000	29	120	0.001
18:00 - 19:00	29	120	0.000	29	120	0.000	29	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.012			0.026

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.

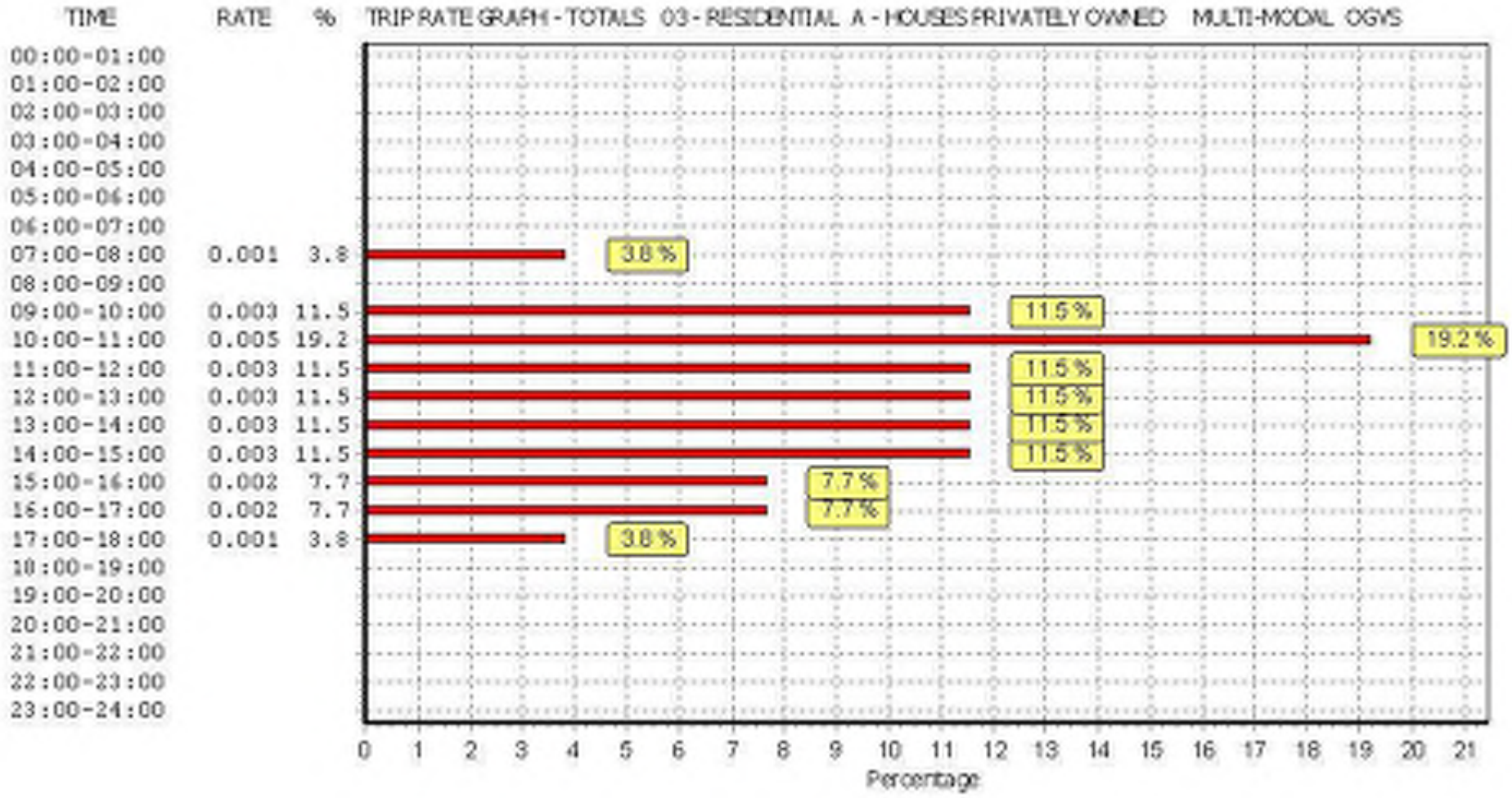
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



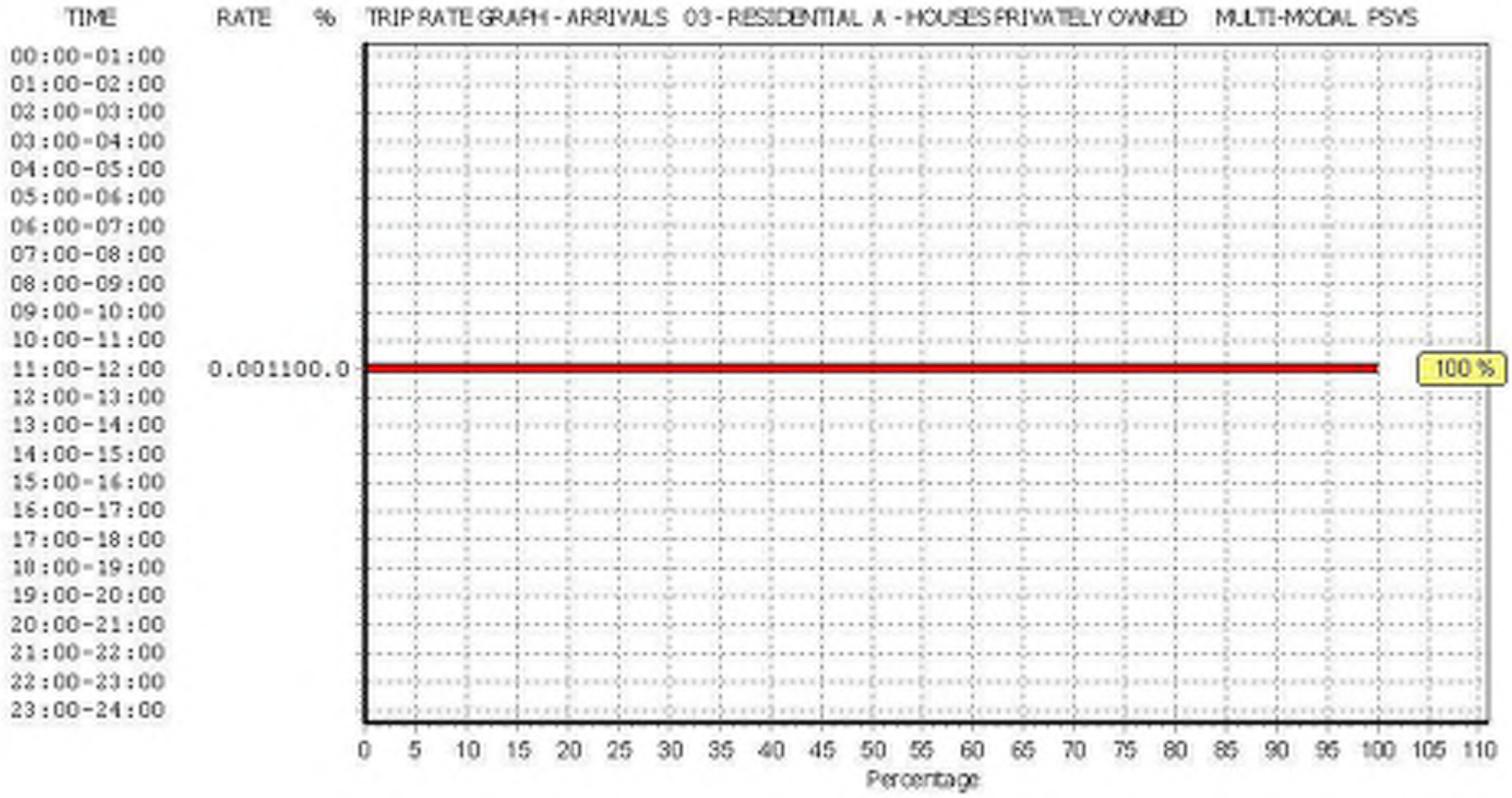
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

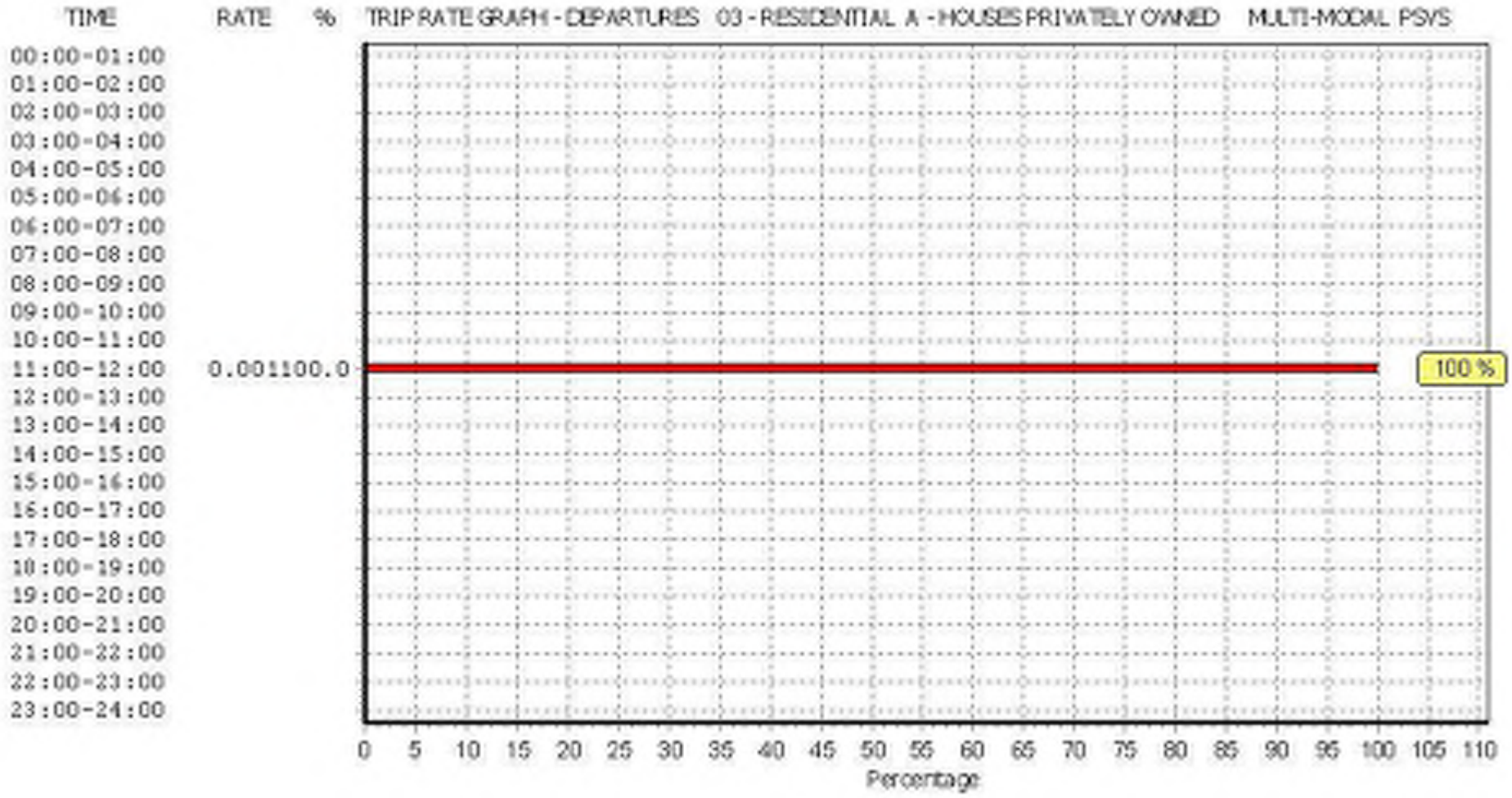
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.000	29	120	0.000	29	120	0.000
08:00 - 09:00	29	120	0.000	29	120	0.000	29	120	0.000
09:00 - 10:00	29	120	0.000	29	120	0.000	29	120	0.000
10:00 - 11:00	29	120	0.000	29	120	0.000	29	120	0.000
11:00 - 12:00	29	120	0.001	29	120	0.001	29	120	0.002
12:00 - 13:00	29	120	0.000	29	120	0.000	29	120	0.000
13:00 - 14:00	29	120	0.000	29	120	0.000	29	120	0.000
14:00 - 15:00	29	120	0.000	29	120	0.000	29	120	0.000
15:00 - 16:00	29	120	0.000	29	120	0.000	29	120	0.000
16:00 - 17:00	29	120	0.000	29	120	0.000	29	120	0.000
17:00 - 18:00	29	120	0.000	29	120	0.000	29	120	0.000
18:00 - 19:00	29	120	0.000	29	120	0.000	29	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

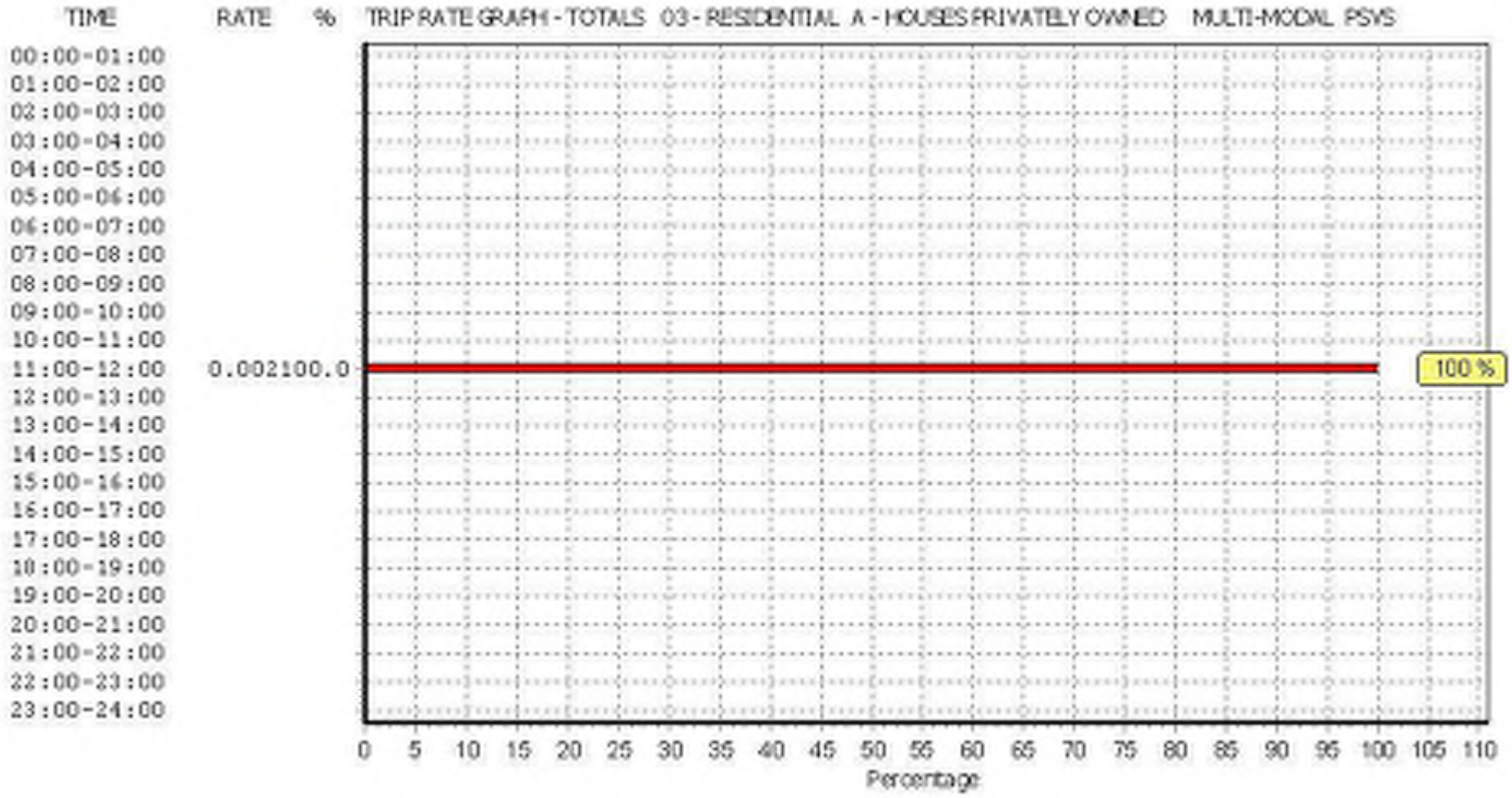
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



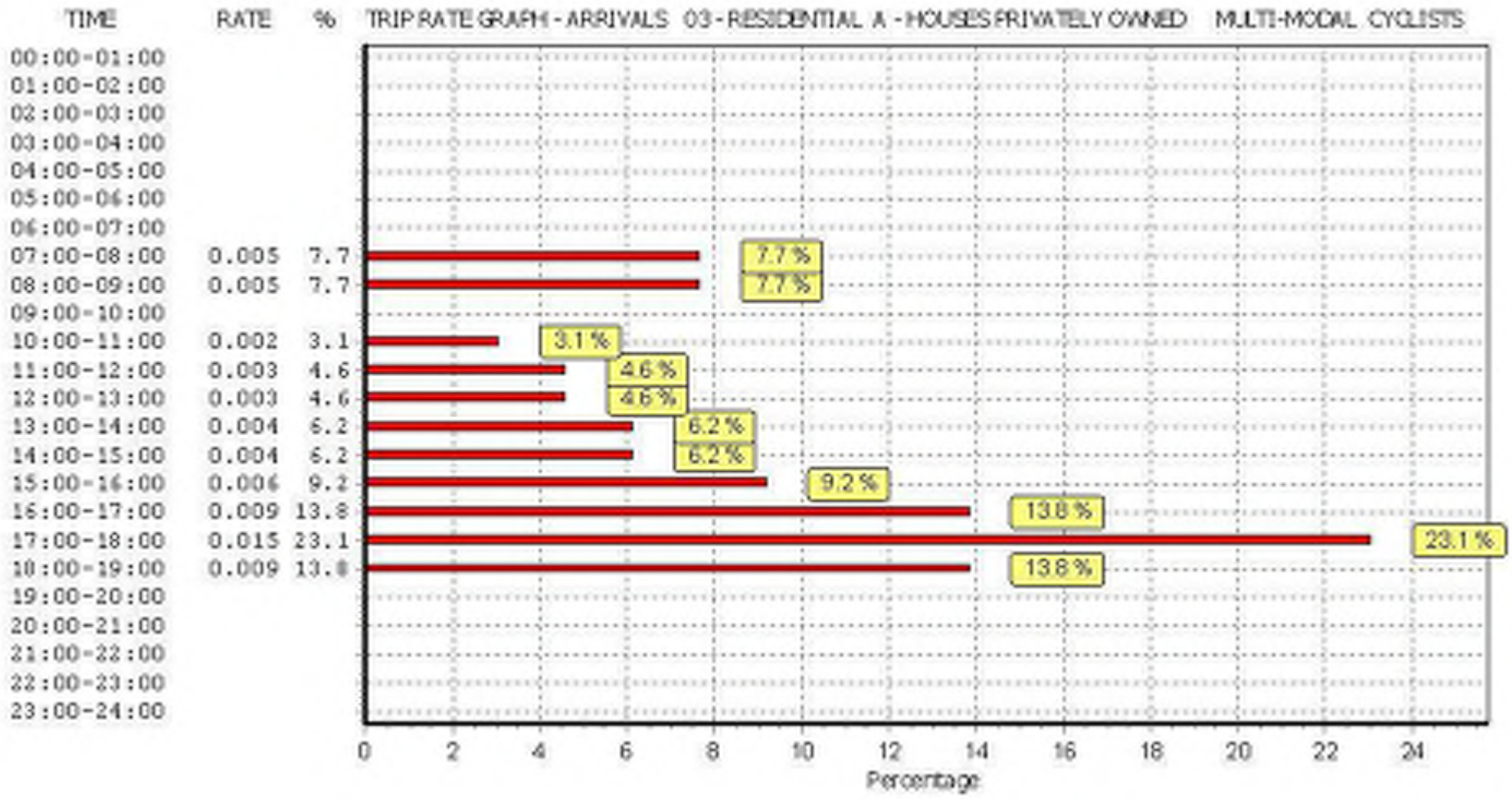
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

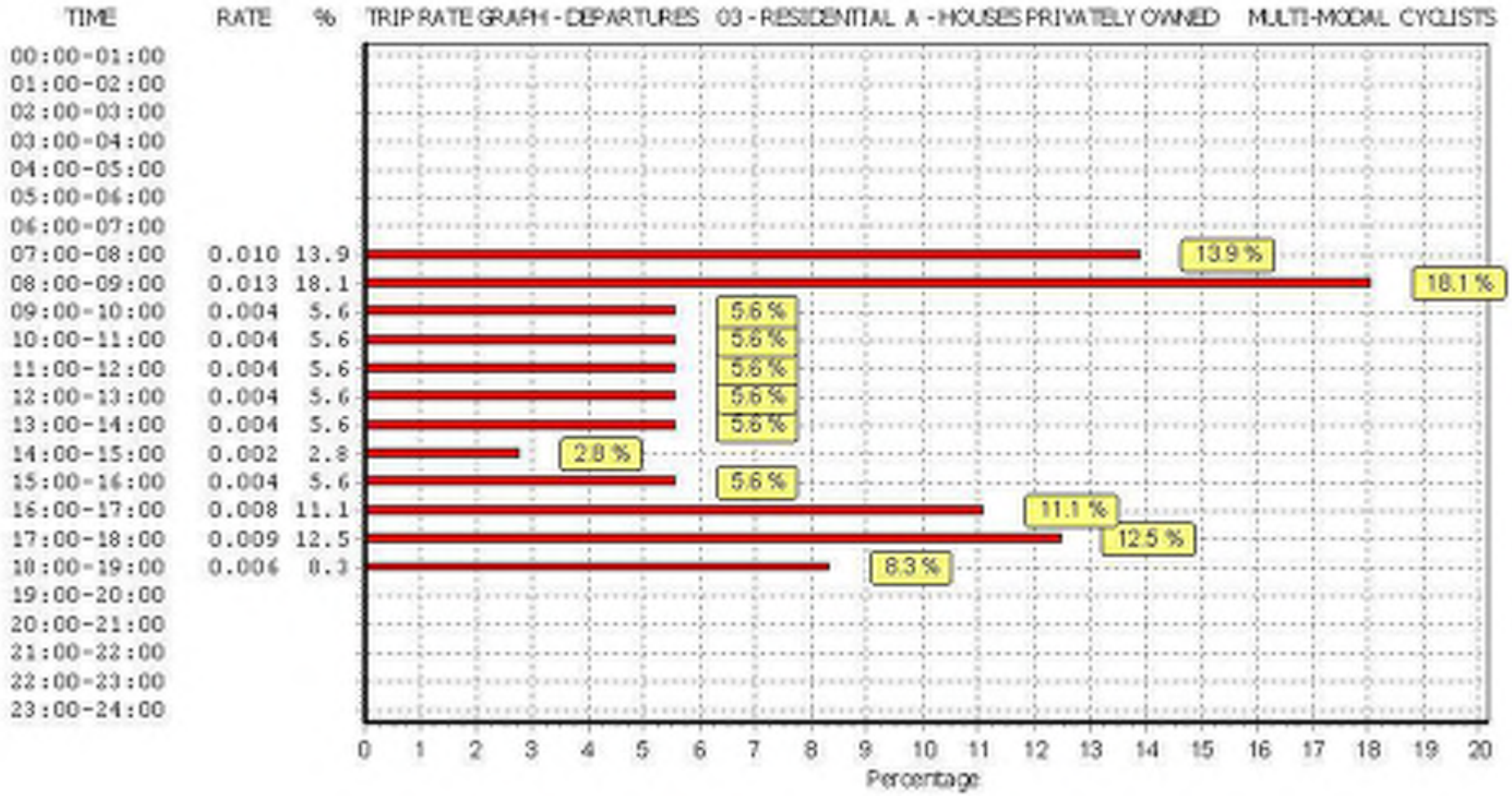
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.005	29	120	0.010	29	120	0.015
08:00 - 09:00	29	120	0.005	29	120	0.013	29	120	0.018
09:00 - 10:00	29	120	0.000	29	120	0.004	29	120	0.004
10:00 - 11:00	29	120	0.002	29	120	0.004	29	120	0.006
11:00 - 12:00	29	120	0.003	29	120	0.004	29	120	0.007
12:00 - 13:00	29	120	0.003	29	120	0.004	29	120	0.007
13:00 - 14:00	29	120	0.004	29	120	0.004	29	120	0.008
14:00 - 15:00	29	120	0.004	29	120	0.002	29	120	0.006
15:00 - 16:00	29	120	0.006	29	120	0.004	29	120	0.010
16:00 - 17:00	29	120	0.009	29	120	0.008	29	120	0.017
17:00 - 18:00	29	120	0.015	29	120	0.009	29	120	0.024
18:00 - 19:00	29	120	0.009	29	120	0.006	29	120	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.072			0.137

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.

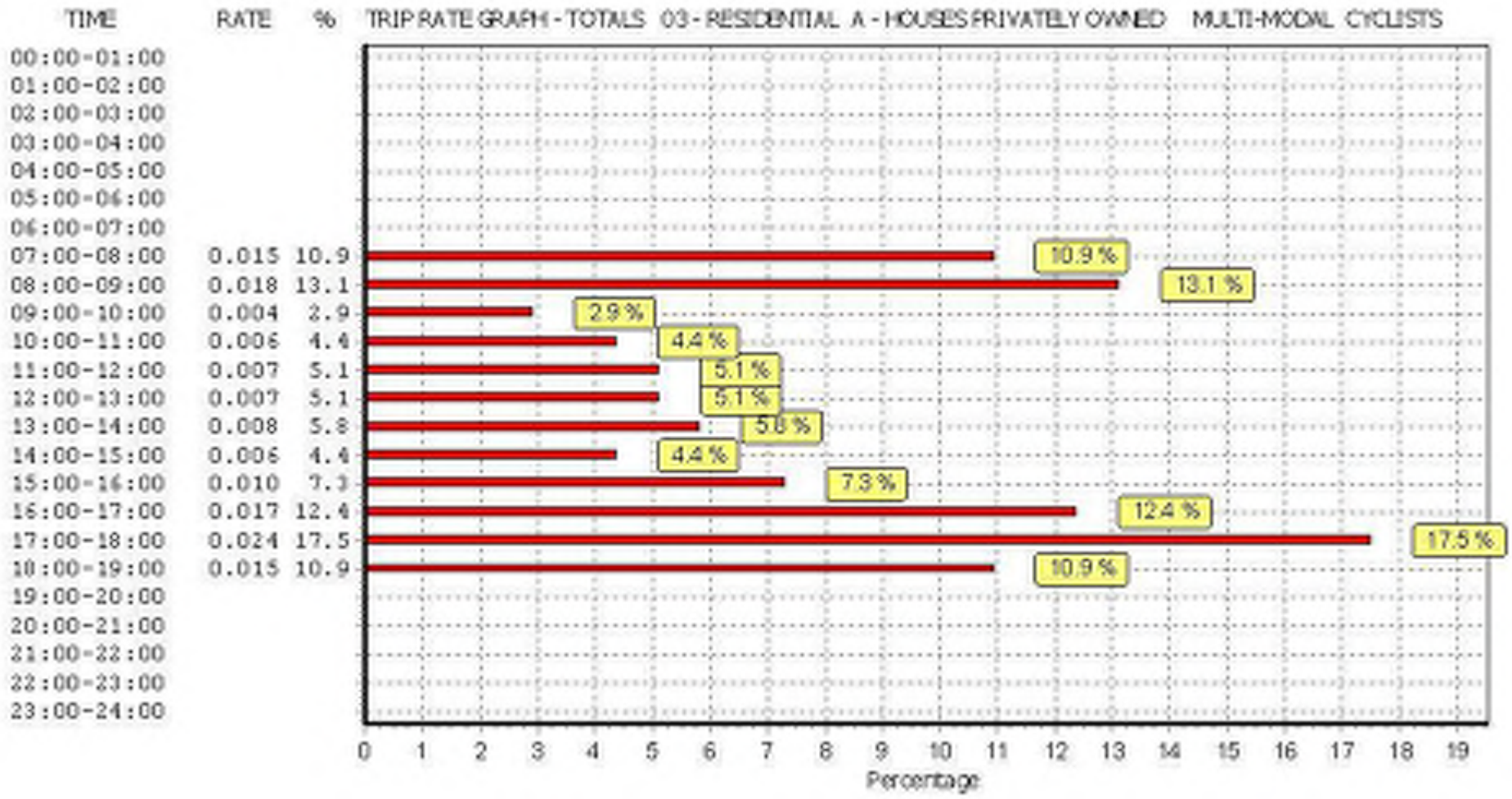
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



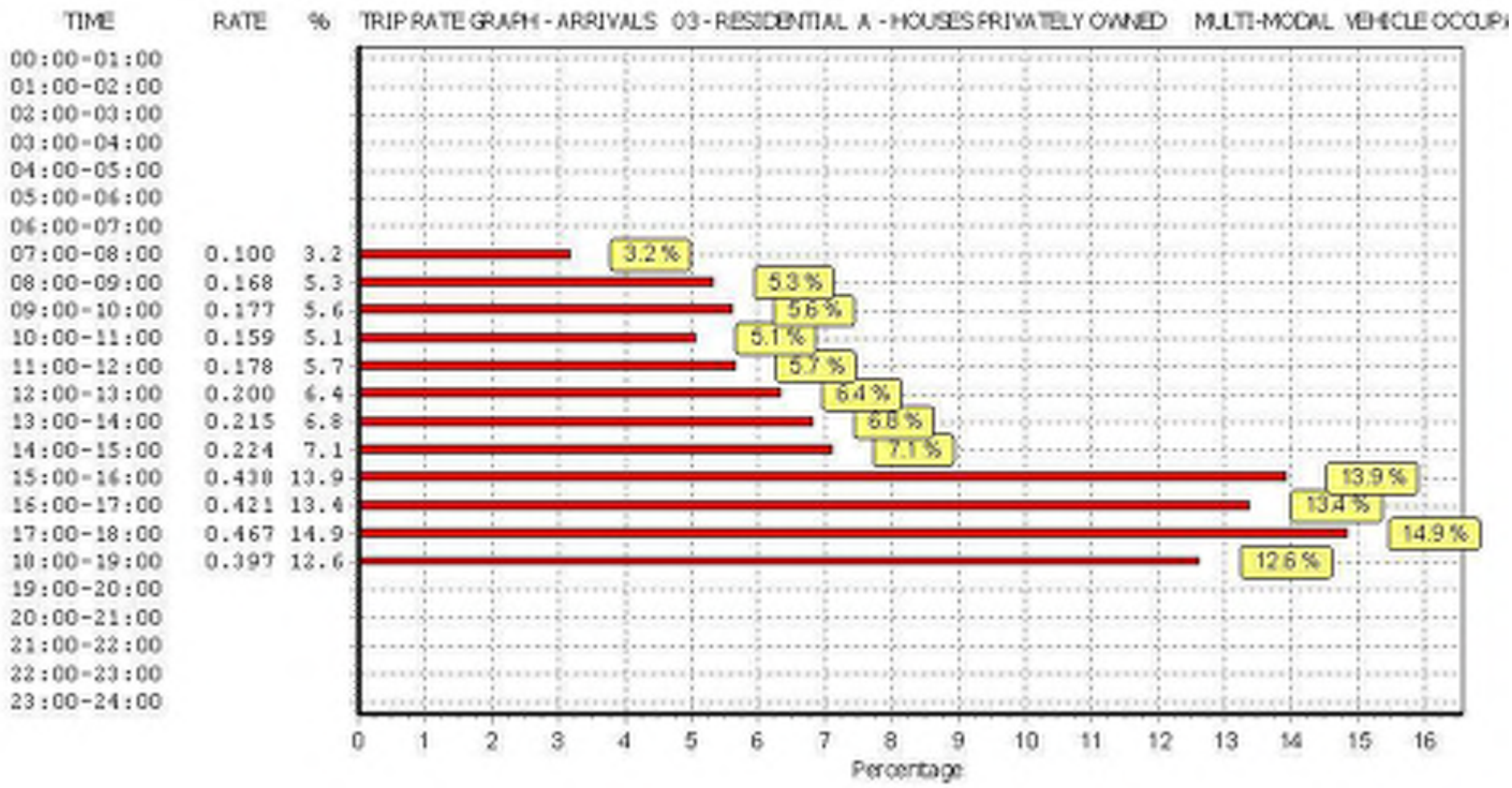
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

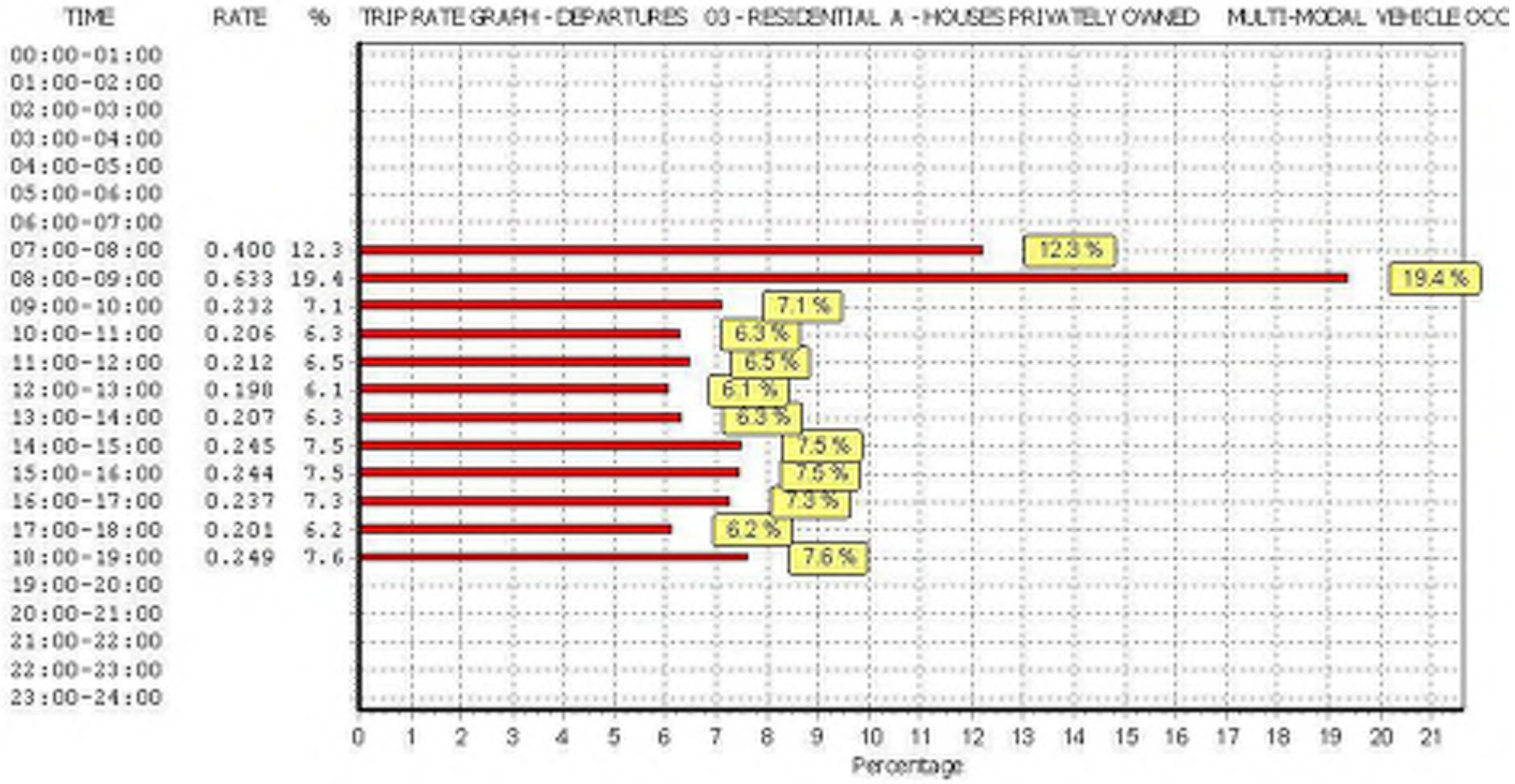
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.100	29	120	0.400	29	120	0.500
08:00 - 09:00	29	120	0.168	29	120	0.633	29	120	0.801
09:00 - 10:00	29	120	0.177	29	120	0.232	29	120	0.409
10:00 - 11:00	29	120	0.159	29	120	0.206	29	120	0.365
11:00 - 12:00	29	120	0.178	29	120	0.212	29	120	0.390
12:00 - 13:00	29	120	0.200	29	120	0.198	29	120	0.398
13:00 - 14:00	29	120	0.215	29	120	0.207	29	120	0.422
14:00 - 15:00	29	120	0.224	29	120	0.245	29	120	0.469
15:00 - 16:00	29	120	0.438	29	120	0.244	29	120	0.682
16:00 - 17:00	29	120	0.421	29	120	0.237	29	120	0.658
17:00 - 18:00	29	120	0.467	29	120	0.201	29	120	0.668
18:00 - 19:00	29	120	0.397	29	120	0.249	29	120	0.646
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.144			3.264			6.408

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.

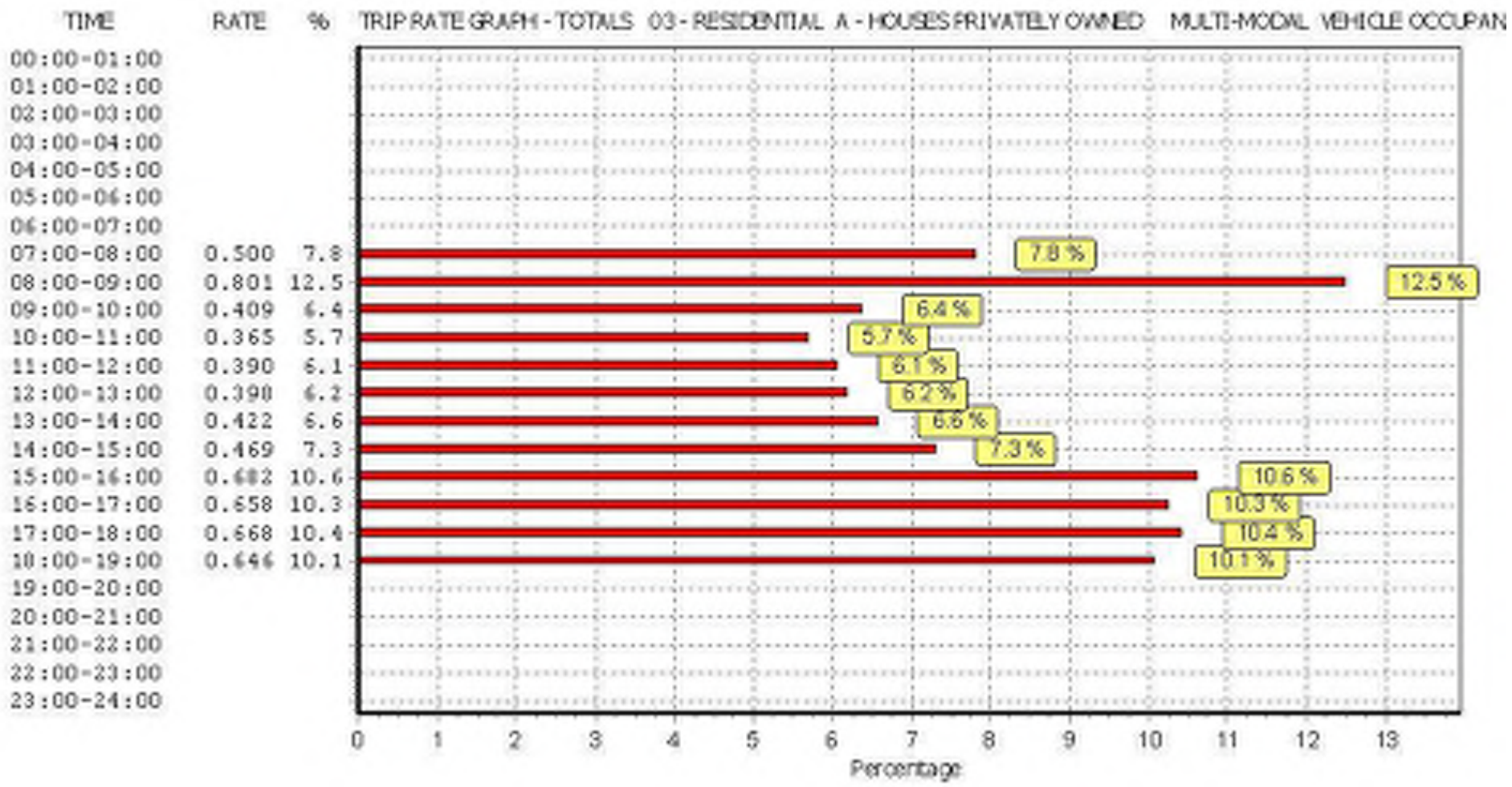
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



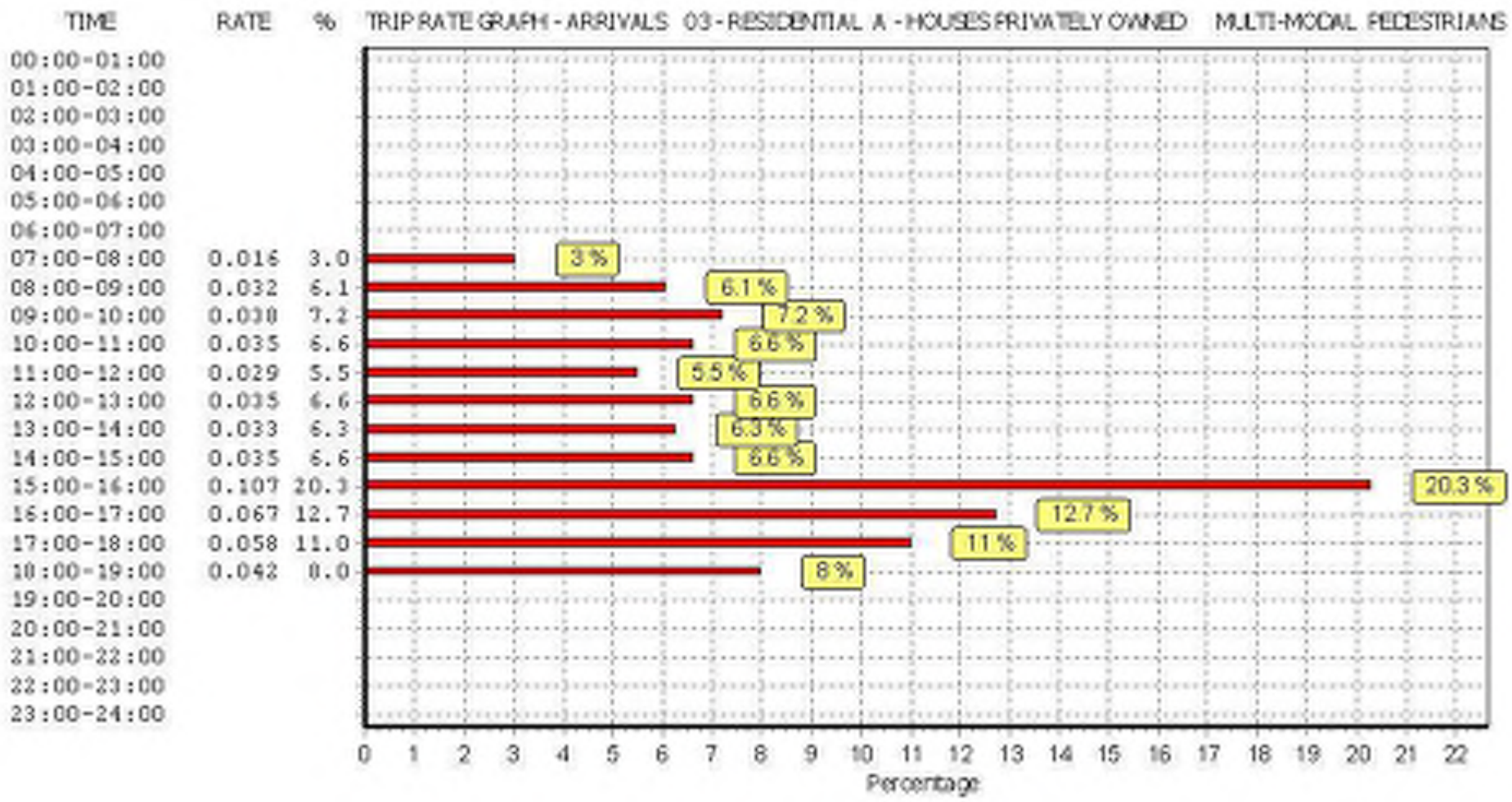
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

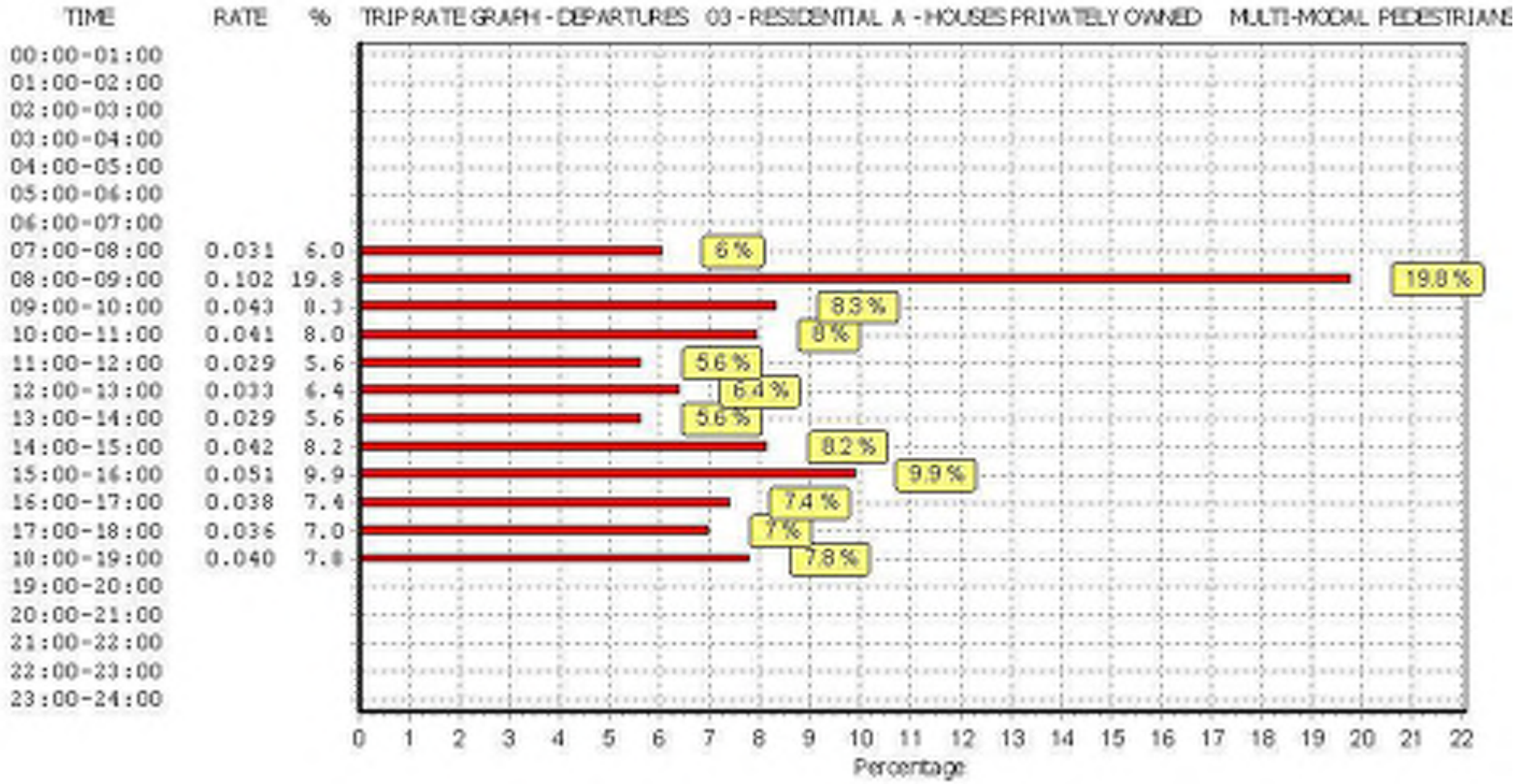
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.016	29	120	0.031	29	120	0.047
08:00 - 09:00	29	120	0.032	29	120	0.102	29	120	0.134
09:00 - 10:00	29	120	0.038	29	120	0.043	29	120	0.081
10:00 - 11:00	29	120	0.035	29	120	0.041	29	120	0.076
11:00 - 12:00	29	120	0.029	29	120	0.029	29	120	0.058
12:00 - 13:00	29	120	0.035	29	120	0.033	29	120	0.068
13:00 - 14:00	29	120	0.033	29	120	0.029	29	120	0.062
14:00 - 15:00	29	120	0.035	29	120	0.042	29	120	0.077
15:00 - 16:00	29	120	0.107	29	120	0.051	29	120	0.158
16:00 - 17:00	29	120	0.067	29	120	0.038	29	120	0.105
17:00 - 18:00	29	120	0.058	29	120	0.036	29	120	0.094
18:00 - 19:00	29	120	0.042	29	120	0.040	29	120	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.527			0.515			1.042

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.

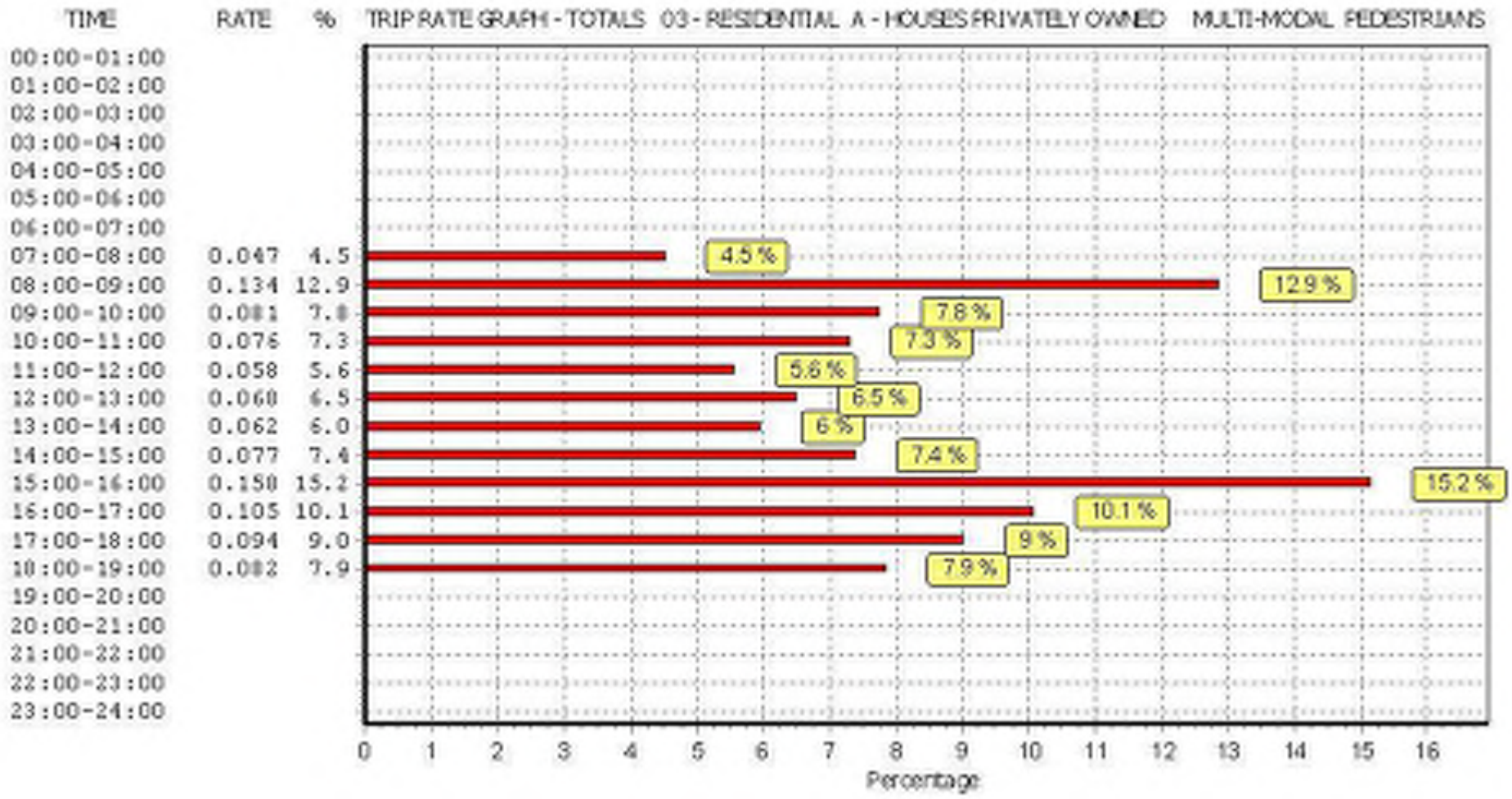
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



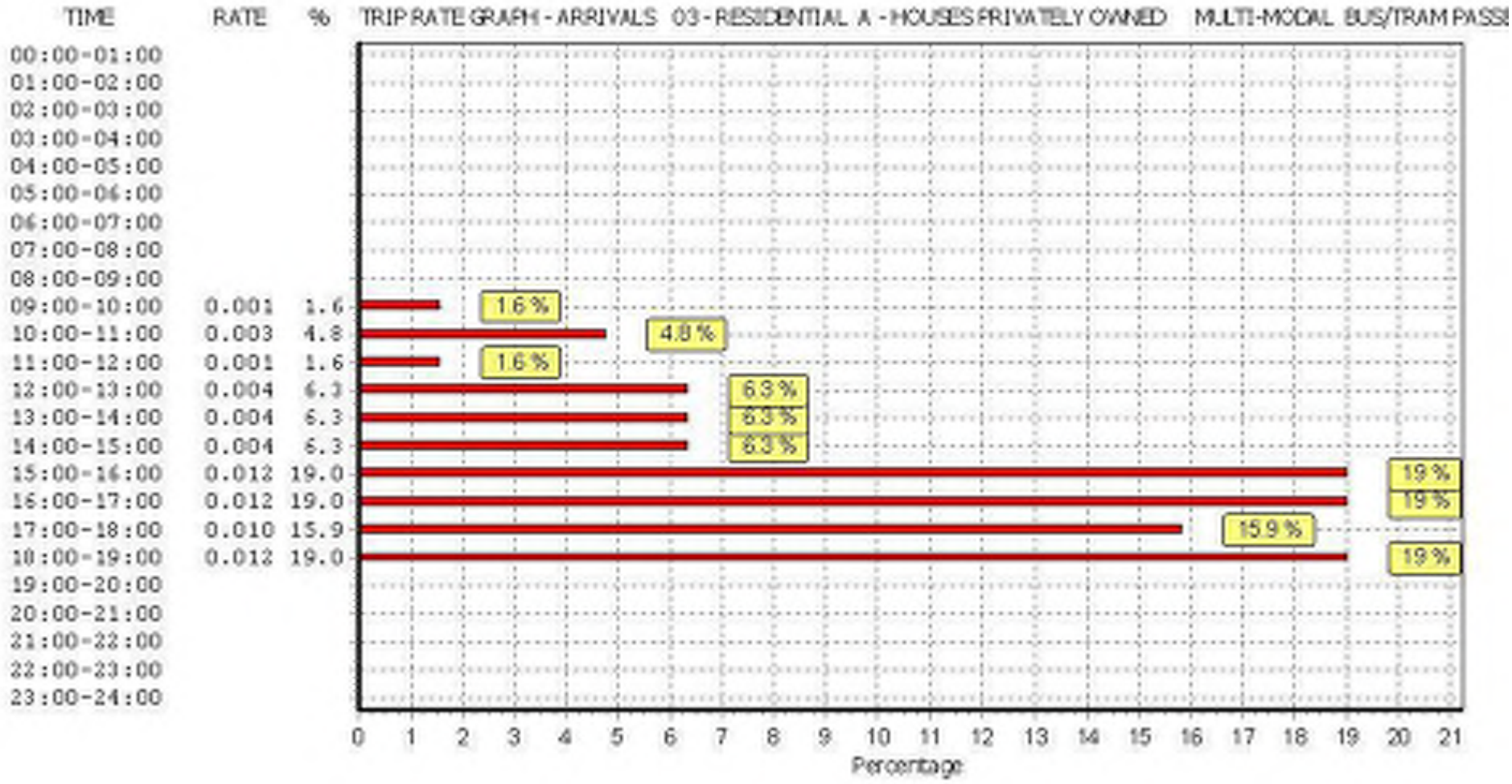
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	120	0.000	29	120	0.010	29	120	0.010
08:00 - 09:00	29	120	0.000	29	120	0.018	29	120	0.018
09:00 - 10:00	29	120	0.001	29	120	0.008	29	120	0.009
10:00 - 11:00	29	120	0.003	29	120	0.003	29	120	0.006
11:00 - 12:00	29	120	0.001	29	120	0.003	29	120	0.004
12:00 - 13:00	29	120	0.004	29	120	0.003	29	120	0.007
13:00 - 14:00	29	120	0.004	29	120	0.003	29	120	0.007
14:00 - 15:00	29	120	0.004	29	120	0.002	29	120	0.006
15:00 - 16:00	29	120	0.012	29	120	0.005	29	120	0.017
16:00 - 17:00	29	120	0.012	29	120	0.004	29	120	0.016
17:00 - 18:00	29	120	0.010	29	120	0.002	29	120	0.012
18:00 - 19:00	29	120	0.012	29	120	0.005	29	120	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.066			0.129

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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.