



## Access Appraisal

**Childerditch Industrial Estate  
March 2019**

## **Quality Assurance**

Site name: Childerditch Industrial Estate

Client name: Strutt and Parker

Type of report: Access Appraisal

Prepared and Reviewed by: Steve Amann BSc (Hons) MSc (Eng)

Signed

Date

  
March 2019

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# 1 INTRODUCTION

## Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Strutt and Parker to undertake an Access Appraisal to demonstrate that the Regulation 19, Pre-submission Proposed Allocation proposal to expand the Childerditch Industrial Estate can be accommodated in the context of the capacity of the A127 corridor in the vicinity of the site and moreover that the Proposed Allocation is deliverable alongside the other major potential employment allocations.
- 1.2 In addition, this appraisal provides confirmation that, with a number of identified deliverable improvements to accessibility, the site is accessible via means other than the private car and moreover that the allocation site is a suitable location for sustainable development.
- 1.3 The location of the Proposed Allocation Site is illustrated in **Appendix 1**.

## Background

- 1.4 This supporting Appraisal provides a summary of investigations at the site, a review of the Brentwood Local Plan transport and modelling evidence base pursuant to demonstrating the Proposed Site Allocation can be accommodated by the current and developing infrastructure.
- 1.5 The appraisal of the allocation site was undertaken in the context of current national and local policy and in particular the National Planning Policy Framework, The Brentwood Infrastructure Delivery Plan, the saved policies held in the Brentwood Replacement Local Plan (2005) and the Regulation 19 Pre-Submission Local Plan.
- 1.6 The following matters are considered in this appraisal:
  - Review of the operation of existing industrial estate and current traffic levels
  - Examination of the A127 baseline traffic and the operation of nearby junctions
  - Review and examination of the Brentwood Council Local Plan Site Allocation transport evidence base
  - Assessment of the level of traffic that could be generated by the proposed allocation
  - Assessment of the traffic Impact on the baseline conditions
  - Review of the Lower Thames Crossing and its relevance to the proposed allocation
  - Assessment of the traffic impact of the proposed allocation alongside other potential allocations in the vicinity having an impact on the A127 corridor

## 2 Site Assessment

### Existing Information

- 2.1 The Childerditch Industrial Estate is sited directly to the north of the A127 and to the south of Brentwood. Access to the Estate is provided by way of a dedicated access road, Childerditch Hall Drive, which has a direct left-in left -out priority junction on to the east bound carriageway of the A127.

### Safety Considerations and Accident Analysis

- 2.2 The accident record in the vicinity of the site has been considered and the Essex Highways Database indicates 3 recorded road accidents in the vicinity of the Childerditch Hall Drive in the 5 year period between 2013 and 2018.
- 2.3 All accidents were recorded as slight and only one was located at the junction itself.
- 2.4 In consideration of the above, the highway network in the immediate vicinity of the site has an excellent safety record and as such the Proposed Site Allocation by virtue of its limited scale will not have a material impact on that record.

## 3 Proposed Site Allocation

### Description

- 3.1 The Proposed Site Allocation considers a 4.5 ha extension to the existing B1-B2-B8 uses across the site and includes the area to the south of the existing estate and the area known as the North Range Site.
- 3.2 An illustrative development plan of the site is shown in **Appendix 2** providing a level of detail demonstrating that the site is deliverable in the context of the site constraints.
- 3.3 A traffic survey was commissioned on Childerditch Hall Drive to provide information on the current level of traffic associated with the existing uses on the site. The survey was undertaken between the 7<sup>th</sup> and 13<sup>th</sup> of November 2017 providing information on volume, speed and classification of movements both in and out of Childerditch Hall Drive onto the A127 over a full week.
- 3.4 The traffic survey information is held in **Appendix 3**
- 3.5 **Table 3.1** provides a summary of the weekday average vehicle movements in and out of the site during the peak periods and also provides the full 12 hour weekday average flows associated with the site.

**Table 3.1 Childerditch Hall Drive Existing Vehicle Movement Summary**

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 07:00-19:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trips	135	75	27	160	1139	1324
Rate per Ha	8.4	4.6	1.7	10	70.9	74.0

- 3.6 **Table 3.1** indicates that the existing industrial park generates during an average weekday, 210 movements in the AM 08:00-09:00 peak and 187 movements in the PM 17:00-18:00 peak. Over an average 12 hour weekday the development generates 2463 movements.
- 3.7 When assessed against the current floorspace, the movements equate to 8.4 arrivals and 4.6 departures per hectare in the AM peak and 1.7 arrivals and 10 departures per hectare in the PM peak.
- 3.8 Given the proposed 4.5 hectare Proposed Site allocation, **Table 3.2** provides a summary of the additional vehicle movements that could be generated.

**Table 3.2 Childerditch Hall Drive Proposed Site Allocation Vehicle Movement Summary**

	AM Peak (07:00-08:00)		PM Peak (16:00-17:00)		Daily 07:00-19:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate Per Hectare	8.4	4.6	1.7	10	70.9	74
Trips per 4.5Hectares	38	21	8	45	319	333

- 3.9 Table 3.1 indicates that the Proposed Site allocation would generate during an average weekday, 69 movements in the AM 08:00-09:00 peak and 53 movements in the PM 17:00-18:00 peak. Over an average 12 hour weekday the allocation generates 652 movements.
- 3.10 Given the location of the site, trips are likely to be distributed 50% to the east and west on the A127. As the access provides for left-in left-out movements only, trips from the east and to the west will have to U-turn on the A127 via B186 Warley St junction to the west and the A128 junction to the east respectively.
- 3.11 In view of this the additional trips u turning at each of the junctions can be calculated and is set out in Table 3.2 below:

**Table 3.2 Childerditch Hall Drive Proposed Site Allocation Vehicle Movement Summary**

	A128 Junction		B186 Warley Junction	
	Arrivals	Departures	Arrivals	Departures
AM	-	11	18	-
PM	-	22	4	-

- 3.12 In considering the impact of the allocation on the junction with the A127, as a left-in left-out arrangement, the additional traffic will not have an impact on the A127 at the junction as effectively, due to its access length, vehicles will not be delayed on entry. On exit any queuing will be held on site and as such will not have an impact on local roads or the A127.
- 3.13 With respect to the potential to redevelop the whole site with the proposed allocation, there will be the opportunity to increase the overall density across the site and in so doing, the total trip generation from the site beyond that quoted above. Notwithstanding, the impact on the A127 is likely to be similar and moreover the existing access arrangements would be suitable to

accommodate an increase in traffic significantly beyond that quoted above due to the nature of the connection onto the A127.

## Cumulative Impact

- 3.14 In considering the cumulative impact of the wider development allocations for Brentwood on the A127, the Development Options Highway Modelling report by Peter Brett for Brentwood Borough Council which was undertaken to support the Proposed Site allocation process has been reviewed. The addendum to the Modelling report, published in January 2019, identifies areas where further work is required.
- 3.15 The modelling report provides a summary of the capacity tests undertaken for junctions along the A127 corridor and as such provides a base for assessment of the highway impact of the Proposed Site Allocation.
- 3.16 In the context of the Childerditch Proposed Site allocation, the B186 Warley Street Junction and the A128/A127 junction would be likely to be subject to the most significant impacts and as such have been reviewed.
- 3.17 The modelling undertaken was based on a baseline situation including the majority of the proposed housing and employment sites, in addition 4 Options were tested including strategic housing sites as follows:
  - Option 1 Baseline plus 200 dwellings
  - Option 2 Baseline Plus West Horndon Extension 2500 dwellings
  - Option 3 Baseline plus North of Brentwood 500 dwellings
  - Option 4 Baseline plus Running Waters 1000 units and Employment at A128 and West Horndon
- 3.18 In the baseline development situation with the Proposed Site Allocation but without the Option developments, the A128 junction operates within capacity, with the additional Proposed Site allocation developments set out in Options 1,2,3 and 4 this junction continues to operate within capacity in the AM peak although during the PM peak it operates beyond capacity during the PM peak with Option 1 and 2.
- 3.19 In view of this, the proposed Proposed Site allocation can be accommodated without having a detrimental impact on this part of the A127 corridor. The junction would also continue to operate within capacity with the cumulative impacts of all employment allocations on the A127 including Codham Hall Farm and the Brentwood Enterprise Park which are included in the Baseline situation.
- 3.20 With respect to the B186 Warley Street/A127 Junctions, in the baseline situation without the Option allocations, both priority junctions from the slips onto the A127 operate in excess of capacity. With the introduction of traffic associated with the development Options, these junctions will operate significantly beyond theoretical capacity with all or any of the development Options tested.

- 3.21 A plan illustrating the junctions in question is shown in **Appendix 4**.
- 3.22 Essex County Council identified in its report ‘A127 - Corridor for Growth’ March 2014 a scheme for improvements to the Warley St B186 /A127 junction which includes signalisation and lane widening which has been programmed for scheme design in Autumn 2018. Since this report, in January 2019, the scheme has been put on indefinite hold due to funding and priority issues.
- 3.23 Notwithstanding, Essex County Council have identified the A127 as an Economic Growth Corridor and have commissioned a task force to investigate improvements measures and schemes to reduce congestion along the route, these include the possible route re-trunking in order to access key strategic funding sources.
- 3.24 The report also recognises that all the development scenarios, including the Baseline, will have a significant impact on junction 29 of the M25 and recommends further work will be required.
- 3.25 In conclusion the modelling identifies that the B186 Warley Street/A127 junction and the M25/A127 Junction 29 will require improvements to accommodate any level of local plan development in the vicinity. The allocation at the Childerditch Industrial Estate, alongside other allocations in the vicinity will bring forward the opportunity to provide improvements to these junctions. The modelling also demonstrates that even in the absence Local Plan allocations, these junctions would require improvement.

### **Implications of the Lower Thames Crossing**

- 3.26 The Lower Thames Crossing (LTC) proposals envisage a significant level of improvements at the A127/M25 junction with widening of the M25 through the junction to 5 lanes, widening of the circulatory carriageway from 2 to 3 lanes and the provision of south facing dedicated slips to and from the A127 to the M25 south. The proposal would also see extended and widened slips to the north of the junction.
- 3.27 This level of improvement represents a very significant capacity improvement which is designed to provide capacity in excess of that required for the LTC and as such accommodates an element for forecast development led traffic generation over and above that associated with the forecast LTC increases.
- 3.28 In terms of the allocation site access at the A127, there is the potential to provide improvements to the diverge taper length, improvements to the merge taper are restricted due to the Childerditch Lane diverge lane. Notwithstanding, given the existing good safety record, the proposal would not necessarily require further improvements.
- 3.29 Cycle access could be improved with signage to the existing rural lane infrastructure with pedestrian access encouraged via the PROW network.

### **Infrastructure Delivery Programme**

- 3.30 The Infrastructure delivery programme for Brentwood sets out the range of potential mitigation that could be delivered as a part of any of the strategic proposed allocation sites coming forward.

- 3.31 For the Childerditch allocation, the potential infrastructure includes a new bus route to the development site alongside a segregated cycle route linking into a wider proposed cycle network along the Southern Growth Corridor.
- 3.32 Whilst an allocation on the site could deliver part of the identified cycle infrastructure, it will rely on a number of different landowners to deliver the whole scheme.
- 3.33 In isolation, an allocation at Childerditch will present the opportunity to deliver a cycleway connection between the site and the proposed cycleway network through the provision of cycleway between the site and the existing provision alongside the A127 to connect through to the existing bridge at the B186 providing a connection through to the proposed cycleway to the south of the A127.
- 3.34 Additionally, an allocation can help deliver improved bus connectivity to the site via a bus routed to the site with a suitable turning area to enable a significant proportion of the site to be within 400m of an accessible bus stop.
- 3.35 An allocation on the site will assist in improving both the sustainability of the site and improve connections to the wider area improving the overall sustainable transport provision in borough and along the A1267 corridor.

## 4 SUMMARY AND CONCLUSIONS

### Summary

- 4.1 This Access Appraisal has been provided in support of the Proposed Site Allocation for an extension to the Childerditch Industrial Estate, Brentwood.
- 4.2 The proposed extension contemplates an additional 4.5ha of B1-B2-B8 floorspace across the site with access being taken from Childerditch Hall Drive.
- 4.3 A traffic survey undertaken in November 2017 confirms that the Proposed Site Allocation would generate in the region of 69 additional vehicle movements at its junction with the A127 in AM peak and 53 in the PM peak.
- 4.4 The highway modelling undertaken in connection with the Development Option Testing for the Brentwood Borough Plan identifies that the B186/A127 junction is currently operating beyond its capacity and as such will require improvement to accommodate any local plan allocation sites in the vicinity.
- 4.5 The A127 Economic Growth Corridor Task Force has been put in place to investigate schemes and measures to improve traffic flow on the A127 and consider alternative funding streams including the potential re-trunking of the A127 which would give access to strategic infrastructure funding to improve junctions on the A127 and bring improvement schemes forward.
- 4.6 The modelling also identifies that Local Plan allocations will have an impact M25/A127 Junction 29 which will require further work.
- 4.7 The proposed Lower Thames Crossing identifies that a significant increase in highway network capacity will be delivered by the proposal which will accommodate, alongside improvements to Junction 29 at the A127, a proportion of the forecast traffic that could be associated with an allocation at Childerditch.
- 4.8 With respect to sustainable transport, the Brentwood Infrastructure Delivery Plan identifies that the sustainable transport measures will be required to mitigate the traffic impact of an allocation on the site, in this respect the site is well placed to assist in the delivery of improvements to sustainable transport with the ability to provide the proposed cycle and public transport infrastructure enhancements along the Southern Growth Corridor.
- 4.9 The assessment also confirms that the allocation can be accommodated in conjunction with the employment allocations at Codham Hall and the Brentwood Enterprise Park.

### Conclusions

- 4.10 This Access Appraisal demonstrates that the Proposed Site allocation is deliverable in the context to the existing and proposed highway infrastructure and can be accommodated in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant impact on the efficiency or safety of the local transport network.



**Appendix 1**  
**Proposed Allocation Site**

## E12 – Childerditch Industrial Estate

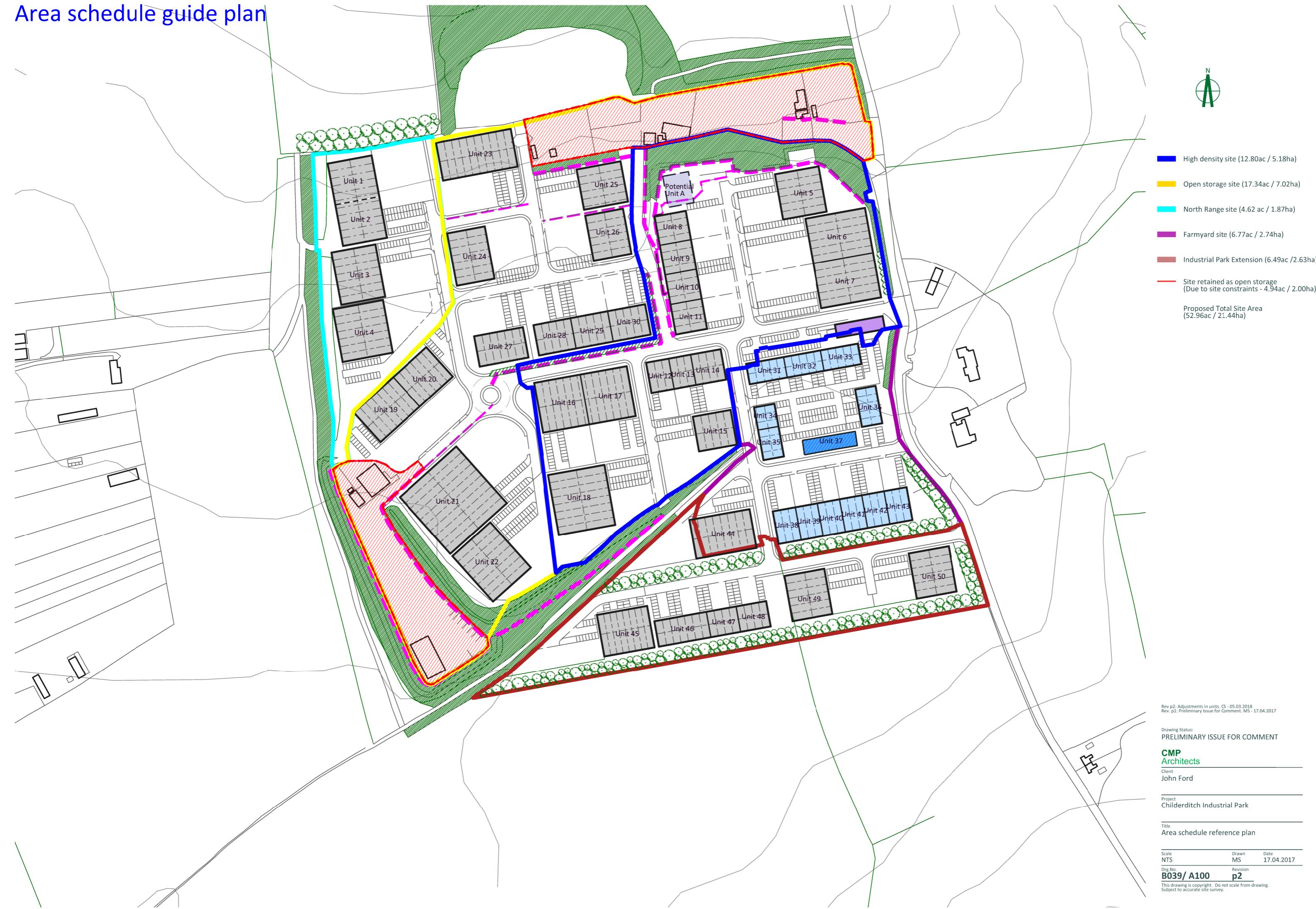


<b>Gross area:</b>	20.64 ha
<b>Developable area:</b>	20.64 ha
<b>Site access:</b>	A127
<b>Delivery forecast:</b>	Years 1-10



**Appendix 2**  
**Illustrative Masterplan**

# Area schedule guide plan





**Appendix 3**  
**Traffic Survey**

## Advanced Transport Research

Report Id - CustomList-382

Site Name - 15758-001

Description - childerditch hill drive [20m]

Direction - North

07 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1% 24 ACPO	JSL1% 24 ACPO	JSL2% 35 DFT	JSL2% 35 DFT	
0000	1	0	1	0	0	0	0	0	0	0	0	0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	-	1	100	0	0	0	0		
0100	2	0	2	0	0	0	0	0	0	0	0	0100	0	0	2	0	0	0	0	0	0	0	0	0	0	0	20.4	-	2	100	0	0	0	0		
0200	4	0	4	0	0	0	0	0	0	0	0	0200	0	0	4	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	0	0	0		
0300	7	0	6	0	1	0	0	0	0	0	0	0300	0	0	7	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	0	0	0		
0400	12	0	12	0	0	0	0	0	0	0	0	0400	0	0	1	8	2	1	0	0	0	0	0	0	0	0	23.3	-	26	11	91.67	3	25	0		
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0600	134	2	122	0	6	2	2	0	0	0	0	0600	0	2	12	106	13	1	0	0	0	0	0	0	0	0	22.3	-	24.2	120	89.55	25	18.66	0		
0700	198	3	188	0	6	1	0	0	0	0	0	0700	0	1	18	143	36	0	0	0	0	0	0	0	0	0	22.7	-	25.3	179	90.4	60	33.33	0		
0800	121	0	117	0	4	0	0	0	0	0	0	0800	0	0	13	85	22	1	0	0	0	0	0	0	0	0	22.8	-	25.3	108	89.26	40	33.06	0		
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1000	56	0	51	0	5	0	0	0	0	0	0	1000	0	2	9	39	6	0	0	0	0	0	0	0	0	0	21.8	-	24.5	45	80.36	9	16.07	0		
1100	75	1	60	1	4	7	0	1	1	0	0	1100	0	2	25	38	9	1	0	0	0	0	0	0	0	0	21.3	-	24.8	48	64	14	18.67	0		
1200	77	2	61	0	4	7	3	0	0	0	0	1200	0	3	24	47	3	0	0	0	0	0	0	0	0	0	20.8	-	23.8	50	64.94	11	14.29	0		
1300	82	0	68	0	5	7	1	1	0	0	0	1300	0	2	19	52	9	0	0	0	0	0	0	0	0	0	21.5	-	24.2	61	74.39	14	17.07	0		
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1700	30	0	24	0	3	0	0	1	1	0	1	1700	0	0	15	14	1	0	0	0	0	0	0	0	0	0	20.5	-	22.5	15	50	2	6.667	0		
1800	17	0	15	0	0	1	0	0	1	0	0	1800	0	2	3	11	1	0	0	0	0	0	0	0	0	0	20.8	-	24.6	12	70.59	7	41.18	0		
1900	14	0	13	0	0	1	0	0	0	0	0	1900	0	0	3	10	1	0	0	0	0	0	0	0	0	0	22.3	-	24.3	11	78.57	2	14.29	0		
2000	4	0	4	0	0	0	0	0	0	0	0	2000	0	0	4	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	0	0	0		
2100	2	0	2	0	0	0	0	0	0	0	0	2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0	0	0	0	0		
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08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1% 24 ACPO	JSL1% 24 ACPO	JSL2% 35 DFT	JSL2% 35 DFT		
0000	3	0	3	0	0	0	0	0	0	0	0	0000	0	2	1	0	0	0	0	0	0	0	0	0	0	0	19.8	-	1	33.33	0	0	0	0			
0100	2	0	2	0	0	0	0	0	0	0	0	0100	0	0	2	0	0	0	0	0	0	0	0	0	0	0	20.8	-	2	100	0	0	0	0			
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0500	51	1	50	0	0	0	0	0	0	0	0	0500	0	0	5	41	5	0	0	0	0	0	0	0	0	0	22.6	-	24.4	46	90.2	12	23.53	0	0	0	0
0600	122	1	108	1	9	0	0	0	2	1	0	0600	0	0	17	94	10	1	0	0	0	0	0	0	0	0	22.2	-	24.4	105	86.07	20	16.39	0	0	0	0
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0400	12	0	12	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	9	3	0	0	0	0	0	0	24.4	26.5	12	100	7	58.33	0
0500	42	0	42	0	0	0	0	0	0	0	0	0	0500	0	0	0	4	34	4	0	0	0	0	0	0	22.4	24	38	90.48	6	14.29	0
0600	126	2	117	0	6	1	0	0	0	0	0	0	0600	0	0	1	11	98	14	2	0	0	0	0	0	22.8	24.5	114	90.48	27	21.43	0
0700	200	4	192	0	3	1	0	0	0	0	0	0	0700	0	2	10	163	25	0	0	0	0	0	0	0	22.8	24.7	188	94	46	23	0
0800	130	1	126	0	0	2	1	0	0	0	0	0	0800	0	0	9	111	9	1	0	0	0	0	0	0	23.4	24.6	121	93.08	52	40	0
0900	79	0	74	0	3	2	0	0	0	0	0	0	0900	0	0	15	57	7	0	0	0	0	0	0	0	22.4	24.6	64	81.01	20	25.32	0
1000	75	2	58	0	10	4	1	0	0	0	0	0	1000	0	1	28	45	1	0	0	0	0	0	0	0	20.7	23	46	61.33	7	9.33	0
1100	66	3	53	0	3	3	4	0	0	0	0	0	1100	0	0	27	36	3	0	0	0	0	0	0	0	20.8	23.4	39	59.09	8	12.12	0
1200	62	0	53	0	2	6	0	0	0	0	0	1	1200	0	3	12	43	4	0	0	0	0	0	0	0	21.6	23.8	47	75.81	8	12.9	0
1300	67	0	55	0	4	4	3	0	0	0	1	0	1300	0	0	24	42	1	0	0	0	0	0	0	0	21.2	23.9	43	64.18	9	13.43	0
1400	64	2	46	0	6	4	3	0	1	0	2	0	1400	0	2	15	40	6	1	0	0	0	0	0	0	21.3	24.2	47	73.44	12	18.75	0
1500	96	1	69	0	9	6	5	0	0	3	3	0	1500	0	2	35	55	4	0	0	0	0	0	0	0	20.4	23.3	59	61.64	5	5.208	0
1600	40	0	35	0	2	1	1	1	0	0	0	0	1600	0	1	19	19	1	0	0	0	0	0	0	0	20.4	22.1	20	50	2	5	0
1700	15	0	15	0	0	0	0	0	0	0	0	0	1700	0	0	2	12	1	0	0	0	0	0	0	0	22.6	24	13	86.67	2	13.33	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	1800	0	0	1	11	1	1	0	0	0	0	0	0	23.1	24.8	13	92.86	2	14.29	0
1900	6	0	2	0	0	0	1	0	0	1	0	2	1900	0	0	1	4	1	0	0	0	0	0	0	0	22.2	-	5	83.33	1	16.67	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	2000	0	0	0	7	0	0	0	0	0	0	0	0	22.1	-	7	100	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	2100	0	0	0	4	0	0	0	0	0	0	0	0	22.2	-	4	100	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	2200	0	0	0	2	0	0	0	0	0	0	0	0	22.2	-	2	100	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	2300	0	0	0	4	0	0	0	0	0	0	0	0	22.2	-	4	100	0	0	0
07-19	908	13	790	0	42	33	18	1	1	4	6	07-19	0	11	197	634	63	3	0	0	0	0	0	0	0	21.8	24.3	707	77.09	173	19.05	0
06-22	1051	15	920	0	48	35	18	1	2	4	8	06-22	0	12	209	747	78	5	0	0	0	0	0	0	0	22	24.3	830	78.79	201	19.12	0
06-00	1057	15	926	0	48	35	18	1	2	4	8	06-00	0	12	209	753	78	5	0	0	0	0	0	0	0	22	24.3	836	79.09	201	19.02	0
00-00	1130	15	995	0	50	35	19	1	2	4	9	00-00	0	20	222	797	86	5	0	0	0	0	0	0	0	21.9	24.3	888	78.58	215	19.03	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	IPS%L 85	IPS%L 20	IPS%L 20	ISL1 24 ACPO	ISL1 24 ACPO	ISL2 35 DFT	ISL2 35 DFT
0000	2	0	2	0	0	0	0	0	0	0	0	0000	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	22.2	2	100	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0			
0300	5	0	4	0	0	0	0	0	0	0	1	0300	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	21.5	4	80	0	0	0	0	0		
0400	15	0	15	0	0	0	0	0	0	0	0	0400	0	0	4	8	3	0	0	0	0	0	0	0	0	0	0	21.6	11	73.33	3	20	0	0	0		
0500	49	1	44	0	2	2	0	0	0	0	0	0500	0	0	7	32	9	1	0	0	0	0	0	0	0	0	0	22.7	25.7	42	85.71	17	34.69	0	0		
0600	114	1	105	0	4	2	1	0	1	0	0	0600	1	9	7	80	17	0	0	0	0	0	0	0	0	0	0	21.9	25	97	85.09	26	22.81	0	0		
0700	220	5	205	0	6	1	1	0	2	0	0	0700	0	2	30	159	28	1	0	0	0	0	0	0	0	0	0	22.4	24.7	188	85.45	61	27.73	0	0		
0800	125	0	121	0	1	1	2	0	0	0	0	0800	0	1	5	94	25	0	0	0	0	0	0	0	0	0	0	23.5	25.6	119	95.92	49	39.2	0	0		
0900	67	0	60	0	3	2	0	1	1	0	0	0900	0	1	19	42	5	0	0	0	0	0	0	0	0	0	0	21.5	23.9	47	70.15	7	10.45	0	0		
1000	54	1	39	0	4	6	2	1	0	1	0	1000	0	7	23	21	3	0	0	0	0	0	0	0	0	0	0	19.3	22.5	24	44.44	5	9.295	0	0		
1100	61	1	46	0	8	5	1	0	0	0	0	1100	0	2	25	33	1	0	0	0	0	0	0	0	0	0	0	20.1	22.9	34	55.74	3	4.918	0	0		
1200	56	0	47	1	5	2	1	0	0	0	0	1200	0	0	18	34	4	0	0	0	0	0	0	0	0	0	0	21.1	23.9	38	67.86	8	14.29	0	0		
1300	74	2	60	0	5	3	4	0	0	0	0	1300	0	1	21	45	6	1	0	0	0	0	0	0	0	0	0	21.6	24.6	52	70.27	13	17.57	0	0		
1400	88	3	74	0	4	3	3	0	0	0	0	1400	3	0	34	47	4	0	0	0	0	0	0	0	0	0	0	20.5	22.5	51	57.95	4	4.545	0	0		
1500	59	1	47	0	3	4	0	1	0	2	1	1500	0	0	14	38	7	0	0	0	0	0	0	0	0	0	0	21.8	24.8	45	76.27	21	35.59	0	0		
1600	38	1	32	0	3	2	0	0	0	0	0	1600	1	3	19	12	3	0	0	0	0	0	0	0	0	0	0	19.5	23.4	15	39.47	3	7.895	0	0		
1700	32	1	26	0	3	2	0	0	0	0	0	1700	0	2	20	9	1	0	0	0	0	0	0	0	0	0	0	19.3	22.6	10	31.25	2	6.25	0	0		
1800	15	2	10	0	3	0	0	0	0	0	0	1800	0	1	12	2	0	0	0	0	0	0	0	0	0	0	0	17.6	20	2	13.33	0	0	0	0		
1900	14	0	14	0	0	0	0	0	0	0	0	1900	0	0	4	5	5	0	0	0	0	0	0	0	0	0	0	22.5	26	10	71.43	5	35.71	0	0		
2000	8	0	8	0	0	0	0	0	0	0	0	2000	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	15.3	1	12.5	1	12.5	0	0			
2100	5	0	5	0	0	0	0	0	0	0	0	2100	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	24.2	5	100	2	40	0	0		
2200	7	0	6	0	0	0	0	0	0	0	0	2200	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	20.7	3	42.86	0	0	0	0			
2300	4	0	4	0	0	0	0	0	0	0	0	2300	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	20.3	2	50	0	0	0	0			
<b>07-19</b>	<b>889</b>	<b>17</b>	<b>767</b>	<b>1</b>	<b>48</b>	<b>31</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>07-19</b>	<b>4</b>	<b>20</b>	<b>240</b>	<b>536</b>	<b>87</b>	<b>2</b>	<b>0</b>	<b>21.5</b>	<b>24.6</b>	<b>625</b>	<b>70.3</b>	<b>176</b>	<b>19.8</b>	<b>0</b>											
<b>06-22</b>	<b>1030</b>	<b>18</b>	<b>699</b>	<b>1</b>	<b>52</b>	<b>33</b>	<b>15</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>06-22</b>	<b>5</b>	<b>36</b>	<b>251</b>	<b>625</b>	<b>111</b>	<b>2</b>	<b>0</b>	<b>21.5</b>	<b>24.6</b>	<b>738</b>	<b>71.65</b>	<b>210</b>	<b>20.39</b>	<b>0</b>											
<b>06-00</b>	<b>1041</b>	<b>18</b>	<b>909</b>	<b>1</b>	<b>52</b>	<b>33</b>	<b>15</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>06-00</b>	<b>5</b>	<b>36</b>	<b>257</b>	<b>630</b>	<b>111</b>	<b>2</b>	<b>0</b>	<b>21.5</b>	<b>24.6</b>	<b>743</b>	<b>71.37</b>	<b>210</b>	<b>20.17</b>	<b>0</b>											
<b>00-00</b>	<b>1112</b>	<b>19</b>	<b>974</b>	<b>1</b>	<b>54</b>	<b>35</b>	<b>15</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>00-00</b>	<b>5</b>	<b>36</b>	<b>269</b>	<b>676</b>	<b>123</b>	<b>3</b>	<b>0</b>	<b>21.5</b>	<b>24.6</b>	<b>802</b>	<b>72.12</b>	<b>230</b>	<b>20.68</b>	<b>0</b>											

11 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 20	JPSL% 20	ISL 24 ACPO	ISL 24 ACPO	ISL 35 DFT	ISL 35 DFT
		1	2	3	4	5	6	7	8	9	10	Fix1	Time	0	1	2	1	0	0	0	0	0	0	0	0	0	0	19.7 -	33.33	0	0	0	0	0	0
0000	3	1	2	0	0	0	0	0	0	0	0	0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.7 -	33.33	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0100	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.9 -	0	0	0	0	0	0		
0200	3	1	2	0	0	0	0	0	0	0	0	0200	0	0	0	3	0	0	0	0	0	0	0	0	0	0	16.9 -	0	0	0	0	0	0		
0300	2	0	2	0	0	0	0	0	0	0	0	0300	0	0	0	2	0	0	0	0	0	0	0	0	0	0	18.7 -	0	0	0	0	0	0		
0400	4	0	4	0	0	0	0	0	0	0	0	0400	0	0	0	2	1	0	1	0	0	0	0	0	0	0	22.4 -	2	50	1	25	0	0		
0500	13	0	13	0	0	0	0	0	0	0	0	0500	0	0	0	0	9	4	0	0	0	0	0	0	0	0	24.2 -	26.4	13	100	6	46.15	0	0	
0600	23	0	16	0	7	0	0	0	0	0	0	0600	0	0	0	5	14	2	2	0	0	0	0	0	0	0	23.2 -	25.9	18	78.26	5	21.74	0	0	
0700	29	1	18	0	8	2	0	0	0	0	0	0700	0	1	3	21	4	0	0	0	0	0	0	0	0	0	22.4 -	25.6	25	86.21	9	31.03	0	0	
0800	28	0	24	0	3	1	0	0	0	0	0	0800	1	0	2	18	7	0	0	0	0	0	0	0	0	0	22.5 -	25.5	25	89.29	9	32.14	0	0	
0900	26	0	21	0	3	2	0	0	0	0	0	0900	0	0	6	14	6	0	0	0	0	0	0	0	0	0	22.7 -	25.4	20	76.92	13	50	0	0	
1000	28	0	25	0	1	0	2	0	0	0	0	1000	0	0	6	20	2	0	0	0	0	0	0	0	0	0	22.1 -	24.4	22	78.57	7	25	0	0	
1100	18	0	14	0	3	0	0	0	0	0	1	1100	0	1	7	9	1	0	0	0	0	0	0	0	0	0	20.4 -	24.4	10	55.56	4	22.22	0	0	
1200	17	0	14	0	3	0	0	0	0	0	0	1200	0	0	3	11	3	0	0	0	0	0	0	0	0	0	22.4 -	25.9	14	82.35	3	17.65	0	0	
1300	17	0	14	0	2	1	0	0	0	0	0	1300	1	2	5	8	1	0	0	0	0	0	0	0	0	0	19.8 -	24.2	9	52.94	3	17.65	0	0	
1400	11	1	9	0	1	0	0	0	0	0	0	1400	0	0	4	6	1	0	0	0	0	0	0	0	0	0	21.5 -	25.6	7	63.64	3	27.27	0	0	
1500	10	0	10	0	0	0	0	0	0	0	0	1500	0	0	2	7	1	0	0	0	0	0	0	0	0	0	21.8 -	8	80	1	10	0	0		
1600	9	0	9	0	0	0	0	0	0	0	0	1600	0	0	0	9	0	0	0	0	0	0	0	0	0	0	21.9 -	9	100	0	0	0	0		
1700	4	0	4	0	0	0	0	0	0	0	0	1700	0	0	0	4	0	0	0	0	0	0	0	0	0	0	21.4 -	4	100	0	0	0	0		

1800	3	0	3	0	0	0	0	0	0	0	0	1800	1	0	1	1	0	0	0	0	0	0	0	0	15.4	-	1	33.3	0	0	0	
1900	10	0	9	0	0	0	0	0	0	1	0	1900	0	0	9	1	0	0	0	0	0	0	0	0	17.6	-	1	10	0	0	0	
2000	2	0	2	0	0	0	0	0	0	0	0	2000	0	0	1	0	1	0	0	0	0	0	0	0	21.6	-	1	50	1	50	0	
2100	2	0	2	0	0	0	0	0	0	0	0	2100	0	0	1	1	0	0	0	0	0	0	0	0	19.1	-	1	50	0	0	0	
2200	2	0	2	0	0	0	0	0	0	0	0	2200	0	0	2	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
<b>07-19</b>	<b>200</b>	<b>2</b>	<b>165</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>07-19</b>	<b>3</b>	<b>4</b>	<b>39</b>	<b>128</b>	<b>26</b>	<b>0</b>	<b>21.8</b>	<b>154</b>	<b>77</b>	<b>52</b>	<b>26</b>	<b>0</b>								
<b>06-22</b>	<b>237</b>	<b>2</b>	<b>194</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>06-22</b>	<b>3</b>	<b>4</b>	<b>55</b>	<b>144</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>24.7</b>	<b>175</b>	<b>73.84</b>	<b>58</b>	<b>24.47</b>	<b>0</b>	
<b>06-00</b>	<b>239</b>	<b>2</b>	<b>196</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>06-00</b>	<b>3</b>	<b>4</b>	<b>57</b>	<b>144</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>24.7</b>	<b>175</b>	<b>73.22</b>	<b>58</b>	<b>24.27</b>	<b>0</b>	
<b>00-00</b>	<b>265</b>	<b>4</b>	<b>220</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>00-00</b>	<b>3</b>	<b>4</b>	<b>67</b>	<b>155</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>24.8</b>	<b>191</b>	<b>72.08</b>	<b>65</b>	<b>24.53</b>	<b>0</b>	

12 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	IPSL 20	IPSL% 20	ISL1% 24	ISL2% 35	ISL2% 35
0000	1	0	0	1	0	0	0	0	0	0	0	0	0000	0	0	0	0	1	0	0	0	0	0	0	0	0	24.7	-	1	100	1	100	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	2	0	0	0	0	0	0	0	0	0	21.9	-	2	100	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	0	0	0	0	0	0	0	0	0	20.2	-	1	100	0	0	0
0500	2	0	1	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	2	0	0	0	0	0	0	0	0	0	22.7	-	2	100	0	0	0
0600	4	0	2	0	0	2	0	0	0	0	0	0	0600	0	0	0	1	3	0	0	0	0	0	0	0	0	0	21	-	3	75	0	0	0
0700	6	0	6	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	6	0	0	0	0	0	0	0	0	0	21.3	-	6	100	0	0	0
0800	7	0	5	0	2	0	0	0	0	0	0	0	0800	0	0	0	5	2	0	0	0	0	0	0	0	0	0	19.8	-	2	28.57	0	0	0
0900	1	0	1	0	0	2	0	0	0	0	0	0	0900	0	0	0	0	1	0	0	0	0	0	0	0	0	0	20.3	-	1	100	0	0	0
1000	7	0	6	0	1	0	0	0	0	0	0	0	1000	0	0	0	6	0	0	1	0	0	0	0	0	0	0	18.7	-	1	14.29	1	14.29	0
1100	11	0	9	0	1	0	0	0	0	0	0	0	1100	0	0	1	2	8	0	0	0	0	0	0	0	0	0	21	-	8	72.73	0	0	0
1200	10	0	8	0	1	0	0	0	0	0	0	0	1200	0	0	0	7	2	1	0	0	0	0	0	0	0	0	19.6	-	5	30	1	10	0
1300	7	0	9	0	0	0	0	0	0	0	0	0	1300	0	0	2	3	2	0	0	0	0	0	0	0	0	0	17.1	-	2	28.57	0	0	0
1400	9	0	9	0	0	0	0	0	0	0	0	0	1400	0	0	0	1	6	2	0	0	0	0	0	0	0	0	22.5	-	8	88.69	2	22.22	0
1500	12	1	11	0	0	0	0	0	0	0	0	0	1500	0	0	0	0	11	1	0	0	0	0	0	0	0	0	23.4	-	12	100	2	16.67	0
1600	10	0	9	0	1	0	0	0	0	0	0	0	1600	0	0	2	3	5	0	0	0	0	0	0	0	0	0	19.7	-	5	50	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0	0	1700	0	0	0	4	7	1	0	0	0	0	0	0	0	0	22.3	-	8	66.67	3	25	0
1800	9	0	9	0	0	0	0	0	0	0	0	0	1800	0	0	0	1	6	2	0	0	0	0	0	0	0	0	22.7	-	8	88.69	2	22.22	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	1900	0	0	0	6	3	0	0	0	0	0	0	0	0	0	19.9	-	3	33.33	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0	2000	0	0	0	3	1	0	0	0	0	0	0	0	0	0	19.6	-	1	25	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	2100	0	0	1	10	0	0	0	0	0	0	0	0	0	0	18	-	20	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	2200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17.3	-	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
<b>07-19</b>	<b>101</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>07-19</b>	<b>0</b>	<b>5</b>	<b>32</b>	<b>56</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21.1</b>	<b>23.8</b>	<b>64</b>	<b>63.7</b>	<b>11</b>	<b>10.89</b>	<b>0</b>							
<b>06-22</b>	<b>129</b>	<b>1</b>	<b>118</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>06-22</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>63</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20.7</b>	<b>23.7</b>	<b>71</b>	<b>55.04</b>	<b>11</b>	<b>8.527</b>	<b>0</b>							
<b>06-00</b>	<b>130</b>	<b>1</b>	<b>119</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>06-00</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>63</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20.6</b>	<b>23.7</b>	<b>71</b>	<b>54.62</b>	<b>11</b>	<b>8.462</b>	<b>0</b>							
<b>00-00</b>	<b>137</b>	<b>1</b>	<b>125</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>00-00</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>69</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20.7</b>	<b>23.7</b>	<b>77</b>	<b>56.2</b>	<b>12</b>	<b>8.759</b>	<b>0</b>							

13 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL% 20	JPSL% 20	ISL1 24 ACPO	ISL1% 24 ACPO	ISL2 35 DFT	ISL2 35 DFT	
0000	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	3	0	3	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	4	0	3	0	0	0	0	0	0	0	0	0200	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	1	0	1	0	0	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	16	0	16	0	0	0	0	0	0	0	0	0400	0	0	0	4	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.2	12.76	3	18.75	0
0500	58	1	54	0	2	1	0	0	0	0	0	0500	0	0	2	10	40	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	120	1	111	0	7	1	0	0	0	0	0	0600	0	0	2	12	88	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	222	3	213	0	4	1	0	0	1	0	0	0700	0	1	1	10	181	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	149	1	141	0	4	2	0	1	0	0	0	0800	0	0	0	10	123	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	79	1	65	0	9	3	1	0	0	0	0	0900	0	0	3	32	36	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	64	1	52	0	3	3	2	0	0	1	2	1000	0	1	24	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	69	0	55	0	8	4	1	1	0	0	0	1100	0	0	1	21	38	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	64	0	43	1	8	12	0	0	0	0	0	1200	0	0	1	25	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	74	1	57	0	9	4	3	0	0	0	0	1300	0	0	0	28	43	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	93	0	81	0	6	3	3	0	0	0	0	1400	0	0	2	24	62	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	68	0	60	0	3	2	0	0	1	1	1	1500	0	0	0	26	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	53	0	46	0	2	1	2	1	0	1	0	1600	0	0	0	10	40	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	26	0	24	0	1	1	0	0	0	0	0	1700	0	0	1	8	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	13	0	12	0	1	0	0	0	0	0	0	1800	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	11	0	10	0	0	0	0	0	0	1	0	1900	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	6	0	6	0	0	0	0	0	0	0	0	2000	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	2	0	2	0	0	0	0	0	0	0	0	2100	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>07-19</b>	<b>974</b>	<b>7</b>	<b>849</b>	<b>1</b>	<b>58</b>	<b>36</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>07-19</b>	<b>1</b>	<b>10</b>	<b>218</b>	<b>660</b>	<b>80</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>24.3</b>	<b>745</b>	<b>74.69</b>	<b>170</b>	<b>17.45</b>	<b>1</b>	<b>0.18</b>				
<b>06-22</b>	<b>1113</b>	<b>8</b>	<b>978</b>	<b>1</b>	<b>65</b>	<b>37</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>06-22</b>	<b>1</b>	<b>12</b>	<b>232</b>	<b>765</b>	<b>96</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>24.3</b>	<b>868</b>	<b>77.99</b>	<b>194</b>	<b>17.43</b>	<b>1</b>	<b>0.18</b>				
<b>06-00</b>	<b>1119</b>	<b>8</b>	<b>984</b>	<b>1</b>	<b>65</b>	<b>37</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>06-00</b>	<b>1</b>	<b>14</b>	<b>234</b>	<b>767</b>	<b>96</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>24.3</b>	<b>870</b>	<b>77.75</b>	<b>194</b>	<b>17.34</b>	<b>1</b>	<b>0.18</b>				
<b>00-00</b>	<b>1201</b>	<b>9</b>	<b>1061</b>	<b>1</b>	<b>67</b>	<b>38</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>00-00</b>	<b>1</b>	<b>17</b>	<b>255</b>	<b>816</b>	<b>105</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>24.3</b>	<b>798</b>	<b>77.27</b>	<b>208</b>	<b>17.32</b>	<b>1</b>	<b>0.08</b>				

## **Virtual Day (7)**

## **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	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	PSL 20	PSL% 20	JSL1 24	JSL1% 24	JSL2 35	JSL2% 35
Mon	1201	9	1061	1	67	38	12	3	2	4	4	Mon	1	17	255	816	105	6	0	0	0	0	0	0	1	0	21.9	24.3	928	77.27	208	17.32	DFT	1	0.083	
Tue	1126	13	988	1	62	31	12	5	9	2	3	Tue	2	33	235	730	121	5	0	0	0	0	0	0	0	0	21.7	24.6	856	76.02	251	22.29		2	0.178	
Wed	1126	10	1001	1	64	23	12	2	7	2	4	Wed	1	30	244	761	83	5	0	0	0	0	0	0	2	0	21.6	24	851	75.58	184	16.34		3	0.178	
Thu	1130	15	995	0	50	35	19	1	2	4	9	Thu	0	20	222	797	86	5	0	0	0	0	0	0	0	0	21.9	24.3	888	78.58	215	19.03		0	0	
Fri	1112	19	974	1	54	35	15	3	4	4	3	Fri	5	36	269	676	123	3	0	0	0	0	0	0	0	0	21.5	24.6	802	72.12	230	20.68		0	0	
[Sat]	265	4	220	0	31	6	2	0	1	0	1	[Sat]	3	4	67	155	33	3	0	0	0	0	0	0	0	0	21.7	24.8	191	72.08	65	24.53		0	0	
[Sun]	137	1	125	0	9	0	0	0	2	0	0	[Sun]	0	6	54	69	7	1	0	0	0	0	0	0	0	0	20.7	23.7	77	56.2	12	8.759		0	0	
--	6097	71	5364	4	337	168	72	14	27	16	24	--	12	146	1346	4004	558	28	0	0	0	0	1	2	0	21.7	24.4	4593	75.33	1165	19.11	3	0.049			

**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	Time	Vbin 0	Vbin 10	Vbin 20	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 20	PSL% 20	PSL% 24	ISL% 24	ISL% 35
--	6097	71	5364	4	337	168	72	14	27	16	24	--	12	146	1346	4004	558	28	0	0	0	0	1	2	0	21.7	24.4	4593	75.33	16.15	19.11
--																										3	0.049				

### Average Weekday Flows Inbound Arrivals

0000	2
0100	3
0200	3
0300	4
0400	14
0500	50
0600	123
0700	204
0800	135
0900	71
1000	61
1100	67
1200	65
1300	74
1400	74
1500	77
1600	43
1700	27
1800	16
1900	11
2000	7
2100	4
2200	4
2300	3

## Advanced Transport Research

Report Id - CustomList-382

Site Name - 15758-001

Description - childderditch hill drive [20m]

Direction - South

07 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL 85	IPSL% 20	ISL1 24 ACPO	ISL1% 24 ACPO	ISL2 35 DFT	ISL2% 35 DFT
0000	2	0	1	0	1	0	0	0	0	0	0	0000	0	0	0	1	1	0	0	0	0	0	0	0	0	24.2 -	2	100	1	50	0	0			
0100	3	0	3	0	0	0	0	0	0	0	0	0100	0	0	0	1	2	0	0	0	0	0	0	0	0	25.2 -	3	100	3	100	0	0			
0200	3	0	3	0	0	0	0	0	0	0	0	0200	0	0	1	0	2	0	0	0	0	0	0	0	0	23.1 -	2	66.67	2	66.67	0	0			
0300	6	1	5	0	0	0	0	0	0	0	0	0300	0	0	1	0	5	0	0	0	0	0	0	0	0	23.7 -	5	83.33	5	83.33	0	0			
0400	4	0	2	0	2	0	0	0	0	0	0	0400	0	0	2	2	0	0	0	0	0	0	0	0	0	20.9 -	2	50	1	25	0	0			
0500	16	0	10	0	3	1	1	0	0	0	1	0500	0	0	6	9	1	0	0	0	0	0	0	0	0	21.4	23.1	10	62.5	1	6.25	0	0		
0600	71	3	43	0	13	8	2	1	0	0	1	0600	0	7	14	38	9	2	1	0	0	0	0	0	0	21.3	26.1	50	70.42	13	18.31	1	1.408		
0700	99	1	55	0	27	6	2	1	7	0	0	0700	0	0	13	54	29	3	0	0	0	0	0	0	0	23.6	27.2	86	86.87	42	42.42	0	0		
0800	65	2	34	0	18	2	3	1	5	0	0	0800	0	0	13	34	17	1	0	0	0	0	0	0	0	22.9	26.7	52	80	21	32.31	0	0		
0900	48	0	34	0	11	1	0	0	2	0	0	0900	0	0	6	18	22	2	0	0	0	0	0	0	0	24.2	27.1	42	87.5	26	54.17	0	0		
1000	67	0	42	0	21	1	1	1	1	0	0	1000	0	2	10	24	27	4	0	0	0	0	0	0	0	23.9	27.9	55	82.09	38	56.72	0	0		
1100	72	1	38	0	24	5	1	1	2	0	0	1100	0	1	13	24	30	4	0	0	0	0	0	0	0	24.1	28.2	58	80.56	40	55.56	0	0		
1200	97	1	60	1	29	2	0	1	1	0	2	1200	0	1	10	51	33	2	0	0	0	0	0	0	0	23.7	27.1	86	88.66	46	47.42	0	0		
1300	88	0	62	0	21	2	2	0	0	1	0	1300	0	4	10	39	26	8	1	0	0	0	0	0	0	24.3	28.5	74	84.09	51	57.95	1	1.136		
1400	83	1	59	0	22	0	0	1	0	0	0	1400	0	2	8	29	37	7	0	0	0	0	0	0	0	24.8	29.3	73	87.95	50	60.24	0	0		
1500	132	2	106	0	22	0	1	1	0	0	0	1500	0	3	7	45	62	14	1	0	0	0	0	0	0	25.5	28.8	122	92.42	99	75	1	0.758		
1600	163	2	128	1	29	2	0	0	1	0	0	1600	0	2	17	70	66	8	0	0	0	0	0	0	0	24.4	28	144	88.34	94	57.67	0	0		
1700	159	3	142	0	13	0	0	0	0	1	0	1700	0	1	11	83	61	3	0	0	0	0	0	0	0	24.3	27.3	147	92.45	85	53.46	0	0		
1800	60	1	52	0	7	0	0	0	0	0	0	1800	0	2	5	23	24	6	0	0	0	0	0	0	0	24.8	29.2	53	88.33	34	56.67	0	0		
1900	20	0	18	0	1	0	0	0	0	1	0	1900	0	0	3	9	7	1	0	0	0	0	0	0	0	23.7	27.3	17	85	10	50	0	0		
2000	8	0	7	0	1	0	0	0	0	0	0	2000	0	0	1	5	2	0	0	0	0	0	0	0	0	22.3	27.3	7	87.5	3	37.5	0	0		
2100	8	0	6	0	1	0	1	0	0	0	0	2100	1	1	1	4	1	0	0	0	0	0	0	0	0	19.6	27.3	5	62.5	1	12.5	0	0		
2200	7	0	6	0	1	0	0	0	0	0	0	2200	0	0	1	4	1	1	0	0	0	0	0	0	0	23.5	27.3	6	85.71	2	28.57	0	0		
2300	6	0	5	0	1	0	0	0	0	0	0	2300	0	0	0	5	1	0	0	0	0	0	0	0	0	24.4	27.3	6	100	3	50	0	0		
07-19	1133	14	812	2	244	21	10	7	19	2	2	07-19	0	18	123	494	434	62	2	0	0	0	0	0	0	24.3	27.9	992	87.56	626	55.25	2	0.177		
06-22	1240	17	886	2	260	29	13	8	20	2	3	06-22	1	26	142	550	453	65	3	0	0	0	0	0	0	24.1	27.8	1071	86.37	653	52.66	3	0.242		
06-00	1253	17	897	2	262	29	13	8	20	2	3	06-00	1	26	143	559	455	66	3	0	0	0	0	0	0	24.1	27.8	1083	86.43	658	52.51	3	0.239		
00-00	1287	18	921	2	268	30	14	8	20	2	4	00-00	1	26	153	572	466	66	3	0	0	0	0	0	0	24	27.7	1107	86.01	671	52.14	3	0.233		

08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL 85	IPSL% 20	ISL1 24 ACPO	ISL1% 24 ACPO	ISL2 35 DFT	ISL2% 35 DFT
0000	3	0	3	0	0	0	0	0	0	0	0	0000	0	0	0	0	3	0	0	0	0	0	0	0	0	24.3 -	3	100	3	100	0	0			
0100	5	0	2	0	2	0	0	0	1	0	0	0100	0	0	0	3	2	0	0	0	0	0	0	0	0	24.9 -	5	100	3	60	0	0			
0200	3	0	3	0	0	0	0	0	0	0	0	0200	0	0	0	0	3	0	0	0	0	0	0	0	0	25.6 -	3	100	3	100	0	0			
0300	1	0	0	0	1	0	0	0	0	0	0	0300	0	1	0	0	0	0	0	0	0	0	0	0	0	11.3 -	0	0	0	0	0	0	0		
0400	5	0	2	0	3	0	0	0	0	0	0	0400	0	0	3	2	0	0	0	0	0	0	0	0	0	19.8 -	2	40	0	0	0	0			
0500	35	2	19	0	7	5	1	0	0	0	1	0500	0	0	0	15	17	2	1	0	0	0	0	0	0	21.3	24.3	20	57.14	6	17.14	0	0		
0600	45	1	31	2	7	3	1	0	0	0	0	0600	0	0	3	39	2	1	0	0	0	0	0	0	0	22.5	42.42	42	93.33	11	24.44	0	0		
0700	102	1	60	1	27	3	1	2	7	0	0	0700	0	0	21	64	15	2	0	0	0	0	0	0	0	22.4	25.1	81	79.41	27	26.47	0	0		
0800	76	2	54	0	14	2	0	2	2	0	0	0800	0	5	19	29	20	2	1	0	0	0	0	0	0	22.7	26.4	52	68.42	36	47.37	1	1.316		
0900	59	1	39	0	15	1	1	0	1	1	0	0900	0	0	10	25	19	5	0	0	0	0	0	0	0	24.2	28.6	49	83.05	31	52.54	0	0		
1000	65	2	42	0	14	1	2	0	4	0	0	1000	0	2	8	26	24	5	0	0	0	0	0	0	0	24	28.7	55	53.38	36	55.38	0	0		
1100	67	0	41	1	23	1																													

09 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24	JSL1% 24	JSL2 35	JSL2% 35
		ACPO	ACPO																																		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	24.4	-	1	100	0	0	0		
0100	7	0	6	0	1	0	0	0	0	0	0	0	0100	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	20.9	-	3	42.86	1	14.29	0	0	
0200	6	0	4	0	2	0	0	0	0	0	0	0	0200	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	21	-	2	33.33	1	16.67	0	0	
0300	4	0	3	0	1	0	0	0	0	0	0	0	0300	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	25.2	-	4	100	3	75	0	0	
0400	2	0	1	0	1	0	0	0	0	0	0	0	0400	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.7	-	2	100	1	50	0	0	
0500	27	2	17	0	4	2	0	0	1	0	1	0	0500	0	0	5	21	1	0	0	0	0	0	0	0	0	0	0	21.7	-	22	81.48	3	11.11	0	0	
0600	43	1	32	0	4	2	1	0	0	2	0	0	0600	0	0	5	26	11	1	0	0	0	0	0	0	0	0	0	23.5	-	38	88.37	14	32.56	0	0	
0700	94	0	71	0	14	1	0	0	7	1	0	0	0700	0	1	14	50	26	3	0	0	0	0	0	0	0	0	0	23.7	-	79	84.04	50	53.19	0	0	
0800	83	1	64	0	15	1	0	0	2	0	0	0	0800	0	2	11	41	28	1	0	0	0	0	0	0	0	0	0	23.3	-	70	84.34	34	40.96	0	0	
0900	74	1	49	0	19	2	1	0	1	1	0	0	0900	0	0	7	27	34	5	1	0	0	0	0	0	0	0	0	24.9	-	67	90.54	43	58.11	1	1.351	
1000	71	1	43	0	26	1	0	0	0	0	0	0	1000	0	0	7	36	22	6	0	0	0	0	0	0	0	0	0	24.4	-	64	90.14	40	56.34	0	0	
1100	68	0	46	0	15	2	4	0	0	0	1	1	1100	0	3	10	27	26	2	0	0	0	0	0	0	0	0	0	23.7	-	55	80.88	37	54.41	0	0	
1200	104	0	68	1	29	4	1	0	1	0	0	0	1200	0	4	8	42	45	5	0	0	0	0	0	0	0	0	0	24	-	92	88.46	56	53.85	0	0	
1300	84	0	62	0	20	1	0	0	0	0	1	0	1300	0	1	8	29	35	8	3	0	0	0	0	0	0	0	0	25.4	-	75	89.29	49	58.33	3	3.571	
1400	79	0	53	1	23	1	1	0	0	0	0	0	1400	0	0	9	20	32	15	3	0	0	0	0	0	0	0	0	26.3	-	70	88.61	55	69.62	3	3.797	
1500	166	0	128	1	33	1	1	1	1	0	0	0	1500	0	2	15	58	73	18	0	0	0	0	0	0	0	0	0	25.4	-	29	14.95	113	88.07	0	0	
1600	161	2	137	0	19	0	1	0	0	2	0	0	1600	0	0	5	53	79	23	1	0	0	0	0	0	0	0	0	26.6	-	156	96.89	125	77.64	1	0.621	
1700	154	1	134	0	19	0	0	0	0	0	0	0	1700	0	2	11	49	72	19	0	1	0	0	0	0	0	0	0	25.6	-	141	91.56	107	69.48	1	0.649	
1800	65	3	58	0	4	0	0	0	0	0	0	0	1800	0	1	4	26	26	7	0	0	1	0	0	0	0	0	0	25.7	-	60	92.31	40	61.54	1	1.538	
1900	12	0	8	0	3	0	0	0	0	1	0	0	1900	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	27.6	-	12	100	11	91.67	0	0	
2000	9	0	9	0	0	0	0	0	0	0	0	0	2000	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	26.2	-	9	100	8	88.89	0	0	
2100	5	0	4	0	1	0	0	0	0	0	0	0	2100	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	28.1	-	5	100	5	100	1	20	
2200	5	0	2	0	2	1	0	0	0	0	0	0	2200	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	19.3	-	1	20	1	20	0	0	
2300	4	0	3	0	1	0	0	0	0	0	0	0	2300	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	20.4	-	4	100	0	0	0	0	
07-19	1203	9	913	3	236	14	9	1	14	2	2	0	07-19	0	16	109	458	498	112	8	1	1	0	0	0	0	0	0	25.1	-	29	1078	89.61	749	62.26	10	0.831
06-22	1272	10	966	3	244	16	10	1	16	2	4	0	06-22	0	16	114	492	521	118	9	1	1	0	0	0	0	0	0	25.1	-	29	1142	89.78	787	61.87	11	0.865
06-00	1281	10	971	3	247	17	10	1	16	2	4	0	06-00	0	16	118	496	522	118	9	1	1	0	0	0	0	0	0	25	-	29	1147	89.54	788	61.51	11	0.859
00-00	1328	12	1003	3	256	19	10	1	17	2	5	0	00-00	0	16	131	525	527	118	9	1	1	0	0	0	0	0	0	24.9	-	28.9	1181	88.93	798	60.09	11	0.828

10 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24	JSL1% 24	JSL2 35	JSL2% 35	
		ACPO	ACPO																																			
0000	3	0	1	0	2	0	0	0	0	0	0	0	0000	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	18.7	-	1	33.33	0	0	0	0		
0100	1	0	0	1	0	0	0	0	0	0	0	0	0100	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	-	1	100	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	3	0	2	0	1	0	0	0	0	0	0	0	0300	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	21	-	2	66.67	0	0	0	0	
0400	9	1	5	1	1	1	0	0	0	0	0	0	0400	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	19.8	-	5	55.56	0	0	0	0	
0500	25	2	9	0	8	5	0	0	0	0	1	0	0500	0	0	6	17	2	0	0	0	0	0	0	0	0	0	0	0	22.1	-	45	19	76	4	16	0	0
0600	44	0	29	0	7	4	2	0	1	0	0	0	0600	0	0	0	15	26	2	1	0	0	0	0	0	0	0	0	21.5	-	29	65.91	6	13.64	0	0		
0700	95	1	50	1	25	3	2	2	11	0	0	0	0700	0	1</td																							

12 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24	JSL1% 24	JSL2 35	JSL2% 35
0000	1	0	1	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28.4	-	1	100	1	100	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	1	0	1	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.1	-	1	100	1	100	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.1	-	1	100	1	100	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	2	0	1	0	1	0	0	0	0	0	0	0500	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	24.8	-	2	100	1	50	0	0	
0600	4	0	3	0	1	0	0	0	0	0	0	0600	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	26.7	-	4	100	4	100	0	0	
0700	7	0	6	0	1	0	0	0	0	0	0	0700	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	25.3	-	7	100	7	100	0	0	
0800	8	0	4	0	1	0	0	0	2	1	0	0800	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	26.1	-	7	87.5	6	75	0	0	
0900	4	0	3	0	0	0	0	0	0	1	0	0900	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	26.6	-	4	100	3	75	0	0	
1000	2	0	1	0	1	0	0	0	0	0	0	1000	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.2	-	2	100	2	100	0	0	
1100	16	0	14	0	2	0	0	0	0	0	0	1100	0	0	0	3	10	3	0	0	0	0	0	0	0	0	0	27.6	-	30.4	16	100	15	93.75	0	0
1200	14	0	9	0	5	0	0	0	0	0	0	1200	0	0	0	5	8	1	0	0	0	0	0	0	0	0	0	26.3	-	29.6	14	100	10	71.43	0	0
1300	11	0	9	0	2	0	0	0	0	0	0	1300	0	0	2	0	1	5	3	0	0	0	0	0	0	0	0	26.1	-	31.4	9	81.82	8	72.73	0	0
1400	9	0	9	0	0	0	0	0	0	0	0	1400	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	24.3	-	8	88.89	5	55.56	0	0	
1500	12	0	10	0	1	0	0	0	0	1	0	1500	0	0	0	3	6	2	1	0	0	0	0	0	0	0	0	27.3	-	30.4	12	100	11	91.67	1	8.333
1600	9	0	7	0	2	0	0	0	0	0	0	1600	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	22.2	-	7	77.78	3	33.33	0	0	
1700	12	0	11	0	1	0	0	0	0	0	0	1700	0	0	2	2	6	1	1	0	0	0	0	0	0	0	0	26.8	-	31.2	10	83.33	9	75	1	8.333
1800	9	0	4	0	2	2	0	0	1	0	0	1800	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	19.9	-	4	44.44	2	22.22	0	0	
1900	11	0	8	0	3	0	0	0	0	0	0	1900	0	1	2	7	0	1	0	0	0	0	0	0	0	0	0	22.5	-	25.6	8	72.73	6	54.55	0	0
2000	5	0	4	0	1	0	0	0	0	0	0	2000	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	25.3	-	5	100	4	80	0	0	
2100	20	0	20	0	0	0	0	0	0	0	0	2100	0	0	1	8	11	0	0	0	0	0	0	0	0	0	0	24.1	-	26.4	19	95	13	65	0	0
2200	7	0	6	0	1	0	0	0	0	0	0	2200	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	28.9	-	7	100	5	71.43	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0		
07-19	113	0	87	0	18	2	0	2	3	1	0	07-19	0	3	10	26	60	12	2	0	0	0	0	0	0	0	0	25.6	29.7	100	88.5	81	71.68	2	1.77	
06-22	153	0	122	0	23	2	0	2	3	1	0	06-22	0	4	13	43	78	13	2	0	0	0	0	0	0	0	0	25.2	29.2	136	88.89	108	70.59	2	1.307	
06-00	160	0	128	0	24	2	0	2	3	1	0	06-00	0	4	13	45	78	18	2	0	0	0	0	0	0	0	0	25.4	29.5	143	89.38	113	70.63	2	1.28	
00-00	165	0	131	0	26	2	0	2	3	1	0	00-00	0	4	13	47	81	18	2	0	0	0	0	0	0	0	0	25.4	29.4	148	89.7	117	70.91	2	1.212	

13 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24	JSL1% 24	JSL2 35	JSL2% 35
														10	15	20	25	30	35	40	45	50	60	70	80	90	100		85	20	20	24	ACPO	35	DFT	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	3	0	0	1	0	2	0	0	0	0	0	0	0100	0	0	0	2	1	0	0	0	0	0	0	0	0	0	23.8	-	3	100	2	66.67	0	0	
0200	2	0	0	2	0	0	0	0	0	0	0	0	0200	0	0	0	2	0	0	0	0	0	0	0	0	0	0	23.1	-	2	100	0	0	0	0	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.1	-	1	100	0	0	0	0	
0400	7	0	0	6	0	0	1	0	0	0	0	0	0400	0	0	0	7	0	0	0	0	0	0	0	0	0	0	22.8	-	7	100	0	0	0	0	
0500	21	3	9	0	3	2	1	0	2	0	1	0	0500	0	1	8	11	1	0	0	0	0	0	0	0	0	0	20.1	-	23.1	12	57.14	2	9.524	0	0
0600	60	2	37	1	15	4	0	0	0	0	1	0	0600	0	0	14	34	10	2	0	0	0	0	0	0	0	0	22.5	-	25.6	46	76.67	19	31.67	0	0
0700	116	2	88	0	17	3	0	0	6	0	0	0	0700	0	2	18	64	30	2	0	0	0	0	0	0	0	0	22.7	-	25.7	96	82.76	46	39.66	0	0
0800	75	2	57	0	12	3	0	0	1	0	0	0	0800	0	2	10	28	27	5	1	0	0	0	0	0	0	0	25.2	-	28.2	63	84	43	57.33	3	4
0900	73	0	40	0	24	3	2	2	2	0	0	0	0900	0	0	12	34	21	6	0	0	0	0	0	0	0	0	24.1	-	28.9	61	83.56	34	46.58	0	0
1000	60	1	36	1	18	1	1	1	1	0	0	0	1000	0	1	7	17	28	7	0	0	0	0	0	0	0	0	25.3	-	29.6	52	86.67	39	65	0	0
1100	93	2	59	0	22	7	1	1	1	0	0	0	1100	0	5	8	36	33	10	1	0	0	0	0	0	0	0	24.7	-	29.6	80	86.02	53	56.99	1	1.078
1200	90	2	60	0	23	2	1	1	1	0	0	0	1200	0	1	16	25	33	14	1	0	0	0	0	0	0	0	24.8	-	30.2	73	81.11	55	61.11	1	1.111

1300	80	0	58	1	20	1	0	0	0	0	0	1300	0	0	7	26	37	9	1	0	0	0	0	0	0	0	25.8	29.5	73	91.25	54	67.5	1	1
1400	127	1	95	0	26	2	0	0	3	0	0	1400	0	1	9	48	57	11	1	0	0	0	0	0	0	0	25.2	29.3	117	92.13	79	62.2	1	1
1500	144	2	110	0	29	1	1	0	0	1	0	1500	0	2	13	57	54	17	1	0	0	0	0	0	0	0	24.9	29.4	129	89.58	79	54.86	1	0.694
1600	192	1	165	0	26	0	0	0	0	0	0	1600	0	1	12	74	84	19	2	0	0	0	0	0	0	0	25.4	29.1	179	93.23	119	61.98	2	1.042
1700	169	2	152	0	14	0	0	0	0	0	1	1700	0	1	15	46	86	21	0	0	0	0	0	0	0	0	25.7	29.4	153	90.53	120	71.01	0	0
1800	54	1	51	0	1	0	0	0	1	0	0	1800	0	0	5	9	32	7	1	0	0	0	0	0	0	0	26.4	30	49	90.74	43	79.63	1	1.852
1900	20	1	17	0	0	0	0	0	2	0	0	1900	0	0	0	4	13	2	1	0	0	0	0	0	0	0	27.7	30.4	20	100	17	85	1	5
2000	10	0	8	0	2	0	0	0	0	0	0	2000	0	0	0	9	1	0	0	0	0	0	0	0	0	0	23.3	20	10	100	2	20	0	0
2100	8	0	7	0	0	0	0	0	0	1	0	2100	0	0	3	1	2	2	0	0	0	0	0	0	0	0	24.2	2	5	62.5	4	50	0	0
2200	4	0	3	0	1	0	0	0	0	0	0	2200	0	1	0	0	2	1	0	0	0	0	0	0	0	0	25.4	3	75	3	75	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0	2300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30	1	100	1	100	0	0	
<b>07-19</b>	<b>1273</b>	<b>16</b>	<b>971</b>	<b>2</b>	<b>232</b>	<b>23</b>	<b>6</b>	<b>5</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>07-19</b>	<b>0</b>	<b>16</b>	<b>132</b>	<b>464</b>	<b>522</b>	<b>128</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>29.1</b>	<b>1125</b>	<b>88.37</b>	<b>764</b>	<b>60.02</b>	<b>11</b>	<b>0.864</b>
<b>06-22</b>	<b>1371</b>	<b>19</b>	<b>1040</b>	<b>3</b>	<b>249</b>	<b>27</b>	<b>6</b>	<b>5</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>06-22</b>	<b>0</b>	<b>16</b>	<b>149</b>	<b>512</b>	<b>548</b>	<b>134</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24.9</b>	<b>29.1</b>	<b>2106</b>	<b>87.96</b>	<b>806</b>	<b>58.79</b>	<b>12</b>	<b>0.787</b>	
<b>06-00</b>	<b>1376</b>	<b>19</b>	<b>1044</b>	<b>3</b>	<b>250</b>	<b>27</b>	<b>6</b>	<b>5</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>06-00</b>	<b>0</b>	<b>17</b>	<b>149</b>	<b>512</b>	<b>550</b>	<b>136</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24.9</b>	<b>29.1</b>	<b>1210</b>	<b>87.94</b>	<b>810</b>	<b>58.87</b>	<b>12</b>	<b>0.787</b>	
<b>00-00</b>	<b>1410</b>	<b>22</b>	<b>1063</b>	<b>3</b>	<b>255</b>	<b>30</b>	<b>7</b>	<b>5</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>00-00</b>	<b>0</b>	<b>18</b>	<b>157</b>	<b>535</b>	<b>552</b>	<b>136</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24.8</b>	<b>29</b>	<b>1235</b>	<b>87.59</b>	<b>814</b>	<b>57.73</b>	<b>12</b>	<b>0.854</b>	

## **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	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	JPSL 20	JPSL% 20	JSL1 24 ACPO	JSL1% 24 ACPO	JSL2 35 DFT	JSL2% 35 DFT		
0000	2	0	1	0	1	0	0	0	0	0	0	0000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.9	-	1	83.33	1	50	0	0				
0100	3	0	0	2	0	1	0	0	0	0	0	0100	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	22.5	-	2	76.19	1	42.86	0	0			
0200	2	0	2	0	0	0	0	0	0	0	0	0200	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	-	1	62.5	1	43.75	0	0		
0300	3	0	0	2	0	1	0	0	0	0	0	0300	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-	2	78.95	1	52.63	0	0		
0400	5	0	0	3	0	1	0	0	0	0	0	0400	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-	3	67.65	1	44.71	0	0		
0500	18	1	9	0	4	2	0	0	0	0	1	0500	0	0	6	11	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-	12	67.72	2	13.39	0	0		
0600	40	1	26	1	7	3	1	0	0	0	1	0600	0	1	8	24	6	1	0	0	0	0	0	0	0	0	0	0	22.3	-	32	78.8	11	26.5	0	0.353		
0700	76	1	48	0	17	2	1	1	6	0	0	0700	0	1	11	43	20	2	0	0	0	0	0	0	0	0	0	0	23.2	-	65	84.49	33	42.99	0	0		
0800	57	1	38	0	12	2	1	1	2	0	0	0800	0	2	9	25	19	2	0	0	0	0	0	0	0	0	0	0	23.6	-	46	80.8	27	46.88	1	0.998		
0900	49	0	31	0	13	2	1	0	1	0	0	0900	0	0	6	19	19	4	0	0	0	0	0	0	0	0	0	0	24.5	-	42	87.1	27	54.55	0	0.293		
1000	50	1	31	0	15	1	1	0	1	0	0	1000	0	1	6	20	19	4	0	0	0	0	0	0	0	0	0	0	24.5	-	43	86.12	29	58.07	0	0		
1100	60	1	38	0	17	3	1	0	1	0	0	1100	0	2	9	19	26	5	0	0	0	0	0	0	0	0	0	0	24.7	-	50	82.98	37	61.23	0	0.236		
1200	73	0	47	0	21	2	1	1	0	0	0	1200	0	1	7	26	32	6	0	0	0	0	0	0	0	0	0	0	24.8	-	64	88.26	45	61.64	0	0.587		
1300	67	0	49	0	14	2	1	0	0	0	0	1300	0	2	6	22	27	9	1	0	0	0	0	0	0	0	0	0	25.5	-	30.1	59.85	43	64.67	2	2.355		
1400	76	0	55	0	18	1	0	0	0	0	0	1400	1	1	7	24	33	9	1	0	0	0	0	0	0	0	0	0	25.5	-	68	89.56	50	65.6	1	1.707		
1500	105	1	81	0	20	1	1	0	1	0	0	1500	0	1	8	35	48	12	1	0	0	0	0	0	0	0	0	0	25.6	-	96	91.56	73	69.12	1	1.224		
1600	120	1	102	0	17	0	0	0	1	0	0	1600	0	1	7	42	56	13	1	0	0	0	0	0	0	0	0	0	25.7	-	112	93.24	83	68.68	1	0.474		
1700	117	2	106	0	9	0	0	0	0	0	0	1700	0	2	12	43	50	10	1	0	0	0	0	0	0	0	0	0	25.2	-	104	88.78	74	63.29	1	0.976		
1800	44	1	39	0	2	0	0	0	0	0	0	1800	0	1	5	14	19	5	0	0	0	0	0	0	0	0	0	0	25.2	-	38	87.54	27	60.98	0	0.656		
1900	16	0	13	0	2	0	0	0	1	0	0	1900	0	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	25.8	-	30	15.91	89	11	70.27	0	0.907
2000	9	0	7	0	1	0	0	0	0	0	0	2000	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	8	91.98	4	44.26	0	0	
2100	9	0	8	0	1	0	0	0	0	0	0	2100	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-	8	87.5	5	56.25	0	1.563	
2200	7	0	5	0	2	0	0	0	0	0	0	2200	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	5	78.26	4	54.35	0	0	
2300	3	0	2	0	1	0	0	0	0	0	0	2300	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	2	85	1	35	0	0		
07-19	895	10	666	2	176	15	6	5	14	1	1	07-19	1	13	92	332	368	82	6	1	0	0	0	0	0	0	0	0	24.9	-	29	789	88.15	546	61.06	7	0.833	
06-22	969	11	720	3	187	18	7	5	15	1	2	06-22	1	15	102	371	387	86	6	1	0	0	0	0	0	0	0	0	24.8	-	28.9	851	87.85	577	59.57	8	0.811	
06-00	978	11	727	3	189	18	7	5	15	1	2	06-00	1	15	104	374	390	87	6	1	0	0	0	0	0	0	0	0	24.8	-	28.9	859	87.78	582	59.46	8	0.803	
05-00	1011	13	747	3	196	20	7	5	16	1	2	00-00	1	15	113	392	394	87	6	1	0	0	0	0	0	0	0	0	24.7	-	28.8	882	87.2	589	58.3	8	0.807	

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	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	I <sub>PSL</sub>	I <sub>PSL%</sub>	ISL1	ISL2	ISL3	ISL4	ISL5	DFT
Mon	1410	22	1063	3	255	30	7	5	20	3	2	Mon	0	18	157	535	552	136	10	0	0	0	0	0	2	0	0	24.8	29	1235	87.59	814	57.73	12	0.85	1.0		
Tue	1287	18	921	2	268	30	14	8	20	2	4	Tue	1	26	153	572	466	66	3	0	0	0	0	0	0	24	27.7	1107	86.01	671	52.14	3	0.764	1.0				
Wed	1309	19	964	6	256	23	11	6	20	1	3	Wed	1	29	188	538	450	93	6	2	0	0	0	0	0	2	0	24.2	28.3	1091	83.35	695	53.09	10	0.764	1.0		
Thu	1328	12	1003	3	256	19	10	1	17	2	5	Thu	0	16	131	525	527	118	9	1	1	0	0	0	0	0	0	24.9	28.9	1181	88.93	798	60.09	11	0.764	1.0		
Fri	1284	16	940	3	248	35	10	9	20	1	2	Fri	5	12	124	439	541	146	14	3	0	0	0	0	0	0	0	0	25.4	29.6	1113	89.02	835	65.03	17	1.324	1.0	
Sat	294	1	207	3	66	4	0	2	10	0	1	Sat	0	3	25	88	144	34	0	0	0	0	0	0	0	0	0	25.5	29.4	266	90.48	196	66.67	0	0.764	1.0		
Sun	165	0	131	0	26	2	0	2	3	1	0	Sun	0	4	13	47	81	18	2	0	0	0	0	0	0	0	0	25.4	29.4	148	89.7	117	70.91	2	1.212	1.0		
--	<b>7077</b>	<b>88</b>	<b>5229</b>	<b>20</b>	<b>1375</b>	<b>143</b>	<b>52</b>	<b>33</b>	<b>110</b>	<b>10</b>	<b>17</b>	--	7	108	991	2744	2761	611	44	6	1	0	0	2	2	0	0	24.7	28.8	6171	87.2	4126	58.3	55	0.764	1.0		

### **Grand Total**



## Appendix 4

### A127 Junctions

## A127 Junction Locations

