



The Hoad family of Parsonage Farm, and the  
Trustees and Executors of the Noel de  
Quincey Estate and Mrs Emma Ainslie of  
Moat Farm

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## **ROTHER VALLEY RAILWAY**

Transport and Works Act 1992 (TWA): Application  
for the Rother Valley Railway (Bodium to  
Robertsbridge Junction) Order

Proof of Evidence: Highways and Transport –  
**Appendices**

Ian Robert Fielding BSC (Hons) MCIHT CMILT

Reference: OBJ/1002/IF/2



The Hoad family of Parsonage Farm, and the Trustees  
and Executors of the Noel de Quincey Estate and Mrs  
Emma Ainslie of Moat Farm

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## **ROTHER VALLEY RAILWAY**

Transport and Works Act 1992 (TWA): Application for the  
Rother Valley Railway (Bodium to Robertsbridge Junction)  
Order

**TYPE OF DOCUMENT (VERSION) PUBLIC**

**PROJECT NO. 70047158**

**OUR REF. NO. OBJ/1002/IF/2**

**DATE: JUNE 2021**

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# QUALITY CONTROL

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Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	May 2021	07 June 2021		
Prepared by	Ian Fielding	Ian Fielding		
Signature				
Checked by	Ian Fielding	Ian Fielding		
Signature				
Authorised by	Ian Fielding	Ian Fielding		
Signature				
Project number	70047158	70047158		
Report number				
File reference	\\uk.wspgroup.com\central data\Projects\700471xx\70047158 - Rother Valley Railway\02 WIP\TP Transport planning\03 Document\Proof of Evidence\210607_RVR_WSP_OBJ1002_IF_2_Appendices.docx			

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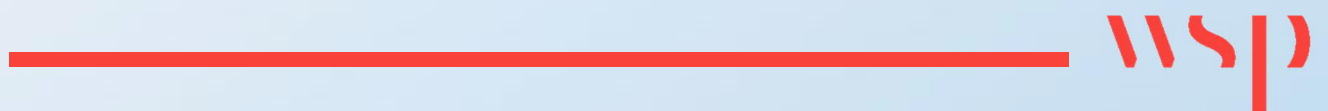
### APPENDIX E

#### HIGHWAYS ENGLAND RESPONSE TO DEPARTURES SUBMISSION



# Appendix A

TRAFFIC SURVEY DATA 2018



## Advanced Transport Research

### Globals

<b>Report Id</b>	CustomList-1304
<b>Descriptor</b>	Advanced Transport Research
<b>Created by</b>	MetroCount Traffic Executive
<b>Creation Time (UTC)</b>	2018-06-04T13:52:41
<b>Legal</b>	Copyright (c)1997 - 2016 MetroCount
<b>Graphic</b>	header.gif
<b>Language</b>	English
<b>Country</b>	United Kingdom
<b>Time</b>	UTC + 60 min
<b>Create Version</b>	5.0.1.0
<b>Metric</b>	Non metric
<b>Speed Unit</b>	mph
<b>Length Unit</b>	ft
<b>Mass Unit</b>	ton

### Dataset

<b>Site Name</b>	17608-002
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-002 0 2018-05-25 0918.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	ROBERTSBRIDGE BYPASS [40M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-22T10:33:11
<b>Start Time</b>	2018-05-22T10:33:11
<b>Finish Time</b>	2018-05-25T09:20:44
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? DK761597 MC56-L5 [MC55] (c)Microcom 19Oct04

### Dataset

<b>Site Name</b>	17608-002
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-002 0 2018-05-31 1122.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	ROBERTSBRIDGE BYPASS [40M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-25T09:20:51
<b>Start Time</b>	2018-05-25T09:20:51
<b>Finish Time</b>	2018-05-31T11:24:51
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? DK761597 MC56-L5 [MC55] (c)Microcom 19Oct04

### Profile

<b>Name</b>	Advanced Transport Research
<b>Title</b>	Advanced Transport Research
<b>Graphic Logo</b>	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
<b>Header</b>	
<b>Footer</b>	
<b>Percentile 1</b>	85
<b>Percentile 2</b>	95
<b>Pace</b>	12
<b>Filter Start</b>	2018-05-24T00:00:00
<b>Filter End</b>	2018-05-31T00:00:00
<b>Class Scheme</b>	ARX
<b>F</b>	Cls(1-10) Dir(N) Sp(0,120) Headway(J0) Span(0 - 328.084) Lane(0-16)
<b>Low Speed</b>	0
<b>High Speed</b>	120
<b>Posted Limit</b>	40
<b>Speed Limits</b>	46 55 40 40 40 0 0 0 0 40
<b>Separation</b>	0.000
<b>Separation Type</b>	Headway
<b>Direction</b>	North
<b>Encoded Direction</b>	1

## Advanced Transport Research

### Column

<b>Time</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Cls 1</b>	Class totals
<b>Cls 2</b>	Class totals
<b>Cls 3</b>	Class totals
<b>Cls 4</b>	Class totals
<b>Cls 5</b>	Class totals
<b>Cls 6</b>	Class totals
<b>Cls 7</b>	Class totals
<b>Cls 8</b>	Class totals
<b>Cls 9</b>	Class totals
<b>Cls 10</b>	Class totals
<b>Fix1</b>	User defined fixed text
<b>Time</b>	24-hour time (0000 - 2359)
<b>Vbin 0 10</b>	Speed bin totals
<b>Vbin 10 15</b>	Speed bin totals
<b>Vbin 15 20</b>	Speed bin totals
<b>Vbin 20 25</b>	Speed bin totals
<b>Vbin 25 30</b>	Speed bin totals
<b>Vbin 30 35</b>	Speed bin totals
<b>Vbin 35 40</b>	Speed bin totals
<b>Vbin 40 45</b>	Speed bin totals
<b>Vbin 45 50</b>	Speed bin totals
<b>Vbin 50 60</b>	Speed bin totals
<b>Vbin 60 70</b>	Speed bin totals
<b>Vbin 70 80</b>	Speed bin totals
<b>Vbin 80 90</b>	Speed bin totals
<b>Vbin 90 100</b>	Speed bin totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>JPSL 40</b>	Number exceeding Posted Speed Limit
<b>JPSL% 40</b>	Percent exceeding Posted Speed Limit
<b>JSL1 46 ACPO</b>	Number exceeding Speed Limit 1
<b>JSL1% 46 ACPO</b>	Percent exceeding Speed Limit 1
<b>JSL2 55 DFT</b>	Number exceeding Speed Limit 2
<b>JSL2% 55 DFT</b>	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-1304  
Site Name - 17608-002; 17608-002  
Description - Multiple Files! See Header sheet.  
Direction - North

24 May 2018

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 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	16	0	12	0	3	0	0	0	0	0	0	1	0000	0	0	0	0	0	1	3	4	5	2	1	0	0	0	45.2	53.6	12	75	7	43.75	1	6.25
0100	11	0	7	0	3	0	0	0	0	0	0	1	0100	0	0	0	0	0	0	3	3	2	3	0	0	0	0	44.4	52	8	72.73	5	45.45	0	0
0200	18	0	10	0	1	1	0	0	1	1	4		0200	0	0	0	0	0	3	2	7	3	3	0	0	0	0	43	53	13	72.22	4	22.22	2	11.11
0300	38	0	24	2	8	0	0	1	0	1	2		0300	0	0	0	0	1	2	8	17	10	0	0	0	0	0	41.8	47.2	27	71.05	8	21.05	0	0
0400	91	0	48	0	27	6	0	0	2	1	7		0400	0	0	0	0	3	12	22	19	19	16	0	0	0	0	42.4	50.8	54	59.34	30	32.97	3	3.297
0500	363	3	275	4	65	3	0	0	0	5	8		0500	0	0	0	2	8	22	71	134	81	39	6	0	0	0	43.3	49.3	260	71.63	105	28.93	11	3.03
0600	589	3	509	1	63	2	0	0	1	4	6		0600	0	0	0	2	17	84	201	174	85	26	0	0	0	0	40.1	46.4	285	48.39	94	15.96	3	0.509
0700	853	5	762	3	65	3	1	1	3	2	8		0700	0	0	1	12	52	232	360	172	21	3	0	0	0	0	36.6	41.2	196	22.98	15	1.758	1	0.117
0800	672	4	573	4	65	4	5	1	2	7	7		0800	0	0	0	0	32	187	293	133	25	2	0	0	0	0	37.1	41.5	160	23.81	17	2.53	0	0
0900	555	1	455	8	54	3	10	0	5	5	14		0900	0	0	0	11	44	127	242	110	16	5	0	0	0	0	36.8	41.3	131	23.6	18	3.243	1	0.18
1000	457	2	370	7	50	2	5	1	7	6	7		1000	0	0	1	12	26	102	187	112	14	3	0	0	0	0	37.1	41.9	129	28.23	14	3.063	1	0.219
1100	510	1	407	7	64	4	8	1	0	8	10		1100	0	0	9	7	28	162	194	90	18	2	0	0	0	0	36.1	41.3	110	21.57	15	2.941	0	0
1200	444	2	364	6	55	2	1	0	2	5	7		1200	1	0	5	4	30	109	180	99	10	6	0	0	0	0	36.7	42.1	115	25.9	11	2.477	1	0.225
1300	473	0	384	6	53	2	9	0	3	10	6		1300	0	0	0	2	48	148	177	74	19	5	0	0	0	0	36.2	41.2	98	20.72	16	3.383	0	0
1400	484	1	380	11	74	3	6	1	2	3	3		1400	0	0	2	10	24	125	209	96	16	2	0	0	0	0	36.8	41.4	114	23.55	13	2.686	0	0
1500	478	1	394	3	58	1	3	0	4	6	8		1500	0	0	0	11	44	104	191	107	18	3	0	0	0	0	36.7	42	128	26.78	13	2.72	0	0
1600	455	2	387	1	55	1	2	0	2	2	3		1600	0	0	4	29	24	94	162	111	28	3	0	0	0	0	36.7	42.5	142	31.21	21	4.615	0	0
1700	475	6	409	9	42	0	1	0	1	2	5		1700	0	0	2	25	46	106	170	84	38	4	0	0	0	0	36.3	42.6	126	26.53	30	6.316	0	0
1800	364	0	321	6	27	2	0	0	4	3	1		1800	0	1	11	8	18	63	126	87	36	13	1	0	0	0	38	44.5	137	37.64	40	10.99	2	0.549
1900	232	1	207	1	19	0	0	0	0	3	1		1900	0	0	1	5	1	15	63	104	30	13	0	0	0	0	41.2	45.8	147	63.36	33	14.22	3	1.293
2000	99	1	89	0	9	0	0	0	0	0	0		2000	0	0	0	0	2	6	21	30	32	8	0	0	0	0	43	48.5	70	70.71	30	30.3	2	2.02
2100	57	0	49	1	6	0	0	0	0	1	0		2100	0	0	0	0	0	7	17	11	16	6	0	0	0	0	42.3	48.6	33	57.89	20	35.09	1	1.754
2200	23	1	20	0	2	0	0	0	0	0	0		2200	0	0	0	0	0	4	2	10	3	4	0	0	0	0	42.9	51.4	17	73.91	7	30.43	1	4.348
2300	9	0	8	0	1	0	0	0	0	0	0		2300	0	0	0	0	0	0	2	3	3	1	0	0	0	0	43.8	-	7	77.78	4	44.44	0	0
07-19	6220	25	5206	71	662	27	51	5	35	59	79		07-19	1	1	35	131	416	1559	2491	1275	259	51	1	0	0	0	36.7	41.8	1586	25.5	223	3.585	6	0.096
06-22	7197	30	6060	74	759	29	51	5	36	67	86		06-22	1	1	36	138	436	1671	2793	1594	422	104	1	0	0	0	37.3	42.7	2121	29.47	400	5.558	15	0.208
06-00	7229	31	6088	74	762	29	51	5	36	67	86		06-00	1	1	36	138	436	1675	2797	1607	428	109	1	0	0	0	37.3	42.7	2145	29.67	411	5.685	16	0.221
00-00	7766	34	6464	80	869	39	51	6	39	75	109		00-00	1	1	36	140	448	1715	2906	1791	548	172	8	0	0	0	37.7	43.3	2519	32.44	570	7.34	33	0.425

25 May 2018

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 40	JPSL% 40	JSL 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	19	0	15	0	3	0	0	0	0	1	0		0000	0	0	0	0	0	0	4	5	4	6	0	0	0	0	46.3	54.6	15	78.95	10	52.63	2	10.53
0100	11	0	9	0	0	0	0	0	0	0	2		0100	0	0	0	0	0	1	3	0	3	4	0	0	0	0	45.6	52.6	7	63.64	7	63.64	0	0
0200	19	0	10	0	3	0	0	0	0	0	6		0200	0	0	0	1	1	2	5	0	5	0	0	0	0	0	41.7	57.5	10	52.63	5	26.32	5	26.32
0300	33	0	23	0	7	0	0	0	0	2	1		0300	0	0	0	0	0	0	4	16	10	3	0	0	0	0	45.2	48.9	29	87.88	11	33.33	1	3.03
0400	75	1	49	1	14	3	0	0	2	2	3		0400	0	0	0	0	0	3	15	22	20	12	3	0	0	0	44.8	52.1	57	76	26	34.67	5	6.667
0500	334	4	255	2	56	2	1	0	2	3	9		0500	0	0	0	0	1	27	54	83	84	80	5	0	0	0	45.1	52.4	252	75.45	145	43.41	28	8.383
0600	591	2	485	2	81	4	0	1	2	4	10		0600	0	0	0	6	21	70	199	194	75	25	1	0	0	0	40	45.5	295	49.92	73	12.35	9	1.523
0700	759	7	667	6	64	1	2	0	0	4	8		0700	0	1	16	7	54	154	244	212	56	15	0	0	0	0	37.6	43.7	283	37.29	39	5.138	0	0
0800	690	6	572	4	77	4	3	0	2	8	14		0800	0	0	0	2	40	184	279	137	42	5	1	0	0	0	37.3	42.2	185	26.81	32	4.638	1	0.145
0900	540	6	456	7	36	4	4	0	2	9	16		0900	1	1	2	3	28	130	246	99	26	4	0	0	0	0	37.2	41.8	129	23.89	25	4.63	1	0.185
1000	563	2	457	11	67	3	2	0	5	5	11		1000	0	0	0	2	23	156	243	117	22	0	0	0	0	0	37	41.8	139	24.69	14	2.487	0	0
1100	531	4	438	9	63	2	4	1	0	3	7		1100	0	2	11	12	16	124	210	125	27	4	0	0	0	0	37	42.4	156	29.38	22	4.143	1	0.188
1200	490	6	389	7	59	6	6	1	0	7	9		1200	1	5	4	16	75	86	150	120	28	5	0	0	0	0	36.1	42.7	153	31.22	21	4.286	3	0.612
1300	509	2	426	6	64	1	3	0	0	5	2		1300	0	0	0	8	29	131	198	107	31	5	0	0	0	0	37.1	42.7	143	28.09	26	5.108	0	0
1400	516	8	425	7	65	2	1	0	1	6	1		1400	0	0	0	2	12	87	247	135	27	6	0	0	0	0	38.3	42.3	168	32.56	23	4.457	0	0
1500	560	9	478	3	62	0	3	0	3	0	2		1500	0	0	0	0	19	94	261	143	36	7	0	0	0	0	38.5	43.2	186	33.21	33	5.893	2	0.357
1600	554	3	486	6	48	2	2	0	2	3	2		1600	2	16	25	20	20	105	178	133	43	12	0	0	0	0	36.2	43.5	188	33.94	35	6.318	1	0.181
1700	543	5	478	6	44	1	0	0	2	3	4		1700	0	0	0	3	42	85	179	174	48	11	1	0	0	0	38.7	43.8	234	43.09	46	8.471	1	0.184
1800	451	4	400	8	36	2	1	0	0	0	0		1800	0	0	0	1	2	46	197	144	52	9	0	0	0	0	40.1	44.8	205	45.45	41	9.091	2	0.443
1900	325	2	284	1	33	0	1	0	1	1	2		1900	0	0	0	2	10	43	106	112	42	10	0	0	0	0	40.2	45.4	164	50.46	42	12.92	3	0.923
2000	185	1	166	3	7	0	0	0	2	2	4		2000	0	0	0	0	2	16	74	56	28	9	0	0	0	0	40.7	46.8	93	50.27	31	16.76	1	0.541
2100	92	2	84	0	6	0	0	0	0	0	0		2100	0	0	0	0	0	8	34	31	12	6	1	0	0	0	41.5	46.8	50	54.35	15	16.3	3	3.261
2200	97	2	85	0	7	0	0	0	2	1	0		2200	0	0	0	0	0	10	14	34	25	14	0	0	0	0	43.7	49.9	73	75.26	32	32.99	3	3.093
2300	59	0	48	0	7	2	0	0	0	0	1		2300	0	0	0	0	0	2	15	20	15	7	0	0	0	0	43.3	48.8	42	71.19	19	32.2	1	1.695
07-19	6706	62	5672	80	685	28	31	2	17	53	76		07-19	4	25	58	76	360	1382	2632	1646	438	83	2	0	0	0	37.6	42.9	2169	32.34	357	5.324	12	0.179
06-22	7899	69	6691	86	812	32	32	3	22	60	92		06-22	4	25	58	84	393	1519	3045	2039	595	133	4	0	0	0	38	43.4	2771	35.08	518	6.558	28	0.354
06-00	8055	71	6824	86	826	34	32	3	24	62	93		06-00	4	25	58	84	393	1531	3074	2093	635	154	4	0	0	0	38.1	43.6	2886	35.83	569	7.064	32	0.397
00-00	8546	76	7185	89	909	39	33	3	28	70	114		00-00	4	25	58	85	395	1564	3159	2224	756	264	12	0	0	0	38.5	44.1	3256	38.1	773	9.045	73	0.854

26 May 2018

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 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT	
0000	40	0	37	0	2	0	0	0	0	1	0		0000	0	0	0	0	0	1	6	10	7	15	1	0	0	0	47.5	55.3	33	82.5	22	55	7	17.5	
0100	20	0	13	0	2	0	0	0	2	2	1		0100	0	0	0	0	0	2	2	6	6	4	0	0	0	0	44.4	51.7	16	80	9	45	0	0	
0200	35	0	28	0	4	0	0	0	0	2	1		0200	0	0	0	0	0	0	10	8	7	7	3	0	0	0	46.3	54.4	25	71.43	14	40	4	11.43	
0300	34	0	24	0	8	0	0	0	1	0	1		0300	0	0	0	0	0	0	4	14	8	8	0	0	0	0	45.3	51	30	88.24	13	38.24	1	2.941	
0400	60	0	49	0	11	0	0	0	0	0	0		0400	0	0	0	0	0	4	10	16	22	6	2	0	0	0	44.7	49.9	46	76.67	23	38.33	2	3.333	
0500	119	0	104	2	12	0	0	1	0	0	0		0500	0	0	0	0	0	6	15	34	37	24	2	1	0	0	46	52.35	98	82.35	58	48.74	12	10.08	
0600	257	2	216	1	35	0	0	0	0	2	1		0600	0	0	0	0	2	27	53	83	59	29	4	0	0	0	43.1	49.8	175	68.09	75	29.18	11	4.28	
0700	352	0	303	3	38	1	2	1	2	2	0		0700	0	0	0	0	8	46	94	132	45	26	1	0	0	0	41	46.4	204	57.95	54	15.34	5	1.42	
0800	440	8	397	1	26	2	1	1	0	3	1		0800	0	0	1	3	4	52	162	144	54	20	0	0	0	0	40.3	45.6	218	49.55	61	13.86	5	1.136	
0900	519	7	473	1	32	2	0	0	2	1	1		0900	0	0	0	3	28	111	189	135	43	10	0	0	0	0	38.2	43.7	188	36.22	37	7.129	2	0.385	
1000	581	9	533	8	27	0	1	0	0	2	1		1000	0	0	2	3	26	148	251	122	23	6	0	0	0	0	37.2	41.8	151	25.99	24	4.131	0	0	
1100	568	13	517	7	26	1	2	0	2	0	0		1100	0	1	3	4	33	112	254	128	28	5	0	0	0	0	37.5	42.5	161	28.35	27	4.754	0	0	
1200	503	9	463	10	20	0	0	0	1	0	0		1200	0	0	0	8	29	137	214	96	18	1	0	0	0	0	36.7	41.4	115	22.86	10	1.988	0	0	
1300	454	12	419	5	16	1	0	1	0	0	0		1300	0	0	1	1	7	87	159	150	41	7	1	0	0	0	39.2	44	199	43.83	30	6.608	2	0.441	
1400	419	19	383	0	17	0	0	0	0	0	0		1400	0	0	0	0	4	76	172	128	29	10	0	0	0	0	38.9	43.3	167	39.86	27	6.444	1	0.239	
1500	447	8	416	2	16	0	4	0	1	0	0		1500	0	0	0	4	26	73	172	136	33	3	0	0	0	0	38.4	43.4	172	38.48	26	5.817	0	0	
1600	476	11	441	1	22	0	1	0	0	0	0		1600	0	3	6	10	12	78	210	116	37	4	0	0	0	0	37.8	42.3	157	32.98	25	5.252	1	0.21	
1700	473	8	439	4	17	2	2	0	1	0	0		1700	0	1	2	14	24	72	158	164	32	6	0	0	0	0	38.2	43.8	202	42.71	25	5.285	2	0.423	
1800	477	14	442	0	21	0	0	0	0	0	0		1800	0	0	0	0	10	67	212	140	36	10	2	0	0	0	39.2	43.4	188	39.41	37	7.757	4	0.839	
1900	395	3	376	2	13	0	0	0	0	1	0		1900	0	0	0	4	16	58	133	136	39	7	2	0	0	0	39.3	44	184	46.58	32	8.101	4	1.013	
2000	270	4	253	0	9	0	0	0	0	3	1		2000	0	0	0	0	16	45	88	81	31	9	0	0	0	0	39.3	45	121	44.81	28	10.37	0	0	
2100	172	4	152	2	12	0	0	0	0	1	1		2100	0	0	0	0	6	23	61	49	24	9	0	0	0	0	40.2	46.1	82	47.67	26	15.12	2	1.163	
2200	139	0	130	0	6	0	0	0	0	3	0		2200	0	0	0	0	15	30	49	25	16	4	0	0	0	0	37.9	45	45	32.37	13	9.353	1	0.719	
2300	88	1	79	1	7	0	0	0	0	0	0		2300	0	0	0	0	2	19	30	25	8	4	0	0	0	0	38.9	44.2	37	42.05	7	7.955	0	0	
07-19	5709	118	5226	42	278	9	13	3	9	8	3		07-19	0	5	15	50	211	1059	2247	1591	419	108	4	0	0	0	0	38.4	43.5	2122	37.17	383	6.709	22	0.385
06-22	6803	131	6223	47	347	9	13	3	10	15	5		06-22	0	5	15	54	251	1212	2582	1940	572	162	10	0	0	0	0	38.7	43.9	2684	39.45	544	7.996	39	0.573
06-00	7030	132	6432	48	360	9	13	3	10	18	5		06-00	0	5	15	54	268	1261	2661	1990	596	170	10	0	0	0	0	38.7	43.9	2766	39.35	564	8.023	40	0.569
00-00	7338	132	6687	50	399	9	13	4	13	23	8		00-00	0	5	15	54	268	1274	2708	2078	683	234	18	1	0	0	0	39	44.4	3014	41.07	703	9.58	66	0.899

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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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	65	0	58	0	5	1	0	0	1	0	0		0000	0	0	0	0	1	10	25	16	8	5	0	0	0	0	40	46	29	44.62	9	13.85	1	1.538
0100	22	0	20	0	1	0	0	0	0	0	1		0100	0	0	0	0	0	2	4	6	9	1	0	0	0	0	42.9	48	16	72.73	8	36.36	0	0
0200	19	0	16	0	2	0	0	0	0	1	0		0200	0	0	0	0	0	0	4	7	3	5	0	0	0	0	45.1	52.8	15	78.95	6	31.58	1	5.263
0300	15	0	13	0	1	0	0	0	0	1	0		0300	0	0	0	0	0	0	3	5	4	3	0	0	0	0	45.7	56.8	12	80	7	46.67	3	20
0400	27	0	26	0	0	0	0	0	0	1	0		0400	0	0	0	0	0	2	6	6	9	4	0	0	0	0	43.3	50.2	19	70.37	10	37.04	0	0
0500	57	1	50	0	3	2	0	0	0	1	0		0500	0	0	0	1	1	3	4	15	21	12	0	0	0	0	45.4	52.1	48	84.21	28	49.12	4	7.018
0600	149	0	132	1	12	0	1	0	0	1	2		0600	0	0	0	0	0	8	27	50	45	19	0	0	0	0	44.1	49.3	114	76.51	52	34.9	5	3.356
0700	203	3	176	3	18	0	1	0	1	1	0		0700	0	0	0	0	7	15	29	58	62	31	1	0	0	0	44	50.3	152	74.88	76	37.44	11	5.419
0800	320	2	293	4	16	1	1	0	1	1	1		0800	0	0	0	0	2	34	105	103	62	14	0	0	0	0	41.1	46.2	179	55.94	49	15.31	0	0
0900	441	23	392	2	20	1	0	1	2	0	0		0900	0	0	0	3	17	63	166	141	42	9	0	0	0	0	39.1	44.4	192	43.54	38	8.617	1	0.227
1000	515	18	467	2	24	0	0	0	3	0	1		1000	0	0	1	1	11	112	211	152	22	5	0	0	0	0	38.3	42.7	179	34.76	17	3.301	2	0.388
1100	603	6	563	11	20	1	1	0	1	0	0		1100	0	0	2	8	37	159	249	121	21	5	1	0	0	0	36.8	41.8	148	24.54	20	3.317	1	0.166
1200	545	10	502	7	22	0	1	0	1	2	0		1200	0	0	0	4	38	146	229	101	24	3	0	0	0	0	36.9	41.3	128	23.49	17	3.119	0	0
1300	427	12	401	3	8	2	0	0	0	1	0		1300	0	0	0	1	32	114	166	91	19	3	1	0	0	0	37.1	41.7	114	26.7	19	4.45	1	0.234
1400	502	10	457	5	27	0	0	1	2	0	0		1400	0	0	0	0	8	86	219	149	34	6	0	0	0	0	38.9	43.6	189	37.65	30	5.976	3	0.598
1500	487	12	453	5	17	0	0	0	0	0	0		1500	0	0	0	0	4	111	241	104	22	5	0	0	0	0	38.1	42	131	26.9	17	3.491	0	0
1600	648	12	615	4	11	0	3	0	0	1	2		1600	0	0	0	3	21	162	316	120	24	2	0	0	0	0	37.2	41.3	146	22.53	18	2.778	0	0
1700	548	6	519	1	22	0	0	0	0	0	0		1700	0	0	0	1	5	88	246	162	37	9	0	0	0	0	38.9	43	208	37.96	34	6.204	1	0.182
1800	573	5	548	2	16	1	0	0	0	0	1		1800	0	0	0	1	13	109	239	166	41	4	0	0	0	0	38.6	42.8	211	36.82	34	5.934	1	0.175
1900	522	4	497	2	16	1	0	0	0	2	0		1900	0	0	0	1	21	82	204	158	48	8	0	0	0	0	39	44.1	214	41	41	7.854	2	0.383
2000	409	3	388	4	9	0	1	3	1	0	0		2000	0	0	0	0	1	65	195	116	28	4	0	0	0	0	39.1	43.9	148	36.19	25	6.112	2	0.489
2100	207	2	197	2	4	0	0	1	0	0	1		2100	0	0	0	0	6	29	89	50	28	5	0	0	0	0	39.3	45.2	83	40.1	24	11.59	2	0.966
2200	179	0	165	4	7	0	0	0	0	2	1		2200	0	0	0	1	3	41	79	35	12	8	0	0	0	0	38.4	43.6	55	30.73	17	9.497	0	0
2300	78	0	68	0	8	0	0	0	0	1	1		2300	0	0	0	0	2	15	26	15	16	4	0	0	0	0	40.1	46.8	35	44.87	14	17.95	2	2.564
07-19	5812	119	5386	49	221	6	7	2	11	6	5		07-19	0	0	3	22	195	1199	2416	1468	410	96	3	0	0	0	38.3	43.1	1977	34.02	369	6.349	21	0.361
06-22	7099	128	6600	58	262	7	9	6	12	9	8		06-22	0	0	3	23	223	1383	2931	1842	559	132	3	0	0	0	38.6	43.6	2536	35.72	511	7.198	32	0.451
06-00	7356	128	6833	62	277	7	9	6	12	12	10		06-00	0	0	3	24	228	1439	3036	1892	587	144	3	0	0	0	38.6	43.6	2626	35.7	542	7.368	34	0.462
00-00	7561	129	7016	62	289	10	9	6	13	16	11		00-00	0	0	3	25	230	1456	3082	1947	641	174	3	0	0	0	38.7	43.8	2765	36.57	610	8.068	43	0.569

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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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	35	0	32	0	2	0	0	0	0	1	0		0000	0	0	0	0	0	3	10	7	8	7	0	0	0	0	44	53.8	22	62.86	13	37.14	3	8.571
0100	17	0	13	0	1	0	0	0	0	1	2		0100	0	0	0	0	0	1	2	5	5	3	1	0	0	0	46	55.8	14	82.35	7	41.18	3	17.65
0200	17	0	15	0	2	0	0	0	0	0	0		0200	0	0	0	1	0	2	2	6	4	1	1	0	0	0	42.4	50.8	12	70.59	6	35.29	2	11.76
0300	34	0	25	0	4	0	0	1	3	1	0		0300	0	0	0	0	0	3	3	13	9	6	0	0	0	0	44.3	52.5	28	82.35	11	32.35	1	2.941
0400	43	0	29	1	10	0	0	1	0	1	1		0400	0	0	0	0	0	0	9	16	12	6	0	0	0	0	44.4	49.5	34	79.07	16	37.21	1	2.326
0500	81	1	70	0	10	0	0	0	0	0	0		0500	0	0	0	0	1	7	2	14	30	24	3	0	0	0	47.7	55.6	71	87.65	54	66.67	13	16.05
0600	106	0	92	1	11	0	0	0	1	1	0		0600	0	0	0	0	0	3	16	28	37	19	3	0	0	0	46	51.9	87	82.08	56	52.83	9	8.491
0700	218	3	185	2	22	1	0	2	0	1	2		0700	0	0	0	0	7	20	43	73	45	26	3	1	0	0	43	49.8	148	67.89	67	30.73	12	5.505
0800	270	10	231	7	16	0	0	0	3	1	2		0800	0	0	0	0	4	34	77	89	49	17	0	0	0	0	41.3	47.3	155	57.41	54	20	3	1.111
0900	494	8	454	10	15	2	0	1	1	2	1		0900	0	0	5	4	16	91	203	134	34	7	0	0	0	0	38.3	43.5	175	35.43	31	6.275	1	0.202
1000	695	10	640	20	19	2	0	0	2	1	1		1000	0	0	0	3	72	220	270	115	14	1	0	0	0	0	35.9	40.9	130	18.71	9	1.295	0	0
1100	818	26	733	20	25	0	2	1	4	3	4		1100	0	0	0	10	80	291	314	115	8	0	0	0	0	0	35.3	40	123	15.04	5	0.611	0	0
1200	678	10	624	19	18	1	1	0	1	2	2		1200	0	0	0	11	38	185	310	113	18	3	0	0	0	0	36.5	40.9	134	19.76	15	2.212	0	0
1300	614	25	549	7	27	1	1	0	0	2	2		1300	0	0	0	2	23	153	246	165	22	2	1	0	0	0	37.5	41.8	190	30.94	11	1.792	1	0.163
1400	641	22	590	6	21	0	0	1	0	0	1		1400	0	0	0	0	9	146	322	136	26	2	0	0	0	0	37.8	41.6	164	25.59	18	2.808	0	0
1500	760	33	690	11	20	2	1	0	1	1	1		1500	0	1	8	28	50	163	306	166	35	3	0	0	0	0	36.6	41.9	204	26.84	20	2.632	1	0.132
1600	769	14	720	10	20	0	1	0	0	2	2		1600	0	0	0	1	43	161	341	196	22	5	0	0	0	0	37.5	42	223	29	19	2.471	0	0
1700	752	27	684	14	21	0	0	1	3	1	1		1700	0	0	0	7	52	169	342	155	23	4	0	0	0	0	37	41.5	182	24.2	16	2.128	0	0
1800	671	6	620	3	35	1	2	0	1	1	2		1800	0	0	0	15	48	237	237	101	25	8	0	0	0	0	36.1	41.1	134	19.97	24	3.577	3	0.447
1900	612	7	581	4	17	0	1	0	1	1	0		1900	0	0	0	2	15	105	285	165	29	11	0	0	0	0	38.4	42.6	205	33.5	29	4.739	1	0.163
2000	441	4	422	2	13	0	0	0	0	0	0		2000	0	0	0	0	3	44	172	164	47	10	1	0	0	0	40.2	44.6	222	50.34	42	9.524	4	0.907
2100	251	4	227	4	14	1	0	0	0	1	0		2100	0	0	0	0	4	40	102	65	31	9	0	0	0	0	39.7	45.1	105	41.83	29	11.55	2	0.797
2200	120	2	109	1	5	0	1	0	0	1	1		2200	0	0	0	0	8	15	35	35	17	9	1	0	0	0	40.4	47.4	62	51.67	23	19.17	4	3.333
2300	68	0	59	1	3	0	0	0	0	3	2		2300	0	0	0	0	3	3	15	19	16	10	1	1	0	0	43.8	50.3	47	69.12	25	36.76	6	8.824
07-19	7380	194	6720	129	259	10	8	6	16	17	21		07-19	0	1	13	81	442	1870	3011	1558	321	78	4	1	0	0	37.1	42	1962	26.59	289	3.916	21	0.285
06-22	8790	209	8042	140	314	11	9	6	18	20	21		06-22	0	1	13	83	464	2062	3586	1980	465	127	8	1	0	0	37.6	42.4	2581	29.36	445	5.063	37	0.421
06-00	8978	211	8210	142	322	11	10	6	18	24	24		06-00	0	1	13	83	475	2080	3636	2034	498	146	10	2	0	0	37.6	42.6	2690	29.96	493	5.491	47	0.524
00-00	9205	212	8394	143	351	11	10	8	21	28	27		00-00	0	1	13	84	476	2096	3664	2095	566	193	15	2	0	0	37.8	42.9	2871	31.19	600	6.518	70	0.76



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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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	26	0	23	0	3	0	0	0	0	0	0		0000	0	0	0	0	0	1	4	4	6	9	2	0	0	0	47.9	55.2	21	80.77	14	53.85	6	23.08
0100	18	0	12	0	3	0	0	0	0	0	3		0100	0	0	0	0	0	2	3	8	2	2	1	0	0	0	43.9	55.4	13	72.22	5	27.78	2	11.11
0200	35	0	23	0	4	0	0	0	0	2	6		0200	0	0	0	0	2	5	7	10	4	6	1	0	0	0	42.6	53.1	21	60	10	28.57	4	11.43
0300	51	0	29	0	12	0	0	2	1	2	5		0300	0	0	0	0	0	3	12	13	8	14	1	0	0	0	45	53.4	36	70.59	19	37.25	5	9.804
0400	139	1	99	1	23	2	0	0	2	3	8		0400	0	0	0	0	1	10	27	25	38	36	1	1	0	0	45.2	53.4	101	72.66	67	48.2	17	12.23
0500	423	4	325	1	66	5	1	0	1	3	17		0500	0	0	1	15	19	73	95	100	73	46	1	0	0	0	40.2	48.8	220	52.01	106	25.06	9	2.128
0600	626	3	534	3	72	2	0	1	2	6	3		0600	0	0	0	0	18	73	274	186	59	15	1	0	0	0	39.4	43.8	261	41.69	55	8.786	2	0.319
0700	721	4	630	2	60	3	2	0	0	7	13		0700	0	0	1	3	11	141	330	174	57	4	0	0	0	0	38.4	42.9	235	32.59	40	5.548	0	0
0800	639	7	545	2	62	5	1	0	3	2	12		0800	0	0	1	9	23	159	284	141	21	1	0	0	0	0	37.1	41.6	163	25.51	12	1.878	0	0
0900	525	3	445	7	43	0	9	2	4	7	5		0900	0	0	1	6	27	134	232	100	23	2	0	0	0	0	36.8	41.5	125	23.81	20	3.81	0	0
1000	580	0	500	15	46	1	1	0	5	6	6		1000	0	0	0	6	30	182	231	115	15	1	0	0	0	0	36.5	41.1	131	22.59	7	1.207	0	0
1100	572	1	483	13	53	4	5	0	1	3	9		1100	0	0	0	1	46	165	235	96	25	4	0	0	0	0	36.6	41.3	125	21.85	22	3.846	0	0
1200	540	0	446	10	49	5	7	2	3	10	8		1200	0	13	21	17	28	121	226	94	17	3	0	0	0	0	35.5	41.1	114	21.11	11	2.037	1	0.185
1300	501	1	397	10	71	1	4	1	1	5	10		1300	0	10	8	16	26	120	179	110	31	1	0	0	0	0	36.2	42.3	142	28.34	20	3.992	0	0
1400	523	2	430	7	65	2	5	0	2	7	3		1400	0	0	1	2	22	174	204	96	17	7	0	0	0	0	36.7	41.6	120	22.94	18	3.442	0	0
1500	515	1	439	2	51	2	4	1	2	4	9		1500	0	0	0	0	13	125	231	115	25	6	0	0	0	0	37.9	42.3	146	28.35	22	4.272	1	0.194
1600	494	0	432	3	53	1	1	0	0	3	1		1600	0	0	0	0	14	77	233	132	31	7	0	0	0	0	38.6	43.1	170	34.41	23	4.656	0	0
1700	519	0	472	2	38	1	0	0	0	2	4		1700	0	0	0	6	23	113	192	156	24	4	0	0	0	1	38.1	42.8	185	35.65	23	4.432	2	0.385
1800	439	1	390	7	32	2	0	1	1	3	2		1800	0	0	0	0	10	78	182	124	38	7	0	0	0	0	38.9	43.7	169	38.5	29	6.606	0	0
1900	275	0	245	4	19	0	0	1	0	1	5		1900	0	0	4	9	5	51	75	92	27	10	2	0	0	0	39	44.9	131	47.64	28	10.18	5	1.818
2000	129	0	119	0	10	0	0	0	0	0	0		2000	0	0	0	0	0	15	40	45	18	11	0	0	0	0	41.3	46.4	74	57.36	20	15.5	1	0.775
2100	73	0	67	0	6	0	0	0	0	0	0		2100	0	0	0	1	2	8	24	19	17	2	0	0	0	0	40.5	46.8	38	52.05	13	17.81	2	2.74
2200	38	0	34	1	3	0	0	0	0	0	0		2200	0	0	0	0	1	2	6	12	11	5	1	0	0	0	43.9	51.1	29	76.32	15	39.47	1	2.632
2300	14	0	12	0	2	0	0	0	0	0	0		2300	0	0	0	0	1	0	4	3	5	1	0	0	0	0	42.3	49.4	9	64.29	5	35.71	0	0
07-19	6568	20	5609	80	623	27	39	7	22	59	82		07-19	0	23	33	66	273	1589	2759	1453	324	47	0	0	0	1	37.3	42.2	1825	27.79	247	3.761	4	0.061
06-22	7671	23	6574	87	730	29	39	9	24	66	90		06-22	0	23	37	76	298	1736	3172	1795	445	85	3	0	0	1	37.6	42.6	2329	30.36	363	4.732	14	0.183
06-00	7723	23	6620	88	735	29	39	9	24	66	90		06-00	0	23	37	76	300	1738	3182	1810	461	91	4	0	0	1	37.6	42.6	2367	30.65	383	4.959	15	0.194
00-00	8415	28	7131	90	846	36	40	11	28	76	129		00-00	0	23	38	91	322	1832	3330	1970	592	204	11	1	0	1	38	43.3	2779	33.02	604	7.178	58	0.689

30 May 2018

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 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	23	0	22	0	1	0	0	0	0	0	0		0000	0	0	0	0	0	1	9	4	8	0	0	0	0	0	46.8	54.3	21	91.3	12	52.17	2	8.696
0100	13	0	6	0	5	0	0	0	0	0	2		0100	0	0	0	0	0	2	7	0	2	2	0	0	0	0	41	53.3	4	30.77	3	23.08	1	7.692
0200	27	0	18	0	3	0	0	0	0	1	5		0200	0	0	0	0	0	5	9	5	2	5	1	0	0	0	41.8	53.7	13	48.15	8	29.63	3	11.11
0300	35	0	19	0	9	0	0	1	0	2	4		0300	0	0	0	0	0	3	7	11	12	2	0	0	0	0	43.4	48.5	25	71.43	10	28.57	2	5.714
0400	102	0	62	0	26	3	0	0	3	4	4		0400	0	0	0	0	0	6	20	32	20	22	2	0	0	0	44.7	52.9	76	74.51	37	36.27	9	8.824
0500	371	2	297	0	58	0	0	0	2	3	9		0500	0	0	0	0	1	17	88	108	83	69	5	0	0	0	44.3	51.3	265	71.43	138	37.2	26	7.008
0600	603	10	490	1	85	2	0	1	3	2	9		0600	0	0	0	0	10	61	160	203	138	29	2	0	0	0	41.6	46.9	372	61.69	126	20.9	8	1.327
0700	736	4	639	1	70	5	3	1	1	4	8		0700	0	0	0	0	18	143	296	223	54	2	0	0	0	0	38.5	43.3	279	37.91	45	6.114	0	0
0800	658	6	546	6	65	6	6	1	3	11	8		0800	0	3	5	8	41	129	272	158	33	9	0	0	0	0	37.3	42.6	200	30.4	25	3.799	2	0.304
0900	546	3	465	8	48	3	3	1	1	6	8		0900	0	0	1	10	24	104	241	133	25	8	0	0	0	0	37.6	42.5	166	30.4	24	4.396	3	0.549
1000	587	0	516	4	51	1	2	0	5	1	7		1000	0	0	1	0	30	182	268	88	18	0	0	0	0	0	36.5	40.4	106	18.06	11	1.874	0	0
1100	552	2	472	10	50	4	3	0	1	6	4		1100	0	0	1	1	10	131	274	114	18	2	1	0	0	0	37.5	41	135	24.46	17	3.08	1	0.181
1200	510	1	401	11	75	3	6	1	4	5	3		1200	0	0	2	7	31	134	201	122	11	2	0	0	0	0	36.8	41.7	135	26.47	7	1.373	0	0
1300	500	3	421	6	54	1	3	0	0	6	6		1300	0	0	0	1	19	124	210	117	27	2	0	0	0	0	37.6	42.4	146	29.2	16	3.2	0	0
1400	516	3	431	7	59	4	0	1	3	3	5		1400	0	0	0	3	28	145	210	103	26	1	0	0	0	0	36.9	42.1	130	25.19	18	3.488	0	0
1500	492	4	414	3	48	3	4	0	3	4	9		1500	0	0	4	3	13	113	223	103	26	7	0	0	0	0	37.7	42.5	136	27.64	19	3.862	2	0.407
1600	575	5	492	9	55	3	0	0	2	6	3		1600	0	0	0	2	24	142	261	123	21	2	0	0	0	0	37.3	41.8	146	25.39	12	2.087	1	0.174
1700	541	0	481	4	49	0	0	0	2	2	3		1700	9	7	3	2	18	85	194	171	41	11	0	0	0	0	38.1	43.6	223	41.22	38	7.024	0	0
1800	442	3	390	2	43	0	0	1	1	1	1		1800	0	0	0	0	6	36	168	178	45	9	0	0	0	0	40.3	44.4	232	52.49	34	7.692	1	0.226
1900	355	10	306	2	28	1	0	1	0	3	4		1900	0	0	0	1	9	36	117	132	46	14	0	0	0	0	40.3	45.2	192	54.08	43	12.11	1	0.282
2000	157	0	141	1	13	0	0	0	0	2	0		2000	0	0	1	3	8	11	41	63	22	7	1	0	0	0	40.3	45.7	93	59.24	21	13.38	1	0.637
2100	96	2	83	0	9	0	0	0	0	1	1		2100	0	0	0	1	4	18	27	27	10	9	0	0	0	0	40.1	46.8	46	47.92	18	18.75	3	3.125
2200	43	0	40	0	3	0	0	0	0	0	0		2200	0	0	0	0	0	5	10	16	6	5	1	0	0	0	42.9	49.5	28	65.12	11	25.58	3	6.977
2300	19	0	17	0	2	0	0	0	0	0	0		2300	0	0	0	0	0	0	4	5	5	5	0	0	0	0	45.4	51.4	15	78.95	10	52.63	1	5.263
07-19	6655	34	5668	71	667	33	30	6	26	55	65		07-19	9	10	17	37	262	1468	2818	1633	345	55	1	0	0	0	37.7	42.4	2034	30.56	266	3.997	10	0.15
06-22	7866	56	6688	75	802	36	30	8	29	63	79		06-22	9	10	18	42	293	1594	3163	2058	561	114	4	0	0	0	38.2	43.2	2737	34.8	474	6.026	23	0.292
06-00	7928	56	6745	75	807	36	30	8	29	63	79		06-00	9	10	18	42	293	1599	3177	2079	572	124	5	0	0	0	38.2	43.2	2780	35.07	495	6.244	27	0.341
00-00	8499	58	7169	75	909	39	30	9	34	73	103		00-00	9	10	18	42	294	1633	3309	2244	695	232	13	0	0	0	38.6	43.9	3184	37.46	703	8.272	70	0.824

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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT	
0000	32	0	28	0	3	0	0	0	0	0	0	0	0000	0	0	0	0	0	2	8	8	6	7	1	0	0	0	44.5	53.1	22	68.3	12	38.84	3	9.821	
0100	16	0	11	0	2	0	0	0	0	0	2	0	0100	0	0	0	0	0	1	3	4	4	3	0	0	0	0	44	51.5	11	69.64	6	39.29	1	5.357	
0200	24	0	17	0	3	0	0	0	0	1	3	0	0200	0	0	0	0	0	2	6	7	3	5	1	0	0	0	43.5	53.7	16	64.12	8	31.18	3	12.35	
0300	34	0	22	0	7	0	0	1	1	1	2	0	0300	0	0	0	0	0	2	6	13	9	5	0	0	0	0	44.3	50.1	27	77.92	11	32.92	2	5.417	
0400	77	0	52	0	16	2	0	0	1	2	3	0	0400	0	0	0	0	1	5	16	19	20	15	1	0	0	0	44.4	51.3	55	72.07	30	38.92	5	6.89	
0500	250	2	197	1	39	2	0	0	1	2	6	0	0500	0	0	0	3	4	22	47	70	58	42	3	0	0	0	43.6	50.8	173	69.45	91	36.27	15	5.892	
0600	417	3	351	1	51	1	0	0	1	3	4	0	0600	0	0	0	1	10	47	133	131	71	23	2	0	0	0	40.9	46.7	227	54.4	76	18.18	7	1.609	
0700	549	4	480	3	48	2	2	1	1	3	6	0	0700	0	0	3	3	22	107	199	149	49	15	1	0	0	0	38.6	44.2	214	38.96	48	8.745	4	0.755	
0800	527	6	451	4	47	3	2	0	2	5	6	0	0800	0	0	1	3	21	111	210	129	41	10	0	0	0	0	38.2	43.3	180	34.16	36	6.777	2	0.298	
0900	517	7	449	6	35	2	4	1	2	4	6	0	0900	0	0	1	6	26	109	217	122	30	6	0	0	0	0	37.7	42.7	158	30.55	28	5.331	1	0.249	
1000	568	6	498	10	41	1	2	0	4	3	5	0	1000	0	0	1	4	31	157	237	117	18	2	0	0	0	0	36.9	41.6	138	24.26	14	2.413	0	0.075	
1100	593	8	516	11	43	2	4	0	1	3	5	0	1100	0	0	4	6	36	163	247	113	21	3	0	0	0	0	36.6	41.4	137	23.06	18	3.081	0	0.072	
1200	530	5	456	10	43	2	3	1	2	4	4	0	1200	0	3	5	10	38	131	216	106	18	3	0	0	0	0	36.4	41.6	128	24.1	13	2.48	1	0.135	
1300	497	8	428	6	42	1	3	0	1	4	4	0	1300	0	1	1	4	26	125	191	116	27	4	0	0	0	0	37.3	42.3	147	29.67	20	3.968	1	0.115	
1400	514	9	442	6	47	2	2	1	1	3	2	0	1400	0	0	0	2	15	120	226	120	25	5	0	0	0	0	37.7	42.2	150	29.21	21	4.082	1	0.111	
1500	534	10	469	4	39	1	3	0	2	2	4	0	1500	0	0	2	7	24	112	232	125	28	5	0	0	0	0	37.6	42.5	158	29.5	21	4.012	1	0.16	
1600	567	7	510	5	38	1	1	0	1	2	2	0	1600	0	3	5	9	23	117	243	133	29	5	0	0	0	0	37.3	42.2	167	29.51	22	3.853	0	0.076	
1700	550	7	497	6	33	1	0	0	1	1	2	0	1700	1	1	1	8	30	103	212	152	35	7	0	0	0	0	37.9	42.9	194	35.32	30	5.505	1	0.156	
1800	488	5	444	4	30	1	0	0	1	1	1	0	1800	0	0	2	4	15	91	194	134	39	9	0	0	0	0	38.6	43.6	182	37.34	34	6.994	2	0.38	
1900	388	4	357	2	21	0	0	0	0	2	2	0	1900	0	0	1	3	11	56	140	128	37	10	1	0	0	0	39.4	44.5	177	45.54	35	9.131	3	0.7	
2000	241	2	225	1	10	0	0	0	0	0	1	0	2000	0	0	0	0	5	29	90	79	29	8	0	0	0	0	40.1	45.2	117	48.58	28	11.66	2	0.651	
2100	135	2	123	1	8	0	0	0	0	1	0	0	2100	0	0	0	0	3	19	51	36	20	7	0	0	0	0	40.1	46.1	62	46.1	21	15.3	2	1.582	
2200	91	1	83	1	5	0	0	0	0	0	1	0	2200	0	0	0	0	4	15	28	24	13	7	0	0	0	0	40.3	46.9	44	48.36	17	18.47	2	2.034	
2300	48	0	42	0	4	0	0	0	0	0	1	0	2300	0	0	0	0	1	6	14	13	10	5	0	0	0	0	41.6	48.2	27	57.31	12	25.07	1	2.985	
07-19	6436	82	5641	75	485	20	26	4	19	37	47	0	07-19	2	9	25	66	308	1447	2625	1518	359	74	2	0	0	0	0	37.6	42.6	1954	30.36	305	4.737	14	0.213
06-22	7618	92	6697	81	575	22	26	6	22	43	54	0	06-22	2	9	26	71	337	1597	3039	1893	517	122	5	0	0	0	0	38	43.1	2537	33.3	465	6.104	27	0.353
06-00	7757	93	6822	82	584	22	26	6	22	45	55	0	06-00	2	9	26	72	342	1618	3080	1929	540	134	5	0	0	0	0	38	43.2	2609	33.63	494	6.367	30	0.389
00-00	8190	96	7149	84	653	26	27	7	25	52	72	0	00-00	2	9	26	74	348	1653	3165	2050	640	210	11	1	0	0	0	38.3	43.7	2913	35.56	652	7.959	59	0.72

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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
Mon	9205	212	8394	143	351	11	10	8	21	28	27	0	Mon	0	1	13	84	476	2096	3664	2095	566	193	15	2	0	0	37.8	42.9	2871	31.19	600	6.518	70	0.76
Tue	8415	28	7131	90	846	36	40	11	28	76	129	0	Tue	0	23	38	91	322	1832	3330	1970	592	204	11	1	0	1	38	43.3	2779	33.02	604	7.178	58	0.689
Wed	8499	58	7169	75	909	39	30	9	34	73	103	0	Wed	9	10	18	42	294	1633	3309	2244	695	232	13	0	0	0	38.6	43.9	3184	37.46	703	8.272	70	0.824
Thu	7766	34	6464	80	869	39	51	6	39	75	109	0	Thu	1	1	36	140	448	1715	2906	1791	548	172	8	0	0	0	37.7	43.3	2519	32.44	570	7.34	33	0.425
Fri	8546	76	7185	89	909	39	33	3	28	70	114	0	Fri	4	25	58	85	395	1564	3159	2224	756	264	12	0	0	0	38.5	44.1	3256	38.1	773	9.045	73	0.854
[Sat	7338	132	6687	50	399	9	13	4	13	23	8	0	[Sat	0	5	15	54	268	1274	2708	2078	683	234	18	1	0	0	39	44.4	3014	41.07	703	9.58	66	0.899
[Sun	7561	129	7016	62	289	10	9	6	13	16	11	0	[Sun	0	0	3	25	230	1456	3082	1947	641	174	3	0	0	0	38.7	43.8	2765	36.57	610	8.068	43	0.569
--	57330	669	50046	589	4572	183	186	47	176	361	501	0	--	14	65	181	521	2433	11570	22158	14349	4481	1473	80	4	0	1	38.3	43.7	20388	35.56	4563	7.959	413	0.72

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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
--	57330	669	50046	589	4572	183	186	47	176	361	501	0	--	14	65	181	521	2433	11570	22158	14349	4481	1473	80	4	0	1	38.3	43.7	20388	35.56	4563	7.959	413	0.72

## Advanced Transport Research

### Globals

<b>Report Id</b>	CustomList-1304
<b>Descriptor</b>	Advanced Transport Research
<b>Created by</b>	MetroCount Traffic Executive
<b>Creation Time (UTC)</b>	2018-06-04T13:49:37
<b>Legal</b>	Copyright (c)1997 - 2016 MetroCount
<b>Graphic</b>	header.gif
<b>Language</b>	English
<b>Country</b>	United Kingdom
<b>Time</b>	UTC + 60 min
<b>Create Version</b>	5.0.1.0
<b>Metric</b>	Non metric
<b>Speed Unit</b>	mph
<b>Length Unit</b>	ft
<b>Mass Unit</b>	ton

### Dataset

<b>Site Name</b>	17608-002
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-002 0 2018-05-25 0918.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	ROBERTSBRIDGE BYPASS [40M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-22T10:33:11
<b>Start Time</b>	2018-05-22T10:33:11
<b>Finish Time</b>	2018-05-25T09:20:44
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? DK761597 MC56-L5 [MC55] (c)Microcom 19Oct04

### Dataset

<b>Site Name</b>	17608-002
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-002 0 2018-05-31 1122.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	ROBERTSBRIDGE BYPASS [40M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-25T09:20:51
<b>Start Time</b>	2018-05-25T09:20:51
<b>Finish Time</b>	2018-05-31T11:24:51
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? DK761597 MC56-L5 [MC55] (c)Microcom 19Oct04

### Profile

<b>Name</b>	Advanced Transport Research
<b>Title</b>	Advanced Transport Research
<b>Graphic Logo</b>	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
<b>Header</b>	
<b>Footer</b>	
<b>Percentile 1</b>	85
<b>Percentile 2</b>	95
<b>Pace</b>	12
<b>Filter Start</b>	2018-05-24T00:00:00
<b>Filter End</b>	2018-05-31T00:00:00
<b>Class Scheme</b>	ARX
<b>F</b>	Cls(1-10) Dir(S) Sp(0,120) Headway(J0) Span(0 - 328.084) Lane(0-16)
<b>Low Speed</b>	0
<b>High Speed</b>	120
<b>Posted Limit</b>	40
<b>Speed Limits</b>	46 55 40 40 40 0 0 0 0 40
<b>Separation</b>	0.000
<b>Separation Type</b>	Headway
<b>Direction</b>	South
<b>Encoded Direction</b>	4

## Advanced Transport Research

### Column

<b>Time</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Cls 1</b>	Class totals
<b>Cls 2</b>	Class totals
<b>Cls 3</b>	Class totals
<b>Cls 4</b>	Class totals
<b>Cls 5</b>	Class totals
<b>Cls 6</b>	Class totals
<b>Cls 7</b>	Class totals
<b>Cls 8</b>	Class totals
<b>Cls 9</b>	Class totals
<b>Cls 10</b>	Class totals
<b>Fix1</b>	User defined fixed text
<b>Time</b>	24-hour time (0000 - 2359)
<b>Vbin 0 10</b>	Speed bin totals
<b>Vbin 10 15</b>	Speed bin totals
<b>Vbin 15 20</b>	Speed bin totals
<b>Vbin 20 25</b>	Speed bin totals
<b>Vbin 25 30</b>	Speed bin totals
<b>Vbin 30 35</b>	Speed bin totals
<b>Vbin 35 40</b>	Speed bin totals
<b>Vbin 40 45</b>	Speed bin totals
<b>Vbin 45 50</b>	Speed bin totals
<b>Vbin 50 60</b>	Speed bin totals
<b>Vbin 60 70</b>	Speed bin totals
<b>Vbin 70 80</b>	Speed bin totals
<b>Vbin 80 90</b>	Speed bin totals
<b>Vbin 90 100</b>	Speed bin totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>JPSL 40</b>	Number exceeding Posted Speed Limit
<b>JPSL% 40</b>	Percent exceeding Posted Speed Limit
<b>JSL1 46 ACPO</b>	Number exceeding Speed Limit 1
<b>JSL1% 46 ACPO</b>	Percent exceeding Speed Limit 1
<b>JSL2 55 DFT</b>	Number exceeding Speed Limit 2
<b>JSL2% 55 DFT</b>	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-1304  
Site Name - 17608-002; 17608-002  
Description - Multiple Files! See Header sheet.  
Direction - South

24 May 2018

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 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	10	0	8	0	1	0	0	0	0	0	1		0000	0	0	0	0	0	3	2	1	2	1	1	0	0	0	42.1	-	5	50	3	30	1	10
0100	23	0	18	0	5	0	0	0	0	0	0		0100	0	0	0	0	0	4	5	8	5	1	0	0	0	0	40.9	47.7	14	60.87	5	21.74	1	4.348
0200	12	0	8	0	0	2	1	0	0	0	1		0200	0	0	0	0	2	4	1	1	3	1	0	0	0	0	38.9	50	5	41.67	3	25	0	0
0300	29	0	18	0	7	1	1	0	0	0	2		0300	0	0	0	2	6	4	9	6	1	1	0	0	0	0	35.7	41.6	8	27.59	1	3.448	0	0
0400	28	0	24	0	1	0	1	0	0	0	2		0400	0	0	0	0	2	4	5	10	5	2	0	0	0	0	40.5	47.9	17	60.71	7	25	0	0
0500	70	0	48	2	8	1	0	1	1	3	6		0500	0	0	1	2	14	11	14	21	5	2	0	0	0	0	36.7	44.6	28	40	5	7.143	1	1.429
0600	183	1	129	1	25	3	2	1	7	4	10		0600	0	0	0	5	30	61	52	23	11	1	0	0	0	0	35.2	41.1	35	19.13	8	4.372	0	0
0700	434	1	350	5	56	2	6	1	1	3	9		0700	0	0	0	4	75	132	142	64	12	5	0	0	0	0	35.3	40.5	81	18.66	14	3.226	1	0.23
0800	572	2	478	5	56	3	10	0	1	6	11		0800	0	0	2	6	57	188	222	84	13	0	0	0	0	0	35.6	40.4	97	16.96	9	1.573	0	0
0900	429	1	342	5	63	0	3	0	3	4	8		0900	0	0	0	0	38	126	191	59	12	3	0	0	0	0	36.4	40.2	74	17.25	9	2.098	0	0
1000	469	2	362	4	73	5	5	1	2	4	11		1000	0	0	0	0	49	120	206	81	9	4	0	0	0	0	36.5	40.6	94	20.04	10	2.132	2	0.426
1100	426	2	359	4	41	2	5	2	2	3	6		1100	0	0	0	12	25	106	204	66	9	4	0	0	0	0	36.5	40.5	79	18.54	12	2.817	1	0.235
1200	462	2	372	9	49	3	6	2	2	7	10		1200	1	0	0	8	39	177	162	68	7	0	0	0	0	0	35.2	40.2	75	16.23	2	0.433	0	0
1300	444	3	355	6	57	4	3	2	2	8	4		1300	0	0	0	2	38	131	166	87	18	1	1	0	0	0	36.5	41.4	107	24.1	14	3.153	2	0.45
1400	508	3	416	4	54	4	8	2	2	6	9		1400	0	0	0	12	39	164	208	70	10	5	0	0	0	0	35.9	40.3	85	16.73	14	2.756	1	0.197
1500	604	1	523	7	50	5	0	0	5	7	6		1500	0	0	0	4	29	144	278	128	13	7	1	0	0	0	37.3	41.4	149	24.67	17	2.815	3	0.497
1600	682	3	589	6	65	3	4	0	3	5	4		1600	0	0	0	1	26	129	336	152	32	6	0	0	0	0	37.9	41.9	190	27.86	30	4.399	1	0.147
1700	784	6	712	5	55	0	1	0	1	2	2		1700	0	0	0	1	24	150	390	177	34	8	0	0	0	0	38	41.9	219	27.93	31	3.954	1	0.128
1800	681	6	627	8	34	1	2	0	0	0	3		1800	0	0	1	0	22	82	299	221	46	9	1	0	0	0	39.1	43.4	277	40.68	42	6.167	2	0.294
1900	479	2	438	2	30	0	2	0	0	2	3		1900	0	0	0	0	17	52	186	163	44	14	2	1	0	0	39.9	44.2	224	46.76	45	9.395	9	1.879
2000	101	2	89	0	9	0	1	0	0	0	0		2000	0	1	1	0	4	13	31	33	10	5	3	0	0	0	40.4	46.4	51	50.5	16	15.84	4	3.96
2100	44	1	40	0	2	0	0	0	0	1	0		2100	0	0	0	1	1	10	23	6	1	1	1	0	0	0	37.8	42.4	9	20.45	2	4.545	2	4.545
2200	21	1	20	0	0	0	0	0	0	0	0		2200	0	0	0	0	3	5	6	3	3	1	0	0	0	0	37.7	46.1	7	33.33	3	14.29	1	4.762
2300	15	0	13	0	2	0	0	0	0	0	0		2300	0	0	0	0	2	1	3	4	3	2	0	0	0	0	41.3	50.7	9	60	4	26.67	1	6.667
07-19	6495	32	5485	68	653	32	53	10	24	55	83		07-19	1	0	3	50	461	1649	2804	1257	215	52	3	0	0	0	36.9	41.3	1527	23.51	204	3.141	14	0.216
06-22	7302	38	6181	71	719	35	58	11	31	62	96		06-22	1	1	4	56	513	1785	3096	1482	281	73	9	1	0	0	37.1	41.7	1846	25.28	275	3.766	29	0.397
06-00	7338	39	6214	71	721	35	58	11	31	62	96		06-00	1	1	4	56	518	1791	3105	1489	287	76	9	1	0	0	37.1	41.7	1862	25.37	282	3.843	31	0.422
00-00	7510	39	6338	73	743	39	61	12	32	65	108		00-00	1	1	5	60	542	1821	3141	1536	308	84	10	1	0	0	37.1	41.8	1939	25.82	306	4.075	34	0.453

25 May 2018

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 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	15	0	12	0	2	0	0	0	0	0	0	1	0000	0	0	0	0	1	1	4	5	1	3	0	0	0	0	41.5	51.8	9	60	4	26.67	1	6.667
0100	23	0	18	0	4	0	0	0	0	0	0	1	0100	0	0	0	0	2	2	6	8	5	0	0	0	0	0	40.3	46.5	13	56.52	5	21.74	0	0
0200	21	0	19	0	1	0	0	0	0	0	0	1	0200	0	0	0	0	2	1	5	11	0	2	0	0	0	0	40.9	44.9	13	61.9	2	9.524	0	0
0300	28	1	13	0	5	2	1	0	1	2	3		0300	0	0	0	0	4	9	5	8	0	2	0	0	0	0	36.7	44.5	10	35.71	2	7.143	0	0
0400	28	0	18	0	5	0	0	0	1	2	2		0400	0	0	0	0	2	6	7	11	0	2	0	0	0	0	39	44	13	46.43	2	7.143	1	3.571
0500	81	0	58	1	10	0	0	0	2	4	6		0500	0	0	0	0	12	23	16	11	14	5	0	0	0	0	37.9	46.7	30	37.04	15	18.52	0	0
0600	186	0	127	2	40	1	1	0	2	2	11		0600	0	0	0	0	30	67	55	21	11	2	0	0	0	0	35.4	40.8	34	18.28	8	4.301	1	0.538
0700	408	3	319	1	56	2	4	1	2	6	14		0700	0	0	1	1	57	124	159	56	9	1	0	0	0	0	35.5	40.4	66	16.18	6	1.471	0	0
0800	562	4	463	2	67	1	6	0	2	7	10		0800	0	0	0	7	79	194	205	60	11	6	0	0	0	0	35.1	39.8	77	13.7	13	2.313	1	0.178
0900	474	3	383	3	68	4	3	0	1	4	5		0900	0	0	0	2	36	119	203	95	18	1	0	0	0	0	36.8	41.7	114	24.05	9	1.899	0	0
1000	558	3	464	7	67	3	2	1	2	3	6		1000	0	0	1	4	45	153	224	115	10	5	1	0	0	0	36.5	41.2	131	23.48	14	2.509	1	0.179
1100	559	3	472	12	53	3	5	0	2	3	6		1100	0	0	0	0	45	155	263	83	8	4	1	0	0	0	36.3	40.4	96	17.17	8	1.431	3	0.537
1200	625	4	536	11	54	1	3	0	1	5	10		1200	0	0	1	8	55	153	268	115	19	6	0	0	0	0	36.6	41.2	140	22.4	17	2.72	2	0.32
1300	644	8	548	8	56	2	4	2	1	10	5		1300	0	0	0	0	16	200	308	101	14	5	0	0	0	0	36.9	40.4	120	18.63	13	2.019	1	0.155
1400	646	3	563	6	52	2	4	0	2	9	5		1400	0	0	0	13	23	165	285	123	31	5	1	0	0	0	37.1	41.6	160	24.77	25	3.87	3	0.464
1500	694	10	605	9	53	2	7	0	1	2	5		1500	0	0	0	0	34	119	328	175	29	7	1	1	0	0	38.1	42.3	213	30.69	27	3.89	6	0.865
1600	811	6	725	10	63	1	0	1	2	3	0		1600	0	2	0	0	18	120	372	237	53	6	1	2	0	0	38.8	42.8	299	36.87	42	5.179	5	0.617
1700	841	10	762	7	49	1	3	2	0	2	5		1700	0	0	0	3	24	140	396	230	42	6	0	0	0	0	38.3	42.4	278	33.06	35	4.162	3	0.357
1800	821	11	746	16	39	3	0	1	1	3	1		1800	0	0	2	4	16	112	412	227	36	11	1	0	0	0	38.6	42.3	275	33.5	36	4.385	3	0.365
1900	604	1	554	6	38	1	0	0	0	2	2		1900	0	0	0	5	20	93	275	165	40	6	0	0	0	0	38.5	43.2	211	34.93	27	4.47	1	0.166
2000	450	4	432	2	5	1	1	2	1	1	1		2000	0	0	0	0	15	52	179	153	35	16	0	0	0	0	39.6	43.7	204	45.33	37	8.222	4	0.889
2100	317	2	294	2	11	4	1	0	1	0	2		2100	0	0	0	1	5	48	155	88	13	7	0	0	0	0	38.7	42.9	108	34.07	14	4.416	2	0.631
2200	195	0	182	0	9	0	0	0	1	1	2		2200	0	0	0	0	0	20	75	65	26	8	1	0	0	0	40.7	46.4	100	51.28	31	15.9	3	1.538
2300	117	0	112	0	4	0	0	0	0	0	1		2300	0	0	0	0	2	6	42	52	8	7	0	0	0	0	41	44.8	67	57.26	12	10.26	3	2.564
07-19	7643	68	6586	92	677	25	41	8	17	57	72		07-19	0	2	5	42	448	1754	3423	1617	280	63	6	3	0	0	37.3	41.6	1969	25.76	245	3.206	28	0.366
06-22	9200	75	7993	104	771	32	44	10	21	62	88		06-22	0	2	5	48	518	2014	4087	2044	379	94	6	3	0	0	37.5	41.9	2526	27.46	331	3.598	36	0.391
06-00	9512	75	8287	104	784	32	44	10	22	63	91		06-00	0	2	5	48	520	2040	4204	2161	413	109	7	3	0	0	37.6	42.1	2693	28.31	374	3.932	42	0.442
00-00	9708	76	8425	105	811	34	45	10	26	71	105		00-00	0	2	5	48	543	2082	4247	2215	433	123	7	3	0	0	37.6	42.1	2781	28.65	404	4.162	44	0.453

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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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	90	1	83	0	6	0	0	0	0	0	0	0	0000	0	0	0	1	1	10	34	28	8	8	0	0	0	0	40.7	46.5	44	48.89	14	15.56	3	3.333
0100	46	0	41	1	1	1	0	0	0	1	1	0	0100	0	0	0	0	1	7	11	18	6	3	0	0	0	0	40.7	45.5	27	58.7	6	13.04	0	0
0200	33	1	29	0	2	0	0	0	0	0	1	0	0200	0	0	0	0	1	4	5	14	6	2	1	0	0	0	42.9	48.5	23	69.7	7	21.21	1	3.03
0300	16	0	13	0	2	1	0	0	0	0	0	0	0300	0	0	0	0	1	2	7	4	2	0	0	0	0	0	38.7	45	6	37.5	2	12.5	0	0
0400	21	0	16	0	3	0	0	0	1	0	1	0	0400	0	0	0	0	1	3	8	5	4	0	0	0	0	0	39.8	46.4	9	42.86	3	14.29	0	0
0500	46	1	27	1	7	1	1	1	2	3	2	0	0500	0	0	0	0	3	16	11	13	3	0	0	0	0	0	37.1	42.9	16	34.78	2	4.348	0	0
0600	83	2	61	0	13	1	2	0	0	2	2	0	0600	0	0	0	1	3	23	15	21	17	3	0	0	0	0	39.2	46.4	41	49.4	15	18.07	0	0
0700	199	0	168	0	21	2	2	0	3	2	1	0	0700	0	0	0	0	6	27	75	72	16	3	0	0	0	0	39.3	43.6	91	45.73	12	6.03	0	0
0800	310	1	273	4	26	2	1	0	1	2	0	0	0800	0	0	4	12	5	48	106	102	26	4	3	0	0	0	38.6	44.1	135	43.55	19	6.129	4	1.29
0900	483	5	429	6	34	2	5	0	0	0	2	0	0900	0	0	1	6	9	57	232	154	21	3	0	0	0	0	38.7	42.8	178	36.85	12	2.484	0	0
1000	669	6	618	7	32	1	2	0	1	1	1	0	1000	0	0	0	0	14	153	327	147	22	5	1	0	0	0	37.6	41.7	175	26.16	18	2.691	3	0.448
1100	657	16	610	13	18	0	0	0	0	0	0	0	1100	0	0	0	0	7	79	354	160	37	17	2	1	0	0	39.1	42.7	217	33.03	46	7.002	11	1.674
1200	765	16	705	16	25	0	1	0	1	0	1	0	1200	0	0	0	0	8	157	387	166	34	12	0	1	0	0	38.3	41.9	213	27.84	36	4.706	7	0.915
1300	856	13	800	14	25	1	1	1	0	1	0	0	1300	0	0	0	0	15	157	475	161	31	14	2	0	1	0	38.1	41.6	209	24.42	36	4.206	5	0.584
1400	797	18	735	14	23	0	3	1	0	0	3	0	1400	0	0	0	4	22	182	388	170	19	8	1	3	0	0	37.6	41.1	201	25.22	23	2.886	4	0.502
1500	751	13	703	8	24	0	0	0	0	2	1	0	1500	0	0	0	1	18	103	410	162	49	6	2	0	0	0	38.5	42.2	219	29.16	38	5.06	4	0.653
1600	625	10	577	5	29	1	0	0	1	1	1	0	1600	0	0	8	18	27	95	271	155	31	16	4	0	0	0	38	43.2	206	32.96	40	6.4	8	1.28
1700	613	13	568	3	22	1	2	0	1	2	1	0	1700	0	0	1	0	17	92	299	163	24	14	2	1	0	0	38.7	42.9	204	33.28	35	5.71	4	0.653
1800	466	10	435	2	16	0	0	0	0	1	2	0	1800	0	0	0	0	6	39	218	160	32	10	0	1	0	0	39.7	43.6	203	43.56	33	7.082	1	0.215
1900	413	4	392	1	13	0	0	0	0	1	2	0	1900	0	0	0	2	8	60	154	143	37	5	3	1	0	0	39.5	44.2	189	45.76	33	7.99	4	0.969
2000	250	1	235	0	11	0	0	0	0	1	2	0	2000	0	0	0	1	9	17	88	97	25	12	1	0	0	0	40.5	45.1	135	54	26	10.4	5	2
2100	169	2	161	0	4	2	0	0	0	0	0	0	2100	0	0	0	0	1	15	67	61	16	9	0	0	0	0	40.6	44.8	86	50.89	19	11.24	2	1.183
2200	152	0	144	1	6	0	0	0	0	1	0	0	2200	0	0	0	0	3	16	80	40	12	1	0	0	0	0	39.1	43.7	53	34.87	8	5.263	0	0
2300	98	0	95	0	1	1	0	0	1	0	0	0	2300	0	0	0	0	0	21	41	25	9	2	0	0	0	0	38.8	44.2	36	36.73	9	9.184	0	0
07-19	7191	121	6621	92	295	10	17	2	8	12	13	0	07-19	0	0	14	41	154	1189	3542	1772	342	112	17	7	1	0	38.4	42.4	2251	31.3	348	4.839	51	0.709
06-22	8106	130	7470	93	336	13	19	2	8	16	19	0	06-22	0	0	14	45	175	1304	3866	2094	437	141	21	8	1	0	38.6	42.8	2702	33.33	441	5.44	62	0.765
06-00	8356	130	7709	94	343	14	19	2	9	17	19	0	06-00	0	0	14	45	178	1341	3987	2159	458	144	21	8	1	0	38.6	42.8	2791	33.4	458	5.481	62	0.742
00-00	8608	133	7918	96	364	17	20	3	12	21	24	0	00-00	0	0	14	46	186	1383	4063	2241	487	157	22	8	1	0	38.6	42.9	2916	33.88	492	5.716	66	0.767



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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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	78	0	71	0	6	0	0	0	0	1	0	0000	0	0	0	0	0	1	14	31	21	10	1	0	0	0	0	39.5	44.7	32	41.03	8	10.26	0	0
0100	51	1	48	0	2	0	0	0	0	0	0	0100	0	0	0	0	0	0	3	16	25	6	1	0	0	0	0	41.3	44.7	32	62.75	6	11.76	0	0
0200	29	0	22	0	6	0	0	0	0	0	1	0200	0	0	0	0	0	1	2	14	11	1	0	0	0	0	0	38.7	43.7	12	41.38	1	3.448	0	0
0300	18	0	13	1	3	0	0	0	0	0	1	0300	0	0	0	0	0	0	6	5	4	2	1	0	0	0	0	38.6	46.3	7	38.89	3	16.67	0	0
0400	23	0	19	0	2	0	0	0	0	0	2	0400	0	0	0	1	2	12	3	3	1	1	0	0	0	0	0	35.7	44.2	5	21.74	2	8.696	0	0
0500	29	0	22	0	1	2	2	0	1	0	1	0500	0	0	0	0	4	6	3	10	4	2	0	0	0	0	0	39.1	47.5	16	55.17	5	17.24	0	0
0600	50	1	42	0	4	0	0	1	0	1	1	0600	0	0	0	1	3	11	8	20	3	3	0	0	1	0	0	40.4	45.7	27	54	7	14	3	6
0700	91	0	81	0	7	0	1	1	0	1	0	0700	0	0	0	0	0	6	36	34	11	4	0	0	0	0	0	40.7	45.3	49	53.85	10	10.99	0	0
0800	225	5	197	3	15	0	1	0	1	1	2	0800	0	0	0	0	18	22	93	76	11	4	1	0	0	0	0	38.8	43.5	92	40.89	13	5.778	1	0.444
0900	414	16	365	1	28	1	2	0	0	0	1	0900	0	0	0	3	23	71	197	91	20	7	2	0	0	0	0	37.9	42.4	120	28.99	24	5.797	4	0.966
1000	661	18	619	5	15	1	1	1	1	0	0	1000	0	0	0	0	21	116	352	145	20	7	0	0	0	0	0	37.8	41.5	172	26.02	18	2.723	3	0.454
1100	768	19	723	5	14	1	2	1	0	0	3	1100	0	0	0	3	23	197	397	125	11	7	5	0	0	0	0	37.2	40.6	148	19.27	19	2.474	6	0.781
1200	808	17	761	8	21	0	0	0	0	0	1	1200	0	0	0	0	29	173	388	187	21	8	1	1	0	0	0	37.7	41.5	218	26.98	22	2.723	2	0.248
1300	748	16	708	3	16	0	3	0	0	1	1	1300	35	9	17	9	21	117	313	180	36	10	0	1	0	0	0	36.1	42.4	227	30.35	34	4.545	3	0.401
1400	647	13	610	5	13	1	2	2	0	1	0	1400	0	0	0	2	28	81	335	171	24	6	0	0	0	0	0	38.3	42.2	201	31.07	23	3.555	2	0.309
1500	522	7	496	2	16	0	1	0	0	0	0	1500	0	0	0	1	9	65	269	143	22	11	2	0	0	0	0	38.8	42.4	178	34.1	24	4.598	3	0.575
1600	533	4	517	0	12	0	0	0	0	0	0	1600	0	0	0	0	3	51	257	195	23	2	2	0	0	0	0	39.4	42.6	222	41.65	22	4.128	2	0.375
1700	517	7	481	5	16	0	1	1	0	0	6	1700	0	0	0	5	26	76	205	150	48	7	0	0	0	0	0	38.8	44.1	205	39.65	40	7.737	1	0.193
1800	416	6	394	3	10	1	0	0	0	1	1	1800	0	0	0	0	5	40	158	158	42	11	1	1	0	0	0	40.4	44.5	213	51.2	33	7.933	6	1.442
1900	406	1	385	1	16	1	0	0	0	2	0	1900	0	0	0	3	16	43	194	122	20	8	0	0	0	0	0	38.8	42.7	150	36.95	23	5.665	3	0.739
2000	258	1	242	2	8	0	2	0	1	1	1	2000	0	0	0	0	4	38	100	74	33	9	0	0	0	0	0	39.8	45.2	116	44.96	31	12.02	0	0
2100	182	2	167	1	9	0	0	0	0	1	2	2100	0	0	0	0	4	30	63	60	12	11	2	0	0	0	0	39.8	44.3	85	46.7	22	12.09	3	1.648
2200	122	0	118	1	3	0	0	0	0	0	0	2200	0	0	0	0	0	9	44	49	16	4	0	0	0	0	0	40.9	45.2	69	56.56	14	11.48	0	0
2300	81	0	77	0	3	0	0	0	0	0	1	2300	0	0	0	0	1	8	22	35	11	4	0	0	0	0	0	41.4	46.1	50	61.73	13	16.05	1	1.235
07-19	6350	128	5952	40	183	5	14	6	2	5	15	07-19	35	9	17	23	206	1015	3000	1655	289	84	14	3	0	0	0	38.1	42.4	2045	32.2	282	4.441	33	0.52
06-22	7246	133	6788	44	220	6	16	7	3	10	19	06-22	35	9	17	27	233	1137	3365	1931	357	115	16	3	1	0	0	38.3	42.6	2423	33.44	365	5.037	42	0.58
06-00	7449	133	6983	45	226	6	16	7	3	10	20	06-00	35	9	17	27	234	1154	3431	2015	384	123	16	3	1	0	0	38.4	42.7	2542	34.13	392	5.262	43	0.577
00-00	7677	134	7178	46	246	8	18	7	4	11	25	00-00	35	9	17	28	242	1197	3503	2089	408	129	16	3	1	0	0	38.4	42.7	2646	34.47	417	5.432	43	0.56

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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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	58	0	51	1	5	0	0	0	0	1	0	0000	0	0	0	0	0	8	18	20	10	2	0	0	0	0	0	40.9	45.8	32	55.17	8	13.79	1	1.724
0100	46	0	43	0	3	0	0	0	0	0	0	0100	0	0	0	0	0	2	14	11	13	6	0	0	0	0	0	43.7	49.9	30	65.22	15	32.61	1	2.174
0200	35	0	31	0	1	0	0	0	0	1	2	0200	0	0	0	1	2	5	8	10	7	2	0	0	0	0	0	39.9	47	19	54.29	6	17.14	1	2.857
0300	23	1	19	0	2	1	0	0	0	0	0	0300	0	0	0	0	2	4	7	7	2	1	0	0	0	0	0	39.2	45	10	43.48	3	13.04	1	4.348
0400	16	0	12	0	2	1	0	0	0	1	0	0400	0	0	0	0	1	6	2	2	5	0	0	0	0	0	0	39.2	49.4	7	43.75	3	18.75	0	0
0500	33	0	20	0	4	2	1	0	3	1	2	0500	0	0	0	0	3	8	8	9	3	2	0	0	0	0	0	38.4	45.2	14	42.42	4	12.12	0	0
0600	63	0	43	0	9	0	0	1	6	2	2	0600	0	0	0	0	2	20	16	15	6	3	1	0	0	0	0	39.1	45.8	25	39.68	8	12.7	4	6.349
0700	130	15	91	4	17	0	0	0	2	1	0	0700	0	0	0	0	5	15	39	37	18	9	3	3	1	0	0	42.3	47.7	71	54.62	28	21.54	11	8.462
0800	282	13	249	2	15	1	1	0	0	0	1	0800	0	0	0	0	4	31	128	91	15	11	2	0	0	0	0	39.8	44	119	42.2	25	8.865	7	2.482
0900	545	15	490	5	24	1	4	0	0	2	4	0900	0	0	0	7	42	107	236	114	23	10	3	3	0	0	0	37.7	42.2	153	28.07	35	6.422	7	1.284
1000	734	38	663	6	20	0	3	0	2	1	1	1000	0	0	1	0	3	96	364	216	34	15	3	2	0	0	0	39.3	42.9	270	36.78	40	5.45	7	0.954
1100	749	17	710	5	15	0	0	0	0	1	1	1100	0	0	0	0	12	108	405	198	24	2	0	0	0	0	0	38.3	41.9	224	29.91	22	2.937	0	0
1200	773	18	716	10	22	1	3	0	0	1	2	1200	0	0	0	0	23	171	421	124	26	6	2	0	0	0	0	37.5	40.8	158	20.44	22	2.846	5	0.647
1300	705	18	652	9	18	1	2	1	2	2	0	1300	0	0	0	0	19	151	374	132	18	9	2	0	0	0	0	37.6	41.4	161	22.84	21	2.979	8	1.135
1400	673	7	619	10	29	1	1	0	1	1	4	1400	0	0	2	3	25	151	321	136	23	12	0	0	0	0	0	37.5	41.4	171	25.41	25	3.715	0	0
1500	586	9	559	1	13	0	1	0	1	2	0	1500	0	0	0	2	7	100	301	141	26	7	1	1	0	0	0	38.5	41.9	176	30.03	25	4.266	4	0.683
1600	479	4	455	3	14	0	0	0	0	1	2	1600	0	0	0	0	11	66	216	148	32	5	1	0	0	0	0	39	43.2	186	38.83	22	4.593	3	0.626
1700	399	4	370	2	20	0	0	0	0	0	3	1700	0	0	0	0	14	71	171	113	25	3	1	1	0	0	0	38.7	42.9	143	35.84	19	4.762	3	0.752
1800	377	5	360	1	9	0	0	0	0	1	1	1800	0	0	0	11	9	64	136	121	31	4	1	0	0	0	0	38.7	43.5	157	41.64	27	7.162	1	0.265
1900	274	1	256	6	6	0	0	0	1	1	3	1900	0	0	0	0	6	26	96	107	32	7	0	0	0	0	0	40.3	44.7	146	53.28	27	9.854	1	0.365
2000	241	4	215	2	15	1	0	0	0	1	3	2000	0	0	0	0	12	18	104	81	19	5	2	0	0	0	0	39.8	44.1	107	44.4	21	8.714	3	1.245
2100	184	1	171	0	7	1	0	1	0	3	0	2100	0	0	0	0	12	26	61	65	13	7	0	0	0	0	0	39.1	43.9	85	46.2	18	9.783	1	0.543
2200	108	0	97	2	8	0	0	0	0	0	1	2200	0	0	0	0	3	5	29	48	16	7	0	0	0	0	0	41.7	45.9	71	65.74	15	13.89	3	2.778
2300	89	0	85	0	4	0	0	0	0	0	0	2300	0	0	0	0	2	9	23	30	15	10	0	0	0	0	0	42	49	55	61.8	22	24.72	1	1.124
07-19	6432	163	5934	58	216	5	15	1	8	13	19	07-19	0	0	3	23	174	1131	3112	1571	295	93	19	10	1	0	0	38.4	42.3	1989	30.92	311	4.835	56	0.871
06-22	7194	169	6619	66	253	7	15	3	15	20	27	06-22	0	0	3	23	206	1221	3389	1839	365	115	22	10	1	0	0	38.5	42.6	2352	32.69	385	5.352	65	0.904
06-00	7391	169	6801	68	265	7	15	3	15	20	28	06-00	0	0	3	23	211	1235	3441	1917	396	132	22	10	1	0	0	38.6	42.8	2478	33.53	422	5.71	69	0.934
00-00	7602	170	6977	69	282	11	16	3	18	24	32	00-00	0	0	3	24	219	1268	3498	1976	436	145	22	10	1	0	0	38.6	42.9	2590	34.07	461	6.064	73	0.96

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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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
0000	47	0	41	0	5	0	0	0	0	0	1		0000	0	0	0	0	1	3	14	17	8	4	0	0	0	0	42.1	47.4	29	61.7	9	19.15	1	2.128
0100	29	0	22	0	6	0	0	0	0	1	0		0100	0	0	0	0	0	4	11	10	2	2	0	0	0	0	39.9	44.6	14	48.28	3	10.34	0	0
0200	25	0	21	0	2	0	0	0	1	1	0		0200	0	0	0	0	2	1	4	10	6	2	0	0	0	0	42.3	49.1	18	72	8	32	0	0
0300	24	0	15	0	5	1	0	0	1	0	2		0300	0	0	0	1	7	3	5	5	1	2	0	0	0	0	36.1	44.7	8	33.33	2	8.333	1	4.167
0400	31	0	23	0	7	0	0	0	0	1	0		0400	0	0	0	0	0	7	9	9	2	3	1	0	0	0	40.6	48.9	15	48.39	5	16.13	1	3.226
0500	52	0	33	1	8	1	2	1	0	3	3		0500	0	0	0	0	5	15	11	13	6	2	0	0	0	0	38.1	45.6	21	40.38	4	7.692	2	3.846
0600	195	0	139	3	33	3	0	1	5	6	5		0600	0	0	0	1	37	57	61	30	9	0	0	0	0	0	35.3	41.3	39	20	7	3.59	0	0
0700	425	0	349	4	53	5	3	2	3	3	3		0700	3	4	3	6	26	111	185	76	11	0	0	0	0	0	35.9	40.6	87	20.47	7	1.647	0	0
0800	482	0	372	4	75	2	8	0	6	8	7		0800	0	0	0	10	77	157	172	58	6	2	0	0	0	0	34.7	39.7	66	13.69	7	1.452	0	0
0900	467	2	375	4	68	2	5	1	3	1	6		0900	0	0	0	5	46	172	173	60	9	2	0	0	0	0	35.5	40.1	71	15.2	9	1.927	1	0.214
1000	604	0	506	3	71	2	8	0	4	6	4		1000	0	0	0	0	32	214	266	78	13	1	0	0	0	0	36.1	40	92	15.23	7	1.159	0	0
1100	613	1	527	6	56	2	5	2	3	3	8		1100	0	0	0	1	64	196	268	70	12	2	0	0	0	0	35.6	39.8	84	13.7	13	2.121	1	0.163
1200	563	0	497	8	42	0	1	1	4	2	8		1200	0	0	0	6	44	158	245	92	16	2	0	0	0	0	36.4	40.9	110	19.54	12	2.131	1	0.178
1300	493	4	413	4	50	4	4	0	1	8	5		1300	0	0	0	0	37	122	226	90	16	1	1	0	0	0	36.9	41.4	108	21.91	11	2.231	1	0.203
1400	488	0	423	5	43	1	4	1	1	7	3		1400	0	0	0	0	1	21	124	211	118	10	3	0	0	0	37.3	41.9	131	26.84	8	1.639	1	0.205
1500	454	0	388	3	51	2	1	0	2	4	3		1500	0	0	0	0	8	81	223	115	25	2	0	0	0	0	38.2	42.1	142	31.28	16	3.524	0	0
1600	659	2	584	5	58	1	1	0	2	4	2		1600	0	0	0	6	32	104	328	155	28	6	0	0	0	0	37.9	42.2	189	28.68	24	3.642	1	0.152
1700	767	3	705	1	52	1	0	0	1	2	2		1700	0	0	1	6	24	131	333	222	41	7	0	0	0	2	38.4	42.7	272	35.46	27	3.52	3	0.391
1800	508	5	471	3	26	1	1	0	0	0	1		1800	0	0	0	0	21	53	235	166	22	9	2	0	0	0	39.1	42.9	199	39.17	28	5.512	4	0.787
1900	384	3	346	2	26	2	1	0	0	2	2		1900	0	0	1	2	13	63	152	119	24	10	0	0	0	0	38.8	43.5	153	39.84	26	6.771	1	0.26
2000	165	2	143	0	19	1	0	0	0	0	0		2000	0	0	0	0	7	28	66	48	14	2	0	0	0	0	38.8	43.5	64	38.79	14	8.485	0	0
2100	60	0	57	0	3	0	0	0	0	0	0		2100	0	0	0	2	0	10	22	17	5	3	1	0	0	0	39.5	45.4	26	43.33	7	11.67	1	1.667
2200	32	0	31	1	0	0	0	0	0	0	0		2200	0	0	0	1	2	5	10	6	5	2	1	0	0	0	39.6	48.2	14	43.75	6	18.75	1	3.125
2300	17	0	15	0	2	0	0	0	0	0	0		2300	0	0	0	0	1	4	5	5	1	1	0	0	0	0	38.3	44.3	7	41.18	2	11.76	0	0
07-19	6523	17	5610	50	645	23	41	7	30	48	52		07-19	3	4	4	41	432	1623	2865	1300	209	37	3	0	0	2	36.9	41.4	1551	23.78	169	2.591	13	0.199
06-22	7327	22	6295	55	726	29	42	8	35	56	59		06-22	3	4	5	46	489	1781	3166	1514	261	52	4	0	0	2	37	41.7	1833	25.02	223	3.044	15	0.205
06-00	7376	22	6341	56	728	29	42	8	35	56	59		06-00	3	4	5	47	492	1790	3181	1525	267	55	5	0	0	2	37	41.7	1854	25.14	231	3.132	16	0.217
00-00	7584	22	6496	57	761	31	44	9	37	62	65		00-00	3	4	5	48	507	1823	3235	1589	292	70	6	0	0	2	37.1	41.8	1959	25.83	262	3.455	21	0.277

30 May 2018

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 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT	
0000	11	1	10	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	2	4	3	1	1	0	0	0	0	41.3	50.5	5	45.45	2	18.18	1	9.091	
0100	27	0	19	0	5	0	0	0	0	2	1	0	0100	0	0	0	0	3	4	9	8	2	1	0	0	0	0	38.5	44.6	11	40.74	3	11.11	0	0	
0200	23	0	11	0	5	1	1	1	0	3	1	0	0200	0	0	0	0	2	6	6	5	3	1	0	0	0	0	39.3	46.7	9	39.13	3	13.04	1	4.348	
0300	28	0	24	0	4	0	0	0	0	0	0	0	0300	0	0	0	4	2	2	5	12	3	0	0	0	0	0	37.4	42.4	15	53.57	1	3.571	0	0	
0400	37	0	25	0	8	0	0	0	0	4	0	0	0400	0	0	0	0	6	9	9	10	3	0	0	0	0	0	36.9	43.2	13	35.14	2	5.405	0	0	
0500	73	0	48	0	11	0	0	0	3	4	7	0	0500	0	0	0	0	12	20	16	19	5	1	0	0	0	0	36.6	43	25	34.25	4	5.479	0	0	
0600	195	3	125	1	40	3	2	0	2	6	13	0	0600	0	0	0	6	37	69	48	28	5	2	0	0	0	0	34.4	40.8	35	17.95	4	2.051	0	0	
0700	412	1	323	2	58	3	7	2	4	4	8	0	0700	0	0	3	4	42	108	164	77	13	1	0	0	0	0	36.2	41.2	91	22.09	11	2.67	0	0	
0800	455	4	366	3	60	3	5	0	2	1	11	0	0800	0	0	0	0	52	123	175	86	14	4	1	0	0	0	36.4	41.6	105	23.08	15	3.297	1	0.22	
0900	445	3	355	3	61	2	3	1	0	9	8	0	0900	0	0	0	2	59	167	144	62	9	2	0	0	0	0	35.2	40.2	73	16.4	8	1.798	1	0.225	
1000	633	5	544	2	73	3	2	0	1	2	1	0	1000	0	0	0	3	24	146	309	131	18	2	0	0	0	0	37.3	41	151	23.85	11	1.738	0	0	
1100	635	5	541	10	56	3	5	1	1	5	8	0	1100	0	0	0	0	59	181	281	103	8	3	0	0	0	0	36.1	40.7	114	17.95	7	1.102	1	0.157	
1200	557	2	470	5	54	5	1	2	3	4	11	0	1200	0	0	0	7	35	144	246	109	12	4	0	0	0	0	36.7	41.3	125	22.44	11	1.975	1	0.18	
1300	472	2	400	4	48	0	6	1	5	1	5	0	1300	0	0	0	2	36	94	216	100	21	3	0	0	0	0	37.3	41.6	124	26.27	17	3.602	0	0	
1400	622	2	540	5	56	5	2	0	1	4	7	0	1400	0	0	0	0	33	139	288	139	19	4	0	0	0	0	37.4	41.6	162	26.05	15	2.412	0	0	
1500	632	5	537	4	66	3	4	0	0	5	8	0	1500	0	0	1	6	28	110	283	167	30	7	0	0	0	0	38	42.4	204	32.28	24	3.797	2	0.316	
1600	727	5	651	8	51	3	1	1	0	4	3	0	1600	0	0	1	4	35	109	319	227	27	5	0	0	0	0	38.2	42.4	259	35.63	22	3.026	1	0.138	
1700	818	8	736	0	65	3	2	0	1	2	1	0	1700	0	0	0	1	40	97	352	265	52	11	0	0	0	0	38.9	43.2	328	40.1	38	4.645	2	0.244	
1800	715	8	643	5	34	3	2	0	3	6	11	0	1800	0	0	0	2	63	93	291	221	35	8	2	0	0	0	38.2	42.7	266	37.2	31	4.336	5	0.699	
1900	417	5	365	6	35	0	0	0	1	0	5	0	1900	0	0	0	8	26	52	147	130	40	12	1	1	0	0	39.1	44.5	184	44.12	39	9.353	5	1.199	
2000	157	0	142	1	11	0	1	0	0	0	2	0	2000	0	0	0	0	10	39	57	38	9	4	0	0	0	0	37.8	43	51	32.48	11	7.006	0	0	
2100	55	0	51	0	3	0	0	0	0	0	1	0	2100	0	0	0	1	7	7	16	11	7	4	2	0	0	0	39.5	47.4	24	43.64	10	18.18	2	3.636	
2200	38	0	33	0	5	0	0	0	0	0	0	0	2200	0	0	0	1	2	6	14	9	4	2	0	0	0	0	38.8	45.2	15	39.47	4	10.53	0	0	
2300	18	0	17	0	1	0	0	0	0	0	0	0	2300	0	0	0	0	1	1	3	6	3	4	0	0	0	0	43.2	51.9	13	72.22	7	38.89	0	0	
07-19	7123	50	6106	51	682	36	40	8	21	47	82	0	07-19	0	0	5	31	506	1511	3068	1687	258	54	3	0	0	0	0	37.3	41.8	2002	28.11	210	2.948	14	0.197
06-22	7947	58	6789	59	771	39	43	8	24	53	103	0	06-22	0	0	5	46	586	1678	3336	1894	319	76	6	1	0	0	0	37.4	42.1	2296	28.89	274	3.448	21	0.264
06-00	8003	58	6839	59	777	39	43	8	24	53	103	0	06-00	0	0	5	47	589	1685	3353	1909	326	82	6	1	0	0	0	37.4	42.1	2324	29.04	285	3.561	21	0.262
00-00	8202	59	6976	59	810	40	44	9	27	66	112	0	00-00	0	0	5	51	614	1728	3402	1966	343	86	6	1	0	0	0	37.4	42.1	2402	29.29	300	3.658	23	0.28

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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT	
0000	44	0	39	0	4	0	0	0	0	0	0	0	0000	0	0	0	0	1	6	15	14	6	3	0	0	0	0	40.7	46.4	22	50.49	7	15.53	1	2.589	
0100	35	0	30	0	4	0	0	0	0	1	0	0	0100	0	0	0	0	1	4	10	13	6	2	0	0	0	0	41	46.4	20	57.55	6	17.55	0	0.816	
0200	25	0	20	0	2	0	0	0	0	1	1	0	0200	0	0	0	0	2	3	6	9	4	1	0	0	0	0	40.5	46.7	14	55.62	4	16.85	0	1.685	
0300	24	0	16	0	4	1	0	0	0	0	1	0	0300	0	0	0	1	3	4	6	7	2	1	0	0	0	0	37.3	43.9	9	38.55	2	8.434	0	1.205	
0400	26	0	20	0	4	0	0	0	0	1	1	0	0400	0	0	0	0	2	7	6	7	3	1	0	0	0	0	38.8	45.2	11	42.93	3	13.04	0	1.087	
0500	55	0	37	1	7	1	1	1	0	2	3	4	0500	0	0	0	0	8	14	11	14	6	2	0	0	0	0	37.5	44.8	21	39.06	6	10.16	0	0.781	
0600	136	1	95	1	23	2	1	1	3	3	6	0	0600	0	0	0	2	20	44	36	23	9	2	0	0	0	0	36	42.2	34	24.71	8	5.969	1	0.838	
0700	300	3	240	2	38	2	3	1	2	3	5	0	0700	0	1	1	2	30	75	114	59	13	3	0	0	0	0	36.7	41.8	77	25.54	13	4.192	2	0.572	
0800	413	4	343	3	45	2	5	0	2	4	6	0	0800	0	0	1	5	42	109	157	80	14	4	1	0	0	0	36.5	41.6	99	23.93	14	3.497	2	0.485	
0900	465	6	391	4	49	2	4	0	1	3	5	0	0900	0	0	0	4	36	117	197	91	16	4	1	0	0	0	36.9	41.6	112	24.04	15	3.255	2	0.399	
1000	618	10	539	5	50	2	3	0	2	2	3	0	1000	0	0	0	1	27	143	293	130	18	6	1	0	0	0	37.4	41.4	155	25.07	17	2.726	2	0.37	
1100	630	9	563	8	36	2	3	1	1	2	5	0	1100	0	0	0	2	34	146	310	115	16	6	1	0	0	0	37.1	41	137	21.83	18	2.882	3	0.522	
1200	650	8	580	10	38	1	2	1	2	3	6	0	1200	0	0	0	4	33	162	302	123	19	5	0	0	0	0	37.1	41.1	148	22.82	17	2.68	3	0.395	
1300	623	9	554	7	39	2	3	1	2	4	3	0	1300	5	1	2	2	26	139	297	122	22	6	1	0	0	0	37.1	41.5	151	24.21	21	3.347	3	0.459	
1400	626	7	558	7	39	2	3	1	1	4	4	0	1400	0	0	0	5	27	144	291	132	19	6	0	0	0	0	37.4	41.5	159	25.36	19	3.036	2	0.251	
1500	606	6	544	5	39	2	2	0	1	3	3	0	1500	0	0	0	2	19	103	299	147	28	7	1	0	0	0	38.2	42.1	183	30.19	24	4.03	3	0.519	
1600	645	5	585	5	42	1	1	0	1	3	2	0	1600	0	0	1	4	22	96	300	181	32	7	1	0	0	0	38.4	42.6	222	34.34	29	4.473	3	0.465	
1700	677	7	619	3	40	1	1	0	1	1	3	0	1700	0	0	0	2	24	108	307	189	38	8	0	0	0	0	38.5	42.8	236	34.8	32	4.748	2	0.359	
1800	569	7	525	5	24	1	1	0	1	2	3	0	1800	0	0	0	2	20	69	250	182	35	9	1	0	0	0	39	43.2	227	39.91	33	5.773	3	0.552	
1900	425	2	391	3	23	1	0	0	0	1	2	0	1900	0	0	0	3	15	56	172	136	34	9	1	0	0	0	39.2	43.7	180	42.22	31	7.39	3	0.806	
2000	232	2	214	1	11	0	1	0	0	1	1	0	2000	0	0	0	0	9	29	89	75	21	8	1	0	0	0	39.6	44.3	104	44.88	22	9.618	2	0.986	
2100	144	1	134	0	6	1	0	0	0	1	1	0	2100	0	0	0	1	4	21	58	44	10	6	1	0	0	0	39.3	44	60	41.84	13	9.1	2	1.286	
2200	95	0	89	1	4	0	0	0	0	0	0	0	2200	0	0	0	0	2	9	37	31	12	4	0	0	0	0	40.3	45.2	47	49.25	12	12.13	1	1.198	
2300	62	0	59	0	2	0	0	0	0	0	0	0	2300	0	0	0	0	1	7	20	22	7	4	0	0	0	0	40.8	46.2	34	54.48	10	15.86	1	1.379	
07-19	6822	83	6042	64	479	19	32	6	16	34	48	0	07-19	6	2	7	36	340	1410	3116	1551	270	71	9	3	0	0	0	37.6	41.9	1905	27.92	253	3.704	30	0.438
06-22	7760	89	6876	70	542	23	34	7	20	40	59	0	06-22	6	2	8	42	389	1560	3472	1828	343	95	12	4	0	0	0	37.8	42.2	2283	29.41	328	4.223	39	0.497
06-00	7918	89	7025	71	549	23	34	7	20	40	59	0	06-00	6	2	8	42	392	1577	3529	1882	362	103	12	4	0	0	0	37.8	42.2	2363	29.85	349	4.41	41	0.512
00-00	8127	90	7187	72	574	26	35	8	22	46	67	0	00-00	6	2	8	44	408	1615	3584	1945	387	113	13	4	0	0	0	37.8	42.3	2462	30.29	377	4.644	43	0.534

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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
Mon	7602	170	6977	69	282	11	16	3	18	24	32	0	Mon	0	0	3	24	219	1268	3498	1976	436	145	22	10	1	0	38.6	42.9	2590	34.07	461	6.064	73	0.96
Tue	7584	22	6496	57	761	31	44	9	37	62	65	0	Tue	3	4	5	48	507	1823	3235	1589	292	70	6	0	0	2	37.1	41.8	1959	25.83	262	3.455	21	0.277
Wed	8202	59	6976	59	810	40	44	9	27	66	112	0	Wed	0	0	5	51	614	1728	3402	1966	343	86	6	1	0	0	37.4	42.1	2402	29.29	300	3.658	23	0.28
Thu	7510	39	6338	73	743	39	61	12	32	65	108	0	Thu	1	1	5	60	542	1821	3141	1536	308	84	10	1	0	0	37.1	41.8	1939	25.82	306	4.075	34	0.453
Fri	9708	76	8425	105	811	34	45	10	26	71	105	0	Fri	0	2	5	48	543	2082	4247	2215	433	123	7	3	0	0	37.6	42.1	2781	28.65	404	4.162	44	0.453
[Sat	8608	133	7918	96	364	17	20	3	12	21	24	0	[Sat	0	0	14	46	186	1383	4063	2241	487	157	22	8	1	0	38.6	42.9	2916	33.88	492	5.716	66	0.767
[Sun	7677	134	7178	46	246	8	18	7	4	11	25	35	[Sun	35	9	17	28	242	1197	3503	2089	408	129	16	3	1	0	38.4	42.7	2646	34.47	417	5.432	43	0.56
--	56891	633	50308	505	4017	180	248	53	156	320	471	--	--	39	16	54	305	2853	11302	25089	13612	2707	794	89	26	3	2	37.8	42.3	17233	30.29	2642	4.644	304	0.534

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 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 40	JPSL% 40	JSL1 46 ACPO	JSL1% 46 ACPO	JSL2 55 DFT	JSL2% 55 DFT
--	56891	633	50308	505	4017	180	248	53	156	320	471	--	--	39	16	54	305	2853	11302	25089	13612	2707	794	89	26	3	2	37.8	42.3	17233	30.29	2642	4.644	304	0.534

## Advanced Transport Research

### Globals

<b>Report Id</b>	CustomList-1303
<b>Descriptor</b>	Advanced Transport Research
<b>Created by</b>	MetroCount Traffic Executive
<b>Creation Time (UTC)</b>	2018-06-04T13:43:40
<b>Legal</b>	Copyright (c)1997 - 2016 MetroCount
<b>Graphic</b>	header.gif
<b>Language</b>	English
<b>Country</b>	United Kingdom
<b>Time</b>	UTC + 60 min
<b>Create Version</b>	5.0.1.0
<b>Metric</b>	Non metric
<b>Speed Unit</b>	mph
<b>Length Unit</b>	ft
<b>Mass Unit</b>	ton

### Dataset

<b>Site Name</b>	17608-001
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-001 0 2018-05-25 0906.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	THE CLAPPERS [30M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-22T10:01:30
<b>Start Time</b>	2018-05-22T10:01:30
<b>Finish Time</b>	2018-05-25T09:07:11
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? N862M71F MC56-L4 [MC55] (c)Microcom 19Sep03

### Dataset

<b>Site Name</b>	17608-001
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-001 0 2018-05-31 1112.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	THE CLAPPERS [30M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-25T09:07:37
<b>Start Time</b>	2018-05-25T09:07:37
<b>Finish Time</b>	2018-05-31T11:14:44
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? N862M71F MC56-L4 [MC55] (c)Microcom 19Sep03

### Profile

<b>Name</b>	Advanced Transport Research
<b>Title</b>	Advanced Transport Research
<b>Graphic Logo</b>	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
<b>Header</b>	
<b>Footer</b>	
<b>Percentile 1</b>	85
<b>Percentile 2</b>	95
<b>Pace</b>	12
<b>Filter Start</b>	2018-05-24T00:00:00
<b>Filter End</b>	2018-05-31T00:00:00
<b>Class Scheme</b>	ARX
<b>F</b>	Cls(1-10) Dir(N) Sp(0,120) Headway(J0) Span(0 - 328.084) Lane(0-16)
<b>Low Speed</b>	0
<b>High Speed</b>	120
<b>Posted Limit</b>	30
<b>Speed Limits</b>	35 45 30 30 30 0 0 0 0 30
<b>Separation</b>	0.000
<b>Separation Type</b>	Headway

Direction	North
Encoded Direction	1

## Advanced Transport Research

### Column

<b>Time</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Cls 1</b>	Class totals
<b>Cls 2</b>	Class totals
<b>Cls 3</b>	Class totals
<b>Cls 4</b>	Class totals
<b>Cls 5</b>	Class totals
<b>Cls 6</b>	Class totals
<b>Cls 7</b>	Class totals
<b>Cls 8</b>	Class totals
<b>Cls 9</b>	Class totals
<b>Cls 10</b>	Class totals
<b>Fix1</b>	User defined fixed text
<b>Time</b>	24-hour time (0000 - 2359)
<b>Vbin 0 10</b>	Speed bin totals
<b>Vbin 10 15</b>	Speed bin totals
<b>Vbin 15 20</b>	Speed bin totals
<b>Vbin 20 25</b>	Speed bin totals
<b>Vbin 25 30</b>	Speed bin totals
<b>Vbin 30 35</b>	Speed bin totals
<b>Vbin 35 40</b>	Speed bin totals
<b>Vbin 40 45</b>	Speed bin totals
<b>Vbin 45 50</b>	Speed bin totals
<b>Vbin 50 60</b>	Speed bin totals
<b>Vbin 60 70</b>	Speed bin totals
<b>Vbin 70 80</b>	Speed bin totals
<b>Vbin 80 90</b>	Speed bin totals
<b>Vbin 90 100</b>	Speed bin totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>JPSL 30</b>	Number exceeding Posted Speed Limit
<b>JPSL% 30</b>	Percent exceeding Posted Speed Limit
<b>JSL1 35 ACPO</b>	Number exceeding Speed Limit 1
<b>JSL1% 35 ACPO</b>	Percent exceeding Speed Limit 1
<b>JSL2 45 DFT</b>	Number exceeding Speed Limit 2
<b>JSL2% 45 DFT</b>	Percent exceeding Speed Limit 2



Advanced Transport Research

Report Id - CustomList-1303  
Site Name - 17608-001; 17608-001  
Description - Multiple Files! See Header sheet.  
Direction - North

24 May 2018

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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.5	-	1	100	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	1	0	0	0	0	0	0	36.9	-	2	100	1	50	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	0	0	1	0	0	0	0	0	0	34.5	-	1	50	1	50	0	0
0500	10	1	7	0	1	1	0	0	0	0	0	0	0500	0	0	0	1	1	2	3	1	2	0	0	0	0	0	36.1	-	8	80	6	60	2	20
0600	41	0	35	0	5	0	0	0	0	1	0	0	0600	0	0	0	1	12	16	8	4	0	0	0	0	0	0	32.9	37.8	28	68.29	12	29.27	0	0
0700	96	0	86	0	10	0	0	0	0	0	0	0	0700	0	0	0	8	25	41	17	5	0	0	0	0	0	0	31.7	36.5	63	65.63	22	22.92	0	0
0800	141	0	123	2	16	0	0	0	0	0	0	0	0800	0	0	6	3	53	62	15	2	0	0	0	0	0	0	30.6	34.6	79	56.03	17	12.06	0	0
0900	102	2	87	1	12	0	0	0	0	0	0	0	0900	2	1	1	9	50	30	6	2	1	0	0	0	0	0	29	33.7	39	38.24	9	8.824	1	0.98
1000	84	0	70	1	11	1	1	0	0	0	0	0	1000	0	0	3	17	42	19	2	1	0	0	0	0	0	0	28	32.7	22	26.19	3	3.571	0	0
1100	84	1	68	4	10	1	0	0	0	0	0	0	1100	0	0	0	24	45	13	2	0	0	0	0	0	0	0	27	30.4	15	17.86	2	2.381	0	0
1200	75	0	66	0	6	1	1	0	1	0	0	0	1200	0	2	1	34	32	4	2	0	0	0	0	0	0	0	25.2	28.8	6	8	2	2.667	0	0
1300	67	1	59	1	6	0	0	0	0	0	0	0	1300	0	0	4	17	35	10	0	1	0	0	0	0	0	0	26.8	30.2	11	16.42	1	1.493	0	0
1400	79	0	69	0	9	0	0	1	0	0	0	0	1400	0	0	6	25	40	7	1	0	0	0	0	0	0	0	25.9	29.1	8	10.13	1	1.266	0	0
1500	105	0	87	2	15	0	0	1	0	0	0	0	1500	0	0	7	36	48	13	0	1	0	0	0	0	0	0	25.9	29.5	14	13.33	1	0.952	0	0
1600	105	0	96	0	7	0	0	0	0	2	0	0	1600	0	1	7	36	44	14	3	0	0	0	0	0	0	0	26.4	30.4	17	16.19	3	2.857	0	0
1700	101	0	96	0	5	0	0	0	0	0	0	0	1700	0	0	1	38	45	13	3	1	0	0	0	0	0	0	26.7	30.8	17	16.83	4	3.96	0	0
1800	52	2	46	0	4	0	0	0	0	0	0	0	1800	0	0	6	9	26	11	0	0	0	0	0	0	0	0	26.4	30.4	11	21.15	0	0	0	0
1900	43	0	40	0	3	0	0	0	0	0	0	0	1900	0	0	0	6	20	12	5	0	0	0	0	0	0	0	29.5	34.5	17	39.53	5	11.63	0	0
2000	32	1	30	0	1	0	0	0	0	0	0	0	2000	0	0	0	7	16	7	2	0	0	0	0	0	0	0	28.2	32.4	9	28.13	2	6.25	0	0
2100	27	0	26	0	1	0	0	0	0	0	0	0	2100	0	0	0	12	11	3	1	0	0	0	0	0	0	0	26.3	30.9	4	14.81	1	3.704	0	0
2200	10	0	10	0	0	0	0	0	0	0	0	0	2200	0	0	0	5	2	2	1	0	0	0	0	0	0	0	26.5	-	3	30	1	10	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	2300	0	0	1	1	3	1	0	0	0	0	0	0	0	0	25.6	-	1	16.67	0	0	0	0
07-19	1091	6	953	11	111	3	2	2	1	2	0	0	07-19	2	4	42	256	485	237	51	13	1	0	0	0	0	0	27.7	32.4	302	27.68	65	5.958	1	0.092
06-22	1234	7	1084	11	121	3	2	2	1	3	0	0	06-22	2	4	42	282	544	275	67	17	1	0	0	0	0	0	27.9	32.7	360	29.17	85	6.888	1	0.081
06-00	1250	7	1100	11	121	3	2	2	1	3	0	0	06-00	2	4	43	288	549	278	68	17	1	0	0	0	0	0	27.9	32.7	364	29.12	86	6.88	1	0.08
00-00	1267	8	1113	11	123	4	2	2	1	3	0	0	00-00	2	4	43	289	553	282	71	20	3	0	0	0	0	0	28	32.8	376	29.68	94	7.419	3	0.237

25 May 2018

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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	6	0	6	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	5	1	0	0	0	0	0	0	0	0	28.9	-	1	16.67	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.5	-	1	100	1	100	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	2	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.1	-	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.1	-	1	100	0	0	0	0	
0500	8	1	6	0	0	1	0	0	0	0	0	0	0500	0	0	0	0	1	3	4	0	0	0	0	0	0	0	34.6	-	7	87.5	4	50	0	0	
0600	34	0	32	0	2	0	0	0	0	0	0	0	0600	0	0	0	6	10	13	4	1	0	0	0	0	0	0	30.7	35.1	18	52.94	5	14.71	0	0	
0700	92	0	82	0	10	0	0	0	0	0	0	0	0700	0	0	3	19	58	10	2	0	0	0	0	0	0	0	27	29.6	12	13.04	2	2.174	0	0	
0800	124	1	113	0	9	1	0	0	0	0	0	0	0800	0	0	11	47	52	14	0	0	0	0	0	0	0	0	25.1	29.4	14	11.29	0	0	0	0	
0900	107	1	96	1	8	0	0	0	0	1	0	0	0900	0	3	9	40	40	14	1	0	0	0	0	0	0	0	24.9	30	15	14.02	1	0.935	0	0	
1000	69	0	56	2	9	1	0	1	0	0	0	0	1000	0	2	9	26	25	6	1	0	0	0	0	0	0	0	24.4	29.4	7	10.14	1	1.449	0	0	
1100	92	1	78	0	13	0	0	0	0	0	0	0	1100	0	1	8	23	42	16	2	0	0	0	0	0	0	0	26.3	30.7	18	19.57	2	2.174	0	0	
1200	84	1	68	1	12	1	1	0	0	0	0	0	1200	0	1	0	27	37	14	5	0	0	0	0	0	0	0	27.1	31.9	19	22.62	5	5.952	0	0	
1300	63	0	56	1	6	0	0	0	0	0	0	0	1300	0	0	2	16	35	9	1	0	0	0	0	0	0	0	26.8	30.5	10	15.87	1	1.587	0	0	
1400	79	0	68	0	10	0	0	1	0	0	0	0	1400	1	0	6	23	31	16	2	0	0	0	0	0	0	0	26.2	31.4	18	22.78	2	2.532	0	0	
1500	129	2	116	0	10	1	0	0	0	0	0	0	1500	0	2	15	29	60	17	5	0	1	0	0	0	0	0	26.3	30.9	23	17.83	6	4.651	1	0.775	
1600	103	1	91	0	10	0	1	0	0	0	0	0	1600	0	0	3	37	38	21	2	0	0	2	0	0	0	0	27.4	31.5	25	24.27	4	3.883	2	1.942	
1700	101	0	97	0	3	0	1	0	0	0	0	0	1700	0	1	5	21	59	14	0	1	0	0	0	0	0	0	26.4	30	15	14.85	1	0.99	0	0	
1800	73	2	66	1	4	0	0	0	0	0	0	0	1800	1	0	0	10	43	16	2	0	1	0	0	0	0	0	28.2	32.7	19	26.03	3	4.11	1	1.37	
1900	73	2	69	0	1	0	1	0	0	0	0	0	1900	0	3	1	20	39	7	3	0	0	0	0	0	0	0	26.2	29.9	10	13.7	3	4.11	0	0	
2000	38	0	38	0	0	0	0	0	0	0	0	0	2000	0	0	0	7	22	5	4	0	0	0	0	0	0	0	28.2	32.6	9	23.68	4	10.53	0	0	
2100	33	0	32	0	1	0	0	0	0	0	0	0	2100	0	0	1	10	17	3	1	1	0	0	0	0	0	0	27	30.1	5	15.15	2	6.061	0	0	
2200	12	0	11	0	1	0	0	0	0	0	0	0	2200	0	0	0	3	1	7	1	0	0	0	0	0	0	0	29.4	34.5	8	66.67	1	8.333	0	0	
2300	10	0	9	0	1	0	0	0	0	0	0	0	2300	2	0	1	0	2	3	1	1	0	0	0	0	0	0	26.4	-	5	50	2	20	0	0	
07-19	1116	9	987	6	104	4	3	2	0	1	0	0	07-19	2	10	71	318	520	167	23	1	2	2	0	0	0	0	0	26.3	30.5	195	17.47	28	2.509	4	0.358
06-22	1294	11	1158	6	108	4	4	2	0	1	0	0	06-22	2	13	73	361	608	195	35	3	2	2	0	0	0	0	0	26.5	30.6	237	18.32	42	3.246	4	0.309
06-00	1316	11	1178	6	110	4	4	2	0	1	0	0	06-00	4	13	74	364	611	205	37	4	2	2	0	0	0	0	0	26.5	30.8	250	19	45	3.419	4	0.304
00-00	1335	12	1195	6	110	5	4	2	0	1	0	0	00-00	4	13	74	367	617	210	42	4	2	2	0	0	0	0	0	26.6	30.9	260	19.48	50	3.745	4	0.3

26 May 2018

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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	7	0	7	0	0	0	0	0	0	0	0	0	0000	0	0	1	0	3	2	1	0	0	0	0	0	0	0	28.2	-	3	42.86	1	14.29	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28.1	-	1	50	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.2	-	1	100	1	100	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.8	-	1	100	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	2	0	0	0	0	0	0	0	0	30.5	-	2	100	0	0	0	0	
0500	9	0	9	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	3	5	0	1	0	0	0	0	0	0	32.3	-	6	66.67	1	11.11	0	0	
0600	9	0	7	1	0	1	0	0	0	0	0	0	0600	0	0	0	0	2	7	0	0	0	0	0	0	0	0	31.3	-	7	77.78	0	0	0	0	
0700	33	1	28	0	4	0	0	0	0	0	0	0	0700	0	0	2	4	15	10	2	0	0	0	0	0	0	0	28.5	31.5	12	36.36	2	6.061	0	0	
0800	49	3	41	0	4	0	0	0	0	1	0	0	0800	0	2	1	13	26	7	0	0	0	0	0	0	0	0	26	30.1	7	14.29	0	0	0	0	
0900	77	5	65	0	7	0	0	0	0	0	0	0	0900	0	0	5	22	30	14	4	2	0	0	0	0	0	0	27.1	32.1	20	25.97	6	7.792	0	0	
1000	117	1	109	0	7	0	0	0	0	0	0	0	1000	1	1	7	44	51	11	2	0	0	0	0	0	0	0	25.2	28.8	13	11.11	2	1.709	0	0	
1100	95	2	87	0	4	1	1	0	0	0	0	0	1100	0	1	5	32	42	13	2	0	0	0	0	0	0	0	26.1	30.3	15	15.79	2	2.105	0	0	
1200	107	3	92	0	12	0	0	0	0	0	0	0	1200	0	2	12	40	39	11	3	0	0	0	0	0	0	0	25.1	29.3	14	13.08	3	2.804	0	0	
1300	76	2	70	1	3	0	0	0	0	0	0	0	1300	0	3	7	15	37	13	1	0	0	0	0	0	0	0	26.1	31.3	14	18.42	1	1.316	0	0	
1400	76	1	71	0	4	0	0	0	0	0	0	0	1400	0	0	5	25	34	10	2	0	0	0	0	0	0	0	25.8	30.1	12	15.79	2	2.632	0	0	
1500	89	7	76	0	3	0	3	0	0	0	0	0	1500	1	5	7	22	41	12	1	0	0	0	0	0	0	0	25	30	13	14.61	1	1.124	0	0	
1600	74	2	66	0	5	1	0	0	0	0	0	0	1600	0	2	8	21	21	21	1	0	0	0	0	0	0	0	26.4	32.2	22	29.73	1	1.351	0	0	
1700	69	2	62	0	5	0	0	0	0	0	0	0	1700	0	1	0	14	42	11	1	0	0	0	0	0	0	0	27.3	30.3	12	17.39	1	1.449	0	0	
1800	53	2	47	0	4	0	0	0	0	0	0	0	1800	0	1	3	10	23	13	3	0	0	0	0	0	0	0	27.4	32.4	16	30.19	3	5.66	0	0	
1900	50	0	48	0	2	0	0	0	0	0	0	0	1900	0	0	1	12	31	5	1	0	0	0	0	0	0	0	26.7	29.9	6	12	1	2	0	0	
2000	33	0	33	0	0	0	0	0	0	0	0	0	2000	0	0	4	9	12	7	1	0	0	0	0	0	0	0	26.5	32.9	8	24.24	1	3.03	0	0	
2100	30	0	30	0	0	0	0	0	0	0	0	0	2100	0	0	0	6	18	6	0	0	0	0	0	0	0	0	27.4	30.4	6	20	0	0	0	0	
2200	23	1	22	0	0	0	0	0	0	0	0	0	2200	0	0	3	10	8	0	2	0	0	0	0	0	0	0	25.8	29.3	2	8.696	2	8.696	0	0	
2300	7	0	7	0	0	0	0	0	0	0	0	0	2300	0	0	0	2	5	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	0	0	
07-19	915	31	814	1	62	2	4	0	1	0	0	0	07-19	2	18	62	262	401	146	22	2	0	0	0	0	0	0	0	26.1	30.4	170	18.58	24	2.623	0	0
06-22	1037	31	932	2	64	3	4	0	1	0	0	0	06-22	2	18	67	289	464	171	24	2	0	0	0	0	0	0	0	26.2	30.5	197	19	26	2.507	0	0
06-00	1067	32	961	2	64	3	4	0	1	0	0	0	06-00	2	18	70	301	477	171	26	2	0	0	0	0	0	0	0	26.2	30.4	199	18.65	28	2.624	0	0
00-00	1089	32	982	2	65	3	4	0	1	0	0	0	00-00	2	18	71	301	484	182	28	3	0	0	0	0	0	0	0	26.3	30.6	213	19.56	31	2.847	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	11	0	11	0	0	0	0	0	0	0	0	0	0000	0	0	0	1	4	4	2	0	0	0	0	0	0	0	29.9	36.5	6	54.55	2	18.18	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30 -	1	100	0	0	0	0		
0200	1	0	0	0	1	0	0	0	0	0	0	0	0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17.4 -	0	0	0	0	0	0		
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6 -	0	0	0	0	0	0		
0400	5	0	4	0	1	0	0	0	0	0	0	0	0400	0	0	0	1	2	0	2	0	0	0	0	0	0	0	29.6 -	2	40	2	40	0	0		
0500	2	0	2	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	1	1	0	0	0	0	0	0	0	0	31.1 -	1	50	0	0	0	0		
0600	10	0	10	0	0	0	0	0	0	0	0	0	0600	0	0	0	3	3	2	2	0	0	0	0	0	0	0	29.4 -	4	40	2	20	0	0		
0700	18	1	16	0	0	0	0	0	0	1	0	0	0700	0	0	3	5	5	1	3	1	0	0	0	0	0	0	27.6	38.5	5	27.78	4	22.22	0	0	
0800	42	0	39	0	3	0	0	0	0	0	0	0	0800	0	1	0	8	19	12	2	0	0	0	0	0	0	0	28.5	32.5	14	33.33	2	4.762	0	0	
0900	63	6	55	1	1	0	0	0	0	0	0	0	0900	0	1	2	11	33	14	2	0	0	0	0	0	0	0	27.2	31.2	16	25.4	2	3.175	0	0	
1000	90	4	82	0	4	0	0	0	0	0	0	0	1000	1	2	6	36	36	8	1	0	0	0	0	0	0	0	25.1	29.7	9	10	1	1.111	0	0	
1100	83	3	79	0	1	0	0	0	0	0	0	0	1100	0	1	6	37	26	12	1	0	0	0	0	0	0	0	25.1	30.1	13	15.66	1	1.205	0	0	
1200	79	3	73	0	3	0	0	0	0	0	0	0	1200	2	0	9	19	37	12	0	0	0	0	0	0	0	0	25.3	30.4	12	15.19	0	0	0	0	
1300	73	1	72	0	0	0	0	0	0	0	0	0	1300	1	0	3	20	28	20	1	0	0	0	0	0	0	0	26.6	31.4	21	28.77	1	1.37	0	0	
1400	62	1	60	0	0	1	0	0	0	0	0	0	1400	0	1	3	25	25	7	1	0	0	0	0	0	0	0	25.5	29.5	8	12.9	1	1.613	0	0	
1500	68	3	64	0	1	0	0	0	0	0	0	0	1500	0	1	5	20	28	11	3	0	0	0	0	0	0	0	26.4	30.9	14	20.59	3	4.412	0	0	
1600	56	0	53	0	2	0	1	0	0	0	0	0	1600	0	1	2	19	23	8	2	1	0	0	0	0	0	0	26.4	30.4	11	19.64	3	5.357	0	0	
1700	75	1	72	0	2	0	0	0	0	0	0	0	1700	0	1	3	15	39	15	2	0	0	0	0	0	0	0	27.3	30.7	17	22.67	2	2.667	0	0	
1800	52	1	50	0	1	0	0	0	0	0	0	0	1800	0	0	3	13	18	16	2	0	0	0	0	0	0	0	27.8	33.6	18	34.62	2	3.846	0	0	
1900	49	2	45	0	2	0	0	0	0	0	0	0	1900	0	1	0	7	27	13	1	0	0	0	0	0	0	0	28	31.5	14	28.57	1	2.041	0	0	
2000	24	0	23	0	1	0	0	0	0	0	0	0	2000	0	0	0	6	9	7	1	1	0	0	0	0	0	0	28.3	34.4	9	37.5	2	8.333	0	0	
2100	26	0	26	0	0	0	0	0	0	0	0	0	2100	0	0	0	6	14	6	0	0	0	0	0	0	0	0	27.5	32.1	6	23.08	0	0	0	0	
2200	9	0	9	0	0	0	0	0	0	0	0	0	2200	0	0	0	3	3	0	2	0	0	1	0	0	0	0	30.7 -	3	33.33	3	33.33	1	11.11		
2300	9	1	8	0	0	0	0	0	0	0	0	0	2300	0	0	0	2	6	1	0	0	0	0	0	0	0	0	27 -	1	11.11	0	0	0	0		
07-19	761	24	715	1	18	1	1	0	0	1	0	0	07-19	4	9	45	228	317	136	20	2	0	0	0	0	0	0	0	26.3	30.8	158	20.76	22	2.891	0	0
06-22	870	26	819	1	21	1	1	0	0	1	0	0	06-22	4	10	45	250	370	164	24	3	0	0	0	0	0	0	0	26.6	31	191	21.95	27	3.103	0	0
06-00	888	27	836	1	21	1	1	0	0	1	0	0	06-00	4	10	45	255	379	165	26	3	0	1	0	0	0	0	0	26.6	31.1	195	21.96	30	3.378	1	0.113
00-00	909	27	855	1	23	1	1	0	0	1	0	0	00-00	4	10	46	258	386	171	30	3	0	1	0	0	0	0	0	26.7	31.1	205	22.55	34	3.74	1	0.11

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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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	0	1	1	2	0	0	0	0	0	0	0	0	28.7	-	2	50	0	0	0	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	
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	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.7	-	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	0	1	0	0	0	0	0	0	38.5	-	1	100	1	100	0	0	
0500	5	0	5	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	3	1	1	0	0	0	0	0	0	0	31.2	-	2	40	1	20	0	0	
0600	11	0	10	0	1	0	0	0	0	0	0	0	0600	0	0	0	1	2	6	2	0	0	0	0	0	0	0	31.6	37.2	8	72.73	2	18.18	0	0	
0700	19	2	14	0	2	0	0	0	1	0	0	0	0700	0	0	0	5	5	3	4	2	0	0	0	0	0	0	29.8	39	9	47.37	6	31.58	0	0	
0800	34	1	33	0	0	0	0	0	0	0	0	0	0800	0	1	0	4	19	8	2	0	0	0	0	0	0	0	28.8	32.5	10	29.41	2	5.882	0	0	
0900	64	4	56	0	3	0	1	0	0	0	0	0	0900	0	1	8	17	26	9	2	1	0	0	0	0	0	0	25.9	32.4	12	18.75	3	4.688	0	0	
1000	70	1	65	0	4	0	0	0	0	0	0	0	1000	0	4	2	16	37	9	2	0	0	0	0	0	0	0	26	30.2	11	15.71	2	2.857	0	0	
1100	94	1	90	0	2	1	0	0	0	0	0	0	1100	2	0	4	17	48	21	1	1	0	0	0	0	0	0	27.1	31.8	23	24.47	2	2.128	0	0	
1200	75	1	72	1	1	0	0	0	0	0	0	0	1200	0	2	1	18	33	20	1	0	0	0	0	0	0	0	27.4	31.3	21	28	1	1.333	0	0	
1300	68	4	62	0	2	0	0	0	0	0	0	0	1300	1	3	3	17	33	10	1	0	0	0	0	0	0	0	25.8	31.1	11	16.18	1	1.471	0	0	
1400	49	0	47	0	2	0	0	0	0	0	0	0	1400	0	1	1	14	20	10	3	0	0	0	0	0	0	0	27.4	31.7	13	26.53	3	6.122	0	0	
1500	59	1	54	1	3	0	0	0	0	0	0	0	1500	0	0	5	17	27	9	1	0	0	0	0	0	0	0	26.3	30.1	10	16.95	1	1.695	0	0	
1600	73	2	68	0	3	0	0	0	0	0	0	0	1600	1	1	4	25	30	12	0	0	0	0	0	0	0	0	25.6	30.1	12	16.44	0	0	0	0	
1700	47	2	43	1	1	0	0	0	0	0	0	0	1700	0	1	1	7	27	10	0	1	0	0	0	0	0	0	27.7	30.5	11	23.4	1	2.128	0	0	
1800	44	0	43	0	1	0	0	0	0	0	0	0	1800	0	0	1	13	20	5	4	1	0	0	0	0	0	0	27.9	34.2	10	22.73	5	11.36	0	0	
1900	32	0	27	0	5	0	0	0	0	0	0	0	1900	0	0	0	7	18	7	0	0	0	0	0	0	0	0	27.6	31	7	21.88	0	0	0	0	
2000	24	0	24	0	0	0	0	0	0	0	0	0	2000	0	0	0	7	11	3	2	1	0	0	0	0	0	0	28	33.2	6	25	3	12.5	0	0	
2100	15	1	14	0	0	0	0	0	0	0	0	0	2100	0	0	0	3	9	3	0	0	0	0	0	0	0	0	27.5	31.5	3	20	0	0	0	0	
2200	7	0	7	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	2	4	1	0	0	0	0	0	0	0	31.8	-	5	71.43	1	14.29	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.2	-	1	50	0	0	0	0	
07-19	696	19	647	3	24	1	1	0	1	0	0	0	07-19	4	14	30	170	325	126	21	6	0	0	0	0	0	0	0	26.8	31.3	153	21.98	27	3.879	0	0
06-22	778	20	722	3	30	1	1	0	1	0	0	0	06-22	4	14	30	188	365	145	25	7	0	0	0	0	0	0	0	27	31.3	177	22.75	32	4.113	0	0
06-00	787	20	731	3	30	1	1	0	1	0	0	0	06-00	4	14	30	188	368	150	26	7	0	0	0	0	0	0	0	27	31.5	183	23.25	33	4.193	0	0
00-00	798	20	742	3	30	1	1	0	1	0	0	0	00-00	4	14	30	190	372	153	28	7	0	0	0	0	0	0	0	27.1	31.6	188	23.56	35	4.386	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 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	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	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.7	-	1	100	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	2	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0	
0500	12	0	11	0	1	0	0	0	0	0	0	0	0500	0	0	0	1	4	5	1	1	0	0	0	0	0	0	30.8	35.5	7	58.33	2	16.67	0	0	
0600	39	0	36	0	3	0	0	0	0	0	0	0	0600	0	0	0	8	19	12	0	0	0	0	0	0	0	0	28	32.2	12	30.77	0	0	0	0	
0700	83	0	74	0	9	0	0	0	0	0	0	0	0700	0	0	0	13	38	25	7	0	0	0	0	0	0	0	29	33	32	38.55	7	8.434	0	0	
0800	101	0	92	1	5	1	0	1	1	0	0	0	0800	0	0	1	16	58	24	2	0	0	0	0	0	0	0	28.2	32	26	25.74	2	1.98	0	0	
0900	93	0	83	1	7	2	0	0	0	0	0	0	0900	0	0	0	25	48	19	1	0	0	0	0	0	0	0	27.2	30.8	20	21.51	1	1.075	0	0	
1000	95	1	89	0	5	0	0	0	0	0	0	0	1000	0	1	6	29	45	10	4	0	0	0	0	0	0	0	26.1	30	14	14.74	4	4.211	0	0	
1100	83	0	68	1	14	0	0	0	0	0	0	0	1100	0	0	4	37	28	12	1	1	0	0	0	0	0	0	25.8	30.4	14	16.87	2	2.41	0	0	
1200	99	0	86	1	11	1	0	0	0	0	0	0	1200	0	0	1	18	59	18	2	1	0	0	0	0	0	0	27.8	31	21	21.21	3	3.03	0	0	
1300	63	0	58	0	5	0	0	0	0	0	0	0	1300	0	0	1	15	32	14	1	0	0	0	0	0	0	0	27.2	31.2	15	23.81	1	1.587	0	0	
1400	60	0	52	0	8	0	0	0	0	0	0	0	1400	0	1	1	15	32	9	2	0	0	0	0	0	0	0	26.7	30.8	11	18.33	2	3.333	0	0	
1500	66	1	56	0	8	0	0	0	1	0	0	0	1500	0	0	4	18	32	9	3	0	0	0	0	0	0	0	26.6	31.3	12	18.18	3	4.545	0	0	
1600	83	2	70	2	9	0	0	0	0	0	0	0	1600	0	0	6	17	43	14	2	1	0	0	0	0	0	0	27.1	31.2	17	20.48	3	3.614	0	0	
1700	92	0	88	0	4	0	0	0	0	0	0	0	1700	0	0	0	33	36	22	1	0	0	0	0	0	0	0	26.9	30.9	23	25	1	1.087	0	0	
1800	64	2	59	0	3	0	0	0	0	0	0	0	1800	0	0	2	6	41	14	1	0	0	0	0	0	0	0	27.8	31.5	15	23.44	1	1.563	0	0	
1900	38	0	37	0	1	0	0	0	0	0	0	0	1900	0	0	2	5	18	11	1	1	0	0	0	0	0	0	28.2	32.4	13	34.21	2	5.263	0	0	
2000	36	0	33	0	3	0	0	0	0	0	0	0	2000	0	0	0	7	17	9	1	2	0	0	0	0	0	0	29	33.2	12	33.33	3	8.333	0	0	
2100	34	0	33	0	1	0	0	0	0	0	0	0	2100	0	0	1	9	16	4	4	0	0	0	0	0	0	0	27.3	32.4	8	23.53	4	11.76	0	0	
2200	11	0	10	0	1	0	0	0	0	0	0	0	2200	0	0	1	1	6	2	1	0	0	0	0	0	0	0	28.6	34.8	3	27.27	1	9.091	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	0	2300	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	0	
07-19	982	6	875	6	88	4	0	1	2	0	0	0	07-19	0	2	26	242	492	190	27	3	0	0	0	0	0	0	0	27.2	31.2	220	22.4	30	3.055	0	0
06-22	1129	6	1014	6	96	4	0	1	2	0	0	0	06-22	0	2	29	271	562	226	33	6	0	0	0	0	0	0	0	27.3	31.3	265	23.47	39	3.454	0	0
06-00	1142	6	1026	6	97	4	0	1	2	0	0	0	06-00	0	2	30	273	569	228	34	6	0	0	0	0	0	0	0	27.4	31.3	268	23.47	40	3.503	0	0
00-00	1158	6	1041	6	98	4	0	1	2	0	0	0	00-00	0	2	30	275	575	234	35	7	0	0	0	0	0	0	0	27.4	31.4	276	23.83	42	3.627	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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 30	JPSL% 30	JSL1 35 ACP0	JSL1% 35 ACP0	JSL2 45 DFT	JSL2% 45 DFT		
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	27	-	1	25	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	31.8	-	1	50	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0	0	0	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	34.9	-	1	50	1	50	0	0	
0400	3	0	3	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	36	-	3	100	2	66.67	0	0	
0500	13	0	10	0	2	0	1	0	0	0	0	0	0500	0	0	2	0	1	7	3	0	0	0	0	0	0	0	0	30.9	35.9	10	76.92	3	23.08	0	0	
0600	35	1	30	0	4	0	0	0	0	0	0	0	0600	0	0	0	3	12	12	4	4	0	0	0	0	0	0	0	31.3	38.1	20	57.14	8	22.86	0	0	
0700	83	0	73	0	10	0	0	0	0	0	0	0	0700	0	0	2	20	41	15	4	1	0	0	0	0	0	0	0	27.7	32.5	20	24.1	5	6.024	0	0	
0800	85	0	72	1	10	2	0	0	0	0	0	0	0800	0	0	2	17	42	20	4	0	0	0	0	0	0	0	0	28	32.3	24	28.24	4	4.706	0	0	
0900	86	0	75	0	10	0	0	0	0	1	0	0	0900	0	0	2	27	43	13	1	0	0	0	0	0	0	0	0	26.6	30.5	14	16.28	1	1.163	0	0	
1000	62	0	51	3	8	0	0	0	0	0	0	0	1000	0	0	3	19	24	16	0	0	0	0	0	0	0	0	26.9	32.2	16	25.81	0	0	0	0		
1100	99	3	76	1	16	3	0	0	0	0	0	0	1100	0	2	9	32	38	16	2	0	0	0	0	0	0	0	0	25.6	30.4	18	18.18	2	2.02	0	0	
1200	77	1	68	0	8	0	0	0	0	0	0	0	1200	0	3	6	19	35	13	1	0	0	0	0	0	0	0	0	26	30.4	14	18.18	1	1.299	0	0	
1300	53	0	48	0	5	0	0	0	0	0	0	0	1300	0	0	1	13	25	12	2	0	0	0	0	0	0	0	0	27.6	31.7	14	26.42	2	3.774	0	0	
1400	81	0	71	2	8	0	0	0	0	0	0	0	1400	1	0	5	27	31	11	5	1	0	0	0	0	0	0	0	26.4	31	17	20.99	6	7.407	0	0	
1500	83	2	70	1	10	0	0	0	0	0	0	0	1500	1	1	2	28	33	16	1	1	0	0	0	0	0	0	0	26.4	30.9	18	21.69	2	2.41	0	0	
1600	104	2	91	0	11	0	0	0	0	0	0	0	1600	0	0	6	30	43	20	4	0	0	1	0	0	0	0	0	27.2	30.8	25	24.04	5	4.808	1	0.962	
1700	102	1	94	1	6	0	0	0	0	0	0	0	1700	0	1	2	19	51	25	4	0	0	0	0	0	0	0	0	27.4	31.2	29	28.43	4	3.922	0	0	
1800	66	4	59	0	3	0	0	0	0	0	0	0	1800	0	0	4	10	34	15	3	0	0	0	0	0	0	0	0	27.8	31.6	18	27.27	3	4.545	0	0	
1900	60	1	52	0	7	0	0	0	0	0	0	0	1900	0	3	1	22	25	7	2	0	0	0	0	0	0	0	0	25.6	30.2	9	15	2	3.333	0	0	
2000	47	1	43	0	3	0	0	0	0	0	0	0	2000	0	0	1	17	15	12	2	0	0	0	0	0	0	0	0	27.1	33.1	14	29.79	2	4.255	0	0	
2100	30	1	29	0	0	0	0	0	0	0	0	0	2100	0	0	1	1	13	12	2	1	0	0	0	0	0	0	0	29.9	33.8	15	50	3	10	0	0	
2200	14	0	14	0	0	0	0	0	0	0	0	0	2200	0	0	2	0	8	3	1	0	0	0	0	0	0	0	0	27.7	32.8	4	28.57	1	7.143	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.6	-	1	50	0	0	0	0	
07-19	981	13	848	9	105	5	0	0	0	0	1	0	07-19	2	7	44	261	440	192	31	3	0	1	0	0	0	0	0	0	26.9	31.1	227	23.14	35	3.568	1	0.102
06-22	1153	17	1002	9	119	5	0	0	0	0	1	0	06-22	2	10	47	304	505	235	41	8	0	1	0	0	0	0	0	0	27.1	31.3	285	24.72	50	4.337	1	0.087
06-00	1169	17	1018	9	119	5	0	0	0	0	1	0	06-00	2	10	49	304	514	239	42	8	0	1	0	0	0	0	0	0	27.1	31.3	290	24.81	51	4.363	1	0.086
00-00	1194	17	1040	9	121	5	1	0	0	0	1	0	00-00	2	10	52	305	519	249	47	9	0	1	0	0	0	0	0	0	27.2	31.5	306	25.63	57	4.774	1	0.084

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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	5	0	5	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	2	1	0	0	0	0	0	0	0	0	28.8	-	2	39.39	0	9.091	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	1	57.14	0	14.29	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	28.57	0	14.29	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	1	55.56	0	22.22	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	1	1	0	0	0	0	0	0	0	32.3	-	1	62.5	1	37.5	0	0	
0500	8	0	7	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	2	3	2	0	0	0	0	0	0	0	32.5	-	6	69.49	2	28.81	0	3.39	
0600	26	0	23	0	2	0	0	0	0	0	0	0	0600	0	0	0	3	9	10	3	1	0	0	0	0	0	0	30.8	36.1	14	54.19	4	16.2	0	0	
0700	61	1	53	0	6	0	0	0	0	0	0	0	0700	0	0	1	11	27	15	6	1	0	0	0	0	0	0	28.9	34.1	22	36.08	7	11.32	0	0	
0800	82	1	73	1	7	1	0	0	0	0	0	0	0800	0	1	3	15	38	21	4	0	0	0	0	0	0	0	28	32.5	25	30.21	4	4.688	0	0	
0900	85	3	74	1	7	0	0	0	0	0	0	0	0900	0	1	4	22	39	16	2	1	0	0	0	0	0	0	26.9	31.2	19	22.97	3	3.885	0	0.169	
1000	84	1	75	1	7	0	0	0	0	0	0	0	1000	0	1	5	27	37	11	2	0	0	0	0	0	0	0	25.9	30.1	13	15.67	2	2.215	0	0	
1100	90	2	78	1	9	1	0	0	0	0	0	0	1100	0	1	5	29	38	15	2	0	0	0	0	0	0	0	26.2	30.4	17	18.41	2	2.063	0	0	
1200	85	1	75	0	8	0	0	0	0	0	0	0	1200	0	1	4	25	39	13	2	0	0	0	0	0	0	0	26.3	30.4	15	17.95	2	2.517	0	0	
1300	66	1	61	0	4	0	0	0	0	0	0	0	1300	0	1	3	16	32	13	1	0	0	0	0	0	0	0	26.7	31.1	14	20.73	1	1.728	0	0	
1400	69	0	63	0	6	0	0	0	0	0	0	0	1400	0	0	4	22	30	10	2	0	0	0	0	0	0	0	26.2	30.6	12	17.9	2	3.498	0	0	
1500	86	2	75	1	7	0	0	0	0	0	0	0	1500	0	1	6	24	38	12	2	0	0	0	0	0	0	0	26.1	30.3	15	17.36	2	2.838	0	0.167	
1600	85	1	76	0	7	0	0	0	0	0	0	0	1600	0	1	5	26	35	16	2	0	0	0	0	0	0	0	26.7	30.8	18	21.57	3	3.177	0	0.502	
1700	84	1	79	0	4	0	0	0	0	0	0	0	1700	0	1	2	21	43	16	2	0	0	0	0	0	0	0	27	30.7	18	21.12	2	2.385	0	0	
1800	58	2	53	0	3	0	0	0	0	0	0	0	1800	0	0	3	10	29	13	2	0	0	0	0	0	0	0	27.6	32.3	15	26.49	2	4.208	0	0.248	
1900	49	1	45	0	3	0	0	0	0	0	0	0	1900	0	1	1	11	25	9	2	0	0	0	0	0	0	0	27.2	31	11	22.03	2	4.058	0	0	
2000	33	0	32	0	1	0	0	0	0	0	0	0	2000	0	0	1	9	15	7	2	1	0	0	0	0	0	0	27.8	32.6	10	28.63	2	7.265	0	0	
2100	28	0	27	0	0	0	0	0	0	0	0	0	2100	0	0	0	7	14	5	1	0	0	0	0	0	0	0	27.6	32	7	24.1	1	5.128	0	0	
2200	12	0	12	0	0	0	0	0	0	0	0	0	2200	0	0	1	3	4	3	1	0	0	0	0	0	0	0	28	33.8	4	32.56	1	11.63	0	1.163	
2300	5	0	5	0	0	0	0	0	0	0	0	0	2300	0	0	0	1	3	1	0	0	0	0	0	0	0	0	26.7	-	1	23.68	0	5.263	0	0	
07-19	935	15	834	5	73	3	2	1	1	1	0	0	07-19	2	9	46	248	426	171	28	4	0	0	0	0	0	0	0	26.8	31.1	204	21.78	33	3.531	1	0.092
06-22	1071	17	962	5	80	3	2	1	1	1	0	0	06-22	2	10	48	278	488	202	36	7	0	0	0	0	0	0	0	27	31.3	245	22.84	43	4.016	1	0.08
06-00	1088	17	979	5	80	3	2	1	1	1	0	0	06-00	3	10	49	282	495	205	37	7	0	1	0	0	0	0	0	27	31.3	250	22.96	45	4.108	1	0.092
00-00	1107	17	995	5	81	3	2	1	1	1	0	0	00-00	3	10	49	284	501	212	40	8	1	1	0	0	0	0	0	27	31.5	261	23.54	49	4.426	1	0.116

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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
Mon	798	20	742	3	30	1	1	0	1	0	0		Mon	4	14	30	190	372	153	28	7	0	0	0	0	0	0	27.1	31.6	188	23.56	35	4.386	0	0
Tue	1158	6	1041	6	98	4	0	1	2	0	0		Tue	0	2	30	275	575	234	35	7	0	0	0	0	0	0	27.4	31.4	276	23.83	42	3.627	0	0
Wed	1194	17	1040	9	121	5	1	0	0	1	0		Wed	2	10	52	305	519	249	47	9	0	1	0	0	0	0	27.2	31.5	306	25.63	57	4.774	1	0.084
Thu	1267	8	1113	11	123	4	2	2	1	3	0		Thu	2	4	43	289	553	282	71	20	3	0	0	0	0	0	28	32.8	376	29.68	94	7.419	3	0.237
Fri	1335	12	1195	6	110	5	4	2	0	1	0		Fri	4	13	74	367	617	210	42	4	2	2	0	0	0	0	26.6	30.9	260	19.48	50	3.745	4	0.3
[Sat	1089	32	982	2	65	3	4	0	1	0	0		[Sat	2	18	71	301	484	182	28	3	0	0	0	0	0	0	26.3	30.6	213	19.56	31	2.847	0	0
[Sun	909	27	855	1	23	1	1	0	0	1	0		[Sun	4	10	46	258	386	171	30	3	0	1	0	0	0	0	26.7	31.1	205	22.55	34	3.74	1	0.11
--	7750	122	6968	38	570	23	13	5	5	6	0		--	18	71	346	1985	3506	1481	281	53	5	4	0	0	0	0	27	31.5	1824	23.54	343	4.426	9	0.116

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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
--	7750	122	6968	38	570	23	13	5	5	6	0	--	18	10 15	71	346	1985	3506	1481	281	53	5	4	0	0	0	0	0	27	31.5	1824	23.54	343	4.426	9	0.116



## Advanced Transport Research

### Globals

<b>Report Id</b>	CustomList-1303
<b>Descriptor</b>	Advanced Transport Research
<b>Created by</b>	MetroCount Traffic Executive
<b>Creation Time (UTC)</b>	2018-06-04T13:23:42
<b>Legal</b>	Copyright (c)1997 - 2016 MetroCount
<b>Graphic</b>	header.gif
<b>Language</b>	English
<b>Country</b>	United Kingdom
<b>Time</b>	UTC + 60 min
<b>Create Version</b>	5.0.1.0
<b>Metric</b>	Non metric
<b>Speed Unit</b>	mph
<b>Length Unit</b>	ft
<b>Mass Unit</b>	ton

### Dataset

<b>Site Name</b>	17608-001
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-001 0 2018-05-25 0906.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	THE CLAPPERS [30M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-22T10:01:30
<b>Start Time</b>	2018-05-22T10:01:30
<b>Finish Time</b>	2018-05-25T09:07:11
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? N862M71F MC56-L4 [MC55] (c)Microcom 19Sep03

### Dataset

<b>Site Name</b>	17608-001
<b>Site Attribute</b>	WSP
<b>File Name</b>	Q:\17608 Robertsbridge, East Sussex\17608-001 0 2018-05-31 1112.EC0
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	THE CLAPPERS [30M]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2018-05-25T09:07:37
<b>Start Time</b>	2018-05-25T09:07:37
<b>Finish Time</b>	2018-05-31T11:14:44
<b>Operator</b>	ATR
<b>Configuration</b>	40 MC5600 00 00 00 00 00 ? N862M71F MC56-L4 [MC55] (c)Microcom 19Sep03

### Profile

<b>Name</b>	Advanced Transport Research
<b>Title</b>	Advanced Transport Research
<b>Graphic Logo</b>	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
<b>Header</b>	
<b>Footer</b>	
<b>Percentile 1</b>	85
<b>Percentile 2</b>	95
<b>Pace</b>	12
<b>Filter Start</b>	2018-05-24T00:00:00
<b>Filter End</b>	2018-05-31T00:00:00
<b>Class Scheme</b>	ARX
<b>F</b>	Cls(1-10) Dir(S) Sp(0,120) Headway(I)0) Span(0 - 328.084) Lane(0-16)
<b>Low Speed</b>	0
<b>High Speed</b>	120
<b>Posted Limit</b>	30
<b>Speed Limits</b>	35 45 30 30 30 0 0 0 0 30
<b>Separation</b>	0.000
<b>Separation Type</b>	Headway
<b>Direction</b>	South
<b>Encoded Direction</b>	4

## Advanced Transport Research

### Column

<b>Time</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Cls 1</b>	Class totals
<b>Cls 2</b>	Class totals
<b>Cls 3</b>	Class totals
<b>Cls 4</b>	Class totals
<b>Cls 5</b>	Class totals
<b>Cls 6</b>	Class totals
<b>Cls 7</b>	Class totals
<b>Cls 8</b>	Class totals
<b>Cls 9</b>	Class totals
<b>Cls 10</b>	Class totals
<b>Fix1</b>	User defined fixed text
<b>Time</b>	24-hour time (0000 - 2359)
<b>Vbin 0 10</b>	Speed bin totals
<b>Vbin 10 15</b>	Speed bin totals
<b>Vbin 15 20</b>	Speed bin totals
<b>Vbin 20 25</b>	Speed bin totals
<b>Vbin 25 30</b>	Speed bin totals
<b>Vbin 30 35</b>	Speed bin totals
<b>Vbin 35 40</b>	Speed bin totals
<b>Vbin 40 45</b>	Speed bin totals
<b>Vbin 45 50</b>	Speed bin totals
<b>Vbin 50 60</b>	Speed bin totals
<b>Vbin 60 70</b>	Speed bin totals
<b>Vbin 70 80</b>	Speed bin totals
<b>Vbin 80 90</b>	Speed bin totals
<b>Vbin 90 100</b>	Speed bin totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>JPSL 30</b>	Number exceeding Posted Speed Limit
<b>JPSL% 30</b>	Percent exceeding Posted Speed Limit
<b>JSL1 35 ACPO</b>	Number exceeding Speed Limit 1
<b>JSL1% 35 ACPO</b>	Percent exceeding Speed Limit 1
<b>JSL2 45 DFT</b>	Number exceeding Speed Limit 2
<b>JSL2% 45 DFT</b>	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-1303  
Site Name - 17608-001; 17608-001  
Description - Multiple Files! See Header sheet.  
Direction - South

24 May 2018

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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	4	0	3	0	1	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	4	0	0	0	0	0	0	0	37.5	-	4	100	4	100	0	0	
0100	4	0	4	0	0	0	0	0	0	0	0	0	0100	0	0	0	1	0	2	1	0	0	0	0	0	0	0	32.4	-	3	75	1	25	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.2	-	0	0	0	0	0	0	
0300	2	0	1	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.9	-	1	50	1	50	0	0	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.9	-	1	100	0	0	0	0	
0500	3	0	2	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	1	1	0	1	0	0	0	0	0	39.5	-	3	100	2	66.67	1	33.33	
0600	21	1	16	0	4	0	0	0	0	0	0	0	0600	0	0	0	2	6	6	5	2	0	0	0	0	0	0	32.1	39	13	61.9	7	33.33	0	0	
0700	47	1	42	0	3	1	0	0	0	0	0	0	0700	0	0	1	3	18	21	3	1	0	0	0	0	0	0	30.3	34.3	25	53.19	4	8.511	0	0	
0800	113	0	101	0	12	0	0	0	0	0	0	0	0800	0	0	2	10	55	38	8	0	0	0	0	0	0	0	29.3	33.3	46	40.71	8	7.08	0	0	
0900	63	1	52	1	8	0	1	0	0	0	0	0	0900	1	1	2	9	22	23	6	0	0	0	0	0	0	0	28.7	33.5	28	44.44	6	9.524	0	0	
1000	61	0	48	1	10	2	0	0	0	0	0	0	1000	0	0	1	19	26	15	0	0	0	0	0	0	0	0	27.1	30.8	15	24.59	0	0	0	0	
1100	72	0	55	1	14	0	1	0	1	0	0	0	1100	1	1	4	22	32	11	0	1	0	0	0	0	0	0	26.1	30.3	12	16.67	1	1.389	0	0	
1200	42	0	36	1	5	0	0	0	0	0	0	0	1200	2	10	13	11	5	1	0	0	0	0	0	0	0	0	18.5	25.6	1	2.381	0	0	0	0	
1300	53	0	47	1	4	0	0	0	0	1	0	0	1300	3	8	9	15	16	2	0	0	0	0	0	0	0	0	21.2	28.3	2	3.774	0	0	0	0	
1400	71	1	64	0	5	1	0	0	0	0	0	0	1400	7	15	21	18	6	2	2	0	0	0	0	0	0	0	18.4	25.1	4	5.634	2	2.817	0	0	
1500	85	0	80	0	5	0	0	0	0	0	0	0	1500	4	23	20	19	12	5	2	0	0	0	0	0	0	0	19.7	27.4	7	8.235	2	2.353	0	0	
1600	79	0	75	0	4	0	0	0	0	0	0	0	1600	8	28	12	15	9	5	2	0	0	0	0	0	0	0	18.2	26.3	7	8.861	2	2.532	0	0	
1700	99	3	93	0	2	1	0	0	0	0	0	0	1700	6	31	28	14	14	5	1	0	0	0	0	0	0	0	18.2	27.3	6	6.061	1	1.01	0	0	
1800	95	1	88	0	6	0	0	0	0	0	0	0	1800	1	8	18	14	30	21	3	0	0	0	0	0	0	0	24.7	31.9	24	25.26	3	3.158	0	0	
1900	52	1	50	1	0	0	0	0	0	0	0	0	1900	4	9	6	12	10	11	0	0	0	0	0	0	0	0	22	31.5	11	21.15	0	0	0	0	
2000	23	0	23	0	0	0	0	0	0	0	0	0	2000	3	2	6	2	7	3	0	0	0	0	0	0	0	0	21.1	29.4	3	13.04	0	0	0	0	
2100	27	0	26	0	1	0	0	0	0	0	0	0	2100	1	3	3	16	4	0	0	0	0	0	0	0	0	0	21.1	25.6	0	0	0	0	0	0	
2200	13	0	12	0	1	0	0	0	0	0	0	0	2200	0	0	3	8	1	1	0	0	0	0	0	0	0	0	22.4	28	1	7.692	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	0	2300	0	0	0	2	2	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	0	0	
07-19	880	7	781	5	78	5	2	0	1	1	0	0	07-19	33	125	131	169	245	148	27	2	0	0	0	0	0	0	0	23.4	31	177	20.11	29	3.295	0	0
06-22	1003	9	896	6	83	5	2	0	1	1	0	0	06-22	41	139	146	201	272	168	32	4	0	0	0	0	0	0	0	23.4	31.1	204	20.34	36	3.589	0	0
06-00	1020	9	912	6	84	5	2	0	1	1	0	0	06-00	41	139	149	211	275	169	32	4	0	0	0	0	0	0	0	23.3	31.1	205	20.1	36	3.529	0	0
00-00	1035	9	923	6	88	5	2	0	1	1	0	0	00-00	41	139	149	212	277	173	39	4	1	0	0	0	0	0	0	23.5	31.2	217	20.97	44	4.251	1	0.097

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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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	2	0	2	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20	-	0	0	0	0	0	0	
0200	3	0	2	0	1	0	0	0	0	0	0	0	0200	0	1	0	1	1	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	2	0	1	0	1	0	0	0	0	0	0	0	0500	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	0	0	0	
0600	15	0	13	0	2	0	0	0	0	0	0	0	0600	0	2	2	5	4	1	1	0	0	0	0	0	0	0	23.8	30.7	2	13.33	1	6.667	0	0	
0700	44	0	42	0	2	0	0	0	0	0	0	0	0700	1	6	13	17	7	0	0	0	0	0	0	0	0	0	20.2	25.2	0	0	0	0	0	0	
0800	83	2	76	0	5	0	0	0	0	0	0	0	0800	7	25	30	15	4	2	0	0	0	0	0	0	0	0	16.6	23.4	2	2.41	0	0	0	0	
0900	66	0	63	0	2	0	0	1	0	0	0	0	0900	7	20	19	14	5	1	0	0	0	0	0	0	0	0	16.8	23.7	1	1.515	0	0	0	0	
1000	48	0	42	0	5	1	0	0	0	0	0	0	1000	2	7	13	19	6	1	0	0	0	0	0	0	0	0	19.8	24.8	1	2.083	0	0	0	0	
1100	51	0	43	0	8	0	0	0	0	0	0	0	1100	3	9	15	16	7	1	0	0	0	0	0	0	0	0	18.8	25.5	1	1.961	0	0	0	0	
1200	64	1	56	0	6	0	0	0	0	1	0	0	1200	4	21	12	17	8	2	0	0	0	0	0	0	0	0	17.9	25.5	2	3.125	0	0	0	0	
1300	63	2	55	0	6	0	0	0	0	0	0	0	1300	8	12	16	18	6	2	1	0	0	0	0	0	0	0	18.4	24.7	3	4.762	1	1.587	0	0	
1400	58	0	53	0	5	0	0	0	0	0	0	0	1400	3	6	6	18	23	2	0	0	0	0	0	0	0	0	22.6	28.4	2	3.448	0	0	0	0	
1500	101	0	97	0	4	0	0	0	0	0	0	0	1500	12	29	18	26	9	7	0	0	0	0	0	0	0	0	18.4	25.4	7	6.931	0	0	0	0	
1600	84	2	73	0	9	0	0	0	0	0	0	0	1600	12	20	14	14	18	5	1	0	0	0	0	0	0	0	18.6	27.6	6	7.143	1	1.19	0	0	
1700	91	0	89	0	2	0	0	0	0	0	0	0	1700	9	32	22	17	7	4	0	0	0	0	0	0	0	0	17.2	24.1	4	4.396	0	0	0	0	
1800	80	1	78	0	1	0	0	0	0	0	0	0	1800	3	21	8	20	18	8	0	1	1	0	0	0	0	0	21.4	29	10	12.5	2	2.5	1	1.25	
1900	63	1	62	0	0	0	0	0	0	0	0	0	1900	4	8	14	8	21	6	2	0	0	0	0	0	0	0	22.1	29.9	8	12.7	2	3.175	0	0	
2000	43	0	42	1	0	0	0	0	0	0	0	0	2000	1	4	18	6	8	5	1	0	0	0	0	0	0	0	21.5	30.2	6	13.95	1	2.326	0	0	
2100	24	1	23	0	0	0	0	0	0	0	0	0	2100	1	2	6	12	2	1	0	0	0	0	0	0	0	0	20.4	24.3	1	4.167	0	0	0	0	
2200	15	0	14	0	1	0	0	0	0	0	0	0	2200	0	0	3	6	6	0	0	0	0	0	0	0	0	0	23.5	26.3	0	0	0	0	0	0	
2300	15	0	15	0	0	0	0	0	0	0	0	0	2300	1	0	2	6	4	2	0	0	0	0	0	0	0	0	23.6	30.5	2	13.33	0	0	0	0	
07-19	833	8	767	0	55	1	0	1	0	1	0	0	07-19	71	208	186	211	118	35	2	1	1	0	0	0	0	0	0	18.7	26.2	39	4.682	4	0.48	1	0.12
06-22	978	10	907	1	57	1	0	1	0	1	0	0	06-22	77	224	226	242	153	48	6	1	1	0	0	0	0	0	0	19.2	26.6	56	5.726	8	0.818	1	0.102
06-00	1008	10	936	1	58	1	0	1	0	1	0	0	06-00	78	224	231	254	163	50	6	1	1	0	0	0	0	0	0	19.3	26.7	58	5.754	8	0.794	1	0.099
00-00	1019	10	944	1	61	1	0	1	0	1	0	0	00-00	78	225	235	256	167	50	6	1	1	0	0	0	0	0	0	19.3	26.7	58	5.692	8	0.785	1	0.098

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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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0000	9	0	9	0	0	0	0	0	0	0	0	0	0000	0	1	2	1	5	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0	0	0100	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	3	1	0	0	0	0	0	0	0	0	27.6	-	1	25	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28.2	-	1	50	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	2	0	0	0	0	0	0	0	0	32.8	-	2	100	0	0	0	0
0500	3	0	2	0	1	0	0	0	0	0	0	0	0500	0	0	1	0	2	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	0
0600	6	0	5	0	1	0	0	0	0	0	0	0	0600	1	0	0	3	1	0	0	1	0	0	0	0	0	0	23.5	-	1	16.67	1	16.67	0	0
0700	24	0	20	0	4	0	0	0	0	0	0	0	0700	2	2	3	10	5	2	0	0	0	0	0	0	0	0	21.4	29.9	2	8.333	0	0	0	0
0800	30	1	26	0	3	0	0	0	0	0	0	0	0800	1	8	9	9	2	1	0	0	0	0	0	0	0	0	18.8	24.6	1	3.333	0	0	0	0
0900	62	0	59	0	3	0	0	0	0	0	0	0	0900	6	11	14	20	6	3	1	1	0	0	0	0	0	0	19.3	25.7	5	8.065	2	3.226	0	0
1000	80	4	74	0	2	0	0	0	0	0	0	0	1000	8	24	20	17	10	1	0	0	0	0	0	0	0	17.4	23.2	1	1.25	0	0	0	0	
1100	75	0	72	0	3	0	0	0	0	0	0	0	1100	7	15	15	24	9	5	0	0	0	0	0	0	0	19.2	25.9	5	6.667	0	0	0	0	
1200	65	1	63	0	1	0	0	0	0	0	0	0	1200	4	18	12	18	10	3	0	0	0	0	0	0	0	18.9	26.6	3	4.615	0	0	0	0	
1300	54	4	48	0	2	0	0	0	0	0	0	0	1300	1	9	13	10	13	7	1	0	0	0	0	0	0	22.1	29.8	8	14.81	1	1.852	0	0	
1400	61	2	58	0	1	0	0	0	0	0	0	0	1400	2	17	14	14	10	3	1	0	0	0	0	0	0	19.9	26.7	4	6.557	1	1.639	0	0	
1500	61	1	58	0	2	0	0	0	0	0	0	0	1500	6	20	14	15	6	0	0	0	0	0	0	0	0	17.4	23.8	0	0	0	0	0	0	
1600	62	0	56	0	6	0	0	0	0	0	0	0	1600	4	14	7	21	15	1	0	0	0	0	0	0	0	20.1	26.1	1	1.613	0	0	0	0	
1700	58	1	53	0	3	1	0	0	0	0	0	0	1700	4	12	17	13	9	3	0	0	0	0	0	0	0	19.2	26.3	3	5.172	0	0	0	0	
1800	55	0	51	0	4	0	0	0	0	0	0	0	1800	2	8	16	16	11	2	0	0	0	0	0	0	0	19.8	26	2	3.636	0	0	0	0	
1900	43	0	43	0	0	0	0	0	0	0	0	0	1900	4	9	15	8	4	2	1	0	0	0	0	0	0	18.6	25.6	3	6.977	1	2.326	0	0	
2000	30	1	28	0	1	0	0	0	0	0	0	0	2000	2	4	8	7	6	3	0	0	0	0	0	0	0	20.2	27.3	3	10	0	0	0	0	
2100	26	1	24	0	1	0	0	0	0	0	0	0	2100	2	4	5	4	7	4	0	0	0	0	0	0	0	21.4	30.1	4	15.38	0	0	0	0	
2200	16	0	16	0	0	0	0	0	0	0	0	0	2200	3	1	5	4	2	0	1	0	0	0	0	0	0	19.1	26	1	6.25	1	6.25	0	0	
2300	13	0	13	0	0	0	0	0	0	0	0	0	2300	0	1	6	6	0	0	0	0	0	0	0	0	0	19.9	24	0	0	0	0	0	0	
07-19	687	14	638	0	34	1	0	0	0	0	0	0	07-19	47	158	154	187	106	31	3	1	0	0	0	0	0	0	19.3	26.3	35	5.095	4	0.582	0	0
06-22	792	16	738	0	37	1	0	0	0	0	0	0	06-22	56	175	182	209	124	40	4	2	0	0	0	0	0	0	19.4	26.4	46	5.808	6	0.758	0	0
06-00	821	16	767	0	37	1	0	0	0	0	0	0	06-00	59	177	193	219	126	40	5	2	0	0	0	0	0	0	19.4	26.3	47	5.725	7	0.853	0	0
00-00	843	16	786	0	40	1	0	0	0	0	0	0	00-00	59	178	196	221	138	44	5	2	0	0	0	0	0	0	19.5	26.5	51	6.05	7	0.83	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	14	0	12	0	2	0	0	0	0	0	0	0	0000	1	1	1	3	5	3	0	0	0	0	0	0	0	0	24.2	32.4	3	21.43	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.9 -	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	1	0	0	0	1	0	0	0	0	0	0	0	26.7 -	1	50	1	50	0	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0	0	0300	0	0	0	1	1	1	0	0	0	0	0	0	0	0	26.6 -	1	33.33	0	0	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	25.4 -	0	0	0	0	0	0	0		
0500	4	0	4	0	0	0	0	0	0	0	0	0	0500	0	1	2	0	1	0	0	0	0	0	0	0	0	0	18.8 -	0	0	0	0	0	0	0	
0600	3	0	2	0	1	0	0	0	0	0	0	0	0600	0	0	1	0	1	0	1	0	0	0	0	0	0	0	29 -	1	33.33	1	33.33	0	0	0	
0700	13	0	11	0	2	0	0	0	0	0	0	0	0700	1	2	3	3	4	0	0	0	0	0	0	0	0	0	20.1	28.8	0	0	0	0	0	0	
0800	10	0	10	0	0	0	0	0	0	0	0	0	0800	1	1	3	1	2	2	0	0	0	0	0	0	0	0	21.3 -	2	20	0	0	0	0	0	
0900	38	1	35	0	2	0	0	0	0	0	0	0	0900	1	5	6	8	15	3	0	0	0	0	0	0	0	0	22.8	28.3	3	7.895	0	0	0	0	
1000	54	1	51	0	2	0	0	0	0	0	0	0	1000	7	16	3	11	16	1	0	0	0	0	0	0	0	0	19.3	27.3	1	1.852	0	0	0	0	
1100	64	2	60	0	1	1	0	0	0	0	0	0	1100	7	9	21	13	12	2	0	0	0	0	0	0	0	0	19.4	27.7	2	3.125	0	0	0	0	
1200	65	1	63	0	1	0	0	0	0	0	0	0	1200	8	16	11	16	9	5	0	0	0	0	0	0	0	0	19.1	28	5	7.692	0	0	0	0	
1300	50	1	48	0	0	1	0	0	0	0	0	0	1300	3	3	5	18	17	3	1	0	0	0	0	0	0	0	23.2	28.6	4	8	1	2	0	0	
1400	55	0	52	1	2	0	0	0	0	0	0	0	1400	2	12	10	10	16	5	0	0	0	0	0	0	0	0	21	27.8	5	9.091	0	0	0	0	
1500	55	1	52	0	2	0	0	0	0	0	0	0	1500	5	9	14	15	10	2	0	0	0	0	0	0	0	0	19.3	26.6	2	3.636	0	0	0	0	
1600	59	1	58	0	0	0	0	0	0	0	0	0	1600	5	15	10	12	13	3	0	1	0	0	0	0	0	0	19.6	26.7	4	6.78	1	1.695	0	0	
1700	40	0	40	0	0	0	0	0	0	0	0	0	1700	2	9	9	16	2	2	0	0	0	0	0	0	0	0	19.3	24.1	2	5	0	0	0	0	
1800	39	0	39	0	0	0	0	0	0	0	0	0	1800	1	5	13	8	10	2	0	0	0	0	0	0	0	0	20.6	26.8	2	5.128	0	0	0	0	
1900	50	2	45	1	2	0	0	0	0	0	0	0	1900	4	6	13	16	10	1	0	0	0	0	0	0	0	0	20.4	26.6	1	2	0	0	0	0	
2000	24	0	23	0	1	0	0	0	0	0	0	0	2000	1	1	5	9	3	3	2	0	0	0	0	0	0	0	23.4	31.4	5	20.83	2	8.333	0	0	
2100	19	1	17	0	1	0	0	0	0	0	0	0	2100	1	3	5	4	4	2	0	0	0	0	0	0	0	0	21.4	29.4	2	10.53	0	0	0	0	
2200	10	0	10	0	0	0	0	0	0	0	0	0	2200	1	2	1	4	1	0	0	1	0	0	0	0	0	0	20.3 -	1	10	1	10	0	0	0	
2300	6	0	5	0	1	0	0	0	0	0	0	0	2300	1	0	2	1	2	0	0	0	0	0	0	0	0	0	20 -	0	0	0	0	0	0	0	
07-19	542	8	519	1	12	2	0	0	0	0	0	0	07-19	43	102	108	131	126	30	1	1	1	0	0	0	0	0	0	20.3	27.4	32	5.904	2	0.369	0	0
06-22	638	11	606	2	17	2	0	0	0	0	0	0	06-22	49	112	132	160	144	36	4	1	0	0	0	0	0	0	0	20.5	27.5	41	6.426	5	0.784	0	0
06-00	654	11	621	2	18	2	0	0	0	0	0	0	06-00	51	114	135	165	147	36	4	2	0	0	0	0	0	0	0	20.5	27.5	42	6.422	6	0.917	0	0
00-00	679	11	644	2	20	2	0	0	0	0	0	0	00-00	52	116	139	169	156	40	5	2	0	0	0	0	0	0	0	20.6	27.7	47	6.922	7	1.031	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	4	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	0	1	0	0	0	0	0	0	0	30.8	-	1	50	1	50	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	1	0	1	0	0	0	0	0	0	0	0	0	0	17.5	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0	
0500	2	0	1	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	1	1	0	0	0	0	0	0	0	33.2	-	2	100	1	50	0	0	
0600	6	1	5	0	0	0	0	0	0	0	0	0	0600	0	0	2	2	1	1	0	0	0	0	0	0	0	0	22.9	-	1	16.67	0	0	0	0	
0700	6	0	5	0	1	0	0	0	0	0	0	0	0700	0	0	1	2	0	2	1	0	0	0	0	0	0	0	27.2	-	3	50	1	16.67	0	0	
0800	23	0	20	0	3	0	0	0	0	0	0	0	0800	2	2	5	11	3	0	0	0	0	0	0	0	0	0	20.1	25.2	0	0	0	0	0	0	
0900	29	2	24	0	3	0	0	0	0	0	0	0	0900	3	4	6	6	6	3	1	0	0	0	0	0	0	0	20.9	30.4	4	13.79	1	3.448	0	0	
1000	34	1	33	0	0	0	0	0	0	0	0	0	1000	3	4	7	11	5	3	1	0	0	0	0	0	0	0	21	29.4	4	11.76	1	2.941	0	0	
1100	53	2	49	0	2	0	0	0	0	0	0	0	1100	5	13	10	18	6	1	0	0	0	0	0	0	0	0	18.2	24.5	1	1.887	0	0	0	0	
1200	42	0	41	0	1	0	0	0	0	0	0	0	1200	3	8	10	14	7	0	0	0	0	0	0	0	0	0	19.3	25.3	0	0	0	0	0	0	
1300	58	1	53	0	3	1	0	0	0	0	0	0	1300	7	7	13	14	9	8	0	0	0	0	0	0	0	0	20.3	28.5	8	13.79	0	0	0	0	
1400	46	1	43	1	1	0	0	0	0	0	0	0	1400	3	5	5	15	16	2	0	0	0	0	0	0	0	0	22.5	28.4	2	4.348	0	0	0	0	
1500	56	1	54	0	1	0	0	0	0	0	0	0	1500	9	5	15	20	6	1	0	0	0	0	0	0	0	0	18.9	24.8	1	1.786	0	0	0	0	
1600	53	1	50	1	1	0	0	0	0	0	0	0	1600	4	16	15	10	7	0	1	0	0	0	0	0	0	0	18.1	24.9	1	1.887	1	1.887	0	0	
1700	52	0	51	0	1	0	0	0	0	0	0	0	1700	1	8	7	19	9	7	1	0	0	0	0	0	0	0	22.4	30.1	8	15.38	1	1.923	0	0	
1800	40	1	38	0	1	0	0	0	0	0	0	0	1800	1	4	4	13	14	3	1	0	0	0	0	0	0	0	23.1	28.5	4	10	1	2.5	0	0	
1900	27	0	25	0	2	0	0	0	0	0	0	0	1900	2	4	5	8	4	4	0	0	0	0	0	0	0	0	21.4	31.7	4	14.81	0	0	0	0	
2000	18	1	16	0	1	0	0	0	0	0	0	0	2000	1	5	5	2	3	1	1	0	0	0	0	0	0	0	19.3	29.8	2	11.11	1	5.556	0	0	
2100	16	0	16	0	0	0	0	0	0	0	0	0	2100	0	4	5	6	1	0	0	0	0	0	0	0	0	0	18.2	24.1	0	0	0	0	0	0	
2200	9	0	9	0	0	0	0	0	0	0	0	0	2200	0	0	3	4	1	1	0	0	0	0	0	0	0	0	22.5	-	1	11.11	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0	0	2300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	0	0	0	0	
07-19	492	10	461	2	18	1	0	0	0	0	0	0	07-19	41	76	98	153	88	30	6	0	0	0	0	0	0	0	0	20.4	27	36	7.317	6	1.22	0	0
06-22	559	12	523	2	21	1	0	0	0	0	0	0	06-22	44	89	115	171	97	36	7	0	0	0	0	0	0	0	0	20.4	27	43	7.692	7	1.252	0	0
06-00	569	12	533	2	21	1	0	0	0	0	0	0	06-00	44	89	119	175	98	37	7	0	0	0	0	0	0	0	0	20.4	27	44	7.733	7	1.23	0	0
00-00	580	12	542	2	23	1	0	0	0	0	0	0	00-00	44	90	119	176	104	38	9	0	0	0	0	0	0	0	0	20.5	27.2	47	8.103	9	1.552	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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 30	JPSL% 30	JSL1 35 ACP0	JSL1% 35 ACP0	JSL2 45 DFT	JSL2% 45 DFT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.5	-	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0300	0	0	1	1	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0500	4	0	3	0	1	0	0	0	0	0	0	0	0500	0	0	1	3	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	0	0	0
0600	19	1	17	0	1	0	0	0	0	0	0	0	0600	3	0	2	1	9	3	1	0	0	0	0	0	0	0	23.5	32.3	4	21.05	1	5.263	0	0
0700	34	1	31	0	1	1	0	0	0	0	0	0	0700	3	5	4	14	4	4	0	0	0	0	0	0	0	0	21.2	29.3	4	11.76	0	0	0	0
0800	47	1	44	0	2	0	0	0	0	0	0	0	0800	2	17	9	9	9	1	0	0	0	0	0	0	0	0	18.5	26.3	1	2.128	0	0	0	0
0900	40	0	37	0	3	0	0	0	0	0	0	0	0900	0	4	7	18	10	1	0	0	0	0	0	0	0	0	22.2	27.8	1	2.5	0	0	0	0
1000	56	0	52	0	4	0	0	0	0	0	0	0	1000	4	13	9	23	6	1	0	0	0	0	0	0	0	0	18.8	24.8	1	1.786	0	0	0	0
1100	62	0	57	0	5	0	0	0	0	0	0	0	1100	2	13	11	21	10	4	1	0	0	0	0	0	0	0	20.4	27.3	5	8.065	1	1.613	0	0
1200	66	1	59	1	5	0	0	0	0	0	0	0	1200	6	10	27	18	5	0	0	0	0	0	0	0	0	0	18.1	23.3	0	0	0	0	0	0
1300	43	0	41	0	2	0	0	0	0	0	0	0	1300	4	9	14	11	4	1	0	0	0	0	0	0	0	0	18.4	24.7	1	2.326	0	0	0	0
1400	57	2	51	0	4	0	0	0	0	0	0	0	1400	5	11	9	20	10	2	0	0	0	0	0	0	0	0	19.6	27.7	2	3.509	0	0	0	0
1500	59	0	55	0	3	1	0	0	0	0	0	0	1500	7	13	11	16	8	4	0	0	0	0	0	0	0	0	19.1	27.6	4	6.78	0	0	0	0
1600	69	0	63	1	5	0	0	0	0	0	0	0	1600	4	14	13	20	12	4	2	0	0	0	0	0	0	0	20.6	27.7	6	8.696	2	2.899	0	0
1700	104	0	96	0	8	0	0	0	0	0	0	0	1700	5	29	23	27	14	5	1	0	0	0	0	0	0	0	19.2	25.9	6	5.769	1	0.962	0	0
1800	68	2	64	0	2	0	0	0	0	0	0	0	1800	2	21	11	17	10	7	0	0	0	0	0	0	0	0	19.7	28.6	7	10.29	0	0	0	0
1900	43	0	41	0	2	0	0	0	0	0	0	0	1900	2	6	10	10	10	4	0	1	0	0	0	0	0	0	21.7	28.6	5	11.63	1	2.326	0	0
2000	32	0	31	0	1	0	0	0	0	0	0	0	2000	0	2	8	15	5	2	0	0	0	0	0	0	0	0	22.3	27.4	2	6.25	0	0	0	0
2100	25	0	24	0	1	0	0	0	0	0	0	0	2100	1	0	4	17	3	0	0	0	0	0	0	0	0	0	21.5	25	0	0	0	0	0	0
2200	17	0	15	0	2	0	0	0	0	0	0	0	2200	0	1	2	13	1	0	0	0	0	0	0	0	0	0	20.9	23.7	0	0	0	0	0	0
2300	14	0	14	0	0	0	0	0	0	0	0	0	2300	1	1	1	5	3	3	0	0	0	0	0	0	0	0	23.7	32.4	3	21.43	0	0	0	0
07-19	705	7	650	2	44	2	0	0	0	0	0	0	07-19	44	159	148	214	102	34	4	0	0	0	0	0	0	0	19.5	26.6	38	5.39	4	0.567	0	0
06-22	824	8	763	2	49	2	0	0	0	0	0	0	06-22	50	167	172	257	129	43	5	1	0	0	0	0	0	0	19.9	27	49	5.947	6	0.728	0	0
06-00	855	8	792	2	51	2	0	0	0	0	0	0	06-00	51	169	175	275	133	46	5	1	0	0	0	0	0	0	20	26.9	52	6.082	6	0.702	0	0
00-00	864	8	800	2	52	2	0	0	0	0	0	0	00-00	52	169	178	280	133	46	5	1	0	0	0	0	0	0	20	26.9	52	6.019	6	0.694	0	0



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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	1	2	1	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	2	0	0	0	0	0	0	0	0	0	0	22	-	0	0	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
0300	3	0	2	0	1	0	0	0	0	0	0	0	0300	0	0	0	2	0	1	0	0	0	0	0	0	0	0	26.2	-	1	33.33	0	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	27.2	-	0	0	0	0	0	0	
0500	7	0	6	0	1	0	0	0	0	0	0	0	0500	0	1	0	3	2	0	1	0	0	0	0	0	0	0	24.4	-	1	14.29	1	14.29	0	0
0600	18	0	16	0	2	0	0	0	0	0	0	0	0600	0	1	3	11	2	1	0	0	0	0	0	0	0	0	22.6	27.4	1	5.556	0	0	0	0
0700	34	0	30	0	4	0	0	0	0	0	0	0	0700	0	8	10	14	1	1	0	0	0	0	0	0	0	0	19.1	23.3	1	2.941	0	0	0	0
0800	50	1	41	0	7	1	0	0	0	0	0	0	0800	1	12	8	18	6	4	1	0	0	0	0	0	0	0	20.6	28.4	5	10	1	2	0	0
0900	43	1	40	0	2	0	0	0	0	0	0	0	0900	2	8	14	13	5	1	0	0	0	0	0	0	0	0	19.3	24.8	1	2.326	0	0	0	0
1000	47	0	42	0	5	0	0	0	0	0	0	0	1000	4	6	13	15	7	2	0	0	0	0	0	0	0	0	19.7	26.4	2	4.255	0	0	0	0
1100	58	0	47	1	9	1	0	0	0	0	0	0	1100	3	13	10	18	9	3	2	0	0	0	0	0	0	0	20.1	26.5	5	8.621	2	3.448	0	0
1200	49	0	44	0	2	3	0	0	0	0	0	0	1200	3	4	14	10	15	3	0	0	0	0	0	0	0	0	21.4	27.6	3	6.122	0	0	0	0
1300	58	0	53	0	5	0	0	0	0	0	0	0	1300	6	7	12	18	10	4	1	0	0	0	0	0	0	0	20.7	28.6	5	8.621	1	1.724	0	0
1400	61	1	55	0	5	0	0	0	0	0	0	0	1400	2	12	10	19	11	6	1	0	0	0	0	0	0	0	21.3	28.2	7	11.48	1	1.639	0	0
1500	76	1	71	1	3	0	0	0	0	0	0	0	1500	3	17	13	19	19	3	1	1	0	0	0	0	0	0	20.6	27.8	5	6.579	2	2.632	0	0
1600	70	1	63	0	6	0	0	0	0	0	0	0	1600	5	12	13	20	13	6	1	0	0	0	0	0	0	0	20.6	26.6	7	10	1	1.429	0	0
1700	86	2	78	1	4	1	0	0	0	0	0	0	1700	7	19	27	16	12	5	0	0	0	0	0	0	0	0	18.6	26.4	5	5.814	0	0	0	0
1800	70	1	68	0	1	0	0	0	0	0	0	0	1800	6	18	20	8	13	4	1	0	0	0	0	0	0	0	19.3	28.4	5	7.143	1	1.429	0	0
1900	45	0	44	0	1	0	0	0	0	0	0	0	1900	1	2	12	21	6	3	0	0	0	0	0	0	0	0	21.8	26.9	3	6.667	0	0	0	0
2000	39	0	38	1	0	0	0	0	0	0	0	0	2000	2	5	4	11	16	1	0	0	0	0	0	0	0	0	21.9	27.2	1	2.564	0	0	0	0
2100	36	0	32	1	3	0	0	0	0	0	0	0	2100	2	5	6	12	8	3	0	0	0	0	0	0	0	0	21.3	27.2	3	8.333	0	0	0	0
2200	22	0	19	0	3	0	0	0	0	0	0	0	2200	1	1	4	8	6	2	0	0	0	0	0	0	0	0	22.9	29.1	2	9.091	0	0	0	0
2300	12	1	11	0	0	0	0	0	0	0	0	0	2300	0	3	4	3	1	1	0	0	0	0	0	0	0	0	19.8	25.9	1	8.333	0	0	0	0
07-19	702	8	632	3	53	6	0	0	0	0	0	0	07-19	42	136	164	188	121	42	8	1	0	0	0	0	0	0	20.1	27.2	51	7.265	9	1.282	0	0
06-22	840	8	762	5	59	6	0	0	0	0	0	0	06-22	47	149	189	243	153	50	8	1	0	0	0	0	0	0	20.4	27.2	59	7.024	9	1.071	0	0
06-00	874	9	792	5	62	6	0	0	0	0	0	0	06-00	48	153	197	254	160	53	8	1	0	0	0	0	0	0	20.4	27.2	62	7.094	9	1.03	0	0
00-00	891	9	807	5	64	6	0	0	0	0	0	0	00-00	48	154	198	263	164	54	9	1	0	0	0	0	0	0	20.5	27.2	64	7.183	10	1.122	0	0

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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	
0000	6	0	5	0	0	0	0	0	0	0	0	0	0000	0	0	1	1	2	0	1	0	0	0	0	0	0	0	24.8	-	1	17.5	1	10	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	-	1	30.77	0	15.38	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	23.9	-	0	15.38	0	7.692	0	0	
0300	2	0	1	0	1	0	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.9	-	1	30.77	0	7.692	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	50	0	0	0	0	
0500	4	0	3	0	1	0	0	0	0	0	0	0	0500	0	0	1	1	1	0	0	0	0	0	0	0	0	0	25.9	-	1	24	1	16	0	4	
0600	13	0	11	0	2	0	0	0	0	0	0	0	0600	1	0	1	3	3	2	1	0	0	0	0	0	0	0	25.6	33.1	3	26.14	2	12.5	0	0	
0700	29	0	26	0	2	0	0	0	0	0	0	0	0700	1	3	5	9	6	4	1	0	0	0	0	0	0	0	22.9	31	5	17.33	1	2.475	0	0	
0800	51	1	45	0	5	0	0	0	0	0	0	0	0800	2	9	9	10	12	7	1	0	0	0	0	0	0	0	22	30.5	8	16.01	1	2.528	0	0	
0900	49	1	44	0	3	0	0	0	0	0	0	0	0900	3	8	10	13	10	5	1	0	0	0	0	0	0	0	21.4	29.3	6	12.61	1	2.639	0	0	
1000	54	1	49	0	4	0	0	0	0	0	0	0	1000	4	10	9	16	11	3	0	0	0	0	0	0	0	0	20.3	27.6	4	6.579	0	0.263	0	0	
1100	62	1	55	0	6	0	0	0	0	0	0	0	1100	4	10	12	19	12	4	0	0	0	0	0	0	0	0	20.5	27.6	4	7.126	1	0.92	0	0	
1200	56	1	52	0	3	0	0	0	0	0	0	0	1200	4	12	14	15	8	2	0	0	0	0	0	0	0	0	18.9	26	2	3.562	0	0	0	0	
1300	54	1	49	0	3	0	0	0	0	0	0	0	1300	5	8	12	15	11	4	1	0	0	0	0	0	0	0	20.6	28.1	4	8.179	1	1.055	0	0	
1400	58	1	54	0	3	0	0	0	0	0	0	0	1400	3	11	11	16	13	3	1	0	0	0	0	0	0	0	20.6	27.8	4	6.357	1	0.978	0	0	
1500	70	1	67	0	3	0	0	0	0	0	0	0	1500	7	17	15	19	10	3	0	0	0	0	0	0	0	0	19.1	26.2	4	5.274	1	0.811	0	0	
1600	68	1	63	0	4	0	0	0	0	0	0	0	1600	6	17	12	16	12	3	1	0	0	0	0	0	0	0	19.4	26.5	5	6.723	1	1.681	0	0	
1700	76	1	71	0	3	0	0	0	0	0	0	0	1700	5	20	19	17	10	4	0	0	0	0	0	0	0	0	18.9	26.2	5	6.415	0	0.566	0	0	
1800	64	1	61	0	2	0	0	0	0	0	0	0	1800	2	12	13	14	15	7	1	0	0	0	0	0	0	0	21.4	28.7	8	12.08	1	1.566	0	0.224	
1900	46	1	44	0	1	0	0	0	0	0	0	0	1900	3	6	11	12	9	4	0	0	0	0	0	0	0	0	21.2	28.7	5	10.84	1	1.238	0	0	
2000	30	0	29	0	1	0	0	0	0	0	0	0	2000	1	3	8	7	7	3	1	0	0	0	0	0	0	0	21.5	28.2	3	10.53	1	1.914	0	0	
2100	25	0	23	0	1	0	0	0	0	0	0	0	2100	1	3	5	10	4	1	0	0	0	0	0	0	0	0	20.9	26.4	1	5.78	0	0	0	0	
2200	15	0	14	0	1	0	0	0	0	0	0	0	2200	1	1	3	7	3	1	0	0	0	0	0	0	0	0	21.7	26.2	1	5.882	0	1.961	0	0	
2300	9	0	9	0	0	0	0	0	0	0	0	0	2300	0	1	2	3	2	1	0	0	0	0	0	0	0	0	21.8	-	1	9.231	0	0	0	0	
07-19	692	9	635	2	42	3	0	0	0	0	0	0	07-19	46	138	141	179	129	50	7	1	0	0	0	0	0	0	0	20.3	27.9	58	8.428	8	1.198	0	0.021
06-22	805	11	742	3	46	3	0	0	0	0	0	0	06-22	52	151	166	212	153	60	9	1	0	0	0	0	0	0	0	20.5	28	71	8.839	11	1.367	0	0.018
06-00	829	11	765	3	47	3	0	0	0	0	0	0	06-00	53	152	171	222	157	62	10	2	0	0	0	0	0	0	0	20.5	27.9	73	8.792	11	1.362	0	0.017
00-00	844	11	778	3	50	3	0	0	0	0	0	0	00-00	53	153	173	225	163	64	11	2	0	0	0	0	0	0	0	20.6	28.1	77	9.068	13	1.54	0	0.034

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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
Mon	580	12	542	2	23	1	0	0	0	0	0	0	Mon	44	90	119	176	104	38	9	0	0	0	0	0	0	0	20.5	27.2	47	8.103	9	1.552	0	0
Tue	864	8	800	2	52	2	0	0	0	0	0	0	Tue	52	169	178	280	133	46	5	1	0	0	0	0	0	0	20	26.9	52	6.019	6	0.694	0	0
Wed	891	9	807	5	64	6	0	0	0	0	0	0	Wed	48	154	198	263	164	54	9	1	0	0	0	0	0	0	20.5	27.2	64	7.183	10	1.122	0	0
Thu	1035	9	923	6	88	5	2	0	1	1	1	0	Thu	41	139	149	212	277	173	39	4	1	0	0	0	0	0	23.5	31.2	217	20.97	44	4.251	1	0.097
Fri	1019	10	944	1	61	1	0	1	0	1	0	0	Fri	78	225	235	256	167	50	6	1	1	0	0	0	0	0	19.3	26.7	58	5.692	8	0.785	1	0.098
[Sat	843	16	786	0	40	1	0	0	0	0	0	0	[Sat	59	178	196	221	138	44	5	2	0	0	0	0	0	0	19.5	26.5	51	6.05	7	0.83	0	0
[Sun	679	11	644	2	20	2	0	0	0	0	0	0	[Sun	52	116	139	169	156	40	5	2	0	0	0	0	0	0	20.6	27.7	47	6.922	7	1.031	0	0
--	5911	75	5446	18	348	18	2	1	1	2	0	0	--	374	1071	1214	1577	1139	445	78	11	2	0	0	0	0	0	20.6	28.1	536	9.068	91	1.54	2	0.034

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 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 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
--	5911	75	5446	18	348	18	2	1	1	2	0	0	--	374	1071	1214	1577	1139	445	78	11	2	0	0	0	0	0	20.6	28.1	536	9.068	91	1.54	2	0.034



ADVANCED  
TRANSPORT  
RESEARCH

Job Number & Name: 17608 Robertsbridge, East Sussex

Site Number/Name: Northbridge Street Roundabout

Client: WSP

Date: 23/05/18-29/05/18

Weather: Sunny, Dry

Comments: None

Advanced Transport Research  
Northbridge Street Roundabout

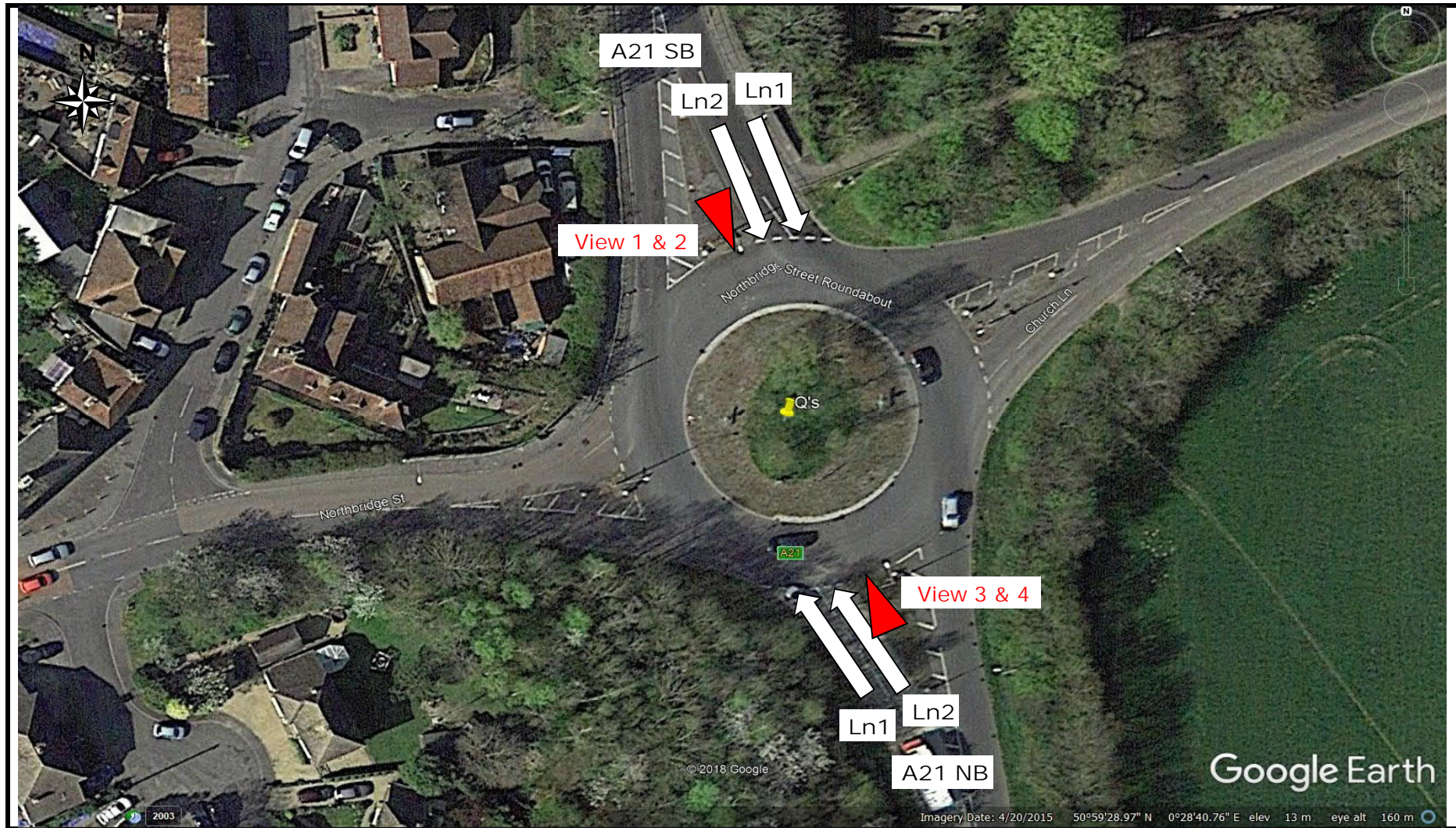
Job Number & Name: 17608 Robertsbridge, East Sussex  
Date: 23/05/18-29/05/18

Job Type: Queue Lengths

Co-ordinates: 50°59'27.37"N, 0°28'44.90"E

Postcode: TN32 5PG

Times: 0700-1900





	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0	0	0	0
07:05 - 07:10	0	0	0	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	20	0
07:25 - 07:30	0	1	6	0
07:30 - 07:35	8	0	0	0
07:35 - 07:40	0	0	5	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	1	0	0	0
07:50 - 07:55	0	0	3	0
07:55 - 08:00	1	0	0	0
08:00 - 08:05	0	1	0	0
08:05 - 08:10	2	1	4	0
08:10 - 08:15	1	1	0	0
08:15 - 08:20	0	2	2	0
08:20 - 08:25	0	0	0	0
08:25 - 08:30	0	0	1	0
08:30 - 08:35	0	0	6	1
08:35 - 08:40	0	0	2	0
08:40 - 08:45	0	0	0	0
08:45 - 08:50	4	0	0	0
08:50 - 08:55	1	0	3	0
08:55 - 09:00	0	0	1	0
09:00 - 09:05	0	0	0	0
09:05 - 09:10	0	0	0	0
09:10 - 09:15	2	0	2	0
09:15 - 09:20	27	0	0	0
09:20 - 09:25	0	0	0	0
09:25 - 09:30	0	0	0	0
09:30 - 09:35	0	0	0	0
09:35 - 09:40	0	0	1	0
09:40 - 09:45	0	0	0	0
09:45 - 09:50	4	0	0	0
09:50 - 09:55	1	0	0	0
09:55 - 10:00	0	0	0	0
10:00 - 10:05	0	0	0	0

Count in Vehicles

Lane 1 = Nearest Kerb

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
10:05 - 10:10	0	0	5	0
10:10 - 10:15	0	0	0	0
10:15 - 10:20	0	0	0	1
10:20 - 10:25	1	0	0	0
10:25 - 10:30	0	0	2	0
10:30 - 10:35	0	0	0	0
10:35 - 10:40	0	0	0	0
10:40 - 10:45	0	0	0	0
10:45 - 10:50	0	0	0	0
10:50 - 10:55	0	0	2	1
10:55 - 11:00	0	0	0	0
11:00 - 11:05	1	0	0	0
11:05 - 11:10	1	0	0	0
11:10 - 11:15	0	0	0	0
11:15 - 11:20	1	0	3	0
11:20 - 11:25	3	0	2	0
11:25 - 11:30	5	0	0	0
11:30 - 11:35	2	0	0	0
11:35 - 11:40	8	0	1	0
11:40 - 11:45	1	0	1	0
11:45 - 11:50	0	0	0	0
11:50 - 11:55	2	0	0	0
11:55 - 12:00	0	0	0	0
12:00 - 12:05	3	0	0	0
12:05 - 12:10	3	0	0	0
12:10 - 12:15	0	0	0	0
12:15 - 12:20	1	0	0	0
12:20 - 12:25	0	0	0	0
12:25 - 12:30	8	1	1	0
12:30 - 12:35	0	0	0	0
12:35 - 12:40	0	0	0	0
12:40 - 12:45	0	4	0	0
12:45 - 12:50	0	0	0	0
12:50 - 12:55	0	0	4	0
12:55 - 13:00	1	0	4	0
13:00 - 13:05	1	1	0	0
13:05 - 13:10	2	0	2	1
13:10 - 13:15	0	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
13:15 - 13:20	0	0	0	0
13:20 - 13:25	1	0	2	0
13:25 - 13:30	3	0	0	0
13:30 - 13:35	0	1	1	0
13:35 - 13:40	1	0	0	0
13:40 - 13:45	4	0	1	0
13:45 - 13:50	0	0	0	0
13:50 - 13:55	3	1	0	0
13:55 - 14:00	0	0	0	0
14:00 - 14:05	0	0	0	0
14:05 - 14:10	0	0	0	0
14:10 - 14:15	0	0	0	0
14:15 - 14:20	0	0	3	0
14:20 - 14:25	0	0	0	0
14:25 - 14:30	0	0	2	0
14:30 - 14:35	0	0	1	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	0	0	0	0
14:45 - 14:50	0	0	2	0
14:50 - 14:55	0	0	1	0
14:55 - 15:00	0	0	3	0
15:00 - 15:05	3	0	0	0
15:05 - 15:10	0	0	2	0
15:10 - 15:15	0	0	2	1
15:15 - 15:20	1	0	1	0
15:20 - 15:25	0	0	0	0
15:25 - 15:30	0	0	1	0
15:30 - 15:35	6	0	1	1
15:35 - 15:40	6	0	2	0
15:40 - 15:45	10	0	3	0
15:45 - 15:50	7	0	3	1
15:50 - 15:55	3	1	8	0
15:55 - 16:00	1	0	1	0
16:00 - 16:05	0	0	0	0
16:05 - 16:10	2	1	3	0
16:10 - 16:15	2	0	0	0
16:15 - 16:20	3	0	1	0
16:20 - 16:25	3	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
16:25 - 16:30	1	0	1	0
16:30 - 16:35	2	0	0	0
16:35 - 16:40	5	0	11	0
16:40 - 16:45	0	0	0	0
16:45 - 16:50	12	0	8	0
16:50 - 16:55	1	0	3	0
16:55 - 17:00	0	0	0	0
17:00 - 17:05	6	0	1	0
17:05 - 17:10	1	0	0	0
17:10 - 17:15	3	0	2	0
17:15 - 17:20	10	0	0	0
17:20 - 17:25	0	0	1	0
17:25 - 17:30	3	0	3	0
17:30 - 17:35	0	0	0	0
17:35 - 17:40	2	0	0	0
17:40 - 17:45	7	0	0	0
17:45 - 17:50	1	0	0	0
17:50 - 17:55	0	0	1	0
17:55 - 18:00	0	0	0	0
18:00 - 18:05	0	0	0	0
18:05 - 18:10	3	0	0	0
18:10 - 18:15	0	0	1	0
18:15 - 18:20	0	0	0	0
18:20 - 18:25	4	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	0	0	0	0
18:35 - 18:40	0	0	0	0
18:40 - 18:45	0	0	1	0
18:45 - 18:50	25	0	0	0
18:50 - 18:55	0	0	0	0
18:55 - 19:00	0	0	0	0



Advanced Transport Research  
Northbridge Street Roundabout  
Queue Lengths

Job Number & Name:  
Client:  
Date:

17608 Robertsbridge, East Sussex  
WSP  
Thursday 24 May 2018

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0	0	4	0
07:05 - 07:10	0	0	0	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	1	0
07:25 - 07:30	0	0	4	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	3	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	6	0	0	0
07:50 - 07:55	0	0	2	0
07:55 - 08:00	0	0	0	0
08:00 - 08:05	0	0	1	0
08:05 - 08:10	2	0	0	0
08:10 - 08:15	0	0	3	0
08:15 - 08:20	0	0	1	0
08:20 - 08:25	0	0	0	0
08:25 - 08:30	0	0	0	0
08:30 - 08:35	0	0	4	0
08:35 - 08:40	0	0	1	0
08:40 - 08:45	11	0	6	0
08:45 - 08:50	2	0	0	0
08:50 - 08:55	2	2	0	0
08:55 - 09:00	0	0	3	0
09:00 - 09:05	0	0	0	0
09:05 - 09:10	0	0	0	0
09:10 - 09:15	0	0	0	0
09:15 - 09:20	1	0	3	0
09:20 - 09:25	0	0	0	0
09:25 - 09:30	0	0	0	0
09:30 - 09:35	0	0	0	0
09:35 - 09:40	0	0	0	0
09:40 - 09:45	2	0	0	0
09:45 - 09:50	0	0	0	0
09:50 - 09:55	3	0	4	0
09:55 - 10:00	2	0	0	0
10:00 - 10:05	1	0	0	0

Count in Vehicles

Lane 1 = Nearest Kerb

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
10:05 - 10:10	0	0	0	0
10:10 - 10:15	4	0	0	0
10:15 - 10:20	0	0	0	0
10:20 - 10:25	3	0	0	0
10:25 - 10:30	0	0	0	0
10:30 - 10:35	2	0	0	0
10:35 - 10:40	1	0	8	0
10:40 - 10:45	1	0	8	0
10:45 - 10:50	2	0	0	0
10:50 - 10:55	0	0	0	0
10:55 - 11:00	7	0	0	0
11:00 - 11:05	0	0	0	0
11:05 - 11:10	0	0	0	0
11:10 - 11:15	0	0	0	0
11:15 - 11:20	2	0	0	0
11:20 - 11:25	0	0	1	1
11:25 - 11:30	1	2	2	0
11:30 - 11:35	0	0	0	0
11:35 - 11:40	0	0	0	0
11:40 - 11:45	0	0	0	0
11:45 - 11:50	1	0	2	0
11:50 - 11:55	0	0	0	0
11:55 - 12:00	0	0	3	0
12:00 - 12:05	0	0	0	0
12:05 - 12:10	0	0	0	0
12:10 - 12:15	0	0	0	0
12:15 - 12:20	0	0	0	0
12:20 - 12:25	0	0	0	0
12:25 - 12:30	2	0	0	0
12:30 - 12:35	0	0	0	0
12:35 - 12:40	0	0	0	0
12:40 - 12:45	0	0	10	0
12:45 - 12:50	0	0	0	0
12:50 - 12:55	0	0	0	0
12:55 - 13:00	3	0	4	0
13:00 - 13:05	0	0	0	0
13:05 - 13:10	5	0	1	0
13:10 - 13:15	1	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
13:15 - 13:20	0	0	0	0
13:20 - 13:25	0	0	0	0
13:25 - 13:30	0	0	0	0
13:30 - 13:35	3	0	2	0
13:35 - 13:40	0	0	0	0
13:40 - 13:45	0	0	1	0
13:45 - 13:50	0	0	0	0
13:50 - 13:55	5	0	2	0
13:55 - 14:00	2	0	0	0
14:00 - 14:05	0	0	0	0
14:05 - 14:10	0	0	2	0
14:10 - 14:15	0	0	0	0
14:15 - 14:20	2	0	0	0
14:20 - 14:25	3	0	0	0
14:25 - 14:30	0	0	0	0
14:30 - 14:35	0	0	0	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	0	0	3	0
14:45 - 14:50	1	0	0	0
14:50 - 14:55	0	1	2	0
14:55 - 15:00	1	0	0	0
15:00 - 15:05	0	0	0	0
15:05 - 15:10	2	1	0	0
15:10 - 15:15	0	0	0	0
15:15 - 15:20	0	0	5	0
15:20 - 15:25	0	0	0	0
15:25 - 15:30	0	0	0	0
15:30 - 15:35	1	0	0	0
15:35 - 15:40	0	0	0	0
15:40 - 15:45	8	0	0	0
15:45 - 15:50	2	0	1	0
15:50 - 15:55	9	0	0	0
15:55 - 16:00	0	0	0	0
16:00 - 16:05	0	0	0	0
16:05 - 16:10	0	0	0	0
16:10 - 16:15	0	0	0	0
16:15 - 16:20	1	0	0	0
16:20 - 16:25	0	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
16:25 - 16:30	0	0	2	0
16:30 - 16:35	1	0	0	0
16:35 - 16:40	0	0	0	0
16:40 - 16:45	0	0	0	0
16:45 - 16:50	5	0	3	0
16:50 - 16:55	0	0	5	0
16:55 - 17:00	0	0	0	0
17:00 - 17:05	0	0	0	0
17:05 - 17:10	0	0	1	0
17:10 - 17:15	0	0	5	1
17:15 - 17:20	1	0	1	0
17:20 - 17:25	4	1	1	0
17:25 - 17:30	0	0	0	0
17:30 - 17:35	4	0	0	0
17:35 - 17:40	6	0	2	1
17:40 - 17:45	0	0	0	0
17:45 - 17:50	10	0	0	0
17:50 - 17:55	1	0	2	1
17:55 - 18:00	7	0	0	0
18:00 - 18:05	0	0	0	0
18:05 - 18:10	3	0	1	0
18:10 - 18:15	2	1	11	0
18:15 - 18:20	0	0	0	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	0	0	0	0
18:35 - 18:40	0	0	2	0
18:40 - 18:45	0	0	4	0
18:45 - 18:50	0	0	0	0
18:50 - 18:55	0	0	1	0
18:55 - 19:00	1	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	1	0	0	0
07:05 - 07:10	2	0	0	0
07:10 - 07:15	0	0	3	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	7	0	1	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	0	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	1	0	0	0
07:50 - 07:55	0	1	0	0
07:55 - 08:00	0	0	3	0
08:00 - 08:05	1	0	0	0
08:05 - 08:10	0	0	1	0
08:10 - 08:15	5	0	2	0
08:15 - 08:20	6	0	2	0
08:20 - 08:25	3	0	0	0
08:25 - 08:30	5	0	0	0
08:30 - 08:35	0	0	0	0
08:35 - 08:40	6	0	1	0
08:40 - 08:45	0	0	7	0
08:45 - 08:50	1	0	2	0
08:50 - 08:55	0	0	4	0
08:55 - 09:00	0	0	0	0
09:00 - 09:05	1	0	14	1
09:05 - 09:10	0	0	0	1
09:10 - 09:15	0	0	1	0
09:15 - 09:20	0	0	0	0
09:20 - 09:25	2	0	0	0
09:25 - 09:30	5	0	0	0
09:30 - 09:35	1	0	0	0
09:35 - 09:40	0	0	0	0
09:40 - 09:45	2	0	3	1
09:45 - 09:50	0	0	1	0
09:50 - 09:55	0	0	1	0
09:55 - 10:00	2	0	3	0
10:00 - 10:05	0	0	2	0

Count in Vehicles

Lane 1 = Nearest Kerb

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
10:05 - 10:10	4	0	0	0
10:10 - 10:15	1	0	0	0
10:15 - 10:20	1	0	0	0
10:20 - 10:25	0	0	1	0
10:25 - 10:30	0	0	0	0
10:30 - 10:35	0	0	0	0
10:35 - 10:40	0	0	0	0
10:40 - 10:45	0	0	0	0
10:45 - 10:50	2	0	2	0
10:50 - 10:55	0	0	0	0
10:55 - 11:00	0	0	2	0
11:00 - 11:05	0	0	0	0
11:05 - 11:10	0	0	0	0
11:10 - 11:15	0	0	0	0
11:15 - 11:20	0	0	0	0
11:20 - 11:25	0	0	2	0
11:25 - 11:30	0	0	0	0
11:30 - 11:35	3	1	0	0
11:35 - 11:40	3	0	2	0
11:40 - 11:45	8	0	0	0
11:45 - 11:50	0	0	5	0
11:50 - 11:55	3	0	0	0
11:55 - 12:00	0	0	1	0
12:00 - 12:05	3	0	0	0
12:05 - 12:10	5	0	0	0
12:10 - 12:15	1	0	18	0
12:15 - 12:20	2	0	4	0
12:20 - 12:25	0	0	0	0
12:25 - 12:30	0	0	10	0
12:30 - 12:35	1	0	0	0
12:35 - 12:40	0	0	0	0
12:40 - 12:45	3	0	0	0
12:45 - 12:50	0	0	0	0
12:50 - 12:55	0	0	8	0
12:55 - 13:00	0	0	0	0
13:00 - 13:05	0	0	2	0
13:05 - 13:10	2	1	0	0
13:10 - 13:15	2	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
13:15 - 13:20	0	0	0	0
13:20 - 13:25	0	0	0	0
13:25 - 13:30	0	0	1	0
13:30 - 13:35	0	0	0	0
13:35 - 13:40	4	0	0	0
13:40 - 13:45	1	0	0	0
13:45 - 13:50	0	0	3	0
13:50 - 13:55	0	0	0	0
13:55 - 14:00	0	0	0	0
14:00 - 14:05	0	0	0	0
14:05 - 14:10	0	1	0	0
14:10 - 14:15	0	0	0	0
14:15 - 14:20	0	0	1	0
14:20 - 14:25	2	1	0	0
14:25 - 14:30	0	0	4	0
14:30 - 14:35	1	0	0	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	0	0	4	0
14:45 - 14:50	7	0	0	0
14:50 - 14:55	0	1	0	1
14:55 - 15:00	0	1	0	0
15:00 - 15:05	6	0	3	0
15:05 - 15:10	0	0	0	0
15:10 - 15:15	1	1	0	0
15:15 - 15:20	0	0	0	0
15:20 - 15:25	1	0	1	0
15:25 - 15:30	1	0	0	0
15:30 - 15:35	8	0	0	0
15:35 - 15:40	0	0	1	0
15:40 - 15:45	2	1	0	0
15:45 - 15:50	6	0	0	0
15:50 - 15:55	2	0	1	0
15:55 - 16:00	9	0	0	0
16:00 - 16:05	0	0	6	0
16:05 - 16:10	0	0	2	0
16:10 - 16:15	2	0	7	0
16:15 - 16:20	1	2	0	0
16:20 - 16:25	0	1	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
16:25 - 16:30	0	1	2	0
16:30 - 16:35	10	0	0	0
16:35 - 16:40	3	0	0	0
16:40 - 16:45	1	1	2	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	3	0	16	0
16:55 - 17:00	3	0	1	0
17:00 - 17:05	1	0	0	0
17:05 - 17:10	4	0	0	0
17:10 - 17:15	2	0	0	0
17:15 - 17:20	3	0	0	0
17:20 - 17:25	0	0	0	0
17:25 - 17:30	0	0	0	0
17:30 - 17:35	2	0	0	0
17:35 - 17:40	4	0	1	0
17:40 - 17:45	9	0	0	0
17:45 - 17:50	5	0	0	0
17:50 - 17:55	8	0	4	0
17:55 - 18:00	0	0	0	0
18:00 - 18:05	0	0	3	0
18:05 - 18:10	5	0	1	1
18:10 - 18:15	5	0	0	1
18:15 - 18:20	0	0	0	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	2	0
18:30 - 18:35	3	0	0	0
18:35 - 18:40	0	0	0	0
18:40 - 18:45	1	0	1	0
18:45 - 18:50	0	1	0	0
18:50 - 18:55	0	0	0	0
18:55 - 19:00	1	1	0	0



**Advanced Transport Research**  
 Northbridge Street Roundabout  
 Queue Lengths

Job Number & Name:  
 Client:  
 Date:

17608 Robertsbridge, East Sussex  
 WSP  
 Saturday 26 May 2018

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0	0	0	0
07:05 - 07:10	0	0	0	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	0	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	0	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	0	0	0	0
07:50 - 07:55	0	0	0	0
07:55 - 08:00	0	0	0	0
08:00 - 08:05	0	0	0	0
08:05 - 08:10	0	0	0	0
08:10 - 08:15	0	0	0	0
08:15 - 08:20	0	0	0	0
08:20 - 08:25	0	0	4	0
08:25 - 08:30	0	0	0	0
08:30 - 08:35	0	0	0	0
08:35 - 08:40	0	0	0	0
08:40 - 08:45	0	0	0	0
08:45 - 08:50	0	0	0	0
08:50 - 08:55	0	0	0	0
08:55 - 09:00	0	0	2	0
09:00 - 09:05	5	0	2	0
09:05 - 09:10	0	0	0	0
09:10 - 09:15	2	0	0	0
09:15 - 09:20	0	0	0	0
09:20 - 09:25	0	0	0	0
09:25 - 09:30	0	0	0	0
09:30 - 09:35	0	0	0	0
09:35 - 09:40	2	0	0	0
09:40 - 09:45	0	0	0	0
09:45 - 09:50	0	0	0	0
09:50 - 09:55	0	0	0	0
09:55 - 10:00	0	0	2	0
10:00 - 10:05	0	0	0	0

Count in Vehicles

Lane 1 = Nearest Kerb

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
10:05 - 10:10	3	0	0	0
10:10 - 10:15	2	0	5	0
10:15 - 10:20	0	0	0	0
10:20 - 10:25	0	0	0	0
10:25 - 10:30	5	0	0	0
10:30 - 10:35	2	0	6	0
10:35 - 10:40	1	0	0	0
10:40 - 10:45	0	0	0	0
10:45 - 10:50	1	1	2	0
10:50 - 10:55	1	3	0	0
10:55 - 11:00	1	0	0	0
11:00 - 11:05	0	1	0	0
11:05 - 11:10	1	0	0	0
11:10 - 11:15	0	0	0	0
11:15 - 11:20	0	0	0	0
11:20 - 11:25	2	2	0	0
11:25 - 11:30	5	0	0	0
11:30 - 11:35	0	0	0	0
11:35 - 11:40	2	0	0	0
11:40 - 11:45	0	0	0	0
11:45 - 11:50	0	0	0	0
11:50 - 11:55	1	0	0	0
11:55 - 12:00	2	0	0	0
12:00 - 12:05	0	0	0	0
12:05 - 12:10	7	0	0	0
12:10 - 12:15	2	0	0	0
12:15 - 12:20	4	0	3	0
12:20 - 12:25	0	0	0	0
12:25 - 12:30	0	0	0	0
12:30 - 12:35	1	0	0	0
12:35 - 12:40	2	0	0	0
12:40 - 12:45	1	0	7	0
12:45 - 12:50	1	0	0	0
12:50 - 12:55	6	0	0	0
12:55 - 13:00	0	0	0	0
13:00 - 13:05	0	0	0	0
13:05 - 13:10	2	0	0	0
13:10 - 13:15	0	0	6	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
13:15 - 13:20	0	0	0	0
13:20 - 13:25	0	0	2	0
13:25 - 13:30	3	0	0	0
13:30 - 13:35	0	1	2	0
13:35 - 13:40	2	0	0	1
13:40 - 13:45	8	0	2	0
13:45 - 13:50	0	0	0	0
13:50 - 13:55	3	0	5	0
13:55 - 14:00	0	0	0	0
14:00 - 14:05	0	0	0	0
14:05 - 14:10	0	0	6	0
14:10 - 14:15	2	0	0	0
14:15 - 14:20	0	0	0	0
14:20 - 14:25	0	0	0	0
14:25 - 14:30	4	0	0	0
14:30 - 14:35	0	0	0	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	0	0	0	0
14:45 - 14:50	0	0	0	0
14:50 - 14:55	0	0	0	0
14:55 - 15:00	1	0	0	0
15:00 - 15:05	0	0	0	0
15:05 - 15:10	0	0	2	0
15:10 - 15:15	0	0	0	0
15:15 - 15:20	0	0	0	0
15:20 - 15:25	9	0	0	0
15:25 - 15:30	0	0	0	0
15:30 - 15:35	0	0	0	0
15:35 - 15:40	0	0	0	0
15:40 - 15:45	4	0	0	0
15:45 - 15:50	0	0	0	0
15:50 - 15:55	0	0	0	0
15:55 - 16:00	0	0	0	0
16:00 - 16:05	0	0	0	0
16:05 - 16:10	0	0	0	0
16:10 - 16:15	0	0	0	0
16:15 - 16:20	11	0	0	0
16:20 - 16:25	0	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	0
16:40 - 16:45	1	0	4	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	0	0	11	0
16:55 - 17:00	0	0	0	0
17:00 - 17:05	0	0	4	0
17:05 - 17:10	0	0	0	0
17:10 - 17:15	0	0	0	0
17:15 - 17:20	0	0	6	0
17:20 - 17:25	0	0	0	0
17:25 - 17:30	0	0	0	0
17:30 - 17:35	10	0	0	0
17:35 - 17:40	0	0	0	0
17:40 - 17:45	2	0	0	0
17:45 - 17:50	0	0	0	0
17:50 - 17:55	4	1	0	0
17:55 - 18:00	0	0	0	0
18:00 - 18:05	0	0	0	0
18:05 - 18:10	0	0	2	0
18:10 - 18:15	0	0	0	0
18:15 - 18:20	2	0	0	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	0	0	0	0
18:35 - 18:40	0	0	2	0
18:40 - 18:45	0	0	0	0
18:45 - 18:50	0	0	0	0
18:50 - 18:55	1	0	0	0
18:55 - 19:00	0	0	2	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0	0	0	0
07:05 - 07:10	0	0	0	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	0	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	0	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	0	0	0	0
07:50 - 07:55	0	0	0	0
07:55 - 08:00	0	0	0	0
08:00 - 08:05	1	0	0	0
08:05 - 08:10	0	0	0	0
08:10 - 08:15	0	0	0	0
08:15 - 08:20	0	0	0	0
08:20 - 08:25	0	0	0	0
08:25 - 08:30	0	0	0	0
08:30 - 08:35	0	0	0	0
08:35 - 08:40	0	0	2	0
08:40 - 08:45	0	0	0	0
08:45 - 08:50	0	0	0	0
08:50 - 08:55	0	0	0	0
08:55 - 09:00	0	0	0	0
09:00 - 09:05	0	0	0	0
09:05 - 09:10	0	0	0	0
09:10 - 09:15	0	0	2	0
09:15 - 09:20	0	0	0	0
09:20 - 09:25	0	0	0	0
09:25 - 09:30	0	0	0	0
09:30 - 09:35	0	0	0	0
09:35 - 09:40	0	0	0	0
09:40 - 09:45	0	0	0	0
09:45 - 09:50	0	0	0	0
09:50 - 09:55	0	0	2	0
09:55 - 10:00	0	0	0	0
10:00 - 10:05	0	0	6	0

Count in Vehicles

Lane 1 = Nearest Kerb

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
10:05 - 10:10	0	0	0	0
10:10 - 10:15	1	0	0	0
10:15 - 10:20	0	0	0	0
10:20 - 10:25	0	0	0	0
10:25 - 10:30	0	0	2	0
10:30 - 10:35	3	0	0	0
10:35 - 10:40	0	0	0	0
10:40 - 10:45	0	0	0	0
10:45 - 10:50	7	0	0	0
10:50 - 10:55	1	0	1	0
10:55 - 11:00	0	0	0	0
11:00 - 11:05	0	0	0	1
11:05 - 11:10	0	0	0	0
11:10 - 11:15	0	0	0	0
11:15 - 11:20	5	0	0	0
11:20 - 11:25	1	0	1	1
11:25 - 11:30	0	0	0	0
11:30 - 11:35	4	0	0	0
11:35 - 11:40	0	0	0	0
11:40 - 11:45	4	0	0	0
11:45 - 11:50	0	0	4	0
11:50 - 11:55	0	0	0	0
11:55 - 12:00	2	0	0	1
12:00 - 12:05	0	1	0	0
12:05 - 12:10	1	0	6	0
12:10 - 12:15	0	0	0	0
12:15 - 12:20	10	0	3	0
12:20 - 12:25	0	0	0	0
12:25 - 12:30	0	1	3	0
12:30 - 12:35	0	0	0	0
12:35 - 12:40	0	0	1	0
12:40 - 12:45	0	0	0	0
12:45 - 12:50	1	0	0	0
12:50 - 12:55	0	0	0	0
12:55 - 13:00	0	0	0	0
13:00 - 13:05	7	0	0	0
13:05 - 13:10	11	1	0	0
13:10 - 13:15	5	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
13:15 - 13:20	0	0	0	0
13:20 - 13:25	4	0	3	0
13:25 - 13:30	4	0	0	0
13:30 - 13:35	0	0	0	0
13:35 - 13:40	4	0	1	0
13:40 - 13:45	0	0	1	0
13:45 - 13:50	2	0	0	0
13:50 - 13:55	0	0	0	0
13:55 - 14:00	2	0	0	0
14:00 - 14:05	3	0	3	0
14:05 - 14:10	7	0	0	0
14:10 - 14:15	1	0	0	0
14:15 - 14:20	0	0	0	0
14:20 - 14:25	0	0	3	0
14:25 - 14:30	0	0	0	0
14:30 - 14:35	5	0	0	0
14:35 - 14:40	3	1	0	0
14:40 - 14:45	2	0	0	0
14:45 - 14:50	4	0	0	0
14:50 - 14:55	0	0	1	0
14:55 - 15:00	0	2	6	0
15:00 - 15:05	0	0	0	0
15:05 - 15:10	16	0	4	0
15:10 - 15:15	0	0	0	0
15:15 - 15:20	3	0	0	0
15:20 - 15:25	0	0	0	0
15:25 - 15:30	0	0	0	0
15:30 - 15:35	3	1	4	0
15:35 - 15:40	1	0	0	0
15:40 - 15:45	0	0	0	0
15:45 - 15:50	0	0	0	0
15:50 - 15:55	0	0	1	0
15:55 - 16:00	0	0	0	0
16:00 - 16:05	0	0	0	0
16:05 - 16:10	0	0	0	0
16:10 - 16:15	0	0	5	0
16:15 - 16:20	0	0	0	0
16:20 - 16:25	0	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	1
16:40 - 16:45	4	0	0	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	0	0	2	0
16:55 - 17:00	0	0	0	0
17:00 - 17:05	0	1	0	0
17:05 - 17:10	4	0	0	2
17:10 - 17:15	0	0	0	0
17:15 - 17:20	2	0	0	0
17:20 - 17:25	0	0	0	0
17:25 - 17:30	0	0	0	0
17:30 - 17:35	0	0	0	0
17:35 - 17:40	2	0	0	0
17:40 - 17:45	0	0	3	0
17:45 - 17:50	0	0	0	0
17:50 - 17:55	0	0	1	0
17:55 - 18:00	0	0	0	0
18:00 - 18:05	0	0	0	0
18:05 - 18:10	2	0	0	0
18:10 - 18:15	0	0	0	0
18:15 - 18:20	0	0	0	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	0	0	0	0
18:35 - 18:40	0	1	0	0
18:40 - 18:45	0	0	0	0
18:45 - 18:50	0	0	0	0
18:50 - 18:55	0	0	0	0
18:55 - 19:00	0	0	0	0



Advanced Transport Research  
Northbridge Street Roundabout  
Queue Lengths

Job Number & Name:  
Client:  
Date:

17608 Robertsbridge, East Sussex  
WSP  
Monday 28 May 2018

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0	0	0	0
07:05 - 07:10	0	0	0	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	0	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	0	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	0	0	0	0
07:50 - 07:55	0	0	0	0
07:55 - 08:00	0	0	0	0
08:00 - 08:05	0	0	0	0
08:05 - 08:10	0	0	0	0
08:10 - 08:15	0	0	0	0
08:15 - 08:20	0	0	0	0
08:20 - 08:25	0	0	0	0
08:25 - 08:30	0	0	0	0
08:30 - 08:35	0	0	0	0
08:35 - 08:40	0	0	0	0
08:40 - 08:45	0	0	0	0
08:45 - 08:50	0	0	0	0
08:50 - 08:55	0	0	0	0
08:55 - 09:00	0	0	0	0
09:00 - 09:05	0	0	0	0
09:05 - 09:10	0	0	0	0
09:10 - 09:15	0	0	0	0
09:15 - 09:20	0	0	0	0
09:20 - 09:25	0	0	0	0
09:25 - 09:30	1	0	0	0
09:30 - 09:35	0	0	0	0
09:35 - 09:40	0	0	0	0
09:40 - 09:45	0	0	0	0
09:45 - 09:50	2	0	6	0
09:50 - 09:55	0	0	1	0
09:55 - 10:00	0	0	0	0
10:00 - 10:05	0	0	0	0

Count in Vehicles

Lane 1 = Nearest Kerb

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
10:05 - 10:10	0	0	0	0
10:10 - 10:15	0	0	0	0
10:15 - 10:20	0	1	0	0
10:20 - 10:25	0	0	0	0
10:25 - 10:30	0	0	0	0
10:30 - 10:35	0	0	0	0
10:35 - 10:40	0	0	0	0
10:40 - 10:45	5	0	0	0
10:45 - 10:50	0	0	0	0
10:50 - 10:55	0	0	0	0
10:55 - 11:00	0	1	0	0
11:00 - 11:05	0	0	0	0
11:05 - 11:10	4	0	1	0
11:10 - 11:15	0	0	0	0
11:15 - 11:20	0	0	0	0
11:20 - 11:25	0	0	1	0
11:25 - 11:30	0	0	0	0
11:30 - 11:35	0	0	0	0
11:35 - 11:40	0	0	0	0
11:40 - 11:45	0	0	0	0
11:45 - 11:50	6	0	1	0
11:50 - 11:55	3	0	0	0
11:55 - 12:00	4	0	0	0
12:00 - 12:05	0	0	0	0
12:05 - 12:10	4	0	0	0
12:10 - 12:15	27	0	0	0
12:15 - 12:20	0	0	0	0
12:20 - 12:25	1	0	0	0
12:25 - 12:30	1	0	0	0
12:30 - 12:35	0	0	0	0
12:35 - 12:40	0	0	0	0
12:40 - 12:45	4	0	0	1
12:45 - 12:50	0	0	0	0
12:50 - 12:55	0	1	0	0
12:55 - 13:00	0	0	0	0
13:00 - 13:05	0	0	3	0
13:05 - 13:10	0	0	0	0
13:10 - 13:15	2	0	2	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
13:15 - 13:20	6	0	9	0
13:20 - 13:25	0	0	0	0
13:25 - 13:30	0	0	0	0
13:30 - 13:35	0	0	0	0
13:35 - 13:40	0	1	1	0
13:40 - 13:45	0	0	0	0
13:45 - 13:50	0	0	0	0
13:50 - 13:55	10	0	0	0
13:55 - 14:00	0	0	0	0
14:00 - 14:05	0	0	0	0
14:05 - 14:10	0	0	0	0
14:10 - 14:15	1	0	0	0
14:15 - 14:20	0	0	0	0
14:20 - 14:25	0	1	0	0
14:25 - 14:30	0	0	0	0
14:30 - 14:35	0	0	1	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	0	0	0	0
14:45 - 14:50	0	0	2	0
14:50 - 14:55	0	0	1	0
14:55 - 15:00	0	0	0	0
15:00 - 15:05	0	0	1	0
15:05 - 15:10	0	0	0	0
15:10 - 15:15	0	0	0	0
15:15 - 15:20	5	0	3	0
15:20 - 15:25	0	0	0	0
15:25 - 15:30	2	0	0	0
15:30 - 15:35	0	0	0	0
15:35 - 15:40	0	0	6	0
15:40 - 15:45	0	0	0	0
15:45 - 15:50	0	0	0	0
15:50 - 15:55	0	0	0	0
15:55 - 16:00	5	0	1	0
16:00 - 16:05	0	0	0	0
16:05 - 16:10	0	0	0	0
16:10 - 16:15	0	0	0	0
16:15 - 16:20	0	0	0	0
16:20 - 16:25	0	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	0
16:40 - 16:45	1	1	2	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	3	0	0	0
16:55 - 17:00	4	0	1	0
17:00 - 17:05	0	0	0	0
17:05 - 17:10	2	0	0	0
17:10 - 17:15	0	0	0	0
17:15 - 17:20	0	1	0	0
17:20 - 17:25	0	0	3	0
17:25 - 17:30	0	0	0	0
17:30 - 17:35	0	0	0	0
17:35 - 17:40	1	0	0	0
17:40 - 17:45	0	1	0	0
17:45 - 17:50	0	0	0	0
17:50 - 17:55	0	0	0	0
17:55 - 18:00	0	0	0	0
18:00 - 18:05	0	0	0	0
18:05 - 18:10	0	0	2	0
18:10 - 18:15	0	0	0	0
18:15 - 18:20	0	0	0	0
18:20 - 18:25	0	0	1	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	0	0	0	0
18:35 - 18:40	2	0	0	0
18:40 - 18:45	0	0	0	0
18:45 - 18:50	0	0	0	0
18:50 - 18:55	0	0	3	0
18:55 - 19:00	0	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0	0	0	0
07:05 - 07:10	0	0	4	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	0	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	0	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	3	0	7	0
07:50 - 07:55	3	0	0	0
07:55 - 08:00	0	0	0	0
08:00 - 08:05	0	0	0	0
08:05 - 08:10	1	0	0	0
08:10 - 08:15	3	0	2	0
08:15 - 08:20	7	0	0	0
08:20 - 08:25	0	0	0	0
08:25 - 08:30	0	0	0	0
08:30 - 08:35	0	0	0	0
08:35 - 08:40	0	0	0	0
08:40 - 08:45	0	0	0	0
08:45 - 08:50	1	0	0	0
08:50 - 08:55	0	0	0	0
08:55 - 09:00	0	0	0	0
09:00 - 09:05	0	0	0	0
09:05 - 09:10	0	0	0	0
09:10 - 09:15	3	0	0	0
09:15 - 09:20	0	0	0	0
09:20 - 09:25	0	0	0	0
09:25 - 09:30	2	0	0	0
09:30 - 09:35	2	0	0	0
09:35 - 09:40	0	0	7	0
09:40 - 09:45	0	0	0	0
09:45 - 09:50	0	0	0	0
09:50 - 09:55	0	0	0	0
09:55 - 10:00	0	0	0	0
10:00 - 10:05	0	0	0	0

Count in Vehicles

Lane 1 = Nearest Kerb

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
10:05 - 10:10	0	0	0	0
10:10 - 10:15	0	0	0	0
10:15 - 10:20	0	0	0	0
10:20 - 10:25	0	0	5	0
10:25 - 10:30	1	0	0	0
10:30 - 10:35	0	0	0	0
10:35 - 10:40	0	0	0	0
10:40 - 10:45	0	0	9	0
10:45 - 10:50	0	0	0	0
10:50 - 10:55	0	0	0	0
10:55 - 11:00	0	0	0	0
11:00 - 11:05	0	0	0	0
11:05 - 11:10	0	0	0	0
11:10 - 11:15	0	0	0	0
11:15 - 11:20	1	0	0	0
11:20 - 11:25	0	0	0	0
11:25 - 11:30	0	0	0	0
11:30 - 11:35	0	0	2	0
11:35 - 11:40	0	0	0	0
11:40 - 11:45	0	0	4	0
11:45 - 11:50	0	0	2	0
11:50 - 11:55	0	0	0	0
11:55 - 12:00	0	0	0	0
12:00 - 12:05	1	0	1	0
12:05 - 12:10	0	0	0	0
12:10 - 12:15	1	0	0	0
12:15 - 12:20	3	0	0	0
12:20 - 12:25	1	0	0	0
12:25 - 12:30	0	0	0	0
12:30 - 12:35	0	0	0	0
12:35 - 12:40	0	0	0	0
12:40 - 12:45	0	0	0	0
12:45 - 12:50	3	0	1	0
12:50 - 12:55	5	0	1	0
12:55 - 13:00	0	0	0	0
13:00 - 13:05	0	0	4	0
13:05 - 13:10	0	0	0	0
13:10 - 13:15	0	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
13:15 - 13:20	0	0	5	0
13:20 - 13:25	0	0	0	0
13:25 - 13:30	1	0	12	0
13:30 - 13:35	1	0	0	0
13:35 - 13:40	1	0	0	0
13:40 - 13:45	0	0	0	0
13:45 - 13:50	0	0	0	0
13:50 - 13:55	10	0	0	0
13:55 - 14:00	0	0	2	0
14:00 - 14:05	0	0	1	0
14:05 - 14:10	1	1	0	0
14:10 - 14:15	0	0	1	0
14:15 - 14:20	0	0	0	0
14:20 - 14:25	1	0	0	0
14:25 - 14:30	4	0	0	0
14:30 - 14:35	1	0	3	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	6	0	1	0
14:45 - 14:50	0	0	0	0
14:50 - 14:55	0	0	0	0
14:55 - 15:00	0	0	0	0
15:00 - 15:05	0	0	0	0
15:05 - 15:10	0	0	2	0
15:10 - 15:15	0	0	0	0
15:15 - 15:20	0	0	0	0
15:20 - 15:25	0	0	0	0
15:25 - 15:30	0	0	0	0
15:30 - 15:35	0	0	0	0
15:35 - 15:40	0	0	0	0
15:40 - 15:45	0	0	2	0
15:45 - 15:50	0	0	0	0
15:50 - 15:55	0	0	0	0
15:55 - 16:00	0	0	0	0
16:00 - 16:05	1	0	0	0
16:05 - 16:10	6	0	0	0
16:10 - 16:15	0	0	0	0
16:15 - 16:20	0	0	0	0
16:20 - 16:25	3	0	0	0

	A21 SB		A21 NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2
16:25 - 16:30	2	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	0
16:40 - 16:45	0	0	0	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	0	0	2	0
16:55 - 17:00	0	0	0	0
17:00 - 17:05	0	0	1	0
17:05 - 17:10	1	1	1	0
17:10 - 17:15	0	0	1	1
17:15 - 17:20	5	0	0	0
17:20 - 17:25	1	0	0	0
17:25 - 17:30	1	0	1	0
17:30 - 17:35	1	0	3	0
17:35 - 17:40	1	0	2	0
17:40 - 17:45	0	0	0	0
17:45 - 17:50	0	0	0	0
17:50 - 17:55	4	0	1	0
17:55 - 18:00	4	0	1	1
18:00 - 18:05	0	0	0	0
18:05 - 18:10	0	0	2	0
18:10 - 18:15	0	0	2	0
18:15 - 18:20	0	0	0	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	0	0
18:30 - 18:35	5	0	0	0
18:35 - 18:40	0	0	0	0
18:40 - 18:45	0	0	4	0
18:45 - 18:50	0	0	0	0
18:50 - 18:55	0	0	0	0
18:55 - 19:00	6	0	3	0



# Appendix A.1

TRAFFIC SURVEY DATA 2020





## Speed Surveys by Speed Gun Observation

**Project Number:** 4674-LON

**Project Name:** A21 Robertsbridge

**Client:** Atkins Global

**Sites:** 1

**Survey Date:** 19/03/2020

**Survey Time:** 10:00 - 15:00

**Weather:** Clear

**Observations:**

No observations or incidents to report.

*Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year.*

*If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.*

Number	Vehicle Type	Speed	Direction	Time
1	LGV	47	South	09:59:31
2	Car	42	South	09:59:40
3	Car	46	North	09:59:50
4	LGV	46	North	10:00:08
5	Car	44	North	10:00:15
6	Car	44	North	10:00:25
7	LGV	49	North	10:00:33
8	LGV	45	South	10:00:48
9	Car	55	North	10:01:10
10	HGV	42	South	10:01:43
11	Car	46	South	10:02:16
12	Car	48	South	10:02:23
13	Car	45	North	10:02:30
14	HGV	48	North	10:02:44
15	Car	50	North	10:03:01
16	Car	52	North	10:03:07
17	Car	50	North	10:03:12
18	Car	52	North	10:03:17
19	Car	50	South	10:03:26
20	Car	52	North	10:03:35
21	Car	58	South	10:03:41
22	HGV	40	North	10:04:27
23	Car	50	South	10:04:33
24	Car	50	North	10:04:43
25	LGV	61	North	10:04:53
26	Car	48	North	10:05:06
27	LGV	46	South	10:05:10
28	Car	45	South	10:05:29
29	HGV	47	South	10:05:31
30	LGV	52	North	10:05:42
31	LGV	52	North	10:05:50
32	LGV	62	South	10:05:58
33	Car	52	South	10:06:33
34	Car	58	North	10:06:45
35	Car	50	South	10:06:54
36	Car	55	North	10:07:03
37	Car	48	North	10:07:17
38	Car	47	North	10:07:21
39	HGV	45	South	10:07:50
40	HGV	49	South	10:07:58
41	LGV	40	North	10:08:04
42	Car	48	North	10:08:09
43	Car	43	South	10:08:32
44	HGV	46	North	10:08:42
45	Car	49	North	10:08:50
46	Car	52	North	10:09:05
47	Car	51	North	10:09:06
48	LGV	49	North	10:09:29
49	HGV	45	South	10:09:44
50	LGV	46	South	10:09:48

51	Car	42	South	10:09:58
52	Car	54	South	10:10:04
53	Car	40	South	10:10:17
54	LGV	45	North	10:10:26
55	Car	47	South	10:10:37
56	Car	48	North	10:10:47
57	Car	46	North	10:10:52
58	Car	54	South	10:10:59
59	Car	44	North	10:11:13
60	LGV	48	North	10:11:20
61	Car	42	North	10:11:29
62	Car	48	South	10:11:37
63	Car	48	North	10:12:06
64	HGV	49	North	10:12:09
65	Car	48	North	10:12:16
66	HGV	48	North	10:12:23
67	LGV	52	North	10:12:36
68	Car	50	North	10:12:47
69	Car	52	North	10:13:06
70	Car	50	South	10:13:10
71	HGV	40	South	10:13:24
72	Car	46	North	10:13:31
73	Car	50	North	10:13:38
74	Car	40	South	10:14:01
75	LGV	40	South	10:14:12
76	HGV	42	South	10:14:08
77	Car	49	South	10:14:19
78	Car	48	South	10:14:34
79	LGV	44	South	10:14:41
80	Car	44	South	10:14:47
81	LGV	48	South	10:14:59
82	Car	50	North	10:15:27
83	HGV	52	North	10:15:32
84	Car	49	North	10:15:39
85	HGV	49	North	10:15:45
86	LGV	44	South	10:15:52
87	Car	47	North	10:16:01
88	Car	43	South	10:16:13
89	HGV	52	North	10:16:19
90	HGV	44	North	10:16:34
91	Car	43	North	10:16:40
92	Car	40	North	10:16:50
93	Car	39	North	10:16:54
94	HGV	40	South	10:17:05
95	Car	40	South	10:17:13
96	Car	50	North	10:17:53
97	Car	49	North	10:17:57
98	HGV	55	North	10:18:26
99	Car	48	South	10:18:29
100	Car	50	North	10:18:38
101	Car	49	North	10:18:43
102	Car	48	North	10:18:48
103	HGV	46	South	10:18:58
104	Car	48	North	10:19:06
105	Car	48	North	10:19:11
106	HGV	46	South	10:19:22
107	HGV	46	South	10:19:30
108	Car	50	North	10:19:32
109	Car	55	North	10:19:36

110	LGV	63	North	10:19:46
111	LGV	48	South	10:19:52
112	Car	51	North	10:20:11
113	LGV	48	South	10:20:15
114	Car	53	South	10:20:24
115	Car	65	North	10:20:28
116	Car	46	South	10:21:06
117	LGV	50	South	10:21:10
118	Car	44	South	10:21:17
119	Car	44	South	10:21:31
120	Car	59	North	10:21:52
121	Car	47	South	10:22:01
122	Car	46	South	10:22:08
123	Car	52	South	10:22:17
124	LGV	45	South	10:22:23
125	Car	49	South	10:22:30
126	Car	53	South	10:22:56
127	Car	51	North	10:23:02
128	LGV	47	North	10:23:09
129	Car	45	North	10:23:22
130	Car	47	North	10:23:21
131	Car	48	North	10:23:29
132	LGV	53	North	10:23:43
133	Car	44	South	10:24:08
134	Car	44	South	10:24:11
135	LGV	46	North	10:24:20
136	Car	48	North	10:24:23
137	HGV	50	North	10:24:40
138	Car	54	North	10:25:02
139	Car	52	North	10:25:23
140	Car	54	South	10:25:32
141	LGV	44	South	10:25:44
142	HGV	44	South	10:25:55
143	HGV	44	South	10:26:00
144	Car	50	South	10:26:21
145	Car	48	South	10:26:26
146	LGV	41	North	10:26:43
147	Car	44	North	10:26:52
148	Car	51	North	10:26:57
149	Car	55	South	10:27:01
150	LGV	43	North	10:27:19
151	Car	52	North	10:27:29
152	Car	53	North	10:27:30
153	Car	51	South	10:27:59
154	Car	58	South	10:28:08
155	HGV	45	North	10:28:13
156	Car	54	North	10:28:18
157	Car	53	North	10:28:24
158	Car	64	North	10:28:42
159	LGV	50	North	10:28:48
160	HGV	33	South	10:28:55
161	Car	48	North	10:29:09
162	Car	47	North	10:29:13
163	Car	40	South	10:29:22
164	Car	52	North	10:29:35
165	Car	54	North	10:29:59
166	Car	55	North	10:30:05
167	LGV	49	South	10:30:15
168	Car	55	North	10:30:23

169	LGV	55	North	10:30:26
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171	Car	49	South	10:31:27
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173	Car	40	South	10:31:51
174	Car	45	South	10:32:07
175	Car	48	South	10:32:11
176	Car	50	South	10:32:14
177	HGV	47	South	10:32:31
178	LGV	53	North	10:32:37
179	LGV	55	North	10:32:42
180	Car	54	South	10:32:59
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182	LGV	59	North	10:33:09
183	Car	50	North	10:33:17
184	LGV	46	North	10:33:35
185	HGV	40	South	10:33:39
186	Car	54	North	10:33:48
187	Car	53	North	10:33:53
188	HGV	40	South	10:34:00
189	HGV	41	South	10:34:04
190	Car	50	South	10:34:39
191	Car	48	South	10:34:40
192	Car	55	North	10:34:49
193	Car	51	North	10:35:07
194	LGV	51	North	10:35:10
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196	HGV	53	North	10:35:41
197	Car	80	South	10:36:14
198	HGV	46	North	10:36:23
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200	Car	52	South	10:36:37
201	Car	54	South	10:36:44
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204	Car	50	North	10:36:59
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208	Car	54	North	10:37:25
209	LGV	61	North	10:37:30
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212	LGV	48	North	10:38:07
213	LGV	53	North	10:38:12
214	LGV	43	South	10:38:27
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216	LGV	45	South	10:38:31
217	Car	51	North	10:38:39
218	Car	50	South	10:38:44
219	Car	62	North	10:38:55
220	Car	48	South	10:39:44
221	Car	58	North	10:39:49
222	Car	57	North	10:40:01
223	LGV	50	South	10:40:09
224	Car	47	South	10:40:29
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227	Car	48	South	10:40:53

228	LGV	48	South	10:40:59
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231	LGV	41	North	10:41:26
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233	Car	48	South	10:42:01
234	LGV	44	South	10:42:09
235	LGV	43	South	10:42:24
236	Car	44	South	10:42:26
237	Car	45	South	10:42:33
238	Car	46	South	10:42:44
239	LGV	40	North	10:42:49
240	Car	41	North	10:42:53
241	Car	38	North	10:43:01
242	Car	42	North	10:43:05
243	Car	53	North	10:43:11
244	LGV	54	North	10:43:14
245	Car	46	North	10:43:19
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247	HGV	48	North	10:43:31
248	Car	48	South	10:43:43
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250	Car	47	South	10:43:48
251	Car	46	North	10:43:56
252	Car	49	North	10:44:04
253	LGV	49	North	10:44:05
254	Car	42	North	10:44:15
255	Car	42	South	10:44:28
256	HGV	45	South	10:44:32
257	HGV	49	North	10:44:37
258	LGV	42	North	10:44:45
259	Car	49	North	10:44:51
260	HGV	46	North	10:44:53
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262	Car	62	North	10:45:05
263	Car	55	North	10:45:10
264	Car	55	South	10:45:17
265	Car	53	North	10:45:22
266	Car	41	South	10:45:42
267	LGV	50	North	10:45:45
268	Car	50	North	10:45:51
269	Car	48	North	10:45:56
270	HGV	43	South	10:46:02
271	HGV	44	South	10:46:10
272	HGV	49	North	10:46:15
273	Car	39	South	10:46:22
274	LGV	47	North	10:46:35
275	LGV	66	South	10:46:45
276	HGV	45	North	10:46:55
277	LGV	44	South	10:47:11
278	HGV	52	North	10:47:12
279	Car	46	North	10:47:20
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281	Car	46	South	10:47:31
282	Car	58	South	10:47:38
283	Car	49	North	10:47:53
284	HGV	50	North	10:47:55
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286	Car	43	North	10:48:17

287	Car	42	North	10:48:18
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289	Car	47	North	10:49:23
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291	Car	44	North	10:49:31
292	HGV	38	South	10:49:40
293	Car	50	North	10:50:04
294	Car	50	North	10:50:26
295	LGV	50	North	10:50:28
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297	Car	48	North	10:51:03
298	Car	50	North	10:51:08
299	HGV	52	North	10:51:15
300	HGV	42	South	10:51:29
301	Car	42	South	10:51:36
302	HGV	42	South	10:51:46
303	LGV	47	South	10:52:43
304	Car	47	South	10:52:54
305	Car	49	North	10:53:06
306	LGV	49	North	10:53:08
307	Car	58	North	10:53:17
308	Car	64	North	10:53:26
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310	LGV	60	North	10:53:35
311	LGV	53	North	10:53:44
312	Car	58	North	10:54:12
313	LGV	41	South	10:54:20
314	Car	40	North	10:54:33
315	LGV	46	South	10:55:00
316	Car	53	North	10:55:09
317	LGV	48	North	10:55:21
318	LGV	45	North	10:55:31
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321	Car	45	South	10:56:02
322	Car	48	South	10:56:04
323	LGV	42	South	10:56:06
324	Car	37	South	10:56:18
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326	Car	52	South	10:56:47
327	Car	45	South	10:56:55
328	Car	48	South	10:57:04
329	HGV	50	South	10:57:11
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331	LGV	54	North	10:57:23
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333	LGV	49	North	10:58:38
334	LGV	45	North	10:58:55
335	Car	45	North	10:58:52
336	HGV	48	North	10:59:13
337	HGV	49	North	10:59:17
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339	Car	46	North	10:59:41
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341	Car	41	South	11:00:01
342	HGV	51	North	11:00:09
343	Car	60	North	11:00:22
344	Car	58	North	11:00:28
345	Car	59	North	11:00:35



346	Car	55	North	11:00:44
347	Car	46	North	11:01:27
348	HGV	17	South	11:02:00
349	Car	38	North	11:02:07
350	Car	25	South	11:02:11
351	Car	42	South	11:02:17
352	Car	45	North	11:02:24
353	LGV	46	South	11:02:31
354	HGV	48	North	11:02:39
355	LGV	49	North	11:03:20
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357	LGV	52	North	11:03:30
358	Car	42	South	11:03:38
359	LGV	49	North	11:04:06
360	Car	48	North	11:04:10
361	HGV	46	North	11:04:18
362	Car	47	North	11:04:24
363	Car	46	North	11:04:29
364	Car	48	North	11:04:38
365	LGV	42	South	11:04:46
366	LGV	45	North	11:04:59
367	LGV	54	South	11:05:03
368	Car	48	South	11:05:23
369	Car	48	South	11:05:27
370	Car	52	North	11:05:34
371	Car	56	North	11:05:40
372	LGV	54	North	11:05:41
373	Car	58	North	11:05:43
374	Car	43	South	11:06:01
375	LGV	40	South	11:06:07
376	LGV	43	South	11:06:14
377	LGV	59	North	11:06:18
378	Car	58	North	11:06:25
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381	Car	57	North	11:06:51
382	LGV	46	South	11:06:58
383	Car	44	South	11:07:22
384	Car	45	South	11:07:43
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386	Car	47	North	11:08:17
387	HGV	45	South	11:08:46
388	HGV	45	South	11:09:03
389	Car	52	South	11:09:20
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391	Car	50	North	11:09:30
392	Car	52	North	11:09:35
393	HGV	47	North	11:09:44
394	LGV	48	South	11:09:48
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397	Car	61	North	11:10:05
398	Car	45	South	11:10:58
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404	Car	47	South	11:12:13

405	LGV	50	North	11:12:18
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408	HGV	46	North	11:12:32
409	LGV	52	South	11:12:40
410	LGV	47	North	11:12:45
411	Car	44	South	11:12:55
412	HGV	49	South	11:13:04
413	Car	49	South	11:13:10
414	LGV	49	North	11:13:29
415	Car	46	South	11:13:36
416	Car	45	North	11:13:44
417	HGV	48	North	11:13:50
418	HGV	50	North	11:14:03
419	HGV	48	North	11:14:08
420	HGV	47	North	11:14:13
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422	Car	47	North	11:14:31
423	Car	51	North	11:14:45
424	HGV	30	South	11:14:51
425	HGV	29	South	11:14:57
426	HGV	27	South	11:15:22
427	Car	45	North	11:15:26
428	Car	48	North	11:15:37
429	HGV	53	North	11:15:45
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431	LGV	56	North	11:15:58
432	LGV	64	North	11:16:03
433	HGV	50	North	11:16:08
434	LGV	54	North	11:16:15
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436	Car	53	North	11:16:49
437	HGV	51	North	11:17:08
438	Car	65	South	11:17:17
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440	LGV	52	North	11:17:36
441	LGV	52	South	11:17:42
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454	LGV	47	South	11:20:08
455	HGV	49	North	11:20:12
456	Car	47	South	11:20:19
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459	LGV	54	North	11:20:33
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461	Car	45	South	11:20:52
462	LGV	58	North	11:20:54
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464	HGV	43	South	11:21:08
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471	Car	42	North	11:22:23
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473	Car	50	North	11:22:52
474	Car	47	North	11:22:58
475	HGV	39	South	11:23:08
476	LGV	53	South	11:23:26
477	LGV	68	North	11:23:32
478	Car	49	North	11:23:39
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480	Car	61	North	11:24:00
481	Car	45	South	11:24:09
482	LGV	60	North	11:24:19
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486	Car	49	North	11:25:01
487	Car	57	South	11:25:09
488	Car	51	North	11:25:16
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492	LGV	53	South	11:25:54
493	Car	44	North	11:26:01
494	Car	42	North	11:26:09
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499	HGV	44	South	11:26:58
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508	HGV	40	South	11:28:07
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521	HGV	39	South	11:30:10
522	Car	48	North	11:30:17

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524	Car	41	North	11:30:29
525	LGV	49	South	11:30:45
526	HGV	51	North	11:30:48
527	Car	58	North	11:31:02
528	Car	41	South	11:31:05
529	Car	46	North	11:31:18
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532	LGV	56	North	11:32:06
533	Car	42	South	11:32:13
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536	Car	49	North	11:33:06
537	Car	53	North	11:33:09
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540	LGV	47	North	11:33:57
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566	Car	47	North	11:37:33
567	Car	42	South	11:37:44
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571	Car	42	North	11:38:39
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573	HGV	45	North	11:38:50
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578	LGV	46	South	11:39:18
579	Car	58	North	11:39:25
580	Car	56	North	11:39:29
581	LGV	43	South	11:39:39

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584	Car	48	North	11:40:34
585	HGV	47	North	11:40:39
586	HGV	48	North	11:40:44
587	HGV	33	South	11:41:12
588	HGV	49	North	11:41:13
589	LGV	46	North	11:41:20
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591	Car	41	South	11:41:39
592	LGV	45	South	11:41:47
593	Car	41	South	11:41:52
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607	HGV	51	North	11:44:15
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618	Car	48	North	11:46:10
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620	Car	53	North	11:46:22
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623	Car	39	South	11:46:55
624	LGV	37	South	11:46:58
625	LGV	44	North	11:47:07
626	Car	50	South	11:47:16
627	Car	53	North	11:47:19
628	Car	52	South	11:47:33
629	HGV	52	North	11:48:17
630	LGV	38	South	11:48:24
631	HGV	42	South	11:48:36
632	HGV	44	North	11:48:46
633	Car	40	South	11:48:49
634	HGV	50	South	11:48:57
635	Car	47	North	11:49:01
636	LGV	44	North	11:49:07
637	Car	47	North	11:49:13
638	Car	44	North	11:49:22
639	LGV	45	South	11:49:25
640	Car	44	North	11:49:34

641	Car	45	South	11:49:36
642	LGV	50	North	11:50:01
643	Car	53	North	11:50:09
644	Car	50	North	11:50:14
645	Car	51	North	11:50:18
646	Car	47	South	11:50:34
647	Car	48	South	11:50:38
648	Car	48	South	11:51:03
649	HGV	40	South	11:51:14
650	Car	41	South	11:51:19
651	Car	48	North	11:51:27
652	LGV	42	North	11:51:39
653	Car	43	North	11:51:44
654	HGV	39	North	11:51:51
655	Car	44	South	11:52:00
656	LGV	44	North	11:52:07
657	Car	59	North	11:52:13
658	LGV	50	South	11:52:18
659	HGV	47	North	11:52:27
660	Car	40	South	11:52:37
661	HGV	47	South	11:52:47
662	Car	47	South	11:52:55
663	HGV	42	North	11:53:13
664	Car	47	North	11:53:18
665	Car	52	North	11:53:25
666	Car	51	North	11:53:29
667	Car	53	North	11:53:46
668	LGV	51	North	11:53:39
669	LGV	56	North	11:53:56
670	Car	54	North	11:54:01
671	Car	54	North	11:54:06
672	Car	63	South	11:54:17
673	HGV	47	North	11:54:32
674	Car	49	North	11:54:42
675	Car	65	North	11:55:03
676	HGV	40	South	11:55:08
677	Car	55	North	11:55:15
678	Car	53	South	11:55:22
679	LGV	60	North	11:55:30
680	LGV	49	South	11:55:34
681	LGV	46	South	11:55:41
682	Car	49	North	11:55:49
683	Car	52	North	11:55:54
684	HGV	55	North	11:56:15
685	HGV	43	North	11:56:39
686	Car	47	South	11:56:46
687	Car	45	North	11:56:53
688	LGV	44	North	11:56:58
689	Car	46	North	11:57:13
690	Car	58	South	11:57:16
691	Car	50	North	11:57:21
692	Car	49	North	11:57:47
693	Car	48	South	11:58:00
694	Car	43	South	11:58:07
695	HGV	50	South	11:58:12
696	HGV	38	South	11:58:22
697	HGV	48	North	11:58:25
698	Car	52	North	11:58:40
699	Car	55	North	11:58:54

700	LGV	53	North	11:59:01
701	Car	50	North	11:59:03
702	Car	58	South	11:59:13
703	Car	50	North	11:59:21
704	LGV	49	North	11:59:28
705	Car	56	North	11:59:32
706	HGV	52	North	12:00:47
707	Car	47	South	12:00:50
708	Car	49	North	12:00:56
709	Car	50	North	12:01:22
710	HGV	49	North	12:01:27
711	HGV	48	South	12:01:32
712	Car	43	South	12:01:37
713	Car	47	North	12:01:41
714	Car	54	North	12:01:47
715	Car	58	North	12:01:52
716	LGV	57	North	12:02:07
717	Car	46	South	12:02:17
718	Car	53	North	12:02:35
719	Car	42	South	12:02:49
720	Car	42	South	12:02:56
721	Car	54	North	12:03:02
722	Car	54	North	12:03:09
723	Car	50	South	12:03:13
724	LGV	52	South	12:03:27
725	Car	52	North	12:03:31
726	LGV	58	North	12:03:37
727	Car	55	North	12:03:45
728	Car	56	North	12:03:49
729	Car	43	South	12:03:59
730	Car	53	North	12:04:03
731	Car	60	North	12:04:10
732	Car	50	North	12:04:24
733	LGV	54	North	12:04:37
734	Car	44	South	12:04:40
735	Car	50	South	12:04:52
736	Car	47	South	12:04:56
737	Car	52	North	12:05:01
738	Car	54	North	12:05:06
739	Car	58	North	12:05:13
740	LGV	48	South	12:05:20
741	LGV	57	South	12:05:25
742	LGV	44	North	12:05:29
743	LGV	52	South	12:05:37
744	Car	55	South	12:06:04
745	Car	45	South	12:06:09
746	Car	51	North	12:06:18
747	Car	55	South	12:06:25
748	Car	50	North	12:06:30
749	HGV	55	North	12:06:35
750	LGV	50	South	12:06:41
751	Car	47	South	12:06:48
752	Car	45	North	12:06:59
753	Car	38	South	12:07:02
754	Car	64	North	12:07:26
755	HGV	36	South	12:07:33
756	Car	61	North	12:07:39
757	Car	48	South	12:07:44
758	Car	48	North	12:08:15

759	Car	52	South	12:08:21
760	HGV	42	North	12:08:33
761	Car	50	South	12:09:00
762	LGV	50	South	12:09:09
763	Car	50	South	12:09:19
764	LGV	49	North	12:10:27
765	Car	49	South	12:10:30
766	Car	54	North	12:10:37
767	Car	65	South	12:10:43
768	Car	42	South	12:11:13
769	HGV	43	North	12:11:24
770	LGV	51	North	12:11:31
771	Car	47	North	12:11:35
772	Car	47	South	12:11:42
773	LGV	49	South	12:11:46
774	Car	53	North	12:11:51
775	Car	47	South	12:12:01
776	Car	50	South	12:12:08
777	Car	46	South	12:12:17
778	Car	46	South	12:12:36
779	LGV	48	South	12:12:41
780	LGV	45	South	12:12:48
781	Car	51	South	12:12:56
782	Car	41	South	12:13:01
783	Car	45	North	12:13:14
784	Car	46	North	12:13:26
785	Car	49	North	12:13:30
786	Car	50	North	12:13:35
787	Car	49	North	12:13:40
788	Car	43	South	12:14:06
789	Car	48	South	12:14:12
790	Car	42	South	12:14:17
791	Car	50	South	12:14:47
792	Car	56	South	12:14:53
793	Car	59	North	12:15:03
794	Car	50	South	12:15:04
795	LGV	49	South	12:15:11
796	Car	51	South	12:15:16
797	LGV	49	South	12:15:25
798	Car	52	South	12:15:35
799	LGV	49	North	12:15:44
800	Car	48	North	12:15:50
801	HGV	38	South	12:15:59
802	Car	38	South	12:16:08
803	Car	43	South	12:16:47
804	Car	52	South	12:16:56
805	LGV	48	South	12:17:01
806	HGV	41	North	12:17:11
807	LGV	44	North	12:17:18
808	Car	47	South	12:17:26
809	Car	53	South	12:17:31
810	LGV	58	North	12:17:37
811	LGV	39	North	12:17:47
812	Car	55	North	12:18:15
813	Car	47	South	12:18:34
814	Car	44	South	12:18:42
815	Car	44	South	12:18:46
816	Car	47	North	12:18:51
817	Car	45	North	12:18:58



818	LGV	47	North	12:19:38
819	Car	45	North	12:19:48
820	LGV	38	South	12:19:53
821	Car	49	North	12:19:58
822	Car	55	North	12:20:03
823	Car	64	North	12:20:19
824	LGV	49	South	12:20:21
825	LGV	50	North	12:20:41
826	Car	49	North	12:20:45
827	Car	70	South	12:21:03
828	Car	50	North	12:21:07
829	LGV	49	South	12:21:14
830	LGV	48	South	12:21:19
831	Car	55	South	12:21:34
832	Car	52	South	12:21:39
833	Car	43	North	12:21:47
834	HGV	46	North	12:21:51
835	Car	63	North	12:22:09
836	HGV	38	South	12:22:20
837	Car	43	South	12:22:28
838	LGV	37	South	12:22:34
839	LGV	52	North	12:22:40
840	LGV	36	South	12:22:46
841	HGV	44	North	12:22:52
842	Car	48	North	12:22:56
843	HGV	51	North	12:23:01
844	LGV	55	North	12:23:05
845	LGV	45	South	12:23:16
846	LGV	49	North	12:23:19
847	HGV	47	North	12:23:36
848	Car	49	North	12:23:44
849	HGV	49	North	12:23:49
850	Car	52	North	12:23:54
851	LGV	51	North	12:24:00
852	Car	50	South	12:24:07
853	Car	32	North	12:24:15
854	Car	45	North	12:24:30
855	LGV	44	North	12:24:37
856	Car	47	North	12:24:44
857	Car	46	South	12:24:48
858	Car	44	South	12:24:55
859	Car	48	South	12:25:03
860	LGV	47	South	12:25:11
861	LGV	46	South	12:25:17
862	Car	44	South	12:25:22
863	Car	43	North	12:25:41
864	Car	49	South	12:26:20
865	LGV	48	North	12:26:28
866	LGV	55	South	12:26:33
867	Car	48	South	12:26:38
868	Car	55	North	12:26:43
869	Car	48	South	12:26:53
870	Car	54	North	12:26:59
871	Car	53	North	12:27:06
872	HGV	38	North	12:27:26
873	LGV	38	South	12:27:31
874	LGV	47	South	12:27:38
875	Car	55	North	12:28:07
876	Car	46	North	12:28:16

877	LGV	51	South	12:29:00
878	Car	47	South	12:29:09
879	Car	52	North	12:29:11
880	Car	47	North	12:29:23
881	HGV	37	North	12:29:44
882	HGV	37	South	12:29:53
883	HGV	40	South	12:30:00
884	Car	49	North	12:30:16
885	Car	55	North	12:30:21
886	LGV	53	North	12:30:26
887	Car	50	South	12:30:31
888	Car	51	South	12:30:41
889	Car	51	South	12:30:49
890	Car	50	North	12:30:56
891	Car	52	North	12:31:07
892	Car	48	South	12:31:18
893	Car	49	South	12:31:23
894	Car	54	North	12:31:28
895	Car	53	North	12:31:36
896	Car	50	South	12:31:39
897	Car	51	North	12:31:45
898	Car	54	North	12:31:52
899	Car	49	South	12:31:58
900	LGV	51	South	12:32:03
901	Car	53	North	12:32:11
902	HGV	41	South	12:32:16
903	Car	62	North	12:32:26
904	Car	61	North	12:32:32
905	Car	38	South	12:32:52
906	LGV	37	South	12:32:58
907	Car	49	North	12:33:03
908	Car	40	North	12:33:17
909	Car	50	South	12:33:20
910	HGV	51	North	12:33:38
911	LGV	55	North	12:33:37
912	Car	55	North	12:33:46
913	Car	48	South	12:33:51
914	Car	57	North	12:33:58
915	Car	54	North	12:34:03
916	Car	54	North	12:34:09
917	Car	55	North	12:34:16
918	HGV	55	North	12:34:37
919	LGV	40	South	12:34:40
920	HGV	45	South	12:34:48
921	Car	44	South	12:34:57
922	LGV	51	North	12:35:48
923	Car	53	South	12:35:54
924	Car	54	North	12:36:12
925	Car	57	South	12:36:17
926	LGV	62	South	12:36:23
927	LGV	49	North	12:36:33
928	Car	52	North	12:36:39
929	Car	54	North	12:36:47
930	LGV	51	South	12:36:50
931	HGV	49	North	12:36:55
932	Car	54	North	12:37:10
933	LGV	50	South	12:37:15
934	Car	52	South	12:37:20
935	LGV	46	South	12:37:44

936	Car	47	North	12:38:17
937	LGV	52	North	12:38:21
938	HGV	43	South	12:38:35
939	Car	39	South	12:38:40
940	Car	52	North	12:38:46
941	Car	43	North	12:39:00
942	Car	45	North	12:39:04
943	Car	52	South	12:39:08
944	Car	48	North	12:39:13
945	Car	40	North	12:39:21
946	Car	39	North	12:39:32
947	Car	40	North	12:39:44
948	LGV	60	North	12:40:10
949	LGV	54	South	12:40:19
950	Car	45	North	12:40:24
951	HGV	43	North	12:40:30
952	Car	46	North	12:40:35
953	Car	42	South	12:40:41
954	Car	48	South	12:40:49
955	Car	50	North	12:40:57
956	Car	52	North	12:41:08
957	Car	47	North	12:41:13
958	Car	50	North	12:41:19
959	Car	48	North	12:41:23
960	Car	48	North	12:41:28
961	Car	53	North	12:41:34
962	Car	51	North	12:41:42
963	Car	49	North	12:41:53
964	Car	52	North	12:41:58
965	LGV	49	North	12:42:04
966	Car	66	North	12:42:36
967	HGV	39	South	12:42:42
968	LGV	41	South	12:42:48
969	Car	54	North	12:43:08
970	Car	51	North	12:43:16
971	HGV	39	South	12:43:26
972	HGV	47	South	12:43:28
973	LGV	43	North	12:43:33
974	HGV	46	North	12:43:39
975	Car	49	North	12:43:44
976	LGV	48	South	12:43:50
977	Car	45	South	12:43:59
978	HGV	45	South	12:44:04
979	Car	50	North	12:44:08
980	LGV	59	North	12:44:16
981	Car	52	South	12:44:34
982	HGV	47	North	12:44:46
983	HGV	35	South	12:44:57
984	Car	38	South	12:45:06
985	Car	46	South	12:45:13
986	Car	53	South	12:45:23
987	Car	47	North	12:45:27
988	LGV	47	North	12:45:39
989	HGV	49	North	12:45:45
990	Car	50	North	12:45:52
991	LGV	47	South	12:45:58
992	HGV	48	South	12:46:04
993	Car	50	South	12:46:09
994	Car	56	North	12:46:22

995	Car	49	South	12:46:25
996	LGV	56	South	12:46:33
997	Car	49	South	12:46:58
998	Car	48	South	12:47:01
999	Car	43	North	12:47:21
1000	LGV	42	North	12:47:28
1001	Car	61	North	12:47:35
1002	Car	45	North	12:47:45
1003	LGV	41	South	12:47:50
1004	Car	59	North	12:48:05
1005	Car	46	South	12:48:09
1006	Car	50	North	12:48:14
1007	LGV	49	North	12:48:18
1008	HGV	45	South	12:48:29
1009	Car	45	South	12:49:44
1010	Car	46	North	12:49:48
1011	Car	49	South	12:49:56
1012	Car	71	South	12:50:09
1013	Car	51	South	12:50:21
1014	Car	46	South	12:50:27
1015	LGV	49	North	12:50:41
1016	LGV	46	North	12:50:49
1017	HGV	49	North	12:50:54
1018	HGV	37	South	12:51:02
1019	Car	49	North	12:51:18
1020	Car	50	North	12:51:22
1021	Car	45	South	12:51:29
1022	Car	54	North	12:51:34
1023	Car	52	North	12:51:42
1024	Car	47	South	12:51:50
1025	Car	53	North	12:52:04
1026	Car	53	North	12:52:24
1027	HGV	40	South	12:52:31
1028	Car	41	South	12:52:39
1029	Car	56	North	12:52:45
1030	HGV	60	North	12:52:48
1031	HGV	44	South	12:53:02
1032	Car	51	South	12:53:11
1033	Car	54	North	12:53:19
1034	Car	52	North	12:53:32
1035	Car	51	South	12:53:49
1036	LGV	55	North	12:53:53
1037	Car	56	North	12:53:58
1038	LGV	52	North	12:54:02
1039	HGV	40	South	12:54:11
1040	Car	52	South	12:54:19
1041	Car	53	North	12:54:22
1042	LGV	50	South	12:54:32
1043	HGV	45	North	12:54:46
1044	HGV	45	North	12:54:52
1045	Car	53	North	12:55:09
1046	LGV	45	South	12:55:25
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1049	HGV	40	South	12:55:55
1050	LGV	46	North	12:56:02
1051	Car	43	North	12:56:08
1052	HGV	49	North	12:56:22
1053	Car	67	South	12:56:30

1054	LGV	50	South	12:56:36
1055	LGV	58	South	12:56:42
1056	HGV	43	South	12:56:59
1057	Car	44	South	12:57:06
1058	Car	41	North	12:57:42
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1060	Car	41	North	12:58:04
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1062	Car	69	South	12:58:21
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1064	Car	41	North	12:58:49
1065	LGV	47	South	12:59:05
1066	Car	49	South	12:59:11
1067	HGV	49	North	12:59:17
1068	Car	52	North	12:59:25
1069	LGV	51	North	12:59:29
1070	Car	54	South	12:59:48
1071	Car	50	South	13:00:00
1072	Car	45	South	13:00:07
1073	Car	53	South	13:00:13
1074	Car	56	South	13:00:18
1075	Car	55	North	13:00:29
1076	Car	54	North	13:00:37
1077	LGV	55	North	13:00:46
1078	Car	45	South	13:01:33
1079	Car	47	South	13:01:38
1080	LGV	43	South	13:01:45
1081	Car	45	South	13:01:52
1082	Car	44	South	13:01:59
1083	LGV	51	South	13:02:13
1084	Car	44	North	13:02:19
1085	HGV	45	North	13:02:25
1086	Car	52	South	13:02:49
1087	Car	46	North	13:03:02
1088	Car	46	North	13:03:08
1089	Car	74	South	13:03:22
1090	Car	48	South	13:03:37
1091	Car	48	North	13:04:23
1092	Car	52	North	13:04:27
1093	Car	56	North	13:04:39
1094	HGV	44	South	13:04:50
1095	Car	45	South	13:05:03
1096	Car	53	North	13:05:01
1097	Car	52	South	13:05:15
1098	Car	72	North	13:05:22
1099	Car	53	North	13:05:29
1100	HGV	37	North	13:06:00
1101	LGV	36	North	13:06:05
1102	Car	44	North	13:06:10
1103	Car	47	North	13:06:15
1104	Car	52	South	13:06:20
1105	Car	50	South	13:06:45
1106	Car	53	North	13:06:51
1107	Car	50	North	13:06:55
1108	LGV	47	North	13:06:59
1109	Car	48	South	13:07:07
1110	Car	44	North	13:07:22
1111	Car	49	South	13:07:26
1112	Car	57	North	13:07:38

1113	LGV	51	South	13:07:41
1114	Car	44	North	13:07:52
1115	Car	46	North	13:08:01
1116	HGV	41	South	13:08:07
1117	Car	46	North	13:08:12
1118	Car	56	North	13:08:22
1119	Car	50	South	13:08:29
1120	Car	50	South	13:08:37
1121	HGV	53	North	13:08:46
1122	Car	45	North	13:09:08
1123	LGV	50	North	13:09:13
1124	Car	51	South	13:09:22
1125	Car	54	South	13:09:59
1126	Car	50	South	13:10:10
1127	LGV	52	North	13:10:13
1128	Car	55	North	13:10:42
1129	Car	37	South	13:10:50
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1132	Car	55	South	13:11:22
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1134	HGV	47	South	13:11:44
1135	Car	52	North	13:11:50
1136	LGV	50	North	13:11:56
1137	HGV	40	South	13:12:07
1138	Car	50	North	13:12:14
1139	HGV	40	South	13:12:20
1140	HGV	38	South	13:12:29
1141	Car	50	North	13:12:35
1142	HGV	40	South	13:12:40
1143	Car	40	South	13:12:46
1144	Car	37	South	13:12:51
1145	HGV	41	South	13:12:59
1146	HGV	42	South	13:13:04
1147	Car	46	South	13:13:10
1148	LGV	48	South	13:13:15
1149	Car	46	South	13:13:24
1150	Car	45	South	13:13:29
1151	LGV	36	North	13:14:08
1152	Car	49	North	13:14:13
1153	Car	46	North	13:14:21
1154	LGV	43	North	13:14:44
1155	HGV	48	North	13:15:04
1156	Car	50	North	13:15:10
1157	Car	46	South	13:15:18
1158	LGV	47	South	13:15:36
1159	Car	45	South	13:15:28
1160	Car	44	South	13:15:34
1161	LGV	50	South	13:15:42
1162	Car	45	South	13:15:48
1163	LGV	45	South	13:15:53
1164	Car	44	South	13:16:03
1165	Car	50	South	13:16:09
1166	Car	45	North	13:16:15
1167	Car	55	North	13:16:28
1168	Car	66	South	13:16:30
1169	Car	52	North	13:16:36
1170	Car	45	South	13:16:43
1171	LGV	37	South	13:16:54

1172	Car	53	North	13:16:59
1173	Car	49	North	13:17:04
1174	LGV	69	South	13:17:18
1175	Car	54	South	13:17:22
1176	Car	45	North	13:17:38
1177	Car	35	North	13:17:48
1178	HGV	48	North	13:17:59
1179	HGV	49	North	13:18:03
1180	Car	52	North	13:18:11
1181	Car	54	North	13:18:18
1182	LGV	50	North	13:18:41
1183	Car	58	North	13:18:56
1184	Car	58	North	13:19:00
1185	HGV	54	North	13:19:04
1186	Car	81	South	13:19:11
1187	LGV	46	North	13:19:20
1188	LGV	50	North	13:19:26
1189	Car	49	North	13:19:31
1190	Car	49	North	13:20:09
1191	HGV	37	South	13:20:35
1192	HGV	38	South	13:20:43
1193	Car	38	South	13:20:52
1194	Car	45	North	13:20:58
1195	Car	47	North	13:21:05
1196	Car	46	North	13:21:13
1197	LGV	49	North	13:21:19
1198	Car	46	North	13:21:28
1199	Car	50	North	13:21:34
1200	LGV	49	North	13:21:49
1201	LGV	43	South	13:21:54
1202	Car	46	South	13:22:13
1203	Car	47	South	13:22:20
1204	HGV	39	South	13:22:30
1205	Car	48	North	13:22:42
1206	Car	50	North	13:22:47
1207	Car	51	North	13:22:53
1208	HGV	42	South	13:23:02
1209	LGV	40	South	13:23:06
1210	Car	56	North	13:23:14
1211	LGV	58	North	13:23:22
1212	Car	54	South	13:23:33
1213	Car	54	South	13:23:37
1214	HGV	45	South	13:23:44
1215	Car	46	South	13:24:13
1216	Car	50	South	13:24:30
1217	HGV	54	North	13:24:36
1218	Car	53	South	13:24:41
1219	Car	54	South	13:24:45
1220	LGV	53	South	13:24:52
1221	Car	51	South	13:24:58
1222	HGV	44	North	13:25:04
1223	Car	51	North	13:25:19
1224	Car	40	South	13:25:21
1225	Car	47	North	13:25:26
1226	Car	46	North	13:25:32
1227	HGV	50	South	13:25:39
1228	Car	56	North	13:25:44
1229	Car	48	North	13:25:50
1230	HGV	43	South	13:25:55

1231	HGV	44	South	13:25:59
1232	Car	51	North	13:26:05
1233	HGV	49	North	13:26:09
1234	LGV	49	North	13:26:18
1235	HGV	56	North	13:26:24
1236	Car	51	South	13:26:36
1237	Car	45	South	13:26:41
1238	Car	50	North	13:26:48
1239	Car	53	South	13:27:00
1240	Car	47	North	13:27:19
1241	Car	55	South	13:27:23
1242	Car	46	North	13:27:28
1243	Car	50	North	13:27:42
1244	Car	49	South	13:27:44
1245	Car	43	South	13:27:57
1246	Car	52	North	13:28:03
1247	LGV	39	North	13:28:14
1248	Car	41	South	13:28:18
1249	Car	64	North	13:28:36
1250	Car	69	North	13:28:39
1251	Car	70	South	13:28:48
1252	LGV	54	South	13:28:54
1253	Car	48	South	13:29:31
1254	Car	56	North	13:29:37
1255	LGV	41	South	13:29:44
1256	Car	51	South	13:29:50
1257	Car	48	North	13:29:57
1258	Car	51	South	13:30:03
1259	Car	43	South	13:30:11
1260	LGV	44	South	13:30:17
1261	HGV	48	North	13:30:21
1262	Car	47	North	13:30:28
1263	Car	51	North	13:30:32
1264	Car	46	South	13:30:37
1265	HGV	48	North	13:30:43
1266	Car	49	North	13:30:49
1267	Car	47	North	13:30:58
1268	Car	45	South	13:31:03
1269	LGV	55	North	13:31:26
1270	Car	54	North	13:31:30
1271	Car	48	South	13:31:35
1272	Car	50	North	13:31:42
1273	Car	47	South	13:31:49
1274	LGV	43	South	13:33:29
1275	HGV	55	North	13:33:36
1276	Car	54	North	13:33:49
1277	Car	38	North	13:33:58
1278	Car	49	South	13:34:12
1279	Car	48	North	13:35:08
1280	Car	45	South	13:35:11
1281	HGV	47	South	13:35:24
1282	Car	50	North	13:35:28
1283	Car	54	North	13:35:33
1284	Car	43	South	13:35:39
1285	LGV	53	North	13:35:50
1286	Car	49	South	13:35:57
1287	Car	51	South	13:36:04
1288	Car	42	South	13:36:13
1289	Car	48	North	13:36:17



1290	Car	50	North	13:36:23
1291	LGV	46	North	13:36:49
1292	Car	45	North	13:36:55
1293	HGV	48	North	13:37:02
1294	Car	60	South	13:37:09
1295	LGV	55	South	13:37:13
1296	Car	56	North	13:37:41
1297	LGV	59	North	13:37:44
1298	HGV	56	North	13:37:57
1299	Car	42	South	13:38:00
1300	Car	54	North	13:38:06
1301	Car	60	North	13:38:11
1302	Car	48	South	13:38:16
1303	Car	53	North	13:38:21
1304	LGV	46	South	13:38:25
1305	Car	47	South	13:38:31
1306	LGV	52	North	13:38:36
1307	Car	48	South	13:38:40
1308	Car	52	South	13:38:49
1309	Car	54	South	13:38:54
1310	Car	53	North	13:39:07
1311	Car	52	North	13:39:12
1312	LGV	45	South	13:39:18
1313	Car	51	North	13:39:27
1314	Car	54	North	13:39:32
1315	Car	55	North	13:39:41
1316	Car	53	South	13:39:55
1317	LGV	51	North	13:40:00
1318	Car	52	South	13:40:09
1319	Car	59	North	13:40:32
1320	Car	42	South	13:40:53
1321	Car	46	South	13:41:07
1322	LGV	58	South	13:41:15
1323	Car	56	North	13:41:30
1324	HGV	40	South	13:41:41
1325	Car	41	South	13:41:47
1326	Car	44	South	13:41:52
1327	Car	53	South	13:42:00
1328	Car	51	South	13:42:05
1329	Car	50	North	13:42:21
1330	Car	45	South	13:42:26
1331	LGV	52	North	13:42:31
1332	Car	48	South	13:42:40
1333	Car	45	South	13:42:44
1334	Car	58	North	13:42:49
1335	Car	59	North	13:42:56
1336	Car	57	South	13:43:00
1337	LGV	54	South	13:43:19
1338	Car	45	North	13:43:24
1339	HGV	41	South	13:43:36
1340	HGV	49	North	13:43:41
1341	Car	49	North	13:43:46
1342	Car	47	North	13:43:50
1343	Car	55	North	13:43:58
1344	HGV	40	South	13:44:06
1345	Car	42	South	13:44:13
1346	Car	54	North	13:44:20
1347	LGV	71	North	13:44:27
1348	LGV	50	North	13:44:33

1349	Car	54	North	13:44:39
1350	Car	49	South	13:45:03
1351	Car	54	North	13:45:09
1352	LGV	48	South	13:45:19
1353	HGV	54	North	13:45:23
1354	LGV	57	South	13:45:31
1355	Car	50	South	13:45:52
1356	Car	53	South	13:45:57
1357	Car	52	South	13:46:10
1358	Car	48	North	13:46:15
1359	Car	50	North	13:46:20
1360	Car	54	North	13:46:28
1361	Car	55	North	13:46:37
1362	Car	51	North	13:46:56
1363	Car	50	North	13:46:59
1364	Car	60	North	13:47:04
1365	Car	49	South	13:47:19
1366	Car	48	South	13:47:31
1367	Car	61	North	13:47:35
1368	Car	46	South	13:47:44
1369	LGV	57	South	13:47:51
1370	LGV	60	North	13:47:58
1371	HGV	50	North	13:48:02
1372	LGV	44	South	13:48:06
1373	LGV	48	North	13:48:14
1374	Car	54	North	13:48:20
1375	Car	46	South	13:48:31
1376	LGV	48	South	13:48:50
1377	LGV	44	South	13:48:55
1378	Car	50	North	13:49:06
1379	Car	50	North	13:49:11
1380	Car	49	South	13:49:16
1381	Car	48	South	13:49:21
1382	Car	45	South	13:49:36
1383	LGV	58	North	13:49:44
1384	Car	55	North	13:49:48
1385	Car	56	North	13:49:52
1386	HGV	49	North	13:50:09
1387	LGV	42	South	13:50:22
1388	HGV	46	North	13:50:35
1389	Car	43	North	13:50:40
1390	Car	44	South	13:51:19
1391	Car	41	South	13:51:31
1392	HGV	43	South	13:51:50
1393	LGV	41	South	13:52:00
1394	Car	37	South	13:52:07
1395	HGV	40	North	13:52:42
1396	LGV	39	North	13:52:51
1397	HGV	40	South	13:52:55
1398	Car	40	South	13:53:01
1399	Car	43	North	13:53:05
1400	Car	42	North	13:53:08
1401	Car	40	North	13:53:13
1402	Car	41	North	13:53:17
1403	LGV	61	North	13:53:22
1404	LGV	58	North	13:53:31
1405	Bus/Coach	44	South	13:53:40
1406	Car	40	South	13:53:46
1407	LGV	44	South	13:53:51

1408	Car	57	North	13:53:56
1409	HGV	48	North	13:54:10
1410	HGV	46	South	13:54:47
1411	Car	45	South	13:54:55
1412	Car	48	South	13:55:02
1413	LGV	57	North	13:55:15
1414	LGV	53	North	13:55:19
1415	Car	59	North	13:55:23
1416	Car	51	North	13:55:35
1417	LGV	49	North	13:55:39
1418	LGV	51	North	13:55:44
1419	LGV	48	North	13:55:49
1420	Car	46	North	13:55:54
1421	HGV	43	South	13:56:00
1422	HGV	42	South	13:56:05
1423	LGV	46	South	13:56:10
1424	Car	44	South	13:56:16
1425	Car	40	South	13:56:24
1426	LGV	49	South	13:56:58
1427	Car	50	North	13:57:02
1428	LGV	47	North	13:57:07
1429	LGV	45	South	13:57:13
1430	HGV	44	North	13:57:17
1431	LGV	45	North	13:57:22
1432	LGV	45	South	13:57:28
1433	Car	42	North	13:57:34
1434	Car	60	North	13:57:38
1435	Car	48	South	13:57:48
1436	Car	45	South	13:57:55
1437	LGV	45	South	13:58:18
1438	Car	54	North	13:58:23
1439	HGV	37	South	13:58:40
1440	LGV	57	North	13:58:59
1441	LGV	54	South	13:59:13
1442	Car	60	North	13:59:27
1443	Car	65	North	13:59:32
1444	Car	53	South	13:59:38
1445	LGV	45	North	14:00:04
1446	Car	52	South	14:00:27
1447	Car	49	South	14:00:34
1448	Car	50	South	14:00:58
1449	Car	44	South	14:01:04
1450	HGV	46	South	14:01:20
1451	HGV	44	North	14:01:22
1452	LGV	44	North	14:01:27
1453	Car	42	North	14:01:33
1454	Car	46	North	14:01:37
1455	LGV	47	North	14:01:41
1456	Car	44	North	14:01:45
1457	LGV	47	North	14:01:50
1458	Car	49	North	14:01:54
1459	Car	44	North	14:01:58
1460	Car	41	North	14:02:02
1461	Car	50	North	14:02:22
1462	HGV	41	South	14:02:37
1463	Car	47	North	14:02:42
1464	Car	47	South	14:02:48
1465	Car	57	North	14:03:02
1466	Car	48	South	14:03:06

1467	Car	49	South	14:03:38
1468	Car	52	South	14:03:42
1469	Car	53	North	14:03:48
1470	HGV	44	South	14:04:02
1471	Car	41	South	14:04:09
1472	Car	41	South	14:04:17
1473	HGV	48	North	14:04:29
1474	Car	56	North	14:04:35
1475	LGV	52	South	14:04:45
1476	LGV	50	South	14:04:51
1477	LGV	44	South	14:04:58
1478	Car	41	South	14:05:10
1479	LGV	46	South	14:05:17
1480	Car	38	South	14:05:24
1481	Car	52	North	14:05:32
1482	Car	67	North	14:05:42
1483	HGV	51	North	14:06:08
1484	LGV	52	South	14:06:13
1485	Car	57	North	14:06:40
1486	Car	52	South	14:06:44
1487	Car	50	South	14:07:07
1488	Car	57	North	14:07:17
1489	HGV	53	South	14:07:25
1490	Car	50	North	14:07:29
1491	Car	49	South	14:07:37
1492	Car	41	South	14:07:41
1493	Car	39	South	14:07:48
1494	Car	45	South	14:07:54
1495	Car	50	North	14:08:03
1496	Car	50	North	14:08:09
1497	Car	51	North	14:08:14
1498	LGV	52	South	14:08:20
1499	HGV	45	North	14:08:51
1500	Car	44	North	14:08:55
1501	LGV	53	South	14:09:19
1502	Car	52	South	14:09:25
1503	LGV	45	North	14:09:30
1504	Car	45	North	14:09:35
1505	HGV	44	North	14:09:39
1506	Car	43	North	14:09:44
1507	LGV	42	South	14:09:57
1508	Car	60	North	14:10:07
1509	Car	74	North	14:10:31
1510	Car	37	South	14:10:38
1511	Car	49	South	14:11:22
1512	Car	44	North	14:11:55
1513	Car	46	North	14:12:01
1514	HGV	39	South	14:12:07
1515	HGV	44	South	14:12:14
1516	Car	41	South	14:12:19
1517	Car	58	South	14:12:25
1518	Car	52	South	14:12:31
1519	Car	45	South	14:12:35
1520	Car	46	North	14:12:39
1521	LGV	66	South	14:12:48
1522	LGV	45	South	14:12:54
1523	LGV	42	North	14:12:59
1524	Car	44	South	14:13:05
1525	HGV	43	North	14:13:18

1526	Car	46	North	14:13:23
1527	LGV	46	North	14:13:30
1528	LGV	47	North	14:13:34
1529	Car	43	North	14:13:41
1530	Car	67	South	14:13:49
1531	Car	40	North	14:14:04
1532	Car	37	North	14:14:09
1533	LGV	42	North	14:14:14
1534	Car	43	North	14:14:18
1535	HGV	45	North	14:14:37
1536	Car	45	North	14:14:45
1537	Car	50	North	14:14:50
1538	Car	54	South	14:14:54
1539	Car	52	South	14:14:58
1540	Car	76	South	14:15:03
1541	LGV	51	South	14:15:16
1542	HGV	56	North	14:15:23
1543	LGV	54	North	14:15:29
1544	Car	54	North	14:15:34
1545	Car	69	North	14:16:08
1546	Car	45	North	14:16:29
1547	LGV	44	North	14:16:34
1548	Car	50	North	14:16:39
1549	LGV	51	North	14:16:43
1550	HGV	39	South	14:16:51
1551	LGV	35	South	14:16:58
1552	Car	42	South	14:17:06
1553	LGV	48	North	14:17:12
1554	LGV	49	North	14:17:16
1555	HGV	46	North	14:17:43
1556	Car	44	South	14:17:48
1557	HGV	49	South	14:17:53
1558	Car	53	North	14:17:57
1559	HGV	38	South	14:18:15
1560	Car	41	South	14:18:24
1561	HGV	46	North	14:18:28
1562	Car	47	North	14:18:33
1563	Car	48	North	14:18:40
1564	LGV	42	South	14:18:46
1565	LGV	42	South	14:18:52
1566	Car	49	North	14:18:58
1567	Car	43	South	14:19:02
1568	Car	43	South	14:19:08
1569	HGV	39	South	14:19:17
1570	Car	40	South	14:19:23
1571	HGV	43	South	14:19:37
1572	LGV	44	North	14:19:42
1573	LGV	43	North	14:19:50
1574	LGV	45	North	14:19:56
1575	Car	49	North	14:20:01
1576	LGV	50	North	14:20:07
1577	LGV	52	North	14:20:27
1578	Car	54	South	14:20:30
1579	HGV	41	North	14:20:40
1580	LGV	56	North	14:21:03
1581	Car	43	South	14:21:13
1582	Car	46	South	14:21:22
1583	HGV	52	North	14:21:30
1584	Car	48	South	14:21:35

1585	Car	44	South	14:21:42
1586	Car	54	North	14:21:46
1587	HGV	48	North	14:22:05
1588	LGV	49	North	14:22:25
1589	HGV	46	South	14:22:30
1590	Car	40	North	14:22:36
1591	HGV	52	North	14:22:43
1592	Car	53	North	14:22:48
1593	LGV	66	North	14:23:11
1594	Car	60	North	14:23:16
1595	LGV	62	North	14:23:20
1596	Car	45	South	14:23:26
1597	Car	49	North	14:23:44
1598	Car	44	South	14:23:53
1599	Car	45	North	14:24:03
1600	Car	52	South	14:24:15
1601	Car	42	South	14:24:25
1602	Car	48	South	14:24:30
1603	Car	48	South	14:24:36
1604	Car	45	South	14:24:45
1605	LGV	43	South	14:24:50
1606	Car	53	North	14:24:55
1607	Car	54	North	14:25:00
1608	Car	52	North	14:25:04
1609	Car	52	South	14:25:27
1610	Car	55	North	14:25:33
1611	Car	60	North	14:25:39
1612	HGV	39	South	14:25:48
1613	HGV	41	South	14:25:55
1614	HGV	50	South	14:26:02
1615	Car	46	South	14:26:06
1616	LGV	47	South	14:26:12
1617	Car	46	South	14:26:18
1618	Car	48	South	14:26:26
1619	Car	68	North	14:26:29
1620	Car	45	South	14:27:12
1621	LGV	47	South	14:27:17
1622	Car	42	South	14:27:23
1623	LGV	42	South	14:27:28
1624	LGV	50	South	14:27:35
1625	Car	50	South	14:27:39
1626	LGV	47	South	14:27:44
1627	HGV	43	North	14:27:58
1628	Car	45	North	14:28:03
1629	Car	44	North	14:28:08
1630	Car	45	North	14:28:14
1631	LGV	48	North	14:28:18
1632	LGV	47	North	14:28:23
1633	LGV	46	North	14:28:28
1634	Car	42	South	14:28:37
1635	Car	53	North	14:28:58
1636	Car	49	North	14:29:03
1637	Car	47	South	14:29:17
1638	Car	63	North	14:29:21
1639	LGV	49	South	14:29:28
1640	Car	46	South	14:29:32
1641	Car	50	North	14:29:40
1642	LGV	44	South	14:29:49
1643	Car	43	South	14:29:57

1644	HGV	50	North	14:29:59
1645	Car	47	South	14:30:06
1646	Car	46	South	14:30:14
1647	Car	66	South	14:30:40
1648	HGV	41	South	14:30:46
1649	Car	50	North	14:30:53
1650	Car	74	South	14:31:28
1651	LGV	53	North	14:31:36
1652	LGV	50	North	14:31:43
1653	Car	51	North	14:31:47
1654	Car	49	North	14:31:51
1655	Car	47	North	14:32:20
1656	Car	76	South	14:33:05
1657	Car	48	South	14:33:09
1658	HGV	48	North	14:33:18
1659	LGV	42	South	14:33:28
1660	LGV	43	South	14:33:34
1661	Car	41	South	14:33:41
1662	Car	50	North	14:33:46
1663	Car	52	North	14:33:53
1664	HGV	34	South	14:34:30
1665	HGV	37	South	14:34:36
1666	HGV	53	North	14:34:43
1667	Car	51	North	14:34:49
1668	LGV	53	North	14:34:54
1669	Car	42	South	14:35:16
1670	LGV	45	South	14:35:22
1671	Car	44	South	14:35:29
1672	HGV	48	North	14:35:32
1673	HGV	50	North	14:35:41
1674	LGV	47	North	14:35:47
1675	Car	45	North	14:35:52
1676	LGV	52	North	14:35:58
1677	Car	61	North	14:36:08
1678	Car	71	North	14:36:12
1679	Car	41	South	14:36:17
1680	Car	40	South	14:36:23
1681	LGV	44	South	14:36:28
1682	Car	46	South	14:36:36
1683	Car	48	North	14:36:41
1684	Car	47	North	14:36:46
1685	LGV	52	South	14:36:50
1686	Car	43	North	14:36:54
1687	Car	49	South	14:37:03
1688	Car	53	South	14:37:20
1689	LGV	45	North	14:37:24
1690	LGV	56	North	14:37:28
1691	Car	46	South	14:38:03
1692	Car	59	North	14:38:06
1693	Car	48	South	14:38:20
1694	Car	51	North	14:38:28
1695	Car	57	North	14:38:41
1696	Car	53	North	14:38:44
1697	HGV	42	South	14:38:50
1698	HGV	42	South	14:38:56
1699	HGV	41	South	14:39:07
1700	LGV	39	South	14:39:15
1701	Car	51	North	14:39:21
1702	HGV	49	South	14:39:27

1703	Car	74	South	14:39:45
1704	Car	47	North	14:39:59
1705	LGV	47	North	14:40:04
1706	Car	48	North	14:40:11
1707	LGV	44	North	14:40:17
1708	Car	51	South	14:40:26
1709	Car	52	North	14:41:00
1710	Car	48	South	14:41:03
1711	Car	44	South	14:41:17
1712	LGV	45	South	14:41:23
1713	LGV	44	South	14:41:30
1714	Car	53	North	14:41:36
1715	LGV	54	North	14:41:43
1716	Car	54	North	14:41:48
1717	Car	42	South	14:42:17
1718	LGV	46	North	14:42:41
1719	Car	47	South	14:42:47
1720	Car	50	South	14:42:54
1721	Car	44	South	14:43:03
1722	Car	45	North	14:43:07
1723	Car	46	North	14:43:11
1724	HGV	46	South	14:43:18
1725	HGV	45	North	14:43:22
1726	Car	44	South	14:43:28
1727	HGV	42	South	14:43:35
1728	Car	45	North	14:43:39
1729	HGV	46	North	14:43:57
1730	HGV	47	North	14:44:01
1731	LGV	47	North	14:44:07
1732	Car	51	North	14:44:13
1733	Car	41	North	14:44:28
1734	LGV	47	South	14:44:33
1735	HGV	54	North	14:44:47
1736	Car	41	South	14:44:50
1737	Car	49	North	14:44:57
1738	Car	47	North	14:45:02
1739	Car	46	South	14:45:09
1740	Car	44	North	14:45:15
1741	LGV	48	North	14:45:20
1742	LGV	53	North	14:45:26
1743	Car	48	South	14:45:31
1744	Car	55	North	14:45:35
1745	Car	48	North	14:45:48
1746	Car	67	North	14:45:53
1747	LGV	49	North	14:46:15
1748	Car	48	North	14:46:20
1749	HGV	54	North	14:46:49
1750	HGV	31	South	14:46:57
1751	Car	33	South	14:47:09
1752	Car	54	North	14:47:14
1753	HGV	37	South	14:47:22
1754	HGV	46	North	14:47:29
1755	Car	45	North	14:47:33
1756	Car	34	South	14:47:39
1757	LGV	47	North	14:47:44
1758	Car	48	South	14:47:50
1759	Car	55	North	14:47:55
1760	Car	47	South	14:48:03
1761	HGV	50	South	14:48:10



1762	Car	53	South	14:48:17
1763	LGV	47	North	14:48:22
1764	LGV	45	North	14:48:26
1765	Car	48	North	14:48:36
1766	Car	49	North	14:48:41
1767	Car	52	North	14:48:54
1768	LGV	53	North	14:48:58
1769	Car	66	South	14:49:05
1770	LGV	33	South	14:49:11
1771	Car	41	South	14:49:15
1772	Car	59	North	14:49:32
1773	Car	57	North	14:49:35
1774	HGV	40	South	14:49:40
1775	Car	54	North	14:49:48
1776	Car	64	South	14:50:12
1777	Car	54	South	14:50:19
1778	Car	51	South	14:50:25
1779	Car	54	South	14:50:29
1780	LGV	49	South	14:50:37
1781	Car	46	South	14:50:42
1782	Car	54	North	14:50:47
1783	Car	55	North	14:51:01
1784	Car	42	South	14:51:13
1785	Car	49	North	14:51:35
1786	Car	55	North	14:51:57
1787	Car	52	North	14:52:01
1788	Car	50	North	14:52:06
1789	LGV	45	South	14:52:15
1790	Car	46	North	14:52:18
1791	Car	49	South	14:52:40
1792	LGV	59	North	14:52:44
1793	Car	48	South	14:52:53
1794	Car	42	South	14:52:59
1795	Car	60	North	14:53:10
1796	Car	60	North	14:53:13
1797	LGV	60	North	14:53:29
1798	Car	54	North	14:53:33
1799	LGV	58	North	14:53:37
1800	Car	41	South	14:53:54
1801	HGV	37	South	14:54:07
1802	HGV	37	South	14:54:14
1803	LGV	41	North	14:54:22
1804	Car	44	North	14:54:28
1805	HGV	42	North	14:54:34
1806	LGV	41	North	14:54:40
1807	HGV	44	South	14:54:44
1808	LGV	43	South	14:55:04
1809	LGV	38	North	14:55:09
1810	Car	43	South	14:55:14
1811	Car	47	South	14:55:38
1812	Car	48	North	14:55:42
1813	Car	52	South	14:55:56
1814	Car	51	South	14:56:08
1815	LGV	54	South	14:56:13
1816	Car	51	South	14:56:19
1817	LGV	56	North	14:56:40
1818	Car	40	South	14:56:46
1819	Car	43	South	14:57:00
1820	Car	43	South	14:56:58

1821	Car	50	South	14:57:06
1822	HGV	47	South	14:57:10
1823	HGV	43	South	14:57:20
1824	Car	65	North	14:57:23
1825	Car	42	South	14:57:30
1826	HGV	48	North	14:57:35
1827	LGV	59	North	14:57:42
1828	Car	53	North	14:57:50
1829	Car	54	South	14:58:30
1830	HGV	50	North	14:58:37
1831	Car	51	North	14:58:41
1832	Car	52	North	14:58:45
1833	Car	58	North	14:58:50
1834	Car	44	South	14:59:21
1835	Car	43	South	14:59:38
1836	Car	42	South	14:59:44
1837	LGV	57	North	15:00:08

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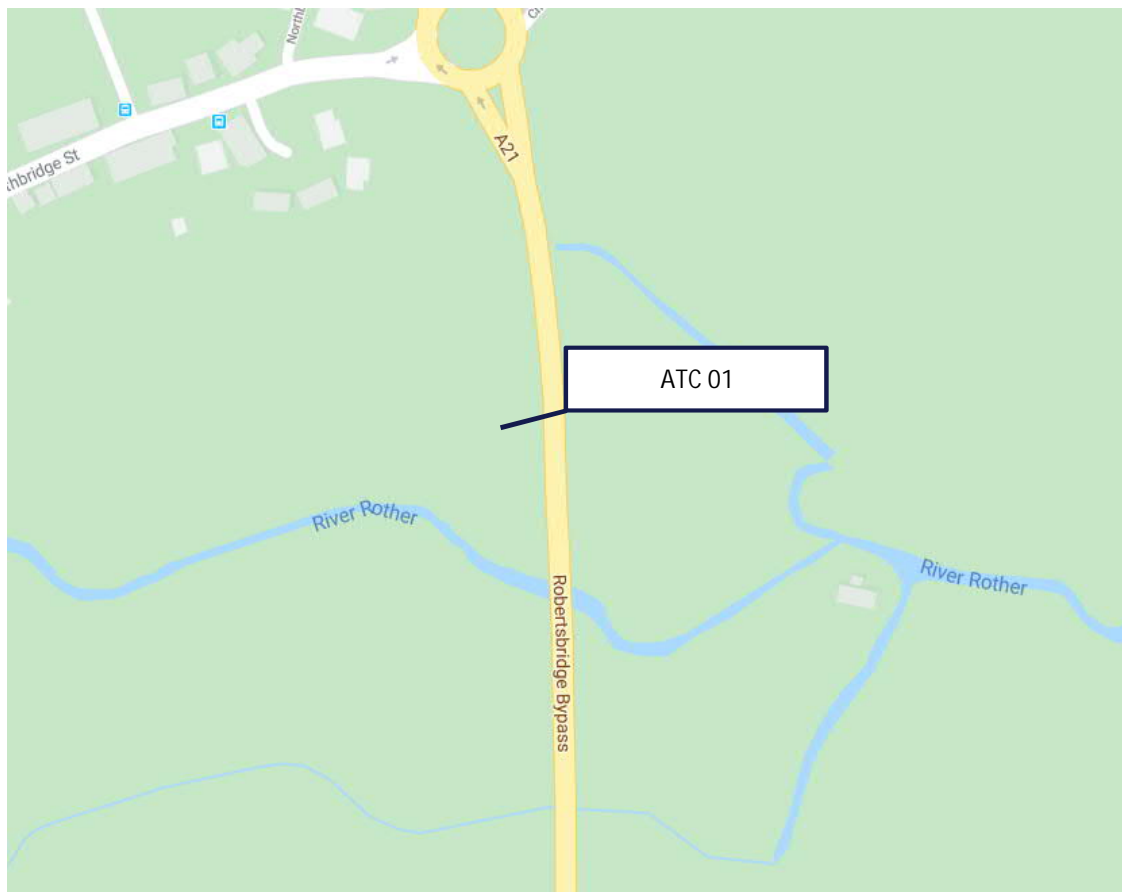
**Client:** Atkins Global  
**Project:** 4674-LON A21 Robertsbridge  
**Site:** Site 1  
**Date:** 19/03/2020

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Time Period	Average Speed	Minimum	Maximum	85th Percentile
AM	48.4	17	80	54
PM	48.8	31	81	54

Direction	Average Speed	Minimum	Maximum	85th Percentile
North	50.1	32	74	55
South	46.6	17	81	52

Number of vehicles over PSL:	1691	92.05%
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Speed Limit



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Vehicle Type	Count	Average Speed	Minimum	Maximum	85th Percentile
Car	1147	49.5	25	81	55
LGV	400	48.7	33	71	55
HGV	289	45.0	17	60	50
Bus/Coach	1	-	44	44	-
Total	1837	48.6	17	81	54

# Appendix B

WSP RESPONSE TO ORR AND ORR  
POINTS OF CLARIFICATION





Ian Raxton,  
HM Principal Inspector of Railways;  
Office of Rail and Road,

17 March 2020

BY EMAIL

Dear Ian,

**Rother Valley Railway - TWAO. Review of information submitted to ORR and further points of discussion and clarification**

WSP are instructed by Mr and Mrs Hoad of Parsonage Farm and the Executors and Trustees of the Noel de Quincey Estate to prepare and present evidence at the forthcoming TWA Order Public Inquiry in respect of the Rother Valley Railway proposals

We have spoken previously with your colleague Ian Skinner regarding these matters.

We understand that you attended the recent Pre-Inquiry Meeting (PIM) held on the 26 February 2020 and that at the conclusion of the PIM approached our clients' legal representatives to offer your assistance to clarify any questions or comments we may have regarding the Office of Rail and Road's ("ORR") position in respect of the TWAO application. Our clients are very grateful to you for this offer.

We have reviewed the package of information sent by RVR to the ORR with the aim of demonstrating that the ORR's "exceptional circumstances" test in respect of the proposed new level crossings has been met and in turn ORR's revised Statement of Case ("SoC").

Having reviewed this information we have identified a number of issues which we are unsure have been taken fully into account by ORR and have a number of questions regarding ORR's position more generally.

We would be very grateful if you would kindly provide a response to these issues to enable us to properly prepare our evidence for the public inquiry and ensure we accurately understand and reflect ORR's position.

For ease of review, we have used the same headings / titles as per the ORR SoC.

**CURRENT EVIDENCE BASE IN RESPECT OF COSTS (PARAGRAPHS 23-29)**

We have reviewed the detailed cost information and assumptions provided in RVR's documentation. Paragraph 25 of ORR's SoC advises that this information has been accepted by ORR. However, we are unsure whether ORR has undertaken any independent verification of these costings.

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**Q1 – Please would you kindly confirm whether ORR has undertaken its own verification of ORR’s cost information?**

On reviewing the Costs information provided by RVR (and their consultants) we have identified a number of discrepancies that we feel would require further information and / or discussion. We set these concerns out below and are unsure whether have been considered by ORR .

The ORR SoC highlights in paragraph 26 that the RVR costings reflect the degree of unpaid or low-cost volunteer labour from RVR’s own resources. The costs submitted by RVR to the ORR within Appendix D of the Arup Feasibility Report only allows for 10% contingency / optimism bias; which is not in line with the industry standard of 44% for optimism bias as outlined in the HM Treasury Green Book Supplementary Guidance from June 2004. Indeed, Arup use the 44% figure in their own analysis during the comparison of alternative options. This highlights the lack of comparability between the costs proposed by Arup in their report and those calculated separately by RVR.

Also contained with paragraph 26, is the acknowledgement that confirmation has not been sought from ORR as to the suitability and acceptability of the works being undertaken by RVR volunteers, in order to ensure that the works will be delivered to the required standards.

We have not seen any evidence to demonstrate the proposed strategy to rely on retired volunteers to undertake works (particularly to the level crossings) will be acceptable.

In particular as you will appreciate the A21 is a major trunk road on the Strategic Road Network. Any works undertaken on the A21 will need to be approved by Highways England including the identity of the contractors as part of an agreed operator program. If, as is likely, Highways England (or the local highway authority) insist on professional approved contractors to be appointed to undertake those part of the works to the public highway, it is likely that RVR have significantly underestimated the costs of these works.

**Q2 – Please would you confirm whether ORR has any concerns regarding the works being undertaken by volunteers or considered whether the reliance on volunteer workforce will be acceptable to HE and in turn whether it has given consideration to the likely increase in the overall costs of the project in the event that professional contractors are required to be appointed as part of its analysis, given ORR’s conclusion that the justification?**

Paragraph 29 of the SoC states that the ORR review excluded assumptions on the maintenance costs as part of the consideration of whether the costs of alternatives are grossly disproportionate. We believe that this has led to a lower total cost being attributed to the proposal as the lifespan of the scheme has not been considered. This also appears to conflict with the ORR’s own guidance RIG 2014-06, para 23, that states that the whole life costs should be considered, which in part is informed by maintenance costs.

**Q3 – Please could kindly you explain why ongoing maintenance/whole life costs have not been taken into account in ORR’s analysis?**

### **ORR OPINION ON PROPOSALS (PARAGRAPHS 30-32)**

Paragraph 32 of the SoC suggests that if the ORR were solely responsible for consideration of the application for the Level Crossing Orders, using their delegated functions, in relation to the Level Crossings Act 1983, then they would take both highways safety and convenience issues into consideration. This section of the Statement of Case advises that ORR considers that the Local Highway Authority and Highways England are better placed to make assessment and comment on the highways safety and convenience impacts of the proposed level crossings.

Considering the potential interaction between users and the proposed level crossings, including an important and busy main 'A' road on the Strategic Road Network (SRN), we would like further clarification on ORR's decision not to comment on these issues. You will also appreciate that Highways England has raised a very strong objection to the proposals on grounds of both Highways Safety and convenience on the SRN.

We note that ORR has commented that certain aspects of the heritage railway operation will increase the safety risk due to the lower crashworthiness of the rolling stock and different characteristics of heritage locomotives.

We note that paragraph 43 of the SoC outlines ORR's position that its comments are restricted to railway safety aspects of the proposed crossings and cannot offer a wider view on the road safety aspects of the proposal. It would appear that this is contrary to Paragraphs 37 and 42 where ORR state they would expect further discussion on the level crossing if it was approved at the Inquiry.

**Q4 – Please could you kindly clarify why ORR has not given any consideration to matters of highways safety and convenience and whether in preparing its Statement of Case it has taken into account the strong objection raised by Highways England?**

### **NORTHBRIDGE STREET (PARAGRAPH 33)**

ORR note that the introduction of new level crossing is therefore linked with increased safety risk but that in ORR's opinion there does not appear to be an alternative.

The proximity of the Northbridge Street crossing to the A21 proposed crossing will likely result in the need for some consideration or linking between the two to ensure safe and efficient operation. This does not appear to have been considered in the RVR material present, and we would query whether ORR has reviewed the potential combined impacts between the two crossings

**Q5 – please could you confirm whether ORR have considered the combined impacts of the Northbridge Street level crossing with the A21 crossing?**

### **A21 (PARAGRAPHS 34 TO 37)**

The SoC (paragraph 35) summarises that the arguments in the case of the A21 crossing is more finely balanced in terms of whether the costs of an alternative are grossly disproportionate. As the total costs provided by RVR are only for the building of the level crossing and not the lifespan of the scheme the gross disproportion between the costs of a level crossing and the cheapest form of grade separation would be different.



ORR acknowledge (paragraph 35) that *‘The form of crossing controls suggested by the railway is unusual and perhaps not the ideal solution. We also think there are wider road safety issues which fall outside of our remit and are more appropriate for Highways England to comment on.’*

Paragraph 37 states that *“if the inquiry leads to a recommendation of a crossing at this location then we would wish to explore further with the company what the most appropriate crossing control and operation arrangements would be”*. We would note that this assertion could affect the costs used in the gross disproportion assessment which could in turn comprise the highway safety which ORR state throughout their response should be commented on by the Local Authority and Highways England.

In our view the ‘most appropriate’ crossing control should be identified and assessed (both in costs and operation terms) for the consideration at the Public Inquiry.

**Q6 – Please could you clarify whether any discussions have been had with RVR regarding the “most appropriate” crossing control and whether ORR has given any consideration to the possibility that the “most appropriate” solution may result in an increase in costs (both of implementation and ongoing maintenance)?**

#### **FOOTPATH “SALEHURST AND ROBERTSBRIDGE 31” (PARAGRAPH 39)**

We note that within Paragraph 39, ORR express significant concern and reservations if there were proposals to create an at-grade foot crossing so close to the A21 and it is expected that provisions will be made in the TWA Order for the diversion of the footpath to avoid an at-grade crossing. Your SoC recognises that footpath crossings on other railway systems do not generally have a good safety record on average due to user behaviour and infrastructure issues.

**Q7 – please could you elaborate on ORR’s concerns regarding the proposals for an at grade footpath crossing and clarify whether you have had any discussions with RVR regarding the design, operation and maintenance of such a crossing?**

#### **BRIDLEWAY “SALEHURST AND ROBERTSBRIDGE 36B” (PARAGRAPH 40)**

We note that within paragraph 40, ORR states that *RVR has not demonstrated the case for an at-grade level crossing at the bridleway as it is likely that a bridge to take the bridleway over the line would be reasonably practicable in physical and cost terms. We note that there may be additional issues in relation to land take and visual impact that the Inquiry may wish to consider but which are outside of ORR’s consideration.*

**Q8 – please could you clarify ORR’s position and whether ORR consider that the bridge option should be the preferred design?**

#### **PRIVATE USER WORKED CROSSING (PARAGRAPH 41)**

In the SoC, paragraph 41 outlines that *RVR has not set out the case for the user worked crossings and that ORR [We] recommend that the railway and landowners be required to come to agreement on alternative methods of access that do not require at-grade crossings of the railway route.*

Paragraph 44 outlines the most pressing concern which is the number and types of private user crossings. We note that the SoC states that user compliance with the safety procedures at crossings can be extremely poor leading to collisions.

With regards to the private user crossings, paragraph 45 makes the following statement “*ORR would prefer in the first instance for there to be no such crossings*”.

We note in paragraph 47 that ORR mention is if the avoidance of some user worked crossings is not reasonably practicable by providing that ORR would encourage that the number of such crossings is minimised and that a commitment is obtained from the railway to provide some form of appropriate user warning system to the crossings.

**Q9 – please could you provide further information on ORR’s position should agreement on the alternative methods of access not be possible? Have ORR received information from RVR on reducing the crossing points, or applying appropriate warnings? Furthermore, should it be the case that RVR should cater for the alternative methods of access within their cost and safety analysis?**

#### **FORM OF LEVEL CROSSINGS (PARAGRAPH 42)**

ORR advise that regardless of the technology and operating methods being proposed by the railway in their documents, that if the crossings are authorised through a TWA Order then ORR would expect that the railway would install the highest level of protection at crossings that was reasonably practicable. ORR would expect to have further discussion on the type and detail of any crossings as part of the project development and the drawing up of appropriate Orders under the Level Crossings Act 1983.

**Q10 – please could you kindly clarify whether ORR consider that the provisions set out by RVR do not include the highest level of protection and therefore amendments should be made?**

#### **ADDITIONAL HIGHWAYS SAFETY MATTERS**

We would note that the Traffic Impact Study addendum, completed by Mott MacDonald, included as part of the package of documents submitted by RVR to ORR failed to supply an updated Personal Injury Accident analysis on the A21 and a Walking, Cycling and Horse-Riding Assessment in accordance with HD 42/17 which is a requirement of the DMRB.

**Q11 – please could you kindly clarify whether ORR has given any consideration to the need for and potential conclusions of such assessments?**

The ORR SoC acknowledges that;

*29. Since heritage train speeds are lower the risks associated with level crossings on heritage railways are different - but they are still significant and therefore our strategy is also applicable to this sector of the industry. Indeed, heritage railways need to manage crossings to the same legal*

*standard as their mainline counterparts, as the risk faced by individual users of crossings is akin to that run by users on the main line network.*

We would also highlight an element of the Rother Valley submission document Annex A: Road Crossings Narrative Risk Assessment, where it discussed degraded operation (contained in the RVR Rother Valley Railway (Bodiam to Robertsbridge Junction) Order Northbridge Street Crossing) ;

*If the signaller cannot initiate and complete the closing sequence on the control panel the indication to the driver shall not change, i.e. the indication to the driver shall be that they must stop the train on the approach to the crossing. The driver shall contact the signaller to reach an understanding of what the issue is that has prevented the signal clearing. The signaller can attempt to re-start the closing sequence from the signal box panel or at ground level at the level crossing local control. Should either of these fail the barriers can be manually lowered by the signaller, however, assistance from the train crew may be necessary to halt road traffic safely.*

The operations procedure to address degraded operation of the level crossing places an expectation that train crew may be involved in traffic management activities to halt traffic safely placing train crew in a potential position of danger interacting with vehicles on the public highway. The prescribed procedure makes no reference to the methods to be employed by the train crew to halt traffic, nor give a prediction of the duration require to halt traffic and allow the passage of the approaching train, and disregards the adverse impact on highway performance, queue length and delay to users of the highway.

**Q12 – Please could you kindly clarify whether ORR has any views on the acceptability of this proposed operational procedure?**

### **ORR'S OVERALL POSITION**

We have reviewed again ORR's original representations to the TWAO application in its letter of 29 May 2018. That letter stated:

*“Regardless of whether the railway is mainline or heritage in nature it is the case that an at-grade crossing will always present a higher level of risk than a grade separated crossing or not having a crossing at all. In the majority of cases the specific arrangements at a particular crossing can be designed to reduce risks though [sic] engineering and operation controls but it remains the case that inevitably there will be a residual risk that would not otherwise exist if it were not an at-grade crossing”*

The letter concluded that:

*“We therefore invite the Department to consider carefully whether the inevitable risks inherent in the level crossings aspect of this Order are outweighed by the wider public interest in the extension of this railway, and whether the applicant has provided sufficient evidence that it is not reasonably practicable for grade separated crossings to be constructed.”*

**Q13 – This conclusion makes two overarching points. First, that it is for the Secretary of State to balance any public interest in the proposals with the “inevitable” and “inherent”**



risks, and secondly, in effect, to consider whether ORR's exceptional circumstances test has been met.

We appreciate that based on its new SoC, ORR considers that the exceptional circumstances test has been met (albeit not for the proposed bridleway crossing) –we would like to discuss ORR's assessment in light of the points raised above.

However, it will be helpful to understand if ORR's position remains as set out in the first half of the concluding paragraph of its letter of 28 May 2018. In particular whether it remains ORR's position that there is a residual risk that would not exist if there were no at-grade level crossings and that it is for the Secretary of State to carefully consider whether that risk is outweighed by any public benefits of the proposals?

We are very grateful for your assistance and if helpful or easier would be very happy to meet to discuss these points.

We look forward to hearing from you.

Yours sincerely

**Richard G Hutchings** *BSc (Hons) CEng MICE FCIHT*  
*Director*



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**Eur Ing Ian Raxton**  
HM Principal Inspector of Railways

Email: [ian.raxton@orr.gov.uk](mailto:ian.raxton@orr.gov.uk)



25 March 2020

WSP  
Mountbatten House  
Basing View, Basingstoke,  
RG21 4HJ

By email to Alex Smith [Alex.Smith@wsp.com](mailto:Alex.Smith@wsp.com)

For the attention of Richard Hutchings

Dear Richard,

Thank you for the letter sent on 17<sup>th</sup> March 2020, sorry it has taken a few days to get back to you but I hope you will appreciate that there has been some disruption to working patterns over the last week.

The questions you posed in the letter all seemed fairly clear to us and I hope that the responses below are clear in return.

**Q1 – Please would you kindly confirm whether ORR has undertaken its own verification of ORR's cost information?**

ORR has not undertaken any verification of the cost information generated by Arup and submitted by RVR.

In terms of the use of 44% or 10% as contingency and bias, it may not be unreasonable to assume a figure lower than 44% when the cost of much of the labour for the scheme could come either as voluntary or as a contribution in kind from a commercial firm.

Similarly the cost of the physical equipment at the crossing is likely to be relatively fixed over the timescale in question and would not necessarily warrant a 44% contingency.

ORR has been clear in our Statement of Case that we have taken the figures on face value. To undertake a comparable costing exercise would require us to effectively repeat the work already done by the consultancy firm which does not appear to represent a useful application of our resources.



**Q2 – Please would you confirm whether ORR has any concerns regarding the works being undertaken by volunteers or considered whether the reliance on volunteer workforce will be acceptable to HE and in turn whether it has given consideration to the likely increase in the overall costs of the project in the event that professional contractors are required to be appointed as part of its analysis, given ORR's conclusion that the justification?**

ORR expects that all staff, whether employed, contracted or volunteer, should be fit and competent to undertake the tasks they are engaged in. This will include any design, construction and commissioning works.

The construction and maintenance of level crossings is a particular skill set, but that is not to say it cannot be found within volunteers, who may come from day jobs in the mainline railway industry or in highways sector.

The provision of the crossing surface itself is quite likely to require the use of a commercial firm, but such an installation is a well understood process and there several methods of construction that could be used and we believe that the RVR cost estimate included for this.

ORR cannot offer a view of what level of competence Highways England is likely to seek in relation to works to the A21. Highways England has made no representations to ORR on the costs estimated.

Across the wider railway it is normal for heritage railways to construct their extensions using volunteer labour for earthworks, drainage and track construction. Again ORR would expect a suitable level of competence and supervision. Based on experience at other railways we would not expect this to be an issue.

**Q3 – Please could kindly you explain why ongoing maintenance/whole life costs have not been taken into account in ORR's analysis?**

In this case we took a deliberate decision to exclude maintenance costs, but this was specifically in terms of the calculation of the gross disproportion factors.

We did this to firstly emphasise that ORR was not conducting a far reaching quantified risk analysis on behalf of RVR. Progressively refining the cost elements and including more and more factors in the calculation suggests a degree of accuracy that generally is not relevant when all the calculation is providing is an indication of the degree of disproportion that then is taken on into a wider consideration of issues.

The second reason that they were excluded was that in proportion to the initial capital costs of the works the maintenance costs would have be a fractional increase into a future lifespan cost. It is also not clear that the difference in annual inspection and maintenance costs between bridge and those of a crossing would have been significantly different. A level crossing would likely be inspected and maintained by RVR volunteer staff, with repainting of lines and sign replacement occurring relatively infrequently. A structure such as an overbridge for the railway would still require inspection on a regular basis, but being over

the A21 might require traffic management to be put in place by a Highways England contractor at some cost, and consequent maintenance such as painting would be dependent on structure type and might also need traffic management in place. The differential between the maintenance costs of a bridge or crossing are debatable, but in comparison to the high initial capital costs of the infrastructure are not likely to be so significant as to need considering in the gross disproportion calculation, which in itself is only an indicator and not an absolute matter.

**Q4 – Please could you kindly clarify why ORR has not given any consideration to matters of highways safety and convenience and whether in preparing its Statement of Case it has taken into account the strong objection raised by Highways England?**

The distinction that the Statement of Case makes between ORR preparing a submission to a TWA Inquiry and ORR's actions when dealing with Level Crossing Orders rests on the powers being applied.

When ORR assesses Level Crossing Order applications we do so on the delegated powers of the Secretary of State. As part of that process we do consider highway safety and convenience matters, but it is not ORR that develops that consideration – we seek the opinion of the relevant highway or roads authority as part of that process. ORR then adds to that the views of other consultees and takes the overarching view on behalf of the Secretary of State.

In this case ORR is not acting in such a role, we are delivering a view on the basis of our direct powers related to railway safety. It is the Inquiry Inspector who acts for the Secretary of State and seeks the views of the relevant parties including Highways England and the Highway Authority to take the overarching view.

Highways England has made no submission or representation to ORR on the most recent RVR documentation and such a submission should be made to the Inquiry Inspector. The Highways England Statement of Case on the Inquiry website has not been sent to ORR directly, and is dated 20 September 2018 which suggests to us that it not based on the most up to date material provided by RVR in the latter part of 2019.

You ask whether ORR's comments being restricted to railway safety matters is somehow contrary to our statement that if a crossing was approved at Inquiry then we would expect further discussions on it. We do not believe so; if the Inquiry considers on balance that a crossing is justified then the current design will inevitably need to be developed in detail, specific equipment suppliers contracted with, and the exact placing of signs, lines, equipment and road surface treatments etc. agreed with relevant authorities. These in turn will then dictate the terms of the Level Crossing Order that will need to be drawn up. As noted above when we conduct that process on behalf of the Secretary of State we will seek the views of the relevant parties, including highway safety and convenience views of Highways England, as part of the Order process. We would regard it as normal process that the principle of a crossing is debated in the TWA and then the detail is debated as part of a Level Crossing Order application.



**Q5 – please could you confirm whether ORR have considered the combined impacts of the Northbridge Street level crossing with the A21 crossing?**

ORR has considered each crossing in isolation.

In railway operational terms there does not appear to be any intrinsic reason why the two crossings should not operate safely given the distance between them and the likely train speeds.

ORR is not competent to conduct an analysis of the interdependencies between sites in the highway network; we would expect any such issues to be raised by the relevant highway authority to the Inquiry.

**Q6 – Please could you clarify whether any discussions have been had with RVR regarding the “most appropriate” crossing control and whether ORR has given any consideration to the possibility that the “most appropriate” solution may result in an increase in costs (both of implementation and ongoing maintenance)?**

The description that RVR have provided of the level crossing controls appears to be overly complex and perhaps suggests that the idea that adding more controls increase the acceptability of the arrangements. ORR believes that the arrangements may in fact be more complex than necessary and that the use of a standard mainline style obstacle detector managed crossing may be more appropriate, and in fact this may be cheaper rather than more expensive.

It is also likely to be several years until the crossing is constructed. In that period new technologies may well come to market and be more appropriate to the location. ORR would not want the form of crossing to be tied down in detail as this removes the flexibility to use more appropriate solutions if they arise.

ORR does not consider that this is in any way unusual, we would always seek the most appropriate form of crossing arrangements at the time a railway is constructed.

ORR's reluctance to see the form of crossing defined in detail as part of the TWA Order comes from experience of other railways authorised under various forms of statutory powers. There was a period when it was normal for the exact form of level crossings on railways to be written out in the Private Acts and Light Railway Orders that preceded the TWA process. These statutory instruments continue to cause administrative and regulatory problems to this day because of their inflexibility and the burden of changing them when crossings need to be upgraded or modified to accommodate changes and new and improved technologies. Hence ORR would prefer that the form of crossing is left to be developed as the most appropriate at the time.



**Q7 – please could you elaborate on ORR’s concerns regarding the proposals for an at grade footpath crossing and clarify whether you have had any discussions with RVR regarding the design, operation and maintenance of such a crossing?**

RVR have stated that the footpath will be diverted beneath the railway so this does not appear to be an issue.

However if some complication were to arise and diversion below the railway turned out not to be acceptable and a proposal to cross on the level was returned ORR would have concerns. Principally these are because the footpath is so close to the A21 that train crew would have a significantly increased workload with the need to observe the two crossings in close succession; higher workloads lead to an increased potential for error. In such circumstances we would expect RVR to be able to present a robust case that an overbridge or alternative underpass was not reasonably practicable.

While the risk is tolerable, when there is an easy diversion available and is reasonably practicable then the grade separation is the route to be followed.

**Q8 – please could you clarify ORR’s position and whether ORR consider that the bridge option should be the preferred design?**

If this bridleway were at another part of the country where the land ownership, ground conditions and visual impacts were not so problematic there might not be the same discussion to be had. In cost terms the construction of a bridge over the railway at the lower of the costs suggested by RVR would seem to make it reasonably cost effective to construct. So, based on the evidence presented by RVR we have concluded that it appears reasonably practicable to provide a grade-separated crossing.

We acknowledge however that at this specific site there may be issues with obtaining enough land to construct such an overbridge, that the ground conditions may require substantial foundation structures and also that the AONB may raise issues, so that there may in fact be other issues of cost and practicability at this specific location.

These factors may mean that a bridge is not acceptable in a wider view, or that considerable additional cost is required for land and to create an aesthetically suitable, stable, structure. This in turn could substantially increase the cost estimated by RVR meaning that a bridge may then not be the reasonably practicable option.

Whilst an at-grade bridleway crossing is not desirable it is conceivable that such a crossing could be constructed in a way that it has a tolerable level of safety. Technologies are now available using solar/wind power to support automated warnings at remote sites which could be used, and the location is on a relatively straight section of line which reduces issues around sightlines between users and approaching trains.

**Q9 – please could you provide further information on ORR’s position should agreement on the alternative methods of access not be possible? Have ORR received information from RVR on reducing the crossing points, or applying appropriate warnings? Furthermore, should it be the case that RVR should cater for the alternative methods of access within their cost and safety analysis?**

ORR has little information from RVR on these potential user worked crossing locations or the potential for their consolidation.

RVR have stated that they would expect to fit a form of warning system to the crossings for users, though we would prefer not to tie the railway to a specific product or system at this point. For similar reasons to those noted previously in relation to road crossings we would expect to discuss each location on an individual basis to assess what is the most appropriate solution for the characteristics of the location and usage and the technology on the market at the time.

It should be noted that private user worked crossings giving access between parcels of land would not normally be within the scope of the Level Crossing Order process unless there was some type of public right of way involved, we do not believe that this is the case in this proposal.

It must be emphasised that ORR would prefer the avoidance of user-worked accommodation crossings; and if this is not possible, for the number to be kept to an absolute minimum and that there is still a requirement to demonstrate that alternatives are not reasonably practicable. That said there are many such crossings on heritage railways and the mainline network and these can be constructed and used in a tolerably safe manner. The majority of such crossings have little or no advice for users beyond signage warning them to look both ways before crossing; it is features such as this that lead to the incidents and accidents that do occur.

In the case of the proposed RVR route the alignment of the route is relatively straight making sighting of approaching trains relatively easy for users, and train speeds would be limited to at most 40 kph (25 mph). Similarly the train crew would benefit from the alignment in having good time to see an obstructed crossing and reduce speed on approach.

There is no reason why such a crossing could not have a tolerable level of risk, but it is the variability in user behaviour that then introduces uncertainty. The use of technology to support decision making by crossing users would help to reduce that uncertainty and hence keep risk to a tolerable level. As noted above we would still expect each location to be justified on a site by site basis to demonstrate that an alternative access was not reasonably practicable.

**Q10 – please could you kindly clarify whether ORR consider that the provisions set out by RVR do not include the highest level of protection and therefore amendments should be made?**

As noted previously we think that the proposals may in fact be overly complex and a technically simpler solution would be more effective. We would also want the case to remain flexible to accommodate the most suitable technology that is available at the time.

**Q11 – please could you kindly clarify whether ORR has given any consideration to the need for and potential conclusions of such assessments?**

ORR has restricted analysis to railway safety impacts. The assessments that you refer to all related to highway safety issues, we would expect these to be addressed by Highways England and any relevant findings to be made available to the Inquiry Inspector.

Highways England have not raised any concerns with ORR regarding these assessments.

**Q12 – Please could you kindly clarify whether ORR has any views on the acceptability of this proposed operational procedure?**

The text suggesting that “assistance from the train crew may be necessary to halt road traffic” is not ideal at this location. The conventional technique for crossings such as the type proposed would in reality be to manually trigger the operation of the wig-wag signage which is the signal to road traffic to come to a halt. This avoids the need for staff to go into the road to halt traffic. So staff walking into the road is not a practice that we expect would actually need to be used at the A21. We would however expect the RVR to consider this eventuality as part of their safety management system, and develop suitable arrangements should the crossing completely fail.

**Q13 – This conclusion makes two overarching points. First, that it is for the Secretary of State to balance any public interest in the proposals with the “inevitable” and “inherent” risks, and secondly, in effect, to consider whether ORR’s exceptional circumstances test has been met.**

**We appreciate that based on its new SoC, ORR considers that the exceptional circumstances test has been met (albeit not for the proposed bridleway crossing) – we would like to discuss ORR’s assessment in light of the points raised above.**

**However, it will be helpful to understand if ORR’s position remains as set out in the first half of the concluding paragraph of its letter of 28 May 2018. In particular whether it remains ORR’s position that there is a residual risk that would not exist if there were no at-grade level crossings and that it is for the Secretary of State to carefully consider whether that risk is outweighed by any public benefits of the proposals?**

The creation of anything new inevitably creates a risk, the question is always whether that risk is balanced by the benefit the development brings and whether that residual risk is tolerable. ORR's position remains that an at-grade crossing will always present a higher level of risk than a grade separated crossing or not having a crossing at all.

Crossings can be tolerably safe, but there is inevitably still a risk that would not exist if the crossing were not present. This does not mean that a crossing is unacceptable, just that a decision has to be made whether that residual risk is tolerable and acceptable when set against the benefits that arise from the railway being in place.

Yours sincerely

A handwritten signature in blue ink, which appears to read 'I. Raxton', is positioned below the 'Yours sincerely' text.

**Eur Ing Ian Raxton**  
HM Principal Inspector of Railways

cc. Ian Skinner, ORR

# Appendix C

GROWTH RATES AND FUTURE YEAR  
FLOWS



## APPENDIX C – GROWTH FACTORS AND FORECAST FLOWS

1.1.1. Table C-1 present the growth rates applied in the analysis.

**Table C-1 – Traffic Growth Factors 2018-2019 to 2027 A21 Robertsbridge Bypass**

Year	Region	Road Type	Average Weekday	Average Saturday	Average Sunday	May Bank Holiday
2018-2027	East Sussex	Rural Trunk	1.153	1.154	1.154	1.154
2019-2027			Not used	Not used	1.133	1.133

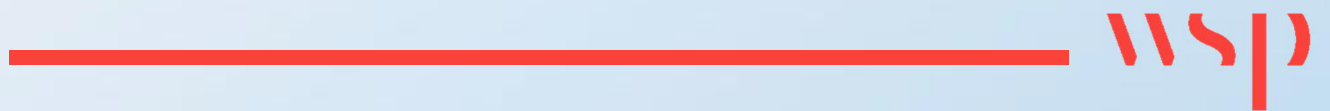
1.1.2. Table C-2 presents the forecast flows for the A21 applying the above growth rates to the baseline data.

**Table C-2 – A21 2027 Average Traffic Flows**

Year	Direction of Travel	Weekday (17:00-18:00 PM Peak)	Weekday (12:00-17:00 Off Peak)	Bank Holiday (11:00 - 12:00 – using data from 28/05/18)	Bank Holiday (10:00 - 11:00 - using data from 19/04/19)	Bank Holiday (10:00 - 11:00 - using data from 22/04/19)
2027	Northbound	599	560	944	827	1109
	Southbound	919	692	864	879	752

# Appendix D

WSP LETTERS TO HIGHWAYS  
ENGLAND





Paul Harwood,  
Regional Lead Spatial Planning  
Highways England,  
Bridge House,  
1 Walnut Tree Close,  
Guildford,  
Surrey,  
GU1 4LZ

19 April 2021

BY EMAIL

Dear Paul,

**Rother Valley Railway - TWAO. Review of information submitted and further points of discussion for Highways England**

As you are aware WSP are instructed by Mr and Mrs Hoad of Parsonage Farm and the Executors and Trustees of the Noel de Quincey Estate to prepare and present evidence at the forthcoming TWA Order Public Inquiry in respect of the Rother Valley Railway (RVR) proposals.

We have spoken previously with you regarding the progress made by RVR in relation to the level crossings design primarily on the A21, where we understand that further engagement with yourselves at Highways England as key stakeholders is still ongoing.

We have reviewed the package of information submitted by RVR to on the 08 March 2021, which was compiled in relation to the Inspector's letter 08 June 2020, requesting further information to be submitted to update the Environmental Statement. Whilst some drawings have been provided, no context or the discussions between RVR and Highways England is presented.

We wished to draw this to your attention and highlight that the significant highway safety concerns raised by our Clients and Highways England previously within your 2018 Statement of Case, do not appear to have been addressed, or any evidence provided to suggest that designs or mitigation proposed are now considered acceptable to the satisfaction of the relevant highway authority.

Whilst we are aware that Highways England and RVR are still discussing matters, this is not set out in the 08 March 2021 submission. It cannot therefore be taken at face value that an acceptable position to the satisfaction of Highways England will be reached.

Given that the Inquiry is scheduled for July 2021, we wanted to discuss with you whether the ongoing review and processes relating to the Strategic Road Network currently being undertaken can be concluded to the satisfaction of Highways England before the Inquiry is finalised.





As it stands, we understand the following details remain outstanding and / or are being reviewed by you and your colleagues;

- Stage 1 Road Safety Audit brief;
- Stage 1 Road Safety Audit (of the A21 and the other proposed Crossings on Northbridge St or the B2244);
- Stage 1 Road Safety Audit Designers Response;
- Application for Departure from Design standards relating to the level crossing;
- Approvals of the Departure from Design standards relating to the level crossing; and
- Application for any Approvals in Principle required by HE (Transport related) – *it is noted that there are AIP's for Culverts, but not for the transport elements.*

In our view, the need to conclude these matters to the satisfaction, or otherwise, of Highways England is a key factor relating to the Inquiry as well as the future implications to the travelling public.

We would be very grateful if you would kindly provide a response to these issues to enable us to properly prepare our evidence for the Inquiry and ensure we accurately understand and reflect Highways England's position.

Having reviewed the recently submitted information we have identified a number of further issues and areas of concern which we would like to raise to Highways England. A summary of these points, which are in addition to the items raised previously in our Statement of Case are set out in Annex A of this letter for your review.

It is likely that full consideration and due process is already underway and we hope that this letter is of use to draw your attention towards elements which may need further review by you and your colleagues within the Highways England Safety, Engineering and Standards teams. We would be very happy to meet to discuss these points.

We look forward to hearing from you.

Yours sincerely

**Ian Fielding**  
**Technical Director**



## ANNEX A

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### Areas highlighted for review (from the 08 March 2021 RVR submission)

It is acknowledged that the Transport elements outlined in the Inspector's letter were concise and focused on providing updates to the Environmental Statement based on information submitted to ORR.

Upon review of the RVR submitted material (08 March 2021) the following list presents a short summary to which we would draw your attention;

- As you are aware, it is a requirement of DMRB that a Walking, Cycling and Horse Riding Assessment should be carried out in accordance with GG142 which supersedes document HD 42/17. The Applicant has not provided an updated one.
  - RVR did complete a non-motorised user audit in 2013, however the WCHAR is more involved than that and should reflect the latest DMRB guidance – including up to date surveys where possible.
  - When the design of the A21 works is complete the Applicant should carry out a Stage 1/2 RSA. In compliance with DMRB, the Audit Brief and Audit Team must be approved by Highways England's Project Sponsor and Highways England's Project Sponsor must direct the conduct of the RSA.
  - Note: There is no information on whether the Applicant is planning to re audit the other crossing points (DMRB guidance says Stage 1 and stage 2 RSAs shall be repeated if the previous RSA for the relevant stage is more than 5 years old.).
- RVR had submitted a Stage 1 RSA (undertaken in Jan 2014) – as RVR document 44. However, considering this is more than five years old, it would be expected to be updated in order to meet the requirements of the DMRB.
- With regards to the ES Transport Chapter and Associated analysis;
  - The report does not cover and consider other transport related items, and whether these have changed e.g. Severance, Driver delay, Pedestrian delay, Pedestrian and cyclist amenity, Fear and intimidation; Accidents and Safety
  - It is noted that the ES Transport chapter provides a numerical comparison of accident numbers, but this does not provide a breakdown of causation or detailed review.
  - There is no review of queueing, existing at any location, or proposed impacts with the level crossings in place;
  - No review of non-motorised users has been undertaken, and no reference to LTN1/20 has been included;
  - The report does not consider operation of the level crossings;

- There is no reference to barrier times, or roles and responsibilities of the crossing attendant, degraded operation, emergency braking performance, train speeds etc;
- The narrative risk assessments do not factor in train protection and warning systems, or human error factors;
- There is no review of traffic speeds at any of the proposed locations;
- The previous assessment considers only a forecast horizon of 2027 which is coincident with the Local Plan period but for SRN schemes, it is usually a minimum requirement to look at least 10 years after opening. The addendum report therefore is deficient as it does not have updated forecasting to 10 years after the revised opening year;
- No reference to Emerging ORR Policy on Level Crossings;
- No reference to Highways England plans for safety upgrades along the A21;
- No review, reference or update to costs;
- The Major Accidents and Disasters risk table acknowledges flooding is likely due to location in Flood Zone 3 and this could lead to a derailment. However, within the same table, Rail crash/derailment is noted as extremely unlikely. The commentary regarding the presence of rail lines is misleading as it refers to there being no existing railways nearby, despite the scheme itself being an expansion of an existing railway system and there is an intention to connect to a mainline railway at Robertsbridge. The human error component appears to be underestimated in the MAD table.
- No context or information has been provided with regards to the drawings presented. As such, there are a number of technical queries not addressed or information provided:
  - Robertsbridge Bypass General Arrangement 23905-ARP-XX-XX-DR-CH-0001
    - (1) It is not clear why a 1.5m wide footway is proposed each side of the level crossing
  - Robertsbridge Bypass Road Markings 23905-ARP-XX-XX-DR-CH-0002
    - (1) The stop line appears to be very close to the barrier/signal head.
  - Robertsbridge Bypass Traffic Signs 23905-ARP-XX-XX-DR-CH-0003
    - (1) The narrative risk assessments for the three public highway level crossings note that signage clutter on approach to a level crossing can cause distraction to drivers. However, the scheme proposes additional new signage on approach in order to mitigate other risks.
  - Robertsbridge Bypass Construction Details 23905-ARP-XX-XX-DR-CH-0004

- (1) It is noted that the difference between existing and proposed level crossfalls is clarified in this document as follows:

‘Since the longitudinal gradient of the level crossing (1 in 150) is different to the super-elevated cross fall of the road (1 in 25), the highway vertical alignment will need to be adjusted. The east channel or high side will be retained at the same level, whereas the west channel will be raised 0.314m. This will require transitions within the highway surface in accordance with CD 109 (formerly TD 9/93). A minimum drainage gradient of 0.5% (1 in 200) will be maintained in any direction in accordance with CD 109 clause 5.2.’

These works would require a lengthy transition within the A21 main carriageway and would affect the whole width of the road. It is unlikely that these works can be entirely completed in one weekend as set out below.

- (2) Regarding traffic management the assessment states:

‘It is envisaged that there will be full road closure for one weekend to allow for installation of pre-cast concrete level crossing modules and regrading of the road surface to suit the track gradient where it crosses the highway. Traffic would be diverted through Robertsbridge via The Clappers and Northbridge Street for the duration of the closure.’

Northbridge Street is not designed to cope with 16,000 vehicles per day as a residential route, albeit this is for a short duration.

- Robertsbridge Bypass Proposed Road Surface Geometry 0.950.G 201
- (1) Rail Longitudinal gradient previously stated to be 1:1000, not 1:150. Creates flat-spot (lateral and longitudinal) across highway on existing super-elevated section of carriageway.
- (2) Carriageway regrading transitions reliant upon extension of 40mph speed restriction to achieve compliant transition length. No analysis of predicted speed of approaching traffic speed (from south) for vehicles decelerating from 60mph to 40mph.
- (3) RVR constructability assessment states work to install level crossing infrastructure and regrading of A21 can be complete within a single weekend.
- (4) RVR cost estimate assumes use of volunteer labour to construct level crossing in order to minimise costs without acknowledgement of the works to reprofile the A21.

- (5) Traffic management assumes A21 traffic to be diverted through Robertsbridge. Proposed timeframe for road closure likely to underestimate time required to construction level crossing and reprofile A21.
- (6) Costs associated A21 highway works and traffic management absent from cost estimate.:
  - There are no drawings or updates to the other level crossings or user worked crossings.
- There is no update or review of traffic re-routing through Robertsbridge either during construction or operation;
  - It is considered that the construction methodology would need to be reviewed to cater for the changes in design, this would place pressure on Northbridge Street;
  - No updated review or re-routing during operation / barrier closures and the associated impacts.
- No review of parking issues / constraints within Robertsbridge;
- There is no acknowledgement on the requirement for a Highways England approved contractor to be employed in order to deliver the highway works to the A29, rather than use of a volunteer labour force, as is suggested by RVR.
- The Air Quality chapter suggests that I Transport are the transport consultants and that the latest information (unclear what this refers to) confirms that the scheme does not trigger associated thresholds. This cannot be substantiated.



Paul Harwood,  
Regional Lead Spatial Planning  
Highways England,  
Bridge House,  
1 Walnut Tree Close,  
Guildford,  
Surrey,  
GU1 4LZ

21 May 2021

BY EMAIL

Dear Paul,

**Rother Valley Railway - TWA0. Review of information submitted and further points of discussion for Highways England**

I write further to my letter of 19 April and the Pre-Inquiry Meeting earlier this week.

I understand from your previous conversation with Alex Smith that you are in the process of drafting a response to our letter.

I also understand that you were in attendance at the pre-inquiry meeting, where Highways England's Counsel set out your position.

In summary our understanding is that:

- i. RVR has recently now submitted a Departures Application to Highways England;
- ii. If the Departures Application is approved, Highways England intends to withdraw its objection to Transport and Works Act application.

We understand that in the event that the Departures are approved, it will still be necessary for the Stage 1 Road Safety Audit to be undertaken in order to satisfy GG119 Road Safety Audit of the Design Manual for Roads and Bridges. This process is set out within the third "Informative" of the Planning Permission (RR/2014/1608/P), where it states "*The audit brief shall reference any Departures from Standard which must be agreed with the Highways England BEFORE the Safety Audit is carried out*".

We have also since been provided with a copy of the draft Statement of Common Ground between RVR and Highways England. We understand this has been drafted by I-Transport on behalf of RVR and that Highways England has yet to comment on the draft provided.

However, having reviewed the draft Statement of Common Ground, we are struggling to reconcile some of the suggested points of agreement with Highways England's earlier publicly stated position in respect of the Transport and Works Act application.

We have reviewed again your original objection and Statement of Case (as well as the notes of the first Pre-Inquiry Meeting in February 2020, when your barrister indicated that whilst you would continue to work with RVR it was unlikely that the in principle objections would be overcome).

The Statement of Case at paragraphs (4 a and b, and 12 and 13) sets out unequivocal objections on the basis that the proposed installation of the level crossing will give rise to an unacceptable detrimental impacts to safety on the A21 and the free movement of users.

The Statement of Case goes on to set out further concerns regarding the inadequate supply of information and relating to detailed design matters, but the earlier in principle objection regarding safety and free movement are not expressed as being dependent on these matters – i.e. there is no indication in the Statement of Case that the issues are linked.

You will appreciate that the deadline for the submission of proofs of evidence is a little over two weeks away.

Against that background we would request the opportunity for a virtual meeting next week so that we can try to understand Highways England's position in more detail and in particular to understand why the two in principle objections regarding safety and free movement have seemingly now been overcome (or are capable of being overcome through the Departures Application).

We have the following availability for a video conference

- Tuesday 25 May 1330 – 1430;
- Wednesday – available all day;
- Thursday – available all day; and
- Friday – up to 1200 noon.

We would note in passing that we have still not been provided with any of the information underpinning the departures application or that has otherwise been shared between RVR and Highways England (for example relating to the 72 second crossing timing).



We would repeat the request made by our clients' solicitor at the pre-inquiry meeting for this information to be shared at the earliest opportunity even if in draft form.

We look forward to hearing from you.

Yours sincerely

**Ian Fielding**  
*Technical Director*





# Appendix E

HIGHWAYS ENGLAND RESPONSE TO  
DEPARTURES SUBMISSION



Title: <b>SRD Departure Note</b>	Departure ID/Revision: <b>102131/0</b>
Document Ref: <b>SRD_102131_0</b>	Scheme name: <b>A21 Rother Valley Railway</b>
Date: <b>26th May 2021</b>	Standard: <b>GG 101</b>
Author: <span style="background-color: black; color: black;">[REDACTED]</span>	Clause: <b>2.7</b>

## Observations

This application is the first formal submission for this departure which is for an 'aspect not covered', however, the departure has been submitted against GG 101 clause 2.7, which states '*Where an aspect of the works is not covered by existing requirements, a departure application for an aspect not covered by requirements shall be submitted*'. To clarify, by submitting the departure the designer is complying with GG 101 clause 2.7 and does not need to submit against a particular standard or clause.

The design proposal is for the installation and operation of a railway level crossing across the Strategic Road Network (SRN), specifically on the A21 at Robertsbridge. For design guidance, the designer has used the Office of Road and Rail (ORR) document 'Level Crossings: A guide for managers, designers and operators (2011)'. The Design Manual for Roads and Bridges(DMRB) does not provide requirements or advice relating to the design of level crossings as they are not a common feature on the all-purpose trunk road network. The submission indicates that the proposed crossing will enable the connection of Rother Valley Railway (RVR) with the existing Kent and East Sussex Railway (KESR) and provide economic benefits to the area as a result of linking Robertsbridge to Bodiam, which will provide a full link from Robertsbridge to Tenterden. The development seeks to provide three railway level crossings in total, with the other two crossings located on the local road network. The proposed crossing on Northbridge Street will be located approximately 300m west of the proposed A21 crossing and operation of one crossing may directly affect the other, particularly with regard to length of closure times and impact on the wider road network, which has not been considered within the departure submission.

The submission provides information regarding policy support through various organisations and local strategic goals and concludes that at both local and national level there is support for the RVR scheme. The proposal to extend and connect KESR to RVR at Robertsbridge, including the A21 level crossing proposal, has received planning consent from Rother Valley Council.

The submission states '*Planning policy support for the RVR scheme can be found at national level*', which the designer has concluded due to the interpretation of clause 83 of the National Planning Policy Framework (NPPF).

The designer states that the ORR are satisfied that the test of exceptional circumstances has been met, a tolerably safe level crossing could be created.

However, The attached ORR Statement of Case document (ORR SoC) states 'The ORR are satisfied that in railway terms their test of exceptional circumstances (as defined in our policy) has been met and that an alternative to a level crossing is not reasonably practicable on the basis of railway safety issues', therefore the ORR conclusion refers to railway safety only and does not consider the highway. The ORR SoC also concludes that there is a degree of gross disproportionality between the cost of a level crossing and the cheapest form of grade separated crossing. However, RVR proposes to use volunteer workers during construction of the level crossing to reduce costs to the £1.5m on which ORR have based their disproportionality conclusion. HE has approved partners in place who provide construction and maintenance services on the SRN and any works on the SRN to be undertaken by others would require approval from HE. Works undertaken by HE construction partners would increase the RVR cost comparison.

The submission concludes that, as there is no design requirement in the DMRB, the relevant design guidance is contained within the attached ORR document 'Level Crossings: A guide for managers, designers and operators (2011)'. The ORR attachment to the submission, RIG-2014-06 New Level Crossings para 2, states that new level crossings introduce particular risks to the railway. The ORR SoC, para. 35 & 36 states that highway safety issues fall outside of their remit.

The designer states within the submission that changes to the A21 approaches have been completed to the preliminary design stage and accepted by HE, however, no Stage 1 Road Safety audit has been included with the departure documents and there is no evidence that HE has agreed with the design proposals. The submission drawings indicate the replacement of the existing Advanced Directional Sign (ADS), located south of the roundabout, however it is unclear if there is sufficient visibility of the sign face as a result of the positioning of the crossing signals.

The proposed level crossing is within the existing 40mph speed restriction. The 40mph speed restriction extends north from a point approximately 41m south of the proposal for approximately 900m. Beyond these points the highway is subject to national speed limit. It is proposed to extend the 40mph restriction approximately 52m to the south of its current location. Department for Transport Circular 01/2013 states 'Speed limits should not be used to attempt to solve the problem of isolated hazards'. However, the designer has not provided any reasoning behind the extension of the reduced speed limit, or evidence that Highways England agree with this proposal. Relocating the start of the speed restriction to the south will reduce the length of the overtaking provision on this section of the A21.

The designer states that all carriageway alterations will take place within the proposed 40mph zone. The design proposes to improve the vertical geometry of the proposal by designing the vertical elements to 85A (equivalent to a 50mph speed limit) design speed. There is a risk that designing to a higher design speed may encourage speeds in excess of the posted limit.

Automated traffic counts (ATC) were undertaken approximately 15m north of the proposed level crossing location in March and April 2019 which showed the 85<sup>th</sup> percentile speed to be above the 40mph posted speed limit in both the northbound and southbound directions. The designer concludes that this is likely due to the straight and flat road geometry and the change in posted speed limit from 40mph to 60mph. The designer concludes that due to the extension of the 40mph limit, signage and road markings drivers are more likely to adjust their speed to adhere to the posted speed restriction.

Manual walking, cycling and horse riding counts undertaken in 2012 and 2013 by members of the RVR project team. The designer states that no walkers, cyclists or horse riders passing the site, however, the Summary of NMU Data document, Table 1.1, indicates that cyclists and pedestrians were recorded but it is unclear if they were recorded at the proposed crossing location. 2019 ATCs have registered frequent cycle activity along the A21, however, the Summary of NMU Data document, included as part of the submission, concludes that ATC data for cyclists is unreliable, and that video surveys have been reviewed. The document review video data and a manual classified turning count, both from 17<sup>th</sup> March 2020, the same day as the ATC was recording, however, the Summary of NMU Data states that this was focussed on a pedestrian crossing and Robertsbridge roundabout, which are both north of the proposed level crossing location. The ATC recorded three cycles between 0700 and 1900, and the document states that the video survey did not show these cyclists, and concludes that the ATC data is incorrect. A one-day sample cannot be deemed sufficient to provide justification that ATCs are unreliable and a larger time frame must be used.

The proposal will include an at-grade pedestrian crossing facility on the level crossing, with anti-trespass barriers and signage to prevent unauthorised pedestrian access onto the railway. There does not appear to be a pedestrian facility along the A21 for the at-grade level crossing to connect to.

The designer states that street lighting provision will be assessed and designed in accordance with DMRB and BS:5489-1.

Traffic data is provided in the Traffic Assessment Update (TAU) document. The document indicates that the timings of the level crossing closure will be between 64 and 72 seconds, resulting in maximum queues of 506m for northbound traffic and 420m for southbound traffic on the busiest day of the year. The TAU shows typical March/April northbound queues of 75-144m and southbound queues of 75-178m. The SRA (para 2.2.9) states that the planning permission restricts the railway level crossing use to between 09:00 and 17:00 to avoid the busiest periods on the network and the Traffic Assessment Note also states that services will operate between 09:00 and 17:00. However, these timeframes include peak hours of 16:00 to 17:00, and also the end of the school day. The traffic assessment does not include the projected visitor numbers provided in the Economic Impact report (22,000 initially, rising to 94,000 in 2030). These additional visitor numbers will have an impact on the queues at the level crossing.

The Traffic Assessment Note states that no data is available from Webtris from 2010 onwards. However, a search on Webtris does identify that northbound 2013 data is available for TAME site 30360432 immediately south of the proposed crossing, which shows average annual daily traffic (AADT) of 7380 with the busiest month being August with average daily traffic (ADT) of 8587. Data is also available for 2013 southbound at TAME site 30360431 which shows an AADT of 7397, with the busiest month being August with an ADT of 9407.

The designer has analysed personal injury road accident analysis for the most recently available 5-year period (2015 to 2020), which shows four personal injury accidents in the vicinity of the proposal, that resulted in one serious and three slight injuries. The serious injury accident occurred southbound approaching Robertsbridge roundabout and was attributed to the influence of alcohol. Two of the slight injuries occurred northbound at Robertsbridge roundabout, involving a rear end shunt on the northbound approach and a loss of control on the northbound exit. The other slight injury accident occurred south of Robertsbridge roundabout and involved a southbound vehicle towing a caravan, which became detached from the vehicle, crossing the northbound carriageway and striking two other vehicles.

The designer states that road marking provision has been designed to ORR Level Crossings Guidance document which cites the Traffic Signs Regulations and General Directions (2002) (TRSGD 2002) and Traffic Signs Manual. However, TRSGD 2002 has been superseded. The design proposes to provide double white lines (DWLs) to Diagram 1013.1A to prevent overtaking. However, at the northern end of the DWLs the markings revert to warning lines over a short distance. Drivers may attempt to overtake when exiting the roundabout but find they do not have the distance to do so. Similarly, northbound drivers may attempt to overtake when approaching the roundabout and find they also do not have sufficient space.

The Steer RVR Economic Impacts Report uses a 12-year period for analysis and concludes that the provision of a level crossing will deliver local economic benefits of £17.29m over the first two years of the construction period and the first ten years of operation. The designer states that this is followed by £1.08m of local economic benefits per subsequent year, which differs from the central value of £1.06m in the Economic Impacts Report (Table 4-9), which also states that this benefit begins after the link has been completed, which differs from the designers' statement.

The designer concludes that a grade separated crossing would have substantial negative environmental impacts on the Area of Outstanding Natural Beauty (AONB), including effective operation of the River Rother flood plain, however, the carriageway at this location is higher than the surrounding landscape, so embankments will be needed either side of the A21, which will impact on the flood plain.

The designer appears to contradict themselves with the statement that they are proposing new technology to be tested on the HE network, but also stating that it is proven elsewhere. The designer suggests that following successful introduction

would enable the technology to be proposed elsewhere on the SRN. It should be noted that this departure application cannot be used as justification for another level crossing elsewhere on the SRN, as each departure application is site specific.

The designer states that the future maintenance regime will be subject to agreement with HE and ORR prior to the level crossing becoming operational. The submission includes a Level Crossing Maintenance document and an HE Protective Provisions document, which seek to address any future maintenance responsibilities.

The risk assessment does not provide a comparison of risk between the current situation, and the risks associated with the addition of this at-grade level crossing. The SRA also fails to address the risks associated with the construction, operation and maintenance of any of the alternative crossing options when compared to a level crossing on the SRN.

Item H12 within the SRA states that crossings and their associated signs should be visible to the approaching use from a distance. The designer has not stated what the appropriate distance should be and if it is achievable.

The designer states that use of the ORR guidance would provide a crossing that is familiar to road users, however, A user of the SRN would not intuitively expect to encounter a new at-grade level crossing.

The submission does not provide any evidence of consultation with the Local Highway Authority (LHA) as to the impact of the crossing on their network, for example for road users seeking alternative routes to avoid queues on the A21 associated with the crossing use.

Submitted document 'RIG-2014-06 New Level Crossings' states that it is not within the ORRs role to consider wider economic and social benefits within a comparison. The ORR SoC bases its assessment of the practicability of alternatives to level crossings on construction costs, operating costs, and the risks created by the level crossing in terms of potential for fatalities and injuries. ORR SoC concludes that there is gross disproportionality when comparing the cost of the level crossing against the next grade separated option but does not set out what an appropriate gross disproportion factor would be.

When considering the economic benefits to the local community, these vary across the various documents but the lowest appears to be stated within the RVR Economic Impacts Report document. The document uses a 12-year period for analysis and states a benefit to the local community of £17.3m over the 2-year construction period and the following 10-year operational phase. The Cost Benefit Analysis document provides a higher benefit figure of £22.97m (para 1.9). The document provides 2 BCRs, the lowest being 1.85 and the highest is 3.74, both relating to the benefit to the local area resulting from the implementation of the level crossing. The Cost Benefit Analysis document clearly states that the benefits outweigh the costs in the case of the level crossing, but this is also the case regarding the option of a bridge over the SRN (para 1.10).

The costed figure of £1.5m for the level crossing option appears to be as a result of RVR using volunteer labour to construct the level crossing. The submission documents show that the cost of the crossing if no volunteer labour was used would be £6.8m. HE has approved partners in place who provide construction and maintenance services on the SRN. RVR appointed contractors, for both the initial construction and future maintenance, must have suitable experience and expertise, including experience of installing a level crossing on the SRN. RVR contractors or volunteers who undertake works on the SRN, will be required to apply to HE for approved supplier status, and provide the appropriate training and competence certificates. Utilising HE approved partners may result in a greater overall cost, affecting the BCR, and a different procurement and construction timetable for the proposed level crossing.

The figures within the Cost Benefit Analysis technical note, used to estimate the BCRs, state an increased accident rate on the A21 from 0.783 accidents per annum to 3.151 accidents per annum (Page 1, para 1.5). The submission states '*The only negative impact likely to result from the installation of the level crossing is in relation to safety*'. It should be noted that safety is the number one strategic imperative of HE.

The proposal is to use an Automatic Full Barrier Controlled Locally Monitored (AFBCL) however, ORR SoC (page 8) states this form of crossing control is unusual and may not be the ideal solution.

The Protective Provisions document requires updating, as it refers to Interim Advice Notes, which are no longer relevant.

### **Associated Departures**

N/A.

### **Summary**

There are omissions from this departure which prevent an informed decision from being made. This departure for an aspect not covered by standards is therefore returned for rework. The specific areas that need addressing are:

1. The departure has been incorrectly submitted against GG 101 clause 2.7, and requires resubmission as an aspect not covered by standards.
2. No DMRB standard exists for level crossings on the all-purpose trunk road. The closest DMRB standard would be CD 123 – Geometric design of at-grade priority and signalised junctions. It is recommended that the designer adopts the design principles relating to signalised junctions provided by CD123 as the basis for the highway elements of the design e.g. signal visibility, markings, stopping site distance (SSD) etc. and update the design to provide compliance.
3. The submission must consider the combined impact of the proposed level crossing the A21 and the two crossings on the local road network. To

consider the impact on road user safety due to traffic potentially diverting to avoid queues associated with the crossing

4. The designer must provide evidence of the consultation and agreement from Highways England, regarding agreed changes to the A21 at the level crossing approaches.
5. The designer must provide evidence of consultation with Highways England regarding the relocation of the 40mph speed limit.
6. The submission must evidence that assessment of the extension of the 40mph speed limit complies with the guidance provided in DfT Circular 01/2013 Setting Local Speed Limits.
7. The designer must confirm that the visibility of the proposed ADS and any existing roadside assets are not affected by the design, and that any new sign(s) can safely be accommodated within the available verge. Also, the increased surface area of the proposed sign face requires that the sign posts and foundations be assessed to ascertain their suitability for the replacement sign face.
8. The designer must undertake an overtaking assessment to ascertain the overtaking value of the route, in accordance Section 9 of CD 109 Highway link design. Following this, the designer must consult with the appropriate HE operations teams and gain approval to reduce the overtaking capacity of this section and submit a departure if the overtaking capacity is reduced to less than 30% as a result of the design proposal.
9. The designer must provide further comment regarding anti-trespass panels. Is there an aspiration that they will they also prevent unauthorised vehicle access onto the railway lines, or will a more substantial system be required?
10. The TAME counter figures from Webtris show an increase in the summer months and it is probable that there would also be an increase in cyclists, particularly due to the rural nature of the area, which may have a significant bearing on the submitted queue lengths and cyclist numbers quoted in the submission. Additional traffic surveys, particularly within the warmer months, are required to gain a more accurate analysis of traffic figures, walkers, cyclists, horse riders and an accurate assessment of peak periods.
11. The Traffic Assessment Note, and the SRA must consider the impact of journey times on the SRN as a result of trains running during peak periods, and the possibility of the disruption during the end of the school day.
12. The Traffic Assessment must be reviewed to take into consideration the increase in tourist numbers. The RVR Economic Impacts Report, Table 1-2, indicates that RVR is expected to attract an additional 22,000 visitor trips, rising to 94,000 in 2030, the impact of which has must be considered and the possible impacts recorded for the SRN and local road network.
13. Survey figures indicate that the operation of Robertsbridge roundabout will be compromised, disrupting traffic from Robertsbridge and Salehurst wishing to access the northbound A21 from both Northbridge Street and Church Lane. During the 'best case' days the southbound queues would end approximately 25m south of the roundabout, which could result in rear end



shunts due to vehicles leaving the roundabout to head south. Worst case northbound queues could potentially have an adverse impact on the operation of the A21/Redlands Lane junction. The submission must provide details of suitable mitigations and the proposed network signing strategy.

14. The submission uses the ORR Level Crossings Guidance document as a basis for the design, however, this is a 10-year-old document which also refers to TSRGD 2002 and has not been updated to reflect changes to requirements. The designer must review all signing and road markings and confirm that they are as prescribed in TSRGD 2016 and also ensure that there is compliant visibility to each sign. The designer must provide evidence that they have considered the need for secondary signing to inform of the presence of the crossing.
15. The submission must provide consistency between the economic benefit figures provided within the RVR Economic Impacts Report and the Cost Benefit Analysis Technical Note.
16. The Environmental Review shows that the vast majority of environmental issues occur at the construction phase. The negative impacts during the operational phase include noise, which the assessment states 'could' propagate further, and visual due to the overhead structure, which, the report concludes, would not be congruous with a rural setting. The overhead option could be seen to be advantageous over the level crossing due to the improved ecological, water and land use outcomes when compared to noise and the entirely subjective visual impact. The designer must provide documented evidence of consultation with relevant environmental bodies on their preferred option of crossing type.
17. The SRA states that full SSD is provided throughout the area of the proposed crossing, and is referenced as A21(T) Alignment Review (Doc Ref REP-239025-R001). This document has not been included with the submission. The submission does not demonstrate that the desirable minimum SSD (120m) for the existing 40mph speed limit can be achieved from the roundabout to the crossing, in accordance with CD 109 Highway link design. The submission also does not demonstrate that the desirable minimum SSD to the back of the southbound best-case queueing traffic scenario can be achieved from the local roads or the exit from the roundabout. The design must provide details of suitable mitigation for these safety issues to reduce the residual risk.
18. The proposed road markings on the A21, immediately to the south of the roundabout, allow a short overtaking section. The SRA should be updated to include an assessment of any potential hazards associated with the road marking layout at this location together with appropriate specific mitigation measures to reduce the residual risk.
19. A GG104 Walking, cycling and horse-riding assessment and review (WCHAR) must be appended to the departures submission and the contents used to update the SRA.

20. The SRA must be revised to include an assessment of specific hazards affecting cyclists and walkers which will result from the implementation of the level crossing. The revised risk assessment should also include details of appropriate mitigation measures to reduce the residual risks associated with these hazards.
21. The designer must revisit the SRA and assess the risks and mitigation measures involved with altering the vertical alignment of the A21 to that of a higher design speed.
22. The SRA must identify risks and provide mitigation regarding the risks to rail passengers as part of the 'other party' group, as a result of the provision of a level crossing.
23. The SRA must include a comparison of risk between the existing situation, and the risks to users of the SRN following the provision of a level crossing.
24. The SRA must include a comparison of risk between a level crossing and the other grade separated options.
25. Regarding SRA item H12, the designer must provide further details on the appropriate visibility to the crossing and its associated operational signs, and if this visibility cannot be achieved, must provide suitable details of suitable mitigations to reduce the residual risk.
26. Regarding SRA item H21a and b, the designer must provide further details on the levels of impact that the barrier will be designed to withstand.
27. To support this submission and justification, the designer must provide evidence of consultation with the LHA and agreement from them that they are content that the safe operation of their network will not be compromised by road users diverting onto their network to avoid queuing from the operation of the level crossing.
28. The designer states 'Queuing is expected to regularly extend through the roundabout when the barrier is lowered'. The interface between the proposed crossing and the existing roundabout creates a queueing hazard and the risk of road injury accidents. The designer must provide details of proposed mitigations to manage this risk.
29. To substantiate the BCRs stated for the at-grade railway level crossing, the submission must provide evidence that the RVR contractors and volunteers have suitable experience and expertise, including previous experience of installing a level crossing over the SRN.
30. The risk assessment must provide a comparison between the chosen level crossing and control arrangement against other available types, to ensure that the chosen crossing type is the most appropriate for the location.
31. The designer must update the Protective Provisions documents with reference to IANs which are no longer relevant.
32. As it is stated that the works to the approaches have been completed to the preliminary design stage, a copy of the final Stage 1 Road Safety Audit must be attached to the departure submission.
33. The designer must provide confirmation that the type of barrier and control arrangement (AFBCL) is acceptable by ORR for the situation.

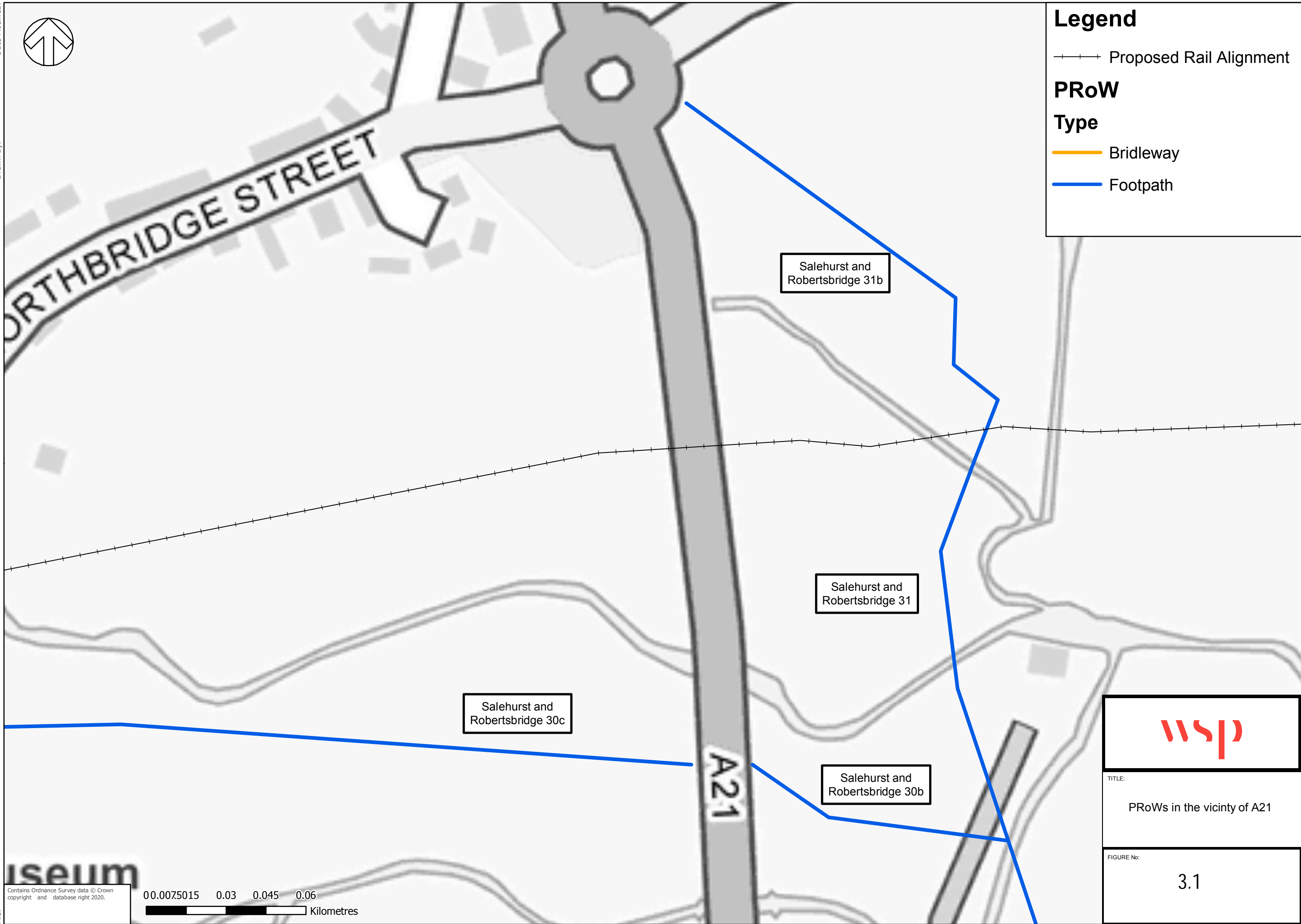


# Figures & Drawings

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wsp

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## Legend

---+---+ Proposed Rail Alignment

## PRow

### Type

— Bridleway

— Footpath



TITLE:

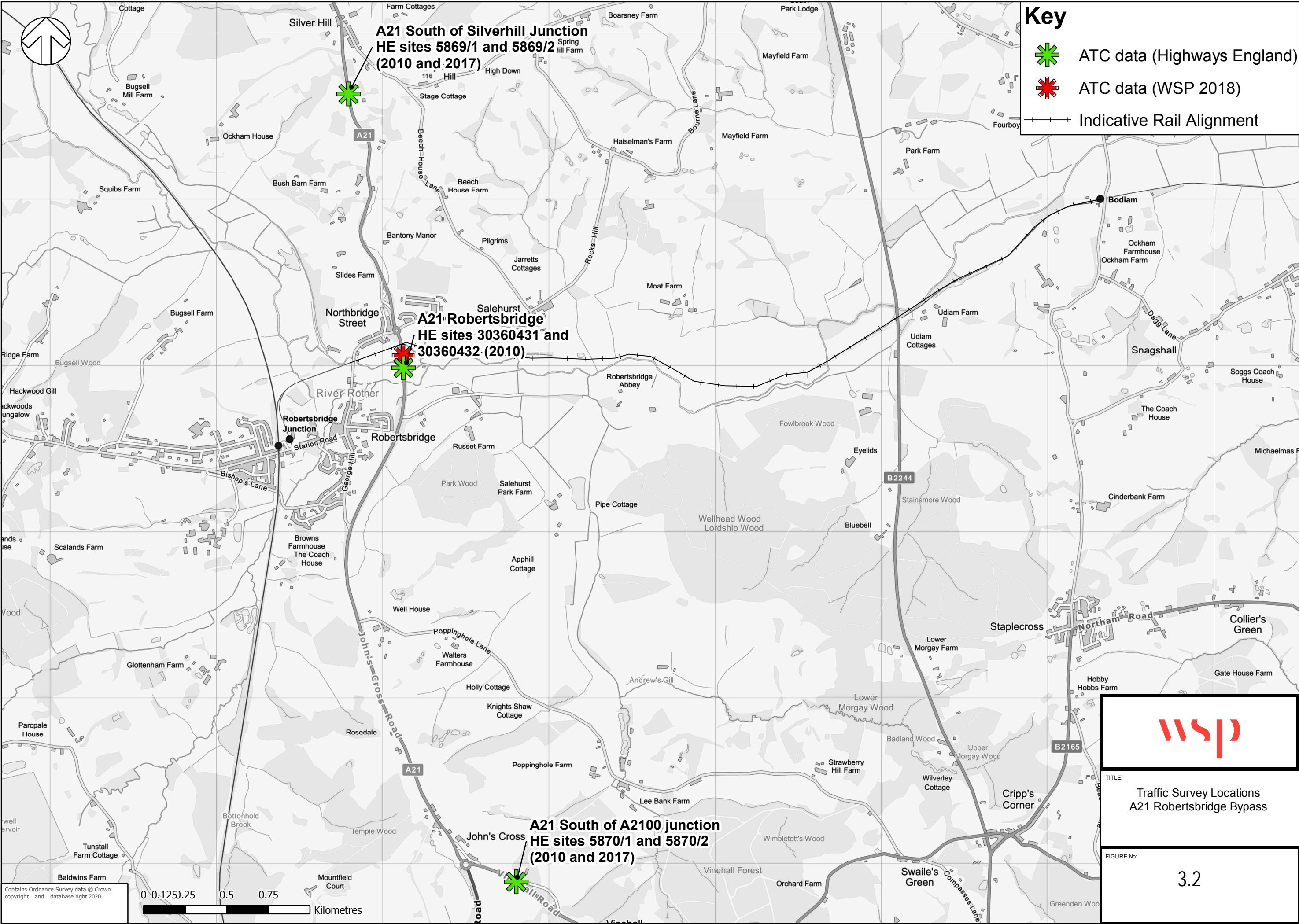
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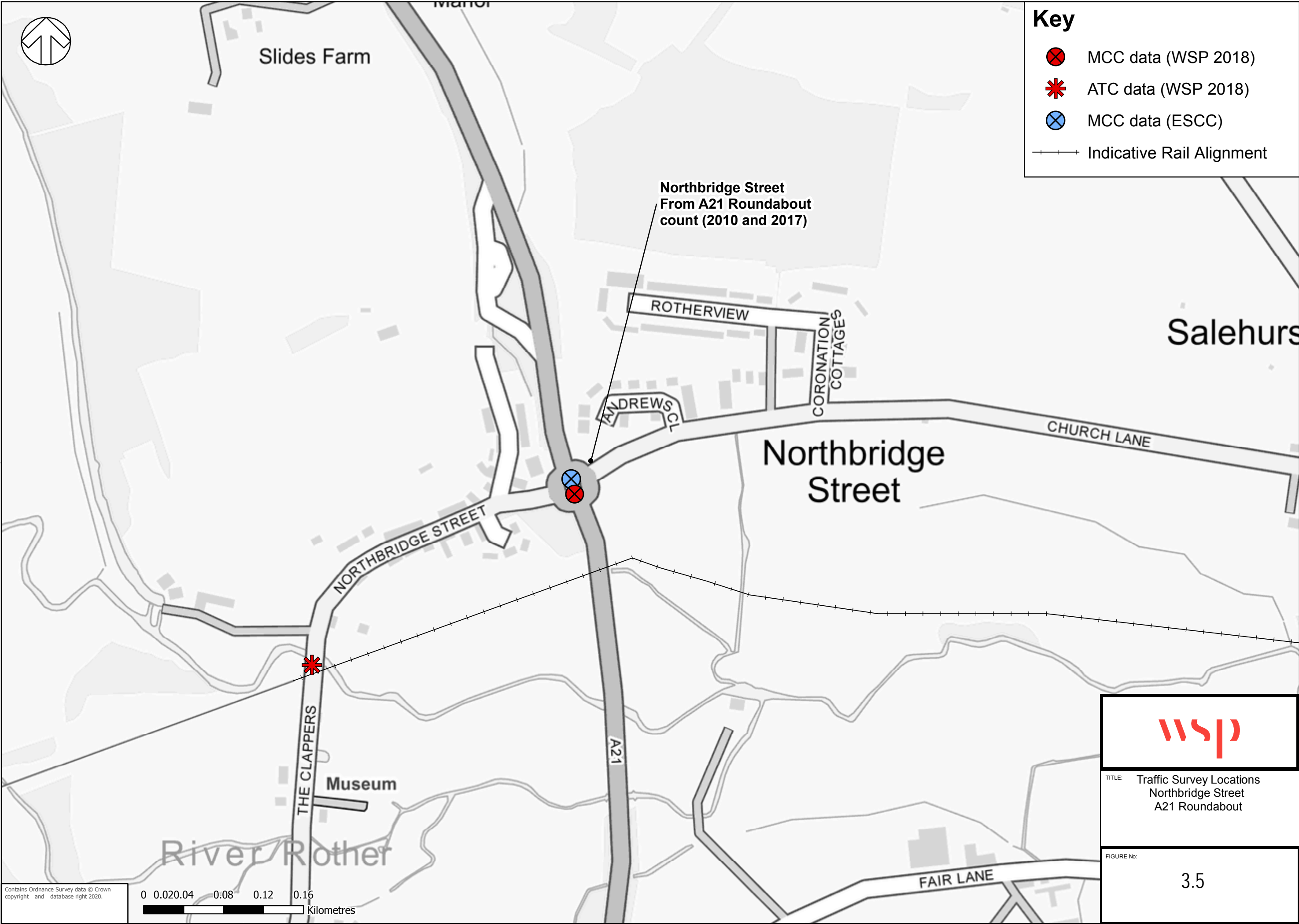
FIGURE No:

3.1



Date Modified:  
Drawn By:  
File:







Date Modified:  
Drawn By:  
File:



**Legend**

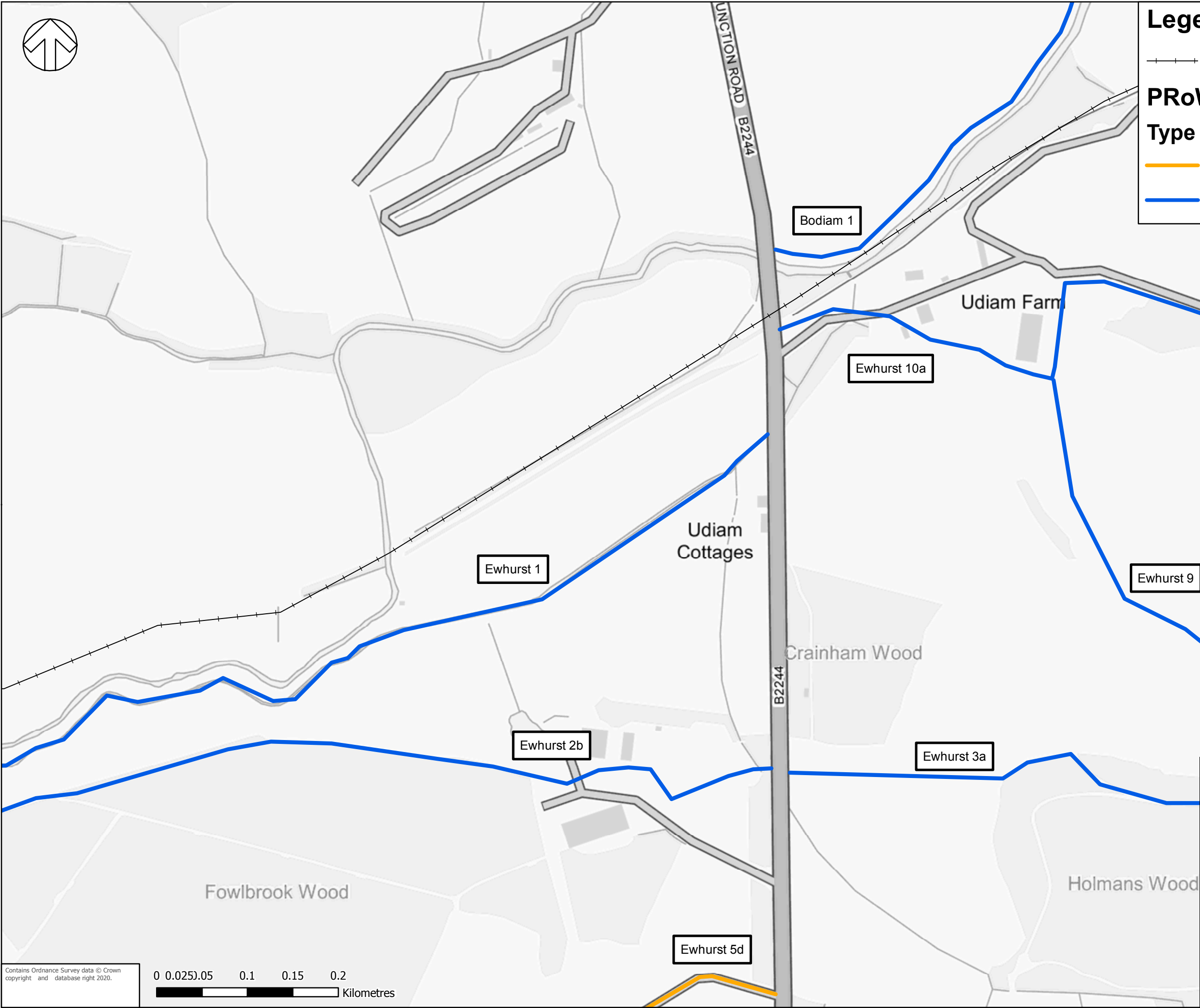
Proposed Rail Alignment

**PRoW**

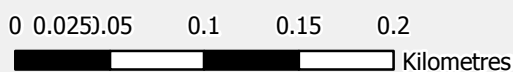
Type

Bridleway

Footpath



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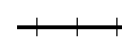
TITLE:  
PRoWs in the vicinity of B2244 Junction Road

FIGURE No:  
3.7





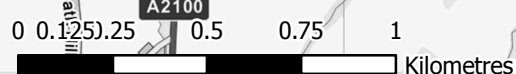
ATC data (ESCC)



### Indicative Rail Alignment



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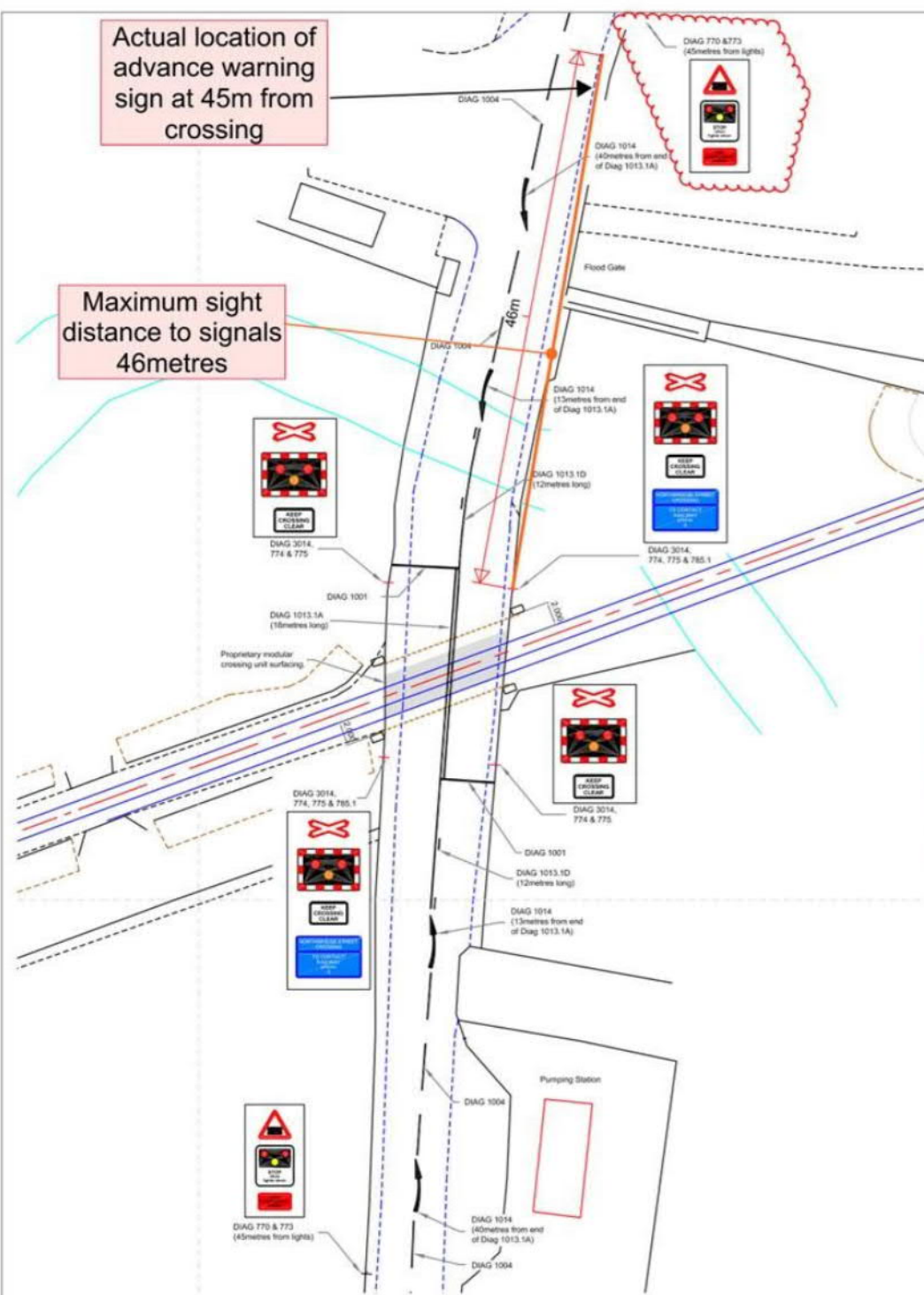
TITLE: Traffic Survey Locations  
B2244 Junction Road

FIGURE No: 3.8



A street view image of a residential area. On the left is a two-story brick house with a blue door and a small porch. The road is paved and has "Northdown" written on it. A red arrow points from the top right towards the house.

KENT & EAST SUSSEX RAILWAY TENTERDEN		
ROTHER VALLEY EXTENSION NORTHBRIDGE STREET LEVEL CROSSING DETAILS		
DATE: 10/07/08	CHECKED: 10/07/08	PROJECT: 10/07/08
SCALE: 1:500 1:200	AUTOMATIC NO.	
DRAWING NUMBER: NBS - LC - 01		REVISION: A



Actual location of advance warning sign at 45m from crossing

Maximum sight distance to signals  
46metres



Mountbatten House  
Basing View  
Basingstoke, Hampshire  
RG21 4HJ

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