Transport & Highways

Introduction

1.1 Vectos is retained to provide transport and highways advice in relation to a proposed residential development with associated community facilities and school on land in Ford, West Sussex.

1.2 The Masterplan for the site or Ford Neighbourhood Plan (FNP) is seeking to inform the allocation of the site within the emerging Arun Local Plan.

1.3 The development of the former Airfield site is likely to comprise some 1500 dwellings containing a mix of house types and tenures with associated recreation and open space provision.

1.4 A site visit was undertaken on 31st July 2015, to assess the accessibility of the site in terms of pedestrian and cyclist convenience, public transport provision, and vehicular access.

1.5 This report seeks to capture the pertinent issues relating to transport and movement with respect to forecasting mitigation what may be required to support the development of the FNP. Our suggested approach is do this through investment in sustainability measures and behavioural change, rather than building bigger roads and junctions.

Policy & Legislation

1.6 This section provides a brief overview of relevant local and national policy.

National Planning Policy Framework

1.7 National planning policy on transport matters is set out in The Framework.

1.8 The Ministerial Foreword provides an overview. It states that:

- there is "a presumption in favour of sustainable development"
- "in order to fulfil its purpose of helping to achieve sustainable development planning must not simply be about scrutiny. Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives"

1.9 At paragraph 14 it sets out that at the heart of The Framework is a "**presumption in favour of sustainable** development, which should be seen as a golden thread running through both plan making and decision making"

1.10 For decision making this means granting permission unless "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies" in The Framework.

1.11 The policies on transport are about "*promoting sustainable transport*" (Section 4). The emphasis is on a transport system balanced in favour of sustainable transport modes, giving people a real choice about how they travel (para 29). It explains that local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport (para 30).

1.12 At paragraph 32, it states in the context of decision making that "development should only be refused on transport grounds where the residual cumulative impacts of development are severe".

1.13 Developments should be located and designed to "give priority to pedestrian and cycle movements, and have access to high quality public transport facilities" (para 35). "A key tool to achieve this will be a Travel Plan" (para 36).

1.14 The guidance is to aim for a balance of land uses within an area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities (para 37). In particular, key facilities such primary schools and local shops should be located within walking distance of most properties (para 38).

1.15 Given the location of the proposed site in terms of access to local amenities and public transport, this site fully complies with the transport policies within NPPF. Again, the Inspector's decision (REF) confirms this.

Regional Policy

West Sussex Transport Plan 2011-2026 (February 2011)

1.16 The main objective of this Plan is to improve quality of life for the people of West Sussex by:

- "promoting economic growth;
- Tackling climate change;
- Providing access to services, employment & housing; and
- Improving safety, security & health."

1.17 This plan states that amongst its highest objectives are making improvements to the A27 trunk road. In addition this document commits to developing improvements to key sections and junctions on the A259, which runs south of Ford.

1.18 This document additionally outline the plan to implement an Arundel bypass to relieve congestion and rat-running.

Local Policy

Arun Local Plan (Emerging 2011-2031) – October 2014

1.19 The emerging Arun Local Plan is awaiting adoption, and the latest version was published in October 2014.

1.20 The local plan states that its purpose is to 'encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need'.

1.21 This plan sets out Arun's Local Plan strategic objectives for Transport are to:

- Reduce the need to travel and promote sustainable forms of transport;
- Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;
- Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;
- Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population; and
- Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships.

1.22 Policy T SP1 – Transport and development, states;

> *To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.*

1.23 Policy T SP1 continues by declaring that the Council will support development which:

- Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through

improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

- Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
- Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;
- Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;
- Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;
- Explains how the development has been designed to:
- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
- create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
- incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and
- consider the needs of people with disabilities by all modes of transport.

1.24 Additional policies pertinent to this site include Policy T DM1 (Sustainable Travel and Public Rights of Way), and Policy T SP3 (Safeguarding the Main Road Network).

Assessment Methodology

1.25 A site visit was undertaken on 31st July 2015, to assess the accessibility of the site in terms of pedestrian and cyclist convenience, public transport provision, and vehicular access.

1.26 In addition, a high level traffic impact assessment on the Ford Road Level Crossing has been undertaken.

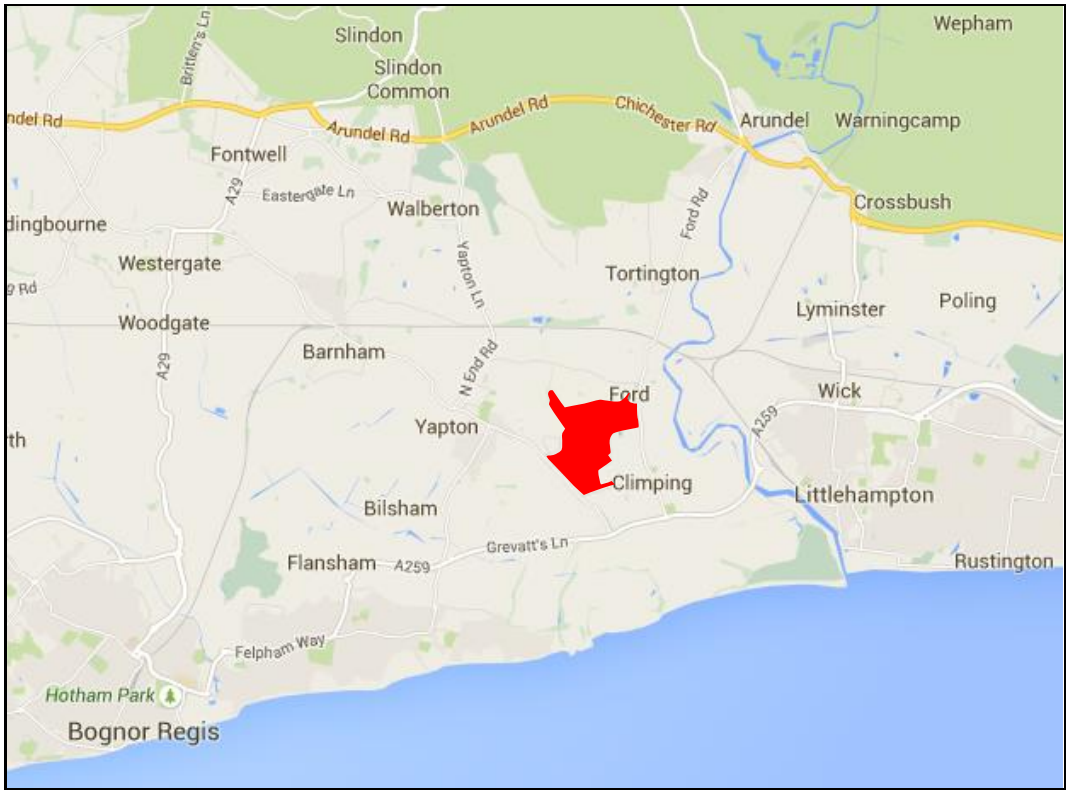
1.27 This report seeks to capture the pertinent issues relating to transport and movement with respect to forecasting what may be required to support the development of the FNP.

Existing Conditions

Site Location

1.28 The development site lies in Ford, approximately 4km west of Littlehampton town centre, 7km north-east of Bognor Regis, and approximately 14 km east of Chichester. The site is located opposite and bounded to the east by HM Prison Ford, to the north-east by the residential village of Ford, to the west by Ford Airfield industrial estate and the village of Burndell and Yapton, and to the south lies the small village of Climping. The location of the site in its local context is shown in **Figure 1**.

Figure 1 – Site Location in a Local Context



Accessibility by Non Car Modes

Walking

1.29 The existing area is served by adequate pedestrian routes enabling access on foot around the entire site and connecting into the adjoining neighbouring communities. Existing pedestrian facilities in the vicinity of the site include formal footways and Public Rights of Way (PRoW).

1.30 On the eastern side of the site, there is a continuous footway on the western edge of Ford Road which extends from beyond Ford Rail Station, south until approximately 160m north of the junction with Horsemere Green Lane where it is located on the eastern edge of the carriageway. There is an informal island crossing where the footways converge. These

footways are in a good state of repair, are lit, and in some parts are set back from the road by a grass verge and slight bank.

Footway south of Ford Rail Station

Island Crossing on Ford Road

1.31 To the south of the site, a footway is provided for the most part on the southern edge of Horsemere Green Lane, extending from Ford Road until approximately 300m east of its junction with the B2233. At this point, an informal cut- grass path extends for about 100m further west to the north of Horsemere Green Lane. The formal footway is in a good state of repair; it provides a continuous link between Ford Road and the existing residential units on Horesemere Green Lane, with dropped kerbs and tactile paving on each junction. In addition, an informal path creates an access into the site and links with the PRoW (FORD/175-1) that runs through the middle and south of the site.

Horsemere Green Lane

Informal path access to the site

1.32 There are no footways provided along the south-western edge of the site beside the B2233, however the PRoW links through and around the site provide adequate access to the neighbouring communities. In addition there are footways provided on both sides of Rollaston Park, which bounds the development site to the north-east, providing pedestrian linkages to the adjacent Yapton.

Footpath sign from Rollaston Park

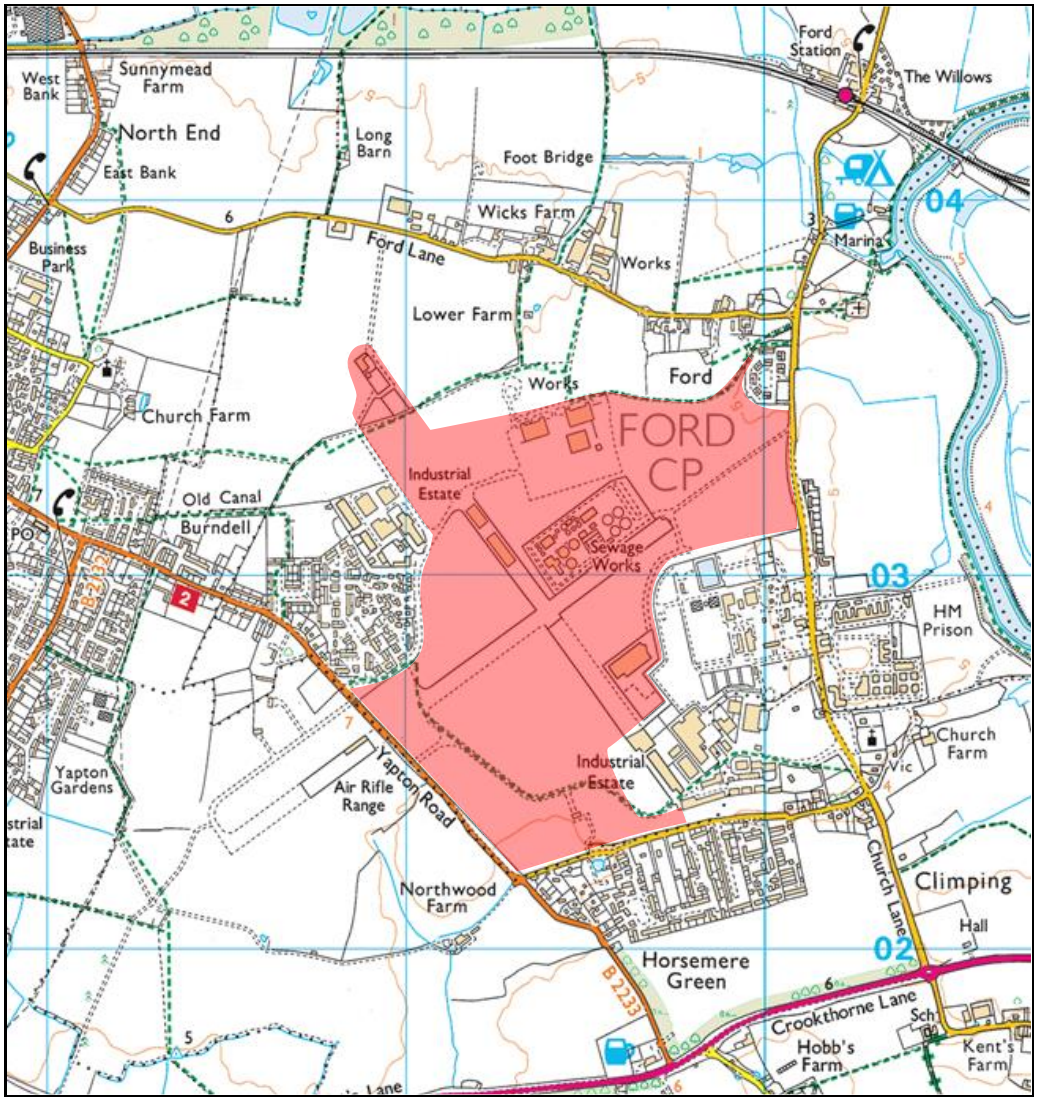
Footway on southern side of Rollaston Park

1.33 There are a number of informal pedestrian crossing facilities equipped with dropped kerbs and tactile paving, and one signalised pedestrian crossing facility.

Signalised Crossing on Ford Road

1.34 There are a number of PRoWs in the vicinity of the site, and indeed two route through the site. These are shown in **Figure 2** and it is likely that the alignment and quality of these PRoW will either need to be protected and enhanced or diverted and enhanced as part of the emerging FNP

Figure 2 – PRoW in Vicinity of the Site



1.35 Both of the PRoWs routing through the site are visible and well signposted. The southern footpath (FORD/175-1) offers direct pedestrian access from the village of Yapton (and the north of the site) through to Climbing and St Mary's Church on Ford Road/ Church Lane. This footpath also links to an informal pedestrian path from Horsemere Green Lane, allowing access from the north of the site through to Horsemere Green Lane.

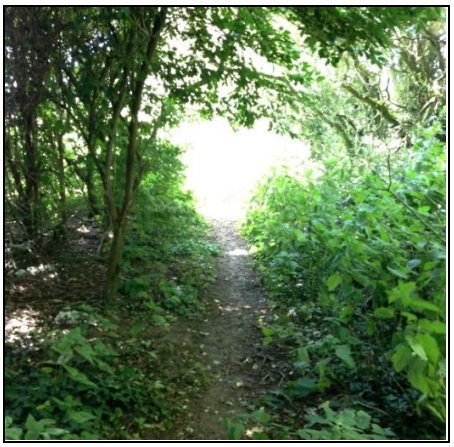
FORD/175-1 Footpath (looking north)

Informal Path from Horsemere Green Lane to Rollaston Park

1.36 The northern longitudinal footpath (FORD/363-3) can be accessed to the west from Yapton, and to the east in Ford. This enables pedestrian access through the northern tip of the site either into Yapton, Wicks Farm, or into Ford.

Footpath FORD/363-3 on Site

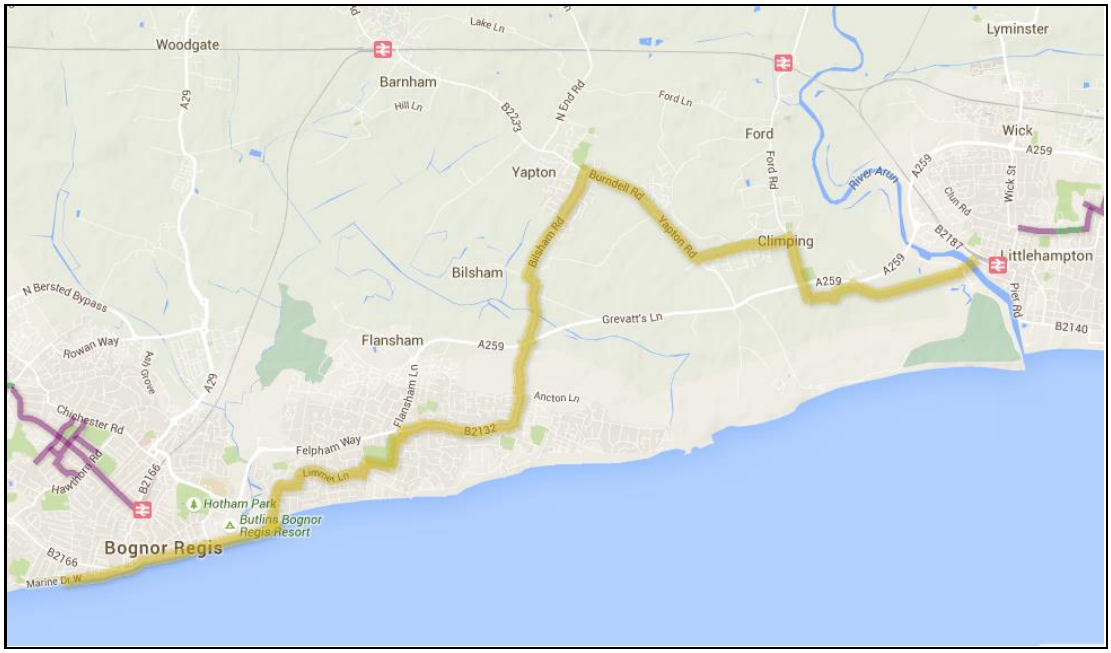
Footpath Access East of Site



Cycling

1.37 National Cycle Route 2 follows the B2233 (Burndell Rd/ Yapton Rd) to the west of the site, this long distance route will link Dover (Kent) with St. Austell (Cornwall) via the south coast of England once complete. Currently it runs uninterrupted from Bognor Regis to the west, to Littlehampton in the east. National Cycle Route 2 is shown in **Figure 3**.

Figure 3 – NCR 2 taken from SUSTRANS



1.38 The B2233 in the vicinity of the site and for the extent of NCR 2 is subject to a 30 then 40 mph speed limit. The signage present and character of the on road cycle route is shown in the following.

NCN Signage on B2233/ Horsemere Green Lane

B2233 (40 mph section)

1.39 Although not specified as cycle routes, much of the surrounding highway network is conducive to cycling. In particular cycling as part of a multi-modal journey to and from Ford Rail Station is a viable travel option from the site. Ford Rail Station is equipped with covered cycle racks and cycle carriages are available on many of the serving trains.

Bus

1.40 The nearest bus stops are the 'Nelson Row (both directions)' on Ford Road, 'Horsemere Green Lane (both directions)' on the B2233 Yapton Road, and 'Rollaston Park (both directions)' on the B2233 Yapton Road. These stops are located at both sides of the site at a range of approximately 200 and 450m from the nearest pedestrian site accesses.

1.41 The two 'Nelson Row' bus stops do not benefit from any signage to indicate their location. 'Horsemere Green Lane (SE-bound)' bus stop is equipped with a flagpole and timetable, as well as a tarmacked area distinguishing it from the grass verge surrounding.

1.42 The 'Horsemere Green Lane (NW-bound)' bus stop, and both 'Rollaston Park' bus stops benefit from bus shelters, seats and timetable information. 'Rollaston Park (NW-bound)' bus stop is also equipped with a single Sheffield-style cycle stand.

Nelson Road (NW-bound)

Rollaston Park (NW-bound) – cycle stand

1.43 These bus stops are served by the 670 service to Littlehampton and Arundel, the 700 to Littlehampton, Bognor Regis and Chichester, and the X4 to the outskirts of Brighton and Bognor Regis. A summary of the services which serve these bus stops is provided in **Table 2**.

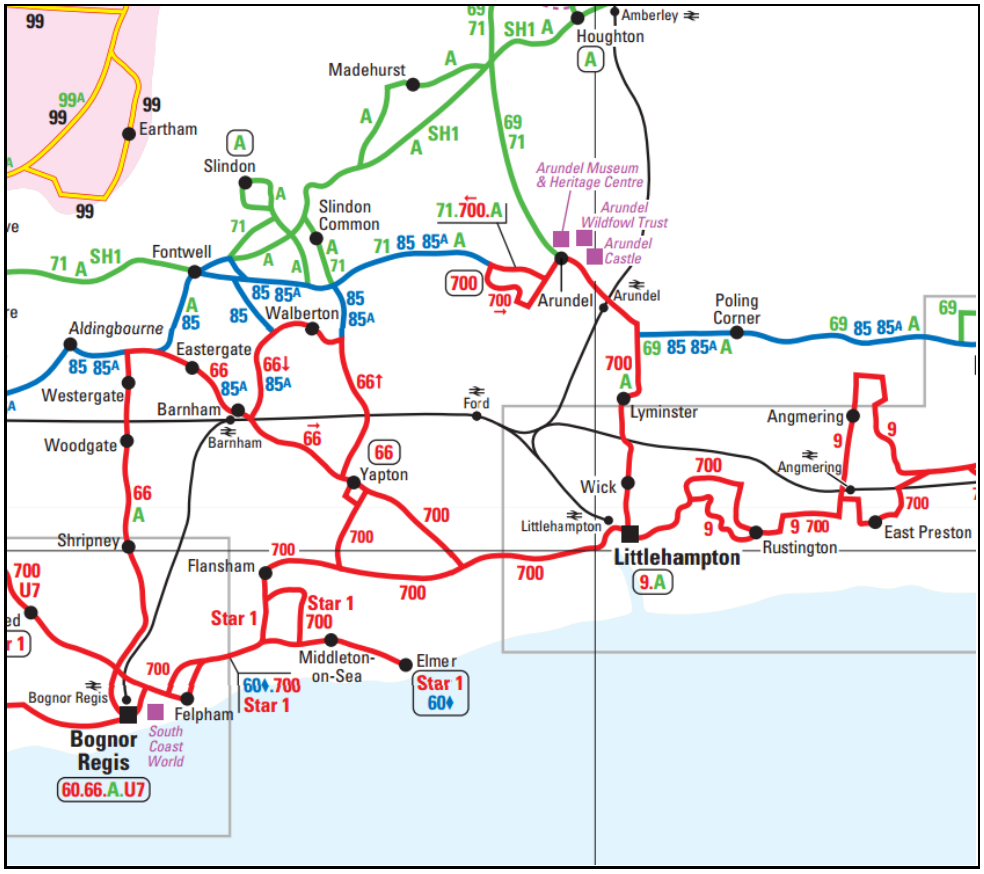
Table 2 – Summary of Bus Services

Operator	Service	Route	First Bus	Last Bus	Daytime Frequency		
					Mon-Fri	Sat	Sun
Compass Travel	670	Poling – Arundel – Littlehampton Academy	08:07 (School Bus)	-	1 bus per School day	-	-
		Littlehampton Academy – Arundel - Poling	15:23 (School Bus)	-	1 bus per School day	-	-
Stagecoach	700	Littlehampton – Bognor	05:32	22:41	Every 20 minutes	Every 20 minutes	Every 30 minutes

		Regis - Chichester					
		Chichester – Bognor Regis - Littlehampton	06:33	22:21	Every 20 minutes	Every 20 minutes	Every 30 minutes
Compass Travel	X4	Bognor Regis – Arundel – Holmbush Centre	09:59 (Wed only)	-	1 bus per Wednesday	-	-
		Holmbush Centre – Arundel – Bognor Regis	13:51 (Wed only)	-	1 bus per Wednesday	-	-

1.44 As shown in **Table 2** there are few buses that pass the site to the east, there is a regular service of approximately 3 buses per hour passing the site to the west. Despite this, the wider bus network is extensive, particularly when combined with a rail journey from Ford Rail Station. **Figure 4** illustrates the wider bus network.

Figure 4 – Wider Bus Network around Ford



1.45 There are no crossing facilities to access the northwest-bound bus stops on the B2233. The nature of the 30 mph road in Yapton (Rollaston Park bus stops) is accommodating to pedestrians crossing. However, the 40 mph speed limit in the vicinity of the 'Horsemere Green Lane' northeast-bound bus stop does not make it attractive for pedestrians to cross,

and in addition the visibility to the south for pedestrians is poor in relation to the speed of the vehicles. Therefore this bus stop may not be attractive to residents with young children, or elderly or disabled residents.

Rail

1.46 The nearest railway station to the site is Ford Rail Station, which is located approximately 1.8 km or a 7 minute bike ride from the centre of the site. There are 14 cycle stands located on both platforms, these are situated undercover and additionally benefit from CCTV. There is a free to use car park at Ford Rail Station with approximately 10 spaces.

Ford Rail Station

1.47 A summary of the rail services from Ford Rail Station is shown in **Table 3**.

Table 3 – Summary of Rail Services from Ford

Destination	Weekday Frequency	Journey Time
Southampton Central	Hourly	65 minutes
Portsmouth Harbour	5 trains in morning Commuter Peak	45 minutes
Brighton	Hourly	40 minutes
London Victoria (via Horsham)	Hourly	102 minutes
Portsmouth & Southsea	Hourly	40 minutes
Littlehampton	2 / hour	5 minutes
Bognor Regis	Approx. 3 / hour	11 minutes

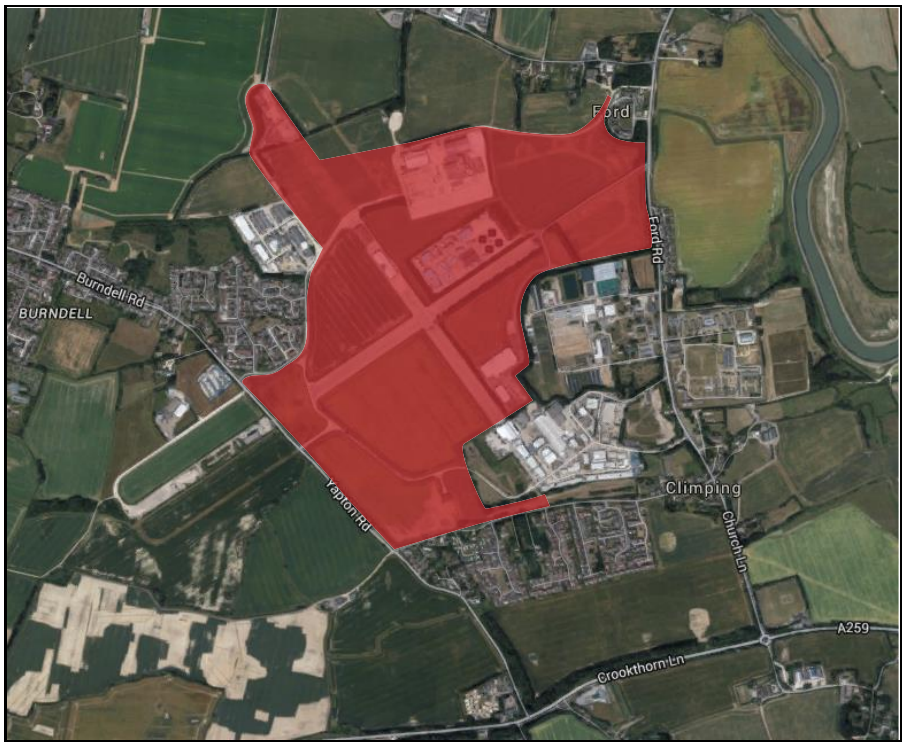
1.48 **Table 3** demonstrates that there are a number of rail services provided from Ford Rail Station with the services to London, Portsmouth and Southampton providing a link to national

services to destinations further afield. This station provides a realistic option to travel compared to the private car.

Local Highway Network

1.49 The location of the site in relation to the local highway network is shown in **Figure 9**.

Figure 9 – Site Location



Ford Road (Station Road/ Church Lane)

1.50 Ford Road is a two-way single carriageway road which links the A27 Arundel By-Pass to the north, to the A259 to the south. Ford Road bounds the very eastern edge of the site, and allows vehicular access to the site via an existing priority t-junction.

Current Vehicular Site Access off Ford Road (looking towards Ford Road)

1.51 Ford Road is unlit for the most part, yet there is a pedestrian footway in a good state of repair provided on the western side of the carriageway (within the locality of the site), this footway moves to the eastern side of the carriageway via an informal island crossing approximately 160m north of the Ford Road/ Horsemere Green Lane priority t-junction.

1.52 The entirely of Ford Road in the vicinity of the site is subject to a 40mph speed limit. This begins approximately 135m north of the Ford Rail Station crossing. Further north than this, the speed limit changes to the national speed limit.

1.53 The observed traffic whilst on site showed it to be fairly constant with a high proportion of HGV traffic.

1.54 There are two informal bus stops on Ford Road which are used only by a school bus to Littlehampton Academy, and a weekly shopper's bus to Holmbush Centre near Brighton.

Horsemere Green Lane

1.55 Horsemere Green Lane is a two-way single lane road which connects Ford Road/ Church Lane to the B2233 via priority t-junctions at either end. This road is 'except for access' for vehicles over 7.5 tonnes, and lacks a centre line for the most part.

1.56 There is a footway present on the southern edge of the road, which ends approximately 300m east on the junction with the B2233. This footway is equipped with dropped kerbs and tactile paving at every adjoining junction. A number of residential properties are accessed from Horsemere Green Lane to the south, and a small number to the north. There is also a small caravan park located towards the B2233 which is accessed from Horsemere Green Lane.

Horsemere Green Lane

1.57 This road forms part of the national cycle network, accommodating NCR 2. Route 2 follows the B2233 from Yapton, then turns at Horsemere Green Lane, following through to travel south on Ford Road/ Church Lane towards the A259 and the southern coast.

NCR 2 Signage on Ford Road/ Church Lane

B2233 (Yapton Road/ Burndell Road)

1.58 The B2233 is connected to the A259 to the south via a priority t-junction, and forms the main road through Yapton and Barnam, continuing north until Eastergate. The B2233 is a two-way single carriageway road which is subject to a 40 mph speed limit, until it reaches the residential built-up village of Yapton, where this reduces to 30 mph. Currently, an existing site access joins the B2233 at a priority t-junction.

1.59 There are no footways present along this road in the vicinity of the site, a footway only manifests when the road enters Yapton and the speed limit reduces.

1.60 Four bus stops are serviced from this road within reasonable walking distance from the proposed development site. No formal or informal crossing facilities are present at either of the bus stop locations, which for the northern most two is satisfactory, however crossing at to access the northwest-bound service at the southern bus stops is not ideal due to road speeds and poor visibility.

1.61 The existing western access to the site is accessed from the B2233 and is shown in the following. This takes the form of a priority t-junction with good visibility to either side.

Current Site Access off B2233

A259 (Crookthorn Lane)

1.62 The A259 is a two-way single carriageway trunk road. The A259 is a long distance route, and offers connections to key destinations such as Portsmouth and Chichester to the west, and Littlehampton and Brighton in the east.

1.63 Crookthorn Lane is joined by Ford Road/ Church Lane at a roundabout south of Climping, and connects to the B2233 Yapton Road approximately 800m to the west at a priority t-junction.

Baseline Traffic Conditions

1.64 Traffic surveys were undertaken on the 5th November 2015 and the associated week for the means of;

- understanding the vehicular movements over the level crossing;
- understanding the nature of the barrier operations; and
- ascertaining an overall picture of the traffic situation in the vicinity of the level crossing at Ford.

1.65 Two Automatic Traffic Counters (ATCs) located to the north and south of the level crossing recorded speeds and volume of traffic in this area between Monday – Friday. Using the ATC volumatic data, the AM and PM peak hours in this location were calculated to be 08:00-09:00 and 16:00-17:00.

1.66 The automatic traffic counters (ATCs) were placed north and south of the level crossing at distances that would not be impeded by queueing traffic. The results from these ATCs are demonstrated in **Tables 4** and 5 and the full dataset is shown in **Appendix A.**

Table 4 – ATC Results – North of Level Crossing

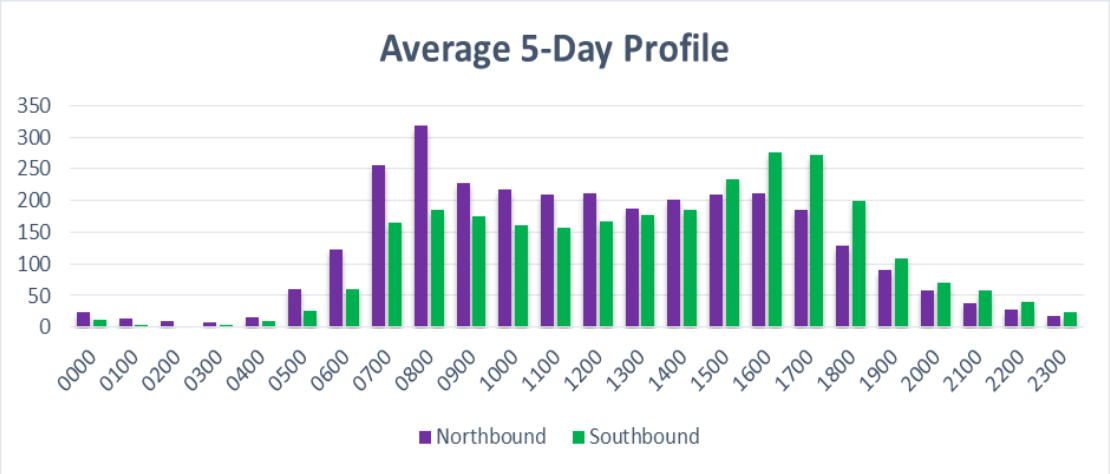
Direction	Total		5 Day Average		7 Day Average		Average 85%ile Speed
	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV	
Northbound	22933	9%	2900	11%	2836	9%	41
Southbound	21540	9%	2751	10%	2664	9%	39

Table 5 – ATC Results – South of Level Crossing

Direction	Total		5 Day Average		7 Day Average		Average 85%ile Speed
	Vehicles	% HGV	Vehicles	% HGV	Vehicles	% HGV	
Northbound	23650	8%	3000	9%	2924	8%	32
Southbound	21189	7%	2705	8%	2621	7%	33

1.67 Ford Road at the location of the ATC north and south of the level crossing is subject to a 40mph speed limit. The recorded average 85th %ile speeds are between 32 and 41 mph in both directions, indicating that observed traffic is travelling within the prevailing speed limit. The average 5 day profile of traffic is indicated in **Chart 1**.

Chart 1 – Profile of Volume of Traffic

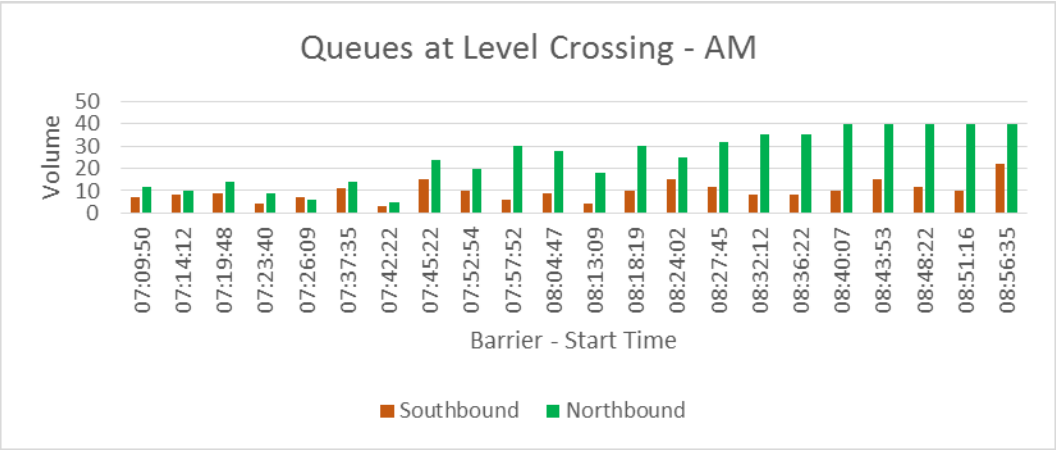


1.68 This average weekday profile of traffic volume shows clear peaks of 08:00 – 09:00 in the AM, and 16:00-17:00 in the PM. These fall within typical peak commuting periods and so the observed queue data has been interrogated for these peak hours.

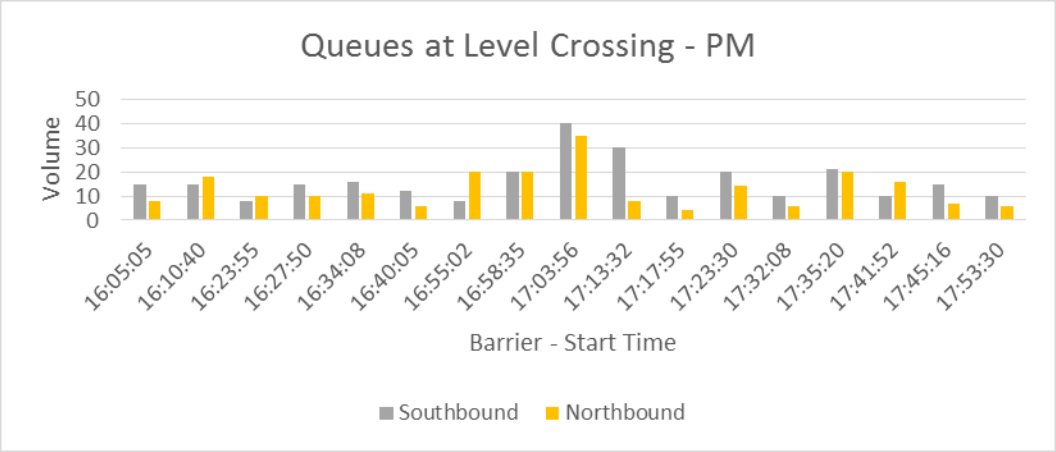
1.69 These surveys identified that the level crossing barrier is down for a total of 38 and 22 minutes in the AM and PM peak hours respectively. This data is shown in full in **Appendix B** and shows that the level crossing barrier is down for about half of the time during the peak hours which has the effect of reducing the road capacity by approximately half.

1.70 The data surveys show that queuing at the level crossing in the morning and evening peak hours is constant as demonstrated in **Charts 2** and **3**.

Chart 2 – Queue Profile at Level Crossing - AM



Charts 3 – Queue Profile at Level Crossing - PM



1.71 These charts indicate that existing queueing is more prevalent during the AM peak hour in relation to northbound traffic.

Baseline Movement Patterns

1.72 In order to gain an understanding of how existing residents travel to work in this area, travel to work patterns were investigated for the 'Yapton' ward from the 2011 Census. **Table 6** shows the mode splits from this ward, taken from the 2011 census data.

Table 6 – Method of Travel to Work (2011 Census)

Mode	Yapton (Ward)	West Sussex (County)	South East (Region)	England (Country)
Work mainly at or from home	5%	7%	7%	5%
Underground, metro, light rail, tram	0%	0%	0%	4%
Train	5%	8%	7%	5%
Bus, minibus or coach	2%	4%	4%	7%
Taxi	0%	0%	0%	1%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	70%	62%	61%	57%
Passenger in a car or van	5%	5%	5%	5%
Bicycle	3%	3%	3%	3%
On Foot	8%	11%	11%	11%
Other method of travel to work	1%	1%	1%	1%
Total	100%	100%	100%	100%

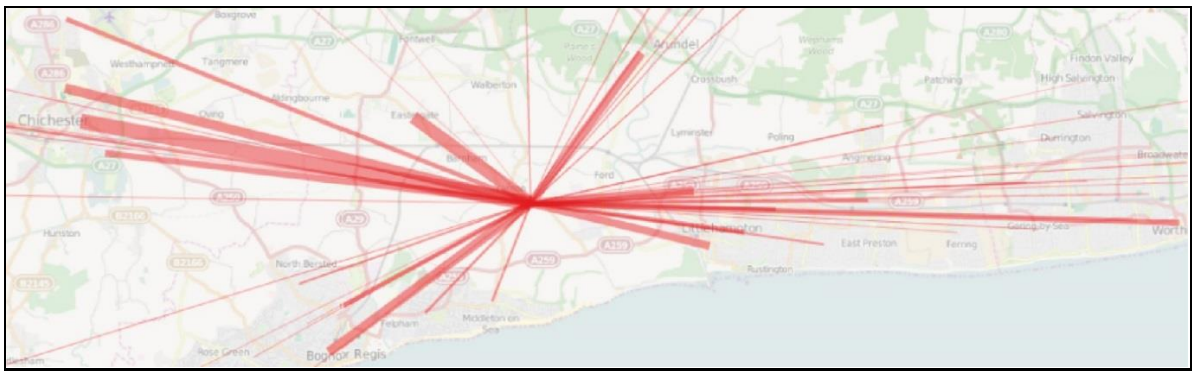
*not in employment figures have been excluded from this table

1.73 The data summarised in Table 6 illustrates that the majority of existing residents of the Yapton ward currently travel to work by private car (75% driver or passenger). This is slightly higher than the proportion of travel to work by private car in West Sussex (67%), South East England (66%), and England (62%). However, this is expected due to the small amount of development in the area and its generally rural nature.

1.74 Journeys to work made on foot and by bicycle are 8% and 3% respectively. These are also only slightly lower than the regional proportions and are likely due to the lack of built up area within reasonable walking or cycling distance for places of work. However, the proportion for residents travelling to work by train (5%) are equivalent to those in England. This is likely a result of the excellent train services to the nearest urban areas.

1.75 In addition, the existing destinations for places of work were investigated for the 'Arun 006' super output area (MSOA). This useful data provides and understanding of the existing employment destinations of residents in the area. **Figure 5** demonstrates the volume of residents travelling to key destinations for employment purposes.

Figure 5 – Method of Travel to Work (2011 Census)



1.76 As shown in **Figure 5**, the majority of residents in the 'Arun area' travel to Chichester, Bognor Regis, Littlehampton, Worthing, Arundel and Eastergate/ Barnham to work. All of these key destinations are within 14km of the site in Ford. A minority of residents travel outside of this area to locations including Central London, Brighton, Portsmouth, Crawley and Horsham.

Evaluation of Effects

1.77 Whilst the existing area around the site in Ford is readily accessible by numerous modes of transport, the proposals for the large scale residential-led development within Ford of 1500 dwellings, community infrastructure and a school, have to potential to bring forward a step change in the level of connectivity and accessibility in this area. A development of this magnitude has sufficient critical mass to provide attractive and effective modes of sustainable transport, thereby bringing travel choice and change to this area.

1.78 The site visit highlighted some initial areas in where improvements could be made.

1.79 To measure the potential effect of 1500 homes on the local highway network in particular the Ford level crossing, a high level assessment was undertaken. The methodology is set out in the following.

Assessment

Traffic Generation

1.80 The 'Total People' trip rates for the proposed residential development of 1500 dwellings were derived from the TRICS database.

1.81 TRICS is a database system which is used to establish potential levels of trip generation for a wide range of development scenarios. It is widely used as part of the planning process by both developer consultants and local authorities.

1.82 TRICS contains over 6,300 transport surveys at a wide range of development sites across all regions of the UK and Ireland. A filtering system allows sites to be selected which fit within required parameters and can therefore be considered representative of a development site.

1.83 The total people TRICS trip rates are contained in **Table 7** in the following.

Table 7 – TRICS Total People Trip Rates

	Arrivals	Departures	Total
AM (8:00-9:00)	0.244	0.763	1.007
PM (17:00-18:00)	0.622	0.391	1.013

1.84 Based on a residential development of around 1500 dwellings, the corresponding total people trip generation based on the trip rates in **Table 7** are shown in **Table 8**. The total people trip rates are shown in **Appendix C**.

Table 8 – Total People Trip Generation (1500 dwellings)

	Arrivals	Departures	Total
AM (8:00-9:00)	366	1145	1511
PM (17:00-18:00)	933	587	1520

1.85 Whilst not representative of all journey types, it provides an indication of the approximate baseline mode split for all journeys in the area. Using the TRICS trip generation in **Table 6**

and the vehicular mode split of 70% in **Table 6**, the potential vehicular trip generation of the development site is shown in **Table 9**.

Table 9 – Vehicular Trip Generation (1500 dwellings)

	Arrivals	Departures	Total
AM (8:00-9:00)	255	798	1053
PM (17:00-18:00)	651	409	1060

1.86 The comparative AM and PM vehicular trip rate derived from the TRICS database is an average of 22% lower than the rates derived using the method above. For this reason, this assessment is considered robust, and is almost certainly an overestimation.

Trip Distribution

1.87 The vehicular residential trips have been distributed across the highway network based on the 2011 Census origin-destination data for Super Output Areas (MSOA), which shows the destination MSOA for residents travelling from the MSOA of Arun 006 (the most appropriate area which is available) for employment purposes.

1.88 Appropriate assumptions have been made regarding the quickest route available between the origin and destination. Where there were multiple options, the most viable in terms of traffic levels and levels of inconvenience were considered. The distribution of new trips from the proposed development is shown in **Appendix D**.

1.89 The distribution of new trips is as follows (from the most suitable site access):

- Ford Road – North: 9%
  - A284 – North: 5%
  - Maltravers Street: 4%
- Yapton Road – North: 32%
  - Barnham Road – Northwest: 6%
  - North End Road – A27 – West: 24%
  - Yapton: 3%
- Ford Road – South: 41%
  - A259 – East: 35%
  - Prison/ Industrial Park: 6%
- Yapton Road – South: 17%
  - A259 – West: 17%

1.90 In respect of the level crossing at Ford, the projected increase in traffic as a result of the development on this link (Ford Road) is indicated in **Table 10**. This equates broadly to 20% additional traffic in each peak hour.

Table 10 – Development Traffic on Ford Road – Level Crossing Link

	Southbound	Northbound	Two-Way
AM (8:00-9:00)	23	73	96
PM (17:00-18:00)	59	37	96

Sensitivity Assessment

1.91 Considering the development proposals include a school on site, as well as significant measures to encourage sustainable travel (next section), a sensitivity assessment has been undertaken. This assessment assumes that the vehicular trips to the site will reduce by a minimum of 15% as a direct result of the investment and proposed measures to enhance travel choice and sustainability, together with the internalisation of trips due to the school – 50% of traffic on our roads during an AM peak are educational related trips.

1.92 The projected development traffic increase at Ford level crossing with the 15% decrease is indicated in **Table 11**.

Table 11 – Development Traffic on Ford Road – Level Crossing Link

	Southbound	Northbound	Two-Way
AM (8:00-9:00)	17	54	72
PM (17:00-18:00)	44	28	72

Micro-simulation Model

1.93 In order to simulate the observed and proposed behaviour of traffic at Ford Level crossing, a micro-simulation model in S-Paramics was prepared.

1.94 The Micro-simulation allows the user to model the behaviour of individual vehicles on a specific junction/ section of road network, using predefined parameters for all scenarios.

1.95 S-Paramics is a micro-simulation traffic modelling software that simulates the behaviour of each individual vehicle. Individual driver behaviour is determined through the random allocation of aggression and awareness characteristics, junction behaviour (gap acceptance), top speed, headway and propensity to change lanes.

1.96 Model calibration and validation are necessary to achieve accuracy in modelling. Model validation is the process of checking the calibrated model against observed traffic data independent of the model development process. The model calibration and validation has been undertaken in line with the guidance outlined in DMRB Volume 12 and 12a and subsequent Interim Advice note (IAN36/01) as well as the HA Guidelines for the Use of Microsimulation Software (July, 2007).

1.97 The base model has been calibrated for the AM (07:00 to 09:00) and PM (16:00 to 18:00) time periods using survey counts and level crossing timings. This data has also informed the signal times, vehicle composition and release profiles, and the model demands included within the Paramics model. The model validation checks have been undertaken using observed queue data which have been compared to the modelled equivalents across both modelled periods.

1.98 The geometrical data included in the model has been obtained from the use of an Ordnance Survey (OS) data overlay, against which the model network has been coded. Ariel photographs were also used as a reference.

1.99 The level crossing link has been assessed for a 2 hour period over both the AM and PM development scenarios, as well as the sensitivity scenarios including a 15% decrease in development traffic.

1.100 The comparison of queueing at the Ford Level Crossing as a result of the proposed development is demonstrated in **Charts 4 – 7**.

Chart 4 – Southbound Queues (vehicles) – AM

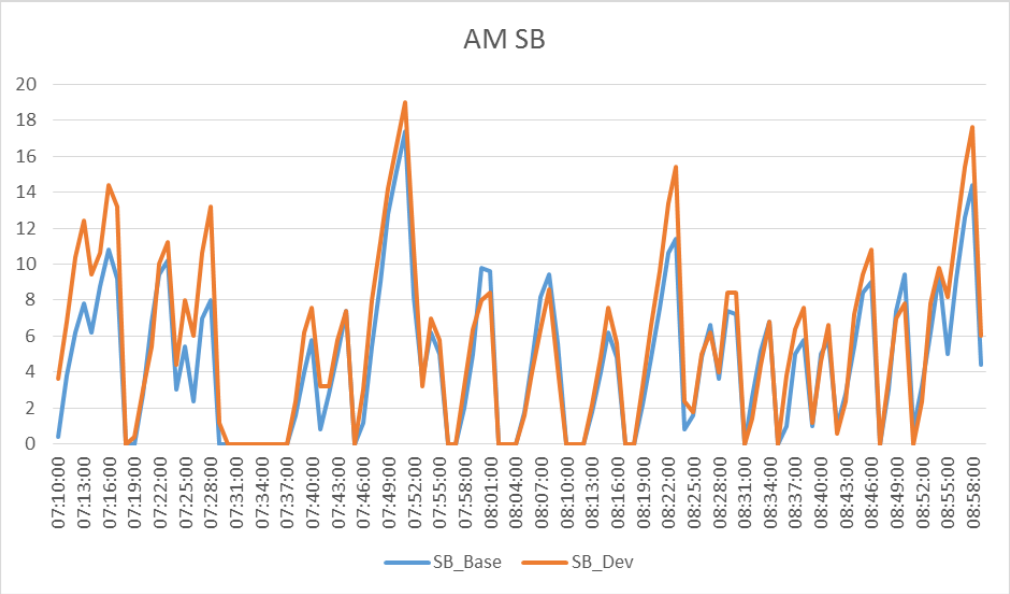


Chart 5 – Southbound Queues (vehicles) – PM

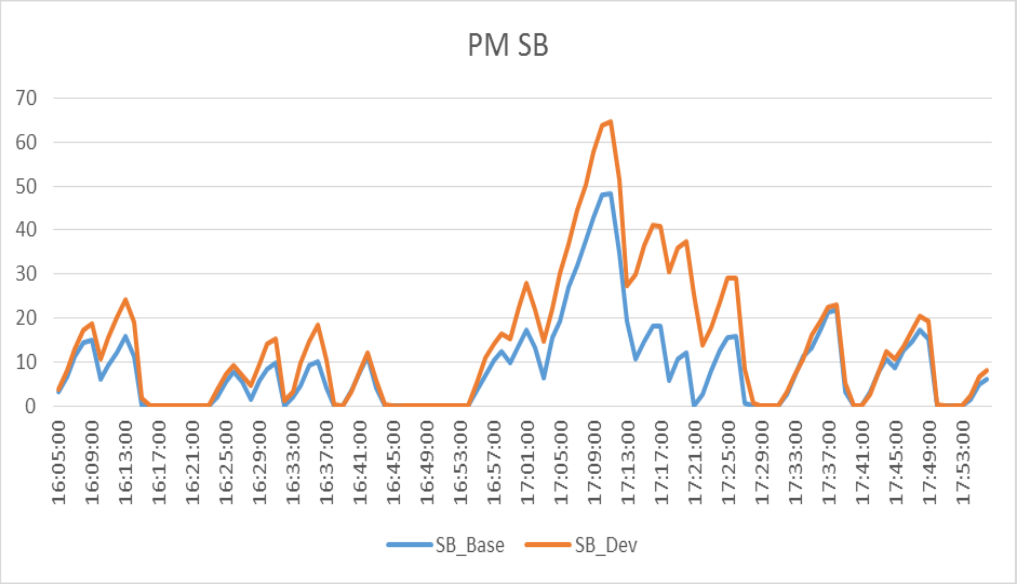


Chart 6 – Northbound Queues (vehicles) – AM

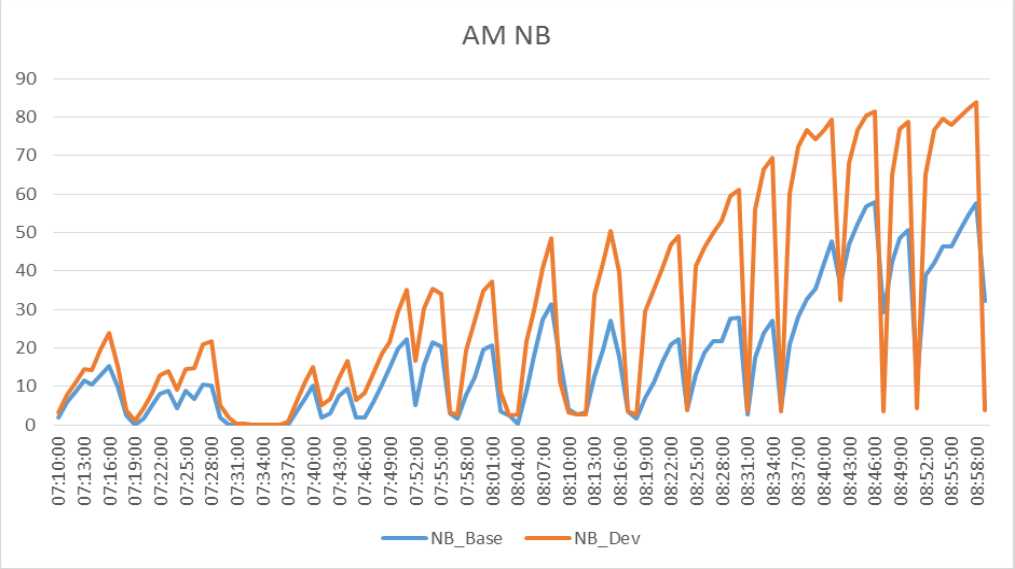
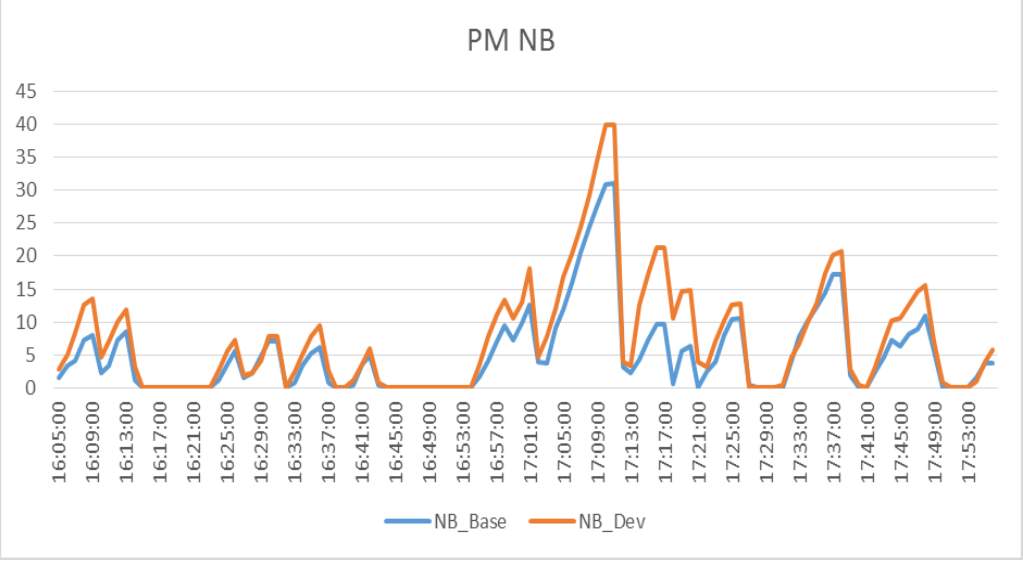


Chart 7 – Northbound Queues (vehicles) – PM



1.101 These charts indicate that there will be some increase in queueing at Ford Level Crossing following development of circa 1500 homes in this area. The most defined queue is the northbound traffic during the AM peak period. Queuing within the other peak hours and directions is far less defined.

1.102 A journey-time analysis was also derived as an output of the micro-simulation model. This illustrates that the average delay to a particular journey is less than 1½ minutes in the AM peak hour, and less than 30 seconds in the PM peak.

1.103 This initial assessment indicates that following the development of 1500 new homes in Ford, the average delay experienced by motorists at the Ford level crossing will increase by approximately 1½ minutes. This delay is not considered significant in the context of this quantum of much needed housing in Ford. The analysis however assumes that all 1500 homes, and hence traffic generated by these, will be on the network from day one. This of course is not the case and so is a worst case assessment.

1.104 The reality is that the development may take up to 10 years to be fully built out whereby traffic and travel patterns may be materially different to the present day with advances in technology and behaviour change to travel, particularly travel to work.

Mitigation

1.105 It is envisaged that overarching objectives of the masterplan for the site, as set out in current transport planning policy will be as follows:

- Design for community, putting people, and their quality of life now and in the future, at the centre of decision making.
- Minimising the need to travel, providing choice in transport, and where travel occurs, encouraging greater use of more sustainable and healthy forms of travel.
- Establishing priorities so that development and day to day facilities are accessible in the first instance by walking and cycling, then by public transport, then by motor vehicles.

1.106 The suggested approach will be to understand what alternative choices need to be available in order to accommodate that level of demand. It is, in order for sustainable and convenient travel by car to be achievable, what else needs to be in place.

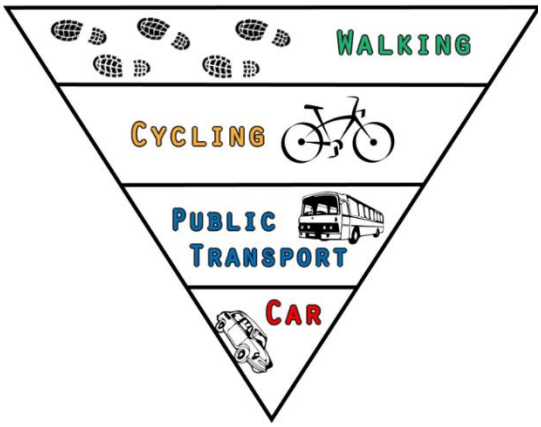
1.107 Hence, the approach to masterplanning will be based on the following;

- Design
- Choice
- Behaviour
- Network Management

1.108 **Design** is in terms of creating communities, where public interaction, outdoor and indoor, is the norm. Where friends and day to day activities are nearby and easy to get to, and where it is not an automatic reaction when leaving home to get into a car. The site is well placed to take advantage of the proximity of a range of day to day facilities.

1.109 **Choice** is in terms of providing the **infrastructure** and facilities to minimise reliance on any single option. This widens social inclusion, and for instance, on average, makes contributing to commuter car congestion more of a choice and less of a necessity.

1.110 **Behaviour** is in terms of educating people in the options and consequences. It brings together awareness, health, environment and personal convenience.



1.111 **Network Management** is in terms of managing the road network in accord with the user hierarchy preferred by the Council. Car travel is the lowest capacity network in terms of space occupied per person. It also occupies the lowest priority in the user hierarchy. This means, for instance, prioritising the reliability and speed of bus and cycle movement over that of cars in the commuter peaks.

1.112 It is against this framework with which the development will provide betterment to existing facilities including new and improved pedestrian crossings, bus stops and service diversions where appropriate, improved linkages to the train station and comprehensive travel planning. This will offset the effect of the private car and offer future residents better travel choice.

1.113 In terms of the vehicular access points to the site then these will to some extent be determined by existing access points and traffic capacity which will be subject to a more detailed study, but clearly there are numerous options available including access from Ford Road and Yapton Road.

1.114 Further afield the proposals will also need to be cognisant of committed developments and other larger scale infrastructure proposals such as the Government's commitment of £350 million to update the A27 to the north of the site including the proposed dual carriageway for Arundel.

1.115 Travel Patterns in this area will most certainly change as a result of this new development, however there is no reason to assume that this change will be in the form of increased total vehicular movements or congestion. According to the 2011 census travel to work data, half of the residents in the MSOA Arun 006 area who also work in the same area, use an alternative form of transport than single occupancy vehicle already. There is no reason to suppose this trend will not continue and increase its propensity to more sustainable modes of travel.

1.116 Developer funding is committed to seeing these design parameters develop into a reality. Mitigation through design is outlined in the 'Development Proposals' section following.

Development Proposals – Headline Measures

1.117 This development proposes significant physical infrastructure seeking to influence travel choice and promote sustainable travel. This infrastructure includes exploitation of the existing bus network, dedicated cycle provision on and off site, as well as significant pedestrian enhancements to the surrounding network.

Walking and cycling

1.118 The development will seek to improve the pedestrian and cycling environment within the vicinity of the site to key local amenities through the provision of improved footways and crossings where possible. This will include measures to provide better connections for pedestrians between existing and proposed bus stops and improved cycle routes where practical. One example may be to investigate reducing the speed limit to 30mph on Ford Road between the site and Ford Railway Station.

Public transport

1.119 One of the key areas of investment in sustainable transport will be developer –funded pump priming for the bus services network. This may mean a new bus service for the site, or the diversion of an existing service to achieve a frequency of 15 – 30 minutes. This will not only benefit those in the new development by offering a bus connection within easy walking distance, but also the existing local communities. The Masterplan will be designed to accommodate a bus loop within the site should the operator and local highway authority consider it necessary.

1.120 In addition, improvements to the railway station at Ford will be considered, subject to Network Rail's discretion and availability of space. These improvements may include improved facilities for cyclists, such as secure cycle lockers and cyclist-friendly accesses in order to enhance the cycle link between the station and the site.

Other measures

1.121 In addition to the more specific sustainable transport measures set out in the foregoing, 'softer' measures are also proposed. These softer measures have proven extremely effective in behaviour change and modal shift. This is particularly important in new developments where new residents are more susceptible to change due to their sudden environment (and therefore habits) change.

1.122 There are a wide range of soft measures that will be funded as part of the development on this site. The most effective of which is personalised/ school travel planning. This straightforward technique is recognised as a major prime-mover to changing attitudes to travel, and subsequent behavioural change.

Travel Planning

1.123 This development will come forward with a comprehensive travel plan, containing details on how the development with enhance sustainable movement inside and external to the site. As part of the Travel Plan, sustainable travel vouchers of the value £500 will be provided for each home in the development, which can be spent on a combination of bus/ train fares, and cycling gear and equipment (including bikes).

1.124 Some excellent examples of the beneficial effects of Travel Planning can be found within the research undertaken by SUSTRANS in relation to behaviour change, travel planning and Personalised Travel Planning (PTP).

1.125 Examples include Peterborough (2013 - 4800 households) and Stockton (2014 – 8000 households) as part of the Sustrans PTP Programme. Both reported beneficial changes in travel behaviour in terms of trips under 5 miles as follows;

Stockton

- 35% decrease in car driver
- 11% increase in cycling
- 41% increase in walking
- 22% increase in bus

Peterborough

- 34% decrease in car driver
- 26% increase in cycling
- 35% increase in walking
- 7% increase in bus

1.126 Furthermore, recent results from the Liftshare organisation (www. Liftshare.com) suggests that where PTP has been implemented for the office population, it has achieved mode shifts of up to 26% away from car driver with an average mode shift of 17%.

1.127 These figures and evidence are not insignificant and could make a big difference to the way in which people in this Ford travel to and from work and school.

1.128 As such, there is no reason to suppose, that given the measures and investment in sustainable travel and behavioural change proposed as part of this development, that results and behavioural change similar to the above could not be achieved.

Summary

1.129 Whilst the existing area around the site in Ford is readily accessible by numerous modes of transport, the proposals for large scale residential-led development within Ford of 1500 dwellings, community infrastructure and a school, provide significant critical mass and have the potential to bring forward a step change in the level of connectivity and accessibility in this area.

1.130 The Masterplan for the site or Ford Neighbourhood Plan (FNP) is seeking to inform the allocation of the site within the emerging Arun Local Plan.

1.131 The site will be designed to promote pedestrian and cycle movement, and to promote public transport use. The development will enhance the accessibility of the site and the local area by sustainable travel modes, by seeking to improve pedestrian/ cyclist links and crossing facilities, public transport links and behavioural change through a wide range of developer-funded measures. Accessibility for cars will be secondary to alternative modes of transport.

Conclusion

1.132 Therefore, it is considered that the land at the former Ford airfield is situated in a good location in terms of sustainable transport and accessibility and with the development of 1500 homes offers the potential to create significant changes in sustainable transport / travel and behavioural change in this area for new and existing residents. We consider that this development and associated mitigation measures aimed at sustainable travel is entirely appropriate in a weighted balance between additional inconvenience to the car commuter ay Ford Level Crossing which, as indicated previously, will be around 1.5 minutes additional delay on average.

Advanced Transport Research

Report Id - CustomList-1966
Site Name - 9714-001
Description - ford rd north [60M]
Direction - North

05 November 2015

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
0600	23	0	21	0	2	0	0	0	0	0	0		0600	0	0	0	1
0700	242	1	210	0	27	1	1	0	1	1	0		0700	0	0	0	4
0800	376	3	333	1	37	0	1	0	1	0	0		0800	0	2	1	7
0900	240	6	208	1	18	4	2	0	1	0	0		0900	0	1	0	5
1000	218	3	184	0	27	2	1	0	1	0	0		1000	0	0	2	6
1100	185	2	150	1	31	1	0	0	0	0	0		1100	0	0	2	3
1200	197	2	168	1	24	1	0	0	1	0	0		1200	3	0	8	19
1300	197	2	172	2	18	0	0	2	0	1	0		1300	0	4	1	7
1400	198	2	174	1	19	2	0	0	0	0	0		1400	0	2	1	9
1500	198	2	171	0	24	1	0	0	0	0	0		1500	0	1	2	9
1600	213	3	183	0	26	0	0	0	0	0	1		1600	0	0	0	6
1700	170	2	161	1	6	0	0	0	0	0	0		1700	1	0	1	6
1800	122	1	112	0	9	0	0	0	0	0	0		1800	1	0	1	3
1900	82	1	78	1	1	0	1	0	0	0	0		1900	0	0	0	0
2000	54	0	53	0	1	0	0	0	0	0	0		2000	0	0	0	0
2100	32	1	30	0	1	0	0	0	0	0	0		2100	0	0	0	0
2200	36	0	33	0	2	1	0	0	0	0	0		2200	0	0	0	0
2300	13	0	12	0	1	0	0	0	0	0	0		2300	0	0	0	1
07-19	**2556**	**29**	**2226**	**8**	**266**	**12**	**5**	**2**	**5**	**2**	**1**		**07-19**	**5**	**10**	**19**	**84**
06-22	**2747**	**31**	**2408**	**9**	**271**	**12**	**6**	**2**	**5**	**2**	**1**		**06-22**	**5**	**10**	**19**	**85**
06-00	**2796**	**31**	**2453**	**9**	**274**	**13**	**6**	**2**	**5**	**2**	**1**		**06-00**	**5**	**10**	**19**	**86**
00-00	**2796**	**31**	**2453**	**9**	**274**	**13**	**6**	**2**	**5**	**2**	**1**		**00-00**	**5**	**10**	**19**	**86**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	5	9	7	1	0	0	0	0	0	37.8	41.8	0	0	0	0	0	0
17	73	87	41	15	5	0	0	0	0	36.8	41.8	0	0	0	0	0	0
42	177	115	25	5	2	0	0	0	0	34.2	38.3	0	0	0	0	0	0
54	117	39	19	4	1	0	0	0	0	33	36.9	0	0	0	0	0	0
67	85	44	12	2	0	0	0	0	0	32.2	37.4	0	0	0	0	0	0
39	65	43	22	11	0	0	0	0	0	34.3	40.3	0	0	0	0	0	0
51	51	35	22	7	1	0	0	0	0	32.1	39.8	0	0	0	0	0	0
41	67	44	23	8	2	0	0	0	0	33.7	40.3	0	0	0	0	0	0
23	72	66	17	5	3	0	0	0	0	34.5	39.4	0	0	0	0	0	0
65	80	27	12	1	1	0	0	0	0	31.7	36.7	0	0	0	0	0	0
48	76	48	27	7	1	0	0	0	0	34.2	40	0	0	0	0	0	0
33	57	46	20	5	0	1	0	0	0	34.1	39.8	1	0.6	0	0	0	0
18	53	32	10	4	0	0	0	0	0	33.8	38.9	0	0	0	0	0	0
4	25	36	15	1	0	1	0	0	0	36.9	41.2	1	1.2	0	0	0	0
2	10	20	15	3	4	0	0	0	0	39.3	42.7	0	0	0	0	0	0
3	6	10	10	0	3	0	0	0	0	38.5	43.6	0	0	0	0	0	0
3	4	8	12	6	3	0	0	0	0	40.5	45.9	0	0	0	0	0	0
0	5	5	1	0	1	0	0	0	0	36.1	36.7	0	0	0	0	0	0
498	**973**	**626**	**250**	**74**	**16**	**1**	**0**	**0**	**0**	**33.8**	**39.4**	**1**	**0**	**0**	**0**	**0**	**0**
507	**1019**	**701**	**297**	**79**	**23**	**2**	**0**	**0**	**0**	**34.1**	**39.8**	**2**	**0.1**	**0**	**0**	**0**	**0**
510	**1028**	**714**	**310**	**85**	**27**	**2**	**0**	**0**	**0**	**34.2**	**39.8**	**2**	**0.1**	**0**	**0**	**0**	**0**
510	**1028**	**714**	**310**	**85**	**27**	**2**	**0**	**0**	**0**	**34.2**	**39.8**	**2**	**0.1**	**0**	**0**	**0**	**0**

06 November 2015

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
0000	6	0	6	0	0	0	0	0	0	0	0		0000	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0
0200	4	0	3	0	1	0	0	0	0	0	0		0200	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0400	11	1	4	0	3	0	0	1	0	2	0		0400	0	0	0	2
0500	52	0	41	0	9	0	0	0	2	0	0		0500	0	0	0	0
0600	91	2	75	0	13	1	0	0	0	0	0		0600	0	0	2	0
0700	246	0	208	1	36	0	0	0	1	0	0		0700	0	1	0	1
0800	269	3	239	2	23	2	0	0	0	0	0		0800	0	0	1	2
0900	211	0	187	0	20	2	1	0	0	0	1		0900	1	1	1	10
1000	172	1	144	1	25	0	0	0	0	1	0		1000	0	0	1	2
1100	196	0	161	3	30	1	0	0	0	1	0		1100	0	0	0	0
1200	232	0	201	1	25	4	0	0	0	1	0		1200	0	0	0	4
1300	185	0	165	0	16	0	0	0	2	2	0		1300	1	0	0	2
1400	188	4	170	1	12	1	0	0	0	0	0		1400	0	0	0	1
1500	220	4	197	0	18	0	0	0	0	0	1		1500	1	2	2	3
1600	210	1	196	4	9	0	0	0	0	0	0		1600	1	0	2	5
1700	191	1	183	0	7	0	0	0	0	0	0		1700	0	1	2	5
1800	127	0	119	0	7	0	0	1	0	0	0		1800	0	0	0	1
1900	95	0	88	0	7	0	0	0	0	0	0		1900	0	0	1	0
2000	57	0	57	0	0	0	0	0	0	0	0		2000	0	0	0	0
2100	29	1	26	0	2	0	0	0	0	0	0		2100	0	0	0	1
2200	29	0	27	0	2	0	0	0	0	0	0		2200	0	0	0	0
2300	24	0	24	0	0	0	0	0	0	0	0		2300	0	0	0	0
07-19	**2447**	**14**	**2170**	**13**	**228**	**10**	**1**	**1**	**3**	**5**	**2**		**07-19**	**4**	**5**	**9**	**36**
06-22	**2719**	**17**	**2416**	**13**	**250**	**11**	**1**	**1**	**3**	**5**	**2**		**06-22**	**4**	**5**	**12**	**37**
06-00	**2772**	**17**	**2467**	**13**	**252**	**11**	**1**	**1**	**3**	**5**	**2**		**06-00**	**4**	**5**	**12**	**37**
00-00	**2846**	**18**	**2522**	**13**	**265**	**11**	**1**	**2**	**5**	**7**	**2**		**00-00**	**4**	**5**	**12**	**39**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
1	2	2	1	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0
0	0	0	0	0	1	0	0	0	0	52.2	-	0	0	0	0	0	0
0	0	0	2	1	1	0	0	0	0	44.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	0	3	2	3	0	0	0	0	0	37.4	45.2	0	0	0	0	0	0
0	1	6	21	13	9	2	0	0	0	45.6	54.1	2	3.8	0	0	0	0
3	20	36	13	11	5	1	0	0	0	38.9	45.6	1	1.1	0	0	0	0
19	92	93	28	6	6	0	0	0	0	35.9	40.3	0	0	0	0	0	0
19	99	106	33	8	0	1	0	0	0	35.8	40	1	0.4	0	0	0	0
19	101	50	21	7	0	0	0	0	0	33.9	39.1	0	0	0	0	0	0
28	59	50	22	4	6	0	0	0	0	35.5	40.5	0	0	0	0	0	0
28	89	50	20	8	1	0	0	0	0	34.9	39.8	0	0	0	0	0	0
44	100	61	18	5	0	0	0	0	0	33.9	38.3	0	0	0	0	0	0
19	88	46	20	8	1	0	0	0	0	34.9	40.3	0	0	0	0	0	0
30	85	51	14	6	1	0	0	0	0	34.3	39.1	0	0	0	0	0	0
25	94	65	19	5	3	1	0	0	0	34.6	38.9	1	0.5	0	0	0	0
36	95	44	16	8	3	0	0	0	0	33.8	39.1	0	0	0	0	0	0
44	75	48	13	3	0	0	0	0	0	33	38.5	0	0	0	0	0	0
19	53	32	19	2	1	0	0	0	0	34.7	40.3	0	0	0	0	0	0
10	28	36	12	6	2	0	0	0	0	36.4	42.1	0	0	0	0	0	0
2	14	19	13	4	3	2	0	0	0	39.2	44.5	2	3.5	0	0	0	0
2	8	9	7	2	0	0	0	0	0	36.6	41.2	0	0	0	0	0	0
0	6	15	5	1	2	0	0	0	0	38.6	43.2	0	0	0	0	0	0
0	5	6	6	6	1	0	0	0	0	40.7	45.4	0	0	0	0	0	0
330	**1030**	**696**	**243**	**70**	**22**	**2**	**0**	**0**	**0**	**34.6**	**39.6**	**2**	**0.1**	**0**	**0**	**0**	**0**
347	**1100**	**796**	**288**	**93**	**32**	**5**	**0**	**0**	**0**	**35**	**40**	**5**	**0.2**	**0**	**0**	**0**	**0**
347	**1111**	**817**	**299**	**100**	**35**	**5**	**0**	**0**	**0**	**35**	**40.3**	**5**	**0.2**	**0**	**0**	**0**	**0**
349	**1114**	**828**	**325**	**117**	**46**	**7**	**0**	**0**	**0**	**35.3**	**40.5**	**7**	**0.2**	**0**	**0**	**0**	**0**

07 November 2015

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
0000	12	0	12	0	0	0	0	0	0	0	0		0000	0	0	0	0
0100	3	0	2	0	1	0	0	0	0	0	0		0100	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0		0200	0	0	0	0
0300	5	0	2	0	1	2	0	0	0	0	0		0300	0	0	0	0
0400	7	0	4	0	3	0	0	0	0	0	0		0400	0	0	0	0
0500	18	0	17	0	1	0	0	0	0	0	0		0500	0	0	0	0
0600	39	0	35	1	3	0	0	0	0	0	0		0600	0	0	0	0
0700	65	1	59	0	4	1	0	0	0	0	0		0700	0	0	0	1
0800	164	0	143	1	18	1	1	0	0	0	0		0800	0	0	0	1
0900	190	1	176	1	10	0	0	0	1	0	1		0900	0	1	0	1
1000	185	0	169	1	15	0	0	0	0	0	0		1000	0	2	2	4
1100	229	0	218	0	11	0	0	0	0	0	0		1100	0	0	1	4
1200	176	0	165	0	11	0	0	0	0	0	0		1200	0	0	1	6
1300	178	1	171	0	6	0	0	0	0	0	0		1300	0	0	0	1
1400	155	2	147	1	5	0	0	0	0	0	0		1400	0	2	1	1
1500	168	1	156	1	10	0	0	0	0	0	0		1500	1	0	4	7
1600	170	0	165	2	3	0	0	0	0	0	0		1600	1	0	1	5
1700	153	1	142	0	9	1	0	0	0	0	0		1700	0	0	0	14
1800	77	1	72	0	4	0	0	0	0	0	0		1800	0	0	0	0
1900	76	1	68	1	6	0	0	0	0	0	0		1900	0	0	0	1
2000	61	0	58	0	3	0	0	0	0	0	0		2000	0	0	1	1
2100	48	2	45	0	1	0	0	0	0	0	0		2100	0	1	0	0
2200	33	1	30	0	2	0	0	0	0	0	0		2200	0	0	0	2
2300	27	0	27	0	0	0	0	0	0	0	0		2300	0	0	0	0
07-19	**1910**	**8**	**1783**	**7**	**106**	**3**	**1**	**0**	**1**	**0**	**1**		**07-19**	**2**	**5**	**10**	**45**
06-22	**2134**	**11**	**1989**	**9**	**119**	**3**	**1**	**0**	**1**	**0**	**1**		**06-22**	**2**	**6**	**11**	**47**
06-00	**2194**	**12**	**2046**	**9**	**121**	**3**	**1**	**0**	**1**	**0**	**1**		**06-00**	**2**	**6**	**11**	**49**
00-00	**2242**	**12**	**2086**	**9**	**127**	**5**	**1**	**0**	**1**	**0**	**1**		**00-00**	**2**	**6**	**11**	**49**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	1	6	3	1	1	0	0	0	0	41.2	43.6	0	0	0	0	0	0
0	0	2	1	0	0	0	0	0	0	39.2	-	0	0	0	0	0	0
0	0	1	1	1	0	0	0	0	0	42.9	-	0	0	0	0	0	0
1	1	2	1	0	0	0	0	0	0	35.5	-	0	0	0	0	0	0
2	0	3	1	1	0	0	0	0	0	37.9	-	0	0	0	0	0	0
1	0	9	3	1	3	1	0	0	0	43.4	52.8	1	5.6	0	0	0	0
1	10	11	14	1	1	1	0	0	0	39.1	44.1	1	2.6	0	0	0	0
0	14	23	15	8	4	0	0	0	0	39.6	45.9	0	0	0	0	0	0
15	67	43	27	5	6	0	0	0	0	36.2	41.6	0	0	0	0	0	0
9	71	67	28	7	5	1	0	0	0	36.5	41.4	1	0.5	0	0	0	0
38	87	29	13	8	2	0	0	0	0	33.2	38.7	0	0	0	0	0	0
37	99	55	29	3	1	0	0	0	0	34	39.6	0	0	0	0	0	0
30	67	43	20	5	4	0	0	0	0	34.7	40.7	0	0	0	0	0	0
19	60	49	35	11	2	0	1	0	0	36.5	42.1	1	0.6	1	0.6	0	0
25	72	36	14	2	2	0	0	0	0	33.8	39.1	0	0	0	0	0	0
21	78	36	14	5	1	1	0	0	0	33.7	38.7	1	0.6	0	0	0	0
25	60	52	21	4	1	0	0	0	0	34.4	40	0	0	0	0	0	0
32	49	35	17	2	4	0	0	0	0	33.5	39.6	0	0	0	0	0	0
6	20	23	22	3	2	1	0	0	0	38	42.9	1	1.3	0	0	0	0
13	23	21	11	1	5	1	0	0	0	36.4	43.2	1	1.3	0	0	0	0
5	12	23	11	7	1	0	0	0	0	37.1	43.6	0	0	0	0	0	0
1	19	12	10	5	0	0	0	0	0	36.9	42.7	0	0	0	0	0	0
1	6	17	4	2	1	0	0	0	0	37.4	40.9	0	0	0	0	0	0
0	5	8	9	3	2	0	0	0	0	40.2	45	0	0	0	0	0	0
257	**744**	**491**	**255**	**63**	**34**	**3**	**1**	**0**	**0**	**34.9**	**40.7**	**4**	**0.2**	**1**	**0.1**	**0**	**0**
277	**808**	**558**	**301**	**77**	**41**	**5**	**1**	**0**	**0**	**35.2**	**41.2**	**6**	**0.3**	**1**	**0**	**0**	**0**
278	**819**	**583**	**314**	**82**	**44**	**5**	**1**	**0**	**0**	**35.3**	**41.2**	**6**	**0.3**	**1**	**0**	**0**	**0**
282	**821**	**606**	**324**	**86**	**48**	**6**	**1**	**0**	**0**	**35.4**	**41.4**	**7**	**0.3**	**1**	**0**	**0**	**0**

08 November 2015

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
0000	18	0	18	0	0	0	0	0	0	0	0		0000	0	0	0	1
0100	5	0	4	0	1	0	0	0	0	0	0		0100	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0		0200	0	0	0	0
0300	6	0	6	0	0	0	0	0	0	0	0		0300	0	0	0	0
0400	7	0	6	0	0	1	0	0	0	0	0		0400	0	0	0	0
0500	15	0	13	0	2	0	0	0	0	0	0		0500	0	0	0	0
0600	34	3	29	0	2	0	0	0	0	0	0		0600	0	1	0	1
0700	73	1	65	0	7	0	0	0	0	0	0		0700	0	0	1	0
0800	113	4	102	0	7	0	0	0	0	0	0		0800	0	0	1	2
0900	240	14	215	1	7	0	2	0	0	0	1		0900	2	0	11	23
1000	365	7	342	3	11	0	2	0	0	0	0		1000	0	0	4	23
1100	328	3	310	1	12	0	0	0	1	1	0		1100	0	0	1	8
1200	380	1	369	1	9	0	0	0	0	0	0		1200	0	2	2	23
1300	298	5	285	1	7	0	0	0	0	0	0		1300	0	1	1	2
1400	267	7	240	2	15	0	2	0	1	0	0		1400	0	1	2	5
1500	267	4	250	0	13	0	0	0	0	0	0		1500	0	1	0	2
1600	209	1	203	0	4	1	0	0	0	0	0		1600	0	0	1	4
1700	144	2	138	0	4	0	0	0	0	0	0		1700	2	0	0	1
1800	131	1	125	0	5	0	0	0	0	0	0		1800	0	0	0	0
1900	73	1	72	0	0	0	0	0	0	0	0		1900	0	0	1	0
2000	55	1	54	0	0	0	0	0	0	0	0		2000	0	0	0	0
2100	32	0	31	0	1	0	0	0	0	0	0		2100	0	0	0	0
2200	22	0	20	0	1	0	1	0	0	0	0		2200	0	1	0	0
2300	25	0	24	0	1	0	0	0	0	0	0		2300	0	0	0	0
07-19	**2815**	**50**	**2644**	**9**	**101**	**1**	**6**	**0**	**2**	**1**	**1**		**07-19**	**4**	**5**	**24**	**93**
06-22	**3009**	**55**	**2830**	**9**	**104**	**1**	**6**	**0**	**2**	**1**	**1**		**06-22**	**4**	**6**	**25**	**94**
06-00	**3056**	**55**	**2874**	**9**	**106**	**1**	**7**	**0**	**2**	**1**	**1**		**06-00**	**4**	**7**	**25**	**94**
00-00	**3109**	**55**	**2923**	**9**	**109**	**2**	**7**	**0**	**2**	**1**	**1**		**00-00**	**4**	**7**	**25**	**95**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	5	5	6	1	0	0	0	0	0	37.6	42.3	0	0	0	0	0	0
0	2	2	1	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0
0	0	1	0	0	1	0	0	0	0	44.2	-	0	0	0	0	0	0
0	0	1	2	2	0	1	0	0	0	47.1	-	1	16.7	0	0	0	0
2	0	2	3	0	0	0	0	0	0	36.7	-	0	0	0	0	0	0
0	3	6	0	1	4	1	0	0	0	43.5	52.8	1	6.7	0	0	0	0
1	3	15	4	7	2	0	0	0	0	39.2	47.2	0	0	0	0	0	0
0	12	30	14	12	4	0	0	0	0	40.1	46.3	0	0	0	0	0	0
2	30	37	27	12	2	0	0	0	0	38.2	44.5	0	0	0	0	0	0
20	59	79	32	11	3	0	0	0	0	34.2	40.9	0	0	0	0	0	0
69	118	98	42	9	2	0	0	0	0	33.8	39.6	0	0	0	0	0	0
78	143	69	24	4	1	0	0	0	0	33	37.8	0	0	0	0	0	0
114	131	81	18	7	2	0	0	0	0	32.1	37.4	0	0	0	0	0	0
41	134	78	29	7	4	1	0	0	0	34.7	39.1	1	0.3	0	0	0	0
41	93	88	29	6	2	0	0	0	0	34.6	39.6	0	0	0	0	0	0
41	94	83	36	5	3	1	1	0	0	35.2	40.3	2	0.7	1	0.4	1	0.4
52	71	51	22	4	2	2	0	0	0	34	39.8	2	1	0	0	0	0
10	51	47	26	5	2	0	0	0	0	36.1	42.1	0	0	0	0	0	0
33	42	23	21	9	3	0	0	0	0	35	42.1	0	0	0	0	0	0
1	10	32	18	10	1	0	0	0	0	39.4	44.7	0	0	0	0	0	0
3	15	13	14	4	6	0	0	0	0	39.5	45.9	0	0	0	0	0	0
0	6	14	7	3	2	0	0	0	0	40.3	45	0	0	0	0	0	0
0	4	8	4	5	0	0	0	0	0	38.4	45.9	0	0	0	0	0	0
1	8	4	10	1	0	1	0	0	0	38.8	42.5	1	4	0	0	0	0
501	**978**	**764**	**320**	**91**	**30**	**4**	**1**	**0**	**0**	**34.3**	**40**	**5**	**0.2**	**1**	**0**	**1**	**0**
506	**1012**	**838**	**363**	**115**	**41**	**4**	**1**	**0**	**0**	**34.7**	**40.5**	**5**	**0.2**	**1**	**0**	**1**	**0**
507	**1024**	**850**	**377**	**121**	**41**	**5**	**1**	**0**	**0**	**34.7**	**40.7**	**6**	**0.2**	**1**	**0**	**1**	**0**
509	**1034**	**867**	**389**	**125**	**46**	**7**	**1**	**0**	**0**	**34.8**	**40.7**	**8**	**0.3**	**1**	**0**	**1**	**0**

09 November 2015

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
0000	7	0	5	0	2	0	0	0	0	0	0		0000	0	0	0	0
0100	5	0	3	0	1	1	0	0	0	0	0		0100	0	0	0	0
0200	3	0	1	0	2	0	0	0	0	0	0		0200	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0
0400	14	0	10	0	2	0	0	0	0	2	0		0400	0	0	0	0
0500	65	1	53	0	9	1	0	0	0	0	1		0500	0	0	1	1
0600	150	3	117	1	23	1	1	0	2	2	0		0600	0	0	2	2
0700	257	3	222	1	27	1	0	0	3	0	0		0700	0	0	1	2
0800	311	2	268	3	32	2	2	0	1	0	1		0800	0	0	2	2
0900	190	0	164	1	22	2	0	0	1	0	0		0900	0	0	1	6
1000	179	5	161	0	12	0	0	1	0	0	0		1000	0	0	1	6
1100	183	3	156	1	19	3	1	0	0	0	0		1100	0	2	1	2
1200	188	2	157	4	22	1	1	0	0	0	1		1200	0	0	2	5
1300	169	2	144	0	20	1	0	0	1	1	0		1300	0	1	0	2
1400	188	2	158	1	24	1	0	0	1	1	0		1400	0	2	0	0
1500	190	4	166	0	20	0	0	0	0	0	0		1500	1	1	1	13
1600	224	1	204	1	15	1	0	0	0	1	1		1600	1	0	3	6
1700	202	3	189	1	9	0	0	0	0	0	0		1700	2	2	3	2
1800	119	0	112	1	6	0	0	0	0	0	0		1800	0	1	0	1
1900	76	0	73	2	1	0	0	0	0	0	0		1900	1	0	0	0
2000	44	2	42	0	0	0	0	0	0	0	0		2000	0	0	0	0
2100	33	2	29	0	2	0	0	0	0	0	0		2100	0	0	0	2
2200	23	0	23	0	0	0	0	0	0	0	0		2200	0	0	0	0
2300	13	0	12	1	0	0	0	0	0	0	0		2300	0	0	0	0
07-19	**2400**	**27**	**2101**	**14**	**228**	**12**	**4**	**1**	**7**	**3**	**3**		**07-19**	**4**	**9**	**15**	**47**
06-22	**2703**	**34**	**2362**	**17**	**254**	**13**	**5**	**1**	**9**	**5**	**3**		**06-22**	**5**	**9**	**17**	**51**
06-00	**2739**	**34**	**2397**	**18**	**254**	**13**	**5**	**1**	**9**	**5**	**3**		**06-00**	**5**	**9**	**17**	**51**
00-00	**2834**	**35**	**2470**	**18**	**270**	**15**	**5**	**1**	**9**	**7**	**4**		**00-00**	**5**	**9**	**18**	**52**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	2	4	0	0	1	0	0	0	0	39.2	-	0	0	0	0	0	0
0	0	3	1	0	1	0	0	0	0	42	-	0	0	0	0	0	0
0	0	2	0	0	1	0	0	0	0	43.5	-	0	0	0	0	0	0
0	0	0	0	0	1	0	0	0	0	52.3	-	0	0	0	0	0	0
0	2	2	8	2	0	0	0	0	0	41.8	44.5	0	0	0	0	0	0
1	2	13	24	8	13	2	0	0	0	43.7	52.3	2	3.1	1	1.5	0	0
14	20	47	34	20	9	2	0	0	0	39.3	46.3	2	1.3	0	0	0	0
16	75	88	51	13	9	2	0	0	0	37.5	42.7	2	0.8	0	0	0	0
22	135	111	31	7	1	0	0	0	0	35.2	39.6	0	0	0	0	0	0
24	60	57	32	8	2	0	0	0	0	35.5	40.9	0	0	0	0	0	0
36	56	45	24	5	5	0	1	0	0	34.8	40.5	1	0.6	1	0.6	0	0
19	65	58	29	4	2	0	1	0	0	35.6	40.9	1	0.5	1	0.5	1	0.5
42	65	45	17	6	5	1	0	0	0	34.3	40	1	0.5	1	0.5	0	0
30	67	42	18	9	0	0	0	0	0	34.5	40	0	0	0	0	0	0
25	87	55	12	5	1	0	0	1	0	34.6	38.7	1	0.5	1	0.5	1	0.5
43	74	33	18	3	3	0	0	0	0	32.8	39.4	0	0	0	0	0	0
63	88	43	13	3	3	1	0	0	0	32.8	36.9	1	0.4	0	0	0	0
46	67	44	26	7	2	1	0	0	0	33.9	40.9	1	0.5	1	0.5	0	0
6	38	33	31	4	5	0	0	0	0	37.4	42.7	0	0	0	0	0	0
8	22	35	7	1	1	1	0	0	0	36	39.8	1	1.3	0	0	0	0
1	9	11	13	4	4	2	0	0	0	41.4	47.6	2	4.5	0	0	0	0
2	10	7	6	5	1	0	0	0	0	37.5	45.2	0	0	0	0	0	0
0	2	4	7	9	1	0	0	0	0	43.2	48.5	0	0	0	0	0	0
0	1	5	2	2	3	0	0	0	0	42.9	52.1	0	0	0	0	0	0
372	**877**	**654**	**302**	**74**	**38**	**5**	**2**	**1**	**0**	**34.9**	**40.5**	**8**	**0.3**	**5**	**0.2**	**2**	**0.1**
397	**938**	**754**	**362**	**104**	**53**	**10**	**2**	**1**	**0**	**35.3**	**41.2**	**13**	**0.5**	**5**	**0.2**	**2**	**0.1**
397	**941**	**763**	**371**	**115**	**57**	**10**	**2**	**1**	**0**	**35.4**	**41.4**	**13**	**0.5**	**5**	**0.2**	**2**	**0.1**
398	**947**	**787**	**404**	**125**	**74**	**12**	**2**	**1**	**0**	**35.7**	**41.8**	**15**	**0.5**	**6**	**0.2**	**2**	**0.1**

10 November 2015

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
0000	8	0	8	0	0	0	0	0	0	0	0		0000	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0		0200	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0		0300	0	0	0	0
0400	17	1	11	0	2	1	0	0	0	2	0		0400	0	0	0	1
0500	67	0	54	1	11	0	0	0	0	1	0		0500	0	0	0	0
0600	135	1	115	1	15	1	0	0	1	0	1		0600	0	0	0	1
0700	253	0	216	2	31	1	1	0	1	1	0		0700	0	0	0	2
0800	294	3	262	2	25	0	1	0	1	0	0		0800	0	3	0	6
0900	195	1	166	1	24	1	0	1	0	0	1		0900	0	1	0	3
1000	173	1	144	2	24	1	0	0	0	1	0		1000	0	0	1	0
1100	177	1	145	0	28	2	1	0	0	0	0		1100	0	1	1	2
1200	169	0	150	1	18	0	0	0	0	0	0		1200	0	0	0	6
1300	160	1	137	1	21	0	0	0	0	0	0		1300	0	0	0	1
1400	180	4	157	1	17	0	0	0	1	0	0		1400	0	1	1	1
1500	185	4	165	0	15	1	0	0	0	0	0		1500	1	2	4	10
1600	183	3	167	0	13	0	0	0	0	0	0		1600	1	0	3	0
1700	152	2	144	0	5	0	0	0	0	0	1		1700	2	1	1	16
1800	125	1	120	0	4	0	0	0	0	0	0		1800	0	0	1	3
1900	100	2	90	0	8	0	0	0	0	0	0		1900	2	1	0	1
2000	64	2	59	0	3	0	0	0	0	0	0		2000	0	0	1	0
2100	44	2	41	0	1	0	0	0	0	0	0		2100	0	0	0	1
2200	30	0	29	0	1	0	0	0	0	0	0		2200	0	0	0	1
2300	21	0	20	0	1	0	0	0	0	0	0		2300	0	0	0	0
07-19	**2246**	**21**	**1973**	**10**	**225**	**6**	**3**	**1**	**3**	**2**	**2**		**07-19**	**4**	**9**	**12**	**50**
06-22	**2589**	**28**	**2278**	**11**	**252**	**7**	**3**	**1**	**4**	**2**	**3**		**06-22**	**6**	**10**	**13**	**53**
06-00	**2640**	**28**	**2327**	**11**	**254**	**7**	**3**	**1**	**4**	**2**	**3**		**06-00**	**6**	**10**	**13**	**54**
00-00	**2737**	**29**	**2404**	**12**	**268**	**8**	**3**	**1**	**4**	**5**	**3**		**00-00**	**6**	**10**	**13**	**55**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	1	2	3	1	1	0	0	0	0	41.2	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	37.1	-	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	42.2	-	0	0	0	0	0	0
0	0	1	0	2	0	0	0	0	0	45.2	-	0	0	0	0	0	0
1	4	0	7	1	2	1	0	0	0	40.6	47.2	1	5.9	0	0	0	0
0	2	13	24	13	13	1	1	0	0	44.9	52.3	2	3	1	1.5	0	0
1	19	43	46	15	10	0	0	0	0	40.4	46.5	0	0	0	0	0	0
16	76	76	57	19	7	0	0	0	0	37.6	43.8	0	0	0	0	0	0
37	115	90	32	10	1	0	0	0	0	34.5	39.4	0	0	0	0	0	0
37	85	45	17	5	2	0	0	0	0	34	38.9	0	0	0	0	0	0
15	70	59	17	8	3	0	0	0	0	35.6	40	0	0	0	0	0	0
24	77	57	7	3	4	1	0	0	0	34.2	37.8	1	0.6	0	0	0	0
27	56	58	20	2	0	0	0	0	0	34.6	39.6	0	0	0	0	0	0
20	65	53	15	3	3	0	0	0	0	35.1	39.6	0	0	0	0	0	0
19	73	65	16	4	0	0	0	0	0	34.6	39.4	0	0	0	0	0	0
37	86	37	5	2	1	0	0	0	0	31.8	36.7	0	0	0	0	0	0
13	80	43	32	6	5	0	0	0	0	35.6	41.6	0	0	0	0	0	0
44	47	27	10	3	1	0	0	0	0	31.6	38.5	0	0	0	0	0	0
14	36	43	21	6	1	0	0	0	0	35.6	41.4	0	0	0	0	0	0
4	27	43	11	7	3	1	0	0	0	36.8	43.2	1	1	0	0	0	0
1	10	26	14	10	2	0	0	0	0	39.4	45.2	0	0	0	0	0	0
3	6	13	10	10	0	1	0	0	0	39.8	45.2	1	2.3	0	0	0	0
0	5	10	10	2	2	0	0	0	0	39.8	44.7	0	0	0	0	0	0
1	3	7	7	1	2	0	0	0	0	40.5	43.8	0	0	0	0	0	0
303	**866**	**653**	**249**	**71**	**28**	**1**	**0**	**0**	**0**	**34.7**	**40**	**1**	**0**	**0**	**0**	**0**	**0**
312	**928**	**778**	**330**	**113**	**43**	**3**	**0**	**0**	**0**	**35.2**	**40.9**	**3**	**0.1**	**0**	**0**	**0**	**0**
313	**936**	**795**	**347**	**116**	**47**	**3**	**0**	**0**	**0**	**35.3**	**41.2**	**3**	**0.1**	**0**	**0**	**0**	**0**
314	**943**	**812**	**382**	**133**	**63**	**5**	**1**	**0**	**0**	**35.6**	**41.6**	**6**	**0.2**	**1**	**0**	**0**	**0**

11 November 2015

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
0000	6	0	5	0	1	0	0	0	0	0	0		0000	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0
0200	2	0	0	0	2	0	0	0	0	0	0		0200	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0
0400	12	1	4	0	4	0	0	0	0	2	1		0400	0	0	0	1
0500	54	1	41	0	10	0	0	0	0	2	0		0500	0	0	0	0
0600	122	3	96	0	21	0	0	0	2	0	0		0600	1	1	1	0
0700	256	4	228	1	20	2	0	0	1	0	0		0700	0	0	0	3
0800	328	2	294	1	29	0	0	0	1	0	1		0800	0	0	0	5
0900	200	2	173	0	21	0	0	1	0	1	2		0900	0	0	4	4
1000	192	3	159	2	23	2	2	0	0	0	1		1000	0	2	2	5
1100	188	1	158	2	24	1	1	1	0	0	0		1100	0	1	0	2
1200	204	3	184	0	15	1	0	0	0	0	1		1200	0	0	1	5
1300	167	2	139	3	22	0	0	0	1	0	0		1300	0	1	1	1
1400	211	4	182	1	21	1	0	0	0	1	1		1400	0	1	2	3
1500	188	2	169	2	15	0	0	0	0	0	0		1500	1	0	5	12
1600	221	3	198	0	19	0	0	0	0	0	1		1600	0	0	1	8
1700	219	4	206	1	8	0	0	0	0	0	0		1700	1	7	3	2
1800	153	3	144	0	6	0	0	0	0	0	0		1800	0	1	1	15
1900	112	0	105	0	7	0	0	0	0	0	0		1900	0	0	0	0
2000	74	1	71	0	2	0	0	0	0	0	0		2000	0	1	0	0
2100	41	1	40	0	0	0	0	0	0	0	0		2100	0	0	0	0
2200	28	1	27	0	0	0	0	0	0	0	0		2200	0	0	0	0
2300	18	0	18	0	0	0	0	0	0	0	0		2300	0	0	0	0
07-19	**2527**	**33**	**2234**	**13**	**223**	**7**	**3**	**2**	**3**	**2**	**7**		**07-19**	**2**	**13**	**20**	**65**
06-22	**2876**	**38**	**2546**	**13**	**253**	**7**	**3**	**2**	**5**	**2**	**7**		**06-22**	**3**	**15**	**21**	**65**
06-00	**2922**	**39**	**2591**	**13**	**253**	**7**	**3**	**2**	**5**	**2**	**7**		**06-00**	**3**	**15**	**21**	**65**
00-00	**2999**	**41**	**2644**	**13**	**270**	**7**	**3**	**2**	**5**	**6**	**8**		**00-00**	**3**	**15**	**21**	**66**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
1	1	2	1	0	0	1	0	0	0	39.4	-	1	16.7	0	0	0	0
1	0	1	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0
0	0	0	1	0	1	0	0	0	0	47.4	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0
0	2	1	5	3	0	0	0	0	0	40.4	46.5	0	0	0	0	0	0
1	4	12	18	11	7	1	0	0	0	43.7	49.9	1	1.9	0	0	0	0
2	11	42	35	16	12	1	0	0	0	41.1	47.9	1	0.8	0	0	0	0
10	55	98	60	20	7	3	0	0	0	38.6	44.3	3	1.2	0	0	0	0
24	131	115	35	18	0	0	0	0	0	35.6	40	0	0	0	0	0	0
25	78	64	19	4	2	0	0	0	0	34.3	39.4	0	0	0	0	0	0
24	69	66	18	4	2	0	0	0	0	34.5	38.9	0	0	0	0	0	0
23	90	49	19	3	1	0	0	0	0	34.5	39.1	0	0	0	0	0	0
39	72	56	22	7	2	0	0	0	0	34.4	39.8	0	0	0	0	0	0
13	68	46	22	10	4	0	0	1	0	36.3	41.2	1	0.6	1	0.6	1	0.6
29	91	54	25	5	1	0	0	0	0	34.3	39.6	0	0	0	0	0	0
36	72	44	13	4	1	0	0	0	0	32.7	38.5	0	0	0	0	0	0
53	88	45	15	9	2	0	0	0	0	33.4	38.5	0	0	0	0	0	0
38	102	45	15	4	2	0	0	0	0	32.8	37.8	0	0	0	0	0	0
35	44	37	15	4	1	0	0	0	0	32.8	39.1	0	0	0	0	0	0
12	47	30	14	6	3	0	0	0	0	36.1	42.3	0	0	0	0	0	0
4	14	25	17	7	6	0	0	0	0	39.1	45.2	0	0	0	0	0	0
0	9	15	9	5	3	0	0	0	0	39.9	45.4	0	0	0	0	0	0
1	6	7	7	5	2	0	0	0	0	40.7	48.5	0	0	0	0	0	0
0	5	4	7	1	1	0	0	0	0	39.6	43.6	0	0	0	0	0	0
349	**960**	**719**	**278**	**92**	**25**	**3**	**0**	**1**	**0**	**34.7**	**40**	**4**	**0.2**	**1**	**0**	**1**	**0**
367	**1041**	**831**	**353**	**126**	**49**	**4**	**0**	**1**	**0**	**35.2**	**40.9**	**5**	**0.2**	**1**	**0**	**1**	**0**
368	**1052**	**842**	**367**	**132**	**52**	**4**	**0**	**1**	**0**	**35.3**	**41.2**	**5**	**0.2**	**1**	**0**	**1**	**0**
371	**1059**	**859**	**392**	**146**	**60**	**6**	**0**	**1**	**0**	**35.4**	**41.6**	**7**	**0.2**	**1**	**0**	**1**	**0**

12 November 2015

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
0000	7	0	7	0	0	0	0	0	0	0	0		0000	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0		0200	0	0	0	0
0300	7	0	4	1	1	1	0	0	0	0	0		0300	0	0	0	0
0400	9	1	3	0	4	0	0	0	0	1	0		0400	0	1	0	0
0500	64	0	50	0	12	0	0	0	0	2	0		0500	0	0	0	0
0600	122	3	99	0	17	1	0	1	0	0	1		0600	0	0	2	1
0700	246	3	214	1	27	0	0	0	1	0	0		0700	0	1	2	1
0800	323	3	287	5	23	3	0	1	1	0	0		0800	0	0	1	8
0900	301	2	267	1	31	0	0	0	0	0	0		0900	0	0	2	8
1000	345	1	298	2	38	0	3	0	1	2	0		1000	0	1	2	8
1100	300	3	254	0	38	2	0	1	2	0	0		1100	0	1	2	6
1200	266	2	222	1	40	0	0	0	1	0	0		1200	0	0	0	8
1300	232	1	190	1	32	3	0	0	2	3	0		1300	0	0	0	7
1400	202	2	170	0	27	2	0	0	0	1	0		1400	1	2	1	2
1500	219	3	199	0	17	0	0	0	0	0	0		1500	0	0	2	5
1600	201	4	181	0	15	0	0	0	0	0	1		1600	1	2	1	1
1700	180	3	166	0	11	0	0	0	0	0	0		1700	0	2	1	10
1800	126	4	117	0	5	0	0	0	0	0	0		1800	0	1	0	0
1900	85	3	76	0	6	0	0	0	0	0	0		1900	0	0	1	0
2000	52	0	47	0	5	0	0	0	0	0	0		2000	0	0	1	0
2100	39	2	33	0	3	1	0	0	0	0	0		2100	0	0	0	0
2200	27	0	25	0	2	0	0	0	0	0	0		2200	0	0	0	0
2300	15	0	15	0	0	0	0	0	0	0	0		2300	0	0	0	0
07-19	**2941**	**31**	**2565**	**11**	**304**	**10**	**3**	**2**	**8**	**6**	**1**		**07-19**	**2**	**10**	**14**	**64**
06-22	**3239**	**39**	**2820**	**11**	**335**	**12**	**3**	**3**	**8**	**6**	**2**		**06-22**	**2**	**10**	**18**	**65**
06-00	**3281**	**39**	**2860**	**11**	**337**	**12**	**3**	**3**	**8**	**6**	**2**		**06-00**	**2**	**10**	**18**	**65**
00-00	**3370**	**40**	**2925**	**12**	**355**	**13**	**3**	**3**	**8**	**9**	**2**		**00-00**	**2**	**11**	**18**	**65**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	0	1	3	2	1	0	0	0	0	44.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	39.8	-	0	0	0	0	0	0
0	1	2	4	0	0	0	0	0	0	40.3	-	0	0	0	0	0	0
0	2	2	2	1	1	0	0	0	0	37.3	-	0	0	0	0	0	0
0	3	22	22	11	6	0	0	0	0	42.4	48.1	0	0	0	0	0	0
5	33	32	26	9	11	3	0	0	0	39.2	47.2	3	2.5	1	0.8	0	0
7	74	92	48	17	4	0	0	0	0	37.2	42.3	0	0	0	0	0	0
29	140	109	23	10	2	1	0	0	0	34.8	38.9	1	0.3	0	0	0	0
42	129	71	41	8	0	0	0	0	0	34.5	40.5	0	0	0	0	0	0
93	132	69	32	5	3	0	0	0	0	32.9	38	0	0	0	0	0	0
80	130	61	17	3	0	0	0	0	0	32.7	37.1	0	0	0	0	0	0
54	116	68	12	7	1	0	0	0	0	33.2	37.6	0	0	0	0	0	0
37	103	60	18	5	2	0	0	0	0	34.2	38.7	0	0	0	0	0	0
18	97	53	17	6	5	0	0	0	0	34.9	39.4	0	0	0	0	0	0
48	97	51	12	2	1	1	0	0	0	33.2	37.8	1	0.5	0	0	0	0
26	80	62	19	9	0	0	0	0	0	34.6	39.4	0	0	0	0	0	0
44	44	47	19	8	4	1	0	0	0	34.1	41.8	1	0.6	0	0	0	0
14	34	35	27	11	4	0	0	0	0	37.1	43.6	0	0	0	0	0	0
5	20	36	16	2	5	0	0	0	0	37.7	42.9	0	0	0	0	0	0
2	19	15	12	2	1	0	0	0	0	36.5	41.6	0	0	0	0	0	0
4	10	10	10	4	1	0	0	0	0	38	44.5	0	0	0	0	0	0
1	10	8	6	0	1	1	0	0	0	38.6	42.3	1	3.7	0	0	0	0
0	4	7	2	2	0	0	0	0	0	38.7	44.1	0	0	0	0	0	0
492	**1176**	**778**	**285**	**91**	**26**	**3**	**0**	**0**	**0**	**34.3**	**39.4**	**3**	**0.1**	**0**	**0**	**0**	**0**
508	**1258**	**871**	**349**	**108**	**44**	**6**	**0**	**0**	**0**	**34.6**	**40**	**6**	**0.2**	**1**	**0**	**0**	**0**
509	**1272**	**886**	**357**	**110**	**45**	**7**	**0**	**0**	**0**	**34.7**	**40**	**7**	**0.2**	**1**	**0**	**0**	**0**
509	**1278**	**914**	**389**	**124**	**53**	**7**	**0**	**0**	**0**	**34.9**	**40.5**	**7**	**0.2**	**1**	**0**	**0**	**0**

Virtual Day (Partial days = 7.75)

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
0000	9	0	9	0	0	0	0	0	0	0	0		0000	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0		0200	0	0	0	0
0300	3	0	2	0	0	0	0	0	0	0	0		0300	0	0	0	0
0400	11	1	6	0	3	0	0	0	0	1	0		0400	0	0	0	1
0500	48	0	38	0	8	0	0	0	0	1	0		0500	0	0	0	0
0600	90	2	73	0	12	1	0	0	1	0	0		0600	0	0	1	1
0700	205	2	178	1	22	1	0	0	1	0	0		0700	0	0	1	2
0800	272	3	241	2	24	1	1	0	1	0	0		0800	0	1	1	4
0900	221	3	195	1	19	1	1	0	0	0	1		0900	0	1	2	8
1000	229	3	200	1	22	1	1	0	0	1	0		1000	0	1	2	7
1100	223	2	194	1	24	1	0	0	0	0	0		1100	0	1	1	3
1200	227	1	202	1	21	1	0	0	0	0	0		1200	0	0	2	10
1300	198	2	175	1	18	1	0	0	1	1	0		1300	0	1	0	3
1400	199	3	175	1	18	1	0	0	0	0	0		1400	0	1	1	3
1500	204	3	184	0	17	0	0	0	0	0	0		1500	1	1	3	8
1600	204	2	187	1	13	0	0	0	0	0	1		1600	1	0	2	4
1700	176	2	166	0	7	0	0	0	0	0	0		1700	1	2	1	7
1800	123	1	115	0	6	0	0	0	0	0	0		1800	0	0	0	3
1900	87	1	81	1	5	0	0	0	0	0	0		1900	0	0	0	0
2000	58	1	55	0	2	0	0	0	0	0	0		2000	0	0	0	0
2100	37	1	34	0	1	0	0	0	0	0	0		2100	0	0	0	1
2200	29	0	27	0	1	0	0	0	0	0	0		2200	0	0	0	0
2300	20	0	19	0	0	0	0	0	0	0	0		2300	0	0	0	0

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	2	3	2	1	1	0	0	0	0	39.5	-	0	1.6	0	0	0	0
0	0	1	0	0	0	0	0	0	0	39	-	0	0	0	0	0	0
0	0	1	1	0	1	0	0	0	0	43.7	-	0	0	0	0	0	0
0	0	1	1	1	0	0	0	0	0	42.1	-	0	4.3	0	0	0	0
1	1	2	4	2	0	0	0	0	0	39.3	46.5	0	1.3	0	0	0	0
0	2	12	16	8	8	1	0	0	0	44	51.9	1	2.7	0	0.6	0	0
3	15	29	22	10	6	1	0	0	0	39.7	46.8	1	1.1	0	0.1	0	0
11	59	73	39	14	6	1	0	0	0	37.5	43.2	1	0.3	0	0	0	0
24	112	91	29	9	2	0	0	0	0	35.3	39.8	0	0.1	0	0	0	0
29	88	59	26	7	2	0	0	0	0	34.4	40	0	0.1	0	0	0	0
46	85	58	23	6	3	0	0	0	0	33.9	39.4	0	0.1	0	0.1	0	0
41	95	55	21	5	1	0	0	0	0	34	39.1	0	0.1	0	0.1	0	0.1
50	82	56	19	6	2	0	0	0	0	33.5	39.1	0	0.1	0	0.1	0	0
28	82	52	23	8	2	0	0	0	0	34.9	40.3	0	0.2	0	0.1	0	0.1
26	84	59	18	5	2	0	0	0	0	34.5	39.4	0	0.1	0	0.1	0	0.1
40	84	47	16	3	2	1	0	0	0	33.3	38.7	1	0.3	0	0.1	0	0.1
40	80	49	21	6	2	0	0	0	0	34.1	39.6	0	0.2	0	0	0	0
36	62	42	18	5	2	0	0	0	0	33.6	39.6	0	0.2	0	0.1	0	0
18	40	32	21	5	2	0	0	0	0	35.3	42.1	0	0.1	0	0	0	0
7	25	34	13	4	3	1	0	0	0	36.9	42.5	1	0.6	0	0	0	0
3	13	19	14	5	3	1	0	0	0	38.9	45	1	0.9	0	0	0	0
2	9	11	9	4	1	0	0	0	0	38.5	45	0	0.3	0	0	0	0
1	5	10	7	4	2	0	0	0	0	39.6	45.9	0	0.4	0	0	0	0
0	5	6	6	2	1	0	0	0	0	39.8	45.4	0	0.6	0	0	0	0

Virtual Week (Partial weeks = 1.14286)

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
Mon	2834	35	2470	18	270	15	5	1	9	7	4		Mon	5	9	18	52
Tue	2737	29	2404	12	268	8	3	1	4	5	3		Tue	6	10	13	55
Wed	2999	41	2644	13	270	7	3	2	5	6	8		Wed	3	15	21	66
Thu	3083	36	2689	11	315	13	5	3	7	6	2		Thu	4	11	19	76
Fri	2846	18	2522	13	265	11	1	2	5	7	2		Fri	4	5	12	39
|Sat	2242	12	2086	9	127	5	1	0	1	0	1		|Sat	2	6	11	49
|Sun	3109	55	2923	9	109	2	7	0	2	1	1		|Sun	4	7	25	95

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
--	**22933**	**261**	**20427**	**95**	**1938**	**74**	**29**	**11**	**39**	**37**	**22**		**--**	**31**	**73**	**137**	**507**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
398	947	787	404	125	74	12	2	1	0	35.7	41.8	15	0.5	6	0.2	2	0.1
314	943	812	382	133	63	5	1	0	0	35.6	41.6	6	0.2	1	0	0	0
371	1059	859	392	146	60	6	0	1	0	35.4	41.6	7	0.2	1	0	1	0
510	1153	814	350	105	40	5	0	0	0	34.5	40.3	5	0.1	1	0	0	0
349	1114	828	325	117	46	7	0	0	0	35.3	40.5	7	0.2	0	0	0	0
282	821	606	324	86	48	6	1	0	0	35.4	41.4	7	0.3	1	0	0	0
509	1034	867	389	125	46	7	1	0	0	34.8	40.7	8	0.3	1	0	1	0

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
3242	**8224**	**6387**	**2915**	**941**	**417**	**52**	**5**	**2**	**0**	**35.1**	**40.9**	**59**	**0.3**	**11**	**0**	**4**	**0**

Advanced Transport Research

Globals

Report Id	CustomList-1966
Descriptor	Advanced Transport Research
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2015-11-17T10:43:16
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	9714-001
Site Attribute	vectos
File Name	Q:\9714 Ford, West Sussex\9714-001 0 2015-11-13 1121.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ford rd north [60M]
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2015-11-05T06:48:57
Start Time	2015-11-05T06:48:57
Finish Time	2015-11-13T11:21:57
Operator	ATR
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Advanced Transport Research
Title	Advanced Transport Research
Graphic Logo	C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2015-11-05T06:49:00
Filter End	2015-11-13T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	60
Speed Limits	68 75 60 60 60 0 0 0 0 60
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Advanced Transport Research

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 60	Number exceeding Posted Speed Limit
]PSL% 60	Percent exceeding Posted Speed Limit
]SL1 68 ACPO	Number exceeding Speed Limit 1
]SL1% 68 ACPO	Percent exceeding Speed Limit 1
]SL2 75 DFT	Number exceeding Speed Limit 2
]SL2% 75 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Globals

Report Id	CustomList-1966
Descriptor	Advanced Transport Research
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2015-11-17T10:41:20
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	9714-001
Site Attribute	vectos
File Name	Q:\9714 Ford, West Sussex\9714-001 0 2015-11-13 1121.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ford rd north [60M]
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2015-11-05T06:48:57
Start Time	2015-11-05T06:48:57
Finish Time	2015-11-13T11:21:57
Operator	ATR
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Advanced Transport Research
Title	Advanced Transport Research
Graphic Logo	C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2015-11-05T06:49:00
Filter End	2015-11-13T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	60
Speed Limits	68 75 60 60 60 0 0 0 0 60
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Advanced Transport Research

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 60	Number exceeding Posted Speed Limit
]PSL% 60	Percent exceeding Posted Speed Limit
]SL1 68 ACPO	Number exceeding Speed Limit 1
]SL1% 68 ACPO	Percent exceeding Speed Limit 1
]SL2 75 DFT	Number exceeding Speed Limit 2
]SL2% 75 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-1966
Site Name - 9714-001
Description - ford rd north [60M]
Direction - South

05 November 2015

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
0600	23	0	19	0	3	0	1	0	0	0	0		0600	0	1	0	3	1
0700	214	3	188	4	17	0	1	1	0	0	0		0700	6	26	24	19	35
0800	193	2	168	2	19	2	0	0	0	0	0		0800	10	12	18	44	27
0900	193	1	165	0	21	4	0	0	1	1	0		0900	7	16	23	32	37
1000	153	4	133	0	12	1	1	0	1	0	1		1000	5	16	23	22	30
1100	176	2	144	0	27	2	0	0	0	1	0		1100	4	16	30	37	22
1200	192	2	169	0	17	2	2	0	0	0	0		1200	35	31	22	31	19
1300	192	4	163	2	20	2	1	0	0	0	0		1300	15	21	21	25	36
1400	193	1	166	3	19	0	1	0	0	3	0		1400	4	25	27	27	33
1500	218	0	192	1	21	2	2	0	0	0	0		1500	11	43	38	47	38
1600	285	2	254	0	26	0	2	0	1	0	0		1600	15	30	44	41	43
1700	234	1	219	0	12	0	2	0	0	0	0		1700	3	29	39	36	29
1800	173	1	153	0	16	2	1	0	0	0	0		1800	2	16	32	28	29
1900	89	0	86	0	3	0	0	0	0	0	0		1900	1	5	8	22	8
2000	67	0	63	0	4	0	0	0	0	0	0		2000	0	1	5	14	13
2100	49	0	49	0	0	0	0	0	0	0	0		2100	0	0	5	6	8
2200	31	1	29	0	1	0	0	0	0	0	0		2200	0	2	0	3	6
2300	15	2	12	0	1	0	0	0	0	0	0		2300	0	2	0	3	4
07-19	**2416**	**23**	**2114**	**12**	**227**	**17**	**13**	**1**	**3**	**5**	**1**		**07-19**	**117**	**281**	**341**	**389**	**378**
06-22	**2644**	**23**	**2331**	**12**	**237**	**17**	**14**	**1**	**3**	**5**	**1**		**06-22**	**118**	**288**	**359**	**434**	**408**
06-00	**2690**	**26**	**2372**	**12**	**239**	**17**	**14**	**1**	**3**	**5**	**1**		**06-00**	**118**	**292**	**359**	**440**	**418**
00-00	**2690**	**26**	**2372**	**12**	**239**	**17**	**14**	**1**	**3**	**5**	**1**		**00-00**	**118**	**292**	**359**	**440**	**418**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
5	7	3	2	1	0	0	0	0	35.2	45	0	0	0	0	0	0
40	33	16	13	2	0	0	0	0	28.5	39.1	0	0	0	0	0	0
35	26	17	4	0	0	0	0	0	27.4	38.5	0	0	0	0	0	0
47	26	5	0	0	0	0	0	0	26.3	35.1	0	0	0	0	0	0
35	13	9	0	0	0	0	0	0	25.8	34.2	0	0	0	0	0	0
25	22	11	6	2	1	0	0	0	26.9	37.6	1	0.6	0	0	0	0
13	26	11	4	0	0	0	0	0	22.2	37.1	0	0	0	0	0	0
30	31	10	3	0	0	0	0	0	26	36.7	0	0	0	0	0	0
33	27	14	3	0	0	0	0	0	26.4	37.8	0	0	0	0	0	0
27	12	1	1	0	0	0	0	0	22	30.6	0	0	0	0	0	0
60	40	9	2	1	0	0	0	0	25.7	35.6	0	0	0	0	0	0
53	33	8	3	1	0	0	0	0	26.5	36.2	0	0	0	0	0	0
35	21	6	3	1	0	0	0	0	26.5	36	0	0	0	0	0	0
19	14	8	4	0	0	0	0	0	29.2	39.6	0	0	0	0	0	0
12	12	8	0	2	0	0	0	0	30.5	38.3	0	0	0	0	0	0
9	11	2	5	2	1	0	0	0	33.6	45	1	2	0	0	0	0
8	9	2	1	0	0	0	0	0	31.7	37.1	0	0	0	0	0	0
1	4	1	0	0	0	0	0	0	29.2	36.5	0	0	0	0	0	0
433	**310**	**117**	**42**	**7**	**1**	**0**	**0**	**0**	**25.8**	**36.2**	**1**	**0**	**0**	**0**	**0**	**0**
478	**354**	**138**	**53**	**12**	**2**	**0**	**0**	**0**	**26.3**	**36.7**	**2**	**0.1**	**0**	**0**	**0**	**0**
487	**367**	**141**	**54**	**12**	**2**	**0**	**0**	**0**	**26.4**	**36.7**	**2**	**0.1**	**0**	**0**	**0**	**0**
487	**367**	**141**	**54**	**12**	**2**	**0**	**0**	**0**	**26.4**	**36.7**	**2**	**0.1**	**0**	**0**	**0**	**0**

06 November 2015

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
0000	13	1	12	0	0	0	0	0	0	0	0		0000	1	1	1	1	1
0100	5	0	5	0	0	0	0	0	0	0	0		0100	0	0	0	0	0
0200	5	0	4	0	1	0	0	0	0	0	0		0200	0	0	0	0	0
0300	3	0	2	0	0	0	0	0	0	1	0		0300	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0		0400	0	0	0	1	1
0500	25	1	22	0	2	0	0	0	0	0	0		0500	0	1	0	0	8
0600	46	0	38	0	8	0	0	0	0	0	0		0600	0	0	0	1	11
0700	143	5	125	1	11	0	1	0	0	0	0		0700	3	12	10	11	31
0800	186	2	155	1	25	2	0	0	0	1	0		0800	1	5	17	32	39
0900	161	1	147	1	9	2	0	1	0	0	0		0900	15	17	11	12	19
1000	166	2	141	0	22	1	0	0	0	0	0		1000	2	11	23	37	23
1100	147	1	126	1	17	1	0	0	0	1	0		1100	0	6	15	20	27
1200	162	0	146	0	14	2	0	0	0	0	0		1200	19	23	18	27	28
1300	206	1	179	0	25	0	1	0	0	0	0		1300	16	22	39	28	26
1400	179	1	161	1	14	2	0	0	0	0	0		1400	3	11	28	51	35
1500	237	0	213	1	20	0	2	0	0	1	0		1500	10	15	50	33	43
1600	258	0	232	2	21	1	2	0	0	0	0		1600	19	33	54	48	26
1700	248	4	230	1	10	0	2	0	0	0	1		1700	9	30	49	48	38
1800	174	2	162	0	9	0	0	0	0	1	0		1800	1	6	16	29	37
1900	87	0	83	0	4	0	0	0	0	0	0		1900	0	10	4	12	20
2000	70	1	67	0	2	0	0	0	0	0	0		2000	0	1	3	14	14
2100	48	0	46	0	2	0	0	0	0	0	0		2100	0	0	1	5	9
2200	47	0	46	0	1	0	0	0	0	0	0		2200	0	1	3	5	8
2300	37	1	36	0	0	0	0	0	0	0	0		2300	0	1	2	1	2
07-19	**2267**	**19**	**2017**	**9**	**197**	**11**	**8**	**1**	**0**	**4**	**1**		**07-19**	**98**	**191**	**330**	**376**	**372**
06-22	**2518**	**20**	**2251**	**9**	**213**	**11**	**8**	**1**	**0**	**4**	**1**		**06-22**	**98**	**202**	**338**	**408**	**426**
06-00	**2602**	**21**	**2333**	**9**	**214**	**11**	**8**	**1**	**0**	**4**	**1**		**06-00**	**98**	**204**	**343**	**414**	**436**
00-00	**2656**	**23**	**2381**	**9**	**217**	**11**	**8**	**1**	**0**	**5**	**1**		**00-00**	**99**	**206**	**344**	**416**	**446**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
1	4	1	1	1	0	0	0	0	32	42.7	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	37.7	-	0	0	0	0	0	0
0	3	1	0	1	0	0	0	0	43.2	-	0	0	0	0	0	0
0	1	0	1	1	0	0	0	0	44.5	-	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	32.5	-	0	0	0	0	0	0
3	5	5	2	1	0	0	0	0	35.6	43.8	0	0	0	0	0	0
16	7	3	5	2	1	0	0	0	35.8	45.4	1	2.2	0	0	0	0
42	25	3	6	0	0	0	0	0	29.3	38.3	0	0	0	0	0	0
44	27	13	8	0	0	0	0	0	29.7	38	0	0	0	0	0	0
38	34	10	4	0	1	0	0	0	27.9	38.3	1	0.6	0	0	0	0
27	27	12	4	0	0	0	0	0	27.8	37.4	0	0	0	0	0	0
38	26	14	0	1	0	0	0	0	29.7	38.7	0	0	0	0	0	0
19	14	10	4	0	0	0	0	0	24	35.6	0	0	0	0	0	0
25	31	15	4	0	0	0	0	0	25.3	37.1	0	0	0	0	0	0
20	15	12	4	0	0	0	0	0	26	35.8	0	0	0	0	0	0
49	18	11	7	1	0	0	0	0	26.1	35.1	0	0	0	0	0	0
31	30	13	3	1	0	0	0	0	24	36	0	0	0	0	0	0
38	26	8	2	0	0	0	0	0	24.5	34.9	0	0	0	0	0	0
28	37	14	4	2	0	0	0	0	30.1	38.5	0	0	0	0	0	0
11	16	8	4	2	0	0	0	0	30.1	40.3	0	0	0	0	0	0
14	10	8	4	2	0	0	0	0	31.8	41.8	0	0	0	0	0	0
19	5	3	5	1	0	0	0	0	32.9	40	0	0	0	0	0	0
14	10	4	2	0	0	0	0	0	31.7	38.3	0	0	0	0	0	0
11	10	5	3	2	0	0	0	0	36.1	42.7	0	0	0	0	0	0
399	**310**	**135**	**50**	**5**	**1**	**0**	**0**	**0**	**26.7**	**36.9**	**1**	**0**	**0**	**0**	**0**	**0**
459	**348**	**157**	**68**	**12**	**2**	**0**	**0**	**0**	**27.3**	**37.6**	**2**	**0.1**	**0**	**0**	**0**	**0**
484	**368**	**166**	**73**	**14**	**2**	**0**	**0**	**0**	**27.5**	**37.8**	**2**	**0.1**	**0**	**0**	**0**	**0**
489	**383**	**175**	**78**	**18**	**2**	**0**	**0**	**0**	**27.7**	**38**	**2**	**0.1**	**0**	**0**	**0**	**0**

07 November 2015

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
0000	23	0	23	0	0	0	0	0	0	0	0		0000	0	0	0	1	1
0100	9	0	9	0	0	0	0	0	0	0	0		0100	0	0	0	0	0
0200	3	0	2	0	1	0	0	0	0	0	0		0200	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0		0300	0	0	0	0	1
0400	10	0	9	0	1	0	0	0	0	0	0		0400	0	0	0	0	2
0500	20	0	12	0	8	0	0	0	0	0	0		0500	0	0	1	2	1
0600	45	1	35	0	9	0	0	0	0	0	0		0600	0	1	3	7	7
0700	77	1	66	0	8	1	1	0	0	0	0		0700	0	1	6	16	14
0800	110	1	102	0	7	0	0	0	0	0	0		0800	0	3	5	13	26
0900	134	1	128	0	4	0	1	0	0	0	0		0900	3	6	13	24	20
1000	169	0	160	0	9	0	0	0	0	0	0		1000	17	29	33	41	16
1100	168	0	162	0	5	1	0	0	0	0	0		1100	0	9	23	27	30
1200	158	0	144	4	7	1	2	0	0	0	0		1200	12	12	23	45	18
1300	179	2	173	0	4	0	0	0	0	0	0		1300	2	10	14	25	37
1400	164	0	157	0	6	0	1	0	0	0	0		1400	9	16	22	35	23
1500	164	0	156	0	8	0	0	0	0	0	0		1500	10	16	15	26	29
1600	136	0	131	0	4	0	1	0	0	0	0		1600	16	3	27	10	18
1700	125	1	115	0	8	0	0	0	1	0	0		1700	2	10	23	23	27
1800	102	0	101	0	1	0	0	0	0	0	0		1800	0	0	6	8	14
1900	72	0	69	0	3	0	0	0	0	0	0		1900	0	5	7	9	12
2000	66	0	64	0	2	0	0	0	0	0	0		2000	0	1	2	5	13
2100	51	0	49	0	2	0	0	0	0	0	0		2100	0	0	2	6	11
2200	57	1	56	0	0	0	0	0	0	0	0		2200	0	0	0	6	6
2300	56	1	52	0	3	0	0	0	0	0	0		2300	0	0	2	4	5
07-19	**1686**	**6**	**1595**	**4**	**71**	**3**	**6**	**0**	**1**	**0**	**0**		**07-19**	**71**	**115**	**210**	**293**	**272**
06-22	**1920**	**7**	**1812**	**4**	**87**	**3**	**6**	**0**	**1**	**0**	**0**		**06-22**	**71**	**122**	**224**	**320**	**315**
06-00	**2033**	**9**	**1920**	**4**	**90**	**3**	**6**	**0**	**1**	**0**	**0**		**06-00**	**71**	**122**	**226**	**330**	**326**
00-00	**2100**	**9**	**1976**	**4**	**101**	**3**	**6**	**0**	**1**	**0**	**0**		**00-00**	**71**	**122**	**227**	**333**	**331**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
4	7	6	2	2	0	0	0	0	39.5	45.4	0	0	0	0	0	0
2	2	1	3	1	0	0	0	0	42.5	-	0	0	0	0	0	0
0	1	2	0	0	0	0	0	0	41.2	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0
2	3	2	1	0	0	0	0	0	35.5	-	0	0	0	0	0	0
4	5	4	2	0	1	0	0	0	36.5	43.6	1	5	0	0	0	0
7	11	6	2	1	0	0	0	0	32.3	40.7	0	0	0	0	0	0
15	13	7	4	1	0	0	0	0	30.6	38.7	0	0	0	0	0	0
24	25	8	6	0	0	0	0	0	31.5	38.9	0	0	0	0	0	0
27	19	15	5	2	0	0	0	0	29.7	40	0	0	0	0	0	0
9	13	9	1	1	0	0	0	0	21.8	34.4	0	0	0	0	0	0
41	29	5	4	0	0	0	0	0	28.4	36.9	0	0	0	0	0	0
18	23	5	2	0	0	0	0	0	24.7	36	0	0	0	0	0	0
43	36	12	0	0	0	0	0	0	29.2	37.6	0	0	0	0	0	0
31	20	6	1	1	0	0	0	0	25.7	35.6	0	0	0	0	0	0
22	27	14	5	0	0	0	0	0	27.3	39.1	0	0	0	0	0	0
28	19	9	5	0	1	0	0	0	26.9	38.5	1	0.7	0	0	0	0
17	13	4	2	4	0	0	0	0	26.7	36.7	0	0	0	0	0	0
15	33	16	8	2	0	0	0	0	34.8	42.3	0	0	0	0	0	0
14	16	4	2	3	0	0	0	0	30.5	38.5	0	0	0	0	0	0
5	20	15	2	3	0	0	0	0	35	42.5	0	0	0	0	0	0
10	14	8	0	0	0	0	0	0	33.1	39.8	0	0	0	0	0	0
10	27	1	3	4	0	0	0	0	36	39.4	0	0	0	0	0	0
14	16	8	5	2	0	0	0	0	35.8	43.6	0	0	0	0	0	0
290	**270**	**110**	**43**	**11**	**1**	**0**	**0**	**0**	**27.7**	**38**	**1**	**0.1**	**0**	**0**	**0**	**0**
326	**331**	**143**	**49**	**18**	**1**	**0**	**0**	**0**	**28.3**	**38.5**	**1**	**0.1**	**0**	**0**	**0**	**0**
350	**374**	**152**	**57**	**24**	**1**	**0**	**0**	**0**	**28.7**	**38.7**	**1**	**0**	**0**	**0**	**0**	**0**
362	**393**	**167**	**65**	**27**	**2**	**0**	**0**	**0**	**29**	**38.9**	**2**	**0.1**	**0**	**0**	**0**	**0**

08 November 2015

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
0000	33	0	33	0	0	0	0	0	0	0	0		0000	0	1	1	3	7
0100	22	0	20	0	2	0	0	0	0	0	0		0100	0	1	0	1	0
0200	6	0	6	0	0	0	0	0	0	0	0		0200	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0		0300	0	0	0	0	0
0400	10	0	10	0	0	0	0	0	0	0	0		0400	0	0	0	0	2
0500	10	0	6	0	4	0	0	0	0	0	0		0500	0	0	0	0	1
0600	36	0	23	1	11	0	0	0	1	0	0		0600	0	0	0	1	6
0700	95	1	78	0	15	0	1	0	0	0	0		0700	0	2	12	8	11
0800	151	7	136	0	7	1	0	0	0	0	0		0800	3	9	6	11	18
0900	217	7	199	3	5	1	1	0	0	0	1		0900	4	9	22	24	28
1000	251	6	233	1	8	1	1	0	0	0	1		1000	20	34	39	35	16
1100	276	4	254	3	14	0	1	0	0	0	0		1100	13	15	35	45	49
1200	262	6	244	3	5	2	2	0	0	0	0		1200	15	32	36	27	26
1300	281	4	268	1	6	0	2	0	0	0	0		1300	1	26	37	36	37
1400	212	4	201	0	6	0	1	0	0	0	0		1400	2	17	22	30	26
1500	191	1	182	0	7	0	0	0	0	0	1		1500	10	29	23	11	20
1600	181	6	169	0	6	0	0	0	0	0	0		1600	1	28	34	19	15
1700	170	5	158	0	6	1	0	0	0	0	0		1700	12	16	9	25	14
1800	140	0	135	0	3	0	1	1	0	0	0		1800	6	8	12	20	9
1900	82	0	79	1	2	0	0	0	0	0	0		1900	0	0	7	6	15
2000	58	0	57	0	1	0	0	0	0	0	0		2000	0	1	3	7	9
2100	51	0	47	0	4	0	0	0	0	0	0		2100	0	0	4	3	9
2200	33	0	31	0	1	0	0	0	0	0	1		2200	0	1	1	2	9
2300	22	0	21	0	1	0	0	0	0	0	0		2300	0	1	1	3	5
07-19	**2427**	**51**	**2257**	**11**	**88**	**6**	**10**	**1**	**0**	**0**	**3**		**07-19**	**87**	**225**	**287**	**291**	**269**
06-22	**2654**	**51**	**2463**	**13**	**106**	**6**	**10**	**1**	**1**	**0**	**3**		**06-22**	**87**	**226**	**301**	**308**	**308**
06-00	**2709**	**51**	**2515**	**13**	**108**	**6**	**10**	**1**	**1**	**0**	**4**		**06-00**	**87**	**228**	**303**	**313**	**322**
00-00	**2793**	**51**	**2593**	**13**	**114**	**6**	**10**	**1**	**1**	**0**	**4**		**00-00**	**87**	**230**	**304**	**317**	**332**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
9	10	1	1	0	0	0	0	0	32.1	38	0	0	0	0	0	0
4	5	6	4	1	0	0	0	0	38.8	45.9	0	0	0	0	0	0
1	2	2	1	0	0	0	0	0	39.7	-	0	0	0	0	0	0
0	2	0	1	0	0	0	0	0	39.6	-	0	0	0	0	0	0
1	3	4	0	0	0	0	0	0	37.6	-	0	0	0	0	0	0
2	4	1	2	0	0	0	0	0	37.8	-	0	0	0	0	0	0
8	13	6	2	0	0	0	0	0	36.1	42.9	0	0	0	0	0	0
16	29	15	2	0	0	0	0	0	32.4	40.7	0	0	0	0	0	0
44	39	15	3	3	0	0	0	0	31.8	39.4	0	0	0	0	0	0
29	61	34	5	1	0	0	0	0	31.2	40.5	0	0	0	0	0	0
46	43	16	1	1	0	0	0	0	25.3	37.1	0	0	0	0	0	0
56	48	14	1	0	0	0	0	0	27.3	36.5	0	0	0	0	0	0
60	42	16	4	4	0	0	0	0	26.9	37.8	0	0	0	0	0	0
58	59	22	3	2	0	0	0	0	28.7	38.3	0	0	0	0	0	0
31	50	28	4	2	0	0	0	0	30	40	0	0	0	0	0	0
35	35	20	7	0	1	0	0	0	27.8	39.6	1	0.5	0	0	0	0
25	38	15	5	1	0	0	0	0	27.3	38.5	0	0	0	0	0	0
19	49	14	7	5	0	0	0	0	29.4	39.8	0	0	0	0	0	0
34	20	20	6	5	0	0	0	0	31	41.8	0	0	0	0	0	0
17	15	16	6	0	0	0	0	0	33.4	42.7	0	0	0	0	0	0
8	10	10	6	3	1	0	0	0	35.1	45.2	1	1.7	0	0	0	0
12	14	4	3	2	0	0	0	0	33.9	40.7	0	0	0	0	0	0
6	2	7	4	1	0	0	0	0	34.4	42.3	0	0	0	0	0	0
2	4	3	2	1	0	0	0	0	32.8	43.6	0	0	0	0	0	0
453	**513**	**229**	**48**	**24**	**1**	**0**	**0**	**0**	**28.7**	**39.1**	**1**	**0**	**0**	**0**	**0**	**0**
498	**565**	**265**	**65**	**29**	**2**	**0**	**0**	**0**	**29.2**	**39.4**	**2**	**0.1**	**0**	**0**	**0**	**0**
506	**571**	**275**	**71**	**31**	**2**	**0**	**0**	**0**	**29.3**	**39.6**	**2**	**0.1**	**0**	**0**	**0**	**0**
523	**597**	**289**	**80**	**32**	**2**	**0**	**0**	**0**	**29.5**	**39.8**	**2**	**0.1**	**0**	**0**	**0**	**0**

09 November 2015

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
0000	13	0	12	0	0	0	0	0	0	1	0		0000	0	0	0	1	0
0100	6	0	6	0	0	0	0	0	0	0	0		0100	0	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0		0200	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0	0
0400	7	0	6	0	1	0	0	0	0	0	0		0400	0	0	0	0	0
0500	19	0	18	0	1	0	0	0	0	0	0		0500	0	0	0	0	3
0600	54	1	44	0	7	0	0	0	0	1	1		0600	0	1	0	8	8
0700	139	2	117	3	12	1	1	0	2	1	0		0700	0	2	6	9	35
0800	167	4	142	0	20	0	0	1	0	0	0		0800	2	3	11	37	25
0900	162	5	140	0	14	2	0	1	0	0	0		0900	1	10	15	19	25
1000	173	4	144	3	19	2	0	0	1	0	0		1000	10	20	21	19	23
1100	159	2	136	3	17	0	0	0	0	1	0		1100	1	7	25	32	29
1200	156	2	131	1	20	0	1	0	0	1	0		1200	1	18	22	25	25
1300	160	2	143	1	11	1	1	0	0	1	0		1300	3	18	27	28	31
1400	179	2	149	0	20	1	5	0	0	2	0		1400	3	21	34	28	30
1500	244	2	216	2	20	4	0	0	0	0	0		1500	19	43	61	39	35
1600	284	1	243	1	29	2	3	0	3	2	0		1600	4	38	43	67	40
1700	238	4	220	1	10	1	1	0	0	1	0		1700	9	32	45	34	31
1800	223	1	212	0	8	0	1	0	1	0	0		1800	14	30	35	30	25
1900	123	3	112	0	8	0	0	0	0	0	0		1900	2	6	18	20	23
2000	81	0	78	0	3	0	0	0	0	0	0		2000	0	3	4	11	18
2100	71	1	69	0	1	0	0	0	0	0	0		2100	0	3	5	4	8
2200	41	0	39	0	2	0	0	0	0	0	0		2200	0	0	0	5	3
2300	13	0	13	0	0	0	0	0	0	0	0		2300	0	0	0	0	0
07-19	**2284**	**31**	**1993**	**15**	**200**	**14**	**13**	**2**	**7**	**9**	**0**		**07-19**	**67**	**242**	**345**	**367**	**354**
06-22	**2613**	**36**	**2296**	**15**	**219**	**14**	**13**	**2**	**7**	**10**	**1**		**06-22**	**69**	**255**	**372**	**410**	**411**
06-00	**2667**	**36**	**2348**	**15**	**221**	**14**	**13**	**2**	**7**	**10**	**1**		**06-00**	**69**	**255**	**372**	**415**	**414**
00-00	**2715**	**36**	**2392**	**15**	**224**	**14**	**13**	**2**	**7**	**11**	**1**		**00-00**	**69**	**255**	**372**	**416**	**417**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
2	4	3	1	1	1	0	0	0	40.4	45.6	1	7.7	0	0	0	0
0	4	2	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	39.5	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0
2	2	2	0	1	0	0	0	0	39.3	-	0	0	0	0	0	0
3	5	4	2	2	0	0	0	0	39.1	47	0	0	0	0	0	0
11	5	16	4	1	0	0	0	0	34.7	44.1	0	0	0	0	0	0
39	26	13	8	1	0	0	0	0	32.3	40	0	0	0	0	0	0
40	25	16	6	2	0	0	0	0	30.4	39.4	0	0	0	0	0	0
24	41	13	11	3	0	0	0	0	31.2	40.5	0	0	0	0	0	0
28	27	15	7	3	0	0	0	0	27.9	39.4	0	0	0	0	0	0
22	21	11	7	4	0	0	0	0	28.7	39.4	0	0	0	0	0	0
30	24	8	2	1	0	0	0	0	27.1	37.1	0	0	0	0	0	0
23	18	9	2	1	0	0	0	0	26.1	36.9	0	0	0	0	0	0
32	24	5	1	1	0	0	0	0	25.6	35.3	0	0	0	0	0	0
25	15	4	2	1	0	0	0	0	21.7	32	0	0	0	0	0	0
46	29	6	8	3	0	0	0	0	25.5	35.1	0	0	0	0	0	0
33	31	19	4	0	0	0	0	0	25.7	38	0	0	0	0	0	0
31	37	15	5	1	0	0	0	0	25.9	37.1	0	0	0	0	0	0
19	19	9	5	2	0	0	0	0	28.9	38.9	0	0	0	0	0	0
15	18	9	2	1	0	0	0	0	31.3	39.4	0	0	0	0	0	0
11	24	8	4	3	1	0	0	0	34.3	41.4	1	1.4	0	0	0	0
6	11	15	0	1	0	0	0	0	36	43.2	0	0	0	0	0	0
1	4	2	5	1	0	0	0	0	43	47.6	0	0	0	0	0	0
373	**318**	**134**	**63**	**21**	**0**	**0**	**0**	**0**	**26.9**	**37.6**	**0**	**0**	**0**	**0**	**0**	**0**
429	**384**	**176**	**78**	**28**	**1**	**0**	**0**	**0**	**27.5**	**38**	**1**	**0**	**0**	**0**	**0**	**0**
436	**399**	**193**	**83**	**30**	**1**	**0**	**0**	**0**	**27.7**	**38.3**	**1**	**0**	**0**	**0**	**0**	**0**
443	**416**	**205**	**86**	**34**	**2**	**0**	**0**	**0**	**27.9**	**38.5**	**2**	**0.1**	**0**	**0**	**0**	**0**

10 November 2015

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
0000	10	0	9	0	0	0	0	0	0	1	0		0000	1	0	0	1	3
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0		0300	0	0	0	0	0
0400	7	0	5	0	1	1	0	0	0	0	0		0400	0	0	0	0	2
0500	19	1	14	0	4	0	0	0	0	0	0		0500	0	0	0	0	1
0600	53	1	42	0	9	0	1	0	0	0	0		0600	1	0	10	6	7
0700	155	2	142	0	10	1	0	0	0	0	0		0700	0	2	4	21	40
0800	173	3	148	2	18	0	1	0	0	1	0		0800	4	10	20	17	33
0900	171	0	145	1	18	1	5	0	0	1	0		0900	5	19	36	27	17
1000	145	3	122	0	17	3	0	0	0	0	0		1000	1	0	7	15	20
1100	159	1	137	0	19	2	0	0	0	0	0		1100	6	11	25	32	20
1200	143	0	121	3	18	1	0	0	0	0	0		1200	2	12	14	18	15
1300	143	2	129	1	11	0	0	0	0	0	0		1300	0	10	5	21	23
1400	171	2	144	3	18	0	3	0	1	0	0		1400	14	22	31	28	22
1500	237	2	203	0	21	2	5	3	0	1	0		1500	30	29	52	42	35
1600	267	5	239	0	22	0	1	0	0	0	0		1600	26	44	37	30	23
1700	257	2	234	1	15	1	2	1	1	0	0		1700	16	29	93	45	26
1800	181	2	169	0	9	1	0	0	0	0	0		1800	4	5	26	16	43
1900	110	0	105	0	5	0	0	0	0	0	0		1900	3	9	9	20	31
2000	68	0	66	0	2	0	0	0	0	0	0		2000	0	1	1	7	11
2100	57	0	56	0	1	0	0	0	0	0	0		2100	0	0	8	8	11
2200	40	1	38	0	1	0	0	0	0	0	0		2200	0	1	0	1	6
2300	17	0	17	0	0	0	0	0	0	0	0		2300	0	0	0	1	1
07-19	**2202**	**24**	**1933**	**11**	**196**	**12**	**17**	**4**	**2**	**3**	**0**		**07-19**	**108**	**193**	**350**	**312**	**317**
06-22	**2490**	**25**	**2202**	**11**	**213**	**12**	**18**	**4**	**2**	**3**	**0**		**06-22**	**112**	**203**	**378**	**353**	**377**
06-00	**2547**	**26**	**2257**	**11**	**214**	**12**	**18**	**4**	**2**	**3**	**0**		**06-00**	**112**	**204**	**378**	**355**	**384**
00-00	**2588**	**27**	**2290**	**11**	**219**	**13**	**18**	**4**	**2**	**4**	**0**		**00-00**	**113**	**204**	**378**	**356**	**390**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
0	0	2	1	1	1	0	0	0	36	-	1	10	0	0	0	0
0	0	1	0	1	0	0	0	0	47.7	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	0	1	1	0	0	0	0	0	39.5	-	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0
1	11	2	2	2	0	0	0	0	39.8	48.1	0	0	0	0	0	0
12	11	4	1	1	0	0	0	0	29.6	37.4	0	0	0	0	0	0
33	39	14	2	0	0	0	0	0	31.5	38.3	0	0	0	0	0	0
46	24	11	6	2	0	0	0	0	29.1	36.7	0	0	0	0	0	0
19	25	20	2	1	0	0	0	0	26.6	38.7	0	0	0	0	0	0
48	23	22	5	4	0	0	0	0	33.4	41.8	0	0	0	0	0	0
33	23	8	1	0	0	0	0	0	26.4	36.5	0	0	0	0	0	0
32	23	19	6	2	0	0	0	0	30.4	41.2	0	0	0	0	0	0
31	33	15	2	2	1	0	0	0	31.3	39.1	1	0.7	0	0	0	0
25	23	5	1	0	0	0	0	0	24.1	35.8	0	0	0	0	0	0
23	22	2	2	0	0	0	0	0	21.7	32.2	0	0	0	0	0	0
49	38	13	5	2	0	0	0	0	24.7	37.4	0	0	0	0	0	0
17	17	7	5	2	0	0	0	0	22.1	33.1	0	0	0	0	0	0
33	30	16	6	2	0	0	0	0	29.6	38.9	0	0	0	0	0	0
15	11	7	2	2	1	0	0	0	27.9	38.3	1	0.9	0	0	0	0
14	20	7	5	2	0	0	0	0	34.3	41.4	0	0	0	0	0	0
5	9	5	4	7	0	0	0	0	33.7	46.5	0	0	0	0	0	0
10	6	11	2	2	1	0	0	0	37.1	44.1	1	2.5	0	0	0	0
5	6	3	0	1	0	0	0	0	36.6	42.9	0	0	0	0	0	0
389	**320**	**152**	**43**	**17**	**1**	**0**	**0**	**0**	**26.9**	**37.8**	**1**	**0**	**0**	**0**	**0**	**0**
435	**371**	**175**	**55**	**29**	**2**	**0**	**0**	**0**	**27.4**	**38**	**2**	**0.1**	**0**	**0**	**0**	**0**
450	**383**	**189**	**57**	**32**	**3**	**0**	**0**	**0**	**27.6**	**38.3**	**3**	**0.1**	**0**	**0**	**0**	**0**
454	**396**	**196**	**61**	**36**	**4**	**0**	**0**	**0**	**27.7**	**38.3**	**4**	**0.2**	**0**	**0**	**0**	**0**

11 November 2015

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
0000	8	0	7	0	1	0	0	0	0	0	0		0000	0	1	0	1	1
0100	3	0	2	0	1	0	0	0	0	0	0		0100	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0
0300	3	0	2	0	1	0	0	0	0	0	0		0300	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0		0400	0	0	0	0	1
0500	15	0	13	0	2	0	0	0	0	0	0		0500	0	0	0	3	0
0600	48	2	35	0	10	1	0	0	0	0	0		0600	2	3	1	5	4
0700	146	2	129	0	14	0	1	0	0	0	0		0700	1	1	8	15	41
0800	194	3	166	1	20	1	0	0	1	0	2		0800	2	8	28	25	34
0900	163	0	144	1	15	0	1	1	0	1	0		0900	2	7	14	25	18
1000	139	3	120	0	13	2	1	0	0	0	0		1000	4	12	25	23	20
1100	162	6	130	0	22	3	0	1	0	0	0		1100	2	7	20	26	34
1200	182	3	154	1	24	0	0	0	0	0	0		1200	1	28	27	22	37
1300	180	5	162	1	8	3	1	0	0	0	0		1300	7	23	29	18	35
1400	204	0	174	2	23	3	1	0	1	0	0		1400	6	25	33	23	26
1500	258	5	230	3	18	0	2	0	0	0	0		1500	30	29	44	40	35
1600	291	5	251	2	26	2	3	1	0	0	1		1600	11	40	55	59	36
1700	324	2	299	1	19	1	1	0	1	0	0		1700	31	67	34	46	37
1800	281	2	254	2	18	2	3	0	0	0	0		1800	35	26	39	77	52
1900	105	0	101	1	3	0	0	0	0	0	0		1900	1	5	21	10	16
2000	64	1	61	0	2	0	0	0	0	0	0		2000	0	0	1	5	16
2100	60	0	56	0	4	0	0	0	0	0	0		2100	1	1	2	8	12
2200	38	0	38	0	0	0	0	0	0	0	0		2200	0	0	2	4	10
2300	33	1	30	0	2	0	0	0	0	0	0		2300	1	0	0	1	3
07-19	**2524**	**36**	**2213**	**14**	**220**	**17**	**14**	**3**	**3**	**1**	**3**		**07-19**	**132**	**273**	**356**	**399**	**405**
06-22	**2801**	**39**	**2466**	**15**	**239**	**18**	**14**	**3**	**3**	**1**	**3**		**06-22**	**136**	**282**	**381**	**427**	**453**
06-00	**2872**	**40**	**2534**	**15**	**241**	**18**	**14**	**3**	**3**	**1**	**3**		**06-00**	**137**	**282**	**383**	**432**	**466**
00-00	**2906**	**40**	**2563**	**15**	**246**	**18**	**14**	**3**	**3**	**1**	**3**		**00-00**	**137**	**283**	**383**	**436**	**468**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
1	1	1	2	0	0	0	0	0	34.6	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	50.1	-	0	0	0	0	0	0
0	1	1	1	0	0	0	0	0	42.3	-	0	0	0	0	0	0
0	0	3	0	0	0	0	0	0	37.8	-	0	0	0	0	0	0
0	5	3	0	3	1	0	0	0	41.2	57.9	1	6.7	0	0	0	0
6	12	7	3	5	0	0	0	0	34.8	48.5	0	0	0	0	0	0
35	24	12	5	2	2	0	0	0	31.9	39.6	2	1.4	0	0	0	0
36	35	18	6	1	0	1	0	0	29.5	38.9	1	0.5	1	0.5	1	0.5
47	28	17	5	0	0	0	0	0	30.3	39.6	0	0	0	0	0	0
20	22	8	3	2	0	0	0	0	27.2	38.9	0	0	0	0	0	0
38	22	9	1	3	0	0	0	0	28.7	36.9	0	0	0	0	0	0
30	24	8	4	1	0	0	0	0	26.3	36	0	0	0	0	0	0
24	29	10	3	2	0	0	0	0	26.5	36.9	0	0	0	0	0	0
30	43	15	2	1	0	0	0	0	27.1	38	0	0	0	0	0	0
24	33	17	6	0	0	0	0	0	24.1	36.7	0	0	0	0	0	0
41	34	12	2	0	1	0	0	0	24.5	35.3	1	0.3	0	0	0	0
36	42	21	10	0	0	0	0	0	24.1	37.4	0	0	0	0	0	0
26	18	3	2	3	0	0	0	0	22.4	30.9	0	0	0	0	0	0
21	17	8	4	2	0	0	0	0	28.9	38.9	0	0	0	0	0	0
14	8	9	7	3	1	0	0	0	35.2	45.4	1	1.6	0	0	0	0
9	13	8	5	0	1	0	0	0	33.1	41.8	1	1.7	0	0	0	0
11	3	5	2	1	0	0	0	0	32.5	43.4	0	0	0	0	0	0
6	10	9	2	1	0	0	0	0	36.7	41.8	0	0	0	0	0	0
387	**354**	**150**	**49**	**15**	**3**	**1**	**0**	**0**	**26.3**	**37.4**	**4**	**0.2**	**1**	**0**	**1**	**0**
437	**404**	**182**	**68**	**25**	**5**	**1**	**0**	**0**	**26.9**	**38**	**6**	**0.2**	**1**	**0**	**1**	**0**
454	**417**	**196**	**72**	**27**	**5**	**1**	**0**	**0**	**27**	**38**	**6**	**0.2**	**1**	**0**	**1**	**0**
455	**427**	**204**	**75**	**31**	**6**	**1**	**0**	**0**	**27.2**	**38.3**	**7**	**0.2**	**1**	**0**	**1**	**0**

12 November 2015

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
0000	9	0	8	0	1	0	0	0	0	0	0		0000	0	0	0	0	3
0100	4	0	4	0	0	0	0	0	0	0	0		0100	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0		0300	0	0	0	0	0
0400	21	1	13	1	6	0	0	0	0	0	0		0400	0	1	1	1	1
0500	49	1	35	0	12	0	1	0	0	0	0		0500	0	1	2	7	9
0600	113	1	89	3	20	0	0	0	0	0	0		0600	1	2	9	21	19
0700	261	2	238	0	17	3	1	0	0	0	0		0700	12	26	25	46	37
0800	257	4	224	2	25	2	0	0	0	0	0		0800	8	25	23	39	38
0900	185	2	157	0	21	2	0	1	1	1	0		0900	1	6	24	27	24
1000	175	5	154	1	12	2	0	0	0	0	1		1000	3	9	7	22	34
1100	164	1	138	1	22	1	1	0	0	0	0		1100	4	13	28	31	29
1200	178	3	152	1	17	1	1	0	3	0	0		1200	12	25	25	37	20
1300	179	1	160	0	15	1	0	1	1	0	0		1300	5	14	26	18	22
1400	198	3	177	0	14	3	1	0	0	0	0		1400	6	34	29	31	22
1500	265	0	241	3	18	1	2	0	0	0	0		1500	10	34	57	45	28
1600	268	2	228	1	32	4	0	0	0	1	0		1600	14	43	38	34	27
1700	291	2	262	2	19	1	4	0	0	1	0		1700	13	33	34	31	37
1800	167	3	153	2	9	0	0	0	0	0	0		1800	1	12	22	23	32
1900	110	0	107	0	3	0	0	0	0	0	0		1900	2	9	13	15	11
2000	65	0	61	0	4	0	0	0	0	0	0		2000	0	2	3	6	14
2100	66	0	64	0	2	0	0	0	0	0	0		2100	1	1	3	9	9
2200	32	1	30	0	1	0	0	0	0	0	0		2200	0	1	2	3	5
2300	30	1	28	0	1	0	0	0	0	0	0		2300	0	2	1	2	5
07-19	**2588**	**28**	**2284**	**13**	**221**	**21**	**10**	**2**	**5**	**3**	**1**		**07-19**	**89**	**274**	**338**	**384**	**350**
06-22	**2942**	**29**	**2605**	**16**	**250**	**21**	**10**	**2**	**5**	**3**	**1**		**06-22**	**93**	**288**	**366**	**435**	**403**
06-00	**3004**	**31**	**2663**	**16**	**252**	**21**	**10**	**2**	**5**	**3**	**1**		**06-00**	**93**	**291**	**369**	**440**	**413**
00-00	**3092**	**33**	**2727**	**17**	**272**	**21**	**11**	**2**	**5**	**3**	**1**		**00-00**	**93**	**293**	**372**	**448**	**426**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
1	3	2	0	0	0	0	0	0	34.9	-	0	0	0	0	0	0
2	0	1	1	0	0	0	0	0	37.7	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	40.3	-	0	0	0	0	0	0
1	2	0	0	1	0	0	0	0	40.5	-	0	0	0	0	0	0
5	6	5	1	0	0	0	0	0	34.7	41.2	0	0	0	0	0	0
7	11	6	4	1	1	0	0	0	33.9	44.1	1	2	0	0	0	0
15	29	11	6	0	0	0	0	0	31.1	39.6	0	0	0	0	0	0
34	50	15	14	2	0	0	0	0	28	39.1	0	0	0	0	0	0
47	39	28	9	1	0	0	0	0	28.6	39.1	0	0	0	0	0	0
47	34	12	7	3	0	0	0	0	30.1	38.3	0	0	0	0	0	0
51	27	16	5	1	0	0	0	0	30.7	39.4	0	0	0	0	0	0
28	23	8	0	0	0	0	0	0	26.2	35.3	0	0	0	0	0	0
22	20	13	4	0	0	0	0	0	24.8	36.5	0	0	0	0	0	0
32	39	14	5	4	0	0	0	0	29.2	38.9	0	0	0	0	0	0
34	24	14	4	0	0	0	0	0	25.5	36.9	0	0	0	0	0	0
38	38	11	4	0	0	0	0	0	24.9	36.5	0	0	0	0	0	0
39	41	17	11	4	0	0	0	0	26.4	38.5	0	0	0	0	0	0
65	41	28	5	4	0	0	0	0	27.8	39.1	0	0	0	0	0	0
24	28	16	4	5	0	0	0	0	29.4	39.4	0	0	0	0	0	0
18	20	12	7	3	0	0	0	0	30.5	42.3	0	0	0	0	0	0
15	15	3	3	4	0	0	0	0	32.8	39.8	0	0	0	0	0	0
12	16	7	3	5	0	0	0	0	33.7	42.3	0	0	0	0	0	0
8	7	4	2	0	0	0	0	0	32.5	40.7	0	0	0	0	0	0
4	8	6	1	1	0	0	0	0	33.6	42.5	0	0	0	0	0	0
461	**404**	**192**	**72**	**24**	**0**	**0**	**0**	**0**	**27.5**	**38.3**	**0**	**0**	**0**	**0**	**0**	**0**
521	**484**	**225**	**91**	**36**	**0**	**0**	**0**	**0**	**28**	**38.7**	**0**	**0**	**0**	**0**	**0**	**0**
533	**499**	**235**	**94**	**37**	**0**	**0**	**0**	**0**	**28.1**	**38.9**	**0**	**0**	**0**	**0**	**0**	**0**
549	**521**	**250**	**100**	**39**	**1**	**0**	**0**	**0**	**28.3**	**38.9**	**1**	**0**	**0**	**0**	**0**	**0**

Virtual Day (Partial days = 7.75)

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
0000	16	0	15	0	0	0	0	0	0	0	0		0000	0	0	0	1	2
0100	7	0	7	0	0	0	0	0	0	0	0		0100	0	0	0	0	0
0200	3	0	2	0	0	0	0	0	0	0	0		0200	0	0	0	0	0
0300	3	0	2	0	0	0	0	0	0	0	0		0300	0	0	0	0	0
0400	9	0	7	0	1	0	0	0	0	0	0		0400	0	0	0	0	1
0500	22	0	17	0	5	0	0	0	0	0	0		0500	0	0	0	2	3
0600	52	1	41	1	10	0	0	0	0	0	0		0600	1	1	3	7	8
0700	154	2	135	1	13	1	1	0	0	0	0		0700	3	9	12	18	31
0800	179	3	155	1	18	1	0	0	0	0	0		0800	4	9	16	27	30
0900	173	2	153	1	13	2	1	1	0	1	0		0900	5	11	20	24	24
1000	171	3	151	1	14	2	0	0	0	0	0		1000	8	16	22	27	23
1100	176	2	153	1	18	1	0	0	0	0	0		1100	4	11	25	31	30
1200	179	2	158	2	15	1	1	0	0	0	0		1200	12	23	23	29	24
1300	190	3	172	1	13	1	1	0	0	0	0		1300	6	18	25	25	31
1400	188	2	166	1	15	1	2	0	0	1	0		1400	6	21	28	32	27
1500	227	1	204	1	17	1	2	0	0	0	0		1500	16	30	43	35	33
1600	246	3	218	1	21	1	2	0	1	0	0		1600	13	32	42	39	29
1700	236	3	217	1	12	1	2	0	0	0	0		1700	12	31	41	36	30
1800	180	1	167	1	9	1	1	0	0	0	0		1800	8	13	24	29	30
1900	97	0	93	0	4	0	0	0	0	0	0		1900	1	6	11	14	17
2000	67	0	65	0	3	0	0	0	0	0	0		2000	0	1	3	9	14
2100	57	0	55	0	2	0	0	0	0	0	0		2100	0	1	4	6	10
2200	40	1	38	0	1	0	0	0	0	0	0		2200	0	1	1	4	7
2300	28	1	26	0	1	0	0	0	0	0	0		2300	0	1	1	2	3

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
3	4	2	1	1	0	0	0	0	35.4	44.3	0	1.8	0	0	0	0
1	2	2	1	0	0	0	0	0	39.5	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	41.5	-	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	40	-	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0
3	7	4	2	1	0	0	0	0	36.8	45.4	0	1.9	0	0	0	0
10	12	7	3	1	0	0	0	0	33.1	42.5	0	0.2	0	0	0	0
32	30	12	7	1	0	0	0	0	30.1	39.1	0	0.2	0	0	0	0
40	30	16	6	1	0	0	0	0	29.6	38.9	0	0.1	0	0.1	0	0.1
35	34	16	5	1	0	0	0	0	29.2	38.9	0	0.1	0	0	0	0
33	24	13	3	2	0	0	0	0	27.3	37.8	0	0	0	0	0	0
35	27	10	3	1	0	0	0	0	27.7	37.1	0	0.1	0	0	0	0
28	25	11	4	1	0	0	0	0	25.7	37.4	0	0	0	0	0	0
33	35	13	3	1	0	0	0	0	27.7	38	0	0.1	0	0	0	0
30	28	12	3	1	0	0	0	0	26.4	37.4	0	0	0	0	0	0
30	25	10	4	0	0	0	0	0	24.3	35.8	0	0.1	0	0	0	0
40	34	12	5	2	0	0	0	0	25.5	36.9	0	0.1	0	0	0	0
35	32	14	5	2	0	0	0	0	25.6	37.1	0	0	0	0	0	0
28	28	13	5	3	0	0	0	0	27.8	38.5	0	0	0	0	0	0
17	16	9	4	2	0	0	0	0	29.8	40.3	0	0.1	0	0	0	0
12	14	9	4	3	0	0	0	0	33.1	42.3	0	0.4	0	0	0	0
11	13	6	4	3	0	0	0	0	33.6	42.9	0	0.7	0	0	0	0
9	9	6	2	1	0	0	0	0	34.1	42.7	0	0.3	0	0	0	0
6	8	5	2	1	0	0	0	0	35.4	43.6	0	0	0	0	0	0

Virtual Week (Partial weeks = 1.14286)

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
Mon	2715	36	2392	15	224	14	13	2	7	11	1		Mon	69	255	372	416	417
Tue	2588	27	2290	11	219	13	18	4	2	4	0		Tue	113	204	378	356	390
Wed	2906	40	2563	15	246	18	14	3	3	1	3		Wed	137	283	383	436	468
Thu	2891	30	2550	15	256	19	13	2	4	4	1		Thu	106	293	366	444	422
Fri	2656	23	2381	9	217	11	8	1	0	5	1		Fri	99	206	344	416	446
|Sat	2100	9	1976	4	101	3	6	0	1	0	0		|Sat	71	122	227	333	331
|Sun	2793	51	2593	13	114	6	10	1	1	0	4		|Sun	87	230	304	317	332

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
--	**21540**	**245**	**19294**	**96**	**1632**	**103**	**94**	**14**	**22**	**29**	**11**		**--**	**787**	**1885**	**2739**	**3162**	**3228**

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
443	416	205	86	34	2	0	0	0	27.9	38.5	2	0.1	0	0	0	0
454	396	196	61	36	4	0	0	0	27.7	38.3	4	0.2	0	0	0	0
455	427	204	75	31	6	1	0	0	27.2	38.3	7	0.2	1	0	1	0
518	444	196	77	26	2	0	0	0	27.4	38	2	0.1	0	0	0	0
489	383	175	78	18	2	0	0	0	27.7	38	2	0.1	0	0	0	0
362	393	167	65	27	2	0	0	0	29	38.9	2	0.1	0	0	0	0
523	597	289	80	32	2	0	0	0	29.5	39.8	2	0.1	0	0	0	0

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	]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DFT	]SL2% 75 DFT
3762	**3500**	**1627**	**599**	**229**	**21**	**1**	**0**	**0**	**27.9**	**38.5**	**22**	**0.1**	**1**	**0**	**1**	**0**

Advanced Transport Research_EH

Globals

Report Id	CustomList-1967
Descriptor	Advanced Transport Research_EH
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2015-11-17T10:44:45
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	9714-002
Site Attribute	vectos
File Name	Q:\9714 Ford, West Sussex\9714-002 0 2015-11-13 1137.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ford rd south [40M]
Lane	0
Direction	5
Direction Text	5 - South bound A]B, North bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2015-11-05T07:01:18
Start Time	2015-11-05T07:01:18
Finish Time	2015-11-13T11:37:18
Operator	ATR
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Advanced Transport Research_EH
Title	Advanced Transport Research
Graphic Logo	C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2015-11-05T07:02:00
Filter End	2015-11-13T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	40
Speed Limits	46 55 40 40 40 0 0 0 0 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Advanced Transport Research_EH

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 40	Number exceeding Posted Speed Limit
]PSL% 40	Percent exceeding Posted Speed Limit
]SL1 46 ACPO	Number exceeding Speed Limit 1
]SL1% 46 ACPO	Percent exceeding Speed Limit 1
]SL2 55 DFT	Number exceeding Speed Limit 2
]SL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research_EH

Report Id - CustomList-1967
Site Name - 9714-002
Description - ford rd south [40M]
Direction - North

05 November 2015

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
0700	49	2	41	1	3	2	0	0	0	0	0		0700	8	9	9	4
0715	55	2	49	0	4	0	0	0	0	0	0		0715	2	14	8	9
0730	73	0	68	0	5	0	0	0	0	0	0		0730	0	2	5	10
0745	74	3	67	0	3	1	0	0	0	0	0		0745	2	18	23	9
0800	83	0	76	2	3	1	0	1	0	0	0		0800	3	13	24	8
0815	71	2	58	2	8	1	0	0	0	0	0		0815	13	17	16	15
0830	131	0	119	0	10	1	1	0	0	0	0		0830	15	39	35	25
0845	89	0	78	1	6	3	0	0	1	0	0		0845	14	31	25	7
0900	72	2	64	0	5	0	1	0	0	0	0		0900	2	14	21	13
0915	50	0	44	1	2	0	3	0	0	0	0		0915	1	11	6	8
0930	66	1	59	0	5	0	1	0	0	0	0		0930	10	12	6	14
0945	61	1	55	0	5	0	0	0	0	0	0		0945	0	2	10	14
1000	40	0	36	0	2	1	1	0	0	0	0		1000	9	6	4	5
1015	68	0	59	0	8	0	1	0	0	0	0		1015	26	16	15	5
1030	55	1	49	0	3	2	0	0	0	0	0		1030	0	16	14	12
1045	66	1	55	1	7	0	2	0	0	0	0		1045	4	17	15	18
1100	56	0	51	0	3	1	1	0	0	0	0		1100	0	11	16	6
1115	59	1	50	0	8	0	0	0	0	0	0		1115	1	5	12	17
1130	50	0	45	0	4	1	0	0	0	0	0		1130	0	1	7	13
1145	46	0	40	1	5	0	0	0	0	0	0		1145	1	2	14	7
1200	41	2	36	0	2	1	0	0	0	0	0		1200	3	4	15	3
1215	78	0	68	0	9	0	0	0	0	0	1		1215	15	10	6	10
1230	25	0	19	1	5	0	0	0	0	0	0		1230	0	1	6	11
1245	63	0	57	0	4	2	0	0	0	0	0		1245	2	14	14	10
1300	46	0	41	0	4	1	0	0	0	0	0		1300	0	6	8	7
1315	47	1	44	0	2	0	0	0	0	0	0		1315	0	1	1	7
1330	54	0	46	0	4	1	1	1	0	0	1		1330	7	9	16	5
1345	47	1	40	0	5	0	0	1	0	0	0		1345	2	8	6	7
1400	54	0	47	0	4	0	3	0	0	0	0		1400	3	13	3	2
1415	54	1	51	0	1	1	0	0	0	0	0		1415	1	10	21	9
1430	48	0	44	0	2	2	0	0	0	0	0		1430	3	5	6	3
1445	49	0	46	0	2	1	0	0	0	0	0		1445	1	1	5	7

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
7	7	5	0	0	0	0	0	0	0	20.6	33.1	0	0	0	0	0	0
14	7	1	0	0	0	0	0	0	0	21.6	29.1	0	0	0	0	0	0
16	29	10	1	0	0	0	0	0	0	29.4	34.7	1	1.4	0	0	0	0
11	11	0	0	0	0	0	0	0	0	20	30	0	0	0	0	0	0
12	17	5	1	0	0	0	0	0	0	22.9	32.7	1	1.2	0	0	0	0
5	4	1	0	0	0	0	0	0	0	17.8	24.4	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	16.7	23.7	0	0	0	0	0	0
8	2	1	0	0	0	1	0	0	0	16.5	24.6	1	1.1	1	1.1	1	1.1
11	10	1	0	0	0	0	0	0	0	20.8	29.5	0	0	0	0	0	0
14	8	2	0	0	0	0	0	0	0	23.1	30.9	0	0	0	0	0	0
14	8	2	0	0	0	0	0	0	0	20.5	29.1	0	0	0	0	0	0
15	18	2	0	0	0	0	0	0	0	26.3	32	0	0	0	0	0	0
13	1	0	2	0	0	0	0	0	0	20	28.6	2	5	0	0	0	0
4	1	1	0	0	0	0	0	0	0	13.6	19.9	0	0	0	0	0	0
12	0	1	0	0	0	0	0	0	0	19.5	25.1	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0	0	19	25.3	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0	0	21.8	29.5	0	0	0	0	0	0
17	5	2	0	0	0	0	0	0	0	23.3	29.3	0	0	0	0	0	0
17	9	3	0	0	0	0	0	0	0	26	31.8	0	0	0	0	0	0
12	9	1	0	0	0	0	0	0	0	23.9	32.2	0	0	0	0	0	0
11	4	1	0	0	0	0	0	0	0	21.2	29.3	0	0	0	0	0	0
21	15	1	0	0	0	0	0	0	0	21.6	31.8	0	0	0	0	0	0
3	1	3	0	0	0	0	0	0	0	23.4	26.8	0	0	0	0	0	0
13	8	2	0	0	0	0	0	0	0	21.5	30.2	0	0	0	0	0	0
13	11	1	0	0	0	0	0	0	0	24.2	31.5	0	0	0	0	0	0
21	17	0	0	0	0	0	0	0	0	28.1	32.2	0	0	0	0	0	0
9	5	1	0	2	0	0	0	0	0	19.8	29.1	2	3.7	0	0	0	0
8	15	1	0	0	0	0	0	0	0	23.7	32.4	0	0	0	0	0	0
18	12	3	0	0	0	0	0	0	0	24	33.6	0	0	0	0	0	0
9	3	0	0	1	0	0	0	0	0	20.5	27.7	1	1.9	1	1.9	0	0
20	9	1	1	0	0	0	0	0	0	24.6	30.4	1	2.1	0	0	0	0
19	14	2	0	0	0	0	0	0	0	27.4	33.6	0	0	0	0	0	0

1500	41	0	38	0	3	0	0	0	0	0	0	1500	0	1	6	10
1515	72	1	58	1	3	3	4	0	1	0	1	1515	14	32	13	9
1530	65	1	57	1	5	0	1	0	0	0	0	1530	4	19	11	10
1545	40	1	34	0	1	2	2	0	0	0	0	1545	8	13	9	6
1600	79	0	67	1	8	0	3	0	0	0	0	1600	0	10	29	12
1615	51	2	44	0	5	0	0	0	0	0	0	1615	0	1	8	6
1630	51	2	42	0	6	1	0	0	0	0	0	1630	3	11	4	7
1645	51	2	46	0	1	2	0	0	0	0	0	1645	1	10	9	7
1700	46	0	44	0	1	0	0	0	0	0	1	1700	2	22	0	5
1715	46	2	44	0	0	0	0	0	0	0	0	1715	0	9	0	12
1730	45	1	43	0	0	0	1	0	0	0	0	1730	0	4	9	11
1745	32	0	30	0	2	0	0	0	0	0	0	1745	0	0	1	8
1800	44	0	43	0	1	0	0	0	0	0	0	1800	1	3	7	15
1815	31	1	29	0	1	0	0	0	0	0	0	1815	0	2	1	5
1830	30	0	29	0	1	0	0	0	0	0	0	1830	0	0	1	8
1845	32	2	28	0	2	0	0	0	0	0	0	1845	1	0	4	10
1900	22	0	22	0	0	0	0	0	0	0	0	1900	0	0	3	11
1915	12	0	12	0	0	0	0	0	0	0	0	1915	0	0	1	4
1930	15	0	15	0	0	0	0	0	0	0	0	1930	0	0	1	2
1945	20	0	20	0	0	0	0	0	0	0	0	1945	0	0	0	2
2000	16	0	16	0	0	0	0	0	0	0	0	2000	0	0	0	7
2015	11	0	11	0	0	0	0	0	0	0	0	2015	0	0	1	2
2030	17	0	17	0	0	0	0	0	0	0	0	2030	0	0	0	1
2045	9	0	9	0	0	0	0	0	0	0	0	2045	0	0	0	0
2100	4	1	3	0	0	0	0	0	0	0	0	2100	0	0	0	2
2115	16	0	16	0	0	0	0	0	0	0	0	2115	0	0	0	1
2130	4	0	4	0	0	0	0	0	0	0	0	2130	0	0	0	2
2145	9	0	8	0	1	0	0	0	0	0	0	2145	0	0	0	0
2200	7	0	6	0	0	0	1	0	0	0	0	2200	0	0	0	1
2215	11	0	11	0	0	0	0	0	0	0	0	2215	0	0	0	1
2230	11	0	11	0	0	0	0	0	0	0	0	2230	0	0	0	2
2245	5	0	5	0	0	0	0	0	0	0	0	2245	0	0	0	1
2300	7	0	7	0	0	0	0	0	0	0	0	2300	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	2315	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0
07-19	**2676**	**36**	**2378**	**13**	**183**	**31**	**26**	**3**	**2**	**0**	**4**	**07-19**	**182**	**475**	**504**	**441**
06-22	**2831**	**37**	**2531**	**13**	**184**	**31**	**26**	**3**	**2**	**0**	**4**	**06-22**	**182**	**475**	**510**	**475**
06-00	**2877**	**37**	**2576**	**13**	**184**	**31**	**27**	**3**	**2**	**0**	**4**	**06-00**	**182**	**475**	**510**	**480**
00-00	**2877**	**37**	**2576**	**13**	**184**	**31**	**27**	**3**	**2**	**0**	**4**	**00-00**	**182**	**475**	**510**	**480**

17	6	1	0	0	0	0	0	0	0	26	30.9	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	14.8	21.3	0	0	0	0	0	0
12	7	2	0	0	0	0	0	0	0	20.6	28.2	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	16.2	23.9	0	0	0	0	0	0
15	11	2	0	0	0	0	0	0	0	22.2	30.2	0	0	0	0	0	0
19	7	10	0	0	0	0	0	0	0	27.8	35.1	0	0	0	0	0	0
11	15	0	0	0	0	0	0	0	0	22.8	31.8	0	0	0	0	0	0
9	13	2	0	0	0	0	0	0	0	23.2	31.5	0	0	0	0	0	0
10	6	1	0	0	0	0	0	0	0	19.8	29.5	0	0	0	0	0	0
12	11	2	0	0	0	0	0	0	0	25	31.8	0	0	0	0	0	0
12	9	0	0	0	0	0	0	0	0	24.1	30.6	0	0	0	0	0	0
8	11	3	1	0	0	0	0	0	0	28.9	33.8	1	3.1	0	0	0	0
10	6	2	0	0	0	0	0	0	0	23.7	30.2	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0	0	25.9	30.2	0	0	0	0	0	0
15	5	1	0	0	0	0	0	0	0	27	31.1	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0	0	24.3	29.1	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	24.2	29.1	0	0	0	0	0	0
5	1	0	1	0	0	0	0	0	0	26.4	29.8	1	8.3	0	0	0	0
6	5	1	0	0	0	0	0	0	0	28.4	33.1	0	0	0	0	0	0
13	4	1	0	0	0	0	0	0	0	28.5	32.7	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	27	28.9	0	0	0	0	0	0
4	2	2	0	0	0	0	0	0	0	29	34	0	0	0	0	0	0
8	7	1	0	0	0	0	0	0	0	30	32	0	0	0	0	0	0
3	5	1	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	0
11	3	1	0	0	0	0	0	0	0	28.2	33.6	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	0
3	5	1	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0
3	3	3	1	0	0	0	0	0	0	32.4	37.6	1	9.1	0	0	0	0
2	5	1	1	0	0	0	0	0	0	31.5	34.7	1	9.1	0	0	0	0
2	2	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0
595	**387**	**82**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**21.9**	**30.6**	**10**	**0.4**	**2**	**0.1**	**1**	**0**
664	**424**	**90**	**7**	**3**	**0**	**1**	**0**	**0**	**0**	**22.2**	**30.9**	**11**	**0.4**	**2**	**0.1**	**1**	**0**
681	**440**	**96**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**22.3**	**30.9**	**13**	**0.5**	**2**	**0.1**	**1**	**0**
681	**440**	**96**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**22.3**	**30.9**	**13**	**0.5**	**2**	**0.1**	**1**	**0**

06 November 2015

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
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0		0230	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	2	0	1	0	0	0	0	0	0	1	0		0415	0	0	0	0
0430	5	0	3	0	1	0	0	0	0	1	0		0430	0	0	0	0
0445	4	0	0	0	1	0	0	0	2	1	0		0445	0	0	0	0
0500	9	0	9	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	9	0	8	0	1	0	0	0	0	0	0		0515	0	0	0	0
0530	17	0	15	0	2	0	0	0	0	0	0		0530	0	0	0	0
0545	18	0	12	0	5	0	0	0	1	0	0		0545	0	0	0	2
0600	15	1	12	0	0	2	0	0	0	0	0		0600	0	2	0	2
0615	22	0	21	0	1	0	0	0	0	0	0		0615	0	0	0	0
0630	31	0	28	0	3	0	0	0	0	0	0		0630	0	0	0	0
0645	44	1	42	0	0	1	0	0	0	0	0		0645	0	1	2	9
0700	13	1	12	0	0	0	0	0	0	0	0		0700	1	6	3	3
0715	100	0	85	0	11	3	1	0	0	0	0		0715	5	16	17	20
0730	40	0	37	0	2	1	0	0	0	0	0		0730	0	1	4	9
0745	104	3	94	0	6	0	0	0	0	1	0		0745	3	41	25	7
0800	70	0	66	0	2	1	1	0	0	0	0		0800	0	7	9	5
0815	71	2	62	0	3	4	0	0	0	0	0		0815	4	23	14	16
0830	95	3	83	2	5	1	1	0	0	0	0		0830	12	18	31	12
0845	50	1	43	1	4	1	0	0	0	0	0		0845	1	6	3	6
0900	60	0	54	0	5	0	1	0	0	0	0		0900	9	10	6	11
0915	51	1	45	0	1	3	0	0	0	0	1		0915	0	3	10	9
0930	57	0	46	0	7	2	2	0	0	0	0		0930	7	15	14	5
0945	54	0	52	0	2	0	0	0	0	0	0		0945	1	6	11	7
1000	40	0	38	0	2	0	0	0	0	0	0		1000	0	8	8	9
1015	47	0	43	2	2	0	0	0	0	0	0		1015	5	9	6	9
1030	49	0	44	0	3	2	0	0	0	0	0		1030	0	1	2	16
1045	56	0	47	0	9	0	0	0	0	0	0		1045	0	1	2	8
1100	52	1	45	0	6	0	0	0	0	0	0		1100	3	11	6	5
1115	49	0	41	0	7	1	0	0	0	0	0		1115	5	4	13	7
1130	54	0	48	1	3	1	0	1	0	0	0		1130	7	10	20	11
1145	56	0	47	2	7	0	0	0	0	0	0		1145	2	1	5	13
1200	33	0	32	0	0	0	1	0	0	0	0		1200	10	17	3	2
1215	80	3	72	0	4	0	1	0	0	0	0		1215	14	33	14	13
1230	60	0	49	0	9	1	0	1	0	0	0		1230	7	11	3	9
1245	54	0	49	0	5	0	0	0	0	0	0		1245	2	6	15	13
1300	42	0	39	0	2	0	0	0	1	0	0		1300	0	4	3	6
1315	60	1	56	0	2	0	0	0	0	0	1		1315	17	13	13	10
1330	45	0	41	0	4	0	0	0	0	0	0		1330	1	6	8	7
1345	40	1	35	0	4	0	0	0	0	0	0		1345	1	12	8	3

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
0	1	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	38	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	41.6	-	1	100	0	0	0	0
0	1	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	37	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0
2	0	2	1	0	0	0	0	0	0	35.6	-	1	20	0	0	0	0
1	2	0	1	0	0	0	0	0	0	34	-	1	25	0	0	0	0
0	4	3	2	0	0	0	0	0	0	36.6	-	2	22.2	0	0	0	0
2	4	0	3	0	0	0	0	0	0	35	-	3	33.3	0	0	0	0
2	8	4	3	0	0	0	0	0	0	35.2	38.7	3	17.6	0	0	0	0
6	3	5	2	0	0	0	0	0	0	32.7	37.4	2	11.1	0	0	0	0
8	3	0	0	0	0	0	0	0	0	25.7	31.8	0	0	0	0	0	0
8	7	6	1	0	0	0	0	0	0	32.2	36.9	1	4.5	0	0	0	0
7	15	9	0	0	0	0	0	0	0	32.8	36	0	0	0	0	0	0
15	13	3	1	0	0	0	0	0	0	28	32.7	1	2.3	0	0	0	0
0	0	0	0	0	0	0	0	0	0	15.6	24.4	0	0	0	0	0	0
20	18	3	1	0	0	0	0	0	0	22.8	31.3	1	1	0	0	0	0
8	9	8	1	0	0	0	0	0	0	28.4	36	1	2.5	0	0	0	0
13	11	3	1	0	0	0	0	0	0	19.5	29.8	1	1	0	0	0	0
14	27	6	2	0	0	0	0	0	0	27.4	34.7	2	2.9	0	0	0	0
11	3	0	0	0	0	0	0	0	0	18.8	25.3	0	0	0	0	0	0
7	15	0	0	0	0	0	0	0	0	18.9	30	0	0	0	0	0	0
6	18	10	0	0	0	0	0	0	0	27.5	35.3	0	0	0	0	0	0
15	9	0	0	0	0	0	0	0	0	20.8	29.3	0	0	0	0	0	0
13	16	0	0	0	0	0	0	0	0	25.4	31.8	0	0	0	0	0	0
6	9	1	0	0	0	0	0	0	0	19.4	30.4	0	0	0	0	0	0
17	11	1	0	0	0	0	0	0	0	23.6	30.9	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0	0	22.1	28.9	0	0	0	0	0	0
15	1	2	0	0	0	0	0	0	0	21.2	28.6	0	0	0	0	0	0
13	14	3	0	0	0	0	0	0	0	27.3	32.9	0	0	0	0	0	0
27	14	4	0	0	0	0	0	0	0	28.4	32.7	0	0	0	0	0	0
17	9	0	0	1	0	0	0	0	0	23.2	30.9	1	1.9	0	0	0	0
7	12	1	0	0	0	0	0	0	0	22.7	31.8	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	17.9	24.2	0	0	0	0	0	0
7	17	11	0	0	0	0	0	0	0	28	35.1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	12.1	16.6	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	14.9	21.3	0	0	0	0	0	0
10	18	2	0	0	0	0	0	0	0	23.3	32.4	0	0	0	0	0	0
9	9	0	0	0	0	0	0	0	0	21.9	30	0	0	0	0	0	0
14	14	1	0	0	0	0	0	0	0	26.7	31.1	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	15.5	23	0	0	0	0	0	0
14	4	4	1	0	0	0	0	0	0	23.6	30.9	1	2.2	0	0	0	0
3	10	3	0	0	0	0	0	0	0	22.6	32.4	0	0	0	0	0	0

1400	39	0	35	0	1	1	2	0	0	0	0	1400	0	1	11	13
1415	49	3	43	0	2	0	1	0	0	0	0	1415	7	4	6	11
1430	69	1	64	0	3	1	0	0	0	0	0	1430	1	8	10	16
1445	45	0	37	1	6	0	1	0	0	0	0	1445	6	8	4	5
1500	60	0	58	0	0	1	1	0	0	0	0	1500	6	12	23	6
1515	52	1	45	0	5	1	0	0	0	0	0	1515	1	12	8	13
1530	50	0	47	0	1	1	1	0	0	0	0	1530	0	3	8	10
1545	70	3	60	0	6	0	0	0	0	0	1	1545	3	11	4	8
1600	62	1	59	0	1	0	1	0	0	0	0	1600	2	24	7	5
1615	44	0	42	0	2	0	0	0	0	0	0	1615	0	4	21	8
1630	49	2	45	0	1	0	1	0	0	0	0	1630	4	5	9	16
1645	53	2	48	0	3	0	0	0	0	0	0	1645	1	4	6	11
1700	57	0	51	2	2	2	0	0	0	0	0	1700	1	21	10	8
1715	44	0	42	0	1	0	1	0	0	0	0	1715	0	0	3	7
1730	36	1	34	0	1	0	0	0	0	0	0	1730	0	2	7	9
1745	42	0	41	0	1	0	0	0	0	0	0	1745	0	3	5	17
1800	33	0	31	0	1	0	0	1	0	0	0	1800	0	1	2	2
1815	34	0	32	0	1	1	0	0	0	0	0	1815	0	0	6	9
1830	35	0	31	0	4	0	0	0	0	0	0	1830	0	3	6	8
1845	23	0	23	0	0	0	0	0	0	0	0	1845	0	0	2	7
1900	24	0	22	0	2	0	0	0	0	0	0	1900	0	0	1	6
1915	27	0	26	0	1	0	0	0	0	0	0	1915	0	2	1	7
1930	19	0	17	0	1	1	0	0	0	0	0	1930	0	0	4	6
1945	22	0	22	0	0	0	0	0	0	0	0	1945	7	0	5	1
2000	18	0	18	0	0	0	0	0	0	0	0	2000	0	0	0	1
2015	11	0	11	0	0	0	0	0	0	0	0	2015	0	0	0	3
2030	15	0	14	0	1	0	0	0	0	0	0	2030	0	0	0	3
2045	14	0	14	0	0	0	0	0	0	0	0	2045	0	1	3	2
2100	5	1	4	0	0	0	0	0	0	0	0	2100	0	0	0	0
2115	13	0	12	0	1	0	0	0	0	0	0	2115	0	0	0	3
2130	6	0	6	0	0	0	0	0	0	0	0	2130	0	0	0	0
2145	4	0	2	0	2	0	0	0	0	0	0	2145	0	0	0	1
2200	8	0	6	0	2	0	0	0	0	0	0	2200	0	0	0	1
2215	7	0	7	0	0	0	0	0	0	0	0	2215	0	0	1	5
2230	7	0	7	0	0	0	0	0	0	0	0	2230	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0	2245	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	2300	0	0	0	0
2315	11	0	11	0	0	0	0	0	0	0	0	2315	0	0	0	1
2330	8	0	8	0	0	0	0	0	0	0	0	2330	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0
07-19	**2528**	**31**	**2273**	**11**	**159**	**29**	**17**	**3**	**1**	**1**	**3**	**07-19**	**149**	**425**	**434**	**440**
06-22	**2818**	**34**	**2544**	**11**	**171**	**33**	**17**	**3**	**1**	**1**	**3**	**06-22**	**156**	**431**	**450**	**484**
06-00	**2870**	**34**	**2594**	**11**	**173**	**33**	**17**	**3**	**1**	**1**	**3**	**06-00**	**156**	**431**	**451**	**491**
00-00	**2944**	**34**	**2651**	**11**	**184**	**33**	**17**	**3**	**4**	**4**	**3**	**00-00**	**156**	**431**	**451**	**493**

8	5	1	0	0	0	0	0	0	0	23.5	29.1	0	0	0	0	0	0
17	4	0	0	0	0	0	0	0	0	22	28.9	0	0	0	0	0	0
24	9	1	0	0	0	0	0	0	0	23.8	29.8	0	0	0	0	0	0
11	9	2	0	0	0	0	0	0	0	22.4	32	0	0	0	0	0	0
8	4	0	1	0	0	0	0	0	0	18.7	28	1	1.7	0	0	0	0
14	4	0	0	0	0	0	0	0	0	21.1	28.4	0	0	0	0	0	0
9	20	0	0	0	0	0	0	0	0	25.9	31.8	0	0	0	0	0	0
25	14	5	0	0	0	0	0	0	0	25.2	32.4	0	0	0	0	0	0
13	9	1	1	0	0	0	0	0	0	20.6	30.6	1	1.6	0	0	0	0
6	5	0	0	0	0	0	0	0	0	21	28.6	0	0	0	0	0	0
10	4	0	1	0	0	0	0	0	0	21.4	28.9	1	2	0	0	0	0
19	10	2	0	0	0	0	0	0	0	25.2	31.1	0	0	0	0	0	0
11	4	2	0	0	0	0	0	0	0	19.8	27.7	0	0	0	0	0	0
19	9	6	0	0	0	0	0	0	0	28.7	32.2	0	0	0	0	0	0
7	10	1	0	0	0	0	0	0	0	25.4	32.2	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0	0	23.5	28.6	0	0	0	0	0	0
9	13	5	0	1	0	0	0	0	0	30.5	35.3	1	3	1	3	0	0
12	5	2	0	0	0	0	0	0	0	26.1	33.1	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0	0	23.9	28.2	0	0	0	0	0	0
7	6	1	0	0	0	0	0	0	0	26.8	32.9	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0	0	27.6	31.5	0	0	0	0	0	0
9	6	2	0	0	0	0	0	0	0	26.9	31.5	0	0	0	0	0	0
4	3	1	1	0	0	0	0	0	0	26.7	33.3	1	5.3	0	0	0	0
6	2	1	0	0	0	0	0	0	0	19.6	29.8	0	0	0	0	0	0
3	9	4	1	0	0	0	0	0	0	32.2	35.8	1	5.6	0	0	0	0
4	3	1	0	0	0	0	0	0	0	28.7	31.3	0	0	0	0	0	0
4	5	2	1	0	0	0	0	0	0	30.9	35.8	1	6.7	0	0	0	0
5	3	0	0	0	0	0	0	0	0	24.7	30.9	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0	28.9	32	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
2	4	1	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0
7	1	1	1	0	0	0	0	0	0	29.5	30.4	1	9.1	0	0	0	0
2	3	3	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0
0	1	2	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0
551	**426**	**92**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**22.5**	**31.3**	**11**	**0.4**	**1**	**0**	**0**	**0**
648	**509**	**124**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**23.1**	**31.5**	**16**	**0.6**	**1**	**0**	**0**	**0**
669	**522**	**133**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**23.3**	**31.8**	**17**	**0.6**	**1**	**0**	**0**	**0**
683	**548**	**152**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**23.6**	**32**	**30**	**1**	**1**	**0**	**0**	**0**

07 November 2015

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
0000	4	0	4	0	0	0	0	0	0	0	0		0000	0	0	0	1
0015	2	0	2	0	0	0	0	0	0	0	0		0015	0	0	0	2
0030	4	0	4	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	1	0	0	0	1	0	0	0	0	0	0		0130	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	2	0	1	0	0	0	1	0	0	0	0		0315	0	0	0	0
0330	2	0	1	0	0	0	1	0	0	0	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0		0415	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0		0430	0	0	0	0
0445	2	0	0	0	2	0	0	0	0	0	0		0445	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0		0515	0	0	0	0
0530	6	0	6	0	0	0	0	0	0	0	0		0530	0	0	0	0
0545	7	0	7	0	0	0	0	0	0	0	0		0545	0	0	0	1
0600	5	0	4	0	1	0	0	0	0	0	0		0600	0	0	0	2
0615	11	0	10	1	0	0	0	0	0	0	0		0615	0	0	0	0
0630	12	0	11	0	0	1	0	0	0	0	0		0630	0	0	0	3
0645	14	0	14	0	0	0	0	0	0	0	0		0645	0	0	0	3
0700	15	1	13	0	1	0	0	0	0	0	0		0700	1	0	0	2
0715	23	1	20	0	2	0	0	0	0	0	0		0715	0	0	1	6
0730	19	0	19	0	0	0	0	0	0	0	0		0730	0	0	0	1
0745	17	0	17	0	0	0	0	0	0	0	0		0745	0	0	0	2
0800	24	1	21	0	1	0	1	0	0	0	0		0800	0	0	2	4
0815	42	0	38	0	3	1	0	0	0	0	0		0815	2	4	8	8
0830	50	1	45	0	4	0	0	0	0	0	0		0830	0	4	3	13
0845	59	0	54	0	4	1	0	0	0	0	0		0845	3	20	11	7
0900	56	0	52	0	3	0	0	0	1	0	0		0900	0	4	8	8
0915	41	0	36	1	3	0	1	0	0	0	0		0915	0	4	8	5
0930	62	0	59	1	1	0	1	0	0	0	0		0930	10	16	4	6
0945	34	0	33	0	1	0	0	0	0	0	0		0945	0	2	8	5
1000	53	0	47	0	4	1	1	0	0	0	0		1000	0	2	20	5
1015	58	0	56	0	1	1	0	0	0	0	0		1015	17	8	12	6
1030	41	0	39	0	1	0	1	0	0	0	0		1030	1	8	7	16
1045	52	1	48	0	1	1	1	0	0	0	0		1045	29	17	0	3
1100	81	0	78	0	1	2	0	0	0	0	0		1100	9	22	20	10
1115	42	0	41	0	1	0	0	0	0	0	0		1115	2	3	6	9
1130	42	0	41	0	1	0	0	0	0	0	0		1130	0	0	2	7
1145	53	0	51	0	2	0	0	0	0	0	0		1145	0	1	6	6
1200	52	0	49	0	3	0	0	0	0	0	0		1200	3	11	11	6
1215	56	0	51	0	1	1	1	0	0	0	2		1215	2	3	30	11
1230	46	0	45	0	1	0	0	0	0	0	0		1230	0	1	2	4
1245	46	0	42	0	4	0	0	0	0	0	0		1245	2	2	16	6
1300	49	0	46	0	2	1	0	0	0	0	0		1300	8	2	2	6
1315	50	0	45	0	5	0	0	0	0	0	0		1315	6	11	12	8
1330	43	1	41	0	1	0	0	0	0	0	0		1330	0	0	0	1
1345	42	0	40	0	2	0	0	0	0	0	0		1345	0	4	7	12
1400	43	0	41	0	2	0	0	0	0	0	0		1400	2	8	7	11
1415	33	0	32	0	1	0	0	0	0	0	0		1415	0	0	6	7
1430	34	0	32	0	2	0	0	0	0	0	0		1430	0	1	6	6
1445	44	1	41	0	1	0	1	0	0	0	0		1445	2	11	4	8
1500	38	1	33	1	3	0	0	0	0	0	0		1500	1	5	9	4
1515	34	0	34	0	0	0	0	0	0	0	0		1515	0	1	9	6
1530	39	0	34	0	3	1	1	0	0	0	0		1530	2	10	10	4
1545	46	0	44	0	2	0	0	0	0	0	0		1545	1	1	8	8
1600	36	0	34	0	2	0	0	0	0	0	0		1600	0	3	2	2
1615	70	0	68	0	1	1	0	0	0	0	0		1615	12	28	6	8
1630	33	0	31	0	0	2	0	0	0	0	0		1630	0	2	4	4
1645	37	0	36	0	1	0	0	0	0	0	0		1645	0	2	3	13
1700	33	1	31	0	1	0	0	0	0	0	0		1700	2	1	5	6
1715	37	0	32	1	3	1	0	0	0	0	0		1715	0	3	16	11
1730	43	0	40	0	2	1	0	0	0	0	0		1730	4	8	6	13
1745	34	0	31	0	1	2	0	0	0	0	0		1745	0	8	8	2
1800	20	0	18	0	2	0	0	0	0	0	0		1800	0	0	0	5
1815	21	0	19	0	2	0	0	0	0	0	0		1815	0	0	0	1
1830	20	1	19	0	0	0	0	0	0	0	0		1830	0	1	3	2
1845	22	0	22	0	0	0	0	0	0	0	0		1845	0	0	0	3
1900	19	0	17	0	1	1	0	0	0	0	0		1900	1	2	1	10
1915	20	1	16	1	2	0	0	0	0	0	0		1915	0	0	0	3
1930	14	0	13	0	1	0	0	0	0	0	0		1930	0	0	2	4
1945	17	0	14	0	3	0	0	0	0	0	0		1945	0	1	0	3
2000	19	0	18	0	1	0	0	0	0	0	0		2000	0	0	0	3
2015	19	0	19	0	0	0	0	0	0	0	0		2015	0	0	3	1
2030	10	0	10	0	0	0	0	0	0	0	0		2030	0	0	0	4
2045	13	0	13	0	0	0	0	0	0	0	0		2045	0	0	0	4
2100	16	1	15	0	0	0	0	0	0	0	0		2100	0	0	0	3
2115	10	0	9	0	1	0	0	0	0	0	0		2115	0	0	0	1
2130	10	0	10	0	0	0	0	0	0	0	0		2130	0	0	0	0
2145	13	0	13	0	0	0	0	0	0	0	0		2145	0	0	0	1
2200	14	0	14	0	0	0	0	0	0	0	0		2200	0	0	0	3
2215	2	0	2	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	9	1	8	0	0	0	0	0	0	0	0		2230	0	0	0	1
2245	10	0	9	0	1	0	0	0	0	0	0		2245	0	0	0	2
2300	6	0	6	0	0	0	0	0	0	0	0		2300	0	0	0	0
2315	9	0	9	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	7	0	7	0	0	0	0	0	0	0	0		2330	0	0	0	1
2345	4	0	4	0	0	0	0	0	0	0	0		2345	0	0	0	1
07-19	**1965**	**10**	**1839**	**4**	**83**	**17**	**9**	**0**	**1**	**0**	**2**		**07-19**	**121**	**242**	**318**	**307**
06-22	**2187**	**12**	**2045**	**6**	**93**	**19**	**9**	**0**	**1**	**0**	**2**		**06-22**	**122**	**245**	**324**	**352**
06-00	**2248**	**13**	**2104**	**6**	**94**	**19**	**9**	**0**	**1**	**0**	**2**		**06-00**	**122**	**245**	**324**	**360**
00-00	**2295**	**13**	**2146**	**6**	**97**	**19**	**11**	**0**	**1**	**0**	**2**		**00-00**	**122**	**245**	**324**	**364**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
2	1	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	0	35.7	-	1	50	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	36	-	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0
1	1	4	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	0	0
1	7	2	1	0	0	0	0	0	0	33.6	37.1	1	9.1	0	0	0	0
5	2	2	0	0	0	0	0	0	0	29.7	34.4	0	0	0	0	0	0
3	5	3	0	0	0	0	0	0	0	30.2	35.3	0	0	0	0	0	0
5	6	1	0	0	0	0	0	0	0	28	31.8	0	0	0	0	0	0
9	6	1	0	0	0	0	0	0	0	27.1	30.9	0	0	0	0	0	0
4	10	4	0	0	0	0	0	0	0	31.9	36	0	0	0	0	0	0
8	5	2	0	0	0	0	0	0	0	29.5	32	0	0	0	0	0	0
3	8	6	1	0	0	0	0	0	0	31.1	36.9	1	4.2	0	0	0	0
13	7	0	0	0	0	0	0	0	0	23.1	30.2	0	0	0	0	0	0
12	15	2	1	0	0	0	0	0	0	26.5	32.9	1	2	0	0	0	0
12	3	3	0	0	0	0	0	0	0	19.6	27.7	0	0	0	0	0	0
12	18	6	0	0	0	0	0	0	0	26.9	33.8	0	0	0	0	0	0
16	8	0	0	0	0	0	0	0	0	24.5	30.4	0	0	0	0	0	0
9	12	5	0	0	0	0	0	0	0	21.2	32.2	0	0	0	0	0	0
6	12	1	0	0	0	0	0	0	0	25.1	31.5	0	0	0	0	0	0
10	11	5	0	0	0	0	0	0	0	24.7	32.4	0	0	0	0	0	0
6	7	2	0	0	0	0	0	0	0	17.6	29.8	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0	0	21.1	28.2	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	10.5	13.2	0	0	0	0	0	0
10	10	0	0	0	0	0	0	0	0	18.2	28.9	0	0	0	0	0	0
8	12	2	0	0	0	0	0	0	0	25.1	32.7	0	0	0	0	0	0
13	14	6	0	0	0	0	0	0	0	29.2	34.7	0	0	0	0	0	0
18	20	2	0	0	0	0	0	0	0	27.6	31.8	0	0	0	0	0	0
5	13	3	0	0	0	0	0	0	0	22	32	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0	0	19.6	25.1	0	0	0	0	0	0
12	25	2	0	0	0	0	0	0	0	29.4	33.6	0	0	0	0	0	0
14	6	0	0	0	0	0	0	0	0	22.5	29.1	0	0	0	0	0	0
11	13	7	0	0	0	0	0	0	0	25.5	34.9	0	0	0	0	0	0
8	4	0	1	0	0	0	0	0	0	19.7	28.4	1	2	0	0	0	0
9	23	9	1	0	0	0	0	0	0	33.1	35.8	1	2.3	0	0	0	0
9	7	3	0	0	0	0	0	0	0	24.7	32	0	0	0	0	0	0
7	7	1	0	0	0	0	0	0	0	21.9	31.1	0	0	0	0	0	0
11	8	1	0	0	0	0	0	0	0	26.2	31.3	0	0	0	0	0	0
11	9	1	0	0	0	0	0	0	0	25.6	30.9	0	0	0	0	0	0
9	8	2	0	0	0	0	0	0	0	22.5	31.8	0	0	0	0	0	0
11	7	1	0	0	0	0	0	0	0	23.2	31.1	0	0	0	0	0	0
12	5	1	0	0	0	0	0	0	0	24.7	30.2	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0	0	19.9	29.1	0	0	0	0	0	0
14	14	0	0	0	0	0	0	0	0	25.2	31.5	0	0	0	0	0	0
14	14	1	0	0	0	0	0	0	0	27.5	33.1	0	0	0	0	0	0
9	6	0	0	1	0	0	0	0	0	17.3	28.6	1	1.4	1	1.4	0	0
17	5	1	0	0	0	0	0	0	0	26	30.2	0	0	0	0	0	0
11	6	2	0	0	0	0	0	0	0	25.9	32.9	0	0	0	0	0	0
12	7	0	0	0	0	0	0	0	0	24.4	31.1	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0	0	21.1	25.1	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0	0	20.7	28.6	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0	0	22.2	30.2	0	0	0	0	0	0
4	10	1	0	0	0	0	0	0	0	28.9	33.1	0	0	0	0	0	0
9	10	1	0	0	0	0	0	0	0	30.5	34.4	0	0	0	0	0	0
7	6	1	0	0	0	0	0	0	0	26.8	32.7	0	0	0	0	0	0
12	7	0	0	0	0	0	0	0	0	28.6	31.8	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	21.7	25.9	0	0	0	0	0	0
7	9	1	0	0	0	0	0	0	0	29.2	31.5	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0	0	26.6	32.2	0	0	0	0	0	0
4	7	2	0	0	0	0	0	0	0	29.2	33.8	0	0	0	0	0	0
11	4	1	0	0	0	0	0	0	0	28.5	32	0	0	0	0	0	0
7	7	1	0	0	0	0	0	0	0	27.8	32.4	0	0	0	0	0	0
2	0	4	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0
2	6	1	0	0	0	0	0	0	0	28.6	33.1	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0	0	27.8	32.4	0	0	0	0	0	0
3	6	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0
3	5	1	1	0	0	0	0	0	0	32	-	1	10	0	0	0	0
6	6	0	0	0	0	0	0	0	0	29.2	32.2	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0	0	28.9	30.6	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0
3	4	1	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
0	5	1	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0
5	2	2	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0
459	**424**	**89**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**23.5**	**31.8**	**5**	**0.3**	**1**	**0.1**	**0**	**0**
531	**498**	**108**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**24.1**	**32.2**	**7**	**0.3**	**1**	**0**	**0**	**0**
557	**520**	**113**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**24.2**	**32.2**	**7**	**0.3**	**1**	**0**	**0**	**0**
571	**538**	**123**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**24.3**	**32.2**	**8**	**0.3**	**1**	**0**	**0**	**0**

08 November 2015

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
0000	8	0	7	0	1	0	0	0	0	0	0		0000	0	0	0	1
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	5	0	5	0	0	0	0	0	0	0	0		0030	0	0	1	2
0045	3	0	3	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	3	0	2	0	1	0	0	0	0	0	0		0100	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0		0400	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0		0415	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0		0430	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0		0445	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	8	0	7	0	1	0	0	0	0	0	0		0515	0	0	0	0
0530	5	0	4	0	1	0	0	0	0	0	0		0530	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0		0545	0	0	0	0
0600	8	1	6	0	1	0	0	0	0	0	0		0600	0	0	0	0
0615	5	0	5	0	0	0	0	0	0	0	0		0615	0	0	0	0
0630	13	0	12	0	1	0	0	0	0	0	0		0630	0	0	0	0
0645	9	2	7	0	0	0	0	0	0	0	0		0645	1	0	1	1
0700	19	0	19	0	0	0	0	0	0	0	0		0700	0	0	1	2
0715	14	0	10	0	4	0	0	0	0	0	0		0715	0	0	0	0
0730	18	1	16	0	1	0	0	0	0	0	0		0730	0	0	1	0
0745	21	0	20	0	1	0	0	0	0	0	0		0745	0	0	0	0
0800	23	1	22	0	0	0	0	0	0	0	0		0800	0	1	0	2
0815	26	1	22	0	3	0	0	0	0	0	0		0815	0	1	0	0
0830	32	1	30	0	1	0	0	0	0	0	0		0830	0	1	3	6
0845	47	3	43	0	1	0	0	0	0	0	0		0845	1	7	2	4
0900	45	0	41	0	2	0	2	0	0	0	0		0900	6	6	7	2
0915	59	3	54	0	2	0	0	0	0	0	0		0915	1	2	3	5
0930	56	6	47	1	1	0	0	0	0	0	1		0930	11	9	8	7
0945	79	5	70	1	1	0	1	0	0	0	1		0945	0	1	9	16
1000	85	3	75	1	4	0	2	0	0	0	0		1000	6	10	18	14
1015	112	4	103	0	3	1	1	0	0	0	0		1015	0	5	10	12
1030	69	0	65	0	3	0	1	0	0	0	0		1030	16	12	18	9
1045	108	1	102	0	0	0	5	0	0	0	0		1045	14	29	15	11
1100	85	1	82	0	0	1	1	0	0	0	0		1100	13	26	23	6
1115	82	2	77	0	2	1	0	0	0	0	0		1115	8	6	2	11
1130	98	0	89	1	2	4	1	0	0	0	1		1130	11	24	9	9
1145	80	1	78	0	1	0	0	0	0	0	0		1145	12	24	5	8
1200	94	1	88	0	1	3	1	0	0	0	0		1200	12	50	3	9
1215	90	0	86	1	3	0	0	0	0	0	0		1215	5	20	11	3
1230	80	1	75	0	3	1	0	0	0	0	0		1230	4	13	13	12
1245	137	2	129	1	3	1	1	0	0	0	0		1245	3	14	36	34
1300	66	0	64	0	1	0	1	0	0	0	0		1300	4	6	8	11
1315	80	6	71	1	2	0	0	0	0	0	0		1315	1	4	2	10
1330	93	0	88	0	3	1	1	0	0	0	0		1330	7	22	12	9
1345	75	1	72	1	1	0	0	0	0	0	0		1345	0	5	12	10
1400	74	2	68	1	2	1	0	0	0	0	0		1400	3	8	10	15
1415	79	2	72	0	5	0	0	0	0	0	0		1415	1	11	1	5
1430	56	1	48	1	5	1	0	0	0	0	0		1430	4	13	8	7
1445	54	2	47	1	2	0	1	0	1	0	0		1445	3	5	11	7
1500	87	1	80	1	3	2	0	0	0	0	0		1500	6	15	22	6
1515	59	0	55	0	4	0	0	0	0	0	0		1515	0	1	2	4
1530	55	1	52	0	2	0	0	0	0	0	0		1530	1	5	4	13
1545	67	1	65	0	0	0	1	0	0	0	0		1545	1	4	11	12
1600	84	0	81	0	2	1	0	0	0	0	0		1600	2	19	33	2
1615	42	0	42	0	0	0	0	0	0	0	0		1615	4	0	5	9
1630	35	0	33	0	2	0	0	0	0	0	0		1630	0	2	5	6
1645	54	0	52	0	2	0	0	0	0	0	0		1645	2	16	5	6
1700	41	0	41	0	0	0	0	0	0	0	0		1700	1	4	8	6
1715	33	0	31	0	1	1	0	0	0	0	0		1715	0	0	0	1
1730	35	2	32	0	0	1	0	0	0	0	0		1730	0	0	4	7
1745	33	0	32	0	1	0	0	0	0	0	0		1745	0	0	3	4
1800	47	1	46	0	0	0	0	0	0	0	0		1800	5	7	12	10
1815	23	0	22	0	1	0	0	0	0	0	0		1815	0	0	0	4
1830	35	0	34	0	1	0	0	0	0	0	0		1830	8	6	3	4
1845	18	0	18	0	0	0	0	0	0	0	0		1845	0	0	0	0
1900	21	0	21	0	0	0	0	0	0	0	0		1900	0	0	0	4
1915	16	1	15	0	0	0	0	0	0	0	0		1915	0	1	0	2
1930	20	0	20	0	0	0	0	0	0	0	0		1930	0	0	0	3
1945	21	0	20	0	1	0	0	0	0	0	0		1945	2	1	2	2
2000	21	0	21	0	0	0	0	0	0	0	0		2000	0	0	0	4
2015	12	0	12	0	0	0	0	0	0	0	0		2015	0	0	0	1
2030	9	0	9	0	0	0	0	0	0	0	0		2030	0	0	0	2
2045	8	1	7	0	0	0	0	0	0	0	0		2045	0	0	0	1
2100	8	0	8	0	0	0	0	0	0	0	0		2100	0	0	0	1
2115	11	0	11	0	0	0	0	0	0	0	0		2115	0	0	0	0
2130	9	0	8	0	1	0	0	0	0	0	0		2130	0	0	0	4
2145	6	0	6	0	0	0	0	0	0	0	0		2145	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0		2200	0	0	0	1
2215	6	0	6	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0		2245	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0		2300	0	0	1	1
2315	10	0	10	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0		2345	0	0	0	1
07-19	**2884**	**57**	**2689**	**12**	**82**	**20**	**20**	**0**	**1**	**0**	**3**		**07-19**	**176**	**414**	**378**	**350**
06-22	**3081**	**62**	**2877**	**12**	**86**	**20**	**20**	**0**	**1**	**0**	**3**		**06-22**	**179**	**416**	**381**	**375**
06-00	**3125**	**62**	**2921**	**12**	**86**	**20**	**20**	**0**	**1**	**0**	**3**		**06-00**	**179**	**416**	**382**	**378**
00-00	**3176**	**62**	**2967**	**12**	**90**	**21**	**20**	**0**	**1**	**0**	**3**		**00-00**	**179**	**416**	**383**	**381**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
3	4	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	0	0
0	1	2	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	39.4	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	38.7	-	1	50	0	0	0	0
1	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0
1	0	1	1	0	0	0	0	0	0	35.4	-	1	33.3	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
3	3	1	1	0	0	0	0	0	0	32.4	-	1	12.5	0	0	0	0
0	2	2	0	1	0	0	0	0	0	37.9	-	1	20	0	0	0	0
1	2	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0	0	30	-	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0
5	5	1	2	0	0	0	0	0	0	32.9	36.5	2	15.4	0	0	0	0
1	3	1	1	0	0	0	0	0	0	28.1	-	1	11.1	0	0	0	0
4	6	6	0	0	0	0	0	0	0	31.1	36	0	0	0	0	0	0
4	9	1	0	0	0	0	0	0	0	31.4	34.7	0	0	0	0	0	0
5	8	4	0	0	0	0	0	0	0	31.3	36.7	0	0	0	0	0	0
8	10	3	0	0	0	0	0	0	0	31.6	34.4	0	0	0	0	0	0
2	14	4	0	0	0	0	0	0	0	31.4	34.9	0	0	0	0	0	0
10	11	4	0	0	0	0	0	0	0	30.6	34.7	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	26.8	32.9	0	0	0	0	0	0
8	20	5	0	0	0	0	0	0	0	27.1	34.7	0	0	0	0	0	0
12	10	2	0	0	0	0	0	0	0	22.6	31.5	0	0	0	0	0	0
20	25	3	0	0	0	0	0	0	0	28.5	32.9	0	0	0	0	0	0
13	8	0	0	0	0	0	0	0	0	19.5	29.5	0	0	0	0	0	0
22	26	4	1	0	0	0	0	0	0	27.3	32.4	1	1.3	0	0	0	0
17	18	0	2	0	0	0	0	0	0	22.7	31.1	2	2.4	0	0	0	0
36	45	4	0	0	0	0	0	0	0	27.9	33.1	0	0	0	0	0	0
6	7	1	0	0	0	0	0	0	0	18	26.8	0	0	0	0	0	0
23	13	3	0	0	0	0	0	0	0	19.7	29.8	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0	0	17.1	26.6	0	0	0	0	0	0
24	29	2	0	0	0	0	0	0	0	25.6	31.5	0	0	0	0	0	0
28	16	1	0	0	0	0	0	0	0	21.2	30.4	0	0	0	0	0	0
13	17	1	0	0	0	0	0	0	0	19.8	30.9	0	0	0	0	0	0
12	7	1	0	0	0	0	0	0	0	16.2	26.4	0	0	0	0	0	0
24	22	5	0	0	0	0	0	0	0	23.6	32	0	0	0	0	0	0
28	8	0	0	0	0	0	2	0	0	23.3	28.9	2	2.5	2	2.5	2	2.5
31	15	4	0	0	0	0	0	0	0	22.3	29.5	0	0	0	0	0	0
23	10	4	0	0	0	0	0	0	0	24.2	31.5	0	0	0	0	0	0
28	29	6	0	0	0	0	0	0	0	28.1	32.9	0	0	0	0	0	0
32	10	1	0	0	0	0	0	0	0	21.5	29.8	0	0	0	0	0	0
18	22	8	0	0	0	0	0	0	0	26.9	34.4	0	0	0	0	0	0
23	13	2	0	0	0	0	0	0	0	23.9	30.2	0	0	0	0	0	0
28	28	5	0	0	0	0	0	0	0	26.7	32.2	0	0	0	0	0	0
17	6	1	0	0	0	0	0	0	0	21.3	29.8	0	0	0	0	0	0
11	11	6	0	0	0	0	0	0	0	24.6	32.7	0	0	0	0	0	0
24	10	4	0	0	0	0	0	0	0	21.7	30.2	0	0	0	0	0	0
27	23	2	0	0	0	0	0	0	0	28.7	32.2	0	0	0	0	0	0
16	14	2	0	0	0	0	0	0	0	25.5	31.8	0	0	0	0	0	0
17	19	2	0	1	0	0	0	0	0	25.7	32.2	1	1.5	0	0	0	0
13	14	1	0	0	0	0	0	0	0	20.7	30	0	0	0	0	0	0
11	10	3	0	0	0	0	0	0	0	25.2	31.5	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	25.7	31.8	0	0	0	0	0	0
19	5	1	0	0	0	0	0	0	0	21.4	29.1	0	0	0	0	0	0
12	7	3	0	0	0	0	0	0	0	24.8	30.9	0	0	0	0	0	0
12	16	2	2	0	0	0	0	0	0	30.9	33.3	2	6.1	0	0	0	0
16	7	1	0	0	0	0	0	0	0	26.7	31.5	0	0	0	0	0	0
11	12	3	0	0	0	0	0	0	0	28.5	34	0	0	0	0	0	0
6	6	1	0	0	0	0	0	0	0	20.3	28.6	0	0	0	0	0	0
4	11	4	0	0	0	0	0	0	0	30.6	35.1	0	0	0	0	0	0
6	6	2	0	0	0	0	0	0	0	20	31.1	0	0	0	0	0	0
2	10	6	0	0	0	0	0	0	0	33.1	35.6	0	0	0	0	0	0
7	10	0	0	0	0	0	0	0	0	29	32	0	0	0	0	0	0
5	4	4	0	0	0	0	0	0	0	29.4	36	0	0	0	0	0	0
8	7	2	0	0	0	0	0	0	0	29.5	32.2	0	0	0	0	0	0
5	6	2	1	0	0	0	0	0	0	26.4	34	1	4.8	0	0	0	0
10	6	0	1	0	0	0	0	0	0	28.4	31.8	1	4.8	0	0	0	0
6	4	1	0	0	0	0	0	0	0	29.8	34.4	0	0	0	0	0	0
2	1	3	1	0	0	0	0	0	0	31.4	-	1	11.1	0	0	0	0
1	5	1	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	0
0	4	2	1	0	0	0	0	0	0	33.7	-	1	12.5	0	0	0	0
7	4	0	0	0	0	0	0	0	0	29.8	32.2	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0
0	3	1	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	0
0	4	1	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0
2	2	0	1	0	0	0	0	0	0	29.4	-	1	14.3	0	0	0	0
6	2	1	1	0	0	0	0	0	0	31.5	-	1	10	0	0	0	0
0	3	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
759	**670**	**129**	**5**	**1**	**0**	**0**	**2**	**0**	**0**	**23.8**	**32**	**8**	**0.3**	**2**	**0.1**	**2**	**0.1**
829	**736**	**150**	**12**	**1**	**0**	**0**	**2**	**0**	**0**	**24.2**	**32**	**15**	**0.5**	**2**	**0.1**	**2**	**0.1**
843	**757**	**153**	**14**	**1**	**0**	**0**	**2**	**0**	**0**	**24.3**	**32**	**17**	**0.5**	**2**	**0.1**	**2**	**0.1**
856	**780**	**160**	**17**	**2**	**0**	**0**	**2**	**0**	**0**	**24.4**	**32.2**	**21**	**0.7**	**2**	**0.1**	**2**	**0.1**

09 November 2015

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
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	4	0	3	0	1	0	0	0	0	0	0		0030	0	0	0	0
0045	2	0	1	0	1	0	0	0	0	0	0		0045	0	0	0	2
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	1	0	0	0	1	0	0	0	0	0	0		0115	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	2	0	1	0	1	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	5	0	3	0	0	0	0	0	0	2	0		0415	0	0	0	0
0430	4	0	3	0	1	0	0	0	0	0	0		0430	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0		0445	0	0	0	0
0500	16	1	14	0	0	1	0	0	0	0	0		0500	0	0	1	1
0515	14	0	11	0	2	0	0	0	0	0	1		0515	0	0	0	0
0530	19	0	16	0	2	1	0	0	0	0	0		0530	0	0	0	1
0545	23	0	17	0	5	0	0	0	1	0	0		0545	0	0	2	1
0600	21	1	17	0	3	0	0	0	0	0	0		0600	0	3	1	4
0615	25	2	21	0	2	0	0	0	0	0	0		0615	0	1	2	4
0630	55	1	44	0	9	0	0	0	1	0	0		0630	1	1	2	7
0645	60	1	50	0	8	0	1	0	0	0	0		0645	11	7	14	2
0700	61	1	54	1	3	1	0	0	1	0	0		0700	3	3	11	6
0715	52	2	44	1	3	1	1	0	0	0	0		0715	1	3	10	8
0730	76	0	72	0	0	3	1	0	0	0	0		0730	11	2	9	12
0745	77	1	73	1	2	0	0	0	0	0	0		0745	2	10	25	16
0800	83	4	72	3	3	1	0	0	0	0	0		0800	3	19	22	11
0815	87	2	82	1	2	0	0	0	0	0	0		0815	7	19	20	18
0830	55	1	49	0	2	1	2	0	0	0	0		0830	7	7	8	17
0845	86	0	71	0	9	3	2	1	0	0	0		0845	10	21	28	3
0900	45	1	43	0	0	1	0	0	0	0	0		0900	0	9	10	9
0915	57	0	47	0	8	2	0	0	0	0	0		0915	0	0	1	4
0930	36	1	33	0	2	0	0	0	0	0	0		0930	2	5	2	6
0945	46	0	41	0	4	0	1	0	0	0	0		0945	2	9	7	8
1000	36	0	33	0	2	1	0	0	0	0	0		1000	0	1	3	7
1015	49	1	44	0	3	0	0	0	0	0	1		1015	17	14	2	2
1030	57	5	46	1	4	0	1	0	0	0	0		1030	0	10	6	1
1045	38	0	33	0	5	0	0	0	0	0	0		1045	1	3	4	10
1100	39	1	35	0	3	0	0	0	0	0	0		1100	0	1	6	6
1115	47	1	37	1	4	2	2	0	0	0	0		1115	1	11	6	6
1130	42	0	35	0	7	0	0	0	0	0	0		1130	1	9	0	6
1145	51	0	44	0	6	1	0	0	0	0	0		1145	0	0	3	8
1200	53	0	50	0	1	2	0	0	0	0	0		1200	9	17	1	7
1215	61	0	53	0	8	0	0	0	0	0	0		1215	2	4	5	10
1230	46	0	44	0	1	0	0	1	0	0	0		1230	5	7	11	15
1245	41	0	35	1	5	0	0	0	0	0	0		1245	0	4	9	4
1300	32	0	29	0	3	0	0	0	0	0	0		1300	0	0	1	9
1315	48	2	39	0	7	0	0	0	0	0	0		1315	2	9	8	6
1330	49	0	44	0	1	1	3	0	0	0	0		1330	0	6	15	8
1345	56	0	52	0	4	0	0	0	0	0	0		1345	0	2	16	6
1400	36	1	28	0	6	1	0	0	0	0	0		1400	0	0	5	7
1415	58	0	49	0	8	1	0	0	0	0	0		1415	3	3	19	6
1430	44	1	40	2	1	0	0	0	0	0	0		1430	2	17	7	5
1445	71	2	60	1	5	1	0	1	0	0	1		1445	1	13	22	6
1500	54	4	43	0	4	1	2	0	0	0	0		1500	4	2	1	14
1515	48	0	43	0	4	1	0	0	0	0	0		1515	0	11	10	9
1530	52	1	47	0	4	0	0	0	0	0	0		1530	0	4	8	13
1545	53	1	46	2	3	1	0	0	0	0	0		1545	12	9	10	12
1600	50	1	42	0	3	2	2	0	0	0	0		1600	1	9	10	13
1615	49	3	43	0	3	0	0	0	0	0	0		1615	13	14	15	3
1630	67	1	62	0	3	0	1	0	0	0	0		1630	7	14	5	11
1645	56	3	50	1	2	0	0	0	0	0	0		1645	3	12	4	9
1700	52	0	46	2	3	0	1	0	0	0	0		1700	0	3	15	6
1715	51	0	49	0	2	0	0	0	0	0	0		1715	0	1	9	6
1730	55	2	50	0	3	0	0	0	0	0	0		1730	0	3	5	13
1745	36	0	34	0	1	1	0	0	0	0	0		1745	5	9	10	6
1800	35	0	34	0	0	1	0	0	0	0	0		1800	0	1	3	7
1815	39	0	38	0	1	0	0	0	0	0	0		1815	0	0	6	4
1830	26	0	23	0	2	1	0	0	0	0	0		1830	0	0	0	9
1845	23	0	21	0	1	1	0	0	0	0	0		1845	0	0	1	1
1900	27	0	26	0	1	0	0	0	0	0	0		1900	0	0	2	5
1915	19	0	18	1	0	0	0	0	0	0	0		1915	0	0	0	1
1930	16	0	16	0	0	0	0	0	0	0	0		1930	0	0	1	0
1945	16	0	16	0	0	0	0	0	0	0	0		1945	0	0	0	3
2000	13	0	13	0	0	0	0	0	0	0	0		2000	0	0	0	1
2015	8	0	6	0	2	0	0	0	0	0	0		2015	0	0	0	0
2030	8	0	8	0	0	0	0	0	0	0	0		2030	0	0	0	0
2045	15	0	15	0	0	0	0	0	0	0	0		2045	0	0	0	0
2100	6	1	5	0	0	0	0	0	0	0	0		2100	0	0	0	2
2115	10	1	7	0	2	0	0	0	0	0	0		2115	0	0	0	1
2130	11	0	11	0	0	0	0	0	0	0	0		2130	0	0	1	3
2145	10	0	8	0	2	0	0	0	0	0	0		2145	0	1	2	2
2200	5	0	5	0	0	0	0	0	0	0	0		2200	0	0	0	1
2215	5	0	5	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0		2245	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0		2300	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	6	0	6	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	2	0	1	1	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**2461**	**43**	**2182**	**18**	**161**	**32**	**19**	**3**	**1**	**0**	**2**		**07-19**	**137**	**330**	**414**	**389**
06-22	**2781**	**50**	**2463**	**19**	**190**	**32**	**20**	**3**	**2**	**0**	**2**		**06-22**	**149**	**343**	**439**	**424**
06-00	**2814**	**50**	**2495**	**20**	**190**	**32**	**20**	**3**	**2**	**0**	**2**		**06-00**	**149**	**343**	**439**	**425**
00-00	**2916**	**51**	**2575**	**20**	**205**	**34**	**20**	**3**	**3**	**2**	**3**		**00-00**	**149**	**343**	**442**	**430**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
1	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	3	1	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	37.7	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	36.7	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	39.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0	37.6	-	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0
1	1	2	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	0
0	2	0	1	0	0	0	0	0	0	36.9	-	1	33.3	0	0	0	0
2	7	3	1	1	0	0	0	0	0	32.3	39.1	2	12.5	0	0	0	0
2	7	2	2	1	0	0	0	0	0	35.6	42.1	3	21.4	1	7.1	0	0
4	9	5	0	0	0	0	0	0	0	32.7	37.6	0	0	0	0	0	0
10	4	5	1	0	0	0	0	0	0	30.2	36	1	4.3	0	0	0	0
3	6	4	0	0	0	0	0	0	0	27.9	34.9	0	0	0	0	0	0
5	8	3	2	0	0	0	0	0	0	29.1	35.8	2	8	0	0	0	0
18	16	10	0	0	0	0	0	0	0	29.6	35.8	0	0	0	0	0	0
6	15	3	2	0	0	0	0	0	0	22.1	33.1	2	3.3	0	0	0	0
12	21	4	1	0	0	0	0	0	0	25.8	33.1	1	1.6	0	0	0	0
7	14	8	1	0	0	0	0	0	0	26.7	35.1	1	1.9	0	0	0	0
12	20	9	1	0	0	0	0	0	0	24.3	34	1	1.3	0	0	0	0
9	15	0	0	0	0	0	0	0	0	21.7	30.6	0	0	0	0	0	0
12	12	4	0	0	0	0	0	0	0	21.1	31.3	0	0	0	0	0	0
11	7	4	0	0	1	0	0	0	0	20	28.9	1	1.1	1	1.1	0	0
6	5	5	0	0	0	0	0	0	0	20.9	33.1	0	0	0	0	0	0
14	10	0	0	0	0	0	0	0	0	18.6	28.6	0	0	0	0	0	0
8	8	1	0	0	0	0	0	0	0	22.3	30.6	0	0	0	0	0	0
23	26	3	0	0	0	0	0	0	0	30	33.1	0	0	0	0	0	0
9	9	1	1	0	1	0	0	0	0	25.8	33.1	2	5.6	1	2.8	0	0
8	9	3	0	0	0	0	0	0	0	23.3	31.5	0	0	0	0	0	0
6	14	5	0	0	0	0	0	0	0	28.6	34.9	0	0	0	0	0	0
7	7	0	0	0	0	0	0	0	0	15.8	28.4	0	0	0	0	0	0
14	20	5	0	0	1	0	0	0	0	26.7	32.4	1	1.8	1	1.8	0	0
14	6	0	0	0	0	0	0	0	0	24.6	30	0	0	0	0	0	0
13	10	3	0	0	0	0	0	0	0	26.8	32.4	0	0	0	0	0	0
6	14	3	0	0	0	0	0	0	0	24.1	33.6	0	0	0	0	0	0
11	8	6	0	1	0	0	0	0	0	26.1	34.9	1	2.4	1	2.4	0	0
20	16	4	0	0	0	0	0	0	0	28.2	32.4	0	0	0	0	0	0
5	11	2	1	0	0	0	0	0	0	20	31.5	1	1.9	0	0	0	0
10	23	6	1	0	0	0	0	0	0	27.2	33.8	1	1.6	0	0	0	0
7	1	0	0	0	0	0	0	0	0	18.9	25.1	0	0	0	0	0	0
14	4	3	3	0	0	0	0	0	0	25.8	33.8	3	7.3	0	0	0	0
9	10	3	0	0	0	0	0	0	0	28.1	34.2	0	0	0	0	0	0
12	9	2	0	0	0	0	0	0	0	22.7	33.1	0	0	0	0	0	0
5	9	2	2	0	2	0	0	0	0	25.4	34	4	8.2	2	4.1	2	4.1
13	16	3	0	0	0	0	0	0	0	25.5	31.5	0	0	0	0	0	0
8	13	3	0	0	0	0	0	0	0	27.6	34.2	0	0	0	0	0	0
10	10	6	1	0	0	0	0	0	0	24	32.9	1	1.7	0	0	0	0
10	3	0	0	0	0	0	0	0	0	19.2	28	0	0	0	0	0	0
16	12	1	0	0	0	0	0	0	0	21.8	30.2	0	0	0	0	0	0
16	13	3	1	0	0	0	0	0	0	26.4	32.4	1	1.9	0	0	0	0
10	5	3	0	0	0	0	0	0	0	22.8	31.5	0	0	0	0	0	0
10	12	5	0	0	0	0	0	0	0	25.5	33.6	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0	0	17.6	25.7	0	0	0	0	0	0
5	9	2	1	0	0	0	0	0	0	22.5	31.1	1	2	0	0	0	0
3	1	0	0	0	0	0	0	0	0	14.7	19.5	0	0	0	0	0	0
20	9	0	0	1	0	0	0	0	0	21.6	28.6	1	1.5	0	0	0	0
17	10	1	0	0	0	0	0	0	0	22.6	30.9	0	0	0	0	0	0
11	11	6	0	0	0	0	0	0	0	25.1	33.6	0	0	0	0	0	0
18	15	2	0	0	0	0	0	0	0	26.5	31.5	0	0	0	0	0	0
19	9	5	1	0	0	0	0	0	0	26.4	31.5	1	1.8	0	0	0	0
6	0	0	0	0	0	0	0	0	0	17.6	25.1	0	0	0	0	0	0
11	12	1	0	0	0	0	0	0	0	26.9	31.3	0	0	0	0	0	0
10	16	3	0	0	0	0	0	0	0	28.6	34	0	0	0	0	0	0
8	9	0	0	0	0	0	0	0	0	27.1	31.1	0	0	0	0	0	0
14	6	1	0	0	0	0	0	0	0	28.7	31.1	0	0	0	0	0	0
13	7	0	0	0	0	0	0	0	0	27	30.6	0	0	0	0	0	0
9	8	1	0	0	0	0	0	0	0	30.5	33.6	0	0	0	0	0	0
7	5	3	0	0	0	0	0	0	0	30	36.5	0	0	0	0	0	0
4	8	0	0	1	0	0	0	0	0	30.4	34	1	6.3	0	0	0	0
2	7	3	0	0	0	0	0	0	0	32.7	37.4	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0
3	5	6	0	1	0	0	0	0	0	34.1	37.1	1	6.7	0	0	0	0
2	0	2	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	0
1	4	1	1	0	0	0	0	0	0	29.2	33.8	1	9.1	0	0	0	0
0	4	1	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0
1	3	1	1	0	0	0	0	0	0	34.5	-	1	16.7	0	0	0	0
0	2	1	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0
1	5	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	2	3	1	0	0	0	0	0	0	35.4	-	1	16.7	0	0	0	0
0	2	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0
528	**510**	**131**	**15**	**2**	**5**	**0**	**0**	**0**	**0**	**23.6**	**32**	**22**	**0.9**	**6**	**0.2**	**2**	**0.1**
610	**619**	**168**	**20**	**4**	**5**	**0**	**0**	**0**	**0**	**24.1**	**32.4**	**29**	**1**	**6**	**0.2**	**2**	**0.1**
615	**637**	**175**	**22**	**4**	**5**	**0**	**0**	**0**	**0**	**24.2**	**32.4**	**31**	**1.1**	**6**	**0.2**	**2**	**0.1**
636	**679**	**199**	**27**	**6**	**5**	**0**	**0**	**0**	**0**	**24.5**	**32.9**	**38**	**1.3**	**7**	**0.2**	**2**	**0.1**

10 November 2015

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
0000	4	0	4	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0		0215	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	2	0	1	0	0	0	0	0	0	1	0		0400	0	0	0	0
0415	5	0	4	0	0	0	0	0	0	1	0		0415	0	0	0	0
0430	4	0	2	0	2	0	0	0	0	0	0		0430	0	0	0	0
0445	6	1	4	0	1	0	0	0	0	0	0		0445	0	1	0	0
0500	7	0	7	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	20	0	17	0	3	0	0	0	0	0	0		0515	0	0	0	0
0530	22	0	18	1	3	0	0	0	0	0	0		0530	0	0	0	1
0545	29	0	25	0	4	0	0	0	0	0	0		0545	0	0	0	1
0600	14	0	11	0	3	0	0	0	0	0	0		0600	1	0	0	2
0615	27	2	20	0	5	0	0	0	0	0	0		0615	0	1	0	2
0630	52	1	44	0	5	1	1	0	0	0	0		0630	3	6	9	11
0645	50	0	46	0	2	0	2	0	0	0	0		0645	7	6	5	6
0700	58	0	49	1	4	2	1	0	0	1	0		0700	0	3	9	5
0715	55	0	48	1	5	0	1	0	0	0	0		0715	1	2	6	6
0730	75	1	68	0	6	0	0	0	0	0	0		0730	3	11	8	2
0745	81	4	70	0	5	0	2	0	0	0	0		0745	11	20	8	10
0800	77	2	65	2	6	1	1	0	0	0	0		0800	2	10	16	8
0815	64	0	62	0	1	1	0	0	0	0	0		0815	0	4	26	7
0830	95	3	86	1	3	2	0	0	0	0	0		0830	19	5	18	13
0845	51	0	45	0	5	0	1	0	0	0	0		0845	7	5	9	15
0900	56	0	51	0	3	2	0	0	0	0	0		0900	1	10	23	9
0915	48	0	42	0	6	0	0	0	0	0	0		0915	5	1	0	5
0930	44	1	35	2	5	1	0	0	0	0	0		0930	8	4	5	4
0945	53	1	48	0	4	0	0	0	0	0	0		0945	1	13	7	11
1000	41	1	37	0	3	0	0	0	0	0	0		1000	0	1	4	6
1015	40	0	32	0	8	0	0	0	0	0	0		1015	0	4	6	9
1030	40	0	37	0	3	0	0	0	0	0	0		1030	0	0	0	1
1045	67	0	58	0	7	0	2	0	0	0	0		1045	1	9	3	11
1100	39	1	31	0	6	1	0	0	0	0	0		1100	1	6	9	8
1115	59	0	49	2	5	2	1	0	0	0	0		1115	9	22	11	5
1130	38	0	30	0	7	0	1	0	0	0	0		1130	1	2	1	7
1145	48	0	43	0	5	0	0	0	0	0	0		1145	1	0	4	13
1200	43	0	36	0	7	0	0	0	0	0	0		1200	0	1	2	2
1215	40	0	38	0	1	0	1	0	0	0	0		1215	1	5	14	7
1230	43	0	39	0	4	0	0	0	0	0	0		1230	0	1	2	4
1245	50	0	45	0	3	1	0	0	0	1	0		1245	5	6	5	6
1300	39	0	35	0	3	0	1	0	0	0	0		1300	6	6	9	10
1315	38	1	32	0	4	1	0	0	0	0	0		1315	1	0	1	10
1330	34	0	30	0	4	0	0	0	0	0	0		1330	0	1	9	5
1345	46	1	42	0	3	0	0	0	0	0	0		1345	1	3	9	5
1400	43	1	38	0	3	1	0	0	0	0	0		1400	0	1	5	12
1415	50	0	46	0	4	0	0	0	0	0	0		1415	2	3	13	11
1430	43	2	34	0	5	0	0	0	1	1	0		1430	2	3	4	7
1445	59	0	56	0	2	0	1	0	0	0	0		1445	5	3	9	15
1500	44	1	40	0	2	1	0	0	0	0	0		1500	0	12	9	9
1515	44	1	41	0	1	0	1	0	0	0	0		1515	2	7	26	4
1530	41	1	33	0	6	1	0	0	0	0	0		1530	0	5	6	6
1545	73	2	68	0	3	0	0	0	0	0	0		1545	16	30	15	2
1600	46	0	38	0	8	0	0	0	0	0	0		1600	1	2	6	9
1615	42	0	36	0	4	2	0	0	0	0	0		1615	0	1	2	9
1630	50	2	43	0	3	0	2	0	0	0	0		1630	1	3	5	15
1645	50	0	49	0	1	0	0	0	0	0	0		1645	0	5	7	15
1700	43	0	39	2	0	0	1	1	0	0	0		1700	7	3	22	7
1715	35	2	32	0	1	0	0	0	0	0	0		1715	0	3	3	12
1730	38	1	34	0	2	1	0	0	0	0	0		1730	0	1	9	8
1745	38	0	37	0	1	0	0	0	0	0	0		1745	1	4	5	7
1800	34	0	33	0	1	0	0	0	0	0	0		1800	0	0	0	6
1815	35	0	35	0	0	0	0	0	0	0	0		1815	0	4	4	10
1830	22	0	20	0	2	0	0	0	0	0	0		1830	0	0	3	4
1845	26	0	26	0	0	0	0	0	0	0	0		1845	0	0	1	4
1900	31	0	30	0	1	0	0	0	0	0	0		1900	0	0	0	9
1915	27	0	24	0	2	0	1	0	0	0	0		1915	0	0	0	5
1930	23	0	21	0	2	0	0	0	0	0	0		1930	0	0	1	3
1945	16	0	16	0	0	0	0	0	0	0	0		1945	0	0	1	6
2000	16	1	15	0	0	0	0	0	0	0	0		2000	0	0	0	2
2015	20	0	20	0	0	0	0	0	0	0	0		2015	0	0	1	4
2030	16	0	15	0	1	0	0	0	0	0	0		2030	0	0	0	0
2045	10	0	10	0	0	0	0	0	0	0	0		2045	0	0	0	0
2100	15	2	10	0	3	0	0	0	0	0	0		2100	0	0	1	1
2115	12	0	12	0	0	0	0	0	0	0	0		2115	0	0	0	0
2130	9	0	9	0	0	0	0	0	0	0	0		2130	0	0	0	1
2145	11	0	10	0	1	0	0	0	0	0	0		2145	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0		2200	0	0	0	4
2215	10	0	10	0	0	0	0	0	0	0	0		2215	0	0	0	1
2230	4	0	4	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0		2245	0	0	0	1
2300	6	0	6	0	0	0	0	0	0	0	0		2300	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	6	0	6	0	0	0	0	0	0	0	0		2330	0	0	0	1
2345	3	0	3	0	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**2318**	**29**	**2061**	**11**	**175**	**20**	**17**	**1**	**1**	**3**	**0**		**07-19**	**122**	**245**	**378**	**376**
06-22	**2667**	**35**	**2374**	**11**	**200**	**21**	**21**	**1**	**1**	**3**	**0**		**06-22**	**133**	**258**	**396**	**428**
06-00	**2719**	**35**	**2426**	**11**	**200**	**21**	**21**	**1**	**1**	**3**	**0**		**06-00**	**133**	**258**	**396**	**435**
00-00	**2826**	**36**	**2515**	**12**	**214**	**21**	**21**	**1**	**1**	**5**	**0**		**00-00**	**133**	**259**	**396**	**437**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
0	4	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	0	36	-	1	50	0	0	0	0
0	1	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	39.5	-	1	50	0	0	0	0
0	0	1	0	0	0	0	0	0	0	38.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0
0	2	2	0	1	0	0	0	0	0	37.1	-	1	20	1	20	0	0
0	1	0	3	0	0	0	0	0	0	39.3	-	3	75	0	0	0	0
0	2	2	1	0	0	0	0	0	0	33.2	-	1	16.7	0	0	0	0
0	4	2	1	0	0	0	0	0	0	35.4	-	1	14.3	0	0	0	0
1	9	8	2	0	0	0	0	0	0	36.1	38.9	2	10	0	0	0	0
7	10	2	2	0	0	0	0	0	0	32.3	35.8	2	9.1	0	0	0	0
5	12	6	5	0	0	0	0	0	0	33.4	40	5	17.2	0	0	0	0
2	4	4	1	0	0	0	0	0	0	31.1	36.7	1	7.1	0	0	0	0
7	11	4	2	0	0	0	0	0	0	31.1	36.2	2	7.4	0	0	0	0
12	10	1	0	0	0	0	0	0	0	22.7	30.6	0	0	0	0	0	0
9	11	6	0	0	0	0	0	0	0	23.1	33.8	0	0	0	0	0	0
13	16	11	1	0	0	0	0	0	0	28.5	36.7	1	1.7	0	0	0	0
13	13	14	0	0	0	0	0	0	0	28.5	36.5	0	0	0	0	0	0
9	26	15	1	0	0	0	0	0	0	27.1	35.8	1	1.3	0	0	0	0
15	13	4	0	0	0	0	0	0	0	20.7	31.8	0	0	0	0	0	0
13	21	6	0	1	0	0	0	0	0	24.8	32.9	1	1.3	1	1.3	0	0
15	9	2	0	0	1	0	0	0	0	23.4	30.6	1	1.6	1	1.6	0	0
19	11	9	1	0	0	0	0	0	0	21.4	32.7	1	1.1	0	0	0	0
7	5	3	0	0	0	0	0	0	0	20.6	28.6	0	0	0	0	0	0
8	3	2	0	0	0	0	0	0	0	20	27.1	0	0	0	0	0	0
20	14	2	1	0	0	0	0	0	0	26.6	33.1	1	2.1	0	0	0	0
10	9	4	0	0	0	0	0	0	0	22.8	31.8	0	0	0	0	0	0
14	7	0	0	0	0	0	0	0	0	21.9	29.5	0	0	0	0	0	0
13	15	2	0	0	0	0	0	0	0	27.4	32.7	0	0	0	0	0	0
10	6	4	1	0	0	0	0	0	0	25.2	31.8	1	2.5	0	0	0	0
17	21	1	0	0	0	0	0	0	0	30.4	32.2	0	0	0	0	0	0
28	11	3	1	0	0	0	0	0	0	25.7	31.3	1	1.5	0	0	0	0
6	7	1	1	0	0	0	0	0	0	22.3	30.9	1	2.6	0	0	0	0
8	3	1	0	0	0	0	0	0	0	16.6	26.2	0	0	0	0	0	0
14	9	3	1	0	0	0	0	0	0	26.9	32	1	2.6	0	0	0	0
17	10	3	0	0	0	0	0	0	0	26.3	30.9	0	0	0	0	0	0
11	18	9	0	0	0	0	0	0	0	30.9	35.8	0	0	0	0	0	0
5	5	3	0	0	0	0	0	0	0	22.1	30.2	0	0	0	0	0	0
22	13	1	0	0	0	0	0	0	0	28.2	32.9	0	0	0	0	0	0
15	10	3	0	0	0	0	0	0	0	23.6	32.2	0	0	0	0	0	0
0	6	1	0	0	1	0	0	0	0	20.3	30.6	1	2.6	1	2.6	0	0
13	10	3	0	0	0	0	0	0	0	27.3	31.5	0	0	0	0	0	0
11	6	1	1	0	0	0	0	0	0	25.2	31.3	1	2.9	0	0	0	0
9	15	4	0	0	0	0	0	0	0	26.2	33.6	0	0	0	0	0	0
14	10	1	0	0	0	0	0	0	0	26.2	33.1	0	0	0	0	0	0
15	4	0	2	0	0	0	0	0	0	22.9	29.3	2	4	0	0	0	0
14	10	3	0	0	0	0	0	0	0	25.8	32.2	0	0	0	0	0	0
16	10	1	0	0	0	0	0	0	0	23.3	30.4	0	0	0	0	0	0
3	8	3	0	0	0	0	0	0	0	22.2	30.9	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	17.5	23.5	0	0	0	0	0	0
12	8	4	0	0	0	0	0	0	0	25.4	32	0	0	0	0	0	0
4	5	1	0	0	0	0	0	0	0	15.4	21.3	0	0	0	0	0	0
14	12	2	0	0	0	0	0	0	0	25.8	32.7	0	0	0	0	0	0
12	14	4	0	0	0	0	0	0	0	28.5	34	0	0	0	0	0	0
14	9	2	1	0	0	0	0	0	0	25.6	31.1	1	2	0	0	0	0
11	9	3	0	0	0	0	0	0	0	24.5	31.3	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	17	20.6	0	0	0	0	0	0
15	1	0	1	0	0	0	0	0	0	24.1	28	1	2.9	0	0	0	0
12	8	0	0	0	0	0	0	0	0	25	31.5	0	0	0	0	0	0
15	4	2	0	0	0	0	0	0	0	24.2	29.8	0	0	0	0	0	0
12	8	6	2	0	0	0	0	0	0	30.3	35.6	2	5.9	0	0	0	0
7	7	3	0	0	0	0	0	0	0	25.1	33.8	0	0	0	0	0	0
11	3	1	0	0	0	0	0	0	0	26.4	30.4	0	0	0	0	0	0
10	7	3	1	0	0	0	0	0	0	29.7	34.7	1	3.8	0	0	0	0
9	9	4	0	0	0	0	0	0	0	29	33.8	0	0	0	0	0	0
11	10	1	0	0	0	0	0	0	0	29.2	33.8	0	0	0	0	0	0
8	9	2	0	0	0	0	0	0	0	29.2	33.1	0	0	0	0	0	0
5	2	2	0	0	0	0	0	0	0	27.1	33.8	0	0	0	0	0	0
3	9	2	0	0	0	0	0	0	0	31.3	34.4	0	0	0	0	0	0
6	5	3	1	0	0	0	0	0	0	29	35.1	1	5	0	0	0	0
10	4	1	1	0	0	0	0	0	0	30.4	34.9	1	6.3	0	0	0	0
6	4	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	0
6	4	3	0	0	0	0	0	0	0	30.1	35.6	0	0	0	0	0	0
4	8	0	0	0	0	0	0	0	0	30.3	31.8	0	0	0	0	0	0
2	0	4	1	1	0	0	0	0	0	35.3	-	2	22.2	0	0	0	0
2	5	3	1	0	0	0	0	0	0	33.7	37.6	1	9.1	0	0	0	0
5	1	2	1	0	0	0	0	0	0	29.1	36	1	7.7	0	0	0	0
4	4	1	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
3	2	0	1	0	0	0	0	0	0	32	-	1	16.7	0	0	0	0
2	4	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	0
1	1	2	0	1	0	0	0	0	0	33.9	-	1	16.7	0	0	0	0
1	1	1	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0
573	**450**	**155**	**16**	**1**	**2**	**0**	**0**	**0**	**0**	**24.1**	**32.4**	**19**	**0.8**	**3**	**0.1**	**0**	**0**
675	**555**	**195**	**23**	**2**	**2**	**0**	**0**	**0**	**0**	**24.6**	**32.9**	**27**	**1**	**3**	**0.1**	**0**	**0**
692	**573**	**202**	**25**	**3**	**2**	**0**	**0**	**0**	**0**	**24.8**	**32.9**	**30**	**1.1**	**3**	**0.1**	**0**	**0**
707	**620**	**227**	**41**	**4**	**2**	**0**	**0**	**0**	**0**	**25.1**	**33.3**	**47**	**1.7**	**4**	**0.1**	**0**	**0**

11 November 2015

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
0000	2	0	2	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	2	0	1	0	1	0	0	0	0	0	0		0015	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	3	0	3	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0		0215	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	6	0	3	0	1	0	0	0	0	2	0		0400	0	0	0	0
0415	2	0	1	0	1	0	0	0	0	0	0		0415	0	0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0		0430	0	0	0	0
0445	6	1	3	0	2	0	0	0	0	0	0		0445	0	0	1	0
0500	5	0	4	0	1	0	0	0	0	0	0		0500	0	0	0	0
0515	7	0	6	0	0	0	0	0	0	1	0		0515	0	0	0	0
0530	21	1	17	0	3	0	0	0	0	0	0		0530	0	0	0	0
0545	27	0	21	0	6	0	0	0	0	0	0		0545	0	0	0	6
0600	18	0	16	0	2	0	0	0	0	0	0		0600	0	0	1	0
0615	28	1	26	0	0	1	0	0	0	0	0		0615	0	1	1	2
0630	48	1	41	0	5	0	0	0	1	0	0		0630	0	2	5	1
0645	46	1	42	0	2	1	0	0	0	0	0		0645	0	7	3	8
0700	49	1	45	0	1	2	0	0	0	0	0		0700	1	5	9	5
0715	70	2	66	0	1	1	0	0	0	0	0		0715	2	6	8	15
0730	78	1	69	0	7	1	0	0	0	0	0		0730	0	1	6	5
0745	63	1	51	2	7	0	2	0	0	0	0		0745	1	5	19	9
0800	98	2	87	0	7	1	0	0	0	1	0		0800	1	8	34	9
0815	73	0	67	1	4	1	0	0	0	0	0		0815	2	4	7	30
0830	105	0	98	0	3	3	0	0	0	0	1		0830	2	10	16	26
0845	58	0	55	0	3	0	0	0	0	0	0		0845	0	3	6	6
0900	55	0	48	0	6	1	0	0	0	0	0		0900	8	10	4	9
0915	62	0	53	0	6	1	1	0	0	0	1		0915	0	3	28	6
0930	49	1	41	1	5	1	0	0	0	0	0		0930	1	4	6	11
0945	42	3	34	0	4	0	1	0	0	0	0		0945	0	5	5	5
1000	43	2	39	0	1	0	1	0	0	0	0		1000	1	4	11	7
1015	56	1	48	0	4	1	2	0	0	0	0		1015	4	8	10	6
1030	51	0	46	0	4	1	0	0	0	0	0		1030	0	5	3	4
1045	37	0	28	1	8	0	0	0	0	0	0		1045	0	0	1	4
1100	36	0	32	0	3	1	0	0	0	0	0		1100	2	1	7	11
1115	47	1	42	0	4	0	0	0	0	0	0		1115	0	3	4	11
1130	43	0	38	0	5	0	0	0	0	0	0		1130	1	1	8	12
1145	72	3	59	1	5	1	3	0	0	0	0		1145	8	22	9	7
1200	45	1	40	0	3	0	0	0	0	0	1		1200	0	2	4	10
1215	50	0	44	0	3	3	0	0	0	0	0		1215	1	9	9	11
1230	49	0	44	0	3	1	0	0	0	1	0		1230	1	8	14	6
1245	65	2	61	0	2	0	0	0	0	0	0		1245	1	9	12	10
1300	43	1	35	0	5	2	0	0	0	0	0		1300	2	4	8	7
1315	47	1	42	0	4	0	0	0	0	0	0		1315	1	6	9	8
1330	42	0	38	0	2	0	1	0	1	0	0		1330	0	3	6	13
1345	53	1	46	1	5	0	0	0	0	0	0		1345	3	7	12	6

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
0	2	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	0	1	1	0	0	0	0	0	0	36	-	1	33.3	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	39.3	-	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	40.3	-	1	100	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	6	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	39.4	-	1	50	0	0	0	0
1	1	0	2	1	0	0	0	0	0	34.5	-	3	50	1	16.7	0	0
0	0	4	1	0	0	0	0	0	0	38.3	-	1	20	0	0	0	0
2	1	3	1	0	0	0	0	0	0	34.9	-	1	14.3	0	0	0	0
5	10	4	2	0	0	0	0	0	0	33.6	38.5	2	9.5	0	0	0	0
4	8	9	0	0	0	0	0	0	0	31.1	37.4	0	0	0	0	0	0
3	6	7	1	0	0	0	0	0	0	33.1	37.8	1	5.6	0	0	0	0
6	9	6	3	0	0	0	0	0	0	31.9	38.9	3	10.7	0	0	0	0
10	22	7	1	0	0	0	0	0	0	29.5	34.9	1	2.1	0	0	0	0
11	10	7	0	0	0	0	0	0	0	26.4	34.4	0	0	0	0	0	0
7	15	5	2	0	0	0	0	0	0	26.3	34.2	2	4.1	0	0	0	0
13	15	9	2	0	0	0	0	0	0	25.9	35.1	2	2.9	0	0	0	0
20	35	10	1	0	0	0	0	0	0	30.3	34.9	1	1.3	0	0	0	0
19	8	2	0	0	0	0	0	0	0	23	30.6	0	0	0	0	0	0
11	22	12	1	0	0	0	0	0	0	24.7	34.4	1	1	0	0	0	0
24	5	1	0	0	0	0	0	0	0	23.3	28.2	0	0	0	0	0	0
25	23	3	0	0	0	0	0	0	0	24.2	31.3	0	0	0	0	0	0
22	15	6	0	0	0	0	0	0	0	27.8	33.6	0	0	0	0	0	0
13	9	2	0	0	0	0	0	0	0	21.4	30.6	0	0	0	0	0	0
15	8	2	0	0	0	0	0	0	0	22.6	30.2	0	0	0	0	0	0
16	8	2	1	0	0	0	0	0	0	25.3	31.8	1	2	0	0	0	0
16	9	2	0	0	0	0	0	0	0	25	32.2	0	0	0	0	0	0
9	10	1	0	0	0	0	0	0	0	23.3	30.6	0	0	0	0	0	0
11	16	1	0	0	0	0	0	0	0	23.2	32.4	0	0	0	0	0	0
15	16	8	0	0	0	0	0	0	0	28.1	34.7	0	0	0	0	0	0
15	13	2	2	0	0	0	0	0	0	29.4	31.8	2	5.4	0	0	0	0
9	6	0	0	0	0	0	0	0	0	23.7	30	0	0	0	0	0	0
12	16	1	0	0	0	0	0	0	0	26.2	31.8	0	0	0	0	0	0
10	10	1	0	0	0	0	0	0	0	24.9	31.5	0	0	0	0	0	0
15	9	2	0	0	0	0	0	0	0	19.6	29.8	0	0	0	0	0	0
15	12	2	0	0	0	0	0	0	0	27	33.1	0	0	0	0	0	0
7	11	2	0	0	0	0	0	0	0	23.2	32.2	0	0	0	0	0	0
6	11	3	0	0	0	0	0	0	0	22.8	32.7	0	0	0	0	0	0
10	15	4	1	3	0	0	0	0	0	25.3	32.9	4	6.2	3	4.6	0	0
7	8	4	3	0	0	0	0	0	0	25.3	34.9	3	7	0	0	0	0
13	7	3	0	0	0	0	0	0	0	23.8	31.1	0	0	0	0	0	0
7	11	0	1	1	0	0	0	0	0	25.5	31.5	2	4.8	1	2.4	0	0
14	11	0	0	0	0	0	0	0	0	22.7	30.9	0	0	0	0	0	0

1400	50	3	41	1	4	0	0	1	0	0	0	1400	1	9	4	11
1415	51	0	44	0	5	1	1	0	0	0	0	1415	1	1	13	7
1430	52	0	47	1	3	0	0	0	0	0	1	1430	0	2	5	6
1445	62	1	58	0	2	0	1	0	0	0	0	1445	8	9	13	7
1500	51	0	44	1	6	0	0	0	0	0	0	1500	0	1	16	5
1515	68	4	56	0	6	0	1	0	0	1	0	1515	15	23	6	8
1530	56	1	50	0	4	1	0	0	0	0	0	1530	1	3	11	13
1545	40	2	35	0	3	0	0	0	0	0	0	1545	4	6	3	6
1600	46	2	43	0	1	0	0	0	0	0	0	1600	6	9	4	6
1615	55	0	53	0	1	0	1	0	0	0	0	1615	1	5	6	12
1630	60	2	56	0	2	0	0	0	0	0	0	1630	1	5	9	16
1645	67	2	60	1	2	1	1	0	0	0	0	1645	23	20	3	13
1700	58	1	54	0	3	0	0	0	0	0	0	1700	0	7	10	7
1715	51	0	49	1	0	1	0	0	0	0	0	1715	3	7	7	10
1730	71	2	67	1	1	0	0	0	0	0	0	1730	2	9	12	14
1745	52	2	50	0	0	0	0	0	0	0	0	1745	1	1	8	22
1800	57	1	50	0	2	1	3	0	0	0	0	1800	4	12	24	16
1815	36	0	35	0	0	1	0	0	0	0	0	1815	0	0	5	4
1830	29	0	29	0	0	0	0	0	0	0	0	1830	1	0	4	5
1845	31	0	30	0	0	0	1	0	0	0	0	1845	0	0	2	8
1900	41	1	37	0	2	1	0	0	0	0	0	1900	1	8	6	9
1915	35	0	33	1	1	0	0	0	0	0	0	1915	1	11	7	2
1930	22	0	21	0	0	1	0	0	0	0	0	1930	0	0	0	0
1945	20	0	18	0	2	0	0	0	0	0	0	1945	0	0	0	1
2000	33	1	31	0	0	1	0	0	0	0	0	2000	0	0	5	5
2015	19	0	19	0	0	0	0	0	0	0	0	2015	0	0	0	0
2030	11	0	10	0	1	0	0	0	0	0	0	2030	1	0	0	0
2045	12	1	10	0	0	1	0	0	0	0	0	2045	0	1	0	1
2100	9	1	8	0	0	0	0	0	0	0	0	2100	0	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0	2115	0	0	0	1
2130	14	0	14	0	0	0	0	0	0	0	0	2130	0	0	0	1
2145	9	0	9	0	0	0	0	0	0	0	0	2145	0	0	0	1
2200	10	2	8	0	0	0	0	0	0	0	0	2200	0	1	0	0
2215	8	0	8	0	0	0	0	0	0	0	0	2215	0	0	0	1
2230	6	0	6	0	0	0	0	0	0	0	0	2230	0	0	0	1
2245	9	0	9	0	0	0	0	0	0	0	0	2245	0	0	1	1
2300	5	0	5	0	0	0	0	0	0	0	0	2300	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	2315	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0	2330	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0
07-19	**2624**	**47**	**2347**	**13**	**160**	**28**	**20**	**1**	**1**	**3**	**4**	**07-19**	**115**	**285**	**440**	**465**
06-22	**3000**	**54**	**2693**	**14**	**175**	**34**	**20**	**1**	**2**	**3**	**4**	**06-22**	**118**	**315**	**468**	**497**
06-00	**3048**	**56**	**2739**	**14**	**175**	**34**	**20**	**1**	**2**	**3**	**4**	**06-00**	**118**	**316**	**469**	**500**
00-00	**3135**	**58**	**2803**	**14**	**193**	**34**	**20**	**1**	**2**	**6**	**4**	**00-00**	**118**	**316**	**470**	**506**

14	8	2	1	0	0	0	0	0	0	24.2	31.8	1	2	0	0	0	0
18	11	0	0	0	0	0	0	0	0	24.4	30.4	0	0	0	0	0	0
15	15	8	1	0	0	0	0	0	0	28.3	34.9	1	1.9	0	0	0	0
2	17	5	1	0	0	0	0	0	0	22.9	34.4	1	1.6	0	0	0	0
11	16	2	0	0	0	0	0	0	0	25.6	32.7	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0	0	16.3	27.1	0	0	0	0	0	0
12	15	1	0	0	0	0	0	0	0	24.7	31.5	0	0	0	0	0	0
7	12	2	0	0	0	0	0	0	0	23.6	31.3	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0	0	20.8	27.7	0	0	0	0	0	0
9	18	4	0	0	0	0	0	0	0	25.9	33.6	0	0	0	0	0	0
21	5	2	1	0	0	0	0	0	0	24	29.3	1	1.7	0	0	0	0
4	2	1	1	0	0	0	0	0	0	15.5	24.2	1	1.5	0	0	0	0
19	9	6	0	0	0	0	0	0	0	24.9	31.8	0	0	0	0	0	0
13	9	2	0	0	0	0	0	0	0	23.2	32.4	0	0	0	0	0	0
20	11	3	0	0	0	0	0	0	0	23.5	31.3	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0	0	23.5	28.6	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	17.3	23.5	0	0	0	0	0	0
23	3	0	1	0	0	0	0	0	0	26.2	29.5	1	2.8	0	0	0	0
8	11	0	0	0	0	0	0	0	0	26.9	32.9	0	0	0	0	0	0
14	4	2	1	0	0	0	0	0	0	27.3	30.6	1	3.2	0	0	0	0
8	7	1	1	0	0	0	0	0	0	22.7	31.3	1	2.4	0	0	0	0
8	6	0	0	0	0	0	0	0	0	21.4	30	0	0	0	0	0	0
11	10	1	0	0	0	0	0	0	0	30.1	33.1	0	0	0	0	0	0
9	9	0	1	0	0	0	0	0	0	30.9	33.8	1	5	0	0	0	0
10	8	4	1	0	0	0	0	0	0	28.1	34	1	3	0	0	0	0
11	5	3	0	0	0	0	0	0	0	29.9	34.7	0	0	0	0	0	0
3	5	2	0	0	0	0	0	0	0	30.2	34.4	0	0	0	0	0	0
4	3	2	1	0	0	0	0	0	0	29.3	35.1	1	8.3	0	0	0	0
4	2	3	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	0
9	0	1	0	0	0	0	0	0	0	28	28.4	0	0	0	0	0	0
5	5	1	2	0	0	0	0	0	0	32.2	39.6	2	14.3	0	0	0	0
2	5	1	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0
3	2	2	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
2	0	2	1	0	0	0	0	0	0	34.2	-	1	20	0	0	0	0
3	1	0	0	0	0	0	0	0	0	28.2	-	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	0
628	**536**	**130**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**24**	**32.2**	**25**	**1**	**4**	**0.2**	**0**	**0**
742	**648**	**176**	**32**	**4**	**0**	**0**	**0**	**0**	**0**	**24.6**	**32.7**	**36**	**1.2**	**4**	**0.1**	**0**	**0**
759	**665**	**184**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**24.6**	**32.7**	**37**	**1.2**	**4**	**0.1**	**0**	**0**
773	**698**	**207**	**42**	**5**	**0**	**0**	**0**	**0**	**0**	**24.9**	**32.9**	**47**	**1.5**	**5**	**0.2**	**0**	**0**

12 November 2015

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
0000	3	0	3	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0		0215	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0		0300	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	2	0	1	1	0	0	0	0	0	0	0		0330	0	0	0	0
0345	4	0	3	0	1	0	0	0	0	0	0		0345	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0		0400	0	0	0	0
0415	2	0	0	0	1	0	0	0	0	0	1		0415	0	0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0		0430	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0		0445	0	0	0	0
0500	9	0	7	0	1	0	0	0	0	1	0		0500	0	0	0	0
0515	8	0	8	0	0	0	0	0	0	0	0		0515	0	0	0	0
0530	28	0	23	0	5	0	0	0	0	0	0		0530	1	6	0	4
0545	28	0	24	0	2	2	0	0	0	0	0		0545	0	0	0	0
0600	23	0	17	1	2	0	3	0	0	0	0		0600	0	5	5	3
0615	27	2	22	0	2	1	0	0	0	0	0		0615	0	1	5	0
0630	48	0	41	0	7	0	0	0	0	0	0		0630	0	0	2	5
0645	39	4	33	0	2	0	0	0	0	0	0		0645	2	2	5	5
0700	66	1	62	1	1	0	0	0	0	0	1		0700	5	10	13	16
0715	48	0	45	0	3	0	0	0	0	0	0		0715	0	6	11	6
0730	73	3	63	0	5	1	0	0	1	0	0		0730	4	4	5	6
0745	84	1	75	1	5	1	1	0	0	0	0		0745	8	5	28	13
0800	74	1	67	0	4	1	1	0	0	0	0		0800	0	10	15	10
0815	80	1	75	1	1	1	1	0	0	0	0		0815	1	10	25	15
0830	77	2	67	1	6	0	0	1	0	0	0		0830	7	18	13	10
0845	86	0	75	3	7	0	0	0	0	0	1		0845	10	18	25	10
0900	59	0	51	1	6	1	0	0	0	0	0		0900	0	4	15	8
0915	82	0	74	0	7	1	0	0	0	0	0		0915	1	14	5	7
0930	103	2	92	0	8	1	0	0	0	0	0		0930	9	19	6	28
0945	77	0	73	0	4	0	0	0	0	0	0		0945	2	16	21	10
1000	102	0	92	0	6	3	1	0	0	0	0		1000	9	33	28	14
1015	95	0	85	2	5	1	1	1	0	0	0		1015	4	16	40	9
1030	73	0	68	0	5	0	0	0	0	0	0		1030	9	20	8	7
1045	88	1	76	0	9	1	0	1	0	0	0		1045	3	19	7	16
1100	78	0	68	0	9	1	0	0	0	0	0		1100	3	14	15	20
1115	80	1	66	2	8	2	1	0	0	0	0		1115	3	18	26	10
1130	62	1	56	0	5	0	0	0	0	0	0		1130	2	11	22	14
1145	90	1	76	1	8	1	1	0	2	0	0		1145	4	11	15	19
1200	64	1	48	1	13	0	1	0	0	0	0		1200	8	6	9	13
1215	62	1	51	0	7	1	1	0	0	1	0		1215	17	5	12	16
1230	63	1	56	0	3	2	0	0	0	0	1		1230	4	22	14	2
1245	75	1	66	0	7	1	0	0	0	0	0		1245	1	16	12	4
1300	52	0	46	0	5	1	0	0	0	0	0		1300	0	1	16	9
1315	47	0	36	0	6	2	3	0	0	0	0		1315	11	2	19	6
1330	72	1	59	1	9	1	1	0	0	0	0		1330	0	0	16	12
1345	56	0	50	0	6	0	0	0	0	0	0		1345	3	16	1	4
1400	53	3	44	0	6	0	0	0	0	0	0		1400	1	3	8	2
1415	55	1	44	0	7	0	3	0	0	0	0		1415	1	6	11	9
1430	53	0	46	0	5	1	1	0	0	0	0		1430	1	13	13	8
1445	57	0	52	1	1	1	2	0	0	0	0		1445	0	12	11	3
1500	57	0	53	0	3	0	1	0	0	0	0		1500	0	16	6	5
1515	50	1	44	0	3	2	0	0	0	0	0		1515	11	13	11	6
1530	55	2	48	0	2	1	2	0	0	0	0		1530	10	3	8	13
1545	71	0	64	0	4	2	1	0	0	0	0		1545	7	14	11	7
1600	56	1	53	0	2	0	0	0	0	0	0		1600	4	9	14	8
1615	50	1	40	0	8	1	0	0	0	0	0		1615	1	5	2	4
1630	53	4	45	0	4	0	0	0	0	0	0		1630	0	8	8	9
1645	51	2	46	0	3	0	0	0	0	0	0		1645	0	7	11	9
1700	49	1	45	0	3	0	0	0	0	0	0		1700	2	12	6	13
1715	52	0	48	0	4	0	0	0	0	0	0		1715	0	11	6	6
1730	34	1	31	0	2	0	0	0	0	0	0		1730	0	1	4	8
1745	50	0	49	0	1	0	0	0	0	0	0		1745	0	3	10	12
1800	30	0	28	0	2	0	0	0	0	0	0		1800	0	0	0	1
1815	26	0	25	0	1	0	0	0	0	0	0		1815	0	0	3	7
1830	27	0	27	0	0	0	0	0	0	0	0		1830	0	5	2	3
1845	35	3	29	0	3	0	0	0	0	0	0		1845	0	2	2	4
1900	20	0	19	0	1	0	0	0	0	0	0		1900	0	0	1	5
1915	30	0	29	0	1	0	0	0	0	0	0		1915	0	0	1	3
1930	20	1	17	0	1	0	1	0	0	0	0		1930	0	0	1	3
1945	16	0	14	0	2	0	0	0	0	0	0		1945	0	0	0	2
2000	11	0	10	0	1	0	0	0	0	0	0		2000	0	0	0	2
2015	22	0	20	0	2	0	0	0	0	0	0		2015	0	2	5	5
2030	18	0	16	0	2	0	0	0	0	0	0		2030	0	0	0	4
2045	4	0	3	0	1	0	0	0	0	0	0		2045	0	0	0	0
2100	13	2	9	0	2	0	0	0	0	0	0		2100	0	0	0	1
2115	14	0	12	0	1	1	0	0	0	0	0		2115	0	0	0	1
2130	4	0	4	0	0	0	0	0	0	0	0		2130	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0		2145	0	0	0	1
2200	12	0	11	0	1	0	0	0	0	0	0		2200	0	0	0	1
2215	6	0	6	0	0	0	0	0	0	0	0		2215	0	0	1	2
2230	2	0	2	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0		2245	0	0	0	1
2300	3	0	3	0	0	0	0	0	0	0	0		2300	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	6	0	6	0	0	0	0	0	0	0	0		2330	0	0	0	1
2345	2	0	2	0	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**3032**	**40**	**2679**	**16**	**232**	**32**	**23**	**3**	**3**	**1**	**3**		**07-19**	**166**	**487**	**589**	**451**
06-22	**3347**	**49**	**2951**	**17**	**259**	**34**	**27**	**3**	**3**	**1**	**3**		**06-22**	**168**	**497**	**614**	**491**
06-00	**3386**	**49**	**2989**	**17**	**260**	**34**	**27**	**3**	**3**	**1**	**3**		**06-00**	**168**	**497**	**615**	**496**
00-00	**3481**	**49**	**3064**	**18**	**274**	**37**	**27**	**3**	**3**	**2**	**4**		**00-00**	**169**	**503**	**615**	**500**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
1	2	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	42.7	-	1	100	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
0	1	2	1	0	0	0	0	0	0	36.3	-	1	25	0	0	0	0
0	0	1	0	0	0	0	0	0	0	38.1	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	39.5	-	1	50	0	0	0	0
0	2	0	1	0	0	0	0	0	0	35.1	-	1	33.3	0	0	0	0
1	3	2	2	1	0	0	0	0	0	36.6	-	3	33.3	0	0	0	0
0	1	6	1	0	0	0	0	0	0	37.6	-	1	12.5	0	0	0	0
8	8	1	0	0	0	0	0	0	0	24.9	32.7	0	0	0	0	0	0
16	8	3	1	0	0	0	0	0	0	30.8	34	1	3.6	0	0	0	0
4	3	2	1	0	0	0	0	0	0	23.7	33.1	1	4.3	0	0	0	0
5	9	5	2	0	0	0	0	0	0	30	37.6	2	7.4	0	0	0	0
8	24	9	0	0	0	0	0	0	0	31	35.3	0	0	0	0	0	0
6	14	5	0	0	0	0	0	0	0	27	34.4	0	0	0	0	0	0
14	8	0	0	0	0	0	0	0	0	21	29.3	0	0	0	0	0	0
13	10	2	0	0	0	0	0	0	0	24.1	31.3	0	0	0	0	0	0
4	30	19	1	0	0	0	0	0	0	29	36.2	1	1.4	0	0	0	0
10	15	5	0	0	0	0	0	0	0	21.9	32	0	0	0	0	0	0
18	19	1	1	0	0	0	0	0	0	24.6	32.2	1	1.4	0	0	0	0
12	14	3	0	0	0	0	0	0	0	22.7	30.4	0	0	0	0	0	0
11	12	3	3	0	0	0	0	0	0	21.5	31.5	3	3.9	0	0	0	0
10	8	5	0	0	0	0	0	0	0	19.7	29.8	0	0	0	0	0	0
13	15	4	0	0	0	0	0	0	0	25.2	32.7	0	0	0	0	0	0
22	26	7	0	0	0	0	0	0	0	25.9	32.7	0	0	0	0	0	0
25	12	4	0	0	0	0	0	0	0	21.9	30	0	0	0	0	0	0
13	14	1	0	0	0	0	0	0	0	21.5	30.2	0	0	0	0	0	0
11	7	0	0	0	0	0	0	0	0	17.9	26.2	0	0	0	0	0	0
7	14	4	1	0	0	0	0	0	0	20.8	31.8	1	1.1	0	0	0	0
18	11	0	0	0	0	0	0	0	0	19.8	29.8	0	0	0	0	0	0
23	14	6	0	0	0	0	0	0	0	23.5	31.8	0	0	0	0	0	0
18	8	0	0	0	0	0	0	0	0	21.4	29.1	0	0	0	0	0	0
11	11	1	0	0	0	0	0	0	0	20.3	29.8	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0	0	20.2	27.5	0	0	0	0	0	0
25	14	2	0	0	0	0	0	0	0	22.9	30.2	0	0	0	0	0	0
11	10	6	1	0	0	0	0	0	0	23.1	33.6	1	1.6	0	0	0	0
7	3	0	1	0	1	0	0	0	0	18.2	27.1	2	3.2	1	1.6	0	0
10	9	1	1	0	0	0	0	0	0	19.3	30.2	1	1.6	0	0	0	0
18	20	3	1	0	0	0	0	0	0	24.2	32.2	1	1.3	0	0	0	0
9	13	3	1	0	0	0	0	0	0	25.5	34	1	1.9	0	0	0	0
5	4	0	0	0	0	0	0	0	0	16.9	26.8	0	0	0	0	0	0
27	13	3	1	0	0	0	0	0	0	25.9	30.9	1	1.4	0	0	0	0
14	14	4	0	0	0	0	0	0	0	23.6	33.3	0	0	0	0	0	0
24	11	4	0	0	0	0	0	0	0	26.1	31.8	0	0	0	0	0	0
14	12	2	0	0	0	0	0	0	0	24.4	32	0	0	0	0	0	0
11	4	3	0	0	0	0	0	0	0	21.3	29.1	0	0	0	0	0	0
17	11	2	0	1	0	0	0	0	0	23.7	30.6	1	1.8	1	1.8	0	0
12	16	1	1	0	0	0	0	0	0	23.7	31.8	1	1.8	0	0	0	0
5	1	2	1	0	0	0	0	0	0	17.2	25.3	1	2	0	0	0	0
13	7	1	0	0	0	0	0	0	0	21.1	29.3	0	0	0	0	0	0
10	19	2	1	0	0	0	0	0	0	22.1	32.2	1	1.4	0	0	0	0
13	6	2	0	0	0	0	0	0	0	21.3	29.8	0	0	0	0	0	0
21	12	5	0	0	0	0	0	0	0	26.9	33.6	0	0	0	0	0	0
22	4	2	0	0	0	0	0	0	0	23.8	29.5	0	0	0	0	0	0
13	8	3	0	0	0	0	0	0	0	23.6	30.4	0	0	0	0	0	0
11	3	1	1	0	0	0	0	0	0	21.1	28.2	1	2	0	0	0	0
12	16	1	0	0	0	0	0	0	0	24.5	32	0	0	0	0	0	0
10	10	1	0	0	0	0	0	0	0	26.5	31.8	0	0	0	0	0	0
13	8	4	0	0	0	0	0	0	0	24.5	31.8	0	0	0	0	0	0
10	16	3	0	0	0	0	0	0	0	30.9	33.8	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0	0	25.7	28.6	0	0	0	0	0	0
4	6	6	1	0	0	0	0	0	0	27.5	38	1	3.7	0	0	0	0
11	9	6	1	0	0	0	0	0	0	28.6	36	1	2.9	0	0	0	0
7	5	1	1	0	0	0	0	0	0	28	31.8	1	5	0	0	0	0
15	9	2	0	0	0	0	0	0	0	28.6	33.3	0	0	0	0	0	0
8	6	2	0	0	0	0	0	0	0	29.3	33.8	0	0	0	0	0	0
6	6	1	1	0	0	0	0	0	0	31	34.7	1	6.3	0	0	0	0
6	3	0	0	0	0	0	0	0	0	28	30.4	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0	0	23.8	31.8	0	0	0	0	0	0
6	5	3	0	0	0	0	0	0	0	29.5	33.3	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0
5	6	1	0	0	0	0	0	0	0	30.1	32.2	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0	0	29.9	32.4	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0
5	3	3	0	0	0	0	0	0	0	30.8	34.9	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	0	0
0	2	1	1	0	0	0	0	0	0	33.3	-	1	20	0	0	0	0
3	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0
0	5	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	0
648	**533**	**138**	**18**	**1**	**1**	**0**	**0**	**0**	**0**	**22.7**	**31.5**	**20**	**0.7**	**2**	**0.1**	**0**	**0**
743	**637**	**172**	**23**	**1**	**1**	**0**	**0**	**0**	**0**	**23.2**	**32**	**25**	**0.7**	**2**	**0.1**	**0**	**0**
757	**651**	**176**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**23.3**	**32**	**26**	**0.8**	**2**	**0.1**	**0**	**0**
785	**678**	**196**	**32**	**2**	**1**	**0**	**0**	**0**	**0**	**23.5**	**32.2**	**35**	**1**	**2**	**0.1**	**0**	**0**

Virtual Day (Partial days = 7.70833)

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
0000	8	0	8	0	1	0	0	0	0	0	0		0000	0	0	0	1
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0		0200	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0		0300	0	0	0	0
0400	11	0	7	0	3	0	0	0	0	1	0		0400	0	0	0	0
0500	53	0	45	0	7	1	0	0	0	0	0		0500	0	1	0	3
0600	110	3	95	0	9	1	1	0	0	0	0		0600	4	7	9	12
0700	215	4	193	1	13	3	1	0	0	0	0		0700	9	25	35	28
0800	277	4	248	3	16	4	2	0	0	0	0		0800	18	45	59	43
0900	227	4	202	1	16	2	2	0	0	0	1		0900	12	30	36	34
1000	239	3	214	1	16	2	3	0	0	0	0		1000	22	39	38	34
1100	232	2	206	2	18	3	2	0	0	0	0		1100	14	35	39	39
1200	236	2	212	1	16	3	1	0	0	0	1		1200	17	42	42	35
1300	204	3	183	1	14	2	2	0	0	0	0		1300	11	22	34	30
1400	208	4	184	1	14	2	2	0	0	0	0		1400	8	26	35	32
1500	217	4	194	1	12	3	2	0	0	0	0		1500	16	38	39	33
1600	210	4	191	0	11	2	2	0	0	0	0		1600	12	34	33	35
1700	175	2	164	1	6	1	1	0	0	0	0		1700	4	20	28	36
1800	122	1	116	0	4	1	1	0	0	0	0		1800	3	6	13	23
1900	86	1	81	0	4	1	0	0	0	0	0		1900	2	3	5	16
2000	57	1	55	0	2	0	0	0	0	0	0		2000	0	1	2	8
2100	39	1	35	0	2	0	0	0	0	0	0		2100	0	0	1	4
2200	28	0	27	0	1	0	0	0	0	0	0		2200	0	0	0	4
2300	19	0	19	0	0	0	0	0	0	0	0		2300	0	0	0	1

Virtual Week (Partial weeks = 1.14286)

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
Mon	2916	51	2575	20	205	34	20	3	3	2	3		Mon	149	343	442	430
Tue	2826	36	2515	12	214	21	21	1	1	5	0		Tue	133	259	396	437
Wed	3135	58	2803	14	193	34	20	1	2	6	4		Wed	118	316	470	506
Thu	3179	43	2820	16	229	34	27	3	3	1	4		Thu	176	489	563	490
Fri	2944	34	2651	11	184	33	17	3	4	4	3		Fri	156	431	451	493
|Sat	2295	13	2146	6	97	19	11	0	1	0	2		|Sat	122	245	324	364
|Sun	3176	62	2967	12	90	21	20	0	1	0	3		|Sun	179	416	383	381

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
--	**23650**	**340**	**21297**	**106**	**1441**	**230**	**163**	**14**	**17**	**19**	**23**		**--**	**1208**	**2988**	**3591**	**3591**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
2	4	1	0	0	0	0	0	0	0	31	-	0	5.2	0	0	0	0
1	1	1	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	36.1	-	0	12.5	0	0	0	0
1	1	1	1	0	0	0	0	0	0	34.4	-	1	17.4	0	0	0	0
1	5	3	2	0	0	0	0	0	0	34.6	40.5	2	19	0	2.5	0	0
12	19	12	5	1	0	0	0	0	0	32.7	38.5	5	10	0	0.3	0	0
25	35	16	3	0	0	0	0	0	0	28	35.3	3	2.7	0	0	0	0
41	53	21	2	0	0	0	0	0	0	24.8	33.8	2	0.9	0	0	0	0
48	47	14	1	0	0	0	0	0	0	22.2	32	2	0.7	1	0.2	0	0
56	49	9	1	0	0	0	0	0	0	23.6	31.8	1	0.3	0	0.1	0	0
54	43	9	1	0	0	0	0	0	0	22.2	31.3	1	0.5	0	0.1	0	0
53	44	8	0	0	0	0	0	0	0	22.8	31.1	1	0.2	0	0.1	0	0
48	41	9	1	0	0	0	0	0	0	22.2	31.5	2	0.8	1	0.3	0	0.1
49	45	11	2	0	0	0	0	0	0	24.2	32.4	2	1.1	1	0.2	0	0.1
58	40	9	1	0	0	0	0	0	0	23.9	31.5	1	0.5	0	0.1	0	0
47	37	6	1	0	0	0	0	0	0	22	31.1	1	0.3	0	0	0	0
53	35	7	1	0	0	0	0	0	0	22.8	31.1	1	0.5	0	0.1	0	0
48	31	8	1	0	0	0	0	0	0	24	31.3	1	0.4	0	0	0	0
39	29	8	1	0	0	0	0	0	0	26.2	32.9	1	0.8	0	0.1	0	0
30	24	5	1	0	0	0	0	0	0	27.3	32.9	1	1.2	0	0	0	0
20	19	7	1	0	0	0	0	0	0	29.3	34.4	1	2	0	0	0	0
15	13	4	1	0	0	0	0	0	0	30	34.2	1	2.6	0	0	0	0
9	11	3	1	0	0	0	0	0	0	30.1	34.7	1	2.2	0	0	0	0
7	7	3	1	0	0	0	0	0	0	31.1	35.6	1	4.6	0	0	0	0

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
636	679	199	27	6	5	0	0	0	0	24.5	32.9	38	1.3	7	0.2	2	0.1
707	620	227	41	4	2	0	0	0	0	25.1	33.3	47	1.7	4	0.1	0	0
773	698	207	42	5	0	0	0	0	0	24.9	32.9	47	1.5	5	0.2	0	0
733	559	146	21	3	1	1	0	0	0	23	31.8	24	0.8	2	0.1	1	0
683	548	152	28	2	0	0	0	0	0	23.6	32	30	1	1	0	0	0
571	538	123	7	1	0	0	0	0	0	24.3	32.2	8	0.3	1	0	0	0
856	780	160	17	2	0	0	2	0	0	24.4	32.2	21	0.7	2	0.1	2	0.1

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
5692	**4981**	**1360**	**203**	**25**	**8**	**1**	**2**	**0**	**0**	**24.1**	**32.4**	**239**	**1**	**24**	**0.1**	**5**	**0**

Advanced Transport Research_EH

Globals

Report Id	CustomList-1967
Descriptor	Advanced Transport Research_EH
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2015-11-17T10:44:06
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	9714-002
Site Attribute	vectos
File Name	Q:\9714 Ford, West Sussex\9714-002 0 2015-11-13 1137.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ford rd south [40M]
Lane	0
Direction	5
Direction Text	5 - South bound A]B, North bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2015-11-05T07:01:18
Start Time	2015-11-05T07:01:18
Finish Time	2015-11-13T11:37:18
Operator	ATR
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Advanced Transport Research_EH
Title	Advanced Transport Research
Graphic Logo	C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2015-11-05T07:02:00
Filter End	2015-11-13T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	40
Speed Limits	46 55 40 40 40 0 0 0 0 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Advanced Transport Research_EH

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 40	Number exceeding Posted Speed Limit
]PSL% 40	Percent exceeding Posted Speed Limit
]SL1 46 ACPO	Number exceeding Speed Limit 1
]SL1% 46 ACPO	Percent exceeding Speed Limit 1
]SL2 55 DFT	Number exceeding Speed Limit 2
]SL2% 55 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research_EH

Report Id - CustomList-1967
Site Name - 9714-002
Description - ford rd south [40M]
Direction - South

05 November 2015

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
0700	37	0	36	0	1	0	0	0	0	0	0		0700	2	1	0	16
0715	55	2	50	0	3	0	0	0	0	0	0		0715	1	2	1	12
0730	46	0	40	0	6	0	0	0	0	0	0		0730	0	0	0	1
0745	42	1	38	0	2	1	0	0	0	0	0		0745	0	2	1	11
0800	53	2	47	0	4	0	0	0	0	0	0		0800	0	1	0	5
0815	38	0	37	0	1	0	0	0	0	0	0		0815	1	0	3	14
0830	37	0	35	0	2	0	0	0	0	0	0		0830	0	2	0	13
0845	43	0	41	0	2	0	0	0	0	0	0		0845	2	2	1	14
0900	66	2	56	0	7	0	0	0	1	0	0		0900	0	0	4	4
0915	54	0	46	0	7	1	0	0	0	0	0		0915	0	0	0	10
0930	49	0	47	0	1	0	1	0	0	0	0		0930	0	0	0	12
0945	39	0	33	0	4	1	1	0	0	0	0		0945	0	0	0	2
1000	35	0	30	0	1	2	1	1	0	0	0		1000	1	0	0	10
1015	39	1	32	1	5	0	0	0	0	0	0		1015	0	8	10	5
1030	40	2	34	0	3	0	0	0	0	0	1		1030	0	4	9	14
1045	49	0	46	0	3	0	0	0	0	0	0		1045	0	0	7	22
1100	40	0	34	0	4	2	0	0	0	0	0		1100	0	0	0	6
1115	54	0	47	0	5	1	0	0	0	1	0		1115	0	0	0	9
1130	41	0	36	1	2	1	0	0	1	0	0		1130	0	0	1	10
1145	39	1	30	0	8	0	0	0	0	0	0		1145	0	0	2	8
1200	41	0	41	0	0	0	0	0	0	0	0		1200	0	0	5	8
1215	73	1	65	0	5	1	0	0	0	0	1		1215	0	1	1	29
1230	20	0	19	0	1	0	0	0	0	0	0		1230	0	0	0	2
1245	59	0	55	0	2	1	0	1	0	0	0		1245	1	1	1	7
1300	48	1	45	1	1	0	0	0	0	0	0		1300	0	1	0	5
1315	50	2	41	0	4	3	0	0	0	0	0		1315	0	0	0	10
1330	53	0	49	0	3	0	1	0	0	0	0		1330	1	0	1	7
1345	53	0	47	0	3	2	1	0	0	0	0		1345	0	0	0	13
1400	41	0	39	0	2	0	0	0	0	0	0		1400	0	0	0	6
1415	36	0	34	0	2	0	0	0	0	0	0		1415	0	0	0	6
1430	66	0	58	0	6	0	0	0	0	2	0		1430	0	0	1	16
1445	51	0	43	1	6	1	0	0	0	0	0		1445	0	0	0	3
1500	31	0	25	0	5	1	0	0	0	0	0		1500	0	0	0	0
1515	70	0	67	0	3	0	0	0	0	0	0		1515	2	0	0	29
1530	56	0	53	0	3	0	0	0	0	0	0		1530	0	1	0	13
1545	36	0	34	0	1	1	0	0	0	0	0		1545	1	0	1	26
1600	99	0	86	0	8	4	0	0	1	0	0		1600	0	4	1	25
1615	59	0	54	0	5	0	0	0	0	0	0		1615	0	0	0	11
1630	79	0	74	0	3	2	0	0	0	0	0		1630	1	0	0	21
1645	57	0	53	0	3	1	0	0	0	0	0		1645	1	0	0	3
1700	76	0	68	0	8	0	0	0	0	0	0		1700	1	1	1	37
1715	80	1	77	0	1	1	0	0	0	0	0		1715	0	1	0	15
1730	55	0	52	1	0	2	0	0	0	0	0		1730	0	0	0	11
1745	48	0	43	0	4	1	0	0	0	0	0		1745	0	0	0	12
1800	47	0	40	3	2	1	0	0	0	0	1		1800	0	0	0	21
1815	58	0	52	0	6	0	0	0	0	0	0		1815	0	0	0	15
1830	32	0	28	0	2	2	0	0	0	0	0		1830	0	0	0	4
1845	25	1	22	0	2	0	0	0	0	0	0		1845	0	0	3	9
1900	38	0	38	0	0	0	0	0	0	0	0		1900	0	0	0	7
1915	25	0	24	0	1	0	0	0	0	0	0		1915	0	0	0	8
1930	23	0	22	0	1	0	0	0	0	0	0		1930	0	0	0	1
1945	20	0	20	0	0	0	0	0	0	0	0		1945	0	0	0	2
2000	11	0	10	0	1	0	0	0	0	0	0		2000	0	0	0	1
2015	30	0	28	0	2	0	0	0	0	0	0		2015	0	0	0	8
2030	10	0	10	0	0	0	0	0	0	0	0		2030	0	0	0	1
2045	16	0	15	0	1	0	0	0	0	0	0		2045	0	0	0	1
2100	12	0	12	0	0	0	0	0	0	0	0		2100	0	0	0	1
2115	14	0	14	0	0	0	0	0	0	0	0		2115	0	0	0	0
2130	9	0	9	0	0	0	0	0	0	0	0		2130	0	0	0	0
2145	12	0	12	0	0	0	0	0	0	0	0		2145	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0		2200	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	8	0	7	0	1	0	0	0	0	0	0		2230	0	0	0	0
2245	9	0	9	0	0	0	0	0	0	0	0		2245	0	0	0	0
2300	6	1	5	0	0	0	0	0	0	0	0		2300	0	1	0	0
2315	2	0	2	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	4	1	3	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0		2345	0	0	0	1
07-19	**2395**	**17**	**2159**	**8**	**162**	**33**	**5**	**2**	**3**	**3**	**3**		**07-19**	**15**	**32**	**54**	**562**
06-22	**2615**	**17**	**2373**	**8**	**168**	**33**	**5**	**2**	**3**	**3**	**3**		**06-22**	**15**	**32**	**54**	**592**
06-00	**2663**	**19**	**2418**	**8**	**169**	**33**	**5**	**2**	**3**	**3**	**3**		**06-00**	**15**	**33**	**54**	**593**
00-00	**2663**	**19**	**2418**	**8**	**169**	**33**	**5**	**2**	**3**	**3**	**3**		**00-00**	**15**	**33**	**54**	**593**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
11	4	3	0	0	0	0	0	0	0	24.9	30	0	0	0	0	0	0
22	12	5	0	0	0	0	0	0	0	26.7	31.3	0	0	0	0	0	0
26	16	3	0	0	0	0	0	0	0	29.9	32.9	0	0	0	0	0	0
18	7	3	0	0	0	0	0	0	0	26.6	32.4	0	0	0	0	0	0
32	15	0	0	0	0	0	0	0	0	28.2	31.5	0	0	0	0	0	0
18	2	0	0	0	0	0	0	0	0	24.4	27.5	0	0	0	0	0	0
19	3	0	0	0	0	0	0	0	0	25.4	28.6	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	24.4	27.7	0	0	0	0	0	0
42	10	5	1	0	0	0	0	0	0	28.1	30.2	1	1.5	0	0	0	0
36	7	0	1	0	0	0	0	0	0	27.5	29.3	1	1.9	0	0	0	0
26	8	2	0	1	0	0	0	0	0	27.7	31.1	1	2	1	2	0	0
21	16	0	0	0	0	0	0	0	0	29.4	32.4	0	0	0	0	0	0
20	2	0	2	0	0	0	0	0	0	27.1	29.5	2	5.7	0	0	0	0
13	3	0	0	0	0	0	0	0	0	21.4	28.2	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0	0	23.2	30	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0	0	24.1	28.4	0	0	0	0	0	0
21	12	1	0	0	0	0	0	0	0	28.4	32	0	0	0	0	0	0
39	4	1	1	0	0	0	0	0	0	27.4	29.5	1	1.9	0	0	0	0
19	10	1	0	0	0	0	0	0	0	27.5	31.8	0	0	0	0	0	0
11	11	7	0	0	0	0	0	0	0	29.1	35.8	0	0	0	0	0	0
3	21	4	0	0	0	0	0	0	0	28.5	32.9	0	0	0	0	0	0
25	13	4	0	0	0	0	0	0	0	26.9	30.9	0	0	0	0	0	0
14	3	1	0	0	0	0	0	0	0	28.4	30.9	0	0	0	0	0	0
31	16	2	0	0	0	0	0	0	0	28	31.5	0	0	0	0	0	0
27	15	0	0	0	0	0	0	0	0	28	31.1	0	0	0	0	0	0
18	19	3	0	0	0	0	0	0	0	28.9	32.2	0	0	0	0	0	0
27	13	1	0	3	0	0	0	0	0	29.1	31.8	3	5.7	0	0	0	0
22	16	2	0	0	0	0	0	0	0	28.1	31.8	0	0	0	0	0	0
28	7	0	0	0	0	0	0	0	0	27.7	30.2	0	0	0	0	0	0
19	9	0	0	2	0	0	0	0	0	28.7	31.3	2	5.6	2	5.6	0	0
36	13	0	0	0	0	0	0	0	0	27.4	30.2	0	0	0	0	0	0
27	19	2	0	0	0	0	0	0	0	29.4	31.3	0	0	0	0	0	0
18	13	0	0	0	0	0	0	0	0	29.1	31.1	0	0	0	0	0	0
38	1	0	0	0	0	0	0	0	0	24.9	28.2	0	0	0	0	0	0
22	14	6	0	0	0	0	0	0	0	28.5	32.9	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	23.5	26.4	0	0	0	0	0	0
55	14	0	0	0	0	0	0	0	0	26.3	29.5	0	0	0	0	0	0
30	18	0	0	0	0	0	0	0	0	28.2	31.3	0	0	0	0	0	0
37	20	0	0	0	0	0	0	0	0	27.2	30.6	0	0	0	0	0	0
27	25	1	0	0	0	0	0	0	0	29.2	33.3	0	0	0	0	0	0
28	8	0	0	0	0	0	0	0	0	25.2	28.6	0	0	0	0	0	0
43	17	4	0	0	0	0	0	0	0	27.7	31.5	0	0	0	0	0	0
34	8	2	0	0	0	0	0	0	0	27.7	30.9	0	0	0	0	0	0
17	14	4	1	0	0	0	0	0	0	28.8	33.3	1	2.1	0	0	0	0
18	7	1	0	0	0	0	0	0	0	26.2	30	0	0	0	0	0	0
36	5	2	0	0	0	0	0	0	0	27.1	29.5	0	0	0	0	0	0
15	11	2	0	0	0	0	0	0	0	29.4	32.9	0	0	0	0	0	0
6	6	1	0	0	0	0	0	0	0	25.8	32.7	0	0	0	0	0	0
23	8	0	0	0	0	0	0	0	0	27.5	30.2	0	0	0	0	0	0
13	3	1	0	0	0	0	0	0	0	27	29.8	0	0	0	0	0	0
17	5	0	0	0	0	0	0	0	0	28.6	30.4	0	0	0	0	0	0
8	4	6	0	0	0	0	0	0	0	31.5	37.4	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0	0	28	28.6	0	0	0	0	0	0
16	5	1	0	0	0	0	0	0	0	27.6	31.1	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0
6	8	1	0	0	0	0	0	0	0	29.7	32	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0	0	29.1	31.3	0	0	0	0	0	0
6	6	2	0	0	0	0	0	0	0	30.2	32.2	0	0	0	0	0	0
1	5	3	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0
5	5	1	1	0	0	0	0	0	0	31.8	32.9	1	8.3	0	0	0	0
6	5	0	0	0	0	0	0	0	0	29.5	30.9	0	0	0	0	0	0
4	2	0	1	0	0	0	0	0	0	31.1	-	1	14.3	0	0	0	0
1	6	1	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	0	0
1147	**500**	**73**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**27.2**	**31.3**	**12**	**0.5**	**3**	**0.1**	**0**	**0**
1261	**558**	**90**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**27.3**	**31.3**	**13**	**0.5**	**3**	**0.1**	**0**	**0**
1284	**577**	**93**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**27.4**	**31.3**	**14**	**0.5**	**3**	**0.1**	**0**	**0**
1284	**577**	**93**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**27.4**	**31.3**	**14**	**0.5**	**3**	**0.1**	**0**	**0**

06 November 2015

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
0000	4	0	4	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	6	1	5	0	0	0	0	0	0	0	0		0015	0	1	0	0
0030	2	0	2	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	2	0	1	0	1	0	0	0	0	0	0		0230	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	3	0	2	0	0	0	0	0	0	1	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	3	0	2	0	0	1	0	0	0	0	0		0415	0	0	0	1
0430	2	0	2	0	0	0	0	0	0	0	0		0430	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0		0445	0	0	0	0
0500	3	0	2	0	0	0	0	0	0	1	0		0500	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0		0515	0	0	0	1
0530	6	0	5	0	1	0	0	0	0	0	0		0530	0	0	0	0
0545	14	0	13	0	1	0	0	0	0	0	0		0545	0	0	0	0
0600	6	1	3	0	2	0	0	0	0	0	0		0600	0	1	0	0
0615	8	1	5	0	2	0	0	0	0	0	0		0615	0	0	1	0
0630	21	0	19	0	2	0	0	0	0	0	0		0630	0	0	0	1
0645	13	0	11	0	2	0	0	0	0	0	0		0645	0	0	0	0
0700	9	0	9	0	0	0	0	0	0	0	0		0700	0	0	0	4
0715	56	1	53	0	2	0	0	0	0	0	0		0715	0	4	3	15
0730	14	0	13	0	1	0	0	0	0	0	0		0730	0	0	0	0
0745	48	2	44	0	1	0	1	0	0	0	0		0745	0	2	1	9
0800	47	0	40	0	7	0	0	0	0	0	0		0800	0	0	0	11
0815	32	0	31	0	1	0	0	0	0	0	0		0815	0	1	2	12
0830	37	1	34	0	2	0	0	0	0	0	0		0830	1	0	0	6
0845	54	2	46	0	5	1	0	0	0	0	0		0845	0	0	4	20
0900	49	0	46	0	2	0	1	0	0	0	0		0900	0	0	7	23
0915	33	0	30	0	2	1	0	0	0	0	0		0915	0	0	0	1
0930	35	1	34	0	0	0	0	0	0	0	0		0930	1	3	1	4
0945	43	0	39	0	4	0	0	0	0	0	0		0945	0	0	0	5
1000	34	0	30	0	3	1	0	0	0	0	0		1000	0	0	0	3
1015	60	1	53	1	5	0	0	0	0	0	0		1015	1	2	1	9
1030	39	1	28	1	7	2	0	0	0	0	0		1030	0	0	0	7
1045	43	0	40	0	3	0	0	0	0	0	0		1045	0	0	0	1
1100	26	0	25	0	1	0	0	0	0	0	0		1100	0	0	0	1
1115	33	0	27	1	4	0	0	0	0	1	0		1115	0	0	1	6
1130	41	1	38	0	1	1	0	0	0	0	0		1130	0	1	0	16
1145	41	0	34	0	7	0	0	0	0	0	0		1145	0	0	0	1
1200	38	0	36	0	1	1	0	0	0	0	0		1200	0	2	3	25
1215	64	0	60	0	3	1	0	0	0	0	0		1215	1	1	3	22
1230	41	0	36	0	4	0	1	0	0	0	0		1230	0	2	0	10
1245	38	0	34	0	4	0	0	0	0	0	0		1245	0	0	0	9
1300	38	0	33	0	5	0	0	0	0	0	0		1300	0	0	0	1
1315	53	0	50	0	3	0	0	0	0	0	0		1315	2	2	0	20
1330	43	0	36	0	5	1	1	0	0	0	0		1330	0	1	0	3
1345	65	0	60	0	4	1	0	0	0	0	0		1345	0	0	0	13
1400	49	0	44	0	4	1	0	0	0	0	0		1400	0	0	0	5
1415	46	0	45	0	1	0	0	0	0	0	0		1415	1	0	0	2
1430	42	1	35	0	6	0	0	0	0	0	0		1430	0	0	0	5
1445	32	0	30	0	1	1	0	0	0	0	0		1445	0	1	0	2
1500	42	0	40	0	2	0	0	0	0	0	0		1500	2	1	3	20
1515	69	0	65	1	2	0	0	0	0	1	0		1515	0	0	1	8
1530	39	0	37	0	2	0	0	0	0	0	0		1530	0	0	0	3
1545	52	0	43	0	8	1	0	0	0	0	0		1545	0	0	0	1
1600	66	0	61	0	3	1	0	0	0	1	0		1600	0	0	1	2
1615	65	0	62	0	3	0	0	0	0	0	0		1615	0	2	3	17
1630	68	0	63	0	5	0	0	0	0	0	0		1630	0	0	2	18
1645	58	0	53	1	4	0	0	0	0	0	0		1645	0	0	0	2
1700	65	0	63	0	1	1	0	0	0	0	0		1700	0	1	2	20
1715	81	2	75	1	1	2	0	0	0	0	0		1715	0	1	0	9
1730	52	1	49	0	1	1	0	0	0	0	0		1730	0	0	0	3
1745	62	0	60	0	2	0	0	0	0	0	0		1745	0	0	1	14
1800	47	1	43	0	2	1	0	0	0	0	0		1800	0	1	0	3
1815	62	0	54	0	4	3	1	0	0	0	0		1815	0	0	0	11
1830	33	1	30	0	1	1	0	0	0	0	0		1830	0	0	4	11
1845	23	0	21	0	1	0	0	0	0	1	0		1845	0	0	0	1
1900	25	0	24	0	1	0	0	0	0	0	0		1900	0	0	0	0
1915	23	0	20	0	1	1	0	0	0	0	1		1915	0	0	0	1
1930	16	0	14	0	1	1	0	0	0	0	0		1930	0	0	0	0
1945	24	0	23	0	1	0	0	0	0	0	0		1945	0	0	0	12
2000	11	0	10	0	0	1	0	0	0	0	0		2000	0	0	0	0
2015	21	0	20	0	1	0	0	0	0	0	0		2015	0	0	0	2
2030	12	0	12	0	0	0	0	0	0	0	0		2030	0	0	0	2
2045	28	1	25	0	2	0	0	0	0	0	0		2045	0	0	0	7
2100	20	0	19	0	1	0	0	0	0	0	0		2100	0	0	0	1
2115	8	0	8	0	0	0	0	0	0	0	0		2115	0	0	0	0
2130	11	0	10	0	0	1	0	0	0	0	0		2130	0	0	0	2
2145	12	0	11	0	1	0	0	0	0	0	0		2145	0	0	0	1
2200	9	0	9	0	0	0	0	0	0	0	0		2200	0	0	0	1
2215	17	0	16	0	1	0	0	0	0	0	0		2215	0	0	0	0
2230	10	0	10	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0		2245	0	0	0	0
2300	15	1	14	0	0	0	0	0	0	0	0		2300	0	1	0	0
2315	11	0	10	0	1	0	0	0	0	0	0		2315	0	0	0	0
2330	6	0	6	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	8	0	8	0	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**2207**	**16**	**2012**	**6**	**141**	**23**	**5**	**0**	**0**	**4**	**0**		**07-19**	**9**	**28**	**43**	**414**
06-22	**2466**	**19**	**2246**	**6**	**158**	**27**	**5**	**0**	**0**	**4**	**1**		**06-22**	**9**	**29**	**44**	**443**
06-00	**2548**	**20**	**2325**	**6**	**160**	**27**	**5**	**0**	**0**	**4**	**1**		**06-00**	**9**	**30**	**44**	**444**
00-00	**2606**	**21**	**2376**	**6**	**163**	**28**	**5**	**0**	**0**	**6**	**1**		**00-00**	**9**	**31**	**44**	**446**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
2	1	1	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0
0	2	1	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	37.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	36.3	-	1	50	0	0	0	0
0	1	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	0
1	1	4	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0
4	8	2	0	0	0	0	0	0	0	31.9	34	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
0	5	2	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0
4	9	7	0	0	0	0	0	0	0	32.4	36.7	0	0	0	0	0	0
7	6	0	0	0	0	0	0	0	0	30.5	33.1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	0
21	12	1	0	0	0	0	0	0	0	25.3	30.2	0	0	0	0	0	0
2	11	1	0	0	0	0	0	0	0	32.4	33.6	0	0	0	0	0	0
28	5	3	0	0	0	0	0	0	0	27.2	30	0	0	0	0	0	0
16	16	4	0	0	0	0	0	0	0	28.9	34.2	0	0	0	0	0	0
16	1	0	0	0	0	0	0	0	0	24.8	28.4	0	0	0	0	0	0
23	6	1	0	0	0	0	0	0	0	26.8	30	0	0	0	0	0	0
11	16	2	1	0	0	0	0	0	0	26.9	31.8	1	1.9	0	0	0	0
6	12	1	0	0	0	0	0	0	0	25.2	32.2	0	0	0	0	0	0
17	13	2	0	0	0	0	0	0	0	30	32.9	0	0	0	0	0	0
23	2	0	1	0	0	0	0	0	0	25.8	29.3	1	2.9	0	0	0	0
17	16	5	0	0	0	0	0	0	0	29.6	33.3	0	0	0	0	0	0
27	4	0	0	0	0	0	0	0	0	28	29.5	0	0	0	0	0	0
40	7	0	0	0	0	0	0	0	0	26.1	29.1	0	0	0	0	0	0
21	10	1	0	0	0	0	0	0	0	28	31.8	0	0	0	0	0	0
21	21	0	0	0	0	0	0	0	0	30	33.1	0	0	0	0	0	0
14	9	2	0	0	0	0	0	0	0	29.5	34.2	0	0	0	0	0	0
19	5	2	0	0	0	0	0	0	0	27.8	30.4	0	0	0	0	0	0
15	7	2	0	0	0	0	0	0	0	26.4	30.2	0	0	0	0	0	0
19	19	1	1	0	0	0	0	0	0	30.1	34	1	2.4	0	0	0	0
8	0	0	0	0	0	0	0	0	0	22.6	26.4	0	0	0	0	0	0
32	5	0	0	0	0	0	0	0	0	25.1	27.3	0	0	0	0	0	0
16	11	2	0	0	0	0	0	0	0	27.3	32.4	0	0	0	0	0	0
18	8	3	0	0	0	0	0	0	0	28.2	33.3	0	0	0	0	0	0
22	13	2	0	0	0	0	0	0	0	29.4	31.5	0	0	0	0	0	0
25	4	0	0	0	0	0	0	0	0	24.7	28.4	0	0	0	0	0	0
26	12	1	0	0	0	0	0	0	0	28.4	32.4	0	0	0	0	0	0
35	16	1	0	0	0	0	0	0	0	28.2	32.4	0	0	0	0	0	0
34	7	3	0	0	0	0	0	0	0	28.4	31.5	0	0	0	0	0	0
27	16	0	0	0	0	0	0	0	0	28.5	31.8	0	0	0	0	0	0
31	6	0	0	0	0	0	0	0	0	27.6	29.5	0	0	0	0	0	0
17	10	2	0	0	0	0	0	0	0	28.6	31.8	0	0	0	0	0	0
14	0	1	1	0	0	0	0	0	0	23.9	28	1	2.4	0	0	0	0
52	7	1	0	0	0	0	0	0	0	27.4	29.1	0	0	0	0	0	0
17	18	1	0	0	0	0	0	0	0	29.7	32.2	0	0	0	0	0	0
35	14	2	0	0	0	0	0	0	0	29.1	32	0	0	0	0	0	0
40	18	5	0	0	0	0	0	0	0	29.5	32.4	0	0	0	0	0	0
39	4	0	0	0	0	0	0	0	0	25.2	28.6	0	0	0	0	0	0
39	6	3	0	0	0	0	0	0	0	26.9	29.8	0	0	0	0	0	0
25	27	4	0	0	0	0	0	0	0	30.2	33.3	0	0	0	0	0	0
36	5	1	0	0	0	0	0	0	0	25.9	28.6	0	0	0	0	0	0
48	15	8	0	0	0	0	0	0	0	28.4	32	0	0	0	0	0	0
30	19	0	0	0	0	0	0	0	0	29	31.8	0	0	0	0	0	0
40	6	1	0	0	0	0	0	0	0	27	29.1	0	0	0	0	0	0
22	17	3	1	0	0	0	0	0	0	29.4	33.1	1	2.1	0	0	0	0
33	16	2	0	0	0	0	0	0	0	28	30.9	0	0	0	0	0	0
10	7	1	0	0	0	0	0	0	0	25.7	30.6	0	0	0	0	0	0
12	7	3	0	0	0	0	0	0	0	30.1	34.7	0	0	0	0	0	0
20	5	0	0	0	0	0	0	0	0	28.6	30	0	0	0	0	0	0
12	8	2	0	0	0	0	0	0	0	29.9	32.2	0	0	0	0	0	0
10	4	2	0	0	0	0	0	0	0	30.6	34.7	0	0	0	0	0	0
4	6	2	0	0	0	0	0	0	0	27.4	31.5	0	0	0	0	0	0
3	6	1	1	0	0	0	0	0	0	31.6	32.7	1	9.1	0	0	0	0
9	6	4	0	0	0	0	0	0	0	30.6	35.1	0	0	0	0	0	0
3	3	4	0	0	0	0	0	0	0	31.6	34.9	0	0	0	0	0	0
13	5	2	1	0	0	0	0	0	0	29.2	34.4	1	3.6	0	0	0	0
7	11	1	0	0	0	0	0	0	0	30.5	32.9	0	0	0	0	0	0
3	2	2	1	0	0	0	0	0	0	33	-	1	12.5	0	0	0	0
2	5	2	0	0	0	0	0	0	0	30.1	32.7	0	0	0	0	0	0
3	6	2	0	0	0	0	0	0	0	30.8	34.2	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0	0	28.1	29.3	0	0	0	0	0	0
2	7	1	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0
7	6	1	0	0	0	0	0	0	0	29.9	33.3	0	0	0	0	0	0
3	6	2	0	0	0	0	0	0	0	32.4	34.2	0	0	0	0	0	0
0	5	1	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0
1	6	0	1	0	0	0	0	0	0	33	-	1	12.5	0	0	0	0
1144	**486**	**78**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**31.5**	**5**	**0.2**	**0**	**0**	**0**	**0**
1247	**575**	**111**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**32**	**8**	**0.3**	**0**	**0**	**0**	**0**
1281	**614**	**117**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**32.2**	**9**	**0.4**	**0**	**0**	**0**	**0**
1296	**641**	**129**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**32.2**	**10**	**0.4**	**0**	**0**	**0**	**0**

07 November 2015

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
0000	7	1	6	0	0	0	0	0	0	0	0		0000	0	1	0	0
0015	9	0	9	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	4	0	4	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	4	0	4	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	2	0	0	0	2	0	0	0	0	0	0		0300	0	0	0	1
0315	1	0	1	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0		0415	0	0	0	0
0430	3	0	2	0	1	0	0	0	0	0	0		0430	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0		0445	0	0	0	0
0500	2	0	1	0	1	0	0	0	0	0	0		0500	0	0	0	0
0515	7	0	5	0	2	0	0	0	0	0	0		0515	0	0	0	0
0530	4	0	4	0	0	0	0	0	0	0	0		0530	0	0	0	1
0545	7	0	2	0	5	0	0	0	0	0	0		0545	0	0	0	0
0600	11	0	11	0	0	0	0	0	0	0	0		0600	0	0	0	0
0615	10	0	9	0	1	0	0	0	0	0	0		0615	0	0	0	0
0630	10	1	8	0	1	0	0	0	0	0	0		0630	0	0	0	0
0645	17	0	10	0	7	0	0	0	0	0	0		0645	0	0	0	5
0700	13	0	11	0	2	0	0	0	0	0	0		0700	0	0	0	0
0715	32	0	31	0	1	0	0	0	0	0	0		0715	0	0	0	3
0730	17	1	15	0	1	0	0	0	0	0	0		0730	0	0	0	2
0745	18	0	14	1	3	0	0	0	0	0	0		0745	0	0	0	9
0800	19	0	17	0	2	0	0	0	0	0	0		0800	0	0	0	0
0815	32	0	31	0	1	0	0	0	0	0	0		0815	1	0	2	5
0830	23	0	22	0	1	0	0	0	0	0	0		0830	0	0	0	2
0845	34	0	32	1	1	0	0	0	0	0	0		0845	0	0	0	5
0900	24	0	21	0	2	0	1	0	0	0	0		0900	0	0	0	5
0915	26	1	24	0	1	0	0	0	0	0	0		0915	0	0	1	3
0930	44	0	44	0	0	0	0	0	0	0	0		0930	0	0	1	6
0945	33	0	31	0	1	1	0	0	0	0	0		0945	0	0	0	1
1000	21	0	21	0	0	0	0	0	0	0	0		1000	0	0	0	10
1015	45	0	42	0	3	0	0	0	0	0	0		1015	0	0	1	15
1030	24	0	24	0	0	0	0	0	0	0	0		1030	0	1	0	0
1045	47	0	43	1	2	1	0	0	0	0	0		1045	1	0	0	19
1100	41	0	40	0	1	0	0	0	0	0	0		1100	0	0	10	14
1115	57	0	54	0	3	0	0	0	0	0	0		1115	0	0	0	11
1130	40	0	38	0	1	1	0	0	0	0	0		1130	0	0	0	3
1145	34	0	31	0	2	1	0	0	0	0	0		1145	0	0	0	0
1200	36	0	34	0	1	1	0	0	0	0	0		1200	0	1	1	10
1215	54	0	51	0	2	1	0	0	0	0	0		1215	0	0	0	17
1230	39	0	39	0	0	0	0	0	0	0	0		1230	0	0	0	0
1245	21	0	20	0	1	0	0	0	0	0	0		1245	1	0	4	1
1300	66	0	63	0	3	0	0	0	0	0	0		1300	1	0	0	8
1315	38	0	36	0	2	0	0	0	0	0	0		1315	0	2	14	2
1330	46	0	46	0	0	0	0	0	0	0	0		1330	0	0	0	1
1345	33	0	31	0	1	1	0	0	0	0	0		1345	0	0	0	6
1400	55	0	52	0	2	1	0	0	0	0	0		1400	0	0	1	7
1415	45	0	43	1	1	0	0	0	0	0	0		1415	0	0	1	4
1430	41	0	37	0	3	1	0	0	0	0	0		1430	0	0	1	9
1445	25	0	25	0	0	0	0	0	0	0	0		1445	0	0	0	4
1500	38	1	36	0	1	0	0	0	0	0	0		1500	0	0	0	3
1515	33	0	32	0	0	1	0	0	0	0	0		1515	0	0	0	5
1530	40	0	38	0	1	1	0	0	0	0	0		1530	0	0	0	7
1545	50	0	45	0	2	3	0	0	0	0	0		1545	1	0	0	3
1600	19	0	16	0	3	0	0	0	0	0	0		1600	0	0	0	1
1615	57	1	55	0	1	0	0	0	0	0	0		1615	1	2	0	28
1630	37	0	33	0	3	1	0	0	0	0	0		1630	0	0	0	3
1645	39	0	37	0	1	1	0	0	0	0	0		1645	0	0	0	5
1700	20	0	20	0	0	0	0	0	0	0	0		1700	0	0	0	0
1715	38	0	32	1	4	0	0	0	1	0	0		1715	0	0	0	7
1730	24	0	23	0	0	1	0	0	0	0	0		1730	0	0	0	3
1745	43	0	40	0	3	0	0	0	0	0	0		1745	0	0	0	3
1800	35	0	35	0	0	0	0	0	0	0	0		1800	0	0	0	0
1815	26	0	26	0	0	0	0	0	0	0	0		1815	0	0	0	4
1830	24	0	24	0	0	0	0	0	0	0	0		1830	0	0	0	6
1845	21	0	20	0	1	0	0	0	0	0	0		1845	0	0	0	0
1900	22	0	21	0	1	0	0	0	0	0	0		1900	0	0	0	9
1915	12	0	12	0	0	0	0	0	0	0	0		1915	0	0	0	0
1930	20	0	19	0	1	0	0	0	0	0	0		1930	0	0	0	1
1945	23	0	22	0	1	0	0	0	0	0	0		1945	0	0	0	5
2000	10	0	10	0	0	0	0	0	0	0	0		2000	0	0	0	2
2015	20	0	19	0	1	0	0	0	0	0	0		2015	0	0	0	2
2030	13	0	12	1	0	0	0	0	0	0	0		2030	0	0	0	0
2045	21	0	21	0	0	0	0	0	0	0	0		2045	0	0	0	1
2100	11	0	11	0	0	0	0	0	0	0	0		2100	0	0	0	3
2115	12	0	12	0	0	0	0	0	0	0	0		2115	0	0	0	1
2130	15	0	13	0	2	0	0	0	0	0	0		2130	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0		2145	0	0	0	0
2200	19	0	19	0	0	0	0	0	0	0	0		2200	0	0	0	0
2215	11	1	10	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	10	0	10	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	15	0	14	0	1	0	0	0	0	0	0		2245	0	0	0	1
2300	14	0	14	0	0	0	0	0	0	0	0		2300	0	0	0	3
2315	20	1	17	0	2	0	0	0	0	0	0		2315	0	0	0	0
2330	19	0	19	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	10	0	9	0	1	0	0	0	0	0	0		2345	0	0	0	0
07-19	**1667**	**4**	**1575**	**5**	**64**	**17**	**1**	**0**	**1**	**0**	**0**		**07-19**	**6**	**6**	**37**	**260**
06-22	**1905**	**5**	**1796**	**6**	**79**	**17**	**1**	**0**	**1**	**0**	**0**		**06-22**	**6**	**6**	**37**	**289**
06-00	**2023**	**7**	**1908**	**6**	**83**	**17**	**1**	**0**	**1**	**0**	**0**		**06-00**	**6**	**6**	**37**	**293**
00-00	**2093**	**8**	**1966**	**6**	**94**	**17**	**1**	**0**	**1**	**0**	**0**		**00-00**	**6**	**7**	**37**	**295**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
3	1	2	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	0
3	3	3	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0
0	3	0	0	1	0	0	0	0	0	36.9	-	1	25	0	0	0	0
0	1	1	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0	37.7	-	0	0	0	0	0	0
3	2	2	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	0	0
2	4	0	1	0	0	0	0	0	0	32.6	-	1	14.3	0	0	0	0
2	7	2	0	0	0	0	0	0	0	32.3	34.9	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0
4	5	1	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0
8	2	1	1	0	0	0	0	0	0	28.2	30.4	1	5.9	0	0	0	0
8	3	2	0	0	0	0	0	0	0	30.7	34.4	0	0	0	0	0	0
25	4	0	0	0	0	0	0	0	0	27.5	29.3	0	0	0	0	0	0
2	9	4	0	0	0	0	0	0	0	31.3	34.9	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0	0	26.6	29.5	0	0	0	0	0	0
11	6	2	0	0	0	0	0	0	0	30.4	33.1	0	0	0	0	0	0
9	14	1	0	0	0	0	0	0	0	27.5	31.5	0	0	0	0	0	0
15	2	4	0	0	0	0	0	0	0	29.3	34.9	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0	0	28.2	32.2	0	0	0	0	0	0
9	9	1	0	0	0	0	0	0	0	29	32.2	0	0	0	0	0	0
14	7	1	0	0	0	0	0	0	0	28	33.1	0	0	0	0	0	0
32	4	1	0	0	0	0	0	0	0	27.1	28.9	0	0	0	0	0	0
14	15	2	1	0	0	0	0	0	0	30.4	32.2	1	3	0	0	0	0
3	4	4	0	0	0	0	0	0	0	27.2	36.5	0	0	0	0	0	0
15	11	3	0	0	0	0	0	0	0	27.5	33.1	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0	0	28.2	30.6	0	0	0	0	0	0
27	0	0	0	0	0	0	0	0	0	24.6	25.9	0	0	0	0	0	0
9	8	0	0	0	0	0	0	0	0	23.9	30.2	0	0	0	0	0	0
32	12	2	0	0	0	0	0	0	0	27.9	30.9	0	0	0	0	0	0
25	11	1	0	0	0	0	0	0	0	28.6	31.1	0	0	0	0	0	0
13	19	1	1	0	0	0	0	0	0	31	33.8	1	2.9	0	0	0	0
14	9	0	1	0	0	0	0	0	0	27.1	31.3	1	2.8	0	0	0	0
37	0	0	0	0	0	0	0	0	0	25.9	27.3	0	0	0	0	0	0
18	17	4	0	0	0	0	0	0	0	30.2	32.7	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0	0	24.9	29.8	0	0	0	0	0	0
38	16	3	0	0	0	0	0	0	0	28.4	31.5	0	0	0	0	0	0
15	3	1	1	0	0	0	0	0	0	23.9	29.1	1	2.6	0	0	0	0
17	25	3	0	0	0	0	0	0	0	30.8	32.9	0	0	0	0	0	0
19	5	3	0	0	0	0	0	0	0	28.2	32	0	0	0	0	0	0
33	13	1	0	0	0	0	0	0	0	28.1	31.8	0	0	0	0	0	0
31	9	0	0	0	0	0	0	0	0	28.1	30.9	0	0	0	0	0	0
14	16	1	0	0	0	0	0	0	0	28.6	32.2	0	0	0	0	0	0
12	7	2	0	0	0	0	0	0	0	29.3	32.9	0	0	0	0	0	0
20	9	6	0	0	0	0	0	0	0	30.2	34.2	0	0	0	0	0	0
20	7	1	0	0	0	0	0	0	0	28.1	31.3	0	0	0	0	0	0
24	8	1	0	0	0	0	0	0	0	28.1	32.2	0	0	0	0	0	0
23	22	1	0	0	0	0	0	0	0	29.4	33.1	0	0	0	0	0	0
4	11	3	0	0	0	0	0	0	0	31.5	33.8	0	0	0	0	0	0
17	6	1	0	2	0	0	0	0	0	25.8	30	2	3.5	2	3.5	0	0
26	6	2	0	0	0	0	0	0	0	28.1	30.4	0	0	0	0	0	0
16	16	2	0	0	0	0	0	0	0	29.8	32.2	0	0	0	0	0	0
13	7	0	0	0	0	0	0	0	0	29.5	31.8	0	0	0	0	0	0
20	11	0	0	0	0	0	0	0	0	28.6	31.3	0	0	0	0	0	0
13	8	0	0	0	0	0	0	0	0	28.8	31.3	0	0	0	0	0	0
28	8	4	0	0	0	0	0	0	0	28.5	33.1	0	0	0	0	0	0
9	22	3	1	0	0	0	0	0	0	32.2	34.4	1	2.9	0	0	0	0
8	10	4	0	0	0	0	0	0	0	30.4	34.2	0	0	0	0	0	0
8	8	1	1	0	0	0	0	0	0	29	33.3	1	4.2	0	0	0	0
11	8	2	0	0	0	0	0	0	0	30.3	32.9	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0	0	26.1	30.2	0	0	0	0	0	0
2	7	3	0	0	0	0	0	0	0	32.4	36.2	0	0	0	0	0	0
8	10	1	0	0	0	0	0	0	0	30.5	34.7	0	0	0	0	0	0
9	7	1	1	0	0	0	0	0	0	28.6	33.6	1	4.3	0	0	0	0
6	2	0	0	0	0	0	0	0	0	27.6	-	0	0	0	0	0	0
2	13	3	0	0	0	0	0	0	0	31.8	34.7	0	0	0	0	0	0
1	7	3	2	0	0	0	0	0	0	33.9	35.3	2	15.4	0	0	0	0
13	4	3	0	0	0	0	0	0	0	29.5	33.6	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0	0	28.4	32.7	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0	0	28.3	29.8	0	0	0	0	0	0
6	5	4	0	0	0	0	0	0	0	32.2	36.5	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0	0	30.5	32.2	0	0	0	0	0	0
11	8	0	0	0	0	0	0	0	0	29.9	32.2	0	0	0	0	0	0
7	3	0	1	0	0	0	0	0	0	30.5	30.4	1	9.1	0	0	0	0
1	6	2	1	0	0	0	0	0	0	33.5	-	1	10	0	0	0	0
9	3	2	0	0	0	0	0	0	0	30.3	32.9	0	0	0	0	0	0
3	7	1	0	0	0	0	0	0	0	29.7	32.2	0	0	0	0	0	0
7	8	5	0	0	0	0	0	0	0	32	35.8	0	0	0	0	0	0
11	7	1	0	0	0	0	0	0	0	30.2	32.2	0	0	0	0	0	0
4	5	1	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	0
827	**443**	**80**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**28.3**	**32.2**	**8**	**0.5**	**2**	**0.1**	**0**	**0**
919	**532**	**104**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**28.5**	**32.7**	**12**	**0.6**	**2**	**0.1**	**0**	**0**
972	**579**	**116**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**28.6**	**32.7**	**14**	**0.7**	**2**	**0.1**	**0**	**0**
997	**606**	**129**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**28.7**	**32.9**	**16**	**0.8**	**2**	**0.1**	**0**	**0**

08 November 2015

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
0000	11	0	11	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	10	0	10	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	7	0	7	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	5	0	5	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	7	0	6	0	1	0	0	0	0	0	0		0100	0	0	0	1
0115	7	0	7	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	3	0	3	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	5	0	4	0	1	0	0	0	0	0	0		0145	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	3	0	3	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0		0415	0	0	0	0
0430	4	0	4	0	0	0	0	0	0	0	0		0430	0	0	0	1
0445	2	0	2	0	0	0	0	0	0	0	0		0445	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0		0515	0	0	0	0
0530	4	0	2	0	2	0	0	0	0	0	0		0530	0	0	0	0
0545	6	0	4	0	2	0	0	0	0	0	0		0545	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0		0600	0	0	0	0
0615	8	0	5	1	1	0	0	0	1	0	0		0615	0	0	0	3
0630	11	0	7	0	4	0	0	0	0	0	0		0630	0	0	0	0
0645	13	0	7	0	6	0	0	0	0	0	0		0645	0	0	0	0
0700	17	0	15	0	2	0	0	0	0	0	0		0700	0	0	0	0
0715	17	0	10	0	6	0	1	0	0	0	0		0715	0	0	0	0
0730	24	0	21	0	3	0	0	0	0	0	0		0730	0	0	0	1
0745	33	0	28	1	4	0	0	0	0	0	0		0745	0	0	0	4
0800	33	2	30	0	1	0	0	0	0	0	0		0800	0	0	1	1
0815	43	2	40	0	1	0	0	0	0	0	0		0815	0	0	2	1
0830	50	2	45	0	2	1	0	0	0	0	0		0830	0	1	0	5
0845	26	1	24	0	1	0	0	0	0	0	0		0845	0	0	1	3
0900	66	3	58	2	0	3	0	0	0	0	0		0900	0	0	17	11
0915	47	2	40	1	2	1	0	0	0	0	1		0915	0	0	5	3
0930	57	0	52	2	2	0	1	0	0	0	0		0930	0	2	1	12
0945	46	0	45	0	1	0	0	0	0	0	0		0945	0	0	0	0
1000	49	2	47	0	0	0	0	0	0	0	0		1000	0	0	9	13
1015	60	0	56	0	3	0	0	0	0	0	1		1015	0	0	3	1
1030	48	2	44	0	0	2	0	0	0	0	0		1030	2	0	6	21
1045	68	0	67	0	1	0	0	0	0	0	0		1045	0	1	2	18
1100	69	0	66	0	2	1	0	0	0	0	0		1100	0	10	12	8
1115	71	1	65	1	4	0	0	0	0	0	0		1115	0	0	3	8
1130	53	1	50	1	1	0	0	0	0	0	0		1130	0	0	0	16
1145	75	0	73	0	1	0	1	0	0	0	0		1145	1	0	3	15
1200	67	1	64	0	1	1	0	0	0	0	0		1200	1	3	11	17
1215	74	1	73	0	0	0	0	0	0	0	0		1215	0	0	0	6
1230	46	1	43	0	1	1	0	0	0	0	0		1230	0	1	0	6
1245	76	1	74	0	1	0	0	0	0	0	0		1245	0	0	0	9
1300	71	1	65	0	2	1	1	0	0	0	1		1300	0	0	0	9
1315	60	0	58	0	1	1	0	0	0	0	0		1315	0	0	0	4
1330	77	0	76	0	0	1	0	0	0	0	0		1330	0	0	0	8
1345	55	1	52	0	1	1	0	0	0	0	0		1345	0	0	0	7
1400	79	1	73	2	3	0	0	0	0	0	0		1400	0	1	6	15
1415	49	0	47	0	2	0	0	0	0	0	0		1415	0	0	2	1
1430	32	0	32	0	0	0	0	0	0	0	0		1430	0	0	0	3
1445	52	2	48	0	1	1	0	0	0	0	0		1445	1	1	0	3
1500	48	0	46	0	2	0	0	0	0	0	0		1500	0	1	0	6
1515	35	0	34	0	1	0	0	0	0	0	0		1515	0	0	0	0
1530	63	0	61	0	2	0	0	0	0	0	0		1530	0	0	0	14
1545	37	0	34	0	3	0	0	0	0	0	0		1545	1	0	0	5
1600	51	2	47	2	0	0	0	0	0	0	0		1600	0	1	0	14
1615	39	0	38	0	1	0	0	0	0	0	0		1615	0	0	0	0
1630	27	0	26	0	1	0	0	0	0	0	0		1630	0	0	0	1
1645	56	2	50	0	3	1	0	0	0	0	0		1645	0	2	1	3
1700	52	0	49	0	3	0	0	0	0	0	0		1700	0	0	0	10
1715	48	1	47	0	0	0	0	0	0	0	0		1715	0	0	0	0
1730	31	2	27	0	2	0	0	0	0	0	0		1730	0	0	0	2
1745	29	1	28	0	0	0	0	0	0	0	0		1745	0	0	0	0
1800	46	0	43	0	2	1	0	0	0	0	0		1800	0	0	0	9
1815	39	0	39	0	0	0	0	0	0	0	0		1815	0	0	0	3
1830	34	0	34	0	0	0	0	0	0	0	0		1830	0	0	0	3
1845	25	0	25	0	0	0	0	0	0	0	0		1845	0	0	0	0
1900	35	0	34	0	1	0	0	0	0	0	0		1900	0	0	0	0
1915	20	0	19	1	0	0	0	0	0	0	0		1915	0	0	0	1
1930	19	0	17	0	2	0	0	0	0	0	0		1930	0	0	0	3
1945	20	0	20	0	0	0	0	0	0	0	0		1945	0	0	0	0
2000	22	0	22	0	0	0	0	0	0	0	0		2000	0	0	0	0
2015	15	0	15	0	0	0	0	0	0	0	0		2015	0	0	0	0
2030	11	0	11	0	0	0	0	0	0	0	0		2030	0	0	0	0
2045	8	0	7	0	1	0	0	0	0	0	0		2045	0	0	0	0
2100	11	0	10	0	1	0	0	0	0	0	0		2100	0	0	0	1
2115	18	0	16	0	2	0	0	0	0	0	0		2115	0	0	0	3
2130	13	0	13	0	0	0	0	0	0	0	0		2130	0	0	0	0
2145	9	0	8	0	1	0	0	0	0	0	0		2145	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0		2200	0	0	0	4
2215	5	0	5	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	10	0	9	0	0	0	0	0	0	0	1		2230	0	0	0	2
2245	7	0	6	0	1	0	0	0	0	0	0		2245	0	0	0	0
2300	6	0	5	0	1	0	0	0	0	0	0		2300	0	0	0	1
2315	8	0	8	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**2350**	**35**	**2209**	**12**	**70**	**17**	**4**	**0**	**0**	**0**	**3**		**07-19**	**6**	**24**	**85**	**299**
06-22	**2586**	**35**	**2423**	**14**	**89**	**17**	**4**	**0**	**1**	**0**	**3**		**06-22**	**6**	**24**	**85**	**310**
06-00	**2646**	**35**	**2480**	**14**	**91**	**17**	**4**	**0**	**1**	**0**	**4**		**06-00**	**6**	**24**	**85**	**317**
00-00	**2731**	**35**	**2559**	**14**	**97**	**17**	**4**	**0**	**1**	**0**	**4**		**00-00**	**6**	**24**	**85**	**319**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
4	7	0	0	0	0	0	0	0	0	31.2	32.7	0	0	0	0	0	0
3	6	0	1	0	0	0	0	0	0	31.7	-	1	10	0	0	0	0
4	2	1	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0
2	2	1	2	0	0	0	0	0	0	34.1	-	2	28.6	0	0	0	0
1	0	2	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0
0	5	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	28	-	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	27.6	-	0	0	0	0	0	0
3	4	3	1	0	0	0	0	0	0	33.4	37.6	1	9.1	0	0	0	0
7	3	3	0	0	0	0	0	0	0	30.4	35.6	0	0	0	0	0	0
6	9	2	0	0	0	0	0	0	0	31.7	34.2	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0	0	29.9	32.7	0	0	0	0	0	0
12	11	0	0	0	0	0	0	0	0	29.4	31.5	0	0	0	0	0	0
16	11	2	0	0	0	0	0	0	0	28.9	33.3	0	0	0	0	0	0
18	12	1	0	0	0	0	0	0	0	28.9	31.8	0	0	0	0	0	0
14	25	1	0	0	0	0	0	0	0	30.1	33.6	0	0	0	0	0	0
22	18	4	0	0	0	0	0	0	0	29.3	33.3	0	0	0	0	0	0
6	12	4	0	0	0	0	0	0	0	30.2	34.7	0	0	0	0	0	0
12	20	5	1	0	0	0	0	0	0	26.5	32.9	1	1.5	0	0	0	0
11	23	5	0	0	0	0	0	0	0	29.1	34	0	0	0	0	0	0
32	8	2	0	0	0	0	0	0	0	26.7	30.2	0	0	0	0	0	0
9	33	3	0	0	1	0	0	0	0	32.2	34.7	1	2.2	1	2.2	0	0
20	7	0	0	0	0	0	0	0	0	25.1	29.8	0	0	0	0	0	0
29	27	0	0	0	0	0	0	0	0	29.2	32.4	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0	0	23.7	27.7	0	0	0	0	0	0
31	14	2	0	0	0	0	0	0	0	27.2	32	0	0	0	0	0	0
33	5	1	0	0	0	0	0	0	0	23.6	29.1	0	0	0	0	0	0
26	32	2	0	0	0	0	0	0	0	29	32.7	0	0	0	0	0	0
22	13	2	0	0	0	0	0	0	0	27.8	31.5	0	0	0	0	0	0
34	22	0	0	0	0	0	0	0	0	27.3	31.3	0	0	0	0	0	0
31	3	1	0	0	0	0	0	0	0	23.8	27.7	0	0	0	0	0	0
41	23	4	0	0	0	0	0	0	0	29.3	32.2	0	0	0	0	0	0
24	12	2	0	0	0	0	1	0	0	29.6	32.7	1	2.2	1	2.2	1	2.2
35	24	8	0	0	0	0	0	0	0	29.5	33.6	0	0	0	0	0	0
33	28	1	0	0	0	0	0	0	0	29	32.9	0	0	0	0	0	0
24	28	4	0	0	0	0	0	0	0	30.2	32.9	0	0	0	0	0	0
54	14	0	1	0	0	0	0	0	0	28	30.6	1	1.3	0	0	0	0
23	20	4	0	1	0	0	0	0	0	29.7	33.8	1	1.8	0	0	0	0
44	11	2	0	0	0	0	0	0	0	26.5	30	0	0	0	0	0	0
21	21	4	0	0	0	0	0	0	0	29.6	33.1	0	0	0	0	0	0
16	13	0	0	0	0	0	0	0	0	29.1	32.2	0	0	0	0	0	0
17	27	3	0	0	0	0	0	0	0	29.7	33.3	0	0	0	0	0	0
31	9	1	0	0	0	0	0	0	0	27.6	30.6	0	0	0	0	0	0
11	18	5	0	1	0	0	0	0	0	32.8	35.3	1	2.9	1	2.9	0	0
35	11	3	0	0	0	0	0	0	0	27.4	30.9	0	0	0	0	0	0
11	16	4	0	0	0	0	0	0	0	29.8	33.6	0	0	0	0	0	0
17	14	5	0	0	0	0	0	0	0	27.9	32.9	0	0	0	0	0	0
21	15	2	1	0	0	0	0	0	0	30.1	34.4	1	2.6	0	0	0	0
12	11	3	0	0	0	0	0	0	0	30.7	33.8	0	0	0	0	0	0
30	16	4	0	0	0	0	0	0	0	28.3	33.3	0	0	0	0	0	0
31	10	1	0	0	0	0	0	0	0	27.8	30	0	0	0	0	0	0
21	23	3	1	0	0	0	0	0	0	30.8	33.8	1	2.1	0	0	0	0
21	4	4	0	0	0	0	0	0	0	28.8	30.6	0	0	0	0	0	0
3	17	9	0	0	0	0	0	0	0	33.4	36.5	0	0	0	0	0	0
31	3	3	0	0	0	0	0	0	0	27.4	28.6	0	0	0	0	0	0
4	25	5	2	0	0	0	0	0	0	32.2	35.3	2	5.1	0	0	0	0
17	9	5	0	0	0	0	0	0	0	29.7	33.8	0	0	0	0	0	0
3	10	12	0	0	0	0	0	0	0	34.4	37.8	0	0	0	0	0	0
18	14	3	0	0	0	0	0	0	0	30.3	32.7	0	0	0	0	0	0
8	9	2	0	0	0	0	0	0	0	30	31.5	0	0	0	0	0	0
7	5	4	0	0	0	0	0	0	0	30.5	35.3	0	0	0	0	0	0
8	8	4	0	0	0	0	0	0	0	31.6	35.1	0	0	0	0	0	0
4	15	3	0	0	0	0	0	0	0	32.4	34.4	0	0	0	0	0	0
6	6	1	2	0	0	0	0	0	0	32.8	38.7	2	13.3	0	0	0	0
4	3	2	1	1	0	0	0	0	0	33.4	37.4	2	18.2	1	9.1	0	0
4	3	1	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0
3	7	0	0	0	0	0	0	0	0	29.5	30.6	0	0	0	0	0	0
10	3	2	0	0	0	0	0	0	0	28.8	33.1	0	0	0	0	0	0
6	4	3	0	0	0	0	0	0	0	32	36.2	0	0	0	0	0	0
4	3	2	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0	0	28.1	31.1	0	0	0	0	0	0
0	5	0	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	0
2	4	2	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0
1	6	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0
2	1	2	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
3	4	1	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0
0	3	1	1	0	0	0	0	0	0	34.8	-	1	20	0	0	0	0
1042	**745**	**139**	**6**	**2**	**1**	**0**	**1**	**0**	**0**	**28.5**	**32.9**	**10**	**0.4**	**3**	**0.1**	**1**	**0**
1138	**836**	**172**	**10**	**3**	**1**	**0**	**1**	**0**	**0**	**28.7**	**33.1**	**15**	**0.6**	**4**	**0.2**	**1**	**0**
1153	**865**	**180**	**11**	**3**	**1**	**0**	**1**	**0**	**0**	**28.8**	**33.1**	**16**	**0.6**	**4**	**0.2**	**1**	**0**
1185	**904**	**189**	**14**	**3**	**1**	**0**	**1**	**0**	**0**	**28.9**	**33.1**	**19**	**0.7**	**4**	**0.1**	**1**	**0**

09 November 2015

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
0000	3	0	2	0	1	0	0	0	0	0	0		0000	0	0	0	1
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	7	0	4	0	2	0	0	0	0	1	0		0030	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	3	0	3	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0		0415	0	0	0	0
0430	3	0	2	0	1	0	0	0	0	0	0		0430	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0		0515	0	0	0	1
0530	8	0	8	0	0	0	0	0	0	0	0		0530	0	0	0	0
0545	7	0	5	0	2	0	0	0	0	0	0		0545	0	0	0	0
0600	7	0	6	0	0	0	0	0	0	1	0		0600	0	0	0	0
0615	13	1	8	0	4	0	0	0	0	0	0		0615	0	1	0	0
0630	18	1	16	0	0	0	0	0	0	0	1		0630	0	1	0	3
0645	17	0	17	0	0	0	0	0	0	0	0		0645	0	0	0	0
0700	26	0	24	0	2	0	0	0	0	0	0		0700	1	0	1	5
0715	22	1	18	2	1	0	0	0	0	0	0		0715	0	0	4	5
0730	29	0	28	1	0	0	0	0	0	0	0		0730	0	0	0	3
0745	49	4	41	0	3	1	0	0	0	0	0		0745	0	3	5	12
0800	45	2	42	0	1	0	0	0	0	0	0		0800	1	1	2	8
0815	34	1	32	0	0	0	0	1	0	0	0		0815	0	0	0	5
0830	19	0	17	0	2	0	0	0	0	0	0		0830	0	0	0	2
0845	46	0	42	0	4	0	0	0	0	0	0		0845	0	0	0	6
0900	72	2	62	1	5	2	0	0	0	0	0		0900	0	0	4	10
0915	32	0	29	0	3	0	0	0	0	0	0		0915	0	0	0	4
0930	32	1	26	0	3	1	0	1	0	0	0		0930	0	3	0	1
0945	39	1	37	0	1	0	0	0	0	0	0		0945	1	0	1	8
1000	28	1	24	1	2	0	0	0	0	0	0		1000	0	1	0	1
1015	62	1	57	0	4	0	0	0	0	0	0		1015	0	0	0	5
1030	29	1	27	0	1	0	0	0	0	0	0		1030	0	0	2	5
1045	43	1	30	0	8	2	0	0	2	0	0		1045	1	0	0	6
1100	30	2	22	3	2	1	0	0	0	0	0		1100	0	1	0	6
1115	39	1	33	0	5	0	0	0	0	0	0		1115	0	1	0	3
1130	38	0	36	0	2	0	0	0	0	0	0		1130	0	0	0	7
1145	40	0	34	0	5	0	1	0	0	0	0		1145	0	1	0	2
1200	42	0	39	0	3	0	0	0	0	0	0		1200	1	0	0	6
1215	38	1	32	1	4	0	0	0	0	0	0		1215	0	0	1	8
1230	42	0	39	1	1	0	1	0	0	0	0		1230	1	0	0	13
1245	31	1	25	0	4	0	0	0	0	1	0		1245	0	1	0	4
1300	36	1	29	0	5	1	0	0	0	0	0		1300	0	0	0	7
1315	55	0	54	0	1	0	0	0	0	0	0		1315	0	0	0	7
1330	42	0	41	0	1	0	0	0	0	0	0		1330	0	0	0	4
1345	41	1	37	0	2	1	0	0	0	0	0		1345	0	0	0	5
1400	38	0	36	0	1	0	1	0	0	0	0		1400	0	0	0	7
1415	37	0	32	0	4	0	1	0	0	0	0		1415	1	0	1	0
1430	32	0	29	0	3	0	0	0	0	0	0		1430	0	0	0	0
1445	57	1	49	0	5	0	0	0	1	1	0		1445	0	1	0	12
1500	50	2	43	0	4	1	0	0	0	0	0		1500	1	1	8	2
1515	87	1	76	0	8	2	0	0	0	0	0		1515	0	0	4	13
1530	48	0	46	1	0	0	1	0	0	0	0		1530	0	0	0	4
1545	46	0	43	0	2	0	0	0	0	1	0		1545	1	0	0	12
1600	83	0	73	0	7	1	0	0	1	1	0		1600	0	1	1	10
1615	35	0	32	1	2	0	0	0	0	0	0		1615	0	2	7	9
1630	81	1	71	0	7	2	0	0	0	0	0		1630	0	1	0	18
1645	81	0	72	0	7	1	0	0	1	0	0		1645	0	1	1	12
1700	74	1	69	0	3	0	1	0	0	0	0		1700	0	0	0	6
1715	89	1	84	0	2	2	0	0	0	0	0		1715	0	0	0	6
1730	43	1	34	0	4	3	0	0	0	1	0		1730	0	0	0	5
1745	46	2	42	1	1	0	0	0	0	0	0		1745	0	0	0	6
1800	59	0	56	0	3	0	0	0	0	0	0		1800	0	0	0	1
1815	29	1	26	0	2	0	0	0	0	0	0		1815	0	0	1	5
1830	80	1	72	0	5	2	0	0	0	0	0		1830	0	1	0	1
1845	64	1	59	0	3	1	0	0	0	0	0		1845	0	1	0	6
1900	51	0	47	0	2	2	0	0	0	0	0		1900	0	0	0	4
1915	39	0	35	0	3	1	0	0	0	0	0		1915	0	0	0	1
1930	29	2	27	0	0	0	0	0	0	0	0		1930	0	0	0	1
1945	14	0	13	0	1	0	0	0	0	0	0		1945	0	0	0	0
2000	23	0	20	0	1	2	0	0	0	0	0		2000	0	0	0	0
2015	33	0	31	0	0	2	0	0	0	0	0		2015	0	0	0	1
2030	10	0	10	0	0	0	0	0	0	0	0		2030	0	0	0	1
2045	15	0	15	0	0	0	0	0	0	0	0		2045	0	0	0	3
2100	19	1	17	0	1	0	0	0	0	0	0		2100	0	0	0	0
2115	8	0	8	0	0	0	0	0	0	0	0		2115	0	0	0	0
2130	21	0	21	0	0	0	0	0	0	0	0		2130	0	0	0	1
2145	21	0	20	0	1	0	0	0	0	0	0		2145	0	0	0	1
2200	18	0	17	0	1	0	0	0	0	0	0		2200	0	0	0	1
2215	12	0	12	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	10	0	8	0	2	0	0	0	0	0	0		2245	0	0	0	0
2300	9	1	8	0	0	0	0	0	0	0	0		2300	0	1	0	0
2315	3	0	3	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**2240**	**36**	**2001**	**13**	**148**	**24**	**6**	**2**	**5**	**5**	**0**		**07-19**	**9**	**21**	**43**	**293**
06-22	**2578**	**41**	**2312**	**13**	**161**	**31**	**6**	**2**	**5**	**6**	**1**		**06-22**	**9**	**23**	**43**	**309**
06-00	**2639**	**42**	**2369**	**13**	**164**	**31**	**6**	**2**	**5**	**6**	**1**		**06-00**	**9**	**24**	**43**	**310**
00-00	**2690**	**42**	**2412**	**13**	**171**	**31**	**6**	**2**	**5**	**7**	**1**		**00-00**	**9**	**24**	**43**	**312**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
0	1	1	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0
2	2	2	1	0	0	0	0	0	0	33.8	-	1	14.3	0	0	0	0
0	0	2	0	0	0	0	0	0	0	35.4	-	0	0	0	0	0	0
0	4	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2	1	0	1	0	0	0	0	0	0	30.6	-	1	20	0	0	0	0
2	6	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0
0	4	2	0	1	0	0	0	0	0	35.6	-	1	14.3	0	0	0	0
3	2	2	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0
4	7	1	0	0	0	0	0	0	0	29.6	32.9	0	0	0	0	0	0
6	4	3	1	0	0	0	0	0	0	29.4	35.3	1	5.6	0	0	0	0
6	8	3	0	0	0	0	0	0	0	31.3	34	0	0	0	0	0	0
8	9	2	0	0	0	0	0	0	0	27.8	32.4	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0	0	26.3	32.2	0	0	0	0	0	0
10	15	1	0	0	0	0	0	0	0	30.1	34	0	0	0	0	0	0
14	13	2	0	0	0	0	0	0	0	26.4	32.2	0	0	0	0	0	0
8	24	1	0	0	0	0	0	0	0	28.1	32.4	0	0	0	0	0	0
18	8	2	0	0	1	0	0	0	0	29.5	33.1	1	2.9	1	2.9	0	0
12	2	0	3	0	0	0	0	0	0	30.2	31.3	3	15.8	0	0	0	0
35	5	0	0	0	0	0	0	0	0	27.7	29.5	0	0	0	0	0	0
33	23	1	1	0	0	0	0	0	0	28.4	32.7	1	1.4	0	0	0	0
3	22	3	0	0	0	0	0	0	0	31.1	34	0	0	0	0	0	0
16	8	1	1	0	2	0	0	0	0	29.6	33.6	3	9.4	2	6.3	0	0
22	4	3	0	0	0	0	0	0	0	27.1	31.5	0	0	0	0	0	0
5	16	5	0	0	0	0	0	0	0	31.6	34.9	0	0	0	0	0	0
42	12	2	1	0	0	0	0	0	0	28.5	30.9	1	1.6	0	0	0	0
8	11	3	0	0	0	0	0	0	0	28.8	33.8	0	0	0	0	0	0
24	11	1	0	0	0	0	0	0	0	28.1	32.2	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0	0	27	30	0	0	0	0	0	0
23	10	1	1	0	0	0	0	0	0	28.8	33.3	1	2.6	0	0	0	0
15	10	5	1	0	0	0	0	0	0	30	34.7	1	2.6	0	0	0	0
19	17	1	0	0	0	0	0	0	0	29.5	32.9	0	0	0	0	0	0
15	17	3	0	0	0	0	0	0	0	28.7	32.7	0	0	0	0	0	0
13	13	3	0	0	0	0	0	0	0	28.8	32.7	0	0	0	0	0	0
22	5	0	1	0	0	0	0	0	0	26.2	29.3	1	2.4	0	0	0	0
18	7	1	0	0	0	0	0	0	0	27.9	30.4	0	0	0	0	0	0
21	7	1	0	0	0	0	0	0	0	28	31.8	0	0	0	0	0	0
26	20	2	0	0	0	0	0	0	0	28.7	30.9	0	0	0	0	0	0
18	11	6	2	0	1	0	0	0	0	31.4	38	3	7.1	1	2.4	1	2.4
24	10	2	0	0	0	0	0	0	0	28.4	32	0	0	0	0	0	0
11	20	0	0	0	0	0	0	0	0	28.7	32	0	0	0	0	0	0
20	10	1	3	0	1	0	0	0	0	29.6	31.8	4	10.8	1	2.7	0	0
25	6	1	0	0	0	0	0	0	0	28.6	32.9	0	0	0	0	0	0
33	8	3	0	0	0	0	0	0	0	27.8	30.4	0	0	0	0	0	0
21	15	2	0	0	0	0	0	0	0	27	32.9	0	0	0	0	0	0
52	16	2	0	0	0	0	0	0	0	27.4	30.4	0	0	0	0	0	0
29	13	1	0	1	0	0	0	0	0	28.9	31.1	1	2.1	0	0	0	0
31	2	0	0	0	0	0	0	0	0	25.9	28.4	0	0	0	0	0	0
43	18	8	2	0	0	0	0	0	0	28.9	32.4	2	2.4	0	0	0	0
8	9	0	0	0	0	0	0	0	0	24.3	32	0	0	0	0	0	0
39	20	3	0	0	0	0	0	0	0	27.8	32	0	0	0	0	0	0
37	24	5	0	1	0	0	0	0	0	28.6	31.5	1	1.2	1	1.2	0	0
48	15	4	1	0	0	0	0	0	0	28.7	31.5	1	1.4	0	0	0	0
46	33	4	0	0	0	0	0	0	0	29.3	32.4	0	0	0	0	0	0
20	13	5	0	0	0	0	0	0	0	29.6	33.8	0	0	0	0	0	0
27	12	1	0	0	0	0	0	0	0	28.7	32.4	0	0	0	0	0	0
21	34	3	0	0	0	0	0	0	0	30.6	34	0	0	0	0	0	0
10	9	4	0	0	0	0	0	0	0	29.7	34.7	0	0	0	0	0	0
37	28	13	0	0	0	0	0	0	0	30.6	35.1	0	0	0	0	0	0
21	30	5	0	1	0	0	0	0	0	30.1	34	1	1.6	1	1.6	0	0
23	19	5	0	0	0	0	0	0	0	30.1	33.8	0	0	0	0	0	0
21	17	0	0	0	0	0	0	0	0	29.8	31.8	0	0	0	0	0	0
19	5	4	0	0	0	0	0	0	0	29.3	32	0	0	0	0	0	0
5	8	1	0	0	0	0	0	0	0	31.7	34.4	0	0	0	0	0	0
17	4	2	0	0	0	0	0	0	0	29.7	33.8	0	0	0	0	0	0
18	10	4	0	0	0	0	0	0	0	30.2	33.3	0	0	0	0	0	0
0	4	5	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0	0	28.4	32	0	0	0	0	0	0
7	9	3	0	0	0	0	0	0	0	31.4	32.9	0	0	0	0	0	0
1	5	1	0	1	0	0	0	0	0	33.7	-	1	12.5	0	0	0	0
6	12	1	1	0	0	0	0	0	0	31.4	33.8	1	4.8	0	0	0	0
6	12	2	0	0	0	0	0	0	0	31.1	34	0	0	0	0	0	0
9	7	0	1	0	0	0	0	0	0	30.3	33.6	1	5.6	0	0	0	0
3	9	0	0	0	0	0	0	0	0	30.7	32.4	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	0
3	5	1	1	0	0	0	0	0	0	32.7	-	1	10	0	0	0	0
3	1	3	0	1	0	0	0	0	0	31	-	1	11.1	0	0	0	0
0	0	2	1	0	0	0	0	0	0	40.1	-	1	33.3	0	0	0	0
2	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0
1075	**657**	**117**	**17**	**3**	**5**	**0**	**0**	**0**	**0**	**28.6**	**32.9**	**25**	**1.1**	**7**	**0.3**	**1**	**0**
1225	**786**	**155**	**19**	**4**	**5**	**0**	**0**	**0**	**0**	**28.9**	**33.1**	**28**	**1.1**	**7**	**0.3**	**1**	**0**
1246	**813**	**162**	**22**	**5**	**5**	**0**	**0**	**0**	**0**	**28.9**	**33.1**	**32**	**1.2**	**7**	**0.3**	**1**	**0**
1254	**842**	**171**	**24**	**6**	**5**	**0**	**0**	**0**	**0**	**29**	**33.1**	**35**	**1.3**	**7**	**0.3**	**1**	**0**

10 November 2015

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
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	4	0	3	0	0	0	0	0	0	0	1		0015	0	0	0	0
0030	4	0	4	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0		0415	0	0	0	0
0430	3	0	2	0	0	1	0	0	0	0	0		0430	0	0	0	0
0445	2	0	1	0	1	0	0	0	0	0	0		0445	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0		0515	0	0	0	0
0530	6	0	3	0	3	0	0	0	0	0	0		0530	0	0	0	0
0545	9	0	8	0	1	0	0	0	0	0	0		0545	0	0	0	3
0600	6	0	6	0	0	0	0	0	0	0	0		0600	0	0	0	0
0615	8	1	5	0	2	0	0	0	0	0	0		0615	0	1	0	0
0630	11	0	11	0	0	0	0	0	0	0	0		0630	1	0	0	0
0645	20	0	18	0	2	0	0	0	0	0	0		0645	0	0	0	5
0700	22	0	20	0	2	0	0	0	0	0	0		0700	0	0	1	1
0715	29	0	27	0	2	0	0	0	0	0	0		0715	0	0	0	0
0730	26	0	23	0	3	0	0	0	0	0	0		0730	0	0	0	0
0745	47	2	45	0	0	0	0	0	0	0	0		0745	0	1	0	15
0800	42	0	36	0	5	0	1	0	0	0	0		0800	0	0	0	3
0815	35	1	34	0	0	0	0	0	0	0	0		0815	0	1	0	0
0830	27	0	23	0	4	0	0	0	0	0	0		0830	0	0	5	8
0845	38	0	35	0	2	0	1	0	0	0	0		0845	0	1	7	3
0900	64	0	62	0	2	0	0	0	0	0	0		0900	0	0	1	20
0915	34	0	28	0	6	0	0	0	0	0	0		0915	0	0	2	5
0930	47	1	40	0	5	1	0	0	0	0	0		0930	1	0	1	1
0945	44	0	39	0	3	2	0	0	0	0	0		0945	0	1	0	0
1000	39	2	32	0	5	0	0	0	0	0	0		1000	0	1	0	0
1015	44	1	40	1	0	2	0	0	0	0	0		1015	0	0	0	8
1030	38	0	36	0	2	0	0	0	0	0	0		1030	0	0	0	4
1045	37	0	30	0	5	2	0	0	0	0	0		1045	1	0	0	4
1100	41	0	39	0	2	0	0	0	0	0	0		1100	0	0	0	2
1115	39	1	32	0	6	0	0	0	0	0	0		1115	1	0	0	15
1130	36	1	32	1	2	0	0	0	0	0	0		1130	0	0	0	3
1145	38	0	35	0	3	0	0	0	0	0	0		1145	0	0	0	6
1200	27	0	24	0	2	1	0	0	0	0	0		1200	0	0	0	0
1215	51	0	47	0	4	0	0	0	0	0	0		1215	1	0	3	7
1230	25	0	19	1	4	1	0	0	0	0	0		1230	0	0	0	4
1245	28	2	22	1	3	0	0	0	0	0	0		1245	0	2	0	1
1300	55	1	51	0	3	0	0	0	0	0	0		1300	0	1	0	19
1315	39	0	34	0	4	1	0	0	0	0	0		1315	0	0	0	5
1330	20	0	20	0	0	0	0	0	0	0	0		1330	0	0	0	1
1345	47	1	43	1	1	1	0	0	0	0	0		1345	0	0	0	9
1400	37	0	34	0	2	0	0	0	0	0	1		1400	0	0	0	11
1415	47	2	39	1	5	0	0	0	0	0	0		1415	0	2	0	5
1430	54	1	48	1	4	0	0	0	0	0	0		1430	0	0	0	9
1445	37	0	33	0	4	0	0	0	0	0	0		1445	2	0	0	0
1500	34	0	32	1	0	1	0	0	0	0	0		1500	0	3	0	1
1515	83	1	74	1	6	1	0	0	0	0	0		1515	0	0	11	15
1530	47	0	40	0	5	1	0	1	0	0	0		1530	0	0	0	2
1545	66	0	60	0	5	0	0	0	1	0	0		1545	1	2	1	17
1600	42	0	40	0	1	1	0	0	0	0	0		1600	0	0	1	10
1615	78	1	71	0	5	0	0	0	0	0	1		1615	0	0	1	10
1630	67	2	60	0	4	1	0	0	0	0	0		1630	0	0	0	13
1645	66	1	54	0	9	1	1	0	0	0	0		1645	0	1	0	12
1700	36	0	35	0	1	0	0	0	0	0	0		1700	0	0	2	6
1715	108	1	102	0	2	2	1	0	0	0	0		1715	0	0	0	8
1730	40	1	34	0	4	1	0	0	0	0	0		1730	0	0	0	1
1745	72	1	67	1	2	1	0	0	0	0	0		1745	1	1	3	1
1800	57	0	54	0	2	0	0	0	1	0	0		1800	0	0	0	3
1815	51	0	49	0	2	0	0	0	0	0	0		1815	0	0	0	1
1830	56	2	50	0	3	1	0	0	0	0	0		1830	0	0	0	2
1845	26	0	25	0	0	1	0	0	0	0	0		1845	0	0	0	2
1900	37	0	37	0	0	0	0	0	0	0	0		1900	0	0	0	4
1915	35	0	29	0	4	2	0	0	0	0	0		1915	0	0	0	0
1930	22	0	21	0	1	0	0	0	0	0	0		1930	0	0	0	0
1945	17	0	16	0	1	0	0	0	0	0	0		1945	0	0	0	1
2000	21	0	21	0	0	0	0	0	0	0	0		2000	0	0	0	2
2015	20	0	20	0	0	0	0	0	0	0	0		2015	0	0	0	1
2030	15	0	13	0	2	0	0	0	0	0	0		2030	0	0	0	0
2045	12	0	12	0	0	0	0	0	0	0	0		2045	0	0	0	0
2100	17	0	16	0	1	0	0	0	0	0	0		2100	0	0	0	0
2115	13	0	13	0	0	0	0	0	0	0	0		2115	0	0	0	0
2130	13	0	13	0	0	0	0	0	0	0	0		2130	0	0	0	0
2145	13	0	12	0	1	0	0	0	0	0	0		2145	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0		2200	0	0	0	1
2215	10	0	10	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	18	1	16	0	1	0	0	0	0	0	0		2230	0	0	1	0
2245	4	0	4	0	0	0	0	0	0	0	0		2245	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0		2300	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0		2315	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**2163**	**26**	**1949**	**10**	**146**	**23**	**4**	**1**	**2**	**0**	**2**		**07-19**	**8**	**17**	**39**	**273**
06-22	**2443**	**27**	**2212**	**10**	**160**	**25**	**4**	**1**	**2**	**0**	**2**		**06-22**	**9**	**18**	**39**	**286**
06-00	**2503**	**28**	**2270**	**10**	**161**	**25**	**4**	**1**	**2**	**0**	**2**		**06-00**	**9**	**18**	**40**	**287**
00-00	**2547**	**28**	**2307**	**10**	**166**	**26**	**4**	**1**	**2**	**0**	**3**		**00-00**	**9**	**18**	**40**	**290**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
0	0	1	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0
0	3	1	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	36.7	-	1	50	0	0	0	0
0	0	1	0	0	0	0	0	0	0	38.1	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	39.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	0	34.6	-	1	50	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0
0	1	4	1	0	0	0	0	0	0	31.6	-	1	11.1	0	0	0	0
1	3	2	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	26.6	31.8	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0	0	26.6	28.4	0	0	0	0	0	0
14	5	1	0	0	0	0	0	0	0	28.4	31.3	0	0	0	0	0	0
11	14	4	0	0	0	0	0	0	0	31.1	34.9	0	0	0	0	0	0
9	15	2	0	0	0	0	0	0	0	31.4	34.2	0	0	0	0	0	0
12	17	2	0	0	0	0	0	0	0	27.6	32.4	0	0	0	0	0	0
23	16	0	0	0	0	0	0	0	0	28.8	32	0	0	0	0	0	0
20	4	4	5	0	1	0	0	0	0	31.3	41.4	6	17.1	1	2.9	0	0
7	4	2	1	0	0	0	0	0	0	26	31.5	1	3.7	0	0	0	0
17	9	1	0	0	0	0	0	0	0	26.6	31.3	0	0	0	0	0	0
34	8	1	0	0	0	0	0	0	0	26.5	29.8	0	0	0	0	0	0
13	12	2	0	0	0	0	0	0	0	28.8	32.2	0	0	0	0	0	0
25	18	1	0	0	0	0	0	0	0	28.6	31.8	0	0	0	0	0	0
29	10	3	1	0	0	0	0	0	0	29	34	1	2.3	0	0	0	0
19	13	6	0	0	0	0	0	0	0	30.1	33.1	0	0	0	0	0	0
20	12	4	0	0	0	0	0	0	0	29.1	32.9	0	0	0	0	0	0
12	19	3	0	0	0	0	0	0	0	30.7	33.8	0	0	0	0	0	0
19	11	2	0	0	0	0	0	0	0	28.6	31.8	0	0	0	0	0	0
27	9	3	0	0	0	0	0	0	0	29.1	33.3	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0	0	26.2	29.3	0	0	0	0	0	0
18	13	2	0	0	0	0	0	0	0	29.5	32.7	0	0	0	0	0	0
20	9	3	0	0	0	0	0	0	0	28.8	32	0	0	0	0	0	0
4	18	5	0	0	0	0	0	0	0	32.7	35.1	0	0	0	0	0	0
29	5	5	1	0	0	0	0	0	0	28	32.2	1	2	0	0	0	0
15	5	1	0	0	0	0	0	0	0	28.1	30	0	0	0	0	0	0
11	11	3	0	0	0	0	0	0	0	29.5	34	0	0	0	0	0	0
19	10	4	0	0	2	0	0	0	0	28	33.6	2	3.6	2	3.6	0	0
25	9	0	0	0	0	0	0	0	0	28.5	30.6	0	0	0	0	0	0
8	11	0	0	0	0	0	0	0	0	29.5	31.8	0	0	0	0	0	0
15	18	4	1	0	0	0	0	0	0	29.9	33.3	1	2.1	0	0	0	0
21	5	0	0	0	0	0	0	0	0	27.1	29.3	0	0	0	0	0	0
30	5	2	3	0	0	0	0	0	0	28.3	30.4	3	6.4	0	0	0	0
38	5	1	1	0	0	0	0	0	0	27.6	29.8	1	1.9	0	0	0	0
26	9	0	0	0	0	0	0	0	0	27.9	30.9	0	0	0	0	0	0
16	13	1	0	0	0	0	0	0	0	28.7	33.3	0	0	0	0	0	0
47	8	2	0	0	0	0	0	0	0	26.2	29.5	0	0	0	0	0	0
29	13	2	1	0	0	0	0	0	0	29.7	31.5	1	2.1	0	0	0	0
40	4	1	0	0	0	0	0	0	0	25.8	29.1	0	0	0	0	0	0
17	14	0	0	0	0	0	0	0	0	28.2	32.4	0	0	0	0	0	0
24	31	12	0	0	0	0	0	0	0	30	34.7	0	0	0	0	0	0
32	20	2	0	0	0	0	0	0	0	28.2	31.1	0	0	0	0	0	0
31	16	5	1	0	0	0	0	0	0	28.4	33.6	1	1.5	0	0	0	0
24	2	2	0	0	0	0	0	0	0	26.8	29.1	0	0	0	0	0	0
63	31	6	0	0	0	0	0	0	0	29.2	32.4	0	0	0	0	0	0
22	15	2	0	0	0	0	0	0	0	29.7	32.9	0	0	0	0	0	0
56	8	2	0	0	0	0	0	0	0	27.3	29.5	0	0	0	0	0	0
32	17	5	0	0	0	0	0	0	0	29.6	33.6	0	0	0	0	0	0
24	23	3	0	0	0	0	0	0	0	30.7	33.1	0	0	0	0	0	0
24	23	7	0	0	0	0	0	0	0	30.5	34	0	0	0	0	0	0
10	13	1	0	0	0	0	0	0	0	29.8	33.8	0	0	0	0	0	0
21	11	1	0	0	0	0	0	0	0	28.9	31.1	0	0	0	0	0	0
15	15	5	0	0	0	0	0	0	0	31	34.2	0	0	0	0	0	0
16	5	1	0	0	0	0	0	0	0	29.3	31.5	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0	0	28.3	29.8	0	0	0	0	0	0
6	11	2	0	0	0	0	0	0	0	30.5	34.2	0	0	0	0	0	0
2	10	6	1	0	0	0	0	0	0	33.2	35.8	1	5	0	0	0	0
6	6	3	0	0	0	0	0	0	0	32	37.4	0	0	0	0	0	0
0	10	1	0	1	0	0	0	0	0	34.2	34	1	8.3	0	0	0	0
8	7	2	0	0	0	0	0	0	0	30.5	33.3	0	0	0	0	0	0
7	2	4	0	0	0	0	0	0	0	31.5	36.2	0	0	0	0	0	0
5	3	2	3	0	0	0	0	0	0	33.7	40	3	23.1	0	0	0	0
3	7	1	2	0	0	0	0	0	0	33.7	36.7	2	15.4	0	0	0	0
3	5	3	1	0	0	0	0	0	0	32.7	37.1	1	7.7	0	0	0	0
1	7	1	1	0	0	0	0	0	0	33.4	-	1	10	0	0	0	0
3	10	4	0	0	0	0	0	0	0	31.7	35.1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	0
2	1	0	1	0	0	0	0	0	0	33.4	-	1	25	0	0	0	0
2	2	1	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0
1098	**586**	**124**	**15**	**0**	**3**	**0**	**0**	**0**	**0**	**28.6**	**32.7**	**18**	**0.8**	**3**	**0.1**	**0**	**0**
1223	**689**	**154**	**21**	**1**	**3**	**0**	**0**	**0**	**0**	**28.8**	**32.9**	**25**	**1**	**3**	**0.1**	**0**	**0**
1240	**718**	**163**	**24**	**1**	**3**	**0**	**0**	**0**	**0**	**28.9**	**32.9**	**28**	**1.1**	**3**	**0.1**	**0**	**0**
1246	**739**	**174**	**27**	**1**	**3**	**0**	**0**	**0**	**0**	**29**	**33.1**	**31**	**1.2**	**3**	**0.1**	**0**	**0**

11 November 2015

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
0000	5	0	4	0	1	0	0	0	0	0	0		0000	0	0	0	0
0015	3	0	3	0	0	0	0	0	0	0	0		0015	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	3	0	2	0	1	0	0	0	0	0	0		0045	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	1	0	0	0	1	0	0	0	0	0	0		0115	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0		0315	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0		0345	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0		0415	0	0	0	0
0430	2	0	1	0	0	0	1	0	0	0	0		0430	0	0	0	1
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0		0500	0	0	0	0
0515	4	0	4	0	0	0	0	0	0	0	0		0515	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0		0530	0	0	0	0
0545	8	0	7	0	1	0	0	0	0	0	0		0545	0	0	0	2
0600	5	1	3	0	1	0	0	0	0	0	0		0600	0	1	0	0
0615	10	1	7	0	2	0	0	0	0	0	0		0615	0	1	0	1
0630	15	0	14	0	1	0	0	0	0	0	0		0630	0	0	0	0
0645	19	1	12	0	5	0	0	0	0	0	1		0645	0	0	2	5
0700	21	0	20	0	1	0	0	0	0	0	0		0700	0	0	0	5
0715	32	1	27	1	3	0	0	0	0	0	0		0715	0	0	5	0
0730	33	0	31	0	2	0	0	0	0	0	0		0730	0	0	0	0
0745	34	2	28	0	3	1	0	0	0	0	0		0745	0	1	5	4
0800	43	0	37	0	5	0	0	0	0	0	1		0800	0	0	0	8
0815	43	0	38	0	2	3	0	0	0	0	0		0815	1	0	0	5
0830	46	2	37	1	5	0	0	0	1	0	0		0830	0	0	0	2
0845	54	0	48	0	6	0	0	0	0	0	0		0845	0	0	0	8
0900	37	0	35	0	1	1	0	0	0	0	0		0900	0	1	0	2
0915	42	0	40	0	2	0	0	0	0	0	0		0915	0	1	0	3
0930	27	0	26	1	0	0	0	0	0	0	0		0930	0	1	0	7
0945	51	0	41	1	7	0	1	0	0	1	0		0945	0	0	0	6
1000	31	1	27	1	2	0	0	0	0	0	0		1000	0	0	1	1
1015	55	0	46	0	7	2	0	0	0	0	0		1015	1	0	0	3
1030	32	1	30	0	0	1	0	0	0	0	0		1030	0	0	1	5
1045	25	0	21	0	2	1	1	0	0	0	0		1045	0	0	0	0
1100	41	3	31	1	4	1	0	0	1	0	0		1100	2	0	7	4
1115	37	0	34	0	3	0	0	0	0	0	0		1115	0	0	0	1
1130	34	0	33	0	1	0	0	0	0	0	0		1130	0	0	0	9
1145	38	1	32	0	4	0	0	1	0	0	0		1145	0	0	0	6
1200	43	3	31	0	8	0	0	0	0	0	1		1200	0	1	3	2
1215	46	0	39	0	4	3	0	0	0	0	0		1215	0	0	0	13
1230	39	2	34	0	3	0	0	0	0	0	0		1230	0	1	4	10
1245	49	0	43	0	6	0	0	0	0	0	0		1245	0	1	0	6
1300	27	2	21	1	3	0	0	0	0	0	0		1300	1	0	0	3
1315	57	1	52	0	4	0	0	0	0	0	0		1315	0	1	0	3
1330	46	0	45	0	1	0	0	0	0	0	0		1330	0	0	0	9
1345	45	0	41	1	2	1	0	0	0	0	0		1345	0	1	0	3
1400	34	0	29	0	5	0	0	0	0	0	0		1400	0	0	1	3
1415	58	0	54	0	3	1	0	0	0	0	0		1415	0	0	0	4
1430	50	1	42	2	5	0	0	0	0	0	0		1430	0	1	0	4
1445	53	0	47	0	5	0	1	0	0	0	0		1445	0	0	1	6
1500	60	3	52	0	5	0	0	0	0	0	0		1500	0	1	1	3
1515	81	0	78	0	3	0	0	0	0	0	0		1515	1	0	0	13
1530	65	1	54	2	6	2	0	0	0	0	0		1530	0	0	0	6
1545	34	0	34	0	0	0	0	0	0	0	0		1545	0	0	0	2
1600	91	0	83	0	8	0	0	0	0	0	0		1600	2	0	4	10
1615	80	1	72	0	7	0	0	0	0	0	0		1615	0	0	1	21
1630	58	1	55	0	2	0	0	0	0	0	0		1630	0	1	0	16
1645	55	2	51	0	1	1	0	0	0	0	0		1645	1	0	0	23
1700	101	0	89	0	8	3	1	0	0	0	0		1700	0	0	0	7
1715	76	0	67	0	8	1	0	0	0	0	0		1715	0	0	0	16
1730	94	0	87	1	4	2	0	0	0	0	0		1730	0	0	0	15
1745	56	2	51	0	2	1	0	0	0	0	0		1745	0	0	1	11
1800	68	1	64	0	3	0	0	0	0	0	0		1800	0	0	3	26
1815	85	0	79	1	4	0	0	0	0	0	1		1815	0	0	1	3
1830	85	0	78	0	4	2	0	0	0	0	1		1830	0	0	0	5
1845	53	0	49	0	2	2	0	0	0	0	0		1845	0	0	2	4
1900	27	2	25	0	0	0	0	0	0	0	0		1900	0	0	0	4
1915	46	0	45	0	1	0	0	0	0	0	0		1915	0	1	0	3
1930	19	0	19	0	0	0	0	0	0	0	0		1930	0	0	0	1
1945	20	0	20	0	0	0	0	0	0	0	0		1945	0	0	0	0
2000	16	0	15	0	1	0	0	0	0	0	0		2000	0	0	0	0
2015	14	1	13	0	0	0	0	0	0	0	0		2015	0	0	0	0
2030	14	0	13	0	1	0	0	0	0	0	0		2030	0	0	0	0
2045	22	0	20	0	1	1	0	0	0	0	0		2045	0	0	0	1
2100	14	0	13	0	1	0	0	0	0	0	0		2100	0	0	0	0
2115	19	0	18	0	1	0	0	0	0	0	0		2115	0	0	0	1
2130	10	0	8	0	2	0	0	0	0	0	0		2130	0	0	0	0
2145	17	0	17	0	0	0	0	0	0	0	0		2145	0	0	0	0
2200	9	0	9	0	0	0	0	0	0	0	0		2200	0	0	0	0
2215	17	0	17	0	0	0	0	0	0	0	0		2215	0	0	0	3
2230	6	0	6	0	0	0	0	0	0	0	0		2230	0	0	0	0
2245	9	0	9	0	0	0	0	0	0	0	0		2245	0	0	0	2
2300	13	0	11	0	2	0	0	0	0	0	0		2300	0	0	0	0
2315	9	2	7	0	0	0	0	0	0	0	0		2315	0	0	1	1
2330	6	0	6	0	0	0	0	0	0	0	0		2330	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0		2345	0	0	0	1
07-19	**2445**	**31**	**2183**	**14**	**176**	**29**	**4**	**1**	**2**	**1**	**4**		**07-19**	**9**	**12**	**41**	**326**
06-22	**2732**	**37**	**2445**	**14**	**193**	**30**	**4**	**1**	**2**	**1**	**5**		**06-22**	**9**	**15**	**43**	**342**
06-00	**2806**	**39**	**2515**	**14**	**195**	**30**	**4**	**1**	**2**	**1**	**5**		**06-00**	**9**	**15**	**44**	**349**
00-00	**2844**	**39**	**2547**	**14**	**200**	**30**	**5**	**1**	**2**	**1**	**5**		**00-00**	**9**	**15**	**44**	**352**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
1	3	1	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0
0	2	0	1	0	0	0	0	0	0	36.6	-	1	33.3	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	2	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0
0	2	1	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0
0	3	2	0	1	0	0	0	0	0	33	-	1	12.5	1	12.5	0	0
0	2	2	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	0
5	9	1	0	0	0	0	0	0	0	31.8	34.2	0	0	0	0	0	0
4	3	4	1	0	0	0	0	0	0	29.2	37.4	1	5.3	0	0	0	0
8	5	1	1	1	0	0	0	0	0	29.9	34.7	2	9.5	1	4.8	0	0
16	9	1	1	0	0	0	0	0	0	27.9	31.8	1	3.1	0	0	0	0
10	21	2	0	0	0	0	0	0	0	30.7	33.3	0	0	0	0	0	0
19	4	1	0	0	0	0	0	0	0	26.1	29.8	0	0	0	0	0	0
21	8	4	1	1	0	0	0	0	0	29.2	34.2	2	4.7	1	2.3	0	0
34	1	1	1	0	0	0	0	0	0	27.2	28.9	1	2.3	0	0	0	0
29	11	3	1	0	0	0	0	0	0	29.6	33.6	1	2.2	0	0	0	0
31	10	5	0	0	0	0	0	0	0	28.7	31.8	0	0	0	0	0	0
23	11	0	0	0	0	0	0	0	0	27.9	31.3	0	0	0	0	0	0
20	15	3	0	0	0	0	0	0	0	29.1	33.6	0	0	0	0	0	0
9	6	4	0	0	0	0	0	0	0	28.3	32.7	0	0	0	0	0	0
28	15	1	1	0	0	0	0	0	0	28.8	32.2	1	2	0	0	0	0
18	9	2	0	0	0	0	0	0	0	29.3	32.2	0	0	0	0	0	0
40	9	2	0	0	0	0	0	0	0	28.1	30.2	0	0	0	0	0	0
18	7	1	0	0	0	0	0	0	0	27.7	32.7	0	0	0	0	0	0
12	13	0	0	0	0	0	0	0	0	29.7	32.2	0	0	0	0	0	0
23	4	1	0	0	0	0	0	0	0	25	29.3	0	0	0	0	0	0
20	11	5	0	0	0	0	0	0	0	30.1	32.2	0	0	0	0	0	0
17	8	0	0	0	0	0	0	0	0	27.6	31.1	0	0	0	0	0	0
14	16	2	0	0	0	0	0	0	0	28.5	31.5	0	0	0	0	0	0
25	11	0	1	0	0	0	0	0	0	27.7	30.4	1	2.3	0	0	0	0
24	8	1	0	0	0	0	0	0	0	27.2	30.4	0	0	0	0	0	0
12	10	2	0	0	0	0	0	0	0	26.4	32.2	0	0	0	0	0	0
29	8	2	0	3	0	0	0	0	0	29.5	34	3	6.1	3	6.1	0	0
16	4	3	0	0	0	0	0	0	0	27.9	33.6	0	0	0	0	0	0
39	11	3	0	0	0	0	0	0	0	28.6	31.3	0	0	0	0	0	0
14	15	5	3	0	0	0	0	0	0	30	35.1	3	6.5	0	0	0	0
27	10	4	0	0	0	0	0	0	0	28.8	33.1	0	0	0	0	0	0
8	19	2	1	0	0	0	0	0	0	30.2	33.8	1	2.9	0	0	0	0
32	20	2	0	0	0	0	0	0	0	29.1	32	0	0	0	0	0	0
22	21	2	0	0	0	0	0	0	0	29.1	32.4	0	0	0	0	0	0
26	17	3	0	0	0	0	0	0	0	28.7	32.4	0	0	0	0	0	0
31	21	3	0	0	0	0	0	0	0	28.6	32.9	0	0	0	0	0	0
61	6	0	0	0	0	0	0	0	0	26.8	29.5	0	0	0	0	0	0
37	18	4	0	0	0	0	0	0	0	29	32.4	0	0	0	0	0	0
12	14	5	1	0	0	0	0	0	0	31.2	36.5	1	2.9	0	0	0	0
53	22	0	0	0	0	0	0	0	0	27.5	31.1	0	0	0	0	0	0
42	14	2	0	0	0	0	0	0	0	27	30.4	0	0	0	0	0	0
18	18	4	1	0	0	0	0	0	0	28.6	33.6	1	1.7	0	0	0	0
26	4	1	0	0	0	0	0	0	0	25.9	29.3	0	0	0	0	0	0
66	25	3	0	0	0	0	0	0	0	28.7	31.8	0	0	0	0	0	0
24	29	7	0	0	0	0	0	0	0	29.4	33.8	0	0	0	0	0	0
44	30	4	1	0	0	0	0	0	0	28.7	32	1	1.1	0	0	0	0
31	8	3	2	0	0	0	0	0	0	28	31.5	2	3.6	0	0	0	0
39	0	0	0	0	0	0	0	0	0	24.8	26.6	0	0	0	0	0	0
63	14	2	2	0	0	0	0	0	0	28.4	30.9	2	2.4	0	0	0	0
62	15	2	1	0	0	0	0	0	0	28.4	30.4	1	1.2	0	0	0	0
31	15	1	0	0	0	0	0	0	0	28.3	31.1	0	0	0	0	0	0
14	7	2	0	0	0	0	0	0	0	29.3	32	0	0	0	0	0	0
32	8	2	0	0	0	0	0	0	0	28.4	30.6	0	0	0	0	0	0
9	4	2	3	0	0	0	0	0	0	31.5	35.3	3	15.8	0	0	0	0
6	9	4	1	0	0	0	0	0	0	32.4	38	1	5	0	0	0	0
5	7	4	0	0	0	0	0	0	0	31.7	36.5	0	0	0	0	0	0
4	6	4	0	0	0	0	0	0	0	32.5	36.2	0	0	0	0	0	0
4	7	3	0	0	0	0	0	0	0	31.4	35.8	0	0	0	0	0	0
9	5	6	1	0	0	0	0	0	0	31.9	37.1	1	4.5	0	0	0	0
6	5	3	0	0	0	0	0	0	0	31.5	36.5	0	0	0	0	0	0
10	7	1	0	0	0	0	0	0	0	29.6	32.2	0	0	0	0	0	0
1	8	1	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	0
1	13	3	0	0	0	0	0	0	0	33	34.9	0	0	0	0	0	0
3	6	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0
7	7	0	0	0	0	0	0	0	0	28.9	32.9	0	0	0	0	0	0
1	4	1	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0
5	8	0	0	0	0	0	0	0	0	30.3	32.4	0	0	0	0	0	0
3	2	1	1	0	0	0	0	0	0	29.2	-	1	11.1	0	0	0	0
0	6	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	0
1324	**600**	**109**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**28.3**	**32**	**24**	**1**	**5**	**0.2**	**0**	**0**
1436	**706**	**151**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**28.5**	**32.4**	**30**	**1.1**	**5**	**0.2**	**0**	**0**
1460	**744**	**154**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**28.6**	**32.4**	**31**	**1.1**	**5**	**0.2**	**0**	**0**
1463	**765**	**163**	**27**	**6**	**0**	**0**	**0**	**0**	**0**	**28.6**	**32.4**	**33**	**1.2**	**6**	**0.2**	**0**	**0**

12 November 2015

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
0000	4	0	4	0	0	0	0	0	0	0	0		0000	0	0	0	0
0015	2	0	1	0	1	0	0	0	0	0	0		0015	0	0	0	1
0030	3	0	3	0	0	0	0	0	0	0	0		0030	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0		0115	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0		0130	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0		0145	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0		0230	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0		0315	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0		0345	0	0	0	0
0400	5	0	4	0	1	0	0	0	0	0	0		0400	0	0	0	1
0415	4	0	2	1	1	0	0	0	0	0	0		0415	0	0	0	0
0430	4	0	1	0	3	0	0	0	0	0	0		0430	0	0	0	1
0445	7	0	6	0	1	0	0	0	0	0	0		0445	0	0	0	0
0500	4	0	3	0	1	0	0	0	0	0	0		0500	0	0	0	0
0515	15	0	9	0	6	0	0	0	0	0	0		0515	0	0	0	0
0530	11	0	11	0	0	0	0	0	0	0	0		0530	0	0	3	2
0545	18	0	14	1	3	0	0	0	0	0	0		0545	0	0	0	0
0600	13	0	12	0	1	0	0	0	0	0	0		0600	0	0	1	3
0615	25	1	18	2	4	0	0	0	0	0	0		0615	0	1	0	0
0630	36	0	31	1	4	0	0	0	0	0	0		0630	0	0	0	2
0645	45	0	36	0	9	0	0	0	0	0	0		0645	0	0	0	7
0700	46	0	46	0	0	0	0	0	0	0	0		0700	0	0	0	4
0715	67	1	60	0	5	1	0	0	0	0	0		0715	0	0	4	12
0730	51	1	47	0	3	0	0	0	0	0	0		0730	0	0	0	0
0745	78	3	72	0	1	1	0	0	0	1	0		0745	0	2	2	24
0800	58	0	55	0	2	1	0	0	0	0	0		0800	0	0	1	3
0815	64	1	60	0	1	0	1	0	0	1	0		0815	0	0	1	11
0830	53	0	47	0	6	0	0	0	0	0	0		0830	0	3	0	15
0845	61	0	58	0	2	1	0	0	0	0	0		0845	0	0	5	9
0900	53	0	50	0	0	2	0	1	0	0	0		0900	0	0	0	6
0915	50	1	43	0	5	0	0	0	0	1	0		0915	0	2	0	7
0930	40	0	36	0	4	0	0	0	0	0	0		0930	1	1	6	9
0945	28	0	28	0	0	0	0	0	0	0	0		0945	0	0	0	4
1000	47	0	45	0	2	0	0	0	0	0	0		1000	0	1	1	19
1015	46	3	40	0	3	0	0	0	0	0	0		1015	0	0	1	3
1030	46	2	41	0	3	0	0	0	0	0	0		1030	0	2	4	7
1045	45	0	42	0	2	0	0	1	0	0	0		1045	0	1	1	8
1100	23	0	23	0	0	0	0	0	0	0	0		1100	1	0	1	0
1115	47	0	42	0	5	0	0	0	0	0	0		1115	1	0	2	14
1130	38	0	34	0	4	0	0	0	0	0	0		1130	0	2	0	4
1145	50	0	45	0	5	0	0	0	0	0	0		1145	0	1	0	2
1200	30	1	27	0	2	0	0	0	0	0	0		1200	1	0	0	2
1215	34	1	32	0	1	0	0	0	0	0	0		1215	0	0	0	5
1230	49	1	46	0	1	1	0	0	0	0	0		1230	0	0	2	11
1245	45	3	36	0	4	1	0	0	1	0	0		1245	1	4	1	8
1300	36	0	34	0	1	1	0	0	0	0	0		1300	0	0	0	13
1315	37	1	32	1	3	0	0	0	0	0	0		1315	0	0	1	6
1330	42	0	37	0	3	0	1	1	0	0	0		1330	0	0	0	5
1345	47	0	44	0	2	1	0	0	0	0	0		1345	0	0	1	6
1400	49	0	42	0	6	1	0	0	0	0	0		1400	0	0	0	5
1415	47	1	43	0	3	0	0	0	0	0	0		1415	0	0	1	10
1430	50	1	44	0	4	1	0	0	0	0	0		1430	1	2	0	4
1445	53	0	47	3	3	0	0	0	0	0	0		1445	0	2	2	8
1500	47	0	44	0	2	1	0	0	0	0	0		1500	0	0	0	3
1515	55	1	51	0	3	0	0	0	0	0	0		1515	1	0	0	5
1530	67	0	65	0	0	0	1	0	0	0	1		1530	3	0	0	6
1545	68	0	65	0	3	0	0	0	0	0	0		1545	0	0	1	17
1600	79	0	76	0	3	0	0	0	0	0	0		1600	0	1	0	9
1615	71	0	62	1	7	1	0	0	0	0	0		1615	0	0	0	4
1630	69	0	62	0	7	0	0	0	0	0	0		1630	0	0	0	6
1645	67	1	59	0	4	3	0	0	0	0	0		1645	0	0	0	1
1700	60	0	58	0	2	0	0	0	0	0	0		1700	1	1	0	4
1715	107	1	101	1	3	1	0	0	0	0	0		1715	0	1	4	11
1730	60	0	57	0	3	0	0	0	0	0	0		1730	0	0	0	1
1745	83	2	72	1	7	0	1	0	0	0	0		1745	0	1	0	6
1800	30	3	26	0	1	0	0	0	0	0	0		1800	0	0	0	1
1815	48	0	48	0	0	0	0	0	0	0	0		1815	0	0	0	0
1830	47	0	44	0	3	0	0	0	0	0	0		1830	0	0	0	0
1845	29	0	23	1	4	1	0	0	0	0	0		1845	0	0	0	0
1900	29	1	27	0	1	0	0	0	0	0	0		1900	0	0	0	1
1915	43	0	39	0	3	1	0	0	0	0	0		1915	0	0	0	0
1930	24	0	23	0	1	0	0	0	0	0	0		1930	0	0	0	0
1945	26	0	25	0	1	0	0	0	0	0	0		1945	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0		2000	0	0	0	0
2015	19	0	18	0	1	0	0	0	0	0	0		2015	0	0	0	1
2030	15	0	14	0	1	0	0	0	0	0	0		2030	0	0	0	0
2045	19	0	17	0	2	0	0	0	0	0	0		2045	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0		2100	0	0	0	0
2115	17	0	16	0	1	0	0	0	0	0	0		2115	0	0	0	3
2130	11	0	10	0	1	0	0	0	0	0	0		2130	0	0	0	1
2145	19	0	19	0	0	0	0	0	0	0	0		2145	0	0	0	0
2200	12	0	11	0	1	0	0	0	0	0	0		2200	0	0	0	1
2215	9	0	9	0	0	0	0	0	0	0	0		2215	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0		2230	0	0	0	1
2245	7	1	6	0	0	0	0	0	0	0	0		2245	0	1	0	0
2300	11	0	11	0	0	0	0	0	0	0	0		2300	0	0	0	0
2315	6	1	4	0	1	0	0	0	0	0	0		2315	0	0	0	0
2330	9	0	8	0	1	0	0	0	0	0	0		2330	0	0	0	0
2345	4	0	4	0	0	0	0	0	0	0	0		2345	0	0	0	0
07-19	**2497**	**29**	**2291**	**8**	**138**	**19**	**4**	**3**	**1**	**3**	**1**		**07-19**	**11**	**27**	**42**	**318**
06-22	**2862**	**31**	**2620**	**11**	**168**	**20**	**4**	**3**	**1**	**3**	**1**		**06-22**	**11**	**28**	**43**	**336**
06-00	**2928**	**33**	**2681**	**11**	**171**	**20**	**4**	**3**	**1**	**3**	**1**		**06-00**	**11**	**29**	**43**	**338**
00-00	**3015**	**33**	**2748**	**13**	**189**	**20**	**4**	**3**	**1**	**3**	**1**		**00-00**	**11**	**29**	**46**	**343**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
2	1	1	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	0
0	2	0	1	0	0	0	0	0	0	34.2	-	1	33.3	0	0	0	0
1	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0
0	2	1	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0
6	7	1	1	0	0	0	0	0	0	31.2	32.9	1	6.7	0	0	0	0
4	2	0	0	0	0	0	0	0	0	26.3	30	0	0	0	0	0	0
8	9	1	0	0	0	0	0	0	0	30.9	32.9	0	0	0	0	0	0
0	7	2	0	0	0	0	0	0	0	29.3	34.2	0	0	0	0	0	0
13	9	2	0	0	0	0	0	0	0	29.5	32.9	0	0	0	0	0	0
16	16	2	0	0	0	0	0	0	0	29.6	33.1	0	0	0	0	0	0
22	13	3	0	0	0	0	0	0	0	29.2	33.3	0	0	0	0	0	0
30	11	1	0	0	0	0	0	0	0	28.3	31.8	0	0	0	0	0	0
38	12	1	0	0	0	0	0	0	0	27.5	30.2	0	0	0	0	0	0
13	25	11	2	0	0	0	0	0	0	32.5	36.5	2	3.9	0	0	0	0
41	7	2	0	0	0	0	0	0	0	26.3	28.9	0	0	0	0	0	0
30	18	6	0	0	0	0	0	0	0	29.4	33.3	0	0	0	0	0	0
32	18	0	2	0	0	0	0	0	0	28.2	30.6	2	3.1	0	0	0	0
22	12	1	0	0	0	0	0	0	0	26.3	30.6	0	0	0	0	0	0
33	13	1	0	0	0	0	0	0	0	27.1	31.1	0	0	0	0	0	0
29	17	1	0	0	0	0	0	0	0	28.8	31.1	0	0	0	0	0	0
17	20	4	0	0	0	0	0	0	0	28.8	32.7	0	0	0	0	0	0
7	15	1	0	0	0	0	0	0	0	26	32	0	0	0	0	0	0
14	9	1	0	0	0	0	0	0	0	28.5	32.2	0	0	0	0	0	0
23	2	1	0	0	0	0	0	0	0	25.7	28.4	0	0	0	0	0	0
18	21	2	1	0	0	0	0	0	0	29.7	32.9	1	2.2	0	0	0	0
20	12	1	0	0	0	0	0	0	0	26.4	31.5	0	0	0	0	0	0
21	13	1	0	0	0	0	0	0	0	27.5	30.4	0	0	0	0	0	0
8	12	1	0	0	0	0	0	0	0	29.5	33.6	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0	0	25.9	30	0	0	0	0	0	0
22	10	0	0	0	0	0	0	0	0	27.7	31.3	0	0	0	0	0	0
31	16	0	0	0	0	0	0	0	0	28.3	32	0	0	0	0	0	0
14	9	3	1	0	0	0	0	0	0	29.4	34.4	1	3.3	0	0	0	0
22	3	1	1	0	2	0	0	0	0	28.9	31.8	3	8.8	2	5.9	0	0
27	5	3	1	0	0	0	0	0	0	27.7	30.4	1	2	0	0	0	0
10	18	3	0	0	0	0	0	0	0	27.2	32	0	0	0	0	0	0
8	12	2	1	0	0	0	0	0	0	28.3	34.2	1	2.8	0	0	0	0
25	4	1	0	0	0	0	0	0	0	27.1	29.1	0	0	0	0	0	0
23	12	2	0	0	0	0	0	0	0	28.9	32.2	0	0	0	0	0	0
18	14	8	0	0	0	0	0	0	0	29.3	34.9	0	0	0	0	0	0
26	16	2	0	0	0	0	0	0	0	28.4	31.3	0	0	0	0	0	0
19	14	3	0	0	0	0	0	0	0	28.2	31.5	0	0	0	0	0	0
35	6	2	0	0	0	0	0	0	0	27.1	30.4	0	0	0	0	0	0
32	6	3	0	0	0	0	0	0	0	27.2	30.2	0	0	0	0	0	0
30	13	1	0	0	0	0	0	0	0	28.7	31.5	0	0	0	0	0	0
43	4	2	0	0	0	0	0	0	0	27.7	29.5	0	0	0	0	0	0
29	22	7	0	0	0	0	0	0	0	28.6	32.2	0	0	0	0	0	0
22	26	2	0	0	0	0	0	0	0	28.3	32.7	0	0	0	0	0	0
50	18	1	0	0	0	0	0	0	0	28	31.3	0	0	0	0	0	0
36	20	9	2	0	0	0	0	0	0	30.1	34.4	2	2.8	0	0	0	0
44	14	5	0	0	0	0	0	0	0	28.9	31.1	0	0	0	0	0	0
40	13	13	0	0	0	0	0	0	0	30.8	36.9	0	0	0	0	0	0
38	15	1	0	0	0	0	0	0	0	28.2	32.2	0	0	0	0	0	0
50	35	6	0	0	0	0	0	0	0	28.6	32.4	0	0	0	0	0	0
12	30	16	1	0	0	0	0	0	0	32.9	37.1	1	1.7	0	0	0	0
49	24	2	0	1	0	0	0	0	0	29.3	32.7	1	1.2	0	0	0	0
10	18	1	0	0	0	0	0	0	0	30.7	33.8	0	0	0	0	0	0
26	16	6	0	0	0	0	0	0	0	30.1	34.4	0	0	0	0	0	0
18	18	9	2	0	0	0	0	0	0	31.4	35.6	2	4.3	0	0	0	0
12	11	4	2	0	0	0	0	0	0	31.9	36.2	2	6.9	0	0	0	0
16	8	3	1	0	0	0	0	0	0	30.3	33.8	1	3.4	0	0	0	0
17	24	1	1	0	0	0	0	0	0	30.9	32.4	1	2.3	0	0	0	0
10	8	6	0	0	0	0	0	0	0	32	35.8	0	0	0	0	0	0
12	9	4	1	0	0	0	0	0	0	31.1	35.1	1	3.8	0	0	0	0
4	5	2	0	0	0	0	0	0	0	31.1	32.9	0	0	0	0	0	0
11	5	2	0	0	0	0	0	0	0	29.3	32.7	0	0	0	0	0	0
3	8	3	1	0	0	0	0	0	0	33.4	37.4	1	6.7	0	0	0	0
7	8	3	1	0	0	0	0	0	0	32.1	34.9	1	5.3	0	0	0	0
4	7	2	0	0	0	0	0	0	0	31.6	34.2	0	0	0	0	0	0
5	3	4	2	0	0	0	0	0	0	32	38.5	2	11.8	0	0	0	0
4	5	1	0	0	0	0	0	0	0	31.1	33.8	0	0	0	0	0	0
7	10	2	0	0	0	0	0	0	0	30.9	33.8	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0	0	29.6	33.3	0	0	0	0	0	0
3	4	2	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0
3	2	2	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	0
1	3	1	0	1	0	0	0	0	0	31.4	-	1	14.3	0	0	0	0
3	6	2	0	0	0	0	0	0	0	31.9	34.7	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	0
3	5	1	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0
1239	**687**	**154**	**16**	**1**	**2**	**0**	**0**	**0**	**0**	**28.5**	**32.7**	**19**	**0.8**	**2**	**0.1**	**0**	**0**
1390	**832**	**196**	**23**	**1**	**2**	**0**	**0**	**0**	**0**	**28.8**	**32.9**	**26**	**0.9**	**2**	**0.1**	**0**	**0**
1414	**861**	**205**	**23**	**2**	**2**	**0**	**0**	**0**	**0**	**28.8**	**33.1**	**27**	**0.9**	**2**	**0.1**	**0**	**0**
1449	**896**	**212**	**25**	**2**	**2**	**0**	**0**	**0**	**0**	**28.9**	**33.1**	**29**	**1**	**2**	**0.1**	**0**	**0**

Virtual Day (Partial days = 7.70833)

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
0000	16	0	15	0	1	0	0	0	0	0	0		0000	0	0	0	0
0100	8	0	7	0	0	0	0	0	0	0	0		0100	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0		0200	0	0	0	0
0300	3	0	2	0	1	0	0	0	0	0	0		0300	0	0	0	0
0400	9	0	8	0	1	0	0	0	0	0	0		0400	0	0	0	1
0500	23	0	19	0	4	0	0	0	0	0	0		0500	0	0	0	1
0600	57	1	45	1	9	0	0	0	0	0	0		0600	0	1	1	5
0700	136	3	123	1	9	1	0	0	0	0	0		0700	1	2	4	22
0800	164	2	149	0	10	1	0	0	0	0	0		0800	1	2	5	27
0900	175	2	159	1	10	2	1	0	0	0	0		0900	1	2	7	24
1000	169	3	151	1	11	2	0	0	0	0	0		1000	1	3	7	31
1100	171	2	153	1	13	1	0	0	0	0	0		1100	1	2	5	27
1200	176	3	160	1	10	2	0	0	0	0	0		1200	1	3	5	35
1300	190	2	175	1	9	2	1	0	0	0	0		1300	1	1	2	28
1400	184	1	167	1	13	1	0	0	0	0	0		1400	1	1	2	22
1500	210	1	193	1	11	2	0	0	0	0	0		1500	2	1	4	33
1600	247	2	225	1	16	3	0	0	0	0	0		1600	1	2	3	42
1700	244	3	225	1	11	3	1	0	0	0	0		1700	0	1	2	32
1800	181	2	167	1	8	2	0	0	0	0	0		1800	0	0	2	20
1900	105	1	100	0	4	1	0	0	0	0	0		1900	0	0	0	9
2000	67	0	64	0	2	1	0	0	0	0	0		2000	0	0	0	5
2100	55	0	53	0	2	0	0	0	0	0	0		2100	0	0	0	3
2200	42	0	40	0	1	0	0	0	0	0	0		2200	0	0	0	2
2300	29	1	27	0	1	0	0	0	0	0	0		2300	0	0	0	1

Virtual Week (Partial weeks = 1.14286)

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
Mon	2690	42	2412	13	171	31	6	2	5	7	1		Mon	9	24	43	312
Tue	2547	28	2307	10	166	26	4	1	2	0	3		Tue	9	18	40	290
Wed	2844	39	2547	14	200	30	5	1	2	1	5		Wed	9	15	44	352
Thu	2839	26	2583	11	179	27	5	3	2	3	2		Thu	13	31	50	468
Fri	2606	21	2376	6	163	28	5	0	0	6	1		Fri	9	31	44	446
|Sat	2093	8	1966	6	94	17	1	0	1	0	0		|Sat	6	7	37	295
|Sun	2731	35	2559	14	97	17	4	0	1	0	4		|Sun	6	24	85	319

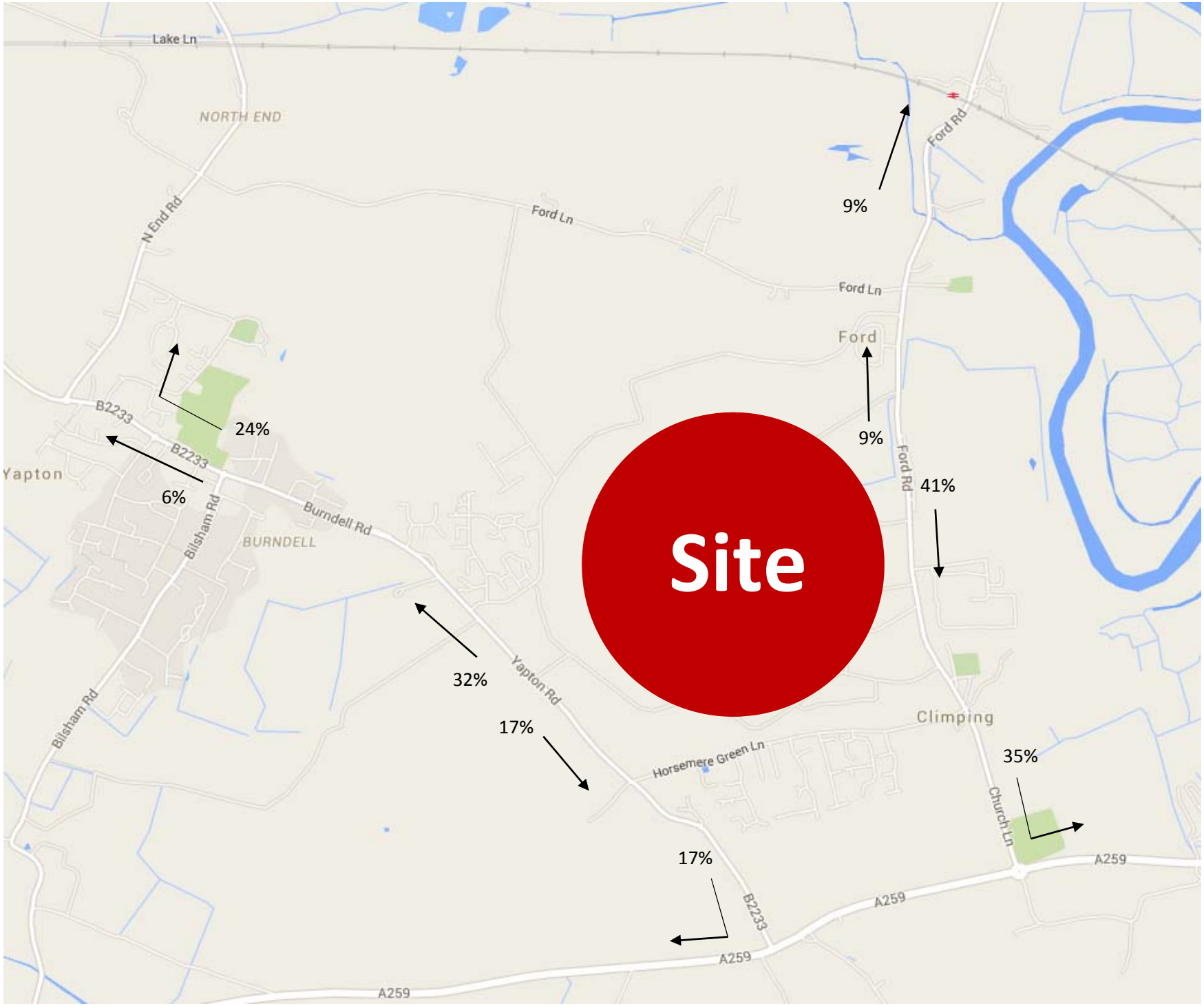
Grand Total

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
--	**21189**	**225**	**19333**	**84**	**1249**	**202**	**34**	**9**	**15**	**20**	**18**		**--**	**74**	**181**	**393**	**2950**

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
5	7	3	1	0	0	0	0	0	0	32	36.7	1	4.4	0	0	0	0
1	4	2	0	0	0	0	0	0	0	33	-	0	5.7	0	0	0	0
1	1	0	0	0	0	0	0	0	0	32.5	-	0	5.9	0	0	0	0
1	1	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	0
3	5	1	0	0	0	0	0	0	0	31.1	-	0	1.5	0	0	0	0
7	10	4	1	0	0	0	0	0	0	31.4	35.6	1	3.7	0	0.6	0	0
22	21	7	1	0	0	0	0	0	0	29.9	34.4	1	1	0	0	0	0
60	39	8	1	0	0	0	0	0	0	28.1	32.7	1	0.5	0	0.1	0	0
81	40	7	2	0	0	0	0	0	0	28	32.2	2	1.4	0	0.2	0	0
80	52	8	1	0	0	0	0	0	0	28.2	32.4	2	0.9	1	0.3	0	0
80	40	6	1	0	0	0	0	0	0	27.4	32.2	1	0.3	0	0	0	0
83	45	6	1	0	0	0	0	0	0	27.9	32	1	0.4	0	0	0	0
81	40	9	1	0	0	0	0	0	0	27.7	32.2	2	0.9	1	0.4	0	0.1
94	53	10	1	1	0	0	0	0	0	28.6	32.4	2	1.1	0	0.2	0	0.1
101	49	6	1	0	0	0	0	0	0	28.3	31.8	1	0.7	0	0.2	0	0
114	47	9	0	0	0	0	0	0	0	27.9	31.8	1	0.3	0	0.1	0	0
122	63	13	1	0	0	0	0	0	0	28.2	32.2	1	0.5	0	0.2	0	0
131	63	14	1	0	0	0	0	0	0	28.6	32.4	1	0.4	0	0	0	0
85	57	15	2	0	0	0	0	0	0	29.3	33.6	2	0.9	0	0.1	0	0
53	34	9	1	0	0	0	0	0	0	29.7	33.3	1	0.9	0	0	0	0
26	25	10	1	0	0	0	0	0	0	31	35.3	2	2.4	0	0.2	0	0
20	24	7	1	0	0	0	0	0	0	31.1	35.3	1	2.5	0	0	0	0
16	19	3	1	0	0	0	0	0	0	30.6	33.8	1	2.4	0	0	0	0
10	13	4	1	0	0	0	0	0	0	31.2	34.9	1	2.6	0	0	0	0

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
1254	842	171	24	6	5	0	0	0	0	29	33.1	35	1.3	7	0.3	1	0
1246	739	174	27	1	3	0	0	0	0	29	33.1	31	1.2	3	0.1	0	0
1463	765	163	27	6	0	0	0	0	0	28.6	32.4	33	1.2	6	0.2	0	0
1367	737	153	17	4	1	0	0	0	0	28.2	32.2	22	0.8	3	0.1	0	0
1296	641	129	10	0	0	0	0	0	0	28	32.2	10	0.4	0	0	0	0
997	606	129	13	3	0	0	0	0	0	28.7	32.9	16	0.8	2	0.1	0	0
1185	904	189	14	3	1	0	1	0	0	28.9	33.1	19	0.7	4	0.1	1	0

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	]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DFT	]SL2% 55 DFT
10174	**5970**	**1260**	**148**	**27**	**11**	**0**	**1**	**0**	**0**	**28.6**	**32.7**	**187**	**0.9**	**27**	**0.1**	**2**	**0**


Lake Ln
NORTH END
N End Rd
Ford Ln
Ford Ln
Ford
Ford Rd
9%
9%
24%
B2233
B2233
6%
Yapton
Bilsham Rd
BURNDELL
Burndell Rd
Site
41%
Ford Rd
32%
Yapton Rd
17%
Bilsham Rd
Horsemere Green Ln
Climping
35%
Church Ln
A259
17%
B2233
A259
A259
A259

Calculation Reference: AUDIT-152302-151124-1111

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
	AG	ANGUS	1 days
	FA	FALKIRK	2 days
	HI	HIGHLAND	1 days
	PK	PERTH & KINROSS	1 days
	SR	STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	6 to 186 (units:)
Range Selected by User:	6 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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

Selected survey days:

Monday	7 days
Tuesday	8 days
Wednesday	5 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	27

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

Selected Location Sub Categories:

Residential Zone	25
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

C3	26 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	9 days
20,001 to 25,000	5 days
25,001 to 50,000	3 days

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

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	4 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	16 days

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

Travel Plan:

No	27 days

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

LIST OF SITES relevant to selection parameters

1 AD-03-A-01 SEMI-DETACHED ABERDEEN CITY
SPRINGFIELD ROAD

ABERDEEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 59
Survey date: FRIDAY 18/05/12 Survey Type: MANUAL

2 AG-03-A-01 BUNGALOWS/DET. ANGUS
KEPTIE ROAD

ARBROATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

3 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

4 CF-03-A-03 DETACHED CARDIFF
LLANTRISANT ROAD

CARDIFF
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 29
Survey date: MONDAY 08/10/07 Survey Type: MANUAL

5 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

6 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

7 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: THURSDAY 30/05/13 Survey Type: MANUAL

9 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY 29/05/13 Survey Type: MANUAL

10 HI-03-A-14 SEMI-DETACHED HIGHLAND
CALEDONIAN ROAD
DALNEIGH
INVERNESS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: FRIDAY 13/05/11 Survey Type: MANUAL

11 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

12 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

13 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

14 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

16 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

17 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

18 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

19 PK-03-A-01 DETAC. & BUNGALOWS PERTH & KINROSS
TULLYLUMB TERRACE
GORNHILL
PERTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY 11/05/11 Survey Type: MANUAL

20 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

21 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

23 SR-03-A-01 DETACHED STIRLING
BENVIEW

STIRLING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: MONDAY 23/04/07 Survey Type: MANUAL

24 ST-03-A-05 TERRACED & DETACHED STAFFORDSHIRE
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY 26/11/08 Survey Type: MANUAL

25 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

26 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

27 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.068	27	58	0.250	27	58	0.318
08:00 - 09:00	27	58	0.152	27	58	0.378	27	58	0.530
09:00 - 10:00	27	58	0.154	27	58	0.207	27	58	0.361
10:00 - 11:00	27	58	0.142	27	58	0.145	27	58	0.287
11:00 - 12:00	27	58	0.153	27	58	0.171	27	58	0.324
12:00 - 13:00	27	58	0.190	27	58	0.170	27	58	0.360
13:00 - 14:00	27	58	0.184	27	58	0.188	27	58	0.372
14:00 - 15:00	27	58	0.170	27	58	0.196	27	58	0.366
15:00 - 16:00	27	58	0.232	27	58	0.180	27	58	0.412
16:00 - 17:00	27	58	0.302	27	58	0.180	27	58	0.482
17:00 - 18:00	27	58	0.349	27	58	0.224	27	58	0.573
18:00 - 19:00	27	58	0.230	27	58	0.173	27	58	0.403
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.326			2.462			4.788

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

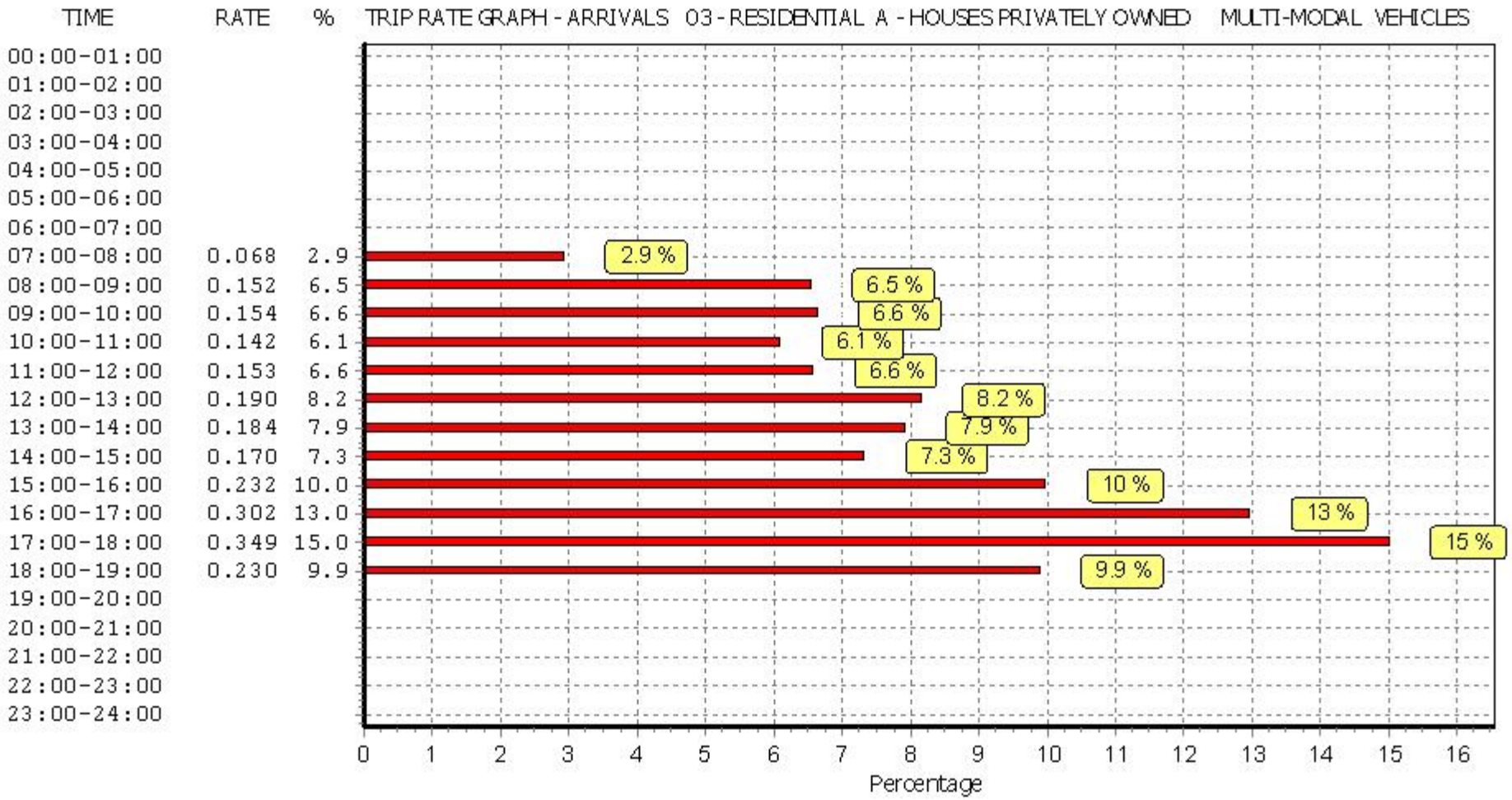
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

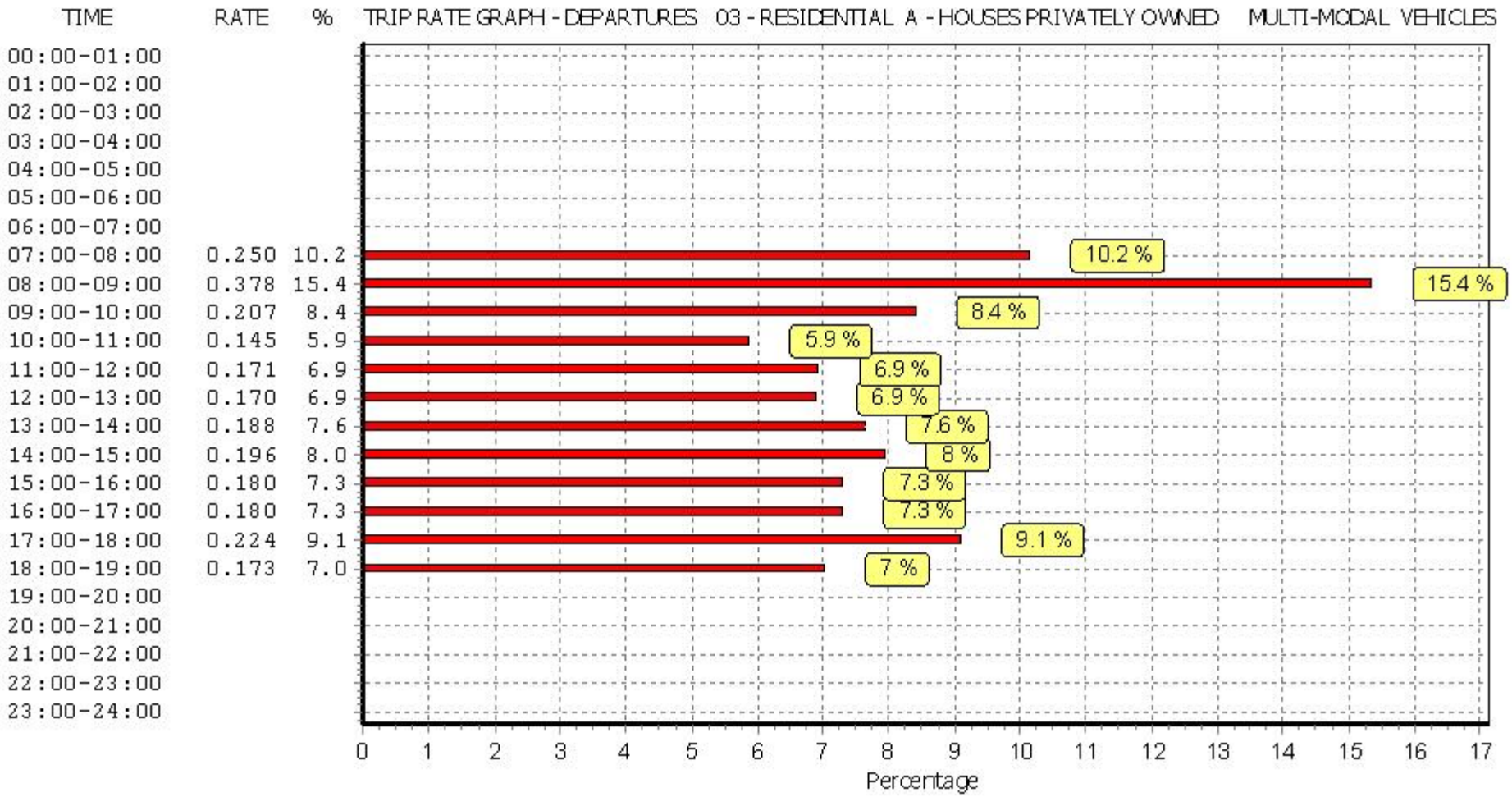
Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

Vectos Churchill Way Cardiff Licence No: 152302

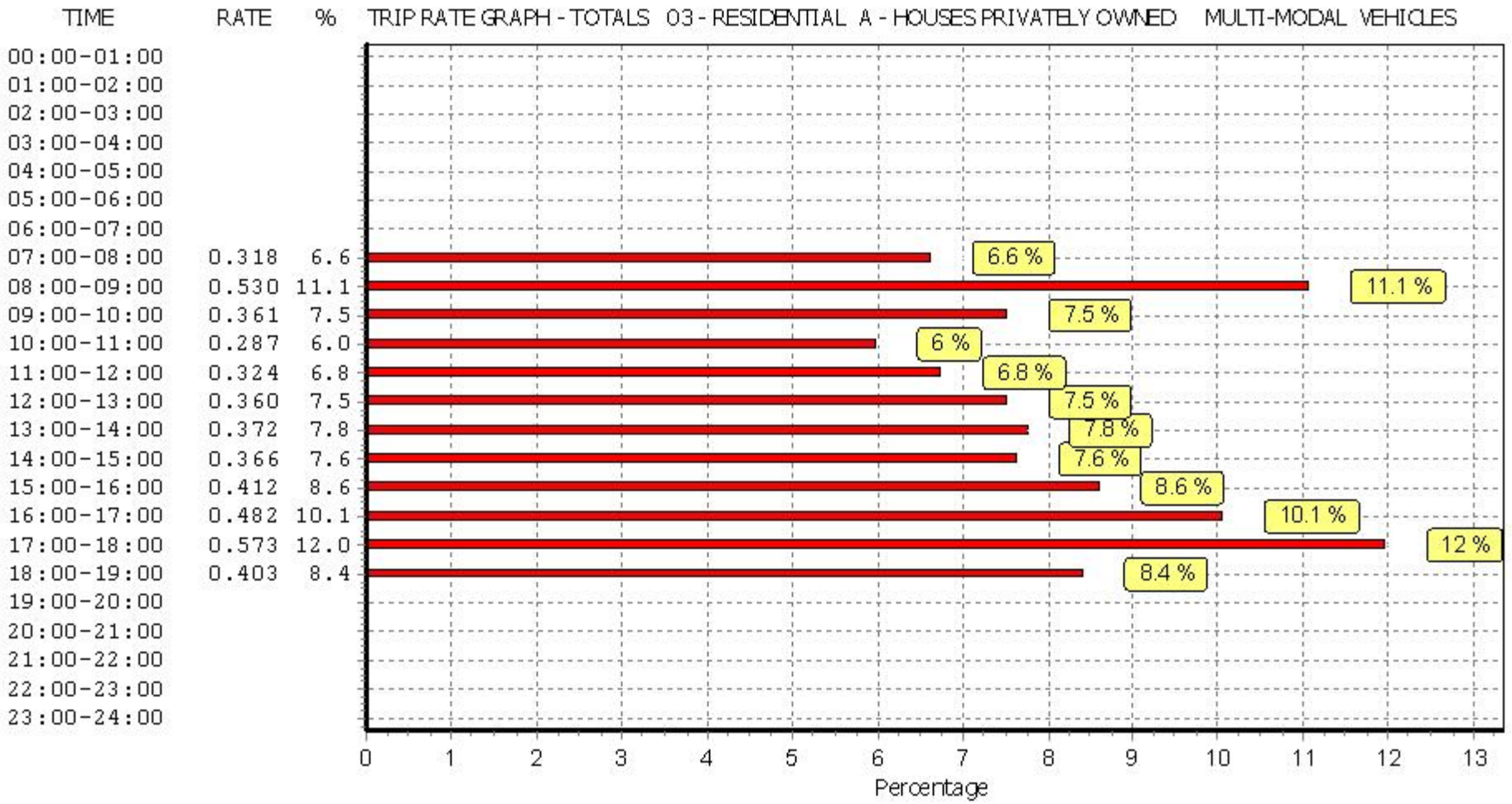


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

Vectos Churchill Way Cardiff Licence No: 152302



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.001	27	58	0.003	27	58	0.004
08:00 - 09:00	27	58	0.003	27	58	0.004	27	58	0.007
09:00 - 10:00	27	58	0.004	27	58	0.004	27	58	0.008
10:00 - 11:00	27	58	0.004	27	58	0.003	27	58	0.007
11:00 - 12:00	27	58	0.001	27	58	0.003	27	58	0.004
12:00 - 13:00	27	58	0.004	27	58	0.005	27	58	0.009
13:00 - 14:00	27	58	0.006	27	58	0.004	27	58	0.010
14:00 - 15:00	27	58	0.004	27	58	0.001	27	58	0.005
15:00 - 16:00	27	58	0.003	27	58	0.004	27	58	0.007
16:00 - 17:00	27	58	0.004	27	58	0.005	27	58	0.009
17:00 - 18:00	27	58	0.003	27	58	0.003	27	58	0.006
18:00 - 19:00	27	58	0.004	27	58	0.004	27	58	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.043			0.084

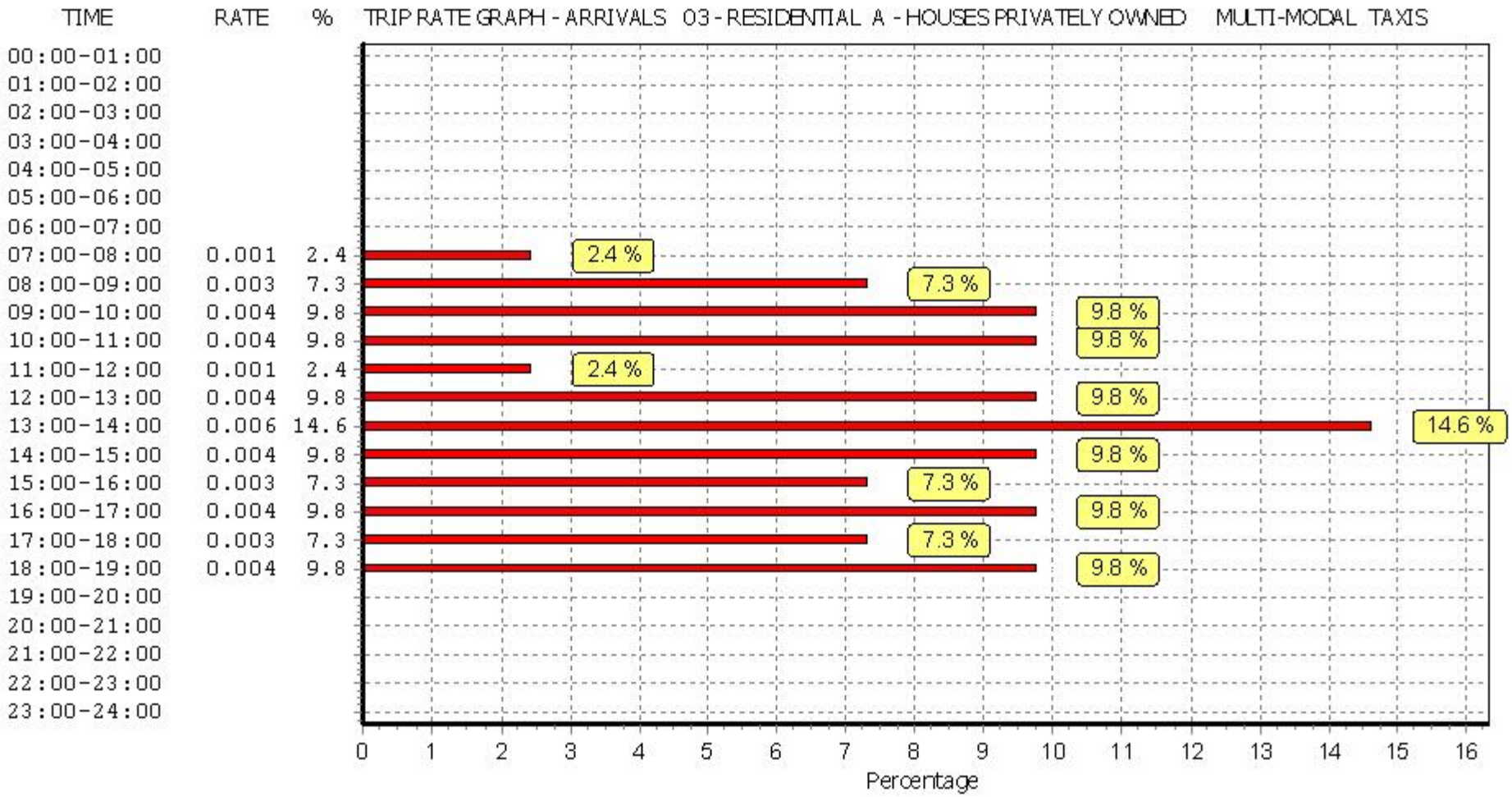
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

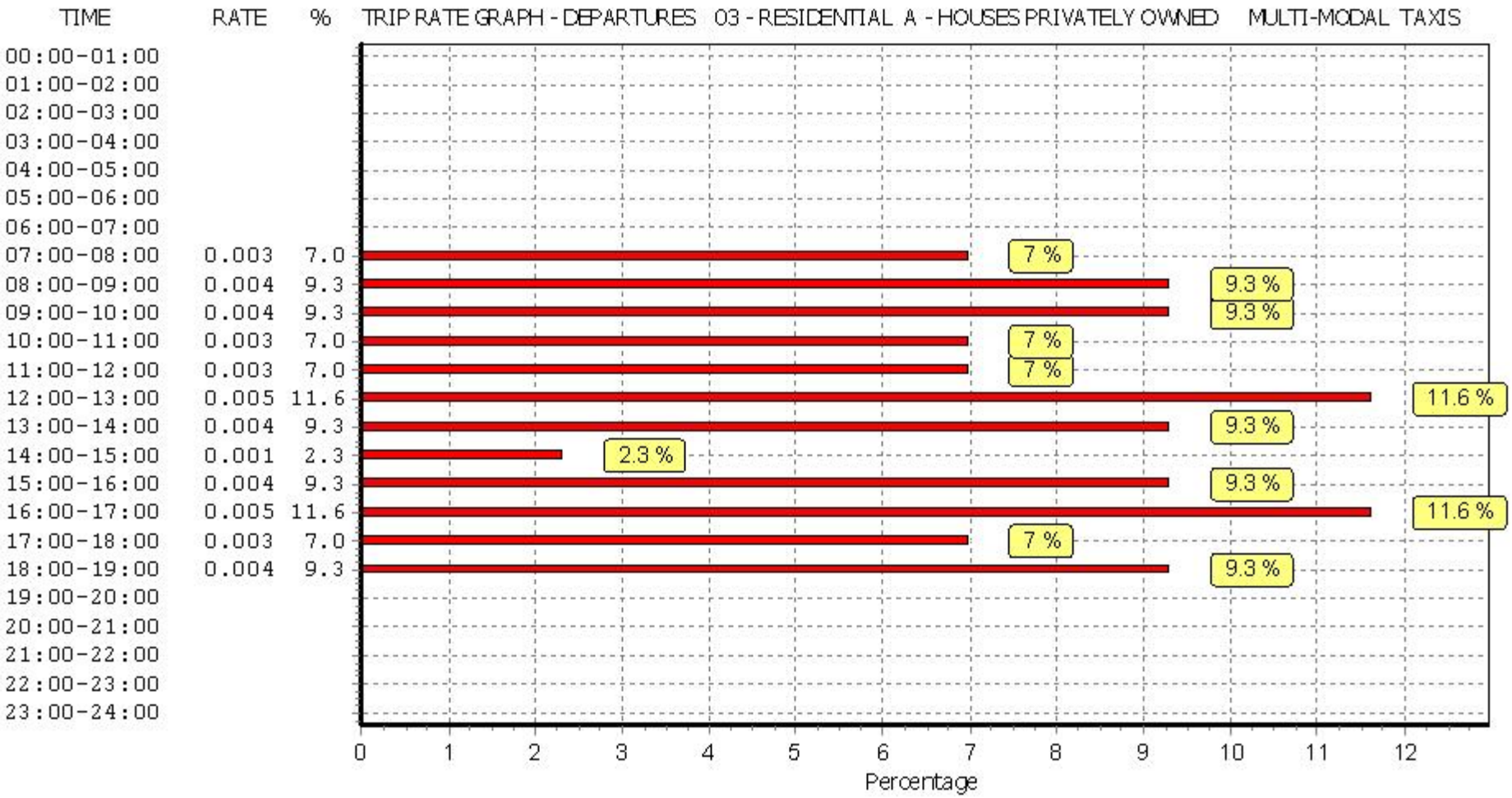
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

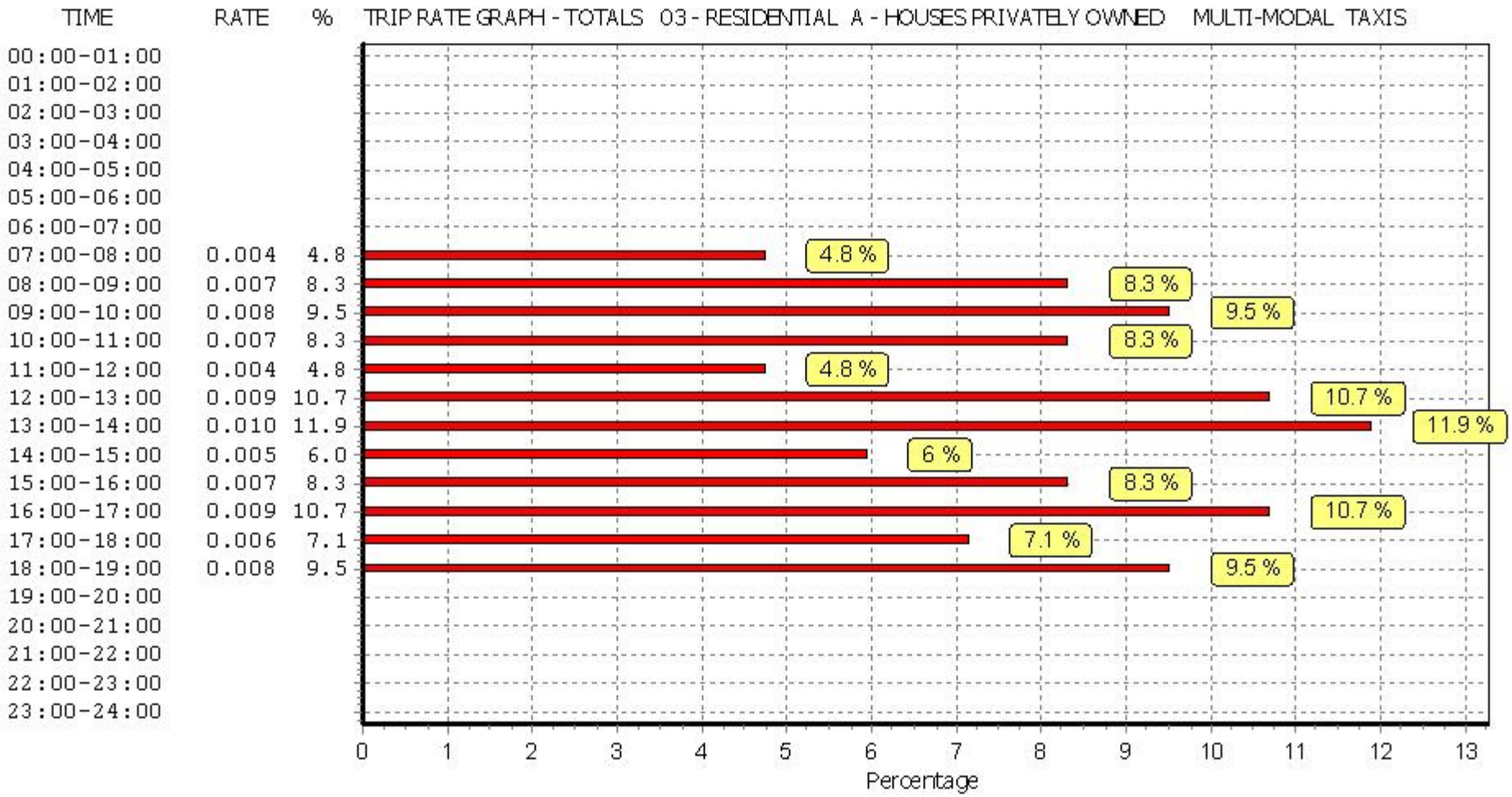
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.001	27	58	0.000	27	58	0.001
08:00 - 09:00	27	58	0.004	27	58	0.004	27	58	0.008
09:00 - 10:00	27	58	0.004	27	58	0.003	27	58	0.007
10:00 - 11:00	27	58	0.003	27	58	0.002	27	58	0.005
11:00 - 12:00	27	58	0.003	27	58	0.003	27	58	0.006
12:00 - 13:00	27	58	0.005	27	58	0.003	27	58	0.008
13:00 - 14:00	27	58	0.001	27	58	0.003	27	58	0.004
14:00 - 15:00	27	58	0.001	27	58	0.003	27	58	0.004
15:00 - 16:00	27	58	0.001	27	58	0.001	27	58	0.002
16:00 - 17:00	27	58	0.001	27	58	0.001	27	58	0.002
17:00 - 18:00	27	58	0.001	27	58	0.001	27	58	0.002
18:00 - 19:00	27	58	0.001	27	58	0.001	27	58	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.025			0.051

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

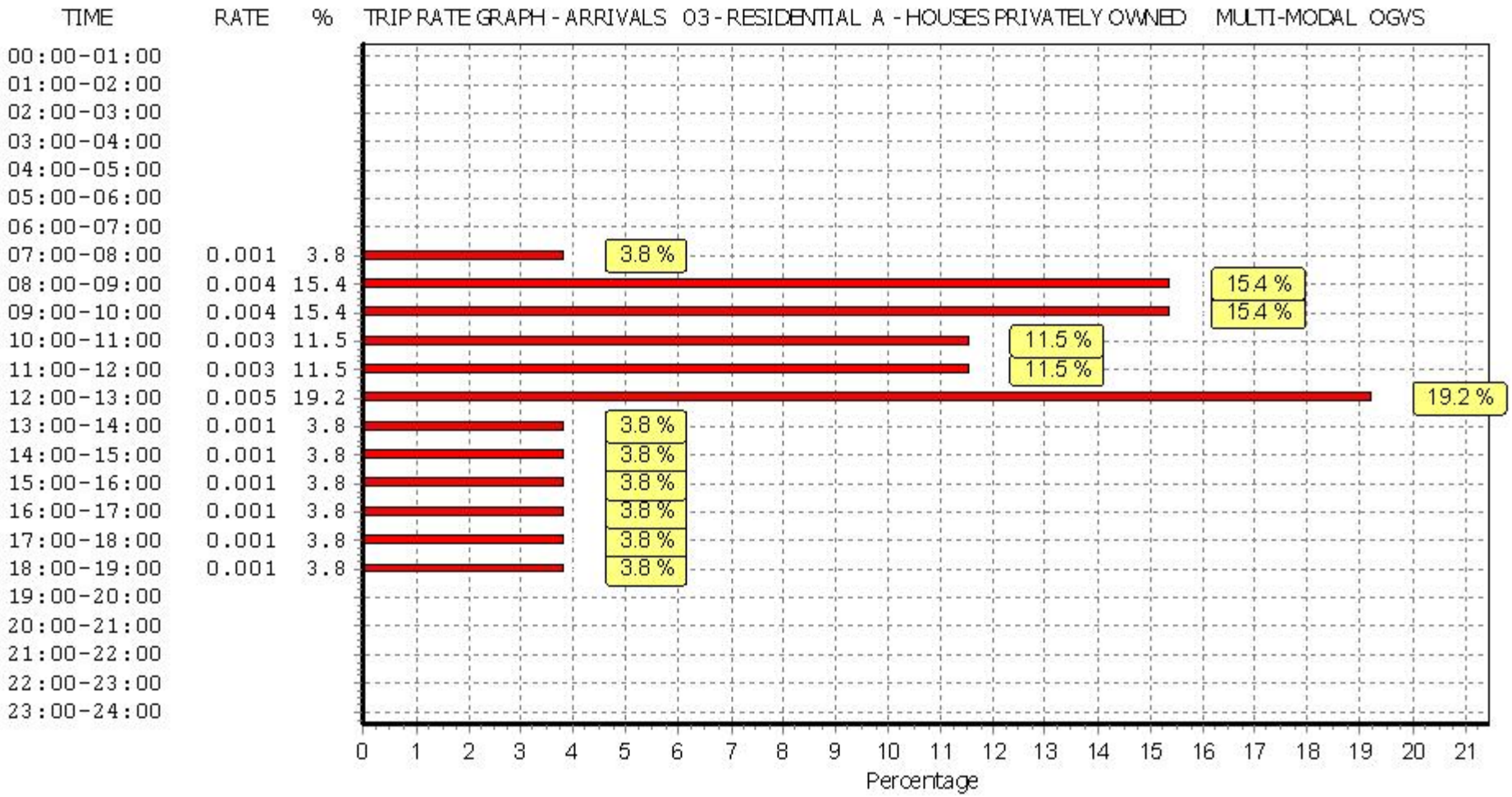
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

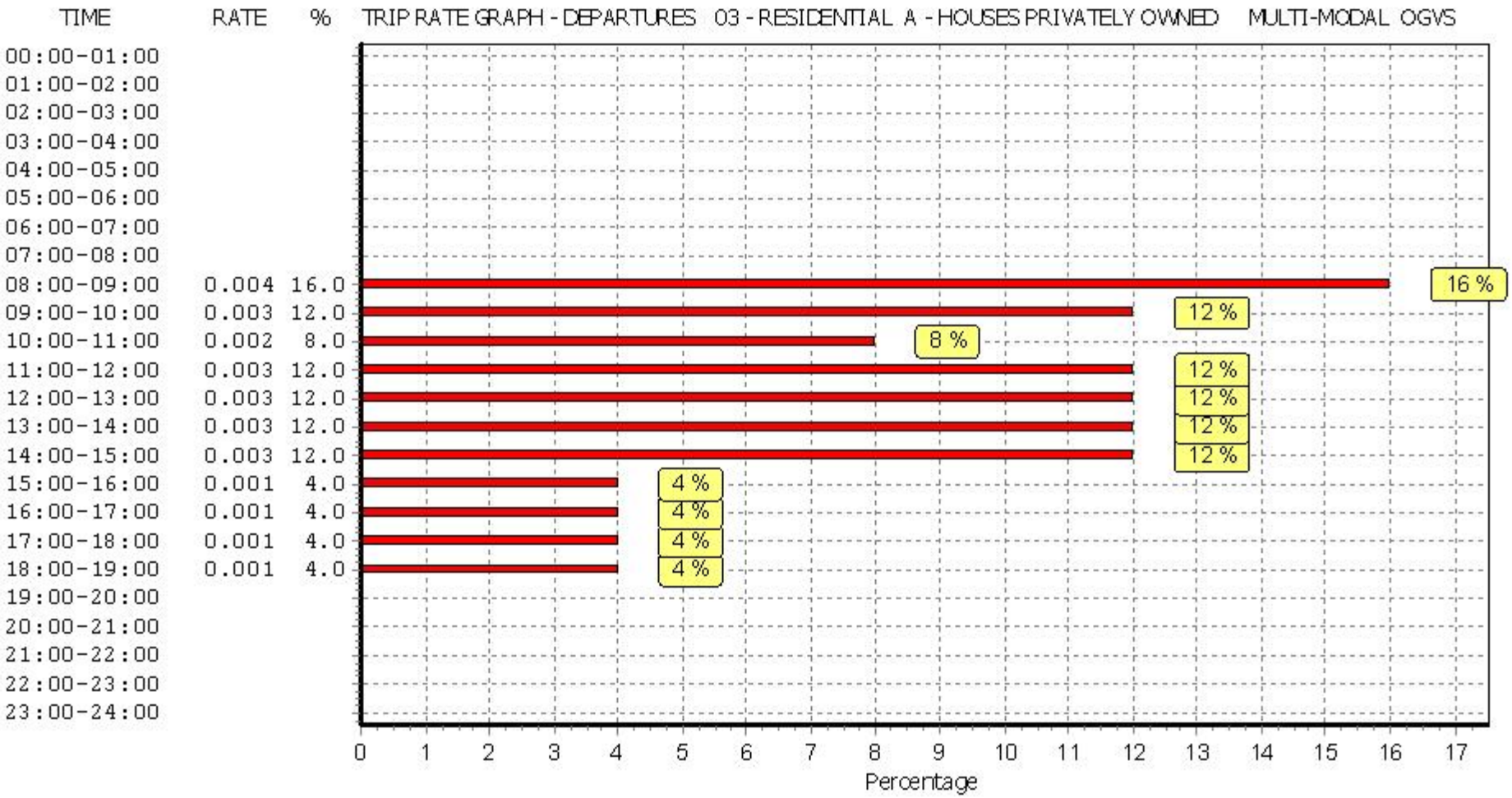
Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

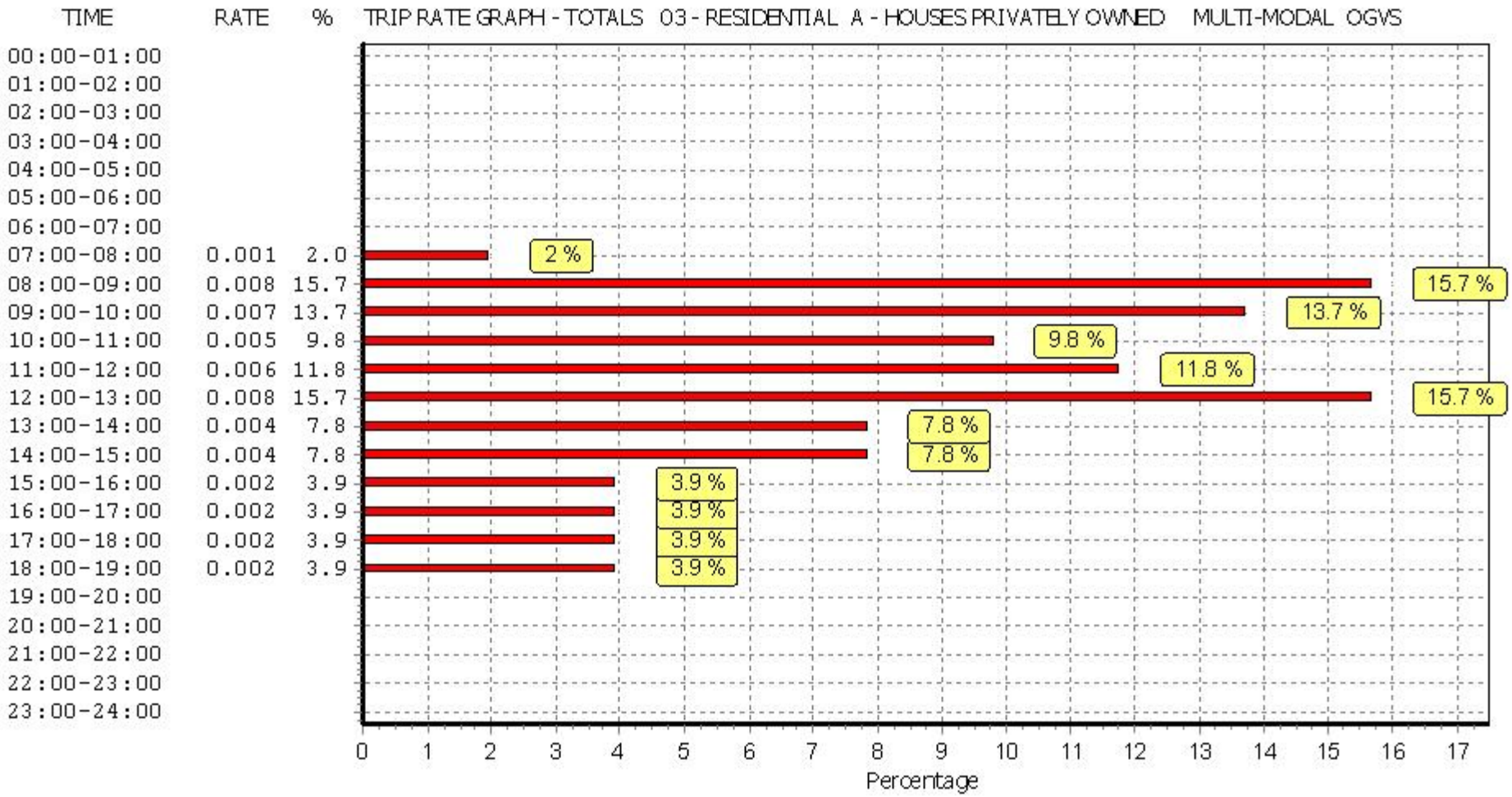
Vectos Churchill Way Cardiff Licence No: 152302



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.000	27	58	0.000	27	58	0.000
08:00 - 09:00	27	58	0.001	27	58	0.001	27	58	0.002
09:00 - 10:00	27	58	0.000	27	58	0.000	27	58	0.000
10:00 - 11:00	27	58	0.000	27	58	0.000	27	58	0.000
11:00 - 12:00	27	58	0.001	27	58	0.001	27	58	0.002
12:00 - 13:00	27	58	0.000	27	58	0.000	27	58	0.000
13:00 - 14:00	27	58	0.000	27	58	0.000	27	58	0.000
14:00 - 15:00	27	58	0.000	27	58	0.000	27	58	0.000
15:00 - 16:00	27	58	0.000	27	58	0.000	27	58	0.000
16:00 - 17:00	27	58	0.000	27	58	0.000	27	58	0.000
17:00 - 18:00	27	58	0.000	27	58	0.000	27	58	0.000
18:00 - 19:00	27	58	0.000	27	58	0.000	27	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

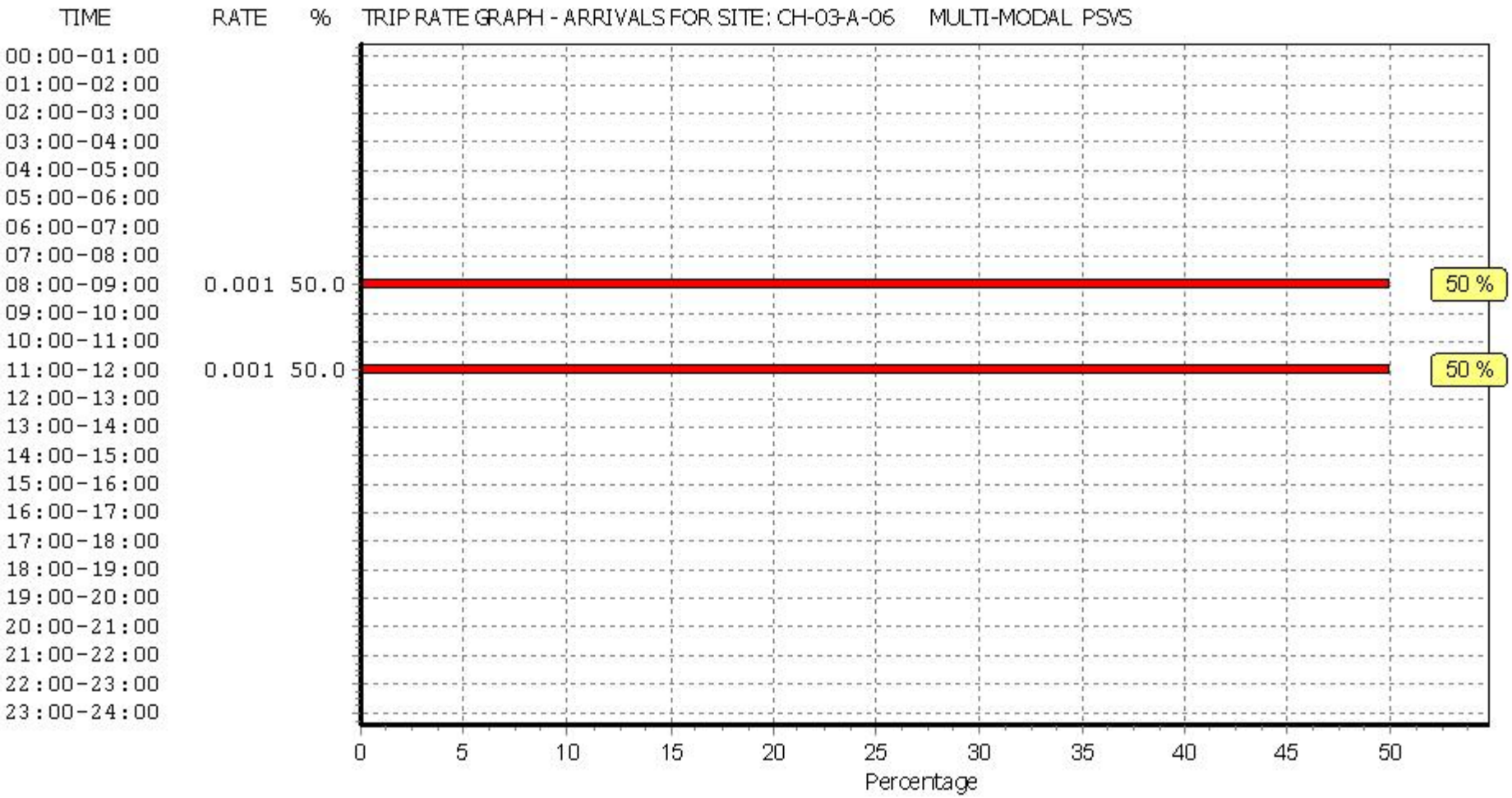
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

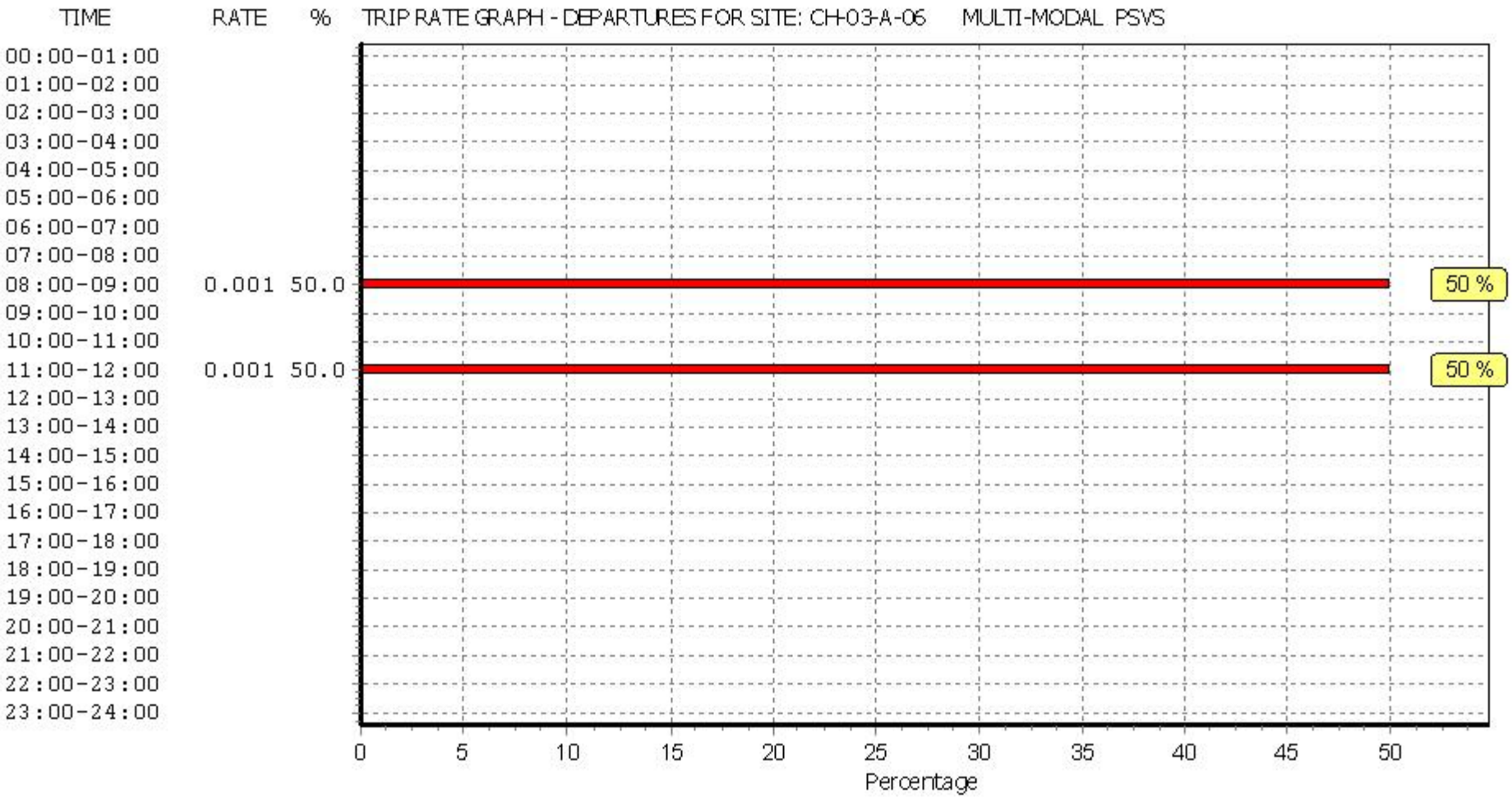
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

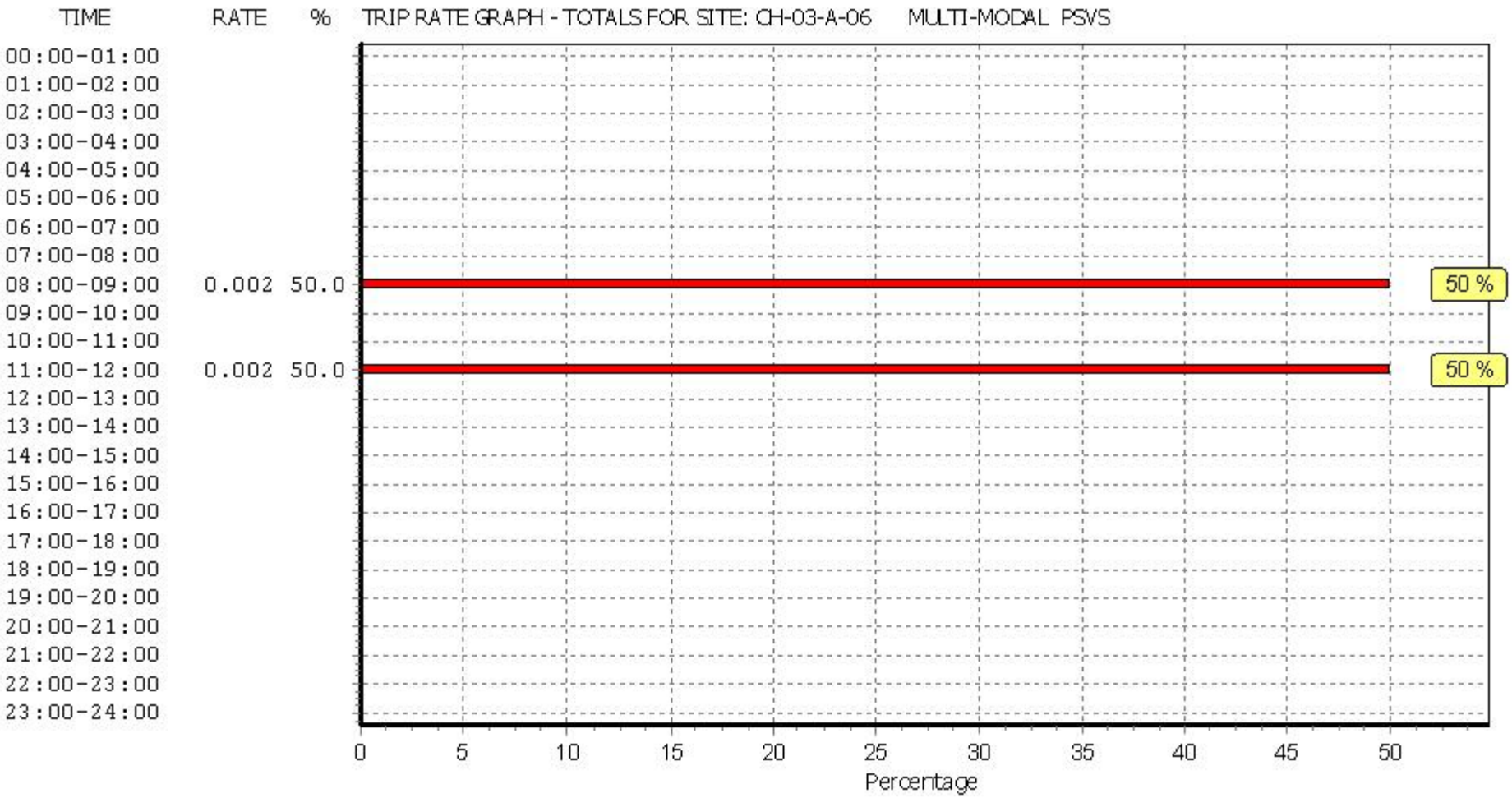
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.008	27	58	0.025	27	58	0.033
08:00 - 09:00	27	58	0.005	27	58	0.034	27	58	0.039
09:00 - 10:00	27	58	0.006	27	58	0.008	27	58	0.014
10:00 - 11:00	27	58	0.006	27	58	0.008	27	58	0.014
11:00 - 12:00	27	58	0.004	27	58	0.004	27	58	0.008
12:00 - 13:00	27	58	0.006	27	58	0.010	27	58	0.016
13:00 - 14:00	27	58	0.007	27	58	0.004	27	58	0.011
14:00 - 15:00	27	58	0.009	27	58	0.006	27	58	0.015
15:00 - 16:00	27	58	0.022	27	58	0.007	27	58	0.029
16:00 - 17:00	27	58	0.026	27	58	0.019	27	58	0.045
17:00 - 18:00	27	58	0.024	27	58	0.012	27	58	0.036
18:00 - 19:00	27	58	0.015	27	58	0.003	27	58	0.018
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.140			0.278

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

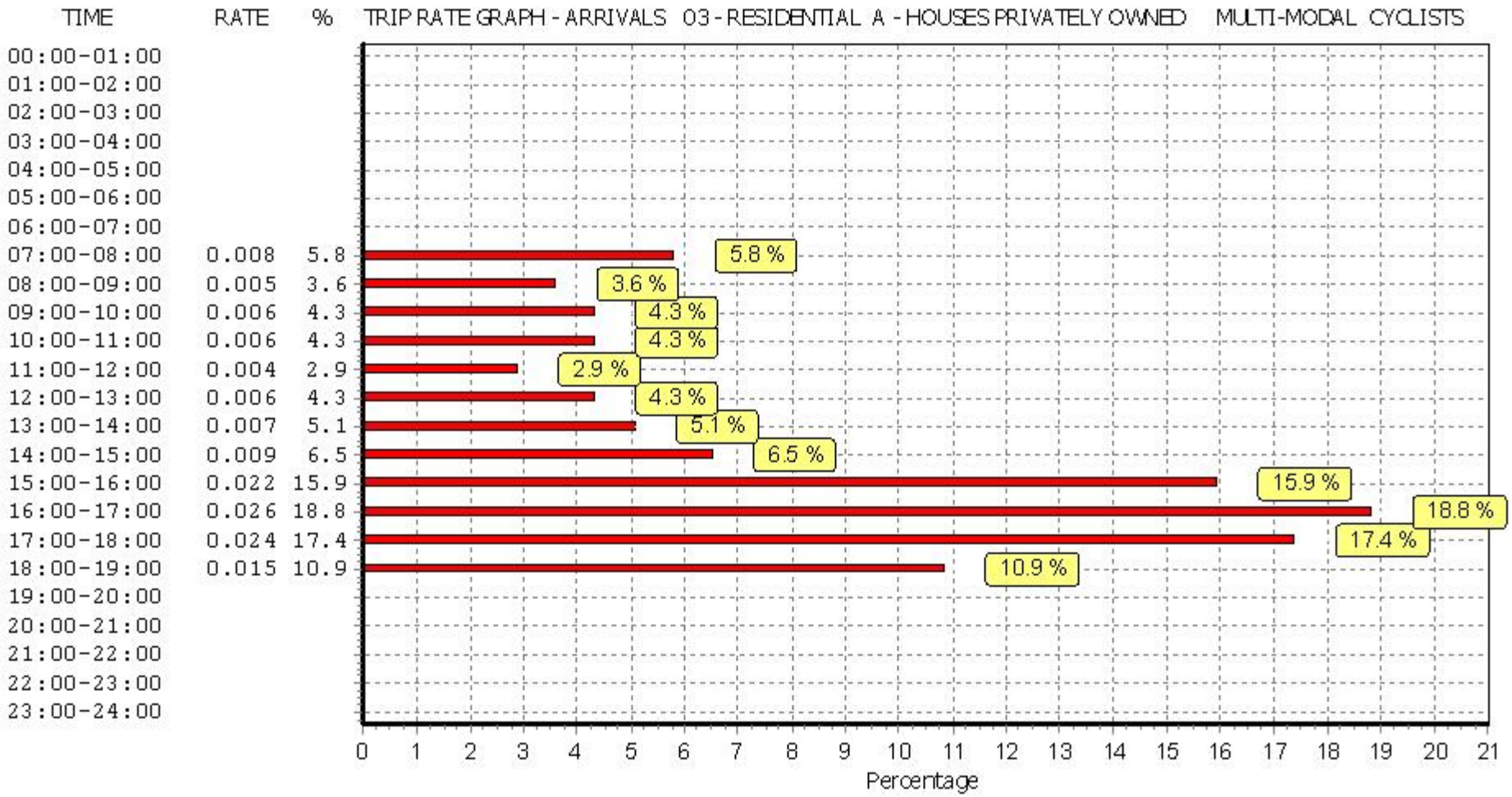
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

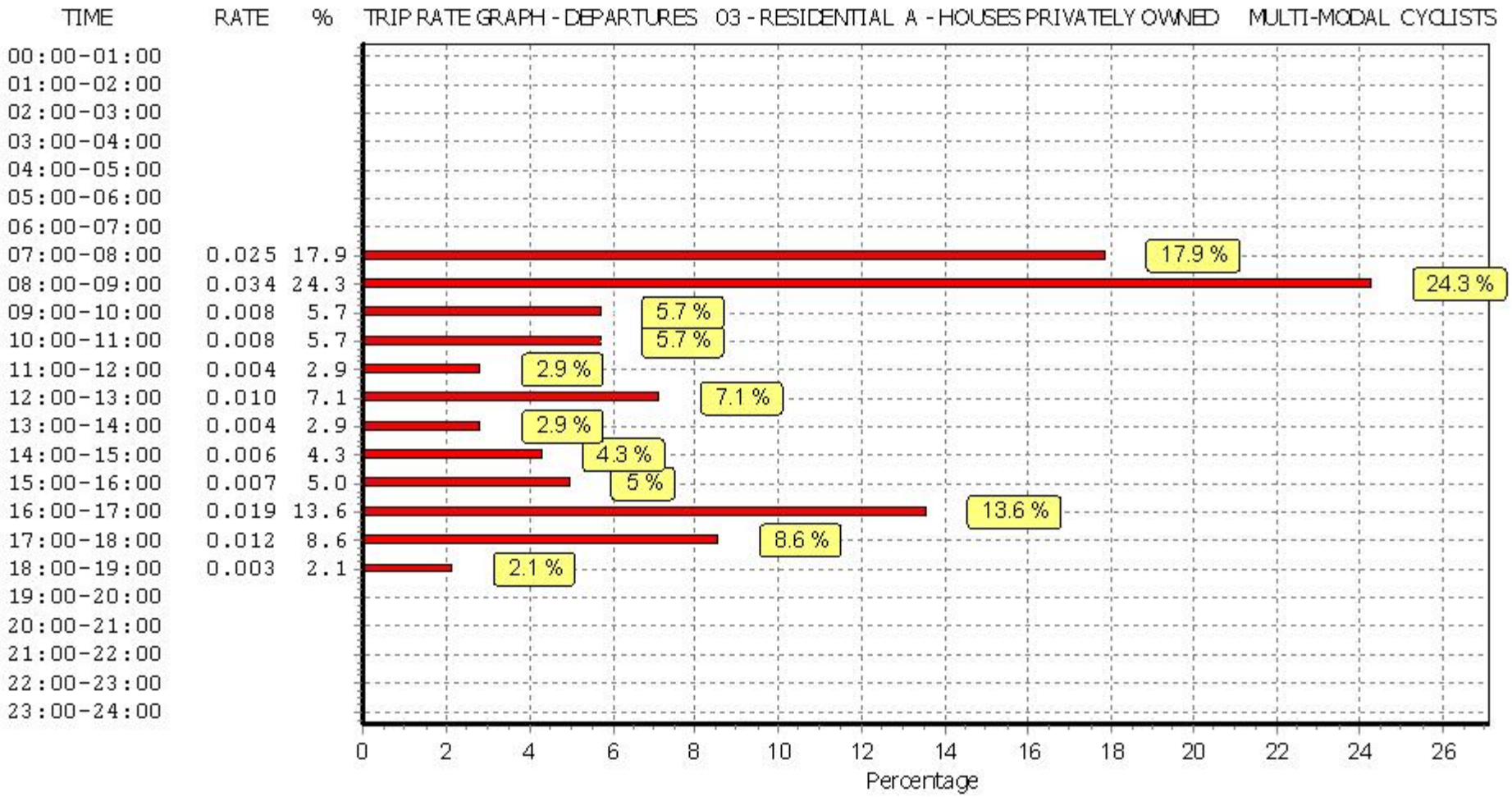
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Vectos Churchill Way Cardiff Licence No: 152302

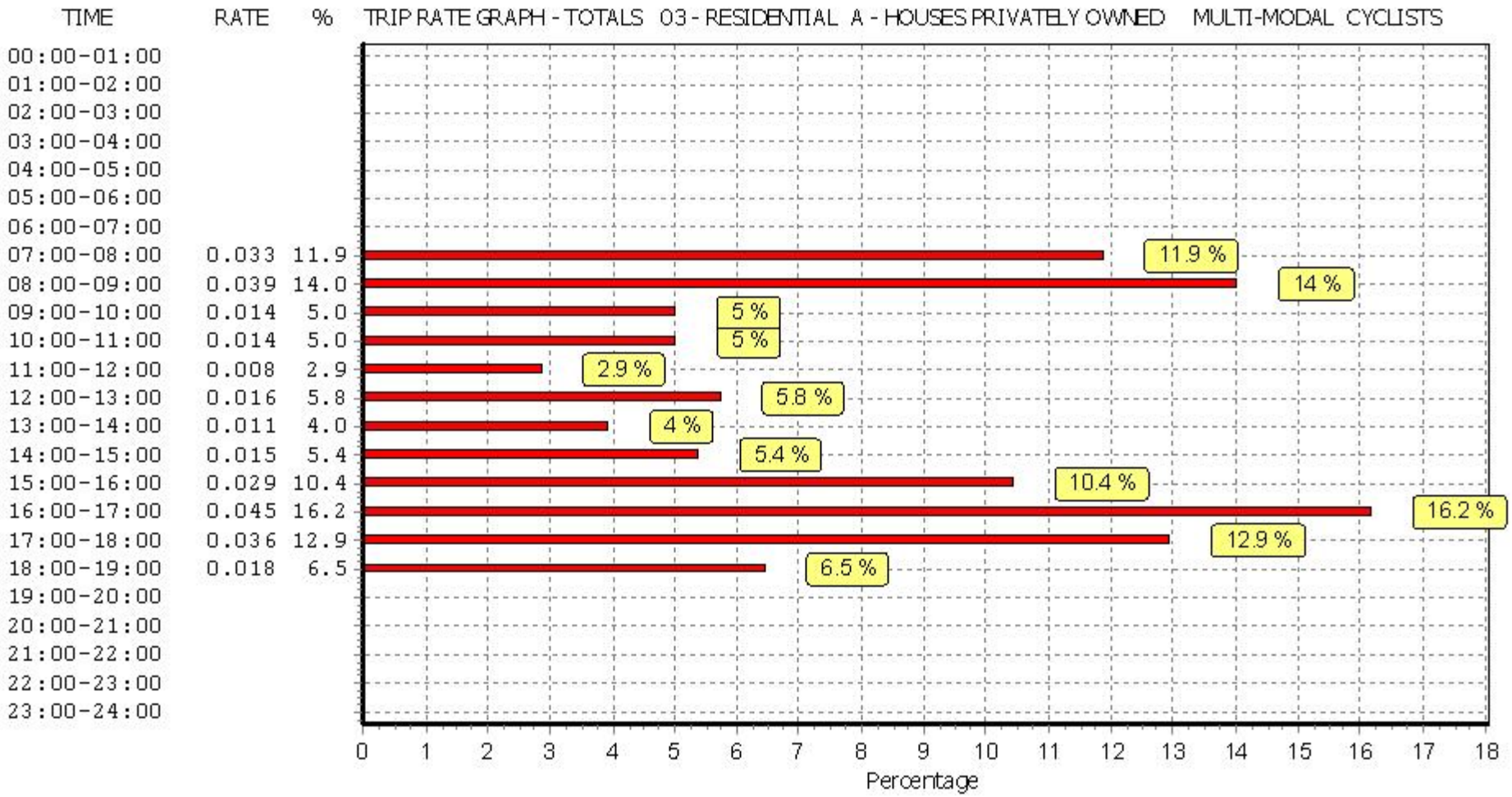


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Vectos Churchill Way Cardiff Licence No: 152302



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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.084	27	58	0.299	27	58	0.383
08:00 - 09:00	27	58	0.187	27	58	0.525	27	58	0.712
09:00 - 10:00	27	58	0.184	27	58	0.269	27	58	0.453
10:00 - 11:00	27	58	0.178	27	58	0.191	27	58	0.369
11:00 - 12:00	27	58	0.188	27	58	0.220	27	58	0.408
12:00 - 13:00	27	58	0.241	27	58	0.225	27	58	0.466
13:00 - 14:00	27	58	0.225	27	58	0.241	27	58	0.466
14:00 - 15:00	27	58	0.220	27	58	0.260	27	58	0.480
15:00 - 16:00	27	58	0.339	27	58	0.232	27	58	0.571
16:00 - 17:00	27	58	0.416	27	58	0.256	27	58	0.672
17:00 - 18:00	27	58	0.470	27	58	0.311	27	58	0.781
18:00 - 19:00	27	58	0.299	27	58	0.242	27	58	0.541
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.031			3.271			6.302

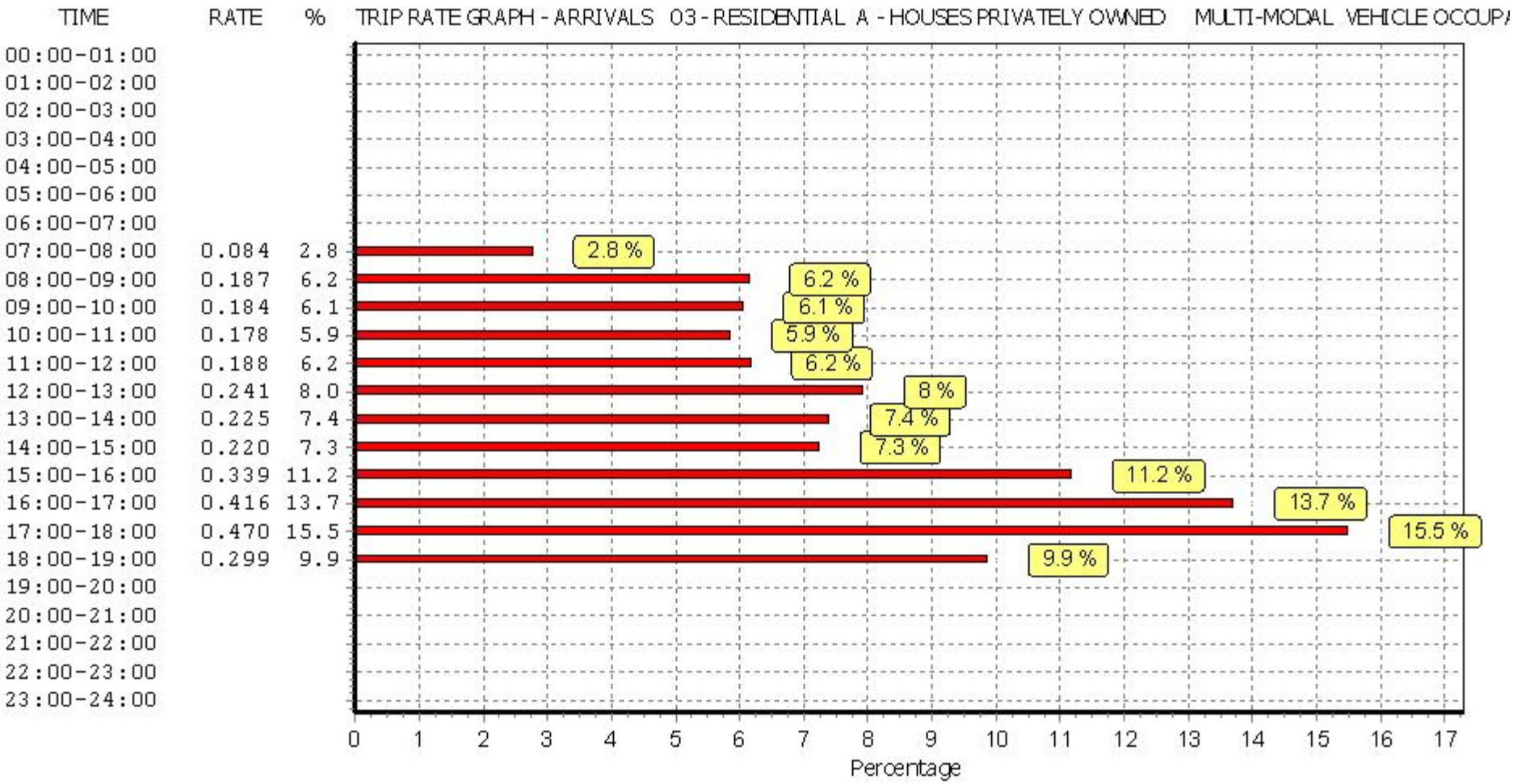
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

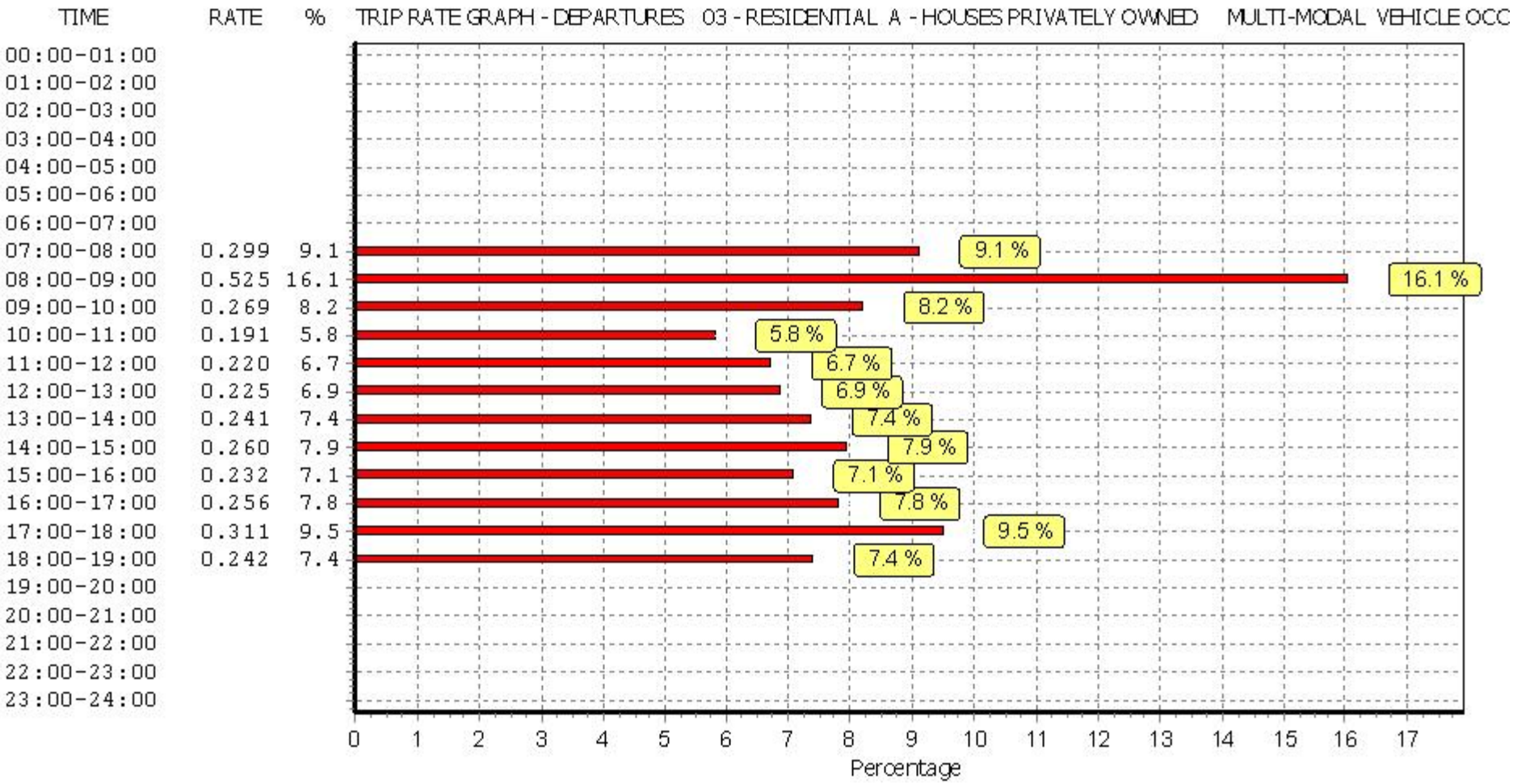
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

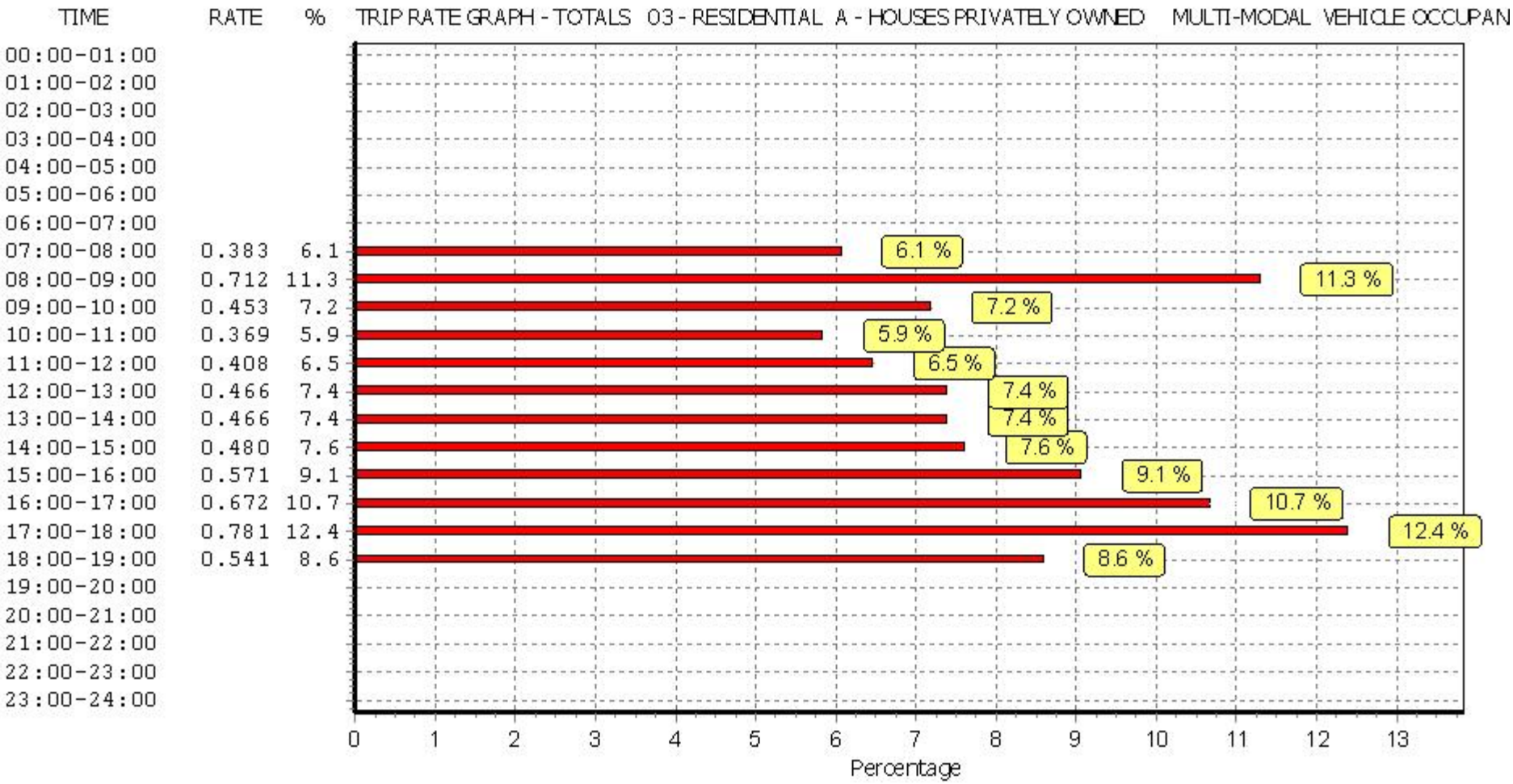
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.032	27	58	0.073	27	58	0.105
08:00 - 09:00	27	58	0.051	27	58	0.178	27	58	0.229
09:00 - 10:00	27	58	0.061	27	58	0.065	27	58	0.126
10:00 - 11:00	27	58	0.053	27	58	0.071	27	58	0.124
11:00 - 12:00	27	58	0.046	27	58	0.044	27	58	0.090
12:00 - 13:00	27	58	0.051	27	58	0.043	27	58	0.094
13:00 - 14:00	27	58	0.035	27	58	0.049	27	58	0.084
14:00 - 15:00	27	58	0.049	27	58	0.060	27	58	0.109
15:00 - 16:00	27	58	0.136	27	58	0.089	27	58	0.225
16:00 - 17:00	27	58	0.109	27	58	0.067	27	58	0.176
17:00 - 18:00	27	58	0.106	27	58	0.062	27	58	0.168
18:00 - 19:00	27	58	0.083	27	58	0.048	27	58	0.131
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.915			0.883			1.798

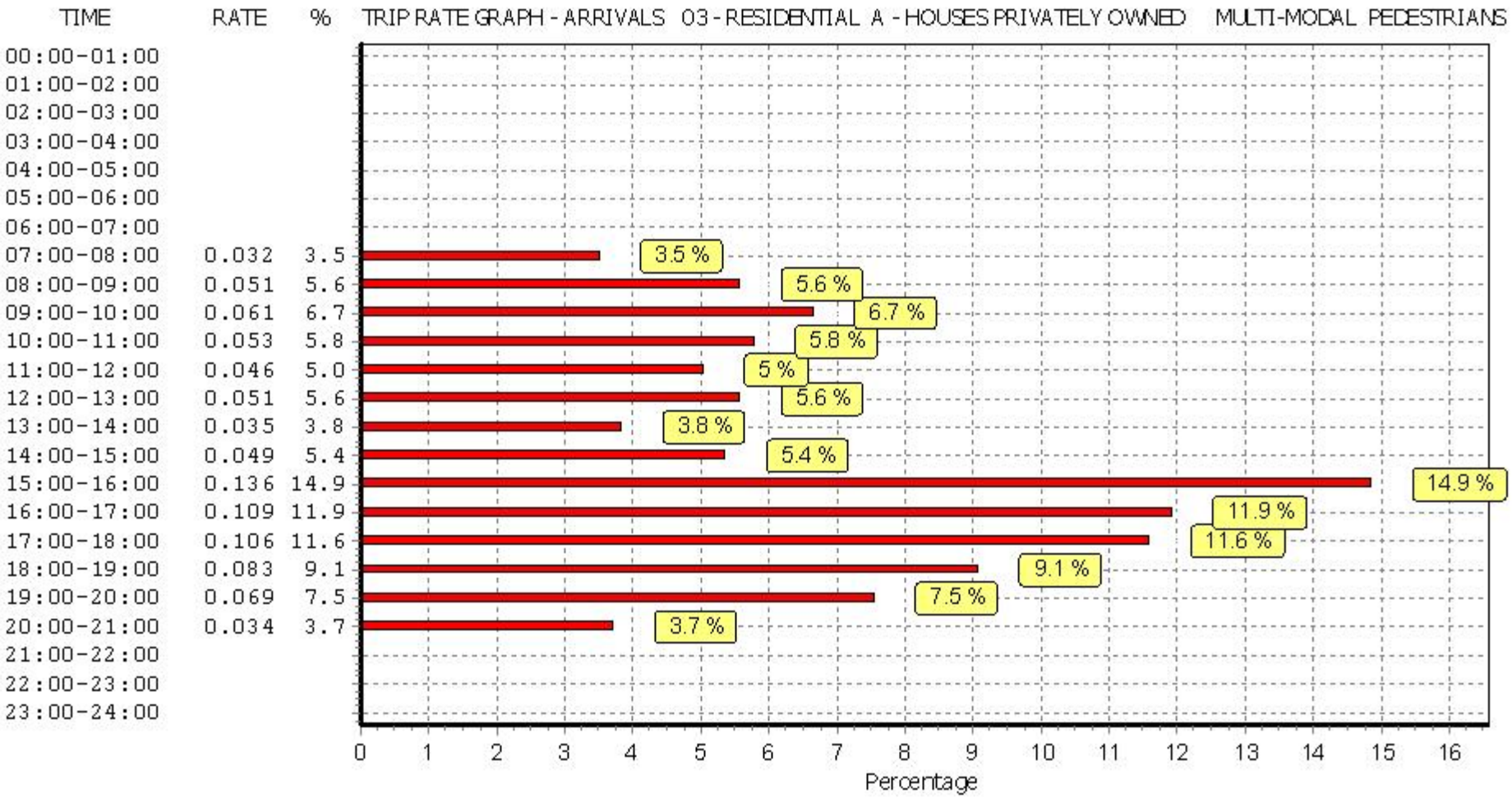
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

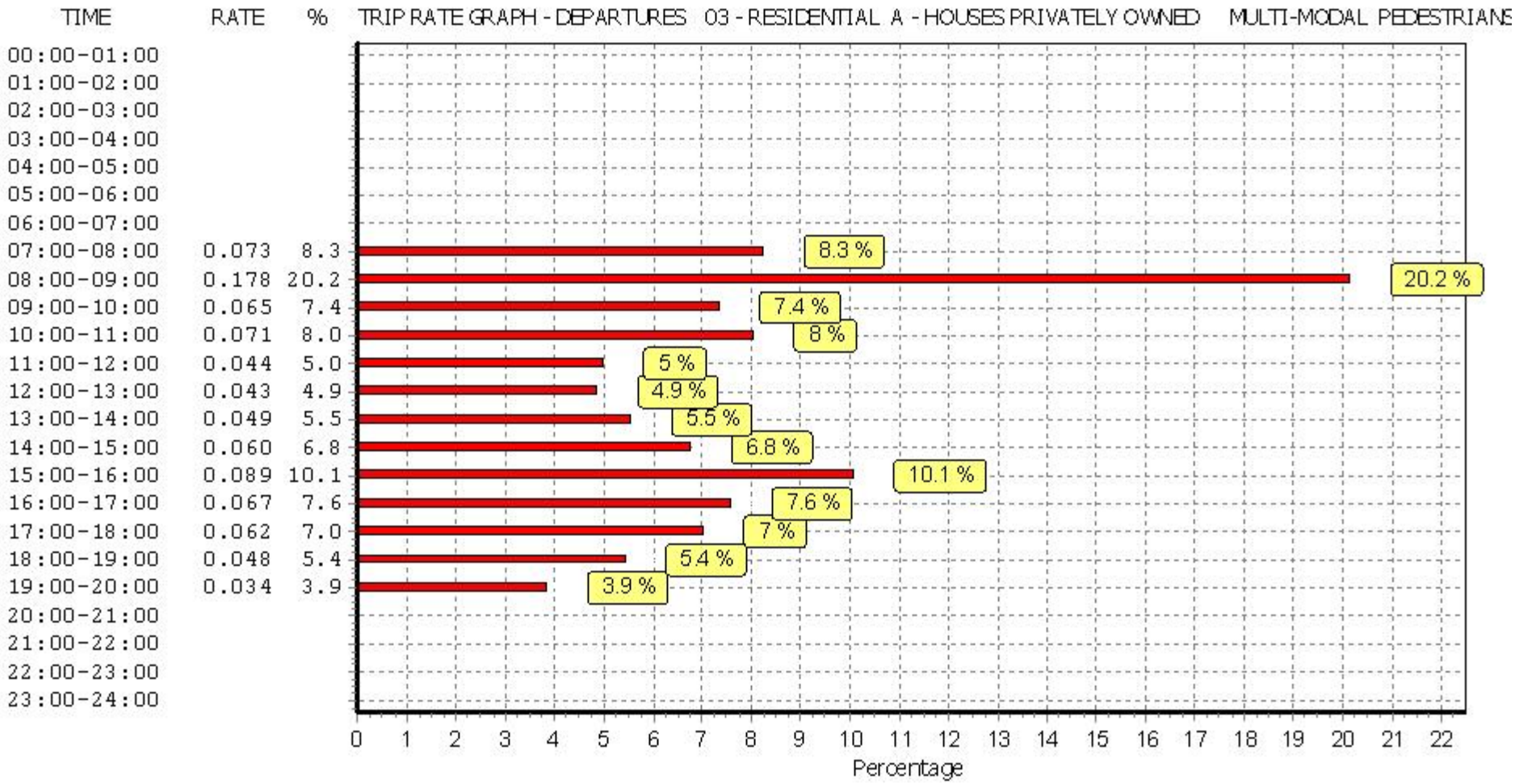
Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

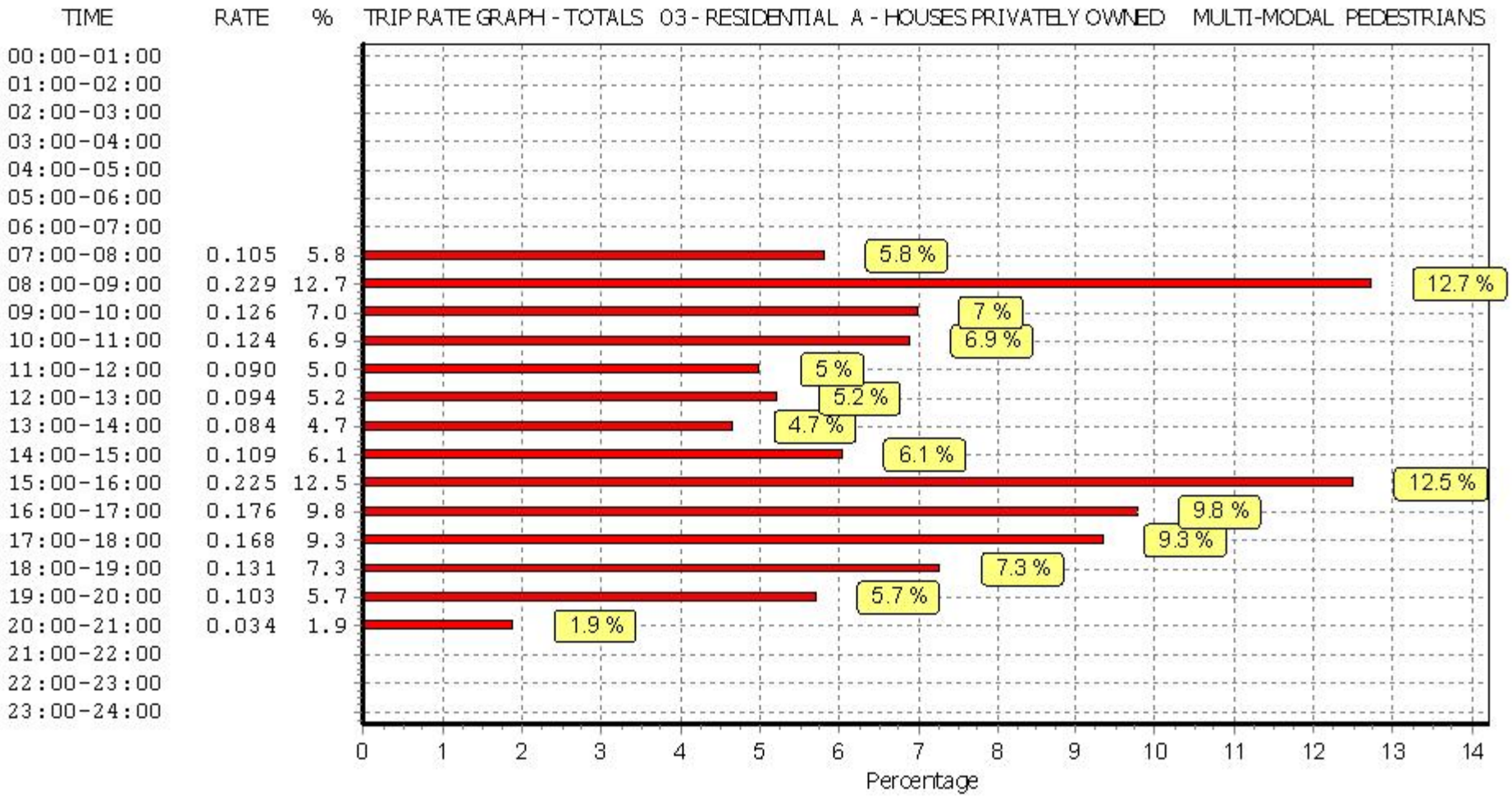


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Vectos Churchill Way Cardiff Licence No: 152302



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.003	27	58	0.006	27	58	0.009
08:00 - 09:00	27	58	0.001	27	58	0.021	27	58	0.022
09:00 - 10:00	27	58	0.002	27	58	0.009	27	58	0.011
10:00 - 11:00	27	58	0.005	27	58	0.005	27	58	0.010
11:00 - 12:00	27	58	0.006	27	58	0.008	27	58	0.014
12:00 - 13:00	27	58	0.006	27	58	0.014	27	58	0.020
13:00 - 14:00	27	58	0.005	27	58	0.006	27	58	0.011
14:00 - 15:00	27	58	0.010	27	58	0.007	27	58	0.017
15:00 - 16:00	27	58	0.008	27	58	0.006	27	58	0.014
16:00 - 17:00	27	58	0.011	27	58	0.006	27	58	0.017
17:00 - 18:00	27	58	0.020	27	58	0.005	27	58	0.025
18:00 - 19:00	27	58	0.007	27	58	0.000	27	58	0.007
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.093			0.177

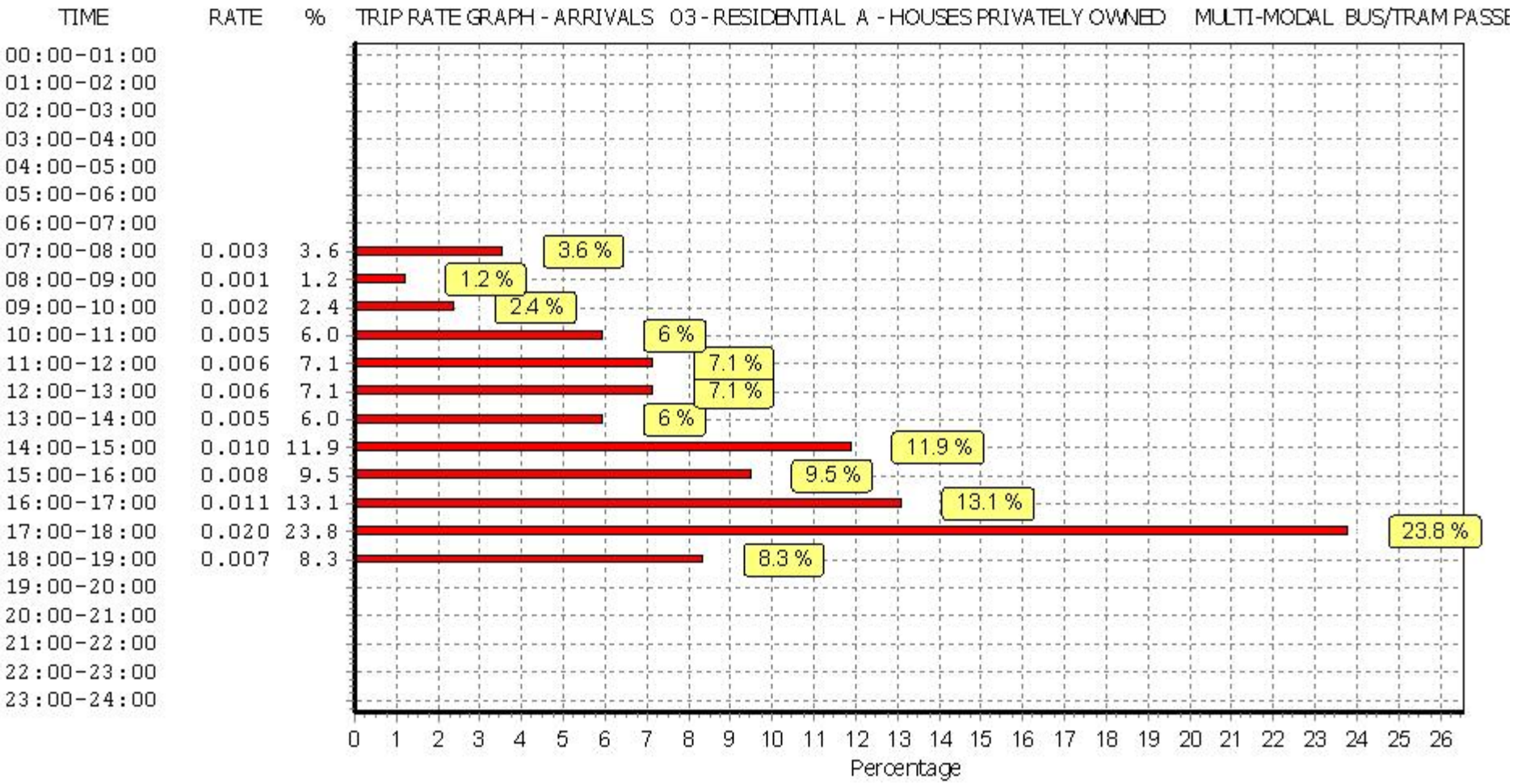
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

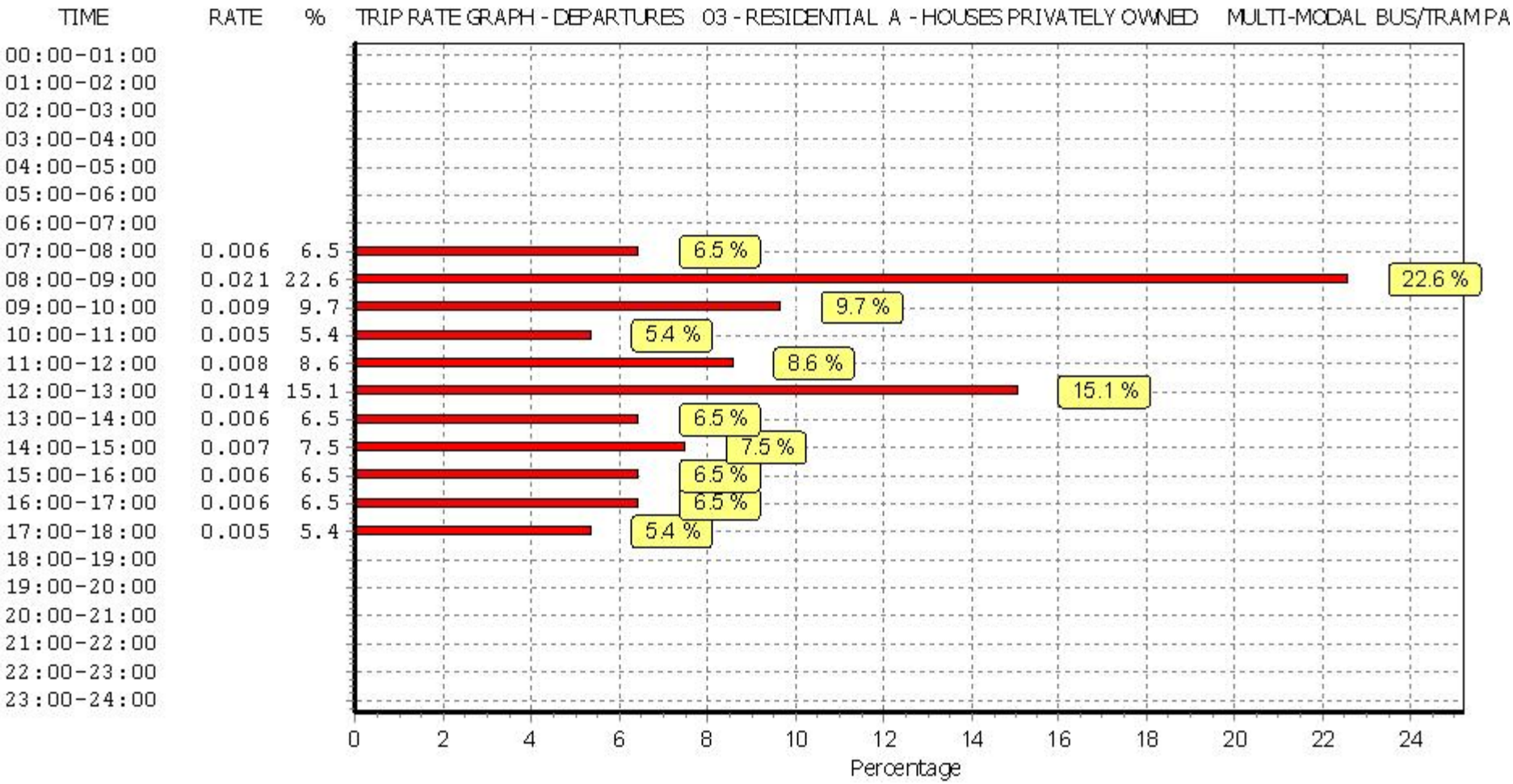
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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



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



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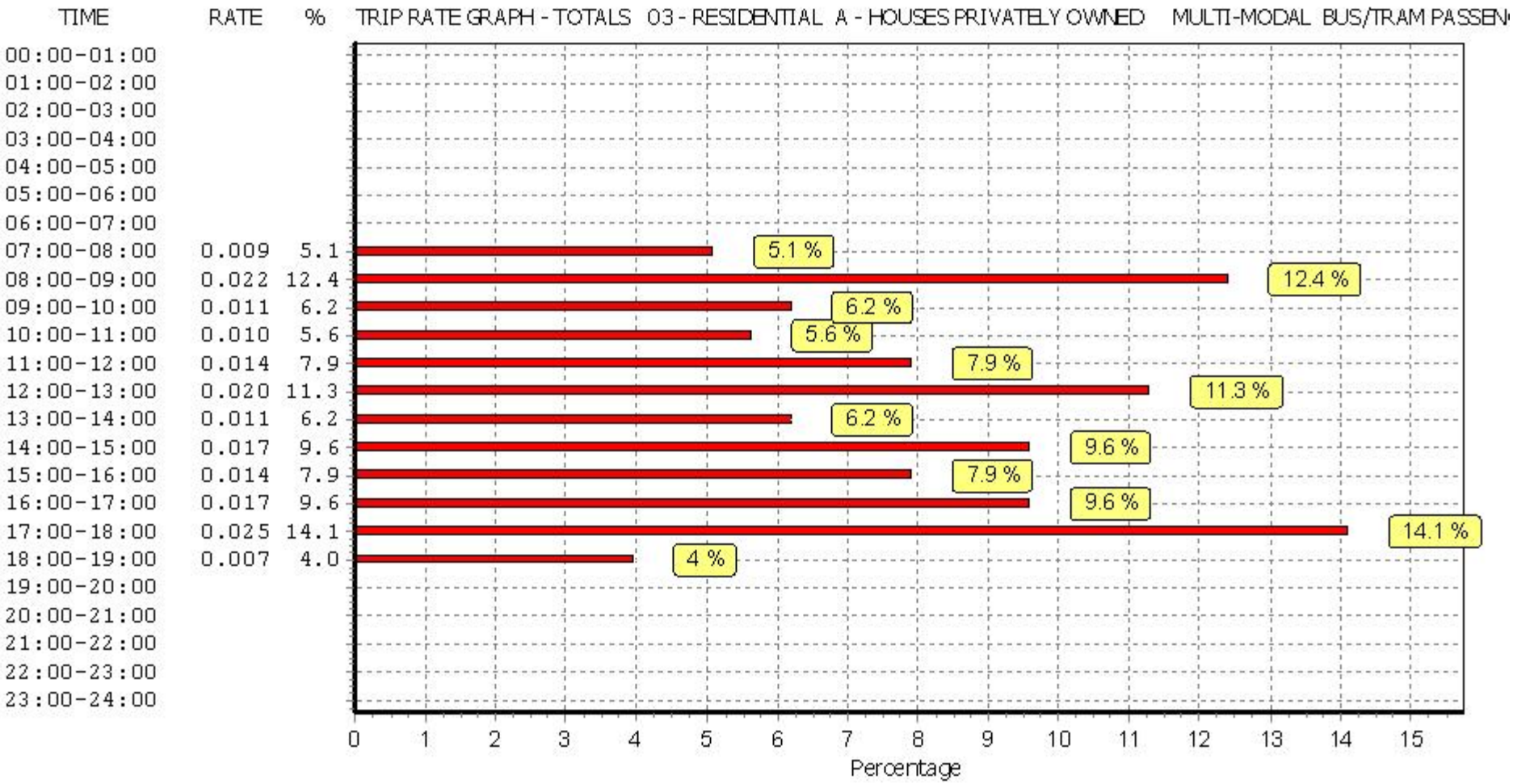


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.000	27	58	0.002	27	58	0.002
08:00 - 09:00	27	58	0.000	27	58	0.002	27	58	0.002
09:00 - 10:00	27	58	0.000	27	58	0.001	27	58	0.001
10:00 - 11:00	27	58	0.000	27	58	0.001	27	58	0.001
11:00 - 12:00	27	58	0.000	27	58	0.000	27	58	0.000
12:00 - 13:00	27	58	0.000	27	58	0.000	27	58	0.000
13:00 - 14:00	27	58	0.000	27	58	0.000	27	58	0.000
14:00 - 15:00	27	58	0.000	27	58	0.000	27	58	0.000
15:00 - 16:00	27	58	0.001	27	58	0.002	27	58	0.003
16:00 - 17:00	27	58	0.000	27	58	0.000	27	58	0.000
17:00 - 18:00	27	58	0.002	27	58	0.000	27	58	0.002
18:00 - 19:00	27	58	0.003	27	58	0.000	27	58	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.008			0.014

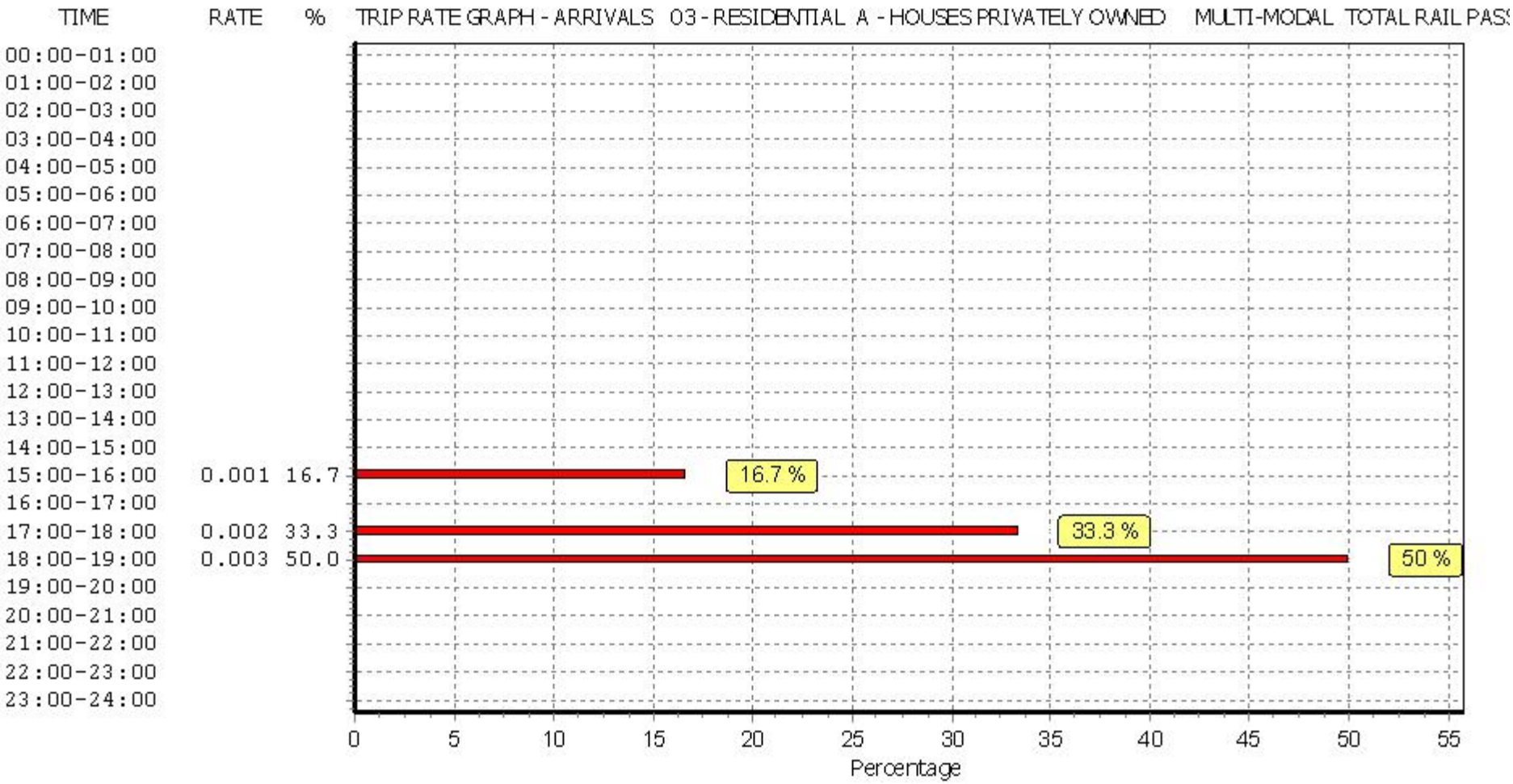
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

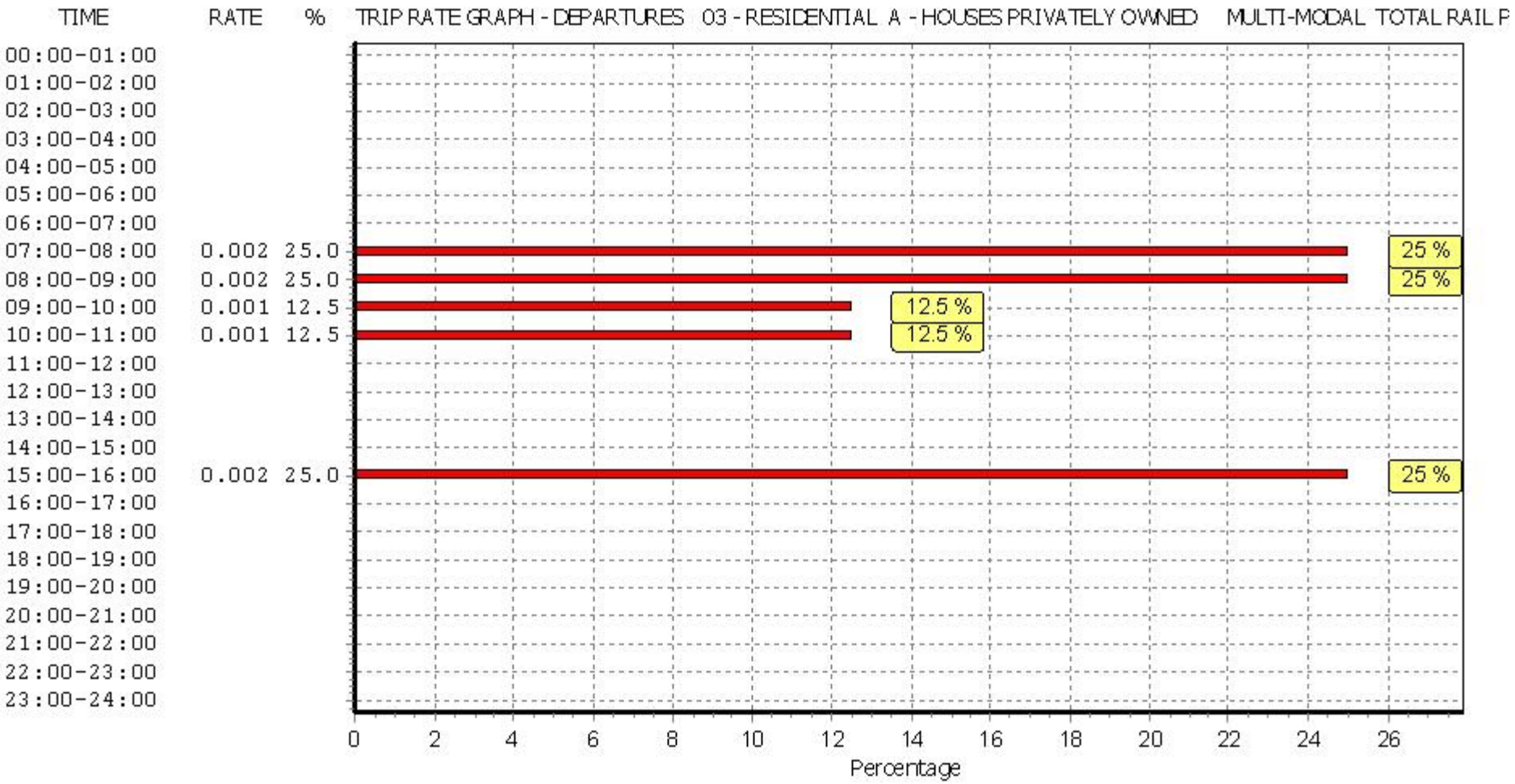
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

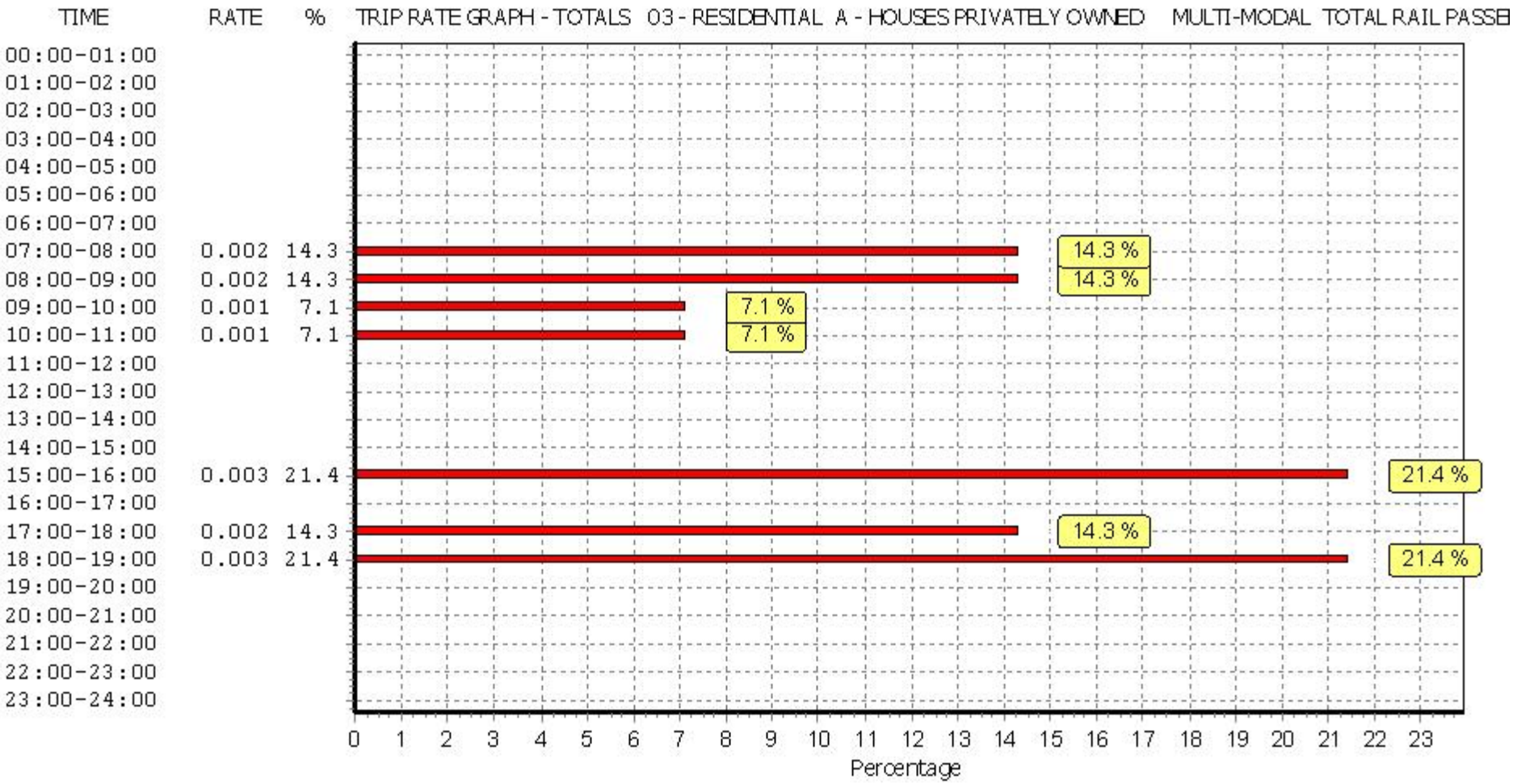
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.000	27	58	0.000	27	58	0.000
08:00 - 09:00	27	58	0.001	27	58	0.003	27	58	0.004
09:00 - 10:00	27	58	0.000	27	58	0.000	27	58	0.000
10:00 - 11:00	27	58	0.000	27	58	0.000	27	58	0.000
11:00 - 12:00	27	58	0.003	27	58	0.001	27	58	0.004
12:00 - 13:00	27	58	0.000	27	58	0.000	27	58	0.000
13:00 - 14:00	27	58	0.000	27	58	0.000	27	58	0.000
14:00 - 15:00	27	58	0.000	27	58	0.000	27	58	0.000
15:00 - 16:00	27	58	0.000	27	58	0.000	27	58	0.000
16:00 - 17:00	27	58	0.000	27	58	0.000	27	58	0.000
17:00 - 18:00	27	58	0.000	27	58	0.000	27	58	0.000
18:00 - 19:00	27	58	0.000	27	58	0.000	27	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

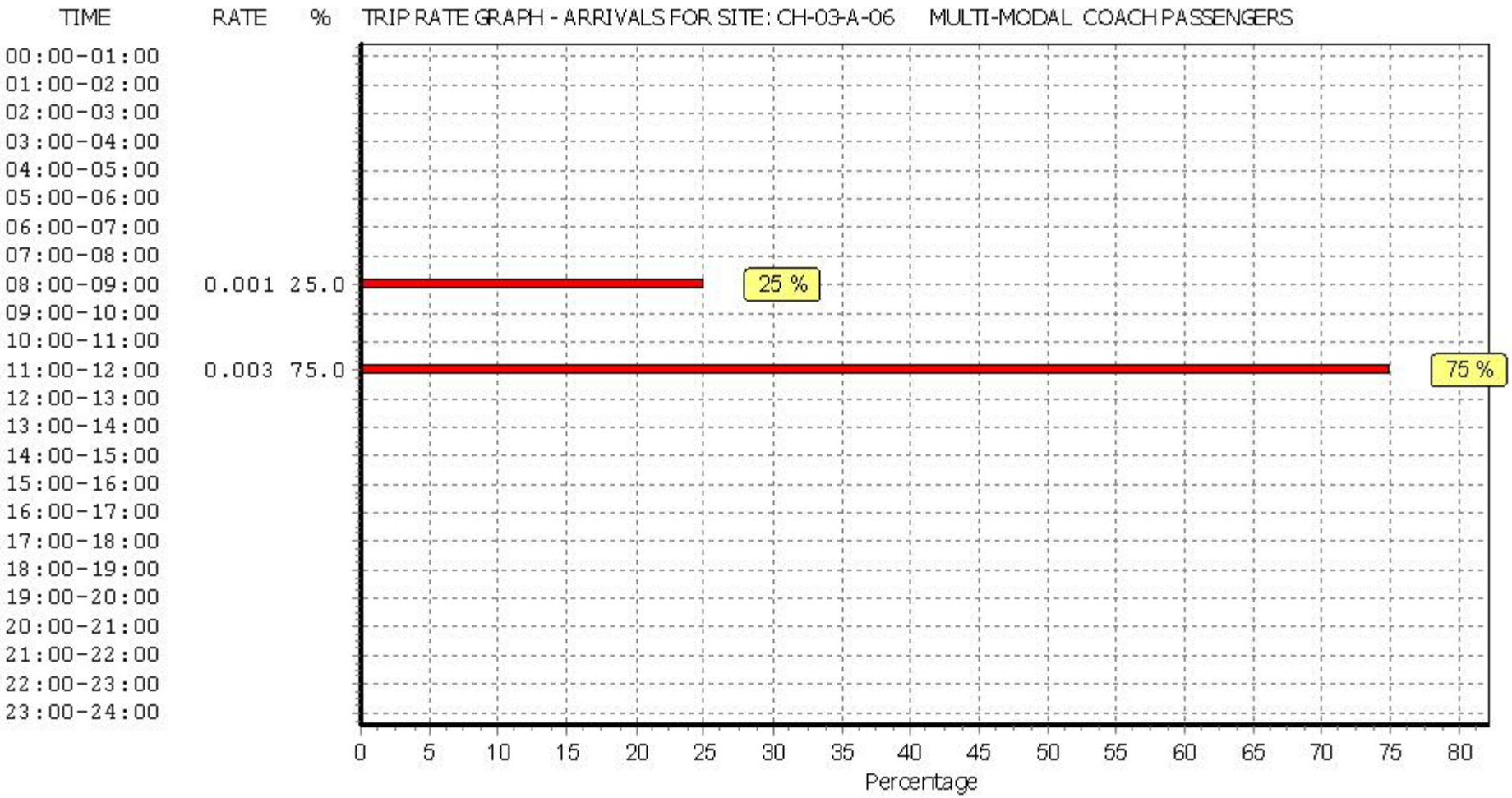
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

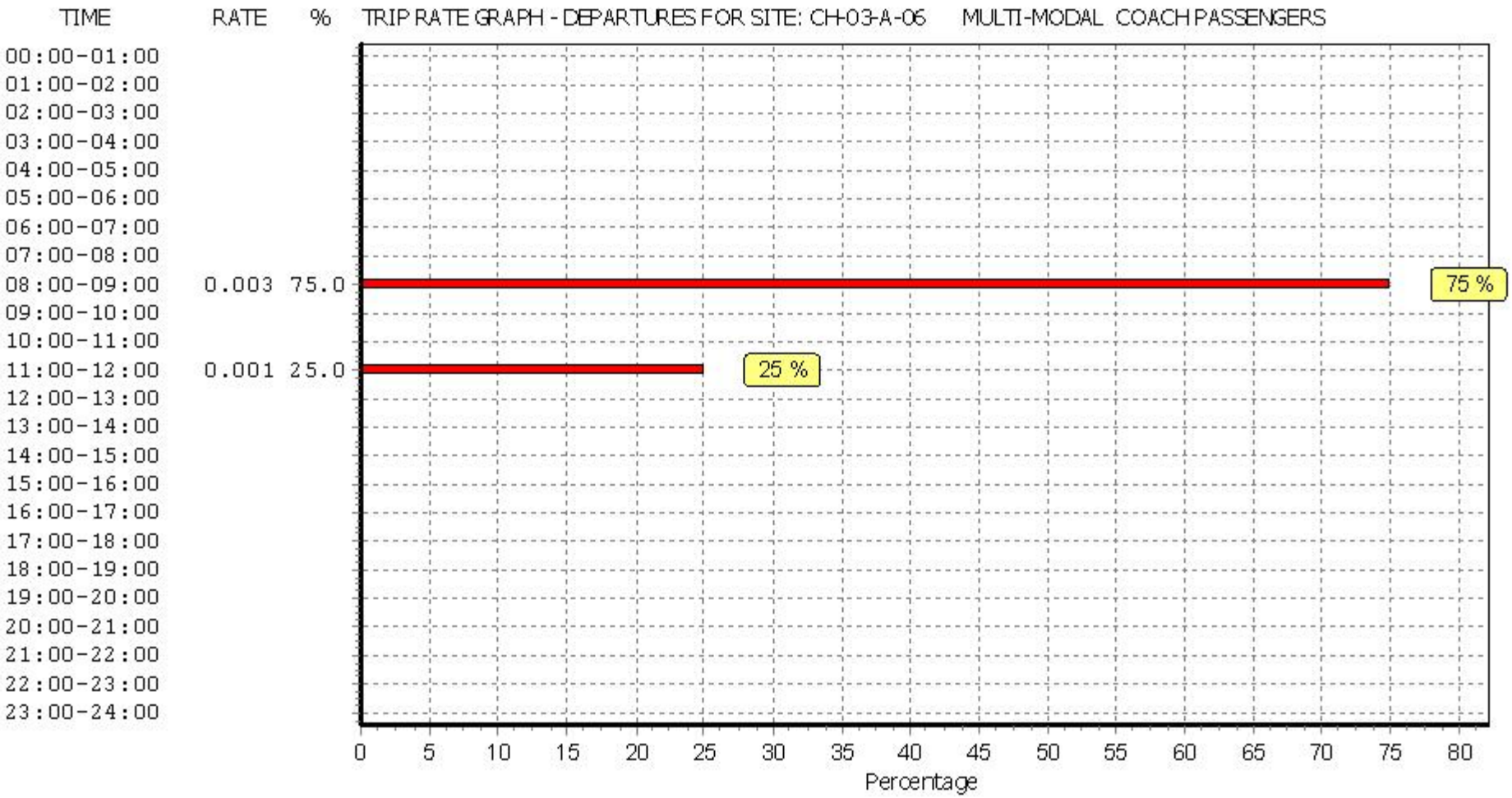
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

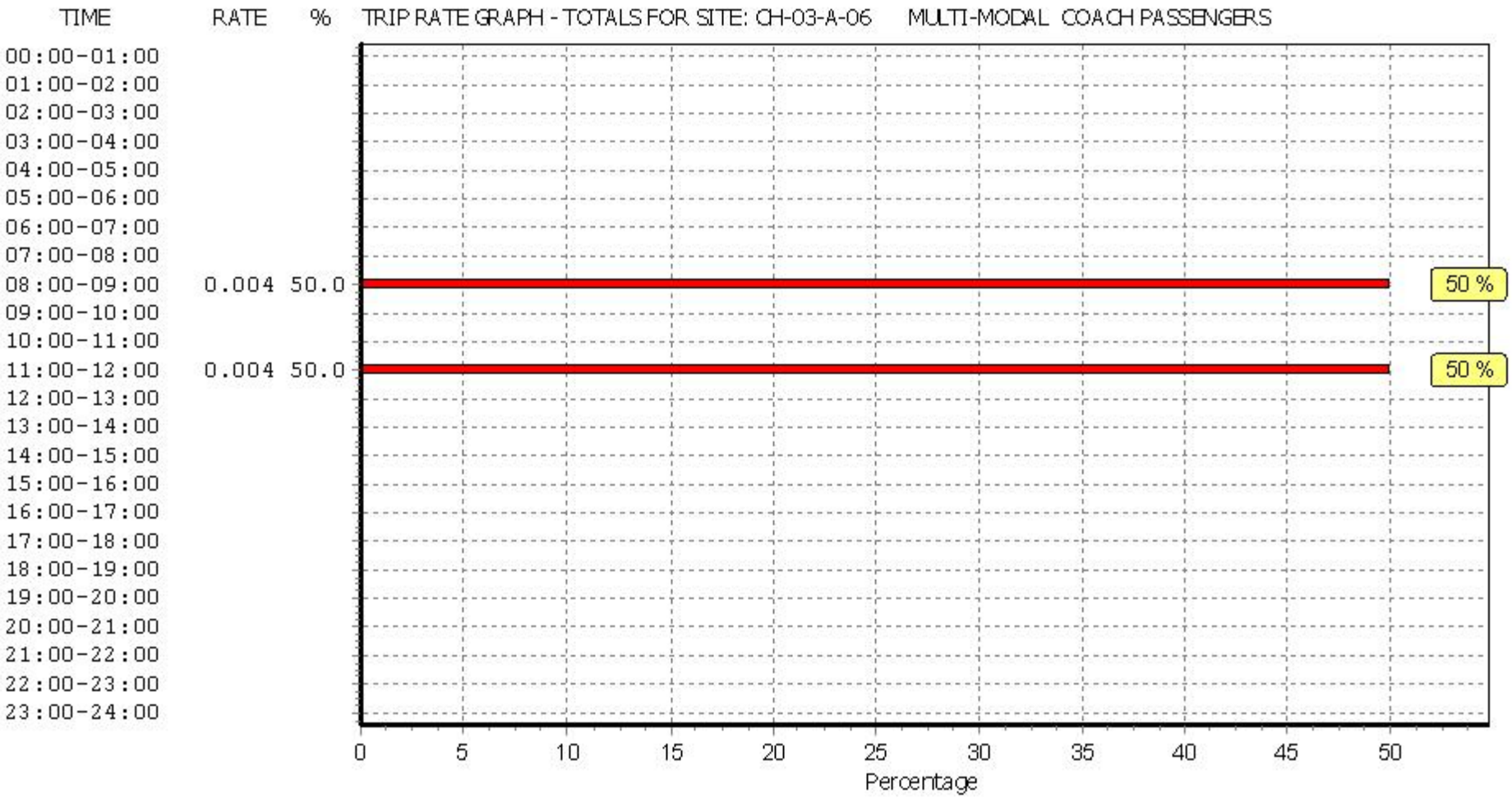
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.003	27	58	0.008	27	58	0.011
08:00 - 09:00	27	58	0.001	27	58	0.026	27	58	0.027
09:00 - 10:00	27	58	0.002	27	58	0.010	27	58	0.012
10:00 - 11:00	27	58	0.005	27	58	0.006	27	58	0.011
11:00 - 12:00	27	58	0.008	27	58	0.009	27	58	0.017
12:00 - 13:00	27	58	0.006	27	58	0.014	27	58	0.020
13:00 - 14:00	27	58	0.005	27	58	0.006	27	58	0.011
14:00 - 15:00	27	58	0.010	27	58	0.007	27	58	0.017
15:00 - 16:00	27	58	0.008	27	58	0.008	27	58	0.016
16:00 - 17:00	27	58	0.011	27	58	0.006	27	58	0.017
17:00 - 18:00	27	58	0.022	27	58	0.005	27	58	0.027
18:00 - 19:00	27	58	0.010	27	58	0.000	27	58	0.010
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.105			0.196

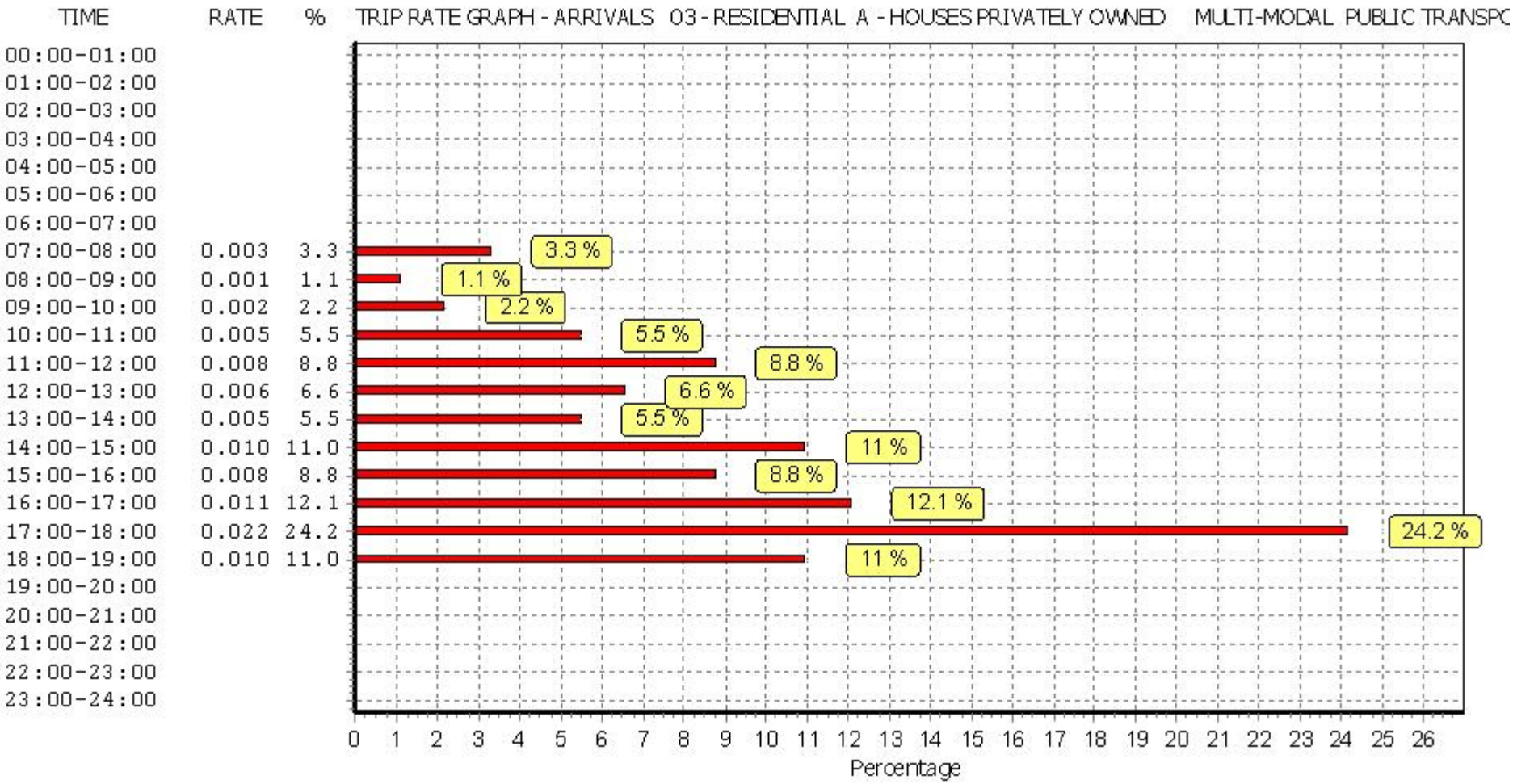
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

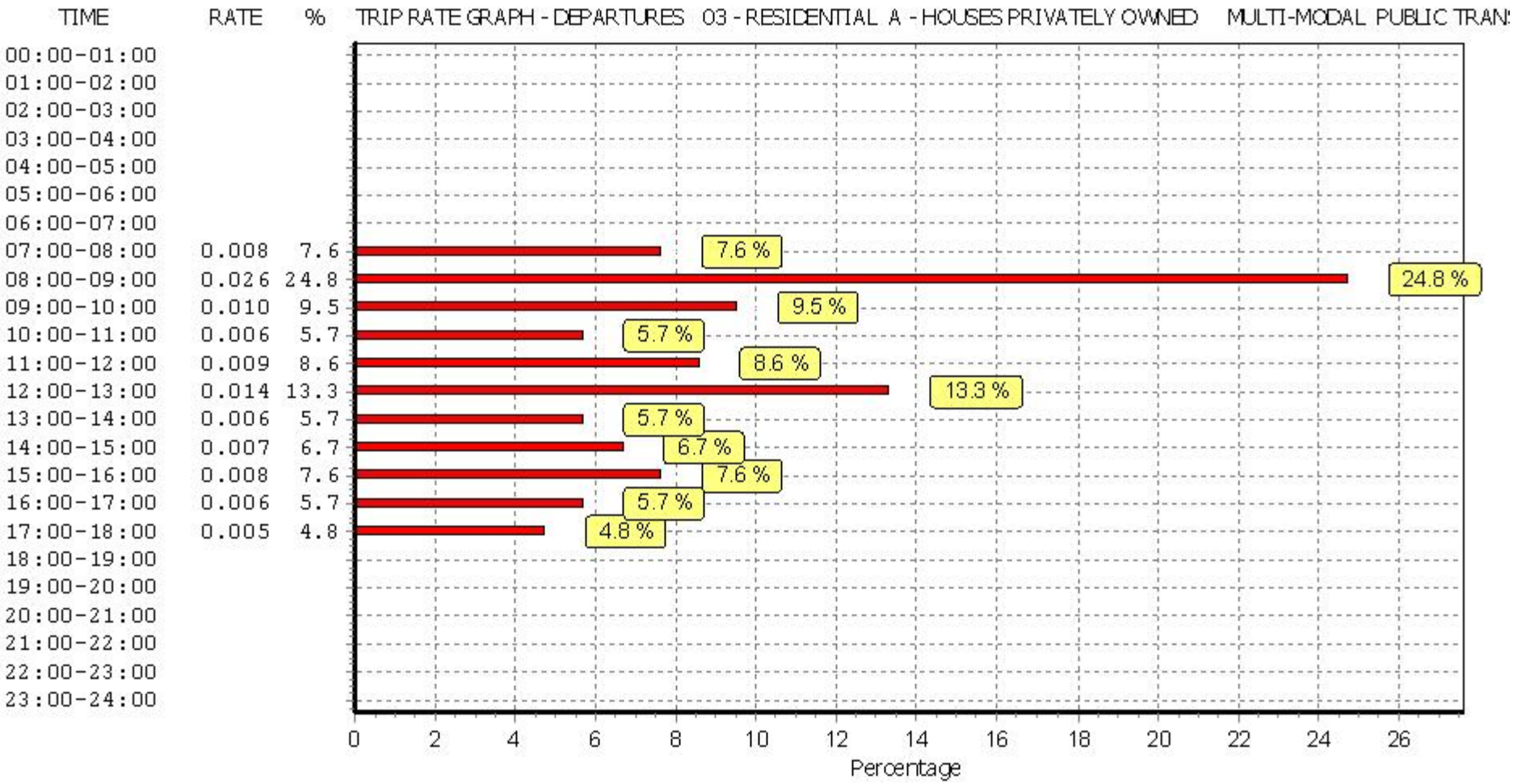
Parameter summary

Trip rate parameter range selected:	6 - 186 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

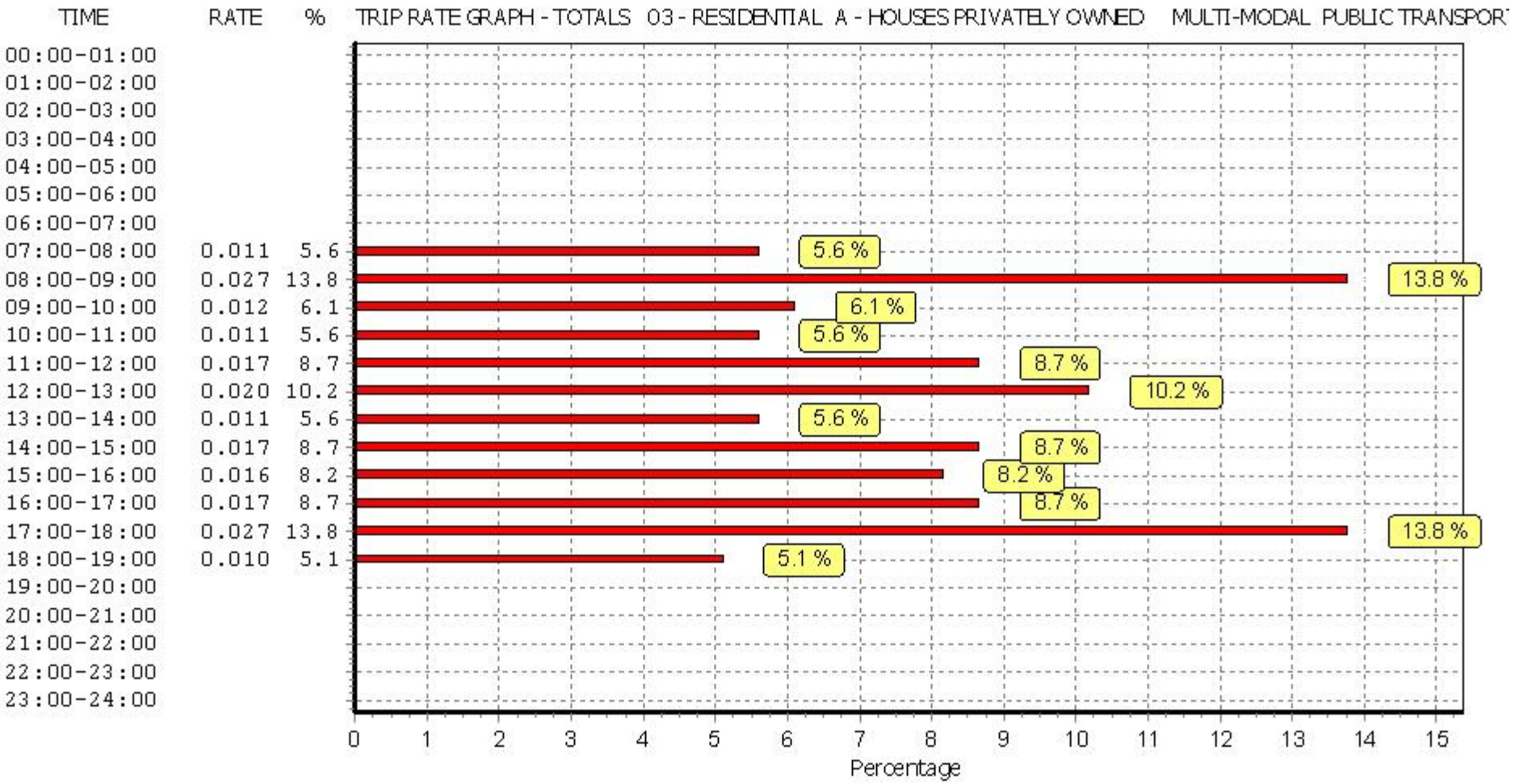


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

Vectos Churchill Way Cardiff Licence No: 152302



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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	58	0.127	27	58	0.405	27	58	0.532
08:00 - 09:00	27	58	0.244	27	58	0.763	27	58	1.007
09:00 - 10:00	27	58	0.252	27	58	0.352	27	58	0.604
10:00 - 11:00	27	58	0.241	27	58	0.276	27	58	0.517
11:00 - 12:00	27	58	0.247	27	58	0.277	27	58	0.524
12:00 - 13:00	27	58	0.305	27	58	0.292	27	58	0.597
13:00 - 14:00	27	58	0.272	27	58	0.301	27	58	0.573
14:00 - 15:00	27	58	0.288	27	58	0.333	27	58	0.621
15:00 - 16:00	27	58	0.505	27	58	0.336	27	58	0.841
16:00 - 17:00	27	58	0.561	27	58	0.347	27	58	0.908
17:00 - 18:00	27	58	0.622	27	58	0.391	27	58	1.013
18:00 - 19:00	27	58	0.407	27	58	0.293	27	58	0.700
19:00 - 20:00	3	36	0.018	3	36	0.009	3	36	0.027
20:00 - 21:00	3	36	0.009	3	36	0.000	3	36	0.009
21:00 - 22:00	2	40	0.000	2	40	0.000	2	40	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.098			4.375			8.473

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

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Parameter summary

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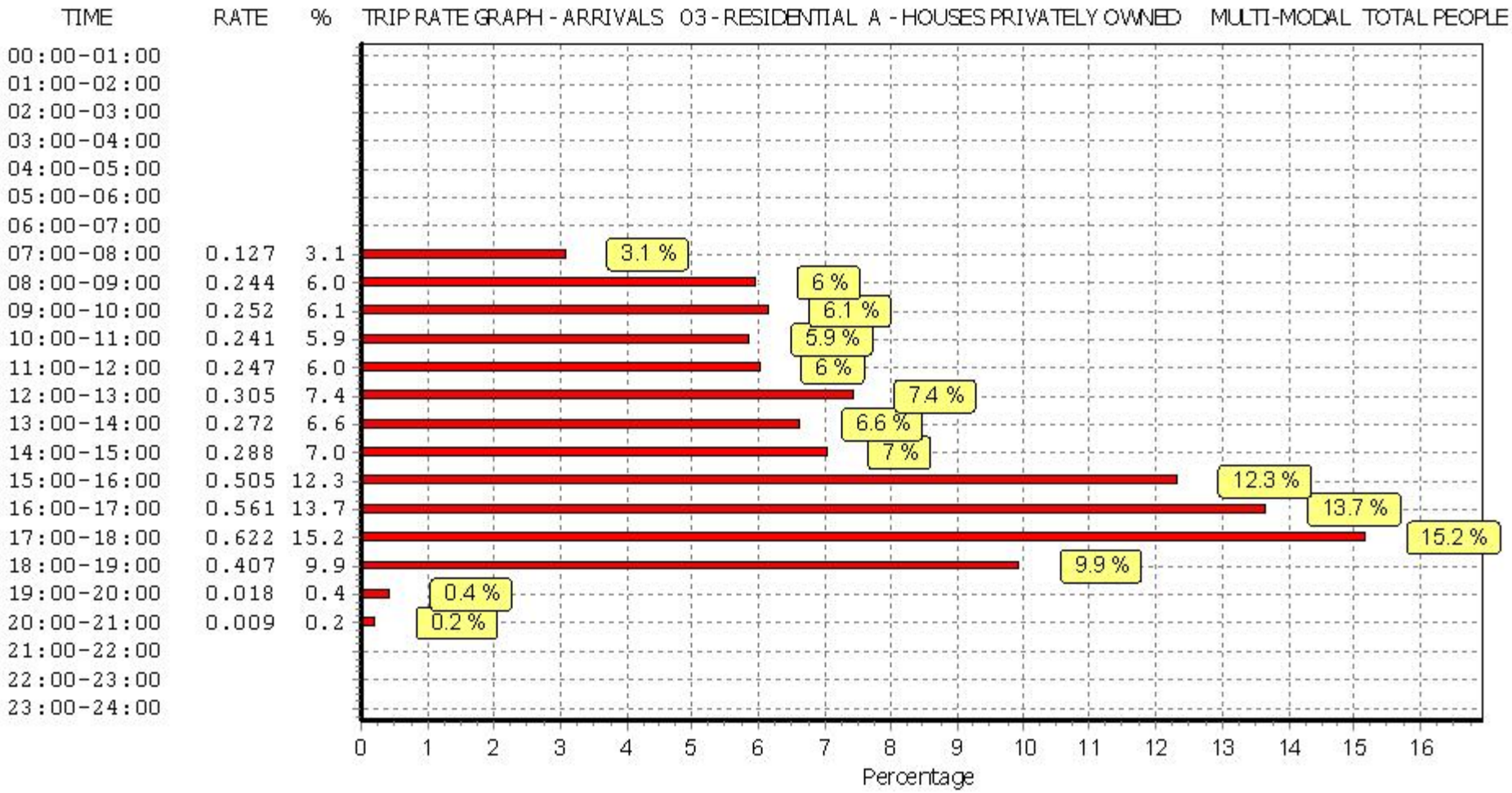
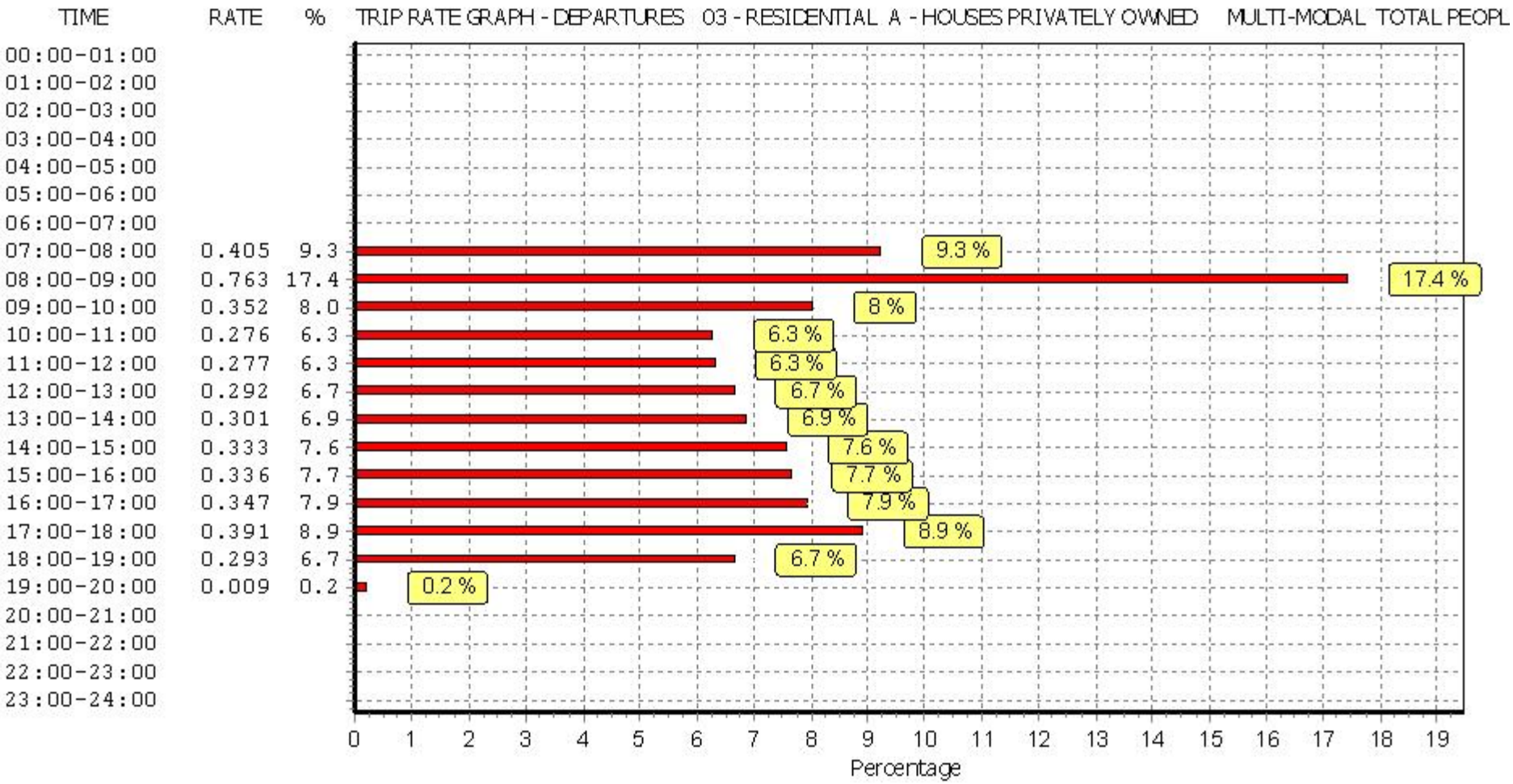
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

Vectos Churchill Way Cardiff Licence No: 152302



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



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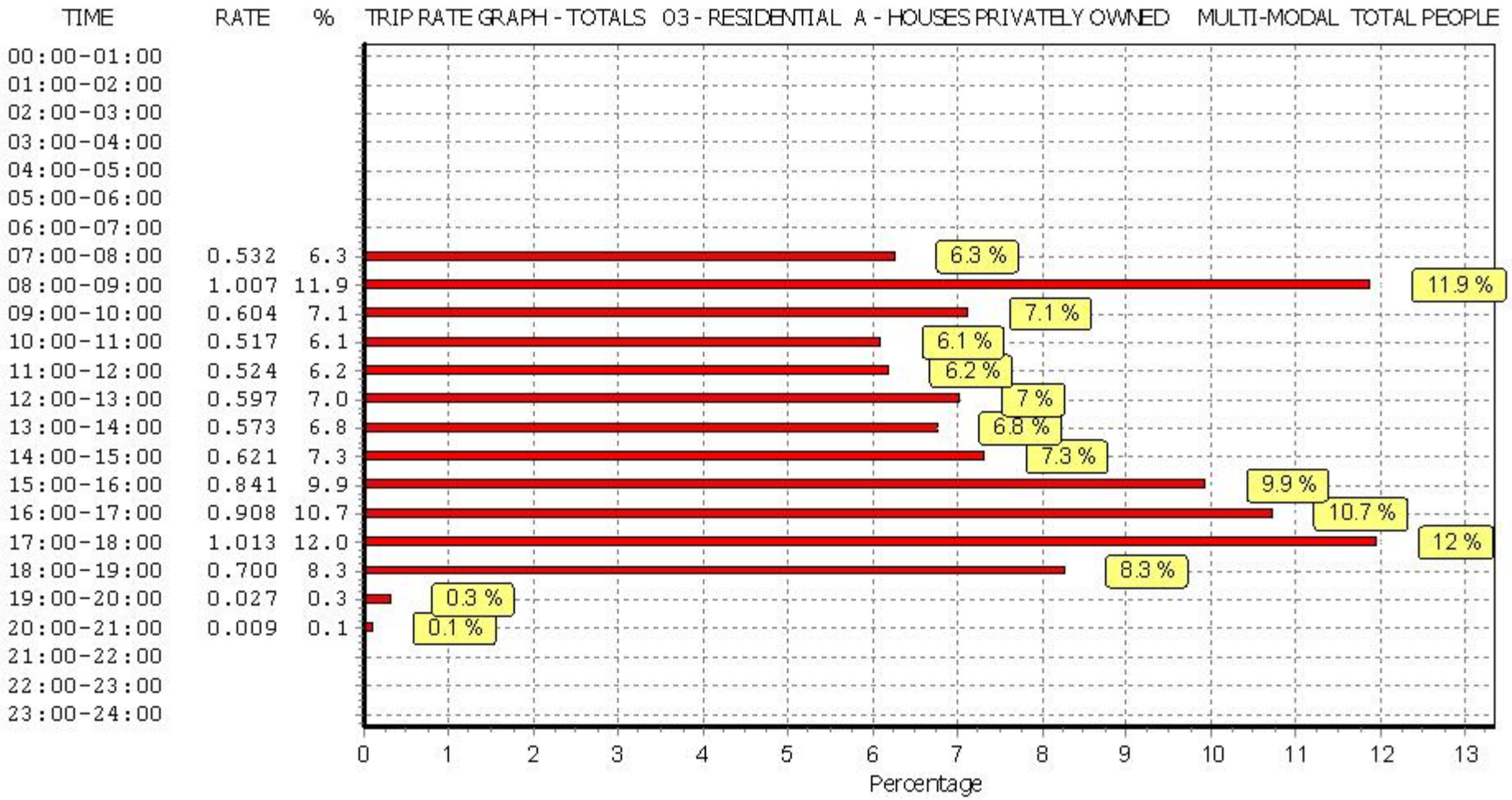
Vectos Churchill Way Cardiff Licence No: 152302



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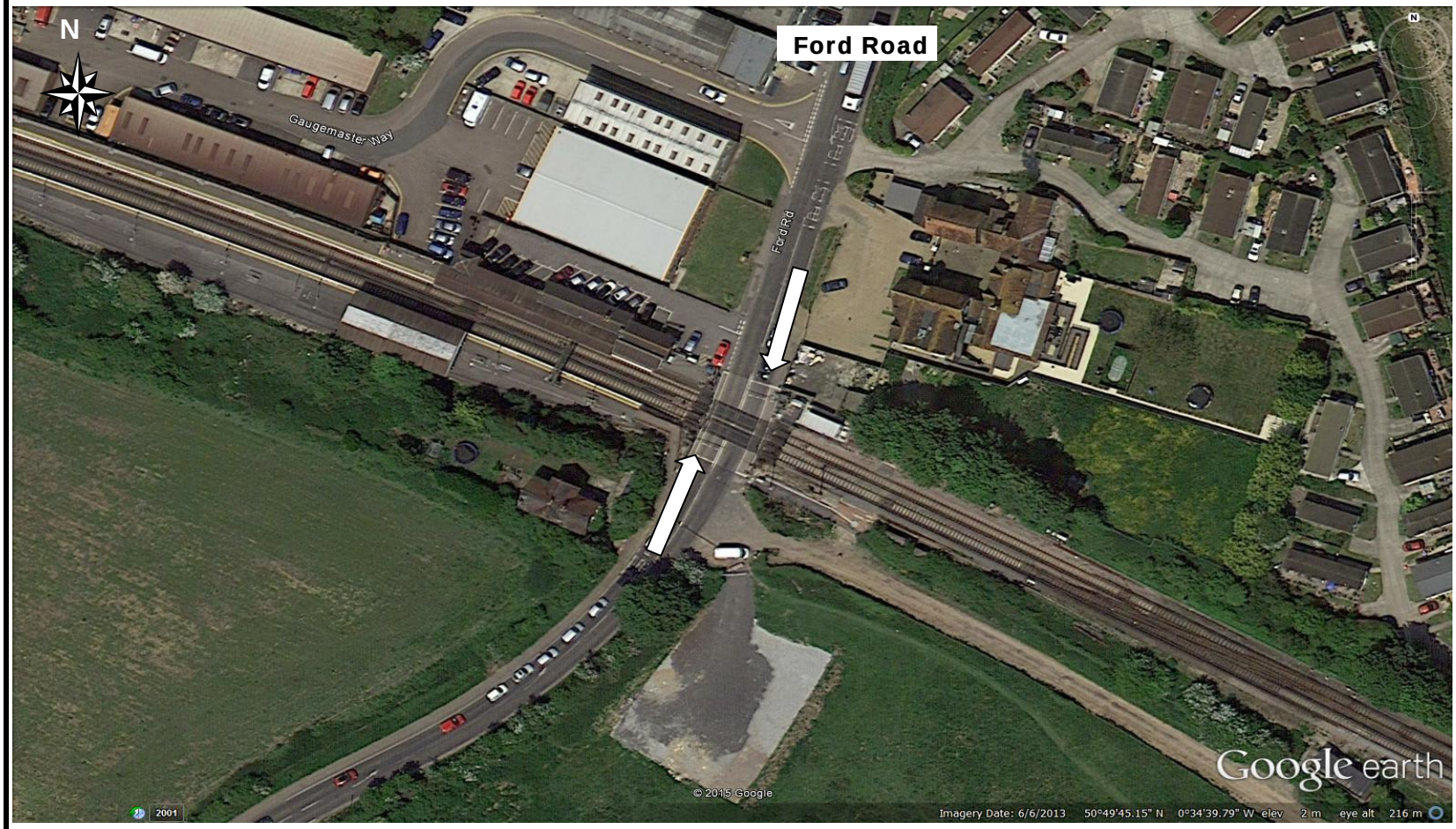
advanced transport research

Job Number & Name:	9714 Ford, West Sussex
Site Number/Name:	Ford Road
Client:	Vectos
Date:	05/11/2015
Weather:	Cloudy, Wet
Comments:	None

Advanced Transport Research	*Job Number & Name:*	**9714 Ford, West Sussex**
Ford Road	*Client:*	**Vectos**
Site Plan	*Date:*	**Thursday 05 Nov 2015**



Advanced Transport Research	*Job Number & Name:*	**9714 Ford, West Sussex**
Ford Road	*Client:*	**Vectos**
Queue Lengths	*Date:*	**Thursday 05 November 2015**

		Southbound Queue			Northbound Queue			
Times of Level Crossing Barrier	**Duration**	**Queue Length**	**Time of Queue**	**Duration**	**Queue Length**	**Time of Queue**	**Duration**	
07:09:50 - 07:13:23	**00:03:33**	7	07:09:54 - 07:13:27	**00:03:33**	12	07:10:21 - 07:13:28	**00:03:07**	
07:14:12 - 07:16:53	**00:02:41**	8	07:14:12 - 07:16:56	**00:02:44**	10	07:14:12 - 07:16:56	**00:02:44**	
07:19:48 - 07:22:51	**00:03:03**	9	07:20:04 - 07:22:55	**00:02:51**	14	07:20:06 - 07:22:55	**00:02:49**	
07:23:40 - 07:25:07	**00:01:27**	4	07:23:40 - 07:25:10	**00:01:30**	9	07:23:40 - 07:25:10	**00:01:30**	
07:26:09 - 07:28:17	**00:02:08**	7	07:26:50 - 07:28:22	**00:01:32**	6	07:26:26 - 07:28:22	**00:01:56**	
07:37:35 - 07:40:09	**00:02:34**	11	07:37:35 - 07:40:13	**00:02:38**	14	07:37:40 - 07:40:12	**00:02:32**	
07:42:22 - 07:44:35	**00:02:13**	3	07:43:25 - 07:44:40	**00:01:15**	5	07:42:29 - 07:44:39	**00:02:10**	
07:45:22 - 07:51:55	**00:06:33**	15	07:46:01 - 07:51:58	**00:05:57**	24	07:45:22 - 07:51:59	**00:06:37**	Not all NB queue cl
07:52:54 - 07:54:38	**00:01:44**	10	07:52:59 - 07:54:42	**00:01:43**	20	07:52:54 - 07:54:42	**00:01:48**	
07:57:52 - 08:01:09	**00:03:17**	6	07:58:26 - 08:01:14	**00:02:48**	30	07:57:52 - 08:01:14	**00:03:22**	
08:04:47 - 08:08:50	**00:04:03**	9	08:04:54 - 08:08:55	**00:04:01**	28	08:04:47 - 08:08:54	**00:04:07**	
08:13:09 - 08:15:49	**00:02:40**	4	08:13:26 - 08:15:53	**00:02:27**	18	08:13:09 - 08:15:52	**00:02:43**	
08:18:19 - 08:23:08	**00:04:49**	10	08:18:19 - 08:23:12	**00:04:53**	30	08:18:19 - 08:23:11	**00:04:52**	Not all NB queue cl
08:24:02 - 08:26:54	**00:02:52**	15	08:24:02 - 08:26:57	**00:02:55**	25	08:24:02 - 08:26:58	**00:02:56**	Not all NB queue cl
08:27:45 - 08:29:35	**00:01:50**	12	08:27:45 - 08:29:39	**00:01:54**	32	08:27:45 - 08:29:39	**00:01:54**	
08:32:12 - 08:34:39	**00:02:27**	8	08:32:12 - 08:34:42	**00:02:30**	35	08:32:12 - 08:34:44	**00:02:32**	
08:36:22 - 08:39:17	**00:02:55**	8	08:36:22 - 08:39:20	**00:02:58**	35	08:36:22 - 08:39:22	**00:03:00**	Not all NB queue cl
08:40:07 - 08:42:26	**00:02:19**	10	08:40:48 - 08:42:30	**00:01:42**	40	08:40:07 - 08:42:30	**00:02:23**	Not all NB queue cl
08:43:53 - 08:46:43	**00:02:50**	15	08:44:16 - 08:46:46	**00:02:30**	40	08:43:53 - 08:46:47	**00:02:54**	Not all NB queue cl
08:48:22 - 08:50:40	**00:02:18**	12	08:48:36 - 08:50:44	**00:02:08**	40	08:48:22 - 08:50:45	**00:02:23**	Not all NB queue cl
08:51:16 - 08:53:43	**00:02:27**	10	08:51:16 - 08:53:48	**00:02:32**	40	08:51:16 - 08:53:48	**00:02:32**	
08:56:35 - 08:59:42	**00:03:07**	22	08:56:35 - 08:59:45	**00:03:10**	40	08:56:55 - 08:59:47	**00:02:52**	

Advanced Transport Research	Job Number & Name:	9714 Ford, West Sussex
Ford Road	Client:	Vectos
Queue Lengths	Date:	Thursday 05 November 2015

		Southbound Queue			Northbound Queue			
Times of Level Crossing Barrier	Duration	Queue Length	Time of Queue	Duration	Queue Length	Time of Queue	Duration	
16:05:05 - 16:08:44	00:03:39	15	16:05:05 - 16:08:47	00:03:42	8	16:05:26 - 16:08:47	00:03:21	
16:10:40 - 16:14:10	00:03:30	15	16:10:40 - 16:14:13	00:03:33	18	16:10:40 - 16:14:15	00:03:35	
16:23:55 - 16:26:53	00:02:58	8	16:23:55 - 16:26:56	00:03:01	10	16:24:01 - 16:26:57	00:02:56	
16:27:50 - 16:29:29	00:01:39	15	16:27:50 - 16:29:34	00:01:44	10	16:27:50 - 16:29:32	00:01:42	
16:34:08 - 16:37:13	00:03:05	16	16:34:08 - 16:37:17	00:03:09	11	16:34:08 - 16:37:18	00:03:10	
16:40:05 - 16:42:32	00:02:27	12	16:40:05 - 16:42:36	00:02:31	6	16:40:21 - 16:42:35	00:02:14	
16:55:02 - 16:58:04	00:03:02	8	16:55:02 - 16:58:07	00:03:05	20	16:55:27 - 16:58:07	00:02:40	Not all NB queue cl
16:58:35 - 17:00:35	00:02:00	20	16:58:35 - 17:00:39	00:02:04	20	16:58:35 - 17:00:38	00:02:03	
17:03:56 - 17:11:13	00:07:17	40	17:04:20 - 17:11:16	00:06:56	35	17:03:56 - 17:11:17	00:07:21	
17:13:32 - 17:16:10	00:02:38	30	17:13:32 - 17:16:13	00:02:41	8	17:13:32 - 17:16:13	00:02:41	
17:17:55 - 17:19:26	00:01:31	10	17:17:55 - 17:19:29	00:01:34	4	17:17:55 - 17:19:31	00:01:36	
17:23:30 - 17:26:06	00:02:36	20	17:23:40 - 17:26:11	00:02:31	14	17:23:51 - 17:26:09	00:02:18	
17:32:08 - 17:34:57	00:02:49	10	17:32:08 - 17:35:00	00:02:52	6	17:32:25 - 17:35:00	00:02:35	Not all NB and SB c
17:35:20 - 17:38:05	00:02:45	21	17:35:20 - 17:38:10	00:02:50	20	17:35:20 - 17:38:08	00:02:48	
17:41:52 - 17:44:22	00:02:30	10	17:41:52 - 17:44:25	00:02:33	16	17:41:52 - 17:44:25	00:02:33	
17:45:16 - 17:48:55	00:03:39	15	17:43:22 - 17:48:59	00:05:37	7	17:43:24 - 17:49:00	00:05:36	
17:53:30 - 17:55:42	00:02:12	10	17:53:30 - 17:55:46	00:02:16	6	17:54:01 - 17:55:45	00:01:44	

Ecology

Introduction

1.1 A phase 1 habitat survey and desktop assessment has been undertaken to determine the likely ecological interest of land at Ford, West Sussex. The phase 1 habitat survey was undertaken during July and August 2015. Sussex Biodiversity Records Centre provided further baseline information on rare and notable species recorded within 2km of the site.

Policy & Legislation

1.2 The Wildlife and Countryside Act 1981 (as amended) provides protection to certain birds, animals and plants through the creation of a number of offences relating to the killing and taking of species. A series of schedules identifies the various species subject to differing levels of protection under the Act.

1.3 The Conservation of Habitats and Species Regulations 2010 (as amended) provide for the designation and protection of European sites, the protection of European protected species and the adaptation of planning controls for the protection of European sites. The Regulations provide protection to animals listed on Schedule 2 from deliberate capture, killing and disturbance and protects plants on Schedule 4 from collection, uprooting and destruction. Licences can be granted to make actions lawful provided certain tests are met.

1.4 The Protection of Badgers Act 1992 provides an additional level of protection to badgers over that afforded by the Wildlife and Countryside Act. As well as protecting the animal from killing, injuring or taking, the act extends protection to badger setts making it an offence to intentionally or recklessly interfere with a badger sett by damaging or destroying the sett, obstructing access the sett or disturbing a badger occupying the sett.

1.5 Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England. Fifty-six habitats and nine hundred and forty three species are included on the section 41 lists. The lists are used to guide decision-makers, including local and regional authorities, in implementing their duty under section 40 of the NERC Act, to have regard to the conservation of biodiversity in England, when carrying out their normal functions.

1.6 Two policies from the Arun District Draft Local Plan 2011-2031 Publication Version October 2014 are of relevance for this assessment. Policy ENV SP1 states that Arun District Council will encourage and promote the conservation and enhancement of biodiversity and the natural environment through the development process and particularly through policies for the protection of both designated and non-designated sites. Where possible it shall also promote the creation of new areas for habitats and species. In relation to designated sites, development will be permitted where it protects sites listed in Tables 17.1-17.6 that are recognised for the species and habitats contained within them.

1.7 Policy ENV DM5 states that development schemes shall, in the first instance, seek to achieve a net gain in biodiversity and protect existing habitats on site. They shall also however incorporate elements of biodiversity including green walls, roofs, bat and bird boxes as well as landscape features minimising adverse impacts on existing habitats (whether designated or not). Development schemes shall also be appropriately designed to facilitate the emergence of new habitats through the creation of links between habitat areas and open spaces. Together, these provide a network of green spaces which serve to reconnect isolated sites and facilitate species movement. Where there is evidence of a protected species on a proposed development site, planning applications shall include a detailed survey of the subject species, with details of measures to be incorporated into the development scheme to avoid loss of species. This involves consideration of any impacts that will affect the species directly or indirectly, whether within the application site or in an area outside of the site, which may be indirectly affected by the proposals. All surveys shall be carried out at an appropriate time of year and shall be undertaken by a qualified and, where appropriate, suitably licensed person.

Assessment Methodology

1.8 The assessment of impacts is based on a high level evaluation of the effects of the proposals on habitats known to occur at the former Ford Airfield. Consideration of the potential impacts of the loss of these habitats may have on protected species has been included, but it should be recognised that detailed protected species surveys have not yet been undertaken.

Baseline Conditions

1.9 The study area includes arable fields, a hay meadow, species-poor hedgerows (comprising both native and non-native species), and a short length of species-rich hedgerow, areas of unmanaged grassland, scrub and hard standing. An aircraft hanger and two small brick buildings are also present within the study area.

1.10 Further work to determine the presence of protected species on site has been recommended. Based on the findings of the Phase 1 habitat survey it is considered possible that the following species are either present on site or may make use of the site: badger, barn owl, hazel dormouse, great crested newt, bats and common reptiles. The presence of common lizard on site was confirmed during the phase 1 survey although additional work will be required to establish the size of the population on site.

1.11 The site has the potential to support breeding and wintering birds, some of which are of conservation concern. Both wintering and breeding bird surveys will be undertaken to establish the importance of the site for birds. The areas of unmanaged grassland and scrub could support notable invertebrate communities and further assessment of these habitats will be undertaken.

1.12 As the proposals evolve it may be possible to retain some of the key features of ecological interest within the site or seek to enhance the biodiversity value of certain habitats through additional planting or changes in management.

Evaluation of Effects

1.13 The proposals will result in the loss of arable fields. The vegetation communities recorded from the field margins largely comprise common and widespread species and are of local importance. The loss of arable land would represent an adverse effect.

1.14 The development may lead to the loss of boundary features such as species-poor native hedgerows. Although the diversity of these hedgerows is low they will provide feeding and breeding habitats for a range of common birds, mammals and invertebrates. These hedgerows are considered to be of local importance, the loss of these hedgerows would represent an adverse effect.

1.15 The loss of non-native conifer and poplar hedgerows is not considered to be ecologically significant. The extent of species-rich hedgerows within the site is limited and the extent of this habitat within the parish is not known. The loss of this habitat would represent an adverse effect.

1.16 The loss of unmanaged grassland and scrub on site would lead to the reduction of a habitat that is likely to be scarce within the parish. The grassland areas are some of the most botanically rich areas within the site and the loss of these would represent an adverse effect.

1.17 The loss of buildings and hard standing through the proposed development will have negligible ecological impacts unless the buildings are used by protected species. If protected species were found to be using any structures identified for removal this would represent an adverse impact.

1.18 The removal of hedgerows will result in the loss of suitable habitat for breeding birds, feeding and commuting bats, common reptiles and potentially dormice. If these species were using hedgerows identified for removal this would represent an adverse impact.

1.19 The loss of arable land will reduce the extent of available habitat for farmland birds such as skylark and mammals such as brown hare. The loss of this habitat would represent an adverse impact on these species.

1.20 The unmanaged grassland on site will provide suitable habitat for common reptiles and potentially great crested newt. The loss of these areas will reduce the extent of terrestrial habitat available for these species within the local area. This would be an adverse impact on these species.

1.21 The proposals will include the creation of new habitats on site. Many of the hedgerows on site are species-poor and the grassland areas are unmanaged. In time, the botanical interest of the grassland will diminish as coarse and bulky grasses become dominant and scrub cover increases. Through the creation of species-rich hedgerows and grassland maintained by suitable management the biological interest of these areas can be enhanced.

Mitigation

1.22 It would be possible to mitigate for the loss of any hedgerows through new native planting. Any replacement planting should seek to link existing areas of semi-natural habitat and increase the diversity of native species occurring within the hedgerows on site.

1.23 The loss of unmanaged grassland could be mitigated through the establishment of new areas of wild flower planting. The ecological value of these will be increase if located close to hedgerows or retained semi-natural habitats. The development of significant areas of wild flower meadow would provide suitable habitat for some displaced farmland species such as brown hare and skylark.

1.24 New native planting would mitigate the loss of scrub habitat. This planting could be located to strengthen retained hedgerows or other vegetation belts.

1.25 New wild flower and scrub habitats will provide replacement habitats for any common reptiles and great crested newt present on site. New native planting and hedgerows could be used to enhance habitat connectivity across the site for bats and dormice.

1.26 Should protected species be found utilising structures on site identified for removal, alternative roosting or nesting sites will be provided in new buildings.

Summary

1.27 The effects of habitat loss due to the implementation of the proposed development will have an adverse impact at a local level. At a wider district level the impacts will be minimal as the habitats recorded on site are common and widespread in this part of Sussex.

1.28 The proposed development has the potential to impact on both protected species and other species of conservation importance. The extent of these impacts will be determined through further detailed survey work.

1.29 The proposed development will seek to retain key areas of ecological value within the site where possible. If habitats are lost suitable mitigation measures have been identified to reduce the impacts identified and to deliver biodiversity enhancements through increasing specie diversity across the site, improving management and linking habitats to increase connectivity.

Cultural Heritage

Introduction

1.1 This section considers the potential effects on designated and non-designated heritage assets. In accordance with government policy (National Planning Policy Framework), this assessment draws together the available archaeological, historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of the site.

Policy & Legislation

1.2 In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, by current Development Plan Policy and by other material considerations.

Local Planning Policy

1.3 The study site sits almost entirely within a West Sussex County Council Archaeological Notification Area DWS8485 Multi-Period Site at the Disused Ford Airfield and Ford Open Prison, Ford. This area has an Amber alert with the following note recoded on the HER:

Consult with WSCC as archaeological fieldwork may be needed, possibly by condition. Sensitive area for Archaeology, with possibility of significant adverse archaeological impact, depending upon scale and exact location of development.

1.4 The known archaeology within the site is considered in more detail below and the likely scope of archaeological investigations will be considered in the mitigation section.

Assessment Methodology

1.5 A heritage desk based assessment of the site and 500m radius has been undertaken. In accordance with the Standard and Guidance for Historic Environment Desk Based Assessments (Chartered Institute for Archaeologists 2014), the assessment draws together available information on designated and non-designated heritage assets, topographic and land-use information so as to establish the potential for non-designated archaeological heritage assets within the study site and

the potential effect on the significance of nearby designated heritage assets. The assessment includes the results of a site survey, an examination of published and unpublished records and charts historic land-use through a map regression exercise.

Baseline Conditions

1.6 The assessment has established that archaeological investigations within the site have recorded Bronze Age, Iron Age and Roman remains. Associated remains are likely to be present within the study site. The site also contains the remains of the WWI and WQWII airfield. It is considered to have low potential for remains of all other archaeological periods. The assessment has also established that the site is located beyond the setting of nearby designated heritage assets. There have been a number of archaeological investigations within the study site that have recorded prehistoric remains.

Prehistoric

1.7 In 1999, a programme of archaeological work was undertaken is advance of, and during, the initial construction of a new waster-water treatment works for Southern Water. Remains recorded were later Mesolithic worked flint, a leaf-shaped arrowhead was suggestive of at least limited Neolithic activity in the area, a late Bronze Age enclosure was recorded with a late Iron Age cremation inserted into the enclosure. A late Iron Age co-axial field system and a trackway was recorded orientated north-south/east-west.

1.8 A programme of archaeological works has also been undertaken along the central part of the eastern site boundary. This revealed a late Bronze Age field system was recorded which contained placed deposits of pottery vessels and burnt material suggestive of at least an element of ritual activity. A number of late Bronze Age posts and pits were also recorded. Field system is considered to be part of the same field system revealed on the Southern Water site excavations.

1.9 The results of the archaeological investigations within and in the wider environs of the site, are a clear indication that the site has high potential for Bronze Age and Iron Age remains. The evidence from the excavations within the site is primarily agricultural but given the apparent density of recorded remains, the presence associated settlement within the site is distinctly possible. Consequently, the study site is considered to have high potential for further prehistoric remains within the central eastern part of the site in particular, but further remains could be present elsewhere within the site.

Late Iron Age/Roman

1.10 The excavations for Southern Water revealed a series of late Iron Age/Roman features including 2 cremations, an enclosure, pits and a possible iron working shelter. Roman features recorded within the excavations within the site to the south of the Southern Water area comprised of field boundaries and a possible cremation deposit. Sherds of pottery from 3 separate vessels have also been recorded within the central southern part of the study site.

1.11 As in the prehistoric periods, the results of the excavations within the site indicate that the site is known to contain Roman remains. The archaeological investigations have not revealed settlement remains, however, it is possible that such remains could be located elsewhere within the study site. Consequently, the study site is considered to have high potential for Roman remains.

Saxon

1.12 The site was located away from the nearby historic villages that may have had Saxon origins. Consequently, the site is considered to have low potential for Saxon remains.

Medieval

1.13 The only record of Medieval remains within the study site is of a flagon handle toward the northern site boundary. On the basis of the available evidence, the study site is considered to have low potential for Medieval remains.

Post-Medieval

1.14 The route of the Portsmouth to Arundel canal cuts east –west across the northern part of the study site.

1.15 Prior to becoming an airfield, historic maps show that the site comprised of a number of fields.

1.16 Work began on Ford airfield in 1916, using the labour of German prisoners of war. It opened in 1917 with the American air force being the first to use the facility. Around 1920, the Ford Motor Company took over the site from the Air Ministry to manufacture planes, including the Ford Tri-motor. The military took back the site in 1937 to set up a training base for naval pilots. Then during the Second World War, the Royal Air Force took over the base, which was heavily damaged in a German air

raid in August 1940. Following the war, the site was returned to the Admiralty, which continued to use it as a training station. The navy left in 1959 and in the 1960s the airfield was leased to Miles Aviation and Transport (R. & D.) Ltd which built replicas of historic aircraft. WWII and Cold War structures recorded on the HER within the study site include a anti-aircraft battery, a Royal Observer monitoring post, an air raid shelter and a blister hanger. Part of the northern end of the airfield became an industrial estate, with two large hangars converted for the manufacture of concrete blocks. The Rudford industrial estate, along the south-eastern edge of the site, was set up after 1969 and expanded in the 1980s.

1.17 An RAF aerial photograph dated 1946 shows the airfield in its then complete and most developed state. Since this time most of the airfield structures have been lost leaving the main surviving structures within the site being part of the north-south and the east-west runways and part of the south west section of the perimeter track. The surviving elements of the former airfield are considered to be heritage assets of local significance.

1.18 The eastern part of the site became an open prison in 1961. Most of the buildings on the site today are adaptations of pre-1960 structures.

1.19 Due to the site being agricultural land through much of the Post-Medieval period, the study site is considered to have low potential for Post-Medieval remains and high potential for WWI and WWII related airfield remains.

Designated Heritage Assets

1.20 There are no designated heritage assets within the site.

1.21 The scheduled deserted medieval village of Climping lies 500m+ to the south east of the study site. The study site is considered to lie beyond the setting of the scheduled monument.

1.22 There are five listed buildings within 500m of the site. These are the Parish Church Of St Mary (Grade I), The Vicarage (grade II), Atherington House And Ford Place And Southdown House And The Lodge (grade II) , Barn To The West Of Nos 1 And 2 Church Farm Cottage (grade II), and New House Farmhouse (grade II). The site is considered to lie beyond the settings of all of these designated heritage assets except Atherington House, from where the industrial buildings at the northern end of the site can be seen from parts of the garden of the house. These buildings have a negative contribution to the significance of the house. The agricultural land within which the house lies has a mildly positive contribution to the significance of

the house, although the land to the north and west of the house has a greater contribution than to the south due to the greater level of intervisibility. Due to the screening effect of mature trees and other vegetation, there will be limited visibility with the proposed development from the house and its garden to the south. The land between the site and the house will retained as a paddock with an area of open space to the south of that beyond which an area of potential employment is proposed. The field to the west of the house will be retained ain agricultural use with the field beyond that being proposed for housing. This area is already separated by a line of existing tall trees which will be bolstered with additional planting which will largely screen the housing from view. As a consequence, there will be change within the edges of the setting of the house but its connections with agricultural land to the north, west and south will be retained and its contribution to the significance of the house will also be retained. Consequently, due to this change within the setting of Atherington House will have at most, a minor effect on the significance of Athrington House.

1.23 The Yapton (Church Lane and Main Road/Church Road) Conservation Area comprises of two separate areas to the north west of the site. The Main Road/Church Road area of the Conservation Area is located within the centre and the east side of the built up area of the village. The eastern side of the Conservation Area is a modern residential area which blocks all intervisibility with the site and consequently, there will be no effects on this part of the Conservation Area. The Church Lane block of the Conservation Area is based on St Mary's church, Church Farmhouse and three large houses further to the west. This area is characterised by the flint garden walls of the large houses, the Church and churchyard and the fields immediately to the north and east of the church. The setting of this part of the conservation area comprises a mixture of small pasture fields, a large farmhouse and farm buildings with large arable fields beyond. There is a block of mature trees and other tall vegetation along the eastern edge of the conservation that blocks views out toward the site to the east and the farmhouse to the south east of the conservation area ad trees beyond blocks views in that direction. The screening/blocking effect of the trees and farmhouse, combined with the proposed planting along the western boundary of the site will almost entirely block views of the development. Consequently, there will be a negligible effect on contribution that the setting makes to the significance of the conservation area The development may be visible in the distance from some limited places on the edge of the conservation area where the impact may be slightly higher. However, the impact overall is considered to be negligible.

Evaluation of Effects

1.24 The development of the site would impact on archaeological remains of no more than local significance. There will be a loss of a section of the surviving airfield runway and the south west section of the former perimeter track of the airfield. These remains are considered to be of local significance. There will be a minor effect on the setting and significance of Atherington House (grade II listed building).

1.25 Due to the distance the site is located from Arundel Castle (4.3km to the north east), it is considered unlikely that the development of the site would be visible from Arundel Castle. However, this will be considered in more detail in support of a future planning application so as to ensure that adverse impacts on the Castle are avoided.

Mitigation

1.26 Pre-determination archaeological evaluation is likely to be required in support of a future planning application. This is likely to comprise of a geophysical survey followed by evaluation trenching. Should the evaluation have positive results (i.e. reveal further archaeological features), further mitigation works such as excavation ahead of construction commencing and/or watching brief during construction may be required in due course.

1.27 A detailed built heritage assessment of the surviving airfield structures will be undertaken in support of a future planning application and the results of this will be used to inform the design of the proposed development. The line of the of the western arm of the surviving runway and the perimeter track will be within an area of proposed housing. The line of these airfield structures will be used to inform the design of the materplan in this area.

1.28 The line of the former Arundel and Portsmouth Canal has been lost previously. The line of the former canal will be used to inform the layout of the proposed development so as to be a positive design feature where this is feasible.

Cumulative Effects

1.29 There are no predicted cumulative effects on the historic environment.

Summary

1.30 This Heritage Assessment considers land at Ford, West Sussex. In accordance with government policy (National Planning Policy Framework), this assessment draws together the available archaeological, historic, topographic and land-us information in order to clarify the heritage significance and archaeological potential of the site.

1.31 The assessment has established that archaeological investigations within the site have recorded Bronze Age, Iron Age and Roman remains. Associated remains are likely to be present within the study site. The site also contains the remains of the WWI and WQWII airfield. It is considered to have low potential for remains of all other archaeological periods. The assessment has also established that the site is located beyond the setting of nearby designated heritage assets.

1.32 The assessment concludes that the development of the site would impact on archaeological remains of no more than local significance. Pre-determination archaeological evaluation is likely to be required in support of a future planning application. Further mitigation works may be required in due course. The assessment also concludes that there will be a negligible impact on the setting and significance of nearby designated heritage assets.

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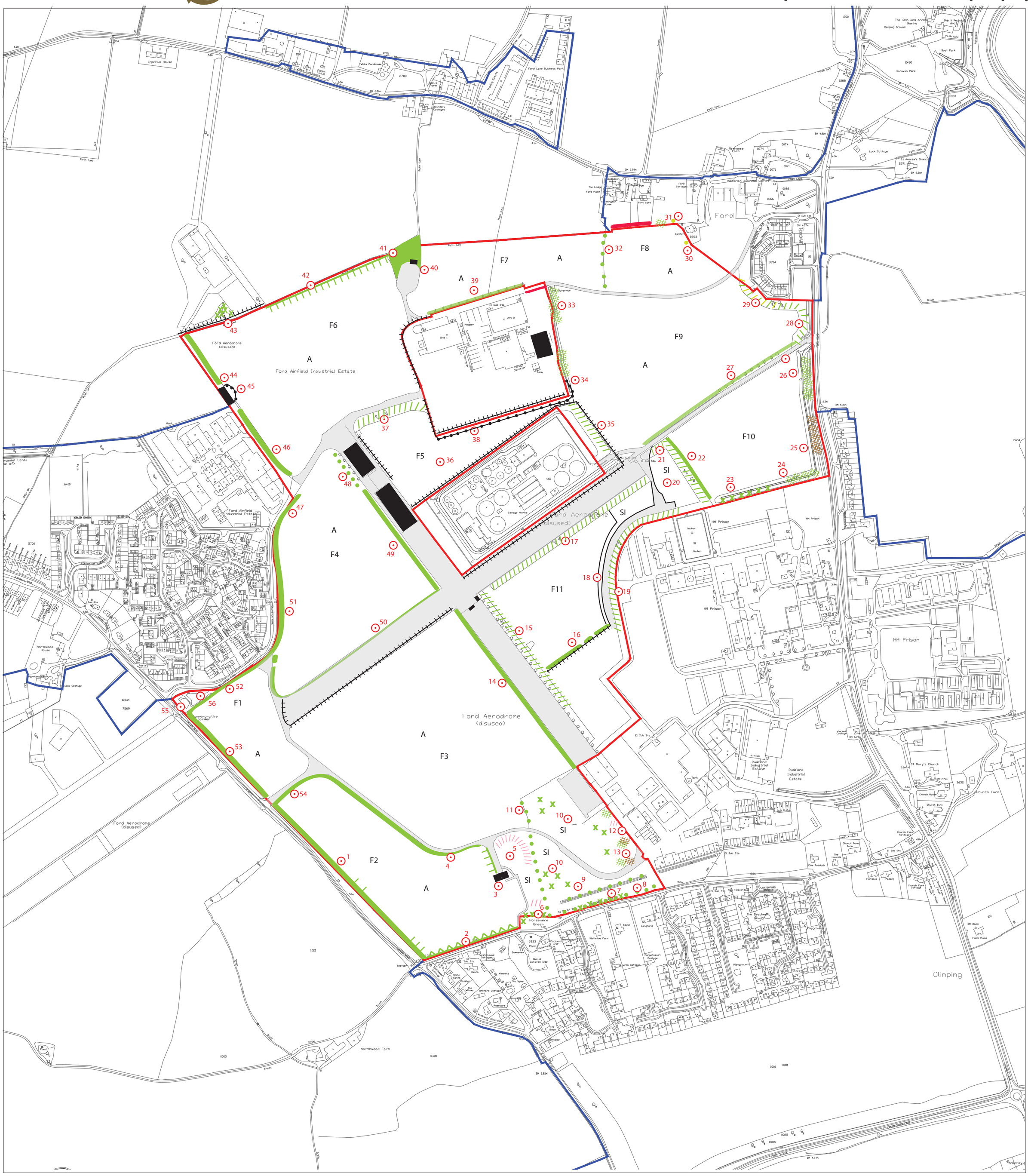

Site Boundary

Other Land in Ownership

Introduced Scrub

Ruderal

Conifer

Broad-leaved Tree

Hard Standing

Earth Bank

SI Semi-improved Grassland

A Arable

Species-poor Hedge

Species-poor Hedge with Trees

Native Species-rich Hedge

Scattered Scrub

Wall

Building

Fence

Dense Scrub

Broad-leaved Plantation

Mixed Plantation

Broad-leaved Woodland

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Project
FORD AIRFIELD, YAPTON

Drawing Title
SITE BOUNDARY PLAN

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john newton & partners
jnpgroup
Consulting Engineers

Report on

Ford Airfield, Arundel
Scoping Assessment

Southern
Brighouse
Midlands
Sheffield
Teesside

For

Redrow Southern
Wates Development Ltd.

Prepared by **Evan Evans**

Approved by **Alan Brackley**

Date **14th August 2015**

Ref. **RE001**

john newton & partners
jnpgroup
Consulting Engineers

DOCUMENT CONTROL SHEET

Project Name: Ford Airfield, Arundel

Project Number: C85228

Client: Redrow Southern, Wates Developments Ltd

Report Title: Scoping Assessment

Reference: RE001

Signed by……
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FOR AND ON BEHALF OF JNP GROUP

Date: 14th August 2015

Document Issue Record

Rev	Date	Description	Prepared	Reviewed	Approved
-	14.08.2015	First Issue	E Evans	M Moore	A Brackley

CONTENTS PAGE

1 INTRODUCTION

1.1 jnpgroup have been commissioned to investigate the extent of issues relating to geology, hydrology, flood risk and drainage that should be considered in the Environment Statement (ES) for the proposed development at Ford Airfield, Arundel, West Sussex.

2 BASELINE POSITION AND SURVEYS

2.1 A review of the baseline positions has been undertaken with identification of the areas considered to be most sensitive to the proposed development.

2.2 Topography and Geology

2.2.1 A full topographical survey will be commissioned in order to accurately define the existing ground contours. This survey information will form the basis of the levels and drainage design for the proposed development.

2.2.2 A review of the British Geological Survey (BGS) indicates that the site is underlain by River Terrace deposits (comprising undifferentiated clay, silt sand and gravel) and the Newhaven Chalk bedrock formation. It is anticipated that infiltration devices, such as soakaways and permeable paving, may be feasible. It is recommended that a site investigation is carried out with BRE365 compliant soakage testing to confirm the potential for infiltration, as well as the depths of the underlying strata.

2.2.3 A desktop based geo-environmental appraisal will be commissioned to provide a preliminary 'risk assessment' and 'conceptual site model' in order to assess any potential sources of contamination associated with previous uses of the site.

2.3 Hydrology (Surface)

2.3.1 The River Arun is located approximately 800m to the east of the site and runs through a series of villages before discharging into the English Channel at Littlehampton. Based on aerial images of the area, it is perceived that a number of drainage ditches are located around the site, which most likely lead to the River Arun. The location of onsite ditches should be confirmed as part of the topographical survey, and a site inspection should be undertaken to identify the ditch network leading to the River Arun if possible.

2.4 Hydrogeology

2.4.1 The site is underlain by a Secondary A and Principal aquifer, designated to the superficial deposits and bedrock respectively. The Secondary A aquifer means that the site has permeable layers capable of supporting water supplies at a local scale. The Principal Aquifer is where layers of rock have high intergranular and/ or fracture permeability, meaning they usually provide a high level of water storage. They may support water supply and/ or river base flow on a strategic scale. According to the Environment Agency's (EA) groundwater map, the site is not located within a Source Protection Zone.

2.5 Water Quality

2.5.1 Upstream of the site lies the Arun Valley, which consists of three Sites of Special Interest (SSSIs) in an area of wet meadows on the floodplain of the River Arun, between Pulborough and Amberley. The Arun Valley is considered to be of national and international conservation importance, and subject to designation as a Special Protection Area (SPA), candidate Special Area of Conservation (cSAC) and Ramsar site. If required, water quality data for the river can be obtained (if available) and a review of the data can be undertaken to establish whether the EA requirements are being met.

3 ASSESSMENT METHODOLOGY AND POTENTIAL EFFECTS

3.1 The following legislation, guidance and policies will be referred to as part of the assessment:

• Environment Protection Act 1990 • Land Drainage Act 1991 and 1994 • The Water Resources Act 2003 • The Water Framework Directive • National Planning Policy Framework (NPPF) • Arun and Western Streams Catchment Flood Management Plan (2009)	• SFRA Volumes 1 to 4 for Arun District Council • Preliminary Flood Risk Assessment • SuDS – A Practical Guide (Environment Agency 2006) • The SuDS Manual (CIRIA 2007) • West Sussex County Council Sustainable Drainage Systems: SUDS Design & Adoption Guidance. • Arun District Council Supplementary Requirements for Surface Water Drainage Proposals.

3.2 Water Quality

3.2.1 A review of the Arun and Western Streams Catchment Flood Management Plan (CFMP) will be undertaken for guidance on measures that will minimise the impact of the development on the River Arun. It is observed that a possible ditch network leads from the site to an existing outfall on the watercourse and therefore the impact that the proposed development will have on water quality, both in terms of surface and foul wastewater, must be reviewed.

3.2.2 In addition to a review of the Arun and Western Streams CFMP, consultation will be undertaken with the EA for guidance on how to achieve and maintain good ecological status of the watercourse. The information obtained will inform the surface water drainage strategy, particularly in relation to the use of suitable Sustainable Drainage Systems (SuDS) features for improving water quality. Furthermore, mitigation measures will be incorporated to minimise the risk of pollution, as described in Section 4.

3.3 Flood Risk and Surface Water Drainage

3.3.1 All aspects of flood risk will need to be considered, as well as the impact that the proposed development will have on local drainage. An initial review of the EA's indicative flood map indicates that the majority of the site is located in Flood Zone 1 (low probability). This land is assessed as having a less than 0.1% (1in1000) chance of river or sea flooding occurring each year. A small area to the north east of the site is located in Flood Zone 2. This land is assessed as having between a 1% (1in 100) and 0.1% (1in1000) annual probability of river flooding, or between a 0.5% (1in200) and 0.1% (1in1000) annual probability of sea flooding. No development is currently proposed within this area of the floodplain. .

3.3.2 Given that the site is greater than a hectare, and that a very small portion of land is in Flood Zone 2, a Flood Risk Assessment (FRA) will need to be prepared to support the planning application in accordance with NPPF.

3.3.3 In addition to the risk of river and sea flooding, a review of the SFRA Volumes 1 to 4 for Arun District Council will be carried out to establish the potential risk from other sources of flooding, including surface water, groundwater and sewers. This assessment will be supplemented by a review of the Preliminary Flood Risk Assessment (containing information on both past and future flood risk) as well as information obtained from the EA, West Sussex County Council who are acting as the Lead Local Flood Authority LLFA) and Local Water Authority (Southern Water).

3.3.4 The surface water drainage principles will be established as part of the FRA to form the basis of the surface water drainage strategy. The Draft National Standards for Sustainable Drainage Systems (Defra, 2011) state that the following options should be considered for disposal of surface water runoff, in order of preference:

- Discharge to ground
- Discharge to surface water body
- Discharge to a surface water sewer (or combined sewer)

3.3.5 These preferences for discharge of surface water are also in accordance with EA guidelines and Water Authorities advice which states that the preferred means of surface water drainage for any new development is into a suitable soakaway or infiltration drainage system. SuDS, such as soakaways, storage tanks and permeable paving can reduce the impact of urbanisation on watercourse flows. This ensures the protection and enhancement of water quality and encourages recharge of groundwater in a manner that mimics nature.

3.3.6 The strategy will assess the potential for infiltration and if this method is not feasible, discharge to the watercourse will be reviewed with existing runoff rate calculations, storage estimates and anticipated sizes/locations provided for appropriate SuDS features.

3.4 Foul Drainage

3.4.1 Based on 750 dwellings, the maximum foul discharge rate from the development will be 34.5l/s. It is anticipated that foul flows will be directed to existing public sewers, subject to a capacity check. The Ford Airfield Industrial Estate Waste Water Treatment Works is located on-site and is operated by Southern Water.

4 MITIGATION MEASURES

4.1 General

4.1.1 The anticipated mitigation measures for water quality, flood risk and drainage are summarised in the following sections.

4.2 Water Quality

4.2.1 The main risk for contamination of groundwater and surface water is likely to occur during the construction phase e.g. the possibility of spillages from stored fuels and those from vehicles which may leak. It is therefore recommended that a Construction Environmental Management Plan (CEMP) is prepared to ensure that all risks are identified with suitable procedures in place to ensure that the risk of contamination is limited. It will be necessary for all contractors to provide detailed Method Statements in accordance with the Pollution Prevention Guidelines to ensure that water quality is not compromised during construction.

4.2.2 The long term mitigation measures to be considered in the design process will include, but are not limited to:

- Sealed permeable paving utilised for driveways and parking areas. Permeable paving stores runoff within its sub-base and intercepts sediment, while naturally occurring microorganisms digest any pollutants before they can enter the drainage system. The extended time taken for the surface water to run through the paving also minimises the risk of pollution.
- Sealed trapped road gullies to collect sediment and potential pollutants along the estate roads.
- Surface water falling onto roofs will be connected directly to the drainage system to ensure that there is no potential for pollutants to enter the network from this source.
- SuDS will be incorporated into the surface water drainage strategy to improve quality runoff.
- All surface water will be subject to a final stage of treatment, before entering the drainage ditches.

5 FLOOD RISK AND DRAINAGE

5.0.1 This section identifies potential impacts with regard to water quality, flood risk and drainage that may occur during the construction and operation of the proposed development.

5.1 Baseline

5.1.1 The proposed residential units will be located entirely within Flood Zone 1 (low probability) and no development is anticipated in the area of Flood Zone 2 to the north east of the site.

5.1.2 In accordance with NPPF, all surface water drainage will be engineered such that there is no resultant risk of flooding to properties on site and no increased risk of flooding off site for all storm events up to and including the 1in100 year event with 30% allowance for climate change. It will be demonstrated that peak flows into the drainage ditches are not increased as a result of the proposed development (as required by CfSH SUR1) and that runoff is restricted to existing rates as per the 'Arun District Council Supplementary Requirements for Surface Water Drainage Proposals'.

5.1.3 Attenuation will be designed to store up to and including the 1in100 year event with 30% allowance for climate change.

5.1.4 The surface water drainage strategy submitted as part of the planning application will clearly identity all mitigation measures to preserve water quality of the River Arun and ensure that only clean water is discharged into the drainage ditches, as agreed with the EA.

5.1.5 A review of SuDS features will be undertaken to establish the suitability of basins, ponds, filter strips, swales permeable paving and tanked systems. The introduction of SuDS features at the site is not only essential for controlling runoff off from the site, but also preventing contaminants/pollutants entering the drainage ditches and passing to the downstream watercourses.

5.1.6 With regard to the construction of SuDS features such as swales and ponds, the EA advises that planting should be carried out as soon as is reasonably practical after the works are completed so that potentially unstable clay subsoil is not washed away after heavy rainfall which will cause downstream silt translocation and could cause damage to the downstream habitat.

5.2 Scoping Impacts

5.2.1 Table 5.1 and Table 5.2 present a summary of the scoping process, identifying which likely environmental impacts, with respect to water quality, flood risk and drainage, will be assessed (i.e. considered potentially significant and therefore scoped in) and those which will not be assessed further (i.e. scoped out).

Table 5.1 Potential Flood Risk and Drainage Impacts – Construction

Potential Impact	To be Assessed in the EIA?	Reason
Increase in surface water runoff during construction due to increase in impermeable area or change in vegetation extent.	Yes	Construction work will take place on an existing greenfield and brownfield site, which will result in an increase in the impermeable area, thus affecting the surface water runoff characteristics of the site.

Impact on surface water quality.	Yes	Potential sources of contamination that could have an impact on surface water quality during the construction phase (e.g. spillages) should be identified and assessed.
Impact on the underground aquifer.	Yes	Construction will need to be carefully managed, with suitable mitigation measures in place to ensure against pollution of the groundwater and to protect local supplies.
Changes to natural drainage pattern		Construction activities (such as clearance of vegetation, stripping top soil etc.) and vehicle movements can result in compaction, which may subsequently increase the rate and volume of surface water runoff and lead to an increased risk of localised surface water flooding. Extensive earthworks during the construction phase may also allow uncontrolled surface water to discharge offsite and into the receiving watercourse. Therefore, suitable mitigation measures will need to be implemented during the construction stage.

Table 5.2 Potential Flood Risk and Drainage Impacts – Operation

Potential Impact	To be Assessed in the EIA?	Reason
Risk of site flooding from fluvial sources.	No	The majority of the site is located in Flood Zone 1 (low risk). Residential units, classified as 'more vulnerable' in accordance with NPPF, are permitted in Flood Zone 1. The River Arun is located approximately 800m to the east and although a small portion of the site is located in Flood Zone 2 (medium risk), no development is proposed in this location; as such, no mitigation measures are required.
Increase in risk of surface water flooding and flood risk to downstream receptors.	Yes	The impermeable area will increase as a result of the proposed development and will generate a higher rate of surface water runoff. Therefore, suitable mitigation measures will need to be reviewed as part of the EIA to confirm that the proposed development does not increase the risk of flooding, either on or offsite.
Risk of site flooding from other sources (groundwater, sewer etc).	Yes	The risk of flooding from other sources will be reviewed as part of the FRA. Any risks will be outlined, with recommended mitigation measures to ensure that the proposed development will not increase flood risk elsewhere.

Impact on surface water quality.	Yes	Potential sources of contamination that could have an impact on surface water quality and enter River Arun should be identified and assessed.
Impact on the underground aquifer.	Yes	Whilst the site does not lie within a source protection zone, proposed sources of contamination should be identified and assessed.
Changes to natural drainage pattern		In accordance with NPPF, all surface water drainage will be engineered such that there is no resultant risk of flooding to properties on site and no increased risk of flooding off site for all storm events up to and including the 1in100 year event with 30% allowance for climate change.
Impact on foul flows as a result of the proposed development.	Yes	The proposed development will result in additional foul flows. Foul capacity will be confirmed as part of a Pre-Development Enquiry with Southern Water. It may be necessary to undertake an Impact Study to identify the effect that discharge from the proposed development will have on the existing network, and establish any upgrades that may be required.

2.2.1. The following sensitive receptors have been identified:

i. Proposed development and residential properties adjacent to and downstream of site;
ii. Existing ditch network and River Arun;
iii. Underlying aquifer (groundwater); and
iv. Existing public sewer infrastructure.

6 CONSULTATION

6.1 Preliminary enquiries and requests for information will be made to the following Statutory Bodies:

Statutory Body	Data Type	Information to be Obtained and Reviewed
Environment Agency	Hydrology (Water Quality), Flooding and Drainage	- Advice on groundwater protection zones and ground vulnerability. - Historical flood records (fluvial/tidal). - Any additional guidance/comments that will affect the proposed development in terms of flood risk (obtained as part of a Pre-Application Enquiry). Initial comments will be obtained from the EA on the surface water drainage strategy although it is anticipated that guidance will primarily be obtained through West Sussex County Council and Arun District Council.

West Sussex County Council and Arun District Council	Flooding and Drainage	- Historical flood records (surface water flooding) and associated maps (e.g. Areas Susceptible to Surface Water Flooding or Flood Maps for Surface Water). - Any issues relating to highway flooding.
Southern Water	Drainage	- Historical records of sewer flooding. Establish the available foul capacity in the surrounding network and agree in principle the foul drainage strategy.
Impact on surface water quality.	Yes	Potential sources of contamination that could have an impact on surface water quality and enter River Arun should be identified and assessed.

7 SUMMARY

7.1 A FRA is required to support any future planning application with an appended preliminary drainage strategy.

7.2 The areas which are considered to be sensitive as a result of the proposed development include the following:

- **Proposed development and adjacent properties (flood risk):** An area to the north east of the site is located in Flood Zone 2, however no development is proposed in this location and therefore no flood mitigation measures are proposed in relation to fluvial flooding (e.g. flood resilient constriction, flood compensation). However, a review of the SFRA/PFRA will be undertaken to assess the potential risk of surface, groundwater and sewer flooding at the site and supplemented by information from the EA/LLFA.

- **Existing ditch network and River Arun**: Given that the River Arun is located within close proximity of the site, the impact that the development will have on surface water quality is considered sensitive. To address this, a review of SuDS features including basins, ponds, filter strips and swales, permeable paving and tanked systems will be undertaken to ensure that water quality is improved and that the risk of contamination is minimised where possible.

- **Underlying aquifer (groundwater):** The main risk for groundwater is likely to occur during the construction phase through spillages, leaking fuels and possibly contaminated surface water. A range of mitigation measures will be incorporated as part of a Construction Environmental Management Plan (CEMP) (to be approved by the relevant bodies).

- **Existing public sewer infrastructure:** Foul capacity will be confirmed as part of a Pre-Development Enquiry, although it may be necessary for sewer modelling to be undertaken to establish any upgrades that are required to accommodate the new development.

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