



FULL RESIDENTIAL TRAVEL PLAN

Hunter's Chase, Red Lodge, Suffolk

Client: BDW Homes

September 2024

Project No: 80029

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1. FOREWORD

- 1.1. Smarter Travel Ltd (STLtd) has been appointed by the Developer – BDW Trading Ltd trading as Barratt Homes - to manage, monitor and promote the Residential Travel Plan (TP) for the development of land off Elms Road, Red Lodge, Suffolk (known as Hunter's Chase). The development scheme is for 125 residential dwellings (30% of which are classed as 'Affordable Homes' or 'Shared Ownership' operated by Sage Housing). The provision of this TP is to oblige Condition 25 of Forest Heath District Council (FHDC) planning approval Ref: DC/16/0596/OUT in addition to Section 5 of the Fourth Schedule of the Section 106 Agreement associated with the planning approval. The layout of the development is included in **Appendix A**, which also includes the accommodation schedule.
- 1.2. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.3. The Travel Plan Coordinator promotes, manages and monitors the success of the TP and reports to Suffolk County Council (SCC) for the monitoring period of five years from the first multi-modal travel survey which took place in June/July 2021 at 75% occupation. The monitoring period is expected to be completed no earlier than 2026 with the principal target to reduce car trip rates by 6% from the initial assessment of travel of the local area determined from Census Data and the Transport Assessment (TA) that supported the original planning application. At the time the 2024 June/July monitoring was complete the site was fully occupied.
- 1.4. The development is located northwest of Newmarket Road, Red Lodge which lies to the northeast of the town of Newmarket. The site is close to key local amenities and public transport services with the centre of Newmarket approximately 11km cycle distance.

Definitions

1.5. The following definitions are used throughout this document:

- i. **"Travel Plan"** means a comprehensive "living" document that includes the sustainable travel objectives, targets, and commitments, which is updated, amended, and supplemented from time to time under the provisions of the conditions of the planning approval and "Travel Plan Reviews" which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.
- ii. **"Travel Plan Coordinator (TPC)"** shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision, and resources to produce and update a "Travel Plan" and manage the continued implementation of the "Travel Plan" including the provision of information to the Local Authority.
- iii. **"Multi-modal Survey"** means a standardised travel survey undertaken annually with manual observations at each principal access point to identify the modes of travel used by the residents and to determine vehicular generation of the development supplemented by postal / online surveys, as required.
- iv. **"Travel Plan Review"** means an update of the Travel Plan annually and including the results and analysis of the "multi-modal survey" indicating how the "Travel Plan" is performing and updating the document as necessary to reflect changes in local area accordingly.
- v. **"Monitoring Period"** means the time period that the Developer is committed to fund and manage the "Travel Plan" and "Travel Plan Coordinator" to review travel behaviour to/from the site with an aim to reduce private car usage in favour of sustainable modes. This time period is set out as five years after the baseline monitoring (2021) and agreement with the Local Authority of the "Travel Plan" or one year after occupation of the final dwelling, if later.
- vi. **"Local Authority"** shall mean the relevant district council or county council required to approve the Travel Plan.

2. INTRODUCTION

- 2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within it; this updated report forms the third anniversary of the Full Travel Plan. The travel surveys will be used to help update objectives and measures set out within this TP and commence the monitoring period.
- 2.2. At the time of the third anniversary (June/July 2024) monitoring, Hunter's Chase was fully occupied. **Chapter 13** details the latest monitoring of the Travel Plan.
- 2.3. The development is wholly residential and therefore the TP is an important tool in helping to deliver sustainable communities. This brings a number of benefits into the local area, including:
- i) Reducing the need to travel by private car and aim to cut congestion from the housing development.
 - ii) Increasing awareness of sustainable travel alternatives to the private car.
 - iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
 - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that need to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis of tackling climate change and reducing impact on the local environment.
 - v) Residents can enjoy improved health, less stress and better quality of life through the increased use of walking, cycling and public transport use. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.
 - vi) Bringing new choices of modes of transport to the wider community with the promotion of a car sharing scheme.
- 2.4. This TP has been prepared in accordance with SCC Travel Plan guidance and Department for Transport (DfT) guidance documents "Using the Planning Process to Secure Travel Plans (April 2009)"; "Making Residential Travel Plans Work: Guidelines for New Development" and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

3. POLICY CONSIDERATION

National Policy

- 3.1. The Department for Transport document “*Smarter Choices – Changing the Way We Travel* (2004)” demonstrates the efficacy of measures such as the use of car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc... The document sets out that the reduction nationwide could be of around 11% in traffic with appropriate travel plan measures implemented.
- 3.2. The Government’s white paper document “The Future of Transport: a network for 2030” (2004) sets out the vision for a smarter choice of travel in England. The document has identified that marketing to promote sustainable transport can deliver “reductions in car use of between 7% and 15% in urban areas and 2% to 6% in rural and smaller urban areas”.

National Planning Policy Framework (NPPF)

- 3.3. The NPPF and the Department for Transport (DfT) guidance (the latter of which is referred to in **Section 2**), identifies that the provision of a Travel Plan will help to deliver more sustainable transport objectives, including:
- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
 - Reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
 - More environmentally friendly delivery and freight movements, including home delivery services.

Regional

- 3.4. SCC policy with respect to transport is embodied in the Local Transport Plan. The third Local Transport Plan (LTP3) sets out SCC’s ambitions and objectives for transport for the period 2011 – 2031.
- 3.5. LTP3 identifies how transport will play its part in supporting and facilitating future sustainable economic growth in Suffolk by:
- Maintaining (and in the future improving) our transport networks;
 - Tackling congestion;
 - Improving access to jobs and markets; and
 - Encouraging a shift to more sustainable travel patterns.
- 3.6. The provision of a TP to support new residents to the area in their choice of travel modes for regular journeys in the local area is a key element in facilitating sustainable development in Suffolk.

4. EXECUTIVE POLICY STATEMENT

- 4.1. Barratt Homes have agreed to the TP arrangements that demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. The Developer is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents of this development.
- 4.2. The Developer is responsible for the ownership of the residential TP for this development for a period of not shorter than the date of the approval by FHDC and SCC of the interim version of this TP to five years after baseline monitoring (2021). It is therefore expected that the monitoring period is to end no earlier than 2026.
- 4.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period the following details will be amended accordingly and advised to FHDC and SCC within two months.

<i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i>
Name: Elizabeth Evans Company: Smarter Travel Ltd Telephone: 01603 230240 (Mon – Fri; 0900-1700) Email: HuntersChase@SmarterTravel.uk.com Website: www.SmarterTravel.uk.com/HuntersChase Date: September 2024 On behalf of: Barratt Homes (BDW Trading Ltd)

5. LOCAL ACCESSIBILITY AUDIT

Site Location

- 5.1. The development is located on the northwest side of the B1085 Newmarket Road at the northern end of Red Lodge. Red Lodge lies to the northeast of the town of Newmarket. The roughly triangular site is bounded to the northwest by the A11, Newmarket Road to the east and Elms Road to the southwest.

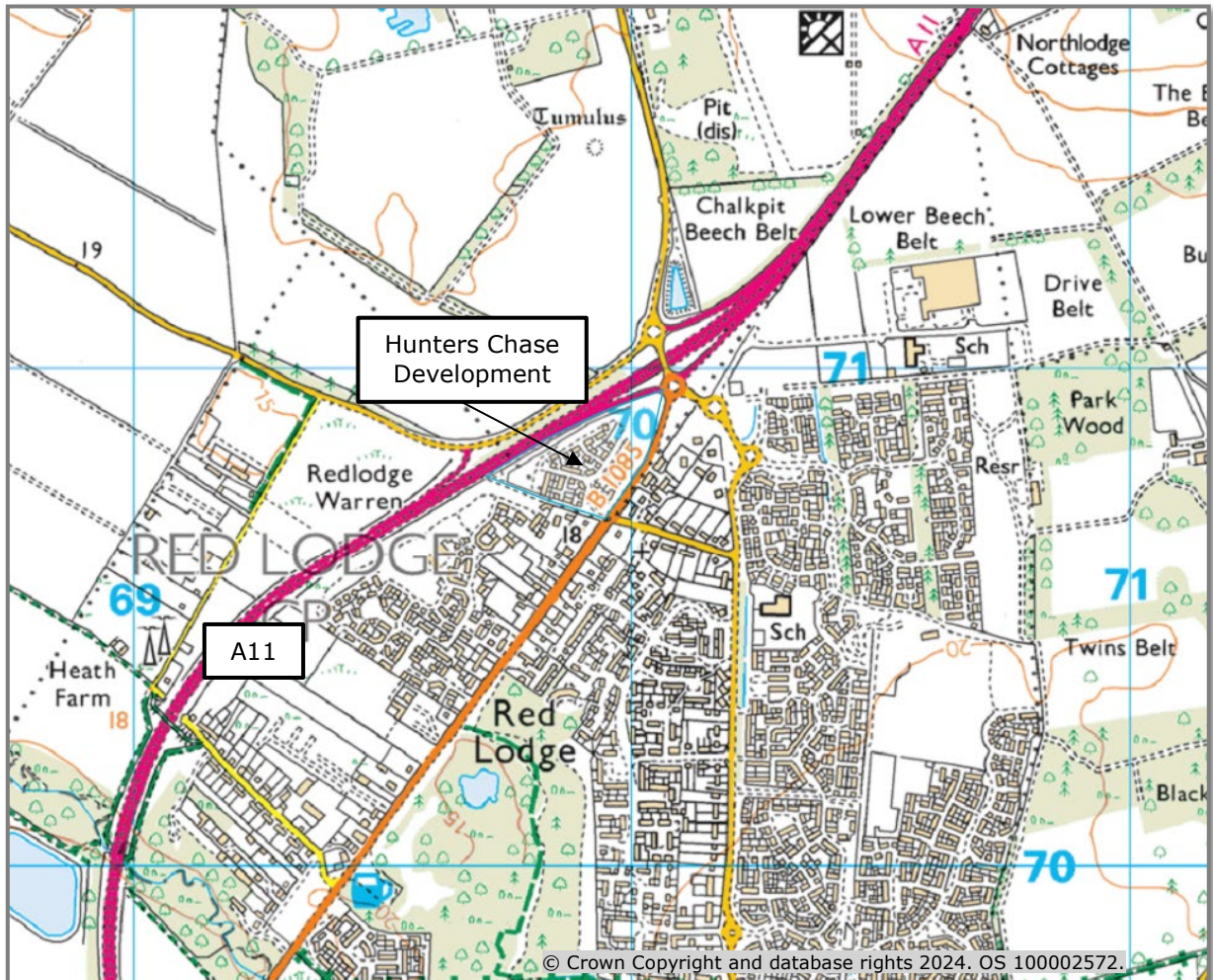


Figure 1 – Site Location

- 5.2. The vehicular access to the site is taken by diverting Elms Road into the site near to the junction with Newmarket Road (with the remaining section of Elms Road forming the minor arm of the site access). The main access for all modes is via Elms Road, with a further pedestrian/cycle access on to Newmarket Road to the north of the junction with Elms Road at the location of the toucan crossing on Newmarket road. The B1085 is subject to a 30mph speed limit which changes approximately 60m north of the junction with Elms Road and extends south through Red Lodge.

- 5.3. The B1085 runs from the A11, immediately to the north of the site, through parts of Red Lodge, with a further junction with the A11 to the south of Red Lodge (2.6km from the site), the B1085 continues west to the B1102 just east of Fordham. The town of Newmarket lies approximately 9.5km to the south and can be reached via the B1085, A11 and A1304. Other towns locally include Thetford (22km) to the northeast and Bury St Edmunds (17km) to the southeast.

Pedestrian and Cycle Network

- 5.4. Pedestrian and cycle facilities are available on the B1085 Newmarket Road from the site access and continuing south with a shared use cycle way on the western side and footway on the eastern side of the B1085. A toucan crossing point is located approximately 25m to the north of Elms Road to facilitate crossings for routes via Boundary Road.
- 5.5. Generally, the footways are accessible enough to cater for pedestrian movement. There are adequate walking routes to the nearest primary school, St Christophers Primary School.
- 5.6. Cycle facilities in the area are illustrated on **Figure 2**.

Public Transport

- 5.7. The closest current bus stops to Hunter's Chase are located as follows:
- 'Horseshoe Drive' stops on Boundary Road, approximately 30m east of the Newmarket Road/Boundary Road/Elms Road junction (site access).
- 5.8. The southern bus stop on Boundary Road includes a bus shelter for routes to Newmarket.
- 5.9. **Table 5.1** below presents the most up to date services which run along Boundary Road. The route of service 16/16A through Red Lodge is shown on **Figure 2**. Timetable information is included in **Appendix B**.

Table 5.1 – Nearest Local Bus services

Operator	Service	Frequency
Stephenson's of Essex	16 Bury St Edmunds – Mildenhall - Newmarket	Mon to Fri: 0713 – 1904, typically hourly Sat: (16 Only) 0835 – 1813, typically hourly
	16 / 16A Newmarket – Mildenhall – Bury St Edmunds	Mon to Fri: 0729 – 1758, typically hourly Sat: (16 only) 0815 – 1725, typically hourly
Mulleys Motorways	357 Bury St Edmunds – Red Lodge - Mildenhall	Mon to Fri: 1058, 1358 Sat: 1058, 1358
	357 Mildenhall – Red Lodge – Bury St Edmunds	Mon to Fri: 0947, 1247 Sat: 0947, 1247
Mulleys Motorways	956 Bury St Edmunds – Lakenheath - Mildenhall	Mon to Fri: 1632, 1717
	956 Lakenheath – Mildenhall – Bury St Edmunds	Mon to Fri: 0735

- 5.10. Up to date timetable information for each bus stop can also be obtained via the websites of each operator, www.suffolkonboard.com or via Traveline website if required. Links to updated timetables will be promoted to residents. There are also school/college bus services to Moulton High School and Houldsworth Valley Primary Academy available within red Lodge and details can be obtained via www.suffolkonboard.com/travelling-to-school/school-timetables/.
- 5.11. A review of 2011 Census Data for the Red Lodge area shows that currently the use of bus services is relatively low for commuter purposes into Newmarket and Mildenhall. The promotion of bus travel to future residents of the development is considered later in this TP.
- 5.12. Travel times to Bury St Edmunds and Newmarket are approximately 50 minutes and 25 minutes Monday to Friday using service 16/16A. The use of on-line ticket purchasing options and live bus arrival times is promoted to residents where possible.
- 5.13. There are also discounts available for 16-19 year olds of 25% off the full adult fare via the Endeavour card. Further concessionary fares are also available for under 5's, family ticket, 6/12 month tickets. Further information is included on the Travel Plan website for Hunter's Chase.
- 5.14. Community transport options are also available to residents that may have need for these services. The Voluntary Network operate in the area offering those that can't access local public transport a way to link with bus / train routes that are easily accessible and further information can be found via their website (www.thevoluntarynetwork.org/community-transport). The service can be booked by calling 01638 664304 Monday to Friday 8am

to 4pm, services operate between 7:30am and 7:30pm Monday to Saturday. Community transport options such as this will be highlighted to residents through the Travel Welcome Pack and Travel Plan Website.

Train Services

- 5.15. Kennett Train Station is located at approximately 4.7km driving distance from the centre of the site. Although the station is located approximately 15 minutes cycle time from the site some of the residents may still commute to work by train and travel there via a bicycle as part of a multi modal journey.
- 5.16. Services can be boarded to the destinations shown on **Table 5.2**.

Table 5.2 – Local Rail Services

Destination	Approximate Travel Duration (minutes)	Frequency – Daily services		
		Weekdays	Saturdays	Sundays
Cambridge	30	Every 1-2 hours	Every 1-2 hours	Every 2 hours
Ipswich	50	Every 1-2 hours	Every 1-2 hours	Every 2 hours

Sources: Greater Anglia (www.greateranglia.co.uk) (Correct as of August 2024)

- 5.17. Intermediate stations including Newmarket, Stowmarket and Bury St Edmunds can also be reached directly from Kennett.
- 5.18. Services to Ely and Peterborough are available requiring changes in Bury St Edmunds, whilst services to London are available from Cambridge and Ipswich. Engineering works regularly take place at weekends and during holiday periods, particularly on Sundays and public holidays and users are recommended to check times before travelling.
- 5.19. The above train services run between 05:53 and 23:15 (weekdays). The station provides unsheltered cycle parking for 22 bicycles and 12 car parking spaces for commuters. The station offers a step free access to both platforms.
- 5.20. The National Rail Enquiries website (www.nationalrail.co.uk) provides an online journey planning tool and ability to purchase tickets by directing the user to a relevant rail franchise website, in this case Greater Anglia. Favourite journeys can be saved for later recall and live train tracking is available. There is a version of the site optimised for mobile devices and it is also available as a free mobile app for Android and Apple iOS.
- 5.21. Commuters travelling from Kennett to Cambridge, for example, can purchase season tickets at a current cost (adult standard, as of August 2024) of:
- 1 week £ 59.60

- 1 month £ 228.90
- 12 months £2,384.00

- 5.22. Non-commuters can also obtain various rail discounts outside of peak hour travel times via railcards (i.e. 16-25s, 26-30s and family and friends). Further information can be found on the Smarter Travel Website.
- 5.23. Overall, services to Cambridge, Ipswich and intermediate destinations along this route are well served throughout the week, including for commuter services Monday to Friday.
- 5.24. A review of 2011 Census Data for the Red Lodge area shows that currently the use of the train is very low for commuter purposes with London as the primary destination. This is discussed further, later in this TP.

Local Amenities

- 5.25. The Institution of Highways and Transportation in its publication "Guidelines for Providing for Journeys on Foot" (2000) suggests that an average walking speed of 1.4 m/s can be assumed. Although now superseded, the DfT's document LTN 1/86 "Cyclists at Road Crossings and Junctions" recommends that an average cycling speed of 4m/s can be assumed.
- 5.26. Although now superseded by the NPPF, the Government's document "Planning Policy Guidance 13: Transport" stated that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres."* The same document also stated that *"cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport."*
- 5.27. Focusing upon the site, **Table 5.3** presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site.

Table 5.3 – List of Nearest Local Amenities

Amenity	Location	Distance from the site (km)	Walking / Cycling time
Bus stops	Boundary Road	0.12	1 min (walking)
Doctors	Reynard Surgery, Turnpike Rd, IP28 8JZ	0.42	6 mins / 2 mins
Dentist	Red Lodge Dental Surgery, 18 Boundary Road, IP28 8JQ	0.38	4 mins / 1 min
Public Open Space	Turnpike Rd, Red Lodge, Bury Saint Edmunds	0.43	5 mins / 2 mins
Nature Reserve	Red Lodge Heath, IP28 8WJ	0.80	9 mins / 3 mins
Primary School	St Christopher's CEVCP Primary School, Bellflower Crescent, IP28 8XQ	0.45	5 mins / 2 mins
Nursery	St Christopher Robins Nursery, Boundary Road, IP28 8JQ	0.36	2 mins / 1 min
Local Shops	Nisa / Red Lodge Post Office, 1 Bellflower Crescent, IP28 9XQ	0.82	10 mins / 2 mins
Sports Centre/Rec	Hundred Acre Way, IP28 8FQ	0.54	6 mins / 2 mins
Millennium Centre	Lavender Close, IP28 8TT	0.60	12 mins / 4 mins
Post Office	Nisa / Red Lodge Post Office, 1 Bellflower Crescent, IP28 9XQ	0.82	10 mins / 2 mins
Place of Worship	St Christopher's Church, 2 Boundary Road, IP28 8JQ	0.32	2 mins / 1 min
Restaurant	Red Lodge Steakhouse & Bar, 70 Turnpike Road, IP28 8LB	0.90	11 mins / 4 mins
School	Kennett CP School, 98 Station Road, Kennett, Newmarket CB8 7QQ	4.00	14 mins (cycling)
Train Station	Kennett Train Station, New Market, CB8 7QF	4.66	15 mins (cycling)
Employment	Lanwades Business Park, Kentford, CB8 7PN	5.54	18 mins (cycling)
Employment	Mildenhall	5.95	25 mins (cycling)

- 5.28. In conclusion, the development is located well for a number of amenities which are accessible on foot, bicycle or by bus. **Figure 2** shows the location of most of the amenities noted above.
- 5.29. The good range of amenity provision in the area should help influence the residents to use more sustainable modes of transport to travel locally, reducing the vehicular traffic impact of the development.

Barriers to Sustainable Travel and Accessibility

- 5.30. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:
- Lack of knowledge of potential Car Sharing opportunities;
 - Distance to train services located 4.7km away at Kennett for onward connections to large employment locations such as Cambridge and Ipswich;
 - Hourly bus services to employment areas such as Bury St Edmunds;
 - Perceived accessibility on bicycle to local amenities;
 - Perceived quality of facilities (shelters / seating etc) at bus stops; and
- 5.31. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the monitoring period.

Annual Inspection (off-site)

- 5.32. During the monitoring period, at least an annual inspection shall be made prior to each survey by the TPC to review the condition of local footways, cycleways and bus shelters off-site to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Local Authority for remediation and be reported in monitoring reports or TP reviews.
- 5.33. As of the site visit in Summer 2024, there were no issues to report off-site. However, the TPC noted that the sheltered bus stop on Boundary Road was not displaying any bus timetables.

6. HUNTER'S CHASE DEVELOPMENT

- 6.1. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The "Key Figures for 2011 Census" for the ward "Red Lodge" (to which the site abuts) has given the breakdown of number of people living per dwelling: 4,124 people living in 1,748 households; using this data it has been forecasted that a development of 125 residential dwellings has the potential to accommodate approximately 295 people.
- 6.2. 30% of the dwellings within Hunter's Chase are classed as 'Affordable Homes' or 'Shared Ownership', these are operated by Sage Housing.
- 6.3. The illustrative layout of the development is included in **Appendix A** of this TP.

Access

- 6.4. The main vehicular access to the development is from Elms Road, at the southern end of the site. Elms Road has been diverted into the site with the existing road forming the minor arm of the site access junction. This access is for all modes of travel.
- 6.5. There is also a footpath connection to the B1085 Newmarket Road some 25m north of the junction with Elms Road.

Car & Cycle Parking

- 6.6. Residents of houses can store bicycles in garages or storage can be provided in gardens via sheds.

Annual Inspection (on-site)

- 6.7. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the condition of on-site local footways and cycleways to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Developer and / or Local Authority for remediation and be reported in monitoring reports or TP reviews.
- 6.8. As of the site visit in Summer 2024, there were no issues to report on-site.

7. TRAVEL ASSESSMENT & MONITORING REPORT

- 7.1. The potential vehicular of the development is summarised below as extracted from the sites Transport Assessment submitted as part of the development's planning application and is based on TRICS data.
- 7.2. The development would have the potential to generate, without a TP, approximately 68 two-way vehicle movements during AM peak hour, 76 two-way vehicle movements during PM peak hour. Over a 12-hour period the development could generate 635 two-way movements.
- 7.3. Further to this, the 2011 Census Statistics have been used to understand the pre-existing travel modes and typical work destination for existing local residents, these have been used to provide an estimate of typical travel modes that would be utilised from Hunter's Chase.
- 7.4. The April 2011 Census Statistics – WU03EW – Location of Usual Residence and Place of Work by method of Travel to Work for Forest Heath 005 (Middle Super Output Area), to which the site is immediately adjacent, and which covers the existing residential areas of Red Lodge, is summarised in **Table 7.1.**

**Table 7.1 – Method of Travel to Work -
2011 Census**

Mode of Transport	Number of commuters	Percentage	Main/Secondary Destination Preference
Work at or mainly from home	0	0.0%	N/A
Train	43	1.2%	London
Bus	50	1.5%	Newmarket / Mildenhall
Taxi or minicab	5	0.1%	Beck Row
Driving a car or van	2928	87.6%	Newmarket / Lakenheath / Beck Row / Mildenhall / Red Lodge* / Newmarket / Burt St Edmunds
Passenger in a car or van (car sharing)	177	5.3%	Newmarket / Red Lodge / Lakenheath / Mildenhall / Beck Row / Bury St Edmunds
Motorcycle, scooter or moped	18	0.5%	Newmarket / Mildenhall / Beck Row
Bicycle	40	1.2%	Red Lodge*
On foot	71	2.1%	Red Lodge*
Other	9	0.3%	
<i>Total commuting</i>	<i>2719</i>	<i>100.0%</i>	

*Red Lodge is in Forest Heath 005 in which also lies employment areas at Kentford

- 7.5. The table demonstrates that from the Red Lodge area 3.3% of the commuting is undertaken by cycling and walking, and a further 2.8% of the commuting is undertaken by using public transport.
- 7.6. The primary destination for single occupancy car movements shown above, commute by private car (on their own) to a workplace within the Newmarket area which can be accessed by bus. The promotion of car sharing and bus travel, is therefore considered to be the key modes of travel for this development location with cycling and walking also possible for trips within Red Lodge. According to Census Data, the majority of car trips are to the Newmarket, Lakenheath, Beck Row and Mildenhall (in that order), followed by the Forest Heath 005 area which includes Red Lodge and Kentford.

Objectives

- 7.7. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main objectives of the residential development are to:
- Reduce the use of single occupancy vehicles through raising awareness of alternative travel modes available – especially for those working in the Newmarket area;
 - Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the site without the implementation of the Travel Plan;
 - Promote healthy lifestyles and sustainable, vibrant local communities;
 - Accommodate those journeys that need to be made by car; and
 - Assist in addressing specific problems that prevent children or older people from gaining access to key amenities.

Targets

- 7.8. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).
- 7.9. The "aim type" Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within three years). The suggested key targets are based on the principle objectives of the TP and are as follows:
- Reduce the peak hour car trip generation shown in the TA Estimate by 4% within one year of the implementation of the full TP (75% occupation).
 - Reduce the peak hour car trip generation shown in the TA Estimate by 6% within three years of the implementation of the full TP.
 - Reduce the 12-hour car trips shown in in the TA Estimate by 6% within three years of the implementation of the full TP.

- Retain the level of car trips at the third year of the TP monitoring period at the final year of monitoring.
- 7.10. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 25% return rate for postal / online surveys issued to residents.
 - 80% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.
 - 50% of the respondents to the postal / online survey will have obtained a Personal Travel Plan provided by the TPC.
 - 15% of the dwellings of the development should have requested either their bus ticket or walking/bicycle voucher.
- 7.11. The “action-type” TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Section 8** and therefore aid in meeting the “aim-type” targets and the principal objectives of the TP.

Remedial Measures and Triggers

- 7.12. After each travel survey the TPC will assess if the targets are being achieved for each of the modes of transport. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.
- 7.13. If the agreed targets are not being met after the first and third year travel surveys the TPC will analyse the situation, to review the effectiveness of the TP measures to understand what additional measures may need to be implemented to achieve targets.

8. RESIDENTIAL TRAVEL PLAN MEASURES

- 8.1. The timescale for the implementation of measures is presented in **Table 10.3** below. The table details when measures will be put in place during the agreed monitoring period and an indication of the potential cost of the measure.
- 8.2. A TPC has been appointed prior to any occupation of the site to manage, review and monitor the Travel Plan. Contact details are set out in **Section 4** with the responsibilities and appointment of the TPC are detailed in **Section 9**.

On-site Accessibility

- 8.3. It is essential to ensure that pedestrian and cycle routes are safe and accessible. The site layout is designed to respect the permeability for pedestrians and cyclists. The provision of public open space within the site and direct access to Newmarket Road will give a good permeability through the site for pedestrians and cyclists. Also, the routes within the site will be well defined.
- 8.4. The Developer has ensured that the development has provision for good internet connectivity and availability. This can aid in encouraging home deliveries and promote working from home.
- 8.5. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian/cyclist routes on site can be identified to the Developer or SCC (as applicable) to be rectified.

Public Transport

- 8.6. An up to date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies are permanently available to the residents of the site (see **Marketing and Promotion**). The use of smartphone apps and mobile technology are also promoted so residents can access up to date bus timetables.
- 8.7. The TPC will continue to liaise with bus operators and SCC when appropriate, to ensure that issues raised regularly by residents are considered by the operators, so that the potential use of public transport is maximised.
- 8.8. Residents are made aware of the seasonal discounts of fares that are currently available for buses and train services through promotional links to relevant websites, through the Hunter's Chase webpage and social media page.
- 8.9. Each dwelling has been provided the opportunity to gain two £50 smartcards for use on Stephenson's bus services (or alternatively a £100 voucher for walking/cycling equipment, see below). This has been promoted through a "Travel Welcome Pack" that each residential dwelling is issued within 2 weeks of moving into their property. Reminders are sent out in newsletters distributed to all residents.

Walking

- 8.10. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Red Lodge. However, the TPC will continue to liaise with the relevant authority to highlight any maintenance issues when appropriate.
- 8.11. The residents are provided information on pedestrian routes from the site to relevant local amenities within the Travel Welcome Pack. Branded merchandise can also be considered to be given out to residents to promote walking such as travel umbrellas during promotional events.
- 8.12. As an alternative, a £100 voucher for an online retailer (initially www.Wiggle.co.uk with an alternative now offered) is available (to households not redeeming bus smartcards). This can be redeemed on items such as waterproof clothing or rucksacks or cycling equipment.
- 8.13. During the monitoring period, the TPC will liaise with the TPC for the local Primary School to encourage any pupils living on the Hunter's Chase development to walk to school. Each dwelling will be able to request a reflective equipment pack, ideal for walking or cycling to and from school.

Cycling

- 8.14. The multi-modal surveys provide information about the potential to increase the number of trips made from the development by bicycle. This mode of travel is underrepresented in the area for travelling to/from Red Lodge, Kentford, and Mildenhall and could be improved.
- 8.15. The TPC will continue to liaise with the relevant authority when appropriate to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents are provided with information and advice concerning appropriate cycle routes from the site to relevant regular destinations via Personal Travel Planning (see **Marketing and Promotion**) and Travel Welcome Packs.
- 8.16. Residents are able to redeem £100, per household (if not claiming bus smartcards), from the Developer for cycling equipment from an online retailer (formally www.Wiggle.co.uk with an alternative now offered). The voucher can be used for walking or cycling equipment. It is explained within the Travel Welcome Pack how the £100 can be obtained via completing the initial travel survey.
- 8.17. A bicycle surgery can be considered to be implemented in which a local bicycle company will attend the site for a day and enable safety checks and pre-bookable bicycle services to again further promote the use of cycling for local travel to areas. Alternatively, a bike servicing voucher can be provided to residents, if requested.
- 8.18. Cycling related branded merchandise can also be considered to be given out to residents via promotional events such as a high visibility backpack rain covers, lights, among others.

Car Sharing

- 8.19. Car sharing represents a relatively convenient alternative form of car travel, and the potential exists to reduce the total private mileage of the residents.
- 8.20. The TPC can establish from the multi-modal travel surveys, the potential for car sharing to and from regular destinations and can arrange for individual residents to be made aware of that potential via social media and print material.
- 8.21. The TPC will continue to promote the Liftshare car share scheme (<https://liftshare.com/uk>, previously as Suffolk Car Share), to provide opportunities to car share with residents from the surrounding areas. Residents are made aware of the car share website and encouraged to make use of the information it contains from the outset.
- 8.22. Residents are made aware of the car sharing scheme via the Travel Welcome Pack, social media, the Hunter's Chase TP website and through annual newsletters.
- 8.23. A paid Facebook campaign was undertaken in May 2022 to promote car sharing opportunities across Suffolk. Through this two-week long campaign, 7,752 people were reached and there were 123 clicks through to the then Suffolk Car Share website.

Marketing and Promotion

- 8.24. The TPC has provided training to the Hunter's Chase sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. Posters were also been provided so that sales staff can visually show the sustainable travel options available to them. As the development is now fully occupied, however there is no longer an on-site sales representative.
- 8.25. It is considered that in order to best promote a change in sustainable travel habits of new residents to an area, it is key to provide information within the first few weeks of moving in. Therefore, each new dwelling was provided with a Travel Welcome Pack within the first few weeks of first occupancy which directed residents to the Travel Plan website and social media for travel related information and contact details of the TPC. A survey of current intended travel habits has also been included within the Welcome Packs to ascertain very early indications of travel behaviour change.
- 8.26. A travel website has been created specifically for the development's residents via www.smartertravel.uk.com/hunterschase that provides links to this TP and summary reports as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;
 - Local area map indicating local amenities (in Travel Welcome Pack)

- Links to the social media pages and news articles;
 - Information on car sharing, eco-driving, travel information and community transport availability;
 - Personal Travel Plan requests;
 - Public transport information including details of the bus mobile app service such as UK bus checker (explaining what buses and train services, can be taken to access facilities);
 - Cycle and pedestrian route maps (in Travel Welcome Pack);
 - Details of how to obtain local bus smartcards or a walking/cycling voucher to the value of £100 as well as other measures;
 - Marketing for Liftshare website and rail discount card application forms; and
 - Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.27. The TPC will continue, through the use of social media and other marketing materials for the development including an annual newsletter, promote the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 8.28. It is recommended that the TPC undertake promotional events at the following times to increase awareness of the Travel Plan. Intended minimum events are as follows:
- Regular marketing to highlight website, social media and cycle voucher / bus ticket promotion as well as Personal Travel Plans and merchandise.
 - An on-site promotional event could be held including provision of a bicycle surgery on-site - completed.
 - First year summer postal / online survey with an incentive for respondents including provision of a bicycle surgery – completed.
 - Third year summer postal / online survey with an incentive for respondents – completed.
 - General small social media promotional events to engage with residents and provide information directly on sustainable travel.
 - An annual newsletter with any updates to public transport services, local events and other travel related information.

Personal Travel Planning

- 8.29. The TPC will provide Personalised Travel Planning to residents who request it. They will be made aware of this scheme by information provided on the website, promotional events and via marketing media issued to them. They can also contact directly the TPC through details given in **Section 4** of this TP.
- 8.30. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will identify other measures throughout the life of the plan to aid in achieving the set targets and reducing single-occupancy car travel.

9. MANAGEMENT AND MONITORING

- 9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review is the responsibility of the TPC.

The Travel Plan Coordinator

- 9.2. The TPC has been identified and appointed – with the contact details set out in **Section 4**. The TP will be managed for a minimum duration of five years as part of the monitoring cycle which commenced at 75% occupation. The TPC will be funded by the Developer from appointment prior to first occupation and for the five-year monitoring period.
- 9.3. The TPC takes responsibility for the development and management of the TP and ensure its delivery to its completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.
- 9.4. The TPC can provide Personal Travel Planning (PTP) to residents of this development. This service is provided on demand and is available within 10 working days of residents' request.
- 9.5. The TPC ensures that structures for the on-going management of the plan are set up and running effectively, and helps to promote individual measures such as bus tickets, car sharing, etc. This can be undertaken through social media / marketing material, PTP and / or via the development TP website.
- 9.6. The TPC will continue to liaise with public transport operators, highway authority and / or the Developer where appropriate, in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options.
- 9.7. The TPC is responsible for the setting up and security of the residential travel database which includes the results of the multi-modal traffic surveys. In the interest of confidentiality, the TPC alone, holds the database and is responsible for the release of the results to the Local Authority and to the residents (data should be conveyed in an accessible but secure format and compliant with the General Data Protection Regulation 2018 – refer to Smarter Travel Ltd Privacy Policy for more details).
- 9.8. The TP is reviewed at every completion of the multi modal travel survey, as part of an on-going five-year monitoring process. The TPC will submit details of each review to SCC within two months of the completion of the surveys.

Monitoring

- 9.9. To ascertain whether the residents had already changed their mode of travel as a result of moving to this development from another location, a short survey was provided within the Travel Welcome Pack that the resident needed to complete to obtain the £100 walking/cycle or two £50 free bus smartcards.

- 9.10. In order to identify the travel patterns for the residential development, a multi-modal travel survey is undertaken annually, supplemented by postal/online surveys on the first and third anniversary of the Full TP. This is to analyse how the residents and visitors actually travel from and to the site when compared to that of the 2011 Census Data and the Transport Assessment vehicular trip generation.
- 9.11. This mode split of travel is then used to compare the effectiveness of the TP over the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives.
- 9.12. The results of the survey are issued to SCC as part of the TP review identifying the progress against the original objectives and targets. If the set targets have not been reached the TPC can seek to address and improve the use of any mode, which seems under-represented and where greater utilisation could reasonably be achieved and report to SCC.
- 9.13. In addition to the multi-modal traffic surveys noted above, the take-up of additional TP measures is monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful. The measures to be monitored are:
- The take up of Personal Travel Planning and response to follow up surveys;
 - The level of redemption of the free bus travel; and
 - The level of redemption of the walking/cycling vouchers.

Multi-Modal Travel Survey

- 9.14. The multi-modal survey is undertaken annually at a cost to the Developer and be at a similar time of the year (between March and October) to provide a comparative assessment. It is ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:
- School / public holidays;
 - Highway maintenance;
 - Closures on public transport services; and / or
 - Any publicised strike action.
- 9.15. The methodology of undertaking the manual count survey is to have cameras located at the main access point of the development off Elms Road and at the pedestrian/cycle access to Newmarket Road and record all movements in and out of the site for a 12-hour period (7am to 7pm).
- 9.16. Two-week ATC's are installed where appropriate to further supplement the manual count survey.

- 9.17. The surveys undertaken during the anniversaries noted previously (first and third year) have been supplemented with a postal / online survey directly to residents which enabled a more direct questioning of their travel habits and identified measures that can assist in changing their travel habits to more sustainable means. A summary of the responses obtained in 2024 are contained within **Appendix C**. To maximise the potential for return of postal / online surveys, an incentive was provided in 2024 for respondents with three 'prizes' included a £100 Decathlon store voucher, a Fitbit Inspire 3 and a £25 shopping voucher. The result of each postal / online survey will be issued to the Local Authority via the TP updates.
- 9.18. All online / postal surveys are to be confidential, and no names or addresses shall be passed on to any third party (such as a public transport operator) unless prior approval has been given by the participant. The only personal information deemed necessary for the purposes of the TP are as follows:
- Name and address;
 - Age;
 - Telephone number / email address;
 - Whether they have a disability which would affect transport choice; and
 - Number and age of any dependants.
- 9.19. All survey information shall be kept secure by the TPC. Hard copies of any surveys that have any personal information on shall be kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter. Refer to the Smarter Travel Ltd Privacy Policy for more details.

Options for future managing the Residential Travel Plan

- 9.20. There is a choice of different structures available for the on-going management of the TP beyond the five-year monitoring period, should demand warrant it.
- 9.21. The different options for management exist, are as follows:
- Management or consultant Companies;
 - Parish Council; and
 - Steering groups, created with partnership working between the Local Authority, Developer and local representatives.
- 9.22. Whichever option is chosen then it will be notified to the Local Authority within the final TP review.

10.

10.1. 2024 MONITORING RESULTS

- 10.1. The third anniversary monitoring of Hunter's Chase took place between 17th of June and the 30th of June 2024. The on-site manual count taking place on 25th of June 2024, and the two-week ATC was placed on the main entrance to Hunter's Chase, along Chase Avenue. ATC and Manual Count results for 2024 monitoring can be found in **Appendix D** and **Appendix E** respectfully. At the time of monitoring, the residential site was fully occupied.
- 10.2. The two-way vehicle trips identified in 2024 can be seen in **Table 10.1**. The table shows that vehicle movements are much lower than that set out in the TA and has been decreasing year on year (except for baseline). This could be due to the changing working habits, i.e., residents working from home more frequently.
- 10.3. **Table 10.1** shows that the target of a 4% reduction from the interim TA has been exceeded in 2022 and continues to exceed expectations, achieving the 6% reduction a year before the third anniversary target date. Although the last two years have not achieved that of the baseline, the difference from the other years suggests that due to the uncomplete site, at 75% occupation, had drastically fewer trips, therefore making the baseline trips unachievable to replicate at full occupation.

Table 10.1 – Trip Rates

	TA (2016)	Baseline (2021)		2022		2023		2024	
		MC	ATC	MC	ATC	MC	ATC	MC	ATC
AM Peak Two-way	0.547	0.320	0.308	0.464	0.390	0.424	0.410	0.513	0.453
PM Peak Two-way	0.604	0.484	0.397	0.592	0.469	0.560	0.427	0.551	0.513

MC = Manual Count

ATC = Automatic Traffic Count averaged over 5 days

- 10.4. **Table 10.1** shows that the trip rates remain lower than that predicted in the TA and achieving a 19%-point reduction, thereby exceeding the 6% reduction target set out in **Section 7**.
- 10.5. It should be noted that both the ATC AM- and PM-peak have increased by a small amount since 2023, which is not concerning but will be reviewed following next years' monitoring.

Table 10.2 – Modal Split

Mode of Transport	Census Data 2011	2021 Baseline	2022	2023	2024
Work at or mainly from home	0%	N/A	N/A	N/A	N/A
Train	1%	N/A	N/A	N/A	N/A
Bus	2%	N/A	N/A	NA	>0%
Taxi or minicab	0%	0%	2%	1%	1%
Driving a car or van	88%	*75%	*70%	*73%	*70%
Passenger in a car or van (car sharing)	5%	10%	15%	14%	13%
Motorcycle, scooter or moped	1%	0%	1%	0%	1%
Bicycle	1%	1%	2%	1%	1%
On foot	2%	14%	9%	11%	12%
Other	0%	0%	1%	0%	>0%

Rounded to the nearest whole number for reporting. *Figures include LGV movements recorded.

- 10.6. **Table 10.2** shows positive results of the travel habits of residents, as most modes are exceeding that of the 2011 Census.
- 10.7. Driving a car or van remains the main mode of travel for 70% of residents, although those travelling as a passenger has declined steadily since 2022. The key takeaway from the 2024 modal split is the increase in foot traffic. Red Lodge has plenty of amenities at a short walking distance but also a nearby bus stop which has services into neighbouring towns. This is likely to play a role in reducing SOV movements and shall be promoted further.

Residential Travel Survey 2024

- 10.8. To supplement quantitative data, a residential travel survey is issued annually to all occupied households, either online or by post. This section provides a breakdown of key findings from the Travel Surveys. The first Travel Survey was conducted in Spring 2024 and will be repeated at a similar time each year throughout the monitoring period.
- 10.9. The 2024 Travel Survey invitations were distributed by post to 125 occupied Dwellings in June 2024 and reminders were sent out after 2 weeks to encourage uptake. A prize draw was included, offering 3 prizes, a £100 Decathlon voucher, a Fitbit Inspire 3 and a £25 shopping voucher. The survey received a total of 12 responses (9.6% of occupied dwellings) which does not achieve the 25% response rate target set out in **Chapter 7**.
- 10.10. 25% of the survey respondents requested a Personal Travel Plan from the 2024 Travel Survey, which does not meet the 50% PTP uptake target, however, it contributes to overall PTP uptake, including those from the initial Travel Survey that formed part of the Travel Information Pack, provided to the first occupiers when they moved in.
- 10.11. The main mode of travel, used by 83% of respondents, was driving alone, with an average use of 3 days per week, followed by 33% choosing to car share an average of 1 day a week and 17% choosing to walk for an average of 1 day a week. It should be noted that participants could select multiple modes and frequencies, depending on their habits, and it is assumed from the data that most respondents who drive also have to walk part of their journey.
- 10.12. Participants were asked what alternative modes they would use if their main mode was unavailable, to which 50% selected car sharing. 17% of participants selected bus and train. These modes will continue to be promoted to residents via the annual newsletter, Travel Survey and on the Hunters Chase Travel Plan website, as appropriate.
- 10.13. When asked about barriers to travelling sustainably, 58% of respondents stated that their destination was too far to walk/cycle and 33% stated that the bus schedule does not suit their needs.
- 10.14. 50% of respondents believe the cost-of-living crisis has impacted the way they travel, providing statements such as, *"Fuel costs are much higher so try and work from home as much as possible"* and *"Less days out"*. Compared to 25% who believe it hasn't impacted the way they travel and 25% who did not provide a response.
- 10.15. 50% of the respondents found the Travel Information Pack helpful, compared to 33% who have not read it and 17% who read it but did not find it helpful.
- 10.16. 67% of respondents stated that they would not consider using a car club, of which 71% claimed this is because they prefer the flexibility of using their own vehicle and 25% claimed there was not enough hire locations at their end destination.

- 10.17. 100% of the 12 respondents, have not claimed a voucher. This is expected to be due to the occupancy rate. It should be noted that one respondent questioned if they could still claim the voucher, but the voucher claim period has expired.
- 10.18. When asked for additional comments or feedback, 17% provided statements regarding infrastructure surrounding the development, including: *"Please organise little buses to go to work to Addenbrooke's Hospital in Cambridge"* and *"The bus service needs improving, if that was improved I would consider using it"*.
- 10.19. A copy of the 2024 Travel Survey can be found in **Appendix C** (questions requesting personal data have been removed for GDPR purposes).

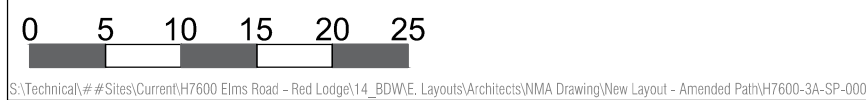
Table 10.3 - TPC Action Plan

Measure	Action	Timescales
Hunter's Chase travel plan website & social media	The Hunter's Chase travel plan website pages and social media channels (i.e. Facebook and Instagram) will be regularly reviewed and updated with useful information.	Ongoing
Maps of walking and cycling routes.	Provide a map of walking and cycling routes for residents, if requested.	Ongoing
Personal Travel Planning	Personal Travel Planning will be promoted further to encourage alternative modes of travelling in the Red Lodge area.	Ongoing (upon request)
Multi-modal travel survey	A 12-hour manual count of all movements in and out of the development and an Automatic Traffic Count (ATC) for vehicular traffic movements. Supplemented by a postal/online travel survey of resident's travel habits with possible door-knocking to encourage a higher response rate.	Annual (Spring)
Travel Plan Newsletters	An annual update to all households on relevant travel information and news. Information will also include reminders of the travel incentives available.	Annual (Spring)
Car Sharing promotion	Promote car sharing to residents via marketing channels.	Bi-annually
Local Primary School	Contact will be made with the local Primary School to see of any measures the TPC can assist with.	Within 2024-2025, if required.

Figures

Appendices

Appendix A



Rev	Description	Drawn	Check	Date
--	-	##	##	##.##.##



BARRATT
HOMES

Eastern Counties
7 Springfield Lyons Approach
Chelmsford, Essex, CM2 5EY
T: 01245 232200

Development		Red Lodge Elms Road			
Drawing Title					
Amended Site Layout					
Date	02/08/21	Scale	1:500	Drawn	BW
Dwg Ref	H7600-3A-SP-NMA			Rev	-

Appendix B

16/16A

Newmarket - Mildenhall - Bury St Edmunds

Monday to Friday

Service No	16A SCH	16A SCH	16 NSCH	16 SCH	16 NSCH	16	16	16	16	16	16 NSCH	16 SCH	16 NSCH	16 SCH	16	16 --
Newmarket, Newmarket Academy	--	--	--	--	--	--	--	--	--	--	--	--	--	1525	--	1730
Newmarket, The Guineas Bus Station	700	--	700	750	750	910	1000	1100	1200	1300	1400	1400	1500	1530	1630	--
Newmarket, Tesco Car Park Bus Stop	--	--	712	--	802	922	1012	1112	1212	1312	1412	1412	1512	--	1642	1738
Moulton, Crossroads	708	--	--	758	--	--	--	--	--	--	--	--	--	1538	--	1740
Kentford, Post Office	711	--	--	800	--	--	--	--	--	--	--	--	--	1540	--	1750
Kennett, The Close	721	--	720	810	810	930	1020	1120	1220	1320	1420	1420	1520	1550	1650	1756
Red Lodge, Horseshoe Drive	729	--	725	816	815	935	1025	1125	1225	1325	1425	1425	1525	1556	1655	1758
Red Lodge, Laurel Close	732	--	728	819	818	938	1028	1128	1228	1328	1428	1428	1528	1558	1658	1800
Red Lodge, Ash Court	736	--	730	821	820	940	1030	1130	1230	1330	1430	1430	1530	1600	1700	1802
Red Lodge, Thistle Way	739	--	732	824	822	942	1032	1132	1232	1332	1432	1432	1532	1602	1702	1808
Worlington, Walnut Tree	745	--	738	831	828	948	1038	1138	1238	1338	1438	1438	1538	1608	1708	1812
Mildenhall, Bus Station Arr	748	--	744	--	834	954	1044	1144	1244	1344	1444	1444	1544	1612	1714	--
Mildenhall, Hub	--	--	748	836	838	958	1048	1148	1248	1348	1448	1448	1548	--	1718	1814
Mildenhall, Bus Station Dep	--	750	752	846	842	1002	1052	1152	1252	1352	1452	1452	1552	1614	1722	--
Mildenhall, College Heath Rd	--	755	--	--	--	--	--	--	--	--	--	--	--	--	--	1823
Icklingham, Red Lion	--	805	801	900	851	1011	1101	1201	1301	1401	1501	1501	1601	1623	1731	1827
Lackford, Bus Shelter	--	--	805	904	855	1015	1105	1205	1305	1405	1505	1505	1605	1627	1735	1830
Flempton, Church	--	--	808	907	858	1018	1108	1208	1308	1408	1508	1508	1608	1630	1738	1832
Hengrave, Shelter	--	--	810	909	900	1020	1110	1210	1310	1410	1510	1510	1610	1632	1740	--
Culford, School	--	816	--	--	--	--	--	--	--	--	--	--	--	--	--	1834
Fornham All Saints, The Green	--	--	812	911	902	1022	1112	1212	1312	1412	1512	1512	1612	1634	1742	1836
Fornham St Genevieve, Oak Close	--	--	814	913	904	1024	1114	1214	1314	1414	1514	1514	1614	1636	1744	1842
Bury St Edmunds, Railway Station	--	--	820	919	910	1030	1120	1220	1320	1420	1520	1520	1620	1642	1750	--
Bury St Edmunds, St Benedicts & County High Up	--	834	--	--	--	--	--	--	--	--	--	--	--	--	--	--
West Suffolk College	--	840	--	--	--	--	--	--	--	--	--	--	--	--	--	1844
Bury St Edmunds, Bus Station Arr	--	847	822	921	912	1032	1122	1222	1322	1422	1522	1522	1622	1644	1752	--
Bury St Edmunds, Bus Station. Dep	--	--	823	922	913	1033	1123	1223	1323	1423	1523	--	1623	--	1753	--
Bury St Edmunds, West Suffolk Hospital	--	--	830	929	920	1040	1130	1230	1330	1430	1530	--	1630	--	1800	

Monday to Friday

Service No	16	16	16	16	16	16	16	16	16	16	16	16	16A	16	16	16	16
		SCH	NSCH								NSCH	SCH	SCH	NSCH	NSCH	SCH	
Bury St Edmunds, West Suffolk Hospital	--	--	--	--	850	950	1050	1150	1250	1350	1450	1450	--	1540	1640	--	1800
Bury St Edmunds, Bus Station. Arr	--	--	--	--	857	957	1057	1157	1257	1357	1457	1457	--	1547	1647	--	1807
Bury St Edmunds, Bus Station Dep	--	655	700	900	900	1000	1100	1200	1300	1400	1500	1500	1550	1550	1650	1700	1810
Bury St Edmunds, West Suffolk College	--	--	--	--	--	--	--	--	--	--	--	--	1553	--	--	--	--
Bury St Edmunds, St Benedicts & County High	--	--	--	--	--	--	--	--	--	--	--	--	1559	--	--	--	--
Bury St Edmunds, Railway Station	--	657	702	902	902	1002	1102	1202	1302	1402	1502	1502	--	1552	1652	1702	1812
Fornham St Genevieve, Oak Close	--	703	708	908	908	1008	1108	1208	1308	1408	1508	1508	--	1558	1658	1708	1818
Fornham All Saints, The Green	--	705	710	910	910	1010	1110	1210	1310	1410	1510	1510	--	1600	1700	1710	1820
Culford, School	--	--	--	--	--	--	--	--	--	--	--	--	1609	--	--	--	--
Hengrave, Shelter	--	707	712	912	912	1012	1112	1212	1312	1412	1512	1512	--	1602	1702	1712	1822
Flempton, Church	--	709	714	914	914	1014	1114	1214	1314	1414	1514	1514	--	1604	1704	1714	1824
Lackford, Bus Shelter	--	712	717	917	917	1017	1117	1217	1317	1417	1517	1517	--	1607	1707	1717	1827
Icklingham, Red Lion	--	716	721	921	921	1021	1121	1221	1321	1421	1521	1521	1620	1611	1711	1721	1831
Mildenhall, College Heath Rd	--	--	--	--	--	--	--	--	--	--	--	--	1627	--	--	--	--
Mildenhall, Bus Station Arr	--	725	730	930	930	1030	1130	1230	1330	1430	1530	1536	1632	1620	1720	1730	1840
Mildenhall, Hub	--	729	734	934	934	1034	1134	1234	1334	1434	1534	1540	--	1624	1724	1734	1844
Mildenhall, Bus Station Dep	655	733	738	938	938	1038	1138	1238	1338	1438	1538	--	1632	1628	1728	1738	1848
Worlington, Walnut Tree	700	737	742	942	942	1042	1142	1242	1342	1442	1542	1549	1636	1632	1732	1742	1852
Red Lodge, Thistle Way	707	743	748	948	948	1048	1148	1248	1348	1448	1548	1555	1642	1638	1738	1748	1858
Red Lodge, Ash Grove	709	745	750	950	950	1050	1150	1250	1350	1450	1550	1557	1644	1640	1740	1750	1900
Red Lodge, Laurel Close	711	747	752	952	952	1052	1152	1252	1352	1452	1552	1559	1646	1642	1742	1752	1902
Red Lodge, Horseshoe Drive	713	749	754	954	954	1054	1154	1254	1354	1454	1554	1601	1648	1644	1744	1754	1904
Kennett, The Close	719	753	758	958	958	1058	1158	1258	1358	1458	1558	1605	1654	1648	1748	1758	1908
Kentford, Post Office	--	803	808	1008	--	--	--	--	--	--	--	1615	1704	--	--	--	--
Moulton, Crossroads	--	805	810	1010	--	--	--	--	--	--	--	1617	1706	--	--	--	--
Newmarket, Tesco Car Park Bus Stop	727	--	--	--	1006	1106	1206	1306	1406	1506	1606	--	--	1656	1756	1806	1916
Newmarket, The Guineas Bus Station	739	813	818	1018	1018	1118	1218	1318	1418	1518	1618	1625	1714	1708	1808	1818	1928
Newmarket, Newmarket Academy	--	818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

16/16A

Newmarket - Mildenhall - Bury St Edmunds

Saturdays Only

Service No	16	16	16	16	16	16	16	16	16	16
Newmarket, The Guineas Bus Station	750	900	1000	1100	1200	1300	1400	1500	1600	1700
Newmarket, Tesco	802	912	1012	1112	1212	1312	1412	1512	1612	1712
Kennett, The Close	810	920	1020	1120	1220	1320	1420	1520	1620	1720
Red Lodge, Horseshoe Drive	815	925	1025	1125	1225	1325	1425	1525	1625	1725
Red Lodge, Laurel Close	818	928	1028	1128	1228	1328	1428	1528	1628	1728
Red Lodge, Ash Court	820	930	1030	1130	1230	1330	1430	1530	1630	1730
Red Lodge, Thistle Way	822	932	1032	1132	1232	1332	1432	1532	1632	1732
Worlington, Walnut Tree	828	938	1038	1138	1238	1338	1438	1538	1638	1738
Mildenhall, Bus Station	834	944	1044	1144	1244	1344	1444	1544	1644	1744
Mildenhall, Hub	838	948	1048	1148	1248	1348	1448	1548	1648	1748
Mildenhall, Bus Station	842	952	1052	1152	1252	1352	1452	1552	1652	1752
Icklingham, Red Lion	851	1001	1101	1201	1301	1401	1501	1601	1701	1801
Lackford, Bus Shelter	855	1005	1105	1205	1305	1405	1505	1605	1705	1805
Flempton, Church	858	1008	1108	1208	1308	1408	1508	1608	1708	1808
Hengrave, Shelter	900	1010	1110	1210	1310	1410	1510	1610	1710	1810
Fornham All Saints, The Green	902	1012	1112	1212	1312	1412	1512	1612	1712	1812
Fornham St Genevieve, Oak Close	904	1014	1114	1214	1314	1414	1514	1614	1714	1814
Bury St Edmunds, Railway Station	910	1020	1120	1220	1320	1420	1520	1620	1720	1820
Bury St Edmunds, Bus Station Arr	912	1022	1122	1222	1322	1422	1522	1622	1722	1822
Bury St Edmunds, Bus Station. Dep	913	1023	1123	1223	1323	1423	1523	1623	--	--
Bury St Edmunds, West Suffolk Hospital	920	1030	1130	1230	1330	1430	1530	1630	--	--

16/16A

Bury St Edmunds - Mildenhall - Newmarket

Saturdays Only

Service No	16	16	16	16	16	16	16	16	16	16
Bury St Edmunds, West Suffolk Hospital	--	850	950	1050	1150	1250	1350	1450	1550	1710
Bury St Edmunds, Bus Station. Arr	--	857	957	1057	1157	1257	1357	1457	1557	1717
Bury St Edmunds, Bus Station Dep	--	900	1000	1100	1200	1300	1400	1500	1600	1720
Bury St Edmunds, Railway Station	--	902	1002	1102	1202	1302	1402	1502	1602	1722
Fornham St Genevieve, Oak Close	--	908	1008	1108	1208	1308	1408	1508	1608	1728
Fornham All Saints, The Green	--	910	1010	1110	1210	1310	1410	1510	1610	1730
Hengrave, Shelter	--	912	1012	1112	1212	1312	1412	1512	1612	1732
Flempton, Church	--	914	1014	1114	1214	1314	1414	1514	1614	1734
Lackford, Bus Shelter	--	917	1017	1117	1217	1317	1417	1517	1617	1737
Icklingham, Red Lion	--	921	1021	1121	1221	1321	1421	1521	1621	1741
Mildenhall, Bus Station	--	930	1030	1130	1230	1330	1430	1530	1630	1750
Mildenhall, Hub	--	934	1034	1134	1234	1334	1434	1534	1634	1754
Mildenhall, Bus Station	820	938	1038	1138	1238	1338	1438	1538	1638	1758
Worlington, Walnut Tree	825	943	1043	1143	1243	1343	1443	1543	1643	1803
Red Lodge, Thistle Way	829	947	1047	1147	1247	1347	1447	1547	1647	1807
Red Lodge, Ash Grove	831	949	1049	1149	1249	1349	1449	1549	1649	1809
Red Lodge, Laurel Close	833	951	1051	1151	1251	1351	1451	1551	1651	1811
Red Lodge, Horseshoe Drive	835	953	1053	1153	1253	1353	1453	1553	1653	1813
Kennett, The Close	841	956	1056	1156	1256	1356	1456	1556	1656	1816
Newmarket, Tesco Car Park	849	1004	1104	1204	1304	1404	1504	1604	1704	1824
Newmarket, The Guineas Bus Station	901	1016	1116	1216	1316	1416	1516	1616	1716	1836

	Monday to Friday (Except Bank Holidays)							Saturday				
Service	357	358	357	358	357	358	357	358	357	358	357	358
Operator	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU
Service Restrictions												
Notes	1	1	1	1	1	1	1	1	1	1	1	1
Bury St Edmunds, Bus Station (Stand 3)	—	—	1025	—	1325	—	1735	—	1025	—	1325	—
Bury St Edmunds, Springfield Road (opp)	—	—	1028	—	1328	—	1738	—	1028	—	1328	—
Risby, Giles Way (opp)	—	—	1035	—	1335	—	1746	—	1035	—	1335	—
Risby, Green (N-bound)	—	—	1038	—	1338	—	1747	—	1038	—	1338	—
Cavenham, Post Office (opp)	0755	—	1045	—	1345	—	s1754	—	1045	—	1345	—
Tuddenham, The Green (opp)	0758	—	1047	—	1347	—	s1756	—	1047	—	1347	—
Herringswell, Memorial (adj)	0804	—	1052	—	1352	—	s1801	—	1052	—	1352	—
Red Lodge, The Birches (adj)	0807	—	1055	—	1355	—	—	—	1055	—	1355	—
Red Lodge, Thistle Way (opp)	0810	—	—	—	—	—	—	—	—	—	—	—
Red Lodge, Horseshoe Drive (opp)	—	—	1058	—	1358	—	—	—	1058	—	1358	—
Freckenham, Elms Road (opp)	—	—	1103	—	1403	—	—	—	1103	—	1403	—
Worlington, Walnut Tree (E-bound)	—	—	1109	—	1409	—	—	—	1109	—	1409	—
Barton Mills, Bull Inn (opp)	0821	—	—	—	—	—	—	—	—	—	—	—
Mildenhall, Bus Station (Stand B)	0831	0900	1115	1117	1415	1417	—	0900	1115	1117	1415	1417
Mildenhall, Clare Close (opp)	—	—	—	1122	—	1422	—	—	—	1122	—	1422
Mildenhall, Mildenhall Hub (adj)	0835	0904	—	1125	—	1425	—	0904	—	1125	—	1425
West Row, Blenheim Close (opp)	—	0911	—	1131	—	1431	—	0911	—	1131	—	1431
West Row, Neve Gardens (adj)	—	0914	—	1134	—	1434	—	0914	—	1134	—	1434
	Sunday							Spring Bank Holiday				
	no service							no service				

NOTES

Col Operates when Mildenhall College is open

1 Sponsored by Suffolk County Council

s sets down only

OPERATORS

MU Mulleys Motorways 01284 702830

Suffolk 04/09/2023

	Monday to Friday (Except Bank Holidays)							Saturday				
Service	358	357	358	357	358	357		358	357	358	357	358
Operator	MU	MU	MU	MU	MU	MU	Col	MU	MU	MU	MU	MU
Service Restrictions												
Notes	1	1	1	1	1	1	1	1	1	1	1	1
West Row, Blenheim Close (opp)	0911	—	1131	—	1431	—	—	0911	—	1131	—	1431
West Row, Neve Gardens (adj)	0914	—	1134	—	1434	—	—	0914	—	1134	—	1434
Mildenhall, Mildenhall Hub (adj)	0917	—	1137	—	1437	1540	—	0917	—	1137	—	1437
Mildenhall, Clare Close (opp)	0920	—	1140	—	1440	—	—	0920	—	1140	—	1440
Mildenhall, Bus Station (Stand B)	0925	0930	1145	1230	1445	1544	—	0925	0930	1145	1230	1445
Barton Mills, Bull Inn (opp)	—	—	—	—	—	1550	—	—	—	—	—	—
Worlington, Walnut Tree (adj)	—	0936	—	1236	—	—	—	—	0936	—	1236	—
Freckenham, Elms Road (adj)	—	0942	—	1242	—	—	—	—	0942	—	1242	—
Red Lodge, Horseshoe Drive (adj)	—	0947	—	1247	—	—	—	—	0947	—	1247	—
Red Lodge, Thistle Way (adj)	—	—	—	—	—	1558	—	—	—	—	—	—
Red Lodge, The Birches (opp)	—	0949	—	1249	—	1605	—	—	0949	—	1249	—
Herringswell, Memorial (adj)	—	0953	—	1253	—	1610	—	—	0953	—	1253	—
Tuddenham, The Green (adj)	—	0958	—	1258	—	1615	—	—	0958	—	1258	—
Cavenham, Post Office (adj)	—	1001	—	1301	—	1618	—	—	1001	—	1301	—
Risby, Green (S-bound)	—	1006	—	1306	—	—	—	—	1006	—	1306	—
Risby, Giles Way (adj)	—	1007	—	1307	—	—	—	—	1007	—	1307	—
Bury St Edmunds, West Suffolk College (adj)	—	1018	—	1318	—	—	—	—	1018	—	1318	—
Bury St Edmunds, Bus Station (Stand 3)	—	1021	—	1321	—	—	—	—	1021	—	1321	—
Newmarket, The Guineas Bus Station (Bay 1)	—	—	—	—	—	s1641	—	—	—	—	—	—
Newmarket, Railway Station (opp)	—	—	—	—	—	s1646	—	—	—	—	—	—
	Sunday							Spring Bank Holiday				
	no service							no service				

NOTES

Col Operates when Mildenhall College is open

1 Sponsored by Suffolk County Council

s sets down only

OPERATORS

MU Mulleys Motorways 01284 702830

Suffolk 04/09/2023

Monday to Friday (Except Bank Holidays)

Service Restrictions	Operator	MU	MU
	Sch	Col	Sch
Lakenheath, Post Box (opp)	—	0715	
Lakenheath, Post Office (opp)	—	0717	
Eriswell, Lords Walk (adj)	—	0725	
Eriswell, Mill Farm (opp)	—	0727	
Holywell Row, Holywell Farm (W-bound)	—	0730	
Beck Row, Parkside (adj)	—	0733	
Beck Row, Rose & Crown (o/s)	—	0734	
Mildenhall, Bus Station (Stand A)	arr	—	0743
Mildenhall, Bus Station (Stand A)	dep	0715	0750
Mildenhall, Lark Road (opp)		0752	
Worlington, Walnut Tree (adj)	0725		
Worlington, Walnut Grove (adj)	0728		
Freckenham, Elms Road (adj)	0731		
Red Lodge, Horseshoe Drive (adj)	0735		
Red Lodge, The Birches (opp)	0738		
Herringswell, Memorial (opp)	0742		
Tuddenham, White Hart (opp)	0747	0758	
Cavenham, Post Office (adj)	0751	0802	
Risby, Green (E-bound)	0756	0807	
Risby, Giles Way (adj)	0800	0808	
Bury St Edmunds, Leisure Centre (adj)	0814	0822	
Bury St Edmunds, St Benedicts Catholic School (o/s)	arr	0817	0824
Bury St Edmunds, St Benedicts Catholic School (o/s)	dep	0825	0824
Horringer Court, School (o/s)	0835		
Bury St Edmunds, West Suffolk College (adj)	0845	0834	
Bury St Edmunds, Bus Station (Stand 3)	0850	0838	

Saturday

Sunday

Spring Bank Holiday

Summer Bank Holiday

no service

no service

no service

no service

Bury St Edmunds - Mildenhall - Lakenheath

956

Monday to Friday (Except Bank Holidays)

Service Restrictions	Operator	MU	MU
	Sch	Col	Sch
Horringer Court, School (o/s)	1555	—	
Bury St Edmunds, St Benedicts Catholic School (o/s)	1605	—	
Bury St Edmunds, Leisure Centre	1608	—	
Bury St Edmunds, Bus Station (Stand 4)		1645	
Bury St Edmunds, West Suffolk College (opp)		1648	
Risby, Giles Way (opp)	1618	1657	
Risby, Green (W-bound)	1620	1658	
Cavenham, Post Office (opp)	1627	1704	
Tuddenham, White Hart (o/s)	1631	1707	
Herringswell, Memorial (adj)	1631	1711	
Red Lodge, The Birches (adj)	1635	1716	
Red Lodge, Horseshoe Drive (opp)	1637	1717	
Mildenhall, Lark Road (adj)		1722	
Freckenham, Elms Road (opp)	1642		
Worlington, War Memorial (opp)	1645		
Worlington, Walnut Tree (E-bound)	1648		
Mildenhall, Bus Station (Stand A)	arr	1658	1724
Mildenhall, Bus Station (Stand A)	dep	—	1725
West Row, Neve Gardens (opp)	—	1735	
West Row, Blenheim Close (adj)	—	1739	
Beck Row, Rose & Crown (opp)	—	1746	
Holywell Row, Holywell Farm (N-bound)	—	1750	
Eriswell, Mill Farm (adj)	—	1752	
Eriswell, Lords Walk (opp)	—	1754	
Lakenheath, Pashford Close (adj)	—	1800	
Lakenheath, Post Box (o/s)	—	1802	

Saturday

Sunday

Spring Bank Holiday

Summer Bank Holiday

no service

no service

no service

no service

NOTES

Col West Suffolk College Days Only

Sch School Days Only

OPERATORS

MU Mulleys Motorways 01284 702830

Suffolk 04/09/2023

Appendix C

Hunters Chase Travel Survey June 2024

12 responses

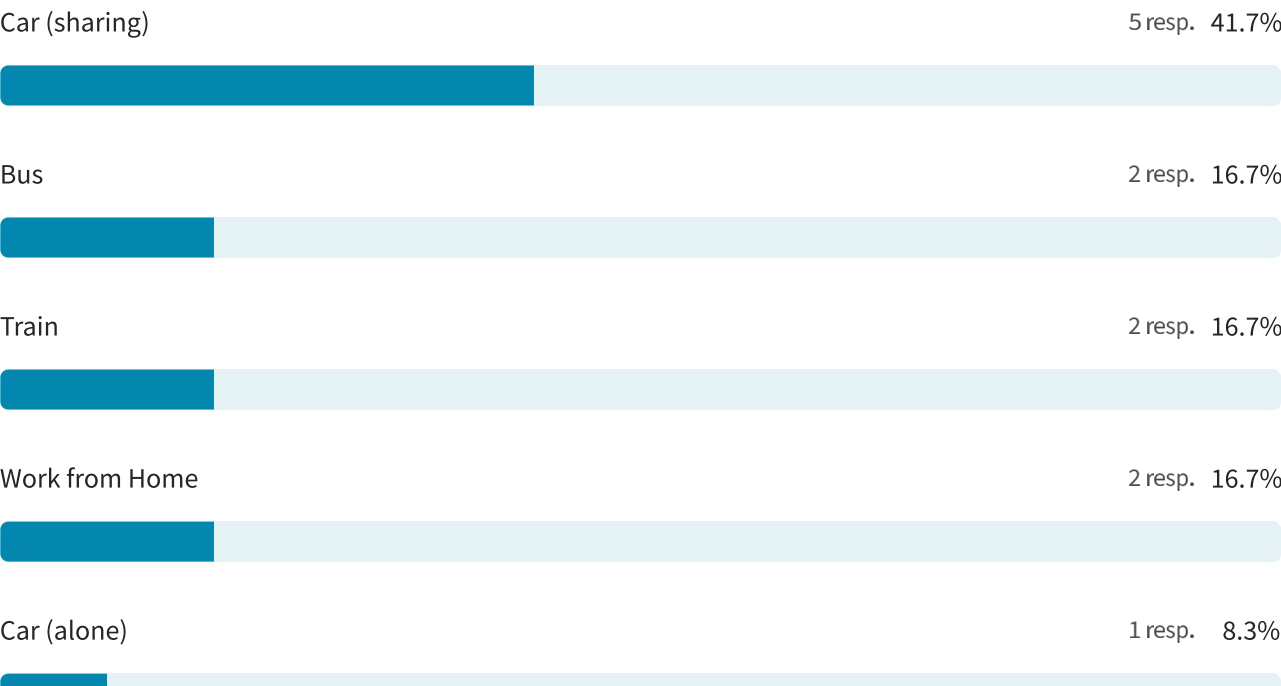
Would you like a free Personal Travel Plan?

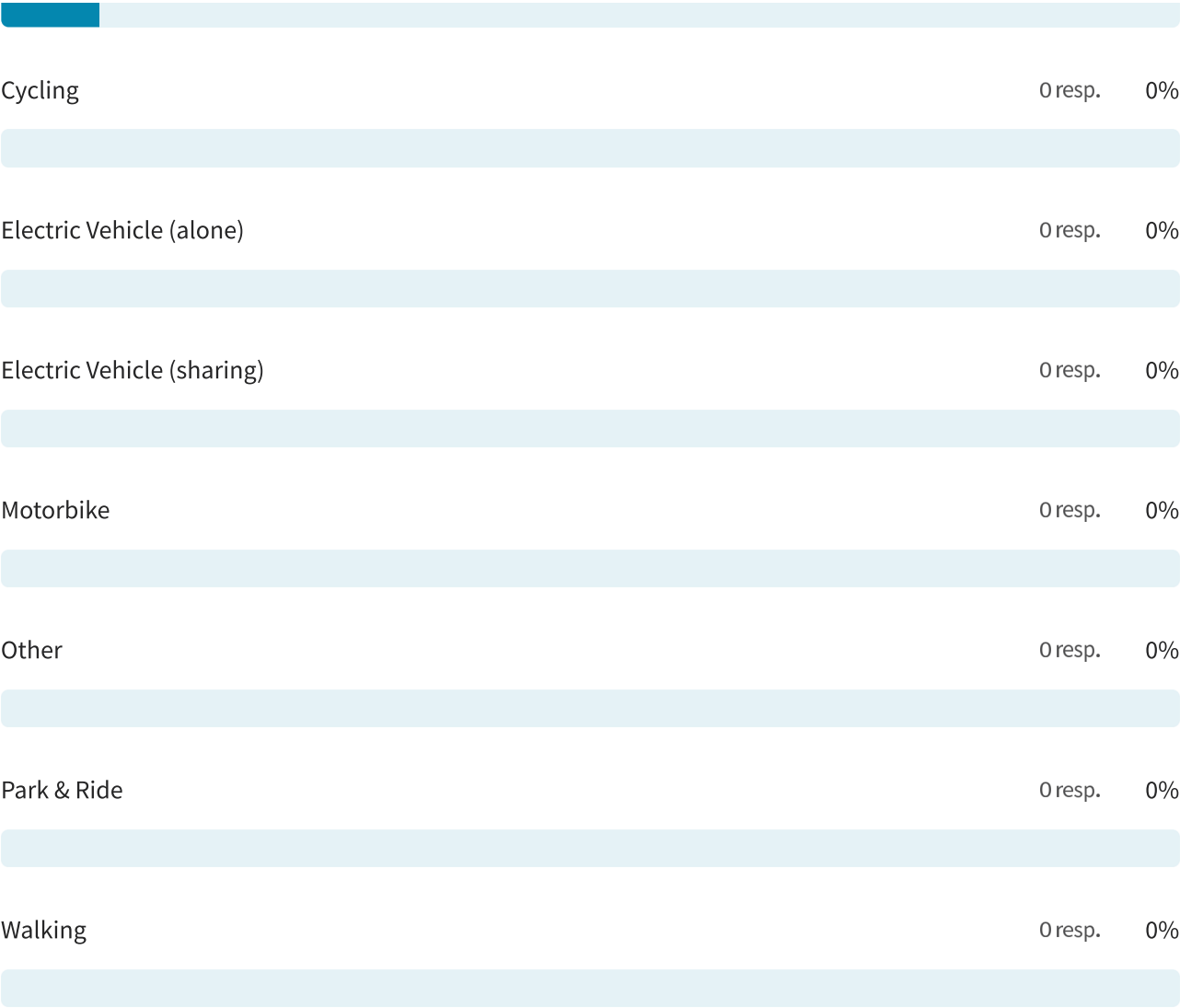
12 out of 12 answered



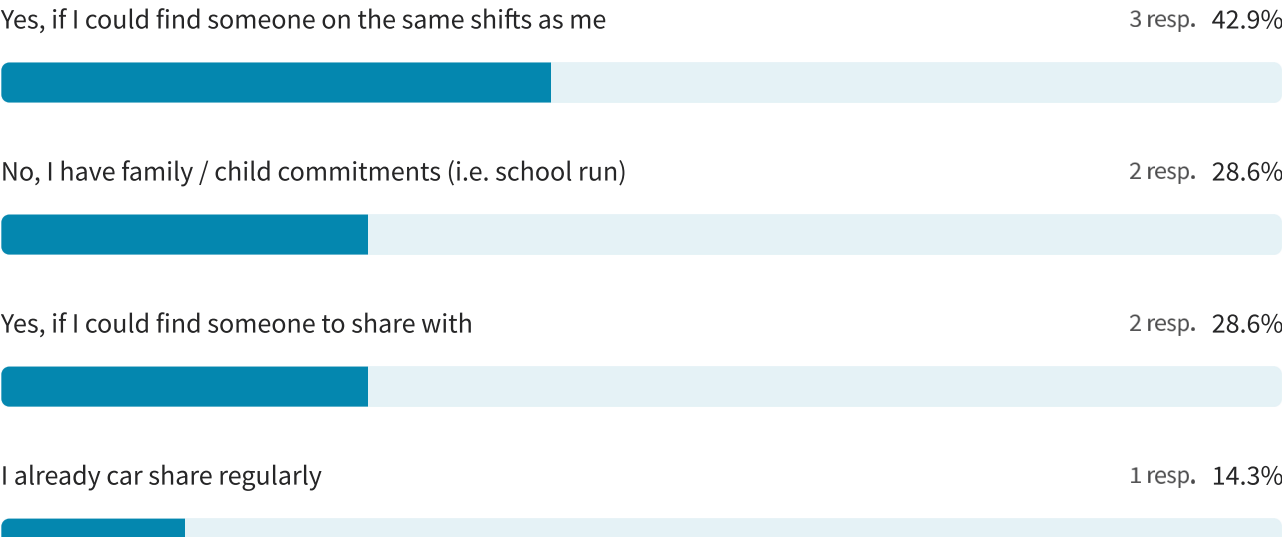
If your main mode of travel was unavailable, how would you get around?

12 out of 12 answered





Would you consider car sharing regularly?
7 out of 12 answered



I cannot travel by car due to mobility considerations

0 resp. 0%

No, I prefer to walk / cycle

0 resp. 0%

No, I prefer using public transport

0 resp. 0%

Yes, if it was incentivised (i.e. work perks; priority parking)

0 resp. 0%

Other

1 resp. 14.3%

What is stopping you from travelling more sustainably?

12 out of 12 answered

I can't walk / cycle to my regular destinations - too far away

7 resp. 58.3%

Bus times don't suit my needs

4 resp. 33.3%

I haven't found anyone to car share with

3 resp. 25%

I need my vehicle due to family / child care

3 resp. 25%

Public transport seems too expensive

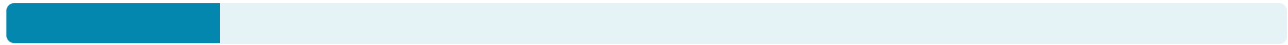
3 resp. 25%

Surrounding roads aren't safe to walk / cycle

3 resp. 25%

I don't think I have any other options

2 resp. 16.7%



I need my vehicle to assist with my limited mobility

0 resp. 0%



I need my vehicle to carry out my job role

0 resp. 0%



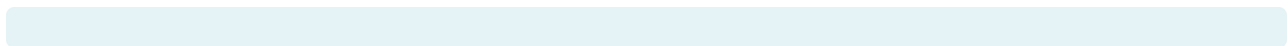
There are no shower / changing facilities at work

0 resp. 0%



Other

0 resp. 0%



Has the Travel Information Pack helped you make informed decisions about the way you travel?

12 out of 12 answered

Yes, I found it helpful.

6 resp. 50%



I have not read the Travel Information Pack

4 resp. 33.3%



No, I read it but did not find it helpful.

2 resp. 16.7%



Do you currently or would you use a Car Club?

12 out of 12 answered

No, I would not use car clubs

8 resp. 66.7%



I would like more information about car clubs

4 resp. 33.3%



I would use car clubs if vehicles were available locally

0 resp. 0%



Yes, I currently use car clubs

0 resp. 0%

Can you tell us why you would *not* consider using a Car Club?

8 out of 12 answered

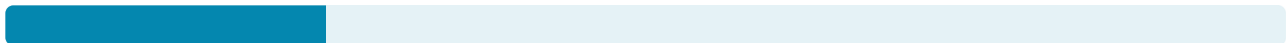
I prefer the flexibility of owning my own vehicle

5 resp. 62.5%



Not enough hire locations near my end destination(s)

2 resp. 25%



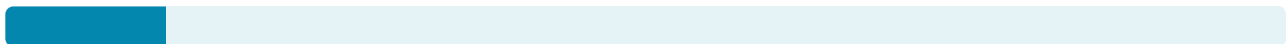
I don't drive

1 resp. 12.5%



Not enough hire locations near my home

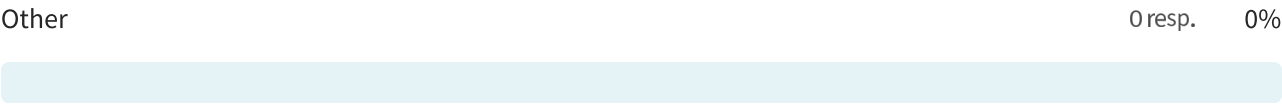
1 resp. 12.5%



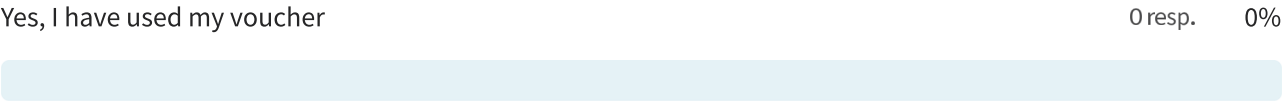
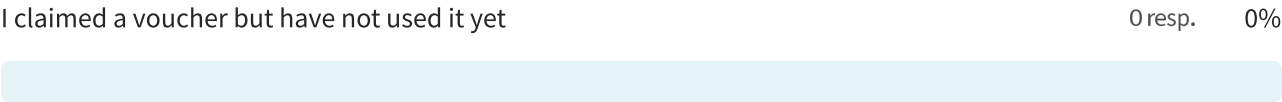
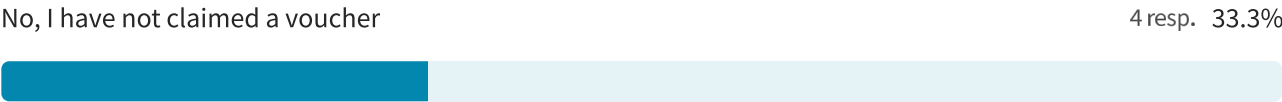
Seems expensive to hire vehicles

1 resp. 12.5%





Have you claimed your welcome voucher yet?
12 out of 12 answered



Which voucher did you claim?
0 out of 12 answered

Nobody answered this question yet

How many days of the week do you regularly travel and which mode do you use?

12 out of 12 answered

	0	1	2	3	4	5	6	7
Car (alone)	16.7%	0%	0%	41.7%	16.7%	16.7%	8.3%	0%
Car (sharing)	66.7%	16.7%	16.7%	0%	0%	0%	0%	0%
Electric Car (alone)	91.7%	0%	0%	0%	8.3%	0%	0%	0%
Electric Car (sharing)	91.7%	0%	0%	8.3%	0%	0%	0%	0%
Walk	83.3%	0%	8.3%	0%	0%	8.3%	0%	0%
Cycle	83.3%	0%	8.3%	8.3%	0%	0%	0%	0%
Bus	91.7%	8.3%	0%	0%	0%	0%	0%	0%
Train	91.7%	0%	8.3%	0%	0%	0%	0%	0%
Motorbike	100%	0%	0%	0%	0%	0%	0%	0%
Work from Home	58.3%	8.3%	8.3%	25%	0%	0%	0%	0%
Other	100%	0%	0%	0%	0%	0%	0%	0%

Appendix D

PROJECT	39960 Hunters Lodge, Suffolk
SITE CODE	39960-001
LOCATION	Chase Avenue
START DATE	Mon 17 Jun, 2024
END DATE	Sun 23 Jun, 2024 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes



7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED NORTH- & SOUTHBOUND	
Total recorded volume	4,164
Avg daily volume (based on 7 days)	594.9
Average daily speed (7 days)	14.5mph
Average daily 85%ile (7 days)	17.5mph
AADT (annual average daily traffic)	602.2
AAWT (annual average weekday traffic)	638.8
Avg weekday volume (Mon-Fri, 24hrs)	630.8
Avg weekday speed (Mon-Fri, 24hrs)	14.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	487.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	14.8mph

NORTHBOUND	↑
Total recorded volume	2,126
Avg daily volume (based on 7 days)	303.7
Average daily speed (7 days)	14.2mph
Average daily 85%ile (7 days)	17.2mph
% of vehicles exceeding 30mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	323.8
Avg weekday speed (Mon-Fri, 24hrs)	14.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	250.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	14.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.5mph
AM avg peak vol period (Mon-Fri)	09:00 to 09:15
PM avg peak vol period (Mon-Fri)	17:30 to 17:45

A 7-day automatic traffic count on Chase Avenue, commencing Mon 17 Jun 2024, recorded a total of 4,164 vehicles. The posted speed limit of 30mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 602 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

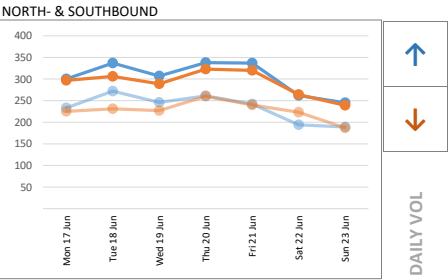
SOUTHBOUND	↓
Total recorded volume	2,038
Avg daily volume (based on 7 days)	291.1
Average daily speed (7 days)	14.8mph
Average daily 85%ile (7 days)	17.8mph
% of vehicles exceeding 30mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	307.0
Avg weekday speed (Mon-Fri, 24hrs)	15.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	236.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	15.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	18.0mph
AM avg peak vol period (Mon-Fri)	07:30 to 07:45
PM avg peak vol period (Mon-Fri)	15:00 to 15:15

SITE LOCATION



LOCATION	Chase Avenue
DATES	Mon 17 Jun to Sun 23 Jun inc.
LAT / LNG	52°18'31.12"N, 0°29'27.61"E
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	↓ Southbound

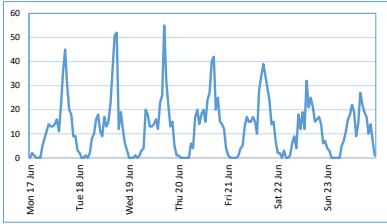
DAILY VOLUMES



Total 24hr northbound (solid, dark blue) and southbound (solid, dark orange) traffic volumes, with light blue and orange representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Thursday.

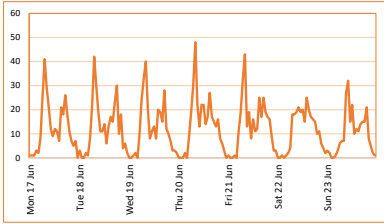
HOURLY VOLUMES



Hourly northbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

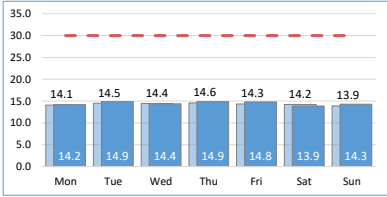


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

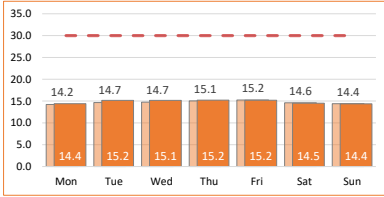
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark blue, 0700-1900) average northbound speeds compared against the posted speed limit of Sun 23 Jun, 2024 (inc.)



AVG SPEEDS

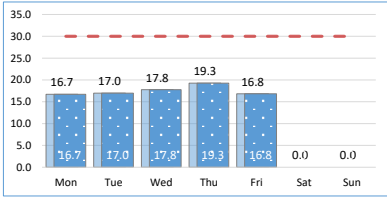


24hr (light) & 12hr daytime (dark orange, 0700-1900) average southbound speeds compared against the posted speed limit of Sun 23 Jun, 2024 (inc.)



AVG SPEEDS

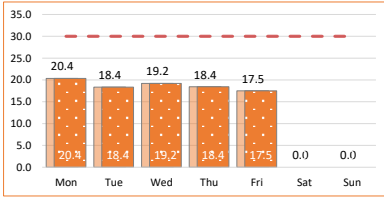
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark blue, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Sun 23 Jun, 2024 (inc.)



AVG 85%ILES

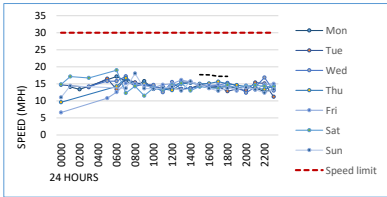


24hr (light) & 12hr daytime (dark orange, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Sun 23 Jun, 2024 (inc.)

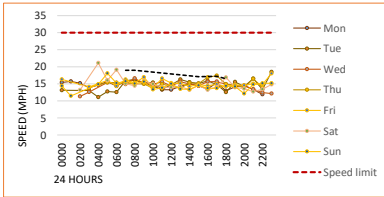


AVG 85%ILES

HOURLY SPEEDS



HOURLY SPEED

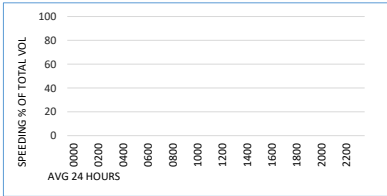


HOURLY SPEED

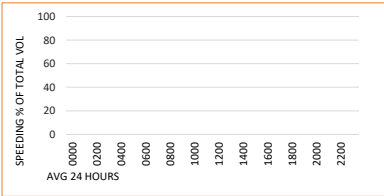
Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak northbound daytime speed was 21.1mph at 13:45 on Sat 22 Jun, whilst the peak southbound speed was 21.8mph at 07:00 on Sun 23 Jun (based on 15min averages between 0700 & 1900).

SPEEDING % EXCEEDING 30mph



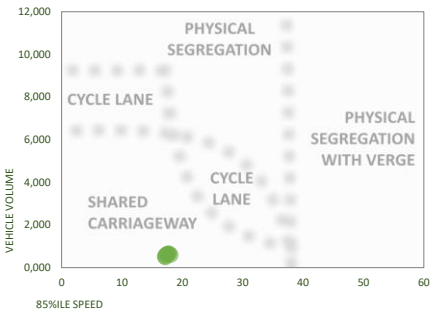
SPEEDING %



SPEEDING %

7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.6	0.0	0.2	0.0	0.8
0100	0.0	0.4	0.0	0.0	0.0	0.4
0200	0.0	0.2	0.0	0.0	0.0	0.2
0300	0.0	0.4	0.0	0.0	0.0	0.4
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.8	0.0	0.0	0.0	0.8
0600	0.0	5.0	0.2	0.0	0.0	5.2
0700	0.0	5.4	0.6	0.0	0.2	6.2
0800	0.0	14.2	0.4	0.8	0.0	15.4
0900	0.0	17.0	0.0	0.2	0.2	17.4
1000	0.0	10.4	1.4	1.4	0.0	13.2
1100	0.0	10.6	1.0	2.0	0.0	13.6
1200	0.2	13.2	2.0	1.0	0.0	16.4
1300	0.0	13.0	1.8	0.2	0.0	15.0
1400	0.2	11.2	2.2	0.8	0.0	14.4
1500	0.2	21.8	2.6	0.0	0.0	24.6
1600	0.6	29.2	4.4	0.4	0.0	34.6
1700	1.2	39.6	5.4	0.2	0.0	46.4
1800	0.2	28.8	4.4	0.2	0.0	33.6
1900	1.0	19.2	1.4	0.0	0.0	21.6
2000	0.4	16.4	1.0	0.0	0.0	17.8
2100	0.2	11.2	1.4	0.0	0.0	12.8
2200	0.0	8.8	0.6	0.0	0.0	9.4
2300	0.2	3.4	0.0	0.0	0.0	3.6
12hr TTL	2.6	214.4	26.2	7.2	0.4	250.8
24hr TTL	4.4	280.8	30.8	7.4	0.4	323.8
	1%	87%	10%	2%	0%	

Average weekday northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

SOUTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	1.0	0.0	0.0	0.0	1.0
0100	0.0	0.2	0.0	0.0	0.0	0.2
0200	0.0	0.4	0.0	0.0	0.0	0.4
0300	0.0	2.0	0.0	0.0	0.0	2.0
0400	0.0	0.6	0.0	0.0	0.0	0.6
0500	0.0	8.6	0.6	0.0	0.0	9.2
0600	0.6	19.0	2.0	0.2	0.0	21.8
0700	1.4	31.6	2.2	0.2	0.2	35.6
0800	0.2	36.4	1.2	0.2	0.0	38.0
0900	0.0	18.4	0.4	0.2	0.0	19.0
1000	0.2	10.6	1.0	0.6	0.2	12.6
1100	0.0	10.4	0.4	1.4	0.0	12.2
1200	0.0	12.2	1.4	1.8	0.0	15.4
1300	0.0	9.4	0.4	0.2	0.0	10.0
1400	0.2	12.0	1.0	0.6	0.0	13.8
1500	0.2	20.2	1.2	0.2	0.0	21.8
1600	0.0	15.4	0.6	0.4	0.0	16.4
1700	0.4	22.2	0.8	0.0	0.0	23.4
1800	0.0	16.8	1.6	0.0	0.0	18.4
1900	0.6	11.8	0.4	0.0	0.0	12.8
2000	0.2	10.8	0.2	0.0	0.0	11.2
2100	0.2	4.8	0.4	0.0	0.0	5.4
2200	0.0	4.2	0.2	0.0	0.0	4.4
2300	0.0	1.4	0.0	0.0	0.0	1.4
12hr TTL	2.6	215.6	12.2	5.8	0.4	236.6
24hr TTL	4.2	280.4	16.0	6.0	0.4	307.0
	1%	91%	5%	2%	0%	

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

Tue 18 Jun																																				
DAY 2								Time [--]																												
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6		Fix1	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 30	JPSLN 30	JSL1 35	JSLN 35	JSL2 35	JSLN 35				
										0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 60	60 70	70 80	80 90	90 100													
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0			
0015	1	0	1	0	0	0	0		0015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.0	-	0	0.0	0	0.0	0	0.0				
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0045	1	0	1	0	0	0	0		0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0					
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0300	1	0	1	0	0	0	0		0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0				
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0500	2	0	2	0	0	0	0		0500	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0.0	0	0.0	0	0.0				
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0530	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0600	2	0	2	0	0	0	0		0600	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0				
0615	2	0	1	1	0	0	0		0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-	0	0.0	0	0.0	0	0.0				
0630	2	0	2	0	0	0	0		0630	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0				
0645	2	0	2	0	0	0	0		0645	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0				
0700	0	0	0	0	0	0	0		0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0715	2	0	2	0	0	0	0		0715	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0.0	0	0.0	0	0.0				
0730	3	0	3	0	0	0	0		0730	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0				
0745	5	0	4	0	0	1	0		0745	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0	0	0.0				
0800	3	0	3	0	0	0	0		0800	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0				
0815	6	0	5	0	1	0	0		0815	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0.0	0	0.0	0	0.0				
0830	4	0	4	0	0	0	0		0830	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0				
0845	3	0	3	0	0	0	0		0845	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0				
0900	8	0	8	0	0	0	0		0900	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0				
0915	4	0	4	0	0	0	0		0915	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-	0	0.0	0	0.0	0	0.0				
0930	5	0	5	0	0	0	0		0930	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0				
0945	1	0	1	0	0	0	0		0945	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0				
1000	4	0	3	0	1	0	0		1000	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0.0	0	0.0	0	0.0				
1015	4	0	2	0	2	0	0		1015	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0.0	0	0.0	0	0.0				
1030	1	0	1	0	0	0	0		1030	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	0	0.0	0	0.0	0	0.0				
1045	2	0	2	0	0	0	0		1045	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0.0	0	0.0	0	0.0				
1100	3	0	3	0	0	0	0		1100	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0				
1115	1	0	0	0	1	0	0		1115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0				
1130	2	0	2	0	0	0	0		1130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0				
1145	5	0	4	1	0	0	0		1145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0				
1200	5	0	4	1	0	0	0		1200	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0				
1215	4	0	4</																																	

[illegible]

Thu 20 Jun																																
DAY 4																																
	Total	Chs 1	Chs 2	Chs 3	Chs 4	Chs 5	Chs 6	Fix1	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	PSL% 35 ACPO	PSL% 35 ACPO	PSL% 45 ACPO	PSL% 45 DFT	
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0015	1	0	1	0	0	0	0		0015	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	9.6	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0600	1	0	1	0	0	0	0		0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.8	0	0.0	0	0.0	0	0.0
0615	3	3	3	3	0	0	0		0615	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.1	0	0.0	0	0.0	0	0.0
0630	1	0	1	0	0	0	0		0630	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.6	0	0.0	0	0.0	0	0.0
0645	1	0	1	0	0	0	0		0645	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	16.8	0	0.0	0	0.0	0	0.0
0700	1	0	1	0	0	0	0		0700	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	15.2	0	0.0	0	0.0	0	0.0
0715	2	0	2	0	0	0	0		0715	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	18.8	0	0.0	0	0.0	0	0.0
0730	1	0	1	0	0	0	0		0730	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.0	0	0.0	0	0.0	0	0.0
0745	0	0	0	0	0	0	0		0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0800	0	0	0	0	0	0	0		0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0815	5	0	5	0	0	0	0		0815	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.8	0	0.0	0	0.0	0	0.0
0830	3	3	3	3	0	0	0		0830	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	-	17.6	0	0.0	0	0.0	0	0.0
0845	9	0	6	2	1	0	0		0845	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-	14.2	0	0.0	0	0.0	0	0.0
0900	8	0	8	0	0	0	0		0900	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-	15.3	0	0.0	0	0.0	0	0.0
0915	5	0	5	0	0	0	0		0915	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	-	13.6	0	0.0	0	0.0	0	0.0
0930	5	0	5	0	0	0	0		0930	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	-	14.2	0	0.0	0	0.0	0	0.0
0945	2	0	2	0	0	0	0		0945	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	19.4	0	0.0	0	0.0	0	0.0
1000	3	0	3	0	0	0	0		1000	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.8	0	0.0	0	0.0	0	0.0
1015	5	0	4	1	0	0	0		1015	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	-	12.2	0	0.0	0	0.0	0	0.0
1030	4	0	3	1	0	0	0		1030	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-	12.5	0	0.0	0	0.0	0	0.0
1045	2	0	2	0	0	0	0		1045	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	17.2	0	0.0	0	0.0	0	0.0
1100	3	0	3	0	0	0	0		1100	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	-	18.1	0	0.0	0	0.0	0	0.0
1115	4	0	3	1	0	0	0		1115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.1	0	0.0	0	0.0	0	0.0
1130	4	0	4	0	0	0	0		1130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.5	0	0.0	0	0.0	0	0.0
1145	7	0	5	0	2	0	0		1145	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	-	12.9	0	0.0	0	0.0	0	0.0
1200	5	1	4	0	0	0	0		1200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	-	10.7	0	0.0	0	0.0	0	0.0
1215	10	0	9	1	0	0	0		1215	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	0	0.0	0			

Fri 21 Jun																																	
DAYS	Total	Ch 1	Ch 2	Ch 3	Ch 4	Ch 5	Ch 6	Fix2	Time [-]	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	PSL 30	PSL% 30	PSL% 35	PSL% 35	PSL% 45	PSL% 45
										0	10	15	20	25	30	35	40	45	50	60	70	80	90	100									
0000	1	0	0	0	1	0	0		0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	-	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0530	1	0	1	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0600	1	0	1	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0615	1	1	1	0	0	0	0		0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	
0630	1	0	1	0	0	0	0		0630	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	
0645	2	0	2	0	0	0	0		0645	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	
0700	0	0	0	0	0	0	0		0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0715	2	0	2	0	0	0	0		0715	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0.0	0	0.0	0	0.0	
0730	0	0	0	0	0	0	0		0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0745	3	0	3	0	0	0	0		0745	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0	
0800	1	0	1	0	0	0	0		0800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0	
0815	4	0	3	0	1	0	0		0815	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0	
0830	2	0	2	0	0	0	0		0830	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0	
0845	6	0	6	0	0	0	0		0845	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	
0900	10	0	10	0	0	0	0		0900	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0	
0915	3	0	2	0	0	1	0		0915	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0	
0930	1	0	1	0	0	0	0		0930	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-	0	0.0	0	0.0	0	0.0	
0945	3	0	3	0	0	0	0		0945	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0	
1000	4	0	2	2	0	0	0		1000	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0	
1015	1	0	1	0	0	0	0		1015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	0	0.0	0	0.0	0	0.0	
1030	5	0	4	0	1	0	0		1030	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	
1045	5	0	4	1	0	0	0		1045	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0	
1100	4	0	3	0	1	0	0		1100	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0	
1115	3	0	3	0	0	0	0		1115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0	
1130	4	0	3	0	1	0	0		1130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0	
1145	4	0	1	2	1	0	0		1145	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0	
1200	6	0	4	0	2	1	0		1200	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0	
1215	5	0	2	1	2	0	0		1215	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0	
1230	4	0	4	0	0	0	0		1230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0	
1245	2	0	1	1	0	0	0		1245	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0	
1300	5	0	5	0	0	0	0		1300	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	17.1	-	0	0.0	0	0.0	0	0.0	
1315	3	0	3	0	0	0	0		1315	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0.0	0	0.0	0	0.0	
1330	4	0	3	1	0	0	0		1330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	
1345	3	0	3	0	0	0	0		1345	0	2	1	0	0</																			

DAY 6

[illegible]

Sun 23 Jun																								
DAY 7	Total	Ch 1	Ch 2	Ch 3	Ch 4	Ch 5	Ch 6	Fix2	Time [:-															
	Vbin 0 10 15 20 25 30 35 40 45 50 60 65 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 65 70 80 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT														
0000	1	0	1	0	0	0	0		0000	1	0	0	0	0	0	0	9.4	0	0.0	0	0.0	0	0.0	
0015	2	0	2	0	0	0	0		0015	0	2	0	0	0	0	0	12.3	0	0.0	0	0.0	0	0.0	
0030	1	0	1	0	0	0	0		0030	0	1	0	0	0	0	0	10.1	0	0.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0115	3	0	3	0	0	0	0		0115	1	0	2	0	0	0	0	14.4	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0530	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0600	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0615	0	0	0	0	0	0	0		0615	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0630	0	0	0	0	0	0	0		0630	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0645	0	0	0	0	0	0	0		0645	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0700	1	0	1	0	0	0	0		0700	0	1	0	0	0	0	0	0	12.4	0	0.0	0	0.0	0	0.0
0715	2	0	1	1	0	0	0		0715	1	0	1	0	0	0	0	0	13.5	0	0.0	0	0.0	0	0.0
0730	2	0	2	0	0	0	0		0730	0	2	0	0	0	0	0	0	14.5	0	0.0	0	0.0	0	0.0
0745	0	0	0	0	0	0	0		0745	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0800	1	0	1	0	0	0	0		0800	0	0	1	0	0	0	0	0	17.4	0	0.0	0	0.0	0	0.0
0815	3	1	2	0	0	0	0		0815	0	0	2	1	0	0	0	0	18.6	0	0.0	0	0.0	0	0.0
0830	0	0	0	0	0	0	0		0830	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0845	3	0	2	1	0	0	0		0845	0	0	2	1	0	0	0	0	17.7	0	0.0	0	0.0	0	0.0
0900	4	0	3	1	0	0	0		0900	1	0	3	0	0	0	0	0	14.6	0	0.0	0	0.0	0	0.0
0915	3	0	2	0	1	0	0		0915	0	2	1	0	0	0	0	0	14.5	0	0.0	0	0.0	0	0.0
0930	0	0	0	0	0	0	0		0930	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0945	4	0	4	0	0	0	0		0945	0	4	0	0	0	0	0	0	12.1	0	0.0	0	0.0	0	0.0
1000	2	0	1	1	0	0	0		1000	0	0	1	1	0	0	0	0	18.9	0	0.0	0	0.0	0	0.0
1015	5	0	5	0	0	0	0		1015	0	3	2	0	0	0	0	0	14.7	0	0.0	0	0.0	0	0.0
1030	5	0	5	0	0	0	0		1030	3	1	1	0	0	0	0	0	10.3	0	0.0	0	0.0	0	0.0
1045	4	0	4	0	0	0	0		1045	0	3	1	0	0	0	0	0	13.5	0	0.0	0	0.0	0	0.0
1100	2	0	2	0	0	0	0		1100	0	2	0	0	0	0	0	0	13.7	0	0.0	0	0.0	0	0.0
1115	2	0	2	0	0	0	0		1115	0	1	1	0	0	0	0	0	15.3	0	0.0	0	0.0	0	0.0
1130	6	0	6	0	0	0	0		1130	2	3	1	0	0	0	0	0	12.1	0	0.0	0	0.0	0	0.0
1145	8	1	6	0	1	0	0		1145	1	2	5	0	0	0	0	0	14.8	0	0.0	0	0.0	0	0.0
1200	5	0	4	1	0	0	0		1200	1	2	2	0	0	0	0	0	14.1	0	0.0	0	0.0	0	0.0
1215	3	0	3	0	0	0	0		1215	0	0	3	0	0	0	0	0	16.9	0	0.0	0	0.0	0	0.0
1230	5	0	5	0	0	0	0		1230	1	3	1	0	0	0	0	0	13.9	0	0.0	0	0.0	0	0.0
1245	9	0	9	0	0	0	0		1245	2	3	4	0	0	0	0	0	13.4	0	0.0	0	0.0	0	0.0
1300	4	0	4	0	0	0	0		1300	0	3	1	0	0	0	0	0	14.4	0	0.0	0	0.0	0	0.0
1315	0	0	0	0	0	0	0		1315	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
1330	8	0	6	2	0	0	0		1330	2	4	2	0	0	0	0	0	12.3	0	0.0	0	0.0	0	0.0
1345	7	0	6	1	0	0	0		1345	0	7	0	0	0	0	0	0	12.9	0	0.0	0	0.0	0	0.0
1400	1	0	0	0	0	0	0		1400	0	1	0	0	0	0	0	0	13.7	0	0.0	0	0.0	0	0.0
1415	4	0	4	0	0	0	0		1415	0	1	3	0	0	0	0	0	15.9	0	0.0	0	0.0	0	0.0
1430	1	0	1	0	0	0	0		1430	0	1	0	0	0	0	0	0	14.3	0	0.0	0	0.0	0	0.0
1445	3	0	3	0	0	0	0		1445	0	0	3	0	0	0	0	0	16.6	0	0.0	0	0.0	0	0.0
1500	3	0	3	0	0	0	0		1500	0	1	2	0	0	0	0	0	15.7	0	0.0	0	0.0	0	0.0
1515	4	0	2	2	0	0	0		1515	0	4	0	0	0	0	0	0	12.9	0	0.0	0	0.0	0	0.0
1530	1	0	1	0	0	0	0		1530	0	0	1	0	0	0	0	0	16.3	0	0.0	0	0.0	0	0.0
1545	6	0	6	0	0	0	0		1545	0	4	0	2	0	0	0	0	15.2	0	0.0	0	0.0	0	0.0
1600	6	0	5	0	1	0	0		1600	1	3	2	0	0	0	0	0	13.7	0	0.0	0	0.0	0	0.0
1615	8	0	6	2	0	0	0		1615	1	4	3	0	0	0	0	0	13.7	0	0.0	0	0.0	0	0.0
1630	8	0	8	0	0	0	0		1630	2	4	2	0	0	0	0	0	13.2	0	0.0	0	0.0	0	0.0
1645	5	0	4	1	0	0	0		1645	0	3	2	0	0	0	0	0	14.5	0	0.0	0	0.0	0	0.0
1700	2	0	2	0	0	0	0		1700	0	2	0	0	0	0	0	0	12.4	0	0.0	0	0.0	0	0.0
1715	5	0	5	0	0	0	0		1715	0	4	1	0	0	0	0	0	13.4	0	0.0	0	0.0	0	0.0
1730	9	0	8	0	1	0	0		1730	0	6	3	0	0	0	0	0	13.4	0	0.0	0	0.0	0	0.0
1745	6	0	6	0	0	0	0		1745	1	5	0	0	0	0	0	0	12.1	0	0.0	0	0.0	0	0.0
1800	8	0	7	1	0	0	0		1800	1	4	3	0	0	0	0	0	13.4	0	0.0	0	0.0	0	0.0
1815	3	0	3	0	0	0	0</																	

DIR 2										TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSLN SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DIT SPEEDING	DIT% SPEEDING
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PROJECT 39960 Hunters Lodge, Suffolk
SITE 39960-001
LOCATION CHASE AVENUE
DIRECTION SOUTHBOUND ↓
PSL 30mph

ALL VEHICLES ↓ Mon 17 Jun		Mphs Cars, taxis, 4WD LGV OGv1 OGv2 PSV														0-10 mph 10-15 mph 15-20 mph 20-25 mph 25-30 mph 30-35 mph 35-40 mph 40-45 mph 45-50 mph 50-60 mph 60-70 mph 70-80 mph 80-90 mph 90-100 mph AVG SPD 85%ile > 30mph %>30mph																							
		DAY 1							TIME																														
		TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	0	10	15	20	25	30	35	40	45	50	60	70	80	90	100	AVG	85%ile	PSL	PSLN	SL1	SL1%	SL2	SL2%								
		1	2	3	4	5	6		10	15	20	25	30	35	40	45	50	60	70	80	90	100			30	30	35	35	45	45									
0000	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0015	1	0	1	0	0	0		0015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0									
0030	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0045	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0100	1	0	1	0	0	0		0100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0									
0115	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0130	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0145	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0200	1	0	1	0	0	0		0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0									
0215	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0230	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0245	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0300	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0315	1	0	1	0	0	0		0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0									
0330	2	0	2	0	0	0		0330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0									
0345	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0400	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0415	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0430	2	0	2	0	0	0		0430	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0									
0445	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
0500	1	0	1	0	0	0		0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0.0	0	0.0	0	0.0									
0515	1	0	0	1	0	0		0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0.0	0	0.0	0	0.0									
0530	1	0	1	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0									
0545	5	0	5	0	0	0		0545	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0.0	0	0.0	0	0.0									
0600	5	0	4	1	0	0		0600	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0									
0615	7	0	6	1	0	0		0615	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0									
0630	7	0	7	0	0	0		0630	0	3	4	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0									
0645	7	0	6	1	0	0		0645	2	4	0	1	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0									
0700	9	0	9	0	0	0		0700	0	5	4	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0									
0715	9	0	8	1	0	0		0715	0	2	7	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0.0	0	0.0	0	0.0									
0730	11	2	8	1	0	0		0730	0	4	5	2	0	0	0	0	0	0	0	0	0	0	16.0	20.1	0	0.0	0	0.0	0	0.0									
0745	12	0	11	1	0	0		0745	0	4	6	2	0	0	0	0	0	0	0	0	0	0	16.3	20.6	0	0.0	0	0.0	0	0.0									
0800	9	0	9	0	0	0		0800	0	4	4	1	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0									
0815	4	0	4	0	0	0		0815	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0									
0830	10	0	10	0	0	0		0830	0	2	6	2	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0									
0845	6	0	6	0	0	0		0845	0	2	4	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0.0	0	0.0	0	0.0									
0900	3	0	3	0	0	0		0900	0	0	3	0	0	0	0	0	0	0	0	0	0	0	16.3	-	0	0.0	0	0.0	0	0.0									
0915	7	0	7	0	0	0		0915	0	3	3	1	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0	0	0.0									
0930	4	0	4	0	0	0		0930	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0.0	0	0.0	0	0.0									
0945	7	0	7	0	0	0		0945	0	3	3	1	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0									
1000	1	0	1	0	0	0		1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0									
1015	3	0	3	0	0	0		1015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0.0	0	0.0	0	0.0									
1030	4	0	2	0	2	0		1030	0	1	2	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0									
1045	4	0	3	1	0	0		1045	0	2	2	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0									
1100	3	0	3	0	0	0		1100	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0									
1115	1	0	1	0	0	0		1115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0									
1130	3	0	2	1	0	0		1130	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0									
1145	2	0	1	0	1	0		1145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0									
1200	4	0	2	1	1	0		1200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0									
1215	2	0	2	0	0	0		1215	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	-	0	0.0	0	0.0	0	0.0									
1230	4	0	3	1	0	0		1230	0	1	3	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0									
1245	2	0	1	1	0	0		1245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0									
1300	5	0	5	0	0	0		1300	0	3	4	2	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0									
1315	4	0	4	0	0	0		1315	1	0	3	0	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0									
1330	0	0	0	0	0	0		1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0									
1345	2	0	2	0	0	0		1345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.8	-	0	0.0	0	0.0	0	0.0									
1400	1	0	1	0	0	0		1400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0									
1415	2	1	1	0	0	0		1415	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0									
1430	1	0	1																																				

[illegible]

Thu 20 Jun																																
DAY 4	Total	Ch 1	Ch 2	Ch 3	Ch 4	Ch 5	Ch 6	Fix2	Time [:-	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DIT	SL2% 45 DIT
										10	15	20	25	30	35	40	45	50	60	70	80	90	100									
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0330	1	0	1	0	0	0	0		0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0
0345	1	0	1	0	0	0	0		0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0500	1	0	1	0	0	0	0		0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0
0515	2	0	2	0	0	0	0		0515	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0.0	0	0.0	0	0.0
0530	2	0	2	0	0	0	0		0530	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0
0545	4	0	4	0	0	0	0		0545	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0
0600	2	0	2	0	0	0	0		0600	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0
0615	7	7	7	0	0	0	0		0615	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0	0	0.0
0630	5	1	4	0	0	0	0		0630	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0
0645	5	0	4	0	1	0	0		0645	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0
0700	5	0	5	0	0	0	0		0700	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0
0715	8	0	7	1	0	0	0		0715	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0
0730	8	0	7	0	0	1	0		0730	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0.0	0	0.0	0	0.0
0745	9	1	8	0	0	0	0		0745	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0
0800	12	0	11	1	0	0	0		0800	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	14.1	17.8	0	0.0	0	0.0	0	0.0
0815	9	0	9	0	0	0	0		0815	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
0830	5	0	5	0	0	0	0		0830	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0
0845	17	0	15	2	0	0	0		0845	0	5	10	2	0	0	0	0	0	0	0	0	0	0	0	15.8	19.3	0	0.0	0	0.0	0	0.0
0900	5	0	5	0	0	0	0		0900	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0
0915	5	0	5	0	0	0	0		0915	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0
0930	9	0	4	0	0	0	0		0930	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0
0945	3	0	2	1	0	0	0		0945	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0
1000	4	0	4	0	0	0	0		1000	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0
1015	1	0	1	0	0	0	0		1015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0.0	0	0.0	0	0.0
1030	3	0	2	0	0	1	0		1030	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0
1045	5	0	5	0	0	0	0		1045	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0
1100	6	0	6	0	0	0	0		1100	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0
1115	6	0	6	0	0	0	0		1115	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0
1130	5	0	4	1	0	0	0		1130	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0
1145	5	0	4	0	1	0	0		1145	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0
1200	10	0	9	0	1	1	0		1200	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0
1215	6	0	3	1	2	0	0		1215	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0.0	0	0.0	0	0.0
1230	2	0	1	0	1	0	0		1230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0
1245	4	0	4	0	0	0	0		1245	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0
1300	4	0	4	0	0	0	0		1300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0
1315	4	0	2	1	1	0	0		1315	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0
1330	3	0	3	0	0	0	0		1330	0	1	2	0	0</																		

Fri 21 Jun																																																	
DAY 5	Total							Fix1	Time [--]	Vbin 0		Vbin 10		Vbin 15		Vbin 20		Vbin 25		Vbin 30		Vbin 35		Vbin 40		Vbin 45		Vbin 50		Vbin 60		Vbin 70		Vbin 80		Vbin 90		Mean	Vpp 85	JPSL 30	JPSL% 30	JSL ACQ% 30	JSL% ACQ% 30	JSL OFF% 30	JSL% OFF% 30				
	Chs 1	Chs 2	Chs 3	Chs 4	Chs 5	Chs 6	Vbin 10			Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90																												
0000	1	0	1	0	0	0	0	0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3		0	0.0	0	0.0	0	0.0	0	0.0					
0005	0	0	0	0	0	0	0	0005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0				
0030	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0045	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0200	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0330	1	0	1	0	0	0	0	0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	0	0.0	0	0.0	0	0.0	0	0.0						
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0400	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0415	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0430	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0445	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0			
0500	1	0	1	0	0	0	0	0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.0	0	0.0	0	0.0	0	0.0	0	0.0						
0515	3	0	3	0	0	0	0	0515	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	0	0.0	0	0.0	0	0.0	0	0.0							
0530	2	0	2	0	0	0	0	0530	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	0	0.0	0	0.0	0	0.0	0	0.0								
0545	5	0	4	1	0	0	0	0545	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.0	0	0.0	0	0.0	0	0.0	0	0.0								
0600	2	0	1	1	0	0	0	0600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0.0	0	0.0	0	0.0	0	0.0								
0615	7	0	6	1	0	0	0	0615	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	0	0.0	0	0.0	0	0.0	0	0.0								
0630	2	1	1	0	0	0	0	0630	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	0	0.0	0	0.0	0	0.0	0	0.0								
0645	0	0	0	0	0	0	0	0645	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	0	0.0	0	0.0	0	0.0	0	0.0								
0700	4	1	3	1	0	0	0	0700	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	0	0.0	0	0.0	0	0.0	0	0.0								
0715	6	0	6	0	0	0	0	0715	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	0	0.0	0	0.0	0	0.0	0	0.0								
0730	12	0	11	1	0	0	0	0730	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	18.0	0	0.0	0	0.0	0	0.0									
0745	10	1	9	0	0	0	0	0745	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	0	0.0	0	0.0	0	0.0	0	0.0								
0800	10	1	9	2	1	0	0	0800	0	2	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	0	0.0	0	0.0	0	0.0	0	0.0								
0815	15	0	14	1	0	0	0	0815	1	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	17.2	0	0.0	0	0.0	0	0.0									
0830	7	0	7	0	0	0	0	0830	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0.0	0	0.0	0	0.0	0	0.0								
0845	11	0	11	0	0	0	0	0845	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	19.1	0	0.0	0	0.0	0	0.0									
0900	2	0	2	0	0	0	0	0900	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	0	0.0	0	0.0	0	0.0	0	0.0								
0915	4	0	4	0	0	0	0	0915	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	0	0.0	0	0.0	0	0.0	0	0.0								
0930	7	0	6	1	0	0	0	0930	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	0	0.0	0	0.0	0	0.0	0	0.0								
0945	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0								
1000	6	0	4	2	0	0	0	1000	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	0	0.0	0	0.0	0	0.0	0	0.0								
1015	2	0	2	0	0	0	0	1015	0	1	1	0	0	0	0	0	0	0																															

Sat 22 Jun																															
DAY 6	Total	Ch 1	Ch 2	Ch 3	Ch 4	Ch 5	Ch 6	Fix2	Time [-]	Vbin 0 10 10 15	Vbin 15 15 20	Vbin 20 20 25	Vbin 25 25 30	Vbin 30 30 35	Vbin 35 35 40	Vbin 40 40 45	Vbin 45 45 50	Vbin 50 50 60	Vbin 60 60 70	Vbin 70 70 80	Vbin 80 80 90	Vbin 90 90 100	Mean	Vpp 85	PSL 30	PSLN 30	PSLN 35	PSLN 35	PSLN 45	PSLN 45	
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0200	1	0	1	0	0	0	0		0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0445	1	0	1	0	0	0	0		0445	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0515	1	0	1	0	0	0	0		0515	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.0	-	0	0.0	0	0.0	0	0.0
0530	1	0	1	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0600	2	0	2	0	0	0	0		0600	0	0	2	0	0	0	0	0	0	0	0	0	0	0	19.0	-	0	0.0	0	0.0	0	0.0
0615	1	1	1	0	0	0	0		0615	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.0	-	0	0.0	0	0.0	0	0.0
0630	1	0	1	0	0	0	0		0630	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0.0	0	0.0	0	0.0
0645	0	0	0	0	0	0	0		0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0700	6	0	6	0	0	0	0		0700	0	3	3	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0
0715	1	0	1	0	0	0	0		0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0
0730	6	0	5	1	0	0	0		0730	0	3	2	1	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0
0745	5	0	3	2	0	0	0		0745	0	1	4	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0
0800	3	0	2	1	0	0	0		0800	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0
0815	4	0	4	0	0	0	0		0815	0	1	3	0	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0
0830	5	0	5	0	0	0	0		0830	0	2	2	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0
0845	6	0	3	2	1	0	0		0845	1	3	2	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0
0900	5	0	5	0	0	0	0		0900	1	2	1	1	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0
0915	6	0	6	0	0	0	0		0915	0	0	5	1	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0.0	0	0.0	0	0.0
0930	3	0	3	0	0	0	0		0930	0	1	1	1	0	0	0	0	0	0	0	0	0	0	17.1	-	0	0.0	0	0.0	0	0.0
0945	5	0	5	0	0	0	0		0945	1	3	1	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0
1000	3	0	3	0	0	0	0		1000	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0
1015	6	0	5	1	0	0	0		1015	0	3	3	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0
1030	9	0	9	0	0	0	0		1030	0	5	4	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0
1045	3	0	3	0	0	0	0		1045	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0
1100	6	0	5	1	0	0	0		1100	0	3	3	0	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0
1115	2	0	2	0	0	0	0		1115	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0
1130	6	0	5	1	0	0	0		1130	0	3	3	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0
1145	5	0	5	0	0	0	0		1145	1	3	1	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0
1200	6	0	6	0	1	0	0		1200	2	2	1	1	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0
1215	3	0	3	0	0	0	0		1215	0	1	2	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0
1230	3	0	3	0	0	0	0		1230	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0
1245	8	0	8	0	0	0	0		1245	0	5	2	1	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0
1300	4	0	4	0	0	0	0		1300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0
1315	3	0	3	0	0	0	0		1315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0
1330	2	0	2	0	0	0	0		1330	0	0	2	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0
1345	6	1	4	1	0	0	0		1345	0	3	3	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0
1400	6	0	6	0																											

Sun 23 Jun																																		
DAY 7	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0-15	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PJSL 30	PJSL% 30	PJLI 30 ACQ%	PJLI% ACQ%	PJLI% DET	[P2] 45	[P2] DET		
0000	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0015	3	0	2	1	0	0	0	0	0015	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-	0	0.0	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0130	1	0	1	0	0	0	0	0	0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-	0	0.0	0	0.0	0	0.0	0	0.0
0145	1	0	1	0	0	0	0	0	0145	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0415	1	0	1	0	0	0	0	0	0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0500	1	0	1	0	0	0	0	0	0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0515	2	0	2	0	0	0	0	0	0515	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	17.2	-	0	0.0	0	0.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0545	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0600	1	0	1	0	0	0	0	0	0600	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0615	3	0	3	0	0	0	0	0	0615	0	2	0	1	0	0	0	0	0	0	0	0	0	0	-	15.5	-	0	0.0	0	0.0	0	0.0	0	0.0
0630	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0645	2	0	2	0	0	0	0	0	0645	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.0	-	0	0.0	0	0.0	0	0.0	0	0.0
0700	1	0	1	0	0	0	0	0	0700	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0715	4	0	4	0	0	0	0	0	0715	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0730	0	0	1	0	0	0	0	0	0730	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	12.7	-	0	0.0	0	0.0	0	0.0	0	0.0
0745	1	1	0	1	0	0	0	0	0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.2	-	0	0.0	0	0.0	0	0.0	0	0.0
0800	1	0	1	0	0	0	0	0	0800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0
0815	1	0	1	0	0	0	0	0	0815	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-	0	0.0	0	0.0	0	0.0	0	0.0
0830	3	0	3	0	0	0	0	0	0830	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	15.6	-	0	0.0	0	0.0	0	0.0	0	0.0
0845	2	0	2	0	0	0	0	0	0845	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	15.5	-	0	0.0	0	0.0	0	0.0	0	0.0
0900	4	0	3	0	1	0	0	0	0900	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0915	7	0	6	1	0	0	0	0	0915	0	3	4	0	0	0	0	0	0	0	0	0	0	0	-	15.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0930	7	0	7	0	0	0	0	0	0930	0	3	3	1	0	0	0	0	0	0	0	0	0	0	-	15.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0945	9	0	9	0	0	0	0	0	0945	0	3	6	0	0	0	0	0	0	0	0	0	0	0	-	15.6	-	0	0.0	0	0.0	0	0.0	0	0.0
1000	7	0	6	1	0	0	0	0	1000	0	6	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1015	8	0	8	0	0	0	0	0	1015	0	6	2	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-	0	0.0	0	0.0	0	0.0	0	0.0
1030	10	0	10	0	0	0	0	0	1030	5	4	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-	0	0.0	0	0.0	0	0.0	0	0.0
1045	7	0	6	1	0	0	0	0	1045	0	4	2	1	0	0	0	0	0	0	0	0	0	0	-	14.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1100	4	0	4	0	0	0	0	0	1100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	-	18.0	-	0	0.0	0	0.0	0	0.0	0	0.0
1115	2	0	2	0	0	0	0	0	1115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0
1130	3	0	3	0	0	0	0	0	1130	1	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1145	6	0	5	0	1	0	0	0	1145	1	4	1	0	0	0	0	0	0	0	0	0	0	0	-	12.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1200	6	0	6	0	0	0	0	0	1200	0	4	2	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-	0	0.0	0	0.0	0	0.0	0	0.0
1215	9	0	9	0	0	0	0	0	1215	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-	15.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1230	5	0	3	1	1	0	0	0	1230	0	2	3	0	0	0	0	0	0	0	0	0	0	0	-	15.4	-	0	0.0	0	0.0	0	0.0	0	0.0
1245	2	0	2	0	0	0	0	0	1245	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16.2	-	0	0.0	0	0.0	0	0.0	0	0.0
1300	2	0	2	0	0	0	0	0	1300	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	17.2	-	0	0.0	0	0.0				

PROJECT	39960 Hunters Lodge, Suffolk
SITE CODE	39960-001
LOCATION	Chase Avenue
START DATE	Mon 24 Jun, 2024
END DATE	Sun 30 Jun, 2024 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes



DWF#XP P DU\#JHSRUW

7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED NORTH- & SOUTHBOUND	
Total recorded volume	4,090
Avg daily volume (based on 7 days)	584.3
Average daily speed (7 days)	14.7mph
Average daily 85%ile (7 days)	17.7mph
AADT (annual average daily traffic)	589.9
AAWT (annual average weekday traffic)	629.8
Avg weekday volume (Mon-Fri, 24hrs)	623.2
Avg weekday speed (Mon-Fri, 24hrs)	14.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	473.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	14.9mph

A 7-day automatic traffic count on Chase Avenue, commencing Mon 24 Jun 2024, recorded a total of 4,090 vehicles. The posted speed limit of 30mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 590 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND	↑
Total recorded volume	2,059
Avg daily volume (based on 7 days)	294.1
Average daily speed (7 days)	14.4mph
Average daily 85%ile (7 days)	17.4mph
% of vehicles exceeding 30mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	313.6
Avg weekday speed (Mon-Fri, 24hrs)	14.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	238.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	14.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.6mph
AM avg peak vol period (Mon-Fri)	09:00 to 09:15
PM avg peak vol period (Mon-Fri)	17:30 to 17:45

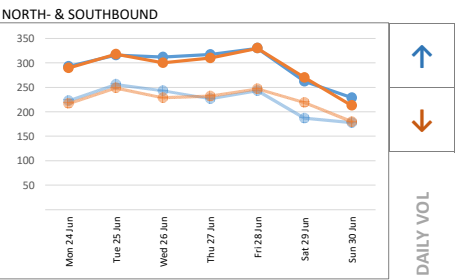
SOUTHBOUND	↓
Total recorded volume	2,031
Avg daily volume (based on 7 days)	290.1
Average daily speed (7 days)	14.9mph
Average daily 85%ile (7 days)	17.9mph
% of vehicles exceeding 30mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	309.6
Avg weekday speed (Mon-Fri, 24hrs)	15.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	234.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	15.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	18.2mph
AM avg peak vol period (Mon-Fri)	08:00 to 08:15
PM avg peak vol period (Mon-Fri)	14:45 to 15:00

SITE LOCATION



LOCATION	Chase Avenue
DATES	Mon 24 Jun to Sun 30 Jun inc.
LAT / LNG	52°18'31.12"N, 0°29'27.61"E
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	↓ Southbound

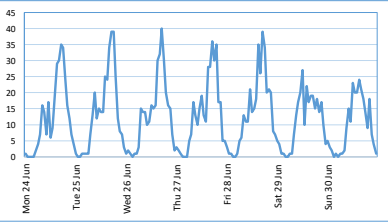
DAILY VOLUMES



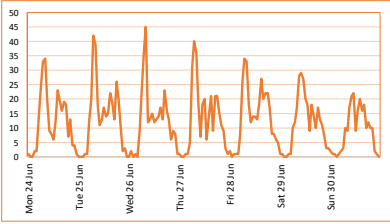
Total 24hr northbound (solid, dark blue) and southbound (solid, dark orange) traffic volumes, with light blue and orange representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Friday.

HOURLY VOLUMES

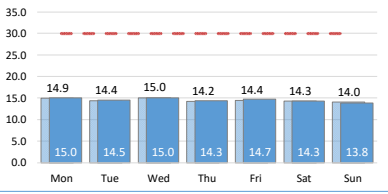


Hourly northbound traffic volumes over each 24hr period for 7 days from all available data

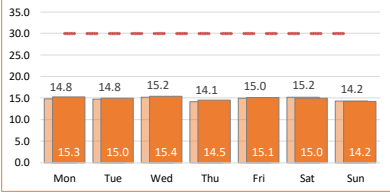


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data

24hr & 12hr AVG SPEEDS

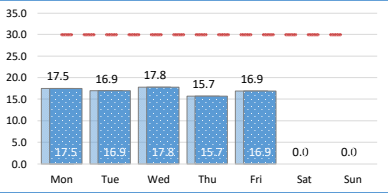


24hr (light) & 12hr daytime (dark blue, 0700-1900) average northbound speeds compared against the posted speed limit of Sun 30 Jun, 2024 (inc.)

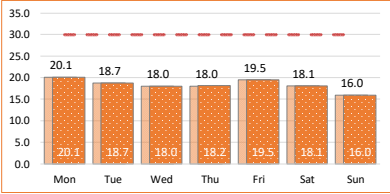


24hr (light) & 12hr daytime (dark orange, 0700-1900) average southbound speeds compared against the posted speed limit of Sun 30 Jun, 2024 (inc.)

24hr & 12hr 85%ile SPEEDS

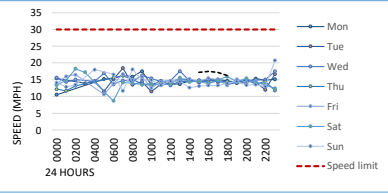


24hr (light) & 12hr daytime (dark blue, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Sun 30 Jun, 2024 (inc.)



24hr (light) & 12hr daytime (dark orange, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Sun 30 Jun, 2024 (inc.)

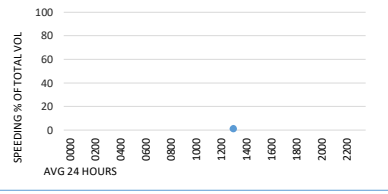
HOURLY SPEEDS



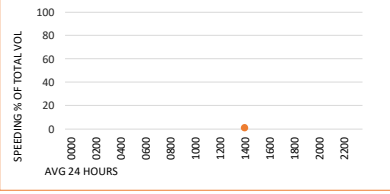
Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak northbound daytime speed was 21.4mph at 07:45 on Tue 25 Jun, whilst the peak southbound speed was 20.4mph at 13:30 on Wed 26 Jun (based on 15min averages between 0700 & 1900).

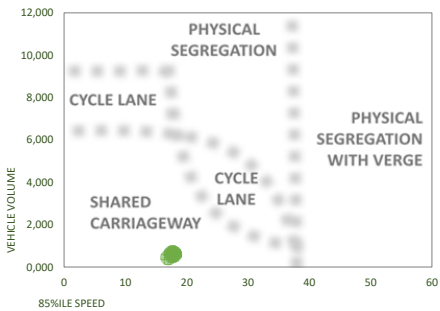
SPEEDING % EXCEEDING 30mph



7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.



CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	1.6	0.2	0.0	0.0	1.8
0100	0.0	1.0	0.0	0.0	0.0	1.0
0200	0.0	0.6	0.0	0.0	0.0	0.6
0300	0.0	0.2	0.0	0.0	0.0	0.2
0400	0.0	0.4	0.0	0.0	0.0	0.4
0500	0.0	1.0	0.0	0.0	0.0	1.0
0600	0.2	3.4	0.0	0.0	0.0	3.6
0700	0.2	8.0	0.2	0.0	0.0	8.4
0800	0.0	13.4	1.0	0.2	0.0	14.6
0900	0.0	14.0	0.2	0.2	0.0	14.4
1000	0.0	8.4	1.2	0.4	0.0	10.0
1100	0.0	12.8	1.8	1.2	0.0	15.8
1200	0.0	11.4	1.6	0.6	0.2	13.8
1300	0.0	11.2	1.0	1.0	0.0	13.2
1400	0.6	15.0	1.2	1.0	0.0	17.8
1500	0.4	25.4	3.0	0.4	0.0	29.2
1600	0.8	24.0	4.8	0.4	0.0	30.0
1700	0.8	32.4	4.4	0.2	0.0	37.8
1800	0.4	30.8	2.0	0.2	0.0	33.4
1900	0.6	21.4	2.6	0.2	0.0	24.8
2000	0.2	15.2	1.0	0.0	0.0	16.4
2100	0.6	13.2	0.6	0.0	0.0	14.4
2200	0.0	6.0	0.6	0.2	0.0	6.8
2300	0.2	3.6	0.4	0.0	0.0	4.2
12hr TTL	3.2	206.8	22.4	5.8	0.2	238.4
24hr TTL	5.0	274.4	27.8	6.2	0.2	313.6
	2%	88%	9%	2%	0%	

Average weekday northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

SOUTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.8	0.0	0.0	0.0	0.8
0100	0.0	0.4	0.0	0.0	0.0	0.4
0200	0.0	0.2	0.0	0.0	0.0	0.2
0300	0.0	1.2	0.0	0.0	0.0	1.2
0400	0.0	1.0	0.0	0.0	0.0	1.0
0500	0.0	8.4	1.2	0.0	0.0	9.6
0600	1.2	21.2	2.2	0.0	0.2	24.8
0700	1.4	32.4	3.2	0.0	0.0	37.0
0800	0.0	36.8	0.6	0.0	0.0	37.4
0900	0.0	16.2	1.0	0.2	0.0	17.4
1000	0.0	9.6	0.4	0.4	0.0	10.4
1100	0.0	11.4	1.2	0.8	0.2	13.6
1200	0.4	11.2	1.2	1.0	0.0	13.8
1300	0.2	10.0	1.0	0.4	0.0	11.6
1400	0.0	14.8	0.8	1.2	0.0	16.8
1500	0.2	19.6	1.4	0.0	0.0	21.2
1600	0.2	14.2	0.6	0.4	0.0	15.4
1700	0.4	18.6	0.6	0.0	0.0	19.6
1800	0.2	19.2	1.2	0.0	0.0	20.6
1900	0.4	13.4	0.6	0.0	0.0	14.4
2000	0.0	9.4	0.2	0.0	0.0	9.6
2100	0.2	6.2	0.0	0.0	0.0	6.4
2200	0.0	4.4	0.4	0.0	0.0	4.8
2300	0.0	1.6	0.0	0.0	0.0	1.6
12hr TTL	3.0	214.0	13.2	4.4	0.2	234.8
24hr TTL	4.8	282.2	17.8	4.4	0.4	309.6
	2%	91%	6%	1%	0%	

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

DIR 1	TOTAL	100%
	CLASS 1	100%
	CLASS 2	100%
	CLASS 3	100%
	CLASS 4	100%
	CLASS 5	100%
	CLASS 6	100%
	TIME	100%
	10-10mph	100%
	10-15mph	100%
	15-20mph	100%
	20-25mph	100%
	25-30mph	100%
	30-35mph	100%
	35-40mph	100%
40-45mph	100%	
45-50mph	100%	
50-60mph	100%	
60-70mph	100%	
70-80mph	100%	
80-90mph	100%	
90mph+	100%	
AVG SPD	100%	
85%ile	100%	
PSL SPEEDING	100%	
PSL% SPEEDING	100%	
ACPO SPEEDING	100%	
ACPO% SPEEDING	100%	
DDT SPEEDING	100%	
DDT% SPEEDING	100%	

PROJECT 39960 Hunters Lodge, Suffolk

SITE 39960-001

LOCATION	CHASE AVENUE
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DIRECTION NORTHBOUND ↑

PSL 30mph



ALL VEHICLES

Mcycles

LGV
cars, taxis, 4WD

OGV1

OGV2

PSV

0-10 mph

10-15 mph

15-20 mph

0-25 mph

0-30 mph
30-35

35 mph
35 - 40 m

40 - 45 mph

45 - 50 mph

50 - 60 mph

60-70 mph

70-80 mph

90 - 90 mph

100 mph
AVG SPD

85%ile

> 30mph

% > 30mph

14

Mon 24 Jun																															
DAY 1	TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SP01	SP02	SP03	SP04	SP05	SP06	SP07	SP08	SP09	SPD10	SPD11	SPD12	SPD13	SPD14	AVG	85Nile	PSL	PSLN	SL1	SL1%	SL2	SL2%	
									0	10	15	20	25	30	35	40	45	50	60	70	80	90									100
0000	0	0	0	0	0	0	0	0000	0	10	15	20	25	30	35	40	45	50	60	70	80	90	100			0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0	0015	0	15	20	25	30	35	40	45	50	60	70	80	90	100			0	0.0	0	0.0	0	0.0	
0030	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0045	1	0	1	0	0	0	0	0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5		0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0500	1	0	1	0	0	0	0	0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.5		0	0.0	0	0.0	0	0.0	
0515	1	0	1	0	0	0	0	0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.9		0	0.0	0	0.0	0	0.0	
0530	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0545	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0600	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0615	3	0	3	0	0	0	0	0615	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.1		0	0.0	0	0.0	0	0.0	
0630	1	0	1	0	0	0	0	0630	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.0		0	0.0	0	0.0	0	0.0	
0645	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0700	1	0	1	0	0	0	0	0700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.7		0	0.0	0	0.0	0	0.0	
0715	1	0	1	0	0	0	0	0715	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7		0	0.0	0	0.0	0	0.0	
0730	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0745	2	0	2	0	0	0	0	0745	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13.7		0	0.0	0	0.0	0	0.0	
0800	5	0	4	1	0	0	0	0800	0	2	3	0	0	0	0	0	0	0	0	0	0	0	15.9		0	0.0	0	0.0	0	0.0	
0815	4	0	3	1	0	0	0	0815	1	3	1	0	0	0	0	0	0	0	0	0	0	0	14.1		0	0.0	0	0.0	0	0.0	
0830	3	0	3	0	0	0	0	0830	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.8		0	0.0	0	0.0	0	0.0	
0845	4	0	4	0	0	0	0	0845	0	1	3	0	0	0	0	0	0	0	0	0	0	0	16.8		0	0.0	0	0.0	0	0.0	
0900	8	0	8	0	0	0	0	0900	0	2	6	0	0	0	0	0	0	0	0	0	0	0	16.8		0	0.0	0	0.0	0	0.0	
0915	4	0	4	0	0	0	0	0915	0	1	1	2	0	0	0	0	0	0	0	0	0	0	19.3		0	0.0	0	0.0	0	0.0	
0930	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
0945	2	0	2	0	0	0	0	0945	0	0	2	0	0	0	0	0	0	0	0	0	0	0	17.1		0	0.0	0	0.0	0	0.0	
1000	4	0	4	0	0	0	0	1000	0	3	1	0	0	0	0	0	0	0	0	0	0	0	13.4		0	0.0	0	0.0	0	0.0	
1015	2	0	2	0	0	0	0	1015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.3		0	0.0	0	0.0	0	0.0	
1030	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
1045	1	0	1	0	0	0	0	1045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.1		0	0.0	0	0.0	0	0.0	
1100	1	0	1	0	0	0	0	1100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.2		0	0.0	0	0.0	0	0.0	
1115	6	0	5	0	1	0	0	1115	0	5	1	0	0	0	0	0	0	0	0	0	0	0	14.7		0	0.0	0	0.0	0	0.0	
1130	4	0	4	0	0	0	0	1130	0	1	3	0	0	0	0	0	0	0	0	0	0	0	15.3		0	0.0	0	0.0	0	0.0	
1145	6	0	6	0	0	0	0	1145	0	3	3	0	0	0	0	0	0	0	0	0	0	0	14.0		0	0.0	0	0.0	0	0.0	
1200	2	0	1	1	0	0	0	1200	0	0	2	0	0	0	0	0	0	0	0	0	0	0	16.0		0	0.0	0	0.0	0	0.0	
1215	2	0	1	1	0	0	0	1215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.5		0	0.0	0	0.0	0	0.0	
1230	2	0	1	1	0	0	0	1230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.5		0	0.0	0	0.0	0	0.0	
1245	0	0	0	0	0	0	0	1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0	
1300	2	0	2	0	0	0	0	1300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13.0		0	0.0	0	0.0	0	0.0	
1315	3	0	3	0	1	0	0	1315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10.3		0	0.0	0	0.0	0	0.0	
1330	1	0	1	0	0	0	0	1330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.9		0	0.0	0	0.0	0	0.0	
1345	3	0	3	0	0	0	0	1345	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.6		0	0.0	0	0.0	0	0.0	
1400	1	0	1	0	0	0	0	1400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.9		0	0.0	0	0.0	0	0.0	
1415	8	0	5	1	0	0	0	1415	0	5	1	0	0	0	0	0	0	0	0	0	0	0	17.7		0	0.0	0	0.0	0	0.0	
1430	4	0	4	0	0	0	0	1430	0	0	3	1	0	0	0	0	0	0	0	0	0	0	17.4		0	0.0	0	0.0	0	0.0	
1445	6	0	5	1	0	0	0																								

Tue 25 Jun																																
DAY 2	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 ACPO 35	JSL1% ACPO 35	JSL2 ACPO 45	JSL2% ACPO 45	
0000	1	0	1	0	0	0	0		0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0345	1	0	1	0	0	0	0		0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0	
0400	1	1	1	0	0	0	0		0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0500	1	0	1	0	0	0	0		0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0530	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0600	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0615	1	0	1	0	0	0	0		0615	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0	
0630	0	0	0	0	0	0	0		0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0645	0	0	0	0	0	0	0		0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0700	1	0	1	0	0	0	0		0700	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0	
0715	2	0	2	0	0	0	0		0715	0	0	1	1	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0.0	0	0.0	0	0.0	
0730	3	0	3	0	0	0	0		0730	0	0	3	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0.0	0	0.0	0	0.0	
0745	1	0	1	0	0	0	0		0745	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0.0	0	0.0	0	0.0	
0800	4	0	4	0	0	0	0		0800	0	1	3	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0	
0815	1	0	0	1	0	0	0		0815	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0.0	0	0.0	0	0.0	
0830	2	0	2	0	0	0	0		0830	0	1	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0	
0845	6	0	4	2	0	0	0		0845	1	4	1	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	
0900	9	0	8	0	1	0	0		0900	1	3	4	1	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0	
0915	2	0	2	0	0	0	0		0915	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0	
0930	5	0	5	0	0	0	0		0930	2	1	2	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0	
0945	4	0	3	1	0	0	0		0945	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0	
1000	4	0	1	3	0	0	0		1000	2	1	1	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	
1015	1	0	1	0	0	0	0		1015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0	
1030	4	0	2	2	0	0	0		1030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10.0	-	0	0.0	0	0.0	0	0.0	
1045	3	0	3	0	0	0	0		1045	0	1	2	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0	
1100	3	0	1	1	1	0	0		1100	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.8	-	0	0.0	0	0.0	0	0.0	
1115	2	0	2	0	0	0	0		1115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0	
1130	5	0	5	0	0	0	0		1130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	
1145	5	0	2	2	1	0	0		1145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0	
1200	7	0	7	0	0	0	0		1200	1	5	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0	
1215	2	0	2	0	0	0	0		1215	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0	
1230	3	0	2	0	1																											

Wed 26 Jun																																	
DAY 3	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45		
0000	1	0	1	0	0	0	0		0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0115	1	0	1	0	0	0	0		0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0130	1	0	1	0	0	0	0		0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0230	1	0	1	0	0	0	0		0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0400	1	0	1	0	0	0	0		0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0545	1	0	1	0	0	0	0		0545	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.9	-	0	0.0	0	0.0	0	0.0	0	0.0
0600	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0615	0	0	0	0	0	0	0		0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0630	3	1	2	0	0	0	0		0630	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0.0	0	0.0	0	0.0	0	0.0
0645	0	0	0	0	0	0	0		0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
0700	4	1	4	0	0	0	0		0700	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0	0	0.0
0715	1	0	1	0	0	0	0		0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0	0	0.0
0730	6	0	6	0	0	0	0		0730	1	2	3	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0745	4	0	4	0	0	0	0		0745	0	2	2	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	0	0.0
0800	5	0	5	0	0	0	0		0800	0	3	1	1	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0	0	0.0
0815	4	0	4	0	0	0	0		0815	1	2	0	1	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0.0	0	0.0	0	0.0	0	0.0
0830	2	0	1	0	1	0	0		0830	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0
0845	3	0	3	0	0	0	0		0845	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0	0	0.0	0	0.0
0900	6	0	6	0	0	0	0		0900	0	1	5	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0	0	0.0
0915	4	0	4	0	0	0	0		0915	0	1	2	1	0	0	0	0	0	0	0	0	0	0	16.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0930	4	0	4	0	0	0	0		0930	0	2	2	0	0	0	0	0	0	0	0	0	0	0	15.8	-	0	0.0	0	0.0	0	0.0	0	0.0
0945	0	0	0	0	0	0	0		0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0
1000	3	0	3	0	0	0	0		1000	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0	0	0.0
1015	2	0	2	0	0	0	0		1015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	0	0.0
1030	3	0	2	1	0	0	0		1030	0	2	0	1	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0	0	0.0
1045	2	0	2	0	0	0	0		1045	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0.0	0	0.0	0	0.0	0	0.0
1100	4	0	3	0	1	0	0		1100	0	2	2	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0.0	0	0.0	0	0.0	0	0.0
1115	3	0	2	1	0	0	0		1115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0	0	0.0
1130	2	0	1	0	0	0	0		1130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0	0	0.0
1145	2	0	2	0	0	0	0		1145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0.0	0	0.0	0	0.0	0	0.0
1200	5	0	3	1	1	0	0		1200	0	1	4	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0			

[illegible]

Fri 28 Jun																																					
DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45						
0000	1	0	0	1	0	0	0		0000	0	1	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0	0	0.0					
0015	0	1	0	1	0	0	0		0015	0	1	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	0	0.0					
0030	1	0	1	0	0	0	0		0030	0	0	1	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0.0	0	0.0	0	0.0	0	0.0					
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0115	1	0	1	0	0	0	0		0115	0	0	1	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0	0	0.0					
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0245	1	0	1	0	0	0	0		0245	0	0	1	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0.0	0	0.0	0	0.0	0	0.0					
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0500	1	0	1	0	0	0	0		0500	0	1	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0	0	0.0					
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0530	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0600	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0615	0	0	0	0	0	0	0		0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0630	4	0	4	0	0	0	0		0630	0	3	1	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0	0	0.0					
0645	1	0	1	0	0	0	0		0645	0	1	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0	0	0.0					
0700	0	0	0	0	0	0	0		0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0715	1	1	0	0	0	0	0		0715	0	0	1	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0.0	0	0.0	0	0.0	0	0.0					
0730	4	0	4	0	0	0	0		0730	0	1	3	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0.0	0	0.0	0	0.0	0	0.0					
0745	0	0	1	0	0	0	0		0745	0	0	1	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0	0	0.0					
0800	4	0	4	0	0	0	0		0800	0	4	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0	0	0.0					
0815	2	0	2	0	0	0	0		0815	0	1	1	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	0	0.0					
0830	3	0	3	0	0	0	0		0830	0	1	2	0	0	0	0	0	0	0	0	0	0	16.9	-	0	0.0	0	0.0	0	0.0	0	0.0					
0845	4	0	4	0	0	0	0		0845	0	1	3	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0	0	0.0					
0900	8	0	8	0	0	0	0		0900	0	1	7	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0	0	0.0					
0915	0	0	0	0	0	0	0		0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
0930	2	0	2	0	0	0	0		0930	0	0	2	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0	0	0.0					
0945	1	0	1	0	0	0	0		0945	1	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-	0	0.0	0	0.0	0	0.0	0	0.0					
1000	0	0	0	0	0	0	0		1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0						
1015	3	0	3	0	0	0	0		1015	0	2	1	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0	0	0.0					
1030	2	0	2	0	0	0	0		1030	0	1	1	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0	0	0.0					
1045	6	0	5	0	1	0	0		1045	2	3	1	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0	0	0.0					
1100	2	0	2	0	0	0	0		1100	1	0	1	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0	0	0.0					
1115	3	0	3	0	0	0	0		1115	1	1	1	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0	0	0.0					
1130	9	0	7	1	1	0	0		1130	0	3	4	2	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0	0	0.0					
1145	7	0	5	1	1	0	0		1145	0	5	2	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0	0	0.0					
1200	6	0	6	0	0	0	0		1200	0	2	4	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0	0	0.0					
1215	3	0	3	0	0	0	0		1215	0	3	0	0</																								

Sat 29 Jun																																
DAY 6	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45	
0000	2	0	2	0	0	0	0		0000	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11.9	-	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0		0015	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0030	1	0	1	0	0	0	0		0030	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0045	2	0	2	0	0	0	0		0045	0 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	15.1	-	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0		0100	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0115	1	0	1	0	0	0	0		0115	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13.0	-	0	0.0	0	0.0	0	0.0	
0130	1	0	1	0	0	0	0		0130	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18.6	-	0	0.0	0	0.0	0	0.0	
0145	2	0	2	0	0	0	0		0145	0 1	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13.7	-	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0		0200	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0215	1	0	1	0	0	0	0		0215	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18.3	-	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0		0230	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0		0245	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0300	4	0	1	0	0	0	0		0300	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	17.2	-	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0		0315	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0		0330	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0		0345	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0		0400	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0		0415	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0		0430	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0		0445	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0500	0	0	0	0	0	0	0		0500	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0		0515	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0530	0	0	0	0	0	0	0		0530	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0545	0	0	0	0	0	0	0		0545	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0600	0	0	0	0	0	0	0		0600	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0615	0	0	0	0	0	0	0		0615	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0630	1	0	1	0	0	0	0		0630	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	8.7	-	0	0.0	0	0.0	0	0.0	
0645	0	0	0	0	0	0	0		0645	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0700	0	0	0	0	0	0	0		0700	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0715	1	0	1	0	0	0	0		0715	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14.2	-	0	0.0	0	0.0	0	0.0	
0730	0	0	0	0	0	0	0		0730	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0745	0	0	0	0	0	0	0		0745	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0800	3	0	3	0	0	0	0		0800	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14.0	-	0	0.0	0	0.0	0	0.0	
0815	1	0	1	0	0	0	0		0815	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11.0	-	0	0.0	0	0.0	0	0.0	
0830	0	0	0	0	0	0	0		0830	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	-	0	0.0	0	0.0	0	0.0	
0845	3	0	2	0	1	0	0		0845	0 2	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14.9	-	0	0.0	0	0.0	0	0.0	
0900	2	0	2	0	0	0	0		0900	0 0	2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	16.4	-	0	0.0	0	0.0	0	0.0	
0915	4	0	3	1	0	0	0		0915	2 0	2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	12.5	-	0	0.0	0	0.0	0	0.0	
0930	3	0	2	0	1	0	0		0930	0 2	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14.7	-	0	0.0	0	0.0	0	0.0	
0945	4	0	3	1	0	0	0		0945	0 3	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	12.3	-	0	0.0	0	0.0	0	0.0	
1000	4	0	4	0	0	0	0		1000	0 1	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	16.8	-	0	0.0	0	0.0	0	0.0	
1015	3	0	3	0	0	0	0		1015	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14.6	-	0	0.0	0	0.0	0	0.0	
1030	5	0	5	0	0	0	0		1030	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13.4	-	0	0.0	0	0.0	0	0.0	
1045	5	0	4	0	1	0	0		1045	2 2	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11.3	-	0	0.0	0	0.0	0	0.0	
1100	3	0	3	0	0	0	0		1100	0 2	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0											

DIR 2																													
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSLK SPEEDING	ACFO SPEEDING	ACFON SPEEDING	DTF SPEEDING	DTTK SPEEDING

PROJECT 39960 Hunters Lodge, Suffolk

SITE 39960-001

LOCATION CHASE AVENUE

DIRECTION SOUTHBOUND ↓

PSL 30mph



ALL VEHICLES
Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV
0 - 10 mph
10 - 15 mph
15 - 20 mph
20 - 25 mph
25 - 30 mph
30 - 35 mph
35 - 40 mph
40 - 45 mph
45 - 50 mph
50 - 60 mph
60 - 70 mph
70 - 80 mph
80 - 90 mph
90 - 100 mph
AVG SPD
85%ile
>30mph
% > 30mph

Mon 24 Jun																																				
DAY 1	TOTAL	CLS						TIME	SP														AVG	85%ile	PSL	PSLN	SL1	SL2	SL3	SL4						
		1	2	3	4	5	6		SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14														
		1	2	3	4	5	6		10	15	20	25	30	35	40	45	50	60	70	80	90	100														
0000	1	0	0	1	0	0	0	0000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0015		0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0030		0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0045		0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0100		0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0115		0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0130		0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0145		0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0200		0	0	1	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0215		0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0230		0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0245		0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0300		0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0315		1	0	1	0	0	0	0315	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	9.4	-	0	0.0	0	0.0	0	0.0	0	0.0		
0330		1	0	1	0	0	0	0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	13.1	-	0	0.0	0	0.0	0	0.0	0	0.0		
0345		0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0400		0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0415		1	0	1	0	0	0	0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	10.1	-	0	0.0	0	0.0	0	0.0	0	0.0		
0430		0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0445		1	0	1	0	0	0	0445	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	17.3	-	0	0.0	0	0.0	0	0.0	0	0.0		
0500		2	0	2	0	0	0	0500	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	-	13.2	-	0	0.0	0	0.0	0	0.0	0	0.0		
0515		2	0	2	0	0	0	0515	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	-	17.3	-	0	0.0	0	0.0	0	0.0	0	0.0		
0530		4	0	4	0	0	0	0530	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	-	17.8	-	0	0.0	0	0.0	0	0.0	0	0.0		
0545		6	0	5	1	0	0	0545	0	5	1	0	0	0	0	0	0	0	0	0	0	0	-	-	13.2	-	0	0.0	0	0.0	0	0.0	0	0.0		
0600		5	0	5	0	0	0	0600	0	4	1	0	0	0	0	0	0	0	0	0	0	0	-	-	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
0615		9	0	8	1	0	0	0615	2	5	2	0	0	0	0	0	0	0	0	0	0	0	-	-	12.9	-	0	0.0	0	0.0	0	0.0	0	0.0		
0630		4	1	3	0	0	0	0630	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	-	14.9	-	0	0.0	0	0.0	0	0.0	0	0.0		
0645		7	0	5	2	0	0	0645	0	3	4	0	0	0	0	0	0	0	0	0	0	0	-	-	16.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
0700		5	0	5	0	0	0	0700	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	-	15.7	-	0	0.0	0	0.0	0	0.0	0	0.0		
0715		8	1	6	1	0	0	0715	0	1	6	1	0	0	0	0	0	0	0	0	0	0	-	-	17.4	-	0	0.0	0	0.0	0	0.0	0	0.0		
0730		9	0	7	2	0	0	0730	0	4	5	0	0	0	0	0	0	0	0	0	0	0	-	-	15.9	-	0	0.0	0	0.0	0	0.0	0	0.0		
0745		11	0	11	0	0	0	0745	0	4	5	2	0	0	0	0	0	0	0	0	0	0	-	-	16.6	-	22.1	0	0.0	0	0.0	0	0.0	0	0.0	
0800		12	0	12	0	0	0	0800	1	3	8	2	0	0	0	0	0	0	0	0	0	0	-	-	15.3	-	18.0	0	0.0	0	0.0	0	0.0	0	0.0	
0815		6	0	6	0	0	0	0815	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	-	15.4	-	0	0.0	0	0.0	0	0.0	0	0.0		
0830		9	0	9	0	0	0	0830	0	3	5	1	0	0	0	0	0	0	0	0	0	0	-	-	16.3	-	0	0.0	0	0.0	0	0.0	0	0.0		
0845		7	0	7	0	0	0	0845	0	1	5	1	0	0	0	0	0	0	0	0	0	0	-	-	17.0	-	0	0.0	0	0.0	0	0.0	0	0.0		
0900		7	0	7	0	0	0	0900	0	3	3	1	0	0	0	0	0	0	0	0	0	0	-	-	17.1	-	0	0.0	0	0.0	0	0.0	0	0.0		
0915		7	0	1	0	0	0	0915	0	3	3	1	0	0	0	0	0	0	0	0	0	0	-	-	16.2	-	0	0.0	0	0.0	0	0.0	0	0.0		
0930		3	0	3	0	0	0	0930	1	0	0	2	0	0	0	0	0	0	0	0	0	0	-	-	17.9	-	0	0.0	0	0.0	0	0.0	0	0.0		
0945		3	0	3	0	0	0	0945	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	-	14.8	-	0	0.0	0	0.0	0	0.0	0	0.0		
1000		1	0	1	0	0	0	1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	14.9	-	0	0.0	0	0.0	0	0.0	0	0.0		
1015		4	0	4	0	0	0	1015	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	-	16.0	-	0	0.0	0	0.0	0	0.0	0	0.0		
1030		1	0	1	0	0	0	1030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-	16.6	-	0	0.0	0	0.0	0	0.0	0	0.0		
1045		3	0	3	0	0	0	1045	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	-	14.8	-	0	0.0	0	0.0	0	0.0	0	0.0		
1100		1	0	1	0	0	0	1100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	18.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
1115		3	0	3	0	0	0	1115	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	-	16.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
1130		2	0	2	0	0	0	1130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	-	12.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
1145		2	0	2	0	0	0	1145	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	-	12.3	-	0	0.0	0	0.0	0	0.0	0	0.0		
1200		0	0	0	0	0	0	1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
1215		2	0	2	0	0	0	1215	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	-	16.5	-	0	0.0	0	0.0	0	0.0	0	0.0		
1230		1	0	0	1	0	0	1230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	15.4	-	0	0.0	0	0.0	0	0.0	0	0.0		
1245		3	1	0	0	0	0	1245	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	-	14.2	-	0	0.0	0	0.0	0	0.0	0	0.0		
1300		3	0	3	0	0	0	1300	1	0	2	0	0	0																						

Tue 25 Jun																																					
DAY 2	Total	Cls 1		Cls 3		Cls 4		Cls 5		Fixt	Time [-]	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	JPSL	ISI1	ISI2	ISI3	ISI4	
		1	2	3	4	5	6	10	10			15	20	25	30	35	40	45	50	60	70	80	90	100	85	30	30	35	35	45	45	45	45	45	45	45	45
0000	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0330	1	0	1	0	0	0	0		0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0445	1	0	1	0	0	0	0		0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0
0500	3	0	3	0	0	0	0		0500	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0
0515	2	0	2	0	0	0	0		0515	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	0	0.0	0	0.0	0	0.0
0530	2	0	1	1	0	0	0		0530	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
0545	5	0	5	0	0	0	0		0545	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0
0600	5	0	3	2	0	0	0		0600	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0
0615	5	0	4	1	0	0	0		0615	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0.0	0	0.0	0	0.0
0630	4	1	3	0	0	0	0		0630	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0
0645	6	0	6	0	0	0	0		0645	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0.0	0	0.0	0	0.0
0700	6	0	5	1	0	0	0		0700	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0
0715	9	0	9	0	0	0	0		0715	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0
0730	12	0	9	3	0	0	0		0730	0	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	20.0	0	0.0	0	0.0	0	0.0
0745	15	1	14	0	0	0	0		0745	0	6	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	21.7	0	0.0	0	0.0	0	0.0
0800	10	0	10	0	0	0	0		0800	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0.0	0	0.0	0	0.0
0815	8	0	8	0	0	0	0		0815	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0
0830	11	0	11	0	0	0	0		0830	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	17.1	0	0.0	0	0.0	0	0.0
0845	10	0	9	1	0	0	0		0845	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	0	0.0	0	0.0	0	0.0
0900	6	0	5	0	1	0	0		0900	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0
0915	1	0	1	0	0	0	0		0915	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0
0930	4	0	4	0	0	0	0		0930	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0
0945	7	0	4	3	0	0	0		0945	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0
1000	1	0	1	0	0	0	0		1000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.0	-	0	0.0	0	0.0	0	0.0
1015	4	0	4	0	0	0	0		1015	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	

Wed 26 Jun
DAY 3

Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixd	Time [-]	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	JPSL 30	JPSL 30	ISL1 35	ISL1 35	ISL2 45	ISL2 45
0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0001	0	0	0	0	0	0	0	0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0115	1	0	1	0	0	0	0	0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	1	0	1	0	0	0	0	0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0330	1	0	1	0	0	0	0	0330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0515	2	0	2	1	0	0	0	0515	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0
0530	3	0	2	1	0	0	0	0530	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0
0545	4	0	4	0	0	0	0	0545	0	4	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0.0	0	0.0	0	0.0
0600	3	0	2	0	0	1	0	0600	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0
0615	10	0	9	1	0	0	0	0615	0	10	3	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0
0630	6	1	5	0	0	0	0	0630	0	3	3	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0
0645	3	0	3	0	0	0	0	0645	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
0700	4	0	4	0	0	0	0	0700	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0
0715	9	0	7	2	0	0	0	0715	0	9	4	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0
0730	11	0	10	1	0	0	0	0730	1	7	3	0	0	0	0	0	0	0	0	0	0	0	14.1	18.3	0	0.0	0	0.0	0	0.0
0745	12	0	12	0	0	0	0	0745	0	4	7	1	0	0	0	0	0	0	0	0	0	0	15.7	18.3	0	0.0	0	0.0	0	0.0
0800	15	0	15	0	0	0	0	0800	0	6	9	0	0	0	0	0	0	0	0	0	0	0	15.9	19.0	0	0.0	0	0.0	0	0.0
0815	14	0	14	0	0	0	0	0815	0	6	7	1	0	0	0	0	0	0	0	0	0	0	15.3	17.8	0	0.0	0	0.0	0	0.0
0830	9	0	8	1	0	0	0	0830	0	5	3	1	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0
0845	7	0	7	0	0	0	0	0845	0	1	5	1	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0.0	0	0.0	0	0.0
0900	4	0	3	1	0	0	0	0900	0	1	2	1	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0.0	0	0.0	0	0.0
0915	5	0	5	0	0	0	0	0915	0	2	1	2	0	0	0	0	0	0	0	0	0	0	17.8	-	0	0.0	0	0.0	0	0.0
0930	2	0	2	0	0	0	0	0930	0	0	1	1	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0.0	0	0.0	0	0.0
0945	1	0	1	0	0	0	0	0945	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17.1	-	0	0.0	0	0.0	0	0.0
1000	1	0	1	0	0	0	0	1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0
1015	6	0	6	0	0	0	0	1015	0	1	5	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0.0	0	0.0	0	0.0
1030	2	0	2	0	0	0	0	1030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1045	4	0	3	1	0	0	0	1045	0	2	2	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0.0	0	0.0	0	0.0
1100	3	0	2	0	1	0	0	1100	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0
1115	2	0	2	0	0	0	0	1115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
1130	6	0	4	2	0	0	0	1130	0	2	4	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0
1145	4	0	4	0	0	0	0	1145	0	3	1	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0.0	0	0.0	0	0.0
1200	3	0	3	0	0	0	0	1200	0	0	2	1	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0.0	0	0.0	0	0.0
1215	3	0	2	0	1	0	0	1215	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.8	-	0	0.0	0	0.0	0	0.0
1230	2	0	1	1	0	0	0	1230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0.0	0	0.0	0	0.0
1245	4	0	4	0	0	0	0	1245	1	1	0	2	0	0	0	0	0	0	0	0	0	0	16.3	-	0	0.0	0	0.0	0	0.0
1300	3	0	2	1	0	0	0	1300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0
1315	5	0	5	0	0	0	0	1315	1	1	2	1	0	0	0	0	0	0	0	0	0	0	16.0	-	0	0.0	0	0.0	0	0.0
1330	2	0	2	0	1	0	0	1330	0	0	1	1	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0.0	0	0.0	0	0.0
1345	3	0	3	0	0	0	0	1345	1	1	1	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
1400	2	0	2	0	0	0	0	1400	0	0	1	1	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0.0	0	0.0	0	0.0
1415	3	0	2	0	1	0	0	1415	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0.0	0	0.0	0	0.0
1430	5	0	5	0	0	0	0	1430	1	0	4	0	0	0	0	0	0	0	0	0	0	0	15.2	-	0	0.0	0	0.0	0	0.0
1445	4	0	4	0	0																									

Thu 27 Jun																																
DAY 4	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixd	Time [-]	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 30	JPSL 35	ISL1 35	ISL1 45	ISL2 45	
0000	1	0	1	0	0	0	0		0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0330	1	0	1	0	0	0	0		0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0445	1	0	1	0	0	0	0		0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	
0500	1	0	1	0	0	0	0		0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0530	1	0	0	1	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	
0545	3	0	2	0	0	0	0		0545	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0.0	0	0.0	0	0.0	
0600	8	0	8	0	0	0	0		0600	0	6	2	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0	
0615	4	0	3	1	0	0	0		0615	0	2	1	1	0	0	0	0	0	0	0	0	0	0	17.0	-	0	0.0	0	0.0	0	0.0	
0630	11	2	9	0	0	0	0		0630	0	4	7	0	0	0	0	0	0	0	0	0	0	0	15.2	17.5	0	0.0	0	0.0	0	0.0	
0645	8	0	8	0	0	0	0		0645	1	4	3	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0	
0700	7	0	6	1	0	0	0		0700	0	5	2	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0	
0715	8	0	7	1	0	0	0		0715	0	1	6	1	0	0	0	0	0	0	0	0	0	0	17.1	-	0	0.0	0	0.0	0	0.0	
0730	12	2	9	1	0	0	0		0730	0	6	5	1	0	0	0	0	0	0	0	0	0	0	15.3	17.8	0	0.0	0	0.0	0	0.0	
0745	13	0	13	0	0	0	0		0745	0	8	4	0	0	0	0	0	0	0	0	0	0	0	14.3	17.7	0	0.0	0	0.0	0	0.0	
0800	10	0	9	1	0	0	0		0800	0	4	6	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0	
0815	9	0	9	0	0	0	0		0815	0	5	4	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0	
0830	9	0	9	0	0	0	0		0830	0	7	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0	
0845	8	0	8	0	0	0	0		0845	0	2	6	0	0	0	0	0	0	0	0	0	0	0	17.2	-	0	0.0	0	0.0	0	0.0	
0900	6	0	6	0	0	0	0		0900	0	2	4	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	
0915	7	0	7	0	0	0	0		0915	0	3	4	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0	
0930	3	0	3	0	0	0	0		0930	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0	
0945	3	0	3	0	0	0	0		0945	0	2	0	1	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0	
1000	1	0	1	0	0	0	0		1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0	
1015	0	0	0	0	0	0	0		1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
1030	1	0	1	0	0	0	0		1030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0	
1045	5	0	4	0	1	0	0		1045	1	2	2	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0	
1100	5	0	4	0	0	1	0		1100	0	3	2	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0.0	0	0.0	0	0.0	
1115	4	0	3	1	0	0	0		1115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0	
1130	1	0	0	0	0	0	0		1130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0	
1145	8	0	7	0	1	0	0		1145	2	4	2	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0	
1200	10	0	8	2	0	0	0		1200	1	8	1	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0	
1215	5	0	4	0	1	0	0		1215	1	2	2	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	
1230	3	0	3	0	0	0	0		1230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0	
1245	2	0	2	0	0	0	0		1245	1	0	0	1	0	0	0	0	0	0	0	0	0	0									

[illegible]

[illegible]

Appendix E

Version

1.01 07.01.22

Smarter Travel - Travel Plan Multi-Modal Monitoring

PLEASE COMPLETE ELEMENTS IN YELLOW WHERE POSSIBLE



Weather Condition AM:

DRY

Weather Condition PM:

DRY

Location:

HUNTERS CHASE, RED LODGE

Date:

25/06/2024

No. of Vehs on site at Start:

0

No. of Vehs on site at End:

0

Notes about unusual issues with survey:

--

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

ELMS ROAD

Date

25/06/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES														PASSENGERS				CYCLISTS				PEDESTRIANS				BUS								
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE						
0700-0730	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9				
0730-0800	4		0		0		0		0		0		0		4		0	0	0	0	0	0	0	1	0	0	0	1	0	5					
0800-0830	7		0		0		0		0		0		0		7		1	0	0	1	0	0	0	0	0	0	0	0	0	8	16				
0830-0900	6	13	0	0		0	2	2		0			0		8	15	0	0	0	0	0	0	0	0	0	0	0	0	0	8					
0900-0930	10		1		0		1		0		0	0	0		12		1	0	0	1	0	0	0	0	0	0	0	0	0	13	24				
0930-1000	8	18	0		0		2	3		0			0		10	22	1	0	0	1	0	0	0	0	0	0	0	0	0	11					
1000-1030	4		0		0		1		0		0	0	0		5		1	0	0	1	0	0	0	0	0	0	0	0	0	6	12				
1030-1100	5	9	0	0		0	1	2		0			0		6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	6					
1100-1130	6		0		0		1		0		0	0	0		7		0	0	0	0	0	0	0	0	0	0	0	0	7	21					
1130-1200	8	14	0		0		2		0		0	0	0		10		1	0	0	1	0	0	0	0	3	0	0	0	14						
1200-1230	7		1		0		1		0		0	0	0		9		1	0	0	1	0	0	0	0	1	0	0	1	11	19					
1230-1300	4	11	0	1		0	1	2		0			0		5	14	1	1	0	3	0	0	0	0	0	0	0	0	0	8					
1300-1330	10		1		0		0	1		0	1	0	1		12		2	0	0	2	0	0	0	0	0	0	0	0	0	14	19				
1330-1400	4	14	0		0		1		0		0	0	0	1	5	17	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
1400-1430	14	22	0		1		1	2		0	0	0	0		16	25	3	0	0	3	0	0	0	0	0	0	0	0	0	19	34				
1430-1500	8		0	0		0	1		0		0	0	0	0	9		2	0	0	2	1	0	0	1	3	0	0	3	0	15					
1500-1530	6	21	1	1	0		2	2		0	0	0	0		9	24	1	0	0	1	0	1	0	1	0	0	6	6	9	17	44				
1530-1600	15		0		0		0		0		0	0	0		15		7	1	0	9	0	0	0	0	0	0	3	3	0	27					
1600-1630	11	30	0		0		0		0		0	0	0		11		3	0	0	3	0	0	0	0	0	1	0	1	0	15	44				
1630-1700	19		0		1		4		0		0	0	0	0	24	35	3	1	0	5	0	0	0	0	0	0	0	0	0	29					
1700-1730	16	38	0		1		4		0		0	0	0		21		3	0	0	3	0	0	0	0	1	0	0	1	0	25	51				
1730-1800	22		0		0		1	5		0		0	0	0	23	44	3	0	0	3	0	0	0	0	0	0	0	0	0	26					
1800-1830	19	36	0		0		2		0		0	0	0		21	39	2	0	0	2	0	1	0	1	1	0	5	6	9	30	55				
1830-1900	17		1		0		0		0		0	0	0	0	18		3	0	0	3	0	1	0	1	0	0	3	3	0	25					
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE						
TOTALS	234	234	5	5	3	3	28	28	0	0	1	0	1	1	271	271	39	3	0	45	45	1	3	0	4	4	10	1	17	28	28	0	0	348	348

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

ELMS ROAD

Date

25/06/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES														PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE					
0700-0730	15	41	0	0	0	1	1	4	0	0	0	0	0	0	16	0	0	0	0	2	0	0	0	0	0	1	0	1	2	0	0	17	50	
0730-0800	26		0		1		3		0		0	0	0		30	2	0	0	2		0	0	0	0	0	1	0	1		0		33		
0800-0830	21		0		0		0		0		0	0	0		21	6	0	0	6		0	0	0	0	0	0	0	0		0		27		
0830-0900	21	42	1	1		0	1	1	0	0		0	0	0	23	8	2	0	12	18	0	1	0	1		0	0	3	3	0	0	39	66	
0900-0930	6		0		0		1	4	0		0	0	0		7	1	0	0	1		0	0	0	0	0	0	0	0	2	0	0	8		
0930-1000	11		0		0		3		0		0	0	0		14	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	16	24		
1000-1030	5		0		0		0	0	0		0	0	0		5	2	0	0	2		0	0	0	0	0	0	0	0	4	0	0	7		
1030-1100	5	10	0	0		0	0	0	0		0	0	0		5	1	0	0	1	3	0	0	0	0	4	0	0	4	0	0	10	17		
1100-1130	3		0		0		2	3	0		0	0	0		5	0	0	0	0	2	0	0	0	0	1	0	0	1	1	0	0	6		
1130-1200	6		0		0		1		0		0	0	0		7	2	0	0	2		0	0	0	0	0	0	0	0		0		9		
1200-1230	7		1		0		2		3	0		0	0	0	10	3	0	0	3		0	0	0	0	0	0	0	0		0		13		
1230-1300	9	16	1	1		1	1		3	0	0		0	0	11	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	13	26	
1300-1330	5		0		0		0	0	0	0	1	0	1		6	1	0	0	1	1	1	0	0	1	1	0	0	1	1	0	0	9		
1330-1400	6	11	0	0		0	0	0	0	0		0	0	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	6	15	
1400-1430	6		0		0		2	2	0		0	0	0		8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8		
1430-1500	8	14	0	0		0	0	2	0	0		0	0	0	8	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	17	
1500-1530	9		2	2	0		2	2	0	0		0	0	0	13	2	0	0	2	4	0	0	0	0	3	0	0	3	3	0	0	18	31	
1530-1600	11	20	0	0		0	0	2	0	0		0	0	0	11	2	0	0	2		0	0	0	0	0	0	0	0	3	0	0	13		
1600-1630	5		0		1		1	0	2	0		0	0	0	6	1	0	0	1	4	0	0	0	0	0	0	3	3	0	0	10	26		
1630-1700	11	16	0	0		0	2		0		0	0	0		13	3	0	0	3		0	0	0	0	0	0	0	0	3	0	0	16		
1700-1730	7		0		0		2		0		0	0	0		9	1	0	0	1	2	0	0	0	0	1	0	0	1	1	0	0	11		
1730-1800	6	13	0	0		0	0	2	0	0		0	0	0	6	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	7	18	
1800-1830	10		0		0		0		2	0		0	0	0	10	4	0	0	4		0	0	0	0	0	0	3	3	0	0	17			
1830-1900	12	22	1	1		0	2		0		0	0	0		15	3	0	0	3	7	0	0	0	0	0	0	0	0	3	0	0	18	35	
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE					
TOTALS	231	231	5	5	3	3	25	25	0	0	1	0	1	1	265	46	2	0	50	50	1	1	0	2	2	12	2	9	23	23	0	0	340	340