

Job Name: Reading Golf Club
Job No: 45675
Note No: 5500/TN010
Date: 19/05/21
Prepared By: Dale Harvey
Subject: **Response to Reading Borough Council Transport Development Control Comments.**

This note has been prepared to provide a response to queries raised by Reading Borough Council (RBC) in relation to the Transport Assessment that supports the planning application for the re-development of Reading Golf Club (App Ref 210018).

This note contains all RBC comments, dated 29th April 2021, with responses to queries raised where necessary. RBC comments are in black text with Stantec responses in red for ease of reference.

Memo

To: Susanna Bedford 0118 9372023 susanna.bedford@reading.gov.uk
From: Transport Development Control
Date: FULL Comments 29 April 2021 - Issued
Re: Consultation on Planning Application

Application Number: 210018

Application Type: Outline Planning Approval

Address: Reading Golf Club, Kidmore End Road Emmer Green Reading RG4 8SQ

Proposal: Outline planning application, with matters reserved in respect of Appearance, for demolition of the existing clubhouse and the erection of a new residential-led scheme (c3 use to include affordable housing) and the provision of community infrastructure at reading golf club

Introduction

Reading Golf Course is located in Emmer Green, off Kidmore End Road, Reading. The existing golf course straddles two local authority administrative areas, Reading Borough Council (RBC) and South Oxfordshire District Council (SODC). The application site is located entirely within RBC and consists of outline planning application, with matters reserved in respect of appearance, for demolition of the existing clubhouse and the erection of a new residential-led scheme and the provision of community infrastructure.

The application site has been identified within the Borough's Local Plan as a site for development for 90 to 130 residential homes, community provision including healthcare and on-site public open space. It is also noted that any development should;

- Take measures to mitigate impacts on the highway network, particularly on Kidmore End Road and Tanners Lane;
- Include all parking requirements within the site to avoid exacerbating parking issues on existing streets;

The current outline proposals are to deliver up to 257 new residential homes, which is in excess of the Borough's Local Plan allocation for 90 to 130 residential homes, and a health centre circa 600sqm.

Planning History

This site has been subject to a previous planning application validated under application no. 200713. This application was withdrawn on 25th November 2020.

Site Accessibility

Kidmore End Road is a single carriageway local distributor road operating a speed limit of 30mph. No parking restrictions apply along Kidmore End Road in the vicinity of the site with on-street parking on the eastern side of the carriageway between the junctions of St Benet's Way and Grove Road, creating a narrowing of the road.

Emmer Green Local Centre is located within 350m from the site boundary and provides amenities such as a Post Office; Convenience Store; Express Supermarket; Pharmacy and Take-aways, Cafes.

Emmer Green Primary School is the closest primary school to the site, located approximately 850m away by foot. The nearest secondary school and sixth form is Highdown School and Sixth Form, this is located 1.1km west of the site, by foot.

A footway is provided on the western side of Kidmore End Road, which is approximately 1.5m wide and is segregated from the main carriageway by means of a 2.5m-wide grass verge. However, the width of the footpath narrows down to a width of 1m (approx.) outside the White Horse pub which is not ideal for people with mobility impairments traveling between the application site and the pedestrian crossing facilities on Peppard Road.

Bus stops are located on Kidmore End Road in close proximity to the site access and egress, providing services into Reading Town centre and Reading Train Station (Premier Routes 23 and 24).

The station is 3.3km from the site and can be reached in approximately 15-minutes by bicycle. Reading Borough Council (RBC) branded cycle routes R40 and R41 provide a connection to Reading Station and Town Centre.

Means of Access

As the site is situated on one of the Borough's Local Transport Corridors classified as the C107, all proposals should comply with Reading Borough Council's Design Guidance for Residential Accesses on to Classified Roads to ensure that the safety and efficiency of the classified road network is maintained and enhanced by the design for access to new development. Therefore, the proposed access modifications are assessed with particular care to ensure good design standards are achieved, especially with the respect to layout and visibility.

The primary vehicular access serving the residential accommodation will be located on the eastern boundary of the site from Kidmore End Road, in a similar location to where the existing car park access to the Golf Club is located. The main all modes access design can be seen on Drawing 45675/5510/001 (Image below). The existing northbound bus stop located on Kidmore End Road has been relocated north to accommodate the proposed site access.

READING GOLF CLUB SITE ACCESS LAYOUT - PRIMARY ACCESS



Given the proposed number of units, Reading Borough Council's Design Guidance states that the residential access should be provided to a width of 5.5m with a junction radius of 6m for a distance of 50m. The vehicle tracking provided within the Transport Assessment (TA) indicates that the access can accommodate both a refuse vehicle and rigid trunk entering and leaving the site. It is noted that the refuse vehicle/rigid truck will overrun the centre line, however, the access design includes measures to improve pedestrian priority and reduce speeds into the site.

In accordance with the Council's Design Guidance, visibility requirements for new junctions onto classified road are 2.4m x 70m for local transport corridors. Visibility splays have been demonstrated on Drawing 45675/5510/001.

It is stated (para 4.2.10) that Reading Buses are supportive of the principle of development as it offers to increase local bus Patronage as the current bus stops could serve both the residential development and health facility without amending the current service. Reading Buses do not favour the option to bring the current services into the site using the internal loop road as short extensions offline can lead to impact on frequency, journey time and passenger experience. Therefore, existing bus stops on Kidmore End Road would be utilised until such time further development comes forward and the re-routing of services can be determined.

The northbound stop may need to be modified as it lies between the new site access to the south and the new GP Surgery to the north. Given that the development will increase local bus patronage using this stop, the bus stop should be upgraded with a shelter and levelled access in line with the Equalities Act and Reading Buses requirements. The applicant is requested to submit the final design for review prior to formal determination of this application as this would form part of the S106 and Highways Agreement.

In terms of design, the layout of the primary access serving the residential accommodation is acceptable and complies with adopted policy. However, we request that the bus stop provision is reviewed.

Agreed. Concept layout for an improved bus stop design with shelter and levelled access can be seen in Drawing 45675/5510/001A, included with this note. It is proposed that detail design of the bus stop is secured via condition based on the principles of this drawing.

A secondary access will be located on the eastern boundary of the site providing access to the health centre and apartments above it only. It is noted that this access has been retained (currently providing emergency access for Reading Golf Club), however it has been slightly relocated and improved to include a footway and informal crossing with tactile paving.

The secondary access junction allows direct access to the health facility and reduces the impact of additional trips by all modes entering and exiting the residential development via the main access junction. This access will also form an emergency access with a droppable bollard into the site. The junction design can be seen in Drawing 45675/5510/003.

READING GOLF CLUB SECONDARY ACCESS LAYOUT



Given that the access is retained and does not form a new access onto a classified road, I have no grounds to object to the provision of a secondary access.

Tracking diagrams have been submitted to demonstrate a refuse vehicle and 10m long rigid vehicle entering the site requiring the full width of the access road to enter and turn within the site. TRICs data indicates that the health centre could generate in the region of 0.5 - 2 OGV trips per day. However, in order to ensure that deliveries are appropriately managed, a Delivery and Servicing Plan is required detailing how vehicles will access the development without creating safety concerns and congestions within the parking areas. This is to be covered by condition if the application is approved.

Agreed, A Delivery and Servicing Plan is to be secured via condition

There is a large area of land to the north of the development site within South Oxfordshire administrative area which forms part of the existing golf club, but it is outside of the red line area. Currently, there is a lane that runs from the existing clubhouse car park in Kidmore End Road alongside the rear gardens of the existing houses on Brooklyn Drive which accesses the land with SODC. The applicant's Transport consultants have stated that there is no vehicle access to this land from public highway and no connections will be made within application site into the land. Therefore, the applicant is requested to clarify whether it is the intention to allocate this whole area of land for public use, and whether there are easement rights from the development site into this land?

The internal track within the Golf Club's land is provided solely for use of grounds staff to access the Greenkeepers Compound, which is situated in Cucumber Wood. The internal track will be removed as per the proposed site layout, (see Masterplan in Appendix A). To clarify, there is an existing access for this area of land onto SODC highway via Tanners Lane to an existing car park.

A Community Infrastructure Plan is included in Appendix K, illustrating a range of land uses within the SODC land including country park, leisure uses (9 hole golf/footgolf course), allotments and a proposed clubhouse/café. It should be noted that the housing development effectively removes access and parking currently associated with the leisure use of the land. Therefore, all the traffic associated with the reduced leisure offering will be directed to the road network in South Oxfordshire.

It is indicated that the retained golf use will utilise the existing access close to the junction of Tanners Lane and Kidmore End Lane and the current car park by the 7th hole, using a booking slot basis for games. Whilst SODC has determined that planning permission is not required for such activities, they have noted that the car park is small and does not provide space for many vehicles. Tanners Lane and Kidmore End Lane are both narrow country lanes and unsuitable for any significant increase in traffic associated with the use of the land. The intended use of the car park and poor highway access would be a significant constraint to potential plans to intensify the outdoor leisure use of the land in the future. Therefore, the applicant is requested to address how the Community Infrastructure Plan is to be secured and delivered if SODC do not support additional uses (such as the proposed clubhouse/café and allotments) and the associated increase in traffic on the road network in South Oxfordshire?

In addition to the leisure uses, it is the intention to deliver a series of pedestrian/cycle links through the Community Infrastructure Plan. These do not form part of this application (redline area) but would provide enhanced accessibility to/from the site for pedestrians and cyclists. I would again highlight my comments above, how is the Community Infrastructure Plan is to be secured and delivered to ensure these routes are provided before occupation of the development. Further, details of the construction of any hard-surfaced pathways should be provided to ensure they are suitable for users including pedestrians, cyclists and disabled users. This information has also been requested by SODC to ascertain whether there is a requirement for any planning permission, and to establish whether an ecological appraisal is required for the intended community uses.

No permission is required for the golf centre or allotments. We will work with SODC, and RBC, on these proposals to seek to deliver an acceptable solution in due course. However, this does not impact this planning application for up 257 homes within RBC, and is therefore not considered relevant to discuss further at this time and does not bear any impact on the decision to approve or object to this application.

Planning permission is not required to implement the foot/cycle paths on private land. The applicant is committed to provision of pedestrian and cycle links prior to commencement of development and will accept an appropriately worded planning condition to satisfactorily control this matter to deliver a foot/cycle route from the northern edge of the proposed development to NCN5.

The surface of the routes is proposed to be in keeping with other local routes through open space. There is precedent for this style of route in the Borough through Balmore Park and Bugs Bottom in Caversham. Both of these routes form part of the National Cycle Network route 5. This form of surfacing is also used on the River Kennet tow path which forms part of the National Cycle Network route 4. Therefore, this form of surfacing is considered reasonable.

Photograph of the national cycle route through Bugs Bottom



Pedestrian & Cycling Access

Policy CC6 of the Local Plan relates to accessibility and intensity of development. It states;

“The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility.”

The site is located in an existing residential area with a well-connected network of streets with footways and footpaths providing access to local facilities. However, the width of the footpath on Kidmore End Road narrows down to a width of 1m (approx.) outside the White Horse pub which is not ideal for people with mobility impairments traveling between the application site and the pedestrian crossing facilities on Peppard Road.

To improve pedestrian facilities in the local area, a raised informal crossing, comprising a flat-top speed hump with a Duratherm herringbone imprint, is proposed on Kidmore End Road, Lyefield Court at its junction with Kidmore End Road, and on Grove Road at its junction with Kidmore End Road. The alternative route avoids the narrowing, taking people to the other side of Kidmore End Road where the footpath is wider.

Pedestrian and cycle access into the residential development will be facilitated from the main site access on Kidmore End Road and the secondary access to the Health Centre. Footways and cycle routes are proposed within the development for greater permeability within the site through landscaped areas between properties. A pedestrian link from the main access road to the Health Centre has also been provided, however, a direct link should also be provided from the bus stop on Kidmore End Road (to be repositioned) to the Health centre entrance. This would provide a safer route into the building without conflict from vehicles within the car park. The applicant is requested to review this.

Agreed. A pedestrian link from the bus stop to the Health Centre has been provided and is shown on the updated masterplan, see Appendix A.

The Institute of Highways and Transportation's (IHT's) guidance, Guidelines for Providing for Journeys on Foot (2000) asserts that the pedestrian routes should be designed so that the walking distance along the footpath system to the bus stops should not be more than 400m from the furthest houses. However, it is noted that the furthest distance to the north eastern edge of the site to the bus stop located on Kidmore end Road is approximately 700m. Therefore, the distance to the bus stops on Kidmore End Road may discourage residents from the north eastern edge of site accessing bus services.

Please refer to section 6.4 of the TA which sets out various reasons why this distance will not discourage residents from using the bus services.

Paragraph 4.2.3 states that a link into Emmer Green Primary School could be provided. However, the applicant has confirmed that this is only an aspiration for the masterplan and needs agreement with the school. If it is not provided, then the alternative route to the school is via the main access, Kidmore End Road and Grove Road which is a significantly longer walking distance. Can the applicant clarify whether any discussions have taken place with the school and whether they do support a pedestrian link?

The Golf Club has approached both the Council's Education Department and the School on more than one occasion to discuss the link, but has not been able to establish meaningful dialogue. As such, the link has been removed from the latest site layout plan. Should the link be considered preferable, this can be re-introduced at reserved matters stage. The applicants welcome constructive dialogue with the above stakeholders.

The Transport Assessment states that pedestrian and cycle links can be extended from the northern end of the site, connecting to the traffic free cycle route NCN 5 to the north, as shown in Figure 6.1 within the Transport Assessment. Whilst these links do not form part of the application and are located outside of the red line boundary, it is stated that these paths will be delivered as part of a Community Infrastructure Plan but it is unclear how

they will be secured through this application. Clarification is sought on this point as stated above.

The applicant is committed to provision of pedestrian and cycle links prior to commencement of development and will accept an appropriately worded planning condition to satisfactorily control this matter to deliver a foot/cycle route from the northern edge of the proposed development to NCN5.

Paragraph 4.2.6 states the links to the north of the application site will be hoggin paths suitable for walking and cycling. However, I question the use of Hoggin paths as they will require long term maintenance and will subject to wear and tear if heavily used by cyclists.

The surface of the routes is proposed to be in keeping with other local routes through open space. There is precedent for this style of route in the Borough through Balmore Park and Bugs Bottom in Caversham. Both of these routes form part of the National Cycle Network route 5. This form of surfacing is also used on the River Kennet tow path which forms part of the National Cycle Network route 4. Therefore, this form of surfacing is considered reasonable.

Internal Layout

Manual for Streets (MfS) is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets. The internal roads should be designed to provide a network of connective routes to a maximum design speed of 20mph.

The internal layout includes a 5.5m wide spine road, looping at the northern end with footways on either side. The street is designed to meander through the development and not have excessive sections of straight road. There are several junctions, building frontage, driveways and foot/cycleways along the side of the carriageway.

Long, straight streets with good forward visibility can lead to higher speeds, therefore, we request that some physical measures are designed into the layout given the length of the straight section once entering the site. Manual for Streets recommends that speed controlling features are required at intervals of no more than 70m in order to achieve speeds of 20mph or less. The applicant is requested to submit revised plans to address this point.

There are not considered to be any long, straight sections of road. The street has been indicatively designed to meander through the development to help control speeds. There are a number of junctions along the route and direct frontage to homes with driveways, which act as a form of traffic calming as traffic has to slow down to turn in/out.

However, in addition to this, one way working give way build outs are indicatively shown on the updated masterplan (Appendix A) as further traffic calming features are being requested by RBC. Please note, the build outs are distanced greater than 70m apart as they will work in conjunction with the meandering street, junctions and driveways/frontage to slow traffic. They have been placed between junctions, and driveways at suitable locations and achieve 20mph MfS forward visibility. Full details will be designed through Reserved Matters, but the principal is agreed.

Shared use streets which serve more than one property are acceptable but the length and number of properties served from each shared surface should be kept to a minimum. A

footway is provided on at least one side of all roads within the development that serve more than 6 plots.

The Transport Assessment states that the development will be designed to accommodate appropriate vehicles used for servicing and deliveries. Full details should be submitted as part of future reserved matters applications.

Agreed

Parking & Cycle Parking

The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. In accordance with the adopted SPD, the development would be required to provide;

- 1.5 spaces per 1 or 2 bedroom unit
- 2 spaces per 3 bedroom unit
- 2 spaces per 4 bedroom unit
- 1 space per 4 dwellings for visitor parking (Flats only)
- 3 spaces per consulting room + 1 per FTE staff for D1 Healthcare Centre

The proposed schedule of accommodation is as follows;

Table 4.1: Indicative Development Schedule

Unit Type	Number of Units
1 Bedroom Apartment	26
2 Bedroom Apartment	20
1 Bedroom Maisonette	6
2 Bedroom Maisonette	6
2 Bedroom House	40
3 Bedroom House	78
4 Bedroom House	81
Total	257

Healthcare	Size (sqm)
Health Centre	600 sqm

Policy TR5 of the Local Plan states that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. It is important that enough parking is provided so that there is not a knock-on effect on the safety and function of the highway through on-street parking.

The development comprises predominantly three and four bedroom houses with garage and/or driveway parking. In order to comply with the Council's adopted Parking Standards

and Design SPD, the internal dimensions of a single garages must comply to 7000mm long x 3000mm wide to allow easy access to/from the vehicle and sufficient storage to the rear to accommodate a bicycle. Garages not complying to the standard dimension cannot be counted in the overall parking provision for the development.

The applicant has confirmed that the garages will comply to the dimension of 7000mm long x 3000mm wide. Manual for Streets states that garages are not always used for car parking, and this can create additional demand for on-street parking. Research shows that in some developments, less than half the garages are used for parking cars, and that many are used primarily as storage. Therefore, the garages should be conditioned to be retained for vehicle parking only to ensure that they are not converted to living accommodation under permitted development rights.

Agreed to be conditioned

In terms of parking for the flats, it is indicated that a maximum of 69 spaces will be provided within communal parking areas to cater for residents of apartments who do not have access to a garage or driveway. Visitor parking has been calculated based on the number of apartments provided within the development only at a ratio of 1 space per 4 dwellings.

Plot numbers 174 to 185 consist of 6 x 1-bedroom and 6 x 2-bedroom flats. A total of 21 parking spaces has been provided for these plots which complies with the Council's parking standards.

Plot numbers 224 -257 consist of 20 x 1-bedroom and 14 x 2-bedroom flats and are located at the front of site above the health/medical centre. For the purpose of this TA, the health centre has been assumed to have 5 treatment rooms and 10 FTE Staff but the indicative floorplans do not confirm the number of treatment rooms.

A total of 85 parking spaces are provided for the health/medical centre and the residential flats equating to 60 spaces for the flats and 25 spaces for the medical centre which complies with the Council's parking standards. It is stated that there is no further detail at this time regarding the health centre size. However, parking will be provided as per the RBC parking standard requirements when delivered under the reserved matters application.

Accessible parking will also be provided in line with RBC's parking standards (5% of the total parking capacity). Accessible parking provision typically excludes residential developments, and therefore the number of spaces has been calculated based upon the number of spaces required for apartments and for the health centre. Based upon the above information, a minimum of 5 of the parking spaces for the apartments will be accessible spaces and 2 for the health centre.

The Council's Local Transport Plan 3 Strategy 2011 - 2026 includes policies for investing in new infrastructure to improve connections throughout and beyond Reading which include a network of publicly available Electric Vehicle (EV) charging points to encourage and enable low carbon or low energy travel choices for private and public transport. Policy TR5 of the Local Plan also states that development should make the following provision for electric vehicle charging points:

- *All new houses with dedicated off-street parking should provide charging points;*
- *Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.*

Based upon the guidelines set out in the Local Plan, the development will provide an active charging point for electric vehicles at all houses that have dedicated off-street parking. 8no. active charging points will be located within communal parking areas for the apartments and 3no. active charging points will be provided for the health centre parking. This would be secured through condition.

Agreed to be conditioned

The Transport Assessment (para 4.4.11) states that the site will provide for a car club vehicle. Confirmation from local car club providers Co-Wheels will determine the demand for new car club spaces in this area. This will be determined through reserved matters applications but at least one space will be provided.

Agreed, car club space demand to be confirmed with Co-Wheels through Reserved Matters applications.

Cycle parking should be provided in line with Council's adopted Parking Standards and Design SPD Section 5. The SPD notes 0.5 cycle spaces is required for 1 or 2 bedroom flat, 1 space is required for 1 bedroom dwellings and 2 spaces are required for 2+ bedroom houses.

The two blocks of flats are provided with internal cycle stores on the ground floor of the buildings. Cycle parking for the houses will be provided within garages. It is stated that dedicated secure cycle parking will be provided when a secure internal facility cannot be provided. The details will be secured by condition.

Agreed to be conditioned

Person Trip Analysis

The Trip Rate Information Computer System (TRICS) database has been used to calculate the proposed trip rate and subsequent trip generation for the proposed residential development. TRICS survey data is used to analyse individual or selected sets of survey counts to produce trip rate information based on user-defined development scenarios. The results provide an estimate of the likely activity at a development, and it is widely used by both transport planning consultants and local authorities. The TRICS outputs are included in Appendix E of the Transport Assessment.

It is noted that many factors influence mode share, such as walking and cycling infrastructure, public transport provision and distance to railway stations; and that mode shares vary for each site. However, TRICS enables users to select appropriate criteria and ranges in order to achieve robust and reliable trip rates. The system enables the user to filter the database to provide a representative sample.

The applicant's Transport Consultants have indicated that the multi-modal TRICS outputs do not form part of the assessment, however, it is requested that this data is provided for further review to ensure that a robust assessment has been undertaken.

A complex methodology has been used to derive the trip demands and patterns for the total residential person trips (obtained from TRIC's) which is outlined in Section 5 of the Transport Assessment.

The trip demands and patterns for the total residential person trips have been considered by trip purpose, based on the Department for Transport (DfT) National Travel Survey (NTS). The National Travel Survey (NTS) is a household survey designed to monitor long-term trends in personal travel providing data on personal travel patterns. However, this data relates to residents of England as a whole and does not specifically relate to the region nor does it provide a representative sample of the area surrounding the development site. In view of this, it is considered that a tailored multi-modal TRICS analysis will provide a more robust assessment of residential travel patterns.

TRICS provides very limited data in terms of total trip demand and mode share; it does not provide trip purpose information, and therefore cannot be used to determine trip distribution, or mode shares appropriate to both trip purpose and origin/destination. Utilisation of TRICS data alone therefore would not be robust, and is considered unsuitable for a development of this scale. However, as requested by RBC the TRICS data is provided in Appendix B (please note one site used in the TA has been removed from TRICS, and therefore the multi modal outputs do not include this site).

The National Travel Survey data has been used to determine trip purpose, and is a standard approach widely accepted for Transport Assessments. It is considered that trip purpose split is unlikely to vary significantly across England; in all locations, people travel to work, school and leisure. Following trip categorisation by trip purpose, localised data has been used to determine trip distribution and mode share; the methodology therefore is tailored to reflect local travel patterns and provide a robust assessment.

Table 5.2 shows the two-way peak hour residential trip purposes based on the NTS data (with the ratios applied for Education and Escort Education trips based on census data). In terms of the assessment undertaken by the applicant's Transport Consultants, I query the following points;

- Paragraph 5.1.6 assumes 37% of tertiary education aged students travel alone. Given that these students are above school age attending college, university and vocational courses, I would expect a higher percentage of students travelling alone.
- Tertiary education includes those attending school in years 12 and 13 (sixth form), college or apprenticeships as well as those attending university or other further education. Many of these trips will therefore be made by pupils aged 16 to 18, many of whom will not be able to drive, and may be travelling to destinations outside of reasonable walking and cycling distance, and not easily accessible by public transport.
- This also forms a worst-case assessment; if the proportion of tertiary education students travelling alone is increased, the number of tertiary escort education trips (all assumed to be car drivers) will reduce, leading to lower vehicle impact on the network.
- Para 5.1.10 assumes that 12.3% of trips with an employment trip purpose will be arrival trips, and 87.7% will be departure trips. It is accepted that there will be a small proportion of people travelling home from work at this time but given that night shift patterns can vary, it is highly unlikely that the 12.3% of night shift workers would arrive home during peak hour of 8am -9am. Therefore, a higher proportion of employment trip will be the departure trips in the AM Peak.
- Accepted. NTS data indicates 3.4% employment trips arrive home in AM peak (Table NTSQ03005), with the remaining 96.6% travelling to work. Amending the calculation to reflect this data leads to a reduction in arriving vehicle trips of 1, and an increase in departing vehicle trips of 1. This is negligible, and therefore reassessment is not proposed to account for this as it would not affect any findings.

- Para 5.1.13 assumes secondary education trips travel to Highdown Secondary School, Maiden Erlegh Chiltern Edge Secondary School and the proposed secondary school to the west of Rivermead Leisure Centre. Given that the school west of Rivermead is not an approved development and no application has been submitted at present, it is not appropriate to make this assumption.
- As set out previously, the new school proposed west of Rivermead has been included to provide a worst case assessment in terms of the number of car trips generated by the development on the road network towards Reading. If the school were removed from the assessment, the education trips would be re-assigned to Highdown School, where they would walk or cycle without an escort, or to Chiltern Edge School, where only 50% would be escorted. This would therefore result in both a decrease in trips travelling to/from the town centre area, and an overall reduction in escort education trips generated by the development; the assessment set out in the TA reflects a worst case for car trips. Therefore, reassessment is not proposed.
- Para 5.1.18 states the revised person trip generation by trip purpose is shown in Table 5.7 and Table 5.8 accounting for the adjusted escort education trips resulting in a decrease in AM secondary escort education trips of 8 trips, and a decrease in PM secondary escort education trips of 1 trip. However, I contest that these trips should have been reassigned to an alternative purpose rather than deducted (given that an average person trip rate has been established).
- It is considered that, due to the site's proximity to Highdown School, the actual trip generation of the site would be lower than the average calculated from TRICS, and therefore the methodology applied is considered reasonable. The sites used within TRICS have a wide range of distances to the nearest secondary school (from 0.3km to 7.2km, with an average distance of 2.85km); the site is only 1.1km from Highdown School. Furthermore, RBC as a Highway Authority seeks to prioritise sustainable and active travel. Therefore, the proportion of secondary school pupils that are driven (escorted) to school is expected to be significantly lower at this site than many of the sites used in TRICS. A small reduction in the actual person trip generation at school start and finish times (and therefore the AM peak hour 08:00-09:00) is considered robust.
- Furthermore, the reduction in trips is counterbalanced by the increase in car trips associated with the worst-case assumptions regarding secondary escort education trips to west of Rivermead, and tertiary escort education trips, all of which are car driver trips. Therefore, no changes to the methodology are proposed and reassessment is not proposed as the overall difference in trips will be negligible and have no effect on the results or conclusions of the assessment.
- Therefore, the person trip generation by trip purpose is shown in Table 5.7 and Table 5.8 should be amended to address my comments above.
- See comments above. The assessment is considered to be a worst-case in terms of vehicle impact towards the town centre, and robust.

Section 5.5 refers to the Residential Trip Mode Share. Table 5.11 summarises the overall mode share calculated for residential trips to employment based on census data. However, a number of assumptions have been made in respect of the Education Trip Purpose.

- Para 5.5.3 states that it is assumed that all primary education trips will be undertaken by walking or cycling. I contest this assumption as it is not based on any data such as school travel surveys and it is highly unlikely that all trips to the local

primary school will be made by foot or cycle especially in the absence of the secured link from the development into the school.

- The entire site lies within a reasonable walking distance of the school. The Reading Transport Strategy supports designing for and enabling active travel to school (see policies RTS1, RTS4, RTS5 and RTS14), and does not support car travel for these trips. A direct link from the site to the school is desirable, however agreement for this link from the school is yet to be gained. The developer commits to working with the school to deliver this link, if reasonably feasible. In light of the current climate emergency, and RBC's sustainable travel policies, it is considered that designing for these trips to be made on foot or by bicycle, and not by private car, is appropriate.
- Para 5.5.4 & 5.5.4 states that 80% of trips to Highdown School are assumed to be walk or cycle and 50% of trips to Maiden Erlegh Children Edge are assumed to be travel by bus. Can the applicant confirm if this is based on evidence from school travel surveys.
- This is not based on school travel surveys, but nor would school travel survey data be considered appropriate. School travel survey data reflects travel patterns by all pupils at the school, and not those that live in a specific area. For example, trips from the site to Chiltern Edge are much more likely to drive than pupils living in Sonning Common. Conversely, pupils from the site attending Highdown are far more likely to walk or cycle than those attending Highdown and living in Lower Caversham. School travel data does not contain this level of detail, and therefore would not be appropriate to use. Reasonable assumptions have instead been made, based on the proximity of the schools to the site, and the availability of public transport.
- Para 5.5.8 states that all escort education trips travelling to Emmer Green Primary School are assumed to be accompanying children by either walking or cycling. Again, I contest this assumption as it is not based on any data such as school travel surveys and it is highly unlikely that all trips to the local primary school will be made by foot or cycle.
- The entire site lies within a reasonable walking distance of the school. The Reading Transport Strategy supports designing for and enabling active travel to school (see policies RTS1, RTS4, RTS5 and RTS14), and does not support car travel for these trips. A direct link from the site to the school is desirable, however agreement for this link from the school is yet to be gained. The developer commits to working with the school to deliver this link, if reasonably feasible. In light of the current climate emergency, and RBC's sustainable travel policies, it is considered that designing for these trips to be made on foot or by bicycle, and not by private car, is appropriate.
- As set out previously, school travel survey data is not origin-destination based, and therefore not considered appropriate to use.

Paragraph 5.5.12 states that mode share for all other residential trip purposes have been calculated based on the 2011 Census TTW data as these trips are assumed to be undertaken by a mixture of modes. Table 5.12 (new table) shows the breakdown of employment and other trip purposes as requested based on the Travel to Work data. I accept that this provides a reasonable representation of mode share.

The Residential Person Trip Mode Share is shown in Table 5.13, however, a number of assumptions have been made in order to establish the mode of travel. Reviewing the table, 44% of total person trips will be made by car resulting 104 vehicle trips in the AM peak. In the PM Peak, 65% of total person trips will be made by car resulting 141 vehicle trips. Therefore, a comparison will be made against the Multi-Modal Vehicle trip data from the TRICS outputs once they are submitted for review.

As set out previously, it is neither robust nor good practice to use TRICS vehicle trip rates for a development of this scale and type. However, as requested by RBC, a comparison of the TRICS and TA data is set out below:

TA = AM 44% car driver / PM 65% car driver

TRICS = AM 49% car driver / PM 55% car driver

Using the TRICS data alone, the impact of the development on the network would be significantly reduced in the PM peak.

In the AM peak hour, TRICS indicates a slightly higher car mode share. However, as set out previously, this is not based on local mode share data as per the TA. The development site is in close proximity to local facilities, such as primary school, secondary school and local shops, has a good bus service and a reasonable cycle journey to the town centre and railway station, in an area where the Highway Authority seeks to prioritise sustainable and active travel. Therefore, a slightly lower car mode share should be expected.

Section 5.4 refers to the Health Centre Trip Distribution. The catchment area for the health centre is assumed to be the same as the existing Emmer Green Surgery which covers the Caversham area. The applicant has confirmed that the health centre is an expansion of the current facility of the Emmer Green surgery to accommodate the growing local demand and will have the same catchment area as the existing surgery. Residents outside the catchment area will not be permitted to register at the facility.

TRICS data for the health centre has been used to determine the mode share for people travelling to and from the health centre. A car driver mode share of 60% has been calculated for two-way trips, with the majority of other users of walking to and from the health centre, and a small percentage cycling.

- Paragraph 5.4.5, it is assumed that 9% of patients will be from the new development but this should be 8.5% (based on Census data factored up to determine how many people may live at the site once fully developed).
- Agreed; 8.5% has been used in the calculation; the number was rounded in the TA. No change to the calculation or resultant vehicle trips is therefore required.
- It is not clear how the vehicle trips for the health centre in Table 5.14 have been calculated. It appears that 9% of total person trips have been deducted (patients from the development) then the mode share of 60% has been applied to the remaining trips resulting in 48 two-way trips in the AM Peak and 32 two-way trips in the evening. I query the robustness of this calculation as it is unlikely that the 9% of patients from the new development will be attending on a daily basis.
- On any given day, it is likely that 9% of people attending the health centre will be from the development, as 9% of patients registered at the health centre are expected to be resident at the development. This is not suggesting that all of the residents at the development who are patients of the health centre will attend on any given day or time.

Highway Impact

To establish the existing traffic flows within the vicinity of the application site the applicant has stated that surveys were undertaken by *'means of a manual classified traffic counts (MCTCs) carried out at six locations on Tuesday 25th June 2019 and automatic traffic counts (ATCs) carried out at 13 locations around the Site from Saturday 22nd to Friday 28th June 2019 inclusive.'* However, the Transport Assessment only includes the

manual classified traffic count data. Given that residents have concerns about the result of these surveys the automatic traffic count data should be submitted for review especially as they are for a wider timeframe and more locations were surveyed.

Agreed. ATCs are supplied in Appendix C, alongside a summary showing typical day and peak hour flow comparison with MCCs for ease of viewing. This shows that the MCCs were undertaken on a typical day that week.

It should also be clarified what data has been used to formulate the base flows for the development.

Surveyed MCC turning count data has been used to formulate base flows for the capacity assessments.

Any comments made below on junction capacity is based on the information provided to date but further clarification maybe required should the ATC data prove that additional flows are apparent.

The ATC data provided shows that additional flows are not apparent, therefore RBCs following comments are applicable.

Vehicle trips attributed to the development have been assigned to the local highway network using CUBE software opposed to distributing traffic via existing turning count data. The resulting AM and PM peak hour development traffic assignment plots are included in Appendix H.

The study area for the development, scoped with RBC, includes the following junctions:

- Golf Course Access / Kidmore End Road / Chalgrove Way;
- Grove Road / Kidmore End Road;
- Kidmore End Road / Peppard Road;
- Buckingham Drive / Peppard Road mini roundabout;
- Peppard Road / Kiln Road / Caversham Park Road; and
- Peppard Road / Prospect Street / Henley Road / Westfield Road.

In respect of the Kidmore End Road and Peppard Road priority junction, the results demonstrate that the junction currently operates efficiently, and that traffic generated by the proposed development causes minimal delay to traffic and can be accommodated at the junction in its current form of a priority T-junction.

Despite the capacity assessment predicting that the current design can accommodate traffic generated by the development, a mini roundabout arrangement has been designed to help better manage traffic flows and aid vehicles exiting from Kidmore End Road. However, the roundabout junction assessment clearly demonstrates that the roundabout will result in increased queues and delay along Peppard Road above that of the current road layout. This includes the southbound queues along Peppard Road starting to approach the theoretical capacity for the junction whereas the existing T-junction design has no capacity issues on Peppard Road. The Highway Authority therefore cannot agree to any alterations to the junctions that would increase queues within the vicinity of the site.

Agreed. The mini roundabout was proposed as an option; however, RBC wish to retain the existing junction arrangement. This is acceptable, please see Drawing 45675/5510/006.

The capacity impacts of the Peppard Road / Prospect Street / Henley Road / Westfield Road signalised control junction indicate that the junction currently operates above the maximum theoretical operating capacity and the impact of development traffic at the junction will worsen this.

The developer will provide a contribution to RBC to introduce a smarter signal operating scheme such as MOVA to increase capacity at the junction. However, it is likely that the junction would require some significant upgrading of the equipment (not just installing the MOVA kit and some additional loops) and specialist setup of MOVA. Therefore, the contributions would need to fully cover the totality of this work in order to accommodate the additional flows. We will be discussing this further with the Council's Network Management team and an update will be provided once a full cost analysis has been undertaken.

Agreed. The developer will provide an appropriate amount to upgrade the signal junction to MOVA. Exact amount to be agreed during S106 negotiations and once further information from RBCs Network Management team has been provided.

For the purposes of the assessment, the Peppard Road / Kiln Road priority junction and the Kiln Road / Caversham Park Road priority junction have been linked and assessed together due to the interaction between the two junctions because of their close proximity and this is deemed acceptable.

Lane based models for the AM and PM peak hours have been created in Junctions 9 in order to effectively assess the operation of both priority junctions in terms of blocking back between junctions.

It was previously identified during the withdrawn application that the proposed impact at the Peppard Road / Kiln Road / Caversham Park Road junction has not been assessed / presented accurately. Issues were identified between Table 7.6 within the Transport Assessment and the junction assessment data provided within the Appendices. On reviewing the assessment within this latest planning application I note that site discrepancies exist and these are as follows:

Table 7.6 is provided below to illustrate the queue and delays at the junction in question with the main concern being the Caversham Park Road arm of the junction as these represent the most significant impact.

Table 7.6: Peppard Road / Kiln Road / Caversham Park Road Junction Assessment Results

	AM Peak Hour 0800 - 0900		PM Peak Hour 1700 - 1800	
	Queue (Veh)	Delay (s)	Queue (Veh)	Delay (s)
2019 Base Year				
Peppard Road (N)	0.1	0.59	0.0	0.08
Kiln Road	2.5	26.08	1.4	16.72
Peppard Road (S)	0.9	5.40	0.5	2.57
Kiln Road (N)	0.3	8.19	0.0	0.98
Caversham Park Road	16.7	178.67	1.0	13.63
Kiln Road (S)	0.9	7.22	0.7	7.17
2026 Future Year				
Peppard Road (N)	0.1	0.78	0.0	0.08
Kiln Road	2.6	28.28	1.8	18.29
Peppard Road (S)	1.3	7.39	0.4	2.54
Kiln Road (N)	0.3	10.27	0.1	1.56
Caversham Park Road	30.7	330.26	1.9	24.74
Kiln Road (S)	1.0	7.53	0.7	7.20
2026 Future Year + Development				
Peppard Road (N)	0.2	0.83	0.0	0.17
Kiln Road	2.6	28.29	1.9	18.21
Peppard Road (S)	1.8	8.39	0.6	2.81
Kiln Road (N)	0.4	10.44	0.1	1.95
Caversham Park Road	35.5	389.78	2.4	24.77
Kiln Road (S)	1.2	7.56	0.9	7.24

However, the appendix illustrates the assessment of the junction as follows:

2019 Base Year Assessment

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.40	0.2	A	473	710
	B	24.42	2.4	C	275	413
	C	4.62	0.9	A	509	764
2	A	7.11	0.3	A	88	132
	B	116.90	10.3	F	239	359
	C	7.25	0.9	A	359	538

This provides a different assessment result to that specified at Table 7.6, provided above, but fundamentally this illustrates a significant reduction to the Caversham Road arm of the junction. This therefore specifies that the base line flows would result in a reduction in queue length of 6.4 vehicles and 61.77 seconds, equating to over 1 minute.

2026 Future Year Assessment

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.58	0.1	A	503	755
	B	26.74	2.6	D	288	433
	C	6.15	1.3	A	533	800
2	A	8.36	0.4	A	93	139
	B	204.46	19.6	F	252	378
	C	7.43	1.0	A	377	566

This provides a different assessment result to that specified at Table 7.6, provided above, but fundamentally this illustrates a significant reduction to the Caversham Road arm of the junction. This therefore specifies that the base line flows would result in a reduction in queue length of 11.1 vehicles and 125.8 seconds, equating to over 2 minutes.

2026 Future Year + Development Assessment

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	1.02	0.3	A	528	792
	B	28.08	2.7	D	306	459
	C	8.45	1.8	A	567	850
2	A	10.70	0.4	B	105	157
	B	367.97	33.9	F	264	397
	C	7.65	1.1	A	405	607

This provides a different assessment result to that specified at Table 7.6, provided above, but in this instance does not fundamentally alter the results.

The applicant has referred to the results with Table 7.6 and stipulated that Caversham Park Road approach is not predicted to alter significantly between the 2026 and 2026 + Development AM Peak assessments. However, as identified above Table 7.6 does not reflect the actual junction assessments undertaken by the applicant and the proposal will result in an increase in queues of 14.3 cars and a delay of 163.51 seconds (over 1min 30 seconds).

The assessment provided at Table 7.6 has also not identified the Level of Service (LOS) rating which for each of the assessment periods is identified as rating F. Previous assessments for other proposals have also identified that this junction is already exceeding capacity. Based on the above impacts on the junction mitigation is required and must be submitted as part of this application.

The results in the Appendix had not been updated. The results summarised in Table 7.6 are correct and therefore so are the conclusions in the TA. The correct Junctions 9 output is included with this response in Appendix D.

Irrespective of the discrepancies identified above the existing junction is already exceeding capacity and therefore any development that seeks to increase traffic through an over capacity junction cannot be supported without mitigation being provided.

The issue of large delays predicted on Caversham Park Road is related to the current highway layout and predicted traffic growth to 2026, not the impact of the 15 two-way peak hour trips predicted to/from the development.

Policy RTS1 of the draft Reading Transport Strategy 2036 (RTS) requires the “[prioritisation of] sustainable travel modes to offer an attractive and realistic alternative to the private car”. Delivery of additional highway capacity in an area well served by public transport and with good access to the town’s cycle network is likely to encourage further car usage and undermine RBC’s aim to facilitate and encourage mode shift away from the private car, and the effectiveness of sustainable travel improvements identified in the RTS to be delivered over the lifetime of the plan.

Furthermore, part of the site is identified for residential development within Reading’s adopted Local Plan. The Local Plan has a duty to identify infrastructure requirements to support development; no requirement for improvements at this junction has been identified either in direct relation to the allocation, or due to development over the wider area.

In line with NPPF, mitigation is required for “significant impacts from the development on the transport network (in terms of capacity or congestion), or on highway safety” (paragraph 108).

No highway safety issues have been identified at this junction (or indeed elsewhere affected by the development). The impact on congestion at the junction is considered insignificant; the increase in queue length in the AM peak hour is only up to five additional vehicles on Caversham Park Road. The impact on all other arms in the AM peak hour, and all arms in the PM peak hour is negligible.

NPPF states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. As set out above, there is no significant impact on either highway safety or capacity, and therefore the development should not be prevented on this basis.

Off-Site Highway Works

A concept drawing of the proposed pedestrian improvements are shown on Drawing 45675/5510/004.

A raised informal crossing, comprising a flat-top speed hump with a Duratherm herringbone imprint, is proposed on Kidmore End Road, Lyefield Court at its junction with Kidmore End Road, and on Grove Road at its junction with Kidmore End Road. Traffic calming measures

such as these have been introduced on other strategic routes within the borough such as along the A4 Bath Road which provided off-carriageway pedestrian/cycling improvements and the creation of a new National Cycle Network route (NCN422).

Traffic calming measures can improve traffic safety at the junction by slowing vehicles down when entering and exiting the junction as well as increasing visibility of pedestrians to other road users. These informal crossings will be provided with tactile paving to facilitate the crossing of visually impaired pedestrians.

The pedestrian priority measures are also provided at both the main and secondary access to provide a connected route from the Emmer Green local centre to the development site. The proposed pedestrian priority measures are shown on Drawing 45675/5510/001 and Drawing 45675/5510/003.

A concept drawing has been submitted for a mini roundabout at the junction of Kidmore End Road/Peppard Road, Drawing 45675/5510/005. However, given the comments above regarding the roundabout junction assessment, the Highway Authority cannot agree to any alterations to the junctions that would increase queues within the vicinity of the site. Therefore, a revised drawing should be submitted demonstrating pedestrian priority improvements at the existing T-junction design.

Agreed. Please see Drawing 45675/5510/006. This shows an imprint pattern to be provided at the existing pedestrian refuge crossing.

In terms of the raised table, all vertical deflections should be reduced to 60mm. Reading buses should be consulted on the locations of the raised tables to determine whether they would impact on services or positioning of bus stops.

Agreed. Reading Buses have been consulted and they oppose the raised crossings, regardless of height, at Grove Road and Kidmore End Road. This is a disappointing view as it is considered that the raised areas can be designed to minimise impact on buses and the passengers on board. We propose two options to better provide for pedestrians, either the current raised imprint crossings (designed to minimise impact to buses) with tactile paving or drop kerbs with tactile paving and imprint crossings at road level. It is proposed to agree with RBC which option to deliver through Reserved Matters application. Either solution is considered to benefit pedestrians and will be accessible for all.

In principle, the proposed pedestrian priority measures are acceptable subject to a Stage 1 Road Safety Audit being undertaken. The works will be secured through the S106 process and a highway agreement will need to be entered into for works undertaken on the public highway.

Agreed. A Stage 1 RSA is being undertaken as requested. The brief was issued to RBC on 14th May 2021 for agreement. Please see a copy in Appendix E. Note that the RSA is considering both raised and road-level crossings.

Construction

The applicant should be aware that there would be significant transport implications constructing the proposed development within the existing urban area of Reading. One of the key concerns of planning is to ensure that new development does not reduce the quality of the environment for others, particularly where it would affect residential properties. Therefore, any full application would be conditioned to ensure a Construction

Method Statement is submitted and approved before any works commence on-site to regulate the amenity effects of construction. As well as demonstrating a commitment to ensuring the number of HGV movements are managed and controlled, the CMS must demonstrate that appropriate measures will be implemented to ensure the safety of pedestrians and cyclists on the road network around the construction site. The agreed measures included in the CMS become a formal commitment and will be approved by the Local Highway and Planning Department separate to the determination of this outline application.

Agreed, a Construction Method Statement to be secured via condition.

Please ask the applicant to suitably address the points noted above before determining this application.

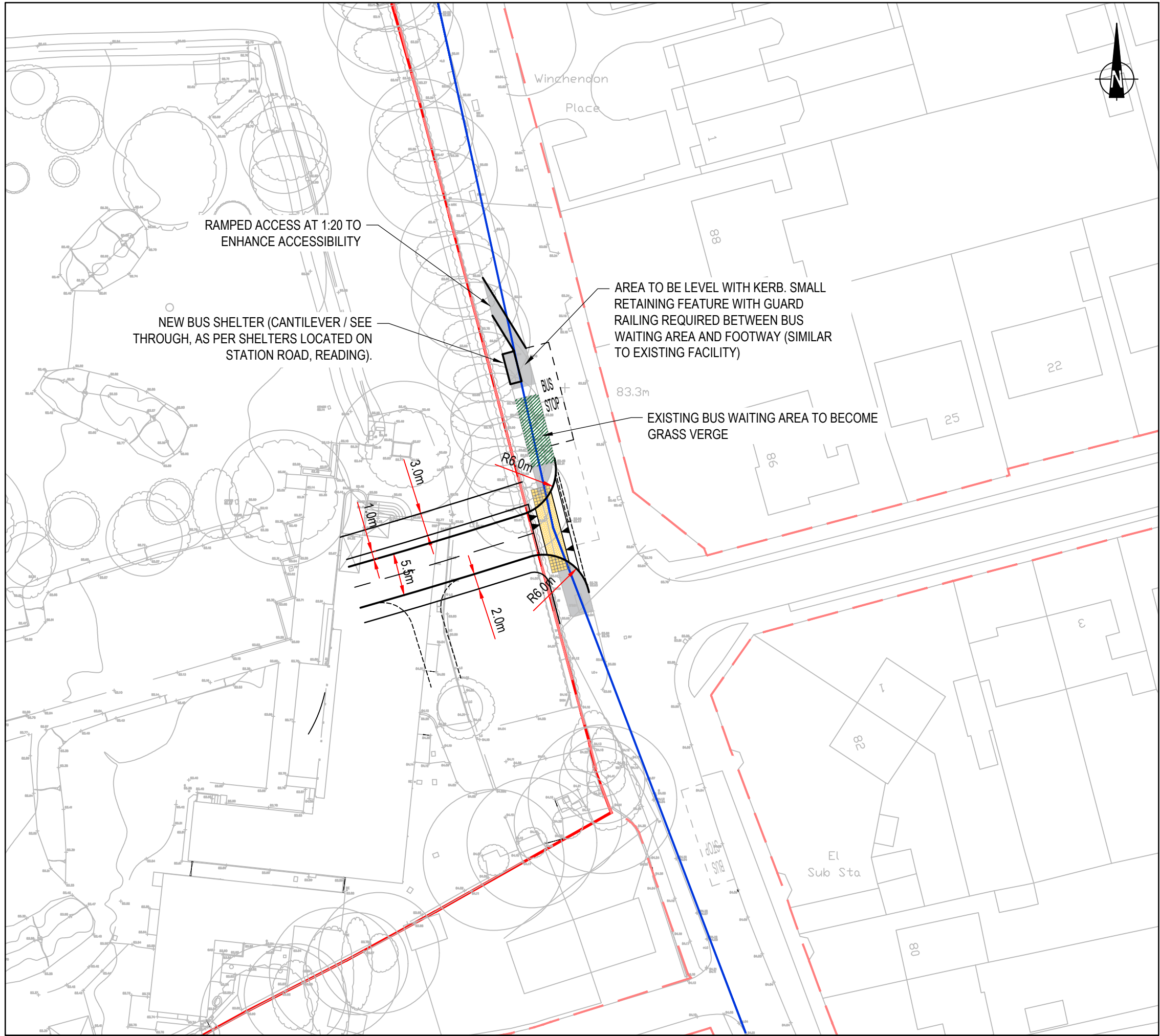
All points are suitably addressed in this note. A meeting is requested to discuss any points further if RBC wish to discuss.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Approved (Project Director)
45675/5500/TN010	-	26/05/21	Dale Harvey	Phil Brady

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Drawings



KEY

- INDICATIVE SITE BOUNDARY
- HIGHWAY BOUNDARY
- 2.4m X 70m VISIBILITY SPY (AS REQUESTED BY RBC)
- NEW AREAS OF HARDSTANDING
- TACTILE PAVING
- HERRINGBONE IMPRINT RAISED CROSSING

A	BUS SHELTER AND RAMPED ACCESS INCLUDED	20/05/21	DH	PB	PB
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status	DRAFT CONCEPT
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READING GOLF CLUB
SITE ACCESS LAYOUT

Client

Fairfax

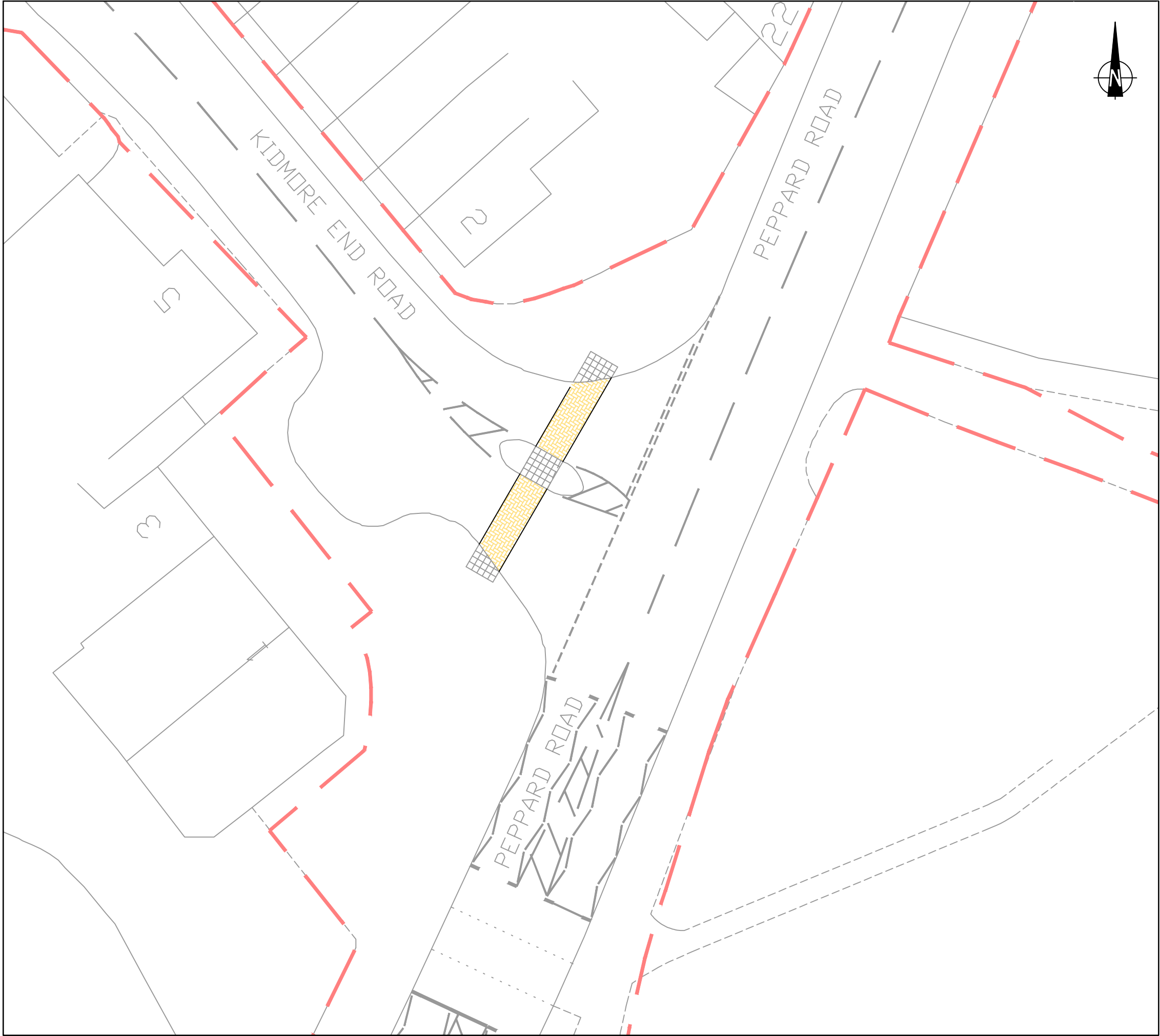
 **Stantec**

Date of 1st Issue 11/12/2020	Designed -	Drawn ED
A3 Scale 1:500	Checked DH	Approved -
Drawing Number 45675/5510/001		Revision A

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KEY

HIGHWAY BOUNDARY

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Drawing Issue Status

DRAFT CONCEPT

READING GOLF CLUB
KIDMORE END ROAD / PEPPARD ROAD
PROPOSED IMPRINT AT CROSSING

Client



Date of 1st Issue
13/05/21

A3 Scale
1:250

Drawing Number
45675/5510/006

Designed
ED

Checked
DH

Revision
-

Drawn
ED

Approved
-

Revision
-



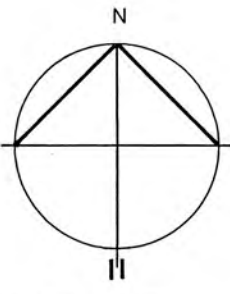
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Appendix A: Updated Masterplan

SCALE
0m 5m 10m 20m 50m 100m



Fairfax

Fairfax (Reading) Ltd and Reading Golf Club Ltd

Scale: 1 : 1000 @ A1 Drn By: PjH Date: May '21

Drg No: 2054/PL.04 Rev G

Project: Land at:
READING GOLF CLUB
KIDMORE END ROAD,
EMMER GREEN, READING

Drawing Title:
SITE LAYOUT

Copyright: Paul J Hewett R.I.B.A. Chartered Architect

Paul Hewett R.I.B.A.

CHARTERED ARCHITECT

Paul Hewett BA(Hons)DipArch(Hons)R.I.B.A.

CHARTERED ARCHITECT

51 Fouldale Drive - The Dell - Angmering - West Sussex - BN16 4HF



Appendix B: TRICS OUTPUT

LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
2	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
3	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
4	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
5	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
6	HC-03-A-20	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL
7	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
8	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
10	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
11	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
12	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS	NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
13	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
14	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
15	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
16	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
18	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
19	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
20	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL	

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.074	20	150	0.271	20	150	0.345
08:00 - 09:00	20	150	0.112	20	150	0.357	20	150	0.469
09:00 - 10:00	20	150	0.137	20	150	0.152	20	150	0.289
10:00 - 11:00	20	150	0.115	20	150	0.154	20	150	0.269
11:00 - 12:00	20	150	0.126	20	150	0.141	20	150	0.267
12:00 - 13:00	20	150	0.153	20	150	0.134	20	150	0.287
13:00 - 14:00	20	150	0.158	20	150	0.148	20	150	0.306
14:00 - 15:00	20	150	0.161	20	150	0.181	20	150	0.342
15:00 - 16:00	20	150	0.256	20	150	0.172	20	150	0.428
16:00 - 17:00	20	150	0.269	20	150	0.164	20	150	0.433
17:00 - 18:00	20	150	0.318	20	150	0.141	20	150	0.459
18:00 - 19:00	20	150	0.271	20	150	0.180	20	150	0.451
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.150			2.195			4.345

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

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

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Parameter summary

Trip rate parameter range selected: 50 - 432 (units:)
 Survey date range: 01/01/13 - 20/11/18
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.003	20	150	0.003	20	150	0.006
08:00 - 09:00	20	150	0.003	20	150	0.002	20	150	0.005
09:00 - 10:00	20	150	0.002	20	150	0.001	20	150	0.003
10:00 - 11:00	20	150	0.001	20	150	0.002	20	150	0.003
11:00 - 12:00	20	150	0.002	20	150	0.002	20	150	0.004
12:00 - 13:00	20	150	0.001	20	150	0.002	20	150	0.003
13:00 - 14:00	20	150	0.002	20	150	0.002	20	150	0.004
14:00 - 15:00	20	150	0.003	20	150	0.003	20	150	0.006
15:00 - 16:00	20	150	0.006	20	150	0.005	20	150	0.011
16:00 - 17:00	20	150	0.003	20	150	0.003	20	150	0.006
17:00 - 18:00	20	150	0.002	20	150	0.001	20	150	0.003
18:00 - 19:00	20	150	0.002	20	150	0.002	20	150	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.028			0.058

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.001	20	150	0.000	20	150	0.001
08:00 - 09:00	20	150	0.001	20	150	0.001	20	150	0.002
09:00 - 10:00	20	150	0.002	20	150	0.001	20	150	0.003
10:00 - 11:00	20	150	0.002	20	150	0.003	20	150	0.005
11:00 - 12:00	20	150	0.002	20	150	0.001	20	150	0.003
12:00 - 13:00	20	150	0.002	20	150	0.003	20	150	0.005
13:00 - 14:00	20	150	0.002	20	150	0.000	20	150	0.002
14:00 - 15:00	20	150	0.001	20	150	0.003	20	150	0.004
15:00 - 16:00	20	150	0.001	20	150	0.001	20	150	0.002
16:00 - 17:00	20	150	0.002	20	150	0.001	20	150	0.003
17:00 - 18:00	20	150	0.001	20	150	0.001	20	150	0.002
18:00 - 19:00	20	150	0.000	20	150	0.000	20	150	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.015			0.032

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.000	20	150	0.000	20	150	0.000
08:00 - 09:00	20	150	0.000	20	150	0.000	20	150	0.000
09:00 - 10:00	20	150	0.000	20	150	0.000	20	150	0.000
10:00 - 11:00	20	150	0.000	20	150	0.000	20	150	0.000
11:00 - 12:00	20	150	0.001	20	150	0.001	20	150	0.002
12:00 - 13:00	20	150	0.000	20	150	0.000	20	150	0.000
13:00 - 14:00	20	150	0.000	20	150	0.000	20	150	0.000
14:00 - 15:00	20	150	0.000	20	150	0.000	20	150	0.000
15:00 - 16:00	20	150	0.000	20	150	0.000	20	150	0.000
16:00 - 17:00	20	150	0.000	20	150	0.000	20	150	0.000
17:00 - 18:00	20	150	0.000	20	150	0.000	20	150	0.000
18:00 - 19:00	20	150	0.000	20	150	0.000	20	150	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.005	20	150	0.008	20	150	0.013
08:00 - 09:00	20	150	0.005	20	150	0.013	20	150	0.018
09:00 - 10:00	20	150	0.000	20	150	0.003	20	150	0.003
10:00 - 11:00	20	150	0.002	20	150	0.004	20	150	0.006
11:00 - 12:00	20	150	0.003	20	150	0.002	20	150	0.005
12:00 - 13:00	20	150	0.004	20	150	0.004	20	150	0.008
13:00 - 14:00	20	150	0.003	20	150	0.001	20	150	0.004
14:00 - 15:00	20	150	0.003	20	150	0.002	20	150	0.005
15:00 - 16:00	20	150	0.007	20	150	0.004	20	150	0.011
16:00 - 17:00	20	150	0.007	20	150	0.007	20	150	0.014
17:00 - 18:00	20	150	0.011	20	150	0.005	20	150	0.016
18:00 - 19:00	20	150	0.009	20	150	0.007	20	150	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.060			0.119

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.093	20	150	0.412	20	150	0.505
08:00 - 09:00	20	150	0.150	20	150	0.630	20	150	0.780
09:00 - 10:00	20	150	0.185	20	150	0.232	20	150	0.417
10:00 - 11:00	20	150	0.159	20	150	0.221	20	150	0.380
11:00 - 12:00	20	150	0.174	20	150	0.209	20	150	0.383
12:00 - 13:00	20	150	0.215	20	150	0.192	20	150	0.407
13:00 - 14:00	20	150	0.231	20	150	0.215	20	150	0.446
14:00 - 15:00	20	150	0.230	20	150	0.256	20	150	0.486
15:00 - 16:00	20	150	0.447	20	150	0.255	20	150	0.702
16:00 - 17:00	20	150	0.464	20	150	0.250	20	150	0.714
17:00 - 18:00	20	150	0.504	20	150	0.210	20	150	0.714
18:00 - 19:00	20	150	0.430	20	150	0.287	20	150	0.717
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.282			3.369			6.651

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.012	20	150	0.038	20	150	0.050
08:00 - 09:00	20	150	0.031	20	150	0.083	20	150	0.114
09:00 - 10:00	20	150	0.035	20	150	0.044	20	150	0.079
10:00 - 11:00	20	150	0.033	20	150	0.042	20	150	0.075
11:00 - 12:00	20	150	0.026	20	150	0.028	20	150	0.054
12:00 - 13:00	20	150	0.038	20	150	0.030	20	150	0.068
13:00 - 14:00	20	150	0.034	20	150	0.031	20	150	0.065
14:00 - 15:00	20	150	0.037	20	150	0.043	20	150	0.080
15:00 - 16:00	20	150	0.080	20	150	0.037	20	150	0.117
16:00 - 17:00	20	150	0.062	20	150	0.035	20	150	0.097
17:00 - 18:00	20	150	0.061	20	150	0.031	20	150	0.092
18:00 - 19:00	20	150	0.038	20	150	0.043	20	150	0.081
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.487			0.485			0.972

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.000	20	150	0.011	20	150	0.011
08:00 - 09:00	20	150	0.000	20	150	0.021	20	150	0.021
09:00 - 10:00	20	150	0.002	20	150	0.008	20	150	0.010
10:00 - 11:00	20	150	0.002	20	150	0.002	20	150	0.004
11:00 - 12:00	20	150	0.002	20	150	0.003	20	150	0.005
12:00 - 13:00	20	150	0.005	20	150	0.003	20	150	0.008
13:00 - 14:00	20	150	0.003	20	150	0.004	20	150	0.007
14:00 - 15:00	20	150	0.004	20	150	0.004	20	150	0.008
15:00 - 16:00	20	150	0.014	20	150	0.006	20	150	0.020
16:00 - 17:00	20	150	0.013	20	150	0.003	20	150	0.016
17:00 - 18:00	20	150	0.007	20	150	0.002	20	150	0.009
18:00 - 19:00	20	150	0.015	20	150	0.005	20	150	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.072			0.139

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.001	20	150	0.008	20	150	0.009
08:00 - 09:00	20	150	0.000	20	150	0.012	20	150	0.012
09:00 - 10:00	20	150	0.000	20	150	0.005	20	150	0.005
10:00 - 11:00	20	150	0.000	20	150	0.002	20	150	0.002
11:00 - 12:00	20	150	0.000	20	150	0.002	20	150	0.002
12:00 - 13:00	20	150	0.000	20	150	0.003	20	150	0.003
13:00 - 14:00	20	150	0.001	20	150	0.001	20	150	0.002
14:00 - 15:00	20	150	0.001	20	150	0.000	20	150	0.001
15:00 - 16:00	20	150	0.004	20	150	0.001	20	150	0.005
16:00 - 17:00	20	150	0.004	20	150	0.001	20	150	0.005
17:00 - 18:00	20	150	0.008	20	150	0.001	20	150	0.009
18:00 - 19:00	20	150	0.006	20	150	0.001	20	150	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.037			0.062

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.001	20	150	0.019	20	150	0.020
08:00 - 09:00	20	150	0.000	20	150	0.032	20	150	0.032
09:00 - 10:00	20	150	0.002	20	150	0.013	20	150	0.015
10:00 - 11:00	20	150	0.002	20	150	0.005	20	150	0.007
11:00 - 12:00	20	150	0.002	20	150	0.004	20	150	0.006
12:00 - 13:00	20	150	0.005	20	150	0.006	20	150	0.011
13:00 - 14:00	20	150	0.004	20	150	0.005	20	150	0.009
14:00 - 15:00	20	150	0.006	20	150	0.004	20	150	0.010
15:00 - 16:00	20	150	0.018	20	150	0.007	20	150	0.025
16:00 - 17:00	20	150	0.017	20	150	0.004	20	150	0.021
17:00 - 18:00	20	150	0.015	20	150	0.003	20	150	0.018
18:00 - 19:00	20	150	0.021	20	150	0.006	20	150	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.108			0.201

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.111	20	150	0.476	20	150	0.587
08:00 - 09:00	20	150	0.186	20	150	0.758	20	150	0.944
09:00 - 10:00	20	150	0.222	20	150	0.291	20	150	0.513
10:00 - 11:00	20	150	0.196	20	150	0.271	20	150	0.467
11:00 - 12:00	20	150	0.205	20	150	0.244	20	150	0.449
12:00 - 13:00	20	150	0.262	20	150	0.233	20	150	0.495
13:00 - 14:00	20	150	0.272	20	150	0.251	20	150	0.523
14:00 - 15:00	20	150	0.276	20	150	0.305	20	150	0.581
15:00 - 16:00	20	150	0.552	20	150	0.303	20	150	0.855
16:00 - 17:00	20	150	0.549	20	150	0.295	20	150	0.844
17:00 - 18:00	20	150	0.591	20	150	0.249	20	150	0.840
18:00 - 19:00	20	150	0.498	20	150	0.343	20	150	0.841
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.920			4.019			7.939

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.046	20	150	0.201	20	150	0.247
08:00 - 09:00	20	150	0.080	20	150	0.258	20	150	0.338
09:00 - 10:00	20	150	0.088	20	150	0.110	20	150	0.198
10:00 - 11:00	20	150	0.073	20	150	0.106	20	150	0.179
11:00 - 12:00	20	150	0.086	20	150	0.096	20	150	0.182
12:00 - 13:00	20	150	0.102	20	150	0.089	20	150	0.191
13:00 - 14:00	20	150	0.110	20	150	0.094	20	150	0.204
14:00 - 15:00	20	150	0.111	20	150	0.122	20	150	0.233
15:00 - 16:00	20	150	0.183	20	150	0.109	20	150	0.292
16:00 - 17:00	20	150	0.192	20	150	0.111	20	150	0.303
17:00 - 18:00	20	150	0.233	20	150	0.098	20	150	0.331
18:00 - 19:00	20	150	0.198	20	150	0.129	20	150	0.327
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.502			1.523			3.025

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.016	20	150	0.028	20	150	0.044
08:00 - 09:00	20	150	0.015	20	150	0.021	20	150	0.036
09:00 - 10:00	20	150	0.022	20	150	0.018	20	150	0.040
10:00 - 11:00	20	150	0.020	20	150	0.020	20	150	0.040
11:00 - 12:00	20	150	0.014	20	150	0.021	20	150	0.035
12:00 - 13:00	20	150	0.022	20	150	0.014	20	150	0.036
13:00 - 14:00	20	150	0.023	20	150	0.024	20	150	0.047
14:00 - 15:00	20	150	0.018	20	150	0.019	20	150	0.037
15:00 - 16:00	20	150	0.019	20	150	0.021	20	150	0.040
16:00 - 17:00	20	150	0.018	20	150	0.018	20	150	0.036
17:00 - 18:00	20	150	0.030	20	150	0.014	20	150	0.044
18:00 - 19:00	20	150	0.019	20	150	0.016	20	150	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.234			0.470

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	150	0.000	20	150	0.001	20	150	0.001
08:00 - 09:00	20	150	0.000	20	150	0.002	20	150	0.002
09:00 - 10:00	20	150	0.000	20	150	0.001	20	150	0.001
10:00 - 11:00	20	150	0.001	20	150	0.000	20	150	0.001
11:00 - 12:00	20	150	0.001	20	150	0.001	20	150	0.002
12:00 - 13:00	20	150	0.001	20	150	0.001	20	150	0.002
13:00 - 14:00	20	150	0.001	20	150	0.000	20	150	0.001
14:00 - 15:00	20	150	0.000	20	150	0.002	20	150	0.002
15:00 - 16:00	20	150	0.001	20	150	0.000	20	150	0.001
16:00 - 17:00	20	150	0.001	20	150	0.001	20	150	0.002
17:00 - 18:00	20	150	0.003	20	150	0.001	20	150	0.004
18:00 - 19:00	20	150	0.001	20	150	0.001	20	150	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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

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

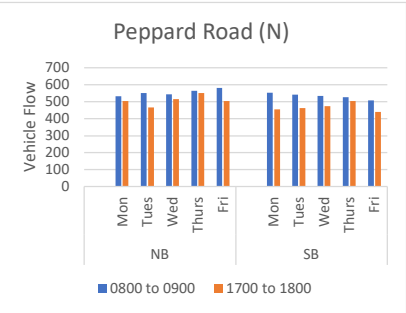
Appendix C: ATC Data

Peppard Road / Kiln Road / Caversham Park Road

Peppard Rd 0800 to 0900 1700 to 1800

MCC		
NB	556	478
SB	546	463

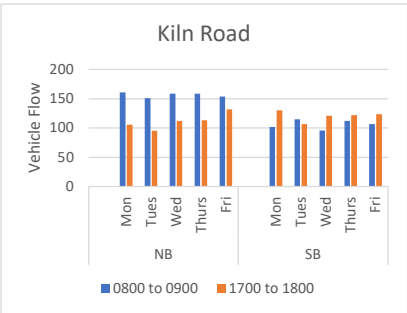
ATC			
NB			
	Mon	533	504
	Tues	551	466
	Wed	544	517
	Thurs	565	551
	Fri	583	505
SB			
	Mon	554	455
	Tues	541	463
	Wed	534	474
	Thurs	526	504
	Fri	509	441



Kiln Rd 0800 to 0900 1700 to 1800

MCC		
NB	143	88
SB	101	104

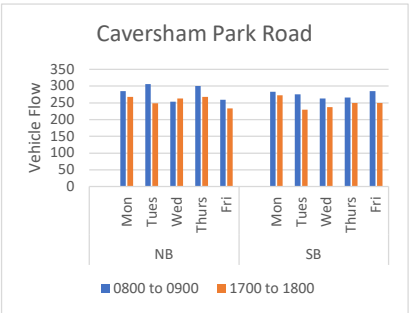
ATC			
NB			
	Mon	161	106
	Tues	151	95
	Wed	159	112
	Thurs	159	113
	Fri	154	132
SB			
	Mon	102	130
	Tues	115	107
	Wed	96	121
	Thurs	112	122
	Fri	107	124



Caversham Park Rd 0800 to 0900 1700 to 1800

MCC		
EB	318	250
WB	271	229

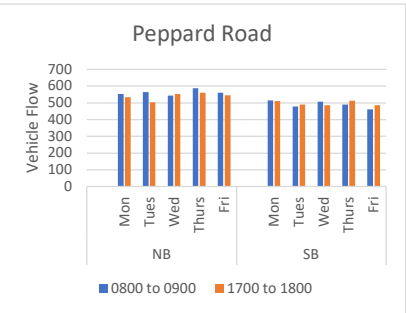
ATC			
EB			
	Mon	286	268
	Tues	306	249
	Wed	254	264
	Thurs	301	268
	Fri	259	234
WB			
	Mon	283	273
	Tues	276	230
	Wed	264	238
	Thurs	266	250
	Fri	285	250



Peppard Rd 0800 to 0900 1700 to 1800

MCC		
NB	571	507
SB	472	487

ATC			
NB			
	Mon	553	535
	Tues	565	503
	Wed	544	554
	Thurs	588	561
	Fri	561	545
SB			
	Mon	516	511
	Tues	478	489
	Wed	507	487
	Thurs	490	514
	Fri	462	487

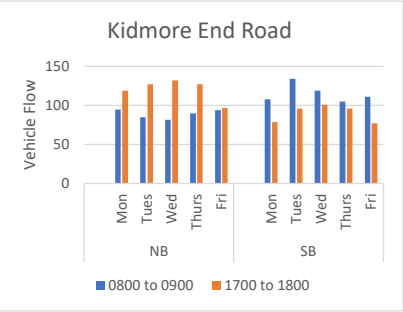


Kidmore End Road / Grove Road

Kidmor End Rd 0800 to 0900 1700 to 1800

MCC		
NB	79	120
SB	127	94

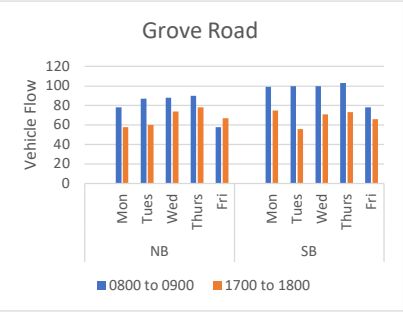
ATC			
NB			
	Mon	95	119
	Tues	85	127
	Wed	82	132
	Thurs	90	127
	Fri	94	97
SB			
	Mon	108	79
	Tues	134	96
	Wed	119	101
	Thurs	105	96
	Fri	111	77



Grove Rd 0800 to 0900 1700 to 1800

MCC		
EB	86	56
WB	90	55

ATC			
EB			
	Mon	78	58
	Tues	87	60
	Wed	88	74
	Thurs	90	78
	Fri	58	67
WB			
	Mon	99	75
	Tues	100	56
	Wed	100	71
	Thurs	103	73
	Fri	78	66

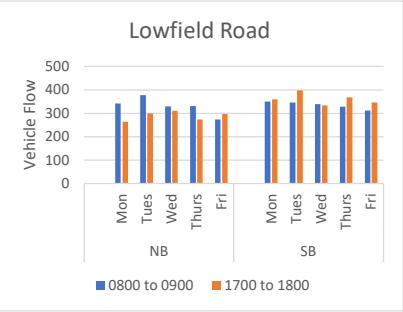


Peppard Road, Lowfield Rd, Buckingham Drive

Lowfield Road 0800 to 0900 1700 to 1800

MCC		
EB	376	300
WB	342	392

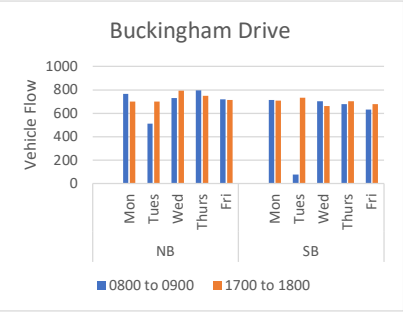
ATC			
EB			
	Mon	342	264
	Tues	378	300
	Wed	330	311
	Thurs	332	274
	Fri	274	296
WB			
	Mon	351	360
	Tues	346	398
	Wed	339	334
	Thurs	328	369
	Fri	312	346



Buckingham Drive 0800 to 0900 1700 to 1800

MCC		
NB	808	708
SB	725	758

ATC			
NB			
	Mon	766	700
	Tues	511	700
	Wed	732	795
	Thurs	796	749
	Fri	721	715
SB			
	Mon	713	708
	Tues	77	733
	Wed	705	662
	Thurs	678	703
	Fri	632	679

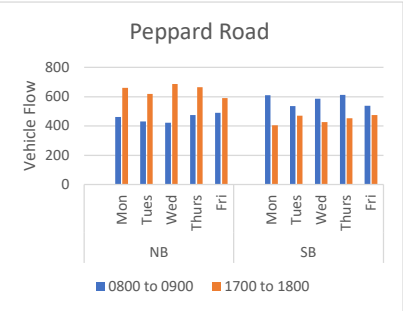


Peppard Road, Henley Road, Prospect Street

Peppard Rd 0800 to 0900 1700 to 1800

MCC		
NB	493	654
SB	563	481

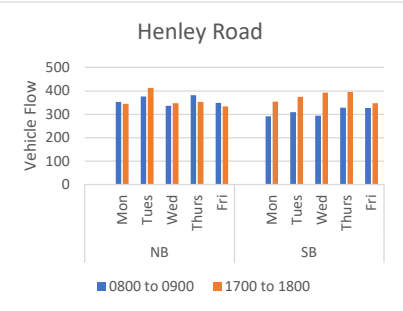
ATC			
NB			
	Mon	463	660
	Tues	433	618
	Wed	423	686
	Thurs	475	666
	Fri	491	591
SB			
	Mon	611	405
	Tues	537	470
	Wed	587	428
	Thurs	613	453
	Fri	538	475



Henley Rd 0800 to 0900 1700 to 1800

MCC		
EB	398	412
WB	322	386

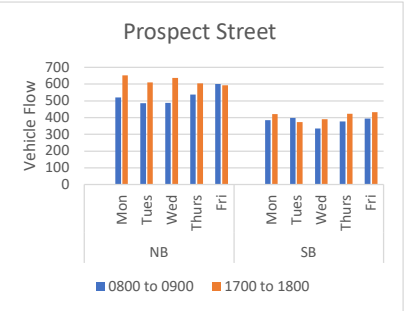
ATC			
EB			
	Mon	353	344
	Tues	376	414
	Wed	336	347
	Thurs	381	353
	Fri	349	334
WB			
	Mon	292	355
	Tues	310	375
	Wed	294	393
	Thurs	329	396
	Fri	327	347



Prospect Street 0800 to 0900 1700 to 1800

MCC		
NB	611	623
SB	539	598

ATC			
NB			
	Mon	521	652
	Tues	486	611
	Wed	488	638
	Thurs	537	605
	Fri	600	593
SB			
	Mon	385	421
	Tues	398	375
	Wed	336	391
	Thurs	377	423
	Fri	395	433



Advanced Transport Research

Report Id - CustomList-2684

Site Name - Z2090-001

Description - PEPPARD RD [30m]

Direction - North

22 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	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	IPSL 30	IPSL% 30	ISL1 30	ISL1% ACPO	ISL2 45	ISL2% DFT	
0000	46	0	45	0	1	0	0	0	0	0	0	0	0000	0	2	2	19	19	3	1	0	0	0	0	0	0	0	24.9	28.2	4	8.696	1	2.174	0	0	
0100	21	0	18	0	2	0	0	0	0	0	0	0	0100	0	1	1	7	10	4	1	0	0	0	0	0	0	0	26.9	31.6	4	19.932	0	0	0	0	
0200	12	0	11	0	1	0	0	0	0	0	0	0	0200	0	0	0	4	6	1	1	0	0	0	0	0	0	0	27	30.6	2	16.67	1	8.333	0	0	
0300	9	1	7	0	1	0	0	0	0	0	0	0	0300	0	0	0	2	7	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0	
0400	9	0	9	0	0	0	0	0	0	0	0	0	0400	0	0	0	2	7	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	0	0	
0500	16	0	15	0	1	0	0	0	0	0	0	0	0500	0	0	0	4	8	1	3	0	0	0	0	0	0	0	28.5	36	4	25	3	18.75	0	0	
0600	62	1	57	1	3	0	0	0	0	0	0	0	0600	0	0	5	15	28	8	6	0	0	0	0	0	0	0	27.6	33.9	14	22.58	6	9.677	0	0	
0700	140	1	138	0	1	11	1	0	0	0	0	0	0700	0	1	5	35	83	13	3	0	0	0	0	0	0	0	26.3	29	16	11.43	3	2.143	0	0	
0800	236	3	213	0	19	1	0	0	0	0	0	0	0800	1	2	4	66	142	21	0	0	0	0	0	0	0	0	26.2	28.9	21	8.688	0	0	0	0	
0900	363	4	335	0	23	1	0	0	0	0	0	0	0900	0	7	6	112	215	22	1	0	0	0	0	0	0	0	25.8	28.6	23	6.336	1	0.275	0	0	
1000	422	1	405	2	14	0	0	0	0	0	0	0	1000	0	2	9	156	236	19	0	0	0	0	0	0	0	0	25.6	28.2	19	5.502	0	0	0	0	
1100	466	7	434	2	22	1	0	0	0	0	0	0	1100	2	3	18	184	235	23	1	0	0	0	0	0	0	0	25.1	27.8	24	5.15	1	0.215	0	0	
1200	436	8	413	1	13	0	0	0	0	1	0	0	1200	3	8	18	170	215	18	4	0	0	0	0	0	0	0	25	28	22	5.046	4	0.917	0	0	
1300	401	6	384	0	10	0	1	0	0	0	0	0	1300	2	1	10	145	203	37	3	0	0	0	0	0	0	0	25.9	29	40	9.975	3	0.748	0	0	
1400	342	4	327	2	7	1	0	0	0	0	0	0	1400	7	6	19	126	162	27	0	0	0	0	0	0	0	0	25	28	27	7.895	0	0	0	0	
1500	330	3	309	2	15	0	1	0	0	0	0	0	1500	1	4	19	114	168	21	3	0	0	0	0	0	0	0	25.4	28.8	24	7.273	3	0.909	0	0	
1600	315	6	301	0	8	0	0	0	0	0	0	0	1600	2	1	20	125	144	22	1	0	0	0	0	0	0	0	25.1	28.5	23	7.302	1	0.317	0	0	
1700	302	2	288	1	11	0	0	0	0	0	0	0	1700	1	2	16	105	163	11	2	2	0	0	0	0	0	0	25.4	28.4	15	4.967	4	1.325	0	0	
1800	252	4	239	2	5	0	2	0	0	0	0	0	1800	0	5	9	95	127	15	1	0	0	0	0	0	0	0	25.3	28.1	16	6.349	1	0.397	0	0	
1900	220	2	214	1	3	0	0	0	0	0	0	0	1900	1	0	10	84	106	18	1	0	0	0	0	0	0	0	25.6	29	19	8.636	1	0.455	0	0	
2000	145	2	134	0	9	0	0	0	0	0	0	0	2000	0	2	5	57	95	13	2	1	0	0	0	0	0	0	25.8	29.6	16	11.03	3	2.069	0	0	
2100	112	1	108	0	3	0	0	0	0	0	0	0	2100	0	2	4	54	46	6	0	0	0	0	0	0	0	0	24.7	28	6	5.357	0	0	0	0	
2200	96	1	93	0	2	0	0	0	0	0	0	0	2200	0	1	3	45	41	6	0	0	0	0	0	0	0	0	25.1	27.7	6	6.25	0	0	0	0	
2300	68	1	63	0	4	0	0	0	0	0	0	0	2300	0	1	4	28	34	2	0	0	0	0	0	0	0	0	24.5	26.6	2	2.941	0	0	0	0	
07-19	4005	48	3774	13	158	5	5	0	2	0	0	0	07-19	14	42	153	1433	2093	249	18	3	0	0	0	0	0	0	0	25.4	28.4	270	6.742	21	0.524	0	0
06-22	4544	54	4287	15	176	5	5	0	2	0	0	0	06-22	15	46	177	1643	2338	294	27	4	0	0	0	0	0	0	0	25.8	28.6	325	7.152	31	0.682	0	0
06-00	4708	56	4443	15	182	5	5	0	2	0	0	0	06-00	15	47	184	1648	2413	302	27	4	0	0	0	0	0	0	0	25.4	28.6	333	7.073	31	0.616	0	0
00-00	4821	57	4548	15	188	5	5	0	2	1	0	0	00-00	15	49	186	1754	2470	311	32	4	0	0	0	0	0	0	0	25.5	28.5	347	7.198	36	0.747	0	0

23 June 2019

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Fix1	Time	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	IPSL 30	IPSL% ACPO	ISL1 30	ISL1% ACPO	ISL2 DFT	ISL2% DFT
0000	56	0	55	0	1	0	0	0	0	0	0	0	0000	0	0	3	24	27	2	0	0	0	0	0	0	0	24.9	27.3	2	3.571	0	0	0	0	
0100	27	24	0	1	0	0	0	0	0	0	0	0	0100	0	1	11	11	7	1	1	0	0	0	0	0	0	24.8	29.2	2	7.407	0	0	0	0	
0200	18	0	18	0	0	0	0	0	0	0	0	0	0200	0	0	0	7	9	2	0	0	0	0	0	0	0	26.3	30.1	2	11.11	0	0	0	0	
0300	16	0	15	0	1	0	0	0	0	0	0	0	0300	0	0	1	3	9	2	1	0	0	0	0	0	0	27.7	32.2	3	18.75	1	6.25	0	0	
0400	8	0	8	0	0	0	0	0	0	0	0	0	0400	0	0	0	2	2	3	1	0	0	0	0	0	0	29.7	-	4	50	1	12.5	0	0	
0500	13	1	11	0	1	0	0	0	0	0	0	0	0500	0	0	5	5	4	4	0	0	0	0	0	0	0	27.3	32	4	30.77	0	0	0	0	
0600	35	4	30	0	1	0	0	0	0	0	0	0	0600	1	1	0	12	17	3	1	0	0	0	0	0	0	25.7	29.5	4	11.43	1	2.857	0	0	
0700	64	2	59	0	2	0	0	0	0	0	0	0	0700	0	1	1	21	37	4	0	0	0	0	0	0	0	26	29.2	4	6.25	0	0	0	0	
0800	107	4	97	0	6	0	0	0	0	0	0	0	0800	2	2	6	45	51	6	1	0	0	0	0	0	0	25.1	28.9	7	6.542	1	0.935	0	0	
0900	189	2	179	0	8	0	0	0	0	0	0	0	0900	1	1	2	55	108	20	1	1	0	0	0	0	0	26.3	29.2	22	11.64	2	1.058	0	0	
1000	277	4	267	1	5	0	0	0	0	0	0	0	1000	5	5	9	97	146	20	3	0	0	0	0	0	0	25.7	28.7	23	8.303	3	1.083	0	0	
1100	360	14	338	7	7	0	0	0	0	0	0	0	1100	7	7	19	142	189	13	0	0	0	0	0	0	0	25.2	27.9	13	3.611	0	0	0	0	
1200	366	6	353	1	6	0	0	0	0	0	0	0	1200	1	6	15	107	154	19	1	0	0	0	0	0	0	24.7	27.6	20	5.464	1	0.273	0	0	
1300	396	1	383	1	10	0	1	0	0	0	0	0	1300	1	7	18	166	186	15	3	0	0	0	0	0	0	24.9	27.8	18	4.545	3	0.758	0	0	
1400	348	3	331	1	12	0	0	0	0	0	0	0	1400	0	2	21	154	160	11	0	0	0	0	0	0	0	24.7	27.6	11	3.151	0	0	0	0	
1500	329	5	317	1	6	0	0	0	0	0	0	0	1500	0	0	13	151	152	13	0	0	0	0	0	0	0	25	27.6	13	3.951	0	0	0	0	
1600	305	3	295	3	3	0	0	0	1	0	0	0	1600	0	0	7	104	164	28	2	0	0	0	0	0	0	26	29	30	9.936	2	0.656	0	0	
1700	246	2	237	2	5	0	0	0	0	0	0	0	1700	0	2	6	99	113	23	2	1	0	0	0	0	0	25.7	28.7	26	10.57	3	1.22	0	0	
1800	220	0	212	3	3	0	2	0	0	0	0	0	1800	0	0	8	80	117	14	0	0	1	0	0	0	0	25.7	28.6	15	6.818	1	0.455	1	0.455	
1900	197	1	188	1	6	0	1	0	0	0	0	0	1900	0	1	2	67	105	19	3	0	0	0	0	0	0	26.1	29	22	11.117	3	1.523	0	0	
2000	138	2	133	2	0	0	0	0	0	0	0	0	2000	0	2	0	49	73	9	0	0	0	0	0	0	0	25.8	28.0	10	7.246	1	0.725	0	0	
2100	81	0	78	0	1	0	0	0	0	0	0	0	2100	0	0	6	37	37	5	0	0	0	0	0	0	0	25.4	28.5	5	17.3	4	3.33	0	0	
2200	51	2	48	0	1	0	0	0	0	0	0	0	2200	0	0	19	19	27	3	0	0	0	0	0	0	0	25.5	28.6	4	7.843	1	0.961	1	0.961	
2300	20	0	20	0	0	0	0	0	0	0	0	0	2300	0	0	0	16	16	1	0	0	0	0	0	0	0	25	28	16	13.75	6	2.315	0	0	
2400	120	0	118	0	2	0	0	0	0	0	0	0	2400	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	28.2	202	6.099	16	0.949	1	0.949	
06-22	3207	46	3068	13	73	1	3	0	0	3	0	0	07-19	6	33	105	1284	1577	186	13	2	1	0	0	0	0	0	25.4	28.3	262	6.883	28	0.674	1	0.674
06-22	3558	53	3497	15	86	1	4	0	0	3	0	0	06-22	7	37	117	1448	1808	222	17	3	1	0	0	0	0	0	25.4	28.3	243	6.643	21	0.571	1	0.571
06-22	3741	55	3675	15	89	1	4	0	0	3	0	0	06-22	8	37	117	1480	1848	222	18	3	1	0	0	0	0	0	25.4	28.3	263	6.883	28	0.674	1	0.674
06-22	3879	58	3706	16	92	1	4	0	0	3	0	0	06-22	8	39	123	1532	1910	241	21	3	1	0	0	0	0	0	25.4	28.4	267	6.883	28	0.671	1	0.627

1400	349	4	322	1	17	1	2	0	1	0	1	1400	2	5	122	190	18	1	1	0	0	0	0	0	0	25.5	28	20	5.731	2	0.573	0	0	
1500	455	1	424	1	23	1	2	1	0	1	0	1500	1	20	157	256	20	1	0	0	0	0	0	0	0	25.4	28.3	21	4.615	1	0.22	0	0	
1600	530	5	493	24	3	1	0	0	0	0	0	1600	25	211	264	1	0	0	0	0	0	0	0	0	0	25.2	27.8	26	5.069	1	0.39	0	0	
1700	517	7	496	1	13	0	0	0	0	0	0	1700	2	6	11	204	267	25	2	0	0	0	0	0	0	25.4	28.2	27	5.222	2	0.387	0	0	
1800	454	7	434	1	9	0	2	0	1	0	0	1800	3	12	35	171	201	29	3	0	0	0	0	0	0	24.7	28	32	5.048	3	0.661	0	0	
1900	379	3	364	0	11	0	1	0	0	0	0	1900	1	3	12	156	186	20	1	0	0	0	0	0	0	25.2	28.1	21	5.541	1	0.264	0	0	
2000	263	9	240	0	9	0	2	0	0	0	0	2000	2	10	85	136	19	0	0	0	0	0	0	0	0	25.2	28.1	19	5.359	1	0.18	0	0	
2100	147	0	144	0	3	0	0	0	0	0	0	2100	0	1	3	71	62	9	0	0	0	0	0	0	0	25.1	27.7	10	6.803	1	0.68	0	0	
2200	106	1	103	0	1	0	0	0	0	0	0	2200	0	0	3	38	59	5	0	0	0	0	0	0	0	25.6	28	5	4.717	0	0	0	0	
2300	42	0	40	0	0	0	0	0	0	0	0	2300	0	0	18	29	2	0	0	0	0	0	0	0	0	25.5	27.8	21	5.762	0	0	0	0	
00-19	5008	52	4585	21	304	14	17	2	7	2	0	07-19	20	51	225	2032	2441	221	16	2	0	0	0	0	0	0	25	27.9	239	4.772	18	0.359	0	0
00-22	9329	61	9455	22	342	14	19	2	7	2	0	06-22	22	59	252	2374	2920	281	18	2	0	0	0	0	0	0	25.1	28	302	5.094	24	0.354	0	0
00-26	80177	62	8599	22	344	20	20	3	7	2	0	06-26	26	67	256	4330	3100	238	19	0	0	0	0	0	0	0	25.2	28.1	309	5.055	21	0.338	0	0
00-30	6153	62	5668	22	349	15	20	3	7	2	0	00-30	22	60	257	2447	3042	301	22	2	0	0	0	0	0	0	25.1	28	325	5.282	24	0.39	0	0

27 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%	
0000	24	0	22	0	1	0	0	1	0	0	0	0	0000	0	0	2	5	12	3	2	0	0	0	0	0	0	0	26.7	30.3	5	ACRO3	2	8.333	0	0	
0100	7	0	6	0	1	0	0	0	0	0	0	0	0100	0	0	0	2	3	2	0	0	0	0	0	0	0	27.1	2	28.57	0	0	0	0	0		
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	3	20.83	0	0	0	0	0		
0300	8	0	6	0	2	0	0	0	0	0	0	0	0300	0	0	0	1	3	3	0	0	0	0	0	0	0	29.4	4	0	0	1	12.5	0	0		
0400	13	1	11	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	34	6	46.15	0	0	0	0		
0500	28	0	26	0	2	2	0	0	0	0	0	0	0500	0	0	1	5	10	8	4	0	0	0	0	0	0	29.5	35.6	12	42.86	4	14.29	0	0		
0600	149	3	125	0	20	1	0	0	0	0	0	0	0600	0	2	2	38	80	24	3	0	0	0	0	0	0	26.8	30.5	27	16.12	3	2.013	0	0		
0700	391	348	341	36	0	0	0	0	0	0	0	0	0700	8	104	251	17	1	1	1	0	0	0	0	0	0	26.6	28.1	17	4.348	348	0	0	0		
0800	565	8	513	1	34	2	5	0	1	1	0	0	0800	1	9	20	258	260	16	1	0	0	0	0	0	0	24.7	27.5	17	3.009	1	0.177	0	0		
0900	372	4	328	0	35	2	0	0	3	0	0	0	0900	0	3	13	140	198	18	0	0	0	0	0	0	0	25.5	28.2	18	4.839	0	0	0	0		
1000	368	8	309	2	38	0	0	0	0	0	0	0	1000	1	18	114	192	18	1	0	0	0	0	0	0	0	25.5	28.7	19	3.074	0	0	0	0.278		
1100	368	9	329	3	32	3	0	0	1	1	0	0	1100	2	3	1	137	203	12	0	0	0	0	0	0	0	25.2	27.9	12	3.261	0	0	0	0		
1200	340	0	314	0	31	0	0	0	1	0	0	0	1200	1	4	13	115	183	23	1	0	0	0	0	0	0	25.5	28.3	24	7.059	1	0.294	0	0		
1300	342	3	308	3	33	1	4	0	0	0	0	0	1300	3	130	13	107	192	18	0	0	0	0	0	0	0	25.6	28.0	21	1.14	0	0	0	0		
1400	383	4	353	2	21	3	0	0	0	0	0	0	1400	1	2	12	131	219	16	2	0	0	0	0	0	0	25.5	28	18	4.7	2	0.524	0	0		
1500	27	404	0	0	0	0	0	0	0	0	0	0	1500	2	7	142	243	20	0	0	0	0	0	0	0	0	25.7	29.7	7	7.339	0	0	0	0		
1600	495	8	466	0	20	1	0	0	0	0	0	0	1600	2	5	10	203	240	34	1	0	0	0	0	0	0	25.3	28.1	35	7.071	1	0.202	0	0		
1700	551	3	522	5	17	2	2	0	0	0	0	0	1700	6	9	44	183	283	25	1	0	0	0	0	0	0	24.9	28.2	26	4.719	1	0.181	0	0		
1800	475	8	451	0	13	0	0	0	0	0	0	0	1800	2	26	152	251	27	0	0	0	0	0	0	0	0	25.4	27.9	18	7.769	0	0	0	0		
1900	351	8	334	0	9	0	0	0	0	0	0	0	1900	3	0	13	119	200	15	1	0	0	0	0	0	0	25.5	28.1	16	4.558	1	0.285	0	0		
2000	209	5	196	0	8	0	0	0	0	0	0	0	2000	2	4	6	74	108	15	0	0	0	0	0	0	0	25.3	28.4	15	7.777	0	0	0	0		
2100	165	2	156	0	2	1	0	0	0	0	0	0	2100	1	7	81	84	11	1	0	0	0	0	0	0	0	25.4	27.8	12	2.773	0	0	0	0		
2200	124	3	118	0	3	0	0	0	0	0	0	0	2200	2	1	6	41	68	4	0	0	0	0	0	0	0	25.5	28.1	6	4.839	2	1.613	0	0		
2300	61	1	58	0	2	0	0	0	0	0	0	0	2300	2	0	2	24	29	0	0	0	0	0	0	0	0	24.8	27.4	4	6.557	0	0	0	0		
00-22	5078	4540	307	18	30	18	15	0	7	0	0	0	00-22	34	174	200	1786	2714	245	18	11	1	1	1	1	1	257	266	28	2.83	0.236	0.02	0.00	0.00	0.00	
06-22	9980	84	5451	24	347	16	13	4	5	2	4	0	06-22	39	91	228	2098	3167	310	16	0	0	0	0	0	0	25.3	28.2	327	5.496	17	0.286	1	0.017	0.00	0.00
08-22	8627	61	5237	13	313	13	13	5	5	2	4	0	08-22	43	96	163	2064	3167	310	16	0	0	0	0	0	0	25.3	28.2	327	5.496	17	0.286	1	0.017	0.00	0.00
00-00	6217	88	5700	24	360	16	13	5	5	2	4	0	00-00	43	92	238	2178	3299	340	24	1	0	0	0	0	0	25.3	28.2	366	5.887	26	0.418	0.017	0.00	0.00	0.00

28 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL	IPSL%	ISL1 35	ISL1 35 45	ISL2 35	ISL2 45
0000	18	0	18	0	0	0	0	0	0	0	0	0	0000	0	0	20	10	7	1	0	0	0	0	0	0	0	0	24.9	28.5	1	5.556	0	0	0	0	
0100	7	0	7	0	0	0	0	0	0	0	0	0	0100	0	0	0	2	5	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	29.1	34.3	0	0	0	0	0	0	
0300	15	0	11	0	4	0	0	0	0	0	0	0	0300	0	0	0	0	11	4	0	0	0	0	0	0	0	0	29.1	32.8	4	26.67	0	0	0	0	
0400	12	0	10	1	1	0	0	0	0	0	0	0	0400	0	0	0	1	6	4	0	0	0	0	0	0	0	0	29.1	34.3	0	0	0	0	0	0	
0500	29	0	26	0	2	1	0	0	0	0	0	0	0500	0	0	1	9	14	3	0	0	0	0	0	0	0	0	26.7	32	5	17.24	2	8.697	0	0	
0600	140	140	2	124	0	14	0	0	0	0	0	0	0600	0	0	3	33	83	15	5	0	0	0	0	0	0	0	26.9	30	20	14.29	5	3.571	0	0	
0700	369	369	0	369	0	0	0	0	0	0	0	0	0700	0	0	16	118	236	25	15	0	0	0	0	0	0	0	25	26.5	25	6.667	0	0	0	0	
0800	583	5	535	1	38	0	1	2	0	0	0	0	0800	2	2	20	246	299	12	1	0	0	1	0	0	0	0	0	25	27.4	14	2.401	2	0.343	1	0.172
0900	407	3	340	2	28	1	2	0	0	0	0	0	0900	2	8	17	124	208	18	0	0	0	0	0	0	0	0	0	25.1	27.9	18	4.775	0	0	0	0
1000	345	0	309	2	2	0	2	0	0	0	0	0	1000	2	13	115	202	13	1	0	0	0	0	0	0	0	0	0	25.1	27.9	18	4.775	0	0	0	0
1100	383	2	344	0	33	1	2	0	0	0	0	0	1100	3	6	14	143	193	22	1	1	0	0	0	0	0	0	0	25.2	28.2	24	6.266	2	0.522	0	0
1200	407	5	399	0	30	2	2	0	0	0	0	0	1200	0	2	22	145	202	34	0	0	0	0	0	0	0	0	0	25.4	28	35	8.6	1	0.246	0	0
1300	420	3	311	2	22	0	0	0	0	0	0	0	1300	1	10	130	111	91	199	24	0	0	0	0	0	0	0	0	25.4	28	28	7.35	10	0.24	0	0
1400	411	3	379	1	25	2	0	0	0	0	0	0	1400	2	0	27	145	211	25	1	0	0	0	0	0	0	0	0	25.2	28	28	6.326	1	0.243	0	0
1500	454	0	430	1	23	0	0	0	0	0	0	0	1500	0	16	158	242	11	0	0	0	0	0	0	0	0	0	0	25.2	28.5	15	4.067	0	0	0	0
1600	494	2	473	0	17	1	0	0	0	0	0	0	1600	1	8	17	172	272	23	0	0	0	0	0	0	0	0	0	25.3	28.1	24	4.658	1	0.202	0	0
1700	505	5	482	3	11	2	0	0	2	0	0	0	1700	0	4	11	180	279	29	2	0	0	0	0	0	0	0	0	25.7	28.3	31	6.139	2	0.396	0	0
1800	453	0	431	1	21	0	0	0	0	0	0	0	1800	0	15	117	149	240	17	0	0	0	0	0	0	0	0	0	25.4	28.4	24	4.598	1	0.221	0	0
1900	336	1	321	0	12	0	2	0	0	0	0	0	1900	0	1	15	125	174	18	2	1	0	0	0	0	0	0	0	25.4	27.9	21	6.25	3	0.693	0	0
2000	253	3	240	0	8	1	0	0	0	0	0	0	2000	1	5	6	92	121	26	1	1	0	0	0	0	0	0	0	25.6	29.3	28	6.125	2	0.791	0	0
2100	159	0	154	4	8	0	0	0	0	0	0	0	2100	0	13	68	67	6	0	0	0	0	0	0	0	0	0	0	25.8	27.5	6	2.5	6	0.231	0	0
2200	121	6	111	1	2	1	0	0	0	0	0	0	2200	1	3	12	64	37	3	0	0	0	0	0	0	0	0	0	23.5	26.5	4	3.306	1	0.826	0	0
2300	60	0	54	6	0	0	0	0	0	0	0	0	2300	0	0	5	24	32	0	0	0	0	0	0	0	0	0	0	22.6	33	3	4.688	0	0	0	0
00:18	5163	1	46	4763	12	256	12	13	0	0	0	0	00:18	20	59	201	1786	2789	284	12	0	0	0	0	0	0	0	0	25.4	28.1	288	76.83	18	0.272	2	0.019
06:22	6041	33	5692	12	333	13	16	1	6	1	0	0	06:22	21	68	238	2105	3234	349	22	3	0	0	0	0	0	0	0	25.4	28.2	375	6.208	26	0.43	1	0.017
06:25	6026	61	5773	14	337	14	16	1	6	1	0	0	06:25	22	66	256	2193	3203	362	2	0	0	0	0	0	0	0	0	25.4	28.2	382	6.136	26	0.434	1	0.017
06:30	6309	61	5847	14	344	15	16	1	6	1	0	0	06:30	22	71	266	2217	3346	367	26	0	0	0	0	0	0	0	0	25.4	28.2	397	6.293	26	0.476	1	0.017

Virtual Day (7)[illegible]**Virtual Week (1)**[illegible]

Grand Total

Time	Total	C1s 1	C1s 2	C1s 3	C1s 4	C1s 5	C1s 6	C1s 7	C1s 8	C1s 9	C1s 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Rss	JP3L	JP3L%	JS1L	JS1L%	JS2L	JS2L%
--													--	0	10	15	20	25	30	35	40	45	50	60	70	80	90					ACPO	35	DFT	0.01
--	39087	432	36300	126	1988	79	82	15	32	9	24	--	148	461	1625	14884	19678	2092	176	18	2	1	2	0	0	0	0	25.2	28.1	2291	5.861	199	0.509	5	0.073

Advanced Transport Research

Report Id - CustomList-2684

Site Name - Z2030-01

Description - PEPPARD RD [30m]

Direction - South

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 35	ISL1% ACPO	ISL2 45	ISL2% DFT	
0000	62	1	59	0	2	0	0	0	0	0	0	0	0000	1	2	2	20	39	0	0	0	0	0	0	0	0	0	0	25	27.7	0	0	0	0	0	0	
0100	16	0	15	0	1	0	0	0	0	0	0	0	0100	2	0	0	5	8	1	0	0	0	0	0	0	0	0	0	24.2	29.2	0	0	6.25	0	0	0	
0200	17	0	15	0	2	0	0	0	0	0	0	0	0200	1	2	2	3	9	0	0	0	0	0	0	0	0	0	0	22.9	28.5	0	0	0	0	0	0	
0300	11	0	9	0	2	0	0	0	0	0	0	0	0300	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0	25.4	28.9	0	0	0	0	0	0	
0400	13	0	10	0	3	0	0	0	0	0	0	0	0400	0	1	0	4	6	2	1	0	0	0	0	0	0	0	0	27.3	31.7	15	23.98	1	7.692	0	0	
0500	19	2	17	0	0	0	0	0	0	0	0	0	0500	0	1	1	5	8	4	0	0	0	0	0	0	0	0	0	25.9	30.3	4	21.05	0	0	0	0	
0600	47	0	39	0	8	0	0	0	0	0	0	0	0600	0	0	2	6	37	2	0	0	0	0	0	0	0	0	0	26.6	28.7	2	4.255	0	0	0	0	
0700	146	1	128	0	15	2	0	0	0	0	0	0	0700	0	3	5	26	107	0	0	0	0	0	0	0	0	0	0	26.3	29.2	5	3.425	0	0	0	0	
0800	295	1	276	1	15	2	0	0	0	0	0	0	0800	1	2	5	54	214	19	0	0	0	0	0	0	0	0	0	0	26.6	28.9	19	6.441	0	0	0	0
0900	438	3	406	3	26	0	0	0	0	0	0	0	0900	0	2	7	93	313	23	0	0	0	0	0	0	0	0	0	26.4	28.8	23	5.251	0	0	0	0	
1000	408	6	378	1	20	0	1	1	1	0	0	0	1000	0	3	16	82	281	25	1	0	0	0	0	0	0	0	0	26.1	28.8	26	6.373	1	0.245	0	0	
1100	413	5	393	1	12	0	0	0	0	0	0	0	1100	0	1	10	137	247	17	1	0	0	0	0	0	0	0	0	25.7	28.2	18	4.358	1	0.242	0	0	
1200	441	6	412	0	20	1	1	0	1	0	0	0	1200	0	3	9	119	291	18	1	0	0	0	0	0	0	0	0	26	28.4	19	4.308	1	0.227	0	0	
1300	384	10	357	3	14	0	0	0	0	0	0	0	1300	1	4	8	98	257	16	0	0	0	0	0	0	0	0	0	25.9	28.4	16	4.167	0	0	0	0	
1400	381	9	360	1	7	0	0	0	0	0	0	0	1400	1	0	13	101	250	16	0	0	0	0	0	0	0	0	0	26	28.6	16	4.199	0	0	0	0	
1500	346	4	328	4	10	0	0	0	0	0	0	0	1500	0	0	10	85	226	23	2	0	0	0	0	0	0	0	0	26.5	28.8	25	7.225	0	0.578	0	0	
1600	349	8	328	0	12	0	1	0	0	0	0	0	1600	1	1	12	64	256	14	1	0	0	0	0	0	0	0	0	26.3	28.6	15	4.298	1	0.287	0	0	
1700	299	4	286	1	8	0	0	0	0	0	0	0	1700	0	1	6	66	211	15	0	0	0	0	0	0	0	0	0	26.3	28.5	15	5.017	0	0	0	0	
1800	270	4	255	1	8	1	0	1	0	0	0	0	1800	0	1	2	61	195	11	0	0	0	0	0	0	0	0	0	26.5	28.8	11	4.074	0	0	0	0	
1900	224	1	218	1	4	0	0	0	0	0	0	0	1900	0	1	6	33	168	16	0	0	0	0	0	0	0	0	0	26.8	29.2	16	7.143	0	0	0	0	
2000	158	5	145	0	8	0	0	0	0	0	0	0	2000	8	0	5	29	108	14	2	0	0	0	0	0	0	0	0	26.8	29.2	16	10.13	2	1.266	0	0	
2100	93	2	89	0	2	0	0	0	0	0	0	0	2100	0	1	0	23	59	9	1	0	0	0	0	0	0	0	0	26.3	29.6	10	10.75	1	1.075	0	0	
2200	101	0	97	0	4	0	0	0	0	0	0	0	2200	0	0	3	26	64	8	0	0	0	0	0	0	0	0	0	26.2	29	8	7.921	0	0	0	0	
2300	44	1	41	0	2	0	0	0	0	0	0	0	2300	0	0	1	11	28	3	0	0	0	0	0	0	0	0	0	26.3	29	3	6.818	0	0	0	0	
07-19	4170	61	3907	20	167	6	4	2	3	0	0	0	07-19	4	21	103	986	2848	202	6	0	0	0	0	0	0	0	0	0	26.2	28.6	208	4.988	6	0.144	0	0
06-22	4692	69	4398	21	189	6	4	2	3	0	0	0	06-22	4	23	116	1077	3220	243	9	0	0	0	0	0	0	0	0	0	26.2	28.7	252	5.371	9	0.192	0	0
06-40	4837	70	4536	21	195	6	4	2	3	0	0	0	06-40	4	23	121	1084	3312	254	9	0	0	0	0	0	0	0	0	0	26.2	28.7	263	5.437	9	0.196	0	0
06-00	4975	73	4661	21	205	6	4	2	3	0	0	0	06-00	8	28	125	1154	3389	261	10	0	0	0	0	0	0	0	0	0	26.2	28.7	271	5.447	10	0.201	0	0

23 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 35	ISL1% ACPO	ISL2 45	ISL2% DFT
0000	57	0	55	0	2	0	0	0	0	0	0	0	0000	0	0	2	19	34	2	0	0	0	0	0	0	0	0	25.8	28.9	2	3.509	0	0	0	0	
0100	29	3	26	0	3	0	0	0	0	0	0	0	0100	7	1	3	7	18	25.8	3	1	0	0	0	0	0	0	25.9	28.9	4	12.12	0	0	3.03	0	
0200	11	0	10	0	1	0	0	0	0	0	0	0	0200	0	0	0	2	7	2	0	0	0	0	0	0	0	0	26.3	30.1	2	18.18	0	0	0	0	
0300	12	0	12	0	0	0	0	0	0	0	0	0	0300	0	0	0	1	3	6	2	0	0	0	0	0	0	0	26.5	30.8	2	16.67	0	0	0	0	
0400	13	0	12	0	1	0	0	0	0	0	0	0	0400	0	0	0	2	8	2	1	0	0	0	0	0	0	0	26.7	30.3	3	23.06	1	7.692	0	0	
0500	8	1	5	0	1	0	0	0	0	0	0	0	0500	0	0	0	3	2	1	1	0	0	0	0	0	0	0	30.2	3	37.5	2	25	1	12.5		
0600	29	1	25	1	2	0	0	0	0	0	0	0	0600	0	1	0	3	24	1	0	0	0	0	0	0	0	0	26.6	28.6	1	3.448	0	0	0	0	
0700	58	7	57	0	7	0	0	0	0	0	0	0	0700	0	1	1	14	47	6	0	0	0	0	0	0	0	0	26	29.1	6	8.651	0	0	0	0	
0800	127	0	120	0	5	0	0	0	0	0	0	0	0800	0	0	0	20	85	95	9	0	0	0	0	0	0	0	26.8	29	9	7.087	0	0	0	0	
0900	220	9	198	6	7	0	0	0	0	0	0	0	0900	0	1	11	30	168	10	0	0	0	0	0	0	0	0	26.3	28.6	10	4.545	0	0	0	0	
1000	354	4	333	2	15	0	0	0	0	0	0	0	1000	0	0	5	62	272	14	1	0	0	0	0	0	0	0	26.6	28.7	15	4.237	1	0.282	0	0	
1100	369	4	363	0	9	0	0	0	0	0	0	0	1100	9	2	9	81	290	17	0	0	0	0	0	0	0	0	26.3	28.6	17	4.261	0	0	0	0	
1200	373	8	355	3	7	0	0	0	0	0	0	0	1200	0	0	13	108	240	12	0	0	0	0	0	0	0	0	25.9	28.6	12	3.217	0	0	0	0	
1300	353	7	331	4	10	0	1	0	0	0	0	0	1300	0	4	14	93	227	15	0	0	0	0	0	0	0	0	26.8	28.5	15	4.249	0	0	0	0	
1400	334	5	315	0	15	0	0	0	0	0	0	0	1400	10	5	15	140	237	13	2	0	0	0	0	0	0	0	26.4	28.5	15	4.491	2	0.599	0	0	
1500	294	4	282	3	4	0	1	0	0	0	0	0	1500	0	3	3	64	211	13	0	0	0	0	0	0	0	0	26.3	28.7	13	4.422	0	0	0	0	
1600	317	4	301	1	11	0	0	0	0	0	0	0	1600	0	0	4	74	223	15	1	0	0	0	0	0	0	0	26.3	28.4	16	5.047	1	0.315	0	0	
1700	342	4	327	1	9	0	0	0	0	0	0	0	1700	0	0	7	77	244	13	0	0	0	0	0	0	0	0	26.2	28.6	13	3.801	0	0	0	0	
1800	281	1	268	1	12	0	1	0	1	0	0	0	1800	0	3	65	65	212	16	0	0	0	0	0	0	0	0	26.8	28.6	18	4.04	0	0	0	0	
1900	212	2	206	0	4	0	0	0	0	0	0	0	1900	0	0	3	34	151	23	1	0	0	0	0	0	0	0	27	29.4	24	11.32	1	0.472	0	0	
2000	155	1	150	0	4	0	0	0	0	0	0	0	2000	0	0	1	22	121	11	0	0	0	0	0	0	0	0	26.9	29	11	7.097	0	0	0	0	
2100	101	0	101	0	0	0	0	0	0	0	0	0	2100	0	0	0	24	70	9	0	0	0	0	0	0	0	0	26.1	28.5	5	4.902	0	0	0	0	
2200	66	0	64	0	2	0	0	0	0	0	0	0	2200	0	0	1	13	47	5	0	0	0	0	0	0	0	0	26.8	28.7	5	7.576	0	0	0	0	
2300	20	0	20	0	0	0	0	0	0	0	0	0	2300	0	0	0	1	17	1	0	0	0	0	0	0	0	0	26.5	28	3	26.3	0	0	0	0	
07-19	3482	57	3284	31	103	0	3	0	3	0	0	0	07-19	2	12	80	763	2466	156	4	0	0	0	0	0	0	0	0	26.3	28.6	159	4.666	4	0.115	0	0
06-22	3980	61	3766	32	116	0	3	0	3	0	0	0	06-22	2	13	87	896	2832	195	5	0	0	0	0	0	0	0	0	26.3	28.6	200	5.025	5	0.126	0	0
06-30	4003	61	3850	32	124	0	3	0	3	0	0	0	06-30	2	13	89	863	2896	200	5	0	0	0	0	0	0	0	0	26.3	28.6	205	5.139	5	0.128	0	0
06-40	4202	63	3973	33	126	0	3	0	3	0	0	0	06-40	2	14	97	897	2917	212	8	0	0	0	0	0	0	0	0	26.3	28.7	221	5.259	9	0.214	1	0.024

1400	349	5	313	1	27	2	0	0	0	1	0	0	1400	1	3	9	75	237	23	1	0	0	0	0	0	0	26.3	28.7	24	6.877	1	0.287	0	0	0	
1500	432	3	391	3	32	0	0	1	1	0	1	0	1500	0	0	7	110	289	26	0	0	0	0	0	0	0	26.4	28.9	26	6.019	0	0	0	0	0	
1600	508	2	460	3	37	1	0	0	0	0	0	1	1600	0	0	7	157	318	27	0	0	0	0	0	0	0	26.5	29.1	27	6.315	0	0	0	0	0	
1700	474	7	438	4	23	0	1	0	0	0	0	1	1700	0	0	12	131	311	20	0	0	0	0	0	0	0	25.9	29.2	20	4.219	0	0	0	0	0	
1800	506	3	483	5	14	0	0	0	0	1	1	0	1800	0	2	10	105	378	11	0	0	0	0	0	0	0	0	26.2	28.4	11	2.174	0	0	0	0	0
1900	281	2	296	1	11	0	1	0	0	0	0	0	1900	0	0	5	67	192	16	1	0	0	0	0	0	0	26.4	28.9	17	6.05	1	0.356	0	0	0	
2000	197	3	175	0	14	0	0	0	0	0	0	0	2000	0	5	46	137	6	0	0	0	0	0	0	0	0	26.1	28.5	8	2.681	0	0	0	0	0	
2100	132	1	126	0	5	0	0	0	0	0	0	0	2100	0	1	0	31	91	9	0	0	0	0	0	0	0	26.5	29.1	9	6.818	0	0	0	0	0	
2200	86	0	85	0	1	0	0	0	0	0	0	0	2200	0	0	19	63	3	0	0	0	0	0	0	0	0	26.3	28.7	4	4.651	1	1.163	0	0	0	
2300	44	2	40	0	1	0	0	0	0	0	0	0	2300	0	2	40	32	1	0	0	0	0	0	0	0	0	26.5	29.2	1	0.273	0	0	0	0	0	
06-29	5235	53	4753	39	350	17	5	1	8	4	5	0	07-19	1	15	120	1356	3643	197	3	0	0	0	0	0	0	26.1	28.5	200	3.82	3.057	0.507	0	0	0	
06-22	6033	62	5494	44	390	18	6	1	9	4	5	0	06-22	1	18	133	1526	4108	240	7	0	0	0	0	0	0	26.1	28.5	247	4.094	7	6.116	0	0	0	
06-00	5163	64	5619	19	136	1552	4203	2612	19	136	1552	4203	2612	19	136	1552	4203	2612	19	136	1552	4203	2612	19	136	1552	4203	2612	19	136	1552	4203	2612	19	136	
06-00	6251	66	5701	44	406	18	7	1	9	4	5	0	06-21	1	19	138	1670	4271	254	8	0	0	0	0	0	0	26.1	28.5	282	4.185	8	8.128	0	0	0	

27 June 2019

[illegible]

28 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL	IPSL% ACPO	ISL1 35 ACPO	ISL1% 35	ISL2 45 ACPO	ISL2% 45
0000	23	0	22	0	1	0	0	0	0	0	0	0	0000	0	0	6	16	0	0	0	0	0	0	0	26.5	28.7	1	4.348					4.348	0		
0100	5	0	5	0	0	0	0	0	0	0	0	0	0100	0	0	0	5	0	0	0	0	0	0	0	27.6	0	0	0	0	27.6	0	0	0	0	0	0
0200	10	8	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	8	0	0	0	0	0	0	0	27.5	0	1	10	10	27.5	0	1	10	10	0	0
0300	9	0	6	0	3	0	0	0	0	0	0	0	0300	0	0	0	8	1	0	0	0	0	0	0	28.3	0	1	11	11	28.3	0	1	11	11	0	0
0400	18	1	10	0	5	0	0	0	0	0	0	0	0400	0	1	0	2	13	0	0	0	0	0	0	25.7	26.8	0	0	0	25.7	26.8	0	0	0	0	0
0500	43	2	35	35	6	0	0	0	0	0	0	0	0500	0	2	5	28	6	0	0	0	0	0	0	26.9	30	1	7	16	26.8	30	1	7	16	2.326	0
0600	161	3	144	0	13	0	0	1	1	0	0	0	0600	0	3	29	113	14	2	0	0	0	0	0	27	29.4	16	9	9.348	27	29.4	16	9	9.348	0	0
0700	418	4	414	0	0	0	0	0	0	0	0	0	0700	0	4	104	337	16	0	0	0	0	0	0	26.5	28.4	0	0	0	26.5	28.4	0	0	0	0	0
0800	509	5	462	2	35	2	2	2	1	0	0	0	0800	0	3	9	116	363	16	1	0	0	0	0	26.1	26.2	18	3.536	26.1	26.2	18	3.536	3	1	0.96	0
0900	463	4	423	4	30	0	0	2	1	0	0	0	0900	1	0	9	106	327	20	0	0	0	0	0	26.3	26.6	17	4.381	26.3	26.6	17	4.381	0	0	0	0
1000	357	3	322	1	30	0	0	1	0	0	0	0	1000	1	1	63	276	16	0	0	0	0	0	0	26.6	26.6	17	3.632	26.6	26.6	17	3.632	0	0	0	0
1100	388	4	341	2	38	2	1	0	0	0	0	0	1100	1	0	5	95	270	16	0	0	0	0	0	26.3	26.6	17	4.381	26.3	26.6	17	4.381	1	0	0.258	0
1200	370	3	332	3	31	0	0	0	0	0	0	0	1200	0	3	83	253	29	0	0	0	0	0	0	26.6	26.9	30	8.108	26.6	26.9	30	8.108	1	0	0.27	0
1300	382	4	333	3	34	0	0	0	0	0	0	0	1300	0	3	83	263	29	0	0	0	0	0	0	26.6	26.7	25	5.645	26.6	26.7	25	5.645	0	0	0	0
1400	397	3	355	1	25	0	3	0	0	0	0	0	1400	0	1	6	79	274	27	0	0	0	0	0	26	26.8	29.7	2	6.977	26	26.8	29.7	2	6.977	0	0
1500	479	7	420	6	38	0	0	0	0	0	0	0	1500	0	7	147	289	24	0	0	0	0	0	0	25.7	26.7	25	5.285	25.7	26.7	25	5.285	1	0	0.211	0
1600	443	13	403	0	28	0	0	0	0	0	0	0	1600	0	1	8	107	306	20	0	0	0	0	0	26.4	26.7	21	4.74	26.4	26.7	21	4.74	0	0	0.226	0
1700	441	2	415	2	15	0	1	0	2	0	0	0	1700	0	1	4	78	332	24	1	0	0	0	0	26.6	26.7	26	5.986	26.6	26.7	26	5.986	2	0	0.454	0
1800	404	4	387	0	11	0	0	0	0	0	0	0	1800	0	12	126	243	20	0	0	0	0	0	0	26.5	26.6	20	5.95	26.5	26.6	20	5.95	0	0	0	0
1900	307	4	290	1	12	0	0	0	0	0	0	0	1900	0	2	11	71	205	17	0	0	0	0	0	25.9	26.6	18	5.863	25.9	26.6	18	5.863	1	0	0.326	0
2000	260	4	244	0	11	0	0	0	0	0	0	0	2000	0	1	2	59	176	21	1	0	0	0	0	26.6	29.1	22	4.862	26.6	29.1	22	4.862	1	0	0.385	0
2100	148	6	139	0	6	0	0	0	0	0	0	0	2100	0	6	139	100	7	7	4	0	0	0	0	26.7	28.7	7	1.73	26.7	28.7	7	1.73	0	0	0	0
2200	146	2	139	2	3	0	0	0	0	0	0	0	2200	0	1	5	69	69	25	0	0	0	0	0	24.9	27.5	4	2.74	24.9	27.5	4	2.74	0	0	0	0
2300	56	6	54	0	0	0	0	0	0	0	0	0	2300	0	0	0	14	46	2	0	0	0	0	0	26.2	26.7	2	1.03	26.2	26.7	2	1.03	0	0	0	0
00:00	5090	4611	29	35	18	11	15	16	97	18	9	53	07:18	9	53	1187	2879	657	24	6	261	5	158	18	26.3	26.6	324	5.431	26.3	26.6	324	5.431	16	1.772	0.02	
06:22	9096	8548	32	399	12	15	1	10	2	2	0	66	22	108	1376	4129	311	11	1	0	0	0	0	0	26.3	26.6	324	5.431	26.3	26.6	324	5.431	11	0.218	1	0.017
06:27	6521	6135	16	142	12	15	1	10	2	2	0	66	27	115	1459	4264	311	11	1	0	0	0	0	0	26.3	26.6	324	5.431	26.3	26.6	324	5.431	6	0.07	0	0.017
06:30	6284	70	5717	34	421	12	15	1	10	2	2	00	00	7	25	118	1473	4121	324	13	2	0	0	0	26.3	26.6	340	5.411	26.3	26.6	340	5.411	16	0.255	1	0.017

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	8PSL	1PSL%	1SL1 25	1SL1 35	1SL2 45	1SL2%	
0000	29	0	27	0	2	0	0	0	0	0	0	0	0000	0	15	20	8	18	1	40	45	50	55	60	70	80	90	100	0	25.9	28.8	1	4.975	0	0.468	0	
0100	11	0	9	0	1	0	0	0	0	0	0	0	0100	0	1	2	6	6	1	40	45	50	55	60	70	80	90	100	0	26.2	29.6	1	10.53	0	2.632	0	
0200	9	1	8	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	20	25	30	35	40	45	50	55	60	70	80	0	26.1	29.7	1	3.077	0	1.317	0
0300	8	0	7	0	2	0	0	0	0	0	0	0	0300	0	0	0	1	6	1	40	45	50	55	60	70	80	90	100	0	26.8	-	1	11.86	0	0	0	
0400	12	0	9	0	2	0	0	0	0	0	0	0	0400	0	0	0	2	9	1	40	45	50	55	60	70	80	90	100	0	26.9	29.3	1	9.412	0	2.353	0	
0500	35	2	30	4	0	0	0	0	0	0	0	0	0500	0	0	8	21	4	29.5	2	4	29.5	2	4	29.5	2	4	29.5	2	4	29.5	2	4	29.5	2	4	29.5
0600	143	3	128	0	12	0	0	0	0	0	0	0	0600	0	3	21	108	10	1	0	0	0	0	0	0	0	0	0	0	26.8	29.1	11	7.47	1	1.398	0	
0700	362	7	364	1	1	0	0	0	0	0	0	0	0700	0	13	103	275	2	32	4	0	0	0	0	0	0	0	0	0	26.9	29.3	15	3.338	0	0.507	0	
0800	441	4	404	3	27	2	1	0	1	0	0	0	0800	1	2	13	115	295	14	0	0	0	0	0	0	0	0	0	0	25.9	28.3	15	10.328	0	0.065	0.032	
0900	427	4	387	4	30	1	1	0	1	0	0	0	0900	0	1	9	112	288	17	0	0	0	0	0	0	0	0	0	0	26	28.4	17	3.478	0	0	0	
1000	355	3	319	3	20	1	1	0	1	0	0	0	1000	0	3	70	259	16	6	28.7	17	4	28.7	17	4	28.7	17	4	28.7	17	4	28.7	17	4	28.7	17	
1100	383	3	349	1	27	1	1	0	1	0	0	0	1100	0	2	8	96	260	16	0	0	0	0	0	0	0	0	0	0	26.1	28.5	16	4.288	1	1.149	0	
1200	368	4	333	2	22	1	0	0	0	0	0	0	1200	0	1	9	98	243	16	1	0	0	0	0	0	0	0	0	0	26.1	28.5	17	4.575	1	1.194	0	
1300	350	5	315	2	23	1	1	0	0	0	0	0	1300	0	5	130	230	17	2	28.7	17	4	28.7	17	4	28.7	17	4	28.7	17	4	28.7	17	4	28.7	17	
1400	382	4	332	2	27	1	1	0	0	0	0	0	1400	0	1	8	86	249	17	0	0	0	0	0	0	0	0	0	0	26.2	28.6	17	4.85	1	1.08	0	
1500	415	4	377	4	28	1	0	0	0	0	0	0	1500	0	8	106	277	22	0	0	0	0	0	0	0	0	0	0	0	26.2	28.7	23	5.544	0	1.103	0	
1600	410	4	374	2	27	0	1	0	0	0	0	0	1600	0	0	11	124	294	17	1	0	0	0	0	0	0	0	0	0	26.3	28.6	18	4.046	0	1.046	0	
1700	425	4	400	3	27	0	1	0	0	0	0	0	1700	0	1	11	105	290	19	0	0	0	0	0	0	0	0	0	0	26.1	28.4	20	4.634	0	1.01	0	
1800	451	5	364	1	30	0	0	0	0	0	0	0	1800	0	9	99	273	25	1	0	0	0	0	0	0	0	0	0	0	26.3	28.5	15	3.967	0	0.987	0	
1900	269	3	256	1	8	0	0	0	0	0	0	0	1900	0	1	6	51	194	17	1	0	0	0	0	0	0	0	0	0	26.6	28.9	18	6.688	1	1.212	0	
2000	198	4	185	1	9	0	0	0	0	0	0	0	2000	0	0	4	41	139	13	0	0	0	0	0	0	0	0	0	0	26.6	29	14	7.271	1	0.504	0	
2100	121	0	117	0	4	0	0	0	0	0	0	0	2100	0	0	32	62	8	8	0	0	0	0	0	0	0	0	0	0	26.3	28.9	6	4.51	0	0.337	0	
2200	93	0	91	1	3	0	0	0	0	0	0	0	2200	0	0	2	28	59	0	0	0	0	0	0	0	0	0	0	0	26	28.6	5	5.697	0	0.3	0	
2300	43	0	40	0	2	0	0	0	0	0	0	0	2300	0	0	2	10	29	2	0	0	0	0	0	0	0	0	0	0	26.1	28.6	2	4.333	0	0.333	0	
06-22	4764	51	4353	29	18	17	07	109	1186	3244	199	25	07-09	199	25	205	205	4.3	1.119	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	
06-22	5502	63	5043	32	332	11	8	1	8	1	8	1	06-22	4	20	125	1330	3766	246	7	0	0	0	0	0	0	0	0	0	26.2	28.6	256	4.686	8	1.648	0.008	
06-20	5640	66	5174	33	337	10	8	1	8	1	8	1	06-20	4	20	126	1339	3855	255	8	0	0	0	0	0	0	0	0	0	26.2	28.6	264	4.873	8	1.652	0.008	
06-20	5745	68	5266	33	339	11	8	1	8	1	8	1	06-20	5	22	132	1391	3921	264	8	0	0	0	0	0	0	0	0	0	26.2	28.6	274	4.762	10	1.674	1	

Virtual Week (1)

	Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Yss	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%				
															0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90					ACPO	APCO	DFT	DFT				
Mon	6187	61	5504	33	447	13	16	2	7	1	3		Mon	8	30	78	12120	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	28.5	232	3.75			2.032					
Tue	5963	47	5444	33	402	12	5	2	13	5	2		Tue	4	17	154	1533	4036	212	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	21.9	3.673	7			0.117			1.017	
Wed	6261	66	5701	44	406	18	7	1	9		4		Wed	1	19	138	1570	4271	254	8	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	28.5	262	4.185	8			0.128			0
Thu	6286	61	5752	33	408	13	1	2	11	8	1		Thu	3	22	116	1407	4333	254	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	28.5	262	4.185	8			0.128			0
Fri	6284	70	5717	34	426	12	15	1	10	2	2		Fri	3	25	118	1473	4321	324	13	2	0	0	0	0	0	0	0	0	0	0	0	0	26.3	28.6	340	5.411	16			0.255			0.002
Sat	4975	73	4661	21	405	6	4	2	3	3	0		Sat	8	28	125	1514	3389	261	10	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	28.7	271	5.447	10			0.201			0
Sun	4922	63	4636	3	406	3	6	3	0	0	0		Sun	9	87	897	2071	212	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	28.6	281	5.369	18			0.213			0.004
Avg	4213	61	36582	232	2405	6	24	99	54	13	14		Avg		33	155	1628	9738	2446	1845	62	3	1	1	1	1	1	1	1	1	1	1	1	26.2	28.6	1195	4.762	70			0.174			0.002

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL	IPSL%	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT	
--	40213	461	36852	232	2445	74	59	9	54	13	14	--	--	33	155	926	9738	27446	1845	62	3	1	1	70	80	90	100	0	26.2	88.6	1915	4.762	70	0.174	5	0.012

Advanced Transport Research

Report Id - Custom_List-2685

Site Name - Z22030-002

Description - kln road [30m]

Direction - North

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT	
0000	8	0	8	0	0	0	0	0	0	0	0	0	0000	0	0	1	3	2	1	0	1	0	0	0	0	0	0	25.5	-	2	25	1	12.5	0	0	
0100	5	5	0	0	0	0	0	0	0	0	0	0	0100	0	4	1	0	1	2	1	0	0	0	0	0	0	0	29.6	-	3	60	1	20	0	0	
0200	8	0	8	0	0	0	0	0	0	0	0	0	0200	0	0	1	2	3	2	0	0	0	0	0	0	0	0	26.1	-	2	25	0	20	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	0	0	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0	
0500	2	1	1	0	0	0	0	0	0	0	0	0	0500	0	0	0	1	0	1	0	0	0	0	0	0	0	0	27.9	-	1	50	0	0	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0	0	0600	0	0	0	2	0	1	2	0	0	0	0	0	0	0	30.3	-	3	60	2	40	0	0	
0700	29	5	21	0	3	0	0	0	0	0	0	0	0700	1	4	1	4	10	6	1	2	0	0	0	0	0	0	26.7	34.3	9	31.03	3	10.34	0	0	
0800	54	7	43	1	3	0	0	0	0	0	0	0	0800	0	5	5	15	12	11	3	0	0	0	0	0	0	0	26.4	34.6	17	31.48	6	11.11	0	0	
0900	84	2	74	1	6	0	1	0	0	0	0	0	0900	1	3	10	29	26	14	1	0	0	0	0	0	0	0	24.9	30.7	15	17.86	1	1.19	0	0	
1000	115	7	102	0	4	0	2	0	0	0	0	0	1000	4	1	5	28	50	22	5	0	0	0	0	0	0	26.6	32.3	27	23.48	5	4.348	0	0		
1100	96	8	85	0	2	0	0	0	0	0	0	1	1100	3	6	6	26	37	15	2	0	0	0	0	0	0	25.3	31.1	18	18.75	3	3.125	1	1.042		
1200	101	8	92	0	1	0	0	0	0	0	0	0	1200	1	8	8	22	47	14	1	0	0	0	0	0	0	24.9	30	15	14.85	1	0.99	0	0		
1300	102	4	95	0	3	0	0	0	0	0	0	0	1300	0	3	10	35	40	12	1	1	0	0	0	0	0	25.3	29.9	14	13.73	2	1.961	0	0		
1400	89	7	78	2	1	1	0	0	0	0	0	0	1400	2	2	5	23	33	20	3	1	0	0	0	0	0	26.2	31.9	24	26.97	4	4.484	0	0		
1500	55	2	53	0	0	0	0	0	0	0	0	0	1500	1	1	1	14	28	9	1	0	0	0	0	0	0	26.4	30.5	10	18.18	1	1.818	0	0		
1600	81	7	72	0	2	0	0	0	0	0	0	0	1600	1	5	5	40	18	10	2	0	0	0	0	0	0	24.5	29.9	12	14.81	2	2.469	0	0		
1700	63	5	56	0	2	0	0	0	0	0	0	0	1700	2	1	6	17	29	6	1	1	0	0	0	0	0	25.5	29.9	8	12.7	2	3.175	0	0		
1800	65	4	60	0	1	0	0	0	0	0	0	0	1800	0	2	3	15	36	7	2	0	0	0	0	0	0	26.2	29.8	9	13.85	2	3.077	0	0		
1900	66	7	58	0	1	0	0	0	0	0	0	0	1900	0	1	7	21	30	6	1	0	0	0	0	0	0	25.2	29.1	7	10.61	1	1.515	0	0		
2000	31	1	29	0	1	0	0	0	0	0	0	0	2000	0	0	0	10	12	2	4	1	0	0	0	0	0	27.5	36.4	7	22.58	5	16.13	0	0		
2100	17	0	16	0	1	0	0	0	0	0	0	0	2100	0	0	0	7	7	2	0	1	0	0	0	0	0	26.6	32.1	3	17.65	1	5.882	0	0		
2200	16	0	15	0	1	0	0	0	0	0	0	0	2200	0	0	2	5	9	0	0	0	0	0	0	0	0	25	28.8	0	0	0	0	0	0		
2300	13	13	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	5	4	2	0	0	0	0	0	0	0	25.3	32	2	15.38	0	0	0	0		
07-19	934	66	831	4	28	1	3	0	0	0	0	1	07-19	16	41	65	268	366	146	23	8	0	1	0	0	0	0	0	25.6	31.1	178	19.06	32	3.426	1	0.107
06-22	1053	74	939	4	31	1	3	0	0	0	0	1	06-22	16	42	74	308	415	157	30	10	0	1	0	0	0	0	0	25.7	31.1	198	18.18	41	3.894	1	0.095
06-00	1052	74	967	4	32	5	3	0	0	0	0	1	06-00	16	42	75	318	428	159	30	10	0	1	0	0	0	0	0	25.7	31.1	200	18.48	46	3.788	0	0.092
06-00	1107	75	991	4	32	1	3	0	0	0	0	1	06-00	16	42	81	325	435	165	31	11	0	1	0	0	0	0	0	25.7	31.1	208	18.79	43	3.884	1	0.09

23 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	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	IPSL 30	IPSL% 30	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT	
0000	13	0	13	0	0	0	0	0	0	0	0	0	0000	0	0	2	8	2	1	0	0	0	0	0	0	0	23.9	29.4	1	7.692	0	0	0	0	
0100	5	4	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	0	0	0	0	0	0	32.5	-	1	100	0	0	0	0	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	2	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	1	0	0	0	0	0	0	0	30.7	-	1	100	0	0	0	0	
0600	4	1	3	0	0	0	0	0	0	0	0	0	0600	0	1	0	0	1	2	0	0	0	0	0	0	0	26.3	-	2	50	0	0	0	0	
0700	20	3	16	0	1	0	0	0	0	0	0	0	0700	1	1	1	4	7	6	0	0	0	0	0	0	0	26.1	33.2	6	30	0	0	0	0	
0800	34	5	24	0	4	0	0	0	0	0	0	0	0800	1	6	3	7	13	3	1	0	0	0	0	0	0	0	23.2	29.7	4	11.76	2	2.941	0	0
0900	54	6	41	1	3	0	3	0	0	0	0	0	0900	3	3	9	15	17	6	1	0	0	0	0	0	0	0	23.3	28.8	7	12.96	1	1.852	0	0
1000	86	7	77	0	1	0	0	0	0	0	0	0	1000	2	5	4	28	28	18	1	0	0	0	0	0	0	0	25.1	30.9	19	22.09	1	1.163	0	0
1100	64	7	72	0	5	0	0	0	0	0	0	0	1100	3	4	8	37	24	8	0	0	0	0	0	0	0	0	23.5	28.7	8	9.524	0	0	0	0
1200	101	6	93	0	1	0	1	0	0	0	0	0	1200	3	3	11	40	32	9	2	0	1	0	0	0	0	0	24.4	29.5	12	11.88	3	2.97	1	0.99
1300	63	5	55	0	3	0	0	0	0	0	0	0	1300	2	2	3	25	21	9	1	0	0	0	0	0	0	0	24.7	30.1	10	15.87	1	1.587	0	0
1400	74	1	71	0	2	0	0	0	0	0	0	0	1400	1	0	11	24	27	8	2	0	0	0	0	0	0	0	25.2	30.7	11	14.86	0	0	0	0
1500	63	2	61	0	0	0	0	0	0	0	0	0	1500	2	0	4	18	24	11	4	0	0	0	0	0	0	0	26.4	31.8	15	23.81	4	6.349	0	0
1600	78	6	71	0	1	0	0	0	0	0	0	0	1600	1	2	5	29	24	13	4	0	0	0	0	0	0	0	25.7	31.2	17	21.79	4	5.128	0	0
1700	77	5	71	0	1	0	0	0	0	0	0	0	1700	3	2	7	27	27	9	4	0	0	0	0	0	0	0	25.4	31.4	13	16.88	0	0	0	0
1800	71	2	63	1	0	0	0	0	0	0	0	0	1800	0	2	2	21	29	15	2	0	0	0	0	0	0	0	26.6	31.3	17	23.94	2	2.817	0	0
1900	39	1	37	1	0	0	0	0	0	0	0	0	1900	0	0	2	10	16	7	1	2	0	0	0	0	0	0	28.4	33.1	11	28.21	4	10.26	2	5.128
2000	28	0	27	0	1	0	0	0	0	0	0	0	2000	0	0	0	8	10	7	2	0	0	0	0	0	0	27.5	32.7	9	32.14	2	7.143	0	0	
2100	15	0	15	0	0	0	0	0	0	0	0	0	2100	0	0	0	7	7	3	0	0	0	0	0	0	0	28.7	34.8	13	33.33	3	13.33	0	0	
2200	8	0	8	0	0	0	0	0	0	0	0	0	2200	0	0	1	1	5	0	0	0	0	0	0	0	0	26.7	-	1	12.5	1	12.5	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	
00:58	805	58	715	3	24	0	5	0	0	1	0	0	07:19	22	30	66	275	273	115	22	1	1	0	0	0	0	0	25	30.5	139	17.27	24	2.981	1	0.124
06:22	891	58	797	4	26	0	5	0	0	1	0	0	06:22	22	31	69	296	307	134	26	3	3	0	0	0	0	0	25.3	30.8	166	18.63	32	3.991	3	0.337
09:08	905	58	813	27	26	0	5	1	0	0	1	0	09:08	22	31	70	300	316	137	27	3	3	0	0	0	0	0	25.3	31.8	178	18.7	33	3.43	3	0.333
09:58	931	58	834	4	26	0	5	0	0	1	0	0	00:00	22	31	72	310	323	140	27	3	3	0	0	0	0	0	25.3	30.8	173	18.68	33	3.545	3	0.332

[illegible]

27 June 2019

[illegible]

28 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	ISPL 30	ISPL% 30	ISL1 ACPO	ISL1% 35 ACPO	ISL2 45 DFT	ISL2% 45 DFT
0000	5	0	0	5	0	0	0	0	0	0	0	0	0000	0	0	1	1	1	1	1	1	0	0	0	0	0	0	28.3	-	2	40	0	20	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	0	
0200	2	2	0	2	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	
0500	2	2	0	2	0	0	0	0	0	0	0	0	0500	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0
0600	13	2	11	0	0	0	0	0	0	0	0	0	0600	2	0	0	2	5	2	2	0	0	0	0	0	0	0	25.8	37.6	4	30.77	2	15.38	0	0	
0700	5	81	7	10	0	0	0	0	0	0	0	0	0700	2	20	37	20	0	0	0	0	0	0	0	0	0	0	26.7	29.47	5	29.47	5	29.47	0	0	
0800	154	8	136	0	9	0	1	0	0	0	0	0	0800	1	5	7	32	70	27	6	2	3	0	0	0	0	0	27.2	31.6	39	25.32	12	7.92	4	2.597	
0900	99	5	84	1	9	0	0	0	0	0	0	0	0900	0	5	8	28	36	11	1	0	0	0	0	0	0	0	24.8	29.2	12	12.12	1	1.01	0	0	
1000	100	72	3	10	0	0	0	0	0	0	0	0	1000	5	28	33	33	25	3	2	0	0	0	0	0	0	0	25.2	31	19.32	3	3.49	0	1.13		
1100	87	3	72	7	10	0	0	2	0	0	0	0	1100	2	8	9	25	29	12	2	0	0	0	0	0	0	0	23.9	30.3	14	16.09	2	2.29	0	0	
1200	87	1	75	0	11	0	0	0	0	0	0	0	1200	0	5	29	41	49	9	3	0	0	0	0	0	0	0	20.1	29.9	12	13.79	3	3.44	0	0	
1300	93	3	85	3	1	3	1	3	1	3	1	3	1300	3	130	3	14	45	24	3	0	0	0	0	0	0	0	31.6	30.31	4	30.31	4	30.31	0	1.07	
1400	101	6	90	0	4	0	1	0	0	0	0	0	1400	4	3	4	28	38	22	1	1	0	0	0	0	0	0	25.7	31.2	24	23.76	2	1.98	0	0	
1500	84	76	0	2	6	0	0	0	0	0	0	0	1500	4	2	10	30	37	25	0	0	0	0	0	0	0	0	27.32	24	28.57	3	28.57	3	5.71	0	0
1600	88	2	83	0	3	0	0	0	0	0	0	0	1600	3	10	16	36	38	21	5	0	0	0	0	0	0	0	27.4	31.5	28.55	5	5.62	0	0	0	0
1700	132	10	115	0	7	0	0	0	0	0	0	0	1700	3	4	7	36	35	28	5	0	0	0	0	0	0	0	26.2	31.3	29	21.97	4	3.03	0	0	
1800	145	94	14	10	0	0	0	0	0	0	0	0	1800	7	17	17	57	11	2	0	0	0	0	0	0	0	0	26.3	31.7	12	12.04	2	2.62	0	0	
1900	95	1	92	0	2	0	0	0	0	0	0	0	1900	0	1	3	27	44	13	5	2	0	0	0	0	0	0	20.7	30.9	20	21.05	7	7.36	0	0	
2000	51	3	47	1	0	0	0	0	0	0	0	0	2000	0	1	10	26	8	0	0	0	0	0	0	0	0	0	26.8	32.1	11	21.57	3	5.82	0	0	
2100	43	1	42	0	0	0	0	0	0	0	0	0	2100	1	24	13	13	1	2	0	0	0	0	0	0	0	0	4	9.302	2	2.61	0	0	0	0	
2200	22	0	21	0	1	0	0	0	0	0	0	0	2200	0	0	3	7	0	1	2	0	0	0	0	0	0	0	25.9	31.3	3	13.64	2	9.091	0	0	
2300	11	11	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	5	5	0	0	0	0	0	0	0	0	25.5	29.6	1	9.091	0	0	0	0	
07-18	1216	63	1063	2	87	18	7	53	300	917	0	0	07-18	18	57	63	300	517	220	336	1	266	24	86	4	2	0	26.2	31.6	39	24.86	46	3.163	0	0.493	
06-22	1440	70	1255	3	82	1	7	0	0	0	0	0	06-22	20	57	68	363	605	245	46	8	4	2	0	0	0	0	26.2	31.1	305	21.51	60	4.231	0	0.423	
05-00	156	70	1387	3	83	7	7	0	0	0	0	0	05-00	20	57	68	375	619	247	46	8	4	2	0	0	0	0	26.2	31.1	309	21.53	62	4.414	0	0.423	
00-00	1462	70	1286	3	83	1	7	0	0	0	0	0	00-00	20	57	72	377	623	249	46	8	4	2	0	0	0	0	26.2	31.1	313	21.41	64	4.376	0	0.423	

Virtual Day (7)[illegible]**Virtual Week (1)**[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Mean	Vpp	85L	95L	95R	85R
--	9086	468	8112	25	440	10	24	0	4	0	3	--	134	345	90	2969	3215	1204	233	49	19	6	7	80	80	90	100	25.1	30.4	1515	16.67	151.5	151.2	151.8	152.2			
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	100			ACPO	ACPO	DFT	DFT	
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	100			311	3.423	29	3.31	

Advanced Transport Research

Report Id - CustomList2685

Site Name - Z22030-002

Description - kln road [30m]

Direction - South

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 30	ISL1% ACPO	ISL2 DFT	ISL2% DFT	
0000	4	0	3	0	0	0	1	0	0	0	0	0	0000	0	0	2	0	0	2	0	0	0	0	0	0	0	0	24.7	-	2	50	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	3	0	0	0	0	0	0	0	0	26.4	-	2	50	0	0	0	0	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0200	0	1	1	0	0	1	1	0	0	0	0	0	0	0	24.3	-	2	50	1	25	0	0	
0300	3	1	1	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	0	2	0	0	0	0	0	38.5	-	2	66.67	2	66.67	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	1	0	0	0	0	0	0	50	-	1	50	0	0	0	0		
0500	4	0	4	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	2	0	2	0	0	0	0	0	0	30.9	-	2	50	2	50	0	0		
0600	4	0	4	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	1	3	0	0	0	0	0	0	0	30.5	-	3	75	0	0	0	0		
0700	26	2	23	0	1	0	0	0	0	0	0	0	0700	0	0	2	3	11	10	0	0	0	0	0	0	0	28.2	33.3	10	36.46	0	16	0	0		
0800	52	2	45	0	4	0	1	0	0	0	0	0	0800	0	2	3	8	25	7	7	0	0	0	0	0	0	0	27.6	34.6	14	26.92	7	13.46	0	0	
0900	88	3	79	1	4	0	0	0	0	1	0	0	0900	0	2	5	24	41	12	2	2	0	0	0	0	0	0	26.5	30.6	16	18.18	4	4.545	0	0	
1000	99	3	92	0	3	0	1	0	0	0	0	0	1000	0	0	9	24	42	17	5	1	1	0	0	0	0	27.2	31.8	24	24.24	7	7.071	1	1.61		
1100	100	7	85	2	2	1	3	0	0	0	0	0	1100	0	5	10	20	35	23	4	1	0	2	0	0	0	0	27.2	33.2	30	30	7	7	2	2	
1200	87	7	78	0	1	0	0	0	0	0	0	0	1200	1	8	5	11	40	19	3	0	0	0	0	0	0	0	26.3	32.2	22	25.29	3	3.448	0	0	
1300	75	6	68	0	0	1	0	0	0	0	0	0	1300	0	4	7	17	31	12	4	0	0	0	0	0	0	0	26	31.2	16	21.33	4	5.333	0	0	
1400	76	6	61	0	1	0	2	0	0	0	0	0	1400	2	1	14	15	28	12	3	0	0	0	0	0	0	0	25.7	31.1	16	21.05	4	5.263	1	1.316	
1500	73	7	65	0	1	0	0	0	0	0	0	0	1500	0	5	6	18	29	11	3	1	0	0	0	0	0	0	25.7	30.8	15	20.55	4	5.479	0	0	
1600	66	4	60	0	2	0	0	0	0	0	0	0	1600	1	1	8	10	34	8	3	1	0	0	0	0	0	0	26.4	30.4	12	18.18	4	6.061	0	0	
1700	64	7	52	0	3	0	2	0	0	0	0	0	1700	0	5	5	17	28	6	1	2	0	0	0	0	0	0	25.4	29.8	9	14.06	3	4.686	0	0	
1800	67	5	61	0	1	0	0	0	0	0	0	0	1800	0	0	4	14	34	13	2	0	0	0	0	0	0	0	27.2	31.8	15	22.39	2	2.985	0	0	
1900	52	2	48	0	2	0	0	0	0	0	0	0	1900	1	0	1	13	18	17	1	1	0	0	0	0	0	0	28	33.8	19	36.54	2	3.846	0	0	
2000	30	1	28	0	1	0	0	0	0	0	0	0	2000	0	0	0	5	15	7	0	0	0	0	0	0	0	0	27.7	34.3	9	30	2	6.667	0	0	
2100	23	0	23	0	0	0	0	0	0	0	0	0	2100	0	0	0	6	7	8	2	0	0	0	0	0	0	0	28.7	34.2	10	43.48	2	8.696	0	0	
2200	17	0	17	0	0	0	0	0	0	0	0	0	2200	0	0	0	2	4	8	3	0	0	0	0	0	0	0	26.4	30.4	3	17.65	0	0	0	0	
2300	13	0	11	0	2	0	0	0	0	0	0	0	2300	0	0	4	3	4	3	2	1	0	0	0	0	0	0	25.2	34.7	3	23.08	1	7.692	0	0	
07-19	873	89	769	3	29	1	10	0	1	0	1	0	07-19	4	33	76	181	378	150	37	8	1	2	1	0	0	0	0	26.5	31.5	199	22.79	49	5.613	4	0.458
06-22	982	62	872	3	32	1	10	0	1	0	1	0	06-22	6	33	79	205	419	185	42	9	1	2	1	0	0	0	0	26.7	31.8	240	24.44	55	5.601	4	0.407
06-00	1012	62	900	6	34	1	10	0	1	0	1	0	06-00	6	33	84	213	439	190	43	8	2	2	1	0	0	0	0	26.7	31.8	246	24.31	56	5.618	4	0.386
06-00	1032	63	917	3	35	1	11	0	1	0	1	0	06-00	6	34	87	213	437	194	46	11	1	2	1	0	0	0	0	26.7	31.9	255	24.71	61	5.911	4	0.388

23 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	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	IPSL 30	IPSL% 30	ISL1 30	ISL1% ACPO	ISL2 45	ISL2% 45	
0000	13	0	13	0	0	0	0	0	0	0	0	0	0000	0	0	0	4	5	3	1	0	0	0	0	0	0	28	33.1	4	30.77	1	7.692	0	0	
0100	10	8	9	0	0	0	0	0	0	0	0	0	0100	0	0	0	1	0	1	0	0	0	0	0	0	0	26.9	30.9	1	18	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	1	0	0	0	0	0	0	0	28.3	-	2	20	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	0	0	0	0	0	0	30.1	-	1	100	0	0	0	0	
0400	2	2	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	0	1	0	0	0	0	0	0	32.1	-	1	50	1	50	0	0	
0500	2	1	1	0	0	0	0	0	0	0	0	0	0500	0	1	0	0	0	0	1	0	0	0	0	0	0	25.4	-	1	50	1	50	0	0	
0600	6	1	5	0	0	0	0	0	0	0	0	0	0600	0	1	0	1	0	2	2	0	0	0	0	0	0	29.4	-	4	66.67	2	33.33	0	0	
0700	17	2	14	0	0	0	1	1	0	0	0	0	0700	0	1	2	5	3	3	2	1	0	0	0	0	0	26.8	36.8	8	35.29	3	17.65	0	0	
0800	21	2	18	0	0	0	1	0	4	8	0	0	0800	0	2	1	4	8	6	0	0	0	0	0	0	0	25.9	32.1	6	28.57	0	0	0	0	
0900	69	3	62	0	2	0	0	0	0	0	0	0	0900	1	1	5	18	33	9	2	0	0	0	0	0	0	26	30.2	11	15.94	2	2.899	0	0	
1000	70	2	65	1	1	0	1	0	0	0	0	0	1000	1	3	1	22	26	15	1	1	0	0	0	0	0	26.3	31.7	17	24.29	2	2.857	0	0	
1100	78	4	69	5	0	0	0	0	0	0	0	0	1100	2	4	10	22	34	7	4	0	0	0	0	0	0	25.4	29.8	11	14.1	4	5.023	0	0	
1200	89	12	71	0	2	1	3	0	0	0	0	0	1200	3	6	13	18	37	10	1	0	1	0	0	0	0	25.4	29.3	12	13.48	2	2.247	1	1.124	
1300	82	7	68	1	2	1	3	0	0	0	0	0	1300	2	0	10	26	27	14	2	0	1	0	0	0	0	26.6	31.2	17	20.73	3	3.659	1	1.22	
1400	76	7	69	0	0	0	0	0	0	0	0	0	1400	0	6	7	24	25	10	3	0	0	0	0	0	0	25.2	30.3	14	18.42	4	3.923	0	0	
1500	80	5	74	0	1	0	0	0	0	0	0	0	1500	1	2	4	23	31	14	5	0	0	0	0	0	0	26.3	31.4	19	23.75	5	6.25	0	0	
1600	70	5	62	0	1	1	1	0	0	0	0	0	1600	2	4	4	17	31	11	0	0	0	1	0	0	0	25.6	30.4	12	17.14	1	1.429	1	1.429	
1700	61	4	53	0	3	0	1	0	2	0	0	0	1700	0	0	4	12	30	12	1	0	0	0	0	0	0	26.7	30.6	13	21.31	1	1.639	0	0	
1800	79	11	66	0	2	0	0	0	0	0	0	0	1800	1	7	5	19	30	15	2	0	0	0	0	0	0	25.3	30.9	17	21.52	2	2.532	0	0	
1900	41	2	38	0	1	0	0	0	0	0	0	0	1900	0	0	4	7	15	12	1	0	2	0	0	0	0	28.3	33.3	15	35.59	3	7.317	2	4.878	
2000	34	0	34	0	0	0	0	0	0	0	0	0	2000	0	0	1	10	10	11	2	0	0	0	0	0	0	27.9	32.8	13	38.24	2	5.882	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0	0	2100	0	0	2	2	2	2	0	0	0	0	0	0	0	27.1	-	2	33.33	0	0	0	0	
2200	3	0	10	0	1	0	0	0	0	0	0	0	2200	0	1	1	1	3	4	1	0	0	0	0	0	0	27.1	34.1	5	45.45	1	3.931	0	0	
2300	3	0	2	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	2	66.67	0	0	0	0	
792	69	691	12	10	19	12	102	19	37	66	210	116	126	23	30	158	158	23	30	158	158	23	30	158	158	23	30.9	158.57	23	158.57	23	158.57	0.379	0.379	
06-22	879	67	774	2	20	4	12	0	0	0	0	0	06-22	11	37	70	230	342	153	28	3	0	0	0	0	0	0	25.9	31.1	189	21.5	36	4.996	5	0.569
08-27	983	77	886	12	20	12	12	0	0	0	0	0	08-27	16	39	72	331	342	158	28	3	0	0	0	0	0	0	25.9	31.1	189	21.5	36	4.996	5	0.569
09-23	923	69	814	2	22	4	12	0	0	0	0	0	09-23	11	39	72	239	356	164	33	1	4	4	1	0	0	0	26	31.2	206	22.32	42	4.55	5	0.569

[illegible]

27 June 2019

[illegible]

28 June 2019

[illegible]**Virtual Day (7)**[illegible]

Virtual Week (1)

Time	Total	C1s										C10	Fix1	Time	Vbin 0					Vbin 25					Vbin 50					Vbin 75					Mean	Vpp	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%
		C1s	C2	C3	C4	C5	C6	C7	C8	C9	C10				0	15	25	35	45	50	55	60	65	70	75	80	85	90	95	100												
Mon	1272	58	1133	4	71	1	5	0	0	0	0	Mon	5	34	91	290	534	530	63	7	5	2	0	0	0	1	0	27	319	328	275	95	0	0	0	0	0	0.620				
Tue	1265	53	1117	4	82	3	5	0	0	0	0	Tue	3	25	117	348	521	182	37	14	6	1	1	0	0	0	0	26	309	241	19.05	55	4.664	8	0.632							
Wed	1252	78	1090	5	66	2	8	1	2	0	0	Wed	5	46	148	312	493	188	46	6	2	2	2	0	0	0	0	25	307	248	19.81	60	4.792	8	0.639							
Thu	1334	85	1160	5	81	3	8	1	1	0	0	Thu	15	48	128	318	521	182	37	14	6	1	1	0	0	0	0	25	307	248	19.81	60	4.792	8	0.639							
Fri	1244	64	1192	1	77	3	8	2	1	0	0	Fri	5	27	91	250	568	309	75	14	6	1	1	0	0	0	0	27	326	408	30.24	99	7.339	10	0.719							
Sat	1032	63	917	3	35	1	11	0	0	0	0	ISat	6	34	87	213	437	194	46	11	1	2	1	0	0	0	0	26	319	255	24.71	61	5.911	94	0.581							
ISun	923	69	814	3	35	1	11	0	0	0	0	ISun	7	29	91	239	356	72	39	35	6	2	1	0	0	0	0	26	319	255	24.71	61	5.911	94	0.581							
8427		749	7442	21	498	17	94	6	1	1	0	47					353	729	1928	3430	1928	353	65	26	17	7	1	26.8	317	1998	27.71	472	5.923	94	0.541							

Grand Total

Time	Total	C1s 1	C1s 2	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	Mean	Ypo	JP5L	JP5L+ ACPO	JP5L1 ACPO	JP5L1+ ACPO	JP5L2 DFT	JP5L2+ DFT	
--	8427	470	7443	21	408	17	54	4	6	1	3	--	--	47 10	253 10	729 20	2970 15	3430 30	1526 35	353 40	65 45	26 50	17 60	7 70	1 80	1 90	0	26.5	31	30.98	23.71	472	5.60	54	0.61

Advanced Transport Research

Report Id - CustomList-2686

Site Name - Z2030-003

Description - CAVERSHAM PARK ROAD [30M]

Direction - East

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% ACPO	ISL1 30	ISL1% ACPO	ISL2 DFT	ISL2% DFT	
0000	19	0	19	0	0	0	0	0	0	0	0	0	0000	0	0	1	9	7	2	0	0	0	0	0	0	0	0	0	25.5	27	2	10.53	0	0	0	0	
0100	6	1	5	0	0	0	0	0	0	0	0	0	0100	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	27.1	0	0	0	0	0	0	0	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0200	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	25.9	1	25	0	0	0	0	0	
0300	2	0	1	0	0	1	0	0	0	0	0	0	0300	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.1	0	0	0	0	0	0	0	
0400	5	0	3	0	0	1	0	0	0	0	0	0	0400	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	27.1	0	0	0	0	0	0	0	
0500	4	0	4	0	0	0	0	0	0	0	0	0	0500	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	26.6	1	25	0	0	0	0	0	
0600	16	1	13	0	2	0	0	0	0	0	0	0	0600	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	25.3	28.4	0	0	0	0	0	0	
0700	50	2	45	0	0	0	0	0	0	0	0	0	0700	0	0	3	13	31	2	1	0	0	0	0	0	0	0	0	25.8	28.4	3	6	1	2	0	0	
0800	131	1	117	0	6	7	0	0	0	0	0	0	0800	0	1	7	64	51	8	0	0	0	0	0	0	0	0	0	24.9	28	8	6.107	0	0	0	0	
0900	203	4	191	0	5	3	0	0	0	0	0	0	0900	0	0	8	86	91	16	2	0	0	0	0	0	0	0	0	25.4	28.4	18	8.867	2	0.985	0	0	
1000	193	4	179	1	9	0	0	0	0	0	0	0	1000	1	1	8	93	78	11	1	0	0	0	0	0	0	0	0	24.9	28.2	12	6.218	1	0.518	0	0	
1100	209	2	201	0	4	0	2	0	0	0	0	0	1100	0	1	14	105	78	11	0	0	0	0	0	0	0	0	0	24.8	27.8	11	5.263	0	0	0	0	
1200	215	9	198	0	7	0	0	0	0	0	0	0	1200	0	7	14	103	80	11	0	0	0	0	0	0	0	0	0	24.2	27.6	11	5.116	0	0	0	0	
1300	191	3	181	2	5	0	0	0	0	0	0	0	1300	1	0	11	74	100	4	1	0	0	0	0	0	0	0	0	25.1	28	5	2.618	1	0.524	0	0	
1400	172	4	160	1	7	0	0	0	0	0	0	0	1400	0	2	5	83	66	13	1	2	0	0	0	0	0	0	0	25.5	28.9	16	9.302	3	1.744	0	0	
1500	177	5	169	0	3	0	0	0	0	0	0	0	1500	0	1	8	85	76	7	0	0	0	0	0	0	0	0	0	24.8	27.8	7	3.955	0	0	0	0	
1600	179	6	168	0	4	0	1	0	0	0	0	0	1600	1	2	9	80	77	10	0	0	0	0	0	0	0	0	0	24.9	27.4	10	5.587	0	0	0	0	
1700	156	4	147	2	2	0	1	0	0	0	0	0	1700	0	1	6	65	72	12	0	0	0	0	0	0	0	0	0	25.2	28.3	12	7.692	0	0	0	0	
1800	179	3	170	0	4	0	2	0	0	0	0	0	1800	0	4	5	94	68	7	0	1	0	0	0	0	0	0	0	24.5	27.3	8	4.469	1	0.559	0	0	
1900	106	2	102	0	2	0	0	0	0	0	0	0	1900	0	1	5	60	36	4	0	0	0	0	0	0	0	0	0	24.3	27.5	4	3.774	0	0	0	0	
2000	65	0	61	0	4	0	0	0	0	0	0	0	2000	0	0	2	33	27	3	0	0	0	0	0	0	0	0	0	24.8	27.7	3	4.615	0	0	0	0	
2100	60	1	57	0	2	0	0	0	0	0	0	0	2100	0	0	3	28	22	5	2	0	0	0	0	0	0	0	0	25.5	29.1	7	11.67	2	3.333	0	0	
2200	55	1	54	0	0	0	0	0	0	0	0	0	2200	0	0	2	26	24	3	0	0	0	0	0	0	0	0	0	25.2	27.6	3	5.455	0	0	0	0	
2300	31	1	30	0	0	0	0	0	0	0	0	0	2300	0	1	1	11	12	2	0	0	0	0	0	0	0	0	0	25.9	30.5	4	12.9	2	6.452	0	0	
07-19	2055	47	1926	6	59	10	6	1	0	0	0	0	07-19	3	20	98	945	868	112	6	3	0	0	0	0	0	0	0	0	24.9	28	121	5.888	9	0.438	0	0
06-22	2302	51	2159	6	69	10	6	1	0	0	0	0	06-22	3	21	109	973	961	124	8	3	0	0	0	0	0	0	0	0	24.8	28	135	5.864	11	0.478	0	0
06-40	2388	53	2243	6	69	10	6	1	0	0	0	0	06-40	3	23	115	1010	997	129	16	3	0	0	0	0	0	0	0	0	24.9	28	142	5.846	13	0.544	0	0
06-00	2428	54	2279	6	70	12	6	1	0	0	0	0	06-00	3	22	117	1128	1011	133	11	3	0	0	0	0	0	0	0	0	24.9	28	147	6.054	14	0.577	0	0

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% ACPO	ISL1 30	ISL1% ACPO	ISL2 35	ISL2% ACPO	
0000	22	0	22	0	0	0	0	0	0	0	0	0	0000	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	25.2	27.1	1	4.545	1	4.545	0	0	
0100	11	0	11	0	0	0	0	0	0	0	0	0	0100	0	0	0	6	4	0	0	1	0	0	0	0	0	0	0	26	31.9	1	9.091	0	0	0	0	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0200	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	25.6	0	0	0	0	0	0	0	
0300	4	0	4	0	0	0	0	0	0	0	0	0	0300	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	24.5	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	28.4	0	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0	0	0500	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	
0600	14	0	14	0	0	0	0	0	0	0	0	0	0600	0	0	1	6	5	2	0	0	0	0	0	0	0	0	0	25.4	29.9	2	14.29	0	0	0	0	
0700	19	2	16	0	1	0	0	0	0	0	0	0	0700	0	0	1	7	8	3	0	0	0	0	0	0	0	0	0	25.7	30.7	3	15.79	0	0	0	0	
0800	72	1	68	0	3	0	0	0	0	0	0	0	0800	0	0	2	43	27	0	0	0	0	0	0	0	0	0	0	24.3	27.1	0	0	0	0	0	0	
0900	137	4	129	1	3	0	0	0	0	0	0	0	0900	0	2	13	70	48	3	1	0	0	0	0	0	0	0	0	0	23.9	26.7	4	2.92	1	0.73	0	0
1000	161	3	156	0	2	0	0	0	0	0	0	0	1000	0	1	4	85	62	8	0	1	0	0	0	0	0	0	0	24.8	27.5	9	5.59	1	0.621	0	0	
1100	209	2	203	0	4	0	0	0	0	0	0	0	1100	0	0	113	82	62	0	0	0	0	0	0	0	0	0	0	24.7	27.3	8	3.828	0	0	0	0	
1200	215	3	210	1	1	0	0	0	0	0	0	0	1200	0	0	11	99	87	8	0	0	0	0	0	0	0	0	0	24.9	27.8	8	3.721	0	0	0	0	
1300	199	4	192	0	3	0	0	0	0	0	0	0	1300	0	3	10	102	73	11	0	0	0	0	0	0	0	0	0	24.4	27.6	11	5.528	0	0	0	0	
1400	164	2	158	0	2	2	0	0	0	0	0	0	1400	0	3	8	98	48	5	4	1	0	0	0	0	0	0	0	24.3	27	9	5.488	4	2.439	0	0	
1500	160	3	156	0	0	0	1	0	0	0	0	0	1500	1	0	7	85	57	6	3	1	0	0	0	0	0	0	0	24.7	28	10	6.25	2	2.5	0	0	
1600	161	4	155	1	1	0	0	0	0	0	0	0	1600	1	1	11	82	58	8	1	0	0	0	0	0	0	0	0	24.3	27.3	9	5.59	1	0.621	0	0	
1700	181	4	173	0	3	1	0	0	0	0	0	0	1700	0	1	5	85	75	11	3	0	0	0	0	0	0	0	0	25.1	27.8	15	8.287	4	2.21	0	0	
1800	149	2	145	0	2	0	0	0	0	0	0	0	1800	0	2	11	93	62	10	0	0	0	0	0	0	0	0	0	24.6	27.2	11	7.432	1	0.676	0	0	
1900	104	2	100	1	1	0	0	0	0	0	0	0	1900	1	0	4	50	44	4	0	0	0	0	0	0	0	0	0	24.8	27.5	5	4.808	1	0.952	0	0	
2000	72	0	68	0	4	0	0	0	0	0	0	0	2000	0	0	4	31	31	6	0	0	0	0	0	0	0	0	0	25	27.9	6	8.333	0	0	0	0	
2100	44	0	44	0	0	0	0	0	0	0	0	0	2100	0	0	20	20	20	0	0	0	0	0	0	0	0	0	0	25.4	28.4	2	4.091	0	0	0	0	
2200	31	0	29	0	0	0	0	0	0	0	0	0	2200	0	0	0	11	15	4	0	0	0	0	0	0	0	0	0	26.7	30.7	5	16.13	1	3.226	0	0	
2300	11	0	11	0	0	0	0	0	0	0	0	0	2300	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	26.1	30.4	2	18.18	0	0	0	0	
0001	1203	38	1149	4	30	1	27	19	85	931	127	88	0001	127	88	931	997	81	15	17	24	0	0	0	0	0	0	0	24.7	24.7	16	9.812	16	0.876	24	0	
06-22	2060	41	1975	5	35	1	3	9	0	0	0	0	06-22	2	12	97	1038	787	97	14	3	0	0	0	0	0	0	0	0	24.6	27.6	114	5.534	17	0.825	0	0
07-15	2103	41	2016	5	35	1	3	9	0	0	0	0	07-15	2	12	97	1053	817	103	16	4	0	0	0	0	0	0	0	0	24.7	27.6	114	5.534	17	0.825	0	0
00-00	2149	41	2061	5	35	1	3	9	0	0	0	0	00-00	2	12	97	1074	841	103	16	4	0	0	0	0	0	0	0	0	24.7	27.7	123	5.724	20	0.931	0	0

Advanced Transport Research

Report Id - CustomList-2686

Site Name - Z22030-003

Description - CAVERSHAM PARK ROAD [30M]

Direction - West

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2 DFT	ISL2% DFT	
0000	24	0	24	0	0	0	0	0	0	0	0	0	0000	0	0	0	5	18	1	0	0	0	0	0	0	0	0	0	26.4	29.1	1	4.167	0	0	0	0	0	
0100	8	0	8	0	0	0	0	0	0	0	0	0	0100	0	0	0	7	1	7	0	0	0	0	0	0	0	0	0	27.2	-	0	27	0	0	0	0	0	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0200	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	29	-	2	40	0	0	0	0	0	
0300	3	0	2	0	1	0	0	0	0	0	0	0	0300	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	0	0	
0400	8	0	8	0	0	0	0	0	0	0	0	0	0400	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	28.8	-	3	37.5	1	12.5	0	0	0	
0500	7	0	7	0	0	0	0	0	0	0	0	0	0500	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	0	0	0	
0600	19	0	19	0	0	0	0	0	0	0	0	0	0600	0	0	0	1	12	6	0	0	0	0	0	0	0	0	0	28.1	30.9	6	31.58	0	0	0	0	0	
0700	73	1	64	0	7	0	0	0	0	0	0	0	0700	0	1	3	15	37	15	1	1	0	0	0	0	0	0	0	27.4	31.1	17	23.29	2	2.74	0	0	0	
0800	145	4	136	0	11	0	0	0	0	0	0	0	0800	0	5	3	38	77	18	2	2	0	0	0	0	0	0	0	28.4	30.1	22	15.17	4	2.759	0	0	0	
0900	171	3	156	1	10	1	0	0	0	0	0	0	0900	1	0	8	65	77	20	0	0	0	0	0	0	0	0	0	25.7	29.7	20	10.47	0	0	0	0	0	
1000	196	2	185	0	7	1	1	0	0	0	0	0	1000	3	0	6	82	86	17	0	2	0	0	0	0	0	0	0	25.3	29	19	9.694	2	1.02	0	0	0	
1100	231	3	219	1	7	0	1	0	0	0	0	0	1100	1	3	12	87	110	18	0	0	0	0	0	0	0	0	0	25.3	29	18	7.792	0	0	0	0	0	
1200	191	3	179	3	4	0	1	0	0	0	0	0	1200	1	3	14	72	84	20	0	0	0	0	0	0	0	0	0	24.9	28.7	20	10.47	0	0	0	0	0	
1300	199	4	188	0	7	0	0	0	0	0	0	0	1300	3	3	11	82	89	9	1	1	0	0	0	0	0	0	0	24.7	28.4	11	5.528	2	1.005	0	0	0	
1400	178	3	171	1	3	0	0	0	0	0	0	0	1400	1	1	19	86	71	20	0	0	0	0	0	0	0	0	0	25	29.4	20	11.24	0	0	0	0	0	
1500	178	3	168	1	6	0	0	0	0	0	0	0	1500	0	0	13	90	12	2	0	0	0	0	0	0	0	0	0	25.5	29	14	7.865	2	1.124	0	0	0	
1600	176	7	162	0	7	0	0	0	0	0	0	0	1600	1	3	10	65	72	22	3	0	0	0	0	0	0	0	0	25.5	29.9	25	14.2	3	1.705	0	0	0	
1700	144	2	136	0	6	0	0	0	0	0	0	0	1700	0	0	12	52	64	16	0	0	0	0	0	0	0	0	0	25.4	29	16	11.11	0	0	0	0	0	
1800	127	4	118	0	5	0	0	0	0	0	0	0	1800	0	1	4	36	63	22	0	0	0	0	0	0	0	0	0	26.5	30.4	23	18.11	1	0.787	0	0	0	
1900	126	6	116	1	3	0	0	0	0	0	0	0	1900	0	0	5	34	70	15	2	0	0	0	0	0	0	0	0	26.4	29.9	17	13.49	2	1.587	0	0	0	
2000	96	1	79	0	6	0	0	0	0	0	0	0	2000	6	5	10	25	44	13	0	0	0	0	0	0	0	0	0	26.5	30.1	14	16.28	1	1.163	0	0	0	
2100	57	1	54	0	2	0	0	0	0	0	0	0	2100	0	1	4	20	25	7	0	0	0	0	0	0	0	0	0	25.3	28.8	7	12.28	0	0	0	0	0	
2200	54	1	50	0	2	1	0	0	0	0	0	0	2200	0	0	2	17	27	7	1	0	0	0	0	0	0	0	0	26.4	30	8	14.81	1	1.852	0	0	0	
2300	39	0	38	0	1	0	0	0	0	0	0	0	2300	0	0	1	11	19	8	1	0	0	0	0	0	0	0	0	27.8	31.4	9	23.08	1	2.564	0	0	0	
07-19	2009	40	1876	7	80	2	3	0	1	0	0	0	06-22	11	20	110	735	908	209	10	6	0	0	0	0	0	0	0	0	25.5	29.4	225	11.2	16	0.796	0	0	0
06-22	2297	48	2144	8	91	2	3	0	1	0	0	0	06-22	11	22	815	1059	250	12	7	0	0	0	0	0	0	0	0	0	25.6	29.8	269	11.71	19	0.827	0	0	0
06-00	2399	49	2232	9	94	3	3	0	1	0	0	0	06-00	11	23	124	843	1116	265	14	8	0	0	0	0	0	0	0	0	25.5	29.3	282	11.37	21	0.876	0	0	0
00-00	2445	49	2286	8	95	3	3	0	1	0	0	0	00-00	11	21	124	856	1137	272	16	8	0	0	0	0	0	0	0	0	25.7	29.6	296	12.11	24	0.982	0	0	0

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2 DFT	ISL2% DFT	
0000	29	0	26	0	3	0	0	0	0	0	0	0	0000	0	0	0	1	10	12	5	1	0	0	0	0	0	0	0	0	26.6	31	6	20.69	1	3.448	0	0	
0100	13	0	13	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	27.3	31.1	4	30.77	0	0	0	0	
0200	8	0	6	0	2	0	0	0	0	0	0	0	0200	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	27.4	-	1	12.5	0	0	0	0	
0300	4	0	4	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	25.8	-	1	25	0	0	0	0	
0400	3	0	3	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.3	-	1	33.33	1	33.33	0	0	
0500	6	0	6	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	25	-	3	50	1	16.67	0	0	
0600	16	1	14	0	1	0	0	0	0	0	0	0	0600	0	0	0	1	2	9	4	0	0	0	0	0	0	0	0	0	28.2	33.6	4	25	0	0	0	0	
0700	37	0	36	1	0	0	0	0	0	0	0	0	0700	0	0	0	1	9	20	7	7	0	0	0	0	0	0	0	0	27	31	7	18.92	0	0	0	0	
0800	66	3	57	0	5	1	1	0	0	0	0	0	0800	2	2	1	19	31	10	1	0	0	0	0	0	0	0	0	0	0	26	30.7	11	16.67	1	1.515	0	0
0900	114	3	107	0	4	0	0	0	0	0	0	0	0900	0	2	4	56	44	7	1	0	0	0	0	0	0	0	0	0	0	24.9	27.9	8	7.018	1	0.877	0	0
1000	167	3	158	0	6	0	0	0	0	0	0	0	1000	0	1	8	80	64	12	1	1	0	0	0	0	0	0	0	0	25.2	28.4	14	8.363	2	1.198	0	0	
1100	220	7	205	2	5	0	0	0	0	0	0	0	1100	5	15	5	109	103	17	14	0	0	0	0	0	0	0	0	0	25.9	27.2	14	6.364	0	0	0	0	
1200	178	4	169	1	3	0	0	0	0	0	0	0	1200	0	5	6	79	77	13	1	0	0	0	0	0	0	0	0	0	24.8	28.5	11	6.18	1	0.562	0	0	
1300	208	1	201	2	4	0	0	0	0	0	0	0	1300	0	0	11	99	83	13	2	0	0	0	0	0	0	0	0	0	24.9	27.8	15	7.212	2	0.962	0	0	
1400	180	0	173	2	4	1	0	0	0	0	0	0	1400	1	4	6	145	66	9	0	0	0	0	0	0	0	0	0	0	24.4	27.6	15	6.15	0	0	0	0	
1500	174	5	166	1	2	0	0	0	0	0	0	0	1500	1	0	9	77	78	9	0	0	0	0	0	0	0	0	0	0	24.9	28	9	5.172	0	0	0	0	
1600	153	2	148	0	3	0	0	0	0	0	0	0	1600	0	1	5	54	78	14	1	0	0	0	0	0	0	0	0	0	0	25.8	29.2	15	9.804	1	0.654	0	0
1700	160	3	154	0	3	0	0	0	0	0	0	0	1700	1	4	6	66	67	14	2	0	0	0	0	0	0	0	0	0	0	25.2	29.2	16	10	2	1.25	0	0
1800	132	0	132	0	0	0	0	0	0	0	0	0	1800	0	5	5	21	2	20.6	0	0	0	0	0	0	0	0	0	0	26.2	29.6	16	14.61	2	1.471	0	0	
1900	130	1	125	0	2	1	0	0	0	0	0	0	1900	0	0	0	5	54	54	14	2	1	0	0	0	0	0	0	0	25.9	29.7	17	13.08	3	2.308	0	0	
2000	71	0	66	0	3	0	0	0	0	0	0	0	2000	0	0	0	3	19	38	10	0	0	0	0	0	0	0	0	0	26.9	30.1	11	15.49	1	1.408	0	0	
2100	38	0	36	0	2	0	0	0	0	0	0	0	2100	0	0	0	2	17	26.5	1	1	0	0	0	0	0	0	0	0	27	30.5	11	17	1	1.664	0	0	
2200	35	0	33	0	2	0	0	0	0	0	0	0	2200	0	0	0	2	15	17	1	0	0	0	0	0	0	0	0	0	25.1	28.5	1	2.857	0	0	0	0	
2300	21	0	20	0	1	0	0	0	0	0	0	0	2300	0	0	0	0	2	15	17	1	0	0	0	0	0	0	0	0	25	28.30	14	14.20	1	1.762	0	0	
0001	1793	35	1716	42	0	0	0	0	0	0	0	0	0001	1937	18	793	793	734	140	11	0	0	0	0	0	0	0	0	0	25.6	28.6	152	8.477	11	0.689	0	0	
06-22	2048	37	1947	8	91	2	3	0	0	0	0	0	06-22	6	21	99	880	852	174	13	4	0	0	0	0	0	0	0	0	0	25.2	28.9	191	9.322	17	0.83	0	0
08-00	2048	37	2005	10	88	2	3	0	0	0	0	0	08-00	6	22	104	876	852	177	14	18	0	0	0	0	0	0	0	0	0	25.2	28.9	191	9.364	18	0.855	0	0
2168	37	2059	8	58	2	3	0	0	0	0	0	0	2168	6	22	104	920	950	190	16	5	0	0	0	0	0	0	0	0	0	25.3	28.9	211	9.732	21	0.989	0	0

[illegible]

27 June 2019

[illegible]

28 June 2019

Time	Total	Cis									Cis 10	Fix1	Time	Vbin	Vbin 10					Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	IPSL	IPSL% 30	ISL1 30 ACPO	ISL1% 35 ACPO	ISL2 35 DFT	ISL2% 45 DFT	
		1	2	3	4	5	6	7	8	9																													
0000	10	0	0	0	0	0	0	0	0	0	0000	0	10	15	20	25	30	35	40	45	50	60	70	80	90	100													
0100	3	0	3	0	0	0	0	0	0	0	0100																												
0200	3	3	0	2	0	1	1	0	0	0	0200																												
0300	4	0	0	3	0	1	1	0	0	0	0300																												
0400	6	0	0	5	0	0	0	0	0	0	0400																												
0500	12	1	0	9	0	2	1	0	0	0	0500																												
0600	55	2	48	0	0	4	1	0	0	0	0600																												
0700	163	10	165	0	1	0	0	0	0	0	0700																												
0800	285	4	257	3	17	4	0	0	0	0	0800	12	3	17	109	122	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0900	212	2	193	1	13	2	0	0	0	1	0900																												
1000	154	3	137	0	1	0	0	0	0	0	1000																												
1100	197	2	172	1	22	0	0	0	0	0	1100																												
1200	194	2	170	2	18	1	1	0	0	0	1200																												
1300	162	5	144	0	1	0	0	0	0	0	1300																												
1400	206	4	187	0	12	2	0	0	0	0	1400	7	4	19	82	79	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	204	5	186	1	12	0	0	0	0	0	1500																												
1600	255	3	241	0	1	0	0	0	0	0	1600																												
1700	250	5	234	0	1	0	0	0	0	0	1700	4	3	16	95	106	24	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	207	7	190	0	7	0	0	0	0	0	1800																												
1900	168	6	154	1	5	1	0	0	0	0	1900																												
2000	112	4	102	0	6	0	0	0	0	0	2000																												
2100	62	1	60	0	4	0	0	0	0	0	2100																												
2200	52	0	51	0	0	0	0	0	0	0	2200																												
2300	25	0	24	0	1	0	0	0	0	0	2300																												
00:18	2522	47	2233	10	15	18	11	3	0	0	00:18	220	33	35	165	165	109	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:22	2939	60	2672	11	17	13	3	0	0	0	06:22	33	30	189	1103	1267	270	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:30	3016	60	2784	11	17	13	3	0	0	0	06:30	33	30	192	1143	1308	280	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:34	3054	61	2784	11	17	13	3	0	0	0	06:34	33	30	195	1150	1321	285	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Virtual Day (7)[illegible]**Virtual Week (1**[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 20	Vbin 30	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%		
		1												0	10	20	30	35	40	45	50	60	70	80	90	100								
--	19510	286	17892	72	1052	65	29	2	13	1	8	--	139	25	1261	7438	8506	1737	151	23	2	0	1	0	0	1	25.2	29	1915	9.915	17.8	0.912	4	0.021

Advanced Transport Research

Report Id - CustomList-2687

Site Name - 22090.004

Description - PEPPARD ROAD [30M]

Direction - North

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	ISL2 DFT	ISL2% DFT
0000	48	0	46	0	2	0	0	0	0	0	0	0	0000	0	0	0	0	3	9	22	7	1	4	1	0	0	0	34	40.9	36	75	14	29.17	6	12.5			
0100	26	9	22	0	2	0	0	0	0	0	0	0	0100	0	1	0	1	2	12	37	2	0	0	0	0	0	0	32.3	37	21	80.7	11	35.6	4	15	45	3.846	
0200	15	0	13	0	2	0	0	0	0	0	0	0	0200	0	0	0	0	6	3	3	1	0	2	0	0	0	0	35.4	47.1	9	60	6	40	2	13.33			
0300	9	0	8	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	3	2	1	2	1	0	0	0	0	35.6	-	6	66.67	4	44.44	1	11.11			
0400	10	9	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-	9	90	7	70	2	20			
0500	14	1	12	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	4	2	5	1	2	0	0	0	0	0	35.8	-	10	71.43	8	57.14	2	14.29			
0600	58	2	50	0	5	0	0	0	0	0	0	0	0600	0	0	1	1	14	18	14	4	3	3	0	0	0	0	34.6	42.7	42	72.41	24	41.38	6	10.34			
0700	137	3	121	0	10	1	0	0	0	0	0	0	0700	0	3	1	1	43	54	17	5	3	4	0	0	0	0	32.1	38	83	60.58	29	21.17	7	5.109			
0800	244	6	218	0	17	1	1	0	0	0	0	0	0800	0	2	4	10	78	115	26	8	0	1	0	0	0	0	31	34.9	150	61.48	35	14.34	1	0.41			
0900	399	7	384	0	24	3	1	0	0	0	0	0	0900	0	2	8	32	203	123	25	5	1	0	0	0	0	0	28.2	32.9	154	38.6	31	7.769	1	0.251			
1000	466	3	443	2	17	0	1	0	0	0	0	0	1000	0	1	3	48	264	120	26	4	0	0	0	0	0	0	28.9	32.2	150	32.19	30	6.438	0	0			
1100	481	11	448	2	17	1	2	0	0	0	0	0	1100	0	2	6	53	226	147	21	1	0	1	0	0	0	0	28.2	32.6	170	35.34	23	4.762	1	0.208			
1200	441	9	415	0	13	0	1	2	1	0	0	0	1200	10	17	18	39	172	151	23	6	3	2	0	0	0	0	28.3	33.1	185	41.95	34	7.71	5	1.134			
1300	441	7	422	1	11	0	0	0	0	0	0	0	1300	0	5	2	39	204	142	41	5	3	0	0	0	0	0	28.7	34	191	43.31	49	11.11	3	0.68			
1400	366	8	344	0	11	0	0	0	0	0	0	0	1400	0	11	4	46	181	112	25	1	0	1	0	0	0	0	28.6	33.4	139	37.98	27	7.377	1	0.273			
1500	354	4	335	1	13	1	0	0	0	0	0	0	1500	1	3	11	28	176	111	21	2	1	0	0	0	0	0	28.8	33.3	135	38.14	24	6.78	1	0.282			
1600	355	7	339	2	7	0	0	0	0	0	0	0	1600	0	3	6	35	167	109	27	7	1	0	0	0	0	0	29.4	33.8	144	40.56	35	9.859	1	0.282			
1700	345	2	330	0	12	0	1	0	0	0	0	0	1700	0	3	10	26	140	139	19	7	1	0	0	0	0	0	29.7	33.8	166	48.12	27	7.626	1	0.39			
1800	306	1	306	0	9	9	0	0	0	0	0	0	1800	0	1	4	37	143	102	27	3	0	0	0	0	0	0	30.3	33.7	132	41.64	30	9.464	0	0			
1900	245	3	234	2	5	0	1	0	0	0	0	0	1900	0	1	3	13	112	76	37	3	0	0	0	0	0	0	30.3	35.6	116	47.35	40	16.33	0	0			
2000	155	1	144	0	10	0	0	0	0	0	0	0	2000	0	1	12	64	49	23	5	2	0	1	0	0	0	0	30.9	35.7	79	50.97	30	19.35	2	1.29			
2100	129	3	123	0	3	0	0	0	0	0	0	0	2100	0	0	1	4	49	55	11	7	1	1	0	0	0	0	31.4	35.3	75	58.14	20	15.5	1	1.55			
2200	107	1	105	0	0	0	0	0	0	0	0	0	2200	0	0	3	5	44	34	15	3	2	1	0	0	0	0	31.1	36.2	55	51.4	21	19.63	3	2.804			
2300	75	2	70	0	3	0	0	0	0	0	0	0	2300	0	2	3	2	30	28	9	2	0	1	0	0	0	0	31.1	35.4	41	54.67	13	17.33	2	2.657			
07-19	4346	68	4085	12	161	7	7	2	4	0	0	0	07-19	15	50	105	400	1977	1425	298	54	14	8	0	0	0	0	0	28.2	33.4	1799	41.39	374	8.606	22	0.506		
06-22	4933	77	4636	14	184	7	8	2	5	0	0	0	06-22	15	51	110	430	2216	1623	383	73	20	12	0	0	0	0	0	28.4	33.8	2111	42.79	488	9.893	32	0.649		
06-00	5115	80	4814	16	187	7	9	9	2	5	0	0	06-00	17	51	113	437	2288	1685	407	78	22	14	0	0	0	0	0	28.5	33.9	2207	43.16	495	10.26	32	0.723		
00-00	5237	82	4921	14	196	7	9	2	5	1	0	0	00-00	18	52	113	441	2315	1728	436	83	32	17	2	0	0	0	0	28.6	34.1	2298	43.88	570	10.88	51	0.974		

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	ISL2 DFT	ISL2% DFT	
0000	64	0	61	0	3	0	0	0	0	0	0	0	0000	0	0	0	2	22	23	16	1	0	0	0	0	0	0	0	32.2	37	40	62.5	17	26.56	0	0			
0100	27	0	27	0	0	0	0	0	0	0	0	0	0100	0	0	0	5	12	7	1	1	0	0	0	0	0	0	0	34.3	33	23	79.31	11	37.33	3	15	45	10.34	
0200	18	0	18	0	0	0	0	0	0	0	0	0	0200	0	0	0	1	5	7	4	1	0	0	0	0	0	0	0	32.5	37	12	66.67	5	27.78	0	0			
0300	17	0	16	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	4	9	4	0	0	0	0	0	0	0	0	32.3	37.1	13	76.47	4	23.53	0	0			
0400	9	0	9	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	2	2	2	2	0	0	0	0	0	0	37.2	-	8	88.89	6	66.67	2	22.22			
0500	10	1	8	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	36.3	-	10	90	4	40	2	20			
0600	37	4	31	0	2	0	0	0	0	0	0	0	0600	0	2	0	2	10	6	9	5	1	2	0	0	0	0	0	0	33.5	41.6	23	62.16	17	45.95	3	1.808		
0700	66	2	58	0	5	0	0	0	1	0	0	0	0700	0	0	1	2	27	22	8	5	1	0	0	0	0	0	0	0	31.5	36.8	36	54.55	14	21.21	1	1.515		
0800	135	8	123	0	8	2	2	0	0	0	0	0	0800	0	8	10	54	40	15	10	4	0	0	0	0	0	0	0	0	30.4	35.9	65	48.15	25	18.52	2	0.633		
0900	228	6	213	0	8	8	0	0	0	0	0	0	0900	1	5	3	11	110	68	24	5	0	1	0	0	0	0	0	0	29.7	34.6	98	42.98	30	13.16	1	0.439		
1000	309	8	295	0	6	0	0	0	0	0	0	0	1000	2	3	2	14	154	112	17	5	0	0	0	0	0	0	0	0	29.4	32.8	134	43.37	22	17.12	0	0		
1100	402	9	383	0	9	0	0	0	0	0	0	0	1100	0	23	0	23	208	127	26	2	1	0	0	0	0	0	0	0	29.2	32.9	157	39.05	30	7.463	2	0.488		
1200	431	7	416	0	8	0	0	0	0	0	0	0	1200	3	15	21	45	201	110	29	5	2	0	0	0	0	0	0	0	28.8	34.6	146	33.87	36	8.353	2	0.484		
1300	392	5	368	2	14	1	2	0	0	0	0	0	1300	1	3	10	42	178	127	25	5	0	1	0	0	0	0	0	0	28.9	32.9	158	40.31	31	7.908	1	0.255		
1400	349	4	330	1	14	0	0	0	0	0	0	0	1400	1	1	5	21	176	121	20	5	0	0	0	0	0	0	0	0	29.5	33.1	146	41.83	25	7.183	0	0		
1500	355	8	335	1	10	0	0	0	0	0	0	0	1500	3	10	10	115	115	21	15	0	0	0	0	0	0	0	0	0	29.0	33.9	149	42.98	31	12.64	0	0.264		
1600	348	5	337	1	5	0	0	0	0	0	0	0	1600	0	3	6	21	157	139	17	4	0	0	0	0	0	0	0	0	29.6	32.9	161	46.26	22	6.322	1	0.287		
1700	316	1	306	1	8	0	0	0	0	0	0	0	1700	1	0	4	17	151	105	29	7	1	1	0	0	0	0	0	0	30.2	34.4	143	45.25	38	12.03	2	0.633		
1800	268	0	248	0	20	0	0	0	0	0	0	0	1800	0	11	13	82	35	35	32	2	0	0	0	0	0	0	0	0	30.7	35.7	137	42.12	51	15.98	0	0		
1900	205	3	196	1	5	0	0	0	0	0	0	0	1900	0	0	16	81	83	20	5	0	0	0	0	0	0	0	0	0	30.5	34.7	108	52.68	25	11.72	0	0		
2000	152	1	143	1	7	0	0	0	0	0	0	0	2000	0	1	3	5	59	59	18	4	2	0	0	0	0	0	0	0	31	35.9	84	55.26	25	16.45	3	1.074		
2100	100	0	91	0	9	0	0	0	0	0	0	0	2100	0	21	30	38	7	31	11	0	0	0	0	0	0	0	0	0	31.1	34.8	81	54.26	34	13.83	3	1.152		
2200	52	2	49	0	1	0	0	0	0	0	0	0	2200	0	0	1	17	19	19	10	6	2	0	0	0	0	0	0	0	32.7	37.9	34	65.38	15	28.85	2	3.846		
2300	32	0	32	0	0	0	0	0	0	0	0	0	2300	0	0	0	3	39	39	28	3	0	0	0	0	0	0	0	0	33.8	39	28	77.78	16	48.15	0	0		
2359	3596	60	3412	11	103	1	7	0	0	0	0	0	00:00	8	41	71	235	1719	1178	266	62	9	6	1	0	0	0	0	0	29.5	33.4	1522	43.22	344	9.566	16	0.446		
06-22	4094	68	3873	13	120	1	7	0	0	0	0	0	06-22	8	44	75	264	1905	1364	320	81	13	9	0	0	0	0	0	0	29.6	33.6	1788	43.78	424	10.38	23	0.663		
06-24	4172	117	3864	17	125	1	7	0	0	0	0	0	06-24	10	46	75	266	1928	1393	317	84	16	14	0	0	0	0	0	0	29.7	33.7	1846	44.34	437	10.95	25	0.698		
06-25	4171	117	3893	13	132	1	7	0	0	0	0	0	06-25	8	45	75	270	1965	1452	379	93	20	11	0	0	0	0	0	0	29.8	34	1966	45.29	504	11.67	32	0.741		

1400	363	7	319	0	33	3	0	0	1	0	0	1400	0	7	50	193	85	20	3	1	0	0	0	28.3	32.3	109	40.03	24	6.612	1	0.275		
1500	466	2	429	0	31	0	0	1	0	0	2	1500	1	3	8	54	206	156	34	4	0	0	0	29.1	33.2	194	31.63	38	8.155	0	0		
1600	508	5	464	4	33	1	1	1	0	0	0	1600	0	14	46	246	154	35	10	0	0	0	0	29.3	33.2	199	31.17	42	8.858	0	0		
1700	544	10	526	7	3	13	2	31	2	0	0	1700	1	31	79	246	31	79	246	31	79	246	31	79	246	31	79	246	31	79	246	31	79
1800	520	25	477	4	23	1	1	0	0	0	0	1800	6	33	27	51	225	146	24	4	1	2	1	0	27.5	32.5	178	34.23	32	6.154	4	0.769	
1900	400	4	380	2	11	1	1	1	0	0	0	1900	14	44	60	41	138	83	18	1	1	0	0	0	24.7	32.1	103	25.75	20	5	0.51	0	
2000	597	0	584	0	2	7	0	0	0	0	0	2000	19	121	112	21	112	21	112	21	112	21	112	21	29.9	34.1	165	31.45	44	11.45	2	0.275	
2100	175	1	172	0	0	0	0	0	0	0	0	2100	1	1	1	3	81	60	19	9	1	0	0	31	35.8	89	50.86	29	16.57	1	0.521		
2200	120	2	115	0	0	0	0	0	0	0	0	2200	0	0	1	3	40	53	14	6	3	0	0	31.7	36.3	76	63.33	23	19.17	3	0.25		
2300	47	0	46	0	0	0	0	0	0	0	0	2300	1	0	47	230	1	0	47	230	1	0	47	230	32.7	35	33.7	6	25	0	0		
2719	5233	87	4730	20	364	12	6	3	4	0	0	2719	38	104	191	594	2464	1466	305	52	13	5	0	0	28.3	32.9	1842	35.2	376	18.18	19	3.863	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
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06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
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06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
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06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152	259	686	2850	1782	390	74	18	5	1	0	28.3	33	2269	36.35	487	7.824	23	0.584	
06-22	6242	100	5683	22	401	13	8	4	4	0	0	06-22	54	152																			

27 June 2019

[illegible]

28 June 2019

[illegible]

Virtual Day (7)

[illegible]**Virtual Week (1)**

Time	Total	Week 1																Week 2																Week 3																Week 4																Week 5																Week 6																Week 7																Week 8																Week 9																Week 10																Week 11																Week 12																Week 13																Week 14																Week 15																Week 16																Week 17																Week 18																Week 19																Week 20																Week 21																Week 22																Week 23																Week 24																Week 25																Week 26																Week 27																Week 28																Week 29																Week 30																Week 31																Week 32																Week 33																Week 34																Week 35																Week 36																Week 37																Week 38																Week 39																Week 40																Week 41																Week 42																Week 43																Week 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Advanced Transport Research

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1300	406	10	382	3	9	0	2	0	0	0	0	0	1300	0	3	15	72	200	100	14	2	0	0	0	0	0	0	0	0	27.8	31.7	116	28.57	16	3.941	0	0		
1400	398	10	373	4	11	0	0	0	0	0	0	0	1400	0	9	10	89	205	74	16	3	0	0	0	0	0	0	0	0	27.6	31.4	93	23.37	19	4.774	0	0		
1500	386	9	363	1	11	0	2	0	0	0	0	0	1500	0	4	14	54	210	83	18	3	0	0	0	0	0	0	0	0	27.9	31.8	104	26.94	21	5.44	0	0		
1600	375	10	348	1	15	0	1	0	0	0	0	0	1600	0	0	9	47	201	104	10	2	2	0	0	0	0	0	0	0	28.5	31.7	118	31.47	14	3.733	2	0.533		
1700	326	6	307	1	10	1	0	0	0	0	0	0	1700	0	4	21	57	159	66	14	2	2	0	0	0	0	0	0	0	27.5	31.5	85	26.07	19	5.628	3	0.92		
1800	302	7	284	0	10	0	0	0	0	0	0	0	1800	0	3	7	34	150	94	11	2	0	1	0	0	0	0	0	0	28.7	32.7	108	35.76	14	4.636	1	0.331		
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07-19	4455	86	4148	22	161	4	9	1	3	0	1	0	07-19	2	58	151	661	2238	1123	179	30	10	2	0	1	0	0	0	0	0	28	31.9	1345	30.19	222	4.983	13	0.292	
06-22	9048	95	4703	24	208	4	9	1	3	0	1	0	06-22	2	59	159	713	2525	1309	219	44	15	2	0	1	0	0	0	0	0	0	28.2	32.2	1990	31.5	281	5.667	18	0.367
06-40	5224	87	4874	19	213	5	9	1	2	0	1	0	06-40	2	59	166	729	2603	1268	46	3	3	0	0	0	0	0	0	0	0	0	28.3	32.2	1665	31.87	216	5.45	20	0.388
06-00	5377	101	5008	24	225	5	9	1	3	0	1	0	06-00	2	60	168	737	2660	1419	245	60	20	5	0	1	0	0	0	0	0	0	28.4	32.3	1750	32.55	331	6.156	26	0.484

23 June 2019

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 35	ISL1% 35	ISL2 45	ISL2% 45	
0000	69	0	66	0	3	0	0	0	0	0	0	0	0000	0	1	0	0	4	22	22	14	5	0	0	0	0	0	0	0	31.9	38.3	42	60.87	20	28.99	1	1.449	
0100	43	0	39	0	4	0	0	0	0	0	0	0	0100	0	0	0	1	12	12	17	5	4	1	0	0	0	0	0	0	30.7	37.1	30	69.77	13	30.23	0	0	
0200	16	0	13	0	3	0	0	0	0	0	0	0	0200	1	0	0	0	1	3	7	4	0	0	0	0	0	0	0	0	30.5	36.5	11	68.75	4	25	0	0	
0300	13	0	13	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	5	5	3	0	0	0	0	0	0	0	0	31.5	39.2	8	61.54	3	23.08	0	0		
0400	14	0	13	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	1	6	1	6	1	0	0	0	0	0	0	34.8	39	13	92.86	7	50	0	0		
0500	11	2	7	1	1	0	0	0	0	0	0	0	0500	0	0	0	1	3	2	2	3	0	0	0	0	0	0	0	0	33.3	40.7	7	63.64	5	45.45	0	0	
0600	33	2	27	1	3	0	0	0	0	0	0	0	0600	0	0	0	1	0	12	9	6	3	1	1	0	0	0	0	0	32.9	40.1	20	60.61	11	33.33	2	6.061	
0700	89	6	77	4	5	0	0	0	0	0	0	0	0700	0	0	1	5	48	22	7	7	3	1	2	0	0	0	0	0	34.0	34.8	35	39.33	13	14.61	3	3.371	
0800	132	2	124	0	5	0	0	0	0	0	0	0	0800	0	1	2	1	67	45	14	1	1	0	0	0	0	0	0	0	34.6	61	46.21	16	12.12	0	0.758		
0900	258	9	243	0	5	0	0	0	0	0	0	0	0900	0	3	3	34	124	65	27	2	0	0	0	0	0	0	0	0	28.7	33.1	94	36.43	29	11.374	0	0	
1000	380	16	356	1	16	0	0	0	0	0	0	0	1000	1	3	9	36	225	86	18	1	0	1	0	0	0	0	0	0	28.4	32.3	106	27.89	20	5.263	1	0.263	
1100	444	4	429	0	10	0	0	0	0	0	0	0	1100	0	2	6	52	255	114	12	3	0	0	0	0	0	0	0	0	29.3	31.6	129	29.05	15	3.376	0	0	
1200	392	17	361	4	8	0	2	0	0	0	0	0	1200	0	3	16	75	210	78	8	2	0	0	0	0	0	0	0	0	27.3	30.8	88	22.45	10	2.551	0	0	
1300	381	11	354	3	8	0	5	0	0	0	0	0	1300	0	3	8	60	205	86	12	6	0	0	0	0	0	0	0	0	28.2	31.5	105	27.56	19	4.987	1	0.262	
1400	357	8	339	7	11	0	0	0	0	0	0	0	1400	0	7	11	43	191	93	15	1	0	0	0	0	0	0	0	0	28.4	32.3	110	30.81	17	6.762	0	0	
1500	348	12	331	1	4	0	0	0	0	0	0	0	1500	0	3	15	54	206	73	12	3	0	0	0	0	0	0	0	0	28.3	31.3	113	29.28	17	6.764	0	0	
1600	347	7	330	3	0	0	0	0	0	0	0	0	1600	1	2	6	56	190	73	15	2	2	0	0	0	0	0	0	0	28.3	32.4	92	26.51	19	5.476	2	0.576	
1700	375	3	356	4	11	0	0	0	0	0	0	0	1700	0	1	4	56	217	82	11	1	3	0	0	0	0	0	0	0	28.2	31.6	97	25.87	15	4	3	0.8	
1800	335	2	315	14	10	0	0	0	0	0	0	0	1800	0	2	37	187	101	24	5	0	0	0	0	0	0	0	0	0	28.5	32.8	92	24.24	27	8.06	1	0.806	
1900	254	5	243	0	6	0	0	0	0	0	0	0	1900	0	1	6	32	118	78	13	0	5	1	0	0	0	0	0	0	29.1	33.6	97	38.19	19	7.48	1	0.984	
2000	170	2	162	0	6	0	0	0	0	0	0	0	2000	0	0	7	86	54	17	2	1	0	0	0	0	0	0	0	0	30.2	33.9	76	44.71	22	12.94	1	0.584	
2100	101	0	99	0	2	0	0	0	0	0	0	0	2100	0	0	0	99	510	69	6	2	31	0	0	0	0	0	0	0	30.2	33.9	6	61.69	67	6.831	0	0	
2200	74	0	73	0	1	0	0	0	0	0	0	0	2200	0	0	0	0	4	34	29	5	0	0	0	0	0	0	0	0	30.2	33.3	36	46.65	7	9.459	0	0	
2300	20	0	25	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	31.5	0	14.63	0	6.897	0	0		
2400	177	3838	95	3615	18	98	0	8	1	1	2	0	07-19	2	25	71	509	2126	900	169	25	7	6	0	0	0	0	0	0	0	28.4	31.9	1106	28.82	206	5.387	12	0.313
06-22	4396	104	4146	18	119	0	8	1	1	1	2	0	06-22	2	26	79	559	2400	1065	213	36	9	7	0	0	0	0	0	0	0	28.5	32.2	1330	36.28	265	6.068	16	0.364
06-44	4405	104	4144	18	119	0	8	1	1	1	2	0	06-44	2	27	80	564	2447	1065	212	37	8	7	0	0	0	0	0	0	0	28.5	32.2	1330	36.28	265	6.068	16	0.364
06-00	4665	106	4395	20	132	0	8	1	1	1	2	0	00-00	3	28	81	570	2493	1164	258	51	9	8	0	0	0	0	0	0	0	28.7	32.4	1490	31.94	326	6.998	17	0.364

1500	379	6	383	4	22	1	2	0	0	1	1400	14	71	69	56	116	46	7	0	0	0	0	22.1	29.7	53	13.98	7	1.847	0	0	
1500	417	4	343	4	26	1	1	0	0	0	1500	4	6	19	82	94	90	15	4	2	1	0	27.5	31.9	112	26.86	22	2.756	3	0.719	
1500	436	3	38	3	38	2	1	0	0	0	1600	3	33	53	235	114	16	1	114	0	0	0	33.3	37.3	19	3.904	4	2.06	1	0.31	
1700	487	13	449	4	18	1	1	0	0	0	1700	4	26	42	108	212	83	23	0	0	0	0	25.8	30.5	97	19.92	15	3.08	2	0.411	
1800	513	11	485	2	15	0	0	0	0	0	1800	3	3	22	88	276	102	16	2	0	0	0	27.6	31	124	24.17	22	4.208	0	0	
2000	323	6	304	0	12	1	0	0	0	0	2000	5	25	61	47	136	53	15	3	0	0	0	26	31.2	72	22.29	19	5.882	1	0.51	
2000	251	8	228	1	14	1	4	2	0	0	2100	4	27	129	133	103	33	10	0	0	0	0	30.2	33.1	90	26.86	21	0.388	0	0	
2100	153	1	147	0	5	0	0	0	0	0	2100	0	0	0	6	77	49	16	3	2	0	0	30.2	34.1	70	45.75	21	1.733	2	1.307	
2200	102	0	101	0	2	0	0	0	0	0	2200	0	1	5	66	24	4	2	0	0	0	0	29.3	32.6	30	29.41	6	5.882	0	0	
2300	48	3	43	0	3	0	0	0	0	0	2300	2	43	230	2	6	23	12	0	0	0	0	25	32.6	25	12	6	1.167	0	0	
2719	5153	84	4647	37	338	16	10	2	5	2	2	07-19	53	158	326	938	2888	924	135	24	6	1	0	26.6	30.9	1090	21.15	166	3221	7	0.136
06-22	6064	118	5430	37	382	18	10	2	6	2	06-22	55	164	393	1027	2997	1175	189	40	11	2	1	0	26.9	31.3	1420	23.55	253	4.742	27	0.231
06-22	6064	118	5430	37	382	18	10	2	6	2	06-22	55	164	396	1037	3002	1220	207	37	19	16	1	0	26.9	31.3	1420	23.55	253	4.742	27	0.231
06-20	6315	122	5713	37	403	18	10	2	6	2	06-20	55	164	398	1039	3215	1237	224	46	21	5	1	0	27	31.4	1534	24.29	297	4.703	27	0.428

27 June 2019

[illegible]

28 June 2019

[illegible]**Virtual Day (7)**

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vb10	Vb10	Vb15	Vb20	Vb25	Vb30	Vb35	Vb40	Vb45	Vb50	Vb60	Vb70	Vb80	Vb90	Mean	Vpp	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%
														0	10	20	30	35	40	45	50	60	70	80	90	0	0	0	0	0	0	0	0	0	0
0000	31	0	29	0	2	0	0	0	0	0	0	0	0000	0	15	20	25	2	12	10	5	2	0	0	0	0	0	31.4	37.3	17	53.92	7	22.12	1	3.74
0100	15	0	14	0	1	1	0	0	0	0	0	0	0100	0	0	0	0	0	5	5	2	1	0	0	0	0	0	32.5	37.5	80	63.21	4	27.36	0	2.304
0200	11	11	0	14	0	1	0	0	0	0	0	0	0200	0	0	0	0	0	3	27	3	1	0	0	0	0	31	37.7	31	6	23.05	0	0.707	0	0
0300	8	0	0	12	0	2	0	0	0	0	0	0	0300	0	0	0	0	0	3	3	1	0	1	0	0	0	0	32.2	-	5	59.32	2	27.12	1	8.475
0400	15	0	15	0	1	1	0	0	0	0	0	0	0400	0	0	0	0	0	1	10	1	0	0	0	0	0	34	38.2	3	37.48	48	33.33	0	0.383	
0500	38	2	30	0	5	0	0	0	0	0	0	0	0500	0	0	1	1	10	12	7	4	2	1	0	0	0	33.1	40.4	25	65.92	13	34.83	2	5.618	
0600	132	3	116	0	12	0	0	0	0	0	0	0	0600	0	1	5	45	57	18	4	1	0	0	0	0	0	33.4	35.6	81	61.04	24	17.97	1	1.082	
0700	340	9	313	0	20	0	0	0	0	0	0	0	0700	0	44	183	208	13	32	107	12	8	0	0	0	0	32	37.7	107	6.37	0	0.409	0	0	
0800	415	344	364	2	24	1	1	0	0	0	0	0	0800	0	2	11	89	223	75	12	2	0	0	0	0	0	27.4	31	89	21.53	14	3.479	0	0.103	
0900	433	5	392	2	30	1	1	0	0	0	0	0	0900	0	9	15	75	235	81	14	1	0	0	0	0	0	27.2	31	99	22.24	16	3.997	0	0.099	
1000	484	5	344	364	32	14	21	57	202	14	0	0	1000	0	32	21	57	202	14	11	7	0	0	0	0	0	26.8	31.4	87	26.68	31	3.12	0	0.000	
1100	402	4	365	2	30	1	1	0	0	0	0	0	1100	0	7	10	65	219	86	14	1	0	0	0	0	0	27.6	31.3	101	25.03	15	3.692	0	0.035	
1200	389	7	346	2	22	1	1	0	0	0	0	0	1200	0	20	59	203	82	62	1	0	0	0	0	0	0	27.3	31.4	95	24.72	14	3.598	0	0.011	
1300	383	3	328	2	30	1	1	0	0	0	0	0	1300	0	13	61	182	79	14	0	0	0	0	0	0	0	27.2	31.4	92	24.72	17	3.517	0	0.037	
1400	389	5	356	3	29	1	1	0	0	0	0	0	1400	0	31	13	19	64	197	79	12	2	0	0	0	0	26.9	31.4	95	23.73	14	3.527	0	0.037	
1500	391	7	361	3	29	1	1	0	0	0	0	0	1500	0	29	78	222	80	13	1	0	0	0	0	0	0	30	37.2	102	3.42	39	3.254	0	0.000	
1600	448	11	405	2	29	1	1	0	0	0	0	0	1600	2	5	21	80	226	96	14	3	1	0	0	0	0	27.4	31.4	114	25.39	18	3.987	1	0.255	
1700	456	8	427	3	16	0	0	0	0	0	0	0	1700	1	7	25	84	225	98	13	1	0	0	0	0	0	27.2	31.5	113	24.9	16	3.481	2	0.376	
1800	410	13	385	1	10	1	0	0	0	0	0	0	1800	1	13	60	213	98	18	11	1	0	0	0	0	0	27.2	31.5	119	25.11	18	3.228	0	0.000	
1900	313	6	297	1	11	0	0	0	0	0	0	0	1900	0	1	13	34	163	83	13	1	0	0	0	0	0	26.8	32.4	100	32.08	17	5.53	1	0.32	
2000	235	6	217	0	8	0	0	0	0	0	0	0	2000	0	4	22	119	70	15	3	1	0	0	0	0	0	29.3	33.1	90	38.22	20	8.582	2	0.852	
2100	144	2	137	0	4	0	0	0	0	0	0	0	2100	0	2	11	77	2	2	3	0	0	0	0	0	0	29.3	32.9	89	44.48	28	4.08	0	0.000	
2200	177	1	102	0	0	0	0	0	0	0	0	0	2200	0	0	1	10	56	30	7	2	0	0	0	0	0	32.9	32.9	40	37.17	9	8.824	1	0.535	
2300	65	0	63	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	3	17	0	0	0	0	0	30	36.26	36	45.70	16	16.1	0	0.000		
00-19	4853	88	4427	24	295	10	0	0	0	0	0	0	00-19	25	91	204	806	2529	1016	158	24	6	2	0	0	0	27.4	31.4	1207	24.83	191	32.822	8	0.773	
06-22	5686	105	5194	26	331	10	1	0	0	0	0	0	06-22	25	94	224	879	2932	1248	213	37	11	3	1	0	0	27.6	31.7	1532	26.94	264	44.64	12	0.249	
06-22	5686	105	5194	26	331	10	1	0	0	0	0	0	06-22	25	94	227	892	3010	1219	256	37	11	3	1	0	0	27.6	31.7	1532	26.94	264	44.64	12	0.249	
00-00	5964	110	5445	26	353	10	2	0	0	0	0	0	00-00	26	95	229	996	3047	1355	247	48	15	3	1	0	0	27.8	31.9	1672	28.03	217	5.315	22	0.362	

Virtual Week (1)

Time	Total	C										F1x1	Time	Vbin										Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%
		1	2	3	4	5	6	7	8	9	10			Vbin	10	15	20	25	30	35	40	45	50								
Mon	6287	88	5683	25	446	13	12	0	5	1	4	Mon	66	176	253	1069	3284	1184	2099	37	6	3	0	0	0	0	0	0			
Tue	6092	87	5544	21	402	12	9	3	7	4	3	Tue	20	97	256	972	3133	1336	217	38	21	0	2	0	0	0	0				
Wed	6315	122	5713	37	403	18	10	2	6	2	0	Wed	95	164	388	1038	3125	1237	224	46	5	1	0	0	0	0	0				
Thu	6442	140	5899	12	402	18	10	2	6	2	0	Thu	102	190	1092	3283	1546	179	32	48	18	0	0	0	0	0	0				
Fri	6469	115	5875	25	421	11	15	2	6	0	0	Fri	14	61	186	884	3350	1598	298	59	14	5	0	0	0	0	0				
Sat	5377	101	5008	24	225	5	9	1	3	0	1	Sat	2	60	168	973	2660	1419	245	60	20	5	0	0	0	0	0				
Sun	4695	136	5138	24	225	5	9	1	3	0	1	Sun	132	281	570	2403	1585	1239	338	108	37	8	1	0	0	0	0				
	41247	769	31154	181	2499	71	73	11	36	13	19		179	663	1692	6973	23283	1653	1239	338	108	37	8	1	0	0	0				

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 20	Vbin 30	Vbin 40	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%
--	41747	769	38114	181	2469	7	73	11	36	13	10	--	179	665	1602	6273	21328	9483	1730	338	108	37	5	27.8	319	11702	28.03	ACPO	5.315	DFT	0.362
														10	15	20	35	40	45	50	60	70	80	90							

Report Id - CustomLit-2688
Site Name - 22090-005
Description - KIDMORE END ROAD [30m]
Direction - North

[illegible]

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	Vyp 85	IPSL 30	IPSL>30	ISL1 35 25 ACPO	ISL1 35 25 ACPO	ISL2 45 35 DFT	ISL2 45 35 DFT
0000	14	1	13	0	0	0	0	0	0	0	0	0	0000	0	1	6	3	2	0	0	0	0	0	0	0	0	24.4	30.5	3	21.43	0	0	0	0	
0100	9	0	9	0	0	0	0	0	0	0	0	0	0100	0	4	4	3	2	0	0	0	0	0	0	0	0	25.7	-	2	22.22	0	0	0	0	
0200	3	3	2	2	0	0	0	0	0	0	0	0	0200	0	1	1	1	1	0	0	0	0	0	0	0	0	23.9	9	1	33.33	0	0	0	0	
0300	5	0	5	0	0	0	0	0	0	0	0	0	0300	0	1	0	0	3	0	0	0	0	0	0	0	0	26.7	-	1	20	1	20	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	1	1	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	0	
0500	1	1	1	0	0	0	0	0	0	0	0	0	0500	0	0	0	1	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0	
0600	10	1	9	0	0	0	0	0	0	0	0	0	0600	0	1	0	4	4	1	0	0	0	0	0	0	0	24.9	-	1	10	0	0	0	0	
0700	21	0	21	0	0	0	0	0	0	0	0	0	0700	0	0	8	7	4	2	0	0	0	0	0	0	0	25.2	30.4	4	19.05	0	0	0	0	
0800	33	1	31	0	1	0	0	0	0	0	0	0	0800	0	3	5	15	7	1	0	2	0	0	0	0	0	23.9	29.4	3	9.991	2	6.061	0	0	
0900	43	1	41	0	1	0	0	0	0	0	0	0	0900	2	2	11	15	11	2	0	0	0	0	0	0	0	21.9	27.4	2	4.651	0	0	0	0	
1000	37	3	34	0	0	0	0	0	0	0	0	0	1000	17	23	9	8	2	0	0	0	0	0	0	0	21.4	25.6	0	5.99	0	0	0	0		
1100	89	2	83	1	3	0	0	0	0	0	0	0	1100	2	9	24	35	18	1	0	0	0	0	0	0	0	21.1	27	1	1.124	0	0	0	0	
1200	84	4	78	0	0	0	0	0	0	0	0	0	1200	2	7	17	22	28	0	0	0	0	0	0	0	0	22.7	28.2	8	9.524	1	1.19	0	0	
1300	97	1	96	0	2	1	4	24	39	29	0	0	1300	1	30	24	39	29	0	0	0	0	0	0	0	0	22.6	27.9	5	1.66	0	0	0	0	
1400	149	1	146	1	1	7	0	0	0	0	0	0	1400	3	9	29	66	38	4	0	0	0	0	0	0	0	22.2	26.5	4	2.685	0	0	0	0	
1500	108	3	101	0	0	0	0	0	0	0	0	0	1500	0	24	48	6	8	0	0	0	0	0	0	0	0	27.1	1	5.66	0	0	0	0		
1600	80	2	75</																																

[illegible][illegible]

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Yps	JPSL 85	JPSL+ 90	JSL1 95	JSL1+ 95	JSL2 95	JSL2+ 95	
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	15	20	25	30	35	40	45	50	60	70	80	90	100	20.7	-	-	-	-	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	4	0	3	0	1	0	0	0	0	0	0	0	0500	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	17	2	15	2	2	0	0	0	0	0	0	0	0600	0	1	8	8	0	0	0	0	0	0	0	0	0	0	0	22.3	-	-	-	-	-	-	-
0700	73	2	66	0	5	0	0	0	0	0	0	0	0700	2	3	12	29	21	5	1	0	0	0	0	0	0	0	0	23.2	29.5	2	11.76	0	0	0	0
0800	82	1	72	0	9	0	0	0	0	0	0	0	0800	0	3	18	36	22	0	2	0	0	0	0	0	0	0	0	22.7	27.1	2	2.439	2	2.439	0	0
0900	73	6	64	0	10	0	0	0	0	0	0	0	0900	0	12	39	16	0	0	0	0	0	0	0	0	0	0	0	23	26.2	4	5.479	1	1.37	0	0
1000	69	1	57	0	10	0	0	0	0	0	0	0	1000	0	3	9	36	17	2	2	0	0	0	0	0	0	0	0	23.5	27.3	4	5.797	2	2.899	0	0
1100	86	3	76	0	6	1	0	0	0	0	0	0	1100	1	4	18	30	27	7	0	0	0	0	0	0	0	0	0	23.3	28.2	6	6.977	1	1.163	0	0
1200	85	1	75	0	9	0	0	0	0	0	0	0	1200	0	5	16	30	27	7	0	0	0	0	0	0	0	0	0	23.4	28.1	7	8.235	0	0	0	0
1300	88	3	54	0	19	0	0	0	0	0	0	0	1300	0	12	25	14	4	0	0	0	0	0	0	0	0	0	0	21.6	28.8	4	3.982	0	0	0	0

27 June 2019

28 June 2019

Virtual Day (7)

Virtual Week (1)

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 20	Vbin 30	Vbin 40	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%	
														0	10	20	30	35	40	45	50	60	70	80	90							
--	8609	310	7723	18	529	19	6	2	2	0	0	0	--	96	455	1792	3443	2249	486	64	16	4	4	0	22.8	27.7	574	6.667	88	1.002	8	0.973
														10	15	25	30	35	40	45	50	60	70	80	90			ACPO		DFT		

Advanced Transport Research

Report Id - CustomList-2688

Site Name - Z22090-005

Description - KIDMORE END ROAD [30m]

Direction - South

22 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	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	IPSL 30	IPSL% 30	ISL1 30	ISL1% ACPO	ISL2 ACPO	ISL2% DFT	ISL2% DFT	
0000	6	0	6	0	0	0	0	0	0	0	0	0	0000	0	0	2	3	0	1	0	0	0	0	0	0	0	0	22.7	-	1	16.67	0	0	0	0	0	
0100	3	3	0	0	0	0	0	0	0	0	0	0	0100	1	1	1	1	1	1	0	0	0	0	0	0	0	0	27.8	-	1	33.33	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.0	-	1	100	0	0	0	0	0	
0300	4	0	4	0	0	0	0	0	0	0	0	0	0300	0	0	0	2	0	1	1	0	0	0	0	0	0	0	29.4	-	2	50	1	25	0	0	0	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	-	1	100	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	0	0	
0600	9	1	7	0	1	0	0	0	0	0	0	0	0600	0	0	2	1	4	2	0	0	0	0	0	0	0	0	26.3	-	2	22.22	0	0	0	0	0	
0700	25	1	21	0	3	0	0	0	0	0	0	0	0700	0	0	4	5	9	6	0	0	0	0	0	0	0	0	26.8	31.5	7	28	1	0	0	0	0	
0800	89	2	79	0	7	1	3	0	0	0	0	0	0800	0	1	14	31	35	6	2	0	0	0	0	0	0	0	24.7	28.6	8	8.989	2	2.247	0	0	0	
0900	99	5	90	0	4	0	0	0	0	0	0	0	0900	0	3	13	37	39	7	0	0	0	0	0	0	0	0	24.2	28.8	7	7.071	0	0	0	0	0	
1000	64	70	1	0	1000	0	0	0	0	0	0	0	1000	0	11	36	19	3	0	0	0	0	0	0	0	0	0	23.4	28.1	3	4.286	0	0	0	0	0	
1100	100	6	83	0	9	0	1	0	0	0	1	1	1100	1	8	24	51	14	2	0	0	0	0	0	0	0	0	21.3	25.4	2	2	0	0	0	0	0	
1200	82	4	71	1	6	0	0	0	0	0	0	0	1200	0	3	14	41	20	4	0	0	0	0	0	0	0	0	23.1	27.1	4	4.878	0	0	0	0	0	
1300	98	2	92	0	4	0	0	0	0	0	0	0	1300	1	0	12	46	35	4	0	0	0	0	0	0	0	0	23.7	28	4	4.082	0	0	0	0	0	
1400	80	5	70	0	5	0	0	0	0	0	0	0	1400	0	7	10	39	22	2	0	0	0	0	0	0	0	0	22.5	27	2	2.5	0	0	0	0	0	
1500	97	10	83	0	3	1	0	0	0	0	0	0	1500	1	7	16	37	26	9	1	0	0	0	0	0	0	0	23.1	28.5	10	10.31	1	1.031	0	0	0	
1600	92	1	88	1	2	0	0	0	0	0	0	0	1600	0	2	18	41	24	6	1	0	0	0	0	0	0	0	23.6	28.3	7	7.609	1	1.087	0	0	0	
1700	86	6	78	0	2	0	0	0	0	0	0	0	1700	2	4	13	48	18	1	0	0	0	0	0	0	0	0	22.3	25.7	1	1.163	0	0	0	0	0	
1800	84	3	77	0	3	0	1	0	0	0	0	0	1800	1	0	21	37	21	4	0	0	0	0	0	0	0	0	22.7	27	4	4.762	0	0	0	0	0	
1900	56	2	50	0	3	1	0	0	0	0	0	0	1900	0	2	8	26	18	2	0	0	0	0	0	0	0	0	23.2	26.9	2	3.571	0	0	0	0	0	
2000	39	1	35	0	2	0	0	0	0	0	0	0	2000	0	0	2	18	13	6	0	0	0	0	0	0	0	0	25.3	30.2	6	15.38	0	0	0	0	0	
2100	35	1	32	0	2	0	0	0	0	0	0	0	2100	0	2	6	20	6	1	0	0	0	0	0	0	0	0	22.5	26.4	1	2.857	0	0	0	0	0	
2200	17	0	16	0	0	0	1	0	0	0	0	0	2200	0	0	3	6	8	0	0	0	0	0	0	0	0	0	24.4	28.2	0	0	0	0	0	0	0	
2300	20	0	18	0	2	0	0	0	0	0	0	0	2300	0	0	5	10	4	1	0	0	0	0	0	0	0	0	23.1	28.3	1	5	0	0	0	0	0	
07-19	1002	46	896	2	53	2	2	2	0	0	0	1	07-19	6	36	170	449	282	54	4	1	0	0	0	0	0	0	0	23.2	27.9	59	5.888	5	0.499	0	0	0
06-22	1141	51	1020	2	61	4	2	0	0	0	0	1	06-22	6	40	188	514	323	65	4	1	0	0	0	0	0	0	0	23.3	28	70	6.135	5	0.438	0	0	0
06-00	1178	51	1054	2	63	4	3	0	0	0	1	0	06-00	6	40	186	520	335	66	4	1	0	0	0	0	0	0	0	23.3	28	71	6.027	5	0.424	0	0	0
00-00	1195	51	1071	2	63	4	3	0	0	0	1	0	00-00	6	40	186	536	338	71	5	1	0	0	0	0	0	0	0	23.4	28	77	6.444	6	0.502	0	0	0

23 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	IPSL 30	IPSL% 30	ISL1 30	ISL1% ACPO	ISL2 35	ISL2% DFT	ISL2% ACPO	
0000	13	0	13	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	4	8	1	0	0	0	0	0	0	0	26	29.5	1	7.692	0	0	0	0	0	
0100	9	1	8	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	1	1	1	0	0	0	0	0	0	27.2	-	2	22.22	2	11.11	0	0	0	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	1	1	1	0	0	0	0	0	0	31.9	-	2	66.67	1	33.33	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0	0	0500	0	0	0	1	2	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	0	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0	0	0600	0	0	1	1	1	2	0	0	0	0	0	0	0	0	26.7	-	0	26.7	2	40	0	0	0	
0700	13	2	11	0	0	0	0	0	0	0	0	0	0700	0	0	3	6	1	2	0	0	0	0	0	0	0	0	26.6	35.5	3	23.08	2	15.38	0	0	0	
0800	33	2	28	0	3	0	0	0	0	0	0	0	0800	0	2	3	16	10	1	1	0	0	0	0	0	0	0	0	23.9	28.5	2	6.061	1	3.03	0	0	0
0900	70	0	69	0	1	0	0	0	0	0	0	0	0900	1	1	1	38	27	2	0	0	0	0	0	0	0	0	24.3	28.3	2	2.857	0	0	0	0	0	
1000	75	4	69	0	2	0	0	0	0	0	0	0	1000	0	5	9	34	24	3	0	0	0	0	0	0	0	0	23.2	28.2	3	4	0	0	0	0	0	
1100	92	5	82	0	3	1	0	0	0	0	0	0	1100	1	1	18	38	30	4	0	0	0	0	0	0	0	0	23.1	27.5	4	4.368	0	0	0	0	0	
1200	85	3	80	0	1	0	1	0	0	0	0	0	1200	1	7	12	33	24	7	1	0	0	0	0	0	0	0	23.1	28.8	8	9.412	1	1.176	0	0	0	
1300	71	4	67	0	0	0	0	0	0	0	0	0	1300	0	3	10	28	24	6	0	0	0	0	0	0	0	0	23.6	28	6	8.451	0	0	0	0	0	
1400	76	3	73	0	0	0	0	0	0	0	0	0	1400	0	9	13	28	25	7	0	0	0	0	0	0	0	0	21.9	26.6	1	1.316	0	0	0	0	0	
1500	70	2	67	0	0	0	1	0	0	0	0	0	1500	1	5	21	30	12	1	0	0	0	0	0	0	0	0	21.4	25.8	1	1.429	0	0	0	0	0	
1600	121	2	118	0	1	0	0	0	0	0	0	0	1600	1	8	49	49	12	1	0	0	0	0	0	0	0	0	20.6	24.6	2	1.653	1	0.826	0	0	0	
1700	141	0	139	0	1	0	1	0	0	0	0	0	1700	0	3	46	66	20	6	0	0	0	0	0	0	0	0	21.9	25.3	6	4.255	0	0	0	0	0	
1800	100	3	95	0	2	0	0	0	0	0	0	0	1800	1	2	33	45	16	3	0	0	0	0	0	0	0	0	21.5	25.6	3	3	0	0	0	0	0	
1900	56	0	54	0	2	0	0	0	0	0	0	0	1900	0	2	3	27	20	4	0	0	0	0	0	0	0	0	24.6	28.3	4	7.143	0	0	0	0	0	
2000	24	0	22	0	1	1	0	0	0	0	0	0	2000	0	0	1	10	12	1	0	0	0	0	0	0	0	0	25.1	28.1	1	1.467	0	0	0	0	0	
2100	14	0	12	0	1	0	0	0	0	0	0	0	2100	0	3	3	4	4	0	0	0	0	0	0	0	0	0	31.8	3	21.43	0	0	0	0	0	0	
2200	0	0	0	0	1	0	0	0	0	0	0	0	2200	0	1	2	2	4	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	0	0	0	0	
2300	9	0	8	0	1	0	0	0	0	0	0	0	2300	0	0	0	0	3	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	0	0	0	
947	302	898	1	14	0	0	0	0	0	0	0	0	07:19	46	218	406	230	24	36	28	41	4	329	8	0	0	0	22.4	38.8	4	4.328	0	0	0	0	0	
06:22	1046	31	991	1	18	1	4	0	0	0	0	0	06:22	6	48	226	448	267	45	5	1	0	0	0	0	0	0	22.7	27.1	51	8.876	6	0.574	0	0	0	
06:59	1052	2	992	1	20	1	4	0	0	0	0	0	06:59	6	49	230	458	274	45	5	1	0	0	0	0	0	0	22.7	27.1	51	8.876	6	0.574	0	0	0	
06:59	1059	32	1031	1	20	1	4	0	0	0	0	0	06:59	6	49	230	458	274	45	5	1	0	0	0	0	0	0	22.7	27.1	51	8.876	6	0.574	0	0	0	
06:59	1089	32	1031	1	20	1	4	0	0	0	0	0	06:00	6	49	229	458	291	45	7	1	0	0	0	0	0	0	22.8	27.4	56	5.142	8	0.735	0	0	0	

[illegible]

27 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	8PSL	1PSL%	1SL1 25	1SL1 35	1SL2 25	1SL2 45	
0000	5	0	4	0	0	1	0	0	0	0	0	0	0000	0	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100	24.5	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	30.2	0	1	50	0	0	0	0	
0200	0	1	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	30.2	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	30.1	0	2	100	0	0	0	0	
0500	8	8	8	8	8	8	8	8	8	8	8	8	0500	0	0	8	1	1	2	2	0	0	0	0	0	0	0	0	0	25.7	2	2	25	0	0	0	0	
0600	20	2	17	0	1	0	0	0	0	0	0	0	0600	0	0	3	3	3	8	5	1	0	0	0	0	0	0	0	0	36.4	32.2	6	30	1	0	0	0	
0700	15	10	7	7	7	7	7	7	7	7	7	7	0700	0	17	29	29	29	29	29	29	29	29	29	29	29	29	29	29	14.74	14	14	14	1.05	0	0	0	0
0800	105	7	90	0	6	2	2	0	0	0	0	0	0800	1	4	9	49	34	8	11	0	0	0	0	0	0	0	0	0	23.9	28.7	8	7619	0	0	0	0	0
0900	83	0	77	7	4	2	0	0	0	0	0	0	0900	2	0	17	35	23	6	0	0	0	0	0	0	0	0	0	0	23.3	28	6	7229	0	0	0	0	0
1000	96	4	83	8	3	1	15	42	24	5	0	0	1000	3	3	100	42	24	5	22	5	28	0	0	0	0	0	0	22.9	28	3	6203	0	0	0	0	0	
1100	78	7	65	0	4	1	1	0	0	0	0	0	1100	3	3	15	25	27	5	22	28	0	0	0	0	0	0	0	22.9	27.5	5	641	0	0	0	0	0	
1200	62	0	52	0	10	0	0	0	0	0	0	0	1200	0	10	23	27	2	1	0	0	0	0	0	0	0	0	0	23.9	28	1	1613	0	0	0	0	0	
1300	37	3	47	47	0	0	0	0	0	0	0	0	1300	1	130	23	16	2	0	0	0	0	0	0	0	0	0	0	22.9	27.5	3	2083	0	0	0	0	0	
1400	98	2	85	1	7	1	0	0	0	0	0	0	1400	0	1	19	47	25	4	0	0	0	0	0	0	0	0	0	23.3	27.1	4	4167	0	0	0	0	0	
1500	98	3	87	8	0	0	0	0	0	0	0	0	1500	0	10	23	16	2	0	0	0	0	0	0	0	0	0	0	23.3	28	4	4062	0	0	0	0	0	
1600	78	1	70	70	0	0	0	0	0	0	0	0	1600	0	0	14	35	26	3	0	0	0	0	0	0	0	0	0	23.7	27.3	3	2346	0	0	0	0	0	
1700	98	3	89	0	0	0	0	0	0	0	0	0	1700	0	1	12	53	29	0	0	0	0	0	0	0	0	0	0	23.4	26.6	2	2083	0	0	0	0	0	
1800	84	8	82	2	2	2	0	0	0	0	0	0	1800	0	17	36	27	5	0	0	0	0	0	0	0	0	0	0	23.2	27.3	6	61818	0	0	0	0	0	
1900	69	8	57	0	4	0	0	0	0	0	0	0	1900	0	3	10	28	23	4	1	1	0	0	0	0	0	0	0	23.6	27.6	5	7246	1	1.449	0	0	0	0
2000	71	2	64	0	5	0	0	0	0	0	0	0	2000	0	3	14	29	34	1	1	1	0	0	0	0	0	0	0	25.3	28	3	4225	2	2.817	0	0	0	0
2100	59	3	54	0	0	0	0	0	0	0	0	0	2100	0	210	33	19	2	0	0	0	0	0	0	0	0	0	0	23.7	26.8	0	3	0	0	0	0		
2200	22	0	21	0	1	0	0	0	0	0	0	0	2200	0	0	5	9	8	0	0	0	0	0	0	0	0	0	0	22.8	26.8	0	0	0	0	0	0		
2300	4	0	4	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	0	0	0	0	0	0	0		
00:22	1032	77	18	2	2	2	2	2	2	2	2	2	00:22	44	168	232	176	440	316	542	8	18	62	6	0	0	0	0	27.8	28.2	6	6068	0	0	0	0	0	
06:22	1251	88	1097	1	85	8	2	2	0	0	0	0	06:22	11	32	197	533	400	70	7	1	0	0	0	0	0	0	0	23.6	27.8	78	6235	8	6.639	0	0	0	0
08:22	1277	98	1122	2	96	9	2	2	0	0	0	0	08:22	10	32	202	543	411	70	7	1	0	0	0	0	0	0	0	23.6	27.8	78	6168	8	6.656	0	0	0	0
08:22	1254	98	1136	1	87	9	2	2	0	0	0	0	08:22	11	33	202	547	416	73	9	1	0	0	0	0	0	0	0	23.6	27.8	83	6414	0	0	0	0	0	

28 June 2019

[illegible]**Virtual Day (7)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	IPSL	IPSL% ACRO	ISL1 35	ISL1% 35	ISL2 45	ISL2% 45	
0000	5	0	5	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	2	2	0	0	0	0	0	0	0	0	25.7	-	1	16.67	0	2.778	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	1	0	0	0	0	0	0	0	0	27.	-	1	21.05	0	5.263	0	0	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0200	0	1	0	0	0	0	30	2	0	0	0	0	0	0	30.2	-	0	14.29	86	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	28.57	0	14.29	0	0		
0400	2	2	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	75	0	25	0	0		
0500	7	1	6	0	0	0	0	0	0	0	0	0	0500	0	1	1	2	3	1	1	0	0	0	0	0	0	26.2	-	2	25.49	1	13.73	0	0		
0600	18	3	13	0	1	0	0	0	0	0	0	0	0600	0	4	1	4	3	6	4	1	0	0	0	0	0	25.2	31.6	4	24.8	1	4	0	0		
0700	68	4	58	0	0	0	0	0	0	0	0	0	0700	0	10	19	23	6	10	16	29	7	0	0	0	0	24.6	29.7	8	13.32	1	14	0	0		
0800	100	4	88	0	6	1	0	0	0	0	0	0	0800	1	3	15	46	31	4	1	0	0	0	0	0	0	23.4	27.3	5	4.864	1	5.72	0	0		
0900	84	2	76	7	5	1	0	0	0	0	0	0	0900	0	2	13	35	28	6	4	0	0	0	0	0	0	23.9	26.2	6	6.055	1	6.83	0	0		
1000	78	2	70	7	6	0	0	0	0	0	0	0	1000	1	11	37	37	23	4	1	0	0	0	0	0	0	23.5	27.9	4	1.28	0	1.83	0	0		
1100	77	4	66	0	6	0	1	0	0	0	0	0	1100	1	3	15	34	20	4	0	0	0	0	0	0	0	22.7	27.3	4	5.195	0	5.957	0	0		
1200	81	3	72	0	5	1	0	0	0	0	0	0	1200	0	3	13	36	25	0	0	0	0	0	0	0	0	23.3	27.6	4	4.779	1	7.08	0	0		
1300	79	3	71	7	1	0	0	0	0	0	0	0	1300	1	11	36	34	21	3	0	0	0	0	0	0	0	23.4	27.5	5	4.616	0	5.181	0	0		
1400	87	3	78	7	8	0	0	0	0	0	0	0	1400	1	4	14	43	21	3	0	0	0	0	0	0	0	22.7	26.7	3	3.448	0	4.93	0	0		
1500	87	3	78	7	8	0	0	0	0	0	0	0	1500	3	37	37	23	0	0	0	0	0	0	0	0	0	22.9	27.6	4	0.33	0	0	0	0		
1600	97	2	90	0	4	0	0	0	0	0	0	0	1600	0	4	23	44	22	4	0	0	0	0	0	0	0	22.5	26.8	4	4.142	1	0.266	0	0		
1700	97	3	90	0	4	0	0	0	0	0	0	0	1700	0	3	18	48	23	0	0	0	0	0	0	0	0	22.9	26.8	4	3.994	1	5.92	0	0		
1800	83	3	77	18	0	0	0	0	0	0	0	0	1800	1	17	36	23	0	0	0	0	0	0	0	0	0	23	27.1	5	5.67	0	3.344	0	0		
1900	66	3	59	0	3	0	0	0	0	0	0	0	1900	0	3	10	30	19	3	0	0	0	0	0	0	0	23.3	27.5	3	5.011	0	4.386	0	0		
2000	41	2	37	0	2	0	0	0	0	0	0	0	2000	0	1	5	18	15	2	0	0	0	0	0	0	0	24.2	28	3	6.62	0	6.997	0	0		
2100	35	0	35	0	0	0	0	0	0	0	0	0	2100	0	33	33	0	0	0	0	0	0	0	0	0	0	21.1	21.2	2	4.453	0	4.403	0	0		
2200	10	0	16	0	1	0	0	0	0	0	0	0	2200	0	0	3	6	7	1	0	0	0	0	0	0	0	23.9	28.1	1	4.132	0	8.826	0	0		
2300	10	0	9	0	1	0	0	0	0	0	0	0	2300	0	0	0	1	4	0	0	0	0	0	0	0	0	23.6	-	0	4.416	0	0	0	0		
00:00	1016	97	18	913	58	18	316	37	07	18	152	913	231	59	3	55	85	433	275	5	8	65	433	275	5	8	65	433	275	5	8	65	433	275	5	8
06:22	1175	48	1655	1	87	4	2	0	0	0	0	0	06:22	7	40	200	520	341	60	6	0	0	0	0	0	0	0	23.3	27.6	67	5.701	7	6.571	0	0	
06:40	1032	46	1079	0	86	2	2	0	0	0	0	0	06:40	7	40	205	530	352	61	6	0	0	0	0	0	0	0	23.3	27.6	68	5.668	6	6.567	0	0	
06:50	1032	46	1079	0	86	2	2	0	0	0	0	0	06:50	7	41	206	535	359	65	8	1	0	0	0	0	0	0	23.3	27.7	73	6.014	9	6.725	0	0	

Virtual Week (1)[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 15 15	Vbin 25 25	Vbin 35 35	Vbin 45 45	Vbin 50 50	Vbin 60 60	Vbin 70 70	Vbin 80 80	Vbin 90 90	Mean	Vpp 85	IPSL 30	IPSL% 37	ISL1 35.1	ISL1% 35	ISL2 35	ISL2% 35	
--	8547	329	7676	9	480	32	13	2	3	2	1	--	--	49	284	1443	3746	2511	452	57	5	0	23.3	27.7	3.4	6.014	0.04	ACPO	62	0.725	0	0

Advanced Transport Research

Report Id - CustomList-2689
Site Name - Z22030-006
Description - GROVE ROAD [20M]
Direction - East

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 20	IPSL% 20	ISL1 20	ISL1% 20	ISL2 ACPO	ISL2% ACPO	DFT	DFT
0000	7	1	6	0	0	0	0	0	0	0	0	0	0000	0	1	1	2	2	0	0	1	0	0	0	0	0	0	0	23.6	-	5	71.43	3	42.86	1	14.29		
0100	3	0	3	0	0	0	0	0	0	0	0	0	0100	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	21.9	-	3	100	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.5	-	1	100	1	100	0	0		
0400	1	1	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	1	100	1	100	0	0		
0500	0	0	0	0	0	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	
0600	1	0	0	0	1	0	0	0	0	0	0	0	0600	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0	0	0	0	0		
0700	7	0	6	0	1	0	0	0	0	0	0	0	0700	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	23.6	-	5	71.43	3	42.86	0	0		
0800	26	1	23	0	2	0	0	0	0	0	0	0	0800	0	3	5	5	8	7	2	1	0	0	0	0	0	0	0	22.9	29.5	18	69.23	12	45.15	1	3.86		
0900	40	0	37	0	3	0	0	0	0	0	0	0	0900	0	1	7	22	8	2	0	0	0	0	0	0	0	0	0	23.2	27.9	32	80	17	42.5	0	0		
1000	49	2	46	0	1	0	0	0	0	0	0	0	1000	4	14	27	11	0	0	0	0	0	0	0	0	0	0	0	20.8	25.7	38	64.41	17	28.81	0	0		
1100	56	1	54	0	1	0	0	0	0	0	0	0	1100	1	2	16	23	11	3	0	0	0	0	0	0	0	0	0	21.8	26.1	37	66.07	18	32.14	0	0		
1200	43	0	43	0	0	0	0	0	0	0	0	0	1200	2	5	13	19	10	1	0	0	0	0	0	0	0	0	0	21	26.2	30	60	16	32	0	0		
1300	56	10	43	0	2	0	1	0	0	0	0	0	1300	7	12	15	19	3	0	0	0	0	0	0	0	0	0	0	17.5	22.9	22	39.29	4	7.143	0	0		
1400	54	5	48	0	1	0	0	0	0	0	0	0	1400	0	4	20	22	8	0	0	0	0	0	0	0	0	0	0	20.8	25.1	30	55.56	12	22.22	0	0		
1500	44	9	33	0	0	0	1	0	0	0	0	1	1500	4	9	16	15	3	1	0	0	0	0	0	0	0	0	0	18.2	24.4	20	45.45	7	15.91	0	0		
1600	45	1	44	0	0	0	0	0	0	0	0	0	1600	1	7	19	16	2	0	0	0	0	0	0	0	0	0	0	18.3	22.6	18	40	3	6.667	0	0		
1700	58	5	51	0	1	0	1	0	0	0	0	0	1700	4	8	19	16	8	2	1	0	0	0	0	0	0	0	0	19.5	26	27	46.55	11	18.97	1	1.724		
1800	45	4	40	0	1	0	0	0	0	0	0	0	1800	3	5	11	22	3	1	0	0	0	0	0	0	0	0	0	19.6	23.4	26	47.78	6	13.33	0	0		
1900	51	2	47	0	1	0	1	0	0	0	0	0	1900	1	5	22	21	2	0	0	0	0	0	0	0	0	0	0	19.4	22.5	23	45.1	5	9.804	0	0		
2000	22	1	21	0	0	0	0	0	0	0	0	0	2000	1	4	5	8	2	2	0	0	0	0	0	0	0	0	0	20.3	28	12	54.55	6	27.27	0	0		
2100	10	1	9	0	0	0	0	0	0	0	0	0	2100	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	50	2	20	0	0	0	0		
2200	9	1	8	0	0	0	0	0	0	0	0	0	2200	1	1	2	3	2	0	0	0	0	0	0	0	0	0	0	20.3	-	5	55.56	3	33.33	0	0		
2300	3	0	3	0	0	0	0	0	0	0	0	0	2300	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	19.8	-	2	66.67	0	0	0	0		
07-19	540	44	471	0	18	0	5	1	0	0	0	1	07-19	25	62	150	212	76	13	2	0	0	0	0	0	0	0	0	0	26.2	28.3	303	56.11	126	23.33	2	0.37	
06-22	624	48	548	0	20	0	6	1	0	0	1	0	06-22	27	71	183	246	80	15	2	0	0	0	0	0	0	0	0	0	26.1	25.1	343	54.97	139	22.28	2	0.321	
06-00	636	49	558	0	20	0	6	1	0	0	1	0	06-00	28	72	186	251	82	15	3	0	0	0	0	0	0	0	0	0	26.1	25.1	349	55.93	142	22.52	3	0.314	
06-00	648	50	570	0	20	0	6	1	0	0	1	0	06-00	28	73	187	257	85	15	3	0	0	0	0	0	0	0	0	0	26.2	25.2	360	55.56	147	22.69	3	0.463	

23 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 20	IPSL% 20	ISL1 24	ISL1% 24	ISL2 25	ISL2% 25	DFT	ISL2% 25	
0000	3	0	3	0	0	0	0	0	0	0	0	0	0000	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	22.3	-	2	66.67	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	2	100	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	-	1	100	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	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	
0600	2	0	2	0	0	0	0	0	0	0	0	0	0600	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	27.5	-	2	100	1	50	0	0	0	0	
0700	5	0	4	0	1	0	0	0	0	0	0	0	0700	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	23.4	-	4	80	2	40	0	0	0	0
0800	17	0	16	0	1	0	0	0	0	0	0	0	0800	0	1	5	7	2	2	0	0	0	0	0	0	0	0	0	0	22.6	29.3	11	64.71	7	41.18	0	0	0	0
0900	26	1	23	0	2	0	0	0	0	0	0	0	0900	0	1	4	16	3	1	1	0	0	0	0	0	0	0	0	0	23	28.7	21	80.77	8	30.77	1	3.846	0	0
1000	35	1	33	0	1	0	0	0	0	0	0	0	1000	0	3	11	13	6	2	0	0	0	0	0	0	0	0	0	0	21.2	26.4	21	80	10	28.57	0	0	0	0
1100	45	5	39	0	1	0	0	0	0	0	0	0	1100	0	4	8	15	8	5	0	0	0	0	0	0	0	0	0	0	19.3	24	23	51.11	10	15.06	0	0	0	0
1200	50	7	42	0	1	0	0	0	0	0	0	0	1200	2	10	10	22	4	2	0	0	0	0	0	0	0	0	0	0	19.7	24.6	28	56	8	16	0	0	0	0
1300	36	2	32	0	0	1	1	0	0	0	0	0	1300	1	6	10	14	5	0	0	0	0	0	0	0	0	0	0	0	19.9	25.1	19	52.78	8	22.22	0	0	0	0
1400	47	3	42	0	1	1	0	0	0	0	0	0	1400	2	5	11	20	9	0	0	0	0	0	0	0	0	0	0	0	20.4	25.8	29	61.7	11	23.4	0	0	0	0
1500	39	3	35	1	0	0	0	0	0	0	0	0	1500	1	3	14	13	7	1	0	0	0	0	0	0	0	0	0	0	20.4	26	21	53.85	8	20.51	0	0	0	0
1600	42	3	38	0	1	0	0	0	0	0	0	0	1600	1	5	9	20	7	0	0	0	0	0	0	0	0	0	0	0	20.7	25.6	27	64.29	7	16.67	0	0	0	0
1700	34	2	30	0	2	0	0	0	0	0	0	0	1700	1	2	8	17	5	1	0	0	0	0	0	0	0	0	0	0	21.1	25.2	23	67.65	10	28.41	0	0	0	0
1800	29	1	27	0	1	0	0	0	0	0	0	0	1800	0	2	10	15	6	0	0	0	0	0	0	0	0	0	0	0	22.6	25.9	23	73.31	1	37.53	0	0	0	0
1900	21	0	20	0	1	0	0	0	0	0	0	0	1900	0	0	3	12	6	0	0	0	0	0	0	0	0	0	0	0	22.9	26.7	18	85.71	7	33.33	0	0	0	0
2000	13	0	13	0	0	0	0	0	0	0	0	0	2000	0	0	3	6	3	1	0	0	0	0	0	0	0	0	0	23	27.2	10	76.92	5	38.46	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0	0	2100	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	20.3	-	5	62.5	2	25	0	0	0	0	
2200	4	0	4	0	0	0	0	0	0	0	0	0	2200	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	20.5	-	1	100	2	50	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	3	75	2	23.8	0	0	0	0	
0001	405	28	361	1	12	0	0	0	0	0	0	0	0001	407	163	177	61	0	0	0	0	0	0	0	0	0	0	0	20.8	25.6	250	61.73	97	23.58	0.741	0	0	0	
0022	449	30	402	1	13	1	1	1	0	0	0	0	0022	453	161	180	200	71	10	4	0	0	0	0	0	0	0	0	0	21	25.8	285	63.47	112	24.94	0.881	0	0	0
0046	454	30	406	1	14	1	1	1	0	0	0	0	0046	458	161	181	202	73	11	0	0	0	0	0	0	0	0	0	0	21	25.8	289	63.66	114	25.11	0.891	0	0	0
0060	461	30	413	1	14	1	1	1	0	0	0	0	0060	463	161	182	203	73	10	0	0	0	0	0	0	0	0	0	0	21	25.8	294	63.77	114	24.73	0.894	0	0	0

1400	40	10	27	0	2	1	0	0	0	0	0	0	0	0	0	1400	8	8	13	5	5	1	0	0	0	0	0	0	0	0	18.8	25	11	27.5	6	15	0	0	
1500	76	11	61	1	3	0	0	0	0	0	0	0	0	0	0	1500	8	13	20	27	7	1	0	0	0	0	0	0	0	0	16.5	24.2	35	46.05	12	15.79	0	0	
1600	68	2	60	0	2	5	0	0	0	0	0	0	0	0	0	1600	5	21	26	11	4	1	0	0	0	0	0	0	0	0	58.82	82	19	27.94	0	0	0	0	
1700	74	5	68	0	1	0	0	0	0	0	0	0	0	0	0	1700	0	6	20	30	17	1	0	0	0	0	0	0	0	0	21.5	25.8	48	64.86	20	27.03	0	0	
1800	68	8	56	0	4	0	0	0	0	0	0	0	0	0	0	1800	2	10	14	25	17	0	0	0	0	0	0	0	0	0	20.9	26.7	40	56.82	19	27.94	0	0	
1900	40	0	39	0	1	0	0	0	0	0	0	0	0	0	0	1900	1	6	18	13	7	2	0	0	0	0	0	0	0	0	19.2	24.2	15	37.5	7	17.5	0	0	
2000	28	24	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	3	9	7	7	7	0	0	0	0	0	0	0	0	0	21	27.3	14	38.65	10	38.65	0	0	
2100	13	1	11	1	0	0	0	0	0	0	0	0	0	0	0	2100	0	1	0	5	6	1	0	0	0	0	0	0	0	0	0.249	28.9	12	92.31	8	61.54	0	0	
2200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2200	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0		
2300	5	1	4	0	1	0	0	0	0	0	0	0	0	0	0	2300	0	0	2	2	1	0	0	0	0	0	0	0	0	0	26.5	1	50	0	0	0	0		
07-19	652	50	555	1	40	3	3	0	0	0	0	0	0	0	0	07-19	27	64	172	266	99	23	0	0	0	0	0	0	0	0	0	20.7	25.6	389	56.66	170	26.07	1	0.153
06-22	740	53	636	2	43	3	3	0	0	0	0	0	0	0	0	06-22	28	75	200	295	117	24	0	0	0	0	0	0	0	0	0	20.8	25.6	437	59.05	108	26.76	1	0.156
06-20	817	53	641	1	47	3	3	0	0	0	0	0	0	0	0	06-20	28	75	201	298	119	23	0	0	0	0	0	0	0	0	0	20.8	25.6	443	59.3	232	27.1	1	0.154
00-00	753	53	646	2	46	3	3	0	0	0	0	0	0	0	0	00-00	28	75	202	300	119	27	1	0	0	0	0	0	0	0	0	20.9	25.6	448	59.5	205	27.22	2	0.285

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Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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%	95%	98%	99%				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0				
0500	3	3	2	2	0	1	2	0	0	0	0	0	0500	0	0	1	0	0	0	1	0	0	0	0	0	0	0	28.7	2	66	67	66	7	33.3			
0600	10	1	5	0	3	1	0	0	0	0	0	0	0600	0	2	3	3	2	2	0	0	0	0	0	0	0	0	20.1	5	50	3	30	0	0			
0700	37	3	31	0	0	0	0	0	0	0	0	0	0700	3	3	17	4	1	0	0	0	0	0	0	0	0	0	27.6	27	72	67	67	0	0			
0800	90	3	81	0	5	1	0	0	0	0	0	0	0800	1	1	23	40	23	2	0	0	0	0	0	0	0	0	22.6	69	65	72	22	36	40			
0900	46	4	34	0	10	0	0	1	0	0	0	0	0900	4	8	8	16	10	0	0	0	0	0	0	0	0	0	19.7	25.7	26	56	52	10	21.74			
1000	31	1	24	0	0	0	0	0	0	0	0	0	1000	7	7	14	14	4	0	0	0	0	0	0	0	0	26.3	31	67	64	64	0	20.0				
1100	39	2	34	0	3	0	0	0	0	0	0	0	1100	2	3	14	16	14	0	0	0	0	0	0	0	0	0	19.6	24.5	20	51	28	7	17.95			
1200	36	1	31	0	4	0	0	0	0	0	0	0	1200	1	3	7	19	3	3	0	0	0	0	0	0	0	0	21.2	25.4	25	69	44	7	19.44			
1300	35	6	23	0	3	0	0	0	0	0	0	0	1300	3	6	10	9	9	0	0	0	0	0	0	0	0	0	18.9	25.7	16	67	61	1	0			
1400	52	7	37	0	6	1	0	0	0	0	0	0	1400	6	14	12	15	4	0	0	0	0	0	0	0	0	0	0	17.3	24.2	20	38	46	8	15.38		
1500	63	11	65	0	7	0	0	0	0	0	0	0	1500	7	13	26	28	8	0	0	0	0	0	0	0	0	0	0	18.8	24.4	37	44	58	13	15.66		
1600	71	6					6	0	0	0	0	0	1600	8	12	29	34	0	0	0	0	0	0	0	0	0	0	0	19.4	27.7	48	54	24	33	1.408		
1700	78	7	69	0	6	0	0	0	0	0	0	0	1700	3	13	14	32	16	0	0	0	0	0	0	0	0	0	0	20.3	25.4	48	61	54	20	30.77		
1800	65	4	58	0	5	0	0	0	0	0	0	0	1800	15	28	15	22	0	0	0	0	0	0	0	0	0	0	0	16.5	25	22	55	15	22	0.882		
1900	61	9	51	0	1	0	0	0	0	0	0	0	1900	3	7	15	29	4	1	0	0	0	0	0	0	0	0	0	20.5	24.4	36	59	02	11	18.03		
2000	37	3	33	0	1	0	0	0	0	0	0	0	2000	2	2	12	17	5	1	0	0	0	0	0	0	0	0	0	21.4	26.5	23	62	16	13	35.14		
2100	17	1	13	0	0	0	0	0	0	0	0	0	2100	1	1	5	6	1	0	0	0	0	0	0	0	0	0	0	25	10	58	62	10	0	5.882		
2200	13	0	12	0	1	0	0	0	0	0	0	0	2200	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0	24.4	33.1	10	76	92	6	46.15	1	7.692
2300	5	0	3	0	2	0	0	0	0	0	0	0	2300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.5	3	60	3	60	0	0		
663	97	18	544	0	54	81	154	263	116	18	0	0	07-19	32	81	154	263	116	18	0	0	0	0	0	0	0	0	25.8	396	375	178	71	1	0.941			
06-22	889	70	646	0	64	4	3	0	0	0	0	0	06-22	36	93	189	318	130	18	3	1	0	0	0	0	0	0	0	20.5	25.6	470	59	64	21	26.9	4	0.948
70-09	70	661	0	66	4	3	0	0	0	0	0	0	06-30	33	73	123	134	12	1	0	0	0	0	0	0	0	0	20.5	25.6	470	59	64	21	26.9	4	0.948	
00-00	708	70	663	0	68	4	3	0	0	0	0	0	00-00	36	94	194	323	134	22	4	2	0	0	0	0	0	0	0	20.7	25.8	485	59.95	223	27.56	6	0.742	

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Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL 20	IPSL20 25	ISL1 24 ACPO	ISL124 24 ACPO	ISL2 35 DFT	ISL235 35 DFT			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0500	4	4	3	3	1	3	3	0	0	0	0	0	0500	1	1	1	1	0	0	1	0	0	0	0	0	0	0	0	25.7	3	75	75	3	75	1	25			
0600	7	1	4	4	0	2	0	0	0	0	0	0	0600	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	20.2	4	57	14	3	42	86				
0700	25	25	25	25	0	0	0	0	0	0	0	0	0700	10	10	10	10	5	0	0	0	0	0	0	0	0	0	0	32.3	30.7	23	30	23	30	23	30			
0800	58	3	52	0	1	1	1	1	0	0	0	0	0800	1	2	10	29	12	4	0	0	0	0	0	0	0	0	0	0	22.9	27.6	45	77	59	24	41	38		
0900	52	2	47	0	3	0	0	0	0	0	0	0	0900	1	3	10	27	8	3	0	0	0	0	0	0	0	0	0	0	21.5	26.3	38	73	68	13	25	0		
1000	54	7	42	0	3	0	0	0	0	0	0	0	1000	1	11	19	15	0	2	0	0	0	0	0	0	0	0	0	0	24.6	26	39	39	39	39	39	39		
1100	45	1	40	1	3	0	0	0	0	0	0	0	1100	0	6	10	20	9	0	0	0	0	0	0	0	0	0	0	0	20.6	26.6	29	64	44	11	24	44		
1200	56	1	54	0	1	0	0	0	0	0	0	0	1200	2	2	2	22	14	0	0	0	0	0	0	0	0	0	0	0	21.6	26.6	36	64	29	19	33	93		
1300	55	4	47	0	1	0	0	0	0	0	0	0	1300	5	8	7	27	12	0	0	0	0	0	0	0	0	0	0	0	21.8	26.4	40	72	73	18	27	18		
1400	48	3	41	0	3	2	1	1	0	0	0	0	1400	3	3	17	12	10	0	0	0	0	0	0	0	0	0	0	0	20.9	27.3	25	52	08	16	33	33		
1500	54	1	51	0	1	0	0	0	0	0	0	0	1500	4	5	27	19	4	0	0	0	0	0	0	0	0	0	0	0	21.4	26.4	34	44	19	14	16	67		
1600	61	2	54	0	5	0	0	0	0	0	0	0	1600	1	3	21	26	8	7	1	0	0	0	0	0	0	0	0	0	21.4	26.2	36	59	02	17	27	07		
1700	67	4	62	0	0	0	0	0	0	0	0	0	1700	4	5	18	27	11	1	0	0	0	0	0	0	0	0	0	0	20.7	26.2	40	59	17	25	37	1.483		
1800	59	4	44	0	1	0	0	0	0	0	0	0	1800	15	15	14	10	0	0	0	0	0	0	0	0	0	0	0	0	21.5	26	44	29	64	29	64	29		
1900	53	5	47	0	1	0	0	0	0	0	0	0	1900	3	5	19	20	6	0	0	0	0	0	0	0	0	0	0	0	21.4	23.9	26	40	06	15	09	0		
2000	21	2	17	0	2	0	0	0	0	0	0	0	2000	0	1	5	10	4	0	0	0	0	0	0	0	0	0	0	0	22	27.2	15	71	43	7	35	33		
2100	21	0	20	0	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24.6	10	47	02	16	09	0		
2200	5	3	2	0	0	0	0	0	0	0	0	0	2200	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	1	20	0	0	0	0		
2300	14	2	11	0	1	0	0	0	0	0	0	0	2300	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	19.4	27.5	6	42	86	21	43	0		
00:17	63	37	18	18	1	21	4	4	1	1	1	1	07:18	14	51	166	262	122	29	3	0	0	0	0	0	0	0	0	0	21.4	26.6	39	63	32	192	167	214	0.159	
06:22	730	42	647	1	33	3	4	0	0	0	0	0	06:22	18	59	201	293	135	23	0	0	0	0	0	0	0	0	0	0	21.2	26.2	452	61	92	214	29	32	1	0.137
06:29	730	47	680	1	35	3	4	0	0	0	0	0	06:29	18	60	208	298	137	23	0	0	0	0	0	0	0	0	0	0	21.2	26.2	459	61	92	214	29	32	1	0.134
06:30	753	47	683	1	35	3	4	0	0	0	0	0	06:30	18	64	209	299	137	24	1	0	0	0	0	0	0	0	0	0	21.2	26.3	462	61	35	220	292	2	0.086	

Virtual Day (7)[illegible]

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fixt	Time	Vbin 0 10 15 20 25	Vbin 10 15 20 25 30	Vbin 25 30 35 40 45	Vbin 35 40 45 50 55	Vbin 45 50 55 60 65	Vbin 60 65 70 75	Vbin 70 75 80 85	Vbin 80 85 90 95	Mean	Vpp	8PSL	1PSL%	1SL1	1SL1%	2SL1	2SL1%	3SL1	3SL1%
Mon	722	52	609	5	55	0	0	0	1	0	0	Mon	15	18	226	274	115	20	4	0	0	0	20.9	25.7	413	57.2	184	25	4	0.54	
Tue	716	42	614	2	54	0	0	1	0	0	0	Tue	18	56	192	312	119	18	0	0	0	0	21.1	25.9	450	62.85	192	26.82	1	0.14	
Wed	753	53	646	2	46	0	0	0	0	0	0	Wed	28	75	202	300	119	27	1	0	0	0	21.6	25.8	448	59.5	205	27.22	2	0.266	
Thu	763	58	649	3	34	0	0	0	0	0	0	Thu	38	94	194	323	134	27	1	0	0	0	21.5	26.2	435	60.6	204	27.42	6	0.742	
Fri	753	47	663	1	35	3	4	0	0	0	0	Fri	18	64	209	299	137	24	1	1	0	0	21.2	26.3	462	61.35	220	29.22	2	0.286	
Sat	648	50	570	0	20	0	0	6	1	0	0	iSat	28	73	187	257	85	15	3	0	0	0	20.2	25.2	360	55.96	147	22.69	3	0.463	
iSat	651	39	413	0	0	0	0	0	0	0	0	iSat	12	12	207	73	7	0	0	0	0	20.4	25.6	394	57.7	234	27.7	2	0.26		
4857	344	1178	11	292	11	21	1	21	1	0	0	165	472	1322	1927	792	136	18	3	0	0	20.8	25.7	2912	83.99	1285	24.64	22	0.452		

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 1	Vbin 15	Vbin 20	Vbin 25	Vbin 35	Vbin 38	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%
--	4862	344	4178	11	292	11	21	3	8	0	0	2	--	156	47	1322	1972	782	136	18	3	1	0	0	0	0	0	0	20.8	257	2912	59.89	ACPO	ACPO	DFT	DFT
														0	10	15	20	25	30	35	40	45	50	60	70	80	90	100								

Advanced Transport Research

Report Id - CustomList-2689
Site Name - Z22030-006
Description - GROVE ROAD [20M]
Direction - West

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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 75	Vbin 75 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	IPSL 20 20	IPSL% 20 20	ISL1 24	ISL1% ACPO	ISL2 DFT	ISL2% DFT
0000	4	1	3	0	0	0	0	0	0	0	0	0	0000	0	1	1	0	1	0	1	0	0	0	0	0	0	0	22.7	-	2	50	2	50	1	25	
0100	6	0	0	0	0	0	0	0	0	0	0	0	0100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	1	100	1	100	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.6	-	1	100	1	100	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-	1	100	1	100	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	
0500	0	0	0	0	0	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	
0600	3	0	2	0	1	0	0	0	0	0	0	0	0600	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	22.1	-	2	66.67	1	33.33	0	0
0700	11	1	11	2	0	0	0	0	0	0	0	0	0700	0	3	4	4	3	0	0	0	0	0	0	0	0	0	0	20.7	27.8	7	50	5	35.71	0	0
0800	38	1	33	0	4	0	0	0	0	0	0	0	0800	0	1	3	9	20	5	0	0	0	0	0	0	0	0	0	20.8	26.1	25	65.79	11	28.96	0	0
0900	45	3	40	0	2	0	0	0	0	0	0	0	0900	0	3	11	26	11	1	0	0	0	0	0	0	0	0	0	22.2	26.6	39	73.58	15	28.3	1	1.887
1000	60	3	53	0	4	0	0	0	0	0	0	0	1000	0	11	20	27	2	0	0	0	0	0	0	0	0	0	19.3	23.6	29	48.33	6	10	0	0	
1100	64	5	52	0	7	0	0	0	0	0	0	0	1100	2	9	24	22	7	0	0	0	0	0	0	0	0	0	19.6	24.4	29	45.31	12	18.75	0	0	
1200	54	3	48	0	3	0	0	0	0	0	0	0	1200	0	6	17	24	6	1	0	0	0	0	0	0	0	0	20.4	24.8	31	57.41	14	25.93	0	0	
1300	73	6	63	0	4	0	0	0	0	0	0	0	1300	5	15	20	23	7	3	0	0	0	0	0	0	0	0	19.1	24.4	33	45.21	12	16.44	0	0	
1400	52	5	44	0	2	0	1	0	0	0	0	0	1400	2	5	14	20	10	1	0	0	0	0	0	0	0	0	20.7	25.9	31	59.62	15	28.85	0	0	
1500	70	1	60	0	1	0	0	0	0	0	0	0	1500	0	9	24	26	8	1	0	0	0	0	0	0	0	0	20	24.9	35	50	15	21.43	0	0	
1600	69	2	65	0	1	0	1	0	0	0	0	0	1600	3	7	25	31	3	0	0	0	0	0	0	0	0	0	19.3	23.2	34	49.28	5	7.246	0	0	
1700	48	8	37	0	2	0	0	0	0	0	0	0	1700	0	12	13	14	8	1	0	0	0	0	0	0	0	0	19.4	25.1	23	47.92	10	20.83	0	0	
1800	48	3	43	0	2	0	0	0	0	0	0	0	1800	1	10	13	19	3	2	0	0	0	0	0	0	0	0	19.4	24.5	24	50	8	16.67	0	0	
1900	46	4	38	1	3	0	0	0	0	0	0	0	1900	1	10	17	12	6	0	0	0	0	0	0	0	0	0	18.8	24.7	18	39.13	8	17.39	0	0	
2000	22	0	20	0	2	0	0	0	0	0	0	0	2000	0	2	10	7	2	1	0	0	0	0	0	0	0	0	20.2	24.6	10	45.45	3	13.64	0	0	
2100	17	0	16	0	1	0	0	0	0	0	0	0	2100	1	0	4	8	4	0	0	0	0	0	0	0	0	0	21.1	25.5	12	70.59	4	23.53	0	0	
2200	12	0	11	0	1	0	0	0	0	0	0	0	2200	1	0	5	6	0	0	0	0	0	0	0	0	0	0	19.6	24.3	6	50	2	16.67	0	0	
2300	10	1	8	0	1	0	0	0	0	0	0	0	2300	2	1	1	4	3	0	0	0	0	0	0	0	0	0	16.9	-	3	30	0	0	0	0	
07-19	643	48	554	0	37	0	4	0	0	0	0	0	07-19	16	93	194	255	74	10	1	0	0	0	0	0	0	0	0	20	24.7	340	52.88	128	18.91	1	0.156
06-22	731	52	630	1	44	0	4	0	0	0	0	0	06-22	18	105	226	283	87	11	1	0	0	0	0	0	0	0	0	19.9	24.7	382	52.26	144	19.7	1	0.137
06-00	753	53	648	0	46	0	4	0	0	0	0	0	06-00	21	106	235	292	87	11	1	0	0	0	0	0	0	0	0	19.9	24.7	391	51.83	146	19.9	1	0.133
00-00	760	54	654	1	47	0	4	0	0	0	0	0	00-00	21	107	236	292	91	11	2	0	0	0	0	0	0	0	0	19.9	24.7	396	52.11	151	19.87	2	0.263

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	IPSL 20 20	IPSL% 20 20	ISL1 24 ACPO	ISL1% 24 ACPO	ISL2 35 DFT	ISL2% 35 DFT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0000	0	0	1	2	0	0	0	0	0	0	0	0	0	0	19.3	-	2	66.67	1	33.33	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	1	1	0	1	0	0	0	0	0	0	0	0	0	20.6	-	2	66.67	1	33.33	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	23.8	-	1	100	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	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
0600	3	0	2	0	1	0	0	0	0	0	0	0	0600	0	0	2	0	0	1	0	0	0	0	0	0	0	0	23	-	1	33.33	1	33.33	0	0
0700	6	1	5	0	0	0	0	0	0	0	0	0	0700	0	0	4	0	0	1	0	0	0	0	0	0	0	0	19.6	-	2	33.33	2	33.33	0	0
0800	12	0	11	0	1	0	0	0	0	0	0	0	0800	0	1	5	6	0	0	0	0	0	0	0	0	0	0	19.4	21.5	6	50	0	0	0	0
0900	38	1	37	0	0	0	0	0	0	0	0	0	0900	1	6	8	19	4	0	0	0	0	0	0	0	0	0	19.8	24.5	23	60.53	6	15.79	0	0
1000	51	5	45	0	1	0	0	0	0	0	0	0	1000	4	3	11	25	7	1	0	0	0	0	0	0	0	20.6	25.5	33	64.71	12	23.53	0	0	
1100	46	5	39	1	0	0	0	0	0	0	0	0	1100	1	7	12	21	5	0	0	0	0	0	0	0	0	19.6	24.6	26	56.52	11	23.91	0	0	
1200	56	10	44	0	1	0	1	0	0	0	0	0	1200	8	6	15	26	1	0	0	0	0	0	0	0	0	18.4	24.4	27	48.21	11	19.64	0	0	
1300	46	6	36	0	3	0	1	0	0	0	0	0	1300	4	4	16	21	0	1	0	0	0	0	0	0	0	17.8	22.9	22	47.83	3	6.522	0	0	
1400	46	5	40	0	1	0	0	0	0	0	0	0	1400	6	11	13	13	3	0	0	0	0	0	0	0	0	18.2	23.4	16	34.78	6	13.04	0	0	
1500	39	2	36	0	0	0	0	1	0	0	0	0	1500	4	8	8	16	3	0	0	0	0	0	0	0	0	18.3	23.7	19	48.72	4	10.26	0	0	
1600	45	2	40	0	2	0	1	0	0	0	0	0	1600	2	3	17	20	3	0	0	0	0	0	0	0	0	19.7	24.2	23	51.11	8	17.78	0	0	
1700	55	2	53	0	0	0	0	0	0	0	0	0	1700	3	4	13	21	12	2	0	0	0	0	0	0	0	21.4	27.3	35	63.64	20	36.36	0	0	
1800	46	3	43	0	0	0	0	0	0	0	0	0	1800	1	3	17	23	2	0	0	0	0	0	0	0	0	19.6	22.4	25	54.35	4	8.696	0	0	
1900	30	1	28	0	1	0	0	0	0	0	0	0	1900	3	7	5	9	3	2	1	0	0	0	0	0	0	19.8	26.5	15	50	9	30	0	1.3333	
2000	14	0	12	0	1	0	0	0	0	0	0	0	2000	0	2	5	3	3	0	0	0	0	0	0	0	0	20.2	29.2	7	50	4	28.57	0	0	
2100	8	0	8	0	0	0	0	0	0	0	0	0	2100	0	2	10	2	0	0	0	0	0	0	0	0	0	21.2	-	5	22.22	0	0	0	0	
2200	5	0	4	0	1	0	0	0	0	0	0	0	2200	1	1	2	1	0	0	0	0	0	0	0	0	0	16.3	-	1	20	0	0	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	2	66.67	1	33.33	0	0	
07-19	486	42	429	1	10	0	4	0	0	0	0	0	07-19	34	56	139	212	41	4	0	0	0	0	0	0	0	0	19.5	24.4	257	52.88	87	17.9	0	0
06-22	542	44	479	1	14	0	4	0	0	0	0	0	06-22	37	65	156	227	49	8	1	0	0	0	0	0	0	0	19.5	24.4	285	52.98	103	19.1	0	1.085
06-50	550	4	65	16	16	0	0	0	0	0	0	0	06-50	38	66	158	229	50	0	0	0	0	0	0	0	0	0	19.5	24.4	288	52.96	104	18.91	0	1.052
06-57	445	491	1	16	0	0	0	0	0	0	0	0	06-57	38	67	159	233	51	8	1	0	0	0	0	0	0	0	19.5	24.4	293	52.6	106	19.03	1	0.18

1400	66	12	45	0	7	0	2	0	0	0	0	0	0	0	1400	9	14	14	24	4	1	0	0	0	0	0	0	0	17.7	23.5	29	43.94	9	13.64	0	0	
1500	62	3	54	0	5	0	0	0	0	0	0	0	0	0	1500	2	12	20	22	5	1	0	0	0	0	0	0	0	18.8	23.6	28	45.16	7	11.29	0	0	
1600	71	59	0	0	0	0	0	0	0	0	0	0	0	0	1600	3	12	20	31	6	1	0	0	0	0	0	0	0	19.4	23.5	39	54.93	13	16.48	0	0	
1700	71	3	66	0	2	0	0	0	0	0	0	0	0	0	1700	2	9	26	25	7	2	0	0	0	0	0	0	0	19.9	24.7	34	47.89	15	21.13	0	0	
1800	73	5	62	0	5	0	1	0	0	0	0	0	0	0	1800	4	18	23	20	8	0	0	0	0	0	0	0	0	18.4	23.9	28	38.36	10	13.7	0	0	
1900	45	6	35	0	4	0	0	0	0	0	0	0	0	0	1900	3	10	10	12	7	0	0	0	0	0	0	0	0	19.8	26.4	32	48.89	13	28.89	1	2.22	
2000	54	3	28	0	0	0	0	0	0	0	0	0	0	0	2000	0	5	9	12	7	2	0	0	0	0	0	0	0	21.2	28.1	20	58.12	11	20.89	0	0	
2100	18	0	17	0	1	0	0	0	0	0	0	0	0	0	2100	0	2	6	3	6	1	0	0	0	0	0	0	0	22.3	29.7	10	55.56	7	38.89	0	0	
2200	6	0	4	0	2	0	0	0	0	0	0	0	0	0	2200	0	1	3	3	0	0	0	0	0	0	0	0	1	23.7	3	50	2	33.33	0	0		
2300	5	1	0	0	1	0	0	0	0	0	0	0	0	0	2300	0	2	0	2	2	0	0	0	0	0	0	0	0	18.7	1	4	80	21.7	0	0		
2700	717	50	595	3	63	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.4	341	47.56	126	17.57	0	0		
06-22	823	62	678	3	74	3	3	0	0	0	0	0	0	0	06-22	44	129	252	287	96	13	2	0	0	0	0	0	0	0	19.4	24.6	398	48.36	199	19.32	2	0.243
06-40	834	62	678	3	77	3	3	0	0	0	0	0	0	0	06-40	44	132	253	292	98	13	2	0	0	0	0	0	0	0	19.4	24.6	398	48.56	199	19.32	2	0.24
06-00	839	62	688	3	80	3	3	0	0	0	0	0	0	0	06-00	44	133	253	294	100	13	2	0	0	0	0	0	0	0	19.4	24.7	409	48.75	166	19.78	2	0.238

27 June 2019

[illegible]

28 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	8PSL 20	10PSL 20	15L1 24	15L2 24	15L3 24		
0000	1	0	0	1	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	1	1	100	1	100	0		
0100	0	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0		
0200	1	1	0	1	0	0	0	0	0	0	0	0	0200	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	28.3	1	1	100	1	100	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0		
0400	2	0	1	1	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.6	-	2	100	2	100	0		
0500	4	4	2	2	0	2	2	0	0	0	0	0	0500	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	0	0	0		
0600	8	1	3	0	3	1	0	0	0	0	0	0	0600	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	22.8	-	6	75	4	50	0		
0700	38	31	31	0	0	0	3	3	0	0	0	0	0700	0	0	10	17	0	0	0	0	0	0	0	0	0	0	0	21.7	26.1	25	65.79	23	68	0		
0800	78	1	71	0	6	0	0	0	0	0	0	0	0800	3	14	25	27	8	1	0	0	0	0	0	0	0	0	0	0	18.8	23.6	36	46.15	11	14	0	
0900	61	2	53	0	5	1	0	0	0	0	0	0	0900	3	5	23	24	5	1	0	0	0	0	0	0	0	0	0	0	19.3	23.4	30	49.18	7	11	48	
1000	37	1	31	0	3	0	0	0	0	0	0	0	1000	1	11	15	15	4	0	0	0	0	0	0	0	0	0	0	19.5	24.5	19	51.65	19	25	85		
1100	61	2	53	0	5	1	0	0	0	0	0	0	1100	3	6	18	22	10	2	0	0	0	0	0	0	0	0	0	0	20.6	26.4	34	55.74	20	32	79	
1200	57	4	49	0	4	0	0	0	0	0	0	0	1200	1	2	26	20	8	0	0	0	0	0	0	0	0	0	0	0	20.2	24.9	28	49.12	11	19	3	
1300	67	3	48	0	4	0	0	0	0	0	0	0	1300	16	20	10	10	1	0	0	0	0	0	0	0	0	0	0	0	21	25	31	54.39	14	24	0	
1400	76	4	66	0	5	1	0	0	0	0	0	0	1400	4	9	17	39	6	0	0	0	0	0	0	0	0	0	0	0	0	19.9	24.8	46	60.53	16	21	05
1500	54	1	46	0	7	0	0	0	0	0	0	0	1500	0	5	18	21	11	0	0	0	0	0	0	0	0	0	0	0	20	24.6	33	61.11	13	24.07	1.1852	
1600	67	60	0	2	0	0	0	0	0	0	0	0	1600	0	0	20	23	12	6	1	0	0	0	0	0	0	0	0	0	21	26.3	31	46.27	22	17.91	1.4693	
1700	66	7	48	0	5	0	1	1	0	0	0	0	1700	3	12	25	19	5	2	0	0	0	0	0	0	0	0	0	0	19.2	24.3	26	39.39	11	16.67	0	
1800	4	46	0	0	0	0	0	0	0	0	0	0	1800	3	17	20	6	0	0	0	0	0	0	0	0	0	0	0	0	28	43.63	13	52.83	13	16.67	0	
1900	47	7	37	0	3	0	0	0	0	0	0	0	1900	4	6	14	15	5	3	0	0	0	0	0	0	0	0	0	0	19.4	25.5	23	48.94	8	17.02	0	
2000	28	4	22	0	2	0	0	0	0	0	0	0	2000	3	6	6	10	2	1	0	0	0	0	0	0	0	0	0	0	19.3	24.5	13	48.43	6	21.43	0	
2100	25	22	0	0	1	3	0	0	0	0	0	0	2100	1	11	8	9	0	0	0	0	0	0	0	0	0	0	0	0	19	24.6	10	40	0	0	0	
2200	17	3	14	0	0	0	0	0	0	0	0	0	2200	0	0	9	6	1	0	0	0	0	0	0	0	0	0	0	0	21.2	25.1	8	47.06	3	17.65	1.5882	
2300	22	10	10	0	1	0	0	0	0	0	0	0	2300	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	19.3	24.6	4	36.36	2	18.18	0	
06-22	705	07-18	802	6	80	80	232	267	87	10	0	0	06-22	26	80	232	267	87	10	0	0	0	0	0	0	0	0	0	0	19.9	24.9	134	187.06	20.43	19	0.439	
06-22	813	48	886	0	72	3	3	1	0	0	0	0	06-22	34	96	264	304	97	15	2	1	0	0	0	0	0	0	0	0	19.9	24.9	419	514.54	166	26.42	3	0.389
06-20	813	51	710	0	72	3	3	1	0	0	0	0	06-20	34	97	279	313	99	15	2	1	0	0	0	0	0	0	0	0	19.9	24.9	419	514.54	166	26.42	3	0.389
06-20	849	51	715	0	72	3	3	1	0	0	0	0	06-20	34	97	283	313	102	16	3	1	0	0	0	0	0	0	0	0	19.9	24.9	435	512.74	175	26.61	4	0.476

Virtual Day (7)[illegible]

Virtual Week (1)

[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10 10	Vbin 10 15 15	Vbin 20 25 25	Vbin 30 35 35	Vbin 40 45 45	Vbin 50 50 50	Vbin 60 60 70	Vbin 70 80 80	Vbin 80 90 90	Vbin 90 100 100	Mean	Vpp	SPSL	SPSL%	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT
--	5557	360	4690	9	452	12	30	2	0	0	0	2	--	243	736	1658	2114	710	84	49	3	0	0	19.6	24.9	2920	52.55	1173	21.11	12	0.216

Advanced Transport Research

Report Id - CustomList-2690

Site Name - Z2030-007

Description - PEPPARD ROAD [30M]

Direction - East

22 June 2019

Time	Total	C1s	C2s	C3s	Cs	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 35	ISL1% 35	ISL2 45	ISL2% 45
0000	32	2	30	0	0	0	0	0	0	0	0	0	0	0000	0	3	9	15	5	0	0	0	0	0	0	0	0	0	20.7	25.4	0	0	0	0	0	0	
0100	14	5	12	0	2	0	0	0	0	0	0	0	0	0100	0	1	5	3	8	2	0	0	0	0	0	0	0	0	21.9	26.1	0	0	0	0	0	0	
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	0200	0	0	3	8	0	0	0	0	0	0	0	0	0	0	21.2	23.1	0	0	0	0	0	0	
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0300	0	0	3	3	1	0	0	0	0	0	0	0	0	0	21 -	0	0	0	0	0	0	0	
0400	4	1	2	0	0	0	0	0	0	0	0	0	0	0400	0	1	1	1	1	0	0	0	0	0	0	0	0	0	23.3 -	0	25	0	0	0	0	0	
0500	8	0	5	0	3	0	0	0	0	0	0	0	0	0500	0	0	4	4	0	0	0	0	0	0	0	0	0	0	19.6 -	0	0	0	0	0	0	0	
0600	16	1	14	0	1	0	0	0	0	0	0	0	0	0600	0	2	7	5	2	0	0	0	0	0	0	0	0	0	20.4	25.7	0	0	0	0	0	0	
0700	69	0	63	0	5	0	0	0	0	0	0	0	0	0700	0	1	26	31	11	0	0	0	0	0	0	0	0	0	21.5	25.2	0	0	0	0	0	0	
0800	150	2	138	1	8	0	1	0	0	0	0	0	0	0800	0	4	48	80	17	1	0	0	0	0	0	0	0	0	21.2	24.8	1	0.667	0	0	0	0	
0900	231	0	222	0	7	2	0	0	0	0	0	0	0	0900	1	10	100	103	16	0	0	0	0	0	0	0	0	0	20.2	23.5	1	0.433	0	0	0	0	
1000	289	4	276	0	9	0	0	0	0	0	0	0	0	1000	0	19	136	115	17	2	0	0	0	0	0	0	0	0	19.7	23.2	2	0.692	0	0	0	0	
1100	309	5	291	2	9	0	2	0	0	0	0	0	0	1100	1	29	150	104	24	1	0	0	0	0	0	0	0	0	19.5	23.3	1	0.304	0	0	0	0	
1200	273	2	252	0	18	1	0	0	0	0	0	0	0	1200	1	24	137	102	7	1	1	0	0	0	0	0	0	0	19.3	22.3	2	0.733	1	0.366	0	0	
1300	261	4	246	2	7	1	1	0	0	0	0	0	0	1300	0	17	120	108	14	2	0	0	0	0	0	0	0	0	19.9	23.5	2	0.766	0	0	0	0	
1400	262	5	247	1	8	0	0	0	1	0	0	0	0	1400	2	17	119	104	17	3	0	0	0	0	0	0	0	0	19.9	23.9	3	1.145	0	0	0	0	
1500	261	2	252	0	5	2	0	0	0	0	0	0	0	1500	1	9	136	102	13	0	0	0	0	0	0	0	0	0	19.6	22.5	0	0	0	0	0	0	
1600	210	2	202	1	5	0	0	0	0	0	0	0	0	1600	7	101	88	13	1	0	0	0	0	0	0	0	0	0	20.2	23.2	1	0.476	0	0	0	0	
1700	228	3	216	1	6	0	0	0	1	0	0	0	0	1700	0	8	100	105	14	0	1	0	0	0	0	0	0	0	20.2	23.2	1	0.439	1	0.439	0	0	
1800	214	7	198	0	9	0	0	0	0	0	0	0	0	1800	0	9	113	71	18	2	1	0	0	0	0	0	0	0	20.1	23.5	3	1.402	1	0.467	0	0	
1900	181	2	174	1	3	0	1	0	0	0	0	0	0	1900	0	5	83	79	13	1	0	0	0	0	0	0	0	0	20.4	23.7	1	0.552	0	0	0	0	
2000	131	3	123	0	5	0	0	0	0	0	0	0	0	2000	1	2	65	55	7	1	0	0	0	0	0	0	0	0	20.1	23.6	1	0.763	0	0	0	0	
2100	89	2	86	0	1	0	0	0	0	0	0	0	0	2100	1	3	36	43	6	0	0	0	0	0	0	0	0	0	20.2	23.9	0	0	0	0	0	0	
2200	70	2	66	0	1	1	0	0	0	0	0	0	0	2200	4	4	29	32	3	0	2	0	0	0	0	0	0	0	20.8	24.1	2	2.857	2	2.857	0	0	
2300	50	0	48	0	2	0	0	0	0	0	0	0	0	2300	0	1	21	21	6	0	0	0	0	0	0	0	0	0	21.4	25	1	2	1	2	1	2	
07-19	2757	36	2603	8	96	7	5	0	2	0	0	0	0	07-19	6	154	1286	1113	181	14	3	0	0	0	0	0	0	0	0	19.9	23.4	17	0.617	3	0.109	0	0
06-22	3174	44	3000	9	106	7	6	0	2	0	0	0	0	06-22	8	166	1477	1295	209	16	3	0	0	0	0	0	0	0	0	20.3	23.9	19	0.599	3	0.095	0	0
06-00	3294	46	3114	8	109	8	6	0	2	0	0	0	0	06-00	8	175	1627	1348	218	16	5	0	1	0	0	0	0	0	0	20.4	24.2	20	0.648	6	0.192	1	0.03
00-00	3370	48	3181	9	115	8	6	0	2	0	0	0	0	00-00	8	174	1550	1358	227	17	5	0	0	0	0	0	0	0	0	20.1	23.4	23	0.682	6	0.178	1	0.03

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 35	ISL1% 35	ISL2 45	ISL2% 45	
0000	27	0	25	0	2	0	0	0	0	0	0	0	0000	0	1	8	14	2	2	0	0	0	0	0	0	0	0	21.7	25.1	2	7.407	0	0	0	0	
0100	15	0	13	0	2	0	0	0	0	0	0	0	0100	0	1	5	3	1	0	0	0	0	0	0	0	0	0	21.1	24.1	0	0	0	0	0	0	
0200	9	0	9	0	0	0	0	0	0	0	0	0	0200	0	0	2	5	2	0	0	0	0	0	0	0	0	0	22.4	0	0	0	0	0	0	0	
0300	5	0	5	0	0	0	0	0	0	0	0	0	0300	0	0	1	4	0	0	0	0	0	0	0	0	0	0	21.9	0	0	0	0	0	0	0	
0400	5	0	4	0	1	0	0	0	0	0	0	0	0400	0	0	3	3	2	0	0	0	0	0	0	0	0	0	24.8	0	0	0	0	0	0	0	
0500	5	1	3	0	1	0	0	0	0	0	0	0	0500	0	1	0	4	0	0	0	0	0	0	0	0	0	0	19.8	0	0	0	0	0	0	0	
0600	7	1	6	0	0	0	0	0	0	0	0	0	0600	0	0	5	1	0	1	0	0	0	0	0	0	0	0	20.2	23.1	1	14.29	0	0	0	0	
0700	31	1	29	1	0	0	0	0	0	0	0	0	0700	0	1	13	15	1	1	0	0	0	0	0	0	0	0	20.5	22.9	1	3.226	0	0	0	0	
0800	42	3	39	0	0	0	0	0	0	0	0	0	0800	3	1	16	15	7	0	0	0	0	0	0	0	0	0	20.2	25.2	0	0	0	0	0	0	
0900	107	1	101	1	3	1	0	0	0	0	0	0	0900	0	11	33	56	7	0	0	0	0	0	0	0	0	0	20.4	24	0	0	0	0	0	0	
1000	170	1	161	1	7	0	0	0	0	0	0	0	1000	0	10	73	107	9	1	0	0	0	0	0	0	0	0	20.3	23.7	1	0.588	0	0	0	0	
1100	244	5	230	8	8	0	0	0	0	0	0	0	1100	8	2	118	108	104	11	1	0	0	0	0	0	0	0	19.8	23.3	0	0.441	0	0	0	0	
1200	250	4	234	2	9	0	1	0	0	0	0	0	1200	0	11	113	110	13	3	0	0	0	0	0	0	0	0	20.1	23.1	3	1.2	0	0	0	0	
1300	219	3	209	0	5	0	1	0	0	0	0	0	1300	1	5	71	117	21	4	0	0	0	0	0	0	0	0	21.2	24.4	4	1.826	0	0	0	0	
1400	203	0	199	4	4	0	0	0	0	0	0	0	1400	0	12	70	105	16	0	0	0	0	0	0	0	0	0	20.7	24.3	0	0	0	0	0	0	
1500	204	3	193	0	5	0	3	0	0	0	0	0	1500	1	10	77	105	11	0	0	0	0	0	0	0	0	0	20.3	23.7	0	0	0	0	0	0	
1600	183	1	177	1	4	0	0	0	0	0	0	0	1600	2	2	67	91	21	2	0	0	0	0	0	0	0	0	21.1	24.4	2	1.093	0	0	0	0	
1700	177	3	173	0	3	0	0	0	0	0	0	0	1700	0	5	70	89	12	1	0	0	0	0	0	0	0	0	20.7	24	1	0.565	0	0	0	0	
1800	171	3	165	0	3	0	0	0	0	0	0	0	1800	1	5	67	85	12	1	0	0	0	0	0	0	0	0	20.5	23.7	1	0.585	0	0	0	0	
1900	155	2	148	1	3	1	0	0	0	0	0	0	1900	0	4	60	73	16	2	0	0	0	0	0	0	0	0	20.9	24.5	2	1.29	0	0	0	0	
2000	91	2	89	0	0	0	0	0	0	0	0	0	2000	0	5	38	44	3	1	0	0	0	0	0	0	0	0	20.2	23.4	1	1.099	0	0	0	0	
2100	47	0	47	0	0	0	0	0	0	0	0	0	2100	0	3	14	26	4	0	0	0	0	0	0	0	0	0	20.6	24.2	0	0	0	0	0	0	
2200	40	1	39	0	0	0	0	0	0	0	0	0	2200	0	1	15	21	2	0	0	0	0	0	0	0	0	0	21.1	23.9	1	2.5	1	2.5	0	0	
2300	15	0	13	0	2	0	0	0	0	0	0	0	2300	0	1	5	3	3	0	0	0	0	0	0	0	0	0	20.6	23.6	0	0	0	0	0	0	
2001	26	1910	7	51	1	5	0	0	0	0	0	1	07-19	8	91	778	969	141	14	0	0	0	0	0	0	0	0	0	20.5	23.8	14	0.7	0	0	0	0
06-22	2301	31	2260	8	54	2	5	0	0	0	0	1	06-22	8	103	895	1113	164	18	0	0	0	0	0	0	0	0	0	20.6	23.9	18	0.782	0	0	0	0
06-23	2302	32	2254	5	56	2	5	0	0	0	0	1	06-23	8	105	1443	169	18	0	0	0	0	0	0	0	0	0	0	20.7	23.9	19	0.656	1	0.645	0	0
06-24	2424	33	2313	8	62	2	5	0	0	0	0	1	06-24	8	107	931	1181	176	20	1	0	0	0	0	0	0	0	0	20.5	23.9	21	0.666	1	0.641	0	0

[illegible]

27 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	IPSL	IPSL%3	ISL1 25 ACPO	ISL1%3 25 ACPO	ISL2 45 DFT	ISL2%45 DFT			
0000	7	0	7	0	0	0	0	0	0	0	0	0	0000	0	0	1	5	1	0	0	0	0	0	0	0	21.9	0	0	0	0	21.9	0	0	0	0	0	0	0		
0100	5	0	4	0	1	0	0	0	0	0	0	0	0100	0	0	3	2	0	0	0	0	0	0	0	0	24.2	0	0	0	0	24.2	0	0	0	0	0	0	0		
0200	1	0	1	0	1	0	0	0	0	0	0	0	0200	0	0	1	1	0	0	0	0	0	0	0	0	24.1	0	0	0	0	24.1	0	0	0	0	0	0	0		
0300	3	0	2	0	1	0	0	0	0	0	0	0	0300	0	0	0	2	1	0	0	0	0	0	0	0	20	0	0	0	0	20	0	0	0	0	0	0	0		
0400	6	0	5	0	1	0	0	0	0	0	0	0	0400	0	0	3	2	1	0	0	0	0	0	0	0	20.4	0	0	0	0	20.4	0	0	0	0	0	0	0		
0500	11	10	0	0	0	1	1	1	1	0	0	0	0500	0	0	7	7	0	0	0	0	0	0	0	0	20.6	23.9	0	0	20.6	23.9	0	0	0	0	0	0	0		
0600	76	1	67	0	6	1	0	0	0	0	0	0	0600	0	2	18	45	7	4	0	0	0	0	0	0	22.5	25	4	5.263	20.5	25.6	0	0	21.5	25.6	0	0	0	0	
0700	190	2	168	0	10	0	0	0	0	0	0	0	0700	0	6	118	77	21	4	0	0	0	0	0	0	21.9	23.9	0	0	21.9	23.9	0	0	0	0	0	0	0	0	
0800	332	5	316	0	10	0	1	0	0	0	0	0	0800	0	16	114	177	21	4	0	0	0	0	0	0	20.7	23.8	4	1.205	20.7	23.8	4	1.205	0	0	0	0	0	0	
0900	211	4	195	0	11	11	0	0	1	0	0	0	0900	0	9	86	103	13	0	0	0	0	0	0	0	20.5	23.9	0	0	20.5	23.9	0	0	0	0	0	0	0	0	
1000	195	3	176	0	14	1	0	0	0	0	0	0	1000	0	92	78	12	0	0	0	0	0	0	0	0	20	23.3	0	0	20	23.3	0	0	0	0	0	0	0	0	
1100	234	3	212	1	16	1	1	1	0	0	0	0	1100	1	13	86	119	15	0	0	0	0	0	0	0	20.4	23.5	0	0	20.4	23.5	0	0	0	0	0	0	0	0	
1200	206	1	184	2	19	0	0	0	0	0	0	0	1200	0	18	101	81	5	1	0	0	0	0	0	0	19.4	22.8	1	0.485	19.4	22.8	1	0.485	0	0	0	0	0	0	
1300	195	5	177	0	13	11	0	0	0	0	0	0	1300	0	89	81	81	3	0	0	0	0	0	0	0	20.1	24.4	0	0	20.1	24.4	0	0	0	0	0.513	0	0	0	0
1400	240	5	225	1	9	0	0	0	0	0	0	0	1400	2	24	104	100	10	0	0	0	0	0	0	0	19.5	23	0	0	19.5	23	0	0	0	0	0	0	0	0	
1500	334	1	315	0	15	0	0	0	0	0	0	0	1500	3	35	151	125	19	1	0	0	0	0	0	0	19.4	23.1	1	0.299	19.4	23.1	1	0.299	0	0	0	0	0	0	
1600	314	2	299	0	12	0	0	0	0	0	0	0	1600	2	28	128	109	20	2	0	0	0	0	0	0	20.3	23.5	2	0.365	20.3	23.5	2	0.365	0	0	0	0	0	0	
1700	274	5	250	1	17	0	0	0	0	0	0	0	1700	2	19	111	132	9	1	0	0	0	0	0	0	20.2	23.2	1	0.365	20.2	23.2	1	0.365	0	0	0	0	0	0	
1800	262	5	249	0	15	0	0	0	0	0	0	0	1800	2	7	110	123	20	1	0	0	0	0	0	0	20.3	23.6	2	0.365	20.3	23.6	2	0.365	0.381	0	0	0	0	0	0
1900	226	7	206	2	11	0	0	0	0	0	0	0	1900	1	12	89	103	18	3	0	0	0	0	0	0	20.6	23.8	3	1.327	20.6	23.8	3	1.327	0	0	0	0	0	0	
2000	152	0	145	0	7	0	0	0	0	0	0	0	2000	1	7	42	91	10	0	1	0	0	0	0	0	20.9	23.9	1	0.658	20.9	23.9	1	0.658	0	0	0	0	0	0	
2100	115	0	104	4	4	0	0	0	0	0	0	0	2100	1	4	42	63	10	0	0	0	0	0	0	0	21.3	24.1	0	0	21.3	24.1	0	0	0	0	0	0	0	0	
2200	67	2	64	0	4	0	0	0	0	0	0	0	2200	0	1	21	35	3	1	0	0	0	0	0	0	21.6	25.1	4	5.97	21.6	25.1	4	5.97	1	1.493	0	0	0	0	
2300	84	1	79	0	4	0	0	0	0	0	0	0	2300	0	0	9	19	1	0	0	0	0	0	0	0	21.8	25.3	1	2.941	21.8	25.3	1	2.941	0	0	0	0	0	0	0
00:22 2867	07-18	2867	42	2766	157-18	3	07-18	07-18	1213	1394	178	14	07-18	180	205	1444	1693	218	22	2	1	0	0	0	0	20.2	23.5	16	0.838	20.2	23.5	16	0.838	0.0674	1	0	0	0	0	
00:22 3556	50	3294	10	167	4	8	1	2	0	0	0	0	00:22	11	205	1444	1693	218	22	2	2	1	0	0	0	20.3	23.6	25	0.703	20.3	23.6	25	0.703	3	0.684	0	0	0	0	
00:22 3837	53	3837	0	0	0	0	0	0	0	0	0	0	00:22	11	205	1444	1693	218	22	2	2	1	0	0	0	20.4	23.6	25	0.703	20.4	23.6	25	0.703	3	0.684	0	0	0	0	
00:22 3690	53	3416	10	167	4	9	1	2	0	0	0	0	00:00	11	207	1444	1766	232	26	3	1	0	0	0	0	20.4	23.6	30	0.813	20.4	23.6	30	0.813	4	1.008	0	0	0	0	

28 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL	IPSL%	ISL1 35 ACRO	ISL1%	ISL2 35 ACRO	ISL2%	ISL2 45 DF
0000	12	0	12	0	0	0	0	0	0	0	0	0	0000	0	0	2	8	2	0	0	0	0	0	0	0	0	22.3	25.3	0	0	0	0	0	0	0	
0100	7	0	5	0	2	0	0	0	0	0	0	0	0100	0	0	4	2	1	0	0	0	0	0	0	0	0	20.3	-	0	0	0	0	0	0	0	
0200	9	0	8	0	1	0	0	0	0	0	0	0	0200	0	0	2	7	7	0	0	0	0	0	0	0	0	19.9	23	0	0	0	0	0	0	0	
0300	6	0	4	0	2	0	0	0	0	0	0	0	0300	0	0	2	2	2	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	0	0	0	
0400	4	0	3	0	1	0	0	0	0	0	0	0	0400	0	0	1	3	3	0	0	0	0	0	0	0	0	19.9	-	0	0	0	0	0	0	0	
0500	11	1	8	0	1	1	0	0	0	0	0	0	0500	0	1	2	8	8	0	0	0	0	0	0	0	0	19.9	23	0	0	0	0	0	0	0	
0600	53	1	46	0	6	0	0	0	0	0	0	0	0600	0	3	14	29	7	0	0	0	0	0	0	0	0	21.5	24.6	0	0	0	0	0	0	0	
0700	177	3	153	0	20	0	0	0	0	0	0	0	0700	0	24	39	103	27	0	0	0	0	0	0	0	0	21.5	24.5	1	0	0	0	0	0	0	
0800	274	4	258	1	9	1	0	1	0	0	0	0	0800	0	6	101	139	26	2	0	0	0	0	0	0	0	21	23.9	2	0.73	0	0	0	0	0	
0900	232	1	219	1	11	0	0	0	0	0	0	0	0900	1	12	111	98	7	3	0	0	0	0	0	0	0	19.8	23	3	1.203	0	0	0	0	0	
1000	232	3	204	2	3	0	0	0	0	0	0	0	1000	3	20	96	24	2	0	0	0	0	0	0	0	0	20.5	2	0.862	0	0	0	0	0	0	
1100	255	2	239	3	11	0	0	0	0	0	0	0	1100	3	25	133	78	15	1	0	0	0	0	0	0	0	19.1	23	1	0.362	0	0	0	0	0	
1200	256	1	242	0	13	0	0	0	0	0	0	0	1200	2	20	113	97	23	0	0	0	0	0	0	0	0	19.9	23.4	1	0.391	0	0	0	0	0	
1300	211	0	204	0	7	0	0	0	0	0	0	0	1300	1	12	130	94	13	0	0	0	0	0	0	0	0	20.4	23.8	1	0.426	0	0	0	0	0	
1400	237	1	225	0	10	0	0	0	0	0	0	0	1400	0	5	107	112	13	0	0	0	0	0	0	0	0	20.2	23.3	0	0	0	0	0	0	0	
1500	232	0	218	0	21	0	0	0	0	0	0	0	1500	0	15	148	143	11	0	0	0	0	0	0	0	0	20.2	23.5	0	0.311	0	0	0	0	0	
1600	325	1	306	0	17	1	0	0	0	0	0	0	1600	0	12	129	155	26	2	0	0	0	0	0	0	0	20.6	23.6	3	0.923	1	0.308	0	0	0	
1700	296	6	279	2	1	0	0	0	0	0	0	0	1700	8	8	114	154	17	3	0	0	0	0	0	0	0	20.6	23.6	3	1.014	0	0	0	0	0	
1800	328	6	313	0	6	15	0	0	0	0	0	0	1800	6	15	153	143	13	3	0	0	0	0	0	0	0	20.2	24.4	0	0.915	0	0	0	0	0	
1900	246	6	227	2	10	0	0	0	0	0	0	0	1900	3	13	129	88	14	2	0	0	0	0	0	0	0	19.9	23.7	2	0.813	0	0	0	0	0	
2000	175	6	162	1	5	0	0	0	0	0	0	0	2000	2	13	80	64	12	3	1	0	0	0	0	0	0	20	23.8	4	2.266	1	0.571	0	0	0	
2100	204	0	118	0	4	4	0	0	0	0	0	0	2100	0	6	80	48	11	0	0	0	0	0	0	0	0	19.9	23.6	1	0.806	0	0	0	0	0	
2200	69	5	63	0	1	0	0	0	0	0	0	0	2200	0	2	24	34	7	2	0	0	0	0	0	0	0	21.5	24.7	2	2.699	0	0	0	0	0	
2300	69	5	63	0	1	0	0	0	0	0	0	0	2300	0	15	23	23	7	0	0	0	0	0	0	0	0	21.5	23.8	0	0	0	0	0	0	0	
06-22	3169	37	2946	11	169	2	1	1342	1422	212	11	0	07-19	165	1342	1422	212	11	2	0	0	0	0	0	0	0	20.2	24.2	23.5	0.863	0	0	0	0	0	
06-22	3767	51	3499	14	194	3	2	1	1	0	0	0	06-22	9	200	1625	1651	254	23	5	0	0	0	0	0	0	20.2	23.6	28	0.743	5	0.133	0	0	0	
06-22	3591	2	3248	1	198	2	2	1	1	0	0	0	06-22	9	203	1654	1708	265	23	5	0	0	0	0	0	0	20.2	23.6	28	0.743	5	0.133	0	0	0	
00-00	3928	57	3641	14	205	3	2	2	1	0	0	0	00-00	9	204	1627	1738	270	25	5	0	0	0	0	0	0	20.3	23.6	30	0.764	5	0.127	0	0	0	

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	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	IPSL	IPSL% ₃₀	ISL1 ACPO	ISL1% ₃₅	ISL2 ACPO	ISL2% ₄₅
0000	14	0	13	0	0	1	0	0	0	0	0	0	0000	0	0	1	3	4	2	0	0	0	0	0	0	0	0	21.6	25.1	0	3.158	0	0	0	0
0100	7	7	6	6	0	1	0	0	0	0	0	0	0100	0	0	2	8	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	0	
0200	5	0	5	5	0	0	0	0	0	0	0	0	0200	0	0	1	4	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	0	
0300	5	0	4	0	1	0	0	0	0	0	0	0	0300	0	0	2	2	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	0	0	
0400	5	5	4	4	0	0	0	0	0	0	0	0	0400	0	0	2	2	0	0	0	0	0	0	0	0	0	0	21.4	-	0	3.033	0	0	0	
0500	11	1	8	0	2	0	0	0	0	0	0	0	0500	0	1	3	7	1	0	0	0	0	0	0	0	0	0	21	23.9	0	0	0	0	0	
0600	52	1	45	0	5	0	0	0	0	0	0	0	0600	0	2	15	29	6	1	0	0	0	0	0	0	0	0	21.5	24.6	1	1.913	0	0	0	
0700	155	1	141	0	11	1	6	0	0	0	0	0	0700	38	38	141	17	1	2	0	0	0	0	0	0	0	0	21.4	24.4	0	3.461	0	0	0	
0800	264	4	249	1	9	1	0	0	0	0	0	0	0800	2	16	104	124	17	2	0	0	0	0	0	0	0	0	20.2	23.5	2	0.595	0	0	0	
0900	205	2	191	0	11	0	0	0	0	0	0	0	0900	0	13	94	89	9	1	0	0	0	0	0	0	0	0	19.9	23.1	1	0.348	0	0	0	
1000	212	3	193	0	14	1	0	0	0	0	0	0	1000	101	101	82	92	0	0	0	0	0	0	0	0	0	19.6	23	1	0.338	0	0	0		
1100	245	3	225	1	11	0	1	0	0	0	0	0	1100	2	20	115	91	11	0	0	0	0	0	0	0	0	0	19.5	23.3	0	0.177	0	0	0	
1200	232	2	213	1	11	0	0	0	0	0	0	0	1200	1	120	110	89	11	0	0	0	0	0	0	0	0	0	19.5	22.9	0	0.432	0	0.062	0	
1300	120	3	120	0	4	0	0	0	0	0	0	0	1300	0	130	97	11	0	0	0	0	0	0	0	0	0	0	20.2	23.5	2	0.975	0	0.195	0	
1400	238	3	223	1	10	0	0	0	0	0	0	0	1400	1	16	109	99	13	0	0	0	0	0	0	0	0	0	19.7	23.2	0	0.18	0	0	0	
1500	277	4	277	0	13	0	0	0	0	0	0	0	1500	21	136	124	14	0	0	0	0	0	0	0	0	0	0	19.1	19.36	3	0.091	1	0.068	0	
1600	280	2	264	1	13	0	0	0	0	0	0	0	1600	0	13	125	122	19	1	0	0	0	0	0	0	0	0	20.2	23.4	2	0.561	0	0.051	0	
1700	264	3	249	1	10	0	0	0	0	0	0	0	1700	1	12	108	128	15	1	0	0	0	0	0	0	0	0	20.3	23.5	1	0.432	0	0.054	0	
1800	257	4	243	0	10	0	0	0	0	0	0	0	1800	10	107	117	10	0	0	0	0	0	0	0	0	0	0	20.4	23.7	2	1.178	0	0.278	0	
1900	203	3	192	1	7	0	0	0	0	0	0	0	1900	1	9	90	87	15	2	0	0	0	0	0	0	0	0	20.2	23.7	2	0.772	0	0.070	0	
2000	139	3	131	0	4	0	0	0	0	0	0	0	2000	1	6	55	67	9	1	0	0	0	0	0	0	0	0	20.5	23.8	2	1.232	0	0.308	0	
2100	84	2	81	0	2	0	0	0	0	0	0	0	2100	0	84	36	47	0	0	0	0	0	0	0	0	0	0	20.1	23.8	0	0.759	0	0.259	0	
2200	60	2	57	0	1	0	0	0	0	0	0	0	2200	0	1	21	30	6	1	0	0	0	0	0	0	0	0	21.5	24.6	2	3.095	1	0.952	0	
2300	11	0	28	0	0	0	0	0	0	0	0	0	2300	0	0	10	16	16	0	0	0	0	0	0	0	0	20	23.5	0	0.389	0	0.463	0		
07-19	2686	36	2572	9	136	5	4	4	1	2	0	0	07-19	10	173	1243	1252	175	11	2	0	0	0	0	0	0	0	20	23.4	13	0.469	2	0.075	0.045	
06-22	3355	45	3131	10	155	6	5	1	2	0	0	0	06-22	11	194	1438	1442	211	16	2	0	0	0	0	0	0	0	20.1	23.5	18	0.649	3	0.077	0.004	
06-23	3646	47	3216	13	156	6	5	1	2	0	0	0	06-23	11	194	1469	1529	221	17	3	5	5	21	601	929	0	20.1	23.5	18	0.649	3	0.077	0.008		
00-00	3492	48	3255	10	163	7	5	1	2	0	0	0	00-00	11	197	1442	1555	226	18	3	5	5	21	601	929	0	20.1	23.5	21	0.61	3	0.094	0.004		

Virtual Week (1)

[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 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	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%
--	24446	337	22787	73	1144	46	34	4	13	2	6	--	--	79	1379	10373	10886	1581	126	19	2	0	1	0	0	0	100	20.2	23.5	149	0.61	23	0.084	2	0.008

Advanced Transport Research

Report Id - CustomList-2690

Site Name - 22090-007
Description - PEPPARD ROAD (30M)

Direction - West

22 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin	0	10	15	20	25	30	Vbin	35	40	45	50	Vbin	55	60	Vbin	65	70	75	80	85	90	95	100	Mean	Vpp	85	90	95	98	99	99.5	99.9	99.95	99.99
0000	23	0	22	0	0	0	1	0	0	0	0	0000	0	0	1	4	5	13	0	0	35	40	45	50	0	0	0	0	23.8	28.1	0	0	0	0	0	0	23.8	28.1	0	0	0	0	0	0	0	0	0	0
0100	12	0	9	0	0	2	1	0	0	0	0	0100	0	0	0	2	7	7	0	0	0	0	0	0	0	0	0	23.5	26.3	0	0	0	0	0	0	23.5	26.3	0	0	0	0	0	0	0	0	0	0	
0200	5	5	0	0	0	0	0	0	0	0	0	0200	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	24.9	0	1	20	0	0	0	0	24.9	0	1	20	0	0	0	0	0	0	0	0	0
0300	7	0	7	0	0	0	0	0	0	0	0	0300	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	25.5	0	0	0	0	0	0	0	25.5	0	0	0	0	0	0	0	0	0	0	0	
0400	9	2	6	0	0	1	0	0	0	0	0	0400	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	25.4	0	2	22.2	0	0	0	0	25.4	0	2	22.2	0	0	0	0	0	0	0	0	0
0500	7	2	0	6	0	0	0	0	0	0	0	0500	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	24.1	0	0	0	0	0	0	0	24.1	0	0	0	0	0	0	0	0	0	0	0	
0600	31	1	30	0	0	0	0	0	0	0	0	0600	0	0	1	5	8	15	2	0	0	0	0	0	0	0	0	24.1	29.4	2	6.52	0	0	0	0	24.1	29.4	2	6.52	0	0	0	0	0	0	0	0	0
0700	81	75	5	0	0	0	0	0	0	0	0	0700	0	0	21	31	34	22	5	0	0	0	0	0	0	0	0	22.6	26.7	2	2	4.69	0	0	0	22.6	26.7	2	2	4.69	0	0	0	0	0	0	0	0
0800	133	3	118	0	11	1	0	0	0	0	0	0800	0	0	5	32	46	48	2	0	0	0	0	0	0	0	0	22.7	26.4	2	1.504	0	0	0	0	22.7	26.4	2	1.504	0	0	0	0	0	0	0	0	0
0900	254	3	241	0	10	0	0	0	0	0	0	0900	0	0	18	91	100	39	2	0	0	0	0	0	0	0	0	20.4	25.3	2	0.787	0	0	0	0	20.4	25.3	2	0.787	0	0	0	0	0	0	0	0	0
1000	271	7	269	0	0	0	0	0	0	0	0	1000	0	0	35	114	93	30	0	0	0	0	0	0	0	0	19	24.3	0	0	0	0	0	0	19	24.3	0	0	0	0	0	0	0	0	0	0	0	
1100	280	2	282	1	15	0	0	0	0	0	0	1100	3	30	30	123	93	30	1	0	0	0	0	0	0	0	0	19.6	24	1	0.357	0	0	0	0	19.6	24	1	0.357	0	0	0	0	0	0	0	0	0
1200	264	3	256	0	4	0	1	0	0	0	0	1200	3	29	101	103	28	0	0	0	0	0	0	0	0	0	0	19.9	24.5	0	0	0	0	0	0	19.9	24.5	0	0	0	0	0	0	0	0	0	0	
1300	232	6	236	0	8	1	19	11	0	0	0	1300	0	0	11	111	102	19	0	0	0	0	0	0	0	0	19.8	24.5	0	0	0	0	0	0	19.8	24.5	0	0	0	0	0	0	0	0	0	0		
1400	216	4	204	0	7	0	0	0	0	0	0	1400	0	23	63	100	27	2	0	0	0	0	0	0	0	0	0	20.8	24.8	3	1.389	1	0.463	0	0	20.8	24.8	3	1.389	1	0.463	0	0	0	0	0	0	0
1500	226	4	216	1	0	0	0	0	0	0	0	1500	0	13	84	109	20	0	0	0	0	0	0	0	0	0	0	20.5	24.2	0	0	0	0	0	0	20.5	24.2	0	0	0	0	0	0	0	0	0	0	
1600	234	223	0	0	0	0	0	0	0	0	0	1600	0	20	94	98	23	0	0	0	0	0	0	0	0	0	0	20	24.3	0	0.427	0	0	0	0	20	24.3	0	0.427	0	0	0	0	0	0	0	0	0
1700	232	1	222	1	7	0	1	0	0	0	0	1700	0	19	88	98	27	0	0	0	0	0	0	0	0	0	0	20.1	24.1	0	0	0	0	0	0	20.1	24.1	0	0	0	0	0	0	0	0	0	0	
1800	215	117	0	0	0	0	0	0	0	0	0	1800	0	15	90	82	28	0	0	0	0	0	0	0	0	0	20.4	24.8	0	0	0	0	0	0	20.4	24.8	0	0	0	0	0	0	0	0	0	0		
1900	167	6	157	0	4	0	0	0	0	0	0	1900	0	6	60	72	28	1	0	0	0	0	0	0	0	0	0	21.2	25.3	1	0.599	0	0	0	0	21.2	25.3	1	0.599	0	0	0	0	0	0	0	0	0
2000	124	3	120	0	1	0	0	0	0	0	0	2000	0	7	38	58	19	2	0	0	0	0	0	0	0	0	0	21.3	25.5	2	1.613	0	0	0	0	21.3	25.5	2	1.613	0	0	0	0	0	0	0	0	0
2100	79	78	0	0	0	0	0	0	0	0	0	2100	0	5	19	43	32	0	0	0	0	0	0	0	0	0	21	25	0	0	0	0	0	0	21	25	0	0	0	0	0	0	0	0	0	0		
2200	67	1	65	0	1	0	0	0	0	0	0	2200	0	6	18	29	13	1	0	0	0	0	0	0	0	0	0	21.4	26	1	0.493	0	0	0	0	21.4	26	1	0.493	0	0	0	0	0	0	0	0	0
2300	49	46	46	3	0	0	0	0	0	0	0	2300	0	1	14	26	35	0	0	0	0	0	0	0	0	0	0	23.1	25.5	2	1.082	0	0	0	0	23.1	25.5	2	1.082	0	0	0	0	0	0	0	0	0
2400	266	85	253	0	8	18	229	1012	1053	347	0	2400	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
06-22	3061	45	2908	6	94	2	5	8	1	0	0	06-22	14	248	1134	1234	415	15	0	0	0	0	0	0	0	0	0	0	20.4	24.8	16	0.523	1	0.633	0	0	20.4	24.8	16	0.523	1	0.633	0	0	0	0	0	0
06-08	3177	68	3019	6	94	2	5	8	1	0	0	06-08	14	255	1186	1289	434	16	0	0	0	0	0	0	0	0	0	0	20.6	24.9	19	0.596	1	0.694	0	0	20.6	24.9	19	0.596	1	0.694	0	0	0	0	0	0
06-00	3240	48	3074	6	101	3	5	8	1	0	0	06-00	14	258	1173	1314	469	18	0	0	0	0	0	0	0	0	0	0	20.6	24.9	18	0.593	2	0.682	0	0	20.6	24.9	18	0.593	2	0.682	0	0	0	0	0	0

23 June 2019

Time	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Fix1	Time	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 40	Vbin 40 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Ypo 85	JPSL 30	JPSL% 30	JSL 35 ACPO	JSL% 35 ACPO	JSL 40 DF	JSL% 40 DF
0000	28	0	27	0	1	0	0	0	0	0	0	0000	0	1	3	13	11	0	0	0	0	0	0	23.7	28.4	0	0	0	0	0	0
0100	14	0	12	0	2	0	0	0	0	0	0	0100	0	0	3	4	3	4	0	0	0	0	0	24.8	31	4	28.57	0	0	0	0
0500	5	5	5	0	0	0	0	0	0	0	0	0200	0	1	2	2	2	2	0	0	0	0	0	24.2	2	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0300	0	0	0	2	2	0	0	0	0	0	0	25.4	4	0	0	0	0	0	0
0400	4	1	3	0	0	0	0	0	0	0	0	0400	0	0	1	1	2	0	0	0	0	0	0	24	-	0	0	0	0	0	0
0500	1	1	0	0	1	0	0	0	0	0	0	0500	0	1	1	0	0	0	0	0	0	0	0	19.8	-	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0600	0	0	2	7	3	1	0	0	0	0	0	24.4	29.4	1	7.692	0	0	0	0
0700	53	1	52	0	0	0	0	0	0	0	0	0700	0	1	13	21	18	0	0	0	0	0	0	22.8	26.8	0	0	0	0	0	0
0800	71	4	63	0	3	0	0	0	0	0	0	0800	0	14	35	15	0	0	0	0	0	0	0	22.4	26.4	3	4.225	0	0	0	0
0900	126	2	119	0	5	0	0	0	0	0	0	0900	0	8	35	60	22	1	0	0	0	0	0	21.7	25.4	1	0.794	0	0	0	0
1000	184	5	185	0	0	0	0	0	0	0	0	1000	0	55	97	31	0	0	0	0	0	0	0	21	24.2	0	0	0	0	0	0
1100	227	1	218	0	8	0	0	0	0	0	0	1100	2	23	74	102	25	0	0	0	0	0	0	20.4	24.4	1	0.441	0	0	0	0
1200	217	1	211	0	4	0	1	0	0	0	0	1200	2	20	91	83	21	0	0	0	0	0	0	19.8	23.8	0	0	0	0	0	0
1300	2	3	198	0	1	0	0	0	0	0	0	1300	7	86	35	26	5	0	0	0	0	0	0	20.9	24.9	0	0	0	0	0	0
1400	184	3	179	0	1	1	0	1	0	0	0	1400	0	10	62	85	24	3	0	0	0	0	0	21.1	25	3	1.63	0	0	0	0
1500	198	4	190	0	3	0	0	0	0	0	0	1500	1	19	64	88	25	1	0	0	0	0	0	20.5	24.6	1	0.505	0	0	0	0
1600	108	3	193	0	2	0	0	0	0	0	0	1600	1	17	54	106	19	0	0	0	0	0	0	20.9	25.5	1	0.56	0	0	0	0
1700	163	5	156	0	2	0	0	0	0	0	0	1700	0	9	44	89	15	0	0	0	0	0	0	21.4	24.9	2	1.227	0	0	0	0
1800	157	1	152	0	4	0	0	0	0	0	0	1800	0	14	54	68	15	0	0	0	0	0	0	20.4	24.9	1	0.637	0	0	0	0
1900	149	1	148	0	0	0	0	0	0	0	0	1900	0	8	51	65	21	3	1	0	0	0	0	21.4	25.3	1	0.685	0	0	1	0.671
2000	100	1	98	1	0	0	0	0	0	0	0	2000	1	7	22	46	21	3	0	0	0	0	0	22.1	26.3	3	3	0	0	0	0
2100	57	2	56	0	0	0	0	0	0	0	0	2100	0	17	21	16	1	0	0	0	0	0	0	22	26.3	0	0	0	0	0	0
2200	28	4	24	0	0	0	0	0	0	0	0	2200	2	0	9	13	3	1	0	0	0	0	0	20.9	24.7	1	3.571	0	0	0	0
2300	19	0	18	0	0	0	0	0	0	0	0	2300	0	0	5	10	4	0	0	0	0	0	0	22.1	26.4	0	0	0	0	0	0
00-23	1991	81	1916	3	18	0	0	0	0	0	0	07-18	1991	631	920	251	13	0	0	0	0	0	0	20.8	24.9	0	0.920	0	0	0	0
06-22	2010	34	2230	1	41	0	3	0	0	0	1	06-22	8	176	729	1989	320	23	1	0	0	0	0	21	25	24	1.038	1	0.843	0	0
06-00	2387	38	2272	1	42	0	3	0	0	0	0	06-00	10	176	737	1982	327	24	1	0	0	0	0	21	25	25	1.061	1	0.842	0	0
00-23	2413	2432	16	16	0	0	0	0	0	0	0	00-23	10	177	746	1984	327	25	1	0	0	0	0	21	25	25	1.048	1	0.848	0	0

24 June 2019

[illegible]

25 June 2019

[illegible]

36 June 2019

Time	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Fix1	Time	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	Vsp 85	IPSL 30	IPSL 35	SBL 35 ACPO	SBL 45 ACPO	SLL 45 DFT	SLL 45 DFT	
0000	5	0	5	0	0	0	0	0	0	0	0	0	0000	10	10	15	20	25	30	35	40	45	50	60	70	80	90	0	26.4	-	1	20	0	0	0	0
0100	6	0	5	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	26.4	-	1	16.67	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0200	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0300	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	0	0
0400	15	2	10	0	3	0	0	0	0	0	0	0	0400	2	2	0	8	5	0	0	0	0	0	0	0	0	0	0	22.7	26.6	0	0	0	0	0	0
0500	16	0	12	0	4	0	0	0	0	0	0	0	0500	0	0	1	9	6	0	0	0	0	0	0	0	0	0	0	24.1	27	0	0	0	0	0	0
0600	58	1	64	0	0	0	0	0	0	0	0	0	0600	2	11	11	28	27	0	0	0	0	0	0	0	0	0	0	23.4	27.4	0	0	0	0	0	0
0700	235	2	213	0	200	0	0	0	0	0	0	0	0700	11	69	112	38	0	0	0	0	0	0	0	0	0	0	0	21.6	44	0	0	0	0	0	0
0800	339	3	313	3	17	1	1	1	1	0	0	0	0800	2	32	112	161	32	0	0	0	0	0	0	0	0	0	0	20.3	24	0	0	0	0	0	0
0900	230	0	220	2	8	0	0	0	0	0	0	0	0900	1	88	184	102	24	0	0	0	0	0	0	0	0	0	0	20.6	24.4	0	0	0	0	0	0
1000	200	1	204	0	12	0	0	0	0	0	0	0	1000	18	86	100	105	0	0	0	0	0	0	0	0	0	0	20	23.6	0	1	4.55	0	0	0	0
1100	291	4	273	0	14	0	0	0	0	0	0	0	1100	2	33	89	60	19	0	0	0	0	0	0	0	0	0	0	19.5	23.7	0	0	0	0	0	0
1200	243	3	172	0	27	0	0	0	0	0	0	0	1200	2	23	96	86	24	2	0	0	0	0	0	0	0	0	0	19.8	24.4	2	0.623	0	0	0	0
1300	186	0	186	0	1	14	86	73	0	0	0	0	1300	1	14	86	73	0	0	0	0	0	0	0	0	0	0	0	19.2	24.2	2	0.623	0	0	0	0

[illegible]

27 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	8PSL	1PSL	1SL1	1SL1s	1SL2	1SL2s	
0000	10	0	0	10	0	0	0	0	0	0	0	0	0000	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	24.8		0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	27.2		0	0	0	0	0	0	
0200	2	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	24.3		0	0	0	0	0	0	
0300	6	0	3	0	3	0	0	0	0	0	0	0	0300	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	25		1	16.07	0	0	0	0	
0400	7	0	5	1	1	0	0	0	0	0	0	0	0400	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	22.7		1	14.29	0	0	0	0	
0500	19	0	15	0	4	0	0	0	0	0	0	0	0500	0	0	1	4	12	2	0	0	0	0	0	0	0	0	0	25.62	30	2	10.53	0	0	0	0	
0600	87	0	81	0	6	0	0	0	0	0	0	0	0600	0	2	16	34	29	5	2	0	0	0	0	0	0	0	0	23.6	27.5	6	6.897	1	1.149	0	0	
0700	201	3	183	0	15	8	0	0	0	0	0	0	0700	39	105	46	26	2	2	26	0	0	0	0	0	0	0	0	23.6	29.6	2	2.965	0	0	0	0	
0800	328	11	295	1	20	0	0	0	0	0	0	0	0800	15	21	116	146	28	2	2	0	0	0	0	0	0	0	0	20.9	24	2	0.61	0	0	0	0	
0900	238	1	223	1	13	0	0	0	0	0	0	0	0900	1	18	76	105	35	0	0	0	0	0	0	0	0	0	0	20.9	25.1	3	1.281	0	0	0	0	
1000	223	0	0	1000	8	20	0	0	0	0	0	0	1000	8	20	73	53	27	3	0	0	0	0	0	0	0	0	0	20.9	24.9	0	0	0	0	0	0	
1100	177	2	161	0	13	0	0	0	0	0	0	0	1100	1	11	65	77	24	0	0	0	0	0	0	0	0	0	0	20.9	24.9	0	0	0	0	0	0	
1200	204	1	194	1	10	0	1	0	0	0	0	0	1200	0	25	94	89	15	1	0	0	0	0	0	0	0	0	0	19.6	23.8	1	0.49	0	0	0	0	
1300	207	5	200	0	13	0	0	0	0	0	0	0	1300	0	33	130	83	23	1	0	0	0	0	0	0	0	0	0	20.3	24.3	0	0.41	0	0	0	0	
1400	231	1	209	3	18	0	0	0	0	0	0	0	1400	0	12	85	107	27	0	0	0	0	0	0	0	0	0	0	20.7	24.4	0	0	0	0	0	0	
1500	40	0	298	0	0	0	0	0	0	0	0	0	1500	0	39	120	120											20.7	24.7	0	0	0	0	0	0		
1600	325	5	302	1	14	0	3	0	0	0	0	0	1600	10	47	118	124	23	3	0	0	0	0	0	0	0	0	0	19.3	23.8	3	0.923	0	0	0	0	
1700	369	4	345	0	18	1	1	0	0	0	0	0	1700	4	30	147	162	25	1	0	0	0	0	0	0	0	0	0	20	23.9	1	0.271	0	0	0	0	
1800	343	7	326	0	13	0	0	0	0	0	0	0	1800	0	45	116	125	47	2	0	0	0	0	0	0	0	0	0	24.5	24.9	2	0.93	0	0	0	0	
1900	230	4	222	0	4	0	0	0	0	0	0	0	1900	3	16	82	89	37	3	0	0	0	0	0	0	0	0	0	20.7	25.3	3	1.304	0	0	0	0	
2000	152	3	143	0	4	0	2	0	0	0	0	0	2000	3	9	36	73	26	5	0	0	0	0	0	0	0	0	0	21.5	25.6	5	3.289	0	0	0	0	
2100	53	0	98	3	3	0	0	0	0	0	0	0	2100	0	31	42	65	15	1	0	0	0	0	0	0	0	0	0	21.2	26.2	1	0.56	0	0	0	0	
2200	53	0	51	0	2	0	0	0	0	0	0	0	2200	1	2	14	10	14	2	0	0	0	0	0	0	0	0	0	22.4	27.2	2	3.774	0	0	0	0	
2300	59	0	36	0	3	0	0	0	0	0	0	0	2300	0	2	10	19	6	2	0	0	0	0	0	0	0	0	0	22.2	27.1	2	5.128	1	2.564	0	0	
06-22 3156	3156	44	2937	3	156	18	0	0	0	0	0	0	06-22 3156	44	2937	3	156	18	0	0	0	0	0	0	0	0	0	0	0	24.5	16	8.897	16	0.897	16	0.897	16
06-22 3726	3726	53	3479	8	173	3	8	0	0	0	0	0	06-22 3726	49	329	1318	1544	453	34	1	0	0	0	0	0	0	0	0	0	24.0	24.7	35	0.939	1	0.927	1	0.927
06-22 3864	3864	53	3586	8	173	3	8	0	0	0	0	0	06-22 3864	49	329	1340	1583	472	37	1	0	0	0	0	0	0	0	0	0	24.0	24.7	39	0.921	1	0.921	1	0.921
06-00 3864	54	3603	8	173	3	8	0	1	0	0	0	0	06-00 3864	50	334	1343	1600	494	41	2	0	0	0	0	0	0	0	0	20.5	24.8	43	1.113	2	0.952	0	0	

28 June 2019

[illegible]**Virtual Day (7)**[illegible]**Virtual Week (1)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fixt 1	Time	Vbin 0 10 15	Vbin 10 15 20	Vbin 20 25 30	Vbin 30 35 40	Vbin 40 45 50	Vbin 50 55 60	Vbin 60 70 80	Vbin 80 90 100	Mean	Vpp	8PSL	IPSL%	ISL1 ACPO	ISL1% ACPO	ISL2 35 45	ISL2% DFT		
Mon	3762	56	3527	6	159	6	7	1	0	0	0	Mon	67	340	1432	1474	419	3	28	0	0	20.0	24.4	21	0.558	0	0	0	0	0.126	
Tue	3912	47	3671	7	171	6	6	7	1	0	0	Tue	89	347	1527	1523	392	28	5	0	1	0	19.9	24.3	34	0.869	0	6	153	1	0.028
Wed	3820	50	3567	11	183	3	3	2	1	0	0	Wed	35	320	1390	1590	454	29	1	0	0	0	20.4	24.7	31	0.812	2	0.052	1	0.026	
Thu	3843	54	3603	8	180	3	3	2	1	0	0	Thu	56	334	1343	1300	494	47	2	0	0	0	20.5	24.2	43	1.113	2	0.052	1	0.026	
Fri	3996	49	3743	7	178	7	10	1	0	0	0	Fri	38	354	1502	1596	476	28	2	0	0	0	20.3	24.6	30	0.751	2	0.05	0	0.026	
Sat	3240	48	3074	6	101	3	7	0	1	0	0	iSat	14	258	1173	1314	459	19	1	0	0	2	0	20.6	24.9	22	0.679	3	0.093	2	0.062
iSat	2413	39	2374	6	117	6	104	347	211	0	0	iSat	10	177	66	104	347	211	0	0	29	20.2	24.9	20	0.679	3	0.093	2	0.062		
29907	243	23508	48	1024	28	44	6	5	1	2	0	29907	303	1193	11733	10201	3041	194	12	0	1	0	20.4	24.7	219	0.84	16	0.044	4	0.016	

Grand Total

Time	Total	C1s 1	C1s 2	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	Ypp	SPSL	SPSL%	ISL1	ISL1%	ISL2	ISL2%
--	25007	343	23508	46	1024	28	44	6	5	1	2	--	303	2139	9113	10201	3041	194	12	0	1	2	0	80	0	0	100	20.4	24.7	210	0.84	16	0.064	4	0.016

Advanced Transport Research

Report Id - CustomList-2691

Site Name - 22300-008

Description - B481 BUCKINGHAM DRIVE [30M]

Direction - North

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	ISL2 DFT	ISL2% DFT	
0000	73	0	72	0	1	0	0	0	0	0	0	0	0000	0	0	0	14	40	13	5	1	0	0	0	0	0	0	28.5	32.2	19	26.03	6	8.219	0	0	0	0	
0100	41	0	36	0	3	0	0	0	0	0	0	0	0100	0	0	0	2	18	17	3	0	0	0	0	0	0	0	29.6	34	20	49.78	3	5.317	0	0	0	0	
0200	29	0	28	0	0	0	0	0	0	0	0	0	0200	0	0	0	1	18	8	2	0	0	0	0	0	0	0	29	31.2	10	34.48	2	6.897	0	0	0	0	
0300	23	0	22	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	6	8	7	2	0	0	0	0	0	0	28.5	33.4	9	39.13	2	8.696	0	0	0	0	
0400	14	0	11	0	2	0	0	0	0	0	0	0	0400	0	0	0	0	0	4	6	0	0	0	0	0	0	0	30.4	34.4	3	57.34	0	0.723	0	0	0	0	
0500	25	1	20	0	4	0	0	0	0	0	0	0	0500	0	0	0	1	14	7	2	1	0	0	0	0	0	0	29.8	32.9	10	40	3	12	0	0	0	0	
0600	74	2	65	0	5	0	0	0	0	0	0	0	0600	0	0	0	4	45	22	3	0	0	0	0	0	0	0	28.9	32.1	25	33.78	3	4.054	0	0	0	0	
0700	197	4	176	3	9	1	1	0	2	0	1	0	0700	0	0	3	12	123	50	8	1	0	0	0	0	0	0	28.7	31.9	59	29.95	9	4.569	0	0	0	0	
0800	361	4	332	4	18	0	1	0	2	0	0	0	0800	0	2	2	42	259	50	5	0	1	0	0	0	0	0	27.6	30	56	15.51	6	1.662	1	0.277	0	0	
0900	556	4	515	2	26	4	2	0	1	0	2	0	0900	0	2	11	115	359	63	5	1	0	0	0	0	0	0	26.7	29.6	69	12.41	6	1.079	0	0	0	0	
1000	679	4	644	7	22	0	2	0	0	0	0	0	1000	0	5	13	202	396	61	1	1	0	0	0	0	0	0	26.2	28.1	63	9.278	1	0.295	0	0	0	0	
1100	679	14	633	9	22	1	0	0	0	0	0	0	1100	1	12	47	193	353	71	2	0	0	0	0	0	0	0	25.6	29.1	73	10.75	2	0.295	0	0	0	0	
1200	622	5	590	3	22	0	1	0	1	0	0	0	1200	0	2	6	178	364	68	4	0	0	0	0	0	0	0	26.7	29.6	72	11.58	4	0.643	0	0	0	0	
1300	587	4	568	8	6	0	1	0	0	0	0	0	1300	0	1	14	159	355	54	2	1	0	0	0	0	0	0	26.5	29.3	58	9.881	4	0.881	1	0.17	0	0	
1400	536	7	512	4	10	0	1	0	0	0	0	0	1400	0	5	7	112	313	68	7	0	0	0	0	0	0	0	26.6	29.9	75	13.99	7	1.306	0	0	0	0	
1500	539	3	515	6	15	0	0	0	0	0	0	0	1500	0	2	4	110	340	75	7	1	0	0	0	0	0	0	26.8	30	83	15.4	8	1.484	0	0	0	0	
1600	488	9	469	3	7	0	0	0	0	0	0	0	1600	1	4	11	98	316	56	2	0	0	0	0	0	0	0	26.8	29.6	58	11.89	2	0.41	0	0	0	0	
1700	495	5	477	1	11	0	0	0	0	0	0	0	1700	1	4	11	116	316	42	4	0	1	0	0	0	0	0	26.4	29	47	9.495	5	1.01	1	0.202	0	0	
1800	451	5	430	5	9	0	0	0	0	0	0	0	1800	0	0	8	77	300	59	6	1	0	0	0	0	0	0	27.2	30	66	14.63	7	1.552	0	0	0	0	
1900	363	4	357	2	0	0	0	0	0	0	0	0	1900	0	0	3	69	224	64	3	0	0	0	0	0	0	0	27.5	30.5	67	18.46	3	0.626	0	0	0	0	
2000	242	4	227	2	9	0	0	0	0	0	0	0	2000	0	0	2	32	150	43	11	3	0	0	0	0	0	0	28.2	31.8	58	23.97	15	6.198	0	0	0	0	
2100	207	3	199	0	4	1	0	0	0	0	0	0	2100	0	0	0	46	135	20	4	2	0	0	0	0	0	0	27.3	29.5	26	12.56	6	2.899	0	0	0	0	
2200	173	3	168	0	2	0	0	0	0	0	0	0	2200	0	0	1	53	97	20	1	0	0	0	0	0	0	0	26.9	29.7	22	12.72	2	1.156	1	0.578	0	0	
2300	110	2	105	0	3	0	0	0	0	0	0	0	2300	0	0	0	27	58	20	4	0	0	0	0	0	0	0	27.3	30.9	24	21.82	4	3.636	0	0	0	0	
06-22	6190	68	5861	55	177	9	9	0	7	0	4	0	07-19	8	41	141	1427	3794	717	53	6	2	0	0	0	0	0	0	26.7	29.6	779	12.58	62	1.002	3	0.048	0	0
06-22	7076	81	6709	59	195	11	9	0	8	0	4	0	06-22	8	43	144	1578	4348	866	74	11	3	0	0	0	0	0	0	26.8	29.8	955	13.5	89	1.258	4	0.067	0	0
06-60	7359	86	6982	64	208	15	9	0	8	0	4	0	06-60	8	43	166	1682	4583	915	79	15	3	1	0	0	0	0	0	26.8	29.3	1001	13.6	86	1.456	5	0.068	0	0
06-00	7564	89	7171	59	212	11	9	0	8	1	4	0	06-00	8	44	146	1682	4607	966	93	13	3	1	0	0	0	0	0	26.9	29.9	1077	14.24	111	1.467	5	0.066	0	0

23 June 2019

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Fix1	Time	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	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	ISL2 DFT	ISL2% DFT
0000	92	1	89	0	2	0	0	0	0	0	0	0	0000	0	0	1	0	16	51	21	3	0	0	0	0	0	0	27.7	31.4	24	26.09	3	3.261	0	0	0	0
0100	45	0	45	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	14	25	11	2	0	0	0	0	0	0	27.4	32.2	10	27.06	2	4.167	0	0	0	0
0200	28	1	27	0	0	0	0	0	0	0	0	0	0200	0	0	0	6	13	9	0	0	0	0	0	0	0	0	28.1	31.7	9	32.14	0	0	0	0	0	0
0300	27	0	26	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	12	14	1	0	0	0	0	0	0	30	33.1	15	55.56	1	3.704	0	0	0	0
0400	16	0	16	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	7	6	3	0	0	0	0	0	0	0	31.7	35.2	9	56.25	3	18.75	0	0	0	0
0500	15	2	11	0	2	0	0	0	0	0	0	0	0500	0	1	0	1	0	1	6	5	0	0	0	0	0	0	27.5	31.2	5	33.33	0	0	0	0	0	0
0600	46	5	40	0	1	0	0	0	0	0	0	0	0600	0	1	1	8	25	8	3	0	0	0	0	0	0	0	27.6	31.2	11	23.91	3	6.522	0	0	0	0
0700	64	3	76	1	3	0	0	0	1	0	0	0	0700	0	2	2	16	57	10	4	0	0	0	0	0	0	0	27.6	30.2	14	16.67	4	4.762	0	0	0	0
0800	153	4	142	1	6	0	0	0	0	0	0	0	0800	0	0	0	26	87	19	7	0	0	0	0	0	0	0	27.6	30.6	26	16.99	7	4.575	0	0	0	0
0900	301	8	285	0	7	0	1	0	0	0	0	0	0900	0	6	9	58	178	46	4	0	0	0	0	0	0	0	26.9	30.1	50	16.61	4	1.329	0	0	0	0
1000	440	6	427	1	4	1	1	0	0	0	0	0	1000	1	4	8	103	284	38	2	0	0	0	0	0	0	0	26.4	28.9	40	9.091	2	0.455	0	0	0	0
1100	566	10	540	4	10	0	1	0	0	0	0	0	1100	1	12	12	333	360	54	3	1	0	0	0	0	0	0	26.5	29.2	58	10.25	4	2.707	0	0	0	0
1200	597	5	571	4	15	1	1	0	0	0	0	0	1200	0	2	16	182	347	44	6	0	0	0	0	0	0	0	26.1	29	50	8.375	6	1.005	0	0	0	0
1300	571	11	536	8	15	1	0	0	0	0	0	0	1300	2	5	7	129	357	66	5	0	0	0	0	0	0	0	26.6	29.7	71	12.43	5	0.876	0	0	0	0
1400	553	3	532	7	11	0	0	0	0	0	0	0	1400	0	4	8	126	363	46	4	0	0	0	0	0	0	0	26.5	28.9	53	9.584	3	0.732	0	0	0	0
1500	524	10	496	3	13																																
1600	493	5	478	2	6	0	0	0	0	0	0	0	1600	0	2	3	98	321	62	7	0	0	0	0	0	0	0	27.1	29.9	69	14	7	1.42	0	0	0	0
1700	1700	0	409	3	6	0	0	0	0	0	0	0	1700	0	0	1	98	272	71	5	1	0	0	0	0	0	0	27.6	30.5	77	18.42	7	1.435	0	0	0	0
1800	407	2	388	0	10	0	0	0	0	0	0	0	1800	0	0	0	26	86	23	3	0	0	0	0	0	0	0	27.3	30.5	69	14.26	5	1.229	0	0	0	0
1900	332	0	320	3	9	0	0	0	0	0	0	0	1900	0	1	6	22	224	36	8	1	0	0	0	0	0	0	27.4	29.9	45	13.55	9	2.711	0	0	0	0
2000	227	3	218	1	5	0	0	0	0	0	0	0	2000	1	0	0	38	150	33	3	2	0	0	0	0	0	0	27.4	30.3	38	16.74	5	2.203	0	0	0	0
2100	130	0	130	0	0	0	0	0	0	0	0	0	2100	0	0	0	28	79	23	0	0	0	0	0	0	0	0	27.5	30.3	20	14.81	2	1.481	0	0	0	0
2200	84	2	81	0	1	0	0	0	0	0	0	0	2200	0	0	0	1	13	57	12	1	0	0	0	0	0	0	27.5	30.3	13	15.48	1	1.13	0	0	0	0
2300	47	0	46	0	1	0	0	0	0	0	0	0	2300	0	0	0	4	27	13	0	0	0	0	0	0	0	0	26.9	32.5	16	34.04	3	6.389	0	0	0	0
0001	68	4580	60	104																																	
0002	597	68	589	1107																																	
0003	68	4580	60	104																																	
0004	597	68	589	1107																																	
0005	68	4580	60	104																																	
0006	597	68	589	1107																																	
0007	68	4580	60	104																																	
0008	597	68	589	1107																																	
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0012	597	68	589	1107																																	
0013	68	4580	60	104																																	
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0015	68	4580	60	104																																	
0016	597	68	589	1107																																	
0017	68	4580	60	104																																	
0018	597	68	589	1107																																	
0019	68	4580	60	104																																	
0020	597	68	589	1107																																	
0021	68	4580	60	104																																	
0022	597	68	589	1107																																	
0023	68	4580	60	104																																	
0024	597	68	589	1107																																	
0025	68	4580	60	104																																	
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0027	68	4580	60	104																																	
0028	597	68	589	1107																																	
0029	68	4580	60	104																																	
0030	597	68	589	1107																																	
0031	68	4580	60	104																																	
0032	597	68	589	1107																																	
0033	68	4580	60	104																																	
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0035	68	4580	60	104																																	
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0037	68	4580	60	104																																	
0038	597	68	589	1107																																	
0039	68	4580	60	104																																	
0040	597	68	589	1107																																	
0041	68	4580	60	104																																	
0042	597	68	589	1107																																	
0043	68	4580	60	104																																	
0044	597	68	589	1107																																	
0045	68	4580	60	104																																	
0046	597	68	589	1107																																	
0047	68	4580	60	104																																	
0048	597	68	589	1107																																	
0049	68	4580	60	104																																	
0050	597	68	589	1107																																	
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0063	68	4580	60	104																																	
0064	597	68	589	1107																																	
0065	68	4580	60	104																																	
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0067	68	4580	60	104																																	
0068	597	68	589	1107																																	
0069	68	4580	60	104																																	
0070	597	68	589	1107																																	
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0075	68	4580	60	104																																	
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0080	597	68	589	1107																																	
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0089	68	4580	60	104																																	
0090	597	68	589	1107																																	
0091	68	4580	60	104																																	
0092	597	68	589	1107																																	
0093	68	4580	60	104																																	
0094	597	68	589	1107																																	
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0096	597	68	589	1107																																	
0097	68	4580	60	104																																	
0098	597	68	589	1107																																	
0099	68	4580	60	104																																	
0100	597	68	589	1107																																	
0101	68	4580	60	104																																	
0102	597	68	589	1107																																	
0103	68	4580	60	104																																	
0104	597	68	589	1107																																	
0105	68	4580	60	104																																	
0106	597	68	589	1107																																	
0107	68	4580	60	104																																	
0108	597	68	589	1107																																	
0109	68	4580	60	104																																	
0110	597	68	589	1107																																	
0111	68	4580	60	104																																	
0112	597	68	589	1107																																	
0113	68	4580	60	104																																	
0114	597	68	589	1107																																	
0115	68	4580	60	104																																	
0116	597	68	589	1107																																	
0117	68	4580	60	104																																	
0118	597	68	589	1107																																	
0119	68	4580	60	104																																	
0120	597	68	589	1107																																	
0121	68	4580	60	104																																	
0122	597	68	589	1107																																	
0123	68	4580	60	104																																	
0124	597	68	589	1107																																	
0125	68	4580	60	104	</																																

Advanced Transport Research

Report Id - CustomList-2691

Site Name - 22030-008

Description - B481 BUCKINGHAM DRIVE [30M]

Direction - South

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	ISL2 DFT	
0000	83	0	80	0	3	0	0	0	0	0	0	0	0000	0	0	0	2	38	34	6	3	0	0	0	0	0	0	30.6	34.3	43	51.81	9	10.84	0	0	0	
0100	35	0	33	0	2	0	0	0	0	0	0	0	0100	0	0	0	2	10	30.9	34.9	23	65.71	0	0	0	0	0	30.9	35.3	110	50.69	38	17.51	1	4.61	0	
0200	22	0	20	0	2	0	0	0	0	0	0	0	0200	0	0	0	0	6	9	5	1	0	0	1	0	0	0	34.1	38.6	16	72.73	7	31.82	1	4.545	0	
0300	27	0	21	0	6	0	0	0	0	0	0	0	0300	0	0	0	3	13	4	5	1	1	0	0	0	0	0	31	38.4	11	40.74	7	25.93	1	3.704	0	
0400	23	0	21	0	2	0	0	0	0	0	0	0	0400	0	0	0	0	6	12	3	3	0	0	0	0	0	0	32.8	36.9	17	73.91	5	21.74	0	0	0	
0500	28	0	26	0	2	0	0	0	0	0	0	0	0500	0	0	0	1	9	10	3	4	0	1	0	0	0	0	33.1	41.1	18	64.29	8	28.57	1	3.571	0	
0600	67	1	61	0	5	0	0	0	0	0	0	0	0600	0	0	0	5	13	28	13	5	3	0	0	0	0	0	33.2	38.5	49	73.13	21	31.34	3	4.478	0	
0700	217	1	206	0	14	2	0	0	0	0	0	0	0700	1	0	0	6	98	72	33	4	1	0	0	0	0	0	30.9	35.3	110	50.69	38	17.51	1	4.61	0	
0800	427	1	396	1	27	2	0	0	0	0	0	0	0800	1	0	1	29	179	182	32	2	2	0	0	0	0	0	30.2	33.7	218	51.05	36	8.431	2	0.468	0	
0900	606	3	568	0	33	0	1	0	1	0	0	0	0900	0	1	0	39	328	206	30	2	0	0	0	0	0	0	29.4	32.8	238	39.27	32	5.281	0	0	0	
1000	685	5	612	1	20	0	1	0	0	1	0	0	1000	0	0	0	67	319	194	22	8	1	1	0	0	0	0	29	32.4	226	36.93	32	5.229	2	0.327	0	
1100	581	5	556	2	16	1	1	0	0	0	0	0	1100	2	3	1	39	331	174	28	2	0	1	0	0	0	0	29	32.1	205	35.08	31	5.336	1	0.172	0	
1200	591	6	568	2	14	0	0	0	0	1	0	0	1200	0	1	0	49	331	190	18	1	1	0	0	0	0	0	29.1	32.3	210	35.53	20	3.384	1	0.169	0	
1300	530	9	509	0	11	0	1	0	0	0	0	0	1300	4	0	1	35	315	150	21	3	1	0	0	0	0	0	29	32	175	33.02	25	4.717	1	0.189	0	
1400	519	8	495	2	14	0	0	0	0	0	0	0	1400	0	1	4	50	302	141	16	4	1	0	0	0	0	0	29.9	32.4	162	31.21	21	4.046	1	0.193	0	
1500	509	5	490	2	12	0	0	0	0	0	0	0	1500	2	2	1	38	276	164	19	7	0	0	0	0	0	0	29.1	32.3	190	37.33	26	5.108	0	0	0	
1600	533	2	517	1	13	0	0	0	0	0	0	0	1600	0	0	0	29	284	187	28	3	0	2	0	0	0	0	29.7	32.8	220	41.28	33	6.191	2	0.375	0	
1700	481	3	463	1	12	0	2	0	0	0	0	0	1700	1	2	4	46	266	143	18	1	0	0	0	0	0	0	29.8	32.1	162	33.68	19	3.95	0	0	0	
1800	434	2	419	0	12	0	0	1	0	0	0	0	1800	0	1	2	38	219	149	23	2	2	0	0	0	0	0	29.5	32.9	176	40.55	27	6.221	2	0.461	0	
1900	336	1	333	1	1	0	0	0	0	0	0	0	1900	0	0	0	21	156	118	34	6	1	0	0	0	0	0	30.3	34.5	159	47.32	41	12.2	1	0.298	0	
2000	282	6	265	0	11	0	0	0	0	0	0	0	2000	1	0	1	7	146	94	21	8	3	1	0	0	0	0	30.4	34.1	127	45.04	33	11.7	4	1.418	0	
2100	181	0	177	0	4	0	0	0	0	0	0	0	2100	0	0	0	9	106	55	9	1	1	0	0	0	0	0	29.3	32.4	66	36.46	11	6.077	1	0.552	0	
2200	172	0	168	0	4	0	0	0	0	0	0	0	2200	1	1	0	11	83	64	8	3	1	0	0	0	0	0	29.6	32.8	76	44.19	12	6.977	1	0.581	0	
2300	102	0	98	0	4	0	0	0	0	0	0	0	2300	0	0	0	5	40	30	9	4	1	0	0	0	0	0	30.6	34.5	55	53.92	14	13.73	1	0.38	0	
07-19	6040	48	5766	12	199	5	6	1	2	1	0	0	07-19	10	11	14	465	3248	1952	288	39	9	4	0	0	0	0	0	29.3	32.6	2292	37.95	340	5.629	13	0.215	0
06-22	6906	56	6602	13	220	5	6	1	2	1	0	0	06-22	11	11	15	507	3689	2247	365	89	17	5	0	0	0	0	0	29.4	32.8	2693	39	446	6.458	22	0.319	0
06-00	7189	56	6986	13	228	5	6	1	2	1	0	0	06-00	12	12	17	523	3782	2352	362	89	18	6	0	0	0	0	0	29.4	32.8	2824	39.33	347	6.244	23	0.334	0
00-00	7398	56	7069	13	245	5	6	1	2	1	0	0	00-00	12	12	17	531	3874	2439	409	77	20	6	1	0	0	0	0	29.5	32.9	2952	39.9	513	6.934	27	0.366	0

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	
0000	99	0	96	0	3	0	0	0	0	0	0	0	0000	0	0	0	3	29	45	14	7	2	0	0	0	0	0	32.2	37.8	67	67.68	22	22.22	1	1.01	
0100	59	0	55	0	4	0	0	0	0	0	0	0	0100	0	0	0	3	17	24	2	1	0	0	0	0	0	0	31.7	35.9	39	65.1	15	26.42	0	0	
0200	23	0	21	0	2	0	0	0	0	0	0	0	0200	0	0	0	1	5	11	5	1	0	0	0	0	0	0	32.5	36.9	17	73.91	6	26.09	0	0	
0300	18	0	18	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	3	3	7	4	1	0	0	0	0	0	31.2	36.2	12	66.67	5	27.78	0	0	
0400	19	1	17	0	2	0	0	0	0	0	0	0	0400	0	0	0	0	4	8	5	0	1	1	0	0	0	0	34.5	38.4	15	78.95	7	36.84	2	10.53	
0500	13	1	9	1	2	0	0	0	0	0	0	0	0500	0	0	0	0	4	3	4	2	0	0	0	0	0	0	33.9	40.9	9	69.23	6	48.15	0	0	
0600	42	0	39	1	2	0	0	0	0	0	0	0	0600	0	0	0	1	12	15	11	2	1	0	0	0	0	0	32.7	37.7	29	69.05	14	33.33	1	2.381	
0700	114	4	105	1	4	0	0	0	0	0	0	0	0700	0	0	0	3	47	45	11	4	2	2	0	0	0	0	31.6	36	84	56.14	19	16.67	4	3.509	
0800	190	3	179	0	7	0	0	0	0	0	0	0	0800	0	0	0	5	75	88	17	4	1	0	0	0	0	0	31.7	37	119	57.89	22	1.56	0	0.526	
0900	359	2	348	0	9	0	0	0	0	0	0	0	0900	0	0	0	0	16	194	112	37	0	0	0	0	0	0	29.8	33.4	149	41.5	37	10.31	0	0	
1000	529	4	506	1	16	0	0	0	0	0	0	0	1000	0	1	3	49	294	158	20	0	1	2	1	0	0	0	29.1	32.5	182	34.4	24	4.537	4	0.756	
1100	587	4	568	0	15	0	0	0	0	0	0	0	1100	0	0	0	20	332	168	20	0	3	1	0	0	0	0	29.2	32.5	197	33.66	29	4.84	3	0.511	
1200	496	2	486	0	8	0	0	0	0	0	0	0	1200	0	0	2	42	245	187	16	3	1	0	0	0	0	0	29.4	32.5	207	41.73	20	4.032	1	0.202	
1300	507	6	485	2	13	0	1	0	0	0	0	0	1300	1	5	4	30	266	172	23	4	2	0	0	0	0	0	29.1	32.5	201	39.64	29	5.72	2	0.394	
1400	463	3	449	0	8	0	0	0	0	0	0	0	1400	0	0	0	28	243	166	23	0	0	0	0	0	0	0	29.4	32.4	190	41.04	24	5.94	1	0.216	
1500	455	2	445	1	7	0	0	0	0	0	0	0	1500	2	1	0	34	252	146	18	1	1	0	0	0	0	0	29.1	32.4	198	41.04	24	5.94	1	0.216	
1600	457	2	447	1	7	0	0	0	0	0	0	0	1600	2	1	0	34	252	146	18	1	1	0	0	0	0	0	29.1	32.4	198	41.04	24	5.94	1	0.216	
1700	527	2	516	0	9	0	0	0	0	0	0	0	1700	2	3	7	33	299	161	17	5	0	0	0	0	0	0	28.9	32.2	183	34.72	22	4.175	0	0	
1800	515	1	503	2	8	0	0	0	0	0	0	0	1800	0	0	0	49	302	141	18	4	1	0	0	0	0	0	29	32	164	31.84	23	4.466	0	0.194	
1900	471	0	458	1	10	0	0	0	0	0	0	0	1900	0	0	0	19	224	118	24	1	0	0	0	0	0	0	29.2	32.4	168	31.82	24	4.537	0	0.202	
2000	375	2	365	0	8	0	0	0	0	0	0	0	2000	0	0	0	22	200	131	17	4	0	0	0	0	0	0	29.6	33.1	152	40.53	21	5.6	0	0	
2100	255	2	249	0	4	0	0	0	0	0	0	0	2100	0	0	0	10	110	107	26	1	1	0	0	0	0	0	30.5	34	135	52.94	28	10.98	1	0.392	
2200	153	1	153	0	0	0	0	0	0	0	0	0	2200	0	0	0	11	81	49	33	0	0	0	0	0	0	0	30	33	85	43.4	16	19	0	0.637	
2300	98	1	96	0	1	0	0	0	0	0	0	0	2300	0	0	0	5	44	37	10	1	0	0	0	0	0	0	29.9	34.2	49	50	10	12.24	1	1.02	
2400	230	0	223	0	7	0	0	0	0	0	0	0	2400	0	0	0	16	13	38	15	0	0	0	0	0	0	0	31.6	36.3	23	65.21	5	25	0	2.5	
2500	127	0	127	0	0	0	0	0	0	0	0	0	2500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	32.5	1961	37.62	298	5.716	20	0.384	
2600	6042	40	5854	11	133	0	0	0	0	0	0	0	2600	8	15	21	414	3242	1965	311	43	16	6	1	0	0	0	0	29.4	32.7	242	36.76	377	6.34	23	0.381
2700	6046	40	5858	11	133	0	0	0	0	0	0	0	2700	8	15	21	420	3302	1975	328	329	17	7	2	0	0	0	0	29.4	32.7	242	36.76	377	6.34	23	0.381
2800	6100	40	5902	11	138	0	0	0	0	0	0	0	2800	8	15	21	430	3364	1985	344	34	13	6	1	0	0	0	0	29.5	32.9	2573	40.13	460	7.175	28	0.437
2900	6411	43	6204	12	148	0	0	0	0	0	0	0	2900	8	15	21	430	3364	1985	344	34	13	6	1	0	0	0	0	29.5	32.9	2573	40.13	460	7.175	28	0.437

[illegible]

27 June 2019

Time	Total	C1s										Fix1	Time	Vb										Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%
		Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10			Vb 10	Vb 15	Vb 20	Vb 25	Vb 30	Vb 35	Vb 40	Vb 45	Vb 50	Vb 55								
0000	28	0	28	0	0	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	11	0	10	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		
0200	12	13	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	13	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	16	0	14	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		
0500	64	1	55	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	236	2	213	0	20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	600	500	2	38	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		
0800	631	5	631	0	178	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	633	6	578	1	46	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	487	0	487	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	495	2	452	2	46	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	474	0	432	0	38	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	454	0	446	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	554	1	507	2	41	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	657	2	621	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	641	5	639	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	703	3	680	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	629	0	629	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	473	1	461	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	380	3	362	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	254	1	254	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	154	0	149	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	88	0	82	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00-19	7161	46	6558	11	40	19	71	46	6558	11	40	19	71	46	6558	11	40	19	71	46	6558	11	40	19	71	46	6558	11	40	19	
00-22	8500	83	7948	14	454	9	10	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	
06-22	8742	53	8179	14	464	9	10	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	
08-22	8856	53	8302	17	49	14	7	49	14	7	49	14	7	49	14	7	49	14	7	49	14	7	49	14	7	49	14	7	49	14	

28 June 2019

[illegible]**Virtual Day (7)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 0 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Mean	Vpp	ISPL 30	ISPL 35	ISL1 35 ACPO	ISL1 35	ISL2 45	ISL2 45 DFT
0000	44	0	42	0	2	0	0	0	0	0	0	0000	0	0	0	1	15	20	49	45	2	0	0	0	0	31.8	36.2	28	63.5	9	19.42	1	1.294						
0100	23	0	21	0	1	0	0	0	0	0	0	0100	0	0	0	2	6	9	4	0	0	0	0	0	0	31.9	38.8	15	65.19	5	24.05	0	1.899						
0200	14	2	12	0	0	0	0	0	0	0	0	0200	0	0	0	1	5	5	3	3	0	0	0	0	0	31.8	37.2	9	63.16	3	31.2	0	1.899						
0300	15	0	12	0	0	0	0	0	0	0	0	0300	0	0	0	1	5	4	3	3	0	0	0	0	0	31.6	37.1	8	52.94	4	25.49	0	2.941						
0400	21	1	17	0	0	0	0	0	0	0	0	0400	0	0	0	1	6	9	9	3	1	1	0	0	0	31.31	38.9	15	70	0	6.733	1	0.6						
0500	45	0	37	7	0	0	0	0	0	0	0	0500	0	0	0	13	13	13	10	3	3	1	0	0	0	31.6	38.9	16	69.09	3	31.6	0	4.416						
0600	179	1	163	0	14	0	0	0	0	0	0	0600	1	0	0	6	60	79	27	5	0	0	0	0	0	31.6	35.9	112	62.58	34	18.71	2	0.876						
0700	402	1	35	2	1	0	0	0	0	0	0	0700	2	0	0	28	232	270	21	2	0	0	0	0	0	31.97	33.2	181	40.78	37	8.312	2	0.514						
0800	489	4	435	1	0	0	0	0	0	0	0	0800	2	7	50	287	173	137	27	0	0	0	0	0	0	31.6	31.7	203	33.27	20	1.033	1	0.165						
0900	559	2	515	1	37	1	0	0	0	0	0	0900	1	1	4	60	320	148	22	2	0	0	0	0	0	28.6	31.9	173	31.02	24	4.372	1	0.205						
1000	489	1	432	0	0	0	0	0	0	0	0	1000	0	0	0	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299	299		
1100	520	2	481	1	32	1	1	0	0	0	0	1100	1	1	1	45	302	148	18	2	0	0	0	0	0	28.9	32	169	32.61	21	4.042	1	0.65						
1200	516	3	478	1	31	1	1	0	0	0	0	1200	0	1	1	46	268	157	21	0	0	0	0	0	0	28.9	32.2	182	35.31	25	4.029	1	0.194						
1300	458	0	458	0	0	0	0	0	0	0	0	1300	0	0	0	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	
1400	517	3	484	1	26	1	1	0	0	0	0	1400	1	1	2	303	148	20	0	0	0	0	0	0	0	28.9	32.1	170	32.92	22	4.312	1	0.111						
1500	590	3	559	2	27	0	0	0	0	0	0	1500	1	2	3	62	331	169	20	0	0	0	0	0	0	28.7	32	193	36.23	23	3.945	1	0.097						
1600	624	3	602	1	16	0	0	0	0	0	0	1600	2	2	16	63	342	182	22	3	0	0	0	0	0	28.7	32.4	202	38.32	30	3.094	0	0.094						
1700	640	3	618	1	26	0	0	0	0	0	0	1700	2	1	2	49	364	195	24	3	0	0	0	0	0	28.9	32.2	222	34.72	27	4.285	1	0.089						
1800	578	3	560	1	14	0	0	0	0	0	0	1800	1	2	2	132	183	24	0	0	0	0	0	0	0	28.9	32.4	212	36.75	29	5.042	1	0.198						
1900	432	4	420	0	1	0	0	0	0	0	0	1900	2	27	219	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	218	
2000	327	4	312	0	10	0	0	0	0	0	0	2000	0	0	0	19	167	111	22	4	0	0	0	0	0	29.8	33.3	139	42.55	28	8.563	2	0.524						
2100	410	1	392	0	17	0	0	0	0	0	0	2100	0	0	0	115	145	40	14	0	0	0	0	0	0	29.6	33	177	40.74	17	6.265	1	0.176						
2200	15	1	15	0	0	0	0	0	0	0	0	2200	0	0	0	14	77	40	12	0	0	0	0	0	0	29.7	33.2	63	40.76	13	8.722	1	0.936						
2300	75	0	72	0	0	0	0	0	0	0	0	2300	0	0	0	1	4	32	27	9	2	0	0	0	0	29.7	35.1	39	51.43	11	15.05	0	0.852						
00:00	6506	37	6102	14	32	18	13	07	07	18	13	07	07	33	573	343	173	255	14	0	0	0	0	0	0	0	29.4	34.8	303	48.62	11	11.82	1	0.116					
06:22	7659	45	7208	15	366	9	6	1	5	2	3	06:22	14	16	35	687	4198	2351	348	0	12	4	0	0	0	0	29.1	32.4	2763	36.07	412	5.374	16	0.211					
06:00	7888	48	7428	15	372	9	6	1	5	2	3	06:40	14	16	35	685	4040	2428	365	83	13	0	0	0	0	0	29.1	32.4	2864	36.31	438	5.531	18	0.21					
06:00	8052	49	7570	16	381	9	6	1	5	2	3	06:58	14	16	35	684	4054	2436	365	83	13	0	0	0	0	0	29.1	32.4	2864	36.31	438	5.531	18	0.21					

Virtual Week (1)

[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JS1 35 ACPO	JS1% 35 ACPO	JS2 45 DFT	JS2% 45 DFT	
--	56351	331	52988	108	2736	67	45	11	34	12	19	--	--	96	113	247	4624	30478	17437	2759	432	114	42	6	0	0	1	0	29.2	32.5	20791	36.9	3364	5.952	163	0.289

Advanced Transport Research

Report Id - CustomList-2692

Site Name - 22090-009

Description - PEPPARD ROAD [30M]

Direction - North

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 35	ISL1% 35	ISL2 45	ISL2% 45	
0000	78	0	75	0	3	0	0	0	0	0	0	0	0000	0	0	1	3	33	27	12	1	0	1	0	0	0	0	31.1	35.7	41	52.56	14	17.95	1	1.282	
0100	44	0	44	0	0	0	0	0	0	0	0	0	0100	0	0	0	4	17	20	6	2	0	0	0	0	0	0	30.7	35.6	28	56	8	16	0	0	
0200	34	0	30	0	4	0	0	0	0	0	0	0	0200	0	0	0	2	1	11	5	2	2	1	0	0	0	0	31.3	36.8	20	58.82	5	14.71	1	2.941	
0300	26	0	24	0	2	0	0	0	0	0	0	0	0300	0	0	0	2	7	12	4	1	0	0	0	0	0	0	31.5	35.9	17	65.38	5	19.23	0	0	
0400	15	4	14	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	1	6	2	2	0	0	0	0	0	0	34.3	40.1	11	73.32	5	33.33	1	6.687	
0500	29	0	21	0	7	1	0	0	0	0	0	0	0500	0	10	0	1	6	12	7	3	0	0	0	0	0	0	33.2	38.4	22	75.86	10	34.48	0	0	
0600	63	2	53	0	6	1	0	0	0	0	0	0	0600	0	0	0	3	20	23	12	4	1	0	0	0	0	0	32.3	37.4	40	63.49	17	26.98	1	1.587	
0700	173	0	156	1	13	0	1	0	1	0	0	0	0700	0	1	6	3	71	71	21	0	0	0	0	0	0	0	30.1	34.5	92	53.18	21	12.14	0	0	
0800	258	7	224	1	21	0	2	0	2	0	1	0	0800	3	4	13	25	122	78	12	1	0	0	0	0	0	0	27.9	32.6	91	35.27	13	5.039	0	0	
0900	390	5	359	1	22	2	0	0	0	1	0	0	0900	5	8	23	51	199	93	11	0	0	0	0	0	0	0	27.1	31.5	104	26.67	11	2.821	0	0	
1000	505	5	483	1	16	0	0	0	0	0	0	0	1000	5	6	38	112	241	92	10	1	0	0	0	0	0	0	26.5	31.3	103	20.4	11	2.178	0	0	
1100	514	8	491	0	15	0	0	0	0	0	0	0	1100	4	7	21	78	301	90	11	2	0	0	0	0	0	0	27.1	30.6	103	20.04	13	2.529	0	0	
1200	521	6	497	2	16	0	0	0	0	0	0	0	1200	1	7	38	97	276	90	10	1	1	0	0	0	0	0	26.6	30.6	102	19.58	12	2.303	1	0.192	
1300	497	14	473	2	7	0	0	0	0	0	0	0	1300	2	2	18	69	308	89	8	1	0	0	0	0	0	0	27.4	30.5	98	19.72	9	1.811	0	0	
1400	465	7	445	1	11	0	0	0	0	0	0	0	1400	2	1	22	80	250	98	11	1	0	0	0	0	0	0	27.5	31.2	110	23.66	12	2.581	0	0	
1500	495	7	471	1	15	0	0	0	0	1	0	0	1500	2	4	20	76	289	95	7	1	1	0	0	0	0	0	27.2	30.8	104	21.01	9	1.818	1	0.202	
1600	447	9	425	0	12	1	0	0	0	0	0	0	1600	0	2	16	55	238	125	9	1	0	1	0	0	0	0	28.2	31.5	136	30.43	11	2.461	1	0.224	
1700	397	8	380	0	9	0	0	0	0	0	0	0	1700	1	1	15	63	231	73	10	3	0	0	0	0	0	0	27.6	30.9	86	21.66	13	3.275	0	0	
1800	381	8	361	1	11	11	0	0	0	0	0	0	1800	1	4	16	42	201	99	16	1	0	1	0	0	0	0	27.9	31.6	117	30.71	18	4.724	1	0.262	
1900	346	5	332	0	7	1	1	0	0	0	0	0	1900	0	6	14	44	180	88	12	2	0	0	0	0	0	0	28	32.1	102	29.48	14	4.046	0	0	
2000	228	4	211	3	9	1	0	0	0	0	0	0	2000	0	1	9	24	116	60	15	3	0	0	0	0	0	0	28.7	32.8	78	34.21	18	7.685	0	0	
2100	184	3	175	0	6	0	0	0	0	0	0	0	2100	0	0	5	13	95	62	6	3	0	0	0	0	0	0	29.1	32.7	71	38.59	9	4.891	0	0	
2200	190	2	186	0	2	0	0	0	0	0	0	0	2200	0	1	8	27	109	37	6	2	0	0	0	0	0	0	27.7	31.6	45	23.68	8	4.211	0	0	
2300	129	3	123	0	3	0	0	0	0	0	0	0	2300	0	0	10	59	38	6	3	0	0	0	0	0	0	0	31.3	35.9	50	38.76	12	9.302	1	0.775	
07-19	5043	84	4765	11	168	4	3	0	6	0	2	0	07-19	26	47	246	751	2727	1093	136	13	2	2	0	0	0	0	0	27.4	31.3	1246	24.71	153	3.034	4	0.079
06-22	5864	98	5536	14	196	7	4	0	7	0	2	0	06-22	26	54	274	835	3138	1326	181	25	3	2	0	0	0	0	0	27.6	31.6	1537	26.21	211	3.598	6	0.085
06-00	6163	10	5845	16	201	7	4	4	7	0	3	0	06-00	26	56	291	872	3386	1401	189	38	3	3	0	0	0	0	0	27.6	31.6	1632	26.39	235	3.611	13	0.087
00-00	6415	105	6053	14	221	8	4	4	7	0	3	0	00-00	27	56	294	883	3384	1493	228	41	4	5	0	0	0	0	0	27.8	31.8	1771	27.61	278	4.334	9	0.14

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 35	ISL1% 35	ISL2 45	ISL2% 45	
0000	100	0	98	0	2	0	0	0	0	0	0	0	0000	0	0	1	4	38	45	10	2	0	0	0	0	0	0	0	30.6	34.5	57	57	12	12	0	0	
0100	49	0	49	0	0	0	0	0	0	0	0	0	0100	0	0	0	2	20	22	3	3	0	0	0	0	0	0	0	30.7	34.4	20	54	6	11.76	0	0	
0200	33	1	32	0	0	0	0	0	0	0	0	0	0200	0	0	0	3	14	16	0	0	0	0	0	0	0	0	0	30.9	34.6	16	48.48	0	0	0	0	
0300	31	0	29	0	2	0	0	0	0	0	0	0	0300	0	0	0	2	12	11	5	1	0	0	0	0	0	0	0	31.5	36.9	17	54.84	6	19.35	0	0	
0400	16	0	16	0	0	0	0	0	0	0	0	0	0400	1	0	0	0	6	7	3	1	0	0	0	0	0	0	0	32.4	37.5	11	64.71	4	23.53	0	0	
0500	18	0	13	0	3	0	0	0	0	0	0	0	0500	1	0	0	1	9	9	2	1	0	0	0	0	0	0	0	31.4	36.8	12	66.67	3	16.87	0	0	
0600	40	4	33	0	3	0	0	0	0	0	0	0	0600	0	2	0	2	22	10	4	0	0	0	0	0	0	0	0	29	34.2	14	35	4	10	0	0	
0700	57	2	52	0	2	0	0	0	0	1	0	0	0700	0	1	1	2	26	22	3	2	0	0	0	0	0	0	0	30.6	34.7	28	48	12	6	10.53	1	
0800	106	8	98	0	6	0	0	0	0	0	0	0	0800	4	3	14	3	44	40	6	2	0	0	0	0	0	0	0	34.2	49	46.23	49	8.491	1	0.943		
0900	243	2	231	1	8	0	1	0	0	0	0	0	0900	0	2	10	34	124	54	17	2	0	0	0	0	0	0	0	28.4	32.3	73	30.04	19	7.819	0	0	
1000	348	4	335	0	7	2	0	0	0	0	0	0	1000	2	4	12	30	214	74	10	2	0	0	0	0	0	0	0	27.9	31.4	86	24.71	12	3.448	0	0	
1100	502	6	486	0	6	0	0	0	0	0	0	0	1100	1	3	102	293	69	9	0	0	0	0	0	0	0	0	0	26.3	30	73	14.54	10	1.962	0	0	
1200	510	10	487	0	11	0	1	0	0	0	0	0	1200	2	5	22	92	284	100	5	0	0	0	0	0	0	0	0	27.1	30.7	105	20.59	5	0.98	0	0	
1300	502	10	478	2	11	0	1	0	0	0	0	0	1300	0	2	14	67	318	88	12	1	0	0	0	0	0	0	0	27.7	30.7	101	20.12	13	2.59	0	0	
1400	496	4	481	0	9	0	0	0	0	0	0	0	1400	0	2	7	80	314	75	10	0	0	0	0	0	0	0	0	27.2	30.4	85	17	14	5	2.16	0	
1500	490	5	468	2	13	0	1	0	1	0	0	0	1500	0	1	14	64	304	100	7	0	0	0	0	0	0	0	0	27.6	30.9	107	21.84	7	1.429	0	0	
1600	437	4	421	2	10	0	0	0	0	0	0	0	1600	1	11	19	74	216	97	15	4	0	0	0	0	0	0	0	27.4	31.7	116	26.54	19	4.348	0	0	
1700	367	8	353	3	3	0	0	0	0	0	0	0	1700	3	3	13	22	207	111	8	0	0	0	0	0	0	0	0	28.3	32.1	119	32.43	8	2.18	0	0	
1800	348	4	327	12	12	0	0	0	0	0	0	0	1800	0	11	189	20	90	3	2.4	108	31.03	0	0	0	0	0	0	28.3	31.6	118	26.54	18	5.172	0.387	0	
1900	303	6	286	1	10	0	0	0	0	0	0	0	1900	0	1	6	23	182	81	7	1	0	0	0	0	0	0	0	28.6	31.5	91	30.03	10	3.3	2	0.66	
2000	206	2	200	0	4	0	0	0	0	0	0	0	2000	0	0	12	33	86	61	10	1	2	0	0	0	0	0	0	28.5	32.4	75	36.41	14	6.796	3	1.456	
2100	134	0	130	1	2	0	0	0	0	0	0	0	2100	0	12	75	33	9	2.8	44	32.86	0	0	0	0	0	0	0	28.9	32.8	44	32.86	11	8.209	0	0	
2200	106	0	104	0	2	0	0	0	0	0	0	0	2200	0	1	2	6	52	33	8	1	3	0	0	0	0	0	0	29.9	33.9	45	42.45	12	11.32	3	2.83	
2300	58	2	55	0	2	0	0	0	0	0	0	0	2300	0	25	31	3	3	31.1	30.8	0	0	0	0	0	0	0	0	31.3	38	25	31.3	10	31.34	0	0	
0007-19	4406	61	4217	17	98	4	0	0	0	0	0	1	07-19	17	45	158	606	2520	914	114	19	1	2	0	0	0	0	0	0	27.6	31.3	1090	23.83	136	3.087	3	0.068
06-22	5098	74	4866	18	118	4	0	0	0	0	0	1	06-22	48	178	676	2895	1099	143	23	4	6	0	0	0	0	0	0	0	27.8	31.4	1274	26.05	175	3.439	9	0.177
06-24	5024	68	4824	12	121	0	0	0	0	0	0	1	06-24	68	2972	152	118	158	2368	23	8	5	0	0	0	0	0	0	0	27.8	31.4	1274	26.05	175	3.439	15	0.173
06-24	5594	77	5255	18	131	4	0	0	0	0	0	1	06-27	17	50	184	696	3066	1261	182	35	8	5	0	0	0	0	0	0	28	31.8	1491	27.09	230	4.179	13	0.236

1400	491	3	453	0	30	1	2	0	0	1	1	1400	5	28	83	287	81	5	2	0	0	0	0	0	0	26.9	30.3	88	17.2	7	1.426	0	0
1500	544	4	501	3	32	2	0	1	0	1	0	1500	1	2	21	128	282	100	7	3	0	0	0	0	0	27	30.9	110	20.22	10	1.838	0	0
1600	588	5	558	23	0	0	0	0	0	0	0	1600	5	55	161	274	252	8	2	0	0	0	0	0	0	25	31.5	76	17.71	7	1.660	0	0
1700	686	21	642	2	19	1	1	0	0	0	0	1700	6	15	40	152	367	95	8	1	2	0	0	0	0	26.1	30.2	106	15.45	11	1.603	2	0.232
1800	635	25	587	1	19	2	1	0	0	0	0	1800	12	19	60	139	296	100	5	2	2	0	0	0	0	25.5	30.3	109	17.17	9	1.417	2	0.315
1900	516	10	495	1	10	0	0	0	0	0	0	1900	8	9	37	78	279	93	10	1	2	0	0	0	0	26.7	31.1	105	20.35	12	2.326	0	0
2000	400	14	373	8	12	8	1	0	0	0	0	2000	11	59	216	112	216	112	8	1	2	0	0	0	0	27	31.9	107	19.4	12	2.059	0	0
2100	257	1	249	0	0	0	0	1	1	0	0	2100	0	1	6	17	170	50	11	2	0	0	0	0	0	28.5	32	63	24.51	13	5.058	0	0
2200	204	2	2	196	1	4	0	0	0	0	0	2200	0	2	4	22	102	61	12	0	0	0	0	0	0	28.7	32.9	74	36.27	13	6.373	0	0
2300	204	1	80	0	0	0	0	0	0	0	0	2300	1	10	37	5	5	5	0	0	0	0	0	0	0	33	33	33	24.24	13	5.58	2	0.486
27-19	5798	97	5327	14	325	11	11	2	5	3	3	07-19	5121	359	1191	3140	857	62	13	5	0	0	0	0	0	26.2	30.1	937	16.16	80	1.33	0	0
06-22	7125	124	6574	16	371	13	12	3	6	3	3	06-22	58	140	415	137	3883	1136	109	22	8	0	0	0	0	26.6	30.4	1272	17.85	136	1.906	1	0.07
06-20	7417	127	6850	18	378	13	12	4	6	3	3	06-20	58	143	420	1398	422	1223	118	22	8	0	0	0	0	26.5	30.7	1263	17.81	7	1.904	7	0.06
06-20	7547	128	6668	17	390	14	13	4	6	3	4	00-00	59	143	422	1396	408	1268	145	28	8	0	0	0	0	26.7	30.6	1449	19.2	181	2.398	8	0.108

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Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp	IPSL	IPSL% 35	ISL1 25	ISL1% 35	ISL2 25	ISL2% 45
0000	39	0	37	0	1	0	0	0	0	0	0	0000	0	0	0	2	12	16	8	1	0	0	0	31.6	36.9	25	58.4	9	23.08	0						
0100	17	1	13	0	1	0	0	0	0	0	0	0100	1	0	0	0	0	7	2	1	0	0	0	30.4	36.9	10	66.2	3	17.65	0						
0200	9	1	7	0	1	0	0	0	0	0	0	0200	1	0	0	0	0	3	1	2	1	0	0	31.2	36.9	11	58.67	6	33.33	0						
0300	12	0	11	0	1	0	0	0	0	0	0	0300	0	0	0	0	4	4	4	0	0	0	0	32.6	38	8	66.67	4	33.33	0						
0400	20	0	17	0	2	0	0	0	0	0	0	0400	0	0	0	1	0	8	0	0	0	0	0	31.2	36.4	11	55	20	0							
0500	38	0	27	0	1	0	0	0	0	0	0	0500	0	0	2	15	4	0	3	1	0	0	0	37.0	37.5	17	58.65	2.68	26.85	0						
0600	155	5	126	0	23	1	0	0	0	0	0	0600	0	2	2	2	23	70	37	15	4	2	0	29.4	34.8	58	37	24	13.55	2			1.29			
0700	29	0	29	0	0	0	0	0	0	0	0	0700	0	0	0	4	17	5	0	0	0	0	0	27.1	31.8	11	40.61	1	4.02	0						
0800	475	10	430	3	30	1	0	0	0	0	0	0800	5	13	35	150	229	41	2	0	0	0	0	25	29.1	43	9.053	2	0.421	0						
0900	349	5	315	0	27	1	0	0	0	0	0	0900	3	7	30	35	213	58	2	0	0	0	0	26.8	30.3	61	17.48	3	0.86	1			0.282			
1000	366	0	333	100	24	0	0	0	0	0	0	1000	18	34	108	354	204	18	0	0	0	0	0	26.8	30.3	61	17.48	3	0.86	1			0.282			
1100	442	7	407	2	23	0	0	1	2	0	0	1100	3	11	17	56	283	63	0	0	0	0	0	26.8	30.3	72	16.29	9	2.036	2			0.457			
1200	445	6	406	0	29	0	2	0	0	0	0	1200	3	9	10	96	233	86	7	0	0	0	0	26.9	31	94	21.12	8	1.798	0			0.282			
1300	448	0	412	1	30	0	1	0	0	0	0	1300	2	12	15	86	234	102	3	0	0	0	0	27.0	31.3	110	22.55	5	1.349	0			0.282			
1400	494	6	452	2	30	3	1	0	0	0	0	1400	1	2	12	63	293	110	11	2	0	0	0	27.9	31.3	123	24.8	13	2.632	0			0.282			
1500	529	0	494	0	24	2	0	0	0	0	0	1500	8	35	132	279	65	8	0	0	0	0	0	26.1	29.8	74	13.99	9	1.701	0			0.282			
1600	520	0	501	0	21	0	0	0	0	0	0	1600	19	28	181	222	44	29	0	0	0	0	0	28.1	30.9	91	18.89	8	2.04	0			0.282			
1700	666	22	624	2	17	0	0	0	0	0	0	1700	7	14	72	195	306	64	0	0	0	0	0	25	29.2	72	10.81	8	2.021	0			0.282			
1800	534	23	542	1	18	0	0	0	0	0	0	1800	51	122	297	66	8	0	0	0	0	0	0	26.5	30.3	72	16.61	8	1.86	0			0.282			
1900	527	16	492	2	14	0	3	0	0	0	0	1900	2	12	19	91	291	100	9	0	0	0	0	27.1	30.8	110	21.65	12	2.277	0			0.282			
2000	371	11	346	0	13	0	0	0	0	0	0	2000	2	6	14	57	165	88	17	1	0	0	0	27.6	32.2	106	25.85	18	4.895	0			0.282			
2100	212	0	275	1	4	0	0	0	0	0	0	2100	2	210	9	39	170	12	12	0	0	0	0	26.7	30.8	122	27.78	12	6.708	1			0.282			
2200	212	5	204	0	20	0	0	0	0	0	0	2200	1	1	10	22	114	51	11	2	0	0	0	28.1	32.6	64	30.19	13	6.132	0			0.282			
2300	109	3	102	0	4	0	0	0	0	0	0	2300	0	1	3	6	30	31	0	0	0	0	0	29.2	33.2	42	38.53	11	10.09	0			2.1835			
00-22	5662	116	5227	0	295	18	11	0	0	0	0	00-22	52	116	366	1214	2737	1971	7	2	0	0	0	27.2	30.8	144	21.12	12	5.808	0			0.282			
06-22	7037	160	6466	16	353	11	16	1	5	5	5	06-22	86	140	410	1424	3697	1139	141	22	5	0	0	26.5	30.6	1308	19.59	169	2.422	0			0.085			
08-16	6872	143	6169	16	343	13	15	0	5	5	5	08-16	73	143	423	1452	3687	1139	141	22	5	0	0	26.5	30.6	1308	19.59	169	2.422	0			0.085			
00-00	7493	170	6884	16	379	12	16	2	5	5	5	00-00	61	143	428	1461	3931	1262	196	32	0	0	0	26.7	30.8	1489	19.87	227	3.029	9			0.085			

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Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0 15	Vbin 10 20	Vbin 15 25	Vbin 20 30	Vbin 25 35	Vbin 30 40	Vbin 35 45	Vbin 40 50	Vbin 45 55	Vbin 50 60	Mean	Vpp	IPSL	IPSL%	ISL1	ISL1s	ISL2	ISL2s																							
														0 15	10 20	15 25	20 30	25 35	30 40	35 45	40 50	45 55	50 60	60 70	70 80	80 90	90 100	ASPO	60 70	70 80	80 90	90 100	ASPO	60 70	70 80	80 90	90 100	DFT	DFs															
0000	47	0	47	0	0	0	0	0	0	0	0	0	0000	0	0	1	3	19	15	49	0	0	0	30.4	35.2	24	51.06	9	19.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0100	32	1	29	0	2	0	0	0	0	0	0	0	0100	0	0	1	13	14	24	2	0	0	0	29.2	33.3	16	50.0	0	2.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	18	16	18	2	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	32	36.5	0	0	31.6	36.1	61.11	0	33.33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	18	0	14	0	4	0	0	0	0	0	0	0	0300	0	0	0	2	4	5	6	1	0	0	32	38.4	12	66.67	7	38.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	20	0	14	0	5	0	1	0	0	0	0	0	0400	0	0	0	0	8	8	3	0	0	0	30	35.1	9	45	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	46	0	32	0	12	0	0	0	0	0	0	0	0500	0	0	4	24	8	3	8	0	0	0	36.8	17	36.96	0	19.57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0600	127	3	110	0	12	1	0	0	0	0	0	0	0600	0	0	3	2	10	48	52	10	0	0	29.8	34	64	50.39	12	9.449	1	0.787	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	138	5	296	0	35	7	1	0	0	0	0	0	0700	5	7	4	59	194	66	8	0	0	0	27.2	31.5	69	20.41	7	2.071	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	491	0	0	0	0	450	0	0	0	0	0	0	0800	0	16	51	90	250	0	0	0	0	25.7	29.8	66	13.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0900	361	6	325	0	0	28	2	0	0	0	0	0	0900	5	8	18	89	175	64	1	1	0	0	26	30.4	66	18.28	2	0.554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	434	0	338	0	0	0	0	0	0	0	0	0	1000	1	80	30	227	1	0	0	0	0	0	26.4	30.5	74	18.18	2	3.002	0	0.249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	407	7	365	1	0	30	3	0	0	0	0	0	1100	5	7	32	66	223	69	5	0	0	0	26.4	30.5	74	18.18	5	1.229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	486	5	449	2	27	1	1	0	0	0	0	0	1200	10	10	48	120	251	42	4	2	1	0	25.2	29.1	69	10.08	7	1.144	0	0.126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	491	5	452	0	27	1	0	0	0	0	0	0	1300	9	21	36	94	251	33	0	0	0	0	25.2	29.1	69	10.08	7	1.144	0	0.126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	517	7	478	2	27	1	1	0	0	0	0	0	1400	8	9	22	91	288	84	16	0	0	0	26.8	30.8	101	19.54	17	3.288	1	0.293	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	593	6	498	3	14	0	2	0	0	0	0	0	1500	1	10	32	105	288	80	5	2	0	0	26.5	30.3	87	16.63	17	3.338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	613	5	584	0	0	9	13	78	195	250	0	0	1600	1	10	28	105	288	80	5	2	0	0	26.5	30.3	87	16.63	17	3.338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	591	23	543	4	17	0	2	1	0	0	0	0	1700	3	19	66	144	264	80	14	0	0	0	25.6	30.2	95	16.07	15	2.538	1	0.169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	573	574	3	0	8	2	0	0	0	0	0	0	1800	13	574	3	0	0	0	0	0	0	0	26.5	30.2	95	16.07	15	2.538	1	0.169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	459	7	437	3	8	1	3	0	0	0	0	0	1900	3	4	22	72	256	60	12	0	0	0	27.1	30.8	102	22.22	12	2.614	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	426	12	404	0	0	8	0	1	0	0	0	0	2000	2	8	22	76	233	73	9	1	1	0	27	30.7	85	19.95	12	2.817	2	0.469	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	426	12	404	0	0	8	0	1	0	0	0	0	2100	2	10	41	156	207	7	0	0	0	0	27.1	30.7	85	19.95	12	2.817	2	0.469	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	208	5	195	1	7	0	0	0	0	0	0	0	2200	0	2	3	24	123	43	10	3	0	0	28.2	32.2	56	26.92	13	5.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	134	2	128	0	4	0	0	0	0	0	0	0	2300	0	1	4	12	70	39	7	0	0	0	28.8	32.9	47	35.07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
00:19	8448	88	5462	3	302	13	144	440	1242	3114	88	0	00:19	54	144	440	1242	3114	88	0	0	0	0	28.8	32.9	47	35.07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:22	7145	116	6828	22	336	16	19	2	6	1	0	0	06:22	59	161	496	1441	3707	1133	130	11	5	1	0	26.3	30.5	1281	17.93	148	2.071	7	0.093	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00	7487	123	6949	22	347	16	19	2	6	1	0	0	06:00	59	164	503	1477	3900	1215	147	15	8	1	0	26.3	30.5	1384	18.49	169	2.257	7	0.098	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	7668	124	7191	21	372	17	20	2	6	1	0	0	06:00	59	165	506	1490	3775	1230	147	15	8	1	0	26.3	30.5	1384	18.49	169	2.257	7	0.098	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Mean	Vpp	IPSL	IPSL ₁	1SL ₁ 25	1SL ₁ 35	1SL ₂ 25	1SL ₂ 35	
0000	49	0	47	0	2	0	0	0	0	0	0	0000		0	15	15	20	2	19	19	47	1	0	0	0	30.8	35.2	27	55.23	8	16.28	0	0.581							
0100	28	1	25	0	0	0	0	0	0	0	0	0100		0	10	10	1	2	10	12	3	1	0	0	0	30.5	34.9	15	85.1	4	13.27	0	0.51							
0200	17	0	16	1	1	1	0	0	0	0	0	0200		0	10	10	0	1	7	3	1	0	0	0	0	30.8	35.8	17	7	23.8	17	2	0.58							
0300	20	0	17	0	2	0	0	0	0	0	0	0300		0	10	10	0	1	7	7	4	1	0	0	0	31.6	36.8	12	58.7	5	23.19	0	0.726							
0400	18	0	15	0	3	0	0	0	0	0	0	0400		0	10	10	0	1	7	6	2	1	0	0	0	31.1	36.6	9	53.23	4	20.16	0	0.806							
0500	38	28	28	38	0	0	0	0	0	0	0	0500		0	15	15	15	11	11	10	19	50	0	0	0	30.7	36.2	19	50	5	20.83	0	0.58							
0600	117	2	98	98	0	15	1	0	0	0	0	0600		0	1	2	11	52	36	10	2	1	0	0	0	29.6	34.1	50	42.74	14	11.16	1	0.611							
0700	254	0	254	0	0	0	0	0	0	0	0	0700		0	15	15	15	15	15	15	15	15	15	15	0	27.2	31.1	100	17.16	3	3.79	0	0.16							
0800	378	7	343	1	25	1	1	0	0	0	0	0800		5	12	34	103	177	41	5	1	0	0	0	0	25.2	29.5	47	12.53	6	1.623	0	0.038							
0900	346	5	314	1	26	1	0	0	0	0	0	0900		3	7	23	59	185	61	7	1	0	0	0	0	26.6	30.6	69	19.83	8	1.85	0	0.041							
1000	397	3	365	1	30	1	0	0	0	0	0	1000		2	10	20	72	221	77	10	1	0	0	0	0	26.9	30.3	68	19.41	8	1.972	0	0.042							
1100	437	5	403	2	23	2	1	0	0	0	0	1100		2	6	21	71	259	68	7	1	0	0	0	0	26.9	30.3	76	17.52	8	1.834	0	0.066							
1200	470	6	439	3	22	0	0	0	0	0	0	1200		3	7	22	94	259	76	8	1	0	0	0	0	26.7	30.5	85	18.05	9	1.914	0	0.058							
1300	466	1	432	1	22	0	0	0	0	0	0	1300		2	6	20	72	260	72	8	1	0	0	0	0	26.7	30.3	88	18.05	9	2.402	0	0.058							
1400	492	5	458	1	24	1	1	0	0	0	0	1400		3	6	20	81	283	88	10	1	0	0	0	0	27.1	30.8	99	20.05	11	2.234	0	0.091							
1500	511	6	481	2	21	1	0	0	0	0	0	1500		3	6	28	107	285	76	8	1	0	0	0	0	26.5	30.2	83	16.32	7	1.451	0	0.028							
1600	524	1	500	1	20	0	0	0	0	0	0	1600		2	13	41	136	297	129	2	2	0	0	0	0	26.2	30.2	91	16.4	7	1.648	0	0.028							
1700	569	17	534	2	14	0	1	0	0	0	0	1700		6	17	52	121	293	80	8	1	0	0	0	0	25.8	30.2	90	15.83	10	1.706	1	0.1							
1800	538	18	493	0	13	0	0	0	0	0	0	1800		4	18	43	93	270	123	10	1	0	0	0	0	26.1	30.2	92	16.5	5	1.299	0	0.15							
1900	450	10	425	2	11	0	1	0	0	0	0	1900		2	14	46	61	253	94	10	1	0	0	0	0	27.4	31.1	106	23.62	12	2.667	0	0.263							
2000	329	9	309	1	9	0	0	0	0	0	0	2000		1	4	10	47	170	76	13	2	0	0	0	0	27.8	31.8	91	27.83	15	4.565	1	0.081							
2100	210	0	225	0	10	0	0	0	0	0	0	2100		0	10	26	130	100	30	1	0	0	0	0	0	26.3	30.2	60	26.48	9	1.805	0	0.05							
2200	183	3	175	0	8	0	0	0	0	0	0	2200		0	2	6	18	99	47	8	2	0	0	0	0	28.4	32.2	58	31.59	11	6.006	1	0.06							
2300	93	2	88	0	3	0	0	0	0	0	0	2300		0	1	3	6	44	26	7	1	0	0	0	0	29.4	33.9	38	40.74	10	10.34	1	1.546							
5450	92	5038	26	18	105	333	1038	2914	97	10	0	0734		44	105	333	1038	2914	97	10	0	0	0	0	0	28.2	31.7	814	4	10.9	1	1.08								
86-22	6588	17	6097	18	300	11	11	2	5	0	0	06-22		48	119	378	1204	3259	1132	134	194	4	1	0	0	0	26.7	30.7	1290	19.64	158	2.41	6	0.917						
06-09	244	122	6060	18	310	11	11	2	5	0	0	06-09		48	119	378	1208	3272	1207	149	188	4	1	0	0	0	26.7	30.8	1386	26.26	179	2.613	6	0.983						
06-10	7014	12	6588	18	310	11	11	2	5	0	0	06-10		48	119	378	1238	3289	1172	188	4	1	0	0	0	26.9	30.9	1478	6	12.8	9	2.68	1	0.98						

Virtual Week (1)[illegible]

Grand Total

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	JPL8	JPL8%	JSL1	JSL1%	JSL2	JSL2%		
		1	2	3	4	5	6	7	8	9	10			0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100								
--	40007	867	45557	127	2296	85	77	14	37	12	25	--	344	855	2733	8664	26154	8880	1205	199	41	16	3	0	1	1	26.9	30.9	10347	21.07	1467	2.968	63	0.728							

Advanced Transport Research

Report Id - CustomList-2692

Site Name - 22090-009

Description - PEPPER ROAD [30M]

Direction - South

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL 35	ISL% 35	ISL2 45	ISL2% 45	
0000	81	1	78	0	2	0	0	0	0	0	0	0	0000	0	0	1	5	37	25	10	1	2	0	0	0	0	0	0	30	35.9	38	46.91	13	16.05	2	2.469	
0100	39	0	38	0	1	0	0	0	0	0	0	0	0100	0	0	0	2	15	12	9	0	0	0	0	0	0	0	0	31.7	36.9	22	58.41	10	25.64	1	2.564	
0200	24	0	23	0	1	0	0	0	0	0	0	0	0200	0	0	0	1	7	12	12	5	0	0	0	0	0	0	0	31.4	36.2	17	68	5	20	0	0	
0300	30	0	25	0	5	0	0	0	0	0	0	0	0300	0	0	2	2	8	11	3	2	2	0	0	0	0	0	0	31.6	40.1	18	60	7	23.33	2	6.667	
0400	26	1	23	0	2	0	0	0	0	0	0	0	0400	0	0	0	1	11	8	9	4	1	0	0	0	0	0	0	32.2	36.1	16	61.54	7	26.92	2	7.692	
0500	36	2	30	0	4	0	0	0	0	0	0	0	0500	0	0	2	1	12	12	5	3	1	0	0	0	0	0	0	31.6	38.1	21	58.33	9	25	1	2.778	
0600	103	2	93	0	7	1	0	0	0	0	0	0	0600	0	0	4	1	55	28	10	3	2	0	0	0	0	0	0	30.3	35	43	41.75	15	14.56	2	1.942	
0700	231	6	207	0	16	2	0	0	0	0	0	0	0700	0	1	6	44	125	42	12	0	1	0	0	0	0	0	0	27.8	31.5	55	23.81	13	5.628	1	1.433	
0800	431	4	394	3	25	4	0	1	0	0	0	0	0800	34	65	76	87	137	30	2	0	0	0	0	0	0	0	0	21.2	28.4	32	7.425	2	0.664	0	0	
0900	572	4	530	6	25	1	3	1	2	0	0	0	0900	27	117	148	140	122	16	2	0	0	0	0	0	0	0	0	19.7	26.5	18	3.147	2	0.35	0	0	
1000	551	11	508	8	19	0	3	1	1	0	0	0	1000	14	59	108	163	185	16	6	0	0	0	0	0	0	0	0	22.1	27.2	22	3.993	6	1.089	0	0	
1100	484	4	474	6	8	0	2	0	0	0	0	0	1100	27	31	50	151	200	28	5	0	2	0	0	0	0	0	0	23.2	28.2	35	7.085	7	1.417	2	0.405	
1200	492	8	465	3	8	1	5	0	1	0	0	0	1200	24	53	125	156	160	23	3	2	0	0	0	0	0	0	0	21.2	27.3	28	5.691	5	1.016	0	0	
1300	483	11	446	8	16	0	1	0	1	0	0	0	1300	7	19	83	180	177	12	4	1	0	0	0	0	0	0	0	23.2	27.7	17	3.52	5	1.035	0	0	
1400	440	8	413	4	14	0	1	0	0	0	0	0	1400	2	20	36	153	191	33	2	2	1	0	0	0	0	0	0	24.6	28.9	38	8.636	5	1.136	1	0.227	
1500	384	8	359	6	8	0	2	0	1	0	0	0	1500	4	18	67	104	156	31	4	0	0	0	0	0	0	0	0	23.9	28.9	35	9.115	4	1.042	0	0	
1600	424	13	390	3	16	0	2	0	0	0	0	0	1600	2	10	47	117	204	42	2	0	0	0	0	0	0	0	0	24.9	29	44	10.38	2	0.472	0	0	
1700	381	6	365	2	6	0	2	0	0	0	0	0	1700	26	59	34	89	146	24	3	0	0	0	0	0	0	0	0	22.2	28.5	27	7.087	0	0	3	0.767	
1800	357	7	341	2	5	0	2	0	0	0	0	0	1800	6	26	43	116	125	36	5	0	0	0	0	0	0	0	0	23.8	29.2	41	11.48	5	1.401	0	0	
1900	277	2	268	1	4	0	0	1	0	0	0	0	1900	0	0	10	64	159	40	4	0	0	0	0	0	0	0	0	26.9	30.1	44	15.88	4	1.444	0	0	
2000	224	4	209	1	9	0	0	0	0	0	0	0	2000	0	0	4	32	124	47	14	2	1	0	0	0	0	0	0	28.4	32.1	64	28.57	17	7.589	1	0.446	
2100	166	3	160	0	3	0	0	0	0	0	0	0	2100	0	1	3	20	97	32	7	4	1	1	0	0	0	0	0	28.7	32.4	45	27.11	13	7.831	2	1.205	
2200	151	5	143	0	2	0	0	0	0	0	0	0	2200	0	0	5	20	97	20	9	0	0	0	0	0	0	0	0	27.8	30.6	29	19.21	9	5.96	0	0	
2300	53	0	50	0	3	0	0	0	0	0	0	0	2300	0	1	1	14	50	19	3	1	1	0	0	0	0	0	0	29	33.2	27	29.03	8	8.602	2	2.151	
07-19	5240	90	4892	51	166	8	23	3	6	0	0	1	07-19	173	478	823	1600	1874	333	50	5	3	1	0	0	0	0	0	0	22.8	28.3	392	7.481	99	1.126	4	0.076
06-22	6010	101	5622	53	189	9	24	3	7	0	0	2	06-22	173	479	844	1617	2309	480	85	14	7	2	0	0	0	0	0	0	23.5	28.9	588	9.784	108	1.797	9	0.15
06-00	5254	106	4855	53	184	9	24	3	8	0	0	2	06-00	173	480	856	1663	2543	600	133	24	15	4	0	0	0	0	0	0	23.7	29	644	10.3	111	1.617	11	0.176
06-00	6491	110	6073	53	209	9	24	3	8	0	0	2	06-00	173	480	856	1663	2543	600	133	24	15	4	0	0	0	0	0	0	24	29.3	776	11.96	176	2.711	19	0.293

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL 35	ISL% 35	ISL2 45	ISL2% 45	
		ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO		ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO
0000	84	0	92	0	2	0	0	0	0	0	0	0	0000	0	0	3	5	28	41	14	3	0	0	0	0	0	0	30.9	35.9	58	61.7	17	18.09	0	0		
0100	62	1	57	0	4	0	0	0	0	0	0	0	0100	0	0	1	4	20	21	13	2	1	0	0	0	0	0	31.7	37.5	37	59.68	25.81	0	0	1.613		
0200	27	0	24	0	3	0	0	0	0	0	0	0	0200	0	0	2	0	6	15	3	0	0	0	0	0	0	0	35.2	19	70.37	4	14.81	0	0			
0300	26	0	24	0	2	0	0	0	0	0	0	0	0300	0	0	0	1	3	8	6	5	1	2	0	0	0	0	32.6	40	14	53.85	8	30.77	2	7.692		
0400	23	0	20	0	2	0	0	0	0	0	0	0	0400	0	0	0	1	4	12	3	1	1	0	0	0	0	0	34.0	40	18	78.26	6	28.05	2	6.696		
0500	30	0	25	0	5	0	0	0	0	0	0	0	0500	0	0	0	0	1	6	3	38.4	2	0	0	0	0	0	33.3	38.4	10	40	7	0	0	0		
0600	50	2	43	1	4	0	0	0	0	0	0	0	0600	0	0	2	4	13	20	7	2	2	0	0	0	0	0	31.7	37.3	31	62	11	22	2	4		
0700	109	4	100	1	4	0	0	0	0	0	0	0	0700	0	2	4	10	57	23	8	4	0	0	0	0	0	0	29	32.6	36	33.03	13	11.93	1	0.974		
0800	191	5	182	0	3	0	0	0	0	0	0	0	0800	0	6	22	109	43	28	6	0	0	0	0	0	0	0	28.5	32.2	54	28.27	11	5.759	1	0.524		
0900	372	13	341	6	10	0	2	0	0	0	0	0	0900	14	36	48	95	142	32	5	0	0	0	0	0	0	0	23.3	29	37	9.946	5	1.344	0	0		
1000	535	4	510	6	11	1	3	0	0	0	0	0	1000	20	34	61	161	129	28	2	0	0	0	0	0	0	0	23.4	28.2	30	5.607	2	0.374	0	0		
1100	559	14	531	8	8	0	2	0	0	0	0	0	1100	29	149	135	129	105	12	0	0	0	0	0	0	0	0	25.8	32.1	64	28.57	17	7.589	1	0.446		
1200	468	7	445	4	7	1	2	0	1	0	0	0	1200	2	23	66	147	201	29	0	0	0	0	0	0	0	0	24	28.1	29	6.197	0	0	0	0		
1300	434	17	402	5	9	0	0	0	0	0	0	0	1300	1	9	41	130	223	28	1	0	1	0	0	0	0	0	25	28.5	30	6.912	2	0.461	1	0.23		
1400	434	9	413	2	7	0	2	0	1	0	0	0	1400	1	20	47	121	188	28	6	0	0	0	0	0	0	0	24.3	28.6	47	7.834	6	1.382	0	0		
1500	358	12	338	3	5	0	0	0	0	0	0	0	1500	5	2	38	72	200	34	7	0	0	0	0	0	0	0	25.7	29.5	41	11.45	7	1.955	0	0		
1600	338	5	320	0	11	1	0	0	0	0	0	0	1600	14	37	34	72	142	35	2	1	1	0	0	0	0	0	23.5	29.3	39	11.54	4	1.183	1	0.296		
1700	378	8	355	3	8	0	3	0	0	0	0	0	1700	8	8	30	134	162	24	5	1	0	0	0	0	0	0	24.5	28.6	30	7.937	6	1.587	0	0		
1800	366	2	342	0	10	0	0	0	0	0	0	0	1800	0	113	109	40	4	20.5	0	0	0	0	0	0	0	0	25.1	28.5	30	6.985	0	0	0	0		
1900	311	8	296	1	5	0	0	0	0	0	0	0	1900	0	2	8	62	183	42	9	0	0	0	0	0	0	0	27.3	30.7	56	18.01	14	4.502	2	0.643		
2000	304	1	197	0	6	0	0	0	0	0	0	0	2000	0	4	21	125	47	6	1	0	0	0	0	0	0	0	26.4	32.1	54	26.47	7	3.431	0	0		
2100	197	0	119	0	1	0	0	0	0	0	0	0	2100	0	12	63	29	118	34	2	0	0	0	0	0	0	0	27.9	31.8	39	5	4	0	0	0		
2200	104	0	102	1	1	0	0	0	0	0	0	0	2200	0	5	12	57	21	7	2	0	0	0	0	0	0	0	28.5	32.7	30	28.85	9	8.654	0	0		
2300	42	0	38	0	2	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	34.3	30	13.33	2	3.232	0	0		
0466-127	4565	107	4303	38	92	3	16	1	4	0	0	0	07-19	108	321	536	1260	1777	356	50	7	3	0	0	0	0	0	24	28.9	47	9.135	61	1.236	4	0.888		
06-22	5256	120	4958	41	110	3	16	2	4	0	0	0	06-22	323	555	1316	2361	494	75	15	8	2	1	0	0	0	0	24.5	29.2	892	11.27	88	1.865	8	0.162		
08-12	5404	128	5102	46	114	114	0	0	0	0	0	0	08-12	323	534	1246	2416	527	147	84	46	10	2	0	0	0	0	24.7	28.4	646	13.47	84	1.931	91	0.041		
09-20	5256	122	5334	43	131	3	16	2	4	0	0	0	00-00	323	570	1347	2508	628	128	30	0	0	0	0	0	0	0	25	29.8	800	14.14	172	3.041	14	0.248		

1400	450	6	410	5	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	28.7	32	7.11	7.1	1.556	0	0
1400	450	6	412	7	27	0	2	1	1	0	0	0	0	0	0	0	0	0	0	21.4	27.6	27	5.908	2	4.38	0	0
1400	459	7	426	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	27.6	27	5.908	2	4.38	0	0
1700	428	12	408	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	27.8	28	6.542	3	0.701	0	0
1800	484	10	451	3	16	0	0	1	0	2	0	0	0	0	0	0	0	0	0	23.1	27.5	24	4.959	6	1.24	1	0.207
2000	331	5	312	12	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	27.5	24	4.959	6	1.24	1	0.207
2000	270	7	253	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	30.8	57	25.111	10	6.333	0	0
2100	162	4	152	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	31.9	41	21.311	10	9.173	2	1.235
2200	151	2	144	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	31.1	22	22.52	8	5.296	0	0
2300	75	6	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	31.5	23	66.7	7	9.333	1	1.333
07-19	8841	144	5290	57	293	23	17	1	11	1	4	0	0	0	0	0	0	0	0	21.6	27.4	279	4.777	36	0.616	1	0.077
06-22	6946	181	6305	63	334	27	17	1	13	1	4	0	0	0	0	0	0	0	0	22.5	28.2	534	7.688	90	1.296	8	0.116
06-20	7172	188	6518	67	353	28	17	1	11	1	4	0	0	0	0	0	0	0	0	22.5	28.2	534	7.688	90	1.296	8	0.116
00-00	7346	197	6660	65	360	27	18	1	13	1	4	0	0	0	0	0	0	0	0	22.9	28.6	672	9.148	141	1.919	10	0.245

27 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0 10 15	Vbin 20 15 20	Vbin 30 20 25	Vbin 40 25 30	Vbin 50 35 40	Vbin 60 45 50	Vbin 70 55 60	Vbin 80 65 70	Vbin 90 75 80	Mean	Vpp	8PSL	1PSL%	1SL1	1SL1%	2SL1	2SL1%	3SL1	3SL1%		
0000	28	0	28	0	0	0	0	0	0	0	0	0	0000	0	0	2	8	10	5	2	0	0	31.8	37.7	10	65.71	7	25	0	0	0	0		
0100	14	0	13	0	1	0	0	0	0	0	0	0	0100	0	0	0	2	0	6	4	2	0	0	33.7	39.9	12	88.71	6	42.86	0	0	0	0	
0200	14	0	13	1	0	0	0	0	0	0	0	0	0200	0	0	1	7	10	5	2	0	0	31.8	37.7	10	65.71	7	25	0	0	0	0		
0300	14	0	7	0	0	0	0	0	0	0	0	0	0300	0	0	0	6	4	3	0	0	0	32.6	38.6	8	57.14	4	28.57	1	7.143	0	0		
0400	23	1	18	0	0	0	0	0	0	0	0	0	0400	0	0	1	3	8	1	2	0	0	29.7	35.6	11	47.83	3	13.04	0	0	0	0		
0500	93	4	73	0	0	13	0	0	0	0	0	0	0500	4	7	33	30	36	47	36	47	54	30	29.7	35.6	11	47.83	3	13.04	0	0	0	0	
0600	306	17	264	2	20	1	1	1	1	0	0	0	0600	0	1	16	45	139	86	14	4	0	0	28.2	32.5	105	34.31	91	62.09	1	6.209	1	0.327	
0700	520	30	520	13	4	0	0	0	0	0	0	0	0700	5	149	63	121	121	21	1	1	0	0	28.2	32.5	105	34.31	91	62.09	1	6.209	1	0.327	
0800	613	35	541	6	23	2	5	0	0	0	0	0	0800	68	226	229	67	19	3	1	0	0	0	15.6	10.9	4	0.653	1	0.163	0	0	0	0	
0900	583	12	535	3	29	1	0	0	2	1	0	0	0900	76	189	119	106	76	13	1	0	0	0	17.4	25.3	17	2.916	4	0.896	2	0.343	0	0	
1000	487	8	443	0	34	0	0	0	0	0	0	0	1000	86	130	125	86	29	2	0	0	0	22.4	25.3	17	2.916	4	0.896	2	0.343	0	0		
1100	445	8	397	3	32	1	0	0	0	0	0	0	1100	69	18	33	126	172	23	4	0	0	0	22.1	28.3	27	6.067	4	0.896	0	0	0	0	
1200	414	8	364	2	32	0	0	0	0	0	0	0	1200	44	95	26	79	138	29	2	0	0	0	20.8	26.5	32	7.729	3	0.725	1	0.242	0	0	
1300	420	8	377	3	30	0	0	0	0	0	0	0	1300	21	138	209	138	209	1	0	0	0	0	20.8	26.5	32	7.729	3	0.725	1	0.242	0	0	
1400	424	8	387	4	32	0	0	0	0	0	0	0	1400	16	42	63	116	158	24	5	0	0	0	22.8	28.2	29	6.748	5	1.179	0	0	0	0	
1500	473	7	441	4	17	1	1	0	0	0	0	0	1500	56	115	101	96	92	11	0	0	0	0	18.5	26.2	13	2.748	2	0.623	0	0	0	0	
1600	429	7	426	4	16	0	0	0	0	0	0	0	1600	62	127	51	14	15	7	0	0	0	0	17.7	24.7	17	4.771	10	0	0	0	0	0	
1700	453	7	445	4	16	1	0	0	0	0	0	0	1700	66	215	76	189	141	16	1	0	0	0	22.8	27.2	17	3.973	1	0.221	0	0	0	0	
1800	443	11	443	4	12	0	0	0	0	0	0	0	1800	56	105	147	147	147	22	2	0	0	0	22.2	28.3	24	4.379	8	0	0	0	0	0	
1900	369	8	351	3	3	7	0	0	0	0	0	0	1900	0	3	29	100	199	34	3	0	0	0	25.9	29.4	38	10.3	4	1.084	1	0.221	0	0	
2000	311	11	289	0	0	0	0	0	0	0	0	0	2000	1	5	9	48	181	60	8	1	0	0	27.7	31.3	70	22.51	10	0.215	1	0.372	0	0	
2100	311	11	289	0	0	0	0	0	0	0	0	0	2100	1	5	9	48	181	60	8	1	0	0	27.7	31.3	70	22.51	10	0.215	1	0.372	0	0	
2200	155	2	150	0	0	0	0	0	0	0	0	0	2200	0	1	2	28	86	33	5	0	0	0	27.8	31.7	38	24.52	5	3.226	0	0	0	0	
2300	78	7	74	0	3	0	0	0	0	0	0	0	2300	0	0	1	10	45	13	6	0	0	0	29	33.6	21	26.92	9	10.26	1	1.282	0	0	
0607	5867	144	5312	14	267	18	14	0	0	0	0	0	0607	59	1220	1053	1328	1749	22	21	1	271	1	271	819	128	47.13	0	0	0	0	0	0	
06-22	7066	186	6418	67	327	15	31	7	8	2	0	0	06-22	592	1228	1117	1550	2038	468	67	10	5	1	2	28.2	54	7.866	75	1.062	8	0.143	0	0	
06-23	7066	186	6418	67	327	15	31	7	8	2	0	0	06-23	592	1228	1117	1550	2038	468	67	10	5	1	2	28.2	54	7.866	75	1.062	8	0.143	0	0	0
00-00	7454	197	6794	67	339	15	31	7	8	2	0	0	00-00	592	1228	1125	1606	2228	573	94	25	7	1	2	28.2	56	7.92	98	1.274	12	0.174	0	0	

28 June 2019

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Fix1	Time	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	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%
		1	2	3	4	5	6	7	8	9	10			10	15	20	25	30	35	40	45	50	60	70	80	90	100	ASPO	ASPO%	DF	DF%			
0000	35	1	34	0	0	0	0	0	0	0	0	0000	0	0	2	2	14	11	3	2	1	0	0	0	0	0	30.6	37.9	17	46.57	6	17.14	2	2.657
0100	26	0	24	0	2	0	0	0	0	0	0	0100	0	0	1	2	12	5	3	1	2	0	0	0	0	0	31	38.4	11	42.31	3	23.08	1	7.892
0200	17	13	4	0	4	0	0	0	0	0	0	0200	31	5	6	3	33	31	3	3	1	0	0	0	0	0	31.5	36.6	23	53.63	3	13.56	0	0.000
0300	18	0	13	0	5	0	0	0	0	0	0	0300	0	0	0	1	5	6	5	1	0	0	0	0	0	0	32.3	38.2	12	66.67	6	33.33	0	0.000
0400	33	2	23	0	8	0	0	0	0	0	0	0400	0	0	1	2	14	11	2	2	0	0	0	0	0	0	31.4	35.9	16	48.48	5	15.15	1	3.03
0500	84	8	74	74	10	1	6	5	3	33	33	0500	6	5	5	33	33	36	4	4	0	0	0	0	0	0	28.9	32.6	35	96.362	16	6.504	0	0.000
0600	246	7	221	2	14	1	0	1	0	0	0	0600	0	1	9	18	123	79	14	2	0	0	0	0	0	0	28.9	32.6	35	96.362	16	6.504	0	0.000
0700	514	46	464	3	24	1	5	1	0	1	17	0700	78	81	63	127	133	26	3	0	0	0	0	0	0	0	20	27.5	30	5.837	4	4.778	0	0.000
0800	32	469	6	0	0	0	0	0	0	0	0	0800	101	110	169	123	0	0	0	0	0	0	0	0	0	0	27.7	31.8	17	15.13	1	0.616	0	0.000
0900	574	7	526	6	26	1	5	1	2	0	0	0900	68	109	215	69	21	0	0	0	0	0	0	0	0	0	15.6	20.9	2	0.348	0	0	0	0.000
1000	428	448	0	0	0	0	0	0	0	0	0	1000	104	102	112	107	15	2	3	3	0	0	0	0	0	0	15.2	23.3	3	3.974	0	0.000	0	0.000
1100	456	8	419	9	18	0	0	0	0	0	0	1100	100	130	106	75	36	8	1	0	0	0	0	0	0	0	15.8	23.9	9	1.814	1	0.219	0	0.000
1200	403	6	367	2	20	2	1	3	1	0	0	1200	155	101	104	44	28	59	15	0	0	0	0	0	0	0	14.7	26.2	16	3.97	1	0.248	1	0.248
1300	437	11	419	10	13	0	0	0	0	0	0	1300	97	112	160	97	62	13	2	0	0	0	0	0	0	0	21.1	27.2	10	25.47	1	0.879	0	0.000
1400	436	6	405	3	17	3	2	0	0	0	0	1400	23	64	68	117	133	26	5	0	0	0	0	0	0	0	21.7	28	31	7.11	5	1.147	0	0.000
1500	475	11	442	8	22	2	0	0	0	0	0	1500	36	131	75	70	137	29	0	0	0	0	0	0	0	0	20	27.8	29	6.067	0	0	0	0.000
1600	27	5	362	10	16	0	0	0	0	0	0	1600	105	76	67	63	3	2	0	0	0	0	0	0	0	0	16.6	25.9	14	27.9	1	0.465	0	0.000
1700	475	11	442	8	22	2	0	0	0	0	0	1700	6	35	125	168	130	11	0	0	0	0	0	0	0	0	21.9	26.9	11	2.316	0	0	0	0.000
1800	155	421	6	11	14	1	0	0	0	0	0	1800	46	177	174	68	0	0	0	0	0	0	0	0	0	0	24.8	25.3	9	9.471	1	1.101	0	0.222
1900	356	5	351	4	5	0	0	0	0	0	0	1900	4	17	32	79	186	36	8	3	1	0	0	0	0	0	25.5	28.8	48	13.11	12	3.279	1	0.273
2000	360	15	327	2	0	0	0	0	0	0	0	2000	0	5	5	107	186	45	4	2	0	0	0	0	0	0	26.5	29.8	51	14.41	6	1.695	0	0.000
2100	210	0	220	1	0	0	0	0	0	0	0	2100	21	10	48	134	37	0	0	0	0	0	0	0	0	0	30.3	37	33	3.02	3	3.33	7	7.78
2200	207	5	199	1	2	0	0	0	0	0	0	2200	0	0	5	35	118	36	8	1	0	0	0	0	0	0	28	31	49	23.67	13	2.28	0	0.000
2300	119	0	117	0	2	0	0	0	0	0	0	2300	0	2	3	17	54	35	7	1	0	0	0	0	0	0	28.5	33.4	43	36.13	3	6.723	0	0.000
00:01	5718	135	5203	3	256	19	0	0	0	0	0	00:01	645	1135	1047	1268	1924	1201	8	1	0	0	0	0	0	0	24.5	22.1	28	4.459	28	0.459	0	0.000
00:02	6097	168	5322	72	283	17	25	11	4	3	3	00:02	649	1160	1153	1538	1931	409	54	10	3	0	0	0	0	0	20.7	28	67.892	67	9.37	3	0.041	
00:03	7233	173	6638	73	287	17	25	11	4	3	3	00:03	649	1162	1161	1500	2103	499	68	16	3	0	0	0	0	0	20.1	28.3	86	7.853	88	1.217	3	0.041
00:04	7439	184	6719	83	314	19	26	12	5	4	4	00:04	649	1165	1169	1603	2189	506	81	18	3	0	0	0	0	0	20.1	28.3	86	7.853	88	1.217	3	0.041

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 55	Vbin 55 60	Mean	Vpp	IPSL	IPSL% DF	ISL1 25	ISL1% 35	ISL2 35	ISL2% 45		
0000	44	0	42	0	2	0	0	0	0	0	0	0	0000	0	0	15	2	3	17	15	6	5	1	1	0	30.6	36	23	52.44	8	18.24	1	1.303	
0100	25	0	23	0	2	0	0	0	0	0	0	0	0100	0	0	0	0	2	8	7	5	1	0	0	0	31.6	37.6	14	56.65	7	20.59	9	2.89	
0200	15	0	15	0	2	0	0	0	0	0	0	0	0200	0	0	0	0	0	2	8	1	0	0	0	0	30.6	12	2.478	0	19.83	0	0.061		
0300	17	0	14	0	3	0	0	0	0	0	0	0	0300	0	0	0	0	1	6	6	3	1	1	0	0	31.9	37.9	10	58.2	4	25.41	1	4.918	
0400	27	2	20	0	5	0	0	0	0	0	0	0	0400	0	0	0	1	2	9	9	3	1	0	0	0	31.3	37.1	14	54.01	5	19.79	7	4.278	
0500	73	4	59	0	10	0	0	0	0	0	0	0	0500	0	0	3	4	27	24	21	11	3	0	0	0	30.6	36.7	38	54.54	0	19.82	0	0.061	
0600	235	10	206	1	16	1	0	0	0	0	0	0	0600	0	0	1	12	30	114	62	13	3	0	0	0	28.4	32.6	79	33.41	18	66.66	1	0.365	
0700	416	3	413	0	19	4	0	0	0	0	0	0	0700	44	10	106	94	4	23	27	23	1	0	0	0	27.1	27.1	113	45.02	13	23.2	0	0.061	
0800	501	22	448	5	19	4	4	0	0	0	0	0	0800	57	158	125	79	65	15	0	0	0	0	0	0	17.4	25.4	18	3.535	2	4.485	0	0.029	
0900	536	9	488	7	26	2	2	2	0	0	0	0	0900	47	130	139	124	82	13	2	0	0	0	0	0	18.5	25.7	15	2.77	2	0.426	0	0.061	
1000	451	7	441	2	1	0	0	0	0	0	0	0	1000	7	56	78	157	169	7	0	0	0	0	0	0	20.7	27.7	20	42.6	0	4.403	0	0.061	
1100	467	7	429	5	24	2	2	1	0	0	0	0	1100	34	54	71	141	144	20	0	0	0	0	0	0	21.5	27.6	13	3.4897	3	0.582	0	0.061	
1200	442	7	404	3	22	1	2	1	1	0	0	0	1200	33	42	53	126	160	25	0	0	0	0	0	0	22.3	28.2	28	6.303	2	0.549	0	0.066	
1300	410	3	400	3	10	0	0	0	0	0	0	0	1300	1	130	1	149	194	1	0	0	0	0	0	0	22.3	28.2	28	6.303	2	0.549	0	0.066	
1400	434	6	397	3	22	1	1	1	0	0	0	0	1400	8	24	41	136	190	27	4	0	0	0	0	0	24.2	28.5	31	7.271	5	1.062	0	0.066	
1500	444	4	404	3	19	0	0	0	0	0	0	0	1500	97	97	84	97	113	21	0	0	0	0	0	0	19.8	27.5	23	5.179	2	0.547	0	0.067	
1600	341	10	384	3	16	1	1	0	0	0	0	0	1600	50	82	64	101	110	103	1	0	0	0	0	0	25	27.8	25	7.028	0	0.0337	0	0.067	
1700	427	8	402	4	11	1	1	1	0	0	0	0	1700	8	32	71	150	143	21	2	0	0	0	0	0	23.8	28.4	24	5.585	3	0.736	1	0.134	
1800	406	10	386	3	16	1	1	0	0	0	0	0	1800	8	29	56	139	167	21	0	0	0	0	0	0	23.8	27.4	27	7.885	4	0.858	0	0.067	
1900	438	6	392	3	22	3	2	0	0	0	0	0	1900	1	5	23	81	178	42	7	1	1	1	0	0	26.3	30	51	15.15	9	2.786	2	0.507	
2000	279	8	269	1	7	0	0	0	0	0	0	0	2000	0	0	2	9	53	157	48	8	1	0	0	0	27.4	30.9	58	20.65	10	3.535	1	0.205	
2100	177	0	177	0	2	0	0	0	0	0	0	0	2100	0	0	0	0	32	104	3	0	0	0	0	0	21.2	31.2	42	31.74	4	4.542	0	0.067	
2200	147	3	141	1	3	0	0	0	0	0	0	0	2200	0	1	5	22	84	28	7	2	0	0	0	0	27.9	31.6	36	24.47	8	5.728	0	0.067	
2300	74	1	71	0	2	0	0	0	0	0	0	0	2300	0	1	1	10	37	19	5	0	0	0	0	0	29.2	33.6	20	35.12	7	9.981	1	1.344	
06-22	5512	112	5045	12	247	18	12	52	21	8	0	0	06-22	354	8152	9758	14452	14513	1613	8	381	381	464	462	3	0	22.2	28.5	289	50.75	13	1.061	0	0.067
06-22	6549	151	6010	59	276	16	23	4	8	1	0	0	06-22	356	824	975	1768	2163	447	83	12	4	2	1	0	0	22.2	28.5	298	50.975	82	1.256	7	0.811
06-22	6797	175	6221	59	282	16	23	4	8	1	0	0	06-22	356	826	985	1798	2204	493	15	15	15	15	0	0	0	22.2	28.5	599	8.758	159	0.758	0	0.067
06-22	6840	181	6263	60	287	17	23	5	9	1	0	0	06-22	358	831	986	1799	2230	493	15	15	15	15	0	0	0	22.2	28.5	601	8.758	160	0.758	0	0.067
06-22	6890	186	6313	61	292	17	23	5	9	1	0	0	06-22	358	831	986	1799	2230	493	15	15	15	15	0	0	0	22.2	28.5	601	8.758	160	0.758	0	0.067

Virtual Week (1)[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Vsp	JPBL	JPSL*	JS1*	JS1.1*	JS1.2*	JS1.2*
--	48818	1128	44767	416	2114	416	160	31	56	9	19	--		2492	1575	6940	12062	10634	3922	729	165	56	21	7	8	100	100	0	1	22.7	88	38	4905	105	ACPO	ACPO	DFT	0.812	

Advanced Transport Research

Report Id - CustomList-2693

Site Name - Z2090-010

Description - A4155 HENLEY ROAD [30M]

Direction - East

22 June 2019

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Fix1	Time	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	IPSL 30	IPSL% 30	ISL1 30 ACPO	ISL1% 35	ISL2 45	ISL2% 45 DFT		
0000	52	0	47	0	4	1	0	0	0	0	0	0	0000	0	0	0	3	18	24	4	3	0	0	0	0	0	0	31	34.9	31	59.62	7	13.46	0	0	
0100	21	0	20	0	0	1	0	0	0	0	0	0	0100	0	0	0	0	8	10	2	1	0	0	0	0	0	0	31.6	35.4	33	61.9	3	14.29	0	0	
0200	20	0	20	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	7	10	5	8	0	0	0	0	0	0	30.8	36	10	50	3	15	0	0	
0300	12	0	11	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	3	5	4	0	0	0	0	0	0	0	33	38	9	75	4	33.33	0	0	
0400	12	0	11	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	3	3	1	0	0	0	0	0	0	0	31.6	41	7	58.33	4	33.33	0	0	
0500	35	0	27	0	7	1	0	0	0	0	0	0	0500	0	0	0	0	7	12	8	6	2	0	0	0	0	0	35.3	42.5	28	80	16	45.71	2	5.714	
0600	68	1	52	0	15	0	0	0	0	0	0	0	0600	0	0	0	2	24	25	8	5	2	0	0	0	0	0	33.1	39.2	42	61.76	17	25	4	5.882	
0700	118	1	98	0	18	1	0	0	0	0	0	0	0700	0	0	1	3	47	38	22	5	2	0	0	0	0	0	31.9	36.2	67	56.78	29	24.58	2	1.695	
0800	239	2	213	0	22	1	1	0	0	0	0	0	0800	0	1	2	25	100	80	27	3	1	0	0	0	0	0	29.9	34.7	111	46.44	31	12.97	1	0.418	
0900	331	1	309	0	19	0	0	0	0	0	1	0	0900	0	1	8	73	154	81	10	3	0	1	0	0	0	0	28	32.3	95	28.7	14	4.23	1	0.302	
1000	312	4	291	1	16	0	0	0	0	0	0	0	1000	0	1	3	107	88	17	2	2	0	0	0	0	0	28.7	32.3	108	34.62	20	6.41	1	0.321		
1100	298	2	276	0	19	0	0	0	0	0	0	0	1100	0	0	0	5	134	92	9	2	2	0	0	0	0	0	28.6	32.2	106	35.57	14	4.698	3	1.007	
1200	297	5	283	0	7	0	0	1	1	0	0	0	1200	0	0	4	42	130	96	21	2	1	1	0	0	0	0	29.1	33.1	121	40.74	25	8.418	2	0.673	
1300	313	4	296	1	10	0	0	0	0	0	0	0	1300	1	2	3	37	164	78	24	3	0	0	1	0	0	0	28.9	33	106	33.82	28	8.946	1	0.319	
1400	308	2	296	0	8	1	0	0	1	0	0	0	1400	0	0	0	1	36	173	76	20	1	0	0	0	0	0	29	32.8	98	31.82	22	7.143	1	0.325	
1500	299	12	274	1	12	0	0	0	0	0	0	0	1500	0	2	4	27	148	98	15	3	1	1	0	0	0	0	29.4	32.9	118	39.46	20	6.689	2	0.669	
1600	295	7	280	0	7	1	0	0	0	0	0	0	1600	1	0	3	27	124	107	26	5	2	0	0	0	0	0	29.9	34.2	140	47.46	33	11.19	2	0.678	
1700	274	5	265	1	2	0	1	0	0	0	0	0	1700	0	1	6	32	108	108	15	2	0	1	0	0	0	0	29.5	33.4	127	46.35	19	6.934	2	0.73	
1800	256	3	246	1	5	0	0	0	0	0	0	0	1800	0	1	2	28	113	87	21	2	2	0	0	0	0	0	29.7	33.7	112	43.75	25	9.766	2	0.781	
1900	229	5	215	1	7	1	0	0	0	0	0	0	1900	0	1	8	23	113	67	15	1	3	0	0	0	0	0	29.2	33.6	86	37.55	19	8.297	3	1.31	
2000	151	1	142	0	5	3	0	0	0	0	0	0	2000	0	0	1	9	76	43	14	5	1	0	0	0	0	0	30.3	34.9	64	42.38	21	13.91	2	1.325	
2100	112	2	108	0	2	0	0	0	0	0	0	0	2100	0	0	0	1	47	41	10	4	0	1	0	0	0	0	30.7	34.8	56	50	15	13.39	1	0.893	
2200	100	0	96	0	3	1	0	0	0	0	0	0	2200	0	0	0	0	10	37	33	11	5	3	0	0	0	0	31.3	36.4	53	53	20	20	4	4	
2300	86	0	83	0	1	2	0	0	0	0	0	0	2300	0	0	0	0	9	29	32	10	2	1	1	0	0	0	31	36.1	46	53.49	14	16.28	2	2.326	
07-19	3340	48	3129	5	145	4	3	1	3	0	2	0	07-19	2	9	43	426	1552	1209	227	33	12	5	2	1	0	0	0	29.2	33.2	1309	39.19	280	8.383	20	0.599
06-22	3500	67	3646	6	174	8	3	1	3	0	2	0	06-22	2	11	50	468	1812	1205	274	48	18	9	2	1	0	0	0	28.4	33.4	1557	39.92	352	9.026	30	0.789
06-40	4086	87	3825	6	178	11	3	3	1	0	2	0	06-40	2	11	63	467	1878	1279	285	49	20	8	2	1	0	0	0	28.6	33.2	1656	40.52	386	9.366	39	0.881
00-00	4238	57	3961	6	192	13	3	1	3	0	2	0	00-00	2	11	54	494	1923	1331	316	69	24	10	3	1	0	0	0	29.5	33.7	1754	41.39	423	9.981	38	0.897

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 45	ISL2% 45		
0000	52	0	46	0	5	0	1	0	0	0	0	0	0000	0	0	0	4	16	19	9	3	0	1	0	0	0	0	31.7	37.2	32	61.54	13	25	1	1.923	
0100	32	0	30	0	2	0	0	0	0	0	0	0	0100	0	0	0	7	7	13	7	0	0	0	0	0	0	0	31.7	34.1	39.5	24	15	11	34	12.5	
0200	15	0	15	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	2	8.63	2	4	0	0	0	0	0	0	35.3	41.3	13	86.67	9	60	0	0	
0300	13	0	13	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	3	2	6	2	0	0	0	0	0	0	34.6	42	10	76.92	8	61.54	0	0	
0400	14	0	14	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	3	3	2	4	0	2	0	0	0	0	37.7	49.1	11	78.57	8	57.14	2	14.29	
0500	14	0	14	0	0	0	0	0	0	0	0	0	0500	0	0	0	1	9	8	4	4	0	0	0	0	0	0	34.3	38.4	13	92.86	4	5.71	0	0	
0600	41	1	36	0	3	1	0	0	0	0	0	0	0600	0	0	0	2	14	14	5	4	1	1	0	0	0	0	32.8	39.7	25	60.98	11	26.83	2	4.878	
0700	72	1	67	0	3	0	1	0	0	0	0	0	0700	0	0	3	8	32	21	6	2	0	0	0	0	0	0	32.3	34.1	29	40.28	8	11.11	0	0	
0800	115	2	105	0	6	1	1	0	0	0	0	0	0800	0	1	2	13	36	47	12	3	1	0	0	0	0	0	30.1	35	63	54.78	16	13.91	1	0.87	
0900	206	7	191	0	8	0	0	0	0	0	0	0	0900	1	0	2	21	100	67	13	0	1	1	0	0	0	0	29.4	33.2	82	39.81	15	7.282	2	0.971	
1000	294	3	275	0	14	1	0	0	0	0	0	0	1000	0	0	3	48	155	76	8	3	1	0	0	0	0	0	28.3	31.8	88	29.93	12	4.082	1	0.34	
1100	302	2	292	1	6	0	1	0	0	0	0	0	1100	0	0	2	35	149	73	11	0	1	0	0	0	0	0	27.9	32	86	28.68	13	4.305	2	0.662	
1200	299	2	282	3	9	0	1	0	0	0	0	0	1200	2	0	5	48	138	92	12	2	0	0	0	0	0	0	28.4	32.3	106	35.45	14	4.682	0	0	
1300	299	0	295	0	4	0	0	0	0	0	0	0	1300	0	0	9	33	139	95	18	3	2	0	0	0	0	0	29.1	33.1	118	39.46	23	7.692	2	0.669	
1400	308	6	295	0	6	0	0	0	0	0	0	0	1400	0	0	15	35	143	103	11	11	3	2	0	0	0	0	29.2	33.2	120	38.96	17	5.619	3	0.974	
1500	285	8	266	0	11	0	0	0	0	0	0	0	1500	0	0	1	31	123	93	29	6	1	1	0	0	0	0	30.1	34.5	130	45.61	37	9.98	2	0.702	
1600	299	4	287	0	7	1	0	0	0	0	0	0	1600	1	1	5	52	138	80	15	7	0	0	0	0	0	0	28.6	32.2	102	34.11	22	7.358	0	0	
1700	277	4	262	2	9	0	0	0	0	0	0	0	1700	1	3	5	23	132	90	19	4	0	0	0	0	0	0	29.2	33.2	113	40.79	23	8.303	0	0	
1800	298	3	228	0	10	0	0	0	0	0	0	0	1800	1	17	1	18	80	33	12	5	1	1	0	0	0	0	30.7	34.1	103	42	11	17	6.68	0	
1900	218	2	208	0	4	0	1	0	0	0	0	0	1900	0	1	6	19	101	67	16	1	0	0	0	0	0	0	29.6	33.9	89	42.12	22	10.19	1	0.463	
2000	128	0	123	0	5	0	0	0	0	0	0	0	2000	0	0	1	14	52	45	11	1	1	0	0	0	0	0	30.1	34	81	47.66	16	12.5	2	1.563	
2100	111	0	111	0	0	0	0	0	0	0	0	0	2100	0	0	1	21	33	13	12	5	0	1	1	0	0	0	31.1	35	50	43	17	14	6.68	0	
2200	66	1	60	0	4	1	0	0	0	0	0	0	2200	0	0	0	5	120	27	8	0	0	0	0	0	0	0	31.3	36.5	40	60.61	13	19.47	0	0	
2300	31	0	37	0	0	0	0	0	0	0	0	0	2300	0	0	0	2	12	11	10	1	0	0	0	0	0	0	32.5	37.3	23	62.16	12	32	0	1	
2400	48	2	284	7	11	0	0	0	0	0	0	0	07:07-07:19	1993	54	17	384	137	384	137	19	9	0	0	0	0	0	0	29	33	144	38.06	223	446	46	4.244
06-22	409	6	320	3	17	0	0	0	0	0	2	1	06-22	7	8	62	435	1619	1076	221	50	11	5	0	0	0	0	0	29.2	33.2	1365	39.04	389	8.267	18	0.916
06-23	409	6	320	3	17	0	0	0	0	0	2	1	06-23	7	8	62	432	1619	1076	221	50	11	5	0	0	0	0	0	29.2	33.3	1428	39.16	394	8.267	18	0.916
00-20	3739	47	3552	7	116	6	6	6	2	1	2	0	00-20	7	8	64	446	1683	1163	273	69	15	9	2	0	0	0	0	29.4	33.6	1331	40.55	368	8.542	26	0.916

1400	262	1	229	5	24	0	1	1	1	1	0	0	1400	1	1	4	30	115	84	20	6	1	0	0	0	0	0	29.4	33.8	111	42.37	27	10.31	1	0.38	
1500	317	0	285	3	27	0	0	0	0	2	0	0	1500	0	0	2	31	160	97	17	3	0	0	0	0	0	0	28.8	32.7	117	36.91	20	6.309	0	0	
1600	378	2	351	0	34	0	0	0	0	0	1	0	1600	1	3	34	86	151	91	8	1	3	0	0	0	0	0	31.5	103	27.25	12	1.775	0	0.79		
1700	347	4	328	2	12	0	0	0	1	0	0	0	1700	0	2	8	43	188	89	15	2	0	0	0	0	0	0	28.5	32.5	106	30.55	17	4.899	0	0	
1800	347	2	334	2	8	0	0	0	0	1	0	0	1800	0	0	3	37	179	105	19	3	1	0	0	0	0	0	29	32.8	128	36.89	23	6.628	1	0.28	
1900	285	9	263	0	13	0	0	0	0	0	0	0	1900	0	1	5	21	149	81	24	3	1	0	0	0	0	0	29.5	33.2	109	38.25	28	9.825	1	0.35	
2000	221	6	212	0	2	0	1	0	0	0	0	0	2000	0	0	1	31	106	66	14	2	1	0	0	0	0	0	29.1	32.8	83	37.56	17	7.692	1	0.45	
2100	143	1	137	0	5	0	0	0	0	0	0	0	2100	0	0	2	10	71	39	13	5	1	2	0	0	0	0	30.4	35.2	60	41.96	21	14.69	3	2.08	
2200	107	0	104	0	3	0	0	0	0	0	0	0	2200	0	3	0	10	47	32	16	2	0	0	0	0	0	0	30.1	35.4	50	46.73	18	16.82	0	0	
2300	48	0	44	0	4	0	0	0	0	0	0	0	2300	0	0	3	12	24	6	1	2	0	0	0	0	0	0	32	36	33	68.75	9	18.75	2	4.16	
07-19	3782	20	3396	17	317	5	8	4	11	2	2	0	07-19	6	13	91	512	1859	1076	186	30	9	0	0	0	0	0	0	28.6	32.5	1301	34.4	225	5.949	9	0.23
06-22	4811	39	4148	18	368	7	9	4	12	2	3	0	06-22	6	14	99	582	2254	1334	258	47	14	3	0	0	0	0	0	28.8	32.8	1656	35.81	322	6.883	17	0.36
06-00	4766	39	4297	18	375	7	9	4	12	2	3	0	06-00	6	14	99	595	2313	1330	280	50	16	3	0	0	0	0	0	28.9	32.8	1739	36.49	348	7.323	19	0.39
00-00	4866	39	4382	18	388	8	9	4	13	2	3	0	00-00	6	14	100	600	2347	1425	296	55	19	4	0	0	0	0	0	29	33	1799	36.97	374	7.686	23	0.47

27 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%	
0000	31	0	30	0	0	1	0	0	0	0	0	0	0000	0	0	0	0	2	14	7	5	2	1	0	0	0	0	31.7	38.2	15	48.39	4	15.05	1	3.52	
0100	21	0	19	0	2	0	0	0	0	0	0	0	0100	0	0	0	0	2	9	6	1	1	1	0	0	0	0	32.2	41.3	10	47.62	4	28.81	2	9.52	
0200	7	0	5	0	2	0	0	0	0	0	0	0	0200	0	0	0	0	1	3	1	1	1	0	1	0	0	0	36.6	-	3	86.86	1	14.29	0	0	
0300	7	0	4	0	3	0	0	0	0	0	0	0	0300	0	0	0	0	1	0	3	1	2	0	0	0	0	0	31.2	-	3	42.86	2	28.57	0	0	
0400	23	17	1	0	6	0	0	0	0	0	0	0	0400	0	0	0	0	7	9	5	2	0	0	0	0	0	0	33	38.9	16	69.57	7	30.43	0	0	
0500	44	0	36	0	5	2	0	0	0	0	0	1	0500	0	0	0	0	4	11	16	8	4	1	0	0	0	0	32.5	38.6	29	65.91	13	29.55	1	2.273	
0600	191	5	158	1	23	3	0	0	0	0	0	0	0600	0	0	0	0	16	70	68	29	4	4	0	0	0	0	31.1	35.9	105	54.97	37	19.37	4	2.094	
0700	353	3	307	1	33	4	2	1	4	0	0	0	0700	0	0	0	0	17	88	174	72	10	0	1	0	0	0	27.5	31.5	83	23.51	11	3.116	1	0.283	
0800	381	3	326	3	46	1	0	0	0	0	2	0	0800	1	3	3	3	80	186	83	24	1	0	0	0	0	0	28	32.3	108	28.35	25	6.562	0	0	
0900	354	2	302	3	45	0	0	0	0	0	0	0	0900	1	1	8	65	171	91	15	5	2	0	0	0	0	0	28.1	32.1	108	30.51	17	5.338	1	0.368	
1000	316	2	278	1	28	0	2	0	1	3	0	0	1000	0	1	9	60	141	86	14	5	0	0	0	0	0	0	28.4	32.9	105	33.23	19	6.013	0	0	
1100	281	2	243	1	28	1	1	0	0	2	2	1	1100	0	1	8	34	130	93	13	1	0	0	0	0	0	0	29	33	108	38.43	15	4.602	1	0.356	
1200	288	4	252	2	26	1	2	0	1	0	0	0	1200	1	0	4	25	130	111	14	3	0	0	0	0	0	0	29.5	33	128	44.44	17	5.903	0	0	
1300	323	3	278	1	37	0	0	0	0	0	0	0	1300	0	0	1	32	132	101	21	3	0	0	0	0	0	0	30.3	34.6	125	38.17	24	6.185	0	0	
1400	318	1	285	1	27	0	1	0	0	1	0	1	1400	1	0	1	22	33	150	88	17	6	0	0	0	0	0	28.3	32.7	111	34.91	23	7.393	0	0	
1500	329	5	296	0	25	0	1	0	0	0	0	0	1500	2	0	4	56	176	78	10	2	1	0	0	0	0	0	28.2	32	91	27.66	13	3.051	1	0.304	
1600	320	5	297	0	17	0	0	0	0	0	1	0	1600	5	1	12	69	156	62	12	3	0	0	0	0	0	0	27.2	31.4	77	24.95	10	2.400	0	0	
1700	353	1	337	1	13	0	0	0	0	0	0	0	1700	1	6	10	70	171	73	19	1	1	1	0	0	0	0	27.6	32.3	95	26.91	22	6.232	2	0.567	
1800	356	5	340	0	8	1	1	0	0	0	0	1	1800	9	2	4	84	179	66	9	2	0	1	0	0	0	0	26.9	31.2	78	21.91	12	3.371	1	0.281	
1900	304	5	283	1	14	1	0	0	0	0	0	0	1900	1	6	6	62	139	71	19	0	0	0	0	0	0	0	27.8	32.6	80	29.61	19	6.25	0	0	
2000	234	6	218	0	10	0	0	0	0	0	0	0	2000	0	0	0	2	33	116	65	13	5	0	0	0	0	0	28.8	33.2	83	35.47	18	7.692	0	0	
2100	152	1	150	0	1	0	0	0	0	0	0	0	2100	0	0	0	17	81	43	10	0	1	0	0	0	0	0	30.1	33.1	54	35.53	11	7.237	1	0.658	
2200	116	0	112	0	4	0	0	0	0	0	0	0	2200	0	0	0	0	12	46	47	10	1	0	0	0	0	0	30	34.2	58	50	11	9.453	0	0	
2300	47	0	42	0	5	0	0	0	0	0	0	0	2300	0	0	0	0	1	22	13	5	3	1	0	0	0	0	30.8	36.9	22	46.81	9	19.15	1	2.128	
07-19	3972	35	3544	14	3319	9	11	10	10	10	5	0	07-19	21	16	93	899	1926	1004	178	29	3	3	0	0	0	0	0	28.1	32.2	1217	30.64	213	5.963	6	0.151
06-22	4853	52	4353	16	381	13	11	1	10	11	5	0	06-22	101	827	2332	1232	249	38	8	3	0	0	0	0	0	0	0	28.3	32.4	1548	31.82	286	6.481	11	0.227
06-00	5016	52	4507	16	390	13	11	1	10	11	5	0	06-00	22	22	102	841	2400	1311	264	42	9	3	0	0	0	0	0	28.3	32.5	1629	32.48	318	6.34	12	0.239
00-00	5149	52	4618	16	408	16	11	1	10	11	6	0	00-00	22	22	103	849	2445	1353	286	52	12	5	0	0	0	0	0	28.5	32.7	1708	33.17	355	6.895	17	0.333

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Time	Total	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	IPSL	IPSL%	ISL1s	ISL1%	ISL2s	ISL2%																																																																																																																																																																																																																																																																																																																																																																																													
													0	10	15	20	25	30	35	40	45	50	60	70	80	90	100																																																																																																																																																																																																																																																																																																																																																																																																								
0000	18	0	16	0	1	1	0	0	0	0	0	0000	0	0	0	0	1	5	4	5	3	0	0	0	0	0	0	33.3	40.3	12	66.67	5	34.46	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
0100	13	0	12	0	1	0	0	0	0	0	0	0100	0	0	0	0	0	1	4	3	5	0	0	0	0	0	0	32.1	38.2	8	61.54	5	48.44	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
0200	22	0	18	18	0	1	0	0	0	0	0	0200	0	0	0	0	0	1	4	3	5	3	0	0	0	0	0	32.2	37.7	7	82.82	13	65.73	7	82.82	4	4.50																																																																																																																																																																																																																																																																																																																																																																																														
0300	7	0	6	0	1	1	0	0	0	0	0	0300	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	31.8	-	4	59.09	2	31.87	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
0400	22	22	15	15	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	32.6	38.2	4	57.14	7	28.57	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
0500	46	0	34	0	7	2	0	0	0	0	0	0500	0	0	0	0	3	13	18	8	2	2	0	0	0	0	0	32.7	37.7	23	26.09	12	26.09	2	4.34																																																																																																																																																																																																																																																																																																																																																																																																
0600	177	3	143	1	26	1	3	0	0	0	0	0600	0	1	5	11	62	77	14	6	1	0	0	0	0	0	0	30.5	34.6	98	55.37	21	18.86	1	0.56																																																																																																																																																																																																																																																																																																																																																																																																
0700	13	327	1	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	16	21	18	2	0	0	0	0	0	28.1	31.6	27	24.7	24	33.33	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																	
0800	349	2	297	2	43	1	1	2	0	0	0	0800	1	3	9	82	153	80	22	2	0	0	0	0	0	0	0	28	32.2	104	29.21	24	6.87	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
0900	317	0	265	3	41	1	2	0	0	2	4	0	0900	0	3	13	53	157	77	12	1	0	0	0	0	0	0	27.9	31.9	91	28.71	14	4.416	1	0.21																																																																																																																																																																																																																																																																																																																																																																																																
1000	319	0	287	3	41	1	2	0	0	2	4	0	1000	0	3	7	44	106	108	32	0	0	0	0	0	0	28.1	32.2	92	28.86	15	4.618	1	0.21																																																																																																																																																																																																																																																																																																																																																																																																	
1100	324	2	287	3	41	1	2	0	0	2	4	0	1100	1	3	10	44	153	97	15	3	0	0	0	0	0	0	28.4	32.4	115	35.49	18	5.556	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
1200	273	8	236	0	27	0	0	0	0	0	0	1200	3	5	3	23	127	87	20	4	0	0	0	0	0	0	29.1	33.6	112	41.03	25	19.58	1	0.36																																																																																																																																																																																																																																																																																																																																																																																																	
1300	349	38	313	2	26	2	1	1	0	0	0	1300	6	3	11	61	139	98	24	4	0	0	0	0	0	0	28.6	32.2	127	37.86	27	7.36	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																	
1400	302	2	285	0	25	0	0	0	0	0	0	1400	0	1	10	50	141	85	13	0	2	0	0	0	0	0	0	28.2	32.5	100	33.11	15	4.967	2	0.66																																																																																																																																																																																																																																																																																																																																																																																																
1500	362	341	0	1	19	0	0	0	0	0	0	1500	3	3	17	82	174	75	9	0	0	0	0	0	0	0	0	27.1	31.6	85	23.48	10	2.762	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
1600	346	6	287	1	12	0	0	0	0	0	0	1600	1	7	6	61	161	78	11	32	3	0	0	0	0	0	0	28.1	32.2	114	34.56	14	5.56	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
1700	334	4	317	1	19	0	0	0	0	0	0	1700	3	3	1	4	69	151	77	17	2	0	0	0	0	0	0	28.1	32.8	106	31.74	19	5.89	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
1800	144	4	144	1	5	0	0	0	0	0	0	1800	5	5	18	67	157	85	13	0	0	0	0	0	0	0	0	28.1	31.9	69	24.92	18	4.219	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
1900	339	5	320	1	13	0	0	0	0	0	0	1900	0	5	5	52	155	93	25	7	0	0	0	0	0	0	0	29.2	33.4	127	37.46	34	10.03	2	0.5																																																																																																																																																																																																																																																																																																																																																																																																
2000	231	5	219	1	0	0	0	0	0	0	0	2000	0	2	2	30	94	72	25	5	1	0	0	0	0	0	0	29.7	34.5	103	44.59	31	13.42	1	0.43																																																																																																																																																																																																																																																																																																																																																																																																
2100	140	1	140	0	0	0	0	0	0	0	0	2100	0	0	0	0	50	13	15	0	0	0	0	0	0	0	30.2	34.5	102	34.59	18	4.3	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																	
2200	123	1	118	0	0	0	0	0	0	0	0	2200	0	0	1	11	58	40	10	3	0	0	0	0	0	0	0	29.7	33.9	53	43.09	13	10.57	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
2300	43	0	43	0	0	0	0	0	0	0	0	2300	0	1	3	11	25	31	9	0	0	0	0	0	0	0	0	29.8	35	43	51.81	12	14.6	0	0.000																																																																																																																																																																																																																																																																																																																																																																																																
07-18	4087	45	3915	2	301	9	1887	102	701	9	1887	1048	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	151	184	

Advanced Transport Research

Report Id - CustomList-2693

Site Name - Z22090.010

Description - A4155 HENLEY ROAD [30M]

Direction - West

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	ISL2 DFT	ISL2% DFT
0000	74	0	71	0	3	0	0	0	0	0	0	0	0000	0	0	1	2	30	33	7	1	0	0	0	0	0	0	0	30.7	34.2	41	55.41	8	10.81	0	0	
0100	34	6	30	0	3	0	0	0	0	0	0	0	0100	0	0	0	1	9	19	2	3	0	0	0	0	0	0	0	32.3	35.3	24	70.59	8	14.71	0	0	
0200	19	0	17	0	2	0	0	0	0	0	0	0	0200	0	0	0	2	9	5	1	1	1	0	0	0	0	0	0	31.1	36.5	8	42.11	3	5.79	1	5.263	
0300	14	0	12	0	2	0	0	0	0	0	0	0	0300	0	0	0	1	4	5	1	2	0	1	0	0	0	0	0	33.3	42	9	64.29	4	28.57	1	7.143	
0400	16	1	11	0	5	0	0	0	0	0	0	0	0400	0	0	0	2	4	5	3	1	0	0	0	0	0	0	0	36	42.5	13	81.25	9	56.25	1	6.25	
0500	34	0	24	0	10	0	0	0	0	0	0	0	0500	0	0	0	2	6	12	8	2	3	1	0	0	0	0	0	34.4	41.7	26	76.47	14	41.18	4	11.76	
0600	56	0	45	1	9	1	0	0	0	0	0	0	0600	0	1	0	8	18	18	10	1	0	0	0	0	0	0	0	30.2	35.7	29	51.79	11	19.64	0	0	
0700	137	4	117	1	13	2	0	0	0	0	0	0	0700	0	0	4	9	60	44	14	4	1	0	1	0	0	0	0	30.4	34.4	64	46.72	20	14.5	2	1.46	
0800	236	4	206	0	23	2	1	0	0	0	0	0	0800	0	0	4	15	57	106	34	17	2	1	0	0	0	0	0	27.2	32.1	54	22.88	20	8.75	1	0.424	
0900	295	3	266	1	20	4	1	0	0	0	0	0	0900	7	18	29	102	98	32	9	0	0	0	0	0	0	0	0	24.1	29.4	41	13.9	9	3.051	0	0	
1000	312	9	289	0	10	3	0	1	0	0	0	0	1000	6	28	37	83	108	44	6	0	0	0	0	0	0	0	0	24.2	30.1	50	16.03	6	1.923	0	0	
1100	285	3	264	0	14	3	1	0	0	0	0	0	1100	3	15	35	92	107	30	3	0	0	0	0	0	0	0	0	24.3	29.6	33	11.58	3	1.053	0	0	
1200	291	5	273	0	8	2	1	0	2	0	0	0	1200	2	11	31	87	110	38	11	1	0	0	0	0	0	0	0	25.3	30.4	50	17.18	12	4.124	0	0	
1300	282	9	261	0	7	2	2	1	0	0	0	0	1300	4	20	28	101	91	33	4	1	0	0	0	0	0	0	0	24.2	29.7	38	13.48	5	1.773	0	0	
1400	289	6	270	2	11	0	0	0	0	0	0	0	1400	2	17	41	92	95	30	11	0	0	0	0	0	0	0	0	24.4	29.8	42	14.53	12	4.152	1	0.346	
1500	322	9	299	2	9	1	1	0	0	0	0	0	1500	5	23	57	100	117	17	2	0	0	1	0	0	0	0	0	25.2	28	20	6.211	3	0.932	1	0.311	
1600	269	9	245	1	10	3	1	0	0	0	0	0	1600	3	4	16	85	117	36	7	1	0	0	0	0	0	0	0	25.9	30.3	44	16.36	8	2.974	0	0	
1700	284	5	258	3	12	4	1	1	0	0	0	0	1700	1	11	24	76	135	32	2	3	0	0	0	0	0	0	0	25.5	29.7	37	13.03	5	1.761	0	0	
1800	273	9	252	1	7	3	1	0	0	0	0	0	1800	3	18	22	66	98	53	10	3	0	0	0	0	0	0	0	25.7	31.4	66	24.18	13	4.762	0	0	
1900	240	7	220	1	6	5	0	0	0	0	0	0	1900	1	5	15	53	115	42	8	0	1	0	0	0	0	0	0	26.7	31.2	51	21.25	9	3.75	1	0.417	
2000	193	9	177	1	6	0	0	0	0	0	0	0	2000	0	1	6	18	80	61	14	3	0	0	0	0	0	0	0	29.1	33.6	78	40.41	17	8.808	0	0	
2100	148	5	135	1	4	2	0	0	0	0	0	0	2100	0	3	5	29	80	26	5	0	0	0	0	0	0	0	0	27.1	31.8	31	20.95	5	3.378	0	0	
2200	133	1	127	0	2	3	0	0	0	0	0	0	2200	0	2	2	22	72	32	3	0	0	0	0	0	0	0	0	27.9	31.7	35	26.32	3	2.256	0	0	
2300	95	1	93	0	1	0	0	0	0	0	0	0	2300	0	0	0	14	41	28	10	2	0	0	0	0	0	0	0	29.7	34.9	40	42.11	12	12.53	0	0	
07-19	3275	75	3000	11	144	29	10	3	2	0	1	0	07-19	36	169	339	950	1242	423	96	15	3	1	1	0	0	0	0	0	25.1	30.3	539	16.46	116	3.542	6	0.153
06-22	3912	97	3577	15	169	37	10	3	2	0	2	0	06-22	37	179	365	1058	1545	870	133	19	4	1	1	0	0	0	0	0	25.3	30.7	728	18.61	158	4.039	6	0.153
06-40	4140	99	3797	15	172	40	10	3	2	0	2	0	06-40	37	181	368	1058	1545	870	133	19	4	1	1	0	0	0	0	0	25.3	30.8	803	19.4	164	4.145	6	0.145
06-00	4331	100	3962	15	197	40	10	3	2	0	2	0	06-00	37	181	368	1103	1718	708	170	33	9	3	1	0	0	0	0	0	26	31.3	924	21.33	216	4.987	13	0.3

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	ISL2 DFT	ISL2% DFT		
0000	64	0	57	0	5	2	0	0	0	0	0	0	0000	0	1	1	4	28	22	6	1	0	1	0	0	0	0	0	30.3	34.9	30	46.88	8	12.5	1	1.563			
0100	26	0	23	0	0	0	0	0	0	0	0	0	0100	0	0	0	1	8	8	6	4	1	0	0	0	0	0	0	35.1	41.6	16	69.23	12	45.15	2	7.692			
0200	17	0	15	0	2	0	0	0	0	0	0	0	0200	0	0	0	0	6	8	2	0	1	0	0	0	0	0	0	37.5	41	64.71	3	17.65	1	5.882				
0300	13	0	13	0	0	0	0	0	0	0	0	0	0300	0	0	0	1	3	0	6	2	1	0	0	0	0	0	0	35.8	42.7	9	69.23	9	69.23	1	7.692			
0400	12	0	9	0	2	0	1	1	0	0	0	0	0400	0	0	0	0	1	4	3	2	0	0	0	0	0	0	0	36.8	42.7	10	63.33	6	50	1	3.333			
0500	10	0	9	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	32.4	-	0	0	20	0	0	0			
0600	24	0	20	0	4	0	0	0	0	0	0	0	0600	0	0	0	2	6	7	7	1	0	1	0	0	0	0	0	32.4	37.6	16	66.67	9	37.5	1	4.167			
0700	65	1	58	0	6	0	0	0	0	0	0	0	0700	0	0	1	7	19	28	8	1	0	0	0	0	0	0	0	30.9	35.2	38	58.46	10	15.38	1	1.538			
0800	137	3	128	1	2	1	0	0	0	0	1	0	0800	0	1	2	27	69	28	9	0	0	0	0	0	0	0	0	0	28.2	33	38	27.74	7	9.279	1	0.173		
0900	218	6	202	1	4	2	2	0	0	0	1	0	0900	0	2	16	59	93	43	4	1	0	0	0	0	0	0	0	0	26.5	30.7	48	22.02	5	2.294	0	0		
1000	278	7	249	2	11	7	0	1	1	0	0	0	1000	5	13	30	68	123	34	5	0	0	0	0	0	0	0	0	0	25	29.9	39	14.03	5	1.769	0	0		
1100	306	6	305	3	7	4	2	0	0	0	0	0	1100	17	44	73	94	73	22	3	0	0	0	0	0	0	0	0	0	21.4	28	75	7.689	3	0.92	0	0		
1200	303	4	283	3	6	4	2	0	0	1	0	0	1200	19	38	62	73	84	23	4	0	0	0	0	0	0	0	0	0	21.7	28.8	27	6.911	4	1.32	0	0		
1300	271	8	252	0	3	6	0	0	1	0	0	0	1300	0	3	18	77	130	39	4	0	0	0	0	0	0	0	0	0	26.301	43	15.87	4	1.476	0	0			
1400	279	7	263	4	3	1	1	0	0	0	0	0	1400	4	7	37	77	112	34	7	0	0	0	0	0	0	0	0	0	25.1	30	32	15.05	3	0.867	1	0.358		
1500	287	8	265	2	8	3	1	0	0	0	0	0	1500	0	5	31	72	131	42	4	2	0	0	0	0	0	0	0	0	25.8	30.2	48	16.72	6	2.091	0	0		
1600	279	8	261	1	3	3	1	0	2	0	0	0	1600	2	6	19	83	117	41	11	0	0	0	0	0	0	0	0	0	25.9	30.3	52	16.84	11	3.943	0	0		
1700	268	6	243	0	10	6	1	0	2	0	0	0	1700	3	28	31	60	111	29	5	0	0	0	0	0	0	0	0	0	24.2	29.5	35	13.06	6	2.239	0	0		
1800	212	9	193	0	9	3	1	0	0	0	0	0	1800	0	3	16	63	107	37	4	0	0	0	0	0	0	0	0	0	24.9	30.7	42	13.45	5	2.302	0	0.473		
1900	194	7	177	2	6	1	0	0	0	0	0	0	1900	0	3	4	29	93	51	13	1	0	0	0	0	0	0	0	0	28.2	32.5	65	33.51	14	7.216	0	0		
2000	144	3	132	0	7	1	0	0	0	0	0	0	2000	0	4	1	18	73	33	10	0	0	2	0	0	0	0	0	0	28.9	32.9	48	33.33	15	10.42	3	2.083		
2100	90	0	86	0	4	0	0	0	0	0	0	0	2100	0	0	0	7	47	33	8	0	0	0	0	0	0	0	0	0	28.9	33.3	33	33.68	8	3.168	0	0		
2200	77	1	73	0	1	2	0	0	0	0	0	0	2200	0	1	1	16	28	25	4	2	0	0	0	0	0	0	0	0	28.7	33.3	31	40.26	6	7.792	0	0		
2300	41	0	37	0	1	1	0	0	0	0	0	0	2300	0	0	0	1	4	17	16	0	0	0	0	0	0	0	0	0	29.5	34.5	19	46.34	3	7.317	0	0		
00:22	2923	73	2702	15	68	44	336	7102	1974	189	336	7102	1974	189	336	7102	1974	189	336	7102	1974	189	336	7102	1974	189	336	7102	1974	189	336	7102	1974	189	336	7102	1974	189	336
06:22	3380	85	3121	17	87	43	10	1	6	3	7	06:22	50	157	342	806	1388	593	107	12	6	5	0	0	0	0	0	0	0	0	25.6	30.7	67	18.85	130	3.646	11	0.325	
12:48	3486	88	3231	17	54	6	10	1	6	3	7	12:48	58	165	444	326	1423	544	107	12	6	5	0	0	0	0	0	0	0	0	25.6	30.7	67	18.85	130	3.646	11	0.325	
00:00	3640	87	3357	17	103	48	11	1	6	3	7	00:00	50	159	345	802	1382	593	138	24	9	8	1	0	0	0	0	0	0	0	25.9	31.1	772	21.21	179	4.118	17	0.447	

1500	309	0	274	3	27	5	0	0	0	0	1400	6	15	41	75	118	41	10	2	1	0	0	0	0	0	25	30.6	54	1748	13	4.207	1	0.324	
1500	322	4	282	4	26	5	0	0	1	0	1500	4	7	36	106	122	37	9	0	1	0	1	0	0	0	0	25	29.9	47	14.6	10	3.106	1	0.311
1500	363	11	315	3	30	1	0	2	0	0	1600	7	53	98	84	81	33	1	0	0	1	0	0	0	0	0	21.8	28.5	39	1352	6	1.653	0	0.310
1500	370	10	370	2	293	0	0	0	0	0	1700	14	38	8	107	148	25	3	0	0	0	0	0	0	0	0	23	28.2	30	7.854	0	0.272	0	0.309
1800	371	5	339	4	33	4	0	1	0	0	1800	19	33	71	93	113	40	1	0	0	0	0	0	0	0	0	22.5	29	42	1132	4	0.539	0	0.309
1900	299	13	270	1	13	2	0	0	0	0	1900	2	11	16	54	155	48	12	0	0	0	0	0	0	0	0	26.6	31.5	61	20.4	13	4.348	1	0.334
2000	204	8	182	4	8	4	0	0	0	0	2000	9	182	4	12	35	12	5	12	0	0	0	0	0	0	0	26.5	32.6	54	20.7	16	4.643	0	0.333
2100	150	9	135	1	4	1	0	0	0	0	2100	0	0	4	22	73	43	4	0	0	0	0	0	0	0	0	28.7	33.2	51	34	5	4.333	0	0.300
2200	123	1	115	0	4	2	0	0	0	0	2200	0	1	1	23	63	27	5	3	0	0	0	0	0	0	0	28.3	32.5	35	28.46	8	6.504	0	0.304
2200	62	0	59	2	2	0	0	0	0	0	2300	1	2	37	23	37	23	37	2	0	0	0	0	0	0	0	23.9	32.4	48	12.32	3	0.822	0	0.302
06-22	3637	59	3191	31	285	40	12	3	4	2	10	79	267	521	998	1324	739	58	3	9	2	1	0	0	0	0	23.9	29.4	448	12.32	69	1.897	1	0.387
06-22	4428	95	3886	33	331	50	14	3	3	2	10	66	283	557	1142	1705	542	94	19	2	2	0	0	0	0	0	24.5	30	659	14.88	117	2.642	1	0.375
06-22	4428	95	3886	33	331	50	14	3	3	2	10	66	283	557	1142	1705	542	94	19	2	2	0	0	0	0	0	24.5	30	659	14.88	117	2.642	1	0.375
06-22	4428	95	3886	33	331	50	14	3	3	2	10	66	283	557	1142	1705	542	94	19	2	2	0	0	0	0	0	24.5	30	659	14.88	117	2.642	1	0.375
06-22	4734	98	4160	33	330	57	14	3	5	3	10	82	287	561	1175	1827	635	121	33	3	3	0	0	0	0	0	24.9	30.5	802	16.94	157	3.548	1	0.275

27 June 2019

[illegible]

28 June 2019

[illegible]**Virtual Day (7)**[illegible]**Virtual Week (1)**[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 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	IPSL 30.7	IPSL% 35	ISL1 35	ISL2 45	ISL2% 45	
--	32264	681	28816	151	1978	389	100	21	32	24	72	--	757	19	1509	3361	2630	12218	4643	1021	230	62	30	7	0	0	0	25.1	30.7	5889	18.66	1346	4.172	95	0.294

Advanced Transport Research

Report Id - CustomList2694

Site Name - Z22090.011

Description - A4155 PROSPECT STREET [30M]

Direction - North

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	DFT	ISL2% DFT
0000	108	0	103	0	5	0	0	0	0	0	0	0	0000	0	0	5	34	40	18	6	4	0	1	0	0	0	0	0	27.9	32.1	29	26.85	11	10.19	1	0.926		
0100	51	0	47	0	3	0	0	0	0	0	0	0	0100	0	1	3	15	18	2	5	1	0	0	0	0	0	0	0	27.1	31.9	8	5.273	3	1.818	0	0	0	0
0200	35	0	31	0	4	0	0	0	0	0	0	0	0200	0	0	1	1	4	10	13	5	1	0	0	0	0	0	30.3	36.7	19	54.29	6	17.14	0	0	0	0	
0300	30	0	28	0	0	1	0	0	0	0	0	0	0300	0	0	0	0	0	7	15	8	0	0	0	0	0	0	32.4	36.3	23	76.67	8	26.67	0	0	0	0	
0400	24	0	21	0	3	0	0	0	0	0	0	0	0400	0	0	0	2	4	3	6	1	0	0	0	0	0	0	32.8	39	16	66.67	8	3.153	1	4.167	0	0	
0500	53	0	41	0	11	1	0	0	0	0	0	0	0500	0	0	0	2	23	16	8	4	0	0	0	0	0	0	31.5	36.3	28	52.83	12	22.64	0	0	0	0	
0600	114	3	93	0	16	1	0	0	1	0	0	1	0600	0	1	6	12	45	32	7	8	2	1	0	0	0	0	30.2	35.7	50	43.86	18	15.79	3	2.632	0	0	
0700	232	1	201	2	25	1	2	0	0	0	0	0	0700	0	1	14	38	116	51	11	0	0	1	0	0	0	0	27.5	31.7	63	27.16	12	5.172	1	0.431	0	0	
0800	417	8	374	3	28	2	4	0	0	1	0	0	0800	2	30	72	159	119	28	6	6	0	1	0	0	0	0	23.2	28.2	35	8.353	7	1.679	1	0.24	0	0	
0900	507	9	474	0	20	0	1	0	2	0	1	0	0900	48	117	175	123	40	3	1	0	0	0	0	0	0	0	17.5	23.4	4	0.789	1	0.197	0	0	0	0	
1000	590	6	558	4	18	3	0	0	1	0	0	0	1000	100	186	190	95	19	0	0	0	0	0	0	0	0	0	15.4	20.6	0	0	0	0	0	0	0	0	
1100	530	11	495	3	16	1	2	2	0	0	0	0	1100	60	173	181	85	26	5	0	0	0	0	0	0	0	0	16	21.6	5	0.943	0	0	0	0	0	0	
1200	526	13	492	2	10	6	2	0	1	0	0	0	1200	96	169	152	87	18	3	1	0	0	0	0	0	0	0	15.5	21.3	4	0.76	1	0.19	0	0	0	0	
1300	585	13	548	3	12	3	4	0	1	0	1	0	1300	95	203	167	98	20	2	0	0	0	0	0	0	0	0	15.5	21.4	2	0.342	0	0	0	0	0	0	
1400	546	9	518	2	12	3	2	0	0	0	0	0	1400	68	134	184	115	41	4	0	0	0	0	0	0	0	0	16.9	22.8	4	0.733	0	0	0	0	0	0	
1500	578	13	539	3	16	4	2	1	0	0	0	0	1500	87	131	182	139	31	5	2	1	0	0	0	0	0	0	16.9	22.7	8	1.384	3	0.519	0	0	0	0	
1600	552	10	514	2	17	4	3	2	0	0	0	0	1600	146	123	131	105	37	6	3	1	0	0	0	0	0	0	15.5	23	10	1.812	4	0.725	0	0	0	0	
1700	511	10	482	2	11	1	5	0	0	0	0	0	1700	28	76	122	201	70	10	2	0	0	0	0	0	0	0	19.7	25.1	12	2.348	2	0.391	0	0	0	0	
1800	489	7	461	2	17	0	1	0	0	0	1	0	1800	3	37	125	208	97	18	1	0	0	0	0	0	0	0	21.7	26.3	19	3.885	1	0.204	0	0	0	0	
1900	452	4	430	6	11	0	1	0	0	0	0	0	1900	7	35	97	201	84	25	2	0	0	0	0	0	0	0	22.7	27.1	28	6.195	3	0.664	1	0.221	0	0	
2000	299	3	279	1	9	1	0	0	0	0	0	0	2000	1	44	52	104	77	32	7	0	0	0	0	0	0	0	24.4	29.8	39	13.27	7	2.381	0	0	0	0	
2100	209	4	200	0	4	1	0	0	0	0	0	0	2100	1	5	16	68	91	23	3	0	2	0	0	0	0	0	25.4	29.6	28	13.4	5	2.392	2	0.592	1	0.297	
2200	215	0	206	0	8	0	1	0	0	0	0	0	2200	0	8	27	74	76	23	3	3	1	0	0	0	0	0	24.9	29.8	30	13.95	7	2.295	1	0.465	0	0	
2300	165	1	159	1	4	0	0	0	0	0	0	0	2300	0	2	10	40	77	24	8	3	0	1	0	0	0	0	27	31.2	36	21.82	12	7.273	1	0.606	0	0	
07-19	6063	110	5556	25	202	28	28	5	6	2	2	3	07-19	733	1382	1695	1453	634	135	27	2	2	2	0	0	0	0	0	17.8	24.5	166	2.738	31	0.511	2	0.033	0	0
06-22	7132	124	6658	32	242	31	29	5	6	2	3	06-22	742	1429	1866	1838	946	247	46	10	7	1	0	0	0	0	0	16.7	25.7	311	4.361	64	0.897	8	0.166	0	0	
06-00	7512	125	7023	33	254	31	30	3	6	2	3	06-00	742	1429	1863	1832	1009	284	57	16	8	2	0	0	0	0	0	16.7	25.7	311	4.361	64	0.897	8	0.166	0	0	
06-00	7817	126	7298	33	280	34	30	5	6	2	3	06-00	742	1441	1914	2009	1201	379	92	26	9	4	0	0	0	0	0	19.5	26.8	510	6.524	131	1.677	13	0.112	0	0	

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	DFT	ISL2% DFT
0000	115	0	108	0	7	0	0	0	0	0	0	0	0000	0	1	2	21	51	31	5	4	0	0	0	0	0	0	0	26.9	33.7	40	34.78	9	7.626	0	0	0	0
0100	60	0	55	0	5	0	0	0	0	0	0	0	0100	0	4	4	24	24	5	4	0	0	0	0	0	0	0	0	30	36.2	46	52.94	12	17.35	1	1.471	0	0
0200	32	2	30	0	0	0	0	0	0	0	0	0	0200	0	0	0	2	17	9	3	0	0	0	0	0	0	0	0	29.9	34.8	13	40.63	4	12.5	1	3.125	0	0
0300	37	1	34	0	2	0	0	0	0	0	0	0	0300	0	0	1	2	12	13	6	3	0	0	0	0	0	0	0	31	36.4	22	59.46	9	24.32	0	0	0	0
0400	22	0	21	0	1	0	0	0	0	0	0	0	0400	0	0	0	1	1	7	7	5	1	0	0	0	0	0	0	35.5	41.5	20	90.91	13	59.09	1	4.545	0	0
0500	29	1	24	0	4	0	0	0	0	0	0	0	0500	0	1	1	1	0	9	5	3	4	0	0	0	0	0	0	33	41.2	18	62.07	13	44.83	1	3.448	0	0
0600	67	5	57	0	5	0	0	0	0	0	0	0	0600	0	1	4	5	23	21	10	3	0	0	0	0	0	0	0	29.8	36.1	34	50.75	13	14.4	1	0.905	0	0
0700	113	0	98	0	10	0	0	0	0	0	0	0	0700	0	2	7	30	47	22	1	3	1	0	0	0	0	0	0	29.9	31.2	27	23.89	5	4.425	0	0	0	0
0800	168	6	148	1	11	0	2	0	0	0	0	0	0800	0	5	11	38	65	40	6	2	0	0	0	0	0	0	0	27.2	32	49	29.17	8	3.357	1	0.885	0	0
0900	336	11	314	1	9	0	1	0	0	0	0	0	0900	0	12	49	120	126	25	4	0	0	0	0	0	0	0	0	24.1	28.6	29	8.631	4	1.19	0	0	0	0
1000	495	10	468	2	15	0	0	0	0	0	0	0	1000	6	49	117	201	108	12	2	0	0	0	0	0	0	0	0	21.5	26.5	14	2.828	2	0.404	0	0	0	0
1100	596	18	556	9	4	5	2	1	0	0	0	0	1100	116	190	184	88	17	1	0	0	0	0	0	0	0	0	0	14.9	20.3	1	1.668	0	0	0	0	0	0
1200	615	19	578	0	13	1	2	1	0	0	1	0	1200	176	259	144	30	6	0	0	0	0	0	0	0	0	0	0	12.7	17.8	0	0	0	0	0	0	0	0
1300	682	4	647	5	17	3	5	1	0	0	0	0	1300	245	229	127	66	14	0	0	1	0	0	0	0	0	0	0	12.9	18.8	1	0.147	1	0.147	0	0	0	0
1400	658	7	619	4	15	3	7	1	0	0	0	0	1400	139	216	157	114	28	3	1	0	0	0	0	0	0	0	0	21.4	24	4	1.608	0	0	0	0	0	0
1500	672	12	628	5	18	1	7	0	0	0	1	0	1500	137	188	159	47	7	0	0	0	0	0	0	0	0	0	0	25.6	29.3	19	1.942	0	0	0	0	0	0
1600	589	3	560	3	19	1	3	0	0	0	0	0	1600	194	117	127	80	60	10	1	0	0	0	0	0	0	0	0	21.5	23.7	11	1.868	1	0.17	0	0	0	0
1700	513	7	485	9	9	0	3	0	0	0	0	0	1700	12	50	126	201	100	21	3	0	0	0	0	0	0	0	0	21.5	26.8	24	4.678	3	0.586	0	0	0	0
1800	461	1	424	1	2	0	19	83	168	121	2	0	1800	2	19	83	168	121	2	0	0	0	0	0	0	0	0	0	21.5	26.8	24	4.678	3	0.586	0	0	0	0
1900	434	3	420	1	2	0	0	0	0	0	0	0	1900	0	12	84	178	128	26	4	0	0	0	0	0	0	0	0	23.6	28.1	32	14.73	6	1.363	2	0.463	0	0
2000	273	4	261	2	1	6	0	0	0	0	0	0	2000	0	3	22	104	104	30	6	2	1	0	0	0	0	0	0	25.6	30	40	14.85	10	3.682	2	0.761	0	0
2100	210	1	192	0	1	0	0	0	0	0	0	0	2100	0	18	9	21	18	9	30	34	6	0	0	0	0	0	0	23.6	31	30	14.85	7	3.487	1	0.733	0	0
2200	127	1	119	0	0	0	0	0	0	0	0	0	2200	0	0	10	37	44	26	5	0	0	0	0	0	0	0	0	27.3	32.5	36	28.35	10	7.874	1	0.874	1	0.874
2300	10	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	34.5	54	5.6	10.31	0	0	0	0	0	
00-19	5888	108	5525	43	153	16	33	4	1	3	2	0	07-19	1023	1285	1331	1295	739	183	23	7	1	1	0	0	0	0	0	17.5	25.3	15.6	3.651	32	4.543	2	0.834	2	0.834
00-22	6863	121	6455	47	179	17	34	4	1	3	2	0	06-22	1023	1301	1459	1651	1074	287	49	12	2	0	0	0	0	0	0	18.6	26.5	58.5	5.173	68	6.991	7	0.162	7	0.162
00-23	7061	12	6743	47	18	34	4	1	3	2	0	0	06-23	1061	1472	1631	1697	1158	345	51	10	2	0	0	0	0	0	0	18.6	26.5	57.5	5.21	6.986	6	0.162	6	0.162	
00-30	7367	128	6925	47	207	18	34	4	1	3	2	0	00-00	1023	1301	1489	1671	1264	424	94	40	6	6	0	0	0	0	0	19.4	27.5	87.0	7.337	146	1.982	12	0.163	12	0.163

1400	548	5	491	3	39	3	5	1	0	1400	42	121	174	167	40	4	0	0	0	0	0	18	23.3	4	0.73	0	0	0	0	
1500	598	4	545	2	41	1	4	1	0	1500	202	216	100	51	23	5	1	0	0	0	0	13.3	19.3	6	1.003	1	0.167	0	0	
1600	638	3	586	2	43	1	4	1	0	1600	249	211	128	13	2	2	0	0	0	0	11.6	16.5	11	0.5	0	0	0	0		
1700	638	4	604	1	21	1	3	4	0	1700	276	211	110	37	4	0	0	0	0	0	11	17.3	0	0	0	0	0	0		
1800	587	9	558	1	11	3	3	2	0	1800	96	196	170	99	23	2	1	0	0	0	15.3	21.3	3	0.511	1	0.17	0	0		
1900	551	10	523	3	12	1	0	1	0	1900	83	158	151	150	41	11	1	0	0	0	17.5	24.3	12	2.778	1	0.181	0	0		
2000	427	9	401	2	17	61	184	123	69	2000	61	184	123	69	2	0	0	0	0	0	23.3	29.3	1	0.231	0	0.034	0	0		
2100	295	6	281	0	8	0	0	0	0	2100	2	5	17	116	114	35	0	0	0	0	25.2	29.7	41	13.9	6	2.034	0	0		
2200	232	0	226	0	5	0	0	0	0	2200	5	26	68	87	33	10	2	1	0	0	25.9	31.1	46	19.5	13	5.603	1	0.451		
2300	88	0	86	0	2	0	0	3	0	2300	3	13	33	28	5	0	0	0	0	0	35.9	40.9	16	2.273	1	0.68	0	0		
2400	6679	76	6039	21	447	31	31	20	7	4	3	07-19	1327	1854	1671	1338	422	54	8	0	0	15.8	22.6	87	1.063	13	0.195	4	0.06	
06-22	8240	113	7467	28	525	36	34	21	8	4	06-22	1417	2002	1934	1844	810	191	30	6	3	2	0	17	24.3	23	2.828	42	0.51	6	0.078
06-26	8566	113	7778	29	532	37	35	22	8	4	06-26	1419	2007	1963	1925	920	177	28	6	3	2	0	17.7	24.8	319	7.72	105	1.732	105	0.176
06-20	8749	116	7937	29	536	37	36	22	8	4	06-20	1419	2009	1969	1949	990	310	78	14	7	3	0	17.7	25.3	413	4.721	103	1.177	111	0.173

27 June 2019

[illegible]

28 June 2019

[illegible]**Virtual Day (7)**

Time	Total	C1 s	C2 s	C3 s	C4 s	C5 s	C6 s	C7 s	C8 s	C9 s	C10 s	Fix1	Time	Vbin	0	10	15	20	25	30	Vbin	35	40	45	50	Vbin	55	60	70	80	Vbin	90	100	Mean	Vsp	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%	
															0	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100	ACPO	ACPO%	DFT									
0000	61	0	58	0	3	0	0	0	0	0	0	0	0000	0	0	0	2	12	24	16	5	1	1	0	0	28.9	34.5	23	37.53	7	11.89	1	1.076									
0100	34	0	31	0	3	0	0	0	0	0	0	0	0100	0	0	0	1	4	12	11	3	2	1	0	0	30.3	35.4	17	48.96	6	16.18	1	1.265									
0200	22	0	18	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	30.3	37	15	51.92	3	31.92	1	3.968									
0300	22	0	18	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	6	8	5	1	0	0	0	31.6	36.8	14	68.82	6	26.32	0	0									
0400	29	0	23	0	0	0	0	0	0	0	0	0	0400	0	0	1	2	9	10	6	1	0	0	0	0	0	31.3	37	17	58.33	7	25.49	0	1.471								
0500	64	1	48	0	12	0	0	0	0	0	0	0	0500	0	0	0	0	22	19	6	2	0	0	0	0	0	31.3	36.2	23	33	1.01	0.01	0	0								
0600	228	7	186	1	32	2	1	0	0	0	0	0	0600	1	6	23	56	81	48	10	3	0	0	0	0	0	26.5	31.9	61	26.77	14	5.941	1	0.1313								
0700	140	2	98	3	28	3	0	0	0	0	0	0	0700	6	18	35	105	93	54	17	0	0	0	0	0	0	26.5	31.9	61	26.77	14	5.941	1	0.1313								
0800	460	11	409	2	30	3	2	2	0	0	0	0	0800	91	140	257	71	35	10	2	0	0	0	0	0	0	15.9	23.3	13	9.922	3	7.466	1	0.124								
0900	458	9	412	1	29	2	2	1	0	0	0	0	0900	72	118	120	98	43	7	1	0	0	0	0	0	0	16.8	23.8	8	1.778	1	0.25	0	0								
1000	63	6	40	1	11	5	2	0	0	0	0	0	1000	62	115	165	151	54	10	0	0	0	0	0	0	0	16.8	23.8	8	1.778	1	0.25	0	0								
1100	535	10	484	1	29	4	2	1	0	0	0	0	1100	60	141	169	125	35	4	1	0	0	0	0	0	0	16.9	23	5	0.987	1	0.187	0	0								
1200	535	11	490	2	28	4	3	1	1	0	0	0	1200	74	137	157	125	39	0	0	0	0	0	0	0	0	16.8	23.2	5	0.877	1	0.186	0	0								
1300	563	8	531	3	31	1							1300	81	162	139	118	37	7	1	0	0	0	0	0	0	17	25.5	7	2.75	1	0.127	0	0								
1400	578	7	532	3	28	3	4	1	0	0	0	0	1400	85	148	157	128	38	5	0	0	0	0	0	0	0	16.6	22.7	5	0.914	1	0.124	0	0								
1500	589	10	543	3	24	2	0	0	0	0	0	0	1500	160	180	141	83	19	0	0	0	0	0	0	0	0	14.2	20.9	4	0.634	1	0.097	0	0								
1600	574	11	532	3	28	3	0	0	0	0	0	0	1600	181	188	133	52	18	2	0	0	0	0	0	0	0	13.4	21.2	2	0.274	1	0.049	0	0								
1700	589	8	552	3	24	2	3	2	0	0	0	0	1700	170	185	121	79	28	5	0	0	0	0	0	0	0	14.2	21.4	6	0.97	1	0.097	0	0								
1800	528	7	528	2	14	2	0	0	0	0	0	0	1800	119	146	140	101	42	14	0	0	0	0	0	0	0	11.9	18.2	1	0.266	1	0.026	0	0								
1900	528	7	501	2	13	1	1	0	0	0	0	0	1900	56	85	123	171	76	15	2	0	0	0	0	0	0	19.2	25.6	18	3.382	3	0.541	0	0								
2000	379	6	358	2	12	1	1	0	0	0	0	0	2000	5	21	59	148	108	35	5	1	0	0	0	0	0	23.5	28.7	39	6.12	6	1.694	0	0								
2100	265	6	265	1	6	0	0	0	0	0	0	0	2100	2	5	31	101	109	42	1	0	0	0	0	0	0	24	25	3	0.72	1	0.068	0	0								
2200	206	2	196	0	4	0	0	0	0	0	0	0	2200	0	4	21	65	79	30	6	2	0	0	0	0	0	25.8	30.8	38	18.41	8	3.945	1	0.277								
2300	108	1	103	0	4	1	0	0	0	0	0	0	2300	0	2	7	23	45	22	6	2	1	0	0	0	0	27.4	32.3	31	28.7	9	8.333	1	1.059								
06-22	8458	28	166	5888	20	37	18	3	0	0	0	0	1199	1744	6444	1699	1244	544	16	11	3	1	0	0	0	0	18	38	324	24	2.8	3	0.04	0	0							
06-22	7458	131	7197	34	392	39	33	14	7	5	0	0	06-22	1259	1877	1932	1741	827	200	0	0	0	0	0	0	0	17	25.3	246	3.133	47	0.893	5	0.064								
06-28	8176	134	7996	34	392	39	33	14	7	5	0	0	06-28	1259	1877	1932	1740	860	231	47	0	0	0	0	0	0	17.4	25.1	246	3.133	47	0.893	5	0.064								
06-00	8404	135	1893	35	434	43	34	14	7	5	0	0	06-00	1259	1877	1932	1740	1031	257	77	20	6	4	0	0	0	17.4	25.1	246	3.133	47	0.893	5	0.064								

Virtual Week (1

Time	Total	C1s										C10	Flr1	Time	Vb1n										Mean	Vss	JPSL	JPSL3	JSL1	JSL13	JSL2	JSL23
		C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s				0	10	20	30	40	50	60	70	80	90								
Mon	8432	122	7658	34	490	64	36	7	9	2			Mon	1132	1720	1106	1265	78	0	0	0	0	0	18.4	25.8	432	523	107	102	142		
Tue	8783	121	7971	23	538	42	44	19	11	5	9	2	Tue	1527	2232	2056	1749	892	245	63	13	3	2	0	0	0	0	0	0	0		
Wed	8749	118	7937	29	556	37	36	22	8	3	6	1	Wed	1419	2009	1969	1949	990	310	78	14	7	3	0	1	0	0	0	0	0		
Thu	8816	166	8424	34	34	34	34	34	34	34	34	34	Thu	1272	1910	2187	1813	510	298	78	11	3	0	0	0	0	0	0	0	0		
Fri	8867	171	8090	34	450	61	22	22	8	3	6	1	Fri	1710	2252	2061	1660	805	268	58	11	3	3	1	0	0	0	0	0	0		
Sat	7817	128	7298	33	280	34	30	5	6	2	3	0	Sat	7474	11494	11494	2009	1219	329	92	26	9	4	0	19.5	26.8	510	624	131	1676	13	
Sun	7367	128	6925	34	207	34	34	34	34	34	34	34	Sun	7623	1363	1363	480	727	284	42	0	0	0	19.4	27.5	707	737	146	168	163		
														3017	13154	13174	12668	729	929	541	40	4	26	0	0	0	0	0	0	0		

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%
--	58830	948	53850	242	3037	298	236	101	50	30	34	34	--	--	8815	10154	13774	12865	7219	2250	541	140	43	26	1	0	18	25.7	30.3	5.105	763	1.28	72	0.122							

Advanced Transport Research

Report Id - CustomList-2694

Site Name - 22090.011

Description - A4155 PROSPECT STREET [30M]

Direction - South

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 ACPO	ISL1% ACPO	ISL2 ACPO	ISL2% ACPO	DFT	ISL2% DFT	
0000	112	1	106	0	4	1	0	0	0	0	0	0	0000	1	0	7	42	49	11	2	0	0	0	0	0	0	0	0	25.3	29.2	13	11.61	2	1.786	0	0	0	0	
0100	59	4	52	0	4	0	0	0	0	0	0	0	0100	0	0	0	11	28	0	0	3	0	0	0	0	0	0	0	27.2	30.7	12	21.43	3	2.357	0	0	0	0	
0200	29	0	27	0	2	0	0	0	0	0	0	0	0200	0	0	0	3	18	6	2	0	0	0	0	0	0	0	0	28.5	32.1	8	27.59	2	6.897	0	0	0	0	
0300	35	0	30	0	5	0	0	0	0	0	0	0	0300	0	0	1	7	16	7	3	1	0	0	0	0	0	0	0	28.3	33.7	11	31.43	4	11.43	0	0	0	0	
0400	34	2	25	0	6	0	0	0	0	0	0	0	0400	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	28.9	35.9	12	35.29	5	14.71	0	0	0	0	
0500	50	2	41	0	7	0	0	0	0	0	0	0	0500	0	0	1	2	7	21	13	4	2	0	0	0	0	0	0	29.2	34.5	19	38	6	12	0	0	0	0	
0600	120	1	108	1	8	1	1	1	0	0	0	0	0600	0	0	3	26	66	21	4	0	0	0	0	0	0	0	0	27.4	31.3	25	20.83	4	3.333	0	0	0	0	
0700	239	5	216	0	17	1	0	0	0	0	0	0	0700	0	0	20	94	99	22	2	2	0	0	0	0	0	0	0	25.2	29	26	10.88	4	1.674	0	0	0	0	
0800	439	8	400	2	25	2	2	0	0	0	0	3	0800	3	13	103	210	91	18	1	0	0	0	0	0	0	0	0	0	22.4	27	19	4.328	1	0.228	0	0	0	0
0900	455	4	434	0	13	1	2	0	1	0	0	0	0900	200	55	73	81	41	4	1	0	0	0	0	0	0	0	0	14	23.3	5	1.099	1	0.22	0	0	0	0	
1000	432	7	398	1	21	3	1	1	0	0	0	0	1000	211	91	75	47	8	0	0	0	0	0	0	0	0	0	0	11.9	18.6	0	0	0	0	0	0	0	0	
1100	398	5	373	3	11	3	0	0	0	3	0	0	1100	192	78	90	33	4	1	0	0	0	0	0	0	0	0	0	11.8	18.6	1	0.251	0	0	0	0	0	0	
1200	381	5	356	5	12	2	0	0	0	1	0	0	1200	160	108	74	35	4	0	0	0	0	0	0	0	0	0	0	11.9	18.7	0	0	0	0	0	0	0	0	
1300	469	6	445	3	12	0	2	0	0	0	0	1	1300	79	79	162	123	24	1	1	0	0	0	0	0	0	0	0	16.7	22.4	2	0.426	1	0.213	0	0	0	0	
1400	405	10	378	5	10	0	1	1	0	0	0	0	1400	127	97	101	72	8	0	0	0	0	0	0	0	0	0	0	14.2	21.2	0	0	0	0	0	0	0	0	
1500	404	9	384	4	6	0	0	0	0	0	0	0	1500	80	33	105	149	37	0	0	0	0	0	0	0	0	0	0	17.9	24	0	0	0	0	0	0	0	0	
1600	392	11	361	1	17	0	1	1	0	0	0	0	1600	81	37	109	129	34	2	0	0	0	0	0	0	0	0	0	17.5	23.8	2	0.51	0	0	0	0	0	0	
1700	440	11	408	5	14	0	1	0	0	0	0	1	1700	1	16	152	212	52	4	2	1	0	0	0	0	0	0	0	21.1	24.6	7	1.591	3	0.682	0	0	0	0	
1800	398	10	377	4	6	0	1	0	0	0	0	0	1800	0	7	92	207	83	9	0	0	0	0	0	0	0	0	0	22.5	26.2	9	2.261	0	0	0	0	0	0	
1900	317	4	305	2	6	0	0	0	0	0	0	0	1900	1	1	52	181	76	5	1	0	0	0	0	0	0	0	0	23.1	26.6	6	1.893	1	0.315	0	0	0	0	
2000	284	11	263	3	6	0	1	0	0	0	0	0	2000	0	16	35	118	93	18	2	1	0	0	0	0	0	0	0	23.8	27.9	22	7.746	4	1.408	1	0.382	0	0	
2100	218	7	204	1	6	0	0	0	0	0	0	0	2100	0	1	45	105	51	11	5	0	0	0	0	0	0	0	0	23.5	27.2	16	7.339	5	2.294	0	0	0	0	
2200	193	4	182	1	6	0	0	0	0	0	0	0	2200	0	3	18	96	66	6	2	0	0	0	0	0	0	0	0	24.1	27.1	8	4.145	2	1.036	0	0	0	0	
2300	133	2	129	0	2	0	0	0	0	0	0	0	2300	1	1	13	45	32	16	4	1	0	0	0	0	0	0	0	25.5	30	21	15.79	5	3.759	0	0	0	0	
07-19	4852	91	4530	33	164	12	11	4	5	0	2	0	07-19	1134	614	1156	1392	485	61	6	4	0	0	0	0	0	0	0	0	17	24.1	71	1.463	10	0.206	0	0	0	0
06-22	5791	114	5410	40	190	13	13	4	5	0	2	0	06-22	1135	632	1291	1822	771	116	18	5	1	0	0	0	0	0	0	0	16.1	25.2	140	2.418	24	0.414	1	0.017	0	0
06-00	6117	120	5724	43	198	13	13	4	5	0	2	0	06-00	1136	639	1322	1828	809	119	24	6	1	0	0	0	0	0	0	0	16.5	25.3	162	2.752	34	0.616	1	0.016	0	0
06-00	6433	125	6002	41	226	15	13	4	5	0	2	0	06-00	1138	639	1336	2038	1038	191	40	12	1	0	0	0	0	0	0	0	16.9	25.9	244	3.793	53	0.824	1	0.016	0	0

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	IPSL 30	IPSL% 30	ISL1 30	ISL1% 30	ISL2 ACPO	ISL2% ACPO	DFT		
0000	119	0	115	0	4	0	0	0	0	0	0	0	0000	0	1	8	23	66	19	1	1	0	0	0	0	0	0	0	26.4	30.4	21	17.65	2	1.681	0	0	0	0	
0100	64	0	58	0	6	0	0	0	0	0	0	0	0100	0	0	3	15	35	25	3	0	0	0	0	0	0	0	0	28.1	31.5	21	32.81	5	7.513	1	1.563	0	0	
0200	39	0	34	1	4	0	0	0	0	0	0	0	0200	0	0	2	5	20	10	2	0	0	0	0	0	0	0	0	33.2	12	30.77	2	5.128	0	0	0	0		
0300	28	0	25	0	2	0	0	0	0	0	0	1	0300	0	0	1	8	10	6	3	0	0	0	0	0	0	0	0	24.8	33.6	9	32.14	3	10.71	0	0	0	0	
0400	26	1	23	0	2	0	0	0	0	0	0	0	0400	0	0	0	5	9	6	2	1	3	0	0	0	0	0	0	31.8	41	12	46.15	6	23.08	3	11.54	0	0	
0500	19	0	15	1	2	0	0	0	0	0	0	0	0500	0	0	0	3	6	7	2	1	0	0	0	0	0	0	0	30.3	36	0	52.53	3	15.78	0	0	0	0	
0600	58	1	47	2	7	1	0	0	0	0	0	0	0600	0	0	2	7	32	13	4	0	0	0	0	0	0	0	0	28.7	33.2	17	29.31	4	6.897	0	0	0	0	
0700	130	4	116	1	7	0	1	1	0	1	0	0	0700	1	0	4	29	63	26	5	2	0	0	0	0	0	0	0	27.6	31.2	33	25.36	7	5.365	2	1.536	0	0	
0800	224	4	211	3	5	0	0	0	0	0	0	0	0800	0	0	0	96	106	12	3	0	0	0	0	0	0	0	0	25.4	28.4	15	6.686	0	0	0	0	0	0	
0900	362	11	338	2	10	0	1	0	0	0	0	0	0900	0	4	46	190	111	10	0	0	0	0	0	0	0	0	0	23.7	27.3	11	3.039	1	0.276	1	0.276	0	0	
1000	491	8	463	3	15	1	0	0	0	0	0	0	1000	14	25	126	250	69	6	1	0	0	0	0	0	0	0	0	21	25.1	7	1.426	1	0.204	0	0	0	0	
1100	405	4	387	7	7	2	0	0	0	0	0	0	1100	55	231	50	65	51	7	7	1	0	0	0	0	0	0	0	11.1	19.9	1	0.247	0	0	0	0	0	0	
1200	361	5	346	2	8	0	0	0	0	0	0	0	1200	191	34	76	57	3	0	0	0	0	0	0	0	0	0	0	12	20.2	0	0	0	0	0	0	0	0	0
1300	409	8	390	2	4	1	1	0	1	0	2	0	1300	12	44	172	141	35	4	1	0	0	0	0	0	0	0	0	19.4	23.9	5	1.222	1	0.244	0	0	0	0	
1400	422	6	408	4	4	0	0	0	0	0	0	0	1400	32	81	117	148	41	3	0	0	0	0	0	0	0	0	0	18.5	23.7	3	0.711	0	0	0	0	0	0	
1500	426	6	406	2	4	0	0	0	0	0	0	0	1500	23	121	205	99	3	0	0	0	0	0	0	0	0	0	0	20.7	25	0	0	0	0	0	0	0	0	
1600	405	4	392	0	4	1	1	0	0	0	0	0	1600	6	14	130	183	68	4	0	0	0	0	0	0	0	0	0	21.4	25.2	4	0.988	0	0	0	0	0	0	
1700	414	15	384	1	14	0	0	0	0	0	0	0	1700	0	12	80	230	70	8	4	0	0	0	0	0	0	0	0	22.4	25.7	13	3.14	5	1.208	0	0	0	0	
1800	369	1	341	9	9	0	0	0	0	0	0	0	1800	193	87	115	68	12	2	0	0	0	0	0	0	0	0	0	22.6	26.8	12	3.65	0	0.211	0	0	0	0	
1900	337	10	316	2	7	0	0	0	0	0	0	0	1900	0	2	43	188	87	12	4	1	0	0	0	0	0	0	0	23.7	27.1	17	5.045	5	1.484	0	0	0	0	
2000	228	1	218	1	8	0	0	0	0	0	0	0	2000	0	0	29	87	13	7	0	0	0	0	0	0	0	0	0	24.7	28.3	15	6.579	2	0.877	0	0	0	0	
2100	136	5	138	1	0	0	0	0	0	0	0	0	2100	146	10	120	138	48	11	7	0	0	0	0	0	0	0	0	20.7	26.6	9	9.51	3	2.055	1	0.885	0	0	
2200	142	2	138	0	2	0	0	0	0	0	0	0	2200	0	5	17	54	50	15	1	0	0	0	0	0	0	0	0	24.3	25.1	16	11.27	1	0.704	0	0	0	0	
2300	77	0	66	7	3	0	0	0	0	0	0	0	2300	0	0	0	32	30	3	0	0	0	0	0	0	0	0	0	26.3	30	0	52.53	2	1.714	0	0	0	0	
0707-19	4419	91	4182	29	93	4	10	3	0	3	0	7	07-19	508	299	1013	1773	719	87	16	1	3	0	0	0	0	0	0	0	19.9	29.6	107	2.421	20	0.453	3	0.068	0	0
06-22	1186	108	4901	34	118	5	10	0	4	1	7	06-22	508	302	1162	2123	983	136	26	4	0	0	0	0	0	0	0	0	0	20.6	26.2	170	3.277	34	0.655	4	0.077	0	0
06-01	1191	110	5105	34	118	5	10	0	4	1	7	06-01	508	307	1120	2206	1065	168	28	4	0	0	0	0	0	0	0	0	0	20.6	26.8	187	3.446	47	0.675	4	0.074	0	0
06-08	5998	113	5375	36	146	5	10	0	4	2	7	06-08	508	308	1134	2265	1201	224	42	8	7	1	0	0	0	0	0	0	0	20.6	28.8	282	4.949	58	1.018	8	0.14	0	0

1400	466	3	424	3	32	2	0	0	0	1	0	1	1400	73	61	140	158	32	2	0	0	0	0	0	0	17.6	23.4	2	0.429	0	0	0	
1500	420	4	387	4	22	2	1	0	0	0	0	0	1500	27	80	153	133	23	2	2	0	0	0	0	0	18.1	23.1	4	0.952	2	0.476	0	
1600	452	4	409	3	31	2	0	0	0	3	0	0	1600	81	155	159	54	3	0	0	0	0	0	0	0	14.5	19.3	0	0	0	0	0	
1700	591	10	365	3	12	0	0	0	1	0	0	0	1700	202	109	132	77	11	0	0	0	0	0	0	0	15.9	22	0	0	0	0	0	
1800	412	8	391	0	10	0	2	0	1	0	0	0	1800	147	25	90	115	27	5	3	0	0	0	0	0	15.8	23.3	8	1.942	3	0.728	0	
1900	378	8	352	4	10	1	3	2	0	0	0	0	1900	37	17	101	175	43	3	1	1	0	0	0	0	19.9	24.8	5	1.323	2	0.529	0	
2000	587	11	265	0	11	0	0	0	0	0	0	0	2000	42	146	83	104	12	0	0	0	0	0	0	0	21.2	23.8	12	2.681	4	1.045	0	
2100	188	8	171	2	6	1	0	0	0	0	0	0	2100	2	4	21	73	74	8	4	1	0	0	0	0	24.3	27.6	13	6.915	5	2.66	0	
2200	196	5	184	2	4	0	1	0	0	0	0	0	2200	0	5	18	87	71	10	0	0	0	0	0	0	24.5	28.4	15	7.653	5	2.551	0	
2300	91	4	85	0	1	0	0	0	0	0	0	0	2300	0	4	31	31	39	5	31	0	0	0	0	0	26.8	28.8	18	8.368	5	2.978	0	
07-19	5116	62	4624	38	329	25	12	1	12	3	0	0	07-19	869	916	1506	1429	314	7	0	3	0	0	0	1	0	17	23.1	38	0.743	11	0.215	4
06-22	6246	95	5652	45	382	29	15	3	12	3	0	0	06-22	908	944	1726	1910	648	86	18	2	0	0	0	1	0	18.1	24.1	110	1.761	24	0.384	4
06-20	5833	104	5821	2	16	0	0	0	0	0	0	0	06-20	945	948	1928	765	111	9	0	0	0	0	0	0	18.7	24.6	33	0.773	58	0.374	6	
06-00	6745	110	6094	48	416	30	17	3	13	4	0	0	06-00	908	953	1763	2068	851	159	42	7	4	1	0	0	18.7	25.2	214	3.173	55	0.815	6	

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Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin	0 10	15	Vbin	20	Vbin	25	30	Vbin	35	40	Vbin	45	50	Vbin	55	60	Vbin	65	Vbin	70	Vbin	75	Vbin	80	Vbin	85	Vbin	90	95	100	Mean	Vpp	85	IPSL	IPSL%	IPSL%	ISL1	ISL1%	ISL2	ISL2%	ISL3	ISL3%	ISL4	ISL4%	ISL5	ISL5%	ISL6	ISL6%	ISL7	ISL7%	ISL8	ISL8%	ISL9	ISL9%	ISL10	ISL10%	ISL11	ISL11%	ISL12	ISL12%	ISL13	ISL13%	ISL14	ISL14%	ISL15	ISL15%	ISL16	ISL16%	ISL17	ISL17%	ISL18	ISL18%	ISL19	ISL19%	ISL20	ISL20%	ISL21	ISL21%	ISL22	ISL22%	ISL23	ISL23%	ISL24	ISL24%	ISL25	ISL25%	ISL26	ISL26%	ISL27	ISL27%	ISL28	ISL28%	ISL29	ISL29%	ISL30	ISL30%	ISL31	ISL31%	ISL32	ISL32%	ISL33	ISL33%	ISL34	ISL34%	ISL35	ISL35%	ISL36	ISL36%	ISL37	ISL37%	ISL38	ISL38%	ISL39	ISL39%	ISL40	ISL40%	ISL41	ISL41%	ISL42	ISL42%	ISL43	ISL43%	ISL44	ISL44%	ISL45	ISL45%	ISL46	ISL46%	ISL47	ISL47%	ISL48	ISL48%	ISL49	ISL49%	ISL50	ISL50%	ISL51	ISL51%	ISL52	ISL52%	ISL53	ISL53%	ISL54	ISL54%	ISL55	ISL55%	ISL56	ISL56%	ISL57	ISL57%	ISL58	ISL58%	ISL59	ISL59%	ISL60	ISL60%	ISL61	ISL61%	ISL62	ISL62%	ISL63	ISL63%	ISL64	ISL64%	ISL65	ISL65%	ISL66	ISL66%	ISL67	ISL67%	ISL68	ISL68%	ISL69	ISL69%	ISL70	ISL70%	ISL71	ISL71%	ISL72	ISL72%	ISL73	ISL73%	ISL74	ISL74%	ISL75	ISL75%	ISL76	ISL76%	ISL77	ISL77%	ISL78	ISL78%	ISL79	ISL79%	ISL80	ISL80%	ISL81	ISL81%	ISL82	ISL82%	ISL83	ISL83%	ISL84	ISL84%	ISL85	ISL85%	ISL86	ISL86%	ISL87	ISL87%	ISL88	ISL88%	ISL89	ISL89%	ISL90	ISL90%	ISL91	ISL91%	ISL92	ISL92%	ISL93	ISL93%	ISL94	ISL94%	ISL95	ISL95%	ISL96	ISL96%	ISL97	ISL97%	ISL98	ISL98%	ISL99	ISL99%	ISL100	ISL100%	ISL101	ISL101%	ISL102	ISL102%	ISL103	ISL103%	ISL104	ISL104%	ISL105	ISL105%	ISL106	ISL106%	ISL107	ISL107%	ISL108	ISL108%	ISL109	ISL109%	ISL110	ISL110%	ISL111	ISL111%	ISL112	ISL112%	ISL113	ISL113%	ISL114	ISL114%	ISL115	ISL115%	ISL116	ISL116%	ISL117	ISL117%	ISL118	ISL118%	ISL119	ISL119%	ISL120	ISL120%	ISL121	ISL121%	ISL122	ISL122%	ISL123	ISL123%	ISL124	ISL124%	ISL125	ISL125%	ISL126	ISL126%	ISL127	ISL127%	ISL128	ISL128%	ISL129	ISL129%	ISL130	ISL130%	ISL131	ISL131%	ISL132	ISL132%	ISL133	ISL133%	ISL134	ISL134%	ISL135	ISL135%	ISL136	ISL136%	ISL137	ISL137%	ISL138	ISL138%	ISL139	ISL139%	ISL140	ISL140%	ISL141	ISL141%	ISL142	ISL142%	ISL143	ISL143%	ISL144	ISL144%	ISL145	ISL145%	ISL146	ISL146%	ISL147	ISL147%	ISL148	ISL148%	ISL149	ISL149%	ISL150	ISL150%	ISL151	ISL151%	ISL152	ISL152%	ISL153	ISL153%	ISL154	ISL154%	ISL155	ISL155%	ISL156	ISL156%	ISL157	ISL157%	ISL158	ISL158%	ISL159	ISL159%	ISL160	ISL160%	ISL161	ISL161%	ISL162	ISL162%	ISL163	ISL163%	ISL164	ISL164%	ISL165	ISL165%	ISL166	ISL166%	ISL167	ISL167%	ISL168	ISL168%	ISL169	ISL169%	ISL170	ISL170%	ISL171	ISL171%	ISL172	ISL172%	ISL173	ISL173%	ISL174	ISL174%	ISL175	ISL175%	ISL176	ISL176%	ISL177	ISL177%	ISL178	ISL178%	ISL179	ISL179%	ISL180	ISL180%	ISL181	ISL181%	ISL182	ISL182%	ISL183	ISL183%	ISL184	ISL184%	ISL185	ISL185%	ISL186	ISL186%	ISL187	ISL187%	ISL188	ISL188%	ISL189	ISL189%	ISL190	ISL190%	ISL191	ISL191%	ISL192	ISL192%	ISL193	ISL193%	ISL194	ISL194%	ISL195	ISL195%	ISL196	ISL196%	ISL197	ISL197%	ISL198	ISL198%	ISL199	ISL199%	ISL200	ISL200%	ISL201	ISL201%	ISL202	ISL202%	ISL203	ISL203%	ISL204	ISL204%	ISL205	ISL205%	ISL206	ISL206%	ISL207	ISL207%	ISL208	ISL208%	ISL209	ISL209%	ISL210	ISL210%	ISL211	ISL211%	ISL212	ISL212%	ISL213	ISL213%	ISL214	ISL214%	ISL215	ISL215%	ISL216	ISL216%	ISL217	ISL217%	ISL218	ISL218%	ISL219	ISL219%	ISL220	ISL220%	ISL221	ISL221%	ISL222	ISL222%	ISL223	ISL223%	ISL224	ISL224%	ISL225	ISL225%	ISL226	ISL226%	ISL227	ISL227%	ISL228	ISL228%	ISL229	ISL229%	ISL230	ISL230%	ISL231	ISL231%	ISL232	ISL232%	ISL233	ISL233%	ISL234	ISL234%	ISL235	ISL235%	ISL236	ISL236%	ISL237	ISL237%	ISL238	ISL238%	ISL239	ISL239%	ISL240	ISL240%	ISL241	ISL241%	ISL242	ISL242%	ISL243	ISL243%	ISL244	ISL244%	ISL245	ISL245%	ISL246	ISL246%	ISL247	ISL247%	ISL248	ISL248%	ISL249	ISL249%	ISL250	ISL250%	ISL251	ISL251%	ISL252	ISL252%	ISL253	ISL253%	ISL254	ISL254%	ISL255	ISL255%	ISL256	ISL256%	ISL257	ISL257%	ISL258	ISL258%	ISL259	ISL259%	ISL260	ISL260%	ISL261	ISL261%	ISL262	ISL262%	ISL263	ISL263%	ISL264	ISL264%	ISL265	ISL265%	ISL266	ISL266%	ISL267	ISL267%	ISL268	ISL268%	ISL269	ISL269%	ISL270	ISL270%	ISL271	ISL271%	ISL272	ISL272%	ISL273	ISL273%	ISL274	ISL274%	ISL275	ISL275%	ISL276	ISL276%	ISL277	ISL277%	ISL278	ISL278%	ISL279	ISL279%	ISL280	ISL280%	ISL281	ISL281%	ISL282	ISL282%	ISL283	ISL283%	ISL284	ISL284%	ISL285	ISL285%	ISL286	ISL286%	ISL287	ISL287%	ISL288	ISL288%	ISL289	ISL289%	ISL290	ISL290%	ISL291	ISL291%	ISL292	ISL292%	ISL293	ISL293%	ISL294	ISL294%	ISL295	ISL295%	ISL296	ISL296%	ISL297	ISL297%	ISL298	ISL298%	ISL299	ISL299%	ISL300	ISL300%	ISL301	ISL301%	ISL302	ISL302%	ISL303	ISL303%	ISL304	ISL304%	ISL305	ISL305%	ISL306	ISL306%	ISL307	ISL307%	ISL308	ISL308%	ISL309	ISL309%	ISL310	ISL310%	ISL311	ISL311%	ISL312	ISL312%	ISL313	ISL313%	ISL314	ISL314%	ISL315	ISL315%	ISL316	ISL316%	ISL317	ISL317%	ISL318	ISL318%	ISL319	ISL319%	ISL320	ISL320%	ISL321	ISL321%	ISL322	ISL322%	ISL323	ISL323%	ISL324	ISL324%	ISL325	ISL325%	ISL326	ISL326%	ISL327	ISL327%	ISL328	ISL328%	ISL329	ISL329%	ISL330	ISL330%	ISL331	ISL331%	ISL332	ISL332%	ISL333	ISL333%	ISL334	ISL334%	ISL335	ISL335%	ISL336	ISL336%	ISL337	ISL337%	ISL338	ISL338%	ISL3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28 June 2019

[illegible]**Virtual Day (7)**[illegible]**Virtual Week (1)**[illegible]

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	JPBL	JPBL%	ISL1	ISL1%	ISL2	ISL2%			
--	45390	763	41723	272	2219	54	118	33	40	22	46	--	8601	5363	10030	13541	6226	1259	267	73	22	6	1	0	0	1	0	18.3	25.5	1629	3.589	370	0.815	30	0.066	ACPO	ADFT	35	0.07

Advanced Transport Research

Report Id - CustomList-2695

Site Name - Z22090-012

Description - KIDMORE END ROAD [60M]

Direction - East

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 60	ISL1 60	ISL1 ACPO	ISL2 60	ISL2 DFT	
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	
0100	1	5	1	3	0	0	0	0	0	0	0	0	0100	0	2	0	0	0	0	1	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	2	0	0	0	0	0	0	0	37.8	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	0	0	0	0	0	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	
0600	3	1	2	0	0	0	0	0	0	0	0	0	0600	0	0	1	0	0	1	1	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0	
0700	6	1	4	4	0	1	0	0	0	0	0	0	0700	0	0	1	2	2	2	1	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	0	
0800	30	3	26	0	1	0	0	0	0	0	0	0	0800	0	1	2	6	14	4	3	0	0	0	0	0	0	0	27.1	31.3	0	0	0	0	0	0	
0900	35	2	32	0	1	0	0	0	0	0	0	0	0900	0	1	1	9	13	11	0	0	0	0	0	0	0	0	27.2	31.8	0	0	0	0	0	0	
1000	22	3	14	0	3	0	2	0	0	0	0	0	1000	0	2	0	4	5	10	0	0	0	0	0	0	0	0	27.2	32.2	0	0	0	0	0	0	
1100	35	6	24	0	3	0	1	0	0	0	0	0	1100	0	2	0	13	18	1	1	0	0	0	0	0	0	0	25.3	28.9	0	0	0	0	0	0	
1200	25	3	17	1	4	0	0	0	0	0	0	0	1200	0	1	2	5	12	5	0	0	0	0	0	0	0	0	26.2	31.3	0	0	0	0	0	0	
1300	29	2	25	0	1	0	1	0	0	0	0	0	1300	0	0	2	5	13	9	0	0	0	0	0	0	0	0	26.9	31.1	0	0	0	0	0	0	
1400	29	3	23	0	3	0	0	0	0	0	0	0	1400	0	1	1	8	14	4	0	0	0	0	0	0	0	0	26.4	31.6	0	0	0	0	0	0	
1500	34	7	23	0	2	0	2	0	0	0	0	0	1500	1	1	6	1	19	6	0	0	0	0	0	0	0	0	25	30.8	0	0	0	0	0	0	
1600	35	3	29	1	2	0	0	0	0	0	0	0	1600	0	0	1	5	21	8	0	0	0	0	0	0	0	0	27.3	31.6	0	0	0	0	0	0	
1700	29	4	24	0	1	0	0	0	0	0	0	0	1700	0	1	0	7	15	5	1	0	0	0	0	0	0	0	26.9	32	0	0	0	0	0	0	
1800	25	3	22	0	0	0	0	0	0	0	0	0	1800	0	0	0	6	11	8	0	0	0	0	0	0	0	0	27.6	31.1	0	0	0	0	0	0	
1900	20	0	20	0	0	0	0	0	0	0	0	0	1900	0	0	1	5	10	4	0	0	0	0	0	0	0	0	26.4	31.2	0	0	0	0	0	0	
2000	10	5	10	0	0	0	0	0	0	0	0	0	2000	0	0	1	3	2	3	1	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	0	
2100	14	1	13	0	0	0	0	0	0	0	0	0	2100	0	0	1	7	3	3	1	0	0	0	0	0	0	0	26.6	34.6	0	0	0	0	0	0	
2200	5	0	5	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	4	1	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0	
2300	2	2	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	2	2	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	0	
07-19	334	40	283	3	21	0	6	0	0	0	0	1	07-19	1	9	17	70	157	73	6	1	0	0	0	0	0	0	0	26.7	31.3	0	0	0	0	0	0
06-22	381	42	308	3	21	0	6	0	0	0	1	0	06-22	1	9	21	79	176	84	9	1	1	0	0	0	0	0	0	26.8	31.6	0	0	0	0	0	0
06-00	388	42	316	3	21	0	6	0	0	0	1	0	06-00	1	9	21	79	182	85	9	1	1	0	0	0	0	0	0	26.8	31.6	0	0	0	0	0	0
00-00	393	42	320	3	21	0	6	0	0	0	1	0	00-00	1	9	21	79	182	88	11	1	1	0	0	0	0	0	0	26.9	31.6	0	0	0	0	0	0

23 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	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 60	ISL1 60	ISL1% ACPO	ISL2 60	ISL2% DFT	
0000	9	1	8	0	0	0	0	0	0	0	0	0	0000	1	0	1	1	4	2	0	0	0	0	0	0	0	0	25.4	-	0	0	0	0	0	
0100	4	1	3	0	0	0	0	0	0	0	0	0	0100	0	0	1	0	2	2	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0500	0	0	0	0	0	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	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	1	0	0	0	0	0	0	0	34.4	-	0	0	0	0	0	
0700	7	5	5	0	1	0	0	0	0	0	0	0	0700	0	0	1	5	3	2	1	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0
0800	14	2	11	0	1	0	0	0	0	0	0	0	0800	0	0	2	2	5	4	1	0	0	0	0	0	0	0	0	27.7	32.4	0	0	0	0	0
0900	16	1	15	0	0	0	0	0	0	0	0	0	0900	0	0	1	5	5	5	0	0	0	0	0	0	0	0	0	27.3	33.4	0	0	0	0	0
1000	29	3	26	0	0	0	0	0	0	0	0	0	1000	0	0	2	7	13	10	0	0	0	0	0	0	0	0	0	27.4	31.7	0	0	0	0	0
1100	29	5	21	1	2	0	0	0	0	0	0	0	1100	0	2	5	3	11	8	0	0	0	0	0	0	0	0	0	26.9	31.3	0	0	0	0	0
1200	29	4	25	0	0	0	0	0	0	0	0	0	1200	0	0	0	0	10	15	3	0	0	0	0	0	0	0	0	27	30.4	0	0	0	0	0
1300	22	5	17	0	0	0	0	0	0	0	0	0	1300	0	0	2	4	12	3	1	0	0	0	0	0	0	0	0	26.8	30.7	0	0	0	0	0
1400	26	3	21	1	1	0	0	0	0	0	0	0	1400	0	2	5	10	6	1	2	0	0	0	0	0	0	0	0	23.8	29.6	0	0	0	0	0
1500	43	4	38	0	1	0	0	0	0	0	0	0	1500	0	4	0	23	13	3	0	0	0	0	0	0	0	0	0	23.8	27.8	0	0	0	0	0
1600	99	5	94	0	0	0	0	0	0	0	0	0	1600	1	6	11	43	36	1	1	0	0	0	0	0	0	0	0	23.2	27.2	0	0	0	0	0
1700	109	0	107	0	1	0	0	0	0	0	0	0	1700	0	2	13	50	38	5	1	0	0	0	0	0	0	0	0	24.1	28.1	0	0	0	0	0
1800	67	5	61	0	1	0	0	0	0	0	0	0	1800	0	3	4	32	21	5	2	0	0	0	0	0	0	0	0	24.4	28.3	0	0	0	0	0
1900	19	0	18	0	1	0	0	0	0	0	0	0	1900	0	0	0	5	11	3	0	0	0	0	0	0	0	0	0	27.2	30.3	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	2000	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	26.8	31.9	0	0	0	0	0
2100	7	6	6	0	0	0	0	0	0	0	0	0	2100	0	0	7	4	4	1	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	
0493	302	444	2	2	9	0	0	0	0	0	0	0	0719	19	45	190	178	80	0	1	0	0	0	0	0	0	0	24.9	29.3	0	0	0	0	0	
06-22	531	39	480	2	9	0	1	0	0	0	0	0	06-22	1	19	45	201	196	99	9	0	1	0	0	0	0	0	0	25	29.5	0	0	0	0	0
08-29	538	39	504	2	9	0	1	0	0	0	0	0	08-29	1	19	45	202	199	59	9	0	1	0	0	0	0	0	0	25	29.5	0	0	0	0	0
0400	549	41	496	2	9	0	1	0	0	0	0	0	0400	2	19	47	204	203	64	9	0	1	0	0	0	0	0	0	25.1	29.6	0	0	0	0	0

Advanced Transport Research

Report Id - CustomList-2695

Site Name - 22090-012

Description - KIDMORE END ROAD [60M]

Direction - West

22 June 2019

[illegible]

23 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin	0	10	15	20	25	30	Vbin	35	40	45	50	Vbin	55	60	Vbin	65	70	Vbin	75	80	Vbin	85	90	95	100	Mean	Vpp	85	90	95	100	ISL1 ACPO	ISL1% ACPO	ISL2 DFT	ISL2% DFT	
0000	6	0	5	0	1	0	0	0	0	0	0	0	0000	1	0	15	25	25	30	35	40	45	50	0	0	60	70	80	90	0	0	0	0	0	0	27.7	0	0	0	0	0	0	0	0	0	0	0	0		
0100	4	1	3	0	0	0	0	0	0	0	0	0	0100	0	0	0	1	1	1	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	26.9	0	0	0	0	0	0	0	0	0	0	0	0			
0200	2	1	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	22.9	0	0	0	0	0	0	0	0	0	0	0	0				
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.3	0	0	0	0	0	0	0	0	0	0	0	0				
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	0	0	0	0	0	0	0	0	0	0	0	0					
0500	0	0	0	0	0	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
0600	0	0	0	0	0	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
0700	7	6	0	0	1	0	0	0	0	0	0	0	0700	7	0	1	1	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	0	0	0	0	0	0	0	0	0	0	0	0			
0800	17	0	17	0	0	0	0	0	0	0	0	0	0800	0	0	0	1	2	2	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	28.2	32.5	0	0	0	0	0	0	0	0	0	0	0	0		
0900	23	3	20	0	0	0	0	0	0	0	0	0	0900	2	0	0	0	7	10	3	3	1	0	0	0	0	0	0	0	0	0	0	0	25	30.7	0	0	0	0	0	0	0	0	0	0	0	0			
1000	18	3	15	0	0	0	0	0	0	0	0	0	1000	0	0	0	0	10	10	6	30.3	1	0	0	0	0	0	0	0	0	0	0	0	25.6	30.3	0	0	0	0	0	0	0	0	0	0	0	0			
1100	29	3	26	0	0	0	0	0	0	0	0	0	1100	2	2	2	4	4	14	7	3	0	0	0	0	0	0	0	0	0	0	0	0	25.6	31.2	0	0	0	0	0	0	0	0	0	0	0	0			
1200	25	1	23	0	1	0	0	0	0	0	0	0	1200	0	2	2	7	7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26	30.5	0	0	0	0	0	0	0	0	0	0	0	0			
1300	37	3	34	0	0	0	0	0	0	0	0	0	1300	3	3	3	8	20	18	24.1	8	20	7	0	0	0	0	0	0	0	0	0	0	24.1	29.7	0	0	0	0	0	0	0	0	0	0	0	0			
1400	143	0	141	1	0	0	1	0	0	0	0	0	1400	1	8	11	63	56	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	27.2	0	0	0	0	0	0	0	0	0	0	0	0			
1500	59	66	1	2	0	0	0	0	0	0	0	0	1500	0	3	4	23	24	16	25.3	24	16	0	0	0	0	0	0	0	0	0	0	0	25.3	30.8	0	0	0	0	0	0	0	0	0	0	0	0			
1600	28	0	27	1	0	0	0	0	0	0	0	0	1600	0	3	4	6	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	29.1	0	0	0	0	0	0	0	0	0	0	0	0				
1700	25	0	23	0	2	0	0	0	0	0	0	0	1700	1	1	1	2	6	14	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	28	0	0	0	0	0	0	0	0	0	0	0	0				
1800	23	22	1	1	0	0	0	0	0	0	0	0	1800	0	0	0	4	5	10	25.9	4	5	0	0	0	0	0	0	0	0	0	0	25.9	31.9	0	0	0	0	0	0	0	0	0	0	0	0				
1900	15	0	14	0	1	0	0	0	0	0	0	0	1900	0	0	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	29.3	0	0	0	0	0	0	0	0	0	0	0	0				
2000	7	0	7	0	0	0	0	0	0	0	0	0	2000	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	25.7	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	4	4	0	0	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	26.9	0	0	0	0	0	0	0	0	0	0	0	0					
2200	4	0	4	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	1	0	1	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	0	0	0	0	0	0	0	0	0	0	0	0	0				
00:00	464	10	440	3	0	18	22	39	147	191	508	6	07:18	07:18	22	39	147	191	508	6	0	0	0	0	0	0	0	0	0	0	0	0	24.8	29.6	0	0	0	0	0	0	0	0	0	0	0	0				
00:22	490	10	465	3	11	0	1	0	0	0	0	0	06:22	7	22	41	157	204	53	6	0	0	0	0	0	0	0	0	0	0	0	0	24.8	29.6	0	0	0	0	0	0	0	0	0	0	0	0				
00:40	565	10	470	0	0	0	0	0	0	0	0	0	06:40	0	22	41	158	206	53	6	0	0	0	0	0	0	0	0	0	0	0	0	24.8	29.6	0	0	0	0	0	0	0	0	0	0	0	0				
00:59	509	12	481	3	12	0	1	0	0	0	0	0	06:59	7	22	43	160	211	54	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	29.6	0	0	0	0	0	0	0	0	0	0	0	0			

24 June 2019

[illegible]

25 June 2019

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
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Time	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Fix1	Time	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	IPSJL 65	IPSJL 68	ISLJL 68	ISLJL 75	ISLJL 75		
0000	1	0	0	0	1	0	0	0	0	0	0	0	0000	0	10	15	20	25	30	35	40	45	50	60	70	80	90	0	23.4	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0		
0300	1	1	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	26.9	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0		
0500	0	0	0	0	0	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	
0600	5	1	4	1	0	0	0	0	0	0	0	0	0600	0	2	2	2	2	2	1	0	0	0	0	0	0	0	26.1	0	0	0	0	2	0	0	0
0700	33	0	30	0	3	0	0	0	0	0	0	0	0700	0	2	0	5	15	7	3	1	0	0	0	0	0	0	27.9	33.6	0	0	0	0	0	0	0
0800	41	0	40	0	1	1	0	0	0	0	0	0	0800	0	2	4	7	22	5	1	0	0	0	0	0	0	0	25.5	30.7	0	0	0	0	0	0	0
0900	19	1	16	1	0	0	0	0	0	0	0	0	0900	0	1	9	9	10	8	1	0	0	0	0	0	0	0	25.3	28.7	0	0	0	0	0	0	0
1000	21	0	16	0	5	0	0	0	0	0	0	0	1000	0	0	0	6	10	4	1	0	0	0	0	0	0	0	27	30.4	0	0	0	0	0	0	0
1100	25	0	24	0	1	0	0	0	0	0	0	0	1100	0	0	2	4	13	5	1	0	0	0	0	0	0	0	28	32.3	0	0	0	0	0	0	0
1200	34	0	27	0	0	0	0	0	0	0	0	0	1200	0	1	1	16	10	6	1	0	0	0	0	0	0	0	26	31.5	0	0	0	0	0	0	0
1300	17	0	16	0	0	0	0	0	1	0	0	0	1300	0	0	0	1	14	2	0	0	0	0	0	0	0	0	27.5	29.8	0	0	0	0	0	0	0

Advanced Transport Research

Report Id - CustomList-2696

Site Name - Z2090-013

Description - A6074 UPPER WOODCOTE ROAD [50M]

Direction - North

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 50	IPSL% 50	ISL1 50	ISL1% 50	ISL2 50	ISL2% 50	
0000	66	0	60	0	4	0	0	0	0	1	1	0000	0	0	0	0	0	0	6	16	20	14	9	1	0	0	0	43.9	50.1	10	15.15	2	3.03	0	0	
0100	49	0	45	0	3	0	0	0	1	0	0	0100	0	0	0	0	0	0	3	9	14	15	8	0	0	0	0	44.6	50.8	8	16.33	3	6.22	0	0	
0200	29	0	27	1	0	0	0	0	0	1	0	0200	0	0	0	0	0	0	0	4	9	14	9	1	0	0	0	44.8	52	8	34.48	1	3.448	0	0	
0300	22	2	15	0	2	0	0	0	0	3	0	0300	0	0	0	0	0	0	2	1	8	5	5	0	1	0	0	47.2	57	6	27.27	3	13.64	1	4.545	
0400	37	3	33	0	3	0	0	0	0	0	0	0400	0	0	0	0	0	0	1	1	5	6	6	0	0	0	0	44.7	52.6	39	21.62	2	5.405	0	0	
0500	70	2	57	0	7	0	1	0	1	2	0	0500	0	0	0	1	0	0	1	9	21	16	15	5	1	1	0	47.3	56	22	31.43	9	12.86	5	7.143	
0600	136	4	115	0	13	1	2	0	0	1	0	0600	0	0	1	0	4	7	16	29	39	31	8	1	0	0	0	46.3	54.2	40	29.41	12	8.824	3	2.206	
0700	256	6	216	2	23	0	6	0	0	1	2	0700	0	0	3	0	0	6	41	90	76	31	7	2	0	0	0	44.9	50.3	40	15.63	11	4.297	3	1.172	
0800	325	11	277	1	27	0	4	2	1	1	1	0800	0	0	1	4	1	9	48	129	83	45	5	0	0	0	0	44.2	50.2	50	15.38	10	3.077	2	0.615	
0900	457	4	420	4	24	0	2	0	0	2	1	0900	0	0	0	2	2	23	134	156	106	30	4	0	0	0	0	42.4	47.9	34	7.44	6	1.313	1	0.219	
1000	456	8	414	2	28	0	1	0	1	0	2	1000	0	0	3	1	0	23	127	171	109	19	3	0	0	0	0	42.2	47	22	4.825	5	1.096	1	0.219	
1100	520	13	484	2	16	1	2	0	1	0	0	1100	0	0	6	1	3	26	100	220	102	57	5	0	0	0	0	43.1	48.8	62	11.92	8	1.538	2	0.385	
1200	571	10	529	4	23	0	0	0	0	0	1	1200	0	0	5	0	6	37	148	221	118	33	2	0	0	0	0	42	47.3	36	6.305	4	0.701	2	0.35	
1300	479	8	445	0	24	0	1	0	0	0	0	1300	0	0	1	4	2	21	113	180	111	40	3	1	2	1	2	1	43.1	48.4	47	9.812	12	2.505	6	1.253
1400	460	12	427	5	14	0	0	1	0	0	0	1400	0	0	1	0	1	20	104	168	121	38	5	2	0	0	0	43.4	48.5	45	9.783	11	2.361	4	0.87	
1500	433	15	393	4	17	0	0	1	0	2	1	1500	0	0	1	1	1	21	95	148	115	47	3	1	0	0	0	43.4	49.2	51	11.78	7	1.617	2	0.462	
1600	425	6	400	4	12	1	0	0	0	2	0	1600	0	0	0	0	0	0	13	87	170	118	35	0	2	0	0	43.6	48.2	37	8.706	2	0.471	2	0.471	
1700	395	1	382	1	7	0	0	0	1	2	1	1700	0	0	0	0	1	1	10	81	156	104	41	1	0	0	0	0	43.7	48.7	42	10.63	7	1.772	1	0.253
1800	375	5	344	2	22	0	1	0	0	0	0	1800	0	0	0	0	0	14	97	142	97	44	5	0	0	0	0	43.8	49.3	49	13.07	10	2.667	0	0	
1900	290	2	278	3	7	0	0	0	0	0	0	1900	0	0	0	0	0	1	8	53	114	79	30	1	3	0	0	0	44	49.1	34	11.72	6	2.069	3	1.034
2000	201	4	182	1	10	0	0	0	0	0	3	1	2000	0	0	0	0	0	1	5	39	75	47	28	5	1	0	0	44.6	50.5	34	16.92	8	3.38	2	0.995
2100	157	1	143	1	9	1	0	0	0	0	0	2100	0	0	0	0	0	2	11	37	56	25	23	3	0	0	0	43.2	50.7	26	16.56	5	3.185	1	0.637	
2200	124	1	114	2	4	1	0	0	0	0	1	2200	0	0	0	0	0	1	17	34	37	21	10	3	1	0	0	42.4	48.7	14	11.29	6	4.839	2	1.613	
2300	110	1	104	0	3	0	0	0	0	1	1	2300	0	0	0	0	0	0	13	26	41	18	8	2	1	0	0	0	42.3	47.6	11	10	4	3.636	2	1.818
07-19	5152	99	4731	31	237	3	17	3	7	12	12	07-19	0	1	20	16	16	235	1138	1951	1260	460	43	8	3	1	43.2	48.4	515	9.996	93	1.805	26	0.595		
06-22	9396	110	5449	36	276	5	19	3	7	17	14	06-22	0	2	22	16	24	266	1283	2225	1450	572	60	13	3	1	43.4	48.7	649	10.93	124	2.099	35	0.59		
06-00	5170	112	5687	38	283	19	19	3	8	19	15	06-00	0	2	21	16	25	296	1453	2302	1485	590	46	15	3	0	0	0	43.3	48.7	674	10.82	134	2.172	39	0.532
00-00	6443	116	5946	39	302	6	20	3	13	23	17	00-00	0	2	23	16	26	309	1387	2388	1554	644	72	17	4	1	43.4	48.8	738	11.45	154	2.38	46	0.714		

23 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 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	IPSL 50	IPSL% 50	ISL1 50	ISL1% 50	ISL2 50	ISL2% 50		
0000	85	0	82	0	2	0	0	0	0	0	0	0000	0	0	0	0	0	0	8	11	31	25	9	1	0	0	0	0	43.7	48.8	10	11.76	3	3.529	0	0	
0100	114	0	114	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	1	12	13	33	3	0	0	0	0	0	43.3	50.7	3	17.78	6	0	0	0	
0200	27	0	22	0	2	0	0	0	0	3	0	0200	0	0	0	0	0	0	0	4	5	7	2	0	0	0	0	0	43.9	54.6	9	33.33	2	7.407	0	3.704	
0300	32	0	26	0	4	0	0	0	0	0	0	0300	0	0	0	0	0	0	2	5	17	6	2	0	0	0	0	0	43.1	48.6	2	6.25	0	0	0	0	
0400	33	0	36	1	4	0	0	0	0	2	0	0400	0	0	0	0	0	0	0	7	15	14	6	0	0	0	0	0	46.2	51.9	7	16.28	1	2.326	1	2.326	
0500	50	1	44	0	3	0	0	0	0	1	0	0500	0	0	0	0	0	0	4	7	10	16	9	2	1	0	0	0	46.7	54	13	26	4	8	3	6	
0600	105	4	93	0	6	2	0	0	0	0	0	0600	0	0	1	0	0	0	17	26	35	17	7	1	1	0	0	0	47.5	54.8	26	24.76	10	9.524	4	3.81	
0700	162	7	138	1	14	0	0	0	0	1	0	0700	0	0	0	0	0	0	24	70	41	19	1	1	0	0	0	0	44.2	49.6	21	12.96	5	3.086	1	3.617	
0800	278	14	266	1	14	0	2	0	0	0	0	0800	0	0	0	0	0	2	16	70	99	52	26	3	0	0	0	0	41.9	48.4	30	10.79	5	1.079	3	1.079	
0900	397	20	353	3	16	0	1	0	1	1	2	0900	0	0	0	0	8	3	6	35	76	155	93	16	4	0	0	0	0	41.8	47.4	21	5.29	6	1.511	2	0.504
1000	434	7	412	0	12	0	1	0	0	1	1	1000	0	0	4	3	0	22	107	169	109	19	1	0	0	0	0	0	42.2	47.6	20	4.608	3	0.691	0	0	
1100	461	16	422	5	14	0	0	0	0	1	1	1100	0	0	3	1	2	3	46	119	175	146	24	6	0	0	0	0	41.6	46.8	27	5.857	2	0.434	0	0	
1200	520	11	496	4	6	0	1	1	1	1	0	1200	0	0	3	3	3	37	149	205	90	28	2	0	0	0	0	0	41.5	46.8	30	5.769	4	0.769	1	0.192	
1300	440	5	419	3	9	2	0	0	0	0	1	1300	0	0	0	0	0	1	40	122	160	84	19	3	1	0	0	0	41.6	46.5	23	5.227	5	1.136	2	0.455	
1400	478	10	455	12	11	0	0	0	0	0	0	1400	0	0	3	2	3	22	134	187	90	33	3	2	0	0	0	0	42.7	47.8	39	8.159	15	1.368	4	0.837	
1500	435	4	416	5	8	0	0	1	0	0	0	1500	0	0	1	0	0	2	14	112	168	103	32	2	0	0	0	0	42.9	47.8	35	8.046	3	0.69	2	0.468	
1600	424	8	408	1	7	0	0	0	0	0	0	1600	0	0	0	0	0	4	24	148	153	65	25	1	0	0	0	0	41.8	46.8	29	6.84	6	1.415	3	0.708	
1700	369	4	350	2	8	0	0	0	0	0	0	1700	0	0	3	2	17	35	113	138	96	19	7	0	0	0	0	0	41.7	46.4	26	6.046	10	1.232	0	0	
1800	318	3	299	1	7	0	0	0	0	0	0	1800	0	0	3	3	105	73	105	73	82	6	0	0	0	0	0	0	42.6	47.8	23	6.77	6	1.689	1	0.687	
1900	256	1	243	3	7	1	0	0	0	1	0	1900	0	0	0	0	0	1	8	39	98	73	35	2	0	0	0	0	44.3	49.8	37	14.45	5	1.953	0	0	
2000	203	1	191	1	3	0	0	0	0	1	3	1	2000	0	0	0	0	1	2	33	78	55	30	4	0	0	0	0	44.9	50.4	34	16.75	6	2.956	2	0.985	
2100	150	0	138	0	2	0	0	0	0	0	0	2100	0	0	0	0	0	2	36	40	47	27	6	0	0	0	0	44.5	50.4	27	11.47	5	1.687	0	0		
2200	112	0	104	0	1	0	0	0	0	0	0	2200	0	0	0	0	0	0	6	25	38	18	12	5	0	0	0	0	44.3	50.2	17	15.02	7	6.25	2	1.766	
2300	120	0	104	0	3	0	0	0	0	1	1	2300	0	0	0	0	0	0	1	13	16	18	6	2	0	0	0	0	44.3	50.2	17	15.02	4	8.111	0	0	
00:00:47	4714	109	4414	7	1319	7	9	16	8	1	10	07:18	97	18	29	16	29	320	1507	1766	940	288	434	330	7	6	0	0	42.1	47.4	330	7	6.833	20	0.462		
00:22	5428	115	5080	33	155	9	1	5	14	11	06:22	0	3	30	16	26	335	1396	2026	1490	394	444	9	4	2	0	0	0	42.5	47.9	454	8.364	105	1.934	27	0.497	
00:46	5616	123	5333	33	162	9	1	6	13	6	06:13	0	6	33	16	27	344	1452	2072	1516	511	519	10	6	0	0	0	0	42.7	47.9	468	8.773	107	1.976	27	0.497	
00:50	5869	117	5470	34	182	9	8	2	8	22	13	06:22	0	3	31	10	28	359	1481	2169	1254	453	56	10	3	0	0	0	42.6	48	528	8.956	126	2.147	34	0.579	

27 June 2019

28 June 2019

Virtual Day (7)

Virtual Week (1

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 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	IPSL 50	IPSL 57	IPSL 60	IPSL 67	IPSL 72	IPSL 75
--	49205	676	44516	251	30445	137	198	33	99	157	93	--	153	290	667	834	668	3085	12020	17248	10028	3719	409	83	19	6	41.6	47.8	4239	8.615	ACPO	1.766	DFT	0.463	

Advanced Transport Research

Report Id - CustomList-2696

Site Name - 22090-013

Description - A6074 UPPER WOODCOTE ROAD [50M]

Direction - South

22 June 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 55	IPSL 50	IPSL% 50	ISL1 50	ISL1% 50	ISL2 ACPO	ISL2% ACPO	DFT	ISL2% DFT
0000	74	1	69	0	2	0	0	0	0	0	1	1	0000	0	0	0	0	0	1	3	6	18	21	20	3	0	0	1	47.7	55.4	24	32.43	8	10.81	2	2.703		
0100	50	0	37	0	4	1	0	0	1	1	0	0	0100	0	0	0	0	0	0	7	11	11	14	4	0	0	0	0	47.7	57.3	18	36	0	0	0	0	0	0
0200	32	0	26	0	1	0	0	0	2	1	2	0	0200	0	0	0	0	0	0	4	5	6	8	6	3	0	0	0	0	45.7	55.9	9	28.13	4	12.5	2	6.25	
0300	25	0	18	0	5	0	0	0	0	1	1	0	0300	0	0	0	0	0	0	1	1	6	6	7	2	2	0	0	0	50	60.7	11	44	5	20	2	8	
0400	23	0	16	0	2	0	0	0	0	1	1	0	0400	0	0	0	0	0	0	0	0	0	4	7	2	0	1	0	47.83	58.04	11	47.83	6	26.69	2	8.696		
0500	46	0	26	0	9	1	1	0	1	5	3	0	0500	0	0	0	0	0	2	13	17	10	3	1	0	0	0	48.8	56.2	44	30.43	6	13.04	2	4.348			
0600	90	2	74	1	13	0	0	0	0	0	0	0	0600	0	0	0	0	0	1	1	7	19	15	34	12	1	0	0	50.3	60	47	52.22	18	20	3	3.333		
0700	162	3	147	2	26	0	4	0	0	0	0	0	0700	0	0	1	0	0	4	8	48	57	54	9	1	0	0	0	48.4	55.5	64	35.16	18	8.89	4	2.198		
0800	317	4	275	2	26	1	2	1	2	3	1	0	0800	0	0	0	0	2	0	7	50	100	95	57	5	0	1	0	45.5	51.6	63	19.87	14	4.416	3	0.946		
0900	432	7	405	2	12	1	2	0	1	1	1	1	0900	0	0	1	0	1	1	26	129	164	106	4	0	0	0	0	46.8	52.3	110	25.46	10	2.315	0	0		
1000	438	10	403	0	20	0	1	0	0	0	1	3	1000	0	0	6	10	6	18	45	130	135	82	6	0	0	0	0	44.6	51.4	88	20.09	16	3.653	2	0.457		
1100	460	14	423	0	20	1	0	0	0	0	1	3	1100	0	1	6	1	3	3	70	154	136	83	3	0	0	0	0	44.8	50.9	86	18.7	12	2.609	2	0.435		
1200	420	16	389	2	12	1	0	0	0	0	0	0	1200	0	2	3	0	2	20	72	120	133	62	5	0	1	0	44.4	50.4	68	16.19	14	3.333	2	0.476			
1300	422	12	390	0	19	0	0	0	0	0	0	0	1300	0	0	2	1	1	12	54	136	126	82	6	1	1	0	45.4	51.5	90	21.33	10	2.37	3	0.711			
1400	396	10	372	1	14	0	0	0	0	0	1	0	1400	0	0	0	0	2	8	36	110	158	75	5	0	0	1	46.3	51.4	81	20.45	16	4.04	3	0.758			
1500	432	8	404	1	18	0	0	0	0	0	0	0	1500	0	0	3	0	7	10	61	138	135	71	7	0	0	0	44.9	50.8	78	18.06	14	3.241	2	0.463			
1600	401	10	372	1	16	0	0	0	0	0	1	0	1600	0	0	1	0	0	3	32	109	170	72	12	1	1	0	46.9	51.2	86	21.45	25	6.244	4	0.998			
1700	409	9	380	1	16	0	0	0	0	0	0	0	1700	0	0	2	9	3	2	7	52	138	133	62	1	0	0	0	44.1	50.1	63	15.4	3	0.733	1	0.244		
1800	375	4	357	1	13	0	0	0	0	0	0	0	1800	0	0	0	0	0	9	47	106	134	76	3	0	0	0	45.8	51.4	76	19.76	6	1.6	0	0			
1900	322	5	307	0	7	0	0	0	0	0	0	0	1900	0	0	0	0	2	5	30	115	123	45	1	1	0	0	45.5	49.9	47	14.6	4	2.422	2	0.621			
2000	229	3	214	0	10	0	0	0	0	0	0	0	2000	0	0	0	0	0	7	27	77	77	36	4	0	0	0	45.5	50.8	41	17.9	7	3.057	1	0.437			
2100	155	1	149	0	4	0	0	0	0	0	0	0	2100	0	0	0	0	1	2	21	63	37	28	2	0	0	0	45.6	51.3	31	20	6	3.871	2	1.29			
2200	174	1	167	0	4	1	0	0	0	0	0	0	2200	0	0	0	0	2	10	34	38	57	31	1	0	1	0	44.7	51.3	33	18.97	3	1.724	1	0.575			
2300	143	1	137	0	3	1	0	0	0	0	0	0	2300	0	0	0	0	1	6	24	55	37	18	2	0	0	0	44.2	49.7	20	13.99	3	3	2.098	0	0		
07-19	4684	107	4317	13	208	4	9	1	9	8	8	8	07-19	0	6	32	17	24	102	553	1418	1576	882	66	3	4	1	45.5	51.3	956	20.41	158	3.373	26	0.555			
06-22	5480	118	5061	14	242	4	9	1	10	12	9	9	06-22	0	6	32	19	26	117	638	1692	1828	1025	85	6	4	2	45.6	51.3	1122	20.47	193	3.522	34	0.82			
06-40	5787	120	5265	16	248	9	12	8	10	12	11	11	06-40	0	6	32	18	29	133	1282	1924	1976	86	6	5	2	45.6	51.3	1175	20.27	199	3.454	35	0.804				
06-00	6047	122	5559	14	272	8	10	2	19	23	18	18	06-00	0	6	32	20	30	144	717	1847	1989	1138	105	10	6	3	45.6	51.4	1262	20.87	236	3.903	45	0.744			

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 9	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	IPSL 50	IPSL% 50	ISL1 50	ISL1% 50	ISL2 65	ISL2% 65		
0000	105	0	99	0	3	1	0	0	0	0	0	2	0000	0	0	0	0	0	0	0	1	12	31	34	21	6	0	0	0	47.2	54.1	27	25.71	9	8.571	4	3.81	
0100	27	0	23	0	3	1	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	5	18	15	48	50	6	0	0	47.5	54.9	9	33.33	2	7.407	0	0	
0200	27	0	23	0	3	1	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	8	9	9	9	0	0	0	0	47.5	54.9	9	33.33	2	7.407	0	0	
0300	25	0	22	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	2	8	7	6	2	0	0	0	0	47.8	55	8	32	2	8	1	4	
0400	27	0	24	0	2	0	0	0	0	0	0	1	0400	0	0	0	0	0	0	0	1	7	13	12	1	0	0	0	0	48.3	56.2	13	48.15	3	11.1	0	0	
0500	28	1	22	0	4	1	0	0	0	0	0	2	0500	0	0	0	0	0	0	0	2	4	5	8	4	0	0	0	0	51.1	64.5	14	50	7	25	3	10.71	
0600	69	2	59	1	4	1	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	1	4	13	25	21	4	1	0	0	49.1	55	26	37.68	7	10.14	2	2.899	
0700	113	3	94	2	11	1	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	4	18	13	41	27	7	3	0	0	48	54.8	37	32.74	14	12.39	6	5.31	
0800	163	7	144	0	10	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	2	4	12	35	51	49	3	1	0	0	46.6	53.5	53	32.52	10	1.603	3	1.84
0900	269	6	241	0	17	0	0	0	0	0	0	0	0900	0	1	1	0	0	0	9	34	79	81	59	3	2	0	0	0	45.8	51.9	64	23.79	14	5.204	4	1.487	
1000	421	14	387	3	17	0	0	0	0	0	0	0	1000	0	1	1	6	1	14	68	125	148	57	0	0	0	0	0	44.2	49.7	57	13.54	6	1.425	0	0		
1100	432	17	399	0	14	0	0	0	0	0	0	0	1100	0	0	0	0	0	7	16	50	160	141	39	5	0	0	0	0	43.5	49	44	10.19	9	2.083	1	0.231	
1200	410	9	389	1	9	0	0	0	0	0	0	0	1200	0	0	4	2	2	18	68	132	133	49	4	0	0	0	0	0	43.2	48.4	51	12.44	5	1.22	0	0	
1300	396	24	361	1	7	1	0	0	0	0	0	0	1300	0	0	6	4	6	13	61	146	127	33	0	0	0	0	0	0	43.3	48.5	33	8.333	2	0.505	0	0	
1400	427	19	395	1	8	0	0	0	0	0	0	0	1400	0	0	4	3	14	94	136	129	42	3	0	0	0	0	0	0	43.3	48.7	45	10.54	4	1.859	0	0	
1500	421	8	399	0	12	0	0	0	0	0	0	0	1500	0	0	2	1	2	11	39	149	151	63	2	1	0	0	0	0	45.1	50.1	66	15.68	7	1.663	3	0.403	
1600	492	16	455	2	14	0	0	0	0	0	0	0	1600	0	0	1	2	0	10	36	67	176	134	58	7	1	0	0	0	43.7	49.6	66	13.41	11	2.236	3	0.61	
1700	538	6	520	3	2	0	0	0	0	0	0	0	1700	0	0	2	0	0	1	11	85	194	172	69	3	1	0	0	0	44.5	49.8	73	13.57	10	1.859	2	0.372	
1800	470	18	451	0	10	0	0	0	0	0	0	0	1800	0	0	7	3	7	18	47	98	147	88	9	0	0	0	0	0	43.6	49.8	9	9.915	0	0	0	0	
1900	323	4	301	2	13	1	1	0	0	0	0	0	1900	0	0	0	0	0	2	5	41	87	116	65	4	1	2	0	0	46.3	51.6	72	22.29	15	4.644	3	0.929	
2000	217	0	213	0	3	0	0	0	0	0	0	0	2000	0	0	0	0	0	0	0	5	21	68	14	33	4	0	0	0	45.5	50.5	38	16.69	4	1.843	0	0	
2100	198	0	196	0	2	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	8	30	57	23	37	3	0	0	0	45.6	51.7	37	15.66	4	1.924	0	0	
2200	100	1	95	1	1	0	0	0	0	0	0	1	2200	0	0	0	0	0	0	0	8	27	39	21	5	0	0	0	0	47.5	54.3	26	26.3	10	10	1	0	
0001	61	0	51	0	1	0	0	0	0	0	0	0	0001	0	0	0	0	0	0	0	15	4	15	15	12	0	0	0	0	45.2	51.2	19	31.15	1	1.859	0	0	
0101	4552	137	4235	15	128	3	8	2	7	10	7	07-19	1	6	27	27	41	187	684	1473	1455	603	50	0	0	44.2	49.8	651	143	103	2.263	22	0.483					
06-22	5339	143	4976	18	176	5	9	3	8	12	9	06-22	1	4	27	28	24	209	789	1684	1735	759	54	11	2	0	0	0	0	44.8	50.1	826	15.78	138	2.585	29	0.543	
06-23	5444	1512	5132	1	194	1	15	0	10	15	0	06-23	1	6	27	27	44	177	1784	1656	1885	1818	81	1	0	0	0	0	0	0	44.8	50.1	826	15.78	138	2.585	29	0.543
06-24	5770	146	5371	20	193	9	9	3	8	14	7	06-24	1	6	27	28	44	214	815	1895	1864	84	82	12	2	0	0	0	0	0	44.7	50.4	861	16.66	184	3.189	41	0.711

1500	395	4	351	1	47	0	2	0	0	1400	0	0	1	0	3	14	93	172	82	26	0	0	0	42.8	47.5	30	7.995	4	7.172	1	0.253			
1800	400	4	341	1	38	1	0	0	1	1	2	1	0	1	5	24	80	172	80	35	0	0	0	45.5	48.1	36	9	0	0	0	1	0.25		
1800	503	7	448	1	42	0	1	1	1	1600	0	0	1	5	3	0	5	85	147	88	0	0	0	45.1	50.7	34	8.8	9	1.789	0.398	0.000			
1700	512	0	526	0	30	1	0	1	2	1700	0	2	0	1	1	15	67	211	201	69	5	0	0	44.8	47.7	75	13.11	7	1.224	2	0.35			
1800	561	3	532	1	24	0	1	0	0	1800	0	0	0	0	1	0	19	96	209	181	59	4	0	44	48.7	55	9.804	9	1.604	0	0			
1900	352	9	331	0	12	0	0	0	0	1900	0	0	0	0	1	1	10	66	130	96	45	2	2	44.4	49.7	49	13.92	11	1.325	2	0.568			
2000	12	260	75	0	12	0	0	0	0	2000	0	0	0	0	1	0	10	51	75	5	0	0	44.5	51.9	55	14.55	4	1.455	0	0				
2100	258	5	248	0	2	2	1	0	0	2100	0	0	0	0	0	2	14	59	88	52	36	4	3	44.2	51.8	43	16.67	11	4.284	4	0.88			
2200	132	0	120	3	8	1	0	0	0	2200	0	0	0	0	0	0	9	19	32	45	59	1	1	44.2	50.2	21	15.91	8	6.061	1	0.758			
2300	85	0	78	0	8	0	0	0	0	2300	0	0	0	0	0	1	34	24	15	10	0	0	44.6	52.4	17	16.75	12	4.778	0	0				
07-19	5243	62	4649	14	448	15	6	17	6	13	12	7	07-19	5	11	32	28	34	233	983	1942	1438	501	1	0	0	43.2	48.7	537	10.24	72	13.73	12	0.229
06-22	6366	80	5706	16	488	17	18	6	14	13	8	06-22	5	11	33	29	49	284	1159	2274	1782	676	51	13	0	43.5	49	740	11.62	127	1.995	25	0.933	
06-22	6366	80	5904	16	488	17	18	6	14	13	8	06-22	5	11	33	29	49	284	1159	2274	1782	676	51	13	0	43.5	49	740	11.62	127	1.995	25	0.933	
06-20	6767	82	6047	19	526	19	9	18	18	10	00-00	5	11	33	29	55	299	1239	2378	1995	777	61	15	0	43.7	49.3	826	12.81	127	2.335	32	0.473		

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Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Flx1	Time	Vbin	0	10	Vbin	15	20	25	30	Vbin	35	40	45	50	Vbin	55	60	65	70	75	80	85	90	Vbin	95	100	Mean	Vpp	85	IPSL	IPSL%	50	ISL	57	IPSL	ISL%	57	IPSL	ISL%	62	IPSL	ISL%
0000	17	1	15	0	1	0	0	0	0	0	0	0000	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	47.2	58.6	55	29.41	4	14.81	1	5.82													
0100	27	0	21	0	5	0	0	0	0	0	0	0100	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	51.6	59.5	15	55.56	3	17.85	2	7.807													
0200	19	0	13	0	5	0	1	0	0	0	0	0200	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	50.1	58.1	9	52.94	2	11.16	0	4.839													
0300	17	1	13	0	2	0	0	0	1	0	0	0300	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	50.1	58.1	9	52.94	2	11.16	0	4.839													
0400	29	0	13	0	9	0	0	0	0	0	0	0400	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	51.6	59.5	14	48.28	2	27.46	0	10.34													
0500	62	0	53	0	7	0	0	0	0	0	0	0500	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	51.6	59.5	14	48.28	2	27.46	0	10.34													
0600	277	6	248	0	21	0	1	0	0	0	0	0600	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	46.6	51.6	66	23.83	13	4.693	1	0.381													
0700	526	13	453	0	13	32	0	1	0	0	0	0700	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	43.4	48.3	47	9.307	6	0.89	0	0.09													
0800	448	0	369	0	1	33	0	2	4	0	0	0800	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	41.3	46.4	37	8.421	4	0.76	0	0.06													
0900	427	4	383	0	31	2	2	2	1	3	1	0900	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	35.1	41.5	3	0.703	0	0	0	0													
1000	6	327	0	0	0	0	0	0	0	0	0	1000	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	35.1	41.5	3	0.703	0	0	0	0													
1100	343	6	307	0	23	1	2	1	0	0	0	1100	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	35.1	41.5	3	0.703	0	0	0	0													
1200	336	4	295	2	24	5	2	0	0	0	0	1200	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	34.8	39.3	1	0.298	0	0	0	0													
1300	344	4	291	4	24	4	2	0	0	0	0	1300	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	34.8	39.3	1	0.298	0	0	0	0													
1400	341	6	299	0	30	2	0	1	1	0	0	1400	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	36.2	40.8	3	0.88	1	0.293	0	0													
1500	400	5	351	1	38	0	1	1	2	0	0	1500	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	41.4	47.3	35	8.75	4	1	0.225	0													
1600	624	11	537	0	33	375	0	0	0	0	0	1600	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	41.4	47.3	36	8.75	4	1	0.225	0													
1700	635	11	585	3	30	1	2	0	0	0	0	1700	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	44.4	48.8	59	9.291	8	1.26	3	0.473													
1800	219	0	24	2	24	2	0	0	0	0	0	1800	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	44.4	48.8	59	9.291	8	1.26	3	0.473													
1900	298	5	282	0	8	0	1	0	0	0	0	1900	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	44.5	50.6	56	18.79	15	5.334	2	0.326													
2000	319	7	299	0	8	2	0	0	0	0	0	2000	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	44.3	50.2	50	15.67	10	13.05	2	0.827													
2100	13	0	223	0	6	5	0	0	0	0	0	2100	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	45.2	53.3	5	1.28	15	5.13	0	0.167													
2200	138	1	132	0	0	0	0	0	0	0	0	2200	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	43.7	50	20	14.49	3	2.947	1	0.715													
2300	76	0	75	0	0	1	0	0	0	0	0	2300	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	44.7	51.9	19	25	3	3.174	1	1.316													
00:00	58	4515	10	38	18	0	28	18	10	0	0	00:00	58	4515	10	38	18	0	28	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	49.6	1269	10.66	4	0.846	6	0.187												
00:22	6195	10	5865	15	408	22	31	8	14	16	16	00:22	6195	10	5865	15	408	22	31	8	14	16	16	0	0	0	0	0	0	0	0	0	0	0	40.9	48	829	8.83	93	1.541	17	0.276												
00:48	6409	11	5772	15	412	23	31	6	15	16	16	00:48	6409	11	5772	15	412	23	31	6	15	16	16	0	0	0	0	0	0	0	0	0	0	0	41.1	48	888	8.863	99	1.504	17	0.274												
00:50	6500	13	5860	15	460	24	31	6	16	16	16	00:50	6500	13	5860	15	460	24	31	6	16	16	16	0	0	0	0	0	0	0	0	0	0	0	41.2	48	888	8.863	99	1.504	17	0.274												

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Time	Total	C1s									Time	Vbins										Mean	Vpp	IPSL		ISLT		ISLS							
		C1	C2	C3	C4	C5	C6	C7	C8	C9		C10	C11	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	50	50	50	50	50	50
0000	37	1	33	0	3	0	0	0	0	0	0000	0	0	0	0	0	10	14	0	0	0	0	48.8	52	13	35	14	3	8.08	2	5.05				
0100	26	0	22	0	3	1	0	0	0	0	0100	0	0	0	2	16	8	0	0	0	0	49.5	53.6	8	30.77	1	3.146	0	0	0	0	0			
0200	1	18	0	0	0	0	0	0	0	0	0200	0	0	0	0	3	1	0	0	0	0	48.9	62.2	4	30	0	0	0	0	0	0	0			
0300	22	0	18	0	0	0	0	0	0	0	0300	0	0	0	0	2	4	13	2	1	0	53.5	60.6	16	72.73	5	22.73	1	4.545	0	0	0			
0400	32	0	24	0	6	1	0	0	0	0	0400	0	0	0	0	1	3	9	15	4	0	51.7	59.6	19	59.38	6	18.75	1	3.425	0	0	0			
0500	57	4	47	0	5	4	0	0	0	0	0500	0	2	47	0	2	3	2	5.7	15	0	52	60.3	12	10.53	0	0	0	0	0	0	0			
0600	246	6	211	0	24	1	2	0	0	0	0600	0	3	1	1	1	2	4	28	55	51	58	6	0	0	0	0	0	0	0	0	0			
0700	446	10	401	3	28	2	2	0	1	0	0700	0	0	0	0	2	4	5	20	59	130	155	69	0	0	0	0	0	0	0	0	0			
0800	448	10	400	4	28	2	2	0	1	0	0800	0	0	0	3	66	33	3	66	133	155	69	44.3	50.7	62	17.22	4	0.263	0	0	0	0			
0900	414	6	395	0	39	3	4	0	0	0	0900	0	0	3	0	1	4	18	70	161	103	53	0	0	0	0	0	0	0	0	0	0			
1000	34	379	0	1	34	0	0	0	0	0	1000	0	0	0	0	0	0	10	6	117	6	46	51.1	68	20.61	9	1.425	0	0	0	0	0			
1100	347	6	291	0	37	2	5	0	1	1	1100	0	0	3	0	0	2	7	68	105	101	57	3	3	1	0	0	0	0	0	0	0			
1200	385	8	317	2	53	1	0	0	0	0	1200	0	0	2	1	2	5	10	126	137	53	4	0	0	0	0	0	0	0	0	0	0			
1300	39	335	0	1	379	0	0	0	0	0	1300	0	0	0	0	0	0	3	118	129	3	4	0	0	0	0	0	0	0	0	0	0			
1400	440	9	382	1	42	3	3	0	0	0	1400	0	1	2	14	0	1	11	26	66	137	147	46	3	0	0	0	0	0	0	0	0	0		
1500	430	12	385	1	34	0	4	0	0	0	1500	0	1	3	0	0	0	13	52	153	132	81	2	0	0	0	0	0	0	0	0	0	0		
1600	461	25	466	0	46	1	0	0	0	0	1600	0	0	0	0	0	0	18	67	154	38	67	0	0	0	0	0	0	0	0	0	0	0		
1700	488	4	459	1	22	0	0	0	0	0	1700	0	0	0	0	1	2	11	46	166	173	87	2	0	0	0	0	0	0	0	0	0	0		
1800	428	12	416	0	27	18	0	0	0	0	1800	0	0	0	0	0	0	22	73	226	145	81	0	0	0	0	0	0	0	0	0	0	0		
1900	473	6	394	0	12	0	0	0	0	0	1900	0	0	0	0	0	2	13	82	148	123	52	2	0	0	0	0	0	0	0	0	0	0		
2000	218	8	256	0	14	0	0	0	0	0	2000	0	0	1	3	1	0	10	52	87	68	51	5	0	0	0	0	0	0	0	0	0	0		
2100	10	159	0	0	210	0	0	0	0	0	2100	0	0	0	0	0	0	0	52	53	32	5	0	0	0	0	0	0	0	0	0	0	0		
2200	188	2	175	0	7	0	0	0	0	0	2200	0	0	0	0	0	0	4	13	29	72	49	21	0	0	0	0	0	0	0	0	0	0		
2300	116	0	108	0	0	0	0	2	1	0	2300	0	0	0	0	0	0	3	36	22	35	15	3	2	0	0	0	0	0	0	0	0	0		
00:01	16	85	4562	16	35	18	32	32	8	07:18	16	85	4562	16	35	18	32	8	07:18	16	85	4562	16	35	18	32	8	07:18	16	85	4562	16	35	18	32
06:22	6247	115	5882	16	458	12	34	1	10	08:20	5	19	216	851	2081	1967	868	46	11	2	0	44.7	50.3	1028	16.36	142	2.238	27	0.402	37	0.432	37	0.432		
06:28	6551	117	5885	16	473	12	34	3	12	9	08:20	5	19	216	851	2081	1967	868	46	11	2	0	44.6	50.3	1069	16.32	153	2.336	27	0.432	37	0.432			
06:30	6745	121	5927	16	484	14	38	15	12	9	08:20	5	19	216	851	2081	1967	868	46	11	2	0	44.6	50.3	1069	16.32	153	2.336	27	0.432	37	0.432			

Virtual Day (7)

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	Flx1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	IPSL	IPSL	ISL	ISL	ISL	ISL			
0000	46	1	42	0	2	0	0	0	0	0	1	0000			0	0	0	0	0	1	4	12	15	92	0	47.7	54.1	14	30.53	4	8.441			1.315							
0100	31	0	24	0	3	0	0	0	0	0	1	0100			0	0	0	0	1	2	8	9	9	2	0	48.4	55.9	11	36.28	4	12.86			1.226							
0200	19	0	15	0	2	2	0	0	0	0	0	0200			0	0	0	0	1	1	6	1	4	8	0	47.6	51.1	8	33.63	2	9.3	13.64									
0300	19	0	15	0	2	0	0	0	0	0	0	0300			0	0	0	0	1	1	4	5	7	2	1	0	50.75	9	45.93	3	15.56			1.444							
0400	25	0	20	0	4	0	0	0	0	0	0	0400			0	0	0	0	1	5	9		9	3	0	50.3	59.1	12	40.07	4	17.42			1.566							
0500	59	1	47	0	1	47	0	0	0	0	0	0500			0	0	0	0	2	11	10	26	2	11	0	49.2	63.6	6	34.36	2	17.1	13.41									
0600	212	4	188	1	16	1	0	0	0	0	0	0600			0	0	0	0	1	2	4	18	53	78	48	0	46.7	52.4	56	26.27	14	6.885	2	0.81							
0700	405	7	387	2	26	0	0	0	0	0	0	0700			0	0	0	0	1	23	47	138	115	41	4	0	43.1	48.7	11	11.11	7	1.83	2	0.49							
0800	408	8	386	0	1	0	0	0	0	0	0	0800			0	0	0	0	6	21	78	130	111	44	3	0	43.3	48	18	1.67	14	1.682	2	0.59							
0900	394	5	352	1	28	1	3	1	1	1	1	0900			1	2	2	10	35	73	125	97	47	2	1	0	42.7	49.4	49	12.52	7	1.779	1	0.363							
1000	33	328	376	1	1	0	0	0	0	0	0	1000			0	0	0	0	6	39	74	49	6	3	0	42.7	49.4	49	12.52	7	1.779	1	0.363								
1100	375	3	359	1	32	1	2	1	1	1	1	1100			0	0	0	0	7	33	69	116	97	44	2	0	42.8	49.4	47	12.43	7	1.779	1	0.363							
1200	377	6	335	2	28	2	1	0	0	1	1	1200			0	0	0	0	7	33	74	110	108	38	3	0	42.8	49	41	10.92	6	1.478	1	0.152							
1300	31	318	31	1	31	1	0	0	0	0	0	1300			0	0	0	0	2	49	121	99	4	2	0	42.8	49	41	10.92	6	1.478	1	0.152								
1400	402	8	358	1	31	0	1	0	0	1	1	1400			0	0	0	0	7	31	82	128	108	39	3	0	42.8	49.8	43	10.67	7	1.874	2	0.391							
1500	425	7	383	1	31	0	0	0	0	0	1	1500			0	0	0	0	1	3	20	67	155	121	54	1	0	44	49.6	57	13.41	7	1.613	1	0.235						
1600	264	28	422	0	16	0	0	0	0	0	1	1600			0	0	0	0	17	70	157	140	71	13	0	44.2	49.8	66	12.30	11	1.91	2	0.369								
1700	530	8	496	1	22	0	0	0	0	0	1	1700			0	0	0	0	2	15	73	185	179	68	3	0	44.5	49.7	71	13.47	8	1.428	1	0.269							
1800	454	6	496	2	18	0	0	0	0	0	0	1800			0	0	0	0	2	16	76	177	157	58	0	0	44.2	49.8	61	12.30	7	1.417	3	0.165							
1900	300	327	47	11	0	0	0	0	0	0	0	1900			0	0	0	0	2	13	56	113	106	41	3	0	44.7	51.3	56	16.86	2	4.686	2	0.266	2	0.466					
2000	257	7	236	0	9	0	0	0	0	0	0	2000			0	0	0	0	1	10	38	75	80	45	5	1	45.3	51.2	51	20.04	11	3.437	3	0.149							
2100	4	175	4	0	0	0	0	0	0	0	0	2100			0	0	0	0	2	10	58	58	52	2	0	44.9	52	38	23.94	12	1.634	2	0.266								
2200	137	1	129	0	0	0	0	0	0	0	0	2200			0	0	0	0	2	8	22	40	41	21	2	0	44.6	51	24	17.57	6	4.303	2	0.628							
2300	82	0	77	0	0	0	0	0	0	0	0	2300			0	0	0	0	2	14	26	21	25	2	0	45.6	52.1	18	22.42	4	5.594	2	1.926								
00:00	505	84	4533	19	37	31	19	07	19	84	4533	07	00	637	31	84	4533	19	37	31	19	07	19	84	4533	19	37	31	19	07	19	84	4533	19	37	31	19	07	19	84	4533
06:22	6032	106	5462	18	376	13	22	43	9	12	9	06:22	2	6	23	26	72	346	1071	1968	1748	790	51	9	2	1	43.8	49.7	824	13.86	131	2.178	27	0.402							
06:00	6251	106	5678	18	374	13	22	43	10	12	9	06:00	2	6	23	26	74	356	1054	2033	1810	790	51	9	2	1	43.8	49.7	866	13.86	142	2.282	27	0.402							
06:00	5459	104	5624	16	354	12	22	43	9	12	9	06:00	2	6	23	26	72	346	1071	1968	1748	790	51	9	2	1	43.8	49.7	824	13.86	131	2.178	27	0.402							

Virtual Week (1)

Time	Total	C1s										Time	Vbin										Mean	Vpp	JPSL		JSL1		JSL2				
		1	2	3	4	5	6	7	8	9	10		Flx1	0	10	20	30	40	50	60	70	80			90	100	ASPO	ASLT	DFT	DS			
Mon	6533	125	595	23	466	24	28	3	5	13	11	Mon	0	7	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95			
Tue	6603	48	5993	23	466	24	28	3	5	15	8	Tue	0	2	12	18	40	51	1182	2372	1835	764	57	5	1	2	44.2	49	1063	13.63	100		
Wed	6767	82	6047	19	526	19	19	9	18	18	10	Wed	5	11	33	29	55	299	1199	2378	1905	1177	615	15	0	43.7	48.3	853	12.62	158	2.335	32	0.426
Thu	6520	58	5607	15	440	24	31	9	18	113	8	Thu	6	2	31	41	239	1037	1485	1721	1383	577	54	7	2	41.2	48.3	841	9.742	128	1.85	28	0.478
Fri	6746	121	6279	48	536	38	35	3	18	8	11	Fri	23	61	24	21	63	214	1837	2115	1076	616	10	37	44.9	49.7	1210	37	549	30.7	14.9	37	0.489
Sat	6047	122	5559	14	272	8	2	19	23	18	13	Sat	0	6	32	20	30	144	717	1847	1889	1138	105	10	0	43.6	51.4	1262	20.87	236	3.903	45	0.744
Sun	5770	146	5371	20	173	9	9	3	8	17	14	Sun	1	45	27	28	44	214	815	1805	1869	864	82	12	2	44.7	50.7	1461	16.66	184	3.189	41	0.711

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 15	Vbin 16	Vbin 17	Vbin 18	Vbin 19	Vbin 20	Vbin 21	Vbin 22	Vbin 23	Vbin 24	Vbin 25	Vbin 26	Vbin 27	Vbin 28	Vbin 29	Vbin 30	Mean	Vpp	IPBL	IPBL%	ISLI	ISLI%	ISL2	ISL2%
--	45145	757	40839	130	2831	513	159	33	89	114	80			12	39	165	187	519	2520	7459	14547	13094	6007	6007	486	83	19	6	44	49	6603	14.63	1110	ACPO	2.92	DFT	0.53

Automatic Traffic Counts Classification Scheme							
Length	Axles & Groups		Vehicle Type	ARX Classification			
Type	Axles	Groups	Description	Class	Parameters	Parameters	Dominant Vehicle
Short up to 5.5m	Light Vehicles						
	2	1 or 2	Very Short Bicycle or Motorcycle	MC	1	d(1) < 1.7 and axles = 2	
	2	1 or 2	Short Saloon, Hatchback, Estate, 4WD, Pick-Up, Light Van, Bicycle, Motorcycle, etc.	SV	2	d(1) > 1.7m. d(1) < = 3.2m and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc.	SVT	3	groups = 3, d(1) > 2.1m. d(1) < = 3.2m. d(2) > = 2.1m and axles = 3,4,5	
	Heavy Vehicles						
	2	2	Two Axle Truck or Bus	TB2	4	d(1) > 3.2m and axles = 2	
	3	2	Three Axle Truck or Bus	TB3	5	axles = 3 and groups = 2	
	> 3	2	Four Axle Truck	T4	6	d(1) > 3.2m. axles = 3 and groups = 3	
Long 11.5m to 19.0m	3	3	Three Axle Articulated Three axle articulated vehicle or rigid vehicle and trailer	ART3	7	d(1) > 3.2m. Axles = 3 and groups = 3	
	4	> 2	Four Axle Articulated Four axle articulated vehicle or rigid vehicle and trailer	ART4	8	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 5 and groups < 2	
	5	> 2	Five Axle Articulated Five axle articulated vehicle or rigid vehicle and trailer	ART5	9	axles = 6 and groups > 2 or axles 6 and groups = 3	
	> = 6	> 2	Six Axle Articulated Six (or more) axle articulated vehicle or rigid vehicle and trailer	ART6	10	axles = 6 and groups >2 or axles > 6 and groups = 3	
	Ungrouped classes						
			Unclassifiable Vehicle		13		
			Unclassifiable Axle Event		0		

Appendix D: Junctions 9 Output

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.0.6896 © Copyright TRL Limited, 2018			
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Filename: 45675_5501_J004 v3.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 10/12/2020 11:11:35

- »2019 Baseline, AM
- »2019 Baseline, PM
- »2026 Future Baseline, AM
- »2026 Future Baseline, PM
- »2026 Future + Development, AM
- »2026 Future + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - 2019 Baseline								
Junction 1 - Arm A	0.1	0.59		A	0.0	0.08		A
Junction 1 - Arm B	2.5	26.08		D	1.4	16.72		C
Junction 1 - Arm C	0.9	5.40		A	0.5	2.57		A
Junction 2 - Arm A	0.3	8.19		A	0.0	0.98		A
Junction 2 - Arm B	16.7	178.67		F	1.0	13.63		B
Junction 2 - Arm C	0.9	7.22		A	0.7	7.17		A
[Lane Simulation] - 2026 Future Baseline								
Junction 1 - Arm A	0.1	0.78		A	0.0	0.08		A
Junction 1 - Arm B	2.6	28.28		D	1.8	18.29		C
Junction 1 - Arm C	1.3	7.39		A	0.4	2.54		A
Junction 2 - Arm A	0.3	10.27		B	0.1	1.56		A
Junction 2 - Arm B	30.7	330.36		F	1.9	24.74		C
Junction 2 - Arm C	1.0	7.53		A	0.7	7.20		A
[Lane Simulation] - 2026 Future + Development								
Junction 1 - Arm A	0.2	0.83		A	0.0	0.17		A
Junction 1 - Arm B	2.6	28.29		D	1.9	18.21		C
Junction 1 - Arm C	1.8	8.39		A	0.6	2.81		A
Junction 2 - Arm A	0.4	10.44		B	0.1	1.95		A
Junction 2 - Arm B	35.5	389.78		F	2.4	24.77		C
Junction 2 - Arm C	1.2	7.56		A	0.9	7.24		A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

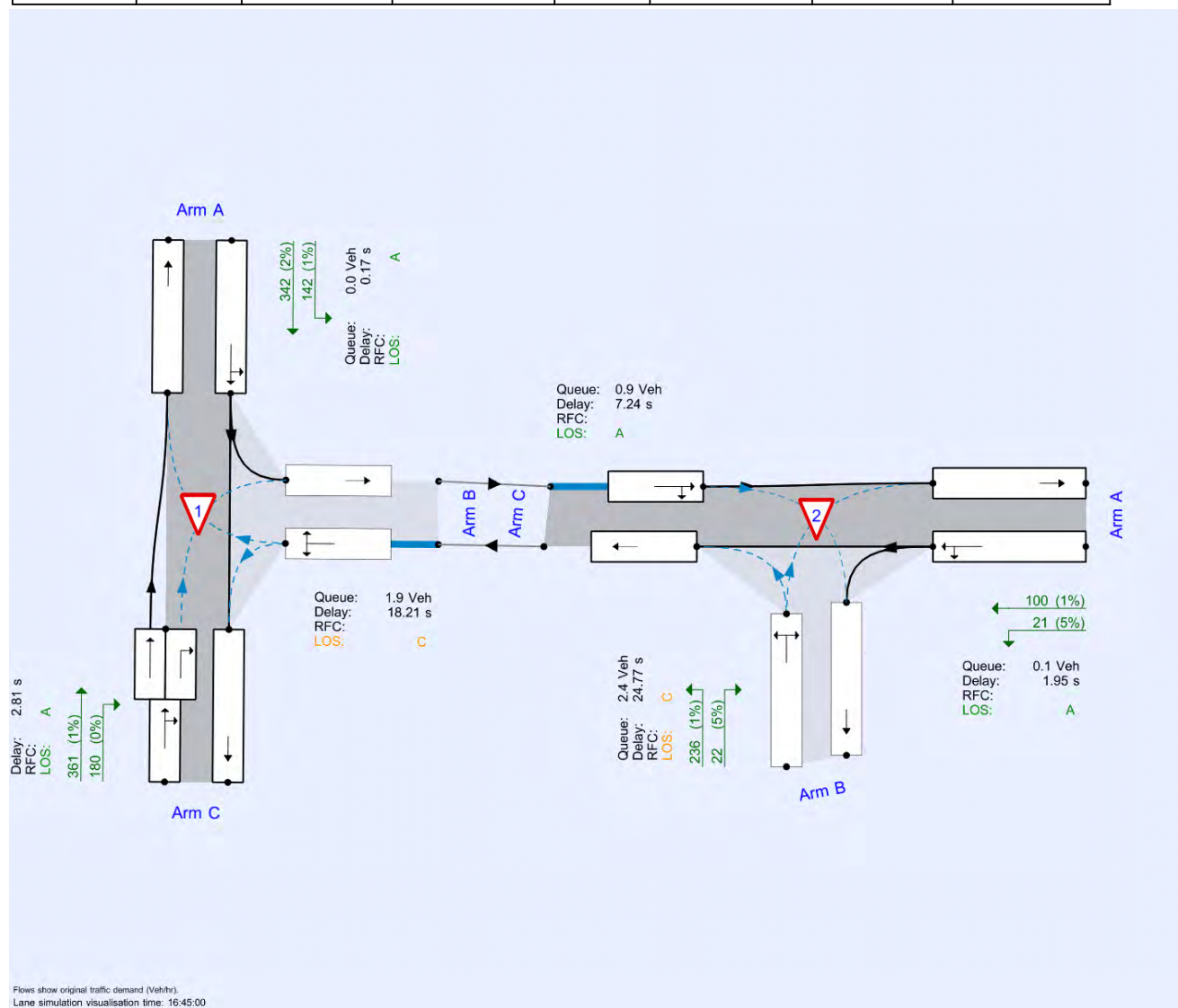
File summary

File Description

Title	45675_5501_J004
Location	Peppard Road - Kiln Road - Caversham Park Road
Site number	4
Date	25/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORPlerdeane
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			83768055	245	14.36

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.45	A
2	untitled	T-Junction	Two-way		66.79	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major
2	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.19		✓	5.00	178.5	✓	2.00
2	C	6.42				120.6	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1	B	One lane	4.52	90	44
2	B	One lane	5.00	39	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	609	0.105	0.266	0.167	0.380
1	B-C	751	0.109	0.276	-	-
1	C-B	884	0.325	0.325	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	602	0.108	0.272	0.171	0.389
2	B-C	767	0.115	0.292	-	-
2	C-B	644	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	A	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B	Entry	1	1	A, C	✓	3.00		0	99999	
		Exit	1	1		✓	3.00				
	C	Entry	1	1	A	✓	2.00		0	99999	
				2	B	✓	2.00		0	99999	
		Exit	1	1	(A, B)		Infinity				
2	A	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B	Entry	1	1	A, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	C	Entry	1	1	A, B	✓	2.70		0	99999	
		Exit	1	1		✓	3.00				

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
1	A	1	1		✓	✓
	B	1	1	✓		✓
	C	1	1	✓		
			2		✓	
		2	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
2	A	1	1		✓	✓
	B	1	1	✓		✓
	C	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	546	100.000
	B	✓				
	C		ONE HOUR	✓	571	100.000
2	A		ONE HOUR	✓	101	100.000
	B		ONE HOUR	✓	271	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

		To		
		A	B	C
From	A	0	198	348
	B	190	0	124
	C	366	205	0

Demand (Veh/hr)

Junction 2

		To		
		A	B	C
From	A	0	30	71
	B	28	0	243
	C	115	288	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	0	5	5
	B	21	0	3
	C	4	1	0

Heavy Vehicle Percentages

Junction 2

		To		
		A	B	C
From	A	0	0	6
	B	11	0	2
	C	2	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.59	0.1	A	501	751
	B	26.08	2.5	D	288	432
	C	5.40	0.9	A	520	780
2	A	8.19	0.3	A	94	141
	B	178.67	16.7	F	248	372
	C	7.22	0.9	A	371	557

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	412	103	412	436	413	0.0	0.0	0.052	A
	B	237	59	238	265	306	0.0	0.9	15.637	C
	C	431	108	431	448	362	0.0	0.3	2.507	A
2	A	75	19	75	81	110	0.0	0.0	0.533	A
	B	200	50	202	208	237	0.0	0.6	9.907	A
	C	306	77	305	312	237	0.0	0.6	6.346	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	500	125	499	514	500	0.0	0.1	0.242	A
	B	283	71	282	313	372	0.9	1.6	18.493	C
	C	520	130	519	528	428	0.3	0.4	3.297	A
2	A	96	24	96	97	132	0.0	0.1	1.666	A
	B	244	61	243	247	294	0.6	1.4	17.077	C
	C	372	93	372	372	283	0.6	0.8	6.850	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	604	151	605	627	598	0.1	0.1	0.540	A
	B	320	80	319	348	444	1.6	2.3	24.867	C
	C	624	156	629	646	511	0.4	0.7	5.125	A
2	A	112	28	111	115	155	0.1	0.3	6.404	A
	B	295	74	271	269	349	1.4	9.6	85.271	F
	C	444	111	445	451	320	0.8	0.9	7.216	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	588	147	589	627	595	0.1	0.1	0.588	A
	B	329	82	329	371	440	2.3	2.4	26.081	D
	C	613	153	616	644	500	0.7	0.9	5.403	A
2	A	116	29	116	120	159	0.3	0.3	8.185	A
	B	304	76	277	282	345	9.6	16.6	178.666	F
	C	440	110	441	455	329	0.9	0.8	7.199	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	488	122	488	510	524	0.1	0.0	0.268	A
	B	316	79	318	375	367	2.4	1.8	22.509	C
	C	517	129	518	535	433	0.9	0.4	3.337	A
2	A	90	23	91	97	135	0.3	0.1	4.706	A
	B	241	60	275	295	286	16.6	6.3	131.330	F
	C	367	92	367	375	316	0.8	0.7	6.822	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	413	103	413	432	412	0.0	0.0	0.077	A
	B	240	60	242	297	300	1.8	0.9	17.323	C
	C	415	104	415	441	358	0.4	0.3	2.527	A
2	A	74	19	74	77	106	0.1	0.0	1.287	A
	B	203	51	210	231	239	6.3	1.1	32.421	D
	C	300	75	300	313	240	0.7	0.5	6.354	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	412	412	436	0.0	0.0	0.052	A
		Exit	1	1		413	413	459	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	237	238	265	0.0	0.9	15.637	C
		Exit	1	1		307	306	315	0.0	0.2	1.534	A
	C	Entry	1	1	A	272	272	290	0.0	0.0	0.000	A
			2	1	B	159	159	158	0.0	0.2	6.259	A
		Exit	1	1	(A, B)	431	431	449	0.0	0.0	0.242	A
2	A	Entry	1	1	B, C	75	75	81	0.0	0.0	0.533	A
		Exit	1	1		110	110	112	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	200	202	208	0.0	0.6	9.907	A
		Exit	1	1		237	237	244	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	306	305	312	0.0	0.6	6.346	A
		Exit	1	1		235	237	244	0.0	0.2	4.353	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	500	499	514	0.0	0.1	0.242	A
		Exit	1	1		500	500	541	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	283	282	313	0.9	1.6	18.493	C
		Exit	1	1		372	372	374	0.2	0.2	2.363	A
	C	Entry	1	1	A	332	332	342	0.0	0.0	0.000	A
				2	B	187	187	186	0.2	0.4	7.144	A
		Exit	1	1	(A, B)	520	520	528	0.0	0.1	0.722	A
				1		428	428	439	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	96	96	97	0.0	0.1	1.666	A
		Exit	1	1		132	132	133	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	244	243	247	0.6	1.4	17.077	C
		Exit	1	1		294	294	296	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	372	372	372	0.6	0.8	6.850	A
		Exit	1	1		285	283	286	0.2	0.7	8.086	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	604	605	627	0.1	0.1	0.540	A
		Exit	1	1		598	598	643	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	320	319	348	1.6	2.3	24.867	C
		Exit	1	1		443	444	452	0.2	0.4	3.448	A
	C	Entry	1	1	A	408	408	421	0.0	0.0	0.000	A
				2	B	220	221	225	0.4	0.5	8.512	A
		Exit	1	1	(A, B)	624	628	646	0.1	0.2	2.095	A
				1		511	511	525	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	112	111	115	0.1	0.3	6.404	A
		Exit	1	1		155	155	159	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	295	271	269	1.4	9.6	85.271	F
		Exit	1	1		349	349	355	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	444	445	451	0.8	0.9	7.216	A
		Exit	1	1		322	320	318	0.7	1.8	17.499	C

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	588	589	627	0.1	0.1	0.588	A
		Exit	1	1		595	595	656	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	329	329	371	2.3	2.4	26.081	D
		Exit	1	1		438	440	454	0.4	0.3	3.354	A
	C	Entry	1	1	A	396	396	417	0.0	0.0	0.000	A
				2	B	219	220	227	0.5	0.5	8.528	A
		Exit	1	1	(A, B)	613	615	645	0.2	0.4	2.337	A
				1		500	500	532	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	116	116	120	0.3	0.3	8.185	A
		Exit	1	1		159	159	163	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	304	277	282	9.6	16.6	178.666	F
		Exit	1	1		345	345	358	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	440	441	455	0.9	0.8	7.199	A
		Exit	1	1		330	329	335	1.8	1.9	21.165	C

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	488	488	510	0.1	0.0	0.268	A
		Exit	1	1		524	524	589	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	316	318	375	2.4	1.8	22.509	C
		Exit	1	1		367	367	374	0.3	0.2	2.511	A
	C	Entry	1	1	A	332	332	348	0.0	0.0	0.000	A
				2	B	186	186	187	0.5	0.4	7.284	A
		Exit	1	1	(A, B)	517	518	535	0.4	0.1	0.757	A
				1		433	433	457	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	90	91	97	0.3	0.1	4.706	A
		Exit	1	1		135	135	141	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	241	275	295	16.6	6.3	131.330	F
		Exit	1	1		286	286	294	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	367	367	375	0.8	0.7	6.822	A
		Exit	1	1		312	316	336	1.9	1.1	16.066	C

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	413	413	432	0.0	0.0	0.077	A
		Exit	1	1		412	412	480	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	240	242	297	1.8	0.9	17.323	C
		Exit	1	1		301	300	313	0.2	0.2	1.564	A
	C	Entry	1	1	A	266	266	287	0.0	0.0	0.000	A
				2	B	149	149	154	0.4	0.3	6.343	A
		Exit	1	1	(A, B)	415	415	441	0.1	0.0	0.276	A
				1		358	358	377	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	74	74	77	0.1	0.0	1.287	A
		Exit	1	1		106	106	114	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	203	210	231	6.3	1.1	32.421	D
		Exit	1	1		239	239	248	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	300	300	313	0.7	0.5	6.354	A
		Exit	1	1		238	240	264	1.1	0.3	7.511	A

2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.88	A
2	untitled	T-Junction	Two-way		8.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	463	100.000
	B	✓				
	C		ONE HOUR	✓	507	100.000
2	A		ONE HOUR	✓	104	100.000
	B		ONE HOUR	✓	229	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To			
	A	B	C	
From	A	0	136	327
	B	132	0	160
	C	346	161	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	20	84
	B	21	0	208
	C	67	230	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		A	B	C
From	A	0	1	2
	B	2	0	0
	C	1	0	0

Heavy Vehicle Percentages

Junction 2

	To			
		A	B	C
From	A	0	5	1
	B	5	0	1
	C	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.08	0.0	A	423	635
	B	16.72	1.4	C	264	395
	C	2.57	0.5	A	466	699
2	A	0.98	0.0	A	93	140
	B	13.63	1.0	B	210	314
	C	7.17	0.7	A	277	415

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	342	86	342	350	349	0.0	0.0	0.008	A
	B	214	53	214	221	228	0.0	0.7	10.833	B
	C	379	95	377	385	356	0.0	0.2	1.841	A
2	A	73	18	73	80	68	0.0	0.0	0.012	A
	B	173	43	172	177	193	0.0	0.4	7.014	A
	C	228	57	229	226	214	0.0	0.3	6.103	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	417	104	417	421	430	0.0	0.0	0.017	A
	B	259	65	258	261	264	0.7	0.9	12.899	B
	C	457	114	457	457	439	0.2	0.2	2.069	A
2	A	88	22	88	91	82	0.0	0.0	0.199	A
	B	213	53	210	209	221	0.4	0.8	7.970	A
	C	264	66	265	266	259	0.3	0.5	6.261	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	493	123	493	514	508	0.0	0.0	0.082	A
	B	308	77	308	316	333	0.9	1.3	15.487	C
	C	550	137	549	557	508	0.2	0.5	2.550	A
2	A	111	28	111	114	92	0.0	0.0	0.550	A
	B	243	61	242	252	283	0.8	1.0	11.056	B
	C	333	83	331	326	308	0.5	0.7	7.173	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	518	129	518	527	532	0.0	0.0	0.079	A
	B	319	80	317	326	338	1.3	1.4	16.722	C
	C	566	142	566	567	531	0.5	0.4	2.567	A
2	A	115	29	114	117	101	0.0	0.0	0.976	A
	B	252	63	251	257	282	1.0	1.0	13.627	B
	C	338	84	338	336	319	0.7	0.7	7.069	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	411	103	412	422	432	0.0	0.0	0.007	A
	B	259	65	257	271	269	1.4	1.0	13.562	B
	C	461	115	460	465	430	0.4	0.3	2.102	A
2	A	89	22	88	95	79	0.0	0.0	0.265	A
	B	206	52	205	213	224	1.0	0.5	8.534	A
	C	269	67	269	272	259	0.7	0.5	6.658	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	358	89	358	358	365	0.0	0.0	0.010	A
	B	223	56	223	224	228	1.0	0.6	11.226	B
	C	383	96	384	388	372	0.3	0.1	1.929	A
2	A	83	21	83	82	65	0.0	0.0	0.072	A
	B	171	43	170	172	194	0.5	0.5	6.652	A
	C	228	57	230	230	223	0.5	0.3	6.317	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	342	342	350	0.0	0.0	0.008	A
		Exit	1	1		349	349	361	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	214	214	221	0.0	0.7	10.833	B
		Exit	1	1		228	228	228	0.0	0.0	0.556	A
	C	Entry	1	1	A	252	252	260	0.0	0.0	0.000	A
				2	B	126	125	125	0.0	0.2	5.394	A
		Exit	1	1	(A, B)	379	379	386	0.0	0.0	0.069	A
				1		356	356	367	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	73	73	80	0.0	0.0	0.012	A
		Exit	1	1		68	68	71	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	173	172	177	0.0	0.4	7.014	A
		Exit	1	1		193	193	189	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	228	229	226	0.0	0.3	6.103	A
		Exit	1	1		213	214	223	0.0	0.0	0.762	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	417	417	421	0.0	0.0	0.017	A
		Exit	1	1		430	430	430	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	259	258	261	0.7	0.9	12.899	B
		Exit	1	1		264	264	269	0.0	0.1	0.930	A
	C	Entry	1	1	A	313	313	311	0.0	0.0	0.000	A
				2	B	144	144	146	0.2	0.2	6.073	A
		Exit	1	1	(A, B)	457	457	457	0.0	0.0	0.125	A
				1		439	439	439	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	88	88	91	0.0	0.0	0.199	A
		Exit	1	1		82	82	82	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	213	210	209	0.4	0.8	7.970	A
		Exit	1	1		221	221	221	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	264	265	266	0.3	0.5	6.261	A
		Exit	1	1		259	259	262	0.0	0.2	2.136	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	493	493	514	0.0	0.0	0.082	A
		Exit	1	1		508	508	521	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	308	308	316	0.9	1.3	15.487	C
		Exit	1	1		334	333	329	0.1	0.2	1.960	A
	C	Entry	1	1	A	369	369	380	0.0	0.0	0.000	A
				2	B	180	180	178	0.2	0.4	6.838	A
		Exit	1	1	(A, B)	550	549	558	0.0	0.1	0.345	A
				1		508	508	537	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	111	111	114	0.0	0.0	0.550	A
		Exit	1	1		92	92	96	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	243	242	252	0.8	1.0	11.056	B
		Exit	1	1		283	283	276	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	333	331	326	0.5	0.7	7.173	A
		Exit	1	1		309	308	319	0.2	0.5	3.965	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	518	518	527	0.0	0.0	0.079	A
		Exit	1	1		532	532	535	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	319	317	326	1.3	1.4	16.722	C
		Exit	1	1		339	338	338	0.2	0.2	1.906	A
	C	Entry	1	1	A	386	386	387	0.0	0.0	0.000	A
				2	B	180	180	180	0.4	0.4	6.886	A
		Exit	1	1	(A, B)	566	566	567	0.1	0.0	0.364	A
				1		531	531	546	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	115	114	117	0.0	0.0	0.976	A
		Exit	1	1		101	101	99	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	252	251	257	1.0	1.0	13.627	B
		Exit	1	1		282	282	284	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	338	338	336	0.7	0.7	7.069	A
		Exit	1	1		320	319	327	0.5	0.5	5.190	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	411	412	422	0.0	0.0	0.007	A
		Exit	1	1		432	432	443	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	259	257	271	1.4	1.0	13.562	B
		Exit	1	1		267	269	273	0.2	0.1	1.168	A
	C	Entry	1	1	A	311	311	318	0.0	0.0	0.000	A
				2	B	149	149	147	0.4	0.2	6.113	A
		Exit	1	1	(A, B)	461	460	464	0.0	0.1	0.160	A
				1		430	430	443	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	89	88	95	0.0	0.0	0.265	A
		Exit	1	1		79	79	81	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	206	205	213	1.0	0.5	8.534	A
		Exit	1	1		224	224	230	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	269	269	272	0.7	0.5	6.658	A
		Exit	1	1		260	259	270	0.5	0.2	2.580	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	358	358	358	0.0	0.0	0.010	A
		Exit	1	1		365	365	369	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	223	223	224	1.0	0.6	11.226	B
		Exit	1	1		228	228	230	0.1	0.0	0.787	A
	C	Entry	1	1	A	264	264	265	0.0	0.0	0.000	A
				2	B	120	121	123	0.2	0.1	5.687	A
		Exit	1	1	(A, B)	383	383	388	0.1	0.0	0.116	A
				1		372	372	371	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	83	83	82	0.0	0.0	0.072	A
		Exit	1	1		65	65	67	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	171	170	172	0.5	0.5	6.652	A
		Exit	1	1		194	194	196	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	228	230	230	0.5	0.3	6.317	A
		Exit	1	1		223	223	222	0.2	0.1	1.057	A

2026 Future Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.74	A
2	untitled	T-Junction	Two-way		120.69	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	574	100.000
	B	✓				
	C		ONE HOUR	✓	601	100.000
2	A		ONE HOUR	✓	107	100.000
	B		ONE HOUR	✓	285	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

From	To			
		A	B	C
	A	0	208	366
	B	200	0	130
	C	385	216	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	32	75
	B	29	0	256
	C	121	303	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		A	B	C
From	A	0	5	5
	B	21	0	3
	C	4	1	0

Heavy Vehicle Percentages

Junction 2

	To			
		A	B	C
From	A	0	0	6
	B	11	0	2
	C	2	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.78	0.1	A	528	792
	B	28.28	2.6	D	298	447
	C	7.39	1.3	A	552	828
2	A	10.27	0.3	B	98	147
	B	330.36	30.7	F	261	392
	C	7.53	1.0	A	389	584

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	424	106	424	453	443	0.0	0.0	0.073	A
	B	249	62	250	276	315	0.0	1.1	16.127	C
	C	455	114	453	463	369	0.0	0.4	2.644	A
2	A	82	21	82	87	114	0.0	0.0	0.678	A
	B	219	55	217	221	250	0.0	0.8	11.035	B
	C	315	79	314	320	249	0.0	0.6	6.270	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	519	130	520	543	520	0.0	0.0	0.193	A
	B	294	74	295	325	380	1.1	1.7	20.671	C
	C	532	133	532	550	449	0.4	0.4	3.139	A
2	A	98	25	98	100	135	0.0	0.1	2.613	A
	B	256	64	251	254	300	0.8	2.9	33.089	D
	C	380	95	379	391	294	0.6	0.7	6.667	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	632	158	632	662	615	0.0	0.1	0.625	A
	B	309	77	309	350	460	1.7	2.4	26.403	D
	C	668	167	665	680	529	0.4	1.3	6.308	A
2	A	114	28	114	120	162	0.1	0.2	7.628	A
	B	311	78	255	267	360	2.9	15.6	140.175	F
	C	460	115	461	476	309	0.7	1.0	7.458	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	633	158	632	668	612	0.1	0.1	0.779	A
	B	311	78	311	355	473	2.4	2.4	28.280	D
	C	665	166	662	679	521	1.3	1.3	7.393	A
2	A	118	30	120	123	158	0.2	0.3	10.269	B
	B	309	77	250	261	376	15.6	30.8	330.355	F
	C	473	118	474	485	311	1.0	0.9	7.526	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	527	132	527	543	548	0.1	0.1	0.267	A
	B	343	86	343	392	389	2.4	2.3	24.287	C
	C	537	134	537	558	469	1.3	0.4	3.494	A
2	A	95	24	95	102	140	0.3	0.2	6.376	A
	B	259	65	308	312	309	30.8	19.3	286.287	F
	C	389	97	389	397	343	0.9	0.7	6.951	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	433	108	433	456	470	0.1	0.0	0.082	A
	B	283	71	285	358	318	2.3	1.5	20.282	C
	C	453	113	452	471	384	0.4	0.4	2.567	A
2	A	79	20	79	83	114	0.2	0.1	3.139	A
	B	215	54	251	286	255	19.3	4.0	100.928	F
	C	318	80	319	331	283	0.7	0.5	6.474	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	424	424	453	0.0	0.0	0.073	A
		Exit	1	1		443	443	478	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	249	250	276	0.0	1.1	16.127	C
		Exit	1	1		315	315	323	0.0	0.2	1.604	A
	C	Entry	1	1	A	295	295	302	0.0	0.0	0.000	A
				2	B	160	159	161	0.0	0.3	6.519	A
		Exit	1	1	(A, B)	455	454	464	0.0	0.0	0.315	A
				1		369	369	390	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	82	82	87	0.0	0.0	0.678	A
		Exit	1	1		114	114	118	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	219	217	221	0.0	0.8	11.035	B
		Exit	1	1		250	250	254	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	315	314	320	0.0	0.6	6.270	A
		Exit	1	1		249	249	254	0.0	0.4	4.993	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	519	520	543	0.0	0.0	0.193	A
		Exit	1	1		520	520	563	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	294	295	325	1.1	1.7	20.671	C
		Exit	1	1		379	380	392	0.2	0.2	2.187	A
	C	Entry	1	1	A	341	341	354	0.0	0.0	0.000	A
				2	B	190	191	195	0.3	0.3	6.884	A
		Exit	1	1	(A, B)	532	531	549	0.0	0.1	0.653	A
				1		449	449	463	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	98	98	100	0.0	0.1	2.613	A
		Exit	1	1		135	135	140	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	256	251	254	0.8	2.9	33.089	D
		Exit	1	1		300	300	306	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	380	379	391	0.6	0.7	6.667	A
		Exit	1	1		294	294	296	0.4	1.0	11.030	B

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	632	632	662	0.0	0.1	0.625	A
		Exit	1	1		615	615	666	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	309	309	350	1.7	2.4	26.403	D
		Exit	1	1		461	460	479	0.2	0.5	3.827	A
	C	Entry	1	1	A	430	430	440	0.0	0.0	0.000	A
				2	B	237	235	240	0.3	0.7	9.259	A
				2	(A, B)	668	667	682	0.1	0.6	2.946	A
		Exit	1	1		529	529	547	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	114	114	120	0.1	0.2	7.628	A
		Exit	1	1		162	162	165	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	311	255	267	2.9	15.6	140.175	F
		Exit	1	1		360	360	375	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	460	461	476	0.7	1.0	7.458	A
		Exit	1	1		309	309	319	1.0	2.0	20.525	C

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	633	632	668	0.1	0.1	0.779	A
		Exit	1	1		612	612	668	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	311	311	355	2.4	2.4	28.280	D
		Exit	1	1		474	473	485	0.5	0.5	4.126	A
	C	Entry	1	1	A	423	423	439	0.0	0.0	0.000	A
				2	B	239	240	240	0.7	0.6	9.659	A
				2	(A, B)	665	662	679	0.6	0.7	3.918	A
		Exit	1	1		521	521	549	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	118	120	123	0.2	0.3	10.269	B
		Exit	1	1		158	158	166	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	309	250	261	15.6	30.8	330.355	F
		Exit	1	1		376	376	383	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	473	474	485	1.0	0.9	7.526	A
		Exit	1	1		311	311	320	2.0	2.2	24.789	C

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	527	527	543	0.1	0.1	0.267	A
		Exit	1	1		548	548	614	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	343	343	392	2.4	2.3	24.287	C
		Exit	1	1		390	389	398	0.5	0.3	2.655	A
	C	Entry	1	1	A	341	341	361	0.0	0.0	0.000	A
				2	B	196	197	197	0.6	0.3	7.345	A
				2	(A, B)	537	537	557	0.7	0.1	0.881	A
		Exit	1	1		469	469	481	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	95	95	102	0.3	0.2	6.376	A
		Exit	1	1		140	140	148	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	259	308	312	30.8	19.3	286.287	F
		Exit	1	1		309	309	314	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	389	389	397	0.9	0.7	6.951	A
		Exit	1	1		342	343	352	2.2	1.6	19.259	C

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	433	433	456	0.1	0.0	0.082	A
		Exit	1	1		470	470	537	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	283	285	358	2.3	1.5	20.282	C
		Exit	1	1		317	318	331	0.3	0.1	1.803	A
	C	Entry	1	1	A	294	294	306	0.0	0.0	0.000	A
				2	B	158	158	165	0.3	0.3	6.356	A
		Exit	1	1	(A, B)	453	452	471	0.1	0.1	0.309	A
				1		384	384	417	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	79	79	83	0.2	0.1	3.139	A
		Exit	1	1		114	114	121	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	215	251	286	19.3	4.0	100.928	F
		Exit	1	1		255	255	264	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	318	319	331	0.7	0.5	6.474	A
		Exit	1	1		280	283	319	1.6	0.6	12.948	B

2026 Future Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.28	A
2	untitled	T-Junction	Two-way		12.67	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	484	100.000
	B	✓				
	C		ONE HOUR	✓	529	100.000
2	A		ONE HOUR	✓	109	100.000
	B		ONE HOUR	✓	239	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To			
	A	B	C	
From	A	0	142	342
	B	138	0	167
	C	361	168	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	21	88
	B	22	0	217
	C	70	240	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		A	B	C
From	A	0	1	2
	B	2	0	0
	C	1	0	0

Heavy Vehicle Percentages

Junction 2

	To			
		A	B	C
From	A	0	5	1
	B	5	0	1
	C	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.08	0.0	A	445	667
	B	18.29	1.8	C	281	421
	C	2.54	0.4	A	485	727
2	A	1.56	0.1	A	100	150
	B	24.74	1.9	C	220	329
	C	7.20	0.7	A	285	428

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	366	92	366	376	372	0.0	0.0	0.004	A
	B	224	56	225	229	232	0.0	0.7	11.568	B
	C	392	98	391	405	377	0.0	0.2	1.950	A
2	A	85	21	85	87	68	0.0	0.0	0.103	A
	B	170	43	172	180	197	0.0	0.3	7.316	A
	C	232	58	232	236	224	0.0	0.3	6.308	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	431	108	431	449	450	0.0	0.0	0.041	A
	B	283	71	283	275	278	0.7	0.9	13.124	B
	C	479	120	480	482	465	0.2	0.3	2.121	A
2	A	98	25	99	98	83	0.0	0.0	0.328	A
	B	220	55	220	217	232	0.3	0.5	8.805	A
	C	278	70	280	279	283	0.3	0.4	6.656	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	536	134	537	543	553	0.0	0.0	0.083	A
	B	338	84	339	330	345	0.9	1.7	17.925	C
	C	586	146	587	592	566	0.3	0.3	2.415	A
2	A	120	30	120	122	100	0.0	0.1	1.229	A
	B	269	67	266	265	292	0.5	1.9	19.151	C
	C	345	86	345	338	338	0.4	0.7	7.200	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	538	135	538	541	539	0.0	0.0	0.061	A
	B	335	84	337	345	340	1.7	1.6	18.291	C
	C	568	142	568	583	565	0.3	0.4	2.536	A
2	A	121	30	120	121	98	0.1	0.1	1.563	A
	B	258	65	265	272	294	1.9	1.3	24.736	C
	C	340	85	342	338	335	0.7	0.5	7.118	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	430	108	430	445	457	0.0	0.0	0.032	A
	B	282	71	282	289	278	1.6	1.1	13.859	B
	C	481	120	482	480	459	0.4	0.3	2.270	A
2	A	96	24	96	102	92	0.1	0.0	0.501	A
	B	227	57	228	227	226	1.3	0.6	11.901	B
	C	278	70	276	283	282	0.5	0.6	6.505	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	365	91	365	374	378	0.0	0.0	0.016	A
	B	223	56	228	233	237	1.1	0.5	11.665	B
	C	402	100	402	403	379	0.3	0.2	1.952	A
2	A	79	20	79	83	64	0.0	0.0	0.080	A
	B	174	44	175	183	203	0.6	0.4	7.572	A
	C	237	59	236	239	223	0.6	0.5	6.228	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	366	366	376	0.0	0.0	0.004	A
		Exit	1	1		372	372	382	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	224	225	229	0.0	0.7	11.568	B
		Exit	1	1		232	232	238	0.0	0.1	0.844	A
	C	Entry	1	1	A	268	268	277	0.0	0.0	0.000	A
				2	B	124	123	128	0.0	0.2	5.710	A
		Exit	1	1	(A, B)	392	392	406	0.0	0.0	0.125	A
				1		377	377	389	0.0	0.0	0.000	A
	2	A	1	1	B, C	85	85	87	0.0	0.0	0.103	A
						68	68	69	0.0	0.0	0.000	A
		B	1	1	A, C	170	172	180	0.0	0.3	7.316	A
						197	197	201	0.0	0.0	0.000	A
		C	1	1	A, B	232	232	236	0.0	0.3	6.308	A
						224	224	232	0.0	0.1	1.012	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	431	431	449	0.0	0.0	0.041	A
		Exit	1	1		450	450	454	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	283	283	275	0.7	0.9	13.124	B
		Exit	1	1		279	278	280	0.1	0.1	1.275	A
	C	Entry	1	1	A	325	325	330	0.0	0.0	0.000	A
				2	B	155	155	153	0.2	0.3	6.046	A
		Exit	1	1	(A, B)	479	480	483	0.0	0.0	0.192	A
				1		465	465	472	0.0	0.0	0.000	A
	2	A	1	1	B, C	98	99	98	0.0	0.0	0.328	A
						83	83	82	0.0	0.0	0.000	A
		B	1	1	A, C	220	220	217	0.3	0.5	8.805	A
						232	232	236	0.0	0.0	0.000	A
		C	1	1	A, B	278	280	279	0.3	0.4	6.656	A
						283	283	276	0.1	0.2	2.464	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	536	537	543	0.0	0.0	0.083	A
		Exit	1	1		553	553	558	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	338	339	330	0.9	1.7	17.925	C
		Exit	1	1		345	345	341	0.1	0.1	2.000	A
	C	Entry	1	1	A	401	401	409	0.0	0.0	0.000	A
				2	B	185	186	183	0.3	0.3	6.573	A
		Exit	1	1	(A, B)	586	586	592	0.0	0.0	0.364	A
				1		566	566	566	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	120	120	122	0.0	0.1	1.229	A
		Exit	1	1		100	100	99	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	269	266	265	0.5	1.9	19.151	C
		Exit	1	1		292	292	288	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	345	345	338	0.4	0.7	7.200	A
		Exit	1	1		340	338	335	0.2	1.0	6.581	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	538	538	541	0.0	0.0	0.061	A
		Exit	1	1		539	539	559	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	335	337	345	1.7	1.6	18.291	C
		Exit	1	1		340	340	339	0.1	0.1	1.825	A
	C	Entry	1	1	A	385	385	401	0.0	0.0	0.000	A
				2	B	184	184	182	0.3	0.3	6.557	A
		Exit	1	1	(A, B)	568	568	583	0.0	0.1	0.476	A
				1		565	565	571	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	121	120	121	0.1	0.1	1.563	A
		Exit	1	1		98	98	101	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	258	265	272	1.9	1.3	24.736	C
		Exit	1	1		294	294	286	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	340	342	338	0.7	0.5	7.118	A
		Exit	1	1		335	335	346	1.0	0.6	7.399	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	430	430	445	0.0	0.0	0.032	A
		Exit	1	1		457	457	460	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	282	282	289	1.6	1.1	13.859	B
		Exit	1	1		278	278	285	0.1	0.1	1.245	A
	C	Entry	1	1	A	328	328	324	0.0	0.0	0.000	A
				2	B	154	154	155	0.3	0.2	6.225	A
		Exit	1	1	(A, B)	481	482	479	0.1	0.0	0.247	A
				1		459	459	469	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	96	96	102	0.1	0.0	0.501	A
		Exit	1	1		92	92	88	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	227	228	227	1.3	0.6	11.901	B
		Exit	1	1		226	226	239	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	278	276	283	0.5	0.6	6.505	A
		Exit	1	1		281	282	288	0.6	0.1	3.144	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	365	365	374	0.0	0.0	0.016	A
		Exit	1	1		378	378	382	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	223	228	233	1.1	0.5	11.665	B
		Exit	1	1		238	237	240	0.1	0.1	0.869	A
	C	Entry	1	1	A	272	272	273	0.0	0.0	0.000	A
				2	B	130	130	130	0.2	0.2	5.657	A
		Exit	1	1	(A, B)	402	402	403	0.0	0.0	0.125	A
				1		379	379	389	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	79	79	83	0.0	0.0	0.080	A
		Exit	1	1		64	64	68	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	174	175	183	0.6	0.4	7.572	A
		Exit	1	1		203	203	206	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	237	236	239	0.6	0.5	6.228	A
		Exit	1	1		223	223	232	0.1	0.0	1.374	A

2026 Future + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.25	B
2	untitled	T-Junction	Two-way		139.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	574	100.000
	B	✓				
	C		ONE HOUR	✓	619	100.000
2	A		ONE HOUR	✓	110	100.000
	B		ONE HOUR	✓	289	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To		
	A	B	C
From	A	0	208
	B	200	0
	C	385	234

Demand (Veh/hr)

Junction 2

	To			
From		A	B	C
	A	0	32	78
	B	29	0	260
	C	128	314	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
From		A	B	C
	A	0	5	5
	B	21	0	3
	C	4	1	0

Heavy Vehicle Percentages

Junction 2

	To			
From		A	B	C
	A	0	0	6
	B	11	0	2
	C	2	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.83	0.2	A	526	789
	B	28.29	2.6	D	307	460
	C	8.39	1.8	A	567	850
2	A	10.44	0.4	B	102	152
	B	389.78	35.5	F	267	400
	C	7.56	1.2	A	404	606

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	442	111	442	461	433	0.0	0.0	0.103	A
	B	254	64	256	281	342	0.0	1.1	16.811	C
	C	459	115	459	481	381	0.0	0.4	3.098	A
2	A	80	20	80	87	122	0.0	0.0	0.665	A
	B	214	53	216	221	261	0.0	0.6	11.627	B
	C	342	85	340	340	254	0.0	0.7	6.550	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	512	128	512	541	534	0.0	0.1	0.389	A
	B	305	76	305	329	392	1.1	1.8	20.906	C
	C	560	140	559	574	450	0.4	0.7	4.025	A
2	A	100	25	100	103	140	0.0	0.1	3.040	A
	B	264	66	256	257	306	0.6	3.2	33.082	D
	C	392	98	394	407	305	0.7	0.7	6.915	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	639	160	640	665	611	0.1	0.1	0.781	A
	B	306	77	306	345	495	1.8	2.4	27.463	D
	C	690	172	691	706	532	0.7	1.6	7.956	A
2	A	118	30	118	121	170	0.1	0.4	9.355	A
	B	325	81	250	260	383	3.2	19.6	171.546	F
	C	495	124	494	499	306	0.7	1.1	7.480	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	628	157	627	663	605	0.1	0.2	0.830	A
	B	318	80	319	360	474	2.4	2.5	28.286	D
	C	675	169	670	698	534	1.6	1.8	8.387	A
2	A	125	31	126	129	159	0.4	0.4	10.443	B
	B	320	80	253	263	373	19.6	35.4	389.779	F
	C	474	118	471	497	318	1.1	1.1	7.561	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	507	127	507	534	554	0.2	0.0	0.355	A
	B	346	86	348	392	393	2.5	2.2	24.522	C
	C	563	141	563	582	469	1.8	0.6	4.487	A
2	A	102	25	101	104	149	0.4	0.2	6.792	A
	B	259	65	302	310	301	35.4	24.5	347.575	F
	C	393	98	390	410	346	1.1	0.8	7.134	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	429	107	428	454	466	0.0	0.0	0.171	A
	B	308	77	310	375	330	2.2	1.5	20.694	C
	C	456	114	458	475	400	0.6	0.3	2.830	A
2	A	85	21	85	89	121	0.2	0.0	3.593	A
	B	217	54	273	300	261	24.5	5.9	134.665	F
	C	330	82	329	342	308	0.8	0.5	6.482	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	442	442	461	0.0	0.0	0.103	A
		Exit	1	1		433	433	480	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	254	256	281	0.0	1.1	16.811	C
		Exit	1	1		342	342	343	0.0	0.2	1.856	A
	C	Entry	1	1	A	281	281	302	0.0	0.0	0.000	A
				2	B	178	178	179	0.0	0.3	6.727	A
		Exit	1	1	(A, B)	459	459	482	0.0	0.1	0.530	A
				1		381	381	399	0.0	0.0	0.000	A
	2	A	1	1	B, C	80	80	87	0.0	0.0	0.665	A
						122	122	122	0.0	0.0	0.000	A
		B	1	1	A, C	214	216	221	0.0	0.6	11.627	B
						261	261	265	0.0	0.0	0.000	A
		C	1	1	A, B	342	340	340	0.0	0.7	6.550	A
						253	254	259	0.0	0.3	5.400	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	512	512	541	0.0	0.1	0.389	A
		Exit	1	1		534	534	569	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	305	305	329	1.1	1.8	20.906	C
		Exit	1	1		391	392	408	0.2	0.3	2.831	A
	C	Entry	1	1	A	352	352	361	0.0	0.0	0.000	A
				2	B	206	206	213	0.3	0.5	7.531	A
		Exit	1	1	(A, B)	560	558	575	0.1	0.2	1.161	A
				1		450	450	466	0.0	0.0	0.000	A
	2	A	1	1	B, C	100	100	103	0.0	0.1	3.040	A
						140	140	147	0.0	0.0	0.000	A
		B	1	1	A, C	264	256	257	0.6	3.2	33.082	D
						306	306	316	0.0	0.0	0.000	A
		C	1	1	A, B	392	394	407	0.7	0.7	6.915	A
						304	305	301	0.3	1.0	11.406	B

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	639	640	665	0.1	0.1	0.781	A
		Exit	1	1		611	611	663	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	306	306	345	1.8	2.4	27.463	D
		Exit	1	1		494	495	500	0.3	0.5	4.157	A
	C	Entry	1	1	A	429	429	445	0.0	0.0	0.000	A
				2	B	262	262	261	0.5	0.7	9.621	A
				2	(A, B)	690	691	707	0.2	1.0	4.327	A
		Exit	1	1		532	532	552	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	118	118	121	0.1	0.4	9.355	A
		Exit	1	1		170	170	176	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	325	250	260	3.2	19.6	171.546	F
		Exit	1	1		383	383	387	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	495	494	499	0.7	1.1	7.480	A
		Exit	1	1		309	306	314	1.0	2.2	22.045	C

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	628	627	663	0.1	0.2	0.830	A
		Exit	1	1		605	605	664	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	318	319	360	2.4	2.5	28.286	D
		Exit	1	1		476	474	498	0.5	0.7	4.303	A
	C	Entry	1	1	A	421	421	440	0.0	0.0	0.000	A
				2	B	251	249	258	0.7	0.7	9.895	A
				2	(A, B)	675	672	699	1.0	1.1	4.665	A
		Exit	1	1		534	534	558	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	125	126	129	0.4	0.4	10.443	B
		Exit	1	1		159	159	170	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	320	253	263	19.6	35.4	389.779	F
		Exit	1	1		373	373	392	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	474	471	497	1.1	1.1	7.561	A
		Exit	1	1		318	318	327	2.2	2.3	25.003	D

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	507	507	534	0.2	0.0	0.355	A
		Exit	1	1		554	554	613	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	346	348	392	2.5	2.2	24.522	C
		Exit	1	1		395	393	408	0.7	0.4	2.978	A
	C	Entry	1	1	A	350	350	366	0.0	0.0	0.000	A
				2	B	213	214	216	0.7	0.4	7.861	A
				2	(A, B)	563	562	580	1.1	0.2	1.545	A
		Exit	1	1		469	469	487	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	102	101	104	0.4	0.2	6.792	A
		Exit	1	1		149	149	154	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	259	302	310	35.4	24.5	347.575	F
		Exit	1	1		301	301	320	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	393	390	410	1.1	0.8	7.134	A
		Exit	1	1		344	346	353	2.3	1.8	19.783	C

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	429	428	454	0.0	0.0	0.171	A
		Exit	1	1		466	466	536	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	308	310	375	2.2	1.5	20.694	C
		Exit	1	1		329	330	342	0.4	0.1	1.929	A
	C	Entry	1	1	A	285	285	299	0.0	0.0	0.000	A
				2	B	172	173	177	0.4	0.2	6.550	A
		Exit	1	1	(A, B)	456	456	474	0.2	0.0	0.367	A
				1		400	400	427	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	85	85	89	0.2	0.0	3.593	A
		Exit	1	1		121	121	129	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	217	273	300	24.5	5.9	134.665	F
		Exit	1	1		261	261	269	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	330	329	342	0.8	0.5	6.482	A
		Exit	1	1		305	308	336	1.8	0.9	13.835	B

2026 Future + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.58	A
2	untitled	T-Junction	Two-way		12.79	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	484	100.000
	B	✓				
	C		ONE HOUR	✓	541	100.000
2	A		ONE HOUR	✓	121	100.000
	B		ONE HOUR	✓	258	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To			
From		A	B	C
	A	0	142	342
	B	138	0	197
	C	361	180	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	21	100
	B	22	0	236
	C	75	247	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		A	B	C
From	A	0	1	2
	B	2	0	0
	C	1	0	0

Heavy Vehicle Percentages

Junction 2

	To			
		A	B	C
From	A	0	5	1
	B	5	0	1
	C	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.17	0.0	A	444	665
	B	18.21	1.9	C	301	451
	C	2.81	0.6	A	498	747
2	A	1.95	0.1	A	109	163
	B	24.77	2.4	C	233	350
	C	7.24	0.9	A	297	445

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	357	89	357	369	370	0.0	0.0	0.028	A
	B	250	62	249	257	240	0.0	0.8	11.792	B
	C	408	102	407	406	404	0.0	0.2	2.077	A
2	A	93	23	93	96	77	0.0	0.0	0.117	A
	B	187	47	189	199	195	0.0	0.3	8.537	A
	C	240	60	239	239	250	0.0	0.4	6.100	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	437	109	437	447	442	0.0	0.0	0.021	A
	B	296	74	296	300	288	0.8	1.1	13.979	B
	C	486	121	486	492	489	0.2	0.3	2.193	A
2	A	102	25	102	107	95	0.0	0.0	0.320	A
	B	235	59	235	237	232	0.3	0.7	9.630	A
	C	288	72	286	289	295	0.4	0.5	6.614	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	537	134	537	540	545	0.0	0.0	0.172	A
	B	361	90	364	362	367	1.1	1.9	17.793	C
	C	598	149	597	599	586	0.3	0.6	2.807	A
2	A	133	33	133	135	104	0.0	0.0	1.414	A
	B	275	69	272	280	307	0.7	2.0	20.564	C
	C	367	92	366	354	361	0.5	0.9	7.240	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	526	132	527	539	548	0.0	0.0	0.081	A
	B	343	86	342	362	356	1.9	1.8	18.208	C
	C	602	151	603	604	569	0.6	0.3	2.697	A
2	A	124	31	123	131	108	0.0	0.1	1.953	A
	B	276	69	268	279	295	2.0	2.4	24.775	C
	C	356	89	357	356	343	0.9	0.7	7.166	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	437	109	437	443	449	0.0	0.0	0.027	A
	B	308	77	305	318	286	1.8	1.4	15.170	C
	C	487	122	486	492	493	0.3	0.3	2.231	A
2	A	108	27	108	113	86	0.1	0.0	0.600	A
	B	241	60	242	244	240	2.4	0.7	14.234	B
	C	286	71	286	288	308	0.7	0.6	6.691	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	367	92	367	367	376	0.0	0.0	0.002	A
	B	248	62	246	264	244	1.4	0.9	11.690	B
	C	408	102	408	407	401	0.3	0.2	1.878	A
2	A	93	23	93	96	74	0.0	0.0	0.085	A
	B	187	47	188	200	203	0.7	0.4	7.709	A
	C	244	61	245	240	248	0.6	0.4	5.932	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	357	357	369	0.0	0.0	0.028	A
		Exit	1	1		370	370	376	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	250	249	257	0.0	0.8	11.792	B
		Exit	1	1		240	240	242	0.0	0.0	0.918	A
	C	Entry	1	1	A	269	269	269	0.0	0.0	0.000	A
				2	B	139	139	136	0.0	0.2	5.854	A
		Exit	1	1	(A, B)	408	408	407	0.0	0.0	0.090	A
				1		404	404	414	0.0	0.0	0.000	A
		Exit	1	1		404	404	414	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	93	93	96	0.0	0.0	0.117	A
		Exit	1	1		77	77	76	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	187	189	199	0.0	0.3	8.537	A
		Exit	1	1		195	195	197	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	240	239	239	0.0	0.4	6.100	A
		Exit	1	1		248	250	260	0.0	0.0	1.674	A
		Exit	1	1		248	250	260	0.0	0.0	1.674	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	437	437	447	0.0	0.0	0.021	A
		Exit	1	1		442	442	456	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	296	296	300	0.8	1.1	13.979	B
		Exit	1	1		288	288	291	0.0	0.1	1.335	A
	C	Entry	1	1	A	324	324	330	0.0	0.0	0.000	A
				2	B	162	162	162	0.2	0.3	6.034	A
		Exit	1	1	(A, B)	486	486	493	0.0	0.0	0.182	A
				1		489	489	493	0.0	0.0	0.000	A
		Exit	1	1		489	489	493	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	102	102	107	0.0	0.0	0.320	A
		Exit	1	1		95	95	93	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	235	235	237	0.3	0.7	9.630	A
		Exit	1	1		232	232	237	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	288	286	289	0.4	0.5	6.614	A
		Exit	1	1		296	295	302	0.0	0.2	2.962	A
		Exit	1	1		296	295	302	0.0	0.2	2.962	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	537	537	540	0.0	0.0	0.172	A
		Exit	1	1		545	545	553	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	361	364	362	1.1	1.9	17.793	C
		Exit	1	1		367	367	357	0.1	0.2	2.211	A
	C	Entry	1	1	A	392	392	399	0.0	0.0	0.000	A
				2	B	205	205	200	0.3	0.4	6.816	A
		Exit	1	1	(A, B)	598	597	599	0.0	0.1	0.507	A
				1		586	586	591	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	133	133	135	0.0	0.0	1.414	A
		Exit	1	1		104	104	105	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	275	272	280	0.7	2.0	20.564	C
		Exit	1	1		307	307	295	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	367	366	354	0.5	0.9	7.240	A
		Exit	1	1		360	361	366	0.2	0.9	7.107	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	526	527	539	0.0	0.0	0.081	A
		Exit	1	1		548	548	556	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	343	342	362	1.9	1.8	18.208	C
		Exit	1	1		354	356	357	0.2	0.1	2.013	A
	C	Entry	1	1	A	405	405	406	0.0	0.0	0.000	A
				2	B	197	197	198	0.4	0.3	6.918	A
		Exit	1	1	(A, B)	602	602	604	0.1	0.0	0.423	A
				1		569	569	593	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	124	123	131	0.0	0.1	1.953	A
		Exit	1	1		108	108	109	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	276	268	279	2.0	2.4	24.775	C
		Exit	1	1		295	295	295	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	356	357	356	0.9	0.7	7.166	A
		Exit	1	1		346	343	362	0.9	0.9	7.747	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	437	437	443	0.0	0.0	0.027	A
		Exit	1	1		449	449	461	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	308	305	318	1.8	1.4	15.170	C
		Exit	1	1		286	286	289	0.1	0.1	1.350	A
	C	Entry	1	1	A	320	320	327	0.0	0.0	0.000	A
				2	B	166	165	165	0.3	0.3	6.182	A
		Exit	1	1	(A, B)	487	486	492	0.0	0.0	0.140	A
				1		493	493	504	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	108	108	113	0.1	0.0	0.600	A
		Exit	1	1		86	86	88	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	241	242	244	2.4	0.7	14.234	B
		Exit	1	1		240	240	242	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	286	286	288	0.7	0.6	6.691	A
		Exit	1	1		309	308	316	0.9	0.4	4.648	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	367	367	367	0.0	0.0	0.002	A
		Exit	1	1		376	376	384	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	248	246	264	1.4	0.9	11.690	B
		Exit	1	1		244	244	240	0.1	0.0	0.766	A
	C	Entry	1	1	A	271	271	274	0.0	0.0	0.000	A
				2	B	137	136	134	0.3	0.2	5.548	A
		Exit	1	1	(A, B)	408	408	407	0.0	0.0	0.056	A
				1		401	401	416	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	93	93	96	0.0	0.0	0.085	A
		Exit	1	1		74	74	75	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	187	188	200	0.7	0.4	7.709	A
		Exit	1	1		203	203	199	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	244	245	240	0.6	0.4	5.932	A
		Exit	1	1		248	248	263	0.4	0.1	1.538	A

Appendix E: Stage 1 RSA Brief

TECHNICAL NOTE

Job Name: Reading Golf Course
Job No: 45675
Note No: 5500/TN009
Date: 13/05/21
Prepared By: Dale Harvey
Subject: Stage 1 Road Safety Audit Brief

1. Introduction

- 1.1. This technical note has been prepared as a briefing note for a Stage 1 Road Safety Audit (RSA).
- 1.2. A Stage 1 RSA is required for a number of proposed informal pedestrian crossings. The crossings form part of a package of works to improve the existing transport network and mitigate impacts from trips generated by the proposed re-development of Reading Golf Club. The pedestrian crossing locations are listed below and are illustrated in Figure 1.
- Lyefield Court
 - Kidmore End Road
 - Grove Road
 - Kidmore End Road / Peppard Road Junction

Figure 1: Location of pedestrian crossing improvements



DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Approved (Project Director)
45675/5500/TN009	-	13/05/21	Dale Harvey	Phil Brady

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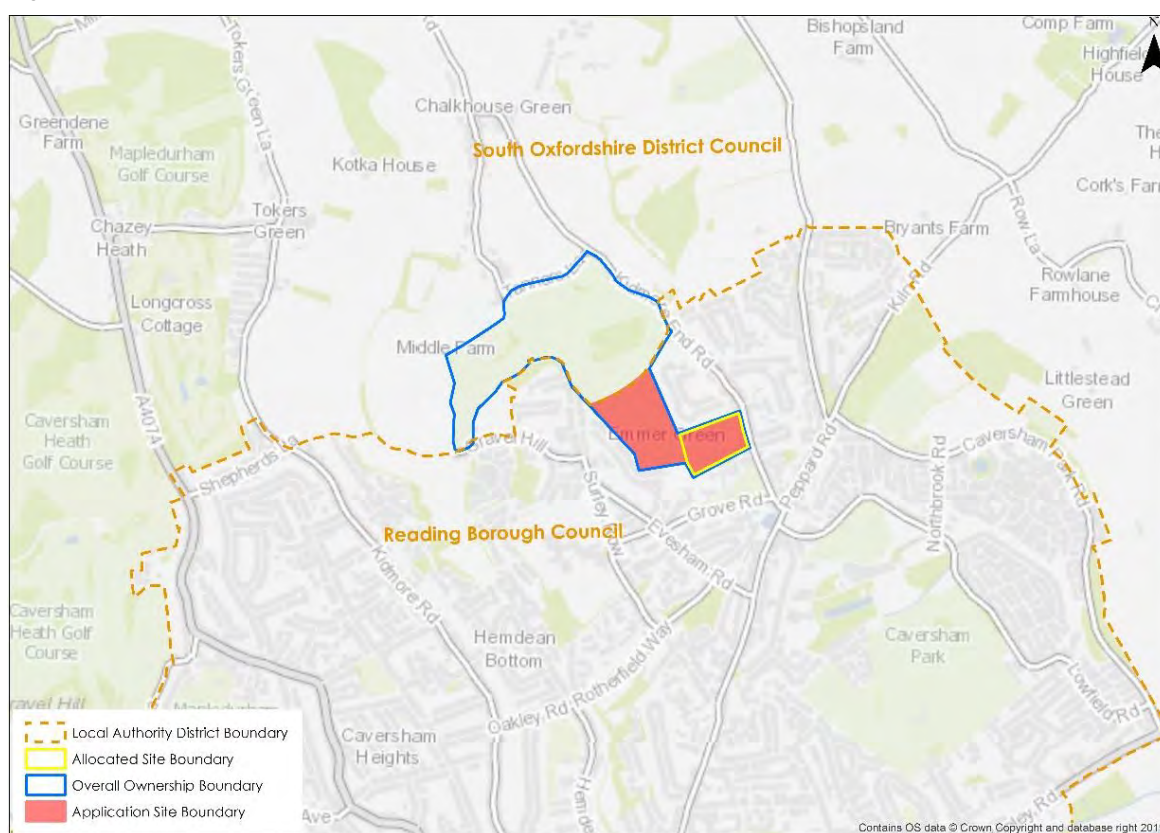
TECHNICAL NOTE

2. Background and Context

Site Location

- 2.1. Reading Golf Course is located in Emmer Green, off Kidmore End Road, Reading, Berkshire. The golf course is 42 ha in size and straddles two local authority administrative areas, Reading Borough Council (RBC) and South Oxfordshire District Council (SODC). The application site is located entirely within RBC, who are the local planning authority responsible for planning applications where the site is located. RBC are also the local highways authority.
- 2.2. Part of the application site is allocated for residential development in RBC's Local Plan for 90 to 130 residential homes, community provision including healthcare and replacement, clubhouse.

Figure 2: Site Location



Development Proposals

- 2.3. The development proposals are to deliver up to 260 new residential homes and a health centre circa 600sqm.
- 2.4. The illustrative masterplan is included in **Appendix A**.

TECHNICAL NOTE

3. Proposed Pedestrian Crossing Improvements

- 3.1. A raised informal crossing, comprising a flat-top speed hump with a Duratherm herringbone imprint, is proposed on Kidmore End Road, Lyefield Court at its junction with Kidmore End Road, and on Grove Road at its junction with Kidmore End Road. Traffic calming measures such as these can improve traffic safety at the junction by slowing vehicles down when entering and exiting the junction as well as increasing visibility of pedestrians to other road users. These informal crossings will be provided with tactile paving to facilitate the crossing of visually impaired pedestrians. Exact details of size of raised area and vertical deflection are to be agreed with RBC and discussed with Reading Buses as they route a bus service along Kidmore End Road.
- 3.2. A concept layout of the proposed pedestrian improvements is shown in **Drawing 45675/5501/004**.
- 3.3. Duratherm herringbone imprint is proposed to be provided at the Kidmore End Road / Peppard Road junction. There is currently a refuge island with tactile paving. The imprint is proposed to increase drivers awareness that pedestrians may be crossing the road here.
- 3.4. The imprint at this junction can be seen on **Drawing 4 45675/5510/006**.
- 3.5. These imprint style crossings have been installed by RBC at other locations in the borough. One location is outside their offices on Bridge Street.

4. Traffic Flows

- 4.1. Full junction capacity assessment input data is included in **Appendix B**, for the Grove Road/Kidmore End Road Junction and Kidmore End Road/Peppard Road junction. These show traffic flows and predicted capacity of the two junctions.
- 4.2. Lyefield Court did not form part of the traffic surveys that support the Transport Assessment. However, flows can be gauged by comparing the difference between the site access survey and Grove Road survey. This shows that maximum two-way traffic using Lyefield Court could be 12 vehicles in the morning peak hour and 25 vehicles in the evening peak hour. Traffic flows are likely to be lower due to some using St Benets Way.

5. Personal Injury Collision Data

- 5.1. Stantec has obtained personal injury data covering the highway network surrounding the site and the junctions in the Transport Assessment study area for the most recent three-year period from 1st October 2016 to 30th September 2019. This information was obtained from RBC and included in **Appendix C**.
- 5.2. The personal injury data has been analysed to understand if there are any existing safety issues in the proposed study area that may be adversely affected by the development proposals. **Table 1** provides a summary of the collision data within the study area. A plan of the accident locations is shown in **Figure 3**.

TECHNICAL NOTE

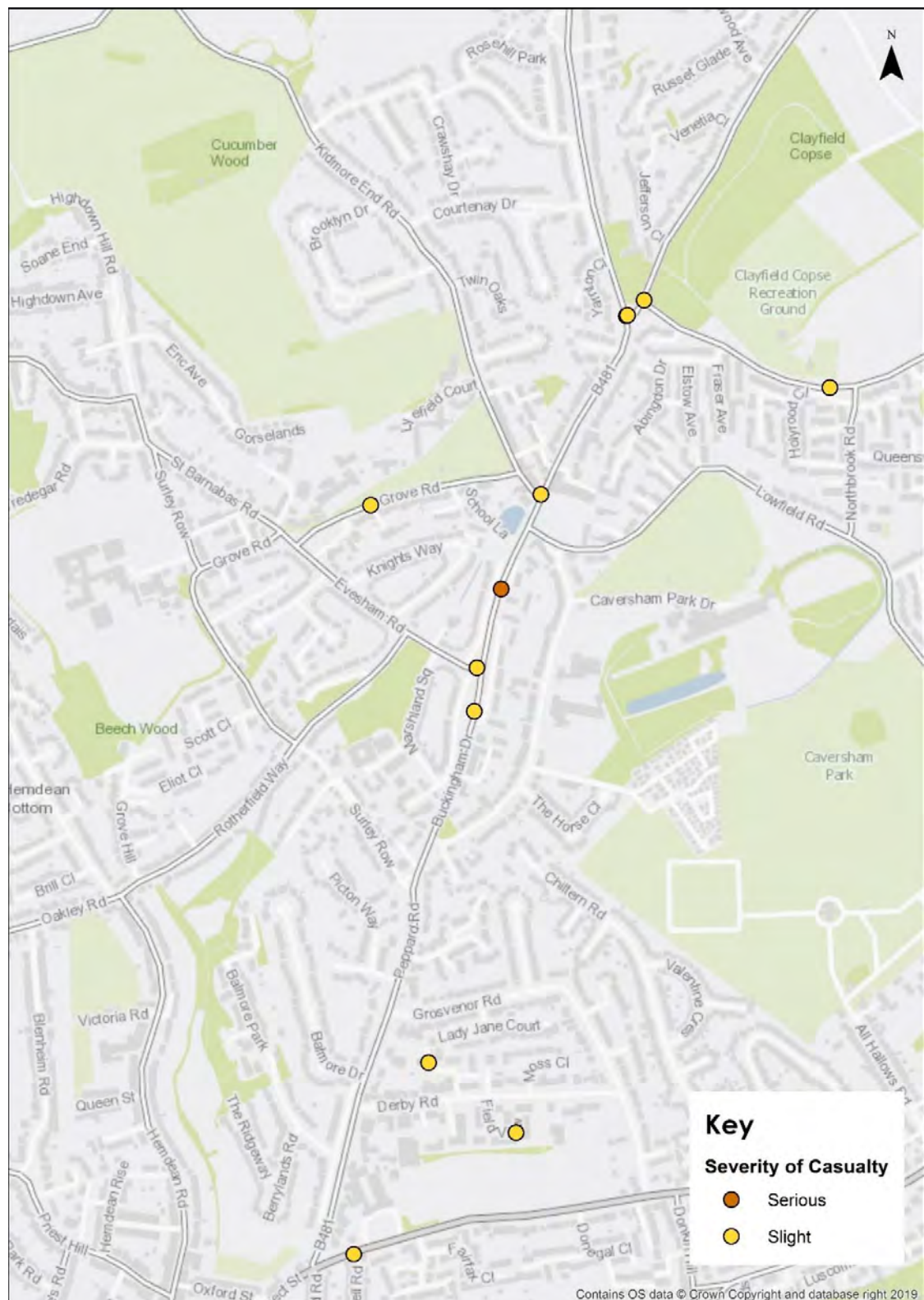
Table 1: Accident Data Summary

Casualty	Severity of Casualty	Year			
		1	2	3	Total
Total	Fatal	0	0	0	0
	Serious	0	0	1	1
	Slight	2	2	7	11
	Total	2	2	8	12
Pedestrian	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	0	0	2	2
	Total	0	0	2	2
Cyclist	Fatal	0	0	0	0
	Serious	0	0	1	1
	Slight	0	1	1	2
	Total	0	1	2	3

- 5.3. **Table 1** shows that during the 36-month period between 1st October 2016 to 30th September 2019, there were 12 collisions resulting in 1 (8%) serious injuries and 11 (92%) slight injuries.
- 5.4. Of the accidents recorded within the 36-month time period, 5 (42%) accidents involved vulnerable road users (2 accidents involving pedestrians and 3 involving cyclists). Further analysis of these accidents concludes that each of these accidents was caused by driver error.
- 5.5. Following a detailed review of the data, no accidents appear to have been caused by highway layout and there are no clusters or accident blackspots.

TECHNICAL NOTE

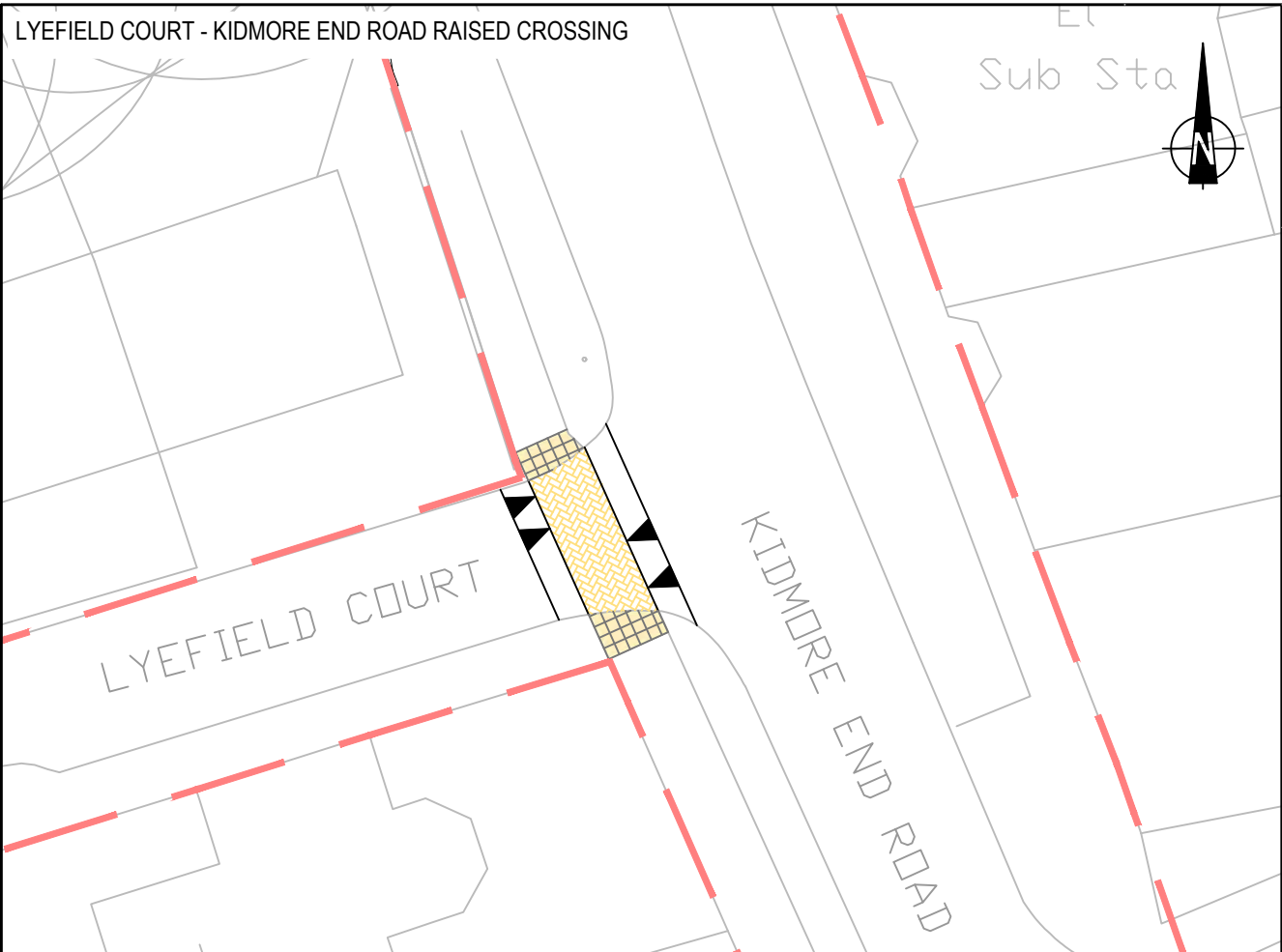
Figure 3: Accident Data Location Plan



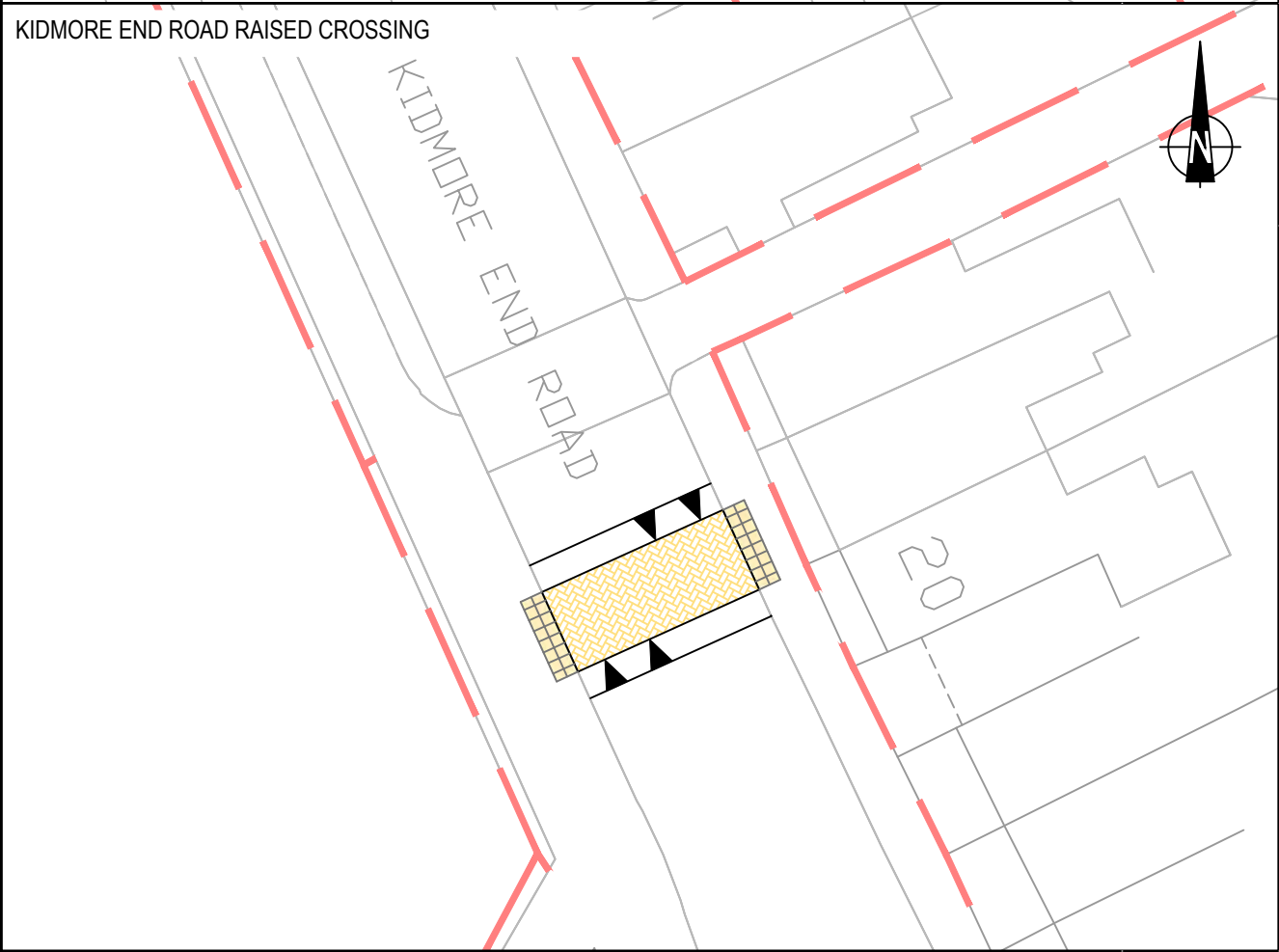
TECHNICAL NOTE

Drawings

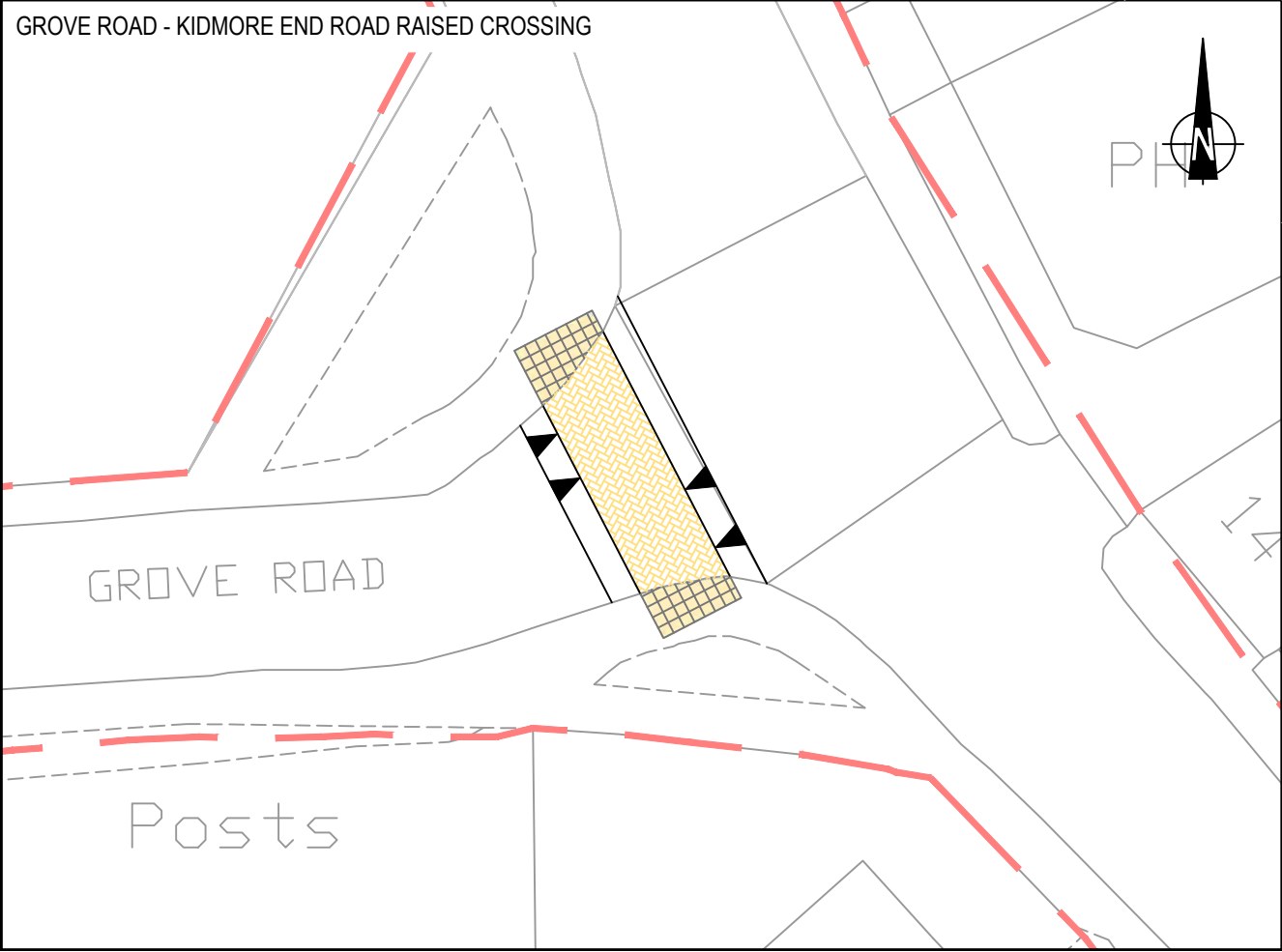
LYEFIELD COURT - KIDMORE END ROAD RAISED CROSSING



KIDMORE END ROAD RAISED CROSSING



GROVE ROAD - KIDMORE END ROAD RAISED CROSSING



KEY

HIGHWAY BOUNDARY

Mark	Revision		Date	Drawn	Chkd
					Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

READING GOLF CLUB
PROPOSED RAISED CROSSINGS

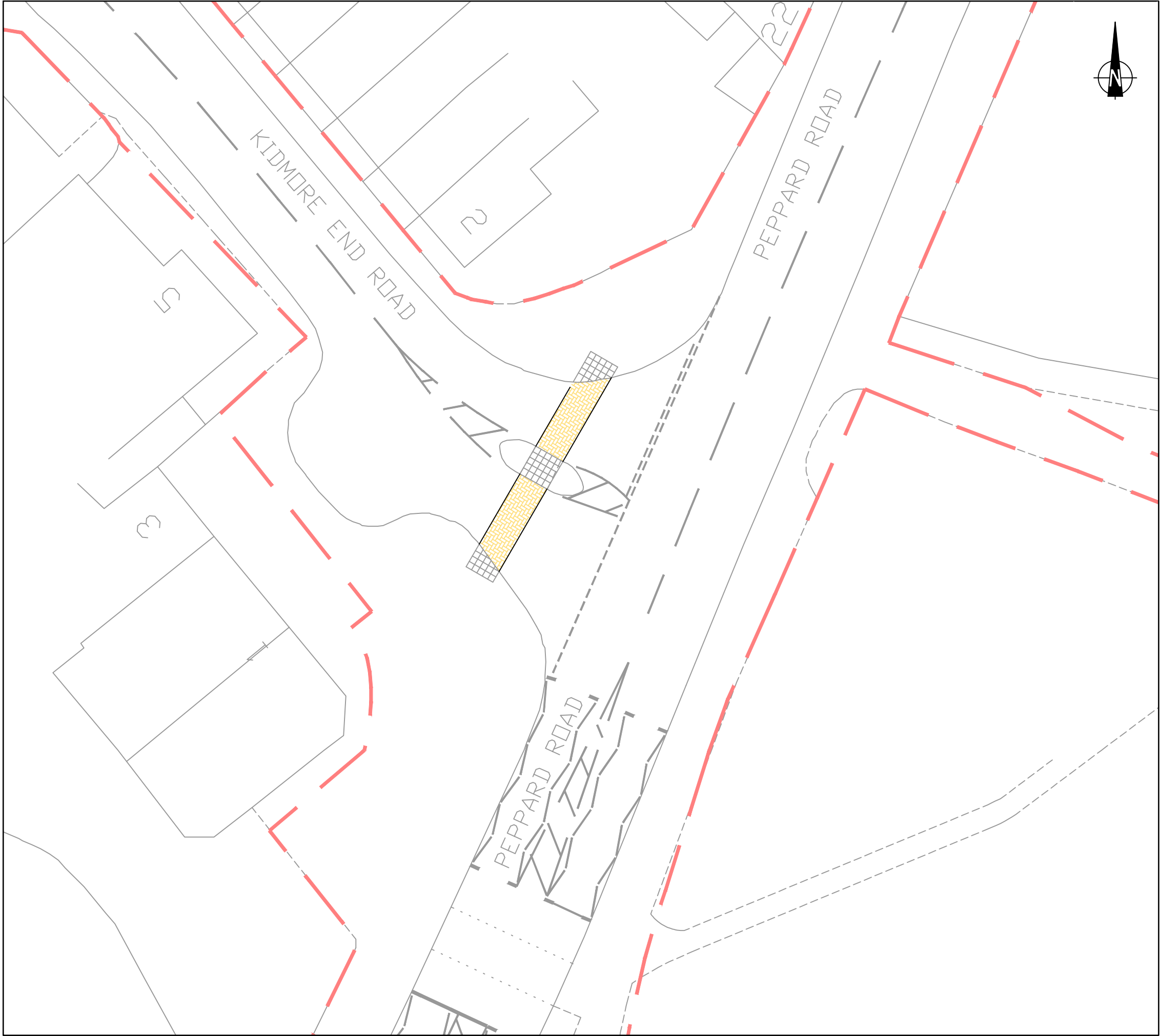
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A3 Scale 1:200	Checked DH	Approved -
Drawing Number 45675/5510/004		Revision -



KEY

HIGHWAY BOUNDARY

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Drawing Issue Status

DRAFT CONCEPT

READING GOLF CLUB
KIDMORE END ROAD / PEPPARD ROAD
PROPOSED IMPRINT AT CROSSING



Date of 1st Issue	Designed	Drawn
13/05/21	ED	ED
A3 Scale	Checked	Approved
1:250	DH	-
Drawing Number	Revision	
45675/5510/006	-	

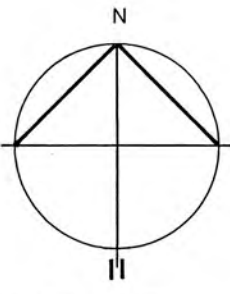
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TECHNICAL NOTE

Appendix A: Illustrative Masterplan

SCALE
0m 5m 10m 20m 50m 100m



Fairfax

Fairfax (Reading) Ltd and Reading Golf Club Ltd

Scale: 1 : 1000 @ A1 Drn By: PjH Date: Dec '20

Drg No: 2054/PL.04 Rev A

Project: Land at:
READING GOLF CLUB
KIDMORE END ROAD,
EMMER GREEN, READING

Drawing Title:
SITE LAYOUT

Copyright: Paul J Hewett R.I.B.A. Chartered Architect

Paul Hewett R.I.B.A.

CHARTERED ARCHITECT

Paul Hewett BA(Hons)DipArch(Hons)R.I.B.A.

CHARTERED ARCHITECT

51 Fouldale Drive - The Dell - Angmering - West Sussex - BN16 4HF



Appendix B: Junction Capacity Assessment Outputs

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: 45675_5501_J001.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 12:57:01

»2026 Future + Development, AM

»2026 Future + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Future + Development								
Stream B-ACD	0.2	8.79	0.17	A	0.1	8.30	0.11	A
Stream A-BCD	0.0	5.20	0.00	A	0.0	4.98	0.01	A
Stream D-ABC	0.0	5.82	0.02	A	0.0	5.92	0.02	A
Stream C-ABD	0.0	5.43	0.01	A	0.0	5.73	0.03	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

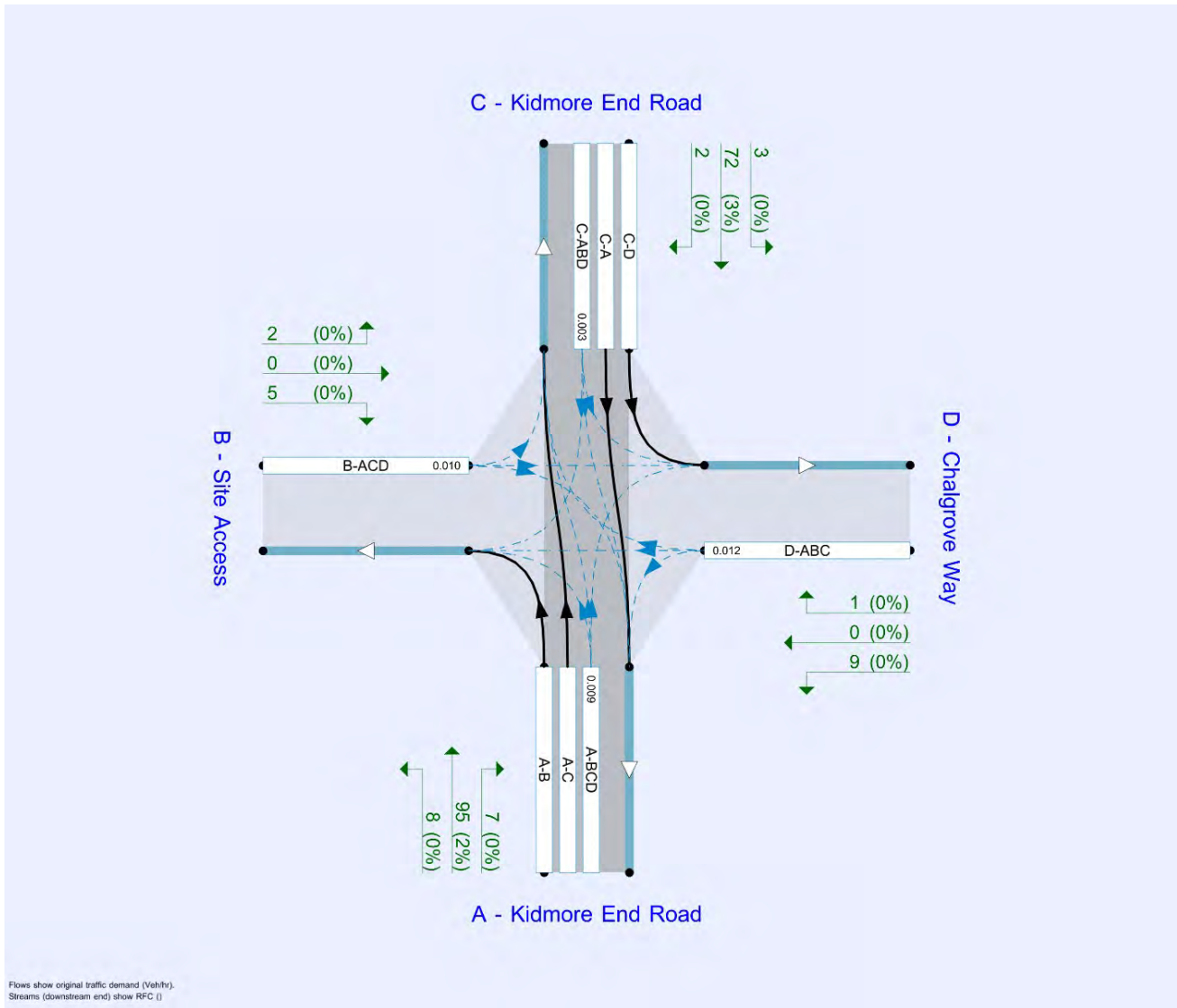
File summary

File Description

Title	45675_5501_J001
Location	Kdmore End Road - Chalgrove Way
Site number	1
Date	17/03/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORP\ceadle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	07:45	09:15	15	
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	
D3	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	
D4	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2026 Future + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kidmore End Road		Major
B	Site Access		Minor
C	Kidmore End Road		Major
D	Chalgrove Way		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Kidmore End Road	7.21			137.7	✓	0.00
C - Kidmore End Road	7.21			99.7	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.62	21	30
D - Chalgrove Way	One lane	3.45	29	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	654	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
B-A	530	0.091	0.231	0.231	-	-	-	0.145	0.330	-	0.231	0.231	0.116
B-C	682	0.099	0.251	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	530	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
B-D, offside lane	530	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
C-B	632	0.232	0.232	0.331	-	-	-	-	-	-	-	-	-
D-A	668	-	-	-	-	-	-	0.245	-	0.097	-	-	-
D-B, nearside lane	521	0.143	0.143	0.325	-	-	-	0.227	0.227	0.090	-	-	-
D-B, offside lane	521	0.143	0.143	0.325	-	-	-	0.227	0.227	0.090	-	-	-
D-C	521	-	0.143	0.325	0.114	0.227	0.227	0.227	0.227	0.090	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kidmore End Road		ONE HOUR	✓	138	100.000
B - Site Access		ONE HOUR	✓	76	100.000
C - Kidmore End Road		ONE HOUR	✓	134	100.000
D - Chalgrove Way		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
From	A - Kidmore End Road	0	29	107	2
	B - Site Access	64	0	12	0
	C - Kidmore End Road	128	6	0	0
	D - Chalgrove Way	12	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
From	A - Kidmore End Road	0	0	1	0
	B - Site Access	0	0	0	0
	C - Kidmore End Road	5	0	0	0
	D - Chalgrove Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.17	8.79	0.2	A	70	105
A-BCD	0.00	5.20	0.0	A	2	4
AB					27	40
AC					98	147
D-ABC	0.02	5.82	0.0	A	11	16
C-ABD	0.01	5.43	0.0	A	7	10
C-D					0	0
C-A					116	174

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	57	14	511	0.112	57	0.0	0.1	7.914	A
A-BCD	2	0.46	694	0.003	2	0.0	0.0	5.198	A
A-B	22	5			22				
A-C	80	20			80				
D-ABC	9	2	643	0.014	9	0.0	0.0	5.674	A
C-ABD	5	1	669	0.008	5	0.0	0.0	5.419	A
C-D	0	0			0				
C-A	96	24			96				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	17	504	0.136	68	0.1	0.2	8.265	A
A-BCD	2	0.57	702	0.003	2	0.0	0.0	5.140	A
A-B	26	6			26				
A-C	96	24			96				
D-ABC	10	3	638	0.016	10	0.0	0.0	5.733	A
C-ABD	7	2	677	0.010	6	0.0	0.0	5.364	A
C-D	0	0			0				
C-A	114	28			114				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	84	21	493	0.170	83	0.2	0.2	8.779	A
A-BCD	3	0.73	714	0.004	3	0.0	0.0	5.061	A
A-B	32	8			32				
A-C	117	29			117				
D-ABC	13	3	632	0.020	13	0.0	0.0	5.816	A
C-ABD	8	2	688	0.012	8	0.0	0.0	5.293	A
C-D	0	0			0				
C-A	139	35			139				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	84	21	493	0.170	84	0.2	0.2	8.786	A
A-BCD	3	0.73	714	0.004	3	0.0	0.0	5.064	A
A-B	32	8			32				
A-C	117	29			117				
D-ABC	13	3	632	0.020	13	0.0	0.0	5.816	A
C-ABD	8	2	688	0.012	8	0.0	0.0	5.299	A
C-D	0	0			0				
C-A	139	35			139				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	17	504	0.136	69	0.2	0.2	8.277	A
ABCD	2	0.57	702	0.003	2	0.0	0.0	5.143	A
A-B	26	6			26				
A-C	96	24			96				
D-ABC	10	3	638	0.016	10	0.0	0.0	5.733	A
C-ABD	7	2	677	0.010	7	0.0	0.0	5.373	A
C-D	0	0			0				
C-A	114	28			114				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	57	14	511	0.112	57	0.2	0.1	7.937	A
ABCD	2	0.46	694	0.003	2	0.0	0.0	5.201	A
A-B	22	5			22				
A-C	80	20			80				
D-ABC	9	2	643	0.014	9	0.0	0.0	5.674	A
C-ABD	5	1	669	0.008	5	0.0	0.0	5.426	A
C-D	0	0			0				
C-A	96	24			96				

2026 Future + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kidmore End Road		ONE HOUR	✓	208	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - Kidmore End Road		ONE HOUR	✓	106	100.000
D - Chalgrove Way		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
From	A - Kidmore End Road	0	94	107	7
	B - Site Access	42	0	7	0
	C - Kidmore End Road	90	13	0	3
	D - Chalgrove Way	9	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
From	A - Kidmore End Road	0	0	2	0
	B - Site Access	0	0	0	0
	C - Kidmore End Road	3	0	0	0
	D - Chalgrove Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.11	8.30	0.1	A	45	68
ABCD	0.01	4.98	0.0	A	9	13
AB					85	128
AC					97	145
D-ABC	0.02	5.92	0.0	A	10	14
C-ABD	0.03	5.73	0.0	A	14	21
C-D					3	4
C-A					81	121

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	37	9	507	0.073	37	0.0	0.1	7.656	A
ABCD	7	2	731	0.010	7	0.0	0.0	4.974	A
AB	70	18			70				
AC	80	20			80				
D-ABC	8	2	629	0.012	8	0.0	0.0	5.794	A
C-ABD	11	3	641	0.017	11	0.0	0.0	5.716	A
C-D	2	0.58			2				
C-A	67	17			67				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	499	0.089	44	0.1	0.1	7.920	A
ABCD	9	2	746	0.012	9	0.0	0.0	4.882	A
AB	84	21			84				
AC	95	24			95				
D-ABC	9	2	625	0.015	9	0.0	0.0	5.847	A
C-ABD	14	3	643	0.021	14	0.0	0.0	5.718	A
C-D	3	0.69			3				
C-A	79	20			79				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	54	14	488	0.111	54	0.1	0.1	8.301	A
ABCD	11	3	767	0.015	11	0.0	0.0	4.760	A
AB	102	25			102				
AC	116	29			116				
D-ABC	11	3	619	0.019	11	0.0	0.0	5.921	A
C-ABD	17	4	646	0.027	17	0.0	0.0	5.723	A
C-D	3	0.84			3				
C-A	96	24			96				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	54	14	488	0.111	54	0.1	0.1	8.304	A
ABCD	11	3	767	0.015	11	0.0	0.0	4.763	A
A-B	102	25			102				
A-C	116	29			116				
D-ABC	11	3	619	0.019	11	0.0	0.0	5.921	A
C-ABD	17	4	646	0.027	17	0.0	0.0	5.725	A
C-D	3	0.84			3				
C-A	96	24			96				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	499	0.089	44	0.1	0.1	7.926	A
ABCD	9	2	746	0.012	9	0.0	0.0	4.884	A
A-B	84	21			84				
A-C	95	24			95				
D-ABC	9	2	625	0.015	9	0.0	0.0	5.847	A
C-ABD	14	3	643	0.021	14	0.0	0.0	5.726	A
C-D	3	0.69			3				
C-A	79	20			79				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	37	9	506	0.073	37	0.1	0.1	7.668	A
ABCD	7	2	731	0.010	7	0.0	0.0	4.975	A
A-B	70	18			70				
A-C	80	20			80				
D-ABC	8	2	629	0.012	8	0.0	0.0	5.795	A
C-ABD	11	3	641	0.017	11	0.0	0.0	5.722	A
C-D	2	0.58			2				
C-A	67	17			67				

Junctions 9			
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Filename: 45675_5501_J002.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 12:53:07

«2026 Future + Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2019 Baseline								
Stream B-AC	0.2	8.73	0.19	A	0.1	7.04	0.11	A
Stream C-AB	0.2	6.81	0.14	A	0.1	6.45	0.06	A
2026 Future Baseline								
Stream B-AC	0.2	8.88	0.20	A	0.1	7.11	0.11	A
Stream C-AB	0.2	6.84	0.14	A	0.1	6.45	0.06	A
2026 Future + Development								
Stream B-AC	0.3	9.38	0.23	A	0.2	7.58	0.13	A
Stream C-AB	0.3	6.63	0.17	A	0.1	6.41	0.08	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

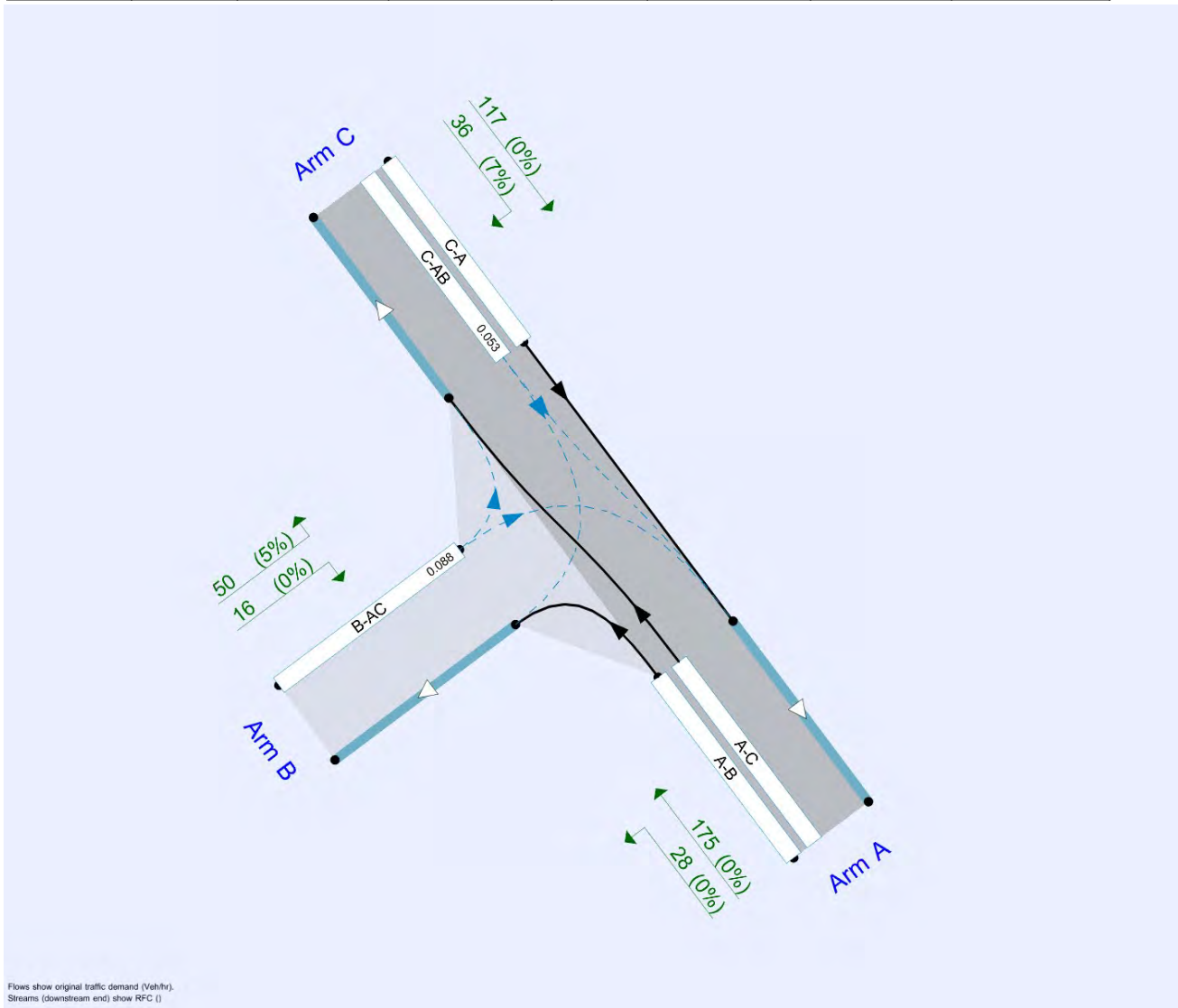
File summary

File Description

Title	45675_5501_J002
Location	Grove Road - Kidmore End Road
Site number	2
Date	17/03/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORP\ceadle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

2026 Future + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kidmore End Road		Major
B	Grove Road		Minor
C	Kidmore End Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.95			57.9	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.44	36	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	526	0.092	0.232	0.146	0.332
B-C	671	0.099	0.249	-	-
C-B	607	0.226	0.226	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	28	175
	B	16	0	50
	C	117	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	5
	C	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	7.58	0.2	A	61	91
C-AB	0.08	6.41	0.1	A	40	61
C-A					100	150
A-B					26	39
A-C					161	241

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	567	0.088	49	0.0	0.1	6.955	A
C-AB	32	8	597	0.053	32	0.0	0.1	6.358	A
C-A	83	21			83				
A-B	21	5			21				
A-C	132	33			132				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	559	0.106	59	0.1	0.1	7.211	A
C-AB	39	10	604	0.065	39	0.1	0.1	6.384	A
C-A	98	25			98				
A-B	25	6			25				
A-C	157	39			157				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	547	0.133	73	0.1	0.2	7.580	A
C-AB	50	13	612	0.082	50	0.1	0.1	6.412	A
C-A	118	30			118				
A-B	31	8			31				
A-C	193	48			193				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	547	0.133	73	0.2	0.2	7.583	A
C-AB	50	13	612	0.082	50	0.1	0.1	6.410	A
C-A	118	30			118				
A-B	31	8			31				
A-C	193	48			193				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	558	0.106	59	0.2	0.1	7.217	A
C-AB	39	10	604	0.065	39	0.1	0.1	6.373	A
C-A	98	25			98				
A-B	25	6			25				
A-C	157	39			157				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	567	0.088	50	0.1	0.1	6.966	A
C-AB	32	8	597	0.053	32	0.1	0.1	6.362	A
C-A	83	21			83				
A-B	21	5			21				
A-C	132	33			132				

Junctions 9			
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Filename: 45675_5501_J005.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 13:46:20

»Baseline, AM

»Baseline, PM

»2026 Future Baseline, AM

»2026 Future Baseline, PM

»2026 Future + Development, AM

»2026 Future + Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Baseline								
Stream B-AC	0.5	15.63	0.35	C	0.4	15.96	0.30	C
Stream C-AB	0.1	4.55	0.06	A	0.1	4.53	0.08	A
2026 Future Baseline								
Stream B-AC	0.6	16.83	0.38	C	0.5	16.97	0.32	C
Stream C-AB	0.1	4.53	0.06	A	0.2	4.51	0.08	A
2026 Future + Development								
Stream B-AC	1.7	30.02	0.63	D	1.0	24.56	0.51	C
Stream C-AB	0.2	4.63	0.09	A	0.5	4.93	0.19	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

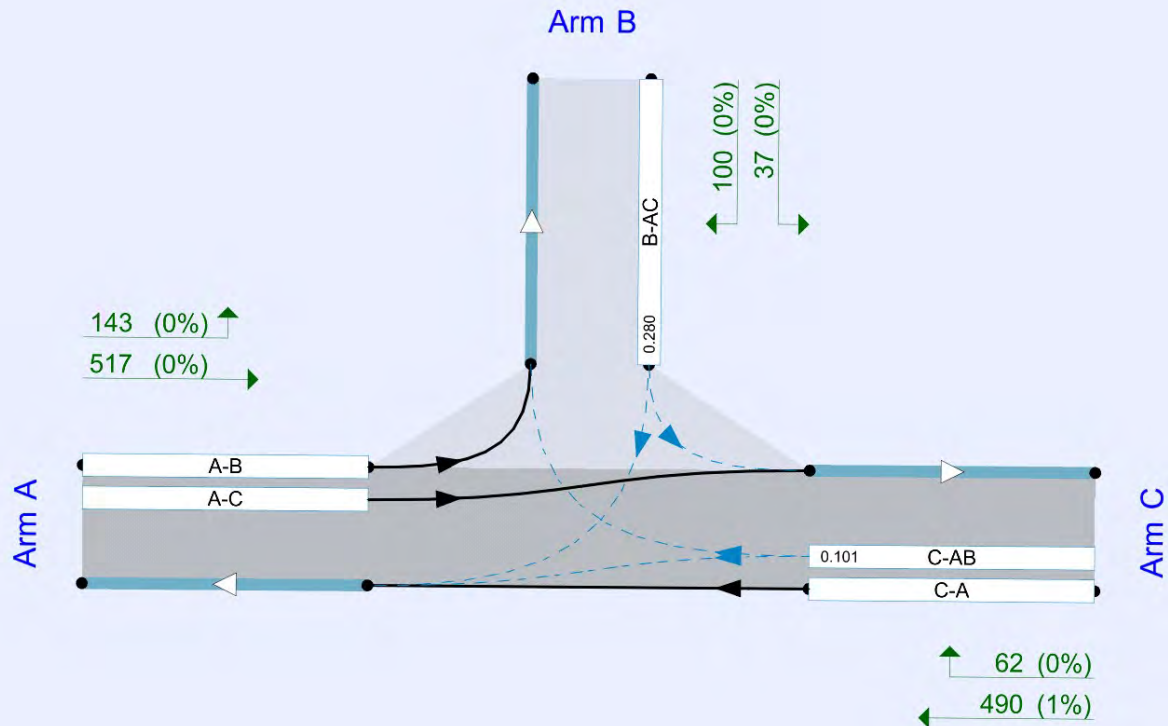
File summary

File Description

Title	45675_5501_J005
Location	Kidmore End Road - Peppard Road
Site number	3
Date	17/03/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORP\ceadle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Preppard Road West		Major
B	Kidmore End Road		Minor
C	Preppard Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.29			237.6	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	486	0.084	0.211	0.133	0.302
B-C	630	0.091	0.231	-	-
C-B	712	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	569	100.000
B		ONE HOUR	✓	115	100.000
C		ONE HOUR	✓	484	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	49	520
	B	57	0	58
	C	463	21	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	3
	B	2	0	3
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.35	15.63	0.5	C	106	158
C-AB	0.06	4.55	0.1	A	39	59
C-A					405	608
A-B					45	67
A-C					477	716

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	424	0.204	86	0.0	0.3	10.879	B
C-AB	27	7	832	0.033	27	0.0	0.0	4.543	A
C-A	337	84			337				
A-B	37	9			37				
A-C	391	98			391				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	398	0.259	103	0.3	0.4	12.475	B
C-AB	37	9	861	0.043	37	0.0	0.1	4.444	A
C-A	398	100			398				
A-B	44	11			44				
A-C	467	117			467				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32	363	0.349	126	0.4	0.5	15.533	C
C-AB	53	13	903	0.059	53	0.1	0.1	4.324	A
C-A	480	120			480				
A-B	54	13			54				
A-C	573	143			573				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32	363	0.349	127	0.5	0.5	15.626	C
C-AB	53	13	903	0.059	53	0.1	0.1	4.333	A
C-A	480	120			480				
A-B	54	13			54				
A-C	573	143			573				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	398	0.260	104	0.5	0.4	12.571	B
C-AB	37	9	861	0.043	37	0.1	0.1	4.462	A
C-A	398	100			398				
A-B	44	11			44				
A-C	467	117			467				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	424	0.204	87	0.4	0.3	10.973	B
C-AB	27	7	833	0.033	27	0.1	0.0	4.552	A
C-A	337	84			337				
A-B	37	9			37				
A-C	391	98			391				

Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	575	100.000
B		ONE HOUR	✓	86	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	80	495
	B	64	0	22
	C	469	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	15.96	0.4	C	79	118
C-AB	0.08	4.53	0.1	A	53	79
C-A					403	605
A-B					73	110
A-C					454	681

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	383	0.169	64	0.0	0.2	11.240	B
C-AB	37	9	834	0.044	36	0.0	0.1	4.528	A
C-A	338	84			338				
A-B	60	15			60				
A-C	373	93			373				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	357	0.217	77	0.2	0.3	12.841	B
C-AB	49	12	864	0.057	49	0.1	0.1	4.443	A
C-A	397	99			397				
A-B	72	18			72				
A-C	445	111			445				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	320	0.296	94	0.3	0.4	15.880	C
C-AB	72	18	906	0.079	72	0.1	0.1	4.336	A
C-A	475	119			475				
A-B	88	22			88				
A-C	545	136			545				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	320	0.296	95	0.4	0.4	15.956	C
C-AB	72	18	907	0.079	72	0.1	0.1	4.342	A
C-A	475	119			475				
A-B	88	22			88				
A-C	545	136			545				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	357	0.217	78	0.4	0.3	12.921	B
C-AB	49	12	864	0.057	50	0.1	0.1	4.450	A
C-A	397	99			397				
A-B	72	18			72				
A-C	445	111			445				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	383	0.169	65	0.3	0.2	11.321	B
C-AB	37	9	835	0.044	37	0.1	0.1	4.534	A
C-A	337	84			337				
A-B	60	15			60				
A-C	373	93			373				

2026 Future Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	599	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	52	547
	B	60	0	61
	C	487	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	3
	B	2	0	3
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	16.83	0.6	C	111	167
C-AB	0.06	4.53	0.1	A	43	64
C-A					424	637
A-B					48	72
A-C					502	753

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	417	0.218	90	0.0	0.3	11.248	B
C-AB	29	7	840	0.035	29	0.0	0.0	4.517	A
C-A	354	88			354				
A-B	39	10			39				
A-C	412	103			412				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	390	0.279	108	0.3	0.4	13.093	B
C-AB	40	10	870	0.046	40	0.0	0.1	4.415	A
C-A	418	104			418				
A-B	47	12			47				
A-C	492	123			492				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	352	0.378	132	0.4	0.6	16.704	C
C-AB	59	15	915	0.064	59	0.1	0.1	4.292	A
C-A	502	125			502				
A-B	57	14			57				
A-C	602	151			602				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	352	0.378	133	0.6	0.6	16.831	C
C-AB	59	15	915	0.064	59	0.1	0.1	4.302	A
C-A	502	125			502				
A-B	57	14			57				
A-C	602	151			602				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	390	0.279	110	0.6	0.4	13.192	B
C-AB	40	10	870	0.046	40	0.1	0.1	4.432	A
C-A	418	104			418				
A-B	47	12			47				
A-C	492	123			492				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	417	0.219	92	0.4	0.3	11.358	B
C-AB	30	7	840	0.035	30	0.1	0.0	4.528	A
C-A	354	88			354				
A-B	39	10			39				
A-C	412	103			412				

2026 Future Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	601	100.000
B		ONE HOUR	✓	90	100.000
C		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	84	517
	B	67	0	23
	C	490	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	16.97	0.5	C	83	124
C-AB	0.08	4.51	0.2	A	57	85
C-A					420	629
A-B					77	116
A-C					474	712

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	377	0.180	67	0.0	0.2	11.567	B
C-AB	39	10	841	0.046	39	0.0	0.1	4.505	A
C-A	352	88			352				
A-B	63	16			63				
A-C	389	97			389				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	350	0.231	81	0.2	0.3	13.355	B
C-AB	53	13	872	0.061	53	0.1	0.1	4.416	A
C-A	414	103			414				
A-B	76	19			76				
A-C	465	116			465				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	311	0.318	98	0.3	0.5	16.865	C
C-AB	78	19	917	0.085	78	0.1	0.2	4.313	A
C-A	494	123			494				
A-B	92	23			92				
A-C	569	142			569				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	311	0.318	99	0.5	0.5	16.965	C
C-AB	78	19	917	0.085	78	0.2	0.2	4.315	A
C-A	493	123			493				
A-B	92	23			92				
A-C	569	142			569				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	350	0.231	82	0.5	0.3	13.451	B
C-AB	53	13	872	0.061	53	0.2	0.1	4.424	A
C-A	414	103			414				
A-B	76	19			76				
A-C	465	116			465				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	377	0.180	68	0.3	0.2	11.656	B
C-AB	39	10	841	0.046	39	0.1	0.1	4.511	A
C-A	352	88			352				
A-B	63	16			63				
A-C	389	97			389				

2026 Future + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	626	100.000
B		ONE HOUR	✓	190	100.000
C		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	79	547
	B	110	0	80
	C	487	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	3
	B	2	0	3
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.63	30.02	1.7	D	174	262
C-AB	0.09	4.63	0.2	A	63	94
C-A					414	621
A-B					72	109
A-C					502	753

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	36	399	0.359	141	0.0	0.6	14.179	B
C-AB	43	11	836	0.051	43	0.0	0.1	4.617	A
C-A	348	87			348				
A-B	59	15			59				
A-C	412	103			412				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	43	371	0.461	170	0.6	0.8	18.229	C
C-AB	58	15	866	0.067	58	0.1	0.1	4.543	A
C-A	408	102			408				
A-B	71	18			71				
A-C	492	123			492				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	331	0.632	206	0.8	1.6	28.760	D
C-AB	86	22	910	0.095	86	0.1	0.2	4.464	A
C-A	485	121			485				
A-B	87	22			87				
A-C	602	151			602				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	331	0.632	209	1.6	1.7	30.015	D
C-AB	86	22	910	0.095	86	0.2	0.2	4.474	A
C-A	485	121			485				
A-B	87	22			87				
A-C	602	151			602				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	43	371	0.461	174	1.7	0.9	19.021	C
C-AB	59	15	866	0.068	59	0.2	0.1	4.563	A
C-A	408	102			408				
A-B	71	18			71				
A-C	492	123			492				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	36	399	0.359	144	0.9	0.6	14.569	B
C-AB	43	11	836	0.052	43	0.1	0.1	4.630	A
C-A	348	87			348				
A-B	59	15			59				
A-C	412	103			412				

2026 Future + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	660	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	143	517
	B	100	0	37
	C	490	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	24.56	1.0	C	126	189
C-AB	0.19	4.93	0.5	A	123	184
C-A					384	575
A-B					131	197
A-C					474	712

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	369	0.280	102	0.0	0.4	13.393	B
C-AB	84	21	832	0.101	83	0.0	0.2	4.828	A
C-A	332	83			332				
A-B	108	27			108				
A-C	389	97			389				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	339	0.363	122	0.4	0.6	16.566	C
C-AB	115	29	862	0.133	114	0.2	0.3	4.846	A
C-A	382	95			382				
A-B	129	32			129				
A-C	465	116			465				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	297	0.508	149	0.6	1.0	24.035	C
C-AB	170	42	906	0.187	169	0.3	0.5	4.921	A
C-A	438	109			438				
A-B	157	39			157				
A-C	569	142			569				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	297	0.508	151	1.0	1.0	24.558	C
C-AB	170	43	906	0.188	170	0.5	0.5	4.932	A
C-A	438	109			438				
A-B	157	39			157				
A-C	569	142			569				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	339	0.363	125	1.0	0.6	16.948	C
C-AB	115	29	862	0.133	116	0.5	0.3	4.862	A
C-A	381	95			381				
A-B	129	32			129				
A-C	465	116			465				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	369	0.280	104	0.6	0.4	13.632	B
C-AB	84	21	832	0.101	85	0.3	0.2	4.848	A
C-A	331	83			331				
A-B	108	27			108				
A-C	389	97			389				

TECHNICAL NOTE

Appendix C: Personal Injury Collision Data

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160305244 24/10/2016 Time 1600 Vehicles 2 Casualties 1 Slight
E:471247 N:174804 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG LT INTO PETROL STN W TO N & COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET APP 30M E J/W PRIORY AVENUE CAVERSHAM

Vehicle Reference 1 Car Turning left
Vehicle movement from W to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160313895 21/10/2016 Time 1921 Vehicles 1 Casualties 1 Serious
E:471831 N: 174640 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (YOUTH) XED RD TO N FROM BHND BUS STAT AT BUS STP INTO PATH & COLL/W C1 TRAV SE
Occurred on GOSBROOK RD APP 90M W GEORGE ST AT BUS STOP READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 14 Female Pedestrian Severity: Serious
Not a pupil Seatbelt
In carr elsewhere N bound
Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160329870 16/11/2016 Time 0945 Vehicles 2 Casualties 1 Slight
E:471684 N: 174673 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

FEW DETAILS, APPEARS PC2 (YOUTH) ENTRG MAIN RD POSS FROM F/WAY COLL/W C1 TRAV IN NK DIR.C1
FTS

Occurred on GOSBROOK RD EX LOC NK POSS NEAR PED XING READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160362844 02/12/2016 Time 1446 Vehicles 1 Casualties 2 Slight
E:470985 N:174849 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Failed to judge vehicles path or speed	Casualty 1	
4th:			
5th:			
6th:			

PED XED RD TO W FROM BTWN STOPPD VEHS & COLL/W MC2 TRAV S FILTRG PAST STAT TRAFF
Occurred on A4074 CHURCH RD O/S AUBURN COURT CAVERSHAM READING

Vehicle Reference 1 Motorcycle 50cc and under Overtaking stat vehicle O/S
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Driver's nearside

Casualty Reference: 2 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170002290 16/12/2016 Time 1317 Vehicles 2 Casualties 1 Slight
E:471366 N: 174963 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO G/WAY & TRND LFT E TO S OUT OF JUNC & COLL/W C2 TRAV S

Occurred on HEMDEAN RD J/W OXFORD ST CAVERSHAM READING

Vehicle Reference 1 Car Turning left
Vehicle movement from E to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170003383 13/12/2016 Time 1929 Vehicles 2 Casualties 2 Slight
E:471719 N: 175024 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

LGV2 FAILED TO GWAY TRNG LT S TO W & COLL/W C1 TRAV W IN SLW MOVG TRAFF. LGV2 FTS

Occurred on A4155 HENLEY ROAD J/W CROMWELL ROAD CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 24 Female Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from S to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170043518 05/02/2017 Time 2007 Vehicles 1 Casualties 1 Slight
E:471265 N: 174991 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT NW TO SW COLL/W PED WEARG DARK CLOTHG XING RD NW/B

Occurred on PRIEST HILL J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere NW bound
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170135728 10/04/2017 Time 2310 Vehicles 2 Casualties 1 Slight
E:470958 N:175635 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

MC1 TRAV W FAILED TO G/WAY AT XRDS & COLL/W C2 TRAV N

Occurred on KIDMORE RD J/W OAKLEY RD READING

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170159581 25/05/2017 Time 0752 Vehicles 2 Casualties 1 Slight
E:471303 N: 175762 First Road: U 7201 Road Type Slip road
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

PC1 & C2 BOTH TRAV E HAVG CLEARD RBT, FOR NK REASON C1 COLL/W REAR PC1

Occurred on GROVE HILL APP 50M E HEMDEAN RD CAVERSHAM READING

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170203797 03/07/2017 Time 1120 Vehicles 1 Casualties 1 Serious
E:471492 N:174876 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 4155
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Careless/Reckless/In a hurry	Casualty 1	Possible
4th:	Failed to judge vehicles path or speed	Casualty 1	Possible
5th:			
6th:			

C1 WAITG TO TRN LT NW TO NE STRUCK PED XING RD SW/B

Occurred on CHESTER STREET J/W A4155 PROSPECT STREET READING

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Female Pedestrian Severity: Serious
Not a pupil Seatbelt
In carr elsewhere SW bound
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170207824 07/07/2017 Time 1730 Vehicles 1 Casualties 1 Slight
E:471905 N: 174628 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal B 3345
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

PED (YOUNG GIRL) WAITG TO X RD S/B AT PED XING & HIT BY C1 RVRSG S FROM PRVT DR

Occurred on GOSBROOK ROAD J/W B3345 GEORGE STREET READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to S No tow / articulation On the main road
9 No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 4 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170308169 06/10/2017 Time 0840 Vehicles 2 Casualties 1 Slight
E:471298 N:175762 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO GWAY TRNG LT NW TO NE ON NO LT TRN & COLL/W PC2 TRAV NE ON CWAY.

Occurred on GROVE HILL J/W ROTHERFIELD ROAD EMMER GREEN

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170310558 13/10/2017 Time 1232 Vehicles 1 Casualties 1 Slight
E:471347 N: 174884 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (YOUNG BOY) XING RD W/B BET PRKD VEHS & COLL/W C1 TRAV N

Occurred on HEMDEAN ROAD APP 20M S J/W CHESTER STREET CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 11 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170314595 17/10/2017 Time 1310 Vehicles 2 Casualties 1 Slight
E:471449 N:174806 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C2 TRAV NE IS HLD UP DUE TO VEH AHEAD STPPG TO LET PED CROSS RD & HIT IN REAR BY C1

Occurred on A4155 PROSPECT STREET APP 30M NE J/W A4155 CHURCH STREET READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 67 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight
E:471216 N: 174792 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight
E:471228 N: 174898 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Snow
Daylight:street lights present Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight
E:471633 N:174697 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight
E:472038 N:175263 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 REVRSG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight
E:471216 N:174792 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight
E:471228 N:174898 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Snow
Daylight:street lights present Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180198674 30/06/2018 Time 2005 Vehicles 2 Casualties 1 Slight
E:471878 N: 174631 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3345
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Dazzling sun	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRN RT E TO N ONTO PRIV DRIVEWAY COLL/W PSV2 TRAV W TO E.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Bus or coach Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180206212 07/07/2018 Time 1006 Vehicles 2 Casualties 1 Slight
E:471866 N: 175401 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER FAILED TO PUT AUTOMATIC VEH IN PRK BEFORE EXITING.
C1 REVSNG N TO S COLL/W RR C2 PRKD.
Occurred on ELLESMERE CLOSE APPX 116M N J/W DERBY ROAD READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180227849 23/07/2018 Time 1235 Vehicles 1 Casualties 1 Slight
E:471915 N:174618 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

V1 TRAV W TO E. PED CROSSED ROAD AND RAN INTO MIDDLE OF JUNCTION AND WAS STRUCK BY V1 CAUSING MINOR INJURIES.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET, CAVERHSAM, READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
Within 50m ped crossing N bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight
E:471633 N: 174697 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight
E:472038 N:175263 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 REVRSG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190013313 08/01/2019 Time 0657 Vehicles 2 Casualties 1 Slight
E:470972 N:174874 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 TRAV NW TO S ON R/H BEND XED INTO OPP C/WAY & COLL/W PSV2 TRAV S TO NW ON L/H BEND
Occurred on A4074 CHURCH ROAD APPX 110M SE J/W THE WARREN CAVERSHAM

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Going ahead right bend
Vehicle movement from NW to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Bus or coach Going ahead left bend
Vehicle movement from S to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 52 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190134599 05/05/2019 Time 0715 Vehicles 4 Casualties 1 Slight
E:471635 N:174735 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Driver using mobile phone	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

DRIVER C1 TRAV S TO N DISTRACTED BY MOBILE PHONE & COLL/W C2, C3 & C4 PRKD. DRIVER C1 INTOX.
Occurred on WESTFIELD ROAD APPX 36M N J/W GOSBROOK ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Positive

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested

Vehicle Reference 3 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

Vehicle Reference 4 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Not requested

190144341 14/05/2019 Time 1305 Vehicles 1 Casualties 1 Slight
E:471727 N: 174874 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 REVSNG N TO E COLL/W PED XING C/WAY N TO S.

Occurred on CROMWELL ROAD J/W HAMPDEN ROAD READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 60 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190214304 14/07/2019 Time 1436 Vehicles 1 Casualties 1 Slight
E:471134 N: 175891 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (CHILD) XING C/WAY NE TO SW FROM BETWEEN PRKD VEHS COLL/W C1 TRAV SE TO NW.

Occurred on HEMDEAN ROAD J/W SHELDON RISE CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 7 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere SW bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190225402 23/07/2019 Time 1020 Vehicles 3 Casualties 3 Slight
E:471387 N: 175804 First Road: U 7220 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site Automatic traffic signal out Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

DRIVER MISJUDGED SPACE BETWEEN VEHS.

C1 TRAV SW TO NE COLL/W C2 PRKD & THEN COLL/W LGV3 TRAV NE TO SW.

Occurred on ROTHERFIELD WAY APPX 105M NE J/W GROVE HILL READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 39 Male Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

Vehicle Reference	3	Goods 3.5 tonnes mgw and under	Going ahead other
Vehicle movement from	NE to SW	No tow / articulation	On the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	59
Not hit and run	Breath test	Negative	Male

Casualty Reference:	3	Vehicle:	3	Age:	59	Male	Driver/rider	Severity:	Slight
Not a pupil							Seatbelt		

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190250072 13/08/2019 Time 1655 Vehicles 2 Casualties 1 Slight
E:471081 N:174790 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT E TO N THROUGH QUEUEING TRAFF COLL/W PC2 TRAV W TO E MASKED BY STAT VEHs.
Occurred on A4074 CHURCH ROAD J/W ST ANNES ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190290470 19/09/2019 Time 1453 Vehicles 1 Casualties 2 Slight
E:471956 N:176091 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

MC1 TRAV SW TO NE OVERTKNG STAT PSV COLL/W PEDS XING C/WAY NW TO SE.

Occurred on B481 BUCKINGHAM DRIVE APPX 62M SW J/W MARSHLAND SQUARE READING

Vehicle Reference 1 Car Overtaking stat vehicle O/S
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil Seatbelt
Casualty Reference: 2 Vehicle: 1 Age: 1 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere SE bound
Driver's nearside masked

Accidents between dates **01/10/2016 and 30/09/2019** (36) months

Selection:

Notes:

PIA - Caversham South

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	23	25
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	11	11
Horses & other	0	0	0	0
Total	0	2	36	38

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	12	12
Passenger	0	0	2	2
Motorcycle rider	0	0	2	2
Cyclist	0	0	11	11
Pedestrian	0	2	14	16
Other	0	0	0	0
Total	0	2	41	43

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

160342078 25/11/2016 Time 1727 Vehicles 2 Casualties 1 Slight
E:471752 N:176497 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Stationary or parked vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SW TO SE COLL/W MC2 TRAV SW

Occurred on GROVE ROAD J/W OAK GROVE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NE to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175038 09/06/2018 Time 1230 Vehicles 2 Casualties 1 Slight
E:472655 N:176728 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 TRAV W ON WRG SD OF RD COLL/W MC2 TRAV E

Occurred on CAVERSHAM PARK RD 50M W FROM J/W NORTHBROOK ROAD

Vehicle Reference 1 Car Starting
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Overtaking stat vehicle O/S
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175839 10/06/2018 Time 1149 Vehicles 2 Casualties 1 Slight
E:472290 N:176900 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

C1 TRNG RT SW TO SE FAILD TO SEE & COLL/W PC2 TRAV SW

Occurred on CAVERSHAM PARK RD J/W KILN RD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Not requested

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180299372 01/10/2018 Time 0732 Vehicles 2 Casualties 1 Slight
E:472087 N: 176518 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 HAS PULLED ON TO PEPPARD ROAD FROM KIDMORE END ROAD INTO THE PATH OF V2 ALREADY TRAVELLING ON PEPPARD ROAD V1 STATES DAZZLING SUN

Occurred on B481 PEPPARD ROAD JUNCTION WITH KIDMORE END

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 82 Male
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190027443 25/01/2019 Time 1746 Vehicles 2 Casualties 1 Serious
E:472009 N:176332 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

LGV1 TRNG RT S TO E FAILD TO G/WAY & COLL/W PC2 TRAV N TO S

Occurred on B481 BUCKINGHAM DRIVE J/W LANGFORD CLOSE CAVERSHAM

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 15 Female Driver/rider Severity: Serious
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190216023 15/07/2019 Time 1718 Vehicles 2 Casualties 1 Slight
E:472255 N:176869 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NE TO NW COLL/W C2 TRAV NW TO SE. C1 FTS.

Occurred on B481 PEPPARD ROAD J/W KILN ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190281107 11/09/2019 Time 1503 Vehicles 2 Casualties 1 Slight
E:472257 N: 176870 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NE TO NW COLL/W PC2 TRAV NW TO SE.

Occurred on PEPPARD ROAD J/W KILN ROAD EMMER GREEN

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190285331 15/09/2019 Time 0830 Vehicles 2 Casualties 1 Slight
E:471961 N: 176177 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 ENT RBT W TO E & COLL/W MC2 TRAV S TO N ON RBT.

Occurred on B481 BUCKINGHAM DRIVE J/W EVESHAM ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 45 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates **01/10/2016 and 30/09/2019** (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

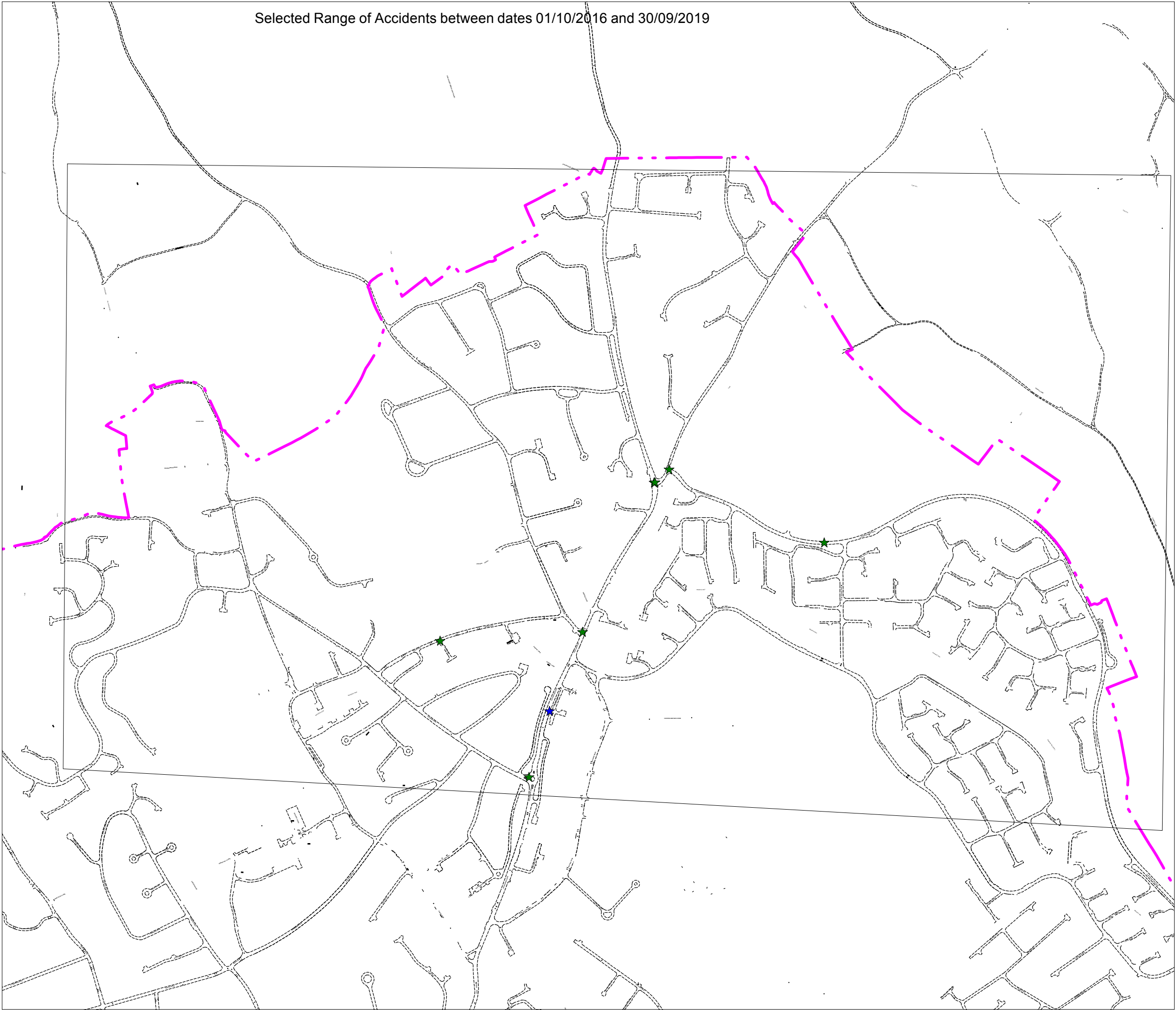
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	3	3
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	1	7	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	3	3
Cyclist	0	1	2	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	7	8

Selected Range of Accidents between dates 01/10/2016 and 30/09/2019



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PIA - Caversham Area 1 of 2

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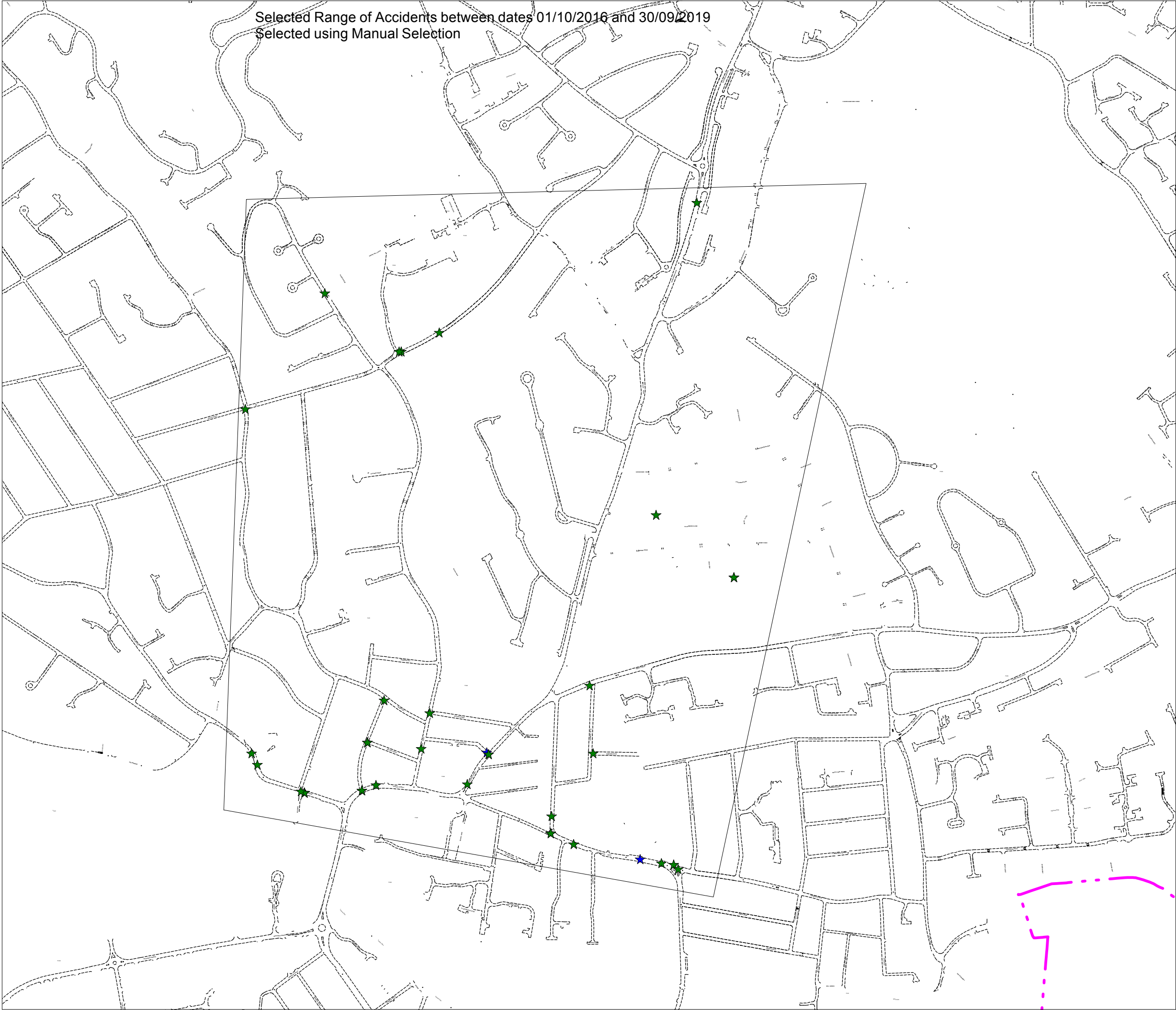
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PIA - Caversham Area 2 of 2	
SCALE	1 : 8000
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