

# **Millbrook Power Project**

Preliminary Environmental Information Report (2017) – Appendices

Volume J

Traffic and Transport

On behalf of Millbrook Power Ltd



Project Ref: 40334 | Rev: 1.0 | Date: May 2017







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- 12.1 Transport Assessment
- 12.2 Travel Plan
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# **Traffic and Transport Appendices**

## **12.1 Transport Assessment**



# **Millbrook Power Project**

**Transport Assessment** 

On behalf of Millbrook Power Limited.



Project Ref: 31116/3010 | Rev: 01 | Date: February 2015





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	Name	Position	Signature	Date
Prepared by:	James Williams	Graduate Engineer	James Williams	27/02/2015
Reviewed by:	John Hopkins	Associate	John Hopkins	27/02/2015
Approved by:	David Atherton	Partner	David Atherton	27/02/2015

#### For and on behalf of Peter Brett Associates LLP

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## 1 Introduction

## 1.1 Background

- 1.1.1 Peter Brett Associates LLP (referred to from here as Peter Brett Associates) has been commissioned by Millbrook Power Limited to prepare this Transport Assessment to accompany an application for a Development Consent Order (DCO). This relates to the proposed development of an area of land within the former clay extraction works at Rookery Pit South, in Stewartby, Bedfordshire for a gas-fired peaking power plant the Millbrook Power Project ("the Project"). The location is shown on Figure 1.1.
- 1.1.2 The Project site is situated in the Marston Vale between Milton Keynes and Bedford, approximately 3km north-west of Ampthill, and 8km south-west of Bedford.

## 1.2 Planning Background

- 1.2.1 In England and Wales, an on-shore electricity generating station is considered to be a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (PA 2008) if it has a capacity of more than 50 MW. As the Project would have a rated electrical output of at least 50 MW, and up to 299 MW, it would be classified as an NSIP under Section 14(1) (a) and Section 15(2) of the PA 2008.
- 1.2.2 Under Section 31 of the PA 2008, consent is required for development that is or forms part of an NSIP and therefore a Development Consent Order (DCO) application must be made to the Secretary of State for the Project.
- 1.2.3 This Transport Assessment forms one part of the information that informs this process, prepared to assess the impact of both the construction and operation phases of the Project.

#### 1.3 Millbrook Power Limited

- 1.3.1 Millbrook Power Ltd is an energy development company established for the Project by Watt Power Limited (WPL). WPL develops flexible gas-fired generation assets to support the UK Government's drive to a low carbon economy. To assist WPL, a further company, Stag Energy, provides resources to WPL through a management services agreement with WPL.
- 1.3.2 WPL currently has three other projects up to 299 MW being brought forward through the Planning Act 2008 process. They are:
  - i) Progress Power Ltd at Eye Airfield in Suffolk (www.progresspower.co.uk);
  - ii) Hirwaun Power Ltd at Hirwaun in South Wales (www.hirwaunpower.co.uk); and
  - iii) Abergelli Power Ltd at Abergelli in South Wales (www.abergellipower.co.uk).
- 1.3.3 Progress Power Ltd and Hirwaun Power Ltd's projects are now both in the Examination Phase following acceptance of the applications for these two NSIPs by the Planning Inspectorate in Spring 2014. The third, Abergelli Power Ltd, will submit an application for its NSIP to the Planning Inspectorate for examination in Spring 2015.
- 1.3.4 Further information on the companies referred to above is provided at http://www.millbrookpower.co.uk or http://www.wattpowerltd.co.uk.



## 1.4 The Project

- 1.4.1 The Project at Rookery Pit South comprises a new power generation plant in the form of a Simple Cycle Gas Turbine (SCGT) peaking power generating station fuelled by natural gas, with a rated electrical output of up to 299 Megawatts (MW).
- 1.4.2 The Project comprises the following elements listed below, shown on the development site plan reproduced in Appendix 1.1:
  - the Generating Equipment Site including up to five gas turbine generators, up to five exhaust gas flue stacks and ancillary plant, all located within the Generating Equipment Site;
  - ii) a new purpose built Access Road from Green Lane to the Generating Equipment Site;
  - iii) a temporary Laydown Area construction compound required during the Construction phase only;
  - iv) a new Gas Connection to bring natural gas to the Generating Equipment from the National Transmission System (NTS) by underground pipe; and
  - v) a new underground Electrical Connection to export power from the Generating Equipment to the National Grid Electricity Transmission System (NETS).
- 1.4.3 The Generating Equipment within the Project would run during periods of high electricity demand to support the high-output "base" electricity suppliers (such as nuclear and coal-fired power stations), as well as to complement the output from renewable energy sources. As such, this plant will not operate constantly an environmental permit limited to 1,500 hours operation per year is being sought.
- 1.4.4 The Project would generate a very low number of vehicle trips, particularly in the operational phase a maximum of only 15 workers are anticipated on site per day, split across 3 shifts.
- 1.4.5 Further information regarding the Project is provided in Section 2.

### 1.5 Structure of the Report

- 1.5.1 This Transport Assessment considers national and local policy guidance which relates to the Project, reviews existing traffic conditions in the surrounding area, and analyses the transport impact of the Project.
- 1.5.2 This Transport Assessment contains 11 further sections, as follows:
  - Section 2 Background and Development Proposals provides information on the contents and plans for the site, the location and current use of the site, and information on other development proposals in the surrounding area;
  - Section 3 Existing Conditions summarises the current transport conditions in respect to the local and strategic pedestrian, cyclist and highway networks, and the public transport opportunities available in Stewartby;
  - Section 4 Policy Review lists the policies relevant to the Project, on both a local and national scale, and provides information on the policy elements that are relevant to the Project;



- Section 5 Travel Demand Management Strategy considers briefly the mode of travel used to access the site, and how the demand for travel will be managed in regards to the number of vehicle trips made;
- Section 6 Construction Vehicle Trip Generation, Distribution and Assignment discusses
  the number of trips likely to be made in the Construction phase along with the likely
  routes to be used;
- Section 7 Operational Vehicle Trip Generation, Distribution and Assignment discusses the number of trips likely to be made in the Operational phase and their likely routes;
- Section 8 Traffic Impact Analysis Construction assesses the amount of additional traffic travelling to the site during the Construction phase and how this will impact the local highway network, comparing the likely future traffic flows from the Construction phase with base traffic flows without the Project;
- Section 9 Traffic Impact Analysis Operation Test 1 assesses the amount of additional traffic travelling to the site during the Operational phase and how this will impact the local highway network, comparing the likely future traffic flows from the Operational phase in 2031 with base traffic flows without the Project;
- Section 10 Traffic Impact Analysis Operation Test 2 assesses the amount of additional
  traffic travelling to the site during the Operational phase in the context of other local
  development proceeding (including the Covanta RRF Development), and how this will
  impact the local highway network, comparing the likely future traffic flows from the
  Operational phase in 2031 with base traffic flows without the Project;
- Section 11 Mitigation reviews what measures are necessary, if any, in order to manage
  the impact of the Project on the local highway network, in both the Construction phase
  and Operational phase;
- Section 12 Conclusions summarises this Transport Assessment report, and the key transport implications, if any, and how any matter would be resolved.



## 2 Background and Development Proposals

#### 2.1 Introduction

- 2.1.1 This Section summarises the background to the Project, and outlines the proposals.
- 2.1.2 The Project site is located within the administrative area of Central Bedfordshire, the local planning authority. The road to which the Project accesses Green Lane is within the administrative area of Bedford Borough Council. Both Central Bedfordshire and Bedford Borough Councils are unitary highway authorities.

#### 2.2 Site Location

- 2.2.1 The site is shown on Figure 1.1 and Appendix 1.1. It is situated in the Marston Vale between Milton Keynes and Bedford, approximately 3km north-west of Ampthill, and 8km south-west of Bedford:
  - i) to the east of the existing Marston Vale rail line;
  - ii) to the west of the existing Midland Main Line rail line;
  - iii) to the north of Station Lane, connecting Marston Moretaine to Millbrook; and
  - iv) to the south of the Rookery Pit North see Section 2.3.
- 2.2.2 The closest residential dwelling to the Generating Equipment Site is South Pillinge Farm, located approximately 90m to the west of the plant as shown on Figure 1.1. South Pillinge Farm is separated from the Project Site by a small area of deciduous woodland.
- 2.2.3 Rookery Pit lies to the south of Green Lane and the village of Stewartby. Other neighbouring residential areas include:
  - i) Houghton Conquest approximately 3km to the east of the Generating Equipment Site;
  - ii) Marston Moretaine approximately 2km to the west; and
  - iii) Millbrook approximately 1.5km to the south.

These are shown on Figure 1.1.

### 2.3 Application Site and Planning Context

### **Application Site**

- 2.3.1 As shown on Figures 1.1 and Appendix 1.1, the Generating Equipment Site and part of the Gas and Electrical Connections would be situated on land within former clay pits known as The Rookery, covering an area of some 210ha.
- 2.3.2 The Rookery is situated within a post-industrial landscape, presently undergoing significant change. It comprises two large former clay extraction pits Rookery North and Rookery South Pits separated by an east-west spine of unexcavated clay.
- 2.3.3 The Generating Equipment Site, the Laydown Area and parts of the Access Road and Gas and Electrical Connections would be located within Rookery South Pit which is approximately 95ha and is bound by steep clay banks that are varied in nature and substrate.



- 2.3.4 The immediately adjacent Rookery Pit North is subject to an ongoing Low Level Restoration Scheme (LLRS) by the landowner.
- 2.3.5 The Gas and Electrical Connections would extend from Rookery South Pit into farmland to the south and south-east as shown on Appendix 1.1. These would be located within a mostly undeveloped agricultural landscape.

## **Low Level Restoration Scheme (LLRS)**

- 2.3.6 The Rookery is the subject of an ongoing LLRS being undertaken by the landowner. This was the subject of a separate planning permission and is taking place regardless of the Applicant's proposals for the Project.
- 2.3.7 The LLRS works for Rookery South Pit comprise re-profiling of the base of the pit, implementation of surface water drainage measures, landscaping, and provision of access routes.
- 2.3.8 Whilst the programme for the LLRS works is independent from the Project, it will be completed prior to the commencement of Construction works.

#### **Site Access**

- 2.3.9 Road access to the Project site is currently from the north from Green Lane near Stewartby, by a small field access approximately 90m east of the level crossing at Stewartby Rail Station. This is shown on Figure 1.1. An unsurfaced track currently leads into the Pit areas.
- 2.3.10 The proposed Site Access will be located on this existing access, and reconstructed to adoptable standards.
- 2.3.11 A simple priority junction is proposed on Green Lane, leading to the access track which extends southwards into Rookery South Pit towards the Generating Equipment Site. This is shown on Figure 31116 / 2001 / 008 included in Appendix 2.1.
- 2.3.12 Green Lane links to the highway network by Bedford Road to the west, and to the B530 to the east. Bedford Road used to form the A421 until the opening of the new A421 dual carriageway scheme in 2010.
- 2.3.13 A field access is being provided from Station Lane to the south-west to access the Low Level Restoration Scheme (refer to Section 2.5). This would provide emergency vehicle access should a major incident close the main vehicle access route.
- 2.3.14 Construction access to the Gas Connection Site will be obtained from the south, from Millbrook Road / Houghton Lane at three points:
  - an existing field access to the east of Houghton Lane to an existing agricultural track will be used for both construction and operational access to the Above Ground Installation (AGI) and the southern end of the Gas Connection Site south of Millbrook Road / Houghton Lane; and
  - ii) from Houghton Lane to both the east and the west, to both the southern and central sections of the Gas Connection Site surrounding Houghton Lane.
- 2.3.15 Construction access to the Electrical Connection Site will be obtained from the south at two points:



- through the Rookery South Pit, from the Power Generation Plant Site (having accessed the Site from Green Lane and Bedford Road as per the Generating Equipment site) for the northern section of the Electrical Connection Site; and
- ii) for the southern section of the Electrical Connection Site, from Station Lane.

Further details are also provided in Section 5.2.

## 2.4 Transport Scoping Discussions

2.4.1 Millbrook Power Ltd has engaged with a range of statutory and non-statutory consultees and stakeholders at all levels to discuss the Project. This input has directly informed the proposals.

#### Consultation

- 2.4.2 To discuss and agree the scope of the proposed Transport Assessment, on August 28<sup>th</sup> 2014 Peter Brett Associates met with the Joint Authorities consisting of:
  - i) Bedford Borough Council;
  - ii) Central Bedfordshire Council;
  - iii) Luton Borough Council; and
  - iv) the Highways Agency.
- 2.4.3 Subsequent meetings have been held with these Authorities. Copies of the Notes of these Meetings are included in Appendix 2.2, these discussions informed the extent of this Transport Assessment document.
- 2.4.4 Further meetings have been held separately with Network Rail on 28<sup>th</sup> October and 25<sup>th</sup> November 2014 to discuss the Project. The notes for these meetings are also contained in Appendix 2.2.
- 2.4.5 In addition to meeting the Joint Authorities, MPL supported by Peter Brett Associates has attended a series of meetings and presentations to various groups and organisations including:
  - i) local Members;
  - ii) local planning authorities; and
  - iii) local residents at Public Exhibitions.

## **Scoping**

- 2.4.6 The Scoping for the Transport Assessment, the Travel Plan and Environmental Assessment Transport Chapter were discussed with the Joint Authorities. A copy of the Scoping is contained in Appendix 2.3.
- 2.4.7 Written comments to this Scoping were received from Aecom, acting on behalf of the Highways Agency. These are included in Appendix 2.4. Further comments were provided by the Joint Authorities, and are included in the Meeting Notes contained in Appendix 2.2.



## 2.5 Other Relevant Developments and Proposals

- 2.5.1 Substantial areas of land around Stewartby including The Rookery formed the works of the London Brick Company's Stewartby Brickworks, and the land worked to supply the clay, until it closed in 2008. To the north of The Rookery there remain some buildings associated with the former Stewartby Brickworks, including four chimneys which are now listed structures. Following clay extraction, these former clay working sites have been restored to varying levels of completion by different means including the disposal of waste and to different uses including water-based recreation and commercial uses.
- 2.5.2 Furthermore, significant regeneration and development is allocated for the Northern Marston Vale Growth Area, in which the Project Site is located. This will result in further change within the landscape, not least represented by substantial residential and employment development such as in the nearby settlements of Marston Moretaine and Stewartby.

## **Kimberley STEM College**

2.5.3 The Kimberley College (a Science Technology Engineering and Mathematics - STEM - College) is a recently opened Sixth Form Centre located approximately 400m west of the Project Site Access – this is also shown on Figure 1.1. This is located in the former Hanson Headquarters Building.

## **Covanta Rookery South Limited**

- 2.5.4 Covanta Rookery South Limited obtained a further DCO consent for an Energy from Waste Resource Recovery Facility (RRF) in Autumn 2011. Although this scheme is also located in the Rookery Pit South adjacent to the Project, it is being promoted by others, and is entirely independent of Millbrook Power Ltd's proposals.
- 2.5.5 The nominal capacity of the RRF facility is 585,000 tonnes per year of mixed residual municipal, commercial and industrial waste, based on an assumed plant availability of 89%. The RRF would also include an associated Materials Recovery Facility (MRF) to recover ash and metals.
- 2.5.6 The programme for delivery of this RRF facility is uncertain.
- 2.5.7 The trip generation of the RRF facility was assessed by Waterman Boreham Ltd, and is reported in the Proposed Rookery South (Resource Recovery Facility) Order Transport Assessment (dated August 2010). These flows assuming the Nominal Throughput are included in Appendix 2.5.

## **Development at Broadmead Road, Stewartby**

- 2.5.8 City and St James Properties Ltd has sought outline planning permission for the development of up to 800 dwellings on a site to the north of Stewartby off Broadmead Road this is shown on Appendix 2.6. A revised application was submitted in 2002 taking into account numerous legislative changes since the initial application in 1997, which also received planning approval.
- 2.5.9 Whilst no construction has taken place on the site to date, this development is assumed to be completed by 2026.
- 2.5.10 The trip generation of the Broadmead Road facility was assessed by Peter Brett Associates, and is reported in the Broadmead Road Stewartby Transport Assessment (dated December 2002). The Development trip generation flows are included in Appendix 2.6



## 3 Existing Conditions

#### 3.1 Introduction

3.1.1 This Section provides information on existing conditions in the area close to the Project site – to the north (around Green Lane) and to the south, towards Millbrook Road. It also addresses the current accessibility in the area.

## 3.2 Existing Pedestrian, Cycle and Equestrian Conditions

#### **Pedestrian Facilities**

- 3.2.1 The existing pedestrian facilities in the vicinity of the Project are shown on Figure 3.1. Whilst a number of existing public footpaths link it to the wider Marston Vale, there is limited public access to Rookery South Pit itself.
- 3.2.2 There is a footway in the northern verge of Green Lane linking between Stewartby village to the east, and the Kimberley College to the west. The footway commences in the centre of Stewartby and is between 1.5m and 2m in width. This footway link is 0.8km in length. The College has committed to providing a crossing patrol during the College opening hours to assist the movements of students across Green Lane to the FP72 recreational footpath also linking to Marston Moretaine (see below) and the College Access. The footway in this section is illuminated by the street lighting system. As well as accommodating students walking to this facility, the footway would also accommodate pedestrians walking from Stewartby to the Stewartby Rail Station, and to the FP72 recreational footpath which runs alongside Stewartby Lake.
- 3.2.3 In the southern verge of Green Lane immediately adjacent to the railway level crossing, there is a short section of footway either side of the crossing to provide pedestrian access to the platforms. This footway terminates within 20m of the crossing.
- 3.2.4 On Bedford Road (at the western end of Green Lane), there is a footway on the eastern verge commencing 160m south of the junction with Green Lane linking to Marston Moretaine to the south. This footway has a width of between 1.5m and 2m, and is illuminated by the street lighting system.
- 3.2.5 As shown on Figure 3.1, on the Millbrook Road / Houghton Lane / Station Lane Corridor there is no footway in either verge at the eastern end until Millbrook village. West of the junction with Russell Grove, a footway is located in the southern verge of the carriageway, between 0.75m and 1.25m in width. This footway is present until the junction with Sandhill Close. West of this point on Station Lane, there is no footway in either verge.

### **Cycling Facilities**

3.2.6 Reflecting the rural nature of this area, the relatively low vehicle flows and the low number of existing cyclists in this area, there are no cycling facilities available on Green Lane or Bedford Road, or to the south in the vicinity of this Project around Millbrook Road.

#### **Equestrian Facilities**

3.2.7 Reflecting the low number of local stables and riding schools as well as the relatively low number of vehicles on the roads in this area, there are no bridleways or equestrian facilities available on Green Lane or Bedford Road, or to the south in the vicinity of this Project around Millbrook Road.



## **Recreational Footpaths / Bridleways**

- 3.2.8 Recreational footpaths in close proximity to the Project site are shown on Figure 3.1, and are as follows:
  - to the north-west of the Project Site FP72 around the Stewartby Lake;
  - Footpath FP4 is located to the north-east of the Project site, connecting Green Lane with Station Lane; and
  - Footpath FP3 is adjacent to Rookery North to the east, travelling on a north-south axis from Stewartby;
  - an east-west route is formed between Station Lane (adjacent the Millbrook Proving Ground) and Millbrook Road (adjacent How End) by Footpaths FP14, FP65, FP15, FP4 and FP8;
  - a north-west to south-east route is formed between the above FP14 adjacent the Millbrook Proving Ground and Millbrook Road by Footpath FP7 and FP6;
  - Footpath FP7 extends further eastwards from this route via FP13, FP25, FP14 and FP 15 through Ampthill Park House to the B530 adjacent the Engineering Research Establishment.
- 3.2.9 The BW84 bridleway is located approximately 400m west of the Project, joining FP17 and FP72, towards the south and south-west of Stewartby Lake respectively. This is shown on Figure 3.1.
- 3.2.10 In addition, the Low Level Restoration Scheme is promoting further new recreational footpaths in the Rookery Pit area, including:
  - a footpath connection to Green Lane, approximately at the Proposed Site Access location;
  - a footpath circling the Rookery North Pit;
  - a footpath surrounding the attenuation pond in the Rookery South Pit; and
  - a footpath link to the existing public footpath FP4.

These are also shown on Figure 3.1.

- 3.2.11 There are no Public Rights of Way within the Millbrook Power Ltd Project Generating Equipment Site, albeit:
  - Footpath FP65 is crossed by the northern part of the Gas Connection pipeline;
  - Footpath FP7 is crossed by the southern part of the Gas Connection pipeline, and by the Electrical Connection access; and
  - Footpath FP14 is crossed by the Electrical Connection access.



## **Pedestrian and Cycle Flows**

3.2.12 Traffic Survey Partners Limited was commissioned by Millbrook Power Ltd to survey pedestrian and cycle movements along Green Lane at the proposed Site Access to inform the current movements - the location of this survey is shown on Figure 3.1. The pedestrian movements were observed on a Saturday, Sunday and Monday in October 2014, reflecting the typical weekend and weekday movements. The output of these pedestrian and cycle surveys is contained in Appendix 3.1, and are summarised in Table 3.1:

Table 3.1 - Pedestrian Movements on Green Lane - October 2014

Hour	Saturday 18 <sup>th</sup> October 2014	Sunday 19 <sup>th</sup> October 2014	Monday 20 <sup>th</sup> October 2014
00:00- 06:00	0	0	0
06:00-07:00	3	0	2
07:00-08:00	3	1	15
08:00-09:00	3	2	45
09:00-10:00	1	1	14
10:00-11:00	7	2	9
11:00-12:00	2	3	15
12:00-13:00	8	10	9
13:00-14:00	8	5	5
14:00-15:00	17	4	25
15:00-16:00	12	4	14
16:00-17:00	4	0	18
17:00-18:00	6	2	16
18:00-19:00	6	1	10
19:00-20:00	5	0	1
20:00-21:00	1	0	6
21:00-22:00	2	1	2
22:00-00:00	0	0	0
TOTAL	88	42	206

- 3.2.13 Considering the results of the pedestrian survey summarised in Table 3.1:
  - there is a relatively low number of pedestrian movements along Green Lane, particularly at weekends;
  - ii) on Saturday and Sunday, the highest number of pedestrian movements occurs between 14:00 15:00 the 17 movements equates to around 1 trip every 4 minutes;
  - the highest hourly number of pedestrian movements of 45 occurs between 08:00 and 09:00 on Monday 20<sup>th</sup> October 2014. These trips are most likely generated by students accessing Kimberley College, and by commuters walking to Stewartby Rail Station; and



- iv) in comparison to the pedestrian survey undertaken in 2010 to support the Covanta RRF DCO, the number of pedestrians on the week days has increased by nearly four times. The survey in 2010 was undertaken prior to the Kimberley College opening the increase in trips can be assumed to have been generated by users of the college.
- 3.2.14 Table 3.2 shows the cyclist movements on Green Lane at the same time period.

Table 3.2 - Cyclist Movements on Green Lane - October 2014

Hour	Saturday 18 <sup>th</sup> October 2014	Sunday 19 <sup>th</sup> October 2014	Monday 20 <sup>th</sup> October2014
00:00- 06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	2	0	1
08:00-09:00	1	4	2
09:00-10:00	0	1	2
10:00-11:00	0	6	6
11:00-12:00	0	13	2
12:00-13:00	1	9	1
13:00-14:00	1	3	1
14:00-15:00	4	5	2
15:00-16:00	4	1	1
16:00-17:00	6	2	2
17:00-18:00	2	9	4
18:00-19:00	4	0	2
19:00-20:00	1	2	1
20:00-21:00	0	2	0
21:00-22:00	0	0	0
22:00-00:00	0	1	0
TOTAL	26	58	27

#### 3.2.15 Considering the results of this survey summarised in Table 3.2:

- i) the number of cyclist movements along Green Lane is low, particularly at weekends;
- ii) on Saturday and Sunday, the highest number of cyclist movements occurs between 11:00 12:00 the 13 movements per hour equates to around 1 trip every 5 minutes;
- iii) with Kimberley College closed on weekends, it may be assumed that the day of the highest flows on Sunday 19<sup>th</sup> October mainly reflects recreational users;
- iv) across the working day of Monday 20<sup>th</sup> October, there were a low number of cyclists a maximum of 6 in any hour; and



v) in comparison to the pedestrian survey undertaken in 2010 to support the Covanta RRF DCO, the number of weekday cyclists has increased by five, whilst the number of weekend cyclists has increased from 12 per day in 2010 to 26 and 58 on Saturday and Sunday respectively in 2014.

## 3.3 Existing Public Transport Services

#### **Bus Services**

- 3.3.1 To the north of the Project site, Service 68 operated by Grant Palmer is the most frequent operating service in Stewartby. This service runs between Bedford, Kempston, Wootton and Stewartby. The route from Bedford routes to Stewartby via Bedford Road and Broadmead Road.
- 3.3.2 There are eight services of the 68 service per day, in each direction between Bedford town centre and Stewartby Monday to Saturday. In the northbound direction, the first service of the day to Bedford is at 07:05, the final service of the day at 17:10. In the southbound direction, the first service from Bedford is at 07:35, the final service of the day at 17:50. No services operate on Sundays. The full timetable is shown in Appendix 3.2.
- 3.3.3 The closest bus stop to the Project served by this Service 68 is located outside Stewartby Village Hall approximately 350m east of the existing Rookery Pit access on Green Lane. A further four stops are located within Stewartby further afield.
- 3.3.4 Further services serve the area to the south of the Project site (as summarised in Table 3.3), but are infrequent and have not been considered in any further detail.
- 3.3.5 Table 3.3 summarises the bus services in the area details of the routes, stops, and timetables are contained in Appendix 3.2:



Table 3.3 – Bus Movements in the vicinity of the Project site

Service Number	Route	Frequency
68	Bedford – Kempston – Wootton – Stewartby	8 Services per day Monday to Saturday
	Closest stop adjacent the post office in Stewartby	No services on Sunday
FL2	Haynes West End - Houghton Conquest - Lidlington - Milton Keynes 2nd Tuesday of each month	2 <sup>nd</sup> Tuesday of each month only
	Closest stop on Millbrook Lane, adjacent junction with Sandhill Close	Towards Milton Keynes in AM and towards Hayes West End in PM
FL6B	Lidlington - Millbrook - Ampthill - Silsoe - Flitwick - Steppingley	Thursdays only
	Closest Stop at Millbrook Station or on Millbrook Lane adjacent Sandhill Close	1 AM journey towards Lidlington and 1 AM journey towards     Steppingley
42	Bedford - Ampthill – Flitwick	
	Closest stop on B530 adjacent junction with Millbrook Road	Hourly Monday to Saturday

#### **Rail Services**

- 3.3.6 Stewartby Rail Station is located approximately 90m west of the proposed Site Access. It is served by the Bletchley to Bedford line operated by London Midland.
- 3.3.7 Trains serve the station at an hourly frequency Monday to Saturday between 05:59 and 21:29 to Bedford, and between 06:38 to 22:09 to Bletchley. There are no services in operation on Sundays.
- 3.3.8 The station has no manned ticket office or ticket machine a Customer Help Point is available between 07:00-19:00 on Monday to Friday. Step-free access is available to both platforms along with sheltered seating areas. A 12-space cycle stand is available to leave cycles if a multi-modal journey is being made, albeit the storage is not covered by CCTV.
- 3.3.9 From Stewartby, services to Bedford take 16 minutes; those to Bletchley take 30 minutes.
- 3.3.10 Bedford provides connections with London St Pancras, Luton, Kettering, Wellingborough and Leicester. Bletchley provides connections to London Euston, Milton Keynes and Birmingham.
- 3.3.11 Table 3.4 summarises the current rail services from Stewartby the timetable is attached in Appendix 3.3.



Table 3.4 – Rail Services from Stewartby Rail Station

Rail Station	Operator	Route	Frequency
Stewartby	London Midland	Bletchley – Stewartby - Bedford	Hourly Monday to Saturday No services on Sunday

## 3.4 Existing Local and Strategic Highway Network

## **Local Highway Network**

- 3.4.1 The highway network in the vicinity of the Project is shown on Figure 1.1.
- 3.4.2 Green Lane is a rural single carriageway road, connecting Stewartby to Bedford Road and Marston Moretaine to the west. To the north-west of the Site Access, Green Lane is approximately 6.5m wide with no lighting or footway to the north-west of the Kimberley College. Green Lane is subject to the national speed limit of 60 mph from Bedford Road to 100m west of the Proposed Site Access on the approach to the level crossing, where a 30mph speed limit is imposed.
- 3.4.3 A level crossing of the Marston Vale Rail line is located 70m to the west of the Proposed Site Access. Vehicle movements are controlled remotely by one simple barrier per approach, flashing lights and a warning tone.
- 3.4.4 Green Lane connects to Bedford Road by a ghost island priority junction 1.3km north-west of the Site Access. Bedford Road previously formed the A421 before being down-graded when the parallel A421 dual carriageway was opened in 2010, as reclassified as the C94. The A421 connects between the M1 Junction 13 and the A1, passing around the southern side of Bedford.
- 3.4.5 To the east of the Green Lane Site Access, the road is around 6.5m to 7.0m wide, with a footway in the northern verge leading into Stewartby. This section of road is subject to a 30mph speed limit. Green Lane continues to the east, forming Stewartby Way, before connecting with the B530 to the east of the village.
- 3.4.6 Access to the new A421 is provided by grade-separated junctions, the closest to the Project are 2km south of the Green Lane junction, or 3.5km to the north.
- 3.4.7 To the south of the Project site is the Millbrook Road / Houghton Lane / Station Lane Corridor between the B530 (to the east) and Marston Moretaine (to the west). The Millbrook Road / Houghton Lane / Station Lane Corridor is formed by rural roads generally around 6.0m wide with no footways along the majority of their length.

#### **Strategic Highway Network**

3.4.8 Locally, the A421 is generally aligned on a south-west to north-east axis, connecting between M1 Junction 13 (8km south-west of the Green Lane junction), bypassing south around Bedford, then connecting to the A1 26km north-east of the Green Lane junction. Access is provided to Bedford from the A421 by a series of five grade-separated junctions.



#### 3.5 Traffic Count Data

- 3.5.1 Traffic Survey Partners Ltd was also commissioned to undertake traffic surveys in the area in November 2014.
- 3.5.2 An all-movement part-classified turning count survey was undertaken at the junction of Bedford Road and Green Lane on 6<sup>th</sup> November 2014.
- 3.5.3 Three two-week fully classified automatic traffic counts were installed and surveyed from 3<sup>rd</sup> November to 16<sup>th</sup> November 2014 at the following locations:
  - A) on C94 Bedford Road, 100m north of the junction with Green Lane;
  - B) on C94 Bedford Road, 100m south of the junction with Green Lane; and
  - C) on Green Lane, 50m east of the Stewartby Station level crossing (the approximate location of the Site Access).
- 3.5.4 Responding to a request tabled at the Joint Authority Meeting on November 6<sup>th</sup> 2014, a further one-week automatic traffic count was installed on Millbrook Road to the west of the B530 junction.
- 3.5.5 The results of these surveys can also be found in Appendix 3.1, the automatic traffic count survey results are summarised in Table 3.5 below.

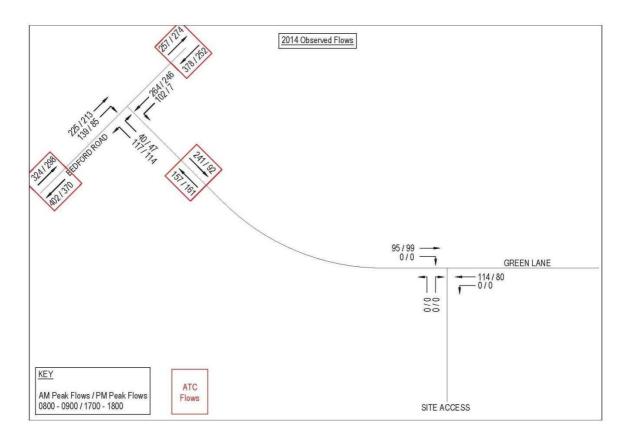
Table 3.5 - Observed 2014 Automatic Traffic Count Flows

ATC Ref.	Location	Direction	Weekday AM	Weekday PM
1	On Bedford Road, 50m north of Green Lane junction	Northbound	257	274
		Southbound	378	252
2	On Bedford Road, 50m south of Green	Northbound	324	298
	Lane junction	Southbound	402	370
3	On Green Lane, outside proposed	Eastbound	95	99
	Site Access	Westbound	114	80
IMBR 1	On Millbrook Road, 50m west of B530	Eastbound	94	73
	Som west of Book	Westbound	79	88

3.5.6 The 2014 AM and PM peak flows on Green Lane and Bedford Road, derived from the automatic traffic count and turning count surveys are summarised in Figure 3.2.



Figure 3.2 - 2014 AM / PM Peak Hour traffic flows



(Note – the link flows are derived from the ATC surveys, the individual junction turning movements from the Turning Count surveys)

- 3.5.7 The existing traffic flows on Green Lane adjacent the Proposed Site Access are relatively light, being no more than 4 per minute in each direction.
- 3.5.8 The flows on Figure 3.2 show that the peak hour flows along Green Lane alter between the western and eastern ends reflecting the movements to Kimberley College.

## 3.6 Junction Capacity Assessments

3.6.1 A junction capacity assessment has been undertaken of the Bedford Road / Green Lane junction - the Transport Research Laboratory's (TRL) computer JUNCTIONS8 PICADY module has been used for the assessments with the Observed 2014 flows. The results are set out below in Table 3.6, the computer output contained in Appendix 3.4.



Table 3.6 - Summary of junction capacity assessment results for the Bedford Road / Green Lane priority junction

MOVEMENT		AM Peak (0800-0900)		PM Peak (1700-1800)	
		RFC	MMQ	RFC	MMQ
B – C	Green Lane to Bedford Road (S)	0.19	0	0.18	0
B - A	Green Lane to Bedford Road (N)	0.12	0	0.12	0
C – B	Bedford Road (S) to Green Lane	0.26	0	0.15	0
To	tal Inclusive Queueing Delay (min/veh)	0.	04	0.	04

RFC - Ratio of Flow to Capacity - a RFC of less than 0.85 is considered to indicate a priority junction arm operating satisfactorily.

MMQ - Mean Maximum Queue

3.6.2 The results of the junction capacity assessment show that the Bedford Road / Green Lane priority junction currently operates well within capacity in both peaks. There is no queuing present and the junction has significant levels of reserve capacity.

#### 3.7 Road Traffic Collision Assessment

- 3.7.1 To understand existing road safety in the vicinity of the site, road traffic personal injury collision (PIC) summary data covering the most recent five-year period (i.e., 1<sup>st</sup> September 2009 to 31<sup>st</sup> August 2014) was obtained from Bedfordshire Highways. A plot of the location of these incidents is contained in Appendix 3.5.
- 3.7.2 The number of PICs that could be anticipated on links and junctions within the area based on the existing flow and layout was calculated with reference to the parameters contained in the Department for Transport's Design Manual for Roads and Bridges, Volume 13, Section 1 Part 2 Cobalt software (released in September 2013), used to calculate the anticipated PICs for major transport schemes. Links that are likely to be used by potential development traffic have been included within this assessment to identify whether there are any existing road safety issues along these links.
- 3.7.3 The calculations, and a plan showing the links and junctions assessed, are contained in Appendix 3.5. The results of observed and anticipated personal injury collisions are summarised in Table 3.7 for links and in Table 3.8 for junctions.



Table 3.7 - Five Year Personal Injury Collision Assessment - Key Links

Link Reference (Appendix 3.5)	Link	Observed PICs (Rate – PICs per million vehicle km)	Anticipated PICs (Rate – PICs per million vehicle km)
1	Green Lane - between Bedford Rd Junction and Kimberley College	1 (0.21)	2 (0.39)
2	Bedford Road - between Green Lane and Slip Road to South	0 (0.00)	2 (0.29)
3	Bedford Road - between Green Lane and Broadmead Road	4 (0.31)	5 (0.39)
4	Green Lane - between Level Crossing and Churchill Close	1 (0.76)	1 (0.66)
5	Green Lane - between Kimberley College and Level Crossing	0 (0.00)	0 (0.29)

Table 3.8 – Five Year Personal Injury Collision Assessment – Key Junctions

Junction	Observed PICs	Anticipated PICs
Bedford Road / Green Lane priority junction	2	3

- 3.7.4 The results in Tables 3.7 and 3.8 show that all the links and junctions assessed within this study area have either equal or lower than the anticipated numbers of PICs.
- 3.7.5 All PICs observed along Bedford Road and Green Lane were classified as 'slight' in terms of their severity.
- 3.7.6 Of the eight PICs within the assessment area:
  - i) two involved motorcyclists;
  - ii) no pedestrians or cyclists were involved in any of the eight PICs;
  - iii) there were no PICs at the location of the Proposed Site Access.
- 3.7.7 During part of the 5 year period which this PIC data accounts for, construction works were ongoing on the Bedford Road carriageway, and a reduction in speed limit to 40mph from 60mph was in force during these works.
- 3.7.8 The two PICs at the Bedford Road / Green Lane junction had different causes. One PIC was caused by a car "undertaking" on the left side of a motorcyclist on Green Lane, striking the rider. The second PIC was caused by a vehicle entering Green Lane from the north and driving directly into a stationary vehicle on Green Lane waiting at the junction. There is no common causation for these two PICs that occurred at this junction.



## 4 Policy Review

#### 4.1 Introduction

4.1.1 This Section outlines the main elements of policy relevant to this Transport Assessment of the Millbrook Power Project.

## 4.2 National Policy and Guidance

## **Overarching National Policy Statement for Energy (NPS EN-1)**

- 4.2.1 The Planning Act 2008 introduced the concept of National Policy Statements (NPS). The NPS that is particularly relevant to the consideration of transport impacts of the DCO Application for the Project is the Overarching National Policy Statement for Energy (NPS EN-1).
- 4.2.2 NPS EN-1 promotes sustainable development and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.
- 4.2.3 As well as a series of generic assessment principles including topics such as pollution control, safety, hazardous substances nuisance and amenity etc NPS EN-1 also identifies a list of impacts which could arise from an Energy NSIP and the criteria by which they should be assessed. These specific topics include inter-alia traffic and transport.
- 4.2.4 Should a project have significant transport implications, NPS EN-1 requires the Applicant to provide a transport assessment, having consulted the Highways Agency and Highways Authorities as appropriate on the assessment and mitigation. Where appropriate, the applicant is required to prepare a travel plan including demand management measures to mitigate transport impacts. The applicant is also required to provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for vehicle movements associated with the proposal and to mitigate transport impacts.

### **National Planning Policy Framework 2012**

- 4.2.5 The NPPF promotes sustainable development and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.
- 4.2.6 A Transport Statement or Transport Assessment and Travel Plan should be provided for all developments that generate significant amounts of movement (Paragraphs 32 and 36 of the NPPF) and decisions should ensure that "the use of sustainable transport modes can be maximised" (Paragraph 34), and take account of whether:
  - the opportunities for sustainable transport modes have been taken up...;
  - safe and suitable access to the site can be achieved for all people; and
  - improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.
- 4.2.7 In terms of the managing the off-site impacts of the traffic generated from the development, paragraph 32 also states:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."



## **Planning Act 2008 (PA 2008)**

- 4.2.8 In England and Wales, an on-shore electricity generating station is considered to be a Nationally Significant Infrastructure Project (NSIP) under PA 2008 if it has a capacity of more than 50 MW. As the Project would have a rated electrical output of at least 50 MW, and up to 299 MW, it is classified as an NSIP under Section 14(1)(a) and Section 15(2) of the PA 2008.
- 4.2.9 Under Section 31 of the PA 2008, consent is required for development that is or forms part of an NSIP and therefore a Development Consent Order (DCO) application must be made to the Secretary of State (SoS) for the Project.
- 4.2.10 Development consent for an NSIP may only be granted by an application made under Section 37 of the PA 2008 to the SoS. Section 37 of the PA 2008 (and associated legislation) also governs the content of a DCO Application, including requirements for certain accompanying documents.
- 4.2.11 These requirements are specified, in particular, in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. These Regulations require that a DCO Application, where applicable, includes a Transport Assessment. As such, this Transport Assessment is submitted as part of the suite of documents that accompanies the DCO Application.

## **Guidance on Transport Assessment (DfT, 2007)**

- 4.2.12 The DfT and DCLG published 'Guidance on Transport Assessment' in March 2007 to provide guidance on determining when an assessment is required, its content and the stages in the preparation of Transport Assessments and Transport Statements. Whilst this document has subsequently been archived, until advice is provided to replace specific elements, with the agreement of the Joint Highway Authorities it has been assumed to remain pertinent with respect to the contents of this Transport Assessment.
- 4.2.13 The document places an emphasis on key elements as part of any transport assessment:
  - demonstrating that other opportunities have been fully explored before considering the provision of additional road space (paragraph 1.19);
  - ensuring best use should be made of existing transport infrastructure, through improvements to existing infrastructure e.g. bus lanes, advanced signal control systems (paragraph 1.19);
  - mitigation measures should focus on maximising sustainable accessibility to the development, considering measures such as improvements of site layout, walking and cycling networks and the local public transport network (paragraph 4.90); and
  - the presumption should be to give preference where possible to solutions other than the construction of new roads (paragraph 4.85).
- 4.2.14 Appendix B of the Guidance on Transport Assessment provides the indicative thresholds for Transport Assessments and when a Travel Plan is required. For the land use classifications relevant to the Project, a Transport Assessment and a Travel Plan are required where the development quantum generates more than 30 peak hour two-way trips. Whilst the Project does not exceed this threshold, during the Joint Authority discussions it was agreed that to support the Development Consent Order, a Transport Assessment is required for this application.



# Circular 02/13 - 'The Strategic Road Network and the Delivery of Sustainable Development - 2007'

- 4.2.15 Relevant policy is also set out in Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development' published in September 2013, which replaces the previous Circular 02/2007 'Planning and the Strategic Road Network' published in March 2007.
- 4.2.16 Circular 02/2013 sets out the role of the Highways Agency in engaging with communities and developers to deliver sustainable development and economic growth
- 4.2.17 Paragraph 9 sets out the broad policy aims of the circular as it relates to development proposals, stating that:
  - "Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction)...or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed".
- 4.2.18 However, with reference to decision making regarding developments, paragraph 9 goes on to state:
  - "However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".
- 4.2.19 The circular also sets out the Highways Agency's commitment to the local plan process through involvement in the development of local plans, influencing the location, patterns and scale of development, the promotion of sustainable travel solutions and finally the identification of necessary capacity enhancements and infrastructure required to deliver strategic growth within the local plan.
- 4.2.20 Circular 02/2013 places an emphasis on the role of sustainable travel modes and travel planning as a means of managing the impact of development on the road network, acknowledging the role that area-wide travel plan initiatives can play to 'free-up' additional capacity so that travel demand created by a new development can be accommodated.
- 4.2.21 In assessing development impact, the circular states in paragraph 33:
  - "only after travel plan and demand management measure have been fully explored and applied will capacity enhancement measures be considered"
- 4.2.22 In terms of mitigation of development impact, paragraph 34 states:
  - "Where insufficient capacity exists to provide for overall forecast demand at the time of opening, the impact of the development will be mitigated to ensure that at that time, the strategic road network is able to accommodate existing and development generated traffic".
- 4.2.23 The key emphasis of this document reflects national guidance, stressing the obligation placed on every developer to 'manage down' traffic generation from new development, and to provide evidence that proposals for measures to reduce traffic generation from the site have been considered.
  - Highways Agency (HA) The Highways Agency and the Planning Application Process: A Protocol for Dealing with Planning Applications
- 4.2.24 In November 2011, the Highways Agency published a protocol document outlining how the Highways Agency will deal with planning applications. This was updated in June 2014.



- 4.2.25 The document tables the information that the Highways Agency require in order to engage in the pre-application scoping process and sets out the key principles as it relates to the mitigation of impacts of developments on the strategic road network. The document states that mitigation of impacts should be based on the following hierarchy:
  - i) minimise the level of off-site mitigation required through the use of measures such as travel plans and development phasing;
  - ii) implement physical measures on the local road network to minimise impact on the strategic road network;
  - iii) once all reasonable minimisation and off-network mitigation has been implemented, capacity improvements on the strategic road network will be considered.
- 4.2.26 The document also states that the mitigation proposed "must be sufficient to offset the detriment to the strategic road network".

## 4.3 Local Policy and Guidance

#### Central Bedfordshire Local Transport Plan 3 (April 2011 to March 2026)

- 4.3.1 Central Bedfordshire's Local Transport Plan 3 was published in April 2011 to cover the period 2011 to March 2026.
- 4.3.2 The LTP3 sets out a number of key strategies to address issues such as accessibility, road safety, public transport, walking and cycling, smarter choices and parking.
- 4.3.3 In terms of major transport schemes in the area, the LTP3 sets out information regarding the East-West Rail project, which runs adjacent to the Millbrook Power Project. The East-West Rail Consortium proposes an upgraded continuous route between Oxford and Cambridge, with increased frequency of services on this route. The overall East-West Rail Project is split into three sections, with the western section running immediately adjacent being the most relevant section to the Millbrook Power Project. The western section is scheduled to deliver rail connections between Oxford, Aylesbury, Milton Keynes and Bedford through the Marston Vale, allowing for current services on this line to ensure residents between these locations do not lose services as a result of a through route.

### **Bedford Borough Local Transport Plan 3 (2011-2021)**

- 4.3.4 Bedford Borough's first Local Transport Plan since the re-structuring of the county was published in April 2011 and outlines plans to tackle Bedford's transport problems.
- 4.3.5 One objective from the Local Transport Plan is:
  - "To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health"
- 4.3.6 This development supports this objective with the use of a Travel Plan, detailed further in Section 5. Modes of travel beneficial to health such as cycling are promoted with adequate resources available for employees.

### **Local Development Framework**

4.3.7 The Core Strategy and Development Management Policies Document was adopted by Central Bedfordshire Council on 19th November 2009. This is the overarching policy document within the Local Development Framework (LDF) for the "North Area", and sets out the broad strategy for development in the area up to 2021.



- 4.3.8 Relevant policies within the Core Strategy include:
  - Policy CS1 Development Strategy relating to planned growth in the Northern Marston Vale and with specific reference to Wixams and Marston Moretaine;
  - ii) Policy CS4 relating to accessibility and transport with the Council seeking to facilitate the delivery of strategic transport schemes identified in the Local Transport Plan and other strategies, and to focus new development in locations which promote sustainable travel patterns; and
  - iii) Policy DM9 relating to the need for Transport Assessments and Travel Plans to accompany relevant planning applications.

## **Central Bedfordshire Development Strategy (June 2014)**

- 4.3.9 The Development Strategy for Central Bedfordshire is currently being developed and will become, once adopted (potentially in Summer 2015), the planning policy document for the whole of Central Bedfordshire.
- 4.3.10 It will set out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications.
- 4.3.11 The strategy will address similar issues to those in the Core Strategy and Development Management Policies, but will also consider the allocation of strategic development sites.

#### 4.4 Conclusions

4.4.1 This Transport Assessment identifies the national and regional policy relating to transport, and concludes that with the application of appropriate transport strategy and travel demand management measures, there is no reason from the policy perspective why the Project should not be progressed.



## 5 Travel Demand Management Strategy

#### 5.1 Introduction

- 5.1.1 To support the Project, a travel demand management strategy has been created to manage vehicle impact on the surrounding highway network during both the Construction and Operational phases.
- 5.1.2 This is considered further in this section.

## 5.2 Construction Access Strategy

- 5.2.1 To manage the impact of the Construction phase movements, the Construction Access Strategy consists of a series of measures including:
  - i) a framework Construction Environmental Management Plan;
  - ii) a Route Management Plan;
  - iii) traffic management at the Green Lane / Proposed Site Access;
  - iv) traffic management at the Houghton Lane Gas Connection construction access;
  - v) traffic management at the Station Lane Electrical Connection construction access;
  - vi) the Construction Vehicle Parking Strategy;
  - vii) a footpath management plan; and
  - viii) an Abnormal Load delivery strategy.

These are considered in more detail in this Section.

## **Construction Environmental Management Plan (CEMP)**

- 5.2.2 As part of the Construction Access Strategy, a framework Construction Environmental Management Plan (CEMP) has been prepared to set out Millbrook Power Ltd's methods to reduce the transport impacts of the construction traffic servicing the Site, and the movements associated with construction waste. The strategy consists of the following main elements:
  - i) design:
    - minimising the requirement for material to be imported or exported. For example, the
      movement of earthworks material off-site will be reduced to a minimum by
      maximising the use of raised material into the landscaping;
    - specifying materials and construction techniques that are resource-friendly.
  - using locally sourced materials where possible, to reducing haulage lengths;
  - i) managing effectively the supply of goods to construction sites this can significantly reduce both road vehicle mileage and construction costs and wastage;



- managing the movement of workers into the development the Contractor will produce a comprehensive Construction Travel Plan, detailing how their workforce will travel to the Site.
- 5.2.3 The Construction Environmental Management Plan will be prepared to provide details of all Construction traffic movements during the life of a construction project i.e. from design to decommissioning. The Construction Environmental Management Plan will consider the following elements:
  - i) Design;
  - ii) the Route Management Plan and Access Strategy;
  - iii) Procurement strategy;
  - iv) Operational Efficiency;
  - v) Delivery Practice;
  - vi) Demand Smoothing;
  - vii) Managing Construction Traffic;
  - viii) Targets and Monitoring;
  - ix) Waste Management
- 5.2.4 A copy of the framework CEMP is contained in Appendix 5.1. Until the contractor is appointed by Millbrook Power Ltd, the details of the Construction Access Strategy will, perforce, be limited at this stage. The strategy will be defined in greater detail upon appointment of the contractor.

#### **Route Management Plan**

- 5.2.5 A Route Management Plan will be defined within the CEMP, and implemented to control construction heavy vehicle movements, and to prevent their routing through sensitive areas on the local highway network including along Stewartby Way in Stewartby.
- 5.2.6 As shown on Figure 5.1, two routes will be used for construction access:
  - i) via Green Lane (from the north-west) for the Generating Equipment Site, and accessing elements of the Electrical and Gas Connection works; and
  - ii) via Millbrook Road (from the south) for the Electrical and Gas Connection works.
- 5.2.7 The Green Lane route will be used to access the Generating Equipment Site. It directs users from the A421, onto Bedford Road via either the northern A421 junction at Wootton, or the southern A421 junction at Marston Moretaine. Bedford Road and Green Lane to the west of the Proposed Site Access are both suitable for HGV movements, and an assessment of the Bedford Road / Green Lane junction reported in Section 8 demonstrates that there is available capacity.
- 5.2.8 The Millbrook Road construction access route adopts the Route Management Plan approved and adopted by the occupiers of the Millbrook Proving Ground, located to the south of the Project. This route takes users from the A421 / A6 junction, north on the A5141, south along the B530, then along Millbrook Road to the access for the Electrical and Gas Connection construction sites.



- 5.2.9 Construction access to the Gas Connection Site will be obtained from three points:
  - through the Rookery South Pit, from the Power Generation Plant Site (having accessed the Site from Green Lane and Bedford Road as per the Generating Equipment site) for the northern sections of the Gas Connection Site;
  - ii) from Millbrook Road / Houghton Lane by an existing field access to the east of Houghton Lane to an existing agricultural track will be used for both construction and operational access to the Above Ground Installation (AGI) and the southern end of the Gas Connection Site south of Millbrook Road / Houghton Lane; and
  - iii) from Houghton Lane to both the east and the west, to both the southern and central sections of the Gas Connection Site surrounding Millbrook Road / Houghton Lane.
- 5.2.10 Construction access to the Electrical Connection Site will be obtained from two points:
  - through the Rookery South Pit, from the Power Generation Plant Site (having accessed the Site from Green Lane and Bedford Road as per the Generating Equipment site) for the northern section of the Electrical Connection Site; and
  - iv) for the southern section of the Electrical Connection Site, from Station Lane.

## Traffic management at the Green Lane / Proposed Site Access

- 5.2.11 Network Rail has expressed their concern that any queuing at the Green Lane / Project Access must be managed to ensure that no obstruction occurs to the railway at the Green Lane / Stewartby Station level crossing during the 22 month Construction phase.
- 5.2.12 As discussed and agreed with Network Rail, a temporary traffic light-controlled traffic management scheme will be implemented during the construction of both the access and the Generating Equipment Site to ensure the efficient movement of vehicles along Green Lane, and to ensure that no such obstructions to the rail crossing occur.
- 5.2.13 The traffic management scheme will be temporary, only operating during the construction working hours. Outside of these construction working hours, the signs and lights will be removed so that traffic can flow unobstructed.
- 5.2.14 A Method Statement, prepared to respond to a request from Network Rail, is contained in Appendix 5.2.

#### Traffic management at the Houghton Lane / Proposed Site Access

- 5.2.15 A traffic management scheme has been prepared for the construction accesses to the Gas Connection Site from Houghton Lane. This plan is shown in Appendix 5.3.
- 5.2.16 This scheme will be deployed during construction: no further scheme is required for the operational phase.

### Traffic management at the Station Lane / Proposed Site Access

- 5.2.17 Two traffic management schemes have been prepared for the construction accesses to the Electrical Connection Site from Station Lane:
  - i) the first scheme is the traffic management scheme for the Electrical Connection site construction access. This would be installed for the duration of the construction works;



ii) the second relates to overnight closures of Station Lane. These would enable the overnight installation, then the decommission, of a temporary, pre-fabricated, overhead scaffold, to enable de-tensioning and re-tensioning works to the overhead electrical cables to proceed without further affecting Station Lane. Associated with these works would be closure of a lay-by on Station Lane for approximately 1 week to accommodate the winching apparatus to de-tension and re-tension these overhead cables

Both scheme plans are shown in Appendix 5.4.

5.2.18 These schemes will be deployed during construction: no further scheme is required for the operational phase.

### **Construction Vehicle Parking Strategy**

- 5.2.19 Providing an appropriate level of parking on-site for the Construction activity is essential over-provision would result in attracting too many vehicle trips, whilst under-provision could lead to fly-parking in the surrounding streets as well as less productive working as the workforce has further to walk.
- 5.2.20 To serve the workforce working at the Generating Equipment Site, delineated areas will be provided within the Laydown Area for parking. Further parking areas will be provided adjacent to the Gas and Electricity Connection areas.
- 5.2.21 Similarly, areas will be defined on site for the parking of heavy goods vehicles delivering to site.
- 5.2.22 As part of the involvement with the contractors to minimise the movements onto site, the available levels of car parking will be monitored, and amended if required to reflect the change in on-site activity.

## **Footpath Management Plan**

- 5.2.23 During the course of the Construction phase, the route of following existing footpaths would be affected:
  - i) FP65 and FP7 would be crossed by the gas pipeline during the installation of the Gas Connection;
  - ii) Footpath FP7 and FP14 crossed by the access to the Electrical Connection; and
  - iii) the new permissive footpaths proposed as part of the LLRS alongside the railway and into the Rookery South pit will be adjacent the proposed Site Access road.
- 5.2.24 Once the contractor has been appointed and the details of the construction programme are agreed, Millbrook Power Ltd will liaise with the Highway Authorities' Rights of Way Officers to ensure the footpath routes are protected, so that the pedestrians may use them safely. The protection details are subject to agreement, but would include:
  - i) publication of the construction dates when the route would affected;
  - ii) safeguarding of the footpath route users by providing conspicuous fencing;
  - iii) keeping a route of a suitable standard open during the works; and
  - iv) minimising the time that the route is affected.



5.2.25 Following the completion of the Construction phase, no footpaths would be further impacted during the Operational phase.

### **Abnormal Load Delivery Strategy**

- 5.2.26 The gas turbine equipment will be delivered to the Project in as small loads as is practical or feasible. Notwithstanding, some exceptionally heavy load deliveries will be required the Abnormal Indivisible Loads (AILs).
- 5.2.27 Millbrook Power Ltd will employ suitably experienced abnormal load contractors to deliver any such apparatus.
- 5.2.28 Millbrook Power Ltd will liaise fully with all the highway authorities and Police forces along the agreed route to confirm the following:
  - i) the necessity of any such exceptionally heavy load;
  - ii) the proposed route:
  - iii) any necessary traffic management and road protection measures;
  - iv) the date and time of the movement along the route.

#### 5.3 Travel Plan Measures

- 5.3.1 A Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project.
- 5.3.2 In reality, any significant mode shift away from the private car is unlikely for the Project, as there are likely to be only five workers on site at the same time.
- 5.3.3 Notwithstanding, the following initiatives will be implemented to encourage the use of alternative modes of travel to the private car:
  - Cycle Storage and Shelters Cycling will form an attractive non-car alternative for workers resident locally. To encourage cycle use, on-site cycle storage for 4 cycles will be provided conveniently, close to the employees' access. The storage will be secure, and located within the area covered by CCTV. The cycle storage will be sheltered, with cycles protected from the weather.
  - **Showers and changing facilities** showers and changing facilities will be provided within the Building for workers who walk and cycle to work. These will be heated, as well as maintained and cleaned on a regular basis.
  - Secure Lockers Millbrook Power Limited will provide secure lockers adjacent the changing facilities for cyclists and walkers to store their equipment safely during work hours.
  - Car Sharing car sharing is an effective way of reducing the demand for car movement. It involves two or more people sharing a car for their journey to / from work, which brings direct cost savings to both parties. Millbrook Power Ltd staff will be encouraged to identify possible car share partners identified in the local Central Bedfordshire Council car share scheme <a href="https://centralbedsandluton.liftshare.com/">https://centralbedsandluton.liftshare.com/</a>. It is free for members to sign up, register their journeys and find someone to share a journey with.



- Cycle and Walk Buddy schemes similarly, existing local walking and cycling "Buddies" groups (such as <a href="https://www.facebook.com/Bedfordwalkingbuddies">https://www.facebook.com/Bedfordwalkingbuddies</a> or <a href="http://www.cyclingbuddy.com/members/United+Kingdom/Central+Bedfordshire">http://www.cyclingbuddy.com/members/United+Kingdom/Central+Bedfordshire</a>) will be promoted and encouraged to match similar journeys, with publicity and incentives to encourage uptake.
- Working with other future local employees with the Rookery Pit being promoted for further employment uses, future opportunities exist to co-operate with these other users to reduce car trips such as the greater exposure to the car sharing database amongst all other employees within the Rookery Pit. Millbrook Power Limited will co-operate and consider changing shift patterns to increase the likelihood of finding car and cycle sharing partners.
- **Nominate Responsibility** an employee will be nominated to promote the travel measures, to initiate change among colleagues, and to be the conduit for any comments arising relating to potential improvement of the facilities on offer.
- 5.3.4 Further description of these measures is provided in the accompanying Travel Plan in Appendix 5.5.



## 6 Construction Vehicle Trip Generation, Distribution and Assignment

#### 6.1 Introduction

- 6.1.1 In order to assess robustly the impact of the construction movements of the Project, a vehicle trip generation assessment has been undertaken for the Construction phase.
- 6.1.2 For the purposes of this assessment, these construction movements are considered in the context of the 2014 Observed flows as a proxy for the network flows when the Construction phase starts.

## 6.2 Typical Construction Phase Vehicle Trip Generation on Green Lane

- 6.2.1 An assessment has been made of the likely traffic generated during the construction of the three elements of the Project. This vehicle trip generation, undertaken for the Construction phase of 22 months, has been generated by Parsons Brinkerhoff, and is based on data submitted in support of the similar Progress Power Ltd facility at Eye Airfield in Suffolk. The flows are reported by Day, and By Peak Hour.
- 6.2.2 For the purposes of this assessment, it is assumed that:
  - i) because of the many and varied skills needed by the workforce to be employed at this Site, the majority of the construction workers would not be locally resident;
  - ii) as alternative means of travel are limited, especially at the start and end of the normal construction worker shifts, it has been assumed that all of these trips would need to be made by car;
  - iii) reflecting typical construction industry work patterns across the United Kingdom, the majority of these movements are made outside of the peak hours;
  - iv) each vehicle would have 1.6 occupants per car reflecting the car occupancy within the National Travel Survey;
  - v) to provide a worst case assessment of the conditions on Green Lane, it has been assumed that all access to all three construction elements the Generating Equipment Site, and the Electrical and Gas Connections will be formed from Green Lane. In reality, some percentage of the access for the Electrical and Gas Connections will be formed from the south, from Millbrook Road.
- 6.2.3 The likely Construction phase vehicle trip generation is summarised in Appendix 6.1. The peak Construction phase All Vehicle Daily generation occurs during the third quarter, Q3, these movements are summarised in Table 6.1.



Table 6.1 - Construction Vehicle Trip movements for Green Lane Access (Total 2-way) - Third Quarter Q3

Q4 Construction	Vehicle	es / day	Peak Hour trips		
Period	Car	HGV	Car	HGV	
Generating Equipment	28	40	14	7	
Electrical Connection	50	10	26	2	
Gas Connection	10	15	5	3	
Total	88	65	45	12	

### 6.3 Typical Construction Phase Vehicle Trip Generation on Millbrook Road

- 6.3.1 Reflecting that vehicles will access the Electrical and Gas Connection areas via Millbrook Road in the Construction phase, a second assessment has been undertaken of the peak impact on Millbrook Road acknowledging that some of these movements were also considered in the previous section considering Green Lane.
- 6.3.2 The peak Construction phase generation for the Electricity and Gas Connection areas occurs at a different quarter to that considered above for Green Lane, and is during the second quarter. These movements are summarised in Table 6.2.

Table 6.2 - Construction Vehicle Trip movements for Millbrook Road Access (Total 2-way) - Second Quarter Q2

Q2 Construction Period	Vehicle	es / day	Peak Hour trips		
	Car	HGV	Car	HGV	
Generating Equipment	0	0	0	0	
Electrical Connection	50	10	26	2	
Gas Connection	13	15	7	3	
Total	63	25	33	5	

#### 6.4 Worst Case Construction Phase Vehicle Trip Generation on Green Lane

- 6.4.1 The flows contained in Section 6.2 represent typical Construction phase flows averaged across the period. To assess the worst case daily construction trip generation, a further assessment has been made of an event that would typically occur once, at worst possibly twice, during the course of the Construction phase.
- 6.4.2 The following have been assumed for this worst case Construction phase assessment:
  - i) this event would arise from deliveries of ready-mixed concrete for the casting of the main foundation. To avoid the need for construction joints (with the associated impact on long-term durability), it assumed that this base would be cast in one operation, during one day;
  - ii) a typical Generating Equipment plant foundation detail is shown in Appendix 6.2 this would require around 750m<sup>3</sup> of concrete;
  - iii) assuming the typical load is 6m³ of concrete per HGV, this would require around 125 deliveries;



- iv) due to the time that it takes to process the arriving concrete vehicle, to sample the batch, pump it to the correct area, then place and compact the concrete, it is likely that the delivery rate would be around one vehicle arriving every 5 minutes through the day for ten hours;
- v) this operation would need a total of 30 operatives on site all of whom would need to be on site before the AM peak hour, and would work until after the PM peak hour had finished:
- vi) because of the priority needed to be provided to the concrete delivery, that no other construction operation will be ongoing on the Generating Equipment site at the same time; and
- vii) this work would form one of the earlier work tasks in the project i.e., it is assumed that this would be in the first quarter.
- 6.4.3 The worst case Construction phase vehicle trip movements are summarised in Table 6.3.

Table 6.3 – Worst Case Construction Phase Vehicle Trip movements (Total Vehicles)

	Vehicle	es / day	Peak Hour trips		
	Car	HGV	Car	HGV	
Generating Equipment	19 (ie, 19 in and 19 Out)	125	0	12	
Electrical Connection	50	3	13	2	
Gas Connection	0	0	0	0	
Total	90	128	13	14	

- 6.4.4 As there are one or two of these significant concrete casting operations on this site, the number of days when such an operation would generate these higher levels of flow is anticipated to be limited to one or two days in total across the whole project.
- 6.4.5 The worst case Construction phase vehicle movements in Table 6.3 are compared to the typical Construction phase vehicle movements identified in Table 6.1. Whilst this worst case would generate around 60 more HGV movements across the working day, it appears to have less impact during either the AM or PM peak period whilst a further 2 HGV movements would be generated during the peak hours, there would be significantly less car trips during the network peak hour.
- 6.4.6 As such, the typical Construction phase vehicle trips identified in Section 6.2 are used in this assessment of the peak hour traffic impact of the development on the local highway network.

## 6.5 Construction Phase Distribution and Assignment on Green Lane

6.5.1 The distribution and assignment of the construction heavy vehicles along Green Lane will differ to that of the private cars. These two assignments are therefore reported.

#### **Heavy Vehicle Movements**

6.5.2 As detailed in Section 5, a Construction Environmental Management Plan – including a Route Management Strategy - will be implemented to minimise the impact of the Construction phase traffic upon sensitive areas on the surrounding network.



- 6.5.3 As detailed in Section 5, all heavy vehicles are required to access the construction sites for the Project from proscribed routes.
- 6.5.4 For the purposes of this assessment and in advance of the Contactor being appointed and the material sources being identified it has been assumed that all the heavy vehicles would assign westwards along Green Lane, then split evenly 50% / 50% to the north and south along Bedford Road towards the A421.

#### **Car Movements**

- 6.5.5 The distribution and assignment for car movements differs to that of the heavy vehicles, as construction workers' cars will not be prevented from travelling east along Green Lane towards the B530.
- 6.5.6 The following assignment, adopted by the previously consented Covanta RRF DCO, has been applied to the Millbrook Power Project car movements:
  - i) 10% east on Green Lane to the B530;
  - ii) 90% west on Green Lane to Bedford Road; of which
    - 35% south on Bedford Road
    - 45% north on Bedford Road
    - 10% westwards along minor rural roads towards Cranfield etc.

#### 6.6 Construction Phase Traffic Flows on Green Lane

6.6.1 The highest peak hour Construction phase flows (assumed to occur during the third quarter of construction, Q3) are summarised in Figure 6.1.



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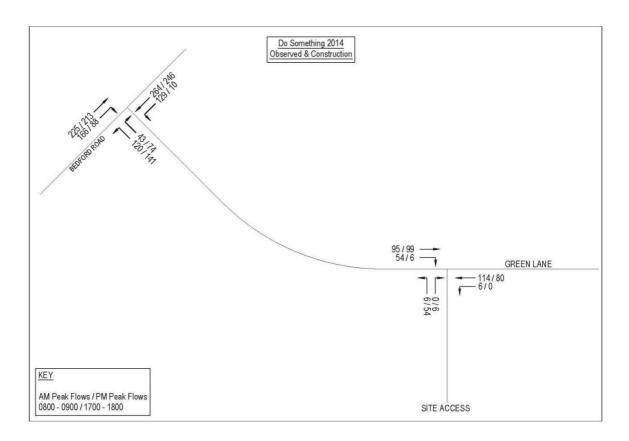
Figure 6.1 - Construction Traffic Flows - Third Quarter (with the highest peak hour flow) - Q3

(This includes some minor rounding differences from the flows in Table 6.1)

- 6.6.2 As any changes between the flows observed in 2014 and the start of construction in 2017 are minimal, the impact of the construction phase has been assessed using the 2014 flows.
- 6.6.3 To understand the likely future vehicle movements, these flows are combined with the 2014 Observed flows, and are summarised in Figure 6.2.



Figure 6.2 - 2014 Observed and Construction Flows



6.6.4 The impact of the Construction phase on Green Lane is considered in more detail in Section 8.

### 6.7 Construction Phase Distribution and Assignment on Millbrook Road

6.7.1 The distribution and assignment of the construction heavy vehicles along Millbrook Road will differ to that of the private cars. Two assessments are therefore reported.

#### **Heavy Vehicle Movements**

6.7.2 As detailed in Section 5, a Construction Environmental Management Plan – including a Route Management Strategy - will be implemented to minimise the impact of the Construction phase traffic upon sensitive areas on the surrounding network. All heavy vehicles are required to access the construction sites for the Project from a proscribed route eastwards along Millbrook Road towards the B530.

## **Car Movements**

- 6.7.3 The distribution and assignment for car movements differs to that of the heavy vehicles, as construction cars will not be prevented from travelling west along Millbrook Road towards Station Lane and the A421.
- 6.7.4 The following assignment to be applied to the Millbrook Power Project car movements reflects the general assignment pattern adopted by the previously consented Covanta RRF DCO for Green Lane:



- i) 10% east on Millbrook Road to the B530;
- ii) 80% west on Station Lane towards the A421;
- iii) 10% south on Sandhill Close towards the A507, reflecting the proportion of the movements predicted for the Covanta RRF DCO would travel southwards.

#### 6.8 Construction Traffic Flows on Millbrook Road

- 6.8.1 The highest peak hour Construction flows (assumed to occur during the second quarter of construction as detailed in Section 6.4) are summarised in Table 6.4 below.
- 6.8.2 Also summarised in Table 6.4 are the Construction phase movements combined with the 2014 Observed flows on Millbrook Road.

Table 6.4 - Construction Flows on Millbrook Road - Second Quarter Q2

Direction		Construction Flows	2014 Observed Flows	2014 Observed and Construction Flows				
West of the Electrical Connection Site Access								
Westbound	AM	0	79	79				
Westbound	PM	27	88	115				
Eastbound	AM	27	94	121				
Easibound	PM	0	73	73				
East of the Ga	as Connecti	on Site Access						
Westbound	AM	8	79	87				
Westbound	PM	5	88	93				
Eastbound	AM	5	94	99				
Easibouild	PM	8	73	81				

6.8.3 The impact of the Construction phase on Millbrook Road is considered in more detail in Section 8.

## 6.9 Summary

- 6.9.1 This Section summarises the likely vehicle trip generation from the Project for the Construction phase on both Green Lane and Millbrook Road.
- 6.9.2 Whilst the reported Worst Case would generate more heavy vehicle movements across the working day, it would generate less total vehicle trips during both the AM and PM peak periods. As the number of car trips is much lower in this Worst Case assessment, the Typical Construction Phase Vehicle Trips are used in this assessment.



## 7 Operational Vehicle Trip Generation, Distribution and Assignment

#### 7.1 Introduction

- 7.1.1 This Section considers the peak hour trip generation, distribution and assignment of vehicle trips generated by the Operational phase of the Project.
- 7.1.2 The Operational phase flows are considered against two different Future Year scenarios as stated below:
  - i) 2031 Operational Test 1 assuming the Future Year of 2031, assuming the background growth in traffic is reflected by TEMPRO factors and the additional trips from the development of Stewartby Broadmead Road; and
  - ii) 2031 Operational Test 2 assuming the Future Year of 2031, assuming the background growth in traffic is reflected by TEMPRO factors, and the additional trips from the development of Stewartby Broadmead Road and the Covanta RRF Development.

## 7.2 Operational Phase Person Trip Generation

- 7.2.1 During the operation of the Project, up to five members of staff would be working on site at any one time. A three-shift working day will provide the necessary 24 hour coverage. As the shift changes would be timed to reflect the generally quieter operational times, these would avoid the highway network peak hour: the highway impact of the operation would therefore be minimised.
- 7.2.2 Reflecting their adopted lifestyle and long-term job opportunity, the members of the full-time Operational phase staff are more likely to be locally resident than the more transient Construction phase workers. As such, not all of these 15 Operational phase movements per day are assumed to be made by car. An assessment of the adopted Operational phase mode share is contained in Section 7.3.
- 7.2.3 In addition to the Operational phase movements, routine maintenance of the Generating Equipment is required depending upon the level of use, this is assumed to be around once a year with the likely demand. During the routine maintenance phases, there may be up to 40 additional maintenance staff on site typically for one month. As these workers are unlikely to be locally resident, and as alternative means of travel are limited, it has been assumed that all of these trips would be made by car, and that each vehicle would have 1.6 occupants per car reflecting the average car occupancy within the National Travel Survey.
- 7.2.4 Reflecting the typical working hours on construction sites, it is assumed that majority of these Maintenance phase movements would be made outside of the network peak. Reflecting the Construction phase assumptions, to provide a robust assessment it has been assumed that 25% of the total vehicle movements would be during the peak hour. A further five HGV movements per day are assumed during the maintenance phase, none during the peak hour.
- 7.2.5 During the Operational phase, there would be minimal if any movements to either of the Gas Connection, or Electrical Connection areas. These movements would be intermittent, and would be limited to periodic routine inspection and maintenance operations.

## 7.3 Operational Phase Employee Mode Share and Vehicle Trips

7.3.1 An estimate has been made of the mode share of the Operational phase employees using local Journey to Work data obtained from the 2011 Census.



- 7.3.2 The 2011 Census data has been obtained for the 'Middle Super Output' area within which the Millbrook Power Project will be located the 'Bedford 020' area, which incorporates Stewartby. The results are summarised in Table 7.1, the Census data contained in Appendix 7.1.
- 7.3.3 Assuming that the 15 trips per day generated by the Project reflect the current mode choice, these Operational phase movements per day are also shown in Table 7.1.

Table 7.1 - Employee Mode Share in Stewartby (2011 Census Information)

Mode of Travel to Work in Stewartby	Percentage of Total Trips	Operational Phase Movements per Day
Train	1.0%	0
Bus/Minibus/Coach	1.2%	0
Car Driver	81.5%	12
Car Passenger	4.7%	1
Bicycle	2.7%	1
Foot	7.7%	1

7.3.4 The likely Operational phase vehicle trip generation from the Project is summarised in Table 7.2.

Table 7.2 - Operational Vehicle Trip movements (Total 2-way)

Work Stage	Vehicles / day		Peak Hour trips		
	Car	HGV	Car	HGV	
Operation phase	12	1	0	0	
During Maintenance	25	4	7	0	
Total	37	5	7	0	

7.3.5 The peak hour traffic flows from the Operational phase of the Project have been identified as being minimal – the worst case peak hour trip generation (during the periodic Maintenance cycle) generates one additional peak hour movement on the network every 9 minutes.

#### 7.4 Operational Phase Distribution and Assignment

## **Operational phase employees**

7.4.1 As identified in Section 7.2, in the Operational phase almost no trips would be generated during the peak hour by the 15 workers per day. As such, no assessment has been made of the distribution and assignment of these trips.

#### **Maintenance**

7.4.2 During the routine maintenance, the heavy vehicle and car trips are assumed to assign in accordance with the Construction phase detailed in Section 6.5, albeit that these maintenance trips will not be as significant as the Construction phase movements.



7.4.3 The assignment of the Operational Phase trips during the Maintenance work is summarised in Table 7.3.

Table 7.3 – Assignment of Operational flows

Link	Assignment	Operational Phase Flow		
LIIIK	Assignment	АМ	РМ	
1 - Green Lane - between Bedford Rd Jn and Kimberley College	90%	6	6	
2 - Bedford Road - between Green Lane and Slip Road to South	45%	3	3	
3 - Bedford Road- between Green Lane and Broadmead Road	45%	3	3	
4 - Green Lane - between Level Crossing and Churchill Close	10%	1	1	
5 - Green Lane - Between Kimberley College and Level Crossing	90%	6	6	
Total		7	7	

## 7.5 2031 Operational Test 1 Base Flows

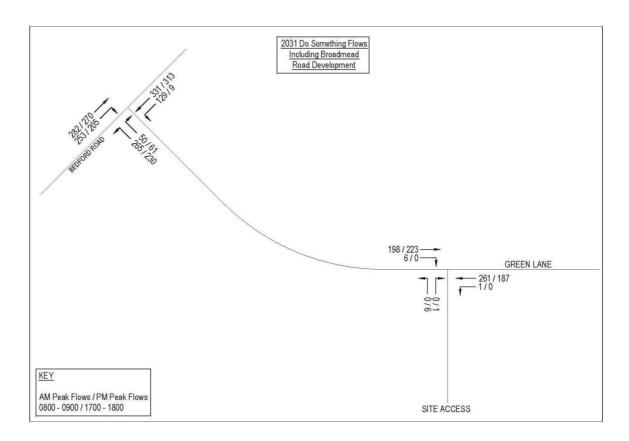
- 7.5.1 An assessment has been made of the impact of the Operational phase in the 2031 Future Year
- 7.5.2 Responding to a request from the Highway Authorities, the 2031 Operational Test 1 assessment includes:
  - i) the growth in flows between 2014 to 2031; and
  - ii) the flows from the local residential development at Broadmead Road Stewartby.
- 7.5.3 The 2031 flows are synthesised by applying the following TEMPRO growth factors to the 2014 Observed Flows to generate the 2031 flows:

- 7.5.4 The output from the TEMPRO computer suite is included in Appendix 7.2. These 2031 Base flows are summarised in Appendix 7.3.
- 7.5.5 The flows from the Broadmead Road Development were extracted from the Broadmead Road Stewartby Transport Assessment (dated December 2002), and are contained in Appendix 2.6. These are summarised in the 2031 Operation Test 1 assessment contained in Appendix 7.3.
- 7.5.6 The Millbrook Power Project flows, summarised in Table 7.3, have been included within this assessment. These too are summarised in the 2031 Operation Test 1 assessment contained in Appendix 7.3.



7.5.7 The 2031 Operational Test 1 Base Flows - with the Broadmead Road Stewartby Development and the Millbrook Power Project flows summarised in Appendix 7.3 - are shown in Figure 7.1.

Figure 7.1 - 2031 Operational Test 1 flows - Including Broadmead Road Development with the Operational Movements



7.5.8 The impact of the Operational phase on Green Lane in the 2031 Operational Test 1 is considered in more detail in Section 9.

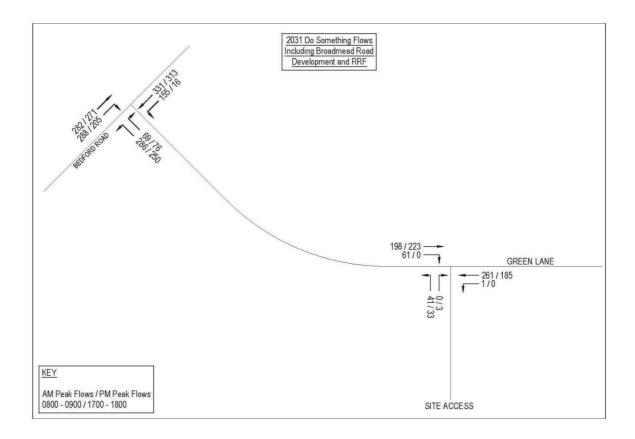
#### 7.6 2031 Operational Test 2 Base Flows

- 7.6.1 Responding to the request of the Highway Authorities, the 2031 Operational Test 2 assessment includes:
  - i) the same growth in flows between 2014 to 2031 assumed in Section 7.5;
  - ii) the flows from the local residential development at Broadmead Road Stewartby as assumed in Section 7.5; and
  - iii) the Covanta RRF DCO flows.
- 7.6.2 The first two the 2031 background flows, and the Broadmead Road Stewartby Development flows summarised in Appendix 7.2 have been repeated in Appendix 7.4.
- 7.6.3 The flows from the Covanta DCO have been extracted from the Proposed Rookery South (Resource Recovery Facility) Order Transport Assessment (dated August 2010) prepared by Waterman Boreham Ltd, and are included in Appendix 2.5. These too are summarised in Appendix 7.4.



7.6.4 The 2031 Operational Test 2 Base Flows - with the Broadmead Road Stewartby Development, Covanta RRF Development and the Millbrook Power Project flows summarised in Appendix 7.4 - are shown in Figure 7.2.

Figure 7.2 - 2031 Operational Test 2 Flows Including Broadmead Road Development and the Covanta RRF facility, and the Operational Movements



7.6.5 The impact of the Operational phase on Green Lane in the 2031 Operational Test 2 is considered in more detail in Section 10.

### 7.7 Summary

- 7.7.1 The 2031 Future Year flows have been assessed, incorporating the Operational phase of the Project.
- 7.7.2 The traffic impact of the Operational phase of the Project has been identified as being minimal around 1 additional peak hour movement on the network every 9 minutes.
- 7.7.3 The more significant changes in traffic flows in 2031 are mainly due to two major local developments of the residential development in Stewartby at Broadmead Road, and the Covanta RRF DCO.



## 8 Traffic Impact Analysis – Construction

#### 8.1 Introduction

- 8.1.1 This Section reviews the impact of the Construction phase movements on the road network generated by the Project.
- 8.1.2 This assessment uses the traffic flows identified in Section 6, and reviews the impact on local links and junctions on the highway network.

## 8.2 Link Impact

- 8.2.1 When assessing the Construction phase traffic flow impact, the highest third quarter (Q3) movements detailed in Section 6 have been used. The majority of Construction phase movements will be outside of the network peak hours.
- 8.2.2 A plan showing the seven links assessed is included in Appendix 8.1.
- 8.2.3 The impact on the local links is summarised in Table 8.1.



Table 8.1 - Traffic Impact on Links during the Construction Phase (Third Quarter on Green Lane, Second Quarter on Millbrook Road) ) in 2014

Link	Direction		Observed lows		erved and ion Flows	% Im	pact
		AM	PM	AM	PM	AM	PM
1	Westbound	157	161	163	215		
Green Lane - Between Bedford Rd Junction	Eastbound	241	92	295	98		
and Kimberley College	Two Way	398	253	458	313	15%	24%
2	Northbound	364	298	391	301		
Bedford Road- Between Green Lane and Slip Road to South	Southbound	381	360	384	387		
and Slip Road to South	Two Way	745	658	775	688	4%	5%
3	Northbound	265	260	268	287		
Bedford Road- Between Green Lane and Broadmead Road	Southbound	366	253	393	256		
	Two Way	631	513	661	543	5%	6%
4 Green Lane - Between	Westbound	114	80	120	80		
Level Crossing and Churchill Close	Eastbound	95	99	95	99		
Citatoriiii Cicac	Two Way	209	179	215	179	3%	0%
5	Westbound	114	80	120	134		
Green Lane - Between   Kimberley College and Level Crossing	Eastbound	95	99	149	105		
Level Glossing	Two Way	209	179	269	239	29%	34%
6	Westbound	79	88	87	93		
Millbrook Road, east of	Eastbound	94	73	99	81		
the Gas Connection Site Access	Two Way	173	161	186	174	8%	8%
7	Westbound	79	88	79	115		
Millbrook Road, west of the Electrical	Eastbound	94	73	121	73		
Connection Site Access	Two Way	173	161	200	188	16%	17%



- 8.2.4 The results in Table 8.1 identify that the worst case third quarter Construction phase traffic impact upon Green Lane and Bedford Road is generally low, reflecting the relatively low base flows. At worst, the additional 60 trips generated by all aspects of the construction during the Construction phase one additional vehicle a minute in the PM peak is unlikely to significantly affect traffic conditions.
- 8.2.5 Similarly, the worst case second quarter Construction phase traffic impact on Millbrook Road is also limited the increase in traffic represents one additional vehicle every two minutes.

## 8.3 Junction Capacity Assessment

- 8.3.1 This Section reviews the impact on the local junctions the Proposed Site Access / Green Lane, and Bedford Road / Green Lane during the Construction phase.
- 8.3.2 For the purposes of this assessment, these construction movements are considered in the context of the 2014 flows as a proxy for the network flows when the Construction phase starts.

### **Green Lane / Proposed Site Access Junction**

8.3.3 The results of the Green Lane / Proposed Site Access peak hour junction capacity assessment, assuming the 2014 Observed flows with the Construction phase movements, are summarised in Table 8.2, the PICADY output contained in Appendix 8.2.

Table 8.2 - Summary of PICADY results for the Green Lane / Proposed Site Access junction - 2014 Flows with Construction Movements

MOVEMENT			Peak -0900)	PM Peak (1700-1800)	
		RFC	MMQ	RFC	ММQ
B - C	Site Access to Green Lane (W)	0.04	0	0.04	0
B - A	Site Access to Green Lane (E)	0.01	0	0.01	0
C - B	Green Lane (W) to Site Access	0.05	0	0.05	0
Total Inclusive Queueing Delay (min/veh)		0.023		0.024	

RFC – Ratio of Flow to Capacity - an RFC of less than 0.85 is considered to indicate a priority junction arm operating satisfactorily

MMQ - Mean Maximum Queue

8.3.4 The Proposed Site Access junction operates well within capacity during the Construction phase with minimal gueuing or delay.

#### **Bedford Road / Green Lane Junction**

8.3.5 The results of the Bedford Road / Green Lane peak hour junction capacity assessment, assuming the 2014 Observed flows with the Construction phase movements, are summarised in Table 8.3, the PICADY output contained in Appendix 8.2.



Table 8.3 - Summary of PICADY results for the Bedford Road / Green Lane junction - 2014 Flows with Construction movements

MOVEMENT			Peak -0900)	PM Peak (1700-1800)	
		RFC	MMQ	RFC	ММQ
B - C	Green Lane to Bedford Road (S)	0.21	0	0.21	0
B - A	Green Lane to Bedford Road (N)	0.16	0	0.16	0
C - B	Bedford Road (S) to Green Lane	0.28	0	0.17	0
Total Inclusive Queueing Delay (min/veh)		0.049		0.045	

8.3.6 The Bedford Road / Green Lane junction operates well within capacity during the typical Construction phase peak hour flows with minimal queuing or delay.

#### 8.4 Conclusions

- 8.4.1 This Section reports an assessment of the traffic impact on the local highway links likely to be affected by the Construction phase. It identifies that the impact on the links is shown to be minimal.
- 8.4.2 The junction capacity assessments shows that the Green Lane / Proposed Site Access, and the Bedford Road / Green Lane junctions both operate well within capacity during the Construction phase with minimal queuing or delay.
- 8.4.3 The operational conditions on the local highway network will therefore be imperceptibly affected by the Construction phase.



## 9 Traffic Impact Analysis – 2031 Operational Test 1

#### 9.1 Introduction

- 9.1.1 This Section reviews the impact of the Operational phase movements generated by the Project with the 2031 Operational Test 1 road network flows.
- 9.1.2 This assessment uses the 2031 Operational Test 1 traffic flows identified in Section 7, and reviews the impact on local links and junctions on the highway network.

## 9.2 Link Impact

- 9.2.1 The impact on the local links is summarised in Table 9.1.
- 9.2.2 As no flows are assumed to assign to Millbrook Road, no assessment has been undertaken of this link.



 $\label{thm:conditional} \textbf{Table 9.1 - 2031 Operational Test 1 - Traffic Impact of Millbrook Power on Links with the Stewartby Broadmead Road Development \\$ 

Link	2031 Operational Test 1 without Direction Millbrook Power		2031 Operational Test 1 with Millbrook Power		% Impact		
		AM	PM	AM	РМ	AM	PM
1	Westbound	315	290	315	296		
Green Lane - Between Bedford Rd Junction and	Eastbound	381	214	387	214		
Kimberley College	Two Way	696	504	702	510	1%	1%
2 Bedford Road-	Northbound	536	476	539	476		
Between Green Lane and Slip Road	Southbound	596	542	546	545		
to South	Two Way	1109	1031	1085	1021	0%	0%
3	Northbound	333	330	333	333		
Bedford Road- Between Green Lane and Broadmead Road	Southbound	459	321	462	321		
Broadmoad Road	Two Way	792	651	795	654	0%	0%
4 Green Lane -	Westbound	261	185	262	185		
Between Level Crossing and	Eastbound	198	224	198	225		
Churchill Close	Two Way	460	409	461	410	0%	0%
5	Westbound	261	187	261	193		
Green Lane – Between Kimberley College and Level	Eastbound	198	223	204	223		
Crossing	Two Way	459	410	465	416	1%	1%

9.2.3 The impact of the Operational phase flows are minimal on the links assessed – as there are only 7 additional trips in the peak hour, this contributes a further 1 extra trip per 9 minutes in the peak hour.

## 9.3 Junction Capacity Assessment

9.3.1 This Section reviews the impact of the Operational phase on the local junctions – the Proposed Site Access / Green Lane, and Bedford Road / Green Lane – assuming the 2031 Operational Test 1 flows.



## **Green Lane / Proposed Site Access Junction**

9.3.2 The results of the Green Lane / Proposed Site Access peak hour junction capacity assessment, assuming the 2031 Operational Test 1 flows with the Operational phase movements, are summarised in Table 9.2, the PICADY output contained in Appendix 9.1.

Table 9.2 - Summary of PICADY results for the Green Lane / Proposed Site Access junction - 2031 Operational Test 1 flows with Operational Phase Movements

MOVEMENT			Peak -0900)	PM Peak (1700-1800)	
		RFC	MMQ	RFC	ММQ
B - C	Site Access to Green Lane (W)	0.00	0	0.01	0
B - A	Site Access to Green Lane (E)	0.00	0	0.00	0
C - B	Green Lane (W) to Site Access	0.01	0	0.00	0
Total Inclusive Queueing Delay (min/veh)		0.00		0.00	

RFC - Ratio of Flow to Capacity - an RFC of less than 0.85 is considered to indicate a priority junction arm operating satisfactorily

9.3.3 The Proposed Site Access junction is indicated as operating well within capacity with the Operational phase with minimal queuing or delay with the 2031 Operation Test 1 flows.

#### **Bedford Road / Green Lane Junction**

9.3.4 The results of the Bedford Road / Green Lane peak hour junction capacity assessment, assuming the 2031 Operational Test 1 flows with the Operational phase movements, are summarised in Table 9.3, the PICADY output contained in Appendix 9.1.

Table 9.3 - Summary of PICADY results for the Green Lane / Bedford Road junction - 2031 Operational Test 1 flows with Operational Phase Movements

MOVEMENT			Peak -0900)	PM Peak (1700-1800)	
		RFC	MMQ	RFC	ммQ
B - C	Green Lane to Bedford Road (S)	0.46	1	0.40	1
B - A	Green Lane to Bedford Road (N)	0.20	0	0.21	0
С - В	Bedford Road (S) to Green Lane	0.52	1	0.3	1
Total Inclusive Queueing Delay (min/veh)		0.08		0.07	

9.3.5 The Bedford Road / Green Lane junction is indicated as operating well within capacity with the Operational phase with minimal queuing or delay with the 2031 Operation Test 1 flows.

MMQ - Mean Maximum Queue



#### 9.4 Conclusions

- 9.4.1 This Section reports an assessment of the Operational phase traffic impact on the local highway links assuming the 2031 Operational Test 1 flows. It identifies that the impact on the links is shown to be minimal.
- 9.4.2 The junction capacity assessments shows that the Green Lane / Proposed Site Access, and the Bedford Road / Green Lane junctions both operate well within capacity with the 2031 Operational Test 1 phase with minimal queuing or delay.
- 9.4.3 The local highway network will therefore be affected imperceptibly by the Operational phase flows.



## 10 Traffic Impact Analysis – 2031 Operational Test 2

### 10.1 Introduction

- 10.1.1 This Section reviews the impact of the Operational phase movements generated by the Project with the 2031 Operational Test 2 road network flows.
- 10.1.2 This assessment uses the 2031 Operational Test 2 traffic flows identified in Section 7, and reviews the impact on local links and junctions on the highway network.

## 10.2 Link Impact

- 10.2.1 The impact on the local links is summarised in Table 10.1.
- 10.2.2 As no flows are assumed to assign to Millbrook Road, no assessment has been undertaken of this link.



Table 10.1 – 2031 Operational Test 2 – Traffic Impact of Millbrook Power on Links with the Broadmead Road and Covanta RRF Developments in place

Link	Direction	2031 Operational Test 2 without Millbrook Power		2031 Operational Test 2 with Millbrook Power		% Impact	
		AM	PM	AM	PM	AM	PM
1	Westbound	355	316	355	322		
Green Lane - Between Bedford Rd Junction and	Eastbound	435	221	441	221		
Kimberley College	Two Way	790	537	796	543	1%	1%
2 Bedford Road-	Northbound	564	476	567	476		
Between Green Lane and Slip Road	Southbound	617	555	617	558		
to South	Two Way	1181	1031	1184	1034	0%	0%
3 Bedford Road-	Northbound	352	343	352	346		
Between Green Lane and Broadmead Road	Southbound	485	328	488	328		
Broadmead Road	Two Way	837	671	840	674	0%	0%
4 Green Lane -	Westbound	260	185	261	185		
Between Level Crossing and	Eastbound	198	225	198	226		
Churchill Close	Two Way	458	410	459	411	0%	0%
5	Westbound	301	210	301	211		
Green Lane - Between Kimberley	Eastbound	246	230	252	230		
College and Level Crossing	Two Way	547	440	553	441	1%	1%

10.2.3 The impact of the Operational Test 2 flows are minimal on the links assessed – as there are only 7 additional trips in the peak hour, this contributes a further 1 extra trip per 9 minutes in the peak hour.



## 10.3 Junction Capacity Assessment

10.3.1 This Section reviews the impact of the Operational phase on the local junctions – the Proposed Site Access / Green Lane, and Bedford Road / Green Lane – assuming the 2031 Operational Test 2 flows.

## **Green Lane / Proposed Site Access Junction**

10.3.2 The results of the Green Lane / Proposed Site Access peak hour junction capacity assessment, assuming the 2031 Operational Test 2 flows - with the Operational phase movements - are summarised in Table 10.2, the PICADY output contained in Appendix 10.1.

Table 10.2 - Summary of PICADY results for the Green Lane / Proposed Site Access junction - 2031 Operational Test 2 including Stewartby Broadmead Road Development, Covanta RRF and Millbrook Power Ltd Operational Flows

MOVEMENT			Peak -0900)	PM Peak (1700-1800)	
		RFC	ММQ	RFC	ммQ
B - C	Site Access to Green Lane (W)	0.07	0	0.05	0
B - A	Site Access to Green Lane (E)	0.00	0	0.01	0
C - B	Green Lane (W) to Site Access	0.12	0	0.00	0
Total Inclusive Queueing Delay (min/veh)		0.02		0.01	

10.3.3 The Proposed Site Access junction is indicated as operating well within capacity with the Operational phase with minimal queuing or delay with the 2031Operation Test 2 flows.

#### **Bedford Road / Green Lane Junction**

10.3.4 The results of the Bedford Road / Green Lane peak hour junction capacity assessment, assuming the 2031 Operational Test 2 flows with the Operational phase movements, are summarised in Table 10.3, the PICADY output contained in Appendix 10.1.



Table 10.3- Summary of PICADY results for the Green Lane / Bedford Road junction - 2031 Operational Test 2 - including Stewartby Broadmead Road Development, Covanta RRF and Millbrook Power Ltd Operational Flows

MOVEMENT			Peak -0900)	PM Peak (1700-1800)	
		RFC	ММQ	RFC	ММQ
B - C	Green Lane to Bedford Road (S)	0.52	1	0.43	1
B - A	Green Lane to Bedford Road (N)	0.29	1	0.25	0
C - B	Bedford Road (S) to Green Lane	0.58	2	0.38	1
Total Inclusive Queueing Delay (min/veh)		0.102		0.072	

10.3.5 The Bedford Road / Green Lane junction is indicated as operating well within capacity with the Operational phase with minimal queuing or delay with the 2031Operation Test 2 flows.

#### 10.4 Conclusions

- 10.4.1 This Section reports an assessment of the traffic impact on the local highway links likely to be affected by the 2031 Operational Test 2 phase. It identifies that the impact on the links is shown to be minimal.
- 10.4.2 The junction capacity assessments shows that the Green Lane / Proposed Site Access, and the Bedford Road / Green Lane junctions both operate well within capacity during the 2031 Operational Test 2 phase with minimal queuing or delay.
- 10.4.3 The local highway network will therefore be affected imperceptibly by the Operational phase flows.



## 11 Mitigation

#### 11.1 Introduction

- 11.1.1 This Section summarises the proposed mitigation strategy for the local highway network to manage the effects of the Project.
- 11.1.2 This Section considers the mitigation measures for both the Construction and Operation phases.

## 11.2 Mitigation during Construction

- 11.2.1 The assessment of Construction phase-generated impact on the surrounding links and junctions on the local highway network has been considered earlier in this Assessment. This concluded that no highway capacity mitigation is required to respond to capacity issues.
- 11.2.2 To manage any short-term Construction-generated impact on the surrounding highway network, the following will be provided:
  - a framework Construction Environmental Management Plan to reduce the transport impacts of the construction traffic servicing the Site, and the movements associated with construction waste;
  - ii) a Route Management Plan to direct HGVs away from the sensitive local transport network;
  - iii) a traffic management scheme at the Green Lane / Proposed Site Access to control gueuing and to ensure no blocking of the rail develops;
  - iv) a traffic management scheme at the Houghton Lane / Proposed Construction Access;
  - v) a traffic management scheme at the Station Lane / Proposed Construction Access;
  - vi) the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area;
  - vii) a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and
  - viii) an Abnormal Load Delivery strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.

#### 11.3 Mitigation during Operation

- 11.3.1 The assessment of Operational phase-generated impact on the surrounding links and junctions on the local highway network has been considered earlier in this Assessment. This concluded that no highway capacity mitigation is required to respond to capacity issues.
- 11.3.2 To manage any Operational phase-generated impact on the surrounding highway network, a Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project.



11.3.3 In reality, any significant mode shift away from the private car is unlikely for the Project, as there are likely to be only five workers on site at the same time. Notwithstanding, a series of initiatives will be implemented to encourage the use of alternative modes of travel to the private car:

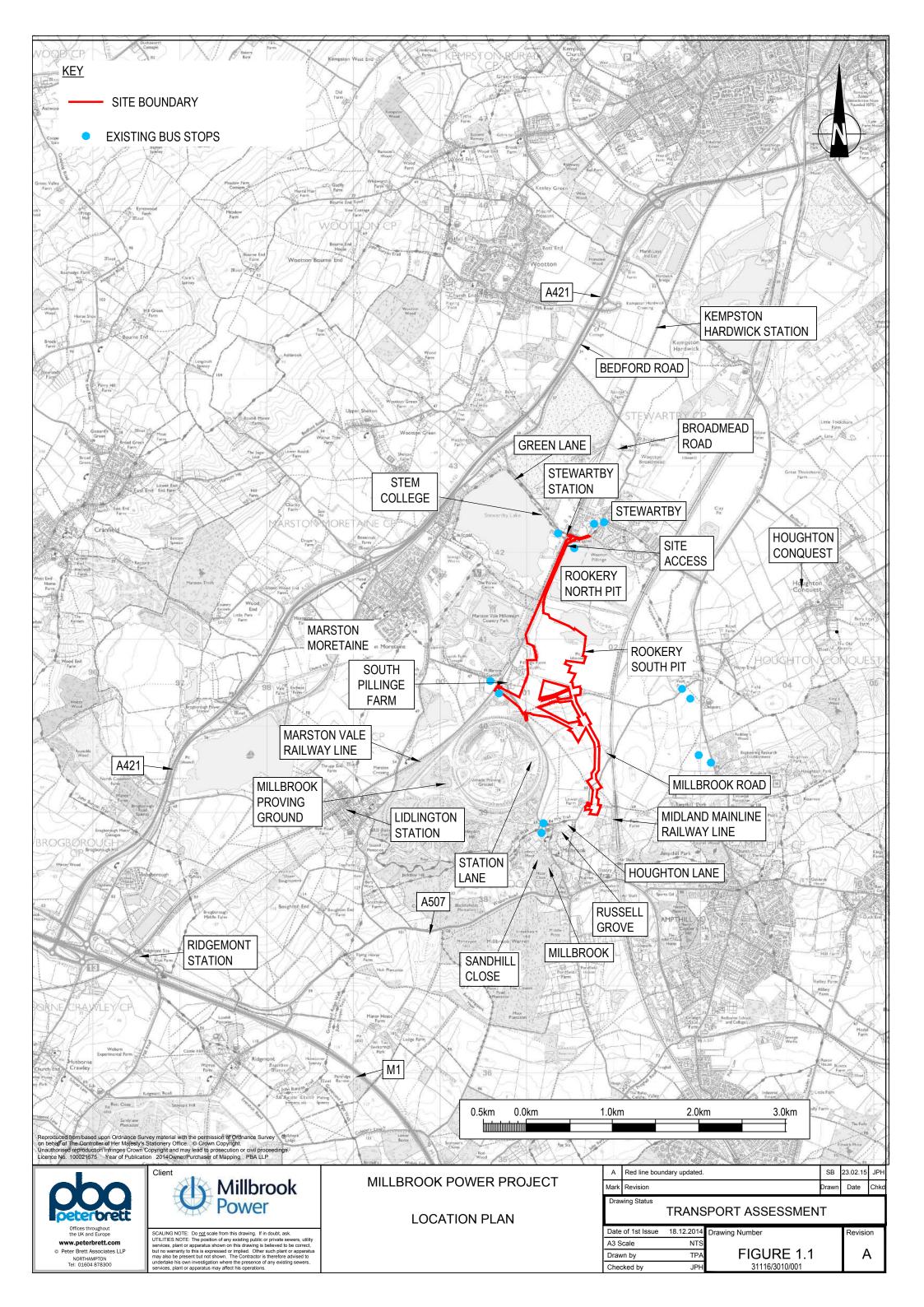


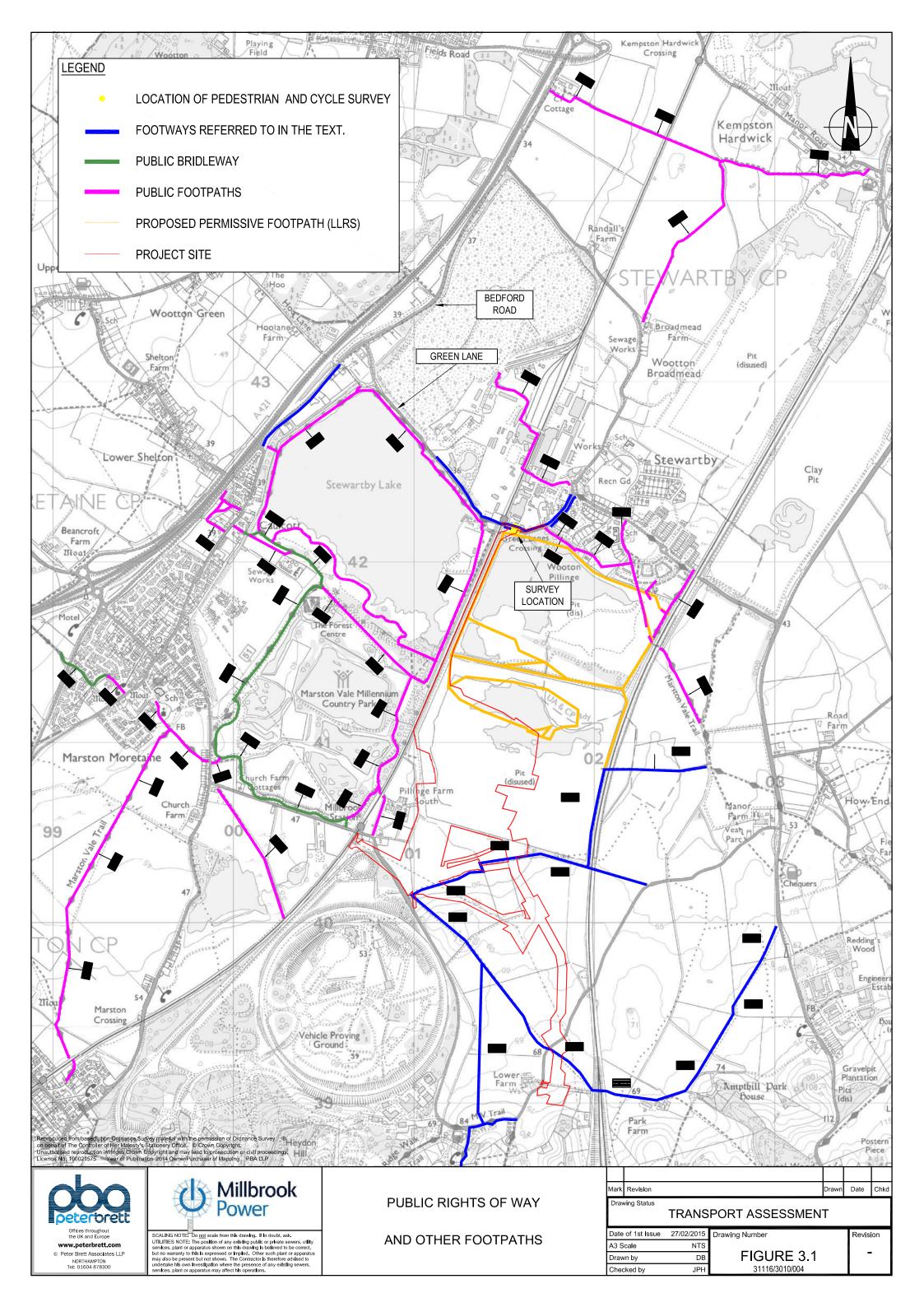
## 12 Conclusions

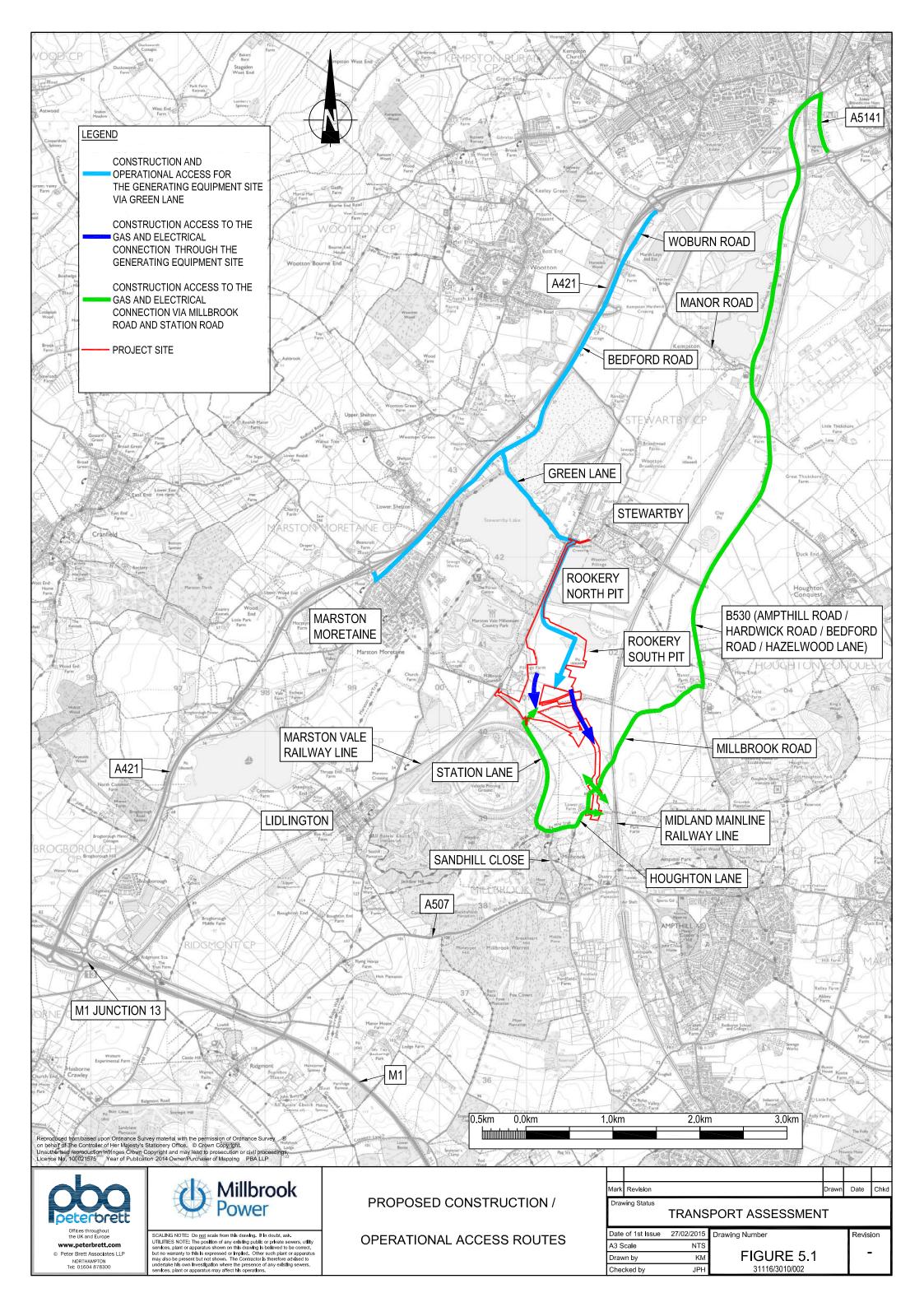
- 12.1 Peter Brett Associates has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the application for a Development Consent Order at Rookery South, Stewartby, Bedfordshire. This relates to the proposed development of an area of land within the former clay extraction works for a new gas-fired peaking power generating plant.
- 12.2 The existing highway access to the Project site is well-suited to minimise the vehicle impact on surrounding communities, as the old A421 around 2km to the north-west of the Site Access connects to the new A421 and the M1 Junction 13 without passing through existing settlements.
- 12.3 Pre-application transport scoping discussions have taken place with a range of statutory and non-statutory consultees and stakeholders at all levels to discuss the Project. Millbrook Power Ltd has engaged with the Highways Agency, Central Bedfordshire Council, Bedford Borough Council and Network Rail to agree the scope of work for this transport assessment, this input has directly informed the proposals.
- 12.4 This Section provides information on existing conditions in the area close to the Project. It also addresses the current accessibility in the area. The results of the junction capacity assessment show that the Bedford Road / Green Lane priority junction currently operates well within capacity in both peaks with no queuing. A review of the road safety data concludes that all the links and junctions assessed within this study area have either equal or lower than the anticipated numbers of PICs.
- 12.5 There is no reason from the policy perspective why the Project should not be progressed.
- 12.6 In order to assess robustly the impact of the Construction movements of the Project, a vehicle trip generation assessment has been undertaken for the Construction phase. The junction capacity assessments shows that the Green Lane / Proposed Site Access, and the Bedford Road / Green Lane junctions both operate well within capacity during the Construction phase with minimal queuing or delay. The local highway network will therefore not be affected by the Construction phase.
- 12.7 The 2031 Future Year conditions have been assessed, incorporating the Operational phase of the Project. The impact of the Operational phase has been identified as being minimal around 1 additional peak hour movement on the network every 9 minutes. The local highway network will therefore not be affected by the Operational phase.
- 12.8 The Assessment also reports the mitigation measures for both the Construction and Operation phases. To manage any Construction-generated impact on the surrounding highway network, the following will be provided:
  - a framework Construction Environmental Management Plan to reduce the transport impacts of the construction traffic servicing the Site, and the movements associated with construction waste;
  - ii) a Route Management Plan to direct HGVs away from the sensitive local transport network;
  - iii) a traffic management scheme at the Green Lane / Proposed Site Access to control queuing and to ensure no blocking of the rail develops;
  - iv) a traffic management scheme at the Houghton Lane / Proposed Construction Access;
  - v) a traffic management scheme at the Station Lane / Proposed Construction Access;



- vi) a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and
- vii) the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area; and
- viii) an Abnormal Load Delivery strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.
- 12.9 Whilst any significant mode shift away from the private car is unlikely for the Project there are likely to be only five workers on site at the same time a Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project. A range of non-car Initiatives will be implemented to encourage the use of alternative modes of travel to the private car
- 12.10 Given the scale of development and anticipated impact with reference to paragraph 32 of the National Planning Policy Framework (NPPF), the cumulative impact of the development is not considered to be severe.
- 12.11 As such, it is considered that there are no transport-related reasons why the Development Consent Order should not be permitted for the Project.



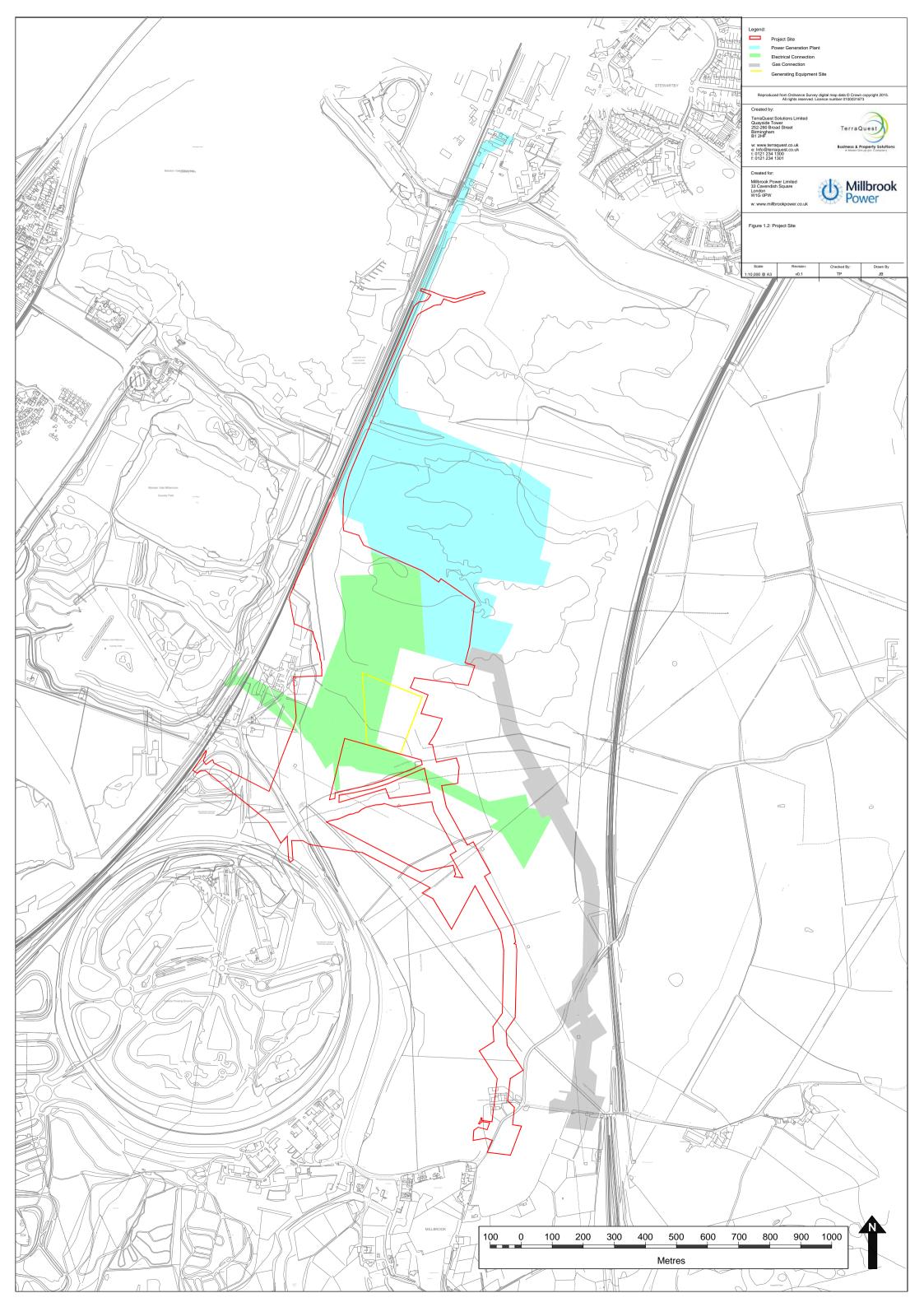






# Appendix 1.1 - Development Site Plan

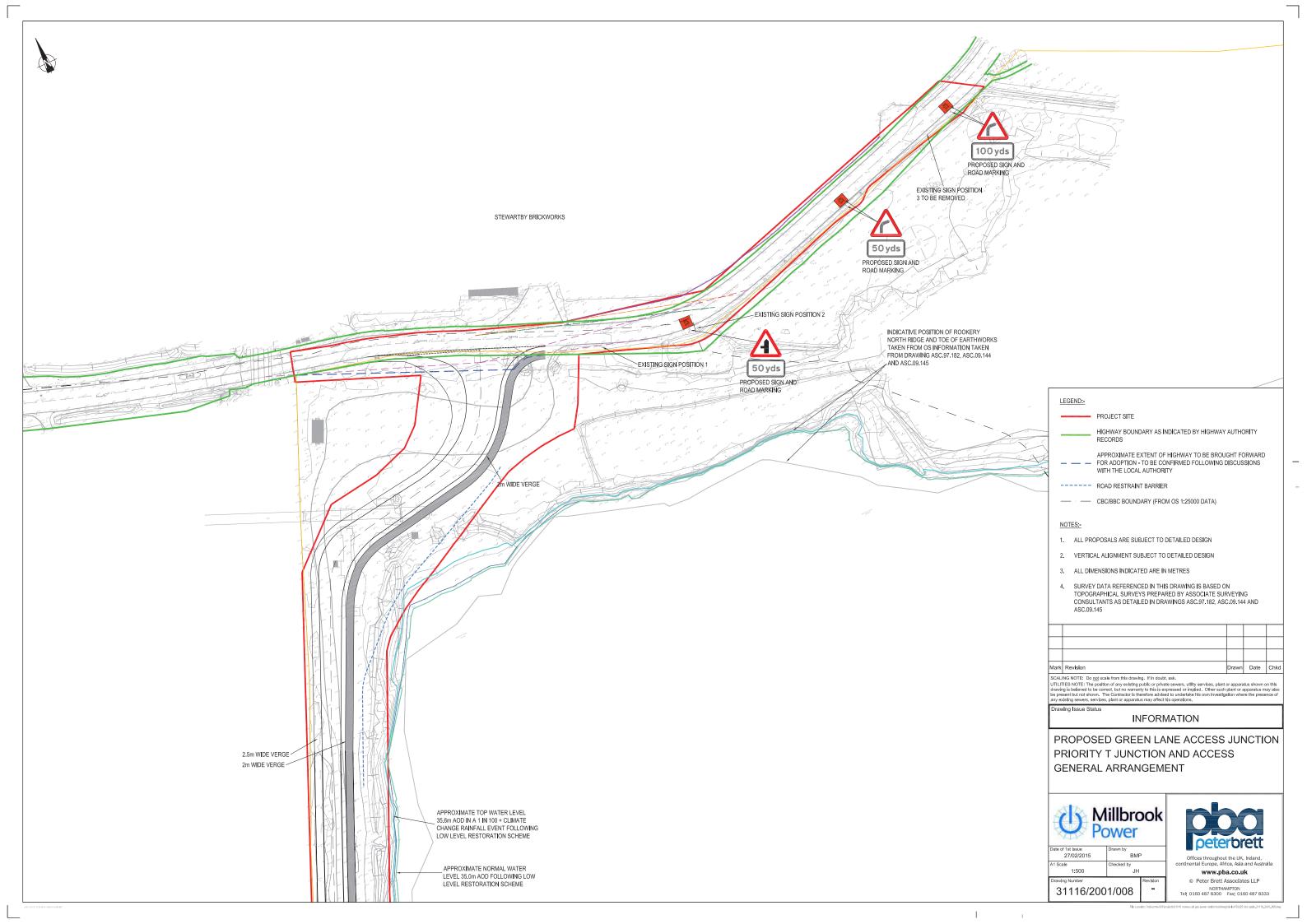






# Appendix 2.1 - Proposed Site Access Plan







# Appendix 2.2 - Notes of Joint Authority and Network Rail Meetings





Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale

Joint Highway Authority Transport Meeting

Attendees: Kim Healy - Bedford Borough Council (BBC)

Mark Cornell - Central Bedfordshire (CBC)
David Abbott - Highways Agency (HA)
Keith Dove - Luton Borough Council (LBC)
Nick Johnson - Millbrook Power Limited (MPL)

John Hopkins - Peter Brett Associates LLP (PBA)

cc: Richard Draper - Network Rail (NR)

Jenny Volp - Highways Agency (HA)
Chris Leach - Peter Brett Associates LLP (PBA)
David Atherton - Peter Brett Associates LLP (PBA)

**Date of Meeting:** 14.00 - 16.00, August 27<sup>th</sup>, 2014

Job Number: 31116

Item	Subject	Actions
1.	Introduction	
1.1	This meeting was arranged to scope the planning and highway authorities' requirements for a transport assessment to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd. This meeting follows the issue of the DCO EIA Scoping Report in June 2014 to all relevant consultees.	Info.
1.2	It is intended that this technical assessment process would progress together with the authorities to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the assessment work proceeds.	Info.
1.3	Whilst there were no Network Rail (NR) representatives at this meeting, they had been invited. Copies of these Notes will be circulated to NR, the intention is that they be invited to future meetings.	Info. PBA
2.	Project Description and Historical / Background Planning Context	
2.1	The Project Applicant is Millbrook Power Ltd (MPL), an energy development company established for the Project by Watt Power Limited.	Info.
2.2	As detailed in the EIA Scoping Report, and shown on the attached presentation and draft Figures 12.1 and 12.2 of the Preliminary Environmental Information Report (PEIR) circulated to the attendees, the Project would comprise:	Info.
	<ul> <li>i) a new Power Generation Plant, a gas fired peaking 299MW power generating station fuelled by natural gas. The Generation Plant would be accessed via a new purpose built access road from Green Lane, Stewartby;</li> </ul>	
	ii) a new Gas Connection to bring natural gas to the Power Generation Plant from the National Transmission System;	





Item	Subject	Actions
	iii) a new Electrical Connection to export power from the Power Generation Plant to the National Grid Electricity Transmission system for distribution;	
	iv) a temporary laydown area for the storage of plant and equipment during construction adjacent to the Generating Equipment Site;	
	v) a new purpose-built 1.7km access road constructed from Green Lane to the Generating Equipment;	
	vi) the route of the access road would follow the existing track which borders the lake within Rookery North Pit. On reaching Rookery South Pit, the Access Road would descend the ramp to enter into the Pit, and cross through the Pit until it reaches the Generating Equipment Site along the alignment shown on Figure 12.1.	
2.3	The Generating Equipment within the Project would run during periods of high electricity demand to support the high-output "base" suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources. As such, this plant will not operate constantly - an environmental permit limited to 1,500 hours operation per year is being sought.	Info.
2.4	There are a series of extant consents for Rookery South Pit that could be implemented concurrently with the Project:	Info.
	<ul> <li>i) the "Low Level Restoration Scheme" to restore the Rookery South Pit, including drainage, landscaping, and earthworks to ensure the long-term stability of the area (this will be fundamentally completed before the MPL works commence);</li> </ul>	
	ii) Covanta has an extant DCO for an Energy from Waste (EfW) plant, with an annual throughput of 580,000t of refuse passing into the Site for incineration. The IPCC order was published in March 2013 – although there is currently some uncertainty as to delivery timetables for this though; and	
	iii) an Integrated Waste Management Facility associated with this EfW – albeit this facility would be entirely dependent upon the EfW facility.	
2.5	The design of the Gas and Electrical Connection is on-going, hence the lack of certainty at this point and why the redline boundary in the EIA Scoping Report covers a significant area of land. In particular:	Info.
	<ul> <li>the Gas Connection will consist of an Above Ground Installation (AGI) on the existing gas main, connecting the existing pipeline apparatus to the Generating Equipment;</li> </ul>	
	ii) a sub-station would be located adjacent the Generating Equipment Site within the Rookery South Pit - and will transform the Plant output to a voltage compatible with the National Grid network voltage.	
3.	Summary of the Development Consent Order process work stages	
3.1	A summary of the Development Consent Order process was provided (see attached). The MPL application is in currently within the Pre-Application stage.	Info.





Item	Subject	Actions
4.	Likely Vehicle Trip Generation	
4.1	An average vehicle trip generation estimate for the 18 month construction period has been prepared by Parsons Brinckerhoff, based on observations at other similar facilities. This is attached. This would inform the traffic impact assessment on the surrounding highway network.	Info.
4.2	It was agreed that a further sensitivity test would be provided, identifying the very occasional worst case daily construction trip generation – likely to be the casting of the concrete foundation for the facility. These sensitivity test flows would also be applied in demonstrating the impact of the proposals on the local network from this generation.	PBA
4.3	During operation of the Generating Equipment - and unlike the earlier approved Covanta DCO - the trip generation would be minimal – it is likely to consist of a maximum 4 staff attending each shift.	Info.
4.4	The Generating Equipment would be subject to periodical maintenance during operation, undertaken by a specialist maintenance contractor. The frequency of the maintenance operation would be determined by the number of hours the Project would be running, but is likely to occur no more frequently than annually. During this maintenance period, the numbers of vehicles accessing	Info.
	the site would increase. Further details will be provided within the TA.	PBA
5.	Proposed Access Arrangements and Highway Authority requirements	
	To the Generation Equipment area from Green Lane	
5.1	The Covanta DCO included for an approved ghost island priority junction to Green Lane. If Covanta delivers this arrangement, it would have sufficient spare capacity to accommodate the MPL application trip generation without amendment.	Info.
5.2	It was noted and acknowledged that this ghost island access arrangement was derived to accommodate a significantly higher daily operational trip generation than is being proposed by the MPL application, and is therefore considered to be excessive.	Info.
5.3	In the event that Covanta did not deliver this ghost island priority junction, a more suitably scaled alternative for this application is being considered by MPL.	Info.
5.4	A simple priority junction, possibly similar to the attached PBA drawing reference 31116/3010/003, is proposed as the site access. In capacity terms,	Info.
	this will be tested and reported with the peak hour sensitivity test construction movements as a worst case to demonstrate its suitability.	PBA
5.5	The forward visibility from the north-east (i.e., from Stewartby) to the vehicles turning right into the site would be marginally below the desirable minimum stated within the Design Manual for Roads and Bridges, albeit within the	Info.
	requirements stated within the Manual for Streets. CBC confirmed that they would accept this situation subject to the provision of traffic calming on Green Lane to control speeds and provide advance notice of the potential turning movements.	PBA





Item	Subject	Actions
5.6	The proposed construction access route, and any further HGV movements during operation and maintenance, would be from the A421 dual carriageway, and from either the Marston Moretaine (A421 / Beancroft Road) junction to the south, or the A421 / Woburn Road junction to the north. This is shown on the attached Figure 12.2, tabled at the meeting.	Info.
5.7	It was noted that the STEM College development off Green Lane included a commitment to implement a quality footway along Green Lane.	Info.
	To the Gas Connection area	
5.8	Whilst subject to confirmation of the connection location, the temporary construction site access junctions would be likely to be formed at a suitable point on Millbrook Road. This is likely to consist of two accesses from either side of Millbrook Road.	Info.
5.9	The number of deliveries to the Gas Connection area would be limited to the temporary site accommodation, the necessary plant and machinery, the AGI housing and apparatus, and the 200mm dia. gas pipes.	Info.
5.10	Four temporary construction routes are being considered – these are also shown on Figure 12.2. The adopted route will respond to the existing local weight and height restrictions.	PBA
5.11	Further details of the likely trip generation relating to the Gas Connection area will be provided in the TA.	PBA
5.12	It is more likely that the connecting gas main would be the one located to the west of the Midland Main Rail Line – thus, no new under-rail connection would be required. Notwithstanding, a connection under Millbrook Road will be required. This could be implemented either by directional drilling, or by a cut-	Info.
	and-cover trench. MPL to contact Martin Freeman, the CBC Watchman-in- Chief for this area to confirm details, CBC to provide the contact details.	PBA CBC
	To the Electrical Connection area	
5.13	Whilst subject to confirmation of the Sub Station and connection location, the temporary construction site access junction could be formed from one of:	Info.
	i) the Green Lane Site Access;	
	ii) Station Road – from the west; or	
	iii) a suitable point on Millbrook Road.	
5.14	Again, the number of deliveries to the Electrical Connection area would be limited to the temporary site accommodation, the necessary plant and machinery, the sub-station transformer housing and apparatus, the towers and the cables.	Info.
5.15	The same temporary construction routes as are being proposed for the Gas Connection area are being considered for the Electrical Connection area. The adopted route will respond to the existing local weight and height restrictions.	Info.
5.16	Further details of the likely trip generation relating to the Electrical Connection area will be provided in the TA.	PBA





Item	Subject	Actions
	Abnormal and Hazardous loads	
5.17	Abnormal loads will be required, the weight of these would be determined by the precise form of the Generating Equipment. These abnormal loads would be either several 80t loads, or a single 200t load. Further details will be provided within the DCO process.	РВА
5.18	No Hazardous loads are anticipated.	Info.
6.	Report Work	
6.1	As part of the DCO application submission, a series of documents detailing the transport assessment will be produced:	PBA
	i) Preliminary Environmental Information Report;	
	ii) a Transport Assessment;	
	iii) a Route Management Strategy; and a	
	iv) Travel Plan.	
6.2	The list of suggested contents was circulated – these are attached. It was commented that:	Info.
	i) a Non-Technical Summary is required for all documents, especially the PEIR;	PBA
	ii) despite the operational flow of the MPL being very low, the Joint Authorities will require a Transport Assessment rather than a Transport Statement. This would include an assessment of the MPL impact, and a further Sensitivity Test assessing the MPL impact in the context of the Covanta proposal flows within the base line flows. It was acknowledged that the TA would be sought mainly for the Construction phase rather than for the Operational phase;	PBA
	iii) the TP is to consider both the Construction and Operational Phases.	PBA
7.	Project Programme	
7.1	The draft programme was outlined:	Info.
	<ul> <li>this MPL application is within the Pre-Application stage, the timescale is dictated by the applicant needing to complete satisfactorily all elements of the application;</li> </ul>	
	ii) the PEIR will be submitted in late September / early October;	
	iii) a formal consultation process will then commence, the assessment work would then include the comments from this public engagement process;	
	iv) the final DCO submission would be made to the Planning Inspectorate around January / February;	
	v) once the submission is made, the application would then proceed through a statutory defined programme as summarised in Section 3 of these Notes;	





Item	Subject	Actions
	vi) a DCO decision is sought from the Planning Inspectorate in March 2016;	
	vii) with the above programme, electricity generation is anticipated to start 2019 – 2020.	
7.2	As the Covanta DCO expires in 2016 (albeit potentially subject to later applications seeking extensions), it is unlikely that the construction of both the MPL and Covanta projects would be undertaken simultaneously.	Info.
8.	Any Other Business	
	Highways Agency comments:	
8.1	The HA confirmed that they did not anticipate there being significant impacts from the MPL application, but sought clarity that the application would not impact upon the strategic highway network.	PBA
8.2	HA to provide the Post Opening Project Evaluation flows on the A421 – to assist HA, PBA is to forward the email received from the HA earlier.	HA PBA
	Bedford Borough Council comments	
8.3	BBC confirmed their issues had been addressed earlier within the meeting.	Info.
	Central Bedfordshire comments	
8.4	It was suggested that a mini-roundabout access option be considered at the Green Lane access.	Info.
	<u>Luton Borough Council comments</u>	
8.5	LBC commented that a Stewartby Chord railway link option considered was to align a new rail on the bund between the Rookery North and South Pits. NR has recently confirmed that work started in September 2014 to consider potential Eat-West Rail options, but was not due to report with their preferred options until 2016.	Info.
8.6	The Covanta DCO consent approved an access route that would cross the potential rail link, this MPL scheme would use the same access. As such, it would be incumbent upon the promoter of the rail scheme to resolve any crossing issues should this rail option progress.	Info.
8.7	LBC to circulate the indicative plans of the potential rail alignment from Network Rail.	LBC
9.	Date of Next Meetings	
9.1	As the draft PEIR is due to be submitted around mid-October, it was agreed a further meeting around the end of October would be beneficial.	PBA





#### Attachments:

- Traffic and Transport Introduction
- Draft Figure 12.1 Location Plan
- Draft Figure 12.2 Potential Construction / Operational Access Routes
- National Infrastructure Planning process
- Predicted Construction and Operational Vehicle Trip generation
- Draft Figure 31116 / 3010 / 003 Priority T-junction based on Geometry and
- Visibility Parameters previously agreed by Borehams with the Highways Authority
- **Proposed Contents**





**Meeting Title:** Millbrook Power Ltd, Rookery Pit South, Marston Vale

Joint Highway Authority Transport Meeting 2

Attendees: Kim Healy - Bedford Borough Council (BBC)

> Mark Cornell - Central Bedfordshire (CBC) Jenny Volp - Highways Agency (HA) Nick Johnson - Millbrook Power Limited (MPL) John Hopkins - Peter Brett Associates LLP (PBA)

Richard Draper - Network Rail (NR) cc:

Keith Dove - Luton Borough Council (LBC)

- Highways Agency David Abbott Chris Leach, Paul Wormald, David Atherton - Peter Brett Associates LLP

14.30 - 16.30, November 6<sup>th</sup>, 2014 Date of Meeting:

31116 - Millbrook Power Ltd Job Number:

Item	Subject	Actions
1.	Introduction	
1.1	This meeting was arranged to discuss the planning and highway authorities' emerging requirements for a transport assessment to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd. This meeting follows:	Info
	i) an earlier Joint Highway Authority Transport Meeting on 28 <sup>th</sup> August 2014; and	
	ii) the issue of the DCO Preliminary Environmental Information Report (PEIR) in October 2014 to all relevant consultees.	
1.2	MPL intended that this technical assessment process would be progressed together with the Joint Highway Authorities to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the assessment work proceeds.	Info
1.3	Whilst there have been no Network Rail (NR) representatives at these two Joint Highway Authority Transport Meetings, they had been invited to both. A further meeting has been arranged separately to discuss matters with them, the intention is that they be invited to future meetings. Copies of all Meeting Notes will be circulated to all parties.	PBA
2.	Comments to the Notes of Meeting No.1	
2.1	No comments were made to the Notes of Meeting No. 1.	Info
3.	Project Update	
	PEIR issue	
3.1	The Section 42 consultation exercise commenced on October 16 <sup>th</sup> following the issue of the PEIR on October 7 <sup>th</sup> 2014. The responses are due to be returned on 12 <sup>th</sup> November 2014.	Info





Item	Subject	Actions
	Local Engagement and consultation	
3.2	Four consultation exhibitions have been held as part of the Local Engagement exercise at Stewartby, Marston Moretaine, Lidlington and Ampthill. The proposals have been generally well received.	Info
	Refinement of the red line boundary	
3.3	The PEIR includes a redline boundary significantly reduced from that circulated at the meeting in August as the gas and electricity connection routes are confirmed. It is likely that the next iteration will remove further areas from the current red line.	Info
3.4	The redline boundary now includes the area to accommodate the traffic calming measures sought for Green Lane relating to the Site Access, as discussed at the previous meeting.	Info
	Network Rail - East-West Rail Meeting	
3.5	Network Rail has published proposals to deliver a higher quality line for the high speed East-West Rail (EWR) link. Associated with this is NR's objective of removing all level crossings across their network.	Info
3.6	MPL and PBA met with the East-West Rail Manager on October 24 <sup>th</sup> to exchange information. The notes of this meeting are attached.	Info
3.7	NR acknowledges that the delivery programme for EWR is after that for the MPL proposals. NR would need to accommodate the approved / consented access proposals for the Covanta EfW plant, which may be delivered earlier by MPL. As such, the EWR proposals have no impact on the delivery of the MPL proposals.	Info
4.	Highways Agency comments	
4.1	HA had already forwarded the comments from Aecom to the TA / TP / ES Scoping issued in August 2014 by PBA, these comments are attached.	Info
4.2	In summary, HA has confirmed that they see no transport-related reasons why the MPL proposals should not be approved, albeit that they will seek further definition:	
	i) regarding the construction movements assigning between the electrical / gas / power plant areas;	PBA
	ii) on the source of this information;	PBA
	iii) to the construction trip routing;	PBA
	iv) on the worst case construction trip assessment;	PBA
	v) of the two-way trip movements through the strategic road network junctions; and	PBA
	vi) to the construction trip analysis period.	PBA
4.3	Aecom confirmed that:	Info
	i) the Transport Assessment contents comply with the Department for Transport's Guidance on Transport Assessment (March 2007); and	
	ii) the content of the proposed TA and Travel Plan appears to comply with the HA guidance on requirements for transport assessments and travel plans.	





Item	Subject	Actions
		— Actions
5.	Bedford Borough Council comments to the PEIR	
5.1	BBC confirmed that they see no transport-related reasons why the MPL proposals should not be approved, albeit that in addition to the HA comments they seek:	Info
	i) further clarity to the quoted worst-case construction trip assessment – what this relates to;	PBA
	ii) a planning condition to ensure that the construction trips generated by the MPL and Covanta developments will be managed to avoid two operations with high HGV trip generation occurring together;	PBA/MPL
	iii) further definition to the construction programme;	PBA
	iv) a review of the construction routes shown in the PEIR, to comply with existing weight or height limits – such as through Millbrook and Kempston Hardwick;	PBA
	v) details of the construction movements through the local highway network junctions;	PBA
	vi) the collection of further traffic data on the B530 to inform the likely construction movement impacts – an additional automatic traffic counter site was agreed as part of the ongoing traffic count survey to support the application.	PBA
6.	Central Bedfordshire comments to the PEIR	
6.1	CBC confirmed that:	Info
	i) CBC too could see no transport-related reasons why the MPL proposals should not be approved; and	
	ii) they were seeking no further information than was being sought by BBC and HA.	
7.	Traffic Survey - update	
7.1	As discussed, MPL commissioned the following traffic count surveys by Traffic Survey Partners in October / November:	Info
	i) a three day (Saturday / Sunday / Monday) pedestrian and cyclist survey along Green Lane adjacent the level crossing;	Info
	ii) a peak hour part-classified turning movement survey at the Bedford Road / Green Lane junction;	Info
	iii) three automatic traffic counts for 14 days : on Bedford Road north and south of the Bedford Road / Green Lane junction, and on Green Lane; and	Info
	iv) a fourth ATC is also to be commissioned on Millbrook Road following this meeting.	PBA
8.	Ongoing work – Transport Assessment	
8.1	The future year assessment is to consider:	Info





Item	Subject	Actions
	i) 2019 (Year of Opening); and	
	ii) 2031	
8.2	As discussed, two future assessments are to be considered:	РВА
	i) Test 1 – assuming all local development except for Covanta; and	
	ii) Test 2 – assuming all local development and including Covanta.	
8.3	Because of the uncertainty over the progression of the local developments, BBC and CBC agreed that they would detail the local development quanta to be included for, the status of these developments, and any supporting transport assessment technical data.	BBC / CBC
9.	Date of Next Meeting	
9.1	The next meeting is to be held on January 21 <sup>st</sup> , 2015. The draft TA / ES / TP documents will be circulated a minimum of two weeks before the meeting to the attendees to enable the Joint Authorities to review the work.	PBA

#### Attachments:

- Network Rail October 24<sup>th</sup> EWR Meeting Notes
- Aecom TA Scoping response





#### SUMMARY NOTE OF MEETING

Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale

Network Rail - East - West Rail Update

Invitees: Abdul Jamal – Network Rail (NR)

Charles Hurst – NR – EWR Programme Manager

Nick Johnson – Stag Energy Chris McKerrow – Stag Energy Paul Wormald – Peter Brett Associates Nigel Fern– Peter Brett Associates John Hopkins – Peter Brett Associates

10.00 – 11.30, October 24<sup>th</sup> 2014

Location: PBA Offices, Blisworth

**Details of Meeting:** 

**Job Number:** 31116 – Millbrook Power Ltd, Rookery Pit South, Stewartby

Peter Brett Associates LLP 11 Prospect Court, Courteenhall Road, Blisworth Northamptonshire, NN7 3DG

T: +44 (0)1604 878305 F: +44 (0)1604 878333 E:jhopkins@peterbrett.com

- 1. Network Rail (NR) is currently reviewing the current rail provision in the Marston Vale within the context of the East West Rail proposals:
  - East West Rail will increase the existing rail frequency from 1 to 2 trains per hour per direction as an initial stage;
  - ii) it is likely that this could increase to around 6 trains per hour per direction at a later stage;
  - this increase in movement will require a risk assessment to confirm that any increased risk at all level crossings is acceptable with the higher number of rail movements. Should this assessment identify a greater risk, the Office of Rail Regulation will expect these risks to be mitigated;
  - iv) Parsons Brinckerhoff has been commissioned by NR to undertake risk assessments of all level crossings affected by the EWR proposals;
  - v) concurrently, following a series of pedestrian fatalities associated with level crossings around the country, NR has a commitment and remit to remove all level crossings nationally;
  - vi) Network Rail further wishes to electrify the Bedford Bletchley section of EWR as part of delivery of a higher speed service. This electrification also has implications to the level crossing facilities, as well as the associated risk assessment. It is unlikely that this electrification would happen until NR's expenditure programme timescale of Control Period 5 (2019 2024).
- 2. Whilst the existing Green Lane level crossing apparatus could be enhanced with an "Object Protection System" to deliver improved pedestrian / cyclist / motorist safety, this would require the barriers to remain lowered for around 4½ mins per train passing considerably longer than the existing situation.
- 3. With the proposed 2 trains per hour per direction (i.e., 4 trains per hour in total), this would result in barriers being lowered for around 18 minutes per hour.
- 4. The necessary level crossing closures with a further increased frequency of train movements with the emerging EWR proposals (potentially 6 / hr / direction) would have a significant, potentially unacceptable impact, on traffic movements along Green Lane, the barriers being closed for the majority of the time.
- 5. The provision of a bridge replacement for any level crossing is a significant engineering undertaking. Funding is not certain, nor indeed are deliverable technical solutions possible within the available highway.
- 6. NR is currently undertaking initial scoping to understand the constraints within which NR would have to work this work includes speaking to local authorities and potentially affected local developers.





## **SUMMARY NOTE OF MEETING**

- 7. No formal proposals exist for the Green Lane level crossing replacement NR is indeed considering a relocation of Green Lane into the adjacent Brickworks site.
- 8. No likely timescale has been confirmed yet.
- 9. NR is aware of the proposals for Rookery Pit South, and is aware that they would need to accommodate the access arrangements consented for the Covanta EfW project (possibly to be implemented by MPL) or provide an acceptable alternative.





**Meeting Title:** Millbrook Power Ltd, Rookery Pit South, Stewartby

Attendees: N Johnson – Stag Energy

R Draper - Network Rail

J Amadi-Ahuama - Network Rail J Hopkins - Peter Brett Associates P Wormald - Peter Brett Associates

Copied to for info: K Healy - Bedford Borough Council

M Cornell - Central Bedfordshire Council

J Volp - Highways Agency S Davis- Peter Brett Associates C Leach - Peter Brett Associates D Atherton- Peter Brett Associates C McKerrow - Stag Energy

11:00-13:00, November 25<sup>th</sup> 2014 **Details of Meeting:** 

Location: PBA Offices, Blisworth

Job Number: 31116 - Millbrook Power Ltd

#### Peter Brett Associates LLP

11 Prospect Court, Courteenhall Road. Blisworth Northamptonshire, NN7 3DG

T: +44 (0)1604 878305 **F**: +44 (0)1604 878333 E:jhopkins@peterbrett.com

Item	Subject	Actions
1.	Introduction	
1.1	This meeting was arranged to outline the Development Consent Order (DCO) application to be made by Millbrook Power Ltd, and discuss any emerging Network Rail requirements to protect their assets.	Info
1.2	MPL intends that this process would be progressed together with the Joint Authorities – the Highways Agency, Bedford Borough Council, Central Bedfordshire Council and Network Rail - to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the supporting assessment work proceeds. Copies of all Meeting Notes will be circulated to all parties.	Info
1.3	This meeting follows:	Info
	i) an earlier Joint Highway Authority Transport Meeting on 28 <sup>th</sup> August 2014;	
	ii) the issue of the DCO Preliminary Environmental Information Report (PEIR) in October 2014 to all relevant consultees;	
	iii) a meeting with Network Rail's East-West Rail Project team members on October 24 <sup>th</sup> 2014 and	
	iv) a further Joint Highway Authority Transport Meeting on 6 <sup>th</sup> November 2014.	
1.4	The Network Rail attendees' roles are as follows:	Info
	i) Johnny Amadi - Ahuama – NR's Level Crossing Manager – Bletchley Delivery Unit – responsible for planning and protection matters relating to all the level crossings on the various rail lines between London and Rugby; and	
	ii) Richard Draper – NR's Asset Protection Engineer for London North West Southern – responsible for reviewing all planning applications affecting NR assets on the various rail lines between Euston and Crewe.	



Item	Subject	Actions
2.	Project Description	
2.1	The Project Applicant is Millbrook Power Ltd (MPL), an energy development company established for this Project by Watt Power Limited.	Info.
2.2	The Project comprises:	Info.
	<ul> <li>i) a new Power Generation Plant, a gas fired peaking 299MW power generating station fuelled by natural gas. The Generation Plant would be accessed via a new purpose built access road from Green Lane, Stewartby;</li> </ul>	
	ii) a new Gas Connection to bring natural gas to the Power Generation Plant from the National Transmission System;	
	iii) a new Electrical Connection to export power from the Power Generation Plant to the National Grid Electricity Transmission system for distribution;	
	iv) a temporary laydown area for the storage of plant and equipment during construction adjacent to the Generating Equipment Site;	
	v) a new purpose-built 1.7km access road constructed from Green Lane to the Generating Equipment. This access road would follow the existing track which borders the lake within Rookery North Pit. On reaching Rookery South Pit, the Access Road would descend the ramp to enter into the Pit, and cross through the Pit until it reaches the Generating Equipment Site.	
2.3	The Generating Equipment within the Project would run during periods of high electricity demand to support the high-output "base" suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources. As such, this plant will not operate constantly - an environmental permit limited to 1,500 hours operation per year is being sought.	Info.
2.4	The likely operational staffing of the MPL proposals would be a maximum of 5 staff per shift. As the plant is powered by gas, there would be no / minimal additional delivery movements during normal operation.	Info.
3.	Summary of the background planning	
3.1	There are a series of extant consents for Rookery South Pit that could be implemented concurrently with the Project:	Info.
	<ul> <li>the "Low Level Restoration Scheme" to restore the Rookery South Pit, including drainage, landscaping, and earthworks to ensure the long-term stability of the area (this will be fundamentally completed before the MPL works commence);</li> </ul>	
	ii) Covanta has an extant DCO for an Energy from Waste (EfW) plant, with an annual throughput of 580,000t of refuse passing into the Site for incineration. The IPCC order was published in March 2013 – although there is currently some uncertainty as to delivery timetables for this though; and	
	iii) an Integrated Waste Management Facility associated with this EfW – albeit this facility would be entirely dependent upon the EfW facility.	



Item	Subject	Actions
3.2	The redline boundary covers the ground over which the Gas and Electrical	Info.
5.2	Connections pass. In particular:	iiiio.
	<ul> <li>the Gas Connection will consist of an Above Ground Installation (AGI) on the existing gas main, connecting the existing pipeline apparatus to the Generating Equipment;</li> </ul>	
	ii) a sub-station would be located adjacent the Generating Equipment Site within the Rookery South Pit - and will transform the Plant output to a voltage compatible with the National Grid network voltage.	
4.	Project Update	
	Local Engagement and consultation	
4.1	Four consultation exhibitions have been held this autumn as part of the Local Engagement exercise at Stewartby, Marston Moretaine, Lidlington and Ampthill. The proposals have been generally well received.	Info
	PEIR issue	
4.2	The Section 42 consultation exercise commenced on October 16 <sup>th</sup> following the issue of the PEIR on October 7 <sup>th</sup> 2014. The responses were due to be returned on 12 <sup>th</sup> November 2014. ( <i>Post Meeting Note - NR were requested to contact their planning colleagues to progress this response.</i> )	NR
	Network Rail - East-West Rail Meeting	
4.3	Network Rail has published proposals to deliver a higher quality line for the high speed East-West Rail (EWR) link. Associated with this is NR's objective of removing all level crossings across their network. MPL and PBA met with the East-West Rail Manager on October 24 <sup>th</sup> to exchange information.	Info
4.4	NR acknowledges that the delivery programme for EWR is after that for the MPL proposals. NR would need to accommodate the approved / consented access proposals for the Covanta EfW plant, which may be delivered earlier by MPL. As such, the EWR proposals have no impact on the delivery of the MPL proposals.	Info
4.	Network Rail comments to the MPL proposals	
	Access Junction – Green Lane	
4.1	The Covanta DCO included for an approved ghost island priority junction to Green Lane. If Covanta delivers this arrangement, it would have sufficient spare capacity to accommodate the MPL application trip generation without amendment.	Info
4.2	This ghost island access arrangement was derived to accommodate a significantly higher daily operational trip generation than is being proposed by the MPL application, and is therefore considered to be excessive – and indeed, potentially detrimental to highway safety providing excess highway width.	Info



Itam	Cubicat	Antions
Item	Subject	Actions
4.3	In the event that Covanta did not deliver this ghost island priority junction, a more suitably scaled alternative for this application is being considered by MPL. A simple priority junction, possibly similar to the attached PBA drawing reference 31116/3010/003, is proposed as the site access. In capacity terms, this will be tested and reported with the worst case peak hour construction movements to demonstrate its suitability.	PBA
4.4	Whilst NR has no concerns over the level of queuing arising during the normal operation, NR concerned over the greater number of movements during the construction period. It was agreed that a temporary traffic signal controlled arrangement would be acceptable in principle during working hours. PBA to prepare a Traffic Management signage plan and note on the potential arrangement, to Chapter 8 of the Traffic Signs Manual.	PBA
	Access Track	
4.5	The Covanta DCO also included a new, purpose-built, 1.7km access road constructed from Green Lane to the Rookery South Pit, following the existing track which borders the lake within Rookery North Pit. This had been agreed with NR at the time of the Covanta DCO.	Info
4.6	As it is intended that the proposed access road is to be constructed at the existing level, NR has minimal concerns. PBA to issue details of the access track agreed in the DCO to NR.	PBA
4.7	PBA to forward details of:	PBA
	<ul> <li>the railway boundary fencing identified within the DCO;</li> <li>the "anti-dazzle" fencing to protect on-coming train drivers' vision;</li> <li>carriageway construction details; and</li> <li>the safety fence detail.</li> </ul>	
4.8	NR will allow no discharge of rainwater onto the rail land.	Info
4.9	Details of the dust control measures are to be forwarded to NR.	PBA
	Building construction	
4.10	As the proposed Generating Equipment Building would be circa 90m from the rail boundary, NR does not perceive this to impact detrimentally upon the rail, hence would not influence NR's response.	Info
	General	
4.11	NR to forward NR's standard construction guidance documentation to PBA.	NR
4.12	All correspondence to NR to be issued to Amanda Ashton, the NR Town Planning Technician LNE & EM (who issued the initial response to the PEIR Scoping in June 2014), copied to the appropriate contact.	Info
9.	Date of Next Meeting	
9.1	The next Joint Authorities meeting is to be held on January 21 <sup>st</sup> , 2015, and Network Rail is invited to this. The draft TA / ES / TP documents will be circulated a minimum of two weeks before the meeting to the attendees to enable the Joint Authorities to review the work.	РВА



Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale

Joint Highway Authority Transport Meeting 3

Attendees: Kim Healy - Bedford Borough Council (BBC)

Mark Cornell- Central Bedfordshire(CBC)Johnny Amadi-Ahuama- Network Rail(NR)Nick Johnson- Millbrook Power Limited(MPL)Paul Wormald- Peter Brett Associates LLP(PBA)John Hopkins- Peter Brett Associates LLP(PBA)

**Apologies:** Jenny Volp - Highways Agency (HA)

cc: Richard Draper - Network Rail (NR)

Keith Dove - Luton Borough Council (LBC)

Chris Leach, David Atherton

- Peter Brett Associates LLP

**Date of Meeting:** 14.00 – 16.00, January 21<sup>st</sup>, 2015

**Job Number:** 31116 - Millbrook Power Ltd

Item	Subject	Actions
		Actions
1.	Introduction	
1.1	This meeting was arranged to review progress with the transport-related documents to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd.	Info
1.2	MPL intends that this technical assessment process would be progressed together with the Joint Authorities (Bedford Borough Council, Central Bedfordshire Council, Highways Agency and Network Rail) to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the assessment work proceeds.	Info
1.3	This meeting follows:	Info
	i) two Joint Highway Authority Transport Meetings - on 28 <sup>th</sup> August and 6 <sup>th</sup> November 2014;	
	ii) two Network Rail Meetings - on 24 <sup>th</sup> October and 25 <sup>th</sup> November 2014; and	
	iii) the issue of the DCO Preliminary Environmental Information Report (PEIR) in October 2014 to all the relevant consultees.	
2.	Project Update	
	PEIR issue	
2.1	The consultees' responses to the Section 42 consultation exercise, commenced on October 16 <sup>th</sup> following the issue of the PEIR, have now been returned to the Planning Inspectorate.	Info
	Refinement of the red line boundary	
2.2	The redline boundary has significantly reduced from that original circulated earlier, as the Gas and Electrical Connection Routes have been defined. A revised plan was tabled, showing a significantly reduced area. This will be reviewed further as the electricity connection route is confirmed.	Info





Item	Subject	Actions
	Network Rail (NR) Meetings	
2.3	MPL has met with NR (as noted above) to discuss the access road arrangement, and the traffic management to protect the level crossing. This meeting has informed the proposals.	Info
	<u>Programme</u>	
2.4	MPL will be making the formal DCO Submission on February 27 <sup>th</sup> .	Info
2.5	Following the submission of the draft submission documents to the Joint Authorities (see Section 3 below), PBA requested that the Joint Authorities complete their review of these documents before the next meeting on February 11 <sup>th</sup> 2015. This would enable PBA to make any necessary changes, and recirculate a second draft documents for approval.	BBC / CBC / HA / NR
3.	Submission documents	
3.1	PBA submitted the following draft documents for the Joint Authorities' review:	Info
	i) Environmental Statement Transport Chapter	
	ii) Transport Assessment	
	iii) Travel Plan	
3.2	PBA "walked through" the submitted documents, and detailed where these had responded to all the concerns of the authorities previously articulated at the 6 <sup>th</sup> November2014 meeting.	Info
3.3	PBA offered assistance should anyone need further information in preparing their responses.	PBA
4.	Traffic Management proposals	
4.1	Two traffic management schemes were submitted to accommodate the construction movements: the first for the works access to Green Lane: the second to Houghton Lane.	Info
4.2	Green Lane / Site Access priority junction – to respond to NR's concerns to ensure that no queuing arising from right turning vehicles blocks across the level crossing - despite the construction movements along Green Lane flows being light A Method Statement accompanies the plan.	
	<ul> <li>NR agree with the scheme in-principle, but will undertake a site visit and prepare a risk assessment review once the traffic management scheme has been installed;</li> </ul>	NR
	ii) PBA to amend the plan to show the forward visibility constrained by the highway and not the Stewartby Brickworks boundary (there is a minor discrepancy between these two lines that remains unresolved following work undertaken to support the Covanta application).	РВА
4.3	Houghton Lane Above Ground Installation and Central Section Gas Connection Site access – a simple TM scheme plan was tabled for the Joint Authority review. MPL to confirm with their contractor the need for an access to the Gas Connection Sites in both directions from Houghton Lane - to both the north and south.	PBA/MPL
4.4	A third scheme is being developed still for Station Lane, to enable the Electrical Connection to be installed. This would entail:	Info





Item	Subject	Actions
	<ul> <li>i) use of the existing LLRS southern Station Lane access for some of the Electrical Connection works;</li> </ul>	
	ii) the closure of the layby on Station Lane on two occasions, each of around 5 days, to accommodate the cable tensioning equipment;	
	iii) two overnight closures each of around 5 hours to enable a scaffold to be installed then dismantled, providing the safety cage to enable overhead cabling works to proceed without interference to the traffic below. This would require vehicles to be re-routed south through Lidlington to the A507 to avoid the closed section of Station Lane;	
	Further details to be forwarded upon confirmation.	PBA
4.5	CBC to provide the contact details of the Beds Highways Inspector, to enable discussions on these emerging proposals.	CBC
5.	Footpath Closures	
5.1	The works would affect three public footpaths and one permissive footpath shown on the attached Figure 3.1 (from the TA):	Info
	<ul> <li>Footpath 65 during the installation of the Central Section of the Gas Connection         <ul> <li>requiring a minor footpath diversion to enable the pipeline to be installed and the ground reinstated;</li> </ul> </li> </ul>	
	ii) Footpath 7 during the installation of the Southern Section of the Gas Connection  – requiring a minor footpath diversion to enable the pipeline to be installed and the ground reinstated;	
	iii) Footpath 14 during the installation of the Electrical Connection overhead cables  – likely to require a more substantial footpath diversion from under the cable route whilst the works are ongoing; and	
	iv) the permissive footpaths in the LLRS Scheme within the Rookery Pit – Post Meeting Note – it is unlikely that the footpath will be constructed until the Access Road construction works are complete – hence this issue will not arise.	
5.2	CBC to provide the contact details of the Public Rights of Way Officers to enable discussions to progress to clarify the requirements for the temporary diversions.	CBC
6.	Date of Next Meeting	
6.1	The next meeting is to be arranged for 11 <sup>th</sup> February 2015, to enable the Joint Authorities comments to be discussed and resolved prior to the completion of the second draft.	PBA

Encs: Transport Assessment Figure 3.1





Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale

Joint Authority Transport Meeting 4

Attendees: Kim Healy - Bedford Borough Council (BBC)

Johnny Amadi-Ahuama - Network Rail (NR)
Richard Draper - Network Rail (NR)
John Hopkins - Peter Brett Associates LLP (PBA)

**Apologies:** Jenny Volp - Highways Agency (HA)

Mark Cornell - Central Bedfordshire (CBC)
Nick Johnson - Millbrook Power Limited (MPL)
Paul Wormald - Peter Brett Associates LLP (PBA)

cc: Keith Dove - Luton Borough Council (LBC)

Chris Leach, David Atherton

- Peter Brett Associates LLP

**Date of Meeting:** 14.30 – 16.00, February 11<sup>th</sup>, 2015

**Job Number:** 31116 - Millbrook Power Ltd

Item	Subject	Actions
1.	Introduction	
1.1	This meeting forms the latest in a series of meetings arranged with the Joint Authorities (Bedford Borough Council, Central Bedfordshire Council, the Highways Agency and Network Rail) to review progress with the transport-related assessment to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd.	Info
1.2	This meeting follows:	Info
	i) three Joint Highway Transport Meetings - on 28 <sup>th</sup> August, 6 <sup>th</sup> November 2014 and 21 <sup>st</sup> January 2015;	
	ii) two Network Rail Meetings - on 24 <sup>th</sup> October and 25 <sup>th</sup> November 2014; and	
	iii) the issue of the DCO draft transport-related documents in January 2015 to the Joint Authorities.	
1.3	This meeting was specifically arranged to review the transport-related documents to support the application. PBA submitted the following draft documents for the Joint Authorities' review on 21 <sup>st</sup> January 2015:	Info
	i) Environmental Statement Transport Chapter;	
	ii) Transport Assessment; and	
	iii) Travel Plan.	
2.	Comments from Bedford Borough Council	
2.1	BBC had reviewed the submitted documentation, and provided these comments to PBA on 27 <sup>th</sup> January, 2015 by email.	Info
2.2	PBA had reviewed these, and responded on 28 <sup>th</sup> January, 2015 (a copy of this email is attached).	Info
2.3	BBC confirmed that they were seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms.	Info





ltem	Subject	Actions
3.	Comments from Central Bedfordshire Council	
3.1	CBC confirmed by email to PBA on 11 <sup>th</sup> February, 2015 that CBC was seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms. A copy of this email is also attached.	Info
4.	Comments from Highways Agency	
4.1	HA confirmed by email to PBA on 10 <sup>th</sup> February, 2015 that HA was seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms. A copy of this email is also attached.	Info
5.	Comments from Network Rail	
5.1	NR has reviewed the submitted documentation.	Info
5.2	NR confirmed that the 3.85m minimum offset shown on the Access Road general arrangement plans between the Network Rail / Rookery Pit common boundary fence and the western Access Road kerbline was accepted.	Info
5.3	PBA to establish which party has the maintenance liability of the boundary fence.	PBA/MPL
5.4	NR has provided the NR Emergency Contact number for inclusion in the proposed Traffic Management Method Statement issued in January 2015. NR confirmed that they had no further comment to these documents.	PBA
5.5	NR confirmed that they were seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms.	Info
6.	Comments from the Joint Authorities to the Proposed Green Lane Access	
6.1	Following discussions with the Joint Authorities, two changes were accepted to the proposed Access Road arrangement plan relating to:	Info
	i) the substitution of text referring to a Section 38 commitment, for text referring to a DCO Requirement preventing building or planting within the visibility splay to obstruct visibility; and	
	ii) a statement that the street lighting at this junction is to be reviewed, and upgraded if required.	
6.2	PBA is liaising directly with CBC regarding the Section 278 process.	PBA
6.3	BBC sought confirmation that the Access junction arrangement was acceptable with reference to the vehicle swept path analysis. This will be forwarded to BBC / CBC under separate cover.	BBC
6.4	BBC and CBC were content with the Site Access arrangement as submitted.	Info
7.	Next Steps	
7.1	PBA is to complete the review of documents, incorporating comments from all Stakeholders, the legal review, and their internal review. These will be circulated in TRACK change to ease this second review. Any comments to these amendments would be gratefully received before 23 <sup>rd</sup> February, 2015.	PBA
7.2	This work, the definition of the transport-related documentation during the Pre Application Stage, is drawing to a conclusion. The Application for a DCO will be made on 27 <sup>th</sup> February, 2015.	РВА





Item	Subject	Actions
7.3	PBA confirmed that all registered stakeholders will have the opportunity to provide their views both in writing and appearance to the Submission documentation at the Examination. Further details of the process are contained on the Planning Inspectorate's website at <a href="http://infrastructure.planningportal.gov.uk/application-process/the-process/">http://infrastructure.planningportal.gov.uk/application-process/the-process/</a> .	Info
7.4	A Statement of Common Ground would be prepared for submission to the Examination, identifying where aspects of the Application meet the requirements of the Stakeholder. BBC to liaise with the other Joint Authorities to ascertain whether this would be a Joint Statement, or a series of individual Statements.	BBC
7.5	On behalf of MPL, PBA thanked the Joint Authorities for their assistance over the last six months in clarifying, reviewing and agreeing the transport-related assessment work.	Info

Encs:

BBC – PBA email exchange (email of 29/1/15 : 15.25) CBC – PBA email exchange (email of 11/2/15 : 08.59) HA – PBA email exchange (email of 10/2/15 : 10.49)





**From:** Kim Healy [mailto:Kim.Healy@bedford.gov.uk]

**Sent:** 29 January 2015 15:25

To: John Hopkins

Cc: Mark.cornell@centralbedfordshire.gov.uk; NJohnson@stagenergy.com; Paul Wormald; jenny.volp@highways.gsi.gov.uk; johnny.amadi-ahuama@networkrail.co.uk; Chris Leach; Paul

Wormald; Paul James; Simon Davis; Kathryn Taylor

**Subject:** RE: 31116 - Millbrook Power, Rookery Pit South, Stewartby

**Bedford BC - OFFICIAL-Unsecure** 

John.

Thanks for your response. I attach my further comments in Green(!)

1. There is no assessment of the Construction phase 'likely generation' Q4 or 'worst case generation' Q1 with background traffic. Tempro growth, Stewartby Broadmead and Covanta. I recognise that this will not be typical traffic and would only occur for a short period but it would be the worst, worst case and may be useful to have so that the percentage impact compared to development already permitted is clear -in case the question arises?

We agree that this would be an unrepresentative scenario, and request you reconsider its requirement:

- the anticipated construction commencement for the MPL Project is 2017, i) completion 2019. TEMPRO growth for background traffic between 2014 – 2019 for the ward that contains Stewartby (Bedfordshire Bedford) is 1.0749 (AM) - 1.0781 (PM). This increase is minimal.
- the Q4 (End of 2017) peak hour trip generation from MPL is 28 lights / 4 heavies. By ii) the end of construction (Q8 End of 2019) this has decreased to 15 lights / 0 heavies - a reduction of 17 peak hour trips.
- whilst Broadmead Road has a consent for 800 units, we are unaware of any iii) movement in progressing the design, discharging the list of conditions or resolving the reserved matters applications. Assuming that these planning approvals take ? 2 years to resolve, then 50 units per year are constructed (a completion rate adopted by most house builders), only 100 units would be occupied by the time MPL construction activity has completed. In 2017 Q4 this would add 12 peak hour trips. by 2019 Q8 this would add a further 25 peak hour trips to Green Lane. The increase in Broadmead Road Devt trips along Green Lane is similar to the reduction in MPL trips as construction completes;
- iv) assuming that design work recommences on Covanta immediately and a 2 year design process, Covanta will not be operational by the time that MPL completes works. We have already offered a DCO Requirement to restrict the peak MPL construction operations when a peak Covanta construction operation is programmed.

As the assessment demonstrated that the impact on Green Lane was minimal, the conclusions of this assessment will not change by including these additional movements. I suggest that the TA already reports a reasonable worst case assessment, and that other cases would be contrived and almost unlikely to occur.

As I said I do realise that, but programmes slip and the question may be asked by others. If you don't feel it necessary to clarify then that is fine.





2. I am still concerned that the estimate of the Worst Case construction phase generation should be double. 750m3 concrete at 6m3 per load is 125 loads. The lorries will deliver and leave this is 125 in and 125 out, 250 total a day not 125. In the ES Table 12.11 indicates 125 Peak Construction (1-way) and Table 12.13 reflects 250 total (two-way, 50% Bedford Rd North:50% South) but only 125 total appears to have been used in the TA (Table 6.3)

I regret this work has suffered from editing by others and there are two minor errors in this but please be assured that PBA has assessed a "more worse" case than was required, the following minor changes will be required to the documents in the next issue:

- ES Table 12.11 title to have "Total 1 way" replaced with "Total Vehs" 1 way is i) correct based on your methodology, no need to change it just does not match with Ta Table 6.3, the Peak Construction Car Movements of 40 should read 20 (the 30 members of staff travelling 1.6 to the car). The impacts have been marginally overreported by 20 cars, this will be corrected in the next issue;
- ii) ES Table 12.13 is correct; I also agree this is correct, but TA Table 6.3 only adds 125 into the total 2-way, so the HGV total 2-way vehicles/day is shown as 128 (14 PK) when it should be 253 (26PK). It won't make a material difference but needs correcting to avoid confusion.
- iii) TA Table 6.3 - the Peak Construction Car Movements error of 40 / 20 has replicated and will be corrected in the next issue - albeit 20 vehicles too many have been assessed and reported in the TA.
- 3. Please could you clarify if we have any other formal opportunity to comment on the DCO once it is submitted? How do we go about attaching 'requirements'?

The Draft DCO and Requirements have been sent to the local authorities last week to provide them the opportunity to comment on these. All registered stakeholders will have the opportunity to provide their views both in writing and appearance to the Submission documentation at the Examination - the Statement of Common Ground will form part of this. I trust that BBC's comments will have been responded to before then and be minimal! Further details of the process are contained on the Planning Inspectorate's website at http://infrastructure.planningportal.gov.uk/application-process/the-process/.

- 4. I would like to see a commitment to the following included as the suggested requirement (supplied on a separate sheet at the 21.1.15 meeting) does not seem to cover all these:
- Provide access as shown in Drawing no. 31116/3010/003 before the start of any works; these works will be delivered in advance of the MPL generation-related construction works commencing;
- Provide details of Traffic Management to be delivered during construction phase on Green Lane; these are detailed in TA Appendix 5.2. References are to be included within the **CEMP** and the DCO Requirements:
- Not undertake worst case trip generating activities on days of high contractor activity on other sites within the pit; this is referred to in 1(i) of the Requirements - we suggest that this provides the LPA with the power to control construction activity;
- An agreed Construction Management plan (including signing Strategy) before works begin; this is a CEMP Requirement (within section 3.10)
- An agreed TP before works begin. this requirement is detailed within the CEMP (section 3.10).





I had not been provided a full copy of the Draft Requirements prior to my comments. I have now seen them and they do cover most of my concerns. My only outstanding concern is the need for a reference to Wheel washing facilities /Measures on site to control the deposition of dirt mud on surrounding roads during construction - probably within the CMP?

Regards

Kim

From: John Hopkins [mailto:JHopkins@peterbrett.com]

**Sent:** 28 January 2015 18:14

To: Kim Healy

Cc: Mark.cornell@centralbedfordshire.gov.uk; NJohnson@stagenergy.com; Paul Wormald; jenny.volp@highways.gsi.gov.uk; johnny.amadi-ahuama@networkrail.co.uk; Chris Leach; Paul

Wormald; Paul James; Simon Davis; Kathryn Taylor

Subject: 31116 - Millbrook Power, Rookery Pit South, Stewartby

Kim,

Thanks for your email.

I have embedded our responses within your email - to differentiate, I have used Red Bold font.

Many thanks for your assistance, and regards,

Regards,

#### **John Hopkins**

Associate

For and on behalf of Peter Brett Associates LLP 11 Prospect Court, Courteenhall Road, Blisworth, Northampton, NN7 3DG t 01604 878305 f 01604 878333 m 07876 576290 e <u>jhopkins@peterbre</u>tt.com w www.peterbrett.com





From: Mark Cornell [mailto:Mark.Cornell@centralbedfordshire.gov.uk]

**Sent:** 11 February 2015 08:59 To: Stuart Borgognoni; John Hopkins

Cc: 'Kim Healy'

Subject: FW: 31116 - Millbrook Power Ltd DCO Application

John, Kim

Sorry but I'm not likely to be able to make the meeting this afternoon – although I may be able to get there towards the end assuming that Planning Committee gets through the agenda in good time.

With regard to the TA I've nothing to add to the comments we made at the last meeting or those that Kim put forward. Stuart will hopefully be able to speak with Paul this morning.

Apologies for the late notice but I wasn't expecting to have to attend Committee.

Kind regards

#### Mark Cornell

Principal Highway Officer Highway Development Management Community Services

Central Bedfordshire Council Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, **SG17 5TQ** 

Direct dial: 0300 300 5793

| Internal: 75793 | Email: mark.cornell@centralbedfordshire.gov.uk



**From:** Volp, Jenny [mailto:Jenny.Volp@highways.gsi.gov.uk]

**Sent:** 10 February 2015 10:49 To: 'Kim Healy'; John Hopkins

Cc: Mark.cornell@centralbedfordshire.gov.uk; NJohnson@stagenergy.com; Paul Wormald; johnny.amadi-ahuama@networkrail.co.uk; Chris Leach; Paul Wormald; Paul James; Simon Davis;

Kathryn Taylor

**Subject:** RE: 31116 - Millbrook Power, Rookery Pit South, Stewartby

John and others

I have nothing to add to Kim's comments below. As we discussed at the last meeting I attended, I have no additional concerns regarding the amount of trips generated by this proposal.

My view is that the proposal will not severely affect the SRN. Details of traffic management during construction is essential however this is dealt with in the copy of the draft TA (dated Jan 2015) through your method statement. I understand that a construction management plan has been developed and Bedford Borough have commented on this.

Are you expecting the HA to sign a statement of common ground too – will this be a joint one with all authorities signing one statement or do you need individual ones?

I will try to get the meeting tomorrow, however I am in a meeting in the morning which may overrun.

**Best Wishes** 

Jenny Volp, Asset Manager - Area 8

Highways Agency | Woodlands | Manton Lane | Bedford | MK41 7LW

Tel: +44 (0) 1234 796590

Web: http://www.highways.gov.uk

GTN: 3013 6590

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# **Appendix 2.3 - Scoping of Transport Assessment**



# PETER BRETT ASSOCIATES LLP

# Millbrook Power Project, Bedfordshire

# **Preliminary Environmental Information Report - Proposed Contents:**

- Non-Technical Summary and Executive Summary
- Introduction
  - Approach
  - Relevant Policy and Guidance
  - Assessment Methodology
  - Significance Criteria
  - Consultation and Consultation Responses
- Power Generation Plant Assessment
  - Baseline Conditions and Receptors
  - Construction/Decommissioning assessed using tabular form (see below)
  - Operation assessed using tabular form (see below)
- Gas Connection Assessment
  - Baseline Conditions and Receptors
  - Construction/Decommissioning assessed using tabular form (see below)
  - Operation assessed using tabular form (see below)
- Electrical Connection Assessment
  - Baseline Conditions and Receptors
  - Construction/Decommissioning assessed using tabular form (see below)
  - Operation assessed using tabular form (see below)
- Cumulative Impacts
  - Construction/Decommissioning assessed using tabular form (see below)
  - Operation assessed using tabular form (see below)
- Summary and Conclusions
  - Further work
  - Summary
  - Conclusions

Receptor name and description	Preliminary Assessment of Impacts	Potential Specific Mitigation	Potential Residual Impacts	Further assessments and consultation to be undertaken
Generating Equip	ment and Laydown	Area		
Short description of the receptor and potential impact.	Preliminary assessment of the impact.	Additional mitigation identified in response to the specifics of the project	A short simple statement of the preliminary assessment of significance.	Details of further work to be undertaken prior to the ES.

# **Transport Assessment**

Prepared in accordance with Department for Transport's Guidance on Transport Assessment' - March 2007, and if required would include:

- Non-Technical Summary and Executive Summary
- Introduction
- Development Proposals
- Existing Conditions
- Policy Context / Review
- Access and Movement Strategy
- Review of local road safety records
- Person Trip Movement
- Traffic Impact Assessment construction and operation
- Mitigation Strategy if required

# **Route Management Strategy**

To include details of:

- Traffic and HGV control measures
- Site Access Points
- Access for NMUs
- Access routes
- Enforcement / Policing

# **Travel Plan**

- Introduction, Aims and Objectives
- Policy and Guidance Context
- Existing Conditions and Accessibility
- Development Proposals and Access Strategy
- Travel Plan Measures and Promotional Strategy
- Travel Plan Coordinator
- Targets, Monitoring and Review
- Implementation Programme and Responsibilities



# Appendix 2.4 - Correspondence with the Joint Authorities



# **Technical Note**



Project: Highways Agency Spatial Planning Contract Job No: 60295882 - DT018.001

Subject: A421 Millbrook Power Station Review

Prepared by: Irene O'Riordan Date: 1st October 2014

Checked by: Simon Willison Date: 2<sup>nd</sup> October 2014

Verified and John Alderman Date: 3<sup>rd</sup> October 2014

Approved by:

## 1. Introduction

1.1. This Technical Note has been prepared by AECOM, on behalf of the Highways Agency (HA), to detail the review a series of documents associated with a proposed Millbrook Power Station (MPS) development in Bedfordshire. The proposal is currently at pre-application/scoping stage. The site is understood to straddle Bedford Borough and Central Bedfordshire authorities.

- 1.2. The documents were prepared by Peter Brett Associates (PBA) on behalf of Millbrook Power Ltd (MPL) a company set up for this project by Watt Power Limited.
- 1.3. Within the vicinity of the Millbrook Power Station site the HA are responsible for the A421 and the M1 (Junction 13).
- 1.4. The following documents have been provided:
  - Copy of 27<sup>th</sup> August meeting notes (attended by the HA);
  - Preliminary Environmental Information Report (PEIR), Transport Assessment, Route Management Strategy, Travel Plan – proposed document contents.
  - PIER Draft Figures 12.1 and 2 (maps showing the location of the site and proposed access routes);
  - Traffic and Transport Introduction presentation (containing background information on the planned development);
  - Notes of the National Infrastructure Planning process;
  - Construction and Operational Movements (trip generation estimates during construction);
  - Drawing 31116 / 3010 / 003 (proposed access junction)
- 1.5. The purpose of this technical note is to review the submitted documentation, which indicates the trip generation and route of construction traffic PBA propose to take in the development of their TA and provides recommendations regarding the contents of the TA that will be required by the HA.

# 2. Proposed Development

- 2.1. The proposed development site is located approximately 9km to the south-west of Bedford town centre. Milton Keynes is around 16km west of the site. The A421 which is approximately 1.5km north-west of the site as the crow flies. The closest A421 junction is the dumbbell junction at Marston Moretaine.
- 2.2. The M1 at Junction 13 is located approximately 6km south-west of the site as the crow flies. The western corner of the site is bounded by Millbrook train station and Houghton Conquest is located to the east. The southern end of the site reaches just to the north of Woburn Road and the northern end of the site extends to the Rookery South Pit. The exact extent of the proposed development is not yet determined so the above listed edges are the furthest possible boundaries of the site.

Direct Tel: 01727 535307 T +44 (0)1727 535000 F +44 (0)1727 535099 E Irene.oriordan@aecom.com AECOM House 63-77 Victoria Street St Albans AL1 3ER United Kingdom



- 2.3. At this stage the development consists of (as detailed in the meeting notes provided from August 2014):
  - "A new Power Generation Plant, a gas fired peaking 299MW power generating station fuelled by natural gas. The Generation Plant would be accessed via a new purpose built access road from Green Lane, Stewartby;
  - A new Gas Conneciton to bring natural gas to the Power Generation Plant from the National Transmission System;
  - A new Electrical Connection to export power form the Power Generation Plan to the National Grid Electricity Transmission system for distribution;
  - A temporary laydown area for the storage of plant and equipment during construction adjacent to the Generating Equipment Site;
  - A new purpose-built 1.7km access road constructed from Green Lane to the Generating Equipment;
  - The route of the access road would follow the existing track which borders the lake within Rookery North Pit. On reaching Rookery South Pit, the Access Road would descent the ramp to enter into the Pit, and cross through the Pit until it reaches the Generating Equipment Site."
- 2.4. There is extant planning permission for the Rookery South Pit which is proposed to be implemented concurrently with the proposed development. The permission consists of a "low level restoration scheme" to restore the site, a DCO for an Energy from Waste (EfW) plant and a Integrated Waste Management Facility which is dependent on the EfW plant.
- 2.5. The DCO extant permission for the EfW includes the proposal for a ghost island priority junction on Green Lane. If this is delivered it is proposed that it will provide sufficient capacity to accommodate the MPS proposal. This junction is understood to be more than sufficient to accommodate the proposed development as it was designed to cater for significantly more traffic. Green Lane links to Bedford Road, access to the A421 could potentially be gained via Marston Moretaine or Marsh Leys Interchanges.
- 2.6. If the ghost island priority junction permitted with the EfW site is not built then PBA propose a simple priority junction at the same location. This will be tested for capacity as part of the TA.

# 3. Trip Generation

- 3.1. The information provided on trip generation relates to the construction period. The proposed trips for the construction period are presented as an attachment in "construction workers profile and HGV loads v3.0 MPL". It is detailed that they have been generated by Parsons Brinkerhoff and based on data collected from similar facilities. This is used to create a vehicle trip generation estimate. The supplied meeting notes indicates that this is for an 18 month construction period. No further detail is provided to verify how these trips were generated although it is mentioned in the meeting notes (from 27<sup>th</sup> August 2014) that a sensitivity test will be provided to identify the worst case daily construction trip generation.
- 3.2. The trips are split into vehicles per day and then peak hour trips. Within these sections the trips are categorised as associated with the "electrical connection" or the "power plant and gas connection" separately for cars and HGVs. It seems that the vehicles per day trips are total two way trips and the peak hour trips are one way trips but it is unclear from the table to confirm this definitely. AECOM recommends that further clarity is provided in the forthcoming TA. The trips are split into 8 quarters but it is not defined how long a quarter is. It seems intuitive that this represents a quarter

Direct Tel: 01727 535307 T +44 (0)1727 535000 F +44 (0)1727 535099 E Irene.oriordan@aecom.com AECOM House 63-77 Victoria Street St Albans AL1 3ER United Kingdom



of year but the meeting notes detail PBA expect an 18 month construction period, not a two-year construction period. This definition needs to be provided by PBA in the TA.

- 3.3. The electric connection trips are defined separately and the power plant and gas connection trips are combined. It is unclear why the power plant and gas trips have been combined. Figure 12.2 provided by PBA presents the electricity and gas connection routes combined. Under most options the power generation plant has a separate route and access point. Option 3 however appears to indicate that the Power Plant, Gas and Electricity Connections could all be combined. Following discussion with the local highway authorities it is recommended that potential trip routing options are confirmed. Details of all the routes made available to the various disciplines should be confirmed in the forthcoming TA.
- 3.4. Peak hour trips are presented but it is not defined what peak hour this represents i.e. is this is this representative of the expected construction traffic peak (and if so, at what times of the day is this expected to occur) or of traditional peak hours when background flows are at their highest? HGV traffic may have a relatively short stay on the site and hence potentially leave within the same peak hour as arrival. It is recommended that details of the anticipated number of trips are expanded upon within the forthcoming TA, listing both the number of arrivals and departures for the peak hours considered. This information should be presented for the 'worse case' scenario, reported 'likely to be casting of the concrete foundation'.
- 3.5. AECOM has performed a preliminary comparison of the trips with those suggested by Parsons Brinckerhoff for the submission of Progress Power Project (April 2014) in Eye, Suffolk (currently being examined as a nationally significant infrastructure project). This proposal is referenced within the material supplied by PBA, as it is also being developed byWatt Power Limited. The Progress Power Project proposal is for a Simple Cycle Gas Turbine (SCGT) peaking plant to provide an electrical output of up to 299MW and will operate for up to 1,500 hours per year. The electrical output and hours of operation per year are the same as those proposed for the MPS application. It is unclear if the type of power plant at the Progress Power Project site would be similar or different in terms of construction traffic characteristics to the MPS power plant, however it serves as a useful reference point to reviewing the traffic flows proposed for the Millbrook site at this early stage.
- 3.6. The Progress Power Project (PPP) reports details that the peak hours are assumed to stretch over 2 hours as it assumes take HGVs an hour to leave the site. The peak hours presented are AM 07:00-09:00 and PM 16:00-18:00. The working weekday is considered to consist of arrivals from 07:00-17:00 and departures from 08:00-18:00. The proposal assumes there will be a range of 25 to 127 workers visiting the site each day over the duration of the construction. It is assumed that a car share proportion of 1.6 people per car. The construction will take 2 years to complete and the trips are split into 8 quarters. These suggest around 80 car trips to and 80 car trips from the site for visiting workers. It is likely that there would be a peak in trips within the two hour period and the worse case may not be reflected by simply half of the two hour flow.
- 3.7. It is recommended that further evidence is provided in the forthcoming TA to substantiate the figures for the Millbrook proposal, including when peak hours occur, the number of construction workers likely to be on site and assumed car occupancy.
- 3.8. Once the plant is operational it is expected to consist of a maximum of 4 staff each shift. The traffic generated from the operational site therefore is likely to be negligible. It is noted however in the Construction Workers Profile and HGV Loads 250714 table that during maintenance periods there may be up to 40 extra staff on site for a period of a month. The meeting notes indicate that maintenance periods should be no more frequent than once a year. The notes acknowledge that

Direct Tel: 01727 535307 **AECOM House** 63-77 Victoria Street T +44 (0)1727 535000 F +44 (0)1727 535099 St Albans

E Irene.oriordan@aecom.com AI 1 3FR United Kingdom www.aecom.com

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traffic flows will increase during these periods and that more details will be provided within the forthcoming TA.

# 4. Routing of Traffic

- 4.1. PIER Draft Figure 12.2 details possible route options for construction traffic between the development site and the SRN. There are three possible route options defined from different junctions on the A421: Marston Moretaine dumbbell junction, A421/A428 Marsh Leys signalised gyratory and the A421/A6 Elstow gyratory. One route option could go via M1 Junction 13. It is unclear whether one or more routes will eventually be chosen. From the HA's perspective, having more than one route defined would be more acceptable as it would reduce the impact on any single point on the SRN. This may not however be acceptable to the local highway authority, particularly for HGV movements. The meeting notes appear to suggest only two potential access points to the SRN, with the inference that Green Lane would be the access route. The preferred routing options available should be clarified within the forthcoming TA.
- 4.2. PBA have not detailed the proposed scope of assessment at this stage, however it would be expected that it details the number of trips at any SRN junction. HA Protocol states that junction or link capacity assessments should be undertaken on the SRN where development proposals results in generating significant amount of movement. It is recommended that the number of two way trips at each of the SRN junctions is identified. Depending upon the number of trips identified and how critical these additional trips could be to the operation of the junction, consideration can be given to whether or not there is a need for capacity assessments to be undertaken.

# 5. Proposed Transport Assessment, Travel Plan and Route Management Strategy

- 5.1. PBA have detailed what they propose to include in a forthcoming TA, Travel Plan and Route Management Strategy. This complies with the Department for Transport's Guidance on Transport Assessment (March 2007). Although it is implied under the suggested heading "traffic impact assessment", AECOM request that specific and detailed information is provided on development trip generation, distribution of trips and the analysis period is clearly defined.
- 5.2. The content of the proposed TA and Travel Plan appears to comply with the HA guidance on requirements for transport assessments and travel plans.
- 5.3. A Route Management Strategy is proposed, which will indicate amongst other items the traffic and HGV control measures to be imposed. Details such as this would effectively form a Construction Management Plan which, for a development of this scale and nature, would be recommended. Provision of this information should provide the HA an opportunity to agree appropriate measures to manage traffic flows via the SRN, for example control the number of trips occurring during the peak hours when background flows are at their highest (if this was considered necessary) and the junctions and routes to be used by construction vehicles.

# 6. Conclusion

- 6.1. This Technical Note has been prepared by AECOM to detail the review of trip rates and potential impact for a forthcoming Transport Assessment associated with a proposed power plant in Millbrook, Bedfordshire. The information supplied was prepared by Peter Brett Associates (PBA) on behalf of Millbrook Power Limited (MPL) working form Watt Power Limited.
- 6.2. PBA's approach is to calculate trips individually for the separate components of the power plant into cars and HGVs for the construction phase. This is considered reasonable.

Direct Tel: 01727 535307 T +44 (0)1727 535000 F +44 (0)1727 535099 E Irene.oriordan@aecom.com AECOM House 63-77 Victoria Street St Albans AL1 3ER United Kingdom

# **Technical Note**



- 6.3. AECOM query some of the assumptions used to generate the proposed trips and request more information on; when is the defined peak hours, what are the trips for arrivals and departures, comparisons to other comparable site for verification and for each trip to be presented separately i.e. gas, electrical and power plant. Clarification is also needed of the proposed construction period is it 18 months or two years?
- 6.4. PBA detail various options for the proposed construction access routes. Final confirmation of the proposed routes will be provided in the TA once the development proposals are finalised. It is possible that more than one SRN junction could be used by construction traffic, which could help to dissipate the impact.
- 6.5. Subject to further evidence being provided to clarify and justify the trip generation, it is not confirmed at this stage that junction capacity assessments of the SRN junctions would be required. It is recommended that the 'worse case' traffic impact at each of the affected SRN junctions is identified such that the Agency can provide a view on whether or not capacity assessments will be required. A Route Management Strategy (which will detail plans to manage construction traffic) is proposed. If concerns materialise with regard to the level of traffic generation on the SRN, controls could potentially be put in place to reduce trip generation and to encourage traffic to avoid the peak periods in background traffic flows when the operation of SRN junctions are likely to be most susceptible to increases in traffic. Preparation of an acceptable Route Management Strategy may remove the need for capacity assessments to be undertaken.

This document has been prepared by AECOM Limited for the sole use of our client (the "Highways Agency") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM Limited and the Client.

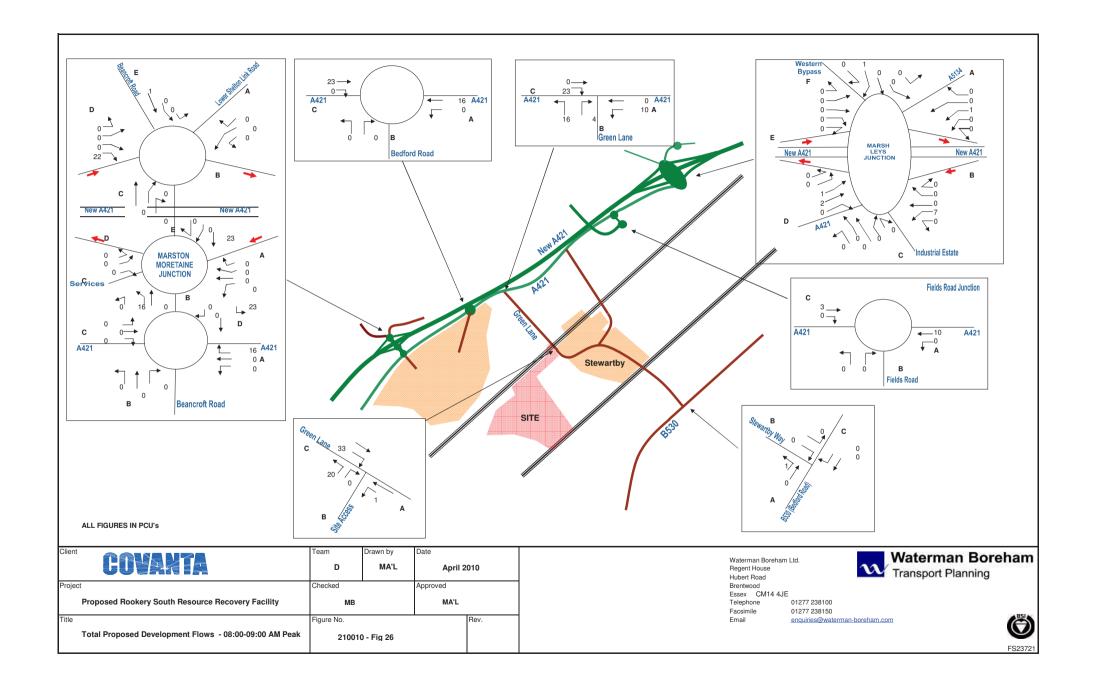
Any information provided by third parties and referred to herein has not been checked or verified by AECOM Limited, unless otherwise expressly stated in the document.

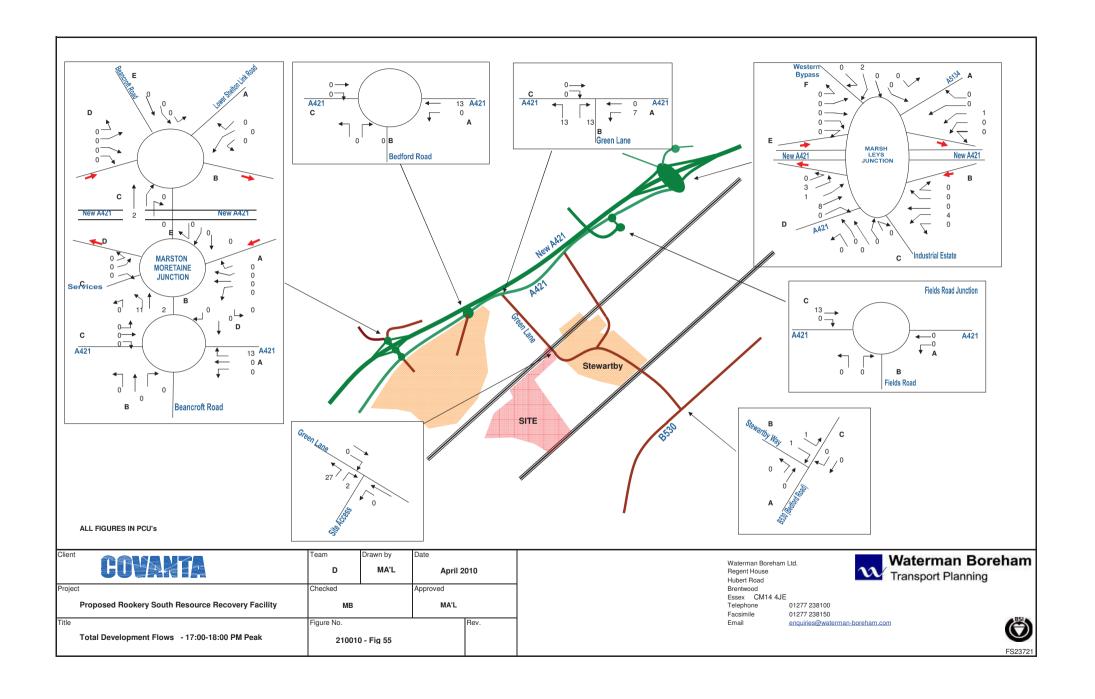
No third party may rely upon this document without the prior and express written agreement of AECOM Limited.



# Appendix 2.5 - Details of Covanta RRF



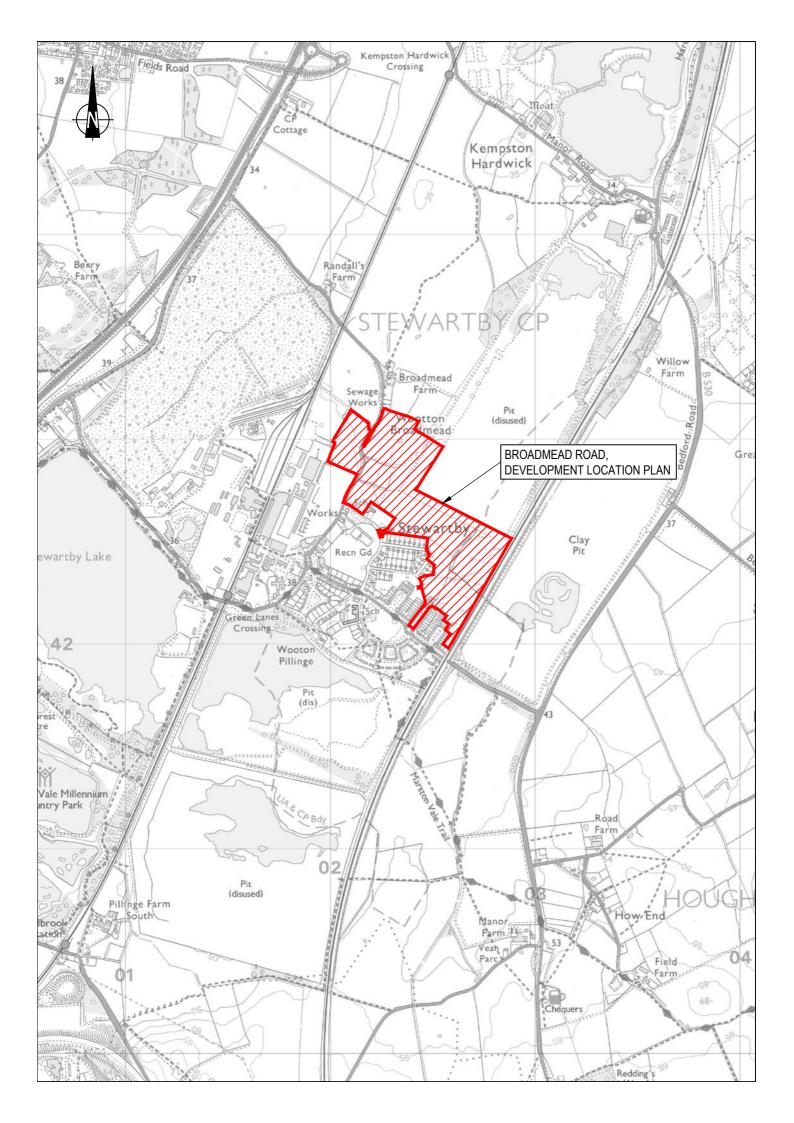






# Appendix 2.6 - Details of Stewartby Broadmead Road Development





6.13 In terms of total traffic volumes, the residential development generates 527 vehicles in each peak hour, whilst the employment area generates between 144 and 184 vehicles in the peak hours. In terms of Heavy Goods Vehicle movements, it is unlikely that any HGVs will be generated by the residential development during the peak hours. The employment area will generate a number of HGVs, the precise amounts dependant upon the split of B1/B2/B8 uses (HGV proportions will increase from B1 to B2 to B8 use), although large numbers of HGV movements do not generally occur during the peak hours. For this assessment it is assumed that none of the peak hour residential traffic will comprise HGVs, and that 10% of trips to/from the employment area will comprise HGVs.

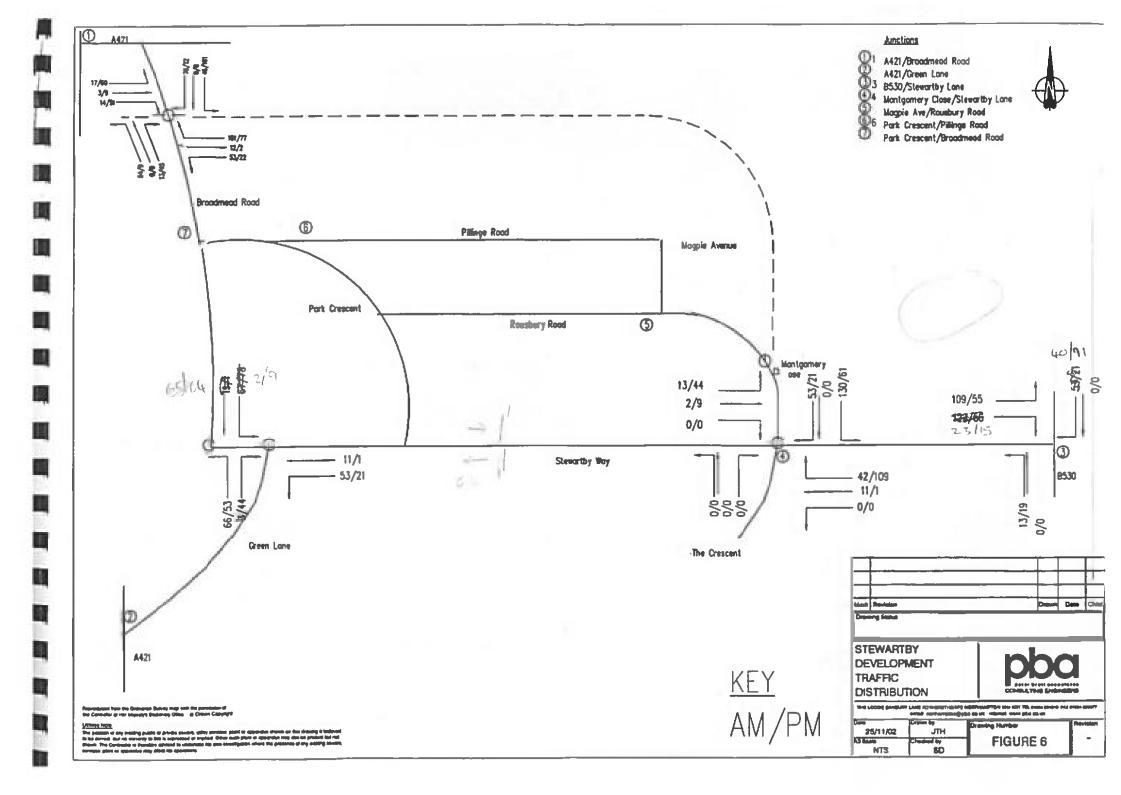
# Trip Distribution / Assignment

6.14 Trip distribution and assignment assumptions are consistent with the two Wootton development Transport Assessments, as agreed with Bedfordshire County Council. The resulting trip distributions (which differ between residential and employment) are shown below and are assumed to be the same for both AM and PM peaks (see Figure 6).

To / From	Residential	Employment
A421 North	45%	50%
A421 South	25%	35%
B530 South	5%	5%
B530 North	25%	10%
Total	100%	100%

6.15 The above trip generation and trip distribution figures result in the following assignment

	Α	M	P	M
	In	Out	In	Out
A421 N (Broadmead Road)	122	208	173	137
A421 S (Green Lane)	79	118	97	85
B530 S (via Stewartby Way)	13	23	19	15
B530 N (via Stewartby Way)	40	109	91	55
Total	254	458	380	292





# **Appendix 3.1 - Traffic Survey Results**





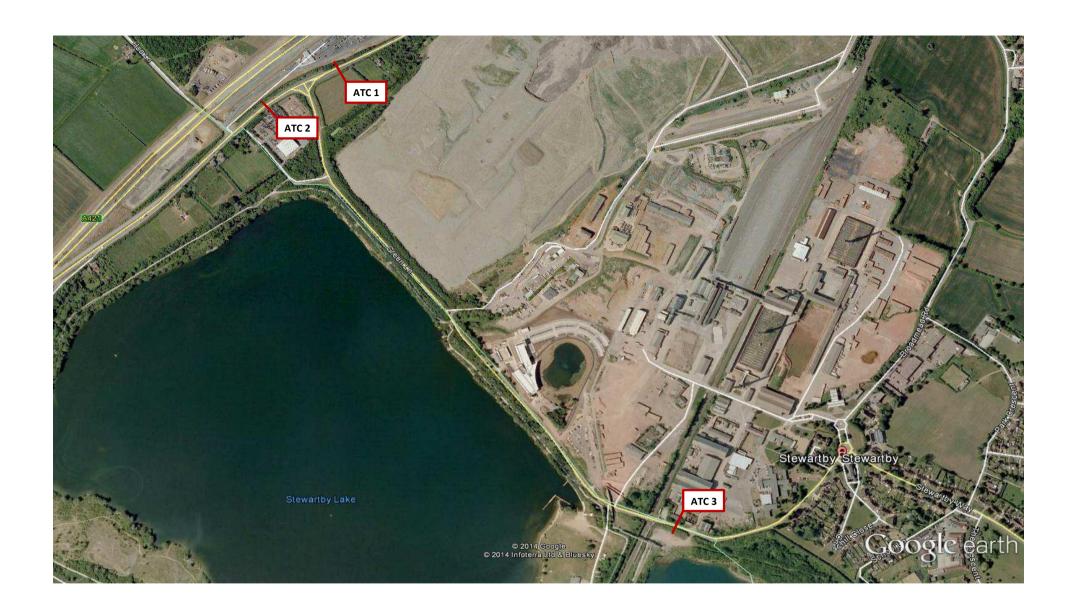
**Client: Peter Brett Associates** 

Project Name: Stewartby Bedfordshire

Survey Type: ATC

Survey Date: 4th to 18th of November 2014

Survey Time: 00:00-23:59



# TSP Class Profile All Days 15 Mins

# Globals

```
Site Name STEWARTBY 003
Site Attribute STEWARTBY
File Name D:\TSP11940-Stewartby Bedfordshire\STEWARTBY 00307Nov2014.ECO
File Type Plus
Algorithm Factory default axle
Description GREEN LANE [30M]
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     Direction 7

Direction Text 7 - North bound AJB, South bound BJA.

Layout Text Axle sensors - Paired (Class/Speed/Count)

Setup Time 2014-11-03717:43:52

Start Time 2014-11-03717:43:52

Finish Time 2014-11-07701:57:52

Operator LW

Configuration 00000000 80 00 14 6a 6a 00 00 00 00 , Standard
Create Version

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Site Attribute STEWARTBY
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           Lane 0
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```

```
File Name D:\TSP11940-Stewartby Bedfordshire\STEWARTBY 00328Nov2014.EC0
File Type Plus
Algorithm Factory default axle
Description GREEN LANE [30M]
Lane 0
Direction 7
                                                                                                                                                                                                                                                                                                                                                                     Name TSP Class Profile All Days New15 mins
Title TSP Traffic Reports
Graphic Logo C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
                                                                                                                             Direction 7

Layout Text 7 - North bound AJB, South bound BJA.

Layout Text Axle sensors - Paired (Class/Speed/Count)

Setup Time 2014-11-07T01:59:07

Start Time 2014-11-28T05:03:07

Operator LW

Configuration 00000000 80 00 14 6a 6a 00 00 00 00 , Standard
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  Percentile 1 85
Percentile 2 95
Pace 12
Filter Start 2014-11-04T00:00:00
Class Scheme ARX
Low Speed 0
High Speed 120
Posted Limit 30
Speed Limits 35 45 30 30 30 0 0 0 0 30
Separation Type Headway
Direction North
Encoded Direction 1
                                                                                                                                                                                                                                                                                                                                                   Profile
```

# TSP Class Profile All Days 15 Mins

Fix1	JSL2 45 DFT	JSL1% 35 ACPO	JSL1 35 ACPO	JPSL%30	JPSL 30	Vpp 85	Mean	Vbin 60 130	Vbin 55 60	Vbin 50 55	Vbin 45 50	Vbin 40 45	Vbin 35 40	Vbin 30 35	Vbin 25 30	Vbin 20 25	Vbin 15 20	Vbin 10 15	Vbin 5 10	Vbin 0 5	Time	Fix1	Cls 10	Cls 9	Cls 8	Cls 7	Cls 6	Cls 5	Cls 4	Cls 3	Cls 2	Cls 1	Total	Time	Column
User defined fixed text	Speed Limit	Percent exceeding Speed Limit 1	Speed Limit 1	Posted Speed	Number exceeding Posted Speed Limit	Percentile speed	Average speed	Speed bin totals	24-hour time (0000 - 2359)	User defined fixed text	Class totals	О	24-hour time (0000 - 2359)																						

TSP Class Profile All Days 15 Mins
Report Id - CustomList-83
Site Name - STEWARTBY 003
Description - ORCH
Direction - North

Time	Total	Cls 1	CIs 2	Cls 3	CIs 4	Cls 5	CIs 6	Cls 7	Cls	Cls	Cls 10	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Mean	Vpp 85	JPSL 30	JPSL% 30	]SL1 35	]SL1% 35	]SL2 45	]SL2% 45	Fixt
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3	0	3	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	1	2	0	0	0	0	0	0	30.2 -		2	66.7	0	0	0	0
4	0	4	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	4	0	0	0	0	0	0	0	27.7 -		0	0	0	0	0	0
2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	o	0	0	1	1	0	0	0	0	0	33.4 -		2	100	1	50	0	0
4	0	4	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	2	1	0	1	0	0	0	0	33 -		2	50	1	25	0	0
2	0	2	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	2	0	0	0	0	0	0	31.3 -		2	100	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0
513	11	482	1	19	0	0	0	0	0	0	07-19	0	1	7	2	11	177	228	75	12	0	0	0	0	31	35.3	315	61.4	87	17	0	0
586	11	551	1	23	0	0	0	0	0	0	06-22	0	1	7	2	13	205	257	86	15	0	0	0	0	31.1	35.3	358	61.1	101	17.2	0	0
613	11	578	1	23	0	0	0	0	0	0	06-00	0	1	7	3	13	217	267	89	16	0	0	0	0	31.1	35.3	372	60.7	105	17.1	0	0
628	11	592	1	24	0	0	0	0	0	0	00-00	0	1	7	3	14	223	273	91	16	0	0	0	0	31.1	35.3	380	60.5	107	17	0	0
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Time	Total	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean								ix1									
		1	2	3	4	5	6	7	8	9	10			0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130		85	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	
0000	- 1	0	- 1	0	0		0 0		D	0 0	0		0000	0				-0	1	0				0	0		27.1 -		0	0	0	0	0	0	
0015	1	0		. 0	1		0 0		n	0 0	0		0015	0	0	- 1	0	0	0	0	0	0		0	0	0	12.3 -		0	0	0	0	0	0	
0030	ó	ō	ō	0	ó		0 0		0	0 0	ō		0030	ō	ō	o	ō	ō	ō	ō	ō	ō	0	ō	ō	ō.			ō	ō	ō	ō	ō	ō	
0045	0	0	0	0	o		0 0		D	0 0	0		0045	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		D	0 0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0	
0115	1	0	1	0	0		0 0		D	0 0	0		0115	0	0	0	0	0	- 1	0	0	0	0	0	0	0	25.6 -		0	0	0	0	0	0	
0130	0	0	0	0	0		0 0		D	0 0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0	
0145	1	0	1	0	0		0 0		D	0 0	0		0145	0	0	0	0	1	0	0	0	0	0	0	0	0	22.9 -		0	0	0	0	0	0	
0200	0	0	0	0	0		0 0		D	0 0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0	
0215	1	0	1	0	0		0 0			0 0	0		0215	0	0	0	0	0	0	0		1	0	0	0	0	42.3 -		1	100	1	100	0	0	
0230	1	0	1	0	0		0 0			0 0	0		0230	0	0	0	0	1	0	0	0	0		0	0	0	24.5 -		0	0	0	0	0	0	
0245	0	0	0	0	0		0 0		D	0 0	0		0245	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		0300	0	0	0	0	0	0	0	0	0		0	0	0 -	-		0	0	0	0	0	0	
0315	0	0	0		0		0 0			0 0	0		0315	0	0	0	0	0	0	0	0	0		0	0	0 -			0	0	0	0	0	0	
0330	2	0	2	. 0	0		0 0			0 0	0		0330	0	0	0	0	0	- 1	0	- 1	0		0	0	0	33.2 -		1	50	- 1	50	0	0	
0345	0	0	0		0		0 0	,		0 0	0		0345	0	0	0	0	0	0	0		0		0	0	0 -			0	0	0	0	0	0	
0400	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	
0415 0430	2	0	2	0	0		0 0			0 0	0		0415	0	0	0	0	0	1	- 1	0	0		0	0	0	30.1 -		1	50 100	0	0	0	0	
0430	2	0	2		0		0 0			0 0	0		0430	0	0	0	0	0		- :	0	0		0	0	0	30.3 -		- 1	50	0	0	0	0	
0500		0	0	-	0		0 0		-	0 0				0	0	0	0	0	0	0		0	-	0	0	0	30.3 -		0	0		0	0	0	
0515	0 2	0	2		0		0 0			0 0	0		0500 0515	0	0	0	0	1	0	1	0	0		0	0	0	27 -		1	50	0	0	0	0	
0530	- 1	0	- 1	. 0	0		0 0			0 0	0		0530	0	0	0	0	0	0	ò		0		0	0	0	35.3 -		- 1	100	4	100	0	0	
0545		0		0	0		0 0			0 0	0		0545	0	0	0	0	0	0	0	0	0		0	0	0	45.1 -		- 1	100	- 1	100	- 1	100	
0600	1	0	1	0	0		0 0			0 0	0		0600	0	0	0	0	0	1	0	0	0		0	0	0	27.8 -		0	0	'n	0	,	0	
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0800	6	0	6	0	0		0 0		D	0 0	0		0800	0	0	0	0	0	1	3	2	0	0	0	0	0	32.9 -		5	83.3	2	33.3	0	0	
0815	5	0	4	. 0	1		0 0		D	0 0	0		0815	0	0	0	0	2	- 1	2	0	0	0	0	0	0	28.7 -		2	40	0	0	0	0	
0830	5	0	5	0	0		0 0		D	0 0	0		0830	0	0	0	0	1	0	3	1	0	0	0	0	0	31.2 -		4	80	1	20	0	0	

0845	8	0	8	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	3	3	2	0	0	0	0	0	32.7 -		5	62.5	2	25	0	0
0900 0915	9	0	9	0	0	0	0	0	0	0	0	0900 0915	0	0	0	0	0	0	9 5	0	0	0	0	0	0	32.7 -		9	100 77.8	0	0 22.2	0	0
0930	19	1	18	0	0	0	0	0	0	0	0	0930	0	1	0	0	0	6	9	2	1	0	0	0	0	30.8	34.2	12	63.2	3	15.8	0	0
0945 1000	15 15	0	15 14	0	0	0	0	0	0	0	0	0945 1000	0	0	0	0	0	1	8	6	0	0	0	0	0	33.5 31.4	36 34.9	14 10	93.3 66.7	6	40 20	0	0
1015	14	1	13	0	ò	0	0	0	0	0	0	1015	0	1	0	0	0	7	6	0	0	0	0	0	0	27.7	31.3	6	42.9	0	0	0	0
1030	10	1	9	0	0	0	0	0	0	0	0	1030	0	0	0	1	0	3	4	2	0	0	0	0	0	30.9 -		6	60	2	20	0	0
1045 1100	14 8	0	12 8	0	2	0	0	0	0	0	0	1045 1100	0	0	0	0	0	3	6	4	1	0	0	0	0	32.9 30.6 -	36.2	11 6	78.6 75	5	35.7 0	0	0
1115	10	o	9	ő	1	ő	0	ő	0	ō	0	1115	ő	ő	0	ő	1	2	3	4	ő	ō	o	o	ō	32.2 -		7	70	4	40	ō	ō
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1145 1200	18 9	1	15 9	0	2	0	0	0	0	0	0	1145 1200	0	0	0	1	2	5	7	3 2	0	0	0	0	0	30 32 -	34.4	10	55.6 66.7	3	16.7 22.2	0	0
1215	17	1	15	ō	1	ō	o	ō	o	ő	0	1215	ő	ō	o	ō	1	4	7	5	ő	ō	0	0	0	32	35.8	12	70.6	5	29.4	ō	0
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1245 1300	10 12	0	12	0	0	0	0	0	0	0	0	1245 1300	0	0	0	0	0	3	6	3	1	0	0	0	0	32.6 - 32.2	35.6	9	80 75	3	10 25	0	0
1315	16	1	15	ō	0	ō	ō	ō	0	0	0	1315	0	0	ō	1	ō	3	7	5	0	0	0	0	0	31.9	36.7	12	75	5	31.3	0	0
1330 1345	9 12	0	9 11	0	0	0	0	0	0	0	0	1330 1345	0	0	0	0	0	0	7 6	0	2	0	0	0	0	34.7 - 28.7	34	9	100 58.3	2	22.2 8.3	0	0
1400	9	0	9	0	0	0	0	0	0	0	0	1400	0	0	0	0	0	3	4	2	0	0	0	0	0	32.6 -	34	6	66.7	2	22.2	0	0
1415	10	0	10	0	0	0	0	0	0	0	0	1415	0	0	0	0	0	3	2	5	0	0	0	0	0	33.4 -		7	70	5	50	0	0
1430 1445	12 8	1	11	0	0	0	0	0	0	0	0	1430 1445	0	0	1	0	0	2	5	4 2	0	0	0	0	0	31.3	35.6	9	75 75	4	33.3 37.5	0	0
1500	8	0	8	ő	ō	ő	0	ő	0	ō	0	1500	ő	ő	0	ő	0	3	5	ō	ò	ō	o	0	0	31.1 -		5	62.5	0	0	ō	ō
1515	13	1	11	0	1	0	0	0	0	0	0	1515	0	0	0	0	0	3	6	3	1	0	0	0	0	32.6	36.2	10	76.9	4	30.8	0	0
1530 1545	13 10	0	13 10	0	0	0	0	0	0	0	0	1530 1545	0	0	0	0	0	3	7	3 2	0	0	0	0	0	32.6 32.7 -	35.6	10	76.9 70	3	23.1	0	0
1600	10	ō	9	ō	1	ō	ō	ō	ō	ō	ō	1600	ō	ō	ō	ō	0	1	8	1	o	ō	ō	ō	0	32.7 -		9	90	1	10	ō	ō
1615 1630	7 11	0	7 10	0	0	0	0	0	0	0	0	1615 1630	0	0	0	0	0	4	2	1	0	0	0	0	0	30.6 - 28.7	31.5	3 6	42.9 54.5	1	14.3 9.1	0	0
1645	7	0	6	0	1	0	0	0	0	0	0	1645	0	0	0	0	0	1	4	2	0	0	0	0	0	33.3 -	31.5	6	85.7	2	28.6	0	0
1700	6	0	6	0	0	0	0	0	0	0	0	1700	0	0	0	0	0	2	3	0	1	0	0	0	0	32.7 -		4	66.7	1	16.7	0	0
1715 1730	3 2	0	3 2	0	0	0	0	0	0	0	0	1715 1730	0	0	0	0	0	1	2	0	0	0	0	0	0	30.2 - 38.3 -		2	66.7 100	0	0 50	0	0
1745	11	1	9	ō	1	ō	ō	ō	ō	ō	0	1745	ō	ō	1	ō	1	1	6	1	ò	1	ō	0	0	31.8	34.4	8	72.7	2	18.2	1	9.1
1800	13	0	13	0	0	0	0	0	0	0	0	1800	0	0	0	0	1	0	5	6	1	0	0	0	0	34.1	36.5	12	92.3	7	53.8	0	0
1815 1830	3 8	0	7	0	0	0	0	0	0	0	0	1815 1830	0	0	0	0	0	2	5	0	0	0	0	0	0	30.9 -		5	33.3 62.5	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	1845	0	0	0	0	1	1	1	0	0	0	0	0	0	29.2 -		- 1	33.3	0	0	0	0
1900 1915	6 5	0	6 5	0	0	0	0	0	0	0	0	1900 1915	0	0	0	0	0	4	0	2	0	0	0	0	0	30.8 -		2	33.3	2	33.3 20	0	0
1930	9	0	9	0	0	0	ō	0	0	0	0	1930	0	0	0	0	1	4	3	- 1	0	0	0	0	0	29.9 -		4	44.4	- 1	11.1	ő	0
1945	4	0	4	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	1	2	0	1	0	0	0	0	32.7 -		3	75	1	25	0	0
2000 2015	9	0	9	0	0	0	0	0	0	0	0	2000 2015	0	0	0	0	0	5	4	0 2	0	0	0	0	0	29.6 -		4	44.4 75	0	0 50	0	0
2030	4	0	3	ō	1	0	0	0	0	0	0	2030	0	0	0	0	1	1	2	0	0	0	0	0	0	27.7 -		2	50	0	0	0	0
2045 2100	3	0	3	0	0	0	0	0	0	0	0	2045 2100	0	0	0	0	0	1	0	2	0	0	0	0	0 -	35 -		2	66.7	2	66.7	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	2	0	0	0	0	0	0	0	25.8 -		0	0	0	0	0	0
2130 2145	4	1	3	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	1	1	2	0	0	0	0	0	33.7 -		3	75	2	50	0	0
2145 2200	1 3	0	1	0	0	0	0	0	0	0	0	2145 2200	0	0	0	0	0	0	2	0	0	0	0	0	0	29.7 -		0	100	0	0 33.3	0	0
2215	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	0	2215	ō	ō	ō	ō	ō	ō	0	ò	ō	ō	ō	ō	0 -	-		0	0	0	0	ō	ō
2230 2245	1	0	0	0	1	0	0	0	0	0	0	2230 2245	0	0	0	0	0	0	1	0	0	0	0	0	0 -	34.6 -		1	100	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	1	0	0	0	0	0	0	0	26.8 -		0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2330 2345	0	0	0	0	0	0	0	0	0	0	0	2330 2345	0	0	0	0	0	0	0	0	0	0	0	0	0 -	29.6 -		0	0	0	0	0	0
07-19	449	14	420	0	15	0	0	0	0	0	0	07-19	0	2	5	4	15	100	217	91	14	1	0	0	0	31.9	36	323	71.9	106	23.6	1	0.2
06-22 06-00	507 513	15 15	475 480	0	17 18	0	0	0	0	0	0	06-22 06-00	0	2	5	4	19 19	124 126	236 239	101	15 15	1	0	0	0	31.8 31.8	36 36	353 357	69.6 69.6	117	23.1	1	0.2 0.2
00-00	530	15	496	0	19	0	0	0	0	0	0	00-00	0	2	6	4	22	131	243	104	16	2	0	0	0	31.7	36	365	68.9	122	23	2	0.4
10 Nove																																	

Time	Total	Cls	Fix1	Time	Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	]SL2%	Fix1																					
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00-00	961	17	866	2	72	3	1	0	0	0	0	00-00	0	2	9	4	32	347	387	151	27	1	0	1	0	31.2	35.6	567	59	180	18.7	2	0.2
06-00	944	16	851	2	71	3	1	0	0	0	0	06-00	0	2	8	4	30	342	380	150	26	1	0	1	0	31.2	35.6	558	59.1	178	18.9	2	0.2
06-22	924	15	832	2	71	3	1	0	0	0	0	06-22	0	2	8	4	30	332	372	149	25	1	0	1	0	31.2	35.6	548	59.3	176	19	2	0.2
07-19	804	15	719	1	66	2	1	0	0	0	0	07-19	0	2	8	3	26	290	325	130	19	1	0	0	0	31.1	35.6	475	59.1	150	18.7	1	0.1
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	1	0	0	0	0	0	0	0	29.7 -		0	0	0	0	0	0
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2200	5	1	4	0	0	n	0	n	0	n	0	2200	n	n	0	0	0	1	3	ò	1	n	0	0	0	33.3 -		4	80	1	20	0	0
2145	3	n	3	n	n	n	n	n	n	n	n	2145	n	n	n	n	n	1	1	1	n	n	n	0	n	32.5 -		2	66.7	1	33.3	n	0
2130	0	0	0		0	0	0	0	0	0	0	2130	0	0	0	0		4	2	2	0	0	0	0	0	31.4 -		ė	55.6	2	22.2	0	0
2115	-	0	4	4	0	0	0	0	0	0	0	2115	0	0	0	0	- 1	2	- 1	0	0	0	0	0	0	27.9 -		1	20	0	40	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	2100	0	0	0	0	- 1	- 4	- 1	2	,	0	0	0	0	32.6 -		2	60	2	40	0	0
2030	5	0	5	0	0	0	0	0	0	0	0	2030 2045	0	0	0	0		,	3			0	0	0	0	33.9 -		4	40	- 1	20	0	0
2015	5	0		0	0	0	0	0	0	0	0		0		0	0	0	- 1	3	- 1	0		0	0	0			4	80	- 1	20	0	0
2000 2015	5	0	5	0	0	U	U	U	U	U	0	2000 2015	0	U	U	U	0	4	1	0	0	U	U	U	0	28.8 -		1	20 80	0	20	U	U
1945	5	0	5	0	0	0	0	0	0	U	U	1945	0	U	U	U	0	3	1	1	0	0	0	U	0	30 -		2	40	1	20	0	U
1930	11	0	11	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	6	3	1	1	0	0	0	0	30.4	33.6	5	45.5	2	18.2	0	0
1915	. 7	0	. 7	0	0	0	0	0	0	0	0	1915	0	0	0	0	0	0	3	3	- 1	0	0	0	0	36.1 -		7	100	4	57.1	0	0
1900	8	0	8	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	2	2	3	1	0	0	0	0	34.3 -		6	75	4	50	0	0
1845	10	0	10	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	1	6	2	1	0	0	0	0	33.9 -		9	90	3	30	0	0
1030	10	U	10	U	U	U	U	U	U	U	U	1630	U	U	U	U	U	9		U		U	U	U	U	29.0	31.0	/	43.0		0.3	U	U

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11 Nove	ember 2	014					-												-					_									_		
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls		Cls		Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean			]PSL%	]SL1	JSL1%		]SL2%	Fix1
		- 1	2	3	4	5	6	7	8	9	10			0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130		85	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	
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0245	1	(		1 (			0		0	0 0	) (	1	0245	0	0	0	0	0	1	0	C	0		0	0	0	29.4		0	0	0	0	0		
0300	0	9							0	0 0		1	0300	0	0	0	0	0	0	0	9	0		0		0	-	-	0	0	0	0	0		
0315	4						0	-	0 0	0 0			0315	0	0	0	0	1	3	0		0		0		. 0	26.5	-	0	0	0	0	0		
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0700	21						0		0	0 0	) (		0700	0	0	0	0	0	7	10		2	2 0	0		0		36.5	14	66.7	4		0		
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0800	37					2	1		0	0 0			0800	0	0	0	0	0	10				, ,	0				34.2	27	74.1	6		1	2.7	
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0915	14					3	0		0	0 0	) (	1	0915	0	0	0	0	0	3	8	3	. 0	0	0		0		35.3	- 11	78.6	3		0		
0930	9						0		0	0 0			0930	0	0	0	0	1	2	4	2	. 0	. 0	0					6	66.7 50	2	22.2 12.5	0		
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1030 1045	15 9	0	12	1	2	0	0	0	0	0	0	1030 1045	0	0	0	0	0	6	8	1	0	0	0	0	0	30.4 27.7 -	34.2	9	60 33.3	1	6.7 11.1	0	0
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1115 1130	12 17	0	10 14	0	2	0	0	0	0	0	0	1115 1130	0	0	0	0	0	7 6	3	0	2	0	0	0	0	31.1	33.8 35.6	5 10	41.7 58.8	2 6	16.7 35.3	0	0
1145	12	0	11	0	1	ō	0	0	0	0	0	1145	ō	0	0	0	ō	5	5	2	0	0	0	0	0	31.6	33.8	7	58.3	2	16.7	ō	0
1200 1215	17 18	1 2	14 14	0	2	0	0	0	0	0	0	1200 1215	0	0	1	0	1 4	3 6	10 4	2	0	0	0	0	0	30.3 29.8	33.8 34.2	12 7	70.6 38.9	2	11.8 16.7	0	0 5.6
1230	10	0	8	0	1	1	0	0	0	0	0	1230	ō	0	0	0	0	4	2	4	0	o	0	0	0	31.4 -		6	60	4	40	0	0
1245 1300	12 11	1	9	0	2	0	0	0	0	0	0	1245 1300	0	0	0	1	0	6	4	0	0	1	0	0	0	29.3 33.2	33.6 37.4	5 7	41.7 63.6	1	8.3 27.3	1	8.3
1315	10	0	10	0	Ö	o	0	0	0	0	0	1315	0	0	0	0	ō	0	6	4	0	0	0	0	0	34.3 -		10	100	4	40	0	0
1330 1345	6 8	0	6	0	0	0	0	0	0	0	0	1330 1345	0	0	0	0	1	3	2	0	0	0	0	0	0	27.9 -		2 6	33.3 75	0	0 37.5	0	0
1400	11	0	9	0	2	0	0	0	0	0	0	1400	0	0	0	0	2	3	5	1	0	0	0	0	0	30	33.1	6	54.5	1	9.1	0	0
1415 1430	13 14	0	8 13	0	5 1	0	0	0	0	0	0	1415 1430	0	0	0	0	0	3	5 9	5 3	0	0	0	0	0	33.3	37.8 36.7	10 12	76.9 85.7	5	38.5 21.4	0	0
1445 1500	15 16	3	12 13	0	0 2	0	0	0	0	0	0	1445 1500	0	1	0	2	0 2	6	2	4	0	0	0	0	0	28.1 31.4	36.7 35.1	6 11	40 68.8	4	26.7 18.8	0	0
1515	8	0	7	0	1	0	0	0	0	0	0	1515	0	0	0	0	0	2	3	3	0	0	0	0	0	33.2 -	35.1	6	75	3	37.5	0	0
1530 1545	26 24	0	24 20	0	2	0	0	0	0	0	0	1530 1545	0	0	0	0	1	8 11	12 10	5	0	0	0	0	0	31.1	34.9 33.1	17 13	65.4 54.2	5	19.2 12.5	0	0
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1815 1830	14 13	0	14 12	0	0	0	0	0	0	0	0	1815 1830	0	0	0	0	0	7	6	0	1	0	0	0	0	30.6 32.8	34 36.9	7	50 69.2	1	7.1 23.1	0	0
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2215	8	0	8	0	0	ō	0	0	0	0	0	2215	ō	0	0	0	0	3	4	1	0	0	0	0	0	32.2 -		5	62.5	1	12.5	0	0
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2345 07-19	0 <b>811</b>	0 17	720	0	0 64	0	0	0	0	0	0	2345 07-19	0	0	0 7	0	0 27	0 243	0 360	142	0 22	0	0	0	0 -	31.5	36	0 <b>527</b>	0 <b>65</b>	167	0 20.6	0	0.4
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Time	Total	Cls	Cls	Cls	C	Is	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fi												
		- 1	2	3		4	5	6	7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
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0215	1	0	1	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	1	0	o	0	0	0	0	0	26.2 -		0	0	ő	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
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0430	2	0	2	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	1	1	0	0	0	0	0	34.6 -			100	1	50	0	0
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0515	2	0	2	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	1	1	0	0	0	0	0	34.1 -			100	1	50	0	0
0530	9	0	7	ō	2	0	0	0	0	0	0	0530	ō	0	0	0	1	2	2	4	0	ō	0	0	0	32.7 -		6 6	6.7	4	44.4	0	ō
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0730	34	1	31	0	2	0	0	0	0	0	0	0730	0	0	1	0	1	9	18	5	0	0	0	0	0		34.4		7.6		14.7	0	0
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1430	13	1	9	1	2	0	0	0	0	0	0	1430	0	1	0	0	1	5	4	2	0	0	0	0	0		34.4		6.2		15.4	0	0
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1630	35	1	33	0	1	0	0	0	0	0	0	1630	0	0	0	0	0	14	18	2	1	0	0	0	0		34.2		60	3	8.6	0	0
1645 1700	14 31	0	14 31	0	0	0	0	0	0	0	0	1645 1700	0	0	0	0	0	4 14	8 15	2	0	0	0	0	0		34.4 33.6		1.4	2	14.3	0	0
1715	21	0	18	0	3	0	0	0	0	0	0	1715	0	0	0	0	0	9	5	5	2	0	0	0	0		36.7		7.1		33.3	0	0
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2115	4	0	4	0	)	0	0	0	0	0	0	0	2115	0	0	0	0	0	1	3	0	0	0	0	0	0	31 -		3	75	0	0	0	0	
2130	7	0	6	0	)	1	0	0	0	0	0	0	2130	0	0	0	0	1	4	1	1	0	0	0	0	0	29.5 -		2	28.6	1	14.3	0	0	
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2200	4	0	4	0	)	0	0	0	0	0	0	0	2200	0	0	0	0	0	1	2	1	0	0	0	0	0	31.4 -		3	75	1	25	0	0	
2215	2	0	2	0	)	0	0	0	0	0	0	0	2215	0	0	0	0	0	2	0	0	0	0	0	0	0	28.8 -		0	0	0	0	0	0	
2230	3	1	2	0	)	0		0	0	0	0	0	2230	0	0	0	0	0	1	1	1	0	0	0	0	0	34 -		2	66.7	1	33.3	0	0	
2245	0	0	0	0	)	0		0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
2300	2	0	2	0	)	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	1	0	1	0	0	0	0	35.9 -		2	100	1	50	0	0	
2315	3	0	3	0	)	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	2	0	1	0	0	0	0	35.8 -		3	100	1	33.3	0	0	
2330	1	0	- 1	0	)	0		0	0	0	0	0	2330	0	0	0	0	0	1	0	0	0	0	0	0	0	26.8 -		0	0	0	0	0	0	
2345	1	0	- 1			0	0	0	0	0	0	0	2345	0	0	0	. 0	0	0	- 1	0	0	0	. 0	. 0	0	30.3 -		1	100	0	0	0	0	
07-19	866	10	789	€	6		1	0	0	0	0	0	07-19	0	2	5	1	23	289	394	136	16	0	0	0	0	31.3	35.3	546	63	152	17.6	0	0	
06-22	993	10	913	6	6		1	0	0	0	0	0	06-22	0	2	5	1	28	336	446	154	21	0	0	0	0	31.3	35.3	621	62.5	175	17.6	0	0	
06-00	1009	11	928	6	6		1	0	0	0	0	0	06-00	0	2	5		28	341	453	156	23	0	0	0	0	31.4	35.6	632	62.6	179	17.7	0	0	
00-00	1032	11	949		6	5	1	0	0	0	0	0	00-00	0	2	5	- 1	30	348	461	162	23	0	0	0	0	31.4	35.6	646	62.6	185	17.9	0	0	
13 Nov	ember 2	014																																	
Time	Total	Cls	3 (	Cls	Cls	Cls F	ix1 Time	Vbin	Mean	Vpp	JPSL ]	IPSL%	]SL1	ISL1%	]SL2	]SL2% F	ix1																		
		1	2	3	4	5	6	7		8	9	10		0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
														5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO	ACPO	DFT	DFT	
0000	- 1	0	- 1	C	)	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	- 1	0	0	0	0	0	37.3 -		1	100	- 1	100	0	0	
0015	0	0	0	0	)	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0030	1	0	1	0	)	0	0	0	0	0	0	0	0030	0	0	0	0	0	1	0	0	0	0	0	0	0	29.8 -		0	0	0	0	0	0	

Time	Total	Cls 1	Cls 2	Cls 3	CIs 4	Cls 5	CIs 6	CIs 7	CIs 8	Cls 9	CIs 10	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Mean	Vpp 85	JPSL 30	JPSL% 30	35	35	45	45	Fix1
														5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO		DFT	DFT	
0000	1	0			0	0	0				0		0000	0	0	0	0	0	0			0				0		-	1	100	- 1	100	0	0	
0015	0	0	0		0	0	0	(			0		0015	0	0	0	0	0	0	0				- 0	0	0		-	0	0	0	0	0	0	
0030	1	0	- 1	0	0	0	0	(	) (		0		0030	0	0	0	0	0	- 1	0				0	0	0	29.8	-	0	0	0	0	0	0	
0045	0	0	0		0	0	0		) (		0		0045	0	0	0	0	0	0	0					0	0	-	-	0	0	0	0	0	0	
0100	0	0	0		0	0	0		) (		0		0100	0	0	0	0	0	0	0				. 0	0	0		-	0	0	0	0	0	0	
0115	0	0	0		0	0	0	9	) (		0		0115	0	0	0	0	0	0	0				0	0	0		-	0	0	0	0	0	0	
0130	0	0	0	-	0	0	0		) (		0		0130	0	0	0	0	0	0	0				-		0			0	0	0	0	0	0	
0145	0	0	0	0	0	0	0		) (		0		0145	0	0	0	0	0	0	0		0		0		0			0	0	0	0	0	0	
0200 0215	1	0	1		0	0	0	,	) (		0		0200	0	0	0	0	0	0	0				0	0	0	35.2	•	0	100	0	100	0	0	
0230	0	0	0		0	0	0	,	, ,		0		0230	0	0	0	0	0	0							0			0	0	0	0	0	0	
0230	0	0	0		0	0	0				0		0230	0	0	0	0	0	0	0						0			0	0	0	0	0	0	
0300	0	0	0		0	0	0				0		0300	0	0	0	0	0	0	0						0			0	0	0	0	0	0	
0300	1	0	1	, 0	0	0	0				0		0300	0	0	0	0	1	0	0						0	23.8		0	0	0	0	0	0	
0330	- 1	0	- 1	0	0	0	0	,	) (	-	ő		0330	0	0	0			1	0	_	-				0	26.7		0	0	0	0	0	0	
0345	,	0	,		0	0	0	ì	, ,		0		0345	0	0	0	ň	0		0					0	ő			0	0	0	0	0	0	
0400	ō	ō	ō	0	ō	ō	0	Ċ		0	ō		0400	ō	ō	ō	ō	ō	ō	0				. 0	0	ō			ō	ō	ō	ō	ō	ō	
0415	0	0	0	0	0	0	0		) (	0	0		0415	0	0	0	Ó	0	0	0	. 0	0		. 0	0	0	-		0	0	0	o	o	0	
0430	1	0	1	0	0	0	0		) (	0	0		0430	0	0	0	0	0	0	0	0	1	0	0	0	0	40.1		1	100	1	100	0	0	
0445	1	0	- 1	0	0	0	0	(	) (	0	0		0445	0	0	0	0	0	1	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	0	
0500	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	
0515	4	0	4	. 0	0	0	0	(	) (	0	0		0515	0	0	0	0	0	3	0	1 1	0		- 0	0	0	30.3		1	25	- 1	25	0	0	
0530	5	0	4	. 0	1	0	0	(	) (		0		0530	0	0	0	0	0	2	2	1	0		- 0	0	0	31.9		3	60	- 1	20	0	0	
0545	4	0	3		1	0	0		) (		0		0545	0	0	0	0	- 1	- 1	1	1	0		. 0	0	0	29.8	-	2	50	- 1	25	0	0	
0600	6	0	6		0	0	0	9	) (		0		0600	0	0	0	0	0	1	4	1	0		0	0	0	31.8	-	5	83.3	1	16.7	0	0	
0615	12	0			1	0	0				0		0615	0	0	0	0	1	6	4	0		0	0	0	0	30.6	32.9	5	41.7	1	8.3	0	0	
0630	10	0	8		2	0	0		,		0		0630	0	0	0	0	1	3	3		. 1	. 0	0	0	0	32	- 247	6	60	3	30	0	0	
0645 0700	12 10	0	12		0	0	0		,		0		0645 0700	0	0	0	0	0	4	2		0				0	31.7 27.7	34.7	8	66.7 30	0	0 10	0	0	
0715	22	0	21		1	0	0				0		0700	0	0	0	0	- 1	7	10						0	31.5	35.6	14	63.6	4	18.2	0	0	
0730	33	1	30		- 4	- 1	0	,	, ,		0		0730	0	0	- 1		0	9	16		. 3				0	32.1	36.5	23	69.7	7	21.2	0	0	
0745	32	0			2		0		) (		0		0745	0	0		0	0	8	21					0	0	31.7	34.2	24	75	3	9.4	0	0	
0800	32	0			3	0	0	ì	, ,		0		0800	0	0	0	ň	0	8	19					0	0	32.4	34.4	24	75	5	15.6	0	0	
0815	28	- 1	25		- 1	0	0				0		0815	0	0	- 1		- 1	7	12		1				0	31.9	36.2	19	67.9	7	25	0	0	
0830	40	- i	38		- 1	0	0	ì	, ,		0		0830	0	0		1	- 1	7	28			0		0	0	31.4	33.6	31	77.5	3	7.5	0	0	
0845	19	2			o o	ō	0	Ċ		0	ō		0845	ō	ō	1	ó	- 1	9	4	4	. 0		. 0	0	ō	29.8	35.3	8	42.1	4	21.1	ō	ō	
0900	27	0	25	. 0	2	0	0		) (	0	0		0900	0	0	0	Ó	0	10	12	4	. 1	o	. 0	0	0	31.5	34.9	17	63	5	18.5	o	0	
0915	12	0	12	. 0	0	0	0		) (	0	0		0915	0	0	0	0	0	5	5	2	. 0			0	0	31.8	34.7	7	58.3	2	16.7	0	0	
0930	15	0	15	. 0	0	0	0			0	0		0930	0	0	0	0	0	7	4	4	. 0		. 0	0	0	32.1	37.4	8	53.3	4	26.7	0	0	
0945	10	0	8	0	2	0	0		) (	0	0		0945	0	0	0	0	0	5	4	- 1	0		0	0	0	30.2		5	50	1	10	0	0	
1000	9	- 1	7	. 0	1	0	0		) (	0	0		1000	0	0	0	0	1	5	2	. 1	0	0	0	0	0	28.4		3	33.3	1	11.1	0	0	
1015	10	0	10	0	0	0	0	(	) (	0	0		1015	0	0	0	0	0	7	2	1	0	0	0	0	0	29.2	-	3	30	1	10	0	0	
1030	12	0	11		1	0	0	(	) (		0		1030	0	0	0	0	0	6	4	2	. 0		0	0	0	31.9	34.9	6	50	2	16.7	0	0	
1045	14	1	10		2	0	1	(			0		1045	0	0	0	1	- 1	3	6						0	30.4	35.6	9	64.3	3	21.4	0	0	
1100	16	0	14	0	2	0	0	(	) (	0	0		1100	0	0	0	0	1	7	5	3	0	0	0	0	0	30.6	35.1	8	50	3	18.8	0	0	

1115	12	0	11	0		0	0	0	0	0	0	1115	0	0	0	0	5	2	5	0	0	0	0	0	0	27.4	30.6	5	41.7	0	0	0	0
1130	17	0	15	0	2	0	0	0	0	0	0	1130	0	ő	0	0	1	4	9	2	1	0	0	0	0	31.5	34	12	70.6	3	17.6	0	0
1145	12	ō	11	ō	1	ō	ō	ō	ō	ō	ō	1145	ō	ō	ō	ō	ó	4	4	3	1	ō	ō	ō	ō		36.9	8	66.7	4	33.3	ō	ō
1200	9	0	7	0	2	0	0	0	0	0	0	1200	0	0	0	0	0	4	4	1	0	0	0	0	0	30.3 -		5	55.6	1	11.1	0	0
1215	13	0	9	1	2	1	0	0	0	0	0	1215	0	0	0	0	0	4	6	3	0	0	0	0	0	32.5	36.5	9	69.2	3	23.1	0	0
1230	11	0	10	0	0	0	0	0	0	0	1	1230	0	0	0	0	2	5	3	1	0	0	0	0	0		33.6	4	36.4	1	9.1	0	0
1245	6	0	6	0	0	0	0	0	0	0	0	1245	0	0	0	0	0	2	2	2	0	0	0	0	0	32 -		4	66.7	2	33.3	0	0
1300	18	0	17	0	1	0	0	0	0	0	0	1300	0	0	0	0	1	3	8	3	3	0	0	0	0		37.4	14	77.8	6	33.3	0	0
1315	13	0	10	0	3	0	0	0	0	0	0	1315	0	0	0	0	1	5	5	2	0	0	0	0	0		34.4	.7	53.8	2	15.4	0	0
1330 1345	16 8	0	16 8	0	0	0	0	0	0	0	0	1330 1345	0	0	0	0	0	2	9	3	0	0	0	0	0	32.4 33.7 -	35.3	13 7	81.3 87.5	3	25 37.5	0	0
1400	10	0	9	0	1	0	0	0	0	0	0	1400	0	0	0	0	2	2	4	2	0	0	0	0	0	29.9 -		5	50	2	20	0	0
1415	12	1	9	0	2	0	0	0	0	0	0	1415	0	0	0	0	2	4	5	1	0	0	o	0	0		33.8	6	50	1	8.3	0	0
1430	15	ò	15	0	n n	0	0	0	0	0	0	1430	0	ō	ō	0	1	2	9	2	1	0	0	0	ō		35.1	12	80	3	20	ő	0
1445	17	1	14	ō	2	ō	ō	ō	ō	ō	ō	1445	ō	ō	ō	1	o	7	8	1	o	ō	ō	ō	0		32.7	9	52.9	1	5.9	ō	ō
1500	12	0	11	0	1	0	0	0	0	0	0	1500	0	0	0	1	0	3	6	2	0	0	0	0	0	31.1	33.8	8	66.7	2	16.7	0	0
1515	9	0	7	0	2	0	0	0	0	0	0	1515	0	0	0	0	0	3	3	3	0	0	0	0	0	32.9 -		6	66.7	3	33.3	0	0
1530	39	0	36	0	2	1	0	0	0	0	0	1530	0	0	0	0	3	19	14	3	0	0	0	0	0		32.2	17	43.6	3	7.7	0	0
1545	16	0	11	0	4	1	0	0	0	0	0	1545	0	0	0	0	2	6	6	2	0	0	0	0	0		34.9	8	50	2	12.5	0	0
1600	24	0	22	0	2	0	0	0	0	0	0	1600	0	0	0	0	0	7	7	10	0	0	0	0	0		36.2	17	70.8	10	41.7	0	0
1615	14	0	13	0	1	0	0	0	0	0	0	1615	0	0	0	0	0	.7	4	3	0	0	0	0	0		35.8	7	50	3	21.4	0	0
1630 1645	35 19	0	34 17	0	1 2	0	0	0	0	0	0	1630 1645	0	0	0	0	0	15 7	9	10	1	0	0	0	0		37.1 36.9	20 12	57.1 63.2	11 4	31.4 21.1	0	0
1700	23	0	21	0	2	0	0	0	0	0	0	1700	0	0	0	0	3	6	11	3	0	0	0	0	0		34.4	14	60.9	3	13	0	0
1715	30	0	28	0	2	0	0	0	0	0	0	1715	0	0	0	0	7	10	9	3	1	0	0	0	0		34.4	13	43.3	4	13.3	0	0
1730	34	2	32	0	0	0	0	0	0	0	0	1730	0	ő	0	0	4	15	14	1	0	0	0	0	0		33.3	15	44.1	1	2.9	0	0
1745	31	0	31	ō	ō	ō	ō	ō	ō	ō	ō	1745	ō	ō	ō	ō	4	12	11	4	ō	ō	ō	ō	ō		33.8	15	48.4	4	12.9	ō	ō
1800	58	0	58	0	0	0	0	0	0	0	0	1800	0	0	0	0	6	26	23	3	0	0	0	0	0		32.9	26	44.8	3	5.2	0	0
1815	51	0	51	0	0	0	0	0	0	0	0	1815	0	0	0	0	3	25	20	3	0	0	0	0	0	29.9	31.8	23	45.1	3	5.9	0	0
1830	19	0	19	0	0	0	0	0	0	0	0	1830	0	0	0	0	0	8	9	2	0	0	0	0	0	30.9	34.2	11	57.9	2	10.5	0	0
1845	18	1	16	0	1	0	0	0	0	0	0	1845	0	0	0	1	1	4	9	3	0	0	0	0	0		34.2	12	66.7	3	16.7	0	0
1900	18	- 1	17	0	0	0	0	0	0	0	0	1900	0	0	0	0	1	10	5	2	0	0	0	0	0		32.4	7	38.9	2	11.1	0	0
1915	30	0	28	0	2	0	0	0	0	0	0	1915	0	0	0	0	1	14	12	3	0	0	0	0	0		34.4	15	50	3	10	0	0
1930 1945	11 15	0	11 15	0	0	0	0	0	0	0	0	1930 1945	0	0	0	0	1	5	5	3	0	0	0	0	0		32.9 36.7	5 11	45.5 73.3	0	0 20	0	0
2000	16	0	15	0	1	0	0	0	0	0	0	2000	0	0	0	0	0	9	6	0	1	0	0	0	0		33.6	7	43.8	1	6.3	0	0
2015	20	0	19	0	4	0	0	0	0	0	0	2015	0	0	0	0	1	12	4	3	0	0	0	0	0	29.9	32	7	35	3	15	0	0
2030	24	0	23	ő	- 1	ő	0	ő	ő	ō	0	2030	ő	ō	ō	ő	5	11	8	ő	ő	ő	ō	o	ō		30.6	8	33.3	ő	0	ő	0
2045	55	0	54	0	1	0	0	0	0	0	0	2045	0	0	0	0	5	30	20	0	0	0	0	0	0	28.8	32	20	36.4	0	0	o	0
2100	43	0	41	0	2	0	0	0	0	0	0	2100	0	0	0	0	5	24	14	0	0	0	0	0	0	29	32.2	14	32.6	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0	2115	0	0	0	0	2	2	2	0	1	0	0	0	0	29.8 -		3	42.9	1	14.3	0	0
2130	5	0	5	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	2	2	1	0	0	0	0	0	32.1 -		3	60	1	20	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	1	0	0	0	0	0	0	0	27.9 -		0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	1	0	0	0	0	0	0	30.2 -		1	100	0	0	0	0
2215 2230	4	0	4	0	0	0	0	0	0	0	0	2215 2230	0	0	0	0	0	2	1	0	0	0	0	0	0	30 - 30.8 -		2	50 100	1	25 0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	2	1	0	0	0	0	39.4 -		3	100	3	100	0	0
2245	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 -	35.4 -		0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	1	0	0	0	0	0 -	39.5 -		1	100	1	100	0	0
2330	3	0	3	0	0	0	0	0	0	o	0	2330	ō	o	0	ő	0	ő	3	ò	o	o	o	0	ō	31.6 -		3	100	ė.	0	o	0
2345	1	ō	1	ō	ō	ō	ō	ō	ō	ō	ō	2345	ō	ō	ō	ō	ō	ō	1	ō	ō	ō	ō	ō	0	30 -		1	100	ō	ō	ō	ō
07-19	962	13	885	2	56	4	1	0	0	0	1	07-19	0	1	3	5	57	340	403	139	14	0	0	0	0		35.1	556	57.8	153	15.9	0	0
06-22	1247	14	1158	2	67	4	1	0	0	0	1	06-22	0	1	3	5	80	478	508	154	18	0	0	0	0		34.7	680	54.5	172	13.8	0	0
06-00	1261	14	1172	2	67	4	1	0	0	0	1	06-00	0	1	3	5	80	480	515	158	19	0	0	0	0		34.7	692	54.9	177	14	0	0
00-00	1281	14	1190	2	69	4	1	0	0	0	1	00-00	0	1	3	5	82	489	518	163	20	0	0	0	0	30.7	34.7	701	54.7	183	14.3	0	0

14	Nove	mber 20	014																																
	Гime	Total	CIs 1	CIs 2	Cls 3	CIs 4	CIs 5	CIs 6	CIs 7	CIs 8	Cls 9	CIs 10	Fix1 Time	Vbin 0 5	Vbin 5 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 60 130	Mean	85	JPSL 30	30	35	35	45	JSL2% 1 45 DFT	Fix1
00	100	- 1	0	1	0		0	0 0	)	0	0 0	0	0000	0	0	0	0	0	0	0	- 1	0	0	0	0	0	35.5		1	100	1	100	0	0	
00	115	1	0	1	0		0	0 0	)	0	0 0	0	0015	0	0	0	0	0	1	0	0	0	0	0	0	0	26.6		0	0	0	0	0	0	
00	130	1	0	1	0		0	0 0	)	0	0 0	0	0030	0	0	0	0	- 1	0	0	0	0	0	0	0	0	20.2		0	0	0	0	0	0	
00	145	0	0	0	0		0	0 0	)	0	0 0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0	
01	00	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	
01	15	1	0	1	0		0	0 0	)	0	0 0	0	0115	0	0	0	0	0	0	1	0	0	0	0	0	0	33.4		1	100	0	0	0	0	
01	30	0	0	0	0		0	0 0	)	0	0 0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0	
01	45	0	0	0	0		0	0 0	)	0	0 0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0	
02	100	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	
02	15	0	0	0	0			0 0	)	0	0 0	0	0215	0	0	0	0	0	0	0	0	0	0	Ó	0	0 -			0	0	o	0	0	0	
- 00	120	0								n	0 0		0220																0		0				

0245	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0		0	0	0	0
0300	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
0315	2	0	2	0	0	0	0	0	0	0	0	0315	0	0	0	0	1	1	0	0	0	0	0	0		5.1 -	0		0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0		0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0		0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0		0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0		0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	1	0	1	0	0	0		6.5 -	2		1	50	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	2	0	0	0	0	0		3.5 -	2		0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	2	0	0	0	0	0		11.1 -	2		0	0	0	0
0515	4	0	3	0	1	0	0	0	0	0	0	0515	0	0	0	0	0	2	1	1	0	0	0	0		0.6 -	2		1	25	0	0
0530	5	0	4	0	1	0	0	0	0	0	0	0530	0	0	0	0	0	3	0	1	1	0	0	0		12.3 -	2		2	40	0	0
0545	4	0	3	0	1	0	0	0	0	0	0	0545	0	0	0	0	0	1	2	1	0	0	0	0	0 3	13.6 - 19.5 -	3		1	25	0	0
0600	1	0		0	-	0	0	0	-	0	0	0600	0	0	0	0	-	1	0	0	0	-	0	0			0		0	0	0	0
0615	.7	0	5	0	2	0	0	0	0	0	0	0615	0	0	0	0	0	3	2	2	0	0	0	0		1.3 -	4		2	28.6	0	0
0630 0645	12 11	0	11	0	1	0	0	0	0	0	0	0630 0645	0	0	0	0	1	1 6	8	1	1	0	0	0		12.6 34.2 31 31.5	10		2	16.7	0	0
0645		0	17	0	2	0	0	0	0	0	0	0700	0	0	1	0	1	7	9		0	0	0	0		31 31.5 9.6 33.8	11			9.1	0	0
	20 17			0	1	1			0		0		0	0		0	0	7	9	2	0	0	0						2	10	0	0
0715 0730	33	0	15 30	0	2	0	0	0		0	0	0715 0730		0	0	1	0	10	17	5	0		0	0		0.5 33.1 1.5 34.9	10 22		5	5.9 15.2		0
0730	32	0	31	0		0	0	0	0	0	0	0730	0	0	0	0	2	11	8	9	2	0	0	0	0	31.5 34.9 32 36	19		11	34.4	0	0
0800	34	0	29	0	5	0	0	0	0	0	0	0800	0	0	0	0	0	13	16	4	1	0	0	0		32 36	21		5	14.7	0	0
0815	23	0	22	0		0	0	0	0	0	0	0815	0	0	0	0	0	8	11	3	1	0	0	0		11.9 36	15		4	17.4	0	0
0830	39	0	38	0	1	0	0	0	0	0	0	0830	0	0	0	0	0	12	21	4	2	0	0	0		1.9 34.2	27		6	15.4	0	0
0845	39	3	34	0	2	0	0	0	0	0	0	0845	0	1	1	o	1	21	11	4	0	0	0	0		8.6 33.1	15		4	10.3	0	0
0900	29	0	25	0	3	1	0	0	0	0	0	0900	0	ò	0	0	2	9	14	4	0	0	0	0		31 34.4	18		4	13.8	0	0
0915	11	0	11	0	0	ò	0	0	0	0	0	0915	0	0	0	0	0	2	4	5	0	0	0	0		31 34.4	9		5	45.5	0	0
0930	19	0	15	0	4	0	0	0	0	0	0	0930	0	0	0	0	0	8	9	2	0	0	0	0		1.3 34.2	11		2	10.5	0	0
0945	13	0	12	0	1	0	0	0	0	0	0	0945	0	0	0	o	0	2	10	1	0	0	0	0		12.6 34.4	11		1	7.7	0	0
1000	6	0	5	0	- 1	0	0	0	0	0	0	1000	0	0	0	0	1	4	1	ò	o	0	0	0	0	28 -	- 1		ė.	0	0	0
1015	11	o	9	n	,	n	0	0	0	0	0	1015	0	0	0	0	o o	3	7	0	1	0	0	0		2.1 33.3	. 8		1	9.1	0	o
1030	13	o	13	n	ō	n	0	0	0	ō	0	1030	0	0	0	0	0	5	6	2	ò	0	0	ō		1.4 34.2	8		2	15.4	0	o
1045	7	ō	7	ō	0	ō	ō	ō	0	ō	ō	1045	ō	ō	0	0	0	3	3	1	ō	0	0	ō		1.4 -	4		1	14.3	0	ō
1100	14	0	12	ō	2	0	ō	0	0	ō	0	1100	0	0	0	0	1	4	8	1	ō	0	0	0		1.5 34.9	9		1	7.1	0	0
1115	10	- 1		ō	1	ō	ō	0	0	ō	0	1115	ō	0	1	ō	0	4	2	3	ō	0	0	ō		0.6 -	5		3	30	0	0
1130	15	ó	13	ō	2	ō	ō	ō	ō	ō	ō	1130	ō	ō	ó	ō	ō	5	4	6	ō	ō	ō	ō		2.7 38	10		6	40	ō	ō
1145	21	0	21	o	0	o	0	0	0	o	0	1145	0	0	0	0	1	5	11	4	0	0	0	0	0 3	1.4 35.6	15	71.4	4	19	0	0
1200	13	0	13	0	0	0	0	0	0	0	0	1200	0	0	0	0	0	4	7	2	0	0	0	0	0	32 34.7	9		2	15.4	0	0
1215	11	0	11	o	0	o	0	0	0	o	0	1215	0	0	0	0	0	7	1	2	1	0	0	0	0	31 35.6	4	36.4	3	27.3	0	0
1230	7	0	6	0	1	0	0	0	0	0	0	1230	0	0	0	0	0	2	3	1	1	0	0	0	0 3	3.4 -	5		2	28.6	0	0
1245	11	0	10	0	1	0	0	0	0	0	0	1245	0	0	0	0	2	5	1	3	0	0	0	0	0 2	9.9 37.6	4	36.4	3	27.3	0	0
1300	18	0	16	0	2	0	0	0	0	0	0	1300	0	0	0	0	0	6	9	2	1	0	0	0	0 3	1.5 34.4	12	66.7	3	16.7	0	0
1315	15	0	15	0	0	0	0	0	0	0	0	1315	0	0	0	0	0	5	7	2	1	0	0	0		2.5 35.3	10		3	20	0	0
1330	15	0	14	0	1	0	0	0	0	0	0	1330	0	0	0	0	0	3	10	2	0	0	0	0	0 3	2.7 34.7	12	80	2	13.3	0	0
1345	8	0	7	0	1	0	0	0	0	0	0	1345	0	0	0	0	0	1	7	0	0	0	0	0		12.6 -	7		0	0	0	0
1400	11	0	11	0	0	0	0	0	0	0	0	1400	0	0	0	0	1	2	6	2	0	0	0	0		1.3 32.4	8		2	18.2	0	0
1415	15	0	12	0	3	0	0	0	0	0	0	1415	0	0	0	0	0	5	6	3	1	0	0	0		2.7 36.5	10		4	26.7	0	0
1430	8	0	7	0	1	0	0	0	0	0	0	1430	0	0	0	0	0	3	3	2	0	0	0	0		1.9 -	5		2	25	0	0
1445	11	0	10	0	1	0	0	0	0	0	0	1445	0	0	0	0	0	4	5	2	0	0	0	0		1.3 32	7		2	18.2	0	0
1500	22	0	22	0	0	0	0	0	0	0	0	1500	0	0	0	0	1	10	7	4	0	0	0	0		0.6 35.6	11		4	18.2	0	0
1515	18	0	16	1	1	0	0	0	0	0	0	1515	0	0	0	0	0	3	9	5	1	0	0	0		35.6	15		6	33.3	0	0
1530	38	1	36	0	1	0	0	0	0	0	0	1530	0	0	0	0	1	20	12	5	0	0	0	0		0.6 34.9	17		5	13.2	0	0
1545	24	0	20	0	2	2	0	0	0	0	0	1545	0	0	0	0	1	6	13	4	0	0	0	0		1.9 33.8	17		4	16.7	0	0
1600 1615	26	1	23 22	0	0	0	0	0	0	0	0	1600 1615	0	0	1	0	0	9	14 11	1 4	1	0	0	0		31 34.4 11.3 35.1	16		2	7.7 18.2	0	0
	22		22		0	0	0	0		0	0		0	0				6	11	1	0	0	0			0.1 35.1 0.1 32.7	15		4		0	0
1630 1645	23 16	0	16	0	0	0	0	0	0	0	0	1630 1645	0	0	0	0	0	13	9	2	1	0	0	0		10.1 32.7 12.6 36.9	10 12		3	4.3 18.8	0	0
1700	10	0	9	0	1	0	0	0	0	0	0	1700	0	0	0	0	1	4	4	1	Ö	0	0	0		12.6 36.9 10.3 -	5		1	10.0	0	0
1715	23	0	21	0	2	0	0	0	0	0	0	1715	0	0	0	0	0	8	11	4	0	0	0	0		10.5 - 11.6 36.5	15		4	17.4	0	0
1730	16	1	14	0	1	0	0	0	0	0	0	1730	0	0	0	o	1	5	6	4	0	0	0	0		1.8 37.4	10		4	25	0	0
1745	16	2	14	0	o o	0	0	0	0	o	0	1745	0	0	0	1	0	7	7	0	1	0	0	0		9.8 34.2	8		1	6.3	0	0
1800	16	0	15	0	1	0	0	0	0	0	0	1800	0	0	0	ò	3	3	4	5	1	0	0	0		1.9 37.4	10		6	37.5	0	0
1815	13	0	12	0	1	0	0	0	0	0	0	1815	0	0	0	o	1	1	6	4	1	0	0	0		35.8	11		5	38.5	0	0
1830	12	0	11	0	1	0	0	0	0	0	0	1830	0	0	0	o	ò	8	3	1	ò	0	0	0		9.8 31.8	4		1	8.3	0	0
1845	18	0	18	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	4	11	3	o	0	0	0		1.5 34.4	14		3	16.7	o	0
1900	15	0	15	0	ō	0	0	0	0	0	0	1900	0	0	0	o	0	2	10	1	0	0	0	0		6.7 36	13		3	20	2	13.3
1915	9	o	9	ő	ō	ő	o	o	0	0	0	1915	ő	ő	0	ō	ō	5	3	- i	ő	ő	ō	ō		9.8 -	4		1	11.1	ō	0
1930	11	0	10	0	1	0	0	0	0	0	0	1930	0	0	0	0	2	1	7	1	0	0	0	0		0.9 34.4	8		- 1	9.1	0	0
1945	11	o	11	ő	ò	ő	o	ō	ő	ō	0	1945	ő	ő	o	ō	1	1	7	2	ő	ő	ō	ō		2.3 34.7	9		2	18.2	ő	o
2000	3	ō	3	ō	ō	ō	ō	ō	ō	ō	0	2000	ō	ō	ō	ō	0	2	1	0	ō	ō	ō	ō		8.4 -	1		0	0	ō	ō
2015	6	ō	6	ō	ō	ō	ō	ō	ō	ō	0	2015	ō	ō	ō	ō	ō	0	4	1	1	ō	ō	ō		4.2 -	6		2	33.3	ō	ō
2030	9	2	7	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	4	2	2	1	0	0	0		32 -	5		3	33.3	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	2045	0	0	0	1	0	2	0	0	0	0	0	0		3.8 -	0		0	0	0	0

2100																																	
	6	0	6	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	2	3	1	0	0	0	0	0	31.3 -		4	66.7	- 1	16.7	0	0
2115	3	0	3	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	1	2	0	0	0	0	0	0	30.6 -		2	66.7	0	0	0	0
2130	7	0	7	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	3	1	3	0	0	0	0	0	32.1 -		4	57.1	3	42.9	0	0
2145	4	0	3	0	1	0	0	0	0	0	0	2145	0	0	0	0	0	2	0	1	1	0	0	0	0	33.9 -		2	50	2	50	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	2200	0	0	0	0	1	3	2	0	0	0	0	0	0	28.7 -		2	33.3	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	4	3	0	0	0	0	0	0	29.6 -		3	42.9	0	0	0	0
2230	5	0	4	0	1	0	0	0	0	0	0	2230	0	0	0	0	0	1	3	1	0	0	0	0	0	32.2 -		4	80	1	20	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	1	0	1	0	0	0	0	0	33.3 -		1	50	1	50	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	2300	0	0	0	0	1	3	1	0	0	0	0	0	0	27 -		1	20	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	2	0	0	0	0	0	0	32.8 -		2	100	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	2330	0	0	0	0	1	1	0	0	0	0	0	0	0	27 -		0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	2	0	1	0	0	0	0	36 -		3	100	1	33.3	0	0
07-19	862	11	790	1	56	4	0	0	0	0	0	07-19	0	1	4	2	22	301	382	132	18	0	0	0	0	31.4	35.3	532	61.7	150	17.4	0	0
06-22	980	13	901	1	61	4	0	0	0	0	0	06-22	0	1	4	3	26	337	436	149	22	0	0	0	2	31.4	35.6	609	62.1	173	17.7	2	0.2
06-00	1012	13	932	1	62	4	0	0	0	0	0	06-00	0	1	4	3	29	350	449	151	23	0	0	0	2	31.4	35.3	625	61.8	176	17.4	2	0.2
00-00	1037	13	954	1	65	4	0	0	0	0	0	00-00	0	1	4	3	31	358	458	155	25	0	0	0	2	31.4	35.3	640	61.7	182	17.6	2	0.2

15 Nov	ember 2	014																																		
Time	Total	CIs 1	Cls 2	Cls 3	CIs 4	CIs 5	CIs 6	CI 7		CIs 8	Cls 9	CIs 10	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60			PSL ]		SL1 ] 35	]SL1% 35	]SL2 ] 45	]SL2% 45	Fix1
				3	•	3		_ ′		۰	9	10			5	10	15	20	25	30	35	40	45	50	55	60	130		, 60	30			ACPO		DFT	
0000	2			2 (				0	0	0	0	0		0000	0				0		0	0	0			0	0	28.3 -		0	0	0	0	0	0	
0015	2	0		2 (				0	0	0	0	0		0015	0	0		0	1	0	1	0	0		0	0	0	28.6 -		1	50 0	0	0	0	0	
0030	3	0		3 ( 8 (				0	0	0	0	0		0030	0				0		0	2	0		0	0	0	28.3 -		2	25	2	25	0	0	
0100	3							0	0	0	0	0		0100	0				1	2	0	0			0	0	0	25.7 -		0	0	0	0	0	0	
0115	2	0		2 (				0	0	0	0	0		0115	0					_	0	1	0		0	0	0	32 -		1	50	1	50	0	0	
0130	0	ō		0 (	5	ō	ō	0	ō	ō	ō	ō		0130	ō	c			ō	ó	ō	ó	ō	ō	ō	ō	ō			o	0	ó	0	ō	0	
0145	1	0	)	1 (	)	0	0	0	0	0	0	0		0145	0	0	0	0	0	1	0	0	0	0	0	0	0	25.9 -		0	0	0	0	0	0	
0200	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	
0215	0	0						0	0	0	0	0		0215	0	0			0	0	0	0	0		0	0	0			0	0	0	0	0	0	
0230	0	0		0 (				0	0	0	0	0		0230	0	0			0		0	0	0			0	0			0	0	0	0	0	0	
0245	1	0		1 (				0	0	0	0	0		0245	0	0			0	0	1 0	0	0		0	0	0	31.1 - 28.4 -		1	100	0	0	0	0	
0300	0	0		0 0				0	0	0	0	0		0300	0			0	0	0	0	0		-	0	0		20.4 -		0	0	0	0	0	0	
0330	0	0		0 (				0	0	0	0	0		0330	0				0		0	0	0		0	0	0	: :		0	0	0	0	0	0	
0345	0	0		0 1				0	ñ	0	n	0		0345	ō				0		0	0			0	0	0			0	n	0	0	0	0	
0400	ō	ō	,	0 (	5	ō	0	0	ō	ō	ō	ō		0400	ō	c	0	ō	0	ō	ō	ō	ō	0	ō	ō	ō			ō	ō	ō	ō	ō	0	
0415	1	0	)	1 (	)	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	- 1	0	0	0	0	0	0	31.6 -		1	100	0	0	0	0	
0430	0	0		0 (	)	0	0	0	0	0	0	0		0430	0	0			0	0	0	0		0	0	0	0			0	0	0	0	0	0	
0445	0	0		0 (				0	0	0	0	0		0445	0				0		0	0			0	0	0			0	0	0	0	0	0	
0500	- 1	0		1 (				0	0	0	0	0		0500	0	C			0		0	0			0	0	0	28.7 -		0	0	0	0	0	0	
0515	1 2	0		1 (	-			0	0	0	0	0		0515	0	0			0		0	0	0		0	0	0	27.7 -		0	0	0	0	0	0	
0530 0545	3	0		2 (				0	0	0	0	0		0530 0545	0				0		1 0	1	0	0	0	0	0	35.3 - 39.9 -		3	100 100	1	50 100	0	0	
0600	2	0		2 1	-			0	0	0	0	0		0600	0				0	0	- 1	- 4	0		0	0	0	33.2 -		2	100	1	50	0	0	
0615	4	0		4 (				0	0	0	0	0		0615	0				0		3	'n	0		0	0	0	30.5 -		3	75	0	0	0	0	
0630	4	ō		3 (	5	1	ō	0	ō	ō	ō	ō		0630	ō	c			2	ó	ō	2	ō	ō	ō	ō	ō	30.6 -		2	50	2	50	ō	0	
0645	7	0	)	6 (	)	1	0	0	0	0	0	0		0645	0	C	0	0	0	5	2	0	0	0	0	0	0	29.1 -		2	28.6	0	0	0	0	
0700	5	0		5 (	)			0	0	0	0	0		0700	0	0			0	2	3	0	0		0	0	0	30.3 -		3	60	0	0	0	0	
0715	4				)			0	0	0	0	0		0715	0	0			0		2	2	0			0	0	35.6 -		4	100	2	50	0	0	
0730	3			3 (				0	0	0	0	0		0730	0				0		1	1	0		0	0	0	31.1 -		2	66.7	1	33.3	0	0	
0745	11	1		8 (				0	0	0	0	0		0745	0	0		0	0	3	6	- 1	0	0	0	0	0		34.2	7	63.6 66.7	- 1	9.1	0	0	
0800 0815	11			9 (				0	0	0	0	0		0800	0				1	1	3	3	0		0	0	0	31.2 - 31.9	35.3	4	63.6	3	16.7 27.3	0	0	
0830	5			5 (				0	0	0	0	0		0830	0				0	2	2	1	0		0	0	0	31.1 -	33.3	3	60	1	20	0	0	
0845	15				ó			0	ō	ő	ő	ő		0845	ō	Č		ő	ő	5	6	4	ő		ő	o	ő		35.8	10	66.7	4	26.7	ő	0	
0900	12	0	) 1	2 (		0	0	0	0	0	0	0		0900	0	0	0	0	0	5	5	2	0	0	0	0	0	32.1	34	7	58.3	2	16.7	0	0	
0915	11	0	)	9 .	1	1	0	0	0	0	0	0		0915	0	C	0	0	1	2	4	4	0	0	0	0	0	31.6	35.8	8	72.7	4	36.4	0	0	
0930	13				)			0	0	0	0	0		0930	0				0	5	6	0	2		0	0	0	31.9	34	8	61.5	2	15.4	0	0	
0945	13				-			0	0	0	0	0		0945	0	0			0		6	2	- 1	0	0	0	0		35.6	9	69.2	3	23.1	0	0	
1000	18							0	0	0	0	0		1000	0	0			0		12	2	0		0	0	0		33.8	14	77.8	2	11.1	0	0	
1015	13							0	0	0	0	0		1015	0	C			0	3	9	1	0		0	0	0		33.3	10	76.9	1	7.7	0	0	
1030 1045	8 15							0	0	0	0	0		1030	0	0		0	0	2	5	1 2	0		0	0	0	31.3 - 30.7	32	6	75 60	1 2	12.5	0	0	
1100	12							0	0	0	0	0		1100	0				0	- 0	6	4	1		0	0	0		37.8	11	91.7	5	13.3 41.7	0	0	
1115	12				-			0	0	0	0	0		1115	0	1	, ,	0	0	4	5	2	0		0	0	0		34.4	7	58.3	2	16.7	0	0	
1130	11				5			0	ō	ō	0	ő		1130	0	Ċ		0	ő	2	8	1	ő		ő	ő	0		33.6	9	81.8	1	9.1	o	0	
1145	12	0	) 1	1 (	)	1	0	0	0	0	0	0		1145	0	0	0	0	0	5	6	- 1	0	0	0	0	0	31.3	34	7	58.3	1	8.3	0	0	
1200	13				)	1	0	0	0	0	0	0		1200	0	C	1	1	0	6	3	2	0	0	0	0	0	28.7	34.7	5	38.5	2	15.4	0	0	
1215	15	2		2 1	2	0	0	0	0	0	0	0		1215	0			0	0	7		0	4		0	0	0	20	24.2	7	40.7	4	67	0	0	

1230	5	0	5	0	0	0	0		0	0	0	0	1230	0	0	0	0	0	1	1	3	0	0	0	0	0	32.5 -		4	80	3	60	0	0
1245	16	0	15	0	1	0	0		0	0	0	0	1245	0		0	0	1	5	6	4	0	0	0	0	0	30.8	36	10	62.5	4	25	0	0
1300	12	0	11	0	1	0	0		0	0	0	0	1300	0	0	0	0	0	2	8	2	0	0	0	0	0	32.1	33.6	10	83.3	2	16.7	0	0
1315	9	0	8	0	1	0	0		0	0	0	0	1315	0	0	0	0	0	3	6	0	0	0	0	0	0	30.4 -		6	66.7	0	0	0	0
1330	12	0	11	0	1	0	0		0	0	0	0	1330	0	0	0	0	0	0	10	2	0	0	0	0	0	32.8	34.7	12	100	2	16.7	0	0
1345 1400	14 12	2	12 11	0	0	0	0		0	0	0	0	1345 1400	0	0	0	1	0	4	3	2	0	0	0	0	0	30.3	33.3 38.3	9	64.3 58.3	2	14.3 33.3	0	0 8.3
1415	11	0	10	0	1	0	0		0	0	0	0	1415	0	0	0	0	0	5	5	3	0	0	0	0	0	31	34.2	6	54.5	1	9.1	0	0.3
1430	10	0	10	0	0	0	0		0	0	0	0	1430	0	0	0	0	1	4	3	0	0	1	0	0	0	31.5 -		5	54.5	- 1	10	1	10
1445	7	1	6	0	0	0	0		0	0	0	0	1445	0	1	0	0	2	2	1	1	0	ó	0	0	o	25.4 -		2	28.6	- 1	14.3	'n	0
1500	13	0	12	- 1	0	0	0		0	0	0	0	1500	0	o	0	0	- 1	5	5	- 1	0	1	0	0	0	31.1	33.3	7	53.8	2	15.4	1	7.7
1515	5	ō	4	ò	1	ō	0		ō	0	ō	ō	1515	ō	ō	ō	ō	o	1	4	Ö	ō	ò	ō	ō	ō	32.1 -		4	80	0	0	ò	0
1530	12	1	11	0	0	0	0		0	0	0	0	1530	0	0	- 1	0	0	4	3	4	0	0	0	0	0	30.7	35.8	7	58.3	4	33.3	0	0
1545	9	0	7	0	1	0	1		0	0	0	0	1545	0	0	0	0	0	3	4	2	0	0	0	0	0	31.6 -		6	66.7	2	22.2	0	0
1600	5	0	5	0	0	0	0		0	0	0	0	1600	0	0	0	0	0	2	3	0	0	0	0	0	0	30.8 -		3	60	0	0	0	0
1615	12	0	12	0	0	0	0		0	0	0	0	1615	0	0	0	0	0	6	4	2	0	0	0	0	0	30.6	34	6	50	2	16.7	0	0
1630	13	0	11	0	2	0	0		0	0	0	0	1630	0	0	0	0	0	3	8	2	0	0	0	0	0	31.8	34.4	10	76.9	2	15.4	0	0
1645	11	0	11	0	0	0	0		0	0	0	0	1645	0	0	0	0	0	6	4	1	0	0	0	0	0	30.2	32.9	5	45.5	1	9.1	0	0
1700	12	0	12	0	0	0	0		0	0	0	0	1700	0	0	0	0	0	5	3	3	1	0	0	0	0	32.5	38.3	7	58.3	4	33.3	0	0
1715	8	0	8	0	0	0	0		0	0	0	0	1715	0	0	0	0	0	5	2	1	0	0	0	0	0	30.7 -		3	37.5	1	12.5	0	0
1730	9	0	9	0	0	0	0		0	0	0	0	1730	0	0	0	0	- 1	1	4	0	3	0	0	0	0	34.3 -		7	77.8	3	33.3	0	0
1745	13	0	12	0	1	0	0		0	0	0	0	1745	0	0	0	0	- 1	3	6	2	0	0	0	0	1	34.9	35.1	9	69.2	3	23.1	1	7.7
1800	6	0	6	0	0	0	0		0	0	0	0	1800	0	0	0		0	2	1	2	1	0	0	0	0	33.7 -		4	66.7	3	50	0	0
1815 1830	11 17	0	10 17	0	0	0	0		0	0	0	0	1815 1830	0	0	0	0	0	4	5 6	3	0	0	0	0	0	29.2 31.2	33.1	6 9	54.5 52.9	1 3	9.1 17.6	0	0
1830	11	0	17	0	0	0	0		0	0	0	0	1830 1845	0	0	0		1	7	2	3	0	0	0	0	0	28.3	34.4	3	27.3	1	9.1	0	0
1900	6	0	5	1	0	0	0		0	0	0	0	1900	0	0	0	0	1	,	2	- 1	0	0	0	0	0	30.5 -		3	50	1	16.7	0	0
1915	17	0	17	Ö	0	0	0		0	0	0	0	1915	0	0	0	0	0	7	9	- 4	0	0	0	0	0	31.2	33.6	10	58.8	- 1	5.9	0	0
1930	4	0	4	ő	0	0	0		0	0	0	0	1930	0	0	0	0	0	'n	4	'n	0	0	0	0	o	33.4 -	33.0	4	100	ċ	0.5	0	0
1945	9	0	9	0	0	0	0		0	0	0	0	1945	0	ő	0		0	6	3	0	0	0	0	0	o	30 -		3	33.3	0	o	0	0
2000	3	0	3	ō	0	0	0		0	0	0	0	2000	ō	ő	ő		0	1	2	0	ő	ō	0	0	ő	31.3 -		2	66.7	ō	ő	ő	0
2015	3	1	2	ō	ō	ō	0		ō	0	ō	ō	2015	ō	ō	1	ō	1	o	0	1	ō	ō	ō	ō	ō	24.7 -		1	33.3	1	33.3	ō	ō
2030	8	0	8	0	0	0	0		0	0	0	0	2030	0	0	0	0	0	3	4	1	0	0	0	0	0	31.2 -		5	62.5	1	12.5	0	0
2045	3	0	3	0	0	0	0		0	0	0	0	2045	0	0	0	0	1	1	1	0	0	0	0	0	0	28.4 -		1	33.3	0	0	0	0
2100	3	0	3	0	0	0	0		0	0	0	0	2100	0	0	0	0	1	1	1	0	0	0	0	0	0	27.5 -		1	33.3	0	0	0	0
2115	3	0	3	0	0	0	0		0	0	0	0	2115	0	0	0	0	0	2	1	0	0	0	0	0	0	29.7 -		1	33.3	0	0	0	0
2130	2	0	2	0	0	0	0		0	0	0	0	2130	0	0	0	0	0	1	1	0	0	0	0	0	0	30.5 -		1	50	0	0	0	0
2145	5	0	5	0	0	0	0		0	0	0	0	2145	0	0	0	0	0	2	2	0	1	0	0	0	0	32.1 -		3	60	1	20	0	0
2200	2	0	2	0	0	0	0		0	0	0	0	2200	0	0	0	0	0	1	0	1	0	0	0	0	0	32.6 -		1	50	1	50	0	0
2215	5	0	5	0	0	0	0		0	0	0	0	2215	0	0	0		1	1	3	0	0	0	0	0	0	29.5 -		3	60	0	0	0	0
2230	2	0	2	0	0	0	0		0	0	0	0	2230	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	30.9 -		1	50	0	0	0	0
2245	2	0	2	0	0	0	0		0	0	0	0	2245	0	0	0	0	0	0	1	0	1	0	0	0	0	37.3 -		2	100	1	50	0	0
2300	7	0	7	0	0	0	0		0	0	0	0	2300	0	0	0	0	1	4	1	1	0	0	0	0	0	29.4 -		2	28.6	1	14.3	0	0
2315 2330	1 5	0	5	0	0	0	0		0	0	0	0	2315 2330	0	0	0	0	0	2	0	0	0	0	0	0	0	36 - 31.1 -		1	100 60	1	100	0	0
2345	4	0	4	0	0	0	0		0	0	0	0	2330	0	0	0	0	0	3	1	0	0	0	0	0	0	28.8 -		1	25	0	0	0	0
07-19	513	11	474	2	24	0	2		0	0	0	0	2345 07-19	0	3	4	2	12	168	230	80	10	3	0	0	1	31.3	35.3	324	63.2	94	18.3	4	0.8
06-22	596	12	553	3	26	0	2		0	0	0	0	06-22	0	3	5	2	18	200	266	87	11	3	0	0	1	31.2	35.3	368	61.7	102	17.1	4	0.8
06-00	624	12	581	3	26	0	2		0	0	0	0	06-00	0	3	5	2	20	212	276	90	12	3	0	0	- 1	31.2	35.3	382	61.2	106	17	4	0.6
00-00	655	12	612	3	26	0	2		0	ō	0	0	00-00	0	3	5	2	22	230	280	95	14	3	ō	0	1	31.2	35.3	393	60	113	17.3	4	0.6
16 Nove	mber 20	14																																
Time	Total	Clo	Cls	Cls	Cls	Cls	Cls	Cls	C	ls C	is	Cls	Fix1 Time	Vbin	Vhin	Vbin	Whin	Whin	Whin	Whin	Whin	Vhin	Whin	Vhin	Vhin	Whin	Moon	Vnn	1001	IDCI t/	1014	101.40/	101.0	ISL2% Fit

16	No	/em	her	201

Time	Total	Cls	Fix1	Time	Vbin	Mean	Vpp		JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1																					
		1	2	3	4	5	6	7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
														5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO	ACPO	DFT	DFT	
0000	2	0	2	0	0	0	0	0	0	0	0		0000	0	0	0	0	- 1	0	1	0	0	0	0	0	0	28.8		1	50	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0030	3	0	3	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	3	0	0	0	0	0	0	0	28.5 -		0	0	0	0	0	0	
0045	1	0	- 1	0	0	0	0	0	0	0	0		0045	0	0	0	0	1	0	0	0	0	0	0	0	0	24.9 -		0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0130	2	0	2	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	- 1	1	0	0	0	0	0	0	28.6 -		- 1	50	0	0	0	0	
0145	6	2	4	0	0	0	0	0	0	0	0		0145	0	0	- 1	0	0	- 1	2	2	0	0	0	0	0	29.5 -		4	66.7	2	33.3	0	0	
0200	1	0	- 1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	1	0	0	0	0	0	0	30.5 -		1	100	0	0	0	0	
0215	1	0	- 1	0	0	0	0	0	0	0	0		0215	0	0	0	0	0	1	0	0	0	0	0	0	0	28.4 -		0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0300	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	
0315	0	0	0	0	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0345	- 1	0	1	0	0	0	0	C	0	0	0		0345	0	0	1	0	0	0	0	0	0	0	0	0	0	14.1 -		0	0	0	0	0	0	

0400 0415	0	0	0	0	0	0	0	0	0	0	0	0400 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0 0	
0430	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0 0	
0445 0500	1	0	1	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	1	0	0	0	0	0	0 33.9 - 0 31.1 -	1 100	0 0	0 0	
0515	2	ő	2	ő	ō	o	ő	o	0	ō	0	0515	0	ő	0	ő	o	1	1	o	ō	ō	ō	0	0 29.1 -	1 50	0 0	0 0	
0530 0545	1 2	0	1 2	0	0	0	0	0	0	0	0	0530 0545	0	0	0	0	0	1	0	0	0	0	0	0	0 28.8 - 0 39.7 -	0 0 2 100	0 0 2 100	0 0	
0600	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	
0615	1	0	1	0	0	0	0	0	0	0	0	0615	0	0	0	0	1	0	0	0	0	0	0	0	0 21 -	0 0	0 0	0 0	
0630 0645	3 5	0	3	0	0	0	0	0	0	0	0	0630 0645	0	0	0	0	0	1 2	1 2	1	0	0	0	0	0 32 -	2 66.7	1 33.3 1 20	0 0	
0700	1	ō	1	ō	ò	0	ō	0	ō	ō	ō	0700	ō	ō	ō	ō	ō	1	0	ò	ō	ō	0	ō	0 29.7 -	0 0	0 0	0 0	
0715 0730	5	0	4	0	1	0	0	0	0	0	0	0715 0730	0	0	0	0	0	4	1	0	0	0	0	0	0 30 -	1 20	0 0	0 0	
0730	3	0	3	0	Ö	0	0	0	0	0	0	0730	0	0	0	0	0	0	3	0	0	0	0	0	0 33.6 -	3 100		0 0	
0800	2	0	2	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	1	1	0	0	0	0	0	0 30 -	1 50	0 0	0 0	
0815 0830	0 2	0	0	0	0	0	0	0	0	0	0	0815 0830	0	0	0	0	0	0	0	0	0	0	0	0	0 0 22.4 -	0 0	0 0	0 0	
0845	6	o o	5	ō	1	0	0	0	0	0	0	0845	0	ō	o .	0	0	3	2	1	o	0	0	0	0 30.8 -	3 50		0 0	
0900	8	0	8	0	0	0	0	0	0	0	0	0900	0	0	0	0	0	1	3	3	1	0	0	0	0 35.1 -	7 87.5		0 0	
0915 0930	9	0	9	0	0	0	0	0	0	0	0	0915 0930	0	0	0	0	0	1 2	5 4	3	0	0	0	0	0 33.4 - 0 31.2 -	8 88.9 6 75	3 33.3 2 25	0 0	
0945	8	0	8	ō	0	0	0	0	ō	0	0	0945	ō	ō	ō	ō	0	2	5	1	ō	0	0	0	0 31.5 -	6 75	1 12.5	0 0	
1000 1015	15 10	0	14 10	0	1	0	0	0	0	0	0	1000	0	0	0	0	0	7	6 5	2	0	0	0	0	0 30.9 34	8 53.3 6 60	2 13.3	0 0	
1030	16	0	15	o	1	0	0	0	0	o	0	1030	0	0	0	0	1	6	7	2	o	ō	0	0	0 30.3 34.7	9 56.3		0 0	
1045	8	0	8	0	0	0	0	0	0	0	0	1045	0	0	0	0	0	2	4	2	0	0	0	0	0 32.6 -	6 75	2 25	0 0	
1100 1115	9 17	0	9 17	0	0	0	0	0	0	0	0	1100 1115	0	0	0	0	0	3	6 10	0	0	0	0	0	0 30.7 - 0 32.6 34.9	6 66.7 13 76.5	0 0 3 17.6	0 0	
1130	11	0	11	0	0	0	0	0	0	0	0	1130	0	0	0	ō	0	4	5	2	0	0	0	0	0 31.8 34	7 63.6	2 18.2	0 0	
1145 1200	8 19	0	8 16	0	0	0	0	0	0	0	0	1145 1200	0	0	0	0	0	3 6	5 9	0	0	0	0	0	0 30.7 - 0 31.5 34.9	5 62.5 12 63.2		0 0	
1215	18	1	16	0	0	0	1	0	0	0	0	1215	0	0	0	0	2	6	7	3	Ö	0	0	0		10 55.6	3 16.7	0 0	
1230	8	0	8	0	0	0	0	0	0	0	0	1230	0	0	0	0	0	1	5	2	0	0	0	0	0 33.5 -	7 87.5	2 25	0 0	
1245 1300	7 14	0	7 14	0	0	0	0	0	0	0	0	1245 1300	0	0	0	0	0	1 4	4	2	0	0	0	0	0 33.4 -	6 85.7 10 71.4	2 28.6 3 21.4	0 0	
1315	11	ō	11	ō	ō	o	ō	0	ō	0	ō	1315	ō	ō	ō	ō	1	3	3	3	1	ō	0	ō	0 32.9 36.5	7 63.6	4 36.4	0 0	
1330 1345	8 16	0	8 16	0	0	0	0	0	0	0	0	1330 1345	0	0	0	0	0	2	4	2	0	0	0	0	0 33 - 0 31.2 34	6 75 9 56.3		0 0	
1400	15	0	14	0	0	0	0	0	0	0	0	1400	0	0	0	0	0	4	9	1	1	0	0	0		11 73.3	2 12.5 2 13.3	0 0	
1415	12	0	11	0	1	0	0	0	0	0	0	1415	0	0	0	0	0	2	6	4	0	0	0	0		10 83.3		0 0	
1430 1445	8 12	0	8 11	0	0	0	0	0	0	0	0	1430 1445	0	0	0	0	0	2	1 5	5	0	0	0	0	0 34.1 - 0 28.7 34	6 75 6 50		0 0	
1500	6	0	5	ō	1	0	ō	0	ō	ō	ō	1500	ō	ō	ō	ō	o	2	2	2	ō	ō	0	ō	0 32.8 -	4 66.7	2 33.3	0 0	
1515 1530	11 7	0	11 7	0	0	0	0	0	0	0	0	1515 1530	0	0	0	0	0	2	4	5	0	0	0	0	0 33.7 35.3 0 30.1 -	9 81.8 3 42.9	5 45.5	0 0	
1545	8	0	8	0	o	0	0	0	0	0	0	1545	0	ő	0	ő	1	4	2	1	0	0	0	0	0 29.7 -	3 37.5		0 0	
1600	7	0	7	0	0	0	0	0	0	0	0	1600	0	0	0	0	0	5	1	1	0	0	0	0	0 30.2 -	2 28.6		0 0	
1615 1630	12 13	0	11 12	0	1	0	0	0	0	0	0	1615 1630	0	0	0	0	0	6	5	1 2	0	0	0	0	0 30.3 32.4 0 29 30.9	6 50 4 30.8	1 8.3 2 15.4	0 0	
1645	8	o	8	ō	ō	ō	ō	0	0	ō	0	1645	ō	ō	0	ō	0	3	5	0	ō	ō	0	0	0 30.5 -	5 62.5	0 0	0 0	
1700 1715	11 8	0	10	0	1	0	0	0	0	0	0	1700 1715	0	0	0	0	0	4	6	1	0	0	0	0	0 31.4 34.2 0 32.3 -	7 63.6 5 62.5		0 0	
1730	8	0	8	0	0	0	0	0	0	0	0	1730	0	0	0	0	0	5	2	1	Ö	0	0	0	0 30.2 -	3 37.5	1 12.5	0 0	
1745	12	0	11	0	1	0	0	0	0	0	0	1745	0	0	0	0	0	6	4	2	0	0	0	0	0 30.4 32.9	6 50	2 16.7	0 0	
1800 1815	7 11	0	7 11	0	0	0	0	0	0	0	0	1800 1815	0	0	0	0	0	3	3 5	1 2	0	0	0	0	0 31.7 - 0 31.1 33.8	4 57.1 7 63.6	1 14.3 2 18.2	0 0	
1830	8	ō	8	ō	ō	ō	ō	0	0	ō	0	1830	ō	ō	ō	ō	ō	5	2	1	ō	ō	ō	ō	0 30.4 -	3 37.5	1 12.5	0 0	
1845 1900	4	0	3 2	0	1 2	0	0	0	0	0	0	1845 1900	0	0	0	0	0	1	3	0	0	0	0	0	0 31.6 - 0 30.1 -	3 75 2 50	0 0 1 25	0 0	
1915	5	0	5	0	0	0	0	0	0	0	0	1915	0	0	0	0	0	4	1	0	0	0	0	0	0 28.9 -	1 20	0 0	0 0	
1930	9	0	9	0	0	0	0	0	0	0	0	1930	0	0	0	1	1	3	1	3	0	0	0	0	0 29.9 -	4 44.4	3 33.3	0 0	
1945 2000	10 4	0	10	0	0	0	0	0	0	0	0	1945 2000	0	0	0	0	0	3	6	1 2	0	0	0	0	0 31.5 - 0 33.5 -	7 70 3 75	1 10 2 50	0 0	
2015	9	0	9	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	ò	7	2	0	0	0	0	0 33.7 -	9 100	2 22.2	0 0	
2030	1	0	1	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	1	0	0	0	0	0	0	0 26.9 -	0 0	0 0	0 0	
2045 2100	2	0	2	0	0	0	0	0	0	0	0	2045 2100	0	0	0	0	0	1	0	0	1	0	0	0	0 34.5 - 0 36.9 -	1 50 2 100	1 50 2 100	0 0	
2115	2	0	2	ō	ō	ō	0	0	0	0	0	2115	0	0	0	ō	ō	0	2	0	ō	ō	ō	0	0 33.8 -	2 100	0 0	0 0	
2130 2145	1 4	0	1	0	0	0	0	0	0	0	0	2130 2145	0	0	0	0	0	0	0	1	0	0	0	0	0 36 - 0 34.9 -	1 100 4 100	1 100 3 75	0 0	
2200	3	0	2	1	0	0	0	0	0	0	0	2200	0	0	0	0	0	2	0	1	0	0	0	0	0 34.9 -	1 33.3	1 33.3	0 0	

2045												2245														25.0			400		400		
2215		U		U	0	0	U	U	U	U	U	2215	U	U	U	0	0	U	0		U	0	U	0		35.2 -			100		100	U	U
2230	1	0	1	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	1	0	0	0	0	0	0	34.4 -		1	100	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	2	0	0	0	0	0	0	32.4 -		2	100	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	1	0	0	0	0	0	37 -		1	100	1	100	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0
07-19	439	4	419	0	15	0	1	0	0	0	0	07-19	0	1	2	0	10	154	193	74	5	0	0	0	0	31.5	35.3	272	62	79	18	0	0
06-22	501	4	477	0	19	0	1	0	0	0	0	06-22	0	1	2	1	14	170	216	90	7	0	0	0	0	31.5	35.6	313	62.5	97	19.4	0	0
06-00	509	4	484	1	19	0	1	0	0	0	0	06-00	0	1	2	1	14	172	219	93	7	0	0	0	0	31.6	35.6	319	62.7	100	19.6	0	0

Time	Total	Cls	Cls	Cls	Cls	Cls	s CI	ls (	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	JPSL	]PSL%	JSL1	]SL1%	JSL2	]SL2%	Fix1
		- 1	2	3	4	5	ε	3	7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
0000	0	0		0 (		0	0	0	0	0	0	0		0000	5 0	10	15	<b>20</b>	<b>25</b>	30 0	35 0	<b>40</b>	<b>45</b>	<b>50</b>	55 0	<b>60</b>	130			0	0	ACPO 0		DFT 0	DFT 0	
0015	0	0		0 (		0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0		0	0	0			0	0	0	0	0		
0030	0			0 (		0	0	0	0	0		0		0030	0	0	0	0	0	0	0	0 2	0		0	0	0			0	0	0		0		
0045	3	0		2 (		0	0	0	0	0	0	0		0045 0100	0	0	0	0	0	1	0	0			0	0	0	35.3 ·		2	66.7	2		0		
0115	ó			0 (	5	ō	ō	0	ō	0	ō	ō		0115	ō	ō	ō	ō	0	o	ō	ō	ō	0	ō	ō	0			ō	ō	0	0	0	0	
0130	0			0 (		0	0	0	0	0		0		0130	0	0	0	0	0	0	0	0	0		0	0	0			0	0	0	0	0		
0145	0			0 (		0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0		0	0	0			0	0	0		0		
0215	0	0		0 1	-	0	0	0	0	0	-	0		0200	0	0	0	0	0	0	0	0	0		0	0	0			0	0	0	0	0	-	
0230	ō	ō		0 (	5	ō	ō	0	ō	0		ō		0230	ō	ō	ō	ō	0	ō	ō	ō	ō	0	ō	ō	0			ō	ō	0	0	0	0	
0245	0			0 (		0	0	0	0	0		0		0245	0	0	0	0		0	0		0		0	0	0			0	0	0		0		
0300	0	0		0 (		0	0	0	0	0		0		0300 0315	0	0	0	0	0	0	0	0	0		0	0	0	24.3		0	0	0	0	0	0	
0330	1	0		1 1		0	0	0	0	0		0		0330	0	0	0	0	0	1	0	0	0		0	0	0	27.1		0	0	0	0	0	0	
0345	ó	ō		0 (	5	ō	ō	0	ō	0	ō	ō		0345	ō	ō	ō	ō	0	o	ō	ō	ō	0	ō	ō	0			ō	ō	0	0	0	0	
0400	1	0		0 (	-	1	0	0	0	0	0	0		0400	0	0	0	0	0	0	- 1	0	0		0	0	0	31.5 -		1	100	0	0	0		
0415	0	0		0 (		0	0	0	0	0	0	0		0415 0430	0	0	0	0	0	0	0	0	0		0	0	0			0	0	0	0	0	0	
0430	1	0		1 (		0	0	0	0	0		0		0430	0	0	0	0	0	0	1	0	0		0	0	0	32.1		1	100	0		0		
0500	3			3 (	5	ō	ō	0	ō	0	ō	ō		0500	ō	ō	ō	ō	0	1	0	ō	2		ō	ō	0	38.2 -		2	66.7	2	66.7	0	0	
0515	6			6 (		0	0	0	0	0		0		0515	0	0	0	0	0	0	3	2	1	0	0	0	0	35.8 -		6	100	3		0		
0530 0545	5	0		4 (		1	0	0	0	0	0	0		0530 0545	0	0	0	0	0	1	2	2	0		0	0	0	33.2 -		4	80 100	2		0		
0600	4			4 (	-	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	2	2	0		0	0	0	35.9		4	100	2		0		
0615	10		1	0 (	5	ō	ō	0	ō	0	ō	ō		0615	ō	ō	ō	ō	0	3	6	1	ō	0	ō	ō	0	31 -		7	70	1		0	0	
0630	5			5 (		0	0	0	0	0	0	0		0630	0	0	0	0	0	1	- 1	2	1	0	0	0	0	35.4 -		4	80	3		0		
0645 0700	12				-	1	0	0	0	0	0	0		0645 0700	0	0	0	0	0	2 6	8	2	0		0	0	0	32.4	34.7	10	83.3	2		0		
0715	16 18					0	0	0	0	0	0	0		0715	0	0	0	0	0	4	8	5	1	0	0	0	0	33.5	37.8	14	56.3 77.8	6		0		
0730	25				5	3	ō	0	ō	0	ō	ō		0730	ō	ō	ō	ō	2	5	14	3	1	ō	ō	ō	0	31.8	34.4	18	72	4		0		
0745	35				-	2	0	0	0	0	0	0		0745	0	0	0	0	2	12	18	3	0		0	0	0	30.4	33.8	21	60	3		0	-	
0800 0815	31 15	1				3	0	0	0	0		0		0800 0815	0	0	1	0	1	6	20	3 2	0	0	0	0	0	31.2	34 35.1	23 12	74.2 80	3		0		
0830	40					2	0	0	0	0		0		0830	0	0	0	0	2	13	20	4	- 1	0	0	0	0	31.2	34.4	25	62.5	5		0		
0845	20					1	ō	0	ō	0	ō	ō		0845	ō	ō	1	ō	0	8	9	2	0		ō	ō	0	30.3	34.4	11	55	2	10	0		
0900	17					1	0	0	0	0		0		0900	0	0	- 1	0	0	2	9	5	0		0	0	0	31.8	35.1	14	82.4	5		0		
0915 0930	10 15					0	0	0	0	0		0		0915 0930	0	0	0	0	0	1	7	2	0		0	0	0	32.9 - 29.6	34.9	9	90 46.7	2	20	0		
0930	10			9 (		1	0	0	0	0	0	0		0945	0	0	0	0	0	5 2	6	0	0		0	0	0	31.8	34.9	8	46.7	0		0		
1000	8			6	1	1	ō	0	ō	0	0	0		1000	0	0	0	0	1	4	3	0	0	0	0	0	0	29.8		3	37.5	0	0	0	0	
1015	9			6 (		2	0	0	0	0		0		1015	0	0	0	2	2	1	3	1	0		0	0	0	26.8 -		4	44.4	1		0		
1030	20				-	1	0	0	0	0		0		1030	0	0	1	0	0	4	11	3	1	0	0	0	0	31.5	35.3	15	75	4	20	0		
1045 1100	7 14			4 (		2	0	0	0	0	0	0		1045 1100	0	0	0	0	2	2	3 6	0 2	0	0	0	0	0	28 - 31.1	37.1	3	42.9 64.3	0		0	0	
1115	11					1	0	0	ő	0		0		1115	0	0	0	0	1	6	3	1	ò		0	0	0	29	30.6	4	36.4	1	9.1	0		
1130	13					5	0	0	0	0		0		1130	0	0	- 1	0	0	6	5	0	1	0	0	0	0	29.2	31.5	6	46.2	1	7.7	0		
1145	12					1	0	0	0	0	0	0		1145	0	0	0	0	0	3	7	1	0		0	0	0	32.5	34.7	9	75	2		1		
1200 1215	13 12			1 (		2	0	0	0	0	0	0		1200 1215	0	0	0	0	1	4	7	1	0		0	0	0	31.4 28.7	33.6 32.7	8	61.5 50	1	7.7 8.3	0		
1230	14					0	0	0	0	0		0		1230	0	0	0	0	- 1	6	5	2	0		0	0	0	31.1	32.7	7	50	2		0		
1245	7	0		6 (		1	0	0	0	0	ō	0		1245	0	0	0	0	- 1	2	2	1	0	- 1	0	0	0	32.2		4	57.1	2	28.6	1	14.3	
1300	16					3	0	0	0	0	0	0		1300	0	0	0	0	0	4	11	1	0		0	0		32	34.2	12	75	1		0		
1315 1330	10 18					0	0	0	0	0	0	0		1315 1330	0	0	0	0	0	3 5	5 10	2	0		0	0	0	32.1 · 32.1	34.4	7 13	70 72.2	2		0		
1330	10	U		0 1	,			U	U	U	U	U		1330	U	U	U	U	U	5	10			U	U	U	U	32.1	34.4	13	12.2	3	10.7	U	U	

Grand To

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Time	Total	Cls	Cls	Cls	CIs	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1												
		1	2	3	4	5	6	7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
														5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO	ACPO	DET	DET	
	12485	207	11422	27	759	30	17		, ,																		31.2	35.3	7574						

# TSP Class Profile All Days 15 Mins

Report Id - CustomList-83
Site Name - STEWARTBY 003
Description - GREEN LANE [30M]
Direction - South

# 04 November 2014

Time	Total	CIs 1	Cls 2	CIs 3	Cls 4	CIs 5	CIs 6	Cls 7	CIs 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Mean	Vpp 85	JPSL 30	JPSL% 30	35	35	45	]SL2% 45	Fix1
0000	0	0		0 0		) (	) (		D	0	0 0		0000	5 0	10	15	20	25	30	35 0	40	<b>45</b>	50	<b>55</b>	60	130			0	0	ACPO	ACPO	DFT	DFT 0	
0015	0				Č				0		0 0		0015	0		0	0	0	0	0	0	0							0	0	0	0	0	0	
0030	1	0	1	0		) (	) (		D	0	0 0		0030	0	0	0	0	0	1	0	0	0	) (	0		0	28.8 -		0	0	0	0	0	0	
0045	0	0							D		0 0		0045	0	0	0	0	0	0	0	0	0	) (						0	0	0	0	0	0	
0100 0115	1 0	0			1				D n		0 0		0100	0	0	0	0	0	1	0	0	0	) (						0	0	0	0	0	0	
0130	1	0		. 0	Č				D		0 0		0130	o	0	0	0	0	1	0	ő	0							0	ő	0	0	0	0	
0145	0	0			c	) (	) (		D		0 0		0145	0	0	0	0	0	0	0	0	0							0	0	0	0	0	0	
0200 0215	0	0							D D		0 0		0200	0	0	0	0	0	0	0	0	0	) (						0	0	0	0	0	0	
0215	0	0	-						n .	-	0 (		0215	0	0	0	0	0	0	0	0	0	) (	-					0	0	0	0	0	0	
0245	0	ő			Č				0		0 0		0245	ő	0	0	0	0	0	0	ő	ő			Č				ő	ő	0	ő	0	0	
0300	0				C				D		0 0		0300	0	0	0	0	0	0	0	0	0							0	0	0	0	0	0	
0315	1	0		0					D		0 0		0315	0	0	0	0	0	0	0	1	0	) (	-					1	100	1	100	0	0	
0330 0345	1	0							D n		0 (		0330	0	0	0	0	0	0	0	0	1					42.4 -		1	100	1	100	0	0	
0400	1	ő			1	í	) (		0	ō	0 0		0400	ő	0	0	0	0	0	1	ő	ő							1	100	0	ő	0	0	
0415	0	0			C				D		0 0		0415	0	0	0	0	0	0	0	0	0							0	0	0	0	0	0	
0430 0445	0	0		0					D D		0 0		0430 0445	0	0	0	0	0	0	0	0	0	) (						0	100	0	100	0	0	
0500	0								n .		0 (		0500	0	0	0	0	0	0	0	0	0	) (						0	0	0	0	0	0	
0515	4	1	3	3 0	Č		) (		D	0	0 0		0515	0	0	ō	0	1	2	0	- 1	0	) (	0	Č	0	28.9 -		1	25	1	25	0	0	
0530	1	0							0		0 0		0530	0	0	0	0	0	0	0	0	- 1					42.1 -		1	100	1	100	0	0	
0545 0600	4	0				) .	1 (		D D		0 0		0545	0	0	0	0	0	1	3	0	0	) (				31 - 31.2 -		3	75 75	0	0 25	0	0	
0615	5	0							n		0 0		0615	0	0	0	0	0		4	- 1	0	, ,	-			32.3 -		5	100	- 1	20	0	0	
0630	2	ō	2	2 0	Č			,	0	0	0 0		0630	0	ō	0	0	ō	ō	1	1	ō		0	Č	0	34 -		2	100	- 1	50	0	ō	
0645	3					) (			D D		0 0		0645	0	0	0	0	0	2	1	0	0	, (						1 7	33.3	0	0	0	0	
0700 0715	13 10		11		1				n .		0 (		0700 0715	0	0	1	0	1	4	4	1	2		-				35.3	6	53.8 60	2	23.1 20	0	0	
0713	10		8		1	í			0		0 0		0730	0	0	1	0	0	3	5	1	0	, ,						6	60	1	10	0	0	
0745	21				1	1 0			D		0 0		0745	0	0	0	1	2	11	6	1	0	) (					32	7	33.3	1	4.8	0	0	
0800	20				1	) (			D D		0 0		0080	0	0	0	0	1	8	9	2	0	) (					33.3	11	55	2	10	0	0	
0815 0830	32 30				4				D n		0 (		0815	0	0	0	0	3	13 24	15	4	0	) (					34.4 29.3	19	59.4 10	4	12.5 3.3	0	0	
0845	25				Ċ		í		D		0 0		0845	0	0	ő	0	3	11	8	3	0						33.3	11	44	3	12	ō	0	
0900	12				2				1		0 0		0900	0	0	0	1	0	7	3	1	0	) (					31.8	4	33.3	1	8.3	0	0	
0915 0930	7 8	0		0	9	) (			D D		0 0		0915 0930	0	0	0	0	0	1	5	1	0	) (		0				6	85.7 75	1	14.3 12.5	0	0	
0930	9	0							n .		0 (		0930	0	0	0	0	0	3	4	2	0	) (				32.3 -		6	66.7	2	22.2	0	0	
1000	9	0	. 8	3 0	1		) (		D	0	0 0		1000	0	0	ō	0	0	5	2	2	0	) (	0	Č	0	30.7 -		4	44.4	2	22.2	0	0	
1015	8				1				0		0 0		1015	0	0	0	1	0	3	4	0	0	) (				29.5 -		4	50	0	0	0	0	
1030 1045	12		1 1	0	1	) (			D D		0 0		1030	0	0	0	0	0	0	2	0	0	) (					32.4	2 6	100 50	0	0	0	0	
1100	33								D		0 0		1100	o	0	ė.	0	1	7	21	3	1						34	25	75.8	4	12.1	0	0	
1115	10		5	5 0	1		) 1		D	0	0 0		1115	0	1	- 1	2	3	2	1	0	0	) (	0					1	10	0	0	0	0	
1130	11								D D		0 0		1130	0	0	0	0	0	4	5	2	0	) (				31.2 29.5 -	34	7	63.6	2	18.2 20	0	0	
1145 1200	10 5				1	) (			n n		0 (		1145	0	0	0	0	1	5	1 3	2	0	) (	-					3	60	0	20	0	0	
1215	6		4		·				0		1 (		1215	ő	0	1	1	- 1	- 1	2	ő	ő					24.6 -		2	33.3	0	ő	0	0	
1230	7	0			C				D		0 0		1230	0	0	0	0	0	4	2	1	0	) (				30.8 -		3	42.9	1	14.3	0	0	
1245	8	0		, 0		) (			D n		0 0		1245	0	0	0	0	0	4	3	1	0	) (				31.2 -		4	50 50	1	12.5	0	0	
1300 1315	16				1				D		0 0		1300	0	0	0	0	1	7	7	1	0	) (	0				31.8	8	50	1	12.5 6.3	0	0	
1330	12		9		2			,	D		0 0		1330	ō	0	ő	0	1	8	2	- 1	0						31.1	3	25	1	8.3	ō	0	
1345	9		7	. 0	0				D		0 0		1345	0	0	0	0	0	8	. 1	0	0	) (						1	11.1	0	0	0	0	
1400 1415	8	0			0				D D		0 0		1400 1415	0	0	0	0	2	3	3	0	0							3	37.5 0	0	0	0	0	
1430	21	0							0		0 0		1430	0	0	0	0	7	9	4	0	1						30.9	5	23.8	1	4.8	0	0	

1445	20	1	17	0	2	0	0	0	0	0	0	1445	0	0	1	0	3	7	4	5	0	0	0	0	0	29.7	35.1	9	45	5	25	0	0
1500	20		19	0	1	0	n	0	0	0	ō	1500	0	o	ò	ō	0	10	6	4	0	0	0	0	0	31.1	37.1	10	50	4	20	0	0
1515	26	1	21	0	4	0	ō	0	0	0	0	1515	ō	1	ō	ō	1	15	4	5	0	ō	0	0	0	29.3	35.1	9	34.6	5	19.2	0	0
1530	19	ó	17	ō	1	1	ō	ō	ō	ō	ō	1530	ō	ó	ō	ō	3	10	2	4	ō	ō	ō	ō	ō	29.5	35.3	6	31.6	4	21.1	ō	ō
1545	12	0	11	0	1	0	0	0	0	0	0	1545	0	0	0	0	3	5	4	0	0	0	0	0	0	28.9	32.2	4	33.3	0	0	0	0
1600	23	ō	20	ō	3	ō	ō	ō	ō	ō	ō	1600	ō	ō	ō	ō	1	12	8	2	ō	ō	ō	ō	ō	30.2	33.1	10	43.5	2	8.7	ō	ō
1615	20	0	18	0	2	0	o	0	o	o	0	1615	o	0	o	0	1	14	5	0	0	o	0	0	0	28.2	30.4	5	25	0	0	0	o o
1630	20	0	20	0	0	0	0	0	0	0	0	1630	0	0	0	0	0	8	8	4	0	0	0	0	0	31.2	34.9	12	60	4	20	0	0
1645	21	0	21	0	0	0	0	0	0	0	0	1645	0	0	0	0	0	9	11	1	0	0	0	0	0	30.4	33.8	12	57.1	1	4.8	0	0
1700	21	0	20	0	0	0	0	0	0	0	1	1700	0	0	0	0	0	16	5	0	0	0	0	0	0	28.9	32.4	5	23.8	0	0	0	0
1715	25	1	24	0	0	0	0	0	0	0	0	1715	0	0	0	0	1	12	11	1	0	0	0	0	0	29.3	32.2	12	48	1	4	0	0
1730	22	1	20	0	1	0	0	0	0	0	0	1730	0	0	1	0	1	6	11	3	0	0	0	0	0	30.2	34.2	14	63.6	3	13.6	0	0
1745	16	0	15	0	1	0	0	0	0	0	0	1745	0	0	0	0	0	8	8	0	0	0	0	0	0	29.2	32.2	8	50	0	0	0	0
1800	13	1	11	0	1	0	0	0	0	0	0	1800	0	0	1	0	0	7	4	1	0	0	0	0	0	28.8	33.3	5	38.5	1	7.7	0	0
1815	14	0	13	0	1	0	0	0	0	0	0	1815	0	0	0	0	1	2	7	4	0	0	0	0	0	32.3	36.7	11	78.6	4	28.6	0	0
1830	19	1	16	0	2	0	0	0	0	0	0	1830	0	1	0	1	2	7	7	1	0	0	0	0	0	27.5	33.3	8	42.1	1	5.3	0	0
1845	12	0	11	0	1	0	0	0	0	0	0	1845	0	0	0	0	0	2	8	2	0	0	0	0	0	32	32.9	10	83.3	2	16.7	0	0
1900	12	0	12	0	0	0	0	0	0	0	0	1900	0	0	0	0	1	5	6	0	0	0	0	0	0	29.6	31.3	6	50	0	0	0	0
1915	8	0	8	0	0	0	0	0	0	0	0	1915	0	0	0	0	0	2	5	1	0	0	0	0	0	32.1 -		6	75	1	12.5	0	0
1930	7	0	7	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	3	2	2	0	0	0	0	0	31.8 -		4	57.1	2	28.6	0	0
1945	5	0	5	0	0	0	0	0	0	0	0	1945	0	0	0	0	2	2	0	1	0	0	0	0	0	28.2 -		1	20	1	20	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	2000	0	0	0	0	1	0	2	2	0	0	0	0	0	32.1 -		4	80	2	40	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	- 1	2	1	0	1	0	0	0	35.2 -		4	80	2	40	1	20
2030	4	0	4	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	4	0	0	0	0	0	0	0	28.4 -		0	0	0	0	0	0
2045	11	0	10	1	0	0	0	0	0	0	0	2045	0	0	0	0	0	3	6	2	0	0	0	0	0	31.7	34	8	72.7	2	18.2	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	2100	0	0	0	0	1	5	0	1	0	0	0	0	0	28.7 -		1	14.3	1	14.3	0	0
2115		0		0	0	0	0	0	0	0	0	2115	0	0	0	0		2	3	1	0	0	0	0	0	30.7 -		4	57.1	1	14.3	0	0
2130	6	0	6 5	0	0	0	0	0	0	0	0	2130	0	0	0	0	1	1	3	1	0	0	0	0	0	30.8 -		4	66.7 40	1	16.7	0	0
2145 2200	4	0	5	0	0	0	0	0	0	0	0	2145 2200	0	0	0	0	0	3	2	- 1	0	0	0	0	0	29.9 -		2	40 75	1	20 25	0	0
			4	0	0	0	-	0	0	0	0	2215	-	0	0		1	- 1	2	0	-		0	0	0	29.8 -		2	50	0	25	-	
2215 2230	4	0	3	0	0	0	0	0	0	0	0	2215	0	0	0	0	1	2	0	0	0	0	0	0	0	29.8 -		1	25	1	25	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	- 4	2	0	0	0	0	0	0	30.8 -		2	66.7	0	25	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	2	- 4	0	0	0	0	0	0	28.1 -		- 4	33.3	0	0	0	0
2315	2	,	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0		- :	0	0	0	0	0	0	30.1 -		- :	50	0	0	0	0
2330	1	0	- 1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	- 1	0	0	0	0	0	0	0	27.4 -		0	0	0	0	0	0
2345	2	0	- 1	0	1	0	0	0	0	0	0	2345	0	0	0	0	0	'n	1	1	0	0	0	0	0	35.8 -		2	100	1	50	0	0
07-19	716	15	638	2	47	2	9	1	0	1	1	07-19	0	3	8	7	48	320	255	70	5	0	0	o	0	29.7	34	330	46.1	75	10.5	0	ő
06-22	812	15	732	3	48	2	9	- 1	n	1	1	06-22	n	3	8	7	55	354	293	86	5	1	0	0	ń	29.8	34.2	385	47.4	92	11.3	- 1	0.1
06-00	835	16	752	3	50	2	9	1	0	- i	- i	06-00	0	3	8	7	57	363	302	89	5	- i	0	0	0	29.8	34.2	397	47.5	95	11.4	- i	0.1
00-00	851	17	764	3	52	3	9	1	0	1	1	00-00	0	3	8	7	58	369	306	92	7	1	0	0	ō	29.9	34.2	406	47.7	100	11.8	1	0.1

Time	Total	Cls	Fix1	Time \	bin	Vbin	Mean	Vpp		JPSL%				]SL2%	Fix1																				
		1	2	3	4	5	6	7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
														5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO		DFT	DFT	
0000	1	0	- 1	0	0			0 0	0	0	0		000	0	0	0	0	0	0	0	1	0	0	0	0	0	37.4		1	100	- 1	100	0	0	
0015	0	0	0	0	0				U		0		015	0	0	0	0	0	0	0	0	0	0	0	0	0		•	0		0		0	0	
0030	1	0	1	0	0			-	0	0	-		030	0	0	0	0	0	0	0	1	0	0	0	0	0	38.5		1	100	1	100	0	0	
0045	1	0	1	0	0			0 0	U	0			045	0	0	0	0	1	0	0	0	0	0		0	0	21.3		0		0	0	0	0	
0100	1	0	1	0	0				U	0			100	0	0	0	0	0	0	1	0	0	0		0	0	32.1		1	100	0	0	0	0	
0115 0130	0	0	0	0	0	) (		0 0	U	0			115	0	0	0	0	0	0	0	0	0	0		0	0		-	0	0	0	0	0	0	
	-	0	-	0	-				U	-	-					U	U				-	0	-	0	U	-			-		-	0			
0145	0	0	0	0	0			) 0	U	0	0		145 200	0	0	0	0	0	0	0	0	0	0	0	0			-	0	0	0	0	0	0	
0200	0	0	0	0	0			, ,	U	0	0		215	0	0	0	0	0	0	0	0	0	0	0	U			-		0	0	0	0	0	
0215	0	0	0	0	0						0		230	0	0	0	0	0	0	0	0	0	0	0	0		-	-	0	0	0	0	0	0	
0230	0	0		0							0		245	0		0		0				0	0	0		-						0			
0300	0	0	0	0	0			, ,		0	0		300	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			315	0	0	0	0	0	0		0	0	0	0	0					0	0	0	0	0	
0330	0	0	0	0	0			1 0	0		0		330	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0345	- 4	0	0		1					0	0		345	0	0	0	0			- 1	0	0	ő	0			33.8		- 1	100	0	0	0		
0400	1	0	1	0	ò			0 0	0	0			400	0	0	0	0	0	0	1	0	0	0		0	0	32.1		- 1	100	0	0	0	0	
0415		0		0	0				0	0	0		415	0	0	0	0	0	0		0	0	0	0	0	n				.00	0	0	0	0	
0430	0	0	0	0							0		430	0		0	0		0		0	0	0	0	0	0				0	0	0	0		
0445	0	0	0	0	0			0 0	0	0	0		445	0	0	0	0	0	0	0	0	0	ő	0	0	n			0	0	0	0	0	0	
0500	0	0	0	0	ō			0 0	0	0	0		500	0	0	0	0	ō	0	0	0	0	ō	0	0	0			0	0	0	0	0	ō	
0515	1	ō	- 1	ō	ō			0 0	0	0	ō		615	ō	0	ō	ō	ō	ō	ō	1	0	ō	ō	ō	ō	36.8	-	1	100	1	100	ō	ō	
0530	0	0	o	0	ō			0 0	0	0	0		530	ō	0	ō	0	0	0	0	0	0	0	0	0	ō	-	-	0	0	0	0	ō	0	
0545	5	ō	5	ō	ō			0 0	0	0	ō		645	ō	0	ō	ō	ō	1	3	ō	1	ō	ō	ō	ō	33.4	-	4	80	1	20	ō	ō	
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2045	8	0	8	0	0	0	0	0	0	0	0	2045	0	0	0	0	1	6	1	0	0	0	0	0	0	28.1 -		1	12.5	0	0	0	0
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2145	3	0	3	0	0	0	0	0	0	0	0	2145	0	0	0	0	ñ		2	- 1	0	0	0	0	0	33.2 -	20.1	3	100	- 1	33.3	0	0
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2215	6	ó	6	ō	ō	ō	ō	ō	ō	ō	ō	2215	ō	o	ō	ō	1	1	3	1	ō	ō	ō	ō	ō	31.5 -		4	66.7	1	16.7	ō	ō
2230	3	0	3	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	3	0	0	0	0	0	0	32.8 -		3	100	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	1	1	1	0	0	0	0	0	33.4 -		2	66.7	1	33.3	0	0
2300	2	0	1	0	1	0	0	0	0	0	0	2300	0	0	0	0	1	0	0	1	0	0	0	0	0	30.1 -		1	50	1	50	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	2	1	0	0	0	0	0	33.6 -		3	100	1	33.3	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	1	0	0	0	0	0	0	32.4 -		1	100	0	0	0	0
07-19	713	13	644	2	45	4	0	-1	1	2	1	07-19	U	4	ь	2	65	336	241	51	- 8	0	U	U	0	29.4	33.3	300	42.1	59	8.3	0	0
06-22 06-00	826	13	756	2	46 47	4	0	1	1	2	1	06-22 06-00	0	4	6	2	72 74	381 387	281	68	12	0	0	0	0	29.6 29.6	33.6 33.6	361 375	43.7 44.2	80	9.7	0	0
06-00	849 865	14	777 792	2	48	4	0	1	1	2	- 1	00-00	0	5	6	2	74	387	291 301	72 75	12	0	0	0	0	29.6	33.6	375	44.2	84 87	9.9	0	0

Time	Total	Cls	Cls	Cls	Cls	Cli	s Cls	С	ls	Cls	Cls	Cls	Fix1	Time	Vbin	Mean	Vpp		]PSL%		]SL1%	]SL2		Fix1												
		- 1	2	3	4	5	6		7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
0000						0	0	0	0	0	0			0000	5 0	10	15	20	25	30	35	40	45	50	55	60	130	30.6			100	ACPO	ACPO	DFT	DFT	
0000	- 1	0				0	0	0	0	0	0	0		0000	0	0	0	0		1	0	0	0	0	0	0	0	26.4		0	100	0	0	0	0	
0030	2	0		, ,		0	0	0	0	0	0	0		0030	0	0	0	0			1	0	0	1	. 0	0	0	40		2	100	1	50	1	50	
0045	1	0	- 1			0	0	0	0	0	0	ő		0045	0	0	0	0	-	0	- 1	0	0		. 0	0	0	32.1		1	100		0		0	
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0130	0	0		) (		0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0145	1	0	- 1			0	0	0	0	0	0	0		0145	0	0	0	0	0	1	0	0	0	0	0	0	0	27.7	-	0	0	0	0	0	0	
0200	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	
0215	0	0	(			0	0	0	0	0	0	0		0215	0	0	0	0		0	0	0	0	0	0	0	0		-	0	0	0	0	0	0	
0230	1	0	- 1	1 0		0	0	0	0	0	0	0		0230	0	0	0	0		- 1	0		0	0	0	0	0	28	-	0	0	0	0	0	0	
0245	0	0				0	0	0	0	0	0	0		0245	0	0	0	0		0	0		0	0	0	0	0		-	0	0	0	0	0	0	
0300	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	
0315	0	0	(			0	0	0	0	0	0	0		0315	0	0	0	0		0	0		0	0	0	0	0		-	0	0	0	0	0	0	
0330	0	0				0	0	0	0	0		0		0330		0	0	0	-	0		0	0		0		0	31.1			100	-		0		
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0445	1	0				0	0	0	0	0	0	ő		0445	0	0	0	ň		0	0	1	0	ő		0	0	35.2		1	100	1	100	0	0	
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0530	1	0	- 1			0	0	0	0	0	0	0		0530	0	0	0	0	0	0	1	0	0	0	0	0	0	33.8	-	1	100	0	0	0	0	
0545	1	0	- 1			0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	- 1	0	0	0	0	0	35.1	-	1	100	- 1	100	0	0	
0600	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	
0615	6	0		5 0		1	0	0	0	0	0	0		0615	0	0	0	0		2	3	- 1	0	0	0	0	0	31.4		4	66.7	- 1	16.7	0	0	
0630	1	0	- 1	1 0		0	0	0	0	0	0	0		0630	0	0	0	0		0	- 1	0	0	0	0	0	0	31.8		1	100	0	0	0	0	
0645	5	0				0	0	0	0	0	0	0		0645	0	0	0	0		0	2	2	0		0	0	0	33.5		4	80	2	40	0	0	
0700	8	0				0	0	0	0	0	0	0		0700	0	0	0	0		2	3	2	0			0	0	31.1		5	62.5	2	25	0	0	
0715	/	0		, ,		0	0	0	0	0	0	0		0715	0	0	0	0	0	- 1	5	- 1	0	0	0	0	0	32	-	6	85.7	1	14.3	0	0	

| State | Stat

Time	Total	CIs 1	Cls 2	CIs 3	CIs 4	CIs 5	Cls 6	CIs 7	CIs 8	CIs 9	Cls 10	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	45	50	Vbin 55	Vbin 60	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35	]SL1% 35	45	JSL2% 45	Fix1
0000	2	0		2 0	) (	0 0		) (		) (	0	0	000	<b>5</b> 0	10	15	20	25	30	35	40	45	50 0	55 0 0	60	130	31.8	_	2	100	ACPO		DFT 0	DFT 0	
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0230	0	0	(										230	0	0	0								0 0	c		١-	-	0		0			0	
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0530	0	0											530	0	0	0								0 0				-	0		0			0	
0545 0600	1	0	1										645 600	0	0	0						1 (		0 0					1		1			0	
0615	4	0	4										615	0	0	0				- 1	2	1 (		0 0			00.4		3		1			0	
0630 0645	2	0											630 645	0	0	0								0 0		,	01.0		2		1			0	
0700 0715	5	0											700 715	0	0	0						1 (		0 0			00.0		5		1			0	
0715	0	0											730	0	0	0								0 0					0		0			0	
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0900	6	0											900	0	0									0 0		,			2		2			0	
0915 0930	8 10	0	8										915 930	0	0	0								0 0					5		1			0	
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1115	8	0	8	3 0	) (							1	115	0	0	0						2		0 0			33	-	7	87.5	2	25		0	
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1200	10	0			) (	) (							200	0	0					7	7	1 :		0 0					9	90	2			0	
1215 1230	7 8	0	7										215 230	0	0	0								0 0					6		1			0	
1245	9	0		9 0									245	0	0	0								0 0					5		1		0	0	
1300 1315	7 9	0	7										300 315	0	0	0					1	4 (		0 0	0				7		4			0	
1330 1345	18 9	0	18	3 0									330 345	0	0	0						3 :		0 0					10		5		0	0	
1400	7	0	7										400	0	0	0								0 0					5		3			0	
1415 1430	3 10	0	3										415 430	0	0	0				- 3	2	0 1		0 0	0				3		1			0	
1445	8	0	7										445	0	0	0			1	3	3 .	4		0 0					7		4			0	
1500 1515	9 12	0											500 515	0	0	0								0 0					3		1 2		0	0	
1530	12	0	10	0	) 2	2 (		) (		) (	0	1	530	ō	0	ō	, c	0	5		3	1 1	0	0 0	Ċ		31	33.8	7	58.3	1	8.3	ō	0	
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1615	12	0	12	2 0	) (	0 0		) (			0	1	615	ō	0	ō	, c	0	7		5	0	0	0 0	Ċ		29.3	30.9	5	41.7	0	0	0	0	
1630 1645	7 6	0											630 645	0	0	0						1 (		0 0					3		1		0	0	
1700	13	0											700	0	0							1		0 0							1			0	

1715	15	0	15	0	0	0	0	0	0	0	0	1715	0	0	0	0	0	10	4	1	0	0	0	0	0	29.6	31.1	5	33.3	1	6.7	0	0
1730	8	0	8	0	0	0	0	0	0	0	0	1730	0	0	0	0	0	2	3	2	0	1	0	0	0	34.9 -		6	75	3	37.5	1	12.5
1745	7	0	6	0	1	0	0	0	0	0	0	1745	0	0	0	0	0	2	4	1	0	0	0	0	0	31.4 -		5	71.4	1	14.3	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	1800	0	0	0	0	1	8	3	1	0	0	0	0	0	29.2	31.3	4	30.8	1	7.7	0	0
1815	9	0	9	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	4	4	0	1	0	0	0	0	31.2 -		5	55.6	1	11.1	0	0
1830	10	0	10	0	0	0	0	0	0	0	0	1830	0	0	0	0	0	6	2	2	0	0	0	0	0	30.8 -		4	40	2	20	0	0
1845	9	0	9	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	3	5	1	0	0	0	0	0	31.5 -		6	66.7	1	11.1	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	4	5	1	0	0	0	0	0	31 -		6	60	1	10	0	0
1915	7	0	7	0	0	0	0	0	0	0	0	1915	0	0	0	0	0	0	6	1	0	0	0	0	0	32.5 -		7	100	1	14.3	0	0
1930	4	0	4	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	3	1	0	0	0	0	0	0	28.9 -		1	25	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	6	1	2	0	0	0	0	0	30.3 -		3	33.3	2	22.2	0	0
2000	8	0	7	0	1	0	0	0	0	0	0	2000	0	0	0	0	0	1	5	2	0	0	0	0	0	32.6 -		7	87.5	2	25	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	2	2	0	1	0	0	0	0	32.7 -		3	60	1	20	0	0
2030	4	0	4	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	3	1	0	0	0	0	38.6 -		4	100	4	100	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	2045	0	0	0	1	0	0	1	0	0	0	0	0	0	25.6 -		1	50	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	2	4	0	0	0	0	0	0	31.6 -		4	66.7	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	- 1	2	2	0	0	0	0	0	32.3 -		4	80	2	40	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	3	0	0	0	0	0	0	32.9 -		3	100	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0	2145	0	0	0	0	- 1	0	4	0	0	0	0	0	0	30 -		4	80	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	- 1	3	2	0	0	0	0	0	33.7 -		5	83.3	2	33.3	0	0
2215	3	0	3	0	0	0	0	0	0	0	0	2215	0	0	0	0	1	0	0	2	0	0	0	0	0	32.2 -		2	66.7	2	66.7	0	0
2230	1	0	- 1	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	1	0	0	0	0	0	39.4 -		- 1	100	- 1	100	0	0
2245	6	0	5	0	- 1	0	0	0	0	0	0	2245	0	0	0	0	0	- 1	5	0	0	0	0	0	0	31.5 -		5	83.3	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	- 1	1	2	0	0	0	0	0	34.2 -		3	75	2	50	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	2	1	0	0	0	0	0	0	29.8 -		1	33.3	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	2	0	0	0	0	0	0	31.5 -		2	100	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	3	0	0	0	0	0	0	32.6 -		3	100	0	0	0	0
07-19	417	3	404	0	9	0	0	0	1	0	0	07-19	0	2	1	1	17	155	170	63	.7	1	0	0	0		35.1	241	57.8	71	17	_ 1	0.2
06-22 06-00	495	3	481 508	0	10 11	0	0	0	- 1	0	0	06-22 06-00	0	2	- 1	2	19 20	178	207 222	75 82	10 10	- 1	0	0	0		35.1 35.1	293 315	59.2	86 93	17.4	_:	0.2
	523	3		0		-	0	0	-!-		U		0		-!			183				-!	U	0	_				60.2		17.8	-1	0.2
00-00	540	3	524	0	12	0	0	0	1	0	U	00-00	0	2	-1	3	22	184	233	84	10	-1	U	U	0	31.2	35.1	328	60.7	95	17.6	- 1	0.2

09 Nov	ember 2	014																																		
Time	Total	Cls		Cls	Cls	Cls	Fix1	Time	Vbin	Mean	Vpp	]PSL	JPSL%	]SL1	]SL1%	1SL2	1SL2%	Fix1																		
		1	2	3	4	5	6	7			9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
															5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO	ACPO	DFT	DFT	
0000	- 1		0	0	0	1	0 (	0	0	0	0	0		0000	0	0	0	0		0		C	0	C						- 1	100	0	0	0	0	
0015	4		0	3	0	1	0 (	0	0	0	0	0		0015	0	0	0	0	0	- 1	2	0	) 1	0	0	-	0 0	32.7		3	75	1	25	0	0	
0030	0		0	0	0	0	0 (	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0		0		0 0	-	-	0	0	0	0	0	. 0	
0045	- 1		0	1	0	0	0 (		0	0	0	0		0045	0	0	0	0		0		- 1			0		0 0			1	100	1	100	0	0	
0100	- 1		0	1	0	0	0 (	0	0	0	0	0		0100	0	0	0	0		0		0	0		0	-	0 0			1	100	0	0	0	0	
0115	- 1		0	1	0	0	0 (	0	0	0	0	0		0115	0	0	0	0		0		0	0 0		0		0 0			1	100	0	0	0	0	
0130	- 1			1	0	0	0 (		0	0	0	0		0130	0	0	0	0		0		0		C	0		0 0		-	1	100	0	0	0	0	
0145	0			0	0	0	0 (		0	0	0	0		0145	0	0	0	0		0		0			0		0 0	-		0		0	0	0	0	
0200	0		0	0	0	0	0 (	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0		0	-	0 0	-		0	0	0	0	0	0	
0215	0			0	0	0		0	0	0	0	0		0215	0	0	0	0		0		0		C	0		0 0		-	0		0	0	0		
0230	0			0	0	0	0 (		0	0	0	0		0230	0	0	0	0		0		0			0		0 0			0		0	0	0	0	
0245	0			0	0	0	0 (		0	0	0	0		0245	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		0300	0	0	0	0	0	0	0	0	0		0	-	0 0	-		0	0	0	0	0	0	
0315	- 1		0	1	0	0		0	0	0	0	0		0315	0	0	0	0		- 1	0	0	0	C	0		0 0			0		0	0	0	0	
0330	2		0	2	0	0	0 (		0	0	0	0		0330	0	0	0	0		2		0			0		0 0			0		0	0	0	0	
0345	- 1			0	0	1	0 (		0	0	0	0		0345	0	0	0	0		0		0			0		0 0			1	100	0	0	0	0	
0400	0		0	0	0	0	0 (	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0		0	-	0 0			0	0	0	0	0	0	
0415	- 1		0	1	0	0		0	0	0	0	0		0415	0	0	0	0		- 1	0	0		C	0		0 0		-	0		0	0	0		
0430	0			0	0	0	0 (		0	0	0	0		0430	0	0	0	0		0		0			0		0 0			0		0	0	0		
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0500	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	
0515	0		0	0	0	0	0 (	0	0	0	0	0		0515	0	0	0	0		0		0		C	0		0 0	-	-	0		0	0	0	0	
0530	0		0	0	0	0	0 (		0	0	0	0		0530	0	0	0	0		0		0			0		0 0	-		0		0	0	0	0	
0545	0			0	0	0	0 (		0	0	0	0		0545	0	0	0	0		0	0	0			0			-		0		0	0	0	0	
0600	2			2	0	0		0	0	0	0	0		0600	0	0	0	0		- 1	1	0			0		0 0	29.9	-	1	50	0	0	0	0	
0615	0		0	0	0	0	0 (		0	0	0	0		0615	0	0	0	0		0		0		C	0				-	0		0	0	0		
0630	- 1		0	1	0	0	0 (		0	0	0	0		0630	0	0	0	0		0	- 1	0			0		0 0			1	100	0	0	0		
0645	2		0	2	0	0	0 (	0	0	0	0	0		0645	0	0	0	0	0	- 1	1	0	0		0	-	0 0	30.9		1	50	0	0	0	0	
0700	- 1		0	1	0	0	0 (	0	0	0	0	0		0700	0	0	0	0	0	0	- 1	0	0		0		0 0	33.3	-	1	100	0	0	0	. 0	
0715	- 1		0	1	0	0	0 (		0	0	0	0		0715	0	0	0	0		- 1	0	0	0	C	0		0 0			0		0	0	0	0	
0730	4		0	4	0	0	0 (	0	0	0	0	0		0730	0	0	0	0		0		4			0		0 0			4		4	100	0	0	
0745	- 1		0	1	0	0	0 (	0	0	0	0	0		0745	0	0	0	0	0	0	0	- 1	1 0		0		0 0	36.3	-	1	100	1	100	0	0	
0800	1		0	1	0	0	0 (	0	0	0	0	0		0800	0	0	0	0	0	0	0	0	) 1		0		0 0			- 1	100	1	100	0	. 0	
0815	2		0	2	0	0	0 (	0	0	0	0	0		0815	0	0	0	0	0	0		0	0		0		0 0	31	-	2	100	0	0	0	. 0	
0830	- 1		0	1	0	0	0 (	0	0	0	0	0		0830	0	0	0	0	0	0	- 1	0	0		0		0 0	31.2	-	1	100	0	0	0	. 0	

Time 1	10 Novem		0845 0900 0915 0930 0945 1000 1015 1030 1045 1100 1115 1130 1145 1200 1215 1224 1300 1315 1335 1345 1440 1445 1446 1446 1515 1515
Total 1	nber 20		3 2 2 5 5 6 6 9 6 6 7 7 6 6 10 10 13 16 8 10 11 12 7 8 8 11 10 11 13 10 10 13 3 7
Cls 1	114	Cls	0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0
Cls 2			3 2 5 5 5 6 8 8 6 5 5 5 13 5 9 12 16 6 6 10 11 11 12 6 8 9 10 13 10 10 10 10 10 10 10 10 10 10 10 10 10
CIs 3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
CIs 4		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CIs 5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
CIs 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 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Cls 7		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Cls 8		0	000000000000000000000000000000000000000
Cls 9		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Cls 10		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Fix1 T		06 06 00	088 099 099 099 099 100 101 111 111 112 122 122 122 133 133 133 13
		455 000 1515	000 15 15 15 15 15 15 15 15 15 15 15 15 15
Vbin 5 10			000000000000000000000000000000000000000
Vbin 10 15			0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0
Vbin 15 20			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Vbin 20 25			1 0 0 0 0 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0
Vbin 25 30			2 1 0 3 2 3 3 3 6 1 1 4 4 2 9 4 0 3 4 0 3 6 6 6 6 6 6 6 6 7 8 7 8 7 8 7 8 7 8 7 8
Vbin 30 35			0 1 3 2 3 3 3 2 2 2 2 5 3 3 7 11 4 7 6 6 7 7 7 4 4 4 4 4 4 4 4 4 4 4 4 4
Vbin 35 40			0 0 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Vbin 40 45			000000000000000000000000000000000000000
Vbin 45 50			000000000000000000000000000000000000000
Vbin 50 55		Vbin	000000000000000000000000000000000000000
Vbin 55 60			000000000000000000000000000000000000000
Vbin 60 130		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000
Mean 29.3		311 30.2 29.1 31.7 31.1 30.2 30.5 30.5 30.9 30.8 30.9 30.8 30.9 30.8 30.9 30.8 30.9 30.9 30.8 30.9 30.9 30.9 30.9 30.9 30.9 30.9 30.9	34 28.2 : 32.2 : 30.1 29.4 35.2 28.4 : 29.3 : 31 31.9 30.4 : 29.5 : 27.5
Vpp 85		34.7 34.9 34.9 34.7	31.1 34,35.6 33.3 31.5 37.4 34.7 33.1
JPSL 30			0 1 5 2 2 4 5 5 4 4 3 3 3 6 4 4 4 8 10 5 12 3 3 8 8 8 9 7 7 4 4 6
JPSL% 30			0 500 1000 40.7 55.6 66.7 40.9 40.9 40.1 50.6 61.5 80.6 52.6 45.5 1000 45.5 80.7 70.7 69.2 70.0 80.7 70.0 80.7 70.0 80.7 80.7 80.7
35			0 0 0 2 2 2 2 2 2 2 1 1 1 1 1 1 1 1 1 1
JSL1% 35 ACPO		11.8 33.3 33.3 33.3 33.3 33.3 33.3 33.3	33.3 14.3 16.7 7.1 16.7 10 7.7 18.8 12.5 10 0 9.1 150 14.3 12.5 10 14.3 12.5 10 0 14.3 12.5 10 0 0 14.3 12.5 10 0 0 0 0 0 10 10 10 10 10 10 10 10 10
45			000000000000000000000000000000000000000
JSL2% 45 DFT			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Fix1		Fixt	

0015	1	0	1	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	1	0	0	0	0	0	0	31.5 -		1	100	0	0	0	0
0030 0045	1 0	0	1 0	0	0	0	0	0	0	0	0	0030 0045	0	0	0	0	0	1	0	0	0	0	0	0	0 -	26.7 -		0	0	0	0	0	0
0100 0115	0	0	0	0	0	0	0	0	0	0	0	0100 0115	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
0130	0	0	ō	ō	ō	0	0	ō	ō	ō	0	0130	ō	ō	0	0	ō	ō	ō	0	0	ō	ō	ō	0 -			0	0	0	0	ō	ō
0145 0200	0	0	0	0	0	0	0	0	0	0	0	0145 0200	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
0230 0245	0	0	0	0	0	0	0	0	0	0	0	0230 0245	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	0300 0315	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	ō	0	0	0	0
0345 0400	1	0	1	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	1	0	0	0	0	0	0 -	30 -		1	100	0	0	0	0
0415	1	0	0	ō	1	0	0	ō	ō	0	0	0415	ō	0	0	0	ō	1	0	0	0	0	ō	ō	0	29.8 -		0	0	0	0	0	0
0430 0445	0	0	0	0	0	0	0	0	0	0	0	0430 0445	0	0	0	0	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	1	0	0	0	0	0	38 -		1	100	1	100	0	0
0515 0530	0 3	0	3	0	0	0	0	0	0	0	0	0515 0530	0	0	0	0	0	0	0	0	0	0	0	0	0 -	30.8 -		2	0 66.7	0	0	0	0
0545 0600	2	0	2	0	0	0	0	0	0	0	0	0545 0600	0	0	0	0	0	0	2	0	0	0	0	0	0	31.1 -		2	100	0	0 100	0	0
0615	8	0	7	ō	1	0	0	ō	ō	ō	0	0615	ō	0	0	0	ō	2	5	1	0	ō	ō	ō	0	31.5 -		6	75	1	12.5	ō	ō
0630 0645	6	0	4	0	2	0	0	0	0	0	0	0630 0645	0	0	0	0	0	1	4	1	0	0	0	0	0	32.8 -		5	83.3 100	1 2	16.7 50	0	0
0700	9	0	9	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	3	4	2	0	0	0	0	0	32.9 -		6	66.7	2	22.2	0	0
0715 0730	11 11	0	11 11	0	0	0	0	0	0	0	0	0715 0730	0	0	0	0	0	4 6	5 4	1	1	0	0	0	0	31.8 30.7	34.4 31.3	7 5	63.6 45.5	2	18.2 9.1	0	0
0745 0800	12 25	0	11 23	0	1 2	0	0	0	0	0	0	0745	0	0	0	0	2	5 14	3	2	0	0	0	0	0	29.4 29.6	32.4	5	41.7	2	16.7	0	0
0815	31	0	31	ō	0	ō	0	ō	ō	ō	0	0815	ō	ō	ō	o	0	18	12	1	0	0	ō	ō	ō	30	32.9	13	41.9	1	3.2	ō	ō
0830 0845	33 23	0	29 21	0	3	1	0	0	0	0	0	0830 0845	0	0	0	0	0	13 15	15 6	5	0	0	0	0	0	31.1 30	34.7 32.9	20 8	60.6 34.8	5	15.2 8.7	0	0
0900	10	1	8	ō	1	0	ō	ō	ō	0	0	0900	ō	ō	0	o	ō	3	6	1	0	0	ō	ō	0	31.1 -	02.0	7	70	1	10	0	0
0915 0930	8 5	0	7 5	0	1	0	0	0	0	0	0	0915 0930	0	0	0	0	0	4	4	1	1	0	0	0	0	32.4 -		6	75 20	2	25 20	0	0
0945 1000	11	0	8	0	3	0	0	0	0	0	0	0945 1000	0	0	0	0	0	5	4	2	0	0	0	0	0	31.3 30.6 -	33.6	6	54.5 66.7	2	18.2	0	0
1015	6	0	6	ō	o	ō	ō	ō	ō	ō	0	1015	ō	ō	ō	0	o	2	2	2	0	ō	ō	ō	ō	32.5 -		4	66.7	2	33.3	0	ō
1030 1045	2 16	0	1 15	0	1	0	0	0	0	0	0	1030 1045	0	0	0	0	2	7	6	0	0	0	0	0	0	24.6 - 31	35.3	9	0 56.3	0	0 18.8	0	0
1100	16	1	13	ō	2	0	0	ō	ō	ō	0	1100	0	1	0	0	1	6	8	ō	0	ō	0	ō	0	28.8	32.2	8	50	0	0	ō	ō
1115 1130	4 11	0	3 9	0	1 2	0	0	0	0	0	0	1115 1130	0	0	0	0	1	0 5	2 5	1	0	0	0	0	0	31.6 - 28.9	30.9	3 5	75 45.5	1	25 0	0	0
1145	4 11	0	2	0	2	0	0	0	0	0	0	1145 1200	0	0	0	0	0	2	2	0	0	0	0	0	0	30.4 -	30.9	2	50	0	0	0	0
1200 1215	10	0	8	0	2	0	0	0	0	0	0	1215	0	0	0	0	ò	4	5	1	0	0	0	0	0	29.1 31.1 -	30.9	6	27.3 60	1	10	0	0
1230	13 6	0	13	0	0	0	0	0	0	0	0	1230 1245	0	0	0	0	0	10	2	1	0	0	0	0	0	29.3 32.2 -	30.6	3	23.1 66.7	1	7.7 16.7	0	0
1300	9	0	8	ō	1	ō	ō	ō	ō	ō	0	1300	ō	ō	ō	0	ō	3	6	o	0	ō	ō	ō	ō	29.8 -		6	66.7	o	0	0	ō
1315 1330	17 19	0	14 15	0	3	0	0	0	0	0	0	1315 1330	0	0	0	1	0	7 5	6	3 5	0	0	0	0	0	30.6 32.2	34 36.5	9 13	52.9 68.4	3 7	17.6 36.8	0	0 5.3
1345 1400	15 7	0	14	0	1	0	0	0	0	0	0	1345 1400	0	0	0	0	0	7	6	2 2	0	0	0	0	0	30.8 31.2 -	33.1	8	53.3 42.9	2	13.3	0	0
1415	21	1	19	0	1	0	0	0	0	0	0	1415	0	0	1	0	4	12	3	1	0	0	0	0	0	27.3	31.5	4	19	1	28.6 4.8	0	0
1430	13 10	1	11 8	0	0 2	1	0	0	0	0	0	1430 1445	0	0	2	0	1	5	4	1	0	0	0	0	0	26.8 29 -	32.4	5	38.5	1	7.7	0	0
1500	26	0	24	ō	2	0	ō	ō	ō	ō	0	1500	ō	ō	ō	0	1	15	7	3	ō	0	ō	ō	ō	29.8	33.8	10	38.5	3	11.5	0	ō
1515 1530	26 20	0	23 18	0	2	1	0	0	0	0	0	1515 1530	0	0	0	0	0	13	11	2	0	0	0	0	0	30.3 29.6	33.8	13	50 45	2	7.7 10	0	0
1545	8	1	5	0	2	0	0	0	ō	0	0	1545	0	1	0	0	0	2	3	1	1	0	0	0	0	30.7 -		5	62.5	2	25	0	0
1600 1615	24 16	0	20 12	1	3	0	0	0	0	0	0	1600 1615	0	0	0	0	1	7	13	3	0	0	0	0	0	31 28.8	33.6 32.4	16 7	66.7 43.8	3	12.5 6.3	0	0
1630 1645	17	0	16 15	0	0	0	0	0	0	0	1	1630 1645	0	0	0	0	2	6	9	0	0	0	0	0	0	29.8 29.2	32.9 32.4	9	52.9 33.3	0	0	0	0
1700	18 27	0	26	ō	1	0	0	0	0	0	0	1700	0	ō	ō	ō	1	18	7	0	1	0	0	ō	0	29.4	32.2	8	29.6	1	3.7	0	0
1715 1730	30 24	0	29 21	0	0	0	1	0	0	0	0	1715 1730	0	0	1	0	0	19 10	8	2	0	0	0	0	0	29.3 28	32.9	10	33.3 33.3	2	6.7	0	0
1745	28	o	27	ō	1	ō	ō	ō	ō	ō	ō	1745	ō	ō	ò	5	1	5	16	1	0	ō	ō	ō	ō	29.1	33.8	17	60.7	1	3.6	ō	ō
1800	17	0	17	0	0	0	0	0	0	0	0	1800	0	0	0	2	2	5	8	0	0	0	0	0	0	28.2	33.3	8	47.1	0	0	0	0

00.00	962	10	770	2	66		2	0			4	00.00	0	3		0	42	272	220	OE	12	2	0	0	0	20.2	34.2	420	40.7	00	44.5	2	0.2
06-00	852	10	768	2	65	4	2	0	0	0	1	06-00	0	3	6	9	42	370	324	84	12	2	0	0	0	30.2	34.2	422	49.5	98	11.5	2	0.2
06-22	840	10	756	2	65	4	2	0	0	0	1	06-22	0	3	6	9	42	365	321	82	11	1	0	0	0	30.1	34	415	49.4	94	11.2	1	0.1
07-19	728	9	652	1	59	4	2	0	0	0	1	07-19	0	3	6	9	38	326	276	63	6	1	0	0	0	29.9	33.8	346	47.5	70	9.6	1	0.1
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	1	0	0	0	0	0	38.9 -		1	100	1	100	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	1	0	0	0	0	0	0	0	27 -		0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	2	0	0	0	0	0	0	0	29.6 -		0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2230	0	ō	0	ó	ō	ó	ó	ō	ó	ó	0	2230	ō	0	0	Ó	ó	ō	ō	ō	o	0	0	0	0 -	-		0	0	0	0	0	0
2215	2	ō	2	ō	ō	ō	ō	ō	ō	ō	ō	2215	ō	ō	ō	ō	ō	0	ō	ò	1	1	ō	ō	ō	45.4 -		2	100	2	100	1	50
2200	6	0	6	0	0	0	ó	0	ó	ó	0	2200	0	0	0	ó	0	2	3	1	0	ó	0	0	0	31 -		4	66.7	- 1	16.7	0	0
2145	3	ō	3	ō	ō	ō	ō	ō	ō	ō	ō	2145	ō	ō	ō	ō	1	1	0	1	ō	ō	ō	ō	ō	29 -		1	33.3	1	33.3	ō	ō
2130	5	0	5	'n	0	0	n	n	0	0	0	2130	n	0	0	0	n	3	,	ò	0	0	0	0	n	29.8 -		2	40	0	0.0	0	0
2115	3	0	2	1	0	0	0	0	0	0	0	2115	0	0	0	0	0	1	1	1	0	0	0	n	0	32.3 -		2	66.7	1	33.3	0	0
2100	- 5	0	- 5	0	'n	0	0	n	0	n	0	2100	n	0	0	n	'n	2	3	n		n	0	0	0	31.3 -	00.0	3	60	0	0	0	0
2045	11	0	10	0	1	0	0	0	0	0	n	2045	0	0	0	0	1	3	4	2	1	0	0	n	0	31.6	35.6	7	63.6	3	27.3	0	0
2030	6	0	6	0	'n	0	0	0	0	0	n	2030	0	0	0	0	'n	1	5	n	0	0	0	n	0	31.7 -		5	83.3	0	-0	0	0
2015		0	7	0	1	0	0	0	0	0	0	2015	0	0	0	0	4	2	2	2	0	0	0	0	0	31.6 -	00.0	-	62.5	2	25	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	8	0	3	0	0	0	0	0	29.9	35.8	3	27.3	3	27.3	0	0
1930 1945	9	0	9	0	0	0	0	0	0	0	0	1930 1945	0	0	0	0	0	3	3	1	0	0	0	0	0	31.9 -			55.6	- 1	11.1	0	0
1915	9	0	9	0	0	0	0	0	0	0	0	1915	0	0	0	0	1	3	3	1	1	0	0	0	0	31.5 -		5	55.6 66.7	2	22.2	0	0
1900	13	1	12	0	0	0	0	0	0	0	0	1900	0	0	0	0		5	4	3	1	0	0	0	0	32	35.3	8	61.5	4	30.8	0	0
1845	8	0	8	0	0	0	0	0	0	0	0	1845	0	0	0	0	1	3	4	0	0	0	0	0	0	30.1 -	35.3	4	50	0	0	0	0
1030	10	- 1	10		0							1030		- 1						- 1				0		20.0	34.2	10	02.0		0.3		

Time	Total	Cls	Cl	s Cls	Cls	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp		JPSL%				]SL2% Fix1	i						
		1	2	3	4	5	6	7	8	9	10			0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130		85	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	
0000	- 1	0	- 1	0	0		0 0	-	D	0		)	0000	0	0		0	0	0	1	0	0	0	0	0	0	33		- 1	100	0	0	0	0	f
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0045	0	0	0	0	0		0 0		D	0	) (	)	0045	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
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0115	0	0	0	0	0		0 0	- 0	D	0	) (	)	0115	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0130	1	0	1	0	0		0 0		D	0			0130	0	0	0	0	0	- 1	0	0	0	0	0	0	0	29.7		0	0	0	0	0	0	
0145	1	0	1	0	0		0 0		D	0			0145	0	0	0	0	0	0	0	0	1	0	0	0	0	41.9		1	100	1	100	0	0	
0200	1	0	1	0	0		0 0		D	0			0200	0	0	0	0	0	0	1	0	0	0	0	0	0	34		1	100	0	0	0	0	
0215	1	0	1	0	0		0 0			0			0215	0	0	0	0	0	0	0	1	0	0	0	0	0	35.2		1	100	1	100	0	0	
0230	2	0	2	0	0		0 0		D	0			0230	0	0	0	0	0	0	2	0	0	0	0	0	0	30.8		2	100	0	0	0	0	
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0415	0	0	0		0		0 0		n	0			0430	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0445	1	0	1	0	0		0 0		n	0			0445	0	0	0	0	0	0	1	0	0	0	0	0	0	31.6		1	100	0	0	0	0	
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0515	2	0	2		0		0 0		n	0			0515	0	0	0	0	0	- 1	0	- 1	0	0	0	0	0	33.5		1	50	- 1	50	0	0	
0530	1	0	1	0	0		0 0		n	0			0530	0	ō	ō	0	ō	0	0	1	0	0	0	0	0	37.1		- 1	100	1	100	ō	0	
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0600	3	0	2	0	1		0 0		D	0	) (	)	0600	0	0	0	0	0	2	0	1	0	0	0	0	0	31.6		1	33.3	1	33.3	0	0	
0615	4	0	4	0	0		0 0		D	0	) (	)	0615	0	0	0	0	0	2	0	2	0	0	0	0	0	33.1		2	50	2	50	0	0	
0630	0	0	0	0	0		0 0		D	0	) (	)	0630	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0645	6	0	6	0	0		0 0	- 0	D	0	) (	)	0645	0	0	0	0	0	2	2	2	0	0	0	0	0	33.9		4	66.7	2	33.3	0	0	
0700	7	0	7	0	0		0 0		D	0	) (	)	0700	0	0	0	0	0	3	2	1	0	- 1	0	0	0	34.2		4	57.1	2	28.6	- 1	14.3	
0715	10	0	8	0	2		0 0	- 0	D	0			0715	0	0	0	0	0	4	5	1	0	0	0	0	0	31.7		6	60	1	10	0	0	
0730	17	0	16		1		0 0		D	0			0730	0	0	0	0	1	6	6	3	1	0	0	0	0	31.8	35.1	10	58.8	4	23.5	0	0	
0745	19	- 1	17	0	1		0 0		D	0			0745	0	1	0	0	2	7	5	4	0	0	0	0	0	29	36	9	47.4	4	21.1	0	0	
0800	23	0		0	2		0 0		D	0			0800	0	0	0	0	0	12	9	2	0	0	0	0	0	30.7	34.4	11	47.8	2	8.7	0	0	
0815	24	0			1		0 0		D	0			0815	0	0	0	0	0	15	9	0	0	0	0	0	0	29.8	32.4	9	37.5	0	0	0	0	
0830	28	0			3		1 0		D	0			0830	0	0	0	0	1	15	9	3	0	0	0	0	0	30	33.1	12	42.9	3	10.7	0	0	
0845	22	0			2		0 0		D	0			0845	0	0	0	0	0	10	8	4	0	0	0	0	0	30.6	35.3	12	54.5	4	18.2	0	0	
0900	12	0	11	0	1		0 0		0	0			0900	0	0	0	0	1	4	4	3	0	0	0	0	0	32	36.7	7	58.3	3	25	0	0	
0915	12	0	8	. 0	4		0 0		D D	0			0915	0	0	0	0	2	5	4	- 1	0	0	0	0	0	30	33.8	5	41.7	- 1	8.3 33.3	0	0	
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1000	8	0	8	0	0	0	0	0	0	0	0	1000	0	0	0	0	0	5	2	0	1	0	0	0	0	30.7 -		3	37.5	1	12.5	0	0
1015	5	0	5	0	0	0	0	0	0	0	0	1015	0	0	0	0	0	2	1	1	1	0	0	0	0	33.5 -		3	60	2	40	0	0
1030	6	0	6	0	0	0	0	0	0	0	0	1030	0	0	0	0	2	3	1	0	0	0	0	0	0	27.4 -		1	16.7	0	0	0	0
1045	6	0	5	0	1	0	0	0	0	0	0	1045	0	0	0	0	1	3	1	1	0	0	0	0	0	30.1 -		2	33.3	1	16.7	0	0
1100	9	0	9	0	0	0	0	0	0	0	0	1100	0	0	0	0	0	6	0	2	1	0	0	0	0	31.7 -		3	33.3	3	33.3	0	0
1115 1130	10	0	7	0	3	0	0	0	0	0	0	1115 1130	0	0	0	0	2	5	2	1	0	0	0	0	0	31.4 - 29.1 -		3	57.1 30	1	14.3 10	0	0
1145	15	0	14	0	1	0	0	0	0	0	0	1145	ő	0	0	0	0	9	5	- 1	0	0	0	0	0	29.9	32	6	40	- 1	6.7	0	0
1200	7	0	6	0	1	0	0	0	0	0	0	1200	o	0	0	0	0	4	2	- 1	0	0	0	0	0	30.9 -	O.L	3	42.9	- 1	14.3	o	0
1215	6	ō	6	ō	ò	ō	ō	ō	ō	ō	0	1215	ō	ō	ō	ō	ō	2	2	2	ō	ō	ō	ō	ō	32.6 -		4	66.7	2	33.3	ō	ō
1230	11	1	8	0	1	1	0	0	0	0	0	1230	0	0	1	0	1	3	3	2	1	0	0	0	0	30.6	37.1	6	54.5	3	27.3	0	0
1245	7	0	7	0	0	0	0	0	0	0	0	1245	0	0	0	0	0	4	2	1	0	0	0	0	0	30 -		3	42.9	1	14.3	0	0
1300	14	0	13	0	1	0	0	0	0	0	0	1300	0	0	0	0	1	4	6	3	0	0	0	0	0	31	35.1	9	64.3	3	21.4	0	0
1315	17	1	13	0	3	0	0	0	0	0	0	1315	0	0	1	1	3	6	5	1	0	0	0	0	0	27.3	32.4	6	35.3	1	5.9	0	0
1330	12	3	9	0	0	0	0	0	0	0	0	1330	0	0	1	0	1	2	7	1	0	0	0	0	0	29.1	34	8	66.7	1	8.3	0	0
1345 1400	5 15	0	3 12	0	1 3	0	0	0	0	0	0	1345 1400	0	0	0	0	0	7	2	0	0	0	0	0	0	29.4 -	25.2	2	40 53.3	0	0 20	0	0
1415	8	0	6	0	2	0	0	0	0	0	0	1415	0	0	0	0	0	3	4	1	0	0	0	0	0	31.9 -	35.3	5	62.5	1	12.5	0	0
1430	15	o	14	0	1	0	n	0	0	0	0	1430	ō	0	0	n	0	6	6	3	0	0	0	0	ō	30.8	35.1	9	60	3	20	0	0
1445	12	ō	12	ō	ò	0	ō	ō	ō	ō	0	1445	ō	0	ō	1	ō	6	5	0	ō	ō	0	ō	ō	28.6	30.9	5	41.7	0	0	0	ō
1500	16	ō	14	ō	2	ō	ō	ō	ō	ō	0	1500	ō	ō	ō	o	ō	9	7	ō	ō	ō	ō	ō	ō	29.4	32.9	7	43.8	ō	ō	ō	ō
1515	19	2	13	0	3	1	0	0	0	0	0	1515	0	1	1	0	0	9	6	2	0	0	0	0	0	28.5	32.7	8	42.1	2	10.5	0	0
1530	19	0	16	0	2	1	0	0	0	0	0	1530	0	0	0	0	1	8	10	0	0	0	0	0	0	30.7	34	10	52.6	0	0	0	0
1545	10	0	7	0	3	0	0	0	0	0	0	1545	0	0	0	0	0	3	7	0	0	0	0	0	0	30.2 -		7	70	0	0	0	0
1600	15	0	13	0	2	0	0	0	0	0	0	1600	0	0	0	0	1	. 7	6	1	0	0	0	0	0	30.4	32.7	. 7	46.7	1	6.7	0	0
1615 1630	29 18	1	27 16	0	1	0	0	0	0	0	0	1615 1630	0	0	0	0	0	11	13 11	5	0	0	0	0	0	31.3 31.8	35.1 34	18 14	62.1 77.8	5	17.2 16.7	0	0
1645	25	0	24	0	1	0	0	0	0	0	0	1645	0	0	0	0	0	9	10	6	0	0	0	0	0	31.8	35.8	16	64	6	24	0	0
1700	23	1	24	0	1	0	0	0	0	0	0	1700	0	0	1	0	0	14	7	1	0	0	0	0	0	28.8	32.4	8	34.8	1	4.3	0	0
1715	24	- 1	21	o	2	o	ő	0	0	ő	ō	1715	o	ō	- 1	n	1	10	12	o o	ő	ō	ō	0	ō	28.7	32.4	12	50	o o	0	ő	Ö
1730	26	1	24	ō	1	0	ō	ō	ō	ō	0	1730	ō	0	1	ō	ò	9	10	6	ō	ō	0	ō	ō	31.1	35.6	16	61.5	6	23.1	0	ō
1745	21	0	21	0	0	0	0	0	0	0	0	1745	0	0	0	0	0	12	9	0	0	0	0	0	0	29.5	32.2	9	42.9	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	1800	0	0	0	0	1	4	12	1	0	0	0	0	0	31	34	13	72.2	1	5.6	0	0
1815	21	1	19	1	0	0	0	0	0	0	0	1815	0	0	0	0	1	9	7	4	0	0	0	0	0	31.4	35.3	11	52.4	4	19	0	0
1830	17	0	17	0	0	0	0	0	0	0	0	1830	0	0	0	0	0	5	10	2	0	0	0	0	0	31.4	33.6	12	70.6	2	11.8	0	0
1845 1900	13 14	0	12 12	0	1	0	0	0	0	0	0	1845 1900	0	0	0	0	0	6	6	1 2	0	0	0	0	0	30.9 31	33.8	7	53.8 57.1	1 2	7.7 14.3	0	0
1915	11	0	11	0	ò	0	0	0	0	0	0	1915	0	0	0	0	2	6	1	2	0	0	0	0	0	29.2	32.4	3	27.3	2	18.2	0	0
1930	10	1	9	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	4	6	0	0	0	0	0	0	30.7 -	O.L	6	60	0	0	0	0
1945	9	ė.	9	0	ő	o	ő	0	0	ő	ō	1945	o	0	ō	n	0	5	3	1	ő	ō	ō	0	ō	30.8 -		4	44.4	1	11.1	ő	ő
2000	4	0	4	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	1	3	0	0	0	0	0	0	31.3 -		3	75	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	1	5	0	0	0	0	0	0	31.8 -		5	83.3	0	0	0	0
2030	7	0	7	0	0	0	0	0	0	0	0	2030	0	0	0	0	1	3	3	0	0	0	0	0	0	28.4 -		3	42.9	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	4	2	0	0	0	0	0	0	30.1 -		2	33.3	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	2	1	0	0	0	0	0	33.3 -		3	100	1	33.3	0	0
2115	6	0	6	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	2	3 2	1	0	0	0	0	0	30.4 -		4	66.7	1	16.7	0	0
2130 2145	4 5	0	5	0	0	0	0	0	0	0	0	2130 2145	0	0	0	0	0	2	2	0	0	1	0	0	0	28.2 -		3	50 60	0	0 20	0	20
2200	3	0	3	0	0	0	0	0	0	0	0	2200	ő	0	0	0	0	0	3	0	0	'n	0	ō	0	32.1 -		3	100	ò	0	ò	0
2215	8	1	7	0	0	0	0	0	0	0	0	2215	0	1	0	0	0	2	4	1	0	0	0	0	0	29 -		5	62.5	1	12.5	0	0
2230	2	o o	2	0	ō	0	ō	ō	o	ō	ō	2230	o	o o	0	ő	0	1	0	1	ő	0	ō	0	ō	32.6 -		1	50	- 1	50	ő	0
2245	2	ō	2	ō	ō	ō	ō	ō	ō	ō	0	2245	ō	ō	ō	ō	ō	2	ō	o	ō	ō	ō	ō	ō	27.5 -		o	0	o	0	ō	ō
2300	7	0	7	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	2	5	0	0	0	0	0	0	31.4 -		5	71.4	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	1	1	1	0	0	0	0	0	32.8 -		2	66.7	1	33.3	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	2	0	0	0	0	0	0	0	28.5 -		0	0	0	0	0	0
2345 07-19	693	0	1	0	0 57	0	0	0	0	0	0	2345 07-19	0	0	0	0	0	1	0	0	0	0	0	0	0	26 -	24.4	0	0	0	0	0	0
07-19	791	13 15	616 710	2	59	5	0	0	0	0	0	07-19	0	2	7	2	24 28	299 340	271 311	80 92	7	2	0	0	0	30.5 30.5	34.4	359 412	51.8 52.1	88 101	12.7	1	0.1
06-22	791 819	15	710	2	59 59	5	0	0	0	0	0	06-22	0	3	7	2	28	340	311	92 95	7	2	0	0	0	30.5	34.4	412	52.1	101	12.8	2	0.3
00-00	836	17	752	2	60	5	0	0	0	0	0	00-00	0	3	7	2	20	355	332	98	8	2	0	0		30.5			52.5	108	12.7	2	0.2

Time	Total	Cls	Cls 9	Cls	Fix1	Time	Vbin 0	Vbin		Mean					JSL1%		JSL2%	Fix1																	
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1945	12	0	12	0	0	0	0	0	0	0	0	1945	0	0	0	1	1	6	4	0	0	0	0	0	0	27.4	30	4	33.3	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	2000	0	0	0	0	1	2	4	1	0	0	0	0	0	30.9 -		5	62.5	1	12.5	0	0
2015	9	0	8	0	1	0	0	0	0	0	0	2015	0	0	0	0	0	5	4	0	0	0	0	0	0	29.5 -		4	44.4	0	0	0	0
2030	6	0	6	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	3	1	2	0	0	0	0	0	31.9 -		3	50	2	33.3	0	0
2045	6	0	6	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	1	3	1	1	0	0	0	0	33.9 -		5	83.3	2	33.3	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	3	1	4	0	0	0	0	0	32.2 -		5	62.5	4	50	0	0
2115	5	0	4	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	2	3	0	0	0	0	0	0	29.7 -		3	60	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	2	1	3	0	0	0	0	0	34.2 -		4	66.7	3	50	0	0
2145	6	0	6	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	5	0	1	0	0	0	0	34 -		6	100	1	16.7	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	2200	0	0	0	0	1	2	2	1	0	0	0	0	0	30.5 -		3	50	1	16.7	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	3	0	1	0	0	0	0	0	30.1 -		1	25	1	25	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	2	2	0	0	0	0	0	0	30.6 -		2	50	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	1	2	0	0	0	0	0	0	30.1 -		2	66.7	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	3	1	0	0	0	0	0	0	28.4 -		1	25	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	1	1	1	1	0	0	0	0	35.7 -		3	75	2	50	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	1	0	1	0	0	0	0	0	31.7 -		1	50	1	50	0	0
07-19	777	9	721	3	40	3	0	0	1	0	0	07-19	0	1	5	5	35	335	297	88	11	0	0	0	0	30.3	34.2	396	51	99	12.7	0	0
06-22	901	9	840	3	45	3	0	0	1	0	0	06-22	0	1	5	6	38	375	353	110	13	0	0	0	0	30.5	34.7	476	52.8	123	13.7	0	0
06-00	928	9	867	3	45	3	0	0	1	0	0	06-00	0	1	5	6	39	388	361	114	14	0	0	0	0	30.5	34.7	489	52.7	128	13.8	0	0
00-00	943	9	881	3	46	3	0	0	1	0	0	00-00	0	1	5	6	39	390	366	121	15	0	0	0	0	30.6	34.7	502	53.2	136	14.4	0	0

13 Nov	ember 2	014																																	
Time	Total	Cls 1	Cls 2	CIs 3	CIs 4	CIs 5	CIs 6	Cls 7	CIs 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 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 60 130	Mean	Vpp 85	JPSL 30	]PSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
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1115 1130	8	0	8	0	0	0	0	0	0	0	0	1115 1130	0	0	0	0	1 3	3	3	1	0	0	0	0	0	29.5 - 28.2 -		4	50 33.3	1	12.5	0	0
1145	9	0	5	1	3	0	0	0	0	0	0	1145	0	0	0	0	1	0	5	3	0	0	0	Ö	0	32.3 -		8	88.9	3	33.3	0	0
1200	11	0	10	0	1	0	ō	ō	ō	ō	0	1200	ō	0	ō	- 1	1	2	5	1	1	ō	ō	ō	0	30.4	33.8	7	63.6	2	18.2	0	0
1215	13	0	12	0	1	0	0	0	0	0	0	1215	0	0	0	0	0	1	8	4	0	0	0	0	0	33.1	36.2	12	92.3	4	30.8	0	0
1230	12	1	10	0	1	0	0	0	0	0	0	1230	0	0	0	0	1	5	2	4	0	0	0	0	0	31.2	37.1	6	50	4	33.3	0	0
1245	.7	0	6	0	1	0	0	0	0	0	0	1245	0	0	0	0	0	2	5	0	0	0	0	0	0	30.4 -		5	71.4	0	0	0	0
1300 1315	17 11	0	16 9	0	1 2	0	0	0	0	0	0	1300 1315	0	0	0	0	2	6 5	7	1	1	0	0	0	0	30.8 29.7	34 32.4	9	52.9 45.5	2	11.8 9.1	0	0
1330	14	0	11	0	2	0	0	0	0	0	1	1330	0	0	0	0	2	5	6	1	0	0	0	0	0	29.7	31.8	7	45.5 50	1	7.1	0	0
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1415	7	0	7	0	0	0	0	0	0	0	0	1415	0	0	0	0	0	4	2	1	0	0	0	0	0	30.9 -		3	42.9	1	14.3	0	0
1430	14	0	14	0	0	0	0	0	0	0	0	1430	0	0	0	0	0	10	3	1	0	0	0	0	0	29.9	32.7	4	28.6	1	7.1	0	0
1445 1500	16 18	2	13 18	0	1	0	0	0	0	0	0	1445 1500	0	0	0	0	1 4	8	6	1	0	0	0	0	0	29.8 28.1	33.6 30.9	7 5	43.8 27.8	1	6.3 5.6	0	0
1515	17	1	13	0	2	1	0	0	0	0	0	1515	0	1	0	0	0	7	8	Ö	0	1	0	0	0	29.6	32.2	9	52.9	1	5.9	1	5.9
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1545	17	0	15	0	2	0	0	0	0	0	0	1545	0	0	0	0	1	6	9	1	0	0	0	0	0	30.8	32.4	10	58.8	1	5.9	0	0
1600	17	1	13	0	3	0	0	0	0	0	0	1600	0	0	0	0	2	7	7	0	1	0	0	0	0	30.9	33.6	8	47.1	1	5.9	0	0
1615	15	0	15	0	0	0	0	0	0	0	0	1615	0	0	0	0	1	4	6	4	0	0	0	0	0	31.3	36	10	66.7	4	26.7	0	0
1630	20	0	19	1	0	0	0	0	0	0	0	1630	0	0	0	0	0	10	8	2	0	0	0	0	0	30.1	32.9	10	50	2	10	0	0
1645 1700	22 21	0	21 20	0	1	0	0	0	0	0	0	1645 1700	0	0	0	0	1	10	10 13	0	0	0	0	0	0	31.2 30	33.1 32.9	12 13	54.5 61.9	2	9.1	0	0
1715	23	1	20	0	2	0	0	ő	0	0	0	1715	0	0	1	1	3	9	7	2	0	0	0	Ö	0	27.7	34	9	39.1	2	8.7	0	0
1730	36	1	34	0	1	0	0	0	0	0	0	1730	0	0	1	0	2	15	13	3	2	0	0	0	0	30.5	34.2	18	50	5	13.9	0	0
1745	27	0	26	0	1	0	0	0	0	0	0	1745	0	0	0	0	5	15	6	1	0	0	0	0	0	28.6	30.6	7	25.9	1	3.7	0	0
1800	87	0	86	0	1	0	0	0	0	0	0	1800	0	0	0	0	16	54	15	2	0	0	0	0	0	27.9	30.9	17	19.5	2	2.3	0	0
1815	56	0	54	0	2	0	0	0	0	0	0	1815	0	0	0	0	2	27	26	1	0	0	0	0	0	29.8	32.4	27	48.2	1	1.8	0	0
1830 1845	30 43	1	28 42	0	1	0	0	0	0	0	0	1830 1845	0	0	1	0	5	14 22	8 12	1	1	0	0	0	0	28.6 29.1	32.9 34.2	10 16	33.3 37.2	2 4	6.7 9.3	0	0
1900	15	0	15	0	'n	0	0	0	0	0	0	1900	0	0	0	0	0	7	5	3	0	0	0	0	0	31	35.1	8	53.3	3	20	0	0
1915	18	ō	18	ō	ō	ō	ō	ō	ō	ō	ō	1915	ō	ō	ō	ō	ō	9	7	1	1	ō	ō	ō	0	30.4	33.3	9	50	2	11.1	ō	ō
1930	22	0	21	0	1	0	0	0	0	0	0	1930	0	0	0	0	2	12	6	2	0	0	0	0	0	28.7	34	8	36.4	2	9.1	0	0
1945	14	0	13	0	1	0	0	0	0	0	0	1945	0	0	0	0	2	7	3	2	0	0	0	0	0	28.7	30.6	5	35.7	2	14.3	0	0
2000	15	0	14	0	1	0	0	0	0	0	0	2000	0	0	0	0	0 5	9	6	0	0	0	0	0	0	29.9	31.8	6	40	0		0	0
2015 2030	19 66	0	18 64	0	0	0	0	0	0	0	0	2015 2030	0	0	0	0	7	10 28	2 27	4	0	0	0	0	0	28.4	32.9 32.9	4 31	21.1 47	2 4	10.5 6.1	0	0
2030	22	0	21	0	1	0	0	0	0	0	0	2045	0	0	0	0	2	9	9	2	0	0	0	0	0	30.2	34.2	11	50	2	9.1	0	0
2100	11	ō	11	ō	ó	ō	ō	ō	ō	ō	ō	2100	ō	ō	ō	ō	2	3	5	1	ō	ō	ō	ō	0	29.4	30.9	6	54.5	1	9.1	ō	ō
2115	13	0	12	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	7	4	1	1	0	0	0	0	30.8	32.9	6	46.2	2	15.4	0	0
2130	3	0	2	0	1	0	0	0	0	0	0	2130	0	0	0	0	0	1	2	0	0	0	0	0	0	32.2 -		2	66.7	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	0	2	0	0	0	0	0	36.6 -		2	100	2	100	0	0
2200 2215	4	0	4	0	0	0	0	0	0	0	0	2200 2215	0	0	0	0	0	1	3 2	0	0	0	0	0	0	30.9 -		3 2	75 66.7	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	- 1	0	1	1	0	0	0	0	35.4 -		2	66.7	2	66.7	0	0
2245	5	ő	4	ő	1	0	ő	ō	ő	ő	ō	2245	ő	ō	ō	ő	1	2	1	ò	ò	1	o	ō	ō	32 -		2	40	1	20	1	20
2300	2	ō	2	ō	ò	ō	ō	ō	ō	ō	ō	2300	ō	ō	ō	ō	o	2	o	ō	ō	o	ō	ō	ō	28.5 -		0	0	o	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	1	2	1	0	0	0	0	0	32.5 -		3	75	1	25	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	1	0	1	0	0	0	0	0	32.1 -		1	50	1	50	0	0
2345 07-19	893	0	2 828	0 2	0 <b>50</b>	0	0	0	0	0	0	2345 07-19	0	0	0 3	0	0 <b>70</b>	2 396	339	0 67	12	0	0	0	0	25.8 - 29.9	33.6	0 419	46.9	0 <b>80</b>	9	0	0 <b>0.1</b>
06-22	1131	10	1056	2	58	4	0	0	0	0	1	06-22	0	1	3	4	91	505	420	92	14	1	0	0	0	29.9	33.6	527	46.6	107	9.5	1	0.1
06-00	1156	10	1080	2	59	4	ő	ő	ő	ő	1	06-00	ő	1	3	4	92	516	428	95	15	2	ő	ō	ō	29.9	33.8	540	46.7	112	9.7	2	0.2
00-00	1170	11	1092	2	60	4	0	0	0	0	1	00-00	0	1	3	4	93	518	432	102	15	2	0	0	0	30	33.8	551	47.1	119	10.2	2	0.2

14	No	vem	ber	201	ı

14 Nov	ember 2	014																																	
Time	Total	Cls	Fix1	Time	Vbin	Mean	Vpp		JPSL%	]SL1	]SL1%		]SL2%	Fix1																					
		- 1	2	3	4	5	6	7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
														5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO	ACPO	DFT	DFT	
0000	- 1	0	1	0		0	0 0		0	0 0	0		0000	0	0	0	0	0	- 1	0	0	0	0	0	0	0	29.2		0	0	0	0	0	0	
0015	- 1	0	1	0		0	0 0		0	0 0	0		0015	0	0	0	0	0	0	0	- 1	0	0	0	0	0	39	-	1	100	- 1	100	0	0	
0030	0	0	. 0	0		0	0 0		0	0 0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0045	0	0	0	0		0	0 0		0	0 0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0		0	0	0	0	
0100	0	0	0	0		0	0 0		0	0 0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0115	0	0	0	0		0	0 0		0	0 0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0130	0	0	0	0		0	0 0		0	0 0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0145	0	0	. 0	0		0	0 0		0	0 0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0		-	0	0	0	0	0	0	
0200	0	0	. 0	0		0	0 0		0	0 0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
0215	1	0	1	0		0	0 0		0	0 0	0		0215	0	0	0	0	0	0	- 1	0	0	0	0	0	0	34.8	-	1	100	0	0	0	0	
0230	0	0	0	0		0	0 0		0	0 0	0	1	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	

0245	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0	0	0	0	0	0
0300 0315	1	0	1	0	0	0	0	0	0	0	0	0300 0315	0	0	0	0	0	0	0	1	0	0	0	0	0 36.2	:	0	100	1	100	0	0
0330	1	0	1	ō	ō	o	ō	o	o	ō	0	0330	ō	0	0	ő	ō	0	ō	1	ō	ō	ō	ō	0 35.4	-	1	100	1	100	ō	ō
0345	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	1	0	0	0	0	0	0 31.3		1	100	0	0	0	0
0415 0430	1	0	0	0	1	0	0	0	0	0	0	0415 0430	0	0	0	0	0	0	0	1	0	0	0	0	0 35.9	-	0	100	1	100	0	0
0445	0	0	0	0	0	0	0	0	0	o	0	0445	0	0	0	o	ō	0	0	o	0	ō	0	0	0 -		o	0	0	0	0	ō
0500	1	0	1	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	1	0	0	0	0	0 37		1	100	1	100	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	1	0	0	0	0	0 36.2		1	100	1	100	0	0
0530 0545	3	0	3	0	0	0	0	0	0	0	0	0530 0545	0	0	0	0	0	0	2	1	0	0	0	0	0 34	-	3	100	1	33.3	0	0
0600	1	0	1	ō	ō	o	ō	o	o	ō	0	0600	ō	0	0	ő	ō	0	1	ō	ō	ō	ō	ō	0 34	-	1	100	ō		ō	ō
0615	4	0	4	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	2	2	0	0	0	0	0 35.1		4	100	2	50	0	0
0630	3	0	3	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	2	1	0	0	0	0	0 34		3	100		33.3	0	0
0645 0700	2 11	0	11	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	6	4	1	0	0	0	0	0 27.6		5	45.5	0	91	0	0
0715	9	ō	8	ō	1	ō	ō	ō	ō	ō	ō	0715	ō	ō	ō	ō	ō	3	4	2	0	ō	ō	ō	0 32.3		6	66.7	2	22.2	ō	ō
0730	7	0	5	0	2	0	0	0	0	0	0	0730	0	0	0	0	0	1	3	3	0	0	0	0	0 34		6	85.7		42.9	0	0
0745 0800	21 20	0	17 20	0	4	0	0	0	0	0	0	0745 0800	0	0	0	0	4	7	9	1 4	0	0	0	0	0 29.2		10 10	47.6 50	1 4	4.8 20	0	0
0815	31	0	31	0	0	0	0	0	ō	0	0	0815	0	0	0	ő	1	15	14	1	0	0	0	ō	0 29.7		15	48.4	1	3.2	0	0
0830	36	0	31	0	4	1	0	0	0	0	0	0830	0	0	0	0	2	21	13	0	0	0	0	0	0 29.4	32.2	13	36.1	0	0	0	0
0845 0900	32 14	1	27 13	0	4	0	0	0	0	0	0	0845 0900	0	1	0	0	1	20 6	7	3	0	0	0	0	0 28.7		10	31.3 57.1	3	9.4 21.4	0	0
0900 0915	6	0	13	0	1	0	0	0	0	0	0	0900	0	0	0	0	0	3	5	2	0	0	0	0	0 31.4		8	57.1		33.3	0	0
0930	3	0	3	0	ò	0	o	0	0	0	0	0930	0	0	0	0	0	0	3	ō	0	0	0	0	0 34.6		3	100	ō	0	0	o
0945	8	0	7	0	1	0	0	0	0	0	0	0945	0	0	0	0	0	4	3	1	0	0	0	0	0 31.1		4	50		12.5	0	0
1000	6	0	5	0	1 2	0	0	0	0	0	0	1000	0	0	0	0	0	3	2	1	0	0	0	0	0 31.4		3	50		16.7	0	0
1015	13	0	11	0	2	0	0	0	0	0	0	1015 1030	0	0	0	0	0	3 5	6	4	0	0	0	0	0 32.5		10	76.9 0	0	30.8	0	0
1045	8	ō	8	ō	ō	ō	ō	ō	ō	ō	ō	1045	ō	ō	ō	ō	ō	3	4	1	0	ō	ō	ō	0 31.3	-	5	62.5	1	12.5	ō	ō
1100	8	0	7	0	1	0	0	0	0	0	0	1100	0	0	0	0	0	4	4	0	0	0	0	0	0 30.4		4	50	0	0	0	0
1115 1130	13 11	1	11	0	1 2	0	0	0	0	0	0	1115 1130	0	0	1	0	1	5	4	2	0	0	0	0	0 29.4		6	46.2 63.6	2	15.4 9.1	0	0
1145	10	0	8	0	2	0	0	0	0	0	0	1145	0	0	0	0	0	4	6	Ö	0	0	0	0	0 31.2		6	60	0		0	0
1200	6	0	6	0	0	0	0	0	0	0	0	1200	0	0	0	0	0	2	0	4	0	0	0	0	0 34.2		4	66.7		66.7	0	0
1215	11	0	10	0	1	0	0	0	0	0	0	1215	0	0	0	0	1	3	4	3	0	0	0	0	0 31.3		7	63.6		27.3	0	0
1230 1245	10 8	0	10	0	0	0	0	0	0	0	0	1230 1245	0	0	0	0	1	1 2	6	1	1	0	0	0	0 32.5		5	80 62.5	2	20 12.5	0	0
1300	16	0	15	ō	1	o	ō	o	o	ō	0	1300	ō	0	0	ő	ò	10	5	- i	ō	ō	ō	ō	0 29.8		6	37.5	1		ō	ō
1315	22	0	21	0	1	0	0	0	0	0	0	1315	0	0	0	0	2	6	12	2	0	0	0	0	0 30.4		14	63.6	2		0	0
1330 1345	7 20	1	4 16	0	2	0	0	0	0	0	0	1330 1345	0	0	0	0	0	3 7	9	2	0	0	0	0	0 31.2		4 12	57.1 60	2	28.6 15	0	0
1400	5	0	3	0	2	0	0	0	ō	0	0	1400	0	0	0	ő	ò	2	2	1	ò	0	0	0	0 31.2		3	60	1	20	0	0
1415	5	0	5	0	0	0	0	0	0	0	0	1415	0	0	0	0	0	3	2	0	0	0	0	0	0 29.2		2	40	0	0	0	0
1430	14	0	14	0	0	0	0	0	0	0	0	1430	0	0	0	0	0	8	5	1	0	0	0	0	0 30.3		6	42.9	1	7.1	0	0
1445 1500	17 25	0	17	0	0	0	0	0	0	0	0	1445 1500	0	0	0	0	0	13	6 10	3	0	0	0	0	0 30.9		9 12	52.9 48	3	17.6	0	0
1515	28	1	23	ō	3	1	ō	o	o	ō	0	1515	ō	0	0	ő	5	13	6	4	ō	ō	ō	ō	0 29.7		10	35.7		14.3	ō	ō
1530	24	0	21	0	2	1	0	0	0	0	0	1530	0	0	0	0	1	10	11	2	0	0	0	0	0 30.7		13	54.2	2	8.3	0	0
1545	12	1	11	0	0	0	0	0	0	0	0	1545	0	0	0	0	0	2	9	1	0	0	0	0	0 31.7		10	83.3	1	8.3	0	0
1600 1615	29 8	0	27 8	0	'n	0	0	0	0	0	0	1600 1615	0	0	0	0	0	19	6	1	1	0	0	0	0 29.5 0 32.7		5	27.6 62.5	2	6.9 25	0	0
1630	12	ō	11	ō	1	ō	ō	ō	ō	ō	ō	1630	ō	ō	ō	ō	1	4	7	o	0	ō	ō	ō	0 30.2		7	58.3	0	0	ō	ō
1645	19	0	19	0	0	0	0	0	0	0	0	1645	0	0	0	0	0	9	8	1	1	0	0	0	0 31.3		10	52.6		10.5	0	0
1700 1715	22 30	0	21 28	0	1	0	0	0	0	0	0	1700 1715	0	0	0	0	1	9 11	10 15	1	0	1	0	0	0 31.2		12 18	54.5 60	2	9.1 10	1 .	4.5
1730	29	0	28	0	1	0	0	0	0	0	0	1730	0	0	ò	0	0	15	10	4	0	0	0	0	0 30.7		14	48.3			0	0
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1800	21	0	19	0	2	0	0	0	0	0	0	1800	0	0	0	1	0	8	8	3	1	0	0	0	0 31.4		12	57.1	4	19	0	0
1815 1830	25 7	0	25 7	0	0	0	0	0	0	0	0	1815 1830	0	0	0	0	1	8	8	7	1	0	0	0	0 32.5		16 5	64 71.4	8	32	0	0
1845	12	0	11	0	1	0	0	0	0	0	0	1845	o	0	0	0	ò	4	6	2	0	0	0	0	0 32.2		8	66.7			0	0
1900	19	0	19	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	8	9	1	0	0	0	0	1 32.2	34	11	57.9	2	10.5	1 :	5.3
1915 1930	24 15	0	23 14	0	1	0	0	0	0	0	0	1915 1930	0	0	0	0	2	8	12	2	0	0	0	0	0 30.6		14	58.3 66.7	2	8.3 13.3	0	0
1930	15	0	12	0	1	0	0	0	0	0	0	1930	0	0	0	0	1	2	9	0	0	0	0	0	0 31.1		10	75	0	13.3	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	2000	o	0	0	0	ò	1	4	0	0	0	0	0	0 31.3		4	80	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	3	3	0	0	0	0	0 34.7		6	100	3	50	0	0
2030 2045	19 9	2	17 8	0	0	0	0	0	0	0	0	2030	0	0	0	0	2	8	5	4	0	0	0	0	0 30.2		9	47.4 66.7		21.1	0	0

2100 9 0 9 0 0 0 0 0 0 0 0 0 2100 0 0 0 2 2115 5 1 4 0 0 0 0 0 0 0 0 0 2115 0 0 0 0 2 2146 8 0 8 0 0 0 0 0 0 0 0 0 2133 0 0 0 0 2 2145 8 0 8 0 0 0 0 0 0 0 0 0 2133 0 0 0 0 0 2 2145 8 0 8 0 0 0 0 0 0 0 0 0 0 2145 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 3 4 1 1 0 0 0 0 322 - 6 66,7 2 222 0 0 0 0 0 0 2 3 3 0 0 0 0 0 0 33.8 - 3 60 0 0 0 0 0 0 0 0 1 2 2 2 2 1 1 0 0 0 0
1 2 3 4 5 6 7 8 9 10 0 5 10	

1230	9	0	9	0	0	0	0	0	0	0	0	1230	0	0	0	0	0	5	2	2	0	0	0	0	0	31.7 -		4	44.4	2	22.2	0	0
1245	9	1	7	0	1	0	0	0	0	0	0	1245	0	0	1	0	0	1 5	3 5	4	0	0	0	0	0	31.4 -	22.0	7 6	77.8 54.5	4	44.4	0	0
1300 1315	11 7	0	11 7	0	0	0	0	0	0	0	0	1300 1315	0	0	0	0	0	2	4	- 1	0	0	0	0	0	31.7 -	32.2	5	71.4	1	9.1 14.3	0	0
1330	12	0	11	o	1	0	0	0	0	0	0	1330	0	0	0	0	2	3	7	0	0	0	0	0	0	29.7	32.4	7	58.3	o o	0	0	0
1345	7	ō	6	ō	ò	1	ō	ō	ō	ō	ō	1345	ō	ō	ō	ō	0	1	6	ō	ō	ō	ō	ō	ō	31.6 -		6	85.7	ō	ō	ō	ō
1400	10	1	7	0	2	0	0	0	0	0	0	1400	0	0	1	0	0	2	5	2	0	0	0	0	0	30.4 -		7	70	2	20	0	0
1415	10	1	9	0	0	0	0	0	0	0	0	1415	0	0	0	1	0	2	6	1	0	0	0	0	0	30.3 -		7	70	1	10	0	0
1430	12	1	11	0	0	0	0	0	0	0	0	1430	1	0	0	0	2	4 5	5	0	0	0	0	0	0	26.4	31.5	5	41.7	0	0	0	0
1445 1500	10 8	0	10 7	0	1	0	0	0	0	0	0	1445 1500	0	0	0	0	0	5	6	1	0	0	0	0	0	31.1 -		7	50 87.5	1	10 12.5	0	0
1515	16	1	14	0	0	1	0	0	0	0	0	1515	0	0	1	0	1	2	10	2	0	0	0	0	0	30.5	34.9	12	75	2	12.5	0	0
1530	20	1	19	ő	o	ė.	0	0	0	o	0	1530	0	ō	i	o	- i	3	9	4	2	ō	o	ō	o	31.6	36	15	75	6	30	o	ō
1545	13	0	12	1	0	0	0	0	0	0	0	1545	0	0	0	0	1	7	4	1	0	0	0	0	0	29.8	34	5	38.5	1	7.7	0	0
1600	10	0	10	0	0	0	0	0	0	0	0	1600	0	0	0	0	1	3	6	0	0	0	0	0	0	29.9 -		6	60	0	0	0	0
1615	18	1	17	0	0	0	0	0	0	0	0	1615	0	0	0	0	1	5	8	3	0	1	0	0	0	31.9	34.9	12	66.7	4	22.2	1	5.6
1630 1645	18 13	0	16 12	0	2	0	0	0	0	0	0	1630 1645	0	0	0	0	0	8	9	1	1	0	0	0	0	30.3 30.1	32.7	10	55.6 30.8	1	5.6 7.7	0	0
1700	12	0	12	0	ó	0	0	0	0	0	0	1700	0	0	0	0	Ó	5	6	1	0	0	0	0	0	31.3	33.6	7	58.3	- 1	8.3	0	0
1715	12	0	12	ō	ō	0	ō	ō	ō	ō	ō	1715	ō	ō	ō	0	ō	6	5	o	1	0	0	ō	ō	30.4	32	6	50	1	8.3	0	ō
1730	12	0	12	0	0	0	0	0	0	0	0	1730	0	0	0	0	3	4	5	0	0	0	0	0	0	28.2	30.9	5	41.7	0	0	0	0
1745	10	0	10	0	0	0	0	0	0	0	0	1745	0	0	0	0	0	4	4	2	0	0	0	0	0	31 -		6	60	2	20	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	1800	0	0	0	0	0	3	7	3	1	0	0	0	0	33.5	39.4	11	78.6	4	28.6	0	0
1815 1830	15 5	0	15 5	0	0	0	0	0	0	0	0	1815 1830	0	0	0	0	0	6 2	6	3	0	0	0	0	0	31.2 31.9 -	35.6	9	60 60	3	20 20	0	0
1845	13	0	12	0	1	0	0	0	0	0	0	1845	0	0	0	0	1	3	7	2	0	0	0	0	0	31.9 -	34.7	9	69.2	2	15.4	0	0
1900	11	o	11	ő	ò	o	0	0	0	o	0	1900	0	ō	ō	o	ò	5	5	1	0	ō	0	ō	o	30.2	31.1	6	54.5	1	9.1	o	ō
1915	7	0	7	0	0	0	0	0	0	0	0	1915	0	0	0	0	1	2	2	2	0	0	0	0	0	30.5 -		4	57.1	2	28.6	0	0
1930	8	0	8	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	4	2	1	1	0	0	0	0	31.6 -		4	50	2	25	0	0
1945	7	0	7	0	0	0	0	0	0	0	0	1945	0	0	0	0	1	2	1	2	1	0	0	0	0	32.5 -		4	57.1	3	42.9	0	0
2000 2015	2	0	2	0	0	0	0	0	0	0	0	2000 2015	0	0	0	0	0	0	2	0	0	0	0	0	0	32.7 -		2	100 66.7	0	0 66.7	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	2	1	1	1	0	0	0	0	34.6 -		3	60.7	2	40	0	0
2045	3	0	3	ő	ō	o	ō	ő	ō	ő	ő	2045	ō	ő	ő	ō	ō	1	1	- i	ò	ō	o	ő	ō	32.8 -		2	66.7	1	33.3	o	ő
2100	4	0	4	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	1	3	0	0	0	0	0	0	31 -		3	75	0	0	0	0
2115	5	1	4	0	0	0	0	0	0	0	0	2115	0	1	0	0	0	1	3	0	0	0	0	0	0	26.4 -		3	60	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	2130	0	0	0	0	1	3	1	1	0	0	0	0	0	29.5 -		2	33.3	1	16.7	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	2	1	0	0	0	0	0	0	28.2 -		1 3	33.3	0	0	0	0
2200 2215	3	0	3	0	0	0	0	0	0	0	0	2200 2215	0	0	0	0	0	0	3	0	0	0	0	0	0	32.5 -		2	100 66.7	0	0	0	0
2230	3	0	3	ő	ō	o	ō	ő	ō	ő	ő	2230	ō	ő	ő	ō	ō	ò	2	1	0	ō	o	ő	ō	33.7 -		3	100	1	33.3	o	ő
2245	3	ō	3	ō	ō	ō	ō	ō	ō	ō	ō	2245	ō	ō	ō	ō	1	1	1	0	Ó	0	ō	ō	ō	26.6 -		1	33.3	0	0	ō	ō
2300	8	0	8	0	0	0	0	0	0	0	0	2300	0	0	0	0	1	3	3	1	0	0	0	0	0	29.9 -		4	50	1	12.5	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	1	1	0	0	1	0	0	0	35 -		2	66.7	1	33.3	1	33.3
2330 2345	5 11	0	5 10	0	0	0	0	0	0	0	0	2330 2345	0	0	0	0	1 2	2	0	2	0	0	0	0	0	30.7 - 29	35.6	2 6	40 54.5	2	40 27.3	0	0
2345 07-19	453	8	424	0	17	2	0	0	0	0	0	2345 07-19	0	0	5	2	18	153	202	61	9	2	0	0	0	29	35.6	274	60.5	72	15.9	2	0.4
06-22	525	9	495	2	17	2	0	0	0	0	ō	06-22	1	1	5	2	21	179	202	75	12	2	ŏ	0	0	31	35.3	316	60.2	89	17	2	0.4
06-00	564	10	533	2	17	2	0	0	0	0	0	06-00	1	1	6	2	26	189	242	82	12	3	0	0	0	31	35.6	339	60.1	97	17.2	3	0.5
00-00	579	10	545	2	20	2	0	0	0	0	0	00-00	1	1	6	3	26	192	246	88	12	4	0	0	0	31	35.6	350	60.4	104	18	4	0.7

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30.7 -32.9 -28 -29.9 -30.4 -28.5 -31.5 -40.4 -

0400	1	0	0	0	1	0	0	0	0	0	0	0400	0	0	0	0	0	0	1	0	0	0	0		0 32.1 -	1 100	0 0	0	0
0415 0430	0	0	0	0	0	0	0	0	0	0	0	0415 0430	0	0	0	0	0	0	0	0	0	0	0		0 0 37.5 -	0 0	0 0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0	0430	0	0	0	0	0	1	1	0	0	0	0		0 29.6 -	1 50	0 0	0	0
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0545	0	0	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	0	0		0	0 0	0 0	0	0
0600	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
0615	1	0	1	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	1	0	0	0		0 39.5 -	1 100	1 100	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	0	0	0	0		0	0 0	0 0	0	0
0645 0700	2	0	2	0	0	0	0	0	0	0	0	0645 0700	0	0	0	0	0	2	0	0	0	0	0		0 28.5 - 0 31.4 -	0 0 1 33.3	0 0	0	0
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0745	0	ō	0	ō	ō	ō	ō	ō	ō	ō	0	0745	ō	ō	ō	ō	ō	ō	ō	0	ō	ō	ō		0	0 0	0 0	ō	ō
0800	0	0	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	0	0	0	0		0	0 0	0 0	0	0
0815	4	0	4	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	2	1	1	0	0	0		0 31.4 -	2 50	1 25	0	0
0830	3	0	3	0	0	0	0	0	0	0	0	0830	0	0	0	0	1	2	0	0	0	0	0		0 27.1 -	0 0	0 0	0	0
0845 0900	4	0	4	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	2	1	1	0	0	0		0 31.7 - 0 32.1 -	2 50 2 66.7	1 25 1 33.3	0	0
0900	8	0	6	0	2	0	0	0	0	0	0	0900 0915	0	0	0	0	0	Ö	3	5	0	0	0		0 35.7 -	2 66.7 8 100	1 33.3 5 62.5	0	0
0930	5	0	5	0	0	0	0	0	0	0	0	0930	0	0	0	0	0	1	3	0	1	0	0		0 33.4 -	4 80	1 20	0	0
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1000	5	0	5	0	0	0	0	0	0	0	0	1000	0	0	0	0	0	2	1	2	0	0	0	0	0 32.8 -	3 60	2 40	0	0
1015	13	0	12	0	1	0	0	0	0	0	0	1015	0	0	0	0	0	4	6	2	1	0	0		0 32.7 35.6	9 69.2	3 23.1	0	0
1030	7	0	7	0	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	2	5	0	0	0		0 35.7 -	7 100	5 71.4	0	0
1045	9	0	6	0	3	0	0	0	0	0	0	1045	0	0	0	0	1	4	4	0	0	0	0		0 29.7 -	4 44.4	0 0	0	0
1100 1115	10 9	0	9	0	0	0	0	0	0	0	0	1100 1115	0	0	0	0	0	2	5	1	0	0	0		0 30.9 - 0 32.4 -	6 60 7 77.8	1 10 2 22.2	0	0
1130	8	0	8	0	0	0	0	0	0	0	0	1130	0	0	0	0	0	1	6	1	0	0	0		0 32.4 -	7 87.5	1 12.5	0	0
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1215	10	1	9	0	0	0	0	0	0	0	0	1215	0	0	1	0	0	4	4	1	0	0	0		0 28.8 -	5 50	1 10	0	0
1230	7	0	7	0	0	0	0	0	0	0	0	1230	0	0	0	0	0	2	4	0	1	0	0		0 32 -	5 71.4	1 14.3	0	0
1245	15	0	15	0	0	0	0	0	0	0	0	1245	0	0	0	0	1	7	5	0	1	1	0		0 30.9 33.6	7 46.7	2 13.3	1	6.7
1300 1315	13 5	0	13 5	0	0	0	0	0	0	0	0	1300 1315	0	0	0	0	0	4	7	2	0	0	0		0 31.3 34.4 0 32.9 -	9 69.2 3 60	2 15.4 2 40	0	0
1330	8	0	8	0	0	0	0	0	0	0	0	1330	0	0	0	0	0	2	5	1	0	0	0		0 32.9 -	6 75	1 12.5	0	0
1345	13	ő	13	0	ō	0	ő	ő	ő	ő	0	1345	ō	ő	ō	ő	1	3	6	2	1	ō	ō		0 31.9 34.9	9 69.2	3 23.1	ő	o
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1415	9	0	8	0	1	0	0	0	0	0	0	1415	0	0	0	0	0	6	2	1	0	0	0	0	0 29.9 -	3 33.3	1 11.1	0	0
1430	7	0	7	0	0	0	0	0	0	0	0	1430	0	0	0	0	0	2	1	3	1	0	0		0 34.9 -	5 71.4	4 57.1	0	0
1445	19	0	19	0	0	0	0	0	0	0	0	1445	0	0	0	0	1	9	8	1	0	0	0		0 29.9 33.1	9 47.4	1 5.3	0	0
1500	8 10	0	7 9	0	1	0	0	0	0	0	0	1500	0	0	0	0	0	2	4 5	2	0	0	0		0 31.8 - 0 32.1 -	6 75 7 70	2 25	0	0
1515 1530	15	0	14	0	1	0	0	0	0	0	0	1515 1530	0	0	0	0	1	5	7	1	0	1	0		0 32.1 - 0 31.4 32.2	7 70 9 60	2 20 2 13.3	1	6.7
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1600	16	ō	16	0	ō	0	ō	ō	ō	ō	0	1600	ō	0	ō	ō	1	7	7	1	0	ō	0		0 30.7 33.6	8 50	1 6.3	ō	ō
1615	10	0	10	0	0	0	0	0	0	0	0	1615	0	0	0	0	0	4	6	0	0	0	0		0 29.8 -	6 60	0 0	0	0
1630	11	0	11	0	0	0	0	0	0	0	0	1630	0	0	0	0	2	2	6	1	0	0	0		0 30.5 34.4	7 63.6	1 9.1	0	0
1645	10	0	10	0	0	0	0	0	0	0	0	1645	0	0	0	0	0	6	4	0	0	0	0		0 29.9 -	4 40	0 0	0	0
1700	9	0	9	0	0	0	0	0	0	0	0	1700	0	0	0	0	0	0	8	1	0	0	0		0 32.4 -	9 100 5 71.4	1 11.1	0	0
1715 1730	7 17	0	17	0	ò	0	0	0	0	0	0	1715 1730	0	0	0	0	0	9	6	2	0	0	0		0 32.7 - 0 30.9 34.7	8 47.1	1 14.3 2 11.8	0	0
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1815	14	0	14	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	5	8	0	1	0	0	0	0 31.5 33.3	9 64.3	1 7.1	0	0
1830	11	0	10	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	3	6	2	0	0	0		0 32.1 34.9	8 72.7	2 18.2	0	0
1845	11	0	11	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	4	4	3	0	0	0		0 32.1 35.8	7 63.6	3 27.3	0	0
1900 1915	7	0	6	0	0	0	0	0	0	0	0	1900 1915	0	0	0	0	0	2	3	1	0	1	0		0 34.4 - 0 29.9 -	5 71.4 2 50	2 28.6 0 0	1	14.3
1930	1	0	1	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	0	1	0	0	0	0		0 33.2 -	1 100	0 0	0	0
1945	7	o	7	0	0	0	0	ő	0	0	0	1945	o	0	0	ő	0	4	2	1	0	ō	0		0 31.4 -	3 42.9	1 14.3	0	o
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2015	8	0	8	0	ō	0	0	0	0	0	0	2015	0	0	0	0	3	3	2	0	0	0	0	0	0 27 -	2 25	0 0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	4	1	0	0	0		0 33.6 -	5 100	1 20	0	0
2045	10	0	10	0	0	0	0	0	0	0	0	2045	0	0	0	0	1	5	3	1	0	0	0		0 30 -	4 40	1 10	0	0
2100	2 6	0	2 6	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	1	1	0	0	0		0 35.9 - 0 29.8 -	2 100 3 50	1 50 0 0	0	0
2115 2130		0	1	0	0	0	0	0	0	0	0	2115 2130	0	0	0	0	0	3	1	0	0	0	0		0 29.8 - 0 31.9 -	3 50 1 100	0 0	0	0
						9																							
2145	1		1	0	0	0	0	0	0	0	0			0	0	0	0	0	1			0	0	0	0 332 -	1 100	0 0		
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2215	6	0	6	0	0	0	0	0	0	0	0	2215	0	0	0	0	1	1	3	1	0	0	0	0	0	31.2 -		4	66.7	1	16.7	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	2230	0	0	0	o	0	0	0	0	0	0	0	0	0 -			0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	1	0	0	0	0	0	0	30.9 -		1	100	0	0	0	0
2300	5	0	4	0	1	0	0	0	0	0	0	2300	0	0	0	0	0	3	1	1	0	0	0	0	0	31.6 -		2	40	1	20	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-		0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0	1	0	1	1	0	0	0	0	0	31.5 -		2	66.7	1	33.3	0	0
07-19	409	3	393	0	13	0	0	0	0	0	0	07-19	0	0	1	0	11	145	181	59	10	2	0	0	0	31.5	35.6	252	61.6	71	17.4	2	0.5
06-22	471	3	454	0	14	0	0	0	0	0	0	06-22	0	0	1	0	15	168	207	67	10	3	0	0	0	31.4	35.3	287	60.9	80	17	3	0.6
06-00	490	3	472	0	15	0	0	0	0	0	0	06-00	0	0	1	0	17	173	216	70	10	3	0	0	0	31.4	35.3	299	61	83	16.9	3	0.6
00-00	521	3	501	0	17	0	0	0	0	0	0	00-00	0	0	1	0	19	182	232	73	11	3	0	0	0	31.4	35.3	319	61.2	87	16.7	3	0.6

17 No	rember 2	014																																	
Time	Total	Cls	Cls	Cls	Cls	CIs		Cls				Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean			JPSL%	]SL1	JSL1%	]SL2	]SL2%	Fix1
		1	2	3	4	5	6	7	8	9	10			0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130		85	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	
0000	0						0 (	0	0		0 0		0000	0					0	0	0	(	0 (	0 (	0 0		) -		0	0	0	0	0	0	
0015	2						0 (	0	0	0	0 0		0015	0					0	1	1			0 (			33.3	-	2	100	1	50	0	0	
0030 0045	0					0	0 (	2	0	0	0 0		0030	0				0	0	0	0			0 (			) - ) -	-	0	0	0	0	0	0	
0100	1	0		1 0		0	0 1	5	0	0	0 0		0100	ő	Č		) 0	0	1	0	0			0 (					0	ő	0	0	0	0	
0115	0					0	0 (	0	0		0 0		0115	0	(			0	0	0	0		0 (	0 (				-	0	0	0		0	0	
0130	1	0					0 (	-	0		0 0		0130	0	(		, ,	0	0	1	0	(		0 (				-	1	100	0	0	0	0	
0145	0	0		0 0		0	0 (	0	0	0	0 0		0145	0				0	0	0	0			0 (			) -	-	0	100	0		0	0	
0200 0215	0						0 1	1	0	0	0 0		0200	0	(			0	0	0	0			0 (			32.2	:	0	0	0		0	0	
0230	0					0	0 1	0	0	0	0 0		0230	0	Č			0	0	0	0	ò	-	0 (			) -		0	0	0	0	ő	ő	
0245	0	0		0	)	0	0 (	0	0	0	0 0	)	0245	0	c	) (	0	0	0	0	0	c	0 (	0 (		) (	) -	-	0	0	0		0	0	
0300	2						0 (		0		0 0		0300	0	(		, ,	0	0	1	1			0 (				-	2	100	- 1	50	0	0	
0315	0					-	0 1		0	0	0 0		0315	0				0	0	0	0	9	0 (	0 (			) - ) -	-	0	0	0	0	0	0	
0330	0					0	0 (	)	0	0	0 0		0330	0	(				0	0	0		0 1	0 (			) -		0	0	0		0	0	
0400	1	0					0		0		0 0		0400	o	ò			ő	ő	1	ő	ò		0 (				-	1	100	o		ő	ő	
0415	0	0		0	)	0	0 (	0	0	0	0 0	)	0415	0	(	) (	0	0	0	0	0		0 (	0 (	0 0		-	-	0	0	0	0	0	0	
0430	0						0 (	0	0	0	0 0		0430	0			, ,	0	0	0	0	(	0 (	0 (			) -	-	0	0	0	0	0	0	
0445	2	0	1 3				0 1		0		0 0		0445	0				0	0	2	0			0 0				-	2	100	0		0	0	
0500 0515	- 1	- 1	- 1			0	0 1		0	0	0 0		0515	0			, ,	1	0	0	0			0 (				:	0	0	0		0	0	
0530	4			4 0		-	0 1	-	0		0 0		0530	0	Č			ò	0	3	1	ò	-	0 (					4	100	1	25	ő	ő	
0545	0	0		0	)	0	0 (	0	0	0	0 0	)	0545	0	c	) (	0	0	0	0	0	c	0 (	0 (	0 0	) (	) -	-	0	0	0	0	0	0	
0600	3						0 (		0		0 0		0600	0				0	0	3	0			0 (				-	3	100	0		0	0	
0615	5 2					0	0 (		0	0	0 0		0615	0	(			0	1	2	2		-	0 0				-	4	80 100	2	40 50	0	0	
0630 0645	0						0 1		0		0 0		0645	0			, ,	0	0	0	0			0 (			) - 35.1	:	0	0	0		0	0	
0700	10						0 1		0		0 0		0700	0					5	2	3	č		0 (					5	50	3		ő	ő	
0715	15	0	15	5 0	)	0	0 (	0	0	0	0 0	)	0715	0		) (	0	1	3	8	2	- 1	1 (	0 (	0 0	) (	32.4	36.2	11	73.3	3	20	0	0	
0730	16						0 (	0	0	0	0 0		0730	0					5	7	3			0 (				37.4	10	62.5	3	18.8	0	0	
0745 0800	18 26					2	0 (	0	0	1	0 0		0745	0	(			2	8 17	7	1 3			0 (				33.6 34	8	44.4 34.6	1	5.6 11.5	0	0	
0815	20					0	0 1	1	0	0	0 0		0815	0				0	17	8	4		-	0 (				34.4	12	41.4	4	13.8	0	0	
0830	24					3	1 1	0	0	0	0 0		0830	0	Č				- 11		4	č	0 1	0 (				34.7	12	50	4	16.7	ő	ő	
0845	39	1	33			4	0 (	0	0	0	0 0	)	0845	0	1		0	1	26	8	3	(	0 (	0 (	0 0	) (		30.6	11	28.2	3	7.7	0	0	
0900	8					1	0 (	0	0	0	0 0		0900	0				0	- 1	3	4		0 (	0 (					7	87.5	4		0	0	
0915 0930	10 10		1 1			1	0 (	0	0	0	0 0		0915	0	(		0	0	4	3	3		0 (	0 (					6	60 60	3 2	30 20	0	0	
0930	7					1	0 1	)	0	0	0 0		0930	0				0	3	4	0		0 1	0 (					4	57.1	0		0	0	
1000	13		13	2 0	)	1	0	5	ō	ō	0 0	,	1000	ō			0	ō	3	7	2	1	1 (	0 (	0 0				10	76.9	3		ō	ō	
1015	7	0		5 0	)	1	0 (	0	0	0	0 0	)	1015	0	(	) (	0	1	3	3	0	(	0 (	0 (	0 0				3	42.9	0	0	0	0	
1030	4						0 (	0	0		0 0		1030	0				1	2	0	- 1		0 (	0 (					. 1	25	1	25	0	0	
1045 1100	13 16						0 (	0	0		0 0		1045	0	(		, ,	0 2	3 6	7	3		0 (	0 (				35.8 32.7	10	76.9 50	3	23.1 12.5	0	0	
1115	15					0	0 1	1	0	0	0 0		1115	0				1	7	7	,		, ,	0 (				33.1	7	46.7	0		0	0	
1130	13						0	0	0	0	0 0		1130	0				ò	7	5	1	Č	0 1	0 (				33.6	6	46.2	1	7.7	0	0	
1145	12	0			)	1	0 (	0	0	0	0 0		1145	0		) (	0	0	5	6	1	(	0 (	0 (	0 0		31	33.1	7	58.3	- 1	8.3	0	0	
1200	16		14				0 (	0	0	0	0 0		1200	0			. 0	0	6	8	1	(		0 (					9	56.3	- 1	6.3	0	0	
1215 1230	7						0 (	0	0	0	0 0		1215	0				0	2	0	3	9		0 (					3	42.9 50	3	42.9 12.5	0	0	
1230	8					0	1 (		0		0 0		1230	0	(			1	2	2	1 0			0 (				-	2	50 50	0		0	0	
1300	15					-	0	-	0		0 0		1300	0				1	4	7	2	1	-	0 (				36.2	10	66.7	3	20	0	0	
1315	16	0	11	3 0					0		0 0		1315	0	(	) (		o	6	6	3	c		1 (	0 0		32.9	36.9	10	62.5	4	25	1	6.3	
1330	10	0	10	0	)	0	0 (	0	0	0	0 0	)	1330	0		) (	0	- 1	5	3	- 1	(	0 (	0 (	0 0		29.9		4	40	- 1	10	0	0	

1345	14	0	13	0	- 1	0	0	0	0	0	0	1345	0	0	0	0	0	10	2	2	0	0	0	0	0	29.7	32.4	4	28.6	2	14.3	0	0
1400	16	0	14	0	2	0	0	0	0	0	0	1400	0	0	0	0	0	3	11	2	0	0	0	0	0	32.5	34.4	13	81.3	2	12.5	0	0
1415	11		9	ō	2	0	0	0	ō	0	0	1415	ō	ō	0	0	ō	3	8	0	ō		0	ō	ō	31.1	33.3	8	72.7	0	0	ō	n n
		0			-	-	0	0	0	-	-				0	0		3	-	0		0	0	0									0
1430	14	0	13	0	1	0	0	0	0	0	0	1430	0	0	0	0	0	7	5	2	0	0	0	0	0	30.3	34.2	7	50	2	14.3	0	0
1445	24	1	21	0	2	0	0	0	0	0	0	1445	0	0	1	0	3	11	8	1	0	0	0	0	0	28.1	32	9	37.5	1	4.2	0	0
1500	15	2	9	0	3	4	0	0	n	0	0	1500	o	0	0	n	4	8	4	2	0	n	n	0	0	30.5	34.9	6	40	2	13.3	0	0
1515			20		-	0	0	0	-	n	0	1515			n	-	- 1	4	12	3		0	-	0			34.4						0
	22	0		0	- 2	U	U	U	U				0	0	U	U	3	4	12		0	U	U	U	0	30.7		15	68.2	3	13.6	0	U
1530	12	0	10	0	1	1	0	0	0	0	0	1530	0	0	0	0	0	7	2	2	1	0	0	0	0	32.3	37.4	5	41.7	3	25	0	0
1545	15	0	14	0	1	0	0	0	0	0	0	1545	0	0	0	0	2	3	5	5	0	0	0	0	0	32.1	36.7	10	66.7	5	33.3	0	0
1600	13	0	13	0	ò	0	0	0	ō	0	0	1600	ō	0	0	0	-	7	3	2	0	ō	0	ō	0	29.9	30.6	5	38.5	2	15.4	0	0
				-		-	-			-				-					3	-	0			-								-	
1615	16	- 1	15	0	0	0	0	0	0	0	0	1615	0	0	0	- 1	0	8	4	2	1	0	0	0	0	30.3	37.8	7	43.8	3	18.8	0	0
1630	17	0	17	0	0	0	0	0	0	0	0	1630	0	0	0	0	0	10	7	0	0	0	0	0	0	29.6	33.1	7	41.2	0	0	0	0
1645	13	0	12	0	- 1	0	0	0	0	0	0	1645	0	0	0	0	0	0	9	3	- 1	0	0	0	0	34.4	38	13	100	4	30.8	0	0
1700	33	0	31	0	2	0	0	0		n	0	1700	ő	0	n	0	,	24	6	2	'n			0	0	28.9	30.4	8	24.2	2	6.1	0	
				-			-	-		-				-	-					-	-			-								-	
1715	24	0	24	0	0	0	0	0	0	0	0	1715	0	0	0	0	- 1	12	10	1	0	0	0	0	0	30.2	32	11	45.8	- 1	4.2	0	0
1730	15	1	12	0	2	0	0	0	0	0	0	1730	0	0	0	0	0	3	8	3	1	0	0	0	0	32.9	36.2	12	80	4	26.7	0	0
1745	27	0	27	0	0	0	0	0	0	0	0	1745	0	0	0	0	0	11	10	4	2	0	0	0	0	31.3	35.6	16	59.3	6	22.2	0	0
1800	16	0	16	ō	ō	ō	0	0	ō	ō	0	1800	ō	0	0	0	ō	5	9	2	0		0	ō	0	31	33.6	11	68.8	2	12.5	ō	n n
																				-													
1815	21	0	21	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	10	10	1	0	0	0	0	0	30.5	33.3	11	52.4	- 1	4.8	0	0
1830	16	1	14	0	1	0	0	0	0	0	0	1830	0	1	0	1	0	8	4	1	1	0	0	0	0	29	34.4	6	37.5	2	12.5	0	0
1845	18	0	16	0	2	0	0	0	0	0	0	1845	0	0	0	0	2	8	5	2	0	1	0	0	0	30.9	34.4	8	44.4	3	16.7	1	5.6
1900	12	0	12	0	0	0	0	0	n	0	0	1900	0	0	0	0	0	6	4	2	0	0	n	0	0	30.3	31.3	6	50	2	16.7	0	0
		-		-	0	0	0	-	-	0	0			-	-	-		5			0	-	-	-	0		01.0					-	-
1915	10	0	10	0				0	0			1915	0	0	0	0	1	5	3	1		0	0	0		29.9 -		4	40	1	10	0	0
1930	10	0	10	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	4	4	2	0	0	0	0	0	31.6 -		6	60	2	20	0	0
1945	7	0	7	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	3	3	0	1	0	0	0	0	32.5 -		4	57.1	1	14.3	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	3	3	0	0	0	0	0	0	29.7 -		3	50	0	0	0	0
2015	9		-	0	2	0	0	0	-	ō	0	2015	ō	0	0	-		4	- 7	0	0	-	-	0	0	29 -		4	44.4	0	ō	ō	0
	9	0							U						U	U			4			U	U										U
2030	6	0	6	0	0	0	0	0	0	0	0	2030	0	0	0	0	- 1	0	3	2	0	0	0	0	0	32.7 -		5	83.3	2	33.3	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	1	2	0	0	0	0	0	0	30.5 -		2	66.7	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	4	3	2	0	0	0	0	0	31.5 -		5	55.6	2	22.2	0	0
2115	- 1		- 1	0	0	0	0	0	0	0	0	2115	ō	0	0	0	0	ó	0		0	ō	0	ō	0	35.8 -			100		100	0	0
			- 1			0	0			0	0	2130		0				0		2	0				0	32.1 -		3			50		
2130	4	0	4	0	0			0	0				0		0	0	1	0	1	2		0	0	0				3	75	2		0	0
2145	3	0	3	0	0	0	0	0	0	0	0	2145	0	0	0	1	0	1	0	1	0	0	0	0	0	27 -		1	33.3	1	33.3	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	4	0	0	0	0	0	0	32.4 -		4	100	0	0	0	0
2215	6		6	0	0	0	0	0	ō	0	0	2215	ō	0	0	0	0	4	4	- 1	0		0	0	0	29.2 -		2	33.3		16.7	ō	0
			2	0	0	0	0	0		n	0	2230	ő	0	n	0	0	0	- :	- :	0	0		0	0	33.9 -		2		- :			n
2230		0							U														U	U					100		50	0	U
2245	1	0	1	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	1	0	0	0	0	0	37.4 -		- 1	100	- 1	100	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	1	1	0	0	0	0	0	36 -		2	100	1	50	0	0
2315	0	0	0	0	o	0	0	0	0	0	0	2315	o	0	0	0	0	o	0	0	0	0	0	0	0 -			0	0	0	0	0	0
2330	1	0	1	ő	ō	ő	ō	ő	0	n	0	2330	ő	ő	n	0	ō	4	ő	ő	o	0	0		0	29.7 -		0	ő	0	ő	o	0
	- 1						0								J	0		- 1	1														
2345		0	1	0	0	0	U	0	U	0	0	2345	0	0	U	U	0	0		0	0	0	U	U	0	32.7 -		- 1	100	0	0	0	0
07-19	753	11	676	1	60	4	0	0	1	0	0	07-19	0	2	5	2	29	328	280	94	11	2	0	0	0	30.6	34.7	387	51.4	107	14.2	2	0.3
06-22	843	11	764	1	62	4	0	0	1	0	0	06-22	0	2	5	3	33	360	316	110	12	2	0	0	0	30.6	34.7	440	52.2	124	14.7	2	0.2
06-00	860	11	781	1	62	4	0	0	1	0	0	06-00	0	2	5	3	33	365	324	114	12	2	0	0	0	30.7	34.9	452	52.6	128	14.9	2	0.2
00-00	876	13	793	1	64	4	0	0	- 1	0	n	00-00	0	2	5	3		367	334	117	12	2	0	0	0		34.9	465	53.1	131	15	2	0.2

Grand Total

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1	Time	Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1												
		1	2	3	4	5	6	7	8	9	10			0	5	10	15	20	25	30	35	40	45	50	55	60		85	30	30	35	35	45	45	
														5	10	15	20	25	30	35	40	45	50	55	60	130					ACPO	ACPO	DFT	DFT	
	11245	155	10380	21	624	37	13	3	5	3	4		-	1	27	63	50	619	4653	4363	1298	149	21	0	0	1	30.4	34.4	5832	51.9	1469	13.1	22	0.2	

# Globals

```
Site Name STEWARTBY 002
Site Attribute STEWARTBY
File Name D:\TSP11940-Stewartby Bedfordshire\STEWARTBY 00207Nov2014.ECO
File Type Plus
Algorithm Factory default axle
Description BEDFORD ROAD [60M]
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        Direction 6

Direction Tex 6 - West bound AjB, East bound BjA.

Layout Tex Axle sensors - Paired (Class/Speed/Count)

Setup Time 2014-11-03T18:51:39

Start Time 2014-11-07T02:07:39

Operator LW

Configuration 00000000 80 00 14 6a 6a 00 00 00 00 , Standard
Create Version

Create Version

Create Version

Create Version

Create Unit the

Create Unit to the

Count Unit tte

Create Unit to the

Create Unit to the Unit to the

Create Unit to the Unit to th
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             Site Name STEWARTBY 002
Site Attribute STEWARTBY
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   Dataset
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             Dataset
```

```
File Name D:\TSP11940-Stewartby Bedfordshire\STEWARTBY 00228Nov2014.EC0
File Type Plus
Algorithm Factory default axle
Description BEDFORD ROAD [60M]
Lane 0
                                                                                                                                                                                                                                                                                                                                                Name TSP Class Profile All Days New15 mins
Title TSP Traffic Reports
Graphic Logo C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
                                                                                                                     Direction 6

Direction Text 6 - West bound A]B, East bound B]A.

Layout Text Axle sensors - Paired (Class/Speed/Count)

Setup Time 2014-11-07T02:09:06

Start Time 2014-11-28T05:09:06

Finish Time 2014-11-28T05:06:06

Operator LW

Configuration 00000000 80 00 14 6a 6a 00 00 00 00 , Standard
                                                                                                                                                                                                                                                                                                                                                                                                                                                                       Percentile 1 85
Percentile 2 95
Pace 12
Filter Start 2014-11-04T00:00:00
Class Scheme ARX
Low Speed 0
High Speed 120
Posted Limit 60
Speed Limits 68 75 60 60 60 0 0 0 60
Separation Type Headway
Direction East
Encoded Direction 2
                                                                                                                                                                                                                                                                                                                               Profile
```

# Column

oo.u	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 130	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 60	Number exceeding Posted Speed Limit
]PSL% 60	Percent exceeding Posted Speed Limit
]SL1 68 ACPO	Number exceeding Speed Limit 1
]SL1% 68 ACPO	Percent exceeding Speed Limit 1
]SL2 75 DFT	Number exceeding Speed Limit 2
]SL2% 75 DFT	Percent exceeding Speed Limit 2
Fix1	User defined fixed text

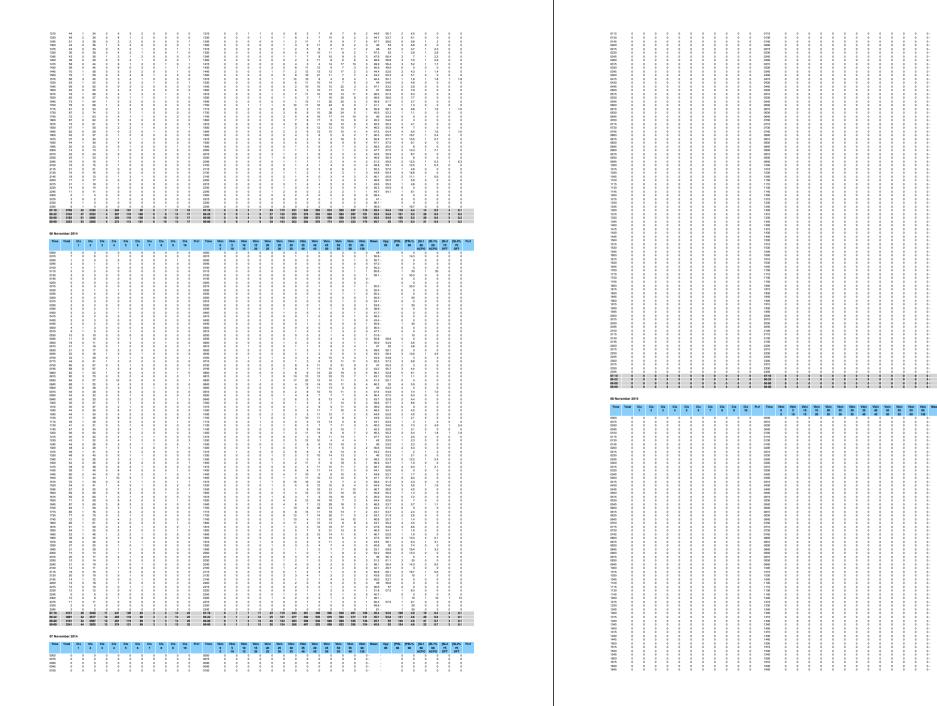
### TSP Class Profile All Days 15 Mir

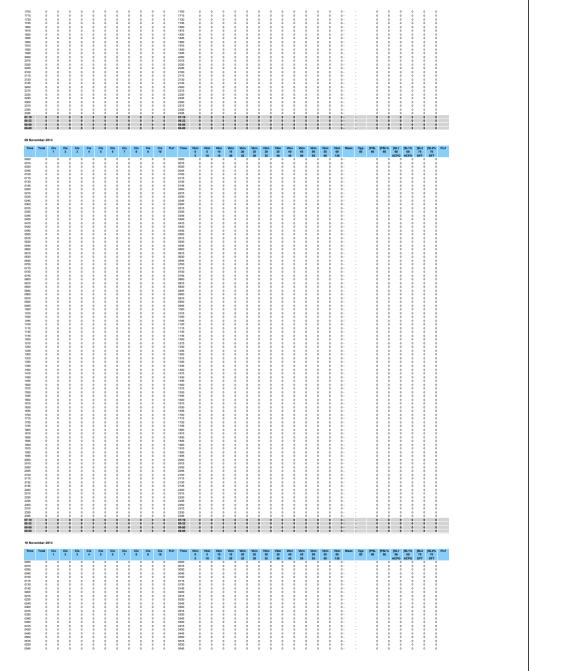
Report Id - CustomList-83 Site Name - STEWARTBY 002 Description - BEDFORD ROAD |60

04 November 201

Time	Total	Cis	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1 Time	Vbin	Vbin '	Vbin	Vbin	Vbin			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp (	PSL ]	PSL%	JSL1	ISL1% I		IL2% Fix1
0000		1	2 0	3	4	5	•	7	8	9	10	0000	5	10	15	Vbin 15 20	20 25	25 30	35	35 40	40 45	45 50	50	55 60	130	75.3 -	85	60	100	65 ACPO	ACPO E	75 9T	75 DFT 100
0015	- 1	0	0		0	0	0		0	1 0	0	0015	0		0	0		0	0		1		0		0	42.9 - 49.5 -		0	0		0	0	
0045	4	1	2		1	0	0					0045	0		0	0		0	0	1		1	0	2 0		50.5		0	0		0	0	
0115	2	ō	2	ō	0	ō		- 1	0	0 0	0	0115	ō	ō	ō	0	0	ō	ō	ö	2	ō	ō	0	0	42.7		ō	ō	ō	ō	0	Ö
0130	3	0	4 2	0	1	0	0		0	0 0	0	0130 0145	0	0	0	0	0	0	0	- 1	0	2 2	0	0	0	52.7 - 44.5 -		0	40	0	0	0	0
0200	1	0	0	0	1 0	0	0		0	0 0		0200	0	0	0	0	0	0	0	0	0	1	0	0	0	47.2 - 63.2 -		0	100	0	0	0	0
0230	2	1	- 1	0	0	0	0					0230	0	0	0	0	0	0	1	0	1 0	0	0	0	0	37.6 - 64.5 -		0	100	0	0	0	0
0300	2	0	2	0	0	0	0		0	0 0		0300	0	0	0	0		0	0	1	0	1	0			43.5 -		0	0		0	0	
0330	2	0	2	0	0	0	0		0	0 0	0	0330	0		0	0		0	0		1	ō	1		·	46.1 -		o	50		0	0	
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0415	2	0	1	0	0	0	0			1 0		0415	0	0	0	0	0	0	0	1	0	0	0	0	1	40.3 - 82.2 -		1	100	0	100	1	100
0500	2 4	0 2	1 2	0	0	1 0	0		0	0 0		0445	0	0	0	0	0	0	0	0	0	1	0	1	0	52.1 -		0	0	0	0	0	0
0515	6 17	0	5	0	1 0		0					0515	0	0	0	0	0			0	0	2 2	2	1	- 1	54.8 - 46.3	51.7	- 1	16.7	1	16.7	0	
0545	16	0	12		2	1 0	0			0 1	0	0545	0	0	0	0	1	2	2	2	1 0	2 2	1 3	4	- 1	44.1	57.9	- 1	63		0	0	
0615	16	1	10	0	2	2	0		0	1 0		0615	0	o	1	0		0	1	3	2	1	2	3	3	46.8 50.9	60.4	3	18.8	1	6.3	0	ö
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0700	51 38	- 1	41 33	1	3 2	- 1	3					0700 0715	0	0	0	0	0	5	3	1	3	11	5 12	6	3	43.2 50.9	55.3 57	3	3.9 7.9	0	0	0	0
0730	67 73	0	55	0	5	4	1		0	1 0	1 0	0730 0745	0	0	0	0	0	2 5	5	5	5 15	26 20	15	8	5	47.2 45.9	53.2 55.3	5	5.5 6.5	1	1.4	0	0
0800	68 85	2	54 66	0	7 4	4 9	0		0	1 0	0 2	0800	0	0	0	1 0	0	3 4	2 7	10	15	25 25	10 25	2 6	0	44.2 45.2	50.1	0	1.2	0	0	0	0
0830 0845	81 76	1 2	65 61	0	8 7	2 2	- 1		0	1 0		0830 9845	0	0	0	0	0	6	7 8	4	27 14	22 25	8 10	5	2	43.5	50.8 50.8	2	2.5 1.3	0	0	0	0
0900	31 49	0	22 35	- 1	2	- 1	3		0	1 0	1	0900	0	0	0	0	2	1	2	- 1	6	7	6		- 1	46.3 49.3	56.4 59.7	- 1	3.2 14.3		0	0	
0930	43	2	32	0	5	1	3		0		0	0930	0	0	0	1 0	0	1	2	7	8 9	8	10	3 2	3	46.3 45.4	54.8 53.5	3	7 8.1		0	0	ō
1000	44 44	ě	29	0	4	2	2			0 0	. 1	1000	0		0	0		0		9	5	15	9 7	3	3	45	53.7	3	6.5	0	0	0	
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1115	4	0	4 0	0	0	0	0					1115	0	0	0	0	3	0	0	0	0	1	0	0	0	29.6 -		0	0	0	0	0	0
1145	0	0	0	0	0	0	0					1145	0	0	0	0	0	0	0	0	0	0	0	0	0-	- 1		0	0	0	0	0	0
1215	4 3	0	4 3	0	0	0	0		0	0 0		1215 1230	0	4 2	0	0	0	0	0	0	0	0	0	0		5.5 - 9.4 -		0	0	0	0	0	0
1245	2	0	2	0	0	0	0		0	0 0		1245	0	2	0	0	0	0	0		0		0	0		5.5 -		0	0		0	0	
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1345	0		0		0							1345			0	0		0	0		0		0	0	0 -			0	0		0	0	
1400	2	0	0		0	0	0	- 1	0	0 0		1400 1415	2 0	0	0	0		0	0	0	0	0	0	0	0.	4.5 -		0	0		0	0	0
1430 1445	56 62	2	43	0	7	0	0					1430	0	0	0	0	0	12	7	3	13	7	7	4	3	39.5 - 41.5	53.2	3	5.4 1.6	0	1.5	0	0
1500	66	- 1	49 51	0	5	2 4	3			0 1	0	1500	0	0	0	1 0	0	1 3	9	10	16	12	9 7	3	1 3	43.2	51.9 52.1	1 3	45	0	1.5	0	1.5
1530 1545	63 64	1	49 57	1	6 2	3	2 2		0	0 0	1	1530 1545	0	0	0	1	1	4	4	9	17	12	11	4	2	43.5	51.7	2	3.2	1	1.6	0	0
1600	71	0	55	1	7	5	2 5					1600	0	0	0	0	2	- 1	10	14	14	14	11	1 2	1	41.9 42.2	50.6	1	1.4	1	1.4	0	
1630	74 62	2	55 57		3	ō	- 1	- 1	0	1 0	0	1630 1645	0	0	ō	0	0	- 3	6	8	25 23	21 14	3	2	0	42.1	47.9 48.5	0	0	0	0	0	
1700	77	0	72		3	- 1	0		0	0 0	1	1700	0	0	0	0	2	7	11	9	11	21 23	10	4	0	42.1	51	0	3	0	0	0	0
1715	77 78	0	68 70	0	4	- 1	2	- 1	0		0	1715 1730	0	0	0	0	0	5	4	11	21 14	16 22	14	9	0	43 45.1	50.8 53.2	0	0	0	0	0	0
1745	65 52	1	59 51	0	3	2	1					1745 1800	0	0	0	1 0	1 0	4	5	5 4	9	14	14	2 5	3	45.1 47.1	55.3 56.6	3	4.5 5.8	0	0	0	0
1815	54 56	- 1	45 45	1	4 6	2	1			0 0		1815	0	0	0	0	0	2 2	3 4	3 10	5 9	20 13	10	7 4	5 4	45.4 45.9	57 53	5	9.3 7.1	0	0	0	0
1845 1900	45 43	3	39	1	0	2	0		0	0 0		1845 1900	0	0	0	0	0	4	4	8 2	8	13 17	2	5	1	43.1 45.5	50.3 52.3	1	2.2	1	2.2	0	0
1915	38 39	- 1	34 34	0	2	- 1	0					1915	0	0	1	0	0	1	1 2	4	7	5 7	1 5	10	10	50.8	53.5 59.3	10	26.3 15.4	3	7.9 2.5	0	0
1945	26 27	1	21 25		2	1	0		0		1	1945 2000	0	0	0	0		2	- 1		4		- 4	4	3	45.5	56.6 60.4	3	11.5	- 1	3.8	1	3.6
2015 2030	25	0	22	1	1	0	0		0	0 0	1	2015 2030	0	0	0	0		1	- 1	- 1	2	8	4	4	4	51.2	59.1	4	16	2	8	1	4
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2130 2145	17	1	14	0	2	0	0		0	0 0	0	2130 2145	0	0	0	0	0	1 0	1 0	2	1	3	2	1	0	44.5	49.7	0	0	0	0	0	0
2200	15	0	15	0	0	0	0					2200 2215	0	0	0	0	0	0	3 2	1 2	1	2	5	3 2	9	47.6 49	56.8 62.4	4	22.2	0	5.6	0	0
2230	9	0	8	0	0	0 2	- 1					2230 2245	0	0	0	0		1 0	1 0	0	0	2	3	2		47.5 - 42.5	40.1	ė	0		0	0	0
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2330	9	0	8	0	0	0	0		0	0 0	1	2330 2385	0		0	0		1	0		2	2	2	ó	2	50.4 -		2	22.2	1	11.1	0	
07-19	1962	35	1618	10		67 76				5 7	- 11	07-19 06-22	2 2	12	2	10		107	141	231	395 457	512 598	311	156	109	44.6	53.2	102	3.5	15	0.3	1 3	0.1
06-00	2426	47	2020	12	173	79	61				14	06-00	2	12	- 1	11	15	121	175	265	457	613	374	221	115	45.2	54.4	115	4.9	17	0.7	3	0.1
00-00	2507	51	2079	12	183	83	61			1 10	16	00-00	2	12	4	- 11	15	125	179	282	475	629	407	232	125	45.3	54.6	128	5.1	20	0.8		0.2

35 Nove	mber 2	014																																	
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls:	Cls 6	7			Ola Cla 9 10			Vbin 0 5	Vbin 5 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 60 130	Mean	Vpp 85	60	60	ISL1 68 ACPO	ISL1% 68 ACPO	75 DFT	JSL2% 75 DFT	
0000	5							0	0	0	0	0	0000	0	0	0	- 5												0	0	0	0	0	0	
030	- 3								0	0		0	0030			0					- 1						65.7 -			100		0	0		
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220	2							0	0	0	0	0	0330	0	0	0						0 0	1						0	0	0	0	0	0	
345	2						0	1		0		0	0345	0	0	0						2 (							0	0	0	0			
400 415	3							0	0	0	0	0	0400	0	0	0	- 5					1 5					52 - 42.2 -		1	33.3		0	0	0	
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H30 H45	- 1							0	0	0		0	0445			0														0		0			
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500	24							0	0	1	0	0	0600	0	0	- 1				1		2 6	5 7			1 1	45.5	53	- 1	4.2	0	0	0		
515	20					2	1	2	0	0	0	0	0615	0	0	0	- 1			1 1	- 1	3 4						56.6	2	10	0	0	0	0	)
530	27					4		0	0	1	0	0	0630	0	0	0						5 3	5 5					54.6	2	7.4	0	0	0	0	
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700	32					3		0	0	0	0	0	0700	0	0	0				2	- 1	2 1			4			55.7	2	6.3	0	0	0	0	
15	38					2		0	0	0	0	0	0715		0	0						1 4	12				51.2	58.6	5	13.2	۰	0	0	18	
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100	79					n n	1	-	1	0	1	0	0800			0				- 11	- 1							50.1		2.5		0	0		
115	79						,	4					0815			0	- :				- 1							53.2	- 2	2.5		0	0		
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03/0	36							2	0	1	1	0	1030	0	0	0			- 1	3		7 10					44	54.8	- 1	2.5	0	0	0	0	
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00	49						2	1	0	0	1	1	1100	0	0	0	- 1					5 0	5 10			1 1	45.3	53.7	1	2	0	0	0	0	
15	45							2	0	0		0	1115	0	0	0						4 5	5 15				47.9	54.6	1	2.1	0	0	0	0	
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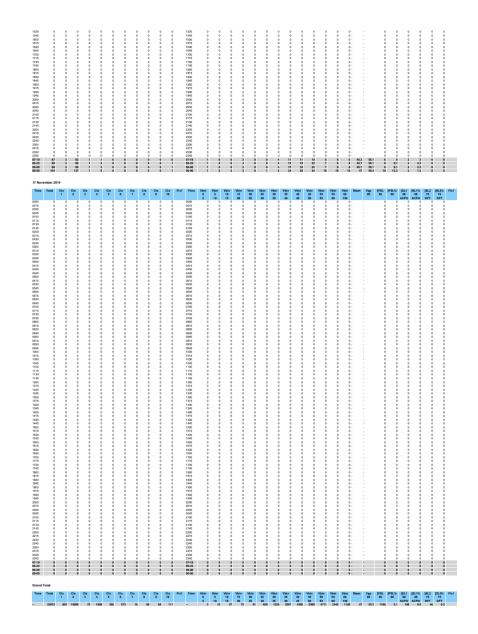




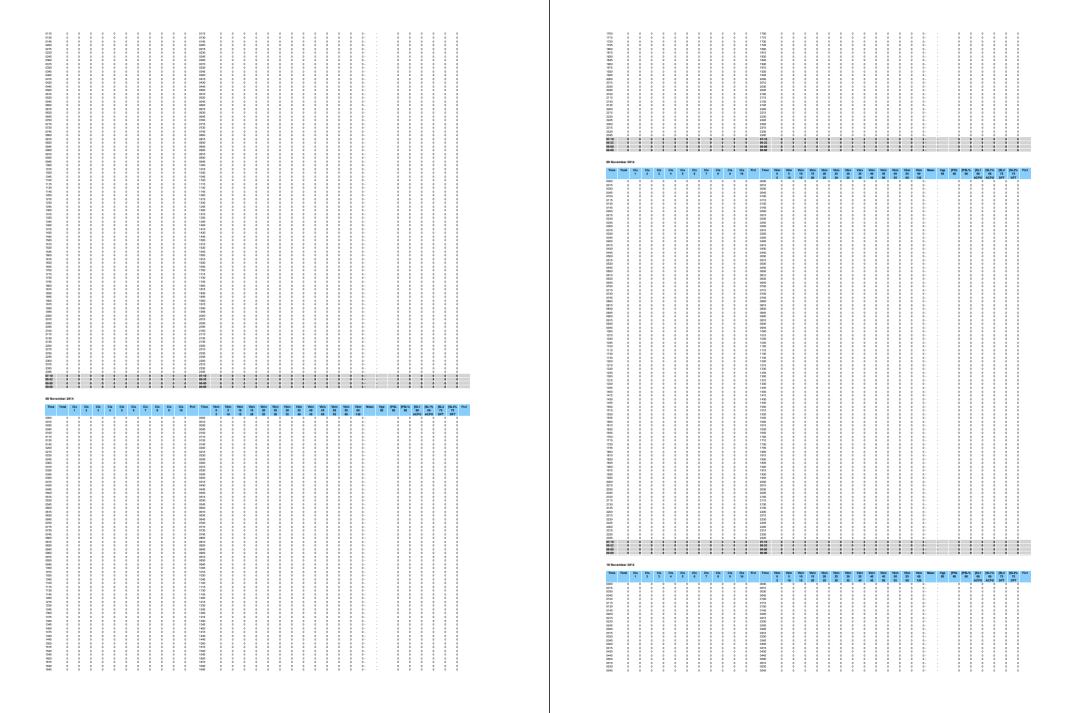
Tenso	12 Neverth   12	
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Cia 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Times	Times   Time	2145 2200 2215 2230 2245 2300 2315 2330 2345 07-19 05-22 05-00 00-00
Vol. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
on	19 19 19 19 19 19 19 19 19 19 19 19 19 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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Vbin 20 25 25 25 25 25 25 25 25 25 25 25 25 25	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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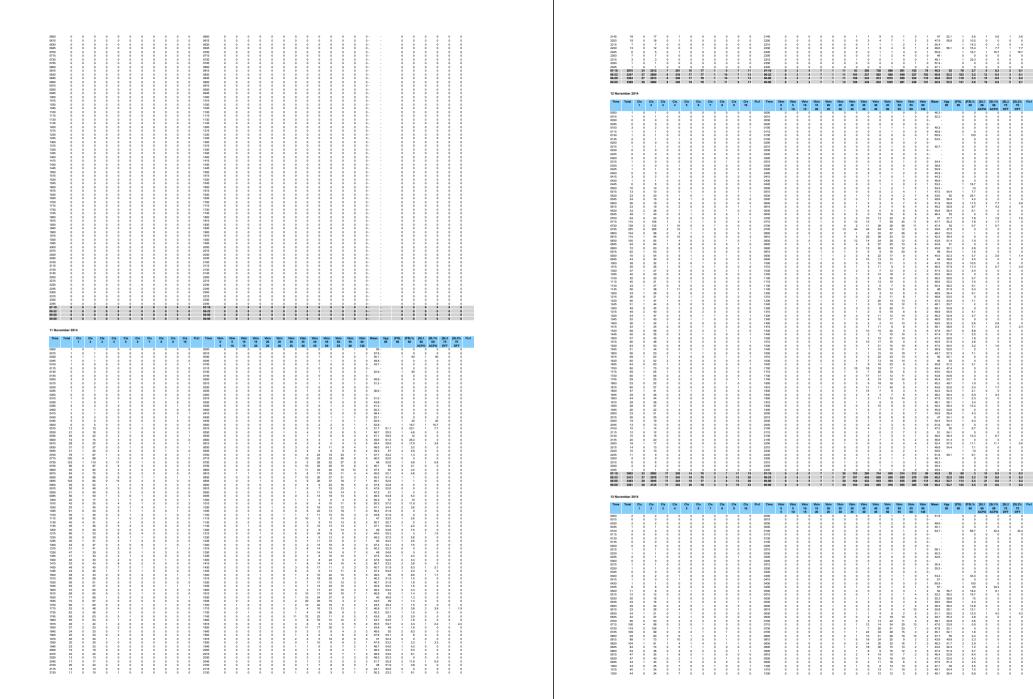
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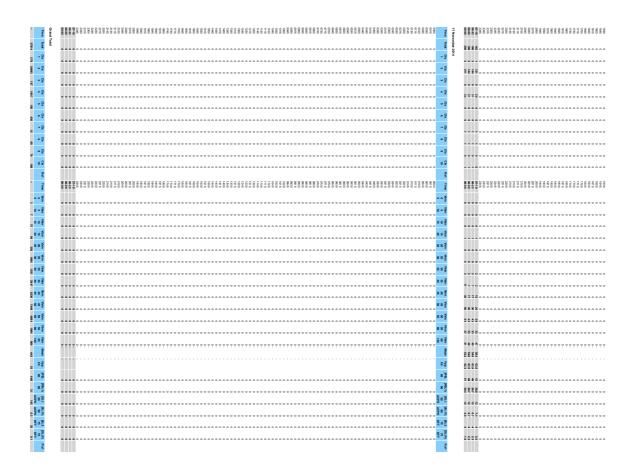
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2000 15 2010 0 8 2115 14 2130 8 2146 8 2200 6 2213 7 2200 4 2200 4 2200 4 2200 4 2200 4 2200 5 2200 4 2200 5 2200 4 2200 4 2200 5 2200 4 2200 5 2200 5 11 2300 5 2200 5 2200 5 11 2300 5 2200 5 2200 5 11 2300 5 2200 5 11 2300 5 2200 5 11 2300 5 2000 6 2000	0 4 0 0 10 0 0 4 0	0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0		0 0 2000 0 0 2000 0 0 2100 0 0 2130 0 0 2130 0 0 2230 0 0 2300 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6 5 1 1 0 2 2 2 1 1 1 2 2 1 1 1 2 2 1 1 2 2 1 1 1 2 2 1 1 2 2 1 1 1 2 2 1 1 2 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 1 2 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 1 2 1	5 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	48.7 50.3 51.9 51.9 51.7 57.5 50.1 57.5 50.1 47.5 42.4 47.7 42.4 47.7 42.4 42.4 50.3 44.4 50.3 44.4 50.5 44.4 50.5	0 0 0 1 20 0 0 1 1 25 0 0 0 0 1 1 25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 10 0 0 0 0	000000000000000000000000000000000000000
16 November 2014	0 4 0 10 0 0 4 0 0 10 0 0 5 0 0 5 0 1 1888 5 8 3 2201 99 9 3 2225 19 9	u 14 3 .	1 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			516 21	1 107 7 129 2 126 5 137	4.4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cla Fix1 Time	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2 6 5 1 1 0 0 0 3 2 2 0 0 1 2 2 0 1 1 0 0 1 2 2 0 1 1 1 0 0 0 4 3 3 0 1 0 1 0 0 0 4 0 3 0 1 0 1 0 0 0 1 2 1 1 0 0 1 2 0 1 1 0 0 1 2 0 1 1 1 0 0 1 2 0 1 1 1 0 0 1 2 0 1 1 1 0 0 1 1 2 1 1 1 0 0 1 1 2 1 1 1 0 0 1 1 1 1	5 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 5 6 5 5 5 5	1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mean Vpp B	0 0 1 20 0 1 1 7:1 1 1 12:5 0 0 0 1 1 20:0 0 0 1 1 7:1 1 1 12:5 0 0 0 1 1 16:7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp B	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	Value	o o o o o o o o o o o o o o o o o o o			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp B	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			516 21	Vbin 60 130	Mean Vpp B		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 11 155 5 5 5	Cls Cls Cls 5 6 7	Cla Cla	Cla Fix1 Time	Visin Visin Visin 15 10	o o o o o o o o o o o o o o o o o o o			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp B	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp B	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0   0   0   0   0   0   0   0   0   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp p 55  44.1 - 46.5 - 55  44.3 - 46.5 - 45.2 - 45.5 - 42.1 - 42.2 - 51.5 - 42.1 - 42.2 - 52.9	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp p 55  44.1 - 46.5 - 55  44.3 - 46.5 - 45.2 - 45.5 - 42.1 - 42.2 - 51.5 - 42.1 - 42.2 - 52.9	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0   0   0   0   0   0   0   0   0   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 44.1 - 44.1 - 45.2 - 55.4 - 45.2 - 45.1 - 44.2 - 45.2 - 45.1 - 44.3	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0   0   0   0   0   0   0   0   0   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0   0   0   0   0   0   0   0   0   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0   0   0   0   0   0   0   0   0   0	No.   No.			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	731.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	0   0   0   0   0   0   0   0   0   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	731.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 4 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 1	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time					Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PSL   PSL%     SL1 60 60 63 ACPC	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	Pat.   Pat.   Pat.   Apr.   Ap	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	Pat.   Pat.   Pat.   Apr.   Ap	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	Pat.   Pat.   Pat.   Apr.   Ap	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	Pat.   Pat.   Pat.   Apr.   Ap	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2		Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PEL   SLE	1	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time	1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2		Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PEL   SLE	1	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2		Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PEL   SLE	1	1912 N Part 1912 N
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1	1			Vbin Vbin 50 55 55 60 2		Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PEL   SLE	1	1912 N Part 1912 N
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cls Cls 5 6 7	1 3 1 4 Cis 6 9	Cla Fix1 Time		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2	Vbin 60 130	Mass Vpp 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	PEL   SLE	1	
16 November 2014 Time Total Cla	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Vbin Vbin 50 55 55 60 2		Mann Vyp 2 441- 441- 445- 445- 55- 445- 445- 445- 4	PEL N   ELL   C   C   C   C   C   C   C   C   C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1912 N Part 1912 N
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1				Vbin Vbin 50 55 55 60 2		Mean Vpp 85 946.5 46.5 46.5 46.5 46.5 46.5 46.5 46.5	PEL   SLE	1	1912 N Part 1912 N
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1	1			Vbin Vbin 50 55 55 60 2		Mann Vyp 2 441- 441- 445- 445- 55- 445- 445- 445- 4	PEL   SLE	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time					Vbin Vbin 50 55 55 60 2		Mann Vyp 2 441- 441- 445- 445- 55- 445- 445- 445- 4	PEL   SLE	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1	1			Vbin Vbin 50 55 55 60 2		Mann Vyp 4 44.4 44.4 44.4 45.5 45.2 45.2 45.1 44.3 44.3 44.4 44.4 44.4 45.6 45.6 45.7 45.7 45.7 45.7 45.7 45.7 45.7 45.7	PEL   SLE	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1   1   1   1   1   1   1   1   1   1				Vbin Vbin 50 55 55 60 2		Mann Vyp 4 44.4 44.4 44.4 45.5 45.2 45.2 45.1 44.3 44.3 44.4 44.4 44.4 45.6 45.6 45.7 45.7 45.7 45.7 45.7 45.7 45.7 45.7	PEL   SLE	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1	1			Vbin Vbin 50 55 55 60 2		Mann Vyp 4 44.4 44.4 44.4 45.5 45.2 45.2 45.1 44.3 44.3 44.4 44.4 44.4 45.6 45.6 45.7 45.7 45.7 45.7 45.7 45.7 45.7 45.7	PEL   PEL N	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1   1   1   1   1   1   1   1   1   1	1			Vbin Vbin 50 55 55 60 2		Mann Vyp 4 44.4 44.4 44.4 45.5 45.2 45.2 45.1 44.3 44.3 44.4 44.4 44.4 45.6 45.6 45.7 45.7 45.7 45.7 45.7 45.7 45.7 45.7	PEL   PEL N	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1	1			Vbin Vbin 50 55 55 60 2	Valid   1997	Masse Vap 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	PEL   PEL N	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1   1   1   1   1   1   1   1   1   1	No.   No.			Vbin Vbin 50 55 55 60 2	Valid   1997	Masse Vap 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Page	1	1912 N Part 1913
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fix1 Time	1	1			Vbin Vbin 50 55 55 60 2	Valid   1997	Masse Vap 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Page	1	1912 N Part 1913
Total   Tota	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 3 1 4 Cis 6 9	Cla Fixt Time	1   1   1   1   1   1   1   1   1   1	1			Vbin Vbin 50 55 55 60 2		Masse Vap 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	PEL   PEL N	1	1912 N Part 1913



# Globals

```
Site Name STEWARTBY 001
Site Attribute STEWARTBY
File Name D:\TSP11940-Stewartby Bedfordshire\STEWARTBY 00107Nov2014.ECO
File Type Plus
Algorithm Factory default axle
Description BEDFORD ROAD [60M]
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             Direction 6

Direction Tex 6 - West bound AjB, East bound BjA.

Layout Tex Axle sensors - Paired (Class/Speed/Count)

Setup Time 2014-11-03T17:56:33

Start Time 2014-11-07T17:56:33

Finish Time 2014-11-07T02:03:33

Operator LW

Configuration 00000000 80 00 14 6a 6a 00 00 00 00 , Standard
Create Version

Create Version

Create Version

Create Version

Create Unit the

Create Unit to the teach of 
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          Site Name STEWARTBY 001
Site Attribute STEWARTBY
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 Dataset
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         Dataset
```

```
File Name D:\TSP11940-Stewartby Bedfordshire\STEWARTBY 00128Nov2014.EC0
File Type Plus
Algorithm Factory default axle
Description BEDFORD ROAD [60M]
Lane 0
                                                                                                                                                                                                                                                                                                                                  Name TSP Class Profile All Days New15 mins
Title TSP Traffic Reports
Graphic Logo C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
                                                                                                                Direction 16

Direction Text 6 - West bound AlB, East bound BlA.

Layout Text Axle sensors - Paired (Class/Speed/Count)

Setup Time 2014-11-07T02:04:57

Start Time 2014-11-28T05:10:57

Operator LW

Configuration 00000000 80 00 14 6a 6a 00 00 00 00 , Standard
                                                                                                                                                                                                                                                                                                                                                                                                                                                     Percentile 1 85
Percentile 2 95
Pace 12
Filter Start 2014-11-04T00:00:00
Class Scheme ARX
Low Speed 0
High Speed 120
Posted Limit 60
Speed Limits 68 75 60 60 60 0 0 0 60
Separation Type Headway
Direction East
Encoded Direction 2
                                                                                                                                                                                                                                                                                                                  Profile
```

# Column

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 130	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 60	Number exceeding Posted Speed Limit
]PSL% 60	Percent exceeding Posted Speed Limit
]SL1 68 ACPO	Number exceeding Speed Limit 1
]SL1% 68 ACPO	Percent exceeding Speed Limit 1
]SL2 75 DFT	Number exceeding Speed Limit 2
]SL2% 75 DFT	Percent exceeding Speed Limit 2
Fix1	User defined fixed text

TSP Class Profile All Days 15 Mir

Report Id - CustomList-83 Site Name - STEWARTBY 001 Description - BEDFORD ROAD (60

4 November 201

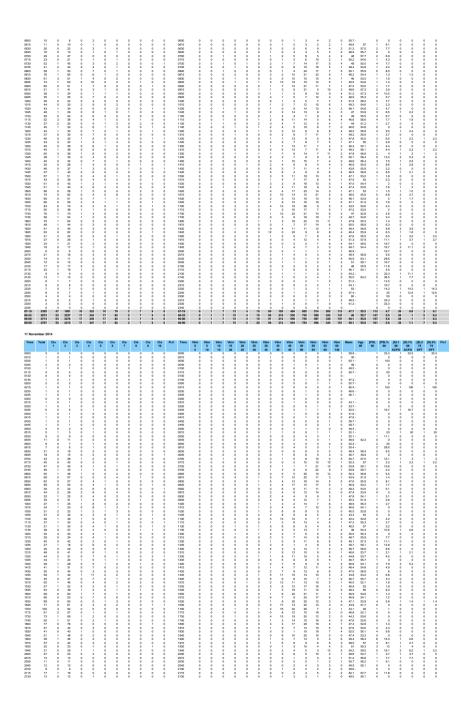
04 Nov	emper 2	014																																	
Time	Total	Cls 1	Cls	Ch	Cls	Cla	Cla	Cls 7	Cla	Cls 9	Cls 10	Fixt 1	ime Vbi	in '	Vbin 5 10	Voin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Voin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 60	)PSL% 60		ISL1%		15L2% 75	Fix1
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1545	58 57		0 55	,	0	7	0		0	0 1		15	10	0	0	0	0	0	2	1	6	16 16	10 22	16	3	2	47.6 45.5	54.1 49.4	2	3.5	0	1.5	0	0	
1615	68		0 58	5	0	6	1 :	3	0	0 1		16	5	0	0	0	0	0	0	2	17	15	15	11	2	0	44.4	51.4	0	0 0	0	0	0		
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	55	- 2			0	11	0		1	0				3	0800	0	0		2		1	1		4 8	12			- 1	47	54.4	- 1	1.8	0	0	0		0
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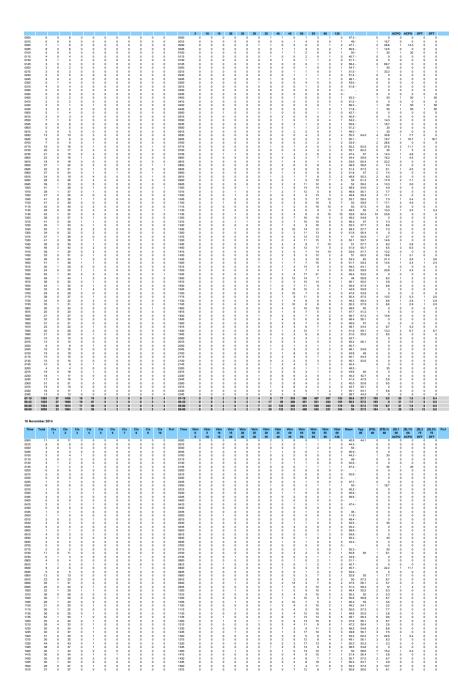
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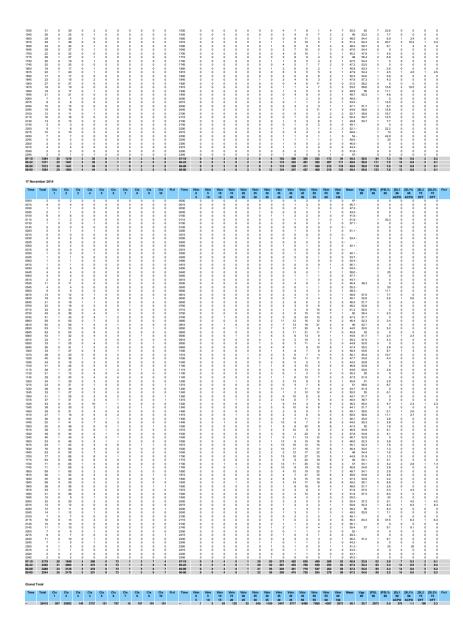
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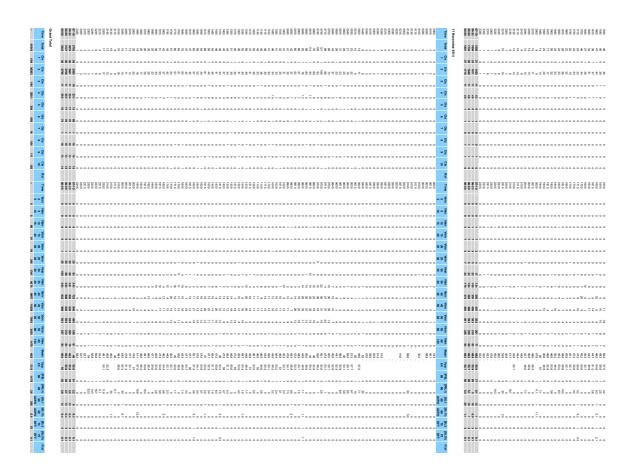
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0745 25 0800 15	0 23 0	3 0 0 0	0 0	0 0745	8 8	0 0 1		0	5 5	3 2	2	49.5	0.2 S 57 2	13.3	1 4 0	
0815 28 0830 31	2 23 0 0 29 0	3 0 0 0	0 0	0 0815	0 0	0 1 1	0 1 0	0	6 7 3 10	5 10	3	53 57	2.4 5 7.7 3	9.7	4 143 1 2 65 0	3.5
0845 34	0 31 1	1 0 0 0	1 0	0 0845	0 0	0 0	0 0	0	9 4	10 5	2	51.3 57	7.9 2 57 2	5.9	0 0 0	
0915 32	1 29 0	2 0 0 0	0 0	0 0915	0 0	0 0			7 10	8 2	5	51.7 50	6.1 5	15.6	2 63 1	3.1
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1030 42	1 41 0		0 0	0 1030	0 0	0 0			8 13	10 7	4	51.2 50	5.4 4	9.5	1 25 0	
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1215 58 1230 52	1 57 0	0 0 0		0 1215	0 0	0 1	0 0	0 1	3 23	16 4	- 1	48.3 53	3.5 1	1.7	0 0	
1245 61	1 55 1	4 0 0 0	0 0	0 1245		0 1	0 1	0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	4 22	25 7	- 1	49.7 54	4.6 1	1.6	0 0 0	
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1515 40	0 39 0	1 0 0 0	0 0	0 1515	0 0	0 0	0 0		7 7	17 5	4	51.6 50	5.4 4	10	1 25 0	
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1600 40 1615 41	0 38 1	0 0 0 0	0 1	0 1600	0 0	0 0 1	0 0	0 1	0 8 5 19	12 7	3	50.4 50 46.7 50	57 3	7.5	1 25 0	
1630 34	0 30 0	4 0 0 0	0 0	0 1630	0 0	0 0	0 0	5 1	9 9	5 4	1	47.6 54	4.5 1	2.9	1 29 1	2.9
1700 29	1 28 0		0 0	0 1700	0 0	1 0	0 3	5	6 8	4 4		43.2 50	0.1 0		0 0 0	
1715 34	0 32 0	1 0 0 0	0 0	0 1715	0 0	0 0 1	0 0 0	9	8 11 5 9	7 0	1 1	46.5 51 44.6 51	1.4 2 1.4 1	59 3 2	0 0 0	
1745 49 1800 38	0 47 1	1 0 0 0	0 0	0 1745	0 0	0 0 1	0 0 0	7 1	8 13 4 12	4 3	1	44.8 50	0.1 1	53	0 0 0	
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16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	u 616	542 284	122	Mean Vpp	2.5 2 53 0 0 7.4 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	u 616	542 284	122	Mean Vpp	2.5.5.7 1000 2.5.5	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	u 616	542 284	122	Mean Vpp	2.5 2 53 0 0 7.4 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	u 616	542 284	122	Mean Vpp	2.5.5.7 1000 2.5.5	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	u 616	542 284	122	Mean Vpp	2.5.5.7 1000 2.5.5	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	u 616	542 284	122	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	u 616	in Vbis 50 50 50 60 60 11 11 11 11 11 11 11 11 11 11 11 11 11	122	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0		
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 50 50 60 60 11 11 11 11 11 11 11 11 11 11 11 11 11	122	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	122	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0		
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	122	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0		
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Voin (50 139)	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0		
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Voin (50 139)	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Voin (50 139)	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Voin (50 139)	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Voin (50 139)	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Value 60 132 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Value 60 132 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Value 60 132 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Value 60 132 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014 Time Total Cla	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		203 44	Vibin 100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	in Vbis 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Value 60 132 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mean Vpp	7.7.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.1 0 1.1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0	Para Para Para Para Para Para Para Para	
16 November 2014  Time Total 1  2 0000 2  2 0015 6  0 0005 5  0 0100 2  0 015 1  0 0005 1  0 0005 5  0 0005 5  0 0005 1  0 000	0 9 0 7 0 7 0 0 11 0 2 24 1758 12 7 13 8 26 2602 13 8 26 2129 13 9 1 Clu	Cls Cts Cts 7	Cis Cis 5 9	Cla Fix1 Time	0 0	3 7 7		No. 1 Value   Value	Visit   Visi	in Vbin 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Value 60 132 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mean Vpp 25 25 25 25 25 25 25 25 25 25 25 25 25	2.5.5.7 1000 2.5.5	11.1 0 11.1 0 0 5.7 2 5.7 2 5.7 2 5.7 3		



# **Automatic Traffic Counts Classification Scheme**

Length	Axles &	Groups	Vehicle Type			ARX Classificat	ion
Туре	Axles	Groups	Description	CI	ass	Parameters	Dominant Vechicle
			Li	ght Vehic	les		
Short up to 5.5m	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	
	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	2
			He	avy Vehic	cles		
Medium 5.5m to 14.5m	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	0 6. 60
	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	6' 86
Long 11.5m to	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	MARTHILL
19.0m	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	KTOG
			Ung	rouped cl	asses		
			Unclassifiable Vehicle		13		
			Unclassifiable Axle Event		0		



Client: Peter Brett Associates LLP

Project Number: TSP11940

Project Name: Stewartby Bedfordshire

Survey Type: Manual Classified Traffic Count

Survey Date: 06 November 2014

Survey Time: 06:30 - 09:30 and 15:30 - 19:00

Weather: sunny

Comments:

Project Number: TSP11940

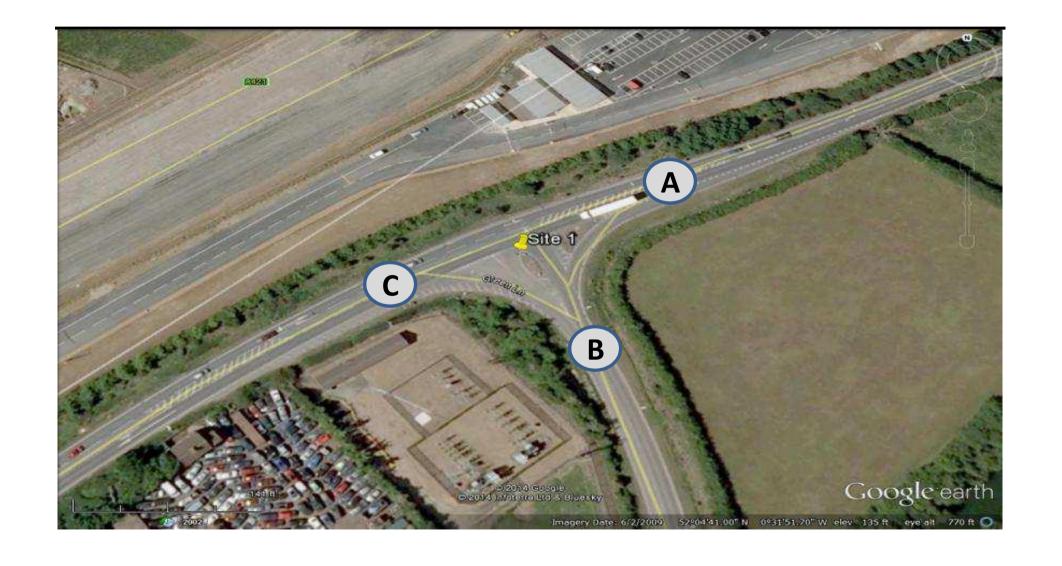
Project Name: Stewartby Bedfordshire

Survey Type: Manual Classified Traffic Count

Site No: 1

Location: Bedford Road / Green Lane





Project Number: TSP11940
Project Name: Stewartby Bedfordshire
Survey Type: Manual Classified Traffic Count
Site No: 1
Location: Bedford Road / Green Lane
Date: 06 November 2014, Thursday



	1	1	1	1.5	2.3	2	2	0.4	0.2															
						A - A						A - B												
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)		
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2.3		
06:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	8	9.3		
07:00	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	7	7.5		
07:15	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	0	0	11	11		
H/Total	0	0	0	0	0	0	0	0	0	0	0	20	0	4	1	2	0	0	0	0	27	30.1		
07:30	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	10	11.3		
07:45	0	0	0	0	0	0	0	0	0	0	0	25	0	1	1	1	0	1	0	0	29	31.8		
08:00	0	0	0	0	0	0	0	0	0	0	0	17	0	2	0	0	0	0	0	0	19	19		
08:15	0	0	0	0	0	0	0	0	0	0	0	18	0	3	0	1	0	0	0	1	23	23.5		
H/Total	0	0	0	0	0	0	0	0	0	0	0	69	0	6	1	3	0	1	0	1	81	85.6		
08:30	1	0	0	0	0	0	0	0	0	1	1	25	0	1	0	1	1	0	0	1	29	30.5		
08:45	0	0	0	0	0	0	0	0	0	0	0	27	0	1	0	2	1	0	0	0	31	34.6		
09:00	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	0	0	10	10		
09:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8	8		
H/Total	1	0	0	0	0	0	0	0	0	1	1	69	0	3	0	3	2	0	0	1	78	83.1		
Total	1	0	0	0	0	0	0	0	0	1	1	158	0	13	2	8	2	1	0	2	186	198.8		

						A - A											A - B					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	0	0	11	16.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	0	0	11	16.2
16:00	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	7	7.5
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	3
H/Total	1	0	0	0	0	0	0	0	0	1	1	10	0	3	1	0	0	0	0	0	14	14.5
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
17:30	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	2	3.3
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
H/Total	1	0	0	0	0	0	0	0	0	1	1	6	0	0	0	1	0	0	0	0	7	8.3
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
18:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
H/Total	1	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	5	5
Total	3	0	0	0	0	0	0	0	0	3	3	28	0	3	1	5	0	0	0	0	37	44



						A - C											B - A					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:30	17	0	8	1	1	0	0	2	0	29	29.6	1	0	0	0	0	0	0	0	0	1	1
06:45	42	0	9	0	1	1	0	0	0	53	55.3	1	0	0	0	0	0	0	0	0	1	1
07:00	48	0	15	4	5	0	0	1	0	73	80.9	0	0	0	0	0	0	0	0	0	0	0
07:15	76	0	13	0	7	0	1	0	0	97	107.1	0	0	0	0	1	0	0	0	0	1	2.3
H/Total	183	0	45	5	14	1	1	3	0	252	272.9	2	0	0	0	1	0	0	0	0	3	4.3
07:30	77	0	14	1	1	1	0	3	0	97	98	0	0	0	0	0	0	0	0	0	0	0
07:45	58	0	11	2	3	1	0	0	0	75	80.9	2	0	0	0	0	0	0	0	0	2	2
08:00	62	0	10	0	2	3	0	0	0	77	82.6	7	0	1	3	1	1	0	0	0	13	16.8
08:15	56	0	15	1	0	3	0	0	0	75	78.5	6	0	0	0	0	0	0	0	0	6	6
H/Total	253	0	50	4	6	8	0	3	0	324	340	15	0	1	3	1	1	0	0	0	21	24.8
08:30	51	0	10	0	1	0	0	0	0	62	63.3	1	0	0	0	1	1	0	0	0	3	5.3
08:45	36	0	9	1	1	1	0	0	2	50	51.2	16	0	0	0	0	1	1	0	0	18	20
09:00	33	0	14	2	5	0	0	0	1	55	61.7	4	0	1	0	0	1	0	0	0	6	7
09:15	45	0	6	1	1	1	0	0	0	54	56.8	1	0	1	0	1	0	0	0	0	3	4.3
H/Total	165	0	39	4	8	2	0	0	3	221	233	22	0	2	0	2	3	1	0	0	30	36.6
Total	601	0	134	13	28	11	1	6	3	797	845.9	39	0	3	3	4	4	1	0	0	54	65.7
											367											
											266											

											266											
						A - C											B - A					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	35	0	7	1	3	0	0	0	0	46	50.4	3	0	0	0	1	0	0	1	0	5	5.7
15:45	43	0	10	0	1	1	0	0	0	55	57.3	10	0	2	0	0	0	0	0	0	12	12
H/Total	78	0	17	1	4	1	0	0	0	101	107.7	13	0	2	0	1	0	0	1	0	17	17.7
16:00	36	0	7	0	0	0	0	0	0	43	43	8	0	3	0	3	0	0	0	0	14	17.9
16:15	50	0	9	0	0	1	0	2	0	62	61.8	5	0	2	0	3	0	0	0	0	10	13.9
16:30	41	0	6	1	1	0	0	1	1	51	51.4	16	0	1	1	0	0	0	0	0	18	18.5
16:45	60	0	7	1	0	0	1	1	0	70	70.9	9	0	0	0	0	0	0	0	0	9	9
H/Total	187	0	29	2	1	1	1	4	1	226	227.1	38	0	6	1	6	0	0	0	0	51	59.3
17:00	64	0	9	0	0	1	0	0	1	75	75.2	21	0	0	0	0	0	0	0	0	21	21
17:15	53	0	4	0	1	0	0	0	0	58	59.3	7	0	0	1	0	0	0	0	0	8	8.5
17:30	58	0	5	0	0	1	0	0	1	65	65.2	8	0	1	0	0	0	0	0	0	9	9
17:45	44	0	4	0	0	0	0	0	0	48	48	9	0	0	0	0	0	0	0	0	9	9
H/Total	219	0	22	0	1	2	0	0	2	246	247.7	45	0	1	1	0	0	0	0	0	47	47.5
18:00	45	0	2	0	0	1	0	0	0	48	49	11	0	0	0	0	0	0	0	0	11	11
18:15	54	0	7	0	0	0	0	0	0	61	61	2	0	0	0	0	0	0	0	0	2	2
18:30	22	0	1	0	1	0	0	0	0	24	25.3	2	0	0	0	0	0	0	0	0	2	2
18:45	31	0	2	1	0	1	0	0	0	35	36.5	0	0	0	0	0	0	0	0	0	0	0
H/Total	152	0	12	1	1	2	0	0	0	168	171.8	15	0	0	0	0	0	0	0	0	15	15
Total	636	0	80	4	7	6	1	4	3	741	754.3	111	0	9	2	7	0	0	1	0	130	139.5
											229											
											235											



						B - B											B - C					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:30	0	0	0	0	0	0	0	0	0	0	0	10	0	2	0	0	0	0	0	0	12	12
06:45	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	7	7
07:00	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	0	0	10	10
07:15	0	0	0	0	0	0	0	0	0	0	0	19	0	4	2	1	0	0	0	0	26	28.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	44	0	8	2	1	0	0	0	0	55	57.3
07:30	0	0	0	0	0	0	0	0	0	0	0	27	0	1	0	0	0	0	0	0	28	28
07:45	0	0	0	0	0	0	0	0	0	0	0	22	0	4	1	0	0	0	0	0	27	27.5
08:00	1	0	0	0	0	0	0	0	0	1	1	22	0	5	0	0	0	0	0	0	27	27
08:15	0	0	0	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	0	1	23	22.2
H/Total	1	0	0	0	0	0	0	0	0	1	1	91	0	12	1	0	0	0	0	1	105	104.7
08:30	0	0	0	0	0	0	0	0	0	0	0	36	0	3	1	1	0	0	0	0	41	42.8
08:45	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	2	0	0	0	0	26	28.6
09:00	0	0	0	0	0	0	0	0	0	0	0	16	0	6	1	3	0	0	0	0	26	30.4
09:15	0	0	0	0	0	0	0	0	0	0	0	14	0	1	1	0	0	0	0	0	16	16.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	89	0	11	3	6	0	0	0	0	109	118.3
Total	1	0	0	0	0	0	0	0	0	1	1	224	0	31	6	7	0	0	0	1	269	280.3
																						157
																						242

						B - B											B - C					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	0	0	0	0	0	0	0	0	0	0	0	22	0	3	1	1	3	1	1	0	32	37.2
15:45	0	0	0	0	0	0	0	0	0	0	0	16	0	2	1	0	0	0	0	0	19	19.5
H/Total	0	0	0	0	0	0	0	0	0	0	0	38	0	5	2	1	3	1	1	0	51	56.7
16:00	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	0	0	20	20
16:15	0	0	0	0	0	0	0	0	0	0	0	17	0	3	0	0	0	0	0	0	20	20
16:30	0	0	0	0	0	0	0	0	0	0	0	20	0	3	0	2	0	0	0	0	25	27.6
16:45	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	1	0	0	0	0	22	23.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	75	0	9	0	3	0	0	0	0	87	90.9
17:00	0	0	0	0	0	0	0	0	0	0	0	31	0	2	0	1	0	0	1	0	35	35.7
17:15	0	0	0	0	0	0	0	0	0	0	0	25	0	5	0	0	0	0	0	0	30	30
17:30	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	0	0	0	0	0	27	27
17:45	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	1	0	0	0	0	22	23.3
H/Total	0	0	0	0	0	0	0	0	0	0	0	102	0	9	0	2	0	0	1	0	114	116
18:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	17	17
18:15	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	14	14
18:30	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	16	16
18:45	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	0	0	0	19	19
H/Total	0	0	0	0	0	0	0	0	0	0	0	65	0	1	0	0	0	0	0	0	66	66
Total	0	0	0	0	0	0	0	0	0	0	0	280	0	24	2	6	3	1	2	0	318	329.6



						C - A											C - B					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:30	16	0	3	0	0	1	0	0	0	20	21	5	0	1	0	0	0	0	0	0	6	6
06:45	15	0	3	2	0	0	0	0	0	20	21	5	0	1	0	1	0	0	0	0	7	8.3
07:00	15	0	4	0	1	0	0	0	1	21	21.5	18	0	1	0	0	0	0	0	0	19	19
07:15	32	0	6	1	0	1	0	0	0	40	41.5	13	0	3	0	0	0	0	0	0	16	16
H/Total	78	0	16	3	1	2	0	0	1	101	105	41	0	6	0	1	0	0	0	0	48	49.3
07:30	39	0	8	1	1	0	0	0	0	49	50.8	20	0	1	0	0	0	0	0	0	21	21
07:45	26	0	9	0	1	2	1	0	0	39	43.3	31	0	3	1	0	0	0	0	0	35	35.5
08:00	48	0	6	1	1	2	0	0	0	58	61.8	30	0	5	1	0	1	0	0	0	37	38.5
08:15	49	0	6	3	2	0	0	1	1	62	64.7	27	0	1	0	2	2	0	1	0	33	37
H/Total	162	0	29	5	5	4	1	1	1	208	220.6	108	0	10	2	2	3	0	1	0	126	132
08:30	40	0	9	1	1	0	0	0	1	52	53	36	0	3	0	2	1	1	1	0	44	48
08:45	34	0	11	2	4	1	0	1	0	53	59.6	24	0	1	0	0	0	0	0	0	25	25
09:00	26	0	8	0	1	1	0	0	0	36	38.3	11	0	4	1	0	0	0	0	0	16	16.5
09:15	30	0	8	4	2	0	0	0	0	44	48.6	6	0	1	1	1	0	0	0	0	9	10.8
H/Total	130	0	36	7	8	2	0	1	1	185	199.5	77	0	9	2	3	1	1	1	0	94	100.3
Total	370	0	81	15	14	8	1	2	3	494	525.1	226	0	25	4	6	4	1	2	0	268	281.6

						C - A											С-В					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	31	0	10	1	2	1	0	0	1	46	49.3	11	0	5	1	1	0	0	0	0	18	19.8
15:45	43	0	12	2	0	1	0	0	0	58	60	8	0	1	0	1	0	0	0	0	10	11.3
H/Total	74	0	22	3	2	2	0	0	1	104	109.3	19	0	6	1	2	0	0	0	0	28	31.1
16:00	39	0	8	2	0	1	0	0	0	50	52	20	0	1	0	0	0	0	0	0	21	21
16:15	49	0	12	1	3	0	0	0	0	65	69.4	9	0	2	1	0	0	0	0	0	12	12.5
16:30	44	0	16	3	1	0	0	0	0	64	66.8	13	0	2	0	0	0	0	0	0	15	15
16:45	56	0	11	2	3	0	0	0	0	72	76.9	17	0	1	0	0	0	0	0	0	18	18
H/Total	188	0	47	8	7	1	0	0	0	251	265.1	59	0	6	1	0	0	0	0	0	66	66.5
17:00	39	0	7	0	0	1	0	0	1	48	48.2	18	0	2	0	0	0	0	0	0	20	20
17:15	53	0	9	0	0	0	0	1	0	63	62.4	23	0	4	0	0	0	0	0	0	27	27
17:30	49	0	6	0	0	0	0	3	0	58	56.2	15	0	4	0	0	0	0	0	0	19	19
17:45	38	0	4	1	0	1	0	0	0	44	45.5	19	0	0	0	0	0	0	0	0	19	19
H/Total	179	0	26	1	0	2	0	4	1	213	212.3	75	0	10	0	0	0	0	0	0	85	85
18:00	42	0	7	0	1	0	0	1	0	51	51.7	22	0	1	0	0	0	0	0	0	23	23
18:15	44	0	4	1	0	0	0	1	0	50	49.9	14	0	2	0	0	0	0	0	0	16	16
18:30	52	0	4	0	1	1	0	1	0	59	60.7	9	0	2	0	0	0	0	0	0	11	11
18:45	32	0	4	0	0	0	0	1	0	37	36.4	7	0	3	0	0	0	0	0	0	10	10
H/Total	170	0	19	1	2	1	0	4	0	197	198.7	52	0	8	0	0	0	0	0	0	60	60
Total	611	0	114	13	11	6	0	8	2	765	785.4	205	0	30	2	2	0	0	0	0	239	242.6

						C - C					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:30	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
											264

						C - C					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0	0	1	1
H/Total	1	0	0	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1
Total	3	0	0	0	0	0	0	0	0	3	3
											282
											304





						From A											To A					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:30	17	0	8	1	2	0	0	2	0	30	31.9	17	0	3	0	0	1	0	0	0	21	22
06:45	49	0	9	0	2	1	0	0	0	61	64.6	16	0	3	2	0	0	0	0	0	21	22
07:00	51	0	18	5	5	0	0	1	0	80	88.4	15	0	4	0	1	0	0	0	1	21	21.5
07:15	86	0	14	0	7	0	1	0	0	108	118.1	32	0	6	1	1	1	0	0	0	41	43.8
H/Total	203	0	49	6	16	1	1	3	0	279	303	80	0	16	3	2	2	0	0	1	104	109.3
07:30	86	0	14	1	2	1	0	3	0	107	109.3	39	0	8	1	1	0	0	0	0	49	50.8
07:45	83	0	12	3	4	1	1	0	0	104	112.7	28	0	9	0	1	2	1	0	0	41	45.3
08:00	79	0	12	0	2	3	0	0	0	96	101.6	55	0	7	4	2	3	0	0	0	71	78.6
08:15	74	0	18	1	1	3	0	0	1	98	102	55	0	6	3	2	0	0	1	1	68	70.7
H/Total	322	0	56	5	9	8	1	3	1	405	425.6	177	0	30	8	6	5	1	1	1	229	245.4
08:30	77	0	11	0	2	1	0	0	1	92	94.8	42	0	9	1	2	1	0	0	1	56	59.3
08:45	63	0	10	1	3	2	0	0	2	81	85.8	50	0	11	2	4	2	1	1	0	71	79.6
09:00	42	0	15	2	5	0	0	0	1	65	71.7	30	0	9	0	1	2	0	0	0	42	45.3
09:15	53	0	6	1	1	1	0	0	0	62	64.8	31	0	9	4	3	0	0	0	0	47	52.9
H/Total	235	0	42	4	11	4	0	0	4	300	317.1	153	0	38	7	10	5	1	1	1	216	237.1
Total	760	0	147	15	36	13	2	6	5	984	1045.7	410	0	84	18	18	12	2	2	3	549	591.8
																					633	

						From A											To A					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	35	0	7	1	3	0	0	0	0	46	50.4	34	0	10	1	3	1	0	1	1	51	55
15:45	50	0	10	0	5	1	0	0	0	66	73.5	53	0	14	2	0	1	0	0	0	70	72
H/Total	85	0	17	1	8	1	0	0	0	112	123.9	87	0	24	3	3	2	0	1	1	121	127
16:00	39	0	7	0	0	0	0	0	0	46	46	48	0	11	2	3	1	0	0	0	65	70.9
16:15	55	0	10	1	0	1	0	2	0	69	69.3	54	0	14	1	6	0	0	0	0	75	83.3
16:30	43	0	6	1	1	0	0	1	1	53	53.4	60	0	17	4	1	0	0	0	0	82	85.3
16:45	61	0	9	1	0	0	1	1	0	73	73.9	65	0	11	2	3	0	0	0	0	81	85.9
H/Total	198	0	32	3	1	1	1	4	1	241	242.6	227	0	53	9	13	1	0	0	0	303	325.4
17:00	66	0	9	0	0	1	0	0	1	77	77.2	60	0	7	0	0	1	0	0	1	69	69.2
17:15	55	0	4	0	1	0	0	0	0	60	61.3	60	0	9	1	0	0	0	1	0	71	70.9
17:30	60	0	5	0	1	1	0	0	1	68	69.5	58	0	7	0	0	0	0	3	0	68	66.2
17:45	45	0	4	0	0	0	0	0	0	49	49	47	0	4	1	0	1	0	0	0	53	54.5
H/Total	226	0	22	0	2	2	0	0	2	254	257	225	0	27	2	0	2	0	4	1	261	260.8
18:00	46	0	2	0	0	1	0	0	0	49	50	53	0	7	0	1	0	0	1	0	62	62.7
18:15	56	0	7	0	0	0	0	0	0	63	63	46	0	4	1	0	0	0	1	0	52	51.9
18:30	23	0	1	0	1	0	0	0	0	25	26.3	55	0	4	0	1	1	0	1	0	62	63.7
18:45	33	0	2	1	0	1	0	0	0	37	38.5	32	0	4	0	0	0	0	1	0	37	36.4
H/Total	158	0	12	1	1	2	0	0	0	174	177.8	186	0	19	1	2	1	0	4	0	213	214.7
Total	667	0	83	5	12	6	1	4	3	781	801.3	725	0	123	15	18	6	0	9	2	898	927.9

515



						From B											То В					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:30	11	0	2	0	0	0	0	0	0	13	13	5	0	1	0	1	0	0	0	0	7	8.3
06:45	7	0	1	0	0	0	0	0	0	8	8	12	0	1	0	2	0	0	0	0	15	17.6
07:00	9	0	1	0	0	0	0	0	0	10	10	21	0	4	1	0	0	0	0	0	26	26.5
07:15	19	0	4	2	2	0	0	0	0	27	30.6	23	0	4	0	0	0	0	0	0	27	27
H/Total	46	0	8	2	2	0	0	0	0	58	61.6	61	0	10	1	3	0	0	0	0	75	79.4
07:30	27	0	1	0	0	0	0	0	0	28	28	29	0	1	0	1	0	0	0	0	31	32.3
07:45	24	0	4	1	0	0	0	0	0	29	29.5	56	0	4	2	1	0	1	0	0	64	67.3
08:00	30	0	6	3	1	1	0	0	0	41	44.8	48	0	7	1	0	1	0	0	0	57	58.5
08:15	26	0	2	0	0	0	0	0	1	29	28.2	45	0	4	0	3	2	0	1	1	56	60.5
H/Total	107	0	13	4	1	1	0	0	1	127	130.5	178	0	16	3	5	3	1	1	1	208	218.6
08:30	37	0	3	1	2	1	0	0	0	44	48.1	61	0	4	0	3	2	1	1	1	73	78.5
08:45	39	0	1	0	2	1	1	0	0	44	48.6	51	0	2	0	2	1	0	0	0	56	59.6
09:00	20	0	7	1	3	1	0	0	0	32	37.4	20	0	5	1	0	0	0	0	0	26	26.5
09:15	15	0	2	1	1	0	0	0	0	19	20.8	14	0	1	1	1	0	0	0	0	17	18.8
H/Total	111	0	13	3	8	3	1	0	0	139	154.9	146	0	12	2	6	3	1	1	1	172	183.4
Total	264	0	34	9	11	4	1	0	1	324	347	385	0	38	6	14	6	2	2	2	455	481.4
										•											400	

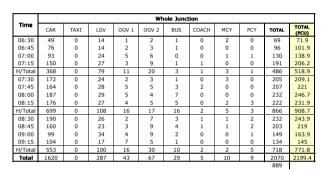
						From B											То В					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	25	0	3	1	2	3	1	2	0	37	42.9	11	0	5	1	1	0	0	0	0	18	19.8
15:45	26	0	4	1	0	0	0	0	0	31	31.5	15	0	1	0	5	0	0	0	0	21	27.5
H/Total	51	0	7	2	2	3	1	2	0	68	74.4	26	0	6	1	6	0	0	0	0	39	47.3
16:00	26	0	5	0	3	0	0	0	0	34	37.9	22	0	1	0	0	0	0	0	0	23	23
16:15	22	0	5	0	3	0	0	0	0	30	33.9	14	0	3	2	0	0	0	0	0	19	20
16:30	36	0	4	1	2	0	0	0	0	43	46.1	15	0	2	0	0	0	0	0	0	17	17
16:45	29	0	1	0	1	0	0	0	0	31	32.3	18	0	3	0	0	0	0	0	0	21	21
H/Total	113	0	15	1	9	0	0	0	0	138	150.2	69	0	9	2	0	0	0	0	0	80	81
17:00	52	0	2	0	1	0	0	1	0	56	56.7	20	0	2	0	0	0	0	0	0	22	22
17:15	32	0	5	1	0	0	0	0	0	38	38.5	25	0	4	0	0	0	0	0	0	29	29
17:30	34	0	2	0	0	0	0	0	0	36	36	16	0	4	0	1	0	0	0	0	21	22.3
17:45	29	0	1	0	1	0	0	0	0	31	32.3	20	0	0	0	0	0	0	0	0	20	20
H/Total	147	0	10	1	2	0	0	1	0	161	163.5	81	0	10	0	1	0	0	0	0	92	93.3
18:00	28	0	0	0	0	0	0	0	0	28	28	23	0	1	0	0	0	0	0	0	24	24
18:15	16	0	0	0	0	0	0	0	0	16	16	16	0	2	0	0	0	0	0	0	18	18
18:30	18	0	0	0	0	0	0	0	0	18	18	9	0	2	0	0	0	0	0	0	11	11
18:45	18	0	1	0	0	0	0	0	0	19	19	9	0	3	0	0	0	0	0	0	12	12
H/Total	80	0	1	0	0	0	0	0	0	81	81	57	0	8	0	0	0	0	0	0	65	65
Total	391	0	33	4	13	3	1	3	0	448	469.1	233	0	33	3	7	0	0	0	0	276	286.6
																					92	



						From C											To C					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:30	21	0	4	0	0	1	0	0	0	26	27	27	0	10	1	1	0	0	2	0	41	41.6
06:45	20	0	4	2	1	0	0	0	0	27	29.3	48	0	10	0	1	1	0	0	0	60	62.3
07:00	33	0	5	0	1	0	0	0	1	40	40.5	57	0	16	4	5	0	0	1	0	83	90.9
07:15	45	0	9	1	0	1	0	0	0	56	57.5	95	0	17	2	8	0	1	0	0	123	135.4
H/Total	119	0	22	3	2	2	0	0	1	149	154.3	227	0	53	7	15	1	1	3	0	307	330.2
07:30	59	0	9	1	1	0	0	0	0	70	71.8	104	0	15	1	1	1	0	3	0	125	126
07:45	57	0	12	1	1	2	1	0	0	74	78.8	80	0	15	3	3	1	0	0	0	102	108.4
08:00	78	0	11	2	1	3	0	0	0	95	100.3	84	0	15	0	2	3	0	0	0	104	109.6
08:15	76	0	7	3	4	2	0	2	1	95	101.7	76	0	17	1	0	3	0	0	1	98	100.7
H/Total	270	0	39	7	7	7	1	2	1	334	352.6	344	0	62	5	6	8	0	3	1	429	444.7
08:30	76	0	12	1	3	1	1	1	1	96	101	87	0	13	1	2	0	0	0	0	103	106.1
08:45	58	0	12	2	4	1	0	1	0	78	84.6	59	0	10	1	3	1	0	0	2	76	79.8
09:00	37	0	12	1	1	1	0	0	0	52	54.8	49	0	20	3	8	0	0	0	1	81	92.1
09:15	36	0	9	5	3	0	0	0	0	53	59.4	59	0	7	2	1	1	0	0	0	70	73.3
H/Total	207	0	45	9	11	3	1	2	1	279	299.8	254	0	50	7	14	2	0	0	3	330	351.3
Total	596	0	106	19	20	12	2	4	3	762	806.7	825	0	165	19	35	11	1	6	4	1066	1126.2
										•											745	

	From C To C																					
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	42	0	15	2	3	1	0	0	1	64	69.1	57	0	10	2	4	3	1	1	0	78	87.6
15:45	51	0	13	2	1	1	0	0	0	68	71.3	59	0	12	1	1	1	0	0	0	74	76.8
H/Total	93	0	28	4	4	2	0	0	1	132	140.4	116	0	22	3	5	4	1	1	0	152	164.4
16:00	59	0	9	2	0	1	0	0	0	71	73	54	0	9	0	0	0	0	0	0	63	63
16:15	58	0	14	2	3	0	0	0	0	77	81.9	67	0	12	0	0	1	0	2	0	82	81.8
16:30	58	0	18	3	1	0	0	0	0	80	82.8	62	0	9	1	3	0	0	1	1	77	80
16:45	73	0	12	2	3	0	0	0	0	90	94.9	80	0	8	1	1	0	1	1	0	92	94.2
H/Total	248	0	53	9	7	1	0	0	0	318	332.6	263	0	38	2	4	1	1	4	1	314	319
17:00	57	0	9	0	0	1	0	0	1	68	68.2	95	0	11	0	1	1	0	1	1	110	110.9
17:15	76	0	13	0	0	0	0	1	0	90	89.4	78	0	9	0	1	0	0	0	0	88	89.3
17:30	64	0	10	0	0	0	0	3	0	77	75.2	84	0	6	0	0	1	0	0	1	92	92.2
17:45	58	0	4	1	0	1	0	0	0	64	65.5	65	0	5	0	1	0	0	0	0	71	72.3
H/Total	255	0	36	1	0	2	0	4	1	299	298.3	322	0	31	0	3	2	0	1	2	361	364.7
18:00	64	0	8	0	1	0	0	1	0	74	74.7	62	0	2	0	0	1	0	0	0	65	66
18:15	59	0	6	1	0	0	0	1	0	67	66.9	69	0	7	0	0	0	0	0	0	76	76
18:30	61	0	6	0	1	1	0	1	0	70	71.7	38	0	1	0	1	0	0	0	0	40	41.3
18:45	39	0	7	0	0	0	0	1	0	47	46.4	49	0	3	1	0	1	0	0	0	54	55.5
H/Total	223	0	27	1	2	1	0	4	0	258	259.7	218	0	13	1	1	2	0	0	0	235	238.8
Total	819	0	144	15	13	6	0	8	2	1007	1031	919	0	104	6	13	9	2	6	3	1062	1086.9
																					361	1

Project Name: Stewartby Bedfordshire
Survey Type: Manual Classified Traffic Count Site No: 1 Location: Bedford Road / Green Lane
Date: 06 November 2014, Thursday



					W	ole Juncl	tion				
Time	CAR	TAXI	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
15:30	102	0	25	4	8	4	1	2	1	147	162.4
15:45	127	0	27	3	6	2	0	0	0	165	176.3
H/Total	229	0	52	7	14	6	1	2	1	312	338.7
16:00	124	0	21	2	3	1	0	0	0	151	156.9
16:15	135	0	29	3	6	1	0	2	0	176	185.1
16:30	137	0	28	5	4	0	0	1	1	176	182.3
16:45	163	0	22	3	4	0	1	1	0	194	201.1
H/Total	559	0	100	13	17	2	1	4	1	697	725.4
17:00	175	0	20	0	1	2	0	1	2	201	202.1
17:15	163	0	22	1	1	0	0	1	0	188	189.2
17:30	158	0	17	0	1	1	0	3	1	181	180.7
17:45	132	0	9	1	1	1	0	0	0	144	146.8
H/Total	628	0	68	2	4	4	0	5	3	714	718.8
18:00	138	0	10	0	1	1	0	1	0	151	152.7
18:15	131	0	13	1	0	0	0	1	0	146	145.9
18:30	102	0	7	0	2	1	0	1	0	113	116
18:45	90	0	10	1	0	1	0	1	0	103	103.9
H/Total	461	0	40	2	3	3	0	4	0	513	518.5
Total	1877	0	260	24	38	15	2	15	5	2236	2301.4



06:30	07:30	486
06:45	07:45	622
07:00	08:00	733
07:15	08:15	835
07:30	08:30	866
07:30 07:45	08:30 08:45	866 893

06:30 07:30 06:45 07:45

08:30	09:30	718
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Peak	Hours	Totals
15:30	16:30	639
15:45	16:45	668

16:00	17:00	697
16:15	17:15	747
16:30	17:30	759
16:45	17:45	764

17:00	18:00	714
17:15	18:15	664
17:30	18:30	622
17:45	18:45	554

18:00 19:00 513

714



Client: Peter Brett Associates LLP

Project Number: TSP11940

Project Name: Stewartby Bedfordshire

Survey Type: Pedestrian and Cyclist Count

Survey Date: 18-20/10/2014

Survey Time: 00:00 - 24:00

Weather: fair

Comments:

Project Name: Stewartby Bedfordshire
Survey Type: Pedestrian and Cyclist Count

Site No: 1

Location: Green Lane





Project Name: Stewartby Bedfordshire Survey Type: Pedestrian and Cyclist Count
Site No: 1
Location: Green Lane
Date: 18 October 2014, Saturday



		Pavemer	nt South	1	ı	Pavemei	nt North	1		Cros	sing			On F	Road	
TIME	Ea	ast	We	est	Ea	ist	W	est	No	orth	So	uth	Ea	ast	W	est
00.00	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists
00:00 00:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:20 00:25	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:40 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 01:20	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:40 01:45	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0
01:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 02:20	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0
02:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:35 02:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:55 H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:10 03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 03:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:50 03:55	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05 04:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25 04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50 04:55	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0	0 0	0
05:05 05:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25 05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

05:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55 H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:05 06:10	0 0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:20 06:25	0 0	0	0	0	0	0	0 1	0	0	0	0 1	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35 06:40	0 0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50 06:55	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0
07:00 07:05	0 0	0	0 0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	1 0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 07:20	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 07:35	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
07:45 07:50	0 0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
H/Total 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 08:15	0 0	0	0	0	0 0	0	0 1	0	0 0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 08:30	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40 08:45	0 0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0 0	0	0
08:50 08:55	0 0	0	0 0	0 0	0 0	0	0 1	0 0	0 0	0	0	0	1 0	0	0 0	0
H/Total	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1
09:00 09:05	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 09:20	0 0	0	0	0	1 0	0	0	0	0	0	0 0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 09:35	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 09:50	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 10:15	0 0	0	0 0	0 0	0 0	0	0 4	0	0 0	0	0 0	0 0	0 0	0 0	0	0
10:20 10:25	0 0	0	0	0 0	0 0	0	1 2	0	0 0	0	0	0 0	0 0	0 0	0	0
10:23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 10:40	0 0	0	0 0	0 0	0 0	0	0 0	0	0 0	0 0	0	0 0	0 0	0 0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 10:55	0	0	0	0	0 0	0	0 0	0	0 0	0	0	0	0 0	0 0	0	0
H/Total	n	()												0	0	
	0	0	0	0	0	0	7	0	0	0	0	0	0			0
11:00 11:05		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:05 11:10	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	1 0 0	0 0 0	0 1 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
11:05 11:10 11:15	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0	1 0	0 0	0 1	0 0	0	0 0	0	0	0 0	0
11:05 11:10 11:15 11:20 11:25	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 1 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
11:05 11:10 11:15 11:20	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	1 0 0 0	0 0 0 0	0 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 1 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	1 0 0 0 0 0 0	0 0 0 0 0 0	0 1 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45 11:50 11:55	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45 11:50	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45 11:50 11:55 H/Total 12:00 12:05	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45 11:50 11:55 H/Total 12:00	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45 11:55 H/Total 12:00 12:05 12:10 12:15 12:20	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45 11:50 11:55 H/Total 12:00 12:00 12:15	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 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

12:40 12:45 12:50 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	I
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:50	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
•		•	•		•	•	•	•	•	•	•	•	•	•	•	•	

H/Total	0	0	0	0	3	0	4	0	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 13:10	0 0	0	0	0	2 0	0 0	0 1	0	2 0	0 0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25	0 0	0	0	0	0	0 0	2	0	0	0 0	0	0	0	0	0	0
13:30 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:50 13:55	0 0	0	0	0	0 0	0 0	0	0	0	0 0	0	0	0	0	0	0 1
H/Total	0	0	0	0	3	0	3	0	2	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 14:10	0 0	0	0	0	0 2	0 0	2 5	0	2	0 0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25	0 0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0
14:30 14:35	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 14:55	0 0	0	0	0	0 1	0 1	1 0	1 2	0	0 0	0	0 0	0	0	0	0
H/Total	0	0	0	0	5	1	8	3	4	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:05 15:10	0 0	0	0	0	3 0	0 0	0	0	3 0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25	0	0	0	0	0	0 0	1	0	0	0 0	2 0	0	0	0	0	0
15:30 15:35	0 0	0	0	0	1 0	0	0 0	0	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
15:45	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0
15:50 15:55	0 0	0	0	0	0 0	0	0 1	1	0	0 0	0	0	0	0	0	0
H/Total	0	0	0	0	4	0	3	1	3	0	2	0	0	1	0	0
16:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1
16:05 16:10	0 0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	1 0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 16:30	0 0	0	0	0	0 0	0 0	0	0	0	0 0	0	0	0	0	0	0 2
16:35	Ö	0	0	0	0	Ö	Ö	0	0	Ö	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 16:50	0 0	0	0	0	0 0	0 0	0	0	0 2	0 0	0	0	0	0	0	0
16:55	Ö	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
H/Total	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
17:00 17:05	0 0	0	0	0	1 0	0 1	0 0	0	1 1	0 0	1 0	0	0	0	0	0
17:10	0	Ö	0	0	0	0	0	0	0	0	0	0	0	Ö	Ö	0
17:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
17:20 17:25	0 0	0	0	0	0 0	0 0	0	1 0	0	0 0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:40 17:45	0 0	0	0	0	0 0	0 0	0	0	0 0	0 0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 18:00	0	0	0	0	0	2 0	0	2 0	3 0	0	2 0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 18:20	0 0	0	0	0	0 0	0 0	0	0	0	0 0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 18:40	0 0	0	0	0	0 1	0 0	0	0	0 2	0 0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:50	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
18:55 H/Total	0	0	0	0	2	0	2	0 1	2	0	0	0	0	2	0	0 1
19:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
19:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:10 19:15	0 0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0 1
19:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 19:35	0 0	0	0	0	0 1	0 0	0 0	0	2 0	0 0	0	0	0	0	0	0
19:33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:05 20:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:25	0	0	0	0	0	0	1	0	0	0	0	0	0	ő	ő	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21:00 21:05	0 0	0	0	0	0	0 0	0 0	0	0	0	0	0 0	0	0	0	0 0
21:03	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0
21:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 21:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:05	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0														Ü
22:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0 0	0 0	0	0	0 0	0	0	0	0	0	0	0	0	0	0 0	0 0
22:15 22:20	0 0 0	0 0 0	0 0	0	0 0 0	0 0 0	0 0	0 0	0 0	0	0 0	0 0	0 0 0	0 0	0 0 0	0 0 0
22:15 22:20 22:25	0 0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0
22:15 22:20 22:25 22:30	0 0 0 0															
22:15 22:20 22:25 22:30 22:35	0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0
22:15 22:20 22:25 22:30 22:35 22:40	0 0 0 0	0 0 0 0 0														
22:15 22:20 22:25 22:30 22:35	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0								
22:15 22:20 22:25 22:30 22:35 22:40 22:45	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00 23:05	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00 23:05 23:10	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0								
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00 23:10 23:15	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 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00 23:05 23:10	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0								
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00 23:05 23:10 23:10 23:20	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0							
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22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00 23:05 23:10 23:15 23:20 23:25 23:30 23:35 23:40	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									
22:15 22:20 22:25 22:30 22:35 22:40 22:45 22:50 22:55 H/Total 23:00 23:05 23:10 23:15 23:20 23:25 23:30 23:35 23:35 23:40 23:45	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															
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22:15 22:20 22:25 22:30 22:45 22:45 22:50 22:55 H/Total 23:00 23:05 23:10 23:15 23:20 23:25 23:30 23:35 23:40 23:45 23:50 23:55	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															
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Project Name: Stewartby Bedfordshire Survey Type: Pedestrian and Cyclist Count
Site No: 1
Location: Green Lane
Date: 19 October 2014, Sunday



		ı	Pavemer	nt South	1	ı	Pavemei	nt North	ı		Cros	sing			On F	Road	
TI	IME	Ea	ast	We	est	Ea	ist	We	est	No	rth	So	uth	Ea	ast	W	est
L		Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Peds	Cyclists
	0:00 0:05	0 0	0	0 0	0 0	0 0	0 0	0	0 0	0 0	0	0 0	0	0	0	0 0	0
	1:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:25	0	0 0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0	0
	):30 ):35	0	0	0 0	0 0	0 0	0	0	0 0	0	0	0 0	0	0	0	0	0
	:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö
	:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	):50 ):55	0	0 0	0 0	0 0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0	0
	Γotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:10 :15	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0
	:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:35 :40	0	0	0	0 0	0 0	0	0	0 0	0	0	0 0	0	0	0	0	0
	:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01	:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_	Fotal 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02	:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:20 2:25	0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0	0	0	0	0
	:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	::45 ::50	0	0 0	0 0	0 0	0 0	0 0	0	0 0	0	0 0	0 0	0	0	0	0	0
	:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Γotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 3:05	0	0	0	0	0 0	0	0	0 0	0 0	0	0 0	0	0	0	0	0
	3:10	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0
	:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:25 3:30	0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0	0	0	0	0
	3:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:50 3:55	0	0	0 0	0 0	0 0	0 0	0	0 0	0	0	0 0	0	0	0	0 0	0
	Γotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04	:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:05	0	0 0	0 0	0 0	0 0	0 0	0	0 0	0	0 0	0 0	0	0	0	0	0
-	:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04	:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:30 :35	0	0 0	0 0	0	0 0	0	0	0 0	0	0 0	0 0	0	0	0	0	0
	:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04	:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:55 Fotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05	:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:15 :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
	:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05	:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05	:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

05:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55 H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:05 06:10	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:25 06:30	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
06:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40 06:45	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 07:15	0 0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0
07:25 07:30	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 07:50	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 08:20	0 0	0	0 0	0 0	0	0	0	0	0 0	0 0	0 0	0 0	0 0	0 1	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 08:35	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 08:50	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0 3	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 09:00	0	0	0	0	0	0	2	0	0	0	0	0	0	4 0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:10	0	0	0	0	0	^	0	^	^	_	0		_			
00.15				-		0		0	0	0		0	0	0	0	0
09:15 09:20	0	0	0	0	0	0	0	0	0	0 0 0	0	0 0 0	0 0 0	0 0	0 0 0	0 0
09:20 09:25	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0						
09:20 09:25 09:30	0 0	0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0	0 0 0 0	0 0 0							
09:20 09:25 09:30 09:35 09:40	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0						
09:20 09:25 09:30 09:35 09:40 09:45	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
09:20 09:25 09:30 09:35 09:40 09:45 09:50	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0								
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09:20 09:25 09:30 09:35 09:40 09:45 09:50 09:55 H/Total 10:00 10:05	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
09:20 09:25 09:30 09:35 09:45 09:45 09:50 09:55 H/Total 10:00 10:05 10:10 10:15 10:20 10:25	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
09:20 09:25 09:35 09:35 09:40 09:45 09:50 09:55 H/Total 10:00 10:05 10:10 10:15 10:25 10:30	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
09:20 09:25 09:30 09:35 09:40 09:45 09:50 09:55 H/Total 10:00 10:05 10:10 10:25 10:20 10:25 10:35 10:40	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
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09:20 09:25 09:30 09:35 09:40 09:45 09:50 09:55 H/Total 10:00 10:15 10:20 10:25 10:30 10:35 10:40 10:45 10:55 H/Total	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
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12:40 12:45 12:50 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	İ
12:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	İ
12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	İ
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13:00 13:05	0 0	0	0 0	0	0	0 0	0 0	0 0	0 0	0	0	0 0	0	0	0	0
13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:20 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	Ö	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0
13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 13:45	0	0	0	0	4 0	0 0	0 2	0	0 0	0	0 0	0	0 0	0	0	0
13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 H/Total	0	0	0	0	0 4	0	2 6	0	0	0	0	0	0	0 2	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 2
14:35	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 14:50	0	0	0	0	2 0	0	0	1 0	0	0	0	0	0	0	0	1 1
14:55	0	0	0	0	0	0	0	Ő	0	0	0	0	0	0	0	0
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15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30 15:35	0	0	0	0	0	0	0	0 0	0 0	0 0	0	0 0	0	0	0	0
15:40	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0
16:00 16:05	0	0	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 16:25	0	0	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:35 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	0
16:50 16:55	0	0	0	0	2 1	0	0	0	0	0	0	0	0	0	0	0 1
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17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 17:10	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:20 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	2 0	0	2
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0 0	0	0	0 0	0	0	0	0	0	0	0 0	0	0	3	0	0
17:40 17:45	0	0	0	0	0	0	0 0	0 0	0 0	0 0	0	0 0	0	1 0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0 6	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 18:45	0	0	0	0	0 1	0	0 1	0	0	0	0 0	0	0 0	0	0	0
	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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18:55	0	0		Λ	1			U	U			U	U			
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18:55 H/Total 19:00 19:05 19:10	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0	0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0 0	0 0 0	1 0 0
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18:55 H/Total 19:00 19:05 19:10 19:15 19:20 19:25 19:30	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 1 0	0 0 0 0 0	1 0 0 0 0 0							

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19:55 H/Total	0	0	0	0	0	0 1	0 1	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:05	0	Ö	ő	ő	0	0	0	0	0	Ö	Ö	0	0	0	0	0
20:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:40 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
20:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:55	0	Ö	ő	ő	0	0	0	0	0	Ö	Ö	0	0	0	0	1
H/Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:20 21:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
21:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 22:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
22:03	0	0	0	0	0 1	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 22:50	0	0	0	0	0	0	0	0	0	0	0	0	0	1 0	0	0
22:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:25 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	Ö	0	0	0	0	0	0	0	Ö	0	0	0	0	Ő	0
23:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	19	9	23	10	0	0	0	0	0	19	0	20

Project Name: Stewartby Bedfordshire Survey Type: Pedestrian and Cyclist Count

Site No: 1

Location: Green Lane
Date: 20 October 2014, Monday



	F	Pavemen	t South		F	Pavemer	nt North			Cros	sing			On R	toad	
TIME		st		est	Ea			est		rth		uth		est		est
00:00	Peds 0	Cyclists 0	Peds 0	Cyclists 0	Peds 0	Cyclists 0	Peds 0	Cyclists 0	Peds 0	Cyclists 0	Peds 0	Cyclists 0	Peds 0	Cyclists 0	Peds 0	Cyclists 0
00:05 00:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:20 00:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:35 00:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:50 00:55	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 01:05	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0
01:10 01:15	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
01:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:25 01:30	0	0	0 0	0 0	0	0 0	0 0	0	0 0	0	0	0 0	0	0	0	0
01:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:40 01:45	0	0	0 0	0 0	0	0 0	0 0	0	0 0	0	0	0 0	0	0	0	0
01:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:55 H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 02:05	0	0 0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0	0	0	0 0
02:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 02:20	0	0	0	0 0	0	0	0 0	0	0	0	0	0 0	0	0	0	0
02:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 02:35	0 0	0	0 0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0
02:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 02:50	0 0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:55 H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:05 03:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:20 03:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:35 03:40	0 0	0	0 0	0 0	0 0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0
03:45 03:50	0	0	0 0	0	0	0	0 0	0	0 0	0	0 0	0	0	0	0 0	0
03:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10 04:15	0	0	0 0	0 0	0	0	0	0	0 0	0	0	0 0	0	0	0	0
04:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25 04:30	0 0	0	0 0	0 0	0 0	0	0	0	0 0	0	0	0 0	0	0	0	0
04:35 04:40	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	0	0
04:50 04:55	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	0 0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 05:05	0	0	0 0	0 0	0 0	0 0	0 0	0	0 0	0	0	0 0	0	0	0	0
05:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 05:20	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0
05:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 05:35	0	0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0 0	0	0	0	0
05:40 05:45	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	0	0	0
05:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55 H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ri/ rutal	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

06:00 06:05 06:10 06:15 06:20 06:25 06:35 06:35 06:40 06:45 06:55 H/Total 07:00 07:05 07:15 07:20 07:25 07:35 07:35 07:40 07:45 07:55	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
H/Total 08:00 08:05 08:15 08:25 08:30 08:35 08:40 08:45 08:50 08:55	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	6 0 0 0 4 0 1 0 8 5 3	0 0 0 0 0 0 0 0 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 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0	
H/Total 09:00 09:05 09:10 09:15 09:20 09:25 09:30 09:35 09:40 09:45 09:55 H/Total	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	3 0 2 1 0 0 0 0 0 0 1 0 0 1	0 0 0 0 0 0 0 0 0 0 0 0	22 0 0 0 2 2 0 1 0 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0	20 0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	2 0 0 1 0 0 0 0 0 0 0 0 0	
10:00 10:05 10:10 10:15 10:20 10:25 10:30 10:35 10:40 10:45 10:55 H/Total	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 2 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 1 1 0	0 0 0 0 0 0 0 0 0 0	0 0 1 1 1 0 0 0 0 0 0	
11:00 11:05 11:10 11:15 11:20 11:25 11:30 11:35 11:40 11:45 11:50 11:55 H/Total	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 3 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 5 0 0 3 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0	0 2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0	
12:00 12:05 12:10 12:15 12:20 12:25 12:30 12:35 12:40 12:45 12:50 12:55	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 3 0	0 0 1 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0 0 0 3	0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	

H/Total	0	0	0	0	4	1	4	0	1	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 13:20	0	0	0	0	0	0	0 1	0	0	0	0	0	0	0	0	0
13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
13:35	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:40 13:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	2	0	3	0	0	0	0	0	0	1	0	0
14:00 14:05	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0
14:10	0	0	0	0	1	0	2	0	1	0	2	0	2	0	0	0
14:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0
14:20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:25 14:30	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0
14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:45 14:50	0	0	0 0	0	4 1	0	0	0	0	0	0	0 0	0	0 1	0 0	0
14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
H/Total	0	0	0	0	9	0	2	0	10	0	2	0	2	2	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 15:10	0	0	0	0	5 1	0	0	0	3 0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
15:30 15:35	0	0	0	0	0	0	0	0	1 0	0	0	0	0	0	0 0	0
15:40	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 15:55	0	0	0 0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0
H/Total	0	0	0	0	8	0	1	0	4	0	0	0	0	1	1	0
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:05 16:10	0	0	0	0	1 0	1 0	0 2	0	1 0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 16:35	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 1
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:50 16:55	0	0	0 0	0	3 2	0	0	0 0	6 0	0	0	0 0	0	0	0 0	0
H/Total	0	0	0	0	7	1	4	0	7	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:05 17:10	0	0	0	0	0	0	1 1	0	0 1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
17:30 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	1 0	0 0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:50 17:55	0	0	0 0	0	4 0	0	0	0 0	5 1	0	0 1	0	0	0	0 0	0
H/Total	0	0	0	0	4	0	4	0	7	0	1	0	0	3	0	1
18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:05 18:10			0	0	0	0	1	0	0	0	0	0	0	0	0	0
	0	0					Ω									
18:15	0 0 0	0 0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0		0 0 0	0	0	0	0	0	0	0 0 0	0
18:20 18:25	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 1	0 0 0 0	0 0 1	0 0 0	0 0 0	0 0 0 0	0 0 0 1	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0
18:20 18:25 18:30	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 1	0 0 0 0	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
18:20 18:25	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 1	0 0 0 0	0 0 1	0 0 0	0 0 0	0 0 0 0	0 0 0 1	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0
18:20 18:25 18:30 18:35 18:40 18:45	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 1 0 3 0	0 0 0 0 0 1 0	0 0 1 0 0 0	0 0 0 0 0	0 0 0 0 0 3 0	0 0 0 0 0 0	0 0 0 1 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0
18:20 18:25 18:30 18:35 18:40 18:45 18:50	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 1 0 3 0 0	0 0 0 0 0 1 0 0	0 0 1 0 0 0	0 0 0 0 0 0	0 0 0 0 0 3 0 0	0 0 0 0 0 0 0	0 0 0 1 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
18:20 18:25 18:30 18:35 18:40 18:45 18:50 18:55	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 1 0 3 0 0	0 0 0 0 0 1 0 0	0 0 1 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 3 0 0	0 0 0 0 0 0 0	0 0 1 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
18:20 18:25 18:30 18:35 18:40 18:45 18:50 18:55 H/Total	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 1 0 3 0 0	0 0 0 0 0 1 0 0	0 0 1 0 0 0	0 0 0 0 0 0	0 0 0 0 0 3 0 0	0 0 0 0 0 0 0	0 0 0 1 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
18:20 18:25 18:30 18:35 18:40 18:45 18:50 18:55 H/Total 19:00 19:05	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 3 0 0 0 0 0 4	0 0 0 0 0 1 0 0 0 0 0 2	0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 3 0 0 0 0 0 0 3 0	0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
18:20 18:25 18:30 18:35 18:40 18:45 18:50 18:55 H/Total 19:00 19:05 19:10	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 3 0 0 0 0 0 0 4	0 0 0 0 0 0 1 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0
18:20 18:25 18:30 18:35 18:40 18:45 18:50 18:55 H/Total 19:00 19:05	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 3 0 0 0 0 0 4	0 0 0 0 0 1 0 0 0 0 0 2	0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 3 0 0 0 0 0 0 3 0	0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
18:20 18:25 18:30 18:35 18:40 18:45 18:55 H/Total 19:00 19:05 19:10 19:15 19:20 19:25	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 3 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 3 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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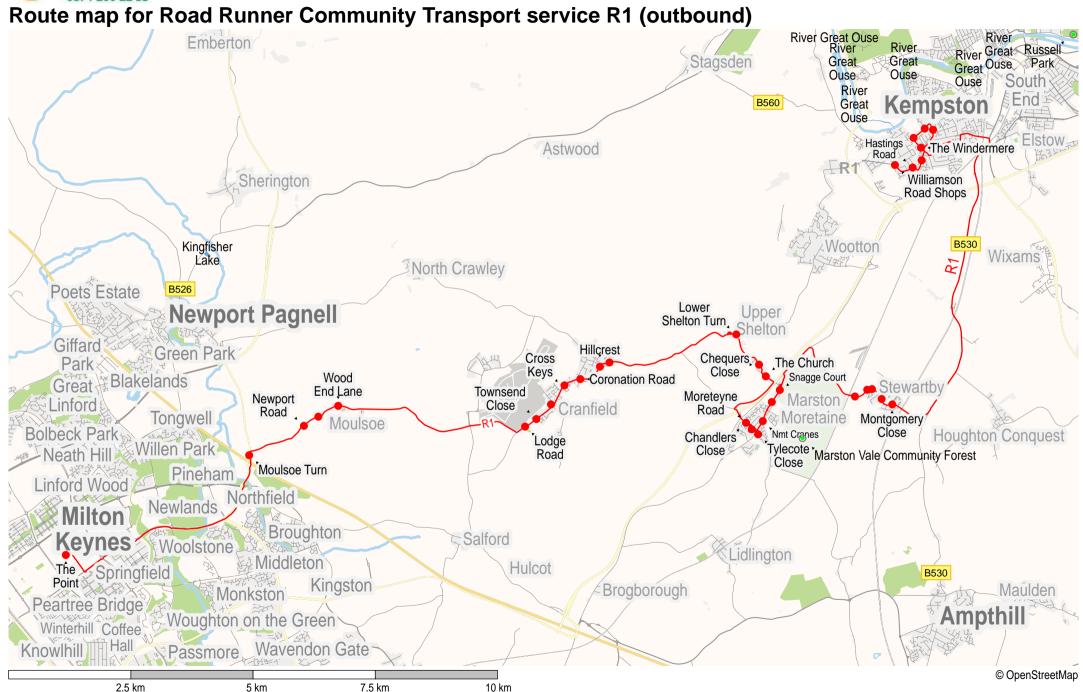
20:00 20:05	0 0	0	0	0	0	0	2 0	0	0	0	0	0	0	0	0	0
20:10	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 20:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:50	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:05	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
21:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:35 21:40	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ő	0
H/Total	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0 0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:20 22:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:35	0	0	0	0	0	0	0	0	0	Ö	Ö	ő	0	Ö	Ö	0
22:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	Ö	Ö	Ö	0	Ö	Ö	0
23:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 23:50	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	63	4	70	1	64	0	6	0	2	11	1	11



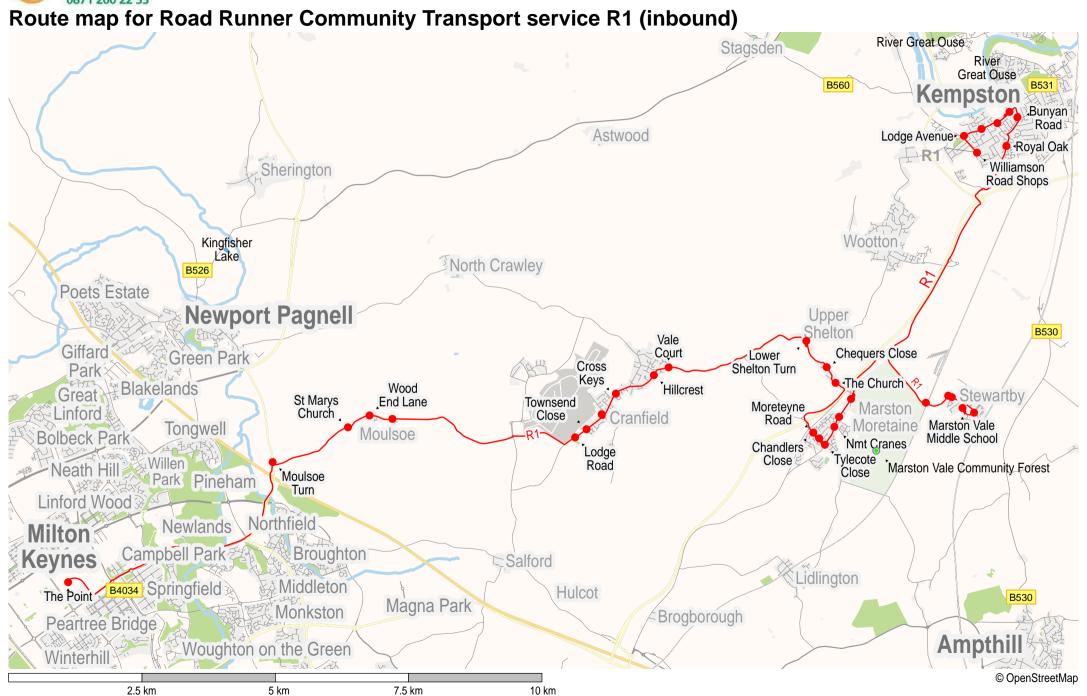
# Appendix 3.2 - Bus Timetables













# Kempston - Stewartby - Marston Moretaine - Cranfield - Milton Keynes 1st and 3rd Tuesday Each Month

Road Runner Community Transport

The information on this timetable is expected to be valid until at least 9th January 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

#### **Mondays to Fridays**

		1 110000
	Service Restrictions Tu1&3	
Kempston, o/s Williamson Road Shops	0900	
Kempston, o/s Saxon Centre	0905	
Stewartby, adj Montgomery Close	0915	
Stewartby, opp The Post Ofice	0918	
Marston Moretaine, opp Moreteyne Road	0924	
Cranfield, o/s War Memorial	0935	
Moulsoe, Wood End Lane (E-bound)	0944	
Central Milton Keynes, The Point (Stop H4)	0955	
	Saturdays	
	no service	
	Sundays	
	no service	

Service Restrictions: Tu1&3 - Operates 1st and 3rd Tuesdays of each month only



# Milton Keynes - Cranfield - Marston Moretaine - Stewartby - Kempston 1st and 3rd Tuesday Each Month

Road Runner Community Transport

The information on this timetable is expected to be valid until at least 9th January 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

#### **Mondays to Fridays**

	monday of to 1	· · · · · · · · · · · · · · · · · · ·
	Service Restrictions Tu1&3	
Central Milton Keynes, The Point (Stop J3)	1240	
Moulsoe, Wood End Lane (E-bound)	1251	
Cranfield, opp War Memorial	1300	
Marston Moretaine, adj Moreteyne Road	1311	
Stewartby, o/s The Post Office	1317	
Stewartby, adj Montgomery Close	1320	
Kempston, o/s Saxon Centre	1330	
Kempston, o/s Williamson Road Shops	1335	
	Saturdays	
	no service	
	Sundays	
	no service	

Service Restrictions: Tu1&3 - Operates 1st and 3rd Tuesdays of each month only



## Kempston - Stewartby - Marston Moretaine - Cranfield - Milton Keynes 1st and 3rd Tuesday Each Month

Road Runner Community Transport

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bfsamwmd	Kempston, o/s Williamson Road Shops	Williamson Road	020035665
bfsamwmg	Kempston, adj Hastings Road	Williamson Road	020035666
bfsamwgd	Kempston, o/s Royal Oak	Woburn Road	020035651
bfsamwmp	Kempston, Bunyan Road (N-bound)	Bunyan Road	020035668
bfsamwmt	Kempston, o/s Saxon Centre	Bedford Road	020035669
bfsapadp	Kempston, opp War Memorial	Bedford Road	020035689
bfsamwgm	Kempston, o/s The Windermere	St John's Street	020035653
bfsamwga	Kempston, opp Royal Oak	Woburn Road	020035650
bfsaptwa	Stewartby, adj Montgomery Close	Stewartby Way	020036000
bfsapwmw	Stewartby, o/s Marston Vale Middle School	The Crescent	020036100
bfsatadp	Stewartby, opp The Post Ofice	Stewartby Way	020036506
bfsatadt	Stewartby, o/s Village Hall	Broadmead Road	020036507
bfsdagjw	Stewartby, Stewartby Railway Station (W-bound)	Green Lanes Crossing	020036081
ahlagwtj	Caulcott, opp Snagge Court	Bedford Road	021024032
ahlagwtp	Marston Moretaine, opp Arundel Drive	Bedford Road	021024034
ahlagwmg	Marston Moretaine, opp NMT Cranes	Bedford Road	021024017
ahlagwpd	Marston Moretaine, adj Tylecote Close	Beancroft Road	021024023
ahlawgdm	Marston Moretaine, opp Moreteyne Road	Beancroft Road	021024100
ahlagwmt	Marston Moretaine, adj Chandlers Close	Beancroft Road	021024020
ahlagwtg	Lower Shelton, opp The Church	Lower Shelton Road	021024031
ahlagwta	Lower Shelton, adj Chequers Close	Lower Shelton Road	021024029
ahlagwpg	Upper Shelton, adj Lower Shelton Turn	Upper Shelton Road	021024024
ahlagwga	Cranfield, adj Vale Court	Bedford Road	021023021
ahlagwdp	Cranfield, adj Hillcrest	Bedford Road	021023018
ahlagwdw	Cranfield, adj Coronation Road	Bedford Road	021023020
ahlagwda	Cranfield, opp Cross Keys	High Street	021023011
ahlaptga	Cranfield, o/s War Memorial	High Street	021023027
ahlatada	Cranfield, opp Townsend Close	High Street	021023503
ahlawdtw	Cranfield, adj Lodge Road	High Street	021023015
mltawgd	Moulsoe, Wood End Lane (E-bound)	Cranfield Road	049002489471
mltadajd	Moulsoe, St Marys Church (W-bound)	Newport Road	049002489971
mltadwmw	Moulsoe, Newport Road (W-bound)	Newport Road	049002489006
mltgtgd	Brook Furlong, Moulsoe turn (S-bound)	London Road A509	049005725742
mltdadg	Central Milton Keynes, The Point (Stop H4)	Midsummer Boulevard	049003030902



### Milton Keynes - Cranfield - Marston Moretaine - Stewartby - Kempston 1st and 3rd Tuesday Each Month

Road Runner Community Transport

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

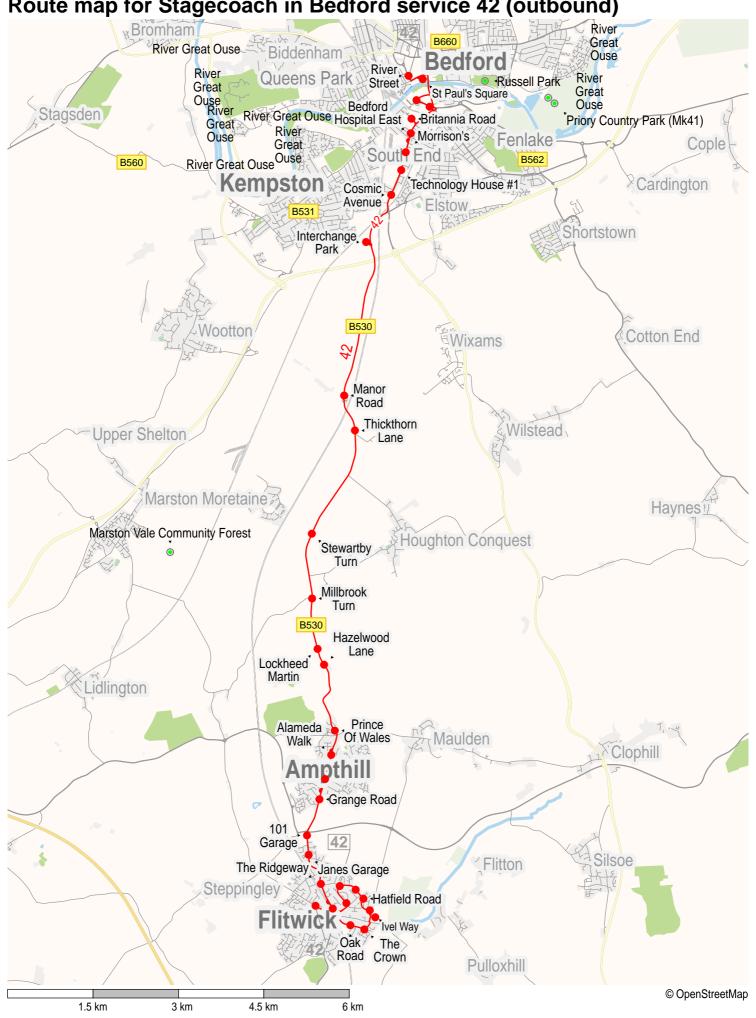
You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
mltdagd	Central Milton Keynes, The Point (Stop J3)	Midsummer Boulevard	049003030941
mltgtgj	Brook Furlong, Moulsoe turn (N-bound)	London Road A509	049005725745
mltadwmt	Moulsoe, opp St Marys Church	Newport Road	049002489004
mltawgd	Moulsoe, Wood End Lane (E-bound)	Cranfield Road	049002489471
mltadwpd	Moulsoe, Cranfield Road (E-bound)	Cranfield Road	049002489005
ahlawdtp	Cranfield, opp Lodge Road	High Street	021023014
ahlapwtw	Cranfield, adj Townsend Close	High Street	021023502
ahlaptgd	Cranfield, opp War Memorial	High Street	021023028
ahlagwdg	Cranfield, adj Cross Keys	High Street	021023012
ahlagwdt	Cranfield, opp Hillcrest	Bedford Road	021023019
ahlapmpj	Cranfield, opp Vale Court	Bedford Road	021023022
ahlagwpm	Upper Shelton, Lower Shelton Turn (S-bound)	Lower Shelton Road	021024026
ahlagwpw	Lower Shelton, opp Chequers Close	Lower Shelton Road	021024028
ahlagwtd	Lower Shelton, adj The Church	Lower Shelton Road	021024030
ahlagwmp	Marston Moretaine, opp Chandlers Close	Beancroft Road	021024019
ahlagwmw	Marston Moretaine, adj Moreteyne Road	Beancroft Road	021024021
ahlagwpa	Marston Moretaine, opp Tylecote Close	Beancroft Road	021024022
ahlagwmj	Marston Moretaine, o/s NMT Cranes	Bedford Road	021024018
ahlapwtj	Marston Moretaine, adj Arundel Road	Bedford Road	021024501
ahlagwtm	Caulcott, adj Snagge Court	Bedford Road	021024033
bfsdagjt	Stewartby, Stewartby Railway Station (E-bound)	Green Lanes Crossing	020036080
bfsatadm	Stewartby, o/s The Post Office	Stewartby Way	020036505
bfsaptwa	Stewartby, adj Montgomery Close	Stewartby Way	020036000
bfsapwmw	Stewartby, o/s Marston Vale Middle School	The Crescent	020036100
bfsapgdw	Stewartby, o/s Brickworks	Stewartby Village Centre	020036082
bfsamwgd	Kempston, o/s Royal Oak	Woburn Road	020035651
bfsamwmp	Kempston, Bunyan Road (N-bound)	Bunyan Road	020035668
bfsamwmt	Kempston, o/s Saxon Centre	Bedford Road	020035669
bfsapadp	Kempston, opp War Memorial	Bedford Road	020035689
bfsamwgw	Kempston, opp King William Road	High Street	020035656
bfsapmwt	Kempston, adj Lodge Avenue	High Street	020035056
bfsamwmd	Kempston, o/s Williamson Road Shops	Williamson Road	020035665

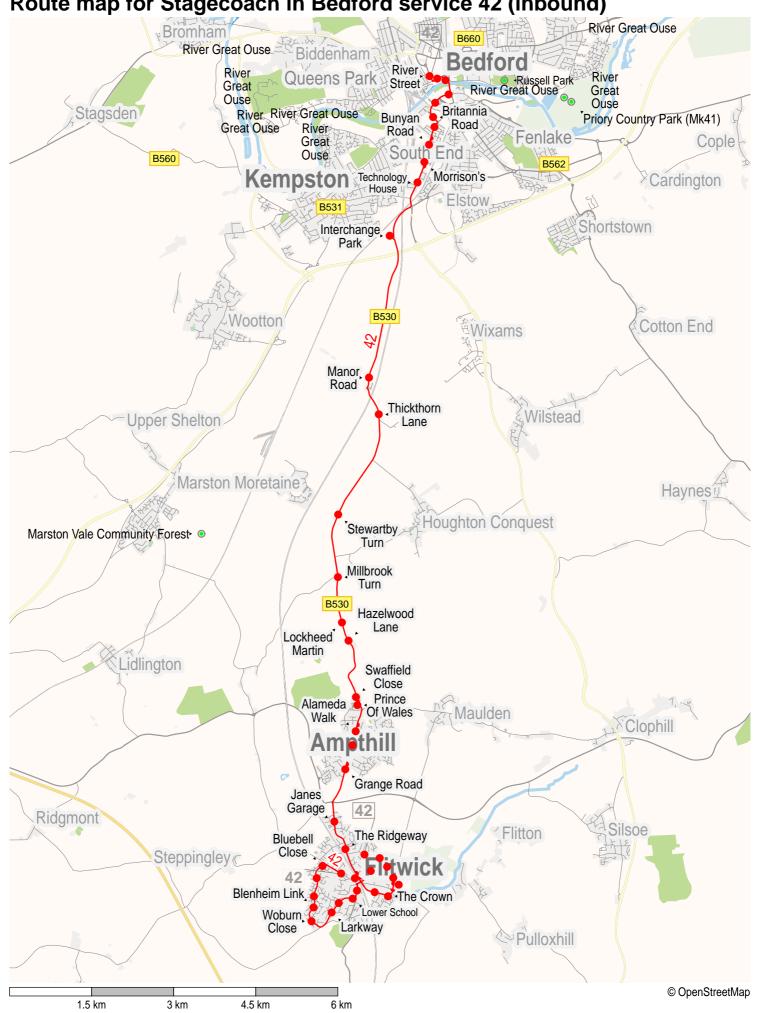


Route map for Stagecoach in Bedford service 42 (outbound)





Route map for Stagecoach in Bedford service 42 (inbound)



### Bedford - Ampthill - Flitwick

Stagecoach in Bedford

The information on this timetable is expected to be valid until at least 9th January 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

	Mondays to Fridays				
Bedford, River Street (Stop RS2)	0620 0720 0845 45 1545 1645 1745				
Bedford, Britannia Road (Stop D)	0625 0725 0850 then 50 1550 1655 1755				
Kempston, opp Cosmic Avenue	0627 0727 0852 at 52 1552 1657 1757				
Kempston, Interchange Park	0631 0731 0856 these 56 1556 1701 1801				
Ampthill, opp Prince of Wales	0641 0741 0906 mine 06 until 1606 1711 1811				
Ampthill, opp Alameda Walk	0643 0743 0908 nact 08 1608 1713 1813				
Ampthill, adj The Avenue	0045 0745 0910 oach 10 1010 1715 1015				
Flitwick, opp Railway Station	0649 0749 0914 hour 14 1614 1719 1819				
Flitwick, adj Catherine Road	0031 0731 0910 10 1010 1721 1021				
Flitwick, o/s Woodlands Middle School	0327 27 1027 1723 1023				
	Saturdays				
Bedford, River Street (Stop RS2)	0720 0845 45 1545 1650 1750				
Bedford, Britannia Road (Stop D)	0725 0850 then 50 1550 1655 1755				
Kempston, opp Cosmic Avenue	0727 0852 at 52 1552 1657 1757				
Kempston, Interchange Park	0/31 0856 45000 56 1556 1/01 1801				
Ampthill, opp Prince of Wales					
Ampthill, opp Alameda Walk	0743 0908 nost 08 1608 1713 1813				
Ampthill, adj The Avenue	0745 0910 past 10 1610 1715 1815				
Flitwick, opp Railway Station	0749 0914 each 14 1614 1719 1819				
Flitwick, adj Catherine Road	0/51 0916 16 1616 1/21 1621				
Flitwick, o/s Woodlands Middle School	-         0924         24         1624         1729         1829				
	Sundays				
	no service				
	Christmas Eve (Wed 24th December)				
	same as Mondays to Fridays				
	Christmas Day				
	no service				
	Boxing Day				
	no service				
	Saturday 27th December				
	same as Saturdays				
	Sunday 28th December				
	no service				
	Monday 29th December				
	same as Saturdays				
	Tuesday 30th December				
	same as Saturdays				
	New Years Eve (Wed 31st December)				
	same as Saturdays				
	New Years Day				
	no service				
	Fri 2 Jan				

same as Mondays to Fridays

### Flitwick - Ampthill - Bedford

Stagecoach in Bedford

The information on this timetable is expected to be valid until at least 9th January 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

	Mondays to Fridays				
Flitwick, o/s Woodlands Middle School	0925 25 1625 1730 1830				
Flitwick, opp Pennine Rise	0927 27 1627 1732 1832				
Flitwick, adj Village Hall	0931 then 31 1631 1736 1836				
Flitwick, adj Catherine Road	0654 0754 0939 at 45 4645 4745 4845				
Flitwick, o/s Railway Station	0/00 0000 0945 those 45 1045 1745 1645				
Ampthill, adj Sidney Road	0704 0804 0949 mine 49 until 1049 1749 1849				
Ampthill, adj Alameda Walk	0/00 0000 0951 past 51 1051 1/51 1051				
Ampthill, o/s Prince of Wales	0700 0000 0933 03ch 53 1633 1733 1633				
Kempston, Interchange Park	0719 0819 1004 hour 04 1704 1804 1904				
Bedford, adj Technology House	0721 0821 1006 - 06 - 1706 1806 1906				
Bedford, Britannia Road (Stop C)	0724 0824 1009 09 1709 1809 1909				
Bedford, River Street (Stop RS2)	0736 0841 1021     21       1721 1821 1921				
	Saturdays				
litwick, o/s Woodlands Middle School	- 0925 25 1625 1730 1830				
litwick, opp Pennine Rise	- 0927 27 1627 1732 1832				
litwick, adj Village Hall	- 0931 then 31 1631 1736 1836				
litwick, adj Catherine Road	0754 0939 39 1639				
litwick, o/s Railway Station	0800 0945 these 45 1045 1745 1845				
Ampthill, adj Sidney Road	0804 0949 mins 49 until 1049 1749 1849				
mpthill, adj Alameda Walk	0000 0931 paet 31 1031 1731 1031				
Ampthill, o/s Prince of Wales	0000 0933 03ch 33 1033 1733 1033				
Kempston, Interchange Park	0819 1004 hour 04 1704 1804 1904				
Bedford, adj Technology House	0821 1000 00 1700 1800 1900				
Sedford, Britannia Road (Stop C)	0824 1009 09 1709 1809 1909				
Bedford, River Street (Stop RS2)	0841 1021 21 1721 1821 1921				
	Sundays no service				
	Christmas Eve (Wed 24th December) same as Mondays to Fridays Christmas Dav				
	Christmas Dav				
	Christmas Day				
	no service				
	no service Boxing Day				
	no service Boxing Day no service Saturday 27th December same as Saturdays				
	no service Boxing Day no service Saturday 27th December same as Saturdays Sunday 28th December				
	no service Boxing Day no service Saturday 27th December same as Saturdays Sunday 28th December no service				
	no service Boxing Day no service Saturday 27th December same as Saturdays Sunday 28th December				
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	no service  Boxing Day no service  Saturday 27th December same as Saturdays  Sunday 28th December no service  Monday 29th December same as Saturdays  Tuesday 30th December same as Saturdays				
	no service Boxing Day no service Saturday 27th December same as Saturdays Sunday 28th December no service Monday 29th December same as Saturdays Tuesday 30th December				
	no service  Boxing Day no service  Saturday 27th December same as Saturdays  Sunday 28th December no service  Monday 29th December same as Saturdays  Tuesday 30th December same as Saturdays  New Years Eve (Wed 31st December) same as Saturdays  New Years Day				
	no service  Boxing Day no service  Saturday 27th December same as Saturdays  Sunday 28th December no service  Monday 29th December same as Saturdays  Tuesday 30th December same as Saturdays  New Years Eve (Wed 31st December) same as Saturdays				

same as Mondays to Fridays

Stagecoach in Bedford

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SMS Code	Stop Name	Street	ATCO Code
bfsajwmj	Bedford, River Street (Stop RS2)	River Street	020035031
bfsajwjg	Bedford, St Paul's Square (Stop P2)	St Paul's Square	020035023
bfsapdpj	Cauldwell, Kingsway Link (W-bound)	Kingsway Link	020035771
bfsapdpw	Cauldwell, opp Borough Hall	Cauldwell Street	020035811
bfsapapj	Bedford, Britannia Road (Stop D)	Britannia Road	020035716
bfsapapd	Bedford, Bedford Hospital A&E (Stop F)	Ampthill Road	020035714
bfsapapa	Bedford, opp Morrisons	Ampthill Road	020035713
bfsapamp	Bedford, opp Technology House	Ampthill Road	020035710
bfsapamg	Kempston, opp Cosmic Avenue	Ampthill Road	020035708
bfsapmpa	Kempston, Interchange Park	Polofield Way	020035824
bfsajtwt	Kempston Hardwick, opp Manor Road	Bedford Road	020034042
ahlajagp	Kempston Hardwick, adj Thickthorn Lane	Bedford Road	021024053
ahlawgdj	Houghton Conquest, opp Stewartby Turn	B530	021024064
ahlawgda	Ampthill, opp Millbrook Turn	Hazelwood Lane B530	021024062
ahlajajd	Ampthill, o/s Lockheed Martin	Hazelwood Lane	021024060
ahlajagw	Ampthill, o/s 14 Hazelwood Lane	Hazelwood Lane	021024058
ahlagmgw	Ampthill, opp Prince of Wales	Bedford Street	021020524
ahlagjwg	Ampthill, opp Alameda Walk	Dunstable Street	021020213
ahlagjtw	Ampthill, adj The Avenue	Flitwick Road	021020210
ahlagjtm	Ampthill, opp Grange Road	Flitwick Road	021020208
ahlagjtg	Flitwick, opp 101 Garage	Ampthill Road	021020206
ahlagjta	Flitwick, o/s Janes Garage	Ampthill Road	021020204
ahlagjpt	Flitwick, adj The Ridgeway	High Street	021020202
ahlagjpm	Flitwick, opp Railway Station	High Street	021020201
ahlagjmp	Flitwick, Brookes Road (N-bound)	Brookes Road	021020184
ahlagjmt	Flitwick, adj Catherine Road	Hinksley Road	021020185
ahlagjmw	Flitwick, adj St Pauls Close	Hinksley Road	021020186
ahlagjpd	Flitwick, opp Hatfield Road	Hinksley Road	021020188
ahlagjpg	Flitwick, adj Ivel Way	Hatfield Road	021020189
ahlagjdt	Flitwick, adj Moor Lane	Maulden Road	021020140
ahlapwpg	Flitwick, o/s The Crown	Station Road	021020750
ahlapwpj	Flitwick, adj Oak Road	Station Road	021020751
ahlagjdm	Flitwick, o/s Woodlands Middle School	Steppingley Road	021020115

Stagecoach in Bedford

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SMS Code	Stop Name	Street	ATCO Code
ahlagjdm	Flitwick, o/s Woodlands Middle School	Steppingley Road	021020115
ahlagjdj	Flitwick, adj Bluebell Close	Manor Way	021020114
ahlagjda	Flitwick, adj Campion Way	Manor Way	021020112
ahlagjat	Flitwick, opp Pennine Rise	Manor Way	021020110
ahlagjam	Flitwick, adj Blenheim Link	Manor Way	021020108
ahlagjag	Flitwick, opp Woburn Close	Manor Way	021020106
ahlagdwt	Flitwick, adj Larkway	Temple Way	021020104
ahlagdwp	Flitwick, adj Eagle Drive	Temple Way	021020103
ahlagdwi	Flitwick, opp Lower School	Temple Way	021020101
ahlagjgj	Flitwick, adj Village Hall	Dunstable Road	021020162
ahlagimp	Flitwick, Brookes Road (N-bound)	Brookes Road	021020184
ahlagjmt	Flitwick, adj Catherine Road	Hinksley Road	021020185
ahlagjmw	Flitwick, adj St Pauls Close	Hinksley Road	021020186
ahlagjpd	Flitwick, opp Hatfield Road	Hinksley Road	021020188
ahlagipg	Flitwick, adj Ivel Way	Hatfield Road	021020189
ahlagjdt	Flitwick, adj Moor Lane	Maulden Road	021020140
ahlapwpg	Flitwick, o/s The Crown	Station Road	021020750
ahlapwpi	Flitwick, adj Oak Road	Station Road	021020751
ahlagjpj	Flitwick, o/s Railway Station	High Street	021020200
ahlagjpw	Flitwick, opp The Ridgeway	High Street	021020203
ahlagjtd	Flitwick, opp Janes Garage	Ampthill Road	021020205
ahlagjtp	Ampthill, adj Grange Road	Flitwick Road	021020209
ahlagjwa	Ampthill, adj Sidney Road	Flitwick Road	021020211
ahlagjwd	Ampthill, adj Alameda Walk	Dunstable Street	021020212
ahlagdmp	Ampthill, o/s Prince of Wales	Bedford Street	021020051
ahlatpmg	Ampthill, adj Swaffield Close	Bedford Street	021020280
ahlawgat	Ampthill, opp 14 Hazelwood Lane	Hazelwood Lane	021024057
ahlajaja	Ampthill, opp Lockheed Martin	Hazelwood Lane	021024059
ahlawgaw	Ampthill, adj Millbrook Turn	Hazelwood Lane B530	021024061
ahlawgdg	Houghton Conquest, adj Stewartby Turn	B530	021024063
ahlajagt	Kempston Hardwick, opp Thickthorn Lane	Bedford Road	021024054
bfsdadpm	Kempston Hardwick, adj Manor Road	Bedford Road	020034041
bfsapmpa	Kempston, Interchange Park	Polofield Way	020035824
bfsapamj	Bedford, adj Technology House	Ampthill Road	020035709
bfsapamt	Bedford, adj Morrison's	Ampthill Road	020035711
bfsapamw	Bedford, opp Bunyan Road	Ampthill Road	020035712
bfsapapg	Bedford, Bedford Hospital A&E (Stop E)	Ampthill Road	020035715
bfsapapm	Bedford, Britannia Road (Stop C)	Britannia Road	020035717
bfsapdpt	Cauldwell, o/s Borough Hall	Cauldwell Street	020035810
bfsapmjm	Cauldwell, o/s Bedford College	Cauldwell Street	020035817
bfsajwjp	Bedford, St Paul's Square (Arrivals)	St Paul's Square	020035025
bfsajwmd	Bedford, o/s Pilgrims House	Horne Lane	020035029
bfsajwmj	Bedford, River Street (Stop RS2)	River Street	020035031



**Route map for Grant Palmer service 68 (outbound)** River Great Ouse Queens Park St Paul's Great River Square Street Ouse Great Ouse River St John's Street River Great Great Ouse Ouse Bedford % Great Box End Hospital East Ouse Road River Spring South End Great Road ·Morrison's Ouse B560 Dunkirk River Tithe Technology House #1 Close Great Road Ouse Kompston West End Kempsto Margetts Church-End Cosmic Avenue Bury Cottages Gardens War Cherry Memorial Walk The Fire Station King William Road The Mullberry Hilly The Windermere Rise Lodge **Ibbett** Chantry Road Avenue Close Royal B530 Cross Ridgeways Oak Keys Farm Keeley 68 Corner Wootton Road **Wootton** Wooton ∡Wootton Upper School Squires B530 Fields Road Road Surgery Kempston Hardwick Wootton Green Upper Shelton lower Shelton B530 The Post Office Brickworks Marston Moretaine Stewartby Montgomery Close Houghton Conquest © OpenStreetMap 2 km1 km 3 km 4 km



Route map for Grant Palmer service 68 (inbound) River Great Ouse River Great Ouse Queens Park Pilgrims House River Street Great Ouse Bedford College Kingsway River River Great Bedford Ouse River Hospital East Box End **Great Ouse** Road River River Bunyan Road Road South End Great Great Ouse Savannah Close Ouse Margetts B560 Road Tithe Morrison's Kempston Road Dunkirk Close Church End Kempston Konpston West End Jowitt River Great Ouse √Technology House Avenue ◆Bunyan Road **Bury Cottages** Elstow St John's Homes King William Road The Mullberry Bush The Windermere Hill? The Alders Rise Lodge **Ibbett** Avenue Close 1 Royal Oak . B530 Cross Wootton Keys Road Keeley 68 B531 Corner **Wootton** Wootton Wooton Upper School Squires B530 Road Fields Road Surgery Kempston Hardwick Wootton Green Upper Shelton Lower Shelton B530 Brickworks Stewartby Marston Moretaine The Post Ofice Montgomery Close Wootton Pillinge Houghton Conquest © OpenStreetMap 2 km 3 km 1 km 4 km

#### Bedford - Kempston - Wootton - Stewartby

Grant Palmer

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

	Mondays to Fridays		
Bedford, River Street (Stop RS3)	0735 0905 1035 1200 1335 1500 1620 1750		
Bedford, Bedford Hospital A&E (Stop F)	0741 0911 1041 1206 1341 1508 1630 1800		
Bedford, opp Morrisons	0743 0913 1043 1208 1343 1510 1633 1802		
Kempston, opp Dunkirk Close	1219   1643		
Kempston, opp The Mullberry Bush	0748 0917 1047   1347 1515   1807		
Kempston, o/s Saxon Centre	0752 0922 1052 1222 1352 1520 1646 1811		
Box End, o/s 32 Box End Road	1227   1650		
Kempston West End, Tithe Road (S-bound)	1230 1653		
Wootton, in Wooton Upper School	1238 1529 1700		
Stewartby, adj Montgomery Close	0806 0936 1106 1246 1406 1537 1708 1825		
otewartsy, and morngomery orose			
Radford Diver Chroat (Chan DC2)	Saturdays		
Bedford, River Street (Stop RS3)	0735 0905 1035 1200 1335 1500 1620 1750		
Bedford, Bedford Hospital A&E (Stop F)	0741 0911 1041 1206 1341 1508 1630 1800		
Bedford, opp Morrisons	0743 0913 1043 1208 1343 1510 1633 1802		
Kempston, opp Dunkirk Close	1219   1643		
Kempston, opp The Mullberry Bush	0748 0917 1047   1347 1515   1807		
Kempston, o/s Saxon Centre	0752 0922 1052 1222 1352 1520 1646 1811		
Box End, o/s 32 Box End Road	1227 1650		
Kempston West End, Tithe Road (S-bound)	1230 1653		
Wootton, in Wooton Upper School	1238   1529 1700		
Stewartby, adj Montgomery Close	0806 0936 1106 1246 1406 1537 1708 1825		
	Sundays		
	no service		
	Christmas Eve (Wed 24th December) same as Mondays to Fridays Christmas Day no service		
	Boxing Day		
	no service		
	Saturday 27th December		
	same as Mondays to Fridays		
	Sunday 28th December		
	Monday 29th December same as Mondays to Fridays		
	Tuesday 30th December same as Mondays to Fridays  New Years Eve (Wed 31st December) same as Mondays to Fridays  New Years Day no service		
	Fri 2 Jan		
	same as Mondays to Fridays		

#### Stewartby - Wootton - Kempston - Bedford

Grant Palmer

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

	Mondays to Fridays		
Stewartby, adj Montgomery Close	0705 0815 0940 1110 1250 1410 1540 1710		
Wootton, in Wooton Upper School	0826 0951   1421		
Kempston West End, Tithe Road (N-bound)	0957 1427		
Box End, o/s 31 Box End Road	1000 1430		
Kempston, opp Saxon Centre	0717 0836 1006 1126 1306 1436 1556 1726		
Cempston, o/s The Mullberry Bush	0721 0840   1130 1310   1600 1730		
Kempston, opp Dunkirk Close	1009     1439		
Bedford, adj Morrison's	0725 0846 1016 1134 1314 1446 1605 1736		
Bedford, Bedford Hospital A&E (Stop E)	0727 0848 1018 1136 1316 1448 1607 1739		
Bedford, River Street (Stop RS3)	0733 0856 1024 1142 1322 1454 1617 1747		
( )	Saturdays		
stewartby, adj Montgomery Close	0705 0815 0940 1110 1250 1410 1540 1710		
Vootton, in Wooton Upper School	0 0826 0951   1421		
Kempston West End, Tithe Road (N-bound)	0957 1427		
Box End, o/s 31 Box End Road	1000 1430		
Kempston, opp Saxon Centre	0717 0836 1006 1126 1306 1436 1556 1726		
Kempston, opp Saxon Centre  Kempston, o/s The Mullberry Bush	0721 0840   1130 1310   1600 1730		
	1009   1439		
Kempston, opp Dunkirk Close Bedford, adj Morrison's	0725 0846 1016 1134 1314 1446 1605 1736		
Bedford, Bedford Hospital A&E (Stop E)	0727 0446 1016 1134 1314 1446 1607 1739		
Bedford, River Street (Stop RS3)	0727 0848 1018 1136 1316 1448 1607 1739 0733 0856 1024 1142 1322 1454 1617 1747		
ediord, River Street (Stop Ros)			
	Sundays		
	no service		
	Christmas Eve (Wed 24th December)		
	same as Mondays to Fridays		
	Christmas Day		
	no service		
	Boxing Day		
	no service		
	Saturday 27th December		
	same as Mondays to Fridays		
	Sunday 28th December		
	no service		
	Monday 29th December		
	same as Mondays to Fridays		
	Tuesday 30th December		
same as Mondays to Fridays			
	New Years Eve (Wed 31st December)		
	same as Mondays to Fridays		
	New Years Day		
	no service		
	Fri 2 Jan		
	same as Mondays to Fridays		



#### **Bedford - Kempston - Wootton - Stewartby**

Grant Palmer

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SMS Code	Stop Name	Street	ATCO Code
bfsajwmg	Bedford, River Street (Stop RS3)	River Street	020035030
bfsajwjm	Bedford, St Paul's Square (Stop P1)	St Paul's Square	020035024
bfsapdpg	Bedford, St John's Street (S-bound)	St John's Street	020035770
bfsapapd	Bedford, Bedford Hospital A&E (Stop F)	Ampthill Road	020035714
bfsapapa	Bedford, opp Morrisons	Ampthill Road	020035713
bfsapamp	Bedford, opp Technology House	Ampthill Road	020035710
bfsapamg	Kempston, opp Cosmic Avenue	Ampthill Road	020035708
bfsapapw	Kempston, opp Savannah Close	Walcourt Road	020035719
bfsapatd	Kempston, opp Dunkirk Close	Walcourt Road	020035721
bfsapapt	Kempston, adj Savannah Close	Walcourt Road	020035718
bfsapamd	Kempston, adj The Fire Station	Elstow Road	020035707
bfsapajd	Kempston, o/s Cherry Walk	Orchard Street	020035700
bfsapajp	Kempston, opp The Mullberry Bush	Orchard Street	020035703
bfsapajt	Kempston, The Alders (W-bound)	Orchard Street	020035704
bfsapaga	Kempston, o/s 13 Chantry Road	Chantry Road	020035692
bfsapada	Kempston, adj Spring Road	Bedford Road	020035685
bfsapadj	Kempston, adj Margetts Road	Bedford Road	020035687
bfsapwpd	Kempston, Bunyan Road (S-bound)	Bunyan Road	020035777
bfsamwmt	Kempston, o/s Saxon Centre	Bedford Road	020035669
bfsamwgm	Kempston, o/s The Windermere	St John's Street	020035653
bfsamwga	Kempston, opp Royal Oak	Woburn Road	020035650
bfsapadp	Kempston, opp War Memorial	Bedford Road	020035689
bfsamwgt	Kempston, opp Judith Gardens	High Street	020035655
bfsamwgw	Kempston, opp King William Road	High Street	020035656
bfsapmwt	Kempston, adj Lodge Avenue	High Street	020035056
bfsamwjm	Kempston, adj Hill Rise	Ridge Road	020035660
bfsapgdt	Gibraltar, o/s Ridgeways Farm	Ridge Road	020036071
bfsdagjp	Gibraltar, opp Ibbett Close	Ridge Road	020036069
bfsapgdj	Gibraltar, o/s 83 Wootton Road	Wootton Road	020036067
bfsapgda	Wootton, Keeley Corner (S-bound)	Bedford Road	020036065
bfsdagdp	Kempston Church End, o/s Bury Cottages	Cemetery Road	020036033
bfsapdwd	Box End, o/s 32 Box End Road	Box End Road	020036031
bfsdagdt	Kempston West End, Tithe Road (S-bound)	Tithe Road	020036040
bfsdagja	Wood End, o/s Cross Keys	Wood End Lane	020036044
bfsdagjd	Hall End, Wootton (S-bound)	Hall End Road	020036046
bfsapwmj	Wootton, in Wooton Upper School	Church Road	020036500
bfsapdwp	Wootton, opp Squires Road	Church Road	020036049
bfsdapgm	Wootton, opp Fields Road Surgery	Fields Road	020036120
bfsapgja	Stewartby, opp Brickworks	Broadmead Road	020036083
bfsatadm	Stewartby, o/s The Post Office	Stewartby Way	020036505
bfsaptwa	Stewartby, adj Montgomery Close	Stewartby Way	020036000



#### Stewartby - Wootton - Kempston - Bedford

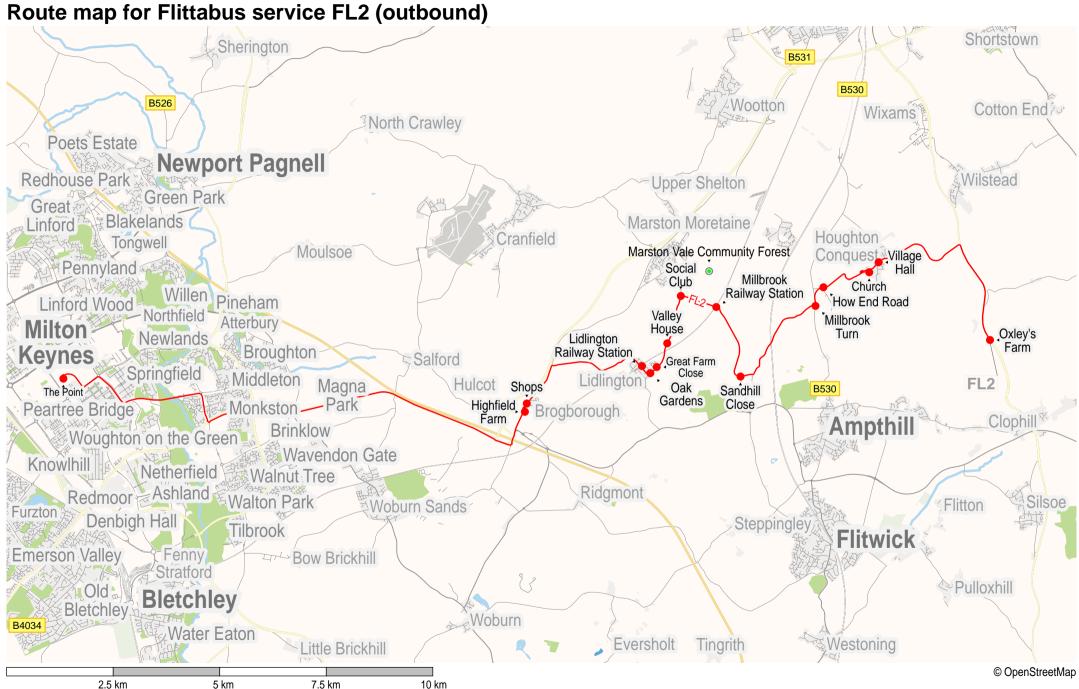
Grant Palmer

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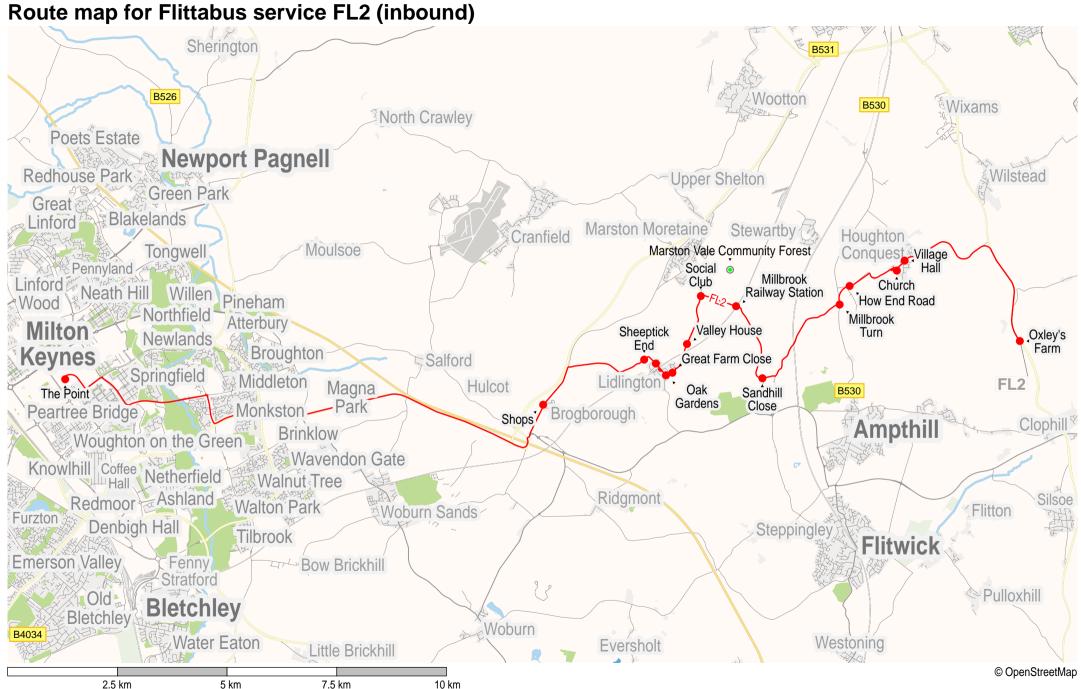
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SMS Code	Stop Name	Street	ATCO Code
bfsaptwa	Stewartby, adj Montgomery Close	Stewartby Way	020036000
bfsatadp	Stewartby, opp The Post Ofice	Stewartby Way	020036506
bfsapgdw	Stewartby, o/s Brickworks	Stewartby Village Centre	020036082
bfsamwgd	Kempston, o/s Royal Oak	Woburn Road	020035651
bfsamwgj	Kempston, opp The Windermere	St John's Street	020035652
bfsdamga	Wootton, o/s Fields Road Surgery	Fields Road	020036011
bfsapdwm	Wootton, nr Squires Road	Church Road	020036048
bfsapwmj	Wootton, in Wooton Upper School	Church Road	020036500
bfsdagjg	Hall End, Wootton (N-bound)	Hall End Road	020036047
bfsapgaw	Wootton, Keeley Corner (N-bound)	Bedford Road	020036064
bfsapgdg	Gibraltar, opp 53 Wootton Road	Wootton Road	020036066
bfsapgdm	Gibraltar, adj Ibbett Close	Ridge Road	020036068
bfsapgdp	Gibraltar, opp Ridgeways Farm	Ridge Road	020036070
bfsamwjp	Kempston, opp Hill Rise	Ridge Road	020035661
bfsapdwj	Wood End, opp Cross Keys	Wood End Road	020036043
bfsdagdw	Kempston West End, Tithe Road (N-bound)	Tithe Road	020036041
bfsapdwa	Box End, o/s 31 Box End Road	Box End Road	020036030
bfsapdwg	Kempston Church End, opp Bury Cottages	Cemetery Road	020036032
bfsapmwp	Kempston, opp Lodge Avenue	High Street	020035055
bfsamwja	Kempston, adj King William Road	High Street	020035657
bfsamwgp	Kempston, adj War Memorial	High Street	020035654
bfsdajpm	Kempston, o/s St John's Homes	Bedford Road	020035524
bfsapadm	Kempston, opp Saxon Centre	Bedford Road	020035688
bfsamwmp	Kempston, Bunyan Road (N-bound)	Bunyan Road	020035668
bfsapajt	Kempston, The Alders (W-bound)	Orchard Street	020035704
bfsapajm	Kempston, o/s The Mullberry Bush	Orchard Street	020035702
bfsapajg	Kempston, opp Cherry Walk	Orchard Street	020035701
bfsapadg	Kempston, opp Margetts Road	Bedford Road	020035686
bfsapmtd	Kempston, opp Spring Road	Bedford Road	020035814
bfsapapw	Kempston, opp Savannah Close	Walcourt Road	020035719
bfsapatd	Kempston, opp Dunkirk Close	Walcourt Road	020035721
bfsapapt	Kempston, adj Savannah Close	Walcourt Road	020035718
bfsapama	Kempston, adj Jowitt Avenue	Elstow Road	020035706
bfsapami	Bedford, adj Technology House	Ampthill Road	020035709
bfsapamt	Bedford, adj Morrison's	Ampthill Road	020035711
bfsapamw	Bedford, opp Bunyan Road	Ampthill Road	020035712
bfsapapg	Bedford, Bedford Hospital A&E (Stop E)	Ampthill Road	020035715
bfsapmjt	Cauldwell, opp Kingsway Link	Kingsway	020035822
bfsapmjm	Cauldwell, o/s Bedford College	Cauldwell Street	020035817
bfsajwjp	Bedford, St Paul's Square (Arrivals)	St Paul's Square	020035025
bfsajwmd	Bedford, o/s Pilgrims House	Horne Lane	020035029
bfsajwmg	Bedford, River Street (Stop RS3)	River Street	020035030











### Haynes West End - Houghton Conquest - Lidlington - Milton Keynes 2nd Tuesday of each month

Flittabus

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

#### **Mondays to Fridays** Service Restrictions Tu2 Haynes West End, opp Oxley's Farm Houghton Conquest, opp Village Hall Millbrook, adi Sandhill Close 0014 0921 Marston Moretaine, o/s Social Club 0924 Lidlington, adj Oak Gardens 0026 Brogborough, o/s Shops Central Milton Keynes, The Point (Stop J3) 0932 0955 Saturdays no service Sundays no service **Christmas Eve (Wed 24th December) Christmas Dav** no service **Boxing Day** Saturday 27th December **Sunday 28th December** no service Monday 29th December **Tuesday 30th December** no service New Years Eve (Wed 31st December) no service

Service Restrictions: Tu2 - Operates 2nd Tuesday of each month only

no service
Fri 2 Jan
no service

**New Years Day** 



### Milton Keynes - Lidlington - Houghton Conquest - Haynes West End 2nd Tuesday of each month

Flittabus

The information on this timetable is expected to be valid until at least 9th January 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

#### **Mondays to Fridays** Service Restrictions Tu2 Central Milton Keynes, The Point (Stop J3) Brogborough, opp Shops Lidlington, Railway Station (S-bound) 1220 1325 Marston Moretaine, opp Social Club 13281 Millbrook, opp Sandhill Close 13311 Houghton Conquest, o/s Village Hall 13381 Haynes West End, adj Oxley's Farm 13441 Saturdays no service Sundays no service **Christmas Eve (Wed 24th December) Christmas Dav** no service **Boxing Day** Saturday 27th December **Sunday 28th December** no service Monday 29th December **Tuesday 30th December** no service New Years Eve (Wed 31st December) no service **New Years Day** no service Fri 2 Jan

Service Restrictions: Tu2 - Operates 2nd Tuesday of each month only

no service



### Haynes West End - Houghton Conquest - Lidlington - Milton Keynes 2nd Tuesday of each month

Flittahus

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

SMS Code	Stop Name	Street	ATCO Code
ahlajajp	Haynes West End, opp Oxley's Farm	Deadman's Hill	021024072
ahlajadp	Houghton Conquest, opp Village Hall	High Street	021024044
ahlajadj	Houghton Conquest, opp Church	The Grove	021024042
ahlajada	Houghton Conquest, adj How End Road	Road Farm	021024040
ahlawgda	Ampthill, opp Millbrook Turn	Hazelwood Lane B530	021024062
ahlawgaj	Millbrook, adj Sandhill Close	Station Lane	021024038
ahlawgad	Millbrook, Millbrook Railway Station (W-bound)	Station Lane	021024036
ahlawdwp	Marston Moretaine, o/s Social Club	Marston Road	021024012
ahlawdwm	Lidlington, adj Valley House	Marston Road	021024009
ahlagwjd	Lidlington, opp Great Farm Close	Marston Road	021024007
ahlajajt	Lidlington, adj Oak Gardens	Church Street	021024080
ahlagwgt	Lidlington, Railway Station (N-bound)	Church Street	021024001
ahlagwgj	Brogborough, o/s Shops	Bedford Road	021023023
ahlagwgm	Brogborough, opp Highfield Farm	Bedford Road	021023024
mltdagd	Central Milton Keynes, The Point (Stop J3)	Midsummer Boulevard	049003030941



### Milton Keynes - Lidlington - Houghton Conquest - Haynes West End 2nd Tuesday of each month

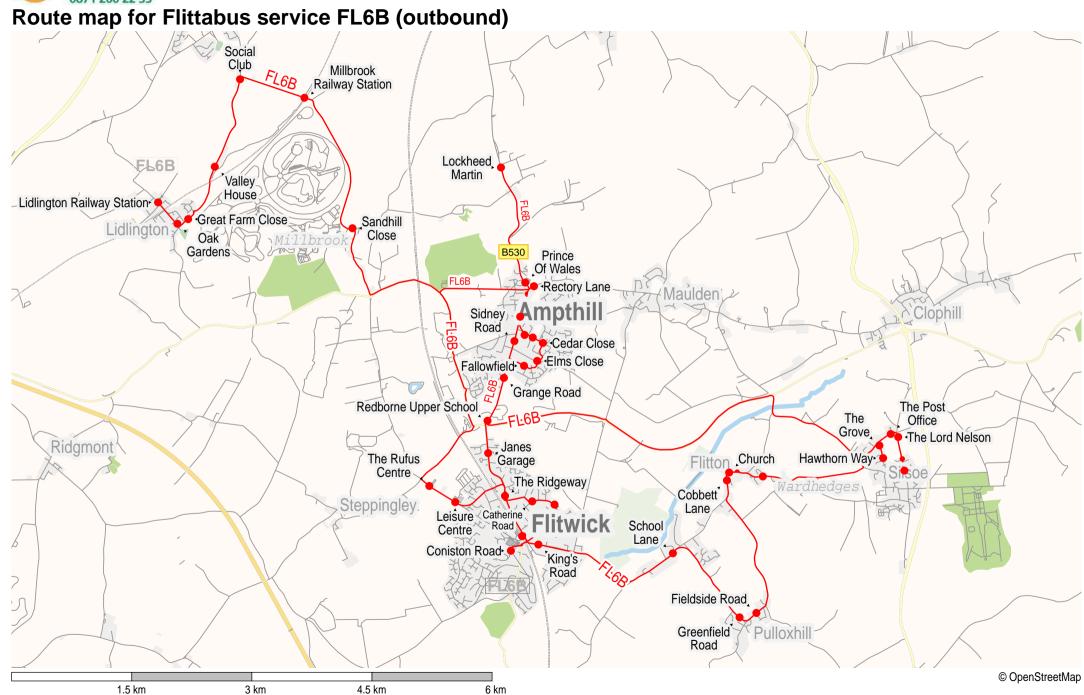
Flittahus

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

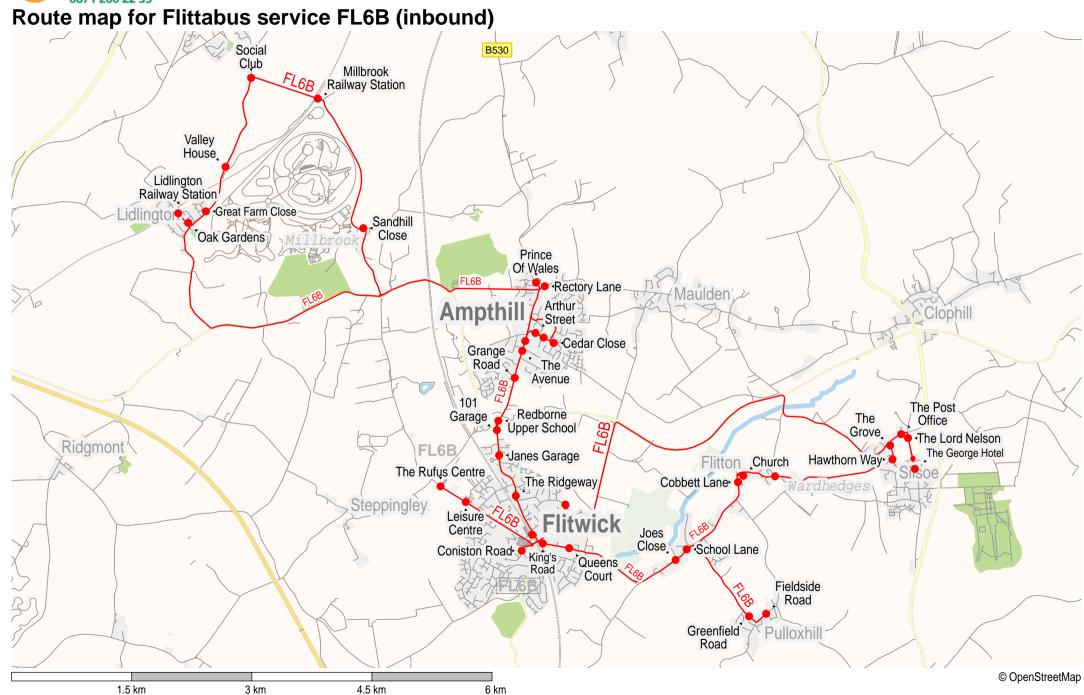
You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

SMS Code	Stop Name	Street	ATCO Code
mltdagd	Central Milton Keynes, The Point (Stop J3)	Midsummer Boulevard	049003030941
ahlawdwd	Brogborough, opp Shops	Bedford Road	021023026
ahlapwpa	Lidlington, Sheeptick End (NE-bound)	Sheeptick End	021024101
ahlapmpm	Lidlington, Railway Station (S-bound)	Station Road	021024000
ahlagwgw	Lidlington, opp Oak Gardens	Church Street	021024002
ahlagwja	Lidlington, adj Great Farm Close	Marston Road	021024006
ahlagwjg	Lidlington, opp Valley House	Marston Road	021024008
ahlagwjp	Marston Moretaine, opp Social Club	Marston Road	021024011
ahlawdwt	Millbrook, Millbrook Railway Station (E-bound)	Millbrook Rail Station	021024035
ahlawgag	Millbrook, opp Sandhill Close	Station Lane	021024037
ahlawgaw	Ampthill, adj Millbrook Turn	Hazelwood Lane B530	021024061
ahlagwtw	Houghton Conquest, opp How End Road	Road Farm	021024039
ahlajadg	Houghton Conquest, o/s Church	The Grove	021024041
ahlajadm	Houghton Conquest, o/s Village Hall	High Street	021024043
ahlapmpt	Haynes West End, adj Oxley's Farm	Deadman's Hill	021024073











### Lidlington - Milbrook - Ampthill - Silsoe -Flitwick - Steppingley Thursdays Only

Flittabus

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

#### **Mondays to Fridays**

0 : 5 : :	w.
Service Restriction	
Lidlington, Railway Station (S-bound)	0907 0913
Marston Moretaine, opp Social Club	0916
Millbrook, opp Sandhill Close	0923
Ampthill, opp Prince of Wales Ampthill, opp Houghton Close	0926
Ampthill, opp Cedar Close	0927
Silsoe, The Grove (S-bound)	0934
Silsoe, opp The George Hotel	0936 0936
Flitton, opp Church	0940
Pulloxhill, adj Fieldside Road	0944
Greenfield, opp School Lane	0948
Flitwick, opp Derwent Rise	0954
Ampthill, opp Rectory Lane	1005
Flitwick, o/s The Rufus Centre	1013
Flitwick, o/s Leisure Centre	1017
Flitwick, adj St Pauls Close	1020
Flitwick, nr Derwent Rise	1025
	Caturdaya
	Saturdays
	no service
	Sundays
	no service
	Christmas Eve (Wed 24th December)
	no service
	Christmas Day
	no service
	Boxing Day
	no service
	Saturday 27th December
	no service
	Sunday 28th December
	no service
	Monday 29th December
	no service
	Tuesday 30th December
	no service
	New Years Eve (Wed 31st December)
	no service
	New Years Day
	no service
	Fri 2 Jan
	no service

Service Restrictions: Th - Thursdays only



# Flitwick - Ampthill - Milbrook - Lidlington - Silsoe - Flitwick - Steppingley Thursdays Only

Flittabus

The information on this timetable is expected to be valid until at least 9th January 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

	Mondays to Fridays
Service Restrictions	
Flitwick, nr Derwent Rise	1102
Ampthill, opp Houghton Close	1108
Ampthill, opp Cedar Close	1109
Ampthill, opp Rectory Lane	1114
Millbrook, adj Sandhill Close	1120
Marston Moretaine, o/s Social Club	1124
Lidlington, Railway Station (N-bound)	1133
Ampthill, opp Prince of Wales	1140
Flitwick, opp Derwent Rise	1148
Greenfield, adj School Lane	1154
Pulloxhill, opp Fieldside Road	1158
Flitton, o/s Church	1202
Silsoe, o/s The George Hotel	1206
Silsoe, The Grove (S-bound)	1208 1218
Flitwick, opp Derwent Rise Flitwick, adj St Pauls Close	1210
Flitwick, adj St Pauls Close Flitwick, opp Leisure Centre	1226
Flitwick, opp The Rufus Centre	1220
Titwick, opp the Rulus Gentle	
	Saturdays
	no service
	Sundays
	no service
	Christmas Eve (Wed 24th December)
	no service
	Christmas Day
	no service
	Boxing Day
	no service
	Saturday 27th December
	no service
	Sunday 28th December
	no service
	Monday 29th December
	no service
	Tuesday 30th December
	no service
	New Years Eve (Wed 31st December)
	no service
	New Years Day
	no service
	Fri 2 Jan
	no comico

Service Restrictions: Th - Thursdays only



### Lidlington - Milbrook - Ampthill - Silsoe -Flitwick - Steppingley Thursdays Only

Flittahus

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

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SMS Code	Stop Name	Street	ATCO Code
ahlapmpm	Lidlington, Railway Station (S-bound)	Station Road	021024000
ahlagwgw	Lidlington, opp Oak Gardens	Church Street	021024002
ahlagwja	Lidlington, adj Great Farm Close	Marston Road	021024006
ahlagwig	Lidlington, opp Valley House	Marston Road	021024008
ahlagwjp	Marston Moretaine, opp Social Club	Marston Road	021024011
ahlawdwt	Millbrook, Millbrook Railway Station (E-bound)	Millbrook Rail Station	021024035
ahlawgag	Millbrook, opp Sandhill Close	Station Lane	021024037
ahlajajd	Ampthill, o/s Lockheed Martin	Hazelwood Lane	021024060
ahlagmgw	Ampthill, opp Prince of Wales	Bedford Street	021020524
ahlagjwg	Ampthill, opp Alameda Walk	Dunstable Street	021020213
ahlatwad	Ampthill, adj Arthur Street	Oliver Street	021020299
ahlatpwp	Ampthill, opp Houghton Close	Oliver Street	021020297
ahlatpwi	Ampthill, opp Cedar Close	Oliver Street	021020295
ahlatptd	Ampthill, adj Elms Close	Russell Drive	021020286
ahlatpmw	Ampthill, adj Fallowfield	Glebe Road	021020284
ahlagjtm	Ampthill, opp Grange Road	Flitwick Road	021020208
ahlatwta	Silsoe, The Grove (S-bound)	The Grove	021020703
ahlatwtp	Silsoe, o/s The Post Office	Newbury Lane	021020708
ahlagmda	Silsoe, opp The Lord Nelson	High Street	021020326
ahlagmat	Silsoe, opp The George Hotel	High Street	021020324
ahlatwpt	Silsoe, adj Hawthorn Way	The Grove	021020701
ahlatwpg	Wardhedges, opp Highfield Road	Wardhedges Road	021020693
ahlatpma	Flitton, opp Church	High Street	021020251
ahlatwmw	Flitton, adj Cobbett Lane	High Street	021020690
ahlagjwm	Pulloxhill, adj Fieldside Road	High Street	021020260
ahlagmja	Pulloxhill, Greenfield Road (N-bound)	Greenfield Road	021020695
ahlagjwt	Greenfield, opp School Lane	High Street	021020271
ahlagjgt	Flitwick, King's Road (W-bound)	King's Road	021020171
ahlatwim	Flitwick, opp Derwent Rise	Coniston Road	021020660
ahlagjpj	Flitwick, o/s Railway Station	High Street	021020200
ahlagjpw	Flitwick, opp The Ridgeway	High Street	021020203
ahlagjtd	Flitwick, opp Janes Garage	Ampthill Road	021020205
ahlagjtj	Ampthill, opp Redborne Upper School	Flitwick Road	021020207
ahlagjtp	Ampthill, adj Grange Road	Flitwick Road	021020209
ahlagjwa	Ampthill, adj Sidney Road	Flitwick Road	021020211
ahlagdpa	Ampthill, opp Rectory Lane	Church Street	021020054
ahlatwjt	Flitwick, o/s The Rufus Centre	Steppingley Road	021020665
ahlatwma	Flitwick, o/s Leisure Centre	Steppingley Road	021020667
ahlagjpt	Flitwick, adj The Ridgeway	High Street	021020202
ahlagjmt	Flitwick, adj Catherine Road	Hinksley Road	021020185
ahlagjmw	Flitwick, adj St Pauls Close	Hinksley Road	021020186
ahlatwjp	Flitwick, nr Derwent Rise	Coniston Road	021020661



# Flitwick - Ampthill - Milbrook - Lidlington - Silsoe - Flitwick - Steppingley Thursdays Only

Flittahus

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SMS Code	Stop Name	Street	ATCO Code
ahlatwjp	Flitwick, nr Derwent Rise	Coniston Road	021020661
ahlagjpj	Flitwick, o/s Railway Station	High Street	021020200
ahlagjpw	Flitwick, opp The Ridgeway	High Street	021020203
ahlagjtd	Flitwick, opp Janes Garage	Ampthill Road	021020205
ahlagjtj	Ampthill, opp Redborne Upper School	Flitwick Road	021020207
ahlagjtp	Ampthill, adj Grange Road	Flitwick Road	021020209
ahlagjwa	Ampthill, adj Sidney Road	Flitwick Road	021020211
ahlatwad	Ampthill, adj Arthur Street	Oliver Street	021020299
ahlatpwp	Ampthill, opp Houghton Close	Oliver Street	021020297
ahlatpwj	Ampthill, opp Cedar Close	Oliver Street	021020295
ahlagdpa	Ampthill, opp Rectory Lane	Church Street	021020054
ahlawgaj	Millbrook, adj Sandhill Close	Station Lane	021024038
ahlawgad	Millbrook, Millbrook Railway Station (W-bound)	Station Lane	021024036
ahlawdwp	Marston Moretaine, o/s Social Club	Marston Road	021024012
ahlawdwm	Lidlington, adj Valley House	Marston Road	021024009
ahlagwjd	Lidlington, opp Great Farm Close	Marston Road	021024007
ahlajajt	Lidlington, adj Oak Gardens	Church Street	021024080
ahlagwgt	Lidlington, Railway Station (N-bound)	Church Street	021024001
ahlagmgw	Ampthill, opp Prince of Wales	Bedford Street	021020524
ahlagitw	Ampthill, adj The Avenue	Flitwick Road	021020210
ahlagitm	Ampthill, opp Grange Road	Flitwick Road	021020208
ahlagjtg	Flitwick, opp 101 Garage	Ampthill Road	021020206
ahlagjta	Flitwick, o/s Janes Garage	Ampthill Road	021020204
ahlagjpt	Flitwick, adj The Ridgeway	High Street	021020202
ahlagipm	Flitwick, opp Railway Station	High Street	021020201
ahlatwim	Flitwick, opp Derwent Rise	Coniston Road	021020660
ahlagigp	Flitwick, King's Road (E-bound)	King's Road	021020170
ahlagjgw	Flitwick, adj Queens Court	King's Road	021020172
ahlagmad	Greenfield, adj Joes Close	High Street	021020272
ahlagjwp	Greenfield, adj School Lane	High Street	021020270
ahlatwpi	Pulloxhill, Greenfield Road (S-bound)	Greenfield Road	021020694
ahlatpmd	Pulloxhill, opp Fieldside Road	High Street	021020261
ahlatwpa	Flitton, opp Cobbett Lane	High Street	021020691
ahlagjwj	Flitton, o/s Church	High Street	021020250
ahlatwpd	Wardhedges, adj Highfield Road	Wardhedges Road	021020692
ahlatwpm	Silsoe, opp Hawthorn Way	The Grove	021020700
ahlagmaw	Silsoe, o/s The George Hotel	High Street	021020325
ahlagmdg	Silsoe, adj The Lord Nelson	High Street	021020327
ahlatwtw	Silsoe, opp The Post Office	Newbury Lane	021020709
ahlatwta	Silsoe, The Grove (S-bound)	The Grove	021020703
ahlagimw	Flitwick, adj St Pauls Close	Hinksley Road	021020186
ahlatwmd	Flitwick, opp Leisure Centre	Steppingley Road	021020668
ahlatwjw	Flitwick, opp The Rufus Centre	Steppingley Road	021020666
	i minori, opp i no rialao osimo	Stoppingley Rodu	02.02000



## Appendix 3.3 - Rail Timetables

#### Bedford •

- Bedford St Johns
- Kempston Hardwick
  - Stewartby
    - Millbrook
  - Lidlington
  - Ridgmont
  - Aspley Guise
  - Woburn Sands
  - Bow Brickhill
  - Fenny Stratford
  - renny Stration



including connections to London and the Midlands

### london**midland**

What's in this timetable?

Bletchley - Bedford

Mondays to Fridays – Page 6 Saturdays – Page 17

Bedford - Bletchley

Mondays to Fridays – Page 28 Saturdays – Page 39

General Information

Holiday Periods

We will be running amended timetables on Monday 27 May and Monday 26 August 2013 Bank Holidays. Details will be available on our website and on posters at stations.

**Bringing Your Bike** 

Bikes (except tandems) are welcome on board our trains but please be extra careful when it's busy.

Getting assistance at the station

Call us on 0800 092 4260 if you need some help getting on or off the trains and we'll make the necessary arrangements. Please give at least 24 hours notice if possible.

Rail User Groups

If you'd like to be more involved with the development of rail services, why not join your local rail user group.

Bedford to Bletchley Rail Users Association

Richard Crane, Chairman email chairman@bbrua.org.uk tel 01234 351 771 web www.bbrua.org.uk

Milton Keynes Rail Users Group

Philip Lawton, Chair

email info@mkrailusers.org.ukweb www.mkrailusers.org.uk

Passenger Focus

email info@passengerfocus.org.uk tel 03001 23 23 50

web www.passengerfocus.org.uk
address Freepost (RRRE-ETTC-LEET)

PO Box 4257, Manchester, M60 3AR

**General Information** 

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Community Rail Partnership

The Community Rail Partnership brings together the local community, businesses, local government and the railway to secure the long term future of the Marston Vale line. For more information about how you can get involved please contact the Community Rail Partnership Officer.

Marston Vale Community Rail Partnership

Stephen Sleight

email stephens@bedsrcc.org.uk

tel 01234 832 645

**web** www.marstonvalecommunityrail.org.uk **facebook** www.facebook.com/marstonvalecrp

twitter @marstonvalecrp

London Travelwatch

email info@londontravelwatch.org.uk

tel 020 3176 2999

web www.londontravelwatch.org.uk address Dexter House, 2 Royal Mint Court,

London, EC3N 4QN

**Engineering Work** 

Late night and weekend train times may be subject to alteration because of engineering work. Planned timetable alterations can be found on our website and on station posters. Check www.londonmidland.com before travelling.

Off-peak Travel

Certain off-peak tickets are not valid on trains leaving London between 1645-1900 Mondays to Fridays. Please check before travelling.

Notes & Symbols 5

- PLUSBUS through ticketing available
- limited bicycle space on this train
- EM operated by East Midlands Trains
- b 1 minute later from 20 July to 24 August
- A from 22 June to 19 October
- B until 15 June and from 26 October

#### Mondays to Fridays

Bletchley - Bedford

London Euston

Watford Junction

Fenny Stratford

Market Harborough

*>* Leicester

Milton Keynes Central

0530 0550 0521 0620 0525 0541 0624 0629 0641 0644 0544 0548 0648 0552 0652 0555 0655 0658 0558

ΕM

0656

0711

Bow Brickhill Woburn Sands Aspley Guise Ridgmont Lidlington 0602 0702 Millbrook 0605 0705 Stewartby 0609 0709 Kempston Hardwick 0612 0712 ⊞ Bedford St Johns 0619 0720 *>* Bedford 0625 0627 0725 0638 0646 

For Contents see page 2

For Notes & Symbols see page 5

Mondays to Fridays

Bletchley - Bedford

EM EM

London Euston		0624				0724
Watford Junction		0641				0742
Milton Keynes Central		•	0721			•
		0716	0725	0732		0817
Fenny Stratford				0735		
Bow Brickhill				0739		
Woburn Sands				0743		
Aspley Guise				0746		
Ridgmont				0749		
Lidlington				0753		
Millbrook				0756		
Stewartby				0800		
Kempston Hardwick				0803		
æ Bedford St Johns				0810		
<i>≅</i> Bedford	0738			0816	0838	
🚐 Wellingborough	0751				0850	
<i>≅</i> Kettering	0800				0900	
Market Harborough	0811					
€ l eicester	0829					

Mondays to Fridays

Bletchley - Bedford

EM

London Euston				0913		
🚐 Watford Junction						
Milton Keynes Central	0821			+	0947	
🚐 Bletchley	0826	0839		0949	0951	1005
Fenny Stratford		0842				1008
Bow Brickhill		0846				1012
Woburn Sands		0850				1016
Aspley Guise		0853				1019
Ridgmont		0856				1022
Lidlington		0900				1026
Millbrook		0903				1029
Stewartby		0907				1033
Kempston Hardwick		0910				1036
⊞ Bedford St Johns		0917				1043
<i>≅</i> Bedford		0923	0938			1049
🚐 Wellingborough			0950			
Æ Kettering			1000			
Market Harborough						
<i>₽</i> Leicester						

For Contents see page 2

For Notes & Symbols see page 5

For Contents see page 2

#### Bletchley - Bedford

	EM			•	EM	
London Euston		1013				1113
Watford Junction						
		+	1047			+
🚐 Bletchley		1049	1051	1105		1149
Fenny Stratford				1108		
Bow Brickhill				1112		
Woburn Sands				1116		
Aspley Guise				1119		
Ridgmont				1122		
Lidlington				1126		
Millbrook				1129		
Stewartby				1133		
Kempston Hardwick				1136		
				1143		
<i>≅</i> Bedford	1107			1149	1207	
🚐 Wellingborough	1119				1219	
🚐 Kettering	1126				1226	
Market Harborough	1136				1236	
<i>≡</i> Leicester	1152				1253	

For Contents see page 2

For Notes & Symbols see page 5

#### Mondays to Fridays

#### Bletchley - Bedford

			EM			
London Euston				1213		
Milton Keynes Central	1147			+	1247	
	1151	1201		1249	1251	1301
Fenny Stratford		1204				1304
Bow Brickhill		1208				1308
Woburn Sands		1212				1312
Aspley Guise		1215				1315
Ridgmont		1218				1318
Lidlington		1222				1322
Millbrook		1225				1325
Stewartby		1229				1329
Kempston Hardwick		1232				1332
🚐 Bedford St Johns		1239				1339
<i>≅</i> Bedford		1245	1307			1345
🚐 Wellingborough			1319			
🚐 Kettering			1326			
Market Harborough			1336			
<i>≡</i> Leicester			1354			

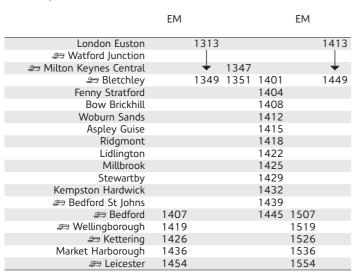
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For Notes & Symbols see page 5

#### Mondays to Fridays

#### Bletchley - Bedford



Mondays to Fridays

#### Bletchley - Bedford

			EM			
		•				
London Euston					1454	
🚐 Watford Junction					1511	
Milton Keynes Central	1447			1522	•	
	1451	1501		1526	1542	1547
Fenny Stratford		1504				1550
Bow Brickhill		1508				1554
Woburn Sands		1512				1558
Aspley Guise		1515				1601
Ridgmont		1518				1604
Lidlington		1522				1608
Millbrook		1525				1611
Stewartby		1529				1615
Kempston Hardwick		1532				1618
⊞ Bedford St Johns		1539				1625
<i>≅</i> Bedford		1545	1607			1631
Wellingborough			1619			
			1626			
Market Harborough			1636			
<i>≡</i> Leicester			1654			

For Contents see page 2

For Notes & Symbols see page 5

For Contents see page 2

#### Bletchley - Bedford

	EM				EM	
			1551	•		1650
London Euston			1554			1650
Watford Junction			1611			
Milton Keynes Central		1622	•			*
🚐 Bletchley		1626	1642	1647		1726
Fenny Stratford				1650		
Bow Brickhill				1654		
Woburn Sands				1658		
Aspley Guise				1701		
Ridgmont				1704		
Lidlington				1708		
Millbrook				1711		
Stewartby				1715		
Kempston Hardwick				1718		
				1725		
<i>₽</i> Bedford	1638			1731	1735	
Wellingborough	1649				1746	
	1659				1756	
Market Harborough						
<i>≡</i> Leicester						

Mondays to Fridays

Bletchley - Bedford

			EM			
London Euston				1730		
Watford Junction				1749		
Milton Keynes Central	1722			•	1822	
	1726	1731		1821	1826	1831
Fenny Stratford		1734				1834
Bow Brickhill		1738				1838
Woburn Sands		1742				1842
Aspley Guise		1745				1845
Ridgmont		1748				1848
Lidlington		1752				1852
Millbrook		1755				1855
Stewartby		1759				1859
Kempston Hardwick		1802				1902
🚐 Bedford St Johns		1809				1909
<i>≌</i> Bedford		1815	1838			1915
🚐 Wellingborough			1851			
🚐 Kettering			1905			
Market Harborough						
<i>≡</i> Leicester						

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#### Mondays to Fridays

#### Bletchley - Bedford

	EM				EM	
London Euston		1852				2013
Watford Junction		1911				
Milton Keynes Central		•	1947			+
🚐 Bletchley		1944	1951	2001		2049
Fenny Stratford				2004		
Bow Brickhill				2008		
Woburn Sands				2012		
Aspley Guise				2015		
Ridgmont				2018		
Lidlington				2022		
Millbrook				2025		
Stewartby				2029		
Kempston Hardwick				2032		
🚐 Bedford St Johns				2039		
<i>≌</i> Bedford	1940			2045	2107	
🚐 Wellingborough	1952				2119	
🚐 Kettering	2004				2126	
Market Harborough					2136	
Leicester					2153	

Mondays to Fridays

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#### Bletchley - Bedford

			EM
London Euston			
Watford Junction			
Milton Keynes Central	2047		
â≡ Bletchley	2051	2101	
Fenny Stratford		2104	
Bow Brickhill		2108	
Woburn Sands		2112	
Aspley Guise		2115	
Ridgmont		2118	
Lidlington		2122	
Millbrook		2125	
Stewartby		2129	
Kempston Hardwick		2132	
🚐 Bedford St Johns		2139	
<i>≅</i> Bedford		2145	2209
🚐 Wellingborough			2221
🚐 Kettering			2230
Market Harborough			2241
<i>≡</i> Leicester			2301

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#### Bletchley - Bedford

		•	EM			
London Euston					0534	
Watford Junction					0552	
Milton Keynes Central	0532			0622	•	
🚐 Bletchley	0536	0541		0626	0631	0637
Fenny Stratford		0544				0640
Bow Brickhill		0548				0644
Woburn Sands		0552				0648
Aspley Guise		0555				0651
Ridgmont		0558				0654
Lidlington		0602				0658
Millbrook		0605				0701
Stewartby		0609				0705
Kempston Hardwick		0612				0708
🚐 Bedford St Johns		0619				0715
<i>≅</i> Bedford		0625	0648			0721
🚐 Wellingborough			0700			
🚐 Kettering			0707			
Market Harborough			0717			
— I eicester			0735			

Bletchley - Bedford

Saturdays

	EM			•	EM	
London Euston		0624				0724
Watford Junction		0641				0742
Milton Keynes Central		•	0722			•
<i>≡</i> Bletchley		0716	0726	0732		0817
Fenny Stratford				0735		
Bow Brickhill				0739		
Woburn Sands				0743		
Aspley Guise				0746		
Ridgmont				0749		
Lidlington				0753		
Millbrook				0756		
Stewartby				0800		
Kempston Hardwick				0803		
🚐 Bedford St Johns				0810		
<i>≅</i> Bedford	0738			0816	0838	
🚐 Wellingborough	0751				0850	
🚐 Kettering	0800				0900	
Market Harborough	0811					
<i>≡</i> Leicester	0829					

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ΕM

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Saturdays

Bletchley - Bedford

London Euston			0913		
Watford Junction					
Milton Keynes Central	0822		+	0947	
🚐 Bletchley	0826 08	39	0949	0951	1005
Fenny Stratford	80	342			1008
Bow Brickhill	80	346			1012
Woburn Sands	80	350			1016
Aspley Guise	80	353			1019
Ridgmont	80	356			1022
Lidlington	09	900			1026
Millbrook	09	903			1029
Stewartby	09	907			1033
Kempston Hardwick	09	10			1036
Bedford St Johns	09	17			1043
🚐 Bedford	09	23 0938			1049
🚐 Wellingborough		0950			

*≅* Kettering

Market Harborough

Eleicester

Saturdays

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Bletchley - Bedford

	EM		EM	
London Euston	1013			1113
🚐 Watford Junction				
🚐 Milton Keynes Central	+	1047		+
🗁 Bletchley	1049	1051 1105		1149
Fenny Stratford		1108		
Bow Brickhill		1112		
Woburn Sands		1116		
Aspley Guise		1119		
Ridgmont		1122		
Lidlington		1126		
Millbrook		1129		
Stewartby		1133		
Kempston Hardwick		1136		
Bedford St Johns		1143		
<i>≌</i> Bedford	1107	1149	1207	
🚐 Wellingborough	1119		1219	
<i>≅</i> Kettering	1126		1226	
Market Harborough	1136		1236	
<i>≡</i> Leicester	1154		1254	

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#### Bletchley - Bedford

		_	EM			
Landan Fuston		•		1213		
London Euston				1213		
⇒ Watford Junction						
Milton Keynes Central	1147			•	1247	
<i>≡</i> Bletchley	1151	1201		1249	1251	1301
Fenny Stratford		1204				1304
Bow Brickhill		1208				1308
Woburn Sands		1212				1312
Aspley Guise		1215				1315
Ridgmont		1218				1318
Lidlington		1222				1322
Millbrook		1225				1325
Stewartby		1229				1329
Kempston Hardwick		1232				1332
		1239				1339
æ Bedford		1245	1307			1345
Wellingborough			1319			
<b>≅</b> Kettering			1326			
Market Harborough			1336			
== Leicester			1352			

Saturdays

Bletchley - Bedford

London Euston 1313 1413 milton Keynes Central 1347 1349 1351 1401 1449 1404 Fenny Stratford Bow Brickhill 1408 Woburn Sands 1412 Aspley Guise 1415 1418 Ridgmont Lidlington 1422 Millbrook 1425 Stewartby 1429 Kempston Hardwick 1432 ■ Bedford St Johns 1439

1407

1419

1426

1436

1454

*≅* Bedford

*≡* Leicester

*≌* Wellingborough

Market Harborough

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Saturdays

Bletchley - Bedford

ΕM

London Euston					1454	
🚐 Watford Junction					1511	
🚐 Milton Keynes Central	1447			1522	•	
🚐 Bletchley	1451	1501		1526	1542	1547
Fenny Stratford		1504				1550
Bow Brickhill		1508				1554
Woburn Sands		1512				1558
Aspley Guise		1515				1601
Ridgmont		1518				1604
Lidlington		1522				1608
Millbrook		1525				1611
Stewartby		1529				1615
Kempston Hardwick		1532				1618
<i>≡</i> Bedford St Johns		1539				1625
<i>≅</i> Bedford		1545	1607			1631
🚐 Wellingborough			1619			
<i>≡</i> Kettering			1626			
Market Harborough			1636			
<i>≡</i> Leicester			1654			

Saturdays

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Bletchley - Bedford

ΕM

ΕM

24

22

ΕM

1445 1507

1519

1526

1536

1553

London Euston			1554			1624
🚐 Watford Junction			1611			1641
Milton Keynes Central		1622	•			•
⇒ Bletchley		1626	1642	1647		1715
Fenny Stratford				1650		
Bow Brickhill				1654		
Woburn Sands				1658		
Aspley Guise				1701		
Ridgmont				1704		
Lidlington				1708		
Millbrook				1711		
Stewartby				1715		
Kempston Hardwick				1718		
⊞ Bedford St Johns				1725		
<i>≅</i> Bedford	1638			1731	1738	
🚐 Wellingborough	1650				1750	
Æ Kettering	1700				1800	
Market Harborough						
<i>≌</i> Leicester						

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#### Bletchley - Bedford

			EM			
London Euston				1724		
				1741		
Milton Keynes Central	1722			•	1822	
Bletchley	1726 1	731		1815	1826	1831
Fenny Stratford	1	734				1834
Bow Brickhill	1	738				1838
Woburn Sands	1	742				1842
Aspley Guise	1	745				1845
Ridgmont	1	748				1848
Lidlington	1	752				1852
Millbrook	1	755				1855
Stewartby	1	759				1859
Kempston Hardwick	18	802				1902
🚐 Bedford St Johns	1	809				1909
<i>≅</i> Bedford	18	815	1838			1915
🚐 Wellingborough			1850			
🚐 Kettering			1900			
Market Harborough						
🚐 Leicester						

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Saturdays

Bletchley - Bedford

	EM			•	EM	
London Euston		1913				2002
Watford Junction						2019
Milton Keynes Central		+	1947			•
â≡ Bletchley		1949	1951	2001		2049
Fenny Stratford				2004		
Bow Brickhill				2008		
Woburn Sands				2012		
Aspley Guise				2015		
Ridgmont				2018		
Lidlington				2022		
Millbrook				2025		
Stewartby				2029		
Kempston Hardwick				2032		
🚐 Bedford St Johns				2039		
<i>≡</i> Bedford	1938			2045	2107	
Wellingborough	1950				2119	
🚐 Kettering	2000				2126	
Market Harborough					2136	
<i>≡</i> Leicester					2152	

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Saturdays

#### Bletchley - Bedford

			EM A	EM B
London Euston				
🚐 Watford Junction				
🚐 Milton Keynes Central	2050			
🚐 Bletchley	2054	2101		
Fenny Stratford		2104		
Bow Brickhill		2108		
Woburn Sands		2112		
Aspley Guise		2115		
Ridgmont		2118		
Lidlington		2122		
Millbrook		2125		
Stewartby		2129		
Kempston Hardwick		2132		
🚐 Bedford St Johns		2139		
<i>≌</i> Bedford		2145	2207	2208
🚐 Wellingborough			2219	2229
<i>≅</i> Kettering			2226	2236
Market Harborough			2236	2250
<i>≡</i> Leicester			2252	2306

Mondays to Fridays

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Bedford - Bletchley

	EM				EM	
						•
🚐 Leicester	0444					
Market Harborough	•					
🚐 Kettering	0505				0644	
🚐 Wellingborough	0523				0653	
<i>≅</i> Bedford	0536	0631			0708	0731
🚐 Bedford St Johns		0634				0734
Kempston Hardwick		0641				0741
Stewartby		0644				0744
Millbrook		0648				0748
Lidlington		0651				0751
Ridgmont		0656				0756
Aspley Guise		0659				0759
Woburn Sands		0702				0802
Bow Brickhill		0706				0806
Fenny Stratford		0709				0809
<i>⊞</i> Bletchley		0714	0726	0732		0814
Milton Keynes Central			•	0737		
Watford Junction			0806			
London Euston			0826			

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#### Bedford - Bletchley

			EM			
<i>≡</i> Leicester			0706			
Market Harborough			•			
æ Kettering			0729			
🚐 Wellingborough			0738			
<i>≅</i> Bedford			0755	0831		
🚐 Bedford St Johns				0834		
Kempston Hardwick				0841		
Stewartby				0844		
Millbrook				0848		
Lidlington				0851		
Ridgmont				0856		
Aspley Guise				0859		
Woburn Sands				0902		
Bow Brickhill				0906		
Fenny Stratford				0909		
<i>≡</i> Bletchley	0827	0844		0914	0920	0927
Milton Keynes Central		0849			0926	•
Watford Junction	*					0958
London Euston	0910					1018

Mondays to Fridays

Bedford - Bletchley

	EM	•			EM	
<i>≌</i> Leicester	0833					
Market Harborough	0847					
🚐 Kettering	0856				1027	
🚐 Wellingborough	0904				1035	
<i>≅</i> Bedford	0918	0933			1049	1055
		0936				1058
Kempston Hardwick		0943				1105
Stewartby		0946				1108
Millbrook		0950				1112
Lidlington		0953				1115
Ridgmont		0958				1120
Aspley Guise		1001				1123
Woburn Sands		1004				1126
Bow Brickhill		1008				1130
Fenny Stratford		1011				1133
🚐 Bletchley		1016	1027	1043		1138
Milton Keynes Central			•	1048		
Watford Junction			1058			
London Euston			1117			

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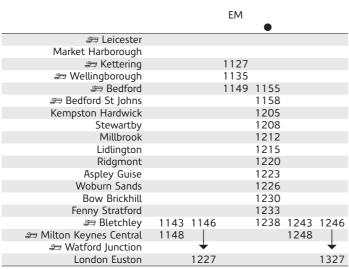
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Mondays to Fridays

Bedford - Bletchley



Mondays to Fridays

Bedford - Bletchley

	EM			EM	•
<i>≡</i> Leicester					
Market Harborough					
🚐 Kettering	1227			1327	
🚐 Wellingborough	1235			1335	
<i>≌</i> Bedford	1249 1255			1349	1355
🚐 Bedford St Johns	1258				1358
Kempston Hardwick	1305				1405
Stewartby	1308				1408
Millbrook	1312				1412
Lidlington	1315				1415
Ridgmont	1320				1420
Aspley Guise	1323				1423
Woburn Sands	1326				1426
Bow Brickhill	1330				1430
Fenny Stratford	1333				1433
🗯 Bletchley	1338	1343	1346		1438
🚐 Milton Keynes Central		1348			
🚐 Watford Junction			+		
London Euston			1427		

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#### Bedford - Bletchley

			EM			
<i>≡</i> Leicester						
Market Harborough						
			1427			
🚐 Wellingborough			1435			
<i>≌</i> Bedford			1449	1455		
🚐 Bedford St Johns				1458		
Kempston Hardwick				1505		
Stewartby				1508		
Millbrook				1512		
Lidlington				1515		
Ridgmont				1520		
Aspley Guise				1523		
Woburn Sands				1526		
Bow Brickhill				1530		
Fenny Stratford				1533		
🚐 Bletchley	1443	1446		1538	1546	1550
Milton Keynes Central	1448					1554
🚐 Watford Junction		+			+	
London Euston		1527			1627	

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Mondays to Fridays

Bedford - Bletchley

	EM	•			EM	
<i>≡</i> Leicester					1533	
Market Harborough					1547	
<i>≅</i> Kettering	1527				1556	
🚐 Wellingborough	1535				1604	
<i>≅</i> Bedford	1549	1555			1618	1637
🚐 Bedford St Johns		1558				1640
Kempston Hardwick		1605				1647
Stewartby		1608				1650
Millbrook		1612				1654
Lidlington		1615				1657
Ridgmont		1620				1702
Aspley Guise		1623				1705
Woburn Sands		1626				1708
Bow Brickhill		1630				1712
Fenny Stratford		1633				1715
🚐 Bletchley		1638	1643	1646		1720
🚐 Milton Keynes Central			1648			
🚐 Watford Junction				+		
London Euston				1727		

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Mondays to Fridays

Bedford - Bletchley

•						
			EM	•		
🚐 Leicester			1633			
Market Harborough			1647			
🚐 Kettering			1656			
🚐 Wellingborough			1704			
<i>≌</i> Bedford			1718	1737		
🚐 Bedford St Johns				1740		
Kempston Hardwick				1747		
Stewartby				1750		
Millbrook				1754		
Lidlington				1757		
Ridgmont				1802		
Aspley Guise				1805		
Woburn Sands				1808		
Bow Brickhill				1812		
Fenny Stratford				1815		
🚐 Bletchley	1727			1820	1827	1841
🚐 Milton Keynes Central	•	1732			•	1845
🚐 Watford Junction	1759				1858	
London Euston	1818				1918	

Mondays to Fridays

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Bedford - Bletchley

	EM				EM	•
<i>≌</i> Leicester	1733				1833	
Market Harborough	1747				1847	
<i>≅</i> Kettering	1756				1856	
🚐 Wellingborough	1804				1904	
<i>≅</i> Bedford	1817	1821			1918	1921
🚐 Bedford St Johns		1824				1924
Kempston Hardwick		1831				1931
Stewartby		1834				1934
Millbrook		1838				1938
Lidlington		1841				1941
Ridgmont		1846				1946
Aspley Guise		1849				1949
Woburn Sands		1852				1952
Bow Brickhill		1856				1956
Fenny Stratford		1859				1959
🗯 Bletchley		1904	1918	1927		2004
			1923	•		
Watford Junction				1959		
London Euston				2019		

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#### Bedford - Bletchley

			EM			
<i>≡</i> Leicester			1933			
Market Harborough			1947			
			1956			
🚐 Wellingborough			2004			
<i>₽</i> Bedford			2018	2055		
🚐 Bedford St Johns				2058		
Kempston Hardwick				2105		
Stewartby				2108		
Millbrook				2112		
Lidlington				2115		
Ridgmont				2120		
Aspley Guise				2123		
Woburn Sands				2126		
Bow Brickhill				2130		
Fenny Stratford				2133		
<i>≅</i> Bletchley	2019	2027		2138	2143	2158
Milton Keynes Central	2024	•			2149	•
Watford Junction		2058				2232
London Euston		2117				2252

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Mondays to Fridays

#### Bedford - Bletchley

	EM			
		•		
<i>≡</i> Leicester				
Market Harborough				
🚐 Kettering	2117			
🚐 Wellingborough	2126			
<i>≌</i> Bedford	2144	2156		
🚐 Bedford St Johns		2159		
Kempston Hardwick		2206		
Stewartby		2209		
Millbrook		2213		
Lidlington		2216		
Ridgmont		2221		
Aspley Guise		2224		
Woburn Sands		2227		
Bow Brickhill		2231		
Fenny Stratford		2234		
<i>≡</i> Bletchley		2239	2245	2318
Milton Keynes Central			2253	•
Watford Junction				2358
London Euston				0021
Editadii Editali				0021

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Saturdays

Bedford - Bletchley

	EM	•			EM	
🚐 Leicester	0440				0633	
Market Harborough	•				0647	
🚐 Kettering	0501				0656	
🚐 Wellingborough	0509				0704	
<i>≌</i> Bedford	0532	0631			0719	0731
Bedford St Johns		0634				0734
Kempston Hardwick		0641				0741
Stewartby		0644				0744
Millbrook		0648				0748
Lidlington		0651				0751
Ridgmont		0656				0756
Aspley Guise		0659				0759
Woburn Sands		0702				0802
Bow Brickhill		0706				0806
Fenny Stratford		0709				0809
<i>⊞</i> Bletchley		0714	0727	0804		0814
Milton Keynes Central			•	0809		
Watford Junction			0758			
London Euston			0817			

Saturdays

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Bedford - Bletchley

			EM			
				•		
<i>≅</i> Leicester			0733			
Market Harborough			0747			
			0756			
🚐 Wellingborough			0804			
<i>≅</i> Bedford			0819	0831		
🚐 Bedford St Johns				0834		
Kempston Hardwick				0841		
Stewartby				0844		
Millbrook				0848		
Lidlington				0851		
Ridgmont				0856		
Aspley Guise				0859		
Woburn Sands				0902		
Bow Brickhill				0906		
Fenny Stratford				0909		
<i>≅</i> Bletchley	0827	0843		0914	0927	0943
Milton Keynes Central	•	0848			•	0948
Watford Junction	0858				0958	
London Euston	0917				1017	

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#### Bedford - Bletchley

	EM				EM	•
<i>≡</i> Leicester	0833					
Market Harborough	0847					
<i>≅</i> Kettering	0856				1027	
🚐 Wellingborough	0904				1035	
<i>≌</i> Bedford	0919	0933			1049	1055
🚐 Bedford St Johns		0936				1058
Kempston Hardwick		0943				1105
Stewartby		0946				1108
Millbrook		0950				1112
Lidlington		0953				1115
Ridgmont		0958				1120
Aspley Guise		1001				1123
Woburn Sands		1004				1126
Bow Brickhill		1008				1130
Fenny Stratford		1011				1133
🚐 Bletchley		1016	1027	1043		1138
Milton Keynes Central			•	1048		
Watford Junction			1058			
London Euston			1117			

Saturdays

Bedford - Bletchley

			EM			
<i>≡</i> Leicester						
Market Harborough						
<i>≡</i> Kettering			1127			
🚐 Wellingborough			1135			
<i>≅</i> Bedford			1149	1155		
🚐 Bedford St Johns				1158		
Kempston Hardwick				1205		
Stewartby				1208		
Millbrook				1212		
Lidlington				1215		
Ridgmont				1220		
Aspley Guise				1223		
Woburn Sands				1226		
Bow Brickhill				1230		
Fenny Stratford				1233		
🚐 Bletchley	1143	1146		1238	1243	1246
Milton Keynes Central	1148				1248	
Watford Junction		+				+
London Euston		1227				1327

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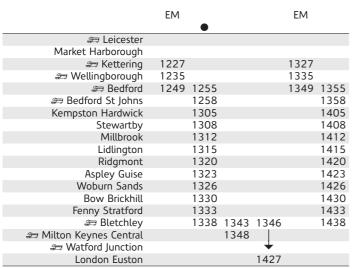
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Saturdays 43

#### Bedford - Bletchley



Bedford - Bletchley

Saturdays

ΕM Market Harborough ★ Kettering 1427 ⇒ Wellingborough 1435 1449 1455 *≅* Bedford ⊞ Bedford St Johns 1458 1505 Kempston Hardwick Stewartby 1508 Millbrook 1512 Lidlington 1515 1520 Ridgmont Aspley Guise 1523 Woburn Sands 1526 Bow Brickhill 1530 Fenny Stratford 1533 1443 1446 1538 1543 1546 Milton Keynes Central 1448 1548 Watford Junction 1527 London Euston 1627

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#### Bedford - Bletchley

	EM				EM	•
<i>≡</i> Leicester					1533	
Market Harborough					1547	
	1527				1556	
🚐 Wellingborough	1535				1604	
<i>≅</i> Bedford	1549	1555			1619	1637
		1558				1640
Kempston Hardwick		1605				1647
Stewartby		1608				1650
Millbrook		1612				1654
Lidlington		1615				1657
Ridgmont		1620				1702
Aspley Guise		1623				1705
Woburn Sands		1626				1708
Bow Brickhill		1630				1712
Fenny Stratford		1633				1715
<i>≅</i> Bletchley		1638	1643	1646		1720
			1648			
Watford Junction				+		
London Euston				1727		

Saturdays

Bedford - Bletchley

			EM		
<i>≡</i> Leicester			1633b		
Market Harborough			1647b		
🚐 Kettering			1656b		
🚐 Wellingborough			1704b		
<i>≌</i> Bedford			1719b 1737		
🚐 Bedford St Johns			1740		
Kempston Hardwick			1747		
Stewartby			1750		
Millbrook			1754		
Lidlington			1757		
Ridgmont			1802		
Aspley Guise			1805		
Woburn Sands			1808		
Bow Brickhill			1812		
Fenny Stratford			1815		
🚐 Bletchley	1727	1743	1820	1827	1843
Milton Keynes Central	•	1748		•	1848
🚐 Watford Junction	1758			1858	
London Euston	1817			1917	

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2112

2115

2120

Saturdays 47

#### Bedford - Bletchley

	EM	•			EM	
🚐 Leicester						
Market Harborough						
🚐 Kettering	1727				1827	
🚐 Wellingborough	1735				1835	
<i>≌</i> Bedford	1749	1821			1849	1921
🚐 Bedford St Johns		1824				1924
Kempston Hardwick		1831				1931
Stewartby		1834				1934
Millbrook		1838				1938
Lidlington		1841				1941
Ridgmont		1846				1946
Aspley Guise		1849				1949
Woburn Sands		1852				1952
Bow Brickhill		1856				1956
Fenny Stratford		1859				1959
<i>⊞</i> Bletchley		1904	1916	1927		2004
Milton Keynes Central			1921	•		
🚐 Watford Junction				1958		
London Euston				2021		

Saturdays

Bedford - Bletchley ΕM 🚐 Leicester Market Harborough 2026 2035 2049 2055 ₩ Wellingborough *≡* Bedford ⊞ Bedford St Johns 2058 Kempston Hardwick 2105 2108

Stewartby Millbrook

Lidlington

Ridgmont

Aspley Guise 2123 Woburn Sands 2126 Bow Brickhill 2130 Fenny Stratford 2133 2021 2027 2138 2157 2226 Milton Keynes Central 2031 2050 2306 2109 London Euston 2327

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#### Bedford - Bletchley

EM

<i>≡</i> Leicester				
Market Harborough				
	2124			
🚐 Wellingborough	2132			
<i>₽</i> Bedford	2147	2156		
⊞ Bedford St Johns		2159		
Kempston Hardwick		2206		
Stewartby		2209		
Millbrook		2213		
Lidlington		2216		
Ridgmont		2221		
Aspley Guise		2224		
Woburn Sands		2227		
Bow Brickhill		2231		
Fenny Stratford		2234		
æ Bletchley		2239	2254	2304
Milton Keynes Central			2302	•
Watford Junction				2344
London Euston				0005

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# Appendix 3.4 - Junction Capacity Assessment Computer Output Files - 2014





## **Junctions 8**

#### **PICADY 8 - Priority Intersection Module**

Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014

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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: Bedford Road Green Lane 2014 Flows.arc8
Path: J:\31116 Rookery Pit Gas Power Station\PICADY

**Report generation date:** 12/12/2014 11:26:03

» (Default Analysis Set) - Scenario 1, AM peak» (Default Analysis Set) - Scenario 1, PM peak

#### **Summary of junction performance**

		АМ ре	ak			PM peak					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	
					A1 - Sc	enario 1					
Stream B-C	0.24	6.71	0.19	А		0.22	6.46	0.18	А		
Stream B-A	0.16	13.43	0.12	В		0.14	10.06	0.12	В		
Stream C-AB	0.36	8.63	0.26	Α	8.52	0.17	6.67	0.15	Α	7.22	
Stream C-A	-	1	-	- 1	8.52	-	ı	-	- 1	1.22	
Stream A-B	-	1	-	- 1		-	1	-	-		
Stream A-C	-	-	-	- 1		-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM peak " model duration: 08:00 - 09:30

"D2 - Scenario 1, PM peak" model duration: 08:00 - 09:30

Run using Junctions 8.0.4.487 at 12/12/2014 11:26:00

#### File summary

Title	Bedford Road Green Lane Priority Junction
Location	
Site Number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	31116
Enumerator	jwilliams
Description	



#### **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)	
5.75			N/A	0.85	36.00	20.00	

#### **Units**

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	<b>Total Delay Units</b>	Rate Of Delay Units
m	kph	PCU	PCU	perHour	S	-Min	perMin

# (Default Analysis Set) - Scenario 1, AM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM peak	Scenario 1	AM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

# **Junction Network**

#### **Junctions**

	Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
١	1	(untitled)	T-Junction	Two-way	A,B,C		8.52	Α

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

# **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major



#### **Major Arm Geometry**

	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central Has right reserve (m) turn bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
ľ	၁	6.00		0.00	✓	2.80	160.00	✓	13.00	

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.632	0.101	0.256	0.161	0.365
1	B-C	806.965	0.124	0.313	-	-
1	C-B	710.152	0.275	0.275	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	<b>✓</b>	366.00	100.000
В	ONE HOUR	<b>✓</b>	157.00	100.000
С	ONE HOUR	✓	364.00	100.000



# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	102.000	264.000
From	В	40.000	0.000	117.000
	С	225.000	139.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	С
F	Α	0.00	0.28	0.72
From	В	0.25	0.00	0.75
	С	0.62	0.38	0.00

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 1 (for whole period)** 

			То	
		Α	В	С
From	Α	1.000	1.060	1.050
FIOIII	В	1.230	1.000	1.030
	U	1.080	1.070	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		T	0	
		Α	В	С
From	Α	0.0	6.0	5.0
FIOIII	В	23.0	0.0	3.0
	С	8.0	7.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.19	6.71	0.24	Α	107.36	161.04	16.77	6.25	0.19	16.77	6.25
B-A	0.12	13.43	0.16	В	36.70	55.06	11.12	12.11	0.12	11.12	12.11
C-AB	0.26	8.63	0.36	Α	127.55	191.32	25.38	7.96	0.28	25.38	7.96
C-A	-	-	-	-	206.46	309.70	-	-	-	-	-
А-В	А-В -		-	-	93.60	140.40	-	-	-	-	-
A-C	A-C -		-	-	242.25	363.38	-	-	-	-	-



## Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
B-C	88.08	22.02	87.52	0.00	722.49	0.122	0.00	0.14	5.835	Α
B-A	30.11	7.53	29.75	0.00	431.51	0.070	0.00	0.09	11.011	В
C-AB	104.65	26.16	103.81	0.00	634.34	0.165	0.00	0.21	7.261	Α
C-A	169.39	42.35	169.39	0.00	-	-	-	-	-	-
A-B	76.79	19.20	76.79	0.00	-	-	-	-	-	-
A-C	198.75	49.69	198.75	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
B-C	105.18	26.30	105.03	0.00	705.21	0.149	0.14	0.18	6.176	Α
B-A	35.96	8.99	35.85	0.00	407.18	0.088	0.09	0.12	11.920	В
C-AB	124.96	31.24	124.73	0.00	619.62	0.202	0.21	0.27	7.780	Α
C-A	202.27	50.57	202.27	0.00	-	-	-	-	-	-
A-B	91.70	22.92	91.70	0.00	-	-	-	-	-	-
A-C	237.33	59.33	237.33	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
B-C	128.82	32.20	128.58	0.00	681.15	0.189	0.18	0.24	6.707	Α
B-A	44.04	11.01	43.86	0.00	373.75	0.118	0.12	0.16	13.416	В
C-AB	153.04	38.26	152.66	0.00	599.27	0.255	0.27	0.36	8.618	Α
C-A	247.73	61.93	247.73	0.00	-	-	-	-	-	-
A-B	112.30	28.08	112.30	0.00	-	-	-		-	-
A-C	290.67	72.67	290.67	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	128.82	32.20	128.81	0.00	681.01	0.189	0.24	0.24	6.714	Α
B-A	44.04	11.01	44.04	0.00	373.64	0.118	0.16	0.16	13.433	В
C-AB	153.04	38.26	153.03	0.00	599.27	0.255	0.36	0.36	8.631	Α
C-A	247.73	61.93	247.73	0.00	-	-	-	-	-	-
A-B	112.30	28.08	112.30	0.00	-	-	•	•	-	-
A-C	290.67	72.67	290.67	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	105.18	26.30	105.41	0.00	704.97	0.149	0.24	0.18	6.188	Α
B-A	35.96	8.99	36.13	0.00	407.03	0.088	0.16	0.12	11.943	В
C-AB	124.96	31.24	125.32	0.00	619.62	0.202	0.36	0.27	7.798	Α
C-A	202.27	50.57	202.27	0.00	-	-	-	-	-	-
A-B	91.70	22.92	91.70	0.00	-	-	-	-	-	-
A-C	237.33	59.33	237.33	0.00	-	-	-	-	-	-



#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	88.08	22.02	88.24	0.00	722.08	0.122	0.18	0.14	5.850	Α
B-A	30.11	7.53	30.22	0.00	431.25	0.070	0.12	0.09	11.046	В
C-AB	104.65	26.16	104.89	0.00	634.34	0.165	0.27	0.21	7.280	Α
C-A	169.39	42.35	169.39	0.00	-	-	-	-	-	-
A-B	76.79	19.20	76.79	0.00	-	-	-	-	-	-
A-C	198.75	49.69	198.75	0.00	-	-	-	-	-	-

## **Queueing Delay Results for each time segment**

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.07	0.14	5.835	A	Α
B-A	1.31	0.09	11.011	В	В
C-AB	3.11	0.21	7.261	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.64	0.18	6.176	A	A
B-A	1.71	0.11	11.920	В	В
C-AB	4.02	0.27	7.780	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.49	0.23	6.707	A	A
B-A	2.34	0.16	13.416	В	В
C-AB	5.44	0.36	8.618	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.58	0.24	6.714	A	А
B-A	2.44	0.16	13.433	В	В
C-AB	5.50	0.37	8.631	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.79	0.19	6.188	A	А
B-A	1.87	0.12	11.943	В	В
C-AB	4.10	0.27	7.798	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.20	0.15	5.850	A	A
B-A	1.44	0.10	11.046	В	В
C-AB	3.20	0.21	7.280	A	А
C-A	-	-	-	-	-
А-В	-	-	-	-	-
A-C	-	-	-	-	-

# (Default Analysis Set) - Scenario 1, PM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM peak	Scenario 1	PM peak		ONE HOUR	08:00	09:30	90	15				<b>√</b>		

# **Junction Network**

#### **Junctions**

Junctio	n Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.22	А

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown



## **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major

## **Major Arm Geometry**

	Arm	n carriageway (m) reserve		Width of kerbed central reserve (m)  Has right turn bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
ſ	၁	6.00		0.00	✓	2.80	160.00	✓	13.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

## Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	560.142	0.102	0.258	0.162	0.368
1	B-C	801.294	0.123	0.310	-	-
1	C-B	710.152	0.275	0.275	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn		Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>√</b>	<b>✓</b>	HV Percentages	2.00				<b>✓</b>	✓



# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	<b>✓</b>	253.00	100.000
В	ONE HOUR	✓	161.00	100.000
С	ONE HOUR	<b>✓</b>	298.00	100.000

# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	0.000	7.000	246.000
FIOIII	В	47.000	0.000	114.000
	C	213.000	85.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	С
From	Α	0.00	0.03	0.97
FIOIII	В	0.29	0.00	0.71
	C	0.71	0.29	0.00

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.140	1.010
FIOIII	В	1.020	1.000	1.020
	С	1.010	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		1	Го	
		Α	В	С
F	Α	0.0	14.0	1.0
From	В	2.0	0.0	2.0
	U	1.0	0.0	0.0

ξ



# **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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.18	6.46	0.22	Α	104.61	156.91	15.84	6.06	0.18	15.84	6.06
B-A	0.12	10.06	0.14	В	43.13	64.69	9.99	9.26	0.11	9.99	9.26
C-AB	0.15	6.67	0.17	Α	78.00	117.00	12.42	6.37	0.14	12.42	6.37
C-A	-	-	-	-	195.45	293.18	-	-	-	-	-
A-B	-	-	-	-	6.42	9.64	-	-	-	-	-
A-C	-	-	-	-	225.73	338.60	-	-	-	-	-

## Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	85.83	21.46	85.28	0.00	728.92	0.118	0.00	0.14	5.700	Α
B-A	35.38	8.85	35.05	0.00	462.25	0.077	0.00	0.08	8.596	Α
C-AB	63.99	16.00	63.56	0.00	657.74	0.097	0.00	0.11	6.055	Α
C-A	160.36	40.09	160.36	0.00	-	-	-	-	-	-
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	185.20	46.30	185.20	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	102.48	25.62	102.35	0.00	714.20	0.143	0.14	0.17	5.999	Α
B-A	42.25	10.56	42.16	0.00	443.13	0.095	0.08	0.11	9.155	Α
C-AB	76.41	19.10	76.31	0.00	647.57	0.118	0.11	0.13	6.302	Α
C-A	191.48	47.87	191.48	0.00	-	-	-	-	-	-
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	221.15	55.29	221.15	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
B-C	125.52	31.38	125.30	0.00	693.75 0.181		0.17	0.22	6.460	Α
B-A	51.75	12.94	51.60	0.00	416.79	0.124	0.11	0.14	10.050	В
C-AB	93.59	23.40	93.43	0.00	633.51	0.148	0.13	0.17	6.664	Α
C-A	234.52	58.63	234.52	0.00	-	-	-	-	-	-
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	270.85	67.71	270.85	0.00	-	-	-	-	-	-



#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	125.52	31.38	125.51	0.00	693.65	0.181	0.22	0.22	6.462	Α
B-A	51.75	12.94	51.74	0.00	416.75	0.124	0.14	0.14	10.059	В
C-AB	93.59	23.40	93.58	0.00	633.51	0.148	0.17	0.17	6.666	Α
C-A	234.52	58.63	234.52	0.00	-	-	-	-	-	-
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	270.85	67.71	270.85	0.00	-	-	-	-	-	-

#### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	102.48	25.62	102.69	0.00	714.04 0.144		0.22	0.17	6.007	Α
B-A	42.25	10.56	42.39	0.00	443.08 0.09		0.14	0.11	9.168	Α
C-AB	76.41	19.10	76.56	0.00	647.57	0.118	0.17	0.13	6.308	Α
C-A	191.48	47.87	191.48	0.00	-	-	-	-	-	-
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	221.15	55.29	221.15	0.00	-	-	-	-	-	-

## Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	85.83	21.46	85.97	0.00	728.63	0.118	0.17	0.14	5.714	Α
B-A	35.38	8.85	35.48	0.00	462.14	0.077	0.11	0.09	8.607	Α
C-AB	63.99	16.00	64.10	0.00	657.74	0.097	0.13	0.11	6.064	Α
C-A	160.36	40.09	160.36	0.00	-	-	-	-	-	-
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	185.20	46.30	185.20	0.00	-	-	-	-	-	-

## **Queueing Delay Results for each time segment**

## Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.97	0.13	5.700	A	A
B-A	1.21	0.08	8.596	A	A
C-AB	1.59	0.11	6.055	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.50	0.17	5.999	A	А
B-A	1.56	0.10	9.155	A	А
C-AB	2.00	0.13	6.302	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.28	0.22	6.460	A	Α
B-A	2.08	0.14	10.050	В	В
C-AB	2.58	0.17	6.664	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.36	0.22	6.462	Α	A
B-A	2.15	0.14	10.059	В	В
C-AB	2.60	0.17	6.666	А	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

## Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.64	0.18	6.007	A	А
B-A	1.67	0.11	9.168	A	А
C-AB	2.02	0.13	6.308	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

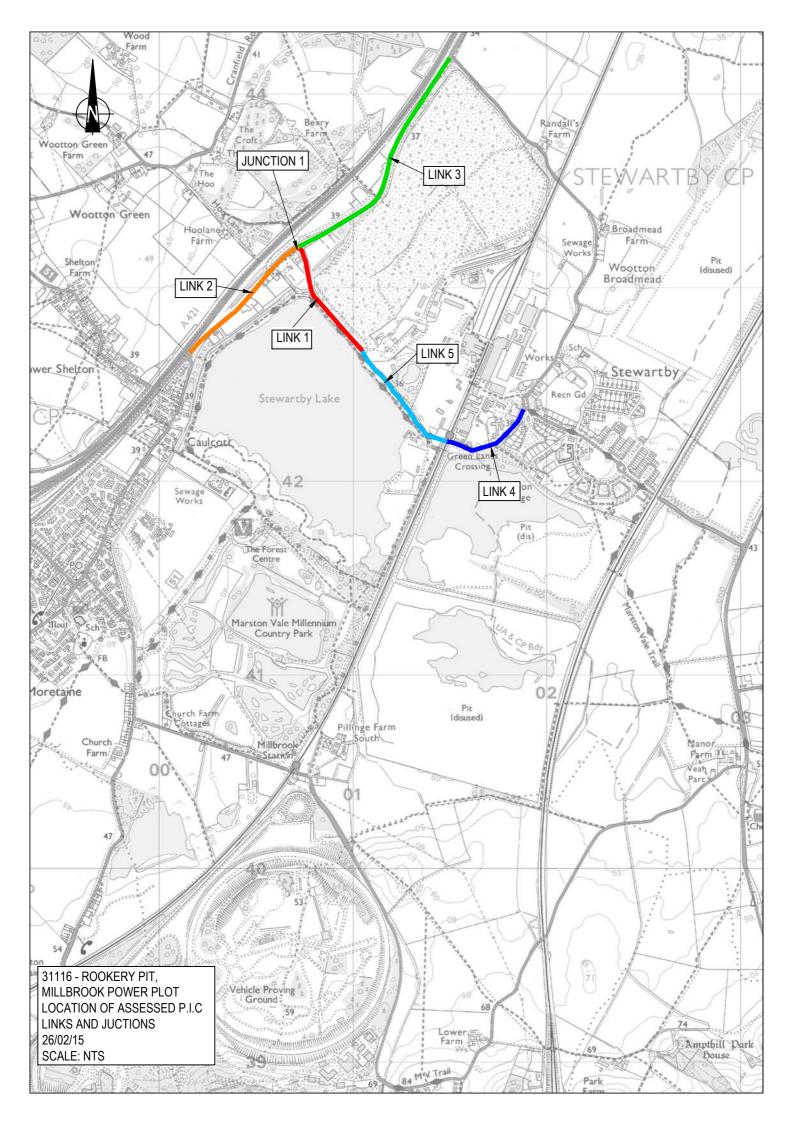
#### Queueing Delay results: (09:15-09:30)

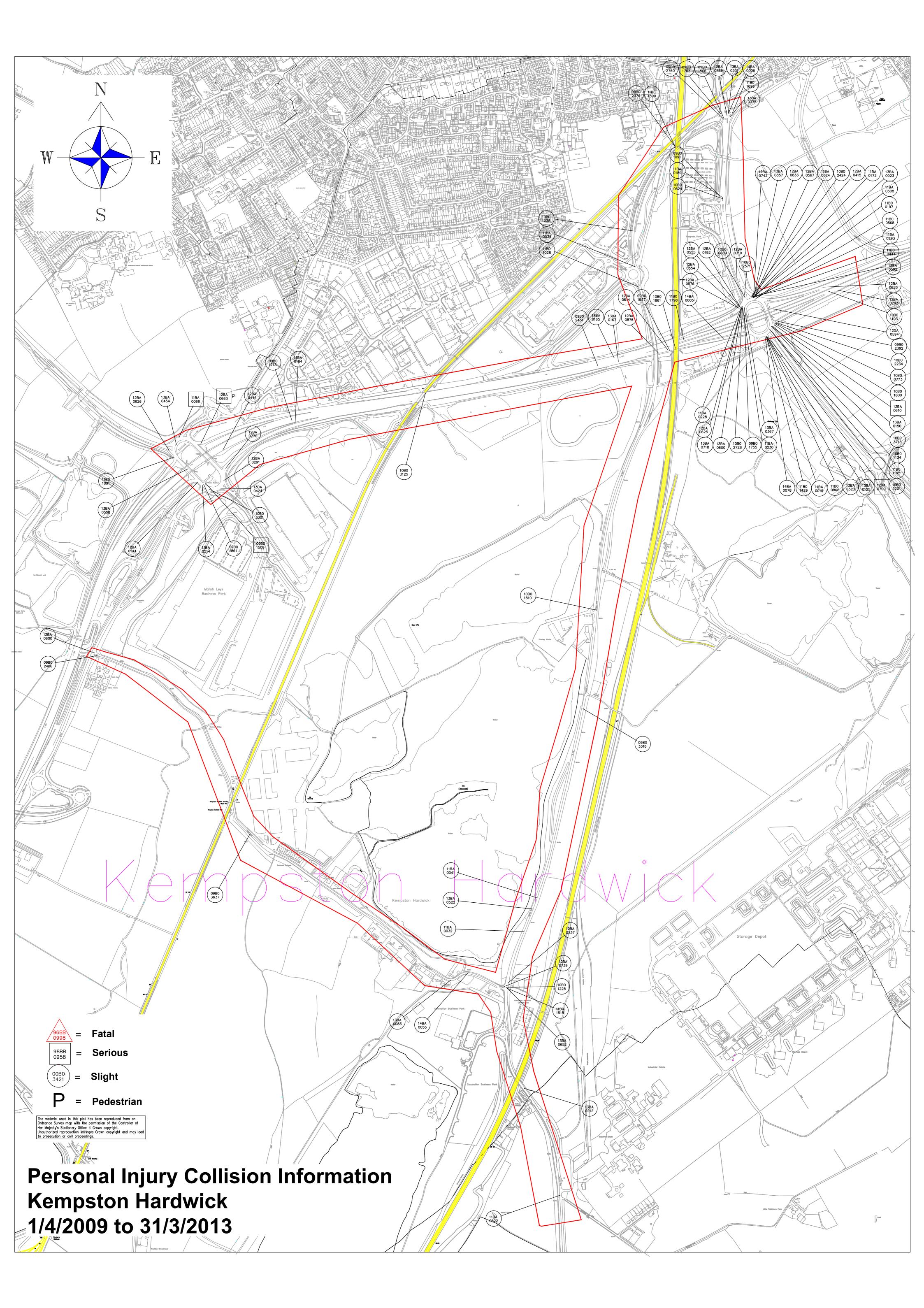
Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.10	0.14	5.714	A	А
B-A	1.31	0.09	8.607	A	А
C-AB	1.63	0.11	6.064	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

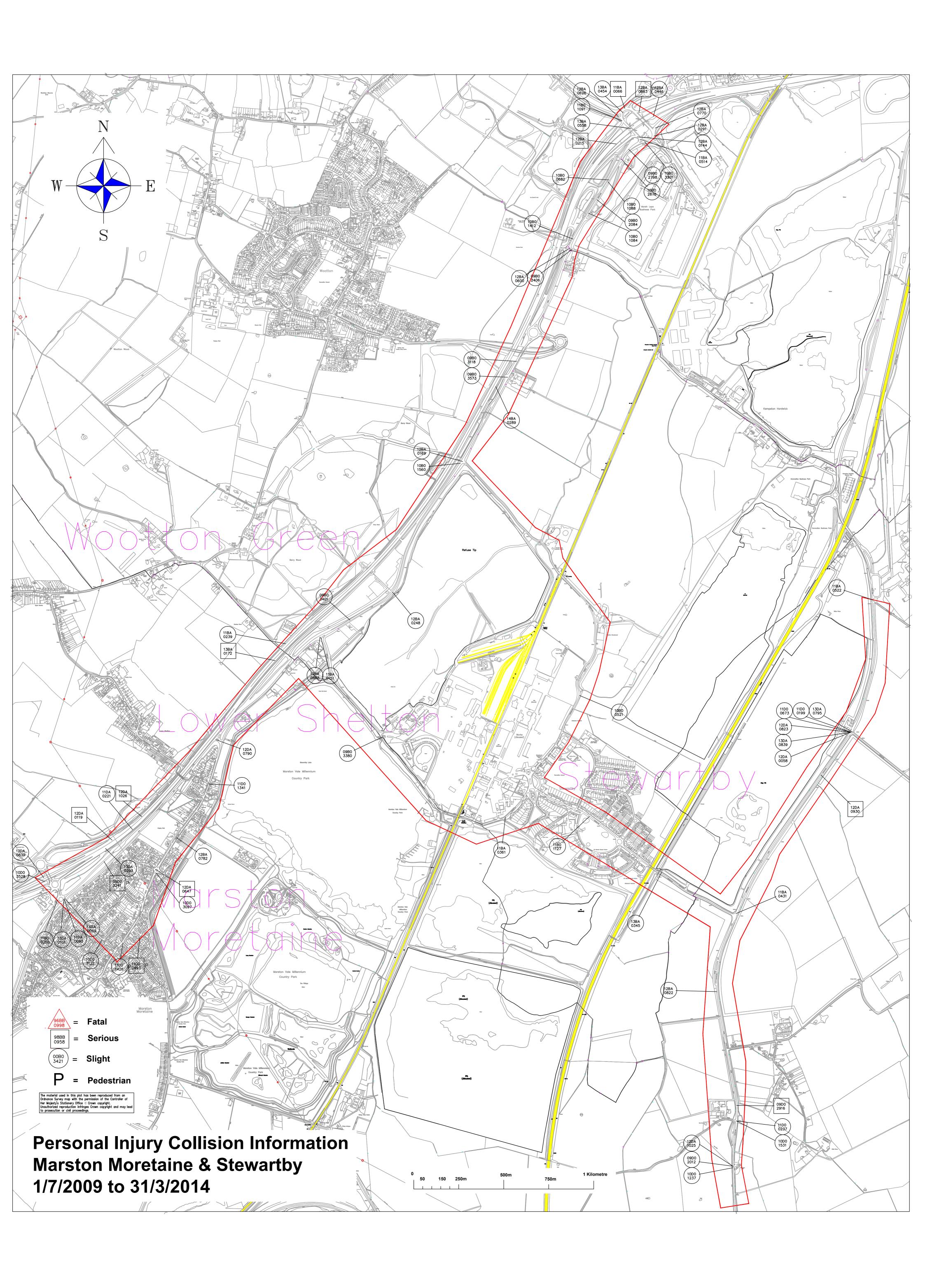


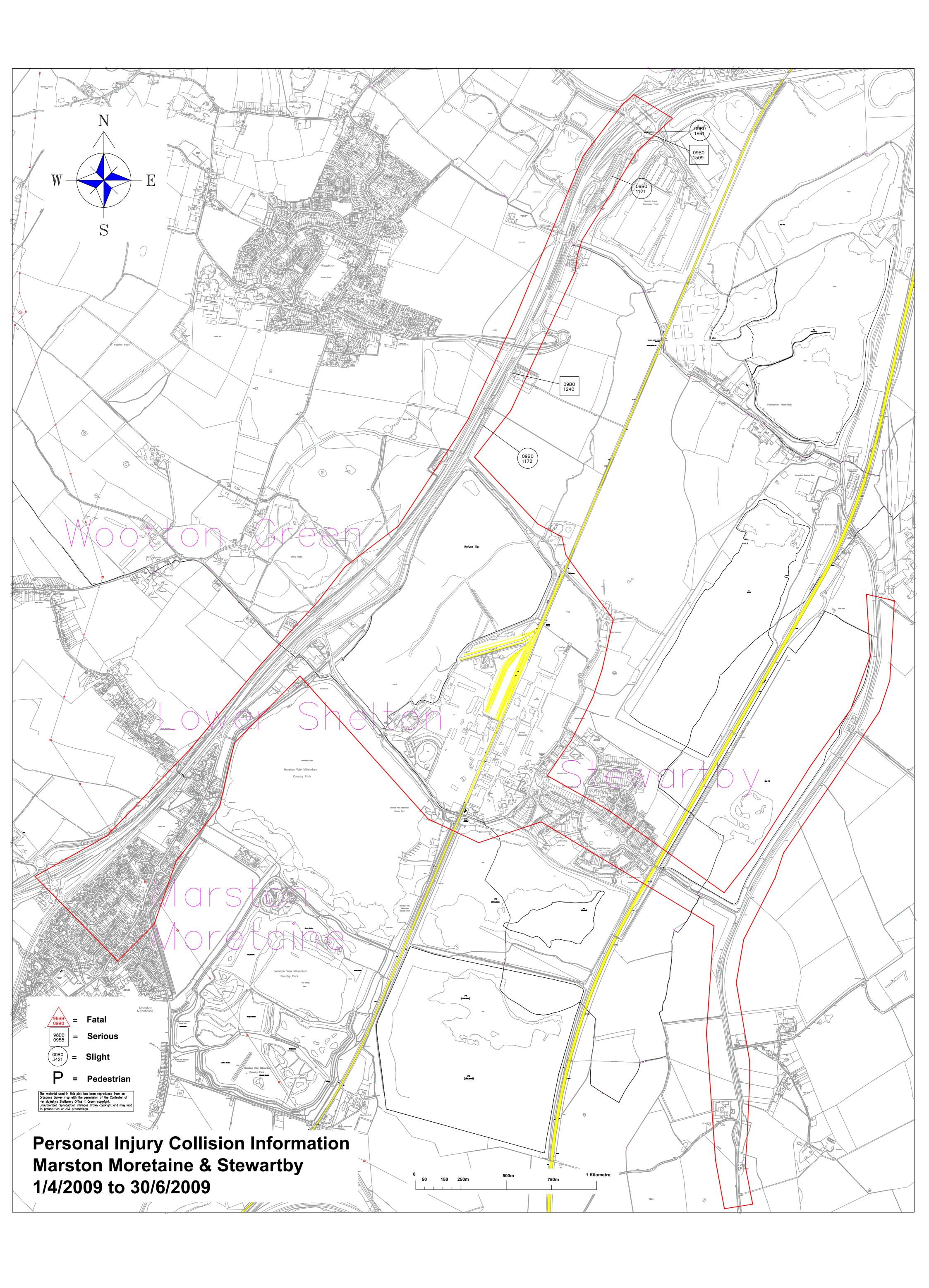
# Appendix 3.5 - Road Personal Injury Collision Data and Calculations

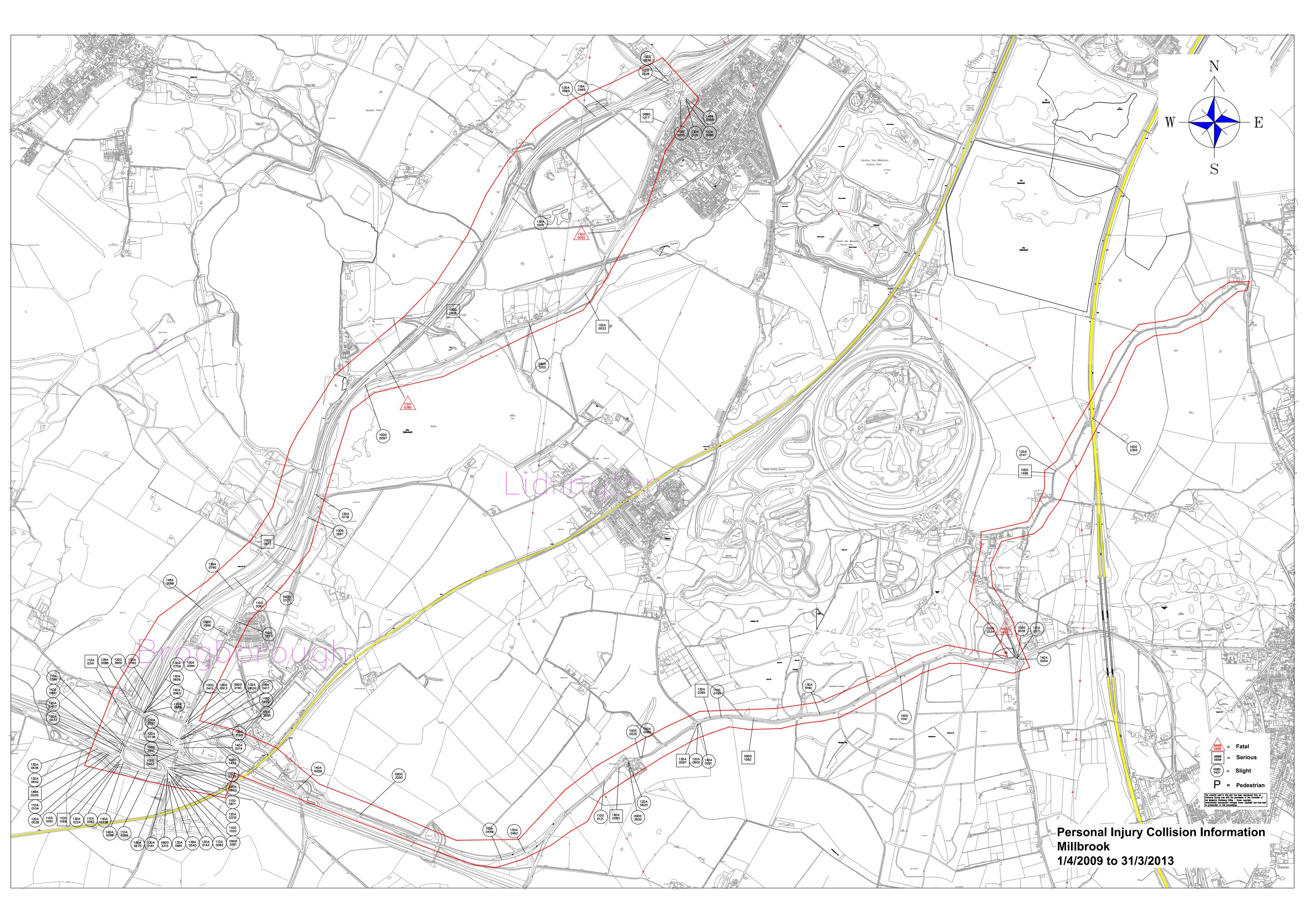












Job Name:
Job Number: 31116

Title Accident Analysis

		Growth	Factors	
	Factor 1	Factor 2	Factor 3	Factor 4
	Green	Road	Road	Road
	Lane	Name	Name	Name
Combined AM / PM to AADT	4.71			



Year of Count Data 2014

	Observed Accidents at Junctions																		
Junction Reference	Junction Description	Total Observed Accidents	Junction Type	Coba Junction type	Coeff 'a'	Power 'b'	Formula Type	AM & PM peak inflow		Major Arm AADT	Minor Arm AADT	(f)	(A) Predicted accidents	Total Anticipated accidents in 5 years	Classification	Desc.	Accident Rate (β)	(A) Predicted accidents per year	Total Anticipated accidents in 5 years
	Bedford Road Priority Junction with Green 1 Lane	2	Priority with Ghost Island	13	0.195	0.46	С	1281	318	6034	1498	9.04	per year 0.537			Minor, NBU	0.996	0.51	

FORMULA	
Anticipated A	ccidents
A <sub>N</sub> =	$A_0 \times \beta^N$
where:	
β	Accident Rate (Table XX)
β N = A =	number of years
A =	a (f) <sup>b</sup>

Rev Mark	Revision I	Date	Check	
		Prepared by:	J Williams	
		Checked by:	K Taylor	

Date of 1st Issue:

Revision:

12/02/2015

	Millbrook Power
Job Number:	31116
Title	Accident Analysis

	Growth Factors					
	Factor 1	Factor 2	Factor 3	Factor 4		
	Bedford	Green		Road		
	Road	Lane		Name		
Combined AM / PM to AADT	4.71	4.15				



	Accidents on Links														
	Observed Data							Anticipated (National) Data							
Link Reference	Link Description	Total Observed Accidents	AM Peak	PM Peak	Combined AM / PM	Approx AADT	Link Length (Km)	Rate (PIA/MV- km)	DMRB Link No.	Speed Limit	Description	Link only Accident Rate	Link & Junction Accident Rate	Link only Accident Rate	Link & Junction Accident Rate
1	Green Lane - Between Bedford Rd Junction and STEM College	1	398	253	651	2702	1.0	0.21	9	60	Other S2 Roads	0.29	0.39	1	2
2	Bedford Road- Between Green Lane and Slip Road to South	0	745	668	1413	6655	0.7	0.00	9	60	Other S2 Roads Other S2	0.29	0.39	2	3
3	Bedford Road- Between Green Lane and Broadmead Road	4	635	526	1161	5468	1.3	0.31	9	60	Roads	0.29	0.39	4	5
4	Green Lane - Between Level Crossing and Churchill Close	1	209	179	388	1610	0.5	0.76	9	30	Other S2 Roads	0.23	0.66	0	1
5	Green Lane - Between STEM College and Level Crossing	0	209	179	388	1610	0.3	0.00	9	60	Other S2 Roads	0.29	0.39	0	0
															<u> </u>

Prepared by:	J Williams
Checked by:	K Taylor
Date of 1st Issue:	12/02/2015
Revision:	

Rev Mark	Revision Description	Date	Check



# Appendix 5.1 - Framework Construction Environmental Management Plan





# **Millbrook Power Project**

**Outline Construction Environmental Management Plan** 

On behalf of Millbrook Power Limited



Project Ref: 31116 | Rev: DRAFT | Date: March 2015





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## 1 Introduction

## 1.1 Overview and Project Description

- 1.1.1 This document is the outline Construction Environmental Management Plan (outline CEMP) for the Millbrook Power Project (hereafter referred to as the 'Project'). This outline CEMP has been prepared by Peter Brett Associates LLP (PBA) on behalf of Millbrook Power Limited (MPL), (the 'Applicant').
- 1.1.2 The Project will be located in an area known as 'the Marston Vale' between Milton Keynes and Bedford with the approximate centre of the Project Site at grid reference 501373, 240734).
- 1.1.3 The Project constitutes a Nationally Significant Infrastructure Project (NSIP) pursuant to the Planning Act 2008 (PA 2008) and therefore requires development consent under that Act. This outline CEMP describes how construction activities will be undertaken and managed in accordance with the environmental commitments and requirements identified in the Environmental Statement and other documents forming part of the application for a Development Consent Order (DCO) for the Project.

## 1.1.4 The Project would comprise:

- a new Power Generation Plant in the form of a Simple Cycle Gas Turbine (SCGT) peaking power generating station, fuelled by natural gas with a rated electrical output of between 50 and 299 Megawatts (MW). This is measured as the net output of the generating station as a whole, measured at the point of connection to the National Grid. The Power Generation Plant comprises:
  - —generating equipment including up to five gas turbine generators, up to five exhaust gas flue stacks and balance of plant (together referred to as the 'Generating Equipment'), which are located within the 'Generating Equipment Site';
  - —a new purpose built access road from Green Lane to the Generating Equipment Site (the 'Access Road');
  - a temporary construction compound required during construction only (the 'Laydown Area');
- a new gas pipeline connection to bring natural gas to the Generating Equipment from the National Transmission System (NTS) (the 'Gas Connection'). This element incorporates an Above Ground Installation (AGI) at the point of connection to the NTS; and
- a new electrical connection to export power from the Generating Equipment to the National Grid Electricity Transmission System (NETS) (the 'Electrical Connection'). This element could be delivered in one of two ways:



- —The first option would involve one underground double circuit Tee-in. This would require one new tower (which will replace an existing tower and be located in the existing Grendon Sundon transmission route corridor, thereby resulting in no net additional towers). This option would also require two SECs, one located on each side of the existing transmission line, and both circuits would then be connected via underground cables approximately 500 metres in length to a new substation (the 'Substation'). This is hereafter referred to as "Option 1".
- —The second option is similar to Option 1 and would involve an underground single circuit turn in (requiring two cable circuits, one into and one out of the substation). This would require one new tower (which will again replace an existing tower and be located in the existing Grendon Sundon transmission route corridor, thereby resulting in no net additional towers). This option would also require one larger SEC, which could be located on either side of the existing transmission line, and both circuits would then be connected via underground cables approximately 500 metres in length to a new substation (the 'Substation'). This is hereafter referred to as "Option 2".
- 1.1.5 The Generating Equipment, Access Road and Laydown Area are together known as the 'Power Generation Plant' and are located within the 'Power Generation Plant Site'.
- 1.1.6 The Power Generation Plant, Gas Connection, and Electrical Connection, together with all access requirements are referred to as the 'Project' and are all integral to the generation of electricity and subsequent export of that electricity to the NETS. The land upon which the Project would be developed, or which would be required in order to facilitate the development of the Project, is referred to as the 'Project Site'.
- 1.1.7 The Power Generation Plant Site is located primarily on land within former clay pits known as 'The Rookery', with the Gas and Electrical Connections extending from The Rookery into adjacent agricultural land to the south.

#### 1.2 Purpose of the document

- 1.2.1 This document provides a framework from which a final CEMP will be produced by the Contractor prior to construction of the Project. The purpose of a CEMP is to provide mitigation against adverse impacts on environmental resources, local residents and businesses. It will form the management framework for the planning and implementation of construction activities in accordance with the environmental commitments identified as part of the application for a DCO or any subsequent requirements, section 106 agreements or equivalent. The final CEMP will remain a live document and will be updated as required throughout construction.
- 1.2.2 This outline CEMP is informed by the Environmental Statement (ES) and associated DCO application documents.



- 1.2.3 Schedule 2 of the DCO includes a requirement that prior to the commencement of development of the various works packages which make up the Project, the undertaker (via its Contractor) must submit a final CEMP to the local planning authority, (namely CBC and BBC) for approval. The CEMP submitted must be substantially in accordance with this outline CEMP and must include certain items (see below). Such final CEMP(s) will be developed after any grant of a DCO, in conjunction with, or by, the main contractor/s appointed for such works once the timescales for the detailed implementation are defined.
- 1.2.4 The contractor's final CEMP must, under the requirement in the DCO, include the following:
  - the construction and phasing programme;
  - liaison procedures to discuss and agree all relevant construction aspects with the relevant planning authority;
  - Complaints procedures;
  - Waste management;
  - an assessment of the site specific risks to and mitigation measures designed to protect controlled waters (surface and groundwaters) including pollution incident control;
  - procedure for crossing watercourses (by reference to best practice methods);
  - landscape and visual impact mitigation (specifically the protection of trees and hedgerows to be retained in accordance with BS 5837: 2012 (or its updates) and a scheme to minimise visual intrusion of the construction works);
  - security measures;
  - measures for the maintenance of construction equipment;
  - restoration of site following completion of construction;
  - liaison procedures with all other contractors working within Rookery Pit regarding programmed construction movements and processes;
  - access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers;
  - the delivery and collection times for construction purposes; and



- identification of any construction operation or cumulative construction operations likely to generate more than 40 daily heavy vehicle delivery movements on the Order land
- 1.2.5 In addition to the CEMP, the following documents will be used to implement specific environmental mitigation during the construction phase. The CEMP will provide a signpost to these additional documents:
  - A Written Scheme of Investigation to detail procedures in the event significant archaeological remains are encountered
  - A Landscape and Ecology Plan and Mitigation Strategy
  - A Construction Traffic Management Plan
- 1.2.6 In considering the environmental matters in the CEMP, the contractor's final CEMP will provide information on:
  - A register of environmental aspects [the effects of the Project];
  - Risk assessments;
  - Method statements;
  - Site environmental standards;
  - Environmental Management System;
  - Public relations (including the set-up of a Community Liaison Group);
  - Monitoring and measurements;
  - Roles and responsibilities;
  - Training and awareness;
- 1.2.7 This outline CEMP is considered to provide sufficient information, based on best practice guidance and references to mitigation measures set out in the ES to act as a framework for the final CEMP and to provide assurance to the decision maker and stakeholders that all appropriate measures will be taken forward to the construction phase through the submission and approval of a final CEMP prior to the commencement of each of the numbered works which comprise the Project.
- 1.2.8 An overview of the Project Site and the activities relating to construction for the Power Generation Plant, Gas Connection and Electrical Connection is provided in section 3.4 of the ES.



# 2 Outline CEMP – General Information

#### 2.1 Introduction

2.1.1 This section of the document sets out the general information which should be included within the contractor's final CEMP and is not necessarily linked to a specific environmental area. Section 3 of this document covers specific considerations for each of the environmental topics listed above at paragraph 1.2.4. Preparation of the final CEMP will be consistent with the best practice advice on CEMPs contained within Chapter 10 of BS42020 (or its updates).

## 2.2 Register of Environmental Aspects

- 2.2.1 A register of Environmental Aspects will be produced as part of the final CEMP. This Register will be used to inform the environmental procedures to be undertaken on the construction site (e.g. any specifically identified environmental risks) and to provide a tool for construction teams when preparing construction method statements or field briefings.
- 2.2.2 This register would cover the various Environmental topic areas referred to below and would be regularly updated to reflect any additional risks resulting from the main contractor/s selected methods of working, changing site conditions etc. Risk (and other relevant aspects) would be identified under the following general headings:
  - Noise & Vibration;
  - Air Quality;
  - Pollution and Groundwater
  - Surface Water;
  - Ecology;
  - Landscape and Visual Impacts;
  - Archaeology and Cultural Heritage;
  - Artificial Lighting; and
  - Traffic and Transport;

#### 2.3 Risk Assessments

- 2.3.1 The majority of construction activities undertaken on-site will be subject to an environmental risk assessment which will be required by the final CEMP, which will:
  - Identify potential significant environmental impacts or effects that can be anticipated;



- Assess the impact or effects and probability of risks from these;
- Identify the control measures to be taken and re-calculate the risk; and
- Report where an unacceptable level of residual risk is identified so that action can be taken through design changes, re-scheduling of work or alternative methods of working in order to reduce the risk to an acceptable level.
- 2.3.2 The results of risk assessments, and their residual risks are only considered acceptable if:
  - The severity of outcome is reduced to the lowest practical level;
  - The number of risk exposures are minimised; and
  - All reasonably practical mitigating measures have been taken; and
  - The residual risk rating is reduced to a minimum.
- 2.3.3 The findings of the risk assessment and in particular the necessary controls would be explained to all contractors before the commencement of the relevant works using an agreed instruction format (e.g. Toolbox Talks). The controls will be agreed by the Client's environmental staff (or appropriately experienced personnel).
- 2.3.4 The risk assessments would be kept and filed to be checked/reported against

#### 2.4 Method Statements

- 2.4.1 Method statements would be completed by all contractors required to undertake work on the Project Site, in consultation with the Client's engineers (or appropriately experienced personnel), on-site environmental staff and, where necessary, environmental specialists. Their production would include a review of the environmental risks and commitments referred to in section 2.3, so that appropriate control measures are developed and included within construction processes.
- 2.4.2 Method statements would be reviewed by the Site Manager or appointed delegate and, where necessary, by an appropriate environmental specialist.
- 2.4.3 The Contractor and / or in conjunction with the Contractor's Environmental staff shall decide which of the works have environmental implications using the following criteria:
  - The work may result in an adverse effect on the environment or human health; and /or
  - the work is adjacent to a surface water drain or water body.



- 2.4.4 Where the works have environmental implications, the method statements will be passed to the main contractor and Client's environmental staff for approval prior to work commencing. Work would then need to be carried out in accordance with the approved method statements.
- 2.4.5 Where required, method statements would also be submitted to the relevant enforcement agencies (Environment Agency, Natural England, Environmental Health Officer etc.). Method statements should contain at least the following information:
  - Location of the activity and access/egress arrangements;
  - Work to be undertaken and methods of construction:
  - Plant and materials to be used;
  - Labour and supervision requirements;
  - Health, safety and environmental considerations; and
  - Any permit or consent requirements beyond those already obtained (including the DCO).

#### 2.5 Site Environmental Standards

- 2.5.1 Site Environmental Standards will be agreed between the main contractor and Client and will detail the minimum measures that should be achieved for general operations falling outside the risk assessment/method statement procedure. These will be determined on a case by case basis and through consideration of e.g. site conditions or weather conditions. The site environmental standards would be designed to cover the majority of construction activities in accordance with the ES and requirements associated with the DCO.
- 2.5.2 These will cover issues such as storage of materials, management of waste, dust, noise and vibration, and water pollution control. The standards will be printed on A3 posters, placed on site notice boards and used as a briefing tool on site. These standards will also form the basis of Toolbox talks which will inform all contractors working on site of the potential environmental risks arising from construction activities.
- 2.5.3 Best practice construction site management techniques will be implemented to avoid/minimise the generation of excessive waste, dust, noise, lighting, noise and vibration, in accordance with the ES and relevant requirements associated with the DCO. These are discussed in more detail in section 3 of this document.



#### 2.6 Environmental Management System

- 2.6.1 Following construction, an Environmental Management System (EMS) for commercial operation will be developed and designed to comply with ISO 14001 or an equivalent recognised standard.
- 2.6.2 Implementation of ISO 14001 is key to work undertaken by MPL and the use of an Environmental Management Plan for commissioning based on ISO 14001 (or similar) will be used to support implementation and compliance with the DCO and the Environmental Permit that will be required for operation of the Project under the Environmental Permitting (England and Wales) Regulations 2010.

#### 2.7 Public Relations / complaints procedures

- 2.7.1 The following steps will be taken to make the public aware of the activities on site and the available lines of communication with MPL:
  - A Community Liaison Group will be set up;
  - Neighbouring occupiers will be notified of the start of site works and the likely duration of the overall construction phase;
  - A telephone number for environmental complaints will be published locally to the site;
  - The main contractor will maintain a close liaison with the council's Environmental Health Officer (EHO) at all times;
  - Should any unforeseen event occur within the construction site that has the potential to cause off-site pollution then the contractor will notify the EHO as soon as possible.

#### 2.8 Monitoring and Measurement

- 2.8.1 Regular site inspections will be carried out by the Site Manager or delegate which will assess the potential for environmental impacts to arise from construction works.
- 2.8.2 Additionally, the main contractor will assess the potential for environmental incidents on a daily basis across the site. Particular notice will be taken during and following extreme weather events, when working in areas of known or potential contamination, and when particularly hazardous activities are being carried out. Method Statements will be required where the risk assessment has identified a significant risk to the environment (see section 2.4 above).
- 2.8.3 In the event of any environmental incident the most senior representative of the main contractor will take the role of the responsible person and will take charge of the situation. The responsible person will take immediate steps to eliminate the impact on the environment and mitigate/minimise any



environmental damage through immediate preventative action (e.g. use of spill response kits) or by contacting the relevant regulatory body.

## 2.9 Roles and Responsibilities

- 2.9.1 Suggested specific roles and responsibilities for the implementation of the final CEMP are described below:
- 2.9.2 The MPL Project Director would have overall responsibility for the environmental performance throughout the construction period and will ensure that appropriate resources are made available, and environmental control and any agreed or appropriate protection measures are implemented.
- 2.9.3 The Site Manager would be appointed the responsibility for co-ordinating and managing all the environmental activities during the construction phase. The role would involve will carrying out the following duties:
  - Develop and review the final CEMP and specialist procedures in accordance with this Outline CEMP;
  - Lead the appointment of construction environmental specialists;
  - Review method statements for environmental aspects prior to works starting;
  - Ensure delivery of environmental training to personnel within the project team:
  - Monitor construction activities and performance to ensure compliance with the final CEMP and that identified and appropriate control measures are being effective;
  - Act as a main point of contact between the regulatory authorities and the Project on environmental issues;
  - Monitor construction activities and performance to ensure control measures are effective:
  - Maintain full records of the progress of any environmental works;
  - Implement an auditable environment record system;
  - Maintain regular contact and liaison with the Environmental Specialists and MPL Project Director;
  - Carry out audits as required by the final CEMP; and
  - Implement and monitor measures to ensure correct waste minimisation, segregation and disposal.



### **3 Outline CEMP – Specific Measures**

#### 3.1 Introduction

3.1.1 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on noise and vibration, air quality, ground conditions, water quality and resources, ecology, archaeology and cultural heritage, traffic and transport, and landscape and visual receptors. It will additionally outline the measures to prevent impacts arising from artificial lighting and also consider any waste management measures.

#### 3.2 Noise and Vibration

- 3.2.1 An assessment of the likely significant noise and vibration effects resulting from construction of the Project has been undertaken and this is set out in Chapter 7 of the ES (document reference 6.1).
- 3.2.2 This section outlines the potential sources of noise and vibration created by construction works and the methods of mitigation proposed to reduce these impacts which should be adopted in a final CEMP.
- 3.2.3 All construction activities will be undertaken in accordance with the requirements attached to the DCO.
- 3.2.4 Additionally, the final CEMP will implement working methods agreed with the Local Authority which may include conditions regarding one or more of the following:-
  - Working Hours
  - Noise / vibration action levels (at noise sensitive locations)
  - Working Practices (site equipment, methodology etc.)
  - Noise / vibration mitigation measures (corrective actions)
- 3.2.5 Noise limits may draw upon the following::
  - BS 5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1 Noise.
  - BS 5228-2 :2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 2 Vibration.
- 3.2.6 This standard details the legislative background to noise control, along with the recommended procedures for effective liaison between developers, site operators and local authorities. Methods of how to minimise the impact of site noise on workers and local residents are also provided.



#### 3.2.7 The final CEMP will include at least the following measures:

- The contractor shall ensure that plant used has a known noise / vibration output, so it can be used in any assessment if required.
- Construction plant will be operated and maintained appropriately, having regard to the manufacturer's written recommendations or using other appropriate operation and maintenance programmes which reduce noise and vibration emissions;
- All vehicles and plant will be switched off when not in use;
- Vehicle and mechanical plant used for the purpose of the works should be fitted with effective exhaust silencers, to be maintained in good working order and operated in such a manner as to minimise noise emissions.
- All ancillary plant such as generators, compressors and pumps would be positioned so as to cause minimum noise disturbance (e.g. as far away as practicable from sensitive receptors). If necessary, temporary acoustic barriers or enclosures would be provided;
- The positioning of construction plant and activities to minimise noise at sensitive receptors such as residential properties;
- Equipment that breaks concrete by munching or similar, rather than by percussion, should be used as far as is practicable;
- The use of mufflers on pneumatic tools;
- Where practicable, rotary drills actuated by hydraulic or electrical power should be used for excavating hard materials;
- The use of non-reciprocating construction plant where ever practicable;
- Drop heights are to be minimised and chutes are to be used where possible.
- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the development area will be conducted in such a manner as to minimise noise / vibration generation.

#### 3.3 Air Quality

- 3.3.1 An assessment of the Air Quality impacts resulting from the development has been undertaken and this is set out in Chapter 6 of the ES.
- 3.3.2 Relevant air quality mitigation measures are outlined in Chapter 6 of the ES and in the Statement of Engagement of Section 79(1) of the Environmental Protection Act 1990 (Document number: 5.5). However, the following provides an outline of the processes which could be employed in the final CEMP in



order to reduce dust, particulate matter and exhaust emissions during construction.

- 3.3.3 Construction/demolition activities associated with the greatest potential for dust generation are:
  - Earthworks including excavation of topsoil, handling on site and deposition;
  - Handling and storage of materials (including loading and unloading);
  - Wind blow across disturbed/exposed site surfaces and materials; and
  - Mechanical operations such as crushing, drilling, concrete mixing and cutting.
- 3.3.4 In order to ensure the employment of BPM to minimise the risk of adverse effects from construction dust and causing nuisance or damage to flora and fauna specific control measures for limiting nuisance dust and exhaust emissions during construction are as follows:

#### Site Planning

- Prior to commencing works, the site manager must have regard to weather conditions and the dust generating potential of material to be excavated. The final CEMP will provide further details about specific considerations and actions to be taken in different scenarios;
- Plan site layout to maximise distance from plant/stockpiles etc. to sensitive receptors (as defined in the ES); and
- Removal of dusty materials from site as soon as possible.

#### **Construction Traffic**

- Loads entering and leaving the site with dust generating potential should be covered and wheel washing facilities made available;
- The performance of the wheel washing system will be maintained by the regular removal of settled sediment from within the sump;
- Plant and wheel washing to be carried out in a designated area;
- No idling of vehicles;
- Vehicles to comply with site speed limits;
- Water assisted sweeping of local roads to be undertaken if material is tracked out of site on to Green Lane or Houghton Lane;
- Hard surfacing (e.g. access roads) installed as soon as practicable on site following commencement of construction; and



 Site roads should be cleaned regularly, and damped down if necessary to prevent nuisance dust.

#### Site Activities

- Exposed soils should be re-vegetated as soon as practicable;
- Minimise dust generating activities during prolonged dry, dusty weather unless damping / other suppressants are used;
- Use water as dust suppressant where applicable;
- Ensure any site machinery is well maintained and in full working order;
   and
- Ensure equipment available for cleaning spills etc is available at all times.
- Fine material should be delivered to site in bags.
- 3.3.5 Good site management practices (e.g. adherence to guidance such as 'control of dust and emissions from construction and demolition, best practice guidance' 2006) during the construction works will help to prevent the generation of airborne dust. It will be the responsibility of the nominated main contractor and site manager to ensure through the CEMP that sufficient precautionary measures to limit dust generation are undertaken.
- 3.3.6 When loading materials into vehicles or using transfer chutes and skips, drop heights will be kept to a minimum and enclosed wherever possible.
- 3.3.7 Standard mitigation measures for low risk sites, taken from the Institute of Air Quality Management document 'Dust and Air Emissions Mitigation Measures' tables would also be applied. These are:
  - Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the complaints log available to the local authority when asked.;
  - Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in a log book.
  - Avoid bonfires and burning of waste materials on site; and
  - Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.



#### 3.4 Ground Conditions

- 3.4.1 An assessment of the likely significant effects on ground conditions resulting from construction of the Project has been undertaken and this is set out in Chapter 10 of the ES
- 3.4.2 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on ground stability, contaminated land and groundwater.
- 3.4.3 Where there is the potential for instability to occur, temporary works measures including trench sheeting in any excavations will be utilised.
- 3.4.4 The CEMP must require the following:
  - The carrying out of a Foundation Works Risk Assessment (FWRA) by the contractor once the proposed foundation solutions are known, which will then form part of the CEMP. This will be in accordance with 'Piling and Penetrative Ground Improvements Methods on Land Affected by Contamination: Guidance on Pollution Prevention, NGCLC report NC/99/73' and is required to ensure that the proposed foundations do not adversely affect the water environment beneath the site.
  - The carrying out of methods statements for key activities (such as the placement of fill) to detail how work will be carried out to include remedial measures for protection of the environment..
  - Construction activities will be carried out in full compliance with appropriate health and safety legislation, at current amendments, and with reference to appropriate guidance documents and approved Codes of Practice published by the Health and Safety Executive (HSE), including where appropriate, HSE Guidance Note HS (G) 66 "The Protection of Workers and the General Public during the Redevelopment of Contaminated Land" HMSO 1991.
  - Further intrusive ground investigations at the Project Site prior to construction to further define the exact nature of ground conditions. However, based on evidence to date (previous investigations and ground water sampling), there are not anticipated to be any significant issues with contamination at the Project Site.
  - Apply the following procedures if unidentified contaminant "hotspots" showing visual or olfactory evidence of contamination are discovered during construction works:
    - —Stop work immediately;
    - —Report the discovery to the Site Manager;
    - Seal off the area to contain the spread of contaminants;



- Clear the area to ensure there is nothing that could cause fire or explosion;
- Contact the regulator or local authority once it is confirmed that contamination is found;
- Arrange for testing to be carried out and agree changes to the existing contamination strategy;
- Record details of the incident, including photos and relevant information on the Environmental Incident Report Form; and
- Any soils which are considered to be contaminated hotspots) will be removed and disposed of by a suitably licensed contractor or treated on-site.
- Any material which is excavated and free from visual and olfactory evidence of contamination will be stockpiled and tested to assess its suitability for reuse on the Project Site.
- If significant groundwater flows are encountered within excavations then temporary dewatering pumps will be implemented.
- In the relation to the potential to induce mixing of confined groundwater bodies by construction of piled foundations, the design and construction will be undertaken in accordance with EA guidance 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' (EA, 2001), and therefore will follow best practice to ensure that groundwater mixing does not occur.
- All water from dewatering activities shall either be transported off site by a suitably licensed contractor or treated on site. Any proposed discharges to existing land drains (or other surface water bodies) will be undertaken in accordance with the requirements of the Environment Agency (EA) Regulatory Position Statement on temporary water discharges from excavations.
- Where soils are imported onto the Project Site then they shall be subject to testing to ensure they are not contaminated.
- The imposition of speed restrictions onsite to minimise disturbance of bare surfaces. Measures shall also be put into place to ensure that the length of time bare surfaces are left exposed are minimised.
- The imposition of the following measures in accordance with the EAs Pollution Prevention Guidance to ensure that silt laden runoff, arisings or chemicals are not allowed to enter watercourses:
  - —testing of arisings to see whether they are suitable for reuse on site;
  - —siting stockpiles well away from watercourses;



- —covering stockpiles in inclement weather;
- —use of impermeable liners; and
- —use of fixing agents.
- Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage in order to prevent the contamination of ground water.
- To minimise the risk of coming into contact with potentially contaminated materials, contractors should comply with the measures set out in the following documents:
  - Protection of Workers and the general public during the development of contaminated land (HSE 1991); and
  - If applicable, a guide to safe working on contaminated sites R132 (CIRIA 1996).
- Construction workers will wear appropriate personal protective equipment (PPE) for the nature of works being undertaken. This will involve standard site PPE, plus overall, gloves and eye protection where required.

#### 3.4.5 Additional mitigation measures that should be implemented are:

- Eating, drinking and smoking will be limited to a designated 'clean' area of the Project Site;
- Project Site welfare facilities will be made available;
- All workers will be required to wash their hands and remove overalls/boots when moving from 'dirty' to 'clean' areas of the Project Site;
- Any soils excavated which are considered to be potentially contaminated (e.g. visual or olfactory evidence) will be reported to site management and left alone until their appropriate treatment. Suitable training will be provided to site personnel to ensure the correct identification of potentially contaminated soils by olfactory means;
- Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage and construction materials in order to prevent the contamination of ground water. Site personnel will be made aware of the potential impact on ground and surface water associated with certain aspects of the construction works to further reduce the incidence of accidental impacts;
- Measures should be taken to avoid/minimise the potential for fuel and chemical spills. A spill response procedure will also apply on-site; and indicative procedure is shown below.



Method statements to deal with safe dewatering.



#### **Insert 3.1 Emergency Spill Response Procedure EMERGENCY SPILL RESPONSE PROCEDURE** What to do if you find a spillage of any substance on site. STOP - CONTAIN - NOTIFY - CLEAN UP - INVESTIGATE STOP Most senior person on site becomes the RESPONSIBLE PERSON and STOPS the work immediately. STOP any more material spilling, e.g. Identify substance spilt, obtain MSDS/ right oil drums, close valves; extinguish COSHH information and correct PPE. fires using fire extinguisher. Switch off sources of ignition e.g. switch off plant. But only if it is safe to do so CONTAIN Check the spill has not reached any drains/manholes, CONTAIN the spillage using watercourses, etc. Stop the flow if possible. Divert the bunds of earth or sand, drip flow from drains/watercourses. Bund drains/manholes trays, booms and/or spill to stop the substance entering the drainage system. materials immediately. Do not wash spillage or runoff into the drainage system NOTIFY NOTIFY SITE MANAGER immediately giving the following information: whether the material has entered the drain/ Site Manager immediately NOTIFIES the ENVIRONMENTAL ADVISOR who informs the watercourse or is affecting the environment substance involved relevant persons i.e. Client, Regulatory Authorities location cause of the incident volumes involved **CLEAN UP CLEAN UP** the spill: EAN UP waste materials: MAJOR - call in expert advice/specialist Clean-Bag-up used spill materials up Contractor Remove contaminated ground and wastewater MINOR - clean up the spill using appropriate pose of waste materials as Hazardous Waste spill materials. **INVESTIGATE** ENVIRONMENTAL ADVISOR INVESTIGATES the incident and determines root causes; lessons RESPONSIBLE PERSON fills in learnt; and corrective actions to be taken to Environmental Incident Report Form prevent recurrence. This information is fed back and passes to ENVIRONMENTAL into the system via Training, Toolbox Talks, ADVISOR Briefings, Bulletins, and Procedural changes as required.

SPILLAGE TYPE

MAJOR Cannot be controlled; pollution has entered or could enter a drain or watercourse.

Report to Site Manager/Environmental Advisor immediately.

MINOR Can be controlled; pollution has not entered, and cannot enter a drain or watercourse



#### 3.5 Water Quality and Resources

- 3.5.1 An assessment of the likely significant effects on water quality and resources from the construction of the Project has been undertaken and this is set out in Chapter 9 of the Environmental Statement.
- 3.5.2 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on surface water.
- 3.5.3 All construction activities will be undertaken in accordance with requirements attached to the DCO and in accordance with guidance contained within the Environment Agency's Pollution Prevention Guidelines including PPG 1, 2, 3, 4, 5, 6, 7, 13, 21, 22 and 26.
- 3.5.4 The CEMP should include best practice working methods to prevent water pollution, including:
  - siting stockpiles away from watercourses;
  - refuelling on areas of hardstanding only away from watercourses and surface drains; and
  - installing construction site drainage.
- 3.5.5 The most appropriate crossing methods will be used for watercourses in the context of the Gas Connection. Principles in the PPG's will be followed.
- 3.5.6 All oil and chemical storage tanks and areas where drums are stored will be surrounded by an impermeable bund and located away from watercourses in accordance with the Environment Agency's PPGs 1, 2 and 7 as well as COSHH Regulations 2002 and the Control of Pollution (Oil Storage) Regulations 2001. Single tanks will be within bunds sized to contain 110 per cent of capacity and multiple tanks or drums will be within bunds sized to contain the greater of 110 per cent of the capacity of the largest tank or 25 per cent of the total tanks contents. Empty drums and any drums that are identified as leaking will be removed from the Project Site as soon as possible and disposed of appropriately in accordance with the relevant legislation;
- 3.5.7 Any surface water contaminated by hydrocarbons will be passed through oil/grit interceptors prior to discharge.
- 3.5.8 Precautions will be undertaken in accordance with the Environment Agency's (EA) Pollution Prevention Guidance to ensure that silt laden runoff, arisings or chemicals are not allowed to enter watercourses.
- 3.5.9 Site personnel will be made aware of the potential impact on ground and surface water associated with certain aspects of the construction works to further reduce the incidence of accidental impacts;
- 3.5.10 Siting of stockpiles to avoid pollution runoff and adhering to The EA Pollution Prevention Guidelines to avoid spillages near watercourses;



3.5.11 Any refuelling of mobile plant and machinery will be undertaken in a designated area away from watercourses and surface drains, and supplied with appropriate spill kits and bunded bowser.

#### 3.6 Ecology

- 3.6.1 An assessment of the ecological impacts resulting from the development has been undertaken and this is set out in Chapter 8 of the Environmental Statement.
  - 3.6.2 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on ecology.
  - 3.6.3 The Contractor will follow pollution prevention guidelines provided by the Environment Agency (including but not limited to PPG01, PPG02, PPG03, PPG05 and PPG06) to prevent pollution of water courses by silt or chemicals.
  - 3.6.4 Appropriate regard for the protection of habitats and protected species during the construction works will be included within the final CEMP and will incorporate the following measures:
  - Work compounds and access tracks etc. will not be located in, or adjacent to, areas that maintain habitat value. This includes surface water management ditches, and areas of tree and scrub planting.;
    - Site fencing will be used to prevent access to areas outside working areas, particularly in areas adjacent to features of ecological value;
    - Procedures will be implemented to address site safety issues, including storage of potentially dangerous materials;
    - Briefings and instruction would be given to contractors regarding the biodiversity issues associated with the Project Site;
  - 3.6.5 With regard to specific protected species, the following control measures will be implemented through the final CEMP:

#### **Great Crested Newts**

- 3.6.6 Great Crested Newts should be considered with regard to the following works in particular, as identified through the ecological assessment within the EIA:
  - Approximately 250 m of the 1.7 km Access Road is located on the edge of the 500 m buffer zone from the newt breeding ponds within Rookery North Pit:
  - The AGI associated with the Gas Connection will be installed within 75 m of Pond H.



- The route of the Gas Connection is 1.82 km in length, involving a 50 m working width corridor with 10 m permanent landtake. A total of five sections of hedgerows will be removed, four of which are located within 250 m of Pond H.
- The Electrical Connection will be installed within 250 m of Pond C which supports a small population of great crested newts.
- 3.6.7 Great crested newts and their places of shelter are protected under the Conservation of Habitats and Species Regulations 2010. They are also protected under the Wildlife and Countryside Act 1981.
- 3.6.8 Works will be carried out following a precautionary Non-licensed Avoidance Method Statement, under the watching brief of a suitably experienced and licenced ecologist as part of the CEMP, to ensure that no newts are harmed during the construction process. This will involve the appropriate timing of works, avoidance of suitable terrestrial habitat as far as possible, and the careful removal/ dismantling by hand of any suitable refugia beneath the footprint of the works. In the extremely unlikely event that a great crested newt is encountered, all works will stop immediately and advice will be sought from Natural England.

#### Reptiles

- 3.6.9 Reptiles should be considered with regard to the following works in particular, as identified through the ecological assessment within the EIA:
  - the scrub and ephemeral habitats present along the existing access track, which constitutes suitable reptile habitat,
  - the potential exists for suitable reptile habitat to be affected by the felling works to allow the installation of the Electrical Connection, in particular associated with the woodland glade and the narrow strip of species-rich grassland to the east of this plantation woodland.
- 3.6.10 Reptiles are afforded protection under the Wildlife and Countryside Act 1981. Any elements of the Project affecting the limited areas of potential reptile habitat will give due regard to the legislation protecting common and widespread reptile species, i.e. protection against injury and killing. This will be achieved through the displacement of any reptiles present into areas of retained habitat within and adjacent to the Project Site prior to construction works commencing through the following approach:
  - Progressive removal of suitable low-lying vegetation, including long grass, ruderals and scrub, using hand-held tools. The final stages of clearance to ground level should take place during suitable climatic conditions at a time of year when reptiles are active (generally April to September inclusive).
  - Dismantling of any potential hibernacula or refugia by hand, including compost heaps and log piles.



- Where appropriate, ground level clearance work will be overseen by a suitably experienced ecologist who would relocate any reptiles encountered to an area of suitable retained habitat within and adjacent to the site.
- Following the clearance of vegetation, the vegetation will be maintained at ground level to prevent re-colonisation prior to works commencing.

#### Breeding birds

3.6.11 Nesting birds are protected under the Wildlife and Countryside Act 1981. Any clearance or cutting of woody vegetation will avoid the breeding bird season (generally taken to be March to August inclusive) in order to avoid the destruction of active birds' nests. If this is not possible, the vegetation will be checked prior to removal for the presence of any active birds' nests. If active nests are present, an appropriate exclusion zone will be retained around the nest and such works will be delayed until the young birds have fledged and the nest becomes inactive.

#### 3.7 Landscape and Visual

- 3.7.1 An assessment of the likely significant landscape and visual effects resulting from construction of the Project has been undertaken and this is set out in Chapter 11 of the Environmental Statement.
- 3.7.2 This section outlines some of the specific design and mitigation measures which will be used in the CEMP for the Project in order to limit landscape and visual impacts.
- 3.7.3 The construction period is of a limited duration (approximately 22 months), significant mitigation to limit landscape and visual impacts is not anticipated. However, the following measures will be adopted in the final CEMP:
  - Land / vegetation clearance will be limited to the minimum necessary for the works;
  - Temporary storage of soils and other material considered of value for retention. Where practical stockpiles would be sited to screen the construction works from sensitive receptors where appropriate, such as public rights of way and residential properties in close proximity to the Site;
  - Construction areas will be laid out to minimise adverse impacts arising from temporary structures, construction activities and lighting;
  - Construction roads will use the same alignment as permanent access roads where possible;
  - Use of construction site lighting outside the construction working hours that are set out as a requirement in the DCO will be restricted to the minimum necessary for workforce and public safety, and for security. Directional luminaries will be used to limit unwanted light spill;



- Maintenance will be undertaken to ensure tidy and contained site compounds;
- Hoardings will be erected around the area of construction works, for reasons of creating a visual barrier to construction activities and also as a safety measure, to prevent access to the general public.
- The removal of all temporary structures and stockpiles when no longer required, and prompt reinstatement of construction areas will be carried out;
- Reinstatement of all agricultural land required temporarily during construction and a five year aftercare plan to seek to ensure land is returned to its former productivity will be undertaken;
- Replacement of all trees, shrubs and hedgerows removed to accommodate the utility Connections, subject to National Grid planting constraints, will be undertaken.

#### 3.8 Archaeology and Cultural Heritage

- 3.8.1 An assessment of the likely significant effects on Archaeology and Cultural heritage resulting from construction of the Project has been undertaken and this is set out in Chapter 13 of the Environmental Statement.
- 3.8.2 This section outlines some of the specific design and mitigation measures which will be used in the CEMP for the Project in order to limit the impact on archaeology and cultural heritage.
- 3.8.3 An assessment of the potential archaeological and cultural heritage resource at the Project Site has been undertaken as part of the ES. Although the potential impacts on archaeology are likely to be very limited, they cannot be ruled out completely.
- 3.8.4 A Written Scheme of Investigation (WSI) will be prepared for the Project and intrusive works will be undertaken along the route of the Gas Connection prior to construction.
- 3.8.5 The WSI will set out the process for stopping work and notifying the appropriate person (usually the county archaeologist) if any remains of potential archaeological significance are found during construction.

#### 3.9 Artificial Lighting

- 3.9.1 This section outlines some of the specific design and mitigation measures related to artificial lighting which will be used in the final CEMP for the Project.
- 3.9.2 The Project Site will require artificial lighting during construction to provide a safe working site during hours of darkness. An Outline Lighting Layout (Document number: 2.10) has been prepared to support the DCO Application.



- 3.9.3 The contractor should follow relevant guidance and legislation relevant to lighting, including:
  - Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light, (2011)
  - The English Department for Communities and Local Government (DCLG)
     Guidance on Lighting in the Countryside: Towards Good Practice (1997)
  - Assessment of the Problem of Light Pollution from Security and Decorative Light produced by Temple and NEP Lighting Consultancy on behalf of Defra
  - The Bat Conservation Trust Bats and Lighting in the UK (May, 2009)...
  - The Bat Conservation Trust (BCT) Statement on the Impact and Design of Artificial Light on Bats.
  - Environmental Protection Act 1990 (as amended)
- 3.9.4 The general design objectives that will be used to ensure that potential adverse effects of lighting associated with construction of the Project are minimised are listed below:
  - Use appropriately designed luminaires for the task at hand;
  - Use louvres and shields to prevent undesirable light break-out;
  - Demolition and construction lighting should be directed away from all sensitive receptors;
  - Preference should be given to several, lower lighting units rather than tall, wide beam lighting units to illuminate large areas as it will limit light trespass, glare and sky glow from the Project Site;
  - Vehicle lights should be properly directed (conforming to MOT requirements) and lenses must be intact to prevent un-necessary glare and light intrusion;
  - Lighting should be reduced or switched off when not required for safety purposes. Security lighting should be kept at the minimum level needed for visual and security protection; and
  - Motion sensitive lighting will be used in order to avoid unnecessary lighting.
- 3.9.5 Light fittings will comply with the specifications and the requirements of CIE 150 (2003) and Institute of Lighting Engineer's Guidance Notes for the Reduction of Obtrusive Light.



3.9.6 Arrangements for construction lighting following these principles will be set out in the final CEMP.

#### 3.10 Traffic and Transport

- 3.10.1 An assessment of the likely significant effects resulting from Traffic and Transport has been undertaken and this is set out in Chapter 12 of the Environmental Statement
- 3.10.2 Separate to this CEMP, to manage the impact of the construction phase movements, an outline Construction Traffic Management Plan has been developed and is included as Appendix 12.4 of the ES (document reference 6.2). The CTMP includes the following:
  - a Route Management Plan to direct HGVs away from the sensitive local transport network;
  - a traffic management scheme at the Green Lane / Proposed Site Access to control queuing and to ensure no blocking of the railway develops;
  - the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area;
  - a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and
  - an Abnormal Load Delivery strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible

#### 3.11 Waste Management

- 3.11.1 This section outlines some of the specific design and mitigation measures in relation to waste management which will be used in the final CEMP for the Project.
- 3.11.2 The Project will operate in full accordance with the Waste Framework Directive, the EPR and the Waste (England and Wales) Regulations 2011 (where relevant). The Applicant, at all phases of the Project, will apply the waste hierarchy as part of their waste prevention and management policy.
- 3.11.3 Where hazardous waste is transported from the Project Site, it will be handled in accordance with relevant regulations (e.g. by a registered waste carrier and in line with the hazardous waste regulations (2005)), and, where necessary, be transported in sealed tankers.
- 3.11.4 As part of the construction works, there is likely to be limited potential for the generation of waste associated with the Power Generation Plant given that the LLRS will ensure that a level platform is created in the base of the Rookery South Pit on which to site the Generating Equipment. However, where possible waste will be re-used on site.



#### 3.11.5 The final CEMP must:

- provide for the submission of construction method statements for approval by the local authority
- provide for the stockpiling of excavated spoil and testing for Waste Acceptance Criteria (as defined in the Landfill (England and Wales) (Amendment) Regulations 2005), to determine whether it can be re-used on- or off-site
- provide for the testing and removal, as appropriate, of any water from dewatering activities which will be handled by a suitably licensed waste contractor; and
- require that structures and equipment for the Project will be made of materials suitable for recycling as far as is practicable.



#### 4 Conclusions

- 4.1.1 This outline CEMP provides a framework on which the construction contractor should base a more detailed and CEMP which will be implemented during construction of the Project.
- 4.1.2 Although no likely significant effects are predicted as a result of the construction phase of the Project, the mitigation measures outlined herein will ensure that the lowest level of risk possible is placed on the environment.
- 4.1.3 Mitigation measures have been outlined to limit potential impacts of noise, air quality, ground conditions, surface water, ecology, archaeology and cultural heritage, landscape and visual, artificial lighting, traffic and transport and waste. These mitigation measures should be taken forward for further consideration when preparing the detailed CEMP.
- 4.1.4 It has also outlined a series of general best practice principles which should be adhered to, including; a register of environmental impacts, the production of risk assessments and Method Statements, the adherence to Site Environmental Standards, the production of an operations Environmental Management System, dealing with Public Relations, the monitoring and measurement of construction activities and the roles and responsibilities of key site staff.



# Appendix 5.2 - Method Statement - traffic management at the Proposed Site Access





### MILLBROOK POWER LIMITED DEVELOPMENT METHOD STATEMENT – TRAFFIC MANAGEMENT

Prepared by: John Hopkins

Date: January 12<sup>th</sup>, 2015

Peter Brett Associates LLP 11 Prospect Court Courteenhall Road, Blisworth Northampton NN7 3DG T: +44 (0)1604 878 300 E: jhopkins@peterbrett.com

#### 1. Introduction

- 1.1 Peter Brett Associates LLP has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the development of land at the former clay extraction pit at Rookery South, in Stewartby, Bedfordshire. This land shown in Figure 1 is proposed to be developed into a Power Generation Plant.
- 1.2 The site is to be accessed by a simple priority junction on Green Lane, located 75m to the south-east of the Stewartby Rail Station level crossing. The proposed access is shown on drawing reference 31116/2001/06.
- 1.3 This Method Statement has been prepared by Peter Brett Associates LLP to detail the proposed traffic management scheme to be implemented at this Development access during the construction phase.

#### 2. Traffic management control requirements

- 2.1 The proposed site vehicle access is located adjacent the Stewartby Rail Station level crossing on Green Lane. This permanent site access will be constructed in advance of the Power Generation Plant construction works, and will form the main Development vehicle access.
- 2.2 Whilst the predicted construction vehicle movements are likely to be limited peaking at 60 vehicle movements per hour Network Rail has expressed concerns that any significant queuing arising from vehicles waiting to turn right into the Development could back on to the level crossing, hence obstruct rail movements.
- 2.3 As discussed and agreed with Network Rail, a temporary traffic light controlled traffic management scheme will be implemented during the construction of both the access and the Power Generation Station to ensure the efficient movement of vehicles along Green Lane, and to ensure that no obstructions to the rail occur.
- 2.4 The predicted daily operational vehicle movements are much less than in the construction phase. Network Rail has concurred that these do not require any such traffic management.

#### 3. Approval process

- 3.1 The Green Lane traffic management scheme is within the jurisdiction of two local highway authorities Bedford Borough Council and Central Bedfordshire Council.
- 3.2 The traffic management scheme has been prepared in accordance with the Highways Agency's Chapter 8 Traffic Signs Manual (2009), and is shown on the attached drawing reference 31116//2001/06. The detail of these scheme proposals will be agreed with the local highway authorities and Network Rail before implementation on site.
- Prior to first use, the scheme will be set out on site, and will be inspected and approved by the local highway authorities and Network Rail. Any necessary amendments will be made.





#### 4. Traffic Management Scheme

#### Hours of operation

4.1 The traffic management scheme will be temporary, only operating during the construction working hours. Outside of these construction working hours, the signs and lights will be removed so that traffic can flow unobstructed.

#### Traffic management scheme

- 4.2 This traffic management scheme consists of the following:
  - i) advance temporary access and traffic signal control signing on all approaches;
  - ii) temporary stop line signage on all approaches;
  - iii) manually-operated three-stage traffic signal controls to all approaches. Whilst the Site Exit and Green Lane Northbound approaches will be provided with a standard three aspects light, the Green Lane Southbound approach will be provided with an additional green right turn filter aspect as well as the standard three aspects light;

#### Signal phases

- 4.3 The traffic signal scheme will have three stages:
  - Stage 1 for normal operation allowing the Green Lane North- and Southbound movements, all Site Exit movements stopped;
  - ii) Stage 2 when a vehicle approaches to turn into the Site allowing Green Lane Southbound movements and the inward Site Access movements. The Site Exit and Green Lane Northbound movements will be stopped; and
  - iii) Stage 3 allowing Site Exit movements, the Green Lane North- and Southbound movements will be stopped.

#### 5. Operational procedure

#### Maintenance and back-up

- 5.1 All signal apparatus will be maintained in accordance with the manufacturer's / supplier's recommendations.
- 5.2 A set of "Stop Go" boards will be held on site in case of an emergency.

#### Daily establishment

5.3 The traffic management scheme will be set up each working day prior to any arrivals of construction traffic on site. A member of the contractor's staff will be nominated to ensure that the traffic management scheme has been set out as agreed.

#### Signal Operative

A member of staff will be nominated as the Signal Operative to operate the traffic signal controls manually at all times that the traffic signals are in place.





#### 5.5 This Signal Operative:

- i) will be suitably trained;
- ii) will confirm that the traffic management has been established each day as agreed prior to operation, and will report to the senior site staff any shortfall;
- will be provided with a heated shelter, with simple welfare facilities immediately available to minimise the need to be absent;
- iv) has the sole role on site of operating the traffic signals, any duties relating to security or the recording of movements will be undertaken by others;
- v) have a suitably-trained deputy to relieve him for breaks; and
- vi) will report to the senior site staff any problems with the traffic management.

#### Procedure - approaching Southbound vehicle to enter the Site

- 5.6 Upon sighting any vehicle approaching southbound along Green Lane indicating to turn into the Site Access, the Signal Operative will advance the traffic light phase immediately to Stage 2.
- 5.7 Upon the amber / red aspect being provided for Green Lane Northbound movements, the additional green arrow aspect will be provided to the Green Lane Southbound movements without the need to provide a red aspect. This will enable the approaching Southbound vehicle to clear the junction as quickly as possible, with minimal development of a queue.
- 5.8 As soon as the entering vehicle has cleared, the Signal Operative will advance the traffic light phase immediately to Stage 1 again.
- 5.9 The approaching vehicle will be moved into the Site as soon as possible, any queries or security matters will be addressed by the Gate Keeper and not the Signal Operative.
  - Procedure approaching Southbound vehicle to enter the Site
- 5.10 Upon sighting any vehicle exiting the Site approaching the Site Access, the Signal Operative will review the vehicle movements along Green Lane, and when convenient advance the traffic light sequence to Stage 3.
- 5.11 It is accepted that the vehicles exiting the Site Access have a lower priority than those moving along Green Lane, and at no point should the Site Access green aspect cause the queue to extend to the level crossing.
- 5.12 As soon as the exiting vehicle has cleared, the Signal Operative will advance the traffic light phase immediately to Stage 1 (or Stage 2 as appropriate).

#### 6. Review

6.1 The scheme will be reviewed on a regular basis with all the local highway authorities and Network Rail as part of a monthly traffic management meeting. Any issues will be raised at this meeting, and if necessary this Method Statement be amended to reflect any agreed changes.

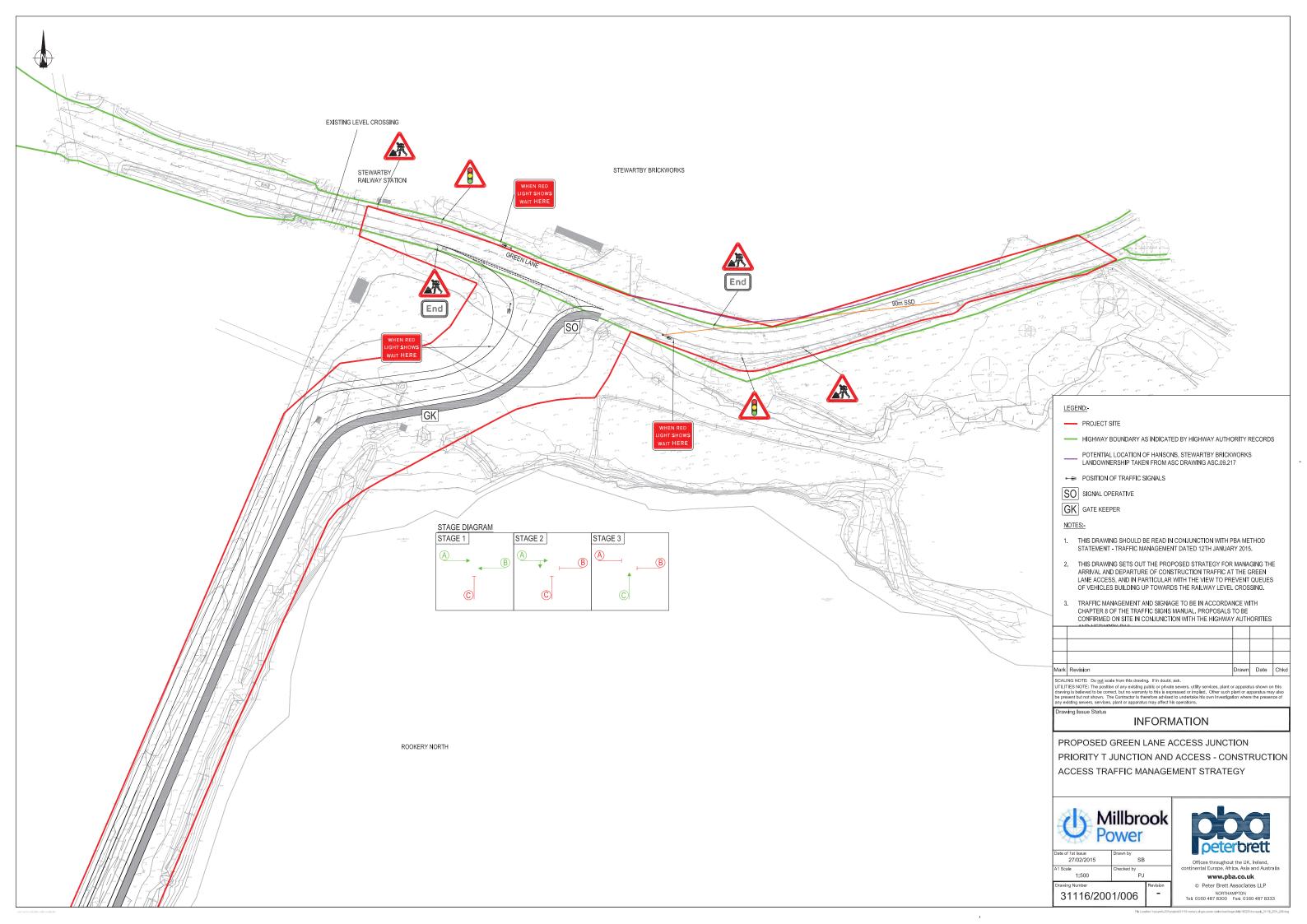




#### 7. Emergency Procedure

- 7.1 The Signal Operative will be provided with a charged mobile telephone, and with Network Rail's emergency contact number and the signal control room should there be any concern with the level crossing. The emergency contact number of Network Rail is "0121 345 6546".
- 7.2 Should the traffic lights fail during the working day, these will be replaced immediately with the "Stop Go" boards to ensure Green Lane is not subject to any congestion, with additional manpower being provided as appropriate.

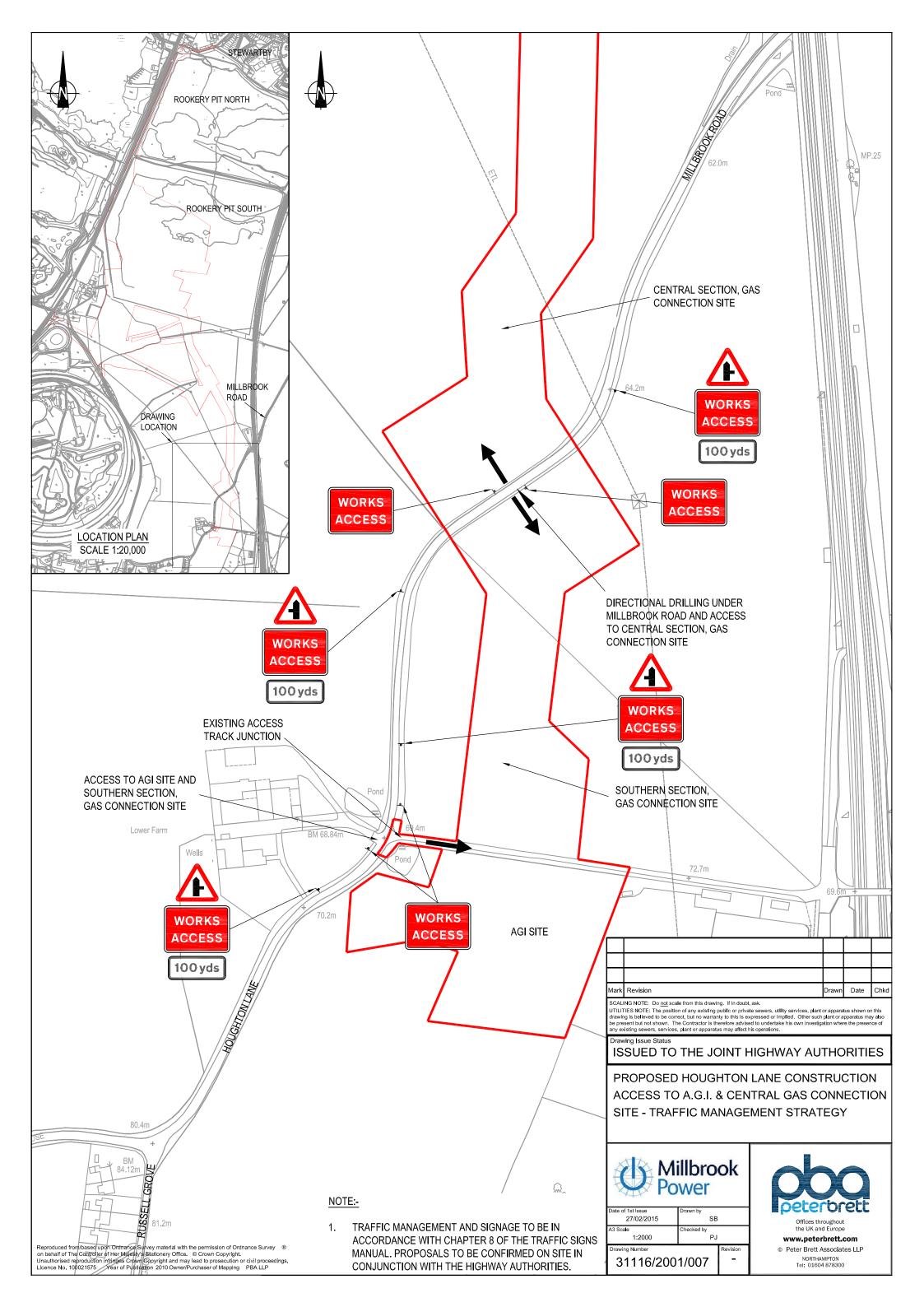






## Appendix 5.3 - traffic management at the Houghton Lane Construction Access

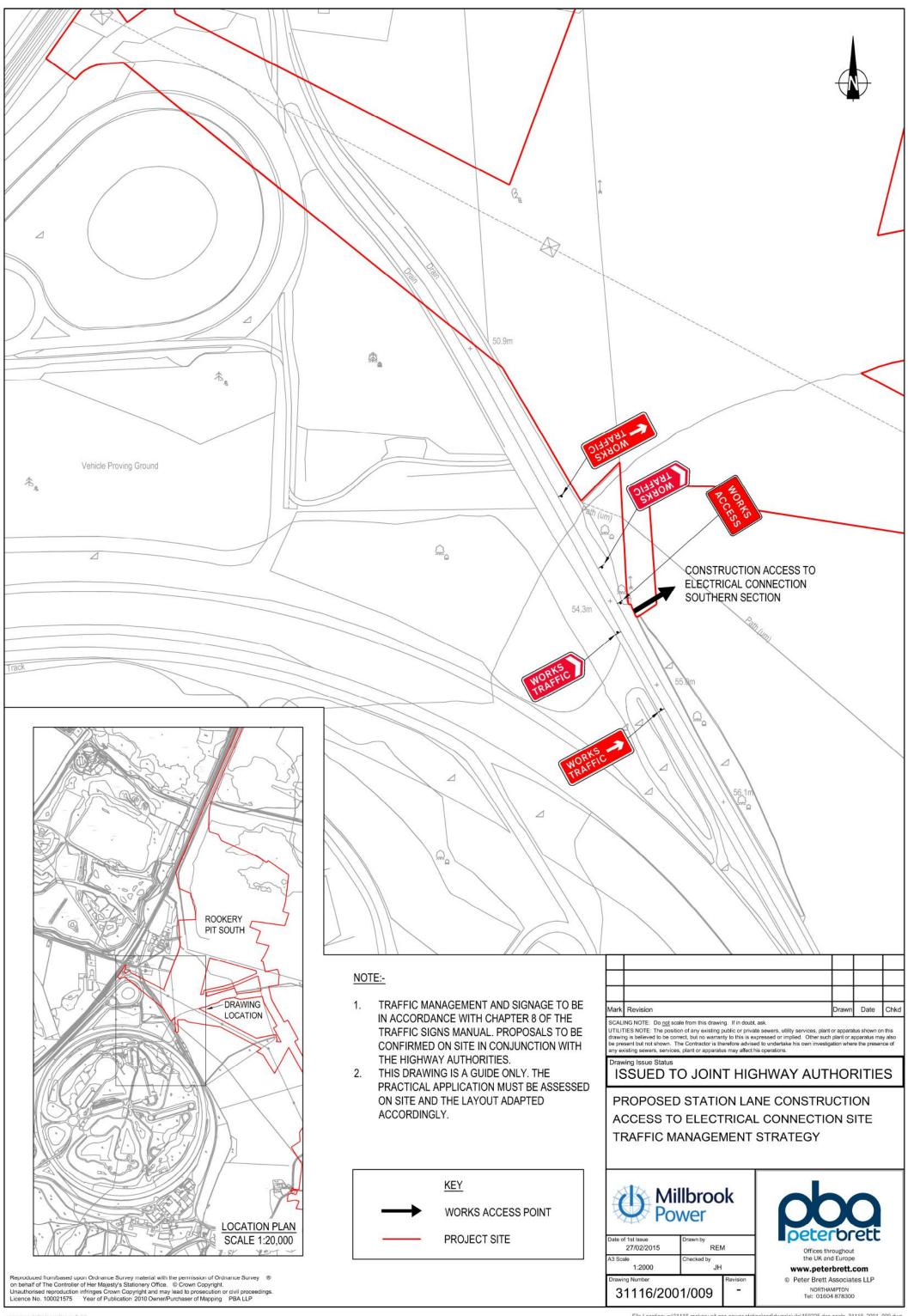


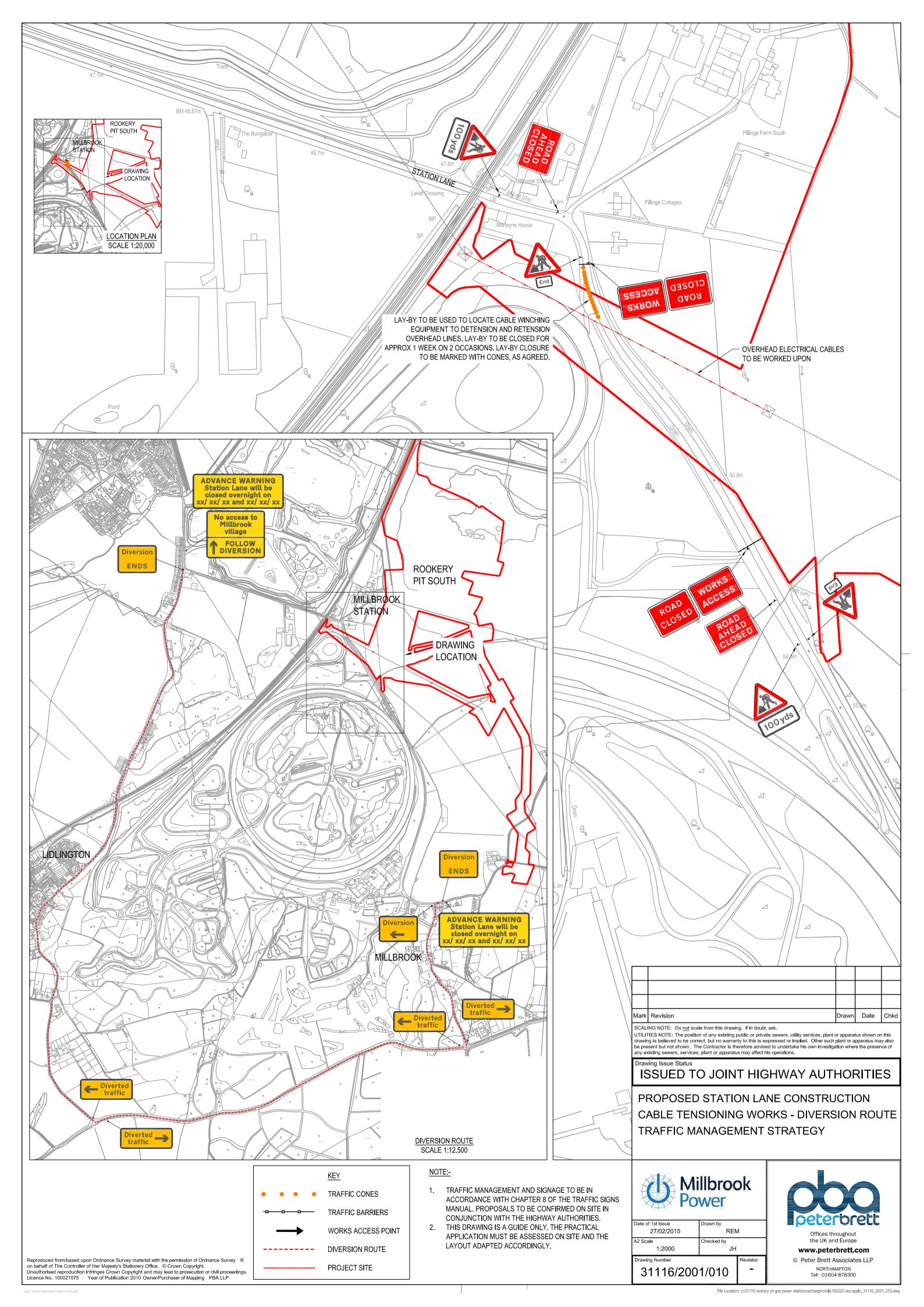




## Appendix 5.4 - traffic management at the Station Lane Construction Access









### Appendix 5.5 - Travel Plan





#### MILLBROOK POWER LIMITED DEVELOPMENT

TRAVEL PLAN

Prepared by: James Williams

Approved by: John Hopkins

Peter Brett Associates LLP 11 Prospect Court Courteenhall Road, Blisworth Northampton NN7 3DG T: +44 (0)1604 878 300 F: +44 (0)1604 878 333 E: jwilliams@peterbrett.com

#### 1. Introduction

- 1.1 Peter Brett Associates LLP has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the development of land at the former clay extraction pit at Rookery South, in Stewartby, Bedfordshire.
- 1.2 This land is proposed to be developed into a Power Generation Plant. The location of the site is shown in Figure 1.
- 1.3 This Travel Plan has been prepared to summarise the proposed travel demand management measures for this Development.

#### 2. Development Description

- 2.1 The Proposed Development would be a Power Generating Plant, to be run during periods of high electricity demand to support the high-output "base" electricity suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources.
- 2.2 During the normal operation, the Proposed Development would generate a very low number of vehicle trips a maximum of only 15 workers are anticipated on site per day, split across three shifts i.e., five workers per shift.

#### 3. Policy

#### **Guidance on Transport Assessment**

- 3.1 The Department for Transport's archived document "Guidance on Transport Assessment" provided indicative thresholds for when travel plans are required to support planning applications. It suggests that Travel Plans would not be required for:
  - B2 General Industrial development less than 4,000m<sup>2</sup>,
  - any development generating less than 30 or more two-way vehicle movements in any hour; nor
  - any development generating less than 100 or more two-way vehicle movements per day.
- 3.2 As detailed above, this proposal would generate significantly fewer trips than these thresholds. As such, this brief Travel Plan document has been prepared to summarise the travel demand management measures that will be deployed to minimise the car trip generation from this Development.

#### National Planning Policy Framework (March 2012)

3.3 The National Planning Policy Framework (NPPF) promotes sustainable development, and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.

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3.4 Decisions on planning applications should ensure that "...the use of sustainable transport modes can be maximised" (Paragraph 34), and take account of whether "the opportunities for sustainable transport modes have been taken up".

Central Bedfordshire Council Local Transport Plan 3 (adopted April 2011)

- 3.5 A key aspiration identified within the Central Bedfordshire Council Local Transport Plan 3 is to change single occupancy car-based travel habits within the region by finding solutions to transport matters.
- 3.6 As part of the objectives, a minimum 20% modal shift away from private car to more sustainable modes (based upon the existing local travel patterns) is the stated target set for all new developments in the area.
- 3.7 In the case of the Millbrook Power Ltd Development, assuming that all workers were to drive to work, meeting this target would require the change of 1 employee's travel pattern out of the five workers present on site during a shift.

Bedford Borough Council Local Transport Plan 3 (adopted April 2011)

- 3.8 The Bedford Borough Council Local Transport Plan 3 identifies aspirations to increase accessibility by non-car modes to employment by:
  - i) improving physical access for non-car modes by addressing issues that affect the pedestrian and cycle environment;
  - ii) improving the attractiveness of walking and cycling by improving routes and facilities;
  - iii) considering the role of parking provision;
  - iv) reducing the impact of congestion on accessibility through traffic calming or traffic management measures.

#### Summary

- 3.9 Despite the Millbrook Power Limited proposals generating a small number of car mode trips, this brief review of national and local policy highlights the need for a travel demand management strategy to assist in managing car movements on a local level.
- 3.10 This Travel Plan sets out the physical measures ("hard" measures) to be implemented on site, as well as identifying the travel demand management strategies and measures ("soft measures") that will be developed.

#### 4. Travel Demand Management Measures

- When considering the travel demand management measures for the Millbrook Power Development, these reflect the limited scale of car-based trip generation.
- 4.2 This Travel Plan identifies a number of "hard" and "soft" measures that will be delivered to encourage less private car movements for the users accessing the site.

#### **Hard Measures**

Cycle Storage and Shelters – Cycling will form an attractive non-car alternative for workers resident locally. To encourage cycle use, on-site cycle storage for 4 cycles will be provided conveniently, close to the employees' access. The storage will be secure, and located within the area covered by CCTV. The cycle storage will be sheltered, with cycles protected from the weather.

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- Showers and changing facilities showers and changing facilities will be provided within
  the Building for workers who walk and cycle to work. These will be heated, as well as
  maintained and cleaned on a regular basis.
- Secure Lockers Millbrook Power Limited will provide secure lockers adjacent the changing facilities for cyclists and walkers to store their equipment safely during work hours.

#### **Soft Measures**

- Car Sharing car sharing is an effective way of reducing the demand for car movement. It involves two or more people sharing a car for their journey to / from work, which brings direct cost savings to both parties. Millbrook Power Ltd staff will be encouraged to identify possible car share partners identified in the local Central Bedfordshire Council car share scheme <a href="https://centralbedsandluton.liftshare.com/">https://centralbedsandluton.liftshare.com/</a>. It is free for members to sign up, register their journeys and find someone to share a journey with.
- Cycle and Walk Buddy schemes similarly, existing local walking and cycling "Buddies" groups (such as <a href="https://www.facebook.com/Bedfordwalkingbuddies">https://www.cyclingbuddy.com/members/United+Kingdom/Central+Bedfordshire</a>) will be promoted and encouraged to match similar journeys, with publicity and incentives to encourage uptake.
- Working with other future local employees with the Rookery Pit being promoted for further employment uses, future opportunities exist to co-operate with these other users to reduce car trips such as the greater exposure to the car sharing database amongst all other employees within the Rookery Pit. Millbrook Power Limited will co-operate and consider changing shift patterns to increase the likelihood of finding car and cycle sharing partners.
- **Nominate Responsibility** an employee will be nominated to promote the travel measures, to initiate change among colleagues, and to be the conduit for any comments arising relating to potential improvement of the facilities on offer.

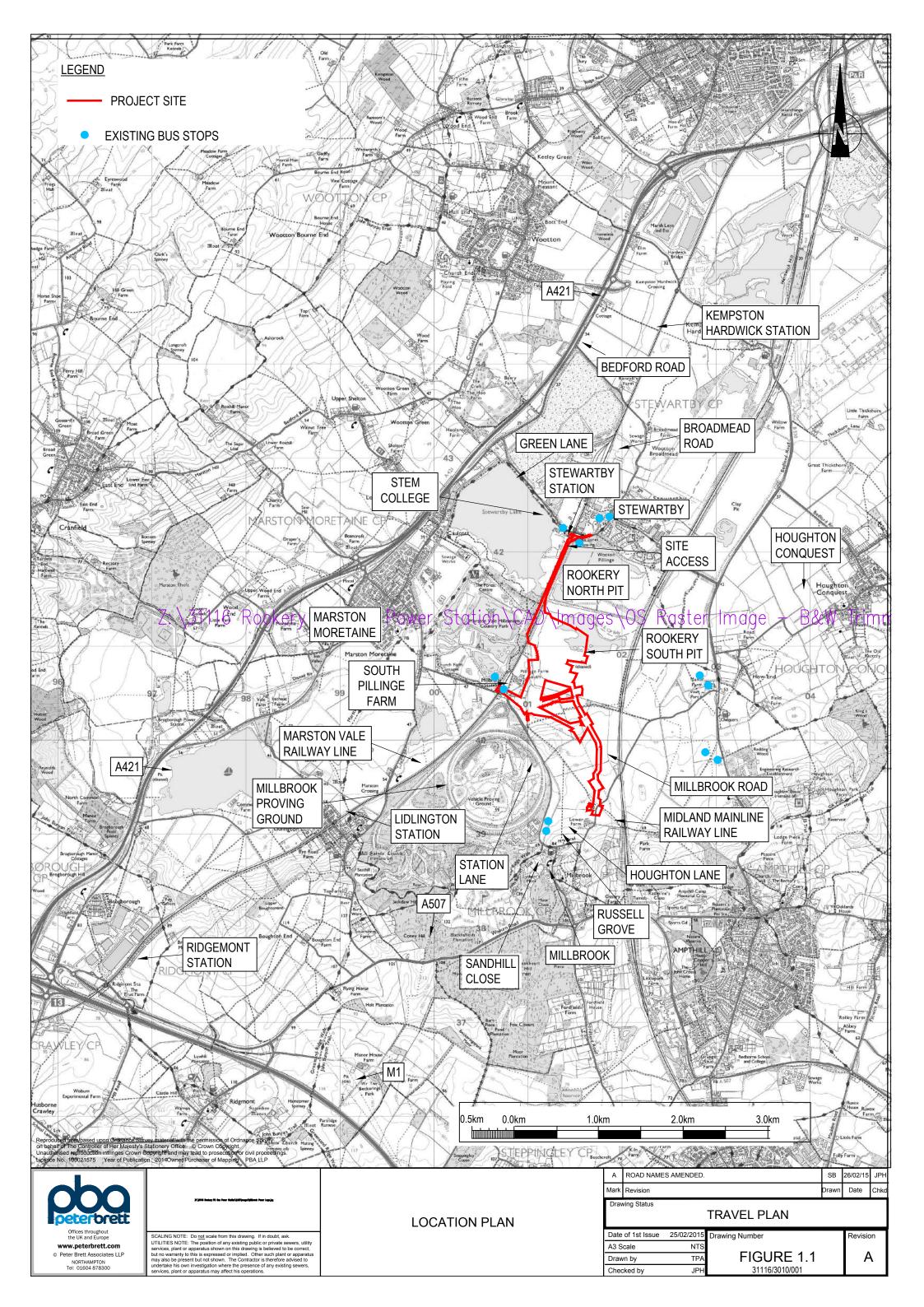
#### 5. Conclusion

- 5.1 The Millbrook Power Limited development would generate significantly fewer trips than the minimum thresholds identified within the archived Guidance on Transport Assessment needing a Travel Plan typically, around 15 staff would be on site each day, split into three shifts.
- 5.2 This Travel Plan has been prepared to summarise the travel demand management measures that will be implemented to minimise the car trip generation from this Development, to meet national and local objectives.











# Appendix 6.1 - Trip Generation of Construction Phase



#### CONSTRUCTION VEHICLE MOVEMENTS - BY QUARTER

Total Vehicles per day (two-way trips) - assumed on Green Lane

	Electrical (	Connection	Powe	r Plant	Gas Co	nnection		Total	
	Car	HV	Car	HV	Car	HV	Car	HV	All Vehicle
Q1	50	3	12	47	5	5	67	55	122
Q2	50	10	22	42	13	15	85	67	152
Q3	50	10	28	40	10	15	88	65	153
Q4	50	10	53	20	5	5	108	35	143
Q5	50	10	54	20			104	30	134
Q6	25	10	44	24			69	34	103
Q7	25	1	34	53			59	54	113
Q8	25	1	3	0			28	1	29

Highest HV Generation
Highest All Vehicle Generation
Highest Car Generation

63

Peak Hour Vehicle trips (two-way trips)- assumed on Green Lane

Cars - assumed to be AM In and PM, HV - assumed to be AM In and Out, PM In and Out

	Electrical (	Connection	Power	r Plant	Gas Co	nnection		Total	
	Car	HV	Car	HV	Car	HV	Car	HV	All Vehicle
Q1	26	0	6	9	3	1	35	10	45
Q2	26	2	11	8	7	3	44	13	57
Q3	26	2	14	7	5	3	45	12	57
Q4	26	2	28	4	3	1	57	7	64
Q5	26	2	28	4			54	6	60
Q6	13	2	23	4			36	6	42
Q7	13	0	18	10			31	10	41
Q8	13	0	2	0			15	0	15

Highest HV Generation

Highest Car Generation, All Vehicle

Total Vehicles per day (two-way trips) - assumed on Millbrook Road

	Electrical (	Connection	Powe	r Plant	Gas Co	nnection		Total	
	Car	HV	Car	HV	Car	HV	Car	HV	All Vehicle
Q1	50	3	0	0	5	5	55	8	63
Q2	50	10	0	0	13	15	63	25	88
Q3	50	10	0	0	10	15	60	25	85
Q4	50	10	0	0	5	5	55	15	70
Q5	50	10	0	0			50	10	60
Q6	25	10	0	0			25	10	35
Q7	25	1	0	0			25	1	26
Q8	25	1	0	0			25	1	26

Highest HV, AV, Car Generation

Peak Hour Vehicle trips (two-way trips)- assumed on Millbrook Road

Cars - assumed to be AM In and PM, HV - assumed to be AM In and Out, PM In and Out

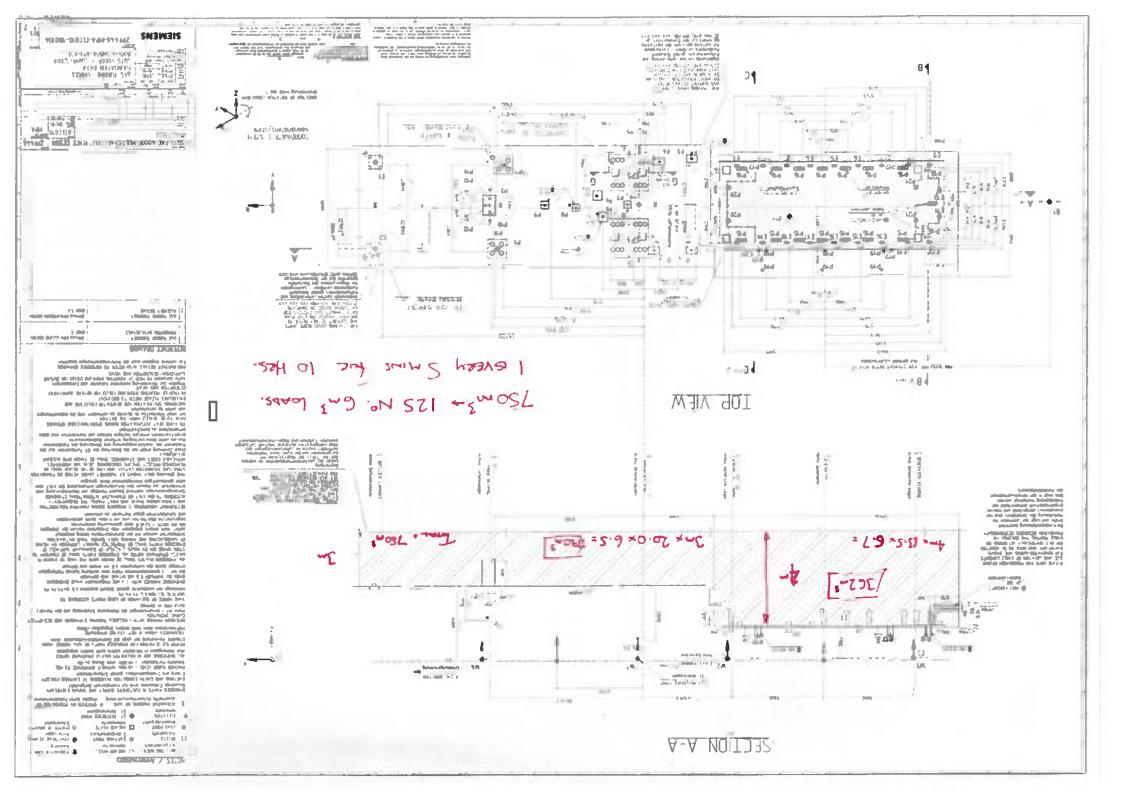
	Electrical (	Connection	Powe	r Plant	Gas Co	nnection		Total	
	Car	HV	Car	HV	Car	HV	Car	HV	All Vehicle
Q1	26	0	0	0	3	1	29	1	30
Q2	26	2	0	0	7	3	33	5	38
Q3	26	2	0	0	5	3	31	5	36
Q4	26	2	0	0	3	1	29	3	32
Q5	26	2	0	0			26	2	28
Q6	13	2	0	0			13	2	15
Q7	13	0	0	0			13	0	13
Q8	13	0	0	0			13	0	13

Highest HV, AV, Car Generation



## Appendix 6.2 - Typical Generating Equipment Foundation Detail

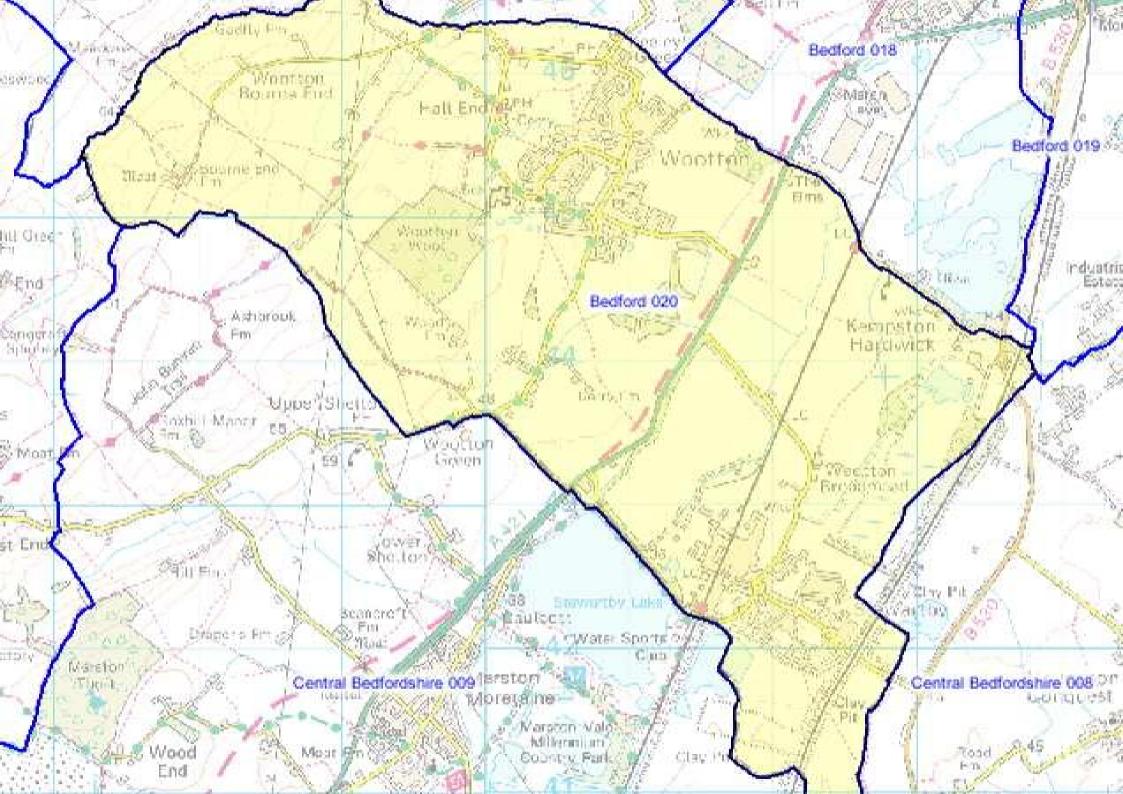






### **Appendix 7.1 - Census Data Location Plan**





MSOA of residence	MSOA of workplace	Total: All people	Train: All people	Bus, minibus or coach: All people	Car – driver: All people	Car – passenger: All people	Bicycle: All people	On foot: All people
E02000005	E02003635	1	0	C	) 1	. 0	0	0
	E02003635	1						
	E02003635							
	E02003635	1						
	E02003635	1						
	E02003635	1	0					
E02002109	E02003635	2	0	C	1	. 0	0	0
E02002110	E02003635	1	0	C	1	. 0	0	0
E02002269	E02003635	1	0	C	1	. 0	0	0
E02002843	E02003635	1	0	1	0	0	0	0
E02002845	E02003635	1	0	C	0	0	0	1
E02002848	E02003635	2	0	C	1	. 1	0	0
E02002867	E02003635	1	0	C	1	. 0	0	0
E02003023	E02003635	1	0	C	1	. 0	0	0
E02003210	E02003635	1	0	C	) 1	. 0	0	0
E02003259	E02003635	4	0	C	3	1	. 0	0
E02003260	E02003635	3	0	C	) 2	1	0	0
E02003262	E02003635	1	0	c	) 1	. 0	0	0
E02003263	E02003635	5	0	C	3	2	0	0
	E02003635	3	0	C	3	0	0	0
	E02003635	1			) 1			0
	E02003635	1	0					
	E02003635	6						
	E02003635	2						
	E02003635	1						
	E02003635	3						
	E02003635	3						
E02003297	E02003635	1	0	C	1	. 0	0	0
E02003303	E02003635	1	0	C	0	1	0	0
E02003304	E02003635	1	0	C	1	. 0	0	0
E02003459	E02003635	8	0	C	8	0	0	0
E02003460	E02003635	4	0	C	4	0	0	0
E02003461	E02003635	3	0	C	3	0	0	0
E02003462	E02003635	4	0	C	3	0	0	1
E02003463	E02003635	1	0	C	1	. 0	0	0
E02003465	E02003635	2	0	C	) 2		0	0
E02003466	E02003635	4	0	C	4	0	0	0
E02003468	E02003635	1	0	C	) 1	. 0	0	0
E02003469	E02003635	2	0	C	) 2	0	0	0
E02003471	E02003635	1	0	C	) 1		0	0
E02003472	E02003635	1	0	c	) 1	. 0	0	0
E02003473	E02003635	2	0	C	) 2		0	0
E02003474	E02003635	2	0	C	) 2	0	0	0
	E02003635	7						
	E02003635	1						
	E02003635	3						
	E02003635	2						
	E02003635	3						
	E02003635							
		1						
	E02003635	1						
	E02003635	1						
	E02003635	1						
	E02003635	5						
E02003490	E02003635	2	0	C	1	. 1	0	0
E02003534	E02003635	1	0	C	1	. 0	0	0
E02003599	E02003635	5	0	C	5	0	0	0
E02003600	E02003635	6	1	C	5	0	0	0

E02003601	E02003635	4	0	0	3	0	0	1
E02003602	E02003635	5	0	0	5	0	0	0
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	E02003635	3	0	0	3	0	0	0
	E02003635	26	1	2				
	E02003635	32	0	0				0
	E02003635	47	2	1				
	E02003635	2	1	0				
	E02003635	7	0	0	7	0	0	0
	E02003635	26	0	0	24	0	0	2
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E02003613	E02003635	20	1	0	16	3	0	0
E02003614	E02003635	10	0	0	10	0	0	0
E02003615	E02003635	11	0	0	g	2	0	0
E02003616	E02003635	10	0	0	10	0	0	0
E02003617	E02003635	27	0	1	21	. 1	. 2	2
E02003618	E02003635	29	0	0	27	1	1	0
E02003619	E02003635	15	0	0	14	0	0	0
E02003620	E02003635	29	0	0	26	0	2	1
E02003621	E02003635	26	0	0	23	2	1	0
	E02003635	26	0	1				2
	E02003635	30	0	0				0
	E02003635	12	1	0				0
	E02003635	20	0	1				0
	E02003635	12	0	0				
	E02003635	25	0	1				2
	E02003635	7	1	0				
	E02003635	32	0	1				1
	E02003635	23	1	3				0
	E02003635	23	0	0				
	E02003635	31	0	0	29	1	1	0
E02003633	E02003635	37	1	0	30	3	2	1
E02003634	E02003635	29	0	0	28	0	0	1
E02003635	E02003635	143	0	1	74	3	5	59
E02003636	E02003635	3	0	0	3	0	0	0
E02003637	E02003635	3	0	0	3	0	0	0
E02003639	E02003635	3	1	0	2		0	0
E02003642	E02003635	3	0	0	3	0	0	0
E02003643	E02003635	3	0	0	2	0	0	1
E02003644	E02003635	1	0	0	1	. 0	0	0
E02003645	E02003635	3	0	0	3	0	0	0
E02003646	E02003635	3	0	0	3	0	0	0
E02003647	E02003635	3	0	0	3	0	0	0
E02003648	E02003635	2	0	0	1		. 0	0
E02003651	E02003635	2	0	0	2		0	0
E02003654	E02003635	1	0	0	1		0	0
E02003655	E02003635	2	0	0	2	. 0	0	0
	E02003635	1	0	0	1		0	0
	E02003635	1	0	0				
	E02003635	2	0	0				
	E02003635	3	0	0				0
	E02003635	1	0	0				
		2						
	E02003635		0	0				
	E02003635	1	0	0				
	E02003635	1	0	0				
E02003771	E02003635	3	0	0	2	1	0	0

E02003772	E02003635	2	0	:	2	0	0
E02003773	E02003635	3	0	)	3	0	0
E02003774	E02003635	3	0	)	3	) (	0
				)			
				)			
			0				
			0		1 (		
			0		0 1		
		1	0	:	1 (	0	0
E02004441	E02003635	1	0		1 (	0 0	0
E02004463	E02003635	1	0	)	1 (	0 0	0
E02004466	E02003635	1	0	)	1 (	0	0
E02004484	E02003635	1	0	)	0 1	L C	0
E02004677	E02003635	1	0	)	1 (	0 0	0
E02004766	E02003635	1	0	) :	1 (	0 0	0
E02004863	E02003635	1	0	)	1 (	0 0	0
E02004875	E02003635	1	0	:	1 (	0 0	0
E02004878	E02003635	1	0	)	1 (	0	0
E02004895	E02003635	1	0	)	1 (	0 0	0
E02004901	E02003635	1	0		1 (	0	0
E02004912	E02003635	1	0	:	1 (	0	0
			0		2		
			0	)	1 (	) (	0
			0		2		
					1 (		
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			0		2 (		
		1	0	)	1 (	0	0
E02005173	E02003635	1	0	) :	1 (	0	0
E02005373	E02003635	2	0		2 (	0 0	0
E02005403	E02003635	1	0	)	1 (	0 0	0
E02005408	E02003635	1	0	:	1 (	0 0	0
E02005498	E02003635	1	0	:	1 (	0 0	0
E02005563	E02003635	1	0		1 (	0	0
E02005613	E02003635	2	0	) (	0	2	. 0
E02005615	E02003635	1	0	)	1 (	0 0	0
E02005617	E02003635	1	0	)	1 (	0 0	0
E02005628	E02003635	1	0		1 (	0	0
E02005633	E02003635	1	0	:	1 (	0 0	0
E02005634	E02003635	2	0	)	1 1		0
E02005636	E02003635	1	0		1 (	) (	0
E02005637	E02003635	3	0	)	3	0	0
E02005638	E02003635	5	0		4 1	ı c	0
					1 (		
				)			
			0				
					1 (		
					1 (		
					1 (		
			0		1 (		
E02005678	E02003635	1	0		1 (	0	0

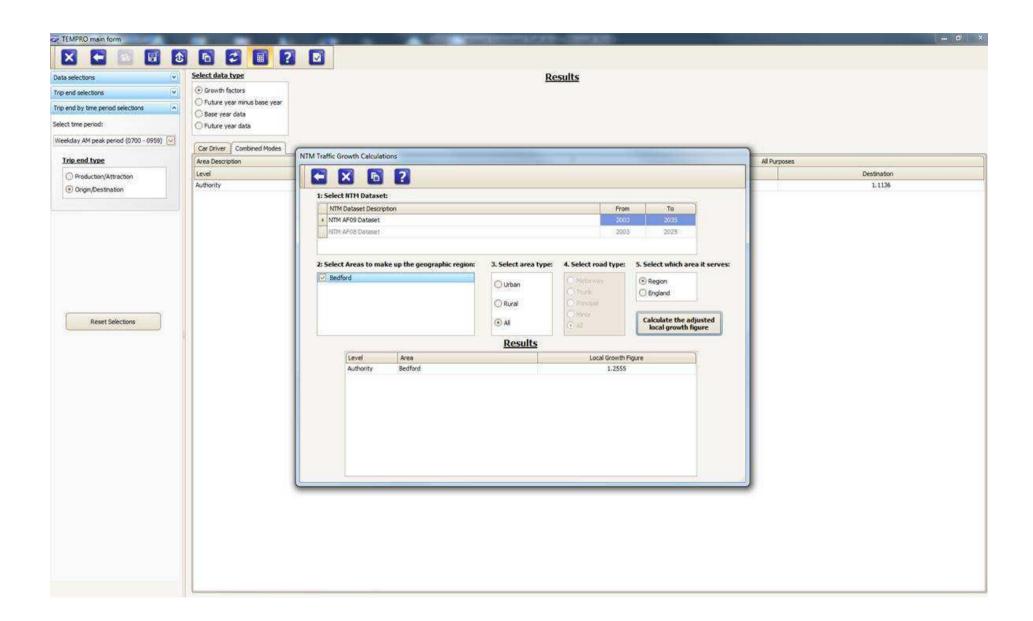
E02005684	E02003635	2	0	0	2	0	0	(
E02005696	E02003635	1	О	0	1	0	0	(
E02005701	E02003635	1	0	0	1	0	0	C
E02005929	E02003635	1	0	0	1	0	0	C
E02005936	E02003635	1	0	0	1	0	0	0
E02006485	E02003635	1	0	0	1	0	0	0
E02006744	E02003635	1	О	0	1	0	0	0
E02006826	E02003635	1	О	0	1	0	0	C
E02006894	E02003635	1	О	0	1	0	0	C
W02000026	E02003635	1	О	0	1	0	0	C
W02000054	E02003635	1	0	0	1	0	0	C
	Total	1058	11	13	862	50	29	82

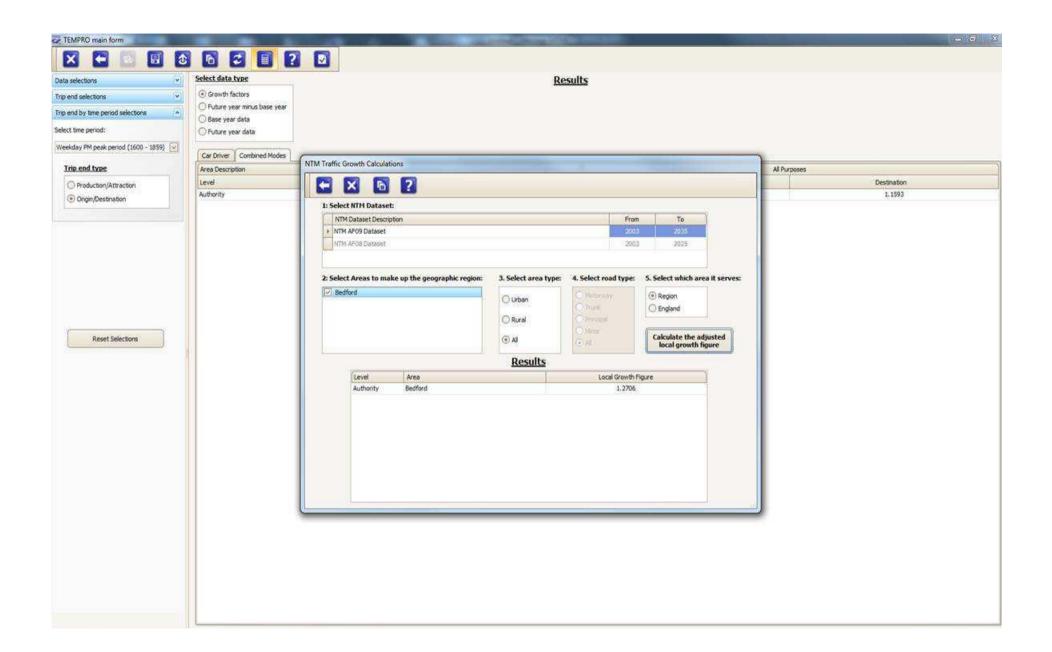
Mode Shares Train Bus/Minbus/Coach Car Driver Car Passenger Bicycle Foot 1.04% 1.23% 81.47% 4.73% 2.74% 7.75%



## Appendix 7.2 - TEMPRO Data









## Appendix 7.3 - Assessment of the 2031 Operational Test 1



Peter Brett Associates
31116 MPL
Assessment of 2031 Operational Test 1 flows at Bedford Road / Green Lane Junction

By: JW Checked: JPH

Date: 13/02/2015

PM

#### **Bedford Road Green Lane Junction**

2014 Observed Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Figure 3.2	Arm A - Bedford Road (N)	0	102	264	366		Arm A - Bedford Road (N)	0	7	246	253	
	Arm B - Green Lane	40	0	117	157		Arm B - Green Lane	47	0	114	161	
	Arm C- Bedford Road (S)	225	139	0	364		Arm C - Bedford Road (S)	213	85	0	298	
	Total	265	241	381	887	887	Total	260	92	360	712	712
									_			
2014-2031 TEMPRO Factors	AM TEMPRO Factor	1.255					PM TEMPRO Factor	1.2706				
						_			_'			
2031 Flows (2014 with TEMPRO growth factors	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
applied)	Arm A - Bedford Road (N)	0	128	331	459		Arm A - Bedford Road (N)	0	9	313	321	
	Arm B - Green Lane	50	0	147	197		Arm B - Green Lane	60	0	145	205	
	Arm C- Bedford Road (S)	282	174	0	457		Arm C - Bedford Road (S)	271	108	0	379	
	Total	333	302	478	1113	1113	Total	330	117	457	905	905
Broadmead Road Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Appendix 2.6	Arm A - Bedford Road (N)	0	0	0	0		Arm A - Bedford Road (N)	0	0	0	0	
	Arm B - Green Lane	0	0	118	118		Arm B - Green Lane	0	0	85		
	Arm C- Bedford Road (S)	0	79	0	79		Arm C - Bedford Road (S)	0	97	0	97	
	Total	0	79	118	197	197	Total	0	97	85	182	182
						_						
2031 + BR	AM Peak	Arm A		_	Total		PM Peak	Arm A	Arm B		Total	
	Arm A - Bedford Road (N)	0	128		459		Arm A - Bedford Road (N)	0	9	313		
	Arm B - Green Lane	50	0	265	315	4	Arm B - Green Lane	60		230		
	Arm C- Bedford Road (S)	282	253		536		Arm C - Bedford Road (S)	271		0		
	Total	333	381	596	1310	1310	Total	330	214	542	1087	1087
2031 MPL Dev't Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
	Arm A - Bedford Road (N)	0	3	0	3		Arm A - Bedford Road (N)	0	0	0	0	
	Arm B - Green Lane	0	0	0	0		Arm B - Green Lane	3	0	3	6	
	Arm C- Bedford Road (S)	0	3	0	3		Arm C - Bedford Road (S)	0	0	0	0	
	Total	0	6	0	6	6	Total	3	0	3	6	6
						_						
2031 MPL Dev't Flows + Broadmead Road	AM Peak			Arm C	Total		PM Peak	Arm A		Arm C	Total	
	Arm A - Bedford Road (N)	0	131	331	462		Arm A - Bedford Road (N)	0		313		0
	Arm B - Green Lane	50	0	265	315		Arm B - Green Lane	63		233		0
	Arm C- Bedford Road (S)	282	256	0	539		Arm C - Bedford Road (S)	271		0	., 0	0
	Total	333	387	596	1316	1316	Total	333	214	545	1093	1093

AM

Peter Brett Associates 31116 MPL

Assessment of 2031 Operational Test 1 flows at Green Lane / Site Access Junction

AM

By: JW Checked: JPH

Date: 13/02/2015

PM

#### **Green Lane Site Access Junction**

2014 Observed Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Figure 3.2	Arm A -Green Lane (N)	0		114			Arm A -Green Lane (N)	0			80	
	Arm B - Site Access	0		0 0			Arm B - Site Access	0			0	
	Arm C- Green Lane (S)	95	(	0 0	95		Arm C- Green Lane (S)	99	0	0	99	
	Total	95		114		209	Total	99			179	179
	Total	33			203	203	Total			00	1,3	1,0
2014-2031 TEMPRO Factors	AM TEMPRO Factor	1.255					PM TEMPRO Factor	1.2706				
2031 Flows (2014 with	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
TEMPRO growth factors	Arm A -Green Lane (N)	0	(	143	143		Arm A -Green Lane (N)	C	0	102	102	
applied)	Arm B - Site Access	0	(	) (	0		Arm B - Site Access	C	0	0	0	
	Arm C- Green Lane (S)	119	(	0	119		Arm C- Green Lane (S)	126	0	0	126	
	Total	119	(	143	262	262	Total	126	0	102	227	227
Broadmead Road Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Appendix 2.6	Arm A -Green Lane (N)	0	(	118	118		Arm A -Green Lane (N)	C	0	85	85	
	Arm B - Site Access	0	(	0 0	0		Arm B - Site Access	0	0		0	
	Arm C- Green Lane (S)	79	(	0 0	79		Arm C- Green Lane (S)	97	. 0	0	97	
	Total	79	(	118		197	Total	97	0	85	182	182
Covanta RRF Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Appendix 2.5	Arm A -Green Lane (N)	0	(	0 0	0		Arm A -Green Lane (N)	0	0	0	0	
	Arm B - Site Access	41	(	0 0	41		Arm B - Site Access	2	0	27	29	
	Arm C- Green Lane (S)	0	55	5 0			Arm C- Green Lane (S)	0	0	0	0	
	Total	41	55	5 0		96	Total	2	0	27	29	29
2031 + BR + RRF	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
	Arm A -Green Lane (N)	0		261			Arm A -Green Lane (N)	0			187	
	Arm B - Site Access	41	(	0 0			Arm B - Site Access	2	. 0		29	
	Arm C- Green Lane (S)	198	55				Arm C- Green Lane (S)	223	0		223	
	Total	239	55			555	Total	225	0	214	438	438
2031 MPL Dev't Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
	Arm A -Green Lane (N)	0					Arm A -Green Lane (N)	C			0	
	Arm B - Site Access	0		0	0		Arm B - Site Access	1	0	6	7	
	Arm C- Green Lane (S)	0	(	5 0	6		Arm C- Green Lane (S)	0	0	0	0	
	Total	0		7 C	7	7	Total	1		6	7	7
2031 MPL Dev't Flows +	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
Broadmead Road	Arm A - Bedford Road (N)	0	(	261	261	0	Arm A - Bedford Road (N)	C	0	187	187	0
	Arm B - Green Lane	0	(			0	Arm B - Green Lane	0	0		0	0
	Arm C- Bedford Road (S)	198	(	0 0	198	0	Arm C - Bedford Road (S)	223	0		223	0
	Total	198	(		459	459	Total	223	0		409	409
2031 MPL Dev't Flows +	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	_
Broadmead Road + Covanta	Arm A -Green Lane (N)	0		1 261	. 262		Arm A -Green Lane (N)	C			187	
RRF	Arm B - Site Access	41	(	0 0			Arm B - Site Access	3	0		36	
	Arm C- Green Lane (S)	198	6′	1 0	259		Arm C- Green Lane (S)	223	0		223	
	Arm C- Green Lane (S) Total	198 239	6: 6:			562	Arm C- Green Lane (S) Total	223		0		445



# Appendix 7.4 - Assessment of the 2031 Operational Test 2



Peter Brett Associates
31116 MPL
Assessment of 2031 Operational Test 2 flows at Bedford Road / Green Lane Junction

By: JW Checked: JPH

Date: 13/02/2015

PM

#### **Bedford Road Green Lane Junction**

2014 Observed Flavor												
2014 Observed Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Figure 3.2	Arm A - Bedford Road (N)	C		1			Arm A - Bedford Road	,		2.0		
	Arm B - Green Lane	40		,			Arm B - Green Lane	47	-		161	
	Arm C- Bedford Road (S)	225		1	50.		Arm C - Bedford Road (	•	1		250	
	Total	265	241	381	. 887	887	Total	260	92	360	712	712
			_						_			
2014-2031 TEMPRO Factors	AM TEMPRO Factor	1.255	5				PM TEMPRO Factor	1.2706	5			
2031 Flows (2014 with TEMPRO growth factors	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
applied)	Arm A - Bedford Road (N)	C	128	331	459		Arm A - Bedford Road	(N) (	9	313	321	
	Arm B - Green Lane	50	0	147	197		Arm B - Green Lane	60		145		
	Arm C- Bedford Road (S)	282	174	1 (	457		Arm C - Bedford Road (	S) 271	108	0	3,3	
	Total	333	302	478	1113	1113	Total	330	117	457	905	905
Broadmead Road Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Appendix 2.6	Arm A - Bedford Road (N)	C	0	) (	0		Arm A - Bedford Road	(N) (	0	0	0	
	Arm B - Green Lane	C	0	118	118		Arm B - Green Lane	(	_		85	
	Arm C- Bedford Road (S)	C	79	) (	79		Arm C - Bedford Road (	S) (	97	0	3,	
	Total	C	79	118	197	197	Total	(	97	85	182	182
Covanta RRF Flows	AM Peak	Arm A	Arm B	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
							Aum A Dadfaud Daad					
REF: Appendix 2.5	Arm A - Bedford Road (N)	(	, 20		, 20		Arm A - Bedford Road	,		0	/	
REF: Appendix 2.5	Arm B - Green Lane	19	) (	21	. 40		Arm B - Green Lane	13	3 C		26	
REF: Appendix 2.5	Arm B - Green Lane Arm C- Bedford Road (S)	19	28	21	. 40		Arm B - Green Lane Arm C - Bedford Road (	S) (	B C	0	0	
REF: Appendix 2.5	Arm B - Green Lane	19	28	21	. 40	94	Arm B - Green Lane	13	B C			33
	Arm B - Green Lane Arm C- Bedford Road (S) Total	19	28	21 21	. 40 28 94	94	Arm B - Green Lane Arm C - Bedford Road Total	S) (	3 0 0 0	0 0	33	33
REF: Appendix 2.5 2031 + BR + RRF	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak	19 0 19	28 28 3 54 Arm B	21 3 ( 4 21 Arm C	40 28 94	94	Arm B - Green Lane Arm C - Bedford Road ( Total PM Peak	13 (S) (13 Arm A	Arm B	0 0 13	0 33 Total	33
	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N)	19 0 19 Arm A	Arm B 154	Arm C 331	40 28 94 Total 485	94	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road (	S) (3 13 Arm A	Arm B	0 13 Arm C 313	0 33 Total 328	33
	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane	19 0 19 Arm A	Arm B 154	Arm C 331	40 28 94 Total 485 355	94	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane	13   S)	Arm B 16	0 13 Arm C 313 243	0 33 Total 328 316	33
	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S)	Arm A C 69 282	Arm B 154	Arm C 331	Total 485 355 564		Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road (	13    S  (   13    Arm A   (N) (   73    S  272	Arm B 16	0 13 Arm C 313 243	0 33 Total 328 316 476	
	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane	19 0 19 Arm A	Arm B 154	Arm C 331	Total 485 355 564	94	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane	13   S)	Arm B 16	0 13 Arm C 313 243	0 33 Total 328 316	33
2031 + BR + RRF	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total	19 0 19 Arm A 0 69 282 352	Arm B 154 ( 281 435	Arm C 331 286 ( ) 617	Total 485 355 564 1404		Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total	Arm A  N) (  73  S) 277  343	Arm B  16  205  221	0 13 Arm C 313 243 0 555	0 33 Total 328 316 476 1120	
	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total	Arm A C 69 282	Arm B 154	Arm C 331	Total 485 355 564		Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total	S) (13 S) (13 Arm A (N) (0 73 S) 273 343	Arm B  205 205 3 77  Arm B  205 3 221	0 13 Arm C 313 243	0 33 Total 328 316 476	
2031 + BR + RRF	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N)	Arm A C Arm A C Arm A C Arm A C C Arm A C C C Arm A C C C C C C C C C C C C C C C C C C	Arm B 154 2 281 2 435 Arm B	Arm C  Arm C  Arm C  Arm C  Arm C	40 28 94 Total 485 355 564 1404		Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total	13   S)	Arm B 205 3 221  Arm B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Arm C 313 243 0 555	0 33 Total 328 316 476 1120	
2031 + BR + RRF	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane	Arm A C 282 352 Arm A C C C C C C C C C C C C C C C C C C	Arm B 154  Arm B 288  Arm B 30  Arm B 30  Arm B 30	Arm C	40 28 94 Total 485 355 564 7 1404		Arm B - Green Lane Arm C - Bedford Road of Total  PM Peak Arm A - Bedford Road of Total  Arm B - Green Lane Arm C - Bedford Road of Total  PM Peak Arm A - Bedford Road of Total  Arm B - Green Lane	13   S   C     S   C     S     S     C     S     S     S   S	Arm B  205  221  Arm B  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Arm C 313 243 0 555 Arm C 0 3	0 33 Total 328 316 476 1120	
2031 + BR + RRF	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (N)	Arm A C Arm A C Arm A C Arm A C C Arm A C C C Arm A C C C C C C C C C C C C C C C C C C	Arm B 154  Arm B 288  Arm B 30  Arm B 30  Arm B 30	Arm C	Total 485 355 1404 Total 3 0 0 3		Arm B - Green Lane Arm C - Bedford Road of Total  PM Peak Arm A - Bedford Road of Arm B - Green Lane Arm C - Bedford Road of Total  PM Peak Arm A - Bedford Road of Arm B - Green Lane Arm C - Bedford Road of Arm B - Green Lane Arm C - Bedford Road of Arm B - Green Lane	13   S   C     S   C     S     S     C     S     S     S   S	Arm B	0 13 Arm C 313 243 0 555 Arm C 0	0 33 Total 328 316 476 1120	
2031 + BR + RRF	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane	Arm A C 282 352 Arm A C C C C C C C C C C C C C C C C C C	Arm B  Arm B  154  Arm B  154  Arm B  C  281  Arm B  30  C  31	Arm C  Arm C  C  Arm C  C  C  C  C  C  C  C  C  C  C  C  C	Total 485 355 1404 Total 3 0 0 3		Arm B - Green Lane Arm C - Bedford Road of Total  PM Peak Arm A - Bedford Road of Total  Arm B - Green Lane Arm C - Bedford Road of Total  PM Peak Arm A - Bedford Road of Total  Arm B - Green Lane	13   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   S   C   C	Arm B  205  221  Arm B  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 13 Arm C 313 243 0 555 Arm C 0 3	0 33 Total 328 316 476 1120	
2031 + BR + RRF  2031 MPL Dev't Flows	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (N) Arm C- Bedford Road (N) Total	Arm A ( ) 669 288 352 Arm A ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	Arm B 154 Arm B 281 Arm B 30 00	Arm C 3331 286 617 Arm C 617	40 28 94 Total 485 355 564 1404 Total 3 0 3 6	1404	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Arm B - Green Lane	13   S   C   S   S   C   S   S   S   C   S   S	Arm B	0 13 Arm C 313 243 0 555 Arm C 0 3	Total 328 316 476 1120 Total 0 6 6	
2031 + BR + RRF  2031 MPL Dev't Flows  2031 MPL Dev't Flows + Broadmead Road + Covanta	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (N) Arm C- Bedford Road (S) Total	Arm A ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	Arm B  Arm B  Arm B  Arm B  Arm B  Arm B  Arm B  Arm B	Arm C	Total 485 564 1404 Total 3 0 0 3 6 Total	1404	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total	13   S   C   S   S   C   S   S   S   C   S   S	Arm B  Arm B  C  C  C  C  C  C  C  C  C  C  C  C  C	0 13  Arm C 313 243 0 0555  Arm C 0 3 3 0 3	Total 328 316 476 1120 Total 0 6 6 Total	
2031 + BR + RRF  2031 MPL Dev't Flows	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N)	Arm A ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	Arm B  Arm B  Arm B  Arm B  Arm B  Arm B  Arm B  Arm B  Arm B	Arm C	Total 485 355 564 1404 Total 3 0 0 3 1 6	1404	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Total	Arm A	Arm B  Arm B  CO  CO  Arm B  CO  Arm B  Arm B  Arm B  Arm B  Arm B	Arm C 313 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Total 328 316 476 1120 Total 0 6 7 Total 328 328	
2031 + BR + RRF  2031 MPL Dev't Flows  2031 MPL Dev't Flows + Broadmead Road + Covanta	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (N) Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane	Arm A	Arm B 3 3 6 6 Arm B 1557 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Arm C  Arm C  Arm C  Arm C  Arm C  Arm C  Arm C  Arm C  Arm C  Arm C  Arm C  Arm C	Total 3 0 0 3 6 6 Total 488 355	1404	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Total  PM Peak Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Total)	Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A	Arm B  Arm B  C  C  C  C  C  C  C  C  C  C  C  C  C	Arm C	Total 328 316 476 1120 Total 0 6 7 Total 328 328 322	
2031 + BR + RRF  2031 MPL Dev't Flows  2031 MPL Dev't Flows + Broadmead Road + Covanta	Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (N) Arm B - Green Lane Arm C- Bedford Road (S) Total  AM Peak Arm A - Bedford Road (N)	Arm A ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	Arm B  Arm B  154  ( ) 281  Arm B  154  ( ) 33  ( ) 35  ( ) 435  Arm B  Arm B  ( ) 2284	Arm C  Arm C  C  Arm C  C  Arm C  C  Arm C  Arm C  C  Arm C  C  C  C  C  C  C  C  C  C  C  C  C	Total  Total  Total  Total  Total  Total  Total  Total  Total  Total  Total  Total  488  488  335  567	1404	Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Arm B - Green Lane Arm C - Bedford Road ( Total  PM Peak Arm A - Bedford Road ( Total	Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A  N)  Arm A	Arm B  Arm B  Arm B  Arm B  C  C  C  C  C  C  C  C  C  C  C  C  C	Arm C 313 0 555 Arm C 3 3 3 0 3 3 4 Arm C 3 3 13 2 4 6 0 0	Total 328 316 476 0 0 6 0 6 Total 328 322 476	

AM

Peter Brett Associates 31116 MPL

Assessment of 2031 Operational Test 2 flows at Green Lane / Site Access Junction

AM

By: JW Checked: JPH

Date: 13/02/2015

PM

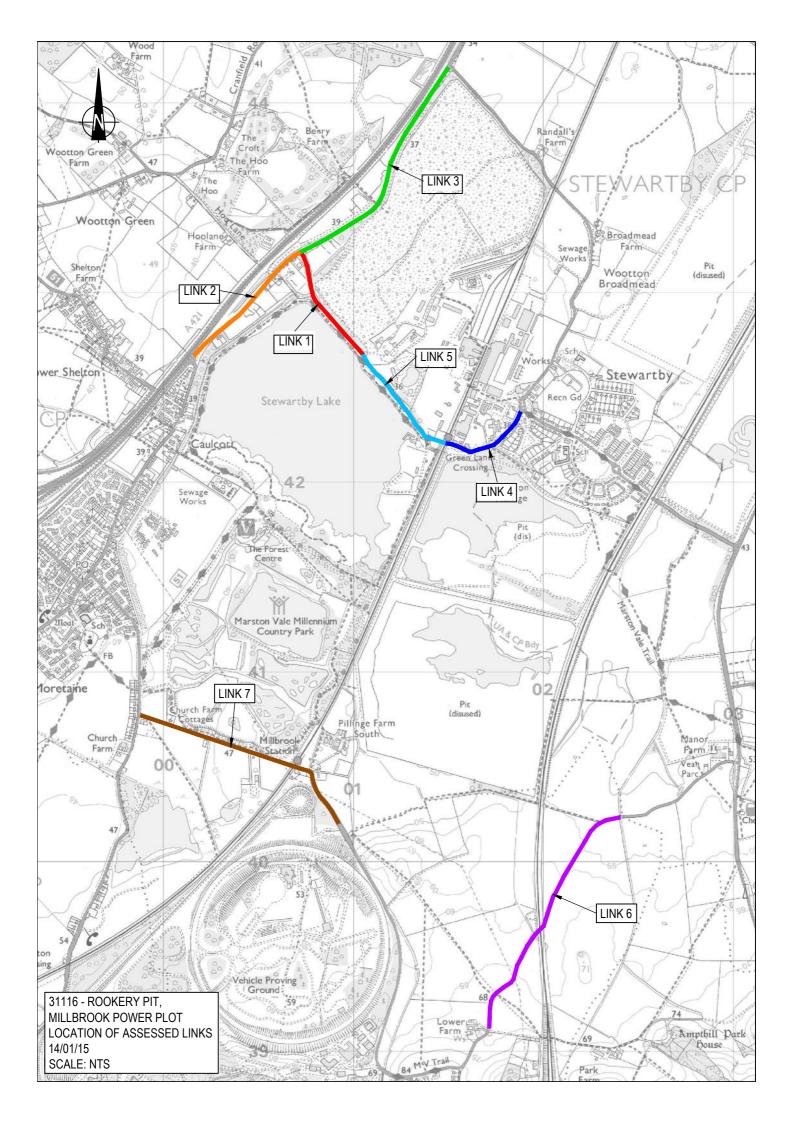
#### **Green Lane Site Access Junction**

2014 Observed Flows	AM Peak	Arm A Arm E	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Figure 3.2	Arm A -Green Lane (N)	0	0 114	4 114		Arm A -Green Lane (N)	0	0	80	80	
	Arm B - Site Access	0	0 (	0 0		Arm B - Site Access	(	0	0	0	
	Arm C- Green Lane (S)	95	0 (	95		Arm C- Green Lane (S)	99	0	0	99	
	Total	95	0 114	4 209	209	Total	99	0	80	179	179
2014-2031 TEMPRO Factors	AM TEMPRO Factor	1.255				PM TEMPRO Factor	1.2706	5			
2031 Flows (2014 with	AM Peak	Arm A Arm E	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
TEMPRO growth factors	Arm A -Green Lane (N)	0	0 143			Arm A -Green Lane (N)	AIIII A		102	102	
applied)	Arm B - Site Access	0	0 14.			Arm B - Site Access			0	0	
	Arm C- Green Lane (S)	119	-	0 119		Arm C- Green Lane (S)	126	·	0		
	Total	119	0 143	-	262	Total	126		102	227	227
	Total	115	0 14.	202	202	Total	120	0	102	221	227
Broadmead Road Flows	AM Peak	Arm A Arm E	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
REF: Appendix 2.6	Arm A -Green Lane (N)	0	0 118	118		Arm A -Green Lane (N)	0	0	85	85	
	Arm B - Site Access	0	0 (	0 0		Arm B - Site Access	C	0	0	0	
	Arm C- Green Lane (S)	79	0 (	79		Arm C- Green Lane (S)	97	0	0	97	
	Total	79	0 118	8 197	197	Total	97	0	85	182	182
		1									
Covanta RRF Flows	AM Peak	Arm A Arm E		Total		PM Peak	Arm A	Arm B		Total	
REF: Appendix 2.5	Arm A -Green Lane (N)	0	-	0 0		Arm A -Green Lane (N)	(			0	
	Arm B - Site Access	41		0 41		Arm B - Site Access	2			29	
	Arm C- Green Lane (S)	0	55 (			Arm C- Green Lane (S)	C			0	
	Total	41	55 (	96	96	Total	2	0	27	29	29
2031 + BR + RRF	AM Peak	Arm A Arm E	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
	Arm A -Green Lane (N)	0	0 26:			Arm A -Green Lane (N)	(		187	187	
	Arm B - Site Access	41	0 0			Arm B - Site Access	2	0	27	29	
	Arm C- Green Lane (S)	198	55 (	_		Arm C- Green Lane (S)	223	0	0	223	
	Total	239	55 26:		555	Total	225		214	438	438
2031 MPL Dev't Flows	AM Peak	Arm A Arm E	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
	Arm A -Green Lane (N)	0	1 (	_		Arm A -Green Lane (N)	(				
	Arm B - Site Access	0		0		Arm B - Site Access	1	·			
	Arm C- Green Lane (S)	0	6 (			Arm C- Green Lane (S)	(			_	
	Total	0	7 (	7	7	Total	1	. 0	6	7	7
2024 MADI Davik Flavor	AM Peak	Arm A Arm E	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
2031 MPL Dev't Flows +	Arm A - Bedford Road (N)	O AITH A	0 26:		0	Arm A - Bedford Road (N)	AIIII A			187	0
Broadmead Road	Arm B - Green Lane	0	0 26.		0	Arm B - Green Lane	(	Ů		0	0
		198	0 0	0	0		223	0	-	-	0
	Arm C- Bedford Road (S) Total	198	0 26:		459	Arm C - Bedford Road (S) Total	223	0	187	409	0 409
	Total	196	26.	459	459	Total	223	U	18/	409	409
2031 MPL Dev't Flows +	AM Peak	Arm A Arm E	Arm C	Total		PM Peak	Arm A	Arm B	Arm C	Total	
Broadmead Road + Covanta	Arm A -Green Lane (N)	0	1 26:			Arm A -Green Lane (N)	(			187	
RRF	Arm B - Site Access	41	0 (			Arm B - Site Access	3			36	
	Arm C- Green Lane (S)	198	61 (			Arm C- Green Lane (S)	223	<del></del>		223	
	Total	239	62 26:		562	Total	226		-	445	445



## Appendix 8.1 - Link Location Plan







## Appendix 8.2 - Junction Capacity Assessment Computer Output Files – 2014 With Construction





#### **Junctions 8**

#### **PICADY 8 - Priority Intersection Module**

Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014

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Filename: Green Lane Site Access Base Flows with Construction.arc8

Path: J:\31116 Rookery Pit Gas Power Station\PICADY

Report generation date: 19/12/2014 12:42:11

» (Default Analysis Set) - Scenario 1, AM peak» (Default Analysis Set) - Scenario 1, PM peak

#### **Summary of junction performance**

		AM pe	ak			PM peak				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
			A1 - Sce	cenario 1						
Stream B-C	0.02	10.19	0.01	В		0.10	6.03	0.08	А	
Stream B-A	0.00	0.00	0.00	Α		0.01	7.63	0.01	Α	
Stream C-AB	0.23	13.30	0.10	В	13.00	0.02	12.15	0.01	В	6.73
Stream C-A	-	1	-	- 1	13.00	-	1	1	1	0.73
Stream A-B	-	1	-	-		-	-	-	-	
Stream A-C	-	-	-	- 1		-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM peak " model duration: 08:00 - 09:30

"D2 - Scenario 1, PM peak" model duration: 08:00 - 09:30

Run using Junctions 8.0.4.487 at 19/12/2014 12:42:08

#### File summary

Title	(untitled)
Location	
Site Number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	



#### **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

#### **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

### (Default Analysis Set) - Scenario 1, AM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	lime	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM peak	Scenario 1	AM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

### **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		13.00	В

#### **Junction Network Options**

Driving Side	Lighting					
Left	Normal/unknown					

#### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Green Lane (E)		Major
В	В	Site Access		Minor
С	С	Green Lane (W)		Major



### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.25		0.00		2.20	76.00	<b>✓</b>	2.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	for	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	509.249	0.092	0.232	0.146	0.331
1	B-C	750.177	0.114	0.288	-	-
1	C-B	617.976	0.237	0.237	-	-

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

### **Traffic Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	<b>✓</b>	120.00	100.000
В	ONE HOUR	✓	6.00	100.000
С	ONE HOUR	✓	149.00	100.000

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.



# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	6.000	114.000
From	В	0.000	0.000	6.000
	U	95.000	54.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	C
From	Α	0.00	0.05	0.95
From	В	0.00	0.00	1.00
	С	0.64	0.36	0.00

### **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.000	1.040
FIOIII	В	1.000	1.000	2.000
	С	1.090	2.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

			То	
		Α	В	C
Eram	Α	0.0	0.0	4.0
From	В	0.0	0.0	100.0
	С	9.0	100.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	10.19	0.02	В	5.51	8.26	1.38	10.00	0.02	1.38	10.00
B-A	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.10	13.30	0.23	В	50.21	75.32	16.65	13.26	0.18	16.65	13.26
C-A	-	-	-	-	86.51	129.77	-	-	-	-	-
A-B	-	-	-	-	5.51	8.26	-	-	-	-	-
A-C	-	-	-	-	104.61	156.91	-	-	-	-	-



### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.52	1.13	4.47	0.00	724.99	0.006	0.00	0.01	9.992	Α
B-A	0.00	0.00	0.00	0.00	465.03	0.000	0.00	0.00	0.000	Α
C-AB	40.99	10.25	40.41	0.00	599.83	0.068	0.00	0.15	12.771	В
C-A	71.19	17.80	71.19	0.00	-	-	-	-	-	-
A-B	4.52	1.13	4.52	0.00	-	-	-	-	-	-
A-C	85.83	21.46	85.83	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.39	1.35	5.38	0.00	720.10	0.007	0.01	0.01	10.073	В
B-A	0.00	0.00	0.00	0.00	456.26	0.000	0.00	0.00	0.000	Α
C-AB	49.12	12.28	48.99	0.00	597.91	0.082	0.15	0.18	13.006	В
C-A	84.83	21.21	84.83	0.00	-	-	-	-	-	-
A-B	5.39	1.35	5.39	0.00	-	-	-	-	-	-
A-C	102.48	25.62	102.48	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.61	1.65	6.59	0.00	713.34	0.009	0.01	0.02	10.187	В
B-A	0.00	0.00	0.00	0.00	444.35	0.000	0.00	0.00	0.000	Α
C-AB	60.53	15.13	60.34	0.00	595.12	0.102	0.18	0.23	13.296	В
C-A	103.52	25.88	103.52	0.00	-	-	-	-	-	-
A-B	6.61	1.65	6.61	0.00	-	-	-	-	-	-
A-C	125.52	31.38	125.52	0.00	-	-	-	-	-	- 1

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	6.61	1.65	6.61	0.00	713.34	0.009	0.02	0.02	10.187	В
B-A	0.00	0.00	0.00	0.00	444.28	0.000	0.00	0.00	0.000	Α
C-AB	60.53	15.13	60.52	0.00	593.79	0.102	0.23	0.23	13.304	В
C-A	103.52	25.88	103.52	0.00	-	-	-	-	-	-
A-B	6.61	1.65	6.61	0.00	-	-	-	-	-	-
A-C	125.52	31.38	125.52	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.39	1.35	5.41	0.00	720.10	0.007	0.02	0.02	10.073	В
B-A	0.00	0.00	0.00	0.00	456.15	0.000	0.00	0.00	0.000	Α
C-AB	49.12	12.28	49.29	0.00	595.45	0.082	0.23	0.18	13.023	В
C-A	84.83	21.21	84.83	0.00	-	-	-	-	-	-
A-B	5.39	1.35	5.39	0.00	-	-	-	-	-	-
A-C	102.48	25.62	102.48	0.00	-	-	-	-	-	-



#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.52	1.13	4.53	0.00	724.99	0.006	0.02	0.01	9.995	Α
B-A	0.00	0.00	0.00	0.00	464.79	0.000	0.00	0.00	0.000	Α
C-AB	40.99	10.25	41.12	0.00	598.86	0.068	0.18	0.15	12.803	В
C-A	71.19	17.80	71.19	0.00	-	-	-	-	-	-
A-B	4.52	1.13	4.52	0.00	-	-	-		-	-
A-C	85.83	21.46	85.83	0.00	-	-	-	-	-	-

### **Queueing Delay Results for each time segment**

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.18	0.01	9.992	A	Α
B-A	0.00	0.00 0.00 0.		A	А
C-AB	2.14	0.14	12.771	В	В
C-A	-			-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.22	0.01	10.073	В	В
B-A	0.00	0.00		A	A
C-AB	2.68	0.18	13.006	В	В
C-A	-			-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.27	0.02	10.187	В	В
B-A	0.00	0.00	0.000	A	A
C-AB	3.40	0.23	13.296	В	В
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.28	0.02	10.187	В	В
B-A	0.00	0.00	0.000	A	A
C-AB	3.44	0.23	13.304	В	В
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.23	0.02	10.073	В	В
B-A	0.00	0.00		A	А
C-AB	2.75	0.18	13.023	В	В
C-A	-			-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.19	0.01	9.995	A	А
B-A	0.00	0.00		A	A
C-AB	2.24	0.15	12.803	В	В
C-A	-			-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

# (Default Analysis Set) - Scenario 1, PM peak

### **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Start Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM peak	Scenario 1	PM peak		ONE HOUR	08:00	09:30	90	15				<b>√</b>		

# **Junction Network**

### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		6.73	Α

### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown



### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Green Lane (E)		Major
В	В	Site Access		Minor
С	С	Green Lane (W)		Major

### **Major Arm Geometry**

Am	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.25		0.00		2.20	76.00	✓	2.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	517.746	0.093	0.236	0.148	0.337
1	B-C	743.703	0.113	0.285	-	-
1	C-B	617.976	0.237	0.237	-	-

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 Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn		Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>√</b>	<b>✓</b>	HV Percentages	2.00				<b>✓</b>	✓



# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	<b>✓</b>	80.00	100.000
В	ONE HOUR	✓	60.00	100.000
С	ONE HOUR	✓	105.00	100.000

# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		То							
		Α	В	С					
From	Α	0.000	0.000	80.000					
FIOM	В	6.000	0.000	54.000					
	С	99.000	6.000	0.000					

Turning Proportions (PCU) - Junction 1 (for whole period)

	То						
		Α	В	C			
From	Α	0.00	0.00	1.00			
FIOIII	В	0.10	0.00	0.90			
	U	0.94	0.06	0.00			

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

	То						
		Α	В	С			
From	Α	1.000	1.000	1.060			
From	В	1.000	1.000	1.100			
	С	1.040	2.000	1.000			

Heavy Vehicle Percentages - Junction 1 (for whole period)

	То					
From		Α	В	С		
	Α	0.0	0.0	6.0		
	В	0.0	0.0	10.0		
	С	4.0	100.0	0.0		

ξ



# **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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	6.03	0.10	Α	49.55	74.33	7.28	5.88	0.08	7.28	5.88
B-A	0.01	7.63	0.01	Α	5.51	8.26	1.03	7.46	0.01	1.03	7.46
C-AB	0.01	12.15	0.02	В	5.51	8.27	1.66	12.06	0.02	1.66	12.06
C-A	-	-	-	-	90.84	136.25	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	73.41	110.11	-	-	-	-	-

### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	40.65	10.16	40.39	0.00	724.87	0.056	0.00	0.06	5.784	Α
B-A	4.52	1.13	4.48	0.00	490.96	0.009	0.00	0.01	7.399	Α
C-AB	4.52	1.13	4.46	0.00	604.08	0.007	0.00	0.01	11.995	В
C-A	74.53	18.63	74.53	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	60.23	15.06	60.23	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	48.54	12.14	48.49	0.00	721.18	0.067	0.06	0.08	5.886	Α
B-A	5.39	1.35	5.39	0.00	485.75	0.011	0.01	0.01	7.493	Α
C-AB	5.40	1.35	5.39	0.00	601.58	0.009	0.01	0.02	12.063	В
C-A	88.99	22.25	88.99	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	71.92	17.98	71.92	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	59.46	14.86	59.37	0.00	716.09	0.083	0.08	0.10	6.030	Α
B-A	6.61	1.65	6.60	0.00	478.54	0.014	0.01	0.01	7.627	Α
C-AB	6.62	1.65	6.60	0.00	598.09	0.011	0.02	0.02	12.153	В
C-A	108.99	27.25	108.99	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	88.08	22.02	88.08	0.00	-	-	-	-	-	-



#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	59.46	14.86	59.45	0.00	716.09	0.083	0.10	0.10	6.030	Α
B-A	6.61	1.65	6.61	0.00	478.54	0.014	0.01	0.01	7.627	Α
C-AB	6.62	1.65	6.62	0.00	597.92	0.011	0.02	0.02	12.153	В
C-A	108.99	27.25	108.99	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	88.08	22.02	88.08	0.00	-	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	48.54	12.14	48.62	0.00	721.16	0.067	0.10	0.08	5.890	Α
B-A	5.39	1.35	5.40	0.00	485.74	0.011	0.01	0.01	7.493	Α
C-AB	5.40	1.35	5.42	0.00	601.26	0.009	0.02	0.02	12.064	В
C-A	88.99	22.25	88.99	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	71.92	17.98	71.92	0.00	-	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	40.65	10.16	40.71	0.00	724.84	0.056	0.08	0.07	5.788	Α
B-A	4.52	1.13	4.52	0.00	490.95	0.009	0.01	0.01	7.402	Α
C-AB	4.52	1.13	4.53	0.00	603.96	0.007	0.02	0.02	11.998	В
C-A	74.53	18.63	74.53	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	60.23	15.06	60.23	0.00	-	-	-	-	-	-

### **Queueing Delay Results for each time segment**

### Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.95	0.06	5.784	A	A
B-A	0.13	0.01	7.399	A	A
C-AB	0.22	0.01	11.995	В	В
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.16	0.08	5.886	A	А
B-A	0.16	0.01	7.493	A	А
C-AB	0.27	0.02	12.063	В	В
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.46	0.10	6.030	A	А
B-A	0.20	0.01	7.627	A	A
C-AB	0.33	0.02	12.153	В	В
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.49	0.10	6.030	A	А
B-A	0.21	0.01	7.627	A	A
C-AB	0.34	0.02	12.153	В	В
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.22	0.08	5.890	A	А
B-A	0.17	0.01	7.493	A	А
C-AB	0.27	0.02	12.064	В	В
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.00	0.07	5.788	A	А
B-A	0.14	0.01	7.402	A	А
C-AB	0.23	0.02	11.998	В	В
C-A	-			-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



### **Junctions 8**

### **PICADY 8 - Priority Intersection Module**

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Filename: Bedford Road Green Lane 2014 Flows with Construction.arc8

Path: J:\31116 Rookery Pit Gas Power Station\PICADY

Report generation date: 19/12/2014 12:36:54

» (Default Analysis Set) - Scenario 1, AM peak» (Default Analysis Set) - Scenario 1, PM peak

### **Summary of junction performance**

		АМ ре	ak				РМ ре	ak			
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	
	A1 - Sce				enario 1						
Stream B-C	0.26	7.04	0.20	А		0.31	7.22	0.23	А		
Stream B-A	0.19	14.72	0.13	В		0.25	11.17	0.19	В		
Stream C-AB	0.48	9.52	0.31	Α	9.30	0.19	6.92	0.15	Α	8.10	
Stream C-A	-	1	1	- 1	9.30	-	1	-	- 1	8.10	
Stream A-B	-	1	-	- 1		-	1	-	-		
Stream A-C	.c			-	-	-	-				

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM peak " model duration: 08:00 - 09:30

"D2 - Scenario 1, PM peak" model duration: 08:00 - 09:30

Run using Junctions 8.0.4.487 at 19/12/2014 12:36:51

#### File summary

Title	Bedford Road Green Lane Priority Junction
Location	
Site Number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	31116
Enumerator	jwilliams
Description	



### **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

#### **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

# (Default Analysis Set) - Scenario 1, AM peak

### **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Start Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM peak	Scenario 1	AM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

### **Junction Network**

#### **Junctions**

	Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
١	1	(untitled)	T-Junction	Two-way	A,B,C		9.30	Α

### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

### **Arms**

### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major



### **Major Arm Geometry**

	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
ľ	၁	6.00		0.00	✓	2.80	160.00	✓	13.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	for	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	556.728	0.101	0.256	0.161	0.366
1	B-C	805.587	0.123	0.312	-	-
1	C-B	710.152	0.275	0.275	-	-

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 Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	✓

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	393.00	100.000
В	ONE HOUR	✓	163.00	100.000
С	ONE HOUR	✓	391.00	100.000



# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	129.000	264.000
From	В	43.000	0.000	120.000
	С	225.000	166.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	То							
		Α	В	С							
F	Α	0.00	0.33	0.67							
From	В	0.26	0.00	0.74							
	С	0.58	0.42	0.00							

### **Vehicle Mix**

**Average PCU Per Vehicle - Junction 1 (for whole period)** 

		То								
		Α	В	С						
From	Α	1.000	1.070	1.050						
	В	1.280	1.000	1.060						
	U	1.080	1.080	1.000						

Heavy Vehicle Percentages - Junction 1 (for whole period)

		T	0	
		Α	В	С
Eram	Α	0.0	7.0	5.0
From	В	28.0	0.0	6.0
	С	8.0	8.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.20	7.04	0.26	Α	110.11	165.17	17.98	6.53	0.20	17.98	6.53
B-A	0.13	14.72	0.19	В	39.46	59.19	12.94	13.12	0.14	12.94	13.12
C-AB	0.31	9.52	0.48	Α	152.32	228.49	32.84	8.62	0.36	32.84	8.62
C-A	-	-	-	-	206.46	309.70	-	-	-	-	-
A-B	-	-	-	-	118.37	177.56	-	-	-	-	-
A-C	-	-	-	-	242.25	363.38	-	-	-	-	-



### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
В-С	90.34	22.59	89.74	0.00	717.56	0.126	0.00	0.15	6.073	Α
B-A	32.37	8.09	31.95	0.00	422.86	0.077	0.00	0.10	11.777	В
C-AB	124.97	31.24	123.91	0.00	628.74	0.199	0.00	0.27	7.685	Α
C-A	169.39	42.35	169.39	0.00	-	-	-	-	-	-
A-B	97.12	24.28	97.12	0.00	-	-	-	-	-	-
A-C	198.75	49.69	198.75	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	107.88	26.97	107.72	0.00	699.38	0.154	0.15	0.19	6.448	Α
B-A	38.66	9.66	38.53	0.00	396.56	0.097	0.10	0.14	12.866	В
C-AB	149.23	37.31	148.92	0.00	612.94	0.243	0.27	0.34	8.372	Α
C-A	202.27	50.57	202.27	0.00	-	-	-	-	-	-
A-B	115.97	28.99	115.97	0.00	-	-	-	-	-	-
A-C	237.33	59.33	237.33	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	132.12	33.03	131.87	0.00	673.99	0.196	0.19	0.26	7.035	Α
B-A	47.34	11.84	47.13	0.00	360.46	0.131	0.14	0.19	14.695	В
C-AB	182.77	45.69	182.24	0.00	591.09	0.309	0.34	0.48	9.497	Α
C-A	247.73	61.93	247.73	0.00	-	-	-	-	-	-
A-B	142.03	35.51	142.03	0.00	-	-	-	-	-	-
A-C	290.67	72.67	290.67	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	132.12	33.03	132.12	0.00	673.82	0.196	0.26	0.26	7.043	Α
B-A	47.34	11.84	47.34	0.00	360.31	0.131	0.19	0.19	14.722	В
C-AB	182.77	45.69	182.76	0.00	591.09	0.309	0.48	0.48	9.521	Α
C-A	247.73	61.93	247.73	0.00	-	-	-	-	-	-
A-B	142.03	35.51	142.03	0.00	•	-	-	•	-	-
A-C	290.67	72.67	290.67	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	107.88	26.97	108.13	0.00	699.09	0.154	0.26	0.20	6.461	Α
B-A	38.66	9.66	38.86	0.00	396.33	0.098	0.19	0.14	12.897	В
C-AB	149.23	37.31	149.74	0.00	612.94	0.243	0.48	0.35	8.402	Α
C-A	202.27	50.57	202.27	0.00	-	-	-	-	-	-
А-В	115.97	28.99	115.97	0.00	-	-	-	-	-	-
A-C	237.33	59.33	237.33	0.00	-	-	-	-	-	-



#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	90.34	22.59	90.51	0.00	717.07	0.126	0.19	0.15	6.093	Α
B-A	32.37	8.09	32.50	0.00	422.50	0.077	0.14	0.11	11.819	В
C-AB	124.97	31.24	125.30	0.00	628.74	0.199	0.35	0.27	7.729	Α
C-A	169.39	42.35	169.39	0.00	-	-	-	-	-	-
A-B	97.12	24.28	97.12	0.00	-	-	-	-	-	-
A-C	198.75	49.69	198.75	0.00	-	-	-	-	-	-

### **Queueing Delay Results for each time segment**

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.21	0.15	6.073	A	A
B-A	1.50	0.10	11.777	В	В
C-AB	3.93	0.26	7.685	A	А
C-A	-	-	-	-	-
А-В	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.82	0.19	6.448	A	А
B-A	1.98	0.13	12.866	В	В
C-AB	5.16	0.34	8.372	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.75	0.25	7.035	A	A
B-A	2.75	0.18	14.695	В	В
C-AB	7.15	0.48	9.497	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.85	0.26	7.043	A	А
B-A	2.87	0.19	14.722	В	В
C-AB	7.25	0.48	9.521	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.99	0.20	6.461	A	А
B-A	2.18	0.15	12.897	В	В
C-AB	5.29	0.35	8.402	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.36	0.16	6.093	A	А
B-A	1.66	0.11	11.819	В	В
C-AB	4.06	0.27	7.729	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

# (Default Analysis Set) - Scenario 1, PM peak

### **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM peak	Scenario 1	PM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

# **Junction Network**

### **Junctions**

Junctio	n Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		8.10	А

### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown



### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major

### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00	<b>✓</b>	2.80	160.00	✓	13.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	566.661	0.103	0.261	0.164	0.373
1	B-C	793.095	0.122	0.307	-	-
1	C-B	710.152	0.275	0.275	-	-

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 Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	<b>✓</b>



# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	256.00	100.000
В	ONE HOUR	✓	215.00	100.000
С	ONE HOUR	✓	301.00	100.000

# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		То								
From		Α	В	С						
	Α	0.000	10.000	246.000						
	В	74.000	0.000	141.000						
	C	213.000	88.000	0.000						

Turning Proportions (PCU) - Junction 1 (for whole period)

		То							
		Α	В	С					
From	Α	0.00	0.04	0.96					
FIOIII	В	0.34	0.00	0.66					
	U	0.71	0.29	0.00					

### **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

		То							
		Α	В	С					
Erom	Α	1.000	1.400	1.010					
From	В	1.050	1.000	1.040					
	С	1.010	1.030	1.000					

Heavy Vehicle Percentages - Junction 1 (for whole period)

		1	Го		
		Α	В	С	
F	Α	0.0	40.0	1.0	
From	В	5.0	0.0	4.0	
	U	1.0	3.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.23	7.22	0.31	Α	129.38	194.08	21.54	6.66	0.24	21.54	6.66
B-A	0.19	11.17	0.25	В	67.90	101.86	17.14	10.10	0.19	17.14	10.10
C-AB	0.15	6.92	0.19	Α	80.75	121.13	13.33	6.60	0.15	13.33	6.60
C-A	-	-	-	-	195.45	293.18	-	-	-	-	-
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	225.73	338.60	-	-	-	-	-

### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	106.15	26.54	105.43	0.00	713.30	0.149	0.00	0.18	6.150	Α
B-A	55.71	13.93	55.15	0.00	466.54	0.119	0.00	0.14	9.177	Α
C-AB	66.25	16.56	65.79	0.00	657.12	0.101	0.00	0.11	6.267	Α
C-A	160.36	40.09	160.36	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	185.20	46.30	185.20	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	126.76	31.69	126.56	0.00	696.69	0.182	0.18	0.23	6.565	Α
B-A	66.52	16.63	66.36	0.00	447.00	0.149	0.14	0.18	9.926	Α
C-AB	79.11	19.78	79.00	0.00	646.83	0.122	0.11	0.14	6.528	Α
C-A	191.48	47.87	191.48	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	221.15	55.29	221.15	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	155.24	38.81	154.93	0.00	673.56	0.230	0.23	0.31	7.213	Α
B-A	81.48	20.37	81.20	0.00	419.96	0.194	0.18	0.25	11.149	В
C-AB	96.89	24.22	96.72	0.00	632.60	0.153	0.14	0.18	6.918	Α
C-A	234.52	58.63	234.52	0.00		-	-		-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	270.85	67.71	270.85	0.00	-	-	-	-	-	-



#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	155.24	38.81	155.24	0.00	673.38	0.231	0.31	0.31	7.224	Α
B-A	81.48	20.37	81.47	0.00	419.94	0.194	0.25	0.25	11.167	В
C-AB	96.89	24.22	96.89	0.00	632.60	0.153	0.18	0.19	6.920	Α
C-A	234.52	58.63	234.52	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	•	-	-	1	-	-
A-C	270.85	67.71	270.85	0.00	-	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	126.76	31.69	127.06	0.00	696.39	0.182	0.31	0.23	6.581	Α
B-A	66.52	16.63	66.78	0.00	446.98	0.149	0.25	0.19	9.948	Α
C-AB	79.11	19.78	79.27	0.00	646.83	0.122	0.19	0.14	6.536	Α
C-A	191.48	47.87	191.48	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	221.15	55.29	221.15	0.00	-	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	106.15	26.54	106.35	0.00	712.77	0.149	0.23	0.18	6.177	Α
B-A	55.71	13.93	55.88	0.00	466.49	0.119	0.19	0.14	9.211	Α
C-AB	66.25	16.56	66.36	0.00	657.12	0.101	0.14	0.12	6.277	Α
C-A	160.36	40.09	160.36	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	185.20	46.30	185.20	0.00	-	-	-	-	-	-

### **Queueing Delay Results for each time segment**

### Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.62	0.17	6.150	A	A
B-A	2.03	0.14	9.177	A	A
C-AB	1.71	0.11	6.267	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.37	0.22	6.565	A	А
B-A	2.65	0.18	9.926	A	А
C-AB	2.14	0.14	6.528	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.51	0.30	7.213	A	A
B-A	3.62	0.24	11.149	В	В
C-AB	2.77	0.18	6.918	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.64	0.31	7.224	A	А
B-A	3.75	0.25	11.167	В	В
C-AB	2.79	0.19	6.920	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.58	0.24	6.581	A	Α
B-A	2.87	0.19	9.948	A	А
C-AB	2.17	0.14	6.536	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.81	0.19	6.177	A	А
B-A	2.22	0.15	9.211	A	A
C-AB	1.74	0.12	6.277	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



# Appendix 9.1 - Junction Capacity Assessment Computer Output Files – 2031 Operational Test 1





### **Junctions 8**

### **PICADY 8 - Priority Intersection Module**

Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015

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Filename: Green Lane Site Access 2031 Test 1 Flows.arc8 Path: J:\31116 Rookery Pit Gas Power Station\PICADY

**Report generation date:** 13/01/2015 12:02:18

» (Default Analysis Set) - Scenario 1, AM peak

» (Default Analysis Set) - Scenario 1, PM peak

### **Summary of junction performance**

		AM pe	ak				РМ ре	ak		
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
					A1 - Sce	enario 1				
Stream B-C	0.00	0.00	0.00	А		0.01	5.33	0.01	А	
Stream B-A	0.00	0.00	0.00	Α		0.00	8.28	0.00	Α	
Stream C-AB	0.01	6.63	0.01	Α	6.63	0.00	0.00	0.00	Α	5.75
Stream C-A	-	1	-	- 1	0.03	-	1	-	1	5.75
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM peak " model duration: 08:00 - 09:30

"D2 - Scenario 1, PM peak" model duration: 08:00 - 09:30

Run using Junctions 8.0.4.487 at 13/01/2015 12:02:16

#### File summary

Title	(untitled)
Location	
Site Number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	



### **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

#### **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

# (Default Analysis Set) - Scenario 1, AM peak

### **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Start Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM peak	Scenario 1	AM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

# **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		6.63	Α

### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

### **Arms**

### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Green Lane (E)		Major
В	В	Site Access		Minor
С	С	Green Lane (W)		Major



### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central Has right reserve (m) turn bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.25		0.00		2.20	76.00	<b>✓</b>	2.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.00	5.00	4.00	4.00	<b>√</b>	2.00	43	36

### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	560.233	0.101	0.255	0.160	0.364
1	B-C	711.336	0.108	0.273	-	-
1	C-B	617.976	0.237	0.237	-	-

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 Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	✓

# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	262.00	100.000
В	ONE HOUR	✓	0.00	100.000
С	ONE HOUR	✓	204.00	100.000



# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	1.000	261.000
From	В	0.000	0.000	0.000
	С	198.000	6.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	C
F	Α	0.00	0.00	1.00
From	В	0.33	0.33	0.33
	С	0.97	0.03	0.00

### **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.000	1.000
FIOIII	В	1.000	1.000	1.000
	U	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		Т	o	
		Α	В	С
From	Α	0.0	0.0	0.0
FIOIII	В	0.0	0.0	0.0
	С	0.0	0.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
В-С	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	6.63	0.01	Α	5.51	8.26	0.89	6.49	0.01	0.89	6.49
C-A	-	-	-	-	181.69	272.53	-	-	-	-	-
A-B	-		-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	239.50	359.25	-	-	-	-	-



### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
B-C	0.00	0.00	0.00	0.00	657.69	0.000	0.00	0.00	0.000	Α
B-A	0.00	0.00	0.00	0.00	484.46	0.000	0.00	0.00	0.000	Α
C-AB	4.52	1.13	4.49	0.00	571.27	0.008	0.00	0.01	6.351	Α
C-A	149.06	37.27	149.06	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	647.27	0.000	0.00	0.00	0.000	Α
B-A	0.00	0.00	0.00	0.00	469.74	0.000	0.00	0.00	0.000	Α
C-AB	5.39	1.35	5.39	0.00	562.21	0.010	0.01	0.01	6.464	Α
C-A	178.00	44.50	178.00	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	632.88	0.000	0.00	0.00	0.000	Α
B-A	0.00	0.00	0.00	0.00	449.40	0.000	0.00	0.00	0.000	Α
C-AB	6.61	1.65	6.60	0.00	549.68	0.012	0.01	0.01	6.628	Α
C-A	218.00	54.50	218.00	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	632.88	0.000	0.00	0.00	0.000	Α
B-A	0.00	0.00	0.00	0.00	449.40	0.000	0.00	0.00	0.000	Α
C-AB	6.61	1.65	6.61	0.00	549.68	0.012	0.01	0.01	6.628	Α
C-A	218.00	54.50	218.00	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	•	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	0.00	0.00	0.00	0.00	647.27	0.000	0.00	0.00	0.000	Α
B-A	0.00	0.00	0.00	0.00	469.73	0.000	0.00	0.00	0.000	Α
C-AB	5.39	1.35	5.40	0.00	562.21	0.010	0.01	0.01	6.467	Α
C-A	178.00	44.50	178.00	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-



#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	657.69	0.000	0.00	0.00	0.000	Α
B-A	0.00	0.00	0.00	0.00	484.45	0.000	0.00	0.00	0.000	Α
C-AB	4.52	1.13	4.52	0.00	571.27	0.008	0.01	0.01	6.351	Α
C-A	149.06	37.27	149.06	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

### **Queueing Delay Results for each time segment**

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service	
B-C	0.00	0.00	0.000	A	Α	
B-A	0.00	0.00 0.000 A		A	А	
C-AB	0.12	0.01	6.351	A	A	
C-A	-	-	-	-	-	
A-B	-	-	-	-	-	
A-C	-	-	-	-	-	

### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.14	0.01	6.464	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.18	0.01	6.628	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:45-09:00)

Stream	min) min/min) Vehicle (s)			Unsignalised Level Of Service	Signalised Level Of Service
В-С	0.00	0.00	0.000	A	А
B-A	0.00	0.00	0.000	А	А
C-AB	0.18	0.01	6.628	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	min/min) Vehicle (s)		Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	А
B-A	0.00	0.00 0.00		A	А
C-AB	0.15	0.01	6.467	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service	
B-C	0.00	0.00	0.000	A	А	
B-A	0.00	0.00 0.000		A	A	
C-AB	0.12	0.01	6.351	A	A	
C-A	-	-	-	-	-	
A-B	-	-	-	-	-	
A-C	-	-	-	-	-	

# (Default Analysis Set) - Scenario 1, PM peak

### **Data Errors and Warnings**

No errors or warnings

### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM peak	Scenario 1	PM peak		ONE HOUR	08:00	09:30	90	15				<b>~</b>		

# **Junction Network**

### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		5.75	Α

### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown



### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Green Lane (E)		Major
В	В	Site Access		Minor
С	С	Green Lane (W)		Major

### **Major Arm Geometry**

Am	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.25		0.00		2.20	76.00	✓	2.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)		Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521.388	0.094	0.237	0.149	0.339
1	B-C	740.929	0.112	0.284	-	-
1	C-B	617.976	0.237	0.237	-	-

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 Flows**

### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn		Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>√</b>	<b>✓</b>	HV Percentages	2.00				<b>√</b>	✓



# **Entry Flows**

### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	187.00	100.000
В	ONE HOUR	✓	7.00	100.000
С	ONE HOUR	✓	223.00	100.000

# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	0.000	0.000	187.000
FIOM	В	1.000	0.000	6.000
	C	223.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	С
From	Α	0.00	0.00	1.00
FIOIII	В	0.14	0.00	0.86
	C	1.00	0.00	0.00

### **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.000	1.000
FIOIII	В	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		Т	o	
		Α	В	С
F	Α	0.0	0.0	0.0
From	В	0.0	0.0	0.0
	U	0.0	0.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	5.33	0.01	Α	5.51	8.26	0.72	5.23	0.01	0.72	5.23
B-A	0.00	8.28	0.00	Α	0.92	1.38	0.18	7.99	0.00	0.18	7.99
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-		-	-	204.63	306.94	-	-	-	-	-
A-B	-		-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	171.59	257.39	-	-	-	-	-

### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.52	1.13	4.49	0.00	700.67	0.006	0.00	0.01	5.170	Α
B-A	0.75	0.19	0.75	0.00	462.89	0.002	0.00	0.00	7.789	Α
C-AB	0.00	0.00	0.00	0.00	882.60	0.000	0.00	0.00	0.000	Α
C-A	167.89	41.97	167.89	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	140.78	35.20	140.78	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.39	1.35	5.39	0.00	692.83	0.008	0.01	0.01	5.236	Α
B-A	0.90	0.22	0.90	0.00	451.55	0.002	0.00	0.00	7.988	Α
C-AB	0.00	0.00	0.00	0.00	875.21	0.000	0.00	0.00	0.000	Α
C-A	200.47	50.12	200.47	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	168.11	42.03	168.11	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.61	1.65	6.60	0.00	682.01	0.010	0.01	0.01	5.329	Α
B-A	1.10	0.28	1.10	0.00	435.85	0.003	0.00	0.00	8.280	Α
C-AB	0.00	0.00	0.00	0.00	864.92	0.000	0.00	0.00	0.000	Α
C-A	245.53	61.38	245.53	0.00	-	-	-	•	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	205.89	51.47	205.89	0.00	-	-	-	-	-	-



#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	6.61	1.65	6.61	0.00	682.01	0.010	0.01	0.01	5.329	Α
B-A	1.10	0.28	1.10	0.00	435.86	0.003	0.00	0.00	8.280	Α
C-AB	0.00	0.00	0.00	0.00	864.92	0.000	0.00	0.00	0.000	Α
C-A	245.53	61.38	245.53	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	205.89	51.47	205.89	0.00	-	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.39	1.35	5.40	0.00	692.82	0.008	0.01	0.01	5.238	Α
B-A	0.90	0.22	0.90	0.00	451.57	0.002	0.00	0.00	7.989	Α
C-AB	0.00	0.00	0.00	0.00	875.21	0.000	0.00	0.00	0.000	Α
C-A	200.47	50.12	200.47	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	168.11	42.03	168.11	0.00	-	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.52	1.13	4.52	0.00	700.64	0.006	0.01	0.01	5.171	Α
B-A	0.75	0.19	0.75	0.00	462.92	0.002	0.00	0.00	7.790	Α
C-AB	0.00	0.00	0.00	0.00	882.60	0.000	0.00	0.00	0.000	Α
C-A	167.89	41.97	167.89	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	140.78	35.20	140.78	0.00	-	-	-	-	-	-

### **Queueing Delay Results for each time segment**

### Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.09	0.01	5.170	A	A
B-A	0.02	0.00	7.789	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.12	0.01	5.236	A	А
B-A	0.03	0.00	7.988	A	А
C-AB	0.00	0.00	0.000	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.14	0.01	5.329	A	A
B-A	0.04	0.00	8.280	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.15	0.01	5.329	A	А
B-A	0.04	0.00	8.280	A	А
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.12	0.01	5.238	A	Α
B-A	0.03	0.00	7.989	A	А
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.10	0.01	5.171	A	А
B-A	0.03	0.00	7.790	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### **Junctions 8**

#### **PICADY 8 - Priority Intersection Module**

Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014

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Filename: Bedford Road Green Lane 2031 Operational Flows with Stewartby.arc8

Path: J:\31116 Rookery Pit Gas Power Station\PICADY

Report generation date: 19/12/2014 13:02:15

» (Default Analysis Set) - Scenario 1, AM peak

» (Default Analysis Set) - Scenario 1, PM peak

#### **Summary of junction performance**

		AM pe	ak				РМ ре	ak		
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
					A1 - Sc	enario 1				
Stream B-C	0.86	10.68	0.46	В		0.68	9.40	0.40	А	
Stream B-A	0.30	19.66	0.20	С		0.26	14.16	0.21	В	
Stream C-A	-	1	-	- 1	13.09	-	1	-	- 1	10.19
Stream C-B	1.12	14.28	0.52	В	13.09	0.62	9.92	0.38	Α	10.19
Stream A-B	-	-	-	- 1		-	-	-	-	
Stream A-C	-	-	-	- 1		-	-	-	1	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM peak " model duration: 08:00 - 09:30

"D2 - Scenario 1, PM peak" model duration: 08:00 - 09:30

Run using Junctions 8.0.4.487 at 19/12/2014 13:02:13

#### File summary

Title	(untitled)
Location	
Site Number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	



#### **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

#### **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

# (Default Analysis Set) - Scenario 1, AM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM peak	Scenario 1	AM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

# **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		13.09	В

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major



#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)  Has right turn bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.13		0.00	✓	2.90	95.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.50	6.00	4.50	4.00	✓	2.00	60	85

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.752	0.092	0.231	0.146	0.331
1	B-C	792.506	0.116	0.292	-	-
1	C-B	676.897	0.249	0.249	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	460.00	100.000
В	ONE HOUR	✓	315.00	100.000
С	ONE HOUR	✓	542.00	100.000



# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	129.000	331.000
From	В	50.000	0.000	265.000
	С	282.000	260.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	С
F	Α	0.00	0.28	0.72
From	В	0.16	0.00	0.84
	С	0.52	0.48	0.00

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 1 (for whole period)** 

			То	
		Α	В	С
From	Α	1.000	1.060	1.050
FIOIII	В	1.230	1.000	1.020
	С	1.080	1.050	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		T	0	
		Α	В	С
From	Α	0.0	6.0	5.0
FIOIII	В	23.0	0.0	2.0
	С	8.0	5.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.46	10.68	0.86	В	243.17	364.75	54.39	8.95	0.60	54.40	8.95
B-A	0.20	19.66	0.30	С	45.88	68.82	18.68	16.29	0.21	18.68	16.29
C-A	-	-	-	-	258.77	388.15	-	-	-	-	-
С-В	0.52	14.28	1.12	В	238.58	357.87	69.65	11.68	0.77	69.66	11.68
А-В	-	-	-	-	118.37	177.56	-	-	-	-	-
A-C	-	-	-	-	303.73	455.60	-	-	-	-	-



#### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
B-C	199.51	49.88	197.87	0.00	690.17	0.289	0.00	0.41	7.436	Α
B-A	37.64	9.41	37.09	0.00	364.56	0.103	0.00	0.14	13.499	В
C-A	212.30	53.08	212.30	0.00	-	-	-	-	-	-
С-В	195.74	48.94	193.69	0.00	590.54	0.331	0.00	0.51	9.478	Α
A-B	97.12	24.28	97.12	0.00	-	-	-	-	-	-
A-C	249.19	62.30	249.19	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	238.23	59.56	237.64	0.00	668.16	0.357	0.41	0.56	8.517	Α
B-A	44.95	11.24	44.75	0.00	330.18	0.136	0.14	0.19	15.501	С
C-A	253.51	63.38	253.51	0.00	-	-	-	-	-	-
С-В	233.73	58.43	232.95	0.00	573.77	0.407	0.51	0.71	11.063	В
A-B	115.97	28.99	115.97	0.00	-	-	-	-	-	-
A-C	297.56	74.39	297.56	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	291.77	72.94	290.61	0.00	635.89	0.459	0.56	0.85	10.599	В
B-A	55.05	13.76	54.64	0.00	280.83	0.196	0.19	0.29	19.541	С
C-A	310.49	77.62	310.49	0.00	-	-	-	-	-	-
С-В	286.27	71.57	284.69	0.00	550.60	0.520	0.71	1.10	14.128	В
A-B	142.03	35.51	142.03	0.00	-	-	-	-	-	-
A-C	364.44	91.11	364.44	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	291.77	72.94	291.73	0.00	635.52	0.459	0.85	0.86	10.677	В
B-A	55.05	13.76	55.03	0.00	280.17	0.196	0.29	0.30	19.665	С
C-A	310.49	77.62	310.49	0.00	-	-	-	-	-	-
С-В	286.27	71.57	286.20	0.00	550.60	0.520	1.10	1.12	14.285	В
A-B	142.03	35.51	142.03	0.00	•	-	-	-	-	-
A-C	364.44	91.11	364.44	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	238.23	59.56	239.36	0.00	667.70	0.357	0.86	0.57	8.594	Α
B-A	44.95	11.24	45.34	0.00	329.29	0.137	0.30	0.20	15.617	С
C-A	253.51	63.38	253.51	0.00	-	-	-	-	-	-
С-В	233.73	58.43	235.27	0.00	573.77	0.407	1.12	0.74	11.216	В
A-B	115.97	28.99	115.97	0.00	-	-	-	-	-	-
A-C	297.56	74.39	297.56	0.00	-	-	-	-	-	-



#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	199.51	49.88	200.12	0.00	689.64	0.289	0.57	0.42	7.512	Α
B-A	37.64	9.41	37.86	0.00	363.55	0.104	0.20	0.14	13.606	В
C-A	212.30	53.08	212.30	0.00	-	-	-	-	-	-
С-В	195.74	48.94	196.57	0.00	590.54	0.331	0.74	0.53	9.614	Α
A-B	97.12	24.28	97.12	0.00	-	-	-	-	-	-
A-C	249.19	62.30	249.19	0.00	-	-	-	-	-	-

#### **Queueing Delay Results for each time segment**

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.91	0.39	7.436	A	Α
B-A	1.98	0.13	13.499	В	В
C-A	-	-	-	-	-
С-В	7.31	0.49	9.478	A	A
А-В	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	8.11	0.54	8.517	A	A
B-A	2.75	0.18	15.501	С	В
C-A	-	-	-	-	-
С-В	10.22	0.68	11.063	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
В-С	12.17	0.81	10.599	В	В
B-A	4.17	0.28	19.541	С	В
C-A	-	-	-	-	-
С-В	15.65	1.04	14.128	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	12.79	0.85	10.677	В	В
B-A	4.42	0.29	19.665	С	В
C-A	-	-	-	-	-
С-В	16.69	1.11	14.285	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	8.93	0.60	8.594	A	А
B-A	3.11	0.21	15.617	С	В
C-A	-	-	-	-	-
С-В	11.56	0.77	11.216	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	6.48	0.43	7.512	A	A
B-A	2.25	0.15	13.606	В	В
C-A	-	-	-	-	-
С-В	8.22	0.55	9.614	A	А
A-B	-	-	-	-	-
A-C	-	-	-	-	-

# (Default Analysis Set) - Scenario 1, PM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM peak	Scenario 1	PM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

# **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		10.19	В

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown



#### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major

### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)  Has right turn bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.13		0.00	✓	2.90	95.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.50	6.00	4.50	4.00	✓	2.00	60	85

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	534.625	0.093	0.234	0.147	0.334
1	B-C	785.129	0.114	0.289	-	-
1	C-B	676.897	0.249	0.249	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	<b>✓</b>



# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	322.00	100.000
В	ONE HOUR	✓	298.00	100.000
С	ONE HOUR	✓	476.00	100.000

# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	C
From	Α	0.000	9.000	313.000
FIOIII	В	61.000	0.000	237.000
	C	271.000	205.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	С
From	Α	0.00	0.03	0.97
FIOIII	В	0.20	0.00	0.80
	C	0.57	0.43	0.00

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.140	1.010
FIOIII	В	1.020	1.000	1.010
	С	1.010	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		1	Го	
		Α	В	С
F	Α	0.0	14.0	1.0
From	В	2.0	0.0	1.0
	U	1.0	0.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.40	9.40	0.68	Α	217.48	326.21	44.21	8.13	0.49	44.21	8.13
B-A	0.21	14.16	0.26	В	55.97	83.96	17.03	12.17	0.19	17.03	12.17
C-A	-	-	-	-	248.67	373.01	-	-	-	-	-
С-В	0.38	9.92	0.62	Α	188.11	282.17	41.23	8.77	0.46	41.23	8.77
A-B	-	-	-	-	8.26	12.39	-	-	-	-	-
A-C	-	-	-	-	287.21	430.82	-	-	-	-	-

#### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	178.43	44.61	177.05	0.00	695.29	0.257	0.00	0.35	6.998	Α
B-A	45.92	11.48	45.40	0.00	395.95	0.116	0.00	0.13	10.459	В
C-A	204.02	51.01	204.02	0.00	-	-	-	-	-	-
С-В	154.33	38.58	153.01	0.00	616.44	0.250	0.00	0.33	7.747	Α
A-B	6.78	1.69	6.78	0.00	-	-	-	-	-	-
A-C	235.64	58.91	235.64	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	213.06	53.26	212.60	0.00	675.93	0.315	0.34	0.46	7.839	Α
B-A	54.84	13.71	54.66	0.00	367.44	0.149	0.13	0.18	11.735	В
C-A	243.62	60.91	243.62	0.00	-	-	-	-	-	-
С-В	184.29	46.07	183.88	0.00	604.71	0.305	0.33	0.43	8.545	Α
A-B	8.09	2.02	8.09	0.00	-	-	-	-	-	-
A-C	281.38	70.35	281.38	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	260.94	65.24	260.10	0.00	647.76	0.403	0.46	0.67	9.358	Α
B-A	67.16	16.79	66.83	0.00	326.73	0.206	0.18	0.26	14.109	В
C-A	298.38	74.59	298.38	0.00	-	-	-	-	-	-
С-В	225.71	56.43	224.99	0.00	588.49	0.384	0.43	0.61	9.884	Α
A-B	9.91	2.48	9.91	0.00	-	-	-	-	-	-
A-C	344.62	86.15	344.62	0.00	-	-	-	-	-	-



#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	260.94	65.24	260.92	0.00	647.50	0.403	0.67	0.68	9.403	Α
B-A	67.16	16.79	67.15	0.00	326.42	0.206	0.26	0.26	14.162	В
C-A	298.38	74.59	298.38	0.00	-	-	-	-	-	-
С-В	225.71	56.43	225.69	0.00	588.49	0.384	0.61	0.62	9.921	Α
A-B	9.91	2.48	9.91	0.00	-	-	-	-	-	-
A-C	344.62	86.15	344.62	0.00	-	-	-	-	-	-

#### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	213.06	53.26	213.88	0.00	675.56	0.315	0.68	0.47	7.889	Α
B-A	54.84	13.71	55.16	0.00	367.04	0.149	0.26	0.18	11.785	В
C-A	243.62	60.91	243.62	0.00	-	-	-	-	-	-
С-В	184.29	46.07	184.98	0.00	604.71	0.305	0.62	0.44	8.590	Α
A-B	8.09	2.02	8.09	0.00	-	-	-	-	-	-
A-C	281.38	70.35	281.38	0.00	-	-	-	-	-	-

#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	178.43	44.61	178.90	0.00	694.79	0.257	0.47	0.35	7.056	Α
B-A	45.92	11.48	46.11	0.00	395.40	0.116	0.18	0.14	10.517	В
C-A	204.02	51.01	204.02	0.00	-	-	-	-	-	-
С-В	154.33	38.58	154.76	0.00	616.44	0.250	0.44	0.34	7.804	Α
A-B	6.78	1.69	6.78	0.00	-	-	-	-	-	-
A-C	235.64	58.91	235.64	0.00	-	-	-	-	-	-

#### **Queueing Delay Results for each time segment**

#### Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.99	0.33	6.998	A	Α
B-A	1.89	0.13	10.459	В	В
C-A	-	-	-	-	-
С-В	4.76	0.32	7.747	A	А
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	6.70	0.45	7.839	A	А
B-A	2.56	0.17	11.735	В	В
C-A	-	-	-	-	-
С-В	6.31	0.42	8.545	A	А
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	9.69	0.65	9.358	A	A
B-A	3.73	0.25	14.109	В	В
C-A	-	-	-	-	-
С-В	8.85	0.59	9.884	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	10.10	0.67	9.403	A	A
B-A	3.91	0.26	14.162	В	В
C-A	-	-	-	-	-
С-В	9.22	0.61	9.921	A	А
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	7.30	0.49	7.889	A	Α
B-A	2.83	0.19	11.785	В	В
C-A	-	-	-	-	-
С-В	6.88	0.46	8.590	A	A
A-B	-	-	•	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.43	0.36	7.056	A	А
B-A	2.10	0.14	10.517	В	В
C-A	-	-	-	-	-
С-В	5.20	0.35	7.804	А	А
A-B	-	-	-	-	-
A-C	-	-	-	-	-



# Appendix 10.1 - Junction Capacity Assessment Computer Output Files – 2031 Operational Test 2



#### **Junctions 8**

#### **PICADY 8 - Priority Intersection Module**

Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015

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Filename: Green Lane Site Access 2031 Test 2 Flows.arc8 Path: J:\31116 Rookery Pit Gas Power Station\PICADY

**Report generation date:** 13/01/2015 12:27:58

» (Default Analysis Set) - Scenario 1, AM peak

» (Default Analysis Set) - Scenario 1, PM peak

#### **Summary of junction performance**

		AM pe		PM peak						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
					A1 - Sce	enario 1				
Stream B-C	0.07	5.78	0.07	А		0.06	5.55	0.05	А	
Stream B-A	0.00	0.00	0.00	Α		0.01	8.39	0.01	Α	
Stream C-AB	0.14	7.43	0.12	Α	6.77	0.00	0.00	0.00	Α	5.78
Stream C-A	-	-	-	-	0.77	-	-	-	-	3.76
Stream A-B	-	1	-	-		-	1	1	-	
Stream A-C	-	-	-	-		-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM peak " model duration: 08:00 - 09:30

"D2 - Scenario 1, PM peak" model duration: 08:00 - 09:30

Run using Junctions 8.0.4.487 at 13/01/2015 12:27:56

#### File summary

Title	(untitled)
Location	
Site Number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	



#### **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

#### **Units**

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	<b>Total Delay Units</b>	Rate Of Delay Units
m	kph	PCU	PCU	perHour	S	-Min	perMin

# (Default Analysis Set) - Scenario 1, AM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM peak	Scenario 1	AM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

# **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		6.77	Α

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Green Lane (E)		Major
В	В	Site Access		Minor
С	С	Green Lane (W)		Major



#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.25		0.00		2.20	76.00	✓	2.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	509.249	0.092	0.232	0.146	0.331
1	B-C	750.177	0.114	0.288	-	-
1	C-B	617.976	0.237	0.237	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	✓	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	262.00	100.000
В	ONE HOUR	✓	41.00	100.000
С	ONE HOUR	✓	259.00	100.000



# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	1.000	261.000
From	В	0.000	0.000	41.000
	С	198.000	61.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		То							
		Α	В	С					
From	Α	0.00	0.00	1.00					
	В	0.00	0.00	1.00					
	С	0.76	0.24	0.00					

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 1 (for whole period)** 

		То							
		Α	В	С					
From	Α	1.000	1.000	1.000					
FIOIII	В	1.000	1.000	1.000					
	U	1.000	1.000	1.000					

Heavy Vehicle Percentages - Junction 1 (for whole period)

		Т	o	
_		Α	В	С
From	Α	0.0	0.0	0.0
From	В	0.0	0.0	0.0
	С	0.0	0.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
В-С	0.07	5.78	0.07	Α	37.62	56.43	5.25	5.58	0.06	5.25	5.58
B-A	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.12	7.43	0.14	Α	56.19	84.28	10.05	7.16	0.11	10.05	7.16
C-A	-	-	-	-	181.47	272.21	-	-	-	-	-
A-B	-		-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	239.50	359.25	-	-	-	-	-



#### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
В-С	30.87	7.72	30.68	0.00	693.60	0.045	0.00	0.05	5.429	Α
B-A	0.00	0.00	0.00	0.00	426.65	0.000	0.00	0.00	0.000	Α
C-AB	46.00	11.50	45.65	0.00	571.92	0.080	0.00	0.09	6.836	Α
C-A	148.99	37.25	148.99	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	36.86	9.21	36.82	0.00	682.62	0.054	0.05	0.06	5.574	Α
B-A	0.00	0.00	0.00	0.00	410.51	0.000	0.00	0.00	0.000	Α
C-AB	55.00	13.75	54.92	0.00	563.36	0.098	0.09	0.11	7.080	Α
C-A	177.83	44.46	177.83	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	45.14	11.29	45.08	0.00	667.43	0.068	0.06	0.07	5.784	Α
B-A	0.00	0.00	0.00	0.00	388.31	0.000	0.00	0.00	0.000	Α
C-AB	67.56	16.89	67.44	0.00	551.91	0.122	0.11	0.14	7.428	Α
C-A	217.60	54.40	217.60	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	45.14	11.29	45.14	0.00	667.43	0.068	0.07	0.07	5.784	Α
B-A	0.00	0.00	0.00	0.00	388.27	0.000	0.00	0.00	0.000	Α
C-AB	67.56	16.89	67.56	0.00	551.91	0.122	0.14	0.14	7.431	Α
C-A	217.60	54.40	217.60	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	•	-	-	•	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	36.86	9.21	36.92	0.00	682.62	0.054	0.07	0.06	5.577	Α
B-A	0.00	0.00	0.00	0.00	410.44	0.000	0.00	0.00	0.000	Α
C-AB	55.00	13.75	55.12	0.00	563.36	0.098	0.14	0.11	7.084	Α
C-A	177.83	44.46	177.83	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-



#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	Los
B-C	30.87	7.72	30.91	0.00	693.60	0.045	0.06	0.05	5.432	Α
B-A	0.00	0.00	0.00	0.00	426.51	0.000	0.00	0.00	0.000	Α
C-AB	46.00	11.50	46.09	0.00	571.92	0.080	0.11	0.09	6.849	Α
C-A	148.99	37.25	148.99	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	•	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

#### **Queueing Delay Results for each time segment**

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.68	0.05	5.429	A	Α
B-A	0.00	0.00	0.000	A	А
C-AB	1.29	0.09	6.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.84	0.06	5.574	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	1.62	0.11	7.080	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.06	0.07	5.784	A	A
B-A	0.00	0.00	0.000	A	Α
C-AB	2.08	0.14	7.428	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.08	0.07	5.784	A	А
B-A	0.00	0.00	0.000	А	А
C-AB	2.10 0.14		7.431	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.88	0.06	5.577	A	А
B-A	0.00	0.00	0.000	A	А
C-AB	1.64	0.11	7.084	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.71	0.05	5.432	A	Α
B-A	0.00	0.00 0.00		A	A
C-AB	1.32	0.09	6.849	A	Α
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

# (Default Analysis Set) - Scenario 1, PM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM peak	Scenario 1	PM peak		ONE HOUR	08:00	09:30	90	15				<b>√</b>		

# **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		5.78	А

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown



#### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Green Lane (E)		Major
В	В	Site Access		Minor
С	С	Green Lane (W)		Major

#### **Major Arm Geometry**

Am	Width of carriageway (m)	Has kerbed central reserve			Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.25		0.00		2.20	76.00	✓	2.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	516.330	0.093	0.235	0.148	0.336
1	B-C	744.782	0.113	0.285	-	-
1	C-B	617.976	0.237	0.237	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	<b>√</b>	HV Percentages	2.00				✓	✓



# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	<b>✓</b>	185.00	100.000
В	ONE HOUR	<b>✓</b>	36.00	100.000
С	ONE HOUR	✓	223.00	100.000

# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	0.000	0.000	185.000
FIOIII	В	3.000	0.000	33.000
	С	223.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		То					
		Α	В	С			
From	Α	0.00	0.00	1.00			
FIOIII	В	0.08	0.00	0.92			
	С	1.00	0.00	0.00			

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.000	1.000
FIOIII	В	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		Т	o	
		Α	В	С
F	Α	0.0	0.0	0.0
From	В	0.0	0.0	0.0
	O	0.0	0.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	5.55	0.06	Α	30.28	45.42	4.09	5.40	0.05	4.09	5.40
B-A	0.01	8.39	0.01	Α	2.75	4.13	0.56	8.10	0.01	0.56	8.10
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-		-	-	204.63	306.94	-	-	-	-	-
A-B	-		-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	169.76	254.64	-	-	-	-	-

#### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	24.84	6.21	24.70	0.00	704.16	0.035	0.00	0.04	5.296	Α
B-A	2.26	0.56	2.24	0.00	458.75	0.005	0.00	0.00	7.885	Α
C-AB	0.00	0.00	0.00	0.00	883.01	0.000	0.00	0.00	0.000	Α
C-A	167.89	41.97	167.89	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	139.28	34.82	139.28	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	29.67	7.42	29.63	0.00	696.24	0.043	0.04	0.04	5.400	Α
B-A	2.70	0.67	2.69	0.00	447.59	0.006	0.00	0.01	8.091	Α
C-AB	0.00	0.00	0.00	0.00	875.69	0.000	0.00	0.00	0.000	Α
C-A	200.47	50.12	200.47	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	166.31	41.58	166.31	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	36.33	9.08	36.29	0.00	685.31	0.053	0.04	0.06	5.546	Α
B-A	3.30	0.83	3.30	0.00	432.13	0.008	0.01	0.01	8.394	Α
C-AB	0.00	0.00	0.00	0.00	865.52	0.000	0.00	0.00	0.000	Α
C-A	245.53	61.38	245.53	0.00	-	-	-	•	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	203.69	50.92	203.69	0.00	-	-	-	-	-	-



#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	36.33	9.08	36.33	0.00	685.31	0.053	0.06	0.06	5.546	Α
B-A	3.30	0.83	3.30	0.00	432.14	0.008	0.01	0.01	8.394	Α
C-AB	0.00	0.00	0.00	0.00	865.52	0.000	0.00	0.00	0.000	Α
C-A	245.53	61.38	245.53	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	•	-	-	•	-	-
A-C	203.69	50.92	203.69	0.00	-	-	-	-	-	-

#### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	29.67	7.42	29.71	0.00	696.23	0.043	0.06	0.04	5.403	Α
B-A	2.70	0.67	2.70	0.00	447.59	0.006	0.01	0.01	8.093	Α
C-AB	0.00	0.00	0.00	0.00	875.69	0.000	0.00	0.00	0.000	Α
C-A	200.47	50.12	200.47	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	166.31	41.58	166.31	0.00	-	-	-	-	-	-

#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	24.84	6.21	24.88	0.00	704.13	0.035	0.04	0.04	5.299	Α
B-A	2.26	0.56	2.26	0.00	458.77	0.005	0.01	0.00	7.885	Α
C-AB	0.00	0.00	0.00	0.00	883.01	0.000	0.00	0.00	0.000	Α
C-A	167.89	41.97	167.89	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	139.28	34.82	139.28	0.00	-	-	-	-	-	-

#### **Queueing Delay Results for each time segment**

#### Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.53	0.04	5.296	A	A
B-A	0.07	0.00	7.885	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.65	0.04	5.400	A	А
B-A	0.09	0.01	8.091	A	А
C-AB	0.00	0.00	0.000	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.82	0.05	5.546	A	А
B-A	0.11	0.01	8.394	A	А
C-AB	0.00	0.00	0.000	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.84	0.06	5.546	A	A
B-A	0.12	0.01	8.394	A	A
C-AB	0.00	0.00	0.000	A	А
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.68	0.05	5.403	A	Α
B-A	0.09	0.01	8.093	A	А
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.56 0.04		5.299	A	А
B-A	0.08	0.01	7.885	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### **Junctions 8**

#### **PICADY 8 - Priority Intersection Module**

Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014

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Filename: Bedford Road Green Lane 2031 Sensitivity Test.arc8

Path: J:\31116 Rookery Pit Gas Power Station\PICADY

Report generation date: 19/12/2014 14:42:24

» (Default Analysis Set) - Scenario 1, AM peak» (Default Analysis Set) - Scenario 1, PM peak

#### **Summary of junction performance**

		AM peak					PM peak				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	
	A1 - Scenario 1										
Stream B-C	1.15	13.34	0.52	В		0.77	10.12	0.43	В		
Stream B-A	0.57	27.72	0.29	D	<b>─</b>	0.34	15.03	0.25	С		
Stream C-A	-	-	-	- 1	17.01	-	1	-	- 1	10.75	
Stream C-B	1.56	18.09	0.58	С	17.01	0.62	9.97	0.38	Α	10.75	
Stream A-B	-	-	-	- 1		-	1	-	- 1		
Stream A-C	-	-	-	-		-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM peak " model duration: 08:00 - 09:30

"D2 - Scenario 1, PM peak" model duration: 08:00 - 09:30

Run using Junctions 8.0.4.487 at 19/12/2014 14:42:22

#### File summary

Title	(untitled)
Location	
Site Number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	



#### **Analysis Options**

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

#### **Units**

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	<b>Total Delay Units</b>	Rate Of Delay Units
m	kph	PCU	PCU	perHour	S	-Min	perMin

# (Default Analysis Set) - Scenario 1, AM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Start Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM peak	Scenario 1	AM peak		ONE HOUR	08:00	09:30	90	15				<b>✓</b>		

# **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		17.01	O

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown

### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major



#### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.13		0.00	✓	2.90	95.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.50	6.00	4.50	4.00	✓	2.00	60	85

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.160	0.092	0.233	0.147	0.333
1	B-C	786.968	0.115	0.290	-	-
1	C-B	676.897	0.249	0.249	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	✓

# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	486.00	100.000
В	ONE HOUR	✓	355.00	100.000
С	ONE HOUR	✓	570.00	100.000



# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То		
		Α	В	С	
F	Α	0.000	155.000	331.000	
From	В	69.000	0.000	286.000	
	С	282.000	288.000	0.000	

Turning Proportions (PCU) - Junction 1 (for whole period)

		То						
		Α	В	С				
F	Α	0.00	0.32	0.68				
From	В	0.19	0.00	0.81				
	С	0.49	0.51	0.00				

# **Vehicle Mix**

**Average PCU Per Vehicle - Junction 1 (for whole period)** 

		То						
		Α	В	С				
From	Α	1.000	1.220	1.050				
FIOIII	В	1.440	1.000	1.090				
	U	1.080	1.140	1.000				

Heavy Vehicle Percentages - Junction 1 (for whole period)

	То						
		Α	В	С			
Eram	Α	0.0	22.0	5.0			
From	В	44.0	0.0	9.0			
	С	8.0	14.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.52	13.34	1.15	В	262.44	393.66	70.03	10.67	0.78	70.04	10.67
B-A	0.29	27.72	0.57	D	63.32	94.97	34.20	21.60	0.38	34.20	21.61
C-A	-	-	-	-	258.77	388.15	-	-	-	-	-
С-В	0.58	18.09	1.56	С	264.27	396.41	93.47	14.15	1.04	93.49	14.15
A-B	-	-	-	-	142.23	213.35	-	-	-	-	-
A-C	-	-	-	-	303.73	455.60	-	-	-	-	-



#### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	215.32	53.83	213.30	0.00	675.44	0.319	0.00	0.50	8.456	Α
B-A	51.95	12.99	50.99	0.00	357.49	0.145	0.00	0.24	16.863	С
C-A	212.30	53.08	212.30	0.00	-	-	-	-	-	-
С-В	216.82	54.21	214.19	0.00	585.66	0.370	0.00	0.66	10.974	В
A-B	116.69	29.17	116.69	0.00	-	-	-	-	-	-
A-C	249.19	62.30	249.19	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	257.11	64.28	256.31	0.00	649.75	0.396	0.50	0.70	9.952	Α
B-A	62.03	15.51	61.64	0.00	319.61	0.194	0.24	0.34	20.062	С
C-A	253.51	63.38	253.51	0.00	-	-	-	-	-	-
С-В	258.91	64.73	257.81	0.00	567.95	0.456	0.66	0.93	13.183	В
A-B	139.34	34.84	139.34	0.00	-	-	-	-	-	-
A-C	297.56	74.39	297.56	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	314.89	78.72	313.17	0.00	609.84	0.516	0.70	1.13	13.149	В
B-A	75.97	18.99	75.08	0.00	263.88	0.288	0.34	0.56	27.325	D
C-A	310.49	77.62	310.49	0.00	-	-	-	-	-	-
С-В	317.09	79.27	314.71	0.00	543.46	0.583	0.93	1.53	17.748	С
A-B	170.66	42.66	170.66	0.00	-	-	-	-	-	-
A-C	364.44	91.11	364.44	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	314.89	78.72	314.82	0.00	608.79	0.517	1.13	1.15	13.340	В
B-A	75.97	18.99	75.92	0.00	262.78	0.289	0.56	0.57	27.722	D
C-A	310.49	77.62	310.49	0.00	-	-	-	-	-	-
С-В	317.09	79.27	316.96	0.00	543.46	0.583	1.53	1.56	18.090	С
A-B	170.66	42.66	170.66	0.00	-	-	•	•	-	-
A-C	364.44	91.11	364.44	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	257.11	64.28	258.79	0.00	648.54	0.396	1.15	0.73	10.112	В
B-A	62.03	15.51	62.89	0.00	318.27	0.195	0.57	0.36	20.365	С
C-A	253.51	63.38	253.51	0.00	-	-	-	-	-	-
С-В	258.91	64.73	261.23	0.00	567.95	0.456	1.56	0.98	13.479	В
A-B	139.34	34.84	139.34	0.00	-	-	-	-	-	-
A-C	297.56	74.39	297.56	0.00	-	-	-	-	-	-



#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
В-С	215.32	53.83	216.16	0.00	674.27	0.319	0.73	0.52	8.581	Α
B-A	51.95	12.99	52.37	0.00	356.21	0.146	0.36	0.25	17.087	С
C-A	212.30	53.08	212.30	0.00	-	-	-	-	-	-
С-В	216.82	54.21	218.01	0.00	585.66	0.370	0.98	0.68	11.200	В
A-B	116.69	29.17	116.69	0.00	-	-	-	-	-	-
A-C	249.19	62.30	249.19	0.00	-	-	-	-	-	-

#### **Queueing Delay Results for each time segment**

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	7.21	0.48	8.456	A	Α
B-A	3.37	0.22	16.863	С	В
C-A	-	-	-	-	-
С-В	9.31	0.62	10.974	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	10.15	0.68	9.952	A	A
B-A	4.84	0.32	20.062	С	С
C-A	-	-	-	-	-
С-В	13.35	0.89	13.183	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	16.07	1.07	13.149	В	В
B-A	7.85	0.52	27.325	D	С
C-A	-	-	-	-	-
С-В	21.38	1.43	17.748	С	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	17.14	1.14	13.340	В	В
B-A	8.51	0.57	27.722	D	С
C-A	-	-	-	-	-
С-В	23.22	1.55	18.090	С	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-



#### Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	11.42	0.76	10.112	В	В
B-A	5.69	0.38	20.365	С	С
C-A	-	-	-	-	-
С-В	15.53	1.04	13.479	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	8.04	0.54	8.581	A	A
B-A	3.94	0.26	17.087	С	В
C-A	-	-	-	-	-
С-В	10.68	0.71	11.200	В	В
A-B	-	-	-	-	-
A-C	-	-	-	-	-

# (Default Analysis Set) - Scenario 1, PM peak

#### **Data Errors and Warnings**

No errors or warnings

#### **Analysis Set Details**

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

#### **Demand Set Details**

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Time	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, PM peak	Scenario 1	PM peak		ONE HOUR	08:00	09:30	90	15				✓		

# **Junction Network**

#### **Junctions**

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		10.75	В

#### **Junction Network Options**

Driving Side	Lighting
Left	Normal/unknown



#### **Arms**

#### **Arms**

Arm	Arm	Name	Description	Arm Type
Α	Α	Bedford Road (N)		Major
В	В	Green Lane		Minor
С	С	Bedford Road (S)		Major

### **Major Arm Geometry**

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)   Has right turn bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.13		0.00		2.90	95.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane plus flare				10.00	9.50	6.00	4.50	4.00	✓	2.00	60	85

#### Slope / Intercept / Capacity

#### **Priority Intersection Slopes and Intercepts**

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	537.984	0.093	0.236	0.148	0.336
1	B-C	780.910	0.114	0.288	-	-
1	C-B	676.897	0.249	0.249	-	-

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 Flows**

#### **Demand Set Data Options**

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		<b>✓</b>	<b>✓</b>	HV Percentages	2.00				✓	<b>✓</b>



# **Entry Flows**

#### **General Flows Data**

Arm	Profile Type	<b>Use Turning Counts</b>	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	329.00	100.000
В	ONE HOUR	✓	324.00	100.000
С	ONE HOUR	✓	476.00	100.000

# **Turning Proportions**

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	0.000	16.000	313.000
FIOM	В	74.000	0.000	250.000
	C	271.000	205.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		7	Го	
		Α	В	С
From	Α	0.00	0.05	0.95
FIOIII	В	0.23	0.00	0.77
	O	0.57	0.43	0.00

# **Vehicle Mix**

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.080	1.050
FIOIII	В	1.020	1.000	1.010
	С	1.010	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		Т	o	
		Α	В	С
F	Α	0.0	8.0	5.0
From	В	2.0	0.0	1.0
	С	1.0	0.0	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)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.43	10.12	0.77	В	229.40	344.11	49.29	8.59	0.55	49.30	8.60
B-A	0.25	15.03	0.34	О	67.90	101.86	21.55	12.69	0.24	21.55	12.69
C-A	-	-	-	-	248.67	373.01	-	-	-	-	-
С-В	0.38	9.97	0.62	Α	188.11	282.17	41.40	8.80	0.46	41.41	8.80
A-B	-	-	-	-	14.68	22.02	-	-	-	-	-
A-C	-	-	-	-	287.21	430.82	-	-	-	-	-

#### Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	188.21	47.05	186.70	0.00	686.54	0.274	0.00	0.38	7.252	Α
B-A	55.71	13.93	55.06	0.00	397.59	0.140	0.00	0.16	10.700	В
C-A	204.02	51.01	204.02	0.00	-	-	-	-	-	-
С-В	154.33	38.58	153.01	0.00	615.13	0.251	0.00	0.33	7.769	Α
A-B	12.05	3.01	12.05	0.00	-	-	-	ı	-	-
A-C	235.64	58.91	235.64	0.00	-	-	-	-	-	- 1

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	224.74	56.19	224.22	0.00	665.73	0.338	0.38	0.51	8.225	Α
B-A	66.52	16.63	66.29	0.00	368.35	0.181	0.16	0.22	12.156	В
C-A	243.62	60.91	243.62	0.00	-	-	-	-	-	-
С-В	184.29	46.07	183.88	0.00	603.14	0.306	0.33	0.43	8.577	Α
A-B	14.38	3.60	14.38	0.00	-	-	-	-	-	-
A-C	281.38	70.35	281.38	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	275.26	68.81	274.25	0.00	634.85	0.434	0.51	0.76	10.055	В
B-A	81.48	20.37	81.03	0.00	326.00	0.250	0.22	0.33	14.963	В
C-A	298.38	74.59	298.38	0.00	-	-	-	-	-	-
С-В	225.71	56.43	224.99	0.00	586.57	0.385	0.43	0.61	9.936	Α
A-B	17.62	4.40	17.62	0.00	-	-	-	-	-	-
A-C	344.62	86.15	344.62	0.00	-	-	-	-	-	-



#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	275.26	68.81	275.22	0.00	634.48	0.434	0.76	0.77	10.119	В
B-A	81.48	20.37	81.46	0.00	325.65	0.250	0.33	0.34	15.034	С
C-A	298.38	74.59	298.38	0.00	-	-	-	-	-	-
С-В	225.71	56.43	225.69	0.00	586.57	0.385	0.61	0.62	9.973	Α
A-B	17.62	4.40	17.62	0.00	•	-	-	•	-	-
A-C	344.62	86.15	344.62	0.00	-	-	-	-	-	-

#### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	224.74	56.19	225.72	0.00	665.25	0.338	0.77	0.52	8.290	Α
B-A	66.52	16.63	66.96	0.00	367.92	0.181	0.34	0.23	12.217	В
C-A	243.62	60.91	243.62	0.00	-	-	-	-	-	-
С-В	184.29	46.07	184.99	0.00	603.14	0.306	0.62	0.45	8.623	Α
A-B	14.38	3.60	14.38	0.00	-	-	-	-	-	-
A-C	281.38	70.35	281.38	0.00	-	-	-	-	-	-

#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	188.21	47.05	188.76	0.00	685.93	0.274	0.52	0.39	7.320	Α
B-A	55.71	13.93	55.95	0.00	397.01	0.140	0.23	0.17	10.775	В
C-A	204.02	51.01	204.02	0.00	-	-	-	-	-	-
С-В	154.33	38.58	154.76	0.00	615.13	0.251	0.45	0.34	7.827	Α
A-B	12.05	3.01	12.05	0.00	-	-	-	-	-	-
A-C	235.64	58.91	235.64	0.00	-	-	-	-	-	-

#### **Queueing Delay Results for each time segment**

#### Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.44	0.36	7.252	A	А
B-A	2.35	0.16	10.700	В	В
C-A	-	-	-	-	-
С-В	4.77	0.32	7.769	A	Α
A-B	-	-	-	-	-
A-C	-	-	-	-	-

#### Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	7.40	0.49	8.225	A	А
B-A	3.21	0.21	12.156	В	В
C-A	-	-	-	-	-
С-В	6.33	0.42	8.577	A	А
A-B	-	-	-	-	-
A-C	-	-	-	-	-



# Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	10.93	0.73	10.055	В	В
B-A	4.78	0.32	14.963	В	В
C-A	-	-	-	-	-
С-В	8.90	0.59	9.936	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

# Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	11.45	0.76	10.119	В	В
B-A	5.03	0.34	15.034	С	В
C-A	-	-	-	-	-
С-В	9.27	0.62	9.973	А	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

# Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	8.11	0.54	8.290	A	A
B-A	3.57	0.24	12.217	В	В
C-A	-	-	-	-	-
С-В	6.91	0.46	8.623	A	A
A-B	-	-	•	-	-
A-C	-	-	-	-	-

# Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU- min)	Queueing Rate Of Delay (PCU- min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.95	0.40	7.320	A	А
B-A	2.61	0.17	10.775	В	В
C-A	-	-	-	-	-
С-В	5.22	0.35	7.827	A	А
A-B	-	-	-	-	-
A-C	-	-	-	-	-



# 12.2 Travel Plan



## MILLBROOK POWER LIMITED DEVELOPMENT

TRAVEL PLAN

Prepared by: James Williams

Approved by: John Hopkins

Peter Brett Associates LLP
11 Prospect Court
Courteenhall Road, Blisworth
Northampton NN7 3DG
T: +44 (0)1604 878 300
F: +44 (0)1604 878 333
E: jwilliams@peterbrett.com

### 1. Introduction

- 1.1 Peter Brett Associates LLP has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the development of land at the former clay extraction pit at Rookery South, in Stewartby, Bedfordshire.
- 1.2 This land is proposed to be developed into a Power Generation Plant. The location of the site is shown in Figure 1.
- 1.3 This Travel Plan has been prepared to summarise the proposed travel demand management measures for this Development.

## 2. Development Description

- 2.1 The Proposed Development would be a Power Generating Plant, to be run during periods of high electricity demand to support the high-output "base" electricity suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources.
- 2.2 During the normal operation, the Proposed Development would generate a very low number of vehicle trips a maximum of only 15 workers are anticipated on site per day, split across three shifts i.e., five workers per shift.

### 3. Policy

## **Guidance on Transport Assessment**

- 3.1 The Department for Transport's archived document "Guidance on Transport Assessment" provided indicative thresholds for when travel plans are required to support planning applications. It suggests that Travel Plans would not be required for:
  - B2 General Industrial development less than 4,000m<sup>2</sup>,
  - any development generating less than 30 or more two-way vehicle movements in any hour; nor
  - any development generating less than 100 or more two-way vehicle movements per day.
- 3.2 As detailed above, this proposal would generate significantly fewer trips than these thresholds. As such, this brief Travel Plan document has been prepared to summarise the travel demand management measures that will be deployed to minimise the car trip generation from this Development.

## National Planning Policy Framework (March 2012)

3.3 The National Planning Policy Framework (NPPF) promotes sustainable development, and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.



- 3.4 Decisions on planning applications should ensure that "...the use of sustainable transport modes can be maximised" (Paragraph 34), and take account of whether "the opportunities for sustainable transport modes have been taken up".
  - Central Bedfordshire Council Local Transport Plan 3 (adopted April 2011)
- 3.5 A key aspiration identified within the Central Bedfordshire Council Local Transport Plan 3 is to change single occupancy car-based travel habits within the region by finding solutions to transport matters.
- 3.6 As part of the objectives, a minimum 20% modal shift away from private car to more sustainable modes (based upon the existing local travel patterns) is the stated target set for all new developments in the area.
- 3.7 In the case of the Millbrook Power Ltd Development, assuming that all workers were to drive to work, meeting this target would require the change of 1 employee's travel pattern out of the five workers present on site during a shift.
  - Bedford Borough Council Local Transport Plan 3 (adopted April 2011)
- 3.8 The Bedford Borough Council Local Transport Plan 3 identifies aspirations to increase accessibility by non-car modes to employment by:
  - i) improving physical access for non-car modes by addressing issues that affect the pedestrian and cycle environment;
  - ii) improving the attractiveness of walking and cycling by improving routes and facilities;
  - iii) considering the role of parking provision;
  - reducing the impact of congestion on accessibility through traffic calming or traffic management measures.

## Summary

- 3.9 Despite the Millbrook Power Limited proposals generating a small number of car mode trips, this brief review of national and local policy highlights the need for a travel demand management strategy to assist in managing car movements on a local level.
- 3.10 This Travel Plan sets out the physical measures ("hard" measures) to be implemented on site, as well as identifying the travel demand management strategies and measures ("soft measures") that will be developed.
- 4. Travel Demand Management Measures
- When considering the travel demand management measures for the Millbrook Power Development, these reflect the limited scale of car-based trip generation.
- 4.2 This Travel Plan identifies a number of "hard" and "soft" measures that will be delivered to encourage less private car movements for the users accessing the site.

### Hard Measures

Cycle Storage and Shelters – Cycling will form an attractive non-car alternative for workers resident locally. To encourage cycle use, on-site cycle storage for 4 cycles will be provided conveniently, close to the employees' access. The storage will be secure, and located within the area covered by CCTV. The cycle storage will be sheltered, with cycles protected from the weather.





- Showers and changing facilities showers and changing facilities will be provided within
  the Building for workers who walk and cycle to work. These will be heated, as well as
  maintained and cleaned on a regular basis.
- Secure Lockers Millbrook Power Limited will provide secure lockers adjacent the changing facilities for cyclists and walkers to store their equipment safely during work hours.

#### Soft Measures

- Car Sharing car sharing is an effective way of reducing the demand for car movement. It involves two or more people sharing a car for their journey to / from work, which brings direct cost savings to both parties. Millbrook Power Ltd staff will be encouraged to identify possible car share partners identified in the local Central Bedfordshire Council car share scheme <a href="https://centralbedsandluton.liftshare.com/">https://centralbedsandluton.liftshare.com/</a>. It is free for members to sign up, register their journeys and find someone to share a journey with.
- Cycle and Walk Buddy schemes similarly, existing local walking and cycling "Buddies" groups (such as <a href="https://www.facebook.com/Bedfordwalkingbuddies">https://www.cyclingbuddy.com/members/United+Kingdom/Central+Bedfordshire</a>) will be promoted and encouraged to match similar journeys, with publicity and incentives to encourage uptake.
- Working with other future local employees with the Rookery Pit being promoted for further employment uses, future opportunities exist to co-operate with these other users to reduce car trips such as the greater exposure to the car sharing database amongst all other employees within the Rookery Pit. Millbrook Power Limited will co-operate and consider changing shift patterns to increase the likelihood of finding car and cycle sharing partners.
- **Nominate Responsibility** an employee will be nominated to promote the travel measures, to initiate change among colleagues, and to be the conduit for any comments arising relating to potential improvement of the facilities on offer.

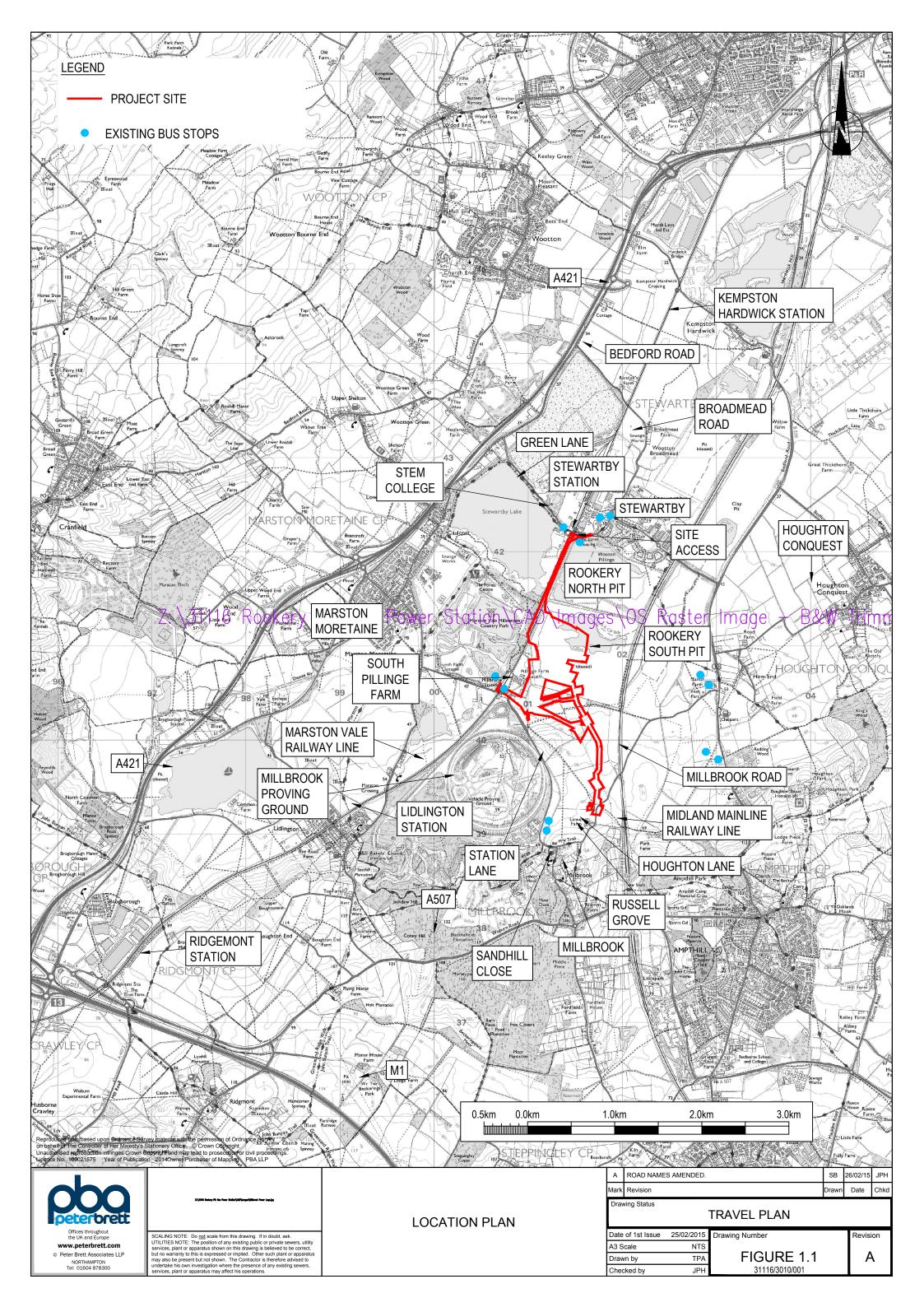
### 5. Conclusion

- 5.1 The Millbrook Power Limited development would generate significantly fewer trips than the minimum thresholds identified within the archived Guidance on Transport Assessment needing a Travel Plan typically, around 15 staff would be on site each day, split into three shifts.
- 5.2 This Travel Plan has been prepared to summarise the travel demand management measures that will be implemented to minimise the car trip generation from this Development, to meet national and local objectives.



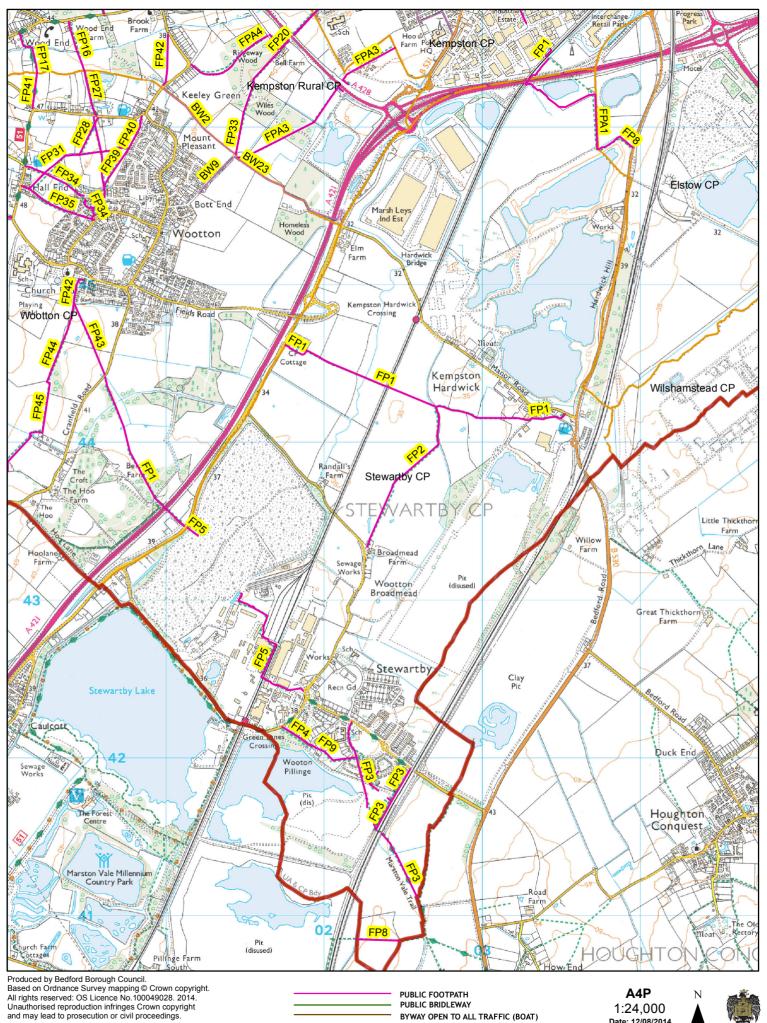








# 12.3 Public Rights of Way

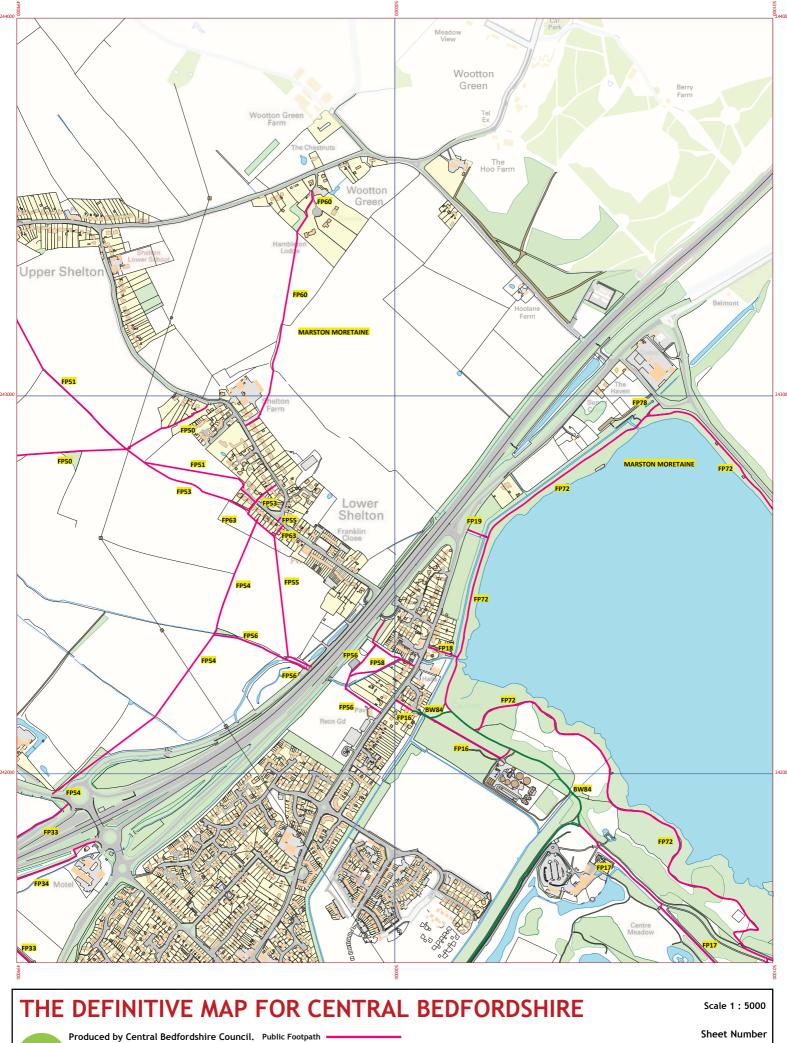


BOROUGH BOUNDARY PARISH BOUNDARY

Date: 12/08/2014



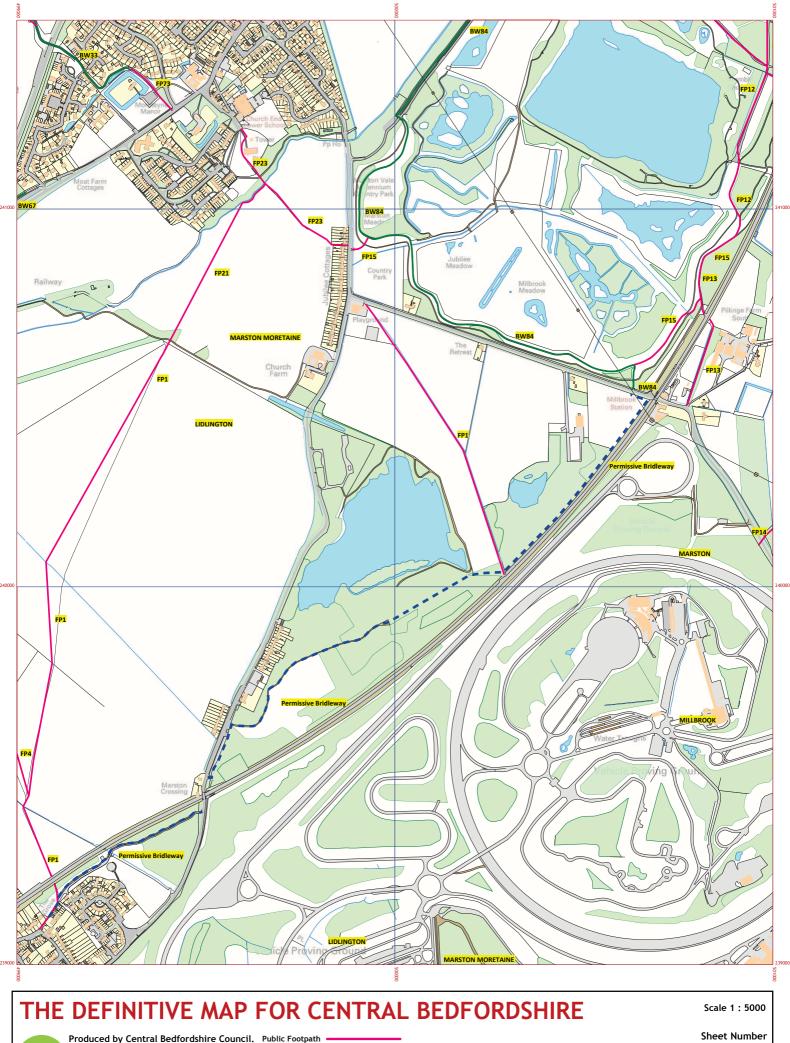




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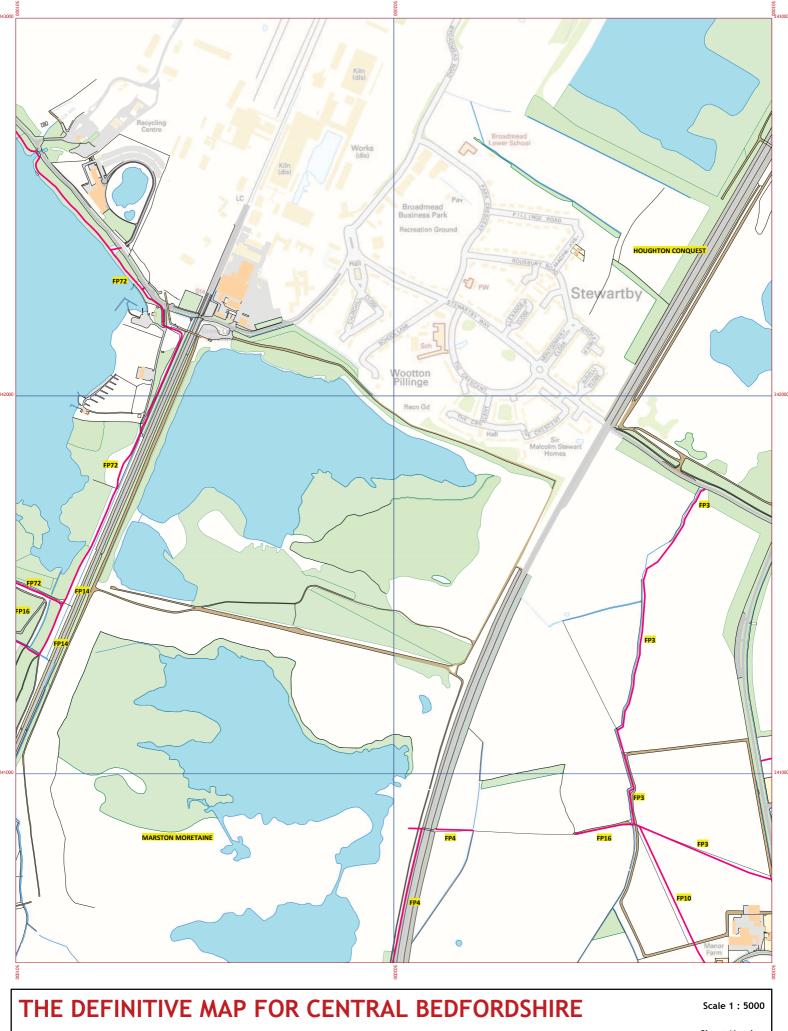
Public Bridleway Byway Open to All Traffic = Parish Boundary





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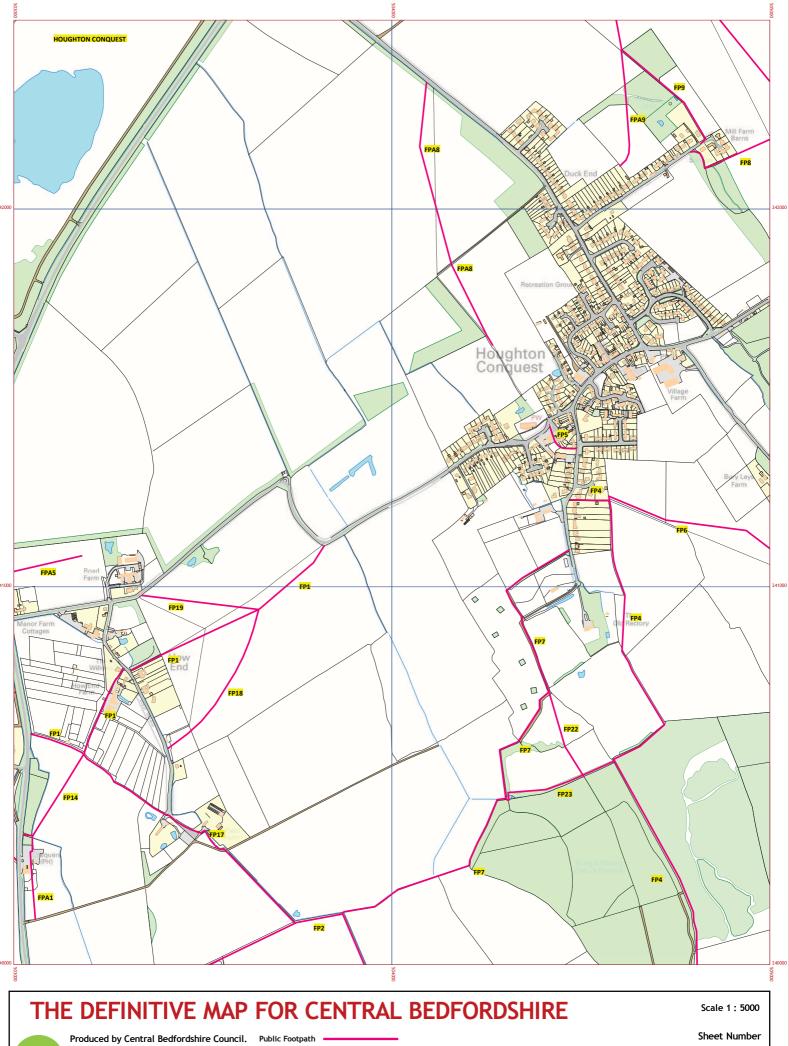
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Public Bridleway

Byway Open to All Traffic

Parish Boundary

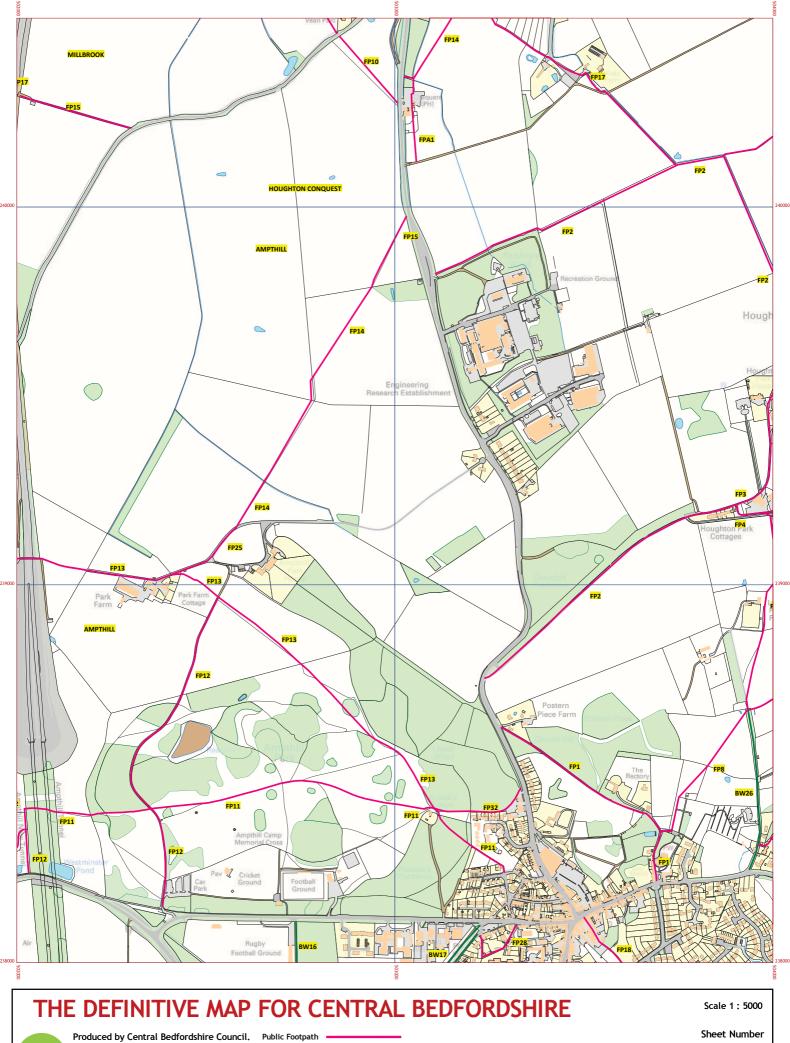
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Public Bridleway Byway Open to All Traffic -Parish Boundary





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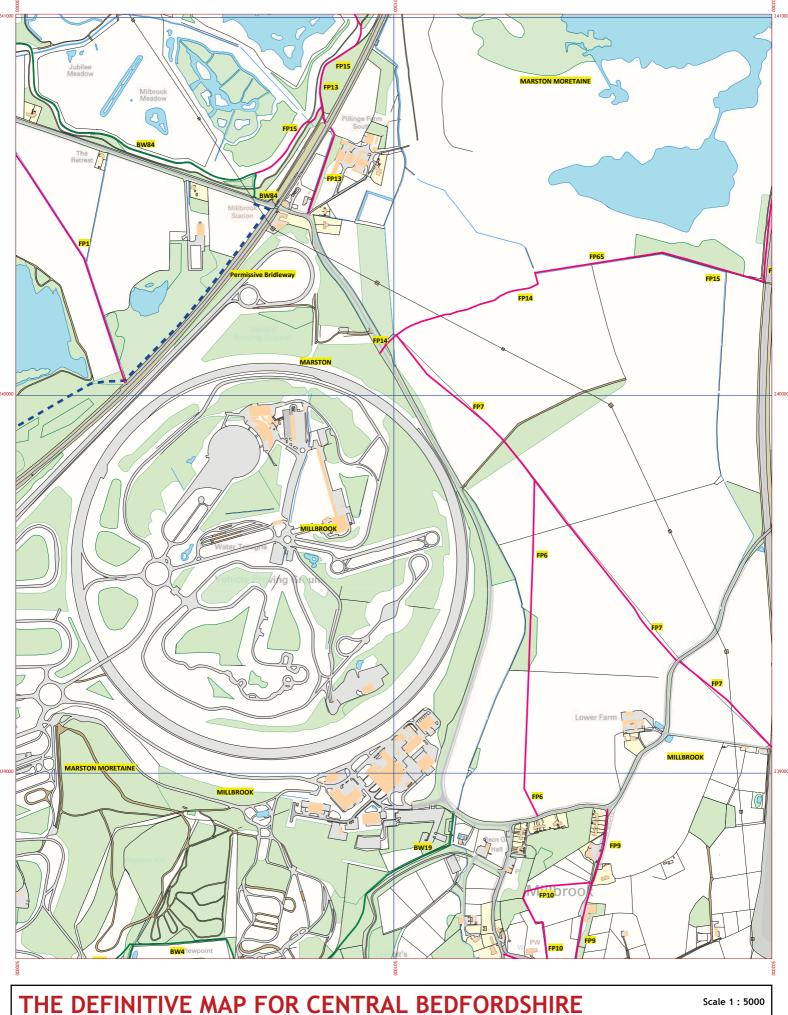
Public Footpath

Public Bridleway

Byway Open to All Traffic

Parish Boundary

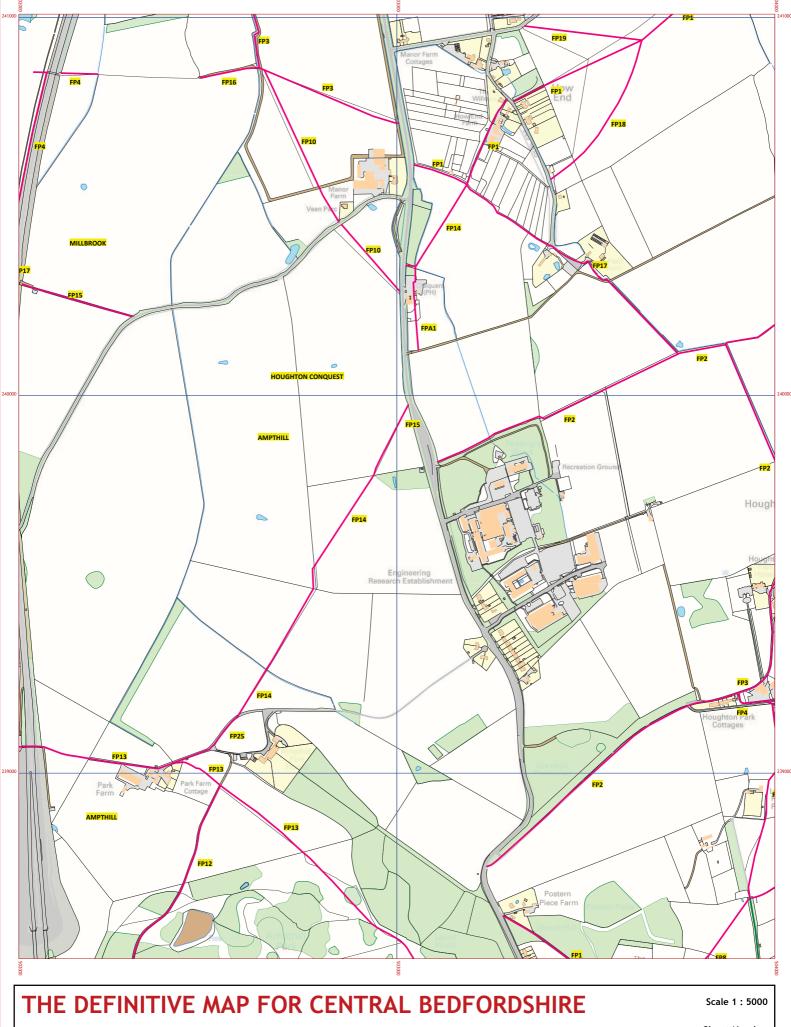




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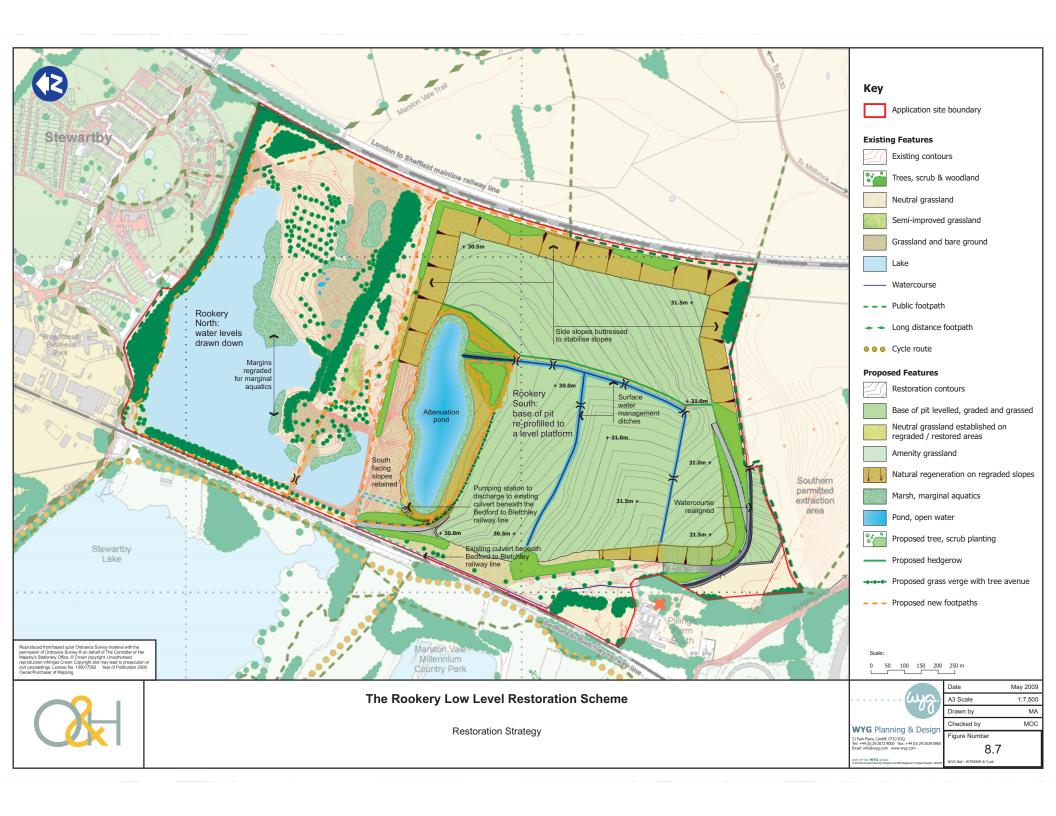
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Byway Open to All Traffic

Parish Boundary

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# **12.4 Construction Traffic Management Plan**