



South West Milton Keynes Consortium

SOUTH WEST MILTON KEYNES

Appendices to Updated Proof of Evidence of Martin J Paddle
BSc CEng CWEM MICE FCIHT MCIWEM, in regard to
Transport, Highway and Accessibility Matters: PINS ref:
APP/Y0435/W/20/3252528 LPA ref: 15/00619/FUL

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PROJECT NO. 70069442

**OUR REF. NO. SWMK: APPENDICES TO UPDATED PROOF OF EVIDENCE OF
MARTIN J PADDLE**

DATE: 13 APRIL 2021

South West Milton Keynes Consortium

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WSP

2 London Square

Cross Lanes

Guildford, Surrey


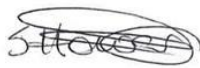

GU1 1UN

Phone: +44 148 352 8400

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Final			
Date	13 April 2021			
Prepared by	Martin J Paddle			
Signature				
Checked by	Steph Howard			
Signature				
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Signature				
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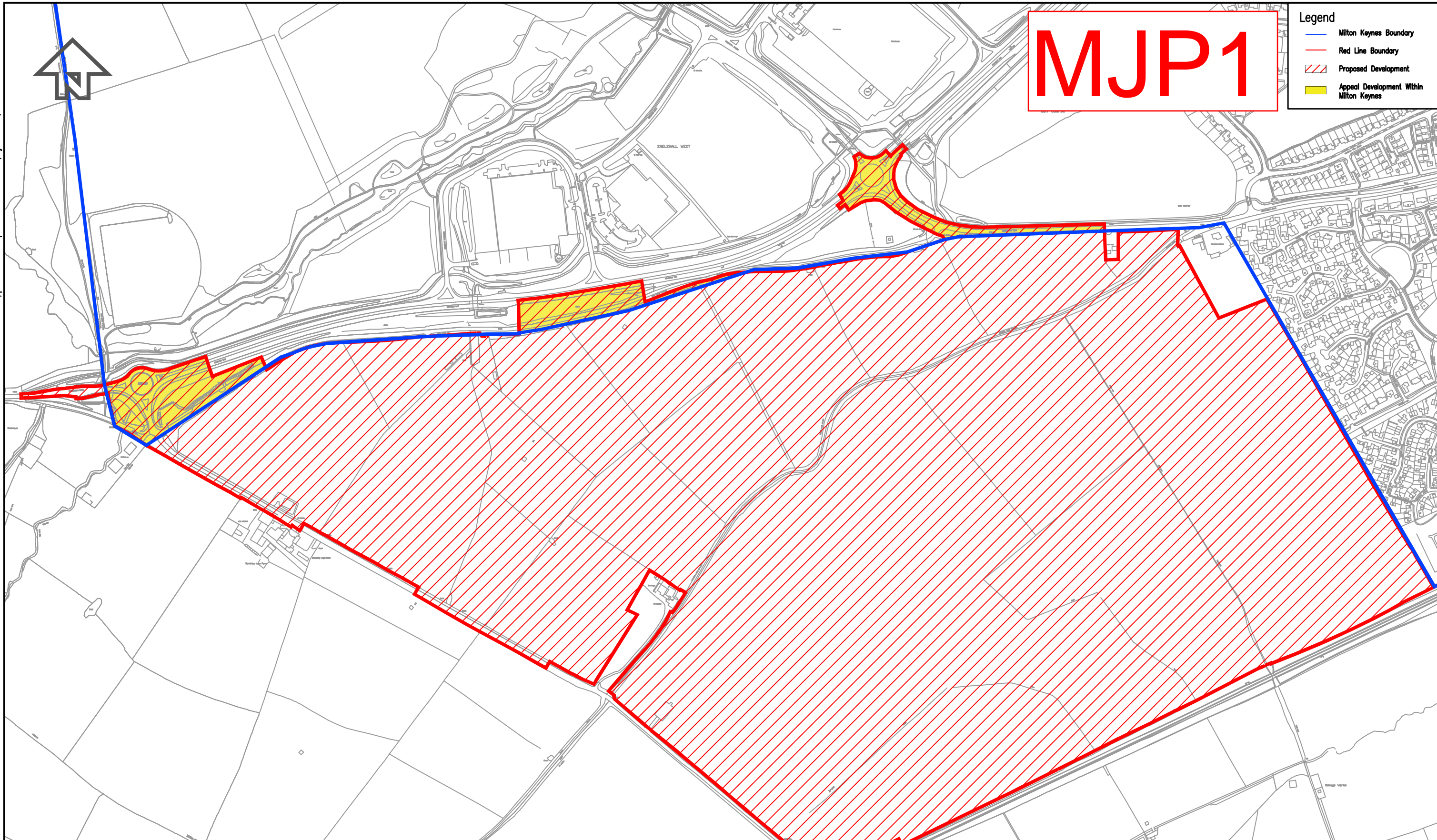
MJP21	Letter to BC 7 th April 2021 re Junction 16
MJP22	Letter to BC 7 th April 2021 re Junction 17
MJP23	Letter to BC 7 th April 2021 re Junction 1
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MJP25	Correspondence with MKC 3 rd November 2020 and 18 th November 2020
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MJP27	Letter to MKC Dated 7 th April 2021 re Further Information
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Appendix MJP1

APPEAL DEVELOPMENT



File name \\UK\WSPGROUP\COM\CENTRAL DATA\PROJECTS\70069442\WSP-XX-XX-M2-C-000004.DWG, printed on 11 September 2020 15:38:31, by Sherlock, Justin



Legend	
	Milton Keynes Boundary
	Red Line Boundary
	Proposed Development
	Appeal Development Within Milton Keynes

MJP1

P01	10/09/2020	JK	FIRST ISSUE	SH	MP
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: S2 - FOR INFORMATION					

2 London Square,
Cross Lanes,
Guildford,
GU1 1UN

T+ 44 (0) 1483 528400
wsp.com

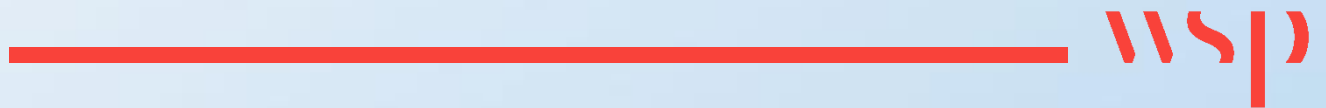
CLIENT:	South West Milton Keynes Consortium
ARCHITECT:	CSA

PROJECT:	South West Milton Keynes
TITLE:	Appeal Development Within Milton Keynes

SCALE @ A3:	1:10000	CHECKED:	SH	APPROVED:	MP
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DRAWING No:	70069442-WSP-XX-XX-M2-C-000004			REV:	P01
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Appendix MJP2


TRANSPORT EVIDENCE DIRECTORY



Reference Matrix

Updated TA Section				Updated TA	TRN1	TRN2	TRN3	RSA & DR - MKC/BC	
Executive Summary									
1. Introduction									
2. Policy Context									
3. Existing Conditions									
4. Development Proposals									
5. Trip Generation									
6. Transport Network Assessment Methodology									
7. Impact of Development									
Base Models	J1	B4034 Buckingham Road/ Sherwood Drive/ Water Eaton Road	MKC						
	J2	B4034 Buckingham Road/ Newton Road/ Shenley Road	MKC						
	J3	Newton Longville Crossroads	BC						
	J4	Whaddon Road/ Westbrook End	BC						
	J5	Tattenhoe Roundabout	MKC						
	J6	Bottledump Roundabout	MKC/BC						
	J7	Whaddon Crossroads	BC						
	J8	A421 Buckingham Road/ Warren Road	BC						
	J9	A421 Buckingham Road/ Little Horwood Road/ Shucklow Hill	BC						
	J10	A421 Buckingham Road/ Nash Road/ Winslow Road	BC						
	J11	Coddimoor Lane/ Stock Lane/ Shenley Road	BC						
	J12	Kingsmead Roundabout	MKC						
	J13	Westcroft Roundabout	MKC						
	J14	Furzton Roundabout	MKC						
	J15	Bleak Hall Roundabout	MKC						
	J16	Elfield Park Roundabout	MKC						
	J17	Emerson Roundabout	MKC						
	J18	Windmill Hill Roundabout	MKC						
8. Mitigation Package									
Mitigation Models	J1	B4034 Buckingham Road/ Sherwood Drive/ Water Eaton Road	MKC						
	J2	B4034 Buckingham Road/ Newton Road/ Shenley Road	MKC						
	J3	Newton Longville Crossroads	BC						
	J5	Tattenhoe Roundabout	MKC						
	J6	Bottledump Roundabout	MKC/BC						
	J7	Whaddon Crossroads	BC						
	J8	A421 Buckingham Road/ Warren Road	BC						
	J9	A421 Buckingham Road/ Little Horwood Road/ Shucklow Hill	BC						
	J10	A421 Buckingham Road/ Nash Road/ Winslow Road	BC						
	J12	Kingsmead Roundabout	MKC						
	J14	Furzton Roundabout	MKC						
	J15	Bleak Hall Roundabout	MKC						
	J16	Elfield Park Roundabout	MKC						
	J17	Emerson Roundabout	MKC						
	J18	Windmill Hill Roundabout	MKC						
	9. Residual Cumulative Impact								
	10. Summary and Conclusions								
	Appendices								

Key

 Document to to be relied upon (wholly or in part)

Key	
	Current and to be relied upon
	To be relied on and supplemented with additional information
	Superseded

All figures and tables are current unless specified

Original Document							Superseded by/Supplemented with:				
Document	Section	Pages	Paragraph/Figure/Table Nos.		Applicable Highway Authority	Status	Document	Section	Page	Paragraph/Figure/ Table Nos.	
Updated TA	Executive Summary	-	1 to 17	Whole	BC and MKC	Current and to be relied upon					
	1. Introduction	1 to 7	1.1.1 to 1.7.1	Whole	BC and MKC	Current and to be relied upon					
	2. Policy Context	9 to 10	2.2.1	Whole	BC	Current and to be relied upon					
		10	2.2.2	first 2 sentences	BC	Current and to be relied upon					
		10 to 34	2.2.2	last sentence	BC	Superseded	TRN1	2. Policy Context	2	2.1.2	
	3. Existing Conditions	36 to 47	3.1.1 to 3.8.1	Whole	BC and MKC	Current and to be relied upon					
		48	3.8.2	Whole	BC and MKC	To be relied on and supplemented	TRN1	3. Existing Conditions	4	3.1.8	
		48 to 49	3.8.3 to 3.8.4	Whole	BC and MKC	Current and to be relied upon					
		49 to 53	3.9.1 to 3.9.13	Whole	BC	To be relied on and supplemented	TRN1	3. Existing Conditions	4 to 10	3.2.2 to 3.2.9; 3.2.11 to 3.2.12; 3.2.14	
		53	3.9.14	Whole	BC	Superseded	TRN1	3. Existing Conditions	11	3.2.16	
		53 to 55	3.9.15 to 3.9.20	Whole	BC	To be relied on and supplemented	TRN1	3. Existing Conditions	4 to 10	3.2.2 to 3.2.9; 3.2.11 to 3.2.12; 3.2.14	
		55 to 68	3.9.21 to 3.11.5	Whole	BC and MKC	Current and to be relied upon					
	4. Development Proposals	70 to 72	4.1.1 to 4.2.10	Whole	BC and MKC	Current and to be relied upon					
		72	4.2.11	Whole	BC and MKC	To be relied on and supplemented	TRN1	4. Development Proposals	12 to 16	4.1.2 to 4.1.6	
		72	4.2.12 to 4.3.2	Whole	BC and MKC	Current and to be relied upon					
		72	4.3.3	first bullet point	BC and MKC	To be relied on and supplemented	TRN1	4. Development Proposals	17 to 18	4.2.2	
		72 to 73	4.3.3	remainder of paragraph	BC and MKC	Current and to be relied upon					
		73	4.3.4 to 4.3.7	Whole	BC and MKC	Current and to be relied upon					
		73	4.3.8	Whole	BC and MKC	To be relied on and supplemented	TRN1	4. Development Proposals	20	4.2.8	
		73 to 74	4.3.9 to 4.3.10	Whole	BC and MKC	Current and to be relied upon					
		74	4.3.11	first 2 sentences	BC and MKC	Current and to be relied upon					
		74	4.3.11	last sentence	BC and MKC	To be relied on and supplemented	TRN1	4. Development Proposals	20	4.2.11 to 4.2.12	
		74	4.3.12	Whole	BC and MKC	To be relied on and supplemented	TRN1	4. Development Proposals	19	4.2.6	
		74 to 80	4.3.13 to 4.3.32	Whole	BC and MKC	To be relied on and supplemented	TRN1	Appendices		Appendix E	
		80 to 81	4.3.33 to 4.3.34	Whole	BC and MKC	To be relied on and supplemented	RSA & DR - MKC Junctions	Entire Document	All	All	
		81 to 82	4.3.35 to 4.4.1	Whole	BC and MKC	Current and to be relied upon					
		5. Trip Generation	84	5.1.1	Whole	BC and MKC	Current and to be relied upon				
			84	5.2.1	Whole	BC and MKC	To be relied on and supplemented	TRN1	5. Trip Generation	22	5.1.2 to 5.1.5
			84 to 94	5.2.2 to 5.2.21	Whole	BC and MKC	Current and to be relied upon				
	96		5.3.1	895 jobs	BC and MKC	Superseded	TRN1	5. Trip Generation	23	5.2.2 to 5.2.4	
	96 to 97		5.3.1	remainder of paragraph	BC and MKC	Current and to be relied upon					
	97		Table 5.14	second row	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Table not replicated, information implicit within Table 3.1 and Table 3.2.	
	97		Table 5.14	remainder of table	BC and MKC	Current and to be relied upon					
	97		5.3.2	Whole	BC and MKC	Current and to be relied upon					
	97		Table 5.15	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Table not replicated, information implicit within Table 3.1 and Table 3.2.	
	98		5.3.3 to 5.3.4	Whole	BC and MKC	Current and to be relied upon					
	99		Table 5.17	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Table not replicated, information implicit within Table 3.1 and Table 3.2.	
	99		5.3.5	Whole	BC and MKC	Current and to be relied upon					
	100 to 101		Tables 5.18 and 5.19	Whole tables	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Tables not replicated, information implicit within Table 3.1 and Table 3.2.	
	101		5.4.1	first 2 sentences	BC and MKC	To be relied on and supplemented	TRN1	5. Trip Generation	23 to 24	5.3.1 to 5.3.2	
	101		5.4.1	last sentence	BC and MKC	Current and to be relied upon					
	102 to 109		5.4.2 to 5.7.1	Whole	BC and MKC	Current and to be relied upon					
	110		Table 5.28	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Table not replicated, information implicit within Table 3.1 and Table 3.2.	
	110		5.7.2	Whole	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Not replicated, information implicit within Table 3.1 and Table 3.2.	
	110		5.7.3	Whole	BC and MKC	Current and to be relied upon					
	111		Table 5.29	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Table not replicated, information implicit within Table 3.1 and Table 3.2.	
	111	5.7.4	Whole	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Not replicated, information implicit within Table 3.1 and Table 3.2.		
	111	5.7.5	Whole	BC and MKC	Current and to be relied upon						
	112	Table 5.30	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	10	Table 3-1		
	112	5.7.6	Whole	BC and MKC	Current and to be relied upon						
113	Table 5.31	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	11	Table 3-2			
113	5.7.7	Whole	BC and MKC	Current and to be relied upon							
114	Table 5.32	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	10 to 11	Table not replicated, information implicit within Table 3.1 and Table 3.2.			
114	5.8.1 to 5.8.2	Whole	BC and MKC	Current and to be relied upon							
114 to 115	Tables 5.33 and 5.34	Whole tables	BC and MKC	Superseded	TRN2	3. Trip Generation		Table not replicated, information implicit within Section 3.			
116 to 117	5.9.1 to 5.9.4	Whole	BC and MKC	Current and to be relied upon							

Document	Section	Original Document				Superseded by/Supplemented with:						
		Pages	Paragraph/Figure/Table Nos.		Applicable Highway Authority	Status	Document	Section	Page	Paragraph/Figure/ Table Nos.		
6. Transport Network Assessment Methodology		119 to	6.1.1 to 6.3.1	Whole	BC and MKC	Current and to be relied on						
		120	6.3.2	'and primary school'	BC and MKC	Superseded	TRN1	5. Trip Generation	23 to 24	5.3.1 to 5.3.2		
		120	6.3.2	remainder of paragraph	BC and MKC	Current and to be relied on						
		120-122	6.3.3 to 6.3.8	Whole	BC and MKC	Current and to be relied on						
		122	6.3.9	Whole	BC and MKC	Superseded	TRN1	6. Transport Network Assessment Methodology	27	6.1.2		
		122 to 123	6.3.10	Whole	BC and MKC	Current and to be relied on						
		123	6.3.11	Whole	BC and MKC	Superseded	TRN1	6. Transport Network Assessment Methodology	27	6.1.4		
		123 to 125	6.3.12 to 6.6.3	Whole	BC and MKC	Current and to be relied on						
		128	6.6.4	Whole	BC and MKC	Superseded	TRN1	6. Transport Network Assessment Methodology	27	6.1.2		
		128 to 132	6.6.5 to 6.8.7	Whole	BC and MKC	Current and to be relied on						
		132	6.9.1	Whole	BC and MKC	To be relied on and supplemented	TRN1	6. Transport Network Assessment Methodology	28	6.2.2		
		132	6.9.2	Whole	BC and MKC	Current and to be relied on						
		132	6.9.3	fourth bullet point	BC and MKC	Superseded	TRN2	2. Base Model Calibration	3	2.1.1		
		132	6.9.3	fifth bullet point	BC and MKC	To be relied on and supplemented	TRN3	2. Base Model Validation and Calibration	3	2.1.1		
		132 to 133	6.9.3	remainder of paragraph	BC and MKC	Current and to be relied on	TRN1	6. Transport Network Assessment Methodology	29	6.2.6		
		133	6.9.4	Whole	BC and MKC	Current and to be relied on						
		133	6.10.1	first 2 sentences	BC and MKC	Superseded	TRN2	2. Base Model Calibration	3	2.1.1		
		133	6.10.1	remainder of paragraph	BC and MKC	Current and to be relied on	TRN3	2. Base Model Validation and Calibration	3	2.1.1		
		133 to 136	Table 6.5	Whole	BC	Superseded	TRN2	2. Base Model Calibration	5	Table 2-1		
		136	6.10.2	Whole	MKC	Superseded	TRN3	2. Base Model Validation and Calibration	3 to 6	Table 2-1		
		136 to 142	6.10.3 to 6.10.7; Table 6.6	Whole	BC and MKC	Current and to be relied on						
		138 to 142	Table 6.7	Whole	BC	Superseded	TRN2	2. Base Model Calibration	3 to 8	2.1.1 to 2.1.9		
		142 to 143	6.11.1 to 6.11.4	Whole	MKC	Superseded	TRN3	2. Base Model Validation and Calibration	3 to 12	2.1.1 to 2.1.6		
		142 to 143	6.11.1 to 6.11.4	Whole	BC	Superseded	TRN2	2. Base Model Calibration	7	Table 2-2		
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				148 to 149	7.2.6 to 7.2.7	Whole	MKC	Current and to be relied on				
				149	7.3.1	Whole	BC	Current and to be relied on				
				149 to 165	7.3.2 to 7.3.35 (& figures)	Whole	BC	Superseded	TRN2	4. Base Model Update	14 to 27	4.2.2 to 4.2.32
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				153	Table 7.4	Whole	BC	Superseded	TRN2	4. Base Model Update	17	Table 4-2
				155	Table 7.5	Whole	BC	Superseded	TRN2	4. Base Model Update	19	Table 4-3
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194	Table 7.26			Whole	BC	Superseded	TRN2	7. Impact on Villages	47	Table 7-6		
194	Table 7.27			Whole	BC	Superseded	TRN2	7. Impact on Villages	47	Table 7-7		
195	Table 7.28			Whole	BC	Superseded	TRN2	7. Impact on Villages	48	Table 7-8		
195 to 197	7.5.1 to 7.5.2			Whole	Highways England	Superseded	TRN3	Appendices		Not replicated, information implicit within Appendix B		
197 to 199	7.6.1 to 7.6.6 (& figures)			Whole	BC and MKC	Superseded	TRN2	8. COBALT Analysis	50 to 52	8.1.1 to 8.2.7		
199	Table 7.29			Whole	BC and MKC	Superseded	TRN2	8. COBALT Analysis	51	Table 8-1		
200	7.7.1 to 7.8.3	Whole	BC and MKC	Current and to be relied on								
200 to 201	7.9.1	Whole	BC and MKC	To be relied on and supplemented	TRN1	7. Impact of Development	58 to 59	7.3.2				
201 to 202	7.9.2 to 7.9.5	Whole	BC and MKC	Current and to be relied on								
202	7.10.1 to 7.10.2	Whole	BC and MKC	Current and to be relied on								
202 to 203	7.10.3; Table 7.31	Whole	BC and MKC	Superseded	TRN2	4. Base Model Update	13 to 27	Not replicated, information implicit within Section 4				
					TRN3	4. Base Model Updates	14 to 33	Not replicated, information implicit within Section 4				

Document	Section	Original Document				Superseded by/Supplemented with:					
		Pages	Paragraph/Figure/Table Nos.		Applicable Highway Authority	Status	Document	Section	Page	Paragraph/Figure/ Table Nos.	
8. Mitigation Package		205 to 209	8.1.1 to 8.3.1	Whole	BC and MKC	Current and to be relied on					
		209	8.3.2	Whole	MKC	Superseded	TRN2	5. Mitigation Modelling Update	28	5.1.1	
		209	8.3.3 to 8.3.6	Whole	BC	Current and to be relied on	TRN3	5. Mitigation Model Updates	34	5.1.1	
		211	Table 8.2	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	29	Table 5-1	
		211	8.3.7 to 8.3.8	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	29 to 30	5.2.2 to 5.2.4	
		212	8.3.9	first sentence	BC	Current and to be relied on					
		212	8.3.9	last sentence	BC	Superseded	TRN2	4. Base Model Update	20	4.2.15	
		212 to 213	8.3.10 to 8.3.12 (& figure)	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	30 to 32	5.2.5 to 5.2.6	
		213	Table 8.3	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	31	Table 5-2	
		214	8.3.13	first 2 sentences	BC	Current and to be relied on					
			8.3.13	last sentence	BC	Superseded	TRN2	4. Base Model Update	21; 24	4.2.18; 4.2.22	
		214	8.3.14	Whole	BC	Current and to be relied on					
		215	Table 8.4	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	32 to 34	Table 5-3	
		216	8.3.15 to 8.3.16	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	32 to 34	5.2.7 to 5.2.8	
		217	8.3.17	first sentence	BC	Current and to be relied on					
		217	8.3.17	last sentence	BC	Superseded	TRN2	4. Base Model Update	26	4.2.27	
		217	8.3.18	first sentence	BC	Current and to be relied on					
		217	8.3.18; Figure 8.5	second sentence	BC	Superseded	TRN2	5. Mitigation Modelling Update	35	5.2.9	
		218	Table 8.5	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	36	Table 5-4	
		218	8.3.19 to 8.3.20	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	36 to 37	5.2.10	
		219	8.3.21 to 8.3.22	Whole	MKC	Current and to be relied on					
		219 to 222	8.3.23 to 8.3.29; Figure 8.6	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	34 to 35	5.2.1 to 5.2.5	
		220 to 221	Table 8.6	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	34 to 35	Table 5-1	
		222	8.3.30 to 8.3.31	Whole	BC and MKC	Current and to be relied on					
		222	8.3.32	first 2 sentences	BC and MKC	Current and to be relied on					
		222 to 223	8.3.32; Figure 8.7	last 2 sentences	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	38	5.2.9	
		224 to 225	Table 8.7	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	39 to 40	Table 5-4	
		225	8.3.33	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	40	5.2.10	
		225	8.3.34	Whole	BC and MKC	Current and to be relied on					
		225 to 226	8.3.35 to 8.3.38	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	40 to 41	5.2.10 to 5.2.12	
		226 to 228	8.3.39 to 8.3.42; Figure 8.8	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	42 to 43	5.2.13 to 5.2.14	
		227 to 228	Table 8.8	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	43	Table 5-6	
		228 to 229	8.3.43 to 8.3.45	Whole	MKC	Current and to be relied on					
		229 to 231	8.3.46 to 8.3.49; Figure 8.9	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	47 to 49	5.2.19 to 5.2.24	
		230	Table 8.9	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	47 to 48	Table 5-9	
		231	8.3.50 to 8.3.52	Whole	MKC	Current and to be relied on					
		232 to 234	8.3.53 to 8.3.57; Figure 8.10	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	49 to 51	5.2.25 to 5.2.31	
		233	Table 8.10	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	49	Table 5-10 (J16)	
		234	8.3.58 to 8.3.60	Whole	MKC	Current and to be relied on					
		235 to 237	8.3.61 to 8.3.65; Figure 8.11	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	51 to 52	5.2.32 to 5.2.36	
		236	Table 8.11	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	51 to 52	Table 5-10 (J17)	
		237	8.3.66 to 8.3.68	Whole	MKC	Current and to be relied on					
		238 to 240	8.3.69 to 8.3.71; Figure 8.12	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	53 to	5.2.37 to 5.2.41	
239	Table 8.12	Whole	MKC	Superseded	TRN3	5. Mitigation Model Updates	53 to 54	Table 5-11			
240 to 244	8.3.72; Table 8.13	Whole	BC and MKC	Superseded	TRN2	5. Mitigation Modelling Update	37 to 38	5.3.1; Table 5-5			
245	8.4.1 to 8.4.3	Whole	BC and MKC	To be relied on and supplemented	TRN3	5. Mitigation Model Updates	54 to 56	5.3.1 to 5.3.2; Table 5-12			
245	8.5.1	Whole	BC and MKC	Current and to be relied on	TRN2	9. Travel Plan Action Plan	53 to 57	9.1.1 to 9.1.2; Table 9-1			
245	8.5.2	Whole	BC	To be relied on and supplemented	TRN1	8. Mitigation Package	75 to 76	8.2.1 to 8.2.2			
245	8.5.3 to 8.5.5	Whole	BC and MKC	Current and to be relied on							
245 to 246	8.6.1 to 8.9.2	Whole	BC and MKC	Current and to be relied on							
9. Residual Cumulative Impact		248 to 249	9.1.1 to 9.3.2	Whole	BC and MKC	Current and to be relied on					
		249 to 251	9.3.3 to 9.3.4; Table 9.1	Whole	BC and MKC	Superseded	TRN2	5. Mitigation Modelling Update	28 to 39	Not replicated, information implicit within Section 5	
		251	9.4.1 to 9.4.2	Whole	BC and MKC	Current and to be relied on	TRN3	5. Mitigation Model Updates	34 to 58	Not replicated, information implicit within Section 5	
10. Summary and Conclusion		253 to 255	10.1.1 to 10.2.1	Whole	BC and MKC	Current and to be relied on					

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	Appendices		Appendix A	Whole	BC and MKC	Current and to be relied on				
			Appendix B	Whole	BC and MKC	Current and to be relied on				
			Appendix C	Whole	BC and MKC	Current and to be relied on				
			Appendix D	Whole	BC and MKC	Current and to be relied on				
			Appendix E	Whole	BC and MKC	Superseded	TRN1	Appendices		Appendix D
			Appendix F	Whole	BC and MKC	Current and to be relied on				
			Appendix G	Whole	BC and MKC	Superseded	TRN1	Appendices		Appendix D
			Appendix H	Whole	BC and MKC	Current and to be relied on				
			Appendix I	Whole	BC and MKC	Current and to be relied on				
			Appendix J	Whole	BC	Current and to be relied on				
			Appendix K	Whole	MKC	Current and to be relied on				
			Appendix L	Whole	BC	Current and to be relied on				
			Appendix M	Whole	BC	Current and to be relied on				
			Appendix N	Whole	BC and MKC	To be relied on and supplemented	RSA & DR - MKC Junctions	Entire Document	All	All
			Appendix O	Whole	BC and MKC	To be relied on and supplemented	RSA & DR - BC Junctions	Entire Document	All	All
			Appendix P	Whole	BC and MKC	Current and to be relied on	TRN1	Appendices		Appendix E
			Appendix Q	Whole	BC and MKC	Current and to be relied on				
			Appendix R	Whole	BC and MKC	Current and to be relied on				
			Appendix S	Whole	BC and MKC	Superseded	TRN2	Appendices		Appendix B
			Appendix T	Whole	BC and MKC	Superseded	TRN2	Appendices		Appendix B
			Appendix U	Whole	BC and MKC	Current and to be relied on				
			Appendix V	Whole	BC	Superseded	TRN2	Appendices		Contained within model outputs in Appendix C
			Appendix V	Whole	BC and MKC	Superseded	TRN3	Appendices		Contained within model outputs in Appendix C
			Appendix W	Whole	BC	Superseded	TRN2	Appendices		Appendix C
			Appendix W	Whole	MKC	Superseded	TRN3	Appendices		Appendix C
			Appendix X	Whole	BC and MKC	Current and to be relied on				
		Appendix Y	Whole	BC	Superseded	TRN2	Appendices		Appendix D	
		Appendix Y	Whole	MKC	Superseded	TRN3	Appendices		Appendix D	
		Appendix Z	Whole	BC	Superseded	TRN2	Appendices		Appendix E	
		Appendix Z	Whole	MKC	Superseded	TRN3	Appendices		Appendix E	
		Appendix AA	Whole	BC	Current and to be relied on					

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Document	Section	Original Document					Superseded by/Supplemented with:			
		Pages	Paragraph/Figure/ Table Nos.		Applicable Highway Authority	Status	Document	Section	Page	Paragraph/Figure/ Table Nos.
TRN1	1. Introduction	1	1.1.1 to 1.1.2	Whole	BC and MKC	Current and to be relied on				
		1	1.1.3	Whole	BC and MKC	Superseded	TRN2	1. Introduction	1	1.1.5
		1	1.1.4 to 1.2.1	Whole	BC and MKC	Current and to be relied on	TRN3	1. Introduction	1	1.1.6
	2. Policy Context	2	2.1.1 to 2.1.2	Whole	BC	Current and to be relied on				
	3. Existing Conditions	3 to 11	3.1.1 to 3.2.16	Whole	BC and MKC	Current and to be relied on				
	4. Development Proposals	12 to 21	4.1.1 to 4.2.15	Whole	BC and MKC	Current and to be relied on				
		21	4.2.16	first sentence	BC and MKC	Current and to be relied on				
		21	4.2.16	second sentence	BC and MKC	Superseded	TRN2	9. Travel Plan Action Plan	53 to 57	9.1.1 to 9.1.2; Table 9-1
	5. Trip Generation	22 to 23	5.1.1 to 5.2.4	Whole	BC and MKC	Current and to be relied on				
		23	5.2.5	first 2 sentences	BC and MKC	Current and to be relied on				
		23	5.2.5	last sentence	BC and MKC	Superseded	TRN2	3. Trip Generation	9	3.1.1 to 3.1.2
		23 to 24	5.3.1 to 5.3.2	Whole	BC and MKC	Current and to be relied on				
		24	5.4.1 to 5.4.2	Whole	BC and MKC	Current and to be relied on				
		25	Table 5-2	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	10	Table 3-1
		26	Table 5-3	Whole table	BC and MKC	Superseded	TRN2	3. Trip Generation	11	Table 3-2
	6. Transport Network Assessment Methodology	27 to 29	6.1.1 to 6.3.2	Whole	BC and MKC	Current and to be relied on				
		30	6.3.3	last sentence	BC and MKC	Superseded	TRN2	2. Base Model Calibration	8	2.1.9
		29 to 30	6.3.3	remainder of paragraph	BC and MKC	Current and to be relied on				
		30 to 34	6.3.4 to 6.3.11	Whole	BC and MKC	Superseded	TRN2	2. Base Model Calibration	3 to 8	2.1.1 to 2.1.9
	7. Impact of Development	35 to 38	7.1.1 to 7.1.7	Whole	BC and MKC	Superseded	TRN3	2. Base Model Validation and Calibration	3 to 12	2.1.1 to 2.1.6
		36	Table 7-1	Whole	BC and MKC	Superseded	TRN2	6. Site Access Modelling	40 to 42	6.1.1 to 6.3.4
		38	Table 7-2	Whole	BC	Superseded	TRN2	6. Site Access Modelling	40	Table 6-1
		38 to	7.2.1 to 7.2.47	Whole	BC	Superseded	TRN2	6. Site Access Modelling	41	Table 6-2
		40	Table 7-3	Whole	BC	Superseded	TRN2	4. Base Model Update	14 to 27	4.2.2 to 4.2.332
		43	Table 7-4	Whole	BC	Superseded	TRN2	4. Base Model Update	15	Table 4-1
		45	Table 7-5	Whole	BC	Superseded	TRN2	4. Base Model Update	17	Table 4-2
		48	Table 7-6	Whole	BC	Superseded	TRN2	4. Base Model Update	19	Table 4-3
		50	Table 7-7	Whole	BC	Superseded	TRN2	4. Base Model Update	21	Table 4-4
		53	Table 7-8	Whole	BC	Superseded	TRN2	4. Base Model Update	23	Table 4-5
		54 to 56	7.2.48 to 7.2.52	Whole	BC	Current and to be relied on	TRN2	4. Base Model Update	25	Table 4-6
		55	Table 7-9	Whole	BC	Current and to be relied on				
		56 to 58	7.2.53 to 7.2.60	Whole	BC and MKC	Superseded	TRN3	4. Base Model Updates	20 to 21	4.2.17 to 4.2.22
		58 to 59	7.3.1 to 7.3.2	Whole	BC and MKC	Current and to be relied on				
		59	7.4.1 to 7.4.3	Whole	BC and MKC	Superseded	TRN2	4. Base Model Update	14 to 26	4.2.2 to 4.2.28
	8. Mitigation Package	60	8.1.1 to 8.1.2	Whole	BC	Superseded	TRN3	4. Base Model Updates	14 to 32	4.2.2 to 4.2.56
		61	Table 8-1	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	28 to 29	5.2.1 to 5.2.2
		62	8.1.3 to 8.1.4	Whole	BC	Current and to be relied on	TRN2	5. Mitigation Modelling Update	29	Table 5-1
		62 to 66	8.1.5 to 8.1.11	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	30 to 32	5.2.5 to 5.2.6
		63 and 63	Tables 8-2 and 8-3	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	31	Table 5-2
		66 to 69	8.1.12 to 8.1.14	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	32 to 34	5.2.7 to 5.2.8
		67 to 69	Table 8-4	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	32 to 34	Table 5-3
		69 to 73	8.1.15 to 8.1.24	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	35 to 36	5.2.9 to 5.2.10
		70 and 72	Tables 8-5 and 8-6	Whole	BC	Superseded	TRN2	5. Mitigation Modelling Update	36	Table 5-4
		73 to 75	8.1.25 to 8.1.29	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	42 to 43	5.2.13 to 5.2.14
		75	Table 8-7	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	43	Table 5-6
		75 to 76	8.2.1 to 8.2.2	Whole	BC and MKC	Current and to be relied on				
		76 to 77	8.3.1; Table 8-8	Whole	BC and MKC	Superseded	TRN2	5. Mitigation Modelling Update	37 to 38	5.3.1; Table 5-5
9. Conclusions		78	9.1.1 to 9.1.6	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	54 to 56	5.3.1 to 5.3.2; Table 5-12
Appendices		Appendix A	Whole	BC and MKC	Current and to be relied on	Updated TA	10. Summary and Conclusions	253 to 255	10.1.1 to 10.2.1	
		Appendix B	Whole	BC and MKC	Current and to be relied on					
		Appendix C	Whole	BC and MKC	Current and to be relied on					

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			Appendix D	Whole	BC and MKC	Current and to be relied on				
			Appendix E	Whole	BC and MKC	Current and to be relied on				
			Appendix F	Whole	BC and MKC	Current and to be relied on				
			Appendix G	Whole	BC and MKC	Superseded	TRN2	Appendices		Appendix B
			Appendix H	Whole	BC and MKC	Current and to be relied on	TRN3	Appendices		Appendix B
			Appendix I	Whole	BC and MKC	Superseded	TRN2	Appendices		Appendix C and E
			Appendix J	Whole	BC and MKC	Superseded	TRN3	Appendices		Appendix C and E
							TRN2	Appendices		Appendix D
							TRN3	Appendices		Appendix D

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	Section	Pages	Paragraph/Figure/ Table Nos.		Applicable Highway Authority	Status	Document	Section	Page	Paragraph/Figure/ Table Nos.	
TRN2	1. Introduction	1 to 2	1.1.1 to 1.2.2	Whole	BC and MKC	Current and to be relied on					
	2. Base Model Calibration	3 to 8	2.1.1 to 2.1.9	Whole	BC	Current and to be relied on					
	3. Trip Generation	9 to 12	3.1.1 to 3.1.4	Whole	BC and MKC	Current and to be relied on					
	4. Base Model Update		13 to 26	4.1.1 to 4.2.28	Whole	BC	Current and to be relied on				
			26	4.2.29 to 4.2.30	Whole	BC	To be relied on and supplemented	"Updated TA" should be read as "TRN1"			
			26 to 27	4.2.31 to 4.2.32	Whole	BC	Current and to be relied on				
	5. Mitigation Modelling Update	28 to 39	5.1.1 to 5.3.3	Whole	BC	Current and to be relied on					
	6. Site Access Modelling	40 to 42	6.1.1 to 6.3.4	Whole	BC and MKC	Current and to be relied on					
	7. Impact on Villages	43 to 49	7.1.1 to 7.2.10	Whole	BC	Current and to be relied on					
	8. COBALT Analysis	50 to 52	8.1.1 to 8.2.7	Whole	BC and MKC	Current and to be relied on					
	9. Travel Plan Action Plan	53 to 57	9.1.1 to 9.1.2	Whole	BC and MKC	Current and to be relied on					
	Appendices			Appendix A	Whole	BC and MKC	Current and to be relied on				
				Appendix B	Whole	BC and MKC	Current and to be relied on				
				Appendix C	Whole	BC	Current and to be relied on				
				Appendix D	Whole	BC	Current and to be relied on				
			Appendix E	Whole	BC	Current and to be relied on					

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TRN3	1. Introduction	1 to 2	1.1.1 to 1.2.2	Whole	BC and MKC	Current and to be relied on					
	2. Base Model Validation and Calibration	3 to 12	2.1.1 to 2.1.6	Whole	MKC	Current and to be relied on					
	3. Trip Generation and Distribution	13	3.1.1 to 3.1.2	Whole	BC and MKC	Current and to be relied on					
	4. Base Model Updates	14 to 44	4.1.1 to 4.3.1	Whole	MKC	Current and to be relied on					
	5. Mitigation Model Updates	34 to 58	5.1.1 to 5.3.3	Whole	BC and MKC	Current and to be relied on					
	Appendices	Appendix A			Whole	BC and MKC	Current and to be relied on				
		Appendix B			Whole	BC and MKC	Current and to be relied on				
		Appendix C			Whole	BC	Current and to be relied on				
		Appendix D			Whole	BC	Current and to be relied on				
		Appendix E			Whole	BC	Current and to be relied on				

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Updated Travel Plan	1 to 13	All	All	Whole	BC and MKC	Current and to be relied on						
			14. Action Plan	66 to 68	14.1.1; Table 14-1	Whole	BC and MKC	To be relied on and supplemented	TRN2	9. Travel Plan Action Plan	53 to 57	9.1.1 to 9.1.2; Table 9-1
				68 to 69	14.2.1 to 14.2.3	Whole	BC and MKC	Current and to be relied on				
				69	14.2.4	Whole	BC and MKC	Superseded	TRN2	9. Travel Plan Action Plan	53 to 57	9.1.1 to 9.1.2; Table 9-1
			69	14.2.5	Whole	BC and MKC	Current and to be relied on					
	Appendices	Appendix A	Whole	BC and MKC	Current and to be relied on							
		Appendix B	Whole	BC and MKC	Current and to be relied on							
		Appendix C	Whole	BC and MKC	Current and to be relied on							
		Appendix D	Whole	BC and MKC	Current and to be relied on							
		Appendix E	Whole	BC and MKC	Current and to be relied on							
Updated ES	10. Traffic and Transport		10.1 to 10.94	Whole	BC and MKC	Current and to be relied on						
			10.95; 10.103	Whole	BC and MKC	To be relied on and supplemented	ES Addendum to Ch.10	10. Traffic and Transport Addendum	1	10.6		
			10.96 to 10.102	Whole	BC and MKC	Current and to be relied on						
			10.103 to 10.134	Whole	BC and MKC	To be relied on and supplemented	ES Addendum to Ch.10	10. Traffic and Transport Addendum	1 to 7	10.7 to 10.27		
			10.135	Whole	BC and MKC	To be relied on and supplemented	ES Addendum to Ch.10	10. Traffic and Transport Addendum	7	10.28		
			10.136 to 10.138	Whole	BC and MKC	Current and to be relied on						
TN3 (MJP11)	1 to 2	1	1.1 to 2.6	Whole	BC and MKC	Current and to be relied on						
			3.1	Whole	BC and MKC	Current and to be relied on						
	3. Updated Transport Assessment Feedback	2	3.2	last sentence	BC and MKC	To be relied on and supplemented	"Transport Assessment Addendum" should be read as "TRN1"					
			3.2	remainder of paragraph	BC and MKC	Current and to be relied on						
3.3	Whole	BC and MKC	Current and to be relied on									
TN4 (MJP10)	Entire Document	All	All	Whole	BC and MKC	Current and to be relied on						
TN5 (MJP12)	Entire Document	All	All	Whole	BC and MKC	Superseded	TRN3	5. Mitigation Model Updates	38 to 41	5.2.9 to 5.2.12; Table 5-4; Table 5-4		
ES Addendum to Ch.10	Entire Document	All	All	Whole	BC and MKC	Current and to be relied on						
RSA & DR - BC Junctions	Entire Document	All	All	Whole	BC and MKC	Current and to be relied on						
RSA & DR - MKC Junctions	Entire Document	All	All	Whole	BC and MKC	Current and to be relied on						

Appendix MJP3

CHRONOLOGY OF DISCUSSIONS





MJP3

Chronology of Discussions

DATE:	13 April 2021	CONFIDENTIALITY:	Public
SUBJECT:	Chronology of Discussions		
PROJECT:	SWMK	AUTHOR:	S. Howard
CHECKED:	M. Paddle	APPROVED:	M. Paddle

▪ January 2015

- The original planning application was accompanied by a Transport Assessment (TA) and Framework Travel Plan (FTP) dated January 2015. The original operational assessments within the 2015 TA were based on the Milton Keynes Traffic Model (MKTM) which had a base year of 2009 and was used to support the Milton Keynes Local Plan to 2026. The approach to the assessment using the MMKTM was agreed at that time with MKC;

▪ March 2015 – December 2015

- Numerous meetings with Officers from Milton Keynes Council (MKC), Buckinghamshire County Council (BCC) and Highways England (HE) to discuss transport/highway matters related to SWMK. This included agreement on the appropriateness of using the MKTM to inform the Transport Assessment for the Proposed Development with a future year of 2026 which reflected the end of the Plan period;

▪ March 2015 – August 2016

- Submission of various Technical Notes to document the overall updated approach to further data collection, modelling methodology and the transport strategy as discussed and agreed with Officers at MKC and BCC. During this period, Officers at BCC and their consultant Jacobs agreed that we should adopt a common methodology, but rejected the use of the MKTM for testing their highway network and A421 adjacent to SWMK given the poor calibration and validation of the model;
- It was also agreed with Officers at both MKC and BCC and their respective consultants that 'static' junction models should be developed for all the key junctions along A421. This methodology included the collection of new traffic data in 2015 to enable 'static' junction capacity assessments to be completed; MKC Officers and their consultant SMT, agreed that the MKTM should continue to be used to assess the distribution of traffic at key junctions within Milton Keynes;
- In light of BCC's rejection of the MKTM, it was agreed that a common approach to modelling was required given the potential impact of traffic across the wider highway network within the jurisdiction of both MKC and BCC. The development and use of 'static' junction modelling along A421 and elsewhere across the local road network during this period was required to comply with the requirements of BCC given their concerns over the calibration and validation of the MKTM and the need to provide a common base for modelling. MKC and their consultant SMT



Chronology of Discussions

DATE:	13 April 2021	CONFIDENTIALITY:	Public
SUBJECT:	Chronology of Discussions		
PROJECT:	SWMK	AUTHOR:	S. Howard
CHECKED:	M. Paddle	APPROVED:	M. Paddle

agreed that the MKTM should only be used for determining the distribution of traffic across the MKC highway network as it was not developed for the purpose of an area wide assessment;

- Meetings with Officers of MKC, BCC and HE during 2015 to agree modelling outputs and any further refinement of work to identify suitable mitigation. At that time, Officers at MKC, BCC and their respective consultants agreed that mitigation should be determined on a *nil detriment* basis and acknowledged that the application of this principle would exceed the requirements of the NPPF 2012,¹ which made it clear that traffic impacts would only justify refusal where the residual cumulative impact was severe;

▪ 1 March 2016

- Following further discussions with HE, they indicated that they had no objection to the planning application for SWMK, with their formal response to AVDC, subject to appropriate conditions relating to the implementation of a Travel Plan;

▪ March – April 2016

- Further meetings were held with Officers at MKC, BCC and their respective consultants to discuss and agree outputs and any further refinement of the methodology and approach to assess the impacts at the key junctions and links across their respective networks and prior to the Regulation 22 submission to AVDC and MKC in August 2016;

▪ August 2016

- Submission of an updated TA² (2016 TA) as part of a Regulation 22 submission (i.e. this also included some updated chapters of the Environmental Statement), that incorporated all the various technical discussions/agreements, updated traffic modelling and comprehensive proposals for mitigation, as agreed with Officers of MKC, BCC and their respective consultants;

▪ December 2016 – March 2017

- Following the Regulation 22 submission, subsequent discussions led to the production of various Technical Notes to address residual issues raised by both highway authorities and their

¹ NPPF, 2012, MHCLG, Paragraph 32, now superseded by NPPF, 2019, MHCLG, Paragraph 109; CD8

² Transport Assessment, August 2016, Mouchel; CD2/E



Chronology of Discussions

DATE:	13 April 2021	CONFIDENTIALITY:	Public
SUBJECT:	Chronology of Discussions		
PROJECT:	SWMK	AUTHOR:	S. Howard
CHECKED:	M. Paddle	APPROVED:	M. Paddle

respective consultants and Parish Councils; A Technical Note³ was submitted formally to AVDC in December 2016 with further Technical Notes submitted in February 2017^{4,5} and March 2017;⁶

▪ December 2016 – August 2017

- MKC and BCC Officers agreed that the cost of any ‘off site’ mitigation along the corridor of A421 and roads leading into Bletchley should be commuted into a single sum and secured by means of a s106 agreement under the Town and Country Planning Act 1990. Officers at MKC and BCC wanted to ensure that instead of implementing smaller improvements to the A421 corridor and adjoining roads, the agreed sum could be used for a more significant local highway improvement which at the time neither MKC nor BCC had defined;

▪ August 2016 – June 2017

- Further discussions were held with Officers at BCC and MKC and their respective consultants to agree a revised mitigation package, to identify s106 obligations and the extent of proposed highway improvements that would also be secured via s278 of the Highways Act 1980;

▪ November 2016 and March 2017

- MKC Planning Committee resolved to defer a decision on the application subject to a decision being made by AVDC;

▪ June 2017

- AVDC resolved to grant permission subject to conditions and securing the s106 agreement. The highway Officer’s consultation response to the planning committee at AVDC confirmed that subject to the implementation of the agreed mitigation, the Proposed Development would not have a severe impact on the local road network;⁷

▪ June 2019

- MKC asked the Appellant to consider the transport work completed hitherto in the context of any more recent transport studies following AVDC’s resolution to grant in July 2017. In the

³ Technical Note 12, December 2016, Mouchel; CD14/A

⁴ Technical Note 14, February 2017, Mouchel; CD14/B

⁵ Technical Note 15, February 2017, Mouchel; CD14/C

⁶ Technical Note 16, March 2017, Mouchel; CD14/D

⁷ Report to AVDC Planning Committee, June 2017; CD11/A



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absence of any further information at that time, a 'high level' desk top review⁸ was completed of forecasting reports prepared by Aecom and Jacobs that supported the strategic transport models used as the evidence base to support Plan: MK and the draft Vale of Aylesbury Local Plan (VALP) respectively;

- Given the different approaches to modelling adopted in support of the Proposed Development and the assessment of the wider impacts that could arise as a consequence of Local Plan commitments, a broad correlation was established with the earlier outcomes predicted in the 2016 TA, and this was accepted by MKC Officers and their consultant SMT;

▪ Summer 2019

- The conclusions reached by Officers at MKC, BCC and their respective consultants in support of their emerging Local Plans acknowledged that the congestion and delays along the A421 corridor (i.e. including Standing Way), would increase in the absence of further improvements.^{9,10}
- Both MKC and BCC had previously accepted that appropriate mitigation in support of the Proposed Development should be determined on a *nil detriment* basis assuming a future assessment year of 2026 (i.e. this was the assumed final year of occupation of the Proposed Development which also coincided with the end of the Plan period) and acknowledged that *nil detriment* would go beyond the test of the NPPF;¹¹

▪ 7 November 2019

- MKC considered the application for the Appeal Development and refused planning permission against their Officer's recommendation;

▪ December 2019 – May 2020

- Scoping discussions were held with Officers at MKC, BCC and their respective consultants in December 2019 and again in January 2020 to establish the most appropriate way forward to update the transport related work to support the assessment of the Proposed Development following the MKC refusal of planning permission;

⁸ Technical Note 18 (TN18), June 2019, WSP; CD3/B

⁹ Milton Keynes Multi Modal Model Update, Highway Model Traffic Forecasting Report, November 2017, Aecom; CD12/A

¹⁰ Countywide Local Plan Modelling Phase 3 Technical Note, August 2017, Jacobs; CD11/C

¹¹ NPPF, 2012, MHCLG, Paragraph 32, now superseded by NPPF, 2019, MHCLG, Paragraph 109; CD8



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- BBC emphasised that although the MKMMM coverage had been extended and recalibrated using additional surveys in 2017 and included SWMK within the simulation network which presents more reliability of predicted outcomes, the model still relied on origin/destination data determined in 2009 and was not compliant with WebTAG;
- For these reasons, BCC made it clear that the use of the MKMMM would not be acceptable for use by WSP in preparing any further update of the TA. This position was also discussed, agreed and supported by MKC and their consultant SMT. The common approach and methodology were discussed during scoping and subsequently agreed (MJP4)
- The Updated TA¹² and Updated FTP¹³ were prepared which accord with a previously agreed Transport Assessment Scoping Note (TASN),¹⁴ applying the agreed methodology of using 'static' junction models and were submitted as part of the Appeal document bundle on 14 May 2020;

▪ June 2020

- The planning application with Buckinghamshire Council (BC) was subject to a further update in 2020 which comprised minor changes to the proposed masterplan and the development framework plans. An updated Environmental Statement (ES) including Chapter 10 on Traffic and Transport was included in the revision document package;

▪ May – September 2020

- Further discussions were held with BC, MKC and their respective consultants to consider and review the content of the Updated TA and Updated FTP;
- Further analysis was presented in evidence in September 2020 and comprised TRN1 and various Technical Notes, to respond to comments raised by BC. The further analysis comprised sensitivity tests and an alternative methodology to incorporate higher employment trip generation; modified distribution; and junction calibration as requested by BC;

¹² Updated Transport Assessment, May 2020, WSP (CD10/H/A)

¹³ Updated Framework Travel Plan, May 2020, WSP (CD10/H/B)

¹⁴ Transport Assessment Scoping Note, January 2020, WSP



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▪ September 2020 – December 2021

- Discussions continued with BC through the Autumn/Winter 2020/2021 to refine the methodology used to calibrate the junction models to ensure that they replicated the conditions as observed as closely as possible;
- Discussions also progressed with MKC's consultant Hydrock in seeking to respond to points of clarification and reach common ground. The email from WSP to Hydrock dated 3 November 2020 (MJP25) sets out the progress made by WSP in assisting Hydrock and MKC but also requested a comprehensive response from MKC;
- TRN2 was prepared by WSP as agreed at the Case Management Conference 2 (CMC2) held on 20 November 2020 and submitted to address the further comments raised by BC on the analysis of junctions within their jurisdiction;

▪ January 2021

- TRN3 was submitted at the request of BC, to ensure consistency of the updated approach and methodology adopted within TRN2 (i.e. including a higher employment trip rate, amended distribution and alternative calibration methodology). TRN3 applied the methodology and approach adopted in TRN2 to the junctions within MKC's jurisdiction;

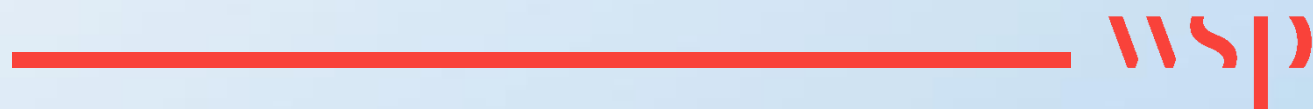
▪ February – April 2021

- A holding objection was issued by MKC dated 11 February 2021. Discussions continued with BC and MKC to narrow the differences with the Appellant as reported in the draft Statements of Common Ground of April 2021; and

End.

Appendix MJP4

TRANSPORT ASSESSMENT SCOPING DOCUMENTS



TRANSPORT ASSESSMENT SCOPE

DATE:	27 January 2020	CONFIDENTIALITY:	Confidential
SUBJECT:	South West Milton Keynes – Transport Assessment Scope for pre-application purposes – Rev 1		
PROJECT:	70051442	AUTHOR:	Justin Sherlock
CHECKED:	Stephanie Howard	APPROVED:	Martin Paddle

Introduction

WSP has been commissioned by the South West Milton Keynes Consortium (the Consortium) to provide transport advice for the South West Milton Keynes (SWMK) development.

This Note has been prepared to outline a scope for the preparation of an updated Transport Assessment (TA) for agreement with Buckinghamshire County Council (BCC) and Milton Keynes Council (MKC).

A meeting was held with BCC and MKC on the 15th January 2020 when a draft of this note was discussed. This note has subsequently been updated to reflect the agreement reached during the meeting.

Following this introduction, the Note provides:

- Background to the proposed TA update;
- A scope of assessment; and
- Report structure.

Background

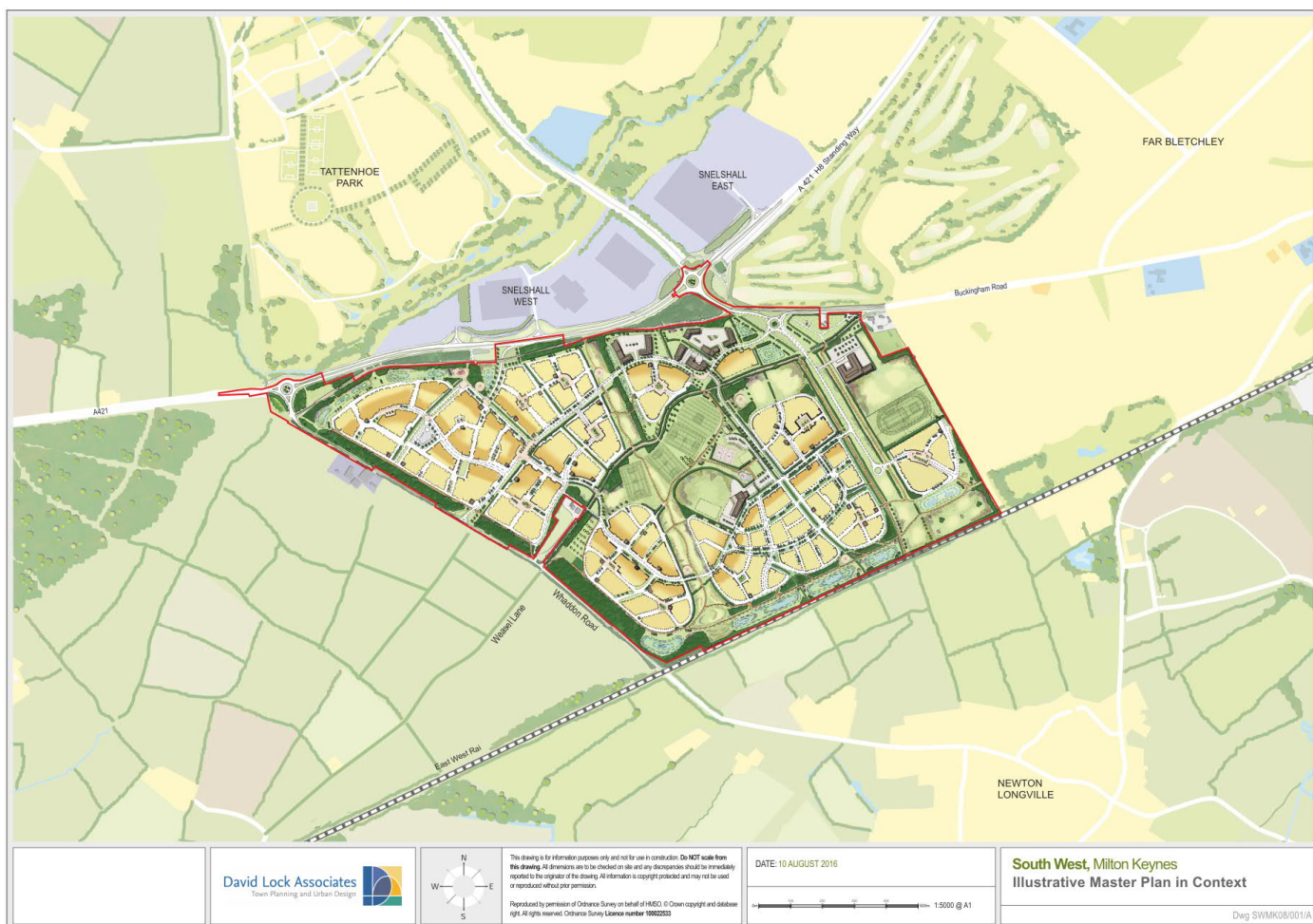
An outline planning application with all matters reserved except access was submitted to Aylesbury Vale District Council (AVDC) (reference: 15/00314/AOP) and Milton Keynes Council (reference 15/00619/FUL) in January 2015. A further Regulation 22 submission was made to all authorities in August 2016. The planning application seeks permission for the delivery of up to 1,855 mixed tenure dwellings, an employment area (B1), a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses, a primary and a secondary school and other ancillary uses.

The development site is located on the south-western boundary of the Milton Keynes authority area on land bound by the A421 Standing Way to the north west, B4034 Buckingham Road to the north east, the disused rail line to the south east and Whaddon Road to the south west. The entirety of the site is located within the district of Aylesbury Vale with the exception of the proposed site access points on the A421 and Buckingham Road which are located in Milton Keynes.

SWMK is identified in the emerging Vale of Aylesbury Local Plan (VALP) under policy D-NLV001 Salden Chase for the scale of development commensurate with the outline planning application.

The illustrative masterplan that accompanied the planning application is shown in Figure 1.

Figure 1: Illustrative Masterplan



AVDC resolved to grant planning consent in July 2017 subject to the signing of the S106 Agreement. Since then negotiations have progressed between all parties to finalise the s106 agreement, although the document has not yet been engrossed, it is in an advanced position. The parallel planning application made to MKC was subsequently refused planning permission in November 2019 in relation to the impact on the highway network as follows:

“...there is insufficient evidence to mitigate the harm of this development in terms of increased traffic flow and impact on the highway and Grid Road network, with specific reference to Standing Way and Buckingham Road.”

The transport evidence that accompanied the Regulation 22 submission in August 2016 used data from the MK traffic model (MKTm), which has since been superseded by the new Milton Keynes Multi Modal Model (MKMMM). The previous TA therefore uses data from a now superseded transport model and an updated TA is considered desirable to refresh the assessment of the impacts of development on the local transport network.



Scope

DEVELOPMENT PROPOSALS

The development proposals that are the subject of this TA Scope have not changed from the original 2015 planning application and remain as follows:

- 1,855 dwellings;
- 2.07hectare employment area (B1 land use) accommodating up to 1160 jobs;
- 0.67hectare Neighbourhood Centre accommodating retail (A1/A2/A3/A4/A5) and community (D1/D2) land uses accommodating up to 200 jobs;
- 3hectare Primary School with 630 places; and
- 5.12hectare Secondary School with 600 places.

The development proposals were accompanied by a movement strategy that included:

- Public Transport Strategy;
- Demand Management Measures; and
- Travel Plan.

The movement strategy will be reviewed and updated as part of the preparation of the updated TA.

TRIP GENERATION

The previous TA (August 2016) utilised trip rates inherent to the previous Milton Keynes Transport Model (MKTM) with additional secondary education trips. The MKTM has subsequently been superseded by the new MKMMM developed by AECOM on the Council's behalf.

Table 1 provides the trip generation that was determined and applied in the previous TA.

Table 1: 2016 TA Vehicular Trip Generation

Land use	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	207	1035	1242	680	307	987
Employment	243	59	302	232	31	263
Education	94	68	162	0	13	13
Total	544	1162	1706	913	351	1263

The above trip generation will be reviewed and updated as appropriate and as outlined below. It is proposed that the trip generation will be derived using TRICS person trip rates. The methodology for each land use is outlined below.



Residential

The TRICS trip generation database will be interrogated to identify trip rates for the residential land use. The category 'Private Houses' will be selected to reflect the likely mix of dwellings proposed on the site. The TRICS search will be constrained to sites within England, Wales and Scotland, excluding Central London.

The person trip rates and subsequent generation will be disaggregated by journey purpose and mode. This approach will enable detailed consideration of internalisation as well as providing an opportunity for different distributions to be applied to each journey purpose.

This methodology will utilise National Travel Survey (NTS 0502) data to identify journey purpose by time of day as shown in Table 2.

Table 2: NTS05023 Journey Purpose by Start Time (2018)

Journey Purpose/ Peak Period	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other
AM Peak (08:00-09:00)	20%	3%	29%	22%	4%	14%	3%	4%
PM Peak (17:00-18:00)	32%	4%	3%	2%	12%	20%	20%	7%
Daily	18%	4%	9%	7%	17%	19%	18%	8%

Source: DfT NTS 0502 2018

The journey purposes will then be combined to reduce the number of trip distributions required as follows:

- Commuting and Business
- Education
- Education Escort
- Shopping
- Other work, visiting friends, holiday

Education trips are separated within the NTS into those that are escorted and those that are not. For the purposes of the trip generation it will be assumed that education trips represent those undertaken by secondary, further and higher education pupils, whilst education escort trips will be undertaken by primary school pupils.



Once the trips have been split down by journey purpose the following mode share and internalisation assumptions will be applied:

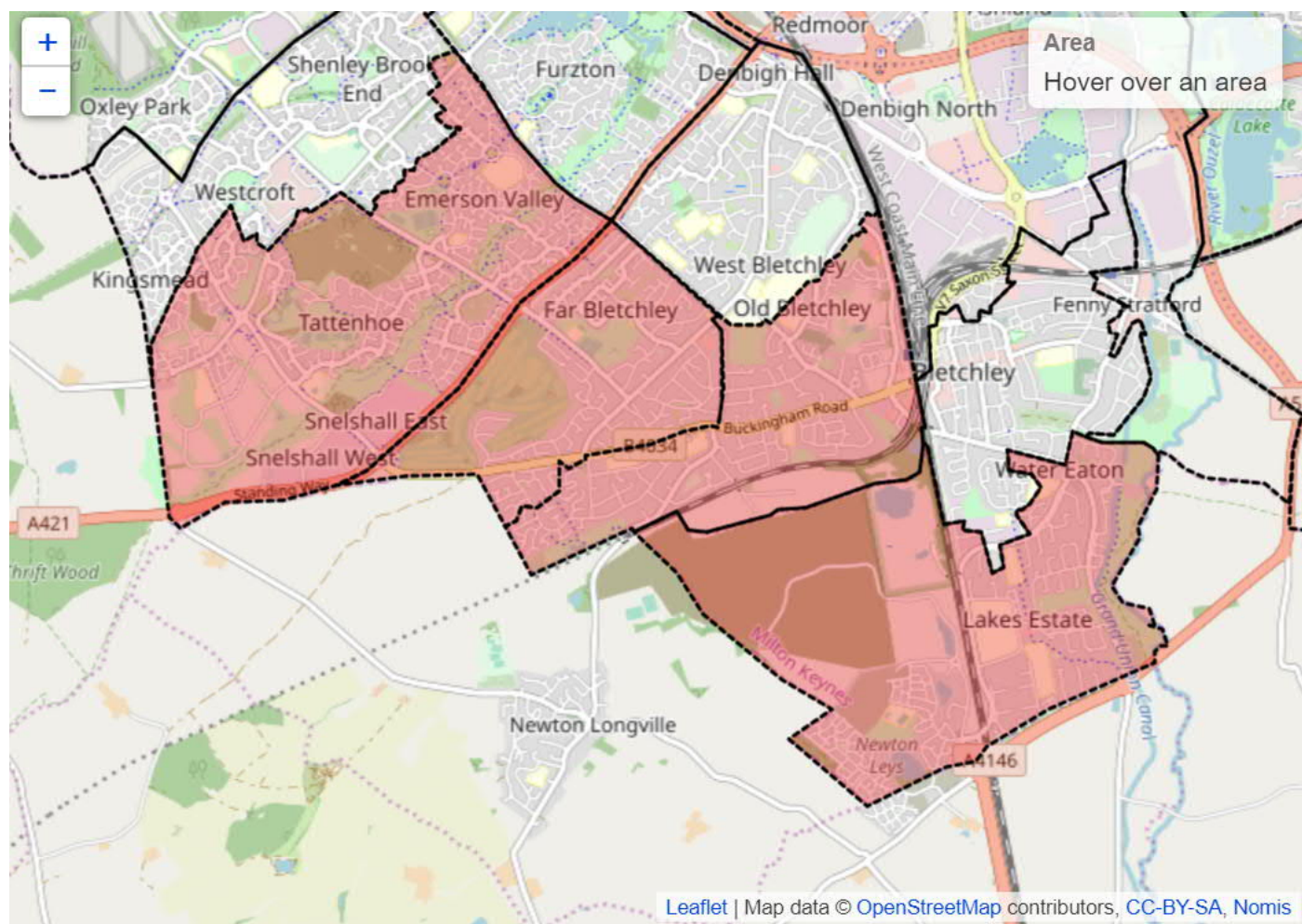
- Commuting and Business – Census Travel to Work data will be used to provide a mode share. A 10% reduction in employment and business trips will be assumed to reflect the presence of employment land uses on site.
- Education – 90% of trips will be internalised reflecting the presence of a secondary school on site. The remaining 10% will be considered external and utilise the commuting and business mode share.
- Education Escort – all trips will be internalised reflecting the presence of a primary school on site.
- Shopping – 20% of trips will be internalised reflecting the presence of a local centre on site. The remaining trips will be externalised using the commuting and business mode share.
- Other trips – all trips will be considered external and utilise the commuting and business mode share.

A review of Census data has been undertaken to identify a provisional mode share for the commuting and business journey purpose.

Owing to the location of the site, adjacent to Milton Keynes, it is proposed to utilise the output areas in the south west of Milton Keynes as a proxy for the development site. For the employment and residential trips, it is proposed that the Middle Layer Super Output Areas (MSOAs) shown in Figure 2 will be used. These are:

- E02003486: Milton Keynes 028
- E02003487: Milton Keynes 029
- E02003489: Milton Keynes 031
- E02003490: Milton Keynes 032

Figure 2 – Milton Keynes Output Areas (MK 028, 029, 031, 032) selected for use in the TA



Source: nomisweb.co.uk

Table 3 provides the combined mode share for the four MSOAs selected (excluding categories not in employment, works from home and other method of travel). A comparison with the output areas representing Newton Longville has also been undertaken to demonstrate the appropriateness of the study area selected.

**Table 3: Residential Mode Share**

Mode	Number of trips across MSOAs 28,29,31,32	Percentage	Newton Longville Comparison (Output Areas 003C and 003D)
Underground/Light Rail	19	0%	0%
Train	658	5%	7%
Bus/Minibus/Coach	863	6%	2%
Taxi	136	1%	0%
Motorcycle	71	1%	1%
Car Driver	9781	72%	82%
Car Passenger	967	7%	5%
Bicycle	328	2%	0%
On Foot	694	5%	3%
Total	13517	100%	100%

Source: nomisweb.co.uk – Census Table QS703EW – Method of Travel to Work (2001 specification)

The comparison with Newton Longville indicates higher levels of private car use than across the urban edge of Milton Keynes. This is as expected as Newton Longville is more rural in nature than the urban edge. It is not considered appropriate for the proposed development to use the proportions for Newton Longville as the development will be adjoining the urban area of Milton Keynes and will therefore benefit from the connectivity within the area as well as benefiting from and providing enhanced levels of public transport accessibility.

Employment Trips

The TRICS trip generation database will be interrogated to identify appropriate employment person trip rates that reflect the land uses proposed on site. The TRICS category 'Business Park' will be used to reflect the multiple tenant employment area proposed. The TRICS search will be constrained to sites within England, Wales and Scotland excluding Central London. Census Travel to Work data will be utilised for the same MSOAs as that of the residential land use. Table 4 provides the proposed mode share.

**Table 4: Employment Mode Share**

Mode	Number of trips across MSOAs 28,29,31,32	Percentage
Underground/Light Rail	4	0%
Train	172	3%
Bus/Minibus/Coach	263	4%
Taxi	61	1%
Motorcycle	36	1%
Car Driver	4390	73%
Car Passenger	457	8%
Bicycle	115	2%
On Foot	491	8%
Total	5989	100%

Source: nomisweb.co.uk – Census Table WP703EW – Method of Travel to Work (2001 specification)

Education Trips

The proposed primary and secondary schools will both generate external movements. For the primary school this is likely to be for a small number of staff movements only. However, for the secondary school only a proportion of the school's capacity is likely to be met by residents on site. Therefore, both staff and a proportion of student trips will generate external trips. For the primary school a 100% internalisation factor will be applied as agreed for the previous assessments in 2016. For the secondary school the trip generation from the August 2016 TA will be used and explained within the updated TA. This previous trip generation assumed that 75% of pupil trips would be internalised and 20% of staff trips. The previous vehicular trip generation for the secondary school is outlined in Table 5.



Table 5: Secondary School Vehicular Trip Generation

Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Staff	24	0	24	0	15	15
Pupils	73	73	146	0	0	0
Buses	3	3	6	0	0	0
Total	101	76	177	0	15	15

Neighbourhood Centre Trips

The neighbourhood centre is designed to meet the needs of the proposed development site and is located away from the main highway routes that bound the site. As such it is proposed to treat the neighbourhood centre as ancillary to the development with all trips therefore assumed to be internal to the development. The exception to this will be HGV movements associated with servicing of the land use which will be separately calculated. Any isolated employment within the neighbourhood centre will be considered within the Employment Trips.

Travel Planning

An assessment including a reduction in trips to account for Travel Planning will be included within a sensitivity test in the updated TA. The Framework Travel Plan for SWMK prepared in 2016 proposed an 8%-point reduction in car driver trips for the residential land use to be achieved within the first five years of occupation of the development. It is proposed that a mode share target of 12%-points is applied as a reduction in the residential external trips in the future assessment year to ensure that the residual highway impacts associated with the proposed development account for travel planning measures.

FUTURE TRAVEL TRENDS

The increasing digitisation of society, with connected and autonomous technologies, zero emission vehicles, shared service models and new forms of electronic payment, are already causing disruption and blurring the boundaries of traditional transport modes. It is envisaged that the full occupation of the proposed development is not likely to be completed until 2033. It is therefore important to consider the evolving transportation landscape and how this may affect the future vehicular and parking infrastructure requirements across the site to reflect the needs of future mobility¹. This will be considered through the

¹ Mobility Strategy for Milton Keynes 2018-2036 (LTP4), March 2018; MKC, Strategy for First and Last Mile Travel



travel plan and subsequent reduction to external car driver trips applied in the trip generation within the Travel Planning sensitivity test.

The public transport strategy will be revised to take account of the MK Future Mobility Strategy 2050 and to ensure it can remain flexible for the changing needs of future years.

TRANSPORT NETWORK ASSIGNMENT

Traffic surveys will be obtained for the study area shown in the separately prepared traffic survey specification that is contained in Appendix A.

Baseline (2020) AM and PM peak traffic flow diagrams will then be prepared by identifying the average network peak hours from across the surveyed sites.

Census journey to work data will be utilised to distribute the traffic associated with the proposed development for all land uses. Owing to the location of the site, adjacent to Milton Keynes, it is proposed to utilise the MSOAs in the south west of Milton Keynes as a proxy for the development site. The same MSOAs identified for the mode share will be utilised in the distribution. Separate distributions for residential and employment/education land uses will be adopted.

ASSESSMENT OF IMPACT

The baseline traffic flows collected will be growthed to a 2033 future year using TEMPRO. The TEMPRO zone of Milton Keynes will be used to identify appropriate growth factors, ensuring that the planning assumptions for employment and housing are reflective of the current Local Plans with consideration of committed development within the base scenario adjusted through the application of the Alternative Assumption Tool within TEMPRO. It is proposed to include the Tattenhoe Park (17/00918/OUT) site of 1310 dwellings, mixed use centre of 2000sqm and primary school along with committed developments in Newton Longville.

A separate sensitivity test will be undertaken with the Shenley Park development included. The Shenley Park development consists of up to 1150 dwellings, local centre, extra care/care home, primary school and ancillary uses along with a new grid road. The re-distribution effect of the new grid-road will be included within the sensitivity test. The method for accounting for the new grid road will be the subject of a separate agreement with BCC. It may be possible to use the BCC Countywide Model to determine the redistribution which can be applied to the WSP assessment.

The whole development will then be assessed in the future year of 2033 to correlate with the full year of occupation, which is anticipated to be 2033. No interim year assessments are proposed to be considered. The scenarios will therefore be as follows:

- 2020 Base Year for junction capacity assessment calibration;
- 2033 Future Year Base 1 (i.e. base, including Tattenhoe Park);
- 2033 Future Year Base 2 (i.e. base, including Tattenhoe Park and Shenley Park);
- 2033 Future Year Base + Development 1A (i.e. Future Year Base 1 + SWMK development with no reduction for travel planning)
- 2033 Future Year Base + Development 1B (i.e. Future Year Base 1 + SWMK development with a reduction for travel planning)

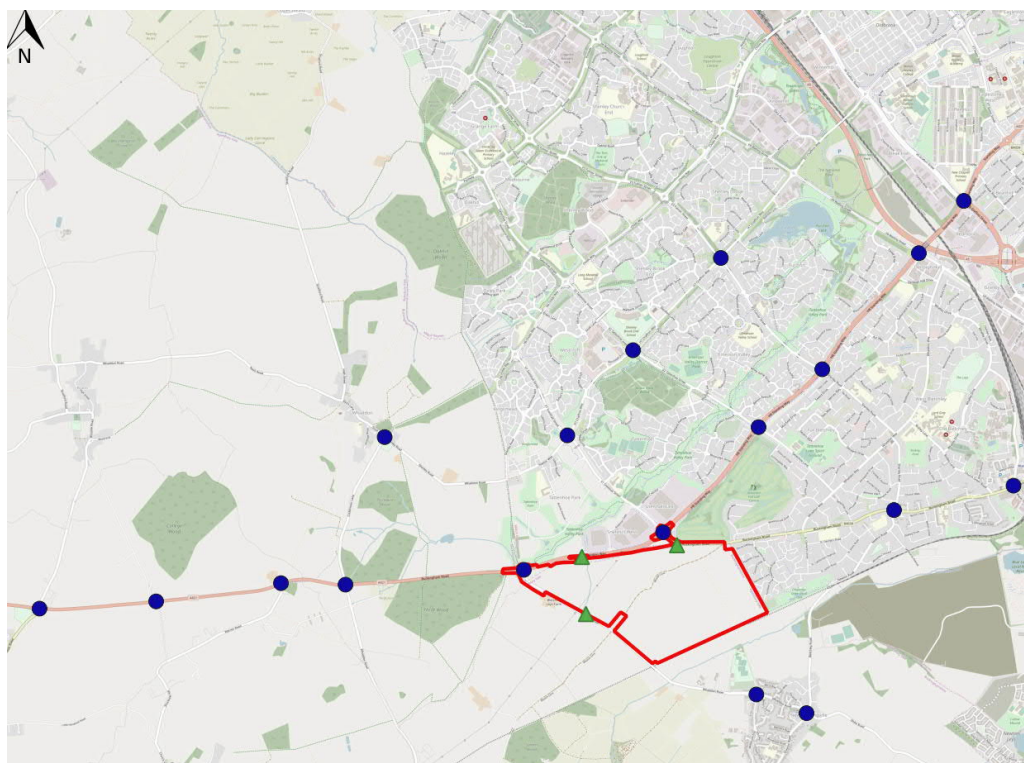


- 2033 Future Year Base + Development 2A (i.e. Future Year Base 2 + SWMK development with no reduction for travel planning)
- 2033 Future Year Base + Development 2B (i.e. Future Year Base 2 + SWMK development with a reduction for travel planning)

The outputs from the transport network assignment will be used for individual junction capacity assessments. Based upon the previous modelling completed in 2015/2016 the following scope for junction modelling is proposed and outlined in Figure 3:

- 1 A421 Standing Way/B4034 Buckingham Road (Tattenhoe Roundabout);
- 2 A421 Standing Way/Whaddon Road (Bottle Dump Roundabout);
- 3 A421/ Coddimoor Lane Roundabout (Whaddon Crossroads Roundabout);
- 4 A421/Warren Road Priority;
- 5 A421/ Little Horwood Road;
- 6 A421/Winslow Road/Nash Road;
- 7 Coddimoor Lane/ Shenley Road;
- 8 V1 Snelshall Street/H7 Chaffron Way (Kingsmead Roundabout);
- 9 V2 Tattenhoe Street/H7 Chaffron Way (Westcroft Roundabout);
- 10 V3 Fulmer Street/H7 Chaffron Way (Furzton Roundabout);
- 11 A421 H8 Standing Way/V2 Tattenhoe Street (Windmill Hill Roundabout);
- 12 A421 H8 Standing Way/V3 Fulmer Street (Emerson Roundabout);
- 13 A421 H8 Standing Way/ V4 Watling St (Elfield Park Roundabout);
- 14 A421 H8 Standing way/V6 Grafton Street(Bleak Hall Roundabout);
- 15 B4034 Buckingham Road/Sherwood Drive Roundabout;
- 16 B4034 Buckingham Road/Shenley Road/Newton Road Double Roundabouts;
- 17 Whaddon Road/Westbrook End Junction;
- 18 Stoke Road/Drayton Road/Whaddon Road/Bletchley Road (Newton Longville Crossroads);
- 19 Whaddon Road Site Access; and
- 20 B4034 Buckingham Road Site Access.

Figure 3: Junction Capacity Assessment Locations



The starting point for developing junction capacity assessments will be the models that were developed for the previous TA. To validate the 2020 base models the following methodology is proposed:

- Average peak hour traffic flows from an upstream count will be determined to provide the demand flow on each arm of a junction. This demand flow will then be divided across the turning movements based upon the average turning proportion for the peak hours determined from classified turning counts;
- Average queue lengths will be determined from the queue length surveys; and
- Base models will be calibrated by adjusting the slope and intercept to achieve comparable queue lengths across the junctions if required.
- Where a constant queue in the AM or PM peak is identified from the queue length information on an arm of a roundabout the video footage will be analysed and a calculation of the average number of vehicles crossing the give-way line/circulating per minute will be made and input to Junctions 9 to allow the model to be calibrated.

The base models will then be used to assess the impacts of the proposed development in the assessment scenarios outlined previously. The impacts of the development will be considered in accordance with the NPPF test of severity.

The impacts of the development on public transport will be considered by reference to the public transport strategy (to be updated as part of the TA work) and by quantifying the likely volume of trips that will utilise bus and rail services.

Impacts on walking and cycling will be considered qualitatively through a review of infrastructure in the local area.



Report Structure

The Updated TA report structure will be as follows:

- Introduction: This chapter will provide background to the development proposals along with details of the scoping process;
- Planning Policy Review: This chapter will undertake a review of transport policies and strategies relevant to the proposed development including those produced at a national, regional and local level;
- Existing Conditions: This section will seek to establish the baseline characteristics of the surrounding transport network for all modes of transport including a review of historic collision data;
- Development Proposals: This section will provide details of the development proposals including the strategies for parking, walking and cycling, public transport and travel planning;
- Trip Generation: This section will provide details of the trip generation methodology adopted within the TA;
- Assessment of Impacts: This section will outline the results of the transport network assessment. Details of TEMPRO growth, committed development and infrastructure and the results of the junction capacity modelling will be outlined. Consideration will also be given to impacts on public transport, walking and cycling;
- Mitigation: The previously agreed mitigation package will be reviewed as incorporated with the s106 and will be assessed to demonstrate its adequacy in accordance with Chapter 9 of the National Planning Policy Framework (NPPF) 2019;
- Residual Cumulative Impacts: This section will consider what (if any) residual cumulative impacts may arise post mitigation and the level of severity in accordance of Chapter 9 of the NPPF; and
- Summary and Conclusions.



Appendix A – Traffic Survey Specification



WSP Traffic Survey Brief

Project Details	
Project Title	South West Milton Keynes - Traffic Surveys
Date	16/01/2020
Contact Details	
Name	Will Forster

Address	WSP UK Ltd, 2 London Square, Cross Lanes, Guildford, GU1 1UN	
Email	William.Forster@WSP.com (Transport Planner)	
Telephone No.	Stephanie.Howard@wsp.com (Project Manager)	Martin.Paddle@wsp.com (Project Director)
Rationale	<p><u>Background</u> WSP wish to appoint a third-party survey company to undertake a series of traffic surveys for a strategic development located to the south west of Milton Keynes.</p> <p><u>Proposal Submission</u> WSP require the submission of a quote to cover the surveys at various locations across South West Milton Keynes, broadly split as follows.</p> <ul style="list-style-type: none"> • Manual Classified Turning Counts (MCTC) (18 sites) • Automatic Traffic Count (ATC) (49 sites) • Radar (3 sites) • Journey time routes (2 routes) <p>A written tender for the survey specification detailed, including proposed methodology, detailed programme and cost breakdown by survey type is to be submitted to William.Forster@WSP.com by Friday 10th January 2020.</p> <p>Contract award is anticipated in January 2020</p>	

Survey Specification

This brief provides a detailed survey specification that covers in summary the following;

- 18 sites for MCTC junction counts,
- 49 sites for ATC;
- 3 sites for Radar; and
- 2 routes for journey time surveys.

Tenderers are expected to provide a detailed proposal and tender for the survey specification.

The detailed survey specifications outlined in this document should be adhered to. If a survey company wishes to propose suitable alternative methodologies this must be agreed with WSP in advance of the survey dates. If this does not occur, WSP reserves the right to not reimburse the survey company for this element of the surveys undertaken.

The proposal must adhere to the following:

- Single day surveys (MCTC and Journey Times) **must** be undertaken on three midweek days (Tuesday, Wednesday and Thursday) during the period when the radar and ATCs are being conducted. It is anticipated that the surveys will start week commencing 31st January 2020.
- PLEASE advise on whether you can meet this timescale and you have the availability to undertake the works.
- **It will be the survey companies' responsibility to obtain the correct permissions (if required)** to undertake the surveys. The survey company will also be required to check whether there are any road works / events which could impede the surveys and this should be outlined in the tender response.
- Any license fee charged by the local highway authority should be included in the price of the surveys.
- Survey companies should check that there are adequate locations to undertake the surveys. If site access is required as part of the surveys, please outline in the tender response.
- There are numerous survey components to this brief. A location plan for the surveys is provided in Appendix A.
- Although dependent on the survey date - All main survey outputs must be provided to WSP, in the required format no later than the week commencing the 17th February 2020
- It should be noted that for the surveys, any recorded footage should also be made available.

Tender Evaluation

WSP is not obliged to accept the lowest priced tender. We will undertake a thorough review of both price and quality contained within tender responses. An indication of the quality considerations are as follows:

- Clear adherence to the detailed survey methodologies outlined in this brief
- Evidence of accuracy in data and quality management procedures
- Evidence of consideration taken in ensuring the chosen survey dates are suitable and that all survey sites will be accessible.
- Clear commitment to providing adequate resources to undertake all surveys, reflecting the scale and importance of this commission.
- Quality of presentation of survey results to WSP
- Clear commitment to return all outputs to WSP, in the required format, by the required date.
- Tender responses must include a proposed methodology, programme and cost breakdown per survey type.

Any discount the company can provide for undertaking the surveys required should be noted as a final full fee quote.

All tender returns should make it clear and commit to the required turnaround time for the supply of the data obtained. This can be staged (i.e. ATC Data on Date X, MCC data on Date Y) or a single date provided for all data to be returned by the final date.

Tender Queries

Any queries in response to this tender brief should be submitted **via email** to:

- william.forster@wsp.com or
- Justin.sherlock@wsp.com

The final date for tender queries to be submitted is **Monday 27th January 2020**

Main Survey Requirements

1. **Manual Classified Turning Counts** – Page 5
2. **Radar Surveys** – Page 6
3. **Automatic Traffic Counts** – Page 7
4. **Journey Time Route Surveys** – Page 8

Appendix A contains a plan showing the location of the surveys required.

SURVEY TYPE: Manual Classified Turning Counts

Survey Locations	ID No	Site Location
	Quote 1 – MCC	
<i>See Figure 1</i>	M1	Manor Road / Stoke Road Roundabout
	M2	B4034 / Sherwood Drive Roundabout
	M3	B4034 / Shenley Road / Newton Road Roundabout
	M4	Stoke Road / Bletchley Road / Drayton Road Junction
	M5	Whaddon Road / Westbrook End Junction
	M6	Standing Way / B4034 Roundabout
	M7	Bottledump Roundabout (A421/Whaddon Road)
	M8	A421 / Coddimoor Lane Junction
	M9	A421 / Warren Road Roundabout
	M10	A421 / Little Horwood Road / Shucklow Hill Junction
	M11	A421 / Nash Road / Winslow Road Roundabout
	M12	Coddimoor Lane / Shenley Road/ Stock Lane Junction
	M13	V1 Snelshall Street / Chaffron Way Roundabout
	M14	V2 Tattenhoe Street / Chaffron Way Roundabout
	M15	Fulmer Street / Chaffron Way Roundabout
	M16	Standing Way / V6 Grafton Street Roundabout
	M17	Standing Way / Watling Street Roundabout
	M18	Standing Way / Fulmer Street Roundabout
	M19	Standing Way / V2 Tattenhoe Street Roundabout
	M20	B4034 / Bletcham Way Roundabout
	M21	Stoke Road / Drayton Road
	M22	Drayton Road / A4146 / Stoke Road / Newton Road Junction

ID No <i>(see Table above)</i>	Survey Date	Day	From	To
M1 – M22	TBC	Tues/Wed/Thursday in 1 week	07:00 16:00	10:00 19:00

Additional comments/information
<p>Surveys should be undertaken on all neutral days (Tuesday / Wednesday / Thursday) in one week.</p> <p>Counts are to be fully classified in seven classes:</p> <ul style="list-style-type: none"> ▪ Pedal cycle ▪ Motor cycle ▪ Car ▪ LGV ▪ OGV1 ▪ OGV2 ▪ PSV ■ Data is to be captured at 15-minute intervals with hourly totals capturing all turning movements. ■ Data is to be tabulated by movement, class and time. ■ Please provide a quote for carrying out surveys in the AM peak (07:00-10:00), and PM peak (16:00-19:00). ■ Queue length surveys should also be provided showing the maximum queue in metres in five minute intervals ■ Queue counts should also include slow moving vehicles, not just stationary vehicles.

-
- Turning movements to be listed per lane in addition to arm total where multi lane entries are present
 - Data to be collected in an O/D format (Arm A to Arm B etc.)
 - It is anticipated that the junctions will be videoed, however please indicate if an alternative survey approach is to be adopted.

The tender response should outline detailed costed proposals in response to the above

SURVEY TYPE: Radar Surveys

Survey Locations	ID No	Site Location
<i>See Figure 1</i>	R1	Standing Way West of Exmoor Gate Junction
	R2	Standing Way between Rhoscolyn Drive and B4034 Roundabout
	R3	Standing Way between B4034 and Bottledump Roundabout

ID No <i>(see Table above)</i>	Survey Date	Day	From	To
R1 - R3	TBC	2 Week Period	24hr	24hr

Additional comments/information
<ul style="list-style-type: none"> ■ Radar Survey to be undertaken on the same day as the MCC surveys. ■ Surveys over a minimum of a seven-day period. ■ Traffic counters to record flow and speed, fully classified ■ Analysis to cover hourly profiles (please ensure data can be split down into 15mins if needed). <p>The tender response should outline detailed costed proposals in response to the above</p>

SURVEY TYPE: ATC

Survey	ID No	Site Location
<i>See Figure 1</i>	ATC1	B4034 East of Standing Way.B4034 Roundabout
	ATC2	Buckingham Road
	ATC3	Bletchley Road
	ATC4	Stoke Road
	ATC5	Drayton Road (Between St Faiths Close and Crossroads)
	ATC6	Whaddon Road
	ATC7	Whaddon Road South of Bottledump Roundabout
	ATC8	A421 between Bottledump Rbt and Coddimoor Lane/A421 Rbt
	ATC9	Whaddon Road South of A421/ Coddimoor Lane Roundabout
	ATC10	Shucklow Hill (South of A421 / Shucklow Hill Junction
	ATC11	Nash Road
	ATC12	A421
	ATC13	Windslow Road (South of Little Horwood/Windslow Road Junction)
	ATC14	Coddimoor Lane
	ATC15	V2 Snelshall Street (between Nymans Close and V1 Snelshall St/Chaffron Way Rbt)
	ATC16	Chaffron Way (East of Westcroft Roundabout)
	ATC 17	Little Horwood Road (South of Little Horwood/Windslow Road Junction)
	ATC 18	Warren Road
	ATC 19	A421 (East of A421/Warren Road Junction)
	ATC 20	A421 (West of A421/Warren Road Junction)
	ATC 21	Shenley Road (South of Shenley Road/Coddimoor Lane Junction)
	ATC 22	Westbrook End (South of Whaddon Road/Westbrook End Junction)
	ATC 23	Whaddon Road (Between Fire Lane and Newton Longville Crossroads)
	ATC 24	Hayton Way (between Tolken Meadow and V1 Snelshall St / Hayton Way Roundabout
	ATC 25	V1 Snelshall Street (Between V1 Snelshall/ Chaffron Way Rbt and Holborn Crescent)
	ATC 26	Chaffron Way (West of Westcroft Roundabout between Barnsdale Drive and Westcroft Roundabout)
	ATC 27	V2 Tattenhoe Street (between Westcroft Roundabout and Wenning Lane)
	ATC 28	Chaffron Way (Between Furzton Roundabout and Loxbeare Drive)
	ATC 29	V1 Snelshall Street (Between Pendean Crescent and Standing Way/V1 Snelshall Street Roundabout)
	ATC 30	V2 Tattentoe Street (Between Barnsdale Drive and Westcroft Roundabout)
	ATC 31	V2 Tattentoe Street (Between Windmill Roundabout and Belvoir Aveneue)
	ATC 32	Tattentoe Lane (Between Windmill Roundabout and Muirfield Drive)
	ATC 33	Standing Way (Between Wind Mill Roundabout and Emerson Roundabout)
	ATC 34	Fulmer Street (between Emerson Roundabout and Blackmoor Gate)
	ATC 35	Fulmer Street (between Furzton Roundabout and Faraday Drive)
	ATC 36	Fulmer Street (Between Furzton Roundabout and Hawkshead Drive)
	ATC 37	Standing Way (between Elfield Park Roundabout and Wimblington Drive)
	ATC 38	Watling Street (Between Elfield Roundabout and Whaddon Way)
	ATC 39	Sherwood Drive (Between Selwyn Grove and B4034 Buckingham Road / Sherwood Drive / Water Eaton Road Roundabout)
	ATC40	B4034 Buckingham Road (Between B4034 Buckingham Road / Sherwood Drive / Water Eaton Road Roundabout and Church Green Road)
	ATC 41	Buckingham Road (Between B4034/Shenley Road Roundabout and Orchard Close
	ATC 42	Stock Lane (Between High Street and Shenley Road/Coddimoor Lane Junction)

ATC 43	Shenley Road (Between Church Walk and Buckingham road Roundabout)
ATC 44	B4034 (Between Sherwood Drive and Brunel Roundabout)
ATC 45	Water Eaton Road (within 100m from B4034/Sherwood Drive/Water Eaton Road Roundabout)
ATC 46	Watling Street (Between Elfield Park Roundabout and Whaddon Way)
ATC 47	Watling Street (Between Elfield Park Roundabout and Favell Drive)
ATC 48	Standing Way (Between Elfield Park Roundabout and Wimblington Drive)
ATC 49	Shenley Road (Between Emerson Roundabout and Tweed Drive)

ID No <i>(see Table above)</i>	Survey Date	Day	From	To
ATC1 – ATC49	TBC	2 Week Period	24hr	24hr

Additional comments/information

- ATCs to cover a minimum of fourteen days including the day of the MCTCs
- Surveys over a minimum of a fourteen-day period.
- Traffic counters to record flow and speed, fully classified
- Analysis to cover hourly profiles (please ensure data can be split down into 15mins if needed).

The tender response should outline detailed costed proposals in response to the above

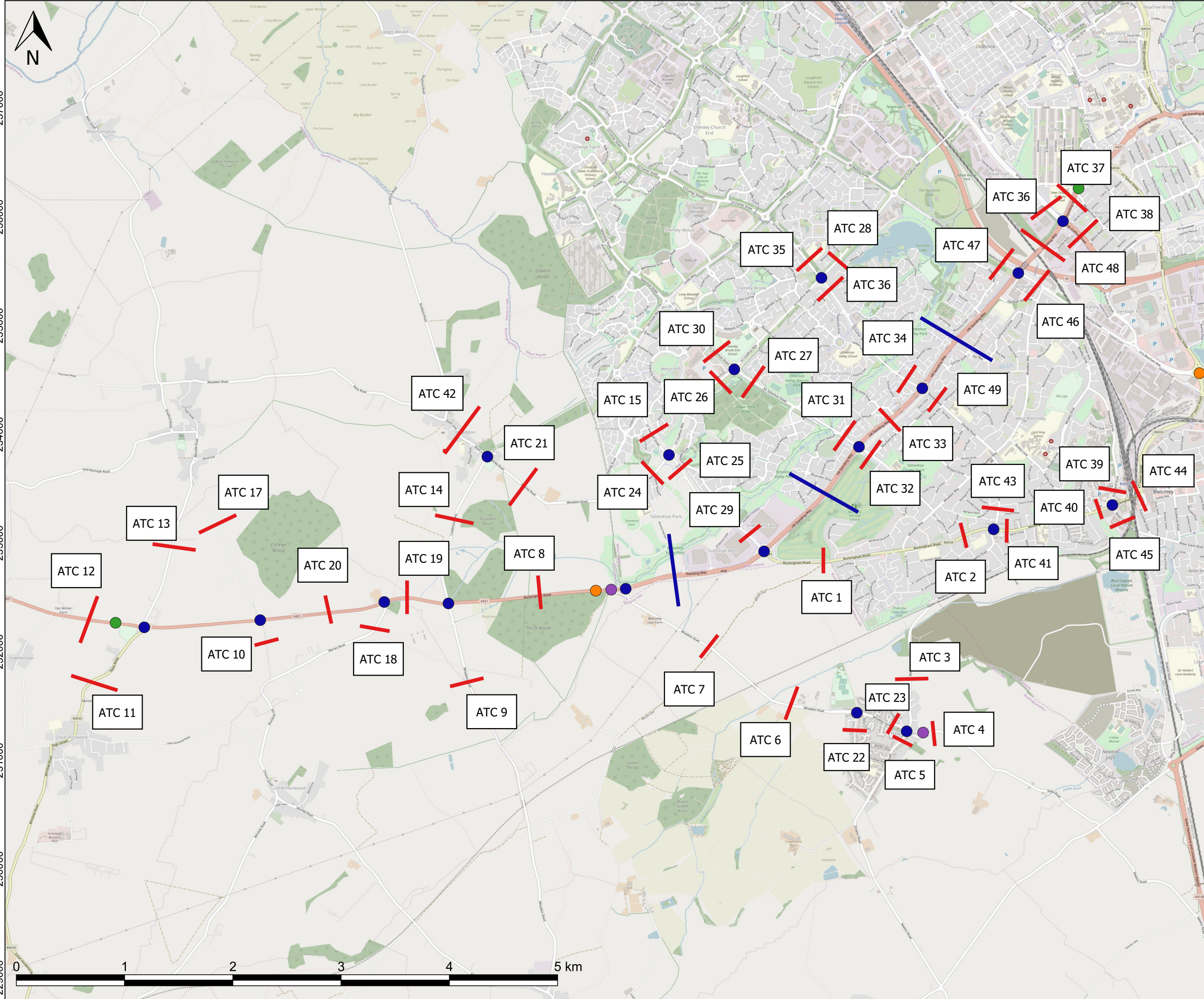
SURVEY TYPE: Journey Time Routes

Survey Locations	ID No	Site Location
See Figure 1	JTR 1	From west of A421/Nash Rd Roundabout to east of A421 Bleak Hall Roundabout
	JTR 2	From south of Newton Longville Crossroads to east of A421 Bottledump Roundabout
	JTR 3	From Tottenhoe Roundabout to H10 Bletcham Way/ V7 Saxon Street Roundabout

ID No (see Table above)	Survey Date	Day	From	To
JTR 1 – 3	TBC	Tues/Wed and Thursday in 1 week	07:00 12:00 16:00	10:00 14:00 19:00

Additional comments/information
<ul style="list-style-type: none"> ■ Journey time surveys to be undertaken on the same day as the MCC surveys. ■ Analysis to cover the AM, interpeak and PM Peak periods ■ All route journey times to be provided between junctions and also along the entire route. <p>The tender response should outline detailed costed proposals in response to the above</p>

Appendix A – Location Plan



- KEY:**
- MCTC Locations
 - ATC Locations
 - Radar Locations
- Journey Time Location**
- Journey Time 1
 - Journey Time 2
 - Journey Time 3

A	10/01/20	Fig 1	FIRST ISSUE	JS	JS
REV	DATE	DRW	DESCRIPTION	CHK	APP

STATUS: **FOR INFORMATION ONLY**



2 London Square, Cross Lanes,
Guildford, Surrey, GU1 1UN
www.wsp.com

CLIENT:
South West Milton Keynes Consortium

ARCHITECT:

PROJECT:
South West Milton Keynes

TITLE:
SWMK Survey Locations

DRAWN: WF	CHECKED: JS	APPROVED: JS
QGIS FILE: MCTC Locations.qgz	SCALE @A3: 1:55000	DATE: 27/01/20
PROJECT No: 70051442	DRAWING No: Figure 1	REV: C



MEETING NOTES

PROJECT NUMBER	70051442	MEETING DATE	15 January 2020
PROJECT NAME	South West Milton Keynes	VENUE	BCC
CLIENT	SWMK Consortium	RECORDED BY	SH
MEETING SUBJECT	To discuss and agree the scope of an updated Transport Assessment (TA)		

PRESENT	Steph Howard (SH), Justin Sherlock (JS), WSP Chrissy Urry (CU), James Bedingfield (JB)– BCC Martin Tate (MT) - MKC Tom Thornewill (TH)– Hallam Land Gary Tucker (GT) – Taylor Wimpey
APOLOGIES	Jo Thornton (JT) – BCC Martin Paddle (MP) - WSP
DISTRIBUTION	As above
CONFIDENTIALITY	Confidential

ITEM	SUBJECT	ACTION
1	Milton Keynes Multi Modal Model (MKMMM)	
1.1	CU outlined that BCC consider the MKMMM to be inappropriate for use to test development in Buckinghamshire for a number of reasons. CU to provide a further brief explanation as to why the MKMMM is not appropriate for use within the refreshed TA for SWMK.	CU/BCC
2	Traffic Surveys	
2.1	CU and JB are generally happy with the proposed survey spec, but with the following comments: <ul style="list-style-type: none"> Queue counts need to be included at all junctions (JS confirmed that they are included within the scope) Average peak hour demand on links should be taken from ATCs and then distributed using average turning counts at junctions Minimum of 3 days data are required. Use an average of the 3-days for demand, turning counts and queue lengths – if typical days they should tie up well ATCs should be taken upstream of the end of the queue For certain junctions, lane movement counts should be completed within the MCCs so can tell lane usage rather than just arm counts. Especially at Bottle Dump Roundabout JT3 should start at Bottle Dump roundabout, not at Tattenhoe as per current scope 	WSP

MEETING NOTES

2.2	Where video surveys are used in place of ATCs the refreshed TA needs to be explained that this is for health and safety / best practice / guidance reasons and is an appropriate method of data collection.	WSP
2.3	MT to check with Phil Caves whether traffic survey scope is acceptable to MKC. MT to confirm contact details for Phil Caves and provide a contact at MKC for survey licence applications.	MT/MKC
2.4	CU to make Simon Vale at Transport for Buckinghamshire (TfB) aware that the surveys licence application will be submitted shortly and that it will be large. WSP to issue Simon with an advanced copy of the surveys map as a 'heads up', followed by the licence applications through the survey contractor. <i>(Note – actions completed)</i>	CU/WSP
2.5	Roadworks during the time of surveys should be checked and discussed with BCC if necessary. JB to check with TfB and confirm planned roadworks. <i>(Note – action complete)</i> Roadworks within MK to be checked also.	JB/BCC WSP
3	Modelling Methodology	
3.1	For MKC, a traditional TA methodology should be acceptable, as per the 'alternative method' in the WSP Note, <u>subject to checking with Highways-</u> (–MT will check with Phil Caves). MT to confirm whether Nigel Weeks will be consultant to MKC and will be the contact on this project.	MT/MKC
3.2	Education trips – primary school trips to be entirely internalised as previously agreed. Secondary school trips to be additional using same method as previously agreed. The same trip numbers are acceptable as method/location of school catchment is unchanged.	WSP
3.3	Neighbourhood centre trips should be all internalised as a service centre for the development. Any specific, isolated employment uses within the neighbourhood centre should be added on to the main employment floor space to ensure it is included.	
3.4	Trip generation for other land uses using TRICS and NTS methodology is acceptable if WSP can show that it is justifiable and accurately represents the local area. WSP to complete a comparison with the previous trip rates and a purely TRICS methodology.	WSP
3.5	Committed developments will need to be taken into account through the use of TEMPRO adjusted by planning assumptions to ensure the correct levels of growth in the local area are accommodated, especially new employment in MK, <u>which is substantially higher than the TEMPRO figure</u> . Check Plan:MK for employment allocations/job numbers and agree amendments to TEMPRO with MKC. Tattenhoe Park should be considered explicitly (and correspondingly removed from TEMPRO if required), along with sites from the emerging Newton Longville Neighbourhood Plan, if they hold sufficient weight to be included. CU/JB to send through a list of schemes to be included as consented/committed development.	JB/BCC WSP
3.6	Shenley Park will need to be included as a sensitivity test. It cannot be included within the core scenario in case it is removed from the emerging Local Plan which is still being scrutinised at the Examination in Public (EiP). Equally Shenley Park cannot be excluded from the core scenario if it remains as a Local Plan	CU/BCC

MEETING NOTES

	<p>allocation. A sensitivity test is therefore required to ensure all Local Plan outcomes regarding Shenley Park are covered.</p> <p>The proposed Grid Road that extends across the Shenley Park site would encourage the redistribution of traffic. CU to discuss with Tom Withey (i.e: at consultant Jacobs), whether the redistribution from the Shenley Park scenario within the BCC Countywide Model would be an appropriate method to account for the Grid Road redistribution.</p>	
3.7	<p>Distribution of trips will be via Census 2011 journey to work data using mid-layer SOAs for the south west of MK for resident population for residential uses and workplace population for employment uses. A comparison with the Newton Longville SOA should also be completed.</p>	WSP
3.8	<p>Travel planning will be accepted as a sensitivity test, but CU would also like to see the assessments without travel planning.</p> <p>A 12%-point reduction in car drivers in the future year assessment would be acceptable.</p> <p>The Travel Plan will need to be updated to account for new technologies in the coming years to ensure the development can be 'future ready'.</p> <p>CU is interested to see research and new 'tools' by WSP in regard to evidence of travel planning and impact of future mobility schemes.</p>	WSP
3.9	<p>The locations for junction assessments should be as per the previous TA. The junction model geometries and input parameters need to be fully reviewed and updated as appropriate.</p>	WSP
3.10	<p>The peak hours for assessment will need to be considered across the whole network to determine the best fit. WSP to provide peak hour calculations to JB for each junction for information.</p>	WSP
3.11	<p>Within Arcady/Picady, a slow-moving queue is still counted as a queue in the results. The video footage from traffic surveys will need to be reviewed to ensure queues are captured accurately within the junction models.</p>	-
3.12	<p>The future year assessment should be to 2031 or 2033, to match either the Plan:MK or draft VALP time horizons, but also should reflect the full occupation year of the development closely.</p> <p><i>(Note: A future year assessment year of 2033 will be used to meet the requirements above)</i></p>	
3.13	<p>The Passenger Transport Strategy will need to be updated to ensure that it is flexible enough to provide the necessary infrastructure at the appropriate time as determined by MKC/BCC. The MKC Mobility Strategy 2050 should be reviewed with regard to strategic connections and Advanced Very Rapid Transport (AVRT).</p>	WSP
3.14	<p>Updated Method Scoping Note to be reissued to BCC and MKC to take account of the discussions within this meeting. <i>(Note: Method re-issued 27/01/2020)</i></p>	WSP
3.15	<p>If required, a meeting with Phil Caves/Nigel Weeks will be scheduled to discuss and agree the modelling methodology within MKC, although consistency of approach between BCC and MKC is important.</p>	WSP/MKC
4	<p>Development Access</p>	
4.1	<p>The latest access designs should be included within the refreshed TA to release them into the public domain. They can then be included within the s106 Agreement in place of those currently listed.</p>	WSP
5	<p>Impact of Development</p>	
5.1	<p>CU confirmed that the impact of the development would be considered in terms of the severity of the residual cumulative impact, as required by paragraph 109 of</p>	-

MEETING NOTES

	the National Planning Policy Framework (NPPF) 2019. The previous 'nil detriment' approach to mitigating impact is no longer applicable.	
6	Report	
6.1	All tables need to be set out clearly in the refreshed TA to explain the methodology and so that it is easy to follow. Spreadsheet work to be shared with BCC as necessary to aid review of calculations.	WSP
6.2	All appendices previously included within the TA should be updated and re-provided in the refreshed TA, for completeness.	WSP
7	Meeting Notes	
7.1	SH to create a meeting note and circulate to BCC/MKC for agreement.	SH/WSP

NEXT MEETING

An invitation will be issued if an additional meeting is required.

Paddle, Martin

From: Tate, Martin <[REDACTED]>
 Sent: 03 February 2020 11:24
 To: Howard, Stephanie; Christine Urry; Bedingfield, James
 Cc: Paddle, Martin; [REDACTED]; [REDACTED];
 Sherlock, Justin
 Subject: RE: Pre-App Advice - SWMK - Meeting Notes
 Attachments: Minutes 2020-01-15 - MKC.docx

Follow Up Flag: Follow up
 Flag Status: Flagged

Hi Steph,
 I have a couple of minor additions, as tracked in 3.1 and 3.5.
 Kind regards,
 Martin

Martin Tate MSc, CMILT, MCIHT
 Transport Planner – Multi Modal Model Consultant (Policy & Planning)

Phone: [REDACTED]
 Mobile: [REDACTED]
 Email: [REDACTED]
 Web: <https://www.milton-keynes.gov.uk/transport-policy>

Milton Keynes Council | Public Realm | Civic Offices | 1 Saxon Gate East | Milton Keynes MK9 3EJ |



From: Howard, Stephanie [mailto:[REDACTED]]
 Sent: 28 January 2020 16:15
 To: Christine Urry; Bedingfield, James; Tate, Martin
 Cc: Paddle, Martin; [REDACTED]; [REDACTED]; Sherlock, Justin
 Subject: [EXT] Pre-App Advice - SWMK - Meeting Notes

Hi all,
 Please find attached a draft meeting note from when we met to discuss the scope/methodology for the updated TA. I would be grateful if you could review and add any tracked changes so that we can agree and finalise the Notes.
 Many thanks
 Steph

Steph Howard MSc BSc (Hons) CTPP CMILT MCIHT
 Technical Director – Development Planning
 Planning & Advisory Taskforce Member



M +44 (0) [REDACTED]

2 London Square
 Cross Lanes

Guildford, Surrey
GU1 1UN



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Sherlock, Justin

From: Stirling Maynard Transportation <[REDACTED]>
 Sent: 25 February 2020 13:27
 To: Sherlock, Justin
 Cc: Howard, Stephanie; Paddle, Martin; Phil.Caves [REDACTED]
 Subject: SOUTH WEST MILTON KEYNES - SCOPING

Justin,

I refer to your email of 3 February with the undated scoping note and minutes of the meeting of January 15th on highways with the various interested parties. Phil Caves (MKC) has asked me to respond directly. In general I have no issues with the proposed scope which is comprehensive but I have just a few observations which I set out below:

- i) I note Buckinghamshire County Council have decided that the MK model is not suitable for analysis of junctions within Milton Keynes. I do accept the model base data is old and the proposed approach is robust so I do not propose to revisit this argument but please note the comment on distribution below.
- ii) I welcome the “lane movement” approach for some roundabouts especially Bottledump. This roundabout caused particular grief with Newton Longville Parish Council who insisted the ARCADY Lane simulation approach should be used to reflect what is on the ground. My experience is that this option is not robust. My view has always been the lane markings at the roundabout are unbalanced and when it is improved the lane markings could be changed to better reflect demand with a bit of merging on the far side. Traditional ARCADY reflects this and shows the true potential of the roundabout. The proposed data collection will allow for a more thorough analysis.
- iii) The sensitivity test includes for Shenley Park which changes the grid road network and the need for redistribution is noted. The use of the Bucks County Council model is suggested. I would reserve our position on this for further discussion. Distribution and redistribution was the main reason for using the MK Model as, apart from any changes to the network, the model also reflects congestion on the network and the reassignment it causes which is one of the strengths of the grid road network. The proposed traditional approach with turning movements and TEMPRO doesn’t account for this. It actually is less of a concern in some ways for the main analysis because if traffic is not reassigned from the H8 corridor, which is the most congested, then a worst case will be tested. However Shenley Park with the extra grid road link will however have to be modelled and I am not sure at this stage whether the Bucks model is the best way to do it. I think this is one area where further discussions will be required.
- iv) I note queue surveys are being done to calibrate models. ARCADY/PICADY output mean maximum queues over a time period so the correct comparison will need to be made. Also, despite the comments on slow running traffic, the accuracy of queue length surveys needs to be noted. However it should improve confidence in the model.
- v) Bucks County Council might have confirmed the severity of residual cumulative impact, as required by NPPF, is accepted as opposed to nil detriment. I would await to see how this is interpreted before we comment as “severe” is hard to define. We shall take our own view on this when we see the proposed mitigation.
- vi) TRICS comment refers to excluding Central London. I assume this should say Greater London.

vii) I note the comments on Travel Planning and a target of 12%. This is welcome but I would warn that our focus of traffic impact is a worst case no modal shift.

viii) The brief for the surveys is very comprehensive.

Happy to discuss further if required.

Kind regards,

Nigel Weeks

[Tel:-](tel:) [REDACTED]

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Paddle, Martin

From: Stirling Maynard Transportation <[REDACTED]>
 Sent: 13 March 2020 11:23
 To: James Bedingfield ([REDACTED]); Sherlock, Justin; Christine Urry ([REDACTED]); Joanna Thornton ([REDACTED])
 Cc: Howard, Stephanie; Paddle, Martin; Forster, Will
 Subject: RE: [EXTERNAL] SWMK: Trip Generation Note (Pre-app Advice)

Follow Up Flag: Follow up
 Flag Status: Flagged

Dear All,

Following on from James' detailed comments a few extra thoughts:

- i) As the process involves an internalisation factor what checks have been done to see if any of the TRICS sites had facilities within the developments.
- ii) A very minor point as the numbers are small but some trips are by train. These need to be converted to trips to the station.
- iii) For residential external trips there is a large discrepancy between trips out in the morning and trips in in the evening (the evening is much higher). Should these be slightly more balanced?
- iv) Travel Plan reduction – this is a useful sensitivity test but MK is not yet committed to this. We would also want to see the no Travel Plan generations tested.
- v) There are some external education walk trips. Unlikely?

I look forward to next week's discussion.

Kind regards,
 Nigel Weeks
 Tel:- [REDACTED]

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From: Bedingfield, James [mailto:[REDACTED]]
 Sent: 12 March 2020 13:29
 To: Sherlock, Justin; Urry, Christine; Thornton, Joanna; Nigel Weeks

Cc: Howard, Stephanie; Paddle, Martin; Forster, Will
 Subject: RE: [EXTERNAL] SWMK: Trip Generation Note (Pre-app Advice)

Hi All,

Following on from Jo's email would like to add my apologies for the cancellation of the meeting yesterday.

To aid the meeting next week have compiled some initial comments based on review of the provided Technical Note for consideration.

Item	Comment
Residential land use - TRICS	<p>Only one site used in the TRICS analysis exceeded 1,000 dwellings, with the majority around 100 to 200 dwellings.</p> <p>Are there not additional sites with more dwellings that could be used for comparison? Have not performed separate search at this point but slight concern on impact of trip rates for smaller sites.</p>
Table 3: Residential Person Trip Generation by Journey Purpose	<p>Some variation in AM results based on percentages from Table 2; on review this is due to rounding.</p> <p>In order to ensure confidence in tables and results all should totals / sum as necessary. Will mean the results are not open to interpretation or argument at a later date. Am aware previous comments raised at meetings referred to minor inconsistencies in some tables.</p>
Residential land use - Commuting and Business	2016 TA calculated 3 to 4% internalisation based on MKTM model, what is the justification for 10%?
Residential land use - Shopping	2016 TA calculated 3 to 4% internalisation based on MKTM model, what is justification for the 20%?
Table 4: Education Mode Share (2016 TA)	<p>Can you confirm what table in the 2016 TA this refers?</p> <p>Also, future calculations in the Note that use these values provide values for car drivers but this is detailed as 0% in Table 4.</p>
Table 6: Commuting and Business Journey Purpose Trip Generation (external trips)	Some variation compared to own initial calculations and Total Columns do not all match the Arrivals and Departure sums.
Table 8: Education Journey Purpose Trip Generation (external trips)	Lists car driver with values, should this not be car passenger based on use of Table 4? Or does this education table use MSOA's values?
Table 9 – 10	Some variation compared to initial calculations, some may be down to rounding. Please confirm or provide own calculations.
Table 11: Residential Trip Generation Travel Plan Targets	The car driver reductions for travel plan reductions are greater than 12%?
Table 12: Residential Trip Generation with Travel Planning Reduction Applied	<p>As per item above these values do not represent a 12% reduction. For example a 12% reduction in AM Car Driver Arrivals would be:</p> <p>$117 * 12\% = 14$.</p> <p>$117 - 14 = 103$, Table 12 states value of 97?</p> <p>AM Departures:</p> <p>$472 * 12\% = 57$</p> <p>$472 - 57 = 415$, Table 12 states 389?</p>
Table 13 - Comparison of Residential Land Use Vehicular Trip Generation to 2016 TA	There is significant change in AM demand for the residential land use compared to 2016, this will be heavily scrutinized. Why does this vary so much?

	The 2016 TA had 1,242 residential trips, which is lower than the initial 1,710 for this assessment but we now end up with over 600 fewer movements, mainly departures in the AM. Would expect some variation between the methodologies but this is very high.
Employment Trips	Indicates that there will be 1,160 jobs. Should this not be 1,360 to take into account community centre, as per the 2016 TA?
Table 17: Employment Trip Generation (external trips)	Obtain some variation in results via initial calculations. May be down to rounding. Can calculations be provided?
Table 19: Secondary Education Trip Generation – Staff (Prior to Internalisation)	PM Total value or 12 for departures, obtain 15 via initial calculations. Can calculations be provided?
Table 20: Secondary Education All Mode Trip Generation – Students (Prior to Internalisation)	<p>Calculations based on mode share as per Table 4. This has 0% car driver but table shows value of 115 arrivals and departures for this mode?</p> <p>Have 144 students arriving as car passenger but no departures for this mode. Should there also not be 144 departures?</p> <p>AM Arrivals has total of 715 Arrivals but only assumed 600 students? The Total column has 715 but this should be 830 based on table values?</p>
Table 20: Secondary Education	<p>20% of the staff trips were then assumed to be internalised and 75% of the student trips were internalised.</p> <p>What are these assumptions based on?</p>
Table 21: Secondary Education Trip Generation – External Staff Trips	PM total of 9 is low, see comment about Table 19.
Table 22: Secondary Education All Mode Trip Generation – External Student Trips	Are these based on 75% internalisation - would seem to be too high for 25% external movements?
Table 23: Secondary Education All Mode Trip Generation	Provides all mode trip generation. Is this internal and external movement? A table detailing overall external trips and mode share would be beneficial?
Neighbourhood Centre	Stated that this is internal movements only, but has 200 employment opportunities. These should be included in employment as per the 2016 TA.
Table 24: Servicing Trip Rates	The residential trip rates do not all match OGV rates in Appendix A.
Table 24: Servicing Trip Rates	Neighbourhood and Education OGV rates. What are these based on as no TRICS data is provided in Appendices?
Table 28: Vehicular Trip Generation Comparison (2016 TA and Updated TA)	Net change of -407 movements in the AM is significant. Mainly departures, why is there so large variation as this will be heavily scrutinized.
Appendix B	There are 100 Business Park Sites in TRCIS, can no more be added to the list of sites, especially as three of the sites used only have approx. 100 employees compared to 1,360 jobs for the site?

Best regards

James Bedingfeld
Senior Consultant
Highways Development Management

Tel: [REDACTED]
E-mail: [REDACTED]
Buckinghamshire County Council, County Hall, Walton Street, Aylesbury, HP20 1UY

From: Sherlock, Justin [mailto:[REDACTED]]
Sent: 05 March 2020 16:25
To: Bedingfield, James; Urry, Christine; Thornton, Joanna; 'Nigel Weeks'

Cc: Howard, Stephanie; Paddle, Martin; Forster, Will
 Subject: [EXTERNAL] SWMK: Trip Generation Note (Pre-app Advice)

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All

Following our Transport Assessment Scoping Note please find attached a further technical note which outlines the methodology and trip generation we are proposing in the updated Transport Assessment. We would welcome your feedback on this.

It would be great if you were available next week for Steph and I to meet to run through the note and explain how the trip generation has been built up. I appreciate we previously contacted you about limited dates next week but we now have potentially more dates available as follows:

- Monday AM
- Tuesday PM
- Wednesday PM (3pm onwards)
- Thursday
- Friday

If this does not work we would be happy to arrange a conference call next week to suit as we are keen to discuss the trip generation as soon as possible.

Regards

Justin Sherlock BA(Hons) CTPP MCIHT
 Associate Director



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Sherlock, Justin

From: Nigel Weeks <[REDACTED]>
 Sent: 07 April 2020 08:49
 To: Sherlock, Justin
 Cc: Bedingfeld, James; Bedingfield, James; Urry, Christine; Thornton, Joanna; Howard, Stephanie; Paddle, Martin
 Subject: RE: Pre-app Advice: SOUTH WEST MILTON KEYNES

Thanks Justin that's fine

Nigel

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: "Sherlock, Justin" <[REDACTED]>
 Date: 07/04/2020 08:43 (GMT+00:00)
 To: Nigel Weeks <[REDACTED]>
 Cc: "Bedingfeld, James" <[REDACTED]>, "Bedingfield, James" <[REDACTED]>, "Urry, Christine" <[REDACTED]>, "Thornton, Joanna" <[REDACTED]>, "Howard, Stephanie" <[REDACTED]>, "Paddle, Martin" <[REDACTED]>
 Subject: RE: Pre-app Advice: SOUTH WEST MILTON KEYNES

Nigel

Following our discussion we will take account of the school to work secondary trips by adding a proportion of additional trips taken from the gross primary escort trip generation.

Regards

Justin Sherlock BA(Hons) CTPP MCIHT

Associate Director



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From: Nigel Weeks <nweeks@smtrans.co.uk>
 Sent: 02 April 2020 12:35

To: Sherlock, Justin <[redacted]>
Cc: Bedingfeld, James <[redacted]>; Bedingfield, James <[redacted]>; Urry, Christine <[redacted]>; Thornton, Joanna <[redacted]>; Howard, Stephanie <[redacted]>; Paddle, Martin <[redacted]>
Subject: Re: Pre-app Advice: SOUTH WEST MILTON KEYNES

Hi Justin

6 for you response. Quite happy on the growth factors. I don't accept you comments on the schools trips as there is no guarantee the schools will start at nine and even if they did parents often drop off slightly earlier to get to work. That's before you consider breakfast and preschool clubs etc.

Kind regards

Nigel

Sent from Samsung tablet.

----- Original message -----

From: "Sherlock, Justin" <[redacted]>
Date: 02/04/2020 12:07 (GMT+00:00)
To: Nigel Weeks <[redacted]>
Cc: "Bedingfeld, James" <[redacted]>, "Bedingfield, James" <[redacted]>, "Urry, Christine" <[redacted]>, "Thornton, Joanna" <[redacted]>, "Howard, Stephanie" <[redacted]>, "Paddle, Martin" <[redacted]>
Subject: Pre-app Advice: SOUTH WEST MILTON KEYNES

Nigel

Thanks for your comments on the various matters relating to the Transport Assessment. Our response is provided below in [green](#).

Justin Sherlock BA(Hons) CTPP MCIHT
Associate Director



M +44 (0) [redacted]

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From: Stirling Maynard Transportation <[redacted]>
Sent: 31 March 2020 16:11
To: Sherlock, Justin <[redacted]>

Cc: James Bedingfield ([REDACTED]) <[REDACTED]>; Christine Urry ([REDACTED]) <[REDACTED]>; Joanna Thornton ([REDACTED]) <[REDACTED]>; Paddle, Martin <[REDACTED]>; Howard, Stephanie <[REDACTED]>
 Subject: SOUTH WEST MILTON KEYNES

Hi Justin,

I trust you are coping well under the current circumstances. I have now had a chance to review the various papers recently issued and have set out my comments below. I have kept them as brief as possible.

Trip Generation

I note this has been considerably updated since the conference call and thank you for that. In general I am much happier with the trip rates and traffic generations and I note in general they are now slightly higher than before with overall vehicle trips having a slightly better balance. However I still have a niggle over the fact that the treatment of education trips is losing some external traffic. Briefly:

- i) Most education trips are internalised. Given the school is on the site, I do not have an issue with this assumption.
- ii) However this means that all parent trips to school are in practice assumed to return home.
- iii) This means there are no “school to work” trips as those linked home to school to work trips will have been treated as educational trips only.

Either some adjustment is needed to reflect this or an explanation as to whether I have misunderstood.

Whilst this point is noted, given that the trip generation is primarily concerned with trips taking place external to the site we do not believe consideration of onward education escort journeys is required. The majority of Parents who drop off their children who then continue in a vehicle would not be accessing the road network external to the site in the 08:00-09:00 hour. Instead they would most likely access the external road network after 09:00 and therefore after the peak hour.

Looking at the nearest primary schools to the site within Aylesbury Vale the Newton Longville CofE Primary School commences at 08:55 (https://www.newton-longville-school.co.uk/website/school_day/344049) whilst Drayton Parslow School starts at 09:00 (<http://www.threeschools.org/school-information/school-day>)

The Transport Assessment actually uses traffic flows on the surrounding highway network of 07:45-08:45 as this is the network peak identified from the traffic survey data. This time period would be even less likely to witness onward escort education trips.

We will provide an explanation to this point within the Transport Assessment.

TEMPRO Growth Factors

I can accept the Aylesbury Vale growth factors as calculated. However are you intending to use these factors for the junctions in Milton Keynes? I don't think the factors will be much different but just slightly concerned that some people might pick up on it.

We have undertaken a comparison of the growth factors derived for AVDC and ones derived for MK. To derive the factors for MK we have applied the alternative assumption tool to remove the development

associated with Kingsmead South and Tattenhoe Park that is considered as a committed development. The comparison is provided below.

Location	Scenario	AM Peak	PM Peak	Daily	Weekday
AVDC	2020-2026	1.066	1.069	1.075	1.074
AVDC	2020-2033	1.138	1.146	1.16	1.157
MK	2020-2026	1.080	1.082	1.089	1.088
MK	2020-2033	1.147	1.154	1.167	1.169

It is evident from this table that the MK growth factors, even once account is made for Kingsmead South and Tattenhoe Park are higher than those for AVDC. For consistence we would like to use the same growth factors across the network and as such we propose to utilise the MK factors instead within the Transport Assessment. We will agree separately with BCC that this approach is acceptable.

Trip Distribution

Happy with distribution method.

Shenley Park

I will leave the current discussions to you and James.

Please let me know if you need further input on anything at this stage.

Kind regards,

Nigel Weeks

[Tel:-](#) [REDACTED]

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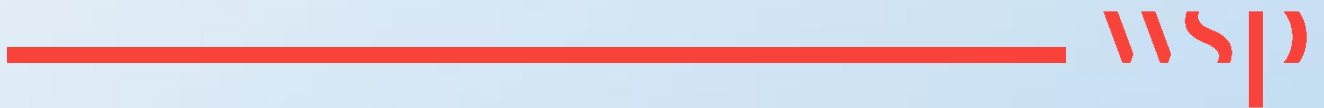
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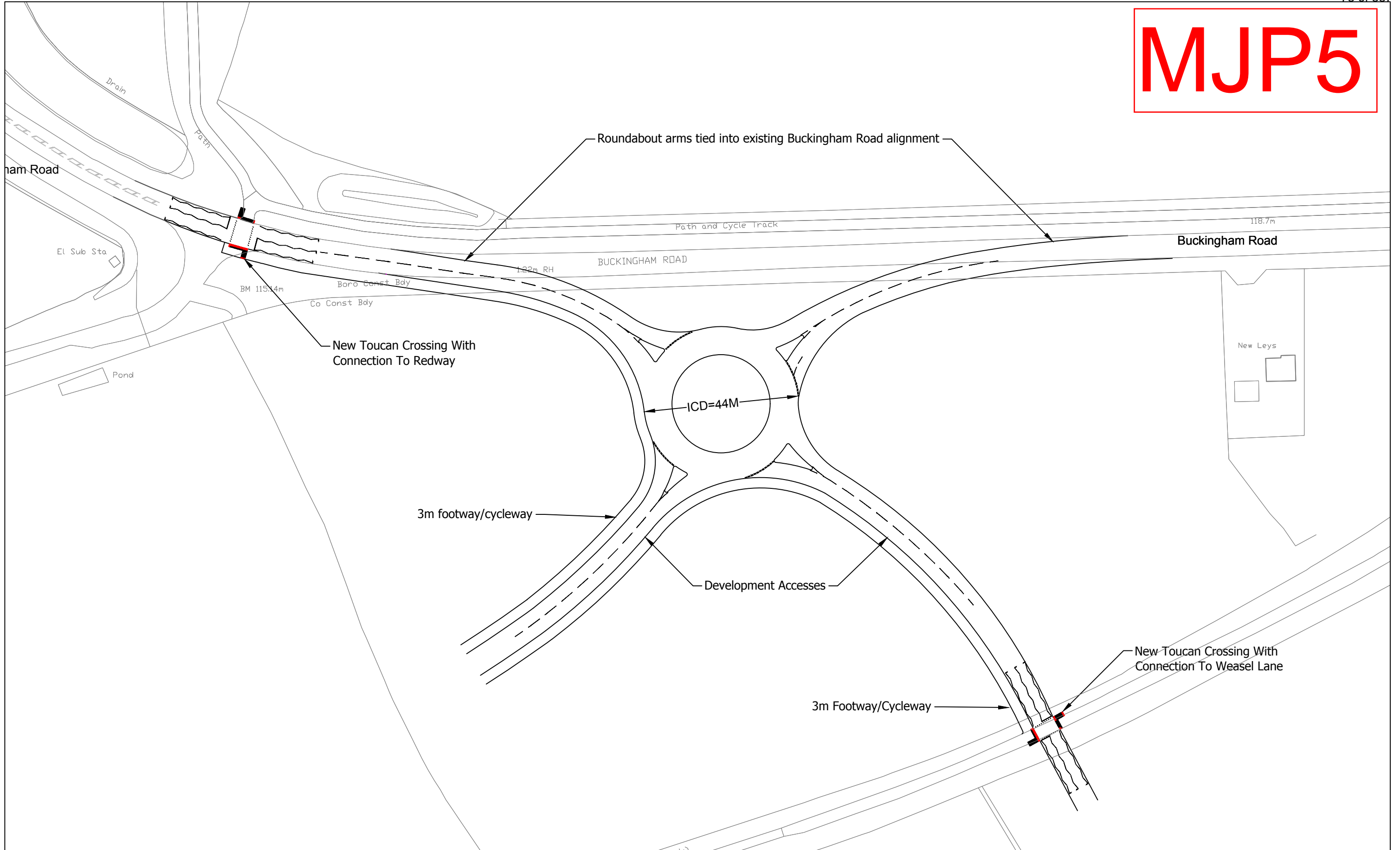
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Appendix MJP5

PROPOSED DEVELOPMENT ACCESS DRAWINGS



MJP5



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D	Lane markings added	EC	SH	27-04-17	MP	Title ALTERNATIVE JUNCTION ARRANGEMENT FOR PROPOSED ACCESS ON BUCKINGHAM ROAD				Job No. 1067760		
C	Extended flare length on Buckingham Road East	EC	SH	20-03-17	MP	Export House Woking, Surrey. GU21 6QX Tel: +44 (0)1483 731000 Fax: +44 (0)1483 731010			Client SWMK Consortium			
B	Minor Amendments	SH	SH	04-08-16	MP				Drawing No. D017			Rev. D
A	Amended Location and Alignment of Roundabout	CEW	SH	03-06-16	MP							
Rev.	Amendment	By	Chkd.	Date	Appd.							

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Manual for Streets 2

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Sight Stopping Distance = 159m

(calculated as per Manual for Streets 2 Sections 10.1 and 10.2)

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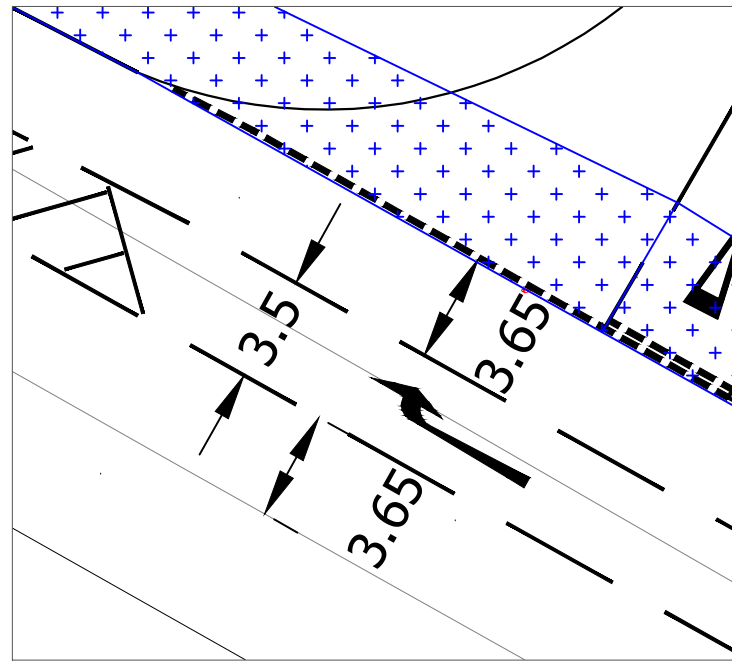
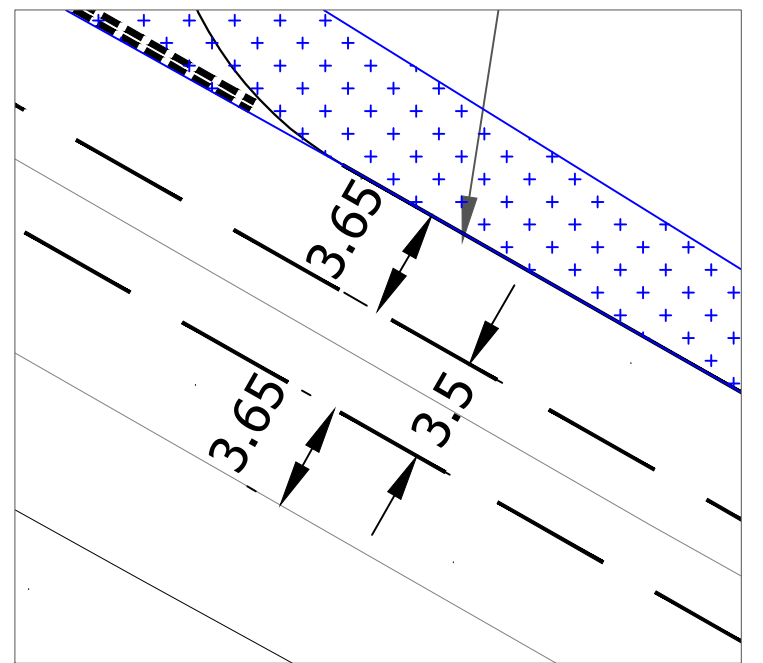
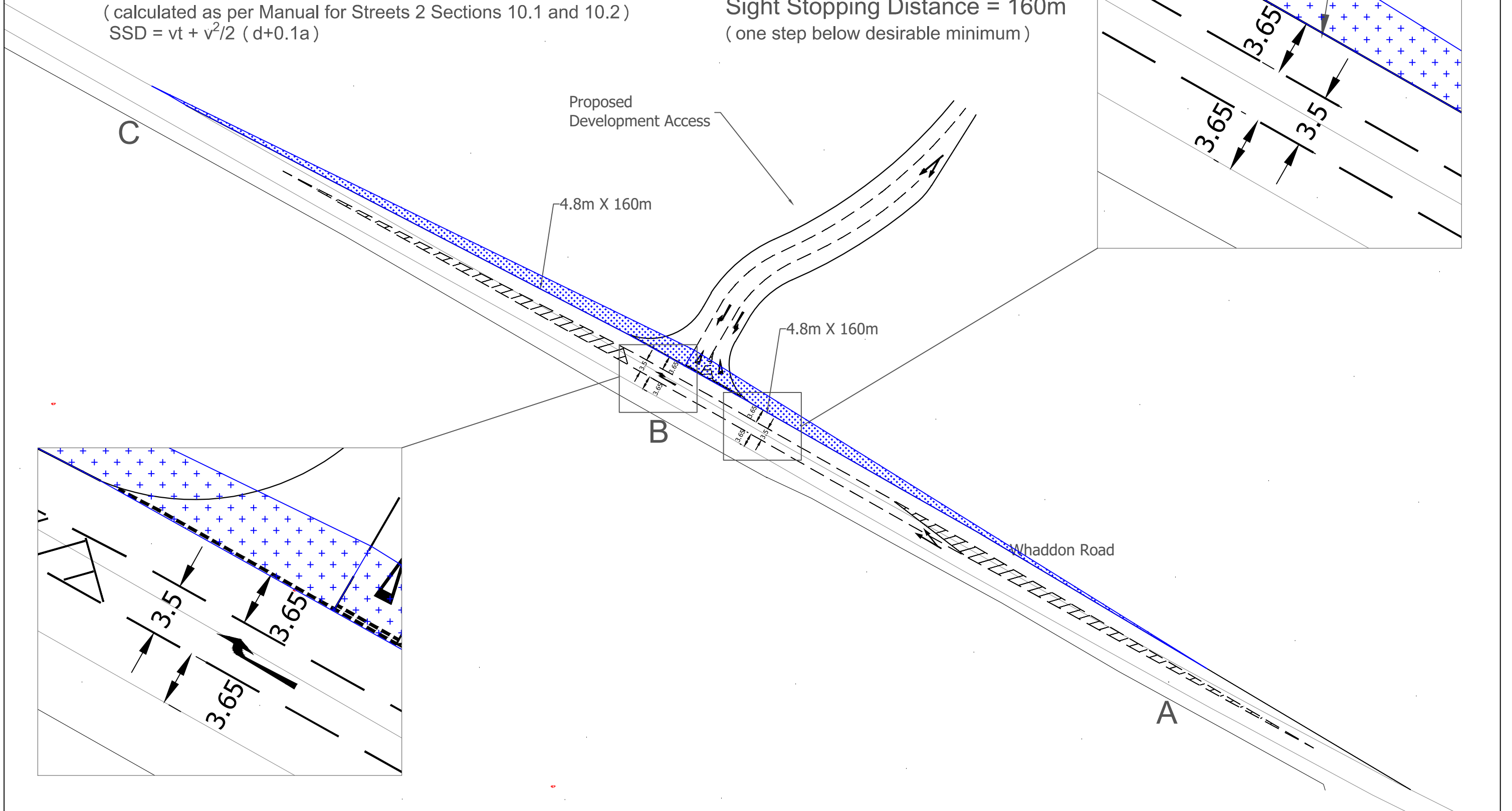
DMRB TD 9/93


Speed Limit = 60mph

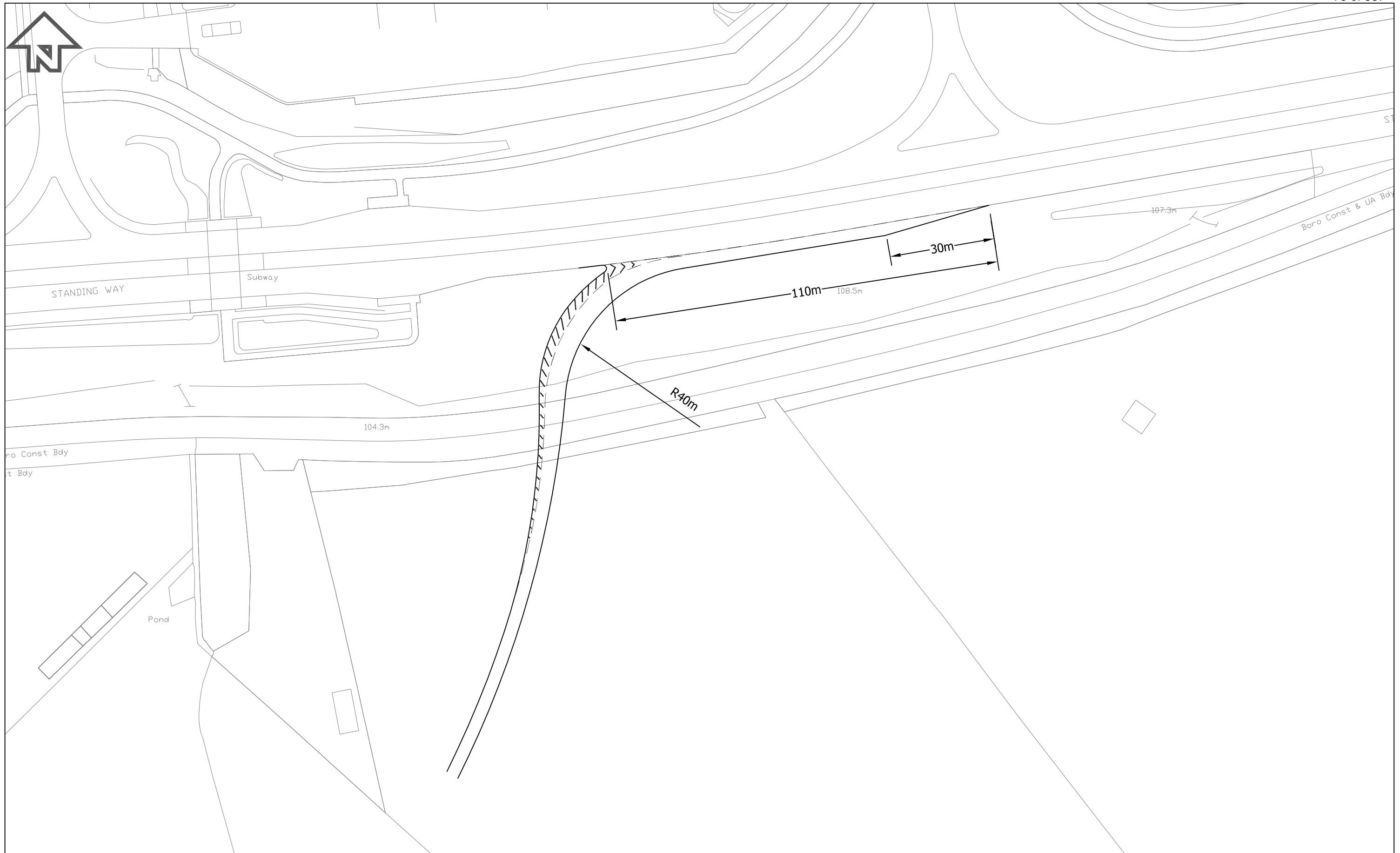
Design Speed = 100A


Sight Stopping Distance = 160m

(one step below desirable minimum)



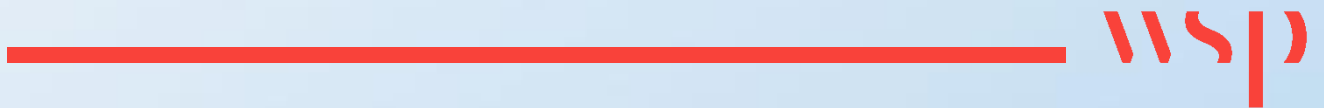
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	C	AMENDED RIGHT TURN LANE	CEW	SH	04/08/2016	MP					
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	A	AMENDED LANE WIDTHS	CEW	SH	24/03/2016	MP					
PRELIMINARY FOR APPROVAL	Rev.	Amendment	By	Chkd.	Date	Appd.	Project SOUTH WEST MILTON KEYNES		Scale 1:1000@A3		Job No. 1067760
							Title WHADDON ROAD PROPOSED ACCESS		Client SWMK Consortium		Drawing No. D014
											Rev. D



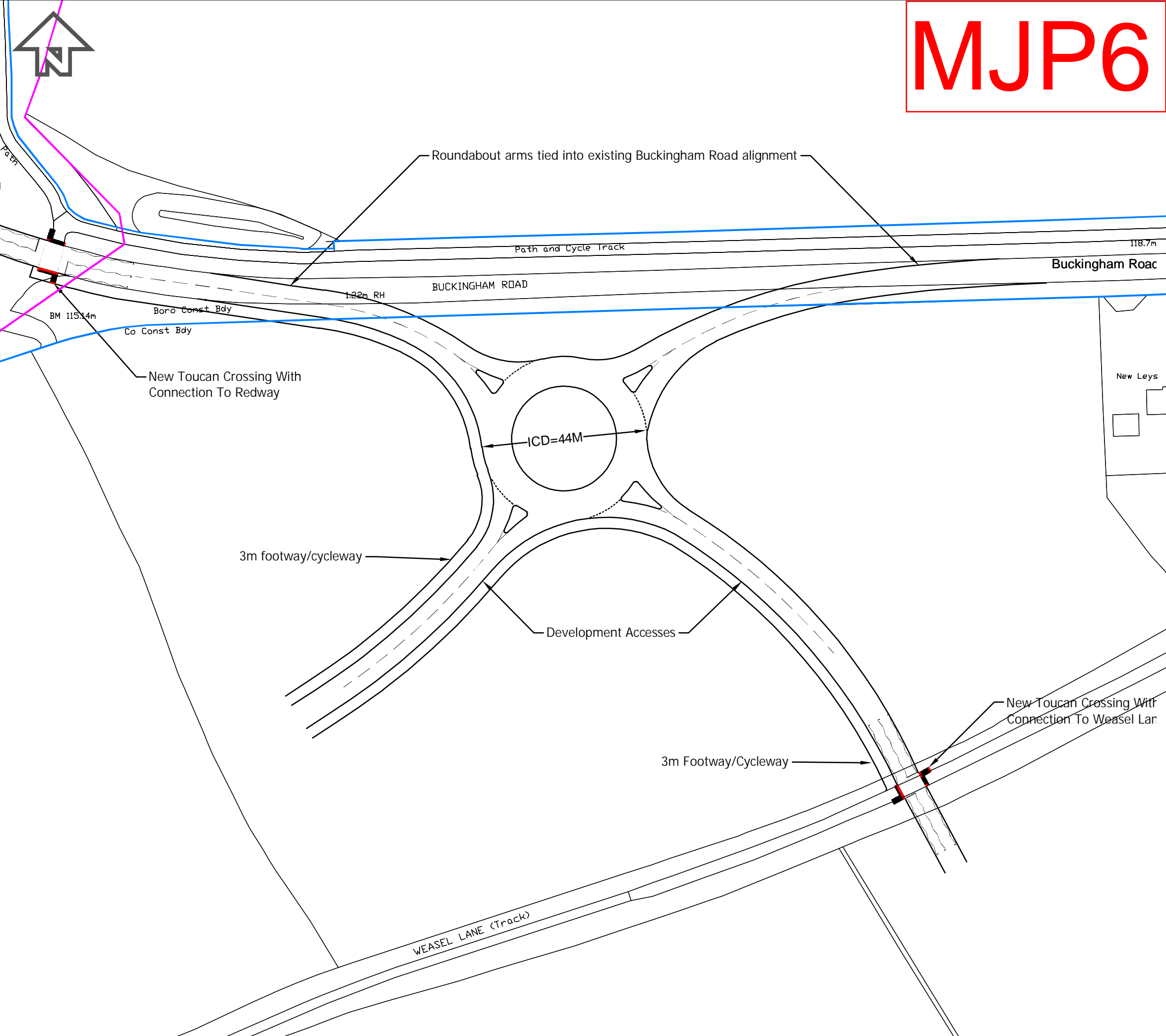
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		Title A421 PROPOSED ACCESS ACCESS ONLY JUNCTION		Client SWMK Consortium				Drawing No. D013	Rev. A		
Rev.	Amendment	By	Chkd.	Date	Appd.						

Appendix MJP6

**ACCESS DRAWINGS SHOWING
PUBLIC HIGHWAY**



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MJP6

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- KEY**
- Highway Boundary
 - Parks Trust Land
 - Land Owned by Milton Keynes Council Leased To Milton Keynes Parks Trust

P01	09/09/2020	JS	FIRST ISSUE	SH	MP
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS

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T+ 44 (0) 1256 318 800, F+ 44 (0) 1256 318 700
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CLIENT: South West Milton Keynes Consortium

ARCHITECT: CSA

PROJECT: South West Milton Keynes

TITLE: Buckingham Road Access Land Ownership

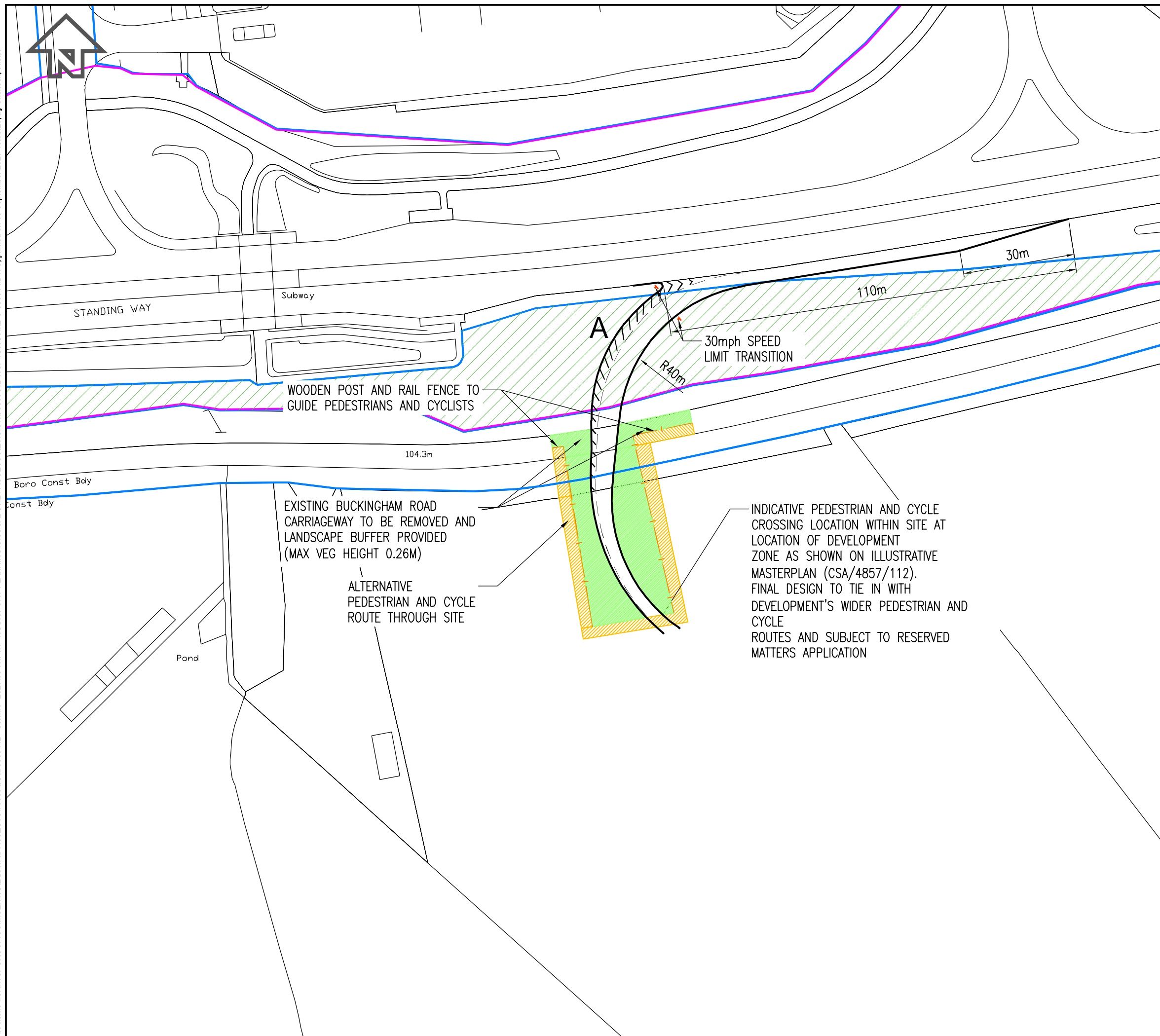
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PROJECT No: 70069442 **DESIGNED:** JS **DRAWN:** JS **DATE:** September 20

DRAWING No: 70069442-WSP-XX-XX-M2-C-000002 **REV:** P01

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P01	15/09/2020	SB	FIRST ISSUE	NR	JS
REV	DATE	BY	DESCRIPTION	CHK	APP

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Mountbatten House, Basing View, Basingstoke, RG21 4HJ, UK
T+ 44 (0) 1256 318 800, F+ 44 (0) 1256 318 700
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CLIENT: South West Milton Keynes Consortium

ARCHITECT: CSA

PROJECT: South West Milton Keynes

TITLE: A421 Access Proposals With Land Ownership

SCALE @ A3: NTS	CHECKED: NR	APPROVED: JS
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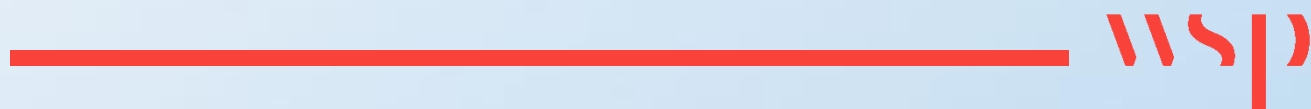
PROJECT No: 70069442	DESIGNED: SB	DRAWN: SB	DATE: September 20
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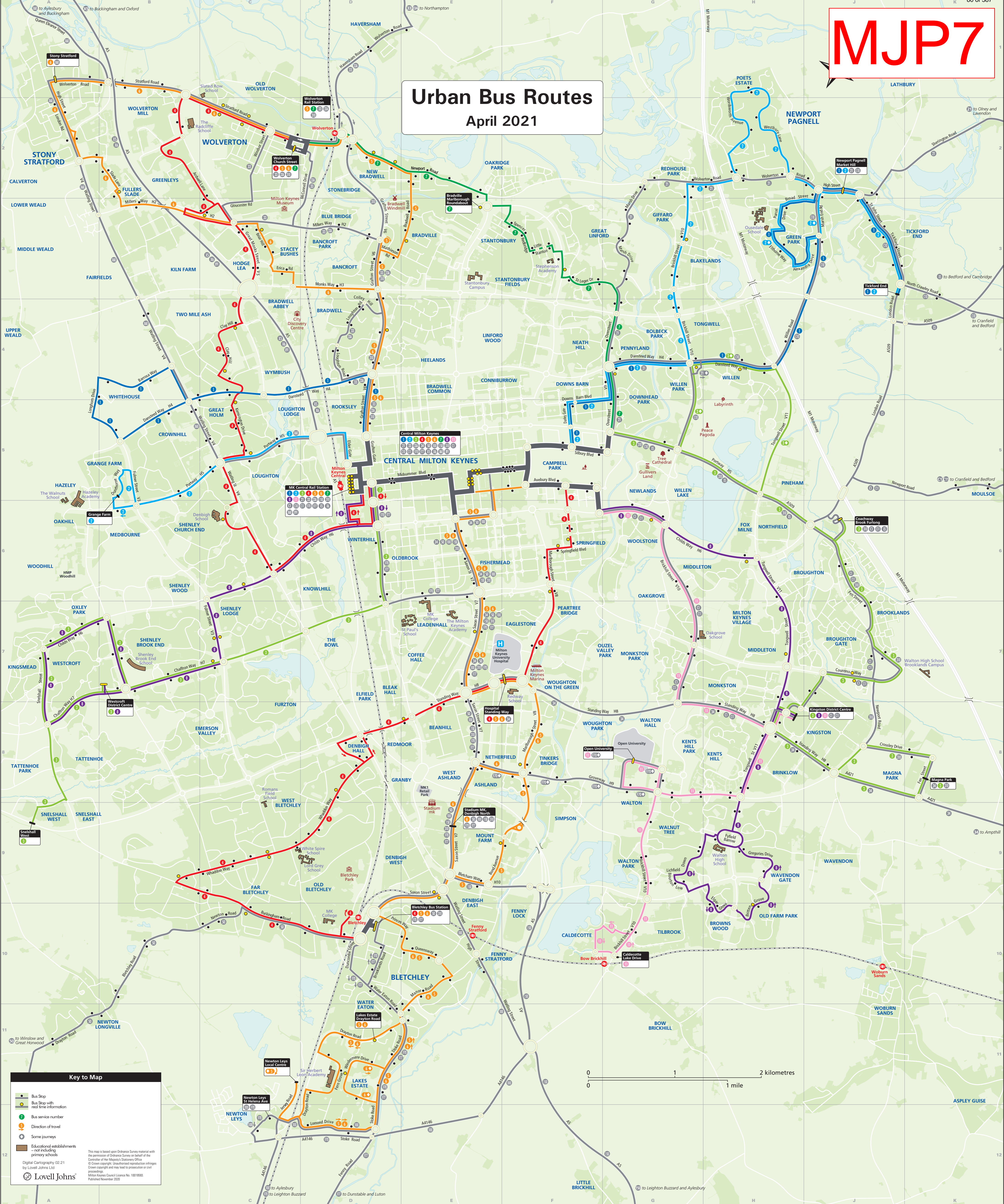
Appendix MJP7

MK URBAN BUS MAP APRIL 2021



MJP7

Urban Bus Routes April 2021



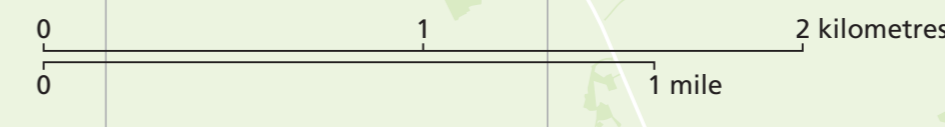
INDEX TO PLACES SERVED

Grid	Destination	Service	Grid	Destination	Service	Grid	Destination	Service	Grid	Destination	Service	Grid	Destination	Service
E8	Ashland	5, 6, 100, 150, 310, F70	J6	Coachway	3, 310, C1, C11, X5	E4	Heelands	5, 6, 33, 33A, 310	K5	Moulsoe	C1, C11	B7	Shenley Brook End	8A
D3	Bancroft	5, 6, 33/33A, 310	E7	Coffee Hall	4, 5, 6, 34, 50, 150, 310, F70	C3	Hodge Lea	4, 6	E9	Mount Farm	5, 6, 50, 100, 150, 310, F70, F77	B6	Shenley Church End	2, 8A
E8	Beanhill	4, 50, 100, 150, 310, F70	B5	Crownhill	2	G8	Kents Hill	6, 7, 8A, 11, 21, 33/33A, 310	F4	Neath Hill	2, 7, 21	B6	Shenley Lodge	8A
G3	Blakelands	2, 21	E10	Denbigh East	5, 6, 150, F70	B3	Kiln Farm	6, 34	H8	Netherfield	4, 5, 6, 34, 50, 100, 310, F70	B6	Shenley Wood	8A
D4	Bleak Hall	1, 2, 7, 21	F4	Downhead Park	1, 2, 7, 21	H8	Kingston	3, 8A, 34, C1, C11	D2	New Bradwell	5, 7, 310	F9	Simpson	1, 2, 21, 310
D10	Bletchley	4, 5, 6, 50, 310, F77	F4	Downs Barn	1, 2, 7, 21	D6	Knowhill	8A	G5	Newlands	3, 8A, 11, 310, C1, C11	C6	Springfield	150
D3	Blue Bridge	33/33A	K9	Eagle Farm	3	D11	Lakes Estate	5, 6, F77	G2	Old Farm Park	8A	F3	Stacey Bushes	4, 5, 6, 7, 33/33A
G4	Bolbeck Park	1, 2, 21	F7	Eagleton	4, 5, 6, 34, 50, 100, 150, 310, F70	E7	Leadenhall	5, 6, 33, 34, 50, 100, 150, 310, F70	E6	Oldbrook	3, 5, 6, 34, 50, 100, 150, 310, F70	E8	Stadium MK (MK Dons FC)	6, 50, 100, 150, 310, F70, F77
E3	Bradville	5, 7, 33/33A, 310	C8	Emerson Valley	8A	C5	Loughton	2, 4, 8A	H6	Northfield	3, 8A, C10	E3	Stantonbury	7
D4	Bradwell	5, 6, 33/33A, 310	B9	Far Bletchley	2, 4, 8A	J8	Magna Park	3, 34, 310	A2	Stony Stratford	6, 8, 89	A2	Stony Stratford	6, 8, 89
E4	Bradwell Common	5, 6, 33/33A, 310	E10	Fenny Stratford	5, 100	B6	Medbourne	2	J3	Tickford End	1, 2, C10	J3	Tickford End	1, 2, C10
H8	Brinklow	3, 8A, 34	E6	Fishermead	4, 5, 6, 34, 50, 100, 150, 310, F70	E6	Fishermead	4, 5, 6, 34, 50, 100, 150, 310, F70	G10	Tilbrook	11	G10	Tilbrook	11
J6	Broughton	3, 8A, C1, C11	H6	Fox Milne	8A	D5	Milton Keynes Central Rail Station	1, 2, 3, 4, 5, 6, 7, 8A, 11, 21, 33/33A, 310, F70, X5, X6, X60, X91	F8	Tinkers Bridge	5, 6	F8	Tinkers Bridge	5, 6
J7	Broughton Gate	3, 310, C1, C11	H10	Browns Wood	6	C3	Giffard Park	2, 21	H4	Tongwell	11, F77	H4	Tongwell	11, F77
H10	Browns Wood	6	G3	Giffard Park	2, 21	G5	Giffard Park	2, 21	G9	Walnut Tree	8A, 11	G9	Walnut Tree	8A, 11
F10	Caldecotte	11	F5	Campbell Park	2, 4, 7	F3	Great Linford	7, 21	G8	Walton	11, F77	G8	Walton	11, F77
F5	Campbell Park	2, 4, 7	F3	Great Linford	7, 21	H3	Green Park	4, 5, 6	G2	Walton Hall	11, F77	G2	Walton Hall	11, F77
E5	Central Milton Keynes	1, 2, 3, 4, 5, 6, 7, 8A, 11, 21, 33/33A, 34, 50, 150, 310, C1, C10, C11, F70, X5, X6, X60, X91	H3	Green Park	4, 5, 6	H7	Monkston	8A, 11, 34, C1, C11	D9	Walton Park	11	D9	Walton Park	11
			B2	Greenleys	4, 6	G7	Monkston Park	11, C1, C11	E8	Redmoor	5, 6, F77	E8	Redmoor	5, 6, F77
			D1	Haversham	33/33A				D5	Rooksley	5, 6, 33/33A, 310	D5	Rooksley	5, 6, 33/33A, 310

Key to Map

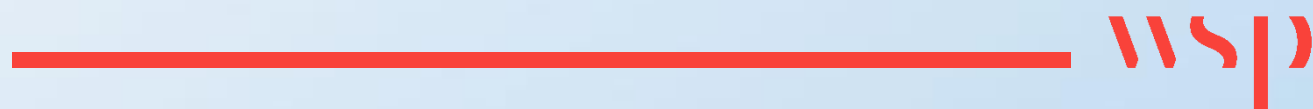
- Bus Stop
- Bus Stop with real time information
- Bus service number
- Direction of travel
- Some journeys
- Educational establishments - not including primary schools

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Appendix MJP8

TECHNICAL NOTE 4 – TRAFFIC DATA ANALYSIS





MJP8

TECHNICAL NOTE 4

DATE:	15 September 2020	CONFIDENTIALITY:	Public
SUBJECT:	Traffic Data Analysis		
PROJECT:	70069442 - South West Milton Keynes	AUTHOR:	Sarah Thomas
CHECKED:	Justin Sherlock	APPROVED:	Stephanie Howard / Martin Paddle

1. INTRODUCTION

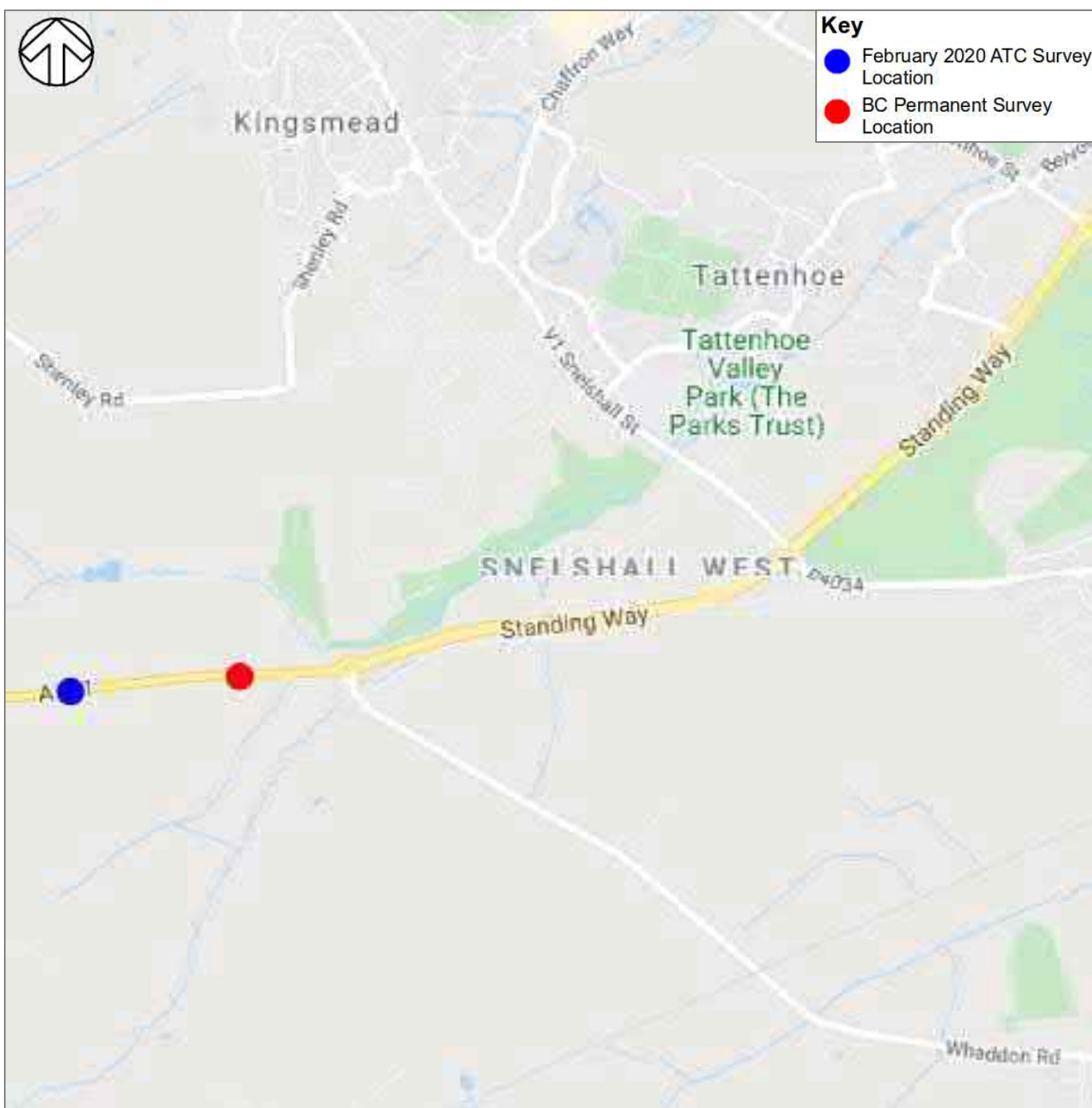
- 1.1 WSP has been appointed by South West Milton Keynes Consortium (The Appellant) to provide transport advice for a residential led mixed-use development on land referred to as South West Milton Keynes (the 'Proposed Development Site').
- 1.2 This Technical Note (TN) has been prepared to provide evidence regarding the validity of undertaking traffic surveys in February 2020 to inform the preparation of the updated Transport Assessment (TA).
- 1.3 A total of 18 junction turning counts alongside 55 automatic traffic counts and three radar surveys were commissioned by WSP in February 2020. Transport Analysis Guidance (TAG) Unit M1.2: Data Sources and Surveys, published in May 2020 by Department for Transport (DfT) sets out the methods used for gathering data, including survey methodology.
- 1.4 Paragraph 3.3.6 of Unit M1.2 states that "*Surveys should typically be carried out during a 'neutral', or representative month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods*".
- 1.5 Paragraph 3.3.7 follows on to state that "*Neutral periods are defined as Mondays to Thursdays from March through to November (excluding August), provided adequate lighting is available, and avoiding the weeks before / after Easter, the Thursday before and all of the week of a bank holiday, and the school holidays. Surveys may be carried out outside of these days/months, ensuring that the conditions being surveyed (e.g. traffic flow) are representative of the transport condition being analysed / modelled.*"
- 1.6 In order to assess the validity of undertaking the traffic surveys in February, two-way flow data from a permanent count site has been obtained from Buckinghamshire Council (BC) for the A421 Standing Way, to the west of the Bottledump Roundabout. The data covers the period from 01 January 2017 to 29 February 2020, with data provided by hour for each 24-hour period. A summary of the data is included in **Appendix A**. Analysis of the data has been undertaken to assess whether February traffic flows are representative compared with other months.
- 1.7 A check of the two-way flow data from the BC permanent count site has also been compared against the ATC survey data collected in February 2020. The locations of the ATC survey and the BC permanent survey is illustrated in **Figure 1** and indicates that the two survey locations are in close proximity to each other.



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Figure 1 Survey Location





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2. DATA ANALYSIS

2.1 The traffic flow data obtained from BC was provided on an hourly basis. The analysis has been undertaken for an AM period (08:00 - 09:00) and a PM period (17:00 - 18:00) representing the peak traffic hours of the traffic counter and representative of the peak hours used in the updated TA (07:45 to 08:45 and 17:00-18:00).

2.2 The following survey days have been excluded from the analysis:

- School holidays (based on BC term dates);
- The weeks before / after Easter;
- Mondays and Fridays;
- Bank holidays, and all of a bank holiday week and the Thursday before; and
- Saturdays and Sundays.

2.3 **Table 1** sets out the average two-way flow on A421 Standing Way for the period from 0800 - 0900 by month for 2017 to 2019 and compares it to an average neutral month across the period (i.e. calculated by the average of the March to November excluding August data).

Table 1 08:00 - 09:00 Average Flow (Two-way) (2017 to 2019)

Month	0800 - 0900 Average Flow (Two-way)	Difference compared with an average Neutral Month*	Difference compared with an average Neutral Month (%)*
January	2353	-51	-2.1%
February	2372	-32	-1.3%
March	2389	-15	-0.6%
April	2430	+26	1.1%
May	2460	+56	2.3%
June	2408	+4	0.1%
July	2358	-46	-1.9%
September	2406	+2	0.1%
October	2382	-22	-0.9%
November	2398	-6	-0.2%
December	2303	-101	-4.2%
Neutral Month	2404		

* Difference is compared to Neutral Month Average (March to November, excluding August)

2.4 **Table 1** illustrates that the average two-way traffic flow on the A421 between 08:00 and 09:00 across the neutral months (March to November, excluding August) is 2404 vehicles. In February, the average flow is 2372, 32 vehicles less than the average for the neutral month, equating to a difference of approximately 1.3%. From **Table 1**, the average two-way flow in February exceeded the July figure, and was comparable



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to the October flow, indicating that the February data can be considered representative for the period from 08:00 to 09:00 for the 2017 to 2019 data.

2.5 The same exercise has been undertaken for the 17:00-18:00 hour and the results are presented in **Table 2**.

Table 2 17:00 - 18:00 Average Flow (Two-way) (2017 to 2019)

Month	1700 - 1800 Average (Two-way)	Difference compared with an average Neutral Month*	Difference compared with an average Neutral Month (%)*
January	2398	-103	-4.1%
February	2411	-90	-3.6%
March	2477	-24	-1.0%
April	2538	+37	+1.5%
May	2514	+12	+0.5%
June	2536	+35	+1.4%
July	2508	+8	+0.3%
September	2533	+32	+1.3%
October	2498	-3	-0.1%
November	2403	-98	-3.9%
December	2339	-161	-6.5%
Neutral Month	2501		

* Difference is compared to Neutral Month Average (March to November, excluding August)

2.6 **Table 2** illustrates that the average two-way traffic flow on the A421 between 17:00 and 18:00 across the neutral months (March to November, excluding August) is 2501 vehicles. In February, the average flow is 2394, 89 vehicles less than the average for the neutral month, equating to approximately 3.6%. The February average flow is comparable to the November average flow.

2.7 **Table 3** sets out the results for February by year, comparing to the neutral month average for 2017, 2018 and 2019.



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Table 3 February Average Flow vs Neutral Month Average Flow by Year

Time Period	Year	February Average	Neutral Month Average	Difference	Difference (%)
08:00 - 09:00	2017	2416	2442	-26	-1.1%
	2018	2326	2382	-56	-2.4%
	2019	2373	2388	-15	-0.6%
	Average	2372	2404	-32	-1.3%
17:00 - 18:00	2017	2482	2533	-51	-2.0%
	2018	2350	2470	-120	-4.9%
	2019	2403	2499	-92	-3.7%
	Average	2411	2501	-90	-3.6%

2.8 **Table 3** shows that during the period from 08:00 to 09:00, the February average was comparable to the neutral month average across all years, being within 2.4% of flows in the worst-case scenario. In 2019, the February average was only 15 vehicles below the neutral month average, equivalent to 0.6%. On average, between 2017 and 2019, the average February traffic flow (between 08:00 and 09:00) was within 1.3% of the average traffic flow for a neutral month. During the period from 17:00 to 18:00, **Table 3** shows that the February average was again comparable to the neutral month average across all years, being within 3.6% of the average flow and within 4.9% of flow in the worst-case year (2018). In 2017, the February average was only 51 vehicles below the neutral month average, equivalent to 2.0%. On average, between 2017 and 2019, the average February traffic flow (between 17:00 and 18:00) was within 3.6% of the average traffic flow for a neutral month.

2.9 Further analysis has also been undertaken using the data provided by BC, looking at the minimum, maximum and average flows across each month, to determine the variation within each month.

2.10 **Charts 1 and 2** provide an illustration of the flow results for the AM period (08:00 to 09:00) and PM period (17:00 to 18:00) respectively.



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Chart 1 2017 to 2019 AM (08:00 - 09:00) Two-way Traffic Flows

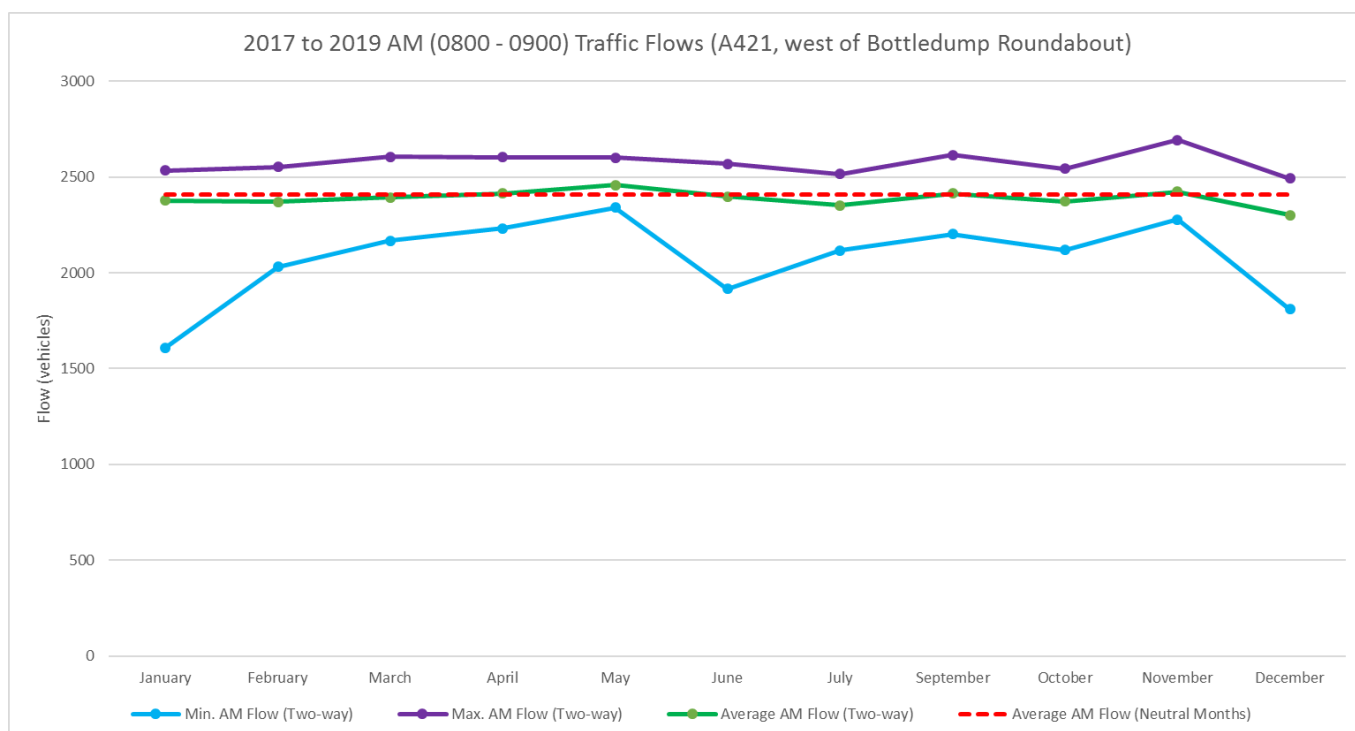
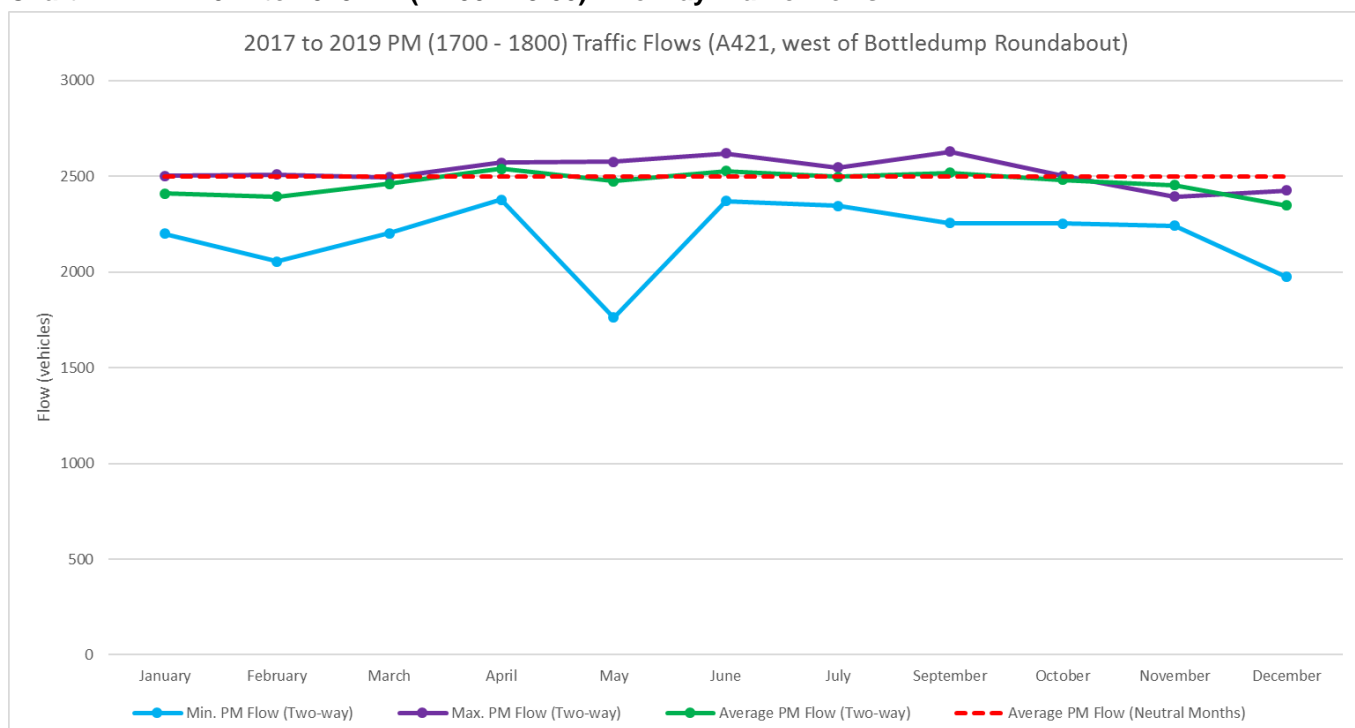


Chart 2 2017 to 2019 PM (17:00 - 18:00) Two-way Traffic Flows





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- 2.11 **Chart 1** illustrates that the average flow in the period from 08:00 to 09:00 is consistent across all months throughout the period from 2017 to 2019. The average two-way flow is at its highest in the months of April and June, and its lowest in July and December. In February, the average flow is 2372 vehicles, only 32 vehicles less than the average for a neutral month (March to November, excluding August). Chart 1 illustrates that the maximum flow in February (2553 vehicles) is consistent with the results for the majority of 'neutral' months. The minimum flow in February is 2031 vehicles, which exceeds the minimum flow recorded in January, June and December, and is comparable to the month of July.
- 2.12 **Chart 2** illustrates that the average flow in the period from 17:00 to 18:00 is fairly consistent across all months throughout the period from 2017 to 2019. The average two-way flow is at its highest in the months of June and September. In February, the average flow is 2411 vehicles, 89 vehicles less than the average for a neutral month (March to November, excluding August). The minimum flow in February is 2055 vehicles, which exceeds the minimum flow recorded in May and December. The maximum flow in February is 2508, which exceeds the maximum flow recorded in March, October and November.
- 2.13 **Charts 1 and 2** illustrate that the average traffic flow in February is within the daily variation of flows (within the minimum and maximum flow anticipated) for the neutral months and is therefore representative.

3. COMPARISON WITH FEBRUARY 2020 ATC DATA

- 3.1 A data comparison exercise has been undertaken to compare the February 2020 ATC data and the BC monitoring site data on A421 Standing Way, west of Bottledump Roundabout. **Table 4** sets out the comparison for the period from 08:00 to 09:00.



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Table 4 08:00 - 09:00 - ATC survey and BC monitoring site comparison

Survey Date	Eastbound				Westbound			
	BC Monitoring Site	ATC Site	Difference	Difference (%)	BC Monitoring Site	ATC Site	Difference	Difference (%)
31/01/2020	1216	1225	9	0.7%	1028	1017	-11	-1.1%
03/02/2020	1237	1215	-22	-1.8%	1075	1073	-2	-0.2%
04/02/2020	1386	1401	15	1.1%	1105	1100	-5	-0.5%
05/02/2020	1318	1327	9	0.7%	1047	1024	-23	-2.2%
06/02/2020	1369	1366	-3	-0.2%	1005	993	-12	-1.2%
07/02/2020	1192	1200	8	0.7%	984	983	-1	-0.1%
10/02/2020	1349	1371	22	1.6%	1048	1028	-20	-1.9%
11/02/2020	1339	1342	3	0.2%	1109	1079	-30	-2.7%
12/02/2020	1420	1424	4	0.3%	1071	1059	-12	-1.1%
13/02/2020	1315	1309	-6	-0.5%	1047	1047	0	0.0%
14/02/2020	1126	1146	20	1.8%	1019	1017	-2	-0.2%
Average	1297	1302	5	0.4%	1049	1038	-11	-1.0%

3.2 **Table 4** illustrates that for the eastbound direction, flows are comparable between the BC monitoring site and the ATC site, with a maximum difference of 22 vehicles, equating to 1.6%. On average, the difference between the two sites is 5 vehicles, equating to 0.4%. In the westbound direction, the flows are also very comparable between the BC monitoring site and the ATC site, with a maximum difference of 30 vehicles, equating to 2.7%. On average, the difference between the two sites is 11 vehicles, equating to 1.0%. From **Table 4**, it can be considered that the ATC survey site compares very well to the BC monitoring site.



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3.3 **Table 5** sets out the comparison for the period from 17:00 to 18:00.

Table 5 17:00 - 18:00 - ATC survey and BC monitoring site comparison

Survey Date	Eastbound				Westbound			
	BC Monitoring Site	ATC Site	Difference	Difference (%)	BC Monitoring Site	ATC Site	Difference	Difference (%)
31/01/2020	1170	1147	-23	-2.0%	1075	1048	-27	-2.5%
03/02/2020	1216	1129	-87	-7.2%	1259	1260	1	0.1%
04/02/2020	1243	1148	-95	-7.6%	1263	1226	-37	-2.9%
05/02/2020	1178	1138	-40	-3.4%	1201	1180	-21	-1.7%
06/02/2020	1298	1219	-79	-6.1%	1200	1184	-16	-1.3%
07/02/2020	1141	1126	-15	-1.3%	1138	1111	-27	-2.4%
10/02/2020	1140	1124	-16	-1.4%	1109	1096	-13	-1.2%
11/02/2020	1187	1103	-84	-7.1%	1226	1204	-22	-1.8%
12/02/2020	1229	1144	-85	-6.9%	1268	1246	-22	-1.7%
13/02/2020	1192	1128	-64	-5.4%	1217	1187	-30	-2.5%
14/02/2020	1156	1137	-19	-1.6%	1141	1146	5	0.4%
Average	1195	1140	-55	-4.6%	1191	1172	-19	-1.6%

3.4 **Table 5** illustrates that for the eastbound direction, flows are fairly comparable between the BC monitoring site and the ATC site, with a maximum difference of 95 vehicles, equating to 7.6%. On average, the difference between the two sites is 55 vehicles, equating to 4.6%. In the westbound direction, the flows are very comparable between the BC monitoring site and the ATC site, with a maximum difference of 37 vehicles, equating to 2.9%. On average, the difference between the two sites is 19 vehicles, equating to 1.6%. From **Table 5**, it can be considered that the ATC survey site compares well to the BC monitoring site.

3.5 **Tables 4 and 5** both indicate that the 2020 ATC survey site flows are comparable with the BC monitoring site flows. It is therefore considered that the ATC data collected in February 2020 are comparable and representative of typical peak hour traffic conditions prior to the outbreak of the COVID 19 pandemic.

4. SUMMARY

4.1 This TN has been prepared in order to assess whether February is a representative month in terms of traffic flows. Analysis of the permanent count site data provided by BC for the period from 2017 to 2019 indicates a low level of variation in average flow by month in the periods from 08:00 to 09:00 and 17:00



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to 18:00. In the AM period, across the 3 years, the average two-way traffic flow on A421 for a neutral month was 2404 vehicles. In February, the average flow was 2372 vehicles, equivalent to a difference of 32 vehicles or 1.3%. This difference is considered minimal, would be imperceptible to other road users, and is well within daily variation, as illustrated in **Chart 1**.

- 4.2 In the PM period, across the 3 years, the average two-way traffic flow on the A421 for a neutral month was 2501 vehicles. In February, the average flow was 2411 vehicles, equivalent to a difference of 90 vehicles and 3.6%. This difference is again considered minimal and would only equate to 3 vehicles every 2 minutes, which would again be imperceptible to other road users, and well within daily fluctuations in traffic levels, as illustrated in **Chart 2**.
- 4.3 Based on the above analysis, it is considered that the traffic surveys commissioned by WSP in February 2020 are representative of typical peak hour traffic conditions prior to the outbreak of the COVID 19 pandemic and in accordance with Paragraph 3.3.7 of TAG Unit M1.2.



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Appendix A – Traffic data

Data received from Buckinghamshire Council

Site No. 82193262

Site Ref. A0421 821326

Lat/Lng. 51.986202 -0.8081

A421 Whaddon Bottledump

Day	Date			Daily Flow		08:00 - 09:00		17:00 - 18:00	
				WB	EB	WB	EB	WB	EB
Sunday	1	January	2017	5053	5423	86	71	377	326
Monday	2	January	2017	7931	8432	166	190	638	589
Tuesday	3	January	2017	11067	11235	751	1088	1167	999
Wednesday	4	January	2017	11650	11764	858	1155	1181	1070
Thursday	5	January	2017	11565	12082	932	1300	1151	1125
Friday	6	January	2017	12301	12353	948	1180	1089	1053
Saturday	7	January	2017	8986	9203	342	407	718	555
Sunday	8	January	2017	7643	7860	189	189	583	521
Monday	9	January	2017	12291	12563	1033	1295	1187	1140
Tuesday	10	January	2017	13430	13005	1141	1371	1243	1235
Wednesday	11	January	2017	13127	13086	1083	1378	1216	1206
Thursday	12	January	2017	12680	12714	1048	1335	1167	1114
Friday	13	January	2017	12185	12332	981	1236	1094	1131
Saturday	14	January	2017	9602	9630	419	455	712	548
Sunday	15	January	2017	7836	7998	184	173	626	487
Monday	16	January	2017	13093	12577	1068	1342	1225	1127
Tuesday	17	January	2017	13174	13130	1124	1377	1275	1304
Wednesday	18	January	2017	13158	13250	1044	1380	1219	1275
Thursday	19	January	2017	13413	13509	1093	1393	1218	1236
Friday	20	January	2017	13412	13400	1003	1230	1184	1197
Saturday	21	January	2017	9798	9872	349	419	916	613
Sunday	22	January	2017	8255	8391	172	196	699	581
Monday	23	January	2017	12773	12617	1107	1304	1183	1120
Tuesday	24	January	2017	13103	12957	1054	1341	1286	1169
Wednesday	25	January	2017	13029	13024	1042	1361	1204	1196
Thursday	26	January	2017	13250	13431	1047	1336	1265	1185
Friday	27	January	2017	13441	13502	920	1193	1107	1159
Saturday	28	January	2017	10505	10559	503	496	817	664
Sunday	29	January	2017	8384	8690	201	224	675	591
Monday	30	January	2017	12839	12833	1017	1326	1199	1160
Tuesday	31	January	2017	13012	12954	1086	1362	1207	1209
Wednesday	1	February	2017	13441	13232	1070	1313	1268	1227
Thursday	2	February	2017	13628	13701	1039	1332	1246	1236
Friday	3	February	2017	13747	13672	1068	1204	1149	1230
Saturday	4	February	2017	10657	10712	444	505	956	658
Sunday	5	February	2017	8530	8476	233	198	630	569
Monday	6	February	2017	12791	12188	1055	1068	915	595
Tuesday	7	February	2017	13573	13637	1120	1433	1238	1243
Wednesday	8	February	2017	13604	13319	1096	1316	1235	1175
Thursday	9	February	2017	13657	13800	1007	1341	1281	1254
Friday	10	February	2017	13994	13720	1067	1230	1168	1203
Saturday	11	February	2017	10020	10069	477	432	644	588
Sunday	12	February	2017	8431	8614	227	201	648	572
Monday	13	February	2017	12884	12997	862	1111	1141	1184
Tuesday	14	February	2017	12905	13172	859	1144	1244	1197
Wednesday	15	February	2017	13395	13421	844	1110	1203	1151
Thursday	16	February	2017	13917	13799	885	1182	1300	1152
Friday	17	February	2017	13629	13802	764	1009	1165	1209
Saturday	18	February	2017	10391	10587	422	469	915	698
Sunday	19	February	2017	8880	9301	237	239	681	675
Monday	20	February	2017	13358	13185	1064	1367	1217	1194

Tuesday	21	February	2017	13333	13430	983	1397	1248	1260
Wednesday	22	February	2017	13779	13790	1108	1400	1272	1246
Thursday	23	February	2017	13375	13277	1039	1337	1233	1217
Friday	24	February	2017	14156	13824	999	1198	1161	1264
Saturday	25	February	2017	10776	10749	491	516	886	670
Sunday	26	February	2017	8964	9191	292	256	700	654
Monday	27	February	2017	13240	13165	1055	1392	1218	1204
Tuesday	28	February	2017	13385	13415	1066	1350	1255	1201
Wednesday	1	March	2017	13673	13699	1123	1311	1242	1300
Thursday	2	March	2017	13901	13935	1086	1317	1266	1271
Friday	3	March	2017	13827	13679	1005	1216	1163	1176
Saturday	4	March	2017	11056	11037	541	581	865	744
Sunday	5	March	2017	8943	9392	266	291	660	671
Monday	6	March	2017	13310	13169	1066	1369	1214	1192
Tuesday	7	March	2017	13702	13560	1097	1373	1328	1279
Wednesday	8	March	2017	13744	13755	1085	1324	1238	1274
Thursday	9	March	2017	13950	13783	1171	1386	1275	1295
Friday	10	March	2017	14012	13857	1061	1171	1195	1210
Saturday	11	March	2017	11086	11094	582	559	894	673
Sunday	12	March	2017	8906	9318	300	266	743	668
Monday	13	March	2017	13553	13568	1049	1395	1270	1258
Tuesday	14	March	2017	13401	13571	773	1006	1278	1317
Wednesday	15	March	2017	14008	14028	1014	1420	1251	1304
Thursday	16	March	2017	13952	13796	1086	1308	1291	1245
Friday	17	March	2017	14244	14158	1112	1215	1204	1265
Saturday	18	March	2017	11338	11388	541	624	958	656
Sunday	19	March	2017	9302	9774	277	273	718	688
Monday	20	March	2017	13240	13155	1061	1262	1249	1218
Tuesday	21	March	2017	13591	13648	1072	1434	1270	1219
Wednesday	22	March	2017	13659	13894	1041	1380	1247	1282
Thursday	23	March	2017	13928	13932	1072	1339	1238	1307
Friday	24	March	2017	14194	14418	1030	1215	1116	1309
Saturday	25	March	2017	11757	11696	579	622	816	856
Sunday	26	March	2017	9700	10081	262	236	779	755
Monday	27	March	2017	13339	13138	1056	1284	1196	1178
Tuesday	28	March	2017	13502	13524	1085	1289	1264	1240
Wednesday	29	March	2017	13801	13554	1017	1283	1283	1271
Thursday	30	March	2017	13859	13892	1029	1272	1180	1279
Friday	31	March	2017	14065	13997	1013	1106	1202	1209
Saturday	1	April	2017	11318	11309	583	549	943	735
Sunday	2	April	2017	9444	9757	334	263	718	647
Monday	3	April	2017	12987	12858	933	1138	1125	1086
Tuesday	4	April	2017	13233	13141	977	1121	1228	1169
Wednesday	5	April	2017	No Data	No Data	No Data	No Data	No Data	No Data
Thursday	6	April	2017	13644	13923	961	1109	1239	1267
Friday	7	April	2017	13913	13784	927	1016	1230	1211
Saturday	8	April	2017	11438	11447	562	489	759	740
Sunday	9	April	2017	8931	9662	284	264	624	777
Monday	10	April	2017	13383	13289	910	1082	1213	1166
Tuesday	11	April	2017	13640	13594	872	1148	1216	1213
Wednesday	12	April	2017	13947	13871	920	1155	1260	1251
Thursday	13	April	2017	14935	14585	858	1060	1273	1275
Friday	14	April	2017	11062	10496	483	367	881	671
Saturday	15	April	2017	10084	10181	442	428	756	721
Sunday	16	April	2017	7426	7930	238	174	798	577
Monday	17	April	2017	9466	10433	278	290	736	747

Tuesday	18	April	2017	13713	13753	1029	1203	1297	1191
Wednesday	19	April	2017	13950	13800	1090	1357	1260	1257
Thursday	20	April	2017	14249	14276	1101	1415	1342	1400
Friday	21	April	2017	14663	14224	1016	1213	1240	1243
Saturday	22	April	2017	11575	11536	608	627	1083	805
Sunday	23	April	2017	9533	9816	339	282	695	757
Monday	24	April	2017	13447	13478	1118	1323	1267	1164
Tuesday	25	April	2017	13740	13632	1089	1381	1347	1200
Wednesday	26	April	2017	14211	13990	1125	1414	1249	1338
Thursday	27	April	2017	14229	14281	1061	1421	1295	1274
Friday	28	April	2017	15315	15260	1087	1298	1144	1303
Saturday	29	April	2017	11742	11629	641	576	896	774
Sunday	30	April	2017	9203	9711	274	276	683	782
Monday	1	May	2017	10179	11137	302	437	796	828
Tuesday	2	May	2017	13789	13882	1148	1439	1312	1251
Wednesday	3	May	2017	14050	13749	1068	1068	1299	1341
Thursday	4	May	2017	14239	14297	1085	1405	1299	1403
Friday	5	May	2017	14747	14473	1093	1222	1254	1294
Saturday	6	May	2017	11172	11190	557	601	798	724
Sunday	7	May	2017	9476	10037	284	288	705	721
Monday	8	May	2017	13462	13453	1081	1407	1233	1170
Tuesday	9	May	2017	13857	13687	1102	1353	1333	1316
Wednesday	10	May	2017	14132	14061	1129	1419	1297	1319
Thursday	11	May	2017	14283	14060	1141	1385	1255	1311
Friday	12	May	2017	14736	14388	1136	1242	1264	1337
Saturday	13	May	2017	11379	11440	613	581	809	799
Sunday	14	May	2017	9564	9984	334	260	690	774
Monday	15	May	2017	13560	13669	1079	1383	1266	1253
Tuesday	16	May	2017	10389	10647	1094	1420	26	35
Wednesday	17	May	2017	11469	11895	1075	1340	796	847
Thursday	18	May	2017	14052	14129	1057	1345	1211	1304
Friday	19	May	2017	14444	14101	1026	1269	1212	1237
Saturday	20	May	2017	11075	11064	571	564	860	720
Sunday	21	May	2017	9379	10049	280	232	744	770
Monday	22	May	2017	13602	13864	1097	1360	1201	1297
Tuesday	23	May	2017	13742	13688	1089	1349	1287	1302
Wednesday	24	May	2017	14174	14251	1121	1414	1263	1283
Thursday	25	May	2017	14430	14354	1078	1376	1245	1390
Friday	26	May	2017	15844	14643	1089	1185	1295	1229
Saturday	27	May	2017	11332	10588	592	582	741	605
Sunday	28	May	2017	9038	9019	328	280	545	698
Monday	29	May	2017	9399	10109	293	264	694	760
Tuesday	30	May	2017	13611	13646	938	1087	1215	1201
Wednesday	31	May	2017	13744	13963	965	1153	1229	1264
Thursday	1	June	2017	14160	13963	931	1123	1251	1118
Friday	2	June	2017	14445	14238	806	977	1256	1205
Saturday	3	June	2017	11280	11647	577	520	814	799
Sunday	4	June	2017	9313	9957	303	280	681	780
Monday	5	June	2017	13540	13352	1085	1345	1294	1239
Tuesday	6	June	2017	13611	13457	1027	1343	1273	1214
Wednesday	7	June	2017	14127	14076	1085	1423	1295	1269
Thursday	8	June	2017	14235	14136	1082	1354	1290	1239
Friday	9	June	2017	14723	14387	1046	1187	1347	1254
Saturday	10	June	2017	11246	11092	534	573	776	756
Sunday	11	June	2017	9715	10481	308	248	748	772
Monday	12	June	2017	13648	13441	1117	1338	1304	1252

Tuesday	13	June	2017	14017	13943	1145	1422	1289	1272
Wednesday	14	June	2017	14515	14098	1139	1330	1316	1278
Thursday	15	June	2017	14607	14554	1099	1362	1271	1281
Friday	16	June	2017	15100	15219	1072	1206	1266	1345
Saturday	17	June	2017	11743	11384	574	592	777	689
Sunday	18	June	2017	9822	10427	364	318	734	761
Monday	19	June	2017	13699	14011	1073	1381	1211	1180
Tuesday	20	June	2017	14002	14104	1113	1369	1294	1201
Wednesday	21	June	2017	14047	14141	1074	1350	1222	1238
Thursday	22	June	2017	14471	14480	1127	1353	1266	1339
Friday	23	June	2017	14889	14637	1055	1162	1272	1225
Saturday	24	June	2017	11108	11454	616	578	757	776
Sunday	25	June	2017	9960	10759	352	286	723	934
Monday	26	June	2017	12675	12873	1070	1263	1280	1232
Tuesday	27	June	2017	13834	13956	1130	1272	1255	1280
Wednesday	28	June	2017	14135	14104	1096	1358	1356	1318
Thursday	29	June	2017	14683	14618	1087	1382	1303	1271
Friday	30	June	2017	14797	14576	1022	1232	1313	1311
Saturday	1	July	2017	11789	11723	592	564	815	735
Sunday	2	July	2017	10190	10716	315	311	808	768
Monday	3	July	2017	12778	13378	1061	1224	1302	1186
Tuesday	4	July	2017	14223	13932	1144	1361	1223	1279
Wednesday	5	July	2017	13144	14779	1115	1345	1303	1276
Thursday	6	July	2017	13806	13726	1140	1356	1245	1279
Friday	7	July	2017	15278	14793	1064	1211	1279	1229
Saturday	8	July	2017	11345	11188	559	517	757	699
Sunday	9	July	2017	9934	10369	285	272	783	724
Monday	10	July	2017	13838	13869	1040	1313	1253	1223
Tuesday	11	July	2017	13743	13723	1099	1370	1210	1205
Wednesday	12	July	2017	14466	14189	1082	1349	1287	1237
Thursday	13	July	2017	14793	14515	1076	1331	1296	1219
Friday	14	July	2017	15522	15091	1053	1140	1308	1325
Saturday	15	July	2017	11906	12144	622	580	832	753
Sunday	16	July	2017	10398	11612	387	289	818	964
Monday	17	July	2017	14135	14101	1077	1312	1219	1150
Tuesday	18	July	2017	13921	13918	1060	1323	1290	1252
Wednesday	19	July	2017	14288	14263	1086	1325	1320	1207
Thursday	20	July	2017	14162	14427	979	1328	1314	1305
Friday	21	July	2017	14781	14382	948	1106	1291	1231
Saturday	22	July	2017	11586	11117	502	484	827	698
Sunday	23	July	2017	9743	10056	308	241	773	722
Monday	24	July	2017	13722	13535	864	1182	1217	1180
Tuesday	25	July	2017	13715	13698	946	1151	1225	1217
Wednesday	26	July	2017	13758	13892	905	1223	1263	1205
Thursday	27	July	2017	13999	14033	917	1174	1302	1217
Friday	28	July	2017	14825	14639	837	1062	1300	1234
Saturday	29	July	2017	11286	11271	558	541	886	698
Sunday	30	July	2017	10065	10283	308	275	808	751
Monday	31	July	2017	13301	13294	885	1119	1182	1174
Tuesday	1	August	2017	13029	13164	915	1197	1273	1185
Wednesday	2	August	2017	13411	13604	883	1202	1295	1193
Thursday	3	August	2017	14077	13898	961	1155	1284	1232
Friday	4	August	2017	14512	13932	911	1011	1258	1126
Saturday	5	August	2017	11415	11258	629	465	847	805
Sunday	6	August	2017	9998	10789	387	250	721	940
Monday	7	August	2017	12715	13231	810	1124	1198	1166

Tuesday	8	August	2017	12722	12883	848	1247	1239	1174
Wednesday	9	August	2017	13036	12966	867	1137	1222	1144
Thursday	10	August	2017	13756	13528	899	1125	1229	1219
Friday	11	August	2017	14075	13572	829	1036	1231	1164
Saturday	12	August	2017	11298	10753	556	474	792	716
Sunday	13	August	2017	9856	10824	331	253	730	850
Monday	14	August	2017	13376	13130	813	1078	1225	1209
Tuesday	15	August	2017	13254	13222	861	1131	1256	1161
Wednesday	16	August	2017	13447	13441	880	1112	1231	1168
Thursday	17	August	2017	13808	13707	901	1155	1230	1259
Friday	18	August	2017	14469	13788	819	983	1216	1153
Saturday	19	August	2017	11442	11128	537	462	893	712
Sunday	20	August	2017	9557	10064	295	266	784	731
Monday	21	August	2017	13160	13092	903	1188	1241	1177
Tuesday	22	August	2017	13429	13453	882	1262	1183	1238
Wednesday	23	August	2017	13964	13701	973	1206	1286	1213
Thursday	24	August	2017	13914	13806	959	1111	1144	1197
Friday	25	August	2017	15289	14071	933	953	1245	1177
Saturday	26	August	2017	11251	11395	588	477	759	735
Sunday	27	August	2017	9188	9815	397	261	572	840
Monday	28	August	2017	10016	11031	378	307	679	842
Tuesday	29	August	2017	13400	13401	903	1184	1254	1255
Wednesday	30	August	2017	13605	13816	906	1210	1257	1205
Thursday	31	August	2017	13909	13796	895	1146	1263	1235
Friday	1	September	2017	14683	14280	863	1063	1308	1179
Saturday	2	September	2017	12542	12794	717	555	1210	838
Sunday	3	September	2017	9652	10252	285	248	783	731
Monday	4	September	2017	13323	12951	842	1189	1269	1144
Tuesday	5	September	2017	13483	13634	906	1318	1233	1204
Wednesday	6	September	2017	14075	14025	1034	1381	1271	1236
Thursday	7	September	2017	14355	14177	1056	1408	1306	1298
Friday	8	September	2017	14434	14327	989	1225	1185	1282
Saturday	9	September	2017	11820	11598	607	585	854	771
Sunday	10	September	2017	9269	9857	253	264	729	741
Monday	11	September	2017	14760	14374	1027	1401	1279	1298
Tuesday	12	September	2017	14125	13988	1134	1395	1316	1286
Wednesday	13	September	2017	13690	13650	1067	1388	1158	1151
Thursday	14	September	2017	13772	13675	1004	1282	1171	1162
Friday	15	September	2017	14287	13894	1014	1123	1128	1225
Saturday	16	September	2017	11667	11707	589	585	953	843
Sunday	17	September	2017	9370	10197	288	262	716	721
Monday	18	September	2017	13683	13490	1084	1369	1195	1249
Tuesday	19	September	2017	15128	14954	1074	1367	1203	1405
Wednesday	20	September	2017	13714	13876	1041	1410	1276	1259
Thursday	21	September	2017	14056	14255	1032	1408	1233	1263
Friday	22	September	2017	14729	14808	993	1235	1288	1307
Saturday	23	September	2017	11693	11638	614	627	834	801
Sunday	24	September	2017	9684	9925	273	279	804	816
Monday	25	September	2017	13631	13753	1041	1404	1213	1192
Tuesday	26	September	2017	13929	14216	1042	1480	1309	1320
Wednesday	27	September	2017	14052	14030	1109	1395	1235	1329
Thursday	28	September	2017	14262	14553	1007	1460	1315	1274
Friday	29	September	2017	15080	14938	1076	1302	1235	1285
Saturday	30	September	2017	12100	12230	562	640	946	785
Sunday	1	October	2017	9918	10401	404	261	758	795
Monday	2	October	2017	13653	13910	1062	1460	1292	1285

Tuesday	3	October	2017	14173	14057	1069	1409	1321	1267
Wednesday	4	October	2017	13919	14106	1092	1444	1277	1353
Thursday	5	October	2017	13975	14146	1047	1373	1217	1212
Friday	6	October	2017	14735	14666	1022	1233	1238	1343
Saturday	7	October	2017	11642	11737	600	602	993	791
Sunday	8	October	2017	9918	10512	308	261	738	762
Monday	9	October	2017	13661	13689	1028	1389	1291	1232
Tuesday	10	October	2017	13708	13936	1060	1444	1253	1313
Wednesday	11	October	2017	14055	13918	1054	1444	1265	1292
Thursday	12	October	2017	14344	14280	1098	1366	1241	1280
Friday	13	October	2017	14946	14811	1025	1246	1248	1328
Saturday	14	October	2017	11523	11617	543	587	862	843
Sunday	15	October	2017	9640	10197	286	246	755	746
Monday	16	October	2017	12804	13827	1070	1413	943	1200
Tuesday	17	October	2017	12564	13868	937	1370	1054	1199
Wednesday	18	October	2017	13128	13708	1017	1275	1185	1229
Thursday	19	October	2017	13887	13644	1007	1326	1287	1281
Friday	20	October	2017	15093	13741	976	1123	1296	1205
Saturday	21	October	2017	11167	10888	532	495	892	718
Sunday	22	October	2017	9385	9985	286	245	714	728
Monday	23	October	2017	12947	13139	875	1054	1109	1124
Tuesday	24	October	2017	12878	13457	866	1132	1163	1249
Wednesday	25	October	2017	13231	13886	848	1134	1200	1194
Thursday	26	October	2017	13274	11371	903	1137	1167	801
Friday	27	October	2017	14215	13953	790	952	1188	1195
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Sunday	29	October	2017	9684	10550	295	276	709	844
Monday	30	October	2017	13388	13593	959	1369	1188	1192
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Wednesday	1	November	2017	13602	13765	972	1313	1246	1240
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Friday	3	November	2017	14348	14432	989	1282	1162	1271
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Sunday	5	November	2017	9437	9954	252	266	654	692
Monday	6	November	2017	13615	13631	1026	1366	1237	1131
Tuesday	7	November	2017	13685	13781	1076	1405	1200	1188
Wednesday	8	November	2017	No Data	No Data	No Data	No Data	No Data	No Data
Thursday	9	November	2017	14112	13960	1063	1357	1282	1242
Friday	10	November	2017	14355	14359	938	1306	1173	1302
Saturday	11	November	2017	11348	11462	566	593	922	733
Sunday	12	November	2017	9416	9944	273	285	639	693
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Tuesday	14	November	2017	13491	13795	1059	1406	1266	1222
Wednesday	15	November	2017	13886	13999	1134	1446	1220	1172
Thursday	16	November	2017	14126	14144	1116	1398	1218	1272
Friday	17	November	2017	14502	14456	991	1266	1146	1307
Saturday	18	November	2017	11279	11253	616	674	805	667
Sunday	19	November	2017	9642	10192	292	279	719	746
Monday	20	November	2017	13376	13550	1074	1349	1152	1208
Tuesday	21	November	2017	13747	13869	1097	1420	1229	1257
Wednesday	22	November	2017	14250	13963	1247	1434	1246	1263
Thursday	23	November	2017	14069	14284	1108	1371	1265	1268
Friday	24	November	2017	14369	14095	1060	1301	1095	1064
Saturday	25	November	2017	11441	11275	588	600	777	678
Sunday	26	November	2017	9851	10393	256	217	741	795
Monday	27	November	2017	13618	13734	1038	1410	1210	1207

Tuesday	28	November	2017	13781	13741	1032	1400	1255	1220
Wednesday	29	November	2017	13817	13938	1120	1382	1223	1294
Thursday	30	November	2017	14141	14522	1071	1376	1300	1304
Friday	1	December	2017	14648	14639	1029	1244	1144	1207
Saturday	2	December	2017	11494	11415	591	682	828	666
Sunday	3	December	2017	9508	10027	238	276	680	655
Monday	4	December	2017	13629	13982	1060	1330	1220	1231
Tuesday	5	December	2017	13985	14067	1042	1399	1237	1195
Wednesday	6	December	2017	14316	14348	1082	1409	1277	1232
Thursday	7	December	2017	13478	14114	1077	1377	1295	1271
Friday	8	December	2017	14500	14586	1043	1281	1256	1218
Saturday	9	December	2017	11518	11767	460	562	883	770
Sunday	10	December	2017	3031	3398	78	94	180	185
Monday	11	December	2017	8892	9119	577	759	743	681
Tuesday	12	December	2017	11078	11483	759	1050	1012	963
Wednesday	13	December	2017	13384	13731	979	1233	1164	1194
Thursday	14	December	2017	14031	14198	1047	1256	1208	1238
Friday	15	December	2017	14405	14617	950	1219	1226	1210
Saturday	16	December	2017	10503	10405	424	513	674	587
Sunday	17	December	2017	9116	9487	254	218	728	624
Monday	18	December	2017	13457	13681	933	1270	1182	1076
Tuesday	19	December	2017	13306	13600	894	1278	1191	1152
Wednesday	20	December	2017	13553	13621	847	1178	1165	1109
Thursday	21	December	2017	13328	13703	834	1128	1088	1102
Friday	22	December	2017	12543	12576	719	927	848	773
Saturday	23	December	2017	10021	9772	402	525	647	568
Sunday	24	December	2017	7059	6979	199	199	406	375
Monday	25	December	2017	3334	3459	99	93	176	209
Tuesday	26	December	2017	7391	7608	195	190	643	441
Wednesday	27	December	2017	10190	9670	360	464	804	690
Thursday	28	December	2017	10302	10301	346	481	815	730
Friday	29	December	2017	10257	10364	356	459	796	678
Saturday	30	December	2017	9329	9344	305	321	752	609
Sunday	31	December	2017	6826	6709	130	131	465	415
Monday	1	January	2018	5669	6204	84	103	386	498
Tuesday	2	January	2018	10763	11244	669	945	1141	929
Wednesday	3	January	2018	11337	11502	786	1143	1153	999
Thursday	4	January	2018	11847	12039	913	1259	1211	1063
Friday	5	January	2018	12048	12401	836	1109	1056	1036
Saturday	6	January	2018	9152	9315	326	427	706	613
Sunday	7	January	2018	8066	8030	235	187	583	572
Monday	8	January	2018	11186	11685	964	1257	486	552
Tuesday	9	January	2018	12468	12427	988	1223	1176	1129
Wednesday	10	January	2018	12647	12773	990	1340	1177	1061
Thursday	11	January	2018	12469	12601	744	865	1235	1143
Friday	12	January	2018	12686	12910	911	1274	1089	1017
Saturday	13	January	2018	10041	10049	404	533	925	623
Sunday	14	January	2018	7987	8275	200	209	618	539
Monday	15	January	2018	12658	12262	990	1257	1274	1129
Tuesday	16	January	2018	13200	12689	1065	1346	1275	1147
Wednesday	17	January	2018	13414	13229	1074	1349	1284	1179
Thursday	18	January	2018	13103	13050	1008	1318	1283	1138
Friday	19	January	2018	13234	13290	937	1271	1151	1187
Saturday	20	January	2018	9703	9623	396	502	739	590
Sunday	21	January	2018	7322	7450	183	215	521	491
Monday	22	January	2018	12818	12637	1052	1323	1181	1178

Tuesday	23	January	2018	12807	12693	1005	1340	1138	1091
Wednesday	24	January	2018	13013	12786	1043	1301	1191	1180
Thursday	25	January	2018	13349	13184	1049	1347	1239	1179
Friday	26	January	2018	13443	13532	964	1179	1156	1220
Saturday	27	January	2018	10469	10399	473	522	1001	627
Sunday	28	January	2018	8513	8762	224	235	622	640
Monday	29	January	2018	12590	12656	1095	1355	1162	1135
Tuesday	30	January	2018	12936	13004	1072	1386	1208	1292
Wednesday	31	January	2018	12969	12878	1043	1353	1221	1168
Thursday	1	February	2018	13113	13318	1034	1360	1213	1173
Friday	2	February	2018	13445	13426	958	1226	1128	1242
Saturday	3	February	2018	10074	10053	505	556	741	565
Sunday	4	February	2018	8402	8612	197	227	600	612
Monday	5	February	2018	12463	12527	981	1318	1141	1158
Tuesday	6	February	2018	12601	12796	974	1359	1188	1211
Wednesday	7	February	2018	12895	13115	1027	1307	1192	1144
Thursday	8	February	2018	12822	12622	953	891	1191	1209
Friday	9	February	2018	13185	13498	903	1193	1090	1249
Saturday	10	February	2018	10069	10149	476	461	898	518
Sunday	11	February	2018	8574	8793	226	284	636	599
Monday	12	February	2018	12065	12008	737	990	1073	1033
Tuesday	13	February	2018	12494	12432	822	1034	1041	972
Wednesday	14	February	2018	12603	12727	821	1053	1097	1135
Thursday	15	February	2018	13009	13229	888	1040	1102	1156
Friday	16	February	2018	12934	12925	754	955	1103	1143
Saturday	17	February	2018	10370	10374	420	455	898	663
Sunday	18	February	2018	8767	9075	246	268	607	669
Monday	19	February	2018	12636	12958	1010	1308	1206	1100
Tuesday	20	February	2018	13249	13218	1046	1347	1178	1295
Wednesday	21	February	2018	13128	13332	1027	1373	1200	1186
Thursday	22	February	2018	13584	13686	998	1368	1219	1252
Friday	23	February	2018	13647	13638	976	1162	1131	1272
Saturday	24	February	2018	10499	10370	522	479	819	641
Sunday	25	February	2018	8650	8854	250	245	651	659
Monday	26	February	2018	12321	12512	1005	1296	960	1114
Tuesday	27	February	2018	12003	12131	990	1312	1076	1140
Wednesday	28	February	2018	11653	11360	887	1144	1041	1014
Thursday	1	March	2018	7504	8099	704	740	322	459
Friday	2	March	2018	4076	4417	282	370	190	229
Saturday	3	March	2018	4268	4419	122	138	511	258
Sunday	4	March	2018	6721	6944	157	141	499	439
Monday	5	March	2018	12411	12482	946	1321	1137	1142
Tuesday	6	March	2018	13208	13408	1063	1376	1188	1228
Wednesday	7	March	2018	13239	13289	1030	1375	1184	1021
Thursday	8	March	2018	13045	12574	960	1213	1230	1107
Friday	9	March	2018	13582	13709	956	1093	1084	1206
Saturday	10	March	2018	11282	11229	528	599	836	714
Sunday	11	March	2018	8984	9515	205	331	657	686
Monday	12	March	2018	12975	13102	1019	1280	1135	1184
Tuesday	13	March	2018	13245	13181	1040	1293	1195	1171
Wednesday	14	March	2018	13425	13374	1025	1357	1186	1213
Thursday	15	March	2018	13585	13525	1015	1331	1204	1208
Friday	16	March	2018	14174	14305	997	1272	1185	1215
Saturday	17	March	2018	9799	9928	477	547	839	652
Sunday	18	March	2018	6625	6795	148	187	564	487
Monday	19	March	2018	12573	12956	987	1291	1216	1212

Tuesday	20	March	2018	13400	13511	1001	1396	1182	1194
Wednesday	21	March	2018	13737	13951	1013	1349	1236	1217
Thursday	22	March	2018	14343	14338	1042	1438	1251	1292
Friday	23	March	2018	14278	14066	956	1186	1122	1246
Saturday	24	March	2018	11273	11023	511	542	924	664
Sunday	25	March	2018	8720	9359	257	240	672	741
Monday	26	March	2018	13293	13809	955	1295	1159	1248
Tuesday	27	March	2018	13434	13813	974	1264	1190	1252
Wednesday	28	March	2018	13808	13740	982	1304	1246	1210
Thursday	29	March	2018	14360	13898	978	1206	1227	1199
Friday	30	March	2018	10790	10119	393	342	696	668
Saturday	31	March	2018	9884	9715	372	373	760	624
Sunday	1	April	2018	6837	7179	189	159	444	570
Monday	2	April	2018	9141	9962	235	203	814	734
Tuesday	3	April	2018	12740	12786	760	1065	1117	1115
Wednesday	4	April	2018	13034	13221	816	1153	1125	1155
Thursday	5	April	2018	13354	13403	909	1083	1210	1193
Friday	6	April	2018	13584	13672	739	970	1174	1267
Saturday	7	April	2018	10403	10497	539	453	687	725
Sunday	8	April	2018	8744	9119	243	245	552	649
Monday	9	April	2018	12759	13124	882	1224	1148	1155
Tuesday	10	April	2018	13035	13434	870	1249	1180	1145
Wednesday	11	April	2018	13253	13650	937	1189	1252	1205
Thursday	12	April	2018	12790	13462	855	1194	1167	1190
Friday	13	April	2018	13624	13595	840	1014	1203	1195
Saturday	14	April	2018	10818	10749	537	506	828	728
Sunday	15	April	2018	8778	9137	250	288	643	596
Monday	16	April	2018	12858	13217	958	1327	1211	1182
Tuesday	17	April	2018	13321	13711	977	1401	1197	1209
Wednesday	18	April	2018	13549	14177	999	1331	1168	1359
Thursday	19	April	2018	13908	14381	1049	1406	1239	1297
Friday	20	April	2018	14065	14273	1001	1222	1203	1223
Saturday	21	April	2018	11233	11066	665	630	745	666
Sunday	22	April	2018	9290	9591	392	317	681	650
Monday	23	April	2018	12606	10616	984	929	1184	1233
Tuesday	24	April	2018	13682	13671	1072	1370	1258	1264
Wednesday	25	April	2018	13940	14246	1062	1397	1204	1345
Thursday	26	April	2018	14249	14505	1026	1412	1282	1353
Friday	27	April	2018	14515	14189	1008	1192	1214	1245
Saturday	28	April	2018	11159	11247	571	555	985	735
Sunday	29	April	2018	8920	9480	295	229	648	688
Monday	30	April	2018	13378	13441	1024	1322	1207	1249
Tuesday	1	May	2018	No Data	No Data	No Data	No Data	No Data	No Data
Wednesday	2	May	2018	13800	14091	1096	1394	1250	1311
Thursday	3	May	2018	14200	14347	1071	1371	1254	1305
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Saturday	5	May	2018	11441	11253	633	582	710	736
Sunday	6	May	2018	9059	9559	310	312	582	699
Monday	7	May	2018	9305	10124	318	519	712	642
Tuesday	8	May	2018	14085	14198	1060	1391	1210	1285
Wednesday	9	May	2018	14223	14307	1096	1370	1289	1266
Thursday	10	May	2018	14517	14652	1147	1368	1217	1327
Friday	11	May	2018	14646	14468	1042	1185	1156	1388
Saturday	12	May	2018	11312	11214	628	589	787	767
Sunday	13	May	2018	9486	9890	347	302	674	829
Monday	14	May	2018	13479	13355	924	1228	1186	1198

Tuesday	15	May	2018	13454	13945	1047	1337	1140	1267
Wednesday	16	May	2018	14605	14636	1182	1405	1261	1317
Thursday	17	May	2018	14648	14814	1195	1391	1258	1275
Friday	18	May	2018	14399	14407	1046	1236	1129	1183
Saturday	19	May	2018	11575	10828	604	588	768	698
Sunday	20	May	2018	10226	10060	384	280	773	792
Monday	21	May	2018	13581	13784	1045	1345	1217	1273
Tuesday	22	May	2018	13847	14056	1072	1337	1223	1249
Wednesday	23	May	2018	13819	13573	1105	1389	947	814
Thursday	24	May	2018	14519	14417	1060	1326	1256	1326
Friday	25	May	2018	15435	14421	955	1170	1238	1334
Saturday	26	May	2018	11639	11121	622	527	765	743
Sunday	27	May	2018	9148	9516	284	270	655	683
Monday	28	May	2018	9572	9995	325	239	701	813
Tuesday	29	May	2018	13125	13150	866	1125	1143	1129
Wednesday	30	May	2018	13491	13675	869	1081	1204	1191
Thursday	31	May	2018	13589	13633	873	1112	1213	1181
Friday	1	June	2018	14220	13837	818	973	1170	1216
Saturday	2	June	2018	11102	11346	527	431	719	781
Sunday	3	June	2018	10680	11527	304	289	849	895
Monday	4	June	2018	13664	14038	1060	1331	1248	1230
Tuesday	5	June	2018	13925	14061	1088	1407	1231	1245
Wednesday	6	June	2018	14329	14403	1106	1389	1229	1331
Thursday	7	June	2018	14305	14327	1050	1393	1280	1389
Friday	8	June	2018	15009	14856	994	1238	1221	1320
Saturday	9	June	2018	14906	12134	724	587	1071	848
Sunday	10	June	2018	13285	11192	425	272	993	884
Monday	11	June	2018	14005	13996	1055	1345	1239	1162
Tuesday	12	June	2018	14044	14055	1046	1392	1197	1328
Wednesday	13	June	2018	14455	14356	1036	1293	1279	1336
Thursday	14	June	2018	14543	14544	1104	1375	1238	1331
Friday	15	June	2018	15315	15269	983	1188	1254	1427
Saturday	16	June	2018	12094	12454	678	614	809	787
Sunday	17	June	2018	10244	11148	414	318	746	817
Monday	18	June	2018	13655	13501	995	1335	1190	1159
Tuesday	19	June	2018	13866	13898	1032	1379	1216	1215
Wednesday	20	June	2018	14175	14184	1017	1347	1252	1238
Thursday	21	June	2018	14471	14492	1069	1370	1232	1374
Friday	22	June	2018	15184	14976	997	1118	1218	1302
Saturday	23	June	2018	13096	14048	677	678	886	989
Sunday	24	June	2018	10803	12508	388	352	749	972
Monday	25	June	2018	9334	10196	564	639	570	681
Tuesday	26	June	2018	12786	13019	823	1093	1161	1217
Wednesday	27	June	2018	13961	14126	1042	1285	1208	1266
Thursday	28	June	2018	13914	13925	958	1248	1231	1210
Friday	29	June	2018	15017	13985	896	1070	1197	1249
Saturday	30	June	2018	14075	13849	637	655	966	742
Sunday	1	July	2018	11867	12387	390	326	825	848
Monday	2	July	2018	13808	13751	1021	1289	1209	1228
Tuesday	3	July	2018	13813	14148	1084	1315	1280	1300
Wednesday	4	July	2018	14351	14573	1066	1302	1222	1235
Thursday	5	July	2018	15219	15960	1097	1390	1166	1311
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Wednesday	11	July	2018	13347	13467	1015	1259	1267	1246
Thursday	12	July	2018	14244	13510	1042	1273	1204	1323
Friday	13	July	2018	15435	14673	905	1101	1210	1178
Saturday	14	July	2018	13479	12064	672	612	1002	723
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Monday	16	July	2018	13834	13721	996	1152	1218	1241
Tuesday	17	July	2018	13551	13697	995	1282	1144	1201
Wednesday	18	July	2018	14189	13942	987	1291	1238	1246
Thursday	19	July	2018	14336	14267	1008	1242	1220	1247
Friday	20	July	2018	15758	14699	970	1134	1263	1240
Saturday	21	July	2018	12171	11552	637	598	839	667
Sunday	22	July	2018	10277	10845	298	283	757	798
Monday	23	July	2018	13725	13839	901	1171	1265	1165
Tuesday	24	July	2018	13550	13773	962	1232	1168	1250
Wednesday	25	July	2018	14183	14253	941	1247	1237	1212
Thursday	26	July	2018	14041	14153	876	1182	1184	1147
Friday	27	July	2018	14788	14209	870	961	1163	1183
Saturday	28	July	2018	11344	11185	548	490	743	693
Sunday	29	July	2018	9543	10350	250	224	764	753
Monday	30	July	2018	13451	13762	876	1238	1207	1236
Tuesday	31	July	2018	13070	13324	877	1171	1152	1139
Wednesday	1	August	2018	13206	13164	819	1083	1176	1179
Thursday	2	August	2018	14052	13996	941	1133	1227	1218
Friday	3	August	2018	14574	13861	872	991	1188	1190
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Sunday	5	August	2018	10006	10775	393	278	696	835
Monday	6	August	2018	12697	12921	886	1082	1098	1145
Tuesday	7	August	2018	13172	13227	990	1107	1151	1058
Wednesday	8	August	2018	13356	13187	889	1068	1184	1164
Thursday	9	August	2018	13656	13396	903	1085	1224	1168
Friday	10	August	2018	14235	13706	773	980	1185	1156
Saturday	11	August	2018	11642	10960	486	458	885	726
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Wednesday	15	August	2018	12982	13754	866	1195	1182	1135
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Wednesday	22	August	2018	13319	14055	814	1155	1183	1278
Thursday	23	August	2018	13980	14660	855	1157	1253	1309
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Wednesday	5	September	2018	13830	14212	1113	1259	1228	1279
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Thursday	13	September	2018	13346	14808	1026	1347	1109	1393
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Wednesday	19	September	2018	14279	13706	1088	1361	1239	1211
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Friday	21	September	2018	15202	14279	936	1179	1244	1284
Saturday	22	September	2018	12304	11848	638	620	923	766
Sunday	23	September	2018	9728	9800	216	237	816	746
Monday	24	September	2018	13942	13253	1041	1289	1246	1199
Tuesday	25	September	2018	14086	13302	1067	1337	1280	1147
Wednesday	26	September	2018	14773	14348	1054	1313	1183	1370
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Wednesday	3	October	2018	13908	13395	875	1243	1215	1213
Thursday	4	October	2018	14354	13931	1075	1290	1242	1292
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Thursday	11	October	2018	14148	14133	1016	1375	1275	1283
Friday	12	October	2018	14369	14135	1002	1129	1209	1286
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Wednesday	17	October	2018	13748	13575	1018	1313	1270	1285
Thursday	18	October	2018	13747	13952	1033	1329	1195	1288
Friday	19	October	2018	14741	14556	948	1152	1199	1258
Saturday	20	October	2018	11570	11457	612	552	995	784
Sunday	21	October	2018	9764	10402	355	304	711	799
Monday	22	October	2018	13422	13292	879	1129	1175	1185
Tuesday	23	October	2018	13734	13667	915	1229	1181	1259
Wednesday	24	October	2018	13734	13715	927	1152	1173	1254
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Saturday	27	October	2018	11399	11099	552	463	850	804
Sunday	28	October	2018	9858	10123	296	270	744	736
Monday	29	October	2018	13184	13262	951	1165	1157	1193

Tuesday	30	October	2018	13310	13337	1040	1294	1190	1225
Wednesday	31	October	2018	13538	13452	984	1331	1153	1170
Thursday	1	November	2018	No Data	No Data	No Data	No Data	No Data	No Data
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Sunday	4	November	2018	9469	10755	237	316	678	723
Monday	5	November	2018	13256	13405	1024	1350	1208	1196
Tuesday	6	November	2018	13697	13816	1005	1357	1241	1206
Wednesday	7	November	2018	13708	13762	1024	1377	1220	1154
Thursday	8	November	2018	14552	14066	1058	1362	1231	1215
Friday	9	November	2018	14015	14059	993	1163	1167	1264
Saturday	10	November	2018	11143	11357	585	603	844	669
Sunday	11	November	2018	8917	9373	245	229	710	696
Monday	12	November	2018	13894	13667	1055	1328	1194	1200
Tuesday	13	November	2018	13586	13619	1018	1359	1175	1224
Wednesday	14	November	2018	13807	13823	1025	1349	1232	1189
Thursday	15	November	2018	14442	13985	1081	1328	1219	1202
Friday	16	November	2018	14239	14050	973	1171	1107	1221
Saturday	17	November	2018	10986	11502	574	670	898	720
Sunday	18	November	2018	8876	9822	260	313	682	671
Monday	19	November	2018	13562	13535	980	1380	1146	1184
Tuesday	20	November	2018	13935	13849	1077	1375	1136	1329
Wednesday	21	November	2018	13987	13837	1079	1325	1188	1281
Thursday	22	November	2018	13862	14056	1020	1344	1185	1221
Friday	23	November	2018	14514	14493	998	1121	1121	1143
Saturday	24	November	2018	11302	11217	555	560	779	716
Sunday	25	November	2018	9639	10265	293	279	716	696
Monday	26	November	2018	13876	14064	1082	1324	1221	1248
Tuesday	27	November	2018	14031	14172	1095	1353	1168	1218
Wednesday	28	November	2018	14047	14222	1062	1332	1201	1213
Thursday	29	November	2018	14095	14050	1011	1327	1245	1226
Friday	30	November	2018	14054	14532	981	1200	1120	1211
Saturday	1	December	2018	11228	11362	592	644	754	711
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Monday	3	December	2018	13773	13755	1037	1307	1200	1148
Tuesday	4	December	2018	13877	13768	1030	1346	1190	1094
Wednesday	5	December	2018	13951	13923	1031	1275	1194	1163
Thursday	6	December	2018	14089	13706	953	1105	1173	1188
Friday	7	December	2018	14395	14448	936	1181	1162	1279
Saturday	8	December	2018	11347	11532	573	613	821	705
Sunday	9	December	2018	9892	10411	232	308	790	603
Monday	10	December	2018	13713	13802	968	1254	1171	1180
Tuesday	11	December	2018	13813	13891	1008	1292	1172	1183
Wednesday	12	December	2018	14151	14161	1089	1377	1175	1162
Thursday	13	December	2018	14050	14410	1077	1315	1177	1261
Friday	14	December	2018	14721	14616	1002	1118	1144	1264
Saturday	15	December	2018	10973	11329	487	588	730	754
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Saturday	22	December	2018	10903	10815	430	596	834	600
Sunday	23	December	2018	9359	9400	260	224	573	559
Monday	24	December	2018	8846	8757	405	576	508	448

Tuesday	25	December	2018	3413	3589	96	92	166	211
Wednesday	26	December	2018	7186	7467	214	172	351	494
Thursday	27	December	2018	10789	10661	424	506	685	808
Friday	28	December	2018	10490	10495	395	526	749	622
Saturday	29	December	2018	9437	9456	343	334	647	644
Sunday	30	December	2018	8306	8579	181	184	587	589
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Thursday	7	February	2019	13612	13656	1002	1350	1225	1218
Friday	8	February	2019	13843	13481	967	1121	1119	1086
Saturday	9	February	2019	10839	10821	514	571	1045	641
Sunday	10	February	2019	8542	8795	232	280	604	614
Monday	11	February	2019	13084	12998	1060	1284	1208	1119
Tuesday	12	February	2019	13419	13331	1044	1315	1163	1245
Wednesday	13	February	2019	13611	13508	948	1389	1264	1103
Thursday	14	February	2019	13448	13837	1026	1324	1149	1277
Friday	15	February	2019	13869	13848	1000	1191	1138	1199
Saturday	16	February	2019	9604	9993	458	463	723	632
Sunday	17	February	2019	8350	8978	258	277	563	581
Monday	18	February	2019	13161	13034	884	1058	1160	1059

Tuesday	19	February	2019	13596	13912	870	1130	1205	1196
Wednesday	20	February	2019	13838	13819	880	1173	1200	1190
Thursday	21	February	2019	13825	13890	882	1049	1203	1288
Friday	22	February	2019	14232	13834	777	952	1174	1178
Saturday	23	February	2019	10812	10814	503	465	847	746
Sunday	24	February	2019	9455	9885	280	275	660	729
Monday	25	February	2019	13382	13526	1040	1334	1186	1205
Tuesday	26	February	2019	13566	13460	1025	1349	1239	1324
Wednesday	27	February	2019	13809	13818	1072	1375	1221	1300
Thursday	28	February	2019	13990	13742	1084	1314	1205	1244
Friday	1	March	2019	13886	13601	1013	1129	1145	1228
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Sunday	3	March	2019	8980	9179	274	261	677	643
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Tuesday	5	March	2019	13405	13468	1048	1384	1208	1257
Wednesday	6	March	2019	13753	13663	1024	1343	1201	1151
Thursday	7	March	2019	14045	14363	1044	1361	1110	1231
Friday	8	March	2019	13984	14131	1006	1175	1138	1245
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Monday	11	March	2019	11836	12464	1016	1301	1216	1253
Tuesday	12	March	2019	12747	12508	1039	1281	1215	1230
Wednesday	13	March	2019	12658	12436	1038	1217	1260	1260
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Saturday	16	March	2019	10590	10749	527	623	879	672
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Tuesday	19	March	2019	13429	13755	1028	1359	1266	1300
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Thursday	21	March	2019	14001	14078	1076	1338	1225	1369
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Sunday	24	March	2019	9783	10053	363	313	670	686
Monday	25	March	2019	13411	13346	1023	1324	1142	1164
Tuesday	26	March	2019	13764	14269	1099	1440	1239	1278
Wednesday	27	March	2019	14070	14861	1100	1420	1225	1431
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Friday	12	April	2019	14644	13637	866	855	1263	1164
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Saturday	20	April	2019	10118	10058	499	399	678	749
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Tuesday	23	April	2019	13580	13678	961	1219	1235	1154
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Thursday	25	April	2019	14247	14315	1048	1348	1244	1278
Friday	26	April	2019	14630	14373	998	1189	1103	1256
Saturday	27	April	2019	11196	11097	591	627	810	661
Sunday	28	April	2019	9475	8645	361	299	708	274
Monday	29	April	2019	13850	13893	1036	1307	1259	1266
Tuesday	30	April	2019	13903	14162	1114	1361	1225	1277
Wednesday	1	May	2019	14239	14246	1072	1355	1281	1232
Thursday	2	May	2019	14093	14078	1054	1333	1253	1195
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Saturday	4	May	2019	11631	11399	646	586	1031	671
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Thursday	23	May	2019	15051	15143	1023	1355	1066	1229
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Thursday	30	May	2019	13816	13748	839	1116	1233	1214
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Saturday	1	June	2019	10170	10920	458	503	734	706
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Wednesday	5	June	2019	14420	14048	1019	1344	1214	1238
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Friday	7	June	2019	14663	14044	997	1120	1254	1253
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Tuesday	18	June	2019	13647	13607	1014	1379	1163	1242
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Tuesday	3	September	2019	13689	14142	946	1268	1224	1282
Wednesday	4	September	2019	14380	14269	1059	1329	1261	1253
Thursday	5	September	2019	14615	14565	977	1382	1178	1248
Friday	6	September	2019	14746	14738	974	1170	1192	1176
Saturday	7	September	2019	12086	12207	655	569	848	752
Sunday	8	September	2019	10015	10433	341	291	734	778
Monday	9	September	2019	13458	13855	994	1379	1199	1215
Tuesday	10	September	2019	14149	14132	1120	1409	1197	1354
Wednesday	11	September	2019	14106	14264	1027	1416	1241	1313
Thursday	12	September	2019	14652	14884	1036	1411	1197	1332
Friday	13	September	2019	14971	14662	1010	1219	1169	1256
Saturday	14	September	2019	11397	11576	567	607	777	816
Sunday	15	September	2019	9094	9999	295	317	665	779
Monday	16	September	2019	13586	13719	1009	1334	1195	1304
Tuesday	17	September	2019	14227	14462	1005	1363	1210	1424
Wednesday	18	September	2019	14227	14191	1033	1360	1257	1309
Thursday	19	September	2019	14295	14593	1006	1360	1226	1343
Friday	20	September	2019	14398	14299	974	1220	1161	1244
Saturday	21	September	2019	12618	11715	650	612	918	884
Sunday	22	September	2019	9340	9912	283	275	703	781
Monday	23	September	2019	13385	13473	1048	1353	1161	1253
Tuesday	24	September	2019	13406	13796	930	1272	1258	1272
Wednesday	25	September	2019	14605	14800	1039	1347	1248	1415
Thursday	26	September	2019	14211	14378	1062	1378	1212	1339
Friday	27	September	2019	14676	14498	984	1213	1194	1253
Saturday	28	September	2019	12377	11973	651	592	908	784
Sunday	29	September	2019	9514	9886	284	231	795	694
Monday	30	September	2019	13500	13595	1042	1380	1160	1267

Tuesday	1	October	2019	13448	13659	969	1353	1201	1259
Wednesday	2	October	2019	13883	13909	1073	1338	1228	1296
Thursday	3	October	2019	13834	14342	1024	1374	1185	1363
Friday	4	October	2019	14494	14594	1067	1247	1148	1253
Saturday	5	October	2019	11880	11692	648	643	1073	784
Sunday	6	October	2019	10015	10564	433	264	711	756
Monday	7	October	2019	13351	13526	1043	1305	1192	1278
Tuesday	8	October	2019	13593	13751	1041	1348	1196	1295
Wednesday	9	October	2019	13777	13847	1051	1369	1178	1318
Thursday	10	October	2019	14624	15529	1114	1376	1233	1238
Friday	11	October	2019	14517	14482	972	1198	1156	1277
Saturday	12	October	2019	11622	11926	564	628	893	766
Sunday	13	October	2019	9054	9538	233	244	770	654
Monday	14	October	2019	13579	13481	1040	1250	1214	1182
Tuesday	15	October	2019	14609	13997	1049	1320	1260	1305
Wednesday	16	October	2019	14025	13918	1073	1344	1157	1308
Thursday	17	October	2019	14494	14358	1086	1333	1216	1298
Friday	18	October	2019	15377	14535	1012	1098	1226	1312
Saturday	19	October	2019	12116	11713	675	538	1125	795
Sunday	20	October	2019	9664	9799	305	264	657	782
Monday	21	October	2019	13508	13084	1012	1261	1141	1270
Tuesday	22	October	2019	13707	13702	1036	1257	1212	1251
Wednesday	23	October	2019	14143	14079	1023	1233	1207	1324
Thursday	24	October	2019	14410	14507	1004	1283	1202	1340
Friday	25	October	2019	14723	14677	926	1073	1201	1283
Saturday	26	October	2019	11079	10740	510	446	858	695
Sunday	27	October	2019	9855	10558	354	292	705	773
Monday	28	October	2019	13539	13356	883	984	1211	1154
Tuesday	29	October	2019	13670	13454	901	1025	1168	1248
Wednesday	30	October	2019	13797	13923	946	1096	1154	1199
Thursday	31	October	2019	13571	13543	858	1006	1187	1127
Friday	1	November	2019	14754	13936	845	946	1225	1114
Saturday	2	November	2019	9948	9977	481	484	860	575
Sunday	3	November	2019	9896	10249	285	250	727	710
Monday	4	November	2019	13793	13510	1075	1291	1197	1190
Tuesday	5	November	2019	13510	13814	1027	1309	1100	1243
Wednesday	6	November	2019	14043	14087	1053	1339	1134	1210
Thursday	7	November	2019	13527	14022	1038	1353	1106	1236
Friday	8	November	2019	15164	15301	1018	1257	1130	1182
Saturday	9	November	2019	11366	11136	578	592	859	653
Sunday	10	November	2019	9015	9472	274	273	683	633
Monday	11	November	2019	12862	12916	1082	1329	1167	1215
Tuesday	12	November	2019	13826	14057	1079	1350	1108	1226
Wednesday	13	November	2019	14116	14087	1074	1352	1153	1217
Thursday	14	November	2019	13954	14126	986	1308	1138	1270
Friday	15	November	2019	14527	14125	994	1152	1111	1218
Saturday	16	November	2019	11109	11601	439	660	796	750
Sunday	17	November	2019	9496	10125	298	297	681	638
Monday	18	November	2019	13626	13692	1077	1289	1161	1225
Tuesday	19	November	2019	13704	13822	1066	1345	1130	1264
Wednesday	20	November	2019	13916	14075	1112	1304	1109	1285
Thursday	21	November	2019	14204	14634	1038	1371	1144	1282
Friday	22	November	2019	14710	14415	1011	1183	1103	1187
Saturday	23	November	2019	11470	11114	555	656	886	683
Sunday	24	November	2019	9673	10037	343	261	660	624
Monday	25	November	2019	13611	13494	1076	1218	1194	1174

Tuesday	26	November	2019	13760	13776	1025	1307	1120	1239
Wednesday	27	November	2019	14093	14316	1029	1345	1126	1178
Thursday	28	November	2019	14049	14389	1020	1357	1122	1141
Friday	29	November	2019						
Saturday	30	November	2019	12160	12086	547	611	871	787
Sunday	1	December	2019	10239	11000	308	267	780	737
Monday	2	December	2019	13633	13817	1088	1273	1128	1182
Tuesday	3	December	2019	13850	14038	995	1328	1115	1185
Wednesday	4	December	2019	13782	14140	1065	1308	1107	1213
Thursday	5	December	2019	13946	14258	1022	1318	1074	1190
Friday	6	December	2019	14810	14882	1012	1192	1130	1214
Saturday	7	December	2019	11786	11751	585	648	754	701
Sunday	8	December	2019	9893	10048	251	285	690	688
Monday	9	December	2019	12482	13018	1001	1328	1111	1223
Tuesday	10	December	2019	13726	13974	991	1331	1124	1153
Wednesday	11	December	2019	14573	14283	1082	1260	1185	1240
Thursday	12	December	2019	14209	14440	1044	1278	1071	1173
Friday	13	December	2019	14233	14077	921	1097	959	1219
Saturday	14	December	2019	11460	11532	470	541	1256	657
Sunday	15	December	2019	8765	9582	229	262	641	640
Monday	16	December	2019	13686	13899	952	1264	1141	1156
Tuesday	17	December	2019	13710	13718	991	1267	1107	1174
Wednesday	18	December	2019	14131	13637	948	1295	1131	980
Thursday	19	December	2019	14113	14271	961	1234	1051	1125
Friday	20	December	2019	14203	14081	752	1015	1068	1025
Saturday	21	December	2019	10702	10628	420	575	717	612
Sunday	22	December	2019	9304	9490	261	233	638	595
Monday	23	December	2019	13000	12842	693	869	943	891
Tuesday	24	December	2019	9408	9213	459	642	534	445
Wednesday	25	December	2019	3829	3832	124	115	211	233
Thursday	26	December	2019	7322	7144	215	181	446	467
Friday	27	December	2019	11543	11128	434	443	768	685
Saturday	28	December	2019	9832	9797	368	333	649	652
Sunday	29	December	2019	8919	9011	251	181	858	533
Monday	30	December	2019	10623	10422	456	526	867	731
Tuesday	31	December	2019	8601	8649	337	479	607	541
Wednesday	1	January	2020	6209	6630	132	100	728	446
Thursday	2	January	2020	10683	10965	605	792	1034	834
Friday	3	January	2020	11321	11638	621	854	991	898
Saturday	4	January	2020	9904	10081	391	443	705	688
Sunday	5	January	2020	8174	8372	343	215	580	569
Monday	6	January	2020	12160	12215	865	1186	1134	1049
Tuesday	7	January	2020	12699	12524	1006	1317	1136	1132
Wednesday	8	January	2020	12897	12843	972	1309	1157	1177
Thursday	9	January	2020	12967	13231	1022	1343	1112	1159
Friday	10	January	2020	13307	13403	993	1179	1074	1084
Saturday	11	January	2020	10244	10206	473	541	737	625
Sunday	12	January	2020	8369	8513	229	241	625	539
Monday	13	January	2020	12838	12990	1016	1317	1149	1145
Tuesday	14	January	2020	13021	13205	1014	1321	1185	1127
Wednesday	15	January	2020	13241	13335	1020	1347	1198	1190
Thursday	16	January	2020	13592	13557	1003	1343	1099	1236
Friday	17	January	2020	13630	13812	1026	1184	1085	1153
Saturday	18	January	2020	10529	10504	460	525	941	651
Sunday	19	January	2020	8589	8861	220	241	670	612
Monday	20	January	2020	13001	13017	1005	1319	1118	1206

Tuesday	21	January	2020	13397	13354	1037	1248	1165	1197
Wednesday	22	January	2020	13377	13635	1092	1292	1145	1243
Thursday	23	January	2020	13529	13515	1029	1275	1090	1208
Friday	24	January	2020	13749	13695	1021	1158	1082	1199
Saturday	25	January	2020	10734	10580	534	556	763	618
Sunday	26	January	2020	8694	9016	229	250	629	614
Monday	27	January	2020	13312	13245	1029	1341	1238	1063
Tuesday	28	January	2020	13618	13415	1042	1347	1270	1209
Wednesday	29	January	2020	13679	13773	1027	1352	1193	1263
Thursday	30	January	2020	13648	13849	1068	1355	1237	1168
Friday	31	January	2020	14044	13897	1028	1216	1075	1170
Saturday	1	February	2020	11225	10969	574	547	957	728
Sunday	2	February	2020	9033	9117	236	225	655	558
Monday	3	February	2020	13506	13308	1075	1237	1259	1216
Tuesday	4	February	2020	13651	13484	1105	1386	1263	1243
Wednesday	5	February	2020	13771	13640	1047	1318	1201	1178
Thursday	6	February	2020	13945	14140	1005	1369	1200	1298
Friday	7	February	2020	14058	13871	984	1192	1138	1141
Saturday	8	February	2020	11374	11166	601	578	800	715
Sunday	9	February	2020	7150	7055	199	202	529	474
Monday	10	February	2020	13267	13280	1048	1349	1109	1140
Tuesday	11	February	2020	13837	13762	1109	1339	1226	1187
Wednesday	12	February	2020	14219	14131	1071	1420	1268	1229
Thursday	13	February	2020	14201	14175	1047	1315	1217	1192
Friday	14	February	2020	14272	14167	1019	1126	1141	1156
Saturday	15	February	2020	9453	9387	432	492	673	558
Sunday	16	February	2020	8193	8294	194	249	603	586
Monday	17	February	2020	13609	13718	853	1161	1188	1152
Tuesday	18	February	2020	14160	14206	918	1247	1190	1143
Wednesday	19	February	2020	14049	14074	880	1282	1273	994
Thursday	20	February	2020	14244	14234	919	1146	1226	1213
Friday	21	February	2020	13945	14227	794	955	1172	1204
Saturday	22	February	2020	10963	11148	466	510	910	721
Sunday	23	February	2020	9155	9617	241	237	670	686
Monday	24	February	2020	13560	13485	1010	1256	1196	1230
Tuesday	25	February	2020	13033	12754	1070	1457	554	145
Wednesday	26	February	2020	14040	14389	1033	1418	1254	1308
Thursday	27	February	2020	13809	13853	952	1178	1212	1254
Friday	28	February	2020	14385	14148	1053	1097	1096	1226
Saturday	29	February	2020	10153	10545	475	545	718	688

Advanced Transport Research COBA

Report Id - CustomList-1420
Site Name - 24458-008; 24458-008; 24458-008
Direction - East

31 January 2020

Table with columns: Time, Total, C1s, C2s, C3s, C4s, C5s, C6s, Fix1, Time, Vbin 0-100, Mean, Pps, JPSL, JSL, JSL2, JSL%.

01 February 2020

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75	JSL2 DFT	JSL% DFT
0000	28	0	25	1	0	2	0	0	0000	0	0	0	0	0	0	7	11	7	3	0	0	0	0	43.7	47.5	0	0	0	0	0	0		
0015	19	0	16	1	1	1	0	0	0015	0	0	0	0	0	1	5	3	1	6	3	0	0	0	48.6	60.3	3	15.79	1	5.263	0	0		
0030	13	0	12	0	0	1	0	0	0030	0	0	0	0	0	1	0	5	1	1	1	0	0	0	42.8	51.5	1	7.692	0	0	0	0		
0045	13	0	12	0	0	1	0	0	0045	0	0	0	0	0	2	3	2	4	2	0	0	0	0	43	50.3	0	0	0	0	0	0		
0100	9	0	9	0	0	0	0	0	0100	0	0	0	0	0	0	4	3	2	0	0	0	0	0	46.7	0	0	0	0	0	0	0		
0115	16	0	12	2	1	1	0	0	0115	0	0	0	0	0	0	9	3	3	0	0	0	0	0	45.7	53.1	0	0	0	0	0	0		
0130	12	0	8	0	0	4	0	0	0130	0	0	0	0	0	0	2	1	6	3	0	0	0	0	47.1	56	0	0	0	0	0	0		
0145	14	0	9	1	0	4	0	0	0145	0	0	0	0	0	1	2	5	4	2	0	0	0	0	43.7	50.4	0	0	0	0	0	0		
0200	10	0	5	0	1	4	0	0	0200	0	0	0	0	0	0	5	3	1	1	0	0	0	0	42.2	0	0	0	0	0	0	0		
0215	13	0	10	0	0	3	0	0	0215	0	0	0	0	0	0	2	1	4	3	0	0	0	0	45.3	57.5	0	0	0	0	0	0		
0230	7	0	5	0	0	2	0	0	0230	0	0	0	0	0	0	2	3	0	1	0	1	0	0	47.4	1	14.29	1	14.29	0	0	0		
0245	11	0	10	0	0	1	0	0	0245	0	0	0	0	0	0	1	1	5	4	0	0	0	0	48.1	52.1	0	0	0	0	0	0		
0300	10	0	10	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	52.8	0	0	0	0	0	0		
0315	12	0	6	0	1	5	0	0	0315	0	0	0	0	0	0	3	5	2	1	1	0	0	0	39.1	48.4	0	0	0	0	0	0		
0330	8	0	3	4	0	1	0	0	0330	0	0	0	0	0	1	1	4	1	0	1	0	0	0	44.1	1	12.5	0	0	0	0	0		
0345	7	0	6	0	1	0	0	0	0345	0	0	0	0	0	0	0	2	0	4	1	0	0	0	50.9	1	14.29	0	0	0	0	0		
0400	8	0	7	0	1	0	0	0	0400	0	0	0	0	0	0	0	0	2	2	3	1	0	0	51.3	1	12.5	0	0	0	0	0		
0415	8	0	7	0	0	1	0	0	0415	0	0	0	0	0	0	0	2	0	5	1	0	0	0	52.4	1	12.5	1	12.5	0	0	0		
0430	5	0	4	0	0	1	0	0	0430	0	0	0	0	0	0	0	2	1	2	0	0	0	0	47.6	0	0	0	0	0	0	0		
0445	14	0	10	0	1	3	0	0	0445	0	0	0	0	0	1	3	4	3	1	1	1	0	0	46.3	62.7	2	14.29	1	7.143	0	0		
0500	18	0	12	0	1	5	0	0	0500	0	0	0	0	0	0	3	4	1	2	0	0	0	0	46.2	54.9	2	11.1	0	0	0	0		
0515	16	0	14	0	1	1	0	0	0515	0	0	0	0	0	0	0	5	7	3	1	0	0	0	47.4	51.4	1	6.25	0	0	0	0		
0530	29	0	23	4	0	1	1	0	0530	0	0	0	0	1	0	1	9	9	8	1	0	0	0	47.6	55.4	1	3.448	0	0	0	0		
0545	20	0	17	1	0	1	1	0	0545	0	0	0	0	0	0	4	8	12	6	1	0	0	0	48.6	52.8	0	0	0	0	0	0		
0600	30	0	26	2	1	0	1	0	0600	0	0	0	0	0	0	3	6	15	6	0	0	0	0	46.7	50.6	0	0	0	0	0	0		
0615	26	0	24	2	0	0	0	0	0615	0	0	0	0	0	0	4	6	5	10	1	0	0	0	48.1	54.1	1	3.846	0	0	0	0		
0630	44	0	38	3	1	1	1	0	0630	0	0	0	0	0	0	4	8	13	6	1	0	0	0	44.4	55.7	0	0	0	0	0	0		
0645	31	1	23	5	0	2	0	0	0645	0	0	0	0	0	0	3	13	9	6	3	0	0	0	48.1	54.5	3	9.677	0	0	0	0		
0700	43	0	39	3	0	0	1	0	0700	0	0	0	0	1	0	0	15	16	5	6	0	0	0	48.6	59.9	6	13.95	1	2.326	0	0		
0715	64	0	54	4	2	3	1	0	0715	0	0	0	0	2	2	9	35	8	7	1	0	0	0	43.2	48.7	1	1.563	0	0	0	0		
0730	68	0	63	0	2	2	1	0	0730	0	0	0	0	0	0	4	17	22	15	1	0	0	0	46	52.5	0	0	0	0	0	0		
0745	77	0	66	4	3	4	0	0	0745	0	0	0	0	1	7	9	18	22	16	4	0	0	0	45.5	52.1	4	5.195	1	1.299	0	0		
0800	100	0	86	7	5	2	1	0	0800	0	0	0	0	0	15	17	30	32	5	1	0	0	0	42.7	48.5	1	1	0	0	0	0		
0815	123	0	113	7	2	1	0	0	0815	0	0	0	0	0	0	23	50	30	19	1	0	0	0	44.6	50.8	1	0.813	0	0	0	0		
0830	168	0	152	9	2	5	0	0	0830	0	0	0	0	1	6	4	17	52	54	10	0	0	0	40.1	46.1	0	0	0	0	0	0		
0845	144	1	136	6	1	0	0	0	0845	0	0	0	0	0	2	17	63	43	14	4	1	0	0	45.1	49.5	5	3.472	2	1.389	0	0		
0900	170	0	163	4	1	2	0	0	0900	0	0	0	0	0	2	51	63	39	14	1	0	0	0	43	47.9	1	0.588	0	0	0	0		
0915	219	0	203	10	2	4	0	0	0915	0	0	0	0	0	4	61	108	37	9	0	0	0	0	42.2	46.5	0	0	0	0	0	0		
0930	191	0	183	6	1	1	0	0	0930	0	0	0	0	1	7	46	91	30	14	1	1	0	0	42.8	46.9	2	1.047	1	0.524	0	0		
0945	221	2	206	6	5	1	1	0	0945	0	0	1	8	14	13	44	86	40	14	1	0	0	0	40.8	47.1	1	0.452	0	0	0	0		
1000	214	1	202	8	2	1	0	0	1000	0	2	0	1	2	11	47	102	45	10	0	0	0	0	42	47.4	0	0	0	0	0	0		
1015	1015	0	221	8	3	2	0	0	1015	0	0	0	0	2	5	57	92	59	18	0	0	0	0	42.9	47.8	0	0	0	0	0	0		
1030	1030	0	223	5	4	3	0	0	1030	0	0	0	1	18	25	35	93	51	11	1	0	0	0	41.2	47.2	1	0.426	0	0	0	0		
1045	286	1	272	6	2	5	0	0	1045	0	3	10	27	14	22	118	56	25	11	0	0	0	0	36.7	43.8	0	0	0	0	0	0		
1100	254	0	240	8	3	2	0	0	1100	0	0	0	0	0	2	40	113	86	11	1	0	0	0	44.1	48	2	0.787	1	0.384	0	0		
1115	223	0	212	6	4	1	0	0	1115	0	0	0	0	2	15	40	101	56	9	0	0	0	0	42.4	46.6	0	0	0	0	0	0		
1130	305	0	296	5	1	2	1	0	1130	0	0	0	0	5	40	77	113	65	5	0	0	0	0	40.8	46.3	0	0	0	0	0	0		
1145	254	0	240	9	2	3	0	0	1145	0	0	0	0	2	4	22	96	79	36	14	1	0	0	40.8	46.5	1	0.394	0	0	0	0		
1200	230	2	219	6	1	2	0	0	1200	0	0	0	0	0	11	62	112	43	2	0	0	0	41.7	45.7	0	0	0	0	0	0			
1215	293	1	278	11	2	1	0	0	1215	0	0	0	0	0	0	16	134	119	20	2	2	0	0	40.3	43.7	2	0.683	0	0	0	0		
1230	284	2	272	7	1	1	1	0	1230	0	0	0	0	1	14	78	142	43	6	0	0	0	0	41.6	45.6	0	0	0	0	0	0		
1245	234	0	222	9	2	0	0	0	1245	0	0	0	0	0	11	62	112	43	2	0	0	0	0	43.1	46.6	0	0	0	0	0	0		
1300	254	0	240	10	2	2	0	0	1300	0	0	0	0	6	11	38	128	59	12	0	0	0	0	42.6	46.5	0	0	0	0	0	0		
1315	239	4	230	2	2	1	0	0	1315	0	0	0	0	0	6	34	115	71	13	0	0	0	0	43.6	47.5	0	0	0	0	0	0		
1330	276	3	265	5	1	2	0	0	1330	0	2	22	23	2	22	71	91	38	5	0	0	0	0	37.2	45.2	0	0	0	0	0	0		
1345	290</																																

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	18	0	13	3	0	2	0	0	0000	0	0	0	0	0	1	2	6	0	7	2	0	0	0	48.9	60.3	2	11.11	1	5.56	0	0
0015	17	0	15	0	1	1	0	0	0015	0	0	0	0	0	1	1	6	3	5	0	1	0	0	47.8	56	1	5.882	1	5.882	1	5.882
0030	9	0	5	0	0	4	0	0	0030	0	0	0	0	0	0	5	5	3	1	0	0	0	0	45.3	0	0	0	0	0	0	0
0045	13	0	11	1	0	1	0	0	0045	0	0	0	0	0	0	1	6	2	4	0	0	0	0	46.4	52.9	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	1	2	4	2	0	0	55.9	2	4	0	0	0	0	0
0115	6	0	5	0	1	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	3	0	0	0	49.5	0	0	0	0	0	0	0
0130	3	0	1	1	0	1	0	0	0130	0	0	0	0	0	0	0	2	0	0	1	0	0	0	51.7	1	33.33	0	0	0	0	0
0145	8	0	4	1	1	2	0	0	0145	0	0	0	0	0	0	2	3	1	2	0	0	0	0	44	0	0	0	0	0	0	0
0200	7	0	2	2	0	3	0	0	0200	0	0	0	0	0	0	1	2	1	3	0	0	0	0	47.4	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0215	0	0	0	0	0	0	0	0	1	0	0	0	0	0	41.3	0	0	0	0	0	0	0
0230	6	0	5	0	0	1	0	0	0230	0	0	0	0	0	0	1	3	1	0	1	0	0	0	45.6	1	16.67	0	0	0	0	0
0245	8	0	6	1	0	1	0	0	0245	0	0	0	0	0	0	1	1	2	3	1	0	0	0	50.5	1	12.5	0	0	0	0	0
0300	10	0	5	0	0	5	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.6	3	30	2	20	0	0	0
0315	14	0	9	0	0	5	0	0	0315	0	0	0	0	0	0	2	4	4	3	1	0	0	0	47.2	55.9	1	7.143	0	0	0	0
0330	6	0	5	0	0	1	0	0	0330	0	0	0	0	0	0	2	0	0	4	0	0	0	0	48.2	0	0	0	0	0	0	0
0345	14	0	9	0	0	5	0	0	0345	0	0	0	0	0	0	1	4	5	2	2	0	0	0	49.8	65.5	2	14.29	1	7.143	0	0
0400	9	0	5	0	1	3	0	0	0400	0	0	0	0	0	0	0	0	0	3	3	0	0	0	48.4	0	0	0	0	0	0	0
0415	11	0	8	0	1	2	0	0	0415	0	0	0	0	0	0	0	3	4	4	0	0	0	0	47.8	53	0	0	0	0	0	0
0430	11	0	6	2	0	2	1	0	0430	0	0	0	0	0	0	2	2	2	3	1	1	0	0	50.5	64.4	2	18.18	1	9.091	0	0
0445	17	1	11	1	1	3	1	0	0445	0	0	0	0	0	0	2	8	8	3	2	0	0	0	47	56.3	2	8.696	0	0	0	0
0500	23	0	20	1	1	1	0	0	0500	0	0	0	0	0	0	0	0	7	7	7	0	0	0	48	56	0	0	0	0	0	0
0515	48	0	35	5	1	6	1	0	0515	0	0	0	0	0	0	3	12	16	11	5	1	0	0	43.3	49.6	1	2.083	0	0	0	0
0530	59	0	50	4	1	3	1	0	0530	0	0	0	0	0	0	8	27	13	10	0	1	0	0	45.5	50.6	1	1.695	1	1.695	1	1.695
0545	82	0	68	5	2	3	4	0	0545	0	0	0	0	0	0	6	23	25	19	9	0	0	0	42.9	48.4	0	0	0	0	0	0
0600	74	1	63	2	0	6	2	0	0600	0	0	0	0	0	4	4	11	28	20	7	0	0	0	42.3	48.1	0	0	0	0	0	0
0615	108	0	94	5	2	5	0	0	0615	0	0	0	0	0	1	4	8	43	38	11	1	0	0	44.7	48.9	1	0.943	0	0	0	0
0630	158	2	135	13	4	1	1	0	0630	0	0	0	0	0	17	33	19	47	32	8	0	0	0	39.9	47	0	0	0	0	0	0
0645	221	1	197	16	2	3	2	0	0645	0	0	0	0	0	70	19	73	95	23	11	0	0	0	41.1	45.2	0	0	0	0	0	0
0700	231	0	207	15	3	4	2	0	0700	0	0	0	0	0	3	15	35	92	76	5	5	0	0	38.2	42.3	0	0	0	0	0	0
0715	342	0	316	15	8	2	1	0	0715	0	0	0	0	0	10	68	153	104	7	0	0	0	0	32.9	36.7	0	0	0	0	0	0
0730	357	0	340	10	4	3	0	0	0730	0	0	0	0	0	1	58	184	107	7	0	0	0	0	33.5	38.8	0	0	0	0	0	0
0745	355	1	331	11	2	8	2	0	0745	0	0	0	0	0	21	112	190	32	0	0	0	0	0	35.7	39.1	0	0	0	0	0	0
0800	340	1	319	7	2	11	0	0	0800	0	0	0	0	0	10	48	149	117	16	0	0	0	0	33.5	37.7	0	0	0	0	0	0
0815	329	1	307	13	2	5	1	0	0815	0	0	0	0	0	16	108	144	81	0	0	0	0	0	36.3	40.5	0	0	0	0	0	0
0830	304	0	289	11	4	6	3	0	0830	0	0	0	0	0	1	37	177	90	9	0	0	0	0	38.4	42	0	0	0	0	0	0
0845	242	0	209	13	8	11	1	0	0845	0	0	0	0	0	0	26	131	70	14	1	0	0	0	39	42.8	0	0	0	0	0	0
0900	278	0	245	20	1	12	0	0	0900	0	0	0	0	0	15	108	105	38	11	1	0	0	0	36.2	40.8	0	0	0	0	0	0
0915	294	1	252	16	1	13	1	0	0915	0	0	0	0	0	23	10	55	123	53	7	2	0	0	35.4	40.9	0	0	0	0	0	0
0930	260	0	187	7	4	8	0	0	0930	0	0	0	0	0	14	29	69	51	27	15	1	0	0	39.9	46.6	1	0.485	0	0	0	0
0945	204	0	177	7	14	5	1	0	0945	0	0	0	0	0	0	21	74	77	25	6	1	0	0	40.7	45.5	1	0.49	0	0	0	0
1000	169	0	151	7	3	8	0	0	1000	0	0	0	0	0	2	12	87	44	15	8	1	0	0	40	44.6	1	0.592	0	0	0	0
1015	190	0	171	14	4	9	1	0	1015	0	0	0	0	0	2	41	55	73	25	3	0	0	0	39.6	44.7	0	0	0	0	0	0
1030	192	0	158	16	6	11	1	0	1030	0	0	0	0	0	0	10	64	84	27	7	0	0	0	41.3	45.4	0	0	0	0	0	0
1045	153	0	121	15	7	7	3	0	1045	0	0	0	0	0	1	21	52	55	20	4	0	0	0	40.2	45.2	0	0	0	0	0	0
1100	202	0	166	24	4	7	0	0	1100	0	0	0	0	0	2	29	71	65	24	11	0	0	0	40.3	46	0	0	0	0	0	0
1115	165	0	146	8	3	6	2	0	1115	0	0	0	0	0	0	15	58	71	16	5	0	0	0	40.4	44.3	0	0	0	0	0	0
1130	153	0	128	15	4	5	1	0	1130	0	0	0	0	0	0	8	54	68	19	3	1	0	0	41.3	45.1	1	0.654	0	0	0	0
1145	180	2	144	15	6	12	1	0	1145	0	0	0	0	0	0	5	57	91	23	4	0	0	0	41.4	45	0	0	0	0	0	0
1200	193	0	168	16	3	6	0	0	1200	0	0	0	0	0	0	8	50	100	31	4	0	0	0	41.9	47.2	0	0	0	0	0	0
1215	182	1	153	12	6	9	1	0	1215	0	0	0	0	0	0	10	55	69	39	9	0	0	0	41.9	47	0	0	0	0	0	0
1230	175	0	143	18	4	9	1	0	1230	0	0	0	0	0	0	6	51	77	27	14	0	0	0	42.5	47.6	0	0	0	0	0	0
1245	146	0	132	6	5	2	0	0	1245	0	0	0	0	0	0	8	55	55	22	11	0	0	0	41.9	47.2	0	0	0	0	0	0
1300	190	0	151	21	8	10	0	0	1300	0	1	8	14	5	15	76	45	19	7	0	0	0	0	37.6	44.1	0	0	0	0	0	0
1315	186	0	159	16	3	8	0	0	1315	0	0	0	0	0	0	1	76	74	28	7	0	0	0	41.4	45.4	0	0	0	0	0	0
1330	191	0	152	17	8	13	1	0	1330	0	0	0	0	0	0	21	64	69	26	11	0	0	0	41	46	0	0	0	0	0	0
1345	190	0	151	11	7																										

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL% 68 ACP0	JSL2 75 DFT	JSL% 75 DFT
0000	12	0	9	1	0	2	0	0000	0	0	0	0	0	0	0	3	1	6	2	0	0	0	0	51.1	62.5	2	16.67	1	8.333	0	0
0015	17	0	16	0	0	1	0	0015	0	0	0	0	0	2	5	1	2	5	2	0	0	0	0	46.8	59.2	2	11.76	0	0	0	0
0030	9	2	4	2	1	2	0	0030	0	0	0	0	0	0	2	0	2	4	3	0	0	0	0	48.5	0	0	0	0	0	0	0
0045	4	0	3	0	0	1	0	0045	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	54	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0100	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	62	2	50	1	25	1	25	0
0115	7	0	3	0	0	4	0	0115	0	0	0	0	0	0	1	1	1	2	0	0	0	1	0	46.8	0	1	14.29	0	0	0	0
0130	9	0	6	0	0	3	0	0130	0	0	0	0	0	1	0	2	4	1	1	0	0	0	0	47.7	1	11.11	0	0	0	0	0
0145	5	0	5	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	54.8	0	0	0	0	0	0	0
0200	3	0	1	0	1	1	0	0200	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	45.1	0	0	0	0	0	0	0
0215	14	0	7	0	1	6	0	0215	0	0	0	0	0	0	0	0	8	2	2	1	0	0	0	44.8	0	0	0	0	0	0	0
0230	7	0	4	0	0	3	0	0230	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	46.2	0	0	0	0	0	0	0
0245	5	0	5	0	0	0	0	0245	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	45.2	0	0	0	0	0	0	0
0300	7	0	4	0	0	3	0	0300	0	0	0	0	0	0	0	5	1	3	3	0	0	0	0	44.8	0	0	0	0	0	0	0
0315	12	0	6	1	0	5	0	0315	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	49.5	56.5	0	0	0	0	0	0
0330	8	0	1	0	0	7	0	0330	0	0	0	0	0	1	0	3	2	2	0	0	0	0	0	44.4	0	0	0	0	0	0	0
0345	11	0	6	0	2	3	0	0345	0	0	0	0	3	1	1	3	1	0	2	0	0	0	0	42	61.7	2	18.18	0	0	0	0
0400	8	0	5	0	2	1	0	0400	0	0	0	0	0	0	0	1	0	2	4	1	0	0	0	52.1	1	12.5	0	0	0	0	0
0415	9	0	5	0	0	3	1	0415	0	0	0	0	0	0	1	1	5	2	0	0	0	0	0	47.2	0	0	0	0	0	0	0
0430	25	0	18	3	1	3	0	0430	0	0	0	0	6	1	7	6	3	2	0	0	0	0	0	44.1	51.1	2	8	0	0	0	0
0445	22	0	16	2	2	1	0	0445	0	0	0	0	0	2	0	7	4	8	1	0	0	0	0	47.8	54.7	1	4.545	0	0	0	0
0500	27	0	18	2	4	3	0	0500	0	0	0	0	0	0	1	12	6	7	1	0	0	0	0	46.9	51.7	1	3.704	0	0	0	0
0515	35	0	24	3	4	3	1	0515	0	0	0	0	0	0	4	14	10	6	1	0	0	0	0	46	53.1	1	2.857	0	0	0	0
0530	74	0	64	3	2	3	2	0530	0	0	0	0	1	16	22	22	12	1	0	0	0	0	0	44.9	50.5	1	1.351	0	0	0	0
0545	57	0	53	1	0	3	0	0545	0	0	0	0	6	20	17	3	4	1	0	0	0	0	0	45.4	49.8	5	3.772	0	1.754	0	0
0600	93	1	81	4	3	4	0	0600	0	0	0	0	0	0	0	9	27	41	15	1	0	0	0	46	50.9	1	1.075	0	0	0	0
0615	126	0	110	7	3	6	0	0615	0	0	0	0	1	6	24	60	23	12	0	0	0	0	0	42.6	46.9	0	0	0	0	0	0
0630	177	0	153	9	4	9	2	0630	0	0	0	0	6	45	42	49	29	6	0	0	0	0	0	39.5	45.9	0	0	0	0	0	0
0645	195	1	173	11	6	2	2	0645	0	0	0	0	0	0	0	7	25	62	30	2	0	0	0	40	45.3	0	0	0	0	0	0
0700	234	1	212	14	4	3	0	0700	0	0	0	0	10	31	111	61	20	1	0	0	0	0	0	38.7	43.1	0	0	0	0	0	0
0715	350	0	322	13	6	7	2	0715	0	0	0	0	33	168	129	17	2	1	0	0	0	0	0	34.5	37.8	0	0	0	0	0	0
0730	334	2	315	8	3	5	1	0730	0	0	0	0	11	117	161	40	5	0	0	0	0	0	0	31.3	34.8	0	0	0	0	0	0
0745	339	0	318	7	1	10	3	0745	1	4	11	23	76	172	52	0	0	0	0	0	0	0	0	30.7	35	0	0	0	0	0	0
0800	351	2	331	11	3	4	0	0800	0	0	0	3	18	139	183	8	0	0	0	0	0	0	0	34.8	37.8	0	0	0	0	0	0
0815	366	0	344	10	4	8	0	0815	0	0	0	0	26	156	165	19	0	0	0	0	0	0	0	35	38.1	0	0	0	0	0	0
0830	346	1	321	18	1	5	0	0830	0	0	0	0	7	73	180	75	11	0	0	0	0	0	0	37.6	41.4	0	0	0	0	0	0
0845	338	1	316	11	2	6	2	0845	0	9	26	49	29	43	122	53	7	0	0	0	0	0	0	32.5	40.4	0	0	0	0	0	0
0900	253	0	238	6	5	4	0	0900	0	0	0	0	0	9	100	97	42	5	0	0	0	0	0	41.3	45.6	0	0	0	0	0	0
0915	307	0	282	18	5	1	1	0915	0	0	0	0	14	116	148	24	4	1	0	0	0	0	0	40.7	44.1	1	0.366	0	0	0	0
0930	221	0	197	5	9	7	3	0930	0	0	0	1	4	11	75	84	43	3	0	0	0	0	0	41.2	46	0	0	0	0	0	0
0945	195	0	172	9	7	7	0	0945	0	0	0	0	4	7	30	99	50	5	0	0	0	0	0	42.7	46.5	0	0	0	0	0	0
1000	189	0	167	7	4	11	0	1000	0	0	0	0	6	34	58	55	23	13	0	0	0	0	0	40.2	47.2	0	0	0	0	0	0
1015	209	0	188	13	2	6	0	1015	0	0	0	0	4	27	59	76	39	4	0	0	0	0	0	40.6	46.2	0	0	0	0	0	0
1030	199	0	167	9	6	17	0	1030	0	0	0	0	1	21	65	77	28	7	0	0	0	0	0	40.9	45.6	0	0	0	0	0	0
1045	181	1	148	16	8	8	0	1045	0	0	0	0	0	11	58	69	33	9	1	0	0	0	0	41.8	46.8	1	0.562	0	0	0	0
1100	163	8	136	8	9	6	2	1100	0	0	0	0	9	48	56	40	8	1	0	0	0	0	0	42.4	47	2	1.227	0	0.613	1	0.613
1115	178	0	155	10	3	9	1	1115	0	0	0	10	9	41	55	41	20	2	0	0	0	0	0	37.6	44.3	0	0	0	0	0	0
1130	187	2	163	11	7	4	0	1130	0	0	0	0	0	6	54	72	46	9	0	0	0	0	0	42.4	46.8	0	0	0	0	0	0
1145	155	0	123	17	9	6	0	1145	0	0	0	0	0	9	40	72	26	8	0	0	0	0	0	42	46.3	0	0	0	0	0	0
1200	162	2	122	21	8	9	0	1200	0	0	0	0	0	12	51	60	37	2	0	0	0	0	0	41.5	46	0	0	0	0	0	0
1215	168	0	149	13	0	5	1	1215	0	0	0	0	3	3	38	91	24	9	0	0	0	0	0	42.2	45.8	0	0	0	0	0	0
1230	194	2	157	15	8	10	2	1230	0	0	0	0	0	10	80	72	26	6	0	0	0	0	0	41	45.3	0	0	0	0	0	0
1245	156	1	132	12	5	6	0	1245	0	0	0	0	0	9	40	71	20	9	2	0	0	0	0	42	46.5	2	1.282	0	0	0	0
1300	148	0	125	14	3	6	0	1300	0	0	0	0	0	8	44	65	26	5	0	0	0	0	0	41.9	45.9	0	0	0	0	0	0
1315	186	1	151	14	11	5	4	1315	0	0	0	0	0	33	64	55	27	7	0	0	0	0	0	40.2	46	0	0	0	0	0	0
1330	198	0	169	12	8	7	2	1330	0	0	0	0	0	9	57	88	36	8	0	0	0	0	0	41.9	46.2	0	0	0	0	0	0
1345	151	1	135	16	3	6	0	1345	0																						

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	16	0	15	1	0	0	0	0	0000	0	0	0	0	0	2	3	7	1	3	0	0	0	0	43.1	51.8	0	0	0	0	0	
0015	16	0	14	0	0	2	0	0	0015	0	0	0	0	0	3	3	7	1	2	1	0	0	0	46.3	51.9	1	6.25	0	0	0	
0030	23	0	16	2	0	5	0	0	0030	0	0	0	0	0	7	5	10	1	1	0	0	0	0	44.2	49.5	0	0	0	0	0	
0045	7	0	6	1	0	0	0	0	0045	0	0	0	0	0	0	0	2	2	3	0	0	0	0	55.3	3	42.86	0	0	0	0	
0100	12	0	10	0	0	2	0	0	0100	0	0	0	0	0	1	4	4	2	3	0	0	0	0	46.8	55.1	1	8.333	0	0	0	
0115	10	0	8	0	0	2	0	0	0115	0	0	0	0	0	1	1	4	1	4	0	0	0	0	49.6	1	10	0	0	0	0	
0130	4	0	2	0	0	2	0	0	0130	0	0	0	0	0	0	2	2	0	0	0	0	0	0	45.4	0	0	0	0	0	0	
0145	8	0	5	1	2	0	0	0	0145	0	0	0	0	0	1	2	2	2	1	0	0	0	0	48.4	1	12.5	0	0	0	0	
0200	5	0	2	0	0	3	0	0	0200	0	0	0	0	0	0	2	2	1	0	0	0	0	0	46.4	0	0	0	0	0	0	
0215	7	0	5	0	0	2	0	0	0215	0	0	0	0	0	1	1	3	1	0	0	0	0	0	39.8	0	0	0	0	0	0	
0230	7	0	4	0	0	3	0	0	0230	0	0	0	0	0	1	1	4	0	1	0	0	0	0	40.9	0	0	0	0	0	0	
0245	9	0	5	2	0	1	1	0	0245	0	0	0	0	0	1	1	5	2	0	0	0	0	0	47.7	0	0	0	0	0	0	
0300	8	0	2	1	1	3	1	0	0300	0	0	0	0	0	1	2	3	0	2	3	0	0	0	45.6	0	0	0	0	0	0	
0315	11	0	5	1	0	5	0	0	0315	0	0	0	0	0	1	1	7	2	0	0	0	0	0	42.3	46.1	0	0	0	0	0	
0330	6	0	3	0	0	3	0	0	0330	0	0	0	0	0	0	4	1	0	1	0	0	0	0	42.6	0	0	0	0	0	0	
0345	6	0	3	0	1	2	0	0	0345	0	0	0	0	0	0	2	2	1	1	0	0	0	0	43.7	0	0	0	0	0	0	
0400	9	0	7	1	0	0	1	0	0400	0	0	0	0	0	0	1	2	4	3	0	0	0	0	49	0	0	0	0	0	0	
0415	11	0	6	1	0	3	1	0	0415	0	0	0	0	0	2	1	2	3	2	1	0	0	0	46.3	57.7	1	9.091	0	0	0	
0430	15	0	8	4	1	2	0	0	0430	0	0	0	0	0	2	2	2	3	6	0	0	0	0	46.3	54.9	0	0	0	0	0	
0445	21	0	18	1	0	2	0	0	0445	0	0	0	0	0	1	6	3	4	7	3	0	0	0	47.2	60.7	3	14.29	0	0	0	
0500	21	0	14	2	4	1	0	0	0500	0	0	0	0	0	0	1	5	6	8	1	0	0	0	49	54.4	1	4.762	0	0	0	
0515	35	0	28	1	2	4	0	0	0515	0	0	0	0	0	2	12	12	9	0	0	0	0	0	46.3	51.8	0	0	0	0	0	
0530	59	0	49	5	1	3	1	0	0530	0	0	0	0	0	2	12	16	20	8	1	0	0	0	44.9	50.9	1	1.695	0	0	0	
0545	50	0	44	2	0	0	0	0	0545	0	0	0	0	0	0	6	18	17	8	1	0	0	0	45.8	50.7	1	2	0	0	0	
0600	95	1	79	3	2	8	2	0	0600	0	0	0	0	0	11	28	33	16	6	1	0	0	0	41.7	48	1	1.053	0	0	0	
0615	122	0	105	12	2	3	0	0	0615	0	0	0	0	0	8	34	53	19	8	0	0	0	0	42	47	0	0	0	0	0	
0630	163	0	145	7	6	5	0	0	0630	0	0	0	0	0	10	35	50	52	12	4	0	0	0	38.6	44	0	0	0	0	0	
0645	195	2	171	16	1	5	0	0	0645	0	0	0	0	0	25	69	75	18	3	0	0	0	0	39.5	44	0	0	0	0	0	
0700	239	0	211	16	9	3	0	0	0700	0	0	0	0	0	10	37	114	56	15	7	0	0	0	38.6	43.6	0	0	0	0	0	
0715	319	0	284	16	6	12	1	0	0715	0	0	0	0	0	2	52	137	89	36	3	0	0	0	34.2	39.3	0	0	0	0	0	
0730	347	0	331	10	6	0	0	0	0730	0	0	0	0	0	62	215	67	3	0	0	0	0	0	32.7	35.5	0	0	0	0	0	
0745	341	0	324	9	1	5	2	0	0745	1	0	0	0	0	12	101	180	42	4	1	0	0	0	31.5	34.9	0	0	0	0	0	
0800	349	3	317	16	3	9	1	0	0800	0	0	0	0	0	4	56	177	107	4	1	0	0	0	33.3	36.2	0	0	0	0	0	
0815	339	0	311	16	3	9	0	0	0815	0	0	0	0	0	8	45	146	127	13	0	0	0	0	33.9	38.1	0	0	0	0	0	
0830	332	0	305	15	7	4	1	0	0830	0	0	0	0	0	11	65	170	88	17	1	0	0	0	38	42.2	0	0	0	0	0	
0845	307	2	264	23	3	14	1	0	0845	0	0	0	0	0	5	53	171	70	7	1	0	0	0	37.8	41.3	0	0	0	0	0	
0900	257	2	227	15	7	5	1	0	0900	0	0	0	0	0	1	43	109	84	15	5	0	0	0	39.2	43.4	0	0	0	0	0	
0915	232	0	216	8	4	4	0	0	0915	0	0	0	0	0	19	72	94	31	5	0	0	0	0	41.2	45.6	0	0	0	0	0	
0930	214	0	190	10	6	8	0	0	0930	0	0	0	0	0	4	8	33	76	74	14	5	0	0	38.8	43.7	0	0	0	0	0	
0945	224	0	198	18	5	3	0	0	0945	0	0	0	0	0	0	1	73	109	38	3	0	0	0	41.8	45.3	0	0	0	0	0	
1000	1000	223	0	188	20	8	7	0	1000	0	0	0	0	0	0	22	93	96	20	2	0	0	0	40.1	43.4	0	0	0	0	0	
1015	1015	192	0	157	21	5	7	2	1015	0	0	0	0	0	1	37	65	75	23	1	0	0	0	39.7	44.7	0	0	0	0	0	
1030	1030	213	0	187	12	11	3	0	1030	0	0	0	0	0	0	18	89	79	23	4	0	0	0	40.4	44.6	0	0	0	0	0	
1045	169	0	137	14	5	12	1	0	1045	0	0	0	0	0	0	13	76	48	25	7	0	0	0	40.5	45.5	0	0	0	0	0	
1100	196	0	149	20	6	8	1	0	1100	0	0	0	0	0	4	20	58	72	28	4	0	0	0	40.6	45.4	0	0	0	0	0	
1115	170	0	142	15	4	7	2	0	1115	0	0	0	0	0	0	6	55	73	28	8	0	0	0	41.9	46	0	0	0	0	0	
1130	184	1	149	17	4	13	0	0	1130	0	0	0	0	0	0	30	47	60	38	9	0	0	0	41.2	47	0	0	0	0	0	
1145	182	0	159	12	7	3	1	0	1145	0	0	0	0	0	11	9	75	55	27	5	0	0	0	40	45.3	0	0	0	0	0	
1200	179	1	154	9	6	8	1	0	1200	0	0	0	0	0	0	12	52	68	39	9	1	0	0	42.2	47.2	1	0.559	0	0	0	
1215	180	0	155	11	4	9	1	0	1215	0	0	0	0	0	3	48	80	39	9	1	0	0	0	42.6	46.8	1	0.556	0	0	0	
1230	177	1	143	14	8	9	2	0	1230	0	0	0	0	0	0	13	55	83	22	4	0	0	0	41	45	0	0	0	0	0	
1245	185	1	139	12	4	8	0	0	1245	0	0	0	0	0	9	74	59	17	6	0	0	0	0	40.7	45	0	0	0	0	0	
1300	179	1	146	16	6	8	2	0	1300	0	0	0	0	0	1	3	38	110	25	2	0	0	0	41.8	45	0	0	0	0	0	
1315	195	1	170	16	5	3	0	0	1315	0	0	0	0	0	0	16	64	59	43	13	0	0	0	41.9	47.8	0	0	0	0	0	
1330	228	0	191	23	7	7	0	0	1330	0	0	0	0	0	2	20	91	83	24	8	0	0	0	40.4	44.7	0	0	0	0	0	
1345	171	2	142	15	7	3	2	0	1345	0	0	0	0	0	0	4	73	34	4	4	0	0	0	42.1	46.8	0	0	0	0	0	
1400	174	0	147	9	8	10	0	0	1400	0	0	0	0	0	1	1	14	69	59	22	7	0	0	40.3	45.6	0	0	0	0	0	

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	14	0	13	1	0	0	0	0	0000	0	0	0	0	0	0	1	3	2	4	4	0	0	0	53.2	65.3	4	28.57	1	7.143	0	0
0015	11	0	9	0	0	2	0	0	0015	0	0	0	0	0	2	1	3	1	3	1	0	0	0	45.5	55.5	1	9.091	0	0	0	0
0030	8	0	6	1	0	1	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	0	0	0	0	0	0	0
0045	9	0	6	0	0	0	0	0	0045	0	0	0	0	0	0	2	5	2	0	0	0	0	0	42	0	0	0	0	0	0	0
0100	4	0	3	0	0	1	0	0	0100	0	0	0	0	0	1	0	2	0	0	0	0	0	0	42.7	0	0	0	0	0	0	0
0115	9	0	2	1	0	0	0	0	0115	0	0	0	0	0	0	0	2	2	0	0	0	0	0	48.3	0	0	0	0	0	0	0
0130	6	0	5	1	0	0	0	0	0130	0	0	0	0	0	0	0	0	5	1	0	0	0	0	48	0	0	0	0	0	0	0
0145	10	0	3	1	1	5	0	0	0145	0	0	0	0	0	0	0	4	2	3	1	0	0	0	48.3	1	10	0	0	0	0	0
0200	6	0	1	2	0	3	0	0	0200	0	0	0	0	0	2	3	0	1	0	0	0	0	0	42.7	0	0	0	0	0	0	0
0215	6	0	5	0	0	1	0	0	0215	0	0	0	0	0	1	1	1	0	0	0	0	0	0	36.6	0	0	0	0	0	0	0
0230	6	0	4	0	0	2	0	0	0230	0	0	0	0	0	1	2	2	1	0	0	0	0	0	45.5	0	0	0	0	0	0	0
0245	8	0	6	0	0	2	0	0	0245	0	0	0	0	0	1	1	1	5	0	0	0	0	0	49.8	0	0	0	0	0	0	0
0300	8	0	3	1	0	0	0	0	0300	0	0	0	0	0	0	3	2	0	0	0	0	0	0	46	0	0	0	0	0	0	0
0315	8	0	4	0	0	4	0	0	0315	0	0	0	0	0	0	2	4	1	1	0	0	0	0	44.5	0	0	0	0	0	0	0
0330	9	0	7	1	0	1	0	0	0330	0	0	0	0	0	0	1	0	4	3	1	0	0	0	50.1	1	11.11	0	0	0	0	0
0345	12	0	4	6	2	0	0	0	0345	0	0	0	0	0	0	2	2	2	6	0	0	0	0	47.5	53.4	0	0	0	0	0	0
0400	19	0	11	3	1	4	0	0	0400	0	0	0	0	0	0	0	3	3	6	6	1	0	0	47.4	54.1	1	5.263	0	0	0	0
0415	12	0	5	1	1	5	0	0	0415	0	0	0	0	0	0	7	3	1	0	1	0	0	0	41.8	48.7	1	8.333	1	8.333	0	0
0430	17	0	12	0	1	3	1	0	0430	0	0	0	0	0	0	2	4	7	3	1	0	0	0	47.9	58.7	1	5.882	0	0	0	0
0445	20	0	15	1	2	0	0	0	0445	0	0	0	0	0	1	3	3	1	3	7	2	0	0	45.3	53.5	2	10	0	0	0	0
0500	22	0	18	0	2	2	0	0	0500	0	0	0	0	0	2	3	8	8	1	0	0	0	0	44.2	49.2	0	0	0	0	0	0
0515	38	0	31	3	2	2	0	0	0515	0	0	0	0	1	10	5	9	10	3	0	0	0	0	40.5	46.8	0	0	0	0	0	0
0530	46	0	37	3	0	5	1	0	0530	0	0	0	0	0	1	14	12	8	11	0	0	0	0	44.1	52.4	0	0	0	0	0	0
0545	69	0	53	7	1	7	1	0	0545	0	0	0	0	0	0	27	18	16	8	0	0	0	0	43	49.9	0	0	0	0	0	0
0600	64	1	59	3	1	0	0	0	0600	0	0	0	0	0	0	0	9	19	20	16	0	0	0	46.1	52.7	0	0	0	0	0	0
0615	118	0	106	8	2	1	1	0	0615	0	0	0	0	0	2	14	51	39	12	0	0	0	0	44.7	48.9	0	0	0	0	0	0
0630	163	0	149	6	1	4	3	0	0630	0	0	2	8	9	6	61	52	18	5	2	0	0	0	39.2	45.2	2	1.227	0	0	0	0
0645	198	0	180	12	2	4	0	0	0645	0	0	0	0	0	10	82	61	39	6	0	0	0	0	41.3	46.1	0	0	0	0	0	0
0700	209	0	195	11	2	0	1	0	0700	0	0	0	0	0	6	61	73	43	23	3	0	0	0	38.4	44.5	0	0	0	0	0	0
0715	333	0	311	11	6	5	0	0	0715	0	0	0	0	39	164	103	23	4	0	0	0	0	0	34.3	38	0	0	0	0	0	0
0730	365	0	342	12	9	0	0	0	0730	0	0	0	0	17	87	202	54	4	0	0	0	0	0	31.7	35.1	0	0	0	0	0	0
0745	350	1	326	8	5	6	4	0	0745	0	0	0	0	12	27	224	85	2	0	0	0	0	0	33.1	36.2	0	0	0	0	0	0
0800	347	1	320	9	10	7	0	0	0800	0	0	7	36	31	196	76	1	0	0	0	0	0	0	31.7	35.7	0	0	0	0	0	0
0815	353	1	337	10	1	3	1	0	0815	0	0	12	40	163	111	27	0	0	0	0	0	0	0	33.8	37.7	0	0	0	0	0	0
0830	362	0	333	23	4	1	0	0	0830	0	0	1	44	174	130	13	0	0	0	0	0	0	0	34	37.6	0	0	0	0	0	0
0845	304	2	276	9	6	11	0	0	0845	0	0	0	0	2	46	161	92	2	1	0	0	0	0	38.4	41.8	0	0	0	0	0	0
0900	246	1	218	14	6	7	0	0	0900	0	0	0	0	15	65	86	66	12	2	0	0	0	0	37.4	42.9	0	0	0	0	0	0
0915	259	0	227	16	6	8	2	0	0915	0	0	0	0	20	76	105	50	6	1	1	0	0	0	36.8	41.5	1	0.386	0	0	0	0
0930	279	1	248	12	6	10	2	0	0930	0	0	0	1	1	68	102	86	17	4	0	0	0	0	38.5	42.8	0	0	0	0	0	0
0945	219	0	191	15	8	4	1	0	0945	0	0	0	0	15	91	88	24	1	0	0	0	0	0	40.5	44.3	0	0	0	0	0	0
1000	212	0	182	17	5	8	0	0	1000	0	0	0	0	7	23	90	66	18	8	0	0	0	0	39.5	44.2	0	0	0	0	0	0
1015	206	0	187	19	10	9	1	0	1015	0	0	0	0	0	26	93	73	11	2	0	0	0	0	39.4	43.1	0	0	0	0	0	0
1030	186	1	163	8	5	8	1	0	1030	0	0	0	0	2	34	71	53	21	5	0	0	0	0	39.3	44.8	0	0	0	0	0	0
1045	198	0	166	13	8	11	0	0	1045	0	0	0	0	11	88	78	17	4	0	0	0	0	0	40.3	43.7	0	0	0	0	0	0
1100	170	0	137	17	8	6	1	0	1100	0	0	0	0	0	11	39	74	25	11	0	0	0	0	40.5	44.9	0	0	0	0	0	0
1115	190	0	153	21	10	5	1	0	1115	0	0	0	1	8	24	60	59	25	12	1	0	0	0	40.3	46.8	1	0.526	0	0	0	0
1130	164	0	139	10	7	8	0	0	1130	0	0	0	0	1	18	77	45	19	4	0	0	0	0	39.9	45	0	0	0	0	0	0
1145	208	0	179	17	6	6	0	0	1145	0	0	0	0	0	6	61	107	28	6	0	0	0	0	41.8	45.1	0	0	0	0	0	0
1200	151	0	136	13	6	7	0	0	1200	0	0	0	0	0	11	39	74	25	11	0	0	0	0	42.1	46.9	0	0	0	0	0	0
1215	181	0	154	13	2	8	4	0	1215	0	0	0	0	0	13	81	56	27	4	0	0	0	0	40.3	45.6	0	0	0	0	0	0
1230	190	0	162	15	6	7	0	0	1230	0	0	0	0	1	13	81	61	29	5	0	0	0	0	40.6	46.1	0	0	0	0	0	0
1245	168	0	140	20	2	4	1	0	1245	0	0	0	0	0	19	52	45	13	0	0	0	0	0	42.4	45.5	0	0	0	0	0	0
1300	180	0	144	16	12	6	2	0	1300	0	0	0	1	14	54	80	20	9	1	0	0	0	0	41.3	45.4	1	0.556	0	0	0	0
1315	172	0	149	12	5	6	0	0	1315	0	0	0	1	0	8	52	73	30	8	0	0	0	0	41.8	46.3	0	0	0	0	0	0
1330	194	1	167	18	2	6	0	0	1330	0	0	0	0	0	9	65	81	25	13	1	0	0	0	41.8	45.8	1	0.515	0	0	0	0
1345	197	0	161	9	11	0	0	0	1345																						

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL 68	JSL1 ACPO	JSL% ACPO	JSL2 DFT	JSL% DFT
0000	25	0	21	2	0	1	1	0000	0	0	0	0	0	0	1	5	8	7	4	0	0	0	0	44.4	50.9	0	0	0	0	0	
0015	15	0	15	0	0	0	0	0015	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	51	58.2	1	6.667	0	0	0	
0030	9	0	5	0	0	4	0	0030	0	0	0	0	0	0	0	2	0	4	0	2	0	0	0	48.7	2	22.22	0	0	0		
0045	8	0	6	0	0	2	0	0045	0	0	0	0	0	2	0	0	1	5	0	0	0	0	0	48.7	0	0	0	0	0		
0100	9	0	6	0	0	3	0	0100	0	0	0	0	0	1	1	3	1	2	1	0	0	0	0	46	1	11.11	0	0	0		
0115	12	0	10	0	0	1	0	0115	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	47.8	0	0	0	0	0		
0130	7	0	6	0	0	1	0	0130	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	47.1	51.9	0	0	0	0		
0145	6	0	3	1	0	2	0	0145	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	47.3	1	16.67	0	0	0		
0200	12	0	3	0	1	8	0	0200	0	0	0	0	0	1	4	3	3	1	0	0	0	0	0	42	48.8	0	0	0	0		
0215	5	0	3	0	0	2	0	0215	0	0	0	0	0	0	0	1	0	1	2	1	0	0	0	52.3	1	20	0	0	0		
0230	7	0	4	0	0	3	0	0230	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	43.4	0	0	0	0	0		
0245	10	0	5	1	0	4	0	0245	0	0	0	0	0	0	2	1	4	3	0	0	0	0	0	46.8	0	0	0	0	0		
0300	10	0	4	0	0	3	0	0300	0	0	0	0	0	0	1	0	2	4	1	1	1	0	0	49.3	2	20	1	10	1		
0315	10	0	6	0	1	3	0	0315	0	0	0	0	0	2	1	2	2	2	1	0	0	0	0	45	1	10	0	0	0		
0330	6	0	3	1	0	2	0	0330	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	44.5	0	0	0	0	0		
0345	10	0	6	2	0	2	0	0345	0	0	0	0	0	1	3	4	0	2	0	0	0	0	0	42.1	0	0	0	0	0		
0400	11	0	4	1	2	3	1	0400	0	0	0	0	0	0	1	2	3	4	1	0	0	0	0	43.7	50.5	0	0	0	0		
0415	12	0	7	2	1	2	0	0415	0	0	0	0	0	0	6	3	2	1	0	0	0	0	0	42.7	50.3	0	0	0	0		
0430	25	0	18	3	1	3	0	0430	0	0	0	0	1	1	7	8	5	1	2	0	0	0	0	42.7	49.3	2	8	0	0		
0445	19	0	12	1	4	2	0	0445	0	0	0	0	0	2	5	7	6	1	3	2	0	0	0	45.1	59.6	2	10.53	1	5.263		
0500	18	0	14	2	0	1	1	0500	0	0	0	0	0	0	2	6	6	4	0	0	0	0	0	46.3	51.6	0	0	0	0		
0515	30	0	23	4	0	2	1	0515	0	0	0	0	0	2	5	6	13	3	1	0	0	0	0	44.8	50.5	1	3.333	1	3.333		
0530	66	0	55	2	5	3	1	0530	0	0	0	4	3	8	19	11	13	8	0	0	0	0	0	40.2	50	0	0	0	0		
0545	49	0	40	3	1	3	2	0545	0	0	0	0	0	0	9	17	20	3	0	0	0	0	0	44.4	48.7	0	0	0	0		
0600	67	1	57	2	6	1	0	0600	0	0	0	0	0	2	24	24	11	5	1	0	0	0	0	42.3	48.6	1	1.493	0	0		
0615	98	0	80	12	1	3	2	0615	0	0	0	0	0	2	28	28	30	10	0	0	0	0	0	43.6	49.2	0	0	0	0		
0630	121	0	103	10	2	5	1	0630	0	0	0	0	0	7	15	28	47	23	1	0	0	0	0	40.4	45.7	0	0	0	0		
0645	174	0	156	11	3	4	0	0645	0	0	0	0	9	29	52	52	30	2	0	0	0	0	0	39.6	45.7	0	0	0	0		
0700	211	1	186	14	5	3	2	0700	0	0	0	1	31	42	87	46	4	0	0	0	0	0	0	36.3	40.9	0	0	0	0		
0715	303	0	274	12	10	5	2	0715	0	0	0	3	57	121	106	15	1	0	0	0	0	0	0	33.8	38.3	0	0	0	0		
0730	382	0	366	10	3	3	0	0730	0	0	0	7	33	209	120	12	1	0	0	0	0	0	0	33.9	37.7	0	0	0	0		
0745	351	1	321	13	5	10	1	0745	0	0	0	0	19	210	105	14	2	1	0	0	0	0	0	34.3	37.3	0	0	0	0		
0800	319	2	297	10	4	6	0	0800	0	0	0	0	3	80	173	57	6	0	0	0	0	0	0	37.2	40.5	0	0	0	0		
0815	306	0	285	6	3	10	2	0815	0	0	0	0	18	73	123	83	9	0	0	0	0	0	0	37.4	41.7	0	0	0	0		
0830	306	0	282	11	3	10	0	0830	0	0	0	0	7	66	109	110	14	0	0	0	0	0	0	38.3	43.1	0	0	0	0		
0845	269	2	233	16	10	7	1	0845	0	0	0	0	1	29	143	79	14	3	0	0	0	0	0	39	42.5	0	0	0	0		
0900	259	0	233	11	6	5	4	0900	0	0	0	0	11	59	121	56	12	0	0	0	0	0	0	37.5	42.4	0	0	0	0		
0915	229	0	199	13	9	7	1	0915	0	0	0	0	17	8	115	72	8	9	0	0	0	0	0	39.1	42.8	0	0	0	0		
0930	222	1	197	9	6	8	1	0930	0	0	2	22	24	21	71	56	21	5	0	0	0	0	0	36.7	44.1	0	0	0	0		
0945	196	0	165	18	2	8	3	0945	0	0	0	0	1	27	94	59	13	2	0	0	0	0	0	39.1	42.9	0	0	0	0		
1000	201	0	174	8	6	13	0	1000	0	0	0	0	0	17	82	73	26	3	0	0	0	0	0	40.2	46	0	0	0	0		
1015	230	18	202	18	3	6	1	1015	0	0	0	0	6	24	31	82	61	21	5	0	0	0	0	37.8	43.5	0	0	0	0		
1030	199	2	170	13	10	4	0	1030	0	0	0	0	0	5	44	110	38	2	0	0	0	0	0	42	45.6	0	0	0	0		
1045	180	0	150	15	5	10	0	1045	0	0	0	16	9	13	70	56	12	4	0	0	0	0	0	38	43.9	0	0	0	0		
1100	175	0	155	10	4	6	0	1100	0	0	0	2	9	38	93	25	7	1	0	0	0	0	0	41.8	45.6	0	0.571	0	0		
1115	193	0	160	20	6	6	1	1115	0	0	0	0	4	23	53	80	22	11	0	0	0	0	0	40.6	45.5	0	0	0	0		
1130	205	0	171	20	8	5	1	1130	1	2	3	1	8	36	75	46	27	6	0	0	0	0	0	38.4	45.6	0	0	0	0		
1145	195	2	167	15	4	6	1	1145	0	0	0	16	12	12	38	78	30	9	0	0	0	0	0	39.7	46	0	0	0	0		
1200	205	0	179	13	6	6	1	1200	0	0	0	0	1	25	101	55	16	7	0	0	0	0	0	39.5	44.3	0	0	0	0		
1215	211	0	178	18	5	10	0	1215	0	0	0	0	3	23	84	82	17	2	0	0	0	0	0	39.8	44.1	0	0	0	0		
1230	186	0	167	12	2	5	0	1230	0	0	0	0	0	8	77	66	27	7	1	0	0	0	0	41.1	46	1	0.538	0	0		
1245	195	2	160	21	5	6	1	1245	0	0	0	0	4	20	64	66	30	18	0	0	0	0	0	41.3	47.8	0	0	0	0		
1300	208	1	181	14	6	6	0	1300	0	0	0	0	2	34	56	66	40	10	0	0	0	0	0	40.7	47.5	0	0	0	0		
1315	248	2	216	19	4	6	1	1315	0	0	0	0	0	14	92	106	27	8	1	0	0	0	0	40.9	44.9	1	0.403	0	0		
1330	203	1	169	23	8	2	0	1330	0	0	0	0	0	12	98	59	28	6	0	0	0	0	0	40.5	45.3	0	0	0	0		
1345	216	2	176	17	3	6	1	1345	0	0	0	0	6	24	31	82	61	21	5	0	0	0	0	40.1	44.5	0	0.469	0	0		
1400	246	0	217	14	5	8	2	1400	0	0	0	0	4	49	69	85	33	6	0	0	0	0	0	39.9	45.3	0	0	0	0		
1415	202	1	163	21	8	9	0	1415	0	0	0	0	8	24	59	83	19	9	0	0	0	0	0	40.4	44.9	0	0	0	0		
1430	202	0	161	11	3	6	1	1430	0	0	0	0	4	20																	

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL 60	JSL1 68 ACPO	JSL1 68 ACPO	JSL2 75 DFT	JSL2 75 DFT
0000	21	0	19	1	0	1	0	0	0000	0	0	0	0	0	0	4	4	6	3	2	2	0	0	49.2	62.9	4	19.05	2	9.524	0	0
0015	12	0	11	0	0	1	0	0	0015	0	0	0	0	0	0	5	3	2	1	1	0	0	0	44.6	51.3	1	8.333	0	0	0	0
0030	21	1	19	1	0	1	0	0	0030	0	0	0	0	0	0	19	5	7	7	2	1	0	0	49.6	60.1	3	14.29	1	4.762	0	0
0045	11	0	9	1	0	1	0	0	0045	0	0	0	0	0	0	2	5	4	0	0	0	0	0	49.2	56.7	0	0	0	0	0	0
0100	21	0	20	0	0	1	0	0	0100	0	0	0	0	2	0	4	2	5	4	3	1	0	0	49.3	68.9	4	19.05	4	19.05	1	4.762
0115	10	0	9	0	0	0	0	0	0115	0	0	0	0	0	0	2	3	3	0	0	0	0	0	45.6	56.0	0	0	0	0	0	0
0130	8	0	7	0	0	1	0	0	0130	0	0	0	0	0	1	0	0	3	4	0	0	0	0	49	0	0	0	0	0	0	0
0145	11	0	9	1	0	1	0	0	0145	0	0	0	0	0	0	1	3	3	2	2	0	0	0	49.6	64.9	2	18.18	1	9.091	0	0
0200	9	0	6	0	0	3	0	0	0200	0	0	0	0	0	0	2	2	4	1	0	0	0	0	44.9	0	0	0	0	0	0	0
0215	9	0	5	0	0	4	0	0	0215	0	0	0	0	0	0	1	2	3	2	1	0	0	0	49	0	0	0	0	0	0	0
0230	13	0	9	1	0	3	0	0	0230	0	0	0	0	0	0	0	6	2	5	0	0	0	0	47.6	54	0	0	0	0	0	0
0245	7	0	5	1	0	1	0	0	0245	0	0	0	0	0	0	0	1	2	4	0	0	0	0	49.1	0	0	0	0	0	0	0
0300	13	0	8	0	0	5	0	0	0300	0	0	0	0	0	0	1	5	3	4	0	0	0	0	41.2	47.6	0	0	0	0	0	0
0315	10	0	6	4	0	0	0	0	0315	0	0	0	0	0	0	1	1	4	2	1	0	0	0	46.8	1	10	0	0	0	0	0
0330	11	0	8	0	1	2	0	0	0330	0	0	0	0	0	0	1	2	3	4	1	0	0	0	49.1	57.9	1	9.091	0	0	0	0
0345	8	0	5	2	1	0	0	0	0345	0	0	0	0	0	0	0	0	4	4	0	0	0	0	49.9	0	0	0	0	0	0	0
0400	7	0	4	0	1	2	0	0	0400	0	0	0	0	0	0	0	3	3	0	0	1	0	0	43.4	1	14.29	0	0	0	0	0
0415	14	0	9	0	1	4	0	0	0415	0	0	0	0	0	0	0	3	4	4	1	2	0	0	47.1	59.8	2	14.29	0	0	0	0
0430	11	0	8	1	1	1	0	0	0430	0	0	0	0	0	2	1	2	1	5	0	0	0	45.9	57.6	0	0	0	0	0	0	0
0445	6	0	6	0	0	0	0	0	0445	0	0	0	0	0	0	1	0	2	1	1	0	0	0	41.9	0	0	0	0	0	0	0
0500	7	0	3	1	0	3	0	0	0500	0	0	0	0	0	0	1	0	4	2	0	0	0	0	47.2	0	0	0	0	0	0	0
0515	19	0	17	2	0	0	0	0	0515	0	0	0	0	0	0	0	5	3	10	0	1	0	0	50.9	58.5	1	5.263	1	5.263	1	5.263
0530	34	0	29	2	1	1	1	0	0530	0	0	0	0	0	0	1	11	11	9	2	0	0	0	47.6	53.2	2	5.882	0	0	0	0
0545	28	0	24	2	0	1	1	0	0545	0	0	0	0	0	0	6	6	8	9	1	0	0	0	47.5	53.5	1	3.571	0	0	0	0
0600	22	0	18	2	2	0	0	0	0600	0	0	0	0	0	0	5	3	6	8	0	0	0	0	47.1	54	0	0	0	0	0	0
0615	34	0	27	4	0	2	1	0	0615	0	0	0	0	0	2	4	10	10	8	0	0	0	0	45.6	52.1	0	0	0	0	0	0
0630	50	0	47	1	0	1	1	0	0630	0	0	0	0	0	1	5	18	8	0	0	0	0	0	45	50.3	0	0	0	0	0	0
0645	43	0	34	3	2	4	0	0	0645	0	0	0	0	0	1	15	7	10	3	0	0	0	0	46.1	53.1	3	6.977	0	0	0	0
0700	44	0	37	3	1	3	0	0	0700	0	0	0	0	0	3	11	8	7	13	2	0	0	0	46.2	55	2	4.545	1	2.273	0	0
0715	74	0	64	7	2	1	0	0	0715	0	0	0	0	0	5	26	25	10	8	0	0	0	0	42	48.2	0	0	0	0	0	0
0730	107	0	95	2	1	9	0	0	0730	0	0	0	0	0	7	14	36	32	16	0	0	0	0	44.6	50.5	0	0	0	0	0	0
0745	88	0	77	5	1	4	1	0	0745	0	0	0	0	0	0	8	43	22	13	1	0	0	0	45.5	50.4	1	1.136	0	0	0	0
0800	98	1	77	7	1	1	1	0	0800	0	0	0	0	0	1	8	20	30	23	15	1	0	0	43.3	50.3	1	1.02	0	0	0	0
0815	145	0	132	10	1	2	0	0	0815	0	0	0	0	0	15	41	48	30	10	1	0	0	0	42.1	47	1	0.659	0	0	0	0
0830	150	0	153	5	0	0	0	0	0830	0	0	0	0	0	6	38	43	35	6	0	0	0	0	43.4	48.7	0	0.625	0	0	0	0
0845	158	1	146	5	3	3	0	0	0845	0	0	0	0	0	4	33	44	62	15	0	0	0	0	44	48.9	0	0	0	0	0	0
0900	155	1	146	5	2	1	0	0	0900	0	0	0	0	0	1	31	77	41	5	0	0	0	0	43.2	47.3	0	0	0	0	0	0
0915	159	1	191	5	0	2	0	0	0915	1	11	17	22	29	15	24	49	22	9	0	0	0	0	33.9	45.4	0	0	0	0	0	0
0930	225	1	214	4	3	3	0	0	0930	0	0	0	0	0	10	94	82	32	7	0	0	0	0	41	46.1	0	0	0	0	0	0
0945	259	0	242	9	4	4	0	0	0945	0	0	0	6	16	70	122	37	7	1	0	0	0	0	41.2	45.3	1	0.386	0	0	0	0
1000	224	0	210	4	2	4	2	0	1000	0	9	15	1	9	37	78	61	14	0	0	0	0	0	41	46.3	0	0	0	0	0	0
1015	231	0	216	6	3	0	0	0	1015	0	0	0	0	7	68	113	33	10	0	0	0	0	0	41.9	45.9	0	0	0	0	0	0
1030	259	0	244	9	3	2	1	0	1030	0	0	2	25	5	11	53	98	59	6	0	0	0	0	40	46.5	0	0	0	0	0	0
1045	263	1	251	7	1	3	0	0	1045	0	0	0	4	29	116	86	27	1	0	0	0	0	0	39.4	44.3	0	0	0	0	0	0
1100	241	1	229	7	3	1	0	0	1100	0	0	0	2	9	38	26	105	60	1	0	0	0	0	41	46.4	0	0	0	0	0	0
1115	249	0	238	4	0	7	0	0	1115	0	0	0	0	0	18	125	78	20	8	0	0	0	0	40.2	43.6	0	0	0	0	0	0
1130	258	0	252	6	0	0	0	0	1130	0	0	0	0	0	4	51	129	60	14	0	0	0	0	43	47.4	0	0	0	0	0	0
1145	271	0	260	8	3	0	0	0	1145	0	0	0	0	3	11	77	123	51	6	0	0	0	0	41.7	45.7	0	0	0	0	0	0
1200	214	1	202	9	1	1	0	0	1200	0	0	0	0	2	4	15	84	40	8	0	0	0	0	41.2	45.9	0	0	0	0	0	0
1215	227	0	208	13	3	2	1	0	1215	0	0	0	0	0	3	63	107	43	11	0	0	0	0	42.3	46.6	0	0	0	0	0	0
1230	289	0	275	9	3	2	0	0	1230	0	0	0	0	0	26	96	140	22	5	0	0	0	0	40.4	43.8	0	0	0	0	0	0
1245	249	3	241	3	0	2	0	0	1245	0	0	0	0	4	15	63	103	32	6	0	0	0	0	40.3	45.1	0	0	0	0	0	0
1300	260	2	246	6	2	4	0	0	1300	0	1	0	9	10	14	86	101	27	12	0	0	0	0	40	45.1	0	0	0	0	0	0
1315	243	1	232	5	4	1	0	0	1315	0	0	0	0	0	7	79	110	39	8	0	0	0	0	41.7	45.9	0	0	0	0	0	0
1330	255	1	239	7	2	6	0	0	1330	0	0	2	2	6	35	69	90	44	7	0	0	0	0	40.2	46	0	0	0	0	0	0
1345	242	5	232	5	1	0	0	0	1345	0	0																				

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75	JSL2 75	JSL% 75
0000	10	0	10	0	0	0	0	0	0000	0	0	0	0	0	0	0	3	4	2	1	0	0	0	49.1		1	10	0	0	0	0		
0015	28	0	25	1	0	0	2	0	0015	0	0	0	0	0	0	7	9	5	0	0	0	0	0	52.3	52.3	0	0	0	0	0	0		
0030	19	0	18	1	0	0	0	0	0030	0	0	0	0	0	0	5	5	0	0	0	0	0	0	47.7	52	0	0	0	0	0	0		
0045	14	0	12	2	0	0	0	0	0045	0	0	0	0	0	0	6	6	2	0	0	0	0	0	45.1	49.7	0	0	0	0	0	0		
0100	13	0	11	0	1	1	0	0	0100	0	0	0	0	1	1	0	2	4	2	0	0	0	0	46.5	53.9	0	0	0	0	0	0		
0115	7	0	7	0	0	0	0	0	0115	0	0	0	0	0	1	1	1	1	2	1	0	0	0	48.6		1	14.20						
0130	13	0	12	0	0	1	0	0	0130	0	0	0	0	0	0	3	3	2	4	1	0	0	0	47.3	58.9	1	7.692						
0145	9	0	8	0	0	1	0	0	0145	0	0	0	0	0	0	3	5	1	0	0	0	0	0	46.9		0	0	0	0	0	0		
0200	7	0	5	2	0	0	0	0	0200	0	0	0	0	0	0	0	1	4	2	0	0	0	0	54.9		2	28.57						
0215	19	0	17	0	0	2	0	0	0215	0	0	0	0	0	0	1	7	7	3	1	0	0	0	46.4	55	1	5.283						
0230	8	0	6	0	0	2	0	0	0230	0	0	0	0	0	0	2	2	2	2	0	0	0	0	45.3		0	0	0	0	0	0		
0245	3	0	2	1	0	0	0	0	0245	0	0	0	0	1	0	0	1	1	0	0	0	0	0	39.7		0	0	0	0	0	0		
0300	3	0	1	0	0	0	0	0	0300	0	0	0	0	0	0	1	0	1	0	0	0	0	0	38.5		0	0	0	0	0	0		
0315	12	0	10	0	0	2	0	0	0315	0	0	0	0	1	2	4	3	2	0	0	0	0	0	44.1	50.5	0	0	0	0	0	0		
0330	5	0	5	0	0	0	0	0	0330	0	0	0	0	0	0	2	0	2	1	0	0	0	0	45.2		0	0	0	0	0	0		
0345	8	0	7	1	0	0	0	0	0345	0	0	0	0	0	0	2	2	0	3	1	0	0	0	47.8		1	12.5						
0400	11	0	8	1	0	2	0	0	0400	0	0	0	0	0	0	3	0	1	3	4	0	0	0	44.5	51.1	0	0	0	0	0	0		
0415	8	0	7	1	0	0	0	0	0415	0	0	0	0	0	0	0	0	1	7	0	0	0	0	52.2		0	0	0	0	0	0		
0430	6	0	6	0	0	0	0	0	0430	0	0	0	0	0	0	1	3	1	1	0	0	0	0	49.8		1	16.67						
0445	7	0	5	1	0	1	0	0	0445	0	0	0	0	0	1	0	4	2	0	0	0	0	0	42.7		0	0	0	0	0	0		
0500	12	0	10	1	0	1	0	0	0500	0	0	0	0	0	0	3	4	5	0	0	0	0	0	48.3	55	0	0	0	0	0	0		
0515	8	0	7	1	0	0	0	0	0515	0	0	0	0	0	0	1	4	3	0	0	0	0	0	49.8		0	0	0	0	0	0		
0530	9	0	7	1	0	0	1	0	0530	0	0	0	0	0	1	1	3	3	0	0	0	0	0	45.8		0	0	0	0	0	0		
0545	14	0	11	1	0	0	1	0	0545	0	0	0	0	0	0	2	5	3	1	0	0	0	0	46.8	51.9	1	7.143						
0600	11	0	11	0	0	0	0	0	0600	0	0	0	0	0	0	1	1	4	5	0	0	0	0	48.6	53.5	0	0	0	0	0	0		
0615	14	0	12	2	0	0	0	0	0615	0	0	0	0	0	1	0	3	4	5	1	0	0	0	48.9	54.8	1	7.143						
0630	26	0	23	2	0	1	0	0	0630	0	0	0	0	0	1	2	12	5	6	1	0	0	0	45.5	51.6	0	0	0	0	0	0		
0645	19	0	18	0	1	0	0	0	0645	0	0	0	0	0	0	1	8	5	3	1	0	0	0	46.1	53.1	1	5.283						
0700	18	0	15	0	0	3	0	0	0700	0	0	0	0	0	1	3	8	3	3	0	0	0	0	43.5	51.6	0	0	0	0	0	0		
0715	36	0	34	0	0	2	0	0	0715	0	0	0	0	1	4	9	2	13	6	1	0	0	0	43.7	51.4	1	2.778						
0730	36	0	35	0	0	1	0	0	0730	0	0	0	0	0	1	12	15	18	7	2	0	0	0	48.4	56.3	2	5.556						
0745	40	0	37	1	0	2	0	0	0745	0	0	0	0	0	0	1	11	15	12	1	0	0	0	48.5	55.9	1	2.5						
0800	40	0	37	1	2	0	0	0	0800	0	0	0	0	0	0	0	16	15	8	1	0	0	0	47	52.4	1	2.5						
0815	35	0	33	0	1	1	0	0	0815	0	0	0	0	0	0	3	7	14	11	0	0	0	0	47.2	53.2	0	0	0	0	0	0		
0830	55	0	53	1	0	1	0	0	0830	0	0	0	0	0	1	12	15	18	7	2	0	0	0	45.9	50.7	2	3.636						
0845	70	1	66	2	0	1	0	0	0845	0	0	0	0	0	0	8	29	23	9	1	0	0	0	45.3	49.7	1	1.429						
0900	67	0	59	5	0	2	1	0	0900	0	0	0	0	0	6	14	18	16	13	0	0	0	0	43.7	51.3	0	0	0	0	0	0		
0915	86	2	82	2	1	1	0	0	0915	0	0	0	0	0	1	12	31	36	7	7	0	0	0	44.6	48.4	0	0	0	0	0	0		
0930	119	0	117	0	0	2	0	0	0930	0	0	0	0	0	3	33	41	30	12	0	0	0	0	43.3	49.2	0	0	0	0	0	0		
0945	93	1	85	2	1	4	1	0	0945	0	0	0	0	0	0	19	37	21	14	2	0	0	0	44.8	50.9	2	2.151						
1000	178	3	162	4	7	1	1	0	1000	0	0	0	0	3	30	69	45	27	3	1	0	0	0	39.7	45.4	1	0.562						
1015	133	1	130	1	0	2	0	0	1015	0	0	0	0	0	0	6	22	58	35	12	0	0	0	43.6	48.2	0	0	0	0	0	0		
1030	187	0	179	3	2	3	0	0	1030	0	0	0	0	2	16	82	62	23	2	0	0	0	0	40.1	44.7	0	0	0	0	0	0		
1045	178	0	169	6	0	3	0	0	1045	0	0	0	0	26	32	34	52	26	7	1	0	0	0	39	46	1	0.562						
1100	162	0	152	8	1	1	0	0	1100	0	0	0	0	13	43	67	32	7	7	0	0	0	0	41.8	47.3	0	0	0	0	0	0		
1115	178	0	175	0	3	0	0	0	1115	0	0	0	0	0	3	56	100	18	1	0	0	0	0	41.1	43.9	0	0	0	0	0	0		
1130	184	0	174	5	0	5	0	0	1130	0	0	0	0	0	10	52	104	15	3	0	0	0	0	41.1	44.3	0	0	0	0	0	0		
1145	174	1	164	4	0	4	1	0	1145	0	7	11	7	14	16	50	57	27	3	0	0	0	0	36.2	43.4	0	0	0	0	0	0		
1200	182	0	168	5	6	1	2	0	1200	0	0	0	0	14	30	41	84	12	1	0	0	0	0	39	43.5	0	0	0	0	0	0		
1215	179	1	169	5	2	2	0	0	1215	0	0	0	0	0	0	17	66	59	31	6	0	0	0	40.9	46.1	0	0	0	0	0	0		
1230	143	0	139	3	1	0	0	0	1230	0	0	0	0	0	0	8	15	66	47	7	0	0	0	43.4	47.9	0	0	0	0	0	0		
1245	170	4	164	4	0	2	0	0	1245	0	0	0	0	0	0	9	41	91	30	6	0	0	0	42.5	45.7	0	0	0	0	0	0		
1300	173	0	173	0	0	0	0	0	1300	0	0	0	0	0	0	7	41	71	47	6	1	0	0	42.9	46.9	1	0.578						
1315	145	0	141	4	0	0	0	0	1315	0	0	0	0	0	1	8	28	78	28	1	1	0	0	42.2	45.9	1	0.69						
1330	133	0	126	5	1	1	0	0	1330	0	0	0	0	0	7	34	55	33	4	0	0	0	0	42.4	46.9	0	0	0	0	0	0		
1345	137	0	130	7	0	0	0	0	1345	0	0	0	0	0	2	7	45	38	17	0	0	0	0	43.6	48.5	0	0	0	0	0	0		
1400	155	0	152	2	0	1	0	0	1400	0	0	0	0	0	2	49	64	27															

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL% 68 ACP0	JSL2 75 DFT	JSL% 75 DFT
0000	12	0	10	0	0	2	0	0	0000	0	0	0	0	0	0	2	1	0	6	2	1	0	0	54.3	66.8	3	25	1	8.333	1	8.333
0015	13	0	9	0	2	2	0	0	0015	0	0	0	0	0	0	2	4	5	2	0	0	0	0	48.1	50.8	0	0	0	0	0	0
0030	7	0	5	0	1	1	0	0	0030	0	0	0	0	0	0	4	4	2	1	1	0	0	0	45.4	0	0	0	0	0	0	0
0045	9	0	8	0	0	1	0	0	0045	0	0	0	0	0	0	1	1	5	2	0	0	0	0	54.5	2	22.22	0	0	0	0	0
0100	4	0	3	0	0	1	0	0	0100	0	0	0	0	0	0	1	1	1	0	0	0	0	0	45.9	0	0	0	0	0	0	0
0115	4	0	1	0	0	3	0	0	0115	0	0	0	0	0	0	1	1	0	1	0	0	0	0	42	0	0	0	0	0	0	0
0130	8	0	4	0	2	2	0	0	0130	0	0	0	0	0	0	0	4	2	2	0	0	0	0	47.3	0	0	0	0	0	0	0
0145	5	0	3	1	1	0	0	0	0145	0	0	0	0	0	0	0	2	2	1	0	0	0	0	45.5	0	0	0	0	0	0	0
0200	5	0	0	0	0	5	0	0	0200	0	0	0	0	0	1	1	1	1	0	0	0	0	0	42.7	0	0	0	0	0	0	0
0215	4	0	3	0	0	1	0	0	0215	0	0	0	0	0	0	0	0	1	1	1	0	0	0	44.2	0	0	0	0	0	0	0
0230	5	0	5	0	0	0	0	0	0230	0	0	0	0	0	0	2	0	2	0	1	0	0	0	46.9	1	20	0	0	0	0	0
0245	5	0	2	0	0	3	0	0	0245	0	0	0	0	0	0	2	0	2	1	0	0	0	0	46.4	0	0	0	0	0	0	0
0300	8	0	2	0	0	5	0	0	0300	0	0	0	0	0	0	3	2	2	0	1	0	0	0	43.9	1	12.5	0	0	0	0	0
0315	8	0	2	0	0	6	0	0	0315	0	0	0	0	1	2	2	2	1	0	0	0	0	0	42.6	0	0	0	0	0	0	0
0330	8	0	7	0	0	1	0	0	0330	0	0	0	0	0	0	2	1	0	4	1	0	0	0	49.3	1	12.5	0	0	0	0	0
0345	10	0	4	0	1	5	0	0	0345	0	0	0	0	0	0	4	3	1	2	0	0	0	0	43.8	0	0	0	0	0	0	0
0400	6	0	5	0	0	1	0	0	0400	0	0	0	0	0	0	2	1	1	1	1	0	0	0	47.3	1	16.67	0	0	0	0	0
0415	12	0	10	0	0	1	1	0	0415	0	0	0	0	0	0	2	3	0	5	2	0	0	0	49.3	64.4	2	16.67	0	0	0	0
0430	23	0	18	1	1	3	0	0	0430	0	0	0	0	3	1	4	5	5	5	0	0	0	0	48.8	61.8	5	21.74	0	0	0	0
0445	19	0	12	2	2	1	0	0	0445	0	0	0	0	0	1	5	5	5	2	0	0	0	0	47.7	59.5	2	10.53	0	0	0	0
0500	28	0	20	5	0	2	1	0	0500	0	0	0	0	0	5	5	4	4	8	1	1	0	0	45.5	55.6	2	7.143	1	3.571	0	0
0515	29	0	24	3	0	1	1	0	0515	0	0	0	0	0	1	4	12	6	6	0	0	0	0	44	50.7	0	0	0	0	0	0
0530	51	0	41	4	4	2	0	0	0530	0	0	0	0	0	0	7	16	13	15	0	0	0	0	46.5	53	0	0	0	0	0	0
0545	61	0	46	8	2	5	0	0	0545	0	0	0	0	7	14	12	16	11	1	1	0	0	0	44.1	51.4	1	1.659	0	0	0	0
0600	78	1	66	3	1	3	4	0	0600	0	0	0	0	8	8	5	28	16	12	1	0	0	0	42.6	50.8	1	1.282	0	0	0	0
0615	127	0	108	11	5	3	0	0	0615	0	0	0	0	0	20	45	44	16	2	0	0	0	0	39.9	45	0	0	0	0	0	0
0630	146	0	146	9	2	7	2	0	0630	0	0	0	0	0	14	55	54	34	9	0	0	0	0	41.6	47	0	0	0	0	0	0
0645	182	0	165	8	5	3	1	0	0645	0	0	0	0	0	6	26	61	47	30	11	1	0	0	40.3	46.9	1	0.549	0	0	0	0
0700	234	0	213	14	4	3	0	0	0700	0	0	0	0	1	37	133	55	7	1	0	0	0	0	38.3	41.9	0	0	0	0	0	0
0715	313	0	285	12	8	7	1	0	0715	0	0	0	1	68	121	85	31	7	0	0	0	0	0	34	39.1	0	0	0	0	0	0
0730	340	0	327	7	3	0	0	0	0730	0	0	0	0	14	194	121	10	0	1	0	0	0	0	34.6	37.6	0	0	0	0	0	0
0745	336	0	320	9	2	4	1	0	0745	0	0	0	0	37	206	85	8	0	0	0	0	0	0	33.5	36.2	0	0	0	0	0	0
0800	337	1	316	12	0	5	3	0	0800	0	0	2	2	12	124	171	26	0	0	0	0	0	0	35.3	38.3	0	0	0	0	0	0
0815	323	0	299	14	5	4	1	0	0815	0	0	0	0	7	142	162	11	1	0	0	0	0	0	35.2	38.2	0	0	0	0	0	0
0830	370	0	346	10	5	6	1	0	0830	0	0	0	1	33	125	168	39	3	2	2	0	0	0	36.4	39.4	0	0	0	0	0	0
0845	341	0	302	16	7	13	3	0	0845	0	0	0	0	4	71	194	66	6	0	0	0	0	0	37.5	41.2	0	0	0	0	0	0
0900	266	0	242	9	2	12	1	0	0900	0	0	0	0	1	50	91	102	22	0	0	0	0	0	39	43.3	0	0	0	0	0	0
0915	261	0	224	16	6	11	2	0	0915	0	0	0	0	3	25	112	96	12	1	0	0	0	0	39	43.4	0	0	0	0	0	0
0930	223	0	197	12	3	10	1	0	0930	0	0	0	0	7	13	84	85	29	5	0	0	0	0	40.4	45.1	0	0	0	0	0	0
0945	205	1	179	10	5	10	0	0	0945	0	0	0	0	0	5	78	71	39	11	1	0	0	0	41.9	46.8	1	0.488	0	0	0	0
1000	178	0	147	16	6	7	0	0	1000	0	0	0	0	0	9	66	71	24	7	0	0	0	0	41.7	45.8	1	0.562	1	0.562	1	0.562
1015	195	1	182	15	3	7	1	0	1015	0	0	0	0	0	23	73	77	29	7	0	0	0	0	40.6	45.5	0	0	0	0	0	0
1030	253	0	222	15	6	9	1	0	1030	0	0	0	9	9	18	31	78	88	15	5	0	0	0	37.7	43.7	0	0	0	0	0	0
1045	184	0	163	8	7	5	1	0	1045	0	0	0	0	1	27	61	52	34	9	0	0	0	0	40.9	46.5	0	0	0	0	0	0
1100	202	0	172	9	7	12	2	0	1100	0	0	0	0	0	26	100	46	24	4	0	0	0	0	39.5	44.7	0	0	0	0	0	0
1115	201	0	168	18	8	7	0	0	1115	0	0	0	0	0	3	55	107	28	8	0	0	0	0	41.9	45.6	0	0	0	0	0	0
1130	188	0	159	12	7	8	2	0	1130	0	0	0	11	9	9	47	86	23	3	0	0	0	0	39.9	44.8	0	0	0	0	0	0
1145	176	0	144	16	5	8	3	0	1145	0	0	0	0	4	3	44	96	31	8	0	0	0	0	42.1	46.7	0	0	0	0	0	0
1200	176	0	149	12	6	7	2	0	1200	0	0	0	0	4	60	77	27	8	0	0	0	0	0	41.7	46.1	0	0	0	0	0	0
1215	205	0	167	20	6	11	1	0	1215	0	0	0	0	6	25	98	51	24	1	0	0	0	0	39.1	44.5	0	0	0	0	0	0
1230	185	1	157	13	9	5	0	0	1230	1	0	0	0	2	19	83	47	17	15	1	0	0	0	40.4	46.9	1	0.541	0	0	0	0
1245	176	0	150	12	8	6	0	0	1245	0	0	0	0	4	4	60	49	16	3	0	0	0	0	38	44.2	1	0.588	0	0	0	0
1300	150	0	128	10	6	5	1	0	1300	0	0	0	3	17	13	15	60	34	7	1	0	0	0	35.6	42.4	0	0	0	0	0	0
1315	214	0	172	18	11	11	2	0	1315	0	0	0	0	0	29	112	61	10	2	0	0	0	0	38.8	42.1	0	0	0	0	0	0
1330	177	0	158	10	6	3	0	0	1330	0	0	0	0	1	11	48	85	29	3	0	0	0	0	41.4	45.3	0	0	0	0	0	0
1345	187	0	148	20	7	12	0	0</																							

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% ACP0	JSL2 68	JSL% DFT	JSL% DFT
0000	11	0	9	0	0	2	0	0000	0	0	0	0	0	0	0	2	6	3	0	0	0	0	0	47.5	54	0	0	0	0	0	0	
0015	12	0	8	0	3	1	0	0015	0	0	0	0	0	0	1	5	3	2	1	0	0	0	0	47.3	57.4	1	8.333	0	0	0	0	
0030	14	1	8	1	0	4	0	0030	0	0	0	0	0	0	4	4	4	5	0	0	0	0	0	47.7	55.8	0	0	0	0	0	0	
0045	5	0	3	1	0	1	0	0045	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0	46		0	0	0	0	0	0	
0100	8	0	6	0	0	2	0	0100	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	44.5		0	0	0	0	0	0	
0115	6	0	3	0	0	3	0	0115	0	0	0	0	0	0	1	2	2	1	1	0	0	0	0	45		0	0	0	0	0	0	
0130	9	0	6	0	1	2	0	0130	0	0	0	0	0	0	1	5	1	0	2	0	0	0	0	47.2		2	22.22	0	0	0	0	
0145	7	0	3	0	0	4	0	0145	0	0	0	0	0	2	0	3	1	0	1	0	0	0	0	43.2		1	14.29	0	0	0	0	
0200	9	0	2	1	0	6	0	0200	0	0	0	0	0	0	1	4	3	1	0	0	0	0	0	44.6		0	0	0	0	0	0	
0215	13	0	10	1	1	1	0	0215	0	0	0	0	0	0	1	0	3	7	2	0	0	0	0	45.7	51.3	0	0	0	0	0	0	
0230	9	0	7	0	0	2	0	0230	0	0	0	0	0	0	0	6	2	1	0	0	0	0	0	44.2		0	0	0	0	0	0	
0245	9	0	7	1	0	1	0	0245	0	0	0	0	0	0	0	4	2	3	0	0	0	0	0	47.1		0	0	0	0	0	0	
0300	10	0	5	0	5	0	0	0300	0	0	0	0	0	0	0	3	4	1	2	0	0	0	0	42.9		0	0	0	0	0	0	
0315	9	0	6	0	0	2	1	0315	0	0	0	0	0	1	0	4	3	1	0	0	0	0	0	44.6		0	0	0	0	0	0	
0330	14	0	7	1	0	6	0	0330	0	0	0	0	0	0	3	1	7	1	1	1	0	0	0	49.1	60.4	2	14.29	1	7.143	0	0	
0345	10	0	5	2	0	2	1	0345	0	0	0	0	0	0	1	1	5	3	0	0	0	0	0	49		0	0	0	0	0	0	
0400	16	0	6	2	1	7	0	0400	0	0	0	0	0	0	2	7	4	0	3	0	0	0	0	42	54	0	0	0	0	0	0	
0415	13	0	6	2	0	5	0	0415	0	0	0	0	0	0	1	1	4	5	1	0	0	0	0	48.7	57.4	1	7.692	0	0	0	0	
0430	14	0	9	2	0	2	1	0430	0	0	0	0	0	0	2	2	3	3	2	1	1	0	0	46.8	60.7	2	14.29	1	7.143	1	7.143	
0445	18	0	11	1	1	4	0	0445	0	0	0	0	0	0	2	1	8	2	3	2	0	0	0	40.2	48.6	0	0	0	0	0	0	
0500	29	0	22	1	1	5	0	0500	0	0	0	0	0	0	1	5	14	7	2	0	0	0	0	43.2	49.2	0	0	0	0	0	0	
0515	37	0	26	2	3	6	0	0515	0	0	0	0	0	0	1	8	9	11	7	1	0	0	0	45.1	51.1	1	2.703	0	0	0	0	
0530	55	0	39	5	3	6	2	0530	0	0	0	0	0	0	2	15	17	15	5	0	1	0	0	43.9	49.3	1	1.818	1	1.818	1	1.818	
0545	78	0	56	3	3	5	1	0545	0	0	0	0	0	0	8	33	12	16	9	0	0	0	0	41.9	49	0	0	0	0	0	0	
0600	81	1	71	2	5	2	0	0600	0	0	0	0	0	0	1	15	25	30	10	0	0	0	0	44.6	49.7	0	0	0	0	0	0	
0615	118	0	94	14	5	4	1	0615	0	0	0	0	0	0	6	43	36	23	10	0	0	0	0	42	48.6	0	0	0	0	0	0	
0630	165	0	145	10	1	7	4	0630	0	0	0	0	0	0	1	17	87	49	11	0	0	0	0	44.1	47.7	0	0	0	0	0	0	
0645	189	0	165	20	9	5	0	0645	0	0	0	0	0	0	3	51	100	33	2	0	0	0	0	42.1	45.5	0	0	0	0	0	0	
0700	247	0	225	15	4	3	0	0700	0	0	0	0	0	0	5	38	93	88	19	4	0	0	0	39.2	43.5	0	0	0	0	0	0	
0715	334	0	303	16	10	4	1	0715	0	0	0	0	0	0	15	37	124	130	24	2	1	1	0	34.3	38.5	1	0.299	1	0.299	0	0	
0730	350	8	333	8	5	3	1	0730	0	0	0	0	0	5	72	207	62	2	1	1	0	0	0	32.3	35.4	0	0	0	0	0	0	
0745	333	0	319	9	0	5	0	0745	0	0	0	0	0	0	16	149	162	6	0	0	0	0	0	34.8	37.7	0	0	0	0	0	0	
0800	342	2	312	11	2	15	0	0800	0	0	1	28	80	144	84	5	0	0	0	0	0	0	0	31.9	36.1	0	0	0	0	0	0	
0815	324	1	305	7	4	7	0	0815	0	0	10	12	40	129	114	19	0	0	0	0	0	0	0	33.5	38.1	0	0	0	0	0	0	
0830	340	1	311	12	6	10	0	0830	0	0	0	1	13	152	99	0	0	0	0	0	0	0	0	34.8	38.4	0	0	0	0	0	0	
0845	336	0	302	16	2	15	1	0845	1	12	5	24	59	87	110	37	1	0	0	0	0	0	0	32.4	38.9	0	0	0	0	0	0	
0900	315	0	288	14	5	8	0	0900	0	0	0	0	0	9	80	102	92	29	3	0	0	0	0	38.5	44	0	0	0	0	0	0	
0915	254	1	234	11	5	4	0	0915	0	0	0	0	0	15	84	101	37	13	1	0	0	0	0	41.5	45.9	1	0.384	0	0	0	0	
0930	213	2	186	14	2	9	0	0930	0	0	0	2	8	23	56	86	28	8	2	0	0	0	0	40.6	45.6	2	0.939	0	0	0	0	
0945	211	0	178	18	6	9	0	0945	0	0	0	0	0	7	24	83	63	30	4	0	0	0	0	39.7	45.2	0	0	0	0	0	0	
1000	186	0	151	13	9	12	1	1000	0	0	0	0	0	0	19	72	59	26	10	0	0	0	0	40.7	45.7	0	0	0	0	0	0	
1015	180	0	150	16	7	7	0	1015	0	0	0	0	0	0	1	15	25	30	10	0	0	0	0	41.2	45	0	0	0	0	0	0	
1030	212	1	183	20	3	5	0	1030	0	0	0	0	0	1	15	86	73	22	15	0	0	0	0	40.9	45.4	0	0	0	0	0	0	
1045	198	0	171	10	10	7	0	1045	0	0	0	0	0	0	9	60	88	34	7	0	0	0	0	41.8	46.5	0	0	0	0	0	0	
1100	145	1	116	13	5	8	2	1100	0	0	0	0	0	0	12	38	57	29	9	0	0	0	0	41.8	47.2	0	0	0	0	0	0	
1115	158	0	126	18	7	7	0	1115	0	0	0	0	0	0	7	92	40	14	4	1	0	0	0	40	44.5	1	0.633	0	0	0	0	
1130	193	0	158	16	8	11	0	1130	0	0	0	5	3	29	65	69	18	3	1	0	0	0	0	39.2	44.1	1	0.518	0	0	0	0	
1145	170	0	138	24	4	4	0	1145	0	0	0	0	0	1	4	48	54	49	14	0	0	0	0	43.3	48.8	0	0	0	0	0	0	
1200	190	0	161	10	9	9	1	1200	0	0	0	0	0	0	4	65	85	43	13	0	0	0	0	42.6	47.6	0	0	0	0	0	0	
1215	172	0	130	17	6	19	0	1215	0	0	0	0	0	5	32	45	68	13	9	0	0	0	0	39.9	44.2	0	0	0	0	0	0	
1230	188	1	150	18	7	11	1	1230	0	0	0	0	0	0	15	63	78	26	6	0	0	0	0	41	45.7	0	0	0	0	0	0	
1245	153	1	118	21	5	7	0	1245	0	0	0	0	0	0	3	53	66	26	5	0	0	0	0	41.8	45.9	0	0	0	0	0	0	
1300	197	1	161	20	4	11	0	1300	0	0	0	0	0	0	4	50	71	60	12	0	0	0	0	43.1	47.8	0	0	0	0	0	0	
1315	184	0	152	15	8	6	3	1315	0	0	0	0	0	0	1	27	41	83	26	5	1	0	0	40.9	45.3	1	0.543	0	0	0	0	
1330	198	0	177	13	4	3	1	1330	0	0	0	0	0	0	8	72	78	34	5	1	0	0	0	41.7	45.9	1	0.505	0	0	0	0	
1345	194	0	153	17	5	3	1	1345																								

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL 68	JSL1 68	JSL1 68	JSL2 68	JSL2 75	JSL2 75
0000	17	0	15	1	1	0	0	0	0000	0	0	0	0	0	0	2	2	3	6	0	1	0	0	48.3	57	1	5.882	1	5.882	0	0	
0015	14	0	11	0	0	3	0	0	0015	0	0	0	0	0	0	5	3	5	0	1	0	0	0	49.1	57.9	1	7.143	1	7.143	0	0	
0030	10	0	8	0	0	2	0	0	0030	0	0	0	0	0	0	3	3	2	1	0	0	0	0	49	1	10	0	0	0	0	0	
0045	11	0	8	1	0	2	0	0	0045	0	0	0	0	0	0	4	3	3	1	0	0	0	0	48.9	60	1	9.091	0	0	0	0	
0100	8	0	5	1	1	1	0	0	0100	0	0	0	0	0	0	4	4	0	0	0	0	0	0	50.2	0	0	0	0	0	0	0	
0115	4	0	3	0	0	0	0	0	0115	0	0	0	0	0	1	0	0	0	0	0	0	0	0	50.3	0	0	0	0	0	0	0	
0130	9	0	3	0	1	4	1	0	0130	0	0	0	0	0	0	2	3	0	3	1	0	0	0	48.7	0	1	11.11	0	0	0	0	
0145	6	0	4	0	0	2	0	0	0145	0	0	0	0	0	0	1	0	3	2	0	0	0	0	47	0	0	0	0	0	0	0	
0200	6	0	2	0	0	4	0	0	0200	0	0	0	0	0	0	1	5	0	0	0	0	0	0	46.3	0	0	0	0	0	0	0	
0215	8	0	2	0	1	5	0	0	0215	0	0	0	0	0	0	1	0	4	1	1	1	0	0	45.9	1	12.5	0	0	0	0	0	
0230	11	0	3	0	1	7	0	0	0230	0	0	0	0	0	1	2	5	1	2	0	0	0	0	42.2	50.5	0	0	0	0	0	0	
0245	13	0	8	0	0	4	1	0	0245	0	0	0	0	0	0	5	5	2	1	0	0	0	0	46.9	53.1	1	7.692	0	0	0	0	
0300	6	0	4	0	0	1	0	0	0300	0	0	0	0	0	0	1	1	3	0	0	0	0	0	48.3	0	0	0	0	0	0	0	
0315	18	0	10	0	0	8	0	0	0315	0	0	0	0	0	3	7	4	3	1	0	0	0	0	40.4	47.1	0	0	0	0	0	0	
0330	10	0	5	1	0	4	0	0	0330	0	0	0	0	0	0	4	3	3	0	0	0	0	0	47.1	0	0	0	0	0	0	0	
0345	14	0	9	1	0	4	0	0	0345	0	0	0	0	0	3	1	5	2	0	2	1	0	0	46.2	60.9	3	21.43	1	7.143	1	7.143	
0400	9	0	4	1	3	1	0	0	0400	0	0	0	0	0	0	1	1	4	3	0	0	0	0	48.8	0	0	0	0	0	0	0	
0415	9	0	6	0	0	3	0	0	0415	0	0	0	0	0	1	1	0	2	2	2	1	0	0	53.5	3	33.33	1	11.11	1	11.11	0	0
0430	18	0	12	2	1	2	1	0	0430	0	0	0	0	0	4	1	4	7	1	1	0	0	0	44	49.7	1	5.556	0	0	0	0	
0445	22	0	13	4	0	2	0	0	0445	0	0	0	0	0	2	3	7	5	3	4	0	0	0	42.5	50.8	0	0	0	0	0	0	
0500	33	0	26	0	1	4	2	0	0500	0	0	0	0	0	0	1	11	10	11	0	0	0	0	47	51.7	0	0	0	0	0	0	
0515	35	0	27	3	1	4	0	0	0515	0	0	0	0	0	0	7	13	10	5	0	0	0	0	44.3	50.5	0	0	0	0	0	0	
0530	79	0	61	6	4	7	1	0	0530	0	0	0	0	0	1	15	29	25	9	0	0	0	0	43.9	48.4	0	0	0	0	0	0	
0545	52	0	51	4	4	0	3	0	0545	0	0	0	0	0	11	11	28	12	5	1	0	0	0	46.2	51.8	0	0	0	0	0	0	
0600	87	1	78	2	2	4	0	0	0600	0	0	0	0	0	0	8	37	25	15	2	0	0	0	45.7	51	2	2.299	0	0	0	0	
0615	108	0	92	9	3	4	0	0	0615	0	0	0	0	0	17	15	51	21	4	0	0	0	0	42	46	0	0	0	0	0	0	
0630	163	0	149	4	5	3	2	0	0630	0	0	0	0	0	9	43	85	36	10	0	0	0	0	42.4	47.6	0	0	0	0	0	0	
0645	188	0	169	9	6	3	1	0	0645	0	0	0	0	0	17	60	70	37	2	1	0	0	0	41.1	46.7	1	0.532	0	0	0	0	
0700	254	0	229	15	4	6	0	0	0700	0	0	0	0	0	16	128	84	17	9	0	0	0	0	40	43.7	0	0	0	0	0	0	
0715	326	0	301	13	5	5	2	0	0715	0	0	0	0	0	6	126	162	31	1	0	0	0	0	35.9	39.1	0	0	0	0	0	0	
0730	337	0	317	15	1	3	1	0	0730	0	1	2	7	39	178	106	4	0	0	0	0	0	0	33.2	36.9	0	0	0	0	0	0	
0745	325	1	308	8	2	4	2	0	0745	0	0	2	5	20	140	149	9	0	0	0	0	0	0	34.4	37.7	0	0	0	0	0	0	
0800	344	0	322	11	5	5	1	0	0800	0	0	0	0	25	115	178	26	0	0	0	0	0	0	35.5	38.9	0	0	0	0	0	0	
0815	376	0	354	5	2	12	3	0	0815	0	0	0	0	4	18	132	181	40	1	0	0	0	0	35.8	38.5	0	0	0	0	0	0	
0830	358	0	336	16	2	4	0	0	0830	0	0	0	0	0	11	94	207	43	0	0	0	0	0	36.5	39.9	0	0	0	0	0	0	
0845	346	0	317	12	5	12	0	0	0845	0	0	0	0	0	11	112	157	60	1	3	0	2	0	36.8	40.6	2	0.578	2	0.578	2	0.578	
0900	356	0	322	24	6	4	0	0	0900	0	0	0	0	0	7	71	198	67	12	1	0	0	0	37.6	41.3	0	0	0	0	0	0	
0915	256	1	235	11	6	3	0	0	0915	0	0	0	0	0	2	37	102	82	17	5	1	0	0	39.8	44.7	1	0.391	0	0	0	0	
0930	265	1	229	17	8	10	0	0	0930	0	0	0	0	1	28	118	90	26	1	1	0	0	0	39.6	43.9	1	0.377	0	0	0	0	
0945	201	0	180	7	6	8	0	0	0945	0	0	0	0	8	31	72	61	21	8	0	0	0	0	39.5	44.9	0	0	0	0	0	0	
1000	192	1	161	17	7	6	0	0	1000	0	0	0	0	1	21	79	58	30	3	0	0	0	0	40.2	45.3	0	0	0	0	0	0	
1015	187	0	158	12	4	11	2	0	1015	2	1	26	48	24	40	37	8	1	0	0	0	0	0	39.2	38.9	0	0	0	0	0	0	
1030	213	0	183	12	11	7	0	0	1030	1	1	0	0	0	18	62	84	41	6	0	0	0	0	41.1	45.6	0	0	0	0	0	0	
1045	193	0	150	27	10	6	0	0	1045	0	0	0	0	0	14	47	102	25	5	0	0	0	0	41.7	45.2	0	0	0	0	0	0	
1100	158	0	127	13	5	13	0	0	1100	0	0	0	0	0	5	57	70	19	6	0	0	0	0	41.2	45.2	0	0	0	0	0	0	
1115	185	0	150	21	7	6	1	0	1115	0	0	0	0	0	1	10	30	89	47	8	0	0	0	42.8	47.1	0	0	0	0	0	0	
1130	190	0	162	19	4	5	0	0	1130	0	0	0	0	0	4	55	67	42	21	1	0	0	0	43.3	49	1	0.526	0	0	0	0	
1145	181	0	144	25	9	3	0	0	1145	0	0	0	0	0	4	69	77	24	7	0	0	0	0	41.4	45.2	0	0	0	0	0	0	
1200	195	0	167	15	5	7	1	0	1200	0	0	0	0	0	6	57	72	25	11	0	0	0	0	41.2	45.9	0	0	0	0	0	0	
1215	179	1	156	16	2	3	1	0	1215	0	0	0	0	0	6	29	99	39	6	0	0	0	0	42.9	47.4	0	0	0	0	0	0	
1230	202	1	175	16	3	7	0	0	1230	0	0	0	0	0	14	67	72	37	11	1	0	0	0	41.7	46.9	1	0.495	0	0	0	0	
1245	185	0	150	18	4	12	0	0	1245	0	0	0	0	0	6	62	82	29	8	0	0	0	0	41.7	45.9	0	0	0	0	0	0	
1300	195	1	158	15	10	11	0	0	1300	0	0	0	0	0	10	16	54	72	34	9	0	0	0	41	46.6	0	0	0	0	0	0	
1315	219	2	184	14	9	9	1	0	1315	0	0	1	0	1	7	73	101	33	3	0	0	0	0	41.2	45.4	0	0	0	0	0	0	
1330	159	0	137	12	6	3	1	0	1330	0	0	0	0	0	7	51	59	34	8	0	0	0	0	42.1	47.3	0	0	0	0	0	0	
1345	236	1</																														

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75	JSL2 85	JSL% 85
0000	14	0	12	1	0	1	0	0	0000	0	0	0	0	0	1	1	5	4	2	0	0	1	0	48	56.3	1	7.143	1	7.143	1	7.143		
0015	13	0	12	0	0	1	0	0	0015	0	0	0	0	0	1	3	3	2	3	1	0	0	0	45.4	54.4	1	7.692	0	0	0	0		
0030	11	0	7	1	1	3	0	0	0030	0	0	0	0	0	1	1	7	3	0	0	0	0	0	46.8	52.7	0	0	0	0	0	0		
0045	10	0	6	1	1	2	0	0	0045	0	0	0	0	0	0	6	2	1	1	0	0	0	0	46.8	52.7	1	10	1	10	0	0		
0100	6	0	4	0	0	2	0	0	0100	0	0	0	0	0	0	6	0	0	0	0	0	0	0	42	42	0	0	0	0	0	0		
0115	9	0	5	0	0	4	0	0	0115	0	0	0	0	0	1	4	0	1	1	0	0	0	0	43.5	43.5	1	11.11	0	0	0	0		
0130	8	0	5	0	1	2	0	0	0130	0	0	0	0	0	1	6	1	0	0	0	0	0	0	42	42	0	0	0	0	0	0		
0145	6	1	1	1	0	3	0	0	0145	0	0	0	0	0	2	4	0	0	0	0	0	0	0	40.8	40.8	0	0	0	0	0	0		
0200	9	0	5	0	1	3	0	0	0200	0	0	0	0	0	1	0	2	1	3	2	0	0	0	49.6	49.6	2	22.22	0	0	0	0		
0215	3	0	2	0	1	0	0	0	0215	0	0	0	0	0	0	0	1	1	0	0	0	0	0	41.9	41.9	0	0	0	0	0	0		
0230	5	0	2	0	0	3	0	0	0230	0	0	0	0	0	3	1	1	0	0	0	0	0	0	41	41	0	0	0	0	0	0		
0245	13	0	6	0	1	6	0	0	0245	0	0	0	0	0	2	6	5	0	0	0	0	0	0	44.4	49	0	0	0	0	0	0		
0300	6	0	1	0	0	4	0	0	0300	0	0	0	0	0	3	2	3	0	0	0	0	0	0	38.8	38.8	0	0	0	0	0	0		
0315	12	0	7	0	0	5	0	0	0315	0	0	0	0	0	2	4	3	2	1	0	0	0	0	46.7	59.3	1	8.333	0	0	0	0		
0330	9	0	6	0	0	3	0	0	0330	0	0	0	0	0	1	0	1	4	2	0	1	0	0	48.7	48.7	1	11.11	1	11.11	0	0		
0345	10	0	6	3	0	1	0	0	0345	0	0	0	0	1	1	0	4	3	1	0	0	0	0	42.9	42.9	0	0	0	0	0	0		
0400	9	0	6	0	1	2	0	0	0400	0	0	0	0	0	1	1	1	3	3	0	0	0	0	46.7	46.7	0	0	0	0	0	0		
0415	12	0	4	0	3	4	1	0	0415	0	0	0	0	0	0	3	4	2	3	0	0	0	0	44.2	52.8	0	0	0	0	0	0		
0430	19	0	14	0	2	2	1	0	0430	0	0	0	0	0	4	7	5	2	0	1	0	0	0	39.7	46.2	1	5.263	0	0	0	0		
0445	21	0	16	1	1	3	0	0	0445	0	0	0	0	0	8	13	8	3	1	0	0	0	0	41.2	46.3	0	0	0	0	0	0		
0500	33	0	25	4	2	2	0	0	0500	0	0	0	0	0	0	12	11	8	2	0	0	0	0	42.7	47.4	0	0	0	0	0	0		
0515	56	0	40	2	7	7	0	0	0515	0	0	0	0	0	3	29	16	7	0	1	0	0	0	40.4	45.1	1	1.786	0	0	0	0		
0530	62	0	48	5	2	6	1	0	0530	0	0	0	0	0	3	15	22	18	4	0	0	0	0	42.7	47.2	0	0	0	0	0	0		
0545	58	0	45	7	1	4	1	0	0545	0	0	0	0	0	3	23	12	12	7	1	0	0	0	43.1	49.3	1	1.724	0	0	0	0		
0600	89	1	78	6	0	2	2	0	0600	0	0	0	0	0	6	33	22	16	11	1	0	0	0	42.4	48	1	1.124	0	0	0	0		
0615	108	0	95	9	0	4	0	0	0615	0	0	0	0	0	7	43	33	16	9	0	0	0	0	41.3	47	0	0	0	0	0	0		
0630	150	0	132	11	3	4	0	0	0630	0	0	0	0	0	13	81	33	21	2	0	0	0	0	39.9	45.2	0	0	0	0	0	0		
0645	190	0	170	13	4	1	2	0	0645	0	0	0	0	0	25	48	81	31	4	1	0	0	0	41	45.3	1	0.526	0	0	0	0		
0700	234	0	209	18	5	2	0	0	0700	0	0	0	0	0	3	35	106	74	10	6	0	0	0	39.2	43.6	0	0	0	0	0	0		
0715	317	0	296	12	6	2	1	0	0715	0	0	0	1	17	51	109	119	16	4	0	0	0	0	33.6	38.6	0	0	0	0	0	0		
0730	373	0	354	11	5	3	0	0	0730	0	0	0	13	55	159	128	9	1	0	0	0	0	0	33.3	37.1	0	0	0	0	0	0		
0745	329	0	305	10	4	7	3	0	0745	0	0	0	1	17	140	154	16	1	0	0	0	0	0	35	38.1	0	0	0	0	0	0		
0800	355	2	329	12	2	9	1	0	0800	0	0	0	0	32	128	180	14	1	0	0	0	0	0	35.1	38.3	0	0	0	0	0	0		
0815	353	2	335	7	3	5	1	0	0815	0	0	0	8	26	51	116	126	26	0	0	0	0	0	33.1	38.5	0	0	0	0	0	0		
0830	306	1	284	12	4	3	2	0	0830	0	0	0	0	0	36	161	90	17	2	0	0	0	0	39.1	42.4	0	0	0	0	0	0		
0845	295	0	262	17	9	7	0	0	0845	0	0	0	0	2	33	167	84	8	1	0	0	0	0	38.6	42.1	0	0	0	0	0	0		
0900	293	1	262	20	6	3	1	0	0900	0	0	0	0	2	67	124	79	18	3	0	0	0	0	38.5	42.7	0	0	0	0	0	0		
0915	259	0	232	12	5	9	1	0	0915	0	0	0	0	2	67	125	58	6	1	0	0	0	0	37.6	41.4	0	0	0	0	0	0		
0930	248	0	212	17	10	7	2	0	0930	0	0	0	0	0	25	143	58	15	7	0	0	0	0	39.3	43.3	0	0	0	0	0	0		
0945	211	1	196	15	5	10	1	0	0945	0	0	0	0	22	44	70	82	16	2	0	0	0	0	38.6	43.7	0	0	0	0	0	0		
1000	178	0	155	12	4	6	1	0	1000	0	0	0	0	0	5	40	88	43	2	0	0	0	0	42.3	46.3	0	0	0	0	0	0		
1015	165	0	146	15	6	10	1	0	1015	0	0	0	0	0	8	67	125	58	6	1	0	0	0	41.8	46.6	0	0	0	0	0	0		
1030	190	0	157	21	7	4	1	0	1030	0	0	0	0	0	13	58	84	27	8	0	0	0	0	41.5	46.1	0	0	0	0	0	0		
1045	202	1	180	9	6	5	1	0	1045	0	0	0	0	0	7	70	75	46	4	0	0	0	0	41.8	46.3	0	0	0	0	0	0		
1100	203	0	172	20	3	5	3	0	1100	0	0	0	0	1	8	81	72	37	5	0	0	0	0	41.3	46	0	0	0	0	0	0		
1115	184	1	162	13	5	3	0	0	1115	0	0	0	0	12	14	59	65	25	9	0	0	0	0	40.5	45.7	0	0	0	0	0	0		
1130	208	0	174	24	4	5	1	0	1130	0	0	0	1	6	51	88	40	14	8	0	0	0	0	38	43.8	0	0	0	0	0	0		
1145	181	0	158	11	3	9	0	0	1145	0	0	0	0	0	6	61	83	22	9	0	0	0	0	41.6	45.5	0	0	0	0	0	0		
1200	189	0	160	14	7	6	2	0	1200	0	0	0	0	0	18	58	84	35	2	0	0	0	0	41.2	46.1	0	0	0	0	0	0		
1215	171	0	139	13	5	11	3	0	1215	1	0	0	0	1	11	44	85	23	6	0	0	0	0	41	45.3	0	0	0	0	0	0		
1230	184	1	156	13	7	7	0	0	1230	0	0	0	0	0	11	60	85	16	11	1	0	0	0	41.7	45.1	1	0.543	0	0	0	0		
1245	180	0	150	13	4	12	1	0	1245	0	0	0	0	0	4	64	75	29	6	0	0	0	0	41.5	45.2	0	0	0	0	0	0		
1300	172	0	141	16	6	8	1	0	1300	0	0	0	0	0	5	43	79	32	13	0	0	0	0	42.7	47.9	0	0	0	0	0	0		
1315	204	0	176	16	5	6	1	0	1315	0	0	0	0	0	12	63	88	37	3	1	0	0	0	41.3	46	1	0.49	0	0	0	0		
1330	201	1	171	12	7	9	1	0	1330	0	0	0	0	0	16	63	90	24	8	0	0	0	0	41.2	45.6	0	0	0	0	0	0		
1345	189																																

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75
0000	24	0	23	1	0	0	0		0000	0	0	0	0	0	0	1	6	8	6	3	0	0	0	49.5	59.4	3	12.5	0	0	0	0
0015	17	0	12	0	0	5	0		0015	0	0	0	0	0	0	4	7	3	3	0	0	0	0	44.7	52.1	0	0	0	0	0	0
0030	13	0	11	0	0	2	0		0030	0	0	0	0	0	1	1	3	3	1	1	0	0	0	49.9	67.6	1	15.38	0	0	0	0
0045	12	0	9	0	2	1	0		0045	0	0	0	0	1	0	1	5	4	0	0	0	0	0	46.6	52.9	0	0	0	0	0	0
0100	13	0	8	0	0	5	0		0100	0	0	0	0	0	0	2	5	1	4	0	1	0	0	48.1	57.8	1	7.692	1	7.692	0	0
0115	9	0	5	0	0	4	0		0115	0	0	0	0	0	0	1	3	2	3	0	0	0	0	46.8	0	0	0	0	0	0	0
0130	5	0	2	1	0	2	0		0130	0	0	0	0	0	1	0	1	1	2	0	0	0	0	45.4	0	0	0	0	0	0	0
0145	8	0	4	2	0	2	0		0145	0	0	0	0	0	0	2	3	2	1	0	0	0	0	48.9	1	12.5	0	0	0	0	0
0200	4	0	1	0	0	3	0		0200	0	0	0	0	0	0	0	1	3	0	0	0	0	0	46.5	0	0	0	0	0	0	0
0215	3	0	1	0	0	1	0		0215	0	0	0	0	0	0	0	1	4	0	0	0	0	0	40	0	0	0	0	0	0	0
0230	6	0	5	0	0	1	0		0230	0	0	0	0	0	0	1	1	3	0	1	0	0	0	48.5	1	16.67	0	0	0	0	0
0245	12	0	9	0	0	3	0		0245	0	0	0	0	0	0	3	5	4	0	0	0	0	0	48.9	56.4	0	0	0	0	0	0
0300	9	0	4	0	0	4	0		0300	0	0	0	0	0	0	0	1	4	2	0	0	0	0	46.2	0	0	0	0	0	0	0
0315	5	0	3	0	0	2	0		0315	0	0	0	0	0	0	2	1	2	0	0	0	0	0	41.9	0	0	0	0	0	0	0
0330	13	0	9	0	0	4	0		0330	0	0	0	0	0	0	2	1	3	5	1	1	0	0	52.1	63.5	2	15.38	1	7.692	1	7.692
0345	12	0	8	0	1	3	0		0345	0	0	0	0	0	0	1	4	6	0	1	0	0	0	46.5	49.2	1	8.333	0	0	0	0
0400	5	0	1	2	0	1	1		0400	0	0	0	0	0	0	0	0	1	0	2	2	0	0	48.3	0	0	0	0	0	0	0
0415	17	0	7	0	1	9	0		0415	0	0	0	0	0	0	3	5	6	3	0	0	0	0	45.5	52.4	0	0	0	0	0	0
0430	26	0	17	1	4	4	0		0430	0	0	0	0	0	1	2	8	6	5	3	1	0	0	49.2	62.5	4	15.38	2	7.692	1	3.846
0445	24	0	17	2	4	0	0		0445	0	0	0	0	0	0	5	2	3	4	7	6	1	1	48.3	57.9	2	8.333	2	8.333	0	0
0500	31	0	27	0	2	1	1		0500	0	0	0	0	0	0	0	10	11	7	3	0	0	0	49	57.3	3	9.677	0	0	0	0
0515	32	0	25	1	1	4	1		0515	0	0	0	0	0	2	4	10	10	6	0	0	0	0	45	50.7	0	0	0	0	0	0
0530	57	0	42	5	3	6	1		0530	0	0	0	0	0	1	7	15	17	16	1	0	0	0	46.7	51.7	1	1.754	0	0	0	0
0545	63	0	53	7	0	1	2		0545	0	0	0	0	0	2	12	24	15	9	1	0	0	0	44	50	0	1.587	0	0	0	0
0600	66	1	48	6	3	6	2		0600	0	0	0	0	0	3	10	24	20	8	1	0	0	0	44	49.6	1	1.515	0	0	0	0
0615	110	0	92	11	3	3	1		0615	0	0	0	0	0	0	24	45	28	12	1	0	0	0	44.3	48.9	1	0.909	0	0	0	0
0630	140	0	125	9	0	5	1		0630	0	0	0	0	0	17	36	39	28	28	0	0	0	0	43	51.3	0	0	0	0	0	0
0645	173	0	149	13	3	5	3		0645	0	0	0	0	0	5	52	82	82	4	2	0	0	0	41.9	45.9	2	1.156	0	0	0	0
0700	209	0	190	10	8	1	0		0700	0	0	0	0	0	10	73	62	44	20	0	0	0	0	42.5	48.9	0	0	0	0	0	0
0715	271	0	251	14	5	1	0		0715	0	0	0	0	0	5	51	111	83	19	2	0	0	0	38.7	43.2	0	0	0	0	0	0
0730	369	0	338	19	7	3	2		0730	0	0	0	0	0	8	76	208	74	3	0	0	0	0	37.3	40.8	0	0	0	0	0	0
0745	337	1	297	16	7	15	1		0745	0	0	0	0	19	90	158	65	5	0	0	0	0	0	36.6	40.9	0	0	0	0	0	0
0800	316	0	296	11	1	7	1		0800	0	0	0	1	5	52	148	91	15	4	0	0	0	0	38.5	42.3	0	0	0	0	0	0
0815	267	1	239	14	2	11	0		0815	0	0	1	1	21	45	83	81	30	5	0	0	0	0	36.6	44.6	0	0	0	0	0	0
0830	301	0	263	24	5	8	0		0830	0	0	0	0	1	29	114	128	26	4	0	0	0	0	40.1	43.7	0	0	0	0	0	0
0845	262	0	232	17	6	7	0		0845	0	0	0	0	0	9	37	122	67	17	9	1	0	0	39	42.9	1	0.382	0	0	0	0
0900	219	0	195	13	4	7	0		0900	0	0	0	0	0	24	88	53	45	7	2	0	0	0	40.9	46.4	2	0.913	0	0	0	0
0915	241	0	217	12	6	5	1		0915	0	0	0	0	0	23	78	96	37	7	0	0	0	0	41	46.3	0	0	0	0	0	0
0930	207	0	184	11	1	10	1		0930	0	0	0	0	0	25	88	57	25	12	0	0	0	0	40.2	46	0	0	0	0	0	0
0945	194	1	166	12	4	10	1		0945	0	1	15	15	3	4	75	56	20	5	0	0	0	0	37.2	44.4	0	0	0	0	0	0
1000	171	0	142	10	5	13	1		1000	0	0	0	0	0	20	58	56	32	5	0	0	0	0	40.7	45.9	0	0	0	0	0	0
1015	234	1	204	17	7	5	0		1015	0	0	0	0	0	10	122	123	9	10	0	0	0	0	41.8	45.4	0	0	0	0	0	0
1030	227	0	200	8	11	0	10		1030	0	0	0	2	0	6	106	75	28	10	0	0	0	0	40.9	45.6	0	0	0	0	0	0
1045	207	0	182	17	4	4	0		1045	0	1	5	0	1	7	86	60	32	4	1	0	0	0	39.8	45.3	1	0.483	0	0	0	0
1100	223	1	181	17	9	11	4		1100	0	0	0	0	0	21	125	45	28	4	0	0	0	0	39.5	44.7	0	0	0	0	0	0
1115	205	0	181	11	3	10	0		1115	0	0	0	0	0	1	16	45	99	35	8	1	0	0	41.8	47.4	1	0.488	0	0	0	0
1130	200	1	176	14	2	6	1		1130	0	0	0	0	0	2	44	103	49	2	0	0	0	0	42.7	46.4	0	0	0	0	0	0
1145	221	0	177	27	8	7	2		1145	0	0	0	0	0	13	60	95	52	1	0	0	0	0	41.8	45.9	0	0	0	0	0	0
1200	221	0	192	14	6	6	1		1200	0	0	0	0	0	8	24	93	78	22	4	0	0	0	40	44.2	0	0	0	0	0	0
1215	196	0	164	20	4	7	1		1215	0	0	0	0	1	23	65	75	19	12	1	0	0	0	40.8	45.5	1	0.51	0	0	0	0
1230	225	0	188	24	8	5	0		1230	0	0	0	2	10	21	85	88	16	3	0	0	0	0	39.3	43.8	0	0	0	0	0	0
1245	198	0	178	12	2	6	1		1245	0	0	0	0	0	32	70	51	30	8	1	0	0	0	40.3	46.1	1	0.505	0	0	0	0
1300	185	1	155	15	7	6	1		1300	0	0	0	0	0	2	59	82	35	7	0	0	0	0	42.1	46.3	0	0	0	0	0	0
1315	232	2	208	17	2	3	0		1315	0	0	0	0	0	14	81	100	30	7	0	0	0	0	41	45.6	0	0	0	0	0	0
1330	223	0	191	19	2	10	1		1330	0	0	0	0	0	30	95	77	14	7	0	0	0	0	39.7	43.6	0	0	0	0	0	0
1345	251	0	237	14	6	7	1		1345	0	0	0	0	0	0	39	128														

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75
0000	19	0	17	0	0	2	0	0	0000	0	0	0	0	0	1	7	3	6	2	0	0	0	0	42.4	48.8	0	0	0	0	0	0
0015	23	0	19	1	0	3	0	0	0015	0	0	0	0	0	8	7	6	1	1	0	0	0	0	44	49	1	4.348	0	0	0	0
0030	11	0	11	0	0	0	0	0	0030	0	0	0	0	0	1	3	3	1	1	0	0	0	0	42.6	43.7	0	0	0	0	0	0
0045	6	0	6	0	0	0	0	0	0045	0	0	0	0	1	0	2	2	1	0	0	0	0	0	39.7	0	0	0	0	0	0	0
0100	7	0	5	1	0	1	0	0	0100	0	0	0	0	0	0	2	2	3	0	0	0	0	0	48.7	0	0	0	0	0	0	0
0115	10	0	7	0	3	0	0	0	0115	0	0	0	0	0	0	5	3	2	0	0	0	0	0	46.4	0	0	0	0	0	0	0
0130	5	0	4	0	0	1	0	0	0130	0	0	0	0	0	0	4	0	1	0	0	0	0	0	46.9	0	0	0	0	0	0	0
0145	13	0	6	3	1	3	0	0	0145	0	0	0	0	0	2	1	3	3	2	1	0	0	0	50.8	66	3	23.08	1	7.692	0	0
0200	9	0	7	0	0	2	0	0	0200	0	0	0	0	0	1	1	2	3	1	1	0	0	0	46.5	1	11.11	0	0	0	0	0
0215	9	0	5	0	1	3	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0
0230	7	0	3	0	0	4	0	0	0230	0	0	0	0	0	1	2	3	0	1	0	0	0	0	40.4	0	0	0	0	0	0	0
0245	7	0	2	1	1	3	0	0	0245	0	0	0	0	0	2	2	2	2	1	0	0	0	0	44.3	0	0	0	0	0	0	0
0300	11	0	6	0	0	3	0	0	0300	0	0	0	0	0	3	2	3	3	4	0	0	0	0	47.8	0	0	0	0	0	0	0
0315	5	0	2	0	1	2	0	0	0315	0	0	0	0	0	0	2	0	2	0	3	0	0	0	48.8	0	0	0	0	0	0	0
0330	7	0	7	0	0	0	0	0	0330	0	0	0	0	0	0	2	2	3	0	0	0	0	0	43.4	0	0	0	0	0	0	0
0345	9	0	6	1	1	1	0	0	0345	0	0	0	0	0	0	1	3	3	2	0	0	0	0	45.9	0	0	0	0	0	0	0
0400	10	0	3	3	1	3	0	0	0400	0	0	0	0	0	1	1	1	3	4	0	0	0	0	46.5	0	0	0	0	0	0	0
0415	12	0	7	0	2	3	0	0	0415	0	0	0	0	1	3	2	2	1	2	1	0	0	0	42.4	57.4	1	8.333	1	8.333	0	0
0430	13	0	9	0	0	4	0	0	0430	0	0	0	0	0	1	3	4	3	1	1	0	0	0	45.6	57.4	1	7.692	1	7.692	0	0
0445	7	0	5	0	1	1	0	0	0445	0	0	0	0	0	0	1	1	2	2	0	0	0	0	46.3	0	0	0	0	0	0	0
0500	10	0	8	0	0	2	0	0	0500	0	0	0	0	0	0	3	3	3	1	0	0	0	0	43.8	0	0	0	0	0	0	0
0515	18	0	12	1	2	3	0	0	0515	0	0	0	0	0	5	4	6	3	0	0	0	0	0	45.4	55	0	0	0	0	0	0
0530	21	0	18	0	1	2	0	0	0530	0	0	0	0	0	3	8	5	4	1	0	0	0	0	46	53.6	1	4.762	0	0	0	0
0545	29	0	19	3	2	2	0	0	0545	0	0	0	0	0	1	7	1	3	0	0	0	0	0	39	46	0	0	0	0	0	0
0600	18	0	16	1	0	0	1	0	0600	0	0	0	0	0	0	5	5	8	0	0	0	0	0	48.7	55	0	0	0	0	0	0
0615	30	0	24	3	1	2	0	0	0615	0	0	0	0	0	4	11	6	9	0	0	0	0	0	45.9	53.5	0	0	0	0	0	0
0630	40	0	33	3	0	4	0	0	0630	0	0	0	0	0	0	13	11	2	1	0	0	0	0	43.4	48.5	1	2.5	0	0	0	0
0645	38	0	32	2	0	3	1	0	0645	0	0	0	0	0	3	10	7	10	0	1	0	0	0	46.3	56	1	2.632	1	2.632	1	2.632
0700	45	0	39	5	0	1	0	0	0700	0	0	0	0	0	4	15	18	6	2	0	0	0	0	46.7	52.7	2	4.444	0	0	0	0
0715	67	0	56	6	1	3	1	0	0715	0	0	0	0	0	5	39	15	8	0	0	0	0	0	44.6	48.3	0	0	0	0	0	0
0730	75	0	69	1	3	2	0	0	0730	0	0	0	0	0	2	20	35	16	1	1	0	0	0	47.6	52.6	2	2.667	0	0	1	1.353
0745	70	0	62	3	1	3	1	0	0745	0	0	0	0	0	3	16	34	13	1	0	0	0	0	46.5	51.3	1	1.429	0	0	0	0
0800	78	0	71	4	2	1	0	0	0800	0	0	0	0	1	14	26	14	22	0	0	0	0	0	45.3	52.9	0	0	0	0	0	0
0815	107	0	100	5	0	2	0	0	0815	0	0	0	0	0	29	37	27	10	1	0	0	0	0	43.4	48.6	1	0.935	0	0	0	0
0830	155	0	141	9	1	3	0	0	0830	0	0	0	0	0	6	30	54	41	13	0	0	0	0	41.8	48.6	0	0	0	0	0	0
0845	149	0	136	6	2	4	1	0	0845	0	0	0	0	1	18	44	39	31	14	2	0	0	0	42	48.4	2	1.342	0	0	0	0
0900	164	0	157	4	1	1	1	0	0900	0	0	0	0	4	7	14	28	68	34	9	0	0	0	41.3	46.6	0	0	0	0	0	0
0915	170	0	158	6	3	2	0	0	0915	0	0	0	0	2	45	72	34	16	1	0	0	0	0	43.2	47.7	1	0.588	0	0	0	0
0930	192	0	181	8	2	1	0	0	0930	0	0	0	0	0	5	61	78	40	8	0	0	0	0	42.2	46.3	0	0	0	0	0	0
0945	207	1	195	8	2	1	0	0	0945	0	1	3	4	19	26	53	62	32	6	1	0	0	0	38.9	45.6	1	0.483	0	0	0	0
1000	1000	1	158	3	1	4	1	0	1000	0	1	0	4	2	15	30	66	36	13	1	0	0	0	41.8	47.2	1	0.595	0	0	0	0
1015	212	0	201	5	1	2	2	0	1015	0	0	0	0	0	14	42	89	48	10	0	0	0	0	42.8	47.1	0	0	0	0	0	0
1030	205	1	186	14	4	0	0	0	1030	0	0	0	0	0	9	42	106	37	10	1	0	0	0	42.3	46	1	0.488	0	0	0	0
1045	250	1	234	9	1	5	0	0	1045	0	0	0	0	12	52	102	63	15	5	1	0	0	0	38.3	43.3	1	0.4	0	0	0	0
1100	223	0	211	4	4	0	0	0	1100	0	0	0	0	2	16	102	88	13	2	0	0	0	0	40	43.8	0	0	0	0	0	0
1115	239	0	229	6	0	4	0	0	1115	0	0	0	0	0	28	76	99	33	3	0	0	0	0	40.6	45.1	0	0	0	0	0	0
1130	269	0	256	7	3	2	1	0	1130	0	0	0	4	9	8	57	89	90	11	1	0	0	0	37.4	42.8	0	0	0	0	0	0
1145	254	0	236	18	1	0	0	0	1145	0	0	0	0	4	41	82	88	33	6	0	0	0	0	39.8	45.2	0	0	0	0	0	0
1200	241	0	232	8	0	1	0	0	1200	0	0	0	0	3	52	140	49	3	0	0	0	0	0	42.4	45.6	0	0	0	0	0	0
1215	221	0	212	3	1	3	2	0	1215	0	0	0	0	3	35	44	93	45	1	0	0	0	0	40.8	46	0	0	0	0	0	0
1230	226	0	219	3	3	1	0	0	1230	0	0	0	22	12	12	64	86	21	7	0	0	0	0	37.9	44.1	0	0	0	0	0	0
1245	254	0	240	9	1	0	0	0	1245	0	0	0	0	41	115	75	75	17	3	0	0	0	0	39.1	43.1	0	0	0	0	0	0
1300	203	0	187	8	0	8	0	0	1300	0	0	0	0	0	15	74	75	27	12	0	0	0	0	41.4	46.1	0	0	0	0	0	0
1315	258	1	249	6	1	1	0	0	1315	0	0	0	0	0	13	79	132	27	7	0	0	0	0	41.3	44.8	0	0	0	0	0	0
1330	221	0	211	3	1	6	0	0	1330	0	0	0	0	5	26	78	86	22	4	0	0	0	0	39.9	44	0	0	0	0	0	0
1345	177	0	164	4	1	2	0	0	1345	0	0	0	0	3	20	27	89	41	6</												

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	29	0	28	0	0	1	0	0	0000	0	0	0	0	1	4	4	10	6	4	0	0	0	0	43.1	51.4	0	0	0	0	0	
0015	28	0	28	0	0	0	0	0	0015	0	0	0	0	1	0	6	8	10	1	2	0	0	0	44	48.5	2	7.143	0	0	0	
0030	23	0	21	0	0	2	0	0	0030	0	0	0	0	1	11	6	6	3	1	1	0	0	0	42.1	47.3	0	0	0	0	0	
0045	10	0	9	1	0	0	0	0	0045	0	0	0	0	0	1	5	2	0	2	0	0	0	0	41.6	0	0	0	0	0	0	
0100	12	0	10	0	0	2	0	0	0100	0	0	0	0	0	0	1	8	1	2	0	0	0	0	43.8	53.6	0	0	0	0	0	
0115	13	0	11	0	0	2	0	0	0115	0	0	0	0	1	1	4	4	2	0	0	0	0	0	43.7	51.2	0	0	0	0	0	
0130	10	0	10	0	0	0	0	0	0130	0	0	0	0	0	1	6	1	2	0	0	0	0	0	44.6	0	0	0	0	0	0	
0145	15	0	15	0	0	0	0	0	0145	0	0	0	0	0	3	2	1	3	6	0	0	0	0	45.8	55.3	0	0	0	0	0	
0200	10	0	10	0	0	0	0	0	0200	0	0	0	0	0	1	1	4	3	1	0	0	0	0	44.5	0	0	0	0	0	0	
0215	8	0	6	0	0	2	0	0	0215	0	0	0	0	0	3	3	1	1	0	0	0	0	0	40.8	0	0	0	0	0	0	
0230	4	0	3	1	0	0	0	0	0230	0	0	0	0	0	0	1	3	0	0	0	0	0	0	45.9	0	0	0	0	0	0	
0245	2	0	1	0	0	1	0	0	0245	0	0	0	0	0	0	1	1	0	0	0	0	0	0	44.7	0	0	0	0	0	0	
0300	6	0	6	0	0	0	0	0	0300	0	0	0	0	0	1	3	3	1	0	0	0	0	0	41.3	0	0	0	0	0	0	
0315	7	0	6	0	0	1	0	0	0315	0	0	0	0	0	2	0	0	4	1	0	0	0	0	44.1	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	1	0	0	0	0	51.9	0	0	0	0	0	0	
0345	11	0	9	2	0	0	0	0	0345	0	0	0	0	0	2	0	4	0	5	0	0	0	0	45.9	54.1	0	0	0	0	0	
0400	4	0	3	0	0	1	0	0	0400	0	0	0	0	0	0	0	0	1	2	1	0	0	0	47.8	0	0	0	0	0	0	
0415	2	0	0	0	1	1	0	0	0415	0	0	0	0	0	0	1	1	0	0	0	0	0	0	40.5	0	0	0	0	0	0	
0430	6	0	3	1	0	2	0	0	0430	0	0	0	0	0	0	1	4	0	1	0	0	0	0	43	0	0	0	0	0	0	
0445	9	0	7	0	1	1	0	0	0445	0	0	0	0	0	2	2	4	2	0	0	0	0	0	40.2	0	0	0	0	0	0	
0500	6	0	5	0	0	1	0	0	0500	0	0	0	0	0	0	3	0	3	0	0	0	0	0	42.1	0	0	0	0	0	0	
0515	10	0	8	1	0	1	0	0	0515	0	0	0	0	0	0	1	6	2	1	0	0	0	0	44.7	0	0	0	0	0	0	
0530	15	0	11	0	0	3	1	0	0530	0	0	0	0	0	6	2	7	0	0	0	0	0	0	42.6	47	0	0	0	0	0	
0545	10	0	8	0	0	2	0	0	0545	0	0	0	0	0	3	4	3	1	4	0	0	0	0	47	0	0	0	0	0	0	
0600	7	0	6	1	0	0	0	0	0600	0	0	0	0	0	0	1	2	2	2	0	0	0	0	48	0	0	0	0	0	0	
0615	18	0	15	0	0	2	1	0	0615	0	0	0	0	0	0	5	10	2	1	0	0	0	0	42.1	45.9	0	0	0	0	0	
0630	21	0	19	1	0	1	0	0	0630	0	0	0	0	0	1	3	9	6	2	0	0	0	0	43.7	48.1	0	0	0	0	0	
0645	23	0	22	0	0	1	0	0	0645	0	0	0	0	0	2	3	6	7	4	1	0	0	0	45.8	53.1	1	4.348	0	0	0	
0700	17	0	16	0	0	1	0	0	0700	0	0	0	0	0	0	2	12	2	1	0	0	0	0	43.8	46.6	0	0	0	0	0	
0715	34	0	32	1	0	1	0	0	0715	0	0	0	0	0	0	2	9	10	11	2	0	0	0	48.5	55.2	2	5.882	0	0	0	
0730	40	0	38	1	0	1	0	0	0730	0	0	0	0	0	3	13	16	17	2	0	0	0	0	44	47.7	0	0	0	0	0	
0745	43	0	38	2	1	1	1	0	0745	0	0	0	0	0	4	10	18	11	0	0	0	0	0	46.7	51.6	0	0	0	0	0	
0800	40	0	34	3	0	2	1	0	0800	0	0	0	0	1	3	14	13	8	1	0	0	0	0	46.3	51.4	1	2.5	0	0	0	
0815	58	0	54	1	2	1	0	0	0815	0	0	0	0	0	12	25	15	6	0	0	0	0	0	44	49.5	0	0	0	0	0	
0830	78	0	67	4	3	4	0	0	0830	0	0	0	0	0	3	20	30	11	1	0	0	0	0	44.6	50.1	1	1.282	0	0	0	
0845	72	0	66	2	3	1	0	0	0845	0	0	0	0	0	2	12	20	26	12	0	0	0	0	45	50.2	0	0	0	0	0	
0900	73	0	68	3	1	1	0	0	0900	0	0	0	0	0	5	24	32	12	0	0	0	0	0	46.2	50.9	0	0	0	0	0	
0915	107	0	102	3	0	2	0	0	0915	0	0	0	0	0	1	11	44	39	12	0	0	0	0	44.9	49.2	0	0	0	0	0	
0930	121	0	116	3	2	0	0	0	0930	0	0	0	0	0	0	17	47	48	9	0	0	0	0	44.7	48.5	0	0	0	0	0	
0945	136	1	130	3	1	1	0	0	0945	2	4	1	1	0	1	19	46	52	10	0	0	0	0	42.5	48.3	0	0	0	0	0	
1000	154	0	148	2	0	4	0	0	1000	0	3	2	4	6	12	46	31	27	4	0	0	0	0	36.3	46.5	0	0	0	0	0	
1015	166	0	177	5	1	3	0	0	1015	0	0	0	0	0	16	60	75	29	6	0	0	0	0	41.2	45.5	0	0	0	0	0	
1030	196	0	194	2	0	0	0	0	1030	0	0	0	0	0	12	45	104	31	3	1	0	0	0	41.8	45.4	1	0.51	0	0	0	
1045	214	0	210	2	0	2	0	0	1045	0	0	0	0	0	4	16	68	92	27	7	0	0	0	40.9	45.7	0	0	0	0	0	
1100	249	1	241	4	2	1	0	0	1100	0	0	0	0	0	21	127	82	17	2	0	0	0	0	39.6	43.3	0	0	0	0	0	
1115	219	0	207	10	0	2	0	0	1115	0	0	0	0	0	0	67	116	31	5	0	0	0	0	42.1	45.2	0	0	0	0	0	
1130	228	0	216	8	2	2	0	0	1130	0	0	0	0	0	3	67	109	43	6	0	0	0	0	42	45.6	0	0	0	0	0	
1145	193	2	185	2	2	1	1	0	1145	0	0	0	0	0	13	62	93	20	5	0	0	0	0	40.9	44.6	0	0	0	0	0	
1200	219	0	206	8	0	5	0	0	1200	0	0	0	0	0	24	91	78	24	2	0	0	0	0	40.1	44.3	0	0	0	0	0	
1215	238	0	232	5	1	0	0	0	1215	0	0	0	0	0	6	79	116	34	3	0	0	0	0	41.3	45.1	0	0	0	0	0	
1230	211	1	200	5	3	2	0	0	1230	0	0	0	0	0	7	73	111	14	6	0	0	0	0	40.9	44.1	0	0	0	0	0	
1245	180	0	182	0	0	0	0	0	1245	0	0	0	0	0	4	30	104	42	6	0	0	0	0	43.2	46.5	0	0	0	0	0	
1300	196	0	188	4	1	3	0	0	1300	0	0	0	0	0	0	44	104	47	1	0	0	0	0	42.8	45.8	0	0	0	0	0	
1315	214	0	205	9	0	0	0	0	1315	0	0	0	0	0	11	77	100	22	4	0	0	0	0	40.8	44.6	0	0	0	0	0	
1330	189	0	185	3	0	1	0	0	1330	0	0	0	0	0	7	55	87	33	7	0	0	0	0	42	46.1	0	0	0	0	0	
1345	192	0	183	8	1	0	0	0	1345	0	0	0	0	0	1	38	114	42	7	0	0	0	0	41.7	46.7	0	0	0	0	0	
1400	177	0	168	4	2	3	0	0	1400	0	0	0	0	0	14	41	85	27	10	0	0	0	0	41.8	45.6	0	0	0	0	0	
1415	187	1	181	4	0	1	0	0	1415	0	0	0	0	0	1	41	90	43													

17 February 2020

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	15	0	14	0	0	1	0	0000	0	0	0	0	0	0	0	7	5	2	0	0	0	0	0	45.1	49.8	0	0	0	0	0	
0015	19	0	15	0	0	4	0	0015	0	0	0	0	1	4	3	3	4	4	0	0	0	0	0	42.5	53.9	0	0	0	0	0	
0030	10	0	9	0	0	1	0	0030	0	0	0	0	0	0	2	2	8	8	0	0	0	0	0	50.2	9	0	0	0	0	0	
0045	9	0	7	1	0	1	0	0045	0	0	0	0	0	0	0	2	4	2	1	0	0	0	0	49.8	1	11.11	0	0	0	0	
0100	14	0	10	2	1	1	0	0100	0	0	0	0	0	1	3	6	2	2	0	0	0	0	0	43.2	49.9	0	0	0	0	0	
0115	7	0	6	0	0	1	0	0115	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	43.9	1	14.29	0	0	0	0	
0130	10	0	6	0	2	2	0	0130	0	0	0	0	1	2	2	3	2	0	0	0	0	0	0	44.3	0	0	0	0	0	0	
0145	5	0	4	0	0	1	0	0145	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	52.8	2	4.0	0	0	0	0	
0200	7	0	4	0	1	2	0	0200	0	0	0	0	0	0	1	1	1	2	1	1	1	0	0	52.6	2	28.57	1	14.29	0	0	
0215	3	0	2	0	0	1	0	0215	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	45.1	0	0	0	0	0	0	
0230	5	0	2	0	1	0	0	0230	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	40.9	0	0	0	0	0	0	
0245	6	0	3	0	0	3	0	0245	0	0	0	0	0	1	0	3	1	1	0	0	0	0	0	42.6	0	0	0	0	0	0	
0300	4	1	2	0	0	1	0	0300	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	46.4	0	0	0	0	0	0	
0315	11	0	6	0	0	5	0	0315	0	0	0	0	0	0	2	1	4	3	1	0	0	0	0	48.6	60.1	1	9.091	0	0	0	
0330	8	0	6	0	0	2	0	0330	0	0	0	0	0	0	2	0	2	2	2	0	0	0	0	51.7	2	25	0	0	0	0	
0345	10	0	5	2	0	3	0	0345	0	0	0	0	0	0	2	2	5	1	2	0	0	0	0	45	0	0	0	0	0	0	
0400	11	0	10	0	1	0	0	0400	0	0	0	0	0	0	0	1	0	4	5	1	0	0	0	50.7	55.6	1	9.091	0	0	0	
0415	18	0	13	0	2	3	0	0415	0	0	0	0	1	2	1	6	5	3	0	0	0	0	0	43.7	50.7	0	0	0	0	0	
0430	21	0	13	1	2	4	1	0430	0	0	0	0	0	1	2	5	8	4	1	0	0	0	0	47	55	1	4.762	0	0	0	
0445	19	0	13	2	0	4	0	0445	0	0	0	0	0	1	4	10	21	3	0	0	0	0	0	43.6	50.9	0	0	0	0	0	
0500	32	0	20	3	3	5	1	0500	0	0	0	0	0	1	6	8	8	8	1	0	0	0	0	46.7	54.4	1	3.125	0	0	0	
0515	37	0	26	4	2	4	1	0515	0	0	0	0	0	0	5	19	9	4	0	0	0	0	0	44.3	48.6	0	0	0	0	0	
0530	59	0	46	6	2	3	2	0530	0	0	0	0	0	7	10	12	17	12	1	0	0	0	0	44.6	50.9	1	1.695	1	1.695	0	
0545	63	0	52	3	4	3	1	0545	0	0	0	0	1	13	21	16	12	0	0	0	0	0	0	44.4	50.6	0	0	0	0	0	
0600	74	1	62	4	4	2	1	0600	0	0	0	0	2	2	10	27	25	7	1	0	0	0	0	44.1	49.1	1	1.351	0	0	0	
0615	105	0	95	3	0	5	2	0615	0	0	0	0	0	3	11	21	27	36	6	1	0	0	0	42.4	47.8	1	0.952	0	0	0	
0630	121	0	110	5	3	2	1	0630	0	0	0	0	0	9	22	48	38	12	0	1	0	0	0	44.7	48.2	1	0.826	0	0	0	
0645	198	0	177	14	3	4	0	0645	0	0	0	0	0	18	83	82	13	2	0	0	0	0	0	39.9	43.3	0	0	0	0	0	
0700	219	1	202	10	3	3	0	0700	0	0	0	0	12	67	56	56	18	10	0	0	0	0	0	38.2	44.4	0	0	0	0	0	
0715	339	0	318	12	3	3	3	0715	0	0	0	0	7	71	186	71	4	0	0	0	0	0	0	37.4	40.6	0	0	0	0	0	
0730	353	0	325	15	4	8	1	0730	0	0	0	0	6	70	220	46	11	0	0	0	0	0	0	37.2	40.3	0	0	0	0	0	
0745	345	2	308	18	7	9	1	0745	0	0	0	0	4	85	182	69	4	1	0	0	0	0	0	37.3	40.9	0	0	0	0	0	
0800	282	0	256	14	3	7	2	0800	0	0	0	0	7	3	53	114	79	24	2	0	0	0	0	38.4	43.8	0	0	0	0	0	
0815	330	0	305	12	3	9	1	0815	0	0	0	0	2	32	182	92	17	5	0	0	0	0	0	38.1	42.7	0	0	0	0	0	
0830	312	3	291	7	6	0	0	0830	0	0	0	0	2	11	85	129	85	28	8	0	0	0	0	38.8	44	1	0	0	0	0	
0845	254	0	223	19	4	7	1	0845	0	0	0	0	0	2	67	121	55	9	0	0	0	0	0	42.8	46.8	0	0	0	0	0	
0900	219	0	189	19	4	7	0	0900	0	0	0	0	1	35	80	65	31	7	0	0	0	0	0	40.1	45.9	0	0	0	0	0	
0915	227	1	199	17	5	5	0	0915	0	0	0	0	6	10	91	86	34	6	0	0	0	0	0	41.1	45.6	0	0	0	0	0	
0930	258	1	220	17	9	10	1	0930	0	0	1	0	5	41	113	78	17	3	0	0	0	0	0	38.9	43.6	0	0	0	0	0	
0945	242	0	214	9	5	12	2	0945	0	0	0	15	22	45	104	41	14	1	0	0	0	0	0	36.1	41.4	0	0	0	0	0	
1000	210	0	188	15	4	3	0	1000	0	0	0	0	1	34	77	73	22	2	0	0	0	0	0	39.6	44.2	1	0.476	0	0	0	
1015	186	11	178	11	5	2	0	1015	0	0	0	0	1	25	76	62	27	4	0	0	0	0	0	40.3	45.7	0	0.51	0.51	0.51	0.51	
1030	212	0	187	17	1	6	1	1030	0	0	0	0	0	10	15	57	115	21	4	0	0	0	0	41.3	44.7	0	0	0	0	0	
1045	243	2	203	15	12	9	2	1045	0	0	0	0	1	34	149	49	9	1	0	0	0	0	0	38.1	41.1	0	0	0	0	0	
1100	254	0	221	22	7	4	0	1100	0	0	0	1	3	32	133	71	12	2	0	0	0	0	0	38.5	42.6	0	0	0	0	0	
1115	228	0	199	18	6	4	1	1115	0	0	0	0	6	40	110	58	12	2	0	0	0	0	0	38.1	42.7	0	0	0	0	0	
1130	222	4	192	13	5	8	0	1130	0	0	0	7	5	30	88	69	22	1	0	0	0	0	0	38.9	43.8	0	0	0	0	0	
1145	232	0	198	23	7	4	0	1145	0	0	0	0	1	9	99	104	18	3	0	0	0	0	0	40.4	43.8	0	0	0	0	0	
1200	181	0	161	8	6	6	0	1200	0	0	0	0	3	63	88	25	2	0	0	0	0	0	0	41.4	45	0	0	0	0	0	
1215	215	1	189	11	7	7	0	1215	0	0	0	1	3	19	93	79	19	1	0	0	0	0	0	39.7	43.7	0	0	0	0	0	
1230	233	0	203	19	3	7	1	1230	0	0	0	0	2	26	66	115	21	3	0	0	0	0	0	40.2	44.1	0	0	0	0	0	
1245	188	9	164	9	4	8	0	1245	0	0	0	5	2	8	52	85	30	10	0	0	0	0	0	41.9	46.2	0	0	0	0	0	
1300	209	1	175	14	5	10	4	1300	0	0	0	0	4	22	100	57	18	7	1	0	0	0	0	39.7	44.3	1	0.476	0	0	0	
1315	220	0	192	10	3	15	0	1315	0	0	0	4	11	28	94	60	16	7	0	0	0	0	0	38.5	44.1	0	0	0	0	0	
1330	231	0	202	19	8	2	0	1330	0	0	0	0	0	3	82	116	27	3	0	0	0	0	0	41.4	44.8	0	0	0	0	0	
1345	210	3	178	13	9	7	2	1345	0	0	0	0	2	39	73	72	32	3	0	0	0	0	0	39.5	44	0	0	0	0	0	
1400	217	0	187	14	7	5	4	1400	0	0	0	0	3	24	94	77	17	2	0	0	0	0									

Advanced Transport Research COBA

Report Id - CustomList-1420
 Site Name - 24458-008; 24458-008; 24458-008
 Direction - West

31 January 2020

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75	DFT	DFT%
0000	16	0	12	0	0	4	0	0	0000	0	0	0	0	0	1	2	4	2	6	1	0	0	0	0	47.5	55.1	1	6.25	0	0	0	0	0	
0015	14	0	11	0	0	3	0	0	0015	0	0	0	0	0	0	2	5	3	3	1	0	0	0	0	45.6	52.2	1	7.143	0	0	0	0	0	
0030	14	0	12	0	0	2	0	0	0030	0	0	0	0	0	0	0	1	7	3	3	0	0	0	0	52.3	62.5	3	21.43	0	0	0	0	0	
0045	11	0	7	2	0	2	0	0	0045	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	55.7	64.8	4	36.36	0	0	0	0	0	
0100	5	0	4	0	0	1	0	0	0100	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	44.6	-	0	0	0	0	0	0	0	
0115	11	0	5	0	1	5	0	0	0115	0	0	0	0	0	0	1	4	2	4	0	0	0	0	0	47	54.2	0	0	0	0	0	0	0	
0130	12	0	6	1	0	5	0	0	0130	0	0	0	0	0	1	1	5	3	1	0	0	0	0	0	48.6	59.9	1	8.333	0	0	0	0	0	
0145	4	0	2	1	0	1	0	0	0145	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	48.7	-	0	0	0	0	0	0	0	
0200	19	0	13	3	2	1	0	0	0200	0	0	0	0	0	0	3	6	4	3	3	0	0	0	0	48.8	61.3	3	15.79	0	0	0	0	0	
0215	12	0	7	2	1	4	0	0	0215	0	0	0	0	0	0	1	1	2	5	9	0	0	0	0	48.7	54.3	0	0	0	0	0	0	0	
0230	9	0	4	1	2	2	0	0	0230	0	0	0	0	0	0	1	1	5	1	0	1	0	0	0	49.6	-	1	11.11	1	11.11	1	11.11	0	
0245	12	0	5	1	0	6	0	0	0245	0	0	0	0	0	0	1	2	4	2	3	0	0	0	0	51.9	67.3	3	25	1	8.333	0	0	0	
0300	7	0	4	0	0	3	0	0	0300	0	0	0	0	0	0	1	1	1	4	0	0	0	0	0	49.4	-	0	0	0	0	0	0	0	
0315	5	0	2	1	0	2	0	0	0315	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	35.4	-	0	0	0	0	0	0	0	
0330	12	0	4	5	0	3	0	0	0330	0	0	0	0	0	1	3	3	4	0	1	0	0	0	0	43.9	48.5	1	8.333	0	0	0	0	0	
0345	11	0	4	1	0	6	0	0	0345	0	0	0	0	0	0	1	3	5	2	0	0	0	0	0	46.4	53.1	0	0	0	0	0	0	0	
0400	6	0	2	1	1	1	0	0	0400	0	0	0	0	0	0	1	1	3	2	0	0	0	0	0	41.8	-	0	0	0	0	0	0	0	
0415	16	1	11	1	1	1	1	0	0415	0	0	0	0	0	0	1	2	3	8	2	0	0	0	0	50.8	58.7	2	12.5	0	0	0	0	0	
0430	9	0	4	0	0	5	0	0	0430	0	0	0	0	0	1	0	1	5	1	0	1	0	0	0	42.9	-	1	11.11	0	0	0	0	0	
0445	30	0	17	1	3	8	1	0	0445	0	0	0	0	0	2	6	7	6	8	1	0	0	0	0	45.6	55.1	1	3.333	0	0	0	0	0	
0500	30	1	0	6	0	0	0	0	0500	0	0	0	0	0	1	3	4	4	16	1	1	0	0	0	50	55.1	2	6.667	1	3.333	0	0	0	
0515	66	0	53	8	2	3	0	0	0515	0	0	0	0	1	12	17	12	20	3	0	0	0	0	0	46.7	55.4	3	4.545	0	0	0	0	0	
0530	83	0	68	7	1	4	3	0	0530	0	0	0	0	0	1	6	28	28	19	1	0	0	0	0	46.4	51.8	1	1.205	0	0	0	0	0	
0545	104	0	85	10	3	6	0	0	0545	0	0	0	0	0	2	23	30	23	25	1	0	0	0	0	45	52	1	0.362	0	0	0	0	0	
0600	103	0	88	10	6	1	0	0	0600	0	0	0	0	0	1	11	31	36	22	2	0	0	0	0	46.5	52.3	2	1.942	0	0	0	0	0	
0615	150	0	123	18	6	3	0	0	0615	0	0	0	0	0	3	5	28	46	52	15	1	0	0	0	43.8	49.4	1	0.667	0	0	0	0	0	
0630	198	1	160	20	9	8	0	0	0630	0	0	0	0	0	8	9	54	94	24	8	1	0	0	0	41.4	45.2	1	0.505	0	0	0	0	0	
0645	221	1	190	24	5	1	0	0	0645	0	0	0	0	0	4	23	67	90	28	8	0	0	0	0	40.6	45.2	0	0	0	0	0	0	0	
0700	249	0	227	16	4	2	0	0	0700	0	0	0	0	1	22	66	77	76	7	0	0	0	0	0	37	42.5	0	0	0	0	0	0	0	
0715	271	1	245	18	5	1	1	0	0715	0	1	0	1	34	105	78	30	16	6	0	0	0	0	0	35.7	41.1	0	0	0	0	0	0	0	
0730	286	2	258	24	2	1	1	0	0730	0	0	0	3	63	121	82	17	0	0	0	0	0	0	0	33.4	38	0	0	0	0	0	0	0	
0745	303	0	270	18	4	10	1	0	0745	5	25	22	78	114	56	3	0	0	0	0	0	0	0	0	25.2	31	0	0	0	0	0	0	0	
0800	247	0	224	15	7	1	0	0	0800	0	0	0	0	11	75	108	42	9	1	1	0	0	0	0	36.9	41.2	1	0.405	0	0	0	0	0	
0815	280	2	255	15	6	2	0	0	0815	1	0	0	0	5	92	143	35	4	0	0	0	0	0	0	36.3	39.7	0	0	0	0	0	0	0	
0830	241	3	211	18	7	1	1	0	0830	2	0	0	4	23	71	74	55	11	1	0	0	0	0	0	36.2	41.9	0	0	0	0	0	0	0	
0845	249	0	214	19	11	5	0	0	0845	0	0	0	3	34	26	32	97	43	14	0	0	0	0	0	35	41.2	0	0	0	0	0	0	0	
0900	171	0	143	16	7	4	0	0	0900	0	0	0	0	5	42	51	57	13	3	0	0	0	0	0	38.4	43.2	0	0	0	0	0	0	0	
0915	176	9	156	9	7	4	0	0	0915	0	0	0	1	2	18	73	58	21	3	0	0	0	0	0	39.9	44.8	0	0	0	0	0	0	0	
0930	148	0	127	10	5	6	0	0	0930	0	0	0	0	1	0	22	40	51	2	0	0	0	0	0	40.4	45.4	0	0	0	0	0	0	0	
0945	169	1	145	13	5	5	0	0	0945	0	0	0	0	3	24	51	61	22	8	0	0	0	0	0	40.4	45.5	0	0	0	0	0	0	0	
1000	171	0	142	16	8	5	0	0	1000	0	0	0	0	0	14	76	46	27	6	2	0	0	0	0	40.7	45.7	2	1.17	0	0	0	0	0	
1015	158	7	141	7	7	3	0	0	1015	0	0	0	0	4	45	65	33	10	5	0	0	0	0	0	42.4	47.1	0	0	0	0	0	0	0	
1030	185	2	160	13	4	5	1	0	1030	0	9	15	12	3	12	50	57	17	9	1	0	0	0	0	36.5	44.9	1	0.541	0	0	0	0	0	
1045	191	1	165	9	9	7	0	0	1045	0	0	0	0	3	37	63	72	14	2	0	0	0	0	0	39.1	43.5	0	0	0	0	0	0	0	
1100	175	0	144	20	4	5	2	0	1100	0	0	0	0	4	24	78	55	10	3	1	0	0	0	0	39.1	43.7	1	0.571	0	0	0	0	0	
1115	176	0	143	20	4	11	0	0	1115	0	0	0	0	0	0	23	48	50	7	0	0	0	0	0	40.4	45.4	0	0	0	0	0	0	0	
1130	189	0	169	10	4	6	0	0	1130	0	0	0	0	0	13	81	61	27	6	1	0	0	0	0	40.6	45.3	1	0.529	0	0	0	0	0	
1145	200	0	177	15	6	1	1	0	1145	0	0	0	0	0	8	68	67	43	12	1	1	0	0	0	42.4	48.2	2	1	1	0.5	0	0	0	
1200	173	1	152	12	4	4	0	0	1200	0	0	0	0	0	12	20	67	19	5	0	0	0	0	0	38.5	44.8	0	0	0	0	0	0	0	
1215	220	1	195	7	8	8	1	0	1215	0	0	0	0	3	29	83	85	18	2	0	0	0	0	0	39.6	44.3	0	0	0	0	0	0	0	
1230	244	0	206	22	12	4	0	0	1230	0	0	0	0	3	42	122	59	15	3	0	0	0	0	0	38.6	43.4	0	0	0	0	0	0	0	
1245	210	0	192	10	2	5	1	0	1245	0	0	0	0	2	24	40	97	33	14	0	0													

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75
0000	26	0	21	1	0	4	0	0000	0	0	0	0	0	0	2	4	4	5	7	2	1	0	0	48.4	61.4	4	15.38	1	3.846	1	3.846
0015	28	0	26	1	0	1	0	0015	0	0	0	0	0	0	1	2	7	11	2	0	0	0	0	46.7	52.4	2	7.143	0	0	0	0
0030	25	0	21	2	1	1	0	0030	0	0	0	0	0	0	2	5	6	11	1	0	0	0	0	49.3	58.2	1	4	0	0	0	0
0045	20	0	17	0	1	2	0	0045	0	0	0	0	0	0	0	2	8	7	2	1	0	0	0	52	61.3	3	15	1	5	0	0
0100	12	0	10	0	0	2	0	0100	0	0	0	0	0	0	1	3	3	5	0	0	0	0	0	48.8	56.7	0	0	0	0	0	0
0115	15	0	9	2	2	0	0	0115	0	0	0	0	0	0	0	3	3	5	0	0	0	0	0	48.1	55.8	0	0	0	0	0	0
0130	18	0	13	2	0	3	0	0130	0	0	0	0	0	0	3	2	3	3	6	1	0	0	0	47.1	58.1	1	5.556	0	0	0	0
0145	6	0	5	1	0	0	0	0145	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	48.1	0	0	0	0	0	0	0
0200	10	0	9	0	1	0	0	0200	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0	48.8	0	0	0	0	0	0	0
0215	10	0	8	1	0	1	0	0215	0	0	0	0	0	0	0	1	0	5	0	2	0	1	1	53.5	2	20	2	20	2	20	2
0230	10	0	4	0	0	6	0	0230	0	0	0	0	0	0	0	1	5	3	1	0	0	0	0	49.9	1	10	0	0	0	0	0
0245	16	0	7	0	2	7	0	0245	0	0	0	0	0	0	5	6	4	1	0	0	0	0	0	43.7	49.4	0	0	0	0	0	0
0300	10	0	7	1	1	0	0	0300	0	0	0	0	0	0	0	1	2	3	3	1	0	0	0	49.5	1	10	0	0	0	0	0
0315	10	0	6	0	2	2	0	0315	0	0	0	0	0	0	2	2	1	4	1	0	0	0	0	49	1	10	0	0	0	0	0
0330	8	0	7	0	0	1	0	0330	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	46.2	0	0	0	0	0	0	0
0345	7	0	6	0	0	1	0	0345	0	0	0	0	0	0	2	0	2	3	0	0	0	0	0	47.9	0	0	0	0	0	0	0
0400	7	0	5	1	0	1	0	0400	0	0	0	0	0	0	0	2	1	0	4	0	0	0	0	46.8	0	0	0	0	0	0	0
0415	5	0	4	0	1	0	0	0415	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	47.6	0	0	0	0	0	0	0
0430	11	0	8	0	0	3	0	0430	0	0	0	0	0	0	0	5	4	1	1	0	0	0	0	48	60.8	1	9.091	1	9.091	0	0
0445	9	0	8	1	0	0	0	0445	0	0	0	0	0	0	0	6	2	2	6	1	0	0	0	46.3	57	1	5.882	0	0	0	0
0500	11	0	8	0	1	2	0	0500	0	0	0	0	0	0	0	1	3	7	0	0	0	0	0	50.2	53.7	0	0	0	0	0	0
0515	18	0	15	0	1	2	0	0515	0	0	0	0	0	0	1	4	1	11	1	0	0	0	0	50.9	59	1	5.556	0	0	0	0
0530	32	0	27	4	0	1	0	0530	0	0	0	0	0	0	1	5	10	5	9	2	0	0	0	47.3	57.3	2	6.25	0	0	0	0
0545	20	0	17	1	1	1	0	0545	0	0	0	0	0	0	0	6	6	6	6	2	0	0	0	49.1	56.8	2	10	0	0	0	0
0600	33	0	32	0	1	0	0	0600	0	0	0	0	0	0	1	2	9	20	2	0	0	0	0	50.5	55.7	0	0	0	0	0	0
0615	48	0	36	5	6	1	0	0615	0	0	0	0	0	0	2	10	14	20	2	0	0	0	0	49.5	55	2	4.167	0	0	0	0
0630	45	0	39	4	1	1	0	0630	0	0	0	0	0	0	2	7	10	16	8	2	0	0	0	46.2	55.5	2	4.444	0	0	0	0
0645	71	1	57	9	2	2	0	0645	0	0	0	0	0	0	2	7	20	14	23	4	0	0	0	46.4	53.1	4	5.634	0	0	0	0
0700	61	0	52	5	3	1	0	0700	0	0	0	0	0	0	1	3	13	18	22	4	0	0	0	49.1	56.2	4	6.557	1	1.639	0	0
0715	80	0	69	10	0	1	0	0715	0	0	0	0	0	0	1	11	10	35	21	2	0	0	0	47	51.8	2	2.5	0	0	0	0
0730	92	0	78	10	4	0	0	0730	0	0	0	0	0	0	0	8	22	33	25	2	1	0	0	47.6	54.4	3	3.261	1	1.087	0	0
0745	114	0	95	12	3	4	0	0745	0	0	0	0	0	0	5	34	44	19	12	0	0	0	0	42.3	47.2	0	0	0	0	0	0
0800	92	0	87	3	1	1	0	0800	0	0	0	0	0	0	0	8	40	24	19	0	0	0	0	46	51.7	1	1.087	1	1.087	1	1.087
0815	137	0	123	10	1	2	0	0815	0	0	0	0	0	0	1	20	52	40	22	1	1	0	0	45	50.4	2	1.46	0.73	0.73	0.73	0.73
0830	158	0	146	7	3	2	0	0830	0	0	0	0	0	0	12	37	55	19	0	0	0	0	0	43.4	48.4	0	0	0	0	0	0
0845	163	1	146	11	5	0	0	0845	0	0	0	0	0	0	6	45	55	46	10	1	0	0	0	43.1	48.2	1	0.613	0	0	0	0
0900	154	0	138	12	5	1	0	0900	0	0	0	0	0	0	6	29	63	46	10	0	0	0	0	43.1	47.8	0	0	0	0	0	0
0915	159	0	148	6	3	2	0	0915	0	0	0	0	0	0	1	26	48	28	13	0	0	0	0	41.4	46.5	0	0	0	0	0	0
0930	154	0	149	3	1	1	0	0930	0	0	0	6	13	7	7	68	35	17	1	0	0	0	0	42.2	48.8	1	0.649	0	0	0	0
0945	169	1	159	7	2	0	0	0945	0	0	0	0	0	0	2	17	90	43	16	1	0	0	0	44.2	49.2	1	0.592	0	0	0	0
1000	163	1	155	4	2	1	0	1000	0	0	0	12	0	0	0	17	76	43	15	0	0	0	0	42.8	48.1	0	0	0	0	0	0
1015	206	5	198	5	1	2	0	1015	0	0	0	0	13	64	84	84	84	84	15	0	0	0	0	41.9	47.5	0	0	0	0	0	0
1030	215	1	204	8	0	1	1	1030	0	0	0	0	0	4	30	57	66	49	9	0	0	0	0	41.1	46.8	0	0	0	0	0	0
1045	214	0	205	5	1	3	0	1045	0	0	0	1	3	58	48	72	25	7	0	0	0	0	0	39.5	45.1	0	0	0	0	0	0
1100	303	1	296	5	0	1	0	1100	0	0	0	0	0	20	49	72	52	10	0	0	0	0	0	42.1	47.3	0	0	0	0	0	0
1115	221	0	210	6	2	3	0	1115	0	0	0	0	0	0	10	75	61	58	17	0	0	0	0	42.3	48.7	0	0	0	0	0	0
1130	182	2	169	5	2	4	0	1130	0	0	0	0	0	1	3	34	86	49	9	0	0	0	0	43	46.8	0	0	0	0	0	0
1145	241	0	232	7	1	1	0	1145	0	0	0	1	2	0	12	60	110	46	10	0	0	0	0	41.7	46.2	0	0	0	0	0	0
1200	214	2	203	5	3	0	1	1200	0	0	0	0	0	0	14	45	93	41	10	0	0	0	0	41.8	46.5	0	0	0	0	0	0
1215	238	0	229	7	1	1	0	1215	0	0	0	0	0	0	9	76	97	52	4	0	0	0	0	41.8	46.3	0	0	0	0	0	0
1230	222	1	213	5	1	2	0	1230	0	0	0	0	0	0	20	59	72	64	7	0	0	0	0	42.1	47	0	0	0	0	0	0
1245	234	3	217	11	1	1	0	1245	0	0	0	0	0	0	15	54	108	47	10	0	0	0	0	42.4	47.4	0	0	0	0	0	0
1300	230	0	222	5	1	2	0	1300	0	0	0	0	0	7	25	47	87	47	17	0	0	0	0	41.8	47.2	0	0	0	0	0	0
1315	220	4	209	5	1	0	1	1315	0	0	0	0	0	0	7	42	126	41	4	0	0	0	0	42.5	45.7	0	0	0	0	0	0
1330	237	7	221	8	1	0	0	1330	0	1	0	14	20	59	89	47	6	0	0	0	0	0	0	40.4	46.2	0	0	0	0	0	0
1345	194	6	188	6	0	0	0	1345																							

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75
0000	10	0	9	0	0	1	0	0	0000	0	0	0	0	0	0	3	0	5	2	0	0	0	0	53.3	2	20	0	0	0	0	
0015	18	0	18	0	0	0	0	0	0015	0	0	0	0	0	3	3	4	8	0	0	0	0	0	48	54.7	0	0	0	0	0	
0030	26	0	24	1	0	1	0	0	0030	0	0	0	0	1	3	4	4	11	1	0	0	0	0	47.8	54.7	0	3.846	0	0	0	
0045	16	0	14	2	0	0	0	0	0045	0	0	0	0	0	3	2	4	7	0	0	0	0	0	49.2	56.8	0	0	0	0	0	
0100	14	0	13	1	0	0	0	0	0100	0	0	0	0	0	1	3	3	7	0	0	0	0	0	50.1	58.8	0	0	0	0	0	
0115	18	0	17	0	1	0	0	0	0115	0	0	0	0	0	0	6	6	6	0	0	0	0	0	47.4	52.2	0	0	0	0	0	
0130	13	0	10	0	0	3	0	0	0130	0	0	0	0	0	2	2	8	0	1	0	0	0	0	46.7	48.6	1	7.692	0	0	0	
0145	12	0	11	1	0	0	0	0	0145	0	0	0	0	0	1	5	4	1	1	0	0	0	0	47.1	52.2	1	8.333	0	0	0	
0200	6	0	6	0	0	0	0	0	0200	0	0	0	0	0	1	2	1	2	0	0	0	0	0	45.5	0	0	0	0	0	0	
0215	7	0	7	0	0	0	0	0	0215	0	0	0	0	0	0	0	4	1	2	0	0	0	0	46.1	0	0	0	0	0	0	
0230	10	0	7	0	1	2	0	0	0230	0	0	0	0	0	0	3	4	3	0	0	0	0	0	47.4	0	0	0	0	0	0	
0245	8	0	7	0	0	1	0	0	0245	0	0	0	0	0	1	2	0	4	0	0	0	0	0	44.8	0	0	0	0	0	0	
0300	11	0	9	2	0	0	0	0	0300	0	0	0	0	0	0	1	4	4	1	0	0	0	0	49.3	1	9.691	0	0	0	0	
0315	9	0	8	0	0	1	0	0	0315	0	0	0	0	0	1	3	2	1	1	0	0	0	0	45.2	0	0	0	0	0	0	
0330	6	0	4	0	0	2	0	0	0330	0	0	0	0	0	3	1	2	0	0	0	0	0	0	42.4	0	0	0	0	0	0	
0345	5	0	3	0	0	2	0	0	0345	0	0	0	0	0	1	1	0	3	0	0	0	0	0	48.4	0	0	0	0	0	0	
0400	5	0	3	0	0	2	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	0	0	0	0	0	0	
0415	12	0	11	1	0	0	0	0	0415	0	0	0	0	0	1	2	2	7	0	0	0	0	0	49.3	54.7	0	0	0	0	0	
0430	9	0	6	2	0	1	0	0	0430	0	0	0	0	0	2	1	4	2	0	0	0	0	0	46.5	0	0	0	0	0	0	
0445	10	0	10	0	0	0	0	0	0445	0	0	0	0	0	0	4	3	2	0	0	0	0	0	43.7	0	0	0	0	0	0	
0500	12	0	11	1	0	0	0	0	0500	0	0	0	0	0	2	3	6	0	0	0	0	0	0	48.7	54.6	0	0	0	0	0	
0515	20	0	16	1	0	3	0	0	0515	0	0	0	0	2	2	5	7	4	0	0	0	0	0	44.1	50.9	0	0	0	0	0	
0530	13	0	12	1	0	0	0	0	0530	0	0	0	0	0	0	0	7	6	0	0	0	0	0	50.9	57.1	0	0	0	0	0	
0545	10	0	9	0	1	0	0	0	0545	0	0	0	0	0	1	1	5	4	0	0	0	0	0	49.3	0	0	0	0	0	0	
0600	17	0	16	1	0	0	0	0	0600	0	0	0	0	1	0	2	8	5	1	0	0	0	0	49.7	55.7	1	5.882	1	5.882	0	0
0615	21	0	18	0	0	2	1	0	0615	0	0	0	0	1	0	5	9	5	1	0	0	0	0	47.2	52.1	1	4.762	0	0	0	0
0630	23	1	16	3	0	3	0	0	0630	0	0	0	0	1	4	5	8	5	0	0	0	0	0	45.5	53.1	0	0	0	0	0	
0645	33	0	28	3	2	0	0	0	0645	0	0	0	0	0	1	10	12	9	0	0	0	0	0	46.8	53.8	0	0	0	0	0	0
0700	37	0	32	3	0	2	0	0	0700	0	0	0	0	0	2	6	10	19	0	0	0	0	0	49.3	54.4	0	0	0	0	0	0
0715	42	0	35	6	0	1	0	0	0715	0	0	0	0	0	2	7	18	12	3	0	0	0	0	49.5	56.1	3	7.143	0	0	0	0
0730	41	0	39	2	0	0	0	0	0730	0	0	0	0	0	4	11	18	7	1	0	0	0	0	46.7	54	1	2.639	0	0	0	0
0745	45	0	42	1	2	0	0	0	0745	0	0	0	0	0	4	7	14	19	1	0	0	0	0	48.9	55.9	1	2.222	0	0	0	0
0800	51	0	48	2	0	1	0	0	0800	0	0	0	0	0	5	14	13	17	2	0	0	0	0	47.8	52.7	2	3.922	0	0	0	0
0815	56	1	54	1	0	1	0	0	0815	0	0	0	0	0	3	6	11	15	19	2	0	0	0	47.3	53.3	2	3.571	0	0	0	0
0830	52	0	53	0	1	0	0	0	0830	0	0	0	0	0	1	11	12	17	11	3	0	0	0	46.4	58.1	3	5.455	0	0	0	0
0845	75	0	73	1	1	0	0	0	0845	0	0	0	0	0	3	6	24	22	18	2	0	0	0	46.6	53	2	2.667	0	0	0	0
0900	81	0	76	2	0	3	0	0	0900	0	0	0	0	0	2	28	25	23	3	0	0	0	0	47.6	53	3	3.704	0	0	0	0
0915	89	1	81	1	1	0	0	0	0915	0	0	0	0	0	1	6	22	32	31	0	0	0	0	47.8	53.1	0	0	0	0	0	
0930	119	0	107	7	3	1	1	0	0930	0	0	0	1	10	29	48	31	0	0	0	0	0	0	46.8	53	0	0	0	0	0	0
0945	129	0	121	4	0	4	0	0	0945	0	0	0	0	4	14	9	46	36	20	0	0	0	0	43.8	50.1	0	0	0	0	0	0
1000	107	0	99	7	1	0	0	0	1000	0	0	0	0	1	5	13	42	33	13	0	0	0	0	43.8	48.7	0	0	0	0	0	0
1015	154	1	143	9	1	0	0	0	1015	0	0	0	0	0	9	28	49	32	16	0	0	0	0	44	49.3	0	0	0	0	0	0
1030	153	1	146	4	2	0	0	0	1030	0	0	0	0	0	4	29	63	39	18	0	0	0	0	43.8	49.5	0	0	0	0	0	0
1045	150	0	142	7	1	0	0	0	1045	0	0	0	0	0	16	35	51	39	9	0	0	0	0	42.3	48.2	0	0	0	0	0	0
1100	147	1	137	7	2	0	1	0	1100	0	0	0	0	0	5	38	61	36	6	0	0	0	0	42.6	47.6	0	0	0	0	0	0
1115	191	0	180	9	0	2	0	0	1115	0	0	0	0	1	11	59	80	32	7	1	0	0	0	41.8	46.6	1	0.524	1	0.524	0	0
1130	149	0	141	7	0	1	0	0	1130	0	0	0	0	0	6	23	62	46	11	1	0	0	0	44	49.2	1	0.671	0	0	0	0
1145	204	0	199	2	1	2	0	0	1145	0	0	0	0	1	14	72	64	42	11	0	0	0	0	41.7	47.4	0	0	0	0	0	0
1200	191	1	187	1	2	0	0	0	1200	0	0	0	0	0	1	29	105	40	16	0	0	0	0	43.6	47.7	0	0	0	0	0	0
1215	208	1	193	10	1	2	1	0	1215	0	0	0	9	12	9	24	43	62	38	10	1	0	0	39	46.7	1	0.481	0	0	0	0
1230	217	1	208	7	0	1	0	0	1230	0	0	0	0	0	1	61	104	43	8	0	0	0	0	42.2	46.3	0	0	0	0	0	0
1245	178	0	170	5	0	3	0	0	1245	0	0	0	0	0	3	24	61	36	6	0	0	0	0	43.3	48	0	0	0	0	0	0
1300	232	0	223	8	0	1	0	0	1300	0	0	0	0	0	1	18	37	103	66	7	0	0	0	42.6	47.3	0	0	0	0	0	0
1315	214	3	206	4	0	1	0	0	1315	1	0	2	0	0	2	15	48	96	44	6	0	0	0	41.4	46.1	0	0	0	0	0	0
1330	214	0	202	10	1	1	0	0	1330	0	0	0	0	0	11	53	94	47	9	0	0	0	0	42.3	46.6	0	0	0	0	0	0
1345	194	4	189	4	0	1	0	0	1345	0	0	0	0	0	16	31	84	38	17	0	0	0	0	43	47.9	0	0	0	0	0	0
1400	232	0	225	3	3	1	0	0	1400	0	0	0	0	0																	

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL 60	JSL1 68	JSL1 68	JSL2 68	JSL2 68	JSL2 75	JSL2 75
0000	13	0	7	1	0	5	0	0000	0	0	0	0	0	0	1	4	5	3	0	0	0	0	0	46.9	56.3	0	0	0	0	0	0	0	
0015	12	0	9	0	0	3	0	0015	0	0	0	0	0	0	1	4	5	2	0	0	0	0	0	45.7	50.9	0	0	0	0	0	0	0	
0030	15	1	1	1	3	0	0	0030	0	0	0	0	0	0	2	2	6	6	2	0	0	0	0	50.8	61.3	0	13.33	0	0	0	0	0	
0045	5	0	4	0	0	1	0	0045	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	44.1	-	0	0	0	0	0	0	0	
0100	4	0	0	0	0	4	0	0100	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	43.8	-	0	0	0	0	0	0	0	
0115	8	0	1	0	2	5	0	0115	0	0	0	0	0	0	1	2	2	5	0	0	0	0	0	44.8	-	0	0	0	0	0	0	0	
0130	9	0	5	0	0	4	0	0130	0	0	0	0	0	2	4	1	0	2	0	0	0	0	0	40.8	-	0	0	0	0	0	0	0	
0145	7	0	5	0	1	1	0	0145	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	49.6	-	0	0	0	0	0	0	0	
0200	6	0	4	1	0	1	0	0200	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	56.2	-	2	33.33	0	0	0	0	0	
0215	11	0	6	2	1	2	0	0215	0	0	0	0	0	0	0	5	1	4	1	0	0	0	0	49.4	59.2	1	9.091	1	9.091	1	9.091	1	9.091
0230	5	0	2	1	1	1	0	0230	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	50.1	-	0	0	0	0	0	0	0	
0245	5	0	4	0	0	1	0	0245	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	52	-	0	0	0	0	0	0	0	
0300	12	0	6	2	0	5	0	0300	0	0	0	0	0	0	0	2	2	3	4	1	0	0	0	48.2	-	1	8.333	0	0	0	0	0	
0315	5	0	2	0	0	3	0	0315	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	44.9	-	0	0	0	0	0	0	0	
0330	6	0	5	0	0	1	0	0330	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	50	-	0	0	0	0	0	0	0	
0345	12	0	6	0	0	5	1	0345	0	0	0	0	0	0	1	4	7	0	0	0	0	0	0	45.2	47.9	0	0	0	0	0	0	0	
0400	14	0	9	2	0	3	0	0400	0	0	0	0	0	0	1	6	1	0	6	0	0	0	0	45.4	55.3	0	0	0	0	0	0	0	
0415	15	1	6	0	2	6	0	0415	0	0	0	0	0	0	4	3	6	1	1	0	0	0	0	45.8	51.9	1	6.667	0	0	0	0	0	
0430	18	0	17	0	0	1	0	0430	0	0	0	0	0	0	0	2	3	11	2	0	0	0	0	52.2	58.9	2	11.11	0	0	0	0	0	
0445	31	0	28	1	4	1	0	0445	0	0	0	0	0	0	4	4	9	7	5	2	0	0	0	45.5	55.1	2	6.452	0	0	0	0	0	
0500	45	0	36	5	0	4	0	0500	0	0	0	0	0	0	0	3	12	14	13	3	0	0	0	48.5	56	3	6.667	0	0	0	0	0	
0515	48	0	40	2	2	4	0	0515	0	0	0	0	0	0	2	14	12	12	7	1	0	0	0	49.8	60.8	8	16.67	1	2.083	0	0	0	
0530	74	0	61	6	1	5	1	0530	0	0	0	0	0	0	10	23	17	22	2	0	0	0	0	46.5	52.2	2	2.703	0	0	0	0	0	
0545	124	8	104	8	8	4	0	0545	0	0	0	0	0	0	3	13	49	33	24	0	0	0	0	45.5	53	2	1.613	0	0	0	0	0	
0600	133	0	114	13	5	1	0	0600	0	0	0	0	0	0	7	16	33	40	27	0	0	0	0	45.8	52.3	0	0	0	0	0	0	0	
0615	194	1	175	10	4	3	1	0615	0	0	0	0	0	0	4	32	85	55	18	0	0	0	0	43.8	48.5	0	0	0	0	0	0	0	
0630	212	0	188	11	6	7	0	0630	0	0	0	0	0	0	23	89	68	26	4	0	0	0	0	40.2	45.2	0	0	0	0	0	0	0	
0645	261	1	228	19	6	7	0	0645	0	0	0	4	15	66	94	57	18	6	0	0	0	0	0	37.7	43	0	0	0	0	0	0	0	
0700	252	0	235	10	4	1	2	0700	0	0	0	5	17	56	92	62	14	6	0	0	0	0	0	37.5	43.3	0	0	0	0	0	0	0	
0715	303	0	279	19	2	3	0	0715	0	0	0	0	23	84	145	41	10	0	0	0	0	0	0	36.2	40.3	0	0	0	0	0	0	0	
0730	307	2	280	14	6	5	0	0730	0	0	2	3	103	153	44	0	0	0	0	0	0	0	0	31.1	35	0	0	0	0	0	0	0	
0745	293	1	277	12	2	1	0	0745	0	0	1	0	35	186	70	1	0	0	0	0	0	0	0	33.3	35.9	0	0	0	0	0	0	0	
0800	305	0	280	13	5	5	2	0800	0	0	0	1	28	143	102	27	4	0	0	0	0	0	0	34.8	38.7	0	0	0	0	0	0	0	
0815	307	0	281	18	4	4	0	0815	0	0	0	0	26	104	150	20	2	0	0	0	0	0	0	35.1	38.4	0	0	0	0	0	0	0	
0830	236	6	223	6	3	3	0	0830	0	0	0	0	1	84	108	40	17	5	0	0	0	0	0	38.1	43.2	1	0.381	0	0	0	0	0	
0845	253	0	234	10	5	4	0	0845	0	1	0	1	13	102	87	40	8	0	1	0	0	0	0	36.1	40.9	1	0.395	0	0	0	0	0	
0900	234	0	193	24	8	7	2	0900	0	0	0	0	8	55	79	67	21	4	0	0	0	0	0	38.5	43.5	0	0	0	0	0	0	0	
0915	184	0	161	15	4	4	0	0915	0	0	0	0	9	69	76	20	10	0	0	0	0	0	0	41.2	45.4	0	0	0	0	0	0	0	
0930	181	1	160	7	5	8	0	0930	1	0	3	8	1	7	83	54	20	4	0	0	0	0	0	38.8	44.8	0	0	0	0	0	0	0	
0945	172	0	139	18	8	7	0	0945	0	0	0	0	2	8	62	65	30	5	0	0	0	0	0	41.2	45.4	0	0	0	0	0	0	0	
1000	151	0	123	17	5	5	1	1000	0	0	0	0	7	14	33	60	27	9	1	0	0	0	0	41.2	45.2	1	0.662	0	0	0	0	0	
1015	176	9	156	9	6	5	0	1015	0	0	0	0	9	31	65	48	19	4	0	0	0	0	0	39	44.9	0	0	0	0	0	0	0	
1030	156	1	127	13	9	6	0	1030	1	0	0	0	0	2	28	78	32	15	0	0	0	0	0	43.1	47.1	0	0	0	0	0	0	0	
1045	173	0	143	18	7	4	1	1045	0	0	0	0	0	26	60	47	36	4	0	0	0	0	0	40.6	46.3	0	0	0	0	0	0	0	
1100	191	0	155	16	4	6	0	1100	0	0	0	0	16	21	61	39	36	6	0	0	0	0	0	39.3	46.2	0	0	0	0	0	0	0	
1115	160	0	136	13	6	4	1	1115	0	0	0	0	0	1	44	76	32	7	0	0	0	0	0	42.6	47.2	0	0	0	0	0	0	0	
1130	162	0	144	9	5	4	0	1130	0	0	0	0	0	1	31	72	45	11	0	0	0	0	0	43.4	47.1	0	0	0	0	0	0	0	
1145	138	0	123	20	5	8	2	1145	0	0	0	0	3	4	45	81	19	5	1	0	0	0	0	41.5	45.3	1	0.633	0	0	0	0	0	
1200	159	1	133	17	4	4	0	1200	0	0	0	0	0	5	24	77	57	16	6	0	0	0	0	42.5	46.4	0	0	0	0	0	0	0	
1215	171	0	147	14	5	5	0	1215	0	0	0	0	0	3	36	69	52	11	0	0	0	0	0	43.4	47.6	0	0	0	0	0	0	0	
1230	165	0	137	15	9	3	1	1230	0	0	0	0	0	8	37	76	37	7	0	0	0	0	0	42.4	46.8	0	0	0	0	0	0	0	
1245	165	0	146	13	2	3	0	1245	0	0	0	0	0	2	28	80	44	10	1	0	0	0	0	43.7	47.7	1	0.666	0	0	0	0	0	
1300	169	0	150	13	1	5	0	1300	0	0	0	0	0	8	54	66	35	6	0	0	0	0	0	42.4	46.3	0	0	0	0	0	0	0	
1315	193	0	171	11	6	4	1	1315	0	0	0	0	0	25	64	73	27	4	0	0	0												

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	16	0	13	1	0	2	0	0000	0	0	0	0	0	0	0	3	5	6	1	0	0	0	0	49	55.8	1	6.25	0	0	0	
0015	12	0	11	0	0	1	0	0015	0	0	0	0	0	0	0	6	2	3	1	0	0	0	0	47.8	59.9	1	8.333	0	0	0	
0030	6	0	3	0	0	3	0	0030	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	50.9	66.7	1	16.667	0	0	0	
0045	5	0	2	0	0	3	0	0045	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	47.8	0	0	0	0	0	0	
0100	10	0	9	0	1	0	0	0100	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	48.5	0	0	0	0	0	0	
0115	10	0	7	1	2	0	0	0115	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	44.3	0	0	0	0	0	0	
0130	6	0	4	1	0	1	0	0130	0	0	0	0	0	0	0	3	2	0	1	0	0	0	0	48.1	0	1	16.67	0	0	0	
0145	12	0	4	2	1	4	1	0145	0	0	0	0	0	0	2	4	4	2	0	0	0	0	0	45.1	50.2	0	0	0	0	0	
0200	4	0	3	0	0	1	0	0200	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	46.9	0	0	0	0	0	0	
0215	9	0	7	1	1	0	0	0215	0	0	0	0	0	0	0	2	5	0	1	0	0	0	0	46.6	1	11.11	0	0	0	0	
0230	9	0	4	1	1	3	0	0230	0	0	0	0	0	1	0	2	2	4	0	0	0	0	0	47	0	0	0	0	0	0	
0245	12	0	3	1	0	8	0	0245	0	0	0	0	0	0	1	4	3	4	0	0	0	0	0	47.5	54.3	0	0	0	0	0	
0300	6	0	3	0	0	3	0	0300	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	49.4	1	16.67	0	0	0	0	
0315	8	0	4	1	0	3	0	0315	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	44.4	0	0	0	0	0	0	
0330	7	0	1	2	1	3	0	0330	0	0	0	0	0	0	1	4	0	2	0	0	0	0	0	45.8	0	0	0	0	0	0	
0345	11	0	9	1	0	1	0	0345	0	0	0	0	0	0	2	3	2	3	1	0	0	0	0	48.4	58.1	1	9.091	0	0	0	
0400	5	0	2	1	0	2	0	0400	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	40.2	0	0	0	0	0	0	
0415	8	0	5	0	2	1	0	0415	0	0	0	0	0	0	0	4	1	2	1	0	0	0	0	49.2	1	12.5	1	12.5	0	0	
0430	20	0	9	3	2	6	0	0430	0	0	0	0	0	0	4	4	5	7	0	0	0	0	0	47.4	56.6	0	0	0	0	0	
0445	28	0	21	1	1	4	1	0445	0	0	0	0	0	0	0	2	5	13	2	1	0	0	0	50.8	57.8	3	10.71	1	3.571	0	
0500	46	0	34	5	3	5	1	0500	0	0	0	0	0	0	2	3	6	16	15	4	2	0	0	50.9	59	6	12.5	2	4.167	0	
0515	44	0	33	5	0	5	0	0515	0	0	0	0	0	0	1	0	8	3	14	15	3	0	0	48.5	57.8	3	6.818	0	0	0	
0530	86	0	74	5	1	5	1	0530	0	0	0	0	0	0	4	19	20	24	13	5	1	0	0	45.9	53.4	6	6.977	1	1.163	0	
0545	123	0	106	5	2	2	2	0545	0	0	0	0	0	0	3	22	22	39	36	1	0	0	0	46.6	53.1	2	1.526	1	0.813	0	
0600	116	0	101	10	4	1	0	0600	0	0	0	0	0	0	0	8	22	56	28	2	0	0	0	47.7	52	2	1.724	0	0	0	
0615	183	0	155	11	8	9	0	0615	0	0	0	0	0	0	17	47	65	36	17	0	0	0	0	42.4	48.6	1	0.546	1	0.546	0	
0630	223	0	192	17	7	6	1	0630	0	0	0	0	0	0	4	35	66	76	29	13	0	0	0	40.6	46.3	0	0	0	0	0	
0645	218	0	191	18	5	4	0	0645	0	0	0	0	0	0	0	25	69	30	7	0	0	0	0	40	45.4	0	0	0	0	0	
0700	262	0	249	10	1	2	0	0700	0	0	0	0	1	24	74	127	27	7	2	0	0	0	0	35.8	39.5	0	0	0	0	0	
0715	285	0	269	11	2	3	0	0715	0	0	0	1	22	84	134	41	3	0	0	0	0	0	0	36.1	40.1	0	0	0	0	0	
0730	300	0	272	23	3	2	0	0730	0	0	0	21	82	103	70	21	3	0	0	0	0	0	0	32.6	38.6	0	0	0	0	0	
0745	256	1	235	15	4	1	0	0745	1	0	0	0	4	44	147	53	6	1	0	0	0	0	0	37.7	41.4	0	0	0	0	0	
0800	271	0	255	9	4	3	0	0800	0	1	0	0	0	13	106	102	43	4	2	0	0	0	0	36.2	40.7	0	0	0	0	0	
0815	307	0	277	18	6	5	1	0815	0	0	0	0	0	47	173	75	12	0	0	0	0	0	0	33.5	36.8	0	0	0	0	0	
0830	242	0	226	8	3	4	0	0830	0	1	0	0	0	6	44	105	73	10	3	0	0	0	0	38.5	42.5	0	0	0	0	0	
0845	204	1	192	7	2	2	0	0845	0	0	0	0	0	16	68	85	30	5	0	0	0	0	0	40.9	45.6	0	0	0	0	0	
0900	228	1	194	18	6	8	1	0900	0	0	0	0	11	56	63	80	16	2	0	0	0	0	0	38.5	43.6	0	0	0	0	0	
0915	233	1	203	16	6	5	2	0915	0	0	0	0	0	1	29	61	93	27	2	0	0	0	0	40.1	44.5	0	0	0	0	0	
0930	178	1	159	12	5	1	0	0930	0	0	0	0	0	2	59	87	20	10	0	0	0	0	0	42	45.4	0	0	0	0	0	
0945	198	0	177	9	5	6	1	0945	0	0	0	0	1	36	83	58	16	4	0	0	0	0	0	39	43.7	0	0	0	0	0	
1000	178	1	150	16	7	3	1	1000	0	1	1	0	0	22	65	61	24	3	0	0	0	0	0	39.8	45.1	0	0	0	0	0	
1015	151	1	131	11	3	5	1	1015	0	0	0	0	0	4	16	33	50	11	0	0	0	0	0	41.9	47.6	0	0	0	0	0	
1030	168	1	142	11	7	7	0	1030	0	0	0	0	0	13	68	60	24	3	0	0	0	0	0	40.6	45.2	0	0	0	0	0	
1045	167	0	144	13	4	4	2	1045	0	0	0	0	2	21	63	49	26	6	0	0	0	0	0	40.5	46.2	0	0	0	0	0	
1100	167	1	138	17	5	4	2	1100	0	0	0	0	3	9	61	63	24	7	0	0	0	0	0	40.9	45.5	0	0	0	0	0	
1115	194	1	169	14	6	4	0	1115	0	0	0	0	0	23	60	88	30	13	0	0	0	0	0	41.3	46.8	0	0	0	0	0	
1130	161	1	135	18	5	2	0	1130	1	0	0	0	0	0	35	82	30	13	0	0	0	0	0	42.9	47.5	0	0	0	0	0	
1145	184	0	144	20	12	7	1	1145	0	0	0	0	1	19	72	60	28	4	0	0	0	0	0	40.4	45.4	0	0	0	0	0	
1200	172	1	143	15	9	3	1	1200	0	1	0	0	0	0	3	49	70	44	5	0	0	0	0	42.5	46.5	0	0	0	0	0	
1215	210	1	178	16	10	4	1	1215	0	0	0	0	1	26	67	78	32	6	0	0	0	0	0	40.7	45.7	0	0	0	0	0	
1230	193	1	169	16	4	3	0	1230	0	0	0	2	5	12	63	68	36	7	0	0	0	0	0	40.9	46.5	0	0	0	0	0	
1245	198	1	173	15	5	3	1	1245	1	0	0	0	0	8	21	62	67	33	5	0	0	0	0	40.2	45.7	0	0	0	0	0	
1300	178	0	151	20	3	4	0	1300	0	0	0	0	2	4	66	57	44	4	0	0	0	0	0	42	46.6	1	0.562	1	0.562	1	
1315	170	0	152	12	5	1	1	1315	0	0	0	0	0	0	17	54	43	51	6	0	0	0	0	41.8	47.8	0	0	0	0	0	
1330	188	1	162	14	5	4	2	1330	0	0	0	0	0	1	43	61	57	25	1	0	0	0	0	39.1	44.5	0	0	0	0	0	
1345	153	0	136	6	2	5	0	1345	0	0	0	0	0	0	6	33	60	48	0	0	0	0	0	43.1	48	0	0.654	0	0	0	
1400	179	0	161	13	2	3	0	1400	0	0	0	1	5	2	12	49	61	40	9	0	0	0	0</								

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL% 68 ACP0	JSL2 75 DFT	JSL% 75 DFT
0000	18	0	14	1	1	2	0	0000	0	0	0	0	0	0	0	1	4	4	7	2	0	0	0	50	55.4	2	11.11	0	0	0	0
0015	14	0	11	0	0	3	0	0015	0	0	0	0	0	0	3	4	4	1	2	0	0	0	0	46.3	58.4	2	14.29	0	0	0	0
0030	11	2	7	2	0	2	0	0030	0	0	0	0	0	0	7	4	4	2	1	0	0	0	0	49.6	59.9	1	9.091	0	0	0	0
0045	15	0	13	0	0	2	0	0045	0	0	0	0	0	0	2	5	2	5	0	0	0	1	0	49.9	56.5	1	6.667	1	6.667	1	6.667
0100	11	0	5	0	0	1	6	0100	0	0	0	0	0	0	1	3	3	3	1	0	0	0	0	47.4	55	1	9.091	0	0	0	0
0115	8	0	6	0	1	1	0	0115	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	51.9	55	1	12.5	0	0	0	0
0130	5	0	1	0	0	4	0	0130	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	47.6	50	0	0	0	0	0	0
0145	10	0	6	0	0	4	0	0145	0	0	0	0	0	0	2	2	2	4	0	0	0	0	0	47.3	50	0	0	0	0	0	0
0200	10	0	6	2	0	2	0	0200	0	0	0	0	0	0	3	2	2	4	1	0	0	0	0	49.5	55	1	10	0	0	0	0
0215	5	0	2	0	1	2	0	0215	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	45	50	0	0	0	0	0	0
0230	10	0	5	0	0	5	0	0230	0	0	0	0	1	0	1	2	5	1	0	0	0	0	0	44.5	50	0	0	0	0	0	0
0245	6	0	2	2	0	2	0	0245	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	49.5	50	0	0	0	0	0	0
0300	8	0	7	1	0	0	0	0300	0	0	0	0	0	0	1	1	0	6	1	0	0	0	0	54.7	50	0	0	0	0	0	0
0315	5	0	3	0	0	2	0	0315	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	47.4	50	0	0	0	0	0	0
0330	14	0	8	1	0	4	1	0330	0	0	0	0	0	0	1	9	1	3	0	0	0	0	0	45.4	52.7	0	0	0	0	0	0
0345	11	0	7	0	0	3	1	0345	0	0	0	0	0	0	1	1	2	5	1	1	0	0	0	48	60.1	1	9.091	0	0	0	0
0400	12	0	8	0	2	2	0	0400	0	0	0	0	0	0	3	2	5	3	0	2	0	0	0	41.2	52.9	0	0	0	0	0	0
0415	11	1	7	1	0	2	0	0415	0	0	0	0	0	0	0	0	3	7	1	0	0	0	0	46.8	50	0	0	0	0	0	0
0430	14	0	11	1	0	2	0	0430	0	0	0	0	0	0	3	5	5	1	0	0	0	0	0	44.3	49.5	0	0	0	0	0	0
0445	30	0	30	1	0	2	0	0445	0	0	0	0	0	0	1	2	5	14	9	2	0	0	0	48.3	53.8	2	6.061	0	0	0	0
0500	28	0	21	4	1	2	0	0500	0	0	0	0	0	0	0	4	2	10	9	3	0	0	0	49.4	58	3	10.71	0	0	0	0
0515	35	0	24	3	1	7	0	0515	0	0	0	0	0	2	4	7	6	11	4	1	0	0	0	49	60.3	5	14.29	1	2.857	0	0
0530	85	0	65	8	5	6	1	0530	0	0	0	0	0	0	7	28	31	13	6	0	0	0	0	47.4	51.9	6	7.059	1	1.776	0	0
0545	104	0	92	8	3	1	0	0545	0	0	0	0	0	0	5	28	29	35	1	0	0	0	0	46.7	52	1	0.862	0	0	0	0
0600	116	1	103	7	4	1	0	0600	1	0	0	0	4	4	15	34	29	29	0	0	0	0	0	44.7	51.9	0	0	0	0	0	0
0615	157	1	142	7	3	4	0	0615	0	0	0	0	0	5	37	56	36	21	2	0	0	0	0	44.1	50.3	2	1.274	0	0	0	0
0630	207	1	183	10	4	6	3	0630	0	0	0	1	7	22	57	71	37	11	1	0	0	0	0	40.9	46.7	1	0.483	0	0	0	0
0645	245	1	219	17	4	2	2	0645	0	0	0	0	44	129	44	41	6	1	0	0	0	0	0	38.8	45.4	1	0.408	0	0	0	0
0700	291	1	258	17	9	4	2	0700	0	0	0	2	13	47	151	66	12	0	0	0	0	0	0	37.7	41.6	0	0	0	0	0	0
0715	306	1	290	11	3	0	1	0715	0	1	0	0	17	161	95	30	2	0	0	0	0	0	0	34.8	39.3	0	0	0	0	0	0
0730	305	2	284	12	2	3	2	0730	2	0	0	0	58	162	70	13	0	0	0	0	0	0	0	33.2	37.4	0	0	0	0	0	0
0745	276	3	257	8	3	3	2	0745	2	0	0	3	63	117	61	27	3	0	0	0	0	0	0	33.2	38.6	0	0	0	0	0	0
0800	283	2	262	14	2	3	0	0800	1	1	2	0	27	145	68	27	11	1	0	0	0	0	0	34.5	39.9	0	0	0	0	0	0
0815	282	1	257	15	4	5	0	0815	1	0	0	0	8	150	99	17	5	2	0	0	0	0	0	35.1	38.3	0	0	0	0	0	0
0830	231	1	212	13	1	4	0	0830	1	0	0	0	7	92	86	33	10	3	0	0	0	0	0	36.7	41.5	0	0	0	0	0	0
0845	197	1	179	10	3	2	2	0845	0	0	0	0	0	30	82	66	18	1	0	0	0	0	0	39.4	44.4	0	0	0	0	0	0
0900	229	0	206	8	6	8	1	0900	0	0	0	0	7	50	73	82	13	4	0	0	0	0	0	38.6	43.1	0	0	0	0	0	0
0915	213	1	182	12	9	8	1	0915	0	0	0	0	3	45	94	44	26	2	0	0	0	0	0	37.8	42.9	0	0	0	0	0	0
0930	162	0	140	12	4	5	1	0930	0	0	0	0	5	53	54	41	9	0	0	0	0	0	0	42.3	47.4	0	0	0	0	0	0
0945	149	0	132	10	3	4	0	0945	0	1	0	0	0	0	10	39	49	45	5	0	0	0	0	41.9	46.4	0	0	0	0	0	0
1000	100	0	141	11	1	3	0	1000	0	0	0	0	8	15	42	46	35	9	1	0	0	0	0	41.5	46.6	1	0.641	0	0	0	0
1015	151	0	130	11	7	3	0	1015	0	0	0	0	2	10	60	44	10	3	0	0	0	0	0	41.3	47.4	0	0	0	0	0	0
1030	174	2	137	16	10	9	0	1030	0	0	0	0	0	42	76	31	19	5	1	0	0	0	0	38.7	44.6	1	0.575	0	0	0	0
1045	165	0	136	17	6	5	1	1045	0	0	0	0	6	21	67	39	24	8	0	0	0	0	0	40.2	46.6	0	0	0	0	0	0
1100	157	1	131	14	4	6	2	1100	0	0	0	0	5	21	54	54	20	7	0	0	0	0	0	40.4	45.4	0	0	0	0	0	0
1115	150	1	126	10	6	7	0	1115	0	0	0	0	6	11	1	32	70	21	9	0	0	0	0	40.6	46.4	0	0	0	0	0	0
1130	191	1	159	20	5	5	1	1130	0	0	0	0	0	39	87	43	17	5	0	0	0	0	0	38.9	43.8	0	0	0	0	0	0
1145	178	0	151	13	9	5	0	1145	0	0	0	0	0	9	58	77	32	2	0	0	0	0	0	41.6	46.2	0	0	0	0	0	0
1200	162	0	141	7	8	5	1	1200	0	0	0	0	6	16	40	57	35	6	0	0	0	0	0	41.2	47.6	0	0	0	0	0	0
1215	193	1	171	12	6	3	0	1215	0	0	0	0	0	27	57	85	21	3	0	0	0	0	0	40.4	44.6	0	0	0	0	0	0
1230	190	2	168	19	2	1	0	1230	0	0	0	0	2	17	33	86	43	7	2	0	0	0	0	42.2	47.2	2	1.053	0	0	0	0
1245	164	1	139	13	8	2	1	1245	0	0	0	0	1	12	51	42	31	18	1	0	0	0	0	41.7	46.2	0	0	0	0	0	0
1300	194	2	167	16	6	3	0	1300	0	0	0	2	13	6	21	50	67	28	7	0	0	0	0	39.1	45.7	0	0	0	0	0	0
1315	205	1	169	23	6	6	0	1315	0	2	8	0	9	54	65	51	13	3	0	0	0	0	0	36.8	43.5	0	0	0	0	0	0
1330	210	1	196	9	2	1	1	1330	0	0	0	0	1	17	82	72	29	9	0	0	0	0	0	40.8	45.8	0	0	0	0	0	0
1345	177	1																													

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	23	0	20	2	0	1	0	0	0000	0	0	0	0	0	0	2	5	6	8	1	1	0	0	50.3	58.5	2	8.696	1	4.348	1	4.348
0015	17	0	14	2	0	1	0	0	0015	0	0	0	0	0	1	3	3	2	8	0	0	0	0	47.3	57.1	0	0	0	0	0	0
0030	25	0	21	0	0	4	0	0	0030	0	0	0	0	0	1	7	7	11	4	4	1	0	0	47.2	53.8	1	4	4	0	0	0
0045	16	0	16	0	0	0	0	0	0045	0	0	0	0	0	0	1	3	6	4	2	0	0	0	49.9	59.6	2	12.5	1	6.25	0	0
0100	21	0	19	0	1	1	0	0	0100	0	0	0	0	0	1	0	1	11	8	0	0	0	0	49.5	56.8	0	0	0	0	0	0
0115	11	0	8	0	3	0	0	0	0115	0	0	0	0	0	0	2	2	3	4	1	0	0	0	49.6	56.7	0	9.091	0	0	0	0
0130	8	0	6	0	0	2	0	0	0130	0	0	0	0	0	0	3	0	1	4	0	0	0	0	47.9	0	0	0	0	0	0	0
0145	20	0	17	1	0	2	0	0	0145	0	0	0	0	0	2	5	6	6	4	1	0	0	0	47.8	56.3	1	5	0	0	0	0
0200	7	0	6	0	0	1	0	0	0200	0	0	0	0	0	0	1	3	0	3	0	0	0	0	46.2	0	0	0	0	0	0	0
0215	14	0	8	0	0	6	0	0	0215	0	0	0	0	0	0	0	2	2	5	1	1	0	0	47.5	51.9	1	7.143	0	0	0	0
0230	7	0	6	0	0	1	0	0	0230	0	0	0	0	0	0	2	2	3	0	0	0	0	0	43	0	0	0	0	0	0	0
0245	10	0	8	0	2	0	0	0	0245	0	0	0	0	0	1	1	3	4	1	0	0	0	0	44.1	0	0	0	0	0	0	0
0300	12	0	10	0	1	0	0	0	0300	0	0	0	0	0	0	1	2	2	5	1	1	0	0	45.5	53.9	1	8.333	0	0	0	0
0315	10	0	6	1	0	3	0	0	0315	0	0	0	0	1	0	1	1	2	4	2	0	0	0	50	0	0	2	20	0	0	0
0330	11	0	5	2	1	3	0	0	0330	0	0	0	0	0	0	1	3	2	5	0	0	0	0	48.1	54.7	0	0	0	0	0	0
0345	7	0	4	3	0	0	0	0	0345	0	0	0	0	0	0	2	2	2	2	1	0	0	0	50.3	0	1	14.29	0	0	0	0
0400	11	0	6	1	2	2	0	0	0400	0	0	0	0	0	0	2	4	1	3	1	0	0	0	47.3	58.6	1	9.091	0	0	0	0
0415	3	0	3	0	0	0	0	0	0415	0	0	0	0	0	0	0	3	0	0	0	0	0	0	42.5	0	0	0	0	0	0	0
0430	14	0	9	1	0	4	0	0	0430	0	0	0	0	0	0	1	4	7	2	0	0	0	0	46.4	52.6	0	0	0	0	0	0
0445	23	0	17	1	0	3	0	0	0445	0	0	0	0	0	0	1	7	7	11	4	4	0	0	46.7	54.4	0	0	0	0	0	0
0500	17	0	10	3	0	4	0	0	0500	0	0	0	0	0	0	2	2	4	6	7	0	0	0	46.8	55.4	1	5.882	0	0	0	0
0515	29	0	19	3	2	4	1	0	0515	0	0	0	0	0	0	6	4	7	11	1	0	0	0	48.1	56.3	1	3.448	0	0	0	0
0530	27	0	21	2	2	2	2	0	0530	0	0	0	0	0	0	2	8	5	11	1	0	0	0	48.2	52.7	1	3.704	0	0	0	0
0545	24	0	18	5	0	1	0	0	0545	0	0	0	0	0	1	3	25	25	19	0	0	0	0	51	56.6	2	8.333	0	0	0	0
0600	33	0	28	3	2	0	0	0	0600	0	0	0	0	0	1	4	8	8	11	1	0	0	0	47.5	54.2	1	3.03	0	0	0	0
0615	45	0	38	5	1	1	0	0	0615	0	0	0	0	0	0	6	10	14	13	2	0	0	0	47.2	52.3	2	4.444	0	0	0	0
0630	73	1	61	6	3	1	1	0	0630	0	0	0	0	0	1	3	25	25	19	0	0	0	0	47.1	53.5	0	0	0	0	0	0
0645	61	0	51	7	2	1	0	0	0645	0	0	0	0	0	0	4	8	20	12	18	1	0	0	45.6	53.1	1	1.639	0	0	0	0
0700	75	0	64	6	4	1	0	0	0700	0	0	0	0	0	0	0	24	28	18	5	0	0	0	49.3	54.9	5	6.667	1	1.333	0	0
0715	86	0	73	10	2	1	0	0	0715	0	0	0	0	0	6	11	24	18	24	2	1	0	0	46.3	54.2	3	3.488	2	2.326	0	0
0730	89	0	80	6	2	1	0	0	0730	0	0	0	0	0	1	13	31	28	16	0	0	0	0	45.1	52.6	0	0	0	0	0	0
0745	100	0	88	9	1	2	0	0	0745	0	0	0	0	0	1	8	36	35	17	3	0	0	0	46.1	51.2	3	3	0	0	0	0
0800	119	2	106	6	2	3	0	0	0800	0	0	0	0	0	2	24	44	44	31	17	1	0	0	44.5	50.1	1	0.84	0	0	0	0
0815	151	0	140	8	3	0	0	0	0815	0	0	0	0	0	2	10	22	63	39	11	3	0	0	43.5	48.8	3	1.987	0	0	0	0
0830	170	2	144	19	2	3	0	0	0830	0	1	4	10	10	4	45	43	24	23	0	0	0	0	43.1	49.1	0	0	0	0	0	0
0845	160	0	146	10	1	2	1	0	0845	0	0	0	0	3	12	20	50	58	17	0	0	0	0	43.7	48.7	0	0	0	0	0	0
0900	134	0	124	4	3	2	1	0	0900	0	0	0	0	0	2	19	60	36	16	1	0	0	0	44.5	49.3	1	0.746	0	0	0	0
0915	129	0	120	6	0	2	1	0	0915	0	0	0	0	0	1	13	31	34	38	11	0	0	0	42.3	48.1	0	0	0	0	0	0
0930	163	0	154	7	2	0	0	0	0930	0	0	0	0	0	9	24	71	44	15	0	0	0	0	43.6	48.6	0	0	0	0	0	0
0945	190	1	178	9	1	1	0	0	0945	0	0	0	0	0	0	8	72	66	27	16	1	0	0	41.9	47.6	1	0.526	0	0	0	0
1000	181	0	164	10	4	2	1	0	1000	0	0	1	4	0	19	55	54	34	18	0	0	0	0	41.7	46.6	0	0	0	0	0	0
1015	214	1	201	10	0	2	0	0	1015	0	0	0	0	0	1	16	58	101	62	6	0	0	0	41.4	45.5	0	0	0	0	0	0
1030	218	1	198	14	5	0	0	0	1030	0	0	0	0	0	0	13	69	86	43	6	1	0	0	41.7	46.3	1	0.459	0	0	0	0
1045	213	1	197	11	1	2	1	0	1045	0	0	0	0	1	20	71	91	19	11	0	0	0	0	41.1	45	0	0	0	0	0	0
1100	215	0	207	5	2	0	1	0	1100	0	0	0	0	0	8	56	117	27	7	0	0	0	0	41.3	45.4	0	0	0	0	0	0
1115	203	2	192	7	2	0	0	0	1115	0	0	2	15	8	20	41	85	25	7	0	0	0	0	39.3	45.3	0	0	0	0	0	0
1130	232	3	219	5	1	3	1	0	1130	0	0	0	0	9	5	16	50	105	40	7	0	0	0	40.8	46	0	0	0	0	0	0
1145	226	0	221	4	1	0	0	0	1145	0	0	0	0	0	0	1	53	117	44	11	0	0	0	42.7	46.3	0	0	0	0	0	0
1200	253	3	243	4	3	0	0	0	1200	0	0	0	0	0	1	6	58	111	40	1	0	0	0	41.3	47	0	0	0	0	0	0
1215	263	2	248	9	1	3	0	0	1215	0	0	0	0	0	0	33	77	106	39	8	0	0	0	40.9	45.8	0	0	0	0	0	0
1230	226	1	224	1	0	0	0	0	1230	0	0	0	0	0	0	1	43	124	45	12	1	0	0	43.2	46.7	1	0.442	0	0	0	0
1245	266	9	251	9	3	2	0	0	1245	0	0	0	0	0	2	56	111	40	1	0	0	0	0	40.1	45.2	0	0	0	0	0	0
1300	255	2	247	1	5	0	0	0	1300	0	1	2	8	9	38	78	88	27	4	0	0	0	0	38.6	44	0	0	0	0	0	0
1315	265	1	252	9	2	1	0	0	1315	0	0	0	0	0	0	18	118	97	25	7	0	0	0	40.4	44.1	0	0	0	0	0	0
1330	228	1	219	5	2	1	0	0	1330	0	0	0	0	0	0	11	52	113	43	9	0	0	0	42.1	46.6	0	0	0	0	0	0
1345	195	0	186	1																											

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL% 68 ACP0	JSL2 75 DFT	JSL% 75 DFT
0000	21	0	17	3	0	1	0	0	0000	0	0	0	0	2	0	3	3	5	5	3	0	0	0	47.5	59.6	3	14.29	1	4.762	0	0
0015	19	0	17	2	0	0	0	0	0015	0	0	0	0	0	0	4	5	9	1	0	0	0	0	47.1	52.4	0	0	0	0	0	0
0030	18	0	16	2	0	0	0	0	0030	0	0	0	0	0	0	4	4	8	0	0	0	0	0	48.9	56.8	0	0	0	0	0	0
0045	13	0	10	2	0	1	0	0	0045	0	0	0	0	0	0	2	3	3	5	0	0	0	0	52.7	62.3	5	38.46	0	0	0	0
0100	15	0	15	0	0	0	0	0	0100	0	0	0	0	0	0	3	1	2	9	0	0	0	0	49	55.8	0	0	0	0	0	0
0115	5	0	5	0	0	0	0	0	0115	0	0	0	0	0	0	1	1	3	0	0	0	0	0	50.8	57.7	0	0	0	0	0	0
0130	16	0	15	0	0	1	0	0	0130	0	0	0	0	0	0	3	1	2	7	3	0	0	0	51	61.6	3	18.75	0	0	0	0
0145	12	0	9	3	0	0	0	0	0145	0	0	0	0	0	0	0	0	8	3	1	0	0	0	51.3	58.1	1	8.333	0	0	0	0
0200	7	0	7	0	0	0	0	0	0200	0	0	0	0	0	0	2	1	1	3	0	0	0	0	46.4	51.0	0	0	0	0	0	0
0215	8	0	6	1	0	1	0	0	0215	0	0	0	0	0	0	1	0	2	1	3	0	0	0	45	50.0	0	0	0	0	0	0
0230	6	0	6	0	0	0	0	0	0230	0	0	0	0	0	0	2	0	0	4	0	0	0	0	48.5	57.0	0	0	0	0	0	0
0245	7	0	5	1	0	1	0	0	0245	0	0	0	0	0	0	0	4	1	2	0	0	0	0	46.3	50.0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0300	0	0	0	0	0	0	0	1	1	2	0	0	0	0	46.8	56.0	0	0	0	0	0	0
0315	4	0	3	0	0	1	0	0	0315	0	0	0	0	0	0	1	2	1	0	0	0	0	0	42.1	47.0	0	0	0	0	0	0
0330	6	0	6	0	0	0	0	0	0330	0	0	0	0	0	0	0	2	1	3	0	0	0	0	48.9	57.0	0	0	0	0	0	0
0345	9	0	6	1	0	2	0	0	0345	0	0	0	0	0	0	0	2	3	4	0	0	0	0	47.7	57.0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	2	0	0	0	0	46.5	50.0	0	0	0	0	0	0
0415	10	0	9	0	0	1	0	0	0415	0	0	0	0	0	0	2	2	1	4	1	0	0	0	49.8	57.0	1	10	1	10	0	0
0430	4	0	4	0	0	0	0	0	0430	0	0	0	0	0	0	1	0	2	0	0	1	0	0	52.1	57.0	1	25	1	25	0	0
0445	8	0	7	0	0	1	0	0	0445	0	0	0	0	0	0	2	2	2	2	0	0	0	0	45.9	50.0	0	0	0	0	0	0
0500	10	0	7	1	0	2	0	0	0500	0	0	0	0	0	0	1	3	0	4	2	0	0	0	49.6	57.0	2	20	0	0	0	0
0515	14	0	12	1	0	1	0	0	0515	0	0	0	0	0	0	1	4	3	4	2	0	0	0	49.5	59.3	2	14.29	0	0	0	0
0530	14	0	13	0	0	1	0	0	0530	0	0	0	0	0	1	0	6	0	7	0	0	0	0	47.1	52.4	0	0	0	0	0	0
0545	14	0	12	2	0	0	0	0	0545	0	0	0	0	0	0	2	3	5	1	0	0	0	0	48.1	53.7	1	7.143	0	0	0	0
0600	20	0	16	2	1	1	0	0	0600	0	0	0	0	1	0	3	0	8	6	1	1	0	0	48.8	55.2	2	10	2	10	0	0
0615	19	0	16	3	0	0	0	0	0615	0	0	0	0	0	0	1	7	5	5	1	0	0	0	47.5	53.4	1	5.263	0	0	0	0
0630	36	0	35	1	0	0	0	0	0630	0	0	0	0	0	0	2	8	10	15	0	0	0	0	49.2	56.8	1	2.778	0	0	0	0
0645	37	0	36	0	1	0	0	0	0645	0	0	0	0	0	0	4	16	12	5	0	0	0	0	46.3	51.0	0	0	0	0	0	0
0700	33	0	30	1	1	1	0	0	0700	0	0	0	0	0	0	0	9	13	10	1	0	0	0	48.5	54.5	1	3.03	0	0	0	0
0715	39	0	37	0	2	0	0	0	0715	0	0	1	1	1	0	3	12	9	11	1	0	0	0	45.8	55.3	1	2.564	0	0	0	0
0730	29	0	28	0	1	0	0	0	0730	0	0	0	0	0	2	2	3	7	15	0	0	0	0	48.8	55.7	0	0	0	0	0	0
0745	37	1	31	1	0	4	0	0	0745	0	0	0	0	0	0	8	9	9	11	0	0	0	0	46.1	52.5	0	0	0	0	0	0
0800	44	0	40	2	1	1	0	0	0800	0	0	0	0	0	0	8	20	9	7	0	0	0	0	44.2	50.6	0	0	0	0	0	0
0815	48	0	43	3	2	0	0	0	0815	0	0	0	0	0	1	6	19	11	10	0	1	0	0	45.9	53.4	1	2.063	1	2.063	0	0
0830	48	0	42	5	0	1	0	0	0830	0	0	0	0	0	1	3	16	12	1	0	0	0	0	46.4	52.2	1	2.083	0	0	0	0
0845	58	0	55	3	0	0	0	0	0845	0	0	0	0	0	2	3	19	16	18	0	0	0	0	46.6	51.5	0	0	0	0	0	0
0900	60	0	55	2	0	3	0	0	0900	0	0	0	0	0	0	3	15	32	9	1	0	0	0	47	51.1	1	1.667	0	0	0	0
0915	59	0	53	4	1	1	0	0	0915	0	0	0	0	0	0	2	9	15	16	0	0	0	0	46.5	52.3	0	0	0	0	0	0
0930	60	0	57	2	1	0	0	0	0930	0	0	0	0	1	4	21	22	11	1	0	0	0	0	46	50.9	1	1.667	0	0	0	0
0945	73	0	70	3	0	0	0	0	0945	0	0	3	6	3	5	8	23	18	7	0	0	0	0	40.2	48.4	0	0	0	0	0	0
1000	77	0	72	5	0	0	0	0	1000	0	0	1	0	2	21	24	19	10	0	0	0	0	0	43.2	49.9	0	0	0	0	0	0
1015	108	0	103	4	1	0	0	0	1015	0	0	0	0	0	1	26	54	30	10	0	0	0	0	42.8	47.9	2	1.852	0	0	0	0
1030	99	0	94	3	0	2	0	0	1030	0	0	0	1	1	0	20	36	30	10	1	0	0	0	43.8	49.1	1	1.01	0	0	0	0
1045	70	0	66	3	0	1	0	0	1045	0	0	0	0	0	6	15	27	15	7	0	0	0	0	42.9	47.8	0	0	0	0	0	0
1100	99	0	96	3	0	0	0	0	1100	0	0	0	0	0	4	40	40	32	11	0	0	0	0	44.4	48.9	0	0	0	0	0	0
1115	143	1	133	5	2	1	1	0	1115	0	0	0	0	0	20	28	53	36	6	0	0	0	0	42.2	48.1	0	0	0	0	0	0
1130	126	0	119	4	1	1	1	0	1130	0	0	0	0	4	2	41	43	32	4	0	0	0	0	41.8	47	0	0	0	0	0	0
1145	143	1	134	4	1	3	0	0	1145	0	1	0	0	1	12	37	56	27	8	1	0	0	0	41.8	47	1	0.699	0	0	0	0
1200	143	0	136	6	1	0	0	0	1200	0	0	0	0	0	11	54	40	23	14	0	0	0	0	41.7	47.4	0	0	0	0	0	0
1215	175	0	167	5	2	1	0	0	1215	0	0	0	0	0	0	40	91	35	9	0	0	0	0	42.7	46.6	0	0	0	0	0	0
1230	181	0	173	7	0	1	0	0	1230	0	0	0	0	0	0	10	33	78	48	12	0	0	0	43.2	48.1	0	0	0	0	0	0
1245	186	0	179	5	0	1	0	0	1245	0	0	0	0	0	4	40	83	40	10	0	0	0	0	42.5	47.3	0	0	0	0	0	0
1300	182	0	174	5	0	3	0	0	1300	0	0	0	0	0	0	6	35	84	51	6	0	0	0	42.9	47.7	0	0	0	0	0	0
1315	171	0	165	4	1	1	0	0	1315	0	0	0	0	0	0	12	48	73	34	3	1	0	0	41.8	47.4	1	0.585	0	0	0	0
1330	151	0	145	3	2	1	0	0	1330	0	0	0	0	0	1	19	39	51	29	12	0	0	0	41.7	47.5	0	0	0	0	0	0
1345	171	0	167	3	1	0	0	0	1345	0	0	0	0	0	0	1	37	74	47												

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75
0000	16	0	14	0	1	1	0	0	0000	0	0	0	0	0	0	5	2	7	2	0	0	0	0	51.5	61.5	2	12.5	0	0	0	0
0015	9	0	7	0	1	1	0	0	0015	0	0	0	0	0	0	1	4	3	0	0	0	0	0	45.4	0	0	0	0	0	0	0
0030	6	0	5	0	0	1	0	0	0030	0	0	0	0	0	0	2	2	2	0	0	0	0	0	47.3	0	0	0	0	0	0	0
0045	7	0	4	0	0	0	0	0	0045	0	0	0	0	0	0	2	4	0	1	0	0	0	0	42.1	0	0	0	0	0	0	0
0100	11	0	8	1	0	2	0	0	0100	0	0	0	0	0	0	3	3	0	3	2	0	0	0	47.5	62.2	2	18.18	0	0	0	0
0115	4	0	2	0	0	2	0	0	0115	0	0	0	0	0	0	1	1	1	0	0	0	0	0	50	0	0	0	0	0	0	0
0130	7	0	6	0	0	1	0	0	0130	0	0	0	0	0	0	1	1	0	5	0	0	0	0	49.9	0	0	0	0	0	0	0
0145	5	0	5	0	0	0	0	0	0145	0	0	0	0	0	0	1	1	1	2	0	0	0	0	47.3	0	0	0	0	0	0	0
0200	7	0	5	0	1	1	0	0	0200	0	0	0	0	0	0	2	2	3	0	0	0	0	0	42.7	0	0	0	0	0	0	0
0215	7	0	5	2	0	0	0	0	0215	0	0	0	0	0	0	1	1	4	0	0	0	0	0	48.1	0	0	0	0	0	0	0
0230	5	0	1	0	2	2	0	0	0230	0	0	0	0	0	0	2	1	1	0	1	0	0	0	45	1	20	0	0	0	0	0
0245	3	0	0	2	1	0	0	0	0245	0	0	0	0	0	0	1	0	2	0	0	0	0	0	44.4	0	0	0	0	0	0	0
0300	3	0	1	0	2	0	0	0	0300	0	0	0	0	0	0	2	0	1	0	0	0	0	0	43.7	0	0	0	0	0	0	0
0315	10	0	4	0	1	4	1	0	0315	0	0	0	0	0	0	1	3	3	2	1	0	0	0	46.6	1	10	0	0	0	0	0
0330	3	0	2	1	0	0	0	0	0330	0	0	0	0	0	0	0	2	1	0	0	0	0	0	49	0	0	0	0	0	0	0
0345	14	0	7	1	0	6	0	0	0345	0	0	0	0	0	1	3	2	7	1	0	0	0	0	44.1	48.9	0	0	0	0	0	0
0400	10	0	3	2	0	4	1	0	0400	0	0	0	0	0	1	2	2	2	3	0	0	0	0	45.2	0	0	0	0	0	0	0
0415	12	0	10	1	0	1	0	0	0415	0	0	0	0	0	0	0	2	3	5	2	0	0	0	52.2	60.5	2	16.67	1	8.333	0	0
0430	20	0	13	2	1	3	1	0	0430	0	0	0	0	0	1	3	8	5	3	0	0	0	0	44.3	50.3	0	0	0	0	0	0
0445	25	0	18	2	2	2	0	0	0445	0	0	0	0	0	1	1	1	12	9	1	0	0	0	49.5	55.1	1	4	0	0	0	0
0500	34	0	28	1	0	3	2	0	0500	0	0	0	0	0	0	2	9	9	10	3	1	0	0	50.4	58	4	11.76	1	2.941	1	2.941
0515	66	0	59	4	0	3	0	0	0515	0	0	0	0	0	2	9	20	16	18	1	0	0	0	46.1	53.1	1	1.515	1	1.515	0	0
0530	71	0	59	5	4	3	0	0	0530	0	0	0	0	0	0	10	22	18	21	2	0	0	0	46.6	53	0	0	0	0	0	0
0545	122	0	110	3	3	5	1	0	0545	0	0	0	0	0	4	16	40	41	20	4	0	0	0	44.7	50.4	0	0	0	0	0	0
0600	159	0	142	12	5	0	0	0	0600	0	0	0	0	2	1	38	58	37	22	1	0	0	0	44	49.7	1	0.629	0	0	0	0
0615	202	0	175	16	7	3	1	0	0615	0	0	0	0	1	29	60	81	27	4	0	0	0	0	40.4	45.2	0	0	0	0	0	0
0630	210	0	196	9	3	2	0	0	0630	0	0	0	0	2	41	57	67	39	4	0	0	0	0	40.1	45.9	0	0	0	0	0	0
0645	241	0	213	21	3	4	0	0	0645	0	0	0	0	5	46	73	86	22	9	1	0	0	0	39.7	44.6	1	0.415	0	0	0	0
0700	280	0	251	16	6	6	1	0	0700	0	0	0	3	6	28	81	102	52	7	1	0	0	0	35.7	41.4	0	0	0	0	0	0
0715	285	0	259	17	6	3	0	0	0715	0	0	0	5	38	136	65	34	7	0	0	0	0	0	34.3	39.9	0	0	0	0	0	0
0730	301	1	276	18	4	1	1	0	0730	0	1	0	1	25	121	110	37	4	2	0	0	0	0	35.6	39.9	0	0	0	0	0	0
0745	322	1	299	16	4	1	1	0	0745	0	1	0	0	44	159	109	9	0	0	0	0	0	0	33.8	37.7	0	0	0	0	0	0
0800	283	1	253	19	5	4	1	0	0800	1	0	0	0	10	102	120	43	7	2	0	0	0	0	36.1	40.4	0	0	0	0	0	0
0815	278	0	259	15	4	0	0	0	0815	0	0	0	0	3	104	86	40	11	2	0	0	0	0	35.5	40.6	0	0	0	0	0	0
0830	231	0	215	15	2	1	0	0	0830	0	0	0	0	0	8	38	52	79	18	4	0	0	0	39.2	42.9	0	0	0	0	0	0
0845	200	0	218	13	1	2	2	0	0845	0	0	0	0	12	33	104	62	19	6	0	0	0	0	38.8	43.7	0	0	0	0	0	0
0900	225	1	183	22	8	8	3	0	0900	0	0	0	0	4	33	103	69	14	2	0	0	0	0	39	43.9	0	0	0	0	0	0
0915	203	1	175	17	4	6	0	0	0915	0	0	0	0	0	15	58	37	27	1	0	0	0	0	41	45	0	0	0	0	0	0
0930	149	0	130	15	1	3	0	0	0930	0	0	0	0	2	13	43	48	31	12	0	0	0	0	41.7	48	0	0	0	0	0	0
0945	165	1	141	11	3	8	1	0	0945	0	0	0	0	0	8	40	65	45	6	1	0	0	0	42.6	47.1	1	0.606	0	0	0	0
1000	188	0	158	16	7	7	0	0	1000	0	0	0	0	0	28	58	63	29	10	0	0	0	0	40.8	46.4	0	0	0	0	0	0
1015	166	0	138	11	8	8	1	0	1015	0	0	0	0	0	16	57	48	34	4	0	0	0	0	40.2	46.3	0	0	0	0	0	0
1030	135	0	112	16	2	4	1	0	1030	0	0	0	1	0	3	36	59	24	12	0	0	0	0	42.9	47.4	0	0	0	0	0	0
1045	166	0	139	16	5	4	2	0	1045	0	0	0	0	1	7	44	64	42	7	1	0	0	0	42.3	47.3	1	0.602	0	0	0	0
1100	163	0	136	17	2	5	3	0	1100	0	0	0	0	1	34	42	51	24	11	0	0	0	0	40.5	46.8	0	0	0	0	0	0
1115	181	0	150	17	7	6	0	0	1115	0	0	0	0	0	0	36	91	44	10	0	0	0	0	43.2	47.5	0	0	0	0	0	0
1130	174	0	143	18	5	7	1	0	1130	0	0	0	0	2	6	76	56	28	6	0	0	0	0	40.8	45.7	0	0	0	0	0	0
1145	187	0	149	24	6	5	3	0	1145	0	0	0	0	0	9	41	83	44	10	0	0	0	0	42.7	47.8	0	0	0	0	0	0
1200	169	0	138	13	8	2	1	0	1200	0	0	0	0	0	8	41	50	30	10	0	0	0	0	43.2	48	0	0	0	0	0	0
1215	173	2	152	10	3	5	1	0	1215	0	0	0	0	4	29	32	53	44	11	0	0	0	0	41.7	48.1	0	0	0	0	0	0
1230	170	0	148	14	6	2	0	0	1230	1	0	0	0	1	12	58	52	31	7	0	0	0	0	40.1	45.8	0	0	0	0	0	0
1245	189	1	163	12	6	6	1	0	1245	0	0	0	0	0	8	41	50	49	30	10	0	0	0	39.5	46.8	0	0	0	0	0	0
1300	195	1	163	22	5	3	1	0	1300	0	0	0	0	8	40	66	60	14	7	0	0	0	0	38.9	44	0	0	0	0	0	0
1315	180	0	151	19	3	5	2	0	1315	0	0	0	0	0	25	78	44	30	3	0	0	0	0	39.9	45.2	0	0	0	0	0	0
1330	220	0	198	13	1	8	0	0	1330	0	0	0	0	0	33	83	72	29	3	0	0	0	0	39.8	44.7	0	0	0	0	0	0
1345	159	0	153	6	3	5	2	0	1345	0	0																				

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL% 68 ACP0	JSL2 75 DFT	JSL% 75 DFT
0000	19	0	13	2	0	4	0	0000	0	0	0	0	0	0	1	2	3	7	5	1	0	0	0	46.7	52.7	1	5.263	0	0	0	0
0015	13	0	6	2	0	1	5	0015	0	0	0	0	0	0	1	0	7	2	2	1	0	0	0	45.8	54.9	1	7.692	0	0	0	0
0030	9	0	6	2	0	1	0	0030	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	49.4	0	0	0	0	0	0	0
0045	8	0	6	0	0	2	0	0045	0	0	0	0	0	0	1	2	3	0	1	0	0	0	0	45.2	-	1	12.5	0	0	0	0
0100	8	0	4	0	0	4	0	0100	0	0	0	0	0	0	1	0	4	1	1	0	0	0	1	50.2	-	1	12.5	1	12.5	1	12.5
0115	10	0	5	0	1	4	0	0115	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	49.7	-	1	10	0	0	0	0
0130	13	0	7	1	0	5	0	0130	0	0	0	0	0	0	1	3	4	2	2	1	0	0	0	45.6	57.8	1	7.692	0	0	0	0
0145	9	0	6	0	0	3	0	0145	0	0	0	0	0	0	1	5	0	2	0	0	0	0	0	43.6	-	0	0	0	0	0	0
0200	5	0	3	0	0	2	0	0200	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	47.4	-	0	0	0	0	0	0
0215	18	0	17	1	0	0	0	0215	0	0	0	0	0	0	0	1	7	10	0	0	0	0	0	51	53.2	0	0	0	0	0	0
0230	7	0	3	0	0	4	0	0230	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	48.8	-	0	0	0	0	0	0
0245	14	0	8	1	2	3	0	0245	0	0	0	0	0	0	0	5	3	5	1	0	0	0	0	49	55	1	7.143	0	0	0	0
0300	6	0	6	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	-	1	10	0	0	0	0
0315	7	0	6	0	0	1	0	0315	0	0	0	0	0	0	2	0	0	3	2	0	0	0	0	46	-	0	0	0	0	0	0
0330	7	0	3	1	0	1	2	0330	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	47.3	-	0	0	0	0	0	0
0345	8	0	4	0	0	4	0	0345	0	0	0	0	0	1	0	1	2	2	1	1	0	0	0	45.6	-	1	12.5	0	0	0	0
0400	14	0	8	3	1	2	0	0400	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	48.9	55.3	0	0	0	0	0	0
0415	15	0	11	2	0	2	0	0415	0	0	0	0	0	0	0	1	4	2	7	1	0	0	0	50.1	57.6	1	6.667	0	0	0	0
0430	21	0	15	0	0	6	0	0430	0	0	0	0	0	0	3	4	5	2	7	0	0	0	0	44.5	54.8	0	0	0	0	0	0
0445	31	0	25	1	1	3	1	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	53.8	0	0	0	0	0	0
0500	33	0	27	5	0	1	0	0500	0	0	0	0	0	0	0	0	0	8	6	17	1	1	0	49.9	55.9	2	6.061	0	0	2	6.061
0515	63	0	53	3	4	0	0	0515	0	0	0	0	0	0	0	4	13	18	22	6	0	0	0	50	58.3	6	9.524	1	1.587	0	0
0530	78	0	60	9	3	3	3	0530	0	0	0	0	0	0	0	0	21	29	24	4	0	0	0	49.1	55	4	5.128	0	0	0	0
0545	118	0	103	7	6	2	0	0545	0	0	0	0	0	0	0	15	23	39	37	1	0	0	0	46.8	52.6	1	0.947	0	0	0	0
0600	172	0	154	11	2	5	0	0600	0	0	0	0	0	0	2	30	64	48	27	0	1	0	0	44.9	50.6	1	0.581	1	0.581	0	0
0615	185	0	163	12	8	2	0	0615	0	0	0	0	0	0	1	13	35	59	51	26	0	0	0	43.6	49.6	0	0	0	0	0	0
0630	199	0	178	14	2	4	1	0630	0	0	0	0	0	0	1	11	36	82	61	8	0	0	0	43	47.5	0	0	0	0	0	0
0645	257	1	223	24	5	4	0	0645	0	0	0	0	0	0	2	37	94	91	30	3	0	0	0	39.7	44.6	0	0	0	0	0	0
0700	295	2	268	18	5	2	0	0700	1	1	0	0	0	4	12	82	106	73	13	3	0	0	0	37.2	42.2	0	0	0	0	0	0
0715	291	0	267	12	6	5	1	0715	0	0	0	0	0	0	11	37	83	86	69	5	0	0	0	35.6	41.6	0	0	0	0	0	0
0730	312	1	286	15	4	6	0	0730	0	0	0	0	0	1	26	106	145	27	5	1	0	0	0	35.5	38.9	0	0	0	0	0	0
0745	325	2	292	20	6	5	0	0745	0	1	1	9	59	145	71	31	7	1	0	0	0	0	0	33.4	38.4	0	0	0	0	0	0
0800	296	2	275	12	7	0	0	0800	0	1	0	1	44	109	125	15	1	0	0	0	0	0	0	34.4	38.4	0	0	0	0	0	0
0815	273	0	243	21	3	5	1	0815	0	0	0	0	0	5	64	139	86	6	2	0	0	0	0	37.5	41.5	0	0	0	0	0	0
0830	260	18	234	18	5	1	0	0830	1	0	0	0	0	8	91	110	32	15	3	0	0	0	0	36.9	41.5	0	0	0	0	0	0
0845	250	2	227	12	4	5	0	0845	0	1	0	1	20	96	83	37	11	1	0	0	0	0	0	36	41.7	0	0	0	0	0	0
0900	199	2	169	16	8	4	0	0900	1	0	0	0	3	20	65	76	23	11	0	0	0	0	0	40.5	45.4	0	0	0	0	0	0
0915	180	0	154	16	6	3	1	0915	0	0	0	0	0	2	50	80	40	8	0	0	0	0	0	42.7	47.2	0	0	0	0	0	0
0930	197	1	172	17	2	4	1	0930	0	1	2	13	13	11	58	72	23	4	0	0	0	0	0	38.6	44.8	0	0	0	0	0	0
0945	194	0	165	18	6	5	0	0945	0	0	0	0	0	0	10	69	80	27	8	0	0	0	0	41.2	45.7	0	0	0	0	0	0
1000	159	2	128	15	6	7	1	1000	0	0	0	0	0	4	20	55	51	22	7	0	0	0	0	40.4	45.9	0	0	0	0	0	0
1015	154	18	122	18	8	3	2	1015	0	0	0	0	0	0	14	51	88	16	3	0	0	0	0	40.9	44.9	0	0	0	0	0	0
1030	164	0	138	12	10	2	2	1030	0	0	0	0	4	5	37	50	53	10	5	0	0	0	0	38.3	43.6	0	0	0	0	0	0
1045	152	0	130	6	8	7	1	1045	0	0	0	0	0	0	5	53	57	28	9	0	0	0	0	41.9	46.9	0	0	0	0	0	0
1100	135	16	105	16	4	6	2	1100	0	0	0	0	0	0	8	35	47	39	5	0	0	0	0	42.3	47	0	0	0	0	0	0
1115	158	0	129	15	6	7	1	1115	0	0	0	0	0	0	12	45	66	31	4	0	0	0	0	41.5	46.2	0	0	0	0	0	0
1130	162	2	145	7	4	3	1	1130	1	0	0	0	0	0	15	49	60	23	12	2	0	0	0	41.4	46.4	2	1.235	0	0	0	0
1145	152	0	124	16	8	4	0	1145	0	0	0	0	0	0	2	47	53	38	12	0	0	0	0	42.9	47.3	0	0	0	0	0	0
1200	162	1	145	14	1	2	0	1200	0	0	0	0	0	0	12	2	61	58	41	10	0	0	0	42.1	47.4	0	0	0	0	0	0
1215	148	0	125	13	3	6	1	1215	0	0	0	0	0	0	4	50	61	27	6	0	0	0	0	42	46.8	0	0	0	0	0	0
1230	161	0	135	17	3	5	1	1230	0	0	0	0	0	6	20	33	47	42	13	0	0	0	0	41.8	48.4	0	0	0	0	0	0
1245	165	0	142	15	4	6	0	1245	0	0	0	0	0	1	31	61	61	2	1	0	0	0	0	41.9	45.2	0	0	0	0	0	0
1300	174	0	150	16	2	5	1	1300	0	0	0	0	0	3	12	36	77	36	10	0	0	0	0	42	47.1	0	0	0	0	0	0
1315	189	0	165	13	7	4	0	1315	0	0	0	0	0	0	19	81	51	30	8	0	0	0	0	40.8	45.6	0	0	0	0	0	0
1330	180	1	155	11	9	4	0	1330	0	0	0	0	0	0	6	42	79	42	11	0	0	0	0	42.9	48	0	0	0	0	0	0
1345	165	13	139	13	4	6																									

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT	
0000	18	0	11	1	0	6	0	0	0000	0	0	0	0	0	0	2	4	10	1	1	0	0	0	46	49.3	1	5.556	0	0	0	0	
0015	19	0	14	1	0	4	0	0	0015	0	0	0	0	0	0	3	5	6	1	1	0	0	0	50.2	57.6	2	10.53	2	10.53	0	0	
0030	9	1	7	1	0	1	0	0	0030	0	0	0	0	0	2	2	3	1	1	0	0	0	0	46.5	51.0	1	11.11	1	11.11	0	0	
0045	15	0	7	0	0	8	0	0	0045	0	0	0	0	0	1	3	6	4	0	0	0	0	0	47.3	53.7	0	0	0	0	0	0	
0100	9	0	6	0	2	1	0	0	0100	0	0	0	0	0	0	4	2	2	1	0	0	0	0	47.9	51.0	1	11.11	0	0	0	0	
0115	10	0	7	0	0	2	1	0	0115	0	0	0	0	0	0	1	4	5	0	0	0	0	0	49.9	51.0	0	0	0	0	0	0	
0130	7	0	4	0	0	3	0	0	0130	0	0	0	0	0	0	5	1	1	0	0	0	0	0	44.4	51.0	0	0	0	0	0	0	
0145	5	0	2	1	0	1	1	0	0145	0	0	0	0	0	0	0	3	2	0	0	0	0	0	51.5	51.0	0	0	0	0	0	0	
0200	9	0	4	1	1	3	0	0	0200	0	0	0	0	0	0	1	3	4	1	0	0	0	0	51.7	51.0	1	11.11	0	0	0	0	
0215	6	0	2	1	1	2	0	0	0215	0	0	0	0	0	0	0	5	1	0	0	0	0	0	44.6	51.0	0	0	0	0	0	0	
0230	15	0	7	2	1	5	0	0	0230	0	0	0	0	0	2	1	8	4	0	0	0	0	0	47	53	0	0	0	0	0	0	
0245	8	0	7	0	0	1	0	0	0245	0	0	0	0	0	0	2	2	2	4	0	0	0	0	48.2	51.0	0	0	0	0	0	0	
0300	5	0	5	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	2	2	1	0	0	0	53.3	51.0	1	20	0	0	0	0	
0315	10	0	6	2	0	1	1	0	0315	0	0	0	0	0	0	2	3	4	1	0	0	0	0	44.5	51.0	0	0	0	0	0	0	
0330	6	0	4	1	0	1	0	0	0330	0	0	0	0	0	0	1	4	1	0	0	0	0	0	43	51.0	0	0	0	0	0	0	
0345	14	0	7	2	0	5	0	0	0345	0	0	0	0	0	0	4	6	4	0	0	0	0	0	47.1	52.5	0	0	0	0	0	0	
0400	6	0	5	0	0	1	0	0	0400	0	0	0	0	0	0	1	1	4	0	0	0	0	0	51.5	51.0	0	0	0	0	0	0	
0415	8	0	5	0	2	1	0	0	0415	0	0	0	0	0	0	4	1	2	1	0	0	0	0	49.9	51.0	1	12.5	1	12.5	0	0	
0430	24	0	14	3	1	5	1	0	0430	0	0	0	0	0	0	4	10	4	6	0	0	0	0	45.9	53.3	0	0	0	0	0	0	
0445	29	1	18	1	3	6	2	0	0445	0	0	0	0	0	4	5	4	8	7	0	1	0	0	45.2	54.4	1	3.448	1	3.448	0	0	
0500	32	0	24	4	2	2	0	0	0500	0	0	0	0	0	4	5	4	13	9	6	1	0	0	53.2	54	7	21.88	2	6.25	0	0	
0515	52	0	38	3	4	6	1	0	0515	0	0	0	0	0	1	7	8	12	20	4	0	0	0	48.7	56.4	4	7.692	0	0	0	0	
0530	87	0	76	3	4	4	0	0	0530	0	0	0	0	0	1	20	24	17	21	4	0	0	0	46.1	56.2	4	4.598	0	0	0	0	
0545	91	0	81	5	1	0	2	0	0545	0	0	0	0	0	4	10	34	50	4	0	0	0	0	50.5	56.6	4	3.922	0	0	0	0	
0600	129	0	119	8	1	1	0	0	0600	0	0	0	0	0	0	6	44	49	28	2	0	0	0	47.1	53.6	2	1.55	0	0	0	0	
0615	197	0	167	17	4	9	0	0	0615	0	0	0	0	0	7	47	58	53	32	0	0	0	0	44.1	50.3	0	0	0	0	0	0	
0630	212	0	191	11	5	5	0	0	0630	0	0	0	0	0	14	45	60	46	38	9	0	0	0	45	39.2	46.9	0	0	0	0	0	0
0645	251	0	224	19	2	6	0	0	0645	0	0	0	0	0	14	37	105	83	30	2	0	0	0	38.6	44	0	0	0	0	0	0	
0700	294	0	267	16	4	7	0	0	0700	0	0	0	0	0	18	50	128	80	17	1	0	0	0	38.1	42.9	0	0	0	0	0	0	
0715	321	0	303	11	3	3	1	0	0715	0	0	0	0	0	24	201	82	14	0	0	0	0	0	33.8	37.2	0	0	0	0	0	0	
0730	295	3	271	12	5	4	0	0	0730	6	6	7	42	58	91	62	17	0	1	0	0	0	0	31.8	37.2	5	1.695	0	0	0	4	1.366
0745	303	0	278	17	4	4	0	0	0745	0	0	7	16	77	106	88	9	0	0	0	0	0	0	32.1	37.2	0	0	0	0	0	0	
0800	288	0	258	18	5	5	2	0	0800	0	0	0	1	16	68	154	45	4	0	0	0	0	0	36.6	40.3	0	0	0	0	0	0	
0815	289	0	265	18	5	0	1	0	0815	0	0	0	2	13	93	152	26	2	1	0	0	0	0	35.9	39.4	0	0	0	0	0	0	
0830	249	1	226	12	5	2	0	0	0830	0	1	2	5	13	66	103	51	6	2	0	0	0	0	36.5	41.1	6	3	0	0	0	0	
0845	233	1	217	8	3	3	1	0	0845	1	0	0	0	1	63	75	73	16	3	0	1	0	0	38.5	43.8	1	0.429	1	0.429	1	0.429	
0900	197	1	173	16	5	2	0	0	0900	0	0	0	0	0	2	34	77	65	17	2	0	0	0	39.3	43.4	0	0	0	0	0	0	
0915	228	0	193	20	7	6	2	0	0915	0	0	0	0	0	19	20	80	78	24	7	0	0	0	39.6	44.7	0	0	0	0	0	0	
0930	176	1	154	12	3	6	0	0	0930	0	0	0	0	0	20	56	51	40	9	0	0	0	0	41.5	46.6	0	0	0	0	0	0	
0945	173	0	139	19	9	6	0	0	0945	0	0	0	0	0	0	16	34	73	42	8	0	0	0	42.3	47	0	0	0	0	0	0	
1000	166	0	140	12	8	6	0	0	1000	0	0	0	0	0	10	16	41	65	28	6	0	0	0	40.7	46.2	0	0	0	0	0	0	
1015	146	4	126	8	3	5	0	0	1015	7	20	50	19	42	58	18	9	6	1	2	0	0	0	22.7	34.2	0	0	0	0	0	0	
1030	144	1	119	10	7	5	2	0	1030	1	1	2	1	6	13	30	48	36	6	0	0	0	0	40.6	47.3	0	0	0	0	0	0	
1045	173	0	142	16	6	8	1	0	1045	0	0	0	0	0	7	45	72	41	8	0	0	0	0	42.5	47.2	0	0	0	0	0	0	
1100	159	0	129	12	6	11	1	0	1100	0	0	0	0	0	20	41	62	29	7	0	0	0	0	41.4	46.5	0	0	0	0	0	0	
1115	178	0	143	19	7	9	0	0	1115	0	0	0	0	0	1	38	52	57	19	11	0	0	0	40	45.7	0	0	0	0	0	0	
1130	165	1	137	15	4	8	0	0	1130	0	0	0	0	0	12	48	48	44	13	0	0	0	0	42.7	48.4	0	0	0	0	0	0	
1145	180	0	156	14	4	6	0	0	1145	0	0	0	0	0	4	54	63	42	17	0	0	0	0	42.7	47.9	0	0	0	0	0	0	
1200	195	1	169	15	7	3	0	0	1200	6	6	7	42	58	91	62	17	0	1	0	0	0	0	39.9	46.8	0	0	0	0	0	0	
1215	180	1	156	17	4	2	0	0	1215	0	0	0	0	1	17	43	75	38	6	0	0	0	0	41.7	46.6	0	0	0	0	0	0	
1230	176	0	151	16	5	4	0	0	1230	0	0	0	0	0	4	34	74	52	12	0	0	0	0	43.3	47.5	0	0	0	0	0	0	
1245	191	1	163	18	8	1	0	0	1245	0	0	0	0	0	7	49	58	32	11	0	0	0	0	41.1	47.6	0	0	0	0	0	0	
1300	207	0	186	15	2	2	2	0	1300	0	0	0	0	0	9	39	103	50	6	0	0	0	0	42.7	46.5	0	0	0	0	0	0	
1315	190	0	169	11	2	6	2	0	1315	0	0	0	0	0	1	14	55	69	44	7	0	0	0	41.7	46.7	0	0	0	0	0	0	
1330	201	0	177	14	6	4	0	0	1330	0	0	0	0	0	2	15	89	49	30	16	0	0	0	40.9	47.7	0	0	0	0			

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68	JSL% 68	JSL2 75	JSL% 75	JSL2 75	JSL% 75
0000	13	0	10	0	1	2	0		0000	0	0	0	0	0	0	3	6	3	0	0	0	0	0	46.6	52.8	0	0	0	0	0	0	0	
0015	15	0	11	1	1	1	1		0015	0	0	0	0	0	0	5	3	5	4	1	1	0	0	50.3	63	2	13.33	2	13.33	0	0	0	
0030	16	1	12	1	1	2	0		0030	0	0	0	0	0	0	6	6	2	0	0	0	0	0	45.6	61.7	3	18.75	1	6.25	0	0	0	
0045	10	0	4	1	1	4	0		0045	0	0	0	0	0	2	2	2	1	3	0	0	0	0	43	0	0	0	0	0	0	0	0	
0100	12	0	3	0	1	8	0		0100	0	0	0	0	0	0	5	5	2	0	0	0	0	0	41.8	47.2	0	0	0	0	0	0	0	
0115	7	0	3	2	0	0	0		0115	0	0	0	0	0	0	3	3	1	0	0	0	0	0	43	0	0	0	0	0	0	0	0	
0130	15	0	8	0	1	6	0		0130	0	0	0	0	0	0	4	0	3	6	2	0	0	0	48.8	59.5	2	13.33	0	0	0	0	0	
0145	7	0	5	1	0	1	0		0145	0	0	0	0	0	1	1	4	0	1	0	0	0	0	41.5	0	0	0	0	0	0	0	0	
0200	6	0	4	2	0	0	0		0200	0	0	0	0	0	0	1	1	4	0	0	0	0	0	50.4	0	0	0	0	0	0	0	0	
0215	6	0	2	1	1	2	0		0215	0	0	0	0	0	1	1	1	3	0	0	0	0	0	42.2	0	0	0	0	0	0	0	0	
0230	6	0	3	0	2	1	0		0230	0	0	0	0	0	1	0	2	1	1	1	0	0	0	46.4	1	16.67	0	0	0	0	0	0	
0245	12	0	3	2	0	7	0		0245	0	0	0	0	0	0	1	7	3	1	0	0	0	0	44.7	48.9	0	0	0	0	0	0	0	
0300	10	0	6	0	0	4	0		0300	0	0	0	0	0	0	1	1	1	2	2	0	0	0	48.1	2	20	0	0	0	0	0	0	
0315	12	0	6	1	1	4	0		0315	0	0	0	1	0	0	2	4	2	1	1	1	0	0	45.3	61.6	2	16.67	1	8.333	1	8.333	0	
0330	11	0	3	3	1	3	1		0330	0	0	0	0	0	0	1	3	5	2	0	0	0	0	46.2	53.5	0	0	0	0	0	0	0	
0345	12	0	5	3	1	3	0		0345	0	0	0	0	0	0	2	6	1	3	0	0	0	0	45.9	58.8	0	0	0	0	0	0	0	
0400	5	0	3	0	0	2	0		0400	0	0	0	0	0	0	0	0	2	1	1	0	0	0	43.1	0	0	0	0	0	0	0	0	
0415	9	0	3	1	0	5	0		0415	0	0	0	0	0	2	1	2	2	2	0	0	0	0	43.8	0	0	0	0	0	0	0	0	
0430	27	0	22	1	0	3	1		0430	0	0	0	0	0	0	1	13	9	2	1	0	0	0	45	49.6	1	3.704	0	0	0	0	0	
0445	23	0	20	1	1	1	0		0445	0	0	0	0	0	0	1	9	6	4	0	0	0	0	44.5	51.3	0	0	0	0	0	0	0	
0500	32	0	28	2	1	0	1		0500	0	0	0	0	0	0	1	0	4	13	10	3	1	0	44.6	48	1	3.125	0	0	0	0	0	
0515	50	0	43	4	0	3	0		0515	0	0	0	0	0	0	1	15	21	7	6	0	0	0	43.4	48.7	0	0	0	0	0	0	0	
0530	82	1	72	4	2	2	1		0530	1	0	0	0	0	0	3	29	17	22	10	0	0	0	42.9	49.2	0	0	0	0	0	0	0	
0545	98	0	75	7	9	6	1		0545	0	0	0	0	0	0	2	18	21	28	29	0	0	0	45.7	51.4	0	0	0	0	0	0	0	
0600	143	0	121	13	4	5	0		0600	0	0	0	0	1	5	45	49	26	17	0	0	0	0	42.6	48.9	0	0	0	0	0	0	0	
0615	182	0	169	9	2	1	1		0615	0	0	0	0	2	10	17	29	70	42	12	0	0	0	41.8	48	0	0	0	0	0	0	0	
0630	217	0	187	14	4	9	2		0630	0	0	0	0	0	21	36	62	56	35	6	1	0	0	39.2	46	1	0.461	0	0	0	0	0	
0645	254	0	231	18	4	1	0		0645	0	0	0	0	0	34	38	126	45	10	1	0	0	0	38.8	40.9	0	0	0	0	0	0	0	
0700	275	0	248	19	3	5	0		0700	0	0	0	0	0	15	62	93	89	16	0	0	0	0	38	43.1	0	0	0	0	0	0	0	0
0715	306	1	283	12	3	6	1		0715	1	0	0	0	0	16	44	137	81	23	4	0	0	0	33.5	39	0	0	0	0	0	0	0	
0730	293	0	268	17	3	2	0		0730	0	0	0	0	2	25	110	122	30	4	0	0	0	0	35.2	39.5	0	0	0	0	0	0	0	
0745	321	1	289	20	6	5	0		0745	1	0	0	0	0	29	142	115	31	3	0	0	0	0	34.9	38.9	0	0	0	0	0	0	0	
0800	295	2	270	15	7	1	0		0800	0	0	0	0	0	31	118	70	61	14	1	0	0	0	36.2	43	0	0	0	0	0	0	0	
0815	269	0	244	11	7	6	1		0815	0	0	0	0	1	3	57	138	61	9	0	0	0	0	37.7	41.8	0	0	0	0	0	0	0	
0830	254	0	231	13	6	4	0		0830	0	0	0	0	0	11	31	87	101	21	3	0	0	0	39.4	44	0	0	0	0	0	0	0	
0845	229	1	205	11	9	3	0		0845	0	0	1	0	0	7	61	98	51	11	0	0	0	0	37.1	42.4	0	0	0	0	0	0	0	
0900	218	0	187	16	7	8	0		0900	0	0	0	0	0	1	28	108	71	8	2	0	0	0	38.8	42.4	0	0	0	0	0	0	0	
0915	222	1	196	12	7	5	1		0915	0	0	0	0	0	12	34	93	62	18	3	0	0	0	38.8	43.3	0	0	0	0	0	0	0	
0930	148	2	127	14	3	2	0		0930	0	1	0	0	0	1	35	62	41	8	0	0	0	0	42.8	46.7	0	0	0	0	0	0	0	
0945	159	0	138	16	1	4	0		0945	0	0	0	0	0	5	10	32	75	30	7	0	0	0	41.7	47.2	0	0	0	0	0	0	0	
1000	151	0	134	5	5	6	1		1000	0	0	0	0	0	0	4	48	60	26	13	0	0	0	42.4	48.3	0	0	0	0	0	0	0	
1015	143	1	114	14	6	5	3		1015	0	0	0	0	0	4	20	72	26	10	4	0	0	0	43.5	48	0	0.699	0	0	0	0	0	
1030	151	1	119	15	7	9	0		1030	0	0	0	0	3	4	7	52	48	13	4	0	0	0	39.7	44.4	0	0	0	0	0	0	0	
1045	168	1	136	25	0	4	2		1045	0	0	0	0	0	8	73	59	36	12	0	0	0	0	42.4	47.9	0	0	0	0	0	0	0	
1100	194	1	145	23	8	6	1		1100	0	0	0	0	0	9	26	31	64	41	13	0	0	0	41.2	47.4	0	0	0	0	0	0	0	
1115	156	0	131	13	4	8	0		1115	0	0	0	0	0	0	13	40	54	33	16	0	0	0	42.5	48.6	0	0	0	0	0	0	0	
1130	175	2	147	16	5	3	2		1130	0	0	0	0	0	8	14	69	47	29	6	2	0	0	40.7	46.1	2	1.143	0	0	0	0	0	
1145	180	1	155	9	5	6	4		1145	0	0	0	0	0	14	23	19	37	45	31	11	0	0	38.4	46.5	0	0	0	0	0	0	0	
1200	185	0	164	11	5	5	0		1200	0	0	0	0	0	0	31	46	45	2	0	0	0	0	41	45.9	0	0	0	0	0	0	0	
1215	180	0	159	11	5	5	0		1215	2	1	7	2	0	7	38	85	28	10	0	0	0	0	40.6	46.4	0	0	0	0	0	0	0	
1230	193	0	167	12	5	8	1		1230	0	0	0	0	0	5	13	67	67	34	7	0	0	0	40.9	46.3	0	0	0	0	0	0	0	
1245	191	0	169	13	5	8	2		1245	0	0	0	0	0	0	9	61	61	46	8	0	0	0	42	47.6	0	0	0	0	0	0	0	
1300	204	0	179	12	7	5	1		1300	0	0	0	0	0	1	27	83	54	26	13	0	0	0	40.4	46.6	0	0	0	0	0	0	0	
1315	201	0	150	19	4	7	1		1315	0	0	0	0	0	1	27	70	43	25	13	2	0	0	40.6	47.5	2	1.105	0	0	0	0	0	
1330	184	1	176																														

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL% 68 ACP0	JSL2 75 DFT	JSL% 75 DFT	
0000	11	0	7	1	0	3	0	0	0000	0	0	0	0	0	1	0	2	4	3	1	0	0	0	48.1	55.2	1	9.091	0	0	0	0	
0015	16	0	14	1	0	1	0	0	0015	0	0	0	0	0	0	0	3	6	5	2	0	0	0	51.1	59.6	2	12.5	0	0	0	0	
0030	22	0	14	2	1	5	0	0	0030	0	0	0	0	0	0	7	7	6	6	0	0	0	0	48.2	55.3	0	0	0	0	0	0	
0045	14	0	8	0	0	6	0	0	0045	0	0	0	0	0	0	1	7	3	3	0	0	0	0	45.3	51.2	0	0	0	0	0	0	
0100	14	0	13	0	0	1	0	0	0100	0	0	0	0	0	0	5	6	2	1	0	0	0	0	47	52.3	1	7.143	0	0	0	0	
0115	10	0	8	0	1	1	0	0	0115	0	0	0	0	0	0	2	2	2	0	0	0	0	0	47.4	0	0	0	0	0	0	0	
0130	6	0	3	0	0	3	0	0	0130	0	0	0	0	0	0	1	2	2	1	0	0	0	0	44.8	0	0	0	0	0	0	0	
0145	5	0	3	0	0	2	0	0	0145	0	0	0	0	0	1	1	2	0	0	0	0	0	0	40.7	0	0	0	0	0	0	0	
0200	11	0	8	0	1	2	0	0	0200	0	0	0	0	0	0	3	3	5	0	0	0	0	0	48.1	59.5	0	0	0	0	0	0	
0215	10	0	3	1	0	6	0	0	0215	0	0	0	0	0	1	0	0	4	3	2	0	0	0	43.9	0	0	0	0	0	0	0	
0230	8	0	1	0	1	6	0	0	0230	0	0	0	0	0	0	0	1	1	5	1	0	0	0	52.3	0	1	12.5	1	12.5	0	0	
0245	7	0	5	0	0	2	0	0	0245	0	0	0	0	0	0	3	4	0	0	0	0	0	0	44.6	0	0	0	0	0	0	0	
0300	10	0	6	0	1	3	0	0	0300	0	0	0	0	0	0	1	1	4	2	0	0	0	0	51.3	2	20	0	0	0	0	0	
0315	10	0	5	2	1	2	0	0	0315	0	0	0	0	0	0	0	3	4	2	1	0	0	0	48	1	10	0	0	0	0	0	
0330	7	0	6	0	0	1	0	0	0330	0	0	0	0	0	0	2	1	4	0	0	0	0	0	50.3	0	0	0	0	0	0	0	
0345	12	0	8	1	0	3	0	0	0345	0	0	0	0	0	1	0	5	3	3	0	0	0	0	46.3	53.1	0	0	0	0	0	0	
0400	14	0	9	1	0	4	0	0	0400	0	0	0	0	0	0	0	5	2	1	6	0	0	0	46.9	57.8	0	0	0	0	0	0	
0415	15	0	8	0	0	3	1	0	0415	0	0	0	0	0	0	6	4	2	3	0	0	0	0	43.1	51.8	0	0	0	0	0	0	
0430	28	0	22	1	0	5	0	0	0430	0	0	0	0	0	0	5	8	3	10	1	1	0	0	47.5	53.3	2	7.143	1	3.571	0	0	
0445	27	0	21	1	0	5	0	0	0445	0	0	0	0	0	0	1	4	12	4	0	0	0	0	45.9	49.9	0	0	0	0	0	0	
0500	30	0	21	5	1	3	0	0	0500	0	0	0	0	0	0	2	8	9	9	1	1	0	0	48.7	56.7	2	6.667	1	3.333	0	0	
0515	57	0	45	1	2	7	2	0	0515	0	0	0	0	0	1	6	6	26	14	3	1	0	0	48.8	55.9	4	7.018	1	1.754	0	0	
0530	58	1	45	3	4	4	1	0	0530	0	0	0	0	0	2	7	18	15	14	2	0	0	0	46.2	53.5	2	3.448	0	0	0	0	
0545	111	0	89	10	6	5	1	0	0545	0	0	0	0	0	2	9	17	23	30	27	3	0	0	45.2	52.7	3	2.703	0	0	0	0	
0600	107	0	97	8	0	1	1	0	0600	0	0	0	0	0	1	2	28	30	43	3	0	0	0	48.7	54.4	3	2.804	0	0	0	0	
0615	145	0	119	10	8	6	2	0	0615	0	0	0	0	0	7	24	38	37	37	2	0	0	0	45.5	51.9	2	1.379	0	0	0	0	
0630	184	0	141	25	3	5	0	0	0630	0	0	0	0	0	5	23	42	58	44	12	0	0	0	41.8	47.8	0	0	0	0	0	0	
0645	195	0	173	9	3	4	0	0	0645	0	0	0	0	0	1	20	64	88	31	10	0	0	0	41.1	46.3	0	0	0	0	0	0	
0700	242	0	215	14	7	6	0	0	0700	0	0	0	0	0	21	101	158	36	25	1	0	0	0	36.5	43.5	0	0	0	0	0	0	
0715	250	1	230	11	2	6	0	0	0715	0	0	0	0	0	13	73	42	52	43	23	4	0	0	34.9	44.1	0	0	0	0	0	0	
0730	277	3	248	19	2	1	1	0	0730	1	0	0	0	0	4	60	136	68	9	0	0	0	0	37.7	41.4	0	0	0	0	0	0	
0745	259	0	235	15	6	3	0	0	0745	0	0	0	0	0	2	73	100	62	20	2	0	0	0	38.2	42.6	0	0	0	0	0	0	
0800	288	1	255	23	4	4	1	0	0800	1	0	0	0	0	3	46	168	55	13	2	0	0	0	37.9	41.6	0	0	0	0	0	0	
0815	288	1	237	19	4	7	0	0	0815	0	1	0	0	0	6	76	116	52	17	0	0	0	0	37.3	41.9	0	0	0	0	0	0	
0830	231	0	208	11	8	4	0	0	0830	0	0	0	0	0	0	36	86	82	24	4	0	0	0	39.6	44.4	0	0	0	0	0	0	
0845	230	0	206	13	4	7	0	0	0845	0	0	0	0	0	11	69	79	53	16	2	0	0	0	37.6	43.3	0	0	0	0	0	0	
0900	190	0	167	8	9	5	1	0	0900	0	0	0	0	0	25	38	77	42	8	0	0	0	0	41.8	46.4	0	0	0	0	0	0	
0915	180	0	141	21	11	7	0	0	0915	0	0	0	0	0	23	58	63	32	4	0	0	0	0	40.7	46.1	0	0	0	0	0	0	
0930	181	0	147	16	10	7	1	0	0930	0	0	0	0	0	5	9	44	69	39	15	0	0	0	42.5	47.6	0	0	0	0	0	0	
0945	185	0	164	15	3	3	0	0	0945	0	0	0	0	0	0	8	62	89	24	2	0	0	0	41.1	44.9	0	0	0	0	0	0	
1000	1000	0	141	13	7	8	0	0	1000	0	0	0	0	0	4	36	52	50	19	8	0	0	0	39.4	45.3	0	0	0	0	0	0	
1015	180	0	156	9	8	2	0	0	1015	0	0	0	0	0	10	33	54	54	17	12	0	0	0	39.5	45.2	0	0	0	0	0	0	
1030	175	1	140	15	9	6	4	0	1030	0	0	0	0	0	6	9	10	45	76	25	4	0	0	39.8	45.1	0	0	0	0	0	0	
1045	220	1	187	21	7	2	2	0	1045	0	0	0	0	0	6	11	94	69	30	4	0	0	0	39.9	45.1	0	0	0	0	0	0	
1100	173	0	154	9	5	5	0	0	1100	0	0	0	0	0	0	22	55	71	22	3	0	0	0	40.6	45	0	0	0	0	0	0	
1115	214	0	184	22	4	4	0	0	1115	0	0	0	0	0	1	5	26	54	79	42	7	0	0	41	46.8	0	0	0	0	0	0	0
1130	175	1	146	17	9	2	0	0	1130	0	0	0	0	0	1	10	31	44	65	23	1	0	0	44.2	49.7	1	0.571	0	0	0	0	
1145	210	0	177	20	6	6	1	0	1145	0	0	0	0	0	8	27	43	95	32	5	0	0	0	40.5	45.2	0	0	0	0	0	0	
1200	222	0	188	15	6	8	5	0	1200	0	0	0	0	0	1	6	20	38	60	26	11	0	0	40.1	46.1	0	0	0	0	0	0	
1215	199	1	172	15	5	5	1	0	1215	0	0	0	0	0	3	7	17	72	65	20	15	0	0	40.4	45.9	0	0	0	0	0	0	
1230	231	2	209	11	4	4	5	0	1230	0	0	0	0	0	3	22	17	49	87	45	8	0	0	40.2	46.1	0	0	0	0	0	0	
1245	244	0	216	14	4	7	0	0	1245	0	0	0	0	0	1	30	39	94	28	5	0	0	0	40.1	44.7	0	0	0	0	0	0	
1300	236	0	210	14	4	7	1	0	1300	0	0	0	0	0	0	24	105	61	39	7	0	0	0	40.4	45.9	0	0	0	0	0	0	
1315	239	1	213	15	4	5	1	0	1315	0	0	0	0	0	5	37	58	81	50	7	1	0	0	40.9	47.6	1	0.418	0	0	0	0	
1330	243	1	221	12	1	7	1	0	1330	0	0	0	0	0	0	14	52	111	48	18	0	0	0	42.5	47.2	0	0	0	0	0	0	
1345	225																															

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL% 68 ACP0	JSL2 75 DFT	JSL% 75 DFT
0000	16	0	12	0	1	3	0	0	0000	0	0	0	0	3	2	1	5	2	3	0	0	0	0	40.7	52.2	0	0	0	0	0	
0015	17	0	14	2	0	1	0	0	0015	0	0	0	0	0	3	6	2	5	1	0	0	0	0	47.1	56.1	1	5.82	0	0	0	
0030	14	1	12	1	1	0	0	0	0030	0	0	0	0	14	1	3	3	2	2	1	0	0	0	44.7	57.6	1	7.143	0	0	0	
0045	16	0	13	0	0	3	0	0	0045	0	0	0	0	1	0	2	4	2	6	1	0	0	0	46.4	55.1	1	6.25	0	0	0	
0100	8	0	7	0	0	1	0	0	0100	0	0	0	0	0	0	2	3	2	1	0	0	0	0	49.2	-	1	12.5	0	0	0	
0115	8	0	5	0	1	2	0	0	0115	0	0	0	0	0	0	2	4	2	4	2	0	0	0	47.5	-	0	0	0	0	0	
0130	12	0	10	1	0	1	0	0	0130	0	0	0	0	0	0	1	2	5	4	0	0	0	0	48	54.2	0	0	0	0	0	
0145	8	0	7	0	0	1	0	0	0145	0	0	0	0	0	2	0	2	4	0	0	0	0	0	49.5	-	0	0	0	0	0	
0200	11	0	7	0	1	3	0	0	0200	0	0	0	0	0	2	4	1	4	0	0	0	0	0	46	53.5	0	0	0	0	0	
0215	7	0	4	0	0	3	0	0	0215	0	0	0	0	0	0	1	0	3	3	0	0	0	0	47.3	-	0	0	0	0	0	
0230	13	0	8	2	1	2	0	0	0230	0	0	0	0	1	0	3	1	5	3	0	0	0	0	45.9	53.4	0	0	0	0	0	
0245	6	0	3	1	0	2	0	0	0245	0	0	0	0	0	0	2	1	1	2	0	0	0	0	47.1	-	0	0	0	0	0	
0300	6	0	3	0	1	2	0	0	0300	0	0	0	0	0	0	2	1	2	1	0	0	0	0	45	-	0	0	0	0	0	
0315	8	0	4	2	1	0	1	0	0315	0	0	0	0	0	0	1	3	1	2	1	0	0	0	48.5	-	1	12.5	0	0	0	
0330	6	0	2	3	1	0	0	0	0330	0	0	0	0	0	0	1	0	4	1	0	0	0	0	47.6	-	0	0	0	0	0	
0345	6	0	5	0	0	1	0	0	0345	0	0	0	0	0	0	2	3	0	1	0	0	0	0	47.6	-	1	16.67	0	0	0	
0400	10	0	9	0	0	1	0	0	0400	0	0	0	0	0	0	2	1	1	5	1	0	0	0	48.3	-	1	10	0	0	0	
0415	8	0	4	1	1	2	0	0	0415	0	0	0	0	0	0	0	3	4	1	0	0	0	0	45.7	-	0	0	0	0	0	
0430	16	0	12	1	0	3	0	0	0430	0	0	0	0	0	0	1	6	5	2	2	0	0	0	48.2	58.4	2	12.5	1	6.25	0	0
0445	16	0	9	2	0	5	0	0	0445	0	0	0	0	0	0	1	7	3	5	0	0	0	0	46	52.9	0	0	0	0	0	
0500	13	0	10	0	0	3	0	0	0500	0	0	0	0	0	0	1	4	4	4	0	0	0	0	47.3	-	0	0	0	0	0	
0515	15	0	13	0	0	2	0	0	0515	0	0	0	0	0	2	2	0	4	6	1	0	0	0	47.7	56.6	1	6.667	0	0	0	
0530	30	0	26	2	1	1	0	0	0530	0	0	0	0	0	1	0	9	9	10	1	0	0	0	48.9	56.5	1	3.333	0	0	0	
0545	30	0	23	0	2	4	1	0	0545	0	0	0	0	0	4	7	6	6	4	0	0	0	0	44.2	54.7	1	3.333	0	0	0	
0600	35	0	26	7	1	1	0	0	0600	0	0	0	0	0	0	1	6	16	12	0	0	0	0	48.2	53.6	0	0	0	0	0	
0615	39	0	28	4	3	1	3	0	0615	0	0	0	0	0	1	0	15	8	15	0	0	0	0	47.8	53.5	0	0	0	0	0	
0630	55	0	46	7	0	2	0	0	0630	0	0	0	0	0	2	1	10	27	13	2	0	0	0	47.8	52.9	2	3.636	0	0	0	
0645	56	0	43	3	5	4	1	0	0645	0	0	0	0	0	0	8	21	19	8	0	0	0	0	44.9	49.8	0	0	0	0	0	
0700	79	0	71	3	4	1	0	0	0700	0	0	0	0	0	0	6	24	28	16	4	1	0	0	47.7	53.6	5	6.329	1	1.266	0	0
0715	60	0	54	4	0	2	0	0	0715	0	0	0	0	0	2	9	6	23	19	1	0	0	0	47.9	54.9	1	1.667	1	1.667	0	0
0730	76	0	64	6	4	2	0	0	0730	0	0	0	0	0	0	2	9	22	35	17	0	0	0	47	51.1	0	0	0	0	0	
0745	90	0	81	6	2	0	1	0	0745	0	0	0	0	0	3	17	25	27	18	0	0	0	0	45	51.4	0	0	0	0	0	
0800	89	0	77	6	4	2	0	0	0800	0	0	0	0	1	1	8	18	26	35	0	0	0	0	47.7	53.4	0	0	0	0	0	
0815	102	0	83	11	5	3	0	0	0815	0	0	0	0	0	0	4	14	26	34	24	1	0	0	46	53.3	1	0.98	0	0	0	
0830	116	0	108	6	1	1	0	0	0830	0	0	0	0	0	0	12	29	29	24	0	0	0	0	46.5	51.8	0	0	0	0	0	
0845	111	0	101	7	1	2	0	0	0845	0	0	0	0	0	3	16	39	34	17	1	1	0	0	45	51	2	1.802	1	0.901	0	0
0900	129	0	111	12	4	2	0	0	0900	0	0	0	0	0	2	31	43	44	9	0	0	0	0	43.5	47.5	0	0	0	0	0	
0915	118	0	105	10	3	0	0	0	0915	0	0	0	0	0	1	15	33	49	18	2	0	0	0	46	51.9	2	1.685	0	0	0	
0930	135	0	127	3	4	1	0	0	0930	0	0	0	5	4	2	16	45	46	17	0	0	0	0	43.7	49.5	0	0	0	0	0	
0945	165	0	158	5	1	1	0	0	0945	0	0	0	0	0	13	28	68	66	46	8	2	0	0	43.2	48.4	2	1.212	1	0.606	0	0
1000	173	0	161	6	2	4	0	0	1000	0	0	0	0	1	4	51	57	44	15	0	0	0	0	43	48.7	1	0.578	0	0	0	
1015	169	0	157	5	3	4	0	0	1015	0	0	0	0	0	5	52	58	35	8	1	0	0	0	42.8	47.6	0	0	0	0	0	
1030	173	0	167	4	0	2	0	0	1030	0	0	0	0	0	6	44	59	49	15	0	0	0	0	43.2	48.9	0	0	0	0	0	
1045	186	2	175	5	1	2	1	0	1045	0	0	0	0	0	22	67	62	31	4	0	0	0	0	40.5	45.5	0	0	0	0	0	
1100	190	0	184	6	0	0	0	0	1100	0	0	0	0	3	56	81	43	7	0	0	0	0	0	42.3	46.5	0	0	0	0	0	
1115	192	0	187	5	0	0	0	0	1115	0	0	0	0	0	5	44	87	50	5	1	0	0	0	42.6	46.6	1	0.521	0	0	0	0
1130	206	0	199	5	1	1	0	0	1130	0	0	0	2	11	24	67	73	24	5	0	0	0	0	39.6	44.9	0	0	0	0	0	
1145	183	1	173	4	2	2	1	0	1145	0	0	0	0	0	2	37	80	47	17	0	0	0	0	43.8	48.7	0	0	0	0	0	
1200	195	0	183	7	4	1	0	0	1200	0	0	0	0	0	2	39	88	36	10	0	0	0	0	43.4	47.6	0	0	0	0	0	
1215	213	1	191	14	2	5	0	0	1215	0	0	0	0	1	28	75	80	25	4	0	0	0	0	39.9	44.8	0	0	0	0	0	
1230	194	2	186	4	0	2	0	0	1230	0	0	1	0	0	10	72	76	29	6	0	0	0	0	41.1	46.1	0	0	0	0	0	
1245	205	0	199	5	0	1	0	0	1245	0	0	0	0	0	4	41	115	40	5	0	0	0	0	42.7	45.7	0	0	0	0	0	
1300	190	0	184	5	0	1	0	0	1300	0	0	0	0	0	11	57	80	32	10	0	0	0	0	41.8	46.9	0	0	0	0	0	
1315	223	1	215	6	0	1	0	0	1315	0	0	0	0	1	8	64	94	43	13	0	0	0	0	42.1	46.7	0	0	0	0	0	
1330	226	0	218	4	3	1	0	0	1330	0	0	0	0	1	8	45	105	64	3	0	0	0	0	42.5	46.6	0	0	0	0	0	
1345	173	0	157	4	0	1	0	0	1345	0	0	0	0	0	2	39	86	36	8	0	0	0	0	43	47.3	1	0.578	0	0	0	
1400	184	0	173	8	1	1	1	0	1400	0	0	0	0	0	3	51	88	33	9	0	0	0	0	42.4	46.9	0	0	0	0	0</	

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT
0000	26	0	25	1	0	0	0	0	0000	0	0	0	0	0	1	4	10	5	6	0	0	0	0	44.6	51	0	0	0	0	0	
0015	25	0	24	1	0	0	0	0	0015	0	0	0	0	0	1	3	6	5	10	0	0	0	0	47.4	56.1	0	0	0	0	0	
0030	12	0	12	0	0	0	0	0	0030	0	0	0	0	0	1	1	4	4	0	0	0	0	0	48	53.9	0	0	0	0	0	
0045	19	1	15	1	1	1	0	0	0045	0	0	0	0	0	3	4	2	5	5	0	0	0	0	44.5	50.6	0	0	0	0	0	
0100	11	0	11	0	0	0	0	0	0100	0	0	0	0	0	0	1	4	5	1	0	0	0	0	45.8	50.2	0	0	0	0	0	
0115	16	0	15	1	0	0	0	0	0115	0	0	0	0	0	1	0	4	5	0	0	0	0	0	45.8	53.9	0	0	0	0	0	
0130	11	0	9	2	0	0	0	0	0130	0	0	0	0	0	0	1	1	4	5	0	0	0	0	49.7	56.2	0	0	0	0	0	
0145	10	0	9	1	0	0	0	0	0145	0	0	0	0	1	0	2	1	3	1	2	0	0	0	46.1	-	2	20	0	0	0	
0200	8	0	7	1	0	0	0	0	0200	0	0	0	0	0	0	3	3	2	0	0	0	0	0	47	-	0	0	0	0	0	
0215	4	0	4	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	3	1	0	0	0	0	44.2	-	0	0	0	0	0	
0230	6	0	4	0	0	2	0	0	0230	0	0	0	0	0	0	0	0	3	2	1	0	0	0	51.8	-	1	16.67	0	0	0	
0245	1	0	1	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	1	0	0	0	0	55.7	-	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	2	2	0	0	0	48.8	-	0	0	0	0	0	
0315	10	0	8	1	0	1	0	0	0315	0	0	0	0	2	5	1	1	1	0	0	0	0	0	39.6	-	0	0	0	0	0	
0330	8	0	7	0	0	1	0	0	0330	0	0	0	0	1	0	3	1	3	0	0	0	0	0	47.3	-	0	0	0	0	0	
0345	8	0	4	1	0	3	0	0	0345	0	0	0	0	1	2	2	1	2	0	0	0	0	0	41.9	-	0	0	0	0	0	
0400	5	0	4	0	1	0	0	0	0400	0	0	0	0	0	0	2	2	0	1	0	0	0	0	42.3	-	0	0	0	0	0	
0415	3	0	3	0	0	0	0	0	0415	0	0	0	0	0	1	0	0	0	2	0	0	0	0	48.4	-	0	0	0	0	0	
0430	5	0	4	0	0	1	0	0	0430	0	0	0	0	0	0	1	1	3	0	0	0	0	0	50.6	-	0	0	0	0	0	
0445	9	0	7	0	0	2	0	0	0445	0	0	0	0	1	3	5	2	2	0	0	0	0	0	44.5	-	0	0	0	0	0	
0500	5	0	4	1	0	0	0	0	0500	0	0	0	0	0	0	2	2	1	0	0	0	0	0	45.5	-	0	0	0	0	0	
0515	14	0	8	2	0	3	1	0	0515	0	0	0	0	0	2	5	5	2	0	0	0	0	0	45.1	50.5	0	0	0	0	0	
0530	15	0	14	0	0	1	0	0	0530	0	0	0	0	2	1	6	4	2	0	0	0	0	0	43.8	50	0	0	0	0	0	
0545	16	1	14	1	0	0	1	0	0545	0	0	0	0	0	3	6	6	1	0	0	0	0	0	44.7	48.8	0	0	0	0	0	
0600	12	0	11	1	0	0	0	0	0600	0	0	0	0	0	1	0	4	5	2	0	0	0	0	45.8	54.2	0	0	0	0	0	
0615	24	0	22	0	2	0	0	0	0615	0	0	0	0	0	1	1	12	4	6	0	0	0	0	45.4	52.4	0	0	0	0	0	
0630	25	0	20	1	2	2	0	0	0630	0	0	0	0	0	5	7	7	3	0	0	0	0	0	42.5	50	0	0	0	0	0	
0645	30	1	26	2	0	1	0	0	0645	0	0	0	0	0	0	12	7	4	0	0	0	0	0	43.5	50	0	0	0	0	0	
0700	45	0	37	5	2	1	0	0	0700	0	0	0	0	0	2	7	20	15	1	0	0	0	0	48.5	53.4	1	2.222	0	0	0	
0715	26	0	24	1	0	1	0	0	0715	0	0	0	0	0	2	4	10	10	0	0	0	0	0	48.3	53.9	0	0	0	0	0	
0730	37	0	32	3	1	0	1	0	0730	0	0	0	0	0	5	8	14	9	1	0	0	0	0	47.2	54.3	0	0	0	0	0	
0745	38	0	34	2	1	1	0	0	0745	0	0	0	0	0	1	9	15	11	2	0	0	0	0	48.6	55	2	5.263	0	0	0	
0800	42	0	37	3	1	0	1	0	0800	0	0	0	0	0	6	17	10	8	1	0	0	0	0	45.7	52.3	1	2.381	0	0	0	
0815	42	0	39	1	0	0	0	0	0815	0	0	0	0	0	2	15	11	13	1	0	0	0	0	47.5	56	1	2.381	0	0	0	
0830	50	1	46	3	0	0	0	0	0830	0	0	0	0	0	1	7	13	13	0	0	0	0	0	46.3	53.2	0	2	0	0	0	
0845	50	0	46	4	0	0	0	0	0845	0	0	0	0	0	0	1	8	20	19	2	0	0	0	49	54.1	2	4	0	0	0	
0900	65	0	62	1	1	1	0	0	0900	0	0	0	0	0	4	23	24	13	1	0	0	0	0	46.3	51.3	1	1.538	0	0	0	
0915	80	0	75	4	1	0	0	0	0915	0	0	0	0	1	10	25	22	21	1	0	0	0	0	46.1	52	1	1.25	0	0	0	
0930	107	0	104	2	0	1	0	0	0930	0	0	7	1	0	2	25	32	36	4	0	0	0	0	41.5	47.8	0	0	0	0	0	
0945	89	0	80	5	2	2	0	0	0945	1	0	0	0	0	7	14	34	25	7	1	0	0	0	43	49.2	1	1.124	0	0	0	
1000	94	0	84	5	0	0	0	0	1000	0	0	0	0	0	1	21	28	28	21	0	0	0	0	45.2	51.3	0	0	0	0	0	
1015	110	0	105	4	0	1	0	0	1015	0	0	0	0	0	0	7	43	42	18	0	0	0	0	45.8	50.7	0	0	0	0	0	
1030	136	0	129	3	2	2	0	0	1030	0	0	0	0	0	0	14	25	43	34	17	3	0	0	43.8	49.9	3	2.206	0	0	0	
1045	112	0	106	5	1	0	0	0	1045	0	0	0	0	0	2	12	49	35	14	0	0	0	0	44.7	49.6	0	0	0	0	0	
1100	156	0	146	6	0	4	0	0	1100	0	0	0	0	0	11	6	41	72	27	9	1	0	0	42.2	47	0	0	0	0	0	
1115	184	0	172	8	2	1	1	0	1115	0	0	0	0	0	1	9	38	79	48	9	0	0	0	42.7	47.3	0	0	0	0	0	
1130	157	0	155	2	0	0	0	0	1130	0	0	0	0	0	6	38	62	37	10	3	1	0	0	43.6	48.3	4	2.548	1	0.637	0	
1145	197	0	189	4	1	3	0	0	1145	0	0	0	0	0	1	3	42	99	48	4	0	0	0	42.6	46.2	0	0	0	0	0	
1200	186	0	177	7	2	0	0	0	1200	0	0	0	0	0	11	56	77	34	8	0	0	0	0	41.8	46.2	0	0	0	0	0	
1215	199	0	195	2	1	1	0	0	1215	0	0	0	0	0	0	13	48	84	44	10	0	0	0	42.3	46.5	0	0	0	0	0	
1230	180	0	170	6	2	2	0	0	1230	0	1	0	0	0	1	4	55	76	32	11	0	0	0	41.9	46.6	0	0	0	0	0	
1245	197	0	197	0	0	0	0	0	1245	0	0	0	0	0	2	32	102	51	9	1	0	0	0	43.5	47.6	1	0.588	0	0	0	
1300	183	0	179	2	2	0	0	0	1300	0	0	0	0	0	4	38	73	50	18	0	0	0	0	43.6	48.4	0	0	0	0	0	
1315	180	0	176	4	0	0	0	0	1315	0	0	0	0	0	3	34	67	56	19	1	0	0	0	44.1	49.1	1	0.566	0	0	0	
1330	200	0	191	5	1	3	0	0	1330	0	0	0	0	0	2	24	73	58	35	8	0	0	0	40.6	46.5	0	0	0	0	0	
1345	195	0	190	4	0	1	0	0	1345	0	0	0	0	0	0	7	43	62	46	7	0	0	0	43.4	47.6	0	0	0	0	0	
1400	193	0	190	2	1	0	0	0	1400	0	0	0	0	0	0	10	38	89	42	14	0	0	0	42.6	48	0	0	0	0	0	
1415	221	0	217	4	0	0	0	0	1415	0	0	0	0	1	4	52	97	5													

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Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp	JPSL 60	JPSL 60	JSL1 68 ACPO	JSL1 68 ACPO	JSL2 75 DFT	JSL2 75 DFT	
0000	14	0	14	0	0	0	0	0	0000	0	0	0	0	0	0	1	1	4	7	1	0	0	0	51.2	56.6	1	7.143	0	0	0	0	
0015	10	0	7	0	0	3	0	0	0015	0	0	0	0	0	0	1	3	4	1	1	0	0	0	47.2	51.0	1	10	0	0	0	0	
0030	8	0	7	0	0	1	0	0	0030	0	0	0	0	0	0	1	1	3	1	2	0	0	0	55.6	37.5	2	37.5	2	25	0	0	
0045	12	0	7	0	2	3	0	0	0045	0	0	0	0	0	0	1	2	5	3	1	0	0	0	48.9	53.6	1	8.333	0	0	0	0	
0100	12	0	9	1	0	2	0	0	0100	0	0	0	0	0	0	1	2	4	5	0	0	0	0	47.9	51.9	0	0	0	0	0	0	
0115	12	0	7	0	2	3	0	0	0115	0	0	0	0	0	0	1	3	5	1	3	0	0	0	43.7	53.1	0	0	0	0	0	0	
0130	8	0	5	0	0	3	0	0	0130	0	0	0	0	0	0	0	1	5	1	1	0	0	0	50.2	51.1	1	12.5	0	0	0	0	
0145	7	0	7	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	3	2	1	0	0	0	58.7	2	28.57	1	14.29	1	14.29	0	0
0200	7	0	4	0	1	2	0	0	0200	0	0	0	0	0	0	2	2	2	1	1	0	0	0	48.8	1	14.29	0	0	0	0	0	
0215	5	0	2	1	1	1	0	0	0215	0	0	0	0	0	0	0	0	2	2	1	0	0	0	47.5	0	0	0	0	0	0	0	
0230	5	0	1	0	1	3	0	0	0230	0	0	0	0	0	0	2	1	1	1	0	0	0	0	43.2	0	0	0	0	0	0	0	
0245	2	0	1	0	1	0	0	0	0245	0	0	0	0	0	0	0	0	1	1	0	0	0	0	48.9	0	0	0	0	0	0	0	
0300	6	0	2	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	1	2	2	1	0	0	51.1	1	16.67	0	0	0	0	0	
0315	7	0	4	0	0	3	0	0	0315	0	0	0	0	0	0	1	0	1	4	1	0	0	0	50.6	1	14.29	0	0	0	0	0	
0330	9	0	4	0	2	3	0	0	0330	0	0	0	0	0	0	1	2	2	4	0	0	0	0	48.7	0	0	0	0	0	0	0	
0345	15	0	6	3	0	6	0	0	0345	0	0	0	0	0	0	0	4	4	7	0	0	0	0	48.2	55.1	0	0	0	0	0	0	
0400	17	0	12	0	0	4	1	0	0400	0	0	0	0	0	0	3	2	6	5	1	0	0	0	47.8	54.8	1	5.882	0	0	0	0	
0415	16	0	15	0	0	1	0	0	0415	0	0	0	0	0	0	0	2	2	10	2	0	0	0	53.1	61.7	2	12.5	0	0	0	0	
0430	15	0	10	0	1	4	0	0	0430	0	0	0	0	0	0	2	2	5	5	1	0	0	0	48.4	56.4	1	6.667	0	0	0	0	
0445	32	0	21	1	4	3	0	0	0445	0	0	0	0	0	0	1	2	8	7	12	2	0	0	48.3	56.6	2	6.25	0	0	0	0	
0500	39	0	31	3	1	4	0	0	0500	0	0	0	0	0	0	3	6	11	17	2	0	0	0	49.2	54.2	2	5.198	0	0	0	0	
0515	43	0	36	3	1	3	0	0	0515	0	0	0	0	0	0	3	15	6	18	1	0	0	0	48.3	55.1	1	2.326	0	0	0	0	
0530	87	0	72	6	3	6	1	0	0530	0	0	0	0	0	2	1	13	42	24	5	0	0	0	48.7	53.2	5	5.747	0	0	0	0	
0545	112	0	95	9	4	3	1	0	0545	0	0	0	0	0	2	12	22	35	40	1	0	0	0	47.4	52.6	40	1	0.893	0	0	0	
0600	137	0	121	11	2	2	0	0	0600	0	0	0	0	0	0	11	42	34	45	5	0	0	0	47.6	53.9	5	3.65	1	0.73	0	0	
0615	177	1	153	15	5	3	0	0	0615	0	0	0	0	0	8	33	56	56	22	2	0	0	0	44.3	49.7	2	1.13	0	0	0	0	
0630	232	0	192	27	8	5	0	0	0630	0	0	0	0	0	33	50	53	6	0	0	0	0	0	41.5	46.3	0	0	0	0	0	0	
0645	239	0	206	19	9	5	0	0	0645	0	0	0	0	0	2	49	80	89	29	10	0	0	0	39.8	45.5	0	0	0	0	0	0	
0700	272	0	246	14	8	3	1	0	0700	0	0	0	0	0	37	74	67	64	23	7	0	0	0	37.2	43.4	0	0	0	0	0	0	
0715	256	0	234	15	4	3	0	0	0715	0	0	0	0	0	3	28	91	113	18	3	0	0	0	39.8	43.5	0	0	0	0	0	0	
0730	272	1	250	15	3	1	2	0	0730	0	0	0	0	0	25	66	63	77	20	1	0	0	0	37.5	43.4	0	0	0	0	0	0	
0745	266	1	230	25	5	3	2	0	0745	0	0	0	0	0	14	87	116	32	10	7	0	0	0	36.9	42.3	0	0	0	0	0	0	
0800	240	1	207	17	6	8	1	0	0800	0	0	0	0	0	1	73	84	54	24	4	0	0	0	38.3	44.4	0	0	0	0	0	0	
0815	214	0	189	19	5	1	0	0	0815	0	0	0	0	0	0	19	85	86	42	2	0	0	0	40.7	45.7	0	0	0	0	0	0	
0830	194	1	177	11	4	0	0	0	0830	0	0	0	0	0	0	15	57	74	39	14	0	0	0	41.4	46.4	0	0	0	0	0	0	
0845	203	2	170	17	5	9	0	0	0845	0	0	3	12	2	14	57	91	23	1	0	0	0	0	39.5	44.6	0	0	0	0	0	0	
0900	179	0	156	15	3	5	0	0	0900	0	0	0	0	0	0	25	55	59	35	5	0	0	0	40.8	47	0	0	0	0	0	0	
0915	199	0	177	16	3	3	0	0	0915	0	0	0	0	0	15	57	74	39	14	0	0	0	0	42.1	47.3	0	0	0	0	0	0	
0930	180	0	154	14	7	5	0	0	0930	0	3	2	1	0	0	21	64	57	23	9	0	0	0	40	46.2	0	0	0	0	0	0	
0945	188	0	142	16	7	3	0	0	0945	0	0	0	1	3	7	47	65	36	9	0	0	0	0	42.1	46.8	0	0	0	0	0	0	
1000	196	0	167	18	5	5	0	0	1000	0	0	0	0	0	0	25	56	68	35	10	1	0	0	41.3	47.5	1	0.513	0	0	0	0	
1015	181	1	149	16	6	9	0	0	1015	0	0	0	0	0	0	11	69	64	32	2	0	0	0	41.3	45.7	2	1.105	2	1.105	2	1.105	
1030	170	0	153	9	5	1	2	0	1030	0	1	0	3	12	23	47	47	28	9	0	0	0	0	39.4	45.8	0	0	0	0	0	0	
1045	213	1	184	18	3	5	2	0	1045	0	0	0	2	23	27	83	64	11	3	0	0	0	0	37.7	42.7	0	0	0	0	0	0	
1100	237	2	198	19	9	7	2	0	1100	1	0	0	3	1	23	101	79	26	3	0	0	0	0	39.7	44.5	0	0	0	0	0	0	
1115	174	0	149	14	4	6	1	0	1115	0	0	0	0	0	1	16	51	65	29	11	1	0	0	41.5	46.7	1	0.575	0	0	0	0	
1130	217	0	179	18	9	9	2	0	1130	0	0	0	0	0	0	25	72	71	44	5	0	0	0	41	46	0	0	0	0	0	0	
1145	207	2	174	23	1	5	2	0	1145	0	0	0	0	0	1	15	96	77	16	2	0	0	0	40	43.7	0	0	0	0	0	0	
1200	226	1	191	17	12	4	2	0	1200	0	0	0	0	0	4	32	72	87	26	5	0	0	0	40.1	44.9	0	0	0	0	0	0	
1215	198	0	179	12	0	6	1	0	1215	0	0	0	0	15	12	43	72	36	8	0	0	0	0	39.7	47	0	0	0	0	0	0	
1230	196	1	175	12	4	2	2	0	1230	0	0	0	0	0	0	13	82	71	27	3	0	0	0	40.7	45	0	0	0	0	0	0	
1245	179	0	152	16	5	0	0	0	1245	0	0	0	0	0	1	4	9	62	42	7	0	0	0	41.5	47.6	0	0	0	0	0	0	
1300	207	1	184	14	5	3	0	0	1300	0	0	0	0	0	3	17	67	86	27	7	0	0	0	40.8	45.4	0	0	0	0	0	0	
1315	210	0	180	18	11	4	2	0	1315	0	0	0	0	0	0	3	74	82	42	14	0	0	0	42.3	47.3	0	0	0	0	0	0	
1330	186	0	165	9	2	7	3	0	1330	0	0	0	0	0	0	9	71	57	34	15	0	0	0	41.8	47.4	0	0	0	0	0	0	