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Great Abington Parish Council

Land Settlement Estate, Great Abington

Transport Statement

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Contents

Appendices

Appendix A Traffic Survey Results

Appendix B TRICS Outputs

Appendix C Granta Park Roundabout (Glenville Consultant TA)

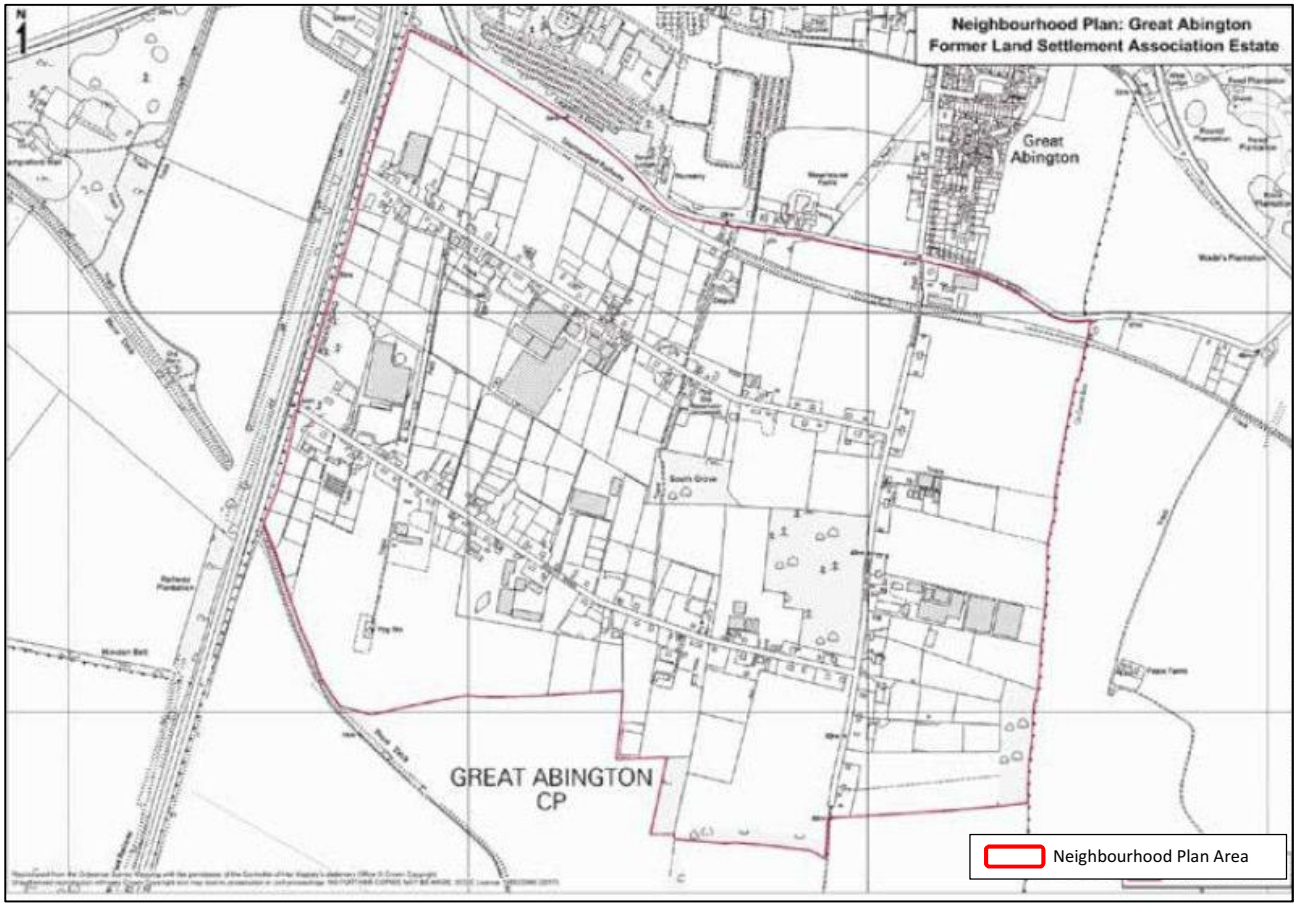
1 Introduction

1.1 Background

1.1.1 Phil Jones Associates (PJA) have been commissioned by Great Abington Parish Council to prepare a Transport Statement (TS) in support of the emerging Neighbourhood Plan for the Land Settlement Estate (LSE) located to the south of Great Abington, Cambridgeshire.

1.1.2 Great Abington Parish Council have gained support from South Cambridgeshire District Council (SCDC) to develop a Neighbourhood Plan that sets out a spatial planning policy for the former Land Settlement Association estate. The Neighbourhood Plan area comprises 62 existing dwellings and some commercial units of the LSE and is located south to the village of Great Abington within the SCDC area. The location of the Neighbourhood Plan area is shown on Figure 1-1 below.

Figure 1-1: Neighbourhood Plan Area[1]



[1] Source: Pre-Submission Neighbourhood Plan for the former Land Settlement Association's Estate at Great Abington 2017 to 2031 (June 2017)

1.1.3 The Neighbourhood Plan will provide a framework against which all future applications in this area can be assessed and planning decisions made. The essential aim of the Neighbourhood Plan is to retain the special character of the Land Settlement while allowing limited development.

1.1.4 Policy 2 of the emerging Neighbourhood Plan proposes that one additional dwelling for each of the 62 plots would be allowed with Policy 3 stipulating that developments which would result in a substantial increase in traffic on the Land Settlement estate would not be permitted.

1.2 Scoping Discussion

1.2.1 A consultation response received from Highways Officers at Cambridgeshire County Council (CCC) suggested that a TS is prepared to consider the transport implications of the worst-case scenario in terms of the number (and locations) of additional dwellings that could be built within the Neighbourhood Plan area. In addition, concern was expressed regarding Policy 3 and the ability to quantify what would constitute a substantial increase in traffic.

1.3 Scope of the Report

1.3.1 The impact of the forecast increase in vehicle movements on the internal estate roads will be assessed with regard to the limited width of the estate roads and availability of passing places. This assessment hereby considers vehicle trips associated with additional residential units that form part of Policy 1 of the Neighbourhood Plan. Any future transport impact on the estate roads associated with development not envisaged as part of the Neighbourhood Plan would need to be subject to a separate assessment.

1.3.2 To respond to CCC's concerns about the ability to quantify what would constitute a substantial increase in traffic, the severity of impact has been defined as the point at which the increase in journey time delay becomes unpredictable as the performance of nearby junctions changes to an extent that it does not match the expectations of the road users.

1.3.3 This assessment has been informed by a desk study as well as information obtained from a site visit on Monday 20th November 2017 and a meeting with Great Abington Parish Council on the day of visit.

1.4 Aim and Purpose

1.4.1 The Neighbourhood Plan has now reached pre-submission stage which is a formal consultation stage required by government regulations. The aim of this TS is to assess the likely transport impact associated with the worst-case scenario of 62 additional dwellings that could be built within the Neighbourhood Plan area.

1.4.2 This Transport Statement will be submitted by Great Abington Parish Council to CCC acting as Highways Authority, who will review the document and determine if, when and what transport improvements would be required should all the additional dwellings be built.

1.4.3 In addition, this report will be made available to Abington Estate Management Limited (AEML) which is a limited company that owns and maintains the private, un-adopted estate roads. The company collects financial contributions from all property owners within the estate to improve and maintain the private roads. As the company has a legal obligation to ensure the continued maintenance of the roads, this report will inform the company's future work.

1.5 Structure of the Report

1.5.1 The remainder of the report is structured as follows:

- **Chapter 2** – Existing Conditions;
- **Chapter 3** – Travel Demand;
- **Chapter 4 –** Traffic Impact Assessment; and
- **Chapter 5** – Summary and Conclusion.

2 Existing Conditions

2.1 Internal LSE Road Network

2.1.1 The LSE comprises of 62 plots of land that are bounded by a network of unadopted roads which are owned and maintained by Abington Estate Management Limited (AEML).

2.1.2 As shown on Figure 2-1, North Road and South Road run in a west-east alignment through the estate and provide access to the individual land plots within the Neighbourhood Plan area. The two roads adjoin Newmarket Road at their western extent and Chalky Road at their eastern extent via priority junctions (see Figure 2-3).

2.1.3 North Road and South Road are single lane unadopted roads. Cutting Road forms and additional access road to and from the LSE as it links North Road with Pampisford Road.

2.1.4 The road network within the LSE is subject to a speed limit of 20mph and speed humps are provided at irregular intervals.

Figure 2-1: LSE Road Network

Figure 2-2: LSE Internal Road Network

Passing Places on estate roads

LSE Internal Road Junction

2.1.5 The estate roads are approximately 3m in width and, hence, are restricted to one-way operation. As shown in Figure 2-2, passing bays are provided at irregular intervals to allow opposing vehicles to pass one-another. During the site visit it was confirmed that the few commercial land uses operating within the estate do generate HGV movements and larger delivery vans. However, the number of passing places as well as road widenings at junctions within the estate, allow for drivers to safely pass each other at these locations.

2.1.6 At the junction between North Road and Newmarket Road, recorded visibility splays along Newmarket Road are restricted to 60m to the north and south of the junction due to overhanging trees and overgrown hedges on either side of the junction. Newmarket Road is subject to the national speed limit and, hence, recommended visibility splays of 200m in each direction are required for vehicles exiting the estate as set out in Manual for Streets (MfS). There are '*SLOW*' road markings present on Newmarket Road approximately 150m north and south of the junction with North Road to warn drivers of the approaching junction.

2.1.7 Similar observations have been made during the site visit at the junction between South Road and Newmarket Road where overgrown hedges and tree covers restrict visibility to approximately 100m north along Newmarket Road. Again, '*SLOW*' road markings present on Newmarket Road approximately 75m north and south of the junction with South Road to warn drivers of the approaching junction.

2.2 Surrounding Road Network

2.2.1 Newmarket Road is a single two-way carriageway subject to the national speed limit. The road runs along the western boundary of the LSE, parallel to the A11 and adjoins the A11 approximately 800m south of the junction with South Road.

2.2.2 At its northern extent, Newmarket Road forms the southern arm of a five-arm roundabout, hereafter referred to as Granta Park Roundabout. Granta Park Roundabout provides access to the Granta Business Park as well as the wider highway network and the village of Great Abington. The western arm of the roundabout provides direct access to the north/southbound slip roads of the A505 and northbound slip road of the A11.

Figure 2-3: Access Junctions off Newmarket Road

Newmarket Rd/North Rd

Newmarket Rd/South Rd

2.2.3 To the north, the LSE is bounded by Pampisford Road which is a two-way single carriageway subject to a speed limit of 30mph. Routing eastbound from Granta Park Roundabout, Pampisford Road provides access to a range of residential as well as commercial units and forms the major arm of junctions with a number of local distributor roads. At its eastern extent, Pampisford Road adjoins the A1307 Cambridge Road via a priority junction.

2.2.4 As shown on Figure 2-4, the estate can be accessed from Pampisford Road via a priority junction with Cutting Road located approximately 450m west to the junction with High Street. A pedestrian crossing point with tactile pavement is present at this location. Based on a vehicle speed of 30mph on Pampisford Road, the required visibility splays of 43m can be achieved at this location as set out in Manual for Streets (MfS).

Figure 2-4: Access Junction off Pampisford Road

	
Pampisford Rd/Cutting Rd access into the LSE	**Pampisford Road**

2.3 Sustainability

2.3.1 As set out in Section 6.11 of the Pre-Submission Neighbourhood Plan, there is limited provision of community infrastructure within the Neighbourhood Plan area. Nonetheless, the LSE is situated south of Great Abington village centre, which provides access to a range of local amenities including a village store, post office, Great Abington Primary School as well as Great Abington Recreation Ground. A public house and open green space with sports facilities are also located within the village centre. The business park and employment centre 'Granta Park' is located at the junction between Pampisford Road and Newmarket Road and offers a wide range of employment opportunities.

2.4 Pedestrian & Cycle Infrastructure

Walking

2.4.1 There currently are no footways or pedestrian crossing points present along Newmarket Road with pedestrian access to the estate gained via Chalky Road, a narrow private path that forms a crossroads with Pampisford Road and High Street. A refuge crossing point is present at this location and allows pedestrians to safely cross the road and continue their journey on High Street to and from Great Abington village centre.

Figure 2-5: Pedestrian Access at Pampisford Rd / High St

Pedestrian Route

Pedestrian Crossing Point

2.4.2 Residents can also access the estate via Cutting Road, with an informal crossing point in the form of dropped kerbs provided at the junction with Pampisford Road. A footway stretches along the northern edge of Pampisford Road and is segregated from the road through a grass verge. The footway provides access to a public footpath that links to Great Abbington village centre.

2.4.3 At the southern extent of Chalky Road, a public footpath extends beyond the Neighbourhood Plan area and provides links to rural lanes and residential outskirts of surrounding villages.

Cycling

2.4.4 The residential character of South Road and North Road encourage cycling across the estate. Cycle access to the site can be gained via the three vehicular access points into the LSE. There is no designated cycle infrastructure present on Newmarket Road with high vehicle speeds discouraging journeys to be undertaken by bike along this section of road. It is expected that access by bike to and from the estate will be via Cutting Road as well as the shared cycle/footpath off Chalky Road that adjoins the junction with Pampisford Road and High Street. A refuge crossing point allows cyclists to safely cross Pampisford Road at this location and continue their journey towards Abington village centre.

2.4.5 There is a dedicated off-road cycle route along the A505 that can be accessed from Station Road, which forms the western arm of the Granta Park Roundabout. The cycle path provides direct access to Whittlesford Parkway station and adjoins a range of other on-road and off-road cycleways along its stretch. In the vicinity of Whittlesford Parkway station, cyclists can access Route 11 of the National Cycle Network. Once completed the route will connect Harlow in Essex with Wigginhall St Germans (south of King's Lynn) in Norfolk via Cambridge and Ely.

2.5 Public Transport

Bus Services

2.5.1 The nearest bus stop for services to and from the LSE is located at the junction between High Street / Pampisford Road. The stop for northbound services routing along High Street takes the form of a bus shelter with seating provided for waiting passengers. On the opposite side of the carriageway, adjacent existing residential driveways, a flag post indicates the bus stop for eastbound services routing along Pampisford Road. The stops are served by routes 13, 13A, 13B and 13C, which run between Haverhill and Cambridge. The details of the services are summarised in Table 2-1.

Table 2-1: Existing Bus Services in the vicinity of the LSE

Route	Destination	Peak Hour Frequency	Operating Hours	Days of Operation
13	Haverhill – Cambridge	One service per hour	06:46 – 22:04	Mo – Sun
	Cambridge – Kedington		07:25 – 23:49	
13A	Haverhill – Cambridge	One service per hour	06:16 – 17:09	Mo – Sun
	Cambridge – Haverhill		07:55 – 18:55	
13B	Haverhill – Cambridge	One service per day	07:36	Mo – Fr
13C	Haverhill – Cambridge	One service per day	08:08	Mo – Fr

2.5.2 Cambridgeshire County Council has indicated that the Cambridge-Haverhill corridor has the potential for improvement to enhance bus services. This includes a proposal for an off-road busway to Cambridge partly along the old Haverhill railway line, via Sawston as well as options to create or enhance new off-road cycle and pedestrian routes crossing the A11, connecting the village of Babraham with Great Abington as well as key employment sites at Babraham Research Campus and Granta Park. These proposals are part of a wider package of major public transport improvements across South Cambridgeshire, based on a corridor approach, as set out in the SCDC's adopted Transport Strategy for Cambridge and South Cambridgeshire (TSCSC).

Rail Services

2.5.3 Whittlesford Parkway is located approximately 5km to the south-west of the LSE and can be accessed by bike via the dedicated off-road cycle route along the A505. The station is operated by Greater Anglia and offers two peak hour services between Cambridge and London Liverpool Street. The station provides 48 sheltered bicycle parking spaces and has a car park with a total of 383 spaces.

2.5.4 In addition, Cambridge Station can be accessed via local bus service 13 with a journey time of approximately 40 minutes. Cambridge station is within 10km cycle distance from the LSE and provides 2,850 secure cycle parking spaces at the station. The station is operated by Greater Anglia

with regular peak hour services to strategic destinations such as Birmingham New Street, London Liverpool Street, London Kings Cross and Stansted Airport.

2.6 Road Safety

2.6.1 Accident data has been obtained from Cambridgeshire County Council for the most recent five-year period between and including 2012 – 2016. The results show that there have been two accidents recorded on the road network surrounding the LSE, both of which resulted in slight injuries. One accident occurred in December 2012 on Pampisford Road in the vicinity of the junction with Cutting Road and was caused by a collision between a goods vehicle and car. The other accident was recorded at the Granta Park Roundabout and occurred in March 2012 as a result of a collision between a motorcyclist and car.

2.6.2 Based on the most recent data available, no accidents were recorded at the junction between Pampisford Road / High Street from where pedestrian and cycle access to the site is taken. Thus, the low number of accidents and level of severity suggests that there are no highway safety issues on the surrounding road network that would be exacerbated by the potential development of additional 62 residential dwellings within the estate.

3 Travel Demand

3.1.1 This chapter provides an overview of the methodology used to calculate existing and forecast travel demand as well as likely distributions of trips to and from the estate.

3.2 Existing Traffic Patterns

3.2.1 To establish the existing traffic conditions on the surrounding road network, four 24-hr Automatic Traffic Count (ATC) surveys were undertaken on the following road sections for a week-long period between and including 11th January 2018 and 17th January 2018:

- Pampisford Road (West to the junction with High Street);
- North Road;
- South Road; and
- Newmarket Road (between the junctions with North Road and South Road).

3.2.2 The surveys were undertaken outside of school holidays to record neutral conditions. The surveys identified weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour flows as shown in in Table 3-1. The ATC also recorded vehicle speeds at the respective locations and an overview of the weekday 85th percentile speed for each road segment is provided in Table 3-1. The traffic survey outputs including are provided in full in **Appendix A**.

Table 3-1: Existing Traffic Flows

	North Road		South Road		Cutting Road		Newmarket Road		Pampisford Road	
	West	East	West	East	North	South	North	South	West	East
AM Peak Hour	11	16	15	19	14	16	19	108	289	50
PM Peak Hour	8	11	8	19	14	16	10	173	81	113
85th percentile speeds	13.4mph	14.8mph	13.3mph	13.9mph	13.5mph	16.6mph	60.5mph	65.3mph	29.0mph	29.7mph

3.2.3 Based on the information presented in Table 3-1, arrivals at and departures from the LSE were identified at the access points on North Road, South Road and Cutting Road. As such, the LSE currently generates an average of 91 two-way car trips during the weekday AM Peak Hour and 76 two-way car trips during the weekday PM Peak Hour.

3.2.4 As noted previously, there are a range of commercial units operating on site that are expected to generate a number of Heavy Goods Vehicles (HGVs) on a daily basis. Table 3-2 shows the average number of recorded weekday HGV movements during the respective AM and PM peak hour periods.

Table 3-2: Existing Trip Generation LSE – HGV Trips (AM and PM Peak Hour)

	AM Peak (08:00 – 09:00)		PM Peak (16:00 – 17:00)	
	Arrivals	Departures	Arrivals	Departures
Access to North Road	0	1	0	2
Access to South Road	0	3	0	1
Access to Cutting Road	0	1	1	0

3.2.5 The results in Table 3-2 show that a total of five HGV two-way trips were recorded in the AM Peak hour and four HGV two-way trips were recorded in the PM Peak hour. Information obtained from the traffic survey results attached in **Appendix A** show that a total of 24 HGVs trips arrive at the LSE on an average weekday via the three access points. Thus, the results in Table 3-2 suggest that the majority of HGV movements as well as deliveries to and from the commercial land uses occur outside of network peak hours.

3.3 Forecast Trip Generation

3.3.1 As a result of the commercial units operating on-site, it is expected that a large proportion of vehicles arriving at the estate in the AM Peak Hour are not linked to the existing 62 plots and residential dwellings within the NP area. A similar assumption has been made about the recorded number of vehicles departing from the estate in the PM Peak Hour. In the absence of information about the split between residential and commercial vehicle trips to and from the estate, the existing transport conditions at the LSE as displayed in Table 3-1 are therefore considered to be not representative of the forecast travel patterns associated with 62 additional residential dwellings.

3.3.2 Thus, to identify the likely vehicle trip generation associated with the proposed development of 62 additional dwellings across the Neighbourhood Plan area, the TRICS database has been interrogated to identify trip rates from comparable sites. The following criteria have been used to interrogate the TRICS database:

- 'Houses privately owned' category;
- All sites in England excluding Greater London;
- Dwelling range: 6 – 150 units;
- 'Edge of Town' & 'Suburban location;
- 'Weekday Surveys' only; and
- Population with 5 miles: <125,000.

3.3.3 The resultant trip rates and vehicle trips are identified in Table 3-3 below and the full TRICS outputs are included within **Appendix B** for reference**.**

Table 3-3: TRICS Vehicle Trip Rates and Vehicle Trips – 'Privately Owned Houses'

	TRICS Vehicle Trip Rates (per dwelling)			Vehicle Trips (62 Dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	0.145	0.380	0.525	9	24	33
PM Peak hour (17:00 -18:00)	0.365	0.168	0.533	23	10	33

3.3.4 The results in Table 3-3 show that the worst-case scenario in terms of the 62 additional dwellings that could be built within the Neighbourhood Plan area would result in 33 additional two-way trips in the AM Peak Hour and 33 additional two-way trips in the PM Peak Hour.

3.3.5 It is expected that there will be no increase in HGV movements to and from the LSE as a result of the development of the additional 62 dwellings.

Trip Distribution

3.3.6 Taking into consideration the opportunity to access the LSE at three separate location, the forecast traffic associated with the additional dwelling within the NP area has been distributed across all three access points. As mentioned in Section 3.3.1 of this report, the existing pattern of arrivals and departures includes residential as well as commercial trips currently generated by the estate. A review of the survey data suggests a relatively even split of vehicle movements across all three access points, with the majority of two-way trips forecast to route along South Road (38%) in the AM Peak Hour and along Cutting Road (39%) in the PM Peak Hour. To provide a robust assessment, the distribution of forecast vehicle trips has therefore been adjusted to reflect existing travel patterns and resultant vehicle movements on each access road is shown in Table 3-4.

Table 3-4: Forecast Distribution of Development Trips

	North Road		South Road		Cutting Road		Total
	West	East	West	East	North	South	
AM Peak Hour	7	3	9	3	8	3	**33**
PM Peak Hour	3	5	3	9	5	8	**33**

4 Traffic Impact Assessment

4.1.1 This chapter assesses the cumulative transport impact associated with the potential development of 62 additional dwellings within the Neighbourhood Plan area.

4.2 Committed Developments

4.2.1 The following presents a summary of likely traffic impact associated with committed development schemes in the vicinity of the LSE. Information regarding the likely number of vehicles movements generated by the relevant scheme as well as contributions to infrastructure improvements on the surrounding road network has been obtained from Transport Assessment reports submitted as part of the respective planning applications.

Granta Park

4.2.2 Located between the A11 and Great Abington, full planning permission has been granted in December 2015 for the development of new B1(b) Research and Development floorspace (21,243sq.m GFA) known as the Array Multiplex Building (S/1109/15/FL). In addition, an outline planning application has also been granted in December 2015 for the erection of research and development buildings with a combined floor area up to 34,220sq.m (S/1365/10). The two schemes will be served by the existing access at the western end of Granta Park. A Transport Assessment prepared by Glanville Consultants concluded that the schemes will generate:

- 1,791 two-way vehicle trips in the AM Peak Hour; and
- 2,120 two-way vehicle trips in the PM Peak Hour.

4.2.3 The TA concluded that nearby junctions, and especially Granta Park Roundabout will be *"constrained by the 'without development' traffic impact" and* that *"capacity constraints in the base year are matters for the Highway Authority to address."*

4.2.4 Moreover, it should be noted that in relation to a previous outline application S/2495/04/0, an associated S106 agreement committed Granta Park Ltd to improve pedestrian and cycle links between the main Great Abington village and the Land Settlement Estate. Granta Park Ltd has also provided a contribution towards the construction of a strategic cycle path linking Cambridge with Granta Park. In addition, a scheme of traffic calming along Pampisford Road has been implemented.

Land off Linton Road

4.2.5 The site is located to the east of Great Abington on the south side of Linton Road. Full planning application has been submitted in December 2016 for the erection of 45 homes comprising a mix of flats, bungalows and houses (S/3543/16/FL). A Transport Statement prepared by Transport Planning Associates (dated November 2016) forecasts a total of 44 two-way vehicle trips in the AM

Peak Hour and 26 two-way vehicle trips during the PM Peak Hour as a result of the development proposals. The report concludes that the cumulative transport impacts of the development are deemed not to be severe.

Strawberry Farm

4.2.6 In September 2017 outline planning application was granted for the re-development of parts of Strawberry Farm and the erection of eight residential dwellings (S/1433/16/OL). On land off Pampisford Road. A Transport Statement prepared by Glanville Consultants in May 2016 estimated a total of five two-way vehicles trips in the AM Peak Hour period and four two-way vehicle trips in the PM Peak Hour period. The report concluded that the forecast development traffic will not have a perceptible impact on the surrounding road network in terms of capacity and safety.

4.3 Development Traffic Impact

4.3.1 Policy 3 of the Pre-Submission Neighbourhood Plan states that *"any development proposals that would individually or cumulatively lead to substantial increases in traffic would not be appropriate in the Neighbourhood Plan area due to the limited capacity of the road network."*

4.3.2 The following sections summarise the methodology used to assess the transport impact associated with the potential development of 62 additional dwellings within the Neighbourhood Plan area.

Internal LSE Network

4.3.3 As set out in Section 1.3 of this report, the impact of the forecast increase in vehicle movements on the estate roads has been assessed with regard to the limited width of the estate roads and availability of passing places. During the site visit the location of 33 passing places along the estate roads has been recorded and subsequently mapped using ArcGIS software.

4.3.4 These passing places include 26 formal and seven informal passing places. Formal passing places are those that have been provided and maintained by AEML and consist of tarmacked road widenings at key locations. Informal passing places are natural road widenings resulting from overrun or removed grass verges as well as concrete road widenings that form part of access arrangements into driveways or commercial units.

4.3.5 The location of both the formal and informal passing places is shown in Figure 4-1.

Figure 4-1: Location of Passing Places – Land Settlement Estate

North Road

Passing Places

4.3.6 As shown in Figure 4-1, there are 12 formal and three informal passing places, along North Road, not including the widening of road junction at the eastern extent of the estate road which was observed to be occupied by on-street parking during the day of visit. North Road is approximately 1.5km long, which means that on average there is an opportunity for opposing traffic to pass each other every 100m. Based on the0 vehicle speed limit of 20mph within the LSE, it would take a vehicle 11 seconds to travel on a road section on North Road that is restricted to one-way operation.

4.3.7 Taking into consideration the existing westbound and eastbound traffic during the peak hours (Table 3-1) and distribution of forecast development traffic (Table 3-4), there will be 18 westbound trips opposed by 19 eastbound trips during the AM Peak Hour, which presents an increase in ten two-way trips compared to the existing situation. Assuming a worst case that vehicles travel through the narrow sections individually rather than in groups, this means there would be a vehicle

travelling westbound for 198 seconds of the AM Peak Hour and a vehicle travelling westbound for 209 seconds, leaving almost 53 minutes when no vehicles will travel along the narrow road sections, which equates to 88% of the entire AM Peak Hour period.

4.3.8 In the PM Peak Hour, it is predicted that 11 westbound trips will be opposed by 16 eastbound trips on North Road as a result of 62 additional dwellings within the LSE. This means there would be a vehicle travelling westbound for 121 seconds of the PM Peak Hour and a vehicle travelling westbound for 176 seconds, leaving almost 55 minutes when no vehicles will travel along the narrow road sections, which equates to 91% of the entire PM Peak Hour period.

4.3.9 The frequency and quality of passing places provided along North Road provide opportunities for vehicles to safely pass each other. This has been confirmed during observations during the site visit. It is important to note that the three informal passing places are within ownership of the respective landowner and, hence, are not within control of AEML. Any future changes to individual land plots within the LSE might therefore affect the availability of these passing places – removing or adding additional opportunities for drivers to pass each other.

4.3.10 The formal passing places on North Road have been observed to be in good condition with the occasional erosion recorded during the day of visit. It is acknowledged that AEML will continue to monitor the quality of existing formal passing places and maintain them accordingly to ensure safety for all road users.

Visibility Splays

4.3.11 As illustrated on the images in Figure 4-2 on the next page, the forward visibility along North Road is not restricted for the majority of its length, which allows drivers of all vehicles to identify opposing traffic in time. Vehicles turning out of private properties as well as HGVs manoeuvring the estate road benefit from good visibility along the estate roads and low vehicle speeds.

4.3.12 As mentioned in Chapter 2 of this report, visibility splays at the junction with Newmarket Road are restricted to 60m to the north and south of the junction due to overhanging trees and overgrown hedges on either side of the junction. Given that the existing situation has not resulted in any accidents at this location during the most recent five-year period, it is expected that forecast development traffic will not exacerbate the road safety issues at this location. However, to achieve the recommended visibility splays of 200m in each direction as set out in Manual for Streets (MfS), it is recommended that AEML investigated opportunities to cut back hedgerows and trees to allow all road users to safely enter and exit the estate via North Road.

Figure 4-2: Examples of Passing Place on North Road

Examples of Passing Places on North Road

South Road

Passing Places

4.3.13 South Road is also approximately 1.5km long and provides nine formal and two informal passing places along its stretch, not including the widening of road at the priority junctions at the western and eastern extent of the estate road. This means that on average there is an opportunity for opposing traffic to pass each other every 136m. Based on the vehicle speed limit of 20mph within the LSE, it would take a vehicle 15 seconds to travel on a road section that prevents safe passing manoeuvres. The addition of traffic associated with the proposed development of 62 dwellings to existing vehicle flows on South Road would result in 24 westbound trips opposed by 22 eastbound trips during the AM Peak Hour, which presents an increase in 12 two-way trips compared to the existing situation. This means there would be a vehicle travelling westbound for 360 seconds of the AM Peak Hour and a vehicle travelling westbound for 330 seconds, leaving almost 49 minutes when no vehicles will travel along the narrow road sections, which equates to 81% of the entire AM Peak Hour period.

4.3.14 In the PM Peak Hour, it is predicted that 11 westbound trips will be opposed by 28 eastbound trips on North Road as a result of 61 additional dwellings within the LSE. This means there would be a vehicle travelling westbound for 165 seconds of the PM Peak Hour and a vehicle travelling westbound for 420 seconds, leaving approximately 50 minutes when no vehicles will travel along the narrow road sections, which equates to 84% of the entire PM Peak Hour period.

4.3.15 The frequency and quality of passing places provided along North Road provide opportunities for vehicles to safely pass each other. This has been confirmed during observations during the site visit. Again, the recorded informal passing places are within ownership of the respective landowner and, hence, are not within control of AEML. Any future changes to individual land plots might therefore affect the availability of these passing places – removing or adding additional opportunities for drivers to pass each other.

4.3.16 The formal passing places on South Road have been observed to be in good condition with the occasional erosion recorded during the day of visit. It is acknowledged that AEML will continue to monitor the quality of existing passing places and maintain them accordingly to ensure safety for all road users.

Visibility Splays

4.3.17 As with North Road, the frequency and quality of passing places provided along South Road provide opportunities for vehicles to safely pass each other. This has been confirmed during the site visit. As illustrated on the images in Figure 4-3, the forward visibility along North Road is not restricted, which allows drivers of all vehicles to identify opposing traffic in time.

Figure 4-3: Examples of Passing Places on South Road

Examples of Passing Places on South Road

4.3.18 As mentioned in Chapter 2 of this report, visibility splays at the junction with Newmarket Road are restricted to 100m to the north of the junction due to overhanging trees and overgrown hedges. A review of the accident data on the surrounding road network demonstrates that there have been no accidents at this location and, hence, there is no reason to suggest that traffic associated with additional dwellings within the NP area would exacerbate an existing situation. However, to achieve

the recommended visibility splays of 200m as set out in Manual for Streets (MfS it is again recommended that AEML investigates opportunities to cut back hedgerows and trees along Newmarket Road to allow all road users to safely enter and exit the estate via North Road.

Cutting Road

Passing Places

4.3.19 Cutting Road is approximately 400m long and provides two formal passing places along its stretch. One of the passing points is used by the commercial 'Anagram' unit as a site entrance in the vicinity of the junction with Pampisford Road and allows HVGs to turn safely in and out of the site.

Visibility Splays

4.3.20 As shown in Figure 4-4, the straight layout of the road ensures forward visibility along the entire length of Cutting Road and, hence, drivers will be able to identify oncoming traffic when turning into Cutting Road and make use of passing places available to them. At the junction with Pampisford Road, required visibility splays of 43m in both directions can be achieved.

Figure 4-4: Passing Place on Cutting Road

Chalky Road

4.3.21 As shown on Figure 4-1 there are four formal and one informal passing places on Chalky Road between the junctions with North Road and South Road, providing an opportunity for drivers to pass each other at an interval of approximately 120m. Based on the current location of seven plots fronting onto that particular road section, it is concluded that the forecast increase in traffic associated with seven additional dwellings on that road section can be safely accommodated by the existing layout.

Conclusion - Internal LSE Network

4.3.22 Given the numerous opportunities along all estate roads for drivers to safely pass each other, the potential for conflicting vehicle movements to occur along the single tracks is limited. The availability of passing places at key locations therefore does not result in a need to provide additional passing places or for any related road developments on the LSE.

4.3.23 It is important to note that AEML have no control over the informal passing places. In the case that one of these is lost as a result of alterations carried out by the property owner, it could trigger a need for AEML to invest in additional formal passing bays. This is in accordance with Section 6.23 of the Pre-Submission Neighbourhood Plan, which states that: *"Whilst it may be possible to increase the number of passing places it will not be possible and it is not considered appropriate to increase the road capacity through road widening."*

4.3.24 Nonetheless, the analysis has shown that there remain sufficient formal opportunities to safely pass each other. Given that the number of forecast residential vehicle trips is not expected to exceed the assessed worst-case scenario, the likely number of conflicts between opposing vehicle during peak hour periods remains limited. It is however noted that changes of circumstances, property use, level of vehicle use, or development not envisaged as part of the Neighbourhood Plan could result in a need for investment in minor road improvements on the LSE roads (such as formal passing bays as mentioned in paragraph 4.3.23). This need would however have to be identified in a separate assessment based on circumstances at the time.

4.3.25 It is acknowledged that this report will inform future work of AEML, which is expected to monitor the quality of existing passing places and maintain them accordingly to ensure safety for all road users.

Construction Traffic Impact

4.3.26 It is expected that a number of daily construction vehicle movements will be generated as a result of future development of 62 individual to be delivered within the NP area. To assess the capability

of existing estate roads to accommodate these movements, the following assumptions have been made:

- There currently are a number of HGV movements routing to and from the estate as a result of existing commercial units operating within the LSE. This confirms that the existing roads are capable of accommodating HGV movements of 3-axle trucks as well as 4-axle rigid trucks that are up to 14.5m long and can weigh up to 30 tonnes;
- During the site visit, no sign of pavement deformation such as rutting as a result of HGV movements was observed;
- As the number and location of dwellings to be constructed at any given time are not known at this stage, the total number of daily construction vehicle trips impacting on the estate roads will need to be assessed separately.

4.3.27 It is evident that each of the additional 62 dwellings could be delivered at different times and, hence, the impact of construction traffic on the existing estate roads would need to be assessed on a case-to-case basis. In the absence of detailed information about the substructure of the existing estate roads, it is therefore recommended that a pavement core test shall be undertaken prior to construction works undertaken within the NP area and results to be assessed in relation to predicted volume and size of construction vehicles.

Wider Road Network

4.3.28 As set out in Table 3-2 of this report, the forecast trip generation associated with the delivery of up to 62 additional dwellings will result in 33 additional two-way trips during the AM Peak Hour and 33 additional two-way trips during the PM Peak Hour. This forecast increase in traffic presents a 35% increase in vehicle trips during the AM Peak Hour and 42% increase during the PM Peak Hour respectively compared to the exiting traffic generation at the estate. Taking into consideration the three separate access points to the LSE and the strategic location of the LSE, it is expected that vehicle trips will dissipate quickly across the surrounding road network. That is, the largest increase in traffic at any point of the network is forecast to be 22 vehicle movements at the two access junctions with Newmarket Road during AM peak hours, which equates to approximately one additional vehicle every three minutes. Taking account of the low volume of existing two-way traffic flows on Newmarket Road (Table 3-1), this presents only a 17% increase compared to the existing situation and is therefore considered to be unperceivable.

Severity of Impact

4.3.29 To further address concerns expressed by CCC regarding Policy 3 of the Neighbourhood Plan and the ability to quantify what would constitute a substantial increase in traffic, the impact of forecast development traffic on nearby junctions has been assessed with regard to Paragraph 32 of the

National Planning Policy Framework (NPPF) which states that *"development should only be prevented or refused on transport grounds where the residual impacts of the development are severe."*

4.3.30 Traffic congestion is an inherently difficult concept to define as it has both physical and relative dimensions. For the purpose of this assessment, severity of impact has been defined as the point at which the increase in journey time delay becomes unpredictable as set out in the *'Department for Transport's 'Introduction to Road Congestions Statistic*s' (dated May 2016).

4.3.31 Section 2.1 of the DfT report states that "*regardless of whether it is defined physically or relatively, the effects of increased congestion are typically characterised by longer, and less predictable journey times." However, a longer journey as a result of an increase in congestion does not by default mean that one's journey time becomes less predictable. This is confirmed in section 1.3 of DfT's report, which states that "congestion can mean very different things to different people."*

Granta Park Roundabout

4.3.32 It is expected that a proportion of the 33 vehicle trips generated during the peak hours will route across Granta Park Roundabout, which already experiences congestion during the network peak hours. A Transport Assessment prepared by Glanville Consultants (dated April 2015) concluded that Granta Park Roundabout is constrained by the existing background traffic during the PM Peak Hour and that these capacity constraints are matters for the Highway Authority to address. The congestion hereby concerned queuing traffic on the Granta Park approach and hence, it is expected that these queues are to be contained within the Granta Park site and does not impact on the highway.

4.3.33 Information regarding the 2017 baseline flows at Granta Park Roundabout has been obtained from the Transport Assessment by Glanville Consultants (dated April 2015). The flow diagrams are attached in **Appendix C** for reference. Assuming a worst-case scenario in which all forecast development trips route via Granta Park Roundabout during the peak hour periods, this would result in an increase in traffic of less than 2% in the AM and PM Peak Hour respectively as a result of the proposed additional dwellings within the NP area. This is considered not to be a significant impact on the existing junction in accordance with TD41/95 of the Design Manual for Road and Bridges (DMRB), which states that: *"Generally, a material increase is considered to be if the turning traffic flows, as a result of the new development, would increase by 5% or more, although there may be cases when it is important to consider smaller increases."*

4.3.34 The severity of impact defined as the point at which the increase in journey time delay becomes unpredictable has been assessed within the context of an already congested road network. Thus, in line with the DfT guidance on road congestion as well as guidance set out in DMRB, the impact of development traffic associated with the development of 62 residential dwellings is not

considered to be severe as the proposals will not result in a significant increase in traffic and the performance of the surrounding junctions will not change to an extent that it does not match the expectations of the users of the road network.

5 Summary and Conclusion

5.1.1 Phil Jones Associates (PJA) has been commissioned by Great Abington Parish Council to prepare a Transport Statement (TS) in support of the emerging Neighbourhood Plan for the Land Settlement Estate (LSE) located to the south of Great Abington, Cambridgeshire.

5.1.2 Policy 2 of the emerging Neighbourhood Plan proposes that one additional dwelling for each of the 62 plots would be allowed with Policy 3 stipulating that developments that would result in a substantial increase in traffic on the Land Settlement estate would not be permitted. The aim of this TS is to assess the likely transport impact associated with the worst-case scenario of 62 additional dwellings that could be built within the Neighbourhood Plan area.

5.1.3 The LSE is located within walking and cycling distance of Great Abington village, which provides access to a range of local amenities. Pedestrian and cycle crossing points at the junction between Pampisford Road / High Street allow for safe access to Great Abington village centre. Local bus services are available within walking distance of the estate and connect residents with strategic destinations such as Cambridge, Haverhill and Whittlesford Parkway station.

5.1.4 Current travel patterns to and from the estate have been identified. A travel demand review based on an interrogation of the TRICS database indicate that the proposed development of 62 additional dwellings would generate up to 33 two-way vehicle trips during AM peak hours and 33 two-way vehicle trips during PM peak hours. This equates to approximately one additional vehicle movement every two minutes over the peak hours.

5.1.5 Given the numerous opportunities along all estate roads for drivers to safely pass each other, this TS demonstrates the potential for conflicting vehicle movements to occur along the estate roads is limited. In addition, the low volume of traffic generated by the development, and its distribution across several routes will not have a significant impact on the operation of the surrounding highway network.

5.1.6 The likely impact of construction vehicles on the estate roads has been considered. It is recommended that a pavement core test is undertaken prior to construction works within the NP area and results about substructure of the roads are assessed against predicted volume and size of construction vehicles operating at the estate.

5.1.7 Based on the information provided in this TS, it is concluded that the likely transport impact associated with the worst-case scenario of 62 additional dwellings that could be built within the NP area is acceptable. Any transport impact associated with development not envisaged as part of the NP would need to be subject to a separate assessment.

Appendix A Traffic Survey Results

Client: Phil Jones Associates

Project Number: TSP13612

Project Name: Great Abington NP, Cambridgeshire

Survey Type: ATC Site 1

Location: North Road

Survey Date: 11/01/2018 to 17/01/2018

Survey Time: 24 hours x 7 days

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-01
Description - NORTH ROAD [20M]
Direction - East

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 20	jPSL% 20	jSL1 24 ACPO	jSL1% 24 ACPO	jSL2 35 DFT	jSL2% 35 DFT	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0		0500	0	0	3	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0		0600	0	0	0	1	0	0	0	0	0	0	0	0	0	15	-	0	0	0	0	0	0	
0700	8	0	8	0	0	0	0	0	0	0	0		0700	0	1	6	1	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
0800	14	0	13	0	0	0	0	0	0	0	0		0800	0	2	10	2	0	0	0	0	0	0	0	0	0	12.6	14.9	0	0	0	0	0	0	
0900	8	0	8	0	0	0	0	0	0	0	0		0900	0	2	6	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1000	5	0	5	0	1	0	0	0	0	0	0		1000	0	1	4	1	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1100	6	0	6	0	0	0	0	0	0	0	0		1100	0	2	4	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1200	9	0	9	0	0	0	0	0	0	0	0		1200	0	2	7	1	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
1300	9	0	7	0	1	0	0	0	0	0	0		1300	0	2	6	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
1400	7	0	7	0	0	0	0	0	0	0	0		1400	0	1	5	1	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1500	11	0	10	0	1	0	0	0	0	0	0		1500	0	1	8	2	0	0	0	0	0	0	0	0	0	12.6	15.1	0	0	0	0	0	0	
1600	8	0	8	0	0	0	0	0	0	0	0		1600	0	0	7	1	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1700	9	0	9	0	0	0	0	0	0	0	0		1700	0	0	6	2	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
1800	6	0	6	0	0	0	0	0	0	0	0		1800	0	0	4	2	0	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0	
1900	5	0	4	0	0	0	0	0	0	0	0		1900	0	1	4	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
2000	2	0	2	0	0	0	0	0	0	0	0		2000	0	1	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0		2100	0	0	1	0	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
2300	1	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
07-19	**100**	**1**	**94**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**		**07-19**	**0**	**13**	**74**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	
06-22	**109**	**1**	**102**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**		**06-22**	**0**	**14**	**80**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.9**	**0**	**0**	**0**	**0**	**0**	**0**	
06-00	**111**	**1**	**104**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**		**06-00**	**0**	**14**	**81**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.9**	**0**	**0**	**0**	**0**	**0**	**0**	
00-00	**115**	**1**	**108**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**		**00-00**	**0**	**15**	**85**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 20	jPSL% 20	jSL1 24 ACPO	jSL1% 24 ACPO	jSL2 35 DFT	jSL2% 35 DFT	Fix1
Mon	121	1	112	0	6	1	1	0	0	0	0		Mon	1	13	98	9	0	0	0	0	0	0	0	0	0	12.3	14.2	0	0	0	0	0	0	
Tue	123	1	115	0	6	1	0	0	0	0	0		Tue	0	19	87	17	0	0	0	0	0	0	0	0	0	12.4	14.8	0	0	0	0	0	0	
Wed	164	1	155	0	8	0	0	0	0	0	0		Wed	1	9	123	31	0	0	0	0	0	0	0	0	0	13.1	15.3	0	0	0	0	0	0	
Thu	108	0	103	0	3	1	1	0	0	0	0		Thu	1	31	58	18	0	0	0	0	0	0	0	0	0	11.6	15.2	0	0	0	0	0	0	
Fri	139	2	132	0	5	0	0	0	0	0	0		Fri	0	20	108	11	0	0	0	0	0	0	0	0	0	12.3	14.1	0	0	0	0	0	0	
Sat	82	1	76	0	5	0	0	0	0	0	0		Sat	0	7	61	14	0	0	0	0	0	0	0	0	0	12.7	15.2	0	0	0	0	0	0	
Sun	66	1	62	0	3	0	0	0	0	0	0		Sun	0	3	57	6	0	0	0	0	0	0	0	0	0	13	14.6	0	0	0	0	0	0	
--	**803**	**7**	**755**	**0**	**36**	**3**	**2**	**0**	**0**	**0**	**0**		--	**3**	**102**	**592**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 20	jPSL% 20	jSL1 24 ACPO	jSL1% 24 ACPO	jSL2 35 DFT	jSL2% 35 DFT	Fix1
--	**803**	**7**	**755**	**0**	**36**	**3**	**2**	**0**	**0**	**0**	**0**		--	**3**	**102**	**592**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 20	jPSL% 20	jSL1 20	jSL1% 20	jSL2 20	jSL2% 20	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	7.3	-	0	0	0	0	0	0	
0400	1	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0		0500	0	0	3	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0		0600	0	0	0	1	0	0	0	0	0	0	0	0	0	15.2	-	0	0	0	0	0	0	
0700	10	0	9	0	0	0	0	0	0	0	0		0700	0	2	7	1	0	0	0	0	0	0	0	0	0	12	-	0	0	0	0	0	0	
0800	17	0	16	0	0	0	0	0	0	0	0		0800	0	2	12	2	0	0	0	0	0	0	0	0	0	12.5	14.8	0	0	0	0	0	0	
0900	9	0	8	0	1	0	0	0	0	0	0		0900	0	2	7	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
1000	5	0	4	0	1	0	0	0	0	0	0		1000	0	1	3	1	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
1100	7	0	7	0	0	0	0	0	0	0	0		1100	0	2	5	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1200	11	0	11	0	0	0	0	0	0	0	0		1200	0	2	8	1	0	0	0	0	0	0	0	0	0	11.8	14.2	0	0	0	0	0	0	
1300	9	0	8	0	1	0	0	0	0	0	0		1300	0	2	7	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
1400	8	1	7	0	0	0	0	0	0	0	0		1400	0	2	5	1	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1500	13	0	11	0	1	0	0	0	0	0	0		1500	0	1	9	2	0	0	0	0	0	0	0	0	0	12.8	15.3	0	0	0	0	0	0	
1600	10	0	9	0	0	0	0	0	0	0	0		1600	0	0	8	1	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1700	11	0	11	0	0	0	0	0	0	0	0		1700	0	0	8	3	0	0	0	0	0	0	0	0	0	13.1	15.3	0	0	0	0	0	0	
1800	7	0	7	0	0	0	0	0	0	0	0		1800	0	0	4	3	0	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0	
1900	5	0	4	0	0	0	0	0	0	0	0		1900	0	1	4	0	0	0	0	0	0	0	0	0	0	12	-	0	0	0	0	0	0	
2000	2	0	2	0	0	0	0	0	0	0	0		2000	0	1	2	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0		2100	0	0	1	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
2200	2	0	2	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	0	0	0	
07-19	**115**	**1**	**109**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**		**07-19**	**0**	**17**	**83**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.4**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	
06-22	**124**	**1**	**117**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**		**06-22**	**0**	**18**	**90**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.4**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	
06-00	**126**	**1**	**119**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**		**06-00**	**0**	**18**	**91**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	
00-00	**130**	**1**	**123**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**		**00-00**	**0**	**18**	**95**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**14.8**	**0**	**0**	**0**	**0**	**0**	**0**	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-01
Description - NORTH ROAD [20M]
Direction - West

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24 ACPO	JSL1% 24 ACPO	JSL2 35 DFT	JSL2% 35 DFT	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	1	1	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
0600	2	0	2	0	0	0	0	0	0	0	0		0600	0	0	2	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
0700	5	0	5	0	0	1	0	0	0	0	0		0700	0	0	5	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
0800	10	0	9	0	0	1	0	0	0	0	0		0800	0	1	10	0	0	0	0	0	0	0	0	0	0	12	13.5	0	0	0	0	0	0	
0900	7	0	6	0	0	1	0	0	0	0	0		0900	0	1	5	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
1000	7	0	7	0	0	0	0	0	0	0	0		1000	0	2	5	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0	0	0	0	0	
1100	6	0	6	0	0	0	0	0	0	0	0		1100	0	1	5	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0	0	0	0	0	
1200	8	0	7	0	0	1	0	0	0	0	0		1200	0	2	6	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0	0	0	0	0	
1300	8	0	7	0	0	1	0	0	0	0	0		1300	0	3	5	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0	0	0	0	0	
1400	6	0	5	0	0	1	0	0	0	0	0		1400	0	2	3	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0	0	0	0	0	
1500	7	0	6	0	0	1	0	0	0	0	0		1500	0	2	5	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
1600	13	0	11	0	0	1	0	0	0	0	0		1600	0	4	9	0	0	0	0	0	0	0	0	0	0	10.8	12.8	0	0	0	0	0	0	
1700	9	0	7	0	0	1	0	0	0	0	0		1700	0	1	8	1	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1800	5	0	4	0	0	1	0	0	0	0	0		1800	0	0	4	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1900	3	0	3	0	0	0	0	0	0	0	0		1900	0	0	3	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
2000	2	0	2	0	0	0	0	0	0	0	0		2000	0	1	2	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0	0	0	0	0	
07-19	**91**	**2**	**78**	**0**	**1**	**9**	**1**	**0**	**0**	**0**	**0**		**07-19**	**0**	**19**	**69**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.3**	**0**	**0**	**0**	**0**	**0**	**0**	
06-22	**98**	**2**	**85**	**0**	**1**	**9**	**1**	**0**	**0**	**0**	**0**		**06-22**	**0**	**20**	**75**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**	
06-00	**99**	**2**	**86**	**0**	**1**	**9**	**1**	**0**	**0**	**0**	**0**		**06-00**	**0**	**20**	**76**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**	
00-00	**101**	**2**	**88**	**0**	**1**	**9**	**1**	**0**	**0**	**0**	**0**		**00-00**	**0**	**21**	**78**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24 ACPO	JSL1% 24 ACPO	JSL2 35 DFT	JSL2% 35 DFT	Fix1
Mon	101	2	85	0	2	12	0	0	0	0	0		Mon	2	16	83	0	0	0	0	0	0	0	0	0	0	11.6	13.5	0	0	0	0	0	0	
Tue	101	2	80	0	0	17	2	0	0	0	0		Tue	0	17	79	5	0	0	0	0	0	0	0	0	0	12.1	14.2	0	0	0	0	0	0	
Wed	122	3	99	0	1	18	1	0	0	0	0		Wed	0	14	105	3	0	0	0	0	0	0	0	0	0	11.7	13.5	0	0	0	0	0	0	
Thu	112	2	102	0	3	5	0	0	0	0	0		Thu	0	32	79	1	0	0	0	0	0	0	0	0	0	10.5	12.4	0	0	0	0	0	0	
Fri	122	2	111	0	1	7	0	0	1	0	0		Fri	1	27	94	0	0	0	0	0	0	0	0	0	0	10.9	12.4	0	0	0	0	0	0	
|Sat	83	2	74	0	2	4	1	0	0	0	0		|Sat	0	21	61	1	0	0	0	0	0	0	0	0	0	11.2	13	0	0	0	0	0	0	
|Sun	69	1	64	0	1	3	0	0	0	0	0		|Sun	0	19	44	6	0	0	0	0	0	0	0	0	0	11.9	13.6	0	0	0	0	0	0	
--	**710**	**14**	**615**	**0**	**10**	**66**	**4**	**0**	**1**	**0**	**0**		**--**	**3**	**146**	**545**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 24 ACPO	JSL1% 24 ACPO	JSL2 35 DFT	JSL2% 35 DFT	Fix1
--	**710**	**14**	**615**	**0**	**10**	**66**	**4**	**0**	**1**	**0**	**0**		**--**	**3**	**146**	**545**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.4**	**0**	**0**	**0**	**0**	**0**	**0**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL1 20	JSL1% 20	JSL2 20	JSL2% 20	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	1	2	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
0600	2	0	2	0	0	0	0	0	0	0	0		0600	0	0	2	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
0700	7	0	6	0	0	1	0	0	0	0	0		0700	0	1	6	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
0800	12	0	11	0	0	1	0	0	0	0	0		0800	0	1	12	0	0	0	0	0	0	0	0	0	0	12	13.5	0	0	0	0	0	0	
0900	8	0	7	0	0	1	0	0	0	0	0		0900	0	1	7	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1000	8	0	7	0	0	0	0	0	0	0	0		1000	0	1	6	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
1100	5	0	5	0	0	0	0	0	0	0	0		1100	0	1	4	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0	
1200	9	0	8	0	0	1	0	0	0	0	0		1200	0	2	7	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0	0	0	0	0	
1300	8	0	6	0	0	2	0	0	0	0	0		1300	0	3	5	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0	0	0	0	0	
1400	6	0	5	0	0	1	0	0	0	0	0		1400	0	2	4	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0	0	0	0	0	
1500	7	0	6	0	0	0	0	0	0	0	0		1500	0	2	5	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
1600	14	0	12	0	0	2	0	0	0	0	0		1600	0	4	10	0	0	0	0	0	0	0	0	0	0	10.6	12.4	0	0	0	0	0	0	
1700	10	0	8	0	0	1	0	0	0	0	0		1700	0	1	9	0	0	0	0	0	0	0	0	0	0	11.8	13	0	0	0	0	0	0	
1800	5	0	4	0	0	1	0	0	0	0	0		1800	0	0	4	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1900	3	0	3	0	0	0	0	0	0	0	0		1900	0	0	3	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
2000	3	0	2	0	0	1	0	0	0	0	0		2000	0	1	2	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
07-19	**99**	**2**	**85**	**0**	**1**	**10**	**1**	**0**	**0**	**0**	**0**		**07-19**	**0**	**19**	**78**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.3**	**13.2**	**0**	**0**	**0**	**0**	**0**	**0**	
06-22	**107**	**2**	**92**	**0**	**1**	**11**	**1**	**0**	**0**	**0**	**0**		**06-22**	**0**	**20**	**85**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.2**	**0**	**0**	**0**	**0**	**0**	**0**	
06-00	**109**	**2**	**93**	**0**	**1**	**11**	**1**	**0**	**0**	**0**	**0**		**06-00**	**0**	**20**	**86**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.2**	**0**	**0**	**0**	**0**	**0**	**0**	
00-00	**111**	**2**	**95**	**0**	**1**	**12**	**1**	**0**	**0**	**0**	**0**		**00-00**	**0**	**21**	**88**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.4**	**13.2**	**0**	**0**	**0**	**0**	**0**	**0**	

Client: Phil Jones Associates

Project Number: TSP13612

Project Name: Great Abington NP, Cambridgeshire

Survey Type: ATC Site 2

Location: Newmarket Road

Survey Date: 11/01/2018 to 17/01/2018

Survey Time: 24 hours x 7 days

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-02
Description - NEW MARKET ROAD [60M]
Direction - North

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	54.2	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	52	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	1	0	0	0	47.9	-	0	0	0	0	0	0	
0500	2	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	1	1	0	0	0	47.4	-	0	8.333	0	0	0	0	
0600	6	0	6	0	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	1	2	2	1	54.6	-	1	15.56	0	4.444	0	0	
0700	13	1	12	0	0	0	0	0	0	0	0		0700	0	0	0	1	0	0	1	1	1	2	3	2	2	49	61	2	16.67	1	4.444	0	0	
0800	15	0	14	0	0	0	0	0	0	0	0		0800	0	0	0	0	0	0	0	0	1	3	6	2	2	53.6	60.4	2	16.67	1	4.902	0	0	
0900	15	0	13	0	2	0	0	0	0	0	0		0900	0	0	0	0	0	0	0	1	2	3	4	3	2	50.9	58.9	2	11.11	1	3.704	0	0.926	
1000	16	0	13	0	2	0	0	0	0	0	0		1000	0	0	0	0	0	0	0	1	2	3	4	3	3	52	61.7	3	17.43	1	6.422	0	1.835	
1100	16	0	14	0	2	0	0	0	0	0	0		1100	0	0	0	0	0	0	1	0	2	4	4	2	4	51.5	65.8	4	21.74	1	7.826	0	1.739	
1200	14	0	13	0	0	0	0	0	0	0	0		1200	0	0	0	0	0	0	0	1	1	2	3	3	3	52	61.3	3	18.18	0	3.03	0	0	
1300	12	0	10	1	1	0	0	0	0	0	0		1300	0	0	0	0	0	0	0	1	1	3	1	2	3	51.5	62.3	3	21.84	1	6.897	0	3.448	
1400	10	0	9	0	1	0	0	0	0	0	0		1400	0	0	0	0	0	0	0	0	1	1	3	2	2	53.7	-	2	22.39	0	2.985	0	0	
1500	12	1	10	0	1	0	0	0	0	0	0		1500	0	0	1	0	0	0	0	1	0	3	3	2	2	51	61	2	18.82	1	7.059	0	3.529	
1600	19	0	18	0	1	0	0	0	0	0	0		1600	0	0	0	0	0	0	0	1	2	4	6	4	2	51.8	58.8	2	11.11	0	0.741	0	0	
1700	9	0	9	0	0	0	0	0	0	0	0		1700	0	0	0	0	0	0	0	1	1	2	2	2	1	51.6	-	1	12.7	0	4.762	0	1.587	
1800	8	0	8	0	0	0	0	0	0	0	0		1800	0	0	0	0	0	0	0	0	1	1	2	2	1	51.9	-	1	15.79	0	1.754	0	1.754	
1900	5	0	4	0	0	0	0	0	0	0	0		1900	0	0	0	0	0	0	0	0	0	0	1	2	1	53.9	-	1	15.63	0	3.125	0	0	
2000	4	0	3	0	0	0	0	0	0	0	0		2000	0	0	0	0	0	0	0	0	1	1	1	1	0	49.8	-	0	8	0	0	0	0	
2100	3	0	2	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	1	1	1	0	48.2	-	0	10	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	50	-	0	22.22	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-	0	0	0	0	0	0	
07-19	**160**	**2**	**142**	**2**	**11**	**1**	**0**	**0**	**0**	**0**	**0**		**07-19**	**0**	**0**	**1**	**1**	**1**	**1**	**3**	**8**	**17**	**31**	**41**	**28**	**27**	**51.7**	**60.8**	**27**	**16.83**	**7**	**4.566**	**2**	**1.164**	
06-22	**177**	**3**	**159**	**2**	**12**	**1**	**0**	**0**	**0**	**0**	**0**		**06-22**	**0**	**0**	**1**	**1**	**1**	**1**	**3**	**9**	**18**	**34**	**45**	**34**	**29**	**51.8**	**60.6**	**29**	**16.46**	**8**	**4.358**	**2**	**1.049**	
06-00	**178**	**3**	**160**	**2**	**12**	**1**	**0**	**0**	**0**	**0**	**0**		**06-00**	**0**	**0**	**1**	**1**	**1**	**1**	**3**	**9**	**18**	**35**	**46**	**34**	**29**	**51.7**	**60.6**	**29**	**16.49**	**8**	**4.323**	**2**	**1.041**	
00-00	**181**	**3**	**162**	**2**	**12**	**1**	**0**	**0**	**1**	**0**	**0**		**00-00**	**0**	**0**	**1**	**1**	**1**	**1**	**3**	**9**	**19**	**36**	**46**	**34**	**30**	**51.7**	**60.5**	**30**	**16.31**	**8**	**4.255**	**2**	**1.024**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
Mon	181	1	164	2	11	2	0	0	1	0	0		Mon	0	0	0	1	0	0	4	8	13	43	60	21	31	52.2	61.2	31	17.13	7	3.867	3	1.657	
Tue	180	1	161	2	14	0	0	0	1	1	0		Tue	0	0	0	1	1	0	2	10	22	30	32	40	42	53.3	61.9	42	23.33	10	5.556	3	1.667	
Wed	192	1	174	2	13	1	0	0	0	0	1		Wed	0	0	0	1	0	0	2	10	20	35	59	43	22	52.1	59.6	22	11.46	7	3.646	1	0.521	
Thu	229	2	204	1	18	1	0	1	2	0	0		Thu	0	0	3	2	0	0	4	16	25	38	61	39	41	51.5	61.4	41	17.9	7	3.057	0	0	
Fri	205	2	181	3	17	1	0	0	1	0	0		Fri	0	0	1	1	1	1	4	8	23	51	44	40	31	51.7	60.5	31	15.12	12	5.854	3	1.463	
|Sat	177	6	152	4	13	0	0	1	0	0	1		|Sat	0	0	4	2	2	3	4	9	19	39	40	31	24	49.9	59.9	24	13.56	8	4.52	2	1.13	
|Sun	105	6	96	1	0	0	0	0	1	1	0		|Sun	1	1	1	0	4	1	1	4	10	18	26	22	16	50.3	60.6	16	15.24	3	2.857	1	0.952	
--	**1269**	**19**	**1132**	**15**	**86**	**5**	**0**	**2**	**6**	**2**	**2**		**--**	**1**	**1**	**9**	**8**	**8**	**5**	**21**	**65**	**132**	**254**	**322**	**236**	**207**	**51.7**	**60.5**	**207**	**16.31**	**54**	**4.255**	**13**	**1.024**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
--	**1269**	**19**	**1132**	**15**	**86**	**5**	**0**	**2**	**6**	**2**	**2**		**--**	**1**	**1**	**9**	**8**	**8**	**5**	**21**	**65**	**132**	**254**	**322**	**236**	**207**	**51.7**	**60.5**	**207**	**16.31**	**54**	**4.255**	**13**	**1.024**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 60	JSL1% 60	JSL2 60	JSL2% 60	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	54.2	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	52	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	1	0	0	0	47.9	-	0	0	0	0	0	0	
0500	2	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	1	1	0	0	0	46.5	-	0	9.091	0	9.091	0	9.091	
0600	8	0	8	0	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	1	3	3	1	55.1	-	1	17.07	1	17.07	1	17.07	
0700	17	1	16	0	0	0	0	0	0	0	0		0700	0	0	0	1	0	0	1	1	2	3	4	2	3	49	61.2	3	17.65	3	17.65	3	17.65	
0800	19	0	18	0	1	0	0	0	0	0	0		0800	0	0	0	0	0	0	0	0	1	5	7	3	3	53.2	60.3	3	15.96	3	15.96	3	15.96	
0900	16	0	14	0	2	0	0	0	0	0	0		0900	0	0	0	0	0	0	1	1	2	4	4	3	2	51.3	58.5	2	9.877	2	9.877	2	9.877	
1000	15	0	12	0	2	0	0	0	0	0	0		1000	0	0	0	0	0	0	0	1	1	3	4	2	3	53.8	65.1	3	20	3	20	3	20	
1100	16	0	13	0	2	0	0	0	0	0	0		1100	0	0	0	0	0	0	0	0	2	4	4	1	4	53.3	67.7	4	24.05	4	24.05	4	24.05	
1200	14	0	13	0	1	0	0	0	0	0	0		1200	0	0	0	0	0	0	0	1	1	2	3	4	3	53.1	62.8	3	19.44	3	19.44	3	19.44	
1300	13	0	10	1	2	0	0	0	0	0	0		1300	0	0	0	0	0	0	0	0	1	3	2	3	3	51.4	62.2	3	21.54	3	21.54	3	21.54	
1400	10	0	9	0	1	0	0	0	0	0	0		1400	0	0	0	0	0	0	0	1	1	1	2	2	2	53.6	-	2	24.49	2	24.49	2	24.49	
1500	12	0	10	0	2	0	0	0	0	0	0		1500	0	0	0	0	0	0	0	1	0	3	3	2	3	52.4	62.3	3	21.67	3	21.67	3	21.67	
1600	20	0	19	0	1	0	0	0	0	0	0		1600	0	0	0	0	0	0	0	1	3	4	6	4	2	51.3	58.3	2	10.78	2	10.78	2	10.78	
1700	10	0	10	0	0	0	0	0	0	0	0		1700	0	0	0	0	0	0	0	1	2	2	2	2	1	51.6	59.8	1	13.73	1	13.73	1	13.73	
1800	9	0	9	0	0	0	0	0	0	0	0		1800	0	0	0	0	0	0	0	0	2	2	2	2	1	51.3	-	1	13.04	1	13.04	1	13.04	
1900	6	0	5	0	0	0	0	0	0	0	0		1900	0	0	0	0	0	0	0	1	0	0	1	2	1	54.2	-	1	17.86	1	17.86	1	17.86	
2000	4	0	4	0	0	0	0	0	0	0	0		2000	0	0	0	0	0	0	0	0	1	1	1	1	0	50.5	-	0	10	0	10	0	10	
2100	3	0	2	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	0	1	1	0	53.6	-	0	15.38	0	15.38	0	15.38	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-	0	14.29	0	14.29	0	14.29	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-	0	0	0	0	0	0	
07-19	**172**	**1**	**153**	**2**	**13**	**1**	**0**	**0**	**0**	**0**	**0**		**07-19**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**9**	**18**	**35**	**45**	**30**	**30**	**52.1**	**61.1**	**30**	**17.35**	**30**	**17.35**	**30**	**17.35**	
06-22	**192**	**1**	**173**	**2**	**14**	**1**	**0**	**0**	**0**	**0**	**0**		**06-22**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**10**	**19**	**37**	**50**	**37**	**33**	**52.3**	**60.8**	**33**	**17.17**	**33**	**17.17**	**33**	**17.17**	
06-00	**194**	**1**	**175**	**2**	**14**	**1**	**0**	**0**	**0**	**0**	**0**		**06-00**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**10**	**20**	**38**	**51**	**37**	**33**	**52.2**	**60.8**	**33**	**17.13**	**33**	**17.13**	**33**	**17.13**	
00-00	**197**	**1**	**177**	**2**	**15**	**1**	**0**	**0**	**1**	**0**	**0**		**00-00**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**10**	**21**	**39**	**51**	**37**	**33**	**52.1**	**60.8**	**33**	**16.92**	**33**	**16.92**	**33**	**16.92**	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-02
Description - NEW MARKET ROAD [60M]
Direction - South

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 60	jPSL% 60	jSL1 68 ACPO	jSL1% 68 ACPO	jSL2 75 DFT	jSL2% 75 DFT	Fix1
0000	2	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	1	1	0	0	52 -		0	15.38	0	7.692	0	7.692	
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	1	0	0	56 -		0	10	0	10	0	10	
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	55 -		0	28.57	0	14.29	0	14.29	
0300	2	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	1	53.2 -		1	33.33	0	0	0	0	
0400	7	0	5	0	1	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	1	2	1	3	57.9 -		3	42.55	0	2.128	0	0	
0500	35	0	28	0	6	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	1	1	3	5	6	19	60.6	70.3	19	54.66	9	24.29	3	7.287	
0600	57	0	48	0	8	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	1	6	8	13	28	60	68	28	50	9	15.15	3	4.798	
0700	82	1	72	0	8	2	0	0	0	0	0		0700	0	0	0	0	0	0	0	1	4	12	15	17	35	58.3	67.6	35	41.94	11	13.69	3	3.986	
0800	101	0	86	0	11	3	0	0	0	0	0		0800	0	0	0	0	0	0	1	2	5	12	19	26	36	57.3	65.9	36	35.89	10	9.787	2	2.128	
0900	68	0	58	0	8	2	0	0	0	0	0		0900	0	0	0	0	0	1	2	1	4	8	17	16	21	56.1	65.8	21	30.27	7	10.02	2	2.923	
1000	54	1	44	0	7	2	0	0	0	0	0		1000	0	0	0	1	0	0	0	2	4	8	10	12	17	55.2	65.3	17	31.93	5	9.763	2	3.166	
1100	55	0	45	1	8	1	0	0	0	0	0		1100	0	0	0	0	0	0	0	2	3	9	15	11	14	54.6	64.1	14	24.81	4	6.977	1	2.067	
1200	55	0	47	0	6	1	0	0	0	0	0		1200	0	0	0	0	0	0	1	2	5	9	12	12	13	53.9	62.7	13	24.16	4	7.013	1	2.597	
1300	53	0	46	0	6	1	0	0	0	0	0		1300	0	0	0	0	0	0	1	2	4	8	10	11	16	54.9	65.3	16	29.84	6	10.75	2	3.763	
1400	51	0	44	1	5	1	0	0	0	0	0		1400	0	0	0	0	0	0	0	1	3	9	13	10	14	55.2	64.3	14	28.17	3	6.197	1	1.408	
1500	75	0	68	0	5	1	0	0	0	0	0		1500	0	0	0	0	0	0	0	2	6	10	15	17	24	56.4	65.4	24	32.32	7	9.506	3	4.373	
1600	126	0	119	0	5	1	0	0	0	0	0		1600	0	0	0	0	0	0	0	2	9	18	31	33	32	55.5	63.2	32	25.37	8	6.257	2	1.82	
1700	136	0	131	0	4	0	0	0	0	0	0		1700	0	0	0	0	0	0	0	2	9	24	35	33	33	55	62.5	33	23.9	9	6.289	2	1.572	
1800	54	0	52	0	2	0	0	0	0	0	0		1800	0	0	0	0	0	0	0	1	2	8	14	12	17	55.9	64.1	17	30.71	4	7.349	1	1.312	
1900	22	0	21	0	1	0	0	0	0	0	0		1900	0	0	0	0	0	0	0	1	2	4	5	4	7	55.7	66	7	29.94	2	10.83	0	1.911	
2000	13	0	11	0	2	0	0	0	0	0	0		2000	0	0	0	0	0	0	0	0	1	1	3	3	5	56.7	69	5	34.41	2	18.28	1	4.301	
2100	12	0	11	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	1	1	2	2	6	58.4	68.7	6	48.15	2	16.05	0	2.469	
2200	8	0	8	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	1	1	1	2	2	54.3 -		2	22.03	1	10.17	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	1	1	0	1	53 -		1	33.33	0	6.667	0	0	
07-19	**911**	**4**	**809**	**2**	**75**	**15**	**1**	**0**	**1**	**1**	**2**		**07-19**	**0**	**0**	**2**	**1**	**1**	**2**	**6**	**19**	**58**	**134**	**205**	**211**	**271**	**55.8**	**64.7**	**271**	**29.77**	**77**	**8.497**	**23**	**2.508**	
06-22	**1015**	**4**	**901**	**2**	**85**	**16**	**1**	**0**	**1**	**2**	**2**		**06-22**	**0**	**0**	**2**	**1**	**1**	**2**	**7**	**21**	**63**	**146**	**222**	**232**	**316**	**56.1**	**65.1**	**316**	**31.17**	**93**	**9.133**	**27**	**2.646**	
06-00	**1028**	**4**	**913**	**2**	**86**	**16**	**1**	**0**	**1**	**2**	**2**		**06-00**	**0**	**0**	**2**	**1**	**1**	**2**	**7**	**22**	**65**	**148**	**225**	**235**	**320**	**56**	**65.1**	**320**	**31.1**	**94**	**9.131**	**27**	**2.613**	
00-00	**1076**	**4**	**950**	**2**	**94**	**17**	**1**	**0**	**2**	**2**	**3**		**00-00**	**0**	**0**	**2**	**1**	**1**	**3**	**7**	**22**	**66**	**154**	**232**	**244**	**343**	**56.2**	**65.3**	**343**	**31.89**	**103**	**9.574**	**30**	**2.775**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 60	jPSL% 60	jSL1 68 ACPO	jSL1% 68 ACPO	jSL2 75 DFT	jSL2% 75 DFT	Fix1
Mon	1260	4	1090	3	134	16	2	1	3	3	4		Mon	0	0	1	0	0	1	9	19	91	198	274	286	381	56	65	381	30.24	115	9.127	32	2.54	
Tue	1241	3	1081	3	115	31	3	0	0	1	4		Tue	0	0	3	0	2	4	5	21	47	167	265	293	434	56.9	65.7	434	34.97	122	9.831	30	2.417	
Wed	1293	2	1148	3	97	35	1	0	1	2	4		Wed	0	0	1	0	1	3	7	24	68	143	264	308	474	57.1	65.4	474	36.66	114	8.817	30	2.32	
Thu	1516	4	1342	1	143	15	1	1	1	5	3		Thu	0	0	1	2	1	2	5	32	116	237	361	342	417	55.6	64.6	417	27.51	132	8.707	38	2.507	
Fri	1217	3	1078	2	114	12	1	1	2	2	2		Fri	0	1	1	1	5	3	11	32	68	180	253	285	377	56.1	66.1	377	30.98	135	11.09	43	3.533	
|Sat	621	5	555	3	43	11	0	0	3	0	1		|Sat	0	1	6	3	0	3	4	17	41	101	121	124	200	55.6	65.9	200	32.21	70	11.27	24	3.865	
|Sun	383	7	358	2	12	1	1	0	1	1	0		|Sun	1	0	0	4	0	2	8	12	32	49	86	70	119	55	65.5	119	31.07	33	8.616	12	3.133	
--	7531	28	6652	17	658	121	9	3	11	14	18		--	1	2	13	10	9	18	49	157	463	1075	1624	1708	2402	56.2	65.3	2402	31.89	721	9.574	209	2.775	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 60	jPSL% 60	jSL1 68 ACPO	jSL1% 68 ACPO	jSL2 75 DFT	jSL2% 75 DFT	Fix1
--	7531	28	6652	17	658	121	9	3	11	14	18		--	1	2	13	10	9	18	49	157	463	1075	1624	1708	2402	56.2	65.3	2402	31.89	721	9.574	209	2.775	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	jPSL 60	jPSL% 60	jSL1 60	jSL1% 60	jSL2 60	jSL2% 60	Fix1
0000	2	0	1	0	1	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	50 -		0	12.5	0	12.5	0	12.5	
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	1	0	0	50.6 -		0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	55 -		0	28.57	0	28.57	0	28.57	
0300	2	0	1	0	1	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	1	0	0	1	52.1 -		1	30	1	30	1	30	
0400	8	0	7	0	1	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	2	2	4	58.8 -		4	47.62	4	47.62	4	47.62	
0500	46	0	36	0	8	1	0	0	0	1	1		0500	0	0	0	0	0	0	0	0	1	1	4	5	8	25	60.5	70.2	25	54.82	25	54.82	25	54.82	
0600	74	0	63	0	10	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	2	8	10	17	37	60.1	68	37	50.4	37	50.4	37	50.4	
0700	110	1	95	0	11	2	0	0	0	1	0		0700	0	0	0	0	0	0	0	0	2	5	15	20	23	45	58.2	67.5	45	41.17	45	41.17	45	41.17	
0800	126	0	108	0	13	4	0	0	0	0	0		0800	0	0	0	0	0	0	0	1	1	6	15	24	33	47	57.6	65.9	47	36.87	47	36.87	47	36.87	
0900	79	0	66	0	10	3	0	0	0	0	0		0900	0	0	0	0	0	0	1	2	1	3	10	20	18	24	55.9	65.9	24	29.97	24	29.97	24	29.97	
1000	61	1	49	0	8	3	0	0	0	0	0		1000	0	0	0	0	0	0	0	2	4	9	11	14	22	56.9	65.7	22	35.18	22	35.18	22	35.18	
1100	60	0	47	1	10	1	0	0	0	0	0		1100	0	0	0	0	0	0	0	2	4	10	18	13	13	54.7	63.9	13	22.19	13	22.19	13	22.19	
1200	58	0	48	0	8	1	0	0	0	0	0		1200	0	0	0	0	0	0	1	2	6	10	12	12	14	53.3	62.6	14	23.96	14	23.96	14	23.96	
1300	58	0	48	0	8	1	0	0	0	0	0		1300	0	0	0	0	0	0	1	2	5	9	11	13	15	54.4	63.9	15	26.04	15	26.04	15	26.04	
1400	55	0	47	0	6	1	0	0	0	0	0		1400	0	0	0	0	0	0	0	1	4	10	14	11	15	54.9	63.7	15	26.55	15	26.55	15	26.55	
1500	87	0	78	0	7	1	0	0	0	0	0		1500	0	0	0	0	1	0	0	3	6	11	18	20	28	56.5	65.4	28	32.41	28	32.41	28	32.41	
1600	162	0	153	0	7	1	0	0	0	0	0		1600	0	0	0	0	0	0	0	3	12	23	40	43	41	55.6	63.2	41	25.31	41	25.31	41	25.31	
1700	180	1	173	0	5	1	0	0	0	0	0		1700	0	0	1	0	0	0	1	2	12	32	46	44	43	55	62.5	43	24.03	43	24.03	43	24.03	
1800	69	0	65	0	3	1	0	0	0	0	0		1800	0	0	0	0	0	0	0	1	3	9	18	16	21	55.9	63.9	21	30.23	21	30.23	21	30.23	
1900	25	0	24	0	1	0	0	0	0	0	0		1900	0	0	0	0	0	0	0	1	2	4	5	5	8	55.8	67	8	30.4	8	30.4	8	30.4	
2000	15	0	12	0	2	0	0	0	0	0	0		2000	0	0	0	0	0	0	0	0	1	2	3	3	5	56.8	68.7	5	33.33	5	33.33	5	33.33	
2100	13	0	13	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	1	1	3	2	6	58.9	69.9	6	49.23	6	49.23	6	49.23	
2200	9	0	9	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	2	1	2	3	2	53.4 -		2	17.78	2	17.78	2	17.78	
2300	4	0	3	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	1	0	1	1	0	1	52 -		1	27.78	1	27.78	1	27.78	
07-19	**1105**	**3**	**978**	**2**	**96**	**19**	**1**	**0**	**1**	**2**	**2**		**07-19**	**0**	**0**	**1**	**1**	**2**	**2**	**6**	**22**	**69**	**162**	**252**	**261**	**327**	**55.9**	**64.6**	**327**	**29.61**	**327**	**29.61**	**327**	**29.61**	
06-22	**1232**	**3**	**1089**	**2**	**110**	**21**	**2**	**1**	**1**	**2**	**2**		**06-22**	**0**	**0**	**1**	**1**	**2**	**2**	**7**	**24**	**74**	**176**	**273**	**289**	**384**	**56.2**	**65.1**	**384**	**31.13**	**384**	**31.13**	**384**	**31.13**	
06-00	**1245**	**3**	**1101**	**2**	**110**	**21**	**2**	**1**	**1**	**2**	**2**		**06-00**	**0**	**0**	**1**	**1**	**2**	**2**	**7**	**25**	**76**	**179**	**275**	**291**	**386**	**56.2**	**65**	**386**	**31.02**	**386**	**31.02**	**386**	**31.02**	
00-00	**1305**	**3**	**1148**	**2**	**121**	**22**	**2**	**1**	**1**	**3**	**3**		**00-00**	**0**	**0**	**1**	**1**	**2**	**3**	**7**	**26**	**78**	**185**	**283**	**303**	**416**	**56.3**	**65.3**	**416**	**31.9**	**416**	**31.9**	**416**	**31.9**	

Client: Phil Jones Associates

Project Number: TSP13612

Project Name: Great Abington NP, Cambridgeshire

Survey Type: ATC Site 3

Location: South Road

Survey Date: 11/01/2018 to 17/01/2018

Survey Time: 24 hours x 7 days

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-03
Description - SOUTH ROAD [20M]
Direction - East

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	1	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5	-	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	1	1	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0	0	0	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0		0600	0	1	4	0	0	0	0	0	0	0	0	0	0	12	-	0	0	0	0	0	0	
0700	13	0	13	0	1	0	0	0	0	0	0		0700	0	1	12	0	0	0	0	0	0	0	0	0	0	12.1	13.4	0	0	0	0	0	0	
0800	17	0	17	0	0	0	0	0	0	0	0		0800	0	2	15	1	0	0	0	0	0	0	0	0	0	11.9	13.3	0	0	0	0	0	0	
0900	17	0	16	0	1	0	0	0	0	0	0		0900	0	4	12	0	0	0	0	0	0	0	0	0	0	10.9	12.5	0	0	0	0	0	0	
1000	19	0	18	0	0	0	0	0	0	0	0		1000	0	6	12	1	0	0	0	0	0	0	0	0	0	10.9	13.5	0	0	0	0	0	0	
1100	19	0	18	0	1	0	0	0	0	0	0		1100	0	7	12	1	0	0	0	0	0	0	0	0	0	11.1	13.3	0	0	0	0	0	0	
1200	17	0	17	0	1	0	0	0	0	0	0		1200	0	4	13	1	0	0	0	0	0	0	0	0	0	11.3	13.5	0	0	0	0	0	0	
1300	19	0	19	0	0	0	0	0	0	0	0		1300	0	4	14	1	0	0	0	0	0	0	0	0	0	11.7	13.5	0	0	0	0	0	0	
1400	18	0	18	0	0	0	0	0	0	0	0		1400	0	4	14	0	0	0	0	0	0	0	0	0	0	11.2	12.9	0	0	0	0	0	0	
1500	21	0	21	0	0	0	0	0	0	0	0		1500	0	3	16	1	0	0	0	0	0	0	0	0	0	11.7	13.9	0	0	0	0	0	0	
1600	24	0	23	0	0	0	0	0	0	0	0		1600	0	4	18	1	0	0	0	0	0	0	0	0	0	11.7	14	0	0.595	0	0	0	0	
1700	17	0	16	0	0	0	0	0	0	0	0		1700	0	1	14	1	0	0	0	0	0	0	0	0	0	12.4	14	0	0.84	0	0	0	0	
1800	14	0	13	0	0	0	0	0	0	0	0		1800	0	1	8	4	0	0	0	0	0	0	0	0	0	13.5	15.5	0	0	0	0	0	0	
1900	8	0	8	0	0	0	0	0	0	0	0		1900	0	0	8	1	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
2000	4	0	4	0	0	0	0	0	0	0	0		2000	0	0	3	1	0	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0		2100	0	2	4	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
2200	3	0	3	0	0	0	0	0	0	0	0		2200	0	1	2	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	1	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
07-19	**216**	**3**	**208**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**		**07-19**	**1**	**43**	**159**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.7**	**13.6**	**0**	**0.132**	**0**	**0**	**0**	**0**	
06-22	**240**	**3**	**232**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**		**06-22**	**1**	**46**	**178**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.9**	**0**	**0.119**	**0**	**0**	**0**	**0**	
06-00	**244**	**3**	**236**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**		**06-00**	**1**	**46**	**181**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.9**	**0**	**0.117**	**0**	**0**	**0**	**0**	
00-00	**247**	**3**	**239**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**		**00-00**	**1**	**47**	**184**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.9**	**0**	**0.116**	**0**	**0**	**0**	**0**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
Mon	239	2	231	0	6	0	0	0	0	0	0		Mon	0	51	174	14	0	0	0	0	0	0	0	0	0	11.6	13.5	0	0	0	0	0	0	
Tue	267	4	258	0	4	1	0	0	0	0	0		Tue	1	25	221	20	0	0	0	0	0	0	0	0	0	12.2	13.9	0	0	0	0	0	0	
Wed	230	2	222	0	6	0	0	0	0	0	0		Wed	0	35	184	10	1	0	0	0	0	0	0	0	0	11.9	13.7	1	0.435	0	0	0	0	
Thu	273	3	260	0	9	0	0	0	0	0	1		Thu	3	67	187	16	0	0	0	0	0	0	0	0	0	11.4	13.6	0	0	0	0	0	0	
Fri	278	4	268	0	4	0	2	0	0	0	0		Fri	2	55	206	15	0	0	0	0	0	0	0	0	0	11.7	14	0	0	0	0	0	0	
|Sat	295	4	285	0	5	0	1	0	0	0	0		|Sat	0	61	209	24	1	0	0	0	0	0	0	0	0	11.7	14.1	1	0.339	0	0	0	0	
|Sun	147	0	147	0	0	0	0	0	0	0	0		|Sun	0	34	105	8	0	0	0	0	0	0	0	0	0	11.7	14.2	0	0	0	0	0	0	
--	**1729**	**19**	**1671**	**0**	**34**	**1**	**3**	**0**	**0**	**0**	**1**		**--**	**6**	**328**	**1286**	**107**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.9**	**2**	**0.116**	**0**	**0**	**0**	**0**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
--	**1729**	**19**	**1671**	**0**	**34**	**1**	**3**	**0**	**0**	**0**	**1**		**--**	**6**	**328**	**1286**	**107**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.9**	**2**	**0.116**	**0**	**0**	**0**	**0**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 20	]SL1% 20	]SL2 20	]SL2% 20	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	1	1	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0	0	0	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0		0600	0	1	4	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
0700	17	0	15	0	1	0	0	0	0	0	0		0700	0	2	14	1	0	0	0	0	0	0	0	0	0	12.2	13.4	0	0	0	0	0	0	
0800	19	0	19	0	0	0	0	0	0	0	0		0800	0	1	18	0	0	0	0	0	0	0	0	0	0	12.2	13.3	0	0	0	0	0	0	
0900	17	0	16	0	1	0	0	0	0	0	0		0900	0	4	12	0	0	0	0	0	0	0	0	0	0	11	12.5	0	0	0	0	0	0	
1000	19	0	18	0	0	0	0	0	0	0	0		1000	0	6	12	1	0	0	0	0	0	0	0	0	0	11.1	13.7	0	0	0	0	0	0	
1100	18	0	17	0	1	0	0	0	0	0	0		1100	0	6	11	1	0	0	0	0	0	0	0	0	0	11.2	13.4	0	0	0	0	0	0	
1200	17	0	16	0	1	0	0	0	0	0	0		1200	0	4	13	0	0	0	0	0	0	0	0	0	0	11.1	12.5	0	0	0	0	0	0	
1300	18	0	18	0	0	0	0	0	0	0	0		1300	0	4	13	1	0	0	0	0	0	0	0	0	0	11.7	13.5	0	0	0	0	0	0	
1400	17	0	17	0	0	0	0	0	0	0	0		1400	0	5	12	0	0	0	0	0	0	0	0	0	0	11	12.9	0	0	0	0	0	0	
1500	21	0	21	0	0	0	0	0	0	0	0		1500	0	4	16	1	0	0	0	0	0	0	0	0	0	11.5	13.9	0	0	0	0	0	0	
1600	23	0	23	0	0	0	0	0	0	0	0		1600	0	2	20	1	0	0	0	0	0	0	0	0	0	11.9	14	0	0	0	0	0	0	
1700	20	1	19	0	0	0	0	0	0	0	0		1700	0	2	17	1	0	0	0	0	0	0	0	0	0	12.2	14	0	0.99	0	0.99	0	0.99	
1800	15	0	14	0	0	0	0	0	0	0	0		1800	0	1	10	4	0	0	0	0	0	0	0	0	0	13.4	15.5	0	0	0	0	0	0	
1900	10	0	10	0	0	0	0	0	0	0	0		1900	0	0	9	1	0	0	0	0	0	0	0	0	0	13.3	14.8	0	0	0	0	0	0	
2000	4	0	4	0	0	0	0	0	0	0	0		2000	0	0	4	1	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0	
2100	7	0	7	0	0	0	0	0	0	0	0		2100	0	2	5	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
2200	4	0	4	0	0	0	0	0	0	0	0		2200	0	1	3	0	0	0	0	0	0	0	0	0	0	12	-	0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
07-19	**222**	**3**	**213**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**		**07-19**	**0**	**42**	**167**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.7**	**13.6**	**0**	**0.09**	**0**	**0.09**	**0**	**0.09**	
06-22	**249**	**3**	**240**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**		**06-22**	**0**	**45**	**189**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.8**	**0**	**0.08**	**0**	**0.08**	**0**	**0.08**	
06-00	**254**	**3**	**244**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**		**06-00**	**0**	**46**	**193**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.8**	**0**	**0.079**	**0**	**0.079**	**0**	**0.079**	
00-00	**256**	**3**	**247**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**		**00-00**	**0**	**47**	**194**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**13.8**	**0**	**0.078**	**0**	**0.078**	**0**	**0.078**	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-03
Description - SOUTH ROAD [20M]
Direction - West

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	11 -		0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0	0	0	0	0	0	
0200	1	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	7.3 -		0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3 -		0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2 -		0	0	0	0	0	0	
0500	2	0	1	0	0	0	0	0	0	0	0		0500	0	0	1	0	0	0	0	0	0	0	0	0	0	10.5 -		0	0	0	0	0	0	
0600	5	0	4	0	0	1	0	0	0	0	0		0600	0	1	3	0	0	0	0	0	0	0	0	0	0	11.1 -		0	0	0	0	0	0	
0700	13	1	11	0	0	1	0	0	0	0	0		0700	0	1	12	0	0	0	0	0	0	0	0	0	0	11.1	11.8	0	0	0	0	0	0	
0800	14	0	11	0	0	2	0	0	0	0	0		0800	0	2	12	0	0	0	0	0	0	0	0	0	0	11.6	13.5	0	0	0	0	0	0	
0900	12	0	10	0	0	1	0	0	0	0	0		0900	0	2	10	0	0	0	0	0	0	0	0	0	0	11.8	13.9	0	0	0	0	0	0	
1000	15	1	13	0	0	1	1	0	0	0	0		1000	0	7	7	0	0	0	0	0	0	0	0	0	0	10.1	12.6	0	0	0	0	0	0	
1100	13	1	12	0	0	1	0	0	0	0	0		1100	0	7	6	0	0	0	0	0	0	0	0	0	0	10	12.4	0	0	0	0	0	0	
1200	11	0	9	0	0	1	1	0	0	0	0		1200	0	1	10	0	0	0	0	0	0	0	0	0	0	11.3	12.9	0	0	0	0	0	0	
1300	12	1	10	0	0	1	0	0	0	0	0		1300	0	4	7	0	0	0	0	0	0	0	0	0	0	10.4	12.9	0	0	0	0	0	0	
1400	10	0	10	0	0	0	0	0	0	0	0		1400	0	3	8	0	0	0	0	0	0	0	0	0	0	11.5	13.5	0	0	0	0	0	0	
1500	9	0	7	0	0	1	0	0	0	0	0		1500	0	2	7	0	0	0	0	0	0	0	0	0	0	11.1 -		0	0	0	0	0	0	
1600	16	0	13	0	0	2	0	0	0	0	0		1600	0	3	12	1	0	0	0	0	0	0	0	0	0	11.7	13.6	0	0	0	0	0	0	
1700	9	0	7	0	0	1	0	0	0	0	0		1700	0	2	7	0	0	0	0	0	0	0	0	0	0	11.7 -		0	0	0	0	0	0	
1800	8	0	8	0	0	1	0	0	0	0	0		1800	0	1	7	0	0	0	0	0	0	0	0	0	0	11.5 -		0	0	0	0	0	0	
1900	5	0	4	0	0	0	0	0	0	0	0		1900	0	1	3	0	0	0	0	0	0	0	0	0	0	12 -		0	0	0	0	0	0	
2000	3	0	3	0	0	0	0	0	0	0	0		2000	0	0	3	0	0	0	0	0	0	0	0	0	0	12.1 -		0	0	0	0	0	0	
2100	3	0	3	0	0	0	0	0	0	0	0		2100	0	2	2	0	0	0	0	0	0	0	0	0	0	9.6 -		0	0	0	0	0	0	
2200	2	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9 -		0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4 -		0	0	0	0	0	0	
07-19	**141**	**4**	**121**	**0**	**1**	**12**	**3**	**0**	**0**	**0**	**0**		**07-19**	**1**	**33**	**104**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.1**	**0**	**0**	**0**	**0**	**0**	**0**	
06-22	**157**	**5**	**135**	**0**	**1**	**13**	**3**	**0**	**0**	**0**	**0**		**06-22**	**1**	**38**	**115**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.3**	**0**	**0**	**0**	**0**	**0**	**0**	
06-00	**159**	**5**	**137**	**0**	**1**	**13**	**3**	**0**	**0**	**0**	**0**		**06-00**	**1**	**38**	**116**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.3**	**0**	**0**	**0**	**0**	**0**	**0**	
00-00	**162**	**5**	**139**	**0**	**1**	**14**	**3**	**0**	**0**	**0**	**0**		**00-00**	**1**	**39**	**119**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.3**	**0**	**0**	**0**	**0**	**0**	**0**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
Mon	147	5	120	0	1	18	3	0	0	0	0		Mon	0	27	114	6	0	0	0	0	0	0	0	0	0	11.6	13.5	0	0	0	0	0	0	
Tue	176	1	155	0	0	17	3	0	0	0	0		Tue	0	25	146	5	0	0	0	0	0	0	0	0	0	11.8	13.5	0	0	0	0	0	0	
Wed	151	2	137	0	0	7	5	0	0	0	0		Wed	0	19	131	1	0	0	0	0	0	0	0	0	0	11.6	13.3	0	0	0	0	0	0	
Thu	183	11	146	0	1	23	2	0	0	0	0		Thu	3	52	125	3	0	0	0	0	0	0	0	0	0	10.5	12	0	0	0	0	0	0	
Fri	177	6	155	0	1	13	2	0	0	0	0		Fri	3	68	104	2	0	0	0	0	0	0	0	0	0	10.2	12.2	0	0	0	0	0	0	
|Sat	200	8	173	0	2	12	5	0	0	0	0		|Sat	2	67	128	3	0	0	0	0	0	0	0	0	0	11	13.5	0	0	0	0	0	0	
|Sun	100	3	85	0	0	8	3	0	0	1	0		|Sun	0	16	83	1	0	0	0	0	0	0	0	0	0	11.3	13.3	0	0	0	0	0	0	
--	**1134**	**36**	**971**	**0**	**5**	**98**	**23**	**0**	**0**	**1**	**0**		--	**8**	**274**	**831**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.3**	**0**	**0**	**0**	**0**	**0**	**0**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
--	**1134**	**36**	**971**	**0**	**5**	**98**	**23**	**0**	**0**	**1**	**0**		--	**8**	**274**	**831**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.1**	**13.3**	**0**	**0**	**0**	**0**	**0**	**0**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 20	]SL1% 20	]SL2 20	]SL2% 20	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0	0	0	0	0	0	
0200	1	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1 -		0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7 -		0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2 -		0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	1	0	0	0	0	0	0	0	0	0	0	11.4 -		0	0	0	0	0	0	
0600	4	0	3	0	0	0	0	0	0	0	0		0600	0	1	3	0	0	0	0	0	0	0	0	0	0	11.4 -		0	0	0	0	0	0	
0700	16	1	13	0	0	2	0	0	0	0	0		0700	0	2	14	0	0	0	0	0	0	0	0	0	0	10.9	11.2	0	0	0	0	0	0	
0800	18	0	15	0	0	3	0	0	0	0	0		0800	0	2	16	0	0	0	0	0	0	0	0	0	0	11.5	12.9	0	0	0	0	0	0	
0900	12	0	10	0	0	1	0	0	0	0	0		0900	0	2	9	0	0	0	0	0	0	0	0	0	0	11.6	13.6	0	0	0	0	0	0	
1000	14	1	12	0	0	1	0	0	0	0	0		1000	0	7	7	0	0	0	0	0	0	0	0	0	0	10.2	12.7	0	0	0	0	0	0	
1100	11	1	10	0	0	0	0	0	0	0	0		1100	0	6	5	0	0	0	0	0	0	0	0	0	0	9.9	12.2	0	0	0	0	0	0	
1200	11	0	9	0	0	1	1	0	0	0	0		1200	0	1	10	0	0	0	0	0	0	0	0	0	0	11.2	12.7	0	0	0	0	0	0	
1300	11	0	9	0	0	1	0	0	0	0	0		1300	0	3	7	0	0	0	0	0	0	0	0	0	0	10.9	13.7	0	0	0	0	0	0	
1400	10	0	9	0	0	1	0	0	0	0	0		1400	0	2	8	0	0	0	0	0	0	0	0	0	0	11.9 -		0	0	0	0	0	0	
1500	9	0	7	0	0	1	0	0	0	0	0		1500	0	2	7	0	0	0	0	0	0	0	0	0	0	11.1 -		0	0	0	0	0	0	
1600	14	0	12	0	0	2	0	0	0	0	0		1600	0	2	11	1	0	0	0	0	0	0	0	0	0	11.9	13.6	0	0	0	0	0	0	
1700	10	0	8	0	0	1	0	0	0	0	0		1700	0	2	8	0	0	0	0	0	0	0	0	0	0	11.8 -		0	0	0	0	0	0	
1800	9	0	9	0	0	0	0	0	0	0	0		1800	0	1	8	0	0	0	0	0	0	0	0	0	0	11.4 -		0	0	0	0	0	0	
1900	5	0	5	0	0	0	0	0	0	0	0		1900	0	2	3	0	0	0	0	0	0	0	0	0	0	11.7 -		0	0	0	0	0	0	
2000	3	0	3	0	0	0	0	0	0	0	0		2000	0	0	3	0	0	0	0	0	0	0	0	0	0	11.7 -		0	0	0	0	0	0	
2100	4	0	4	0	0	0	0	0	0	0	0		2100	0	3	2	0	0	0	0	0	0	0	0	0	0	9.2 -		0	0	0	0	0	0	
2200	2	0	2	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	11.2 -		0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4 -		0	0	0	0	0	0	
07-19	**145**	**4**	**124**	**0**	**1**	**14**	**3**	**0**	**0**	**0**	**0**		**07-19**	**0**	**32**	**110**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.1**	**0**	**0**	**0**	**0**	**0**	**0**	
06-22	**161**	**4**	**138**	**0**	**1**	**15**	**3**	**0**	**0**	**0**	**0**		**06-22**	**0**	**37**	**120**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.1**	**0**	**0**	**0**	**0**	**0**	**0**	
06-00	**163**	**4**	**141**	**0**	**1**	**15**	**3**	**0**	**0**	**0**	**0**		**06-00**	**0**	**38**	**122**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.1**	**0**	**0**	**0**	**0**	**0**	**0**	
00-00	**166**	**5**	**142**	**0**	**1**	**15**	**3**	**0**	**0**	**0**	**0**		**00-00**	**0**	**38**	**124**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.2**	**13.1**	**0**	**0**	**0**	**0**	**0**	**0**	

Client: Phil Jones Associates

Project Number: TSP13612

Project Name: Great Abington NP, Cambridgeshire

Survey Type: ATC Site 4

Location: Cutting Road

Survey Date: 11/01/2018 to 17/01/2018

Survey Time: 24 hours x 7 days

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-04
Description - CUTTING ROAD. [20M]
Direction - North

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
0000	1	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	-	-	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-	-	0	0	0	0	0	0	
0600	3	0	3	0	0	0	0	0	0	0	0		0600	0	0	2	1	0	0	0	0	0	0	0	0	0	14.1	-	-	0	0	0	0	0	0	
0700	10	0	9	0	0	0	0	0	0	0	0		0700	0	1	6	2	0	0	0	0	0	0	0	0	0	13.3	15.9	0	0	0	0	0	0	
0800	13	0	12	0	0	0	0	0	0	0	0		0800	0	2	8	2	0	0	0	0	0	0	0	0	0	12.8	15.3	0	1.136	0	0	0	0	
0900	8	0	7	0	0	0	0	0	0	0	0		0900	0	1	4	3	0	0	0	0	0	0	0	0	0	13.3	-	-	0	0	0	0	0	0	
1000	13	0	10	0	1	1	0	0	0	0	0		1000	0	1	9	2	0	0	0	0	0	0	0	0	0	12.8	15.6	0	0	0	0	0	0	
1100	11	0	10	0	1	0	0	0	0	0	0		1100	0	1	6	4	0	0	0	0	0	0	0	0	0	14	16.6	0	1.282	0	0	0	0	
1200	9	0	8	0	0	0	0	0	0	0	0		1200	0	1	6	2	0	0	0	0	0	0	0	0	0	13.1	-	-	0	0	0	0	0	0	
1300	10	0	8	0	1	0	1	0	0	0	0		1300	0	1	6	2	0	0	0	0	0	0	0	0	0	13.2	-	0	1.449	0	0	0	0	
1400	10	0	9	0	0	0	0	0	0	0	0		1400	0	2	5	3	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
1500	10	0	8	0	0	0	0	0	0	0	0		1500	0	1	6	3	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1600	10	0	9	0	0	0	0	0	0	0	0		1600	0	1	6	4	0	0	0	0	0	0	0	0	0	14	17	0	1.37	0	0	0	0	
1700	15	0	13	0	1	0	0	0	0	0	0		1700	0	1	8	6	0	0	0	0	0	0	0	0	0	13.9	16.2	0	0.98	0	0	0	0	
1800	10	0	10	0	0	0	0	0	0	0	0		1800	0	1	6	3	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
1900	5	0	5	0	0	0	0	0	0	0	0		1900	0	0	3	2	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0	
2000	3	0	3	0	0	0	0	0	0	0	0		2000	0	0	2	1	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0	
2100	3	0	2	0	0	0	0	0	0	0	0		2100	0	0	2	1	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
07-19	**128**	**3**	**114**	**0**	**5**	**3**	**3**	**0**	**0**	**0**	**0**		**07-19**	**1**	**14**	**77**	**35**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.4**	**16.1**	**1**	**0.558**	**0**	**0**	**0**	**0**	
06-22	**142**	**3**	**127**	**0**	**5**	**3**	**3**	**0**	**0**	**0**	**0**		**06-22**	**1**	**14**	**85**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.5**	**16.1**	**1**	**0.503**	**0**	**0**	**0**	**0**	
06-00	**143**	**3**	**128**	**0**	**5**	**3**	**3**	**0**	**0**	**0**	**0**		**06-00**	**1**	**14**	**86**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.5**	**16.1**	**1**	**0.499**	**0**	**0**	**0**	**0**	
00-00	**146**	**3**	**131**	**0**	**5**	**4**	**3**	**0**	**0**	**0**	**0**		**00-00**	**1**	**15**	**88**	**42**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.5**	**16.1**	**1**	**0.489**	**0**	**0**	**0**	**0**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
Mon	139	0	124	0	14	1	0	0	0	0	0		Mon	4	35	87	13	0	0	0	0	0	0	0	0	0	11.4	14.4	0	0	0	0	0	0	
Tue	167	9	149	0	2	4	3	0	0	0	0		Tue	0	19	100	48	0	0	0	0	0	0	0	0	0	13.4	16	0	0	0	0	0	0	
Wed	170	2	152	0	2	7	7	0	0	0	0		Wed	0	6	89	74	1	0	0	0	0	0	0	0	0	14.6	16.8	1	0.588	0	0	0	0	
Thu	155	2	141	0	9	1	2	0	0	0	0		Thu	0	11	101	43	0	0	0	0	0	0	0	0	0	13.6	15.7	0	0	0	0	0	0	
Fri	179	5	157	1	8	5	3	0	0	0	0		Fri	3	15	118	41	2	0	0	0	0	0	0	0	0	13.4	15.7	2	1.117	0	0	0	0	
|Sat	127	2	114	0	1	6	4	0	0	0	0		|Sat	2	9	76	40	0	0	0	0	0	0	0	0	0	13.9	16.3	0	0	0	0	0	0	
|Sun	85	2	78	0	1	1	3	0	0	0	0		|Sun	0	8	43	32	2	0	0	0	0	0	0	0	0	14.1	16.5	2	2.353	0	0	0	0	
--	**1022**	**22**	**915**	**1**	**37**	**25**	**22**	**0**	**0**	**0**	**0**		**--**	**9**	**103**	**614**	**291**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.5**	**16.1**	**5**	**0.489**	**0**	**0**	**0**	**0**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
--	**1022**	**22**	**915**	**1**	**37**	**25**	**22**	**0**	**0**	**0**	**0**		**--**	**9**	**103**	**614**	**291**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.5**	**16.1**	**5**	**0.489**	**0**	**0**	**0**	**0**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 20	]SL1% 20	]SL2 20	]SL2% 20	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0		0500	0	0	2	1	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0600	3	0	3	0	0	0	0	0	0	0	0		0600	0	0	2	1	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0	
0700	13	0	12	0	1	0	0	0	0	0	0		0700	0	1	8	3	0	0	0	0	0	0	0	0	0	13.3	15.8	0	0	0	0	0	0	
0800	15	0	14	0	0	0	0	0	0	0	0		0800	0	2	10	2	0	0	0	0	0	0	0	0	0	12.5	15.1	0	0	0	0	0	0	
0900	9	0	8	0	1	0	0	0	0	0	0		0900	0	2	5	2	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
1000	14	1	11	0	1	1	1	0	0	0	0		1000	0	1	10	3	0	0	0	0	0	0	0	0	0	13	15.6	0	0	0	0	0	0	
1100	13	0	11	0	1	0	0	0	0	0	0		1100	0	1	7	4	0	0	0	0	0	0	0	0	0	14	16.5	0	1.515	0	1.515	0	1.515	
1200	9	0	8	0	0	0	0	0	0	0	0		1200	0	1	6	2	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1300	10	0	8	0	1	0	1	0	0	0	0		1300	0	2	6	2	0	0	0	0	0	0	0	0	0	13	15.5	0	1.961	0	1.961	0	1.961	
1400	11	0	10	0	0	0	0	0	0	0	0		1400	0	2	5	3	0	0	0	0	0	0	0	0	0	12.8	16	0	0	0	0	0	0	
1500	10	0	9	0	0	0	0	0	0	0	0		1500	0	1	7	2	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1600	10	0	9	0	0	0	0	0	0	0	0		1600	0	1	6	4	0	0	0	0	0	0	0	0	0	13.9	17	0	0	0	0	0	0	
1700	16	1	14	0	1	0	0	0	0	0	0		1700	0	1	10	5	0	0	0	0	0	0	0	0	0	13.8	15.7	0	1.235	0	1.235	0	1.235	
1800	10	0	10	0	0	0	0	0	0	0	0		1800	0	1	6	4	0	0	0	0	0	0	0	0	0	14	16.2	0	0	0	0	0	0	
1900	6	0	6	0	0	0	0	0	0	0	0		1900	0	0	3	3	0	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0	
2000	4	0	4	0	0	0	0	0	0	0	0		2000	0	0	3	1	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0	
2100	3	0	3	0	0	0	0	0	0	0	0		2100	0	0	2	1	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
07-19	**140**	**3**	**124**	**0**	**7**	**3**	**3**	**0**	**0**	**0**	**0**		**07-19**	**0**	**16**	**86**	**36**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.3**	**15.8**	**1**	**0.429**	**1**	**0.429**	**1**	**0.429**	
06-22	**156**	**4**	**139**	**0**	**7**	**3**	**3**	**0**	**0**	**0**	**0**		**06-22**	**0**	**17**	**96**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.4**	**15.9**	**1**	**0.385**	**1**	**0.385**	**1**	**0.385**	
06-00	**157**	**4**	**141**	**0**	**7**	**3**	**3**	**0**	**0**	**0**	**0**		**06-00**	**0**	**17**	**97**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.4**	**15.9**	**1**	**0.381**	**1**	**0.381**	**1**	**0.381**	
00-00	**161**	**4**	**143**	**0**	**7**	**4**	**3**	**0**	**0**	**0**	**0**		**00-00**	**0**	**17**	**99**	**44**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.4**	**15.9**	**1**	**0.374**	**1**	**0.374**	**1**	**0.374**	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-04
Description - CUTTING ROAD. [20M]
Direction - South

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	1	0	0	0	0	0	0	0	0	0	0	14.1	-		0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-		0	33.33	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-		0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-		0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	1	0	0	0	0	0	0	0	0	0	14.7	-		0	0	0	0	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0		0600	0	0	2	3	0	0	0	0	0	0	0	0	0	15.1	-		0	0	0	0	0	0	
0700	7	0	7	0	0	0	0	0	0	0	0		0700	0	0	3	4	0	0	0	0	0	0	0	0	0	14.3	-		0	1.961	0	0	0	0	
0800	13	0	12	0	0	0	0	0	0	0	0		0800	0	1	9	3	0	0	0	0	0	0	0	0	0	13.3	15.8		0	0	0	0	0	0	
0900	13	0	12	0	0	0	0	0	0	0	0		0900	0	1	8	4	0	0	0	0	0	0	0	0	0	13.9	16.3		0	2.174	0	0	0	0	
1000	12	0	10	0	1	1	0	0	0	0	0		1000	0	2	8	2	0	0	0	0	0	0	0	0	0	12.7	14.9		0	0	0	0	0	0	
1100	13	0	12	0	0	0	0	0	0	0	0		1100	0	1	8	4	0	0	0	0	0	0	0	0	0	13.9	16.7		0	0	0	0	0	0	
1200	12	0	11	0	0	0	0	0	0	0	0		1200	0	0	7	4	0	0	0	0	0	0	0	0	0	14	16.3		0	1.235	0	0	0	0	
1300	10	0	9	1	0	0	0	0	0	0	0		1300	0	0	6	3	0	0	0	0	0	0	0	0	0	13.9	17		0	0	0	0	0	0	
1400	11	0	10	0	0	0	0	0	0	0	0		1400	0	1	6	3	0	0	0	0	0	0	0	0	0	13.4	17.3		0	1.333	0	0	0	0	
1500	16	1	14	0	1	0	0	0	0	0	0		1500	1	1	11	4	0	0	0	0	0	0	0	0	0	13.1	15.8		0	0	0	0	0	0	
1600	12	0	10	0	1	0	0	0	0	0	0		1600	0	1	6	5	0	0	0	0	0	0	0	0	0	14.2	16.9		0	0	0	0	0	0	
1700	14	0	13	0	0	0	0	0	0	0	0		1700	0	0	5	9	0	0	0	0	0	0	0	0	0	15.4	17.2		0	0.99	0	0	0	0	
1800	10	0	10	0	0	0	0	0	0	0	0		1800	0	0	6	4	0	0	0	0	0	0	0	0	0	14.6	17.1		0	2.74	0	0	0	0	
1900	8	0	8	0	0	0	0	0	0	0	0		1900	0	0	4	4	0	0	0	0	0	0	0	0	0	14.4	-		0	0	0	0	0	0	
2000	5	0	5	0	0	0	0	0	0	0	0		2000	0	0	3	2	0	0	0	0	0	0	0	0	0	13.6	-		0	0	0	0	0	0	
2100	5	0	5	0	0	0	0	0	0	0	0		2100	0	0	3	2	0	0	0	0	0	0	0	0	0	14.5	-		0	0	0	0	0	0	
2200	2	0	2	0	0	0	0	0	0	0	0		2200	0	0	1	1	0	0	0	0	0	0	0	0	0	13.9	-		0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	1	0	0	0	0	0	0	0	0	0	0	13.8	-		0	0	0	0	0	0	
07-19	**143**	**3**	**130**	**0**	**5**	**3**	**1**	**0**	**0**	**0**	**0**		**07-19**	**2**	**9**	**84**	**48**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.9**	**16.4**	**1**	**0.798**	**0**	**0**	**0**	**0**	
06-22	**167**	**3**	**153**	**0**	**5**	**4**	**1**	**0**	**0**	**0**	**0**		**06-22**	**2**	**10**	**96**	**58**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**16.5**	**1**	**0.686**	**0**	**0**	**0**	**0**	
06-00	**170**	**3**	**156**	**0**	**5**	**4**	**1**	**0**	**0**	**0**	**0**		**06-00**	**2**	**11**	**97**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**16.5**	**1**	**0.674**	**0**	**0**	**0**	**0**	
00-00	**173**	**3**	**160**	**0**	**5**	**4**	**1**	**0**	**0**	**0**	**0**		**00-00**	**2**	**11**	**99**	**60**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**16.6**	**1**	**0.741**	**0**	**0**	**0**	**0**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
Mon	144	1	134	0	5	4	0	0	0	0	0		Mon	1	25	90	28	0	0	0	0	0	0	0	0	0	12.7	15.2	0	0	0	0	0	0	
Tue	168	2	154	0	4	6	2	0	0	0	0		Tue	1	4	106	57	0	0	0	0	0	0	0	0	0	14	16.8	0	0	0	0	0	0	
Wed	207	2	193	0	4	5	3	0	0	0	0		Wed	2	6	90	107	2	0	0	0	0	0	0	0	0	14.9	17.3	2	0.966	0	0	0	0	
Thu	195	3	186	0	4	2	0	0	0	0	0		Thu	1	9	122	62	1	0	0	0	0	0	0	0	0	14	16.3	1	0.513	0	0	0	0	
Fri	227	5	214	0	7	0	1	0	0	0	0		Fri	3	13	142	67	2	0	0	0	0	0	0	0	0	13.9	16.4	2	0.881	0	0	0	0	
|Sat	151	4	133	0	8	5	1	0	0	0	0		|Sat	5	17	78	48	3	0	0	0	0	0	0	0	0	13.5	16.5	3	1.987	0	0	0	0	
|Sun	122	5	103	1	5	6	2	0	0	0	0		|Sun	1	3	63	54	1	0	0	0	0	0	0	0	0	14.4	16.9	1	0.82	0	0	0	0	
--	**1214**	**22**	**1117**	**1**	**37**	**28**	**9**	**0**	**0**	**0**	**0**		**--**	**14**	**77**	**691**	**423**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**16.6**	**9**	**0.741**	**0**	**0**	**0**	**0**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 24 ACPO	]SL1% 24 ACPO	]SL2 35 DFT	]SL2% 35 DFT	Fix1
--	**1214**	**22**	**1117**	**1**	**37**	**28**	**9**	**0**	**0**	**0**	**0**		**--**	**14**	**77**	**691**	**423**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**16.6**	**9**	**0.741**	**0**	**0**	**0**	**0**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	]PSL 20	]PSL% 20	]SL1 20	]SL1% 20	]SL2 20	]SL2% 20	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-		0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-		0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	1	0	0	0	0	0	0	0	0	0	14.4	-		0	0	0	0	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0		0600	0	0	2	3	0	0	0	0	0	0	0	0	0	14.8	-		0	0	0	0	0	0	
0700	8	0	7	0	0	0	0	0	0	0	0		0700	0	1	3	4	0	0	0	0	0	0	0	0	0	14.4	-		0	2.381	0	2.381	0	2.381	
0800	16	0	16	0	0	0	0	0	0	0	0		0800	0	2	12	3	0	0	0	0	0	0	0	0	0	13.2	15.5	0	0	0	0	0	0	
0900	16	0	15	0	0	0	0	0	0	0	0		0900	0	1	10	5	0	0	0	0	0	0	0	0	0	13.9	16.3	0	1.266	0	1.266	0	1.266	
1000	13	0	11	0	1	1	0	0	0	0	0		1000	0	2	9	2	0	0	0	0	0	0	0	0	0	12.7	15	0	0	0	0	0	0	
1100	14	0	13	0	0	0	0	0	0	0	0		1100	0	1	9	4	0	0	0	0	0	0	0	0	0	13.8	16.5	0	0	0	0	0	0	
1200	12	0	11	0	0	0	0	0	0	0	0		1200	0	0	7	4	0	0	0	0	0	0	0	0	0	14	16.7	0	1.613	0	1.613	0	1.613	
1300	9	0	8	0	1	0	0	0	0	0	0		1300	0	0	6	3	0	0	0	0	0	0	0	0	0	14.2	-		0	0	0	0	0	0	
1400	10	0	9	0	0	0	0	0	0	0	0		1400	0	1	6	3	0	0	0	0	0	0	0	0	0	13.3	-		0	0	0	0	0	0	
1500	16	0	15	0	1	0	0	0	0	0	0		1500	0	1	11	4	0	0	0	0	0	0	0	0	0	13.7	15.9	0	0	0	0	0	0	
1600	11	0	10	0	0	0	0	0	0	0	0		1600	0	1	6	4	0	0	0	0	0	0	0	0	0	14.5	17.2	0	0	0	0	0	0	
1700	17	0	16	0	1	0	0	0	0	0	0		1700	0	0	6	11	0	0	0	0	0	0	0	0	0	15.5	17.3	0	1.163	0	1.163	0	1.163	
1800	12	0	12	0	0	0	0	0	0	0	0		1800	0	0	7	4	0	0	0	0	0	0	0	0	0	14.5	17	0	1.639	0	1.639	0	1.639	
1900	10	0	9	0	0	0	0	0	0	0	0		1900	0	0	5	5	0	0	0	0	0	0	0	0	0	14.8	-		0	0	0	0	0	0	
2000	6	0	6	0	0	0	0	0	0	0	0		2000	0	1	4	1	0	0	0	0	0	0	0	0	0	13.4	-		0	0	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0		2100	0	0	4	3	0	0	0	0	0	0	0	0	0	15.2	-		0	0	0	0	0	0	
2200	2	0	2	0	0	0	0	0	0	0	0		2200	0	0	1	1	0	0	0	0	0	0	0	0	0	13.5	-		0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	1	0	0	0	0	0	0	0	0	0	0	14.5	-		0	0	0	0	0	0	
07-19	**154**	**3**	**143**	**0**	**5**	**3**	**1**	**0**	**0**	**0**	**0**		**07-19**	**0**	**10**	**93**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**16.4**	**1**	**0.649**	**1**	**0.649**	**1**	**0.649**	
06-22	**181**	**3**	**169**	**0**	**5**	**3**	**1**	**0**	**0**	**0**	**0**		**06-22**	**0**	**11**	**107**	**62**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.1**	**16.5**	**1**	**0.552**	**1**	**0.552**	**1**	**0.552**	
06-00	**185**	**3**	**173**	**0**	**5**	**3**	**1**	**0**	**0**	**0**	**0**		**06-00**	**0**	**11**	**110**	**63**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.1**	**16.5**	**1**	**0.542**	**1**	**0.542**	**1**	**0.542**	
00-00	**187**	**3**	**175**	**0**	**5**	**3**	**1**	**0**	**0**	**0**	**0**		**00-00**	**0**	**11**	**110**	**64**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.1**	**16.5**	**1**	**0.536**	**1**	**0.536**	**1**	**0.536**	

Client: Phil Jones Associates

Project Number: TSP13612

Project Name: Great Abington NP, Cambridgeshire

Survey Type: ATC Site 5

Location: Pampisford Road

Survey Date: 11/01/2018 to 17/01/2018

Survey Time: 24 hours x 7 days

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-05
Description - PAMPISFORD RD [30M]
Direction - East

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
0000	2	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0	1	0	0	0	0	0	0	0	0	23.2 -		0	18.18	0	9.091	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0	1	1	0	0	0	0	0	0	0	22.5 -		0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -		0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0	1	0	0	0	0	0	0	0	0	23.4 -		0	14.29	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2 -		0	33.33	0	22.22	0	22.22	
0500	4	0	3	0	1	0	0	0	0	0	0		0500	0	0	1	1	1	1	1	0	0	0	0	0	0	26.6 -		2	39.29	1	14.29	0	3.571	
0600	6	1	5	0	1	0	0	0	0	0	0		0600	0	0	0	1	2	3	0	0	0	0	0	0	0	24.1 -		0	4.444	0	2.222	0	0	
0700	26	0	23	0	2	0	0	0	0	0	0		0700	0	0	1	7	9	5	3	0	0	0	0	0	0	23.3	30	4	14.53	1	2.235	0	0	
0800	40	1	34	0	5	0	0	0	0	0	0		0800	0	0	4	10	14	6	5	1	0	0	0	0	0	22.8	30.4	6	15.71	2	4.286	0	0	
0900	36	1	27	1	7	1	0	0	0	0	0		0900	0	0	4	9	9	8	4	1	0	0	0	0	0	22.7	29.4	5	12.85	1	2.811	0	0	
1000	36	1	28	1	6	0	0	0	0	0	0		1000	0	0	4	10	10	7	3	1	0	0	0	0	0	22.3	29	5	13.2	1	3.6	0	0	
1100	36	1	28	0	6	1	0	0	0	0	0		1100	0	0	3	9	11	6	5	1	0	0	0	0	0	23.2	30.6	6	17.67	2	4.819	0	0	
1200	39	1	34	0	4	0	0	0	0	0	0		1200	0	1	2	10	13	8	4	1	0	0	0	0	0	23	29.3	5	13.7	1	2.222	0	0.37	
1300	34	0	29	0	4	0	0	0	0	0	0		1300	0	0	2	7	11	8	4	1	0	0	0	0	0	23.2	29.5	5	13.45	1	2.941	0	0	
1400	44	1	39	0	2	0	0	0	0	0	0		1400	0	1	2	10	12	10	6	2	0	0	0	0	0	23.6	31	8	18.63	2	3.922	0	0	
1500	47	1	42	0	2	1	0	0	0	0	0		1500	0	0	4	11	16	9	5	1	0	0	0	0	0	22.7	29.1	6	12.54	1	2.752	0	0.306	
1600	70	1	63	0	5	0	0	0	0	0	0		1600	0	0	4	17	22	16	8	2	0	0	0	0	0	23.4	29.8	10	14.08	2	3.265	0	0.612	
1700	88	1	83	0	3	1	0	0	0	0	0		1700	0	0	5	20	33	21	6	1	1	0	0	0	0	23.1	28.4	8	9.532	2	2.423	0	0.323	
1800	58	2	54	0	2	0	0	0	0	0	0		1800	0	0	3	15	17	14	7	1	0	0	0	0	0	23.5	30.2	9	14.99	2	2.948	0	0	
1900	28	1	26	0	1	0	0	0	0	0	0		1900	0	0	3	6	7	8	3	1	0	0	0	0	0	23.6	29.9	4	14.29	1	5.102	0	1.02	
2000	18	0	17	0	0	0	0	0	0	0	0		2000	0	0	1	5	6	4	1	1	0	0	0	0	0	23.4	29.4	2	13.71	1	6.452	0	0	
2100	15	0	14	0	1	0	0	0	0	0	0		2100	0	0	1	4	5	3	1	1	0	0	0	0	0	24.3	31.4	3	17.76	1	9.346	0	0	
2200	6	0	6	0	0	0	0	0	0	0	0		2200	0	0	1	2	2	1	0	0	0	0	0	0	0	21.4 -		1	9.302	0	4.651	0	0	
2300	3	0	3	0	0	0	0	0	0	0	0		2300	0	0	0	0	1	1	0	1	0	0	0	0	0	26.1 -		1	23.81	1	19.05	0	0	
07-19	**552**	**11**	**484**	**3**	**47**	**5**	**2**	**0**	**0**	**0**	**0**		**07-19**	**0**	**4**	**38**	**136**	**178**	**119**	**59**	**14**	**2**	**1**	**0**	**0**	**0**	**23.1**	**29.6**	**76**	**13.85**	**17**	**3.131**	**1**	**0.181**	
06-22	**619**	**12**	**546**	**3**	**50**	**6**	**2**	**0**	**0**	**0**	**0**		**06-22**	**0**	**5**	**42**	**152**	**198**	**136**	**64**	**17**	**3**	**1**	**0**	**0**	**0**	**23.2**	**29.6**	**86**	**13.86**	**21**	**3.459**	**1**	**0.208**	
06-00	**629**	**13**	**554**	**3**	**50**	**6**	**2**	**0**	**0**	**0**	**0**		**06-00**	**0**	**5**	**44**	**154**	**201**	**138**	**65**	**18**	**3**	**1**	**0**	**0**	**0**	**23.2**	**29.6**	**87**	**13.86**	**22**	**3.545**	**1**	**0.205**	
00-00	**639**	**13**	**563**	**3**	**51**	**6**	**2**	**0**	**0**	**0**	**0**		**00-00**	**0**	**5**	**44**	**156**	**204**	**139**	**66**	**18**	**3**	**1**	**0**	**0**	**0**	**23.2**	**29.7**	**90**	**14.02**	**23**	**3.646**	**2**	**0.268**	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
Mon	704	12	622	1	61	7	1	0	0	0	0		Mon	0	6	41	181	225	159	76	12	3	1	0	0	0	23.1	29.4	92	13.07	16	2.273	1	0.142	
Tue	769	12	681	2	59	14	1	0	0	0	0		Tue	1	5	44	181	268	173	71	22	3	1	0	0	0	23.3	29.1	97	12.61	26	3.381	1	0.13	
Wed	763	10	670	6	57	13	4	1	1	1	0		Wed	0	4	48	160	243	191	87	22	5	2	1	0	0	23.9	30.4	117	15.33	30	3.932	3	0.393	
Thu	810	18	696	4	89	1	2	0	0	0	0		Thu	0	7	54	186	287	151	93	28	3	1	0	0	0	23.2	30.1	125	15.43	32	3.951	1	0.123	
Fri	770	15	678	5	67	4	1	0	0	0	0		Fri	0	2	61	199	221	180	82	17	6	2	0	0	0	23.2	29.6	107	13.9	25	3.247	2	0.26	
|Sat	369	8	334	0	23	3	1	0	0	0	0		|Sat	0	6	31	89	123	61	31	22	3	2	1	0	0	23.1	30.5	59	15.99	28	7.588	3	0.813	
|Sun	286	14	262	4	3	1	2	0	0	0	0		|Sun	0	4	30	98	64	60	24	4	1	0	1	0	0	21.7	28.5	30	10.49	6	2.098	1	0.35	
--	**4471**	**89**	**3943**	**22**	**359**	**43**	**12**	**1**	**1**	**1**	**0**		**--**	**1**	**34**	**309**	**1094**	**1431**	**975**	**464**	**127**	**24**	**9**	**3**	**0**	**0**	**23.2**	**29.7**	**627**	**14.02**	**163**	**3.646**	**12**	**0.268**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
--	**4471**	**89**	**3943**	**22**	**359**	**43**	**12**	**1**	**1**	**1**	**0**		**--**	**1**	**34**	**309**	**1094**	**1431**	**975**	**464**	**127**	**24**	**9**	**3**	**0**	**0**	**23.2**	**29.7**	**627**	**14.02**	**163**	**3.646**	**12**	**0.268**	

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 30	JSL1% 30	JSL2 30	JSL2% 30	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0	1	0	0	0	0	0	0	0	0	24.8 -		0	16.67	0	16.67	0	16.67	
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	1	0	0	0	0	0	0	0	24.6 -		0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -		0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0	1	0	0	0	0	0	0	0	0	25 -		0	25	0	25	0	25	
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	1	0	0	0	0	0	0	0	29.4 -		0	33.33	0	33.33	0	33.33	
0500	6	0	4	0	1	0	0	0	0	0	0		0500	0	0	1	1	1	1	0	0	0	0	0	0	0	26.6 -		2	39.29	2	39.29	2	39.29	
0600	8	1	6	0	1	0	0	0	0	0	0		0600	0	0	0	1	3	3	0	0	0	0	0	0	0	24.1 -		0	2.564	0	2.564	0	2.564	
0700	32	0	29	0	3	0	0	0	0	0	0		0700	0	0	1	9	12	6	4	0	0	0	0	0	0	23.4 -		5	14.81	5	14.81	5	14.81	
0800	50	1	43	0	6	0	0	0	0	0	0		0800	0	0	5	12	18	8	6	2	0	0	0	0	0	22.8	30.3	8	15.54	8	15.54	8	15.54	
0900	42	0	32	0	8	1	0	0	0	0	0		0900	0	0	4	11	11	10	5	1	0	0	0	0	0	22.9	29.5	6	13.74	6	13.74	6	13.74	
1000	42	0	32	1	8	1	0	0	0	0	0		1000	0	0	4	12	12	8	4	1	0	0	0	0	0	22.6	29	6	13.33	6	13.33	6	13.33	
1100	39	1	29	0	8	1	0	0	0	0	0		1100	0	0	3	11	11	7	4	1	0	0	0	0	0	23	30.1	6	15.54	6	15.54	6	15.54	
1200	42	0	36	0	5	0	0	0	0	0	0		1200	0	1	2	11	15	8	5	1	0	0	0	0	0	23.3	29.7	6	14.69	6	14.69	6	14.69	
1300	38	0	32	0	5	1	0	0	0	0	0		1300	0	0	2	9	12	10	4	1	0	0	0	0	0	23.5	29.5	5	13.16	5	13.16	5	13.16	
1400	49	1	44	0	3	0	0	0	0	0	0		1400	0	1	2	10	14	12	8	2	0	0	0	0	0	24.2	31.5	10	20.41	10	20.41	10	20.41	
1500	52	1	47	0	3	1	0	0	0	0	0		1500	0	0	5	12	18	11	5	1	0	0	0	0	0	22.8	28.7	6	11.2	6	11.2	6	11.2	
1600	89	1	80	0	6	0	0	0	0	0	0		1600	0	1	5	21	29	20	10	2	0	0	0	0	0	23.5	29.9	13	14.45	13	14.45	13	14.45	
1700	113	2	107	0	3	1	0	0	0	0	0		1700	0	1	7	25	43	28	8	1	1	0	0	0	0	23.1	28.2	10	8.995	10	8.995	10	8.995	
1800	72	3	67	0	2	0	0	0	0	0	0		1800	0	0	4	17	23	17	10	2	0	0	0	0	0	23.7	30.4	12	16.02	12	16.02	12	16.02	
1900	34	1	31	0	1	0	0	0	0	0	0		1900	0	0	3	7	9	9	3	1	0	0	0	0	0	23.9	30.1	5	15.38	5	15.38	5	15.38	
2000	21	0	21	0	0	0	0	0	0	0	0		2000	0	1	1	6	7	5	1	1	0	0	0	0	0	23.1	28.9	3	12.15	3	12.15	3	12.15	
2100	18	0	17	0	1	0	0	0	0	0	0		2100	0	0	1	4	6	3	2	2	0	0	0	0	0	24.6	33.2	4	19.78	4	19.78	4	19.78	
2200	7	1	6	0	0	0	0	0	0	0	0		2200	0	0	1	2	2	1	0	0	0	0	0	0	0	21.4 -		1	8.571	1	8.571	1	8.571	
2300	3	0	3	0	0	0	0	0	0	0	0		2300	0	0	0	1	1	1	0	0	0	0	0	0	0	27.6 -		1	25	1	25	1	25	
07-19	**661**	**11**	**576**	**4**	**61**	**7**	**2**	**0**	**0**	**0**	**0**		**07-19**	**0**	**4**	**43**	**159**	**217**	**146**	**73**	**15**	**3**	**1**	**0**	**0**	**0**	**23.2**	**29.6**	**92**	**13.86**	**92**	**13.86**	**92**	**13.86**	
06-22	**742**	**12**	**651**	**4**	**65**	**8**	**2**	**0**	**0**	**0**	**0**		**06-22**	**0**	**5**	**48**	**177**	**243**	**166**	**80**	**19**	**3**	**1**	**0**	**0**	**0**	**23.3**	**29.7**	**103**	**13.91**	**103**	**13.91**	**103**	**13.91**	
06-00	**752**	**13**	**660**	**4**	**65**	**8**	**2**	**0**	**0**	**0**	**0**		**06-00**	**0**	**5**	**49**	**180**	**246**	**168**	**80**	**20**	**4**	**1**	**0**	**0**	**0**	**23.3**	**29.7**	**105**	**13.91**	**105**	**13.91**	**105**	**13.91**	
00-00	**763**	**13**	**669**	**4**	**67**	**8**	**2**	**0**	**0**	**0**	**0**		**00-00**	**0**	**5**	**50**	**181**	**249**	**171**	**82**	**20**	**4**	**1**	**0**	**0**	**0**	**23.3**	**29.7**	**108**	**14.1**	**108**	**14.1**	**108**	**14.1**	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-146
Site Name - TSP13612-05
Description - PAMPISFORD RD [30M]
Direction - West

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
0000	3	0	3	0	0	0	0	0	0	0	0		0000	0	0	0	0	1	1	0	0	0	0	0	0	0	24.7 -		0	14.29	0	4.762	0	0
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0	1	0	0	0	0	0	0	0	0	24.6 -		0	8.333	0	8.333	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	1	0	0	0	0	0	0	0	26.1 -		0	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0		0300	0	0	0	0	1	2	1	0	0	0	0	0	0	27.4 -		1	25.93	0	11.11	0	0
0400	8	0	7	0	1	0	0	0	0	0	0		0400	0	0	0	1	3	3	1	0	0	0	0	0	0	26.3 -		2	23.73	1	6.78	0	0
0500	40	0	31	0	8	0	0	0	0	0	0		0500	0	0	0	5	11	14	6	2	1	1	0	0	0	26.8	32.4	10	24.1	4	9.353	1	2.878
0600	103	1	90	0	10	1	0	0	0	0	0		0600	0	0	1	9	32	41	15	3	1	0	0	0	0	26.3	31.2	20	19.33	4	4.312	0	0
0700	218	4	198	0	12	4	0	0	0	0	0		0700	0	0	3	31	103	69	10	1	0	0	0	0	0	23.9	27.9	12	5.494	2	0.719	0	0
0800	217	1	201	0	11	3	0	0	0	0	0		0800	0	0	5	39	98	63	9	2	0	0	0	0	0	23.4	27.5	11	5.01	2	0.923	0	0.066
0900	115	1	101	1	10	1	0	0	0	0	0		0900	0	0	2	19	47	37	9	1	1	0	0	0	0	24.1	28.6	11	9.181	2	1.613	0	0.124
1000	66	0	54	0	10	0	0	0	0	0	0		1000	0	0	2	13	26	17	6	1	0	0	0	0	0	23.8	29.2	8	11.96	1	2.174	0	0
1100	66	1	55	0	9	0	0	0	0	0	0		1100	0	0	2	14	23	20	6	1	0	0	0	0	0	23.6	29	7	10.68	1	2.179	0	0.218
1200	67	1	55	0	10	1	0	0	0	0	0		1200	0	0	2	14	25	19	6	1	0	0	0	0	0	23.6	28.5	7	10.21	1	1.702	0	0
1300	66	1	52	0	11	1	0	0	0	0	0		1300	0	0	1	14	26	15	8	2	0	0	0	0	0	24.1	30.3	10	15.87	2	3.696	0	0.217
1400	56	1	47	0	7	1	0	1	0	0	0		1400	0	0	2	10	21	15	6	1	0	0	0	0	0	24	29.8	8	14.18	2	2.785	0	0
1500	63	0	52	0	10	1	0	0	0	0	0		1500	0	0	2	14	22	18	6	1	0	0	0	0	0	23.8	28.8	7	11.79	2	2.948	0	0.227
1600	71	1	62	0	6	1	0	0	0	0	0		1600	0	0	1	11	27	23	6	1	0	0	0	0	0	24.5	29	8	11.34	2	2.632	0	0
1700	69	0	64	0	4	1	0	0	0	0	0		1700	0	0	2	10	27	22	6	2	0	0	0	0	0	24.3	29.4	8	11.62	2	3.112	0	0
1800	43	1	39	0	2	1	0	0	0	0	0		1800	0	0	1	7	17	13	4	0	0	0	0	0	0	24.2	29.3	4	10.33	1	1.333	0	0
1900	27	0	25	0	1	1	0	0	0	0	0		1900	0	0	0	6	10	8	2	1	0	0	0	0	0	23.8	28.3	3	10.11	1	3.191	0	0.532
2000	19	0	18	0	1	0	0	0	0	0	0		2000	0	0	0	4	7	4	2	0	0	0	0	0	0	24.1	30.4	3	15.04	1	3.008	0	0.752
2100	14	0	13	0	1	0	0	0	0	0	0		2100	0	0	0	3	5	4	2	0	0	0	0	0	0	24.5	30.5	2	15.84	0	2.97	0	0
2200	8	0	8	0	0	0	0	0	0	0	0		2200	0	0	0	1	3	2	1	0	0	0	0	0	0	23.9 -		1	10.91	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0		2300	0	0	0	1	2	1	1	0	0	0	0	0	0	23.5 -		1	16.22	0	2.703	0	0
07-19	**1116**	**12**	**980**	**3**	**103**	**14**	**2**	**1**	**1**	**0**	**0**		**07-19**	**0**	**2**	**25**	**195**	**462**	**331**	**82**	**15**	**4**	**1**	**0**	**0**	**0**	**23.9**	**28.5**	**101**	**9.087**	**20**	**1.779**	**1**	**0.064**
06-22	**1279**	**13**	**1126**	**3**	**116**	**17**	**2**	**1**	**1**	**0**	**0**		**06-22**	**0**	**2**	**27**	**217**	**516**	**388**	**103**	**19**	**6**	**1**	**0**	**0**	**0**	**24.1**	**28.8**	**129**	**10.1**	**26**	**2.044**	**1**	**0.078**
06-00	**1292**	**13**	**1139**	**3**	**116**	**17**	**2**	**1**	**1**	**0**	**0**		**06-00**	**0**	**2**	**27**	**220**	**521**	**391**	**105**	**19**	**6**	**1**	**0**	**0**	**0**	**24.1**	**28.8**	**131**	**10.13**	**26**	**2.034**	**1**	**0.077**
00-00	**1350**	**14**	**1185**	**3**	**127**	**18**	**2**	**1**	**1**	**0**	**0**		**00-00**	**0**	**2**	**28**	**226**	**539**	**411**	**113**	**22**	**7**	**2**	**0**	**0**	**0**	**24.2**	**29**	**144**	**10.67**	**31**	**2.317**	**2**	**0.159**

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
Mon	1577	10	1389	1	166	8	1	1	1	0	0		Mon	0	1	32	265	654	497	105	15	6	2	0	0	0	24	28.5	128	8.117	23	1.458	2	0.127
Tue	1586	16	1380	4	138	42	4	1	1	0	0		Tue	0	0	29	255	673	466	129	27	5	1	1	0	0	24.2	28.9	163	10.28	34	2.144	2	0.126
Wed	1593	17	1393	5	114	58	4	0	1	0	1		Wed	0	1	26	212	639	521	158	25	8	2	1	0	0	24.7	29.4	194	12.18	36	2.26	3	0.188
Thu	1690	16	1473	3	191	2	2	2	1	0	0		Thu	0	3	37	282	648	529	145	32	11	3	0	0	0	24.3	29.1	191	11.3	46	2.722	3	0.178
Fri	1610	16	1401	6	181	5	0	1	0	0	0		Fri	0	5	26	300	610	492	137	27	11	2	0	0	0	24.1	28.8	177	10.99	40	2.484	2	0.124
|Sat	822	11	727	2	77	5	0	0	0	0	0		|Sat	0	2	23	152	329	219	74	16	5	2	0	0	0	23.9	29.2	97	11.8	23	2.798	2	0.243
|Sun	573	10	534	1	21	4	1	1	0	0	1		|Sun	0	3	22	119	218	153	41	14	2	1	0	0	0	23.5	28.6	58	10.12	17	2.967	1	0.175
--	**9451**	**96**	**8297**	**22**	**888**	**124**	**12**	**6**	**4**	**0**	**2**		**--**	**0**	**15**	**195**	**1585**	**3771**	**2877**	**789**	**156**	**48**	**13**	**2**	**0**	**0**	**24.2**	**29**	**1008**	**10.67**	**219**	**2.317**	**15**	**0.159**

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
--	**9451**	**96**	**8297**	**22**	**888**	**124**	**12**	**6**	**4**	**0**	**2**		**--**	**0**	**15**	**195**	**1585**	**3771**	**2877**	**789**	**156**	**48**	**13**	**2**	**0**	**0**	**24.2**	**29**	**1008**	**10.67**	**219**	**2.317**	**15**	**0.159**

Virtual Day (5)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 30	JSL1% 30	JSL2 30	JSL2% 30	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0		0000	0	0	0	0	1	1	0	0	0	0	0	0	0	25.9 -		0	9.091	0	9.091	0	9.091
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	0	1	0	0	0	0	0	0	0	0	23.6 -		0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	1	0	0	0	0	0	0	0	27.1 -		0	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0		0300	0	0	0	1	1	2	1	0	0	0	0	0	0	27 -		1	25	1	25	1	25
0400	11	0	9	0	1	0	0	0	0	0	0		0400	0	0	0	1	3	4	2	0	0	0	0	0	0	26.4	31.4	3	24.07	3	24.07	3	24.07
0500	51	0	40	0	10	1	0	0	0	0	0		0500	0	0	1	6	14	17	8	2	1	1	0	0	0	26.9	32.4	13	24.9	13	24.9	3	24.9
0600	136	2	120	0	12	2	0	0	0	0	0		0600	0	0	1	11	43	54	20	4	2	0	0	0	0	26.3	31.2	26	19.12	26	19.12	26	19.12
0700	296	5	267	0	17	5	0	0	0	0	0		0700	0	0	4	42	139	95	13	1	0	0	0	0	0	23.8	27.8	15	5.135	15	5.135	15	5.135
0800	289	1	270	0	14	3	0	0	0	0	0		0800	0	0	6	53	133	84	11	2	0	0	0	0	0	23.3	27.4	13	4.423	13	4.423	13	4.423
0900	137	2	120	1	12	2	1	0	0	0	0		0900	0	0	2	22	57	44	10	1	0	0	0	0	0	24.1	28.4	12	8.759	12	8.759	12	8.759
1000	68	0	54	0	13	1	0	0	0	0	0		1000	0	0	1	14	26	19	7	1	0	0	0	0	0	24	29.2	8	12.35	8	12.35	8	12.35
1100	65	0	53	0	11	1	0	0	0	0	0		1100	0	0	2	13	23	20	5	1	0	0	0	0	0	23.8	28.9	7	10.77	7	10.77	7	10.77
1200	64	1	49	0	13	1	0	0	0	0	0		1200	0	0	2	14	23	17	6	1	0	0	0	0	0	23.6	28.6	7	11.32	7	11.32	7	11.32
1300	67	1	52	0	13	1	0	0	0	0	0		1300	0	0	1	15	25	16	8	2	1	0	0	0	0	24.3	30.4	11	15.77	11	15.77	11	15.77
1400	58	1	46	0	8	1	0	1	0	0	0		1400	0	0	1	9	21	16	8	2	1	0	0	0	0	24.6	30.5	10	17.01	10	17.01	10	17.01
1500	71	0	56	0	13	1	0	0	0	0	0		1500	0	0	2	15	24	20	7	2	1	0	0	0	0	24.1	29.3	10	13.6	10	13.6	10	13.6
1600	79	0	69	0	8	1	0	0	0	0	0		1600	0	0	1	10	30	28	8	2	0	0	0	0	0	24.9	29.3	10	12.34	10	12.34	10	12.34
1700	81	0	74	0	4	1	0	0	0	0	0		1700	0	0	2	11	31	27	7	2	0	0	0	0	0	24.5	29.5	10	11.88	10	11.88	10	11.88
1800	47	1	43	0	3	1	0	0	0	0	0		1800	0	0	1	8	20	14	4	1	0	0	0	0	0	24.3	29.2	5	10.13	5	10.13	5	10.13
1900	30	0	27	0	1	1	0	0	0	0	0		1900	0	0	0	7	11	8	2	1	0	0	0	0	0	23.7	28.5	3	10.74	3	10.74	3	10.74
2000	21	0	19	0	1	0	0	0	0	0	0		2000	0	0	0	4	7	5	3	0	0	0	0	0	0	24.7	31.2	3	16.5	3	16.5	3	16.5
2100	18	0	17	0	1	0	0	0	0	0	0		2100	0	0	0	4	6	4	2	0	0	0	0	0	0	24.4	30.7	3	16.48	3	16.48	3	16.48
2200	9	0	9	0	0	0	0	0	0	0	0		2200	0	0	0	2	3	3	1	0	0	0	0	0	0	23.9 -		1	10.64	1	10.64	1	10.64
2300	5	0	5	0	0	0	0	0	0	0	0		2300	0	0	0	2	2	1	1	0	0	0	0	0	0	23.4 -		1	14.81	1	14.81	1	14.81
07-19	**1322**	**12**	**1154**	**4**	**130**	**19**	**2**	**1**	**1**	**0**	**0**		**07-19**	**0**	**2**	**27**	**225**	**552**	**400**	**95**	**17**	**4**	**1**	**0**	**0**	**0**	**23.9**	**28.4**	**117**	**8.835**	**117**	**8.835**	**117**	**8.835**
06-22	**1527**	**15**	**1337**	**4**	**145**	**22**	**2**	**1**	**1**	**0**	**0**		**06-22**	**0**	**2**	**29**	**252**	**620**	**472**	**123**	**22**	**7**	**1**	**0**	**0**	**0**	**24.2**	**28.8**	**152**	**9.983**	**152**	**9.983**	**152**	**9.983**
06-00	**1541**	**15**	**1351**	**4**	**145**	**22**	**2**	**1**	**1**	**0**	**0**		**06-00**	**0**	**2**	**29**	**255**	**625**	**476**	**124**	**22**	**7**	**1**	**0**	**0**	**0**	**24.2**	**28.8**	**154**	**10**	**154**	**10**	**154**	**10**
00-00	**1611**	**15**	**1407**	**4**	**158**	**23**	**2**	**1**	**1**	**0**	**0**		**00-00**	**0**	**2**	**30**	**263**	**645**	**501**	**135**	**25**	**8**	**2**	**0**	**0**	**0**	**24.3**	**28.9**	**171**	**10.59**	**171**	**10.59**	**171**	**10.59**

Appendix B TRICS Outputs

Calculation Reference: AUDIT-231601-180131-0153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	4 days
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	6 days
08	**NORTH WEST**		
	CH	CHESHIRE	2 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
Actual Range: 7 to 116 (units:)
Range Selected by User: 6 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 27/11/17

Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	4 days
Thursday	7 days
Friday	5 days

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	14

Selected Location Sub Categories:

Residential Zone	22
No Sub Category	5

Secondary Filtering selection:

Use Class:

C3	27 days

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	11 days
100,001 to 125,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	18 days

Travel Plan:

Yes	2 days
No	25 days

PTAL Rating:

No PTAL Present	27 days

LIST OF SITES relevant to selection parameters

1 **CB-03-A-04** **SEMI DETACHED** **CUMBRIA**
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

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

3 **CH-03-A-09** **TERRACED HOUSES** **CHESHIRE**
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

4 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD

BISHOP AUCKLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

5 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

6 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

7 **ES-03-A-02** **PRIVATE HOUSING** **EAST SUSSEX**
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

8 **HC-03-A-19** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY

LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
WILLESBOROUGH
ASHFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

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

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

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

12 **NF-03-A-03** **DETACHED HOUSES** **NORFOLK**
HALING WAY

THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

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

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

14 **NY-03-A-07** **DETACHED & SEMI DET.** **NORTH YORKSHIRE**
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

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

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

16 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

17 **NY-03-A-11** **PRIVATE HOUSING** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
OLD HOSPITAL COMPOUND
CATTERICK GARRISON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

19 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

20 **SF-03-A-04** **DETACHED & BUNGALOWS** **SUFFOLK**
NORMANSTON DRIVE

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

21 **SF-03-A-05** **DETACHED HOUSES** **SUFFOLK**
VALE LANE

BURY ST EDMUNDS
Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 **SH-03-A-03** **DETATCHED** **SHROPSHIRE**
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

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

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

24 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

25 **SH-03-A-06** **BUNGALOWS** **SHROPSHIRE**
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

26 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

27 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

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

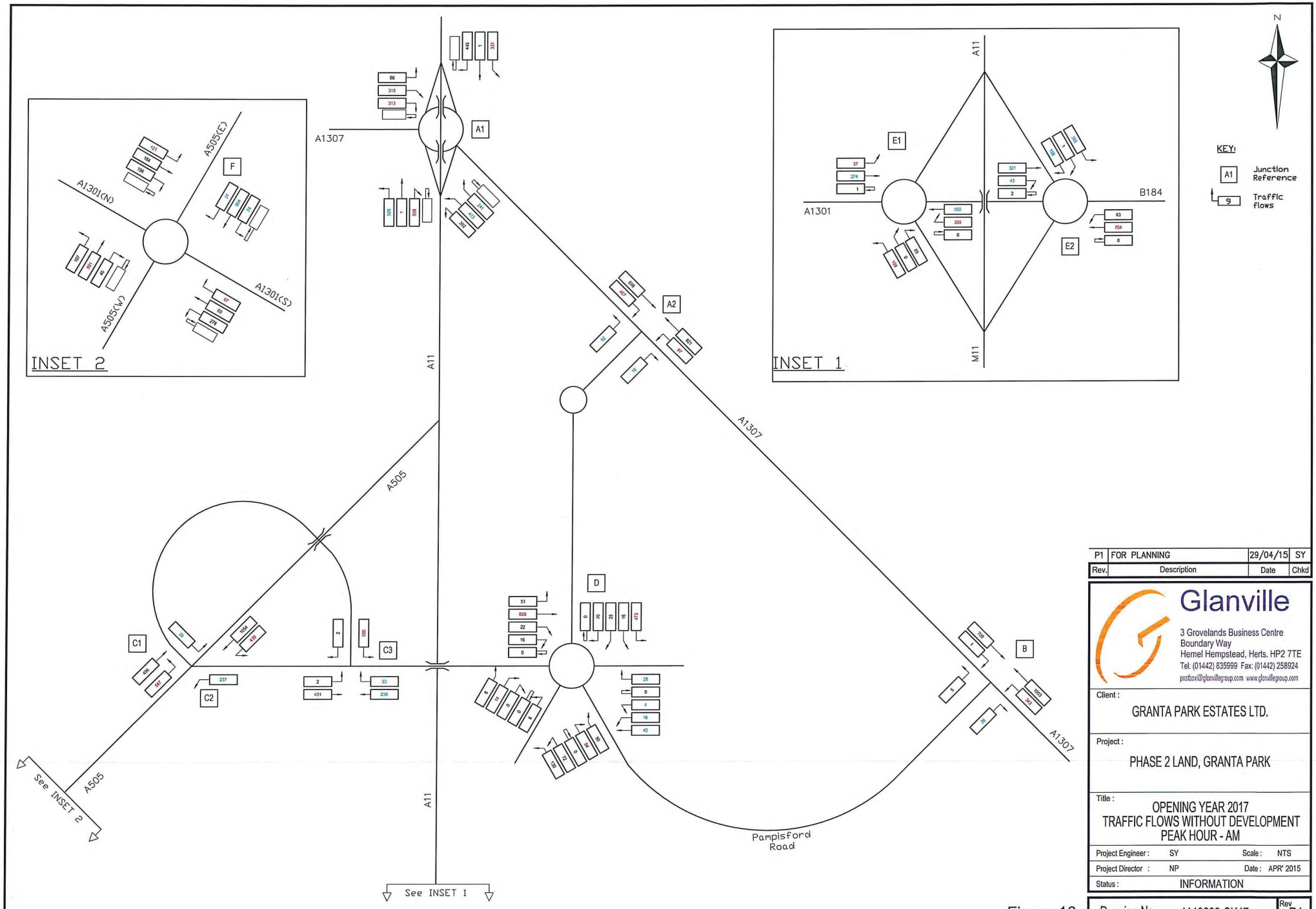
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	44	0.075	27	44	0.281	27	44	0.356
08:00 - 09:00	27	44	0.145	**27**	**44**	**0.380**	27	44	0.525
09:00 - 10:00	27	44	0.164	27	44	0.180	27	44	0.344
10:00 - 11:00	27	44	0.156	27	44	0.176	27	44	0.332
11:00 - 12:00	27	44	0.152	27	44	0.170	27	44	0.322
12:00 - 13:00	27	44	0.176	27	44	0.171	27	44	0.347
13:00 - 14:00	27	44	0.166	27	44	0.155	27	44	0.321
14:00 - 15:00	27	44	0.158	27	44	0.182	27	44	0.340
15:00 - 16:00	27	44	0.246	27	44	0.176	27	44	0.422
16:00 - 17:00	27	44	0.271	27	44	0.160	27	44	0.431
17:00 - 18:00	**27**	**44**	**0.365**	27	44	0.168	**27**	**44**	**0.533**
18:00 - 19:00	27	44	0.224	27	44	0.149	27	44	0.373
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.298			2.348			4.646

Appendix C Granta Park Roundabout (Glenville Consultant TA)



Rev.	Description	Date	Chkd
P1	FOR PLANNING	29/04/15	SY

Glanville
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
GRANTA PARK ESTATES LTD.

Project :
PHASE 2 LAND, GRANTA PARK

Title :
OPENING YEAR 2017
TRAFFIC FLOWS WITHOUT DEVELOPMENT
PEAK HOUR - AM

Project Engineer :	SY	Scale :	NTS
Project Director :	NP	Date :	APR' 2015
Status :	INFORMATION		

Figure 16

Drawing No. 4140293-SK47 Rev P1

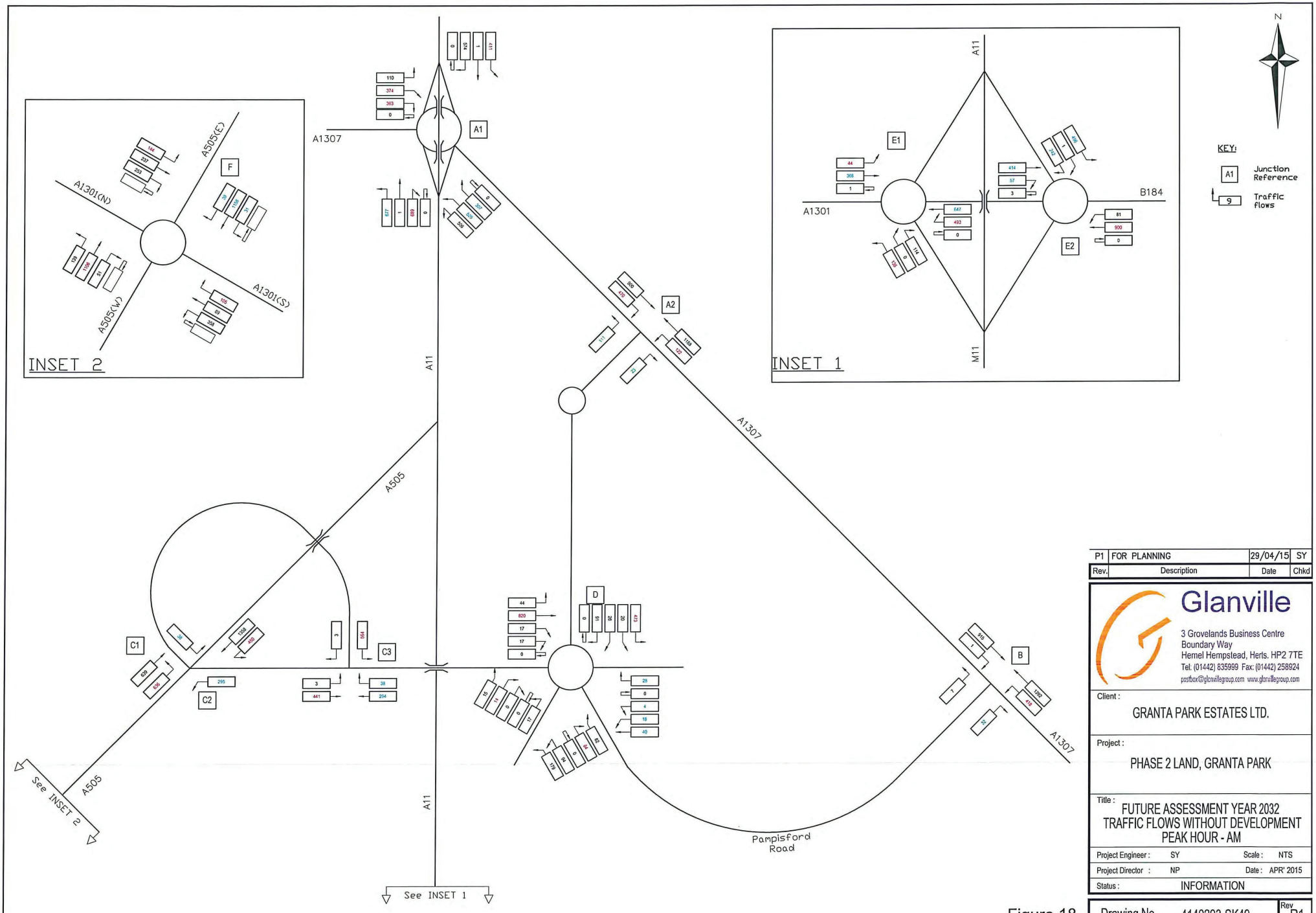


Figure 18

Rev.	Description	Date	Chkd
P1	FOR PLANNING	29/04/15	SY

Glanville
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com www.glanvillegroup.com

Client : GRANTA PARK ESTATES LTD.

Project : PHASE 2 LAND, GRANTA PARK

Title : FUTURE ASSESSMENT YEAR 2032
TRAFFIC FLOWS WITHOUT DEVELOPMENT
PEAK HOUR - AM

Project Engineer :	SY	Scale :	NTS
Project Director :	NP	Date :	APR' 2015
Status :	INFORMATION		

Drawing No. 4140293-SK49 Rev P1