Appendix M

TRAFFIC ASSESSMENT

TRAFFIC STUDY
COWRA HEAVY VEHICLE BYPASS

PREPARED FOR
COWRA SHIRE COUNCIL

JULY 2015

• Civil, Environmental & Structural Engineering • Surveying • Environmental • Planning • Architecture

TRAFFIC STUDY

COWRA HEAVY VEHICLE BYPASS

MID-WESTERN HIGHWAY COWRA

PREPARED FOR:

COWRA SHIRE COUNCIL

JULY 2015

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TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

INTRODUCTION 5

1.1 BACKGROUND 5
1.2 BYPASS ROUTE SELECTION 5
1.3 TRAFFIC STUDY 6
1.4 TRAFFIC STUDY METHODOLOGY 6

CONSIDERATION OF SEPP (INFRASTRUCTURE) 2007 8

EXISTING TRAFFIC CONDITIONS 9

3.1 PROPOSED BYPASS ROUTE 9
3.2 ROAD NETWORK HIERARCHY 10
3.3 EXISTING ROADWAY CONDITIONS 11
3.4 EXISTING ROADWAY CAPACITY 15
3.5 ANNUAL AVERAGE DAILY TRAFFIC 16
3.6 PEAK HOUR TRAFFIC 16

TRAFFIC IMPACT OF THE PROPOSED BYPASS 18

4.1 PROPOSED BYPASS ROUTE 18
4.2 BYPASS TRAFFIC USAGE 18
4.3 TRAFFIC DISTRIBUTION 18
4.3.1 DAILY TRAFFIC USAGE 19
4.3.2 PEAK HOUR TRAFFIC USAGE 22
4.4 IMPACT OF THE BYPASS TRAFFIC 24
4.4.1 TRAFFIC VOLUME 24
4.4.2 ROADWAY CAPACITY 25
4.4.3 HEAVY VEHICLE BYPASS ROADWAY CONFIGURATION 26
4.4.4 INTERSECTION OPERATION 30
4.4.5 ROAD NETWORK HIERARCHY 33

BYPASS TRAFFIC IMPACT SUMMARY 34

RECOMMENDATIONS 36

FIGURES

Figure 1 Origin Destination Survey Locations
Figure 2 Proposed Cowra Heavy Vehicle Bypass Route Segments and Usage Allocation
Figure 3 2015 Available Daily Traffic Volumes (No Bypass)
Figure 4 2015 Estimated Daily Traffic Volumes (With Bypass)
Figure 5 2025 Estimated Daily Traffic Volumes (With Bypass)
Figure 6 2035 Estimated Daily Traffic Volumes (With Bypass)
Figure 7 2015 Estimated Peak Hour Traffic Volumes (With Bypass)
Figure 8 2025 Estimated Peak Hour Traffic Volumes (With Bypass)
Figure 9 2035 Estimated Peak Hour Traffic Volumes (With Bypass)
Figure 10 Heavy Vehicle Bypass Roadway Configuration
Figure 11 Year 2035 Peak Hour Traffic at the Intersection of the Mid-Western Highway and Airport Road
Figure 12 Year 2035 Peak Hour Traffic at the Intersection of Boundary Road and Olympic Way
Figure 13 Year 2035 Peak Hour Traffic at the Intersection of the Bypass Route and Lachlan Valley Way
Figure 14 Year 2035 Peak Hour Traffic at the Intersection of Campbell Street and the Mid-Western Highway

PLATES

APPENDICES

APPENDIX A
Aerial Images of Bypass Route

APPENDIX B
Available Bypass Traffic Data

APPENDIX C
RMS Letter

APPENDIX D
SIDRA Modelling Results

TABLES

Table 3.1 – Existing Road Classification 10
Table 3.2 – Existing Roadway Capacity and Level of Service 15
Table 3.3 – Existing AADT Traffic Volumes 16
Table 3.4 – Existing Peak Hour Traffic Volumes 17
Table 4.1 – Percentage Distribution of Heavy Vehicles 19
Table 4.2 – 2015 Available Daily Traffic Volumes (No Bypass) 20
Table 4.3 – 2015 Estimated Daily Traffic Volumes (With Bypass) 20
Table 4.4 – 2025 Estimated Daily Traffic Volumes (With Bypass) 21
Table 4.5 – 2035 Estimated Daily Traffic Volumes (With Bypass) 21
Table 4.6 – 2015 Estimated Peak Hour Traffic Volumes (With Bypass) 22
Table 4.7 – 2025 Estimated Peak Hour Traffic Volumes (With Bypass) 23
Table 4.8 – 2035 Estimated Peak Hour Traffic Volumes (With Bypass) 23
Table 4.9 – Comparison of Existing and Bypass Traffic Volumes 24
Table 4.10 – 2015 Bypass Peak Hour Operational Capacity 25
Table 4.11 – Mid-Western Highway and Airport Road Intersection Operation 30
Table 4.12 – Boundary Road and Olympic Way Intersection Operation 31
Table 4.13 – Bypass Route and Lachlan Valley Way Intersection Operation 32
Table 4.14 – Campbell Street and Mid-Western Highway Intersection Operation 33
Table 4.15 – Bypass Road Classification 33

Executive Summary

Cowra is located in the Central West of NSW approximately 310km south west of Sydney and 190km north of Canberra and has a population of approximately 10,000 people.

Cowra is located at the convergence of a number of highways that form part of a network of heavy vehicle routes throughout the state. The highways that converge at Cowra include:

- Mid-Western Highway (State Highway No. 6) from the west through Grenfell and then eastwards through Blayney and onto Bathurst.
- Olympic Way (Main Road No. 78) from the south through Young.
- Lachlan Valley Way (Main Road No. 56) from the south through Boorowa
- Canowindra Road (Main Road No. 310) northwards through Canowindra

The convergence of the highways and the route of the Mid-Western Highway through the centre of Cowra results in significant volumes of heavy vehicle traffic passing through the central business district.

The increasing volume of heavy vehicles passing through Cowra has resulted in a decreasing level of amenity for local vehicle traffic and pedestrians through the CBD. The Cowra bypass project has been conceived to improve the amenity of the CBD through the reduction in the volume of heavy vehicles travelling through the town.

In 2013, GHD prepared a report for Cowra Shire Council titled *Cowra Heavy Vehicle Bypass Study*. The report identified and evaluated a number alternative routes for the heavy vehicle bypass and conducted community and stakeholder consultation during the evaluation of the route options. Following the evaluation and assessment process, Option 3 was adopted as the most preferable route for the heavy vehicle bypass of Cowra.

Based on the adopted Option 3, the proposed heavy vehicle bypass alignment commences at the intersection of the Mid-Western Highway (Grenfell Road) and Airport Road, on the western edge of Cowra. The bypass alignment utilises the existing road reserves for Airport Road southwards and turns eastwards onto Boundary Road.

The bypass alignment intersects with Olympic Way (Young Road) before crossing private land to reach Fishburn Street where it continues along the northern side of the Blayney to Demondrille Rail Line corridor. The bypass alignment then crosses Lachlan Valley Way and passes under the existing Lachlan River rail bridge before crossing the Lachlan River via a new road bridge.

On the eastern side of the Lachlan River, the bypass alignment continues along the southern side of the rail corridor with a similar horizontal alignment until reaching the sealed section of Campbell Street. The bypass alignment then continues north along the existing Campbell Street road reserve until passing through Europa Park and terminating at the intersection of Campbell Street and the Mid-Western Highway

This Traffic Study will address the following specific issues:

- The existing traffic movements on the existing road network, including the Mid-Western Highway and the local roads affected by the proposed bypass route;
- Any changes to traffic volumes resulting from the development of the bypass;
- The effect, if any, of the generated traffic on the surrounding roads; and
- Commentary on proposed intersection designs to accommodate the anticipated heavy vehicle volumes.

The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route has been assessed and the following impacts have been determined:

- The percentage increases in the daily traffic volumes on Airport Road and Campbell Street are very high, ranging from 212% to 7,400%, however, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes.
- Whilst the percentage increase in daily traffic on Airport Road and Campbell Street are very high, the operational capacity of the roads under existing roadway conditions ranges from 11.8% for Airport Road and 22.2% for Campbell Street. Allowing for the growth in the peak hour bypass traffic, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roads.
- Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.
- For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved

The proposed roadway configuration of the roads forming the heavy vehicle bypass route shall be as follows:

- The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.
- Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel lane and concrete kerb and gutter will also be provided.
- The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.
- The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway

The proposed configuration of each intersection along the bypass route is summarised below:

<u>Mid-Western Highway (Grenfell Road) and Airport Road</u>

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

CHR – Channelised Right Turn Lane from the Mid-Western Highway into Airport Road.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Airport Road.

AUL – Auxiliary Acceleration Lane for the left turn from Airport Road onto the Mid-Western Highway.

Based on SIDRA modelling carried out, the proposed upgrading to the intersection of the Mid-Western Highway and Airport Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.4 seconds to 14.0 seconds with the maximum queue length of 0.3 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and vehicles using Airport Road.

Boundary Road and Olympic Way

The intersection of Boundary Road and Olympic Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

Based on SIDRA modelling carried out, the proposed upgrading to the intersection of Olympic Way and Boundary Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.0 seconds with the maximum queue length of 0.4 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Olympic Way and vehicles using Boundary Road.

Bypass Route and Lachlan Valley Way

The intersection of the bypass route and Lachlan Valley Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The geometry of the roundabout at this location will be complicated by the need for the bypass route to pass beneath the elevated rail bridge of the Blayney to Demondrille Rail Line to continue its alignment over the Lachlan River and along the southern side of the rail corridor.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

Based on SIDRA modelling carried out, the proposed upgrading to the intersection of Lachlan Valley Way and the Bypass Route results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.2 seconds with the maximum queue length of 0.5 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Lachlan Valley Way and vehicles using the Bypass Route.

Campbell Street and Darbys Falls Road

The intersection of Campbell Street and Brougham Street/Darbys Falls Road will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 14m to 16m in diameter.

Campbell Street and Mid-Western Highway

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Campbell Street.

Seagull Turn Lane and Acceleration Lane – Right Turn Lane from the Mid-Western Highway into Campbell Street and Right Turn and Acceleration Lane from Campbell Street onto the Mid-Western Highway.

Based on SIDRA modelling carried out, the proposed upgrading to the intersection of the Mid-Western Highway and Campbell Street results in the Highway traffic movements at the intersection operating efficiently at a Level of Service A and the Campbell Street movements operating at a Level of Service B for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.8 seconds to 17.2 seconds with the maximum queue length of 0.6 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and a minor impact on vehicles using Campbell Street.

Airport Road and Boundary Road

The existing intersection of Airport Road and Boundary Road forms a 90 degree angle bend and will not be appropriate for the operation of heavy vehicles along the bypass route.

Investigations are to be carried out during the detailed design of the bypass route roadway to acquire the adjacent property at this intersection so that a curved alignment with a larger radius can be provided to better accommodate the turning movement and operation of heavy vehicles at this section of the bypass.

The detailed design of the roads along the heavy vehicle bypass route and all intersections shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Following the construction and operation of the Cowra heavy vehicle bypass, the functional classification of roads along the bypass route will change. The functional classification of all roads along the bypass route will be:

- Mid-Western Highway (Grenfell Road) — Arterial Road
- Airport Road — Sub-Arterial Road
- Boundary Road — Sub-Arterial Road
- Olympic Way — Arterial Road
- Fishburn Street — Sub-Arterial Road
- Lachlan Valley Way — Arterial Road
- Campbell Street — Sub-Arterial Road
- Mid-Western Highway — Arterial Road

The implementation of the recommendations of this Traffic Study during the approval, design and construction of the Cowra heavy vehicle bypass route will see the development of the bypass that achieves the objectives for the project and will have minimal impact on the surrounding road network.

Introduction

1.1 BACKGROUND

Cowra is located in the Central West of NSW approximately 310km south west of Sydney and 190km north of Canberra and has a population of approximately 10,000 people.

Cowra is located at the convergence of a number of highways that form part of a network of heavy vehicle routes throughout the state. The highways that converge at Cowra include:

- Mid-Western Highway (State Highway No. 6) from the west through Grenfell and then eastwards through Blayney and onto Bathurst.
- Olympic Way (Main Road No. 78) from the south through Young.
- Lachlan Valley Way (Main Road No. 56) from the south through Boorowa
- Canowindra Road (Main Road No. 310) northwards through Canowindra

The convergence of the highways and the route of the Mid-Western Highway through the centre of Cowra results in significant volumes of heavy vehicle traffic passing through the central business district.

The increasing volume of heavy vehicles passing through Cowra has resulted in a decreasing level of amenity for local vehicle traffic and pedestrians through the CBD. The Cowra bypass project has been conceived to improve the amenity of the CBD through the reduction in the volume of heavy vehicles travelling through the town.

The Cowra Land Use Strategy prepared in 2009 identified a number of options for a proposed heavy vehicle bypass of Cowra and community consultation was undertaken by GHD in 2012 as part of its assessment of the various options for the selection of the bypass route.

The number and size of heavy vehicles passing through the CBD was identified as exposing other road users to the risk of injury and adding to congestion and delay for local vehicles (GHD, 2013). The proposal for the creation of the heavy vehicle bypass supports a recent related project, funded by Roads and Maritime Services and undertaken in concert with Cowra Shire Council, to upgrade the section of Kendal Street (Mid-Western Highway) that passes through the CBD via a reduction in dangerous crossfall, the installation of a central median to improve pedestrian safety and the upgrade of the pavement that had fallen in quality due to ad hoc and piecemeal improvement programs over many years.

The objectives for developing the Cowra heavy vehicle bypass are:

- Reduce the number of heavy vehicles travelling through the Cowra CBD.
- Improve the amenity of the CBD.
- Improve road user safety in the CBD.
- Reduce traffic congestion and local traffic travel time through the CBD.

1.2 BYPASS ROUTE SELECTION

In 2013, GHD prepared a report for Cowra Shire Council titled *Cowra Heavy Vehicle Bypass Study*. The report identified and evaluated a number alternative routes for the heavy vehicle bypass and conducted community and stakeholder consultation during the evaluation of the route options.

Origin destination surveys were conducted by GHD to identify the route of travel for heavy vehicles using each of the highways into and out of Cowra and coupled with traffic counts throughout Cowra, the number of heavy vehicles and the directions of travel for the heavy vehicles could be determined.

On the basis of the Land Use Strategy and the community and stakeholder consultation, up to 10 standalone route options together with 2 combinations of options were identified and evaluated by GHD. Following the evaluation and assessment process, Option 3 was adopted as the most preferable route for the heavy vehicle bypass of Cowra (GHD, 2013).

Based on the adopted Option 3, the proposed heavy vehicle bypass alignment commences at the intersection of the Mid-Western Highway (Grenfell Road) and Airport Road, on the western edge of Cowra. The bypass alignment utilises the existing road reserves for Airport Road southwards and turns eastwards onto Boundary Road.

The bypass alignment intersects with Olympic Way (Young Road) before crossing private land to reach Fishburn Street where it continues along the northern side of the Blayney to Demondrille Rail Line corridor. The bypass alignment then crosses Lachlan Valley Way and passes under the existing Lachlan River rail bridge before crossing the Lachlan River via a new road bridge.

On the eastern side of the Lachlan River, the bypass alignment continues along the southern side of the rail corridor with a similar horizontal alignment until reaching the sealed section of Campbell Street. The bypass alignment then continues north along the existing Campbell Street road reserve until passing through Europa Park and terminating at the intersection of Campbell Street and the Mid-Western Highway.

1.3 TRAFFIC STUDY

Under State Environmental Planning Policy SEPP (Infrastructure) 2007, the proposed Cowra heavy vehicle bypass is assessed in accordance with the requirements of Division 17 Road and Traffic, Subdivision 1 Road and Infrastructure Facilities and in particular, Clauses 93 and 94.

Clause 94 of the SEPP (Infrastructure) permits the development on any land for the purposes of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.

As the Cowra heavy vehicle bypass is a road improvement to be carried out by or on behalf of Cowra Shire Council, the proposal can be assessed under Part 5 of the Environmental Planning and Assessment Act 1979. On this basis, development consent for the project is not required from Council.

This Traffic Study will address the following specific issues:

- The existing traffic movements on the existing road network, including the Mid-Western Highway and the local roads affected by the proposed bypass route;
- Any changes to traffic volumes resulting from the development of the bypass;
- The effect, if any, of the generated traffic on the surrounding roads; and
- Commentary on proposed intersection designs to accommodate the anticipated heavy vehicle volumes.

1.4 TRAFFIC STUDY METHODOLOGY

In carrying out the preparation of the Traffic Study for the proposed heavy vehicle bypass route through Cowra, three (3) broad issues would need to be addressed as outlined below:

1. Consideration of the statutory framework
2. Existing Traffic Conditions
    - Road network hierarchy for the bypass and the surrounding road network;

- Existing roadway conditions;
- Road capacity;
- Annual Average Daily Traffic;
- Peak hour traffic; and
- Intersection operations

3. Traffic Generation, Distribution and Impacts
   - Traffic generation to and from the proposed bypass;
   - Traffic distribution from the existing road network onto the bypass;
   - Connectivity of the surrounding roads and the proposed bypass;
   - Impact of generated traffic using the bypass on traffic volumes, existing and proposed intersections; and
   - Local and wider area traffic management.

In order to satisfactorily address all the relevant traffic issues for the proposed heavy vehicle bypass, the following worktasks will be carried out.

1. Review of existing traffic volume data held by Council and the Roads and Maritime Services for roads surrounding the bypass route.
2. Inspection of the bypass route and carry out a road facility audit on the existing road network.
3. Determination of the traffic generating potential of the bypass route and calculation of the peak hour and peak daily traffic volumes to be added to the existing traffic volumes on the roads connecting to and surrounding the bypass route.
4. Assessment of the impact of additional traffic generated by the bypass on the surrounding road network through the use of SIDRA modelling. The impact assessment will be carried out in terms of:
   - Road capacity;
   - Intersection type and capacity; and
   - Level of Service.
5. Preparation of a comprehensive report documenting the findings and outcomes for the assessment of the proposed bypass route.

In summary, this Traffic Study will assess:

- The existing traffic movements on the existing road network, including the Mid-Western Highway and the local roads affected by the proposed route;
- Any changes to traffic volumes resulting from the development of the bypass;
- The effect, if any, of the generated traffic on the surrounding roads; and
- Commentary on proposed intersection designs to accommodate the anticipated heavy vehicle volumes.

Consideration of SEPP (Infrastructure) 2007

Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007 classifies developments based upon their potential to generate additional traffic onto the surrounding road network.

Developments listed in Schedule 3 of SEPP (Infrastructure) require referral to the Roads and Maritime Services (RMS) by the consent authority. The consent authority is required to take into consideration any submission that the RMS provides in response to the notice of the development. In addition the consent authority must consider, pursuant to clause 104(3) of SEPP (Infrastructure), the accessibility of the site concerned and any potential traffic safety, road congestion or parking implications of the development.

Whilst the Cowra heavy vehicle bypass is not specifically listed in Schedule 3, under the requirement of SEPP (Infrastructure) 2007, the heavy vehicle bypass is to be assessed in accordance with the requirements of Division 17 Road and Traffic, Subdivision 1 Road and Infrastructure Facilities and in particular, Clauses 93 and 94.

Clause 94 of the SEPP (Infrastructure) permits the development on any land for the purposes of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.

As the Cowra heavy vehicle bypass is a road improvement to be carried out by or on behalf of Cowra Shire Council, the proposal can be assessed under Part 5 of the Environmental Planning and Assessment Act 1979. On this basis, development consent for the project is not required from Council.

Notwithstanding this requirement, this Traffic Study will assess the potential traffic impacts on the surrounding road network by the development of the Cowra heavy vehicle bypass.

Existing Traffic Conditions

3.1 PROPOSED BYPASS ROUTE

Following the GHD assessment of the various bypass route options and the adoption of Option 3, the following heavy vehicle bypass route has been determined:

- Mid-Western Highway (Grenfell Road).
- Intersection of the Mid-Western Highway and Airport Road.
- Airport Road including intersections with:
  - Waratah Street
  - Calare Street
  - Cowra Airport access road
- Boundary Road including intersections with:
  - Four way intersection with Hartley Street and Service Road
- Intersection of Boundary Road and Olympic Way (Young Road).
- Private land.
- Fishburn Street including intersection with
  - Bulkhead Road
- Alignment on the northern side of the Blayney to Demondrille Rail Line corridor.
- Alignment intersection with Lachlan Valley Way.
- Alignment beneath the Lachlan River rail bridge.
- Alignment on a new Road Bridge crossing the Lachlan River.
- Alignment on the southern side of the Blayney to Demondrille Rail Line corridor.
- Campbell Street including intersections with
  - Parkes Street
  - Four way intersection with Brougham Street and Darbys Falls Road
  - Day Street
  - Pack Street
- Campbell Street through Europa Park
- Intersection of Campbell Street and the Mid-Western Highway

The indicative general alignment of the Cowra heavy vehicle bypass route is indicated on aerial photography images included in **Appendix A**.

The construction of the bypass will comprise approximately 8.4km of roadworks including the reconstruction of approximately 5.0km of existing roads and the construction of approximately 3.4km of new roads through a mixture of private and public lands along the proposed bypass route.

The most significant engineering component of the heavy vehicle bypass route is the construction of a new road bridge across the Lachlan River. GHD has developed concept alignment plans for the bypass route and the bridge over the Lachlan River has a span of 100m between abutments on each side of the river.

The GHD concept alignment plans are included as an attachment to the Review of Environmental Factors for the project.

3.2 ROAD NETWORK HIERARCHY

The Roads and Traffic Authority (1984) proposes four basic road classes as the basis for the functional hierarchy of a road network.

A functional classification take into account the relative balance of the traffic mobility function and amenity/access functions of streets and roads and defines the purpose of a road within the context of a road network.

The four road classes are arterial, sub-arterial, collector and local roads and are defined below.

- **Arterial Roads**

  Roads whose main function is to carry through traffic from one region to another forming the principal means of communication for major traffic movements.

- **Sub-Arterial Roads**

  Those roads which supplement the arterial roads in providing for through traffic movement to an individually determined limit that is sensitive to both roadway characteristics and adjoining land uses.

- **Collector Roads**

  Roads that distribute traffic between the arterial roads and the local street system and provide access to adjoining property.

- **Local Roads**

  Subdivisional roads whose main traffic function is to provide access to adjoining property.

An assessment of the classification of the roads affected by the Cowra heavy vehicle bypass is indicated in **Table 3.1**.

Table 3.1 – Existing Road Classification

Road	Classification
Mid-Western Highway (Grenfell Road)	Arterial Road
Airport Road	Local Road
Boundary Road	Local Road
Olympic Way	Arterial Road
Fishburn Street	Local Road
Lachlan Valley Way	Arterial Road
Campbell Street	Local Road
Mid-Western Highway	Arterial Road

3.3 EXISTING ROADWAY CONDITIONS

The roadway conditions of the roads on the alignment of the Cowra heavy vehicle bypass route and the roads that intersect with the bypass alignment have been inspected and recorded and the details of the existing roadway conditions are summarised in the following Section.

Mid-Western Highway (Grenfell Road)

The Mid-Western Highway is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 1m wide on each side.

The Mid-Western Highway is centreline and edgeline marked and is speed limited to 80km/hr in the vicinity of its intersection with Airport Road. To the west of the intersection with Airport Road, the speed limit increases to 100km/hr.

At the intersection with Airport Road, the northern bitumen sealed shoulder increases in width to 2.5m, however the edge of the bitumen seal is located approximately 4.0m offset to the fenceline on the northern side of the road reserve boundary.

Opposite the intersection with Airport Road is a small chevron warning sign whilst there is signage indicating to highway traffic the turn off to Cowra Airport, Cowra Aero Club and SES and Fire Control facilities.

The intersection of the Mid-Western Highway with Airport Road has slight flaring on the turn outs on Airport Road and there is a double barrier line on Airport Road.

The intersection treatment at the Mid-Western Highway and Airport Road is minimal based on the AUSTROADS standards for an intersection treatment with a major road.

Airport Road

Airport Road is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders over its full length from the Mid-Western Highway to Boundary Road. A grass lined tabledrain is on each side of the roadway. The vertical alignment of Airport Road is undulating.

Airport Road is not line marked and is speed limited to 50km/hr. There is an avenue of trees either side of Airport Road.

The intersection of Airport Road and Waratah Street forms a standard T intersection. Waratah Street is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders with grass lined tabledrain on each side of the roadway. Waratah Street is speed limited to 50km/hr.

The intersection of Airport Road and Calare Street forms a standard T intersection. Calare Street is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with minimal shoulders with a grass lined tabledrain on each side of the roadway. Calare Street is speed limited to 50km/hr.

The intersection of Airport Road and the Cowra Airport access road forms a standard T intersection with some minor flaring of the turn outs from the Cowra Airport access. The access to Cowra Airport incorporates a cattle grid at the entry.

The intersection of Airport Road and Boundary Road is set up as a standard T intersection, however, in practice the intersection operates as a swept 90 degree turn from Airport Road into Boundary Road. The tracked vehicle paths on the bitumen surface indicates that vehicles tend to cut the corner at this intersection. Additionally, there is minimal drainage at this intersection with ponding of water apparent around this area.

To the south of this intersection is a gravelled extension on the alignment of Airport Road that provides access to a rural property.

Boundary Road

Boundary Road is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders over its full length from Airport Road to the Olympic Highway. A grass lined tabledrain is on each side of the roadway. The vertical alignment of Boundary Road includes a high point mid way along its length.

Boundary Road is not line marked and is speed limited to 50km/hr. There is an avenue of trees either side of Boundary Road.

Boundary Road provides direct driveway access to a number of larger size rural residential allotments on either side of the road.

The intersection of Boundary Road and Hartley Street and Service Road is a four way intersection with an angled offset to the alignment of Service Road. Hartley Street and Service Road are two lane two way bitumen sealed roads with a carriageway widths of 6.0m (3.0m travel lane in each direction) with minimal shoulders. A grass lined tabledrain is on each side of each roadway.

Neither Hartley Street nor Service Road are line marked and both are speed limited to 50km/hr.

The four way intersection is controlled with Give Way signs installed on both the Hartley Street and Service Road legs of the intersection with Boundary Road having priority.

To the east of the intersection with Hartley Street, the speed limit in Boundary Road as it approaches the intersection with Olympic Way (Young Road) increases to 60km/hr and a double barrier line is provided in Boundary Road on the approach to the intersection.

The intersection of Boundary Road with Olympic Way and the angled alignment of Fishburn Street opposite forms a four way intersection with Give Way signs installed on both the Boundary Road and Fishburn Street legs of the intersection with Olympic Way having priority.

Olympic Way

Olympic Way north of the intersection with Boundary Road is kerb and guttered both sides with a carriageway width of approximately 13.0m comprising a 3.5m wide travel lane in each direction and a 3.0m parking lane on each side of the roadway. Olympic Way north of the Boundary Road intersection is centreline and edgeline marked and is speed limited to 60km/hr.

South of the intersection with Boundary Road, the Olympic Way transitions to a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 1m wide on each side with centreline and edgeline marking.

Fishburn Street

Whilst the alignment of the heavy vehicle bypass traverses private property on the eastern side of the intersection with the Olympic Way, the initial section of Fishburn Street provides access to a range of industrial premises. If the bypass route is to be maintained across the private land, the access to Fishburn Street should be realigned to provide an intersection off the heavy vehicle bypass route and close its access direct ono the Olympic Way

The heavy vehicle bypass route rejoins Fishburn Street near to its intersection with Bulkhead Road. Bulkhead Road provides a low clearance vehicle access beneath the Blayney to Demondrille Rail Line.

Fishburn Street is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders. The Fishburn Street pavement is in poor condition and has a curvilinear alignment. Fishburn Street is speed limited to 50km/hr.

Fishburn Street also has an intersection access to an at grade level crossing (with Stop Sign control) of the Blayney to Demondrille Rail Line.

Bypass Rail Corridor Alignment

After leaving the Fishburn Street road reserve, the heavy vehicle bypass follows an alignment on the northern side of the Blayney to Demondrille Rail Line corridor until the bypass alignment intersects with Lachlan Valley Way. There is a high point in the proposed bypass alignment with a fall towards its future intersection with Lachlan Valley Way.

This section of the heavy vehicle bypass route may traverse private property in this area.

Lachlan Valley Way

Lachlan Valley Way is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 0.5m wide on each side with good a gravel shoulder outside the bitumen seal.

Lachlan Valley Way is centreline and edgeline marked and is speed limited to 80km/hr.

Lachlan Valley Way passes below the elevated rail bridge on the Blayney to Demondrille rail line as the rail line crosses the Lachlan River. The elevated rail bridge was constructed to reduce the impact of flooding from the Lachlan River on the operation of the rail line.

To the south of the rail bridge, a protected right turning lane is provided on Lachlan Valley Way for access to an industrial area.

Bypass Rail Corridor Alignment

The heavy vehicle bypass alignment is to intersect with Lachlan Valley Way and then pass below the elevated rail bridge and then cross the Lachlan River via a new road bridge parallel to the existing rail bridge crossing the river.

After the crossing of the Lachlan River, the heavy vehicle bypass follows an alignment on the southern side of the Blayney to Demondrille Rail Line corridor until the bypass alignment reaches the Campbell Street road reserve corridor.

This section of the bypass route traverses private property in this area.

Campbell Street

The heavy vehicle bypass joins the Campbell Street road reserve corridor adjacent to the closed industrial facility located at the southern end of Campbell Street.

The initial section of Campbell Street comprises a narrow two lane two way bitumen sealed road with a carriageway width of only 5.0m with no shoulders. This section of the Campbell Street road pavement appears in poor condition.

The vertical alignment of Campbell Street is undulating and passes through a cutting and has a curved alignment at its approach to the Cowra Railway Museum entrance. The Rail Museum entrance is located off Parkes Street that forms an indistinct intersection with the pavement of Campbell Street.

Past the entrance to the Rail Museum and up to the intersection with Brougham Street/Darbys Falls Road, Campbell Street has kerb and gutter on the western side of the road. The bitumen sealed pavement width of Campbell Street at this location is 8.0m and the street is speed limited to 50km/hr.

The intersection of Campbell Street and Brougham Street and Darbys Falls Road is a four way intersection. Darbys Falls Road (to the east of the intersection) is two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with minimal shoulders. Darbys Falls Road is centreline marked and is speed limited to 80km/hr.

Brougham Street (to the west of the intersection) is kerb and guttered on both sides of the road and has a bitumen sealed width of 18m between the kerbs. To the west of the intersection, Brougham Street crosses the Blayney to Demondrille Rail Line and the road is marked with double barrier lines.

The four way intersection is controlled with Give Way signs installed on the Campbell Street legs of the intersection with Brougham Street/Darbys Falls Road having priority.

The alignment of Campbell Street continues northwards from the intersection with kerb and gutter on the western side of the 8.0m wide carriageway.

Adjacent to a sewage pump station located on Campbell Street the formation of Campbell Street changes to a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with minimal shoulders. The speed limit in Campbell Street at this location increases to 80km/hr.

Following the section of the 80km/hr speed limit, Campbell Street returns to a speed limit of 50km/hr.

The intersection of Campbell Street and Day Street forms a T intersection slightly angled into Day Street. Day Street is a No Through Road and comprises a two lane two way bitumen sealed road with a carriageway width of 8.0m with kerb and gutter on its northern side.

The carriageway width of Campbell Street is maintained at 7.0m through this section of its alignment and there are a number of property entrances to large lot residential allotments.

The intersection of Campbell Street and Pack Street forms a T intersection slightly angled into Pack Street. Pack Street is a No Through Road and comprises a two lane two way bitumen sealed road with a carriageway width of 6.0m with minimal shoulders.

The alignment of Campbell Street enters Europa Park and after crossing a concrete causeway over Waugoola Creek the speed limit in Campbell Street increases to 80km/hr and this speed limit is maintained through the centre of the Europa Park picnic area until Campbell Street intersects with the Mid-Western Highway.

Mid-Western Highway

The intersection of the Mid-Western Highway and Campbell Street forms a stand T intersection with hold lines painted on the pavement of Campbell Street with a Give Way sign installed. A double barrier line is also painted on the Campbell Street leg of the intersection and the pavement of Campbell Street is flared out at the turn outs onto the Highway.

The Mid-Western Highway is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 1m wide on each side.

The Mid-Western Highway is centreline and edgeline marked and is speed limited to 80km/hr in the vicinity of its intersection with Campbell Street.

The Mid-Western Highway incorporates a right turn passing lane for eastbound traffic on the Highway to pass a vehicle waiting to turn right into Campbell Street. The passing lane on both the approach and departure sides of the intersection is approximately 100m long including the diverge and merge tapers.

Each lane of the passing and turn lane is 3.5m wide with appropriate lane marking and double barrier lines separating the east and west bound traffic streams on the Highway.

Various photographs of the roads described in this Section of the Traffic Study are contained in the **Plates** Section of this Report.

3.4 EXISTING ROADWAY CAPACITY

The provision of roads within an urban area provides four main functions:

i) to cater for moving vehicles;
ii) to cater for parked vehicles;
iii) to cater for pedestrians and bicycle traffic; and
iv) to allow for development and to provide access to adjoining property.

In carrying out the above functions, a road must also be capable of handling the traffic demands placed on it. Roads have varying capacities dependent on the function they are performing. The United States Highway Capacity Manual defines capacity as follows:

> *"Capacity is the maximum number of vehicles which has a reasonable expectation of passing over a given section of a lane or roadway in one direction (or in both directions for a two-lane or three-lane highway) during a given time period under prevailing roadway and traffic conditions."*

The physical characteristics of a roadway such as lane width, alignment, frequency of intersections etc make up the prevailing roadway conditions. Based upon its capacity and a driver's expectations of the operational characteristics of a traffic stream is a qualitative measure denoted as the level of service of a road.

Level of service definitions combine such factors as speed, travel time, safety, convenience and traffic interruptions and fall into six levels of service categories ranging from A down to F.

The *AUSTROADS Guide to Traffic Engineering Practice* describes Level of Service A as:

> *"A condition of a free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high and the general level of comfort and convenience provided is excellent."*

The categories are graduated from Level of Service A down through six levels to Level of Service F that is a zone of forced flow. The amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdowns occur and queuing and delays result.

Based on the physical configurations of the road network along the heavy vehicle bypass route, observations of traffic movements and the methodology outlined in Part 2 *Roadway Capacity* of *AUSTROADS Guide to Traffic Engineering Practice*, the capacity and Level of Service of the roads can be determined as indicated in **Table 3.2**.

Table 3.2 – Existing Roadway Capacity and Level of Service

Road	Level of Service	Two Way Hourly Capacity
Mid-Western Highway (Grenfell Road)	Level of Service B	1,800 veh/hour
Airport Road	Level of Service B	900 veh/hour
Boundary Road	Level of Service B	900 veh/hour
Olympic Way	Level of Service B	1,600 veh/hour
Fishburn Street	Level of Service B	600 veh/hour
Lachlan Valley Way	Level of Service B	1,600 veh/hour
Campbell Street	Level of Service B	600 veh/hour
Mid-Western Highway	Level of Service B	1,800 veh/hour

3.5 ANNUAL AVERAGE DAILY TRAFFIC

Annual Average Daily Traffic (AADT) is defined as the total volume of traffic passing a roadside observation point over a period of a year divided by the number of days in the year.

Cowra Shire Council has provided specific traffic count data at three (3) locations along the bypass route as indicated below:

- Mid-Western Highway 120m west of the intersection with Airport Road.
- Airport Road 50m south of the intersection with the Mid-Western Highway.
- Campbell Street 30m east of Pack Street.

The traffic data was collected over the period from 24 April 2015 to 28 May 2015.

In addition, the 2013 GHD Report contained traffic data on the following roads:

- Olympic Way 110m south of the abattoir entry with data collected from 16 May 2012 to 1 July 2012. This count collected data on light vehicles only.
- Lachlan Valley Way 70m south of Old Boorowa Road with data collected from 16 May 2012 to 1 July 2012. This count collected data on light vehicles only.
- Mid-Western Highway 140m east of the railway line crossing with data collected from 16 November 2012 to 27 November 2012.

All traffic data collected and used for the preparation of this Traffic Study is attached in **Appendix B**.

Estimates of the existing AADT on the various roads along or impacted by the heavy vehicle bypass route are summarised in **Table 3.3**.

Table 3.3 – Existing AADT Traffic Volumes

Road	AADT
Mid-Western Highway (Grenfell Road)	2,346 veh/day
Airport Road	301 veh/day
Campbell Street	185 veh/day
Olympic Way	975 veh/day
Lachlan Valley Way	1,546 veh/day
Mid-Western Highway	3,000 veh/day

The estimates of AADT indicated in **Table 3.3** will be used as the basis for the allocation and assessment of traffic utilising the proposed Cowra heavy vehicle bypass.

3.6 PEAK HOUR TRAFFIC

The traffic count data and the traffic data contained in the 2013 GHD Report also provides estimates of the peak hour traffic volumes using each of the subject roads.

Estimates of the existing peak hour traffic volumes on the various roads along or impacted by the heavy vehicle bypass route are summarised in **Table 3.4**.

Table 3.4 – Existing Peak Hour Traffic Volumes

Road	Observed Peak Hour	Peak Hour Traffic Volume
Mid-Western Highway (Grenfell Road)	4.00pm to 5.00pm	204 veh/hour
Airport Road	4.00pm to 5.00pm	28 veh/hour
Campbell Street	4.00pm to 5.00pm	17 veh/hour
Olympic Way	3.00pm to 4.00pm	82 veh/hour
Lachlan Valley Way	3.00pm to 4.00pm	141 veh/hour
Mid-Western Highway	3.00pm to 4.00pm	245 veh/hour

The estimates of peak hour traffic volumes indicated in **Table 3.4** will be used as the basis for the allocation and assessment of traffic utilising the proposed Cowra heavy vehicle bypass.

Traffic Impact of the Proposed Bypass

4.1 PROPOSED BYPASS ROUTE

The adopted Cowra heavy vehicle bypass route is fully documented in **Section 3.1** of this Traffic Study with the indicative general alignment of the heavy vehicle bypass route indicated on aerial photography images included in **Appendix A.**

4.2 BYPASS TRAFFIC USAGE

It is considered that the construction of the Cowra heavy vehicle bypass won't be a significant attractor of additional heavy vehicles to use the highways into and out of Cowra in its own right. However, the provision of the bypass will allow for the significant redistribution of the travel routes used by heavy vehicles when passing through Cowra.

The various combinations of options that will be available for heavy vehicles to bypass Cowra are numerous and include the following:

1. Mid-Western Highway (Grenfell Road) to Mid-Western Highway east bound.
2. Mid-Western Highway (Grenfell Road) to Olympic Way south bound.
3. Mid-Western Highway (Grenfell Road) to Lachlan Valley Way south bound.
4. Olympic Way to Mid-Western Highway (Grenfell Road) west bound.
5. Olympic Way to Lachlan Valley Way south bound.
6. Olympic Way to Mid-Western Highway east bound.
7. Lachlan Valley Way to Mid-Western Highway (Grenfell Road) west bound.
8. Lachlan Valley Way to Olympic Way south bound.
9. Lachlan Valley Way to Mid-Western Highway east bound.
10. Mid-Western Highway to Mid-Western Highway (Grenfell Road) west bound.
11. Mid-Western Highway to Lachlan Valley Way south bound.
12. Mid-Western Highway to Olympic Way south bound.

Only Combination No. 1 and No. 10 utilise the full 8.4km length of the proposed bypass route, whilst the remaining 10 combinations utilise various sections of the bypass route to avoid travelling through the CBD area of Cowra.

4.3 TRAFFIC DISTRIBUTION

To assist in determining the routes of travel taken by heavy vehicles, the information provided by GHD for the preparation of its 2013 Report will be used. GHD carried out an origin destination survey to identify the routes of travel taken by heavy vehicles through Cowra. Counting stations were located on all highways into Cowra and 100% of all heavy vehicles (AUSTROADS Class 6 and above) were counted.

The origin destination counting station locations (numbered 1 to 5) are indicated diagrammatically on **Figure 1**. The nomenclature EB, NB, WB, SB etc refers to East Bound, North Bound, West Bound and South Bound etc.

The GHD Report determined a percentage distribution of heavy vehicles on the highways into and out of Cowra and the GHD data is reproduced in **Table 4.1**.

Table 4.1 – Percentage Distribution of Heavy Vehicles

Inbound	1EB	2NB	3WB	4SB	5SB
1WB	0%	2%	31%	62%	5%
2SB	0%	14%	39%	36%	11%
3EB	38%	13%	13%	10%	25%
4NB	64%	20%	14%	0%	2%
5NB	20%	28%	28%	13%	13%

Source: 2013 GHD Origin Destination Survey Results

The percentages of heavy vehicles using the 12 combination options for using the bypass route as indicated in **Section 4.2** will be used to distribute the heavy vehicles onto and off the bypass route dependent upon the vehicles point of origin and ultimate destination.

It should be noted that the proposed bypass route will not only cater for heavy vehicles and that highway traffic comprising passenger and light vehicles can also use the various sections of the bypass route to avoid the Cowra CBD area. For the purposes of this assessment, 50% of the heavy vehicle percentages determined by GHD will be applied to the passenger and light vehicle numbers using the highways to allocate vehicle numbers for highway traffic on a through journey to a destination other than Cowra.

To assist in the allocation of the heavy vehicle and passenger and light vehicle traffic volumes to the various sections of the bypass route, the full length of the bypass route will be broken into segments as indicated below:

- Mid-Western Highway (Grenfell Road) west of Cowra.
- Bypass Segment 1: Mid-Western Highway (Grenfell Road) to Olympic Way via Airport Road and Boundary Road.
- Bypass Segment 2: Olympic Way to Lachlan Valley Way
- Bypass Segment 3: Lachlan Valley Way to Mid-Western Highway via Campbell Street.
- Mid-Western Highway east of Cowra.

To assist in the understanding of the various segments of the heavy vehicle bypass, the segments and the bypass usage details as outlined in **Section 4.2** are indicated diagrammatically on **Figure 2**.

4.3.1 DAILY TRAFFIC USAGE

The available daily traffic volumes have been allocated to each of the applicable Segments of the bypass route to determine the base line traffic data on the applicable roads.

Additionally, a day/night split was determined to assist in the assessment of the potential noise impacts of the operation of the heavy vehicle bypass. The day time period was taken from 7.00am to 10.00pm and the night time period was taken from 10.00pm to 7.00am. The noise assessment of the bypass route was undertaken separately by Blackett Acoustics.

The daily traffic volume allocation with no bypass in operation ie. Segment 2 is a missing link in the bypass, is indicated in **Table 4.2**.

Table 4.2 – 2015 Available Daily Traffic Volumes (No Bypass)

Road Location	Time period	Average Daily Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway (west of Cowra)	Day Time	2116	1981	135
	Night Time	230	210	20
Bypass Segment 1 Mid Western Highway to Olympic Way (Airport Road)	Day Time	268	262	6
	Night Time	33	33	0
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Time	NA	NA	NA
	Night Time	NA	NA	NA
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street)	Day Time	171	169	2
	Night Time	14	14	0
Mid-Western Highway (east of Cowra)	Day Time	2693	2523	170
	Night Time	307	265	42

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am

The 2015 available daily traffic volumes with no bypass are indicated on **Figure 3**.

An algorithm has been developed to allocate the heavy vehicle traffic volumes from each of the highways in accordance with the GHD heavy vehicle percentages in **Table 4.1** and also allowing for the allocation of passenger and light vehicle traffic volumes to each of the Segments of the overall bypass route.

The baseline traffic data for the operation of the heavy vehicle bypass route for the estimated 2015 traffic volume data is indicated in **Table 4.3**.

Table 4.3 – 2015 Estimated Daily Traffic Volumes (With Bypass)

Road Location	Time period	Average Daily Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway (west of Cowra)	Day Time	2116	1981	135
	Night Time	230	210	20
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Time	1055	948	107
	Night Time	119	103	16
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Time	1353	1176	177
	Night Time	152	120	32
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Time	1326	1176	150
	Night Time	150	119	31
Mid-Western Highway (east of Cowra)	Day Time	2693	2523	170
	Night Time	307	265	42

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am

The 2015 estimated daily traffic volumes using the heavy vehicle bypass are indicated on **Figure 4**.

The daily traffic volumes using the heavy vehicle bypass are also to be calculated for the Year 2025 and Year 2035. An estimation of the future traffic volumes can be made by applying a growth factor to the existing traffic volumes to account for the natural growth in traffic volumes over time.

The growth factor to be applied to the existing estimated traffic volumes using the heavy vehicle bypass will be taken as 2% per annum.

By applying the 2% growth factor, the Year 2025 and Year 2035 traffic volumes using the heavy vehicle bypass are indicated in **Table 4.4** and **Table 4.5** respectively.

Table 4.4 – 2025 Estimated Daily Traffic Volumes (With Bypass)

Road Location	Time period	Average Daily Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway (west of Cowra)	Day Time	2582	2417	165
	Night Time	280	256	24
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Time	1287	1157	130
	Night Time	145	125	20
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Time	1650	1434	216
	Night Time	185	146	39
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Time	1618	1435	183
	Night Time	183	144	39
Mid-Western Highway (east of Cowra)	Day Time	3285	3078	207
	Night Time	375	323	52

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am

Table 4.5 – 2035 Estimated Daily Traffic Volumes (With Bypass)

Road Location	Time period	Average Daily Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway (west of Cowra)	Day Time	3132	2932	200
	Night Time	340	310	30
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Time	1561	1403	158
	Night Time	177	151	26
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Time	2002	1740	262
	Night Time	225	178	47
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Time	1962	1740	222
	Night Time	223	177	46
Mid-Western Highway (east of Cowra)	Day Time	3986	3734	252
	Night Time	454	392	62

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am

The 2025 and 2035 estimated daily traffic volumes using the heavy vehicle bypass are indicated on **Figure 5** and **Figure 6** respectively.

4.3.2 PEAK HOUR TRAFFIC USAGE

The assessment of the operation of any future traffic regulation devices on the heavy vehicle bypass route (ie. intersection treatments, roundabouts etc) will require the use of peak hour traffic volumes on each of the subject roads. The algorithm determined for the allocation of the daily traffic volumes will not be used for the allocation of the estimated peak hour traffic volumes using the bypass from the available traffic data.

As an alternative, the peak hour traffic volumes using the bypass route will be estimated based on a comparison of the ratio between the existing peak hour traffic volumes indicated in **Table 3.4** and the daily traffic volumes indicated in **Table 3.3**.

The existing peak hour to daily traffic volume ratio ranges from 8.2% to 9.3%. For the purposes of this analysis, a conservative peak hour to daily traffic volume ratio of 10% will be adopted.

On this basis, the daily traffic volumes using the heavy vehicle bypass as indicated in **Table 4.3**, **Table 4.4** and **Table 4.5** will have the 10% ratio factor applied to determine the peak hour traffic volumes using the bypass.

The corresponding peak hour traffic volumes for the Year 2015, Year 2025 and Year 2035 are indicated in **Table 4.6**, **Table 4.7** and **Table 4.8** respectively.

Table 4.6 – 2015 Estimated Peak Hour Traffic Volumes (With Bypass)

Road Location	Time period	Peak Hour Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway (west of Cowra)	Day Peak Hour	212	198	14
	Night Peak Hour	23	21	2
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Peak Hour	106	95	11
	Night Peak Hour	12	10	2
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Peak Hour	136	118	18
	Night Peak Hour	15	12	3
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Peak Hour	133	118	15
	Night Peak Hour	15	12	3
Mid-Western Highway (east of Cowra)	Day Peak Hour	269	252	17
	Night Peak Hour	31	27	4

The 2015 peak hour traffic volumes using the heavy vehicle bypass are indicated on **Figure 7.**

Table 4.7 – 2025 Estimated Peak Hour Traffic Volumes (With Bypass)

Road Location	Time period	Peak Hour Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway (west of Cowra)	Day Peak Hour	258	242	16
	Night Peak Hour	28	26	2
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Peak Hour	129	116	13
	Night Peak Hour	15	13	2
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Peak Hour	165	143	22
	Night Peak Hour	19	15	4
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Peak Hour	162	144	18
	Night Peak Hour	18	14	4
Mid-Western Highway (east of Cowra)	Day Peak Hour	329	308	21
	Night Peak Hour	37	32	5

The 2025 peak hour traffic volumes using the heavy vehicle bypass are indicated on **Figure 8.**

Table 4.8 – 2035 Estimated Peak Hour Traffic Volumes (With Bypass)

Road Location	Time period	Peak Hour Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway (west of Cowra)	Day Peak Hour	313	293	20
	Night Peak Hour	34	31	3
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Peak Hour	156	140	16
	Night Peak Hour	18	15	3
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Peak Hour	200	174	26
	Night Peak Hour	23	18	5
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Peak Hour	196	174	22
	Night Peak Hour	23	18	5
Mid-Western Highway (east of Cowra)	Day Peak Hour	398	373	25
	Night Peak Hour	45	39	6

The 2035 peak hour traffic volumes using the heavy vehicle bypass are indicated on **Figure 9.**

4.4 IMPACT OF THE BYPASS TRAFFIC

The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route will be assessed in terms of:

i) Traffic Volume;

ii) Roadway Capacity; and

iii) Intersection Operation.

4.4.1 TRAFFIC VOLUME

The potential impact of the traffic volumes using the heavy vehicle bypass will be assessed by comparison of the initial operation of the bypass to the existing 2015 traffic volumes specifically on Airport Road and Campbell Street.

A comparison of the various daily traffic volumes (day time, night time, light, heavy etc) on Airport Road and Campbell Street as outlined in **Table 4.2** and **Table 4.3** is indicated in **Table 4.9**.

Table 4.9 – Comparison of Existing and Bypass Traffic Volumes

Road	Existing Traffic Volume	Bypass Traffic Volume	Percentage Increase
Bypass Segment 1 Mid-Western Highway to Olympic Way (Airport Road) Day Time Traffic Volume	268 veh/day	1055 veh/day	293.6%
Bypass Segment 1 Mid-Western Highway to Olympic Way (Airport Road) Night Time Traffic Volume	33 veh/night	119 veh/night	260.6%
Bypass Segment 1 Mid-Western Highway to Olympic Way (Airport Road) Day Time Light Traffic Volume	262 veh/day	948 veh/day	261.8%
Bypass Segment 1 Mid-Western Highway to Olympic Way (Airport Road) Night Time Light Traffic Volume	33 veh/night	103 veh/night	212.1%
Bypass Segment 1 Mid-Western Highway to Olympic Way (Airport Road) Day Time Heavy Traffic Volume	6 veh/day	107 veh/day	1,683%
Bypass Segment 1 Mid-Western Highway to Olympic Way (Airport Road) Night Time Heavy Traffic Volume	0 veh/night	16 veh/night	Not Calculable
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Day Time Traffic Volume	171 veh/day	1323 veh/day	673.7%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Night Time Traffic Volume	14 veh/night	150 veh/night	971.4%

Table 4.9 – Comparison of Existing and Bypass Traffic Volumes

Road	Existing Traffic Volume	Bypass Traffic Volume	Percentage Increase
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Day Time Light Traffic Volume	169 veh/day	1176 veh/day	595.8%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Night Time Light Traffic Volume	14 veh/night	119 veh/night	750.0%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Day Time Heavy Traffic Volume	2 veh/day	150 veh/day	7,400%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Night Time Heavy Traffic Volume	0 veh/night	31 veh/night	Not Calculable

Whilst the percentage increases in the daily traffic volumes on Airport Road and Campbell Street for all bypass cases are very high, ranging from 212% to 7,400%, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes. The capacity of the roadway to cater for the additional traffic volume will be assessed in the following Section of the Traffic Report.

4.4.2 ROADWAY CAPACITY

To further review the impacts of the daily traffic volumes indicated in **Section 4.4.1**, a comparison should be made with the actual traffic volume capacity of each road in its current configuration. Using the bypass peak hour traffic volumes for Segment 1 and Segment 3 as indicated in **Table 4.6** (with light and heavy vehicles combined) and the roadway capacity for Airport Road and Campbell Street as determined in **Section 3.4**, a comparison of the bypass peak hour traffic volume and the actual road capacity is indicated in **Table 4.10**.

The operational capacity indicated in **Table 4.10** is the percentage of the actual volume capacity that the road is functioning at.

Table 4.10 – 2015 Bypass Peak Hour Operational Capacity

Road	Bypass Peak Hour Traffic Volume	Existing Roadway Capacity at a Level of Service B	Operational Capacity
Bypass Segment 1 Mid Western Highway to Olympic Way (Airport Road)	106 veh/hour	900 veh/hour	11.8%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street)	133 veh/hour	600 veh/hour	22.2%

Even under the existing roadway conditions (narrow bitumen carriageway, minimal shoulders etc), the peak hour traffic attracted to the bypass route only uses 11.8% of the peak hour capacity of Airport Road and 22.2% of Campbell Street at a Level of Service B.

Allowing for the growth in the peak hour heavy vehicle bypass traffic for the Year 2025 and Year 2035 as indicated in **Table 4.7** and **Table 4.8**, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roadways.

The required upgrading of the roads on the overall bypass route to cater for the bypass traffic, and in particular the Airport Road and Campbell Street segments, will result in the Roadway Capacity at a Level of B of the roads also increasing. It is expected that Level of Service B Roadway Capacity of the bypass route will be 1,200 vehicles/hour.

Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.

The Year 2035 peak hour traffic volumes along the bypass route can also be assessed for general compliance with environmental capacity performance standards. The RTA's *Guide to Traffic Generating Developments* provides information in Section 4.3.5 Performance Standards relating to the Environmental Capacity of a road.

Table 4.6 of the RTA's Guide provides the limits on the peak hour traffic volume to achieve the environmental goal and the maximum peak hour volume to reach environmental capacity. For a Collector Road that provides direct access to residential properties (Airport Road or Campbell Street), the limit on achieving the environmental goal is 300 vehicles per hour and the maximum volume for environmental capacity is 500 vehicles per hour.

Based on the Year 2035 peak hour traffic volumes using the bypass route as outlined in **Table 4.8**, the maximum peak hour traffic volume on Bypass Segment 1 (Airport Road) is 156 vehicles per hour and on Bypass Segment 3 (Campbell Street) is 196 vehicles per hour.

For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved.

4.4.3 HEAVY VEHICLE BYPASS ROADWAY CONFIGURATION

The roadway configuration to be adopted for the design and construction of the Cowra heavy vehicle bypass will be based on the AUSTROADS Guide to Road Design and specifically the following parts:

- Part 3 Geometric Design
- Part 4A Unsignalised and Signalised Intersections
- Part 4B Roundabouts

The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.

Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel lane and concrete kerb and gutter will also be provided.

The typical bypass roadway configurations for the scenarios outline above are indicated on **Figure 10.**

The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.

The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway

The Roads and Maritime Services (RMS) has provided comments in relation to the preparation of the REF and the Traffic Study for the proposed bypass route. A copy of the RMS letter dated 1 June 2015 is attached in **Appendix C**.

The RMS response provides a number of comments relating to detailed design issues to be taken into account at the appropriate stage of the project and a number of comments that relate specifically to the preparation of this Traffic Study including:

- Proposed bypass route intersections with classified roads will need to be designed and constructed in accordance with *AUSTROADS Guide to Road Design* and Roads and Maritime Supplements.

- Where the bypass route intersects with classified roads, traffic on the classified road will have priority over traffic on the proposed bypass road.

- 90 degree bends in the route should be avoided by providing curves with larger radii to better accommodate heavy vehicles.

In order to comply with the requirements outlined by the RMS, the following intersection design guidelines will be adopted.

<u>Mid-Western Highway (Grenfell Road) and Airport Road</u>

The intersection of the Mid-Western Highway and Airport Road must cater predominantly for east bound heavy vehicles to turn right into Airport Road and utilise the bypass.

Heavy vehicles that are leaving the bypass need to be able to turn left and head westwards on the Mid-Western Highway.

Additionally, provision should be made for west bound vehicles leaving Cowra to turn left into Airport Road and join the bypass or to access Cowra Airport.

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

The design speed on the Mid-Western Highway is 80km/hr.

CHR – Channelised Right Turn Lane from the Mid-Western Highway into Airport Road. In accordance with Figure 7.7 and Table 5.2 of AUSTROADS, the following general design criteria would apply:

- Lateral lane movement length to transition through traffic around the right turn lane– minimum of 80m.
- Total length of auxiliary lane including a 30m taper and storage for 2 x B-Doubles – minimum 155m.
- Additional distance required for design turning vehicle – 40m.

- Total length of CHR intersection components – minimum 355m.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Airport Road. In accordance with Figure 8.2.3 and Table 5.2 of AUSTROADS, the following general design criteria would apply:

- Deceleration auxiliary lane length including a 30m taper – minimum 100m.

AUL – Auxiliary Acceleration Lane for the left turn from Airport Road onto the Mid-Western Highway. In accordance with Figure 8.6 and Table 5.4 of AUSTROADS, the following general design criteria would apply:

- Radius of left turn out – minimum 30m and as required to suit the turning path of the design vehicle.
- Acceleration lane length including an 80m merge taper – minimum 220m

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Boundary Road and Olympic Way

The intersection of Boundary Road and Olympic Way will form a 4 way intersection and in accordance with the RMS comments, the classified road (Olympic Way) is to have priority.

In order to achieve this objective and provide opportunities for the bypass traffic to cross Olympic Way it is proposed that a large diameter roundabout be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Bypass Route and Lachlan Valley Way

The intersection of the bypass route and Lachlan Valley Way will form a 4 way intersection and in accordance with the RMS comments, the classified road (Lachlan Valley Way) is to have priority.

In order to achieve this objective and provide opportunities for the bypass traffic to cross Lachlan Valley Way it is proposed that a large diameter roundabout be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The geometry of the roundabout at this location will be complicated by the need for the bypass route to pass beneath the elevated rail bridge of the Blayney to Demondrille Rail Line to continue its alignment over the Lachlan River and along the southern side of the rail corridor.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Campbell Street and Darbys Falls Road

The intersection of Campbell Street and Brougham Street/Darbys Falls Road will form a 4 way intersection and in accordance with the RMS comments, the classified road (Darbys Falls Road) is to have priority.

In order to achieve this objective and provide opportunities for the bypass traffic to cross Darbys Falls Road it is proposed that a large diameter roundabout be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 14m to 16m in diameter.

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Campbell Street and Mid-Western Highway

The intersection of the Campbell Street and the Mid-Western Highway must cater predominantly for east bound heavy vehicles to turn left from the highway into Campbell Street and utilise the bypass.

Heavy vehicles that are leaving the bypass also need to be able to turn right and head eastwards on the Mid-Western Highway.

Additionally, provision should be made for east bound vehicles leaving Cowra to turn right into Campbell Street and join the bypass.

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

The design speed on the Mid-Western Highway is 80km/hr.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Campbell Street. In accordance with Figure 8.2.3 and Table 5.2 of AUSTROADS, the following general design criteria would apply:

- Deceleration auxiliary lane length including a 30m taper – minimum 100m.

Seagull Turn Lane and Acceleration Lane – Right Turn Lane from the Mid-Western Highway into Campbell Street and Right Turn and Acceleration Lane from Campbell Street onto the Mid-Western Highway. In accordance with Figure 7.14 and Table 5.4 of AUSTROADS, the following general design criteria would apply:

- Total length of right turn auxiliary lane including a 30m taper and storage for 2 x Semi Trailers – minimum 140m.
- Acceleration lane length for right turn from Campbell Street onto the Mid-Western Highway – minimum 235m.
- Acceleration lane merge treatment to the Mid-Western Highway – minimum 180m including 80m taper.

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Airport Road and Boundary Road

The existing intersection of Airport Road and Boundary Road forms a 90 degree angle bend and will not be appropriate for the operation of heavy vehicles along the bypass route.

Investigations are to be carried out during the detailed design of the bypass route roadway to acquire the adjacent property at this intersection so that a curved alignment with a larger radius can be provided to better accommodate the turning movement and operation of heavy vehicles at this section of the bypass.

4.4.4 INTERSECTION OPERATION

The operation of the major intersections on the heavy vehicle bypass route will be assessed using the SIDRA Intersection Analysis computer program. The intersection assessments will be carried out for the peak hour traffic volumes for the Year 2035 using traffic data from **Table 4.8** together with an evaluation of the estimated corresponding peak hour traffic volumes on Olympic Way and Lachlan Valley Way.

The major intersections on the bypass route will be assessed based on the bypass configuration and intersection upgrading as outlined in **Section 4.4.3**.

It should be noted that the proposed roundabout at the intersection of Campbell Street and Darbys Falls Road will not be assessed as part of this Traffic Study as traffic data on Darbys Fall Road is limited and the proposed roundabouts at the intersections of the bypass route with Olympic Way and Lachlan Valley Way will function at a higher capacity that the roundabout at the Darbys Falls Road intersection.

The assessment of the two (2) major roundabouts on the bypass route will cater for greater volumes of traffic than the proposed roundabout at the intersection of Darbys Falls Road.

The turning movements at each of the intersections to be assessed for the Year 2035 peak hour traffic volumes are indicated in **Figure 11**, **Figure 12**, **Figure 13** and **Figure 14**, noting that the day peak hour volumes have been detailed. The SIDRA modelling results for each intersection are attached in **Appendix D**.

The SIDRA modelling assessed the operation of the intersections for the parameters of Average Delay, Queue Length and the subsequent overall Level of Service for each leg of the intersection.

A summary of the SIDRA modelling for the operation of the intersection of the Mid-Western Highway and Airport Road is indicated in **Table 4.11**.

Table 4.11 – Mid-Western Highway and Airport Road Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service
Mid-Western Highway (Grenfell Road) East Bound			
Straight Through	0.0 sec	0.0 cars	LOS A
Right Turn	13.3 sec	0.2 cars	LOS A
Mid-Western Highway (Grenfell Road) West Bound			
Straight Trough	0.0 sec	0.0 cars	LOS A
Left Turn	11.4 sec	0.0 cars	LOS A
Airport Road			
Left Turn	14.0 sec	0.3 cars	LOS A
Right Turn	12.8 sec	0.3 cars	LOS A

The proposed upgrading to the intersection of the Mid-Western Highway and Airport Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.4 seconds to 14.0 seconds with the maximum queue length of 0.3 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and vehicles using Airport Road.

A summary of the SIDRA modelling for the operation of the intersection of the Boundary Road and Olympic Way is indicated in **Table 4.12**.

Table 4.12 – Boundary Road and Olympic Way Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service
Boundary Road East Bound			
Straight Through	4.9 sec	0.4 cars	LOS A
Right Turn	12.0 sec	0.4 cars	LOS A
Left Turn	5.9 sec	0.2 cars	LOS A
Boundary Road West Bound			
Straight Through	4.8 sec	0.4 cars	LOS A
Right Turn	11.5 sec	0.4 cars	LOS A
Left Turn	6.2 sec	0.3 cars	LOS A
Olympic Way North Bound			
Straight Through	4.9 sec	0.2 cars	LOS A
Right Turn	11.8 sec	0.2 cars	LOS A
Left Turn	6.8 sec	0.2 cars	LOS A
Olympic Way South Bound			
Straight Through	5.0 sec	0.2 cars	LOS A
Right Turn	11.7 sec	0.2 cars	LOS A
Left Turn	6.7 sec	0.1 cars	LOS A

The proposed upgrading to the intersection of Olympic Way and Boundary Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.0 seconds with the maximum queue length of 0.4 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Olympic Way and vehicles using Boundary Road.

A summary of the SIDRA modelling for the operation of the intersection of the bypass route and Lachlan Valley Way is indicated in **Table 4.13**.

Table 4.13 – Bypass Route and Lachlan Valley Way Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service
Bypass Route East Bound			
Straight Through	4.8 sec	0.5 cars	LOS A
Right Turn	11.9 sec	0.5 cars	LOS A
Left Turn	6.3 sec	0.3 cars	LOS A
Bypass Route West Bound			
Straight Through	4.9 sec	0.5 cars	LOS A
Right Turn	11.9 sec	0.5 cars	LOS A
Left Turn	6.6 sec	0.3 cars	LOS A
Lachlan Valley Way North Bound			
Straight Through	5.1 sec	0.3 cars	LOS A
Right Turn	12.2 sec	0.3 cars	LOS A
Left Turn	6.9 sec	0.2 cars	LOS A
Lachlan Valley Way South Bound			
Straight Through	5.2 sec	0.3 cars	LOS A
Right Turn	12.1 sec	0.3 cars	LOS A
Left Turn	6.7 sec	0.2 cars	LOS A

The proposed upgrading to the intersection of Lachlan Valley Way and the Bypass Route results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.2 seconds with the maximum queue length of 0.5 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Lachlan Valley Way and vehicles using the Bypass Route.

A summary of the SIDRA modelling for the operation of the intersection of Campbell Street and the Mid-Western Highway is indicated in **Table 4.14**.

Table 4.14 – Campbell Street and Mid-Western Highway Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service
Campbell Street			
Right Turn	17.2 sec	0.6 cars	LOS B
Left Turn	15.8 sec	0.6 cars	LOS B
Mid-Western Highway West Bound			
Straight Through	0.0 sec	0.0 cars	LOS A
Left Turn	12.6 sec	0.0 cars	LOS A
Mid-Western Highway East Bound			
Straight Through	0.0 sec	0.0 cars	LOS A
Right Turn	11.8 sec	0.1 cars	LOS A

The proposed upgrading to the intersection of the Mid-Western Highway and Campbell Street results in the Highway traffic movements at the intersection operating efficiently at a Level of Service A and the Campbell Street movements operating at a Level of Service B for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.8 seconds to 17.2 seconds with the maximum queue length of 0.6 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and a minor impact on vehicles using Campbell Street.

4.4.5 ROAD NETWORK HIERARCHY

Following the construction and operation of the Cowra heavy vehicle bypass, the functional classification of a number of the roads along the bypass route will change. Airport Road, Boundary Road, Fishburn Street and Campbell Street will see the roads classification under a functional road network hierarchy increase from the current Local Road status.

A comparison of the road classifications along the bypass route for the roads current status and for the operational bypass is indicated in **Table 4.15**.

Table 4.15 – Bypass Road Classification

Road	Existing Classification	Bypass Classification
Mid-Western Highway (Grenfell Road)	Arterial Road	Arterial Road
Airport Road	Local Road	Sub-Arterial Road
Boundary Road	Local Road	Sub-Arterial Road
Olympic Way	Arterial Road	Arterial Road
Fishburn Street	Local Road	Sub-Arterial Road
Lachlan Valley Way	Arterial Road	Arterial Road
Campbell Street	Local Road	Sub-Arterial Road
Mid-Western Highway	Arterial Road	Arterial Road

Bypass Traffic Impact Summary

The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route has been assessed in terms of:

i) Traffic Volume;

ii) Roadway Capacity; and

iii) Intersection Operation.

The percentage increases in the daily traffic volumes on Airport Road and Campbell Street are very high, ranging from 212% to 7,400%, however, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes.

Whilst the percentage increase in daily traffic on Airport Road and Campbell Street are very high, the operational capacity of the roads under existing roadway conditions ranges from 11.8% for Airport Road and 22.2% for Campbell Street. Allowing for the growth in the peak hour bypass traffic, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roads.

Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.

For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved.

The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.

Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel lane and concrete kerb and gutter will also be provided.

The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.

The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway

Each of the intersections, except for Darbys Falls Road has been assessed using SIDRA and the assessment has determined the following operational parameters:

1. The proposed upgrading to the intersection of the Mid-Western Highway and Airport Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.4 seconds to 14.0 seconds with the maximum queue length of 0.3 cars.

   The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and vehicles using Airport Road.

2. The proposed upgrading to the intersection of Olympic Way and Boundary Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.0 seconds with the maximum queue length of 0.4 cars.

   The operation of the upgraded intersection has minimal impact on through traffic on Olympic Way and vehicles using Boundary Road.

3. The proposed upgrading to the intersection of Lachlan Valley Way and the Bypass Route results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.2 seconds with the maximum queue length of 0.5 cars.

   The operation of the upgraded intersection has minimal impact on through traffic on Lachlan Valley Way and vehicles using the Bypass Route.

4. The proposed upgrading to the intersection of the Mid-Western Highway and Campbell Street results in the Highway traffic movements at the intersection operating efficiently at a Level of Service A and the Campbell Street movements operating at a Level of Service B for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.8 seconds to 17.2 seconds with the maximum queue length of 0.6 cars.

   The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and a minor impact on vehicles using Campbell Street.

Following the construction and operation of the Cowra heavy vehicle bypass, the functional classification of roads along the bypass route will change. The functional classification of all roads along the bypass route will be:

- Mid-Western Highway (Grenfell Road) — Arterial Road
- Airport Road — Sub-Arterial Road
- Boundary Road — Sub-Arterial Road
- Olympic Way — Arterial Road
- Fishburn Street — Sub-Arterial Road
- Lachlan Valley Way — Arterial Road
- Campbell Street — Sub-Arterial Road
- Mid-Western Highway — Arterial Road

The detailed design of the roads along the heavy vehicle bypass route and all intersections shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Recommendations

The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route has been assessed and the following impacts have been determined:

- The percentage increases in the daily traffic volumes on Airport Road and Campbell Street are very high, ranging from 212% to 7,400%, however, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes.
- Whilst the percentage increase in daily traffic on Airport Road and Campbell Street are very high, the operational capacity of the roads under existing roadway conditions ranges from 11.8% for Airport Road and 22.2% for Campbell Street. Allowing for the growth in the peak hour bypass traffic, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roads.
- Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.
- For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved

The proposed roadway configuration of the roads forming the heavy vehicle bypass route shall be as follows:

- The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.
- Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel lane and concrete kerb and gutter will also be provided.
- The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.
- The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway

The proposed configuration of each intersection along the bypass route is summarised below:

Mid-Western Highway (Grenfell Road) and Airport Road

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

CHR – Channelised Right Turn Lane from the Mid-Western Highway into Airport Road.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Airport Road.

AUL – Auxiliary Acceleration Lane for the left turn from Airport Road onto the Mid-Western Highway.

Boundary Road and Olympic Way

The intersection of Boundary Road and Olympic Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

Bypass Route and Lachlan Valley Way

The intersection of the bypass route and Lachlan Valley Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The geometry of the roundabout at this location will be complicated by the need for the bypass route to pass beneath the elevated rail bridge of the Blayney to Demondrille Rail Line to continue its alignment over the Lachlan River and along the southern side of the rail corridor.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter

Campbell Street and Darbys Falls Road

The intersection of Campbell Street and Brougham Street/Darbys Falls Road will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 14m to 16m in diameter.

Campbell Street and Mid-Western Highway

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Campbell Street.

Seagull Turn Lane and Acceleration Lane – Right Turn Lane from the Mid-Western Highway into Campbell Street and Right Turn and Acceleration Lane from Campbell Street onto the Mid-Western Highway.

Airport Road and Boundary Road

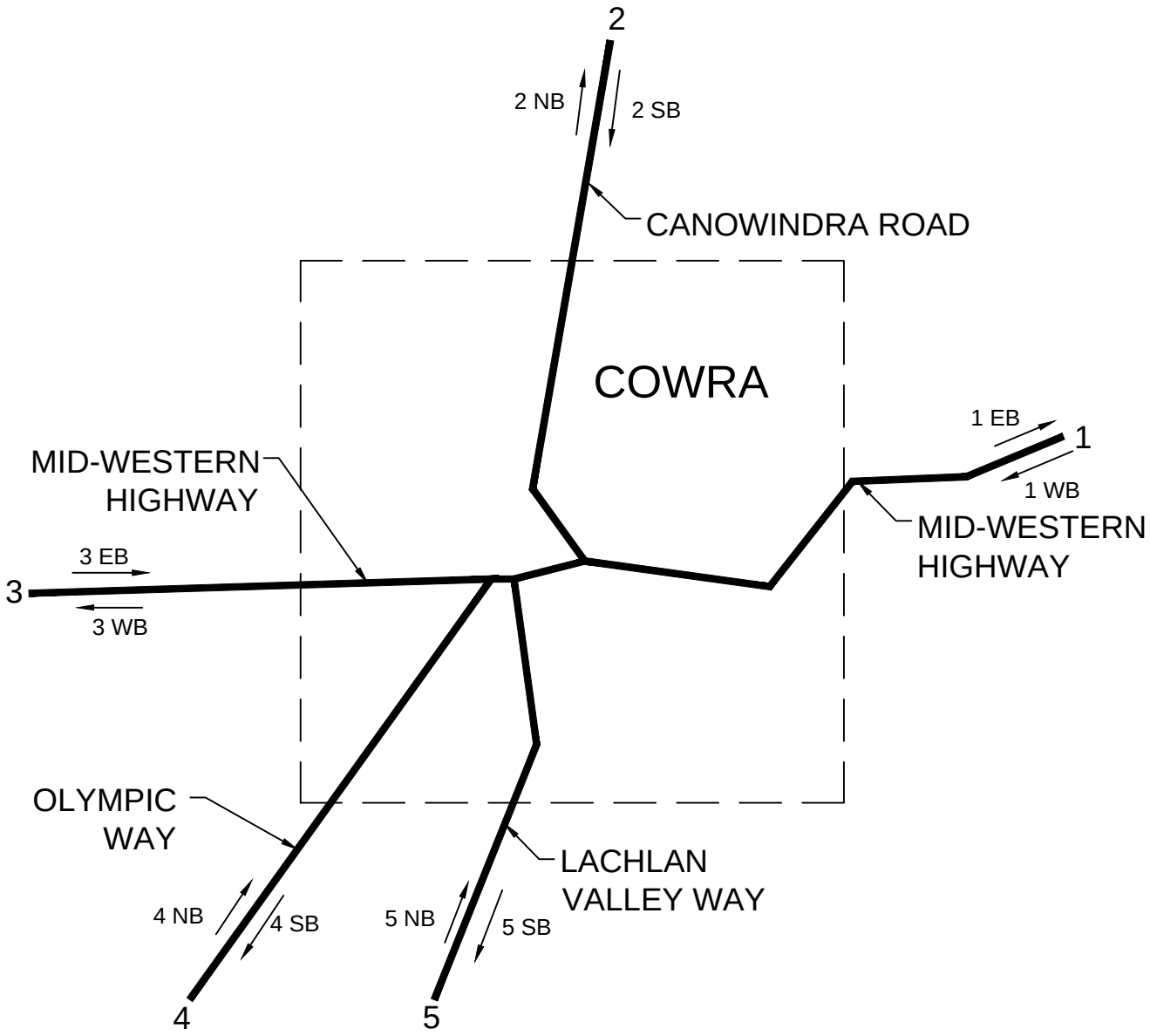
The existing intersection of Airport Road and Boundary Road forms a 90 degree angle bend and will not be appropriate for the operation of heavy vehicles along the bypass route.

Investigations are to be carried out during the detailed design of the bypass route roadway to acquire the adjacent property at this intersection so that a curved alignment with a larger radius can be provided to better accommodate the turning movement and operation of heavy vehicles at this section of the bypass.

The detailed design of the roads along the heavy vehicle bypass route and all intersections shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

The implementation of the recommendations of this Traffic Study during the approval, design and construction of the Cowra heavy vehicle bypass route will see the development of the bypass that achieves the objectives for the project and will have minimal impact on the surrounding road network.

Figures



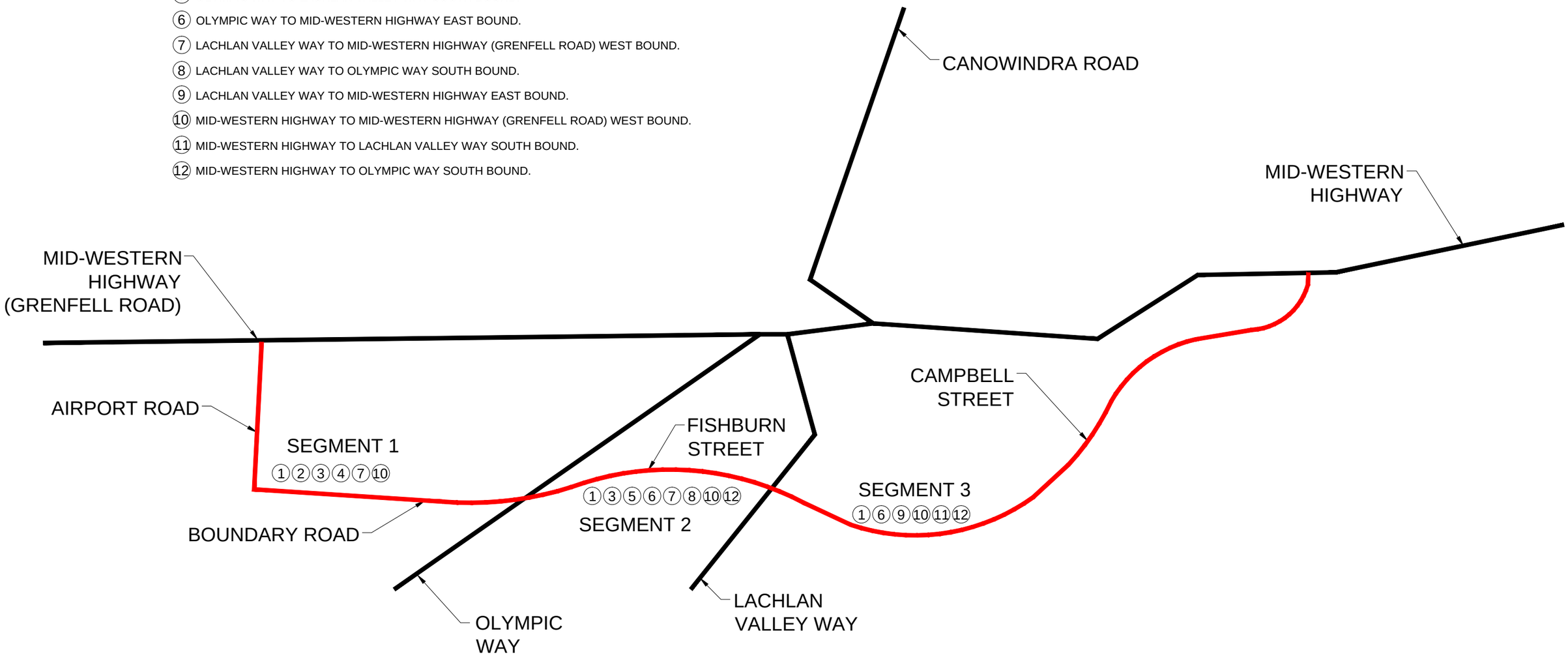
GEOLYSE

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

FIGURE 1
ORIGIN DESTINATION SURVEY LOCATIONS

BYPASS USAGE ALLOCATION

1. MID-WESTERN HIGHWAY (GRENFELL ROAD) TO MID-WESTERN HIGHWAY EAST BOUND.
2. MID-WESTERN HIGHWAY (GRENFELL ROAD) TO OLYMPIC WAY SOUTH BOUND.
3. MID-WESTERN HIGHWAY (GRENFELL ROAD) TO LACHLAN VALLEY WAY SOUTH BOUND.
4. OLYMPIC WAY TO MID-WESTERN HIGHWAY (GRENFELL ROAD) WEST BOUND.
5. OLYMPIC WAY TO LACHLAN VALLEY WAY SOUTH BOUND.
6. OLYMPIC WAY TO MID-WESTERN HIGHWAY EAST BOUND.
7. LACHLAN VALLEY WAY TO MID-WESTERN HIGHWAY (GRENFELL ROAD) WEST BOUND.
8. LACHLAN VALLEY WAY TO OLYMPIC WAY SOUTH BOUND.
9. LACHLAN VALLEY WAY TO MID-WESTERN HIGHWAY EAST BOUND.
10. MID-WESTERN HIGHWAY TO MID-WESTERN HIGHWAY (GRENFELL ROAD) WEST BOUND.
11. MID-WESTERN HIGHWAY TO LACHLAN VALLEY WAY SOUTH BOUND.
12. MID-WESTERN HIGHWAY TO OLYMPIC WAY SOUTH BOUND.



LEGEND

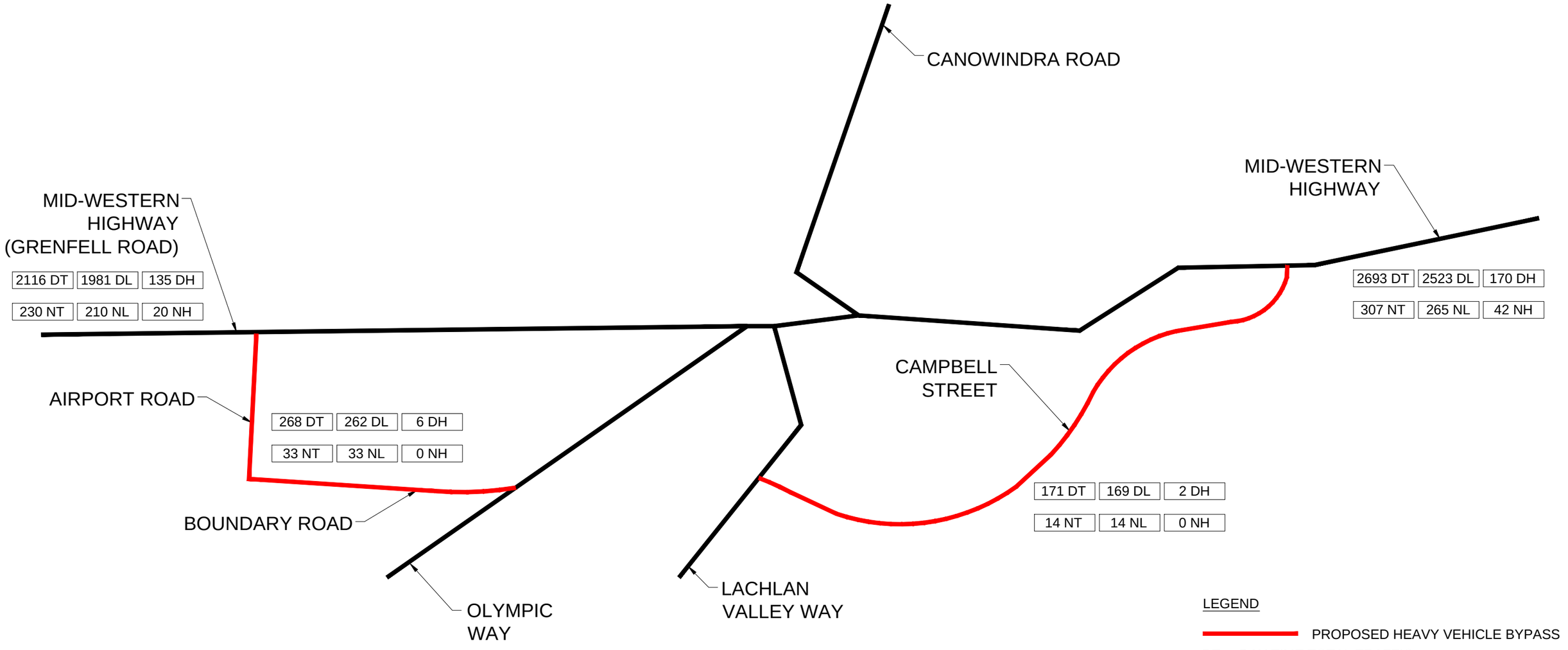
PROPOSED HEAVY VEHICLE BYPASS

(1) ALLOCATION OF BYPASS USAGE TO A SEGMENT

GEOLYSE

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

FIGURE 2
PROPOSED COWRA HEAVY VEHICLE BYPASS ROUTE SEGMENTS AND USAGE ALLOCATION

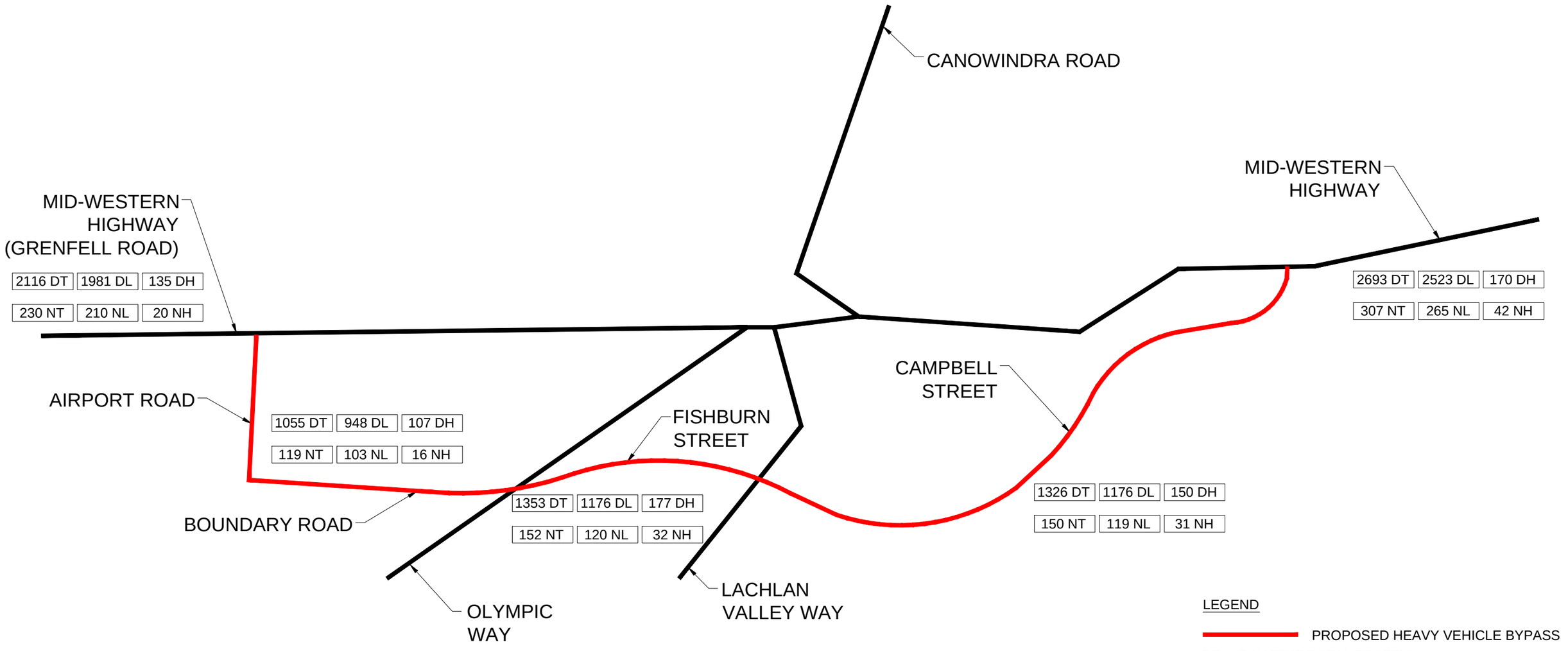


GEOLYSE

FIGURE 3

2015 AVAILABLE DAILY TRAFFIC VOLUMES (NO BYPASS)

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg



LEGEND

PROPOSED HEAVY VEHICLE BYPASS

DT DAY TIME TOTAL TRAFFIC

NT NIGHT TIME TOTAL TRAFFIC

DL DAY TIME LIGHT TRAFFIC

NL NIGHT TIME LIGHT TRAFFIC

DH DAY TIME HEAVY TRAFFIC

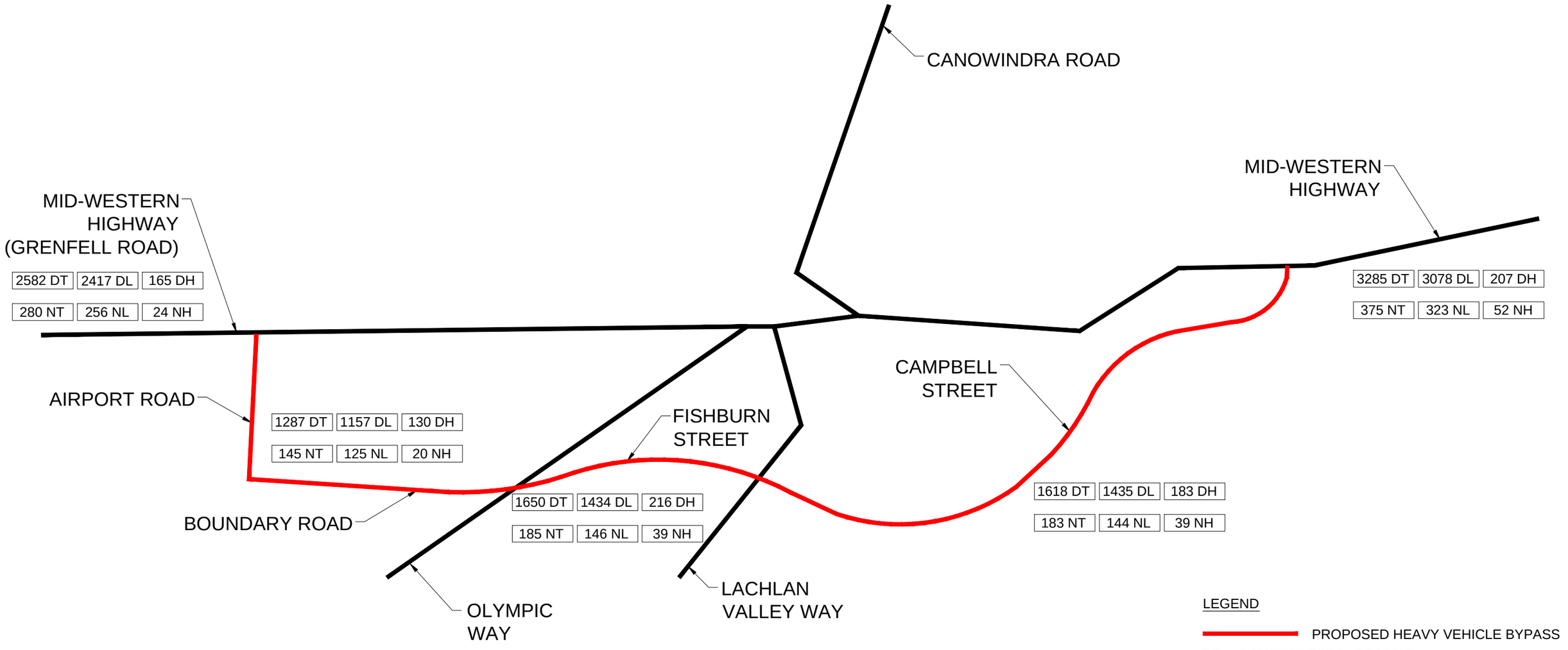
NH NIGHT TIME HEAVY TRAFFIC

GEOLYSE

FIGURE 4

2015 ESTIMATED DAILY TRAFFIC VOLUMES (WITH BYPASS)

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

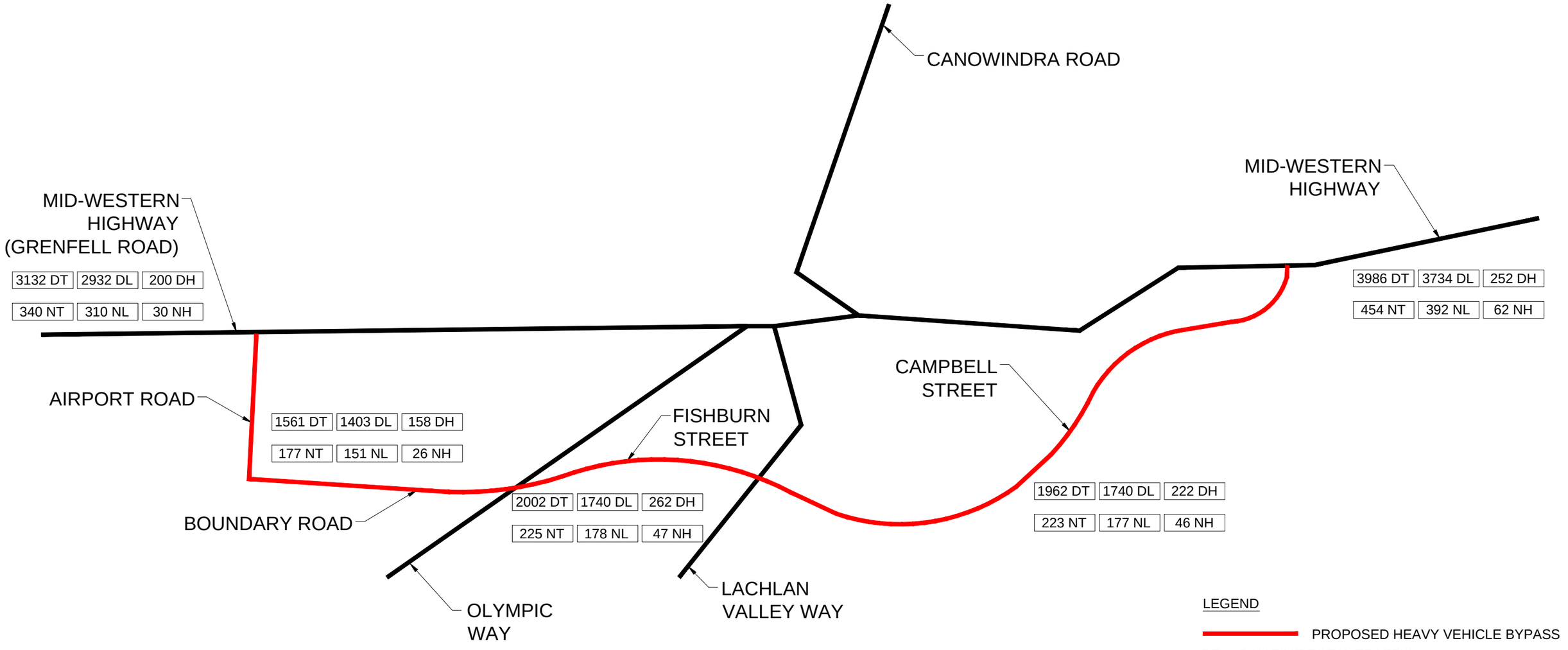


GEOLYSE

FIGURE 5

2025 ESTIMATED DAILY TRAFFIC VOLUMES (WITH BYPASS)

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

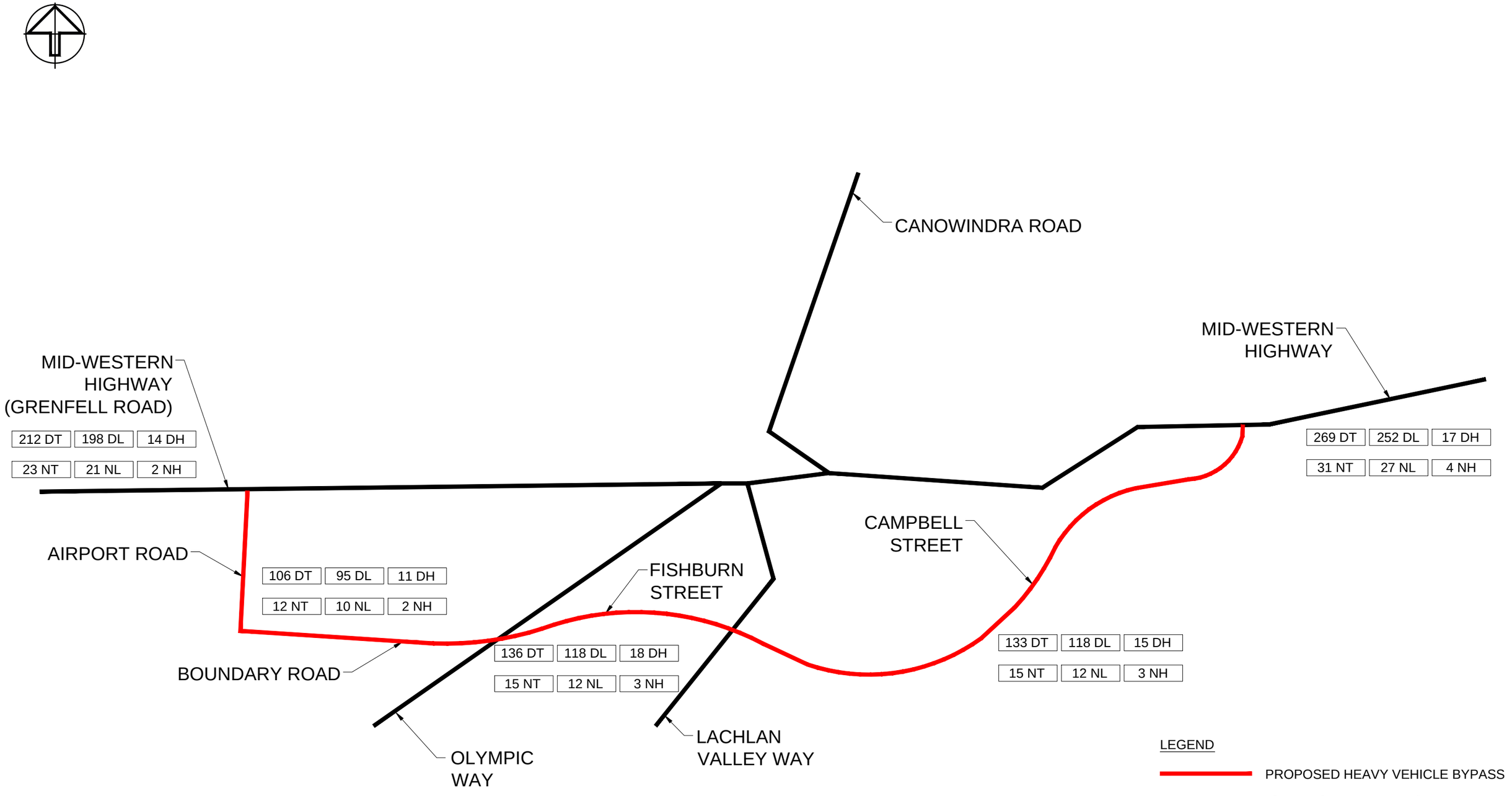


GEOLYSE

FIGURE 6

2035 ESTIMATED DAILY TRAFFIC VOLUMES (WITH BYPASS)

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

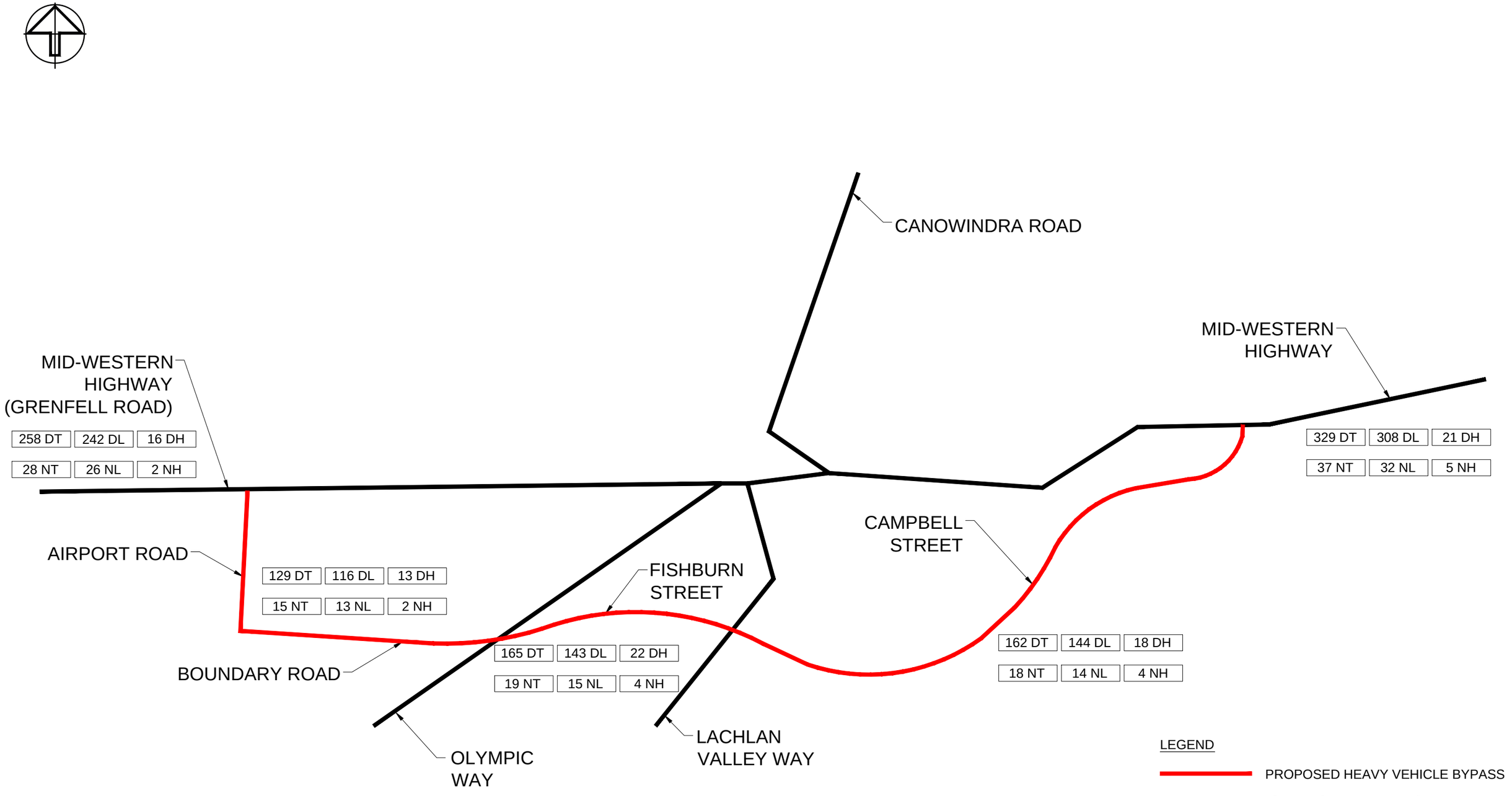


GEOLYSE

FIGURE 7

2015 ESTIMATED PEAK HOUR TRAFFIC VOLUMES (WITH BYPASS)

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

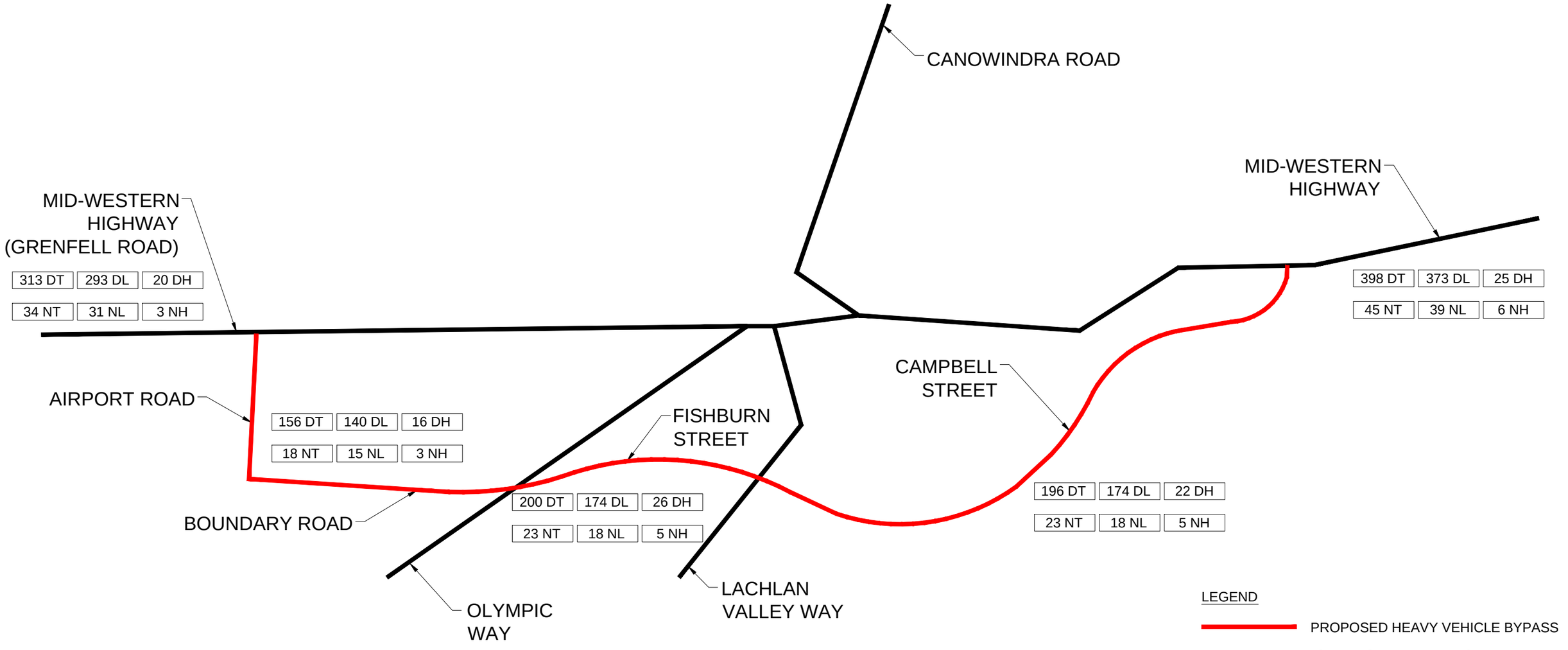


GEOLYSE

FIGURE 8

2025 ESTIMATED PEAK HOUR TRAFFIC VOLUMES (WITH BYPASS)

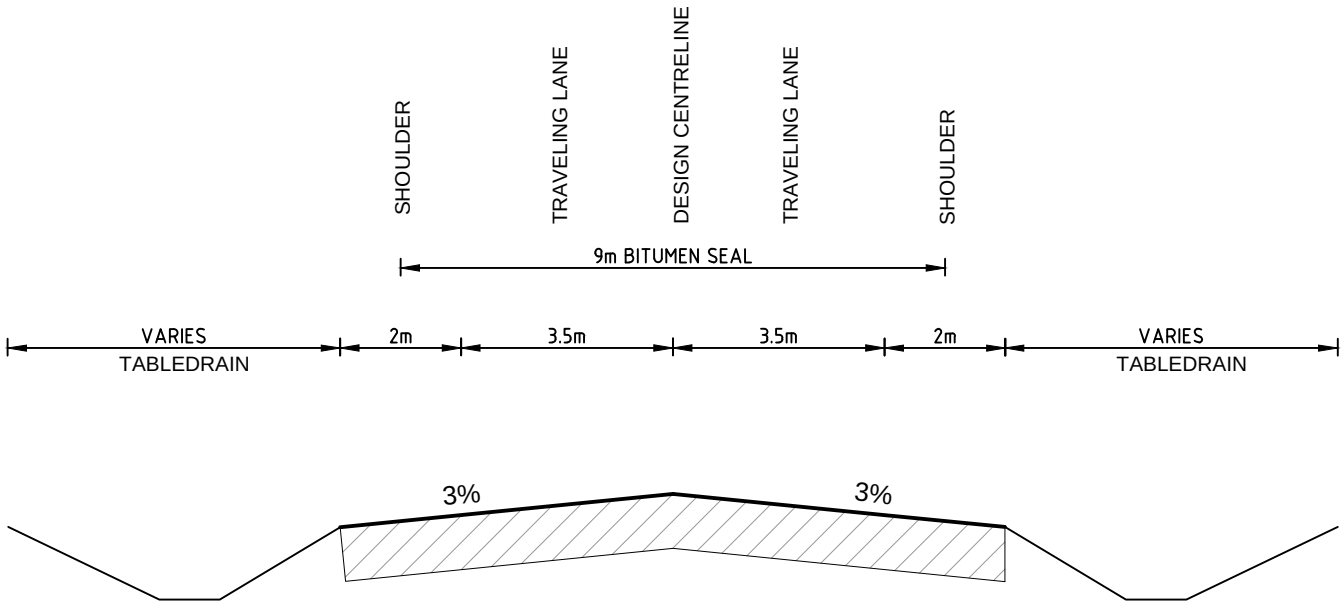
NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg



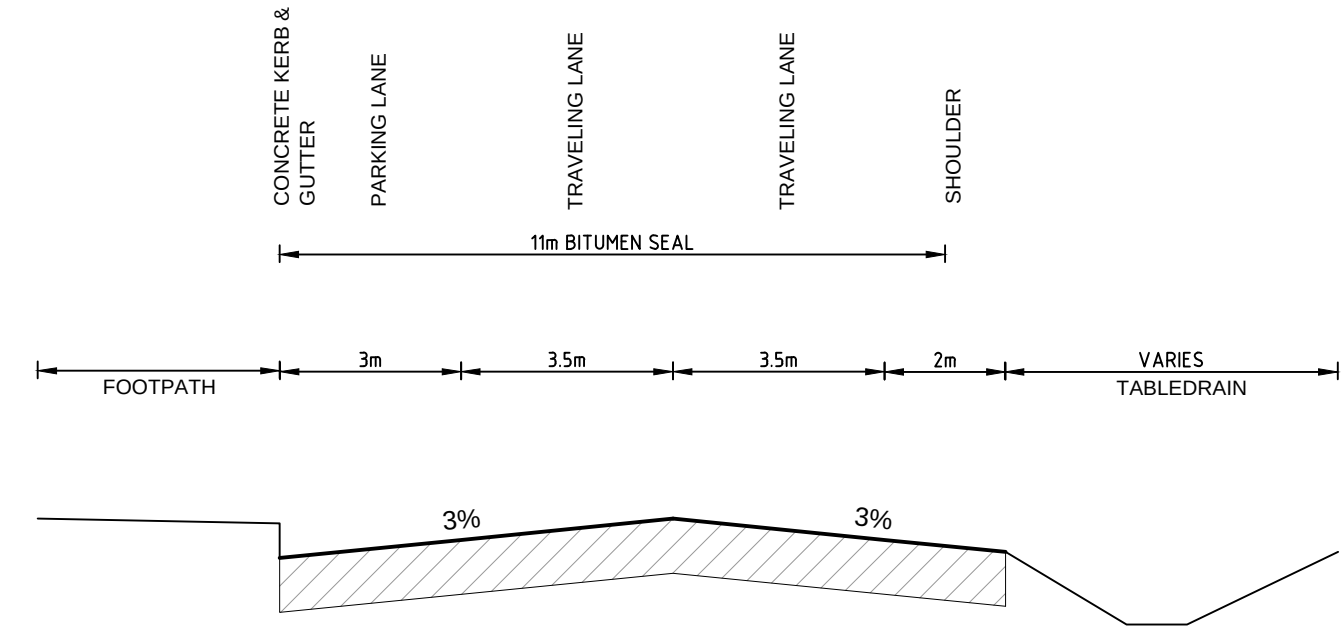
GEOLYSE

FIGURE 9
2035 ESTIMATED PEAK HOUR TRAFFIC VOLUMES (WITH BYPASS)

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg



STANDARD ROADWAY CONFIGURATION

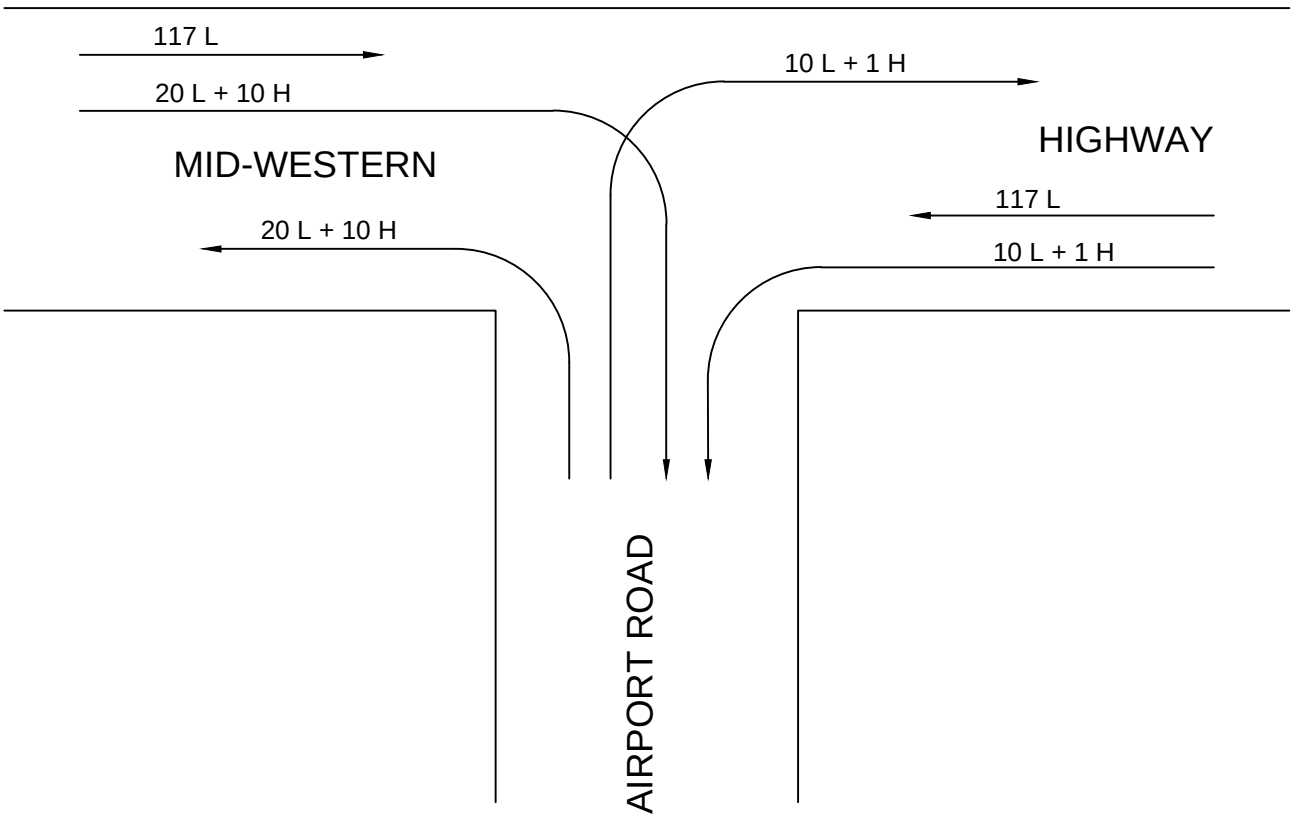


ROADWAY CONFIGURATION ADJACENT
TO RESIDENTIAL AREA

GEOLYSE

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

FIGURE 10
HEAVY VEHICLE BYPASS
ROADWAY CONFIGURATION



L LIGHT VEHICLES

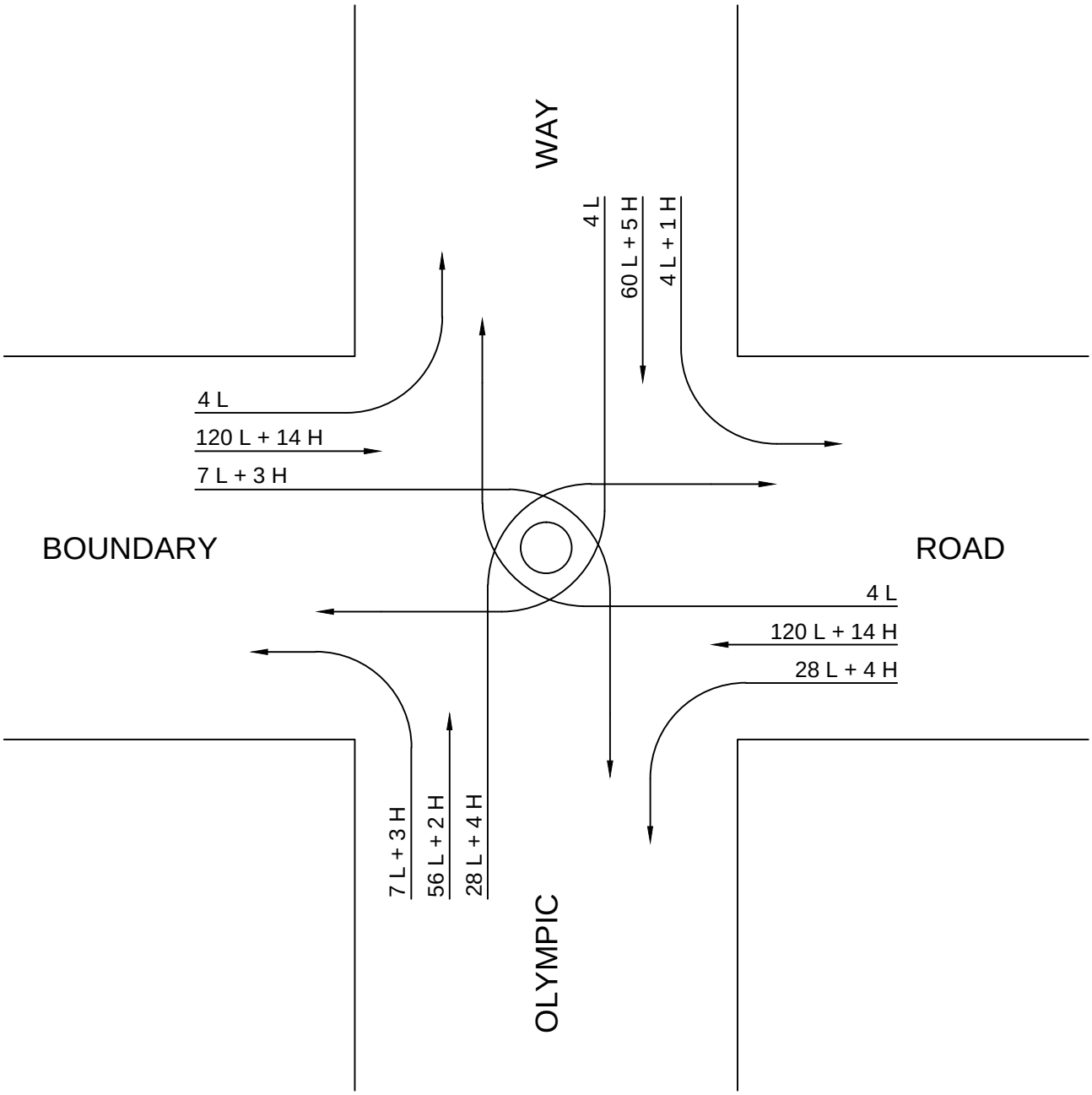
H HEAVY VEHICLES

GEOLYSE

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

FIGURE 11

YEAR 2035 PEAK HOUR TRAFFIC AT THE INTERSECTION OF THE MID-WESTERN HIGHWAY AND AIRPORT ROAD



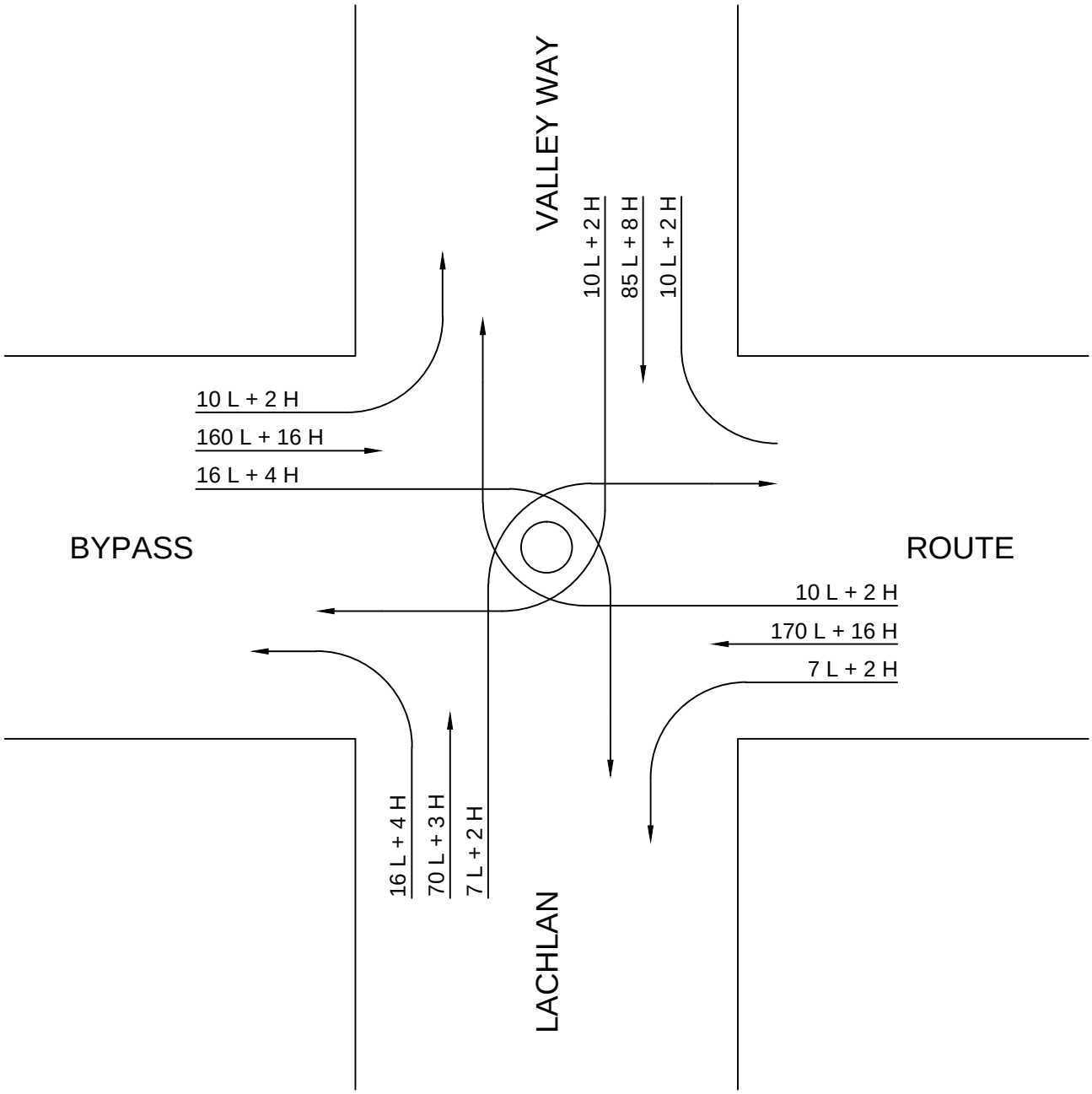
L LIGHT VEHICLES

H HEAVY VEHICLES

GEOLYSE

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

FIGURE 12
YEAR 2035 PEAK HOUR TRAFFIC AT THE INTERSECTION
OF BOUNDARY ROAD AND OLYMPIC WAY



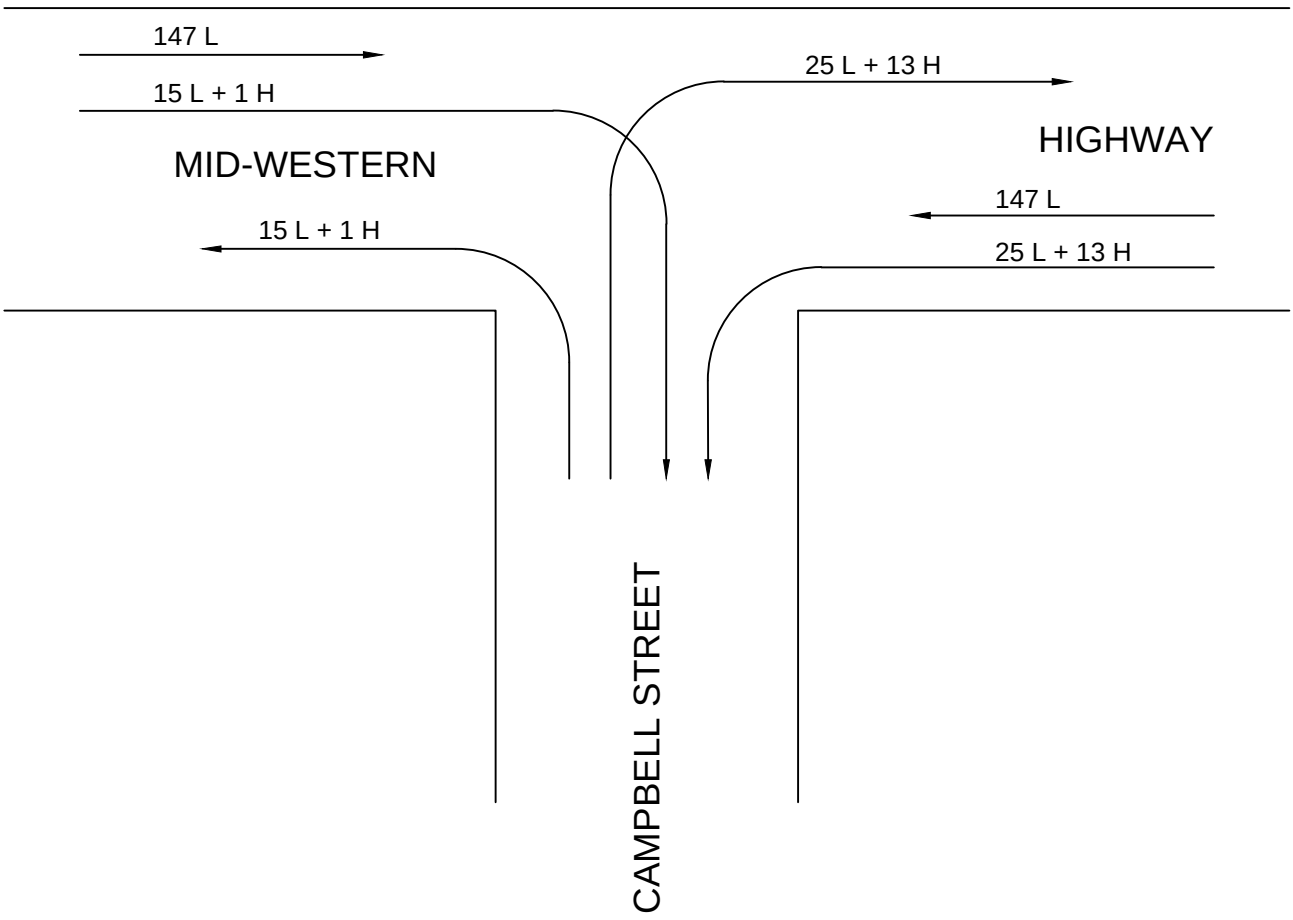
L LIGHT VEHICLES

H HEAVY VEHICLES

GEOLYSE

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

FIGURE 13
YEAR 2035 PEAK HOUR TRAFFIC AT THE INTERSECTION OF THE BYPASS ROUTE AND LACHLAN VALLEY WAY



L LIGHT VEHICLES

H HEAVY VEHICLES

GEOLYSE

NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

FIGURE 14

YEAR 2035 PEAK HOUR TRAFFIC AT THE INTERSECTION OF CAMPBELL STREET AND THE MID-WESTERN HIGHWAY

Plates

Plate 1: Mid Western Highway (Grenfell Road) west bound

Plate 2: Intersection of the Mid-Western Highway and Airport Road

Plate 3: Mid-Western Highway (Grenfell Road) east bound

Plate 4: Airport Road at the intersection with the Mid-Western Highway

Plate 5: Airport Road speed limited to 50km/hr

Plate 6: Intersection of Airport Road and Waratah Street

Plate 7: Waratah Street at the intersection with Airport Road

Plate 8: Intersection of Airport Road and Calare Street

Plate 9: Calare Street at the intersection with Airport Road

Plate 10: Intersection of Airport Road and the access to Cowra Airport

Plate 11: Access to Cowra Airport

Plate 12: Intersection of Airport Road and Boundary Road

Plate 13: Boundary Road at the intersection with Airport Road

Plate 14: Boundary Road east bound

Plate 15: Intersection of Boundary Road and Hartley Street and Service Road

Plate 16: Service Road at the intersection with Boundary Road

Plate 17: Hartley Street at the intersection with Boundary Road

Plate 18: Boundary Road at the approach to the intersection with Olympic Way

Plate 19: Boundary Road at the intersection with Olympic Way

Plate 20: Fishburn Street at the intersection with Olympic Way

Plate 21: The four way intersection of Boundary Road and Fishburn Street with Olympic Way

Plate 22: Olympic Way south bound at the intersection with Boundary Road

Plate 23: Olympic Way north bound at the intersection with Boundary Road

Plate 24: Bypass Route across private land adjacent to Fishburn Street

Plate 25: Intersection of Fishburn Street and Bulkhead Road

Plate 26: General view of Fishburn Street

Plate 27: Intersection of Fishburn Street and the rail crossing access road

Plate 28: Fishburn Street adjacent to the location where the bypass route follows the alignment of the rail corridor on its northern side

Plate 29: Bypass route east bound towards Lachlan Valley Way

Plate 30: Bypass route east bound towards Lachlan Valley Way

Plate 31: Bypass route east bound towards Lachlan Valley Way

Plate 32: Bypass route at the approach to the future intersection with Lachlan Valley Way

Plate 33: Bypass route at the future intersection with Lachlan Valley Way

Plate 34: Lachlan Valley Way south bound

Plate 35: Lachlan Valley Way north bound

Plate 36: Bypass route on the approach to the future bridge location over the Lachlan River

Plate 37: Bypass route at the future bridge location over the Lachlan River

Plate 38: Blayney to Demondrille Rail Line bridge over the Lachlan River

Plate 39: Location where the bypass route crosses to the eastern side of the Lachlan River

Plate 40: Bypass route on the southern side of the rail corridor

Plate 41: Bypass route on the southern side of the rail corridor

Plate 42: Bypass route on the southern side of the rail corridor

Plate 43: Bypass route on the southern side of the rail corridor

Plate 44: Bypass route on the southern side of the rail corridor

Plate 45: Bypass route on the southern side of the rail corridor

Plate 46: Bypass route on the southern side of the rail corridor

Plate 47: Bypass route on the southern side of the rail corridor

Plate 48: Bypass route where it joins the Campbell Street road reserve corridor

Plate 49: Campbell Street east bound

Plate 50: Campbell Street east bound

Plate 51: Campbell Street at the approach to the intersection with Parkes Street

Plate 52: Campbell Street at the approach to the intersection with Darbys Falls Road and Brougham Street

Plate 53: Campbell Street west bound at the intersection with Darbys Falls Road with the entrance to the Cowra Railway Museum in the background

Plate 54: Brougham Street at the intersection with Campbell Street

Plate 55: Darbys Falls Road at the intersection with Campbell Street

Plate 56: End of the section of kerb and gutter in Campbell Street

Plate 57: Change of speed limit in Campbell Street to 80km/hr

Plate 58: Campbell Street alignment

Plate 59: Reduction of speed limit in Campbell Street to 50km/hr

Plate 60: Intersection of Campbell Street and Day Street

Plate 61: Day Street at the intersection with Campbell Street

Plate 62: Campbell Street alignment

Plate 63: Intersection of Campbell Street and Pack Street

Plate 64: Pack Street at the intersection with Campbell Street

Plate 65: Campbell Street at the entry to Europa Park

Plate 66: Causeway in Campbell Street over Waugoola Creek

Plate 67: Change in speed limit on Campbell Street in Europa Park to 80km/hr

Plate 68: Campbell Street at the approach to the intersection with the Mid-Western Highway

Plate 69: The intersection of Campbell Street and the Mid-Western Highway

Plate 70: The Mid-Western Highway west bound

Plate 71: Existing passing lane for east bound traffic on the Mid-Western Highway

Plate 72: The Mid-Western Highway west bound at the approach to the intersection with Campbell Street

Plate 73: The Mid- Western Highway east bound

Appendix A

AERIAL IMAGES OF BYPASS ROUTE

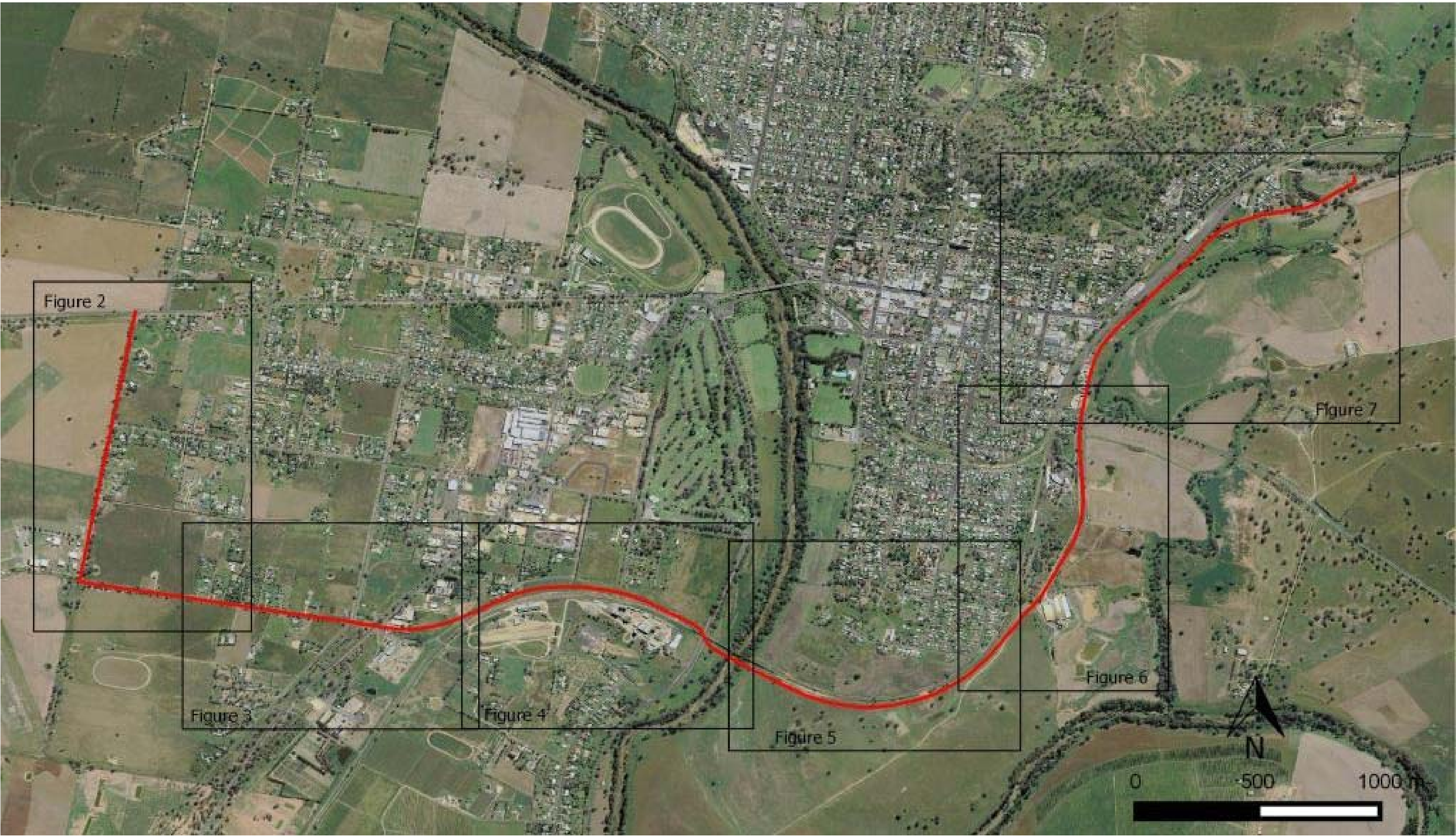
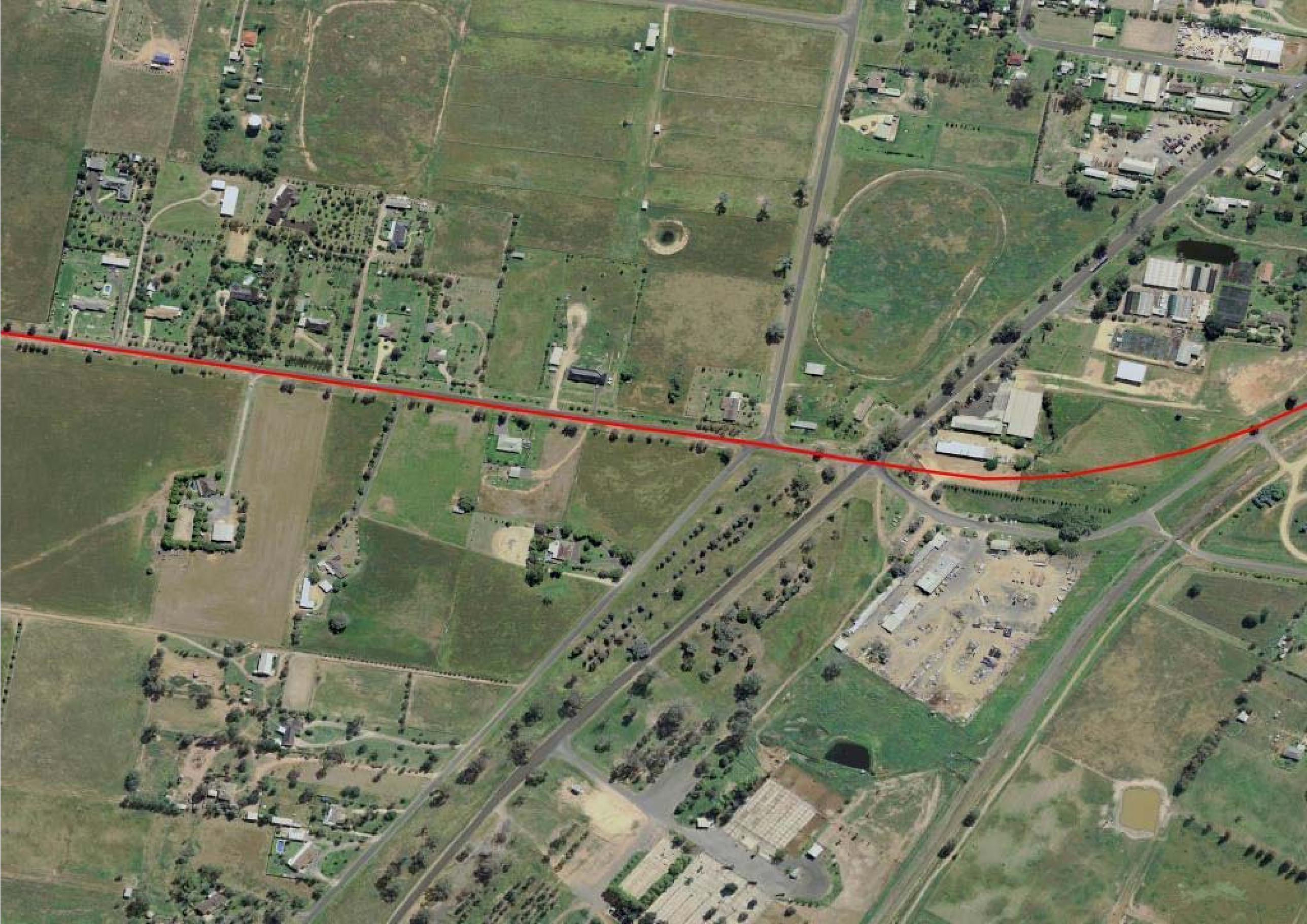
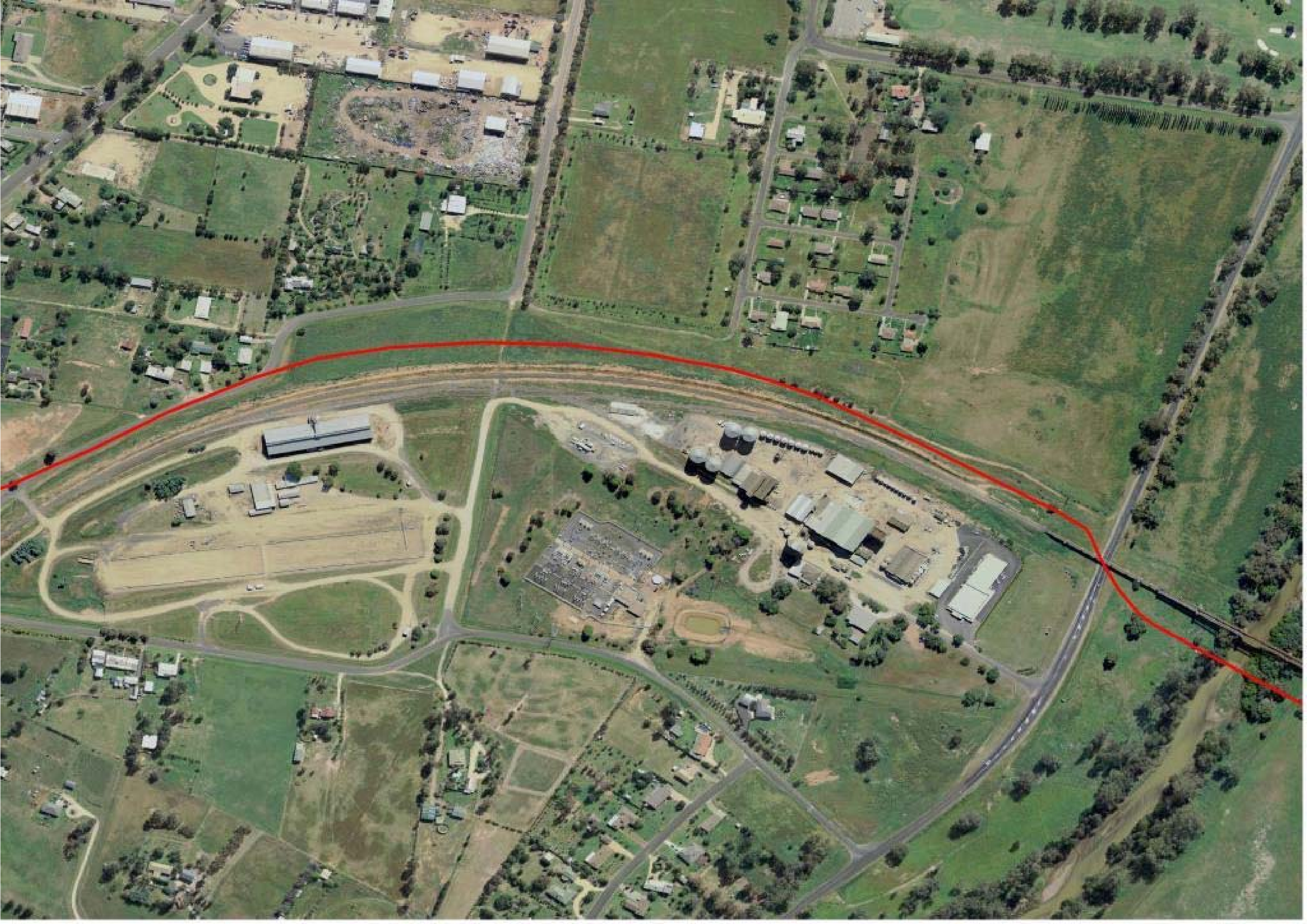


Figure 2
Figure 3
Figure 4
Figure 5
Figure 6
Figure 7
N
0
500
1000 m





Appendix B

AVAILABLE BYPASS TRAFFIC DATA

MetroCount Traffic Executive
Hourly Breakdown with Night and Day

CustomList-49 -- English (ENA)

Datasets:

Site:	**[5001] MID WESTERN HWY - 120m W Airport Road**
Attribute:	[-33.835377,148.654529]
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	14:44 Friday, 24 April 2015 => 11:29 Thursday, 28 May 2015,
Zone:	
File:	500128May2015.EC0 (Plus)
Identifier:	A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Saturday, 25 April 2015 => 0:00 Thursday, 28 May 2015 (33)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Whole Days
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Saturday, 25 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	11	8	2	0	0	0	0	0	0	0	1	0	0
0100	10	8	1	0	0	0	0	0	0	1	0	0	0
0200	14	10	0	2	0	0	0	0	0	1	1	0	0
0300	7	5	0	1	0	0	0	0	0	0	1	0	0
0400	9	4	1	3	0	0	0	0	0	0	1	0	0
0500	47	44	1	1	0	0	0	0	0	0	1	0	0
0600	46	39	3	0	0	0	0	1	0	0	3	0	0
0700	71	59	2	9	1	0	0	0	0	0	0	0	0
0800	111	84	9	9	2	0	0	2	3	1	1	0	0
0900	135	114	8	9	0	0	1	0	1	0	2	0	0
1000	177	152	9	11	1	0	0	1	0	0	3	0	0
1100	169	136	13	11	3	0	2	0	1	2	1	0	0
1200	152	122	14	11	0	0	0	1	2	2	0	0	0
1300	134	112	11	5	0	0	0	0	1	1	4	0	0
1400	125	102	10	10	2	0	0	0	0	1	0	0	0
1500	111	99	4	3	2	0	0	0	0	2	1	0	0
1600	111	101	5	4	0	0	0	0	0	0	1	0	0
1700	107	95	7	5	0	0	0	0	0	0	0	0	0
1800	69	63	4	1	0	0	0	1	0	0	0	0	0
1900	61	55	2	2	0	0	1	0	0	0	1	0	0
2000	41	38	2	1	0	0	0	0	0	0	0	0	0
2100	21	19	1	0	0	0	0	0	0	0	1	0	0
2200	18	15	0	2	1	0	0	0	0	0	0	0	0
2300	15	15	0	0	0	0	0	0	0	0	0	0	0
00-06	**98**	**79**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**0**	**0**
06-18	**1449**	**1215**	**95**	**87**	**11**	**0**	**3**	**5**	**8**	**9**	**16**	**0**	**0**
18-00	**225**	**205**	**9**	**6**	**1**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**
00-00	**1772**	**1499**	**109**	**100**	**12**	**0**	**4**	**6**	**8**	**11**	**23**	**0**	**0**

*** Sunday, 26 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	3	1	1	0	0	0	0	0	0	0	0	0
0100	6	6	0	0	0	0	0	0	0	0	0	0	0
0200	3	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	4	0	0	0	0	0	0	0	1	0	0	0
0400	5	3	0	1	0	0	0	0	0	0	1	0	0
0500	13	8	0	3	0	0	0	0	0	1	1	0	0
0600	18	14	0	2	0	0	0	0	0	0	2	0	0
0700	40	37	2	1	0	0	0	0	0	0	0	0	0
0800	82	65	8	4	0	0	1	0	0	2	2	0	0
0900	122	107	8	3	0	0	0	0	0	2	2	0	0
1000	162	137	11	9	0	0	0	1	0	0	3	1	0
1100	192	164	14	10	0	0	1	0	0	0	3	0	0
1200	166	140	13	8	0	0	0	0	2	1	2	0	0
1300	192	171	8	9	0	0	1	0	0	2	1	0	0
1400	147	119	14	8	4	0	0	0	1	1	0	0	0
1500	177	151	8	12	2	0	0	1	0	1	2	0	0
1600	138	119	9	5	2	0	0	0	0	1	2	0	0
1700	130	117	2	8	0	0	0	2	0	0	1	0	0
1800	97	84	2	6	1	0	1	1	0	2	0	0	0
1900	33	29	1	2	0	0	0	0	0	0	1	0	0
2000	28	22	2	0	0	0	0	0	0	3	1	0	0
2100	16	12	1	2	0	0	0	0	0	0	1	0	0
2200	11	7	0	1	1	0	0	0	0	1	1	0	0
2300	11	9	0	0	0	0	0	0	0	0	2	0	0
00-06	**37**	**27**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**
06-18	**1566**	**1341**	**97**	**79**	**8**	**0**	**3**	**4**	**3**	**10**	**20**	**1**	**0**
18-00	**196**	**163**	**6**	**11**	**2**	**0**	**1**	**1**	**0**	**6**	**6**	**0**	**0**
00-00	**1799**	**1531**	**104**	**95**	**10**	**0**	**4**	**5**	**3**	**18**	**28**	**1**	**0**

*** Monday, 27 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	0	0	0	0	0	0	0	0	0	3	0	0
0100	2	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0
0300	9	4	0	0	0	0	0	0	0	1	4	0	0
0400	9	4	0	1	0	0	0	0	0	1	3	0	0
0500	28	21	0	4	0	0	0	0	0	1	2	0	0
0600	79	52	4	14	2	0	1	1	1	2	2	0	0
0700	128	96	0	19	2	0	1	0	0	5	5	0	0
0800	210	168	10	21	5	1	0	1	0	2	2	0	0
0900	179	129	9	23	1	2	1	2	1	3	8	0	0
1000	168	129	7	13	2	1	2	0	4	4	6	0	0
1100	169	135	7	9	4	1	1	3	1	1	6	1	0
1200	209	141	12	20	8	2	2	4	4	7	9	0	0
1300	182	138	19	16	0	0	0	0	1	4	4	0	0
1400	205	159	17	13	3	2	2	1	0	4	4	0	0
1500	205	152	7	25	2	0	0	0	2	8	9	0	0
1600	228	170	14	24	2	0	1	3	0	7	6	1	0
1700	200	160	7	21	1	0	0	1	3	5	2	0	0
1800	108	99	1	6	1	0	0	0	0	1	0	0	0
1900	64	48	3	7	0	0	0	0	0	4	2	0	0
2000	44	32	2	2	0	0	0	0	0	7	1	0	0
2100	31	20	1	3	0	0	0	0	0	1	6	0	0
2200	13	4	0	4	1	0	0	0	0	2	2	0	0
2300	12	8	0	0	0	0	0	0	0	2	2	0	0
00-06	**52**	**31**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**0**	**0**
06-18	**2162**	**1629**	**113**	**218**	**32**	**9**	**11**	**16**	**17**	**52**	**63**	**2**	**0**
18-00	**272**	**211**	**7**	**22**	**2**	**0**	**0**	**0**	**0**	**17**	**13**	**0**	**0**
00-00	**2486**	**1871**	**120**	**246**	**34**	**9**	**11**	**16**	**17**	**72**	**88**	**2**	**0**

*** Tuesday, 28 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	2	0	0	0	0	0	0	0	0	0	0	0
0100	3	1	0	0	0	0	0	0	0	1	1	0	0
0200	6	5	0	0	0	0	0	0	0	1	0	0	0
0300	7	5	1	0	0	0	0	0	0	1	0	0	0
0400	8	5	0	0	0	0	0	0	0	1	2	0	0
0500	24	15	0	1	1	1	0	0	1	2	3	0	0
0600	66	46	4	8	2	0	0	1	0	2	3	0	0
0700	129	96	4	15	2	0	0	2	1	5	3	1	0
0800	230	174	7	22	7	1	1	1	2	4	11	0	0
0900	164	123	8	11	4	1	2	0	2	4	9	0	0
1000	174	125	10	18	2	4	0	1	1	7	6	0	0
1100	180	134	9	17	5	1	0	0	1	8	5	0	0
1200	165	118	8	14	1	0	0	2	1	8	12	1	0
1300	190	144	11	19	3	0	1	2	0	3	6	1	0
1400	202	147	9	21	2	1	1	1	1	10	8	1	0
1500	214	161	8	20	6	0	0	2	1	6	10	0	0
1600	232	192	7	22	0	0	1	0	1	3	6	0	0
1700	210	163	6	26	0	2	0	2	1	3	7	0	0
1800	126	98	9	9	1	0	0	1	1	3	4	0	0
1900	77	58	2	7	1	0	0	1	0	1	7	0	0
2000	41	32	1	1	0	0	0	0	1	4	2	0	0
2100	40	28	1	3	1	0	0	0	0	3	4	0	0
2200	20	17	0	2	1	0	0	0	0	0	0	0	0
2300	15	12	0	2	0	0	0	0	0	0	1	0	0
00-06	**50**	**33**	**1**	**1**	**1**	**1**	**0**	**0**	**1**	**6**	**6**	**0**	**0**
06-18	**2156**	**1623**	**91**	**213**	**34**	**10**	**6**	**14**	**12**	**63**	**86**	**4**	**0**
18-00	**319**	**245**	**13**	**24**	**4**	**0**	**0**	**2**	**2**	**11**	**18**	**0**	**0**
00-00	**2525**	**1901**	**105**	**238**	**39**	**11**	**6**	**16**	**15**	**80**	**110**	**4**	**0**

*** Wednesday, 29 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	26	20	0	2	2	0	0	0	1	0	1	0	0
0100	7	2	0	2	0	0	0	0	0	0	3	0	0
0200	9	6	0	2	1	0	0	0	0	0	0	0	0
0300	9	8	0	0	0	0	0	0	0	0	1	0	0
0400	7	4	0	0	1	0	0	0	0	1	1	0	0
0500	28	18	2	2	0	0	0	0	0	4	2	0	0
0600	62	45	3	6	2	0	0	0	1	2	3	0	0
0700	129	96	3	21	2	0	1	1	0	2	3	0	0
0800	259	208	11	22	4	3	0	3	1	0	7	0	0
0900	201	151	10	21	3	2	1	0	4	2	6	1	0
1000	191	154	9	15	4	1	0	0	1	6	1	0	0
1100	182	147	6	12	5	0	0	1	1	5	5	0	0
1200	171	114	12	20	4	1	0	2	2	9	6	1	0
1300	178	136	8	18	5	0	2	1	0	3	5	0	0
1400	214	162	11	27	3	0	0	1	0	3	7	0	0
1500	198	146	13	25	4	1	0	0	1	4	4	0	0
1600	235	184	9	27	4	0	0	1	0	8	2	0	0
1700	210	165	8	17	2	0	0	0	1	11	6	0	0
1800	146	124	3	7	1	0	0	0	1	5	5	0	0
1900	62	50	0	5	0	0	1	0	1	3	2	0	0
2000	37	33	0	0	0	0	0	0	0	1	3	0	0
2100	33	25	0	3	2	0	0	0	0	0	3	0	0
2200	13	9	1	2	0	0	0	0	0	0	1	0	0
2300	12	6	0	0	0	0	0	0	0	3	3	0	0
00-06	**86**	**58**	**2**	**8**	**4**	**0**	**0**	**0**	**1**	**5**	**8**	**0**	**0**
06-18	**2230**	**1708**	**103**	**231**	**42**	**8**	**4**	**10**	**12**	**55**	**55**	**2**	**0**
18-00	**303**	**247**	**4**	**17**	**3**	**0**	**1**	**0**	**2**	**12**	**17**	**0**	**0**
00-00	**2619**	**2013**	**109**	**256**	**49**	**8**	**5**	**10**	**15**	**72**	**80**	**2**	**0**

*** Thursday, 30 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	3	0	0	0	0	0	0	0	1	1	0	0
0100	3	1	0	0	0	0	0	0	0	0	2	0	0
0200	6	4	0	1	0	0	0	0	0	0	1	0	0
0300	3	3	0	0	0	0	0	0	0	0	0	0	0
0400	9	4	0	1	0	1	0	1	0	1	1	0	0
0500	25	20	0	2	1	0	0	0	0	2	0	0	0
0600	69	48	5	7	4	0	0	0	0	3	2	0	0
0700	142	102	8	21	0	0	0	0	1	4	6	0	0
0800	233	182	5	26	3	0	0	0	4	4	9	0	0
0900	193	144	13	15	4	0	0	4	1	8	4	0	0
1000	179	133	7	22	0	0	0	0	1	7	9	0	0
1100	175	120	13	17	1	1	0	2	2	11	8	0	0
1200	213	146	21	31	2	1	1	2	0	5	4	0	0
1300	152	118	9	8	6	0	2	0	0	8	1	0	0
1400	168	134	12	10	1	0	1	1	0	3	6	0	0
1500	206	155	12	21	0	0	5	1	0	6	5	1	0
1600	220	161	13	24	3	1	0	2	1	5	8	2	0
1700	220	183	12	13	0	0	0	1	0	4	7	0	0
1800	138	113	2	10	2	0	0	2	1	4	4	0	0
1900	63	45	4	5	0	0	0	0	0	4	5	0	0
2000	42	29	3	4	0	0	0	0	1	5	0	0	0
2100	33	25	1	5	0	0	0	0	0	1	1	0	0
2200	8	6	0	0	1	0	0	0	0	1	0	0	0
2300	8	6	0	1	0	0	0	0	0	1	0	0	0
00-06	**51**	**35**	**0**	**4**	**1**	**1**	**0**	**1**	**0**	**4**	**5**	**0**	**0**
06-18	**2170**	**1626**	**130**	**215**	**24**	**3**	**9**	**13**	**10**	**68**	**69**	**3**	**0**
18-00	**292**	**224**	**10**	**25**	**3**	**0**	**0**	**2**	**2**	**16**	**10**	**0**	**0**
00-00	**2513**	**1885**	**140**	**244**	**28**	**4**	**9**	**16**	**12**	**88**	**84**	**3**	**0**

*** Friday, 1 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	4	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	1	0	0	0	0	0	1	0	0	0
0200	3	1	0	0	1	0	0	0	0	0	1	0	0
0300	8	7	0	0	0	0	0	0	0	0	1	0	0
0400	8	5	0	0	0	1	1	0	0	1	0	0	0
0500	26	19	0	3	1	0	0	0	0	2	1	0	0
0600	54	34	4	10	2	0	1	1	0	1	1	0	0
0700	144	109	4	22	2	0	1	0	0	5	1	0	0
0800	219	184	4	17	3	0	2	0	2	6	1	0	0
0900	209	159	16	21	2	0	1	1	1	6	2	0	0
1000	231	174	20	16	3	0	1	3	1	8	4	1	0
1100	209	176	9	9	3	0	1	0	0	4	6	1	0
1200	208	159	13	19	2	0	1	2	1	8	3	0	0
1300	187	143	14	18	2	0	1	1	0	5	3	0	0
1400	237	184	8	28	2	1	1	6	0	6	1	0	0
1500	237	188	10	23	2	2	2	2	0	5	3	0	0
1600	270	220	12	23	2	0	1	4	4	2	2	0	0
1700	211	168	8	22	1	0	1	5	1	3	2	0	0
1800	139	102	7	15	2	0	1	4	0	4	4	0	0
1900	59	49	2	5	0	0	0	0	0	3	0	0	0
2000	51	39	2	4	0	0	1	1	0	0	4	0	0
2100	37	30	3	3	0	0	0	0	0	0	1	0	0
2200	32	26	3	1	1	0	0	0	0	1	0	0	0
2300	21	19	0	1	0	0	1	0	0	0	0	0	0
00-06	**51**	**36**	**0**	**4**	**2**	**1**	**1**	**0**	**0**	**4**	**3**	**0**	**0**
06-18	**2416**	**1898**	**122**	**228**	**26**	**3**	**14**	**25**	**10**	**59**	**29**	**2**	**0**
18-00	**339**	**265**	**17**	**29**	**3**	**0**	**3**	**5**	**0**	**8**	**9**	**0**	**0**
00-00	**2806**	**2199**	**139**	**261**	**31**	**4**	**18**	**30**	**10**	**71**	**41**	**2**	**0**

*** Saturday, 2 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	3	0	1	0	0	0	0	0	0	1	0	0
0100	13	10	1	0	0	0	0	0	0	1	1	0	0
0200	6	4	0	0	0	0	0	0	0	1	1	0	0
0300	8	6	0	0	0	0	0	0	0	0	2	0	0
0400	6	2	1	3	0	0	0	0	0	0	0	0	0
0500	8	5	0	2	0	0	0	0	0	0	1	0	0
0600	48	24	6	11	0	1	1	0	0	1	4	0	0
0700	69	45	8	10	2	0	0	0	2	0	2	0	0
0800	128	104	3	8	2	0	1	3	0	3	4	0	0
0900	213	171	16	17	1	1	1	1	0	2	3	0	0
1000	220	177	13	19	1	0	0	1	0	5	4	0	0
1100	199	162	12	16	0	0	2	1	0	2	4	0	0
1200	181	143	11	17	1	0	0	2	1	4	2	0	0
1300	170	140	15	12	0	0	0	0	0	1	2	0	0
1400	148	126	6	11	0	0	0	2	0	1	2	0	0
1500	135	113	13	5	1	0	1	0	0	2	0	0	0
1600	150	129	6	11	0	0	2	0	1	1	0	0	0
1700	123	107	8	6	0	0	0	0	0	1	1	0	0
1800	100	87	4	4	1	0	1	2	0	0	1	0	0
1900	77	65	4	6	1	0	1	0	0	0	0	0	0
2000	41	36	2	1	0	0	0	0	0	0	2	0	0
2100	48	43	1	4	0	0	0	0	0	0	0	0	0
2200	16	14	1	1	0	0	0	0	0	0	0	0	0
2300	19	17	0	1	0	0	0	0	0	0	1	0	0
00-06	**46**	**30**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**
06-18	**1784**	**1441**	**117**	**143**	**8**	**2**	**8**	**10**	**4**	**23**	**28**	**0**	**0**
18-00	**301**	**262**	**12**	**17**	**2**	**0**	**2**	**2**	**0**	**0**	**4**	**0**	**0**
00-00	**2131**	**1733**	**131**	**166**	**10**	**2**	**10**	**12**	**4**	**25**	**38**	**0**	**0**

*** Sunday, 3 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	11	8	0	2	0	0	0	0	0	0	1	0	0
0100	8	5	1	1	0	0	0	0	0	0	1	0	0
0200	4	4	0	0	0	0	0	0	0	0	0	0	0
0300	11	6	1	2	0	0	0	0	0	1	1	0	0
0400	2	1	0	1	0	0	0	0	0	0	0	0	0
0500	12	5	1	5	0	0	0	0	0	1	0	0	0
0600	30	24	1	3	0	0	1	0	0	0	1	0	0
0700	67	55	3	4	1	0	1	1	1	0	1	0	0
0800	84	69	8	4	0	0	1	1	0	0	1	0	0
0900	137	115	9	7	1	0	2	0	1	2	0	0	0
1000	158	131	15	8	0	0	0	1	0	1	2	0	0
1100	192	151	22	14	0	0	1	0	1	1	2	0	0
1200	144	120	11	4	0	1	0	2	2	3	1	0	0
1300	171	139	10	11	3	0	0	3	0	4	1	0	0
1400	161	118	15	14	2	0	1	6	1	3	1	0	0
1500	165	139	8	9	0	0	3	2	1	1	2	0	0
1600	192	163	11	9	1	1	0	3	1	0	3	0	0
1700	136	116	11	7	0	0	0	0	2	0	0	0	0
1800	106	76	8	7	2	1	4	2	0	3	3	0	0
1900	51	41	2	4	1	1	0	0	0	1	1	0	0
2000	30	18	0	5	0	0	1	0	1	2	3	0	0
2100	25	17	1	5	0	0	0	0	0	1	1	0	0
2200	11	3	0	3	1	0	0	0	0	1	3	0	0
2300	4	2	0	0	0	0	0	1	0	1	0	0	0
00-06	**48**	**29**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**
06-18	**1637**	**1340**	**124**	**94**	**8**	**2**	**10**	**19**	**10**	**15**	**15**	**0**	**0**
18-00	**227**	**157**	**11**	**24**	**4**	**2**	**5**	**3**	**1**	**9**	**11**	**0**	**0**
00-00	**1912**	**1526**	**138**	**129**	**12**	**4**	**15**	**22**	**11**	**26**	**29**	**0**	**0**

*** Monday, 4 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	2	0	1	0	0	0	0	0	0	0	0	0
0100	5	4	0	0	0	0	0	0	1	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	9	4	0	3	0	0	0	0	0	0	2	0	0
0400	10	6	0	0	0	0	0	1	0	2	1	0	0
0500	22	15	2	2	1	0	0	0	0	1	1	0	0
0600	72	52	3	9	4	0	1	0	0	2	1	0	0
0700	133	96	6	22	1	2	0	0	1	3	2	0	0
0800	206	147	3	38	2	0	1	2	0	5	8	0	0
0900	196	146	12	22	2	0	0	0	3	5	6	0	0
1000	193	147	12	19	3	0	0	1	1	5	5	0	0
1100	162	126	7	19	0	0	0	1	0	3	6	0	0
1200	171	120	11	21	6	0	0	0	2	3	8	0	0
1300	187	148	13	12	4	1	0	1	1	4	3	0	0
1400	172	128	14	14	4	0	0	0	2	5	5	0	0
1500	180	134	3	24	2	1	3	3	1	8	1	0	0
1600	209	165	6	22	1	0	1	2	2	6	4	0	0
1700	196	151	9	18	4	0	0	2	1	6	5	0	0
1800	109	98	2	5	0	0	0	0	0	0	4	0	0
1900	70	48	5	7	0	0	0	1	0	7	2	0	0
2000	59	43	1	4	0	0	0	0	1	5	5	0	0
2100	24	16	3	2	0	0	0	0	0	2	1	0	0
2200	14	11	1	1	1	0	0	0	0	0	0	0	0
2300	9	5	0	1	0	0	0	0	0	0	3	0	0
00-06	**50**	**32**	**2**	**6**	**1**	**0**	**0**	**1**	**1**	**3**	**4**	**0**	**0**
06-18	**2077**	**1560**	**99**	**240**	**33**	**4**	**6**	**12**	**14**	**55**	**54**	**0**	**0**
18-00	**285**	**221**	**12**	**20**	**1**	**0**	**0**	**1**	**1**	**14**	**15**	**0**	**0**
00-00	**2412**	**1813**	**113**	**266**	**35**	**4**	**6**	**14**	**16**	**72**	**73**	**0**	**0**

*** Tuesday, 5 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	1	0	1	0	0	0	0	0	0	0	0	0
0100	3	2	0	0	0	0	0	0	0	0	1	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	8	5	0	0	0	0	0	0	0	3	0	0	0
0400	8	3	0	0	0	1	0	0	0	3	1	0	0
0500	23	17	3	1	1	0	0	0	0	1	0	0	0
0600	65	52	1	5	1	0	1	2	0	1	2	0	0
0700	146	95	8	27	1	1	0	2	0	8	4	0	0
0800	238	175	14	25	1	0	0	1	0	11	11	0	0
0900	188	133	13	24	4	0	0	1	3	5	5	0	0
1000	142	102	3	13	6	0	0	0	1	7	10	0	0
1100	174	128	7	18	5	0	0	0	1	12	3	0	0
1200	152	105	4	19	5	0	0	2	1	8	7	1	0
1300	153	114	6	15	3	0	2	1	1	4	7	0	0
1400	180	125	12	19	11	1	1	0	0	4	7	0	0
1500	191	144	7	23	4	0	0	1	3	3	6	0	0
1600	223	169	6	24	4	0	0	3	2	12	3	0	0
1700	207	161	12	22	2	0	0	0	0	6	3	1	0
1800	116	94	2	5	0	0	0	0	3	5	7	0	0
1900	64	49	4	5	0	0	0	0	0	3	3	0	0
2000	44	29	2	5	1	0	0	0	0	2	5	0	0
2100	29	21	1	0	1	0	0	0	0	3	3	0	0
2200	20	13	1	1	1	0	0	2	1	0	1	0	0
2300	14	12	1	1	0	0	0	0	0	0	0	0	0
00-06	**45**	**29**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**7**	**2**	**0**	**0**
06-18	**2059**	**1503**	**93**	**234**	**47**	**2**	**4**	**13**	**12**	**81**	**68**	**2**	**0**
18-00	**287**	**218**	**11**	**17**	**3**	**0**	**0**	**2**	**4**	**13**	**19**	**0**	**0**
00-00	**2391**	**1750**	**107**	**253**	**51**	**3**	**4**	**15**	**16**	**101**	**89**	**2**	**0**

*** Wednesday, 6 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	2	1	2	0	0	0	0	0	0	0	0	0
0100	2	1	0	0	0	0	0	0	1	0	0	0	0
0200	4	2	0	1	1	0	0	0	0	0	0	0	0
0300	6	5	0	0	0	0	0	0	0	1	0	0	0
0400	8	4	1	1	0	0	0	0	0	1	1	0	0
0500	22	14	2	3	0	0	0	1	0	1	1	0	0
0600	62	47	0	9	1	0	0	0	1	1	3	0	0
0700	144	110	1	27	3	0	0	0	2	0	1	0	0
0800	231	176	7	27	8	0	0	1	0	3	9	0	0
0900	210	156	7	21	3	2	2	2	1	5	11	0	0
1000	166	120	8	18	7	1	0	2	1	3	6	0	0
1100	165	130	6	14	3	1	0	2	4	0	5	0	0
1200	186	137	9	15	6	1	2	2	2	2	10	0	0
1300	180	144	5	16	0	1	1	1	0	7	5	0	0
1400	173	127	8	22	2	1	0	0	0	8	5	0	0
1500	184	132	11	25	5	1	0	2	1	3	4	0	0
1600	221	159	8	38	1	0	2	0	1	6	6	0	0
1700	167	147	2	13	1	0	0	0	0	2	2	0	0
1800	104	83	6	5	0	0	1	0	3	3	3	0	0
1900	70	47	3	7	1	0	0	0	0	5	7	0	0
2000	39	32	2	3	0	0	0	0	0	1	1	0	0
2100	40	31	2	2	0	0	0	0	0	3	2	0	0
2200	12	5	0	4	1	0	0	0	0	0	2	0	0
2300	14	9	1	2	0	0	0	0	0	0	2	0	0
00-06	**47**	**28**	**4**	**7**	**1**	**0**	**0**	**1**	**1**	**3**	**2**	**0**	**0**
06-18	**2089**	**1585**	**72**	**245**	**40**	**8**	**7**	**12**	**13**	**40**	**67**	**0**	**0**
18-00	**279**	**207**	**14**	**23**	**2**	**0**	**1**	**0**	**3**	**12**	**17**	**0**	**0**
00-00	**2415**	**1820**	**90**	**275**	**43**	**8**	**8**	**13**	**17**	**55**	**86**	**0**	**0**

*** Thursday, 7 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	9	6	1	0	0	0	0	0	0	1	1	0	0
0100	5	3	0	1	0	0	0	0	0	0	1	0	0
0200	5	2	1	1	0	0	0	0	0	1	0	0	0
0300	6	3	0	0	0	0	0	0	0	2	1	0	0
0400	7	5	0	1	0	0	0	0	0	1	0	0	0
0500	19	13	1	4	0	0	0	0	0	1	0	0	0
0600	80	58	4	10	2	0	0	0	0	1	5	0	0
0700	138	93	4	24	7	0	1	1	0	4	4	0	0
0800	213	169	6	21	5	0	1	1	3	5	2	0	0
0900	169	125	7	20	3	0	0	2	1	6	5	0	0
1000	192	142	15	18	2	0	2	0	0	7	6	0	0
1100	178	134	6	20	1	0	3	2	1	9	2	0	0
1200	168	131	12	16	0	0	0	0	0	3	5	1	0
1300	162	116	7	19	7	0	0	0	0	9	4	0	0
1400	158	120	6	10	5	0	1	2	1	5	7	1	0
1500	209	155	10	24	6	0	0	1	0	7	6	0	0
1600	207	156	8	25	6	0	0	1	2	3	6	0	0
1700	199	166	6	15	1	0	0	0	3	4	3	1	0
1800	128	108	6	8	1	0	1	0	0	1	3	0	0
1900	57	42	6	4	1	0	0	0	0	1	3	0	0
2000	56	41	2	7	0	0	1	0	0	1	4	0	0
2100	32	22	2	3	1	0	1	0	2	0	1	0	0
2200	20	14	1	2	1	0	1	0	0	0	1	0	0
2300	14	8	2	2	0	0	0	0	0	1	1	0	0
00-06	**51**	**32**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**0**
06-18	**2073**	**1565**	**91**	**222**	**45**	**0**	**8**	**10**	**11**	**63**	**55**	**3**	**0**
18-00	**307**	**235**	**19**	**26**	**4**	**0**	**4**	**0**	**2**	**4**	**13**	**0**	**0**
00-00	**2431**	**1832**	**113**	**255**	**49**	**0**	**12**	**10**	**13**	**73**	**71**	**3**	**0**

*** Friday, 8 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	2	0	0	0	0	0	0	0	0	0	0	0
0100	6	2	0	1	0	0	0	0	0	3	0	0	0
0200	3	0	0	1	1	0	0	0	0	0	1	0	0
0300	5	3	0	0	0	0	0	0	0	1	1	0	0
0400	9	2	1	1	0	0	0	0	0	4	1	0	0
0500	34	28	0	4	0	0	0	0	0	1	1	0	0
0600	52	35	1	7	3	0	2	1	0	1	2	0	0
0700	109	81	4	11	3	0	1	2	0	5	1	1	0
0800	193	148	4	25	2	0	1	1	3	4	5	0	0
0900	198	150	8	19	5	1	0	2	3	5	5	0	0
1000	197	137	13	24	2	0	5	1	2	3	9	1	0
1100	202	148	17	19	1	1	4	1	0	7	4	0	0
1200	191	154	16	13	3	2	0	0	0	1	2	0	0
1300	193	146	9	20	3	0	2	2	1	6	4	0	0
1400	244	179	13	25	2	0	4	2	3	11	5	0	0
1500	236	187	12	22	1	1	1	2	1	5	4	0	0
1600	244	203	8	23	2	1	1	0	1	3	2	0	0
1700	187	152	8	20	1	0	0	1	1	1	3	0	0
1800	146	120	5	14	0	0	1	0	1	2	3	0	0
1900	74	59	4	4	1	0	1	0	0	4	1	0	0
2000	44	33	4	4	0	0	1	0	0	0	2	0	0
2100	33	30	1	1	0	0	0	1	0	0	0	0	0
2200	31	24	0	2	1	0	0	0	1	2	1	0	0
2300	17	15	0	2	0	0	0	0	0	0	0	0	0
00-06	**59**	**37**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**9**	**4**	**0**	**0**
06-18	**2246**	**1720**	**113**	**228**	**28**	**6**	**21**	**15**	**15**	**52**	**46**	**2**	**0**
18-00	**345**	**281**	**14**	**27**	**2**	**0**	**3**	**1**	**2**	**8**	**7**	**0**	**0**
00-00	**2650**	**2038**	**128**	**262**	**31**	**6**	**24**	**16**	**17**	**69**	**57**	**2**	**0**

*** Saturday, 9 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	7	6	1	0	0	0	0	0	0	0	0	0	0
0100	4	3	0	0	0	0	0	0	0	0	1	0	0
0200	3	1	0	2	0	0	0	0	0	0	0	0	0
0300	5	4	0	0	0	0	0	0	0	0	1	0	0
0400	9	6	1	1	0	0	0	0	0	0	1	0	0
0500	20	8	1	4	0	0	0	1	0	2	4	0	0
0600	34	22	2	4	0	1	0	0	1	4	0	0	0
0700	74	45	9	9	1	0	1	0	2	2	5	0	0
0800	105	90	5	5	2	0	0	2	0	0	1	0	0
0900	158	127	13	9	3	0	1	0	0	3	2	0	0
1000	224	178	20	16	1	0	1	1	0	1	6	0	0
1100	210	170	15	15	2	0	3	0	0	2	3	0	0
1200	197	165	12	14	1	0	0	1	0	2	2	0	0
1300	176	141	15	10	1	2	0	2	0	2	3	0	0
1400	157	138	5	11	0	0	0	0	0	2	1	0	0
1500	141	114	13	5	0	0	2	4	0	2	1	0	0
1600	165	141	14	8	0	0	2	0	0	0	0	0	0
1700	138	118	11	6	0	0	1	1	0	1	0	0	0
1800	84	75	5	2	0	0	0	1	0	0	1	0	0
1900	50	46	0	3	0	0	0	0	1	0	0	0	0
2000	40	37	2	0	0	0	0	0	0	0	1	0	0
2100	33	27	1	4	0	0	0	0	0	0	1	0	0
2200	35	30	1	4	0	0	0	0	0	0	0	0	0
2300	22	16	1	4	0	0	0	0	0	0	1	0	0
00-06	**48**	**28**	**3**	**7**	**0**	**0**	**0**	**1**	**0**	**2**	**7**	**0**	**0**
06-18	**1779**	**1449**	**134**	**112**	**11**	**3**	**11**	**11**	**3**	**21**	**24**	**0**	**0**
18-00	**264**	**231**	**10**	**17**	**0**	**0**	**0**	**1**	**1**	**0**	**4**	**0**	**0**
00-00	**2091**	**1708**	**147**	**136**	**11**	**3**	**11**	**13**	**4**	**23**	**35**	**0**	**0**

*** Sunday, 10 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	7	7	0	0	0	0	0	0	0	0	0	0	0
0100	11	9	0	1	0	0	0	0	0	1	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0
0300	5	3	0	2	0	0	0	0	0	0	0	0	0
0400	5	1	0	3	0	0	0	0	0	1	0	0	0
0500	11	6	0	1	0	0	0	1	0	1	2	0	0
0600	18	12	0	3	0	0	0	0	0	0	3	0	0
0700	38	32	1	2	0	0	0	0	1	1	1	0	0
0800	89	74	6	4	0	1	0	0	0	1	3	0	0
0900	123	103	8	8	2	0	0	0	0	1	1	0	0
1000	149	127	7	11	0	1	1	0	0	1	1	0	0
1100	184	160	13	7	0	1	0	0	0	3	0	0	0
1200	180	153	10	13	0	0	1	1	0	1	1	0	0
1300	145	121	12	5	0	0	2	3	0	2	0	0	0
1400	162	130	14	7	1	0	1	2	2	1	4	0	0
1500	169	149	11	6	1	0	0	1	0	0	1	0	0
1600	181	158	9	8	0	0	0	2	0	1	3	0	0
1700	120	106	3	7	2	0	1	1	0	0	0	0	0
1800	101	84	4	7	1	0	0	1	0	3	1	0	0
1900	52	41	1	4	0	0	0	0	1	1	4	0	0
2000	26	22	0	3	0	0	0	0	0	0	1	0	0
2100	34	25	0	1	1	2	0	0	1	1	3	0	0
2200	14	11	0	1	1	0	0	0	0	0	1	0	0
2300	6	3	0	2	0	0	0	0	0	0	1	0	0
00-06	**40**	**26**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**3**	**2**	**0**	**0**
06-18	**1558**	**1325**	**94**	**81**	**6**	**3**	**6**	**10**	**3**	**12**	**18**	**0**	**0**
18-00	**233**	**186**	**5**	**18**	**3**	**2**	**0**	**1**	**2**	**5**	**11**	**0**	**0**
00-00	**1831**	**1537**	**99**	**107**	**9**	**5**	**6**	**12**	**5**	**20**	**31**	**0**	**0**

*** Monday, 11 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	1	0	2	0	0	0	0	0	0	0	0	0
0100	2	0	0	1	0	0	0	0	0	0	1	0	0
0200	3	0	0	0	1	0	0	0	0	0	2	0	0
0300	7	6	0	0	0	0	0	0	0	0	1	0	0
0400	10	4	0	0	0	0	1	1	0	3	1	0	0
0500	24	19	2	3	0	0	0	0	0	0	0	0	0
0600	75	53	2	10	2	0	1	0	0	1	6	0	0
0700	117	91	4	16	2	0	0	2	0	2	0	0	0
0800	208	168	3	18	5	0	1	2	2	2	7	0	0
0900	172	129	5	19	4	0	0	1	0	8	6	0	0
1000	177	146	10	8	4	0	0	3	1	3	2	0	0
1100	183	142	10	16	1	0	0	0	0	5	9	0	0
1200	179	133	6	22	4	0	2	0	1	2	9	0	0
1300	169	128	7	15	2	0	0	1	1	8	6	1	0
1400	173	126	7	18	5	0	2	1	1	6	7	0	0
1500	213	170	6	21	2	1	0	1	1	5	6	0	0
1600	187	142	7	30	2	0	0	0	0	1	5	0	0
1700	223	179	9	21	3	0	0	0	0	7	4	0	0
1800	96	78	1	7	1	1	0	0	0	5	3	0	0
1900	53	38	0	5	0	1	0	0	0	4	5	0	0
2000	39	28	3	2	0	0	0	0	0	3	3	0	0
2100	26	14	1	2	0	0	0	0	0	2	7	0	0
2200	15	10	0	2	1	0	0	0	0	1	1	0	0
2300	5	4	0	1	0	0	0	0	0	0	0	0	0
00-06	**49**	**30**	**2**	**6**	**1**	**0**	**1**	**1**	**0**	**3**	**5**	**0**	**0**
06-18	**2076**	**1607**	**76**	**214**	**36**	**1**	**6**	**11**	**7**	**50**	**67**	**1**	**0**
18-00	**234**	**172**	**5**	**19**	**2**	**2**	**0**	**0**	**0**	**15**	**19**	**0**	**0**
00-00	**2359**	**1809**	**83**	**239**	**39**	**3**	**7**	**12**	**7**	**68**	**91**	**1**	**0**

*** Tuesday, 12 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	3	0	1	0	0	0	0	0	0	1	0	0
0100	4	2	0	0	0	0	0	0	0	0	2	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	10	8	0	0	0	1	0	0	0	1	0	0	0
0400	9	3	2	2	0	0	0	0	0	1	1	0	0
0500	19	15	0	1	1	0	0	0	0	1	1	0	0
0600	74	53	2	6	1	0	0	2	0	5	5	0	0
0700	136	99	2	24	4	2	0	1	0	4	0	0	0
0800	174	136	2	25	1	2	0	1	0	3	4	0	0
0900	198	139	12	21	5	1	0	0	1	10	8	1	0
1000	147	109	3	11	4	3	2	0	1	7	6	1	0
1100	152	107	3	14	12	4	1	1	0	0	10	0	0
1200	160	116	2	18	7	2	0	2	0	6	7	0	0
1300	163	114	7	15	10	2	0	1	0	6	8	0	0
1400	150	117	6	7	11	1	1	0	1	4	2	0	0
1500	190	140	3	23	4	1	0	3	0	8	8	0	0
1600	196	153	6	22	2	0	0	0	3	5	4	1	0
1700	210	180	4	18	1	0	0	2	0	3	2	0	0
1800	106	89	3	6	0	0	0	0	1	5	2	0	0
1900	66	52	2	2	1	0	0	0	0	5	4	0	0
2000	48	37	1	1	1	0	0	0	1	5	2	0	0
2100	35	27	0	1	1	0	0	0	0	3	3	0	0
2200	20	16	0	1	1	0	0	0	0	0	2	0	0
2300	8	4	0	0	0	0	0	0	1	2	1	0	0
00-06	**48**	**32**	**2**	**4**	**1**	**1**	**0**	**0**	**0**	**3**	**5**	**0**	**0**
06-18	**1950**	**1463**	**52**	**204**	**62**	**18**	**4**	**13**	**6**	**61**	**64**	**3**	**0**
18-00	**283**	**225**	**6**	**11**	**4**	**0**	**0**	**0**	**3**	**20**	**14**	**0**	**0**
00-00	**2281**	**1720**	**60**	**219**	**67**	**19**	**4**	**13**	**9**	**84**	**83**	**3**	**0**

*** Wednesday, 13 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	2	0	0	0	0	0	0	0	2	1	0	0
0100	2	1	0	0	0	0	0	0	0	0	1	0	0
0200	5	1	0	2	1	0	0	0	0	1	0	0	0
0300	7	3	1	1	0	0	0	0	0	1	1	0	0
0400	6	5	0	0	0	0	0	0	0	1	0	0	0
0500	21	16	0	3	0	0	1	0	0	1	0	0	0
0600	69	48	3	6	1	0	0	0	0	2	9	0	0
0700	140	94	5	26	3	0	0	1	2	3	5	1	0
0800	223	182	7	11	12	3	0	0	0	4	4	0	0
0900	192	143	11	20	5	1	0	0	0	6	6	0	0
1000	192	143	8	22	5	0	0	2	1	6	5	0	0
1100	216	154	10	21	11	1	0	1	2	8	8	0	0
1200	196	138	13	18	8	2	1	1	3	3	9	0	0
1300	189	137	7	21	5	1	0	1	4	6	7	0	0
1400	190	143	7	15	4	2	1	1	2	10	4	1	0
1500	196	140	10	22	6	1	0	3	2	2	9	1	0
1600	200	151	10	23	6	0	0	0	0	7	3	0	0
1700	218	182	4	19	1	0	0	1	1	6	3	1	0
1800	106	88	0	3	1	0	1	1	0	4	8	0	0
1900	52	43	1	1	2	0	0	0	0	2	3	0	0
2000	28	16	1	3	0	0	0	1	0	4	3	0	0
2100	41	29	2	5	0	0	0	0	0	1	4	0	0
2200	12	8	1	2	1	0	0	0	0	0	0	0	0
2300	6	5	0	0	1	0	0	0	0	0	0	0	0
00-06	**46**	**28**	**1**	**6**	**1**	**0**	**1**	**0**	**0**	**6**	**3**	**0**	**0**
06-18	**2221**	**1655**	**95**	**224**	**67**	**11**	**2**	**11**	**17**	**63**	**72**	**4**	**0**
18-00	**245**	**189**	**5**	**14**	**5**	**0**	**1**	**2**	**0**	**11**	**18**	**0**	**0**
00-00	**2512**	**1872**	**101**	**244**	**73**	**11**	**4**	**13**	**17**	**80**	**93**	**4**	**0**

*** Thursday, 14 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	4	1	0	0	0	0	0	0	0	0	0	0
0100	3	2	0	0	0	0	0	0	0	1	0	0	0
0200	5	3	0	0	0	0	0	0	0	1	1	0	0
0300	3	2	0	0	0	0	0	0	0	1	0	0	0
0400	10	8	0	0	0	0	0	0	0	2	0	0	0
0500	17	13	0	2	1	0	0	0	0	1	0	0	0
0600	72	53	1	9	3	0	0	0	0	2	4	0	0
0700	131	97	3	15	4	0	1	0	1	5	5	0	0
0800	212	163	5	25	7	0	1	1	0	2	8	0	0
0900	147	112	3	14	2	0	0	1	0	8	7	0	0
1000	188	132	10	31	0	0	0	2	0	7	6	0	0
1100	166	119	12	13	4	0	0	2	3	9	4	0	0
1200	161	119	7	26	1	0	1	1	0	3	3	0	0
1300	166	110	16	18	6	0	3	2	1	5	5	0	0
1400	190	129	16	19	7	0	0	0	1	10	8	0	0
1500	231	171	14	24	8	0	1	1	1	5	6	0	0
1600	246	194	7	30	5	0	2	1	0	3	4	0	0
1700	214	169	10	21	2	0	0	3	0	4	5	0	0
1800	113	98	2	7	1	0	0	0	0	3	2	0	0
1900	53	36	1	9	0	0	0	1	0	2	4	0	0
2000	38	34	0	3	0	0	0	0	0	1	0	0	0
2100	29	26	0	3	0	0	0	0	0	0	0	0	0
2200	19	13	1	3	1	0	0	0	0	1	0	0	0
2300	8	6	1	0	0	0	0	0	0	1	0	0	0
00-06	**43**	**32**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**
06-18	**2124**	**1568**	**104**	**245**	**49**	**0**	**9**	**14**	**7**	**63**	**65**	**0**	**0**
18-00	**260**	**213**	**5**	**25**	**2**	**0**	**0**	**1**	**0**	**8**	**6**	**0**	**0**
00-00	**2427**	**1813**	**110**	**272**	**52**	**0**	**9**	**15**	**7**	**77**	**72**	**0**	**0**

*** Friday, 15 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	4	0	0	0	0	0	0	0	0	0	0	0
0100	5	3	0	0	1	0	0	0	0	0	1	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0
0300	7	5	1	0	0	0	0	0	0	0	1	0	0
0400	9	8	0	0	0	0	0	0	0	1	0	0	0
0500	23	14	0	4	0	0	0	0	0	4	1	0	0
0600	63	42	4	9	2	0	2	0	0	0	4	0	0
0700	137	102	4	22	4	1	0	0	1	2	1	0	0
0800	215	162	5	27	7	1	0	2	0	7	4	0	0
0900	219	163	8	26	12	0	0	0	1	4	5	0	0
1000	216	161	13	23	3	0	0	5	0	4	6	1	0
1100	192	143	16	14	2	0	3	1	0	6	7	0	0
1200	213	162	7	23	3	0	0	2	4	4	8	0	0
1300	200	157	11	21	2	0	0	1	1	2	5	0	0
1400	228	181	9	23	4	0	2	0	0	4	5	0	0
1500	227	170	14	24	4	0	1	4	0	3	7	0	0
1600	217	179	7	23	2	0	0	1	1	3	1	0	0
1700	225	189	11	21	2	0	0	1	0	0	1	0	0
1800	125	102	6	12	0	0	1	0	0	2	2	0	0
1900	66	52	2	4	1	0	0	0	1	4	2	0	0
2000	61	51	7	0	0	0	0	1	0	1	1	0	0
2100	52	40	1	6	1	0	0	0	0	2	2	0	0
2200	23	19	2	1	1	0	0	0	0	0	0	0	0
2300	20	18	0	1	0	0	0	0	0	1	0	0	0
00-06	**49**	**34**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**5**	**3**	**0**	**0**
06-18	**2352**	**1811**	**109**	**256**	**47**	**2**	**8**	**17**	**8**	**39**	**54**	**1**	**0**
18-00	**347**	**282**	**18**	**24**	**3**	**0**	**1**	**1**	**1**	**10**	**7**	**0**	**0**
00-00	**2748**	**2127**	**128**	**284**	**52**	**2**	**9**	**18**	**9**	**54**	**64**	**1**	**0**

*** Saturday, 16 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	7	7	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	1	1	0	0
0200	5	2	1	1	0	0	0	0	0	1	0	0	0
0300	7	5	0	0	0	0	0	0	1	0	1	0	0
0400	7	5	2	0	0	0	0	0	0	0	0	0	0
0500	17	6	0	5	0	0	1	0	0	3	2	0	0
0600	36	32	2	1	0	0	0	0	0	0	1	0	0
0700	60	45	2	7	2	0	0	1	0	3	0	0	0
0800	155	130	11	9	0	0	0	1	0	1	3	0	0
0900	172	146	11	8	0	0	1	1	0	2	3	0	0
1000	201	149	16	26	2	0	2	0	2	0	3	1	0
1100	213	161	25	20	3	0	0	0	1	0	3	0	0
1200	262	219	21	12	1	1	1	2	0	2	3	0	0
1300	214	179	16	16	1	0	0	0	0	1	1	0	0
1400	155	124	12	9	3	0	2	2	1	1	1	0	0
1500	168	142	14	9	2	0	0	0	1	0	0	0	0
1600	131	116	5	7	1	0	0	0	0	0	2	0	0
1700	125	102	11	10	0	0	0	0	0	1	1	0	0
1800	99	85	6	5	1	0	0	1	0	1	0	0	0
1900	58	49	2	7	0	0	0	0	0	0	0	0	0
2000	28	24	1	1	0	0	0	0	0	0	2	0	0
2100	30	27	1	1	0	0	0	0	0	0	1	0	0
2200	31	28	2	1	0	0	0	0	0	0	0	0	0
2300	16	14	0	1	1	0	0	0	0	0	0	0	0
00-06	**45**	**25**	**3**	**6**	**0**	**0**	**1**	**0**	**1**	**5**	**4**	**0**	**0**
06-18	**1892**	**1545**	**146**	**134**	**15**	**1**	**6**	**7**	**5**	**11**	**21**	**1**	**0**
18-00	**262**	**227**	**12**	**16**	**2**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**0**
00-00	**2199**	**1797**	**161**	**156**	**17**	**1**	**7**	**8**	**6**	**17**	**28**	**1**	**0**

*** Sunday, 17 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	13	11	0	2	0	0	0	0	0	0	0	0	0
0100	4	3	0	1	0	0	0	0	0	0	0	0	0
0200	3	2	0	1	0	0	0	0	0	0	0	0	0
0300	11	8	0	2	0	0	0	0	0	1	0	0	0
0400	5	3	2	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	3	0	0	0	0	0	0	0	0	0
0600	25	16	2	3	0	0	0	0	0	3	1	0	0
0700	81	63	7	8	0	0	0	0	1	1	1	0	0
0800	162	134	13	12	0	0	1	0	0	1	1	0	0
0900	145	123	9	7	1	0	1	2	1	0	1	0	0
1000	166	128	14	16	2	0	1	2	0	2	1	0	0
1100	192	162	18	6	1	0	2	2	0	0	1	0	0
1200	162	139	11	9	0	0	0	1	0	1	1	0	0
1300	194	161	11	17	0	0	0	2	0	1	2	0	0
1400	204	168	17	14	0	0	1	1	0	2	1	0	0
1500	204	160	28	8	1	0	1	1	2	2	1	0	0
1600	193	165	15	6	0	0	1	4	1	1	0	0	0
1700	132	109	7	8	1	0	0	4	1	1	1	0	0
1800	99	71	8	10	0	2	1	2	1	2	2	0	0
1900	47	38	3	1	1	0	0	0	1	3	0	0	0
2000	31	26	0	5	0	0	0	0	0	0	0	0	0
2100	26	20	0	3	1	0	0	0	0	0	2	0	0
2200	26	23	1	1	0	0	0	0	0	1	0	0	0
2300	6	4	0	2	0	0	0	0	0	0	0	0	0
00-06	**39**	**27**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-18	**1860**	**1528**	**152**	**114**	**6**	**0**	**8**	**19**	**6**	**15**	**12**	**0**	**0**
18-00	**235**	**182**	**12**	**22**	**2**	**2**	**1**	**2**	**2**	**6**	**4**	**0**	**0**
00-00	**2134**	**1737**	**166**	**145**	**8**	**2**	**9**	**21**	**8**	**22**	**16**	**0**	**0**

*** Monday, 18 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	1	1	0	0	0	0	0	0	0	0
0300	7	6	0	0	0	0	0	0	0	0	1	0	0
0400	12	8	1	0	0	0	0	0	0	3	0	0	0
0500	34	26	2	3	0	0	0	0	0	1	2	0	0
0600	73	53	1	7	2	0	2	0	0	2	5	1	0
0700	124	93	8	15	1	0	0	3	3	1	0	0	0
0800	207	154	3	33	4	0	1	2	2	3	5	0	0
0900	191	140	11	17	3	0	1	1	0	8	10	0	0
1000	164	128	8	7	1	0	1	3	0	6	9	1	0
1100	170	126	9	22	0	0	0	2	0	1	10	0	0
1200	136	96	5	16	4	0	0	0	0	8	7	0	0
1300	186	138	8	18	3	0	1	1	2	12	3	0	0
1400	169	121	6	16	5	0	1	2	2	5	10	1	0
1500	191	145	9	25	3	0	0	0	0	4	5	0	0
1600	201	162	7	19	2	0	1	2	0	7	1	0	0
1700	193	156	7	14	1	0	0	2	1	5	7	0	0
1800	125	92	5	10	2	0	1	0	0	11	4	0	0
1900	54	30	5	7	0	0	0	0	0	7	5	0	0
2000	46	35	0	2	0	0	1	0	0	3	5	0	0
2100	23	15	0	1	1	0	0	0	0	3	3	0	0
2200	12	10	0	0	1	0	0	0	0	0	1	0	0
2300	6	4	0	0	0	0	0	0	0	0	2	0	0
00-06	**56**	**41**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**
06-18	**2005**	**1512**	**82**	**209**	**29**	**0**	**8**	**18**	**10**	**62**	**72**	**3**	**0**
18-00	**266**	**186**	**10**	**20**	**4**	**0**	**2**	**0**	**0**	**24**	**20**	**0**	**0**
00-00	**2327**	**1739**	**95**	**233**	**34**	**0**	**10**	**18**	**10**	**90**	**95**	**3**	**0**

*** Tuesday, 19 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	4	0	1	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	2	0	0	0	0	0	0	0	1	1	0	0
0300	9	7	0	0	0	0	0	0	0	1	1	0	0
0400	12	5	0	1	0	1	0	0	0	3	2	0	0
0500	29	20	1	4	1	0	0	0	0	0	3	0	0
0600	70	49	1	13	1	0	0	0	1	1	4	0	0
0700	121	85	2	20	6	0	0	0	0	3	4	1	0
0800	195	165	3	14	2	0	1	0	0	5	5	0	0
0900	172	134	7	12	3	0	0	0	2	6	8	0	0
1000	176	135	4	11	5	0	1	0	2	8	10	0	0
1100	157	118	4	15	3	0	2	1	2	5	7	0	0
1200	165	125	5	18	2	0	1	0	1	3	9	1	0
1300	150	115	4	15	4	0	0	0	1	2	8	1	0
1400	159	126	3	14	3	0	0	1	0	7	5	0	0
1500	190	154	4	19	0	1	0	0	1	5	6	0	0
1600	193	152	4	26	1	0	0	0	3	4	3	0	0
1700	168	143	4	9	1	0	0	0	0	4	7	0	0
1800	102	83	1	10	1	0	0	0	0	3	4	0	0
1900	65	56	0	6	0	0	0	0	0	2	1	0	0
2000	41	27	0	6	2	0	0	0	0	4	2	0	0
2100	26	17	0	3	0	0	0	0	1	3	2	0	0
2200	13	9	0	2	1	0	0	0	0	0	1	0	0
2300	10	9	0	0	0	0	0	0	0	0	1	0	0
00-06	**60**	**39**	**1**	**6**	**1**	**1**	**0**	**0**	**0**	**5**	**7**	**0**	**0**
06-18	**1916**	**1501**	**45**	**186**	**31**	**1**	**5**	**2**	**13**	**53**	**76**	**3**	**0**
18-00	**257**	**201**	**1**	**27**	**4**	**0**	**0**	**0**	**1**	**12**	**11**	**0**	**0**
00-00	**2233**	**1741**	**47**	**219**	**36**	**2**	**5**	**2**	**14**	**70**	**94**	**3**	**0**

*** Wednesday, 20 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	9	6	0	1	0	0	0	0	0	0	2	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	2	1	0	0	0	1	1	1	0	0
0300	6	4	0	0	0	0	0	0	0	1	1	0	0
0400	11	5	0	2	0	0	0	0	0	2	2	0	0
0500	17	9	0	5	1	0	0	0	0	1	1	0	0
0600	64	44	1	7	1	1	0	1	0	4	5	0	0
0700	126	96	3	18	0	0	0	1	0	4	4	0	0
0800	201	154	3	21	9	1	0	1	0	6	6	0	0
0900	174	129	4	20	5	0	0	0	0	7	9	0	0
1000	189	152	5	16	0	0	1	2	0	5	8	0	0
1100	175	128	7	25	1	0	1	1	1	5	6	0	0
1200	183	139	7	15	2	2	1	2	0	8	7	0	0
1300	195	153	6	14	2	0	0	1	1	8	10	0	0
1400	179	126	11	24	8	0	0	2	2	3	3	0	0
1500	221	167	18	21	2	0	1	1	0	7	3	1	0
1600	218	174	12	23	1	0	0	0	0	3	3	2	0
1700	191	156	11	12	0	0	0	4	0	3	5	0	0
1800	98	82	4	4	0	0	1	2	0	0	5	0	0
1900	67	53	3	4	0	0	0	0	1	3	3	0	0
2000	35	31	0	2	0	0	0	0	0	2	0	0	0
2100	31	23	1	4	0	0	0	0	0	2	1	0	0
2200	20	10	1	4	2	0	0	0	0	2	1	0	0
2300	16	11	1	0	0	0	1	1	0	1	1	0	0
00-06	**50**	**25**	**0**	**10**	**2**	**0**	**0**	**0**	**1**	**5**	**7**	**0**	**0**
06-18	**2116**	**1618**	**88**	**216**	**31**	**4**	**4**	**16**	**4**	**63**	**69**	**3**	**0**
18-00	**267**	**210**	**10**	**18**	**2**	**0**	**2**	**3**	**1**	**10**	**11**	**0**	**0**
00-00	**2433**	**1853**	**98**	**244**	**35**	**4**	**6**	**19**	**6**	**78**	**87**	**3**	**0**

*** Thursday, 21 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	3	0	0	0	0	0	0	0	1	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0
0200	7	4	0	2	0	0	0	0	0	1	0	0	0
0300	6	5	0	0	0	0	0	0	0	0	1	0	0
0400	9	7	1	0	0	0	0	0	0	1	0	0	0
0500	20	14	1	2	2	0	0	0	0	1	0	0	0
0600	66	49	0	5	2	0	0	0	0	3	7	0	0
0700	133	96	3	24	5	0	1	0	1	0	3	0	0
0800	200	157	5	23	5	0	1	0	1	3	5	0	0
0900	179	139	5	23	0	0	0	1	1	3	7	0	0
1000	139	121	6	7	0	0	0	0	0	5	0	0	0
1100	165	120	12	19	5	0	0	1	1	2	5	0	0
1200	183	147	10	13	6	0	0	0	0	3	4	0	0
1300	184	144	15	15	2	0	0	1	0	4	3	0	0
1400	189	141	13	10	4	0	1	1	1	12	5	1	0
1500	217	174	5	24	6	0	2	0	1	4	1	0	0
1600	206	167	5	24	2	0	1	0	0	3	4	0	0
1700	186	153	5	18	3	0	0	0	1	4	2	0	0
1800	118	105	2	3	0	0	0	1	1	3	2	1	0
1900	53	45	2	3	0	0	0	0	0	1	2	0	0
2000	58	47	1	5	0	0	0	0	0	4	1	0	0
2100	32	21	1	2	1	0	0	0	0	2	5	0	0
2200	21	17	0	1	0	0	0	0	1	1	1	0	0
2300	5	3	0	0	0	0	0	0	0	0	2	0	0
00-06	**48**	**33**	**3**	**5**	**2**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**
06-18	**2047**	**1608**	**84**	**205**	**40**	**0**	**6**	**4**	**7**	**46**	**46**	**1**	**0**
18-00	**287**	**238**	**6**	**14**	**1**	**0**	**0**	**1**	**2**	**11**	**13**	**1**	**0**
00-00	**2382**	**1879**	**93**	**224**	**43**	**0**	**6**	**5**	**9**	**61**	**60**	**2**	**0**

*** Friday, 22 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	2	0	0	0	0	0	0	0	1	0	0	0
0100	2	2	0	0	0	0	0	0	0	0	0	0	0
0200	7	1	2	1	1	0	0	0	1	1	0	0	0
0300	5	4	0	0	0	0	0	0	0	0	1	0	0
0400	11	4	0	1	0	1	0	0	0	3	2	0	0
0500	30	16	1	3	3	0	1	0	0	3	3	0	0
0600	61	42	1	7	3	0	1	2	0	4	1	0	0
0700	108	80	5	19	1	0	0	1	1	0	1	0	0
0800	211	167	9	16	5	0	2	2	0	7	3	0	0
0900	218	164	15	17	2	0	1	1	0	11	7	0	0
1000	195	151	4	24	5	0	0	3	0	2	5	1	0
1100	196	151	9	19	3	0	2	0	1	5	6	0	0
1200	197	151	14	16	3	0	0	1	0	8	4	0	0
1300	214	158	15	25	3	0	2	2	2	4	3	0	0
1400	206	161	12	17	5	1	0	0	2	4	4	0	0
1500	218	176	8	25	3	0	0	2	1	1	2	0	0
1600	239	196	11	22	1	0	0	3	1	2	3	0	0
1700	238	210	7	15	0	0	0	0	0	2	4	0	0
1800	159	132	4	12	2	0	0	0	1	4	4	0	0
1900	92	82	4	4	0	0	0	0	0	1	1	0	0
2000	50	40	5	2	0	0	0	0	0	2	1	0	0
2100	39	26	4	3	0	0	1	0	0	1	4	0	0
2200	27	20	1	4	1	0	0	1	0	0	0	0	0
2300	29	25	2	2	0	0	0	0	0	0	0	0	0
00-06	**58**	**29**	**3**	**5**	**4**	**1**	**1**	**0**	**1**	**8**	**6**	**0**	**0**
06-18	**2301**	**1807**	**110**	**222**	**34**	**1**	**8**	**17**	**8**	**50**	**43**	**1**	**0**
18-00	**396**	**325**	**20**	**27**	**3**	**0**	**1**	**1**	**1**	**8**	**10**	**0**	**0**
00-00	**2755**	**2161**	**133**	**254**	**41**	**2**	**10**	**18**	**10**	**66**	**59**	**1**	**0**

*** Saturday, 23 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	10	9	0	0	0	0	0	0	0	1	0	0	0
0100	7	7	0	0	0	0	0	0	0	0	0	0	0
0200	6	3	0	1	0	0	0	0	0	0	2	0	0
0300	8	4	2	2	0	0	0	0	0	0	0	0	0
0400	5	1	1	2	0	0	0	0	0	0	1	0	0
0500	16	12	2	2	0	0	0	0	0	0	0	0	0
0600	26	21	0	3	0	0	0	0	0	2	0	0	0
0700	61	46	6	4	2	0	1	2	0	0	0	0	0
0800	138	115	10	12	0	0	1	0	0	0	0	0	0
0900	174	144	9	17	1	0	0	1	0	1	0	1	0
1000	208	174	9	17	0	1	0	0	0	1	6	0	0
1100	194	163	12	11	2	0	1	2	1	0	2	0	0
1200	220	173	19	20	1	0	2	2	1	0	2	0	0
1300	188	163	13	4	0	1	1	3	0	2	1	0	0
1400	204	166	19	15	0	0	1	2	0	0	1	0	0
1500	167	144	8	10	0	0	2	0	1	1	1	0	0
1600	173	149	12	8	0	0	1	2	0	1	0	0	0
1700	151	127	13	9	0	0	0	1	0	1	0	0	0
1800	83	78	2	3	0	0	0	0	0	0	0	0	0
1900	55	44	3	7	0	0	0	0	0	0	1	0	0
2000	41	37	0	3	0	0	1	0	0	0	0	0	0
2100	30	23	2	5	0	0	0	0	0	0	0	0	0
2200	21	18	0	2	1	0	0	0	0	0	0	0	0
2300	19	14	0	4	1	0	0	0	0	0	0	0	0
00-06	**52**	**36**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**
06-18	**1904**	**1585**	**130**	**130**	**6**	**2**	**10**	**15**	**3**	**9**	**13**	**1**	**0**
18-00	**249**	**214**	**7**	**24**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
00-00	**2205**	**1835**	**142**	**161**	**8**	**2**	**11**	**15**	**3**	**10**	**17**	**1**	**0**

*** Sunday, 24 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	10	10	0	0	0	0	0	0	0	0	0	0	0
0100	2	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	1	0	0	0	0	0	1	0	0	0
0300	3	1	0	1	0	0	0	0	0	1	0	0	0
0400	5	3	0	2	0	0	0	0	0	0	0	0	0
0500	8	6	0	1	0	0	0	0	0	1	0	0	0
0600	21	16	1	2	0	0	0	0	0	1	1	0	0
0700	54	42	6	2	1	0	1	1	0	1	0	0	0
0800	101	76	12	7	2	0	0	0	0	2	2	0	0
0900	128	97	7	15	0	0	3	1	1	2	2	0	0
1000	183	159	8	10	3	0	0	1	0	1	1	0	0
1100	179	155	11	6	1	2	1	0	1	1	1	0	0
1200	200	178	11	7	0	0	0	1	1	0	2	0	0
1300	199	169	12	13	1	0	2	1	0	1	0	0	0
1400	219	183	19	12	2	0	0	0	0	1	2	0	0
1500	190	164	19	2	0	0	0	3	0	2	0	0	0
1600	204	182	4	10	2	0	0	0	0	4	2	0	0
1700	144	116	10	11	0	0	2	0	0	3	2	0	0
1800	93	76	6	5	1	0	0	1	1	2	1	0	0
1900	41	30	1	5	0	2	0	0	1	1	1	0	0
2000	46	39	4	2	0	0	0	0	0	1	0	0	0
2100	48	47	0	0	0	0	0	0	0	0	1	0	0
2200	13	9	0	1	1	0	0	0	0	0	2	0	0
2300	10	7	0	1	0	0	0	0	0	1	1	0	0
00-06	**30**	**22**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**
06-18	**1822**	**1537**	**120**	**97**	**12**	**2**	**9**	**8**	**3**	**19**	**15**	**0**	**0**
18-00	**251**	**208**	**11**	**14**	**2**	**2**	**0**	**1**	**2**	**5**	**6**	**0**	**0**
00-00	**2103**	**1767**	**131**	**116**	**14**	**4**	**9**	**9**	**5**	**27**	**21**	**0**	**0**

*** Monday, 25 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	6	4	0	1	0	0	0	0	0	0	1	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	1	0	0	0	0	1	0	0	0
0300	9	7	0	0	0	1	0	0	0	1	0	0	0
0400	9	6	0	2	0	0	0	0	0	1	0	0	0
0500	33	26	0	5	1	0	0	0	0	1	0	0	0
0600	78	52	3	13	2	0	1	1	0	3	3	0	0
0700	119	92	2	14	5	0	0	1	1	2	2	0	0
0800	223	171	7	29	3	1	1	3	0	4	3	1	0
0900	174	129	6	15	5	0	4	0	1	5	9	0	0
1000	205	151	12	23	4	0	1	1	1	4	8	0	0
1100	151	114	7	11	6	0	3	2	1	3	4	0	0
1200	185	127	16	22	4	0	0	0	0	12	4	0	0
1300	180	138	7	15	2	0	1	1	1	8	7	0	0
1400	193	145	14	21	3	0	0	0	1	5	3	1	0
1500	209	151	11	33	3	1	0	1	0	6	3	0	0
1600	209	165	6	23	2	0	2	3	1	3	4	0	0
1700	195	160	5	19	1	0	1	0	3	2	4	0	0
1800	119	90	6	12	3	0	0	1	0	2	5	0	0
1900	66	57	2	4	0	0	0	1	0	2	0	0	0
2000	40	30	4	3	0	0	0	0	0	3	0	0	0
2100	16	14	0	1	0	0	0	0	0	0	1	0	0
2200	16	8	1	1	1	0	0	0	0	3	2	0	0
2300	12	10	1	0	0	0	0	0	0	0	1	0	0
00-06	**59**	**43**	**0**	**8**	**2**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**0**
06-18	**2121**	**1595**	**96**	**238**	**40**	**2**	**14**	**13**	**10**	**57**	**54**	**2**	**0**
18-00	**269**	**209**	**14**	**21**	**4**	**0**	**0**	**2**	**0**	**10**	**9**	**0**	**0**
00-00	**2449**	**1847**	**110**	**267**	**46**	**3**	**14**	**15**	**10**	**71**	**64**	**2**	**0**

*** Tuesday, 26 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	2	0	0	0	0	0	0	0	1	1	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	2	0	0	0	0	0	0	0	0	1	0	0
0300	7	5	0	0	0	0	0	0	0	2	0	0	0
0400	6	5	0	0	0	0	0	0	0	1	0	0	0
0500	23	15	0	2	2	0	1	0	0	0	3	0	0
0600	68	53	5	3	2	0	0	1	0	3	1	0	0
0700	127	94	3	18	3	1	0	0	0	3	5	0	0
0800	232	176	4	27	8	0	2	3	0	6	6	0	0
0900	203	145	16	20	5	1	0	0	0	5	11	0	0
1000	173	133	9	16	4	2	1	0	1	3	4	0	0
1100	148	113	9	14	2	0	0	0	1	5	4	0	0
1200	179	148	8	9	5	0	0	0	0	6	3	0	0
1300	176	137	10	19	3	0	0	0	0	4	3	0	0
1400	191	142	7	19	5	0	1	1	3	5	8	0	0
1500	209	169	9	20	2	0	2	1	1	4	1	0	0
1600	243	191	2	36	4	0	0	0	1	5	4	0	0
1700	199	156	9	17	1	0	0	2	1	9	4	0	0
1800	106	88	4	6	1	0	0	1	0	2	4	0	0
1900	65	45	4	7	1	0	0	0	1	2	5	0	0
2000	46	32	2	2	1	0	0	0	1	2	5	1	0
2100	29	16	1	6	0	0	1	0	0	0	5	0	0
2200	22	16	0	3	2	0	0	0	0	0	1	0	0
2300	10	5	0	0	0	0	0	0	1	3	1	0	0
00-06	**43**	**29**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**4**	**5**	**0**	**0**
06-18	**2148**	**1657**	**91**	**218**	**44**	**4**	**6**	**8**	**8**	**58**	**54**	**0**	**0**
18-00	**278**	**202**	**11**	**24**	**5**	**0**	**1**	**1**	**3**	**9**	**21**	**1**	**0**
00-00	**2469**	**1888**	**102**	**244**	**51**	**4**	**8**	**9**	**11**	**71**	**80**	**1**	**0**

*** Wednesday, 27 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	7	6	0	0	0	0	0	0	0	0	1	0	0
0100	7	4	1	1	0	0	0	0	0	0	1	0	0
0200	5	3	0	2	0	0	0	0	0	0	0	0	0
0300	11	5	0	1	1	0	0	0	0	1	3	0	0
0400	6	2	1	0	1	0	0	0	0	0	2	0	0
0500	22	16	0	2	0	0	0	0	0	0	4	0	0
0600	70	50	3	5	3	0	0	0	0	4	5	0	0
0700	138	102	0	21	4	0	1	0	0	2	8	0	0
0800	222	164	6	23	12	1	1	1	0	5	9	0	0
0900	234	170	6	18	15	1	1	1	3	9	10	0	0
1000	183	129	6	17	11	1	0	1	1	4	12	1	0
1100	195	150	6	11	15	2	0	1	1	5	4	0	0
1200	190	136	12	21	7	0	0	2	1	3	8	0	0
1300	214	148	11	24	15	0	1	1	1	7	6	0	0
1400	234	159	11	26	20	0	0	1	0	10	6	1	0
1500	188	133	9	29	5	0	0	1	1	7	3	0	0
1600	248	197	4	28	2	0	0	1	2	8	6	0	0
1700	201	173	3	15	3	0	0	1	0	4	2	0	0
1800	91	75	2	6	1	0	0	2	0	4	1	0	0
1900	62	45	1	9	0	0	0	0	2	3	2	0	0
2000	40	29	0	4	0	0	0	1	0	1	5	0	0
2100	29	19	1	4	0	0	0	0	0	3	2	0	0
2200	19	13	0	2	1	0	0	0	0	1	2	0	0
2300	10	7	1	0	0	0	1	0	0	1	0	0	0
00-06	**58**	**36**	**2**	**6**	**2**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**
06-18	**2317**	**1711**	**77**	**238**	**112**	**5**	**4**	**11**	**10**	**68**	**79**	**2**	**0**
18-00	**251**	**188**	**5**	**25**	**2**	**0**	**1**	**3**	**2**	**13**	**12**	**0**	**0**
00-00	**2626**	**1935**	**84**	**269**	**116**	**5**	**5**	**14**	**12**	**82**	**102**	**2**	**0**

*** Virtual Day (33)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	6	5	0	1	0	0	0	0	0	0	0	0	0
0100	4	3	0	0	0	0	0	0	0	0	1	0	0
0200	4	2	0	1	0	0	0	0	0	0	0	0	0
0300	7	5	0	0	0	0	0	0	0	1	1	0	0
0400	8	4	0	1	0	0	0	0	0	1	1	0	0
0500	22	15	1	3	1	0	0	0	0	1	1	0	0
0600	57	40	2	7	1	0	0	0	0	2	3	0	0
0700	110	81	4	16	2	0	0	1	1	2	2	0	0
0800	185	145	7	18	4	0	1	1	1	3	5	0	0
0900	178	136	9	16	3	0	1	1	1	5	5	0	0
1000	183	141	10	16	3	0	1	1	1	4	5	0	0
1100	181	141	11	15	3	0	1	1	1	4	5	0	0
1200	183	140	11	16	3	0	0	1	1	4	5	0	0
1300	180	140	11	15	3	0	1	1	1	4	4	0	0
1400	184	141	11	16	4	0	1	1	1	5	4	0	0
1500	194	151	10	19	3	0	1	1	1	4	4	0	0
1600	204	164	8	20	2	0	1	1	1	4	3	0	0
1700	181	150	8	15	1	0	0	1	1	3	3	0	0
1800	111	92	4	7	1	0	0	1	0	3	3	0	0
1900	61	47	2	5	0	0	0	0	0	2	2	0	0
2000	42	33	2	3	0	0	0	0	0	2	2	0	0
2100	32	24	1	3	0	0	0	0	0	1	2	0	0
2200	19	14	1	2	1	0	0	0	0	1	1	0	0
2300	12	9	0	1	0	0	0	0	0	1	1	0	0
00-06	**51**	**34**	**2**	**6**	**1**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**
06-18	**2019**	**1571**	**101**	**188**	**32**	**4**	**8**	**12**	**9**	**44**	**48**	**1**	**0**
18-00	**276**	**219**	**10**	**20**	**3**	**0**	**1**	**1**	**1**	**9**	**11**	**0**	**0**
00-00	**2346**	**1824**	**113**	**215**	**36**	**4**	**9**	**14**	**10**	**58**	**63**	**1**	**0**

*** Grand Total**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	**77426**	**60176**	**3736**	**7079**	**1186**	**135**	**286**	**450**	**336**	**1904**	**2089**	**49**	**0**

In profile: Vehicles = 77426 / 79605 (97.26%)

MetroCount Traffic Executive
Direction Breakdown

CustomList-50 -- English (ENA)

Datasets:

Site:	**[5001] MID WESTERN HWY - 120m W Airport Road**
Attribute:	[-33.835377,148.654529]
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	14:44 Friday, 24 April 2015 => 11:29 Thursday, 28 May 2015,
Zone:	
File:	500128May2015.EC0 (Plus)
Identifier:	A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Saturday, 25 April 2015 => 0:00 Thursday, 28 May 2015 (33)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Whole Days
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Cd]	Compass direction
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Saturday, 25 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	869	763	54	26	5	0	1	0	2	4	14	0	0
W	903	736	55	74	7	0	3	6	6	7	9	0	0

*** Sunday, 26 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	951	841	59	22	4	0	2	2	1	5	14	1	0
W	848	690	45	73	6	0	2	3	2	13	14	0	0

*** Monday, 27 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1268	1003	68	75	16	6	3	5	6	35	49	2	0
W	1218	868	52	171	18	3	8	11	11	37	39	0	0

*** Tuesday, 28 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1235	982	54	76	16	4	1	4	4	37	55	2	0
W	1290	919	51	162	23	7	5	12	11	43	55	2	0

*** Wednesday, 29 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1309	1053	57	82	24	3	1	3	8	40	37	1	0
W	1310	960	52	174	25	5	4	7	7	32	43	1	0

*** Thursday, 30 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1252	997	69	79	9	1	1	4	5	45	40	2	0
W	1261	888	71	165	19	3	8	12	7	43	44	1	0

*** Friday, 1 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1395	1146	75	93	15	2	3	6	4	34	16	1	0
W	1411	1053	64	168	16	2	15	24	6	37	25	1	0

*** Saturday, 2 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1047	886	69	49	5	1	2	2	2	12	19	0	0
W	1084	847	62	117	5	1	8	10	2	13	19	0	0

*** Sunday, 3 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	979	795	89	35	6	2	3	15	3	12	19	0	0
W	933	731	49	94	6	2	12	7	8	14	10	0	0

*** Monday, 4 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1196	944	60	89	15	2	2	4	5	37	38	0	0
W	1216	869	53	177	20	2	4	10	11	35	35	0	0

*** Tuesday, 5 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1180	913	57	78	24	2	1	2	6	50	45	2	0
W	1211	837	50	175	27	1	3	13	10	51	44	0	0

*** Wednesday, 6 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1200	957	53	82	22	4	3	5	8	26	40	0	0
W	1215	863	37	193	21	4	5	8	9	29	46	0	0

*** Thursday, 7 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1215	958	61	78	23	0	3	4	5	37	43	3	0
W	1216	874	52	177	26	0	9	6	8	36	28	0	0

*** Friday, 8 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1318	1074	63	93	14	3	4	4	8	28	25	2	0
W	1332	964	65	169	17	3	20	12	9	41	32	0	0

*** Saturday, 9 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1049	900	72	34	5	1	3	4	1	12	17	0	0
W	1042	808	75	102	6	2	8	9	3	11	18	0	0

*** Sunday, 10 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	912	795	61	23	5	2	2	0	1	7	16	0	0
W	919	742	38	84	4	3	4	12	4	13	15	0	0

*** Monday, 11 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1149	930	52	67	18	1	1	4	2	35	38	1	0
W	1210	879	31	172	21	2	6	8	5	33	53	0	0

*** Tuesday, 12 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1138	876	31	86	25	5	2	6	6	49	50	2	0
W	1143	844	29	133	42	14	2	7	3	35	33	1	0

*** Wednesday, 13 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1255	955	59	91	36	5	1	5	8	42	52	1	0
W	1257	917	42	153	37	6	3	8	9	38	41	3	0

*** Thursday, 14 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1204	941	57	99	22	0	3	6	2	38	36	0	0
W	1223	872	53	173	30	0	6	9	5	39	36	0	0

*** Friday, 15 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1385	1110	65	106	25	1	2	11	4	29	31	1	0
W	1363	1017	63	178	27	1	7	7	5	25	33	0	0

*** Saturday, 16 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1141	969	89	48	8	1	1	1	3	6	14	1	0
W	1058	828	72	108	9	0	6	7	3	11	14	0	0

*** Sunday, 17 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1061	895	93	38	3	1	0	7	2	12	10	0	0
W	1073	842	73	107	5	1	9	14	6	10	6	0	0

*** Monday, 18 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1141	890	53	85	16	0	2	3	4	41	47	0	0
W	1186	849	42	148	18	0	8	15	6	49	48	3	0

*** Tuesday, 19 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1097	901	22	70	18	1	1	0	4	34	44	2	0
W	1136	840	25	149	18	1	4	2	10	36	50	1	0

*** Wednesday, 20 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1235	988	50	83	15	2	0	7	4	39	45	2	0
W	1198	865	48	161	20	2	6	12	2	39	42	1	0

*** Thursday, 21 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1190	972	49	80	21	0	2	0	3	32	29	2	0
W	1192	907	44	144	22	0	4	5	6	29	31	0	0

*** Friday, 22 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1362	1111	72	88	19	1	2	7	5	31	26	0	0
W	1393	1050	61	166	22	1	8	11	5	35	33	1	0

*** Saturday, 23 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1103	961	75	43	2	2	2	5	2	4	7	0	0
W	1102	874	67	118	6	0	9	10	1	6	10	1	0

*** Sunday, 24 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1061	905	78	33	6	2	3	1	1	18	14	0	0
W	1042	862	53	83	8	2	6	8	4	9	7	0	0

*** Monday, 25 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1204	959	61	80	23	1	7	5	2	35	30	1	0
W	1245	888	49	187	23	2	7	10	8	36	34	1	0

*** Tuesday, 26 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1239	995	48	85	24	2	3	4	3	36	38	1	0
W	1230	893	54	159	27	2	5	5	8	35	42	0	0

*** Wednesday, 27 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	1315	1023	38	96	53	3	2	6	5	34	53	2	0
W	1311	912	46	173	63	2	3	8	7	48	49	0	0

*** Grand Total**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	**38655**	**31388**	**2013**	**2292**	**542**	**61**	**69**	**142**	**129**	**936**	**1051**	**32**	**0**
W	**38771**	**28788**	**1723**	**4787**	**644**	**74**	**217**	**308**	**207**	**968**	**1038**	**17**	**0**

In profile: Vehicles = 77426 / 79605 (97.26%)

MetroCount Traffic Executive
Hourly Breakdown with Night and Day

CustomList-42 -- English (ENA)

Datasets:

Site:	**[3001] AIRPORT RD - 50m S Mid Western Hwy**
Attribute:	[-33.835844,148.655870]
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	14:59 Friday, 24 April 2015 => 11:37 Thursday, 28 May 2015,
Zone:	
File:	300128May2015.EC0 (Plus)
Identifier:	R635VNJZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Saturday, 25 April 2015 => 0:00 Thursday, 28 May 2015 (33)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Whole Days
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Saturday, 25 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	5	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	8	6	0	1	1	0	0	0	0	0	0	0	0
0800	12	11	0	0	0	0	0	0	1	0	0	0	0
0900	14	13	0	1	0	0	0	0	0	0	0	0	0
1000	19	17	1	1	0	0	0	0	0	0	0	0	0
1100	12	10	2	0	0	0	0	0	0	0	0	0	0
1200	16	10	1	5	0	0	0	0	0	0	0	0	0
1300	9	8	1	0	0	0	0	0	0	0	0	0	0
1400	14	14	0	0	0	0	0	0	0	0	0	0	0
1500	8	7	0	0	1	0	0	0	0	0	0	0	0
1600	13	12	1	0	0	0	0	0	0	0	0	0	0
1700	12	11	1	0	0	0	0	0	0	0	0	0	0
1800	14	12	1	0	0	0	0	1	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	3	2	1	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**140**	**122**	**7**	**8**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
18-00	**21**	**17**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**168**	**146**	**10**	**8**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

*** Sunday, 26 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	3	3	0	0	0	0	0	0	0	0	0	0	0
0800	5	5	0	0	0	0	0	0	0	0	0	0	0
0900	16	14	0	1	0	0	0	0	0	1	0	0	0
1000	12	11	1	0	0	0	0	0	0	0	0	0	0
1100	22	20	2	0	0	0	0	0	0	0	0	0	0
1200	8	7	0	0	0	0	0	1	0	0	0	0	0
1300	18	16	1	1	0	0	0	0	0	0	0	0	0
1400	22	17	2	3	0	0	0	0	0	0	0	0	0
1500	18	14	0	2	2	0	0	0	0	0	0	0	0
1600	19	16	0	2	1	0	0	0	0	0	0	0	0
1700	13	12	0	1	0	0	0	0	0	0	0	0	0
1800	8	6	1	1	0	0	0	0	0	0	0	0	0
1900	4	3	1	0	0	0	0	0	0	0	0	0	0
2000	3	2	1	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**157**	**136**	**6**	**10**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
18-00	**19**	**15**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**177**	**152**	**9**	**11**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

*** Monday, 27 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	11	7	3	1	0	0	0	0	0	0	0	0	0
0700	21	15	1	5	0	0	0	0	0	0	0	0	0
0800	24	15	0	5	1	1	0	1	0	1	0	0	0
0900	24	16	1	6	0	1	0	0	0	0	0	0	0
1000	21	20	0	1	0	0	0	0	0	0	0	0	0
1100	17	15	0	2	0	0	0	0	0	0	0	0	0
1200	23	19	1	2	1	0	0	0	0	0	0	0	0
1300	32	29	0	2	0	0	1	0	0	0	0	0	0
1400	31	24	1	2	2	0	1	1	0	0	0	0	0
1500	27	18	1	7	1	0	0	0	0	0	0	0	0
1600	38	30	1	6	1	0	0	0	0	0	0	0	0
1700	40	34	0	6	0	0	0	0	0	0	0	0	0
1800	13	12	0	1	0	0	0	0	0	0	0	0	0
1900	9	9	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	9	8	0	1	0	0	0	0	0	0	0	0	0
2200	1	1	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
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**309**	**242**	**9**	**45**	**6**	**2**	**2**	**2**	**0**	**1**	**0**	**0**	**0**
18-00	**34**	**32**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**344**	**275**	**9**	**47**	**6**	**2**	**2**	**2**	**0**	**1**	**0**	**0**	**0**

*** Tuesday, 28 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	2	0	1	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	6	0	1	0	0	0	0	0	0	0	0	0
0700	28	17	0	7	4	0	0	0	0	0	0	0	0
0800	27	21	0	6	0	0	0	0	0	0	0	0	0
0900	25	21	0	3	1	0	0	0	0	0	0	0	0
1000	28	18	2	1	5	2	0	0	0	0	0	0	0
1100	19	17	0	2	0	0	0	0	0	0	0	0	0
1200	18	16	0	2	0	0	0	0	0	0	0	0	0
1300	26	19	0	4	3	0	0	0	0	0	0	0	0
1400	26	21	0	5	0	0	0	0	0	0	0	0	0
1500	31	27	0	3	0	0	1	0	0	0	0	0	0
1600	43	36	1	6	0	0	0	0	0	0	0	0	0
1700	35	29	1	5	0	0	0	0	0	0	0	0	0
1800	16	12	1	2	0	0	0	1	0	0	0	0	0
1900	18	17	0	1	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	15	12	0	3	0	0	0	0	0	0	0	0	0
2200	6	5	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**5**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**313**	**248**	**4**	**45**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**60**	**51**	**1**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**378**	**303**	**5**	**53**	**13**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

*** Wednesday, 29 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0	0	0	0	0	0
0600	10	8	0	1	1	0	0	0	0	0	0	0	0
0700	26	22	0	4	0	0	0	0	0	0	0	0	0
0800	23	18	0	4	0	0	0	1	0	0	0	0	0
0900	20	19	0	0	1	0	0	0	0	0	0	0	0
1000	31	26	1	4	0	0	0	0	0	0	0	0	0
1100	29	23	0	5	1	0	0	0	0	0	0	0	0
1200	19	15	0	3	0	0	0	0	0	1	0	0	0
1300	26	18	1	4	2	0	0	1	0	0	0	0	0
1400	26	22	0	3	0	0	0	1	0	0	0	0	0
1500	25	20	1	3	0	0	1	0	0	0	0	0	0
1600	40	32	1	6	1	0	0	0	0	0	0	0	0
1700	24	19	0	4	1	0	0	0	0	0	0	0	0
1800	32	27	1	2	0	0	0	0	1	0	1	0	0
1900	5	5	0	0	0	0	0	0	0	0	0	0	0
2000	6	4	0	0	0	0	0	0	1	0	1	0	0
2100	17	11	0	2	2	0	0	0	1	0	1	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	2	0	0	0	0	0	0	0	0	1	0	0
00-06	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**299**	**242**	**4**	**41**	**7**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**
18-00	**63**	**49**	**1**	**4**	**2**	**0**	**0**	**0**	**3**	**0**	**4**	**0**	**0**
00-00	**364**	**291**	**6**	**45**	**9**	**0**	**2**	**3**	**3**	**1**	**4**	**0**	**0**

*** Thursday, 30 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	3	0	0	0	0	0	0	1	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	0	0	0	0	0	0	0	0	1	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	1	0	0	0	0	0	0	0	0	0
0600	9	7	0	2	0	0	0	0	0	0	0	0	0
0700	18	15	0	2	1	0	0	0	0	0	0	0	0
0800	29	23	0	5	0	0	0	0	0	1	0	0	0
0900	27	22	1	3	0	0	0	0	0	1	0	0	0
1000	17	12	0	3	1	0	0	0	0	1	0	0	0
1100	20	11	1	5	0	0	1	1	0	1	0	0	0
1200	34	25	1	7	1	0	0	0	0	0	0	0	0
1300	27	20	0	5	2	0	0	0	0	0	0	0	0
1400	18	14	1	1	0	0	1	0	0	1	0	0	0
1500	30	24	0	5	0	0	1	0	0	0	0	0	0
1600	41	30	6	3	0	0	0	1	0	1	0	0	0
1700	29	23	1	4	0	0	0	1	0	0	0	0	0
1800	11	10	0	0	0	0	0	1	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	5	5	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	4	0	0	0	0	0	0	0	0	0	0	0
00-06	**9**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**
06-18	**299**	**226**	**11**	**45**	**5**	**0**	**3**	**3**	**0**	**6**	**0**	**0**	**0**
18-00	**22**	**20**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**330**	**252**	**12**	**46**	**5**	**0**	**3**	**4**	**1**	**6**	**1**	**0**	**0**

*** Friday, 1 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	5	1	1	0	0	0	0	0	0	0	0	0
0700	27	22	2	3	0	0	0	0	0	0	0	0	0
0800	20	13	0	4	2	0	0	0	1	0	0	0	0
0900	33	26	2	4	0	0	0	0	1	0	0	0	0
1000	28	17	2	6	0	0	0	2	0	1	0	0	0
1100	25	20	0	4	1	0	0	0	0	0	0	0	0
1200	22	16	0	5	0	0	0	0	0	1	0	0	0
1300	15	9	3	0	1	0	0	1	0	1	0	0	0
1400	24	19	0	3	0	0	0	0	0	2	0	0	0
1500	27	23	1	2	0	0	1	0	0	0	0	0	0
1600	40	27	2	10	1	0	0	0	0	0	0	0	0
1700	25	18	0	5	0	1	0	1	0	0	0	0	0
1800	8	7	0	1	0	0	0	0	0	0	0	0	0
1900	6	5	0	1	0	0	0	0	0	0	0	0	0
2000	2	1	1	0	0	0	0	0	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	5	5	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**293**	**215**	**13**	**47**	**5**	**1**	**1**	**4**	**2**	**5**	**0**	**0**	**0**
18-00	**26**	**23**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**322**	**241**	**14**	**49**	**5**	**1**	**1**	**4**	**2**	**5**	**0**	**0**	**0**

*** Saturday, 2 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	2	0	2	0	0	0	0	0	0	0	0	0
0700	13	10	2	0	1	0	0	0	0	0	0	0	0
0800	13	10	0	3	0	0	0	0	0	0	0	0	0
0900	22	21	0	1	0	0	0	0	0	0	0	0	0
1000	18	14	0	3	0	0	0	1	0	0	0	0	0
1100	18	12	2	4	0	0	0	0	0	0	0	0	0
1200	21	19	0	2	0	0	0	0	0	0	0	0	0
1300	26	20	2	3	0	0	0	1	0	0	0	0	0
1400	16	14	0	1	1	0	0	0	0	0	0	0	0
1500	11	10	1	0	0	0	0	0	0	0	0	0	0
1600	19	17	0	2	0	0	0	0	0	0	0	0	0
1700	15	14	0	1	0	0	0	0	0	0	0	0	0
1800	8	8	0	0	0	0	0	0	0	0	0	0	0
1900	6	6	0	0	0	0	0	0	0	0	0	0	0
2000	10	8	1	1	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**196**	**163**	**7**	**22**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18-00	**28**	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**224**	**189**	**8**	**23**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

*** Sunday, 3 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	2	2	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
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	4	4	0	0	0	0	0	0	0	0	0	0	0
0800	9	8	0	1	0	0	0	0	0	0	0	0	0
0900	14	9	3	0	0	0	1	0	0	1	0	0	0
1000	18	17	1	0	0	0	0	0	0	0	0	0	0
1100	11	10	0	1	0	0	0	0	0	0	0	0	0
1200	18	17	0	1	0	0	0	0	0	0	0	0	0
1300	10	9	0	0	0	0	0	0	0	1	0	0	0
1400	19	16	0	2	0	0	0	0	0	1	0	0	0
1500	19	17	1	1	0	0	0	0	0	0	0	0	0
1600	12	10	1	1	0	0	0	0	0	0	0	0	0
1700	17	16	0	1	0	0	0	0	0	0	0	0	0
1800	13	8	1	2	1	1	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	7	1	0	0	0	0	0	0	0	0	0	0
2200	1	1	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
00-06	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**154**	**136**	**6**	**8**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**
18-00	**26**	**20**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**185**	**160**	**9**	**10**	**1**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**0**

*** Monday, 4 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	7	0	3	0	0	0	0	0	0	0	0	0
0200	8	6	0	2	0	0	0	0	0	0	0	0	0
0300	2	1	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	6	5	0	1	0	0	0	0	0	0	0	0	0
0700	26	18	2	5	1	0	0	0	0	0	0	0	0
0800	23	17	1	5	0	0	0	0	0	0	0	0	0
0900	34	25	0	8	0	0	1	0	0	0	0	0	0
1000	26	13	1	11	1	0	0	0	0	0	0	0	0
1100	27	22	1	4	0	0	0	0	0	0	0	0	0
1200	18	13	0	4	0	0	0	0	0	1	0	0	0
1300	25	21	0	3	0	0	0	0	1	0	0	0	0
1400	20	15	0	4	1	0	0	0	0	0	0	0	0
1500	14	9	1	2	2	0	0	0	0	0	0	0	0
1600	35	27	1	7	0	0	0	0	0	0	0	0	0
1700	28	20	0	7	0	0	0	1	0	0	0	0	0
1800	13	11	0	2	0	0	0	0	0	0	0	0	0
1900	5	4	1	0	0	0	0	0	0	0	0	0	0
2000	3	2	0	0	1	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	1	0	0	0	0	0	1	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**22**	**16**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**282**	**205**	**7**	**61**	**5**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**0**
18-00	**23**	**17**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**327**	**238**	**8**	**70**	**6**	**0**	**1**	**1**	**1**	**2**	**0**	**0**	**0**

*** Tuesday, 5 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	6	0	0	0	0	0	0	0	0	0	0	0
0600	8	6	0	2	0	0	0	0	0	0	0	0	0
0700	25	18	2	5	0	0	0	0	0	0	0	0	0
0800	32	24	1	6	0	0	0	0	0	1	0	0	0
0900	34	26	1	4	2	0	0	0	0	1	0	0	0
1000	18	16	0	1	0	0	0	0	0	1	0	0	0
1100	28	23	0	2	3	0	0	0	0	0	0	0	0
1200	20	14	1	4	0	0	0	0	1	0	0	0	0
1300	34	31	0	2	0	0	0	0	0	1	0	0	0
1400	22	15	0	4	2	0	0	0	0	1	0	0	0
1500	32	22	0	7	2	0	0	0	0	1	0	0	0
1600	32	24	0	7	1	0	0	0	0	0	0	0	0
1700	38	32	2	4	0	0	0	0	0	0	0	0	0
1800	16	15	0	1	0	0	0	0	0	0	0	0	0
1900	10	8	2	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	13	11	0	0	1	1	0	0	0	0	0	0	0
2200	2	2	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
00-06	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**323**	**251**	**7**	**48**	**10**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**
18-00	**46**	**41**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**376**	**299**	**9**	**49**	**11**	**1**	**0**	**0**	**1**	**6**	**0**	**0**	**0**

*** Wednesday, 6 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	1	0	0	0	0	0
0500	3	2	1	0	0	0	0	0	0	0	0	0	0
0600	9	8	0	1	0	0	0	0	0	0	0	0	0
0700	30	23	0	7	0	0	0	0	0	0	0	0	0
0800	20	14	0	3	2	0	0	0	0	1	0	0	0
0900	32	29	1	2	0	0	0	0	0	0	0	0	0
1000	32	22	0	5	4	1	0	0	0	0	0	0	0
1100	13	8	1	1	2	0	0	0	1	0	0	0	0
1200	22	18	0	2	2	0	0	0	0	0	0	0	0
1300	18	13	2	1	1	0	1	0	0	0	0	0	0
1400	13	7	1	5	0	0	0	0	0	0	0	0	0
1500	16	11	1	3	1	0	0	0	0	0	0	0	0
1600	35	30	0	5	0	0	0	0	0	0	0	0	0
1700	35	33	0	2	0	0	0	0	0	0	0	0	0
1800	19	14	2	2	0	0	0	0	0	1	0	0	0
1900	10	8	1	1	0	0	0	0	0	0	0	0	0
2000	3	2	0	1	0	0	0	0	0	0	0	0	0
2100	9	7	0	2	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
00-06	**6**	**4**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-18	**275**	**216**	**6**	**37**	**12**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**0**
18-00	**43**	**32**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**324**	**252**	**11**	**43**	**12**	**1**	**1**	**1**	**1**	**2**	**0**	**0**	**0**

*** Thursday, 7 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	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
0500	2	1	0	0	0	0	0	1	0	0	0	0	0
0600	5	5	0	0	0	0	0	0	0	0	0	0	0
0700	21	15	1	5	0	0	0	0	0	0	0	0	0
0800	28	23	0	5	0	0	0	0	0	0	0	0	0
0900	31	23	0	5	3	0	0	0	0	0	0	0	0
1000	19	12	1	2	3	0	0	0	0	1	0	0	0
1100	33	23	0	7	2	0	0	0	0	1	0	0	0
1200	22	20	0	2	0	0	0	0	0	0	0	0	0
1300	27	21	0	2	4	0	0	0	0	0	0	0	0
1400	27	19	2	3	2	0	0	0	0	1	0	0	0
1500	28	18	0	4	3	1	0	0	0	2	0	0	0
1600	30	21	1	7	1	0	0	0	0	0	0	0	0
1700	31	25	1	5	0	0	0	0	0	0	0	0	0
1800	16	13	2	1	0	0	0	0	0	0	0	0	0
1900	17	10	5	1	1	0	0	0	0	0	0	0	0
2000	11	9	0	2	0	0	0	0	0	0	0	0	0
2100	4	0	0	3	1	0	0	0	0	0	0	0	0
2200	9	9	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	1	0	0	0	0	0	0	0	0	0	0
00-06	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-18	**302**	**225**	**6**	**47**	**18**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**
18-00	**59**	**42**	**8**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**366**	**270**	**15**	**54**	**20**	**1**	**0**	**1**	**0**	**5**	**0**	**0**	**0**

*** Friday, 8 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	1	0	0	0	0	0	0	0	0	0
0600	7	4	1	1	1	0	0	0	0	0	0	0	0
0700	20	14	0	4	1	0	1	0	0	0	0	0	0
0800	37	27	1	5	4	0	0	0	0	0	0	0	0
0900	30	22	3	3	2	0	0	0	0	0	0	0	0
1000	28	22	2	3	1	0	0	0	0	0	0	0	0
1100	30	24	1	3	0	0	1	0	1	0	0	0	0
1200	21	17	0	3	1	0	0	0	0	0	0	0	0
1300	34	27	0	5	1	0	0	0	1	0	0	0	0
1400	27	25	0	1	1	0	0	0	0	0	0	0	0
1500	33	28	1	4	0	0	0	0	0	0	0	0	0
1600	26	20	0	5	1	0	0	0	0	0	0	0	0
1700	20	12	2	5	1	0	0	0	0	0	0	0	0
1800	12	9	0	3	0	0	0	0	0	0	0	0	0
1900	11	8	3	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	4	4	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	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
00-06	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**313**	**242**	**11**	**42**	**14**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**
18-00	**34**	**28**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**350**	**271**	**15**	**46**	**14**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**

*** Saturday, 9 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	1	0	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	2	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	4	0	0	0	0	1	0	0	0	0	0	0
0700	6	5	0	0	1	0	0	0	0	0	0	0	0
0800	6	6	0	0	0	0	0	0	0	0	0	0	0
0900	15	14	0	1	0	0	0	0	0	0	0	0	0
1000	16	12	1	1	0	0	0	0	0	0	2	0	0
1100	21	15	1	1	2	2	0	0	0	0	0	0	0
1200	19	18	0	1	0	0	0	0	0	0	0	0	0
1300	16	13	1	2	0	0	0	0	0	0	0	0	0
1400	17	14	1	1	1	0	0	0	0	0	0	0	0
1500	13	12	1	0	0	0	0	0	0	0	0	0	0
1600	16	14	2	0	0	0	0	0	0	0	0	0	0
1700	17	15	2	0	0	0	0	0	0	0	0	0	0
1800	10	9	0	1	0	0	0	0	0	0	0	0	0
1900	3	2	0	1	0	0	0	0	0	0	0	0	0
2000	3	3	0	0	0	0	0	0	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	10	8	0	2	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	**4**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**167**	**142**	**9**	**7**	**4**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**
18-00	**31**	**26**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**202**	**171**	**9**	**13**	**4**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**

*** Sunday, 10 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	3	0	0	0	0	0	0	0	0	0	0	0
0100	9	7	0	2	0	0	0	0	0	0	0	0	0
0200	2	2	0	0	0	0	0	0	0	0	0	0	0
0300	4	2	0	2	0	0	0	0	0	0	0	0	0
0400	6	6	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	1	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	7	7	0	0	0	0	0	0	0	0	0	0	0
0800	11	10	0	0	0	0	0	0	0	1	0	0	0
0900	18	15	0	2	1	0	0	0	0	0	0	0	0
1000	16	13	1	2	0	0	0	0	0	0	0	0	0
1100	27	23	2	2	0	0	0	0	0	0	0	0	0
1200	19	19	0	0	0	0	0	0	0	0	0	0	0
1300	14	12	0	2	0	0	0	0	0	0	0	0	0
1400	7	6	1	0	0	0	0	0	0	0	0	0	0
1500	14	12	1	1	0	0	0	0	0	0	0	0	0
1600	15	13	1	1	0	0	0	0	0	0	0	0	0
1700	15	12	0	1	2	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	5	4	1	0	0	0	0	0	0	0	0	0	0
2000	8	7	1	0	0	0	0	0	0	0	0	0	0
2100	5	5	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	4	4	0	0	0	0	0	0	0	0	0	0	0
00-06	**25**	**20**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-18	**164**	**143**	**6**	**11**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
18-00	**27**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**216**	**188**	**8**	**15**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

*** Monday, 11 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	1	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	0	0	0	1	0	0	0	0	0
0600	6	3	0	1	0	0	0	0	0	0	2	0	0
0700	30	24	0	5	0	0	0	1	0	0	0	0	0
0800	38	31	0	6	0	0	0	1	0	0	0	0	0
0900	14	10	0	1	2	1	0	0	0	0	0	0	0
1000	24	19	0	3	1	0	0	0	1	0	0	0	0
1100	19	14	1	1	1	1	0	0	0	1	0	0	0
1200	17	13	0	2	1	0	0	0	0	0	1	0	0
1300	40	33	1	4	2	0	0	0	0	0	0	0	0
1400	23	15	2	2	2	1	0	0	0	0	1	0	0
1500	37	28	1	7	1	0	0	0	0	0	0	0	0
1600	24	17	1	6	0	0	0	0	0	0	0	0	0
1700	27	22	1	4	0	0	0	0	0	0	0	0	0
1800	13	11	0	2	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	0	1	0	0	0	0	0	0	0	0
00-06	**5**	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-18	**299**	**229**	**7**	**42**	**10**	**3**	**0**	**2**	**1**	**1**	**4**	**0**	**0**
18-00	**26**	**23**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**330**	**254**	**7**	**44**	**12**	**4**	**0**	**3**	**1**	**1**	**4**	**0**	**0**

*** Tuesday, 12 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	8	6	1	1	0	0	0	0	0	0	0	0	0
0700	29	23	1	4	1	0	0	0	0	0	0	0	0
0800	23	16	0	6	1	0	0	0	0	0	0	0	0
0900	28	22	0	4	0	1	0	1	0	0	0	0	0
1000	24	18	2	1	2	1	0	0	0	0	0	0	0
1100	19	13	0	4	2	0	0	0	0	0	0	0	0
1200	29	23	0	5	0	0	0	0	0	0	1	0	0
1300	31	19	5	6	1	0	0	0	0	0	0	0	0
1400	22	16	1	2	2	0	0	1	0	0	0	0	0
1500	29	20	1	5	1	0	1	1	0	0	0	0	0
1600	34	28	1	5	0	0	0	0	0	0	0	0	0
1700	35	30	0	5	0	0	0	0	0	0	0	0	0
1800	10	9	0	1	0	0	0	0	0	0	0	0	0
1900	7	6	0	1	0	0	0	0	0	0	0	0	0
2000	2	1	0	0	0	0	0	0	0	1	0	0	0
2100	8	6	1	1	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	3	3	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**311**	**234**	**12**	**48**	**10**	**2**	**1**	**3**	**0**	**0**	**1**	**0**	**0**
18-00	**32**	**27**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**346**	**263**	**14**	**51**	**10**	**2**	**1**	**3**	**0**	**1**	**1**	**0**	**0**

*** Wednesday, 13 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	0	0	0	0	0	0	0	0	1	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	9	7	0	1	1	0	0	0	0	0	0	0	0
0700	32	26	0	3	0	1	0	1	1	0	0	0	0
0800	32	22	3	5	2	0	0	0	0	0	0	0	0
0900	24	21	1	2	0	0	0	0	0	0	0	0	0
1000	14	9	0	4	0	0	0	1	0	0	0	0	0
1100	29	20	1	5	3	0	0	0	0	0	0	0	0
1200	29	19	2	4	1	0	2	0	1	0	0	0	0
1300	33	24	1	7	1	0	0	0	0	0	0	0	0
1400	21	17	0	3	1	0	0	0	0	0	0	0	0
1500	25	17	1	2	3	0	0	1	0	1	0	0	0
1600	34	23	1	10	0	0	0	0	0	0	0	0	0
1700	39	34	0	4	1	0	0	0	0	0	0	0	0
1800	18	15	0	3	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	9	7	1	1	0	0	0	0	0	0	0	0	0
2100	5	4	0	1	0	0	0	0	0	0	0	0	0
2200	2	1	0	1	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-18	**321**	**239**	**10**	**50**	**13**	**1**	**2**	**3**	**2**	**1**	**0**	**0**	**0**
18-00	**40**	**33**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**363**	**273**	**11**	**56**	**13**	**1**	**2**	**3**	**2**	**2**	**0**	**0**	**0**

*** Thursday, 14 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	4	4	0	0	0	0	0	0	0	0	0	0	0
0600	6	6	0	0	0	0	0	0	0	0	0	0	0
0700	30	20	1	6	1	0	0	1	0	1	0	0	0
0800	35	28	0	6	1	0	0	0	0	0	0	0	0
0900	29	20	1	8	0	0	0	0	0	0	0	0	0
1000	25	17	3	5	0	0	0	0	0	0	0	0	0
1100	20	13	3	3	0	0	1	0	0	0	0	0	0
1200	19	15	1	2	1	0	0	0	0	0	0	0	0
1300	30	19	2	4	4	0	1	0	0	0	0	0	0
1400	24	14	2	3	3	0	0	0	0	2	0	0	0
1500	30	17	3	3	5	0	0	1	0	0	1	0	0
1600	28	22	0	6	0	0	0	0	0	0	0	0	0
1700	35	30	1	4	0	0	0	0	0	0	0	0	0
1800	14	12	1	0	1	0	0	0	0	0	0	0	0
1900	8	6	0	2	0	0	0	0	0	0	0	0	0
2000	4	2	0	2	0	0	0	0	0	0	0	0	0
2100	4	4	0	0	0	0	0	0	0	0	0	0	0
2200	2	1	0	1	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**311**	**221**	**17**	**50**	**15**	**0**	**2**	**2**	**0**	**3**	**1**	**0**	**0**
18-00	**34**	**27**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**350**	**253**	**18**	**55**	**16**	**0**	**2**	**2**	**0**	**3**	**1**	**0**	**0**

*** Friday, 15 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	8	7	0	1	0	0	0	0	0	0	0	0	0
0700	32	22	0	6	3	0	0	1	0	0	0	0	0
0800	44	29	0	9	3	0	0	1	0	2	0	0	0
0900	33	25	0	4	4	0	0	0	0	0	0	0	0
1000	34	26	0	6	2	0	0	0	0	0	0	0	0
1100	35	29	2	1	2	0	0	1	0	0	0	0	0
1200	30	21	3	3	2	1	0	0	0	0	0	0	0
1300	42	29	3	3	0	1	2	1	0	1	2	0	0
1400	37	28	0	3	2	1	1	1	0	0	1	0	0
1500	35	26	3	6	0	0	0	0	0	0	0	0	0
1600	27	24	1	2	0	0	0	0	0	0	0	0	0
1700	18	12	2	4	0	0	0	0	0	0	0	0	0
1800	14	14	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	9	8	0	1	0	0	0	0	0	0	0	0	0
2100	9	8	0	0	0	0	0	0	0	1	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**375**	**278**	**14**	**48**	**18**	**3**	**3**	**5**	**0**	**3**	**3**	**0**	**0**
18-00	**40**	**37**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**417**	**317**	**14**	**50**	**18**	**3**	**3**	**5**	**0**	**4**	**3**	**0**	**0**

*** Saturday, 16 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	2	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	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
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	8	7	0	1	0	0	0	0	0	0	0	0	0
0800	15	13	1	1	0	0	0	0	0	0	0	0	0
0900	28	27	1	0	0	0	0	0	0	0	0	0	0
1000	31	23	3	4	0	0	1	0	0	0	0	0	0
1100	21	13	4	3	1	0	0	0	0	0	0	0	0
1200	13	12	0	0	0	0	0	1	0	0	0	0	0
1300	15	15	0	0	0	0	0	0	0	0	0	0	0
1400	31	26	1	3	0	0	0	1	0	0	0	0	0
1500	25	20	3	1	1	0	0	0	0	0	0	0	0
1600	11	9	1	1	0	0	0	0	0	0	0	0	0
1700	14	13	0	1	0	0	0	0	0	0	0	0	0
1800	13	11	2	0	0	0	0	0	0	0	0	0	0
1900	5	5	0	0	0	0	0	0	0	0	0	0	0
2000	4	2	1	1	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	3	3	0	0	0	0	0	0	0	0	0	0	0
2300	3	3	0	0	0	0	0	0	0	0	0	0	0
00-06	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**215**	**181**	**14**	**15**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18-00	**29**	**25**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**248**	**210**	**17**	**16**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

*** Sunday, 17 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	0	0	1	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	0	1	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	10	8	0	2	0	0	0	0	0	0	0	0	0
0800	21	17	0	3	0	0	0	1	0	0	0	0	0
0900	17	15	2	0	0	0	0	0	0	0	0	0	0
1000	25	22	1	2	0	0	0	0	0	0	0	0	0
1100	23	19	1	2	0	0	0	1	0	0	0	0	0
1200	22	19	0	3	0	0	0	0	0	0	0	0	0
1300	23	21	1	1	0	0	0	0	0	0	0	0	0
1400	23	18	3	2	0	0	0	0	0	0	0	0	0
1500	11	9	2	0	0	0	0	0	0	0	0	0	0
1600	15	13	2	0	0	0	0	0	0	0	0	0	0
1700	14	12	2	0	0	0	0	0	0	0	0	0	0
1800	5	4	1	0	0	0	0	0	0	0	0	0	0
1900	4	2	1	0	1	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	2	0	1	0	0	0	0	0	0	0	0	0
2200	2	2	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
00-06	**4**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**206**	**175**	**14**	**15**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18-00	**14**	**10**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**224**	**187**	**16**	**18**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

*** Monday, 18 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	2	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
0300	1	1	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
0500	4	3	0	0	0	0	0	1	0	0	0	0	0
0600	7	6	0	1	0	0	0	0	0	0	0	0	0
0700	21	16	2	2	0	0	0	0	0	1	0	0	0
0800	28	17	0	7	2	0	0	1	1	0	0	0	0
0900	24	20	0	3	0	1	0	0	0	0	0	0	0
1000	25	20	0	2	2	0	0	0	0	0	1	0	0
1100	16	14	0	1	0	0	0	0	0	0	1	0	0
1200	14	10	0	1	1	1	0	0	0	1	0	0	0
1300	25	20	1	2	2	0	0	0	0	0	0	0	0
1400	21	16	1	2	1	0	0	0	0	0	1	0	0
1500	20	15	0	4	0	0	0	0	0	0	1	0	0
1600	24	19	0	5	0	0	0	0	0	0	0	0	0
1700	25	21	3	1	0	0	0	0	0	0	0	0	0
1800	11	9	0	1	1	0	0	0	0	0	0	0	0
1900	3	2	0	0	1	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	4	3	0	1	0	0	0	0	0	0	0	0	0
2200	2	1	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
00-06	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-18	**250**	**194**	**7**	**31**	**8**	**2**	**0**	**1**	**1**	**2**	**4**	**0**	**0**
18-00	**22**	**17**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**279**	**217**	**8**	**33**	**10**	**2**	**0**	**2**	**1**	**2**	**4**	**0**	**0**

*** Tuesday, 19 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	0	1	0	0	0	0	0	0	0	0
0600	14	11	0	2	1	0	0	0	0	0	0	0	0
0700	15	12	0	3	0	0	0	0	0	0	0	0	0
0800	17	14	0	3	0	0	0	0	0	0	0	0	0
0900	10	8	1	1	0	0	0	0	0	0	0	0	0
1000	18	15	1	2	0	0	0	0	0	0	0	0	0
1100	17	11	1	5	0	0	0	0	0	0	0	0	0
1200	15	14	0	1	0	0	0	0	0	0	0	0	0
1300	18	15	0	3	0	0	0	0	0	0	0	0	0
1400	27	20	0	6	1	0	0	0	0	0	0	0	0
1500	23	16	0	6	0	0	0	0	0	1	0	0	0
1600	28	20	0	7	0	0	0	0	0	1	0	0	0
1700	30	24	1	5	0	0	0	0	0	0	0	0	0
1800	12	8	0	2	1	1	0	0	0	0	0	0	0
1900	6	5	0	1	0	0	0	0	0	0	0	0	0
2000	6	5	0	0	0	0	0	0	0	1	0	0	0
2100	7	7	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**232**	**180**	**4**	**44**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
18-00	**35**	**29**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**270**	**211**	**4**	**47**	**4**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**

*** Wednesday, 20 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	9	7	0	2	0	0	0	0	0	0	0	0	0
0700	26	19	1	5	0	0	0	1	0	0	0	0	0
0800	22	16	0	4	2	0	0	0	0	0	0	0	0
0900	23	22	0	0	1	0	0	0	0	0	0	0	0
1000	22	19	1	2	0	0	0	0	0	0	0	0	0
1100	24	17	1	3	3	0	0	0	0	0	0	0	0
1200	12	9	1	2	0	0	0	0	0	0	0	0	0
1300	24	22	0	1	1	0	0	0	0	0	0	0	0
1400	14	8	1	4	0	0	0	1	0	0	0	0	0
1500	26	15	2	8	0	0	1	0	0	0	0	0	0
1600	27	19	2	4	2	0	0	0	0	0	0	0	0
1700	27	24	1	2	0	0	0	0	0	0	0	0	0
1800	20	17	1	2	0	0	0	0	0	0	0	0	0
1900	5	5	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	12	10	0	2	0	0	0	0	0	0	0	0	0
2200	4	3	0	1	0	0	0	0	0	0	0	0	0
2300	3	2	0	0	0	0	0	1	0	0	0	0	0
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**256**	**197**	**10**	**37**	**9**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18-00	**46**	**39**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**303**	**237**	**11**	**42**	**9**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**

*** Thursday, 21 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	0	1	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	5	0	2	0	0	0	0	0	0	0	0	0
0700	23	13	0	6	3	1	0	0	0	0	0	0	0
0800	19	11	1	7	0	0	0	0	0	0	0	0	0
0900	12	6	1	5	0	0	0	0	0	0	0	0	0
1000	14	13	0	1	0	0	0	0	0	0	0	0	0
1100	23	17	0	5	1	0	0	0	0	0	0	0	0
1200	22	17	0	2	3	0	0	0	0	0	0	0	0
1300	29	21	0	6	1	0	0	0	0	1	0	0	0
1400	29	20	2	4	2	0	0	1	0	0	0	0	0
1500	28	22	1	4	1	0	0	0	0	0	0	0	0
1600	38	31	2	4	1	0	0	0	0	0	0	0	0
1700	22	21	0	1	0	0	0	0	0	0	0	0	0
1800	16	16	0	0	0	0	0	0	0	0	0	0	0
1900	5	4	0	1	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	2	1	0	1	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**4**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**266**	**197**	**7**	**47**	**12**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
18-00	**30**	**28**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**300**	**228**	**7**	**50**	**12**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

*** Friday, 22 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	9	8	0	0	1	0	0	0	0	0	0	0	0
0700	21	14	2	4	0	0	0	1	0	0	0	0	0
0800	30	23	0	5	2	0	0	0	0	0	0	0	0
0900	30	23	2	3	1	0	0	0	0	1	0	0	0
1000	26	22	0	1	3	0	0	0	0	0	0	0	0
1100	33	26	1	6	0	0	0	0	0	0	0	0	0
1200	23	20	0	3	0	0	0	0	0	0	0	0	0
1300	33	26	2	3	1	0	1	0	0	0	0	0	0
1400	29	25	0	2	1	0	0	0	0	1	0	0	0
1500	25	17	0	6	1	1	0	0	0	0	0	0	0
1600	37	28	2	6	0	0	0	1	0	0	0	0	0
1700	35	33	0	2	0	0	0	0	0	0	0	0	0
1800	16	14	0	2	0	0	0	0	0	0	0	0	0
1900	6	6	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	5	5	0	0	0	0	0	0	0	0	0	0	0
2300	7	5	0	2	0	0	0	0	0	0	0	0	0
00-06	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**331**	**265**	**9**	**41**	**10**	**1**	**1**	**2**	**0**	**2**	**0**	**0**	**0**
18-00	**42**	**38**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**376**	**306**	**9**	**45**	**10**	**1**	**1**	**2**	**0**	**2**	**0**	**0**	**0**

*** Saturday, 23 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	16	14	1	1	0	0	0	0	0	0	0	0	0
0900	13	12	0	1	0	0	0	0	0	0	0	0	0
1000	17	13	2	1	0	0	0	0	0	0	1	0	0
1100	19	16	0	2	0	1	0	0	0	0	0	0	0
1200	19	15	1	2	0	0	0	1	0	0	0	0	0
1300	14	13	0	1	0	0	0	0	0	0	0	0	0
1400	21	20	0	1	0	0	0	0	0	0	0	0	0
1500	26	23	1	2	0	0	0	0	0	0	0	0	0
1600	28	24	2	2	0	0	0	0	0	0	0	0	0
1700	17	11	1	5	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	5	4	0	1	0	0	0	0	0	0	0	0	0
2100	4	3	1	0	0	0	0	0	0	0	0	0	0
2200	12	10	0	2	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**194**	**165**	**8**	**18**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
18-00	**32**	**28**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**227**	**194**	**9**	**21**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**

*** Sunday, 24 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	2	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	4	4	0	0	0	0	0	0	0	0	0	0	0
0800	8	6	1	1	0	0	0	0	0	0	0	0	0
0900	14	11	0	2	0	0	0	0	0	0	1	0	0
1000	9	8	0	0	0	0	0	0	0	0	1	0	0
1100	18	16	0	2	0	0	0	0	0	0	0	0	0
1200	24	23	1	0	0	0	0	0	0	0	0	0	0
1300	27	24	1	2	0	0	0	0	0	0	0	0	0
1400	15	14	0	1	0	0	0	0	0	0	0	0	0
1500	21	20	0	1	0	0	0	0	0	0	0	0	0
1600	15	14	0	0	0	1	0	0	0	0	0	0	0
1700	14	11	1	2	0	0	0	0	0	0	0	0	0
1800	10	7	1	1	1	0	0	0	0	0	0	0	0
1900	6	6	0	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	3	2	0	0	1	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**170**	**152**	**4**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**
18-00	**25**	**21**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**200**	**178**	**5**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**

*** Monday, 25 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	12	9	0	3	0	0	0	0	0	0	0	0	0
0700	19	14	1	3	1	0	0	0	0	0	0	0	0
0800	25	16	0	6	2	1	0	0	0	0	0	0	0
0900	17	9	0	4	1	1	1	0	0	1	0	0	0
1000	39	26	0	8	3	1	0	0	0	1	0	0	0
1100	25	19	2	1	3	0	0	0	0	0	0	0	0
1200	19	17	0	1	0	0	0	0	0	1	0	0	0
1300	32	23	0	5	3	1	0	0	0	0	0	0	0
1400	23	19	0	1	3	0	0	0	0	0	0	0	0
1500	27	20	1	5	1	0	0	0	0	0	0	0	0
1600	30	24	0	5	1	0	0	0	0	0	0	0	0
1700	25	22	0	3	0	0	0	0	0	0	0	0	0
1800	7	5	1	1	0	0	0	0	0	0	0	0	0
1900	11	11	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	4	4	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	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
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**293**	**218**	**4**	**45**	**18**	**4**	**1**	**0**	**0**	**3**	**0**	**0**	**0**
18-00	**24**	**22**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**319**	**242**	**5**	**46**	**18**	**4**	**1**	**0**	**0**	**3**	**0**	**0**	**0**

*** Tuesday, 26 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	17	11	0	6	0	0	0	0	0	0	0	0	0
0700	26	17	1	6	1	1	0	0	0	0	0	0	0
0800	33	24	1	5	2	0	1	0	0	0	0	0	0
0900	31	18	4	4	5	0	0	0	0	0	0	0	0
1000	25	20	0	5	0	0	0	0	0	0	0	0	0
1100	34	26	2	6	0	0	0	0	0	0	0	0	0
1200	29	27	0	0	2	0	0	0	0	0	0	0	0
1300	26	18	0	6	2	0	0	0	0	0	0	0	0
1400	34	25	1	6	2	0	0	0	0	0	0	0	0
1500	25	18	2	2	1	0	2	0	0	0	0	0	0
1600	36	24	0	8	4	0	0	0	0	0	0	0	0
1700	32	25	1	4	2	0	0	0	0	0	0	0	0
1800	20	16	1	3	0	0	0	0	0	0	0	0	0
1900	9	8	0	0	0	1	0	0	0	0	0	0	0
2000	4	3	0	0	0	0	0	0	0	1	0	0	0
2100	9	8	0	1	0	0	0	0	0	0	0	0	0
2200	3	2	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**348**	**253**	**12**	**58**	**21**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**45**	**37**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**394**	**291**	**13**	**63**	**21**	**2**	**3**	**0**	**0**	**1**	**0**	**0**	**0**

*** Wednesday, 27 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	16	8	0	8	0	0	0	0	0	0	0	0	0
0700	22	14	0	8	0	0	0	0	0	0	0	0	0
0800	25	17	0	5	3	0	0	0	0	0	0	0	0
0900	18	14	0	1	1	0	0	0	0	0	2	0	0
1000	16	12	2	1	1	0	0	0	0	0	0	0	0
1100	18	15	0	1	0	0	0	1	0	0	1	0	0
1200	21	15	1	4	1	0	0	0	0	0	0	0	0
1300	22	17	2	3	0	0	0	0	0	0	0	0	0
1400	20	13	2	5	0	0	0	0	0	0	0	0	0
1500	27	21	1	3	2	0	0	0	0	0	0	0	0
1600	31	20	0	9	1	0	0	0	0	1	0	0	0
1700	41	34	0	3	3	0	0	0	0	1	0	0	0
1800	25	22	1	1	1	0	0	0	0	0	0	0	0
1900	7	7	0	0	0	0	0	0	0	0	0	0	0
2000	8	7	0	1	0	0	0	0	0	0	0	0	0
2100	11	10	0	1	0	0	0	0	0	0	0	0	0
2200	4	4	0	0	0	0	0	0	0	0	0	0	0
2300	3	3	0	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**277**	**200**	**8**	**51**	**12**	**0**	**0**	**1**	**0**	**2**	**3**	**0**	**0**
18-00	**58**	**53**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**337**	**255**	**9**	**54**	**13**	**0**	**0**	**1**	**0**	**2**	**3**	**0**	**0**

*** Virtual Day (33)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	7	5	0	1	0	0	0	0	0	0	0	0	0
0700	19	14	1	3	1	0	0	0	0	0	0	0	0
0800	23	17	0	4	1	0	0	0	0	0	0	0	0
0900	23	18	1	3	1	0	0	0	0	0	0	0	0
1000	22	17	1	3	1	0	0	0	0	0	0	0	0
1100	23	17	1	3	1	0	0	0	0	0	0	0	0
1200	21	17	0	2	1	0	0	0	0	0	0	0	0
1300	25	20	1	3	1	0	0	0	0	0	0	0	0
1400	23	17	1	3	1	0	0	0	0	0	0	0	0
1500	24	18	1	3	1	0	0	0	0	0	0	0	0
1600	28	22	1	4	0	0	0	0	0	0	0	0	0
1700	26	21	1	3	0	0	0	0	0	0	0	0	0
1800	13	11	1	1	0	0	0	0	0	0	0	0	0
1900	6	6	1	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	6	5	0	1	0	0	0	0	0	0	0	0	0
2200	3	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**5**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**262**	**204**	**8**	**36**	**8**	**1**	**1**	**1**	**0**	**2**	**1**	**0**	**0**
18-00	**34**	**29**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**301**	**237**	**10**	**39**	**9**	**1**	**1**	**2**	**0**	**2**	**1**	**0**	**0**

*** Grand Total**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	**9936**	**7814**	**334**	**1285**	**287**	**34**	**30**	**52**	**16**	**58**	**26**	**0**	**0**

In profile: Vehicles = 9936 / 10241 (97.02%)

MetroCount Traffic Executive
Direction Breakdown

CustomList-44 -- English (ENA)

Datasets:

Site:	**[3001] AIRPORT RD - 50m S Mid Western Hwy**
Attribute:	[-33.835844,148.655870]
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	14:59 Friday, 24 April 2015 => 11:37 Thursday, 28 May 2015,
Zone:	
File:	300128May2015.EC0 (Plus)
Identifier:	R635VNJZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**15:00 Friday, 24 April 2015 => 11:37 Thursday, 28 May 2015 (33.8595)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Cd]	Compass direction
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Friday, 24 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	68	52	3	11	1	0	0	1	0	0	0	0	0
S	42	36	2	3	0	0	0	0	0	1	0	0	0

*** Saturday, 25 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	88	76	3	6	1	0	0	1	1	0	0	0	0
S	80	70	7	2	1	0	0	0	0	0	0	0	0

*** Sunday, 26 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	94	80	5	7	1	0	0	1	0	0	0	0	0
S	83	72	4	4	2	0	0	0	0	1	0	0	0

*** Monday, 27 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	170	128	3	33	4	1	0	1	0	0	0	0	0
S	174	147	6	14	2	1	2	1	0	1	0	0	0

*** Tuesday, 28 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	203	148	3	42	8	1	0	1	0	0	0	0	0
S	175	155	2	11	5	1	1	0	0	0	0	0	0

*** Wednesday, 29 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	204	155	5	33	5	0	1	2	3	0	0	0	0
S	160	136	1	12	4	0	1	1	0	1	4	0	0

*** Thursday, 30 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	169	121	5	28	4	0	2	4	1	4	0	0	0
S	161	131	7	18	1	0	1	0	0	2	1	0	0

*** Friday, 1 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	172	121	6	33	2	0	0	3	2	5	0	0	0
S	150	120	8	16	3	1	1	1	0	0	0	0	0

*** Saturday, 2 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	118	92	5	19	1	0	0	1	0	0	0	0	0
S	106	97	3	4	1	0	0	1	0	0	0	0	0

*** Sunday, 3 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	106	88	5	8	1	1	1	0	0	2	0	0	0
S	79	72	4	2	0	0	0	0	0	1	0	0	0

*** Monday, 4 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	174	118	1	48	3	0	1	1	1	1	0	0	0
S	153	120	7	22	3	0	0	0	0	1	0	0	0

*** Tuesday, 5 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	205	151	6	34	8	0	0	0	1	5	0	0	0
S	171	148	3	15	3	1	0	0	0	1	0	0	0

*** Wednesday, 6 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	164	118	8	29	7	0	1	1	0	0	0	0	0
S	160	134	3	14	5	1	0	0	1	2	0	0	0

*** Thursday, 7 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	193	129	8	38	12	1	0	1	0	4	0	0	0
S	173	141	7	16	8	0	0	0	0	1	0	0	0

*** Friday, 8 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	174	127	7	31	5	0	2	0	2	0	0	0	0
S	176	144	8	15	9	0	0	0	0	0	0	0	0

*** Saturday, 9 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	104	84	2	11	4	2	1	0	0	0	0	0	0
S	98	87	7	2	0	0	0	0	0	0	2	0	0

*** Sunday, 10 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	105	88	2	12	2	0	0	1	0	0	0	0	0
S	111	100	6	3	1	0	0	0	0	1	0	0	0

*** Monday, 11 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	166	119	5	27	7	3	0	2	0	1	2	0	0
S	164	135	2	17	5	1	0	1	1	0	2	0	0

*** Tuesday, 12 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	179	128	4	34	9	1	0	2	0	0	1	0	0
S	167	135	10	17	1	1	1	1	0	1	0	0	0

*** Wednesday, 13 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	179	125	6	36	5	1	2	2	2	0	0	0	0
S	184	148	5	20	8	0	0	1	0	2	0	0	0

*** Thursday, 14 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	188	122	7	40	11	0	2	2	0	3	1	0	0
S	162	131	11	15	5	0	0	0	0	0	0	0	0

*** Friday, 15 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	211	152	4	35	9	1	2	4	0	2	2	0	0
S	206	165	10	15	9	2	1	1	0	2	1	0	0

*** Saturday, 16 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	128	103	8	13	1	0	1	2	0	0	0	0	0
S	120	107	9	3	1	0	0	0	0	0	0	0	0

*** Sunday, 17 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	112	91	6	13	1	0	0	1	0	0	0	0	0
S	112	96	10	5	0	0	0	1	0	0	0	0	0

*** Monday, 18 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	144	107	3	22	4	2	0	2	0	1	3	0	0
S	135	110	5	11	6	0	0	0	1	1	1	0	0

*** Tuesday, 19 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	140	103	0	33	2	1	0	0	0	1	0	0	0
S	130	108	4	14	2	0	0	0	0	2	0	0	0

*** Wednesday, 20 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	152	110	6	28	5	0	0	3	0	0	0	0	0
S	151	127	5	14	4	0	1	0	0	0	0	0	0

*** Thursday, 21 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	151	112	1	29	6	1	0	1	0	1	0	0	0
S	149	116	6	21	6	0	0	0	0	0	0	0	0

*** Friday, 22 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	193	152	5	28	4	1	1	2	0	0	0	0	0
S	183	154	4	17	6	0	0	0	0	2	0	0	0

*** Saturday, 23 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	116	96	3	15	0	1	0	1	0	0	0	0	0
S	111	98	6	6	0	0	0	0	0	0	1	0	0

*** Sunday, 24 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	90	77	0	11	2	0	0	0	0	0	0	0	0
S	110	101	5	1	0	1	0	0	0	0	2	0	0

*** Monday, 25 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	162	117	2	31	7	3	1	0	0	1	0	0	0
S	157	125	3	15	11	1	0	0	0	2	0	0	0

*** Tuesday, 26 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	204	135	9	48	10	1	1	0	0	0	0	0	0
S	190	156	4	15	11	1	2	0	0	1	0	0	0

*** Wednesday, 27 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	163	117	3	36	7	0	0	0	0	0	0	0	0
S	174	138	6	18	6	0	0	1	0	2	3	0	0

*** Thursday, 28 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	58	41	1	15	1	0	0	0	0	0	0	0	0
S	70	59	2	9	0	0	0	0	0	0	0	0	0

*** Grand Total**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
N	**5247**	**3883**	**150**	**917**	**160**	**22**	**19**	**43**	**13**	**31**	**9**	**0**	**0**
S	**4927**	**4119**	**192**	**406**	**129**	**12**	**11**	**10**	**3**	**28**	**17**	**0**	**0**

In profile: Vehicles = 10174 / 10241 (99.35%)

MetroCount Traffic Executive
Hourly Breakdown with Night and Day

CustomList-46 -- English (ENA)

Datasets:

Site:	**[4009] CAMPBELL ST - 30m E Pack St**
Attribute:	[-33.831026,148.706781]
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	16:24 Friday, 24 April 2015 => 16:28 Wednesday, 27 May 2015,
Zone:	
File:	400927May2015.EC0 (Plus)
Identifier:	EG24YQVY MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Saturday, 25 April 2015 => 0:00 Wednesday, 27 May 2015 (32)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Whole Days
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Saturday, 25 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	4	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0
0800	6	5	1	0	0	0	0	0	0	0	0	0	0
0900	15	12	1	2	0	0	0	0	0	0	0	0	0
1000	10	10	0	0	0	0	0	0	0	0	0	0	0
1100	19	17	2	0	0	0	0	0	0	0	0	0	0
1200	14	12	2	0	0	0	0	0	0	0	0	0	0
1300	25	22	2	1	0	0	0	0	0	0	0	0	0
1400	21	17	1	2	0	0	1	0	0	0	0	0	0
1500	10	10	0	0	0	0	0	0	0	0	0	0	0
1600	9	8	0	0	0	0	0	1	0	0	0	0	0
1700	2	2	0	0	0	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	3	3	0	0	0	0	0	0	0	0	0	0	0
2100	4	3	0	1	0	0	0	0	0	0	0	0	0
2200	5	5	0	0	0	0	0	0	0	0	0	0	0
2300	4	4	0	0	0	0	0	0	0	0	0	0	0
00-06	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**133**	**116**	**9**	**6**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
18-00	**21**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**158**	**140**	**9**	**7**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

*** Sunday, 26 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	4	0	0	0	0	0	0	0	0	0	0	0
0800	4	4	0	0	0	0	0	0	0	0	0	0	0
0900	18	18	0	0	0	0	0	0	0	0	0	0	0
1000	14	11	1	2	0	0	0	0	0	0	0	0	0
1100	12	12	0	0	0	0	0	0	0	0	0	0	0
1200	15	14	0	1	0	0	0	0	0	0	0	0	0
1300	15	12	2	0	1	0	0	0	0	0	0	0	0
1400	13	12	1	0	0	0	0	0	0	0	0	0	0
1500	10	9	1	0	0	0	0	0	0	0	0	0	0
1600	13	13	0	0	0	0	0	0	0	0	0	0	0
1700	10	8	1	1	0	0	0	0	0	0	0	0	0
1800	2	2	0	0	0	0	0	0	0	0	0	0	0
1900	7	7	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**128**	**117**	**6**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**15**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**145**	**134**	**6**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Monday, 27 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	2	1	0	0	1	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	8	8	0	0	0	0	0	0	0	0	0	0	0
0900	14	12	0	1	0	0	0	0	1	0	0	0	0
1000	9	8	0	1	0	0	0	0	0	0	0	0	0
1100	10	6	3	1	0	0	0	0	0	0	0	0	0
1200	23	12	2	6	1	0	0	0	1	0	1	0	0
1300	15	13	0	0	0	0	0	0	2	0	0	0	0
1400	18	13	0	3	2	0	0	0	0	0	0	0	0
1500	25	17	0	4	3	0	0	0	0	1	0	0	0
1600	12	11	0	1	0	0	0	0	0	0	0	0	0
1700	20	19	0	0	1	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	5	4	0	0	0	0	0	0	0	1	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	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
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**158**	**122**	**5**	**17**	**8**	**0**	**0**	**0**	**4**	**1**	**1**	**0**	**0**
18-00	**15**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**174**	**137**	**5**	**17**	**8**	**0**	**0**	**0**	**4**	**2**	**1**	**0**	**0**

*** Tuesday, 28 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	0	1	0	0	0	0	0	0	0
0600	5	4	0	1	0	0	0	0	0	0	0	0	0
0700	6	5	0	0	1	0	0	0	0	0	0	0	0
0800	17	13	0	1	2	0	1	0	0	0	0	0	0
0900	20	16	2	0	2	0	0	0	0	0	0	0	0
1000	11	10	0	1	0	0	0	0	0	0	0	0	0
1100	12	10	1	1	0	0	0	0	0	0	0	0	0
1200	15	13	2	0	0	0	0	0	0	0	0	0	0
1300	17	15	0	1	0	0	1	0	0	0	0	0	0
1400	12	8	1	1	2	0	0	0	0	0	0	0	0
1500	9	8	0	1	0	0	0	0	0	0	0	0	0
1600	17	16	0	1	0	0	0	0	0	0	0	0	0
1700	13	11	0	2	0	0	0	0	0	0	0	0	0
1800	7	7	0	0	0	0	0	0	0	0	0	0	0
1900	2	2	0	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	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
00-06	**3**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**154**	**129**	**6**	**10**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**18**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**175**	**149**	**6**	**10**	**7**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

*** Wednesday, 29 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	0	1	0	0	0	0	0	0	0
0600	4	2	1	1	0	0	0	0	0	0	0	0	0
0700	6	5	0	0	1	0	0	0	0	0	0	0	0
0800	9	9	0	0	0	0	0	0	0	0	0	0	0
0900	14	12	0	2	0	0	0	0	0	0	0	0	0
1000	21	19	0	1	1	0	0	0	0	0	0	0	0
1100	41	36	1	3	1	0	0	0	0	0	0	0	0
1200	17	15	1	0	1	0	0	0	0	0	0	0	0
1300	22	16	0	4	2	0	0	0	0	0	0	0	0
1400	16	12	1	2	1	0	0	0	0	0	0	0	0
1500	22	16	2	1	2	1	0	0	0	0	0	0	0
1600	12	10	0	2	0	0	0	0	0	0	0	0	0
1700	16	15	1	0	0	0	0	0	0	0	0	0	0
1800	6	6	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	1	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	**4**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**200**	**167**	**7**	**16**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**16**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**220**	**183**	**7**	**19**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Thursday, 30 April 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	3	0	0	1	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	4	3	0	0	0	1	0	0	0	0	0	0	0
0800	13	11	0	0	0	2	0	0	0	0	0	0	0
0900	9	7	0	1	0	1	0	0	0	0	0	0	0
1000	14	14	0	0	0	0	0	0	0	0	0	0	0
1100	12	9	1	0	0	0	0	2	0	0	0	0	0
1200	12	11	0	1	0	0	0	0	0	0	0	0	0
1300	17	15	1	1	0	0	0	0	0	0	0	0	0
1400	14	10	0	4	0	0	0	0	0	0	0	0	0
1500	14	11	1	2	0	0	0	0	0	0	0	0	0
1600	24	23	0	0	1	0	0	0	0	0	0	0	0
1700	21	19	0	1	0	0	0	1	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	8	8	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	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
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**157**	**136**	**3**	**10**	**1**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
18-00	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**182**	**160**	**3**	**10**	**2**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

*** Friday, 1 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	13	8	0	2	1	1	0	0	0	0	1	0	0
0800	15	13	0	0	0	1	0	0	0	0	1	0	0
0900	27	17	2	3	2	1	0	0	0	0	2	0	0
1000	16	14	1	1	0	0	0	0	0	0	0	0	0
1100	7	6	0	1	0	0	0	0	0	0	0	0	0
1200	11	8	0	1	1	1	0	0	0	0	0	0	0
1300	14	11	0	2	1	0	0	0	0	0	0	0	0
1400	16	13	0	3	0	0	0	0	0	0	0	0	0
1500	15	10	0	5	0	0	0	0	0	0	0	0	0
1600	23	20	1	0	0	0	1	0	0	1	0	0	0
1700	23	21	1	1	0	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	3	3	0	0	0	0	0	0	0	0	0	0	0
2000	7	7	0	0	0	0	0	0	0	0	0	0	0
2100	6	6	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**183**	**144**	**5**	**19**	**5**	**4**	**1**	**0**	**0**	**1**	**4**	**0**	**0**
18-00	**24**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**208**	**168**	**5**	**20**	**5**	**4**	**1**	**0**	**0**	**1**	**4**	**0**	**0**

*** Saturday, 2 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	6	4	0	0	2	0	0	0	0	0	0	0	0
0800	7	2	0	1	2	1	0	0	0	1	0	0	0
0900	20	10	0	0	7	2	0	0	0	1	0	0	0
1000	23	16	0	1	5	1	0	0	0	0	0	0	0
1100	17	13	0	1	3	0	0	0	0	0	0	0	0
1200	18	16	1	0	1	0	0	0	0	0	0	0	0
1300	15	12	1	2	0	0	0	0	0	0	0	0	0
1400	12	11	0	1	0	0	0	0	0	0	0	0	0
1500	9	8	1	0	0	0	0	0	0	0	0	0	0
1600	12	10	0	2	0	0	0	0	0	0	0	0	0
1700	12	9	3	0	0	0	0	0	0	0	0	0	0
1800	1	1	0	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**152**	**112**	**6**	**8**	**20**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
18-00	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**162**	**122**	**6**	**8**	**20**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**

*** Sunday, 3 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	2	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
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	5	5	0	0	0	0	0	0	0	0	0	0	0
0900	13	12	0	1	0	0	0	0	0	0	0	0	0
1000	12	10	1	1	0	0	0	0	0	0	0	0	0
1100	12	11	0	1	0	0	0	0	0	0	0	0	0
1200	21	18	3	0	0	0	0	0	0	0	0	0	0
1300	19	18	1	0	0	0	0	0	0	0	0	0	0
1400	15	13	2	0	0	0	0	0	0	0	0	0	0
1500	13	13	0	0	0	0	0	0	0	0	0	0	0
1600	13	13	0	0	0	0	0	0	0	0	0	0	0
1700	16	15	0	1	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	2	2	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**4**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**142**	**131**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**12**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**158**	**146**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Monday, 4 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	14	10	1	0	1	0	0	1	0	1	0	0	0
0800	11	6	0	2	2	1	0	0	0	0	0	0	0
0900	15	14	0	1	0	0	0	0	0	0	0	0	0
1000	7	5	0	0	1	1	0	0	0	0	0	0	0
1100	4	2	1	0	1	0	0	0	0	0	0	0	0
1200	14	11	1	0	2	0	0	0	0	0	0	0	0
1300	17	15	0	1	0	0	0	0	0	1	0	0	0
1400	23	10	4	5	2	1	0	0	0	1	0	0	0
1500	16	12	2	2	0	0	0	0	0	0	0	0	0
1600	21	19	0	2	0	0	0	0	0	0	0	0	0
1700	17	17	0	0	0	0	0	0	0	0	0	0	0
1800	8	8	0	0	0	0	0	0	0	0	0	0	0
1900	7	7	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	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
2200	1	1	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
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**162**	**124**	**9**	**13**	**9**	**3**	**0**	**1**	**0**	**3**	**0**	**0**	**0**
18-00	**18**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**181**	**143**	**9**	**13**	**9**	**3**	**0**	**1**	**0**	**3**	**0**	**0**	**0**

*** Tuesday, 5 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	2	0	1	0	1	0	0	0	0	0	0	0
0600	4	2	1	0	0	0	0	0	0	1	0	0	0
0700	13	5	0	2	5	0	0	0	0	1	0	0	0
0800	18	12	1	0	4	0	0	0	0	1	0	0	0
0900	14	9	0	0	4	0	0	0	0	1	0	0	0
1000	14	10	0	1	3	0	0	0	0	0	0	0	0
1100	10	7	0	1	2	0	0	0	0	0	0	0	0
1200	20	15	0	0	2	0	0	0	1	1	1	0	0
1300	20	16	0	2	2	0	0	0	0	0	0	0	0
1400	20	14	4	2	0	0	0	0	0	0	0	0	0
1500	20	13	2	3	0	0	2	0	0	0	0	0	0
1600	10	9	0	1	0	0	0	0	0	0	0	0	0
1700	17	17	0	0	0	0	0	0	0	0	0	0	0
1800	11	8	1	2	0	0	0	0	0	0	0	0	0
1900	3	3	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	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
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	3	3	0	0	0	0	0	0	0	0	0	0	0
00-06	**6**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**180**	**129**	**8**	**12**	**22**	**0**	**2**	**0**	**1**	**5**	**1**	**0**	**0**
18-00	**20**	**17**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**206**	**148**	**10**	**16**	**22**	**1**	**2**	**0**	**1**	**5**	**1**	**0**	**0**

*** Wednesday, 6 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	0	1	0	0	0	0	0	0	0
0600	5	2	0	1	0	1	0	0	0	1	0	0	0
0700	10	8	1	0	1	0	0	0	0	0	0	0	0
0800	12	12	0	0	0	0	0	0	0	0	0	0	0
0900	17	16	0	1	0	0	0	0	0	0	0	0	0
1000	18	13	1	2	2	0	0	0	0	0	0	0	0
1100	25	19	0	1	5	0	0	0	0	0	0	0	0
1200	14	11	0	1	1	0	0	0	0	1	0	0	0
1300	12	10	0	2	0	0	0	0	0	0	0	0	0
1400	17	15	0	2	0	0	0	0	0	0	0	0	0
1500	30	23	2	2	2	1	0	0	0	0	0	0	0
1600	22	21	0	1	0	0	0	0	0	0	0	0	0
1700	21	19	1	0	1	0	0	0	0	0	0	0	0
1800	8	8	0	0	0	0	0	0	0	0	0	0	0
1900	7	6	0	0	0	0	0	0	0	1	0	0	0
2000	8	7	0	1	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	4	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**203**	**169**	**5**	**13**	**12**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
18-00	**28**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**234**	**197**	**5**	**14**	**12**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**

*** Thursday, 7 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	17	14	0	0	1	2	0	0	0	0	0	0	0
0800	15	8	1	1	3	2	0	0	0	0	0	0	0
0900	17	14	0	2	1	0	0	0	0	0	0	0	0
1000	11	7	1	0	2	1	0	0	0	0	0	0	0
1100	16	9	0	2	5	0	0	0	0	0	0	0	0
1200	14	8	0	3	2	1	0	0	0	0	0	0	0
1300	16	9	0	5	2	0	0	0	0	0	0	0	0
1400	14	11	1	1	0	1	0	0	0	0	0	0	0
1500	9	9	0	0	0	0	0	0	0	0	0	0	0
1600	13	9	0	4	0	0	0	0	0	0	0	0	0
1700	27	26	0	1	0	0	0	0	0	0	0	0	0
1800	11	10	0	1	0	0	0	0	0	0	0	0	0
1900	9	9	0	0	0	0	0	0	0	0	0	0	0
2000	6	5	0	0	0	0	0	1	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	4	3	1	0	0	0	0	0	0	0	0	0	0
2300	8	8	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**172**	**127**	**3**	**19**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**41**	**38**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**216**	**168**	**4**	**20**	**16**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

*** Friday, 8 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	6	4	0	2	0	0	0	0	0	0	0	0	0
0700	10	8	0	0	2	0	0	0	0	0	0	0	0
0800	13	10	0	1	2	0	0	0	0	0	0	0	0
0900	17	13	0	3	1	0	0	0	0	0	0	0	0
1000	9	4	1	3	0	0	1	0	0	0	0	0	0
1100	15	12	1	0	2	0	0	0	0	0	0	0	0
1200	16	11	2	0	2	0	0	0	1	0	0	0	0
1300	19	15	0	4	0	0	0	0	0	0	0	0	0
1400	20	12	1	6	1	0	0	0	0	0	0	0	0
1500	27	22	2	3	0	0	0	0	0	0	0	0	0
1600	18	18	0	0	0	0	0	0	0	0	0	0	0
1700	19	19	0	0	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	5	5	0	0	0	0	0	0	0	0	0	0	0
2000	3	3	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	3	3	0	0	0	0	0	0	0	0	0	0	0
2300	4	3	1	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**189**	**148**	**7**	**22**	**10**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
18-00	**21**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**212**	**170**	**8**	**22**	**10**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

*** Saturday, 9 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	3	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	2	0	0	0	0	0	0	0	0	0
0700	3	0	0	0	3	0	0	0	0	0	0	0	0
0800	6	5	0	0	1	0	0	0	0	0	0	0	0
0900	14	11	0	0	3	0	0	0	0	0	0	0	0
1000	16	9	1	3	1	0	0	1	1	0	0	0	0
1100	13	11	0	0	2	0	0	0	0	0	0	0	0
1200	20	19	0	1	0	0	0	0	0	0	0	0	0
1300	18	14	3	0	0	0	0	0	1	0	0	0	0
1400	16	13	2	1	0	0	0	0	0	0	0	0	0
1500	22	20	1	1	0	0	0	0	0	0	0	0	0
1600	12	11	0	1	0	0	0	0	0	0	0	0	0
1700	11	9	2	0	0	0	0	0	0	0	0	0	0
1800	4	3	0	0	0	0	1	0	0	0	0	0	0
1900	5	4	0	1	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	2	1	0	1	0	0	0	0	0	0	0	0	0
2200	4	3	0	1	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**153**	**122**	**9**	**9**	**10**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**
18-00	**21**	**17**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**177**	**142**	**9**	**12**	**10**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**

*** Sunday, 10 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	3	0	0	0	0	0	0	0	0	0	0	0
0800	9	9	0	0	0	0	0	0	0	0	0	0	0
0900	9	9	0	0	0	0	0	0	0	0	0	0	0
1000	14	14	0	0	0	0	0	0	0	0	0	0	0
1100	13	12	0	1	0	0	0	0	0	0	0	0	0
1200	14	13	1	0	0	0	0	0	0	0	0	0	0
1300	15	15	0	0	0	0	0	0	0	0	0	0	0
1400	15	15	0	0	0	0	0	0	0	0	0	0	0
1500	15	13	1	1	0	0	0	0	0	0	0	0	0
1600	14	13	0	1	0	0	0	0	0	0	0	0	0
1700	7	7	0	0	0	0	0	0	0	0	0	0	0
1800	4	3	0	1	0	0	0	0	0	0	0	0	0
1900	5	5	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	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
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**4**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**128**	**123**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**10**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**142**	**134**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Monday, 11 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	4	0	0	0	0	0	0	0	0	0	0	0
0700	6	5	0	0	1	0	0	0	0	0	0	0	0
0800	7	6	0	0	1	0	0	0	0	0	0	0	0
0900	9	8	0	0	0	0	0	0	0	1	0	0	0
1000	12	11	0	0	0	0	0	0	0	1	0	0	0
1100	15	13	0	2	0	0	0	0	0	0	0	0	0
1200	15	13	2	0	0	0	0	0	0	0	0	0	0
1300	12	11	1	0	0	0	0	0	0	0	0	0	0
1400	12	10	0	2	0	0	0	0	0	0	0	0	0
1500	15	12	0	3	0	0	0	0	0	0	0	0	0
1600	18	12	1	0	5	0	0	0	0	0	0	0	0
1700	20	18	0	0	0	0	0	0	0	2	0	0	0
1800	10	9	0	0	0	1	0	0	0	0	0	0	0
1900	8	8	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	3	2	1	0	0	0	0	0	0	0	0	0	0
2200	3	2	0	1	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**145**	**123**	**4**	**7**	**7**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**
18-00	**30**	**27**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**177**	**152**	**5**	**8**	**7**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**

*** Tuesday, 12 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	1	0	0	0	0	0	0	0	0	0
0600	5	5	0	0	0	0	0	0	0	0	0	0	0
0700	8	5	0	1	1	1	0	0	0	0	0	0	0
0800	23	18	0	3	2	0	0	0	0	0	0	0	0
0900	16	12	0	1	1	2	0	0	0	0	0	0	0
1000	14	11	1	0	1	1	0	0	0	0	0	0	0
1100	13	11	0	0	1	1	0	0	0	0	0	0	0
1200	15	11	0	0	3	1	0	0	0	0	0	0	0
1300	12	5	1	1	4	1	0	0	0	0	0	0	0
1400	14	9	0	3	1	1	0	0	0	0	0	0	0
1500	13	12	0	1	0	0	0	0	0	0	0	0	0
1600	16	13	0	1	0	0	0	0	1	1	0	0	0
1700	14	14	0	0	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	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
00-06	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**163**	**126**	**2**	**11**	**14**	**8**	**0**	**0**	**1**	**1**	**0**	**0**	**0**
18-00	**13**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**179**	**141**	**2**	**12**	**14**	**8**	**0**	**0**	**1**	**1**	**0**	**0**	**0**

*** Wednesday, 13 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	13	8	1	0	3	1	0	0	0	0	0	0	0
0800	18	8	0	0	7	2	0	0	0	1	0	0	0
0900	14	9	0	0	2	2	0	0	0	1	0	0	0
1000	21	14	1	1	4	1	0	0	0	0	0	0	0
1100	18	8	0	2	7	1	0	0	0	0	0	0	0
1200	17	11	0	2	3	0	0	0	0	1	0	0	0
1300	16	13	1	2	0	0	0	0	0	0	0	0	0
1400	18	14	0	2	0	0	0	1	0	1	0	0	0
1500	12	11	0	1	0	0	0	0	0	0	0	0	0
1600	13	13	0	0	0	0	0	0	0	0	0	0	0
1700	11	11	0	0	0	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	4	3	1	0	0	0	0	0	0	0	0	0	0
2000	9	9	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**173**	**122**	**3**	**10**	**26**	**7**	**0**	**1**	**0**	**4**	**0**	**0**	**0**
18-00	**18**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**193**	**141**	**4**	**10**	**26**	**7**	**0**	**1**	**0**	**4**	**0**	**0**	**0**

*** Thursday, 14 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	1	0	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	0	1	0	0	0	0	0	0	0
0600	3	2	0	1	0	0	0	0	0	0	0	0	0
0700	8	7	0	0	1	0	0	0	0	0	0	0	0
0800	10	9	0	0	0	0	1	0	0	0	0	0	0
0900	13	11	0	1	1	0	0	0	0	0	0	0	0
1000	10	7	2	1	0	0	0	0	0	0	0	0	0
1100	17	12	1	0	3	0	1	0	0	0	0	0	0
1200	14	11	0	1	2	0	0	0	0	0	0	0	0
1300	11	8	0	2	0	0	0	0	1	0	0	0	0
1400	15	13	0	2	0	0	0	0	0	0	0	0	0
1500	13	9	1	1	0	1	0	0	1	0	0	0	0
1600	19	15	3	1	0	0	0	0	0	0	0	0	0
1700	14	12	1	1	0	0	0	0	0	0	0	0	0
1800	12	12	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**5**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**147**	**116**	**8**	**11**	**7**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**
18-00	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**166**	**133**	**8**	**12**	**7**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**0**

*** Friday, 15 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	2	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	3	0	0	0	2	0	0	0	0	0	0	0
0700	15	5	1	1	5	1	0	0	0	1	1	0	0
0800	17	9	0	0	4	2	0	0	0	1	1	0	0
0900	19	12	1	1	3	1	0	0	0	1	0	0	0
1000	20	15	0	3	1	1	0	0	0	0	0	0	0
1100	18	16	0	0	1	1	0	0	0	0	0	0	0
1200	19	15	0	1	2	1	0	0	0	0	0	0	0
1300	18	16	0	1	1	0	0	0	0	0	0	0	0
1400	21	18	0	1	1	0	0	1	0	0	0	0	0
1500	22	20	0	1	0	0	1	0	0	0	0	0	0
1600	36	31	0	2	0	1	2	0	0	0	0	0	0
1700	15	13	0	2	0	0	0	0	0	0	0	0	0
1800	6	6	0	0	0	0	0	0	0	0	0	0	0
1900	5	5	0	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	5	5	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**225**	**173**	**2**	**13**	**18**	**10**	**3**	**1**	**0**	**3**	**2**	**0**	**0**
18-00	**23**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**251**	**199**	**2**	**13**	**18**	**10**	**3**	**1**	**0**	**3**	**2**	**0**	**0**

*** Saturday, 16 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	3	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	1	0	0	0	0	0	0	0	0
0600	4	3	1	0	0	0	0	0	0	0	0	0	0
0700	4	3	0	0	0	1	0	0	0	0	0	0	0
0800	10	9	0	1	0	0	0	0	0	0	0	0	0
0900	19	15	0	2	1	0	1	0	0	0	0	0	0
1000	12	9	0	1	1	0	1	0	0	0	0	0	0
1100	13	11	1	1	0	0	0	0	0	0	0	0	0
1200	18	15	0	2	0	0	1	0	0	0	0	0	0
1300	11	11	0	0	0	0	0	0	0	0	0	0	0
1400	15	13	1	1	0	0	0	0	0	0	0	0	0
1500	15	13	1	1	0	0	0	0	0	0	0	0	0
1600	12	11	1	0	0	0	0	0	0	0	0	0	0
1700	7	7	0	0	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	8	7	1	0	0	0	0	0	0	0	0	0	0
2000	3	3	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**7**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**140**	**120**	**5**	**9**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**19**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**166**	**144**	**6**	**9**	**3**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**

*** Sunday, 17 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	7	7	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	6	4	0	2	0	0	0	0	0	0	0	0	0
0900	12	11	1	0	0	0	0	0	0	0	0	0	0
1000	9	7	0	2	0	0	0	0	0	0	0	0	0
1100	7	6	1	0	0	0	0	0	0	0	0	0	0
1200	17	17	0	0	0	0	0	0	0	0	0	0	0
1300	5	5	0	0	0	0	0	0	0	0	0	0	0
1400	14	13	0	1	0	0	0	0	0	0	0	0	0
1500	19	15	2	2	0	0	0	0	0	0	0	0	0
1600	14	12	2	0	0	0	0	0	0	0	0	0	0
1700	5	5	0	0	0	0	0	0	0	0	0	0	0
1800	8	8	0	0	0	0	0	0	0	0	0	0	0
1900	3	2	0	1	0	0	0	0	0	0	0	0	0
2000	3	3	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
2200	1	1	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
00-06	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**110**	**97**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**15**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**133**	**119**	**6**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Monday, 18 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	4	0	1	0	0	0	0	0	0	0	0	0
0700	7	4	0	1	1	1	0	0	0	0	0	0	0
0800	23	14	1	0	4	4	0	0	0	0	0	0	0
0900	24	18	0	1	2	1	0	0	0	2	0	0	0
1000	21	15	1	2	1	0	0	0	0	2	0	0	0
1100	15	8	2	0	4	0	0	0	0	1	0	0	0
1200	11	6	2	2	0	0	0	0	0	1	0	0	0
1300	22	21	0	1	0	0	0	0	0	0	0	0	0
1400	16	11	2	3	0	0	0	0	0	0	0	0	0
1500	17	14	0	1	2	0	0	0	0	0	0	0	0
1600	13	8	0	4	0	0	0	0	0	1	0	0	0
1700	10	9	0	0	0	0	0	1	0	0	0	0	0
1800	4	3	0	1	0	0	0	0	0	0	0	0	0
1900	2	2	0	0	0	0	0	0	0	0	0	0	0
2000	3	3	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	2	2	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
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**184**	**132**	**8**	**16**	**14**	**6**	**0**	**1**	**0**	**7**	**0**	**0**	**0**
18-00	**12**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**197**	**144**	**8**	**17**	**14**	**6**	**0**	**1**	**0**	**7**	**0**	**0**	**0**

*** Tuesday, 19 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	3	0	0	0	1	0	0	0	0	0	0	0
0600	3	2	0	0	0	1	0	0	0	0	0	0	0
0700	6	5	0	1	0	0	0	0	0	0	0	0	0
0800	8	7	0	0	0	0	1	0	0	0	0	0	0
0900	15	12	0	3	0	0	0	0	0	0	0	0	0
1000	14	10	1	2	1	0	0	0	0	0	0	0	0
1100	11	9	0	0	1	0	0	1	0	0	0	0	0
1200	17	14	0	3	0	0	0	0	0	0	0	0	0
1300	14	11	0	1	2	0	0	0	0	0	0	0	0
1400	19	15	0	2	2	0	0	0	0	0	0	0	0
1500	16	14	0	1	0	0	0	0	0	1	0	0	0
1600	14	14	0	0	0	0	0	0	0	0	0	0	0
1700	11	10	0	1	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**5**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**148**	**123**	**1**	**14**	**6**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**
18-00	**15**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**168**	**142**	**1**	**14**	**6**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**

*** Wednesday, 20 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	8	7	0	0	0	0	0	0	0	1	0	0	0
0800	15	10	1	4	0	0	0	0	0	0	0	0	0
0900	11	7	0	3	1	0	0	0	0	0	0	0	0
1000	17	13	2	2	0	0	0	0	0	0	0	0	0
1100	14	13	0	1	0	0	0	0	0	0	0	0	0
1200	10	9	0	1	0	0	0	0	0	0	0	0	0
1300	17	14	1	2	0	0	0	0	0	0	0	0	0
1400	25	21	0	3	0	0	0	1	0	0	0	0	0
1500	15	11	2	2	0	0	0	0	0	0	0	0	0
1600	18	17	0	1	0	0	0	0	0	0	0	0	0
1700	12	10	0	2	0	0	0	0	0	0	0	0	0
1800	7	5	2	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	1	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**165**	**135**	**6**	**21**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
18-00	**13**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**180**	**147**	**8**	**22**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

*** Thursday, 21 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	3	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
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	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
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	3	0	0	0	0	0	0	0	1	0	0	0
0700	6	5	0	0	0	1	0	0	0	0	0	0	0
0800	11	9	0	1	0	1	0	0	0	0	0	0	0
0900	19	10	2	3	2	0	1	0	0	1	0	0	0
1000	6	5	0	1	0	0	0	0	0	0	0	0	0
1100	20	12	0	5	2	0	0	0	0	1	0	0	0
1200	15	13	1	0	0	0	0	1	0	0	0	0	0
1300	16	14	2	0	0	0	0	0	0	0	0	0	0
1400	17	14	0	3	0	0	0	0	0	0	0	0	0
1500	14	11	0	2	0	0	1	0	0	0	0	0	0
1600	23	22	0	1	0	0	0	0	0	0	0	0	0
1700	17	16	0	1	0	0	0	0	0	0	0	0	0
1800	8	8	0	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**168**	**134**	**5**	**17**	**4**	**2**	**2**	**1**	**0**	**3**	**0**	**0**	**0**
18-00	**15**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**189**	**155**	**5**	**17**	**4**	**2**	**2**	**1**	**0**	**3**	**0**	**0**	**0**

*** Friday, 22 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	7	6	0	0	1	0	0	0	0	0	0	0	0
0700	8	3	0	1	3	1	0	0	0	0	0	0	0
0800	13	10	1	0	0	2	0	0	0	0	0	0	0
0900	24	15	2	3	3	1	0	0	0	0	0	0	0
1000	16	12	1	3	0	0	0	0	0	0	0	0	0
1100	19	18	0	0	1	0	0	0	0	0	0	0	0
1200	15	12	1	1	1	0	0	0	0	0	0	0	0
1300	23	18	4	1	0	0	0	0	0	0	0	0	0
1400	25	19	1	3	2	0	0	0	0	0	0	0	0
1500	18	16	0	0	2	0	0	0	0	0	0	0	0
1600	21	21	0	0	0	0	0	0	0	0	0	0	0
1700	16	14	2	0	0	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	8	0	0	0	0	0	0	0	0	0	0	0
2200	4	2	0	2	0	0	0	0	0	0	0	0	0
2300	4	4	0	0	0	0	0	0	0	0	0	0	0
00-06	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**205**	**164**	**12**	**12**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**24**	**22**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**230**	**187**	**12**	**14**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Saturday, 23 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	3	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	0	1	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	8	6	1	0	0	0	0	0	0	1	0	0	0
0900	8	8	0	0	0	0	0	0	0	0	0	0	0
1000	14	13	1	0	0	0	0	0	0	0	0	0	0
1100	10	8	0	1	0	0	0	0	0	1	0	0	0
1200	14	12	1	1	0	0	0	0	0	0	0	0	0
1300	12	9	2	1	0	0	0	0	0	0	0	0	0
1400	17	14	2	1	0	0	0	0	0	0	0	0	0
1500	12	12	0	0	0	0	0	0	0	0	0	0	0
1600	7	7	0	0	0	0	0	0	0	0	0	0	0
1700	7	6	0	1	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	2	2	0	0	0	0	0	0	0	0	0	0	0
2000	6	6	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	**5**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**113**	**99**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
18-00	**18**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**136**	**120**	**7**	**6**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**

*** Sunday, 24 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	4	0	0	0	0	0	0	0	0	0	0	0
0800	1	1	0	0	0	0	0	0	0	0	0	0	0
0900	8	8	0	0	0	0	0	0	0	0	0	0	0
1000	19	18	0	1	0	0	0	0	0	0	0	0	0
1100	17	15	1	0	1	0	0	0	0	0	0	0	0
1200	14	14	0	0	0	0	0	0	0	0	0	0	0
1300	15	15	0	0	0	0	0	0	0	0	0	0	0
1400	14	13	0	1	0	0	0	0	0	0	0	0	0
1500	15	13	0	2	0	0	0	0	0	0	0	0	0
1600	16	15	0	1	0	0	0	0	0	0	0	0	0
1700	10	10	0	0	0	0	0	0	0	0	0	0	0
1800	6	5	0	1	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**133**	**126**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**13**	**11**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**148**	**139**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

*** Monday, 25 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	6	5	0	1	0	0	0	0	0	0	0	0	0
0700	11	8	0	0	2	1	0	0	0	0	0	0	0
0800	15	8	0	0	6	1	0	0	0	0	0	0	0
0900	12	8	0	1	2	1	0	0	0	0	0	0	0
1000	22	13	1	6	2	0	0	0	0	0	0	0	0
1100	15	10	0	3	1	1	0	0	0	0	0	0	0
1200	19	11	2	1	3	2	0	0	0	0	0	0	0
1300	19	15	2	0	2	0	0	0	0	0	0	0	0
1400	24	20	2	2	0	0	0	0	0	0	0	0	0
1500	25	22	1	1	0	0	1	0	0	0	0	0	0
1600	20	18	1	1	0	0	0	0	0	0	0	0	0
1700	12	10	1	1	0	0	0	0	0	0	0	0	0
1800	14	13	1	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	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
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**200**	**148**	**10**	**17**	**18**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18-00	**21**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**223**	**170**	**11**	**17**	**18**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

*** Tuesday, 26 May 2015**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	1	0	0	0	0	0	0	0	0	0
0600	5	4	0	1	0	0	0	0	0	0	0	0	0
0700	15	8	0	1	3	1	1	0	0	1	0	0	0
0800	21	16	0	0	4	0	0	0	0	1	0	0	0
0900	16	13	0	1	2	0	0	0	0	0	0	0	0
1000	14	10	0	1	2	1	0	0	0	0	0	0	0
1100	19	13	0	3	3	0	0	0	0	0	0	0	0
1200	17	13	1	1	1	0	0	0	0	1	0	0	0
1300	19	14	0	2	1	0	0	0	0	2	0	0	0
1400	19	16	1	1	1	0	0	0	0	0	0	0	0
1500	22	15	0	4	1	0	1	1	0	0	0	0	0
1600	23	22	0	0	1	0	0	0	0	0	0	0	0
1700	15	14	0	0	0	0	0	0	0	1	0	0	0
1800	8	7	0	1	0	0	0	0	0	0	0	0	0
1900	6	6	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	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
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**205**	**158**	**2**	**15**	**19**	**2**	**2**	**1**	**0**	**6**	**0**	**0**	**0**
18-00	**18**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**226**	**177**	**2**	**17**	**19**	**2**	**2**	**1**	**0**	**6**	**0**	**0**	**0**

*** Virtual Day (32)**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	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
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	2	0	0	0	0	0	0	0	0	0	0	0
0700	7	5	0	0	1	0	0	0	0	0	0	0	0
0800	12	9	0	1	1	1	0	0	0	0	0	0	0
0900	15	12	0	1	1	0	0	0	0	0	0	0	0
1000	14	11	1	1	1	0	0	0	0	0	0	0	0
1100	15	12	1	1	1	0	0	0	0	0	0	0	0
1200	16	13	1	1	1	0	0	0	0	0	0	0	0
1300	16	13	1	1	1	0	0	0	0	0	0	0	0
1400	17	14	1	2	0	0	0	0	0	0	0	0	0
1500	17	14	1	2	0	0	0	0	0	0	0	0	0
1600	17	15	0	1	0	0	0	0	0	0	0	0	0
1700	14	13	0	1	0	0	0	0	0	0	0	0	0
1800	6	6	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	4	3	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	2	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-18	**163**	**132**	**6**	**12**	**9**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**
18-00	**18**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**185**	**152**	**6**	**13**	**9**	**3**	**1**	**0**	**0**	**2**	**0**	**0**	**0**

*** Grand Total**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	**5912**	**4851**	**190**	**405**	**283**	**80**	**22**	**14**	**11**	**48**	**8**	**0**	**0**

In profile: Vehicles = 5912 / 6120 (96.60%)

MetroCount Traffic Executive
Direction Breakdown

CustomList-47 -- English (ENA)

Datasets:

Site:	**[4009] CAMPBELL ST - 30m E Pack St**
Attribute:	[-33.831026,148.706781]
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	16:24 Friday, 24 April 2015 => 16:28 Wednesday, 27 May 2015,
Zone:	
File:	400927May2015.EC0 (Plus)
Identifier:	EG24YQVY MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:25 Friday, 24 April 2015 => 16:28 Wednesday, 27 May 2015 (33.0026)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Cd]	Compass direction
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Friday, 24 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	18	16	1	0	0	0	1	0	0	0	0	0	0
W	17	16	1	0	0	0	0	0	0	0	0	0	0

*** Saturday, 25 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	91	82	3	5	0	0	0	1	0	0	0	0	0
W	67	58	6	2	0	0	1	0	0	0	0	0	0

*** Sunday, 26 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	73	66	4	2	1	0	0	0	0	0	0	0	0
W	72	68	2	2	0	0	0	0	0	0	0	0	0

*** Monday, 27 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	100	84	3	5	4	0	0	0	3	1	0	0	0
W	74	53	2	12	4	0	0	0	1	1	1	0	0

*** Tuesday, 28 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	93	82	1	6	2	1	1	0	0	0	0	0	0
W	82	67	5	4	5	0	1	0	0	0	0	0	0

*** Wednesday, 29 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	112	92	4	10	5	1	0	0	0	0	0	0	0
W	108	91	3	9	4	1	0	0	0	0	0	0	0

*** Thursday, 30 April 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	92	80	2	5	1	2	0	2	0	0	0	0	0
W	90	80	1	5	1	2	0	1	0	0	0	0	0

*** Friday, 1 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	103	85	3	7	3	3	0	0	0	0	2	0	0
W	105	83	2	13	2	1	1	0	0	1	2	0	0

*** Saturday, 2 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	88	69	3	3	10	2	0	0	0	1	0	0	0
W	74	53	3	5	10	2	0	0	0	1	0	0	0

*** Sunday, 3 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	75	69	3	3	0	0	0	0	0	0	0	0	0
W	83	77	4	2	0	0	0	0	0	0	0	0	0

*** Monday, 4 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	91	71	6	5	5	2	0	0	0	2	0	0	0
W	90	72	3	8	4	1	0	1	0	1	0	0	0

*** Tuesday, 5 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	107	75	5	8	12	1	1	0	1	3	1	0	0
W	99	73	5	8	10	0	1	0	0	2	0	0	0

*** Wednesday, 6 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	114	98	2	6	4	2	0	0	0	2	0	0	0
W	120	99	3	8	8	1	0	0	0	1	0	0	0

*** Thursday, 7 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	102	82	0	7	9	4	0	0	0	0	0	0	0
W	114	86	4	13	7	3	0	1	0	0	0	0	0

*** Friday, 8 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	109	89	3	11	5	0	1	0	0	0	0	0	0
W	103	81	5	11	5	0	0	0	1	0	0	0	0

*** Saturday, 9 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	93	80	4	4	5	0	0	0	0	0	0	0	0
W	84	62	5	8	5	0	1	1	2	0	0	0	0

*** Sunday, 10 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	69	66	1	2	0	0	0	0	0	0	0	0	0
W	73	68	2	3	0	0	0	0	0	0	0	0	0

*** Monday, 11 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	77	66	3	2	4	1	0	0	0	1	0	0	0
W	100	86	2	6	3	0	0	0	0	3	0	0	0

*** Tuesday, 12 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	87	69	0	5	7	4	0	0	1	1	0	0	0
W	92	72	2	7	7	4	0	0	0	0	0	0	0

*** Wednesday, 13 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	91	66	2	5	11	4	0	0	0	3	0	0	0
W	102	75	2	5	15	3	0	1	0	1	0	0	0

*** Thursday, 14 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	85	71	4	5	4	1	0	0	0	0	0	0	0
W	81	62	4	7	3	1	2	0	2	0	0	0	0

*** Friday, 15 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	123	97	2	5	10	5	1	1	0	1	1	0	0
W	128	102	0	8	8	5	2	0	0	2	1	0	0

*** Saturday, 16 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	80	68	4	3	2	1	2	0	0	0	0	0	0
W	86	76	2	6	1	0	1	0	0	0	0	0	0

*** Sunday, 17 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	67	61	2	4	0	0	0	0	0	0	0	0	0
W	66	58	4	4	0	0	0	0	0	0	0	0	0

*** Monday, 18 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	100	73	4	8	6	3	0	1	0	5	0	0	0
W	97	71	4	9	8	3	0	0	0	2	0	0	0

*** Tuesday, 19 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	82	75	0	4	2	1	0	0	0	0	0	0	0
W	86	67	1	10	4	1	1	1	0	1	0	0	0

*** Wednesday, 20 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	89	75	5	8	0	0	0	0	0	1	0	0	0
W	91	72	3	14	1	0	0	1	0	0	0	0	0

*** Thursday, 21 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	89	75	2	7	0	1	1	0	0	3	0	0	0
W	100	80	3	10	4	1	1	1	0	0	0	0	0

*** Friday, 22 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	116	98	4	5	7	2	0	0	0	0	0	0	0
W	114	89	8	9	6	2	0	0	0	0	0	0	0

*** Saturday, 23 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	61	55	2	2	1	0	0	0	0	1	0	0	0
W	75	65	5	4	0	0	0	0	0	1	0	0	0

*** Sunday, 24 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	63	60	0	2	1	0	0	0	0	0	0	0	0
W	85	79	1	5	0	0	0	0	0	0	0	0	0

*** Monday, 25 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	113	89	7	5	8	3	1	0	0	0	0	0	0
W	110	81	4	12	10	3	0	0	0	0	0	0	0

*** Tuesday, 26 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	113	92	1	6	8	1	1	0	0	4	0	0	0
W	113	85	1	11	11	1	1	1	0	2	0	0	0

*** Wednesday, 27 May 2015**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	89	69	2	7	6	3	0	0	0	2	0	0	0
W	83	64	0	5	9	3	1	1	0	0	0	0	0

*** Grand Total**

Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
E	**3055**	**2545**	**92**	**172**	**143**	**48**	**10**	**5**	**5**	**31**	**4**	**0**	**0**
W	**3064**	**2471**	**102**	**245**	**155**	**38**	**14**	**10**	**6**	**19**	**4**	**0**	**0**

In profile: Vehicles = 6119 / 6120 (99.98%)

MetroCount Traffic Executive
Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

4SB

Datasets:

Site:	**[5002] OLYMPIC HWY - 110m S Abbitoir Ent (100/80 sign)**
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	12:00 Wednesday, 16 May 2012 => 15:02 Monday, 16 July 2012
Zone:	Australia (VIC ACT NSW)
File:	500216Jul2012.EC0 (Plus)
Identifier:	K3619C28 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, 16 May 2012 => 7:49 Sunday, 1 July 2012**
Included classes:	1, 2, 3
Speed range:	10 - 160 km/h.
Direction:	AB
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 13))
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [-/n]	Normalise divisor
2 [Total]	Number in time step
3 [Cls]	Class totals

*** Virtual Day (Partial days = 45.83)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
0000	46	2	2	0	0
0100	46	2	1	0	1
0200	46	1	1	0	1
0300	46	1	0	0	0
0400	46	3	1	0	2
0500	46	5	3	1	2
0600	46	10	7	1	1
0700	46	21	17	2	2
0800	45	28	22	4	2
0900	45	37	31	4	2
1000	45	36	30	4	3
1100	45	39	32	4	3
1200	46	35	29	3	3
1300	46	36	31	3	3
1400	46	37	31	3	3
1500	46	44	37	4	3
1600	46	42	36	3	3
1700	46	43	37	3	3
1800	46	23	19	2	2
1900	46	15	12	1	2
2000	46	12	9	1	2
2100	46	9	7	0	1
2200	46	6	4	0	1
2300	46	3	2	0	1

*** Virtual Week (Partial weeks = 6.57)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
Mon	6	507	411	47	49
Tue	6	498	399	40	58
Wed	7	502	407	40	54
Thu	7	560	439	60	61
Fri	7	554	440	62	51
Sat	7	372	329	30	14
Sun	6	403	356	28	19

In profile: Vehicles = 22361 / 44712 (50.01%)

MetroCount Traffic Executive
Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

4NB

Datasets:

Site:	**[5002] OLYMPIC HWY - 110m S Abbitoir Ent (100/80 sign)**
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	12:00 Wednesday, 16 May 2012 => 15:02 Monday, 16 July 2012
Zone:	Australia (VIC ACT NSW)
File:	500216Jul2012.EC0 (Plus)
Identifier:	K3619C28 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, 16 May 2012 => 7:49 Sunday, 1 July 2012**
Included classes:	1, 2, 3
Speed range:	10 - 160 km/h.
Direction:	BA
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 13))
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [-/n]	Normalise divisor
2 [Total]	Number in time step
3 [Cls]	Class totals

*** Virtual Day (Partial days = 45.83)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
0000	46	2	1	0	1
0100	46	1	1	0	0
0200	46	1	1	0	1
0300	46	1	1	0	1
0400	46	4	3	0	1
0500	46	9	7	0	1
0600	46	15	12	1	2
0700	46	27	23	2	2
0800	45	46	42	2	2
0900	45	43	38	2	3
1000	45	39	36	2	2
1100	45	39	35	2	2
1200	46	31	28	2	2
1300	46	30	27	2	1
1400	46	36	32	2	2
1500	46	36	32	2	2
1600	46	38	33	3	2
1700	46	32	28	1	2
1800	46	21	18	1	2
1900	46	12	10	0	2
2000	46	8	7	0	1
2100	46	8	6	0	2
2200	46	4	3	0	1
2300	46	2	1	0	1

*** Virtual Week (Partial weeks = 6.57)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
Mon	6	493	425	28	41
Tue	6	495	417	31	46
Wed	7	490	415	30	44
Thu	7	544	463	35	47
Fri	7	557	485	31	41
Sat	7	384	357	11	16
Sun	6	411	385	13	13

In profile: Vehicles = 22216 / 44712 (49.69%)

MetroCount Traffic Executive
Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

Datasets:

Site:	**[5003] LACHLAN VALLEY WAY S - 70m S OLD BOOROWA RD (Bridge MELT)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	12:00 Wednesday, 16 May 2012 => 15:19 Monday, 16 July 2012
Zone:	Australia (VIC ACT NSW)
File:	500316Jul2012.EC0 (Plus)
Identifier:	A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

5NB

Profile:

Filter time:	**12:00 Wednesday, 16 May 2012 => 7:49 Sunday, 1 July 2012**
Included classes:	1, 2, 3
Speed range:	10 - 160 km/h.
Direction:	AB
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 13))
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [-/n]	Normalise divisor
2 [Total]	Number in time step
3 [Cls]	Class totals

*** Virtual Day (Partial days = 45.83)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
0000	46	3	2	0	1
0100	46	2	1	0	1
0200	46	1	1	0	1
0300	46	3	1	0	2
0400	46	3	2	0	1
0500	46	6	4	1	1
0600	46	17	13	1	2
0700	46	25	21	1	3
0800	45	53	45	4	3
0900	45	56	48	3	4
1000	45	57	50	3	4
1100	45	61	54	3	4
1200	46	61	54	3	4
1300	46	60	52	3	5
1400	46	62	55	3	4
1500	46	66	57	4	5
1600	46	61	54	4	4
1700	46	56	50	3	4
1800	46	44	39	2	3
1900	46	27	24	1	2
2000	46	20	16	1	3
2100	46	12	10	0	2
2200	46	8	6	0	2
2300	46	5	4	0	1

*** Virtual Week (Partial weeks = 6.57)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
Mon	6	776	660	43	73
Tue	6	649	524	44	81
Wed	7	601	481	42	78
Thu	7	717	584	52	82
Fri	7	1012	882	52	79
Sat	7	815	755	28	32
Sun	6	762	708	28	26

In profile: Vehicles = 35142 / 70421 (49.90%)

MetroCount Traffic Executive
Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

Datasets:

Site:	**[5003] LACHLAN VALLEY WAY S - 70m S OLD BOOROWA RD (Bridge MELT)**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	12:00 Wednesday, 16 May 2012 => 15:19 Monday, 16 July 2012
Zone:	Australia (VIC ACT NSW)
File:	500316Jul2012.EC0 (Plus)
Identifier:	A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

55B

Profile:

Filter time:	**12:00 Wednesday, 16 May 2012 => 7:21 Tuesday, 19 June 2012**
Included classes:	1, 2, 3
Speed range:	10 - 160 km/h.
Direction:	BA
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 13))
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [-/n]	Normalise divisor
2 [Total]	Number in time step
3 [Cls]	Class totals

*** Virtual Day (Partial days = 33.83)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
0000	34	2	1	0	0
0100	34	1	1	0	0
0200	34	1	1	0	0
0300	34	2	1	0	0
0400	34	4	3	0	1
0500	34	7	5	1	1
0600	34	18	15	1	2
0700	34	31	26	2	2
0800	33	43	37	2	4
0900	33	51	45	2	4
1000	33	56	49	3	5
1100	33	65	56	3	6
1200	34	64	56	2	5
1300	34	65	58	2	5
1400	34	70	63	3	4
1500	34	75	65	4	5
1600	34	70	64	2	4
1700	34	57	53	2	3
1800	34	37	33	1	3
1900	34	24	21	1	3
2000	34	14	13	0	2
2100	34	12	10	0	2
2200	34	5	5	0	1
2300	34	3	2	0	1

*** Virtual Week (Partial weeks = 4.86)**

Time	-/n	Total	Cls 1	Cls 2	Cls 3
Mon	5	846	741	34	71
Tue	4	678	550	41	88
Wed	5	580	471	37	73
Thu	5	727	607	39	82
Fri	5	905	798	41	66
Sat	5	742	692	19	30
Sun	5	898	849	22	27

In profile: Vehicles = 26199 / 52187 (50.20%)

MetroCount Traffic Executive
CSC Split Direction Class Bins

CustomList-291 -- English (ENA)

Datasets:

Site:	**[5005] MID WESTERN HWY E - 140m E RAILWAY LINE (Bridge MELT)**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	11:31 Friday, 16 November 2012 => 9:32 Tuesday, 27 November 2012
Zone:	Australia (VIC ACT NSW)
File:	500527Nov2012.EC0 (Plus)
Identifier:	EF52K8XT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**11:32 Friday, 16 November 2012 => 9:32 Tuesday, 27 November 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Dir]	Direction code
2 [Total]	Number in time step
3 [Cls]	Class totals

*** Friday, 16 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1093	822	49	124	15	6	5	10	5	39	18	0	0
0000	BA	1310	1086	69	58	13	6	1	7	5	38	25	2	0

*** Saturday, 17 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1459	1183	42	152	8	3	12	9	5	23	21	1	0
0000	BA	1443	1241	78	52	8	5	4	5	1	19	30	0	0

*** Sunday, 18 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1421	1143	64	141	9	4	9	17	8	13	13	0	0
0000	BA	1414	1225	84	45	6	6	3	5	9	21	9	1	0

*** Monday, 19 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1632	1164	46	228	22	5	16	13	12	81	40	5	0
0000	BA	1566	1262	69	98	23	3	5	3	9	70	23	1	0

*** Tuesday, 20 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1536	1091	46	195	28	6	8	17	9	79	54	3	0
0000	BA	1534	1192	63	98	26	7	3	7	6	80	51	1	0

*** Wednesday, 21 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1650	1171	49	215	32	9	8	13	12	83	53	5	0
0000	BA	1634	1307	47	103	23	8	5	5	14	76	46	0	0

*** Thursday, 22 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1626	1192	42	206	21	8	9	5	10	87	44	2	0
0000	BA	1550	1259	55	88	15	6	4	5	6	75	37	0	0

*** Friday, 23 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1827	1358	56	225	25	7	9	13	11	75	45	3	0
0000	BA	1775	1469	71	97	25	4	4	7	5	54	38	1	0

*** Saturday, 24 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1352	1112	59	126	11	1	5	4	4	19	10	1	0
0000	BA	1318	1169	50	50	7	2	1	9	0	17	12	1	0

*** Sunday, 25 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1265	1016	61	112	12	4	4	11	5	21	17	2	0
0000	BA	1278	1094	82	36	7	5	2	6	5	25	15	1	0

*** Monday, 26 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	1621	1153	43	216	30	9	7	11	13	83	49	7	0
0000	BA	1581	1265	56	103	30	7	4	13	12	55	32	4	0

*** Tuesday, 27 November 2012**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	450	329	9	56	12	2	3	6	3	13	17	0	0
0000	BA	340	256	4	25	12	5	1	0	2	25	10	0	0

*** Virtual Day (Partial days = 11.42)**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	AB	7	6	0	1	0	0	0	0	0	0	0	0	0
0000	BA	5	4	0	0	0	0	0	0	0	0	0	0	0
0100	AB	5	3	0	0	0	0	0	0	1	0	0	0	0
0100	BA	3	2	0	0	0	0	0	0	0	0	0	0	0
0200	AB	4	2	0	1	0	0	0	0	0	0	1	0	0
0200	BA	4	2	0	0	0	0	0	0	0	1	0	0	0
0300	AB	4	2	0	1	0	0	0	0	0	0	1	0	0
0300	BA	3	2	0	0	0	0	0	0	0	1	0	0	0
0400	AB	8	4	0	1	0	0	0	0	0	1	1	0	0
0400	BA	7	5	0	1	0	0	0	0	0	1	1	0	0
0500	AB	23	15	0	3	0	0	1	0	0	2	1	0	0
0500	BA	17	13	0	1	0	0	0	0	0	2	1	0	0
0600	AB	49	34	1	8	1	0	0	1	0	3	1	0	0
0600	BA	35	27	1	1	2	0	0	0	0	1	2	0	0
0700	AB	56	39	2	7	1	1	1	1	0	2	2	0	0
0700	BA	59	44	1	6	2	0	0	0	1	3	1	0	0
0800	AB	119	94	3	13	2	0	1	1	0	2	2	0	0
0800	BA	73	59	3	5	1	1	0	0	0	2	2	0	0
0900	AB	112	90	3	13	1	0	1	1	0	3	1	0	0
0900	BA	97	77	5	5	2	1	0	1	0	3	2	0	0
1000	AB	119	92	5	14	1	0	0	1	0	3	1	0	0
1000	BA	98	81	6	4	1	0	0	1	0	3	1	0	0
1100	AB	111	80	5	14	2	0	1	1	1	5	2	0	0
1100	BA	113	95	5	6	1	0	0	1	0	2	2	0	0
1200	AB	107	80	4	13	1	0	0	1	1	5	2	0	0
1200	BA	111	93	6	5	1	0	0	1	0	3	2	0	0
1300	AB	100	73	4	12	2	0	1	0	0	4	3	0	0
1300	BA	125	103	7	6	2	1	0	1	0	4	2	0	0
1400	AB	119	90	3	13	2	1	1	0	1	5	2	0	0
1400	BA	120	97	6	7	2	1	1	0	1	5	1	0	0
1500	AB	112	85	4	13	2	0	1	1	1	3	2	0	0
1500	BA	133	110	6	7	2	0	0	1	0	4	2	0	0
1600	AB	121	89	5	16	1	0	1	1	1	4	2	0	0
1600	BA	123	106	5	5	1	0	0	0	0	3	2	0	0
1700	AB	101	79	3	12	1	0	0	1	1	3	1	0	0
1700	BA	128	110	5	5	0	0	0	0	1	3	2	0	0
1800	AB	83	66	2	9	0	0	0	1	0	3	1	0	0
1800	BA	85	74	3	3	0	0	0	0	1	2	1	0	0
1900	AB	56	45	2	5	0	0	0	0	0	2	1	0	0
1900	BA	55	48	2	2	0	0	0	0	0	2	1	0	0
2000	AB	40	29	2	4	1	0	0	0	0	4	1	0	0
2000	BA	41	34	1	1	0	0	0	0	1	2	2	0	0
2100	AB	22	16	1	3	0	0	0	0	0	1	1	0	0
2100	BA	31	26	1	1	0	0	0	0	1	2	1	0	0
2200	AB	17	11	1	2	1	0	0	0	0	1	1	0	0
2200	BA	21	18	1	1	0	0	0	0	0	1	0	0	0
2300	AB	10	7	0	1	0	0	0	0	0	0	1	0	0
2300	BA	8	7	0	0	0	0	0	0	0	0	1	0	0

*** Virtual Week (Partial weeks = 1.71)**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Mon	AB	1627	1159	45	222	26	7	12	12	13	82	45	6	0
Mon	BA	1574	1264	63	101	27	5	5	8	11	63	28	3	0
Tue	AB	993	710	28	126	20	4	6	12	6	46	36	2	0
Tue	BA	937	724	34	62	19	6	2	4	4	53	31	1	0
Wed	AB	1650	1171	49	215	32	9	8	13	12	83	53	5	0
Wed	BA	1634	1307	47	103	23	8	5	5	14	76	46	0	0
Thu	AB	1626	1192	42	206	21	8	9	5	10	87	44	2	0
Thu	BA	1550	1259	55	88	15	6	4	5	6	75	37	0	0
Fri	AB	1460	1090	53	175	20	7	7	12	8	57	32	2	0
Fri	BA	1543	1278	70	78	19	5	3	7	5	46	32	2	0
|Sat	AB	1406	1148	51	139	10	2	9	7	5	21	16	1	0
|Sat	BA	1381	1205	64	51	8	4	3	7	1	18	21	1	0
|Sun	AB	1343	1080	63	127	11	4	7	14	7	17	15	1	0
|Sun	BA	1346	1160	83	41	7	6	3	6	7	23	12	1	0

*** Grand Total**

Time	Dir	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	-	16932	12734	566	1996	225	64	95	129	97	616	381	29	0
--	BA	16743	13825	728	853	195	64	37	72	74	555	328	12	0

In profile: Vehicles = 33675 / 33701 (99.92%)

Appendix C

RMS LETTER

Transport
Roads & Maritime
Services

SF2012/026176; WST15/00061

Mr David Walker
Geolyse Pty Ltd
PO Box 1963
ORANGE NSW 2800

Dear Mr Walker

Proposed Cowra Heavy Vehicle Bypass
Preparation of Review of Environmental Factors (REF)

Thank you for your letter dated 22 April 2015 requesting Roads and Maritime Services provide advice to assist you in the preparation of an REF for a proposed heavy vehicle town bypass at Cowra.

The route proposed by Council has been reviewed. The bypass is located on existing and proposed public roads including a new bridge over the Lachlan River. The proposal will also involve new intersections or upgrades to existing intersections with State classified roads, being, Mid Western Highway (HW6), Olympic Highway (HW78) and Lachlan Valley Way (MR56). The proposed route also crosses Darbys Falls Road (MR576) which is a regional classified road.

Roads and Maritime notes Council has engaged Geolyse to prepare an REF for this route only. Therefore, the comments you seek are confined to environmental and safety aspects of the route, as now proposed, and not in relation to the suitability of the route itself.

To assist in the development of an REF, Roads and Maritime provides the following comments:

- Mid Western Highway, Olympic Highway, Lachlan Valley Way and Darbys Falls Road are classified roads. Under Section 138(2) of the *Roads Act 1993* the concurrence of Roads and Maritime is required prior to a consent being issued for any new connections or upgrading of intersections to these roads.
- Proposed bypass route intersections with classified roads will need to be designed and constructed in accordance with *Austroads Guide to Road Design* and Roads and Maritime Supplements. To understand the impacts of and intersection requirements for the bypass route, a Traffic Study will need to be prepared which identifies vehicle types, volumes and origin/destination projected to access and travel the bypass. To assist you in the development of the Traffic Study, Roads and Maritime suggests the standard format for preparing traffic impact studies provided in Table 2.1 Section 2 of the *RTA's Guide to Traffic Generating Developments 2002.*

- Intersections (private and public) with the bypass route will need to achieve Safe Intersection Sight Distance (SISD). Table 3.2 Part 4A of *Austroads Guide to Road Design* is attached which provides SISD minimum measurements. Intersections with classified roads will need to provide for a 2 second reaction time. Careful attention needs to be given to providing SISD, in particular, at the intersection of the bypass route and the Olympic Highway.
- Consideration of, and adequate provision for, school bus stops need to be included in the design of the bypass route.
- Adequate vertical and horizontal clearances should be provided along the route to accommodate over-size and over-mass vehicles.
- Where the bypass route intersects with classified roads, traffic on the classified road will have priority over traffic on the proposed bypass road.
- 90 degree bends in the route should be avoided by providing curves with larger radii to better accommodate heavy vehicles.

Roads and Maritime welcomes the opportunity to provide assistance in the development of an REF. The proposed bypass will interface with 3 state roads in 4 locations and is designed to attract heavy vehicles currently using the State road network. In this regard, it is important Council continues to engage with Roads and Maritime to ensure both Council and Roads and Maritime's obligations and objectives are understood and accommodated in this project. To this end, Roads and Maritime seeks further opportunities to discuss this project with Council and their representatives.

Please keep Roads and Maritime informed on the progress of this proposal. Should you require further information please contact Andrew McIntyre on 02 6861 1453.

Yours faithfully

P Smith 1/6/15

Peta Smith
Acting Network & Safety Manager
Western

Appendix D

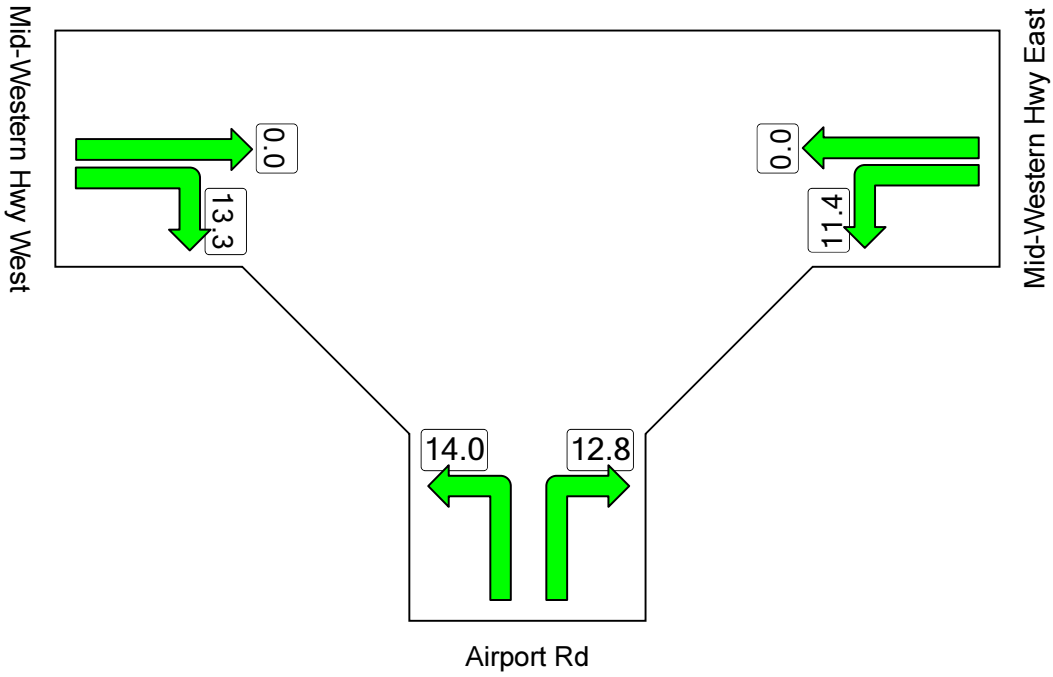
SIDRA MODELLING RESULTS

Mid-Western Hwy West
Mid-Western Hwy East
117
0.0%
117
0.0%
30
33.0%
11
9.0%
30
33.0%
11
9.0%
Airport Rd

DELAY (AVERAGE)

Average control delay per vehicle, or average pedestrian delay (seconds)

Airport Road Intersection
Giveway / Yield (Two-Way)



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F | Continuous

Level of Service Method used in this display: Delay (RTA NSW)

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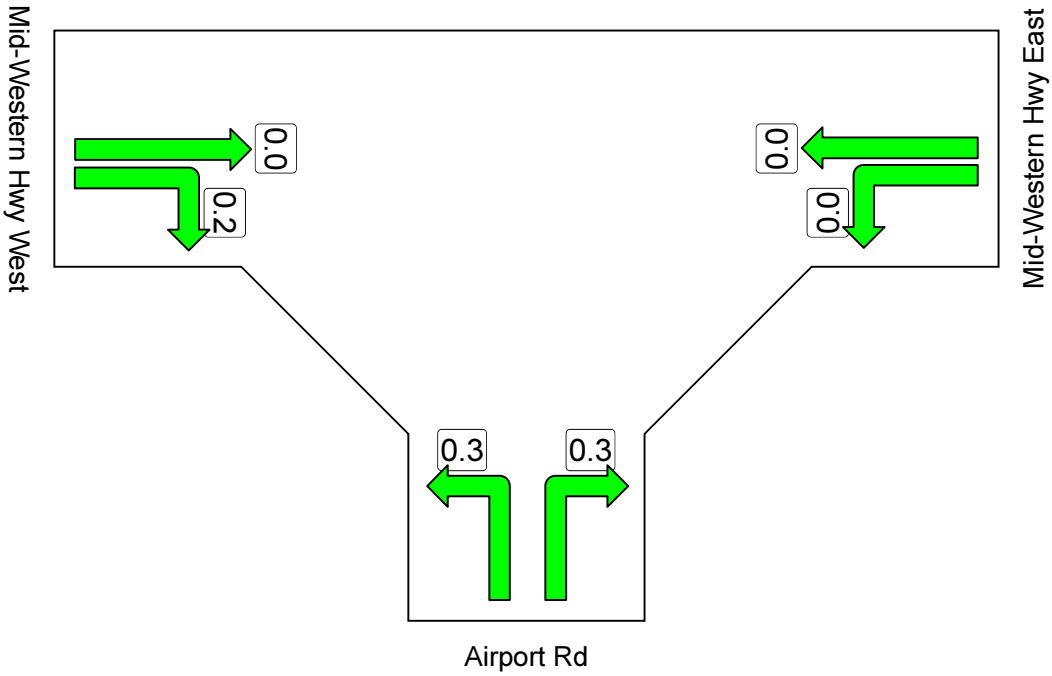
SIDRA INTERSECTION

QUEUE

Largest 95% Back of Queue for any lane used by movement (vehicles)

Airport Road Intersection
Giveway / Yield (Two-Way)



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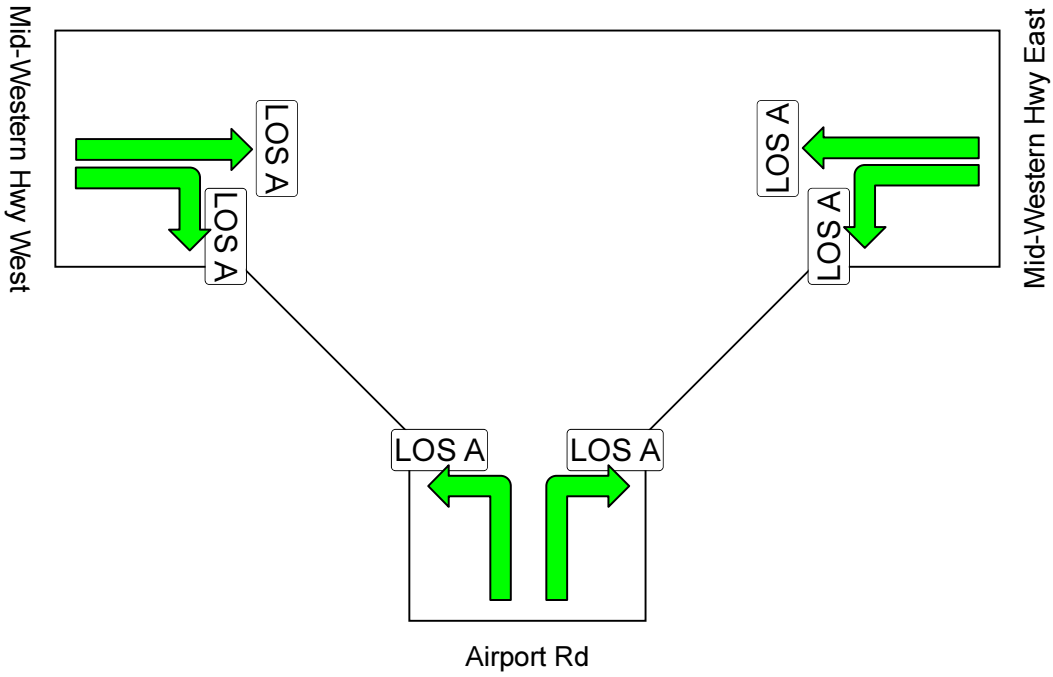
SIDRA INTERSECTION

LEVEL OF SERVICE

Level of Service Method: Delay (RTA NSW)

Airport Road Intersection
Giveway / Yield (Two-Way)



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous

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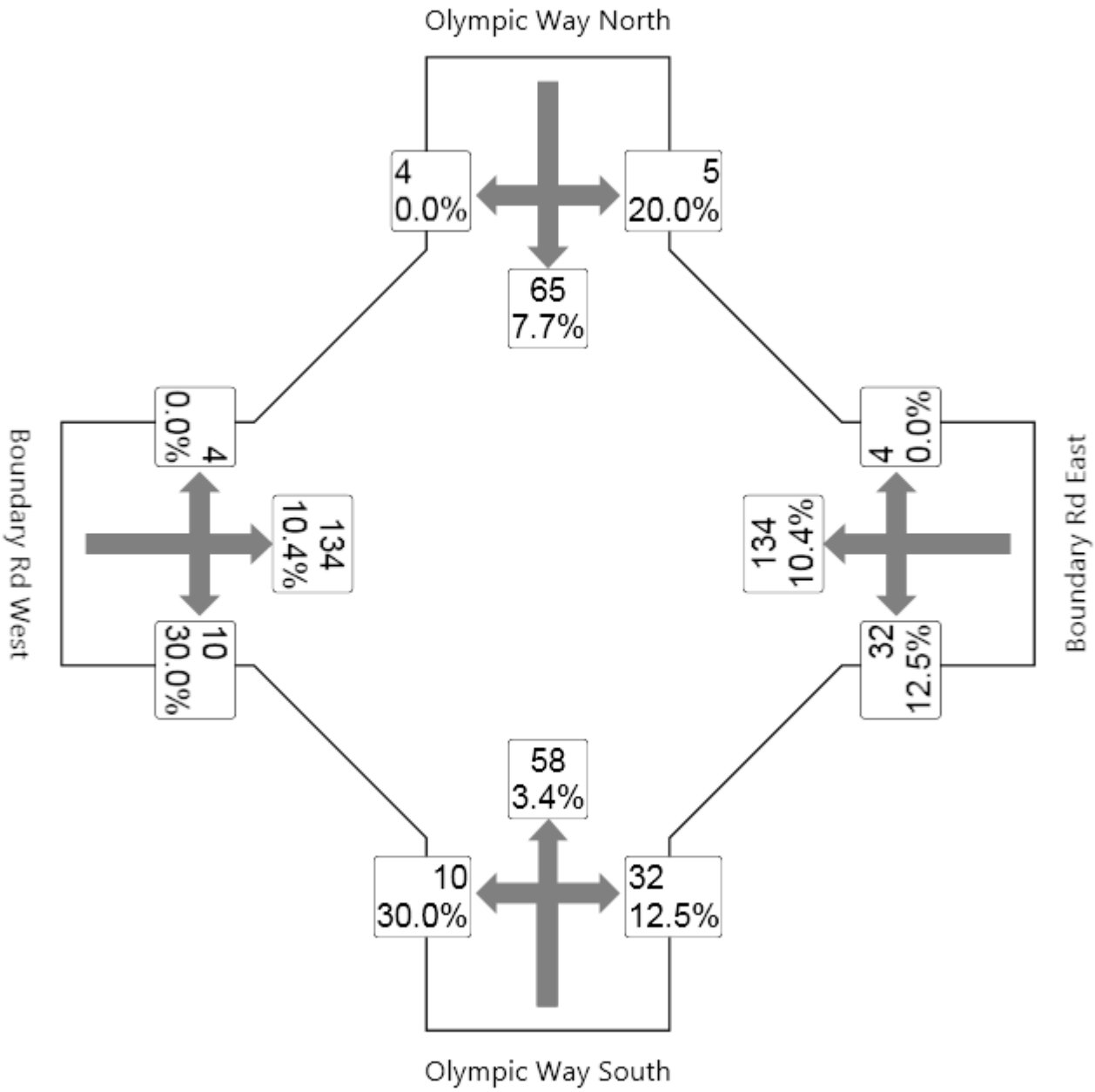
SIDRA INTERSECTION

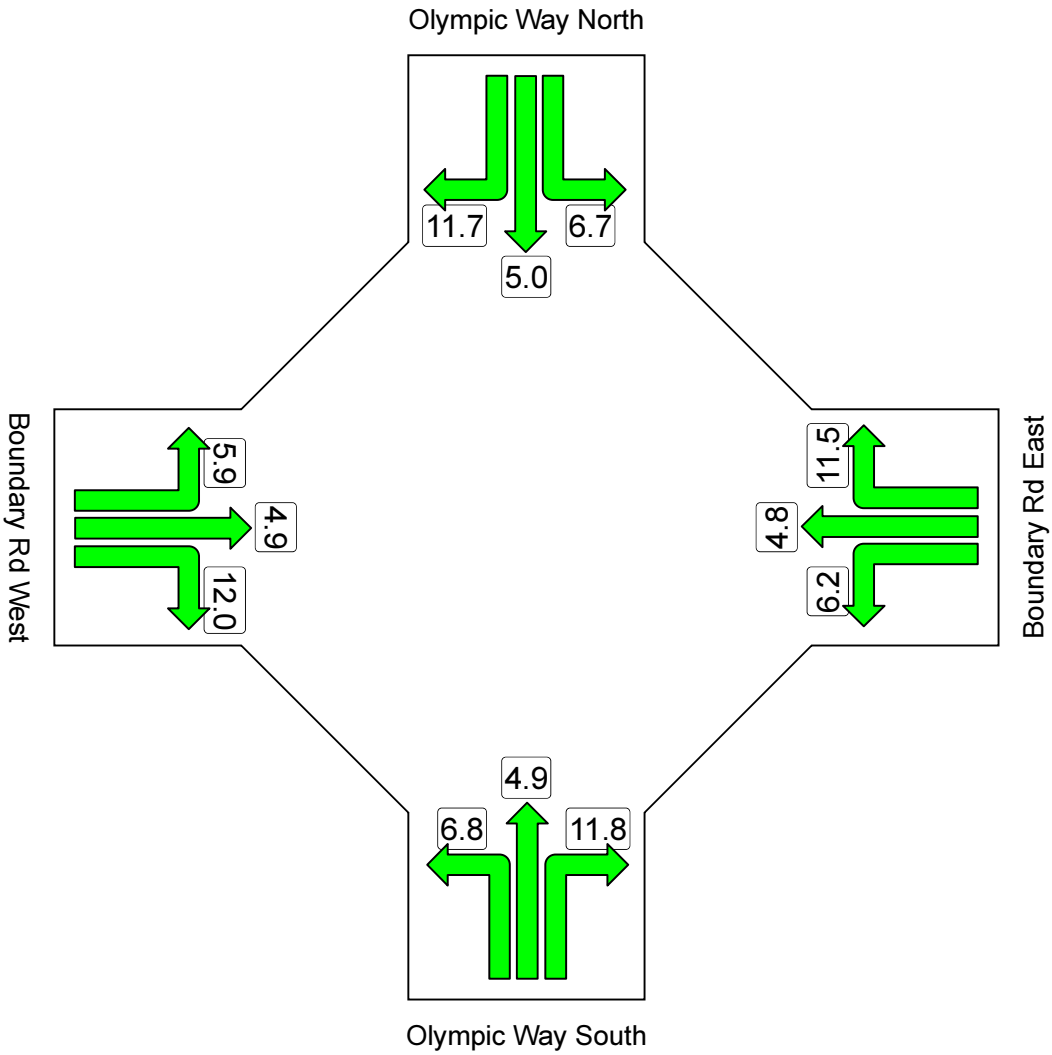

Olympic Way North
4
0.0%
5
20.0%
65
7.7%
Boundary Rd West
4
0.0%
134
10.4%
10
30.0%
Boundary Rd East
4
0.0%
134
10.4%
32
12.5%
58
3.4%
10
30.0%
32
12.5%
Olympic Way South

DELAY (AVERAGE)

Site: Olympic Way - Boundary Rd Roundabout

Average control delay per vehicle, or average pedestrian delay (seconds)

Olympic Way - Boundary Rd Roundabout
Roundabout



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous

Level of Service Method used in this display: Delay (RTA NSW)

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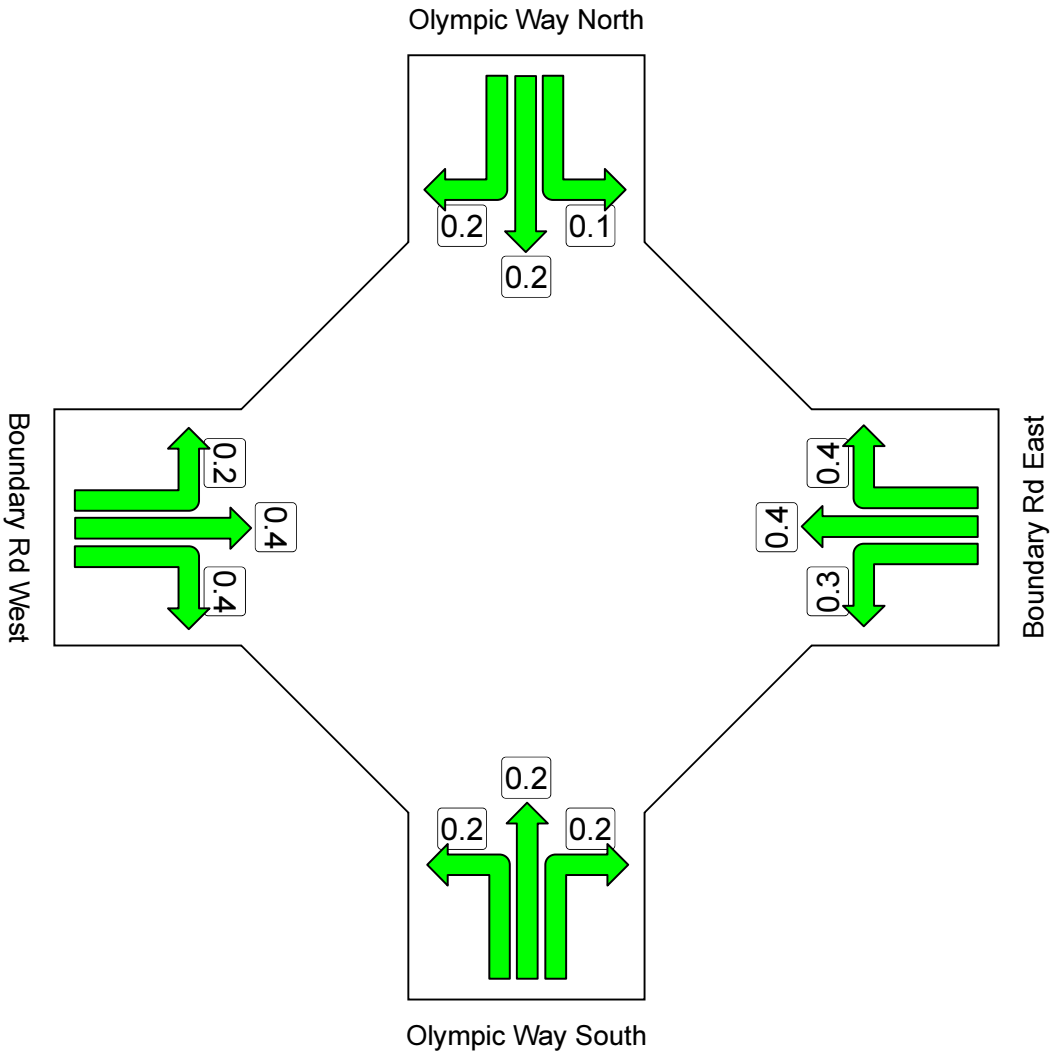
QUEUE

Site: Olympic Way - Boundary Rd Roundabout

Largest 95% Back of Queue for any lane used by movement (vehicles)

Olympic Way - Boundary Rd Roundabout
Roundabout



Colour code based on Queue Storage Ratio

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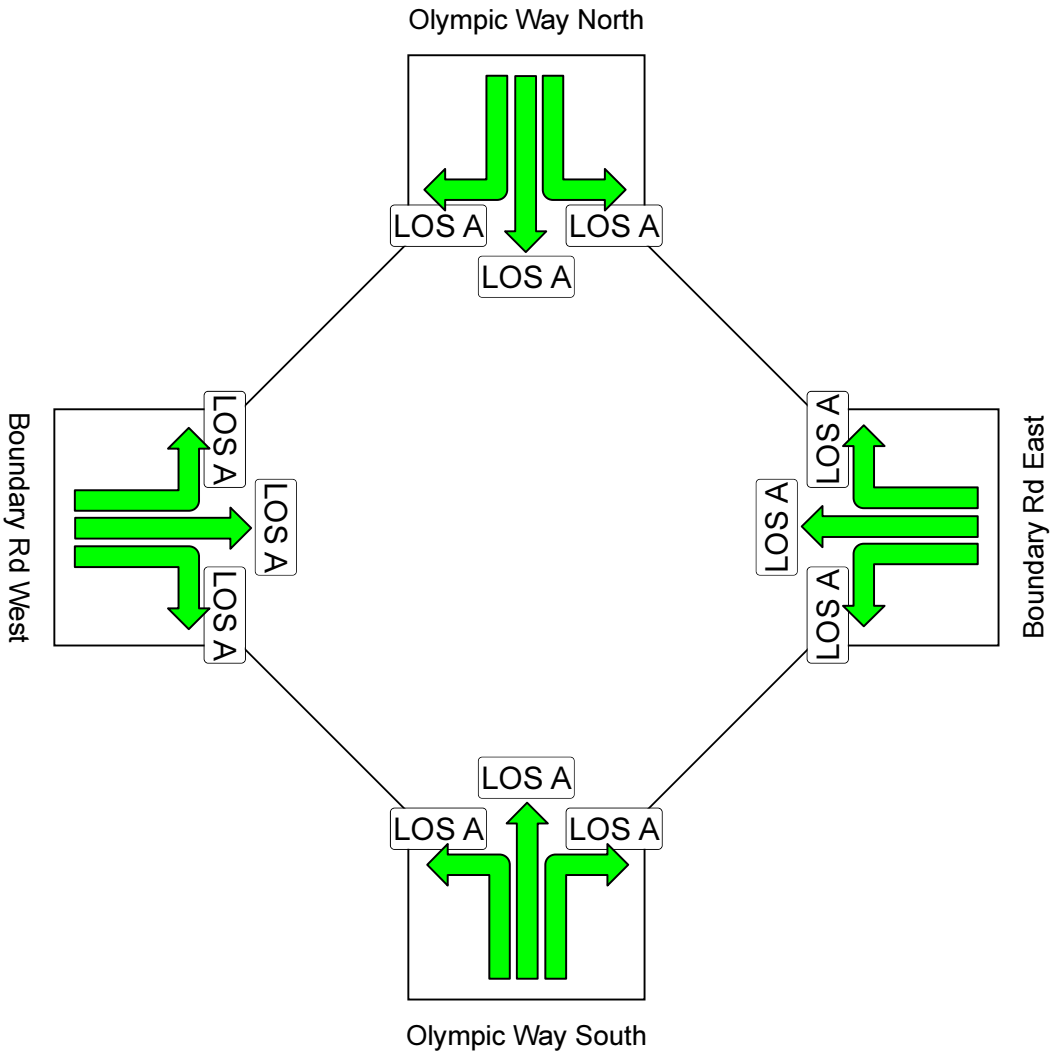
LEVEL OF SERVICE

Site: Olympic Way - Boundary Rd Roundabout

Level of Service Method: Delay (RTA NSW)

Olympic Way - Boundary Rd Roundabout
Roundabout



Colour code based on Level of Service

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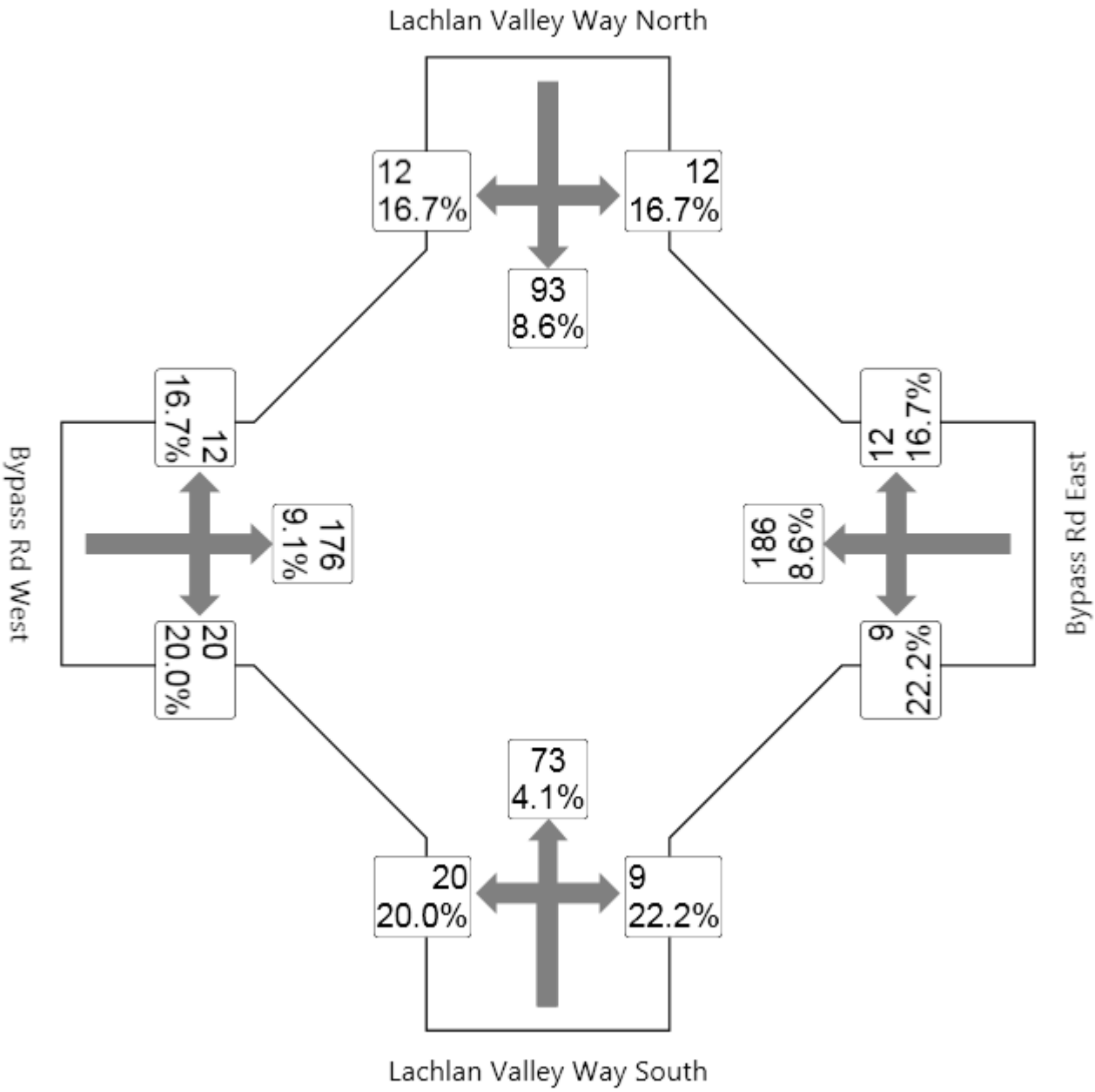
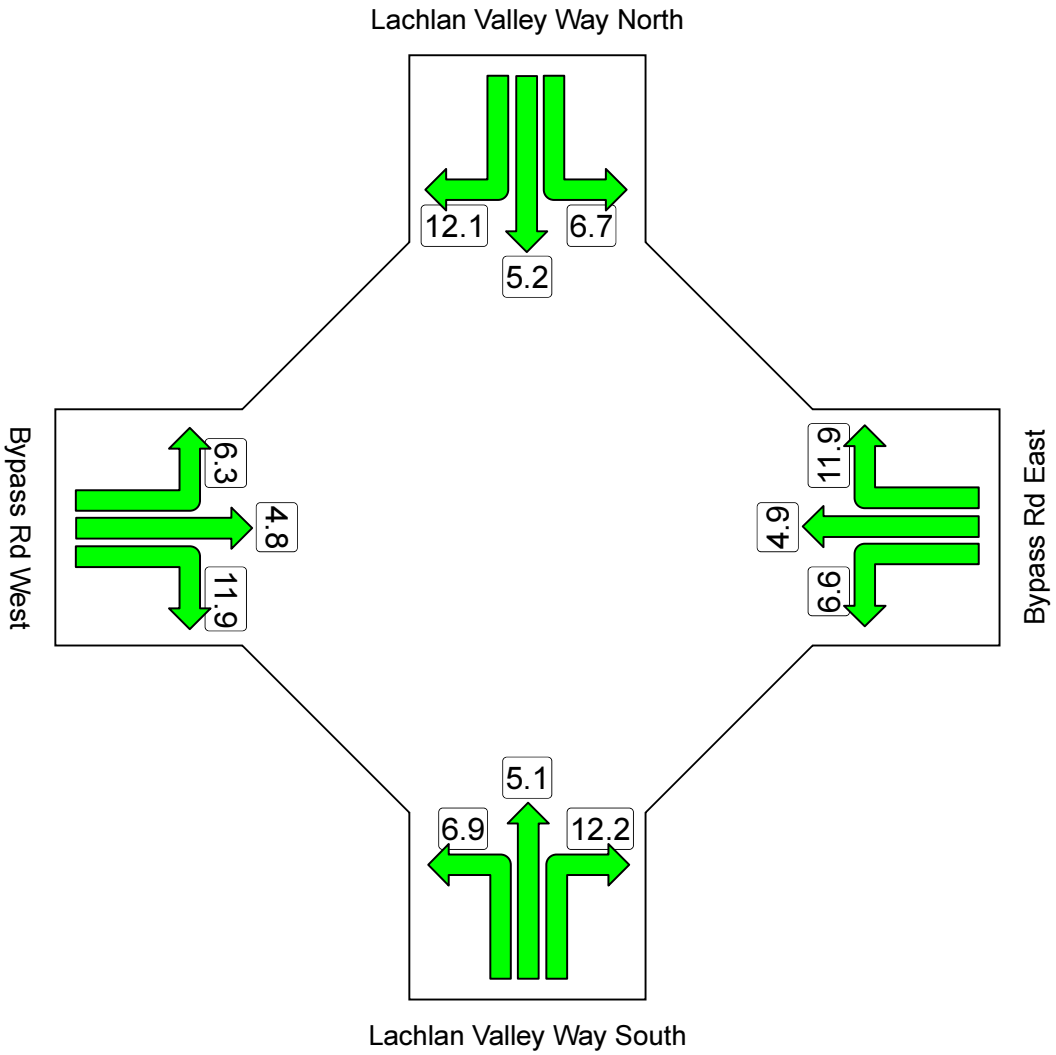

Lachlan Valley Way North
12
16.7%
12
16.7%
93
8.6%
Bypass Rd West
12
16.7%
176
9.1%
20
20.0%
12
16.7%
186
8.6%
9
22.2%
Bypass Rd East
73
4.1%
20
20.0%
9
22.2%
Lachlan Valley Way South

DELAY (AVERAGE)

Site: Lachlan Valley Way - Bypass Rd Roundabout

Average control delay per vehicle, or average pedestrian delay (seconds)

Lachlan Valley Way - Bypass Rd Roundabout
Roundabout



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Level of Service Method used in this display: Delay (RTA NSW)

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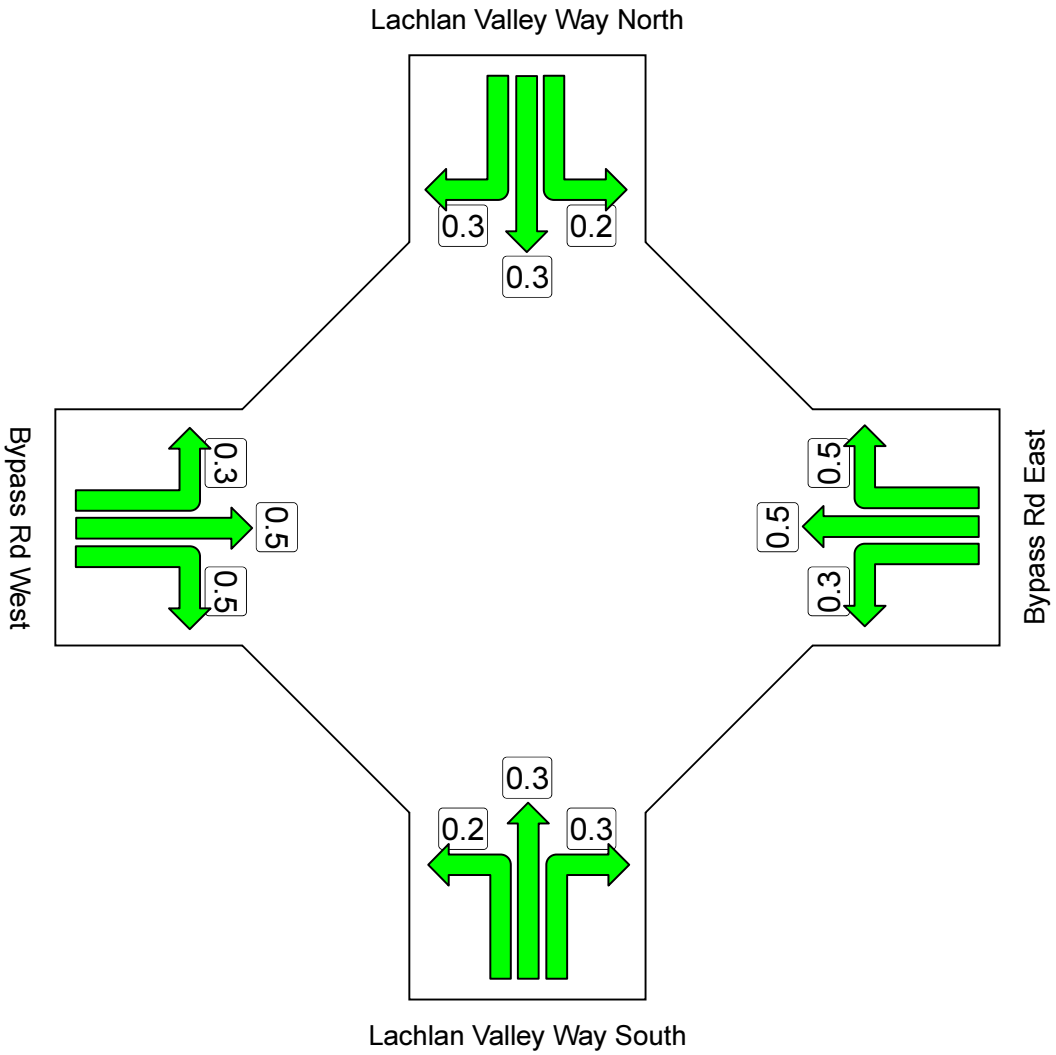
QUEUE

Site: Lachlan Valley Way - Bypass Rd Roundabout

Largest 95% Back of Queue for any lane used by movement (vehicles)

Lachlan Valley Way - Bypass Rd Roundabout
Roundabout



Colour code based on Queue Storage Ratio

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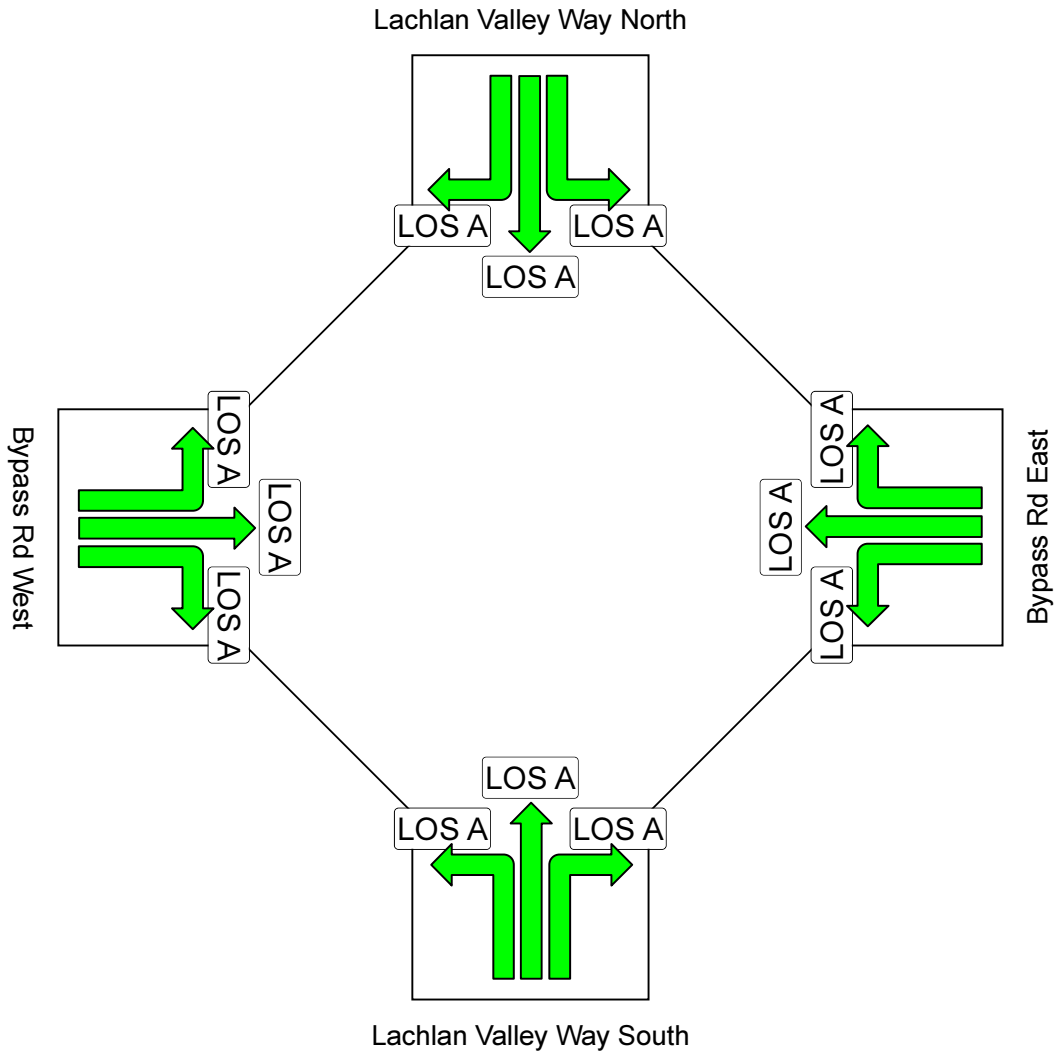
LEVEL OF SERVICE

Site: Lachlan Valley Way - Bypass Rd Roundabout

Level of Service Method: Delay (RTA NSW)

Lachlan Valley Way - Bypass Rd Roundabout
Roundabout



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous

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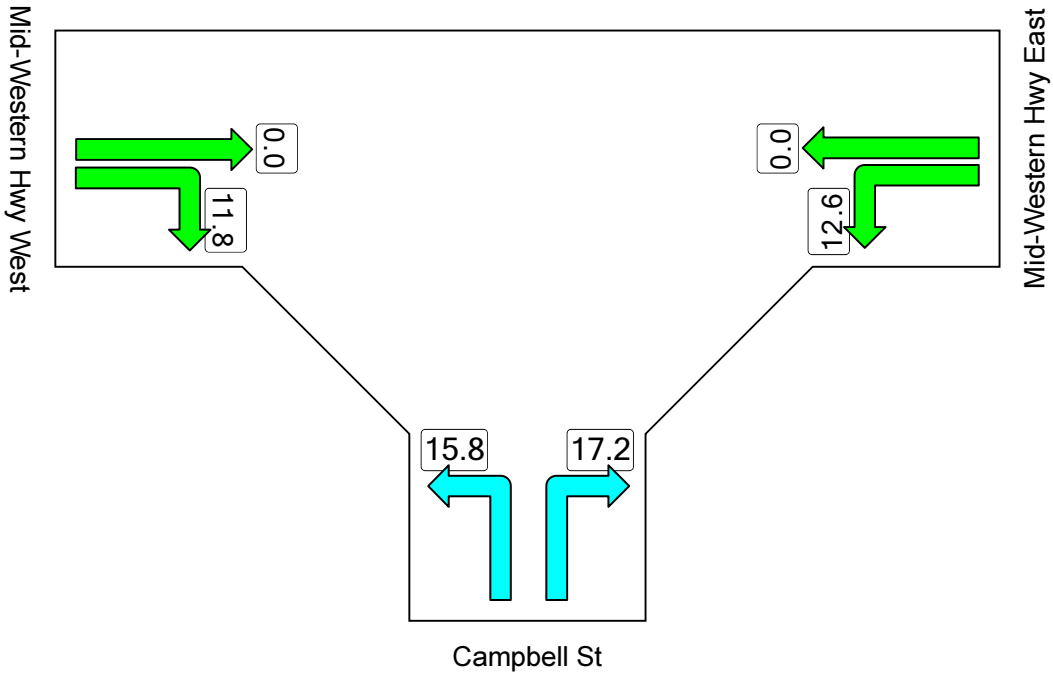
Mid-Western Hwy West
147
0.0%
16
6.3%
147
0.0%
38
34.2%
Mid-Western Hwy East
16
6.3%
38
34.2%
Campbell St

DELAY (AVERAGE)

Site: Campbell Street Intersection

Average control delay per vehicle, or average pedestrian delay (seconds)

Campbell St Intersection
Giveway / Yield (Two-Way)



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Level of Service Method used in this display: Delay (RTA NSW)

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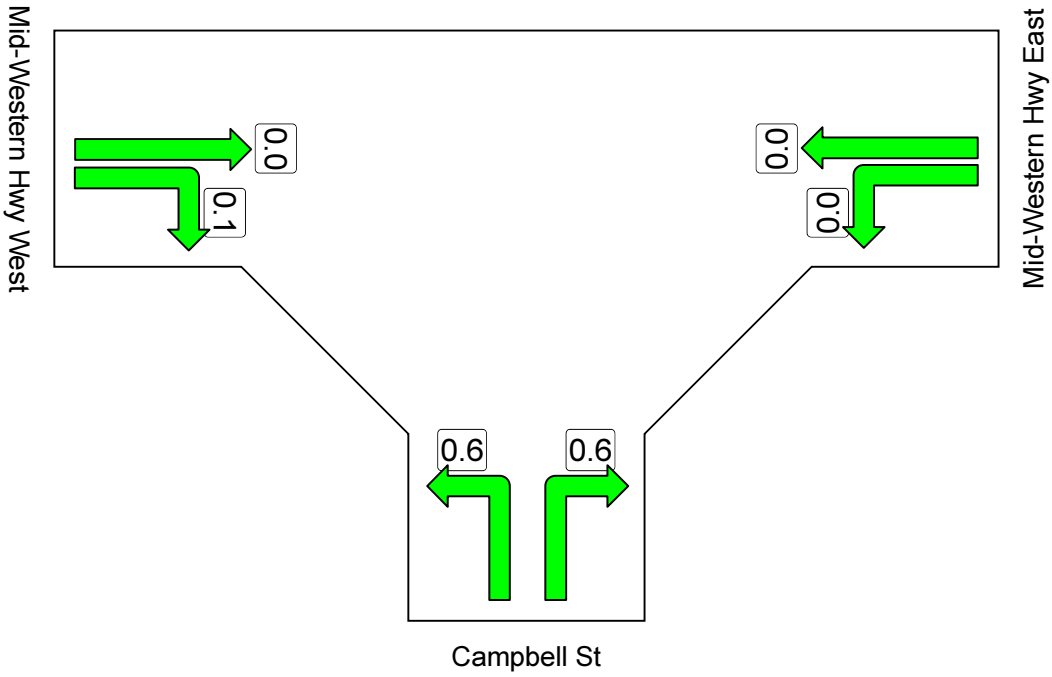
SIDRA INTERSECTION

QUEUE

Largest 95% Back of Queue for any lane used by movement (vehicles)

Campbell St Intersection
Giveway / Yield (Two-Way)



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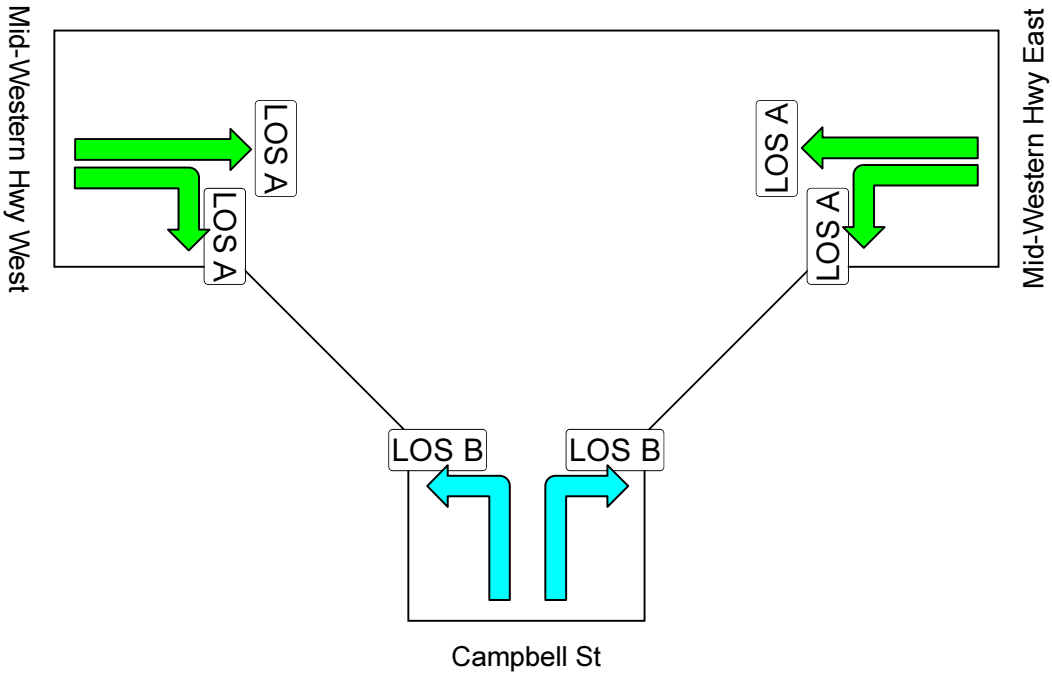
SIDRA INTERSECTION

LEVEL OF SERVICE

Level of Service Method: Delay (RTA NSW)

Site: Campbell Street Intersection

Campbell St Intersection
Giveway / Yield (Two-Way)



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F | Continuous

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SIDRA INTERSECTION