

Proposed Travellers Site, A49 Leominster

SRN Risk Assessment

Balfour Beatty Living Places



Contents

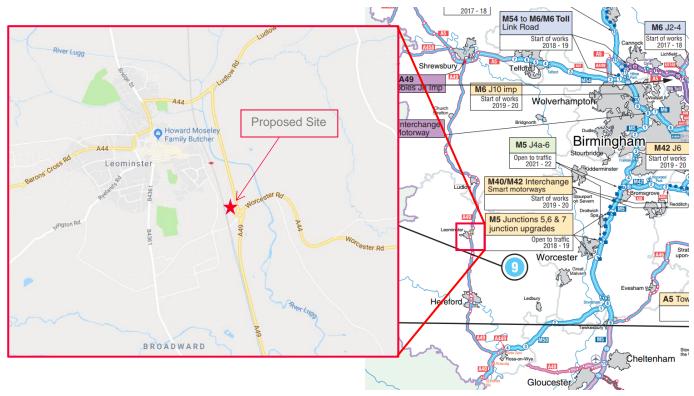
1.0	Background
2.0	Stage 1: Determining The Scope
3.0	Stage 2: Identify the Hazards
4.0	Stage 3: Criteria for the Populations
5.0	Stage 4: Existing Risk Exposure
6.0	Stage 5: Safety Risk Analysis, Assessment and Evaluation
7.0	Stage 6: Risk Control Decisions
8.0	Stage 7: Documenting the Decision
9.0	Stage 8 through 10
10.0	Conclusion

1.0 Background

It is proposed to allocate a site to the west of the A49, northwest of the roundabout at the southern end of the Leominster Bypass for a temporary stopping place for 10 traveller pitches.

Herefordshire Council are producing a Travellers Sites Development Plan document to identify and provide for the future demands for Traveller provision within the County.

As part of this process Highways England (HE) who are responsible for operating, maintaining and improving England's motorways and major A roads (Strategic Road Network) which includes the A49 have a statutory role to maintain the safe use and operation of the network and are a consultee in relation to any proposal that may impact upon the SRN.



Strategic Road Network Extract and Site Location

Through pre-planning discussions HE have requested that to assist in their evaluation of the potential site they require a Safety Risk Assessment to be undertaken. Guidance for such an assessment is contained in the Design Manual for Roads and Bridges, Vol 0, Sec 2, Part 3 – GD 04/12.

Balfour Beatty Living Places (BBLP) on behalf of Herefordshire Council submitted a Scoping Study to outline the proposed methodology to be followed in preparing this Risk Assessment. This was agreed as appropriate by HE's consultants Amey in their response dated (**Appendix A**) In accordance with the DMRB Guidance the stages of assessment are as follows:



GD 04/12 Figure 2: Safety Risk Management Process

2.0 Stage 1: Determining the Scope

The Proposal

At this time the scheme is in its infancy with detailed site design to follow if it is allocated for this land use. It is expected that the findings of this risk assessment will inform later planning and design decisions. The site layout and any suitable control measures appropriate with the scale and frequency of use of the site and will subsequently be incorporated at that time.

The scheme will provide ten temporary stopping pitches for travellers, with a maximum permitted stay of 14 days. The nature of the expected demand is such that the site, whilst available 365 days a year, would not be fully occupied or used to this extent. The use is expected to reflect seasonal demands and the lifestyle of future users.

There are no existing sites of this nature in the County and hence consideration of the scale of demand has been gauged from consultation with Herefordshire Council's Travellers Team and is a considered to be a reasonable and robust assumption.

- Groups of travellers will move onto the site as and when required and for varying lengths of stay but these will not exceed 14 days.
- The site is most likely to be used during the spring and summer months between April and September.
- During this period it is anticipated that on average there may be 2 -3 stays per month per pitch. Outside these months an average of one stay per month is considered reasonable although there may be no occupants at all through the winter months.
- It is anticipated that once caravans are towed on to the site that they will be unhitched and will only be moved when the occupants leave the site. However whilst the site is occupied it is anticipated that some of the occupants of the site may go off site and return 3-4 times a day.

Assessment of other fixed travellers sites using TRICS data and direct surveys indicate that a typical site would experience an average of 9 movements per day per pitch and hence supports the assumption on daily demand. These values are used later in the report to determine risk levels.

Reference	ence Location		e Location Pitches Residents		Survey Date	Туре	
HC-16-A-01	Hartfordbridge	20	82	05/01/89	Permanent		
SC-16-A-01	Leatherhead	10	Not stated	04/02/10	Static		
-	Pembrokeshire	21	51	13/06/17	Not known		

Surveys of Gypsy Traveller Sites

	Time	Location	Arrivals	Departures	Total (2 Way)
AM Peak	08:00-09:00	Hartfordbridge	0.15	0.2	0.35
	08:00-09:00	Leatherhead	0.5	0.8	1.3
	07:45-08:45	Pembrokeshire	0.4	0.7	1.1
PM Peak	17:00-18:00	Hartfordbridge	0.3	0.4	0.7
	17:00-18:00	Leatherhead	0.3	0.1	0.4
	16:45-17:45	Pembrokeshire	1.4	0.9	2.3

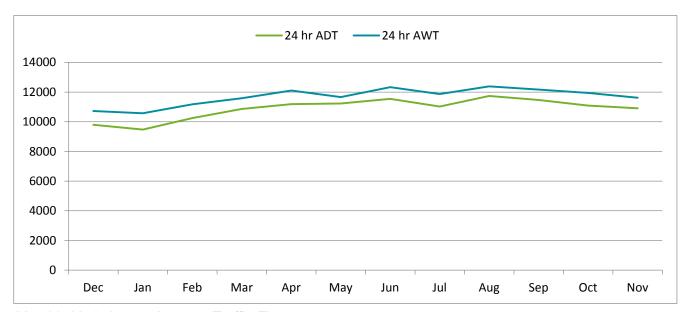
	Time	Location	Arrivals	Departures	Total (2 Way)		
Full Survey	07:00-19:00	Hartfordbridge	4.55	4.7	9.25		
	07:00-18:00	Leatherhead	4.6	4.6	9.2		
	07:00-19:00	Pembrokeshire	4.33	4.76	9.10		

Gypsy Traveller Site Traffic Generation – Trip Rates per Pitch

Baseline Conditions

To establish the current conditions and determine future changes that may arise and increase the potential for risk, traffic survey data and Personal Injury Accident data has been examined. Based on the nature of the proposal a study area has been agreed to encompass the A49 to the east of Leominster known as the Leominster Bypass.

A 12 hour junction count was undertaken to determine the pattern and scale of movements, along with the traffic composition. Due to the timetable for planning consideration the survey was undertaken on Thursday 11th January 2018. This is not considered a neutral month and as the chart below shows, traffic flows in January are 9.5% below the Annual Average Weekday Daily Traffic (AWT) flow. As this is the case a correction factor has been applied to scale the recorded traffic to represent the annual average.



Monthly Variation on Average Traffic Flow (ADT- 7 day average, AWT – 5 day Average)

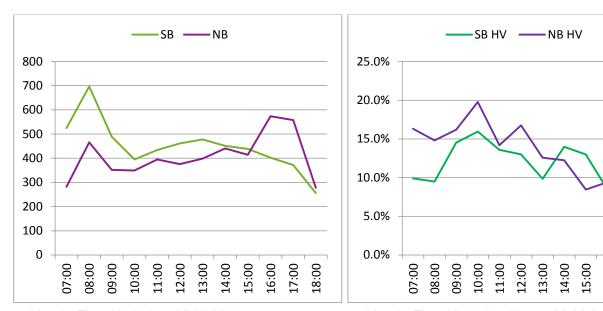
Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Monthly ADT	9801	9476	10247	10859	11188	11225	11545	11027	11740	11466	11086	10903
24 hr ADT	-9.9%	-12.9%	-5.8%	-0.2%	2.8%	3.2%	6.1%	1.3%	7.9%	5.4%	1.9%	0.2%
24 hr AWT	-8.2%	-9.5%	-4.3%	-0.8%	3.6%	-0.1%	5.6%	1.7%	6.0%	4.2%	2.2%	-0.5%

Monthly Variation on Average Daily Traffic Flow

On the day of the survey whilst there was a pronounced AM and PM peak period for northbound vehicles, southbound there was no PM peak. Traffic flows were shown to contain a high proportion of Heavy Good Vehicles in both directions.

	Peak	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	%HV
Northbound	08:00	306	90	29	37	3	1	0	466	14.8%
	16:00	453	67	21	33	0	0	0	574	9.4%
Southbound	08:00	549	81	36	27	3	0	1	697	9.5%
	16:00	289	78	7	25	2	1	0	402	8.5%

Peak Hour Flow and Vehicle Composition



Hourly Flow Variation All Vehicles

Hourly Flow Variation Heavy Vehicle Percentage A49 Leominster Bypass

Personal Injury Data

In the 5 year period from 1/12/12 till 30/11/1 there have been a total of five slight injury collisions reported that gave rise to 5 slight casualties. Three of the incidents occurred at the southern roundabout, and two at the northern roundabout. All five collisions were attributed to driver error/poor manoeuvre. Full details are included in **Appendix B**.

	2013	2014	2015	2016	2017
Slight Collision	0	3	2	0	0

A49/A44 Bromyard Road/Southern Way Roundabout

- Driver on entering the roundabout from Leominster intending to travel northbound, veered off the carriageway with no external factors.
- Driver on entering the roundabout travelling southbound, veered off the carriageway with no external factors.
- Driver on exiting the roundabout travelling northbound, driver believed they clipped the central reserve island, and in taking evasive action swerved off the carriageway.

A49/A44 Ludlow Road/Eaton Roundabout

- Driver on entering the roundabout lost control and in over correcting veered off the carriageway with no external factors.
- Driver proceeded to drive forward when in queuing traffic to enter the roundabout, but vehicle ahead had not moved off (rear shunt).

Based on the length of road and annual traffic volume within the 5 year period there has been an average of 1 casualty per annum. The bypass length (1.3km) and the AADT (10,977) give rise to a total of 5,200,000 vehicle kilometres per annum. The A49 bypass is therefore seen as having a good collision rate compared to the RCGB average of one slight collision every 2,500,000 million kilometres.

Identified Populations

As part of the Scope it is necessary to identify the Populations at Risk. In accordance with the Guidance Document, Table 1, four possible populations have been identified.

Group	Description	Identified Populations
Pop 1	Direct Workers	HE Staff
Pop 2	Contractual workers	Kier Managing Agent, Area 9
Pop 3	SRN Road users	Passing motorised traffic
		Police and emergency services
		Cyclists & pedestrians using adjacent crossing
		Future visitors/travellers' to the proposed site
Pop 4	Third parties	Herefordshire Council – site owner and future operator of the
		proposed travellers' site.

Table 1: Populations at Risk



3.0 Stage2: Identify the Hazards

Stage 2 of the Risk Assessment is to identify the associated Hazards. Those identified are listed as follows and their likelihood of their impact upon each of the identified populations noted. Each of the risks is further explored in turn.

	HE Staff	Kier Managing Agent, Area 9	Passing motorised traffic	Police/emerge ncy services	NMUs	Visitors/ travellers' to the site	Herefordshire Council
Increased localized movements impacting traffic flow close to the roundabout	✓	✓	✓	✓	✓		
Safe access and egress to the site			✓	✓	✓	✓	✓
Safe use of the crossing	✓	✓	✓	✓	✓	✓	✓
Vulnerable users next to SRN (eg children at the site)	✓	✓	✓		✓	✓	
Potential for animals to stray onto SRN eg horses/dogs	✓	✓	✓	✓	✓	✓	✓
Distraction of site use to users			√		√		

Increased localized movements impacting traffic flow close to the roundabout

At present movements to and from the site are infrequent based on the low intensity use (occasional agricultural grazing). Based on the expected use outlined above, the table below provides an expected occupancy and associated daily movements. This is presented as a proportion of the existing traffic flow on the A49 Leominster Bypass. This shows an increase of less than 0.6%. The increase in localised flow is not considered lead to any increased risk of collision and is indicative of local daily variations.

Month	Days occupied	Pitches Occupied	Equivalent Daily Movements	%age increase
Jan	5	6	8.7	0.09%
Feb	5	6	9.6	0.09%
Mar	10	8	23.2	0.21%
Apr	15	8	36.0	0.32%
May	22	9	57.5	0.51%
Jun	25	9	67.5	0.58%
Jul	25	9	65.3	0.59%
Aug	25	9	65.3	0.56%
Sep	15	8	36.0	0.31%
Oct	10	7	20.3	0.18%
Nov	5	6	9.0	0.08%
Dec	5	6	8.7	0.08%

Monthly estimate of Site Use

Safe access and egress to the site

The existing site access is agricultural in nature, but benefits from a wide entry, and a long set back from the road that would allow vehicles room to pull off the carriageway. The location of the access is in close proximity to the crossing (15m to the north) and this is addressed below.



Existing Site Access

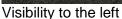
The preceding paragraphs indicated the likely increase in localised movements that the site could attract (two way movements). Of these caravan movements on and off the site represent the greatest risk due to the larger and slower moving nature of these vehicles. The volume of movements is shown to be extremely low and not to give rise to undue additional risks.

Month	No of Stays	Monthly Caravan Movements	%age of Average Monthly Flow
Jan	1	6	0.0020%
Feb	1	6	0.0021%
Mar	2	16	0.0048%
Apr	3	24	0.0072%
May	3	27	0.0078%
Jun	3	27	0.0078%
Jul	3	27	0.0079%
Aug	3	27	0.0074%
Sep	2	16	0.0047%
Oct	2	14	0.0041%
Nov	1	6	0.0018%
Dec	1	6	0.0020%

Monthly estimate of Caravan Movements

Drawing 001 (**Appendix C**) shows the present visibility that is achieved as shown in the pictures below. This indicates that the existing mileage sign is located within the desirable visibility splay. This is a hazard for further consideration in Stage 6.







Visibility to the right





Pedestrian Crossing of the A49

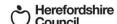
Safe use of the crossing

The survey of the existing crossing indicated that it is infrequently used. The daily total indicates that 23 people used the facility on the day of the survey (note some of these may have crossed together and does not indicate that the crossing was called 23 times).

Hour:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Total
EB	0	1	1	0	3	0	0	0	4	0	0	3	12
WB	0	0	1	0	1	0	0	2	0	5	0	2	11

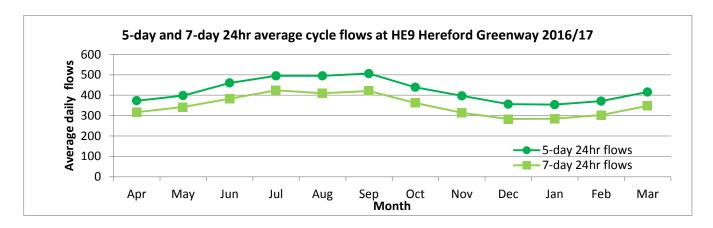
Pedestrian Crossings of the A49

It is acknowledged that higher use could be expected in warmer months of the year when active travel could be seen as more attractive. As a proxy the flows on the Greenway Cycle Route in Hereford are shown to demonstrate the seasonal shift and changes in cyclist numbers and that 20% fewer cyclists were recorded in January against the yearly average.



Year		2016								2017		
Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
7-day 24hr flows	317	342	383	424	410	421	362	314	283	285	303	348
Variation on 16/17 Average	-9.3%	-2.1%	9.6%	21.4%	17.4%	20.5%	3.6%	-10.1%	-19.0%	-18.4%	-13.3%	-0.4%

7-day 24hr flows (2016/17)



It is considered that the highest risk to crossing users could be when vehicles are emerging from the site and are considering traffic as opposed to the risk of pedestrians crossing. Pedestrians from the site itself would be chiefly expected to be attracted towards the town centre and not make regular use of the crossing.

Overall based on the crossing demand and vehicle demand from the site, such movements arising at the same time are infrequent. Site users will still need to obey the highway code and take due regard to the crossing use.

Vulnerable users next to SRN (eg children at the site)

At present the site is not occupied but the change of use would lead to an increase in resident population adjacent to the SRN. The site topography being lower than the surrounding ground would help dissuade children from wandering onto the road. The site will need to be securely fenced to ensure appropriate privacy and security for occupants.

Potential for animals to stray onto SRN eg horses/dogs

As above the site's topography would help dissuade animals wandering onto the road. The site will need to be securely fenced to ensure appropriate privacy and security for occupants. It will be necessary for occupants to safely secure animals which would be particularly expected with regard to horses which are a valuable asset for Travellers.

Distraction of site use to users

The site is sheltered from passing views by existing established vegetation to the boundary. The site is also lower than the adjoining roads and it is felt that few would know the nature of the activities occurring on site. This is therefore not considered a particular risk.

4.0 Stage 3: Criteria for the Populations

Stage 3 of the Guidance seeks to establish the safety risk on the population and the risk tolerance for each of the populations. In accordance with the HSEs TOR model the following thresholds are identified in terms of a fatality.

Group	Description	Unacceptable	Tolerable	Broadly Acceptable
Pop 1	Workers	Less than 1 in 1,000	Greater than 1 in 1,000	Greater than
Pop 2		Less than 1 in 1,000	Greater than 1 in 1,000	1 in 1,000,000
Pop 3	SRN Road users	Less than	Greater than	Greater than
Pop 4	Third parties	1 in 10,000	1 in 10,000	1 in 1,000,000

5.0 Stage 4: Existing Risk Exposure

Based on the collision analysis undertaken in Stage 1, the current risk of a **slight** collision is 1 in 4,000,000 (5 collisions / 365*10,977 AADT in 5 years). This is therefore much better than the broadly acceptable rate for a fatality of 1 in a million.

6.0 Stage 5: Safety Risk Analysis, Assessment and Evaluation

In accordance with the HSE's TOR model risks are expressed as being Broadly acceptable, Tolerable or Unacceptable. Each of the risks against the identified populations is summarised as follows, using a RAG colour coding (Red Unacceptable, Amber Tolerable, Green Broadly acceptable). This is based on the assessment of the consequences of the risk and the likelihood of any injury occurring.

The risk of a collision is felt to be greatest if vehicles turning into/from the site. The frequency of movement is 1 in 13,500 vehicles for a caravan, which indicates a risk of collision of 1 in 54,000,000,000. This is infrequent and based on the number of vehicle movements, volume of trips on the A49 and gap acceptance/possibility of conflict is therefore extremely very low.

	HE Staff	Kier Managing Agent, Area 9	Passing motorised traffic	Police/emergency services	NMUs	Visitors/travellers' to the site	Herefordshire Council
Increased localized movements impacting traffic flow close to the roundabout							
Safe access and egress to the site							
Safe use of the crossing							
Vulnerable users next to SRN							
Potential for animals to stray onto SRN	, in the second second				, in the second		
Distraction of site use to users							

7.0 Stage 6: Risk Control Decisions

Based on the assessment, the primary risk to be addressed is the consequence of vehicles either blocking back across the crossing when turning right into the site, or the impact on visibility of the existing advanced directional sign some 75 metres north of the junction. There is adequate scope to increase the sign height to provide visibility underneath the sign to the left for exiting vehicles. This will require consideration of the sign foundations and their construction to meet appropriate standards and the agreement of Highways England.

As outlined above the site itself will need to be securely fenced to reduce the risk children or stray animals entering the highway, but this is not an unduly significant requirement and is appropriate for the development.

To assist turning manoeuvres it is suggested that larger vehicles are encouraged to enter only from the south (left turn in) thereby negating the risk of blocking back across the pedestrian crossing. This is suggested to be part of a voluntary traffic management plan (soft measure) and not require physical measures or a traffic regulation order to enforce.

8.0 Stage 7: Documenting the Decision

The report has been prepared for consideration by Highways England operatives. The decision has to be considered in light of the decision making pyramid where schemes are classed as Type A, B or C as per the DMRB Guidance. In this instance the scheme is seen primarily Type A.

Features	Type A Specialist Technical/ Coordinator Roles	Type B Professional Safety Advisors	Type C Professional Roles
What is the size of the decision impact? (geographically and in impact terms; extent of the network, number of 'Users'/'Workers')	Local, low density	Local, high density or national, low density	National, high density
What are the cost implications of the decision for the Agency?	Low	Medium	High
What is the lifetime of the decision? (how long will the Agency be affected by the decision)	Rest of the day	Months to a few years	Decades
What is the level of safety risk or uncertainty associated with the decision?	Low	Medium	High
What is the policy or stakeholder interest level? (how sensitive is it?)	Low	Medium	High

Note: Stakeholder could be many bodies, e.g. user, worker, another road authority MP etc.

Table 2 - Characterising Decision Features

- Scheme size- local in nature (A).
- Cost implications low to nil for Highways England (A)
- Decision lifetime the site if permitted for this use would be for many years coming (C).
- Level of safety risk shown to be low (A)
- Policy interest perceived to be low due to the scale and intensity of use (A).

9.0 Stage 8 through 10

At this time the report is used to inform the consideration of the site's allocation for a Temporary Stopping site for Travellers. Stages 8 to 10 take the report forward through to the operator, updating the report in light of any proposals, and monitoring the situation after implementation.

These stages will be for the future implementation of any works on site if the proposal is approved and construction is undertaken.

10.0 Conclusions

In support of Herefordshire Council's proposed Travellers Sites Development Plan Document, Highways England have requested a risk assessment in accordance with GD 04/12.

The risk assessment considers the safety consequences on the Strategic Highway Network (A49 Leominster Bypass) of the proposal and the impact on workers, road users and third parties.

Six primary hazards have been identified and due to the low volume of movements and incidental use of the site, no risk of a fatality at a rate greater than 1 in a million has been identified making the site proposal broadly acceptable.

Some works will be necessary to enhance the site's safety and further reduce risk namely:

- Consideration of the existing directional sign north of the site access;
- Site fencing; and
- A traffic management plan to reduce the number of turning movements into the site across other traffic streams.

APPENDIX A: SCOPING RESPONSE



Spatial Planning Framework Commission – Technical Note

Prepared by SYSTRA as named Sub-Consultant to AECOM under the Highways England 2016 SPA

Job No.	GB01T17D46	GB01T17D46 67										
Job Title	Proposed Trave	roposed Travellers Temporary stopping Site, A49 Roundabout Leominster										
То	Patrick Thomas	Patrick Thomas CC										
Topic	Review of Safe	ty Risk A	ssessn	nent Sco	ping Note							
Prepared	Nick Oram	Date	16/01/	18	Checked	Lee White	Date	17/01/18				
Approved	Lee White	Date	17/01/	18	Verified	Jenny Oakes	Date	18/01/18				

INTRODUCTION

 SYSTRA and Kier, as sub-consultants to Highways England, have been instructed to review a Safety Risk Assessment (SRA) Scoping Note for a proposed Travellers Temporary Stopping Site near Leominster.

BACKGROUND

- Further to feedback from Highways England in November 2017, Balfour Beatty provided a Safety Risk Assessment Scoping Note for the proposed Travellers Site to Highways England on 12 December 2017 to address their requirements for a GD 04/12 Safety Risk Assessment.
- 3. The scoping note was produced on behalf of Herefordshire Council as part of their Travellers Sites Development Plan which, once adopted, will form part of the Herefordshire Local Plan.
- 4. There is an identified need for a Temporary Traveller Stopping site within the County. The proposed site, located approximately 1 mile east of Leominster, adjacent to the A49/A44 Worcester Road Roundabout, has been identified for this purpose (10 pitches).

PROPOSED SRA STRUCTURE

5. Highways England are pleased to note that Balfour Beatty have referenced the Vol 0 Section 2 GD 04/12 Standard for Safety Risk Assessment on the Strategic Road Network as well as the DMRB guidance for the stages of assessment. The Safety Risk Assessment that Balfour Beatty produce will need to meet the structures and guidelines referenced.



RECOMMENDATIONS FROM THE SCOPE PROVIDED

- 6. The SRA scoping proposes collecting traffic count data over a 12 hour period. This period of traffic data collection may be too short to provide representative flows so we suggest that flows relating to the A49 are checked against WebTRIS data as a validation exercise. It would helpful if the raw data is made available for review by Highways England if necessary.
- 7. Balfour Beatty have mentioned that they will provide data on usage of the A49 signal controlled pedestrian crossing to the north of the proposed site. They have asked Highways England if they are able to provide any data on the use of this crossing. Unfortunately, Highways England are not able to gain traffic flows for pedestrians and cyclists as the crossing is not on Microprocessor Optimised Vehicle Actuation (MOVA) and it is maintained by the Regional Technology Maintenance Contractor (RTMC). This means we cannot use the remote data collection systems to undertake a pushbutton count. We would recommend that a manual assessment is considered.
- 8. The scope of data collection should include the collection of collision data as this will be required in order to complete the GD 04/12 assessment for use of the access. Reference is drawn to the HSE ToR model as illustrated in GD 04/12 Figures 4 6 which expresses the tolerance to risk dependent upon the population type.
- Reference should also be made to the source of predicted traffic flow data for the site (i.e. TRICS) as this will be relied upon in the analysis. It would helpful if the information used is made available for review by Highways England if necessary.
- 10. Consideration should also be given to the methods of risk analysis employed for the hazards identified to date. Guidance on this is given in GD 04/12 Annex A and C. Particular reference to the proposed analysis techniques in the scoping note will be needed. Looking at whether the risks will be assessed using qualitative, semi-quantitative or quantitative methods and the reasons for this will help identify any gaps in data required to undertake the analysis.

APPENDIX B: COLLISISON AND TRAFFIC DATA

Contributory Factors Report Summary - A49 Leominster Bypass

Accidents Found Date Range: 14/08/2014 - 19/05/2015 Grid Coordinate Range: 350475, 258286-350537, 258375 Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Severity

	2014	2015	Total
Slight	3	2	5
Total	3	2	5

Casualty Severity

	2014	2015	Total
Slight	3	2	5
Total	3	2	5

Casualty KSI

	2014	2015	Total
Slight	3	2	5
Total	3	2	5

A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Reference: 14E403135 Slight a 44, Eaton Leominster, Jw a 49 Leominster by Pass, Accident 1 of 5

Thursday 14/08/2014 15:10 Grid Coords 350531/258356 Daylight Daylight

Weather Raining without high winds Surface Wet/Damp

Contributory Factors Participant Confidence Did a police

officer attend? 406 Failed to judge other person's path/speed (Driver/Rider - Error) Vehicle 002 Very likely Yes

Accident Description

V001 Has Approached Roundabout Intending to Go Straight Over, Has Stopped in left Side Lane and Has Believed That V002 Would Be Setting Off, V001 Remained Stationary and Therefore V002 then Collided with V001 on the Rear Offside Quarter.

Vehicles

1 Car Waiting to go ahead but held up No skid Negative NE to SW Female Age 37 2 Van/Goods < 3.5t No skid Negative NE to SW Starting Male Age 68

Casualties

1 Driver or Rider Slight Vehicle no.1 Female 37

Accident Reference: 14E403165 Accident 2 of 5 Slight a 49 by Pass Leominster Sb, Jw A49 Eaton Island,

Monday 25/08/2014 13:00 Grid Coords 350524/258286 Daylight Daylight

Surface Wet/Damp Weather Raining without high winds

Contributory Factors Participant Confidence Did a police officer attend?

103 Slippery road due to weather (Road Environment Contrib) Vehicle 001 Very likely

Vehicle 001 Possible 307 Travelling too fast for conditions (Driver/Rider - Injudicious)

410 Loss of control (Driver/Rider - Error) Vehicle 001 Very likely

Accident Description

V001 Neg Roundabout Going Straight Ahead. Whilst Leaving the Roundabout the Driver Has Lost Control and States the Vehicle Went into a Skid he Has Tried to Correct the Skid, over Compensated and left the Road to the Nearside and Collided with a Lamppost.

Vehicles

1 Car Skid N to S Going ahead other Negative Male Age 30

Casualties

1 Passenger Slight Vehicle no.1 Female 5 Yes

A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Reference: 14E404032 Slight A49 Leominster Bypass ,J/W A44 Worcester Road, Accident 3 of 5

Monday 27/10/2014 22:58 Grid Coords 350475/258370 Davlight Dark/lights lit

Weather Fine without high winds Surface Wet/Damp

Contributory Factors Participant Confidence Did a police officer attend? 410 Loss of control (Driver/Rider - Error) Vehicle 001 Very likely Yes 307 Travelling too fast for conditions (Driver/Rider - Injudicious) Vehicle 001 Very likely

Vehicle 001 Very likely 403 Poor turn or manoeuvre (Driver/Rider - Error) Vehicle 001 Very likely

103 Slippery road due to weather (Road Environment Contrib)

Accident Description

V001 Has Entered the Roundabout from Leominster Intending to Turn left and Head North on A49. V001 Has Been Travelling Too Fast and May Have Clipped the Inside of the Roundabout, the Vehicle Has then Lost Control and left the Roundabout onto the Grass and Skidded Sideways into the Lamp Post, Spinning the Car Around So it was Facing South.

Vehicles

Skid Negative 1 Car Turning left SW to N Male Age 20

Casualties

1 Driver or Rider Slight Vehicle no.1 Male 20

410 Loss of control (Driver/Rider - Error)

Accident Reference: 15E500186 Slight A49 Leominster by Pass , J/W A44 Bromyard Rd, Accident 4 of 5

Wednesday 07/01/2015 17:30 Grid Coords 350537/258312 Daylight Dark/lights lit

Weather Fine without high winds Surface Dry

Participant Confidence Contributory Factors Did a police officer attend? Vehicle 001 Very likely 405 Failed to look properly (Driver/Rider - Error) Yes 602 Careless/Reckless (Driver/Rider - Behaviour) Vehicle 001 Very likely Vehicle 001 Very likely 403 Poor turn or manoeuvre (Driver/Rider - Error)

Vehicle 001 Very likely

Accident Description

Vehicle 1 was Travelling Southbound on the A49 and Veered off the Road Whilst Negotiating the Roundabout, Crossing the Nearside Grass Verge, Coming to a Stop down an Embankment. the Vehicle Sheared off a Street Lamp Post when Leaving the Main Carriageway.

Vehicles

1 Car Going ahead other No skid Not requested N to S Male Age 53

Casualties

1 Driver or Rider Slight Vehicle no.1 Male 53 A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Reference: 15E501809 Slight a 49, Leominster, Jw Southern Ave Roundabout. Accident 5 of 5

Tuesday 19/05/2015 17:56

Grid Coords 350476/258375

Daylight Daylight

Surface Dry

Weather Fine without high winds

Contributory Factors Participant Confidence Did a police officer attend?

403 Poor turn or manoeuvre (Driver/Rider - Error) Vehicle 001 Very likely 409 Swerved (Driver/Rider - Error)

Vehicle 001 Possible

Yes

Accident Description

Vehicle One was Driving North Along the A49 in Leominster, the Female Driver Has Negotiated the Roundabout but Upon Exiting the Roundabout to Head North, Driver Believes she Has Clipped the Small Triangular Island with Chevron Boards On, this Has Made Driver React by Swerving to her Left/Nearside and Driver Has Gone up onto Verge and Hit a Tree Causing her to Stop. Minor Injury to right Hand Thumb, Bruising and Swelling, Also Abrasions to Shins. no Other Vehicles

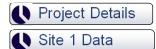
Venidlesd

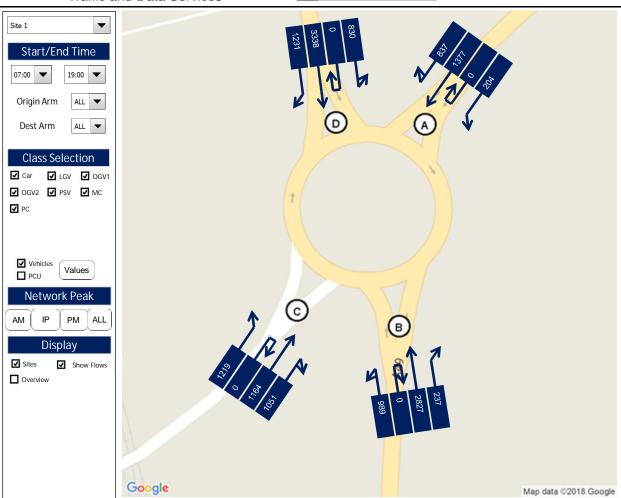
1 Car Going ahead left hand bend No skid Negative SW to N Female Age 43

Casualties

1 Driver or Rider Slight Vehicle no.1 Female 43

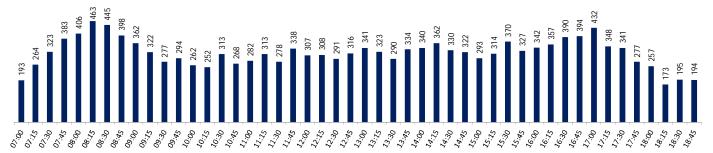




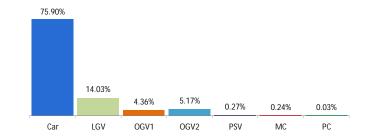


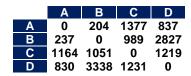
Arm Location Observations A Worcester Road 52.22071 B A49 (S) -2.72598 C A49 (SSW) D Leominster Bypass

Total Number of Vehicles per Interval

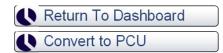


Percentage of Classed Vehicles



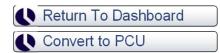






Origin : Arm A V	Verenter Dood			
	ion · Arm A Worcester Road	Destination: Arm B A49(S)	Destination: Arm C A49(SSW)	Destination: Arm D Leominster Bypass Arm
Car	LGV OGV1 OGV2 PSV MC PC	Car LGV OGV1 OGV2 PSV MC PC	Car LGV OGV1 OGV2 PSV MC PC	Car LGV OGV1 OGV2 PSV MC PC Total
07:00 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 3	5 2 0 0 0 0 0 7	1 4 0 0 0 0 0 5
07:15 0		5 1 0 0 0 0 0 6	5 3 0 0 0 0 0 8	7 5 2 1 0 0 0 15
07:30 0		8 0 0 0 1 0 0 9	25 2 1 0 0 0 0 28	6 7 1 2 0 0 0 16
07:45 0		1 0 1 0 0 0 0 2	24 3 0 0 0 0 0 7	8 1 0 1 0 0 0 10
1 Hr 0	0 0 0 0 0 0 0	17 1 1 0 1 0 0 20	59 10 1 0 0 0 0 70	22 17 3 4 0 0 0 46
08:00 0		7 2 0 0 0 0 0 0 9	30 3 1 2 0 0 0 36	6 5 0 0 0 0 0 11 56
08:15 0 08:30 0	0 0 0 0 0 0 0 0	9 0 0 1 0 1 0 11 4 0 0 0 0 0 4	41 5 0 0 0 0 0 46 29 1 1 1 0 0 0 32	13 6 2 4 0 0 0 25 82 12 5 1 3 0 0 0 21 57
08:45 0 1 Hr 0	0 0 0 0 0 0 0	4 0 0 0 0 0 0 4 24 2 0 1 0 1 0 28	45 2 1 0 2 0 0 50 145 11 3 3 2 0 0 164	20 2 1 4 0 0 0 27 81 51 18 4 11 0 0 0 84 276
09:00 0	0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 2	26 1 0 0 0 0 0 27	5 3 1 2 0 1 0 12 41
09:15 0		3 0 2 0 0 0 0 5	34 4 1 0 0 0 0 39	8 4 2 4 0 0 0 18 62
09:30 09:45 0	0 0 0 0 0 0 0	6 0 1 1 1 0 0 9 2 0 0 0 0 4	20 5 1 0 0 0 0 26 20 2 0 0 0 0 0 22	5 1 1 2 0 1 0 10 45 12 4 1 2 0 0 0 19 45
1 Hr 0	0 0 0 0 0 0 0	13 0 5 1 1 0 0 20	100 12 2 0 0 0 0 114	30 12 5 10 0 2 0 59
10:00 0	0 0 0 0 0 0 0	4 0 0 1 0 0 0 5	18 3 2 0 0 0 0 23	14 2 2 1 0 0 0 19 47
10:15 0	0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 2	22 4 1 2 0 0 0 29	5 6 1 1 0 0 0 13 44
10:30 0		7 0 0 1 0 0 0 8	16 8 1 0 0 0 0 25	8 4 2 1 0 0 0 15 48
10:45 0	0 0 0 0 0 0 0	1 0 0 0 0 0 0 1	16 4 2 1 0 0 0 23 72 19 6 3 0 0 0 100	13 5 3 2 0 0 0 23 47
1 Hr 0	0 0 0 0 0 0 0	14 0 0 2 0 0 0 16		40 17 8 5 0 0 0 70 186
11:00 0	0 0 0 0 0 0 0 0 0 0	2 1 0 0 0 0 0 3	19 5 0 0 0 0 0 24	9 6 0 3 0 0 0 18 45
11:15 0		3 0 0 0 0 0 0 0 3	20 1 2 1 0 0 0 24	10 2 2 7 0 0 0 21 48
11:30 0	0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 1	18 6 0 0 0 0 0 24	9 1 3 1 0 0 0 14 39
11:45 0		1 0 0 0 0 0 0 1	25 4 1 1 0 0 0 31	15 2 0 1 0 0 0 18 50
1 Hr 0 12:00 0	0 0 0 0 0 0 0 0 0 0 0	7 1 0 0 0 0 0 8 3 0 1 1 0 0 0 5	82 16 3 2 0 0 0 103 22 3 1 0 0 0 0 26	43 11 5 12 0 0 0 71 182 4 4 0 1 0 0 0 9 40
12:15 0		0 0 1 0 0 0 0 1	28 4 1 0 0 0 0 33	10 5 2 2 0 0 0 19 53
12:30 0		1 0 0 0 0 0 0 1	17 1 0 0 0 0 0 18	6 5 0 2 0 0 0 13 32
12:45 0		3 0 0 0 0 0 0 3	19 5 3 0 0 0 0 27	13 3 0 1 0 2 0 19 49
12:45 0 1 Hr 0 13:00 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3 0 0 0 0 0 0 3 7 0 2 1 0 0 0 10 4 3 1 0 0 0 0 8	19 5 3 0 0 0 0 27 86 13 5 0 0 0 0 104 18 0 1 0 0 0 0 19	13 3 0 1 0 2 0 19 49 33 17 2 6 0 2 0 60 174 10 0 0 4 0 0 0 14 41
13:15 0 13:30 0	0 0 0 0 0 0 0 0	2 1 0 1 0 0 0 4	24 1 0 0 0 0 0 25 20 1 1 0 0 0 0 22	17 2 3 3 0 0 0 25 54 8 2 0 2 0 0 0 12 37
13:45 0	0 0 0 0 0 0 0	0 1 0 0 0 0 0 1	91 9 2 1 0 0 0 103	11 3 0 3 0 1 0 18 56
1 Hr 0	0 0 0 0 0 0 0	7 6 1 1 0 1 0 16		46 7 3 12 0 1 0 69 188
14:00 0	0 0 0 0 0 0 0	1 2 0 1 0 6 0 10	26 3 2 0 0 0 0 31	11 4 0 0 0 0 0 15 56 9 3 0 1 0 0 0 13 60
14:15 0	0 0 0 0 0 0 0	3 0 2 0 0 0 5	35 7 0 0 0 0 0 42	
14:30 0	0 0 0 0 0 0 0 0 0 0	3 0 1 0 0 0 0 4	33 5 2 1 0 0 0 41	12 2 2 4 0 0 0 20 65
14:45 0		0 0 0 1 0 0 0 1	25 6 1 1 0 0 0 33	9 0 2 2 0 0 0 13 47
1 Hr 0 15:00 0	0 0 0 0 0 0 0 0	7 2 3 2 0 6 0 20 3 8 0 0 0 0 0 11	119 21 5 2 0 0 0 147 27 5 2 3 0 0 0 37	41 9 4 7 0 0 0 61 228 19 3 0 2 0 0 0 24 72
15:15 0 15:30 0	0 0 0 0 0 0 0 0 0 0	0 3 1 0 0 0 0 4 2 1 1 1 0 0 0 5	34 4 0 0 0 0 0 0 38 25 5 0 0 0 0 0 30	19 1 0 0 0 0 0 0 20 62 17 3 0 0 0 0 0 20 55
15:45 0 1 Hr 0 16:00 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 2 0 1 0 0 4 6 12 4 1 1 0 0 24 1 2 0 0 0 0 0 3	21 7 0 1 0 0 0 29 107 21 2 4 0 0 0 134 23 6 1 0 0 0 0 30	13 4 0 0 0 0 0 17 50 68 11 0 2 0 0 0 81 239 20 2 2 2 0 0 0 26 59
16:15 0 16:30 0		3 0 0 0 0 0 0 3 3 3 1 0 0 0 0 0 4	23 6 1 0 0 0 0 30 25 1 1 0 0 0 0 27 30 6 0 0 0 1 0 37	20 2 2 2 0 0 0 0 26 59 14 3 0 1 0 0 0 18 48 20 4 2 2 0 0 0 28 69
16:45 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 2 0 0 0 0 0 10	27 9 0 0 0 0 0 36	10 8 1 1 0 0 0 20 66
1 Hr 0		15 5 0 0 0 0 0 20	105 22 2 0 0 1 0 130	64 17 5 6 0 0 0 92 242
17:00 0	0 0 0 0 0 0 0	1 0 0 0 0 0 0 1	24 5 0 0 0 0 0 29	18 5 0 0 0 0 0 23 53
17:15 0		3 0 1 0 0 0 0 4	40 2 1 0 0 0 0 43	26 3 0 0 0 0 0 0 29 76
17:30 0	0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 2	27 4 0 0 0 0 0 31	18 3 1 0 0 0 0 22 55
17:45 0		1 1 0 0 0 0 0 2	19 3 0 0 0 0 0 22	15 1 0 2 0 0 0 18 42
1 Hr 0	0 0 0 0 0 0 0	6 2 1 0 0 0 0 9	110 14 1 0 0 0 0 125	77 12 1 2 0 0 0 92 13 2 1 0 0 0 0 16 43
18:00 0	0 0 0 0 0 0 0	4 0 0 0 0 0 0 4	21 2 0 0 0 0 0 23	
18:15 0 18:30 0	0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 3 2 0 0 0 0 0 0 2	17 1 0 0 0 0 0 18 19 5 0 0 0 0 0 24	6 4 0 0 0 0 0 10 31 8 4 0 2 0 0 0 14 40
18:45 0 1 Hr 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 1 0 0 0 4 12 0 0 1 0 0 0 13	16 2 0 0 0 0 0 18 73 10 0 0 0 0 0 83	12 0 0 0 0 0 12 34 39 10 1 2 0 0 0 52 148
Total 0	0 0 0 0 0 0	135 31 17 10 3 8 0 204	1149 178 32 15 2 1 0 1377	554 158 41 79 0 5 0 837 2418





Origin	:Arm B A49(S) Destination: Arm A Worcester Road									
	Destinati	on: A	Arm A OGV1	Worceste OGV2	er Road PSV	MC	PC	Total		
	Car	LGV	OGVI	OGVZ	FSV	IVIC	FC			
07:00	1	0	0	0	0	0	0	1		
07:15	0	0	0	0	0	0	0	0		
07:30	1	0	0	0	0	0	0	1		
07:45 1 Hr	3 5	1 1	0	1	1	0	0	6 8		
08:00	1	0	0	0	0	0	0	1		
08:15	2	3	0	0	0	0	0	5		
08:30	2	1	1	0	0	0	0	4		
08:45	4	1	0	1	0	0	0	6		
1 Hr	9	5	1	1	0	0	0	16		
09:00	3	1	0	1	0	0	0	5		
09:15 09:30	7 0	0 1	1	0 1	0	0	0	8		
09:45	4	2	0	0	0	0	0	6		
1 Hr	14	4	1	2	0	0	0	21		
10:00	2	2	0	0	0	0	0	4		
10:15	1	0	0	0	0	0	0	1		
10:30	3	0	0	0	0	0	0	3		
10:45 1 Hr	3 9	<u>1</u> 3	0	0	0	0	0	4 12		
11:00	5	1	0	0	0	0	0	6		
11:15	5	1	0	1	0	0	0	7		
11:30	2	2	0	1	0	1	0	6		
11:45	7	1	0	1	0	0	0	9		
1 Hr	19	5	0	3	0	1	0	28		
12:00	2	1	0	0	0	0	0	3 7		
12:15 12:30	6	1 1	0	0 1	0	0	0	8		
12:45	5	0	0	0	0	0	0	5		
1 Hr	19	3	0	1	0	0	0	23		
13:00	2	2	1	0	0	0	0	5		
13:15	4	2	1	0	0	0	0	7		
13:30	2	1	2	0	0	0	0	5		
13:45 1 Hr	7 15	<u> </u>	<u>0</u>	0	0	0	0	7 24		
14:00	2	1	0	0	0	0	0	3		
14:15	1	0	1	0	0	0	0	2		
14:30	3	0	1	0	0	0	0	2 4		
14:45	2	0	0	0	0	0	0	2		
1 Hr	8	1	2	0	0	0	0	11		
15:00	3	0	0	0	0	0	0	3		
15:15 15:30	4 6	1 0	1 0	0	0	0	0	6		
15:45	7	1	0	1	0	0	0	9		
1 Hr	20	2	1	1	0	0	0	24		
16:00	6	1	0	0	0	0	0	7		
16:15	5	1	0	0	0	0	0	6		
16:30	8	3	0	0	0	0	0	11		
16:45 1 Hr	23	7	0	0	0	0	0	6 30		
17:00	5	0	0	0	0	0	0	5		
17:15	6	1	0	0	0	0	0	7		
17:30	4	1	0	0	0	0	0	7 5		
17:45	4	0	0	0	0	0	0	4		
1 Hr	19	2	0	0	0	0	0	21		
18:00	5	1	0	1	0	0	0	7		
18:15	2	0	0	0	0	0	0	2 6		
18:30 18:45	3	2 1	0	0	1	0	0	4		
1 Hr	13	4	0	1	1	0	0	19		
T-1-1	470	- 10								

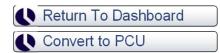
	on: /	Arm B	449(S)				- A - A
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0 0	0 0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0 0	0	0	0	0	0	0	
	0	0	0	0	0	0	

stinati	on:	Arm C	449(SSW)			Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
40					-	ام	40
10	2	1	0	0	0	0	13
9	5	0	0	0	0	0	14
22	6	1	1	0	0	0	30
21 62	5	<u>1</u>	0 1	0	0	0	27
	18			0	0		84
22	6	1	0	0	0	1	30
28	10	2	0	0	0	0	40
33	6	1	0	0	0	1	41
42 125	4	<u>1</u> 5	0	0	0	0 2	47
	26			0	0		158
23	0	0	1 1	0	0	0	24
15	4	2		0	0	0	22
17	2	3	3	0	0	0	25 28
18 73	6 12	7	2	0	0	0	
			7	0	0		99
10 17	3	0	0	0	0	0	13
17	2	2	1	0	0	0	22
12	6	1	0	0	0	0	19
11 50	5	3	<u>0</u>	0	0	0	16
	16			0	0	0	70
16	6 4	2	0	0	0	0	24
16		3	2	0	0	0	25
6	3	2	0	0	0	0	11
60 60	17	9	2	0	1	0	29 89
9	1	1 1	1	0	0	0	12
15	3		0	0	0	0	19
18	4	1	1	0	0	0	24
17 59	2	<u>1</u>	2	0	0	0	20
	10			0	0		75
19 17	2	0 2	1 0	0 0	0	0	22 21
14	2	3	1	0	0	0	20
		0				0	
18 68	<u>0</u>	5	<u>1</u> 3	0	0	0	19 82
18	7	0	2	0	0	0	27
27	2	1	2	0	0	0	32
9	3	1	0	0	0	0	13
17	0	0	0	0	0	0	17
71	12	2	4	0	0	0	89
10	2	1	0	0	0	0	13
8	2	2	1	0	0	0	13
16	7	3	0	0	0	0	26
6	2	2	1	0	0	0	11
40	13	8	2	0	0	0	63
14	4	2	0	1	0	0	21
22	3	2	0	1	0	0	28
13	1	1	0	0	0	0	15
13	3	1	0	0	0	0	17
62	11	6	0	2	0	0	81
7	4	1	0	0	0	0	12
13	3	0	0	1	0	0	17
17	0	0	0	0	0	0	17
20	2	0	0	0	0	0	22
57	9	1	0	1	0	0	68
8	0	0	0	0	0	0	8
	0						6
6 7	0	0	0	0 1	0	0	
		0			0	0	8
30	0	0	0	0	0	0	9
.301	0	0	0	1	0	0	31

Destinati	on: A	Arm D I	Leominst	er Bypass	3		
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
25	7	2	6	1	0	0	41
33	11	3	5	0	0	0	52
37	10	2	4	0	0	0	53
20	12	4	6	0	0	0	42
115	40	11	21	1	0	0	188
59	17	6	7	0	1	0	90
53	12	6	5	0	0	0	76
39	10	5	8	1	0	0	63
37	12	6	3	0	0	0	58
188	51	23	23	1	1	0	287
43	16	2	5	0	0	0	66
42	13	3	5	0	0	0	63
32	12	4	7	0	0	0	55
32	7	5	5	0	0	0	49
149 25	48 3	14 1	22 10	0	0	0	233 39
32	5	6	7	0	0	0	50
50	9	1	5	0	0	0	65
28	3	6	10	0	0	0	47
135	20	14	32	0	0	0	201
25	7	3	6	0	1	0	42
51	8	2	4	0	0	0	65
42	4	7	5	0	1	0	59
46	9	4	6	0	0	0	65
164	28	16	21	0	2	0	231
35	4	4	5	0	0	0	48
36	9	5	2	0	0	0	52
43	6	7	14	0	0	0	70
25	14	7	7	0	0	0	53
139	33	23	28	0	0	0	223
47	8	3	4	0	0	0	62
45	7	3	6	0	0	0	61
37	4	2	5	0	0	0	48
46	1	4	5	0	0	0	56
175	20	12	20	0	0	0	227
66	16	4	8	0	0	0	94
65	8	3	5	0	0	0	81
37	5	2	4	0	0	0	48
25	8	3	2	0	0	0	38
193	37	12	19	0	0	0	261
25	5	3	0	0	0 0	0	33 49
39 54	6 12	2	1 4	0	0	0	
49	5	5	7	0	0	0	72 66
167	28	13	12	0	0	0	220
50	8	4	3	0	0	0	65
59	3	3	6	0	0	0	71
63	9	4	12	0	0	0	88
86	10	2	4	0	0	0	102
258	30	13	25	0	0	0	326
45	8	0	2	0	0	0	55
52	5	0	6	0	0	0	63
63	5	2	0	1	0	0	71
60	3	1	1	0	0	0	65
220	21	3	9	1	0	0	254
47	1	1	2	0	0	0	51
36	4	0	2	0	0	0	42
37	3	0	1	1	1	0	43
34	5	0	1	0	0	0	40
154	13	1	6	1	1	0	176
2057	369	155	238	4	4	0	2827

Arm	
Totals	
55	
66	
84	
280	
121	
121	
108	
111	
461	
95	
93	
82	
83	
353	
56	
73	
87 67	
283	
72	
97	
76	
103	
348	
63	
78	
102	
78	
321	
89	
89	
73	
82	
333	
124	
115	
65 57	
361	
49	
68	
104	
86	
307	
93	
105	
114	
125	
437	
72	
87	
93	
91	
343	





Origin	Arm C A		,	10/	- Dl			
	Destinati Car	LGV	Arm A OGV1	Worceste OGV2	PSV	MC	PC	Total
_	Oui	201	0011	0012	101	IVIO	10	
07:00	9	5	0	0	1	0	0	15
07:15	15	4	1	0	0	0	0	20
07:30	16	1	0	0	0	0	0	17
07:45 1 Hr	27 67	6 16	<u>0</u>	0	<u>0</u>	0	0	33 85
08:00	23	3	0	0	0	0	0	26
08:15	21	4	1	0	0	0	0	26
08:30	23	1	2	0	0	0	0	26
08:45	18	3	0	0	0	0	0	21
1 Hr	85	11	3	0	0	0	0	99
09:00	18	3	0	0	0	0	0	21
09:15 09:30	18 10	2 2	1	0	0	0 0	0	21 12
09:30	17	5	0	0	0	0	0	22
1 Hr	63	12	1	0	0	0	0	76
10:00	8	2	1	0	2	0	0	13
10:15	10	3	2	1	0	0	0	16
10:30	24	2	0	0	0	0	0	26
10:45	9	3	1	0	0	0	0	13
1 Hr 11:00	51 11	10 1	1	0	0	0	0	68 13
11:15	21	2	1	-1	0	0	0	23
11:30	18	4	0	0	0	0	0	22
11:45	18	7	0	1	0	0	0	26
1 Hr	68	14	2	0	0	0	0	84
12:00	26	6	0	0	0	0	0	32
12:15	8	1	0	1	0	0	0	10
12:30 12:45	14 19	2 2	1	0	0	1 1	0	18 22
1 Hr	67	11	1	1	0	2	0	82
13:00	12	7	1	2	0	0	0	22
13:15	16	6	1	1	0	0	0	24
13:30	23	3	0	0	0	0	0	26
13:45	20	5	1	0	0	0	0	26
1 Hr 14:00	71 18	21 2	0	0	0	0	0	98 20
14:15	19	2	0	0	0	0	0	21
14:30	28	5	1	0	0	0	1	35
14:45	33	6	0	0	0	0	0	39
1 Hr	98	15	1	0	0	0	1	115
15:00	20	2	1	1	0	0	0	24
15:15	25	4	1	0	0	0	0	30
15:30 15:45	29 24	5 3	0	0 1	0	0	0	34 29
1 Hr	98	14	3	2	0	0	0	117
16:00	35	3	1	0	0	0	0	39
16:15	21	3	1	0	0	0	1	26
16:30	26	6	0	1	0	0	0	33
16:45	33	5	0	0	0	0	0	38
1 Hr	115	17	2	1	0	0	1	136
17:00 17:15	41 21	2	1 0	1 0	0 0	0 0	0	45 24
17:15	22	3	0	0	0	0	0	25
17:45	24	3	0	0	0	0	0	27
1 Hr	108	11	1	1	0	0	0	121
18:00	20	1	0	0	0	0	0	21
18:15	14	0	0	0	0	0	0	14
18:30	21	0	0	0	0	0	0	21
18:45 1 Hr	27 82	<u>0</u>	0	0	0	0	0	27 83
[1.13]	02		U	U	U	U	U	٥J

Total 973 153 22 9

estinati	on · A	rm B A	19(S)				
Car	LGV		OGV2	PSV	MC	PC	Total
20	7	1	1	0	0	0	2
15	4	0	1	0	0	0	2
11	4	2	0	1	0	0	1
17	4	0	1	0	0	0	2
63	19	<u>3</u>	0	1	0	0	8 1
11 16	6 6	1	0	0 0	0 0	0	2
19	8	1	0	0	0	0	2
8	4	2	1	0	0	0	1
54	24	5	1	0	0	0	8
25	0	3	0	0	0	0	2
15	3	1	0	0	0	0	1
12	2	1	0	0	0	0	1
14	7	0	0	0	1	0	2
66	12	5	0	0	1	0	8
23	2	1	0	0	0	0	2
14 18	0 5	1 4	0	0 0	0	0	1
9	4	3	1	0	0	0	1
64	11	9	1	0	0	0	8
11	2	0	0	0	0	0	1
12	1	0	2	0	0	0	1
17	2	4	0	0	0	0	2
14	2	3	0	0	0	0	1
54	7	7	2	0	0	0	7
17	2	3	3	0	0	0	2
20	4	1	0	0	0	0	2
11	5	1	0	0	0	0	1
17	6	0	1	0	0	0	2
65	17	<u>5</u>	4	0	0	0	2
21 22	2 2	1	0 0	1	0	0	2
14	3	1	0	0	0	0	1
14	4	2	1	0	0	0	2
71	11	5	1	1	0	0	8
9	4	3	0	0	0	0	1
13	1	2	1	0	0	0	1
9	6	2	0	0	0	0	1
17	5	5	2	1	0	0	3
48	16	12	3	1	0	0	8
23	5	1	0	0	0	0	2
18	2	1	0	0	0	0	2
14	3 1	2	0	0	0	0	1
19 74	11	0 4	0	0	0	0	8
24	4	0	1	0	0	0	2
17	6	1	0	1	0	0	2
31	2	0	0	0	0	0	3
23	0	0	0	0	0	0	2
95	12	1	1	1	0	0	11
53	6	0	1	0	0	0	6
21	1	0	0	0	1	0	2
19	3	0	0	0	0	0	2
16	2	1	0	0	0	0	1
109	12	1	1	0	1	0	12
24	2	0	0	0	0	0	2
8	1	0	0	0	0	0	
10	0	0	0	0	0	0	1
9	11	0	1	0	0	0	1
51	4	0	1	0	0	0	5

814 156 57 18 4 2

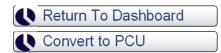
stinati			A49(SSW	,	110		Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	
0	0	0	0	0 0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0 0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	
0	0	0	0	0	0	0	(
0	0	0	0	0	0	0	

Destinati				ter Bypas			Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	0	0	1	0	0	0	
5	0	1	0	0	0	0	9
8	0	0	1	1	0	0	10
18	5	1	0	1	0	0	25
34	8	2	2	2	0	0	48
12	3	1	0	1	0	0	17
23	6	1	1	1	0	0	32
20	5	0	2	0	0	0	27
12	7	0	0	0	0	0	19
67	21	2	3	2	0	0	95
14	4	0	2	0	0	0	20
6	4	1	0	0	0	0	11
10	7	1	1	0	0	0	19
7	2	1	0	0	0	0	10
37	17	3	3	0	0	0	60
11	4	1	0	0	0	0	16
10	3	2	1	0	0	0	16
16	6	3	0	0	0	0	25
13	5	11	2	0	0	0	21
50	18	7	3	0	0	0	78
16 26	4 5	0	0	0	0	0	20 31
16	2	1	0	0	0	0	19
19	3	0	1	0	0	0	23
77	14	1	1	0	0	0	93
15	5	0	0	0	0	0	20
21	2	2	1	0	0	0	26
22	4	0	0	0	0	0	26
18	2	1	0	0	0	0	21
76	13	3	1	0	0	0	93
30	2	0	1	0	0	0	33
27	1	0	1	0	0	0	29
16	2	0	0	0	0	0	18
16	5	0	1	0	0	0	22
89	10	0	3	0	0	0	102
16	6	2	0	0	0	0	24
22	5	2	0	1	0	0	30
26	3	2	0	0	0	0	31
26	3	4	1	0	0	0	34
90	17	10	1	1	0	0	119
10	7	2	1	2	0	0	22
23	5 1	0	1	0	0	0	29
34			1	0	0	0	37
23 90	2 15	3	3	2	0	0	25 113
26	3	0	1	0	0	0	30
32	4	1	0	0	0	0	37
32	7	2	1	0	0	0	42
41	6	0	0	0	0	0	47
131	20	3	2	0	0	0	156
89	8	1	0	0	0	0	98
48	4	0	1	0	0	0	53
38	1	1	0	0	0	0	40
16	4	1	0	0	0	0	21
191	17	3	1	0	0	0	212
19	1	0	0	0	0	0	20
12	0	0	0	0	0	0	12
13	2	0	0	0	0	0	15
3	0	0	0	0	0	0	3
47	3	0	0	0	0	0	50
070	470		~~	_	_	_	4015
979	173	37	23	7	0	0	1219

Arm Totals 48 49 45 80	
48 49 45 80	
49 45 80	
49 45 80	
45 80	
80	
000	
61	
81	
81	
55	
278	
69	
51	
46 54	
220	
55	
47	
78	
51	
231	
46	
69	
64 68	
247	
77	
61	
61	
67	
266 79	
79	
62	
69	
289	
60	
68	
83 103	
314	
75	
80	
90	
74	
319 98	
88	
108	
108	
402	
203	
100 87	
67	
457	
67	
35	
46	
41	
189	

3434





Origin	:Arm D L	eominst	er Byna	ss				
O.i.g.iii	Destinati		Arm A	Worceste	er Road			
	Car	LGV	OGV1	OGV2	PSV	МС	PC	Total
07:00	3	0	0	1	0	0	0	4
07:15	11	2	1	2	0	0	0	16
07:30	15	0	1	0	0	0	0	16
07:45	16	4	0	3	0	0	0	23
1 Hr	45	6	2	6	0	0	0	59
08:00 08:15	16 19	2 4	0	2 1	0 0	0	0	20 25
08:30	24	2	1	1	0	0	0	28
08:45	7	1	4	1	0	0	o	13
1 Hr	66	9	6	5	0	0	0	86
09:00	9	4	3	1	0	0	0	17
09:15	10	3	0	1	0	0	0	14
09:30	12	4	0	2	0	0	0	18
09:45 1 Hr	14 45	5 16	<u>1</u>	7	0	0	0	23 72
10:00	13	1	1	2	0	0	0	17
10:15	6	5	1	1	0	0	o	13
10:30	12	7	0	2	0	0	0	21
10:45	14	2	2	2	0	0	0	20
1 Hr	45	15	4	7	0	0	0	71
11:00	11	4	1	1	0	0	0	17
11:15 11:30	13 13	5 2	0	1 2	0	0	0	19 18
11:45	15	2	0	0	0	1	0	18
1 Hr	52	13	1	4	0	2	0	72
12:00	12	2	1	0	0	2	0	17
12:15	8	4	2	0	0	0	0	14
12:30	4	3	2	3	0	3	0	15
12:45	18	1_	1	2	0	0	0	22
1 Hr	42 14	10 1	3	<u>5</u>	0	5	0	68
13:00 13:15	14	1	1	0	0 0	0	0	20 14
13:30	13	5	0	1	0	1	0	20
13:45	11	3	0	0	0	0	0	14
1 Hr	50	10	4	3	0	1	0	68
14:00	15	1	4	1	0	0	0	21
14:15	15	1	0	1	0	0	0	17
14:30 14:45	14	4 2	3	2 2	0	0	0	23 23
1 Hr	19 63	8	7	6	0	0	0	23 84
15:00	12	2	1	0	0	0	0	15
15:15	14	3	0	3	0	0	0	20
15:30	24	3	0	1	0	0	0	28
15:45	21	2	1	1	0	0	0	25
1 Hr	71 17	10	2	5	0	0	0	88
16:00 16:15	17	2	0	2	0 0	0	0	21 22
16:30	12	2	0	0	0	0	0	14
16:45	7	5	0	1	0	1	0	14
1 Hr	54	13	0	3	0	1	0	71
17:00	12	3	0	1	0	0	0	16
17:15	13	0	0	1	0	0	0	14
17:30	12	3	1	0	0	0	0	16
17:45	41	7	2	0	0	0	0	6
1 Hr 18:00	12	0	0	4	0	0	0	52 16
18:15	5	0	1	0	0	0	0	6
18:30	5	1	0	0	0	0	0	6
18:45	11	0	0	0	0	0	0	11
1 Hr	33	1	1	4	0	0	0	39

Total 607 118 39 57 0 9

,otiii iati	on: /	Arm B	A49(S)				Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	rotai
45	13	3	4	0	0	0	6
64	15	1	9	0	0	0	8
85	11	5	4	0	0	0	10
80	14	2	12	0	0	0	10
274	53	11	29	0	0	0	36
75	13	9	5	0	0	0	10
82	9	5	4	0	0	0	10
94	18	8	6	0	0	0	12
57	8	3	5	0	0	0	7
308	48	25	20	0	0	0	40
63	17	1	10	0	0	0	9
52	10	4	8	0	0	0	7
47	9	5	5	0	0	0	6
46	4	6	10	0	0	0	- 6
208	40	16	33	0	0	0	29
50 42	2 7	12 5	2 5	0	0	0	5
39	11	4	6	0	0	0	6
39	12	5	9	0	0	0	6
170	32	26	22	0	0	0	25
57	4	6	12	0	0	0	7
42	3	5	9	0	0	0	5
49	7	1	3	0	0	0	e
55	11	7	6	0	0	0	7
203	25	19	30	0	0	0	27
64	6	2	11	1	0	0	8
66	8	0	7	0	0	0	8
42	3	5	8	0	0	0	5
48	11	3	6	0	0	0	6
220	28	10	32	1	0	0	29
65	10	6	6	0	0	0	8
45	11	2	3	0	0	0	6
51	12	2	8	0	0	0	7
67	10	0	5	0	0	0	8
228	43	10	22	0	0	0	30
43	3	3	8	0	0	0	5
47	12	3	5	0	0	0	6
47	14	3 5	4	0	0 1	0	6
35 172	13 42	<u> </u>	10 27	0	1	0	25
35	5	4	10	0	0	0	5
41	12	3	1	0	0	0	5
47	10	3	7	0	0	0	E
45	10	6	8	0	0	0	E
168	37	16	26	0	0	0	24
40	8	1	2	0	0	0	5
59	18	2	3	0	0	0	8
35	11	0	9	0	0	0	5
43	5	3	7	0	0	0	5
177	42	6	21	0	0	0	24
51	7	4	5	0	0	0	6
33	7	1	5	0	0	0	4
58	5	1	1	0	0	0	6
42	5	1	4	0	0	0	5
184	24	7	15	0	0	0	23
42	4	1	3	0	1	0	5
35	5	1	0	1	0	0	4
27	2	1	5	0	0	0	3
36	4	1	4	0	0	0	

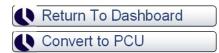
2452 429 164 289 2 2

stinati			A49(SSW				Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
5	1	0	0	0	0	0	6
10	3	2	0	0	0	0	15
18	2	0	0	0	0	0	20
50	6	0	2	0	0	0	58
83	12	2	2	0	0	0	99
41	5	0	0	0	0	0	46
48	5	0	0	1	0	0	54
37	4	2	1	0	0	1	45
49	10	3	1	2	0	0	65
175	24	5	2	3	0	1	210
42	4	1	0	2	0	0	49
24	1	1	2	0	0	0	28
11	7	2	0	0	0	0	20
17	2	2	1	0	1	0	23
94	14	6	3	2	1	0	120
18	1	2	0	0	0	0	21
11	3	1	1	0	0	0	16
13	6	0	0	0	0	0	19
14	4	0	0	0	0	0	18
56 19	3	<u>3</u>	0	0	0	0	74 23
17	3	0	1	0	0	0	21
16	5	0	0	0	0	0	21
16	1	2	1	0	0	0	20
68	12	3	2	0	0	0	85
18	6	0	2	0	0	0	26
11	6	4	0	0	0	0	21
16	7	0	0	0	0	0	23
24	8	0	0	0	0	0	32
69	27	4	2	0	0	0	102
19	4	1	1	0	0	0	25
22	2	2	0	0	0	0	26
20	4	1	0	0	0	0	25
22	5	3	0	0	1	0	31
83	15	7	1	0	1	0	107
17	4	0	1	0	0	0	22
30	0	3	2	0	0	0	35
19	5	2	0	0	0	0	26
23	13	1	3	0	0	0	28 111
89 21	5	<u>6</u> 0	2	0	0	0	28
21	3	3	0	0	0	0	27
22	3	1	0	0	0	0	26
17	4	1	0	1	0	0	23
81	15	5	2	1	0	0	104
16	2	0	0	2	0	0	20
7	4	0	1	0	0	0	12
19	10	1	0	0	0	0	30
16	7	0	0	0	0	0	23
58	23	1	1	2	0	0	85
12	8	0	1	0	0	0	21
20	5	0	0	0	0	0	25
22	2	0	0	1	0	0	25
14	4	0	0	1	0	0	19
68	19	0	1	2	0	0	90
13	1	0	0	0	0	0	14
7	1	0	1	0	0	0	9
11	0	0	0	0	0	0	11
10	0	0	0	0	0	0	10
41	2	0	1	0	0	0	44

Car LGV OGV1 OGV2 PSV MC PC 0	Т			r Bypass	eominste	Arm D L	on: /	Destinati
0 0	PC Total	PC						
0 0								
0 0	0 (0	0	0	0	0	0	0
0 0	l l							
0 0								
0 0	l l							
0 0								
0 0	_							
0 0								
0 0	I							
0 0	l l							
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	l l				0	0	0	0
0 0	I							
0 0								
0 0	_							
0 0								
0 0	I							
0 0	l l							
0 0								
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	l l		0		0	0	0	0
0 0	l l							
0 0								
0 0								
0 0	l l							
0 0	I							
0 0	l l		0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	0 0	0	0	0	0	0	0	0
0 0	l l		0		0	0	0	0
0 0	l l							
0 0								
0 0								
0 0								
0 0	l l							
0 0	0	0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	0
0 0	0 (0	0	0	0	0	0	
0 0	0 (0	0	0	0	0	0	0
0 0								
0 0								
0 0								
0 0								
0 0	_							
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
0 0								
0 0								
0 0	0 (0	0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0								
0 0 0 0 0 0								
	_							
0 0 0 0 0 0								
0 0 0 0 0 0 0								
0 0 0 0 0 0 0								
0 0 0 0 0 0	0 (0	0	0	0	0	0	0
0 0 0 0 0 0	0 0	0	0	0	0	0	0	0
0 0 0 0 0 0 0	0 0	0	0	0	n	0	0	0
		<u> </u>		<u>~_</u>	<u>~</u>			

Arm Totals	
. otalo	l
75	
120	
141	
189	
525	
168	
179	
199	
151	
697 157	
116	
104	
112	
489	
104	
88	
100	
103	
395	
119	
99	
99	
117	
434	
127	
116	
122	
461	
132	
101	
118 127	
478	
100	
119	
117	
115	
451	
97	
104	
121	
117	
439	
116	
99	





ORIGIN	SUMMA			147				
	Origin :			Worceste				Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	9	6	0	0	0	0	0	15
07:15	17	9	2	1	0	0	0	29
07:30	39	9	2	2	1	0	0	53
07:45	33	4	1	1	0	0	0	39
1 Hr	98	28	5	4	1	0	0	136
08:00	43	10	1	2	0	0	0	56
08:15	63	11	2	5	0	1	0	82
08:30	45	6	2	4	0	0	0	57
08:45	69	4	7	4	2	<u>0</u>	0	81
1 Hr 09:00	220 33	31 4	1	15 2	0	1	0	276 41
09:00	45	8	5	4	0	0	0	62
09:30	31	6	3	3	1	1	0	45
09:45	34	6	3	2	0	0	0	45
1 Hr	143	24	12	11	1	2	0	193
10:00	36	5	4	2	0	0	0	47
10:15	29	10	2	3	0	0	0	44
10:30	31	12	3	2	0	0	0	48
10:45	30	9	5	3	0	0	0	47
1 Hr	126	36	14	10	0	0	0	186
11:00	30 33	12 3	0 4	3 8	0	0	0	45 48
11:15 11:30	28	3 7	3	1	0	0	0	39
11:45	41	6	1	2	0	0	0	50
1 Hr	132	28	8	14	0	0	0	182
12:00	29	7	2	2	0	0	0	40
12:15	38	9	4	2	0	0	0	53
12:30	24	6	0	2	0	0	0	32
12:45	35	8	3	1	0	2	0	49
1 Hr	126	30	9	7	0	2	0	174
13:00	32	3	2	4	0	0	0	41
13:15	43	4	3	4	0	0	0	54
13:30 13:45	29 40	4 11	1	2 4	0	1	0	37 56
1 Hr	144	22	6	14	0	2	0	188
14:00	38	9	2	1	0	6	0	56
14:15	47	10	2	1	0	0	0	60
14:30	48	7	5	5	0	0	0	65
14:45	34	6	3	4	0	0	0	47
1 Hr	167	32	12	11	0	6	0	228
15:00	49	16	2	5	0	0	0	72
15:15	53	8	1	0	0	0	0	62
15:30	44	9	1	1	0	0	0	55
15:45 1 Hr	35 181	11 44	<u>2</u>	7	1 1	0	0	50 239
16:00	44	10	3	2	0	0	0	<u>239</u> 59
16:15	42	4	1	1	0	0	0	48
16:30	53	11	2	2	0	1	0	69
16:45	45	19	1	1	0	0	0	66
1 Hr	184	44	7	6	0	1	0	242
17:00	43	10	0	0	0	0	0	53
17:15	69	5	2	0	0	0	0	76
17:30	46	8	1	0	0	0	0	55
17:45	35	5	0	2	0	0	0	42
1 Hr	193	28	3	2	0	0	0	226
18:00	38	4	1	0	0	0	0	43
18:15 18:30	26 29	5 9	0	0 2	0	0	0	31 40
18:45	31	2	0	1	0	0	0	34
1 Hr	124	20	1	3	0	0	0	148
			-				<u> </u>	
Total	1838	367	90	104	5	14	0	2418

igin :			A49(S)				Tot
Car	LGV	OGV1	OGV2	PSV	МС	PC	
36	9	3	6	1	0	0	
42	16	3	5	0	0	0	
60	16	3	5	0	0	0	
44	18	5	7	1	0	0	
182	59	14	23	2	0	0	
82	23	7	7	0	1	1	
83	25	8	5	0	0	0	
74	17	7	8	1	0	1	
83	17	7	4	0	0	0	
322	82	29	24	1	1	2	
69	17	2	7	0	0	0	
64	17	6	6	0	0	0	
49	15	7	11	0	0	0	
54	15	7	7	0	0	0	
236	64	22	31	0	0	0	
37	8	1	10	0	0	0	
50	7	8	8	0	0	0	
65	15	2	5	0	0	0	
42	9	6	10	0	0	0	
194	39	17	33	0	0	0	
46	14	5	6	0	1	0	
72	13	5	7	0	0	0	
50	9	9	6	0	2	0	
75	14	6	7	0	1	0	
243	50	25	26	0	4	0	
46 57	6	5	6	0	0	0	
57	13	6	2	0	0	0	
67	11	8 8	16 7	0	0	0	
47 217	16 46	27	31	0	0	0	
68	12	4	5	0	0	0	
66	11	6	6	0	0	0	
53	7	7	6	0	0	0	
71	1	4	6	0	0	0	
258	31	21	23	0	0	0	
86	24	4	10	0	0	0	
93	10	5	7	0	0	0	
49	8	4	4	0	0	0	
44	8	3	2	0	0	0	
272	50	16	23	0	0	0	
38	7	4	0	0	0	0	
51	9	6	2	0	0	0	
76	19	5	4	0	0	0	
62	8	7	9	0	0	0	
227	43	22	15	0	0	0	
70	13	6	3	1	0	0	
86	7	5	6	1	0	0	
84	13	5	12	0	0	0	
103	15	3	4	0	0	0	
343	48	19	25	2	0	0	
57	12	1	2	0	0	0	
71	9	0	6	1	0	0	
84	6	2	0	1	0	0	
84	5	1	1	0	0	0	
296	32	4	9	2	0	0	
60	2	1	3	0	0	0	
44	4	0	2	0	0	0	
47	5	0	1	3	1	0	
46	17	<u>0</u>	7	3	<u>0</u>	0	
197							

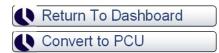
rigin :	-	Arm C	449(SSW))			Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	TUlai
32	12	1	2	1	0	0	4
35	11	2	1	0	0	0	4
35	5	2	1	2	0	0	4
62	15	1	1	1	0	0	8
164	43	6	5	4	0	0	22
46	12	2	0	1	0	0	6
60	16	3	1	1	0	0	8
62	14	3	2	0	0	0	8
38	14	2	1	0	0	0	5
206	56	10	4	2	0	0	27
57	7	3	2	0	0	0	6
39	9	3	0	0	0	0	5
32	11	2	1	0	0	0	4
38	14	1	0	0	1	0	5
166	41	9	3	0	1	0	22
42	8	3	0	2	0	0	5
34	6	5	2	0	0	0	4
58	13	7	0	0	0	0	7
31	12	5	3	0	0	0	5
165	39	20	5	2	0	0	23
38	7	1	0	0	0	0	4
59	8	1	1	0	0	0	6
51	8	5	0	0	0	0	6
51	12	3	2	0	0	0	6
199	35	10	3	0	0	0	24
58	13	3	3	0	0	0	7
49	7	3	2	0	0	0	6
47	11	2	0	0	1	0	6
54	10	1	1	0	1	0	6
208	41	9	6	0	2	0	26
63	11	2	3	0	0	0	7
65	9	2	2	1	0	0	7
53	8	1	0	0	0	0	6
50	14	3	2	0	0	0	6
231	42	8	7	1	0	0	28
43	12	5	0	0	0	0	6
54	8	4	1	1	0	0	6
63	14	5	0	0	0	1	8
76	14	9	3	1	0	0	10
236	48	23	4	2	0	1	31
53	14	4	2	2	0	0	7
66	11	2	1	0	0	0	8
77	9	3	1	0	0	0	9
66	6	1	1	0	0	0	7
262	40	10	5	2	0	0	31
85	10	1	2	0	0	0	9
70	13	3	0	1	0	1	8
89	15	2	2	0	0	0	10
97	11	0	0	0	0	0	10
341	49	6	4	1	0	1	40
183	16	2	2	0	0	0	20
90	8	0	1	0	1	0	10
79	7	1	0	0	0	0	8
56	9	2	0	0	0	0	6
408	40	5	3	0	1	0	45
63	4	0	0	0	0	0	6
34	1	0	0	0	0	0	3
44	2	0	0	0	0	0	4
39	1	0	1	0	0	0	4
180	8	0	1	0	0	0	18

2766 482 116 50 14 4 2 3434

Origin :	P	Arm D L	eominste	r Bypass			Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	I Otal
						- 1	
53	14	3	5	0	0	0	75
85	20	4	11	0	0	0	120
118	13	6	4	0	0	0	141 189
146 402	24 71	2 15	17 37	0	0	0	525
132	20	9	7	0	0	0	168
149	18	6	5	1	0	0	179
155	24	11	8	0	0	1	199
113	19	10	7	2	0	0	151
549	81	36	27	3	0	1	697
114	25	5	11	2	0	0	157
86	14	5	11	0	0	0	116
70	20	7	7	0	0	0	104
77	11	9	14	0	1	0	112
347	70	26	43	2	1	0	489
81	4	15	4	0	0	0	104
59	15	7	7	0	0	0	88
64	24	4	8	0	0	0	100
67	18	7	11	0	0	0	103
271	61	33	30	0	0	0	395
87	11	8	13	0	0	0	119
72	11	5	11	0	0	0	99
78	14 14	1	5 7	0	1 1	0	99 117
86 323	50	9 23	36	0	2	0	434
94	14	3	13	1	2	0	127
85	18	6	7	0	0	0	116
62	13	7	11	0	3	0	96
90	20	4	8	0	0	0	122
331	65	20	39	1	5	0	461
98	15	10	9	0	0	0	132
79	14	5	3	0	0	0	101
84	21	3	9	0	1	0	118
100	18	3	5	0	1	0	127
361	68	21	26	0	2	0	478
75	8	7	10	0	0	0	100
92	13	6	8	0	0	0	119
80	23	8	6	0	0	0	117
77	19	6	12	0	1	0	115
324	63	27	36	0	1	0	451
68	12	5	12	0	0	0	97
76	18	6 4	4	0	0	0	104
93 83	16 16	8	8 9	0 1	0	0	121 117
320	62	23	33	1	0	0	439
73	12	1	4	2	0	0	92
84	26	2	4	0	0	0	116
66	23	1	9	0	0	0	99
66	17	3	8	0	1	0	95
289	78	7	25	2	1	0	402
75	18	4	7	0	0	0	104
66	12	1	6	0	0	0	85
92	10	2	1	1	0	0	106
60	10	2	4	1	0	0	77
293	50	9	18	2	0	0	372
67	5	1	7	0	1	0	81
47	6	2	1	1	0	0	57
43	3	1	5	0	0	0	52
57	4	1	4	0	0	0	66
214	18	5	17	1	1	0	256
4004	707	245	207	10	13	1	E200
4024	737	245	367	12	13	- 1	5399

	Origin
	Totals
1	193
	264
	323
	383
	1163
	406 463
	445
	398
	1712
	362
	322
	277 294
	1255
	262
	252
	313
	268
	1095 282
	313
	278
	338
	1211
	307 308
	291
	316
	1222
	341
	323
	290 334
	1288
1	340
	362
	330
	322 1354
	293
	314
	370
	327
	1304
	342 357
	390
	394
	1483
	432
	348
	277
	1398
	257
	173
	195
	194 819
J	019





DESTIN	NATION S			10/0400040	- Dand			
	Destinat Car	LGV	Arm A OGV1	Worceste OGV2	PSV	MC	PC	Total
07:00	13	5	0	1	1	0	0	20
07:00	26	6	2	2	0	0	0	36
07:10	32	1	1	0	0	0	0	34
07:45	46	11	0	4	1	0	0	62
1 Hr	117	23	3	7	2	0	0	152
08:00	40	5	0	2	0	0	0	47
08:15	42	11	2	1	0	0	0	56
08:30	49	4	4	1	0	0	0	58
08:45	29	5	4	2	0	0	0	40
1 Hr	160	25	10	6	0	0	0	201
09:00	30	8	3	2	0	0	0	43
09:15	35	5	2	1	0	0	0	43
09:30	22	7	0	3	0	0	0	32
09:45	35	12	1	3	0	0	0	51
1 Hr 10:00	122 23	32 5	2	9	2	0	0	169 34
10:00	17	8	3	2	0	0	0	30
10:30	39	9	0	2	0	0	0	50
10:45	26	6	3	2	0	0	0	37
1 Hr	105	28	8	8	2	0	0	151
11:00	27	6	2	1	0	0	0	36
11:15	39	8	1	1	0	0	0	49
11:30	33	8	0	3	0	2	0	46
11:45	40	10	0	2	0	1	0	53
1 Hr	139	32	3	7	0	3	0	184
12:00	40	9	1	0	0	2	0	52
12:15	22	6	2	1	0	0	0	31
12:30	24	6	3	4	0	4	0	41
12:45	42	3	1	2	0	1	0	49
1 Hr	128	24	7	7	0	7	0	173
13:00 13:15	28 32	10 9	5 3	4 1	0	0	0	47 45
13:30	38	9	2	1	0	1	0	51
13:45	38	8	1	0	0	0	0	47
1 Hr	136	36	11	6	0	1	0	190
14:00	35	4	4	1	0	0	0	44
14:15	35	3	1	1	0	0	0	40
14:30	45	9	5	2	0	0	1	62
14:45	54	8	0	2	0	0	0	64
1 Hr	169	24	10	6	0	0	1	210
15:00	35	4	2	1	0	0	0	42
15:15	43	8	2	3	0	0	0	56
15:30	59	8	0	1	0	0	0	68
15:45	52	6	2	3	0	0	0	63
1 Hr	189 58	26	<u>6</u> 1	2	0	0	0	229
16:00 16:15	44	6 8	1	0	0	0	1	67 54
16:30	46	11	0	1	0	0	0	58
16:45	44	12	0	1	0	1	0	58
1 Hr	192	37	2	4	0	1	1	237
17:00	58	5	1	2	0	0	0	66
17:15	40	4	0	1	0	0	0	45
17:30	38	7	1	0	0	0	0	46
17:45	32	4	1	0	0	0	0	37
1 Hr	168	20	3	3	0	0	0	194
18:00	37	2	0	5	0	0	0	44
18:15	21	0	1	0	0	0	0	22
18:30	29	3	0	0	1	0	0	33
18:45	41	1	0	0	0	0	0	42
1 Hr	128	6	1_	5	1	0	0	141
							_	

estinati	on:	Arm B	A49(S)				
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
68	20	4	5	0	0	0	9
84	20	1	10	0	0	0	11
104	15	7	4	2	0	0	13
98	18	3	13	0	0	0	13
354	73	15	32	2	0	0	47
93 107	21 15	10 6	5 5	0	0 1	0	12 13
117	26	9	6	0	0	0	15
69	12	5	6	0	0	0	9
386	74	30	22	0	1	0	51
90	17	4	10	0	0	0	12
70	13	7	8	0	0	0	9
65	11	7	6	1	0	0	9
62	11	8	10	0	1	0	9
287	52	26	34	1	1	0	40
77	4	13	3	0	0	0	9
58	7	6	5	0	0	0	7
64	16	8	7	0	0	0	9
49	16	8	10	0	0	0	8
248	43	35	25	0	0	0	35
70	7	6	12	0	0	0	9
57	4	5	11	0	0	0	7
67	9	5	3	0	0	0	8
70	13	10	6	0	0	0	9
264	33	26	32	0	0	0	35
84	8	6	15	1	0	0	11
86	12	2	7	0	0	0	10
54 68	8 17	6 3	8 7	0 0	0	0	7 9
292	45	<u> </u>	37	1	0	0	39
90	15	8	6	0	0	0	11
69	14	3	4	1	0	0	9
66	16	3	8	0	1	0	9
81	15	2	6	0	0	0	10
306	60	16	24	1	1	0	40
53	9	6	9	0	6	0	8
63	13	7	6	0	0	0	8
59	20	6	4	0	0	0	8
52	18	10	13	1	1	0	9
227	60	29	32	1	7	0	35
61	18	5	10	0	0	0	9
59	17	5	1	0	0	0	8
63	14	6	8	0	0	0	9
65	11	8	8	1	0	0	9
248	60	24	27	1	0	0	36
65	14	1	3	0	0	0	8
79	24	3	3	1	0	0	11
69	14	0	9	0	0	0	9
74	7	3	7	0	0	0	9
105	59 13	7 4	<u>22</u>	0	0	0	12
105 57	8	2	6 5	0	0 1	0	12 7
78	9	1	5 1	0	0	0	8
76 59	8	2	4	0	0	0	7
299	38	9	16	0	1	0	36
70	6	1	3	0	1	0	8
46	6	1	0	1	0	0	5
39	2	1	5	0	0	0	4
48	5	1	6	0	0	0	6
	19	4	14	1	1		24

3401 616 238 317 9 12 0 4593

Car LGV OGV1 OGV2 PSV MC PC 20 5 1 0 0 0 0 0 24 11 2 0 0 0 0 0 65 10 2 1 0 0 0 0 95 14 1 2 0 0 0 1 204 40 6 3 0 0 0 1 1177 20 2 0 1 0 0 1 117 20 2 0 1 0 0 1 136 16 5 1 4 0 0 1 445 61 13 5 5 0 3 5 91 5 1 1 2 0 0 0 48 14 6 3 0 0 0	LGV OGV1 OGV2 PSV MC PC				449(SSW			-	Total
24 11 2 0 1 1 2 0 0 0 0 2 2 3 1 4 2 0 0 1 1 1 1 7 2 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 0 0 1 1 1 2 0 0 0 1 3 1 1 1 2 0 0 0 1 1 3 3 1 1 1 2 0 0 0 0 1 4 3 0 0 0 1 1 3 3	11	Car	LGV	OGV1	OGV2	PSV	MC	PC	
24 11 2 0 1 1 2 0 0 0 0 2 2 3 1 4 2 0 0 1 1 1 1 7 2 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 0 0 1 1 1 2 0 0 0 1 3 1 1 1 2 0 0 0 1 1 3 3 1 1 1 2 0 0 0 0 1 4 3 0 0 0 1 1 3 3	11	20	5	1	0	0	0	٥	26
65	6 10 2 1 0 0 0 78 6 144 1 2 0 0 0 112 4 40 6 3 0 0 0 253 3 14 2 2 0 0 1 112 2 20 2 0 1 0 0 144 9 11 4 2 0 0 2 118 6 16 5 1 4 0 0 162 6 113 5 5 0 3 532 5 1 1 2 0 0 10 8 9 4 3 0 0 0 77 38 15 10 2 1 0 33 532 4 4 0 0 0 0 0 67							- 1	
95	5 14 1 2 0 0 0 112 4 40 6 3 0 0 0 253 3 14 2 2 0 0 1 112 7 20 2 0 1 0 0 140 6 16 5 1 4 0 0 162 6 61 13 5 5 0 3 532 5 1 1 2 0 0 100 8 14 6 3 0 0 0 713 8 14 6 3 0 0 0 773 8 15 10 2 1 0 333 6 7 4 0 0 0 677 9 4 4 0 0 0 677 20							- 1	
204 40 6 3 0 0 0 2 93 14 2 2 0 0 1 1 117 20 2 0 1 0 0 1 1 116 16 5 1 4 0 0 1 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 0 1 1 4 0 0 0 1 1 3 0 0 0 1 1 2 0 0 0 1 4 4 0 0 0 0 1 4 4 0 0 0 0 1 4 4 0 0 0 0 0 1 1 1 1 2 2 0 0 0 <t< td=""><td> 40</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	40								
93	3 14 2 2 0 0 1 112 7 20 2 0 1 0 0 140 11 4 2 0 0 2 118 6 16 5 1 4 0 0 162 6 61 13 5 5 0 3 532 5 1 1 2 0 0 100 8 9 4 3 0 0 0 71 5 10 4 3 0 1 0 73 6 10 4 3 0 1 0 73 7 4 0 0 0 0 57 9 4 4 0 0 0 63 133 2 1 0 0 0 72 4 14 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>								
117 20 2 0 1 0 0 1 99 11 4 2 0 0 2 1 136 16 5 1 4 0 0 1 445 61 13 5 5 0 3 5 91 5 1 1 2 0 0 1 73 9 4 3 0 0 0 0 48 14 6 3 0 0 0 0 55 10 4 3 0 1 0 3 46 7 4 0 0 0 0 0 50 9 4 4 0 0 0 0 41 13 2 1 0 0 0 0 41 13 0 0 0 0 0 <td> 20</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	20								
99	11							- 1	
136 16 5 1 4 0 0 1 445 61 13 5 5 0 3 5 91 5 1 1 2 0 0 1 73 9 4 3 0 0 0 0 48 14 6 3 0 0 0 0 55 10 4 3 0 1 0 0 55 10 4 3 0 1 0	6 16 5 1 4 0 0 162 6 61 13 5 5 0 3 532 5 1 1 2 0 0 100 8 9 4 3 0 0 0 71 6 10 4 3 0 1 0 73 6 10 4 3 0 1 0 73 7 4 0 0 0 0 67 20 2 0 0 0 67 20 2 0 0 0 0 67 20 2 0 0 0 67 20 2 0 0 0 67 20 2 0 0 0 67 20 2 0 0 0 67 20 2 2 0 0 0 70 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>- 1</td><td></td></td<>							- 1	
445 61 13 5 5 0 3 5 91 5 1 1 2 0 0 1 73 9 4 3 0 0 0 0 48 14 6 3 0 0 0 0 55 10 4 3 0 1 0 0 55 10 4 3 0 1 0 0 55 10 4 3 0 1 0 0 46 7 4 0 0 0 0 0 40 1 20 2 0 0 0 0 41 20 2 0 0 0 0 0 0 54 14 3 0 0 0 0 0 0 0 0 0 0 0 0	6 61 13 5 5 0 3 532 1 1 1 2 0 0 100 3 9 4 3 0 0 0 73 3 14 6 3 0 0 0 71 4 10 4 3 0 1 0 73 5 7 4 0 0 0 0 57 9 4 4 0 0 0 63 20 2 0 0 0 0 63 13 2 1 0 0 0 57 3 49 12 5 0 0 0 70 4 14 3 0 0 0 70 70 4 14 3 0 0 0 70 70 4 15								
91	5 1 1 2 0 0 100 3 9 4 3 0 0 0 71 3 14 6 3 0 0 0 71 10 4 3 0 1 0 73 3 15 10 2 1 0 333 3 15 10 2 1 0 333 3 4 0 0 0 67 4 0 0 0 67 20 2 0 0 0 0 63 333 49 12 5 0 0 0 71 44 0 0 0 71 44 0 0 0 72 74 0 0 0 72 74 0 0 0 73 74 0 0 0 73 74 0 0		61	13	5	5	0	3	
48 14 6 3 0 0 0 55 10 4 3 0 1 0 267 38 15 10 2 1 0 3 46 7 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 14 6 3 0 0 0 71 3 10 4 3 0 1 0 73 3 15 10 2 1 0 333 3 7 4 0 0 0 0 57 9 4 4 0 0 0 63 13 2 1 0 0 63 13 2 1 0 0 0 57 63 49 12 5 0 0 0 63 14 2 0 0 0 63 14 2 0 0 0 70 <	91	5		1	2	0	0	
55 10 4 3 0 1 0 267 38 15 10 2 1 0 3 46 7 4 0 0 0 0 0 0 50 9 4 4 0 0 0 0 0 1 4 1 0	3 10 4 3 0 1 0 73 38 15 10 2 1 0 333 3 7 4 0 0 0 0 57 20 2 0 0 0 0 63 20 2 0 0 0 63 3 49 12 5 0 0 0 244 4 14 3 0 0 0 0 70<	73	9	4	3	0	0	0	89
267 38 15 10 2 1 0 3 46 7 4 0 </td <td>38 15 10 2 1 0 333 3 7 4 0 0 0 0 57 3 9 4 4 0 0 0 67 20 2 0 0 0 0 63 3 49 12 5 0 0 0 244 4 14 3 0 0 0 0 77 3 8 5 4 0 0 0 77 4 14 2 0 0 0 77 70 3 9 5 2 0 1 0 277 4 13 6 0 1 0 277 27 4 13 6 0 1 0 27 27 4 13 4 0 0 0 72 28 <</td> <td>48</td> <td>14</td> <td>6</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>71</td>	38 15 10 2 1 0 333 3 7 4 0 0 0 0 57 3 9 4 4 0 0 0 67 20 2 0 0 0 0 63 3 49 12 5 0 0 0 244 4 14 3 0 0 0 0 77 3 8 5 4 0 0 0 77 4 14 2 0 0 0 77 70 3 9 5 2 0 1 0 277 4 13 6 0 1 0 277 27 4 13 6 0 1 0 27 27 4 13 4 0 0 0 72 28 <	48	14	6	3	0	0	0	71
46 7 4 0 0 0 0 50 9 4 4 0 0 0 41 20 2 0 0 0 0 41 13 2 1 0 0 0 54 14 3 0 0 0 0 53 8 5 4 0 0 0 0 53 8 5 4 0 0 0 0 0 40 14 2 0	6 7 4 0 0 0 57 9 4 4 0 0 0 67 20 2 0 0 0 0 63 13 2 1 0 0 0 57 3 49 12 5 0 0 0 70 4 14 3 0 0 0 70 70 3 8 5 4 0 0 0 70	55	10	4	3	0	1	0	73
50 9 4 4 0	9	267	38	15	10	2	1	0	333
41 20 2 0 0 0 0 41 13 2 1 0 0 0 54 14 3 0 0 0 0 53 8 5 4 0 0 0 40 14 2 0 0 0 0 63 9 5 2 0 1 0 0 63 9 5 2 0 1 0 2 49 10 2 3 0 0 0 0 54 13 6 0 0 0 0 0 51 12 1 1 0 0 0 0 0 51 12 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 </td <td> 20</td> <td>46</td> <td>7</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>57</td>	20	46	7	4	0	0	0	0	57
41 13 2 1 0 0 0 178 49 12 5 0 0 0 0 2 2 54 14 3 0	13 2 1 0 0 0 578 3 49 12 5 0 0 0 244 4 14 3 0 0 0 0 70 3 8 5 4 0 0 0 56 4 14 2 0 0 0 0 56 3 9 5 2 0 1 0 277 4 13 6 0 0 0 63 41 13 6 0 0 0 63 41 13 6 0 0 0 63 41 13 6 0 0 0 63 6 2 2 0 0 0 65 6 2 2 0 0 0 66 6 2 2 0 0 0 66 6 2 2	50	9	4	4	0	0	0	
178 49 12 5 0 0 0 2 54 14 3 0 0 0 0 0 53 8 5 4 0 0 0 0 40 14 2 0 0 0 0 0 63 9 5 2 0 1 0 2 210 45 15 6 0 1 0 2 49 10 2 3 0 0 0 0 0 54 13 6 0	8 49 12 5 0 0 0 244 1 14 3 0 0 0 0 70 3 8 5 4 0 0 0 70 0 14 2 0 0 0 0 56 3 9 5 2 0 1 0 277 9 10 2 3 0 0 0 64 4 13 6 0 0 0 0 65 12 1 1 0 0 0 0 72 4 50 13 4 0 0 0 281 5 4 0 0 0 0 65 4 7 5 1 0 0 0 72 4 7 5 1 0 0 0 73 <td>41</td> <td>20</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>63</td>	41	20	2	0	0	0	0	63
54 14 3 0 0 0 0 53 8 5 4 0 0 0 40 14 2 0 0 0 0 63 9 5 2 0 1 0 2 210 45 15 6 0 1 0 2 49 10 2 3 0 0 0 0 54 13 6 0 0 0 0 0 0 51 12 1 1 0	1 14 3 0 0 0 0 71 3 8 5 4 0 0 0 70 0 14 2 0 0 0 0 56 3 9 5 2 0 1 0 277 9 10 2 3 0 0 0 64 4 13 6 0 0 0 0 73 1 12 1 1 0 0 0 65 1 15 4 0 0 0 0 73 1 15 4 0 0 0 0 73 1 15 4 0 0 0 0 72 1 50 13 4 0 0 0 72 1 7 5 1 0 0 0 67 2 30 14 5 0 1 0 292	41	13			0	0		
53 8 5 4 0 0 0 40 14 2 0 0 0 0 63 9 5 2 0 1 0 210 45 15 6 0 1 0 2 49 10 2 3 0 0 0 0 0 54 13 6 0 0 0 0 0 0 0 0 0 </td <td>8 5 4 0 0 0 70 0 14 2 0 0 0 0 56 3 9 5 2 0 1 0 277 0 45 15 6 0 1 0 277 0 10 2 3 0 0 0 64 13 6 0 0 0 0 0 65 15 4 0 0 0 0 0 65 15 4 0 0 0 0 0 72 15 4 0 0 0 0 0 72 15 4 0 0 0 0 0 66 2 2 0 0 0 0 72 14 0 0 0 0 72 14 0 0 0 0 72 14 1 0 0 0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	8 5 4 0 0 0 70 0 14 2 0 0 0 0 56 3 9 5 2 0 1 0 277 0 45 15 6 0 1 0 277 0 10 2 3 0 0 0 64 13 6 0 0 0 0 0 65 15 4 0 0 0 0 0 65 15 4 0 0 0 0 0 72 15 4 0 0 0 0 0 72 15 4 0 0 0 0 0 66 2 2 0 0 0 0 72 14 0 0 0 0 72 14 0 0 0 0 72 14 1 0 0 0 0 0 0								
40 14 2 0 0 0 0 63 9 5 2 0 1 0 210 45 15 6 0 1 0 2 49 10 2 3 0 0 0 0 0 54 13 6 0	14 2 0 0 0 0 0 568 3 9 5 2 0 1 0 80 10 2 3 0 0 0 0 64 13 6 0 0 0 0 0 73 12 1 1 0 0 0 0 65 15 4 0 0 0 0 0 75 15 5 0 0 0 0 0 0 75 15 4 0 0 0 0 0 0 75 15 5 0 0 0 0 0 0 0 75 15 1 0 0 0 0 0 75 15 1 0 0 0 0 0 75 15 1 0 0 0 0 0 75 16 7 5 1 0 0 0 0 67 17 1 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 80 18 13 5 1 0 0 0 0 78 18 13 5 1 0 0 0 0 78 18 13 5 1 0 0 0 0 78 18 13 5 1 0 0 0 0 78 18 13 5 1 0 0 0 0 78 18 13 3 5 1 0 0 0 78 18 13 3 5 1 0 0 0 78 18 13 3 5 0 0 0 78 18 13 3 1 0 0 0 78 18 13 3 1 0 0 0 78 18 13 3 1 0 0 0 78 18 13 3 1 1 0 0 0 78 18 13 3 1 1 0 0 0 78 18 13 3 1 1 0 0 0 78 18 15 4 0 0 0 0 0 78 18 13 3 1 1 0 0 0 78 18 15 8 1 0 0 0 78 18 17 1 1 0 0 0 0 78 18 18 3 1 1 0 0 0 63 19 1 0 0 0 0 76 19 10 0 0 0 76 19 11 0 0 0 0 76 19 11 0 0 0 0 76 19 11 0 0 0 0 76 19 11 0 0 0 0 76 19 11 0 0 0 0 0 76 19 11 0 0 0 0 0 76 19 11 0 0 0 0 0 76 19 11 0 0 0 0 0 76 19 11 0 0 0 0 0 76 19 11 0 0 0 0 0 0 76 19 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							- 1	
63 9 5 2 0 1 0 210 45 15 6 0 1 0 2 49 10 2 3 0 0 0 0 54 13 6 0 0 0 0 0 51 12 1 1 0 0 0 0 60 15 4 0 0 0 0 0 214 50 13 4 0 0 0 0 63 5 4 0 0 0 0 0 63 5 4 0	8 9 5 2 0 1 0 80 0 45 15 6 0 1 0 277 0 10 2 3 0 0 0 64 13 6 0 0 0 0 0 73 12 1 1 0 0 0 0 65 15 4 0 0 0 0 72 4 50 13 4 0 0 0 66 3 5 4 0 0 0 0 66 4 7 5 1 0 0 0 67 4 7 5 1 0 0 0 80 2 9 4 4 0 0 0 103 2 9 4 4 0 0 0 78							- 1	
210 45 15 6 0 1 0 2 49 10 2 3 0 0 0 0 54 13 6 0 0 0 0 0 51 12 1 1 0 0 0 0 60 15 4 0 0 0 0 0 214 50 13 4 0 0 0 0 66 6 2 2 0 0 0 0 63 5 4 0 0 0 0 0 0 69 12 3 2 0 1 0 2 1 0 0 0 1 6 1 0 2 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0	0 45 15 6 0 1 0 277 0 10 2 3 0 0 0 64 1 13 6 0 0 0 0 0 73 1 12 1 1 0 0 0 0 65 0 15 4 0 0 0 0 75 4 50 13 4 0 0 0 0 66 3 5 4 0 0 0 0 72 1 0 0 0 66 66 2 2 0 0 0 67 72 1 0 0 0 0 72 1 0 0 0 67 1 0 2 2 0 1 0 2 2 3 0 0 0 0 0 0 0							- 1	
49 10 2 3 0 0 0 54 13 6 0 0 0 0 51 12 1 1 0 0 0 60 15 4 0 0 0 0 214 50 13 4 0 0 0 0 56 6 2 2 0 0 0 0 0 63 5 4 0 0 0 0 0 0 0 0 0 0 0 0 <td< td=""><td>9 10 2 3 0 0 0 64 13 6 0 0 0 0 0 73 1 12 1 1 0 0 0 0 0 73 1 15 4 0 0 0 0 0 75 1 50 13 4 0 0 0 0 281 6 6 2 2 0 0 0 0 72 8 5 4 0 0 0 0 66 67 72 72 73 74 75 1 0 0 0 67 72 73 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	9 10 2 3 0 0 0 64 13 6 0 0 0 0 0 73 1 12 1 1 0 0 0 0 0 73 1 15 4 0 0 0 0 0 75 1 50 13 4 0 0 0 0 281 6 6 2 2 0 0 0 0 72 8 5 4 0 0 0 0 66 67 72 72 73 74 75 1 0 0 0 67 72 73 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74 74								
54 13 6 0 0 0 0 51 12 1 1 0 0 0 60 15 4 0 0 0 0 214 50 13 4 0 0 0 0 56 6 2 2 0 0 0 0 0 63 5 4 0 <td>1 13 6 0 0 0 0 73 1 12 1 1 0 0 0 0 65 0 15 4 0 0 0 0 77 75 1 50 13 4 0 0 0 0 66 66 2 2 0 0 0 0 77 72 72 73 1 0 0 0 0 72 73 1 0 0 0 0 67 72 73 1 0 0 0 0 67 72 73 1 0 0 0 67 72 73 1 0 0 0 67 72 74</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	1 13 6 0 0 0 0 73 1 12 1 1 0 0 0 0 65 0 15 4 0 0 0 0 77 75 1 50 13 4 0 0 0 0 66 66 2 2 0 0 0 0 77 72 72 73 1 0 0 0 0 72 73 1 0 0 0 0 67 72 73 1 0 0 0 0 67 72 73 1 0 0 0 67 72 73 1 0 0 0 67 72 74								
51 12 1 1 0 0 0 60 15 4 0 0 0 0 214 50 13 4 0 0 0 0 56 6 2 2 0 0 0 0 63 5 4 0 0 0 0 0 54 7 5 1 0 0 0 0 69 12 3 2 0 1 0 0 69 12 3 2 0 1 0 0 0 61 14 2 3 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12							- 1	
60	0 15 4 0 0 0 75 1 50 13 4 0 0 0 281 3 6 2 2 0 0 0 66 3 5 4 0 0 0 0 72 4 7 5 1 0 0 0 67 9 12 3 2 0 1 0 292 14 2 3 0 0 0 109 109 14 2 3 0 0 0 109 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>- 1</td><td></td></td<>							- 1	
214 50 13 4 0 0 0 2 56 6 2 2 0 0 0 0 63 5 4 0 0 0 0 0 54 7 5 1 0 0 0 0 69 12 3 2 0 1 0 2 69 12 3 2 0 1 0 2 61 14 2 3 0 0 0 0 92 9 4 4 0 0 0 1 65 10 2 1 0 0 0 0 65 10 2 1 0 0 0 3 58 12 3 5 0 0 0 0 3 63 15 4 0 0 0	4 50 13 4 0 0 0 281 6 6 2 2 0 0 0 66 8 5 4 0 0 0 0 72 1 7 5 1 0 0 0 67 9 12 3 2 0 1 0 292 14 2 3 0 0 0 80 2 9 4 4 0 0 0 109 13 5 1 0 0 0 80							- 1	
56 6 2 2 0 0 0 63 5 4 0 0 0 0 54 7 5 1 0 0 0 69 12 3 2 0 1 0 242 30 14 5 0 1 0 2 61 14 2 3 0 0 0 0 92 9 4 4 0 0 0 0 1 61 13 5 1 0 0 0 0 0 6 65 10 2 1 0 0 0 0 0 0 3 3 0 0 0 0 3 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 6 2 2 0 0 0 66 8 5 4 0 0 0 0 72 72 73 1 0 0 0 0 72 73 73 74								
63	3 5 4 0 0 0 0 7 7 5 1 0 0 0 6 7 2 1 0 0 0 6 7 2 1 0 0 0 6 7 2 1 0 0 0 1 0 2 9 1 0 0 0 1 0 0 0 1 0 2 9 4 4 0 0 0 0 1 0 2 9 4 4 0 0 0 0 10 2 1 0 0 0 0 10 2 1 0 0 0 0 7 7 8 1 0 0 0 7 7 8 3 1 0 0 0 7 7 8 3 1 1 0 0 0 7 7 8 3 1 1 0 0 0 7 8 3 1 1 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
54 7 5 1 0 0 0 69 12 3 2 0 1 0 242 30 14 5 0 1 0 2 242 30 14 5 0 1 0 2 1 0 <t< td=""><td>4 7 5 1 0 0 0 667 9 12 3 2 0 1 0 87 2 30 14 5 0 1 0 292 1 14 2 3 0 0 0 80 2 9 4 4 0 0 0 103 3 13 5 1 0 0 0 80 6 10 2 1 0 0 0 76 8 12 3 5 0 0 0 77 8 12 3 5 0 0 0 77 8 15 4 0 0 0 0 78 8 15 4 0 0 0 0 83 8 15 4 0 0 0 0 82 8 15 8 1 0 0 30</td><td></td><td></td><td></td><td></td><td></td><td></td><td>- 1</td><td></td></t<>	4 7 5 1 0 0 0 667 9 12 3 2 0 1 0 87 2 30 14 5 0 1 0 292 1 14 2 3 0 0 0 80 2 9 4 4 0 0 0 103 3 13 5 1 0 0 0 80 6 10 2 1 0 0 0 76 8 12 3 5 0 0 0 77 8 12 3 5 0 0 0 77 8 15 4 0 0 0 0 78 8 15 4 0 0 0 0 83 8 15 4 0 0 0 0 82 8 15 8 1 0 0 30							- 1	
69 12 3 2 0 1 0 242 30 14 5 0 1 0 2 61 14 2 3 0 0 0 0 1 92 9 4 4 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1 0	9 12 3 2 0 1 0 87 2 30 14 5 0 1 0 292 14 2 3 0 0 0 80 2 9 4 4 0 0 0 105 3 13 5 1 0 0 0 76 6 10 2 1 0 0 0 77 8 12 3 5 0 0 0 77 8 15 4 0 0 0 0 78 8 15 4 0 0 0 0 78 8 15 4 0 0 0 0 82 4 13 3 2 1 0 0 63 8 49 15 8 1 0 0 30							- 1	
242 30 14 5 0 1 0 2 61 14 2 3 0 0 0 0 92 9 4 4 0 0 0 1 61 13 5 1 0 0 0 0 65 10 2 1 0 0 0 0 279 46 13 9 0 0 0 0 58 12 3 5 0 0 0 0 63 9 5 1 0 0 0 0 63 15 4 0 0 0 0 0 44 13 3 2 1 0 0 0 3 53 12 3 0 3 0 0 0 0 0 54 8 3 1 </td <td>2 30 14 5 0 1 0 292 14 2 3 0 0 0 80 2 9 4 4 0 0 0 109 3 13 5 1 0 0 0 76 6 10 2 1 0 0 0 78 8 12 3 5 0 0 0 78 8 9 5 1 0 0 0 78 8 15 4 0 0 0 0 82 8 15 4 0 0 0 0 82 8 15 4 0 0 0 0 82 8 15 4 0 0 0 0 63 8 12 3 0 3 0 0 71<!--</td--><td></td><td></td><td></td><td></td><td></td><td></td><td>- 1</td><td></td></td>	2 30 14 5 0 1 0 292 14 2 3 0 0 0 80 2 9 4 4 0 0 0 109 3 13 5 1 0 0 0 76 6 10 2 1 0 0 0 78 8 12 3 5 0 0 0 78 8 9 5 1 0 0 0 78 8 15 4 0 0 0 0 82 8 15 4 0 0 0 0 82 8 15 4 0 0 0 0 82 8 15 4 0 0 0 0 63 8 12 3 0 3 0 0 71 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>- 1</td> <td></td>							- 1	
92 9 4 4 0 0 0 1 61 13 5 1 0 0 0 0 65 10 2 1 0 0 0 0 279 46 13 9 0 0 0 0 3 58 12 3 5 0 0 0 0 0 6 3 9 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 9 4 4 0 0 0 100 0 100 0 100 0 100 0 0 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	242	30	14	5	0	1	0	
61	13 5 1 0 0 0 80 6 10 2 1 0 0 0 78 8 46 13 9 0 0 0 347 8 12 3 5 0 0 0 78 8 9 5 1 0 0 0 78 8 15 4 0 0 0 0 82 4 13 3 2 1 0 0 63 8 49 15 8 1 0 0 301 8 12 3 0 3 0 0 71 4 8 3 1 1 0 0 66 2 17 2 0 0 1 0 82 3 19 1 0 0 0 76 3 19 1 0 0 0 76 3 17 <td>61</td> <td></td> <td></td> <td>3</td> <td></td> <td></td> <td>0</td> <td>80</td>	61			3			0	80
65 10 2 1 0 0 0 279 46 13 9 0 0 0 3 58 12 3 5 0 0 0 0 63 9 5 1 0 0 0 0 63 15 4 0 0 0 0 0 44 13 3 2 1 0 0 0 44 13 3 2 1 0 0 0 228 49 15 8 1 0 0 0 53 12 3 0 3 0 0 0 54 8 3 1 1 0 0 0 0 56 19 1 0 0 0 0 0 0 0 225 56 9 1 4	5 10 2 1 0 0 0 78 8 46 13 9 0 0 0 347 8 12 3 5 0 0 0 78 8 9 5 1 0 0 0 82 4 13 3 2 1 0 0 63 8 49 15 8 1 0 0 301 8 12 3 0 3 0 0 71 4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 3 19 1 0 0 0 76 3 19 1 0 0 0 76 3 17 1 1 0 0 0 62	92	9	4	4	0	0	0	109
279 46 13 9 0 0 0 3 58 12 3 5 0 0 0 0 63 9 5 1 0 0 0 0 63 15 4 0 0 0 0 0 44 13 3 2 1 0 0 0 44 13 3 2 1 0 0 3 53 12 3 0 3 0 0 0 54 8 3 1 1 0 0 0 0 62 17 2 0 0 1 0 0 0 0 225 56 9 1 4 1 0 2 2 43 17 1 1 0 0 0 0 0 0 0 0 <td>9 46 13 9 0 0 0 347 8 12 3 5 0 0 0 78 8 9 5 1 0 0 0 78 8 15 4 0 0 0 0 82 1 13 3 2 1 0 0 63 3 49 15 8 1 0 0 301 4 8 3 1 1 0 0 67 4 8 3 1 1 0 0 67 6 19 1 0 0 0 0 76 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 10 1 0 0 0 62 8 10 1 0 0 0 73 8</td> <td>61</td> <td>13</td> <td>5</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>80</td>	9 46 13 9 0 0 0 347 8 12 3 5 0 0 0 78 8 9 5 1 0 0 0 78 8 15 4 0 0 0 0 82 1 13 3 2 1 0 0 63 3 49 15 8 1 0 0 301 4 8 3 1 1 0 0 67 4 8 3 1 1 0 0 67 6 19 1 0 0 0 0 76 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 10 1 0 0 0 62 8 10 1 0 0 0 73 8	61	13	5	1	0	0	0	80
58 12 3 5 0 0 0 63 9 5 1 0 0 0 0 63 15 4 0 0 0 0 0 44 13 3 2 1 0 0 0 44 13 3 2 1 0 0 0 53 12 3 0 3 0 0 0 54 8 3 1 1 0 0 0 0 62 17 2 0 0 1 0 <t< td=""><td>3 12 3 5 0 0 0 78 3 9 5 1 0 0 0 78 3 15 4 0 0 0 0 82 4 13 3 2 1 0 0 63 3 49 15 8 1 0 0 301 4 8 3 1 1 0 0 67 4 8 3 1 1 0 0 67 6 19 1 0 0 0 0 76 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 73 8 9 0 0 1 0 0 283</td><td>65</td><td>10</td><td>2</td><td>1</td><td>0</td><td>0</td><td>0</td><td>78</td></t<>	3 12 3 5 0 0 0 78 3 9 5 1 0 0 0 78 3 15 4 0 0 0 0 82 4 13 3 2 1 0 0 63 3 49 15 8 1 0 0 301 4 8 3 1 1 0 0 67 4 8 3 1 1 0 0 67 6 19 1 0 0 0 0 76 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 73 8 9 0 0 1 0 0 283	65	10	2	1	0	0	0	78
63 9 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 9 5 1 0 0 0 78 3 15 4 0 0 0 0 82 4 13 3 2 1 0 0 63 8 49 15 8 1 0 0 301 8 12 3 0 3 0 0 71 4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 63 8 9 0 0 1 0 0 283	279	46	13	9	0	0	0	347
63	3 15 4 0 0 0 0 8 8 1 0 0 63 8 49 15 8 1 0 0 301 <td< td=""><td>58</td><td>12</td><td>3</td><td>5</td><td>0</td><td>0</td><td>0</td><td></td></td<>	58	12	3	5	0	0	0	
44 13 3 2 1 0 0 228 49 15 8 1 0 0 3 53 12 3 0 3 0 0 0 54 8 3 1 1 0 0 0 62 17 2 0 0 1 0 56 19 1 0 0 0 0 225 56 9 1 4 1 0 2 43 17 1 1 0 0 0 0 73 10 1 0 1 0 0 0 66 6 0 0 1 0 0 0 53 9 0 0 1 0 0 0 235 42 2 1 3 0 0 2 42 3 0 0 0 0 0 30 2 0 1 0 0 0 37 5 0 0 1 0 0 35 2 0 0 0 <td>4 13 3 2 1 0 0 63 8 49 15 8 1 0 0 301 8 12 3 0 3 0 0 71 4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 9 2 0 1 0 0 0 283 9 2 0 1 0 0 0 33</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>- 1</td> <td></td>	4 13 3 2 1 0 0 63 8 49 15 8 1 0 0 301 8 12 3 0 3 0 0 71 4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 9 2 0 1 0 0 0 283 9 2 0 1 0 0 0 33							- 1	
228 49 15 8 1 0 0 3 53 12 3 0 3 0 0 54 8 3 1 1 0 0 62 17 2 0 0 1 0 56 19 1 0 0 0 0 225 56 9 1 4 1 0 2 43 17 1 1 0 0 0 0 73 10 1 0 1 0 0 0 66 6 0 0 1 0 0 0 53 9 0 0 1 0 0 0 235 42 2 1 3 0 0 0 30 2 0 1 0 0 0 37 5 0 </td <td>3 49 15 8 1 0 0 301 3 12 3 0 3 0 0 71 4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 5 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 0 62 8 9 0 0 1 0 0 0 63 8 9 0 0 1 0 0 63 8 9 0 0 1 0 0 283 9 0 0 1 0 0 283 9 0 0 0 0 0 345</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	3 49 15 8 1 0 0 301 3 12 3 0 3 0 0 71 4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 5 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 0 62 8 9 0 0 1 0 0 0 63 8 9 0 0 1 0 0 63 8 9 0 0 1 0 0 283 9 0 0 1 0 0 283 9 0 0 0 0 0 345								
53 12 3 0 3 0 0 54 8 3 1 1 0 0 62 17 2 0 0 1 0 56 19 1 0 0 0 0 225 56 9 1 4 1 0 2 43 17 1 1 0 0 0 0 73 10 1 0 1 0 0 0 0 66 6 0 0 1 0 0 0 0 0 0 0 0 0 0 2 2 2 1 3 0 0 0 2 2 2 4 2 1 3 0 0 0 0 0 3 3 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <	3 12 3 0 3 0 0 71 4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 5 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 9 2 0 1 0 0 283 2 3 0 0 0 0 345 2 2 0 1 0 0 345 2 2 0 1 0 0 337 4 12 0								
54 8 3 1 1 0 0 62 17 2 0 0 1 0 56 19 1 0 0 0 0 225 56 9 1 4 1 0 2 43 17 1 1 0 0 0 0 73 10 1 0 1 0 0 0 66 6 0 0 1 0 0 0 53 9 0 0 1 0 0 0 235 42 2 1 3 0 0 2 42 3 0 0 0 0 0 30 2 0 1 0 0 0 37 5 0 0 1 0 0 35 2 0 0 0 0 0	4 8 3 1 1 0 0 67 2 17 2 0 0 1 0 82 3 19 1 0 0 0 0 76 5 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 8 9 0 0 1 0 0 63 9 2 0 1 0 0 0 283 2 3 0 0 0 0 0 45 2 2 0 1 0 0 0 33 7 5 0 0 0 0 0 37								
62 17 2 0 0 1 0 56 19 1 0 0 0 0 225 56 9 1 4 1 0 2 43 17 1 1 0 0 0 0 0 73 10 1 0 1 0	2 17 2 0 0 1 0 82 6 19 1 0 0 0 0 76 6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 9 0 0 1 0 0 63 2 3 0 0 0 0 0 2 3 0 0 0 0 0 45 2 2 0 1 0 0 0 33 7 5 0 0 1 0 0 37 4 12 0 1 1 0 0 158							- 1	
56 19 1 0 0 0 0 225 56 9 1 4 1 0 2 43 17 1 1 0 0 0 0 0 73 10 1 0 1 0 0 0 0 66 6 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 2 2 2 1 3 0 0 2 2 42 3 0 <t< td=""><td>3 19 1 0 0 0 0 76 5 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 9 0 0 1 0 0 63 2 3 0 0 0 0 283 2 3 0 0 0 0 45 2 0 1 0 0 0 45 3 0 0 0 0 0 33 4 12 0 0 0 0 0 37 4 12 0 1 1 0 0 158</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	3 19 1 0 0 0 0 76 5 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 9 0 0 1 0 0 63 2 3 0 0 0 0 283 2 3 0 0 0 0 45 2 0 1 0 0 0 45 3 0 0 0 0 0 33 4 12 0 0 0 0 0 37 4 12 0 1 1 0 0 158								
225 56 9 1 4 1 0 2 43 17 1 1 0 0 0 0 73 10 1 0 1 0 0 0 66 6 0 0 1 0 0 0 53 9 0 0 1 0 0 0 235 42 2 1 3 0 0 2 42 3 0 0 0 0 0 0 30 2 0 1 0 0 0 37 5 0 0 1 0 0 35 2 0 0 0 0 0	6 56 9 1 4 1 0 296 8 17 1 1 0 0 0 62 8 10 1 0 1 0 0 85 6 6 0 0 1 0 0 63 8 9 0 0 1 0 0 63 8 42 2 1 3 0 0 283 9 0 0 0 0 0 0 45 9 2 0 1 0 0 0 33 9 2 0 1 0 0 43 9 2 0 0 0 0 0 37 9 2 0 0 0 0 0 37 9 3 0 0 0 0 0 0 37 9 0								
43 17 1 1 0 0 0 73 10 1 0 1 0 0 66 6 0 0 1 0 0 53 9 0 0 1 0 0 235 42 2 1 3 0 0 2 42 3 0 0 0 0 0 30 2 0 1 0 0 0 37 5 0 0 1 0 0 35 2 0 0 0 0 0	3 17 1 1 0 0 0 6 6 3 10 1 0 1 0 0 8 8 6 0 0 1 0 0 7 7 3 9 0 0 1 0 0 6 6 3 9 0 0 1 0 0 6 3 3 0 0 0 0 6 3 3 0 0 0 0 0 2 8 3 0 0 0 0 0 4 4 2 1 3 0 0 0 0 0 4 4 2 0 1 0 0 0 3 3 0 0 0 0 0 3 3 0 0 0 0 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
73 10 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 10 1 0 1 0 0 85 6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 6 42 2 1 3 0 0 283 2 3 0 0 0 0 0 45 0 2 0 1 0 0 0 33 7 5 0 0 1 0 0 43 6 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158								
66 6 0 0 1 0 0 53 9 0 0 1 0 0 235 42 2 1 3 0 0 2 42 3 0 0 0 0 0 0 30 2 0 1 0 0 0 37 5 0 0 1 0 0 35 2 0 0 0 0 0	6 6 0 0 1 0 0 73 8 9 0 0 1 0 0 63 6 42 2 1 3 0 0 283 2 3 0 0 0 0 0 45 0 2 0 1 0 0 0 33 7 5 0 0 1 0 0 43 6 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158							- 1	
53 9 0 0 1 0 0 235 42 2 1 3 0 0 2 42 3 0 0 0 0 0 0 0 30 2 0 1 0 0 0 0 37 5 0 0 1 0 0 0 35 2 0 0 0 0 0 0	3 9 0 0 1 0 0 63 5 42 2 1 3 0 0 283 2 3 0 0 0 0 0 45 0 2 0 1 0 0 0 33 7 5 0 0 1 0 0 43 6 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158								
235 42 2 1 3 0 0 2 42 3 0 0 0 0 0 0 30 2 0 1 0 0 0 0 37 5 0 0 1 0 0 0 35 2 0 0 0 0 0 0	6 42 2 1 3 0 0 283 2 3 0 0 0 0 0 45 0 2 0 1 0 0 0 33 7 5 0 0 1 0 0 43 6 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158								
42 3 0 0 0 0 0 30 2 0 1 0 0 0 37 5 0 0 1 0 0 35 2 0 0 0 0 0	2 3 0 0 0 0 0 45 0 2 0 1 0 0 0 33 7 5 0 0 1 0 0 43 6 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158								
30 2 0 1 0 0 0 37 5 0 0 1 0 0 35 2 0 0 0 0 0	2 0 1 0 0 0 33 7 5 0 0 1 0 0 43 6 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158								
37 5 0 0 1 0 0 35 2 0 0 0 0 0	5 0 0 1 0 0 43 5 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158							- 1	
35 2 0 0 0 0 0	5 2 0 0 0 0 0 37 4 12 0 1 1 0 0 158								
	12 0 1 1 0 0 158							- 1	
144 12 U 1 1 0 0 1		144							

Destinati	on: /	\rm D L	eominste	r Bypass			Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
29	11	2	7	1	0	0	50
45	19	6	6	0	0	0	76
51 46	17 18	3 5	7 7	1 1	0 0	0	79 77
171	65	16	27	3	0	0	282
77	25	7	7	1	1	0	118
89	24	9	10	1	0	0	133
71	20	6	13	1	0	0	111
69	21	7	7	0	0	0	104
306	90	29	37	3	1	0	466
62	23	3	9	0	1	0	98
56	21	6	9	0	0	0	92
47	20	6	10	0	1	0	84
51	13	7	7	0	0	0	78
216	77	22	35	0	2	0	352
50	9	4	11	0	0	0	74
47	14	9	9	0	0	0	79
74	19	6	6	0	0	0	105
225	13 55	10 29	14 40	0	0	0	91 349
50	17	3	9	0	1	0	80
87	15	4	11	0	0	0	117
67	7	11	6	0	1	0	92
80	14	4	8	0	0	0	106
284	53	22	34	0	2	0	395
54	13	4	6	0	0	0	77
67	16	9	5	0	0	0	97
71	15	7	16	0	0	0	109
56	19	8	8	0	2	0	93
248	63	28	35	0	2	0	376
87	10	3	9	0	0	0	109
89	10	6	10	0	0	0	115
61	8	2	7	0	0	0	78
73 310	9 37	4 15	9 35	0	<u>1</u> 1	0	96 398
93	26	6	8	0	0	0	133
96	16	5	6	1	0	0	124
75	10	6	8	0	0	0	99
60	11	9	5	0	0	0	85
324	63	26	27	1	0	0	441
54	15	5	3	2	0	0	79
81	12	3	2	0	0	0	98
105	16	3	5	0	0	0	129
85	11	5	7	0	0	0	108
325	54	16	17	2	0	0	414
96	13	6	6	0	0	0	121
105	10	4	7	0	0	0	126
115	20	8	15	0	0	0	158
137	24	3	5	0	0	0	169
453 152	67 21	21 1	33 2	0	0	0	574 176
152 126	12	0	7	0	0	0	176 145
119	9	4	0	1	0	0	133
91	8	2	3	0	0	0	104
488	50	7	12	1	0	0	558
79	4	2	2	0	0	0	87
54	8	0	2	0	0	0	64
58	9	0	3	1	1	0	72
49	5	0	1	0	0	0	55
240	26	2	8	1	1	0	278
0500			0				
3590	700	233	340	11	9	0	4883

1	Dest
	Totals
7	
	193
	264
	383
	1163
3	406
	463
	445
1	398 1712
3	362
2	322
ļ.	277
3	294
2	1255
	262 252
	313
	268
)	1095
	282
	313
	278 338
5	1211
	307
	308
	291
3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	316 1222
<u> </u>	341
	323
3	290
6	334
3	1288
3	340
	362 330
5	322
	1354
3	293
3	314
	370
) <u>3</u>	1304
	342
6	357
3	390
9	1483
1	1483 432
5	348
3	341
Į.	277
	1398
	257 173
	173 195
5	194
3	819

15304



Client: Project: Site: Date:

Balfour Beatty 3406-MID A49 Leominster

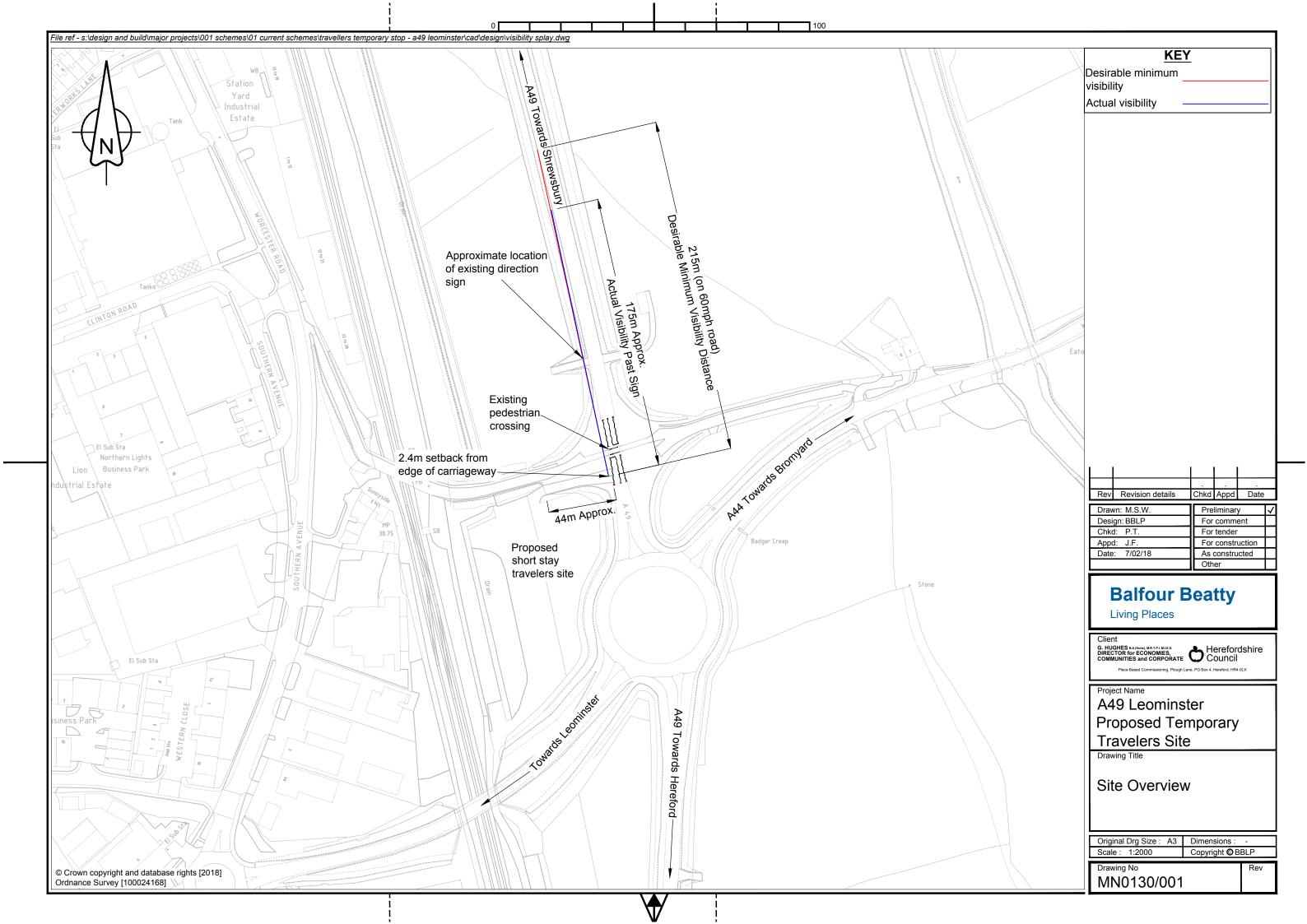
2 11/01/2018

	Arı	m A
	Eastbound	Westbound
07:00	0	0
07:15	0	0
07:30	0	0
07:45	0	0
1 Hr	0	0
08:00	0	0
08:15	0	0
08:30	0	0
	1	0
08:45	1	
1 Hr		0
09:00	0	1
09:15	1	0
09:30	0	0
09:45	0	0
1 Hr	1	1
10:00	0	0
10:15	0	0
10:30	0	0
10:45	0	0
1 Hr	0	0
11:00	1	1
11:15	1	0
11:30	1	0
11:45	0	0
1 Hr	3	1
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
1 Hr	0	0
13:00	0	0
13:15	0	0
13:30	0	0
13:45	0	0
1 Hr	0	0
14:00	0	
		2
14:15	0	0
14:30	0	0
14:45	0	0
1 Hr	0	2
15:00	4	0
15:15	0	0
15:30	0	0
15:45	0	0
1 Hr	4	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	5
1 Hr	0	5
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
1 Hr	0	0
18:00	0	0
18:15	2	1
18:30	1	1
18:45	0	0
1 Hr	3	2
i Di	<u> </u>	

Total 12

11

APPENDIX C: SITE OVERVIEW DRAWING





Balfour Beatty Living Places

Mark Hadley
Senior Project Manager

E: mark.hadley@balfourbeatty.com

T: +44 (0)7925 643 678 W: balfourbeatty.com