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FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: TCCSFOI 21-029

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	waived
6. Processing time (in working days)	19 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a



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and City Services

Freedom of Information – Access Application Form

Privacy notice

The personal information you supply on this form will only be used for the purpose of processing your request. Your application must include an email or postal address to which the respondent can send notices under the *Freedom of Information Act 2016* (the Act). If all or some of this information is not collected, Transport Canberra and City Services may not be able to communicate with you, inhibiting their obligations under the Act. This could mean the request cannot be dealt with. Your personal information will not be disclosed to a third party without your consent unless statutory obligations require otherwise.

The Transport Canberra and City Services Privacy Policy contains information on how you can access or seek to correct any of your personal information that is held by the Transport Canberra and City Services, as well as the process for lodging a complaint about an alleged breach of the *Information Privacy Act 2014*. The Privacy Policy can be found at www.cityservices.act.gov.au.

Applicant details

I wish to make an access application to Transport Canberra and City Services under the *Freedom of Information Act 2016*.

Name	[REDACTED]
Address (where notices relating to this request can be sent – either postal or electronic)	[REDACTED]
Telephone (Business hours)	[REDACTED]
Telephone (Mobile)	[REDACTED]
Email	[REDACTED]

What documents are you requesting under the Act?

I write to request under the *Freedom of Information Act 2016* (FOI Act) the final reports of the following traffic related studies.

- Any traffic study including Krefft Street in Florey conducted in 2020
- Any speed survey conducted that included Kerrigan Street from 01 Jan 2017 – 15 March 2021

Fee waiver


If you wish to apply for a fee waiver, the Act sets out a number of provisions to do so:

- The information being requested was previously publicly available but no longer is.
- The information being requested is of special benefit to the public (Ombudsman guidelines see Section 66).
- The applicant is a concession card holder and demonstrates a material connection with the information requested (concession cards include a current health care or pensioner card issued under the [Social Security Act 1991](#); a current pensioner concession card issued in relation to a pension under the [Veterans' Entitlements Act 1986](#) or [the Military Rehabilitation and Compensation Act 2004](#); a current gold card; or a card prescribed by regulation).
- The applicant is a not-for-profit organisation and the application relates to the activities or purposes of the organisation.
- The applicant is a member of the Legislative Assembly.

Transport Canberra and City Services must waive any fees for providing information if the information was not publicly available and the agency makes the information publicly available before or within 3 working days after giving it to the applicant.

To apply for a fee waiver please complete the following.

I make this request pursuant to section 30 of the FOI Act.	
As a member of the ACT Legislative Assembly, I note that any fees and charges associated with this request will be waived in pursuant to section 107 (2)(e) of the Act.	
I would like	a copy of these documents sent to the above address

Applicant's signature	Date of request
	16 March 2021



ACT
Government

Transport Canberra and
City Services

[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]

Freedom of Information Request - Reference 21-029

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 16 March 2021 under the *Freedom of Information Act 2016* (FOI Act) seeking the following government information:

1. *“any traffic study including Krefft Street in Florey conducted in 2020; and*
2. *“any speed survey conducted that included Kerrigan Street from 1 Jan 2017 to 15 March 2021”.*

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the FOI Act.

A decision on your application is due by 15 April 2021.

Decision on access

Searches were undertaken for the documents you are seeking. The search identified 22 documents (111 pages) containing information within the scope of your access application. These are outlined in the schedule of document included at [Attachment A](#).

I have decided to:

- grant full access to 20 documents; and
- grant partial access to two documents.

I have refused access under section 35(1)(c) of the FOI Act to some of the information that you have requested as it is contrary to the public interest to release.

My access decision is detailed further in the following statement of reasons below.

Statement of Reasons

In making my decision on disclosing government information, I must identify all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- Section 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Section 2.1(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community;
- Section 2.1(a) (xi) - reveal environmental or health risks or measures relating to public health and safety; and
- Section 2.1(a)(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision.

Factors favouring non-disclosure (Schedule 2, Section 2.2)

- Section 2.2 (a)(ii) – prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*; and
- Section 2.2 (a)(iii) - prejudice the security, law enforcement or public safety

As an Information Officer, I must decide where, on balance, public interest lies. As part of this process I must consider factors favouring disclosure and non-disclosure.

I consider that it is in the public interest to release most of this information. These documents discuss road safety and road design improvements.

Personal Privacy – Documents 1 and 2

The factors I considered relevant in relation to favouring non-disclosure is where information might prejudice the protection of an individual's right to privacy. I have decided that names of third parties should not be released because the release could identify an individual and would prejudice their right to privacy under the *Human Rights Act 2004*.

I am satisfied that the factors in favour of release can still be met while protecting the personal information of individuals involved. I find the protection of this information outweighs disclosure.

Public Safety – drawings

I have examined the drawings for any the location of underground infrastructure. Such infrastructure may fall under National legislation related to the identification of critical infrastructure and protection from acts of terrorism.

Disclosure of this information may prejudice the security of infrastructure and potentially expose it to acts of vandalism. In this instance, I have found no infrastructure in the drawings that could prejudice security or public safety.

Charges

Pursuant to *Freedom of Information (Fees) Determination 2018* processing charges are applicable for this request because the total number of pages to release to you exceeds the charging threshold of 50 pages. However, the charges have been waived in accordance with section 107(2)(e) of the Act.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents will be published in the TCCS disclosure log 3 days from the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log at http://www.tccs.act.gov.au/about-us/freedom_of_information.

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision, you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to tccs.foi@act.gov.au.

Yours sincerely



Cherie Hughes
Information Officer

14 April 2021

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.


Information about what is published on open access is available online at: https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

File number		WHAT ARE THE PARAMETERS OF THE REQUEST				
FOI – 21-029		<ol style="list-style-type: none"> any traffic study including Krefft Street in Florey conducted in 2020; and any speed survey conducted that included Kerrigan Street from 1 Jan 2017 to 15 March 2021 				
Ref No	No of Folios	Description	Date	Status	Reason for non-release or deferral	Open Access release status
Part 1						
1	1-21	Report_ Krefft Street, Florey Safe Systems Infrastructure Assessment – Final	21 February 2020	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	Documents to be published.
2	22-24	Active Travel Safer Walking and Cycling Around Schools - Florey Primary school	26 May 2020	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
Part 2						

3	25-27	Kerrigan Street- Percy Begg Circuit & Douglas Waterhouse Drive - Weekday – Northbound - 60	22 August 2017	Full access	N/A
4	28-30	Kerrigan Street - Percy Begg Circuit & Douglas Waterhouse Drive - Weekly - Northbound 60	07 September 2017	Full access	N/A
5	31-33	Kerrigan Street - Percy Begg Circuit & Douglas Waterhouse Drive - Weekend- Northbound - 60	07 September 2017	Full access	N/A
6	34-36	Kerrigan Street - Percy Pegg Circuit & Douglas Waterhouse Drive - Weekday - Southbound- 60	22 August 2017	Full access	N/A
7	37-39	Kerrigan Street - Percy Begg Circuit & Douglas Waterhouse Drive - Weekly – Southbound - 60	7 September 2017	Full access	N/A
8	40-51	Kerrigan Street - Percy Begg Circuit & Douglas Waterhouse Drive - Weekend - Southbound - 60	7 September 2017	Full access	N/A
9	43-54	Kerrigan Street - Percy Begg Circuit - N & Lance Hill Avenue - S - Weekday - Northbound - 60	31 May 2019	Full access	N/A
10	55-57	Kerrigan Street - Percy Begg Circuit -N & Lance Hill Avenue - S- Weekly - Northbound - 60	31 May 2019	Full access	N/A

11	58-60	Kerrigan Street - Percy Begg Circuit - N & Lance Hill Avenue - S - Weekend- Northbound - 60	31 May 2019	Full access	N/A
12	61-63	Kerrigan Street - Percy Begg Circuit - N & Lance Hill Avenue S - Weekday- Southbound - 60	31 May 2019	Full access	N/A
13	64-66	Kerrigan Street - Percy Begg Circuit - N & Lance Hill Avenue - S - Weekly- Southbound - 60	31 May 2019	Full access	N/A
14	67-69	Kerrigan Street - Percy Begg Circuit - N & Lance Hill Avenue - S - Weekend- Southbound - 60	31 May 2019	Full access	N/A
15	70-72	Kerrigan Street - Lance Hill Avenue - N & Bedourie Street - S - Weekday - Southbound- 60	31 May 2019	Full access	N/A
16	73-75	Kerrigan Street - Lance Hill Avenue - N & Bedourie Street - S - Weekly - Southbound-60	31 May 2019	Full access	N/A
17	76-78	Kerrigan Street - Lance Hill Avenue - N & Bedourie Street S - Weekend- Southbound -60	31 May 2019	Full access	N/A
18	79-90	Kerrigan Street - Lance Hill Avenue - N & Bedourie Street -S- Weekday northbound 60	31 May 2019	Full access	N/A
19	91-93	Kerrigan Street - Lance Hill Avenue - N & Bedourie Street - S Weekly - Northbound 60	31 May 2019	Full access	N/A

20	94-96	Kerrigan Street - Lance Hill Avenue - N & Bedourie Street - S - Weekend Northbound 60	31 May 2019	Full access	N/A	
21	97-107	Report - Evaluation of Effectiveness of the 'Smiley Face' Sign Trial	20 February 2020	Full access	N/A	
22	108-111	2020 and 2021 data - Kerrigan Street, Smiley Face data	Various	Full access	N/A	





KREFFT STREET, FLOREY

**SAFE SYSTEMS INFRASTRUCTURE
ASSESSMENT**

TRANSPORT CANBERRA AND CITY SERVICES

FINAL

RG19075-2 / 1

21 FEBRUARY 2020



Consulting Engineers

KREFFT STREET, FLOREY

SAFE SYSTEMS INFRASTRUCTURE ASSESSMENT

Prepared for Transport Canberra and City Services

Document Register

Revision	Date	Details	Author	Verifier	Approver
1	21/02/20	Final	■	■	■

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1. SUMMARY

Project Name:	Kreffft Street, Florey – Safe System Infrastructure Assessment
Assessment for:	Transport Canberra and City Services
Telephone:	(02) 6205 3208
Project Officer	Jayanthi Vikneson
Assessors:	<p>██████████ Senior Traffic Engineer</p> <p>██████████ Senior Designer</p>
Meetings:	No meetings with Roads ACT were undertaken as part of this assessment
Site Inspections:	<p>Wednesday 13 November 2019 between:</p> <ul style="list-style-type: none"> • 8:30 am – 9:30 am • 2:30 pm – 3:30 pm (school afternoon) <p>Thursday 14 November 2019 between:</p> <ul style="list-style-type: none"> • 4:30 pm – 5:30 pm
Site Description	<p>Two way two lane Major Collector Road. Existing 60 km/h speed limit.</p> <p>Urban road with driveway access.</p> <p>Access is provided to Florey Primary.</p> <p>Close proximity to St Francis Xavier's Catholic College (western end) and Florey Shops (eastern end).</p>
Assessment Options	The assessment was undertaken on Krefft Street, Florey.
Design Options:	<p>The assessment was undertaken for the following design:</p> <ul style="list-style-type: none"> • Pedestrian crossing facility; • Speed reduction to 50 km/h, and • Vertical deflection devices.

The Safe System Matrix scores for the existing conditions and the score that would be achieved if the identified design options were to be incorporated are provided in **Table 1-1**.

Table 1-1 Safe System Matrix scores

Option	Score
Existing conditions	180/448
Design Option	86/448

1.1 Conclusion

The installation of the treatments associated with the Design Option would provide benefit to the safety of the assessed streets.

The installation of traffic calming treatment on Krefft Street may assist in discouraging “rat-running” activities on Krefft Street and Ratcliffe Crescent.

2. ASSESSMENT DETAILS

2.1 Assessment Scope

The purpose of this Safe Systems Assessment is to assess existing conditions against proposed infrastructure so it aligns with the Safe Systems principles and the objectives to eliminate collisions that result in fatal and serious injuries.

2.2 Assessment Team

The following team members involved with this project:

- [REDACTED] R D Gossip Pty Ltd [REDACTED]
- [REDACTED] R D Gossip Pty Ltd [REDACTED]

2.3 Meeting and Site Inspections

2.3.1 Meetings

No meetings were held between RDG and Roads ACT as part of this assessment.

2.3.2 Site Inspections

Site inspections were on Wednesday 13 November 2019 between:

- 8:30 am – 9:30 am;
- 2:30 pm – 3:30 pm, and

Thursday 14 November 2019 between:

- 4:30 pm – 5:30 pm.

A summary of the key observations are listed below for the respective periods.

2.3.2.1 General Comments

- Intersections, driveways and path connections are provided on the inside curve of the road, reducing the sight distance. This impacts on the pedestrian crossing sight distance and vehicles exiting the intersecting roads.
- There are several locations on the road where evidence of antisocial behaviour has occurred (skid marks). At the time of the inspections, skid marks were more prevalent near the intersection with Clements street.

2.3.2.2 AM Inspection (8:30 am – 9:30 am)

- Besides local traffic, traffic generated by the schools appeared to contribute to the majority of the traffic generated.
- Delay was observed at the intersection with Barnard Circuit. It is expected that is highly contributed to vehicular movements associated with St. Francis Xavier's Catholic College and St. John the Apostle's Catholic Primary School.
- There was a high number of pedestrians and cyclists were observed near the school areas. This included pedestrians and cyclists crossing the road near the pedestrian underpasses rather than remaining off the road. Two cyclists were observed on the road, with the remainder using the path network.

- Several vehicles were parked near the intersection with Barnard Circuit (both sides of the road) and on the eastern side of Krefft Street between Clements Street and Ratcliffe Crescent to drop off children. None of the drivers were observed leaving their vehicles
- Several vehicles were observed tailgating vehicles (one vehicle exceptionally close).
- Several near misses were observed at several of the intersections along Krefft Street, where through vehicles were required to apply brakes, with one through vehicle nearly stopping. It is unknown how long the majority of these vehicles had waited to exit the intersection.
- Multiple road users appeared to exceed the speed limit, especially those driving between Kingsford Smith Drive and Barnard Circuit. From the observation. Several of the same vehicles appeared to exceed the speed limit travelling to and from Barnard Circuit.

2.3.2.3 PM School Inspection (2:30 pm – 3:30 pm)

- Similar conditions to the AM inspection.
- Multiple vehicles associated with school children collection activities were parked on both sides of Krefft Street Road near the intersection of Barnard Circuit and between Clements street and Ratcliffe Street. This created pedestrian crossing movements at both these locations.
- A mobility scooter was observed travelling southbound on the road between Ennor Crescent and Barnard Circuit. It was observed later using the path on the northern side of Krefft Street near Boswell Crescent.

2.3.2.4 PM Inspection (4:30 pm – 5:30 pm)

- There was less traffic during the PM period than the AM and school periods.
- Some of this traffic appeared to be rat-running. It is expected that the delays at the intersection of Southern Cross Drive and Kingsford Smith Drive may encourage some road users to use Krefft Street.
- There were multiple vehicles that appeared to exceed the speed limit. This included vehicles that had turned out/in local side streets.
- There were some minor pedestrian and cyclist movements.
- There were some minor pedestrian and vehicular activity associated with the schools in the area.

3. PROJECT CONTEXT AND DESCRIPTION

3.1 Existing Conditions

3.1.1 Road Description

Kreffft Street, Florey, is a Major Collector road in the ACT road hierarchy with a speed limit of 60 km/h.

Kreffft Street is circa 1.5 km in length and circa 12.5 m wide. It provides a connection between Kingsford Smith Drive (west) and Ratcliffe Crescent (east).

The section of Krefft Street east of Barnard Circuit is undulating with several curves in the road alignment. The section west of Barnard Circuit is relatively flat and straight. There are several intersections within the eastern section with limited driveway connections. The western section has driveways on the northern side of the road.

Paths are provided on both sides of Krefft Street.

The road currently has the following traffic calming devices:

- Lane narrowing with on-road cycle lanes in both directions;
- Painted medians with turn lanes at intersections, and
- Traffic islands at the intersections with Kingsford Smith Drive and Ratcliffe Crescent.

There are multiple driveways at the western end of Krefft Street.

3.1.2 Traffic Volume and Speed Data

Traffic volume and speed data were collected on Krefft Street over two separate periods (June 2013 and June 2017). The results are provided in **Table 3-1**.

Table 3-1 Traffic Volumes and Speed Data

Towards	Survey Start Date	Weekday Average (vpd)	Weekday Average Speed Km/hr	Weekday 85 %ile Speed Km/hr
Between Clements Street and Ratcliffe Crescent (School zone – during school hours)				
Clements Street (WB)	11/06/2013	409	45	51.1
Ratcliffe Crescent (EB)		414	43.2	51.7
Between Clements Street and Ratcliffe Crescent (School zone – outside school hours)				
Clements Street (WB)	11/06/2013	1,326	49.8	54.9
Ratcliffe Crescent (EB)		994	33	59.5
Total Volume		3,143		
Between Eddy Crescent (WB) and Boswell Crescent				
Eddy Crescent (WB)	23/06/2017	1,878	57.5	63.4
Boswell Crescent (EB)		1,947	58.1	64.4
Total Volume		3,825		

The data indicates over 3,000 vehicles per day use Krefft Street. The traffic volumes are typical to a major collector road classification (3,000 to 6,000 daily vehicles).

Speed data indicates that the average is close to the 60 km/h speed limit, with the 85th percentile motorist is travelling circa 5% above the 60 km/h speed limit. Within the school zone during the school period, the speed data indicates that the average is greater than 40 km/h.

Note that no information was provided for the road section between Barnard Circuit and Neumann Place. It is expected that this section of Krefft Street would experience above average traffic volumes, although less than 5,000 vehicles per day, and higher speeds. This is due to the observed school vehicular activities associated with the intersection with Barnard Circuit and straight alignment of this section of road.

3.1.3 Collision History

In the five year period from 1 January 2014 to 31 December 2018, a total of 20 collisions occurred on Krefft Street between Kingsford Smith Drive and Ratcliffe Crescent, excluding collisions at the intersections with Kingsford Smith Drive (33 collisions) and Ratcliffe Crescent (3 collisions).

There were no collisions which resulted in a fatality. Two collisions resulted in injuries.

There were 10 collisions that occurred at intersections and 10 collisions occurred in midblock sections.

Collisions involving pedestrians occurred on the northern and southern approaches to the intersection with Barnard Circuit. Both these collisions occurred during the morning AM peak period on weekdays during school terms.

A collision involving a pedestrian occurred on the path between Boswell Crescent and Thorpe Street in the northbound direction.

The collision data do not indicate any trends in collisions on this section of road.

3.1.3.1 Lighting lux levels

- Lighting under the light columns generally achieves the minimum 3.5 Lux lighting required along Krefft Street, however, the majority of the midblock sections checked do not achieve the 3.5 Lux lighting required due to foliage.
- Circa 20 Lux was recorded under the light columns and circa 2.5-3 Lux between light columns.

3.1.4 Context of Assessment

Table 3-2 Project Context

Austroads AP-R509-16 Prompts	Comments
What is the reason for the project? Is there specific crash type risk? Is it addressing specific issues such as poor speed limit compliance, road access, congestion, future traffic growth, freight movement, amenity concerns from the community, maintenance/asset renewal, etc.	<ul style="list-style-type: none"> • The project aims to improve safety for all users of Krefft Street.

Austroads AP-R509-16 Prompts	Comments
What is the function of the road? Consider location, roadside land use, area type, speed limit, intersection type, presence of parking, public transport services and vehicle flows. What traffic features exist nearby (e.g. upstream and downstream)? What alternative routes exist?	<ul style="list-style-type: none"> • The road provides a connection from Kingsford Smith Drive to Ratcliffe Crescent. • It is used as an alternative route than using Southern Cross Drive and Kingsford Smith Drive during the PM period. • The street is a mix of residential and educational use. • The speed limit is 60 km/h. • The intersections are priority controlled (Give Way) with priority to Krefft Street.
What is the speed environment? What is the current speed limit? Has it changed recently? Is it similar to other roads of this type? How does it compare to Safe System speeds? What is the acceptability of lowering the speed limit at this location?	<ul style="list-style-type: none"> • The road has a 60 km/h speed limit. • Potential consideration to reduce the speed limit to 50 km/h to align with the residential nature of the road.
What road users are present? Consider the presence of elderly pedestrians, school children and cyclists. Also note what facilities are available to vulnerable road users (e.g. signalised crossings, bicycle lanes, school speed limits, etc.)	<ul style="list-style-type: none"> • Majority of the road users are expected to be passenger vehicles. • Pedestrian activity is school children, local recreational activities and movements connected to the bus stops. • On road cycle lanes are provided in both directions of Krefft Street between Kingsford Smith Drive and Clements Street (circa 150 m north of Ratcliffe Crescent).
What is the vehicle composition? Consider the presence of heavy vehicles (and what type), motorcyclists and other vehicles using the roadway.	<ul style="list-style-type: none"> • It is expected that at least 96% of vehicles would be passenger sized vehicles (including utes). • Circa 3% are estimated to be heavy vehicles including buses • Circa 1% would be motorcycles.

3.2 Improvement Treatments

3.2.1 Design Considerations

The following needs to be considered as part of the selection of the proposed treatments:

- Devices should be visible for approaching road users from 73 m at 60 km/h and 55 m at 50 km/h (not accounting for corrections due to grade).
- Lighting – 3.5 Lux is required within 3 m of the device.

Based on the site inspections, road geometry and observations and the review of the traffic volume, speed and collision data, the following options could be considered.

3.2.1.1 Speed reduction to 50 km/h

Generally, road users are travelling at the speed limit, with the average speed limit close to the 60 km/h speed limit. However, there is a high 85th percentile speed within the school zone within times of operation and it is expected that the section of Krefft Street between Barnard Circuit and Kingsford Smith Drive would experience high 85th percentile speeds.

Based on the volume of traffic, road geometry and the number of property accesses, the speed reduction is to 50 km/h considered appropriate for Krefft Street and aligns with AS 1742.4 (Manual of uniform traffic

control devices Part 4: Speed controls). The speed reduction will align with the residential nature of the street. It would also reduce the sight distance requirements at intersections, particularly at intersections location on the inside of curves where vegetation impedes on sight distance.

The reduction of the speed would reduce the kinetic energy transferred in a collision. Through reducing the speed limit, and with the assistance of other measures and enforcement, there is potential that it could increase the number of road users travelling at a lower speed, reducing the 85th percentile speed. Scientists at the University of Adelaide estimate that the risk of a serious collision circa doubles for every 5 km/h above 60 km/h, with the serious collision risk reducing correspondingly for speeds below 60 km/h. Therefore it may be expected that the risk of a serious collision would be reduced fourfold through encouraging motorised vehicles to travel at 50 km/h rather than 60 km/h. This aligns with the Safe Systems Principals to reduce the exposure to impact forces associated with vulnerable users.

Traffic calming measures and police or speed camera van presence would be required to support the reduction in the posted speed to 50 km/h.

3.2.1.2 Pedestrian crossing improvements

There are three pedestrian underpasses provided on Krefft Street. There are also several bus stop on both sides of the road.

High pedestrian activity was observed on Krefft Street, with multiple crossing at various locations particularly in the proximity of the bus stops and the schools. 2 of the 20 collisions that occurred on Krefft Street involved pedestrians crossing the road.

Enhancements to active travel infrastructure through improved crossing safety would provide benefit to pedestrians and cyclists using the path network. The improved crossing safety has the potential to encourage additional users that previously avoided walking/ cycling due to concerns over limited safe road crossing locations. The provision of crossing improvements can decrease crossing distance and time that pedestrians/ cyclists are within the trafficable section of the road. It would also improve the pedestrian crossing sight distance at locations where the sight distance is reduced due to the curvature of the road.

The required pedestrian crossing sight distance (CSD) is circa 250 m for 60 km/h for the 12.5 m wide road (208 m for 50 km/h). The CSD is not achieved on the eastern section of the road due to the horizontal and vertical alignment of the road (circa 110 m to 140 m on the inside of curves). The design of a major collector road depends on the age of the suburb. Some of the older major collector roads in residential areas, such as Krefft Street, a combination of the width and alignment of the road results in a non-achievable CSD at key crossing locations (i.e. bus stops, local access paths connections, etc.). As a result, pedestrian crossing improvements such as refuge islands or kerb blisters are installed to achieve CSD by reducing the crossing distance and/or providing the opportunity for pedestrians to cross the road in stages. Pedestrian crossing improvements (i.e. refuge island) reduce the CSD to 74 m for 60 km/h/ (62 m for 50 km/h) and assist in calming traffic movements. A refuge island on Krefft Street would provide a location with a compliant CSD.

Improvements to pedestrian crossing facilities and network connections should be considered as part of an assessment of connectivity through the suburb. There are multiple locations within the eastern section that pedestrian crossing facilities could be installed. The following are considered the preferred locations:

- Between Thorpe Street and Boswell Crescent. A collision involving a pedestrian at this location. There are bus stops located on both sides of the road and pedestrian connections into the cul-de-sacs.
- Between Barnard Circuit and Ennor Crescent. Two collisions with pedestrians near this location. Improves connectivity to a bus stops and the community path. Opportunity to incorporate a rubber speed cushions to assist with added speed reduction at the pedestrian crossing location.

3.2.1.3 Traffic Calming – Deflection Devices

With a reduction in the posted speed limit, there would be a requirement to reinforce the speed reduction with the installation of traffic calming measures to reduce the travel speed.

Due to the appearance of road users using of Krefft Street as a “rat-run” route, the implementation of traffic calming devices have the potential to reduce traffic movements on Krefft Street, and potentially Ratcliffe Street.

Vertical deflection devices can be designed to accommodate all types of vehicles, with the option to install either rubber cushions or asphalt humps. The recently installed asphalt humps are considered a more appropriate solution due to the forecasted lifecycle and installation cost. They are also easier traversed meaning that road users abiding by the speed limit do not have to significantly decrease speed to the same extent as at a rubber cushion. However, asphalt humps should not be installed in proximity to pedestrian crossing locations due to potential confusion that the device is a raised pedestrian crossing.

Vertical deflection devices should be considered at the locations where the 85th percentile speed is above the current 60 km/h speed limit. However, as speed data was provided for only two locations, other locations on Krefft Street (i.e. between Barnard Circuit and Kingsford Smith Drive), should be considered. Additional vertical displacement devices can also be installed as a secondary priority option.

3.2.2 Assessment Options

The assessment was undertaken on Krefft Street.

The assessment was undertaken for the following design option:

- Pedestrian crossing facility;
- Speed reduction to 50 km/h, and
- Vertical deflection devices.

The assessment of this road was based on the worst case scenario for the road section.

4. ASSESSMENT OF DESIGN OPTIONS

4.1 Assessment Summary

The Safe System Assessment (SSA) Matrix scoring was based on Austroads Safe System Assessment Framework Table 4.4 Safe System matrix scoring system (refer Appendix 1).

The Safe System Assessment Matrix scores for the existing conditions and the proposed design options are shown in **Table 4-1**. The scores for each crash type are shown in **Figure 4-1**. The detailed assessments are presented in **Section 4.2**.

Table 4-1 SSA Matrix Scores for the Project

Option	Score
Existing conditions	180/448
Design Option	86/448

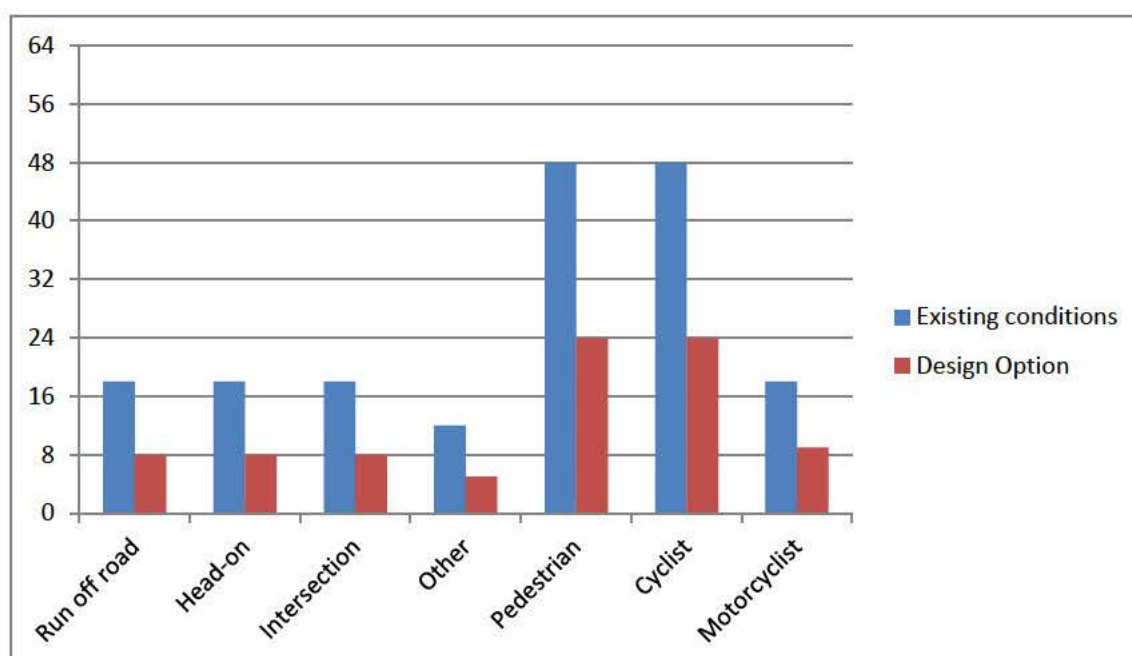


Figure 4-1 Krefft Street SSA Scores for Crash Types

4.2 Safe System Assessment Matrices

The columns of the Safe System matrix show the crash types that represent the main crash and road user types that contribute to death and serious injury.

As scores vary along routes and between intersections, an average score is taken for the project as a whole. Detailed matrix assessments were undertaken to determine the overall scores.

Reference is made to *AP-R509-16 Table 4.2* which is used to quantify the risk rating scores, with *AP-R509-16 Table 4.4* used as a scoring index.

Table 4-2 Safe System Assessment Matrix – Existing Conditions

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	AADT is between 1,000 and 5,000 veh/day	AADT is between 1,000 and 5,000 veh/day	AADT is between 1,000 and 5,000 veh/day	AADT is between 1,000 and 5,000 veh/day	Pedestrian volumes are expected to be very high based on visual observations (>100 units/ day).	Cyclists volumes are expected to be very high based on visual observations (>100 units/ day).	For motorcyclist crash types, AADT is estimated between 50 and 100 vehicles per day
Score:	2/4	2/4	2/4	2/4	4/4	4/4	3/4
Likelihood Comments:	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Uncontrolled intersections meaning that vehicles are likely to run off the road avoiding a vehicle entering or exiting the side road. Some roadside hazards close to the lane. The curvature of the road. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. The road is undivided. Horizontal and vertical alignment of the road. Vehicles overtaking buses stopped at bus stops, particularly southbound near the intersection with Barnard Circuit where a bus stop is adjacent to an acceleration lane. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Controlled by give way signs. Poor visibility at intersections on the inside of curves. Alignment and speed of intersections. On street parking in close proximity to intersection. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Intersections on the inside of the curve. The road used as "rat-run" route. Vehicles tailgating. Stopping sight distance not achieved. On street parking in close proximity to intersection. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. Width of road. Limited connecting paths to underpasses and bus stops. Pedestrian crossing sight distance not achieved in some location. High number of school children activity. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Underpasses provided. 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. On street parking permitted. Intersections on the inside of the curve. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Marked on-road cycle lane. Off road alternative route options. Underpasses provided 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Visibility at intersections on the inside of curves. On street parking permitted <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings.
Score:	3/4	3/4	3/4	3/4	3/4	3/4	2/4
Severity Comments:	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Trees and non-frangible, structures located in the clear zone. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> None. 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> The road is undivided. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> For head on crash types, the operating speeds (60-70 km/h) are considered to be close to tolerable levels for fatalities, however not serious injuries. 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Right angle collisions. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> None. 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> None. 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> Short section of 40 km/h school zone near Ratcliffe Crescent. 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> None. 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> None.
Score:	3/4	3/4	3/4	2/4	4/4	4/4	3/4
Product	18/64	18/64	18/64	12/64	48/64	48/64	18/64
						TOTAL	180/448

Below is the legend for the following tables:

- Black text Common factor between this plan and the existing conditions
- ~~Strikethrough~~ Factor that is removed or significantly diminished between the existing conditions and this option
- *Blue italic text* New or significantly altered in this option compared to the existing conditions

Table 4-3 Safe System Assessment Matrix – Design Option

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	AADT is between 1,000 and 5,000 veh/day	AADT is between 1,000 and 5,000 veh/day	AADT is between 1,000 and 5,000 veh/day	AADT is between 1,000 and 5,000 veh/day	Pedestrian volumes are expected to be very high based on visual observations (>100 units/ day).	Cyclists volumes are expected to be very high based on visual observations (>100 units/ day).	For motorcyclist crash types, AADT is estimated between 50 and 100 vehicles per day
Score:	2/4	2/4	2/4	2/4	4/4	4/4	3/4
Likelihood Comments:	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Uncontrolled intersections meaning that vehicles are likely to run off the road avoiding a vehicle entering or exiting the side road. Some roadside hazards close to the lane. The curvature of the road. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. <i>Lower posted speed limit.</i> <i>Decrease in speed at key locations based on crash data.</i> 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. The road is undivided. Horizontal and vertical alignment of the road. Vehicles overtaking buses stopped at bus stops, particularly southbound near the intersection with Barnard Circuit where a bus stop is adjacent to an acceleration lane. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. <i>Lower posted speed limit.</i> <i>Decrease in speed at key locations based on crash data.</i> 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Controlled by give way signs. Poor visibility at intersections on the inside of curves. Alignment and speed of intersections. On street parking in close proximity to intersection. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. <i>Lower posted speed limit, reducing the sight distance requirements.</i> 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Intersections on the inside of the curve. The road used as “rat-run” route. Vehicles tailgating. Stopping sight distance not achieved. On street parking in close proximity to intersection. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. <i>Lower posted speed limit.</i> 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. Width of road. Limited connecting paths to underpasses and bus stops. Pedestrian crossing sight distance not achieved in some location. High number of school children activity. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Underpasses provided. <i>Lower posted speed limit.</i> <i>Improved safe and formal crossing locations.</i> 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. On street parking permitted. Intersections on the inside of the curve. <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Marked on-road cycle lane. Off road alternative route options. Underpasses provided. <i>Lower posted speed limit.</i> <i>Improved safe and formal crossing locations.</i> 	<p>Factors that increase the likelihood include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Visibility at intersections on the inside of curves. On street parking permitted <p>Factors that decrease the likelihood include:</p> <ul style="list-style-type: none"> Delineation by existing pavement markings. <i>Lower posted speed limit.</i>
Score:	2/4	2/4	2/4	2.5/4	2/4	2/4	1.5/4
Severity Comments:	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Trees and non-frangible, structures located in the clear zone. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <i>None.</i> <i>Reduction in kinetic energy due to speed limit reduction.</i> <i>Additional reduction in kinetic energy at hump locations.</i> 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> The road is undivided. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> For head on crash types, the operating speeds (60-70 km/h) are considered to be close to tolerable levels for fatalities, however not serious injuries. <i>Reduction in kinetic energy due to speed limit reduction.</i> <i>Additional reduction in kinetic energy at hump locations.</i> 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. Right angle collisions. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <i>None.</i> <i>Reduction in kinetic energy due to speed limit reduction.</i> <i>Additional reduction in kinetic energy at hump locations.</i> 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <i>None.</i> <i>Reduction in kinetic energy due to speed limit reduction.</i> <i>Additional reduction in kinetic energy at hump locations.</i> 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <i>None.</i> <i>Reduction in kinetic energy due to speed limit reduction.</i> <i>Additional reduction in kinetic energy at hump locations.</i> 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 40 km/h speed limit in school zone. 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <i>None.</i> <i>Reduction in kinetic energy due to speed limit reduction.</i> <i>Additional reduction in kinetic energy at hump locations.</i> 	<p>Factors that increase the severity include:</p> <ul style="list-style-type: none"> 85th percentile exceeding the 60 km/h speed limit. <p>Factors that decrease the severity include:</p> <ul style="list-style-type: none"> <i>None.</i> <i>Reduction in kinetic energy due to speed limit reduction.</i> <i>Additional reduction in kinetic energy at hump locations.</i>
Score:	2/4	2/4	2/4	1/4	3/4	3/4	2/4
Product	8/64	8/64	8/64	5/64	24/64	24/64	9/64
						TOTAL	86/448

4.3 Safer Vehicles, People and Post-Crash Care

Table 4-4 provides a general high level overview of additional safe systems components associated with the assessed roads.

Table 4-4 Additional Safe System Component

Pillar	Prompt	Comment
Road User	Are road users likely to be alert and compliant, or are there factors that might influence this?	<ul style="list-style-type: none"> Potential for inexperienced drivers due to the secondary school. Treatments associated with design option would assist with providing guidance to road users. Potential that there could be objection from older drivers regarding the vehicle deflection devices due to driver discomfort.
	What are the expected compliance and enforcement levels (alcohol/drugs, speed, road rules, and driving hours) and what is the likelihood of driver fatigue? Can enforcement of these issues be conducted safely?	<ul style="list-style-type: none"> There is potential for road users to use these roads when travelling from an event/ club, etc. home and may be under the influence. This would occur network wide and should be addressed correspondingly.
	Are there special road uses (e.g. entertainment precincts, elderly, children, on-road activities), distraction by environmental factors (e.g. commerce, tourism), or risk-taking behaviours?	<ul style="list-style-type: none"> Likely higher than average inexperienced drivers (associated with the senior school).
Vehicle	What level of alignment is there with the ideal of safer vehicles?	<ul style="list-style-type: none"> There is nothing to indicate this project contravenes the ideals of safer vehicles.
	Are there factors which might attract large numbers of unsafe vehicles? Is the percentage of heavy vehicles too high for the proposed/existing road design?	<ul style="list-style-type: none"> The distribution of vehicle types will likely remain. Younger drivers attending the school could result in the use of older vehicles (inexpensive) with fewer safety features, or vehicles that are not correctly maintained.
	Are there enforcement resources in the area to detect non-roadworthy, overloaded or unregistered vehicles and thus remove them from the network? Can enforcement of these issues be conducted safely?	<ul style="list-style-type: none"> Inspections of vehicle roadworthy are undertaken network wide. Potential to undertake additional reviews network wide at locations where compliance could be an issue (i.e. schools). Nothing constrains enforcement.
	Has vehicle breakdown been catered for?	<ul style="list-style-type: none"> The road width is sufficient for a vehicle to pass a broken down vehicle.
Post-crash care	Are there issues that might influence safe and efficient post-crash care in the event of a severe injury?	<ul style="list-style-type: none"> No identified issues.
	Do emergency and medical services operate as efficiently and rapidly as possible?	<ul style="list-style-type: none"> Emergency services are in close proximity. It is assumed that there would be an efficient post-crash response and care.
	Are other road users and emergency response teams protected during a crash event? Are drivers provided the correct information to address travelling speeds on the approach and adjacent to the incident? Is there reliable information available via radio, VMS etc.?	<ul style="list-style-type: none"> Opportunity to close the road where the event occurred with minimal impact to road users. A detour of road users could be implemented depending on the location of the event.
	Is there provision for e-safety (i.e. safety systems based on modern information and communication technologies, C-ITS)?	<ul style="list-style-type: none"> Not applicable for this location due to the road side environment

5. CONCLUSION

The design of the proposed options can be undertaken to align with Safe System principles.

The installation of the treatments associated with proposed design option would provide benefit to the safety of the assessed street. It is recommended that the following be undertaken:

- Discuss the preferred hump type (asphalt or rubber) and install three speed humps as indicated on the attached sketch;
- Install a pedestrian refuge island north of the intersection with Barnard Circuit and one between Boswell Crescent and Thorpe Street near the bus stops, and
- Reduce the speed limit to 50 km/h. Enforcement would be required to support the reduced speed restriction.

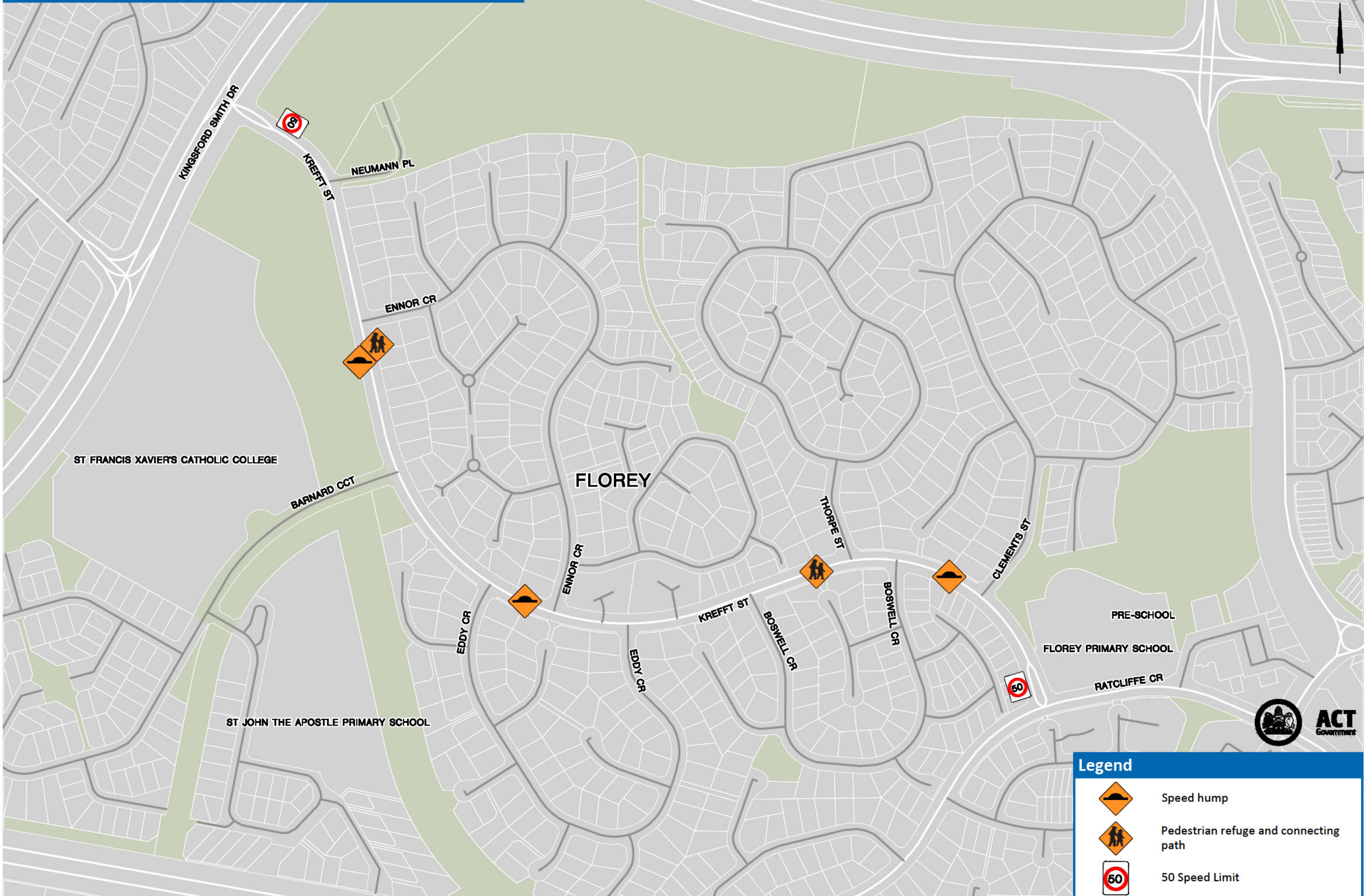
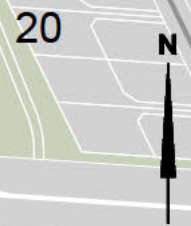
APPENDIX 1 SAFE SYSTEM MATRIX SCORING SYSTEM

Table A-1 Safe System Matrix Scoring System




Road user exposure	Crash likelihood	Crash severity
0 = there is no exposure to a certain crash type. This might mean there is no side flow or intersecting roads, no cyclists, no pedestrians, or motorcyclists).	0 = there is only minimal chance that a given crash type can occur for an individual road user given the infrastructure in place. Only extreme behaviour or substantial vehicle failure could lead to a crash. This may mean, for example, that two traffic streams do not cross at grade, or that pedestrians do not cross the road.	0 = should a crash occur, there is only minimal chance that it will result in a fatality or serious injury to the relevant road user involved. This might mean that kinetic energies transferred during the crash are low enough not to cause a fatal or serious injury (FSI), or that excessive kinetic energies are effectively redirected/dissipated before being transferred to the road user. Users may refer to Safe System-critical impact speeds for different crash types, while considering impact angles, and types of roadside hazards/barriers present.
1 = volumes of vehicles that may be involved in a particular crash type are particularly low, and therefore exposure is low. For run-of-road, head-on, intersection and 'other' crash types, AADT is < 1 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are < 10 units per day.	1 = it is highly unlikely that a given crash type will occur.	1 = should a crash occur, it is highly unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies must be fairly low during a crash, or the majority is effectively dissipated before reaching the road user.
2 = volumes of vehicles that may be involved in a particular crash type are moderate, and therefore exposure is moderate. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 1 000 and 5 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 10–50 units per day.	2 = it is unlikely that a given crash type will occur.	2 = should a crash occur, it is unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate, and the majority of the time they are effectively dissipated before reaching the road user.
3 = volumes of vehicles that may be involved in a particular crash type are high, and therefore exposure is high. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 5 000 and 10 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 50–100 units per day.	3 = it is likely that a given crash type will occur.	3 = should a crash occur, it is likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate, but are not effectively dissipated and therefore may or may not result in an FSI.

Road user exposure	Crash likelihood	Crash severity
<p>4 = volumes of vehicles that may be involved in a particular crash type are very high, or the road is very long, and therefore exposure is very high.</p> <p>For run-of-road, head-on, intersection and 'other' crash types, AADT is > 10 000 per day.</p> <p>For cyclist, pedestrian and motorcycle crash types, volumes are > 100 units per day.</p>	<p>4 = the likelihood of individual road user errors leading to a crash is high given the infrastructure in place (e.g. high approach speed to a sharp curve, priority movement control, filtering right turn across several opposing lanes, high speed).</p>	<p>4 = should a crash occur, it is highly likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are high enough to cause an FSI crash, and it is unlikely that the forces will be dissipated before reaching the road user.</p>

APPENDIX 2 CONCEPT SKETCH OF OPTIONS



Legend

-  Speed hump
-  Pedestrian refuge and connecting path
-  50 Speed Limit



APPENDIX 3 OPTION PRELIMINARY COSTING

	Description	Estimated Costs (Excl. GST)
Design Option		
Vertical Deflection Devices	2 asphalt cushions	\$40,000.00 (\$20,000 per hump)
	Rubber cushions (2 sets aligning with pedestrian refuge island)	\$15,000.00
Pedestrian crossing facility	2 Pedestrian refuge island and connecting paths	\$60,000
50 km/h sign	2 x 60 km/h signs replaced with 2 50 km/h signs	\$500.00
Total		\$115,500.00** (excl. GST)

Note:

* Assumed no lighting upgrade required.

** A review of services has not been undertaken and the impact of work on existing services is unknown. Estimated costs are indicative only and exclude relocation of services.

It is estimated that the cost to install refuge islands at two locations would be circa \$60,000 (circa \$30,000 per location).

Site Investigation Form – Florey Primary School

Scope of Works	Design Criteria	Compliance / Departure
Flat top speed humps are to be installed along Heagney Cres approaching the school and existing pedestrian refuge	Approaching speed <60km/h	Departure – currently posted speed is 60km/h
	Max road longitudinal grading < 10%	Comply
	Low traffic volume environment	TBC by CSTM Data
	750mm offset from the kerb and between the humps.	Comply
40km/h School Zone from south of Couchman Cres to north of the school	Traffic Management and Safety: A Practical Guide for Schools	Comply
	Impact on Road LOS	TBC by CSTM Data

Potential Constraints	Stakeholder	Action
1. Alternative blister islands and linemarking slow point treatments are considered less effective, as there are multiple existing refuges and median blisters.	Client	Review and endorsement
2. Speed humps (further north close to Hambidge Cres) on a 60km/h Major Collector Road is not recommended.	Client	Review and endorsement
3. The proposed 40km/h School Zone may impact on the road network's LOS. Further review and assessment are required.	Roads ACT	Consultation and endorsement



Speed Hump, approaching
Children's Crossing

Ratcliffe Cres

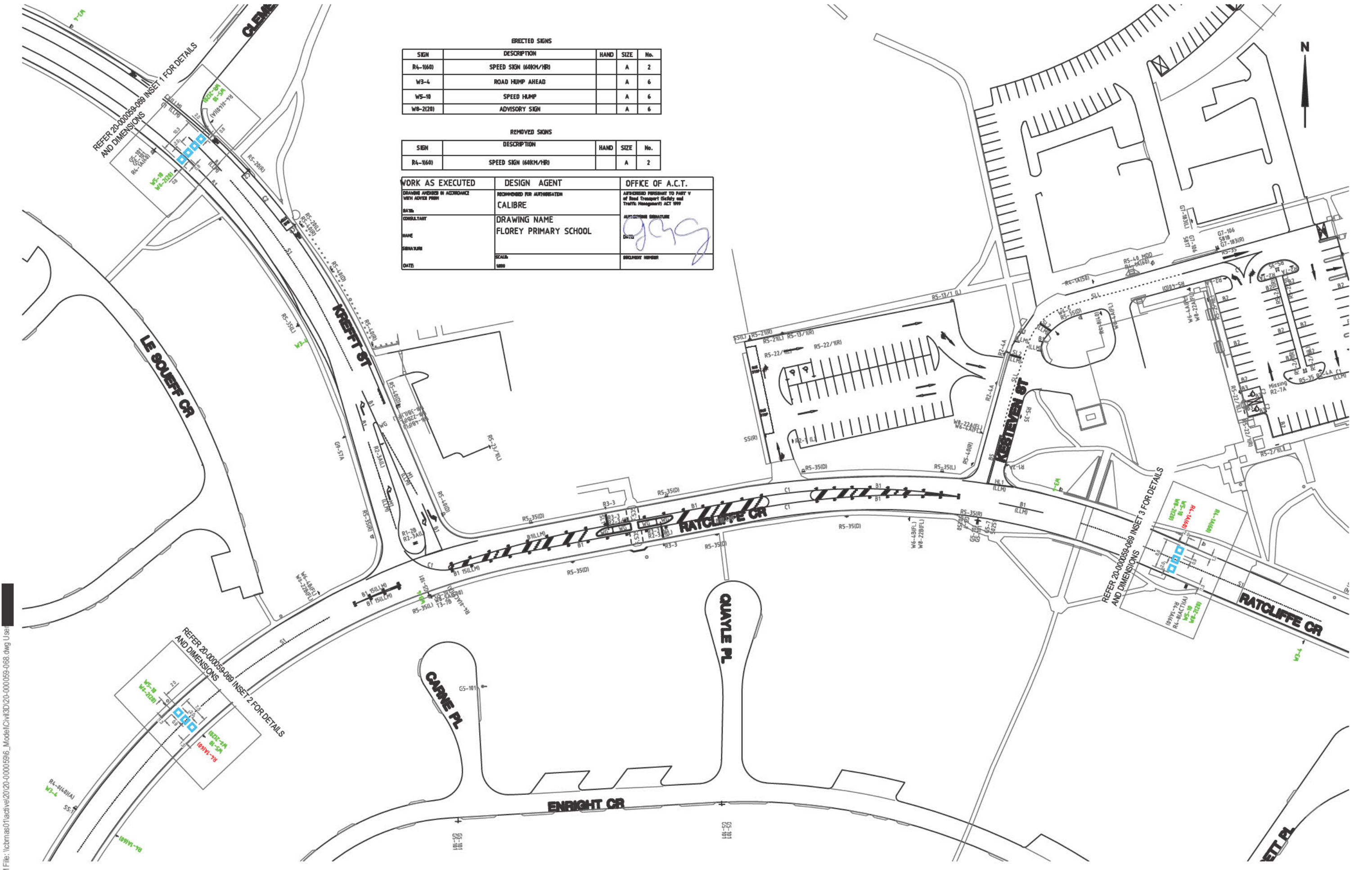
Speed Hump, approaching
Children's Crossing

Ratcliffe Cres

ERECTED SIGNS				
SIGN	DESCRIPTION	HAND	SIZE	No.
R4-1660	SPEED SIGN (60KM/HR)		A	2
W3-4	ROAD HUMP AHEAD		A	6
W5-10	SPEED HUMP		A	6
W8-2120	ADVISORY SIGN		A	6

REMOVED SIGNS				
SIGN	DESCRIPTION	HAND	SIZE	No.
R4-1660	SPEED SIGN (60KM/HR)		A	2

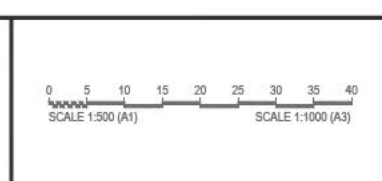
WORK AS EXECUTED	DESIGN AGENT	OFFICE OF A.C.T.
DRAWING APPROVED IN ACCORDANCE WITH ADVISORY FORM	RECOMMENDED FOR AUTHORIZATION	APPROVED PURSUANT TO PART V of Road Transport Safety and Traffic Management ACT 1997
DATE:	CALIBRE	
CONTRACT:	DRAWING NAME	ALTERNATIVE SIGNATURE
NAME:	FLOREY PRIMARY SCHOOL	<i>gong</i>
SIGNATURE:	SCALE:	RELEVANT NUMBER:
DATE:	1:500	



Plot Date: 26-May-20, 9:57 AM File: \cbrmas01\active\20\20-0000596_Model\Civil\3D\20-000059-088.dwg User: [redacted]

FIRST ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE
	TL	WL	TL	HA	29/05/2020
AMENDMENT DETAILS					

DR



ACTIVE TRAVEL SAFER WALKING AND CYCLING AROUND SCHOOLS

TRAFFIC CONTROL DEVICES - FLOREY PRIMARY SCHOOL
SHEET 1 OF 2
20-000059 068

Volume-Class-Speed-Weekday-Northbound-60

Globals

Report Id	CustomList-4417
Descriptor	Volume-Class-Speed-Weekday-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-08-22T01:04:07
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02940
Site Attribute	[-35.189718 +149.020900]
File Name	J:\Ed\Traffic Count Program\Streets\I - P\Kerrigan Street\Percy Begg Circuit & Douglas Waterhouse Drive\2017\Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N) 0294020Aug2017.ECO
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-08-09T14:14:15
Start Time	2017-08-09T14:14:15
Finish Time	2017-08-20T13:17:15
Operator	AS
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekday - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2017-08-10T00:00:00
Filter End	2017-08-20T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

0400	5	0	0	97	0	3	0	0	0	0	0	0	0	3	66.7	60	-
0500	13	0	0	83.9	0	14	1.1	0	1.1	0	0	0	0	8	60.2	61.6	69.1
0600	43	0	0	89.7	2.3	5.6	1	0	1.3	0	0	0	0	31	71.9	64.6	72.4
0700	92	0	0	91.8	1.7	6	0	0	0.2	0.3	0	0	0	64	69	62.9	69.1
0800	147	0	0	92.9	0.4	6.4	0.1	0.2	0	0	0	0	0	93	63	62.1	68.4
0900	107	0	0.4	90	1.3	6.1	0.8	0	1.2	0.1	0	0	0	62	57.6	61.4	67.7
1000	81	0	0	90.3	0.4	7.6	1.6	0	0.2	0	0	0	0	48	58.7	61.7	68
1100	97	0	0.3	89.6	1.8	7.1	0.3	0	0.7	0.1	0	0	0	57	59.2	62.1	68.8
1200	100	0	0.6	90.5	0.7	7.3	0.1	0	0.9	0	0	0	0	65	64.9	62.6	69.1
1300	104	0	1.1	90	1.5	6.6	0	0	0.8	0	0	0	0	66	63.8	62.3	68.8
1400	143	0	0.4	92.7	1	4.6	0.8	0.1	0.2	0.2	0	0	0	95	66.3	62.7	68.4
1500	222	0	0.3	90.1	1.1	7.7	0.5	0.1	0.3	0.1	0	0	0	127	57.5	60.9	67.3
1600	261	0	0.3	92.8	0.7	5.5	0.4	0	0.1	0.1	0	0	0	163	62.5	61.8	67.7
1700	348	0	0.6	93	0.4	5.3	0.2	0	0.4	0.1	0	0	0	195	56	60.8	66.2
1800	258	0	0.4	94.1	0.4	3.5	0.9	0.1	0.5	0.1	0.1	0	0	138	53.4	60.5	66.2
1900	141	0	0.2	94.6	0.2	4.7	0.3	0	0	0	0	0	0	80	56.8	61.5	67.7
2000	107	0	0.3	92.4	0.4	6.8	0.1	0	0	0	0	0	0	55	51.9	60.6	67
2100	90	0	0	94.6	0.2	4.9	0.3	0	0	0	0	0	0	47	52.7	60.7	67
2200	48	0	0	94.7	0	5	0	0	0	0.3	0	0	0	29	60.8	61.8	68.4
2300	30	0	0.5	98.6	0	0.5	0.5	0	0	0	0	0	0	19	63.9	62.1	68.8
07-19	1961	0	0.4	92	0.8	5.8	0.5	0	0.4	0.1	0	0	0	1173	59.8	61.6	67.7
06-22	2341	0	0.3	92.2	0.8	5.8	0.4	0	0.4	0.1	0	0	0	1386	59.2	61.5	67.7
06-00	2419	0	0.3	92.3	0.7	5.7	0.4	0	0.3	0.1	0	0	0	1434	59.3	61.5	67.7
00-00	2457	0	0.3	92.3	0.7	5.7	0.4	0	0.3	0.1	0	0	0	1458	59.3	61.6	67.7

6.5

Virtual Week (Partial weeks = 1)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2321	0	0.5	91.8	0.8	5.9	0.5	0.1	0.3	0	0	0	0	1375	59.2	61.6	68
Tue	2362	0	0.3	92.4	0.6	5.7	0.5	0	0.4	0.1	0	0	0	1250	52.9	60.6	66.6
Wed	2485	0	0.2	92.4	0.7	6	0.4	0	0.3	0	0	0	0	1490	60	61.6	67.7
Thu	2453	0	0.4	92.5	0.7	5.6	0.3	0	0.4	0.1	0	0	0	1478	60.2	61.8	67.7
Fri	2564	0	0.3	92.4	0.8	5.6	0.4	0	0.4	0.1	0	0	0	1567	61.1	61.8	67.7
Sat	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
Sun	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	17201	0	0.3	92.3	0.7	5.7	0.4	0	0.3	0.1	0	0	0	10203	59.3	61.6	67.7

Volume-Class-Speed-Weekly-Northbound-60

Globals

Report Id	CustomList-4740
Descriptor	Volume-Class-Speed-Weekly-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-07T04:40:11
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02940
Site Attribute	[-35.189718 +149.020900]
File Name	J:\Ed\Traffic Count Program\Streets\I - P\Kerrigan Street\Percy Begg Circuit & Douglas Waterhouse Drive\2017\Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N) 0294020Aug2017.ECO
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-08-09T14:14:15
Start Time	2017-08-09T14:14:15
Finish Time	2017-08-20T13:17:15
Operator	AS
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekly - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2017-08-10T00:00:00
Filter End	2017-08-20T00:00:00
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Volume-Class-Speed-Weekend-Northbound-60

Globals

Report Id	CustomList-4739
Descriptor	Volume-Class-Speed-Weekend-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-07T04:38:21
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02940
Site Attribute	[-35.189718 +149.020900]
File Name	J:\Ed\Traffic Count Program\Streets\I - P\Kerrigan Street\Percy Begg Circuit & Douglas Waterhouse Drive\2017\Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N) 0294020Aug2017.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-08-09T14:14:15
Start Time	2017-08-09T14:14:15
Finish Time	2017-08-20T13:17:15
Operator	AS
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekend - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2017-08-10T00:00:00
Filter End	2017-08-20T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Volume-Class-Speed-Weekday-Southbound-60

Globals

Report Id	CustomList-4418
Descriptor	Volume-Class-Speed-Weekday-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-08-22T01:08:13
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02940
Site Attribute	[-35.189718 +149.020900]
File Name	J:\Ed\Traffic Count Program\Streets\I - P\Kerrigan Street\Percy Begg Circuit & Douglas Waterhouse Drive\2017\Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N) 0294020Aug2017.ECO
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-08-09T14:14:15
Start Time	2017-08-09T14:14:15
Finish Time	2017-08-20T13:17:15
Operator	AS
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekday - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2017-08-10T00:00:00
Filter End	2017-08-20T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Volume-Class-Speed-Weekly-Southbound-60

Globals

Report Id	CustomList-4742
Descriptor	Volume-Class-Speed-Weekly-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-07T04:43:33
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02940
Site Attribute	[-35.189718 +149.020900]
File Name	J:\Ed\Traffic Count Program\Streets\I - P\Kerrigan Street\Percy Begg Circuit & Douglas Waterhouse Drive\2017\Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N) 0294020Aug2017.ECO
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-08-09T14:14:15
Start Time	2017-08-09T14:14:15
Finish Time	2017-08-20T13:17:15
Operator	AS
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekly - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2017-08-10T00:00:00
Filter End	2017-08-20T00:00:00
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Volume-Class-Speed-Weekend-Southbound-60

Globals

Report Id	CustomList-4741
Descriptor	Volume-Class-Speed-Weekend-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-07T04:41:41
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02940
Site Attribute	[-35.189718 +149.020900]
File Name	J:\Ed\Traffic Count Program\Streets\I - P\Kerrigan Street\Percy Begg Circuit & Douglas Waterhouse Drive\2017\Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N) 0294020Aug2017.ECO
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-S & Douglas Waterhouse-N)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-08-09T14:14:15
Start Time	2017-08-09T14:14:15
Finish Time	2017-08-20T13:17:15
Operator	AS
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekend - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2017-08-10T00:00:00
Filter End	2017-08-20T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Volume-Class-Speed-Weekday-Northbound-60

Globals

Report Id	CustomList-9057
Descriptor	Volume-Class-Speed-Weekday-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T04:20:06
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02717
Site Attribute	[-35.192335 +149.019203]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S) 0271725May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:15:49
Start Time	2019-05-08T17:15:49
Finish Time	2019-05-25T08:05:49
Operator	BVY
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekday - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction North
 Encoded Direction 1

Column
 YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
]PSL 60 Number exceeding Posted Speed Limit
]PSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Thursday, 9 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12]PSL 60]PSL% 60	Mean	Vpp 85
201905090000	11	0	0	90.9	0	9.1	0	0	0	0	0	0	0	3	27.3	58	61.9
201905090100	8	0	0	100	0	0	0	0	0	0	0	0	0	4	50	60.1	-
201905090200	1	0	0	100	0	0	0	0	0	0	0	0	0	1	100	72.6	-
201905090300	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	52.6	-
201905090400	4	0	0	100	0	0	0	0	0	0	0	0	0	2	50	57.3	-
201905090500	11	0	0	100	0	0	0	0	0	0	0	0	0	3	27.3	53.6	61.9
201905090600	51	0	2	88.2	3.9	3.9	0	0	0	2	0	0	0	25	49	61	65.9
201905090700	70	0	1.4	90	1.4	4.3	1.4	0	0	0	0	1.4	0	33	47.1	59.7	66.2
201905090800	175	0	0.6	92	0.6	5.7	0	0	1.1	0	0	0	0	77	44	59.4	65.9
201905090900	97	0	0	90.7	0	8.2	0	0	1	0	0	0	0	31	32	57.5	62.3
201905091000	81	0	0	91.4	1.2	3.7	0	0	3.7	0	0	0	0	25	30.9	56.5	64.1
201905091100	101	0	0	91.1	1	6.9	0	0	1	0	0	0	0	31	30.7	57.1	61.6
201905091200	120	0	0.8	92.5	0.8	2.5	0.8	0	1.7	0.8	0	0	0	41	34.2	57.8	63
201905091300	123	0	1.6	92.7	0.8	3.3	0	0	1.6	0	0	0	0	31	25.2	56.3	61.6
201905091400	137	0	0	94.9	1.5	3.6	0	0	0	0	0	0	0	44	32.1	57.9	63.4
201905091500	257	0	0.4	93.4	0.8	5.1	0	0	0.4	0	0	0	0	80	31.1	57.8	62.6
201905091600	298	0	1	96.3	0.7	1.3	0	0	0.7	0	0	0	0	106	35.6	58	64.4
201905091700	354	0	1.1	95.2	0.3	1.7	0.8	0.3	0.6	0	0	0	0	84	23.7	56.2	61.6
201905091800	287	0	1.4	94.4	0.7	2.1	0	0	1.4	0	0	0	0	62	21.6	56.3	61.2
201905091900	177	0	1.7	94.9	0	2.3	0.6	0	0	0	0.6	0	0	55	31.1	56.9	63
201905092000	110	0	0.9	91.8	1.8	3.6	0	0	1.8	0	0	0	0	31	28.2	56.8	63
201905092100	83	0	0	92.8	0	4.8	0	0	2.4	0	0	0	0	17	20.5	54.5	61.2
201905092200	57	0	0	93	0	3.5	0	0	3.5	0	0	0	0	10	17.5	55.6	59.8
201905092300	23	0	0	95.7	0	4.3	0	0	0	0	0	0	0	3	13	56.4	58.7
07-19	2100	0	0.8	93.7	0.7	3.4	0.2	0	1	0	0	0	0	645	30.7	57.4	63
06-22	2521	0	0.9	93.6	0.8	3.4	0.2	0	1	0.1	0	0	0	773	30.7	57.3	63

06-00	2601	0	0.8	93.6	0.7	3.4	0.2	0	1	0.1	0	0	0	786	30.2	57.2	63
00-00	2637	0	0.8	93.6	0.7	3.4	0.2	0	1	0.1	0	0	0	799	30.3	57.2	63

Friday, 10 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905100000	13	0	0	84.6	0	15.4	0	0	0	0	0	0	0	1	7.7	54.2	59.4
201905100100	5	0	0	100	0	0	0	0	0	0	0	0	0	2	40	58.1	-
201905100200	5	0	0	100	0	0	0	0	0	0	0	0	0	3	60	64.6	-
201905100300	5	0	0	100	0	0	0	0	0	0	0	0	0	2	40	62.6	-
201905100400	4	0	0	100	0	0	0	0	0	0	0	0	0	2	50	64.9	-
201905100500	13	0	0	100	0	0	0	0	0	0	0	0	0	6	46.2	57.3	62.3
201905100600	46	0	0	84.8	4.3	8.7	0	0	0	2.2	0	0	0	14	30.4	57.1	64.1
201905100700	85	0	1.2	94.1	1.2	3.5	0	0	0	0	0	0	0	38	44.7	58.7	65.5
201905100800	159	0	0.6	93.7	1.3	3.8	0	0	0.6	0	0	0	0	80	50.3	59.7	64.8
201905100900	98	0	0	89.8	3.1	5.1	0	0	2	0	0	0	0	33	33.7	57.7	64.1
201905101000	107	0	0	87.9	4.7	3.7	0	0	3.7	0	0	0	0	38	35.5	58	62.6
201905101100	122	0	0	91.8	2.5	4.1	0.8	0	0.8	0	0	0	0	35	28.7	55.6	61.9
201905101200	131	0	0	96.2	1.5	0.8	0	0	1.5	0	0	0	0	35	26.7	57.5	61.9
201905101300	117	0	0	92.3	2.6	3.4	0	0	1.7	0	0	0	0	26	22.2	56.3	61.6
201905101400	114	0	0.9	93.9	1.8	3.5	0	0	0	0	0	0	0	23	20.2	54	61.6
201905101500	279	0	0.7	95.7	0.4	2.2	0	0	1.1	0	0	0	0	71	25.4	56	61.6
201905101600	262	0	0	96.9	0.8	1.9	0	0	0.4	0	0	0	0	50	19.1	53.9	60.5
201905101700	377	0	0.8	96.6	0.3	1.1	0.3	0	1.1	0	0	0	0	38	10.1	53.3	58.3
201905101800	237	0	0	98.3	0	0	0	0	1.7	0	0	0	0	5	2.1	48.2	52.6
201905101900	183	0	1.1	94	0.5	4.4	0	0	0	0	0	0	0	27	14.8	53.8	59.8
201905102000	106	0	0	94.3	0.9	4.7	0	0	0	0	0	0	0	26	24.5	55.9	61.6
201905102100	115	0	0	93.9	0	5.2	0.9	0	0	0	0	0	0	29	25.2	55.6	61.6
201905102200	63	0	0	95.2	0	3.2	0	0	1.6	0	0	0	0	12	19	54.3	60.8
201905102300	56	0	0	94.6	0	5.4	0	0	0	0	0	0	0	13	23.2	55.2	61.6
07-19	2088	0	0.4	94.9	1.2	2.3	0.1	0	1.1	0	0	0	0	472	22.6	54.9	61.6
06-22	2538	0	0.4	94.6	1.1	2.8	0.1	0	0.9	0	0	0	0	568	22.4	55	61.6
06-00	2657	0	0.4	94.6	1.1	2.8	0.1	0	0.9	0	0	0	0	593	22.3	54.9	61.6
00-00	2702	0	0.4	94.6	1.1	2.8	0.1	0	0.9	0	0	0	0	609	22.5	55	61.6

Saturday, 11 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905110000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

201905130400	3	0	0	100	0	0	0	0	0	0	0	0	0	2	66.7	63.8	-
201905130500	16	0	0	100	0	0	0	0	0	0	0	0	0	6	37.5	55.6	64.1
201905130600	44	0	0	93.2	0	4.5	0	0	2.3	0	0	0	0	22	50	60	65.9
201905130700	75	0	1.3	86.7	4	5.3	0	0	0	2.7	0	0	0	34	45.3	58.9	65.9
201905130800	166	0	0	95.2	0.6	3	0	0.6	0.6	0	0	0	0	63	38	58.1	65.2
201905130900	109	0	0	93.6	0	3.7	0	0.9	1.8	0	0	0	0	27	24.8	56.6	62.6
201905131000	89	0	0	87.6	4.5	3.4	1.1	0	3.4	0	0	0	0	25	28.1	56.8	62.6
201905131100	101	0	0	93.1	2	5	0	0	0	0	0	0	0	19	18.8	55.5	60.8
201905131200	106	0	0	92.5	1.9	1.9	0.9	0	2.8	0	0	0	0	27	25.5	56.7	62.3
201905131300	96	0	0	89.6	4.2	5.2	0	0	1	0	0	0	0	32	33.3	57.3	64.1
201905131400	138	0	0.7	92	1.4	5.1	0	0	0.7	0	0	0	0	46	33.3	58	63.7
201905131500	249	0	1.2	91.2	2.8	3.2	0	0	1.2	0.4	0	0	0	70	28.1	56.8	62.6
201905131600	295	0	0.7	95.3	0.7	2	0	0	1	0	0.3	0	0	106	35.9	58	63
201905131700	388	0	0.8	96.4	1.3	1.3	0	0	0.3	0	0	0	0	71	18.3	55.2	60.5
201905131800	269	0	3	93.7	0	2.6	0	0	0.7	0	0	0	0	52	19.3	55.1	60.8
201905131900	143	0	0	93.7	2.1	2.8	0.7	0	0.7	0	0	0	0	31	21.7	54.5	61.2
201905132000	104	0	0	92.3	2.9	3.8	0	0	1	0	0	0	0	13	12.5	54.3	59
201905132100	81	0	2.5	87.7	1.2	7.4	0	0	1.2	0	0	0	0	16	19.8	54.7	60.8
201905132200	46	0	0	93.5	0	4.3	0	0	2.2	0	0	0	0	7	15.2	53.5	58.7
201905132300	27	0	0	85.2	0	11.1	0	0	3.7	0	0	0	0	7	25.9	55.4	60.5
07-19	2081	0	0.9	93.3	1.5	2.9	0.1	0.1	1	0.1	0	0	0	572	27.5	56.7	62.6
06-22	2453	0	0.8	93.1	1.6	3.1	0.1	0.1	1	0.1	0	0	0	654	26.7	56.4	62.6
06-00	2526	0	0.8	93	1.5	3.2	0.1	0.1	1	0.1	0	0	0	668	26.4	56.4	62.6
00-00	2565	0	0.8	93.1	1.5	3.2	0.1	0.1	1	0.1	0	0	0	680	26.5	56.4	62.6

Tuesday, 14 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905140000	7	0	0	71.4	0	28.6	0	0	0	0	0	0	0	1	14.3	54.6	-
201905140100	3	0	0	100	0	0	0	0	0	0	0	0	0	0	0	58.1	-
201905140200	5	0	0	100	0	0	0	0	0	0	0	0	0	3	60	58.1	-
201905140300	2	0	0	100	0	0	0	0	0	0	0	0	0	2	100	63.4	-
201905140400	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	52.3	-
201905140500	15	0	0	100	0	0	0	0	0	0	0	0	0	4	26.7	53.2	63
201905140600	37	0	0	91.9	2.7	0	0	0	2.7	2.7	0	0	0	20	54.1	61.4	70.2
201905140700	82	0	0	89	3.7	7.3	0	0	0	0	0	0	0	36	43.9	60.7	68.4
201905140800	160	0	1.3	90.6	0	6.3	0	0	1.3	0.6	0	0	0	90	56.3	60.1	66.6
201905140900	103	0	0	91.3	1.9	3.9	1	0	1.9	0	0	0	0	34	33	57.5	62.3
201905141000	85	0	1.2	90.6	2.4	1.2	0	0	4.7	0	0	0	0	20	23.5	56.4	61.9
201905141100	105	0	0	91.4	1.9	4.8	1	0	1	0	0	0	0	30	28.6	57.2	63
201905141200	98	0	0	91.8	3.1	3.1	0	0	2	0	0	0	0	23	23.5	56.3	60.8
201905141300	107	0	0.9	94.4	0	3.7	0	0	0.9	0	0	0	0	26	24.3	56.3	62.3
201905141400	151	0	0.7	92.7	1.3	4	0	0	0.7	0	0.7	0	0	44	29.1	56.4	62.6
201905141500	248	0	1.6	93.5	2	2	0	0	0.8	0	0	0	0	65	26.2	56.4	61.9
201905141600	285	0	1.1	94.7	1.1	2.5	0	0	0.7	0	0	0	0	98	34.4	57.6	63
201905141700	360	0	0.6	95	0.6	3.1	0.3	0	0.6	0	0	0	0	89	24.7	55.7	61.6
201905141800	300	0	0.7	95.7	1	1.7	0	0	1	0	0	0	0	59	19.7	55.5	60.8
201905141900	166	0	1.2	91	1.8	4.8	0.6	0	0.6	0	0	0	0	39	23.5	55.7	61.2
201905142000	122	0	0	96.7	0	3.3	0	0	0	0	0	0	0	38	31.1	56.9	63
201905142100	103	0	0	96.1	0	2.9	0	0	1	0	0	0	0	21	20.4	54.5	60.8
201905142200	50	0	0	92	0	4	2	0	2	0	0	0	0	11	22	54.7	60.1
201905142300	14	0	0	92.9	0	7.1	0	0	0	0	0	0	0	2	14.3	52.7	58.3
07-19	2084	0	0.8	93.4	1.3	3.2	0.1	0	1.1	0	0	0	0	614	29.5	56.9	63
06-22	2512	0	0.7	93.5	1.2	3.3	0.2	0	1	0.1	0	0	0	732	29.1	56.7	62.6
06-00	2576	0	0.7	93.5	1.2	3.3	0.2	0	1	0.1	0	0	0	745	28.9	56.7	62.6
00-00	2609	0	0.7	93.5	1.2	3.3	0.2	0	1	0.1	0	0	0	755	28.9	56.7	62.6

Wednesday, 15 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905150000	15	0	0	86.7	0	6.7	6.7	0	0	0	0	0	0	2	13.3	51.1	59.4
201905150100	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	51	-
201905150200	4	0	0	100	0	0	0	0	0	0	0	0	0	0	0	52.8	-
201905150300	4	0	0	100	0	0	0	0	0	0	0	0	0	3	75	58.7	-
201905150400	2	0	0	100	0	0	0	0	0	0	0	0	0	1	50	62.4	-
201905150500	14	0	0	85.7	0	14.3	0	0	0	0	0	0	0	3	21.4	50.6	60.1
201905150600	49	0	0	89.8	6.1	2	0	0	0	2	0	0	0	22	44.9	59.6	65.5
201905150700	91	0	1.1	91.2	2.2	4.4	0	0	0	1.1	0	0	0	47	51.6	60.1	65.5
201905150800	170	0	0	92.4	1.2	4.7	1.2	0	0.6	0	0	0	0	67	39.4	57.8	64.4
201905150900	118	0	0.8	90.7	0.8	4.2	0	0.8	2.5	0	0	0	0	46	39	59.2	65.5
201905151000	96	0	0	91.7	1	4.2	0	0	3.1	0	0	0	0	32	33.3	57.1	62.6
201905151100	88	0	0	93.2	1.1	4.5	1.1	0	0	0	0	0	0	26	29.5	56.4	62.6
201905151200	110	0	0	92.7	1.8	2.7	0	0	2.7	0	0	0	0	37	33.6	57.7	64.1
201905151300	117	0	1.7	89.7	3.4	0.9	1.7	0	2.6	0	0	0	0	28	23.9	56.6	61.6
201905151400	137	0	0	92	1.5	5.8	0	0	0.7	0	0	0	0	34	24.8	57	63
201905151500	229	0	0	94.3	2.2	2.6	0	0	0.9	0	0	0	0	57	24.9	57.2	62.6
201905151600	313	0	0.3	94.9	2.2	1.9	0	0	0.6	0	0	0	0	92	29.4	57.1	61.9
201905151700	419	0	0.7	96.7	0.5	1.7	0	0	0.5	0	0	0	0	100	23.9	56.3	61.6
201905151800	289	0	1.7	95.8	0.7	1	0	0	0.7	0	0	0	0	55	19	55.6	60.8
201905151900	170	0	1.2	93.5	1.2	4.1	0	0	0	0	0	0	0	35	20.6	55.5	61.2
201905152000	140	0	0	95.7	0.7	2.9	0	0	0.7	0	0	0	0	31	22.1	55.9	62.6
201905152100	100	0	0	96	0	4	0	0	0	0	0	0	0	24	24	55.6	62.3
201905152200	39	0	0	89.7	0	5.1	0	0	5.1	0	0	0	0	7	17.9	54.3	59.8
201905152300	18	0	0	100	0	0	0	0	0	0	0	0	0	4	22.2	55.4	64.8
07-19	2177	0	0.6	93.9	1.4	2.7	0.2	0	1	0	0	0	0	621	28.5	57	62.6
06-22	2636	0	0.6	94	1.4	2.8	0.2	0	0.9	0.1	0	0	0	733	27.8	56.8	62.6
06-00	2693	0	0.6	94	1.4	2.9	0.2	0	0.9	0.1	0	0	0	744	27.6	56.8	62.6
00-00	2733	0	0.5	93.9	1.4	2.9	0.2	0	0.9	0.1	0	0	0	753	27.6	56.7	62.6

Thursday, 16 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905160000	12	0	0	83.3	0	16.7	0	0	0	0	0	0	0	3	25	54.8	61.6
201905160100	6	0	0	83.3	0	16.7	0	0	0	0	0	0	0	3	50	63.1	-
201905160200	4	0	0	75	0	0	25	0	0	0	0	0	0	1	25	53.7	-
201905160300	2	0	0	100	0	0	0	0	0	0	0	0	0	0	0	57.3	-
201905160400	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	57.7	-
201905160500	10	0	0	100	0	0	0	0	0	0	0	0	0	3	30	56.7	-
201905160600	37	0	0	91.9	0	2.7	0	0	2.7	2.7	0	0	0	19	51.4	60	64.4
201905160700	94	0	1.1	86.2	2.1	7.4	1.1	0	0	2.1	0	0	0	36	38.3	58.5	64.4
201905160800	150	0	0	92.7	0	6.7	0	0	0	0.7	0	0	0	55	36.7	58.4	64.1
201905160900	110	0	0	88.2	1.8	8.2	0	0	1.8	0	0	0	0	48	43.6	58.9	65.2
201905161000	90	0	1.1	91.1	1.1	1.1	0	0	5.6	0	0	0	0	28	31.1	58.1	64.4
201905161100	100	0	0	93	1	6	0	0	0	0	0	0	0	23	23	56.2	62.3
201905161200	110	0.9	0	89.1	5.5	1.8	0.9	0	1.8	0	0	0	0	22	20	56.6	61.6
201905161300	138	0.7	2.2	91.3	0.7	2.9	0	0	2.2	0	0	0	0	36	26.1	55.9	62.3
201905161400	124	0	0	95.2	0	4	0	0	0.8	0	0	0	0	35	28.2	57	61.9
201905161500	272	0	1.1	94.9	0.4	2.9	0.4	0	0.4	0	0	0	0	76	27.9	56.9	62.6
201905161600	299	0	0.3	95	1	3	0	0	0.7	0	0	0	0	96	32.1	57.2	62.6

201905161700	381	0	1	95.8	0.8	1.8	0.3	0	0.3	0	0	0	0	85	22.3	56.3	61.6
201905161800	288	0	0.7	96.9	0.7	0.3	0	0	1.4	0	0	0	0	64	22.2	56.6	61.9
201905161900	164	0	0.6	93.9	0	3.7	0.6	0	0.6	0.6	0	0	0	48	29.3	56.6	62.6
201905162000	140	0	0.7	92.1	0.7	5	0	0	0.7	0.7	0	0	0	33	23.6	55.8	60.8
201905162100	95	0	1.1	92.6	0	6.3	0	0	0	0	0	0	0	25	26.3	55.3	63.4
201905162200	49	0	0	93.9	0	4.1	0	0	2	0	0	0	0	10	20.4	54.9	61.2
201905162300	39	0	0	89.7	0	7.7	0	0	2.6	0	0	0	0	7	17.9	55.5	61.6
07-19	2156	0.1	0.7	93.7	1	3.2	0.2	0	1	0.1	0	0	0	604	28	57	62.6
06-22	2592	0.1	0.7	93.6	0.9	3.4	0.2	0	0.9	0.2	0	0	0	729	28.1	56.9	62.6
06-00	2680	0.1	0.7	93.5	0.9	3.5	0.2	0	1	0.2	0	0	0	746	27.8	56.8	62.6
00-00	2715	0.1	0.7	93.4	0.8	3.6	0.2	0	1	0.2	0	0	0	756	27.8	56.8	62.6

Friday, 17 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905170000	19	0	0	84.2	0	15.8	0	0	0	0	0	0	0	2	10.5	51.6	56.5
201905170100	6	0	0	100	0	0	0	0	0	0	0	0	0	3	50	61.2	-
201905170200	2	0	0	100	0	0	0	0	0	0	0	0	0	0	0	55.2	-
201905170300	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	51.6	-
201905170400	3	0	0	66.7	33.3	0	0	0	0	0	0	0	0	2	66.7	61	-
201905170500	15	0	0	100	0	0	0	0	0	0	0	0	0	7	46.7	60.6	67.7
201905170600	42	0	0	92.9	2.4	2.4	0	0	2.4	0	0	0	0	19	45.2	60	66.2
201905170700	85	0	1.2	88.2	1.2	8.2	0	0	0	1.2	0	0	0	44	51.8	58.9	65.9
201905170800	174	0	0	94.8	0	3.4	0	0	0.6	1.1	0	0	0	64	36.8	58.6	63.4
201905170900	103	0	0	89.3	1.9	3.9	0	0	3.9	1	0	0	0	32	31.1	57.4	64.1
201905171000	107	0	0	95.3	0	2.8	0	0	1.9	0	0	0	0	32	29.9	57.3	62.3
201905171100	107	0	0	87.9	2.8	8.4	0	0	0.9	0	0	0	0	34	31.8	56.1	63.4
201905171200	104	0	0	92.3	1	4.8	1	0	1	0	0	0	0	15	14.4	54.2	59.4
201905171300	148	0	1.4	92.6	2	2	0	0	2	0	0	0	0	36	24.3	56.9	62.3
201905171400	165	0	0.6	93.9	1.2	4.2	0	0	0	0	0	0	0	48	29.1	57.6	63.7
201905171500	266	0	1.1	94.4	1.9	2.3	0	0	0.4	0	0	0	0	74	27.8	57.3	62.6
201905171600	308	0	2.3	94.5	0	2.6	0	0	0.6	0	0	0	0	110	35.7	58.3	63.4
201905171700	366	0	1.4	95.6	0.8	1.4	0.3	0	0.5	0	0	0	0	94	25.7	56.7	61.9
201905171800	292	0	1.7	95.2	0	1.4	0	0	1.4	0.3	0	0	0	56	19.2	55.4	60.8
201905171900	180	0	0	92.8	0.6	6.7	0	0	0	0	0	0	0	41	22.8	55.9	61.6
201905172000	134	0	0	97	0	2.2	0	0	0.7	0	0	0	0	22	16.4	55.7	60.1
201905172100	132	0	0.8	95.5	0	3	0	0	0.8	0	0	0	0	19	14.4	54.4	58.7
201905172200	59	0	1.7	94.9	0	1.7	0	0	1.7	0	0	0	0	7	11.9	54.6	59.4
201905172300	50	0	0	96	0	2	0	0	2	0	0	0	0	9	18	55.1	60.5
07-19	2225	0	1.1	93.8	0.9	3	0.1	0	0.9	0.2	0	0	0	639	28.7	57	63
06-22	2713	0	0.9	93.9	0.8	3.2	0.1	0	0.9	0.2	0	0	0	740	27.3	56.8	62.6
06-00	2822	0	0.9	94	0.8	3.2	0.1	0	0.9	0.2	0	0	0	756	26.8	56.7	62.6
00-00	2868	0	0.9	93.9	0.8	3.2	0.1	0	0.9	0.2	0	0	0	770	26.8	56.7	62.6

Saturday, 18 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905180000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

201905180600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905180700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905180800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905180900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181400	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181500	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
07-19	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
06-22	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
06-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
00-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-

Sunday, 19 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905190000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190400	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190500	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191400	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191500	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
07-19	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
06-22	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
06-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
00-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-

Monday, 20 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905200000	8	0	0	100	0	0	0	0	0	0	0	0	0	1	12.5	56.1	-
201905200100	3	0	0	100	0	0	0	0	0	0	0	0	0	0	0	53.5	-
201905200200	2	0	0	100	0	0	0	0	0	0	0	0	0	2	100	69.1	-
201905200300	4	0	0	75	25	0	0	0	0	0	0	0	0	1	25	46.9	-
201905200400	2	0	0	100	0	0	0	0	0	0	0	0	0	0	0	44.1	-
201905200500	10	0	0	100	0	0	0	0	0	0	0	0	0	4	40	57.4	-
201905200600	38	0	0	94.7	0	2.6	0	0	2.6	0	0	0	0	17	44.7	59.4	66.2
201905200700	87	0	1.1	89.7	4.6	4.6	0	0	0	0	0	0	0	33	37.9	59	65.9
201905200800	143	0	0	90.9	2.1	6.3	0	0	0.7	0	0	0	0	47	32.9	58	63.7
201905200900	112	0	0	90.2	0.9	4.5	0	0.9	3.6	0	0	0	0	33	29.5	56.8	61.9
201905201000	95	0	0	92.6	0	3.2	0	0	4.2	0	0	0	0	34	35.8	57.6	65.2
201905201100	102	0	0	89.2	2.9	6.9	0	0	1	0	0	0	0	30	29.4	56.9	61.9
201905201200	104	0	0	91.3	3.8	1.9	1	0	1.9	0	0	0	0	27	26	56.6	61.2
201905201300	112	0	0.9	91.1	1.8	3.6	0	0	2.7	0	0	0	0	25	22.3	56.8	61.2
201905201400	158	0	0	94.3	0.6	3.8	0	0	0.6	0.6	0	0	0	49	31	57.1	63.7
201905201500	277	0	0.7	95.3	0.7	2.5	0	0	0.7	0	0	0	0	80	28.9	57.3	62.3
201905201600	323	0	1.2	93.5	1.5	2.5	0.3	0	0.6	0.3	0	0	0	104	32.2	58.1	64.1
201905201700	370	0	1.6	95.4	0.8	1.6	0.3	0	0.3	0	0	0	0	80	21.6	56	61.2
201905201800	258	0	1.6	96.1	0	1.6	0	0	0.8	0	0	0	0	54	20.9	55.5	60.5
201905201900	148	0	0	94.6	0	4.7	0.7	0	0	0	0	0	0	36	24.3	55	61.9
201905202000	111	0	0	93.7	0.9	4.5	0	0	0.9	0	0	0	0	22	19.8	55.3	60.5
201905202100	81	0	2.5	91.4	0	4.9	0	0	1.2	0	0	0	0	17	21	54.2	60.8
201905202200	47	0	0	91.5	0	4.3	2.1	0	2.1	0	0	0	0	8	17	55.3	60.5
201905202300	21	0	0	100	0	0	0	0	0	0	0	0	0	5	23.8	54.8	60.8
07-19	2141	0	0.8	93.5	1.3	3	0.1	0	1.1	0.1	0	0	0	596	27.8	57	62.6
06-22	2519	0	0.8	93.5	1.2	3.3	0.2	0	1	0.1	0	0	0	688	27.3	56.7	62.3
06-00	2587	0	0.8	93.5	1.1	3.2	0.2	0	1	0.1	0	0	0	701	27.1	56.7	62.3
00-00	2616	0	0.8	93.5	1.1	3.2	0.2	0	1	0.1	0	0	0	709	27.1	56.7	62.3

Tuesday, 21 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905210000	10	0	0	80	0	10	10	0	0	0	0	0	0	4	40	56.4	-
201905210100	4	0	0	100	0	0	0	0	0	0	0	0	0	0	0	52	-
201905210200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905210300	3	0	0	100	0	0	0	0	0	0	0	0	0	2	66.7	60.2	-
201905210400	3	0	0	100	0	0	0	0	0	0	0	0	0	1	33.3	59.6	-
201905210500	10	0	0	100	0	0	0	0	0	0	0	0	0	1	10	54.9	-
201905210600	46	0	0	91.3	2.2	4.3	0	0	2.2	0	0	0	0	26	56.5	59.6	69.5
201905210700	96	0	1	92.7	1	3.1	0	0	0	2.1	0	0	0	40	41.7	58.8	64.8
201905210800	156	0	0.6	91.7	1.3	5.8	0	0	0.6	0	0	0	0	62	39.7	58.2	63.4
201905210900	110	0	0	92.7	0	4.5	0.9	0	1.8	0	0	0	0	28	25.5	57.3	62.3
201905211000	88	0	1.1	90.9	1.1	2.3	1.1	0	2.3	1.1	0	0	0	22	25	56.7	61.6
201905211100	89	0	0	92.1	1.1	4.5	1.1	0	1.1	0	0	0	0	17	19.1	55.1	60.8
201905211200	100	0	0	96	0	3	1	0	0	0	0	0	0	26	26	56.5	61.2
201905211300	123	0	0.8	94.3	1.6	0.8	0	0	2.4	0	0	0	0	38	30.9	56.5	63
201905211400	131	0	0.8	94.7	0.8	3.8	0	0	0	0	0	0	0	32	24.4	56.5	62.6
201905211500	260	0	0	95.4	0.8	3.1	0	0	0.8	0	0	0	0	59	22.7	55.8	61.9
201905211600	304	0	0.3	95.4	1	2	0	0	1	0.3	0	0	0	84	27.6	56.3	61.9
201905211700	390	0	1	95.4	0.8	1.8	0.3	0.3	0.3	0.3	0	0	0	59	15.1	54.9	60.1
201905211800	251	0	0.4	96	1.2	1.2	0	0	1.2	0	0	0	0	52	20.7	55.6	62.3

201905211900	148	0	0.7	95.3	0	3.4	0.7	0	0	0	0	0	0	35	23.6	55.2	60.8
201905212000	114	0	0	95.6	0	3.5	0.9	0	0	0	0	0	0	33	28.9	55.8	62.6
201905212100	90	0	1.1	93.3	1.1	4.4	0	0	0	0	0	0	0	20	22.2	53.9	61.2
201905212200	57	0	0	94.7	0	5.3	0	0	0	0	0	0	0	13	22.8	55.7	60.8
201905212300	18	0	0	88.9	0	5.6	5.6	0	0	0	0	0	0	5	27.8	54.4	63.7
07-19	2098	0	0.5	94.5	0.9	2.7	0.2	0	0.9	0.2	0	0	0	519	24.7	56.2	61.9
06-22	2496	0	0.5	94.5	0.8	2.8	0.3	0	0.8	0.2	0	0	0	633	25.4	56.1	61.9
06-00	2571	0	0.5	94.5	0.8	2.9	0.3	0	0.7	0.2	0	0	0	651	25.3	56.1	61.9
00-00	2601	0	0.5	94.5	0.8	2.9	0.3	0	0.7	0.2	0	0	0	659	25.3	56.1	61.9

Wednesday, 22 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905220000	6	0	0	83.3	0	16.7	0	0	0	0	0	0	0	2	33.3	53.2	-
201905220100	5	0	0	100	0	0	0	0	0	0	0	0	0	4	80	66.1	-
201905220200	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	57.6	-
201905220300	3	0	0	100	0	0	0	0	0	0	0	0	0	1	33.3	54.8	-
201905220400	2	0	0	100	0	0	0	0	0	0	0	0	0	2	100	74.6	-
201905220500	11	0	0	100	0	0	0	0	0	0	0	0	0	3	27.3	56	59.8
201905220600	33	0	0	93.9	0	6.1	0	0	0	0	0	0	0	16	48.5	58.2	64.4
201905220700	88	0	1.1	88.6	4.5	4.5	1.1	0	0	0	0	0	0	41	46.6	59.3	68.4
201905220800	178	0	0.6	93.3	1.7	3.9	0	0	0.6	0	0	0	0	75	42.1	59.1	64.8
201905220900	116	0	0	93.1	0.9	4.3	0	0.9	0.9	0	0	0	0	37	31.9	58.1	65.5
201905221000	95	0	2.1	88.4	3.2	5.3	0	0	1.1	0	0	0	0	12	12.6	53.2	59
201905221100	113	0	0.9	90.3	1.8	5.3	0.9	0	0	0	0.9	0	0	28	24.8	55.3	62.3
201905221200	106	0	1.9	91.5	0	4.7	0.9	0	0.9	0	0	0	0	31	29.2	56.8	63.4
201905221300	132	0	0.8	90.9	1.5	3.8	0.8	0	2.3	0	0	0	0	36	27.3	56.2	61.6
201905221400	141	0	0.7	93.6	1.4	3.5	0.7	0	0	0	0	0	0	52	36.9	57.5	63.7
201905221500	235	0	0	94	2.1	2.6	0	0	1.3	0	0	0	0	65	27.7	56.7	62.3
201905221600	320	0	1.6	95.6	0.6	1.6	0	0	0.6	0	0	0	0	92	28.8	57	62.6
201905221700	431	0	0.7	96.3	1.4	0.9	0.2	0	0.5	0	0	0	0	95	22	56	61.6
201905221800	272	0	0.7	96.3	0	1.8	0	0	1.1	0	0	0	0	53	19.5	55.2	60.8
201905221900	154	0	0.6	92.9	0	5.8	0.6	0	0	0	0	0	0	25	16.2	54.2	60.1
201905222000	150	0	0.7	95.3	0.7	2.7	0	0	0.7	0	0	0	0	31	20.7	55.1	61.9
201905222100	96	0	1	93.8	0	4.2	0	0	1	0	0	0	0	23	24	55.9	62.3
201905222200	53	0	0	92.5	0	3.8	0	0	3.8	0	0	0	0	15	28.3	56.2	61.2
201905222300	23	0	0	95.7	0	4.3	0	0	0	0	0	0	0	2	8.7	53.3	58
07-19	2227	0	0.9	93.9	1.3	2.8	0.3	0	0.8	0	0	0	0	617	27.7	56.6	63
06-22	2660	0	0.8	93.9	1.2	3	0.3	0	0.7	0	0	0	0	712	26.8	56.4	62.6
06-00	2736	0	0.8	93.9	1.1	3.1	0.3	0	0.8	0	0	0	0	729	26.6	56.3	62.6
00-00	2764	0	0.8	93.9	1.1	3.1	0.3	0	0.8	0	0	0	0	741	26.8	56.4	62.6

Thursday, 23 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905230000	13	0	0	84.6	0	15.4	0	0	0	0	0	0	0	4	30.8	55.1	63.4
201905230100	7	0	0	100	0	0	0	0	0	0	0	0	0	2	28.6	57.2	-
201905230200	3	0	0	100	0	0	0	0	0	0	0	0	0	1	33.3	57.7	-
201905230300	3	0	0	100	0	0	0	0	0	0	0	0	0	1	33.3	55.8	-
201905230400	2	0	0	100	0	0	0	0	0	0	0	0	0	1	50	65	-
201905230500	12	0	0	100	0	0	0	0	0	0	0	0	0	4	33.3	55.4	61.2
201905230600	46	0	0	91.3	4.3	2.2	0	0	2.2	0	0	0	0	21	45.7	60.2	66.6
201905230700	95	0	1.1	84.2	5.3	8.4	0	0	0	1.1	0	0	0	39	41.1	59.1	65.9

201905230800	163	0	1.2	92	1.2	4.3	0	0.6	0.6	0	0	0	0	64	39.3	58.4	64.4
201905230900	120	0	0	93.3	3.3	1.7	0	0	1.7	0	0	0	0	41	34.2	58.5	65.5
201905231000	82	0	0	91.5	1.2	1.2	0	0	6.1	0	0	0	0	32	39	58.1	64.8
201905231100	119	0	0	92.4	1.7	4.2	0.8	0	0.8	0	0	0	0	35	29.4	55.3	62.6
201905231200	115	0	0.9	93	1.7	3.5	0	0	0.9	0	0	0	0	46	40	58.6	64.1
201905231300	114	0	1.8	93	1.8	3.5	0	0	0	0	0	0	0	26	22.8	54.8	61.6
201905231400	163	0	0	93.3	1.8	4.9	0	0	0	0	0	0	0	41	25.2	56.8	61.9
201905231500	127	0	0	95.3	0.8	3.1	0	0	0.8	0	0	0	0	42	33.1	57.9	63.4
201905231600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905231700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905231800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905231900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	1098	0	0.5	92.3	2	3.9	0.1	0.1	1	0.1	0	0	0	366	33.3	57.5	63.7
06-22	1144	0	0.5	92.2	2.1	3.8	0.1	0.1	1	0.1	0	0	0	387	33.8	57.6	63.7
06-00	1144	0	0.5	92.2	2.1	3.8	0.1	0.1	1	0.1	0	0	0	387	33.8	57.6	63.7
00-00	1184	0	0.5	92.3	2	3.9	0.1	0.1	1	0.1	0	0	0	400	33.8	57.5	63.7

Friday, 24 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
06-22	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
06-00	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
00-00	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

Virtual Day (12)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
0000	10	0	0	86	0	12.4	1.7	0	0	0	0	0	0	2	20.7	54.1	61.2
0100	5	0	0	98.2	0	1.8	0	0	0	0	0	0	0	2	36.4	59	-
0200	3	0	0	96.7	0	0	3.3	0	0	0	0	0	0	1	36.7	57.9	-
0300	3	0	0	93.5	3.2	3.2	0	0	0	0	0	0	0	1	38.7	56.4	-
0400	2	0	0	96.3	3.7	0	0	0	0	0	0	0	0	1	48.1	60.9	-
0500	11	0	0	98.5	0	1.5	0	0	0	0	0	0	0	4	32.1	55.6	63
0600	39	0	0.2	91	2.6	3.6	0	0	1.5	1.1	0	0	0	18	47.1	59.7	66.6
0700	79	0	1.1	89.1	2.8	5.6	0.3	0	0	0.9	0	0.1	0	35	44.4	59.2	66.2
0800	150	0	0.4	92.7	0.9	4.8	0.1	0.1	0.7	0.2	0	0	0	62	41.5	58.7	64.8
0900	100	0	0.1	91.2	1.3	4.7	0.2	0.3	2.1	0.1	0	0	0	33	32.6	57.8	64.1
1000	85	0	0.5	90.8	1.9	3	0.2	0	3.5	0.1	0	0	0	25	29.6	56.9	62.6
1100	96	0	0.1	91.4	1.8	5.5	0.5	0	0.6	0	0.1	0	0	26	26.9	56	62.3
1200	100	0.1	0.3	92.7	1.9	2.7	0.6	0	1.6	0.1	0	0	0	28	27.4	56.9	62.6
1300	111	0.1	1.1	92	1.8	2.9	0.2	0	1.8	0	0	0	0	28	25.6	56.3	62.3
1400	130	0	0.4	93.6	1.2	4.2	0.1	0	0.3	0.1	0.1	0	0	37	28.7	57	63
1500	225	0	0.7	94.3	1.3	2.9	0	0	0.8	0	0	0	0	62	27.4	56.9	62.6
1600	251	0	0.9	95.2	1	2.1	0	0	0.7	0.1	0	0	0	78	31.2	57.2	63
1700	320	0	1	95.9	0.8	1.6	0.3	0.1	0.5	0	0	0	0	66	20.7	55.7	61.2
1800	229	0	1.2	95.8	0.4	1.4	0	0	1.1	0	0	0	0	43	18.7	55	60.8
1900	136	0	0.7	93.6	0.6	4.3	0.4	0	0.2	0.1	0.1	0	0	31	22.8	55.4	61.6
2000	103	0	0.2	94.6	0.8	3.6	0.1	0	0.6	0.1	0	0	0	23	22.7	55.8	61.6
2100	81	0	0.8	93.5	0.2	4.6	0.1	0	0.7	0	0	0	0	18	21.6	54.9	61.6
2200	43	0	0.2	93.3	0	3.8	0.4	0	2.3	0	0	0	0	8	19.2	54.9	60.8
2300	24	0	0	93.8	0	4.8	0.3	0	1	0	0	0	0	5	19.7	55	60.8
07-19	1873	0	0.7	93.8	1.2	3	0.2	0	1	0.1	0	0	0	522	27.9	56.7	62.6
06-22	2232	0	0.7	93.8	1.1	3.2	0.2	0	0.9	0.1	0	0	0	612	27.4	56.6	62.6
06-00	2299	0	0.7	93.7	1.1	3.2	0.2	0	0.9	0.1	0	0	0	626	27.2	56.5	62.6
00-00	2333	0	0.7	93.7	1.1	3.2	0.2	0	0.9	0.1	0	0	0	636	27.3	56.5	62.6

4.4

Virtual Week (Partial weeks = 1.71429)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2591	0	0.8	93.3	1.3	3.2	0.2	0.1	1	0.1	0	0	0	695	26.8	56.5	62.3
Tue	2605	0	0.6	94	1	3.1	0.3	0	0.9	0.1	0	0	0	707	27.1	56.4	62.3
Wed	2749	0	0.7	93.9	1.2	3	0.2	0	0.8	0	0	0	0	747	27.2	56.5	62.6
Thu	2179	0	0.7	93.3	1	3.6	0.2	0	1	0.1	0	0	0	652	29.9	57.1	63
Fri	1857	0	0.6	94.3	0.9	3	0.1	0	0.9	0.1	0	0	0	460	24.8	55.9	61.9
Sat	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
Sun	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	27994	0	0.7	93.7	1.1	3.2	0.2	0	0.9	0.1	0	0	0	7631	27.3	56.5	62.6

Volume-Class-Speed-Weekly-Northbound-60

Globals

Report Id	CustomList-9059
Descriptor	Volume-Class-Speed-Weekly-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T04:41:06
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02717
Site Attribute	[-35.192335 +149.019203]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S) 0271725May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:15:49
Start Time	2019-05-08T17:15:49
Finish Time	2019-05-25T08:05:49
Operator	BVY
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekly - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

YYYYMMDDHHMM	Packed date and time
Total	Number in time step
CI% 1	Class percentages
CI% 2	Class percentages
CI% 3	Class percentages
CI% 4	Class percentages
CI% 5	Class percentages
CI% 6	Class percentages
CI% 7	Class percentages
CI% 8	Class percentages
CI% 9	Class percentages
CI% 10	Class percentages
CI% 11	Class percentages
CI% 12	Class percentages
JPSL 60	Number exceeding Posted Speed Limit
JPSL% 60	Percent exceeding Posted Speed Limit
Mean	Average speed
Vpp 85	Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	2637	0	0.8	93.6	0.7	3.4	0.2	0	1	0.1	0	0	0	799	30.3	57.2	63
201905100000	2702	0	0.4	94.6	1.1	2.8	0.1	0	0.9	0	0	0	0	609	22.5	55	61.6
201905110000	2611	0	0.5	95.8	1.3	2.3	0	0	0	0	0	0	0	699	26.8	56.5	62.6
201905120000	2338	0	0.5	97	0.9	1.6	0	0	0	0	0	0	0	778	33.3	57.6	63.4
201905130000	2565	0	0.8	93.1	1.5	3.2	0.1	0.1	1	0.1	0	0	0	680	26.5	56.4	62.6
201905140000	2609	0	0.7	93.5	1.2	3.3	0.2	0	1	0.1	0	0	0	755	28.9	56.7	62.6
201905150000	2733	0	0.5	93.9	1.4	2.9	0.2	0	0.9	0.1	0	0	0	753	27.6	56.7	62.6
201905160000	2715	0.1	0.7	93.4	0.8	3.6	0.2	0	1	0.2	0	0	0	756	27.8	56.8	62.6
201905170000	2868	0	0.9	93.9	0.8	3.2	0.1	0	0.9	0.2	0	0	0	770	26.8	56.7	62.6
201905180000	2780	0	0.5	96	1	2.5	0	0	0	0	0	0	0	859	30.9	57.1	63.4
201905190000	2333	0	0.5	96.7	1.1	1.7	0	0	0	0	0	0	0	704	30.2	57	63
201905200000	2616	0	0.8	93.5	1.1	3.2	0.2	0	1	0.1	0	0	0	709	27.1	56.7	62.3
201905210000	2601	0	0.5	94.5	0.8	2.9	0.3	0	0.7	0.2	0	0	0	659	25.3	56.1	61.9
201905220000	2764	0	0.8	93.9	1.1	3.1	0.3	0	0.8	0	0	0	0	741	26.8	56.4	62.6
201905230000	1184	0	0.5	92.3	2	3.9	0.1	0.1	1	0.1	0	0	0	400	33.8	57.5	63.7
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	30638	0	0.7	94.5	1.2	2.7	0.1	0	0.7	0.1	0	0	0	8895	29	56.9	63
06-22	36176	0	0.7	94.4	1.1	2.9	0.1	0	0.7	0.1	0	0	0	10255	28.3	56.7	62.6
06-00	37370	0	0.6	94.4	1.1	2.9	0.1	0	0.7	0.1	0	0	0	10485	28.1	56.7	62.6
00-00	38056	0	0.6	94.4	1.1	2.9	0.1	0	0.7	0.1	0	0	0	10671	28	56.7	62.6

Virtual Day (16)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
0000	15	0	0	90.6	0	8.1	1.3	0	0	0	0	0	0	3	17.4	53.7	60.5
0100	7	0	0	99.1	0	0.9	0	0	0	0	0	0	0	2	27.6	57	-
0200	4	0	0	94.7	0	3.5	1.8	0	0	0	0	0	0	1	28.1	55.7	-
0300	4	0	0	96.7	1.7	1.7	0	0	0	0	0	0	0	1	33.3	55.4	-
0400	3	0	0	97.6	2.4	0	0	0	0	0	0	0	0	1	43.9	59.6	-
0500	11	0	0	98.9	0	1.1	0	0	0	0	0	0	0	4	33.3	55.3	63.7

0600	34	0	0.2	90.9	2.8	3.9	0	0	1.3	0.9	0	0	0	15	44.8	59.1	66.2
0700	70	0	0.9	90.2	2.6	5.2	0.3	0	0	0.8	0	0.1	0	31	43.7	59.1	65.9
0800	132	0	0.4	93.1	1	4.6	0.1	0.1	0.6	0.2	0	0	0	55	41.5	58.8	64.8
0900	109	0	0.1	92.6	1.3	4.1	0.1	0.2	1.4	0.1	0	0	0	37	34.5	58	64.4
1000	101	0	0.7	92.3	1.5	3.1	0.1	0	2.2	0.1	0	0	0	33	33	57.5	63.7
1100	117	0	0.3	93.2	1.6	4.2	0.3	0	0.4	0	0.1	0	0	34	29.3	56.6	63
1200	124	0.1	0.3	94.2	1.9	2.2	0.4	0	1	0.1	0	0	0	38	30.3	57.3	63
1300	133	0.1	0.8	93.7	1.7	2.5	0.1	0	1.1	0	0	0	0	36	27.3	56.8	62.3
1400	151	0	0.5	94.7	1.4	3.1	0	0	0.2	0	0	0	0	46	30.8	57.3	63
1500	224	0	0.6	94.9	1.2	2.6	0	0	0.6	0	0	0	0	65	29.1	57.1	63
1600	246	0	0.8	95.5	1.1	2	0	0	0.5	0.1	0	0	0	76	30.7	57.2	63
1700	298	0	0.9	96.1	0.8	1.6	0.2	0	0.4	0	0	0	0	63	21.2	55.7	61.2
1800	211	0	1.2	96.1	0.5	1.3	0	0	0.9	0	0	0	0	41	19.6	55.2	60.8
1900	132	0	0.7	94.1	0.5	4.1	0.3	0	0.1	0	0	0	0	30	23	55.4	61.6
2000	99	0	0.3	94.8	0.8	3.5	0.1	0	0.5	0.1	0	0	0	22	22.4	55.7	61.6
2100	81	0	0.8	94.4	0.3	3.8	0.1	0	0.5	0	0	0	0	17	21.4	54.8	61.2
2200	48	0	0.4	94.6	0	3.2	0.3	0	1.5	0	0	0	0	10	19.6	55	60.8
2300	26	0	0	95	0	4.1	0.2	0	0.7	0	0	0	0	5	18.6	54.6	60.8
07-19	1915	0	0.7	94.5	1.2	2.7	0.1	0	0.7	0.1	0	0	0	556	29	56.9	63
06-22	2261	0	0.7	94.4	1.1	2.9	0.1	0	0.7	0.1	0	0	0	641	28.3	56.7	62.6
06-00	2336	0	0.6	94.4	1.1	2.9	0.1	0	0.7	0.1	0	0	0	655	28.1	56.7	62.6
00-00	2379	0	0.6	94.4	1.1	2.9	0.1	0	0.7	0.1	0	0	0	667	28	56.7	62.6

Virtual Week (Partial weeks = 2.28571)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2591	0	0.8	93.3	1.3	3.2	0.2	0.1	1	0.1	0	0	0	695	26.8	56.5	62.3
Tue	2605	0	0.6	94	1	3.1	0.3	0	0.9	0.1	0	0	0	707	27.1	56.4	62.3
Wed	2749	0	0.7	93.9	1.2	3	0.2	0	0.8	0	0	0	0	747	27.2	56.5	62.6
Thu	2179	0	0.7	93.3	1	3.6	0.2	0	1	0.1	0	0	0	652	29.9	57.1	63
Fri	1857	0	0.6	94.3	0.9	3	0.1	0	0.9	0.1	0	0	0	460	24.8	55.9	61.9
Sat	2696	0	0.5	95.9	1.1	2.4	0	0	0	0	0	0	0	779	28.9	56.8	63
Sun	2336	0	0.5	96.9	1	1.6	0	0	0	0	0	0	0	741	31.7	57.3	63.4

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	38056	0	0.6	94.4	1.1	2.9	0.1	0	0.7	0.1	0	0	0	10671	28	56.7	62.6

Volume-Class-Speed-Weekend-Northbound-60

Globals

Report Id	CustomList-9058
Descriptor	Volume-Class-Speed-Weekend-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T04:23:08
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02717
Site Attribute	[-35.192335 +149.019203]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S) 0271725May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:15:49
Start Time	2019-05-08T17:15:49
Finish Time	2019-05-25T08:05:49
Operator	BVY
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekend - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction North
 Encoded Direction 1

Column

YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
 JPSL 60 Number exceeding Posted Speed Limit
 JPSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905100000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110000	2611	0	0.5	95.8	1.3	2.3	0	0	0	0	0	0	0	699	26.8	56.5	62.6
201905120000	2338	0	0.5	97	0.9	1.6	0	0	0	0	0	0	0	778	33.3	57.6	63.4
201905130000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905140000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905150000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905160000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905170000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180000	2780	0	0.5	96	1	2.5	0	0	0	0	0	0	0	859	30.9	57.1	63.4
201905190000	2333	0	0.5	96.7	1.1	1.7	0	0	0	0	0	0	0	704	30.2	57	63
201905200000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905210000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905220000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905230000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	8163	0	0.5	96.4	1.2	1.9	0	0	0	0	0	0	0	2630	32.2	57.5	63.4
06-22	9392	0	0.5	96.3	1.1	2	0	0	0	0	0	0	0	2906	30.9	57.2	63.4
06-00	9777	0	0.5	96.3	1.1	2	0	0	0	0	0	0	0	2979	30.5	57.1	63.4
00-00	10062	0	0.5	96.4	1.1	2	0	0	0	0	0	0	0	3040	30.2	57	63

Virtual Day (4)

YYYYMMDDHHMM	Total	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	JPSL	JPSL%	Mean	Vpp
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		1	2	3	4	5	6	7	8	9	10	11	12	60	60		85
0000	29	0	0	95.6	0	3.5	0.9	0	0	0	0	0	0	4	14	53.3	58.7
0100	15	0	0	100	0	0	0	0	0	0	0	0	0	3	19.7	55.3	61.9
0200	7	0	0	92.6	0	7.4	0	0	0	0	0	0	0	1	18.5	53.3	-
0300	7	0	0	100	0	0	0	0	0	0	0	0	0	2	27.6	54.4	-
0400	4	0	0	100	0	0	0	0	0	0	0	0	0	1	35.7	57	-
0500	10	0	0	100	0	0	0	0	0	0	0	0	0	4	37.5	54.3	-
0600	17	0	0	89.9	4.3	5.8	0	0	0	0	0	0	0	5	29	55	62.3
0700	44	0	0	96	1.1	2.8	0	0	0	0	0	0	0	18	40.1	58.4	64.8
0800	78	0	0	95.2	1.6	3.2	0	0	0	0	0	0	0	32	41.6	59	65.5
0900	135	0	0.2	95.6	1.3	3	0	0	0	0	0	0	0	52	38.6	58.4	64.4
1000	151	0	1	94.7	1	3.3	0	0	0	0	0	0	0	59	38.9	58.6	64.8
1100	181	0	0.6	96.1	1.1	2.2	0	0	0	0	0	0	0	60	33.2	57.6	63.7
1200	196	0	0.3	96.4	1.9	1.4	0	0	0	0	0	0	0	68	34.9	58	63.4
1300	198	0.1	0.1	96.6	1.5	1.6	0	0	0	0	0	0	0	60	30.1	57.6	63
1400	214	0	0.6	96.5	1.8	1.2	0	0	0	0	0	0	0	74	34.5	58	63.4
1500	221	0	0.5	96.9	0.7	1.8	0	0.1	0	0	0	0	0	76	34.2	58	63.7
1600	233	0	0.5	96.3	1.4	1.6	0	0.1	0	0	0	0	0	68	29.2	57	62.6
1700	232	0	0.5	97.2	0.8	1.5	0	0	0	0	0	0	0	54	23.3	55.9	61.9
1800	159	0	1.1	97.2	0.6	1.1	0	0	0	0	0	0	0	37	23.4	55.8	61.6
1900	120	0	0.6	95.8	0	3.6	0	0	0	0	0	0	0	28	23.6	55.4	62.6
2000	89	0	0.3	95.8	0.6	3.4	0	0	0	0	0	0	0	19	21.1	55.7	61.6
2100	82	0	0.9	96.9	0.6	1.5	0	0	0	0	0	0	0	17	20.9	54.6	60.8
2200	64	0	0.8	97.3	0	2	0	0	0	0	0	0	0	13	20.4	55	61.9
2300	33	0	0	97.7	0	2.3	0	0	0	0	0	0	0	5	16.2	53.8	60.5
07-19	2041	0	0.5	96.4	1.2	1.9	0	0	0	0	0	0	0	658	32.2	57.5	63.4
06-22	2348	0	0.5	96.3	1.1	2	0	0	0	0	0	0	0	727	30.9	57.2	63.4
06-00	2444	0	0.5	96.3	1.1	2	0	0	0	0	0	0	0	745	30.5	57.1	63.4
00-00	2516	0	0.5	96.4	1.1	2	0	0	0	0	0	0	0	760	30.2	57	63

Virtual Week (2)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Tue	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Wed	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Thu	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Fri	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Sat	2696	0	0.5	95.9	1.1	2.4	0	0	0	0	0	0	0	779	28.9	56.8	63
Sun	2336	0	0.5	96.9	1	1.6	0	0	0	0	0	0	0	741	31.7	57.3	63.4
--	5031	0	0.5	96.4	1.1	2	0	0	0	0	0	0	0	1520	30.2	57	63

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	10062	0	0.5	96.4	1.1	2	0	0	0	0	0	0	0	3040	30.2	57	63

Volume-Class-Speed-Weekday-Southbound-60

Globals

Report Id	CustomList-9060
Descriptor	Volume-Class-Speed-Weekday-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T05:07:42
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02717
Site Attribute	[-35.192335 +149.019203]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S) 0271725May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:15:49
Start Time	2019-05-08T17:15:49
Finish Time	2019-05-25T08:05:49
Operator	BVY
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekday - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction South
 Encoded Direction 4

Column

YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
 JPSL 60 Number exceeding Posted Speed Limit
 JPSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	2618	0	1.1	92.2	0.6	5	0.2	0	0.7	0.1	0	0	0	1253	47.9	59.3	65.9
201905100000	2700	0	0.5	88.3	0.8	9	0.4	0	0.8	0.1	0	0	0	1315	48.7	59.4	66.6
201905110000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905130000	2582	0.1	0.9	90.4	1.2	6.2	0.4	0.1	0.7	0	0	0	0	1133	43.9	58.4	65.2
201905140000	2669	0	0.8	92.5	0.9	4.6	0.5	0	0.5	0.1	0	0	0	1207	45.2	58.9	65.2
201905150000	2663	0	0.7	92.6	0.8	4.5	0.5	0	0.7	0.2	0	0	0	1179	44.3	58.8	65.5
201905160000	2726	0	0.9	91.5	0.7	5.5	0.3	0	0.7	0.3	0	0	0	1261	46.3	58.9	65.2
201905170000	2903	0	0.8	92	1	4.9	0.2	0.1	0.7	0.2	0	0	0	1331	45.8	58.8	65.5
201905180000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905190000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905200000	2604	0	0.7	91.9	0.9	5	0.3	0	1	0.2	0	0	0	1147	44	58.6	65.2
201905210000	2609	0	0.6	92.7	0.5	4.9	0.2	0	0.7	0.2	0	0	0	1190	45.6	59	65.2
201905220000	2719	0.2	0.8	92.5	1	4.5	0.3	0	0.5	0.1	0	0	0	1114	41	58	64.8
201905230000	1753	0.1	0.8	92.4	0.8	4.8	0.2	0	0.9	0.1	0	0	0	801	45.7	58.8	65.2
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	22974	0	0.9	91.8	0.9	5.1	0.3	0	0.7	0.2	0	0	0	10578	46	58.9	65.5
06-22	27205	0	0.8	91.7	0.9	5.4	0.3	0	0.7	0.2	0	0	0	12435	45.7	58.9	65.5
06-00	27688	0	0.8	91.7	0.8	5.4	0.3	0	0.7	0.2	0	0	0	12577	45.4	58.8	65.5
00-00	28546	0	0.8	91.7	0.8	5.4	0.3	0	0.7	0.2	0	0	0	12931	45.3	58.8	65.5

Virtual Day (12)

YYYYMMDDHHMM	Total	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	JPSL	JPSL%	Mean	Vpp
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		1	2	3	4	5	6	7	8	9	10	11	12	60	60		85
0000	5	0	0	100	0	0	0	0	0	0	0	0	0	2	32.8	59	-
0100	4	0	0	100	0	0	0	0	0	0	0	0	0	1	23.9	57.3	-
0200	2	0	0	96	0	4	0	0	0	0	0	0	0	0	20	57.2	-
0300	3	0	0	100	0	0	0	0	0	0	0	0	0	1	28.9	55.6	-
0400	9	0	0	98	0	2	0	0	0	0	0	0	0	3	36.3	56	-
0500	49	0	0.5	90.1	0.3	7.8	0.5	0	0.7	0	0	0	0	23	46.1	58.8	65.5
0600	143	0.1	0.9	88.8	1.4	7.7	0.2	0.1	0.6	0.2	0	0	0	73	51.5	59.5	66.6
0700	290	0.1	1	94	0.8	3.2	0.2	0	0.7	0	0	0	0	123	42.4	57.4	65.2
0800	289	0	2	93	0.5	3.8	0.3	0	0.3	0	0	0	0	135	46.7	58.8	65.5
0900	144	0	1.2	92.7	0.8	4.4	0.3	0	0.1	0.6	0	0	0	60	41.4	58.6	65.2
1000	106	0	0.5	91	0.6	5.6	0.1	0.1	2	0.2	0	0	0	46	43.6	58.7	64.8
1100	97	0.1	0.9	91	1.4	5.7	0.4	0	0.3	0.2	0	0	0	43	44.3	58.7	65.2
1200	95	0.1	0.4	89.8	1.2	6.7	0.1	0	1.1	0.4	0.1	0	0	46	48.9	59.5	65.5
1300	99	0.1	1.1	89	1.2	6.5	0.3	0	1.5	0.3	0.1	0	0	47	47.9	59.3	64.8
1400	124	0.1	0.5	89.2	0.9	7.5	0.1	0.1	1.5	0.2	0	0	0	65	52.2	60.2	66.2
1500	166	0	0.6	89	1.8	6.7	0.4	0.2	1.2	0.2	0	0.1	0	83	49.7	59.4	65.5
1600	169	0.1	0.9	91.2	0.9	5.8	0.5	0	0.2	0.2	0	0	0	84	49.7	59.4	65.9
1700	196	0	0.3	95.1	0.6	3.1	0.2	0	0.5	0.1	0	0	0	84	42.7	58.6	64.8
1800	140	0	0.2	90.5	0.5	8	0.2	0.1	0.4	0.1	0	0	0	66	47.4	60	67
1900	94	0	0.1	93.5	0.4	4.8	1.1	0	0.1	0	0	0	0	37	39.5	58.3	64.8
2000	69	0	0	91.3	0.2	7.1	0.1	0	1.1	0	0.1	0	0	25	35.6	58	64.1
2100	47	0	0	90.3	0.4	6.2	1.4	0	1.4	0.4	0	0	0	20	41.8	58	64.4
2200	26	0	0.6	88.8	0.6	8	1.3	0	0.3	0.3	0	0	0	7	25	56.9	61.6
2300	14	0	0	98.2	0	1.8	0	0	0	0	0	0	0	5	37.4	57.7	63
07-19	1915	0	0.9	91.8	0.9	5.1	0.3	0	0.7	0.2	0	0	0	882	46	58.9	65.5
06-22	2267	0	0.8	91.7	0.9	5.4	0.3	0	0.7	0.2	0	0	0	1036	45.7	58.9	65.5
06-00	2307	0	0.8	91.7	0.8	5.4	0.3	0	0.7	0.2	0	0	0	1048	45.4	58.8	65.5
00-00	2379	0	0.8	91.7	0.8	5.4	0.3	0	0.7	0.2	0	0	0	1078	45.3	58.8	65.5
6.6																	

Virtual Week (Partial weeks = 1.71429)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2593	0	0.8	91.1	1	5.6	0.3	0.1	0.8	0.1	0	0	0	1140	44	58.5	65.2
Tue	2639	0	0.7	92.6	0.7	4.8	0.4	0	0.6	0.2	0	0	0	1199	45.4	59	65.2
Wed	2691	0.1	0.8	92.5	0.9	4.5	0.4	0	0.6	0.2	0	0	0	1147	42.6	58.4	65.2
Thu	2366	0	0.9	92	0.7	5.2	0.2	0	0.7	0.2	0	0	0	1105	46.7	59	65.5
Fri	1868	0	0.7	90.2	0.9	6.9	0.3	0	0.8	0.2	0	0	0	882	47.2	59.1	66.2
Sat	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Sun	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	28546	0	0.8	91.7	0.8	5.4	0.3	0	0.7	0.2	0	0	0	12931	45.3	58.8	65.5

Volume-Class-Speed-Weekly-Southbound-60

Globals

Report Id	CustomList-9064
Descriptor	Volume-Class-Speed-Weekly-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T05:30:37
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02717
Site Attribute	[-35.192335 +149.019203]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S) 0271725May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:15:49
Start Time	2019-05-08T17:15:49
Finish Time	2019-05-25T08:05:49
Operator	BVY
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekly - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

YYYYMMDDHHMM	Packed date and time
Total	Number in time step
CI% 1	Class percentages
CI% 2	Class percentages
CI% 3	Class percentages
CI% 4	Class percentages
CI% 5	Class percentages
CI% 6	Class percentages
CI% 7	Class percentages
CI% 8	Class percentages
CI% 9	Class percentages
CI% 10	Class percentages
CI% 11	Class percentages
CI% 12	Class percentages
JPSL 60	Number exceeding Posted Speed Limit
JPSL% 60	Percent exceeding Posted Speed Limit
Mean	Average speed
Vpp 85	Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	2618	0	1.1	92.2	0.6	5	0.2	0	0.7	0.1	0	0	0	1253	47.9	59.3	65.9
201905100000	2700	0	0.5	88.3	0.8	9	0.4	0	0.8	0.1	0	0	0	1315	48.7	59.4	66.6
201905110000	2708	0	0.6	93.5	0.9	4.7	0.2	0	0	0.1	0	0	0	1267	46.8	59.6	65.9
201905120000	2404	0	0.4	95.7	0.7	2.8	0.2	0	0	0	0	0	0	1212	50.4	59.9	65.9
201905130000	2582	0.1	0.9	90.4	1.2	6.2	0.4	0.1	0.7	0	0	0	0	1133	43.9	58.4	65.2
201905140000	2669	0	0.8	92.5	0.9	4.6	0.5	0	0.5	0.1	0	0	0	1207	45.2	58.9	65.2
201905150000	2663	0	0.7	92.6	0.8	4.5	0.5	0	0.7	0.2	0	0	0	1179	44.3	58.8	65.5
201905160000	2726	0	0.9	91.5	0.7	5.5	0.3	0	0.7	0.3	0	0	0	1261	46.3	58.9	65.2
201905170000	2903	0	0.8	92	1	4.9	0.2	0.1	0.7	0.2	0	0	0	1331	45.8	58.8	65.5
201905180000	2763	0.1	0.4	94.7	0.8	3.6	0.1	0.1	0.1	0	0	0	0	1319	47.7	59.5	65.9
201905190000	2400	0	0.5	94.9	1.1	3.1	0.1	0.1	0.1	0	0	0	0	1105	46	59	64.8
201905200000	2604	0	0.7	91.9	0.9	5	0.3	0	1	0.2	0	0	0	1147	44	58.6	65.2
201905210000	2609	0	0.6	92.7	0.5	4.9	0.2	0	0.7	0.2	0	0	0	1190	45.6	59	65.2
201905220000	2719	0.2	0.8	92.5	1	4.5	0.3	0	0.5	0.1	0	0	0	1114	41	58	64.8
201905230000	1753	0.1	0.8	92.4	0.8	4.8	0.2	0	0.9	0.1	0	0	0	801	45.7	58.8	65.2
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	31617	0	0.8	92.6	0.9	4.6	0.2	0	0.6	0.1	0	0	0	14840	46.9	59.2	65.5
06-22	36922	0	0.7	92.5	0.9	4.9	0.3	0	0.6	0.1	0	0	0	17123	46.4	59.1	65.5
06-00	37671	0	0.7	92.5	0.9	4.9	0.3	0	0.6	0.1	0	0	0	17368	46.1	59	65.5
00-00	38821	0	0.7	92.5	0.8	4.9	0.3	0	0.5	0.1	0	0	0	17834	45.9	59	65.5

Virtual Day (16)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
0000	10	0	0	95.4	0	4.6	0	0	0	0	0	0	0	3	33.3	57.5	-
0100	6	0	0	98.9	0	1.1	0	0	0	0	0	0	0	1	17.2	55.8	-
0200	4	0	0	96.4	0	3.6	0	0	0	0	0	0	0	1	35.7	57.9	-
0300	4	0	0	93.3	0	6.7	0	0	0	0	0	0	0	1	31.7	55.4	-
0400	8	0	0	94.7	0	5.3	0	0	0	0	0	0	0	3	36.6	56.6	-
0500	41	0	0.5	89.3	0.5	8.7	0.5	0	0.6	0	0	0	0	20	47.5	59.2	65.9

0600	116	0.1	0.8	88.8	1.3	7.9	0.2	0.1	0.6	0.2	0	0	0	59	50.6	59.3	66.2
0700	237	0.1	1	93.8	0.8	3.5	0.2	0	0.7	0	0	0	0	101	42.6	57.5	65.2
0800	252	0	1.7	93.4	0.5	3.7	0.3	0	0.3	0	0	0	0	118	47	58.9	65.5
0900	156	0	1	93.3	0.6	4.2	0.2	0	0.2	0.4	0	0	0	67	42.7	58.8	65.2
1000	131	0	0.6	92.5	0.5	4.9	0.1	0	1.2	0.1	0	0	0	62	46.9	59.4	65.5
1100	123	0.1	0.9	92.3	1.3	4.7	0.4	0	0.3	0.2	0	0	0	58	47.5	59.3	65.5
1200	118	0.2	0.4	91.5	1.4	5.3	0.1	0	0.8	0.3	0.1	0	0	60	51.1	60	66.2
1300	122	0.1	1	90.5	1.4	5.3	0.5	0.1	0.9	0.2	0.1	0	0	60	49.1	59.6	65.5
1400	145	0	0.4	90.8	1.3	6.1	0.1	0	1	0.1	0	0	0	75	52.1	60.2	66.2
1500	172	0	0.6	90.7	1.6	5.7	0.3	0.1	0.8	0.1	0	0	0	87	50.8	59.6	65.9
1600	178	0.1	0.9	92.2	1	4.9	0.5	0	0.2	0.2	0	0	0	91	51.2	59.8	66.2
1700	201	0	0.4	95.6	0.5	2.9	0.2	0	0.4	0.1	0	0	0	82	40.5	58.4	64.4
1800	142	0	0.2	91.9	0.6	6.7	0.2	0.1	0.3	0	0	0	0	66	46.7	59.8	66.2
1900	96	0	0.1	94.2	0.3	4.4	0.8	0	0.1	0	0	0	0	38	39.6	58.2	64.4
2000	71	0	0	92.7	0.3	6.1	0.1	0	0.8	0	0.1	0	0	26	36.5	58.1	64.1
2100	48	0	0	92	0.3	5.4	1	0	1	0.3	0	0	0	20	41.3	57.8	64.4
2200	30	0	0.4	91.6	0.4	6.3	0.8	0	0.2	0.2	0	0	0	9	31.3	57.7	63
2300	17	0	0	97.8	0	2.2	0	0	0	0	0	0	0	6	35.2	57.7	63
07-19	1976	0	0.8	92.6	0.9	4.6	0.2	0	0.6	0.1	0	0	0	928	46.9	59.2	65.5
06-22	2308	0	0.7	92.5	0.9	4.9	0.3	0	0.6	0.1	0	0	0	1070	46.4	59.1	65.5
06-00	2354	0	0.7	92.5	0.9	4.9	0.3	0	0.6	0.1	0	0	0	1086	46.1	59	65.5
00-00	2426	0	0.7	92.5	0.8	4.9	0.3	0	0.5	0.1	0	0	0	1115	45.9	59	65.5

Virtual Week (Partial weeks = 2.28571)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2593	0	0.8	91.1	1	5.6	0.3	0.1	0.8	0.1	0	0	0	1140	44	58.5	65.2
Tue	2639	0	0.7	92.6	0.7	4.8	0.4	0	0.6	0.2	0	0	0	1199	45.4	59	65.2
Wed	2691	0.1	0.8	92.5	0.9	4.5	0.4	0	0.6	0.2	0	0	0	1147	42.6	58.4	65.2
Thu	2366	0	0.9	92	0.7	5.2	0.2	0	0.7	0.2	0	0	0	1105	46.7	59	65.5
Fri	1868	0	0.7	90.2	0.9	6.9	0.3	0	0.8	0.2	0	0	0	882	47.2	59.1	66.2
Sat	2736	0.1	0.5	94.1	0.9	4.2	0.2	0	0.1	0	0	0	0	1293	47.3	59.6	65.9
Sun	2402	0	0.5	95.3	0.9	3	0.2	0	0.1	0	0	0	0	1159	48.2	59.4	65.5

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	38821	0	0.7	92.5	0.8	4.9	0.3	0	0.5	0.1	0	0	0	17834	45.9	59	65.5

Volume-Class-Speed-Weekend-Southbound-60

Globals

Report Id	CustomList-9063
Descriptor	Volume-Class-Speed-Weekend-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T05:30:00
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02717
Site Attribute	[-35.192335 +149.019203]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S) 0271725May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Percy Begg Circuit-N & Lance Hill Avenue-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:15:49
Start Time	2019-05-08T17:15:49
Finish Time	2019-05-25T08:05:49
Operator	BVY
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekend - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction South
 Encoded Direction 4

Column

YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
 JPSL 60 Number exceeding Posted Speed Limit
 JPSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905100000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110000	2708	0	0.6	93.5	0.9	4.7	0.2	0	0	0.1	0	0	0	1267	46.8	59.6	65.9
201905120000	2404	0	0.4	95.7	0.7	2.8	0.2	0	0	0	0	0	0	1212	50.4	59.9	65.9
201905130000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905140000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905150000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905160000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905170000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180000	2763	0.1	0.4	94.7	0.8	3.6	0.1	0.1	0.1	0	0	0	0	1319	47.7	59.5	65.9
201905190000	2400	0	0.5	94.9	1.1	3.1	0.1	0.1	0.1	0	0	0	0	1105	46	59	64.8
201905200000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905210000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905220000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905230000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	8643	0	0.6	94.7	1	3.3	0.2	0	0.1	0	0	0	0	4262	49.3	59.8	65.9
06-22	9717	0	0.5	94.7	0.9	3.4	0.2	0	0.1	0	0	0	0	4688	48.2	59.6	65.9
06-00	9983	0	0.5	94.8	0.9	3.4	0.2	0	0.1	0	0	0	0	4791	48	59.6	65.5
00-00	10275	0	0.5	94.7	0.9	3.6	0.2	0	0.1	0	0	0	0	4903	47.7	59.5	65.5

Virtual Day (4)

YYYYMMDDHHMM	Total	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	JPSL	JPSL%	Mean	Vpp
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		1	2	3	4	5	6	7	8	9	10	11	12	60	60		85
0000	23	0	0	92.4	0	7.6	0	0	0	0	0	0	0	8	33.7	56.5	63
0100	12	0	0	97.9	0	2.1	0	0	0	0	0	0	0	1	10.6	54.3	58
0200	8	0	0	96.8	0	3.2	0	0	0	0	0	0	0	4	48.4	58.5 -	
0300	6	0	0	81.8	0	18.2	0	0	0	0	0	0	0	2	36.4	55 -	
0400	7	0	0	82.8	0	17.2	0	0	0	0	0	0	0	3	37.9	58.7 -	
0500	18	0	0	83.1	1.4	15.5	0	0	0	0	0	0	0	11	59.2	62.7	69.8
0600	38	0	0	89.5	0.7	9.9	0	0	0	0	0	0	0	15	40.1	57	63
0700	78	0	0.6	92	0.3	6.4	0.6	0	0	0	0	0	0	36	45.7	58.9	64.8
0800	140	0	0	96.3	0.7	3	0	0	0	0	0	0	0	69	49	59.3	65.9
0900	193	0.1	0.5	94.6	0.4	3.9	0.1	0	0.4	0	0	0	0	88	45.7	59.3	65.9
1000	209	0	0.8	94.8	0.4	3.7	0.1	0	0.1	0	0	0	0	108	51.9	60.4	65.9
1100	199	0	1	94.1	1.1	3.3	0.3	0	0.1	0.1	0	0	0	104	52.1	60	65.9
1200	189	0.4	0.3	94	1.6	3.3	0	0	0.3	0.1	0	0	0	103	54.5	60.7	67
1300	191	0	0.9	92.9	1.7	3.5	0.8	0.1	0	0	0	0	0	97	50.8	60.2	66.2
1400	206	0	0.4	93.8	2.1	3.6	0.1	0	0	0	0	0	0	107	52.1	60.2	66.2
1500	188	0	0.5	95.2	1.1	3.1	0	0.1	0	0	0	0	0	101	53.8	60.3	65.9
1600	204	0	0.7	94.6	1.3	2.7	0.4	0.1	0.1	0	0	0	0	112	55	60.8	67
1700	216	0	0.6	96.8	0.5	2.1	0.1	0	0	0	0	0	0	75	34.5	57.7	63.4
1800	149	0	0.2	95.8	0.7	3.2	0	0.2	0	0	0	0	0	66	44.5	59.3	65.5
1900	102	0	0.2	96.1	0	3.4	0.2	0	0	0	0	0	0	41	39.8	57.9	64.1
2000	77	0	0	96.4	0.3	3.2	0	0	0	0	0	0	0	30	39	58.3	64.1
2100	52	0	0	96.6	0	3.4	0	0	0	0	0	0	0	21	40.1	57.3	64.1
2200	42	0	0	97	0	3	0	0	0	0	0	0	0	18	43.1	59	64.4
2300	25	0	0	97	0	3	0	0	0	0	0	0	0	8	31.3	57.5	62.3
07-19	2161	0	0.6	94.7	1	3.3	0.2	0	0.1	0	0	0	0	1066	49.3	59.8	65.9
06-22	2429	0	0.5	94.7	0.9	3.4	0.2	0	0.1	0	0	0	0	1172	48.2	59.6	65.9
06-00	2496	0	0.5	94.8	0.9	3.4	0.2	0	0.1	0	0	0	0	1198	48	59.6	65.5
00-00	2569	0	0.5	94.7	0.9	3.6	0.2	0	0.1	0	0	0	0	1226	47.7	59.5	65.5

Virtual Week (2)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Tue	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Wed	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Thu	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Fri	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Sat	2736	0.1	0.5	94.1	0.9	4.2	0.2	0	0.1	0	0	0	0	1293	47.3	59.6	65.9
Sun	2402	0	0.5	95.3	0.9	3	0.2	0	0.1	0	0	0	0	1159	48.2	59.4	65.5
--	5138	0	0.5	94.7	0.9	3.6	0.2	0	0.1	0	0	0	0	2452	47.7	59.5	65.5

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	10275	0	0.5	94.7	0.9	3.6	0.2	0	0.1	0	0	0	0	4903	47.7	59.5	65.5

Volume-Class-Speed-Weekday-Southbound-60

Globals

Report Id	CustomList-9053
Descriptor	Volume-Class-Speed-Weekday-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T04:01:30
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02324
Site Attribute	[-35.195662 +149.016927]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S) 0232425May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:24:27
Start Time	2019-05-08T17:24:27
Finish Time	2019-05-25T08:15:27
Operator	bvy
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekday - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [0000000000000000000000]
Day Mask	1-Tuesday [0000000000000000000000]
Day Mask	2-Wednesday [0000000000000000000000]
Day Mask	3-Thursday [0000000000000000000000]
Day Mask	4-Friday [0000000000000000000000]
Day Mask	5-Saturday [0000000000000000000000]
Day Mask	6-Sunday [0000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction South
 Encoded Direction 4

Column

YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
 JPSL 60 Number exceeding Posted Speed Limit
 JPSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	2659	0	1.2	95.7	0.7	2	0.1	0	0.1	0.1	0	0.1	0	1582	59.5	61.7	67.3
201905100000	2798	0.1	0.6	96.2	0.8	2.1	0	0	0.1	0.1	0	0.1	0	1496	53.5	60.8	67
201905110000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905130000	2524	0	0.9	95.2	1	2.6	0.1	0	0.1	0	0	0.1	0	1463	58	61.5	67.3
201905140000	2703	0	0.7	96.3	0.6	2.2	0	0	0	0	0	0.1	0	1625	60.1	61.6	67.3
201905150000	2638	0	0.8	95.9	0.9	1.9	0.2	0	0.1	0.1	0	0.1	0	1627	61.7	61.9	67.7
201905160000	2763	0.1	0.9	95.3	1.2	2.4	0	0	0.1	0.1	0	0.1	0	1707	61.8	61.9	67.7
201905170000	2910	0	0.8	95.3	0.7	2.7	0	0.1	0	0.2	0	0.1	0	1768	60.8	61.8	67.7
201905180000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905190000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905200000	2620	0	0.9	95.3	1.1	2.3	0.1	0	0.1	0	0.1	0.1	0	1619	61.8	62	68
201905210000	2644	0.1	0.7	96.1	0.7	2.1	0	0	0.2	0	0	0.1	0	1592	60.2	61.7	67.3
201905220000	2746	0.1	0.7	95.3	1.1	2.3	0.2	0	0.2	0.1	0	0	0	1688	61.5	61.9	67.7
201905230000	1923	0	0.8	95.1	1.1	2.3	0.2	0	0.3	0.1	0	0.1	0	1194	62.1	61.9	67.3
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	23320	0	0.9	95.6	0.8	2.2	0.1	0	0.1	0.1	0	0.1	0	13940	59.8	61.6	67.3
06-22	27446	0	0.8	95.6	0.9	2.2	0.1	0	0.1	0.1	0	0.1	0	16386	59.7	61.6	67.3
06-00	27908	0	0.8	95.6	0.9	2.2	0.1	0	0.1	0.1	0	0.1	0	16634	59.6	61.6	67.3
00-00	28928	0	0.8	95.6	0.9	2.3	0.1	0	0.1	0.1	0	0.1	0	17361	60	61.7	67.3

Virtual Day (12)

YYYYMMDDHHMM	Total	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	JPSL	JPSL%	Mean	Vpp
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		1	2	3	4	5	6	7	8	9	10	11	12	60	60		85
0000	5	0	0	98.4	0	1.6	0	0	0	0	0	0	0	3	61.3	63	-
0100	3	0	0	100	0	0	0	0	0	0	0	0	0	1	45.9	59.3	-
0200	2	0	0	92.3	0	7.7	0	0	0	0	0	0	0	1	46.2	60.4	-
0300	3	0	0	100	0	0	0	0	0	0	0	0	0	2	71.8	62.3	-
0400	11	0	0	96.4	2.9	0.7	0	0	0	0	0	0	0	8	73	64.9	72
0500	60	0.1	0.3	96	0.4	3.2	0	0	0	0	0	0	0	44	74	64.4	70.9
0600	169	0	0.8	93.7	2.3	2.7	0	0	0.1	0.1	0	0	0	116	68.7	63.3	69.1
0700	353	0	1.3	95.9	0.6	1.8	0.1	0	0	0	0	0.1	0	214	60.7	61.6	66.6
0800	363	0	1.7	96.3	0.4	1.4	0.1	0	0	0	0	0.1	0	230	63.4	61.9	67
0900	146	0.1	1.4	95	1.1	1.3	0	0	0.7	0.1	0.1	0.2	0	86	58.8	61.6	67.3
1000	112	0	0.4	94.8	0.7	3.4	0.1	0	0.1	0.2	0	0.1	0	65	58.5	61.6	68
1100	98	0	0.9	93.1	1.7	3.6	0.3	0	0.3	0.2	0	0	0	58	59.4	61.7	68
1200	93	0.1	0.5	94.5	2	2.5	0.2	0	0.1	0	0.1	0	0	58	62.6	62.4	68
1300	95	0.1	0.7	94.2	1.2	3.4	0.1	0	0	0.1	0.1	0.1	0	61	64.2	62.2	68.4
1400	132	0.1	0.3	94.7	1	3.2	0.1	0	0.3	0.1	0	0.1	0.1	86	64.7	61.9	67.7
1500	124	0.1	0.6	94.8	1.3	2.6	0.2	0.1	0	0.1	0	0.1	0	79	63.9	62.2	68.4
1600	138	0	0.4	96.3	0.9	2.2	0	0	0.1	0.1	0	0	0	84	60.8	62	67.7
1700	160	0.1	0.2	97.1	0.5	1.9	0.1	0	0	0.2	0	0	0	74	46.3	59.7	65.2
1800	130	0	0.1	97.8	0.3	1.5	0.1	0.1	0	0.1	0	0	0	66	51.1	60.3	65.5
1900	81	0.1	0.1	97.3	0.6	1.6	0.1	0	0.1	0	0	0	0	41	50.3	60.4	66.6
2000	56	0	0	95.3	0.1	4.4	0	0	0.1	0	0	0	0	29	51.6	60.6	66.6
2100	37	0	0	97.1	0.2	2.2	0.2	0	0	0.2	0	0	0	18	48.2	60.2	66.2
2200	24	0	0.7	96.2	1	2.1	0	0	0	0	0	0	0	12	51.2	60.2	66.6
2300	14	0.6	0	96.5	0	2.9	0	0	0	0	0	0	0	8	57.9	61.8	68.8
07-19	1943	0	0.9	95.6	0.8	2.2	0.1	0	0.1	0.1	0	0.1	0	1162	59.8	61.6	67.3
06-22	2287	0	0.8	95.6	0.9	2.2	0.1	0	0.1	0.1	0	0.1	0	1366	59.7	61.6	67.3
06-00	2326	0	0.8	95.6	0.9	2.2	0.1	0	0.1	0.1	0	0.1	0	1386	59.6	61.6	67.3
00-00	2411	0	0.8	95.6	0.9	2.3	0.1	0	0.1	0.1	0	0.1	0	1447	60	61.7	67.3
2.7																	

Virtual Week (Partial weeks = 1.71429)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2572	0	0.9	95.2	1.1	2.4	0.1	0	0.1	0	0	0.1	0	1541	59.9	61.8	67.7
Tue	2674	0	0.7	96.2	0.7	2.2	0	0	0.1	0	0	0.1	0	1609	60.2	61.6	67.3
Wed	2692	0	0.7	95.6	1	2.1	0.2	0	0.1	0.1	0	0.1	0	1658	61.6	61.9	67.7
Thu	2448	0	1	95.4	1	2.2	0.1	0	0.1	0.1	0	0.1	0	1494	61	61.8	67.3
Fri	1903	0	0.7	95.7	0.8	2.4	0	0	0.1	0.2	0	0.1	0	1088	57.2	61.3	67.3
Sat	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Sun	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	28928	0	0.8	95.6	0.9	2.3	0.1	0	0.1	0.1	0	0.1	0	17361	60	61.7	67.3

Volume-Class-Speed-Weekly-Southbound-60

Globals

Report Id	CustomList-9055
Descriptor	Volume-Class-Speed-Weekly-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T04:03:51
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02324
Site Attribute	[-35.195662 +149.016927]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S) 0232425May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:24:27
Start Time	2019-05-08T17:24:27
Finish Time	2019-05-25T08:15:27
Operator	bvy
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekly - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

YYYYMMDDHHMM	Packed date and time
Total	Number in time step
CI% 1	Class percentages
CI% 2	Class percentages
CI% 3	Class percentages
CI% 4	Class percentages
CI% 5	Class percentages
CI% 6	Class percentages
CI% 7	Class percentages
CI% 8	Class percentages
CI% 9	Class percentages
CI% 10	Class percentages
CI% 11	Class percentages
CI% 12	Class percentages
JPSL 60	Number exceeding Posted Speed Limit
JPSL% 60	Percent exceeding Posted Speed Limit
Mean	Average speed
Vpp 85	Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	2659	0	1.2	95.7	0.7	2	0.1	0	0.1	0.1	0	0.1	0	1582	59.5	61.7	67.3
201905100000	2798	0.1	0.6	96.2	0.8	2.1	0	0	0.1	0.1	0	0.1	0	1496	53.5	60.8	67
201905110000	2638	0	0.5	97.4	0.7	1.3	0	0	0	0	0	0.1	0	1573	59.6	61.8	68
201905120000	2317	0.1	0.6	97.7	0.6	0.8	0	0	0	0	0	0	0	1411	60.9	61.9	68
201905130000	2524	0	0.9	95.2	1	2.6	0.1	0	0.1	0	0	0.1	0	1463	58	61.5	67.3
201905140000	2703	0	0.7	96.3	0.6	2.2	0	0	0	0	0	0.1	0	1625	60.1	61.6	67.3
201905150000	2638	0	0.8	95.9	0.9	1.9	0.2	0	0.1	0.1	0	0.1	0	1627	61.7	61.9	67.7
201905160000	2763	0.1	0.9	95.3	1.2	2.4	0	0	0.1	0.1	0	0.1	0	1707	61.8	61.9	67.7
201905170000	2910	0	0.8	95.3	0.7	2.7	0	0.1	0	0.2	0	0.1	0	1768	60.8	61.8	67.7
201905180000	2678	0.1	0.4	97	0.8	1.5	0	0	0	0	0	0	0	1686	63	62.2	68.4
201905190000	2269	0	0.6	97	1	1.1	0	0	0.1	0	0	0.1	0	1380	60.8	62	68
201905200000	2620	0	0.9	95.3	1.1	2.3	0.1	0	0.1	0	0.1	0.1	0	1619	61.8	62	68
201905210000	2644	0.1	0.7	96.1	0.7	2.1	0	0	0.2	0	0	0.1	0	1592	60.2	61.7	67.3
201905220000	2746	0.1	0.7	95.3	1.1	2.3	0.2	0	0.2	0.1	0	0	0	1688	61.5	61.9	67.7
201905230000	1923	0	0.8	95.1	1.1	2.3	0.2	0	0.3	0.1	0	0.1	0	1194	62.1	61.9	67.3
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	31642	0.1	0.8	96	0.8	1.9	0.1	0	0.1	0.1	0	0.1	0	19127	60.4	61.7	67.3
06-22	36776	0	0.8	96	0.9	2	0.1	0	0.1	0.1	0	0.1	0	22102	60.1	61.7	67.7
06-00	37486	0.1	0.8	96	0.9	2	0.1	0	0.1	0.1	0	0.1	0	22488	60	61.7	67.7
00-00	38830	0.1	0.7	96	0.9	2	0.1	0	0.1	0.1	0	0.1	0	23411	60.3	61.8	67.7

Virtual Day (16)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
0000	9	0	0	99.3	0	0.7	0	0	0	0	0	0	0	5	53.8	61	-
0100	6	0	0	100	0	0	0	0	0	0	0	0	0	2	40	58.8	-
0200	4	0	0	96.7	0	3.3	0	0	0	0	0	0	0	2	60.7	62.6	-
0300	4	0	0	100	0	0	0	0	0	0	0	0	0	3	63.6	62.2	-
0400	11	0	0	96.6	2.2	1.1	0	0	0	0	0	0	0	8	72.5	64.9	72
0500	50	0.1	0.2	96.2	0.5	3	0	0	0	0	0	0	0	38	74.7	64.5	71.3

0600	139	0	0.8	93.7	2.2	2.9	0	0	0.1	0.2	0	0	0	95	68.4	63.3	69.1
0700	285	0	1.3	95.9	0.6	1.8	0.1	0	0	0	0	0.2	0	174	61.1	61.7	67
0800	311	0	1.5	96.4	0.4	1.4	0.1	0	0	0	0	0.1	0	199	63.9	62	67
0900	159	0.1	1.1	95.9	0.9	1.1	0	0	0.5	0.1	0	0.2	0	96	60.6	61.8	67.3
1000	138	0	0.5	95.8	0.6	2.7	0.1	0	0	0.1	0	0.1	0	85	61.4	61.8	68
1100	124	0	1.1	94.8	1.4	2.3	0.2	0	0.2	0.1	0	0	0	73	59.1	61.7	67.7
1200	116	0.3	0.6	95.2	1.7	1.9	0.1	0	0.1	0	0.1	0	0	74	63.7	62.5	68.4
1300	115	0.1	0.7	95	1.3	2.6	0.1	0	0.1	0.1	0.1	0.1	0	75	65.3	62.5	68.8
1400	146	0.1	0.3	95.2	1.2	2.5	0	0	0.2	0.1	0	0.3	0	94	64.5	62	67.7
1500	137	0	0.6	95.4	1.1	2.4	0.1	0.1	0	0.1	0	0	0	87	63.9	62.3	68.4
1600	147	0	0.6	96.4	0.9	2	0	0	0	0	0	0	0	90	61.4	62.1	68
1700	166	0	0.3	97.6	0.4	1.5	0	0	0	0.1	0	0	0	79	47.3	59.9	65.5
1800	133	0	0.1	98	0.4	1.3	0	0	0	0	0	0	0	68	51.4	60.4	65.9
1900	83	0.1	0.2	97.5	0.5	1.6	0.1	0	0.1	0	0	0	0	41	49.4	60.4	66.6
2000	60	0	0	96	0.3	3.6	0	0	0.1	0	0	0	0	30	50.7	60.4	66.6
2100	40	0	0.2	97.3	0.3	1.9	0.2	0	0	0.2	0	0	0	20	50	60.6	67.3
2200	28	0	0.5	97.3	0.7	1.6	0	0	0	0	0	0	0	15	54.1	60.6	66.6
2300	17	0.4	0.4	96.6	0	2.6	0	0	0	0	0	0	0	9	54.9	61.4	68.4
07-19	1978	0.1	0.8	96	0.8	1.9	0.1	0	0.1	0.1	0	0.1	0	1195	60.4	61.7	67.3
06-22	2299	0	0.8	96	0.9	2	0.1	0	0.1	0.1	0	0.1	0	1381	60.1	61.7	67.7
06-00	2343	0.1	0.8	96	0.9	2	0.1	0	0.1	0.1	0	0.1	0	1406	60	61.7	67.7
00-00	2427	0.1	0.7	96	0.9	2	0.1	0	0.1	0.1	0	0.1	0	1463	60.3	61.8	67.7

Virtual Week (Partial weeks = 2.28571)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2572	0	0.9	95.2	1.1	2.4	0.1	0	0.1	0	0	0.1	0	1541	59.9	61.8	67.7
Tue	2674	0	0.7	96.2	0.7	2.2	0	0	0.1	0	0	0.1	0	1609	60.2	61.6	67.3
Wed	2692	0	0.7	95.6	1	2.1	0.2	0	0.1	0.1	0	0.1	0	1658	61.6	61.9	67.7
Thu	2448	0	1	95.4	1	2.2	0.1	0	0.1	0.1	0	0.1	0	1494	61	61.8	67.3
Fri	1903	0	0.7	95.7	0.8	2.4	0	0	0.1	0.2	0	0.1	0	1088	57.2	61.3	67.3
Sat	2658	0.1	0.5	97.2	0.8	1.4	0	0	0	0	0	0.1	0	1630	61.3	62	68.4
Sun	2293	0.1	0.6	97.4	0.8	1	0	0	0.1	0	0	0.1	0	1396	60.9	62	68

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	38830	0.1	0.7	96	0.9	2	0.1	0	0.1	0.1	0	0.1	0	23411	60.3	61.8	67.7

Volume-Class-Speed-Weekend-Southbound-60

Globals

Report Id	CustomList-9054
Descriptor	Volume-Class-Speed-Weekend-Southbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T04:03:19
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02324
Site Attribute	[-35.195662 +149.016927]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S) 0232425May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:24:27
Start Time	2019-05-08T17:24:27
Finish Time	2019-05-25T08:15:27
Operator	bvy
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekend - southbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction South
 Encoded Direction 4

Column

YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
 JPSL 60 Number exceeding Posted Speed Limit
 JPSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905100000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110000	2638	0	0.5	97.4	0.7	1.3	0	0	0	0	0	0.1	0	1573	59.6	61.8	68
201905120000	2317	0.1	0.6	97.7	0.6	0.8	0	0	0	0	0	0	0	1411	60.9	61.9	68
201905130000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905140000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905150000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905160000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905170000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180000	2678	0.1	0.4	97	0.8	1.5	0	0	0	0	0	0	0	1686	63	62.2	68.4
201905190000	2269	0	0.6	97	1	1.1	0	0	0.1	0	0	0.1	0	1380	60.8	62	68
201905200000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905210000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905220000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905230000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	8322	0.1	0.6	97.2	0.9	1.1	0	0	0	0	0	0.1	0	5187	62.3	62.1	68
06-22	9330	0.1	0.6	97.2	0.8	1.2	0	0	0	0	0	0.1	0	5716	61.3	62	68
06-00	9578	0.1	0.6	97.2	0.8	1.2	0	0	0	0	0	0.1	0	5854	61.1	62	68
00-00	9902	0.1	0.6	97.3	0.8	1.2	0	0	0	0	0	0.1	0	6050	61.1	62	68

Virtual Day (4)

YYYYMMDDHHMM	Total	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	JPSL	JPSL%	Mean	Vpp
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		1	2	3	4	5	6	7	8	9	10	11	12	60	60		85
0000	20	0	0	100	0	0	0	0	0	0	0	0	0	10	48.1	59.5	66.6
0100	13	0	0	100	0	0	0	0	0	0	0	0	0	5	35.8	58.5	66.2
0200	9	0	0	100	0	0	0	0	0	0	0	0	0	6	71.4	64.2	-
0300	7	0	0	100	0	0	0	0	0	0	0	0	0	4	51.9	62	-
0400	10	0	0	97.6	0	2.4	0	0	0	0	0	0	0	7	70.7	65	72.4
0500	22	0	0	97.7	1.1	1.1	0	0	0	0	0	0	0	18	80.5	65.7	72.7
0600	48	0	0.5	93.2	0.5	5.2	0	0	0	0.5	0	0	0	32	66.1	63	70.9
0700	82	0.3	0.6	96.3	0.9	1.5	0	0	0	0	0	0.3	0	55	66.7	63.3	70.2
0800	156	0.2	0	97.4	0.6	1.6	0	0	0	0	0	0.2	0	105	67.7	62.7	69.1
0900	200	0.1	0.5	98	0.5	0.6	0.1	0	0.1	0	0	0	0	129	64.4	62.3	67.7
1000	217	0	0.7	97.4	0.5	1.5	0	0	0	0	0	0	0	143	65.9	62.1	67.7
1100	201	0	1.2	97.3	1	0.5	0	0	0	0	0	0	0	118	58.7	61.8	67
1200	185	0.5	0.8	96.2	1.3	1.1	0	0	0	0	0	0	0	121	65.3	62.6	68.8
1300	176	0	0.7	96.3	1.4	1.3	0.1	0	0.1	0	0	0	0	118	66.9	63.1	68.8
1400	187	0.1	0.4	96.4	1.5	1.1	0	0	0	0	0	0.5	0	120	64	62.3	68.4
1500	176	0	0.6	96.7	0.7	1.8	0	0	0.1	0	0	0	0	113	64	62.5	68.4
1600	174	0.1	0.9	96.5	1	1.3	0	0.1	0	0	0	0	0	109	62.9	62.3	68.8
1700	186	0	0.5	98.8	0.3	0.4	0	0	0	0	0	0	0	93	49.9	60.4	66.6
1800	141	0	0.2	98.6	0.5	0.7	0	0	0	0	0	0	0	74	52.3	60.8	66.6
1900	87	0	0.3	98	0.3	1.4	0	0	0	0	0	0	0	41	47.1	60.2	66.6
2000	69	0	0	97.8	0.7	1.4	0	0	0	0	0	0	0	34	48.6	59.9	66.2
2100	48	0	0.5	97.9	0.5	1	0	0	0	0	0	0	0	26	54.2	61.7	68.4
2200	38	0	0	99.3	0	0.7	0	0	0	0	0	0	0	23	59.6	61.5	66.6
2300	24	0	1	96.9	0	2.1	0	0	0	0	0	0	0	12	49.5	60.7	67.3
07-19	2081	0.1	0.6	97.2	0.9	1.1	0	0	0	0	0	0.1	0	1297	62.3	62.1	68
06-22	2333	0.1	0.6	97.2	0.8	1.2	0	0	0	0	0	0.1	0	1429	61.3	62	68
06-00	2395	0.1	0.6	97.2	0.8	1.2	0	0	0	0	0	0.1	0	1464	61.1	62	68
00-00	2476	0.1	0.6	97.3	0.8	1.2	0	0	0	0	0	0.1	0	1513	61.1	62	68

Virtual Week (2)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Tue	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Wed	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Thu	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Fri	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Sat	2658	0.1	0.5	97.2	0.8	1.4	0	0	0	0	0	0.1	0	1630	61.3	62	68.4
Sun	2293	0.1	0.6	97.4	0.8	1	0	0	0.1	0	0	0.1	0	1396	60.9	62	68
--	4951	0.1	0.6	97.3	0.8	1.2	0	0	0	0	0	0.1	0	3025	61.1	62	68

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	9902	0.1	0.6	97.3	0.8	1.2	0	0	0	0	0	0.1	0	6050	61.1	62	68

Volume-Class-Speed-Weekday-Northbound-60

Globals

Report Id	CustomList-9050
Descriptor	Volume-Class-Speed-Weekday-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T03:47:18
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02324
Site Attribute	[-35.195662 +149.016927]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S) 0232425May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:24:27
Start Time	2019-05-08T17:24:27
Finish Time	2019-05-25T08:15:27
Operator	bvy
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekday - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction North
 Encoded Direction 1

Column
 YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
]PSL 60 Number exceeding Posted Speed Limit
]PSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Thursday, 9 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12]PSL 60]PSL% 60	Mean	Vpp 85
201905090000	18	0	0	100	0	0	0	0	0	0	0	0	0	12	66.7	63.1	69.5
201905090100	10	0	0	100	0	0	0	0	0	0	0	0	0	4	40	54.1	-
201905090200	3	0	0	100	0	0	0	0	0	0	0	0	0	1	33.3	55.5	-
201905090300	3	0	0	100	0	0	0	0	0	0	0	0	0	0	0	48.4	-
201905090400	1	0	0	100	0	0	0	0	0	0	0	0	0	1	100	65.2	-
201905090500	12	0	0	83.3	0	16.7	0	0	0	0	0	0	0	7	58.3	57.9	63
201905090600	25	0	0	80	0	20	0	0	0	0	0	0	0	10	40	63.2	73.8
201905090700	57	0	0	89.5	1.8	7	1.8	0	0	0	0	0	0	36	63.2	63.2	71.6
201905090800	125	0	0	96	0.8	3.2	0	0	0	0	0	0	0	80	64	61.2	66.6
201905090900	91	0	0	90.1	0	9.9	0	0	0	0	0	0	0	35	38.5	58.9	63.4
201905091000	81	0	0	87.7	0	8.6	0	0	3.7	0	0	0	0	49	60.5	61.3	65.9
201905091100	109	0	0.9	89	0.9	9.2	0	0	0	0	0	0	0	53	48.6	59.8	67
201905091200	124	0	0.8	95.2	0.8	1.6	0	0	0.8	0.8	0	0	0	80	64.5	62.4	68
201905091300	118	0	0.8	89.8	0	8.5	0	0	0.8	0	0	0	0	66	55.9	61.3	68
201905091400	123	0	0.8	95.1	1.6	2.4	0	0	0	0	0	0	0	75	61	61.6	68
201905091500	270	0	0.7	92.2	0.4	6.3	0	0	0.4	0	0	0	0	148	54.8	61.3	66.6
201905091600	323	0	1.5	92.3	0.3	5.6	0	0	0	0.3	0	0	0	211	65.3	62.2	67.3
201905091700	394	0	1.3	91.9	0.8	5.6	0.3	0.3	0	0	0	0	0	159	40.4	59	63.7
201905091800	305	0	2	92.1	0	5.6	0	0	0.3	0	0	0	0	120	39.3	59.3	65.2
201905091900	198	0	1.5	96	0.5	2	0	0	0	0	0	0	0	100	50.5	60.1	66.2
201905092000	110	0	0.9	90	0.9	8.2	0	0	0	0	0	0	0	57	51.8	61.1	67.3
201905092100	87	0	1.1	96.6	0	2.3	0	0	0	0	0	0	0	42	48.3	59.3	64.8
201905092200	68	0	0	97.1	0	2.9	0	0	0	0	0	0	0	28	41.2	58.6	65.5
201905092300	24	0	0	100	0	0	0	0	0	0	0	0	0	14	58.3	60.6	65.9
07-19	2120	0	1	92.1	0.5	5.8	0.1	0	0.3	0.1	0	0	0	1112	52.5	60.7	66.6
06-22	2540	0	1.1	92.3	0.5	5.6	0.1	0	0.3	0.1	0	0	0	1321	52	60.6	66.6

06-00	2632	0	1	92.5	0.5	5.5	0.1	0	0.3	0.1	0	0	0	1363	51.8	60.6	66.6
00-00	2679	0	1	92.6	0.5	5.5	0.1	0	0.3	0.1	0	0	0	1388	51.8	60.6	66.6

Friday, 10 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905100000	12	0	0	100	0	0	0	0	0	0	0	0	0	6	50	62.6	68.8
201905100100	9	0	0	88.9	0	11.1	0	0	0	0	0	0	0	5	55.6	63.1	-
201905100200	7	0	0	100	0	0	0	0	0	0	0	0	0	3	42.9	61.8	-
201905100300	7	0	0	85.7	0	14.3	0	0	0	0	0	0	0	3	42.9	56.3	-
201905100400	5	0	0	100	0	0	0	0	0	0	0	0	0	5	100	72.9	-
201905100500	6	0	0	83.3	0	16.7	0	0	0	0	0	0	0	4	66.7	66.1	-
201905100600	32	0	0	81.3	3.1	15.6	0	0	0	0	0	0	0	17	53.1	59.8	66.6
201905100700	62	0	0	93.5	1.6	4.8	0	0	0	0	0	0	0	39	62.9	62.9	70.2
201905100800	111	0	0.9	93.7	0.9	3.6	0	0	0	0.9	0	0	0	72	64.9	61.5	66.6
201905100900	94	0	0	93.6	2.1	4.3	0	0	0	0	0	0	0	45	47.9	59.9	64.8
201905101000	99	0	0	87.9	2	8.1	0	0	2	0	0	0	0	53	53.5	59.7	65.2
201905101100	106	0	0	91.5	2.8	5.7	0	0	0	0	0	0	0	55	51.9	60.2	66.2
201905101200	122	0	0	92.6	0	7.4	0	0	0	0	0	0	0	57	46.7	60.3	65.9
201905101300	124	0	0	92.7	2.4	3.2	0	0	0.8	0.8	0	0	0	45	36.3	58.5	64.8
201905101400	177	0	0.6	91	0.6	7.3	0	0	0.6	0	0	0	0	93	52.5	60.5	65.9
201905101500	296	0	0.7	95.3	0	4.1	0	0	0	0	0	0	0	115	38.9	58.6	64.4
201905101600	296	0	0.7	93.9	0.3	5.1	0	0	0	0	0	0	0	149	50.3	60.3	65.9
201905101700	413	0	1.5	94.9	0.2	3.1	0	0	0.2	0	0	0	0	120	29.1	57.6	62.3
201905101800	272	0	0.7	97.4	0	1.8	0	0	0	0	0	0	0	57	21	56.7	61.2
201905101900	187	0	0.5	92.5	0	6.4	0	0	0	0.5	0	0	0	68	36.4	57.6	62.6
201905102000	116	0	0	93.1	0.9	6	0	0	0	0	0	0	0	38	32.8	57.7	63
201905102100	128	0	0	96.9	0	3.1	0	0	0	0	0	0	0	43	33.6	58	63.4
201905102200	67	0	0	97	0	3	0	0	0	0	0	0	0	28	41.8	59.1	64.4
201905102300	58	0	0	96.6	0	3.4	0	0	0	0	0	0	0	24	41.4	58.5	67.3
07-19	2172	0	0.6	93.9	0.7	4.4	0	0	0.2	0.1	0	0	0	900	41.4	59.1	64.8
06-22	2635	0	0.6	93.8	0.6	4.7	0	0	0.2	0.1	0	0	0	1066	40.5	58.9	64.8
06-00	2760	0	0.5	93.9	0.6	4.6	0	0	0.2	0.1	0	0	0	1118	40.5	58.9	64.8
00-00	2806	0	0.5	93.9	0.6	4.7	0	0	0.2	0.1	0	0	0	1144	40.8	59	64.8

Saturday, 11 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905110000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

201905111500	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111600	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111700	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111800	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905111900	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905112000	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905112100	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905112200	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905112300	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
06-22	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
06-00	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
00-00	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

Sunday, 12 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905120000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905120900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905121900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905122000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905122100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905122200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905122300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
06-22	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
06-00	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
00-00	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

Monday, 13 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905130000	9	0	0	100	0	0	0	0	0	0	0	0	0	6	66.7	62.9	-
201905130100	5	0	0	100	0	0	0	0	0	0	0	0	0	3	60	63.1	-
201905130200	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	51.3	-
201905130300	5	0	0	100	0	0	0	0	0	0	0	0	0	2	40	55.4	-

201905130400	1	0	0	100	0	0	0	0	0	0	0	0	0	0	1	100	88.7	-
201905130500	12	0	0	75	0	16.7	0	8.3	0	0	0	0	0	0	9	75	59.7	66.2
201905130600	28	0	0	78.6	0	17.9	0	0	3.6	0	0	0	0	0	19	67.9	63.3	71.6
201905130700	48	0	0	87.5	0	10.4	0	0	0	2.1	0	0	0	0	29	60.4	64.3	71.6
201905130800	110	0	0	90.9	0.9	6.4	0	1.8	0	0	0	0	0	0	54	49.1	59.6	68.8
201905130900	91	0	0	93.4	0	6.6	0	0	0	0	0	0	0	0	50	54.9	60.9	66.6
201905131000	80	0	0	86.3	5	6.3	0	0	2.5	0	0	0	0	0	37	46.3	59.9	64.4
201905131100	100	0	0	90	3	7	0	0	0	0	0	0	0	0	46	46	60.4	65.9
201905131200	112	0	0	91.1	1.8	5.4	0	0	0.9	0.9	0	0	0	0	70	62.5	61.7	67.7
201905131300	96	0	0	83.3	4.2	11.5	0	0	1	0	0	0	0	0	58	60.4	62.1	67.7
201905131400	126	0	0	89.7	0	7.9	0	0	0.8	1.6	0	0	0	0	81	64.3	62.1	69.1
201905131500	261	0	1.1	92.7	1.9	3.8	0	0	0	0	0.4	0	0	0	163	62.5	61.7	67.7
201905131600	312	0	0.3	91.7	1	6.1	0	0	0.3	0.3	0.3	0	0	0	208	66.7	62.1	67
201905131700	443	0	0.9	93.5	0.9	4.5	0	0	0.2	0	0	0	0	0	190	42.9	58.9	64.1
201905131800	280	0	2.5	92.9	0	4.6	0	0	0	0	0	0	0	0	104	37.1	58.6	64.1
201905131900	145	0	0	95.9	0.7	2.8	0	0	0.7	0	0	0	0	0	63	43.4	59.4	64.4
201905132000	110	0	0	94.5	0.9	3.6	0	0	0	0.9	0	0	0	0	48	43.6	58.5	64.4
201905132100	78	0	2.6	89.7	0	7.7	0	0	0	0	0	0	0	0	33	42.3	60.1	68.4
201905132200	51	0	0	98	0	2	0	0	0	0	0	0	0	0	24	47.1	59.8	64.1
201905132300	22	0	0	90.9	0	9.1	0	0	0	0	0	0	0	0	12	54.5	61	68
07-19	2059	0	0.7	91.5	1.3	5.8	0	0.1	0.3	0.3	0	0	0	0	1090	52.9	60.6	66.2
06-22	2420	0	0.7	91.7	1.2	5.7	0	0.1	0.4	0.3	0	0	0	0	1253	51.8	60.4	66.2
06-00	2493	0	0.7	91.8	1.1	5.7	0	0.1	0.4	0.3	0	0	0	0	1289	51.7	60.4	66.2
00-00	2526	0	0.7	91.8	1.1	5.7	0	0.1	0.4	0.3	0	0	0	0	1310	51.9	60.4	66.2

Tuesday, 14 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905140000	9	0	0	100	0	0	0	0	0	0	0	0	0	3	33.3	59.4	-
201905140100	3	0	0	100	0	0	0	0	0	0	0	0	0	2	66.7	62.3	-
201905140200	6	0	0	100	0	0	0	0	0	0	0	0	0	3	50	61.5	-
201905140300	1	0	0	100	0	0	0	0	0	0	0	0	0	1	100	79.3	-
201905140400	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	60	-
201905140500	10	0	0	70	0	30	0	0	0	0	0	0	0	4	40	58.7	-
201905140600	25	0	0	84	0	12	0	0	4	0	0	0	0	15	60	64.9	71.3
201905140700	67	0	0	91	0	9	0	0	0	0	0	0	0	43	64.2	63.1	70.9
201905140800	95	0	0	90.5	0	8.4	0	0	1.1	0	0	0	0	56	58.9	61.9	70.2
201905140900	96	0	0	94.8	1	4.2	0	0	0	0	0	0	0	44	45.8	60.1	65.2
201905141000	97	0	0	93.8	1	3.1	0	0	1	1	0	0	0	60	61.9	61.7	67.3
201905141100	113	0	0	92	2.7	5.3	0	0	0	0	0	0	0	64	56.6	61.3	68.8
201905141200	98	0	0	90.8	1	7.1	0	0	1	0	0	0	0	59	60.2	61	66.6
201905141300	119	0	0	89.9	0.8	9.2	0	0	0	0	0	0	0	63	52.9	60.6	67.7
201905141400	124	0.8	0.8	93.5	0.8	2.4	0	0	0.8	0	0.8	0	0	68	54.8	61.4	68.4
201905141500	270	0	1.5	93.7	1.5	3.3	0	0	0	0	0	0	0	153	56.7	61.2	66.6
201905141600	292	0	1	91.8	1	6.2	0	0	0	0	0	0	0	175	59.9	61.4	67
201905141700	399	0	1	93.7	0.8	4.5	0	0	0	0	0	0	0	150	37.6	58.7	64.8
201905141800	298	0	0.3	96	0.7	3	0	0	0	0	0	0	0	100	33.6	58.3	63
201905141900	176	0	1.7	89.2	1.1	8	0	0	0	0	0	0	0	73	41.5	59.4	64.4
201905142000	122	0	0	96.7	0.8	2.5	0	0	0	0	0	0	0	52	42.6	60.1	65.2
201905142100	101	0	0	94.1	0	5.9	0	0	0	0	0	0	0	39	38.6	58.4	64.1
201905142200	50	0	0	100	0	0	0	0	0	0	0	0	0	20	40	58.6	67.3
201905142300	18	0	0	100	0	0	0	0	0	0	0	0	0	11	61.1	61	67.7
07-19	2068	0	0.6	93.1	1	4.9	0	0	0.2	0	0	0	0	1035	50	60.4	66.6
06-22	2492	0	0.6	93	0.9	5.1	0	0	0.2	0	0	0	0	1214	48.7	60.2	66.2
06-00	2560	0	0.6	93.2	0.9	5	0	0	0.2	0	0	0	0	1245	48.6	60.2	66.2
00-00	2590	0	0.6	93.1	0.9	5.1	0	0	0.2	0	0	0	0	1258	48.6	60.2	66.2

Wednesday, 15 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905150000	14	0	0	85.7	0	14.3	0	0	0	0	0	0	0	8	57.1	61	70.6
201905150100	3	0	0	100	0	0	0	0	0	0	0	0	0	0	0	57.2	-
201905150200	6	0	0	100	0	0	0	0	0	0	0	0	0	3	50	61.7	-
201905150300	3	0	0	66.7	0	33.3	0	0	0	0	0	0	0	3	100	67.9	-
201905150400	4	0	0	100	0	0	0	0	0	0	0	0	0	2	50	64.8	-
201905150500	11	0	0	81.8	0	18.2	0	0	0	0	0	0	0	6	54.5	56	63.4
201905150600	26	0	0	80.8	0	15.4	0	0	3.8	0	0	0	0	18	69.2	62.1	66.2
201905150700	54	0	0	87	0	9.3	0	0	0	1.9	0	1.9	0	31	57.4	63.3	71.6
201905150800	119	0	0	90.8	0.8	5.9	1.7	0.8	0	0	0	0	0	68	57.1	60.5	67
201905150900	103	0	0	95.1	0	3.9	0	0	0	1	0	0	0	64	62.1	62.5	68.8
201905151000	96	0	0	92.7	0	6.3	0	0	1	0	0	0	0	51	53.1	60.5	67
201905151100	87	0	0	89.7	2.3	6.9	0	0	1.1	0	0	0	0	54	62.1	62.2	68.4
201905151200	109	0	0	89	1.8	9.2	0	0	0	0	0	0	0	77	70.6	63	68.4
201905151300	114	0	1.8	90.4	1.8	3.5	1.8	0	0.9	0	0	0	0	72	63.2	61.3	67.7
201905151400	128	0	0	90.6	0.8	7	0	0	0.8	0.8	0	0	0	68	53.1	61.2	68
201905151500	252	0	0	93.7	0.4	5.2	0	0	0.4	0	0.4	0	0	148	58.7	61.9	67
201905151600	338	0	0.3	92.6	2.1	4.1	0.3	0	0.3	0.3	0	0	0	195	57.7	61.5	66.6
201905151700	446	0	1.3	93.5	0.4	4.7	0	0	0	0	0	0	0	183	41	59.1	63.7
201905151800	298	0	1.7	94.3	0.3	3.7	0	0	0	0	0	0	0	131	44	59	64.4
201905151900	187	0	1.1	94.7	0.5	3.7	0	0	0	0	0	0	0	72	38.5	59.3	65.5
201905152000	133	0	0	97	0	3	0	0	0	0	0	0	0	64	48.1	60.3	66.6
201905152100	107	0	0.9	96.3	0	2.8	0	0	0	0	0	0	0	44	41.1	59.6	65.9
201905152200	47	0	0	100	0	0	0	0	0	0	0	0	0	22	46.8	58.6	64.4
201905152300	25	0	0	92	0	8	0	0	0	0	0	0	0	11	44	58.9	69.1
07-19	2144	0	0.7	92.5	0.9	5.1	0.2	0	0.3	0.2	0	0	0	1142	53.3	60.8	66.6
06-22	2597	0	0.7	92.9	0.8	4.9	0.2	0	0.3	0.2	0	0	0	1340	51.6	60.6	66.6
06-00	2669	0	0.6	93	0.7	4.9	0.2	0	0.3	0.1	0	0	0	1373	51.4	60.6	66.6
00-00	2710	0	0.6	93	0.7	5	0.2	0	0.3	0.1	0	0	0	1395	51.5	60.6	66.6

Thursday, 16 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905160000	11	0	9.1	90.9	0	0	0	0	0	0	0	0	0	5	45.5	61	63.7
201905160100	6	0	0	83.3	0	16.7	0	0	0	0	0	0	0	4	66.7	63.9	-
201905160200	5	0	0	100	0	0	0	0	0	0	0	0	0	3	60	60.9	-
201905160300	2	0	0	50	0	50	0	0	0	0	0	0	0	2	100	64.8	-
201905160400	2	0	0	100	0	0	0	0	0	0	0	0	0	0	0	49.7	-
201905160500	8	0	0	87.5	12.5	0	0	0	0	0	0	0	0	3	37.5	58.6	-
201905160600	23	4.3	0	60.9	0	26.1	0	0	4.3	4.3	0	0	0	11	47.8	61	70.2
201905160700	63	0	0	88.9	0	9.5	0	0	0	1.6	0	0	0	41	65.1	61.7	67
201905160800	111	0	0	93.7	0	5.4	0	0	0	0.9	0	0	0	58	52.3	60.1	66.2
201905160900	109	0	0	89.9	0.9	8.3	0	0	0	0.9	0	0	0	57	52.3	61	67.7
201905161000	84	0	1.2	85.7	1.2	8.3	0	0	2.4	1.2	0	0	0	47	56	61.2	68
201905161100	114	0	0.9	89.5	1.8	7.9	0	0	0	0	0	0	0	62	54.4	60.5	65.9
201905161200	120	0.8	1.7	83.3	3.3	10	0	0	0.8	0	0	0	0	79	65.8	62.3	68.4
201905161300	124	0	3.2	87.9	0	8.1	0	0	0	0.8	0	0	0	80	64.5	61.9	68.4
201905161400	120	0	0	93.3	0.8	5	0	0	0.8	0	0	0	0	74	61.7	61.5	67.3
201905161500	272	0	1.5	93	0.4	4.8	0.4	0	0	0	0	0	0	171	62.9	61.9	68.4
201905161600	322	0	0.6	91.3	0.9	6.2	0	0	0.3	0.6	0	0	0	192	59.6	61.3	67.3

201905161700	420	0	1	94.8	1	3.3	0	0	0	0	0	0	0	185	44	59.4	64.8
201905161800	317	0	1.3	95.6	0.6	2.5	0	0	0	0	0	0	0	137	43.2	59	64.1
201905161900	174	0	1.1	93.7	0.6	4.6	0	0	0	0	0	0	0	95	54.6	60.8	66.6
201905162000	145	0	0.7	90.3	0	8.3	0	0	0	0.7	0	0	0	67	46.2	60.4	66.6
201905162100	114	0	0.9	92.1	0	7	0	0	0	0	0	0	0	60	52.6	60.3	65.5
201905162200	64	0	1.6	96.9	0	1.6	0	0	0	0	0	0	0	28	43.8	59.2	64.8
201905162300	38	0	0	100	0	0	0	0	0	0	0	0	0	17	44.7	59.9	64.8
07-19	2176	0	1	92	0.9	5.5	0	0	0.2	0.3	0	0	0	1183	54.4	60.7	66.6
06-22	2632	0.1	1	91.7	0.8	5.9	0	0	0.2	0.3	0	0	0	1416	53.8	60.7	66.6
06-00	2734	0.1	1	92	0.7	5.7	0	0	0.2	0.3	0	0	0	1461	53.4	60.6	66.6
00-00	2768	0.1	1	91.9	0.8	5.7	0	0	0.2	0.3	0	0	0	1478	53.4	60.6	66.6

Friday, 17 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905170000	20	0	0	85	0	15	0	0	0	0	0	0	0	8	40	58.6	63
201905170100	4	0	0	100	0	0	0	0	0	0	0	0	0	3	75	72	-
201905170200	4	0	0	75	0	25	0	0	0	0	0	0	0	3	75	61.2	-
201905170300	3	0	0	100	0	0	0	0	0	0	0	0	0	1	33.3	54.3	-
201905170400	2	0	0	100	0	0	0	0	0	0	0	0	0	2	100	68	-
201905170500	10	0	0	80	0	20	0	0	0	0	0	0	0	6	60	64	-
201905170600	26	0	0	80.8	3.8	11.5	0	0	3.8	0	0	0	0	14	53.8	61.3	65.9
201905170700	56	0	0	89.3	0	8.9	0	0	0	1.8	0	0	0	35	62.5	62.8	69.8
201905170800	117	0	0	95.7	0	3.4	0	0	0	0.9	0	0	0	66	56.4	61.5	66.6
201905170900	106	0.9	0	89.6	1.9	6.6	0	0	0	0.9	0	0	0	46	43.4	59.1	66.2
201905171000	103	0	0	94.2	0	4.9	0	0	1	0	0	0	0	62	60.2	61.5	67
201905171100	104	0	0	85.6	1	12.5	0	0	1	0	0	0	0	61	58.7	61.8	68.8
201905171200	115	0	0.9	92.2	1.7	5.2	0	0	0	0	0	0	0	61	53	60.1	66.6
201905171300	147	0	0.7	91.8	0.7	6.1	0	0	0.7	0	0	0	0	94	63.9	62.3	67.3
201905171400	137	0	2.2	89.1	0.7	6.6	0	0	0.7	0.7	0	0	0	88	64.2	62.6	68
201905171500	262	0	0.4	91.2	1.9	6.5	0	0	0	0	0	0	0	168	64.1	61.8	68
201905171600	310	0	1.3	94.5	0	4.2	0	0	0	0	0	0	0	196	63.2	61.7	67
201905171700	389	0	1.5	95.4	0.3	2.8	0	0	0	0	0	0	0	156	40.1	59.1	64.8
201905171800	315	0	1.3	92.7	0.6	5.1	0	0	0	0.3	0	0	0	128	40.6	59.3	64.8
201905171900	187	0	0	92	0	8	0	0	0	0	0	0	0	83	44.4	59.4	64.4
201905172000	144	0	0	96.5	0	3.5	0	0	0	0	0	0	0	70	48.6	59.8	65.9
201905172100	134	0	0.7	95.5	0	3.7	0	0	0	0	0	0	0	61	45.5	59.8	66.2
201905172200	68	0	0	95.6	0	4.4	0	0	0	0	0	0	0	26	38.2	58	63
201905172300	55	0	0	98.2	0	1.8	0	0	0	0	0	0	0	27	49.1	59.2	65.9
07-19	2161	0	0.9	92.6	0.7	5.3	0	0	0.2	0.2	0	0	0	1161	53.7	60.8	66.6
06-22	2652	0	0.8	92.8	0.6	5.4	0	0	0.2	0.2	0	0	0	1389	52.4	60.6	66.6
06-00	2775	0	0.8	93	0.6	5.3	0	0	0.2	0.2	0	0	0	1442	52	60.5	66.2
00-00	2818	0	0.7	92.9	0.6	5.4	0	0	0.2	0.2	0	0	0	1465	52	60.5	66.2

Saturday, 18 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905180000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

201905180600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905180700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905180800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905180900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181400	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181500	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905181900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
201905182300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
07-19	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
06-22	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
06-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-
00-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-

Sunday, 19 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905190000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190400	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190500	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905190900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191400	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191500	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191600	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191700	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191800	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905191900	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192000	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192100	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192200	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
201905192300	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
07-19	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
06-22	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
06-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-
00-00	0 -	-	-	-	-	-	-	-	-	-	-	-	-	0	0 -	-	-

Monday, 20 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905200000	9	0	0	100	0	0	0	0	0	0	0	0	0	4	44.4	61.9	-
201905200100	4	0	0	100	0	0	0	0	0	0	0	0	0	1	25	56.7	-
201905200200	1	0	0	100	0	0	0	0	0	0	0	0	0	1	100	83.8	-
201905200300	6	0	0	83.3	0	0	0	0	0	16.7	0	0	0	2	33.3	56.3	-
201905200400	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	30.4	-
201905200500	5	0	0	100	0	0	0	0	0	0	0	0	0	3	60	62.7	-
201905200600	23	0	0	73.9	0	21.7	0	0	4.3	0	0	0	0	11	47.8	60.6	69.1
201905200700	53	0	0	88.7	1.9	3.8	0	0	0	5.7	0	0	0	34	64.2	62.3	68.8
201905200800	94	0	0	90.4	1.1	8.5	0	0	0	0	0	0	0	52	55.3	61.2	67.7
201905200900	112	0	0	91.1	0	6.3	0	1.8	0.9	0	0	0	0	54	48.2	59.3	64.4
201905201000	81	0	0	91.4	1.2	4.9	1.2	0	1.2	0	0	0	0	38	46.9	60.1	66.2
201905201100	91	0	0	90.1	1.1	7.7	0	0	0	1.1	0	0	0	51	56	61	67.3
201905201200	112	0	0.9	88.4	2.7	7.1	0	0	0.9	0	0	0	0	61	54.5	60.8	65.5
201905201300	114	0	1.8	89.5	0.9	5.3	0.9	0	0	0.9	0.9	0	0	77	67.5	62.1	66.6
201905201400	137	0	0.7	92.7	0.7	5.1	0	0	0	0.7	0	0	0	83	60.6	61.3	68
201905201500	270	0	0.4	92.6	1.1	5.9	0	0	0	0	0	0	0	164	60.7	61.6	67.3
201905201600	338	0	0.6	92	1.5	4.7	0.3	0	0.3	0.6	0	0	0	197	58.3	61.6	67
201905201700	413	0	2.2	94.7	0.2	2.9	0	0	0	0	0	0	0	148	35.8	58.6	63.4
201905201800	274	0	1.1	96.7	0	2.2	0	0	0	0	0	0	0	102	37.2	58.9	64.4
201905201900	156	0	0	92.9	0	7.1	0	0	0	0	0	0	0	74	47.4	59.5	64.8
201905202000	115	0	0	95.7	0.9	3.5	0	0	0	0	0	0	0	61	53	60.2	65.2
201905202100	95	0	2.1	93.7	0	4.2	0	0	0	0	0	0	0	44	46.3	59.2	66.2
201905202200	49	0	0	98	0	2	0	0	0	0	0	0	0	27	55.1	60.4	66.2
201905202300	23	0	0	95.7	0	4.3	0	0	0	0	0	0	0	13	56.5	59.3	68
07-19	2089	0	0.9	92.6	0.9	4.7	0.1	0.1	0.2	0.4	0	0	0	1061	50.8	60.4	66.2
06-22	2478	0	0.8	92.7	0.8	5	0.1	0.1	0.2	0.3	0	0	0	1251	50.5	60.3	66.2
06-00	2550	0	0.8	92.8	0.7	4.9	0.1	0.1	0.2	0.3	0	0	0	1291	50.6	60.3	66.2
00-00	2576	0	0.8	92.8	0.7	4.9	0.1	0.1	0.2	0.3	0	0	0	1302	50.5	60.3	66.2

Tuesday, 21 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905210000	12	0	0	100	0	0	0	0	0	0	0	0	0	7	58.3	62.5	69.5
201905210100	4	0	0	100	0	0	0	0	0	0	0	0	0	1	25	52.4	-
201905210200	3	0	0	100	0	0	0	0	0	0	0	0	0	0	0	54.4	-
201905210300	4	0	0	75	0	25	0	0	0	0	0	0	0	2	50	55.3	-
201905210400	1	0	0	100	0	0	0	0	0	0	0	0	0	1	100	75.3	-
201905210500	9	0	0	100	0	0	0	0	0	0	0	0	0	6	66.7	63.1	-
201905210600	29	0	0	79.3	0	20.7	0	0	0	0	0	0	0	20	69	63.3	73.8
201905210700	68	0	1.5	89.7	0	7.4	0	0	0	1.5	0	0	0	44	64.7	61.5	67
201905210800	102	0	0	90.2	1	7.8	0	0	1	0	0	0	0	66	64.7	61.8	66.6
201905210900	101	0	0	95	0	4	1	0	0	0	0	0	0	53	52.5	60.4	64.8
201905211000	80	0	1.3	90	1.3	6.3	0	0	0	1.3	0	0	0	42	52.5	60.7	67.7
201905211100	90	0	0	92.2	0	6.7	1.1	0	0	0	0	0	0	50	55.6	61.4	66.6
201905211200	105	0	1	94.3	1	3.8	0	0	0	0	0	0	0	73	69.5	62.8	68.8
201905211300	121	0	1.7	95	0	3.3	0	0	0	0	0	0	0	81	66.9	62.4	67.7
201905211400	118	0.8	0.8	95.8	0.8	1.7	0	0	0	0	0	0	0	64	54.2	60.9	66.6
201905211500	277	0	0.4	92.8	1.4	5.4	0	0	0	0	0	0	0	154	55.6	60.8	67.3
201905211600	316	0	0.6	90.2	0.9	7.3	0	0	0.6	0.3	0	0	0	155	49.1	60.3	66.6
201905211700	423	0	0.9	95.5	0.7	2.8	0	0	0	0	0	0	0	140	33.1	58.4	63.4
201905211800	279	0	0.7	93.9	0.4	5	0	0	0	0	0	0	0	99	35.5	58.8	63.4

201905211900	151	0	0.7	93.4	0	6	0	0	0	0	0	0	0	74	49	59.8	65.2
201905212000	135	0	0	95.6	0	4.4	0	0	0	0	0	0	0	57	42.2	59.1	66.6
201905212100	97	0	1	97.9	0	1	0	0	0	0	0	0	0	48	49.5	60	66.6
201905212200	57	0	1.8	93	0	5.3	0	0	0	0	0	0	0	32	56.1	60.8	68
201905212300	17	0	0	94.1	0	5.9	0	0	0	0	0	0	0	7	41.2	60.1	65.9
07-19	2080	0	0.7	93.2	0.7	4.9	0.1	0	0.1	0.1	0	0	0	1021	49.1	60.2	66.2
06-22	2492	0	0.7	93.4	0.6	5	0.1	0	0.1	0.1	0	0	0	1220	49	60.2	66.2
06-00	2566	0	0.7	93.4	0.6	5	0.1	0	0.1	0.1	0	0	0	1259	49.1	60.2	66.2
00-00	2599	0	0.7	93.4	0.6	5	0.1	0	0.1	0.1	0	0	0	1276	49.1	60.2	66.2

Wednesday, 22 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905220000	8	0	0	100	0	0	0	0	0	0	0	0	0	3	37.5	58.2	-
201905220100	10	0	0	100	0	0	0	0	0	0	0	0	0	8	80	67.8	-
201905220200	3	0	0	100	0	0	0	0	0	0	0	0	0	2	66.7	59.7	-
201905220300	4	0	0	100	0	0	0	0	0	0	0	0	0	3	75	61.2	-
201905220400	4	0	0	100	0	0	0	0	0	0	0	0	0	3	75	67.9	-
201905220500	8	0	0	100	0	0	0	0	0	0	0	0	0	2	25	57	-
201905220600	21	0	0	66.7	9.5	23.8	0	0	0	0	0	0	0	16	76.2	64.8	72
201905220700	65	0	0	83.1	3.1	10.8	1.5	0	1.5	0	0	0	0	46	70.8	63.4	70.2
201905220800	108	0	0	93.5	1.9	4.6	0	0	0	0	0	0	0	71	65.7	62.1	68.4
201905220900	103	0	0	88.3	1	7.8	0	1	1	0	1	0	0	58	56.3	61	68.4
201905221000	99	0	2	83.8	2	11.1	0	0	1	0	0	0	0	53	53.5	61.4	68
201905221100	108	0	0.9	92.6	2.8	3.7	0	0	0	0	0	0	0	66	61.1	61.9	67
201905221200	108	0	0.9	90.7	0.9	5.6	1.9	0	0	0	0	0	0	63	58.3	61.2	66.2
201905221300	126	0	0.8	88.9	1.6	7.1	0.8	0	0	0.8	0	0	0	85	67.5	61.9	67.3
201905221400	125	0	0.8	91.2	0.8	5.6	0.8	0	0.8	0	0	0	0	83	66.4	61.9	67.7
201905221500	260	0	0	93.8	1.2	4.6	0	0	0.4	0	0	0	0	157	60.4	61.7	67.7
201905221600	336	0	1.5	93.2	1.2	4.2	0	0	0	0	0	0	0	211	62.8	62.4	68.4
201905221700	447	0	0.9	93.5	0.2	4.9	0	0	0.2	0.2	0	0	0	187	41.8	59.4	64.4
201905221800	316	0	0.3	97.2	0.3	2.2	0	0	0	0	0	0	0	127	40.2	59	64.1
201905221900	169	0	1.2	94.1	0	4.7	0	0	0	0	0	0	0	70	41.4	59.9	64.8
201905222000	135	0	0.7	95.6	0	3.7	0	0	0	0	0	0	0	68	50.4	60.1	66.2
201905222100	103	0	1	97.1	0	1.9	0	0	0	0	0	0	0	44	42.7	59.6	67
201905222200	53	0	0	100	0	0	0	0	0	0	0	0	0	31	58.5	61.1	67
201905222300	32	0	3.1	96.9	0	0	0	0	0	0	0	0	0	13	40.6	58.3	64.4
07-19	2201	0	0.7	92.5	1	5.1	0.2	0	0.3	0.1	0	0	0	1207	54.8	61	67
06-22	2629	0	0.8	92.7	1	5	0.2	0	0.2	0.1	0	0	0	1405	53.4	60.8	67
06-00	2714	0	0.8	92.9	0.9	4.9	0.2	0	0.2	0.1	0	0	0	1449	53.4	60.8	67
00-00	2751	0	0.8	93	0.9	4.8	0.2	0	0.2	0.1	0	0	0	1470	53.4	60.8	67

Thursday, 23 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905230000	11	0	0	100	0	0	0	0	0	0	0	0	0	8	72.7	64	68
201905230100	8	0	0	87.5	0	12.5	0	0	0	0	0	0	0	1	12.5	54.2	-
201905230200	4	0	0	75	0	25	0	0	0	0	0	0	0	2	50	65.4	-
201905230300	5	0	0	80	0	20	0	0	0	0	0	0	0	2	40	59.6	-
201905230400	1	0	0	100	0	0	0	0	0	0	0	0	0	1	100	77.4	-
201905230500	9	0	0	77.8	0	11.1	0	0	11.1	0	0	0	0	4	44.4	57.5	-
201905230600	28	0	0	78.6	3.6	14.3	0	0	3.6	0	0	0	0	17	60.7	61.1	67.7
201905230700	71	0	0	81.7	4.2	12.7	0	0	1.4	0	0	0	0	47	66.2	62.2	69.5

201905230800	111	0	0.9	90.1	0.9	7.2	0	0	0	0	0	0.9	0	67	60.4	62.5	69.1
201905230900	104	0	0	95.2	2.9	1	0	0	1	0	0	0	0	60	57.7	61.8	69.5
201905231000	72	0	0	91.7	0	6.9	0	0	0	1.4	0	0	0	32	44.4	58.2	65.9
201905231100	120	0	0	92.5	1.7	5.8	0	0	0	0	0	0	0	57	47.5	60.8	66.6
201905231200	116	0	0.9	92.2	0.9	6	0	0	0	0	0	0	0	76	65.5	62	67
201905231300	122	0	1.6	91.8	1.6	4.1	0	0	0.8	0	0	0	0	79	64.8	62.5	69.5
201905231400	151	0	0	88.7	4	7.3	0	0	0	0	0	0	0	92	60.9	61.4	67.7
201905231500	160	0	0	93.8	1.3	5	0	0	0	0	0	0	0	100	62.5	61.9	68
201905231600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905231700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905231800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905231900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905232300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	1027	0	0.4	91.2	1.9	5.9	0	0	0.3	0.1	0	0.1	0	610	59.4	61.6	68.4
06-22	1055	0	0.4	90.9	2	6.2	0	0	0.4	0.1	0	0.1	0	627	59.4	61.6	68.4
06-00	1055	0	0.4	90.9	2	6.2	0	0	0.4	0.1	0	0.1	0	627	59.4	61.6	68.4
00-00	1093	0	0.4	90.8	1.9	6.3	0	0	0.5	0.1	0	0.1	0	645	59	61.5	68.4

Friday, 24 May 2019

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240400	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241400	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	54.1	-
201905241500	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241600	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241700	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241800	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905241900	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242100	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242200	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905242300	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	54.1	-
06-22	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	54.1	-
06-00	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	54.1	-
00-00	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	54.1	-

Virtual Day (12)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
0000	11	0	0.8	95.5	0	3.8	0	0	0	0	0	0	0	6	52.6	61.4	70.2
0100	6	0	0	95.5	0	4.5	0	0	0	0	0	0	0	3	48.5	60.6	-
0200	4	0	0	95.3	0	4.7	0	0	0	0	0	0	0	2	48.8	61.1	-
0300	4	0	0	86	0	11.6	0	0	0	2.3	0	0	0	2	48.8	58	-
0400	2	0	0	100	0	0	0	0	0	0	0	0	0	1	69.6	66.4	-
0500	8	0	0	84	1	13	0	1	1	0	0	0	0	5	54	59.7	-
0600	24	0.3	0	77.3	1.7	17.8	0	0	2.4	0.3	0	0	0	14	58.7	62.2	70.9
0700	55	0	0.2	88.1	1.2	8.6	0.3	0	0.3	1.2	0	0.2	0	35	64	62.7	70.2
0800	100	0	0.2	92.4	0.7	5.7	0.2	0.2	0.2	0.2	0	0.1	0	59	59	61.3	67.7
0900	93	0.1	0	92.3	0.9	5.7	0.1	0.3	0.3	0.3	0.1	0	0	47	51	60.4	67
1000	81	0	0.4	89.6	1.2	6.8	0.1	0	1.4	0.4	0	0	0	44	53.9	60.6	67
1100	95	0	0.3	90.5	1.8	7.1	0.1	0	0.2	0.1	0	0	0	52	54.2	61	67
1200	103	0.1	0.6	90.9	1.5	6.2	0.2	0	0.4	0.2	0	0	0	63	60.9	61.6	67.3
1300	110	0	1.1	90.3	1.2	6.3	0.3	0	0.5	0.3	0.1	0	0	67	60.4	61.5	67.7
1400	122	0.1	0.6	91.8	1.1	5.5	0.1	0	0.5	0.3	0.1	0	0	72	59.2	61.5	67.7
1500	238	0	0.6	93.2	1	5	0	0	0.1	0	0	0	0	137	57.6	61.3	67.3
1600	265	0	0.8	92.3	0.9	5.3	0.1	0	0.2	0.3	0	0	0	157	59.3	61.5	67
1700	349	0	1.2	94.1	0.5	3.9	0	0	0.1	0	0	0	0	135	38.6	58.8	64.1
1800	246	0	1.2	94.9	0.3	3.6	0	0	0	0	0	0	0	92	37.4	58.7	64.1
1900	144	0	0.8	93.4	0.3	5.3	0	0	0.1	0.1	0	0	0	64	44.6	59.5	65.2
2000	105	0	0.2	94.5	0.4	4.7	0	0	0	0.2	0	0	0	49	46	59.8	65.9
2100	87	0	1	95.1	0	3.9	0	0	0	0	0	0	0	38	43.9	59.4	65.9
2200	48	0	0.3	97.4	0	2.3	0	0	0	0	0	0	0	22	46.3	59.4	65.5
2300	26	0	0.3	96.8	0	2.9	0	0	0	0	0	0	0	12	47.8	59.5	67.3
07-19	1858	0	0.8	92.5	0.9	5.2	0.1	0	0.2	0.2	0	0	0	960	51.7	60.5	66.6
06-22	2219	0	0.8	92.6	0.8	5.3	0.1	0	0.2	0.2	0	0	0	1125	50.7	60.4	66.2
06-00	2292	0	0.7	92.8	0.8	5.2	0.1	0	0.2	0.2	0	0	0	1160	50.6	60.4	66.2
00-00	2326	0	0.7	92.8	0.8	5.2	0.1	0	0.2	0.2	0	0	0	1178	50.6	60.4	66.2

5.7

Virtual Week (Partial weeks = 1.71429)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2551	0	0.7	92.3	0.9	5.3	0.1	0.1	0.3	0.3	0	0	0	1306	51.2	60.4	66.2
Tue	2595	0	0.7	93.3	0.7	5	0	0	0.2	0.1	0	0	0	1267	48.8	60.2	66.2
Wed	2731	0	0.7	93	0.8	4.9	0.2	0	0.2	0.1	0	0	0	1433	52.5	60.7	66.6
Thu	2180	0	0.9	92	0.8	5.7	0	0	0.3	0.2	0	0	0	1170	53.7	60.7	67
Fri	1875	0	0.6	93.4	0.6	5	0	0	0.2	0.1	0	0	0	870	46.4	59.7	65.9
Sat	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Sun	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	27917	0	0.7	92.8	0.8	5.2	0.1	0	0.2	0.2	0	0	0	14131	50.6	60.4	66.2

Volume-Class-Speed-Weekly-Northbound-60

Globals

Report Id	CustomList-9052
Descriptor	Volume-Class-Speed-Weekly-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T04:00:00
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02324
Site Attribute	[-35.195662 +149.016927]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S) 0232425May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:24:27
Start Time	2019-05-08T17:24:27
Finish Time	2019-05-25T08:15:27
Operator	bvy
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekly - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

YYYYMMDDHHMM	Packed date and time
Total	Number in time step
CI% 1	Class percentages
CI% 2	Class percentages
CI% 3	Class percentages
CI% 4	Class percentages
CI% 5	Class percentages
CI% 6	Class percentages
CI% 7	Class percentages
CI% 8	Class percentages
CI% 9	Class percentages
CI% 10	Class percentages
CI% 11	Class percentages
CI% 12	Class percentages
JPSL 60	Number exceeding Posted Speed Limit
JPSL% 60	Percent exceeding Posted Speed Limit
Mean	Average speed
Vpp 85	Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	2679	0	1	92.6	0.5	5.5	0.1	0	0.3	0.1	0	0	0	1388	51.8	60.6	66.6
201905100000	2806	0	0.5	93.9	0.6	4.7	0	0	0.2	0.1	0	0	0	1144	40.8	59	64.8
201905110000	2600	0.1	0.6	93.6	1	4.5	0	0	0.2	0	0	0	0	1382	53.2	60.5	67
201905120000	2281	0.1	0.6	95	0.6	3.5	0	0.1	0.1	0	0	0	0	1361	59.7	61.4	67.3
201905130000	2526	0	0.7	91.8	1.1	5.7	0	0.1	0.4	0.3	0	0	0	1310	51.9	60.4	66.2
201905140000	2590	0	0.6	93.1	0.9	5.1	0	0	0.2	0	0	0	0	1258	48.6	60.2	66.2
201905150000	2710	0	0.6	93	0.7	5	0.2	0	0.3	0.1	0	0	0	1395	51.5	60.6	66.6
201905160000	2768	0.1	1	91.9	0.8	5.7	0	0	0.2	0.3	0	0	0	1478	53.4	60.6	66.6
201905170000	2818	0	0.7	92.9	0.6	5.4	0	0	0.2	0.2	0	0	0	1465	52	60.5	66.2
201905180000	2717	0	0.6	93.6	0.6	5	0	0.1	0.1	0	0	0	0	1489	54.8	61.1	67.3
201905190000	2287	0	0.4	94.7	0.7	4	0	0	0.2	0	0	0	0	1271	55.6	61.1	67.3
201905200000	2576	0	0.8	92.8	0.7	4.9	0.1	0.1	0.2	0.3	0	0	0	1302	50.5	60.3	66.2
201905210000	2599	0	0.7	93.4	0.6	5	0.1	0	0.1	0.1	0	0	0	1276	49.1	60.2	66.2
201905220000	2751	0	0.8	93	0.9	4.8	0.2	0	0.2	0.1	0	0	0	1470	53.4	60.8	67
201905230000	1093	0	0.4	90.8	1.9	6.3	0	0	0.5	0.1	0	0.1	0	645	59	61.5	68.4
201905240000	1	0	0	100	0	0	0	0	0	0	0	0	0	0	0	54.1	-
07-19	30182	0	0.7	92.9	0.9	5	0.1	0	0.2	0.1	0	0	0	16105	53.4	60.7	66.6
06-22	35769	0	0.7	93	0.8	5	0.1	0	0.2	0.1	0	0	0	18660	52.2	60.6	66.6
06-00	37057	0	0.7	93.1	0.8	4.9	0	0	0.2	0.1	0	0	0	19255	52	60.5	66.6
00-00	37802	0	0.7	93.1	0.8	5	0	0	0.2	0.1	0	0	0	19634	51.9	60.5	66.6

Virtual Day (16)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
0000	16	0	0.4	96.6	0	3.1	0	0	0	0	0	0	0	8	49.4	60.7	69.5
0100	9	0	0	97.1	0	2.9	0	0	0	0	0	0	0	5	52.1	61	-
0200	5	0	0	93.8	0	6.2	0	0	0	0	0	0	0	2	42	59.5	-
0300	5	0	0	90.4	0	8.4	0	0	0	1.2	0	0	0	3	49.4	58.6	-
0400	3	0	0	93.8	0	6.3	0	0	0	0	0	0	0	2	64.6	65.1	-
0500	8	0	0	86.4	0.8	11.4	0	0.8	0.8	0	0	0	0	4	53.8	60.3	-

0600	22	0.3	0	79.7	1.4	16.3	0	0	2	0.3	0	0	0	13	59.3	62.2	70.9
0700	50	0.2	0.1	88.3	1.2	8.2	0.2	0.2	0.2	1	0	0.1	0	31	61.8	62.3	70.2
0800	92	0	0.1	92.5	0.8	5.9	0.1	0.2	0.1	0.2	0	0.1	0	55	60.4	61.4	68
0900	97	0.1	0.1	92.5	0.9	5.6	0.1	0.2	0.3	0.2	0.1	0	0	53	53.9	60.9	67
1000	96	0	0.6	90.6	0.9	6.6	0.1	0	1	0.3	0	0	0	55	56.9	61.1	67.3
1100	115	0	0.5	91.5	1.5	6.2	0.1	0	0.2	0.1	0	0	0	63	54.9	61.1	67.3
1200	125	0	0.5	92.2	1.2	5.4	0.1	0	0.4	0.1	0	0	0	77	61.1	61.7	67.7
1300	133	0.1	0.7	92	1.1	5.4	0.2	0	0.3	0.2	0	0	0	81	61.1	61.6	67.7
1400	145	0.1	0.6	92.6	1.1	4.9	0	0	0.3	0.2	0	0	0	87	59.6	61.4	67.7
1500	235	0	0.7	93.1	1	4.9	0	0	0.1	0.1	0	0	0	139	59.1	61.5	67.3
1600	254	0	0.7	93	1	4.8	0	0	0.2	0.2	0	0	0	154	60.4	61.6	67.3
1700	318	0	1.1	94.2	0.5	4	0	0	0.1	0	0	0	0	125	39.2	58.9	64.1
1800	225	0	1.1	94.8	0.4	3.6	0	0	0.1	0	0	0	0	88	39	58.9	64.4
1900	139	0	0.8	93.4	0.3	5.5	0	0	0	0	0	0	0	62	44.8	59.6	65.2
2000	102	0	0.3	94.7	0.4	4.5	0	0	0	0.1	0	0	0	47	45.5	59.8	65.9
2100	86	0	0.8	95.4	0.2	3.5	0	0	0	0	0	0	0	38	44	59.5	65.5
2200	52	0	0.5	97.3	0.1	2.1	0	0	0	0	0	0	0	24	46.1	59.4	65.9
2300	28	0	0.2	97.6	0	2.2	0	0	0	0	0	0	0	13	46.4	59.6	67.3
07-19	1886	0	0.7	92.9	0.9	5	0.1	0	0.2	0.1	0	0	0	1007	53.4	60.7	66.6
06-22	2236	0	0.7	93	0.8	5	0.1	0	0.2	0.1	0	0	0	1166	52.2	60.6	66.6
06-00	2316	0	0.7	93.1	0.8	4.9	0	0	0.2	0.1	0	0	0	1203	52	60.5	66.6
00-00	2363	0	0.7	93.1	0.8	5	0	0	0.2	0.1	0	0	0	1227	51.9	60.5	66.6

Virtual Week (Partial weeks = 2.28571)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	2551	0	0.7	92.3	0.9	5.3	0.1	0.1	0.3	0.3	0	0	0	1306	51.2	60.4	66.2
Tue	2595	0	0.7	93.3	0.7	5	0	0	0.2	0.1	0	0	0	1267	48.8	60.2	66.2
Wed	2731	0	0.7	93	0.8	4.9	0.2	0	0.2	0.1	0	0	0	1433	52.5	60.7	66.6
Thu	2180	0	0.9	92	0.8	5.7	0	0	0.3	0.2	0	0	0	1170	53.7	60.7	67
Fri	1875	0	0.6	93.4	0.6	5	0	0	0.2	0.1	0	0	0	870	46.4	59.7	65.9
Sat	2659	0.1	0.6	93.6	0.8	4.8	0	0.1	0.1	0	0	0	0	1436	54	60.8	67
Sun	2284	0	0.5	94.8	0.7	3.7	0	0	0.2	0	0	0	0	1316	57.6	61.3	67.3

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	37802	0	0.7	93.1	0.8	5	0	0	0.2	0.1	0	0	0	19634	51.9	60.5	66.6

Volume-Class-Speed-Weekend-Northbound-60

Globals

Report Id	CustomList-9051
Descriptor	Volume-Class-Speed-Weekend-Northbound-60
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-31T03:57:02
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	Australia
Time	UTC + 600 min
Create Version	4.0.6.0
Metric	Metric
Speed Unit	km/h
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	02324
Site Attribute	[-35.195662 +149.016927]
File Name	J:\Ed\Traffic Count Program\Streets\Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S) 0232425May2019.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Kerrigan Street (Lance Hill Avenue-N & Bedourie Street-S)
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T17:24:27
Start Time	2019-05-08T17:24:27
Finish Time	2019-05-25T08:15:27
Operator	bvy
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Aligneddays - weekend - northbound - 60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	20
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-25T00:00:00
Day Mask	0-Monday [000000000000000000000000]
Day Mask	1-Tuesday [000000000000000000000000]
Day Mask	2-Wednesday [000000000000000000000000]
Day Mask	3-Thursday [000000000000000000000000]
Day Mask	4-Friday [000000000000000000000000]
Day Mask	5-Saturday [000000000000000000000000]
Day Mask	6-Sunday [000000000000000000000000]
Class Scheme	ARX Cycle
Low Speed	10
High Speed	160
Posted Limit	60

Speed Limits 60 60 60 60 60 60 60 60 60 60
 Separation 0.000
 Separation Type Headway
 Direction North
 Encoded Direction 1

Column

YYYYMMDDHHMM Packed date and time
 Total Number in time step
 CI% 1 Class percentages
 CI% 2 Class percentages
 CI% 3 Class percentages
 CI% 4 Class percentages
 CI% 5 Class percentages
 CI% 6 Class percentages
 CI% 7 Class percentages
 CI% 8 Class percentages
 CI% 9 Class percentages
 CI% 10 Class percentages
 CI% 11 Class percentages
 CI% 12 Class percentages
 JPSL 60 Number exceeding Posted Speed Limit
 JPSL% 60 Percent exceeding Posted Speed Limit
 Mean Average speed
 Vpp 85 Percentile speed

Data

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
201905090000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905100000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905110000	2600	0.1	0.6	93.6	1	4.5	0	0	0.2	0	0	0	0	1382	53.2	60.5	67
201905120000	2281	0.1	0.6	95	0.6	3.5	0	0.1	0.1	0	0	0	0	1361	59.7	61.4	67.3
201905130000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905140000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905150000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905160000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905170000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905180000	2717	0	0.6	93.6	0.6	5	0	0.1	0.1	0	0	0	0	1489	54.8	61.1	67.3
201905190000	2287	0	0.4	94.7	0.7	4	0	0	0.2	0	0	0	0	1271	55.6	61.1	67.3
201905200000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905210000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905220000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905230000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
201905240000	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
07-19	7884	0.1	0.6	93.8	0.8	4.4	0	0.1	0.2	0	0	0	0	4583	58.1	61.3	67.3
06-22	9146	0.1	0.6	94	0.8	4.4	0	0.1	0.2	0	0	0	0	5158	56.4	61.1	67.3
06-00	9548	0.1	0.6	94.1	0.8	4.3	0	0.1	0.1	0	0	0	0	5338	55.9	61.1	67.3
00-00	9885	0.1	0.5	94.2	0.7	4.3	0	0.1	0.1	0	0	0	0	5503	55.7	61	67.3

Virtual Day (4)

YYYYMMDDHHMM	Total	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	CI%	JPSL	JPSL%	Mean	Vpp
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		1	2	3	4	5	6	7	8	9	10	11	12	60	60		85
0000	32	0	0	97.7	0	2.3	0	0	0	0	0	0	0	15	46.1	60	67.3
0100	19	0	0	98.6	0	1.4	0	0	0	0	0	0	0	10	55.4	61.3	68.4
0200	10	0	0	92.1	0	7.9	0	0	0	0	0	0	0	3	34.2	57.8	-
0300	10	0	0	95	0	5	0	0	0	0	0	0	0	5	50	59.2	-
0400	6	0	0	88	0	12	0	0	0	0	0	0	0	4	60	63.9	-
0500	8	0	0	93.8	0	6.3	0	0	0	0	0	0	0	4	53.1	62	-
0600	16	0	0	90.5	0	9.5	0	0	0	0	0	0	0	10	61.9	61.9	70.9
0700	35	1.4	0	89.3	1.4	6.4	0	1.4	0	0	0	0	0	18	51.4	60.3	68.4
0800	66	0	0	92.8	0.8	6.5	0	0	0	0	0	0	0	44	66.9	61.9	68.8
0900	112	0	0.2	93.1	0.9	5.4	0	0	0.4	0	0	0	0	69	61.3	61.9	67.7
1000	141	0	0.9	92.4	0.4	6.2	0	0	0.2	0	0	0	0	88	62.1	61.9	67.7
1100	173	0	0.9	93.2	1	4.6	0	0	0.3	0	0	0	0	97	56.2	61.2	67.7
1200	192	0	0.3	94.4	0.8	4	0	0.1	0.4	0	0	0	0	118	61.4	61.9	68
1300	202	0.2	0	94.8	1	4	0	0	0	0	0	0	0	125	62.2	61.6	67.3
1400	214	0.1	0.7	93.9	1.2	4	0	0	0.1	0	0	0	0	129	60.2	61.4	67.3
1500	228	0.1	1	93.1	0.8	4.8	0	0	0.1	0.1	0	0	0	146	64	62.1	68.4
1600	222	0	0.3	95.2	1	3	0	0.2	0.2	0	0	0	0	143	64.3	62.2	67.7
1700	225	0	0.7	94.5	0.4	4.2	0	0	0.1	0.1	0	0	0	95	42.1	59.2	65.2
1800	162	0	0.9	94.3	0.9	3.7	0	0	0.2	0	0	0	0	75	46.5	59.8	65.5
1900	123	0	0.8	93.3	0	5.9	0	0	0	0	0	0	0	56	45.5	59.8	64.8
2000	93	0	0.5	95.4	0.3	3.8	0	0	0	0	0	0	0	41	43.9	59.9	65.9
2100	85	0	0.3	96.4	0.9	2.4	0	0	0	0	0	0	0	38	44.4	59.7	65.2
2200	66	0	0.8	97	0.4	1.9	0	0	0	0	0	0	0	30	45.5	59.5	65.9
2300	35	0	0	99.3	0	0.7	0	0	0	0	0	0	0	15	43.5	59.9	67
07-19	1971	0.1	0.6	93.8	0.8	4.4	0	0.1	0.2	0	0	0	0	1146	58.1	61.3	67.3
06-22	2287	0.1	0.6	94	0.8	4.4	0	0.1	0.2	0	0	0	0	1290	56.4	61.1	67.3
06-00	2387	0.1	0.6	94.1	0.8	4.3	0	0.1	0.1	0	0	0	0	1335	55.9	61.1	67.3
00-00	2471	0.1	0.5	94.2	0.7	4.3	0	0.1	0.1	0	0	0	0	1376	55.7	61	67.3

Virtual Week (2)

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
Mon	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Tue	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Wed	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Thu	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Fri	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-
Sat	2659	0.1	0.6	93.6	0.8	4.8	0	0.1	0.1	0	0	0	0	1436	54	60.8	67
Sun	2284	0	0.5	94.8	0.7	3.7	0	0	0.2	0	0	0	0	1316	57.6	61.3	67.3
--	4943	0.1	0.5	94.2	0.7	4.3	0	0.1	0.1	0	0	0	0	2752	55.7	61	67.3

Grand Total

YYYYMMDDHHMM	Total	CI% 1	CI% 2	CI% 3	CI% 4	CI% 5	CI% 6	CI% 7	CI% 8	CI% 9	CI% 10	CI% 11	CI% 12	JPSL 60	JPSL% 60	Mean	Vpp 85
--	9885	0.1	0.5	94.2	0.7	4.3	0	0.1	0.1	0	0	0	0	5503	55.7	61	67.3



**Traffic Management Safety
Roads ACT**

**Evaluation of Effectiveness of the
'Smiley Face' Sign Trial**

20 February 2020



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1 INTRODUCTION

The Traffic Management and Safety (TMS) section of Roads ACT, in the Transport Canberra and City Services Directorate (TCCS), is responsible for monitoring and managing the safety and operating conditions of the existing road network in the ACT.

TMS is also responsible for evaluating the effectiveness of traffic management measures, including those directed at enhancing the amenity of residential areas.

In 2016 TMS received a grant of \$40,000 from the 2016 Road Safety Community Grants Program to undertake a trial of “Smiley Face” portable speed detecting signs in residential areas. As these are the first signs of their kind on the ACT road network, Roads and Maritime Services (RMS) in NSW were engaged to manufacture and install the signs and footings.

TMS procured 2 signs and 11 footings with the Grant funding, and an additional 6 footings through TCCS funding. RMS (NSW) provided 2 signs on loan for the period of the trial. Another sign was also acquired mid-way through the trial (in October 2018) through additional TCCS funding.

The trial began in February 2018 and concluded in October 2019. During this period, the signs have been rotated around the trial sites 5 times.

This report presents the outcomes of the evaluation of the effectiveness of these signs.

2 BACKGROUND

The “Smiley Face” Sign trial is an initiative of the ACT Road Safety Action Plan 2016-20 that aims to promote road safety in residential areas through driver awareness of travelling speeds.

A key component of the program is the rotation of the portable signs on 17 identified residential streets across the ACT road network. The signs were at each location (inserted into permanent concrete footings) for a minimum of 10 weeks before being moved to a new location.

The signs detect approaching motorists’ speeds and respond with a ‘Smiley Face’ if they are under the speed limit, and a ‘SLOW DOWN’ message if they are detected speeding.

The signs are not enforcement devices – instead, they are a friendly reminder to motorists to watch their speed, slow down and drive safely.

3 TRIAL SITE LOCATIONS

The trial sign sites are spread across 17 suburbs within the ACT, as presented in Tables 3.1 and 3.2 below.

Table 3.1 – Sites in non-school zones

Street	Suburb	Road Classification	Speed limit (km/h)
Abena Avenue	Crace	Major Collector	50
Ainsworth Street	Mawson	Major Collector	60
Amy Ackman Street	Forde	Minor Collector	50
Jim Pike Avenue	Gordon	Major Collector	60
Kerrigan Street	Dunlop	Major Collector	60
MacFarland Crescent	Pearce	Major Collector	60
McInnes Street	Weston	Minor Collector	50
Newman-Morris Circuit	Oxley	Minor Collector	50
Springvale Drive	Weetangera	Major Collector	60
Stonehaven Crescent	Deakin	Minor Collector	50
William Webb Drive	Evatt	Major Collector	60

Table 3.2 – Sites in School zones

Street	Suburb	Road Classification	Speed limit (km/h)	School
Beasley Street	Torrens	Major Collector	40/60	Sacred Heart Primary School
Boddington Crescent	Kambah	Major Collector	40/60	St Thomas Primary School
Burrinjuck Crescent	Duffy	Minor Collector	40/50	Duffy Primary School
Casey Crescent	Calwell	Minor Collector	40/50	Calwell High School
Mugga Way	Red Hill	Major Collector	40/60	Canberra Grammar School
Oodgeroo Avenue	Franklin	Major Collector	40/50	Franklin Early Childhood School

4 SITE ASSESSMENT

The selection of residential streets for the trial was based on a combination of the current travelling speeds on the road and community concerns received to date. Streets identified as having high speeds and with a high number of resident complaints were then shortlisted, and site visits undertaken to determine if appropriate physical locations for the signs could be found on the streets.

The factors assessed to determine the physical placement of the signs included:

- constant longitudinal grade and limited vertical curvature on approach to the sign for sufficient vehicle visibility to detect speeds;
- separation between the sign and other road signs, trees and conflict/decision points to ensure motorists have sufficient time to read the messages posted;
- adequate sunlight for the sign's solar panels;
- clearance from driveways and infrastructure such as power poles, low hanging power lines and service pits; and
- clearance from underground services (by dial-before-you-dig enquiry).

The majority of sites selected were in locations away from private properties.

Only 2 sites were adjacent to property driveways (on Stonehaven Crescent and McInnes Street), and the directly affected property owners were informed via letter of the installation of the sign on the road verge in front of their property.

No negative feedback in relation to the sign locations have been received to date.

5 SIGN INSTALLATION

The signs were installed at each site in the following manner:

- a) At each selected site, small concrete footings were constructed below the ground on nature strips or medians.
- b) The sign, mounted on a slip-based pole, was inserted and fixed into the footing.
- c) The solar panel of the sign is connected and positioned to receive the optimum sunlight at that location.
- d) The electrical technicians then configured the sign to the road's speed environment, which includes if it is within a school or non-school zone.

When the sign is relocated, the footing is closed with a lid, so it sits flush with ground level. Hence, the site can be reused if speeding at this location becomes an issue again.

6 SIGN OPERATION

The default setting for the sign is blank.

As a motorist approaches the sign, their speed is detected by the sign's radar and one of the following messages is displayed:

- If the motorist is driving at or below the speed limit, a Smiley Face is displayed.
- If the motorist is driving above the speed limit, a 'SLOW DOWN' message is displayed.



Figure 1: Smiley Face message



Figure 2: SLOW DOWN message

The following key aspects apply in relation to the messaging and operation of the signs:

- The sign is programmed not to display the speeds of motorists driving above the speed limit, so they are not encouraged to try to achieve a high speed reading.
- The sign will remain at each location for at least 10 weeks before being relocated to a new location. It is anticipated that this period will allow enough time to positively influence motorists' behaviour.
- Signs may be reinstalled at a previous location if speeding becomes an issue there again.
- The sign's speed readings are not used for the issuing of any infringement notices. The purpose of the sign is only to increase motorists' awareness of their travelling speeds.
- The signs do not have a camera to photograph vehicles.
- If a sign's readings indicate a site has excessive and continual speeding, then a request may be submitted to ACT Policing to assess the location and undertake enforcement if considered appropriate.

7 DATA ANALYSIS

The signs have been operational since February 2018, and as at the end of October 2019, have been relocated five times.

Table 7.1 presents the five rounds of rotations of the signs.

Table 7.1 – Rotations of signs

Rotation Number	1	2	3	4	5
Period	March – June 2018	July – September 2018	October 2018 – February 2019	March – June 2019	July – October 2019
Locations of signs	Abena Av Casey Cr MacFarland Cr Springvale Dr	Ainsworth St Amy Ackman St Jim Pike Av Stonehaven Cr	Ainsworth St Beasley St Kerrigan St Mugga Way Newman-Morris Cct	Boddington Cr Burrinjuck Cr Oodgeroo Av McInnes St William Webb Dr	Abena Av Casey Cr MacFarland Cr McInnes St Springvale Dr
Total no. of vehicles assessed	855,204	734,556	952,891	668,707	757,498

The signs were installed for a minimum of 10 weeks duration at each site.

The data collected was assessed fortnightly to understand and determine

- if motorists continued to observe the signs' messaging over the entire period of time, and
- if there was an optimum duration for the sign to have a positive effect on motorists and show a change in driver behavior.

There were several periods of interruption to data collection due to sign malfunction and/or technical problems with data downloads during the trial period. As such, a full dataset is not available for some of the sites.

The following Tables present motorists' weekday speeds and speed compliance with and without the presence of the signs.

Table 7.2 – Travelling speeds before and with Sign installation

Sign location & direction	Speed limit (km/h)	Speed before sign installed: average Speed (km/h)	Speed before sign installed: 85 th %ile speed (km/h)	Speed with sign installed: average speed (km/h)	Speed with sign installed: 85 th %ile speed (km/h)	Change in average speed (km/h)	Change in 85 th %ile speed (km/h)
Abena Av (facing Gundaroo Dr)	50	47.6	53.3	43.4	50.8	-4.2	-2.5
Ainsworth St (facing Power St)	60	60.7	67.3	51.5	59.0	-9.2	-8.3
Ainsworth St (facing Butters Dr)	60	57.6	63.7	55.1	61.9	-2.5	-1.8
Amy Ackman St (facing Beveridge Cr sth)	50	51.2	58.7	46.8	53.7	-4.4	-5
Jim Pike Av (facing Charlton Cr)	60	65.7	72.4	59.2	66.2	-6.5	-6.2
Kerrigan St (facing Bedourie Dr)	60	60.9	67.0	54.5	62.3	-6.4	-4.7
MacFarland Cr (facing Collings St)	60	56.9	64.1	49.8	59.7	-7.1	-4.4
McInnes St (facing Chevalier St east)	50	54.0	61.9	49.0	55.9	-5	-6
Newman-Morris Cct (facing Singleton Cr nth)	50	52.1	61.2	49.1	59.9	-3	-1.3
Springvale Dr (facing Coulter Dr)	60	61.7	64.1	57.1	63.6	-4.6	-0.5
Stonehaven Cr (facing Carmichael St)	50	56.2	62.6	49.3	55.4	-6.9	-7.2
William Webb Dr (facing Ginninderra Dr)	60	58.3	63.7	57.1	63.3	-1.2	-0.4

Table 7.3 – Travelling speeds before and with Sign installation within 40km/h School zones

Sign location & direction	Speed limit (km/h)	Speed before sign installed: average speed (km/h)	Speed before sign installed: 85 th %ile speed (km/h)	Speed with sign installed: average speed (km/h)	Speed with sign installed: 85 th %ile speed (km/h)	Change in average speed (km/h)	Change in 85 th %ile speed (km/h)
Casey Cr (facing Were St)	40/50	48.7/52.8	56.3/58.4	38.3/45.2	44.1/53.5	-10.4/-7.6	-12.2/-4.9
Mugga Wy (facing Flinders Wy)	40/60	39.1/52.7	44.8/59.4	39.7/52.1	45.7/59.1	0.6/-0.6	0.9/-0.3
Beasley St (facing Parkin St)	40/60	47.3/55.3	57.8/63.0	42.9/52.9	53.3/60.6	-4.4/-2.4	-4.5/-2.4
Boddington Cr (facing Carleton St)	40/60	37.4/53.1	43.2/60.2	39.1/50.0	44.8/56.2	1.7/-3.1	1.6/-4
Burrinjuck Cr (facing Blowering St west)	40/50	37.8/47.7	44.7/56.2	39.0/50.0	47.2/58.2	1.2/2.3	2.5/2
Oodgeroo Av (facing Nullarbor Av)	40/50	41.1/51.7	48.0/58.2	36.1/45.9	41.5/54.1	-5/-5.8	-6.5/-4.1

The travelling speed within the school zone is shown as x/y where

x = speed during school hours, and

y = speed outside of school hours.

Table 7.4: Motorists' speed compliance

* indicates locations where a full dataset was not achievable due to sign malfunction.

7.4a Motorists travelling at or below speed limit

Sign location & direction	Before sign Installation	Weeks 1 & 2 of sign installed	Weeks 3 & 4 of sign installed	Weeks 5 & 6 of sign installed	Weeks 7 & 8 of sign installed	Weeks 9 & 10 of sign installed
Abena Av* (facing Gundaroo Dr)	67%	83%	83%	84%	-	-
Ainsworth St (facing Power St)	66%	74%	77%	85%	80%	81%
Ainsworth St (facing Butters Dr)	47%	90%	89%	88%	92%	92%
Amy Ackman St (facing Beveridge Cr sth)	43%	67%	70%	75%	73%	74%
Jim Pike Av (facing Charlton Cr)	20%	62%	62%	64%	63%	62%
Kerrigan St (facing Bedourie Dr)	46%	79%	78%	74%	76%	77%
MacFarland Cr (facing Collings St)	34%	88%	83%	89%	88%	88%
McInnes St (facing Chevalier St east)	29%	51%	54%	56%	58%	64%
Newman-Morris Cct (facing Singleton Cr nth)	39%	56%	57%	56%	57%	57%
Springvale Dr (facing Coulter Dr)	60%	60%	62%	71%	72%	72%
Stonehaven Cr (facing Carmichael St)	15%	57%	58%	60%	59%	61%
William Webb Dr (facing Ginninderra Dr)	65%	71%	74%	76%	70%	77%

Signs installed within school zones**7.4b During school zone operation hours (School days, 8 am – 4 pm)**

Sign location & direction	Before sign Installation	Weeks 1 & 2 of sign installed	Weeks 3 & 4 of sign installed	Weeks 5 & 6 of sign installed	Weeks 7 & 8 of sign installed	Weeks 9 & 10 of sign installed
Casey Cr* (facing Were St)	17%	71%	73%	71%	73%	74%
Mugga Wy* (facing Flinders Wy)	58%	68%	65%	64%	-	-
Beasley St (facing Parkin St)	26%	50%	48%	50%	52%	55%
Boddington Cr (facing Carleton St)	70%	78%	77%	79%	61%	61%
Burrinjuck Cr* (facing Blowering St west)	67%	67%	66%	69%	-	-
Oodgeroo Av (facing Nullarbor Av)	50%	84%	83%	83%	-	-

7.4c Outside of school zone operation hours

Sign location & direction	Before sign Installation	Weeks 1 & 2 of sign installed	Weeks 3 & 4 of sign installed	Weeks 5 & 6 of sign installed	Weeks 7 & 8 of sign installed	Weeks 9 & 10 of sign installed
Casey Cr* (facing Were St)	26%	64%	65%	69%	67%	67%
Mugga Wy* (facing Flinders Wy)	87%	89%	89%	88%	86%	-
Beasley St (facing Parkin St)	74%	84%	85%	85%	84%	85%
Boddington Cr (facing Carleton St)	88%	93%	94%	94%	96%	97%
Burrinjuck Cr* (facing Blowering St west)	77%	91%	91%	91%	-	-
Oodgeroo Av (facing Nullarbor Av)	40%	72%	76%	80%	-	-

8 CONCLUSIONS

The 'Smiley Face' sign trial was a proactive approach to reduce speeding and help increase safety on residential streets by raising motorists' awareness of their travelling speeds.

The signs have been operational since February 2018, and as at the end of the October 2019, have been rotated 5 times around the ACT. During these 20 months, the signs have captured about 4 million motorists, and advised them to slow down if driving over the legal speed limit.

The data from each site shows that, no matter what speed limit, road classification, or school or non-school zone, the visual reminder provided by the signs has generally reduced speeds and decreased the number of motorists travelling over the speed limit.

The results of this evaluation indicate that:

- The signs have reduced travelling speeds by between 0.4 – 12.2 km/h.
- The presence of the signs has resulted in a marked increase in the percentage of motorists travelling at or below the legal speed limit of the road.
- The majority of motorists continued to observe the signs' messaging over the entire period of their installation, despite the signs being reminder signs only and therefore not enforceable.

Hence, the 'Smiley Face' signs have been effective in reducing motorists' speeds and increasing compliance with the legal speed limit for all types of sites. There has also been continual compliance to the speed limit by majority of motorists throughout the entire period of installation, typically 10 – 12 weeks.

9 RECOMMENDATIONS

Given the above, there is potential to expand the program and continue to use the signs as a local area traffic management (LATM) device where speeding is the issue, with continued data analysis to determine the most effective location and installation duration of the signs.

There is also scope for provision of high-speed data to ACT Policing to inform their enforcement activities.

10 NEXT STEPS

TCCS is currently looking at options to permanently acquire the two signs loaned from RMS (NSW).

Recurrent funding will be required for continual expansion of the program (to acquire more signs and footings) as well as to facilitate regular rotation and maintenance of the signs.

			Vehicles Counted	Vehicles < PSL	%	Vehicles > PSL	%	Mean Speed	85th
1	Monday, 16 March 2020	Tuesday, 17 March 2020	2186	1670	76.4	516	23.6	54.5	63.0
	Tuesday, 17 March 2020	Wednesday, 18 March 2020	2168	1686	77.8	482	22.2	53.8	62.0
	Wednesday, 18 March 2020	Thursday, 19 March 2020	2175	1653	76.0	522	24.0	54.1	63.0
	Thursday, 19 March 2020	Friday, 20 March 2020	2227	1735	77.9	492	22.1	54.1	62.0
	Friday, 20 March 2020	Saturday, 21 March 2020	1899	1422	74.9	477	25.1	54.2	63.0
Week 1			2131	1633	76.6	498	23.4	54.2	62.6
2	Monday, 23 March 2020	Tuesday, 24 March 2020	2014	1531	76.0	483	24.0	53.9	62.0
	Tuesday, 24 March 2020	Wednesday, 25 March 2020	2030	1598	78.7	432	21.3	54.0	62.0
	Wednesday, 25 March 2020	Thursday, 26 March 2020	1547	1267	81.9	280	18.1	53.1	61.0
	Thursday, 26 March 2020	Friday, 27 March 2020	1687	1386	82.2	301	17.8	52.7	61.0
	Friday, 27 March 2020	Saturday, 28 March 2020	1610	1178	73.2	432	26.8	54.6	63.6
Week 2			1778	1392	79.0	386	21.0	53.6	61.9
3	Monday, 30 March 2020	Tuesday, 31 March 2020	1978	1576	79.7	402	20.3	53.4	62.0
	Tuesday, 31 March 2020	Wednesday, 1 April 2020	1972	1573	79.8	399	20.2	53.1	62.0
	Wednesday, 1 April 2020	Thursday, 2 April 2020	2226	1824	81.9	402	18.1	53.0	61.0
	Thursday, 2 April 2020	Friday, 3 April 2020	1139	888	78.0	251	22.0	53.6	62.0
	Friday, 3 April 2020	Saturday, 4 April 2020	1822	1384	76.0	438	24.0	53.9	63.0
Week 3			1790	1417	78.9	373	21.1	53.4	62.0
4	Monday, 6 April 2020	Tuesday, 7 April 2020	1972	1594	80.8	378	19.2	52.8	62.0
	Tuesday, 7 April 2020	Wednesday, 8 April 2020	2093	1681	80.3	412	19.7	53.2	62.0
	Wednesday, 8 April 2020	Thursday, 9 April 2020	2125	1677	78.9	448	21.1	53.0	62.0
	Thursday, 9 April 2020	Friday, 10 April 2020	2254	1798	79.8	456	20.2	53.2	62.0
	Friday, 10 April 2020	Saturday, 11 April 2020	2031	1655	81.5	376	18.5	52.2	61.0
Week 4			2126	1703	80.1	423	19.9	52.9	61.8
5	Monday, 13 April 2020	Tuesday, 14 April 2020	1962	1524	77.7	438	22.3	53.8	62.0
	Tuesday, 14 April 2020	Wednesday, 15 April 2020	2107	1718	81.5	389	18.5	53.2	61.0
	Wednesday, 15 April 2020	Thursday, 16 April 2020	2201	1776	80.7	425	19.3	53.4	62.0
	Thursday, 16 April 2020	Friday, 17 April 2020	2325	1819	78.2	506	21.8	53.4	62.0
	Friday, 17 April 2020	Saturday, 18 April 2020	1859	1486	79.9	373	20.1	52.2	62.0
Week 5			2123	1700	80.1	423	19.9	53.0	61.8
6	Monday, 20 April 2020	Tuesday, 21 April 2020	2069	1708	82.6	361	17.4	52.8	61.0
	Tuesday, 21 April 2020	Wednesday, 22 April 2020	313	259	82.7	54	17.3	52.1	61.0
	Wednesday, 22 April 2020	Thursday, 23 April 2020	1142	938	82.1	204	17.9	52.9	61.0
	Thursday, 23 April 2020	Friday, 24 April 2020	1922	1599	83.2	323	16.8	53.2	61.0
	Friday, 24 April 2020	Saturday, 25 April 2020	1954	1494	76.5	460	23.5	53.8	63.0
Week 6			1333	1073	81.1	260	18.9	53.0	61.5
7	Monday, 27 April 2020	Tuesday, 28 April 2020	1969	1555	79.0	414	21.0	53.5	62.0
	Tuesday, 28 April 2020	Wednesday, 29 April 2020	2210	1785	80.8	425	19.2	53.4	62.0
	Wednesday, 29 April 2020	Thursday, 30 April 2020	2167	1761	81.3	406	18.7	53.5	61.0
	Thursday, 30 April 2020	Friday, 1 May 2020	2488	1996	80.2	492	19.8	53.5	62.0
	Friday, 1 May 2020	Saturday, 2 May 2020	2289	1800	78.6	489	21.4	53.4	62.0
Week 7			2225	1779	80.0	445	20.0	53.5	61.8
8	Monday, 4 May 2020	Tuesday, 5 May 2020	2101	1667	79.3	434	20.7	53.8	62.0
	Tuesday, 5 May 2020	Wednesday, 6 May 2020	2151	1762	81.9	389	18.1	53.0	61.0
	Wednesday, 6 May 2020	Thursday, 7 May 2020	2191	1712	78.1	479	21.9	53.4	62.0
	Thursday, 7 May 2020	Friday, 8 May 2020	2408	1948	80.9	460	19.1	53.2	62.0
	Friday, 8 May 2020	Saturday, 9 May 2020	2183	1710	78.3	473	21.7	53.0	62.0
Week 8			2207	1760	79.7	447	20.3	53.3	61.8
9	Monday, 11 May 2020	Tuesday, 12 May 2020	2253	1835	81.4	418	18.6	53.2	62.0
	Tuesday, 12 May 2020	Wednesday, 13 May 2020	2250	1872	83.2	378	16.8	52.6	61.0
	Wednesday, 13 May 2020	Thursday, 14 May 2020	2266	1889	83.4	377	16.6	53.0	61.0
	Thursday, 14 May 2020	Friday, 15 May 2020	2266	1889	83.4	377	16.6	53.0	61.0
	Friday, 15 May 2020	Saturday, 16 May 2020	2016	1679	83.3	337	16.7	52.7	61.0
Week 9			2210	1833	82.9	377	17.1	52.9	61.2

Missing Data between 10:26pm Tuesday 21st and 2:42pm Wednesday 22nd; between 9:27pm Wednesday 22nd and 9:34am Thursday 23rd.

P/H

10	Monday, 18 May 2020	Tuesday, 19 May 2020	2296	1863	81.1	433	18.9	53.1	62.0
	Tuesday, 19 May 2020	Wednesday, 20 May 2020	2348	1925	82.0	423	18.0	52.9	61.0
	Wednesday, 20 May 2020	Thursday, 21 May 2020	2189	1806	82.5	383	17.5	52.5	61.0
	Thursday, 21 May 2020	Friday, 22 May 2020	2603	2111	81.1	492	18.9	53.3	62.0
	Friday, 22 May 2020	Saturday, 23 May 2020	2315	1836	79.3	479	20.7	53.5	62.0
Week 10			2350	1908	81.2	442	18.8	53.1	61.6
11	Monday, 25 May 2020	Tuesday, 26 May 2020	2351	2012	85.6	339	14.4	52.4	60.0
	Tuesday, 26 May 2020	Wednesday, 27 May 2020	2436	2088	85.7	348	14.3	52.2	60.0
	Wednesday, 27 May 2020	Thursday, 28 May 2020	2427	2024	83.4	403	16.6	52.6	61.0
	Thursday, 28 May 2020	Friday, 29 May 2020	2550	2107	82.6	443	17.4	52.7	61.0
	Friday, 29 May 2020	Saturday, 30 May 2020	2550	1750	68.6	414	16.2	53.4	62.0
Week 11			2463	1996	81.2	389	15.8	52.6	60.8
12	Monday, 1 June 2020	Tuesday, 2 June 2020	2222	1826	82.2	396	17.8	53.2	61.0
	Tuesday, 2 June 2020	Wednesday, 3 June 2020	2443	2061	84.4	382	15.6	52.5	61.0
	Wednesday, 3 June 2020	Thursday, 4 June 2020	2210	1866	84.4	344	15.6	52.2	61.0
	Thursday, 4 June 2020	Friday, 5 June 2020	2548	2127	83.5	421	16.5	52.6	61.0
	Friday, 5 June 2020	Saturday, 6 June 2020	2333	1902	81.5	431	18.5	53.1	61.0
Week 12			2351	1956	83.2	395	16.8	52.7	61.0
13	Monday, 8 June 2020	Tuesday, 9 June 2020	2345	1955	83.4	390	16.6	53.0	61.0
	Tuesday, 9 June 2020	Wednesday, 10 June 2020	2434	2056	84.5	378	15.5	52.7	61.0
	Wednesday, 10 June 2020	Thursday, 11 June 2020	2418	2021	83.6	397	16.4	52.8	61.0
	Thursday, 11 June 2020	Friday, 12 June 2020	2634	2170	82.4	464	17.6	52.8	61.0
	Friday, 12 June 2020	Saturday, 13 June 2020	2281	1926	84.4	355	15.6	51.8	61.0
Week 13			2422	2026	83.6	397	16.4	52.6	61.0
14	Monday, 15 June 2020	Tuesday, 16 June 2020	2304	1940	84.2	364	15.8	52.7	61.0
	Tuesday, 16 June 2020	Wednesday, 17 June 2020	2401	2001	83.3	400	16.7	53.0	61.0
	Wednesday, 17 June 2020	Thursday, 18 June 2020	2241	1866	83.3	375	16.7	53.0	61.0
	Thursday, 18 June 2020	Friday, 19 June 2020	2647	2181	82.4	464	17.5	52.9	61.0
	Friday, 19 June 2020	Saturday, 20 June 2020	2456	1969	80.2	487	19.8	53.1	62.0
Week 14			2410	1991	82.7	418	17.3	52.9	61.2
15	Monday, 22 June 2020	Tuesday, 23 June 2020	2334	1910	81.8	424	18.2	53.2	61.0
	Tuesday, 23 June 2020	Wednesday, 24 June 2020	2334	2025	86.8	462	19.8	53.5	61.0
	Wednesday, 24 June 2020	Thursday, 25 June 2020	2487	2025	81.4	462	18.6	53.5	62.0
	Thursday, 25 June 2020	Friday, 26 June 2020	2584	2170	84.0	414	16.0	52.8	61.0
	Friday, 26 June 2020	Saturday, 27 June 2020	2358	1846	78.3	512	21.7	53.5	62.0
Week 15			2419	1995	82.5	455	18.9	53.3	61.4
16	Monday, 29 June 2020	Tuesday, 30 June 2020	2277	1916	84.1	361	15.9	52.8	61.0
	Tuesday, 30 June 2020	Wednesday, 1 July 2020	2331	1861	79.8	470	20.2	53.3	62.0
	Wednesday, 1 July 2020	Thursday, 2 July 2020	2405	1866	77.6	465	19.3	53.5	62.0
	Thursday, 2 July 2020	Friday, 3 July 2020	2381	1890	79.4	491	20.6	52.9	62.0
	Friday, 3 July 2020	Saturday, 4 July 2020	1730	1426	82.4	304	17.6	52.5	61.0
Week 16			2225	1792	80.7	418	18.7	53.0	61.6
17	Monday, 6 July 2020	Tuesday, 7 July 2020	2281	1860	81.5	421	18.5	53.0	61.0
	Tuesday, 7 July 2020	Wednesday, 8 July 2020	2479	1993	80.4	486	19.6	53.0	62.0
	Wednesday, 8 July 2020	Thursday, 9 July 2020	2418	1904	78.7	514	21.3	53.8	62.0
	Thursday, 9 July 2020	Friday, 10 July 2020	2512	1998	79.5	514	20.5	53.9	62.0
	Friday, 10 July 2020	Saturday, 11 July 2020	2374	1958	82.5	416	17.5	52.7	61.0
Week 17			2413	1943	80.5	470	19.5	53.3	61.6
18	Monday, 13 July 2020	Tuesday, 14 July 2020	2403	1975	82.2	428	17.8	53.2	61.0
	Tuesday, 14 July 2020	Wednesday, 15 July 2020	2463	1986	80.6	477	19.4	53.3	61.0
	Wednesday, 15 July 2020	Thursday, 16 July 2020	2593	1924	74.2	669	25.8	56.3	63.0
	Thursday, 16 July 2020	Friday, 17 July 2020	3138	2076	66.2	1062	33.8	58.3	64.0
	Friday, 17 July 2020	Saturday, 18 July 2020	2626	1638	62.4	988	37.6	58.9	65.0
Week 18			2645	1920	73.1	725	26.9	56.0	62.8
19	Monday, 20 July 2020	Tuesday, 21 July 2020	3147	2136	67.9	1011	32.1	58.2	64.0
	Tuesday, 21 July 2020	Wednesday, 22 July 2020	3260	2285	70.1	975	29.9	57.6	64.0
	Wednesday, 22 July 2020	Thursday, 23 July 2020	3157	2241	71.0	916	29.0	57.7	64.0
	Thursday, 23 July 2020	Friday, 24 July 2020	3275	2334	71.3	941	28.7	57.5	63.0
	Friday, 24 July 2020	Saturday, 25 July 2020	2729	1767	64.7	962	35.3	59.0	66.0
Week 19			3114	2153	69.0	961	31.0	58.0	64.2

COVID-19

Monday, 21 December 2020	Tuesday, 22 December 2020	2896	2347	81.0	549	19.0	52.6	62.0
Tuesday, 22 December 2020	Wednesday, 23 December 2020	3081	2426	78.7	655	21.3	53.3	62.0
Wednesday, 23 December 2020	Thursday, 24 December 2020	3169	2547	80.4	622	19.6	53.0	62.0
Thursday, 24 December 2020	Friday, 25 December 2020	3337	2689	80.6	648	19.4	52.6	62.0
Friday, 25 December 2020	Saturday, 26 December 2020	2005	1577	78.7	428	21.3	53.2	62.0
Week 1		2898	2317	79.9	580	20.1	52.9	62.0
Monday, 28 December 2020	Tuesday, 29 December 2020	2060	1632	79.2	428	20.8	53.5	62.0
Tuesday, 29 December 2020	Wednesday, 30 December 2020	2274	1777	78.1	497	21.9	53.9	62.0
Wednesday, 30 December 2020	Thursday, 31 December 2020	2310	1882	81.5	428	18.5	53.0	62.0
Thursday, 31 December 2020	Friday, 1 January 2021	2481	1952	78.7	529	21.3	53.6	62.0
Friday, 1 January 2021	Saturday, 2 January 2021	1846	1487	80.6	359	19.4	52.7	62.0
Week 2		2194	1746	79.6	448	20.4	53.3	62.0
Monday, 4 January 2021	Tuesday, 5 January 2021	2326	1865	80.2	461	19.8	53.3	62.0
Tuesday, 5 January 2021	Wednesday, 6 January 2021	2457	1997	81.3	460	18.7	53.2	62.0
Wednesday, 6 January 2021	Thursday, 7 January 2021	2533	2053	81.1	480	18.9	53.4	62.0
Thursday, 7 January 2021	Friday, 8 January 2021	2602	2101	80.7	501	19.3	53.6	62.0
Friday, 8 January 2021	Saturday, 9 January 2021	2713	2157	79.5	556	20.5	54.0	62.0
Week 3		2526	2035	80.6	492	19.4	53.5	62.0
Monday, 11 January 2021	Tuesday, 12 January 2021	2567	2017	78.6	550	21.4	53.7	62.0
Tuesday, 12 January 2021	Wednesday, 13 January 2021	2606	2100	80.6	506	19.4	53.6	62.0
Wednesday, 13 January 2021	Thursday, 14 January 2021	2727	2164	79.4	563	20.6	53.9	62.0
Thursday, 14 January 2021	Friday, 15 January 2021	2702	2079	76.9	623	23.1	53.8	62.0
Friday, 15 January 2021	Saturday, 16 January 2021	2883	2246	77.9	637	22.1	53.8	62.0
Week 4		2697	2121	78.7	576	21.3	53.8	62.0
Monday, 18 January 2021	Tuesday, 19 January 2021	2665	2050	76.9	615	23.1	54.2	62.0
Tuesday, 19 January 2021	Wednesday, 20 January 2021	2725	2214	81.2	511	18.8	53.1	61.0
Wednesday, 20 January 2021	Thursday, 21 January 2021	2742	2161	78.8	581	21.2	54.2	62.0
Thursday, 21 January 2021	Friday, 22 January 2021	2646	2065	78.0	581	22.0	54.2	62.0
Friday, 22 January 2021	Saturday, 23 January 2021	2789	2175	78.0	614	22.0	53.6	62.0
Week 5		2713	2133	78.6	580	21.4	53.9	61.8
Monday, 25 January 2021	Tuesday, 26 January 2021	2521	1940	77.0	581	23.0	54.5	63.0
Tuesday, 26 January 2021	Wednesday, 27 January 2021	2168	1683	77.6	485	22.4	54.0	62.0
Wednesday, 27 January 2021	Thursday, 28 January 2021	2702	2266	83.9	436	16.1	52.9	61.0
Thursday, 28 January 2021	Friday, 29 January 2021	2749	2280	82.9	469	17.1	52.8	61.0
Friday, 29 January 2021	Saturday, 30 January 2021	2746	2252	82.0	494	18.0	53.4	61.0
Week 6		2577	2084	80.7	493	19.3	53.5	61.6
Monday, 1 February 2021	Tuesday, 2 February 2021	2605	2161	83.0	444	17.0	52.9	61.0
Tuesday, 2 February 2021	Wednesday, 3 February 2021	2857	2325	81.4	532	18.6	53.1	62.0
Wednesday, 3 February 2021	Thursday, 4 February 2021	2851	2351	82.5	500	17.5	53.1	61.0
Thursday, 4 February 2021	Friday, 5 February 2021	2938	2472	84.1	466	15.9	52.5	61.0
Friday, 5 February 2021	Saturday, 6 February 2021	3000	2524	84.1	476	15.9	52.4	61.0
Week 7		2850	2367	83.0	484	17.0	52.8	61.2
Monday, 8 February 2021	Tuesday, 9 February 2021	2736	2268	82.9	468	17.1	52.9	61.0
Tuesday, 9 February 2021	Wednesday, 10 February 2021	2863	2391	83.5	472	16.5	53.1	61.0
Wednesday, 10 February 2021	Thursday, 11 February 2021	2980	2466	82.8	514	17.2	53.1	61.0
Thursday, 11 February 2021	Friday, 12 February 2021	2952	2413	81.7	539	18.3	52.5	61.0
Friday, 12 February 2021	Saturday, 13 February 2021	3021	2519	83.4	502	16.6	52.4	61.0
Week 8		2910	2411	82.9	499	17.1	52.8	61.0
Monday, 15 February 2021	Tuesday, 16 February 2021	2760	2252	81.6	508	18.4	53.0	61.0
Tuesday, 16 February 2021	Wednesday, 17 February 2021	2834	2351	83.0	483	17.0	52.9	61.0
Wednesday, 17 February 2021	Thursday, 18 February 2021	3011	2515	83.5	496	16.5	52.8	61.0
Thursday, 18 February 2021	Friday, 19 February 2021	2916	2367	81.2	549	18.8	53.2	61.0
Friday, 19 February 2021	Saturday, 20 February 2021	3062	2480	81.0	582	19.0	53.3	61.0
Week 9		2917	2393	82.0	524	18.0	53.0	61.0
Monday, 22 February 2021	Tuesday, 23 February 2021	2797	2237	80.0	560	20.0	54.0	62.0
Tuesday, 23 February 2021	Wednesday, 24 February 2021	2841	2328	81.9	513	18.1	53.7	61.0
Wednesday, 24 February 2021	Thursday, 25 February 2021	2957	2426	82.0	531	18.0	53.1	61.0
Thursday, 25 February 2021	Friday, 26 February 2021	2920	2334	79.9	586	20.1	53.8	62.0
Friday, 26 February 2021	Saturday, 27 February 2021	3070	2455	80.0	615	20.0	53.7	62.0
Week 10		2917	2356	80.8	561	19.2	53.7	61.6
Monday, 1 March 2021	Tuesday, 2 March 2021	2718	2112	77.7	606	22.3	53.9	62.0

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Tuesday, 2 March 2021	Wednesday, 3 March 2021	2864	2279	79.6	585	20.4	53.8	62.0	
Wednesday, 3 March 2021	Thursday, 4 March 2021	2897	2351	81.2	546	18.8	53.3	61.0	
Thursday, 4 March 2021	Friday, 5 March 2021	2853	2262	79.3	591	20.7	53.4	62.0	
Friday, 5 March 2021	Saturday, 6 March 2021	2986	2446	81.9	540	18.1	52.9	61.0	
Week 11		2864	2290	79.9	574	20.1	53.5	61.6	
Monday, 8 March 2021	Tuesday, 9 March 2021	2211	1707	77.2	504	22.8	54.1	62.0	
Tuesday, 9 March 2021	Wednesday, 10 March 2021	2791	2240	80.3	551	19.7	53.5	62.0	
Wednesday, 10 March 2021	Thursday, 11 March 2021	2883	2408	83.5	475	16.5	52.5	61.0	
Thursday, 11 March 2021	Friday, 12 March 2021	2826	2377	84.1	449	15.9	52.7	61.0	
Friday, 12 March 2021	Saturday, 13 March 2021	3043	2521	82.8	522	17.2	53.0	61.0	
Week 11		2751	2251	81.6	500	18.4	53.2	61.4	
Monday, 15 March 2021	Tuesday, 16 March 2021	2748	2275	82.8	473	17.2	52.7	61.0	
Tuesday, 16 March 2021	Wednesday, 17 March 2021	435	357	82.1	78	17.9	52.9	61.0	part day