

**Pont Adam Residential Development
Ruabon**

RESPONSE TO HIGHWAY CONSULTATION COMMENTS – TECHNICAL NOTE 1

Prepared on behalf of:



Castlemead Group Limited



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Highways Technical Note 1: 1521-01-TN01a

Project:- Pont Adam Residential Development, Ruabon

Title:- Technical Note 1 Version A – Response to Highway Consultation
Comments

Date:- June 2014

Author:- M.Hughes

WCBC Planning Application Reference: P/2014/0241

Outline application for the erection of 49 dwellings including vehicular and pedestrian access

1.0 Introduction

1.1 This Technical Note has been prepared by Axis, on behalf of Castlemead Group Limited, in response to comments received from the Local Highway Authority (LHA) Wrexham County Borough Council (WCBC) in respect of the above referenced planning application for the development of small residential scheme at Pont Adam, near Ruabon.

1.2 The above planning application was submitted to WCBC as the Local Planning Authority (LPA) in April 2014, with comments received from LHA officers dated 16 June 2014. The LHA comments raise a number of issues in terms of the highways case for the scheme and officers go on to recommend refusal on the following grounds:

- The roads (B5097 Church Street and Pont Adam) giving access to the site are by reason of their inadequate width, their horizontal alignment and their substandard pedestrian provision, unsuitable to accommodate the increase in traffic likely to be generated.
- There is restricted visibility at the junction of Pont Adam Crescent and B5097 Pont Adam and increased use would increase the likelihood of danger to road users.

1.3 This Technical Note provides a formal response to those comments and will demonstrate that the reasons for recommendation of refusal are unfounded.

Accordingly it this TN will demonstrate that there should be no overriding highways related reason for refusal of the abovementioned planning application.

2.0 Review of Identified Issues

- 2.1 As outlined above, the reasons given for the recommendation of refusal on highway grounds relate to the standard of the B5097 route to the east of Pont Adam Crescent, and visibility from the easternmost Pont Adam Crescent junction with the B5097.

Visibility

- 2.2 In terms of the 2nd reason for recommendation of refusal, the Transport Statement produced by Axis and submitted in support of the planning application outlines that visibility from the Pont Adam Crescent junction is limited in the leading direction (to the right). The presence of a frontage boundary wall in this location acts as a pinch point through which visibility is not achievable. The result is that the visibility achievable to the right from a 2.4m setback distance is 24.9m to the nearside kerb. To the centreline of the approaching lane, however, visibility is achievable to 37m.
- 2.3 In order to further inform WCBC, a speed survey has been undertaken of westbound vehicles in this location, the results of which are attached to this report as Appendix TN1. The results of the survey identify an 85thile dry weather speed of 28mph. Factoring in for the gradient of the route (potentially in excess of 5%), and converting to a wet weather speed (subtraction of 4kph / 2.49mph) the prevailing speeds in the leading direction would require a visibility splay of 2.4m x 32.7m (see Appendix TN2 for MfS2 calculation of visibility). Figure TN1 to this TN illustrates the above visibility splay and identifies that a y-distance of 32.7m would extend 0.9m into the carriageway from the nearside kerb.
- 2.4 It is noted in the WCBC response that measurement to the centreline of the lane is not considered to be acceptable, as it is possible that motorcycles could be closer to the kerb edge. Given that the achievable visibility of 32.7m extends just 0.9m into the carriageway, we consider that this would be

perfectly acceptable from a highway safety point of view. Motorcycles are highly unlikely to travel any closer than 1m to the kerb in such locations, particularly taking into account the width of a motorcycle (c0.8m therefore 0.4m extends back towards the kerb from the centre of the motorcycle), and the fact that motorcyclists would tend to adopt a position on the carriageway which would make them more visible to drivers on the side road at a junction.

- 2.5 With the above in mind, it is Axis' consideration that the visibility which is achievable from the easternmost Pont Adam Crescent junction with the B5097 Pont Adam, is acceptable for the prevailing speeds observed on the route. Accordingly there should be no reason to refuse the application on the grounds of restricted visibility.

Existing Highway Geometry and Highway Safety

- 2.6 The WCBC consultation response outlines a number of comments in respect of highway safety, most notably those relating to the geometry of the B5097 route. We would accept that the route is restricted in width and for some sections forward visibility may be a concern.
- 2.7 It should be borne in mind, however, that the route of Church Street/Pont Adam does form an existing B-road route to the west of Ruabon. Moreover, review of the recorded accident history along this restricted section identifies no incidents in the last 5 years. Looking further back, we are able to identify just 1 accident in the last 8 years on this section. Review of the information sourced from Crashmap.co.uk, illustrated at Figure TN2 and attached as Appendix TN3, identifies that the incident, which was slight in nature, involved a private hire vehicle and a male pedestrian between the ages of 11-15. The pedestrian is noted as having been on the footway/verge, and so it is assumed that the passing vehicle would most likely have clipped the pedestrian with their door mirror, in a similar manner to other incidents noted further to the northwest (see subsequent paragraphs below).
- 2.8 It is Axis' consideration that one PIA incident in an 8 year period does not constitute a material safety concern. Whilst the geometry of the route may not accord fully with standards, it is clear that the route is operating safely and has done so for a number of years. Moreover, there are sections where the

geometry does allow two cars to pass each other, and where the forward visibility is in accordance with standards. Axis therefore considers that there is no demonstrable issue with the highway safety of the existing route of the B5097 Pont Adam/Church Street.

- 2.9 Looking further to the west, it is noted that three PIA incidents have been recorded, all occurring within the last 5 years. Review of these incidents was provided in the supporting TS, which identified that all related to vehicles clipping young male pedestrians with their door mirrors. Indeed, in two incidents it is noted from information provided by WCBC (see also Appendix TN3) that the pedestrians were walking in the road. From the description of the location of each incident, and the grid references provided, it is clear that footways are provided in the locations where the incidents are noted as having occurred.
- 2.10 The remaining incident is recorded as having occurred much further to the west of Pont Adam Crescent, and is therefore not considered material in terms of the consideration of the impact of the proposed development. Axis would note, however, that footways are available to at least one side of the carriageway for the full length of the B5097 between Pont Adam Crescent and Tatham Road in the west. Accordingly there should be no need for pedestrians to be walking within the main carriageway.
- 2.11 With this in mind Axis have previously concluded that there is no highway safety issue on the two-lane section of B5097 to the west of Pont Adam. WCBC have disputed this assertion but have failed to provide any reasoning as to why they disagree. Axis' individual analysis of each of the three incidents to the west of Pont Adam has clearly identified that there is no prevailing issue with the highway in this location and no justification for pedestrians walking in the main carriageway. Axis therefore considers that there is no demonstrable issue with the highway safety of the existing route of the B5097 Pont Adam.

Anticipated Trip Generation

- 2.12 WCBC also note in their comments that the trip generation of the site would increase vehicle number by 30%. It is not clear how this conclusion has been

arrived at, but Axis would assume that this is based upon the proposed number of dwellings vs. the existing number of dwellings served from Pont Adam Crescent. This, however, does not accurately reflect the actual trip generation of the site and could be misconstrued to mean that development related traffic gives rise to a 30% increase in traffic on the highway network. The supporting TS produced by Axis demonstrates though that, even adopting robust 85th percentile trip rates, the site would generate a maximum of 41 two-way movements in the AM peak hour. This equates to just 1 vehicle every 2 minutes. On average, the site would more likely generate c28 vehicles in each peak hour period.

2.13 To set this into context, a survey of turning movements at the easternmost Pont Adam Crescent junction has been undertaken for a typical weekday AM and PM peak period (07:30-09:30 and 15:00-18:00). Review of this information, which is attached as Appendix TN4, highlights that the peak periods occur during the traditional AM and PM rush hour periods (08:00-09:00 and 17:00-18:00). Maximum traffic levels are recorded during the AM peak hour, which corresponds to the anticipated peak in development traffic. Flows on the B5097 Pont Adam are noted as being of the order of 235 vehicles two-way, with traffic on Pont Adam Crescent totalling just 45 two-way movements.

2.14 Even if we were to assume that all of the anticipated development traffic, under 85th percentile generation conditions, were to travel to/from the south during this period, the development would actually only increase flows on the B5097 Pont Adam/Church Street by approximately 17%. Axis does not consider this to be material and do not consider that such an increase would give rise to any material highway safety concerns.

Proposed Footway/Cycleway

2.15 The final comment made by WCBC refers to the proposal to implement a footway/cycleway connection to the route of the A539 Ffordd Llangollen to the immediate south of the site. This footway/cycleway would link with a recently implemented segregated footway/cycleway route which provides onward access to the southern end of the centre of Ruabon, thereby ensuring that the

site could suitably promote sustainable walking/cycling opportunities to the local centre.

- 2.16 WCBC, however, have outlined that they do not believe that this connection would be used by residents of the Pont Adam Crescent estate, as it would be less direct than utilising the route of the B5097 Pont Adam/Church Street. Whilst it is difficult to predict the likely behaviour of residents and their use of such a facility, Axis would disagree. Analysis of the walking distances does not identify a major difference between the two routes and, taking into account the lack of footway provision along certain sections of the B5097 Pont Adam/Church Street, it is Axis' view that residents would utilise the route they perceive to be more "safe" regardless of the accident history (or lack thereof) of the B5097.

3.0 **Summary**

- 3.1 This Technical Note has been produced in response to comments received from WCBC LHA officers in respect of proposals to develop a further 49 dwellings from Pont Adam Crescent. This TN outlines clearly that there is no recorded material highway safety record on the local highway network, that the development would not give rise to a material increase in traffic levels, and that visibility can be achieved suitably in accordance with guidance in the DfT's Manual for Streets. In conclusion it is considered that there should be no overriding reason for refusal of the proposals on highway grounds.



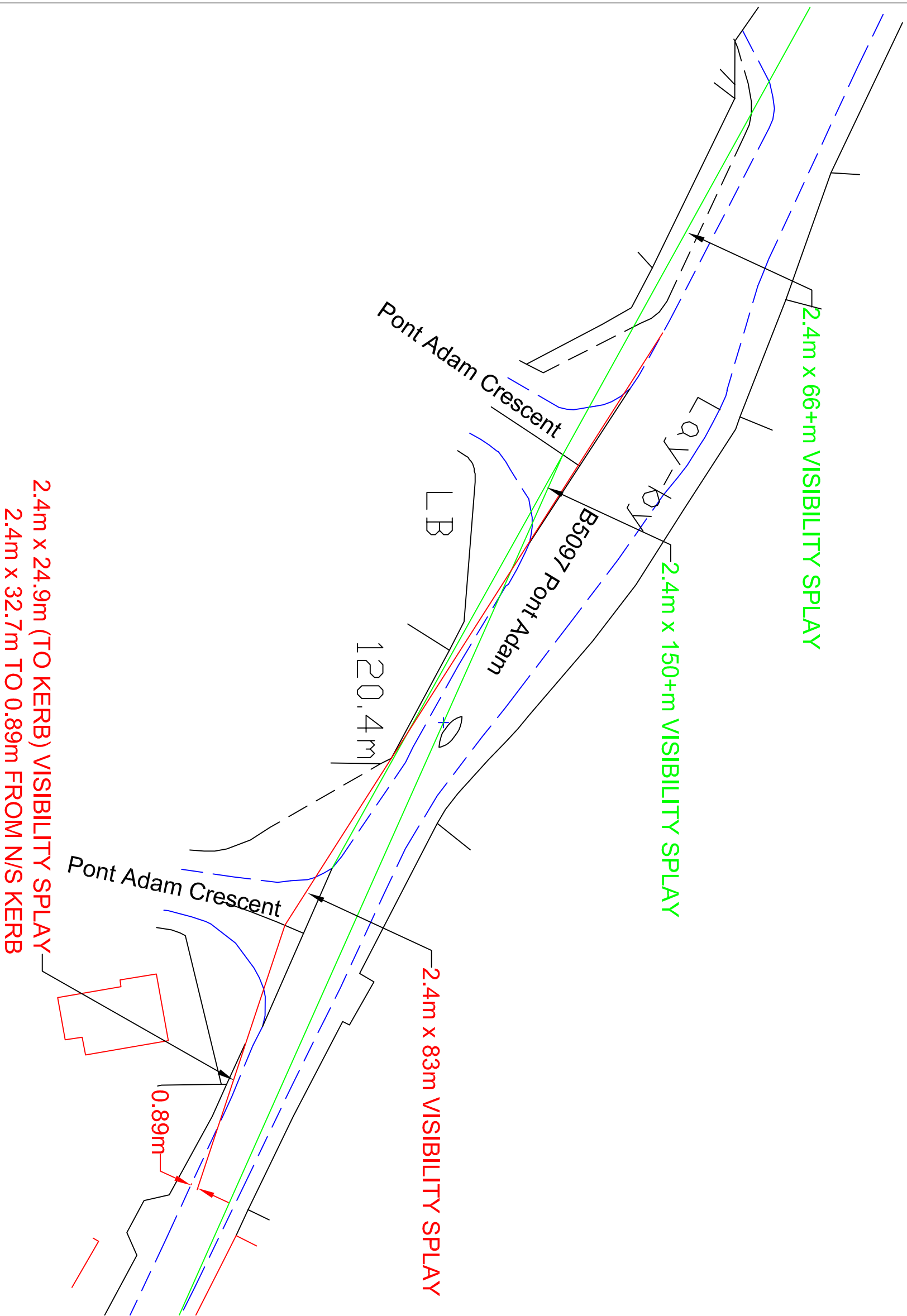
FIGURES

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This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

	● Revision History	● Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j



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client: Castlemead Group Ltd.							
project: Port Adam Crescent Ruabon							
drawing title: Visibility Plays from Port Adam Crescent to B5097 Port Adam							
scale(s): 1:500 (A3)		date: 24.06.14		drawn by:		checked:	
drawing number: Figure TN1		M/H				status:	
xrefs:		Information				rev:	
		-					
planning environment design							

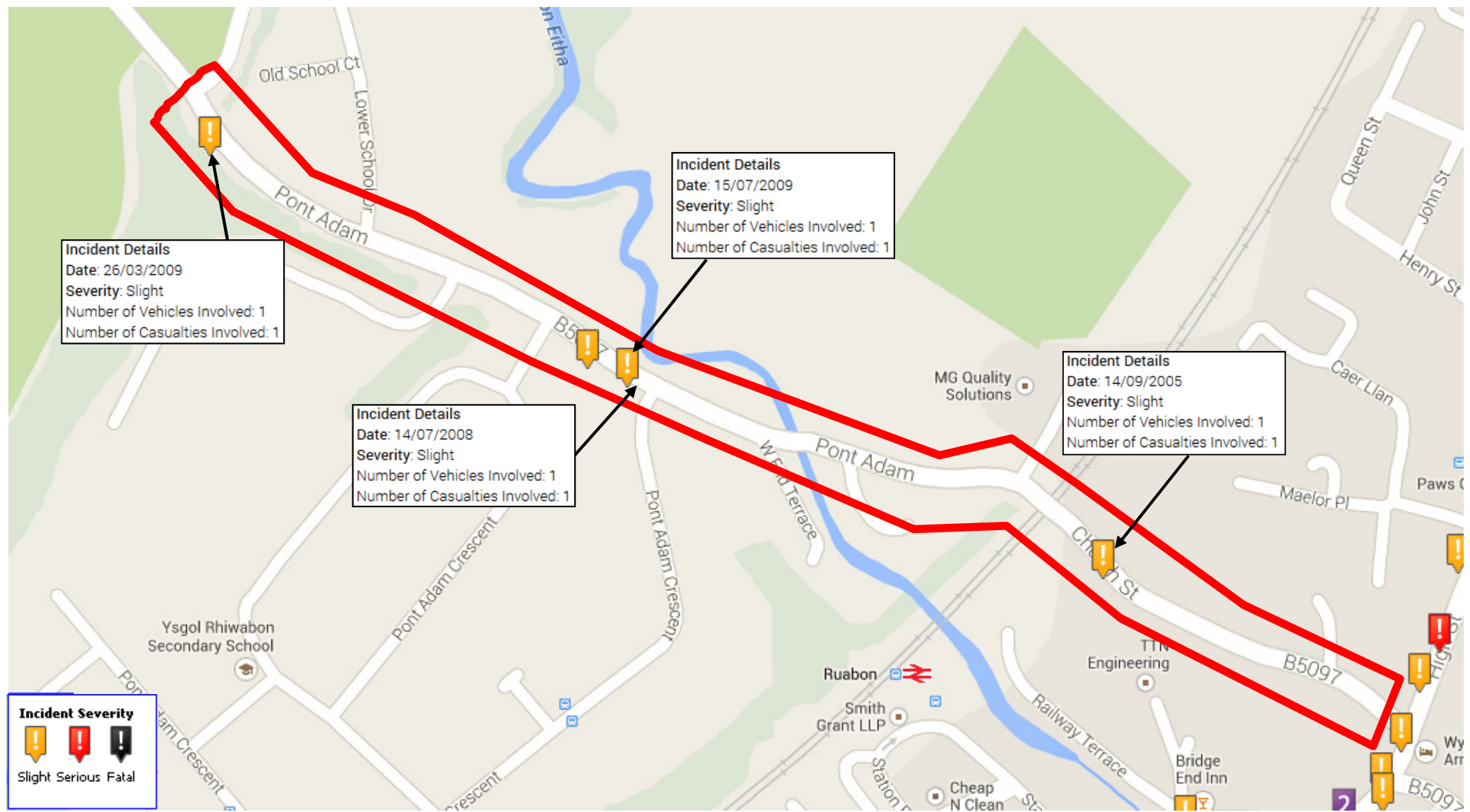


Figure TN2

Personal Injury Accident Data (01/01/05 – 31/12/12)

1521-01

Pont Adam Residential Site, Ruabon

June 2014

axis

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 76 Water Lane,
 Wilmslow
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APPENDICES



APPENDIX TN1

B5097 Pont Adam, Ruabon - Speed Survey (Monday 23rd June 2014)

Weather Conditions - Fine/Sunny

Westbound

35	27	21	24	19	20	25	30	22	19
29	23	26	22	24	19	27	31	23	20
22	28	25	24	17	25	22	28	24	26
23	27	33	26	24	30	28	23	26	29
28	25	25	22	24	28	22	26	28	31
29	22	31	23	17	29	25	28	27	24
23	24	29	26	30	27	19	24	30	24
20	24	28	23	28	27	23	28	24	16
25	29	26	20	28	24	27	21	23	18
21	27	20	25	29	22	18	22	23	25
22	26	21	30	25	21	26	23	20	23
22	20	26	23	18	20	22	24	34	22
23	26	17	23	21	18	24	21	23	19
31	29	21	25	19	26	20	26	31	28
24	23	18	22	19	26	22	17	21	27
20	22	24	22	26	30	24	21	24	22
25	30	24	25	21	23	20	21	26	25
24	26	21	26	23	25	18	23	28	21
25	24	28	23	19	26	21	24	20	21
20	40	20	29	22	25	27	25	16	16
27	24	33	27	26	29	25	30	24	20
29	28	22	25	28	29				

Max - 40

Min - 16

85% - 28

Ave - 24

Sp. Limit - 30

35 - Cars/LGV's

22 - HGV's/PSV's

B5097 Pont Adam, Ruabon - Speed Survey (Monday 23 June 2014)

Weather Conditions - Fine/Sunny

Eastbound

28	27	29	32	25	22	26	23	25	21
32	22	18	21	27	22	28	18	29	21
26	21	28	21	24	29	26	21	23	15
25	23	20	22	18	20	25	23	27	16
26	24	18	22	18	28	24	19	19	15
26	21	25	22	27	33	23	28	19	26
21	19	22	29	22	17	27	24	17	27
17	26	20	18	20	22	20	23	25	18
27	20	22	19	23	18	22	19	25	19
24	19	22	23	20	23	22	24	24	21
19	23	21	19	24	23	18	26	24	27
25	18	21	25	19	24	26	23	22	26
27	17	21	26	22	21	26	27	20	21
27	22	26	25	27	23	23	26	20	22
23	25	23	26	34	24	20	31	27	19
16	23	19	24	18	20	22	27	19	26
24	26	29	23	26	23	17	26	24	21
19	17	26	23	26	24	22	26	19	23
27	23	27	18	22	24	26	20	26	23
25	19	21	23	20	23	19	26	20	25

Max - 34

Min - 15

85% - 27

Ave - 23

Sp. Limit - 30

28 - Cars/LGV's

23 - HGV's/PSV's



APPENDIX TN2

Revised formula for calculating sight stopping distance (SSD)

Manual for Streets 2 (Page 73 & 74)

$$SSD = vt + v^2 / 2(d+0.1a)$$

v = speed (m/s)
t = driver perception - reaction time (secs)
d = deceleration (m/s²)
a = longitudinal gradient (%)

Observed 85th percentile 'Wet weather' speed

mph kph

Traditional TD 9/93 SSD Values

Absolute Minimum SSD

v = m/s
t = secs
d = (m/s²)
a = %

SSD = m

Desirable Minimum SSD

v = m/s
t = secs
d = (m/s²)
a = %

SSD = m

MfS 2 SSD values for cars

Minimum SSD

v = m/s
t = secs
d = (m/s²)
a = %

SSD = m
SSD+adjust = m

MfS 2 SSD values for HGVs

Minimum SSD

v = m/s
t = secs
d = (m/s²)
a = %

SSD = m
SSD+adjust = m



APPENDIX TN3

Accident Date BETWEEN '31-Dec-2003' AND '30-Dec-2013'

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street						
1		W06000006	RC08131845	Slight	Monday	14/07/2008	08:50	329910/343999								
Location: B5097 Pont Adam, Ruabon, Wrexham 1st Rd: B5097 2nd Rd:																
Speed	C'Way		Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard					
30 MPH	Single c'way		NotJCT	Daylight		Fine	Dry	None	None	None	None					
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T			
1	Car	No	Going ahead	SE	NW On main	Not at	No	None		None	Female	28	N/C			
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil						
1	1	Pedestrian	Male	12	Slight	No	North west	Back	c'way not cr	Yes						
Description: Vehicle 1 Wing Mirror Collides with Child Pedestrian Walking in Road.																
User Information:																
2		W06000006	RC09054238	Slight	Thursday	26/03/2009	15:15	329724/344106								
Location: Pen-Y-Cae Road 20 Metres South East of Tatham Road, Ruabon, Wrexham 1st Rd: B5097 2nd Rd: U																
Speed	C'Way		Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard					
30 MPH	Single c'way		T/Stag Give	Daylight		Unknown	Wet	None	None	None	None					
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T			
1	Car	No	Lt hand bend	SE	NW On main	Junt appr	No	None		None	Female	30	N/C			
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil						
1	1	Pedestrian	Male	14	Slight	No	North west	Unknown	On footway	Yes						
Description: Veh1 Travelling from School Towards Ruabon Has Clipped Pedestrian with Wing Mirror as Road Narrows.																
User Information:																
3		W06000006	RC09131979	Slight	Wednesday	15/07/2009	15:10	329933/343987								
Location: B5097 50 Metres East of Pont Adam Crescent, Ruabon, Wrexham 1st Rd: B5097 2nd Rd:																
Speed	C'Way		Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard					
30 MPH	Single c'way		NotJCT	Daylight		Fine	Dry	None	None	None	None					
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T			
1	Car	No	Going ahead	W	E On main	Not at	No	None		None	Male	30	N/C			
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil						
1	1	Pedestrian	Male	13	Slight	No	Stand	Back	c'way not cr	Other						
Description: Passing Veh1 Has Clipped Pedestrian Walking in Road (No Pavement). Veh1 Has Stopped but Not Provided Details.																
User Information:																

Crash Report including Vehicle and Casualty Information



Crash Date:	Wednesday, September 14, 2005	Time of Crash:	8:30:00 AM	Crash Reference:	2005600WR7065
Highest Injury Severity:	Slight	Number of Vehicles:	1	Number of Casualties:	1
Highway Authority:	Wrexham			OS Grid Reference:	330170 343880
Local Authority:	Wrexham County Borough				
Road Number:	B5097	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30	Junction Control:	Not Applicable		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Taxi/Private hire car (2005 onwards)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	On footway or verge	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



APPENDIX TN4

Site:	B5097 Pont Adam/Pont Adam Crescent	A:	B5097 Ruabon
Day:	Monday	B:	Pont Adam Crescent
Date:	23 June 2014	C:	B5097 Pen-y-Cae
Weather:	Fine/Sunny		

A - B									A - C							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	2	0	0	0	0	0	0	2	9	0	0	0	1	0	0	10
07:45	0	0	0	0	0	0	0	0	10	1	0	0	0	1	0	12
08:00	2	0	0	0	0	0	1	3	17	2	0	0	1	0	1	21
08:15	1	0	0	0	0	0	0	1	20	1	1	0	0	0	0	22
08:30	2	1	0	0	0	0	0	3	38	1	0	0	0	0	0	39
08:45	3	0	0	0	0	0	0	3	29	1	0	0	0	0	1	31
09:00	1	0	0	0	0	0	0	1	14	0	0	0	0	0	1	15
09:15	1	0	0	0	0	0	1	2	12	0	0	0	0	0	2	14
Total	12	1	0	0	0	0	2	15	149	6	1	0	2	1	5	164

15:00	5	1	0	0	0	0	0	6	25	2	0	0	1	0	4	32
15:15	4	0	0	0	0	0	1	5	8	2	0	0	0	0	0	10
15:30	5	1	0	0	0	0	0	6	6	1	0	0	1	0	0	8
15:45	4	1	0	0	0	0	0	5	11	1	1	0	0	0	0	13
16:00	4	1	0	0	0	0	0	5	2	1	0	0	1	0	0	4
16:15	3	0	0	0	0	0	1	4	3	0	0	0	0	0	0	3
16:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
16:45	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
17:00	11	0	0	0	0	0	0	11	14	0	0	0	0	0	0	14
17:15	6	0	0	0	0	0	1	7	12	1	0	0	0	1	0	14
17:30	4	0	0	0	0	0	0	4	13	1	0	0	1	0	0	15
17:45	2	0	0	0	0	0	0	2	13	0	0	0	0	0	0	13
Total	56	4	0	0	0	0	3	63	121	10	1	0	4	1	4	141

B - A									B - C							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:45	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
08:00	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
08:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
08:30	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:45	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Total	42	3	0	0	0	0	0	45	9	0	0	0	0	0	0	9

15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:30	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
15:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:15	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	1
16:30	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
16:45	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	4	1	0	0	0	0	32	9	1	0	0	0	0	0	10

C - A									C - B							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	9	1	0	0	1	0	0	11	0	0	0	0	0	0	0	0
07:45	9	0	0	0	1	0	0	10	1	0	0	0	0	0	0	1
08:00	17	2	1	0	0	0	0	20	0	0	0	0	0	0	0	0
08:15	14	0	0	0	0	0	1	15	1	0	0	0	0	0	0	1
08:30	30	0	1	0	0	0	0	31	1	0	0	0	0	0	0	1
08:45	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
09:00	9	1	0	0	0	0	0	10	1	1	0	0	0	0	0	2
09:15	6	1	0	0	0	0	2	9	0	0	0	0	0	0	0	0
Total	114	7	2	0	2	0	3	128	4	1	0	0	0	0	0	5

15:00	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
15:15	17	1	1	0	0	0	1	20	1	0	0	0	0	0	0	1
15:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15	19	1	0	0	0	0	1	21	1	0	0	0	0	0	0	1
16:30	10	0	0	0	1	1	0	12	0	0	0	0	0	0	0	0
16:45	11	1	0	0	0	1	0	13	1	0	0	0	0	0	0	1
17:00	14	0	0	0	1	1	0	16	0	0	0	0	0	0	0	0
17:15	10	1	1	0	1	0	1	14	1	0	0	0	0	0	0	1
17:30	6	1	0	0	1	0	0	8	0	0	0	0	0	0	0	0
17:45	16	1	0	0	8	0	0	25	0	0	0	0	0	0	0	0
Total	140	9	2	0	12	3	3	169	4	0	0	0	0	0	0	4