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TRAFFIC IMPACT ASSESSMENT

Googa Outdoor Education Campus

2. Document control sheet

If you have any questions regarding this document, please contact:

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Version history

Version No	Date	Changed by	Details
1	23/02/2018	Cameron Currie	Initial report
2	16/06/2026	Caroline Smith	Draft updated report
3	22/06/2026	Caroline Smith	Final
4	14/07/2026	Caroline Smith	Updated Access Details - Final
5	16/07/2026	Caroline Smith	Minor changes - Reissue
6	12/08/2026	Caroline Smith	Draft - Updated development characteristics
7	17/08/2026	Caroline Smith	Final

Final Report

Approved by:
Chris Wright RPEQ: 19663



3. Contents

1.	Introduction.....	4
2.	Proposed Development.....	5
3.	Existing Conditions	7
3.1	Ness Wilson Road	7
3.2	Nukku Road	8
3.3	Googa Creek Road.....	8
3.4	Nukku Road / Ness Wilson Road Intersection.....	9
4.	Traffic Generation and Distribution Traffic Impacts.....	10
5.	Traffic Impacts	12
7.	Ness Wilson Road Development Entrance	13
8.	Site Layout Review	15
9.	Conclusions and Recommendations.....	16

Appendix A – Development Plans

Appendix B – Traffic Count Data

1. Introduction

Harrison Infrastructure Group (HIG) Pty Ltd were engaged by Googa Outdoor Education Campus to undertake a traffic impact assessment (TIA) for the proposed facility at 58 Ness Wilson Road, Blackbutt. HIG prepared a TIA in February 2018 which recommended:

- Relocation of the development entrance to Ness Wilson Road to improve sight distance.
- Ensure car parking complies with AS 2890.
- Tree clearing or access relocation for the purposes of improving sight distance at the entrance to the developments on Ness Wilson Road
- Tree clearing to improve sight distance at the intersection of Ness Wilson Road and Nukku Road.
- Discuss with Toowoomba Regional Council the possibility for maintenance contributions towards Nukku Road and Ness Wilson Road.

HIG have been engaged to undertake a more detailed review of the requirement for relocation of the development entrance, as well as confirming the impacts of the development on the surrounding road network based on a new design horizon and development characteristics.

2. Proposed Development

The property description is Lot 140 CA311533 and Lot 52 CSH217 with a total site area of 121.76 Ha and zoned Rural. The existing use of the site is agricultural with accommodation and storage structures.

The proposal is for the extension of the existing Googa Outdoor Education Campus to two separate facilities, operated independently, though acknowledging some sharing of facilities. The facility will cater for up to 200 students long-term, and in the short to medium term 50-60 students, on a general cycle of 9 to 10 periods per year, staying on-site for approximately one month. Students will arrive via bus. Staff will live onsite and refuse will be removed once every fortnight. Up to 10 family days are also expected to occur per year in the short and medium term operations, which coincides with the final day of the stay.

The expected opening date of the facility is late 2026/early 2027, with a development horizon for the purpose of this assessment of 2037.

The proposal involves a multi-purpose hall/office/canteen, dormitory, amenities, staff accommodation, chapel, existing house and outbuilding, various storage and ancillary sheds, parking areas and bus bays. The development site will occur in the east of the subject land with access onto Ness Wilson Road with an internal road throughout the facility.

The site layout plans can be found in Appendix A.

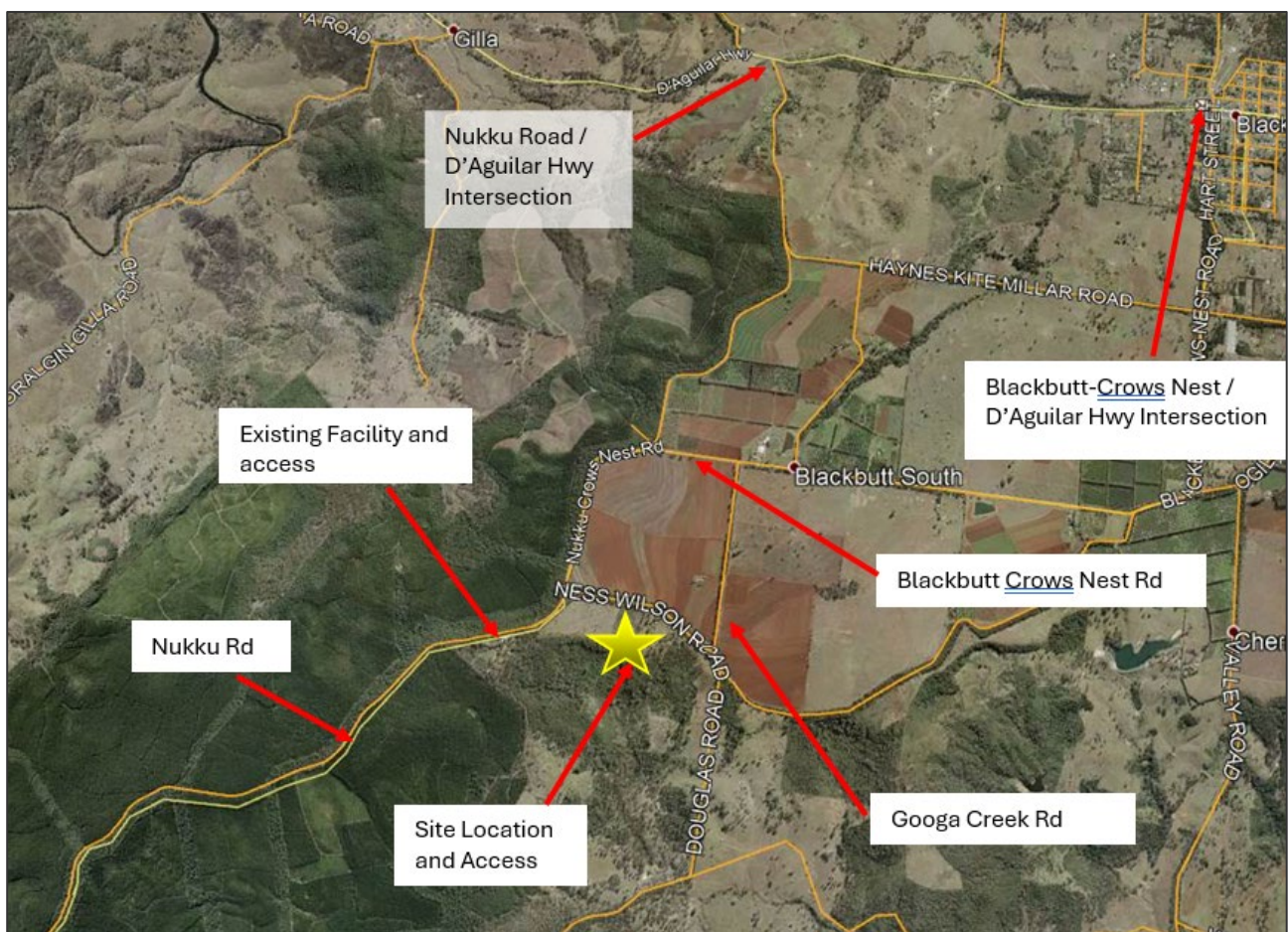


Figure 1: Site Locality (qldglobe)

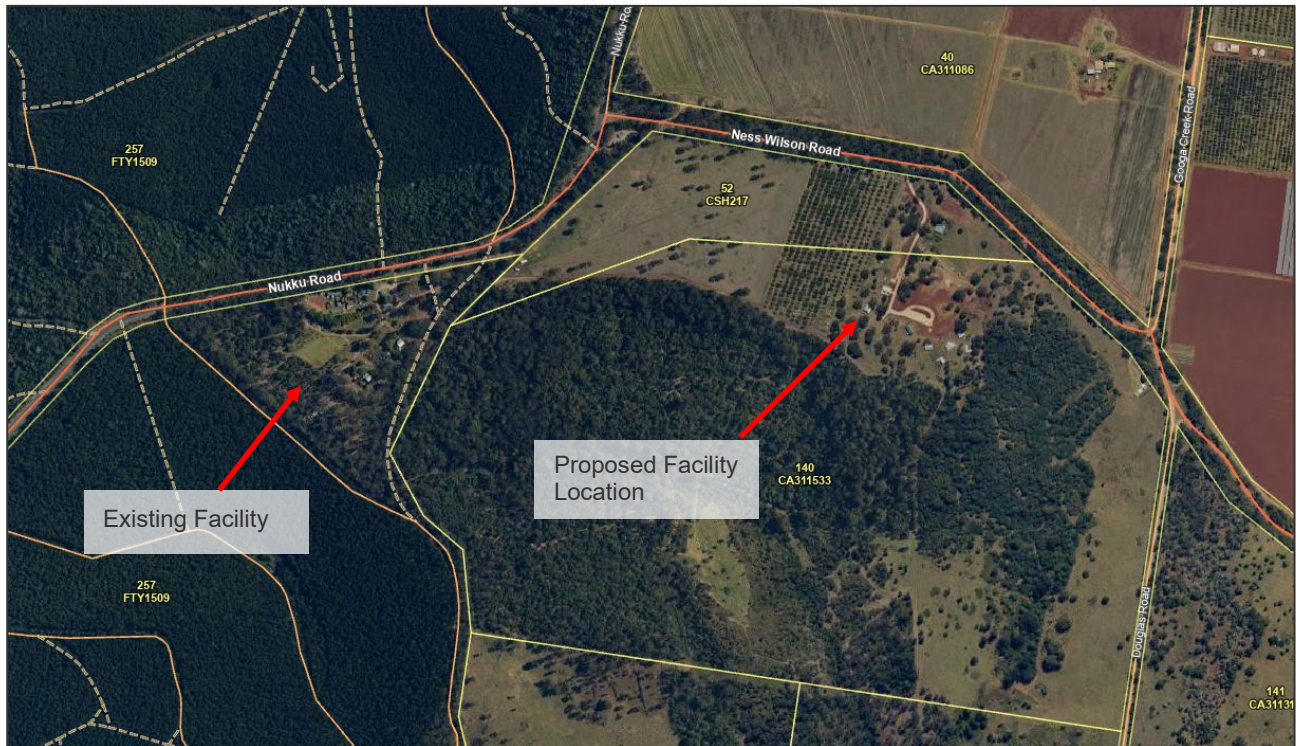


Figure 2: Site location (qldglobe)

3. Existing Conditions

3.1 Ness Wilson Road

Ness Wilson Road is a local government-controlled road with the following characteristics within the vicinity of the development:

- This road connects a number of local roads, with the majority of through vehicles and residences within the area using Googa Road and the Blackbutt Crows Nest Road.
- 3.5m wide unsealed pavement near the development site. At its western end (Ness Wilson Road / Nukku Road) there is a short section of seal (refer to Figure 5).
- Shallow table drains on either side.
- The road is not lit.
- No posted speed.
- No power lines or culverts present within development vicinity.
- Trees present within clear zone.
- No recorded crashes on Ness Wilson Road.
- The original 2018 HIG TIA report estimated 25vpd on Ness Wilson Road. A 7-day tube count was undertaken east of the site access in 2026 which recorded 29vpd. Assuming an additional 10vpd associated with the current development access, it is estimated that Ness Wilson Road caters for 39vpd at the western end in 2026.
- A nominal 1% linear growth to the 29vpd recorded in 2026 is assumed, without the addition of development traffic, resulting in 32vpd east of the access and 42vpd west of the access in 2037.
- At a traffic volume of between 10 to 100 AADT, Ness Wilson Road is classified as Local Access Gravel Rural Road, as detailed within the TRC Typical Cross Sections Drawing No. 101386-001. This requires 2 x 3m wide traffic lanes (6m total) and 8m formation width.
- Ness Wilson Road does not currently meet the Local Access Gravel Rural Roads classification as the total width of the existing pavement is 3.5m. With an expect volume of almost 50 vehicles per day in 2037 west of the access without the addition of development traffic, an upgrade to the TRC standard is desirable with future growth under background traffic conditions within the design horizon.



Figure 3: Ness Wilson Road west of the site access

3.2 Nukku Road

Nukku Road is a local government-controlled road with the following characteristics within the vicinity of the development:

- Vehicles utilising this link are destined for Crow's Nest, or Blackbutt through Blackbutt-Crow's Nest Road.
- At the time of the previous report, the road was a 6m wide unsealed pavement in the vicinity of the development site. The road has since been upgraded to a sealed 8.5m wide pavement.
- Shallow table drains on either side.
- The road is not lit.
- Posted speed limit is 70 km/hr.
- No power lines or culverts within development vicinity.
- No accidents recorded in the vicinity of the development or the intersection of Nukku Road and Ness Wilson Road.
- All vehicles from the development will be utilising Nukku Road.
- TRC undertook counts on Nukku Road north and south of Ness Wilson Road in 2023. The counts recorded:
 - 231vpd north of Ness Wilson Road in 2023
 - 221vpd south of Ness Wilson Road in 2023
- Assuming a 2% linear growth (as per the original report), it is expected that the road will cater for 249vpd north of Ness Wilson Road and 239vpd south of Ness Wilson Road in the opening year of the development (2027).
- Nukku Road is classified as a rural local Bitumen Seal under the TRC Planning Scheme road hierarchy which requires 2 x 3.25m wide sealed traffic lanes in accordance with TRC Rural Roads Typical Cross Sections. The current cross section meets this standard.



Figure 4: Nukku Road north of the Ness Wilson Road intersection (Google Street View, 2026)

3.3 Googa Creek Road

Googa Creek Road is a local government-controlled road with the following characteristics within the vicinity of the development:

- Vehicles utilising this link are primarily accessing local properties.
- 6m wide unsealed pavement.
- Shallow table drains on either side.
- The road is not lit.
- Unposted speed limit.
- Trees present within clear zone.
- No crash history.
- No vehicles from the development are expected to use Googa Creek Road.

3.4 Nukku Road / Ness Wilson Road Intersection

The Nukku Road / Ness Wilson Road intersection is a give way sign-controlled T-intersection with the following characteristics:

- The intersection has been upgraded since the original report from an uncontrolled gravel T-intersection to a sign controlled sealed intersection.
- A T-intersection with the major Nukku Road through road with minor Ness Wilson Road.
- The intersection is sealed on all approaches.
- A basic left turn treatment (BAL) and basic right turn treatment (BAR) have been provided at the intersection.
- 70 km/hr posted speed on Nukku Road and no posted speed on Ness Wilson Road.
- There are no culverts, powerlines or hazard boards present at the location.
- Based on the traffic counts for Nukku Road and estimated on Ness Wilson Road, the intersection turning movements in the peak hour are not sufficient to require turn lanes, however the minimum BAL/BAR treatments are warranted, and provided.
- The original TIA recommended that tree clearing be undertaken at the intersection to obtain sufficient sight distance for an 80km/h design speed. An additional site visit was not undertaken for this update to determine whether these works occurred as part of the intersection upgrade. The previous site visit recorded 132m of visibility to the north, and 155m to the south, while the safe intersection sight distance required for an 80km/h design speed is 181m.



Figure 5: Nukku Road / Ness Wilson Road intersection viewed from the north (Google Street View, 2026)

4. Traffic Generation, Distribution, and Impacts

All traffic resulting from the extended facility of the Googa Outdoor Education Campus is assumed to travel via Nukku Road onto Ness Wilson Road (as shown in Figure 6). No traffic from the development is assumed to use Googa Creek Road.

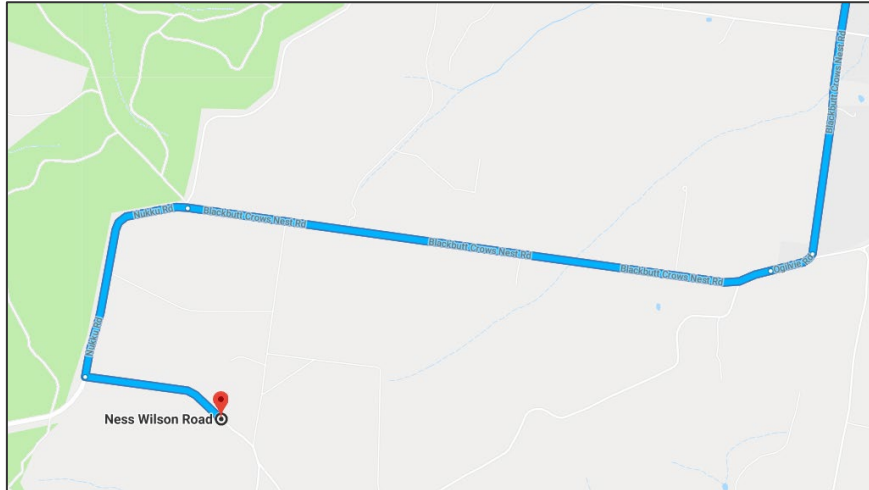


Figure 6: Anticipated primary traffic route

The increased traffic volumes will primarily impact Ness Wilson Road, Nukku Road and Nukku Road/Ness Wilson Road intersection.

The development proposal includes accommodation for 200 students, however this is a long-term accommodation requirement. In the short to medium term the site will operate with groups of 50-60 students.

The following are the details regarding the proposed development:

Short to medium term usage 50-60 students:

Development characteristics:

- The site will operate with 9-10 groups per year with 50-60 students, assumed to be 60 students for the purpose of this assessment.
- Only one group will be on-site at a time.
- Average length of each stay is one month.
- At the end of each group's stay, there is a family day where parents come for a service in the chapel on-site, and take their family member home. The parents day generates an additional 60 movements each direction (120 trips in plus out).
- Assumed bus travel is:
 - 2 buses (4 trips in plus out) at the start of the stay.
 - 1 bus (2 trips in plus out) at the end of the stay.
- Staff live on-site. 6-10 staff are assumed to generate 20 trips per day while students are on-site. For determination of AADT it is assumed staff generate 20 trips per day 43 weeks per year, and on average 4 trips per day the rest of the year (19 weeks per year).
- Occasional maintenance and delivery vehicles are also expected, an on average expected to be less than 1vpd.

Resultant traffic generation:

- Arrival day: 24vpd, 4vph (bus trips and staff trips are not expected to align)
- Average day of operation: 20vpd, 4vph (staff movements)

- Family day: 140vpd, 60vph up to 10 times per year (parents arriving/departing)
- AADT: 21vpd.

Long term potential usage 200 students:

Development characteristics:

- The site will continue to operate with 9-10 groups per year with up to 200 students.
- Only one group will be on-site at a time.
- Average length of each stay is one month.
- The parents day will no longer be provided when the development operates at capacity, as the bush chapel does not have capacity for larger groups (capacity is in the order of 60 students, their parents, and staff).
- Assumed bus travel is:
 - 6 buses (12 trips in plus out) at the start of the stay.
 - 6 buses (12 trips in plus out) at the end of the stay.
- Staff live on-site. 6-10 staff are assumed to generate 20 trips per day while students are on-site. For determination of AADT it is assumed staff generate 20 trips per day 43 weeks per year, and on average 4 trips per day the rest of the year (9 weeks per year).
- Occasional maintenance and delivery vehicles are also expected, and on average expected to be less than 1vpd.

Resultant traffic generation:

- Arrival day and departure day: 32vpd, 6vph (bus trips and staff trips are not expected to align)
- Average day of operation: 20vpd, 4vph (staff movements)
- AADT: 15vpd

As the family day will not occur when the site operates with 200 students, the traffic on the arrival day will increase, but the long term AADT will reduce.

It is noted that the volumes are a conservative estimation of the increase in traffic, considering this is an existing access to the site.

5. Traffic Impacts

The result of the development will cause an average increase to the AADT of 21 vehicles per day in the short to medium term, and 15vpd long term when the family day is no longer occurring. To be conservative, the impacts were assessed based on the higher volume AADT.

Nukku Road:

- Nukku Road AADT will increase by 7% north of Ness Wilson Road to 317vpd in 2037. The volumes remain within the capacity of the existing cross-section. Only occasional trips are expected from the development to the south on Nukku Road.

Ness Wilson Road:

- Ness Wilson Road AADT will increase by 21vpd west of the access (48%) to 62vpd in 2037. The volumes continue to warrant an upgrade to Local Access Gravel Rural Road with 2 x 3m wide traffic lanes (6m total) and 8m formation width.

In light of the following:

- Low traffic volume on Ness Wilson Road
- Ness Wilson Road warrants an upgrade under background traffic conditions, and
- the increase, mainly light vehicles, is significant,
- It is recommended that a maintenance contribution towards Ness Wilson Road be provided to Toowoomba Regional Council in lieu of upgrading the road as required in the design horizon.

Ness Wilson Road / Nukku Road intersection:

- Added traffic 4vph on an average day of operation.
- As Nukku Road will continue to have low volumes to the design horizon (296vpd in 2037 excluding development traffic, and in the order of 15vph in each direction in peak hour), the addition of 4vph to turning movements at the intersection will not trigger any upgrades beyond the existing sealed BAL/BAR intersection layout.

6. Ness Wilson Road Development Entrance

The existing entrance from the development onto Ness Wilson Road has the following characteristics:

- There are no culverts or powerlines present.
- There were no recorded crashes nearby.
- Available sight distance:
 - There is adequate sight distance to the west, with over 300m visibility.
 - To the east, visibility is restricted by a horizontal curve. Aspect Architecture undertook a site visit of the current visibility at the access, which is improved compared to HIG's previous investigation due to maintenance of vegetation in the road reserve. A person standing 90m east of the access was readily observable, as shown in Figure 8, suggesting in the order of 95-100m Safe Intersection Sight Distance (SISD) is available.

Visibility to/from the east at the access location was reviewed in further detail, as follows:

- East of the site there is on average 29vpd, and 19vpd westbound. In the peak hour, there is in the order of 2vph approaching the access westbound on Ness Wilson Road.
- A 7-day pneumatic traffic count was undertaken between the site access and the horizontal curve.
 - The count recorded westbound 85th percentile speed of 63.3km/h, and 43km/h for trucks.
 - The count was undertaken close to the access to minimise damage to the pneumatic tube due to vehicles turning at the curve.
- The operational speed of the horizontal curve was estimated based on the Lower Order Road Design Manual method.
 - The radius is in the order of 70-80m.
 - For an unsealed road, a 70m-80 radius with 5% superelevation (noting super may be less than 5% based on site visit photos) is appropriate for a design speed of 40km/h.

Visibility requirements:

- Assuming extended design domain (EDD) requirements for SISD (with 1.5s observation time, and 2s reaction time and unsealed coefficient of deceleration of 0.27):
 - 40km/h requires 60m
 - 45km/h requires 69m
 - 50km/h requires 85m
 - 63.3km/h requires 112m
 - The 95-100m of sight distance available meets EDD requirements for 54-56km/h.

Whilst westbound vehicles reach 63.3km/h by the access, at the point of observation relevant to SISD calculations (within the horizontal curve to the east) we estimate they are likely to be travelling at 40-50km/h.

The following is recommended regarding the existing access onto Ness Wilson Road:

- Design of the access to ensure minimum 85m sight distance is available to meet EDD requirements for 50km/h.
- Remove saplings in the table drain on the inside of the horizontal curve.
- Provision of an advanced warning sign for the curve (W1-3)
- Provision of a Concealed Driveway sign (W5-55-1) with a Distance x m (W8-5)

- supplementary sign
- Design of access to TRC and AS2890 access standards.
- Design to cater for the largest vehicle expected on-site, assumed to be a rigid bus transporting children to the facility.
- Access to be provided at 90 degrees to Ness Wilson Road.



Figure 7: Visibility to the east at the Ness Wilson Road Site Access



Figure 8: Existing access viewed from the western approach

7. Site Layout Review

There are no changes to the previous review of the site layout, in that the following is recommended:

- Access is to be provided in accordance with AS 2890 and TRC planning scheme requirements.
- Swept path analysis has not been undertaken, though vehicle manoeuvrability can be catered for adequately on site.
- Car parking dimensions and layout to comply with AS 2890 and TRC planning scheme requirements.

8. Conclusions and Recommendations

The traffic impact assessment has shown that there are no traffic engineering reasons for the proposed development to not be approved.

The recommendations for upgrades/improvements to the surrounding roads and intersections by the development within the design horizon are to occur through maintenance contributions.

The following is recommended regarding the existing access onto Ness Wilson Road:

- Design of the access to ensure minimum 85m sight distance is available to meet EDD requirements for 50km/h.
- Remove saplings in the table drain on the inside of the horizontal curve.
- Provision of an advanced warning sign for the curve (W1-3)
- Provision of a Concealed Driveway sign (W5-55-1) with a Distance x m (W8-5) supplementary sign
- Design of access to TRC and AS2890 access standards.
- Design to cater for the largest vehicle expected on-site, assumed to be a rigid bus transporting children to the facility.
- Access to be provided at 90 degrees to Ness Wilson Road.

As per the original report, Ness Wilson Road warrants an upgrade to an unsealed 6m pavement on 8m formation without the addition of development traffic. It is recommended that the developer provide a maintenance contribution towards Ness Wilson Road in lieu of upgrading the road.

Appendix A

Development Plans





LOT 140
C.A. 311533

AREA - 1,060,150m²



SITE NOTES

- 1 DO NOT SCALE DRAWINGS
- 2 SETTING OUT DIMENSIONS SHALL NOT BE OBTAINED BY
SCALING THE DRAWINGS. ANY SETTING OUT DIMENSIONS
SHOWN ON THE DRAWINGS SHALL BE CHECKED BY THE
CONTRACTOR BEFORE CONSTRUCTION
- 3 ALL WORKMANSHIP AND MATERIALS SHALL BE
IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE
AUSTRALIAN STANDARDS, NATIONAL CONSTRUCTION
CODE, QUEENSLAND DEVELOPMENT CODE AND BY-LAWS
OF THE LOCAL REGIONAL COUNCIL

PROPOSED MASTERPLAN STAGE 2

1 : 500

FOR CONSTRUCTION

IMPORTANT: ALL DRAWINGS MUST BE PRINTED IN COLOUR & READ IN CONJUNCTION WITH THE GENERAL NOTES ON SHEET: **A00-02**

No	Date	Amendment	GENERAL NOTES	NOTE		TOOWOOMBA SUNSHINE COAST P. (07) 46 329 962 www.aspectapn.net A.B.N 96071786948 BOAQ 4487	GRACE LUTHERAN COLLEGE	Designer	ZT	Sheet Name	PROPOSED MASTERPLAN STAGE 2					
A	2/10/25	STAGE 2 PRELIM. MASTERPLAN	THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH ALL RELEVANT BUILDING CODES AND STANDARDS. NO AMENDMENTS SHALL BE MADE WITHOUT THE APPROVAL FROM ASPECT AND/OR RELEVANT LOCAL AUTHORITY. THESE DRAWINGS ARE SUPPLIED ON THE CONDITION THAT, IN THE EVENT OF ERROR, ASPECT'S LIABILITY IS LIMITED ONLY TO THE COST OF AMENDING THESE DRAWINGS.	ALL DRAINAGE TO BE IN ACCORDANCE WITH LOCAL COUNCIL REQUIREMENTS AND APPROVED PLANS. ASPECT DESIGN STUDIOS IS NOT RESPONSIBLE FOR THE STRUCTURAL DESIGN OF THIS BUILDING.		  			Drawn by	ZT	Stage	CD	Sheet Number	A05-06	Revision	E
B	12/03/26	REVISED MASTERPLAN	CONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR PRODUCING SHOP DRAWINGS. THESE DRAWINGS ARE PROTECTED BY THE LAWS OF COPYRIGHT AND MAY NOT BE COPIED OR REPRODUCED WITHOUT THE WRITTEN PERMISSION OF ASPECT.						Checked by	CD	Project Number	240721	Client Signature	Plot Date		12/03/26

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Appendix B

Traffic Count Data



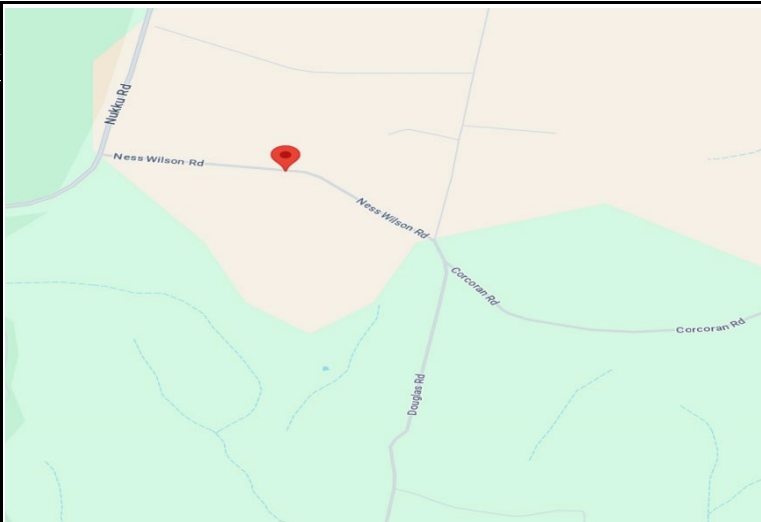
Traffic Count Site Summary

STREET NAME :	Ness Wilson Road	LOCATION:	between Nukku Rd and Googa Creek Rd (70kmh)
SUBURB:	Blackbutt South	START DATE :	Wednesday 06 May 2026
FILE NAME :	23071 6-12 HIG Consulting.txt	FINISH DATE :	Tuesday 12 May 2026
SITE ID NUMBER :	1	SPEED ZONE :	70
PREPARED BY :	Austraffic	ROAD CLASSIFICATION:	

		DIRECTION OF TRAVEL		
		TWO-WAY	Eastbound	Westbound
TRAFFIC VOLUME: [VEH/DAY]	Week Days Only Average	35	16	19
	Total Survey Average	29	14	15
WEEK DAY PEAK	AM	9:00	4	2
HOUR VOLUME:	PM	12:00	4	2
PEAK DAY		Mon 11 May 2026	Thu 07 May 2026	Fri 08 May 2026
PEAK DAY VOLUME		39	19	23
WEEKDAY PACE	15Kph Pace Starts	15	14	51
	% Pace Volume	37%	38%	42%
TOTAL SPEEDS:	85th Percentile	62.4	62.7	63.3
Km/Hr	Average	42.3	40.1	44.3
95th Percentile	Wednesday 06/05/26	64.5	65.5	64.0
	Thursday 07/05/26	63.6	65.3	60.8
	Friday 08/05/26	70.6	67.8	75.0
	Saturday 09/05/26	59.2	55.4	53.8
	Sunday 10/05/26	74.0	74.5	61.5
	Monday 11/05/26	75.5	75.4	67.0
	Tuesday 12/05/26	68.4	69.2	68.5
CLASSIFICATION % *:	Week Days CLASS 1 %	69.0%	66.3%	71.3%
	Week Days Commercial	16.7%	16.3%	17.0%
NOTES : (OBSERVATIONS)				
* CLASS 1 - Short Vehicles up to 5.5m Commercial - Classes 3 to 12 inclusive				

Automatic Traffic Counts - Site Data

Site No:	1
Date:	Wednesday 06 May 2026
Start Time:	0:00
Officer:	ATS
Road:	Ness Wilson Road
Suburb:	Blackbutt South
LOCATION:	between Nukku Rd and Googa Creek Rd (70kmh)
Map/GPS Ref:	
Comments:	



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Volume Summary

Road	Ness Wilson Road	Average Weekday	35
Location	between Nukku Rd and Googa Creek Rd (70kmh)	All Day Average	29
Suburb	Blackbutt South	Weekday Heavy's	16.7%
Site No.	1	All Day Heavy's	17.2%
Start Date	Wednesday 06/05/2026		
Direction	Two ways		

Choose Direction

Two ways

Choose Week

Current

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon 11-May	Tue 12-May	Wed 6-May	Thu 7-May	Fri 8-May	Sat 9-May	Sun 10-May		
AM Peak	3	2	4	3	3	1	1		
PM Peak	3	5	2	3	4	3	1		
0:00	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	1	0	0
0:45	0	0	0	0	0	0	0	0	0
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1:30	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0
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2:30	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0
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5:30	0	0	0	1	0	0	0	0	0
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6:15	0	1	0	0	1	0	0	0	0
6:30	1	0	1	1	1	1	0	1	1
6:45	1	1	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	0	0	0
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7:30	0	0	1	0	0	0	0	0	0
7:45	0	0	0	0	0	1	0	0	0
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8:15	0	1	0	0	0	0	0	0	0
8:30	1	2	0	0	2	1	0	1	1
8:45	0	2	1	0	2	0	0	1	1
9:00	2	0	0	0	3	0	0	1	1
9:15	0	1	0	0	2	0	0	1	0
9:30	2	0	0	3	2	0	0	1	1
9:45	0	0	4	0	1	1	0	1	1
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13:15	0	1	0	3	0	0	1	1	1
13:30	1	0	0	1	0	1	0	0	0
13:45	1	0	2	2	0	0	0	1	1
14:00	1	1	0	0	0	0	0	0	0
14:15	0	0	0	2	0	0	0	0	0
14:30	0	0	1	0	0	0	1	0	0
14:45	0	1	0	0	1	1	0	0	0
15:00	0	1	1	0	1	1	1	1	1
15:15	1	0	2	0	0	0	0	1	0
15:30	1	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	1	0	0
16:00	0	0	1	0	0	0	1	0	0
16:15	3	0	1	3	0	0	0	1	1
16:30	0	0	1	0	2	0	0	1	0
16:45	0	0	0	3	1	0	0	1	1
17:00	3	5	1	0	0	0	0	2	1
17:15	0	0	0	1	2	0	1	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	1	0	0	1	0	0	0	0	0
18:00	0	0	0	0	1	0	1	0	0
18:15	0	0	0	0	1	1	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
20:00	1	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	1	0	1	0	0
21:45	1	1	0	1	0	2	1	1	1
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
Total	39	32	31	34	38	18	12	35	29
% Heavies	15.4%	21.9%	9.7%	20.6%	15.8%	16.7%	25.0%	16.7%	17.2%

Back to Menu

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