

Venture & co Rochdale limited

Proposed Padel Sports Facility, College Road, Rochdale

Transport Statement

250871

FEBRUARY 2026



SCP GENERAL NOTES

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Title: Proposed Padel Sports Facility, College Road, Rochdale, Transport Statement

Client: Venture & co Rochdale limited

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Office: Manchester

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Venture & co Rochdale limited to produce a Transport Statement (TS) as part of a planning application for the expansion of a recently constructed padel sports facility (operating as Deuce Padel), which will provide an additional 2 double courts and 3 single courts, resulting in a total of 10 double courts and 4 single courts, together with associated parking, on land to the south-east of College Road, Rochdale.
- 1.2 A full planning application (Reference: 25/00447/FUL) for the first phase of the development was submitted to Rochdale Borough Council on the 1st of May 2025. A Transport Statement was submitted to support the application to assess the potential impact of the development on the local transport network and parking requirements. The application was approved with conditions on the 27th of October 2025. The relevant highways condition is follows:
 - *The parking and servicing areas as shown on the proposed site layout plan within Appendix B of the submitted Transport Statement (reference 250871-TA (0.0) prepared by SCP Transport Planning) shall be marked out and made available in accordance with the approved plan prior to the first occupation of the building and development hereby approved. Such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015) as amended.*
Reason: To ensure provision of adequate off-street parking facilities within the site in accordance with Policy T2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.
- 1.3 This report has been prepared to accompany the planning application for Phase two of the development, which represents an increase of 2 double courts and 3 single courts, over the approved phase one development.
- 1.4 The report has been produced in accordance with the National Planning Practice Guidance and now archived Department for Transport's "Guidance on Transport Assessment" document. This report demonstrates that the application proposals and associated parking demand and trip generation, can be accommodated, without detriment to the operational capacity or safety of the local highway network, following on from the previously approved application.

Structure of Report

1.5 The structure of the Transport Statement is set out as follows:

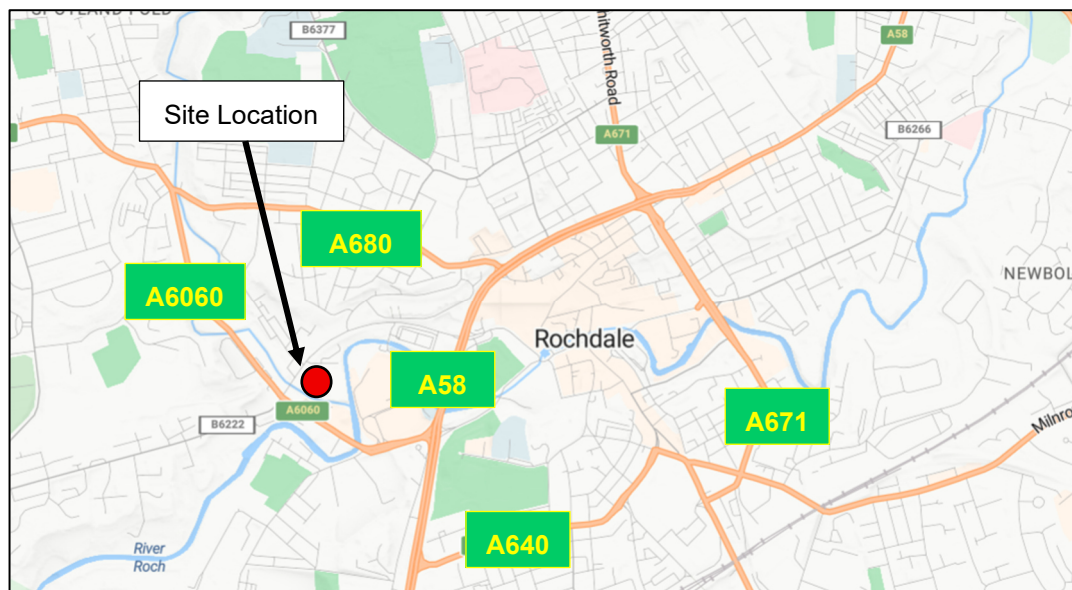
- Chapter 2 - describes in detail the site location, surrounding area, local highway network parking survey results, and road safety record.
- Chapter 3 – outlines the development proposals including access, servicing and car parking arrangements.
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – estimates the number of vehicle trips generated by proposed development; and
- Chapter 6 – provides summary and conclusions to this TS derived from the analysis presented in the above chapters

2 EXISTING CONDITIONS

Introduction

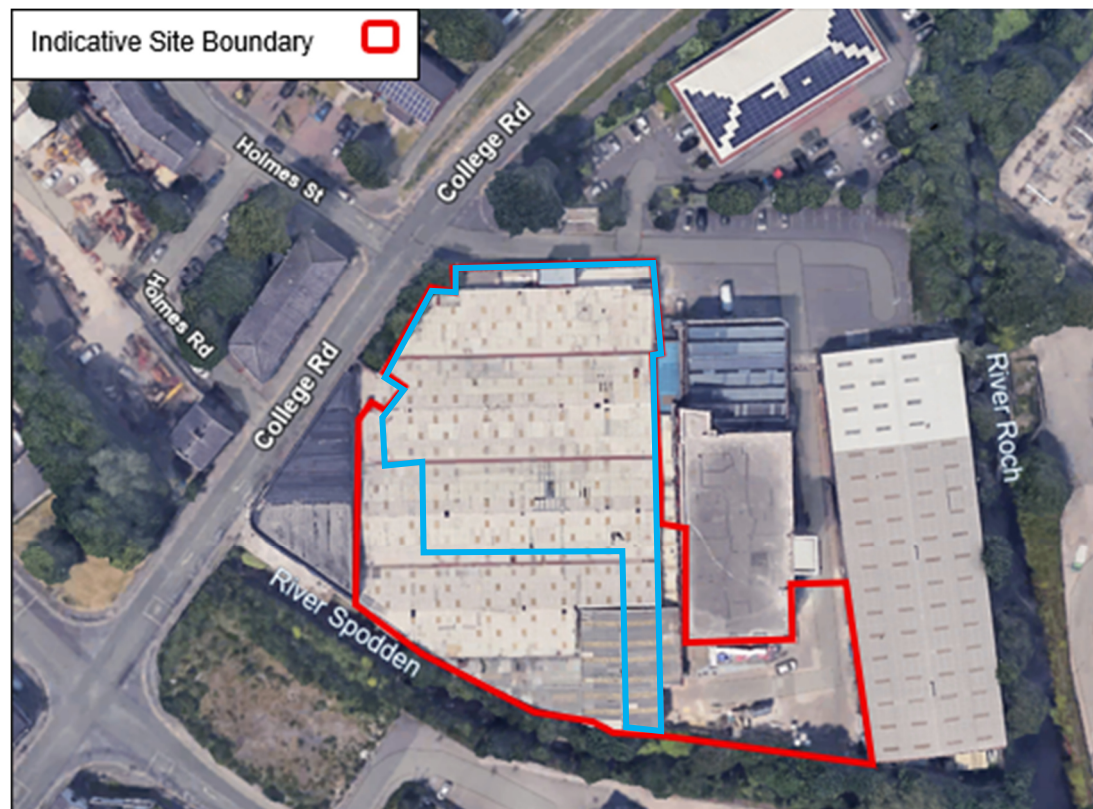
- 2.1 The application site is located to the south-east of College Road and approximately 1.6km west of Rochdale town centre. The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1: Site Location, Wider Context



- 2.2 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 - Site Location: Local Context



- 2.3 Prior to the previous application, the site was vacant and fell within the B2 (General Industrial) use class. The existing building has an approximate floor area of 4,100 sqm. The application site is situated adjacent to several industrial units and shares an existing car park with these neighbouring uses.
- 2.4 Phase Two of the development will involve the extension of the recently constructed padel facility into the existing unit to the south, which currently benefits from lawful B2 General Industrial use. The Phase One application boundary is shown edged in blue on **Figure 2.2**, with the Phase Two area shown edged in red.
- 2.5 As part of the Phase One development, a total of 27 standard car parking spaces and 6 disabled parking spaces are provided within the car park. Of these, 21 spaces are allocated to the padel facility, which was accepted by the Local Highway Authority (LHA) under the previous planning permission (Ref: 25/00447/FUL).
- 2.6 The site is currently accessed off College Road via a gated priority-controlled accesses featuring dropped kerbs, as shown in **Figure 2.3**.

Figure 2.3: Existing Site Access



Surrounding Highway Network

- 2.7 College Road fronts the western site boundary and provides a connection between the B6222/ A6060 Mellor Street/ College Road signalised controlled junction to the south-west, with the College Road/ A58 St Marys Gate/ New Gate signalised controlled junction in the north-east.
- 2.8 In the vicinity of the site, College Road is subject to a 30mph speed limit and has a carriageway width of approximately 7m. College Road benefits from regularly spaced street lighting columns and footways on both sides of the road, along with on-road cycle lanes.

Existing Parking Demand

- 2.9 As requested by the LHA during the previously approved application, parking surveys were undertaken in order to determine the existing parking demand and available capacity within the existing car park. The parking surveys were undertaken on a weekday (7th of August 2025) between the hours of 15:00-20:00 and on a weekend (9th of August 2025) between the hours of 10:00-14:00, which coincide with the typical peak periods for padel centres, with the parking surveys conducted in 30-minute intervals.
- 2.10 A plan of the parking survey study area is presented in **Figure 2.4** and the raw survey data is presented in **Appendix A**, with a summary of the results from the survey presented in **Table 2.1** below.

Figure 2.4- Parking Survey Study Area



Table 2.1- Car Parking Survey Summary

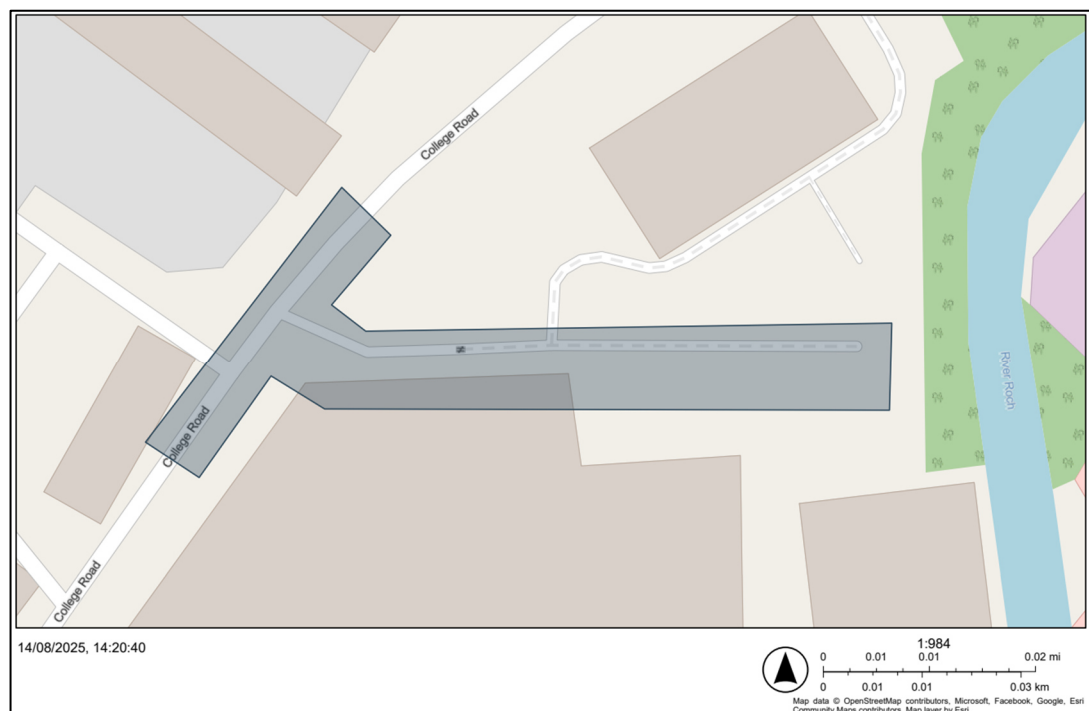
Date	Peak Time	Max no. of Occupied Spaces	Available Spaces
Thursday 7th August 2025	15:00	23	10
Saturday 9th August 2025	10:30	3	30

- 2.11 As shown above, a maximum demand of 23 spaces (69%) was recorded on a weekday at 15:00 and 3 spaces (9%) on a Saturday at 10:30. The applicant has confirmed that during the weekday survey (7th of August), 6 of the vehicles parked were associated with the applicants operations / existing use and will therefore be removed as part of the proposals. This therefore reduces the maximum demand to 17 spaces (51%) on the weekday at 15:00.
- 2.12 This resulted in 16 spaces on a weekday and 30 spaces on a Saturday, remaining available during the peak periods.
- 2.13 It should be noted that several parking spaces observed during the survey were obstructed by building materials. This indicates a lack of current demand for parking in these areas, as the available spaces are instead being utilized for storage purposes.

Existing Road Safety Record

- 2.14 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.15 A review of accident data covering the most recently available five-year period (2019 to mid-2024) has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses College Road within the vicinity of site. The location and severity of any accidents within the study area during this period, is presented in **Figure 2.6** below.

Figure 2.6: 5-Year Accident Record



- 2.16 As can be seen from the above, no accidents were recorded at the existing site access or on College Road in the immediate vicinity of the site during the 5-year study period. The evidence presented above demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3 PROPOSED DEVELOPMENT

General

- 3.1 The proposed development involves expanding the existing approved padel courts by converting the remaining vacant area of the existing building from B2 (General Industrial) use to Class E(d) (Indoor Sport and Recreation). This will provide 2 double courts, 3 single courts, and 11 additional car parking spaces, on land to the south-east of College Road. The proposed site layout plan is contained in [Appendix B](#).
- 3.2 The centre will be open from 06:00 till 00:00, 7 days a week. Courts will be able to be pre-booked using an app / website, and sessions will be booked in for an hour. Based on this, there will be availability for up to 90 additional sessions per day as part of the extension, 7 days a week. Games of padel for double courts are played as four players a court per session, with games of padel for single courts are played as two players a court per session.

Vehicle Access

- 3.3 Vehicular access to the proposed development will remain as existing from College Road which, as detailed earlier is operating safely, and was confirmed as being acceptable by Rochdale Borough Council in their highway's consultation response as part of the previously approved application (Reference: 25/00447/FUL). The pedestrian and cycle access are also to remain as existing.

Servicing Arrangements

- 3.4 The proposed servicing arrangement will remain unchanged as part of the development proposals and will continue to follow that of the existing arrangement, with sufficient space internal to the site already provided which allows large service and refuse vehicles to enter, turn and leave the site in forward gear. This was approved as part of the previous application (Reference: 25/00447/FUL).

Parking

- 3.5 As shown in the proposed site layout plan contained in [Appendix B](#), the proposed development currently utilises the existing parking area, and the 21 dedicated existing car parking spaces are to remain. As part of the additional 5 courts, 11 additional spaces are proposed to the south of the site, in an area currently used for outdoor storage associated with the existing B2 Use.
- 3.6 It is proposed that staff be encouraged to use these additional 11 spaces, leaving the original 21 spaces exclusively for visitors. The additional spaces could also function as overspill parking in the unlikely event that visitor numbers exceed expectations, as calculations indicate that staff demand is likely to remain low and can be accommodated within the existing parking provisions.

3.7 This is considered acceptable for the following reasons:-

- Considering the bespoke nature of the site, the application of the Council's standards are not considered appropriate. Padel tennis is a rapidly emerging sport that has gained significant popularity in recent years, with large areas of the site being occupied by courts, therefore, it lacks a directly comparable parking standard. As such, it is more appropriate to base the parking demand on site specific usage and the trip generation analysis outlined later in this report, which indicates a peak period parking demand of approximately 5 vehicles;
- The business model operates on a booking basis, which helps manage and spread-out customer demand throughout the day. Customers are required to select time slots and indicate the number of players attending the site. This allows the operator to control the number of people on site at any given time, preventing overlap and potential parking issues. Car sharing is common for this type of activity and is actively encouraged through booking and online confirmations;
- As requested by the Local Highway Authority (LHA), parking surveys were undertaken at the existing site car park to assess current usage as part of the previously approved application. These surveys, presented later in Chapter 5 of this report, demonstrate that the existing car park has sufficient capacity to accommodate the current demand, the 15 spaces associated with the previously approved development, and the additional demand generated by the proposed expansion. This conclusion is based on the forecasted usage detailed later in the chapter.
- As part of Phase One of the development, approved under the previous application, a total of 33 on-site car parking spaces were provided, 21 of which were allocated to the padel facility. The Transport Statement submitted in support of that application identified a peak parking demand of 15 spaces, equating to approximately 0.44 spaces per player based on a maximum of 34 players on court during a peak hour. With the proposed extension increasing provision to 10 double courts and 4 single courts, allowing for a maximum of 48 players on court during a peak hour, application of the previously accepted parking ratio (0.44 spaces per player) results in a forecast peak parking demand of approximately 21 spaces. The proposed parking provision therefore exceeds the anticipated peak demand by 11 spaces, ensuring sufficient on-site capacity and avoiding potential overspill parking.
- Based on the operation of other Padel Tennis Centres located in the north-west, there are clear peak periods in regard to the usage of the courts. These typically being, 16:00 till close on weekdays, and 10:00 till 14:00 on weekends. These peak times do not coincide with the peak periods for the surrounding employment uses. Furthermore, the car parking surveys demonstrate that existing parking demand within the car park during the typical Padel peak periods is low, allowing for the efficient shared use of the existing parking areas;
- As detailed in the following section, the site is sustainably located, with large residential areas being within acceptable walk, cycle and public transport services, encouraging a high proportion of staff and attendees to travel by sustainable modes, helping to reduce car parking demand;

4 ACCESSIBILITY

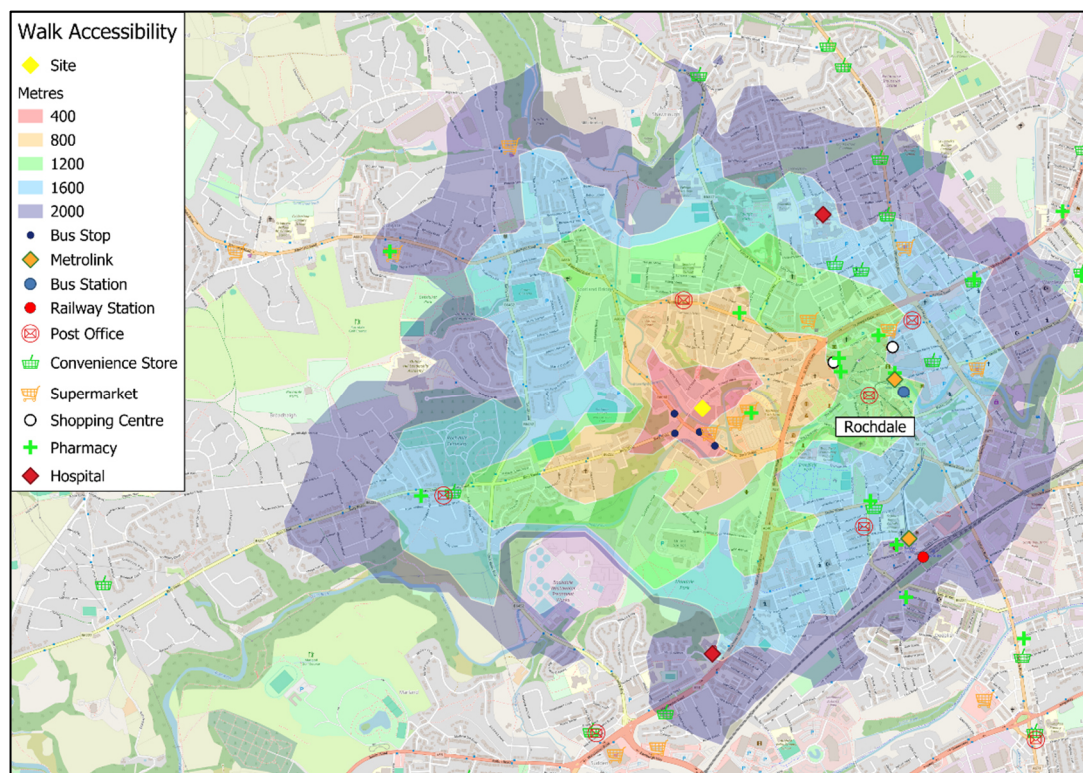
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Access on Foot

- 4.2 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

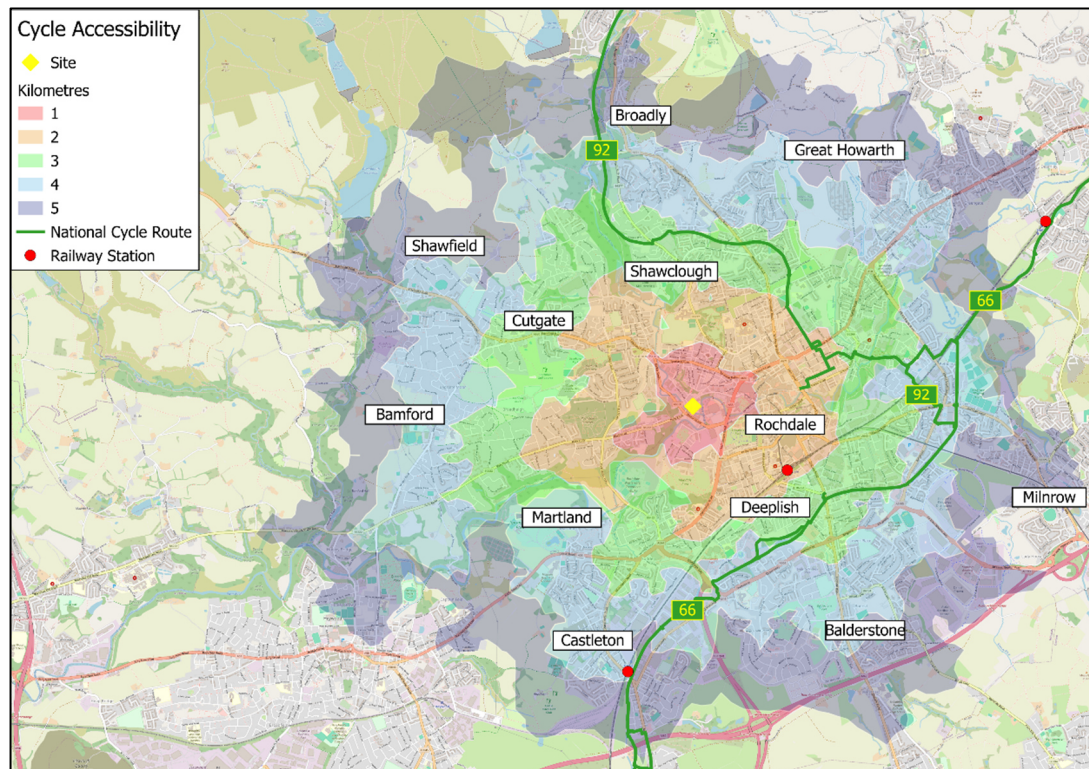


- 4.3 The site is within an acceptable walk distance of Rochdale Town Centre, as well as an array of local facilities and residential areas. The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 4.4 Overall, the site benefits from good levels of pedestrian accessibility. Areas of Rochdale, including residential neighbourhoods such as Spotland and Mitchell Hey, are within a short walking distance of the site. This makes walking a practical alternative to car use for prospective staff and attendees.

Access by Cycle

- 4.5 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.6 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.7 The plan demonstrates that the nearby areas of Rochdale, Shawclough, Castleton, Balderstone, and Milnrow, amongst others, are all located within the 5km catchment area from the development site. The site therefore is well located to encourage prospective staff and attendees to travel via bicycle.
- 4.8 **Figure 4.2** show the sites' proximity to some National Cycle Routes (NCR), such as NCR 92 and 66. NCR 66 is located to the east, approximately 2.1km from the application sites. NCR 66 links NCR 68 in the northeast to Castleton to the south. NCR 92 is located to the north, circa 1.4km from the site. NCR 92 links to NCR 66 in the east, with Whitworth to the north.
- 4.9 As previously mentioned, there is a cycle lane along both sides of College Road. As the application site is within an acceptable distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff and attendees.

Access by Public Transport

Bus

- 4.10 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.11 The closest bus stops to the application sites are located on College Road, approximately 82m (northbound) from the site and additional bus stops are located 190m south of the site on the B6222 Bury Road, with additional services. Furthermore, further bus stops offering additional services are located approximately 250m southeast of the site.
- 4.12 A summary of bus services that operate within the area are listed in **Table 4.1** below.

Table 4.1: Bus Services

Bus Services	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
17	Manchester - Rochdale	Every 10mins	Every 10mins	-
442	Rochdale - Norden	Every 60mins	Every 60mins	-
468	Bury - Rochdale	Every 10mins	-	Every 15mins
832	Blue Coat School - Norden	<i>Schl</i>	-	-
880	St Cuthbert's School - Norden	<i>Schl</i>	-	-
967	Bury Church School - Rochdale	<i>Schl</i>	-	-
968	St Gabriels Sch - Rochdale	<i>Schl</i>	-	-

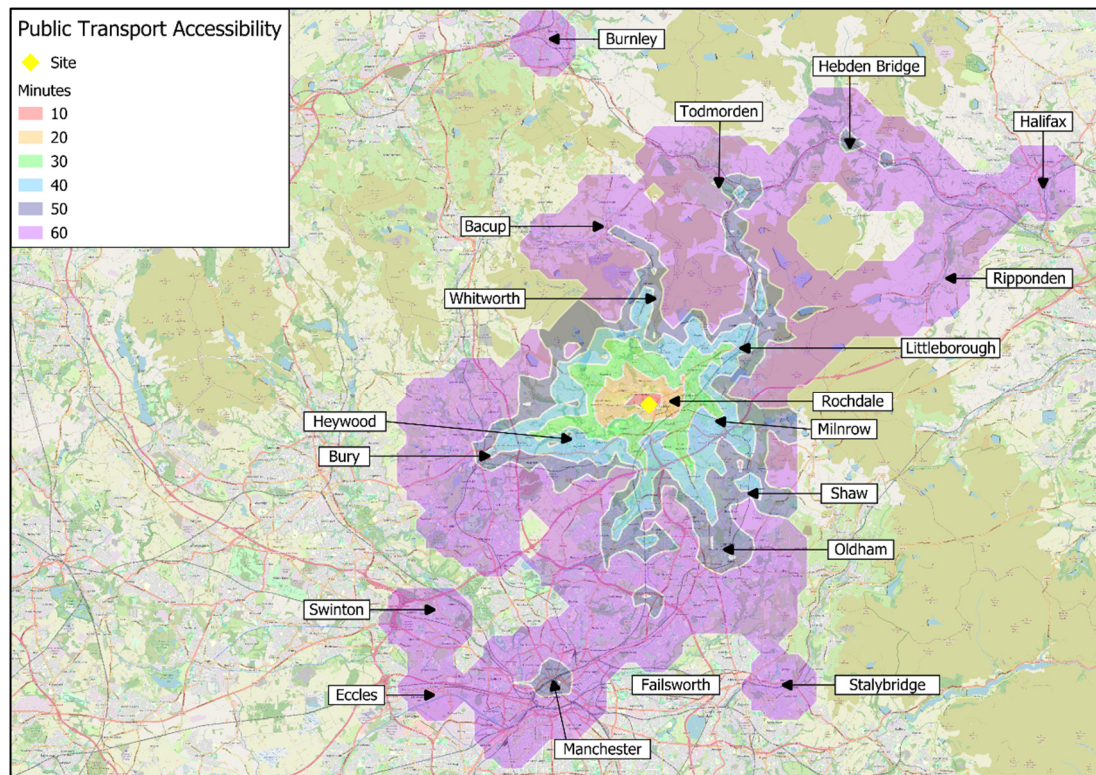
- 4.13 Having regard to the above, prospective staff and attendees of the site will have access to bus services stopping within an acceptable walk distance from the sites, offering a realistic alternative to the private car.

Rail

- 4.14 In terms of rail services, Rochdale Railway Station is located approximately 1.6km southeast of the site. Rochdale Railway Station is located well within an acceptable walking (24 minutes) and cycling (9 minutes) distance. Rochdale Railway Station is managed by Northern and offers regular and direct services to destinations including Leeds, Chester, Blackburn, Headbolt Lane, Manchester Victoria and Clitheroe amongst others.

- 4.15 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the sites and is shown on **Figure 4.3**. The figures illustrate the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



- 4.16 The above demonstrates that the sites are within close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester City Centre, Rochdale, Stalybridge, Burnley, Halifax, Todmorden and Bury, amongst others, are all within an acceptable 60-minute travel time.

Summary

- 4.17 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a range of local amenities within walking distance. Access to the site on foot and by cycle is of a high standard and there are passenger transport services within close proximity providing access to a range of local destinations.

5 ANTICIPATED TRIP GENERATION

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation – Proposed Padel Use

- 5.2 As stated in the previous Chapter, the centre will be open seven days a week, from 06:00 till 00:00. Courts will be able to be pre-booked, and sessions will be booked in for an hour. Based on this and also the 5 no. courts proposed, there will be availability for up to 90 additional sessions per day, 7 days a week.
- 5.3 Based on the operation of other Padel Tennis Centres located in the north-west and the first phase of the development, there are clear peak periods in regard to the usage of the courts. These typically being, 16:00 till close on weekdays, and 10:00 till 14:00 on weekends.
- 5.4 With five additional courts on site, two of which are double courts, the maximum number of sessions that can take place during peak periods is limited to 5 per hour.
- 5.5 Padel can be played with up to four people on a double court and two people on a single court. To robustly quantify the anticipated trip generation during a peak hour, these player numbers have been assumed.
- 5.6 Based on the above, it is estimated that during a peak hour, phase 2 of the development could attract up to 14 visitors, which would therefore make the total trip generation 28, when accounting for 14 arrivals and 14 departures.
- 5.7 To understand how many people in the local area/ Rochdale, own a private car and are therefore likely to travel to the site through a private vehicle, the existing car ownership levels in the area have been obtained from the 2021 census data, as summarised in the **Table 5.1** below. The raw 2021 census data can be found in **Appendix C**.

Table 5.1 – Car Ownership- Rochdale

Vehicle Availability per Household	Output Area - Rochdale
No cars or vans in household	26%
1 or more cars or vans in household	42%
2 or more cars or vans in household	31%

- 5.8 Based on the above, it could be assumed that approximately 10 of the 14 attendees within the peak hour would have a car and the remaining 4 would not. Therefore, it is robust to assume that 4 of the 14 attendees in a peak hour would travel to the site via sustainable modes or car share.
- 5.9 Given the sites close proximity and connections to sustainable travel options and infrastructure, it is considered that a proportion of the anticipated trips will be made by sustainable modes, such as, walking, cycling and public transport. In order to understand what proportion of those 10 attendees with 1 or more cars in the household would travel to the site sustainably, Census 2011 Method of Travel to Work data for residents within the Rochdale local district has been used. Whilst this is not directly comparable to the use proposed on site, it provides an indication on the existing mode choice within the local area. **Table 5.2** below sets out the 2011 Census modal split for residents of Rochdale, with the raw data in **Appendix D**.

Table 5.2 – Method of Travel to Work for residents of Rochdale

Mode	Split (%)
Private Vehicle	67%
Passenger in a car or van	7%
Motorcycle	1%
Taxi	2%
Walking	10%
Cycling	1%
Public Transport	12%
Other	0%

- 5.10 Based on the above, it is not considered unreasonable to assume that 23% of the anticipated trips generated by the proposal will be made up by sustainable modes, with 67% of the trips taking place through private vehicles. Applying the methodology set out above to the 10 attendees who own a car from the trips generated, it is therefore estimated that 2 trips from those that own a car, will be made via sustainable modes and 7 will be made via private vehicle. The additional single trip will be made by other modes of transport such as passenger in a car, motorcycle and taxi.
- 5.11 The provision of additional courts is not anticipated to result in an increase in staff numbers.
- 5.12 Focusing on trips made by private vehicle, the total of 7 users equates to approximately 7 arrivals and 7 departures during a peak operational hour, resulting in a total trip generation of 14. This assessment is considered robust and likely overestimates demand, as it does not account for potential car sharing among attendees, such as multiple players arriving in a single vehicle, or the trips associated with the site's extant B2 use, which could resume at any time and are significant, as detailed earlier.

- 5.13 Applying a car occupancy rate of 1.5 persons per vehicle to visitor trips results in an estimated total of 5 private vehicle trips made by visitors and attendees. Accordingly, the proposed provision of 11 additional car parking spaces as part of the expansion is considered sufficient to accommodate this demand, as well as any cross over at the start and finish of games or peaks in demand.
- 5.14 The Padel sports facility primarily attract leisure-time traffic, typically during off-peak hours such as weekends and evenings, resulting in lower general traffic levels and greater flexibility in local parking availability. As peak demand occurs outside of standard business hours, the risk of conflict with surrounding units is minimal. As stated earlier, the parking surveys suggest there is sufficient space within the existing car park for the estimated number of vehicle movements in the operational peak hour for the Padel Tennis court, as well as the demand generated by the existing buildings. The peak demand recorded in the survey occurred at approximately 3pm. However, given the nature of the leisure facility, it would be anticipated that the peak hours for the padel court would be after typical working day hours. At 5:30pm the survey data showed a lower level of demand of approximately 9 vehicles, which then continued to decrease into the evening suggesting adequate capacity during the anticipated peak hours for the court.
- 5.15 In addition to the existing 21 car parking spaces allocated for the phase 1 of the development within the current car park, which will be actively managed, the additional 11 spaces will accommodate the modest increase in trips anticipated with the proposed expansion of 5 courts, helping to minimise the risk of inappropriate or unauthorised parking. It is proposed that staff be encouraged to use these additional 11 spaces, leaving the original 21 spaces exclusively for visitors. The additional spaces could also function as overspill parking in the unlikely event that visitor numbers exceed expectations, as calculations indicate that staff demand is likely to remain low and can be accommodated within the existing parking provisions.
- 5.16 The merchandise, refreshments and social area space within the development is all ancillary and will not operate as a standalone facility. As such, it is not expected to generate independent trip demand. Instead, it is intended to serve as a complementary amenity for visitors to the proposed padel courts and will therefore not result in additional parking concerns.
- 5.17 The provision of 32 car parking spaces on site, paired with the level of demand anticipated and existing demand, does not present any reason why the impact on the local highway network or parking could be categorised as severe.
- 5.18 Moreover, as outlined earlier, the site benefits from good accessibility via sustainable modes of transport, and the proposed provision of secure cycle parking for staff and visitors, further reduces the reliance on private vehicles.
- 5.19 The information presented above has been summarised in [Table 5.3](#) below for a typical peak hour and total daily trip rate.

Table 5.3 – Proposed Trip Generation				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	5	5	5	5

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Venture & co Rochdale limited to produce a Transport Statement (TS) as part of a planning application for the expansion of a padel sports facility, which will provide an additional 2 double courts, 3 single courts and 11 additional spaces, resulting in a total of 10 double courts and 4 single courts, together with associated parking, on land to the south-east of College Road, Rochdale.
- 6.2 The existing accident record does not represent a material concern in the context of the proposed development.
- 6.3 The site has good levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of a good standard, and bus connections are also available within close proximity, therefore enabling access to the site from a range of locations.
- 6.4 The centre will be open seven days a week, from 06:00 till 00:00, Monday to Sundays. Courts will be able to be pre-booked, and sessions will be booked in for an hour. Based on this, there will be availability for up to 90 additional sessions, 7 days a week as part of this application. Padel is typically played as doubles on double courts, with four players per session, and as singles on single courts, with two players per session.
- 6.5 Parking for the development will be provided in the existing car park with 11 additional spaces proposed to the south of the site. As requested by the LHA in the previously approved application, parking surveys were undertaken to determine the current level of parking and proposed anticipated parking levels. The parking surveys clearly demonstrate that there is sufficient capacity within the existing car park to accommodate both the existing demand generated by the adjacent industrial units and that of the proposed development, based on the forecast demand generated.
- 6.6 Having regard to the above, it is concluded that the development will not be detrimental to either highway safety or the free flow of traffic and that its accessibility by other modes will provide genuine alternatives to the use of the private car. The application should therefore be supported in terms of the considerations of highways and transportation.

S|C|P

APPENDIX A

TIME	Parked
15:00	23
15:30	22
16:00	22
16:30	19
17:00	15
17:30	9
18:00	5
18:30	2
19:00	4
19:30	3
20:00	1

Spaces

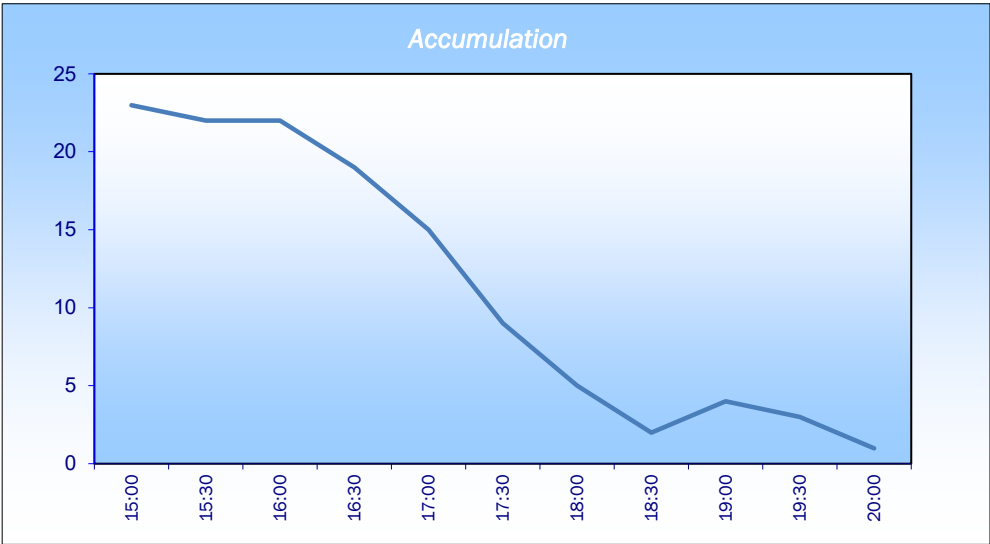
Disabled

Regular

Acegate

1 Regular used fpr pallets

1 regular longterm white van



TIME	Parked
10:00	2
10:30	3
11:00	2
11:30	1
12:00	2
12:30	2
13:00	1
13:30	0
14:00	0

Spaces

Disabled

Regular

Acegate

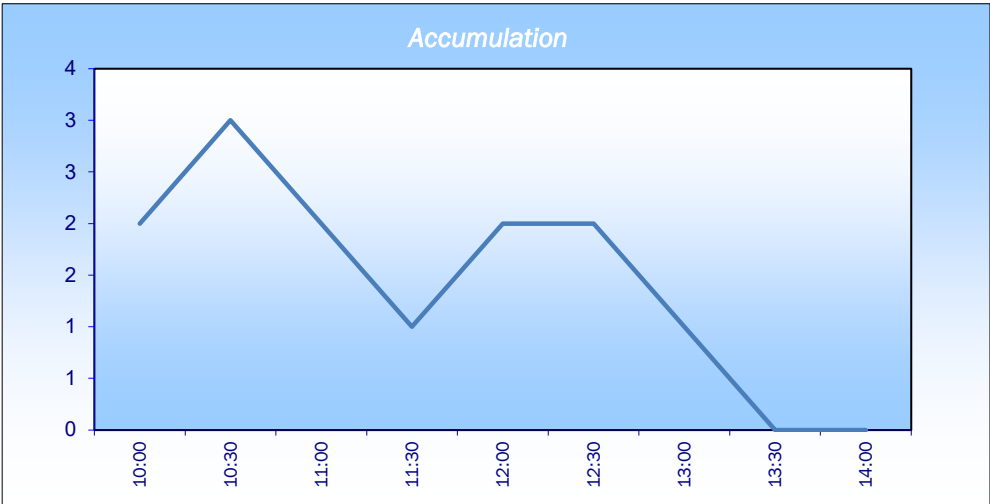
6

19

5

1 Regular used fpr pallets

1 regular longterm white van



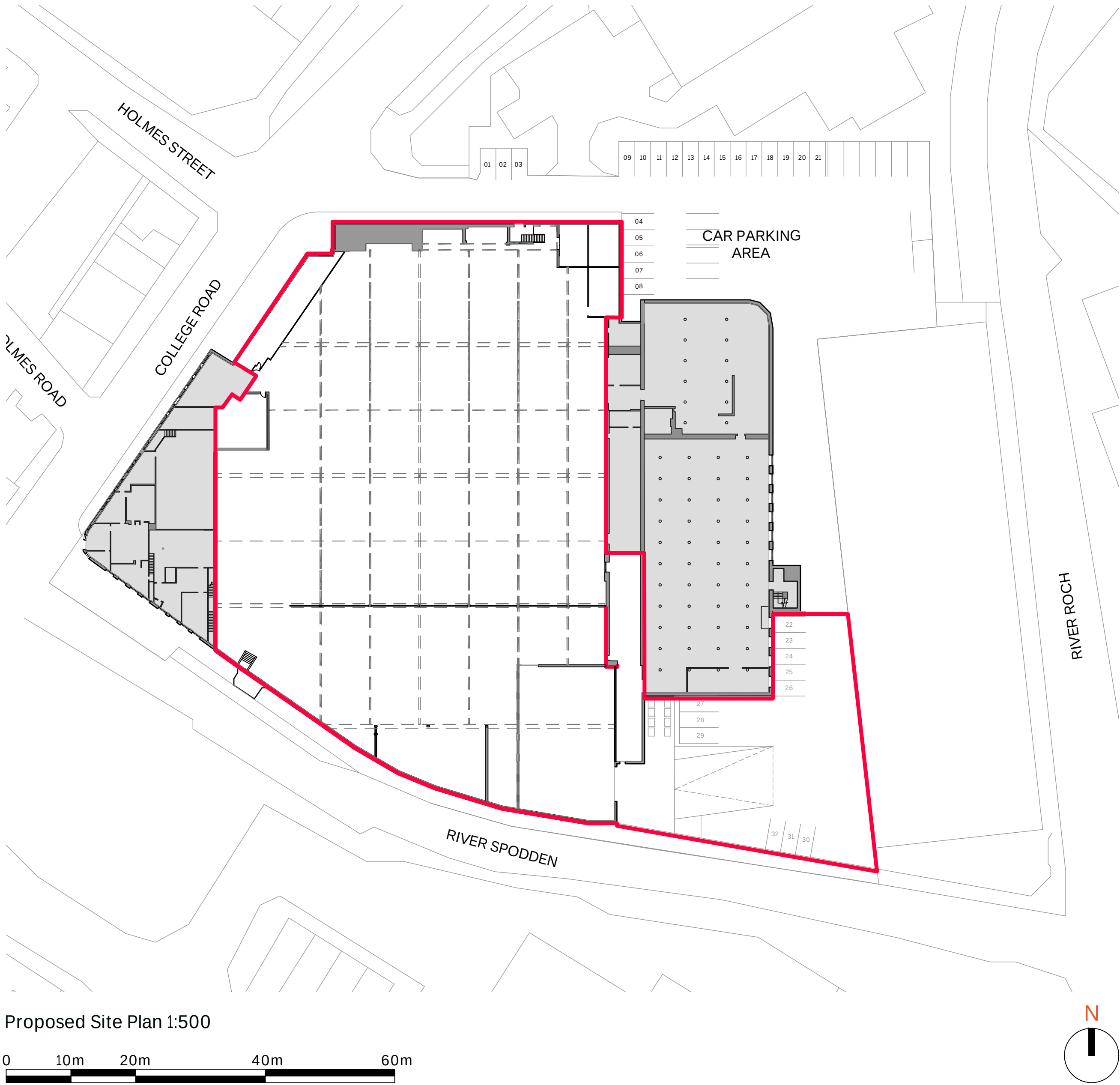
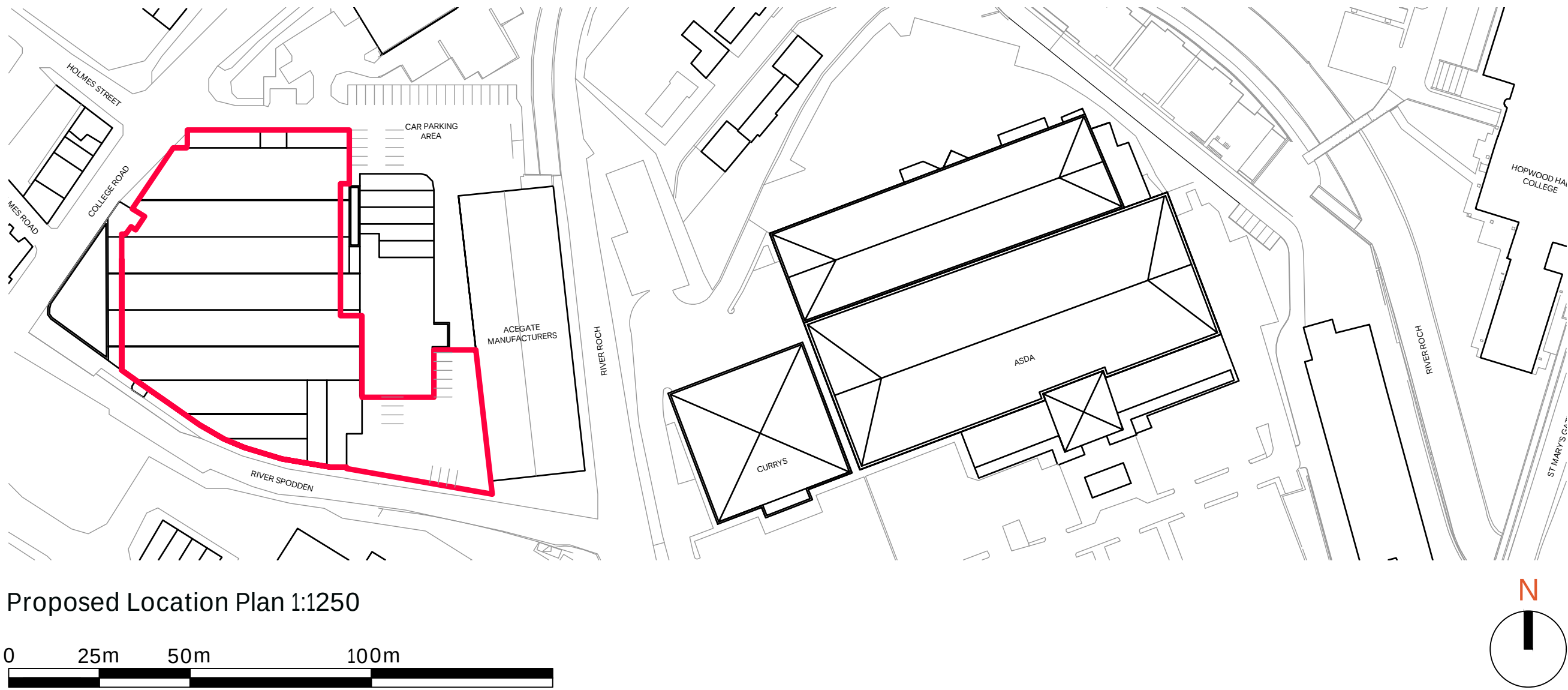
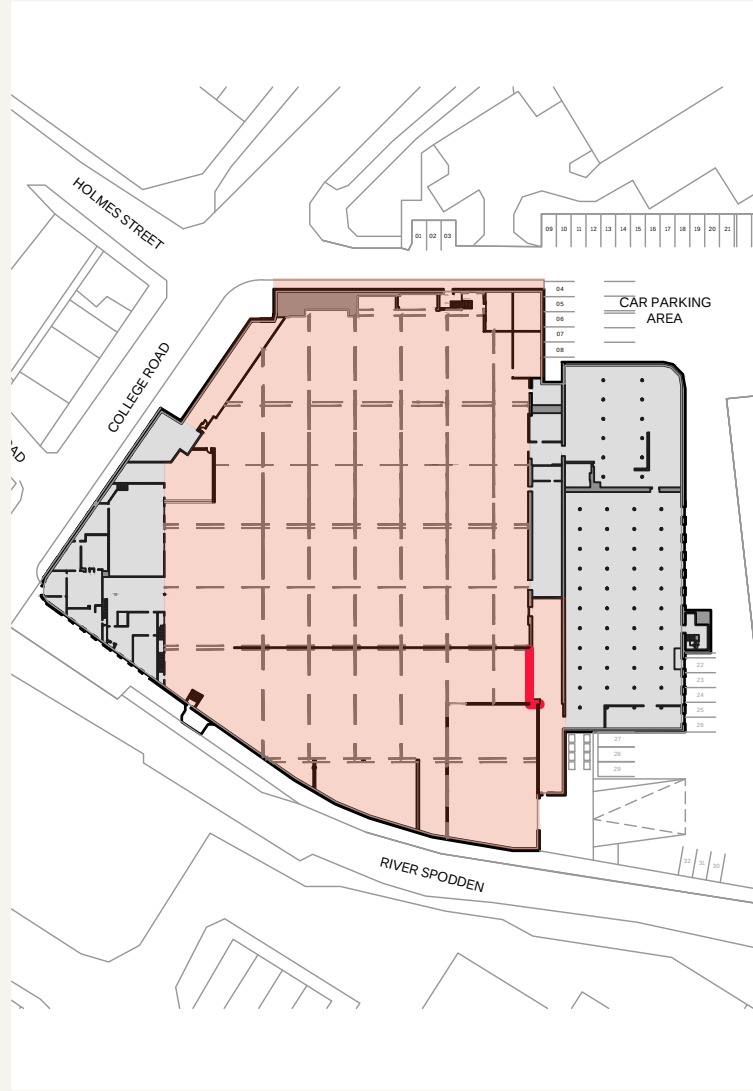
S|C|P

APPENDIX B

Mitchell Hey Mills
D050
Proposed Site Plan

Client :
Venture&Co Rochdale
Location :
Rochdale
Date :
13/02/26
Drawn by :
WW
Revision :
-
Scale :
Varies @ A1

Drawing type :
Planning
Do not scale from this drawing. It is the contractors responsibility to report any drawing inaccuracies and request clarification from the design team before proceeding. All measurements are indicative and should be checked on site by individual contractors prior to commencement of construction or procurement of materials or components. This drawing is copyright of NCstudio and may not be copied or reproduced in any form without written prop consent.



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APPENDIX C

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 day
	HD HILLINGDON	2 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 day
03	SOUTH WEST	
	BR BRISTOL CITY	1 day
	CW CORNWALL	1 day
	DC DORSET	1 day
	DV DEVON	1 day
	GS GLOUCESTERSHIRE	1 day
	SM SOMERSET	1 day
04	EAST ANGLIA	
	NF NORFOLK	1 day
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 day
	DY DERBY	1 day
	NN NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS	
	WM WEST MIDLANDS	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 day
08	NORTH WEST	
	BB BLACKBURN WITH DARWEN	1 day
	GM GREATER MANCHESTER	1 day
	LC LANCASHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 day
	TW TYNE & WEAR	1 day
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	FI FIFE	1 day
13	MUNSTER	
	CR CORK	1 day
15	GREATER DUBLIN	
	DL DUBLIN	1 day
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	0.03 to 4.29 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/01 to 08/11/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	5 days
Monday	5 days
Thursday	10 days
Tuesday	5 days
Wednesday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	31
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town Centre	5 days
Suburban Area (PPS6 Out of Centre)	26 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	4 days
Commercial Zone	1 days
Industrial Zone	24 days
No Sub Category	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	29 days
Servicing vehicles Included	2 days

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

Secondary Filtering Selection:

Use Class:

Not Known

31 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 5400

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	12 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	8 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	7 surveys
50,001 to 75,000	3 surveys
500,001 or More	5 surveys
75,001 to 100,000	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	16 surveys
1.1 to 1.5	14 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	31 surveys
----	------------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1b - Very poor	1 surveys
No PTAL Present	30 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

1	AN-02-C-01	COMPOSITES	ANTRIM
FERGUSON ROAD LISBURN Suburban Area (PPS6 Out of Centre) No Sub Category Site area: 1.4 hect Survey date: Friday 19/06/2015			
Survey Type: Manual			
2	BB-02-C-01	BREWERY	BLACKBURN WITH DARWEN
PENNY STREET BLACKBURN Edge of Town Centre Built-Up Zone Site area: 1.8 hect Survey date: Monday 21/06/2004			
Survey Type: Manual			
3	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.24 hect Survey date: Monday 19/10/2009			
Survey Type: Manual			
4	BT-02-C-02	FOOD PRODUCTION	BRENT
ABBEYDALE ROAD ALPERTON Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 1.44 hect Survey date: Wednesday 10/09/2014			
Survey Type: Manual			
5	CF-02-C-01	PLASTICS COMPANY	CARDIFF
PARC-TY-GLAS CARDIFF LLANISHEN Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.2 hect Survey date: Tuesday 24/10/2006			
Survey Type: Manual			
6	CF-02-C-02	BAKERY	CARDIFF
MAES-Y-COED ROAD CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 2.67 hect Survey date: Thursday 06/10/2016			
Survey Type: Manual			
7	CR-02-C-01	FABRICATIONS	CORK
CORK WALLINGSTOWN IND.EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.32 hect Survey date: Thursday 13/12/2012			
Survey Type: Manual			
8	CW-02-C-01	FOOD DISTRIBUTION	CORNWALL
WILSON WAY CAMBORNE POOL Suburban Area (PPS6 Out of Centre)			

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

Industrial Zone Site area: 2.08 hect Survey date: Friday 08/06/2007				Survey Type: Manual
9	DC-02-C-04	BREWERY	DORSET	
WEYMOUTH AVENUE DORCHESTER Edge of Town Centre Built-Up Zone Site area: 4.29 hect Survey date: Monday 09/07/2001				Survey Type: Manual
10	DL-02-C-01	NAILS/STAPLES COMPANY	DUBLIN	
ROWAN AVENUE DUBLIN SANDYFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.05 hect Survey date: Thursday 26/09/2019				Survey Type: Manual
11	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE	
STONEGRAVELS LANE CHESTERFIELD Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.3 hect Survey date: Wednesday 04/10/2023				Survey Type: Manual
12	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON	
GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.95 hect Survey date: Thursday 06/07/2017				Survey Type: Manual
13	DY-02-C-01	ENGINEERED PRODUCTS	DERBY	
PONTEFRAC STREET DERBY Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.21 hect Survey date: Thursday 25/06/2015				Survey Type: Manual
14	FI-02-C-01	REFRIGERATION	FIFE	
HALBEATH PLACE DUNFERMLINE Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 1.54 hect Survey date: Friday 20/04/2007				Survey Type: Manual
15	GM-02-C-02	BREWERY	GREATER MANCHESTER	
GREAT DUCIE STREET MANCHESTER STRANGWAYS Edge of Town Centre Built-Up Zone Site area: 3.1 hect Survey date: Tuesday 08/06/2004				Survey Type: Manual

16	GS-02-C-01	HEALTH PRODUCTS	GLOUCESTERSHIRE
ST CATHERINE STREET GLOUCESTER Edge of Town Centre Built-Up Zone Site area: 1.6 hect Survey date: Wednesday 26/05/2004			
Survey Type: Manual			
17	HD-02-C-01	TARMAC PRODUCTION	HILLINGDON
PUMP LANE HAYES Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 2.8 hect Survey date: Friday 11/05/2012			
Survey Type: Manual			
18	HD-02-C-02	WINDOW PRODUCTION	HILLINGDON
BETAM ROAD HAYES Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.15 hect Survey date: Wednesday 05/12/2012			
Survey Type: Manual			
19	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.38 hect Survey date: Thursday 17/07/2008			
Survey Type: Manual			
20	LC-02-C-02	RECYCLING CO.	LANCASHIRE
ESSEX STREET PRESTON RED SCAR IND ESTATE Edge of Town Centre Industrial Zone Site area: 0.35 hect Survey date: Thursday 10/05/2012			
Survey Type: Manual			
21	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
GOLDEN HILL LANE LEYLAND Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.069 hect Survey date: Tuesday 06/11/2018			
Survey Type: Manual			
22	LS-02-C-01	FLUID SYSTEMS	LEEDS
BROWN LANE WEST LEEDS HOLBECK Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 1.8 hect Survey date: Monday 19/10/2015			
Survey Type: Manual			
23	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
FLETCHER WAY NORWICH UPPER HELLES DON Suburban Area (PPS6 Out of Centre)			

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

Industrial Zone

Site area: 0.086 hect

Survey date: Thursday 14/11/2019

Survey Type: Manual

24 TREVITHICK ROAD CORBY Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.3116 hect Survey date: Thursday 22/10/2020	NN-02-C-01	RENEWABLE ENGINEERING	NORTH NORTHAMPTONSHIRE
--	-------------------	------------------------------	-------------------------------

Survey Type: Manual

25 ROBINS DRIVE BRIDGWATER Suburban Area (PPS6 Out of Centre) No Sub Category Site area: 0.4 hect Survey date: Wednesday 14/09/2022	SM-02-C-01	WET BLASTING EQUIPMENT	SOMERSET
--	-------------------	-------------------------------	-----------------

Survey Type: Manual

26 PARKVIEW ROAD WEST HARTLEPOOL Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.29 hect Survey date: Friday 04/09/2020	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
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Survey Type: Manual

27 SHAFTESBURY AVENUE JARROW TYNE POINT IND. ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.18 hect Survey date: Thursday 15/11/2012	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
--	-------------------	------------------------	------------------------

Survey Type: Manual

28 FORGE LANE SUTTON COLDFIELD MINWORTH Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.94 hect Survey date: Tuesday 25/11/2008	WM-02-C-01	METAL BEARINGS	WEST MIDLANDS
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Survey Type: Manual

29 SYDNEY ROAD BIRMINGHAM SMALL HEATH Suburban Area (PPS6 Out of Centre) Commercial Zone Site area: 0.1 hect Survey date: Wednesday 17/06/2009	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
--	-------------------	-------------------	----------------------

Survey Type: Manual

30 STOURVALE ROAD STOURBRIDGE LYE Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.63 hect Survey date: Tuesday 21/11/2017	WM-02-C-04	FOUNDRY	WEST MIDLANDS
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Survey Type: Manual



Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

31	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
ICKNIELD STREET			
BIRMINGHAM			
HOCKLEY			
Suburban Area (PPS6 Out of Centre)			
Industrial Zone			
Site area: 0.03 hect			
Survey date: Monday 22/11/2021			

Survey Type: Manual

Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	551	0.000	0.000	0.000
06:00-07:00	4	5138	0.428	0.049	0.477
07:00-08:00	30	6318	0.241	0.055	0.296
08:00-09:00	30	6318	0.260	0.073	0.333
09:00-10:00	31	6122	0.156	0.104	0.260
10:00-11:00	31	6122	0.118	0.102	0.220
11:00-12:00	31	6122	0.113	0.113	0.226
12:00-13:00	31	6122	0.121	0.159	0.280
13:00-14:00	31	6122	0.164	0.121	0.285
14:00-15:00	31	6122	0.105	0.169	0.274
15:00-16:00	31	6122	0.100	0.145	0.245
16:00-17:00	31	6122	0.069	0.246	0.315
17:00-18:00	31	6122	0.065	0.243	0.308
18:00-19:00	28	6366	0.025	0.073	0.098
19:00-20:00	3	453	0.000	0.000	0.000
20:00-21:00	2	551	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.965	1.652	3.617

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2f451cef-1e8d-43ee-ba5b-4c38c354b1ad

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	09/07/2001 - 04/10/2023
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

S|C|P

APPENDIX D

TS045 - Car or van availability

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population All households
units Households
date 2021

2021 super output area - middle layer	No cars or vans in household		1 car or van in household		2 cars or vans in household		3 or more cars or vans in household	
	number	%	number	%	number	%	number	%
E02001132 : Rochdale 001	681	22.3	1,421	46.5	739	24.2	214	7.0
E02001133 : Rochdale 002	354	12.9	1,189	43.5	944	34.5	249	9.1
E02001134 : Rochdale 003	347	13.1	1,129	42.5	915	34.5	263	9.9
E02001135 : Rochdale 004	1,139	35.6	1,352	42.3	560	17.5	148	4.6
E02001136 : Rochdale 005	717	19.2	1,675	44.8	1,037	27.7	308	8.2
E02001137 : Rochdale 006	235	9.0	1,008	38.6	1,039	39.8	330	12.6
E02001138 : Rochdale 007	489	13.4	1,381	37.9	1,335	36.6	439	12.0
E02001139 : Rochdale 008	1,081	33.3	1,408	43.4	577	17.8	181	5.6
E02001140 : Rochdale 009	806	26.4	1,336	43.8	704	23.1	202	6.6
E02001141 : Rochdale 010	2,136	46.6	1,693	36.9	567	12.4	187	4.1
E02001142 : Rochdale 011	285	11.7	965	39.7	868	35.7	311	12.8
E02001143 : Rochdale 012	1,251	30.9	1,724	42.6	806	19.9	266	6.6
E02001144 : Rochdale 013	678	23.7	1,274	44.5	712	24.9	196	6.9
E02001145 : Rochdale 014	510	16.6	1,368	44.4	925	30.1	275	8.9
E02001146 : Rochdale 015	1,057	34.3	1,301	42.2	532	17.3	194	6.3
E02001147 : Rochdale 016	1,294	31.3	1,638	39.6	947	22.9	260	6.3
E02001148 : Rochdale 017	1,157	26.4	1,911	43.6	1,055	24.1	262	6.0
E02001149 : Rochdale 018	1,788	37.1	2,010	41.7	849	17.6	168	3.5
E02001150 : Rochdale 019	1,034	28.0	1,624	44.0	833	22.5	204	5.5
E02001151 : Rochdale 020	781	18.7	1,794	42.8	1,224	29.2	388	9.3
E02001152 : Rochdale 021	1,169	28.3	1,775	43.0	961	23.3	225	5.4
E02001153 : Rochdale 022	1,776	36.0	2,032	41.2	954	19.3	173	3.5
E02001154 : Rochdale 023	1,145	26.1	2,017	46.0	974	22.2	247	5.6
E02001155 : Rochdale 024	1,117	32.4	1,520	44.1	686	19.9	124	3.6
E02001156 : Rochdale 025	670	16.4	1,727	42.2	1,325	32.3	374	9.1

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

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APPENDIX E

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population All usual residents aged 16 and over in employment the week before the census

Units : Persons

Date : 2011

place of work E02001141 : Rochdale 010 (2011 super output area - middle layer)

usual resid	Work main	Undergrou	Train	Bus, minib	Taxi	Motorcycle	Driving a c	Passenger	Bicycle	On foot	Other method of travel to work
E02002490	0	0	0	0	0	0	0	1	0	0	0
E02002490	0	0	0	0	0	0	1	0	0	0	0
E02002540	0	0	0	0	0	0	1	0	0	0	0
E02001690	0	0	0	0	0	0	0	0	0	1	0
E02001810	0	0	0	0	0	0	1	0	0	0	0
E02001820	0	0	0	0	0	0	1	0	0	0	0
E02002610	0	0	0	0	0	0	1	0	0	0	0
E02002610	0	0	0	0	0	0	1	0	0	0	0
E02002610	0	0	0	0	0	0	0	2	0	0	0
E02002620	0	0	0	0	0	0	1	0	0	0	0
E02002620	0	0	0	0	0	0	2	0	0	0	0
E02002620	0	0	1	0	0	0	0	0	0	0	0
E02002620	0	0	0	0	0	0	2	0	0	1	0
E02002620	0	0	2	0	0	0	0	0	0	0	0
E02002620	0	0	0	0	0	0	1	0	0	0	0
E02002620	0	0	0	0	0	0	3	0	0	0	0
E02002620	0	0	0	0	0	0	2	0	0	0	0
E02002620	0	0	0	0	0	0	3	0	0	0	0
E02002630	0	0	0	0	0	0	1	0	1	0	0
E02002630	0	0	0	0	0	0	4	0	0	0	0
E02002630	0	0	0	0	0	0	7	0	0	0	0
E02002630	0	0	0	0	0	0	1	0	0	0	0
E02002630	0	0	0	0	0	0	1	0	0	0	0
E02002640	0	0	0	0	0	0	1	1	0	0	0
E02003810	0	0	0	0	0	0	1	0	0	0	0
E02003810	0	0	0	0	0	0	1	0	0	0	0
E02003810	0	0	0	0	0	0	2	0	0	0	0
E02003810	0	0	0	0	0	0	1	0	0	0	0
E02003830	0	0	0	0	0	0	1	1	0	0	0
E02003850	0	0	0	0	0	0	1	0	0	0	0
E02003850	0	0	0	0	0	0	2	0	0	0	0
E02003790	0	0	0	0	0	0	1	0	0	0	0
E02003800	0	0	0	0	0	0	0	0	1	0	0
E02003870	0	0	0	0	0	0	1	0	0	0	0
E02003870	0	0	0	0	0	1	1	0	0	0	0
E02002570	0	0	0	0	0	0	4	0	0	0	0
E02002570	0	0	0	0	0	0	2	0	0	0	0
E02002570	0	0	1	0	0	0	2	0	0	0	0
E02002580	0	0	0	0	0	0	1	0	0	0	0
E02002580	0	0	0	0	0	0	1	0	0	0	0
E02002580	0	0	0	0	0	0	1	0	0	0	0
E02002580	0	0	0	1	0	0	0	0	0	0	0
E02002590	0	0	0	0	0	0	1	0	0	0	0
E02002590	0	0	0	0	0	0	1	0	0	0	0
E02002590	0	0	0	0	0	0	3	0	0	0	0
E02002590	0	0	0	0	0	0	2	0	0	0	0
E02002590	0	0	0	1	0	0	2	0	0	0	0
E02002600	0	0	0	0	0	0	1	0	0	0	0
E02002600	0	0	0	0	0	0	1	0	0	0	0
E02002600	0	0	0	0	0	0	1	0	0	0	0
E02002600	0	0	1	0	0	0	0	0	0	0	0
E02002600	0	0	0	1	0	0	0	0	0	0	0
E02002600	0	0	0	0	0	0	2	0	0	0	0
E02002600	0	0	0	0	0	0	1	0	0	0	0
E02002610	0	0	0	0	0	0	1	0	0	0	0
E02002610	0	0	0	0	0	0	2	0	0	0	0
E02003970	0	0	0	0	0	0	0	1	0	0	0
E02003970	0	0	0	0	0	0	1	0	0	0	0
E02003990	0	0	0	0	0	0	1	0	0	0	0
E02004000	0	0	0	0	0	0	1	0	0	0	0
E02000980	0	0	1	0	0	0	7	0	0	0	0

E0200098:	0	0	0	0	0	0	3	0	0	0	0
E0200098:	0	0	1	1	0	0	9	0	0	0	0
E0200098:	0	0	0	0	0	0	12	0	0	0	0
E0200098:	0	0	0	0	0	1	5	0	0	0	0
E0200099:	0	0	0	0	0	0	2	0	0	0	0
E0200099:	0	0	0	1	0	0	10	1	0	1	0
E0200099:	0	0	0	0	0	0	2	2	0	0	0
E0200099:	0	0	1	0	0	0	2	0	0	0	0
E0200099:	0	0	0	0	0	0	4	0	0	1	0
E0200099:	0	0	0	0	0	0	3	0	0	0	0
E0200099:	0	0	0	1	0	1	7	0	0	0	0
E0200099:	0	0	0	0	0	0	1	0	0	0	0
E0200099:	0	0	0	1	0	0	3	0	0	0	0
E0200099:	0	0	0	0	0	0	2	0	0	0	0
E0200100:	0	0	0	0	0	0	11	2	0	0	0
E0200100:	0	0	0	0	0	0	5	0	0	0	0
E0200100:	0	0	0	0	0	0	9	0	0	0	0
E0200100:	0	0	0	0	0	0	9	0	0	0	0
E0200100:	0	0	0	1	0	0	1	2	0	0	0
E0200100:	0	0	0	0	0	0	4	0	0	0	0
E0200100:	0	0	0	0	0	0	4	0	0	0	0
E0200100:	0	0	0	0	0	0	9	0	0	0	0
E0200100:	0	0	1	0	0	0	12	0	0	0	0
E0200100:	0	0	0	0	0	0	1	0	0	0	0
E0200101:	0	0	0	0	0	0	3	0	0	0	0
E0200101:	0	0	0	0	0	0	10	0	0	0	0
E0200101:	0	0	0	2	0	0	2	0	0	0	0
E0200101:	0	0	0	0	0	0	5	1	0	0	0
E0200101:	0	0	0	0	0	0	2	0	0	0	0
E0200101:	0	0	0	0	0	0	3	0	0	0	0
E0200101:	0	0	0	0	0	0	1	0	0	0	0
E0200101:	0	0	0	0	0	0	11	1	0	0	0
E0200101:	0	0	0	0	0	0	5	0	0	0	0
E0200101:	0	0	0	0	0	1	38	0	1	0	0
E0200102:	0	0	0	0	0	0	18	0	0	0	0
E0200102:	0	0	0	1	0	0	42	0	0	0	0
E0200102:	0	1	0	2	0	1	20	3	1	0	0
E0200102:	0	0	0	1	0	0	15	0	0	0	0
E0200102:	0	0	0	1	0	0	23	1	0	0	0
E0200102:	0	1	0	5	0	0	31	2	1	0	1
E0200102:	0	0	0	6	0	0	21	1	0	4	0
E0200102:	0	0	0	2	0	0	22	2	1	0	0
E0200102:	0	0	1	4	0	0	23	0	0	0	0
E0200102:	0	0	0	2	0	0	8	1	0	1	0
E0200103:	0	0	0	3	0	0	10	0	0	0	0
E0200103:	0	0	0	3	1	0	21	0	0	1	0
E0200103:	0	0	0	1	0	0	7	0	0	0	0
E0200103:	0	1	0	1	0	0	9	0	1	0	0
E0200103:	0	0	0	0	0	0	12	0	0	0	0
E0200103:	0	0	0	0	0	0	25	1	0	0	0
E0200103:	0	0	0	0	0	0	16	1	0	0	0
E0200103:	0	0	0	1	0	0	15	0	0	0	0
E0200103:	0	0	0	1	0	0	7	0	0	0	0
E0200103:	0	1	0	2	0	0	9	0	0	0	0
E0200104:	0	0	0	2	0	0	16	0	2	0	0
E0200104:	0	0	1	0	0	0	11	1	0	0	0
E0200104:	0	0	0	0	0	0	11	0	0	0	0
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E0200104:	0	0	0	1	0	0	8	0	0	0	0
E0200104:	0	0	1	1	0	0	8	0	0	0	0
E0200104:	0	0	0	0	0	0	7	0	0	0	0
E0200104:	0	0	5	2	0	0	16	3	0	0	0
E0200105:	0	0	0	1	0	0	10	0	0	0	0
E0200105:	0	0	0	0	0	0	8	0	0	0	0
E0200105:	0	1	0	5	0	0	5	0	0	1	0
E0200105:	0	0	0	2	0	0	4	0	0	1	0
E0200105:	0	0	0	3	0	0	5	0	0	1	0
E0200105:	0	0	0	1	0	0	3	0	0	0	0
E0200105:	0	0	0	0	0	0	4	0	0	1	0
E0200106:	0	0	0	1	0	0	1	0	0	0	0
E0200106:	0	0	2	0	0	0	0	0	0	0	0

E0200106:	0	0	2	0	0	0	3	0	0	0	0
E0200106:	0	0	0	0	0	0	2	0	0	0	0
E0200106:	0	0	0	0	0	0	4	0	0	0	0
E0200106:	0	0	0	3	0	1	1	0	0	0	0
E0200106:	0	0	0	0	0	0	4	0	0	0	0
E0200106:	0	0	0	0	0	0	1	0	0	0	0
E0200106:	0	0	0	0	0	0	1	0	0	0	0
E0200107:	0	0	0	0	0	0	1	0	0	0	0
E0200107:	0	0	0	0	0	0	2	0	0	0	0
E0200107:	0	0	4	1	0	0	3	0	0	0	0
E0200107:	0	0	2	0	0	0	7	0	0	0	0
E0200107:	0	0	2	1	0	0	4	0	0	0	0
E0200107:	0	0	0	0	0	0	1	0	0	0	0
E0200107:	0	0	0	0	0	0	1	0	0	0	0
E0200107:	0	0	2	0	0	0	2	0	0	0	0
E0200107:	0	0	2	0	0	0	4	0	0	0	0
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E0200108:	0	0	0	0	0	0	1	0	0	0	0
E0200108:	0	0	1	0	0	0	3	0	0	0	0
E0200108:	0	0	0	0	0	0	3	0	0	0	0
E0200108:	0	0	0	0	0	0	8	0	0	0	0
E0200108:	0	0	2	0	0	0	2	0	0	0	0
E0200108:	0	0	1	0	0	0	1	0	0	0	0
E0200108:	0	0	0	0	0	0	2	0	0	0	0
E0200108:	0	0	0	0	0	0	4	0	0	0	0
E0200108:	0	0	0	0	0	0	4	0	0	0	0
E0200108:	0	0	1	0	0	0	3	0	0	0	0
E0200109:	0	0	0	1	0	0	2	1	0	0	0
E0200109:	0	0	0	0	0	0	2	0	0	0	0
E0200690:	0	0	6	3	0	0	0	0	0	0	0
E0200691:	0	0	3	2	0	0	3	0	0	0	0
E0200691:	0	0	1	1	0	0	4	0	0	0	0
E0200691:	0	0	1	0	0	0	3	0	0	0	0
E0200691:	0	0	0	1	0	0	5	0	3	3	0
E0200691:	0	0	0	0	0	0	1	0	0	0	0
E0200691:	0	0	0	0	0	0	2	0	0	0	0
E0200109:	0	0	1	8	1	1	54	4	1	0	0
E0200109:	0	0	0	12	0	2	47	3	1	2	0
E0200110:	0	0	2	8	1	0	43	2	0	0	1
E0200110:	0	0	0	18	0	1	57	6	2	1	0
E0200110:	0	0	0	10	0	2	45	4	0	1	0
E0200110:	0	0	0	3	0	0	12	0	0	0	0
E0200110:	0	0	0	2	0	0	33	1	1	0	0
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E0200110:	0	0	0	12	0	0	36	1	0	0	0
E0200110:	0	0	1	2	0	0	28	0	2	0	0
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E0200110:	0	0	0	5	1	0	18	0	0	1	0
E0200111:	0	0	0	1	0	0	40	2	0	0	0
E0200111:	0	0	0	3	0	0	12	2	0	2	0
E0200111:	0	0	3	1	0	0	35	1	2	0	0
E0200111:	0	0	0	5	0	0	6	0	0	0	0
E0200111:	0	0	0	1	0	0	31	2	0	0	0
E0200111:	0	0	0	2	0	1	19	0	0	0	0
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E0200111:	0	0	0	1	0	0	15	1	0	0	0
E0200111:	0	0	0	2	0	0	22	0	0	0	0
E0200111:	0	0	0	6	0	0	10	2	0	3	0
E0200112:	0	0	0	3	0	0	14	0	0	3	0
E0200112:	0	0	0	3	0	0	17	1	0	0	0
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E0200112:	0	0	0	4	0	0	16	1	0	1	0
E0200112:	0	0	0	3	0	0	6	1	0	0	0
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E0200112:	0	0	0	2	0	0	11	0	0	1	0
E0200113:	0	0	0	4	0	0	13	1	2	0	0
E0200113:	0	0	0	0	0	0	9	0	0	0	0
E0200686:	0	1	0	3	1	0	31	5	0	3	0
E0200113:	0	0	10	57	0	3	209	24	6	14	2
E0200113:	0	0	3	40	5	2	268	38	6	11	0
E0200113:	0	0	9	35	4	0	230	20	4	12	0
E0200113:	0	0	0	51	26	1	175	26	4	39	0

E0200113:	0	0	3	51	33	0	418	65	7	143	2
E0200113:	0	0	0	15	4	3	266	32	2	12	1
E0200113:	0	0	0	26	9	3	371	54	1	17	1
E0200113:	0	0	1	25	24	1	174	21	4	132	4
E0200114:	0	0	1	52	26	2	222	34	6	81	1
E0200114:	0	2	9	67	54	1	233	35	7	357	3
E0200114:	0	0	1	17	2	0	254	32	3	14	1
E0200114:	0	0	1	56	22	4	265	46	4	80	4
E0200114:	0	0	0	55	2	3	211	34	2	15	0
E0200114:	0	0	0	44	5	2	247	18	4	7	0
E0200114:	0	0	7	28	24	2	150	37	6	120	1
E0200114:	0	0	1	92	9	3	197	29	9	29	1
E0200114:	0	0	13	86	14	2	311	65	13	40	3
E0200114:	0	0	0	38	0	0	111	12	2	11	0
E0200115:	0	0	0	35	1	2	102	13	0	9	1
E0200115:	0	0	0	31	2	1	163	21	3	7	0
E0200115:	0	0	0	27	1	0	78	6	0	6	0
E0200115:	0	1	1	33	2	0	59	10	0	13	0
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E0200116:	0	0	0	0	0	0	6	0	0	0	0
E0200116:	0	0	0	0	0	0	3	0	0	0	0
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E0200116:	0	0	0	1	0	0	5	0	0	0	0
E0200116:	0	0	0	0	0	0	2	1	0	0	0
E0200116:	0	0	1	0	0	0	5	0	0	0	0
E0200116:	0	0	0	0	0	0	12	0	0	0	0
E0200117:	0	0	0	0	0	0	4	0	0	0	0
E0200117:	0	0	0	0	0	0	8	0	0	0	0
E0200117:	0	0	1	0	0	0	4	0	0	0	0
E0200117:	0	0	0	1	0	0	0	0	0	0	0
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E0200118:	0	0	0	0	0	0	3	0	0	0	0
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E0200118:	0	0	0	1	0	0	2	0	0	0	0
E0200118:	0	0	0	0	0	0	3	0	0	0	0
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E0200119:	0	0	0	0	0	0	2	0	0	0	0
E0200119:	0	0	0	0	0	0	1	0	0	0	0
E0200119:	0	0	0	0	0	0	4	0	0	0	0
E0200119:	0	0	0	0	0	0	1	0	0	0	0
E0200119:	0	0	0	0	0	0	3	0	0	0	0
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E0200119:	0	0	0	0	0	0	5	0	0	0	0
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E0200120:	0	0	0	0	0	0	1	0	0	0	0
E0200120:	0	0	0	0	0	0	1	0	0	0	0
E0200120:	0	0	0	0	0	0	3	0	0	0	0
E0200120:	0	0	0	0	0	0	3	0	0	0	0
E0200120:	0	0	0	0	0	0	2	0	0	0	0
E0200120:	0	0	0	0	0	0	3	0	0	0	0
E0200121:	0	0	0	0	0	0	1	0	0	0	0
E0200121:	0	0	0	0	0	0	2	0	0	0	0
E0200121:	0	0	0	0	0	0	2	0	0	0	0
E0200121:	0	0	0	0	0	0	3	0	0	0	0

E0200121:	0	0	1	0	0	0	5	0	0	0	0
E0200121:	0	0	0	0	0	0	1	0	0	0	0
E0200121:	0	0	0	0	0	0	1	0	0	0	0
E0200121:	0	0	0	0	0	0	1	0	0	0	0
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E0200122:	0	0	0	0	0	0	2	0	0	0	0
E0200122:	0	0	0	0	0	0	5	0	0	0	0
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E0200123:	0	0	0	1	0	0	6	0	0	0	0
E0200123:	0	0	0	0	0	0	6	3	0	0	0
E0200123:	0	0	0	1	0	0	7	0	0	0	0
E0200123:	0	0	0	0	0	0	8	0	0	0	0
E0200123:	0	0	0	0	0	0	4	0	0	1	1
E0200123:	0	0	0	1	0	0	6	0	0	0	0
E0200123:	0	0	0	1	0	1	4	0	0	0	0
E0200123:	0	0	0	0	0	0	5	0	0	0	0
E0200123:	0	0	0	0	0	1	1	2	0	0	0
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E0200124:	0	0	0	2	0	0	3	0	0	0	0
E0200124:	0	0	0	0	0	0	9	1	0	0	0
E0200124:	0	0	0	1	0	0	3	1	0	0	0
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E0200124:	0	0	0	0	0	0	5	0	0	0	0
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E0200125:	0	0	0	0	0	0	6	0	0	0	0
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E0200126:	0	0	0	0	0	0	2	0	0	0	0
E0200126:	0	0	0	0	0	0	6	0	0	0	0
E0200126:	0	0	0	0	0	0	1	1	0	0	0
E0200126:	0	0	0	0	0	0	2	0	0	0	0
E0200126:	0	0	0	0	0	0	2	0	0	0	0
E0200126:	0	0	0	0	0	0	1	0	0	0	0
E0200126:	0	0	1	0	0	0	0	0	0	0	0
E0200126:	0	0	0	0	0	0	2	0	0	0	0
E0200126:	0	0	0	0	0	0	3	0	0	0	0
E0200126:	0	0	0	0	0	0	3	0	0	0	0
E0200127:	0	0	0	0	0	0	3	0	0	0	0
E0200127:	0	0	0	0	0	0	1	0	0	0	0
E0200127:	0	0	0	0	0	0	1	1	0	0	0
E0200127:	0	0	0	0	0	0	3	0	0	0	0
E0200127:	0	0	0	0	0	0	4	0	0	0	0
E0200127:	0	0	0	0	0	0	1	0	0	0	0
E0200127:	0	0	0	0	0	0	3	0	0	0	0
E0200127:	0	0	0	0	0	0	4	0	0	0	0
E0200127:	0	0	0	0	0	0	3	0	0	0	0
E0200127:	0	0	0	0	0	0	1	0	0	0	0
E0200128:	0	0	0	0	0	0	3	0	0	0	0
E0200128:	0	0	0	0	0	0	2	0	0	0	0
E0200128:	0	0	0	0	0	0	4	0	0	0	0
E0200128:	0	0	0	0	0	0	4	0	0	0	0
E0200128:	0	0	0	0	0	0	3	0	0	0	0
E0200128:	0	0	0	0	0	0	4	0	0	0	0
E0200128:	0	0	0	0	0	0	1	0	0	0	0
E0200128:	0	0	0	0	0	0	2	0	0	0	0
E0200128:	0	0	0	0	0	0	1	0	0	0	0
E0200129:	0	0	1	0	0	0	1	0	0	0	0
E0200129:	0	0	0	0	0	0	2	0	0	0	0
E0200129:	0	0	0	0	0	0	1	0	0	0	0
E0200129:	0	0	0	0	0	0	2	0	0	0	0
E0200129:	0	0	0	0	0	0	1	0	0	0	0
E0200130:	0	0	0	0	0	0	1	0	0	0	0

E0200130:	0	0	0	0	0	0	1	1	0	0	0
E0200130:	0	0	0	0	0	0	1	0	0	0	0
E0200130:	0	0	0	0	0	0	1	0	0	0	0
E0200130:	0	0	0	0	0	0	2	0	0	0	0
E0200130:	0	0	0	0	0	0	1	0	0	0	0
E0200131:	0	0	0	0	0	0	1	0	0	0	0
E0200131:	0	0	0	0	0	0	3	0	0	0	0
E0200131:	0	0	0	0	0	0	3	0	0	0	0
E0200131:	0	0	0	0	0	0	1	0	0	0	0
E0200131:	0	0	0	0	0	0	7	0	0	0	0
E0200131:	0	0	0	0	0	0	3	0	0	0	0
E0200131:	0	0	0	0	0	0	1	0	0	0	0
E0200131:	0	0	0	0	0	0	1	0	0	0	0
E0200131:	0	0	0	0	0	0	1	0	0	0	0
E0200131:	0	0	0	0	0	0	2	0	0	0	0
E0200132:	0	0	0	0	0	0	2	1	0	0	0
E0200132:	0	0	0	0	0	0	1	0	0	0	0
E0200132:	0	0	0	0	0	0	5	0	0	0	0
E0200132:	0	0	0	0	0	0	2	0	0	0	0
E0200132:	0	0	0	0	0	0	1	0	0	0	0
E0200517:	0	0	0	0	0	0	6	0	0	0	0
E0200517:	0	0	0	0	0	0	4	0	0	0	0
E0200517:	0	0	0	0	0	0	1	0	0	0	0
E0200517:	0	0	0	0	0	0	3	0	0	0	0
E0200518:	0	0	0	0	0	0	7	0	0	0	0
E0200518:	0	0	0	0	0	1	2	0	0	0	0
E0200518:	0	0	0	0	0	0	3	0	0	0	0
E0200518:	0	0	0	0	0	0	2	0	0	0	0
E0200518:	0	0	0	1	0	0	4	0	1	0	0
E0200518:	0	0	0	0	0	0	6	0	0	0	0
E0200518:	0	0	0	0	0	0	7	0	0	0	0
E0200688:	0	0	0	0	0	0	3	0	0	0	0
E0200518:	0	0	0	0	0	0	1	0	0	0	0
E0200519:	0	0	0	0	0	0	3	0	0	0	0
E0200519:	0	0	0	0	0	0	1	0	0	0	0
E0200519:	0	0	0	0	0	0	2	0	0	0	0
E0200519:	0	0	0	0	0	0	2	0	0	0	0
E0200519:	0	0	0	0	0	0	1	1	0	0	0
E0200519:	0	0	0	0	0	0	2	0	0	0	0
E0200519:	0	0	0	0	0	0	1	0	0	0	0
E0200519:	0	0	0	0	0	0	1	1	0	0	0
E0200520:	0	0	0	0	0	0	2	0	0	0	0
E0200520:	0	0	0	0	0	0	2	0	1	0	0
E0200520:	0	0	0	0	0	0	0	1	0	0	0
E0200521:	0	0	0	0	0	0	1	0	0	0	0
E0200521:	0	0	0	0	0	0	4	0	0	0	0
E0200521:	0	0	0	0	0	0	4	0	0	0	0
E0200521:	0	0	0	0	0	0	1	0	0	0	0
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E0200521:	0	0	0	0	0	0	1	0	0	0	0
E0200521:	0	0	0	0	0	0	3	0	0	0	0
E0200521:	0	0	0	0	0	0	4	0	0	0	0
E0200521:	0	0	0	0	0	0	6	0	0	0	0
E0200522:	0	0	0	0	0	1	5	0	0	0	0
E0200523:	0	0	0	0	0	0	1	0	0	0	0
E0200523:	0	0	0	0	0	0	1	0	0	0	0
E0200523:	0	0	0	0	0	0	1	0	0	0	0
E0200523:	0	0	0	1	0	0	0	1	0	0	0
E0200524:	0	0	0	0	0	0	1	0	0	0	0
E0200524:	0	0	0	0	0	0	2	0	0	0	0
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E0200524:	0	0	0	0	0	0	3	0	0	0	0
E0200524:	0	0	0	0	0	0	3	0	0	0	0
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E0200525:	0	0	0	1	0	0	5	1	0	1	0
E0200525:	0	0	0	0	0	0	1	0	0	0	0
E0200525:	0	0	0	0	0	0	9	0	0	0	0
E0200525:	0	0	0	0	0	0	1	0	0	0	0
E0200525:	0	0	0	0	0	0	1	0	0	0	0

E0200525:	0	0	0	0	0	0	1	0	0	0	0
E0200526:	0	0	0	0	0	0	1	0	0	0	0
E0200526:	0	0	0	0	0	0	1	1	0	0	0
E0200527:	0	0	0	1	0	0	0	0	0	0	0
E0200527:	0	0	0	0	0	0	1	0	0	0	0
E0200527:	0	0	0	0	0	0	0	0	0	1	0
E0200527:	0	0	0	0	0	0	5	0	0	0	0
E0200527:	0	0	0	0	0	0	1	0	0	0	0
E0200527:	0	0	0	0	0	0	5	0	0	0	0
E0200527:	0	0	0	0	0	0	3	0	0	0	0
E0200527:	0	0	0	4	0	0	40	2	1	0	0
E0200527:	0	0	0	2	0	0	26	3	0	0	0
E0200528:	0	0	0	20	0	3	132	6	0	1	0
E0200528:	0	0	0	3	0	0	22	1	0	2	0
E0200528:	0	0	0	1	0	0	13	1	1	0	0
E0200528:	0	0	0	0	0	0	24	2	0	0	0
E0200528:	0	0	0	41	0	2	258	25	5	7	0
E0200688:	0	0	0	6	0	0	66	4	0	0	0
E0200528:	0	0	0	0	0	0	3	0	0	0	0
E0200529:	0	0	0	0	0	0	1	0	0	0	0
E0200529:	0	0	0	0	0	0	1	0	0	0	0
E0200529:	0	0	0	0	0	0	1	0	0	0	0
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E0200530:	0	0	0	0	0	0	1	0	0	0	0
E0200530:	0	0	0	1	0	0	0	0	0	0	0
E0200530:	0	0	0	0	0	0	2	0	0	0	0
E0200531:	0	0	0	0	0	0	2	1	0	0	0
E0200531:	0	0	0	0	0	0	1	0	0	0	0
E0200532:	0	0	0	0	0	0	1	0	0	0	0
E0200532:	0	0	0	0	0	0	1	0	0	0	0
E0200532:	0	0	0	0	0	0	1	0	0	0	0
E0200132:	0	0	0	0	0	0	1	0	0	0	0
E0200133:	0	0	0	0	0	0	3	0	0	0	0
E0200133:	0	0	0	0	0	0	1	0	0	0	0
E0200134:	0	0	0	0	0	0	1	1	0	0	0
E0200134:	0	0	0	0	0	0	2	0	0	0	0
E0200134:	0	0	0	0	0	0	1	0	0	0	0
E0200135:	0	0	0	1	0	0	0	0	0	0	0
E0200135:	0	0	0	0	0	0	1	0	0	0	0
E0200136:	0	0	0	0	0	0	1	0	0	0	0
E0200137:	0	0	0	1	0	0	0	0	0	0	0
E0200137:	0	0	0	0	0	0	0	1	0	0	0
E0200138:	0	0	0	0	0	0	1	0	0	0	0
E0200138:	0	0	0	0	0	0	1	0	0	0	0
E0200138:	0	0	0	0	0	0	0	1	0	0	0
E0200138:	0	0	0	0	0	0	0	0	0	1	0
E0200139:	0	0	0	1	0	0	0	0	0	0	0
E0200139:	0	0	0	0	0	0	1	0	0	0	0
E0200140:	0	0	0	0	0	0	1	0	0	0	0
E0200140:	0	0	0	0	0	0	2	0	0	0	0
E0200693:	0	0	0	0	0	0	1	0	0	0	0
E0200143:	0	0	0	0	0	0	1	0	0	0	0
E0200144:	0	0	0	0	0	0	1	0	0	0	0
E0200144:	0	0	0	0	0	0	1	0	0	0	0
E0200145:	0	0	0	0	0	0	1	0	0	0	0
E0200146:	0	0	0	0	0	0	1	0	0	0	0
E0200146:	0	0	0	0	0	0	1	0	0	0	0
E0200140:	0	0	0	0	0	0	1	0	0	0	0
E0200140:	0	0	0	0	0	0	1	0	0	0	0
E0200141:	0	0	0	0	0	1	0	0	0	0	0
E0200141:	0	0	0	0	0	0	3	0	0	0	0
E0200141:	0	0	0	0	0	0	2	0	0	0	0
E0200141:	0	0	0	0	0	0	3	0	0	0	0
E0200141:	0	0	0	0	0	0	3	0	0	0	0
E0200142:	0	0	0	0	0	0	1	0	0	0	0
E0200142:	0	0	0	0	0	0	1	0	0	0	0
E0200142:	0	0	0	0	0	0	1	0	0	0	0
E0200142:	0	0	0	0	0	0	1	0	0	0	0
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E0200147:	0	0	0	0	0	0	1	0	0	0	0
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E0200150:	0	0	0	0	0	0	1	0	0	0	0
E0200150:	0	0	0	0	0	0	1	0	0	0	0
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E0200269:	0	0	0	0	0	0	2	0	0	0	0
E0200269:	0	0	0	0	0	0	1	0	0	0	0
E0200271:	0	0	0	0	0	0	2	0	0	0	0
E0200271:	0	0	0	0	0	0	1	0	0	0	0
E0200272:	0	0	0	0	0	0	1	0	0	0	0
E0200272:	0	0	0	0	0	0	0	1	0	0	0
E0200267:	0	0	0	0	0	0	1	0	0	0	0
E0200277:	0	0	1	0	0	0	0	0	0	0	0
E0200278:	0	0	0	0	0	0	1	0	0	0	0
E0200574:	0	0	0	0	0	0	2	0	0	0	0
E0200577:	0	0	0	0	0	0	3	0	0	0	0
E0200580:	0	0	0	0	0	0	1	0	0	0	0
E0200581:	0	0	0	0	0	0	2	0	0	0	0
E0200581:	0	0	0	0	0	0	1	0	0	0	0
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E0200151:	0	0	0	0	0	0	1	0	0	0	0
E0200152:	0	0	0	1	0	0	0	0	0	0	0
E0200153:	0	0	0	0	0	0	2	0	0	0	0
E0200154:	0	0	0	0	0	0	1	0	0	0	0
E0200154:	0	0	0	0	0	0	1	1	0	0	0
E0200154:	0	0	0	0	0	0	1	0	0	0	0
E0200157:	0	0	0	1	0	0	0	0	0	0	0
E0200164:	0	0	0	0	0	0	1	0	0	0	0
E0200165:	0	1	0	0	0	0	2	0	0	0	0
E0200165:	0	0	0	0	0	0	0	1	0	0	0
E0200684:	0	0	1	0	0	0	0	0	0	0	0
E0200219:	0	0	0	0	0	0	1	0	0	0	0
E0200219:	0	0	0	0	0	0	1	0	0	0	0
E0200220:	0	0	0	0	0	0	1	0	0	0	0
E0200220:	0	0	0	0	0	0	3	0	0	0	0
E0200221:	0	0	1	0	0	0	0	0	0	0	0
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E0200221:	0	0	0	0	0	0	2	0	0	0	0
E0200222:	0	0	1	0	0	0	0	0	0	0	0
E0200222:	0	0	0	0	0	0	1	0	0	0	0
E0200222:	0	0	0	0	0	0	0	2	0	2	0
E0200223:	0	0	0	0	0	0	1	0	0	0	0
E0200223:	0	0	0	0	0	0	1	0	0	0	0
E0200224:	0	0	0	0	0	0	2	0	0	0	0
E0200224:	0	0	0	0	0	0	1	0	0	0	0
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E0200224:	0	0	5	1	0	2	20	1	0	0	0
E0200224:	0	0	0	0	0	0	1	0	0	0	0
E0200224:	0	0	0	0	0	0	1	0	0	0	0
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E0200225:	0	0	0	0	0	0	3	0	0	0	0
E0200225:	0	0	0	1	0	0	0	0	0	0	0
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E0200225:	0	0	0	1	0	0	2	1	0	0	0
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E0200225:	0	0	0	0	0	0	2	0	0	0	0
E0200226:	0	0	0	2	0	0	9	1	0	0	0
E0200226:	0	0	1	0	0	0	4	0	0	0	0
E0200226:	0	0	0	0	0	0	3	0	0	0	0
E0200226:	0	0	1	1	0	0	3	0	0	0	0
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E0200226:	0	0	0	0	0	0	4	1	0	0	0
E0200226:	0	0	1	0	0	0	9	1	0	0	0
E0200227:	0	0	0	2	0	0	23	1	0	0	0
E0200227:	0	0	0	0	0	0	1	0	0	0	0
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E0200227f	0	0	0	0	0	1	0	0	0	0	0
E0200228f	0	0	0	0	0	0	1	0	0	0	0
E0200228f	0	0	0	0	0	0	1	0	0	0	0
E0200228f	0	0	0	0	0	0	1	0	0	0	0
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E0200229f	0	0	0	0	0	0	1	0	0	0	0
E0200229f	0	0	0	0	0	0	1	0	0	0	0
E0200230f	0	0	0	0	0	0	2	0	0	0	0
E0200230f	0	0	0	0	0	0	3	0	0	0	0
E0200230f	0	0	0	0	0	0	1	0	0	0	0
E0200230f	0	0	0	0	0	0	2	0	0	0	0
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E0200231f	0	0	0	0	0	0	3	0	0	0	0
E0200231f	0	0	0	1	0	0	7	0	0	1	0
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E0200231f	0	0	0	0	0	0	3	0	0	0	0
E0200231f	0	0	0	0	0	0	3	0	0	0	0
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E0200232f	0	0	0	0	0	0	1	0	0	0	0
E0200232f	0	0	1	0	0	0	4	0	0	0	0
E0200232f	0	0	0	0	0	0	3	0	0	0	0
E0200232f	0	0	0	0	0	0	4	0	0	0	0
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E0200234f	0	0	0	0	0	0	1	0	0	0	0
E0200234f	0	0	0	0	0	0	1	0	0	0	0
E0200235f	0	0	0	0	0	0	2	0	0	0	0
E0200236f	0	0	0	0	0	0	1	0	0	0	0
E0200237f	0	0	0	0	0	0	1	0	0	0	0
E0200237f	0	0	1	0	0	0	1	1	0	0	0
E0200237f	0	0	0	0	0	0	2	0	0	0	0
E0200237f	0	0	1	0	0	0	0	0	0	0	0
E0200238f	0	0	0	0	0	0	1	0	0	0	0
E0200238f	0	0	0	0	0	0	1	0	0	1	0
E0200238f	0	0	1	0	0	0	0	0	0	0	0
E0200238f	0	0	0	0	0	0	1	0	0	0	0
E0200238f	0	0	0	0	0	0	1	0	0	0	0
E0200238f	0	0	0	0	0	0	1	0	0	0	0
E0200239f	0	0	1	0	0	0	0	0	0	0	0
E0200239f	0	0	0	0	0	0	1	0	0	0	0
E0200240f	0	0	0	0	0	0	1	0	0	0	0
E0200240f	0	0	0	0	0	0	1	0	0	0	0
E0200241f	0	0	0	0	0	0	1	0	0	0	0
E0200242f	0	0	0	0	0	0	1	0	0	0	0
E0200242f	0	0	0	0	0	0	2	0	0	0	0
E0200242f	0	0	0	0	0	0	2	0	0	0	0
E0200243f	0	0	0	0	0	0	1	0	0	0	0
E0200686f	0	0	0	0	0	0	1	0	0	1	0
E0200687f	0	0	0	0	0	0	1	0	0	2	0
E0200244f	0	0	0	0	0	0	1	0	0	0	0
E0200244f	0	0	0	0	0	0	2	0	0	0	0
E0200245f	0	0	0	0	0	0	1	0	0	0	0
E0200246f	0	0	0	0	0	0	2	0	0	0	0
E0200247f	0	0	0	0	0	0	1	0	0	0	0
E0200408f	0	0	0	0	0	0	1	0	0	0	0
E0200409f	0	0	0	0	0	0	2	0	0	0	0
E0200409f	0	0	0	0	0	0	2	0	0	0	0
E0200409f	0	0	0	0	0	0	4	0	0	0	0
E0200409f	0	0	0	0	0	0	3	0	0	0	0
E0200409f	0	0	0	0	0	0	3	0	0	0	0
E0200409f	0	0	0	0	0	0	2	0	0	0	0
E0200410f	0	0	0	0	0	0	1	0	0	0	0

E0200687:	0	0	0	0	0	0	1	0	0	0	0
E0200412:	0	0	0	0	0	0	1	0	0	0	0
E0200535:	0	0	0	0	0	0	1	0	0	0	0
E0200542:	0	0	0	0	0	1	0	3	0	0	0
E0200546:	0	0	0	0	0	0	1	0	0	0	0
E0200547:	0	0	0	0	0	0	1	0	0	0	0
E0200547:	0	0	0	0	0	0	1	0	0	0	0
E0200561:	0	0	0	0	0	0	1	0	0	0	0
E0200562:	0	0	0	0	0	0	1	0	0	0	0
E0200562:	0	0	0	0	0	0	1	0	0	0	0
E0200568:	0	0	0	0	0	0	1	0	0	0	0
E0200584:	0	0	0	0	0	0	2	0	0	0	0
E0200589:	0	0	0	0	0	0	1	0	0	0	0
E0200602:	0	0	0	0	0	0	1	0	0	0	0
E0200295:	0	0	0	0	0	0	2	0	0	0	0
E0200296:	0	0	0	0	0	0	1	0	0	0	0
E0200621:	0	0	0	0	0	0	1	0	0	0	0
E0200622:	0	0	0	0	0	1	0	0	0	0	0
E0200652:	0	0	0	0	0	0	1	0	0	0	0
E0200185:	0	0	0	2	0	0	0	0	0	0	0
E0200187:	0	0	0	0	0	0	0	1	0	0	0
E0200209:	0	0	0	0	0	0	1	0	0	0	0
E0200210:	0	0	0	0	0	0	1	0	0	0	0
E0200676:	0	0	0	0	0	0	1	0	0	0	0
E0200362:	0	0	0	0	0	0	1	0	1	0	0
E0200324:	0	0	0	0	0	0	1	0	0	0	0
E0200328:	0	0	0	0	0	0	0	1	0	0	0
E0200375:	0	0	0	0	0	0	1	0	0	0	0
E0200375:	0	0	0	0	0	0	1	0	0	0	0
E0200376:	0	0	0	0	0	0	1	0	0	0	0
E0200376:	0	0	0	0	0	0	1	0	0	0	0
E0200376:	0	0	0	0	0	0	1	0	0	0	0
E0200692:	0	0	0	0	0	0	1	0	0	0	0
E0200484:	0	0	0	0	0	0	1	0	0	0	0
E0200484:	0	0	0	0	0	0	1	0	0	0	0
E0200498:	0	0	0	0	0	0	1	0	0	0	0
E0200555:	0	0	0	0	0	0	1	0	0	0	0
E0200556:	0	0	0	0	0	0	1	0	0	0	0
E0200556:	0	0	0	0	0	0	3	0	0	1	0
E0200081:	0	0	0	0	0	0	1	0	0	0	0
E0200094:	0	0	0	0	0	0	1	0	0	0	0
E0200003:	0	0	0	0	0	0	1	0	0	0	0
E0200004:	0	0	0	0	0	0	1	0	0	0	0
E0200047:	0	0	1	0	0	0	0	0	0	0	0
E0200334:	0	0	0	0	0	0	1	0	0	0	0
E0200347:	0	0	0	1	0	0	0	0	0	0	0
E0200353:	0	0	0	0	0	0	2	0	0	0	0
E0200354:	0	0	0	0	0	0	1	0	0	0	0
E0200637:	0	0	0	0	0	0	1	0	0	0	0
E0200644:	0	0	0	0	0	0	1	0	0	0	0
E0200319:	0	0	0	0	0	0	2	0	0	0	0
E0200389:	0	0	0	0	0	0	1	1	0	0	0
E0200392:	0	0	0	0	0	0	1	0	0	0	0
E0200315:	0	0	0	0	0	0	1	0	0	0	0
E0200315:	0	0	0	0	0	0	1	0	0	0	0
E0200315:	0	0	0	0	0	0	1	0	0	0	0
E0200315:	0	0	0	0	0	0	1	0	0	0	0
E0200315:	0	0	0	0	0	0	1	0	0	0	0
E0200665:	0	0	1	0	0	0	0	0	0	0	0
E0200414:	0	0	0	0	0	0	1	0	0	0	0
E0200414:	0	0	0	0	0	0	1	0	0	0	0
E0200420:	0	0	0	1	0	0	0	0	0	0	0
E0200420:	0	0	0	0	0	0	1	0	0	0	0
E0200423:	0	0	0	0	0	0	1	0	0	0	0
E0200426:	0	0	0	0	0	0	1	0	0	0	0
E0200461:	0	0	0	0	0	0	1	0	0	0	0
E0200610:	0	0	0	0	0	0	1	0	0	0	0
W0200000	0	0	0	0	0	0	1	0	0	0	0
W0200002	0	0	0	0	0	0	1	1	0	1	0
W0200003	0	0	0	0	0	0	1	0	0	0	0
W0200003	0	0	0	0	0	0	1	0	0	0	0
W0200003	0	0	0	0	0	0	2	1	0	0	0

W0200004	0	0	0	0	0	0	1	0	0	0	0
W0200008	0	0	0	0	0	0	1	0	0	0	0
W0200008	0	0	0	0	0	0	1	0	0	0	0
W0200022	0	0	0	0	0	0	2	0	0	0	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

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APPENDIX C