



SHEFFIELD CITY COUNCIL South West Community Assembly Report

11

Report of: Director of Development Services

Date: July 19 2012

Subject: **Petition requesting traffic calming measures on Hillfoot Road outside Totley All Saints School**

Author of Report: **Andrew Kay**

Summary: **The purpose of the report is to assist the Assembly in order to provide a reply to the petitioners**

Reasons for Recommendations:

- Traffic calming will have little effect on reducing actual vehicle speeds and the risk reduction effects will be minimal
- The road safety risks on Hillfoot Road are judged to be low
- No significant feasible road safety measures can be identified

Recommendations:

- The petitioners are thanked for bringing their concern to the attention of the Council.
- That the request, for provision of traffic calming measures, is declined.

Background Papers: No

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES
Legal Implications
NO
Equality of Opportunity Implications
NO
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
YES
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO
Area(s) affected
South West Community Assembly
Relevant Cabinet Portfolio Leader
Cllr Leigh Bramall
Relevant Scrutiny Committee if decision called in
Cabinet Highways Committee
Is the item a matter which is reserved for approval by the City Council?
Yes
Press release
NO

REPORT TO THE SOUTH WEST COMMUNITY ASSEMBLY

1.0 SUMMARY

- 1.1 To respond to petitioners requesting provision of traffic calming measures on Hillfoot Road (Totley)

2.0 WHAT DOES THIS MEAN FOR PEOPLE WITHIN THE SOUTH WEST COMMUNITY ASSEMBLY AREA

- 2.1 If an option to promote measures is adopted by the Community Assembly the process involved in consulting on the proposal supports the 'A Great Place to Live' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased confidence in the consultation processes.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 Implementation of a traffic calming scheme would have an implication for future maintenance costs. Usually provision of such a scheme would, by degree, reduce the risk of vehicle/pedestrian conflicts but in this case, bearing in mind accident history and on site conditions, the risk reduction effects may be judged as minimal.
- 3.2 If the Community Assembly decides to take no action there will be no outcomes to report.

4.0 REPORT

- 4.1 A petition, containing 136 signatures was received by the Cabinet Highways Committee in 2011. Subsequently the petition was referred to the South West Community Assembly

The petition has the heading::

"Petition for the safety of pupils at Totley All Saints School and Little Saints Nursery. This is a petition requesting speed bumps and traffic calming measures on Hillfoot Road, Totley, where there are various blind spots causing traffic danger to all those crossing the road to use the school entrance"

- 4.2 The road layout, at Hillfoot Road, is long established and has a semi-rural quality. The speed limit is 30 mph and the road is not a bus route. An entrance to Totley All Saints primary school is situated opposite the junction with Butts Hill. This entrance lies within a section of double bend. Hillfoot Road is 620 metres long.

- 4.3 Totley All Saints school has 210 students. The overwhelming number (possibly all) of the students, are accompanied, to and from school, by adults. A number of parents park cars on the south side of Baslow Road and, subsequently, make part of the journey to and from school on foot. Totley All Saints School has two pedestrian entrances. One entrance is on Summer Lane and the other entrance is situated on Hillfoot Road – opposite the Butts Hill junction.
- 4.4 In 2002 the Council received a petition requesting provision of a mirror for the junction of Hillfoot Road/Butts Hill. At the Butts Hill junction the range of road user intervisibility is restricted by bends. The most restricted view is the look to the right at Butts Hill (see below).



Looking to the right from Butts Hill

- 4.5 Police accident records have been investigated for the five year period up to the end of September 2011. One incident is recorded. In 2010 a cyclist lost control, on Hillfoot Road, and an injury, described as slight, resulted. No vehicle/pedestrian collisions are recorded in the last ten years. The petition organiser relates an incident in which a vehicle collided with a boundary wall. This incident is not included in Police records.
- 4.6 Appendix B includes details of indicative pedestrian and traffic counts. Appendix C is a speed survey.

- 4.7 A school crossing patrol warden operates on Hillfoot Road. The position is a few metres away from the junction of Baslow Road. A warden used to work on Baslow Road until a signalised crossing was provided in April 2004. Subsequently the warden was reassigned to the side road at the point where large numbers of pedestrians cross. No vehicle or pedestrian counts were undertaken at this time (the counts are usually part of any formal assessment). The decision taken to retain the services of the crossing warden was made in a spirit of goodwill and positive intent. An alternative course of action would have been to discontinue the service altogether. Members are aware of the difficulties in recruiting and retaining crossing wardens.
- 4.8 After the school bell rang, at 15.25 hrs on May 16 2012, over two hundred pedestrians crossed at or near the warden position. This total comprised of 78 adults accompanying 142 children. 17 unaccompanied *secondary* school children also crossed at this point.



The school crossing patrol warden operates between the Baslow Road and Summer Lane junctions.

- 4.9 Officers counted the number of pedestrians crossing Hillfoot Road - at the Butts Hill junction. The petition organiser has expressed particular interest in this precise location. On May 11 2012, after 15.25 hrs, 11 adults accompanied 20 children across the road and then headed to the path at the end of Butts Hill. Two adults, not escorting children, also crossed at this time. Directly outside the school the range of road user intervisibility is restricted by bends. The carriageway width here is relatively narrow at 6.6 metres.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 A traffic calming scheme for Hillfoot Road is feasible but the appropriateness and effectiveness of such a scheme, on a road characterised by low speeds and low traffic volumes, is questionable. A traffic calming scheme will have no risk reducing effect for the many pedestrians crossing at the south end of Hillfoot Road as no feature could be provided so close to the junction and, in any case, southbound drivers are slowing near the give way lines. Whatever effect traffic calming would have on vehicle speeds provision of speed humps and cushions will be of no *direct* help to any pedestrian crossing the road.
- 5.2 A more precise estimate of costs of such a scheme would follow the detailed design phase. An initial estimate may be in excess of sixty thousand pounds.
- 5.3 Doing nothing is an option. The situation will remain as it is.
- 5.4 A school entrance scheme (e.g. build out or refuge) is not feasible for a location directly opposite a junction (Butts Hill). Absence of a footway, on the eastern side of Hillfoot Road, compounds the feasibility issue.
- 5.5 Hillfoot Road would not meet the criteria for provision of a speed camera.
- 5.6 The Hillfoot Road/Butts Hill junction would not meet the criteria for provision of a School Crossing Patrol Warden in terms of pedestrian and vehicle numbers. In addition there would be safety concerns related to a warden operating within the mouth of a junction. At this location there is no footway on the eastern side of Hillfoot Road. The footway width on Butts Hill is minimal
- 5.7 The Community Assembly could elect to deploy a Speed Indication Device but there would be doubts as to the effectiveness of such a measure at a location with low speeds and low volumes of traffic where a great many of the road users will be familiar with the location.
- 5.8 Appropriate warning signage, indicating children crossing, is in place. Both of these signs are supplemented with a SLOW road marking highlighted by a red surface treatment. Additions to the signage are unlikely to induce changes in driver behaviour. This is especially the case on a road where generally speeds are low and most drivers are familiar with the layout. No configuration of signage will improve the range of visibility for road users.

Financial Implications

Bearing in mind the collision statistics Hillfoot Road is unlikely to be viewed as a priority for funding a scheme from central budgets. The South West Community Assembly could consider funding a scheme but any scheme would be funded from the South West Community Assembly's financial allocation. Provision of any potential scheme will have an implication for future maintenance costs.

Legal Implications

The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

Equality of Opportunity Implications

Traffic calming measures tend to benefit vulnerable people such as the young, elderly, disabled and also carers. However, on this occasion the potential positive impact on these groups is considered to be low due to the low safety risks at the location plus low speed reduction impact likely to be achieved on site.

Human Resource implications

No significant implications are identified

Environmental and Sustainability Implications

Implementation of a traffic calming scheme is likely to have a detrimental visual effect at a comparatively unspoiled semi-rural location. Aesthetics are, of course, a matter of personal taste but it is unlikely that cushions/humps and associated additional lining and signing will be judged to be visually enhancing.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 A traffic calming scheme may have the effect of reducing vehicle speeds by degree but it would be of no direct assistance to pedestrians crossing Hillfoot Road at the Butts Hill junction. Overall the risks of vehicle/pedestrian collision are judged to be low. Average vehicle speed is 21 mph and the narrow road width and the bends have the effect on suppressing the use of inappropriate speeds. Although visibility is restricted near the

Butts Hill junction opportunities for pedestrians, to cross Hillfoot Road, in reasonable safety, are plentiful and frequent because overall traffic volumes are low. In addition almost all students attending Totley All Saints School have adult accompaniment on the school journey and this is a significant factor in the safety of primary school children. An additional safety factor is that the major crossing movement is covered by a school crossing patrol warden. Hillfoot Road is a relatively narrow road and this, in turn, has an effect on reducing risk as pedestrians are spending little time in the live carriageway when crossing the road. Numbers of pedestrians crossing near the school entrance is relatively low.

- 6.2 Taking everything into account the road safety risks in relation to this location are judged to be low. A traffic calming scheme is feasible but such measures will have little effect on actual vehicle speeds. Traffic calming measures will be of no direct assistance to pedestrians crossing Hillfoot Road and such a scheme will not alleviate any of the visibility issues outside the school gate.
- 6.3 Regrettably, smaller scale opportunities, for *significant* road safety improvements, are not available. Provision of a pedestrian build out is not feasible at the mouth of a junction.

7.0 RECOMMENDATIONS

- 7.1 The petitioners are thanked for bringing their concern to the attention of the Council.
- 7.2 That the request, for provision of traffic calming measures, is declined.



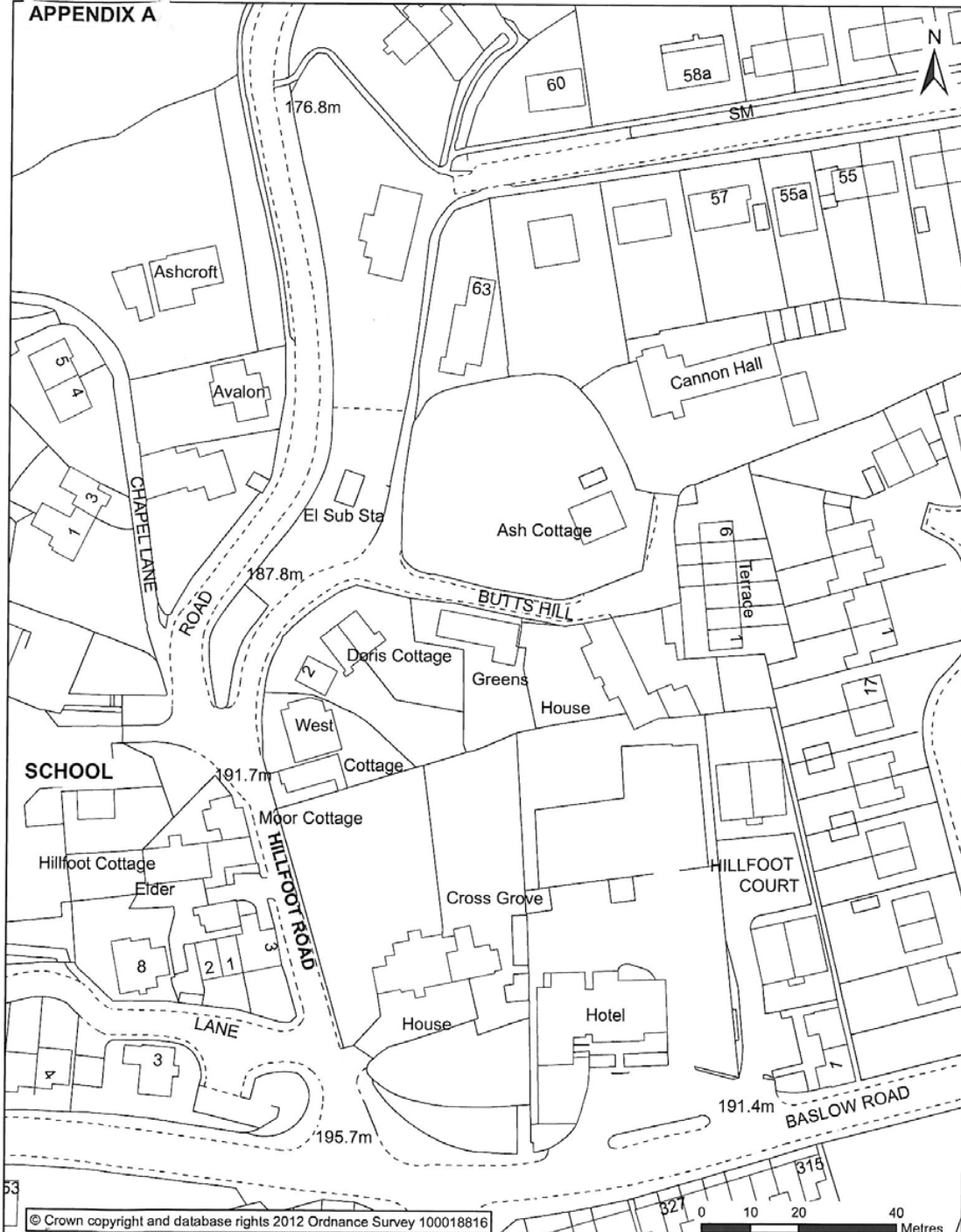
Highway Records
Development Services
Howden House
Union Street
Sheffield
S1 2SH

Location: HILLFOOT ROAD
Totley

Date: 12 April 2012

Scale: 1:1,000

APPENDIX A



APPENDIX B

Traffic and pedestrian counts

January 3 2003 (school holiday) – Traffic counts at Hillfoot Road/Butts Hill

	Hillfoot Road (heading north)	Hillfoot Road (heading south)	Entering Butts Hill	Exiting Butts Hill
08.01 to 09.00	12	12	4	3
16.01 to 17.00	24	31	2	5

January 9 2003 (school day) – Traffic counts at Hillfoot Road/Butts Hill

	Hillfoot Road (heading north)	Hillfoot Road (heading south)	Entering Butts Hill	Exiting Butts Hill
08.01 to 09.00	68	61	7	4
15.01 to 16.00	48	67	6	3

May 21 2012 - Pedestrians crossing Hillfoot Road from Butts Hill

	08.21 – 08.25	08.26 – 08.30	08.31 – 08.35	08.36 – 08.40	08.41 – 08.45	08.36 – 08.40
Pedestrians	0	1 adult 2children	0	3adults 4children	5adults 10children	2adults 4children
Northbound Vehicles	4	6	5	7	7	7
Southbound Vehicles	8	5	13	10	2	4

NB All children accompanied by adults. These numbers equate with the observations made on May 11

Sheffield City Council Equality Impact Assessment



[Guidance for completing this form is available on the intranet](#)

Help is also available by selecting the grey area and pressing the F1 key

Name of policy/project/decision: HILLFOOT ROAD

Status of policy/project/decision: New

Name of person(s) writing EIA: ANDREW KAY

Date: 18 JUNE 2012

Service: TaPS

Portfolio: Place

What are the brief aims of the policy/project/decision? To assist Councillor decision making

Are there any potential Council staffing implications, include workforce diversity? NO

Under the [Public Sector Equality Duty](#), we have to pay due regard to: "Eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations." [More information is available on the council website](#)

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Age	Neutral	Low	TRAFFIC CALMING MEASURES WILL HAVE LITTLE EFFECT ON VEHICLE SPEEDS
Disability	Neutral	Low	
Pregnancy/maternity	Neutral	Low	
Race	Neutral	Low	
Religion/belief	Neutral	Low	
Sex	Neutral	Low	
Sexual orientation	Neutral	Low	
Transgender	Neutral	Low	
Financial inclusion, poverty, social justice cohesion or carers	Neutral	Low	
Voluntary, community and faith sector	Neutral	Low	
Other/additional:	-Select-	-Select-	
Other/additional:	-Select-	-Select-	

Overall summary of possible impact (to be used on EMT, cabinet reports etc): Neutral

If you have identified significant change, med or high negative outcomes or for example the impact is on specialist provision relating to the groups above, or there is cumulative impact you **must** complete the action plan.

Review date:

Q Tier Ref

Reference number:

Entered on Qtier: -Select-

Action plan needed: -Select-

Approved (Lead Manager):

Date:

Approved (EIA Lead person for Portfolio):

Date:

Does the proposal/ decision impact on or relate to specialist provision: -Select-

Risk rating: -Select-

Action plan

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		

Approved (Lead Manager):

Date:

Approved (EIA Lead Officer for Portfolio):

Date:

Date		C1/1 - 10		C2/11 - 15		C3/16 - 20		C4/21 - 25		C5/26 - 30		C6/31 - 35		C7/36 - 40		C8/41 - 45		C9/46 - 50		C10/51 - 55		C11/56 - 60		C12/61 - 65		C13/66 - 99		TOTAL		AVERAGE M.P.H.		% EXCEEDING 30 M.P.H.		%ILE SPEED				
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Statistic.		5	35	177	365	76	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	665	22	0	665	22	0	665	22	0	25		

Date		C1/1 - 10		C2/11 - 15		C3/16 - 20		C4/21 - 25		C5/26 - 30		C6/31 - 35		C7/36 - 40		C8/41 - 45		C9/46 - 50		C10/51 - 55		C11/56 - 60		C12/61 - 65		C13/66 - 99		TOTAL		AVERAGE M.P.H.		% EXCEEDING 30 M.P.H.		%ILE SPEED					
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	19:00:00	0	0	14	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00:00	0	1	21	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00:00	0	1	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00:00	0	2	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	24:00:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Statistic.		3	44	241	271	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	