Transport Statement

Land at Greenside Road and Wellhouse Lane, Mirfield

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1 Introduction

1.1 Introduction

1.1.1 Stantec UK Limited ('Stantec') has been appointed by The Moravian Union to prepare a Transport Statement ('TS') in support of a full planning application for a proposed residential development on land at Greenside Road and Wellhouse Lane, in Mirfield.

1.1.2 The development proposals comprise 20 residential units across two separate but related sites. The Existing Site Layout is shown in **Appendix A**, and the Proposed Site Layout is included as **Appendix B**. Further details of the development proposals are set out in **Section 3**.

1.1.3 The north-western site (hereafter referred to as 'Site 1') is located on land at Greenside Road, while the south-eastern site (hereafter referred to as 'Site 2') is located on land at Wellhouse Lane. The locations of the sites are shown in **Figure 1**.

Figure 1: Site Location



1.2 Report Purpose and Structure

1.2.1 This Transport Statement has been prepared to provide an assessment of the anticipated transport impacts of the proposed development and to assist Kirklees Council, as the Local Planning and Highway Authority, in determining the planning application.

1.2.2 The purpose of this Transport Statement is to demonstrate that the proposed development can be accommodated without adversely affecting the operation or safety of the local highway network and that it is accessible by sustainable modes of travel, including walking, cycling and public transport.

1.2.3 The Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF)[1] and the associated Planning Practice Guidance (PPG)[2]. Consideration has also been given to relevant local planning and highway policy, guidance and standards published by Kirklees Council.

1.2.4 The remainder of this Transport Statement is structured as follows:

- **Section 2** describes the existing site and local highway network, including a review of Personal Injury Collision data.
- **Section 3** describes the development proposals.
- **Section 4** reviews relevant national and local transport policy.
- **Section 5** assesses the accessibility of the site by sustainable modes of travel.
- **Section 6** sets out the estimated trip generation and associated transport impacts.
- **Section 7** summarises and concludes the Transport Statement.

[1] *National Planning Policy Framework*, Ministry of Housing, Communities & Local Government, August 2026.

[2] *Planning Practice Guidance: Travel Plans, Transport Assessments and Statements*, Ministry of Housing, Communities & Local Government, March 2014.

2 Existing Site and Local Highway Network

2.1 Introduction

2.1.1 This section provides a description of the site and the local highway network, including a review of Personal Injury Collison ('PIC') data in the vicinity of the site.

2.2 Site Description

2.2.1 The sites are located within Mirfield, a town and civil parish within the Metropolitan Borough of Kirklees. Site 1 is bounded by Wellhouse to the north, Wellhouse Moravian Church and woodland to the east, a residential property to the south, and Greenside Road to the west.

2.2.2 Site 2 is bounded by Wellhouse and woodland to the north, Wellhouse Lane to the east, a sports field to the south, and residential properties to the west.

2.2.3 Both sites currently comprise undeveloped grassed fields.

2.2.4 The location of the sites is shown in **Figure 1** and the Existing Site Layout is included as **Appendix A**.

2.3 Local Highway Network

2.3.1 The local highway network surrounding the sites is shown in **Figure 2**.

Figure 2: Local Highway Network



2.3.2 The local highway network surrounding the sites comprise:

- Greenside Road bounds Site 1 to the west. It connects to Sunny Bank Road and Old Bank Road to the north, and to Lee Green and Dunbottle Lane via a three-arm mini-roundabout to the south. It is a single carriageway road subject to a 30mph speed limit. Footways are provided on both sides of the carriageway and a zebra crossing,

incorporating dropped kerbs and tactile paving, is located approximately 290m north of the indicative access to Site 1. Street lighting is provided throughout. The road serves a mix of residential, and community uses, including residential properties, a church and local amenities such as a convenience store and hairdresser. On-street parking is generally permitted along Greenside Road. Road markings are present throughout, including zig-zag markings associated with the zebra crossing and several 'SLOW' carriageway markings. Greenside Road also forms part of a local bus corridor.

- Wellhouse Lane bounds Site 2 to the east. It connects to Wellhouse Close to the north and Flash Lane to the south. It is a single carriageway road subject to a 30mph speed limit. Footways are provided on both sides of the carriageway north of its junction with Wellhouse, and on the eastern side only to the south. Street lighting is provided throughout. The road serves a mix of residential, and community uses, including residential properties, a church, a cricket club and a primary school located approximately 150m north of the indicative access to Site 2. On-street parking is generally permitted along Wellhouse Lane; however, waiting restrictions and school entrance markings are present in the vicinity of the school.
- Wellhouse bounds Site 1 to the north. It connects with Greenside Road to the west and Wellhouse Lane to the east via priority junctions. Wellhouse is a private road serving Wellhouse Moravian Church and a small number of residential properties. Unauthorised access signage is present, and gated access is provided at its western extent.

2.4 Collision Analysis

2.4.1 A review of the Personal Injury Collisions ("PICs") recorded on the surrounding local highway network has been undertaken using the most recent five-year dataset (1 January 2021 to 31 December 2025) available from CrashMap database, which is an official database of personal injury collision data in Great Britain.

2.4.2 PIC data is recorded by severity of injury, as slight, serious, or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:

- **Slight:** at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an in-patient;
- **Serious:** at least one person is seriously injured, but no person is killed. Here a serious injury is one where treatment requires a hospital stay as an in-patient; and
- **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.

2.4.3 The study area comprises the full extent of Greenside Road, Wellhouse Lane and Wellhouse, together with the Greenside Road / Lee Green / Dunbottle Lane mini-roundabout. The PIC study area is shown on **Figure 3**.

Figure 3: Personal Injury Collision Study Area



2.4.4 Examination of the PIC data indicates that three PICs were recorded within the study area during the five-year period. These comprise:

- One slight severity PIC occurred on Greenside Road in 2025, located immediately outside Site 1, southwest of the southbound Wellhouse Church bus stop.
- One slight severity PIC occurred on Wellhouse Lane in 2023, located approximately 145m north of Site 2.
- One serious severity PIC occurred at the Greenside Road / Lee Green / Dunbottle Lane mini-roundabout in 2025, approximately 220m south of Site 1.

2.4.5 No discernible pattern or clustering of PICs is evident within the study area that would indicate an existing highway safety issue. Furthermore, the scale, distribution and nature of the recorded collisions do not suggest any underlying highway safety concerns that would require mitigation measures to safely accommodate the anticipated development traffic.

3 Development Proposals

3.1 Introduction

3.1.1 This section describes the proposed residential development, including the overall development proposals, proposed site access arrangements, visibility splays, swept path analysis and parking provision.

3.2 Development Proposals

3.2.1 The development proposals comprise 20 residential units across two separate but related sites, as summarised below:

- Site 1 will be accessed via a new priority junction off Greenside Road. The site will comprise eight residential dwellings in the form of an apartment block and dwelling houses. A total of 12 car parking spaces is proposed, including two visitor spaces.
- Site 2 will be accessed via a new priority junction off Wellhouse Lane. The site will comprise 12 residential dwellings in the form of dwelling houses. A total of 30 car parking spaces is proposed, including three visitor spaces.

3.2.2 The Proposed Site Layout is included as **Appendix B**.

3.3 Proposed Site Access Arrangements

Vehicular Access and Visibility Splays

3.3.1 Vehicular access to Site 1 will be provided via a new priority junction off Greenside Road, serving a 5.5m wide internal access road. Vehicular access to Site 2 will be provided via a new priority junction off Wellhouse Lane, serving a 5.5m wide internal access road.

3.3.2 Greenside Road and Wellhouse Lane are subject to a 30mph speed limit. In accordance with Manual for Streets ('MfS') guidance, visibility splays of 2.4m x 43m would typically represent the desirable minimum stopping sight distance for this speed limit.

3.3.3 An automatic traffic count (ATC) survey was undertaken at the proposed access locations between 20 and 28 January 2026 to determine 85th percentile vehicle speeds. The ATC data is provided in **Appendix C**.

3.3.4 On Greenside Road, the ATC survey recorded 85th percentile speeds of 27.29mph northbound and 28.86mph southbound, which require visibility splays of 2.4m x 37.6m and 2.4m x 40.6m, respectively, in accordance with MfS. These visibility splays can be achieved, as shown in **Drawing 330910086/200/001C**.

3.3.5 On Wellhouse Lane, the ATC survey recorded 85th percentile speeds of 27.29mph northbound and 25.84mph southbound, which require visibility splays of 2.4m x 37.6m and 2.4m x 34.8m, respectively, in accordance with MfS. These visibility splays can be achieved, as shown in **Drawing 330910086/200/002C**.

Stage 1 Road Safety Audit

3.3.6 A Stage 1 Road Safety Audit has been carried out for the proposed site accesses. The Stage 1 Road Safety Audit and Designer's Response is included as **Appendix D**.

3.3.7 The Stage 1 Road Safety Audit identified two problems. One problem was associated with both proposed site accesses, and the second problem was in relation to the visibility splay to the south at the proposed Wellhouse Lane site access junction.

3.3.8 The proposed site accesses have been amended to address the problems raised, as described in the Designer's Response.

Refuse Collection

3.3.9 Servicing for Site 1 will be provided via a refuse collection area located within the northern part of the site. Servicing for Site 2 will be provided via two refuse collection areas located on either side of the main spine road within the central part of the site.

3.3.10 Swept path analysis has been undertaken to demonstrate that the proposed access arrangements can safely and satisfactorily accommodate the manoeuvres of a refuse collection vehicle, as shown on **Drawing 330910086/200/003C**.

3.3.11 The swept path analysis demonstrates that a refuse collection vehicle can safely enter and exit both sites in forward gear.

3.3.12 The proposed servicing arrangements are considered suitable for the scale and nature of the development and ensure that refuse collection vehicles can safely access and manoeuvre within both sites without adversely affecting the operation of the surrounding highway network.

Pedestrian and Cycle Access

3.3.13 Pedestrian and cycle access to Site 1 and Site 2 will be provided from Greenside Road and Wellhouse Lane, respectively. The development proposals include the provision of a 2m wide footway along the site frontages on Greenside Road and Wellhouse Lane.

3.3.14 The proposed footway provision will provide safe and convenient pedestrian access to and from the development and integrate the sites with the surrounding pedestrian network.

3.3.15 Cycle access will be taken from the site access roads serving the sites.

3.4 Proposed Parking Provision

Car Parking

3.4.1 Swept path analysis has been undertaken for the proposed car parking layouts to assess their suitability. **Drawing 330910086/200/004B**, **Drawing 330910086/200/005B**, **Drawing 330910086/200/006B** and **Drawing 330910086/200/007B** show an estate car manoeuvring within what are considered the most constrained parking spaces within the proposed sites.

3.4.2 The swept path analysis demonstrates that all tested parking spaces are accessible and can be safely entered and exited by an estate car.

3.4.3 A total of 42 car parking spaces is proposed across the two sites, comprising 12 spaces, including two visitor spaces, at Site 1 and 30 spaces, including three visitor spaces, at Site 2.

3.4.4 The three proposed 4-Bed properties within Site 2 include internal single garages, which will accord to Kirklees Highway Design Guide SPD minimum dimensions to be considered as a parking space.

3.4.5 The proposed parking provision has been assessed against the parking standards set out within the Kirklees Highway Design Guide SPD, which state:

- *'2 to 3 bedroom dwellings provide a minimum of two off street car parking spaces.*
- *4+ bedroom dwellings provide three off-street spaces.*
- *1-2 bedroom apartments provide one space (3+ bed two spaces)*
- *In most circumstances, one visitor space per 4 dwellings is considered appropriate.'*

3.4.6 The proposed parking provision is considered sufficient to accommodate the anticipated parking demand associated with the proposed residential development and accords with the requirements of the Kirklees Highway Design Guide SPD.

3.4.7 In addition, it is proposed that each dwelling would have an electrical vehicle charging point provided within the site curtilage.

Cycle Parking

3.4.8 A minimum of 20 secure cycle parking spaces is proposed across the two sites, comprising eight spaces at Site 1 and 12 spaces at Site 2, with a minimum of one space for each dwelling. Cycle parking will be provided within each plot and will be secure, convenient and accessible to residents.

3.4.9 The proposed cycle parking provision accords with the recommendations of the Kirklees Highway Design Guide SPD, which states that '*one cycle space per unit is recommended'*. The proposed provision will support and encourage travel by bicycle in accordance with local and national transport planning policy.

4 Transport Policy Review

4.1 Introduction

4.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed residential development should be assessed, and comprises the following documents:

- National Planning Policy Framework (August 2026);
- Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (March 2014);
- Kirklees Local Plan (February 2019); and
- Kirklees Highway Design Guide Supplementary Planning Document (November 2019).

4.2 National Policy and Guidance

National Planning Policy Framework

4.2.1 The Department for Communities and Local Government published its revised National Planning Policy Framework (NPPF) in August 2026 which replaced the 2012, 2018, 2019, 2021, 2023 and 2024 editions of the NPPF.

4.2.2 Policy TR1: Vision-led approach to planning for transport states that 'Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:

a) *Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed*

b) *Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;*

c) *Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

d) *Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and*

e) *Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric*

vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.'

4.2.3 In line with Policy TR1, **Section 2** of this TS assesses the local highway network in the vicinity of the sites and **Section 5** assesses the accessibility of the sites by sustainable modes.

4.2.4 Policy TR2: Local Parking Standards states that 'Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.'

4.2.5 In line with Policy TR2, **Section 3** of this TS assesses the proposed parking provision against the standards detailed in the Kirklees Highway Design Guide SPD.

4.2.6 Policy TR3: Locating development in sustainable locations states

1) *'So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*

   a. *Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*

   b. *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in 69 different locations, especially where this can support more walking, wheeling, cycling and public transport use;*

   c. *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*

   d. *The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and*

   e. *In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.*

2) *The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.'*

4.2.7 In line with Policy TR3, **Section 5** assesses the accessibility of the sites by sustainable modes and provides results of the Connectivity Tool.

4.2.8 To promote sustainable transport, Policy TR4: Street design, access and parking states that

1) *'To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*

    a. *Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*

    b. *Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*

    c. *Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:*

        i. *Minimise the scope for conflict between pedestrians, cyclists and vehicles;*

        ii. *Meet the needs of disabled people, older people and children in relation to all modes of transport, and*

        iii. *Avoid unnecessary street clutter.*

    d. *Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*

    e. *Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*

2) *The principles set out in national design guidance should be used to inform how this policy is applied.'*

4.2.9 In line with Policy TR4, **Section 5** of this report assesses accessibility to the site by sustainable modes of travel and **Section 2** provides details of the proposed site accesses and proposed parking provision.

4.2.10 Paragraph 1 and 2 of TR6: Assessing transport impacts states:

1. *Development proposals that are likely to generate significant amounts of movement should be supported by:*

    a. *A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).'

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).'

4.2.11 This TS has been prepared in support of the proposed development.

4.2.12 Additionally, Paragraph 4 of TR6 states *'Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.'*

4.2.13 **Section 6** of this TS demonstrates that the proposed development will not have a severe adverse impact on the transport network.

4.2.14 Policies TR5, TR7 and TR8 of the NPPF are not considered relevant to the proposed development. Policy TR5 relates to roadside facilities, Policy TR7 relates to aviation, ports and waterways, and Policy TR8 relates to Public Rights of Way. Given the nature of the proposed development, these policies are not applicable.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

4.2.15 The PPG adds further context to the NPPF. Within the 'Travel Plans, Transport Assessments and Statements in decision–taking' section, it states that these '*...are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.*'

4.2.16 The PPG identifies that '*Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts.*'

4.2.17 The PPG also states that *'Travel Plans, Transport Assessments and Statements can positively contribute to:*

- *encouraging sustainable travel,*
- *lessening traffic generation and its detrimental impacts,*
- *reducing carbon emissions and climate impacts,*
- *creating accessible, connected, inclusive communities,*
- *improving health outcomes and quality of life,*

- *improving road safety, and*
- *reducing the need for new development to increase existing road capacity or provide new roads.'*

4.2.18 The preparation of this Transport Statement accords with the principles of the PPG by demonstrating that the proposed development will not be detrimental to highway safety and that the transport impact of the proposed development will not be severe.

4.3 Local Policy and Guidance

Kirklees Local Plan

4.3.1 Kirklees Council is currently preparing a new Local Plan, which will provide the planning framework for development across the Borough to 2043. The emerging Local Plan is currently at the scoping consultation stage and is anticipated to be adopted in April 2029.

4.3.2 Until adoption of the emerging Local Plan, the existing Kirklees Development Plan will continue to comprise the statutory Development Plan for the application site.

Kirklees Development Plan

4.3.3 The Kirklees Development Plan comprises the Kirklees Local Plan and, where applicable, the Holme Valley Neighbourhood Development Plan. Planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.3.4 The Kirklees Development Plan[3] was adopted on 27 February 2019 and comprises the Strategy and Policies Document, the Allocations and Designations Document, and the associated Policies Map.

4.3.5 Policy LP20 Sustainable Travel seeks to reduce reliance on the private car and promote development that is accessible by sustainable modes of travel. The policy requires development to be located and designed to encourage walking, cycling and public transport use, whilst supporting connectivity to surrounding destinations. The policy states:

> *"New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.*
>
> *Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:*
>
> *a. pedestrians*
> *b. cyclists*
> *c. public transport*
> *d. private vehicles."*

4.3.6 Policy LP21 Highways and Access establishes the Council's requirements in respect of site accessibility, highway safety and the impact of development on the transport network. The policy seeks to ensure that development can be accessed safely by all users, accommodates

[3] *Kirklees Local Plan Strategy and Policies*, Kirklees Council, February 2019.

sustainable modes of travel and does not result in severe residual cumulative transport impacts. The policy states:

> *"Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.*
>
> *New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.*
>
> *All proposals shall:*
>
> *a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
>
> *b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
>
> *c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
>
> *d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
>
> *e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
>
> *f. take into account access for emergency, service and refuse collection vehicles;*
>
> *g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes."*

4.3.7 Policy LP22 Parking sets out the Council's approach to the provision of car and cycle parking. The policy requires parking provision to reflect local circumstances, including accessibility by sustainable modes of travel, whilst ensuring that adequate provision is made for cyclists and disabled users. The policy states:

> *"The provision of parking will be based on the following principles:*
>
> *car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;*
>
> *new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;*
>
> *provision will be made to meet the needs of cyclists for cycling parking in new developments;*
>
> *provision will be made to accommodate the needs of disabled people for the parking of vehicles.*
>
> *All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed*

is the most efficient use of land within the development as part of encouraging sustainable travel."

Kirklees Highway Design Guide

4.3.8 The Kirklees Highway Design Guide Supplementary Planning Document ('SPD')[4] was adopted on 4 November 2019 and provides guidance on the design of highways, streets and public spaces associated with new development. The SPD promotes high standards of highway design that reflect nationally recognised best practice and support the delivery of high-quality residential, employment and mixed-use development across Kirklees. The guidance seeks to ensure that developments are designed to be safe, accessible and attractive whilst supporting sustainable travel and high-quality placemaking. The SPD is underpinned by 28 key design drivers.

4.4 Summary

4.4.1 The proposed residential development fully accords with relevant national and local transport planning policy. The preparation of this Transport Statement is consistent with policy requirements relating to the assessment of transport impacts arising from development proposals.

4.4.2 As detailed in **Section 5**, the site is accessible by sustainable modes of travel, including walking, cycling and public transport. Given this level of accessibility, the site is well placed to support and encourage sustainable travel choices.

4.4.3 As set out in **Section 4**, the anticipated vehicle trip generation associated with the proposed residential development is considered to have an immaterial impact on the safe and efficient operation of the local highway network and can be accommodated within the existing highway network.

[4] *Kirklees Highway Design Guide Supplementary Planning Document*, Kirklees Council, November 2019.

5 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to leisure facilities, jobs and shopping by walking, cycling and public transport to reduce the dependence on private cars.

5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the site by non-car modes.

5.2 Accessibility on Foot

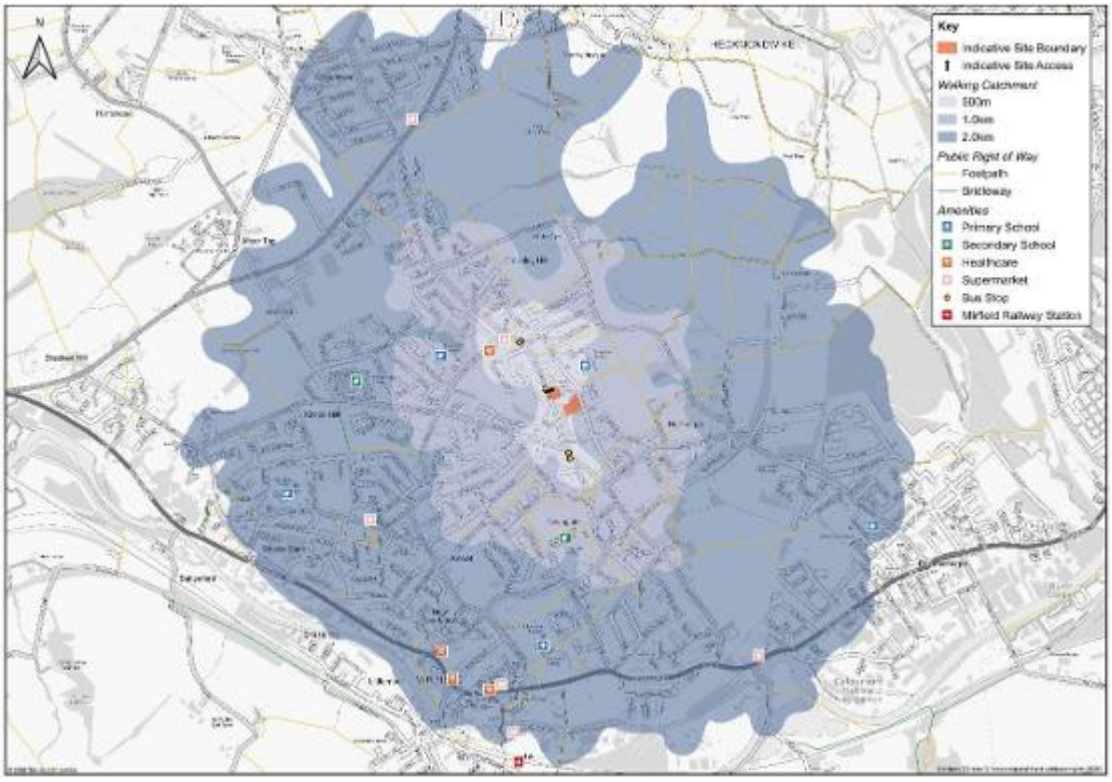
Pedestrian Catchment

5.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

5.2.2 The Chartered Institution of Highways & Transportation (CIHT)[5] suggests that for commuting, walking distances of 500m are desirable, 1.0km are acceptable and 2.0km are the preferred maximum

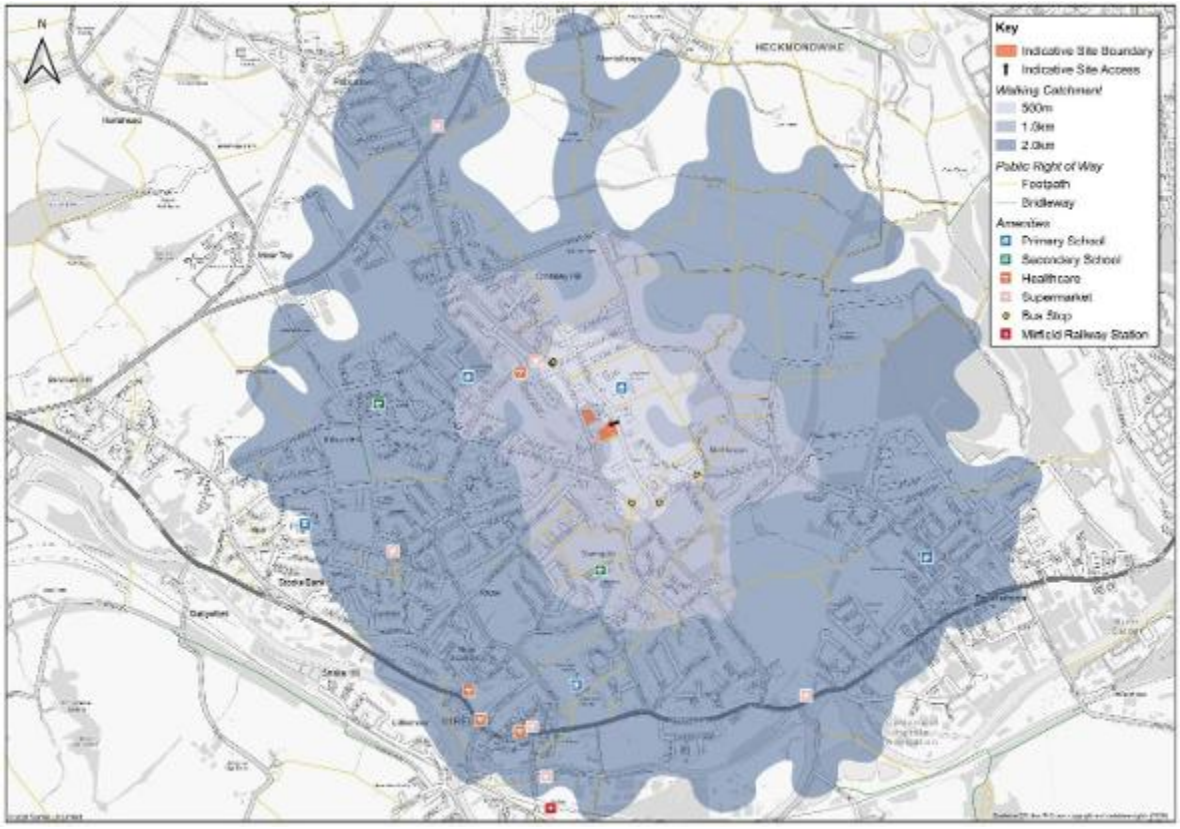
5.2.3 **Figure 4** and **Figure 5** present catchments for these walking distance thresholds, measured from the respective indicative site accesses and assuming use of the existing pedestrian network, including formal crossing facilities and footways.

Figure 4: Walking Catchment – Site 1 – Greenside Road



[5] *Guidelines for Providing for Journeys on Foot*, Chartered Institution of Highways & Transportation, 2000, p49.

Figure 5: Walking Catchment – Site 2 – Wellhouse Lane



5.2.4 The figures demonstrate that Mirfield, the southern part of Roberttown and the western part of Ravensthorpe fall within a 2.0km walking catchment of the indicative site accesses. **Table 1** identifies a range of key amenities that can be accessed within a 2.0km walk of the indicative site accesses.

Table 1: Key amenities within a 2.0km Walking Catchment

Type of Amenity	Name	Walking Distance (m)	
		Site 1	Site 2
Primary School	Crossley Fields Junior & Infant School	650m	220m
	Old Bank Academy	900m	1.1km
	Battyeford Primary School	1.6km	2.0km
	Crowlees Junior and Infant School	1.5km	1.4km
Secondary School	The Mirfield Free Grammar	1.2km	1.5km
	Castle Hall Academy	1.0km	1.3km
Healthcare	Boots Pharmacy	400m	600m
	Mirfield Health Centre	1.6km	1.8km
Supermarket	Co-op Food	400m	600m
	Lidl	2.0km	2.0km

Pedestrian Infrastructure

5.2.5 Pedestrian infrastructure in the vicinity of the sites comprises:

- Footways are provided on both sides of Greenside Road. A zebra crossing, incorporating dropped kerbs and tactile paving, is located approximately 290m north of the proposed access to Site 1.
- Footways are provided on both sides of Wellhouse Lane north of its junction with Wellhouse, and on the eastern side only south of this junction as far as Flash Lane.
- Dropped kerbs are provided on all arms of the Greenside Road / Lee Green / Dunbottle Lane mini-roundabout, located approximately 260m south of the Site 1 indicative access.
- Public Right of Way ("PRoW") footpath MIR/21/10 bounds Site 2 to the south and provides a pedestrian connection between Wellhouse Lane to the east and Greenside Road to the west.

5.2.6 Overall, the sites benefit from a comprehensive pedestrian network comprising footways, crossing facilities and PRoW connections. These routes provide convenient pedestrian access to a range of local destinations, including retail outlets, healthcare facilities and schools, thereby supporting travel by sustainable modes.

5.2.7 It has therefore been demonstrated that the sites are highly accessible on foot to local facilities, including shops, employment areas and schools.

5.3 Accessibility by Cycle

Cycle Catchment

5.3.1 Cycling is recognised as an attractive and sustainable mode of travel for a wide range of journey purposes, offering the potential to access destinations beyond a comfortable walking distance while reducing reliance on the private car.

5.3.2 Cycling England[6] suggests that acceptable cycling distances are up to 3.2km for non-work journeys and up to 8.0km for commuting trips.

5.3.3 **Figure 6** and **Figure 7** present catchments for these cycling distance thresholds, measured from the respective indicative site accesses.

[6] *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

Figure 6: Cycle Catchment – Site 1 – Greenside Road

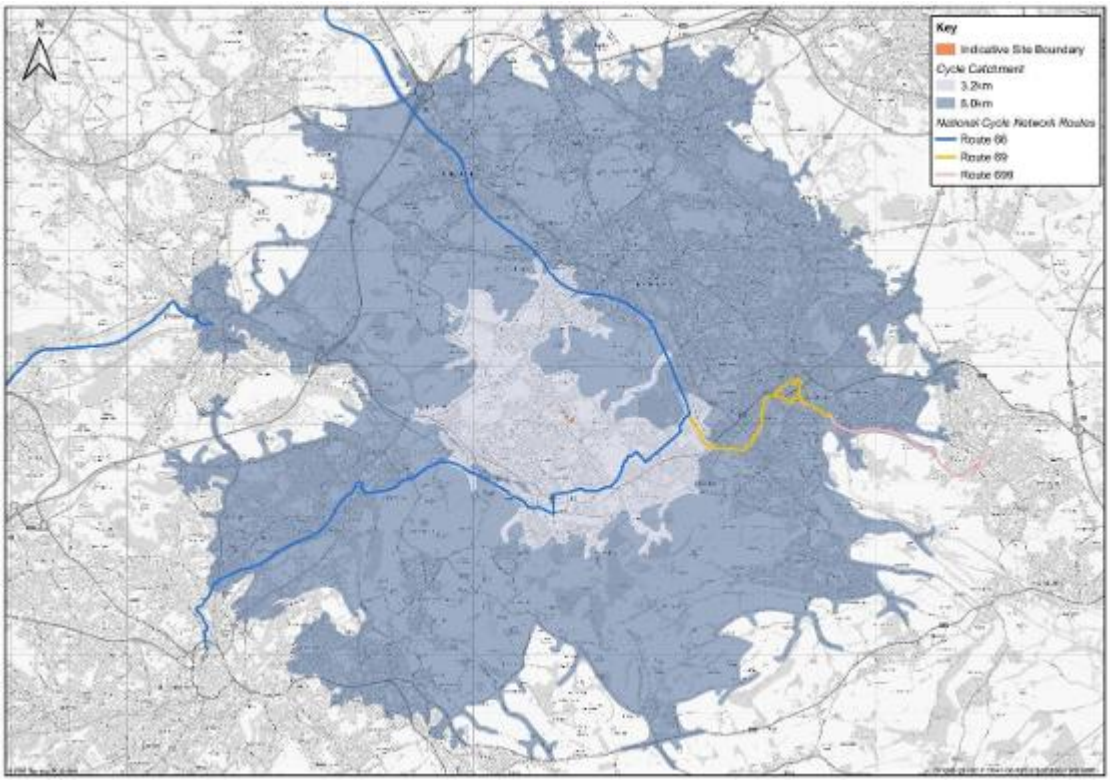
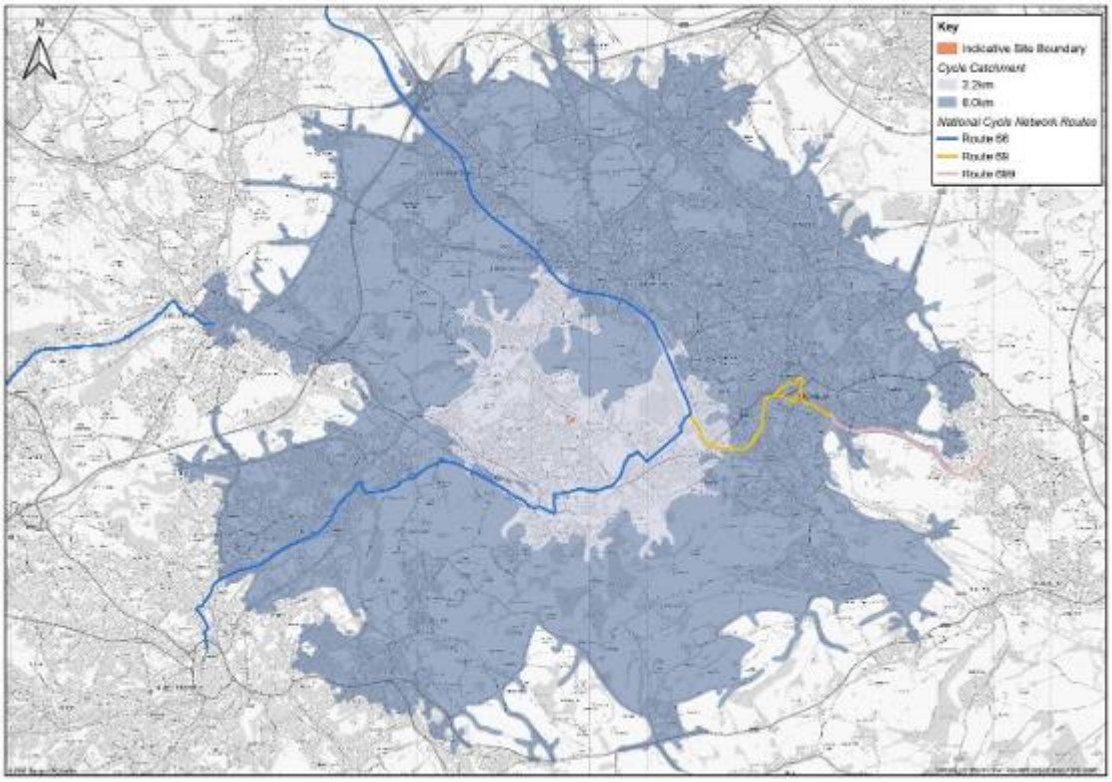


Figure 7: Cycle Catchment – Site 2 – Wellhouse Lane



5.3.4 The figures show that Mirfield, Roberttown and Ravensthorpe fall within a 3.2km cycling catchment of the proposed site accesses. Dewsbury, Batley, Heckmondwike, Birstall, Cleckheaton, and the eastern parts of Brighouse and Huddersfield fall within an 8.0km cycling catchment.

Cycle Infrastructure

5.3.5 National Cycle Network ('NCN') routes located within an 8.0km cycling catchment of the indicative site accesses comprise:

- NCN Route 66 can be accessed from the A644 (Huddersfield Road) approximately 1.5km south of the sites. The route provides cycle connections to Mirfield Railway Station, Huddersfield to the south-west via predominantly traffic-free sections of the Calder Valley Greenway and Birkby Bradley Greenway, and Bradford to the north via the Spen Valley Greenway. The section of A644 (Huddersfield Road) between Park Grove and Knowl Road incorporates a cycle lane on the northern side of the carriageway.
- NCN Route 69 can be accessed from the Spen Valley Greenway approximately 3.7km south-east of the sites. The route provides cycle access to Dewsbury to the south-west via predominantly traffic-free sections of the Spen Valley Greenway and Calder Valley Greenway.
- NCN Route 699 can be accessed from NCN Route 69 in Dewsbury. The route provides cycle access to Ossett to the south-west via predominantly traffic-free sections of the Dewsbury-Ossett Greenway.

5.3.6 Overall, the sites benefit from access to local and strategic cycling infrastructure, including National Cycle Network routes and traffic-free greenway connections. These routes provide convenient cycle access to nearby settlements, employment areas, public transport facilities and local amenities, supporting travel by sustainable modes.

5.3.7 It has therefore been demonstrated that the sites are accessible by cycle.

5.4 Accessibility by Bus

5.4.1 The CIHT document "Guidelines for Planning for Public Transport in Development" (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.

5.4.2 The closest bus stops are located on Greenfield Road, directly outside of Site 1.

5.4.3 **Figure 8** shows the bus stops accessible within a 500m walking catchment of the respective indicative site accesses.

Figure 8: Bus Network



5.4.4 The figure shows that several bus stops fall within a 500m walking catchment of the proposed site accesses.

5.4.5 **Table 2** summarises the bus services operating from the bus stops identified above, together with the destinations served and approximate service frequencies.

Table 2: Local Bus Services

Service No.	Route	Monday-Friday					Saturday			
		First	AM Peak	PM Peak	Last	Per Day	First	Peak	Last	Per Day
202	Leeds – Huddersfield	5:10	2	2	22:01	28	6:10	2	22:01	25
205	Mirfield – Dewsbury	07:23	1	1	19:10	13	09:23	1	17:23	9
AL5	Mirfield - St. John Fisher (School Service)	08:15	1	-	-	1	-	-	-	-
Total		**-**	**4**	**3**	**-**	**42**	**-**	**3**	**-**	**34**

Note: Monday-Friday AM peak (8:00-9:00) and PM peak (17:00-18:00). Saturday peak (12:00-13:00)

5.4.6 The 202 and 205 services operate at approximately half-hourly and hourly frequencies during peak periods, respectively. Together, these services provide regular public transport connections to a range of key destinations, including Leeds, Huddersfield and Dewsbury, as well as major employment locations such as White Rose Shopping Centre and Business Park, supporting travel by sustainable modes.

5.4.7 Taking account of the bus routes, it has been demonstrated that the sites are accessible by bus.

5.5 Accessibility by Rail

5.5.1 Mirfield Railway Station is located approximately 2.1 km south of the indicative site accesses. The station can be accessed on foot in approximately 27 minutes, by cycle in approximately 6 minutes, or by bus via the 205 service in approximately 14 minutes from Site 1 and 21 minutes from Site 2. A total of 24 cycle parking spaces is available at the station.

5.5.2 The station is managed by Northern and is located on the Huddersfield Line and Calder Valley Line. Northern operates hourly services to Leeds, Manchester Victoria and Wigan Wallgate, whilst TransPennine Express operates half-hourly services to Huddersfield, Manchester Piccadilly and York. Grand Central also operates direct services to London King's Cross, with up to four services in each direction throughout the week.

5.6 Connectivity Tool

5.6.1 In accordance with the NPPF, the Department for Transport's Connectivity Tool has been used to inform the assessment of the accessibility of the sites. The assessment identifies an overall connectivity score of 68, placing the sites within the 'Slightly Above Average' national distribution.

5.6.2 The sites also achieve a 'Slightly Above Average' connectivity rating for both public transport and walking, together with an 'Above Average' connectivity rating for cycling.

5.6.3 These results demonstrate that the sites benefits from good access to a range of local destinations and sustainable transport opportunities, supporting the suitability of the location for development capable of facilitating sustainable patterns of movement.

5.7 Summary

5.7.1 The proposed residential development is accessible by sustainable modes of travel. A range of key destinations and local amenities fall within a 2.0km walking catchment and an 8.0km cycling catchment of the sites, with existing infrastructure facilitating access by active modes. Several bus stops are located within a 500m walking catchment of the sites, with the 202 and 205 services providing connections to key destinations and employment locations. Mirfield Railway Station is also accessible from the sites as part of a longer journey by public transport, providing rail connections to a range of regional and national destinations.

5.7.2 Given this level of accessibility, the proposed residential development is well placed to support and encourage travel by sustainable modes, in accordance with national and local transport planning policy.

6 Development Trip Generation

6.1 Introduction

6.1.1 This section provides a forecast of the trip generation associated with the proposed residential development, comprising of 20 residential units. An assessment for a weekday morning and evening peak hour has been carried out to demonstrate the likely traffic impact of the proposed development on the local highway network.

6.2 Trip Generation

Site 1 Greenside Road

6.2.1 Person trip rates for 'houses privately owned' and 'flats privately owned' land use categories have been derived from the TRICS database using multi-modal survey sites selected in accordance with the criteria set out in **Table 3** and **Table 4**, respectively.

Table 3: TRICS Search Criteria – Houses Privately Owned

TRICS Land Use Category	03 - Residential / A - Houses Privately Owned
Location	Suburban Area / Edge of Town / Neighbourhood Centre
Survey Days	Monday - Friday
Parameter	Number of dwellings

Table 4: TRICS Search Criteria – Flats Privately Owned

TRICS Land Use Category	03 - Residential / C - Flats Privately Owned
Location	Suburban Area / Neighbourhood Centre
Survey Days	Monday - Friday
Parameter	Number of dwellings

6.2.2 The full TRICS outputs are included as **Appendix E**. The resulting person trip rates and associated trip generation for the weekday AM and PM peak period are set out in **Table 5** and **Table 6** for the 'houses privately owned' and 'flats privately owned' land use categories, respectively.

Table 5: Site 1 - Person Trip Generation - Houses Privately Owned

Time Period		Person Trip Rates Trips per dwelling			Person Trip Generation Trips per 2 dwellings		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Weekday AM Peak Period	07:00-08:00	0.352	0.465	0.817	1	1	2
	08:00-09:00	0.718	1.211	1.929	1	2	4
Weekday PM Peak Period	16:00-17:00	0.690	0.366	1.056	1	1	2
	17:00-18:00	0.648	0.563	1.211	1	1	2

Table 6: Site 1 - Person Trip Generation – Flats Privately Owned

Time Period		Person Trip Rates Trips per dwelling			Person Trip Generation Trips per 6 dwellings		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Weekday AM Peak Period	07:00-08:00	0.020	0.500	0.520	0	1	1
	08:00-09:00	0.120	0.680	0.800	0	1	2
Weekday PM Peak Period	16:00-17:00	0.400	0.220	0.620	1	0	1
	17:00-18:00	0.400	0.160	0.560	1	0	1

6.2.3 Total person trip generation for Site 1 is set out in **Table 7** for the weekday AM and PM peak periods and comprises the combined trip generation from the 'houses privately owned' and 'flats privately owned' land use categories.

Table 7: Site 1 - Total Person Trip Generation

Time Period		Person Trip Generation Trips per 8 dwellings		
		Arr.	Dep.	Tot.
Weekday AM Peak Period	07:00-08:00	1	2	3
	08:00-09:00	2	4	5
Weekday PM Peak Period	16:00-17:00	2	1	3
	17:00-18:00	2	1	4

6.2.4 The 2011 Census dataset, 'WP703EW - Method of Travel to Work', has been used to derive an estimate of the mode share associated with the proposed development. The mode share for Middle Layer Super Output Area (MSOA) E02002290 has been applied, as this area encompasses the sites. This approach ensures that the estimated mode share is representative of the likely travel characteristics of future residents, having regard to the accessibility of the sites by all modes of travel. The resulting mode share is set out in **Table 8**.

Table 8: Mode Share – Method of Travel to Work

Mode	Mode Share (%)
Bus, minibus or coach	4%
Driving a car or van	71%
Passenger in a car or van	5%
Bicycle	1%
On foot	19%
Total	**100%**

6.2.5 Applying the mode share set out in **Table 8** to the total person trip generation set out in **Table 7** enables an estimate of person trip generation by mode to be derived. The resulting trip generation by mode is set out in **Table 9** for the weekday AM and PM peak hours.

Table 9: Site 1 - Person Trip Generation by Mode

Mode	Mode Share (%)	Weekday AM Peak Hour 08:00-09:00			Weekday PM Peak Hour 17:00-18:00		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Bus, minibus or coach	4%	0	0	0	0	0	0
Driving a car or van	71%	1	3	4	1	1	3
Passenger in a car or van	5%	0	0	0	0	0	0
Bicycle	1%	0	0	0	0	0	0
On foot	19%	0	1	1	0	0	1
Total	**100%**	**2**	**4**	**5**	**2**	**1**	**4**

6.2.6 Vehicle trip generation associated with Site 1 has been derived by applying the mode share set out in **Table 8** to the person trip generation set out in **Table 7**. The vehicle mode share is taken as the combined total of the 'driving a car or van' and 'passenger in a car or van' categories, equating to 76%.

6.2.7 The resulting vehicle trip generation associated with Site 1 is set out in **Table 10** for the weekday AM and PM peak hours.

Table 10: Site 1 - Vehicle Trip Generation

Time Period		Vehicle Trip Generation Trips per 8 dwellings		
		Arr.	Dep.	Tot.
Weekday AM Peak Hour	**08:00-09:00**	1	3	4
Weekday PM Peak Hour	**17:00-18:00**	2	1	3

Site 2 Wellhouse Lane

6.2.8 The average person trip rates for the 'houses privately owned' land use category set out in **Table 3** have been applied to the proposed dwellings at Site 2. The resulting person trip generation is set out in **Table 11**.

Table 11: Site 2 - Person Trip Generation – Houses Privately Owned

Time Period		Vehicle Trip Generation Trips per 12 dwellings		
		Arr.	Dep.	Tot.
Weekday AM Peak Period	07:00-08:00	4	6	10
	08:00-09:00	9	15	23
Weekday PM Peak Period	16:00-17:00	8	4	13
	17:00-18:00	8	7	15

6.2.9 Applying the mode share set out in **Table 8** to the total person trip generation set out in **Table 11** enables an estimate of person trip generation by mode to be derived. The resulting trip generation by mode is set out in **Table 12** for the weekday AM and PM peak hours.

Table 12: Site 2 - Person Trip Generation by Mode

Mode	Mode Share (%)	Weekday AM Peak Hour 08:00-09:00			Weekday PM Peak Hour 17:00-18:00		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Bus, minibus or coach	4%	0	1	1	0	0	1
Driving a car or van	71%	6	10	17	6	5	10
Passenger in a car or van	5%	0	1	1	0	0	1
Bicycle	1%	0	0	0	0	0	0
On foot	19%	2	3	4	1	1	3
Total	**100%**	**9**	**15**	**23**	**8**	**7**	**15**

6.2.10 Vehicle trip generation associated with Site 2 has been derived by applying the mode share set out in **Table 8** to the person trip generation set out in **Table 11**.

6.2.11 The resulting vehicle trip generation associated with Site 2 is set out in **Table 13** for the weekday AM and PM peak hours.

Table 13: Site 2 - Vehicle Trip Generation

Time Period		Vehicle Trip Generation Trips per 12 dwellings		
		Arr.	Dep.	Tot.
Weekday AM Peak Hour	**08:00-09:00**	7	11	18
Weekday PM Peak Hour	**17:00-18:00**	6	5	11

Total Proposed Development

6.2.12 Person trip generation by mode for the total proposed development has been derived by combining the person trip generation by mode associated with Site 1 and Site 2, as set out in **Table 9** and **Table 12**, respectively. The resulting total person trip generation by mode is set out in **Table 14**.

Table 14: Total Proposed Development - Person Trip Generation by Mode

Mode	Mode Share (%)	Weekday AM Peak Period 08:00-09:00			Weekday PM Peak Period 17:00-18:00		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Bus, minibus or coach	4%	0	1	1	0	0	1
Driving a car or van	71%	7	13	20	7	6	13
Passenger in a car or van	5%	0	1	1	0	0	1
Bicycle	1%	0	0	0	0	0	0
On foot	19%	2	3	5	2	2	3
Total	**100%**	**10**	**18**	**29**	**10**	**8**	**18**

6.2.13 Vehicle trip generation for the total proposed development has been derived by combining the vehicle trip generation associated with Site 1 and Site 2, as set out in **Table 10** and **Table 13**, respectively. The resulting total vehicle trip generation is set out in **Table 15**.

Table 15: Total Proposed Development - Vehicle Trip Generation

Time Period		Vehicle Trip Generation Trips per 20 dwellings		
		Arr.	Dep.	Tot.
Weekday AM Peak Hour	**08:00-09:00**	8	14	22
Weekday PM Peak Hour	**17:00-18:00**	8	6	14

6.3 Summary

6.3.1 The assessment demonstrates the following:

- Site 1 is anticipated to generate 4 and 3 additional two-way vehicle trips during the AM and PM peak hours, respectively. This equates to approximately one additional vehicle every 15 and 20 minutes during the AM and PM peak hours, respectively.
- Site 2 is anticipated to generate 18 and 11 additional two-way vehicle trips during the AM and PM peak hours, respectively. This equates to approximately one additional vehicle every 3 and 5.5 minutes during the AM and PM peak hours, respectively.
- The proposed development as a whole is anticipated to generate 22 and 14 additional two-way vehicle trips during the AM and PM peak hours, respectively. This equates to approximately one additional vehicle every 3 and 4 minutes during the AM and PM peak hours, respectively.

6.3.2 The forecast vehicle trip generation associated with the proposed residential development is considered to have an immaterial traffic impact on the safe and efficient operation of the local highway network and can be accommodated within the existing highway network.

6.3.3 Accordingly, no further detailed assessment of highway capacity or junction operation is considered necessary.

7 Summary and Conclusion

7.1 Summary

7.1.1 Stantec UK Limited has been appointed by The Moravian Union to prepare a Transport Statement in support of a full planning application for a proposed residential development on land at Greenside Road and Wellhouse Lane, Mirfield.

7.1.2 The development proposals comprise 20 residential units across two separate but related sites. The north-western site (hereafter referred to as 'Site 1') is located on land at Greenside Road, while the south-eastern site (hereafter referred to as 'Site 2') is located on land at Wellhouse Lane. Both sites currently comprise undeveloped grassed fields.

7.1.3 A review of Personal Injury Collision data over the most recent five year period identified no discernible pattern or clustering of collision evident within the study area that would indicate an existing highway safety issue. Furthermore, the scale, distribution and nature of the recorded collisions do not suggest any underlying highway safety concerns that would require mitigation measures to safely accommodate the anticipated development traffic.

7.1.4 The results of an Automatic Traffic Count survey have informed the location of the proposed site accesses and associated visibility splays. A Stage 1 Road Safety Audit has also been carried out for the proposed site accesses and a Designer's Response has also been prepared to address two problems that was identified from the audit.

7.1.5 Swept path analysis has been carried out to demonstrate that a refuse vehicle can enter and exit the sites in forward gear. Swept path analysis has also been carried out for the most constrained parking spaces to demonstrate that they are accessible.

7.1.6 It has also been demonstrated that the proposed cycle and car parking provision is in line with Kirklee Council's parking standards.

7.1.7 A review of the accessibility of the sites by sustainable transport modes has concluded that the proposed residential development is well placed to support and encourage travel by sustainable modes, in accordance with national and local transport planning policy.

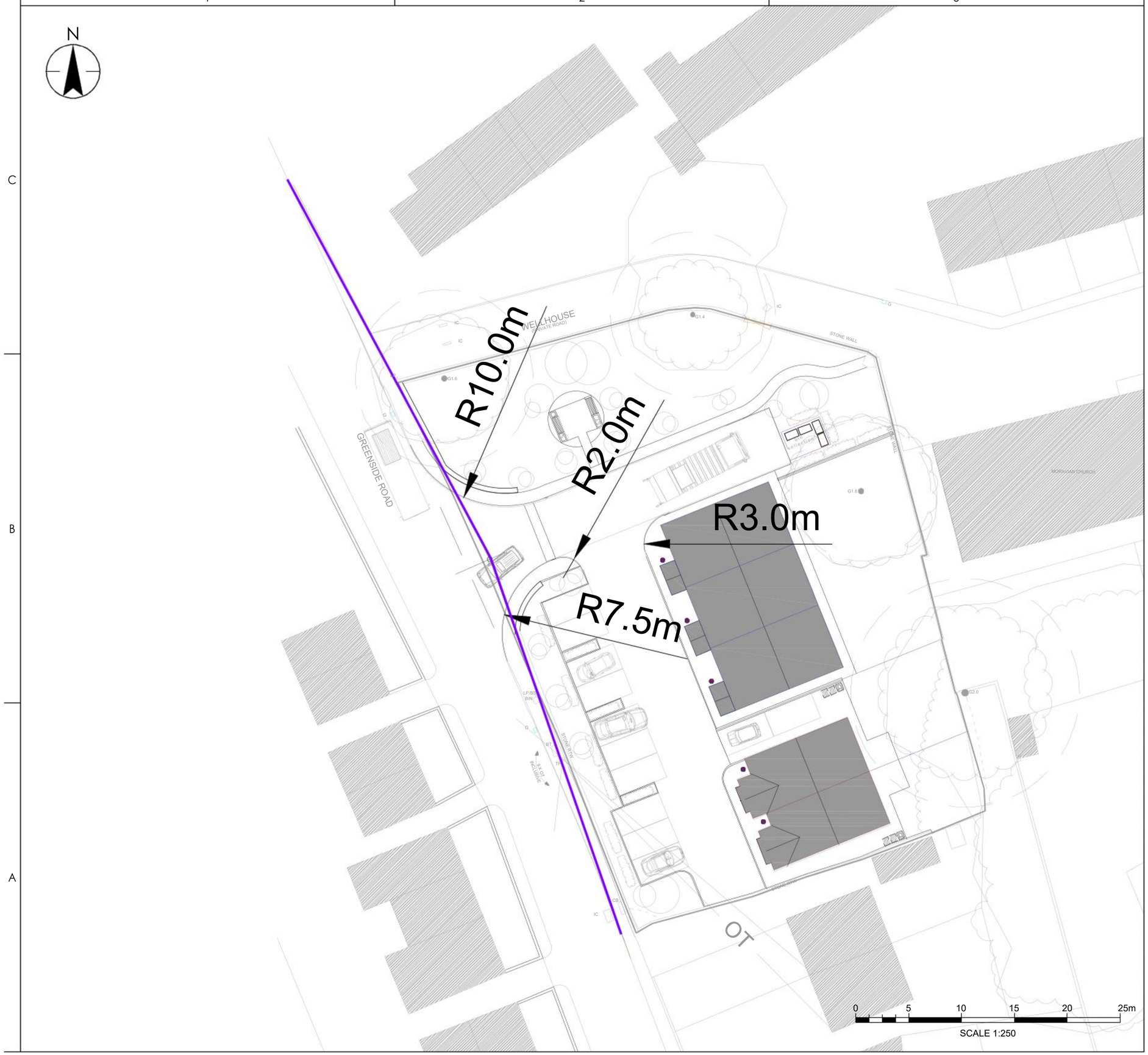
7.1.8 Finally, it has been forecast that the proposed development would generate only 22 and 14 vehicle trips during a weekday morning and evening peak hour. The trip generation forecast demonstrates that no further assessment of the wider local highway network is required.

7.2 Conclusion

7.2.1 In accordance with NPPF, it has been demonstrated that the proposed development is in a sustainable location with no local highway safety issues. This Transport Statement has also demonstrated that there will be no material traffic impact on the local highway network associated with the proposed development.

7.2.2 In conclusion, the full planning application should therefore be considered acceptable in transportation and highway terms

Drawings



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KEY:

PROPOSED ACCESS JUNCTION VISIBILITY SPLAY
VISIBILITY TO THE NORTH - 2.4M X 40.7M
VISIBILITY TO THE SOUTH - 2.4M X 37.6M
NO OBJECT ABOVE THE HEIGHT OF 600mm TO BE LOCATED WITHIN THE VISIBILITY SPLAY

C	UPDATED SITE LAYOUT	HK	BL	2026.09.29
B	UPDATED JUNCTION RADII	HK	BL	2026.09.23
A	FIRST ISSUE	GW	BL	2026.09.15
Issued/Revision		By	Appd	YYYY.MM.DD
		GW	BL	2026.09.24

Issue Status

S2 - FOR INFORMATION

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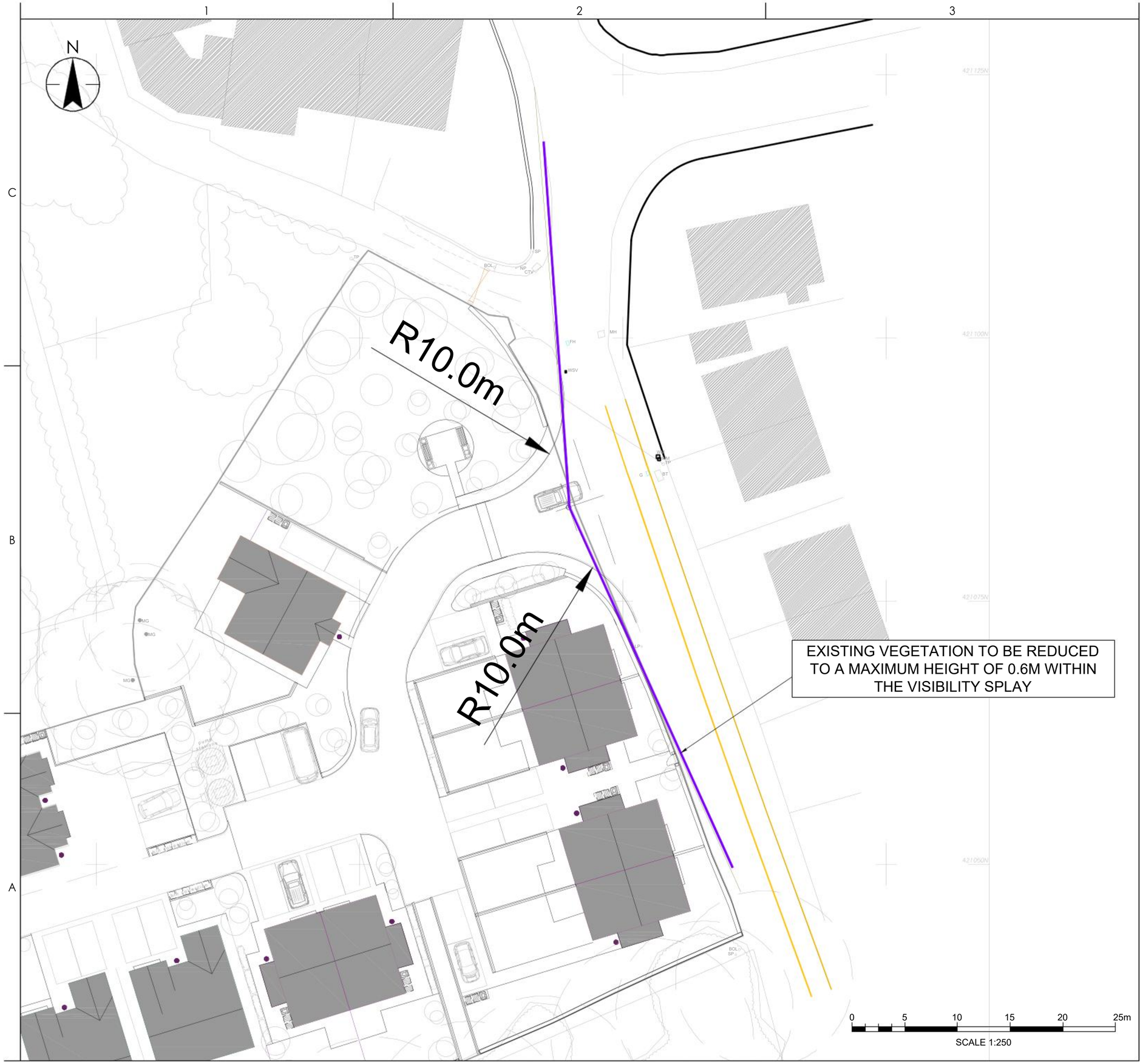
Client/Project Logo

Client/Project
THE MORAVIAN UNION

WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD

Title
GREENSIDE ROAD PROPOSED SITE ACCESS VISIBILITY SPLAY

Project No.	A2 Scale
330910086	1:250
Revision	Drawing No.
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KEY:

VISIBILITY SPLAY
VISIBILITY TO THE NORTH - 2.4M X 34.8M
VISIBILITY TO THE SOUTH - 2.4M X 37.6M
NO OBJECT ABOVE THE HEIGHT OF 600MM TO BE LOCATED WITHIN THE VISIBILITY SPLAY

C	UPDATED SITE LAYOUT	HK	BL	2026.09.29
B	VEGETATION NOTE AND JUNCTION RADII	HK	BL	2026.09.23
A	FIRST ISSUE	GW	BL	2026.09.15
Issued/Revision		By	Appd	YYYY.MM.DD
		GW	BL	2026.09.29

Issue Status

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Client/Project Logo

Client/Project

THE MORAVIAN UNION

WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD

Title

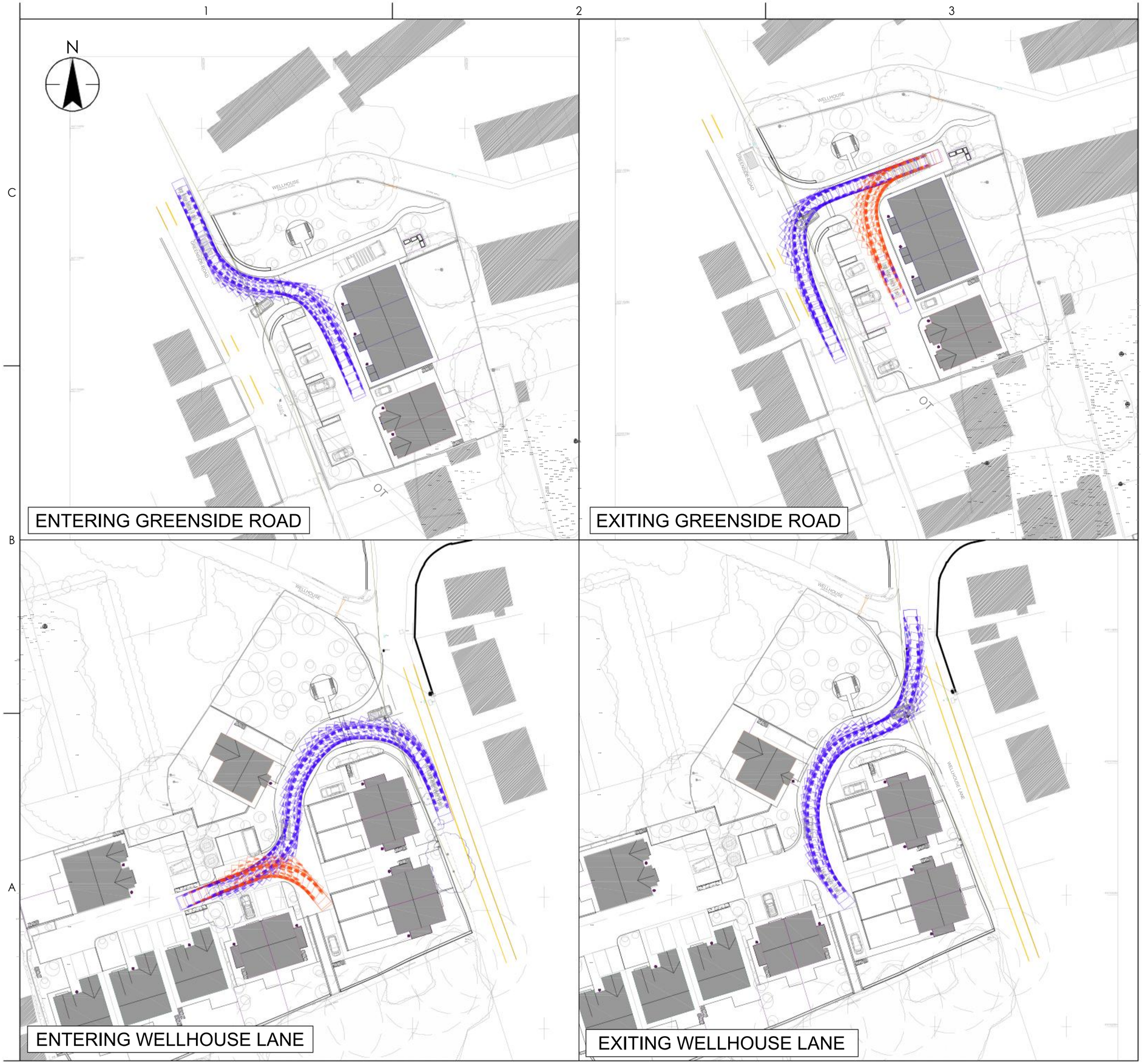
WELLHOUSE LANE SITE ACCESS VISIBILITY SPLAY

Project No.
330910086

A2 Scale
1:250

Revision
C

Drawing No.
330910086_200_002



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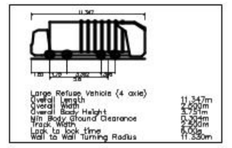
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KEY:
- FORWARD GEAR
- REVERSE GEAR
- POTENTIAL ON STREET PARKING

C	UPDATED SITE LAYOUT	HK	BL	2026.09.29
B	ON STREET PARKING CONSIDERATION	HK	BL	2026.09.23
A	FIRST ISSUE	GW	BL	2026.09.15
Issued/Revision		By	Appd	YYYY.MM.DD
		GW	BL	2026.09.24

Issue Status

S2 - FOR INFORMATION

0 10 20 30 40 50m

SCALE 1:500

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WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD

Title

SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE

Project No.	A2 Scale
330910086	1:500
Revision	**Drawing No.**
C	**330910086_200_003**



B

A

Plotted: ------ By: Whitehead, Georgina
ORIGINAL SHEET - ISO:\\uk1pba.int\mci\projects\330910086\100 transport\dtgs-maps-graphics\cad\dwgs\330910086_100_004-008b

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KEY:
FORWARD GEAR
REVERSE GEAR

B	UPDATED SITE LAYOUT	HK	BL	2026.09.29
A	FIRST ISSUE	GW	BL	2026.09.15
Issued/Revision		By	Appd	YYYY.MM.DD

GW	GW	BL	2026.09.29
Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

0 5 10 15 20 25m

SCALE 1:250

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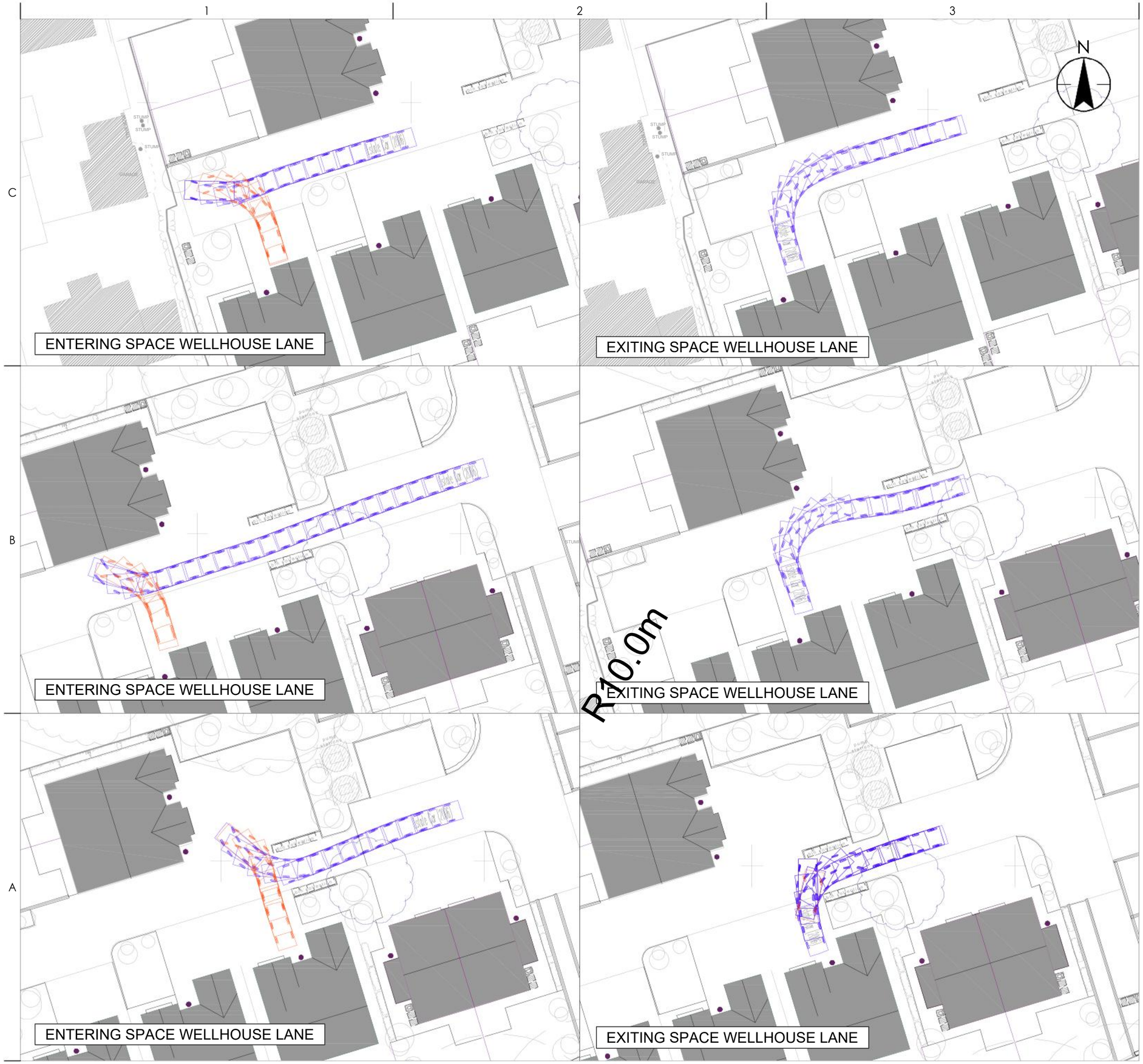
THE MORAVIAN UNION

WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD

Title

PARKING SWEPT PATH ANALYSIS - ESTATE CAR - GREENSIDE ROAD

Project No.	Custom Scale
330910086	1:250
Revision	**Drawing No.**
B	**330910086_200_004**



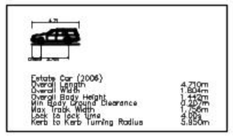
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KEY:
FORWARD GEAR
REVERSE GEAR

B	UPDATED SITE LAYOUT	HK	BL	2026.09.26
A	FIRST ISSUE	GW	BL	2026.09.16
Issued/Revision		By	Appd	YYYY.MM.DD
		GW	BL	2026.09.16

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THE MORAVIAN UNION

WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD

Title

PARKING SWEPT PATH ANALYSIS - ESTATE CAR - WELLHOUSE LANE

Project No.	A2 Scale
330910086	1:250
Revision	**Drawing No.**
B	**330910086_200_005**

1 2 3

C

LANDSCAPING TO BE REMOVED TO ACCOMMODATE TURNING HEAD TO ACCESS PARKING SPACE

ENTERING SPACE WELLHOUSE LANE

EXITING SPACE WELLHOUSE LANE

N

B

ENTERING SPACE WELLHOUSE LANE

EXITING SPACE WELLHOUSE LANE

A

ENTERING SPACE WELLHOUSE LANE

EXITING SPACE WELLHOUSE LANE

A2

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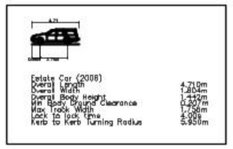
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KEY:
FORWARD GEAR
REVERSE GEAR

B	UPDATED SITE LAYOUT	HK	BL	2026.09.29
A	FIRST ISSUE	GW	BL	2026.09.15
Issued/Revision		By	Appd	YYYY.MM.DD
		HK	GW	BL	2026.09.29

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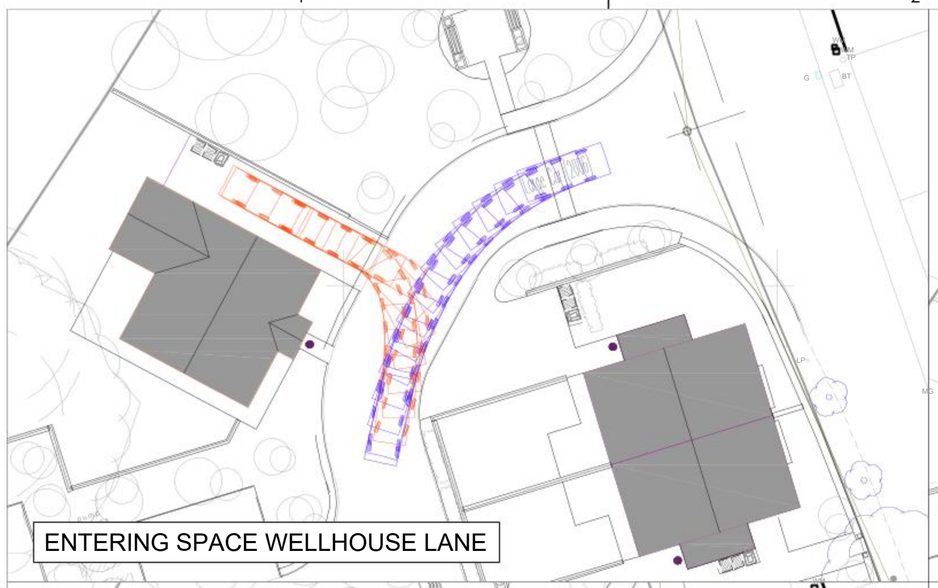
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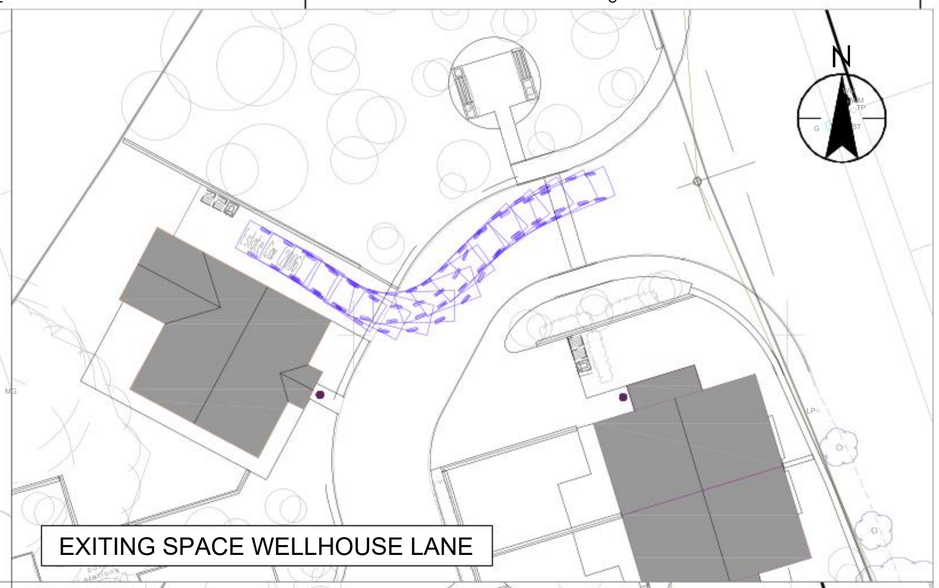
WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD

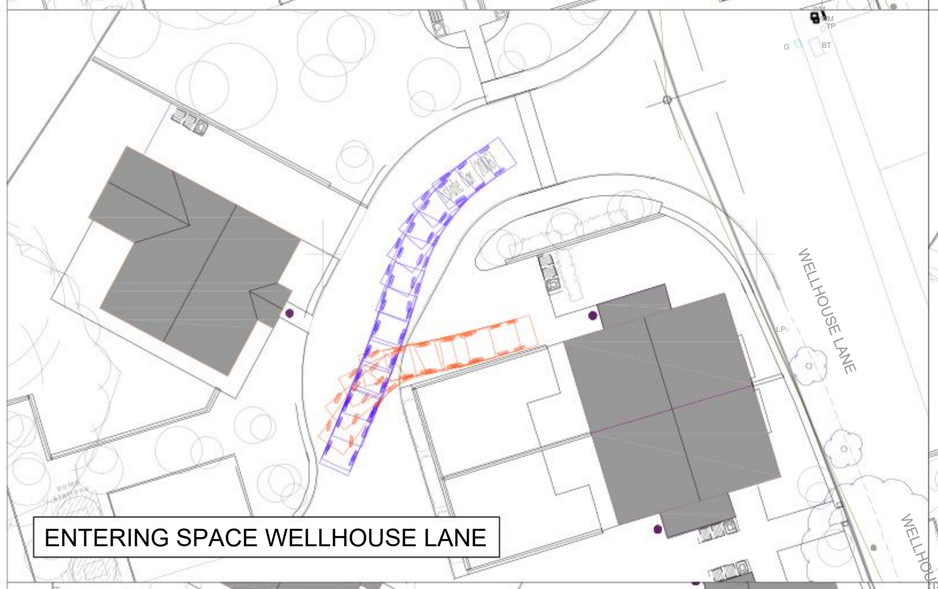
Title

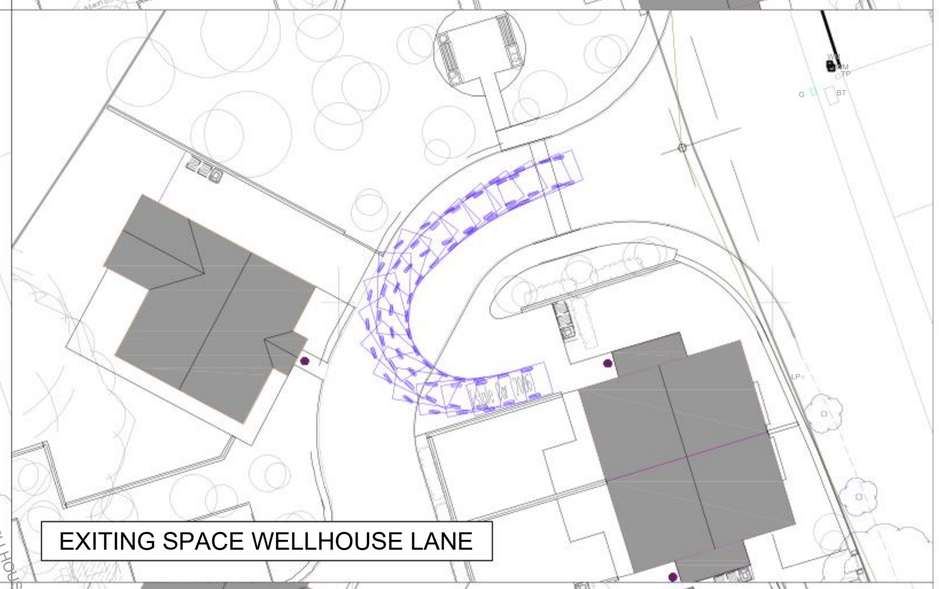
PARKING SWEPT PATH ANALYSIS - ESTATE CAR - WELLHOUSE LANE

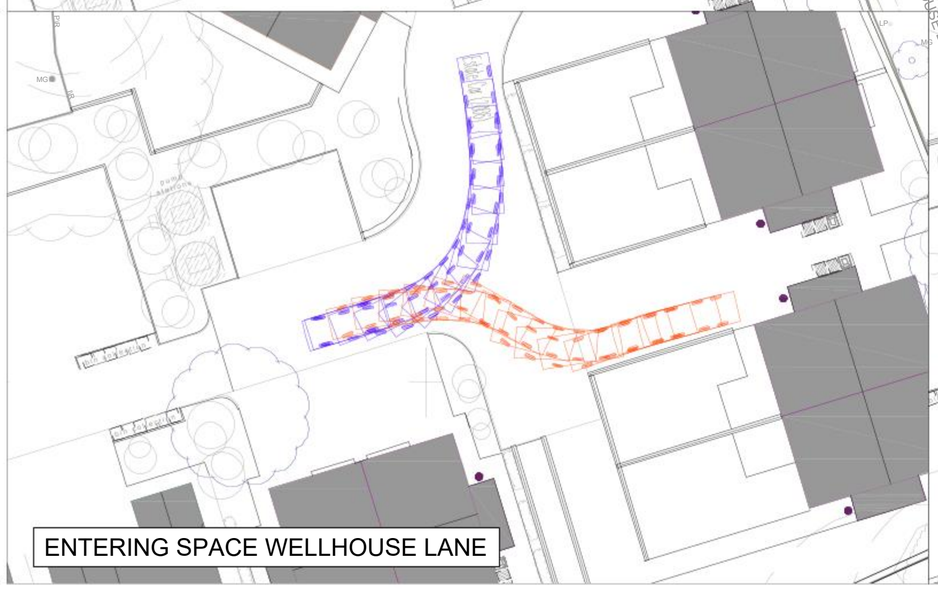
Project No.	A2 Scale
330910086	1:250
Revision	**Drawing No.**
B	**330910086_200_006**

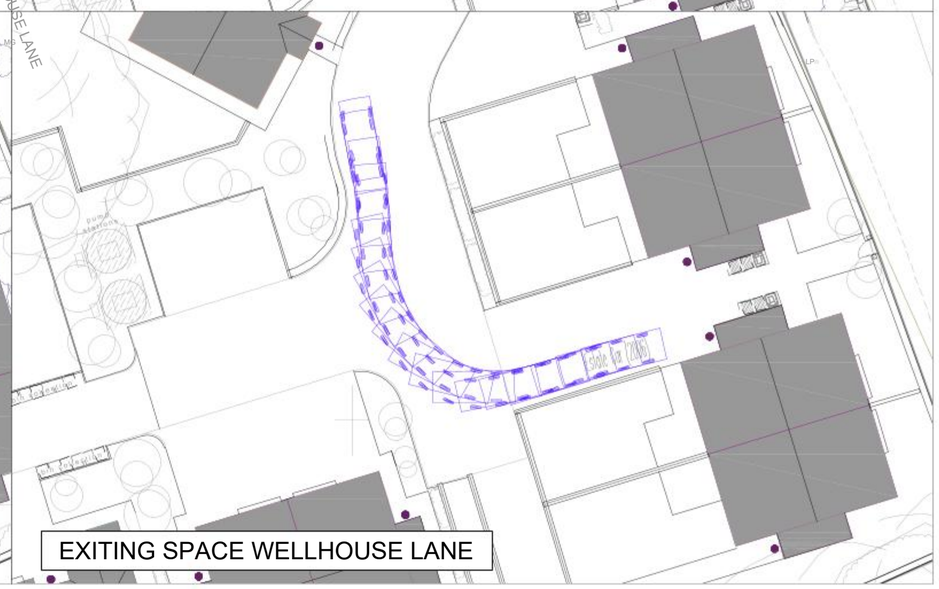












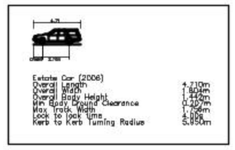
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KEY:
FORWARD GEAR
REVERSE GEAR

B	UPDATED SITE LAYOUT	HK	BL	2026.09.29
A	FIRST ISSUE	GW	BL	2026.09.15
Issued/Revision		By	Appd	YYYY.MM.DD

HK	GW	BL	2026.09.29

Issue Status

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0 5 10 15 20 25m

SCALE 1:250

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THE MORAVIAN UNION

WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD

Title

PARKING SWEPT PATH ANALYSIS - ESTATE CAR - WELLHOUSE LANE

Project No.	A2 Scale
330910086	1:250
Revision	Drawing No.
B	**330910086_200_007**

Appendices

Appendix A: Existing Site Layout

© matt wood. architect (ha 2021)

NOTES:



Existing

0 5 10 15 20 25m Scale = 1:500

project: Development @ Greenside Road + Wellhouse Lane, Mirfield. The Moravian Union

client:

drawing title: Existing Site Layout Plan

scale @ A1: 1:500 | date: March2026 | drawn by: MW | checked by: MW | drawing number: 344SAA08-02 | revision: . | status of issue: PLANNING

rev	date	by	description

matt wood architect
mail@matt-wood-architect.co.uk
www.matt-wood-architect.co.uk

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Appendix B: Proposed Site Layout

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NOTES:

Legend;

-Applicant ownership boundary

-Car parking space

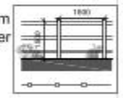
-Refuse / recycling bins store

-Pumping stations prior to discharge to mains sewers

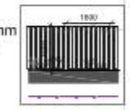
-Tree root protection areas

Boundary notes :

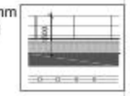
-As indicated, being 1500mm high vertical post + rail timber fence.



-As indicated, being 1800mm closed board timber fence.



-As indicated, being 1500mm high [overall] low brick wall with galvanized steel powder-coated railings.



Highways:
- Visibility splays in accordance with Kirklees Council highways requirements.

- All highways + parking arrangements designed in accordance with Manual for Streets and Kirklees Council standards.

-Refer to Stantec UK Ltd drawings for visibility splays and vehicle tracking details.

-min. parking space numbers met to each dwelling, in line with LA guidance.

-Refuse / recycling bin stores provided.

-Car parking schedule.
Site #1 = 12No. [inc.2 visitors]
Site #2 = 30No. [inc.3 visitors]
Totals = 42No. spaces

-1No. EV charging point + min. 1No. cycle space provided to each dwelling.

Drainage:
-Refer to PSA Design Ltd drawings for drainage strategy + site layout.

-Access road and driveways to have porous material surface, such as Marshalls Drivesett Tegula Priora.

Landscaping:
-Existing trees retained. Negligible impact - pruning and tree care works only, where required. Refer to RJones Arboriculture

-Proposed new fence as indicated to create new plot boundary between dwellings / gardens / perimeter boundary.

-Indigenous planting, native shrubs and trees, to encourage foraging and visual screening to boundary.

Proposed

0 5 10 15 20 25m Scale = 1:500

Development @ Greenside Road + Wellhouse Lane, Mirfield. The Moravian Union

Proposed
Site Layout Plan

1:500 | March2026 | MW | MW | 344SAA08-05 | . | PLANNING

rev. date by description

matt wood architect
mail@matt-wood-architect.co.uk
www.matt-wood-architect.co.uk

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Appendix C: Automatic Traffic Count Survey

MetroCount Traffic Executive
Default_SES (modified)

CustomList-1160 -- English (ENG)

Datasets:	
Site:	[TTS-2050-001] Greenfield Rd, Mirfield <30m>
Attribute:	Tpole
Direction:	7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration:	11:42 20 January 2026 => 11:27 28 January 2026,
Zone:	
File:	TTS-2050-001 0 2026-01-28 1127.EC0 (Plus)
Identifier:	A34TX7QY MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)
Profile:	
Filter time:	00:00 21 January 2026 => 00:00 28 January 2026 (7)
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11
Speed range:	5 - 100 mph.
Direction:	North (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (DfT-UK)
Units:	Part metric (metre, mi, m/s, mph, kg, tonne)

Column Legend:	
0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals
3 [Vbin]	Speed bin totals
4 [Mean]	Average speed
5 [Vpp]	Percentile speed
6 [>PSL]	Number exceeding Posted Speed Limit
7 [>PSL%]	Percent exceeding Posted Speed Limit
8 [>SL1]	Number exceeding Speed Limit 1
9 [>SL1%]	Percent exceeding Speed Limit 1
10 [>SL2]	Number exceeding Speed Limit 2
11 [>SL2%]	Percent exceeding Speed Limit 2
12 [Mean]	Average speed
13 [Vpp]	Percentile speed

* 21 January 2026	Classifications												Speeds																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80									
0000	7	0	0	2	5	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	26	-	1	14.29	1	14.29	1	14.29	26	-
0100	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	0	25.8	-
0200	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	29.8	-	2	66.67	2	66.67	2	66.67	29.8	-
0300	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	31.5	-	2	50	2	50	2	50	31.5	-
0400	11	0	0	2	8	1	0	0	0	0	0	0	1	1	0	0	2	5	1	1	0	0	0	0	0	0	0	28.9	37.5	7	63.64	7	63.64	7	63.64	28.9	37.5
0500	27	0	0	6	21	0	0	0	0	0	0	0	0	1	0	7	11	5	0	2	0	0	1	0	0	0	0	28.9	32	8	29.63	8	29.63	8	29.63	28.9	32
0600	105	0	0	43	57	2	2	0	0	0	0	1	2	8	11	30	41	7	5	1	0	0	0	0	0	0	0	24.6	29.9	13	12.38	13	12.38	13	12.38	24.6	29.9
0700	181	0	0	84	90	2	5	0	0	0	0	0	2	28	37	49	48	14	3	0	0	0	0	0	0	0	0	22.1	28.3	17	9.392	17	9.392	17	9.392	22.1	28.3
0800	291	0	0	195	80	3	12	0	0	0	1	0	13	101	90	58	25	4	0	0	0	0	0	0	0	0	0	17.3	23.7	4	1.375	4	1.375	4	1.375	17.3	23.7
0900	199	0	0	126	61	5	5	0	0	0	0	2	5	35	49	65	36	8	1	0	0	0	0	0	0	0	0	20.5	27.5	9	4.523	9	4.523	9	4.523	20.5	27.5
1000	170	0	1	91	62	8	6	0	1	0	0	1	6	14	40	47	50	13	0	0	0	0	0	0	0	0	0	22.2	28.1	13	7.647	13	7.647	13	7.647	22.2	28.1
1100	190	0	0	108	64	9	6	0	1	0	2	0	3	25	37	76	38	9	2	0	0	0	0	0	0	0	0	21.4	27.6	11	5.789	11	5.789	11	5.789	21.4	27.6
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1600	258	0	1	148	102	3	3	0	0	0	1	0	4	68	75	75	31	4	1	0	0	0	0	0	0	0	0	19	24.7	5	1.938	5	1.938	5	1.938	19	24.7
1700	224	1	1	139	80	3	0	0	0	0	0	0	8	62	65	70	16	1	2	0	0	0	0	0	0	0	0	18.3	24	3	1.339	3	1.339	3	1.339	18.3	24
1800	192	0	0	110	75	2	4	0	0	0	1	0	1	15	56	98	17	5	0	0	0	0	0	0	0	0	0	20.8	24.5	5	2.604	5	2.604	5	2.604	20.8	24.5
1900	136	0	0	59	75	1	1	0	0	0	0	0	1	6	29	60	37	3	0	0	0	0	0	0	0	0	0	22.5	27.7	3	2.206	3	2.206	3	2.206	22.5	27.7
2000	99	0	0	48	48	3	0	0	0	0	0	0	0	3	9	49	31	5	2	0	0	0	0	0	0	0	0	24.6	29.2	7	7.071	7	7.071	7	7.071	24.6	29.2
2100	63	0	0	28	33	2	0	0	0	0	0	0	1	0	5	21	27	8	0	1	0	0	0	0	0	0	0	25.9	29.9	9	14.29	9	14.29	9	14.29	25.9	29.9
2200	47	0	0	18	29	0	0	0	0	0	0	0	0	0	4	13	16	10	4	0	0	0	0	0	0	0	0	27.1	33.4	14	29.79	14	29.79	14	29.79	27.1	33.4
2300	22	0	0	5	16	1	0	0	0	0	0	0	0	1	0	9	9	2	1	0	0	0	0	0	0	0	0	25.6	30.8	3	13.64	3	13.64	3	13.64	25.6	30.8
07-19 12hr	2596	2	6	1465	996	62	49	0	3	0	6	7	65	502	705	823	410	80	10	0	1	0	0	0	0	0	0	20	25.9	91	3.505	91	3.505	91	3.505	20	25.9
06-22 16hr	2999	2	6	1643	1209	70	52	0	3	0	6	8	69	519	759	983	546	103	17	2	1	0	0	0	0	0	0	20.5	26.4	123	4.101	123	4.101	123	4.101	20.5	26.4
06-00 18hr	3068	2	6	1666	1254	71	52	0	3	0	6	8	69	520	763	1005	571	115	22	2	1	0	0	0	0	0	0	20.7	26.5	140	4.563	140	4.563	140	4.563	20.7	26.5
00-00 24hr	3123	2	6	1678	1295	73	52	0	3	0	6	8	70	522	763	1018	590	129	24	5	1	0	1	0	0	0	0	20.8	26.8	160	5.123	160	5.123	160	5.123	20.8	26.8

Vehicles = 3123
Posted speed limit = 30 mph, Exceeding = 160 (5.123%), Mean Exceeding = 33.16 mph
Maximum = 57.0 mph, Minimum = 6.3 mph, Mean = 20.8 mph
85% Speed = 26.84 mph, 95% Speed = 30.18 mph, Median = 21.03 mph
10 mph Pace = 17 - 27, Number in Pace = 1829 (58.57%)
Variance = 35.27, Standard Deviation = 5.94 mph

* 22 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	25.8	-	1	12.5	1	12.5	1	12.5	25.8	-
0100	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	27	-	1	16.67	1	16.67	1	16.67	27	-
0200	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	31.6	-	2	50	2	50	2	50	31.6	-
0300	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	29.7	-	1	20	1	20	1	20	29.7	-
0400	10	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	30.8	-	6	60	6	60	6	60	30.8	-
0500	29	0	0	9	18	1	0	0	0	0	0	1	1	1	2	7	9	5	2	2	0	0	0	0	0	0	0	27.6	35.6	9	31.03	9	31.03	9	31.03	27.6	35.6
0600	107	0	0	42	61	2	1	0	0	0	0	1	0	6	3	34	44	17	3	0	0	0	0	0	0	0	0	26	31.3	20	18.69	20	18.69	20	18.69	26	31.3
0700	203	2	1	125	70	0	4	0	0	0	1	0	3	24	33	64	58	17	4	0	0	0	0	0	0	0	0	23	28.9	21	10.34	21	10.34	21	10.34	23	28.9
0800	322	0	0	257	58	0	7	0	0	0	0	0	13	101	109	83	14	0	0	0	0	2	0	0	0	0	0	17.6	22.3	2	0.621	2	0.621	2	0.621	17.6	22.3
0900	207	0	0	97	93	11	2	2	0	0	0	2	2	12	56	84	45	7	0	1	0	0	0	0	0	0	0	22	26.6	8	3.865	8	3.865	8	3.865	22	26.6
1000	156	0	2	70	81	1	1	0	0	0	0	1	0	1	31	73	41	9	1	0	0	0	0	0	0	0	0	23.4	28.1	10	6.41	10	6.41	10	6.41	23.4	28.1
1100	196	0	0	85	101	6	2	0	0	0	1	1	0	2	44	84	62	4	0	0	0	0	0	0	0	0	0	23.1	27.4	4	2.041	4	2.041	4	2.041	23.1	27.4
1200	175	0	0	68	96	8	1	0	0	0	1	1	1	2	39	78	42	12	1	0	0	0	0	0	0	0	0	23.2	27.6	13	7.429	13	7.429	13	7.429	23.2	27.6
1300	188	0	0	94	83	6	1	1	2	0	1	0	0	5	49	64	55	12	2	1	0	0	0	0	0	0	0	23.3	28.1	15	7.979	15	7.979	15	7.979	23.3	28.1
1400	188	0	0	83	97	5	1	1	0	0	0	1	2	19	39	74	43	10	1	0	0	0	0	0	0	0	0	22	27.3	11	5.851	11	5.851	11	5.851	22	27.3
1500	273	0	0	177	77	5	13	0	0	0	1	0	4	112	107	38	11	1	0	0	0	0	0	0	0	0	0	16.4	21.1	1	0.366	1	0.366	1	0.366	16.4	21.1
1600	253	1	0	171	73	3	4	0	0	0	1	0	7	65	82	82	13	3	1	0	0	0	0	0	0	0	0	18.4	23.4	4	1.581	4	1.581	4	1.581	18.4	23.4
1700	229	0	0	124	97	0	6	0	0	0	1	1	5	68	66	59	24	4	2	1	0	0	0	0	0	0	0	18.5	24.5	7	3.057	7	3.057	7	3.057	18.5	24.5
1800	180	0	1	117	46	1	14	0	0	0	0	1	3	41	30	68	30	5	3	0	0	0	0	0	0	0	0	20.6	26.6	8	4.444	8	4.444	8	4.444	20.6	26.6
1900	126	0	0	69	52	0	4	0	0	0	1	0	0	11	18	48	44	5	0	0	0	0	0	0	0	0	0	22.7	27.4	5	3.968	5	3.968	5	3.968	22.7	27.4
2000	117	0	0	67	40	0	8	0	0	0	1	1	1	11	18	49	31	5	0	1	1	0	0	0	0	0	0	22.7	27.5	7	5.983	7	5.983	7	5.983	22.7	27.5
2100	62	0	0	26	35	0	1	0	0	0	0	0	0	3	6	22	22	8	0	1	0	0	0	0	0	0	0	25.2	29.9	9	14.52	9	14.52	9	14.52	25.2	29.9
2200	48	0	0	23	24	0	0	0	0	0	0	1	0	2	4	10	19	7	4	2	0	0	0	0	0	0	0	26.9	32.6	13	27.08	13	27.08	13	27.08	26.9	32.6
2300	22	0	0	10	12	0	0	0	0	0	0	0	0	1	2	3	7	5	2	1	1	0	0	0	0	0	0	28.9	37.2	9	40.91	9	40.91	9	40.91	28.9	37.2
07-19 12hr	2570	3	4	1468	972	46	56	4	2	0	7	8	40	452	685	851	438	84	15	3	0	2	0	0	0	0	0	20.5	26.2	104	4.047	104	4.047	104	4.047	20.5	26.2
06-22 16hr	2982	3	4	1672	1160	48	70	4	2	0	9	10	41	483	730	1004	579	119	18	5	1	2	0	0	0	0	0	21	26.7	145	4.863	145	4.863	145	4.863	21	26.7
06-00 18hr	3052	3	4	1705	1196	48	70	4	2	0	9	11	41	486	736	1017	605	131	24	8	2	2	0	0	0	0	0	21.1	27	167	5.472	167	5.472	167	5.472	21.1	27
00-00 24hr	3114	3	4	1719	1239	51	71	4	2	0	9	12	42	487	738	1036	624	143	28	11	2	3	0	0	0	0	0	21.3	27.1	187	6.005	187	6.005	187	6.005	21.3	27.1

Vehicles = 3114
Posted speed limit = 30 mph, Exceeding = 187 (6.005%), Mean Exceeding = 33.67 mph
Maximum = 51.4 mph, Minimum = 5.7 mph, Mean = 21.3 mph
85% Speed = 27.07 mph, 95% Speed = 30.65 mph, Median = 21.47 mph
10 mph Pace = 18 - 28, Number in Pace = 1850 (59.41%)
Variance = 35.40, Standard Deviation = 5.95 mph

* 23 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	15	0	0	6	9	0	0	0	0	0	0	0	0	0	0	2	3	6	4	0	0	0	0	0	0	0	0	26.6	31.7	4	26.67	4	26.67	4	26.67	26.6	31.7
0100	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	26.6	-	1	25	1	25	1	25	26.6	-
0200	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	33.3	-	2	50	2	50	2	50	33.3	-
0300	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	29.8	-	2	66.67	2	66.67	2	66.67	29.8	-
0400	8	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	30.4	-	5	62.5	5	62.5	5	62.5	30.4	-
0500	27	0	0	8	19	0	0	0	0	0	0	0	0	1	0	2	4	8	7	4	0	0	1	0	0	0	0	28.9	35.5	12	44.44	12	44.44	12	44.44	28.9	35.5
0600	89	0	0	37	49	1	2	0	0	0	0	0	0	12	12	22	32	4	6	1	0	0	0	0	0	0	0	24.1	29.2	11	12.36	11	12.36	11	12.36	24.1	29.2
0700	158	0	0	93	53	3	9	0	0	0	0	0	1	17	34	54	41	7	3	1	0	0	0	0	0	0	0	22.5	27.9	11	6.962	11	6.962	11	6.962	22.5	27.9
0800	256	1	0	125	109	12	7	0	0	0	1	1	7	42	69	105	27	6	0	0	0	0	0	0	0	0	0	19.8	24.5	6	2.344	6	2.344	6	2.344	19.8	24.5
0900	181	0	0	76	96	6	1	0	0	0	1	1	0	2	16	64	80	18	1	0	0	0	0	0	0	0	0	25.2	29.2	19	10.5	19	10.5	19	10.5	25.2	29.2
1000	174	0	2	59	93	16	0	1	1	0	0	2	0	3	12	54	85	16	4	0	0	0	0	0	0	0	0	25.7	29.3	20	11.49	20	11.49	20	11.49	25.7	29.3
1100	181	1	0	58	109	5	2	0	1	0	1	4	0	4	26	69	71	9	2	0	0	0	0	0	0	0	0	24.1	28	11	6.077	11	6.077	11	6.077	24.1	28
1200	207	0	0	78	115	13	0	0	0	0	0	1	1	1	20	102	68	13	2	0	0	0	0	0	0	0	0	24.4	28.3	15	7.246	15	7.246	15	7.246	24.4	28.3
1300	239	0	1	84	141	12	0	0	0	0	0	1	1	4	22	110	82	16	3	0	0	1	0	0	0	0	0	24.3	28.4	20	8.368	20	8.368	20	8.368	24.3	28.4
1400	279	0	0	121	140	13	2	1	1	0	0	1	3	21	40	140	64	10	0	1	0	0	0	0	0	0	0	22.5	26.6	11	3.943	11	3.943	11	3.943	22.5	26.6
1500	295	0	0	193	93	6	1	0	0	0	0	2	3	45	139	72	30	6	0	0	0	0	0	0	0	0	0	19	24	6	2.034	6	2.034	6	2.034	19	24
1600	258	0	1	175	73	1	7	0	0	0	1	0	3	28	106	82	35	4	0	0	0	0	0	0	0	0	0	20.3	25.3	4	1.55	4	1.55	4	1.55	20.3	25.3
1700	207	0	0	136	65	3	2	0	0	0	0	1	6	18	73	83	24	2	1	0	0	0	0	0	0	0	0	20.3	24.9	3	1.449	3	1.449	3	1.449	20.3	24.9
1800	188	0	0	121	65	0	2	0	0	0	0	0	2	8	66	81	26	5	0	0	0	0	0	0	0	0	0	21.1	25.4	5	2.66	5	2.66	5	2.66	21.1	25.4
1900	122	0	0	56	64	0	2	0	0	0	0	0	1	5	20	45	35	14	2	0	0	0	0	0	0	0	0	23.8	28.9	16	13.11	16	13.11	16	13.11	23.8	28.9
2000	119	1	0	55	58	4	1	0	0	0	0	0	3	6	8	48	37	12	2	2	0	1	0	0	0	0	0	24.8	29.5	17	14.29	17	14.29	17	14.29	24.8	29.5
2100	76	0	0	31	45	0	0	0	0	0	0	0	0	1	11	30	22	10	2	0	0	0	0	0	0	0	0	24.8	30.2	12	15.79	12	15.79	12	15.79	24.8	30.2
2200	76	0	0	27	46	1	1	0	1	0	0	0	0	1	7	33	24	10	1	0	0	0	0	0	0	0	0	24.7	30.2	11	14.47	11	14.47	11	14.47	24.7	30.2
2300	46	0	0	15	31	0	0	0	0	0	0	0	0	0	1	13	19	9	3	0	0	1	0	0	0	0	0	27.7	32.3	13	28.26	13	28.26	13	28.26	27.7	32.3
07-19 12hr	2623	2	4	1319	1152	90	33	2	3	0	4	14	27	193	623	1016	633	112	16	2	0	1	0	0	0	0	0	22.2	27.2	131	4.994	131	4.994	131	4.994	22.2	27.2
06-22 16hr	3029	3	4	1498	1368	95	38	2	3	0	4	14	31	217	674	1161	759	152	28	5	0	2	0	0	0	0	0	22.5	27.5	187	6.174	187	6.174	187	6.174	22.5	27.5
06-00 18hr	3151	3	4	1540	1445	96	39	2	4	0	4	14	31	218	682	1207	802	171	32	5	0	3	0	0	0	0	0	22.6	27.6	211	6.696	211	6.696	211	6.696	22.6	27.6
00-00 24hr	3212	3	4	1560	1481	101	39	2	4	0	4	14	32	218	687	1216	822	189	38	5	1	4	0	0	0	0	0	22.7	27.7	237	7.379	237	7.379	237	7.379	22.7	27.7

Vehicles = 3212
Posted speed limit = 30 mph, Exceeding = 237 (7.379%), Mean Exceeding = 33.37 mph
Maximum = 53.2 mph, Minimum = 5.3 mph, Mean = 22.7 mph
85% Speed = 27.74 mph, 95% Speed = 31.24 mph, Median = 23.04 mph
10 mph Pace = 19 - 29, Number in Pace = 2137 (66.53%)
Variance = 29.57, Standard Deviation = 5.44 mph

* 24 January 2026																																					
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	30	0	0	12	18	0	0	0	0	0	0	0	0	0	2	2	18	5	1	2	0	0	0	0	0	0	0	28.6	33.1	8	26.67	8	26.67	8	26.67	28.6	33.1
0100	20	0	0	8	12	0	0	0	0	0	0	0	0	0	2	6	8	3	0	0	1	0	0	0	0	0	0	27	30.4	4	20	4	20	4	20	27	30.4
0200	7	0	0	3	4	0	0	0	0	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	23.7	-	1	14.29	1	14.29	1	14.29	23.7	-
0300	10	0	0	0	9	1	0	0	0	0	0	0	0	0	2	3	3	0	0	2	0	0	0	0	0	0	0	27	-	2	20	2	20	2	20	27	-
0400	8	0	0	2	6	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	27.6	-	2	25	2	25	2	25	27.6	-
0500	14	0	0	2	10	2	0	0	0	0	0	0	0	0	1	4	4	4	1	0	0	0	0	0	0	0	0	27	32.2	5	35.71	5	35.71	5	35.71	27	32.2
0600	39	0	0	13	23	2	0	0	0	0	0	1	0	0	4	14	11	8	1	1	0	0	0	0	0	0	0	26.3	32.5	10	25.64	10	25.64	10	25.64	26.3	32.5
0700	42	0	0	14	23	4	1	0	0	0	0	0	0	1	3	9	18	6	3	1	1	0	0	0	0	0	0	27.4	32.7	11	26.19	11	26.19	11	26.19	27.4	32.7
0800	102	0	0	32	68	2	0	0	0	0	0	0	2	3	12	40	34	10	1	0	0	0	0	0	0	0	0	24.2	29	11	10.78	11	10.78	11	10.78	24.2	29
0900	156	0	0	74	76	4	1	0	1	0	0	0	9	7	22	54	52	11	1	0	0	0	0	0	0	0	0	22.8	27.3	12	7.692	12	7.692	12	7.692	22.8	27.3
1000	178	1	0	89	83	0	1	0	0	0	2	2	2	14	34	69	50	8	0	1	0	0	0	0	0	0	0	22.5	27	9	5.056	9	5.056	9	5.056	22.5	27
1100	247	0	1	138	96	4	7	0	0	0	0	1	2	22	104	98	17	3	1	0	0	0	0	0	0	0	0	20	23.7	4	1.619	4	1.619	4	1.619	20	23.7
1200	237	0	0	141	92	2	1	0	0	0	1	0	1	13	59	102	48	14	0	0	0	0	0	0	0	0	0	22.3	27.1	14	5.907	14	5.907	14	5.907	22.3	27.1
1300	204	0	0	110	88	2	4	0	0	0	0	0	0	11	54	78	53	7	1	0	0	0	0	0	0	0	0	22.4	27.5	8	3.922	8	3.922	8	3.922	22.4	27.5
1400	227	1	6	141	70	1	7	0	0	0	0	1	2	10	69	90	44	10	2	0	0	0	0	0	0	0	0	22	27.1	12	5.286	12	5.286	12	5.286	22	27.1
1500	192	0	3	101	79	2	6	0	0	0	1	0	0	8	43	82	52	6	0	1	0	0	0	0	0	0	0	22.8	26.5	7	3.646	7	3.646	7	3.646	22.8	26.5
1600	191	0	1	118	66	0	5	0	0	0	1	0	0	10	64	87	29	1	0	0	0	0	0	0	0	0	0	21.4	25.2	1	0.524	1	0.524	1	0.524	21.4	25.2
1700	139	0	0	76	57	0	4	0	0	0	1	1	2	11	30	51	38	6	1	0	0	0	0	0	0	0	0	22.4	27.6	7	5.036	7	5.036	7	5.036	22.4	27.6
1800	144	0	0	79	61	0	1	0	0	0	2	1	0	5	33	63	37	4	1	1	0	0	0	0	0	0	0	23	28.1	6	4.167	6	4.167	6	4.167	23	28.1
1900	123	0	0	64	56	1	1	0	0	0	1	0	0	6	19	46	41	8	2	1	0	0	0	0	0	0	0	24.1	28.6	11	8.943	11	8.943	11	8.943	24.1	28.6
2000	99	0	1	49	44	1	3	0	0	0	0	1	0	5	25	30	30	8	0	0	1	0	0	0	0	0	0	23.3	28.2	9	9.091	9	9.091	9	9.091	23.3	28.2
2100	59	0	0	20	37	1	1	0	0	0	0	0	0	2	10	19	21	4	3	0	0	0	0	0	0	0	0	24.5	28.2	7	11.86	7	11.86	7	11.86	24.5	28.2
2200	64	0	0	25	39	0	0	0	0	0	0	0	0	2	10	21	18	9	3	1	0	0	0	0	0	0	0	25.2	31.1	13	20.31	13	20.31	13	20.31	25.2	31.1
2300	40	0	0	14	25	0	1	0	0	0	0	0	0	2	2	13	18	5	0	0	0	0	0	0	0	0	0	25.3	29.5	5	12.5	5	12.5	5	12.5	25.3	29.5
07-19 12hr	2059	2	11	1113	859	21	38	0	1	0	8	6	20	115	527	823	472	86	11	4	1	0	0	0	0	0	0	22.3	27.3	102	4.954	102	4.954	102	4.954	22.3	27.3
06-22 16hr	2379	2	12	1259	1019	26	43	0	1	0	9	8	20	128	585	932	575	114	17	6	2	0	0	0	0	0	0	22.5	27.4	139	5.843	139	5.843	139	5.843	22.5	27.4
06-00 18hr	2483	2	12	1298	1083	26	44	0	1	0	9	8	20	132	597	966	611	128	20	7	2	0	0	0	0	0	0	22.6	27.5	157	6.323	157	6.323	157	6.323	22.6	27.5
00-00 24hr	2572	2	12	1325	1142	29	44	0	1	0	9	8	20	132	606	985	650	143	22	11	3	0	0	0	0	0	0	22.8	27.6	179	6.96	179	6.96	179	6.96	22.8	27.6

Vehicles = 2572
Posted speed limit = 30 mph, Exceeding = 179 (6.960%), Mean Exceeding = 33.33 mph
Maximum = 47.7 mph, Minimum = 5.2 mph, Mean = 22.8 mph
85% Speed = 27.63 mph, 95% Speed = 31.09 mph, Median = 22.70 mph
10 mph Pace = 18 - 28, Number in Pace = 1828 (71.07%)
Variance = 26.45, Standard Deviation = 5.14 mph

* 25 January 2026																																					
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	24	0	0	10	14	0	0	0	0	0	0	0	0	2	1	12	5	2	2	0	0	0	0	0	0	0	0	24.5	32.7	4	16.67	4	16.67	4	16.67	24.5	32.7
0100	14	0	0	2	12	0	0	0	0	0	0	0	0	0	1	2	7	4	0	0	0	0	0	0	0	0	0	27.8	32.7	4	28.57	4	28.57	4	28.57	27.8	32.7
0200	8	0	0	2	6	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	1	1	0	0	0	0	34	-	3	37.5	3	37.5	3	37.5	34	-
0300	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	28.2	-	3	50	3	50	3	50	28.2	-
0400	10	0	1	3	5	1	0	0	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	28.2	-	4	40	4	40	4	40	28.2	-
0500	7	0	0	2	5	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	27.3	-	2	28.57	2	28.57	2	28.57	27.3	-
0600	17	0	0	5	9	2	0	0	1	0	0	0	0	0	0	3	7	5	1	1	0	0	0	0	0	0	0	29.6	34.4	7	41.18	7	41.18	7	41.18	29.6	34.4
0700	27	0	0	5	22	0	0	0	0	0	0	0	0	1	1	9	9	4	2	0	1	0	0	0	0	0	0	27	32.6	7	25.93	7	25.93	7	25.93	27	32.6
0800	47	0	0	11	35	1	0	0	0	0	0	0	0	3	4	9	21	9	1	0	0	0	0	0	0	0	0	26	31.8	10	21.28	10	21.28	10	21.28	26	31.8
0900	107	0	1	40	64	1	1	0	0	0	0	0	2	5	15	37	33	15	0	0	0	0	0	0	0	0	0	23.9	29.9	15	14.02	15	14.02	15	14.02	23.9	29.9
1000	137	0	0	68	64	2	2	0	0	0	0	1	0	5	14	55	55	7	1	0	0	0	0	0	0	0	0	24.2	28.1	8	5.839	8	5.839	8	5.839	24.2	28.1
1100	151	0	0	93	50	3	5	0	0	0	0	0	1	17	24	59	42	6	2	0	0	0	0	0	0	0	0	22.5	28	8	5.298	8	5.298	8	5.298	22.5	28
1200	198	0	1	109	78	1	9	0	0	0	0	0	9	23	36	58	65	7	0	0	0	0	0	0	0	0	0	21.6	27	7	3.535	7	3.535	7	3.535	21.6	27
1300	151	0	0	84	65	0	1	0	0	0	0	1	4	12	17	73	36	6	1	2	0	0	0	0	0	0	0	22.5	27	9	5.96	9	5.96	9	5.96	22.5	27
1400	167	0	0	74	91	0	1	0	0	0	0	1	2	9	24	65	47	17	1	2	0	0	0	0	0	0	0	23.8	28.5	20	11.98	20	11.98	20	11.98	23.8	28.5
1500	193	0	1	114	72	1	5	0	0	0	0	0	5	13	40	79	49	6	1	0	0	0	0	0	0	0	0	22	26.8	7	3.627	7	3.627	7	3.627	22	26.8
1600	146	0	0	75	65	1	5	0	0	0	0	0	3	6	29	60	39	8	0	0	0	0	0	0	1	0	0	23	26.7	9	6.164	9	6.164	9	6.164	23	26.7
1700	146	0	1	49	91	1	3	0	0	0	0	1	3	1	29	62	37	13	1	0	0	0	0	0	0	0	0	23.4	28.2	14	9.589	14	9.589	14	9.589	23.4	28.2
1800	148	0	1	65	79	0	3	0	0	0	0	0	1	6	28	61	42	8	1	0	1	0	0	0	0	0	0	23.4	28.3	10	6.757	10	6.757	10	6.757	23.4	28.3
1900	111	0	0	57	52	0	2	0	0	0	0	0	2	3	20	40	37	6	3	0	0	0	0	0	0	0	0	23.6	28.5	9	8.108	9	8.108	9	8.108	23.6	28.5
2000	70	0	0	25	40	1	4	0	0	0	0	0	1	2	10	17	24	13	3	0	0	0	0	0	0	0	0	25.5	32.1	16	22.86	16	22.86	16	22.86	25.5	32.1
2100	67	0	0	26	40	1	0	0	0	0	0	0	1	0	6	17	30	8	1	3	0	1	0	0	0	0	0	26.7	30.8	13	19.4	13	19.4	13	19.4	26.7	30.8
2200	37	0	0	16	19	2	0	0	0	0	0	0	0	0	6	11	13	5	1	1	0	0	0	0	0	0	0	25.6	31.9	7	18.92	7	18.92	7	18.92	25.6	31.9
2300	17	0	0	5	12	0	0	0	0	0	0	0	0	0	0	6	7	3	1	0	0	0	0	0	0	0	0	27.2	31.7	4	23.53	4	23.53	4	23.53	27.2	31.7
07-19 12hr	1618	0	5	787	776	11	35	0	0	0	0	4	30	101	261	627	475	106	11	4	2	0	0	1	0	0	0	23.1	28	124	7.664	124	7.664	124	7.664	23.1	28
06-22 16hr	1883	0	5	900	917	15	41	0	1	0	0	4	34	106	297	704	573	138	19	8	2	1	0	1	0	0	0	23.4	28.3	169	8.975	169	8.975	169	8.975	23.4	28.3
06-00 18hr	1937	0	5	921	948	17	41	0	1	0	0	4	34	106	303	721	593	146	21	9	2	1	0	1	0	0	0	23.5	28.3	180	9.293	180	9.293	180	9.293	23.5	28.3
00-00 24hr	2006	0	6	940	996	18	41	0	1	0	0	4	34	108	305	743	616	161	24	9	2	2	1	1	0	0	0	23.6	28.4	200	9.97	200	9.97	200	9.97	23.6	28.4

Vehicles = 2006
Posted speed limit = 30 mph, Exceeding = 200 (9.970%), Mean Exceeding = 33.64 mph
Maximum = 63.4 mph, Minimum = 5.6 mph, Mean = 23.6 mph
85% Speed = 28.41 mph, 95% Speed = 32.21 mph, Median = 23.71 mph
10 mph Pace = 19 - 29, Number in Pace = 1405 (70.04%)
Variance = 32.31, Standard Deviation = 5.68 mph

* 26 January 2026																																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	10	0	0	3	7	0	0	0	0	0	0	0	0	0	1	3	4	0	0	1	0	1	0	0	0	0	0	28.9	-	2	20	2	20	2	20	28.9	-
0100	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	33.4	-	2	50	2	50	2	50	33.4	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	31.5	-	1	50	1	50	1	50	31.5	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	26.7	-	1	50	1	50	1	50	26.7	-
0400	10	0	1	1	6	1	0	0	1	0	0	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	28.9	-	4	40	4	40	4	40	28.9	-
0500	21	0	0	8	10	2	0	0	0	0	0	1	0	1	4	3	7	2	2	2	0	0	0	0	0	0	0	27.1	37.2	6	28.57	6	28.57	6	28.57	27.1	37.2
0600	104	0	0	38	64	0	1	0	0	0	0	1	0	3	9	34	46	10	1	1	0	0	0	0	0	0	0	25.3	29.1	12	11.54	12	11.54	12	11.54	25.3	29.1
0700	196	0	0	103	76	4	11	0	0	0	1	1	7	33	44	59	41	10	2	0	0	0	0	0	0	0	0	20.7	27.3	12	6.122	12	6.122	12	6.122	20.7	27.3
0800	303	0	0	183	97	3	17	0	0	0	3	0	25	88	93	75	19	1	1	1	0	0	0	0	0	0	0	17.2	22.9	3	0.99	3	0.99	3	0.99	17.2	22.9
0900	160	0	1	91	47	7	13	0	0	0	0	1	2	21	37	65	27	4	2	2	0	0	0	0	0	0	0	21.4	25.6	8	5	8	5	8	5	21.4	25.6
1000	168	0	2	93	59	8	3	0	1	0	0	2	1	8	38	64	41	13	3	0	0	0	0	0	0	0	0	22.9	27.7	16	9.524	16	9.524	16	9.524	22.9	27.7
1100	217	0	0	128	75	5	8	0	1	0	0	0	4	27	51	78	45	9	3	0	0	0	0	0	0	0	0	21.2	27.2	12	5.53	12	5.53	12	5.53	21.2	27.2
1200	189	0	0	113	61	4	9	0	2	0	0	0	5	20	50	83	27	4	0	0	0	0	0	0	0	0	0	20.7	25.7	4	2.116	4	2.116	4	2.116	20.7	25.7
1300	198	0	0	108	74	6	9	0	0	0	0	1	7	36	66	44	39	6	0	0	0	0	0	0	0	0	0	19.7	26.1	6	3.03	6	3.03	6	3.03	19.7	26.1
1400	187	0	0	108	65	5	7	0	0	0	0	2	5	13	32	83	44	7	3	0	0	0	0	0	0	0	0	22.1	26.5	10	5.348	10	5.348	10	5.348	22.1	26.5
1500	237	0	0	168	57	4	6	0	0	0	0	2	11	63	56	71	33	2	1	0	0	0	0	0	0	0	0	18.9	25.1	3	1.266	3	1.266	3	1.266	18.9	25.1
1600	221	0	1	154	55	4	7	0	0	0	0	0	12	25	65	70	45	4	0	0	0	0	0	0	0	0	0	20.3	26.1	4	1.81	4	1.81	4	1.81	20.3	26.1
1700	246	1	2	157	73	6	5	0	0	0	2	0	10	49	77	71	33	6	0	0	0	0	0	0	0	0	0	19.2	25.6	6	2.439	6	2.439	6	2.439	19.2	25.6
1800	155	1	0	93	53	0	7	0	0	0	0	1	3	20	46	60	19	5	1	0	0	1	0	0	0	0	0	20.6	25.4	7	4.516	7	4.516	7	4.516	20.6	25.4
1900	134	0	0	69	64	0	1	0	0	0	0	0	1	6	16	55	37	18	1	0	0	0	0	0	0	0	0	24.3	29.9	19	14.18	19	14.18	19	14.18	24.3	29.9
2000	78	0	0	36	38	2	1	0	0	0	0	1	1	16	12	21	19	8	1	0	0	0	0	0	0	0	0	21.7	27.7	9	11.54	9	11.54	9	11.54	21.7	27.7
2100	64	0	0	24	38	2	0	0	0	0	0	0	0	3	3	27	22	7	1	1	0	0	0	0	0	0	0	25.3	30.1	9	14.06	9	14.06	9	14.06	25.3	30.1
2200	51	0	0	18	32	1	0	0	0	0	0	0	0	5	4	18	11	8	3	2	0	0	0	0	0	0	0	25.8	34.9	13	25.49	13	25.49	13	25.49	25.8	34.9
2300	17	0	0	5	12	0	0	0	0	0	0	0	0	0	0	2	10	5	0	0	0	0	0	0	0	0	0	28.3	32.9	5	29.41	5	29.41	5	29.41	28.3	32.9
07-19 12hr	2477	2	6	1499	792	56	102	0	4	0	6	10	92	403	655	823	413	71	16	3	0	1	0	0	0	0	0	20.2	25.8	91	3.674	91	3.674	91	3.674	20.2	25.8
06-22 16hr	2857	2	6	1666	996	60	105	0	4	0	6	12	94	431	695	960	537	114	20	5	0	1	0	0	0	0	0	20.7	26.5	140	4.9	140	4.9	140	4.9	20.7	26.5
06-00 18hr	2925	2	6	1689	1040	61	105	0	4	0	6	12	94	436	699	980	558	127	23	7	0	1	0	0	0	0	0	20.9	26.6	158	5.402	158	5.402	158	5.402	20.9	26.6
00-00 24hr	2974	2	7	1702	1069	65	105	0	5	0	6	13	94	437	704	991	574	134	27	10	0	2	1	0	0	0	0	21	26.7	174	5.851	174	5.851	174	5.851	21	26.7

Vehicles = 2974
Posted speed limit = 30 mph, Exceeding = 174 (5.851%), Mean Exceeding = 33.50 mph
Maximum = 58.3 mph, Minimum = 5.8 mph, Mean = 21.0 mph
85% Speed = 26.73 mph, 95% Speed = 30.34 mph, Median = 21.25 mph
10 mph Pace = 17 - 27, Number in Pace = 1772 (59.58%)
Variance = 37.02, Standard Deviation = 6.08 mph

* 27 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	12	0	0	4	8	0	0	0	0	0	0	0	0	0	1	3	5	2	1	0	0	0	0	0	0	0	0	27.5	31.7	3	25	3	25	3	25	27.5	31.7
0100	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	1	0	0	0	0	0	31.2	-	2	33.33	2	33.33	2	33.33	31.2	-
0200	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	27.8	-	1	33.33	1	33.33	1	33.33	27.8	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	32	-	1	50	1	50	1	50	32	-
0400	8	0	0	1	6	1	0	0	0	0	0	0	0	0	0	2	3	1	2	0	0	0	0	0	0	0	0	29.7	-	3	37.5	3	37.5	3	37.5	29.7	-
0500	23	0	0	3	19	0	0	0	0	0	0	1	0	0	3	5	11	2	0	2	0	0	0	0	0	0	0	26.9	30.1	4	17.39	4	17.39	4	17.39	26.9	30.1
0600	109	0	0	40	65	0	2	0	0	0	1	1	2	3	15	33	45	7	3	1	0	0	0	0	0	0	0	24.6	29.2	11	10.09	11	10.09	11	10.09	24.6	29.2
0700	180	0	0	86	87	4	1	0	1	0	0	1	1	15	37	64	53	7	3	0	0	0	0	0	0	0	0	22.6	27.7	10	5.556	10	5.556	10	5.556	22.6	27.7
0800	305	0	0	208	71	3	21	0	0	0	1	1	9	137	63	79	16	1	0	0	0	0	0	0	0	0	0	17	22.3	1	0.328	1	0.328	1	0.328	17	22.3
0900	204	0	0	114	69	8	11	0	0	0	1	1	9	35	66	57	27	10	0	0	0	0	0	0	0	0	0	19.5	26.1	10	4.902	10	4.902	10	4.902	19.5	26.1
1000	151	1	0	68	70	4	4	0	2	0	0	2	4	22	41	56	25	3	0	0	0	0	0	0	0	0	0	20.4	25.4	3	1.987	3	1.987	3	1.987	20.4	25.4
1100	187	0	0	93	76	10	6	0	1	0	0	1	8	23	34	79	33	10	0	0	0	0	0	0	0	0	0	21.1	26.3	10	5.348	10	5.348	10	5.348	21.1	26.3
1200	192	0	1	105	73	8	4	0	1	0	0	0	7	26	36	79	38	6	0	0	0	0	0	0	0	0	0	21	26.1	6	3.125	6	3.125	6	3.125	21	26.1
1300	172	0	0	76	83	9	1	0	2	0	0	1	9	19	43	67	34	0	0	0	0	0	0	0	0	0	0	20.5	25.8	0	0	0	0	0	0	20.5	25.8
1400	239	0	0	132	84	6	16	0	0	0	0	1	13	37	65	81	40	3	0	0	0	0	0	0	0	0	0	19.8	25.3	3	1.255	3	1.255	3	1.255	19.8	25.3
1500	282	0	0	170	101	2	8	0	0	0	0	1	8	98	76	72	23	5	0	0	0	0	0	0	0	0	0	17.8	23.3	5	1.773	5	1.773	5	1.773	17.8	23.3
1600	244	0	1	131	98	3	11	0	0	0	0	0	8	55	68	77	34	1	1	0	0	0	0	0	0	0	0	18.9	24.7	2	0.82	2	0.82	2	0.82	18.9	24.7
1700	233	0	1	141	76	2	13	0	0	0	0	0	2	31	76	85	30	7	2	0	0	0	0	0	0	0	0	20.6	25.1	9	3.863	9	3.863	9	3.863	20.6	25.1
1800	196	0	0	117	66	2	9	0	0	0	2	0	2	28	46	85	32	3	0	0	0	0	0	0	0	0	0	20.6	25.7	3	1.531	3	1.531	3	1.531	20.6	25.7
1900	119	0	0	57	57	2	3	0	0	0	0	0	2	10	18	46	34	7	2	0	0	0	0	0	0	0	0	23.1	28.1	9	7.563	9	7.563	9	7.563	23.1	28.1
2000	99	0	0	51	47	0	1	0	0	0	0	0	1	5	11	41	34	6	1	0	0	0	0	0	0	0	0	23.6	28.2	7	7.071	7	7.071	7	7.071	23.6	28.2
2100	65	0	0	38	25	1	1	0	0	0	0	0	0	3	4	22	28	8	0	0	0	0	0	0	0	0	0	24.6	28.7	8	12.31	8	12.31	8	12.31	24.6	28.7
2200	44	0	0	14	29	0	1	0	0	0	0	0	0	1	3	7	21	7	4	0	1	0	0	0	0	0	0	27.5	32	12	27.27	12	27.27	12	27.27	27.5	32
2300	14	0	0	4	10	0	0	0	0	0	0	0	0	0	0	3	4	4	2	1	0	0	0	0	0	0	0	30.6	38.1	7	50	7	50	7	50	30.6	38.1
07-19 12hr	2585	1	3	1441	954	61	105	0	7	0	4	9	80	526	651	881	385	56	6	0	0	0	0	0	0	0	0	19.7	25.4	62	2.398	62	2.398	62	2.398	19.7	25.4
06-22 16hr	2977	1	3	1627	1148	64	112	0	7	0	5	10	85	547	699	1023	526	84	12	1	0	0	0	0	0	0	0	20.3	25.9	97	3.258	97	3.258	97	3.258	20.3	25.9
06-00 18hr	3035	1	3	1645	1187	64	113	0	7	0	5	10	85	548	702	1033	551	95	18	2	1	0	0	0	0	0	0	20.4	26.3	116	3.822	116	3.822	116	3.822	20.4	26.3
00-00 24hr	3089	1	3	1657	1226	66	113	0	7	0	5	11	85	548	707	1045	574	101	23	4	1	1	0	0	0	0	0	20.6	26.4	130	4.208	130	4.208	130	4.208	20.6	26.4

Vehicles = 3089
Posted speed limit = 30 mph, Exceeding = 130 (4.208%), Mean Exceeding = 33.20 mph
Maximum = 50.4 mph, Minimum = 5.8 mph, Mean = 20.6 mph
85% Speed = 26.40 mph, 95% Speed = 29.64 mph, Median = 20.92 mph
10 mph Pace = 17 - 27, Number in Pace = 1859 (60.18%)
Variance = 34.31, Standard Deviation = 5.86 mph

* Virtual Week (1)																																				
Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
Mon	2974	2	7	1702	1069	65	105	0	5	0	6	13	94	437	704	991	574	134	27	10	0	2	1	0	0	0	0	21	26.7	174	5.851	174	5.851	174	5.851	21	26.7
Tue	3089	1	3	1657	1226	66	113	0	7	0	5	11	85	548	707	1045	574	101	23	4	1	1	0	0	0	0	0	20.6	26.4	130	4.208	130	4.208	130	4.208	20.6	26.4
Wed	3123	2	6	1678	1295	73	52	0	3	0	6	8	70	522	763	1018	590	129	24	5	1	0	1	0	0	0	0	20.8	26.8	160	5.123	160	5.123	160	5.123	20.8	26.8
Thu	3114	3	4	1719	1239	51	71	4	2	0	9	12	42	487	738	1036	624	143	28	11	2	3	0	0	0	0	0	21.3	27.1	187	6.005	187	6.005	187	6.005	21.3	27.1
Fri	3212	3	4	1560	1481	101	39	2	4	0	4	14	32	218	687	1216	822	189	38	5	1	4	0	0	0	0	0	22.7	27.7	237	7.379	237	7.379	237	7.379	22.7	27.7
|Sat	2572	2	12	1325	1142	29	44	0	1	0	9	8	20	132	606	985	650	143	22	11	3	0	0	0	0	0	0	22.8	27.6	179	6.96	179	6.96	179	6.96	22.8	27.6
|Sun	2006	0	6	940	996	18	41	0	1	0	0	4	34	108	305	743	616	161	24	9	2	2	1	1	0	0	0	23.6	28.4	200	9.97	200	9.97	200	9.97	23.6	28.4
--	**20090**	**13**	**42**	**10581**	**8448**	**403**	**465**	**6**	**23**	**0**	**39**	**70**	**377**	**2452**	**4510**	**7034**	**4450**	**1000**	**186**	**55**	**10**	**12**	**3**	**1**	**0**	**0**	**0**	**21.7**	**27.3**	**1267**	**6.307**	**1267**	**6.307**	**1267**	**6.307**	**21.7**	**27.3**
Vehicles = 20090																																				
Posted speed limit = 30 mph, Exceeding = 1267 (6.307%), Mean Exceeding = 33.43 mph																																				
Maximum = 63.4 mph, Minimum = 5.2 mph, Mean = 21.7 mph																																				
85% Speed = 27.29 mph, 95% Speed = 30.76 mph, Median = 22.03 mph																																				
10 mph Pace = 18 - 28, Number in Pace = 12522 (62.33%)																																				
Variance = 34.17, Standard Deviation = 5.85 mph																																				
* Grand Total																																				
Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
--	**20090**	**13**	**42**	**10581**	**8448**	**403**	**465**	**6**	**23**	**0**	**39**	**70**	**377**	**2452**	**4510**	**7034**	**4450**	**1000**	**186**	**55**	**10**	**12**	**3**	**1**	**0**	**0**	**0**	**21.7**	**27.3**	**1267**	**6.307**	**1267**	**6.307**	**1267**	**6.307**	**21.7**	**27.3**
Vehicles = 20090																																				
Posted speed limit = 30 mph, Exceeding = 1267 (6.307%), Mean Exceeding = 33.43 mph																																				
Maximum = 63.4 mph, Minimum = 5.2 mph, Mean = 21.7 mph																																				
85% Speed = 27.29 mph, 95% Speed = 30.76 mph, Median = 22.03 mph																																				
10 mph Pace = 18 - 28, Number in Pace = 12522 (62.33%)																																				
Variance = 34.17, Standard Deviation = 5.85 mph																																				
In profile:	Vehicles = 20090 / 53491 (37.56%)																																			

MetroCount Traffic Executive
Default_SES (modified)

CustomList-1161 -- English (ENG)

Datasets:

Site:	[TTS-2050-001] Greenfield Rd, Mirfield <30m>
Attribute:	Tpole
Direction:	7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration:	11:42 20 January 2026 => 11:27 28 January 2026,
Zone:	
File:	TTS-2050-001 0 2026-01-28 1127.EC0 (Plus)
Identifier:	A34TX7QY MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	00:00 21 January 2026 => 00:00 28 January 2026 (7)
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11
Speed range:	5 - 100 mph.
Direction:	South (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (DfT-UK)
Units:	Part metric (metre, mi, m/s, mph, kg, tonne)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals
3 [Vbin]	Speed bin totals
4 [Mean]	Average speed
5 [Vpp]	Percentile speed
6 [>PSL]	Number exceeding Posted Speed Limit
7 [>PSL%]	Percent exceeding Posted Speed Limit
8 [>SL1]	Number exceeding Speed Limit 1
9 [>SL1%]	Percent exceeding Speed Limit 1
10 [>SL2]	Number exceeding Speed Limit 2
11 [>SL2%]	Percent exceeding Speed Limit 2
12 [Mean]	Average speed
13 [Vpp]	Percentile speed

* 21 January 2026	Classifications													Speeds																											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75												
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80												
0000	16	0	0	2	14	0	0	0	0	0	0	0	0	0	0	1	2	9	2	2	0	0	0	0	0	0	0	0	28.3	33.5	4	25	4	25	4	25	28.3	33.5
0100	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	29.1	-	3	60	3	60	3	60	29.1	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	23.2	-
0300	5	0	0	0	3	1	0	0	0	0	0	1	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	31.3	-	2	40	2	40	2	40	31.3	-
0400	17	0	1	3	13	0	0	0	0	0	0	0	0	0	0	0	3	7	4	2	1	0	0	0	0	0	0	0	29.7	35.3	7	41.18	7	41.18	7	41.18	29.7	35.3
0500	43	0	1	16	21	4	0	0	0	0	0	1	0	0	1	7	18	10	6	0	1	0	0	0	0	0	0	0	29.8	35.1	17	39.53	17	39.53	17	39.53	29.8	35.1
0600	84	1	0	28	51	3	0	0	0	0	0	1	0	1	1	22	52	7	1	0	0	0	0	0	0	0	0	0	26.4	29.2	8	9.524	8	9.524	8	9.524	26.4	29.2
0700	270	0	0	93	165	5	5	0	0	0	1	1	0	0	9	67	171	21	1	1	0	0	0	0	0	0	0	0	26.3	29.1	23	8.519	23	8.519	23	8.519	26.3	29.1
0800	427	0	1	241	153	3	28	0	1	0	0	0	0	3	35	212	166	11	0	0	0	0	0	0	0	0	0	0	24.2	27.4	11	2.576	11	2.576	11	2.576	24.2	27.4
0900	248	1	0	121	106	8	11	0	0	0	0	1	0	0	3	97	128	18	2	0	0	0	0	0	0	0	0	0	25.9	28.9	20	8.065	20	8.065	20	8.065	25.9	28.9
1000	253	0	0	110	125	13	4	0	0	0	0	1	0	1	7	94	138	12	1	0	0	0	0	0	0	0	0	0	25.5	28.3	13	5.138	13	5.138	13	5.138	25.5	28.3
1100	241	0	1	105	118	9	5	0	1	0	1	1	0	0	3	73	133	31	1	0	0	0	0	0	0	0	0	0	26.4	29.5	32	13.28	32	13.28	32	13.28	26.4	29.5
1200	229	0	0	111	97	12	7	1	0	0	1	0	0	1	13	90	105	16	4	0	0	0	0	0	0	0	0	0	25.3	28.5	20	8.734	20	8.734	20	8.734	25.3	28.5
1300	242	0	0	116	109	13	3	0	0	0	0	1	0	0	9	95	120	18	0	0	0	0	0	0	0	0	0	0	25.5	28.6	18	7.438	18	7.438	18	7.438	25.5	28.6
1400	213	0	0	87	112	10	3	0	0	0	0	1	0	0	9	95	89	20	0	0	0	0	0	0	0	0	0	0	25.3	28.4	20	9.39	20	9.39	20	9.39	25.3	28.4
1500	322	0	0	150	161	5	2	1	1	0	2	0	2	24	49	150	88	8	1	0	0	0	0	0	0	0	0	0	22.6	26.7	9	2.795	9	2.795	9	2.795	22.6	26.7
1600	331	1	1	175	142	5	6	1	0	0	0	0	0	1	23	148	144	14	1	0	0	0	0	0	0	0	0	0	24.9	27.8	15	4.532	15	4.532	15	4.532	24.9	27.8
1700	324	0	0	174	144	3	2	0	0	0	0	1	0	1	15	182	116	9	1	0	0	0	0	0	0	0	0	0	24.3	27.2	10	3.086	10	3.086	10	3.086	24.3	27.2
1800	273	0	0	131	139	0	1	0	0	0	1	1	0	0	28	131	106	7	0	0	1	0	0	0	0	0	0	0	24.3	27.4	8	2.93	8	2.93	8	2.93	24.3	27.4
1900	154	0	0	59	92	3	0	0	0	0	0	0	0	0	8	68	64	13	0	0	0	0	1	0	0	0	0	0	25.6	28.9	14	9.091	14	9.091	14	9.091	25.6	28.9
2000	145	0	1	52	90	2	0	0	0	0	0	0	0	1	8	40	65	26	4	1	0	0	0	0	0	0	0	0	26.6	31.2	31	21.38	31	21.38	31	21.38	26.6	31.2
2100	99	0	1	40	57	0	0	0	0	0	0	1	0	0	0	19	53	20	4	2	0	0	1	0	0	0	0	0	28.3	31.8	27	27.27	27	27.27	27	27.27	28.3	31.8
2200	62	0	1	19	41	0	1	0	0	0	0	0	0	1	3	14	24	15	5	0	0	0	0	0	0	0	0	0	27.5	33	20	32.26	20	32.26	20	32.26	27.5	33
2300	38	0	0	8	29	0	1	0	0	0	0	0	0	0	1	6	19	7	5	0	0	0	0	0	0	0	0	0	28.7	34.7	12	31.58	12	31.58	12	31.58	28.7	34.7
07-19 12hr	3373	2	3	1614	1571	86	77	3	3	0	6	8	2	31	203	1434	1504	185	12	1	1	0	0	0	0	0	0	0	24.9	28.1	199	5.9	199	5.9	199	5.9	24.9	28.1
06-22 16hr	3855	3	5	1793	1861	94	77	3	3	0	6	10	2	33	220	1583	1738	251	21	4	1	0	2	0	0	0	0	0	25.1	28.4	279	7.237	279	7.237	279	7.237	25.1	28.4
06-00 18hr	3955	3	6	1820	1931	94	79	3	3	0	6	10	2	34	224	1603	1781	273	31	4	1	0	2	0	0	0	0	0	25.2	28.5	311	7.863	311	7.863	311	7.863	25.2	28.5
00-00 24hr	4043	3	8	1843	1987	99	79	3	3	0	6	12	2	34	226	1620	1817	292	42	6	2	0	2	0	0	0	0	0	25.3	28.6	344	8.51	344	8.509	344	8.509	25.3	28.6

Vehicles = 4043
Posted speed limit = 30 mph, Exceeding = 344 (8.509%), Mean Exceeding = 32.69 mph
Maximum = 58.9 mph, Minimum = 8.9 mph, Mean = 25.3 mph
85% Speed = 28.63 mph, 95% Speed = 31.29 mph, Median = 25.28 mph
10 mph Pace = 20 - 30, Number in Pace = 3436 (84.99%)
Variance = 14.48, Standard Deviation = 3.81 mph

* 22 January 2026																																					
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	11	0	0	4	6	1	0	0	0	0	0	0	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	28.9	32.9	4	36.36	4	36.36	4	36.36	28.9	32.9
0100	7	0	0	3	4	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	1	0	0	33.1	-	2	28.57	2	28.57	2	28.57	33.1	-
0200	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	31.9	-	4	80	4	80	4	80	31.9	-
0300	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	0	0	23.5	-
0400	19	0	1	5	13	0	0	0	0	0	0	0	0	0	0	1	7	7	4	0	0	0	0	0	0	0	0	31.7	36.6	11	57.89	11	57.89	11	57.89	31.7	36.6
0500	36	0	1	12	21	0	1	1	0	0	0	0	0	0	1	2	19	10	3	1	0	0	0	0	0	0	0	29.7	33.9	14	38.89	14	38.89	14	38.89	29.7	33.9
0600	79	0	0	36	41	1	0	0	0	0	0	1	0	0	3	19	49	6	1	1	0	0	0	0	0	0	0	26.7	29.4	8	10.13	8	10.13	8	10.13	26.7	29.4
0700	254	0	1	116	129	5	2	0	0	0	0	1	0	0	6	97	139	9	2	1	0	0	0	0	0	0	0	25.7	28.2	12	4.724	12	4.724	12	4.724	25.7	28.2
0800	410	0	2	270	121	5	9	0	0	1	1	1	0	8	14	224	146	13	3	0	0	2	0	0	0	0	0	24.6	27.3	18	4.39	18	4.39	18	4.39	24.6	27.3
0900	245	0	3	116	109	10	6	0	0	0	1	0	0	1	10	114	104	13	3	0	0	0	0	0	0	0	0	24.9	28.1	16	6.531	16	6.531	16	6.531	24.9	28.1
1000	218	0	0	87	122	8	0	0	0	0	0	1	0	0	25	104	79	8	2	0	0	0	0	0	0	0	0	24.3	27.4	10	4.587	10	4.587	10	4.587	24.3	27.4
1100	207	0	0	84	118	4	1	0	0	0	0	0	0	0	14	88	85	17	3	0	0	0	0	0	0	0	0	25.2	28.4	20	9.662	20	9.662	20	9.662	25.2	28.4
1200	218	0	0	87	118	11	1	0	0	0	1	0	0	0	14	82	102	18	2	0	0	0	0	0	0	0	0	25.6	29.3	20	9.174	20	9.174	20	9.174	25.6	29.3
1300	227	0	0	91	121	8	4	0	2	0	0	1	0	3	11	79	111	21	2	0	0	0	0	0	0	0	0	25.5	29.1	23	10.13	23	10.13	23	10.13	25.5	29.1
1400	222	0	0	91	122	6	1	0	0	0	1	1	1	1	12	102	85	20	1	0	0	0	0	0	0	0	0	25	28.9	21	9.459	21	9.459	21	9.459	25	28.9
1500	348	0	0	185	144	8	8	0	1	0	2	0	8	13	91	161	66	8	1	0	0	0	0	0	0	0	0	21.8	25.9	9	2.586	9	2.586	9	2.586	21.8	25.9
1600	353	0	1	203	136	7	5	0	1	0	0	0	2	3	46	195	99	7	1	0	0	0	0	0	0	0	0	23.5	27.1	8	2.266	8	2.266	8	2.266	23.5	27.1
1700	328	0	0	148	166	5	7	0	0	0	0	2	0	1	35	182	104	4	2	0	0	0	0	0	0	0	0	23.8	26.5	6	1.829	6	1.829	6	1.829	23.8	26.5
1800	254	0	1	92	158	2	1	0	0	0	0	0	0	1	31	108	100	14	0	0	0	0	0	0	0	0	0	24.3	28.2	14	5.512	14	5.512	14	5.512	24.3	28.2
1900	163	0	0	59	101	3	0	0	0	0	0	0	0	0	4	62	77	17	3	0	0	0	0	0	0	0	0	26.1	29.2	20	12.27	20	12.27	20	12.27	26.1	29.2
2000	159	0	3	65	89	1	1	0	0	0	0	0	0	1	18	55	76	8	1	0	0	0	0	0	0	0	0	24.9	28.9	9	5.66	9	5.66	9	5.66	24.9	28.9
2100	83	0	0	24	59	0	0	0	0	0	0	0	0	0	2	26	38	15	2	0	0	0	0	0	0	0	0	27	31.8	17	20.48	17	20.48	17	20.48	27	31.8
2200	64	0	0	20	42	2	0	0	0	0	0	0	0	0	1	18	34	9	2	0	0	0	0	0	0	0	0	27.3	30.6	11	17.19	11	17.19	11	17.19	27.3	30.6
2300	30	0	0	11	17	0	1	0	0	0	0	1	0	1	0	4	20	5	0	0	0	0	0	0	0	0	0	27.1	30.2	5	16.67	5	16.67	5	16.67	27.1	30.2
07-19 12hr	3284	0	8	1570	1564	79	45	0	4	1	6	7	11	31	309	1536	1220	152	22	1	0	2	0	0	0	0	0	24.4	27.8	177	5.39	177	5.39	177	5.39	24.4	27.8
06-22 16hr	3768	0	11	1754	1854	84	46	0	4	1	6	8	11	32	336	1698	1460	198	29	2	0	2	0	0	0	0	0	24.6	28.1	231	6.131	231	6.131	231	6.131	24.6	28.1
06-00 18hr	3862	0	11	1785	1913	86	47	0	4	1	6	9	11	33	337	1720	1514	212	31	2	0	2	0	0	0	0	0	24.6	28.2	247	6.396	247	6.396	247	6.396	24.6	28.2
00-00 24hr	3942	0	13	1811	1961	87	48	1	4	1	6	10	11	33	338	1729	1549	234	42	3	0	2	0	0	1	0	0	24.8	28.3	282	7.154	282	7.154	282	7.154	24.8	28.3

Vehicles = 3942
Posted speed limit = 30 mph, Exceeding = 282 (7.154%), Mean Exceeding = 32.89 mph
Maximum = 65.4 mph, Minimum = 5.3 mph, Mean = 24.8 mph
85% Speed = 28.30 mph, 95% Speed = 30.98 mph, Median = 24.72 mph
10 mph Pace = 20 - 30, Number in Pace = 3286 (83.36%)
Variance = 15.90, Standard Deviation = 3.99 mph

* 23 January 2026																																					
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	15	0	0	2	13	0	0	0	0	0	0	0	0	0	1	2	6	3	3	0	0	0	0	0	0	0	0	29.7	37.8	6	40	6	40	6	40	29.7	37.8
0100	16	0	0	3	13	0	0	0	0	0	0	0	0	0	0	4	5	5	1	0	1	0	0	0	0	0	0	30.1	35.8	7	43.75	7	43.75	7	43.75	30.1	35.8
0200	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	33.6	-	2	66.67	2	66.67	2	66.67	33.6	-
0300	3	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	27.3	-	1	33.33	1	33.33	1	33.33	27.3	-
0400	16	0	1	3	11	1	0	0	0	0	0	0	0	0	0	2	7	3	4	0	0	0	0	0	0	0	0	30.5	36.3	7	43.75	7	43.75	7	43.75	30.5	36.3
0500	40	0	1	13	25	1	0	0	0	0	0	0	0	0	1	7	18	7	7	0	0	0	0	0	0	0	0	29	35.2	14	35	14	35	14	35	29	35.2
0600	73	0	0	21	49	3	0	0	0	0	0	0	0	0	1	16	38	17	1	0	0	0	0	0	0	0	0	27.8	31.1	18	24.66	18	24.66	18	24.66	27.8	31.1
0700	257	0	1	98	150	5	3	0	0	0	0	0	0	1	8	88	139	18	3	0	0	0	0	0	0	0	0	25.8	28.9	21	8.171	21	8.171	21	8.171	25.8	28.9
0800	367	1	2	155	193	11	2	0	0	0	2	1	3	0	22	190	128	23	0	1	0	0	0	0	0	0	0	24.6	27.6	24	6.54	24	6.54	24	6.54	24.6	27.6
0900	195	0	0	74	105	12	2	0	0	0	1	1	0	4	6	74	85	22	3	1	0	0	0	0	0	0	0	25.6	29.2	26	13.33	26	13.33	26	13.33	25.6	29.2
1000	198	0	0	67	122	7	0	0	0	0	0	2	0	0	11	58	114	14	1	0	0	0	0	0	0	0	0	25.8	28.9	15	7.576	15	7.576	15	7.576	25.8	28.9
1100	207	0	0	75	121	9	0	1	0	0	0	1	0	1	23	70	89	20	2	0	1	1	0	0	0	0	0	25.5	29.1	24	11.59	24	11.59	24	11.59	25.5	29.1
1200	271	0	0	100	148	18	1	0	0	0	1	3	0	0	16	98	135	20	0	2	0	0	0	0	0	0	0	25.4	28.4	22	8.118	22	8.118	22	8.118	25.4	28.4
1300	292	0	0	106	177	7	0	0	1	0	0	1	0	1	16	125	120	29	1	0	0	0	0	0	0	0	0	25.4	29.3	30	10.27	30	10.27	30	10.27	25.4	29.3
1400	251	0	3	99	140	7	0	0	0	0	0	2	0	0	8	104	116	19	3	1	0	0	0	0	0	0	0	25.6	28.8	23	9.163	23	9.163	23	9.163	25.6	28.8
1500	362	0	0	240	100	8	10	0	0	0	3	1	0	1	71	193	76	18	3	0	0	0	0	0	0	0	0	23.1	27	21	5.801	21	5.801	21	5.801	23.1	27
1600	342	0	0	197	130	4	11	0	0	0	0	0	0	5	32	172	114	15	4	0	0	0	0	0	0	0	0	24.3	27.6	19	5.556	19	5.556	19	5.556	24.3	27.6
1700	292	0	0	164	117	5	4	0	0	0	1	1	1	5	14	155	107	10	0	0	0	0	0	0	0	0	0	24.2	27.5	10	3.425	10	3.425	10	3.425	24.2	27.5
1800	271	0	0	167	96	1	7	0	0	0	0	0	1	1	28	147	79	12	1	1	1	0	0	0	0	0	0	24.2	27.3	15	5.535	15	5.535	15	5.535	24.2	27.3
1900	165	0	1	73	90	1	0	0	0	0	0	0	0	2	13	70	66	10	3	1	0	0	0	0	0	0	0	25	28.1	14	8.485	14	8.485	14	8.485	25	28.1
2000	138	0	3	59	73	2	1	0	0	0	0	0	1	3	9	43	60	18	3	1	0	0	0	0	0	0	0	25.7	30.3	22	15.94	22	15.94	22	15.94	25.7	30.3
2100	108	0	0	40	67	0	0	0	0	0	0	1	0	1	2	39	49	13	4	0	0	0	0	0	0	0	0	26.2	30.1	17	15.74	17	15.74	17	15.74	26.2	30.1
2200	82	0	0	30	52	0	0	0	0	0	0	0	0	0	4	21	44	9	4	0	0	0	0	0	0	0	0	26.9	30.5	13	15.85	13	15.85	13	15.85	26.9	30.5
2300	48	0	0	22	25	0	0	0	0	0	0	1	0	1	1	13	20	9	1	3	0	0	0	0	0	0	0	27.8	33.5	13	27.08	13	27.08	13	27.08	27.8	33.5
07-19 12hr	3305	1	6	1542	1599	94	40	1	1	0	8	13	5	19	255	1474	1302	220	21	6	2	1	0	0	0	0	0	24.8	28.3	250	7.564	250	7.564	250	7.564	24.8	28.3
06-22 16hr	3789	1	10	1735	1878	100	41	1	1	0	8	14	6	25	280	1642	1515	278	32	8	2	1	0	0	0	0	0	25	28.5	321	8.472	321	8.472	321	8.472	25	28.5
06-00 18hr	3919	1	10	1787	1955	100	41	1	1	0	8	15	6	26	285	1676	1579	296	37	11	2	1	0	0	0	0	0	25	28.6	347	8.854	347	8.854	347	8.854	25	28.6
00-00 24hr	4012	1	12	1811	2019	102	41	1	1	0	8	16	6	26	287	1692	1617	316	53	11	3	1	0	0	0	0	0	25.2	28.9	384	9.571	384	9.571	384	9.571	25.2	28.9

Vehicles = 4012
Posted speed limit = 30 mph, Exceeding = 384 (9.571%), Mean Exceeding = 32.97 mph
Maximum = 53.7 mph, Minimum = 7.0 mph, Mean = 25.2 mph
85% Speed = 28.86 mph, 95% Speed = 31.92 mph, Median = 24.94 mph
10 mph Pace = 20 - 30, Number in Pace = 3304 (82.35%)
Variance = 16.65, Standard Deviation = 4.08 mph

* 24 January 2026																																					
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
0000	35	0	0	4	30	1	0	0	0	0	0	0	0	0	3	9	13	8	0	2	0	0	0	0	0	0	0	27.6	32.8	10	28.57	10	28.57	10	28.57	27.6	32.8
0100	22	0	0	7	15	0	0	0	0	0	0	0	0	0	0	5	11	4	1	0	1	0	0	0	0	0	0	28.6	33.5	6	27.27	6	27.27	6	27.27	28.6	33.5
0200	5	0	0	3	1	1	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	27.9	-	1	20	1	20	1	20	27.9	-
0300	12	0	0	3	8	0	0	0	0	0	0	1	0	0	0	1	5	4	0	1	0	0	1	0	0	0	0	32.6	41.9	6	50	6	50	6	50	32.6	41.9
0400	12	0	0	0	11	1	0	0	0	0	0	0	0	0	0	3	3	4	1	1	0	0	0	0	0	0	0	30.5	37	6	50	6	50	6	50	30.5	37
0500	14	0	0	5	9	0	0	0	0	0	0	0	0	0	0	2	8	3	1	0	0	0	0	0	0	0	0	28.7	31.5	4	28.57	4	28.57	4	28.57	28.7	31.5
0600	23	0	0	8	13	2	0	0	0	0	0	0	0	0	1	5	6	10	1	0	0	0	0	0	0	0	0	28.5	33.5	11	47.83	11	47.83	11	47.83	28.5	33.5
0700	56	0	0	18	38	0	0	0	0	0	0	0	0	0	1	13	23	15	3	1	0	0	0	0	0	0	0	28.4	33.4	19	33.93	19	33.93	19	33.93	28.4	33.4
0800	131	0	1	43	79	7	0	0	0	0	0	1	0	3	6	38	64	15	5	0	0	0	0	0	0	0	0	26.5	30.1	20	15.27	20	15.27	20	15.27	26.5	30.1
0900	178	0	2	71	98	5	0	0	0	0	0	2	2	2	9	72	75	16	1	1	0	0	0	0	0	0	0	24.9	28.4	18	10.11	18	10.11	18	10.11	24.9	28.4
1000	242	1	0	96	140	3	2	0	0	0	0	0	1	2	16	89	119	14	1	0	0	0	0	0	0	0	0	25	28.4	15	6.198	15	6.198	15	6.198	25	28.4
1100	345	0	1	196	134	3	10	0	0	0	1	0	0	2	22	185	115	17	4	0	0	0	0	0	0	0	0	24.5	27.4	21	6.087	21	6.087	21	6.087	24.5	27.4
1200	256	0	1	166	82	2	4	0	0	0	1	0	1	1	19	113	114	7	1	0	0	0	0	0	0	0	0	24.7	28.1	8	3.125	8	3.125	8	3.125	24.7	28.1
1300	259	0	0	130	119	3	6	0	0	0	1	0	0	3	8	115	115	16	1	1	0	0	0	0	0	0	0	25.2	28.3	18	6.95	18	6.95	18	6.95	25.2	28.3
1400	260	0	1	110	144	3	0	0	0	0	2	0	0	0	10	121	116	11	2	0	0	0	0	0	0	0	0	25	28.2	13	5	13	5	13	5	25	28.2
1500	212	1	1	88	120	2	0	0	0	0	0	0	0	0	18	61	104	24	4	1	0	0	0	0	0	0	0	26	29.9	29	13.68	29	13.68	29	13.68	26	29.9
1600	247	0	1	120	119	2	5	0	0	0	0	0	0	1	22	102	103	17	1	1	0	0	0	0	0	0	0	25	28.2	19	7.692	19	7.692	19	7.692	25	28.2
1700	218	0	0	93	119	2	2	0	0	0	0	2	0	1	11	70	120	15	1	0	0	0	0	0	0	0	0	25.7	28.5	16	7.339	16	7.339	16	7.339	25.7	28.5
1800	181	0	0	75	103	2	0	0	0	0	1	0	0	0	9	69	84	17	2	0	0	0	0	0	0	0	0	25.7	29	19	10.5	19	10.5	19	10.5	25.7	29
1900	142	0	0	69	72	1	0	0	0	0	0	0	0	0	5	42	76	16	0	3	0	0	0	0	0	0	0	26.5	29.8	19	13.38	19	13.38	19	13.38	26.5	29.8
2000	125	0	2	63	59	1	0	0	0	0	0	0	0	0	15	50	36	18	5	1	0	0	0	0	0	0	0	25.9	31.2	24	19.2	24	19.2	24	19.2	25.9	31.2
2100	93	0	0	26	67	0	0	0	0	0	0	0	0	0	3	29	34	24	3	0	0	0	0	0	0	0	0	26.9	31.2	27	29.03	27	29.03	27	29.03	26.9	31.2
2200	81	0	0	20	61	0	0	0	0	0	0	0	0	1	1	25	38	12	4	0	0	0	0	0	0	0	0	26.8	31.9	16	19.75	16	19.75	16	19.75	26.8	31.9
2300	73	0	0	26	46	0	0	0	0	0	0	1	0	1	4	26	31	8	2	1	0	0	0	0	0	0	0	25.7	29.9	11	15.07	11	15.07	11	15.07	25.7	29.9
07-19 12hr	2585	2	8	1206	1295	34	29	0	0	0	6	5	4	15	151	1048	1152	184	26	5	0	0	0	0	0	0	0	25.3	28.5	215	8.317	215	8.317	215	8.317	25.3	28.5
06-22 16hr	2968	2	10	1372	1506	38	29	0	0	0	6	5	4	15	175	1174	1304	252	35	9	0	0	0	0	0	0	0	25.4	28.9	296	9.973	296	9.973	296	9.973	25.4	28.9
06-00 18hr	3122	2	10	1418	1613	38	29	0	0	0	6	6	4	17	180	1225	1373	272	41	10	0	0	0	0	0	0	0	25.5	29	323	10.35	323	10.35	323	10.35	25.5	29
00-00 24hr	3222	2	10	1440	1687	41	29	0	0	0	6	7	4	17	183	1246	1416	296	44	14	1	0	1	0	0	0	0	25.6	29.1	356	11.05	356	11.05	356	11.05	25.6	29.1

Vehicles = 3222
Posted speed limit = 30 mph, Exceeding = 356 (11.05%), Mean Exceeding = 32.86 mph
Maximum = 56.8 mph, Minimum = 6.8 mph, Mean = 25.6 mph
85% Speed = 29.14 mph, 95% Speed = 32.21 mph, Median = 25.39 mph
10 mph Pace = 20 - 30, Number in Pace = 2673 (82.96%)
Variance = 16.05, Standard Deviation = 4.01 mph

* 25 January 2026																																					
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
0000	36	0	0	11	25	0	0	0	0	0	0	0	0	1	2	10	14	8	1	0	0	0	0	0	0	0	0	26.5	32	9	25	9	25	9	25	26.5	32
0100	27	0	0	2	24	1	0	0	0	0	0	0	0	0	1	6	9	5	5	0	0	1	0	0	0	0	0	29.5	35.9	11	40.74	11	40.74	11	40.74	29.5	35.9
0200	12	0	0	4	8	0	0	0	0	0	0	0	0	0	2	4	4	2	0	0	0	0	0	0	0	0	0	25.6	32.9	2	16.67	2	16.67	2	16.67	25.6	32.9
0300	10	0	0	3	7	0	0	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	29.5	-	4	40	4	40	4	40	29.5	-
0400	6	0	0	0	6	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	26.2	-	2	33.33	2	33.33	2	33.33	26.2	-
0500	10	0	0	4	6	0	0	0	0	0	0	0	0	0	0	2	6	1	0	1	0	0	0	0	0	0	0	28.8	-	2	20	2	20	2	20	28.8	-
0600	15	0	0	4	10	1	0	0	0	0	0	0	0	0	0	4	6	4	0	1	0	0	0	0	0	0	0	28.1	32	5	33.33	5	33.33	5	33.33	28.1	32
0700	36	0	0	8	26	2	0	0	0	0	0	0	0	1	2	7	18	7	1	0	0	0	0	0	0	0	0	27.1	31.9	8	22.22	8	22.22	8	22.22	27.1	31.9
0800	45	0	1	16	26	2	0	0	0	0	0	0	0	0	1	15	15	11	3	0	0	0	0	0	0	0	0	27.2	31.2	14	31.11	14	31.11	14	31.11	27.2	31.2
0900	145	1	0	50	90	2	1	0	0	0	0	1	0	1	4	48	72	20	0	0	0	0	0	0	0	0	0	26.3	30	20	13.79	20	13.79	20	13.79	26.3	30
1000	182	0	0	76	104	1	0	0	0	0	0	1	0	0	3	57	105	17	0	0	0	0	0	0	0	0	0	26.3	29.3	17	9.341	17	9.341	17	9.341	26.3	29.3
1100	248	0	1	125	117	2	2	0	0	0	1	0	0	0	6	77	134	25	4	1	1	0	0	0	0	0	0	26.6	29.8	31	12.5	31	12.5	31	12.5	26.6	29.8
1200	238	0	0	124	109	2	3	0	0	0	0	0	0	0	8	61	148	20	1	0	0	0	0	0	0	0	0	26.2	28.8	21	8.824	21	8.824	21	8.824	26.2	28.8
1300	208	0	0	97	110	0	0	0	0	0	0	1	0	2	0	58	127	21	0	0	0	0	0	0	0	0	0	26.5	29.5	21	10.1	21	10.1	21	10.1	26.5	29.5
1400	209	0	1	87	119	1	1	0	0	0	0	0	0	1	5	61	114	27	1	0	0	0	0	0	0	0	0	26.6	29.9	28	13.4	28	13.4	28	13.4	26.6	29.9
1500	197	0	1	92	98	3	3	0	0	0	0	0	0	0	6	63	109	18	0	0	1	0	0	0	0	0	0	26.2	29.1	19	9.645	19	9.645	19	9.645	26.2	29.1
1600	196	0	0	84	107	2	2	0	0	0	1	0	0	0	10	74	93	14	5	0	0	0	0	0	0	0	0	25.9	29.1	19	9.694	19	9.694	19	9.694	25.9	29.1
1700	154	0	1	49	101	2	1	0	0	0	0	0	0	1	10	58	64	21	0	0	0	0	0	0	0	0	0	25.5	29.8	21	13.64	21	13.64	21	13.64	25.5	29.8
1800	139	0	0	59	78	2	0	0	0	0	0	0	0	0	9	56	56	15	2	1	0	0	0	0	0	0	0	25.8	29.3	18	12.95	18	12.95	18	12.95	25.8	29.3
1900	122	0	0	47	74	0	1	0	0	0	0	0	0	2	2	46	62	9	0	0	0	1	0	0	0	0	0	25.6	29	10	8.197	10	8.197	10	8.197	25.6	29
2000	91	0	1	37	53	0	0	0	0	0	0	0	0	1	6	26	40	12	6	0	0	0	0	0	0	0	0	26.6	31	18	19.78	18	19.78	18	19.78	26.6	31
2100	76	0	0	34	42	0	0	0	0	0	0	0	0	0	1	14	37	19	3	2	0	0	0	0	0	0	0	28.3	31.9	24	31.58	24	31.58	24	31.58	28.3	31.9
2200	44	0	0	14	30	0	0	0	0	0	0	0	0	0	1	11	20	10	2	0	0	0	0	0	0	0	0	27.4	32.1	12	27.27	12	27.27	12	27.27	27.4	32.1
2300	28	0	0	10	17	0	0	0	0	0	0	1	0	0	1	6	6	11	3	0	0	0	0	0	0	1	0	30	35.5	15	53.57	15	53.57	15	53.57	30	35.5
07-19 12hr	1997	1	5	867	1085	21	13	0	0	0	2	3	0	6	64	635	1055	216	17	2	2	0	0	0	0	0	0	26.2	29.5	237	11.87	237	11.87	237	11.87	26.2	29.5
06-22 16hr	2301	1	6	989	1264	22	14	0	0	0	2	3	0	9	73	725	1200	260	26	5	2	1	0	0	0	0	0	26.3	29.8	294	12.78	294	12.78	294	12.78	26.3	29.8
06-00 18hr	2373	1	6	1013	1311	22	14	0	0	0	2	4	0	9	75	742	1226	281	31	5	2	1	0	0	1	0	0	26.4	29.9	321	13.53	321	13.53	321	13.53	26.4	29.9
00-00 24hr	2474	1	6	1037	1387	23	14	0	0	0	2	4	0	10	81	766	1266	303	37	6	2	2	0	0	1	0	0	26.4	29.9	351	14.19	351	14.19	351	14.19	26.4	29.9

Vehicles = 2474
Posted speed limit = 30 mph, Exceeding = 351 (14.19%), Mean Exceeding = 32.69 mph
Maximum = 66.3 mph, Minimum = 10.8 mph, Mean = 26.4 mph
85% Speed = 29.86 mph, 95% Speed = 32.44 mph, Median = 26.40 mph
10 mph Pace = 21 - 31, Number in Pace = 2085 (84.28%)
Variance = 15.29, Standard Deviation = 3.91 mph

* 26 January 2026

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	15	0	0	4	11	0	0	0	0	0	0	0	1	0	1	3	5	3	1	0	1	0	0	0	0	0	0	27.5	34.9	5	33.33	5	33.33	5	33.33	27.5	34.9
0100	9	0	0	2	7	0	0	0	0	0	0	0	0	1	1	1	2	3	1	0	0	0	0	0	0	0	0	26.7	-	4	44.44	4	44.44	4	44.44	26.7	-
0200	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	29.3	-	3	50	3	50	3	50	29.3	-
0300	6	0	0	0	4	1	0	0	0	0	0	1	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	28.2	-	2	33.33	2	33.33	2	33.33	28.2	-
0400	12	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	31.7	35.1	8	66.67	8	66.67	8	66.67	31.7	35.1
0500	34	0	1	8	22	2	0	0	0	0	0	1	0	0	1	5	12	11	5	0	0	0	0	0	0	0	0	29.3	34.9	16	47.06	16	47.06	16	47.06	29.3	34.9
0600	83	0	1	25	52	4	0	0	1	0	0	0	0	0	1	16	45	18	3	0	0	0	0	0	0	0	0	27.7	31.4	21	25.3	21	25.3	21	25.3	27.7	31.4
0700	255	0	0	117	127	1	6	0	1	0	2	1	0	0	4	88	134	25	4	0	0	0	0	0	0	0	0	26.2	29.3	29	11.37	29	11.37	29	11.37	26.2	29.3
0800	375	0	1	203	139	4	23	0	0	0	4	1	1	1	24	194	137	18	0	0	0	0	0	0	0	0	0	24.5	28.1	18	4.8	18	4.8	18	4.8	24.5	28.1
0900	253	0	0	102	125	9	16	1	0	0	0	0	0	0	10	113	113	17	0	0	0	0	0	0	0	0	0	25.3	28.2	17	6.719	17	6.719	17	6.719	25.3	28.2
1000	205	0	0	94	93	10	6	0	1	0	0	1	0	0	16	88	89	12	0	0	0	0	0	0	0	0	0	24.7	27.7	12	5.854	12	5.854	12	5.854	24.7	27.7
1100	237	0	2	121	101	5	8	0	0	0	0	0	1	4	13	103	104	12	0	0	0	0	0	0	0	0	0	24.6	28.2	12	5.063	12	5.063	12	5.063	24.6	28.2
1200	251	0	0	116	106	10	16	1	0	0	2	0	0	0	15	99	121	14	2	0	0	0	0	0	0	0	0	25.4	28.4	16	6.375	16	6.375	16	6.375	25.4	28.4
1300	241	0	1	124	101	8	5	1	0	0	1	0	0	1	16	108	94	18	3	1	0	0	0	0	0	0	0	25.1	28.5	22	9.129	22	9.129	22	9.129	25.1	28.5
1400	220	1	0	109	94	13	2	0	0	0	0	1	0	1	12	100	92	14	1	0	0	0	0	0	0	0	0	24.9	28.4	15	6.818	15	6.818	15	6.818	24.9	28.4
1500	295	0	2	172	111	8	2	0	0	0	0	0	0	6	52	137	92	8	0	0	0	0	0	0	0	0	0	23.3	27.3	8	2.712	8	2.712	8	2.712	23.3	27.3
1600	327	2	1	165	147	9	1	0	1	0	0	1	0	1	19	169	123	13	2	0	0	0	0	0	0	0	0	24.6	27.7	15	4.587	15	4.587	15	4.587	24.6	27.7
1700	328	0	0	174	140	3	10	0	0	0	0	1	0	1	9	166	136	13	2	0	0	0	1	0	0	0	0	24.9	27.1	16	4.878	16	4.878	16	4.878	24.9	27.1
1800	237	0	2	115	113	2	4	0	0	0	0	1	0	1	10	91	109	21	4	1	0	0	0	0	0	0	0	25.7	29.3	26	10.97	26	10.97	26	10.97	25.7	29.3
1900	156	0	1	61	92	1	1	0	0	0	0	0	1	1	4	42	86	21	0	1	0	0	0	0	0	0	0	26.4	29.9	22	14.1	22	14.1	22	14.1	26.4	29.9
2000	147	0	2	59	85	1	0	0	0	0	0	0	0	0	6	26	90	20	4	1	0	0	0	0	0	0	0	27.2	30.4	25	17.01	25	17.01	25	17.01	27.2	30.4
2100	83	0	0	33	46	2	1	0	0	0	0	1	0	0	2	17	48	14	2	0	0	0	0	0	0	0	0	27.3	30.8	16	19.28	16	19.28	16	19.28	27.3	30.8
2200	61	0	0	19	42	0	0	0	0	0	0	0	0	0	1	8	25	18	7	1	0	0	0	1	0	0	0	30	35.2	27	44.26	27	44.26	27	44.26	30	35.2
2300	29	0	0	11	17	0	1	0	0	0	0	0	0	0	2	6	15	4	1	1	0	0	0	0	0	0	0	27.7	32.8	6	20.69	6	20.69	6	20.69	27.7	32.8
07-19 12hr	3224	3	9	1612	1397	82	99	3	3	0	9	7	2	16	200	1456	1344	185	18	2	0	0	1	0	0	0	0	24.9	28.2	206	6.39	206	6.39	206	6.39	24.9	28.2
06-22 16hr	3693	3	13	1790	1672	90	101	3	4	0	9	8	3	17	213	1557	1613	258	27	4	0	0	1	0	0	0	0	25.2	28.5	290	7.853	290	7.853	290	7.853	25.2	28.5
06-00 18hr	3783	3	13	1820	1731	90	102	3	4	0	9	8	3	17	216	1571	1653	280	35	6	0	0	1	1	0	0	0	25.3	28.5	323	8.538	323	8.538	323	8.538	25.3	28.5
00-00 24hr	3865	3	15	1836	1789	94	102	3	4	0	9	10	4	18	219	1585	1678	307	45	6	1	0	1	1	0	0	0	25.3	28.7	361	9.34	361	9.34	361	9.34	25.3	28.7

Vehicles = 3865
Posted speed limit = 30 mph, Exceeding = 361 (9.340%), Mean Exceeding = 32.67 mph
Maximum = 60.5 mph, Minimum = 9.0 mph, Mean = 25.3 mph
85% Speed = 28.74 mph, 95% Speed = 31.54 mph, Median = 25.28 mph
10 mph Pace = 20 - 30, Number in Pace = 3266 (84.50%)
Variance = 14.75, Standard Deviation = 3.84 mph

* 27 January 2026

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	9	0	0	3	6	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	1	0	0	0	0	0	31.2	-	5	55.56	5	55.56	5	55.56	31.2	-
0100	8	0	0	1	7	0	0	0	0	0	0	0	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	29.1	-	3	37.5	3	37.5	3	37.5	29.1	-
0200	6	0	0	2	3	0	0	0	0	0	0	1	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	28	-	2	33.33	2	33.33	2	33.33	28	-
0300	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	27.4	-	1	33.33	1	33.33	1	33.33	27.4	-
0400	13	0	1	2	10	0	0	0	0	0	0	0	0	0	0	1	6	4	2	0	0	0	0	0	0	0	0	30.1	35.6	6	46.15	6	46.15	6	46.15	30.1	35.6
0500	38	0	0	10	25	2	0	0	0	0	0	1	0	0	1	5	21	6	4	1	0	0	0	0	0	0	0	29	34	11	28.95	11	28.95	11	28.95	29	34
0600	82	0	1	24	52	2	2	0	0	0	0	1	0	0	3	23	42	10	2	0	1	1	0	0	0	0	0	27	30.8	14	17.07	14	17.07	14	17.07	27	30.8
0700	258	0	0	116	131	5	5	0	0	0	0	1	0	0	8	106	125	17	1	1	0	0	0	0	0	0	0	25.4	28.5	19	7.364	19	7.364	19	7.364	25.4	28.5
0800	420	0	2	258	137	0	18	0	0	0	4	1	0	1	37	242	130	10	0	0	0	0	0	0	0	0	0	23.9	26.8	10	2.381	10	2.381	10	2.381	23.9	26.8
0900	230	0	0	132	68	11	16	0	0	0	1	2	0	1	7	114	103	5	0	0	0	0	0	0	0	0	0	24.7	27.1	5	2.174	5	2.174	5	2.174	24.7	27.1
1000	162	0	0	68	82	5	6	0	0	0	0	1	0	1	3	75	70	11	2	0	0	0	0	0	0	0	0	25.3	28.3	13	8.025	13	8.025	13	8.025	25.3	28.3
1100	183	0	0	102	68	6	5	1	0	0	1	0	0	0	5	75	93	10	0	0	0	0	0	0	0	0	0	25.7	28.7	10	5.464	10	5.464	10	5.464	25.7	28.7
1200	196	0	0	108	77	2	6	2	0	0	0	1	0	0	7	71	111	7	0	0	0	0	0	0	0	0	0	25.5	28.3	7	3.571	7	3.571	7	3.571	25.5	28.3
1300	202	0	0	100	87	7	8	0	0	0	0	0	0	0	4	95	89	11	2	1	0	0	0	0	0	0	0	25.6	28.4	14	6.931	14	6.931	14	6.931	25.6	28.4
1400	284	0	0	155	114	6	8	0	0	0	0	1	0	1	7	122	134	19	1	0	0	0	0	0	0	0	0	25.5	28.6	20	7.042	20	7.042	20	7.042	25.5	28.6
1500	342	0	0	194	127	5	13	0	0	0	2	1	2	7	58	175	91	9	0	0	0	0	0	0	0	0	0	23.1	26.6	9	2.632	9	2.632	9	2.632	23.1	26.6
1600	302	0	2	149	141	6	2	0	1	0	1	0	0	0	8	136	135	22	1	0	0	0	0	0	0	0	0	25.4	28.7	23	7.616	23	7.616	23	7.616	25.4	28.7
1700	330	0	0	190	132	5	3	0	0	0	0	0	0	4	25	154	129	17	1	0	0	0	0	0	0	0	0	24.6	27.7	18	5.455	18	5.455	18	5.455	24.6	27.7
1800	259	0	0	118	133	1	7	0	0	0	0	0	0	1	7	110	120	16	4	0	1	0	0	0	0	0	0	25.6	28.4	21	8.108	21	8.108	21	8.108	25.6	28.4
1900	177	0	0	62	109	5	1	0	0	0	0	0	0	0	8	54	94	20	1	0	0	0	0	0	0	0	0	26.2	29.4	21	11.86	21	11.86	21	11.86	26.2	29.4
2000	141	0	1	62	76	1	1	0	0	0	0	0	0	0	2	49	77	10	3	0	0	0	0	0	0	0	0	26.2	29.5	13	9.22	13	9.22	13	9.22	26.2	29.5
2100	95	0	1	33	59	1	1	0	0	0	0	0	0	0	0	20	51	22	2	0	0	0	0	0	0	0	0	27.8	31.5	24	25.26	24	25.26	24	25.26	27.8	31.5
2200	54	0	0	16	38	0	0	0	0	0	0	0	0	0	2	14	24	12	2	0	0	0	0	0	0	0	0	27.3	31.3	14	25.93	14	25.93	14	25.93	27.3	31.3
2300	28	0	0	10	16	2	0	0	0	0	0	0	0	0	1	1	9	10	6	0	1	0	0	0	0	0	0	31.4	37.9	17	60.71	17	60.71	17	60.71	31.4	37.9
07-19 12hr	3168	0	4	1690	1297	59	97	3	1	0	9	8	2	16	176	1475	1330	154	12	2	1	0	0	0	0	0	0	24.9	28	169	5.335	169	5.335	169	5.335	24.9	28
06-22 16hr	3663	0	7	1871	1593	68	102	3	1	0	9	9	2	16	189	1621	1594	216	20	2	2	1	0	0	0	0	0	25.1	28.4	241	6.579	241	6.579	241	6.579	25.1	28.4
06-00 18hr	3745	0	7	1897	1647	70	102	3	1	0	9	9	2	16	192	1636	1627	238	28	2	3	1	0	0	0	0	0	25.2	28.5	272	7.263	272	7.263	272	7.263	25.2	28.5
00-00 24hr	3822	0	8	1915	1701	72	102	3	1	0	9	11	2	16	193	1648	1663	257	35	3	3	2	0	0	0	0	0	25.3	28.6	300	7.849	300	7.849	300	7.849	25.3	28.6

Vehicles = 3822
Posted speed limit = 30 mph, Exceeding = 300 (7.849%), Mean Exceeding = 32.70 mph
Maximum = 51.4 mph, Minimum = 5.8 mph, Mean = 25.3 mph
85% Speed = 28.63 mph, 95% Speed = 31.21 mph, Median = 25.17 mph
10 mph Pace = 20 - 30, Number in Pace = 3315 (86.73%)
Variance = 13.22, Standard Deviation = 3.64 mph

*** Virtual Week (1)**

Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
Mon	3865	3	15	1836	1789	94	102	3	4	0	9	10	4	18	219	1585	1678	307	45	6	1	0	1	1	0	0	0	25.3	28.7	361	9.34	361	9.34	361	9.34	25.3	28.7
Tue	3822	0	8	1915	1701	72	102	3	1	0	9	11	2	16	193	1648	1663	257	35	3	3	2	0	0	0	0	0	25.3	28.6	300	7.849	300	7.849	300	7.849	25.3	28.6
Wed	4043	3	8	1843	1987	99	79	3	3	0	6	12	2	34	226	1620	1817	292	42	6	2	0	2	0	0	0	0	25.3	28.6	344	8.509	344	8.509	344	8.509	25.3	28.6
Thu	3942	0	13	1811	1961	87	48	1	4	1	6	10	11	33	338	1729	1549	234	42	3	0	2	0	0	1	0	0	24.8	28.3	282	7.154	282	7.154	282	7.154	24.8	28.3
Fri	4012	1	12	1811	2019	102	41	1	1	0	8	16	6	26	287	1692	1617	316	53	11	3	1	0	0	0	0	0	25.2	28.9	384	9.571	384	9.571	384	9.571	25.2	28.9
|Sat	3222	2	10	1440	1687	41	29	0	0	0	6	7	4	17	183	1246	1416	296	44	14	1	0	1	0	0	0	0	25.6	29.1	356	11.05	356	11.05	356	11.05	25.6	29.1
|Sun	2474	1	6	1037	1387	23	14	0	0	0	2	4	0	10	81	766	1266	303	37	6	2	2	0	0	1	0	0	26.4	29.9	351	14.19	351	14.19	351	14.19	26.4	29.9
--	**25380**	**10**	**72**	**11693**	**12531**	**518**	**415**	**11**	**13**	**1**	**46**	**70**	**29**	**154**	**1527**	**10286**	**11006**	**2005**	**298**	**49**	**12**	**7**	**4**	**1**	**2**	**0**	**0**	**25.3**	**28.9**	**2378**	**9.37**	**2378**	**9.37**	**2378**	**9.37**	**25.3**	**28.9**

Vehicles = 25380																																						
Posted speed limit = 30 mph, Exceeding = 2378 (9.370%), Mean Exceeding = 32.78 mph																																					
Maximum = 66.3 mph, Minimum = 5.3 mph, Mean = 25.3 mph																																					
85% Speed = 28.86 mph, 95% Speed = 31.65 mph, Median = 25.28 mph																																					
10 mph Pace = 20 - 30, Number in Pace = 21282 (83.85%)																																					
Variance = 15.35, Standard Deviation = 3.92 mph																																					
*** Grand Total**																																					
Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
--	**25380**	**10**	**72**	**11693**	**12531**	**518**	**415**	**11**	**13**	**1**	**46**	**70**	**29**	**154**	**1527**	**10286**	**11006**	**2005**	**298**	**49**	**12**	**7**	**4**	**1**	**2**	**0**	**0**	**25.3**	**28.9**	**2378**	**9.37**	**2378**	**9.37**	**2378**	**9.37**	**25.3**	**28.9**
Vehicles = 25380																																					
Posted speed limit = 30 mph, Exceeding = 2378 (9.370%), Mean Exceeding = 32.78 mph																																					
Maximum = 66.3 mph, Minimum = 5.3 mph, Mean = 25.3 mph																																					
85% Speed = 28.86 mph, 95% Speed = 31.65 mph, Median = 25.28 mph																																					
10 mph Pace = 20 - 30, Number in Pace = 21282 (83.85%)																																					
Variance = 15.35, Standard Deviation = 3.92 mph																																					
In profile:	Vehicles = 25380 / 53491 (47.45%)																																				

MetroCount Traffic Executive
Default_SES (modified)

CustomList-1162 -- English (ENG)

Datasets:
Site: [TTS-2050-002] Wellhouse Ln, Mirfield <30m>
Attribute: L/c
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 12:05 20 January 2026 => 11:35 28 January 2026,
Zone:
File: TTS-2050-002 0 2026-01-28 1136.EC0 (Plus)
Identifier: A58ETN6V MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 00:00 21 January 2026 => 00:00 28 January 2026 (7)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11
Speed range: 5 - 100 mph.
Direction: North (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (DfT-UK)
Units: Part metric (metre, mi, m/s, mph, kg, tonne)

Column Legend:
0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Vbin] Speed bin totals
4 [Mean] Average speed
5 [Vpp] Percentile speed
6 [>PSL] Number exceeding Posted Speed Limit
7 [>PSL%] Percent exceeding Posted Speed Limit
8 [>SL1] Number exceeding Speed Limit 1
9 [>SL1%] Percent exceeding Speed Limit 1
10 [>SL2] Number exceeding Speed Limit 2
11 [>SL2%] Percent exceeding Speed Limit 2
12 [Mean] Average speed
13 [Vpp] Percentile speed

* 21 January 2026	Classifications													Speeds																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.8	-	1	100	1	100	1	100	30.8	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	0	0	0	19.2	-
0200	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	-	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	0	27.2	-
0400	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	-	-	-
0500	4	0	0	3	1	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	14.3	-
0600	14	0	0	7	6	1	0	0	0	0	0	0	0	0	1	3	5	5	0	0	0	0	0	0	0	0	0	0	22.4	27.5	0	0	0	0	0	0	22.4	27.5
0700	51	0	0	25	25	1	0	0	0	0	0	0	0	0	2	1	28	17	2	1	0	0	0	0	0	0	0	0	24.5	27.8	3	5.882	3	5.882	3	5.882	24.5	27.8
0800	87	0	0	33	53	1	0	0	0	0	0	0	0	2	5	30	30	19	0	1	0	0	0	0	0	0	0	0	20.8	25.7	1	1.149	1	1.149	1	1.149	20.8	25.7
0900	18	0	0	15	3	0	0	0	0	0	0	0	0	0	0	2	6	9	1	0	0	0	0	0	0	0	0	0	25.1	29.5	1	5.556	1	5.556	1	5.556	25.1	29.5
1000	24	0	0	14	8	1	0	0	1	0	0	0	0	0	1	3	13	5	2	0	0	0	0	0	0	0	0	0	23.5	28.2	2	8.333	2	8.333	2	8.333	23.5	28.2
1100	25	0	0	10	15	0	0	0	0	0	0	0	0	0	1	2	9	12	1	0	0	0	0	0	0	0	0	0	24.5	28.3	1	4	1	4	1	4	24.5	28.3
1200	22	0	0	13	9	0	0	0	0	0	0	0	0	0	0	4	10	7	0	1	0	0	0	0	0	0	0	0	23.7	26.7	1	4.545	1	4.545	1	4.545	23.7	26.7
1300	32	0	0	13	15	4	0	0	0	0	0	0	0	0	1	3	15	13	0	0	0	0	0	0	0	0	0	0	23.6	27.4	0	0	0	0	0	0	23.6	27.4
1400	61	0	0	23	37	1	0	0	0	0	0	0	0	0	2	11	34	11	2	1	0	0	0	0	0	0	0	0	22.6	25.8	3	4.918	3	4.918	3	4.918	22.6	25.8
1500	31	0	0	13	18	0	0	0	0	0	0	0	0	2	1	12	10	4	2	0	0	0	0	0	0	0	0	0	20.6	25.8	2	6.452	2	6.452	2	6.452	20.6	25.8
1600	29	0	0	18	9	2	0	0	0	0	0	0	0	0	0	3	18	7	1	0	0	0	0	0	0	0	0	0	23.6	28.4	1	3.448	1	3.448	1	3.448	23.6	28.4
1700	35	0	1	25	9	0	0	0	0	0	0	0	0	2	1	8	14	8	1	1	0	0	0	0	0	0	0	0	22.4	27.7	2	5.714	2	5.714	2	5.714	22.4	27.7
1800	29	0	0	19	10	0	0	0	0	0	0	0	0	1	1	9	11	5	2	0	0	0	0	0	0	0	0	0	21.8	26.5	2	6.897	2	6.897	2	6.897	21.8	26.5
1900	18	0	0	13	4	1	0	0	0	0	0	0	0	0	2	0	6	9	1	0	0	0	0	0	0	0	0	0	24.2	29	1	5.556	1	5.556	1	5.556	24.2	29
2000	16	0	0	11	5	0	0	0	0	0	0	0	0	2	0	2	8	3	1	0	0	0	0	0	0	0	0	0	21.6	27.8	1	6.25	1	6.25	1	6.25	21.6	27.8
2100	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	23	-	1	25	1	25	1	25	23	-
2200	17	0	0	10	7	0	0	0	0	0	0	0	0	0	0	2	11	2	0	2	0	0	0	0	0	0	0	0	24.5	29.6	2	11.76	2	11.76	2	11.76	24.5	29.6
2300	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	-	-	-
07-19 12hr	444	0	1	221	211	10	0	0	1	0	0	0	0	7	15	88	198	117	14	5	0	0	0	0	0	0	0	0	22.7	27.1	19	4.279	19	4.279	19	4.279	22.7	27.1
06-22 16hr	496	0	1	255	227	12	0	0	1	0	0	0	0	9	18	95	218	134	16	6	0	0	0	0	0	0	0	0	22.7	27.2	22	4.435	22	4.435	22	4.435	22.7	27.2
06-00 18hr	513	0	1	265	234	12	0	0	1	0	0	0	0	9	18	97	229	136	16	8	0	0	0	0	0	0	0	0	22.8	27.2	24	4.678	24	4.678	24	4.678	22.8	27.2
00-00 24hr	520	0	1	271	235	12	0	0	1	0	0	0	0	10	20	98	230	137	17	8	0	0	0	0	0	0	0	0	22.7	27.2	25	4.808	25	4.808	25	4.808	22.7	27.2

Vehicles = 520
Posted speed limit = 30 mph, Exceeding = 25 (4.808%), Mean Exceeding = 33.34 mph
Maximum = 39.0 mph, Minimum = 5.2 mph, Mean = 22.7 mph
85% Speed = 27.18 mph, 95% Speed = 29.86 mph, Median = 23.04 mph
10 mph Pace = 18 - 28, Number in Pace = 390 (75.00%)
Variance = 23.81, Standard Deviation = 4.88 mph

* 22 January 2026																																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	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	-	-	-
0100	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	-	-	-
0200	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	-	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	0	25.7	-
0400	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	-	-	-
0500	6	0	0	2	4	0	0	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	0	0	21.9	-
0600	15	0	0	11	4	0	0	0	0	0	0	0	0	1	1	6	5	2	0	0	0	0	0	0	0	0	0	24.8	30.8	2	13.33	2	13.33	2	13.33	24.8	30.8
0700	47	0	0	34	12	1	0	0	0	0	0	0	0	0	13	22	10	2	0	0	0	0	0	0	0	0	0	22.9	27.2	2	4.255	2	4.255	2	4.255	22.9	27.2
0800	84	0	0	38	46	0	0	0	0	0	0	0	6	3	27	32	15	0	1	0	0	0	0	0	0	0	0	20.7	25.6	1	1.19	1	1.19	1	1.19	20.7	25.6
0900	31	0	0	12	17	1	1	0	0	0	0	0	0	0	4	17	8	2	0	0	0	0	0	0	0	0	0	23.5	26.9	2	6.452	2	6.452	2	6.452	23.5	26.9
1000	20	0	0	7	11	2	0	0	0	0	0	0	0	0	7	6	7	0	0	0	0	0	0	0	0	0	0	22.4	27.6	0	0	0	0	0	0	22.4	27.6
1100	22	0	0	14	8	0	0	0	0	0	0	0	1	1	6	7	4	3	0	0	0	0	0	0	0	0	0	22	29.6	3	13.64	3	13.64	3	13.64	22	29.6
1200	22	0	0	14	7	1	0	0	0	0	0	0	0	0	5	9	6	2	0	0	0	0	0	0	0	0	0	23.7	28.8	2	9.091	2	9.091	2	9.091	23.7	28.8
1300	24	0	0	15	9	0	0	0	0	0	0	0	0	0	3	8	7	6	0	0	0	0	0	0	0	0	0	25.9	31.8	6	25	6	25	6	25	25.9	31.8
1400	64	0	0	22	42	0	0	0	0	0	0	0	0	2	20	23	16	2	1	0	0	0	0	0	0	0	0	22.3	26.6	3	4.688	3	4.688	3	4.688	22.3	26.6
1500	47	0	0	26	21	0	0	0	0	0	0	0	0	9	22	13	3	0	0	0	0	0	0	0	0	0	0	19	23.2	0	0	0	0	0	0	19	23.2
1600	38	0	0	16	20	2	0	0	0	0	0	0	0	1	7	18	9	3	0	0	0	0	0	0	0	0	0	22.9	26.4	3	7.895	3	7.895	3	7.895	22.9	26.4
1700	46	0	0	27	19	0	0	0	0	0	0	0	0	2	13	13	14	3	1	0	0	0	0	0	0	0	0	23	27.3	4	8.696	4	8.696	4	8.696	23	27.3
1800	29	0	0	19	10	0	0	0	0	0	0	0	1	1	4	14	9	0	0	0	0	0	0	0	0	0	0	22.3	26	0	0	0	0	0	0	22.3	26
1900	14	0	0	5	9	0	0	0	0	0	0	0	0	2	0	8	3	1	0	0	0	0	0	0	0	0	0	22.5	28	1	7.143	1	7.143	1	7.143	22.5	28
2000	8	0	0	6	2	0	0	0	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	0	0	21.5	-
2100	8	0	0	5	3	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	24.5	-	1	12.5	1	12.5	1	12.5	24.5	-
2200	5	0	0	3	1	1	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	22.7	-	0	0	0	0	0	0	22.7	-
2300	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	-	-	-
07-19 12hr	474	0	0	244	222	7	1	0	0	0	0	0	8	19	131	182	108	23	3	0	0	0	0	0	0	0	0	22.2	26.6	26	5.485	26	5.485	26	5.485	22.2	26.6
06-22 16hr	519	0	0	271	240	7	1	0	0	0	0	0	8	23	135	203	120	27	3	0	0	0	0	0	0	0	0	22.3	26.7	30	5.78	30	5.78	30	5.78	22.3	26.7
06-00 18hr	524	0	0	274	241	8	1	0	0	0	0	0	8	23	137	205	121	27	3	0	0	0	0	0	0	0	0	22.3	26.7	30	5.725	30	5.725	30	5.725	22.3	26.7
00-00 24hr	531	0	0	276	246	8	1	0	0	0	0	0	9	23	137	208	124	27	3	0	0	0	0	0	0	0	0	22.3	26.7	30	5.65	30	5.65	30	5.65	22.3	26.7

Vehicles = 531
Posted speed limit = 30 mph, Exceeding = 30 (5.650%), Mean Exceeding = 32.43 mph
Maximum = 36.6 mph, Minimum = 7.8 mph, Mean = 22.3 mph
85% Speed = 26.73 mph, 95% Speed = 30.51 mph, Median = 22.37 mph
10 mph Pace = 17 - 27, Number in Pace = 397 (74.76%)
Variance = 23.61, Standard Deviation = 4.86 mph

* 23 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	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	-	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	0	0	21.9	-
0200	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	-	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.4	-	1	100	1	100	1	100	32.4	-
0400	3	0	0	1	2	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	0	0	0	18.9	-
0500	4	0	0	0	3	1	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	20.9	-	1	25	1	25	1	25	20.9	-
0600	13	0	0	7	6	0	0	0	0	0	0	0	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	24.1	27.3	0	0	0	0	0	0	24.1	27.3
0700	43	0	0	21	21	1	0	0	0	0	0	0	0	1	11	9	19	3	0	0	0	0	0	0	0	0	0	24.3	28.4	3	6.977	3	6.977	3	6.977	24.3	28.4
0800	88	0	0	47	39	2	0	0	0	0	0	0	1	7	26	42	12	0	0	0	0	0	0	0	0	0	0	20.7	24.5	0	0	0	0	0	0	20.7	24.5
0900	30	0	0	18	12	0	0	0	0	0	0	0	1	0	2	16	10	1	0	0	0	0	0	0	0	0	0	23.9	28.6	1	3.333	1	3.333	1	3.333	23.9	28.6
1000	18	0	0	10	8	0	0	0	0	0	0	0	0	0	1	8	8	1	0	0	0	0	0	0	0	0	0	24.8	29	1	5.556	1	5.556	1	5.556	24.8	29
1100	30	0	0	14	15	1	0	0	0	0	0	0	0	0	7	9	11	3	0	0	0	0	0	0	0	0	0	24.3	29.1	3	10	3	10	3	10	24.3	29.1
1200	34	0	0	18	15	1	0	0	0	0	0	0	0	0	1	19	11	2	1	0	0	0	0	0	0	0	0	24.7	28.5	3	8.824	3	8.824	3	8.824	24.7	28.5
1300	31	0	1	16	14	0	0	0	0	0	0	0	0	1	6	14	8	2	0	0	0	0	0	0	0	0	0	22.9	27.2	2	6.452	2	6.452	2	6.452	22.9	27.2
1400	67	0	0	28	39	0	0	0	0	0	0	0	0	3	18	31	12	1	2	0	0	0	0	0	0	0	0	22.3	26.9	3	4.478	3	4.478	3	4.478	22.3	26.9
1500	47	0	0	26	21	0	0	0	0	0	0	0	1	7	20	13	5	1	0	0	0	0	0	0	0	0	0	19.6	24.6	1	2.128	1	2.128	1	2.128	19.6	24.6
1600	37	0	1	23	12	1	0	0	0	0	0	0	0	1	5	21	9	1	0	0	0	0	0	0	0	0	0	23.1	26.3	1	2.703	1	2.703	1	2.703	23.1	26.3
1700	38	0	0	23	15	0	0	0	0	0	0	0	0	0	7	20	9	2	0	0	0	0	0	0	0	0	0	23.4	27.7	2	5.263	2	5.263	2	5.263	23.4	27.7
1800	41	0	1	20	20	0	0	0	0	0	0	0	0	0	7	20	12	2	0	0	0	0	0	0	0	0	0	23.2	26.6	2	4.878	2	4.878	2	4.878	23.2	26.6
1900	24	0	0	16	8	0	0	0	0	0	0	0	0	0	1	16	4	3	0	0	0	0	0	0	0	0	0	24.4	29.3	3	12.5	3	12.5	3	12.5	24.4	29.3
2000	8	0	0	1	7	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	24.1	-	1	12.5	1	12.5	1	12.5	24.1	-
2100	11	0	0	8	3	0	0	0	0	0	0	0	0	0	2	5	2	2	0	0	0	0	0	0	0	0	0	24	32	2	18.18	2	18.18	2	18.18	24	32
2200	10	0	0	9	1	0	0	0	0	0	0	0	1	0	3	4	1	1	0	0	0	0	0	0	0	0	0	21.3	-	1	10	1	10	1	10	21.3	-
2300	10	0	0	8	2	0	0	0	0	0	0	0	0	0	3	4	2	0	0	1	0	0	0	0	0	0	0	24.2	-	1	10	1	10	1	10	24.2	-
07-19 12hr	504	0	3	264	231	6	0	0	0	0	0	0	3	20	111	222	126	19	3	0	0	0	0	0	0	0	0	22.7	27	22	4.365	22	4.365	22	4.365	22.7	27
06-22 16hr	560	0	3	296	255	6	0	0	0	0	0	0	3	20	117	253	139	25	3	0	0	0	0	0	0	0	0	22.8	27.1	28	5	28	5	28	5	22.8	27.1
06-00 18hr	580	0	3	313	258	6	0	0	0	0	0	0	4	20	123	261	142	26	3	1	0	0	0	0	0	0	0	22.8	27.1	30	5.172	30	5.172	30	5.172	22.8	27.1
00-00 24hr	589	0	3	315	264	7	0	0	0	0	0	0	4	22	125	263	143	28	3	1	0	0	0	0	0	0	0	22.8	27.2	32	5.433	32	5.433	32	5.433	22.8	27.2

Vehicles = 589
Posted speed limit = 30 mph, Exceeding = 32 (5.433%), Mean Exceeding = 32.78 mph
Maximum = 41.6 mph, Minimum = 8.5 mph, Mean = 22.8 mph
85% Speed = 27.18 mph, 95% Speed = 30.20 mph, Median = 22.82 mph
10 mph Pace = 17 - 27, Number in Pace = 449 (76.23%)
Variance = 21.20, Standard Deviation = 4.60 mph

* 24 January 2026																																								
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0	21.8	-
0100	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	-	-	-
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.2	-	1	50	1	50	1	50	29.2	-
0300	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	-	-	-
0400	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	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7	-	0	0	0	0	0	0	22.7	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	0	0	22.2	-
0700	13	0	0	11	2	0	0	0	0	0	0	0	0	0	3	6	4	0	0	0	0	0	0	0	0	0	0	23.2	27.4	0	0	0	0	0	0	23.2	27.4
0800	10	0	0	7	3	0	0	0	0	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	24.1	-	0	0	0	0	0	0	24.1	-
0900	34	0	0	17	17	0	0	0	0	0	0	0	0	3	6	8	14	2	0	1	0	0	0	0	0	0	0	23.8	28.4	3	8.824	3	8.824	3	8.824	23.8	28.4
1000	31	0	0	22	9	0	0	0	0	0	0	0	1	1	8	13	7	0	1	0	0	0	0	0	0	0	0	22.2	26.2	1	3.226	1	3.226	1	3.226	22.2	26.2
1100	35	0	0	17	18	0	0	0	0	0	0	0	0	2	4	12	14	3	0	0	0	0	0	0	0	0	0	24.3	27.7	3	8.571	3	8.571	3	8.571	24.3	27.7
1200	25	0	0	15	9	1	0	0	0	0	0	0	0	3	3	13	4	2	0	0	0	0	0	0	0	0	0	22.3	27.7	2	8	2	8	2	8	22.3	27.7
1300	29	0	1	14	14	0	0	0	0	0	0	0	0	0	1	14	11	2	0	0	1	0	0	0	0	0	0	25.4	28.6	3	10.34	3	10.34	3	10.34	25.4	28.6
1400	35	0	0	17	18	0	0	0	0	0	0	0	0	0	4	14	13	4	0	0	0	0	0	0	0	0	0	24.8	29.9	4	11.43	4	11.43	4	11.43	24.8	29.9
1500	24	0	0	14	9	1	0	0	0	0	0	0	0	3	3	8	10	0	0	0	0	0	0	0	0	0	0	23	28.9	0	0	0	0	0	0	23	28.9
1600	37	0	2	17	17	1	0	0	0	0	0	0	2	2	1	19	12	1	0	0	0	0	0	0	0	0	0	22.8	27.2	1	2.703	1	2.703	1	2.703	22.8	27.2
1700	24	0	0	18	6	0	0	0	0	0	0	0	0	0	4	15	5	0	0	0	0	0	0	0	0	0	0	23.3	27.5	0	0	0	0	0	0	23.3	27.5
1800	22	0	0	14	8	0	0	0	0	0	0	0	0	1	0	13	6	2	0	0	0	0	0	0	0	0	0	23.9	27.7	2	9.091	2	9.091	2	9.091	23.9	27.7
1900	17	0	0	13	4	0	0	0	0	0	0	0	0	2	2	7	3	3	0	0	0	0	0	0	0	0	0	23.1	31.9	3	17.65	3	17.65	3	17.65	23.1	31.9
2000	17	0	0	10	7	0	0	0	0	0	0	0	0	3	1	7	6	0	0	0	0	0	0	0	0	0	0	22.5	28.3	0	0	0	0	0	0	22.5	28.3
2100	8	0	0	7	1	0	0	0	0	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	0	25	-	2	25	2	25	2	25	25	-
2200	10	1	0	7	2	0	0	0	0	0	0	0	1	0	3	4	2	0	0	0	0	0	0	0	0	0	0	20.6	-	0	0	0	0	0	0	20.6	-
2300	12	0	0	6	6	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	19.6	23.7	0	0	0	0	0	0	19.6	23.7
07-19 12hr	319	0	3	183	130	3	0	0	0	0	0	0	3	15	38	141	103	16	1	1	1	0	0	0	0	0	0	23.6	27.8	19	5.956	19	5.956	19	5.956	23.6	27.8
06-22 16hr	362	0	3	213	143	3	0	0	0	0	0	0	3	20	42	160	113	21	1	1	1	0	0	0	0	0	0	23.6	28	24	6.63	24	6.63	24	6.63	23.6	28
06-00 18hr	384	1	3	226	151	3	0	0	0	0	0	0	4	21	50	170	115	21	1	1	1	0	0	0	0	0	0	23.4	27.8	24	6.25	24	6.25	24	6.25	23.4	27.8
00-00 24hr	388	1	3	229	152	3	0	0	0	0	0	0	4	21	50	172	116	22	1	1	1	0	0	0	0	0	0	23.4	27.8	25	6.443	25	6.443	25	6.443	23.4	27.8

Vehicles = 388
Posted speed limit = 30 mph, Exceeding = 25 (6.443%), Mean Exceeding = 32.96 mph
Maximum = 45.4 mph, Minimum = 7.8 mph, Mean = 23.4 mph
85% Speed = 27.85 mph, 95% Speed = 30.87 mph, Median = 23.49 mph
10 mph Pace = 19 - 29, Number in Pace = 295 (76.03%)
Variance = 24.46, Standard Deviation = 4.95 mph

* 25 January 2026																																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	3	0	0	1	2	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	22.1	-	1	33.33	1	33.33	1	33.33	22.1	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.9	-	1	100	1	100	1	100	35.9	-
0200	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	-	-	-
0300	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	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	0	26.2	-
0500	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	-	-	-
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	23.2	-
0700	6	0	0	3	3	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	0	0	0	21.7	-
0800	7	0	0	5	2	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	25.3	-	1	14.29	1	14.29	1	14.29	25.3	-
0900	11	0	0	5	6	0	0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	23.2	26.5	0	0	0	0	0	0	23.2	26.5
1000	41	0	0	17	24	0	0	0	0	0	0	0	0	1	4	17	17	2	0	0	0	0	0	0	0	0	0	24.4	27.9	2	4.878	2	4.878	2	4.878	24.4	27.9
1100	34	0	0	19	15	0	0	0	0	0	0	0	0	0	7	17	7	3	0	0	0	0	0	0	0	0	0	23.1	27.1	3	8.824	3	8.824	3	8.824	23.1	27.1
1200	32	1	0	14	16	1	0	0	0	0	0	0	1	0	5	15	9	2	0	0	0	0	0	0	0	0	0	23.4	26.8	2	6.25	2	6.25	2	6.25	23.4	26.8
1300	34	0	0	16	17	1	0	0	0	0	0	0	1	1	4	13	12	3	0	0	0	0	0	0	0	0	0	23.8	28.3	3	8.824	3	8.824	3	8.824	23.8	28.3
1400	37	0	0	17	19	1	0	0	0	0	0	0	0	0	11	15	9	1	1	0	0	0	0	0	0	0	0	22.8	27.1	2	5.405	2	5.405	2	5.405	22.8	27.1
1500	24	0	0	16	7	1	0	0	0	0	0	0	0	0	1	9	11	1	1	1	0	0	0	0	0	0	0	25.9	30.5	3	12.5	3	12.5	3	12.5	25.9	30.5
1600	24	0	0	7	17	0	0	0	0	0	0	0	1	0	2	14	6	1	0	0	0	0	0	0	0	0	0	23.2	25.7	1	4.167	1	4.167	1	4.167	23.2	25.7
1700	28	0	0	12	15	1	0	0	0	0	0	0	0	0	5	12	8	2	0	0	1	0	0	0	0	0	0	24.3	27.3	3	10.71	3	10.71	3	10.71	24.3	27.3
1800	29	0	0	12	17	0	0	0	0	0	0	0	0	0	3	14	11	1	0	0	0	0	0	0	0	0	0	24	28.2	1	3.448	1	3.448	1	3.448	24	28.2
1900	17	0	0	10	7	0	0	0	0	0	0	0	0	0	1	9	5	1	1	0	0	0	0	0	0	0	0	25.1	28.9	2	11.76	2	11.76	2	11.76	25.1	28.9
2000	10	0	0	8	2	0	0	0	0	0	0	0	0	1	1	4	4	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	0	0	22.5	-
2100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	0	0	21.9	-
2200	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	25.9	-	1	25	1	25	1	25	25.9	-
2300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	41.6	-	1	50	1	50	1	50	41.6	-
07-19 12hr	307	1	0	143	158	5	0	0	0	0	0	0	3	2	45	139	97	17	2	1	1	0	0	0	0	0	0	23.8	27.5	21	6.84	21	6.84	21	6.84	23.8	27.5
06-22 16hr	338	1	0	165	167	5	0	0	0	0	0	0	3	3	49	153	107	18	3	1	1	0	0	0	0	0	0	23.8	27.3	23	6.805	23	6.805	23	6.805	23.8	27.3
06-00 18hr	344	1	0	168	170	5	0	0	0	0	0	0	3	3	49	155	109	19	3	1	1	0	1	0	0	0	0	23.9	27.5	25	7.267	25	7.267	25	7.267	23.9	27.5
00-00 24hr	349	1	0	170	173	5	0	0	0	0	0	0	4	3	49	156	110	20	4	1	1	0	1	0	0	0	0	23.9	27.5	27	7.736	27	7.736	27	7.736	23.9	27.5

Vehicles = 349
Posted speed limit = 30 mph, Exceeding = 27 (7.736%), Mean Exceeding = 34.43 mph
Maximum = 56.5 mph, Minimum = 8.6 mph, Mean = 23.9 mph
85% Speed = 27.51 mph, 95% Speed = 31.54 mph, Median = 24.05 mph
10 mph Pace = 19 - 29, Number in Pace = 282 (80.80%)
Variance = 24.52, Standard Deviation = 4.95 mph

* 26 January 2026																																								
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			85	30	30	30	30	30	30			85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80												
0000	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	-	-	-	
0100	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	-	-	-	
0200	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	-	-	-	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.6	-	1	100	1	100	1	100	32.6	-	
0400	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	-	-	-	
0500	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	29.8	-	2	50	2	50	2	50	29.8	-	
0600	10	0	0	4	5	1	0	0	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	0	0	0	22.4	-	
0700	46	0	0	15	29	2	0	0	0	0	0	0	0	0	0	2	18	25	1	0	0	0	0	0	0	0	0	0	25.4	29.1	1	2.174	1	2.174	1	2.174	25.4	29.1	
0800	78	0	0	46	32	0	0	0	0	0	0	0	0	2	9	17	30	16	4	0	0	0	0	0	0	0	0	0	21.3	26.2	4	5.128	4	5.128	4	5.128	21.3	26.2	
0900	26	0	0	14	11	0	0	0	1	0	0	0	0	0	0	2	18	6	0	0	0	0	0	0	0	0	0	0	23.1	26.3	0	0	0	0	0	0	23.1	26.3	
1000	26	0	0	16	9	1	0	0	0	0	0	0	0	0	0	6	10	8	2	0	0	0	0	0	0	0	0	0	23.7	27.6	2	7.692	2	7.692	2	7.692	23.7	27.6	
1100	26	0	0	11	13	2	0	0	0	0	0	0	0	0	1	0	10	13	1	1	0	0	0	0	0	0	0	0	25.4	28.4	2	7.692	2	7.692	2	7.692	25.4	28.4	
1200	25	0	0	15	9	1	0	0	0	0	0	0	0	0	0	1	14	9	1	0	0	0	0	0	0	0	0	0	24.3	27.7	1	4	1	4	1	4	24.3	27.7	
1300	21	0	0	15	6	0	0	0	0	0	0	0	0	0	0	5	7	5	4	0	0	0	0	0	0	0	0	0	24.4	30.4	4	19.05	4	19.05	4	19.05	24.4	30.4	
1400	55	0	0	22	33	0	0	0	0	0	0	0	0	1	1	15	30	7	1	0	0	0	0	0	0	0	0	0	21.7	25.1	1	1.818	1	1.818	1	1.818	21.7	25.1	
1500	41	0	1	18	22	0	0	0	0	0	0	0	0	2	7	7	16	7	2	0	0	0	0	0	0	0	0	0	20.1	26.4	2	4.878	2	4.878	2	4.878	20.1	26.4	
1600	45	0	0	24	20	1	0	0	0	0	0	0	0	0	0	7	21	15	2	0	0	0	0	0	0	0	0	0	24.2	27.6	2	4.444	2	4.444	2	4.444	24.2	27.6	
1700	39	0	0	20	19	0	0	0	0	0	0	0	0	0	1	4	21	10	1	1	0	0	1	0	0	0	0	0	24.5	27.6	3	7.692	3	7.692	3	7.692	24.5	27.6	
1800	23	0	1	15	7	0	0	0	0	0	0	0	0	0	0	1	12	8	2	0	0	0	0	0	0	0	0	0	24.6	26.9	2	8.696	2	8.696	2	8.696	24.6	26.9	
1900	16	0	0	10	6	0	0	0	0	0	0	0	0	0	0	2	9	0	4	1	0	0	0	0	0	0	0	0	25	33.6	5	31.25	5	31.25	5	31.25	25	33.6	
2000	12	0	0	7	5	0	0	0	0	0	0	0	0	0	0	1	4	5	1	0	0	1	0	0	0	0	0	0	26.8	34.4	2	16.67	2	16.67	2	16.67	26.8	34.4	
2100	9	0	0	5	4	0	0	0	0	0	0	0	0	0	0	2	2	4	0	1	0	0	0	0	0	0	0	0	25	-	1	11.11	1	11.11	1	11.11	25	-	
2200	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	25.3	-	1	25	1	25	1	25	25.3	-	
2300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	0	0	0	20.9	-	
07-19 12hr	451	0	2	231	210	7	0	0	1	0	0	0	0	5	19	67	207	129	21	2	0	0	1	0	0	0	0	0	23.2	27.4	24	5.322	24	5.322	24	5.322	23.2	27.4	
06-22 16hr	498	0	2	257	230	8	0	0	1	0	0	0	0	5	20	73	225	143	26	4	0	1	1	0	0	0	0	0	23.4	27.5	32	6.426	32	6.426	32	6.426	23.4	27.5	
06-00 18hr	504	0	2	261	232	8	0	0	1	0	0	0	0	5	20	74	227	145	27	4	0	1	1	0	0	0	0	0	23.4	27.5	33	6.548	33	6.548	33	6.548	23.4	27.5	
00-00 24hr	509	0	2	264	234	8	0	0	1	0	0	0	0	5	20	74	228	146	30	4	0	1	1	0	0	0	0	0	23.4	27.6	36	7.073	36	7.073	36	7.073	23.4	27.6	

Vehicles = 509
Posted speed limit = 30 mph, Exceeding = 36 (7.073%), Mean Exceeding = 33.33 mph
Maximum = 51.1 mph, Minimum = 6.1 mph, Mean = 23.4 mph
85% Speed = 27.63 mph, 95% Speed = 31.21 mph, Median = 23.49 mph
10 mph Pace = 19 - 29, Number in Pace = 390 (76.62%)
Variance = 24.61, Standard Deviation = 4.96 mph

* 27 January 2026																																								
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			85	30	30	30	30	30	30			85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80												
0000	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	-	-	-	
0100	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	-	-	-	
0200	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	-	-	-	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.3	-	1	100	1	100	1	100	30.3	-	
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	12.8	-	
0500	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	27	-	1	25	1	25	1	25	27	-	
0600	18	0	0	9	9	0	0	0	0	0	0	0	0	0	0	4	4	8	1	1	0	0	0	0	0	0	0	0	24.2	28.7	2	11.11	2	11.11	2	11.11	24.2	28.7	
0700	51	0	0	19	30	2	0	0	0	0	0	0	0	0	0	7	28	15	1	0	0	0	0	0	0	0	0	0	23.8	27	1	1.961	1	1.961	1	1.961	23.8	27	
0800	100	0	0	50	50	0	0	0	0	0	0	0	0	0	2	32	45	17	4	0	0	0	0	0	0	0	0	0	21.8	26.3	4	4	4	4	4	4	21.8	26.3	
0900	28	0	0	8	20	0	0	0	0	0	0	0	0	0	1	2	11	12	1	1	0	0	0	0	0	0	0	0	24.9	28.6	2	7.143	2	7.143	2	7.143	24.9	28.6	
1000	17	0	0	10	6	1	0	0	0	0	0	0	0	0	0	2	3	11	1	0	0	0	0	0	0	0	0	0	25.5	28.9	1	5.882	1	5.882	1	5.882	25.5	28.9	
1100	32	0	0	16	14	2	0	0	0	0	0	0	0	0	1	7	14	9	1	0	0	0	0	0	0	0	0	0	23	27.7	1	3.125	1	3.125	1	3.125	23	27.7	
1200	17	0	0	8	7	2	0	0	0	0	0	0	0	0	0	5	6	6	0	0	0	0	0	0	0	0	0	0	23.3	27.1	0	0	0	0	0	0	23.3	27.1	
1300	22	0	0	12	10	0	0	0	0	0	0	0	0	0	0	3	12	5	2	0	0	0	0	0	0	0	0	0	24	28.5	2	9.091	2	9.091	2	9.091	24	28.5	
1400	57	0	0	17	40	0	0	0	0	0	0	0	0	0	2	21	28	5	1	0	0	0	0	0	0	0	0	0	20.8	24.3	1	1.754	1	1.754	1	1.754	20.8	24.3	
1500	45	0	0	24	21	0	0	0	0	0	0	0	0	0	6	12	21	6	0	0	0	0	0	0	0	0	0	0	20.2	23.9	0	0	0	0	0	0	20.2	23.9	
1600	33	0	0	15	16	2	0	0	0	0	0	0	0	0	0	6	13	13	0	1	0	0	0	0	0	0	0	0	23.9	28.2	1	3.03	1	3.03	1	3.03	23.9	28.2	
1700	30	0	0	12	17	1	0	0	0	0	0	0	0	0	0	2	20	7	1	0	0	0	0	0	0	0	0	0	23.9	27.3	1	3.333	1	3.333	1	3.333	23.9	27.3	
1800	37	0	1	18	18	0	0	0	0	0	0	0	0	1	0	5	20	9	1	0	1	0	0	0	0	0	0	0	23.6	26.5	2	5.405	2	5.405	2	5.405	23.6	26.5	
1900	14	0	0	8	6	0	0	0	0	0	0	0	0	1	0	1	7	4	1	0	0	0	0	0	0	0	0	0	23.6	28.6	1	7.143	1	7.143	1	7.143	23.6	28.6	
2000	11	0	0	4	7	0	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0	22	26.4	0	0	0	0	0	0	22	26.4	
2100	5	0	0	3	1	1	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0	21.4	-	
2200	10	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	0	0	23.7	-	
2300	4	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	24.8	-	1	25	1	25	1	25	24.8	-	
07-19 12hr	469	0	1	209	249	10	0	0	0	0	0	0	1	12	104	221	115	13	2	1	0	0	0	0	0	0	0	0	22.7	26.6	16	3.412	16	3.412	16	3.412	22.7	26.6	
06-22 16hr	517	0	1	233	272	11	0	0	0	0	0	0	2	13	113	239	131	15	3	1	0	0	0	0	0	0	0	0	22.8	26.7	19	3.675	19	3.675	19	3.675	22.8	26.7	
06-00 18hr	531	0	1	241	278	11	0	0	0	0	0	0	2	14	113	246	136	16	3	1	0	0	0	0	0	0	0	0	22.8	26.6	20	3.766	20	3.766	20	3.766	22.8	26.6	
00-00 24hr	538	0	2	245	280	11	0	0	0	0	0	0	3	14	114	247	138	18	3	1	0	0	0	0	0	0	0	0	22.8	26.7	22	4.089	22	4.089	22	4.089	22.8	26.7	

Vehicles = 538
Posted speed limit = 30 mph, Exceeding = 22 (4.089%), Mean Exceeding = 32.83 mph
Maximum = 43.9 mph, Minimum = 9.4 mph, Mean = 22.8 mph
85% Speed = 26.73 mph, 95% Speed = 29.75 mph, Median = 22.70 mph
10 mph Pace = 17 - 27, Number in Pace = 432 (80.30%)
Variance = 18.05, Standard Deviation = 4.25 mph

* Virtual Week (1)																																					
Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
Mon	509	0	2	264	234	8	0	0	1	0	0	0		5	20	74	228	146	30	4	0	1	1	0	0	0	0	0	23.4	27.6	36	7.073	36	7.073	36	7.073	23.4	27.6
Tue	538	0	2	245	280	11	0	0	0	0	0	0		3	14	114	247	138	18	3	1	0	0	0	0	0	0	0	22.8	26.7	22	4.089	22	4.089	22	4.089	22.8	26.7
Wed	520	0	1	271	235	12	0	0	1	0	0	0		10	20	98	230	137	17	8	0	0	0	0	0	0	0	0	22.7	27.2	25	4.808	25	4.808	25	4.808	22.7	27.2
Thu	531	0	0	276	246	8	1	0	0	0	0	0		9	23	137	208	124	27	3	0	0	0	0	0	0	0	0	22.3	26.7	30	5.65	30	5.65	30	5.65	22.3	26.7
Fri	589	0	3	315	264	7	0	0	0	0	0	0		4	22	125	263	143	28	3	1	0	0	0	0	0	0	0	22.8	27.2	32	5.433	32	5.433	32	5.433	22.8	27.2
|Sat	388	1	3	229	152	3	0	0	0	0	0	0		4	21	50	172	116	22	1	1	1	0	0	0	0	0	0	23.4	27.8	25	6.443	25	6.443	25	6.443	23.4	27.8
|Sun	349	1	0	170	173	5	0	0	0	0	0	0		4	3	49	156	110	20	4	1	1	0	1	0	0	0	0	23.9	27.5	27	7.736	27	7.736	27	7.736	23.9	27.5
--	**3424**	**2**	**11**	**1770**	**1584**	**54**	**1**	**0**	**2**	**0**	**0**	**0**		**39**	**123**	**647**	**1504**	**914**	**162**	**26**	**4**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**23**	**27.3**	**197**	**5.754**	**197**	**5.754**	**197**	**5.754**	**23**	**27.3**
Vehicles = 3424																																					
Posted speed limit = 30 mph, Exceeding = 197 (5.754%), Mean Exceeding = 33.15 mph																																					
Maximum = 56.5 mph, Minimum = 5.2 mph, Mean = 23.0 mph																																					
85% Speed = 27.29 mph, 95% Speed = 30.42 mph, Median = 23.04 mph																																					
10 mph Pace = 18 - 28, Number in Pace = 2593 (75.73%)																																					
Variance = 22.89, Standard Deviation = 4.78 mph																																					
*** Grand Total**																																					
Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
--	**3424**	**2**	**11**	**1770**	**1584**	**54**	**1**	**0**	**2**	**0**	**0**	**0**		**39**	**123**	**647**	**1504**	**914**	**162**	**26**	**4**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**23**	**27.3**	**197**	**5.754**	**197**	**5.754**	**197**	**5.754**	**23**	**27.3**
Vehicles = 3424																																					
Posted speed limit = 30 mph, Exceeding = 197 (5.754%), Mean Exceeding = 33.15 mph																																					
Maximum = 56.5 mph, Minimum = 5.2 mph, Mean = 23.0 mph																																					
85% Speed = 27.29 mph, 95% Speed = 30.42 mph, Median = 23.04 mph																																					
10 mph Pace = 18 - 28, Number in Pace = 2593 (75.73%)																																					
Variance = 22.89, Standard Deviation = 4.78 mph																																					
In profile:	Vehicles = 3424 / 7089 (48.30%)																																				

MetroCount Traffic Executive
Default_SES (modified)

CustomList-1163 -- English (ENG)

Datasets:	
Site:	[TTS-2050-002] Wellhouse Ln, Mirfield <30m>
Attribute:	L/c
Direction:	7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration:	12:05 20 January 2026 => 11:35 28 January 2026,
Zone:	
File:	TTS-2050-002 0 2026-01-28 1136.EC0 (Plus)
Identifier:	A58ETN6V MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)
Profile:	
Filter time:	00:00 21 January 2026 => 00:00 28 January 2026 (7)
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11
Speed range:	5 - 100 mph.
Direction:	South (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (DfT-UK)
Units:	Part metric (metre, mi, m/s, mph, kg, tonne)
Column Legend:	
0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals
3 [Vbin]	Speed bin totals
4 [Mean]	Average speed
5 [Vpp]	Percentile speed
6 [>PSL]	Number exceeding Posted Speed Limit
7 [>PSL%]	Percent exceeding Posted Speed Limit
8 [>SL1]	Number exceeding Speed Limit 1
9 [>SL1%]	Percent exceeding Speed Limit 1
10 [>SL2]	Number exceeding Speed Limit 2
11 [>SL2%]	Percent exceeding Speed Limit 2
12 [Mean]	Average speed
13 [Vpp]	Percentile speed

* 21 January 2026	Classifications												Speeds																									
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
0000	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	-	-	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	0	0	0	18.3	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.2	-	1	100	1	100	1	100	40.2	-
0300	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	-	-	-
0400	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	-	-	-
0500	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	-	-	-
0600	6	0	0	2	4	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	21	-	0	0	0	0	0	0	21	-
0700	20	0	0	10	10	0	0	0	0	0	0	0	0	0	4	8	8	0	0	0	0	0	0	0	0	0	0	23.4	27.2	0	0	0	0	0	0	23.4	27.2
0800	120	0	0	50	69	1	0	0	0	0	0	0	2	16	64	34	3	1	0	0	0	0	0	0	0	0	0	18.2	22.5	1	0.833	1	0.833	1	0.833	18.2	22.5
0900	15	0	0	9	4	2	0	0	0	0	0	0	0	2	6	4	2	1	0	0	0	0	0	0	0	0	0	20.6	27.4	1	6.667	1	6.667	1	6.667	20.6	27.4
1000	16	0	0	8	8	0	0	0	0	0	0	0	0	1	2	7	5	1	0	0	0	0	0	0	0	0	0	23.3	29	1	6.25	1	6.25	1	6.25	23.3	29
1100	12	0	0	9	3	0	0	0	0	0	0	0	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0	25.1	27.5	0	0	0	0	0	0	25.1	27.5
1200	10	0	0	3	7	0	0	0	0	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	0	0	23.8	-
1300	15	0	0	9	5	1	0	0	0	0	0	0	0	0	2	7	5	1	0	0	0	0	0	0	0	0	0	24.7	29.1	1	6.667	1	6.667	1	6.667	24.7	29.1
1400	17	0	0	7	9	1	0	0	0	0	0	0	1	4	4	6	2	0	0	0	0	0	0	0	0	0	0	18.6	25.3	0	0	0	0	0	0	18.6	25.3
1500	77	0	0	42	35	0	0	0	0	0	0	0	2	16	34	21	4	0	0	0	0	0	0	0	0	0	0	18.3	23.2	0	0	0	0	0	0	18.3	23.2
1600	24	0	0	13	10	1	0	0	0	0	0	0	0	4	3	11	6	0	0	0	0	0	0	0	0	0	0	21.4	26	0	0	0	0	0	0	21.4	26
1700	31	0	0	16	14	1	0	0	0	0	0	0	0	2	5	18	5	1	0	0	0	0	0	0	0	0	0	22	26.1	1	3.226	1	3.226	1	3.226	22	26.1
1800	20	0	2	11	7	0	0	0	0	0	0	0	0	5	3	10	2	0	0	0	0	0	0	0	0	0	0	20.1	24.9	0	0	0	0	0	0	20.1	24.9
1900	12	0	0	3	9	0	0	0	0	0	0	0	0	0	1	9	1	0	1	0	0	0	0	0	0	0	0	23.7	27.1	1	8.333	1	8.333	1	8.333	23.7	27.1
2000	15	0	0	7	8	0	0	0	0	0	0	0	0	2	4	7	2	0	0	0	0	0	0	0	0	0	0	20.5	25.4	0	0	0	0	0	0	20.5	25.4
2100	3	0	0	1	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-	1	33.33	1	33.33	1	33.33	25.9	-
2200	4	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	0	0	0	21.1	-
2300	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	-	-	-
07-19 12hr	377	0	2	187	181	7	0	0	0	0	0	0	5	50	129	136	52	5	0	0	0	0	0	0	0	0	0	20.1	25.1	5	1.326	5	1.326	5	1.326	20.1	25.1
06-22 16hr	413	0	2	200	204	7	0	0	0	0	0	0	5	53	135	157	56	5	1	1	0	0	0	0	0	0	0	20.3	25.1	7	1.695	7	1.695	7	1.695	20.3	25.1
06-00 18hr	417	0	4	200	206	7	0	0	0	0	0	0	5	53	137	157	58	5	1	1	0	0	0	0	0	0	0	20.3	25.2	7	1.679	7	1.679	7	1.679	20.3	25.2
00-00 24hr	420	0	4	201	208	7	0	0	0	0	0	0	5	53	138	158	58	5	1	2	0	0	0	0	0	0	0	20.3	25.2	8	1.91	8	1.905	8	1.905	20.3	25.2

Vehicles = 420
Posted speed limit = 30 mph, Exceeding = 8 (1.905%), Mean Exceeding = 34.78 mph
Maximum = 43.5 mph, Minimum = 7.6 mph, Mean = 20.3 mph
85% Speed = 25.17 mph, 95% Speed = 28.07 mph, Median = 20.36 mph
10 mph Pace = 15 - 25, Number in Pace = 296 (70.48%)
Variance = 25.24, Standard Deviation = 5.02 mph

* 22 January 2026																																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	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	-	-	-
0100	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	-	-	-
0200	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	-	-	-
0300	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	-	-	-
0400	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	-	-	-
0500	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	-	-	-
0600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	24.7	-	0	0	0	0	0	0	24.7	-
0700	20	0	0	11	9	0	0	0	0	0	0	0	0	4	6	8	1	1	0	0	0	0	0	0	0	0	0	19.5	24.6	1	5	1	5	1	5	19.5	24.6
0800	125	0	0	53	70	1	0	1	0	0	0	0	9	34	60	18	4	0	0	0	0	0	0	0	0	0	0	16.3	20.5	0	0	0	0	0	0	16.3	20.5
0900	20	0	0	6	13	1	0	0	0	0	0	0	0	3	5	10	1	1	0	0	0	0	0	0	0	0	0	20.6	24.9	1	5	1	5	1	5	20.6	24.9
1000	7	0	0	3	3	1	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	0	0	23.6	-
1100	30	0	0	13	16	0	1	0	0	0	0	0	1	1	6	14	6	2	0	0	0	0	0	0	0	0	0	22.4	27	2	6.667	2	6.667	2	6.667	22.4	27
1200	12	0	0	9	3	0	0	0	0	0	0	0	0	0	3	2	6	1	0	0	0	0	0	0	0	0	0	23.8	27.8	1	8.333	1	8.333	1	8.333	23.8	27.8
1300	18	0	0	8	10	0	0	0	0	0	0	0	0	1	4	5	7	1	0	0	0	0	0	0	0	0	0	24.1	29.3	1	5.556	1	5.556	1	5.556	24.1	29.3
1400	14	0	0	5	9	0	0	0	0	0	0	0	1	3	4	5	1	0	0	0	0	0	0	0	0	0	0	18	23.8	0	0	0	0	0	0	18	23.8
1500	85	0	0	40	45	0	0	0	0	0	0	0	16	25	26	15	3	0	0	0	0	0	0	0	0	0	0	15.3	21.3	0	0	0	0	0	0	15.3	21.3
1600	39	0	0	18	21	0	0	0	0	0	0	0	0	2	13	17	7	0	0	0	0	0	0	0	0	0	0	21.5	25.6	0	0	0	0	0	0	21.5	25.6
1700	26	0	0	17	8	1	0	0	0	0	0	0	0	0	11	12	2	0	0	0	1	0	0	0	0	0	0	22.1	24.9	1	3.846	1	3.846	1	3.846	22.1	24.9
1800	19	0	0	12	7	0	0	0	0	0	0	0	0	2	7	8	1	1	0	0	0	0	0	0	0	0	0	20.5	24.9	1	5.263	1	5.263	1	5.263	20.5	24.9
1900	9	0	0	4	5	0	0	0	0	0	0	0	0	2	4	1	2	0	0	0	0	0	0	0	0	0	0	19	-	0	0	0	0	0	0	19	-
2000	12	1	0	6	5	0	0	0	0	0	0	0	0	1	3	2	4	1	1	0	0	0	0	0	0	0	0	24.3	30.8	2	16.67	2	16.67	2	16.67	24.3	30.8
2100	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	0	25.9	-
2200	6	0	1	3	2	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	0	0	0	22	-
2300	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	-	-	-
07-19 12hr	415	0	0	195	214	4	1	1	0	0	0	0	27	75	147	116	42	7	0	0	1	0	0	0	0	0	0	18.7	24.6	8	1.928	8	1.928	8	1.928	18.7	24.6
06-22 16hr	443	1	0	208	228	4	1	1	0	0	0	0	27	78	155	121	52	8	1	0	1	0	0	0	0	0	0	18.9	24.9	10	2.257	10	2.257	10	2.257	18.9	24.9
06-00 18hr	449	1	1	211	230	4	1	1	0	0	0	0	27	79	155	124	54	8	1	0	1	0	0	0	0	0	0	19	24.9	10	2.227	10	2.227	10	2.227	19	24.9
00-00 24hr	449	1	1	211	230	4	1	1	0	0	0	0	27	79	155	124	54	8	1	0	1	0	0	0	0	0	0	19	24.9	10	2.227	10	2.227	10	2.227	19	24.9

Vehicles = 449
Posted speed limit = 30 mph, Exceeding = 10 (2.227%), Mean Exceeding = 34.34 mph
Maximum = 47.6 mph, Minimum = 7.0 mph, Mean = 19.0 mph
85% Speed = 24.94 mph, 95% Speed = 28.30 mph, Median = 18.79 mph
10 mph Pace = 15 - 25, Number in Pace = 278 (61.92%)
Variance = 33.52, Standard Deviation = 5.79 mph

* 23 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	0	0	22.5	-
0100	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	-	-	-
0200	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	-	-	-
0300	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	-	-	-
0400	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	-	-	-
0500	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	-	-	-
0600	6	0	0	3	2	1	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	0	0	22.1	-
0700	12	0	0	3	8	1	0	0	0	0	0	0	1	1	3	4	2	1	0	0	0	0	0	0	0	0	0	20.9	27.1	1	8.333	1	8.333	1	8.333	20.9	27.1
0800	122	0	0	54	68	0	0	0	0	0	0	0	3	28	59	28	3	1	0	0	0	0	0	0	0	0	0	17.3	21.7	1	0.82	1	0.82	1	0.82	17.3	21.7
0900	20	0	0	11	8	1	0	0	0	0	0	0	1	0	4	9	6	0	0	0	0	0	0	0	0	0	0	22.7	29	0	0	0	0	0	0	22.7	29
1000	15	0	0	6	9	0	0	0	0	0	0	0	0	1	3	9	1	0	1	0	0	0	0	0	0	0	0	22	26.9	1	6.667	1	6.667	1	6.667	22	26.9
1100	17	0	0	11	5	1	0	0	0	0	0	0	0	1	2	5	7	1	0	1	0	0	0	0	0	0	0	24.9	29.5	2	11.76	2	11.76	2	11.76	24.9	29.5
1200	18	0	0	8	9	0	0	0	1	0	0	0	0	2	3	5	6	2	0	0	0	0	0	0	0	0	0	23.4	27.6	2	11.11	2	11.11	2	11.11	23.4	27.6
1300	16	0	0	8	8	0	0	0	0	0	0	0	0	0	3	7	6	0	0	0	0	0	0	0	0	0	0	23.7	28.1	0	0	0	0	0	0	23.7	28.1
1400	24	0	0	10	13	1	0	0	0	0	0	0	2	4	5	8	4	1	0	0	0	0	0	0	0	0	0	19.8	27.4	1	4.167	1	4.167	1	4.167	19.8	27.4
1500	87	0	0	49	38	0	0	0	0	0	0	0	8	37	20	15	7	0	0	0	0	0	0	0	0	0	0	16.2	23.2	0	0	0	0	0	0	16.2	23.2
1600	36	0	0	20	16	0	0	0	0	0	0	0	0	2	9	16	5	3	1	0	0	0	0	0	0	0	0	22.6	28.6	4	11.11	4	11.11	4	11.11	22.6	28.6
1700	24	0	0	10	14	0	0	0	0	0	0	0	1	2	3	12	5	1	0	0	0	0	0	0	0	0	0	22.1	26.3	1	4.167	1	4.167	1	4.167	22.1	26.3
1800	20	0	0	10	10	0	0	0	0	0	0	0	0	3	5	6	5	1	0	0	0	0	0	0	0	0	0	21.4	27.4	1	5	1	5	1	5	21.4	27.4
1900	5	0	0	1	4	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	0	0	22.2	-
2000	4	0	0	3	1	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	0	0	0	20.1	-
2100	5	0	0	2	3	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0	21.4	-
2200	9	1	1	5	2	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	1	0	0	0	0	0	27.1	-	1	11.11	1	11.11	1	11.11	27.1	-
2300	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	26.2	-	1	20	1	20	1	20	26.2	-
07-19 12hr	411	0	0	200	206	4	0	0	1	0	0	0	16	81	119	124	57	11	2	1	0	0	0	0	0	0	0	19.5	25.6	14	3.406	14	3.406	14	3.406	19.5	25.6
06-22 16hr	431	0	0	209	216	5	0	0	1	0	0	0	16	83	123	133	62	11	2	1	0	0	0	0	0	0	0	19.6	25.6	14	3.248	14	3.248	14	3.248	19.6	25.6
06-00 18hr	445	1	1	217	220	5	0	0	1	0	0	0	16	83	124	139	67	12	2	1	0	1	0	0	0	0	0	19.8	25.8	16	3.596	16	3.596	16	3.596	19.8	25.8
00-00 24hr	446	1	1	217	221	5	0	0	1	0	0	0	16	83	124	140	67	12	2	1	0	1	0	0	0	0	0	19.8	25.8	16	3.587	16	3.587	16	3.587	19.8	25.8

Vehicles = 446
Posted speed limit = 30 mph, Exceeding = 16 (3.587%), Mean Exceeding = 34.07 mph
Maximum = 50.9 mph, Minimum = 5.5 mph, Mean = 19.8 mph
85% Speed = 25.83 mph, 95% Speed = 29.04 mph, Median = 20.02 mph
10 mph Pace = 15 - 25, Number in Pace = 263 (58.97%)
Variance = 35.79, Standard Deviation = 5.98 mph

* 24 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0	29.3	-
0100	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	-	-	-
0200	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	-	-	-
0300	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	-	-	-
0400	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	-	-	-
0500	3	0	0	1	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	0	0	0	19.4	-
0600	5	0	0	1	4	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	25.5	-	1	20	1	20	1	20	25.5	-
0700	7	0	0	4	3	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	21.6	-	0	0	0	0	0	0	21.6	-
0800	8	0	0	5	3	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	23.1	-	0	0	0	0	0	0	23.1	-
0900	9	0	0	4	5	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	25	-	1	11.11	1	11.11	1	11.11	25	-
1000	19	0	0	10	8	1	0	0	0	0	0	0	0	1	8	6	3	1	0	0	0	0	0	0	0	0	0	20.8	25.7	1	5.263	1	5.263	1	5.263	20.8	25.7
1100	20	0	0	14	6	0	0	0	0	0	0	0	0	4	3	6	3	3	1	0	0	0	0	0	0	0	0	22.6	32.1	4	20	4	20	4	20	22.6	32.1
1200	18	0	0	12	6	0	0	0	0	0	0	0	1	2	3	9	3	0	0	0	0	0	0	0	0	0	0	20.4	25.7	0	0	0	0	0	0	20.4	25.7
1300	20	0	0	11	8	1	0	0	0	0	0	0	0	3	4	8	4	0	0	1	0	0	0	0	0	0	0	22.2	28.5	1	5	1	5	1	5	22.2	28.5
1400	17	0	0	9	7	1	0	0	0	0	0	0	1	0	3	8	4	1	0	0	0	0	0	0	0	0	0	22.8	28.4	1	5.882	1	5.882	1	5.882	22.8	28.4
1500	21	2	0	10	9	0	0	0	0	0	0	0	0	2	5	11	3	0	0	0	0	0	0	0	0	0	0	21.3	25.7	0	0	0	0	0	0	21.3	25.7
1600	17	0	0	7	10	0	0	0	0	0	0	0	2	1	2	3	9	0	0	0	0	0	0	0	0	0	0	21.4	28	0	0	0	0	0	0	21.4	28
1700	19	0	0	8	11	0	0	0	0	0	0	0	0	0	4	5	9	0	1	0	0	0	0	0	0	0	0	24	28.7	1	5.263	1	5.263	1	5.263	24	28.7
1800	19	0	0	13	6	0	0	0	0	0	0	0	0	1	1	8	9	0	0	0	0	0	0	0	0	0	0	24	28	0	0	0	0	0	0	24	28
1900	21	0	0	5	16	0	0	0	0	0	0	0	0	3	5	7	5	1	0	0	0	0	0	0	0	0	0	21.3	26.8	1	4.762	1	4.762	1	4.762	21.3	26.8
2000	8	0	0	3	5	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	1	0	0	0	0	0	25.9	-	1	12.5	1	12.5	1	12.5	25.9	-
2100	5	0	0	3	2	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	0	0	23.5	-
2200	6	0	1	1	4	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	0	25.3	-
2300	5	0	0	3	2	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	0	0	21.5	-
07-19 12hr	194	2	0	107	82	3	0	0	0	0	0	0	4	14	35	80	52	6	2	1	0	0	0	0	0	0	0	22.3	27.6	9	4.639	9	4.639	9	4.639	22.3	27.6
06-22 16hr	233	2	0	119	109	3	0	0	0	0	0	0	4	18	43	94	62	8	2	1	0	1	0	0	0	0	0	22.4	27.6	12	5.15	12	5.15	12	5.15	22.4	27.6
06-00 18hr	244	2	1	123	115	3	0	0	0	0	0	0	4	19	45	95	69	8	2	1	0	1	0	0	0	0	0	22.5	27.7	12	4.918	12	4.918	12	4.918	22.5	27.7
00-00 24hr	248	2	1	125	117	3	0	0	0	0	0	0	4	19	47	96	70	8	2	1	0	1	0	0	0	0	0	22.5	27.8	12	4.839	12	4.839	12	4.839	22.5	27.8

Vehicles = 248
Posted speed limit = 30 mph, Exceeding = 12 (4.839%), Mean Exceeding = 35.69 mph
Maximum = 53.4 mph, Minimum = 6.1 mph, Mean = 22.5 mph
85% Speed = 27.77 mph, 95% Speed = 30.16 mph, Median = 22.93 mph
10 mph Pace = 19 - 29, Number in Pace = 171 (68.95%)
Variance = 33.67, Standard Deviation = 5.80 mph

* 25 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	-	0	0	0	0	0	0	17	-
0100	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	-	-	-
0200	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	-	-	-
0300	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	-	-	-
0400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	0	0	0	21.7	-
0500	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	-	-	-
0600	4	0	0	2	2	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	0	0	23.3	-
0700	4	0	0	3	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0	21.8	-
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	0	0	23.6	-
0900	6	0	0	2	4	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	21.3	-	0	0	0	0	0	0	21.3	-
1000	12	0	0	5	7	0	0	0	0	0	0	0	1	2	2	5	1	1	0	0	0	0	0	0	0	0	0	19.9	27.9	1	8.333	1	8.333	1	8.333	19.9	27.9
1100	22	0	0	9	13	0	0	0	0	0	0	0	0	3	4	7	8	0	0	0	0	0	0	0	0	0	0	22.4	27.2	0	0	0	0	0	0	22.4	27.2
1200	25	0	0	14	10	1	0	0	0	0	0	0	1	4	5	10	5	0	0	0	0	0	0	0	0	0	0	20.5	25.7	0	0	0	0	0	0	20.5	25.7
1300	22	0	0	13	9	0	0	0	0	0	0	0	0	3	6	8	5	0	0	0	0	0	0	0	0	0	0	20.8	26.7	0	0	0	0	0	0	20.8	26.7
1400	20	0	0	9	11	0	0	0	0	0	0	0	0	2	3	8	7	0	0	0	0	0	0	0	0	0	0	23	28.2	0	0	0	0	0	0	23	28.2
1500	18	0	0	9	9	0	0	0	0	0	0	0	0	1	1	10	6	0	0	0	0	0	0	0	0	0	0	23	27.1	0	0	0	0	0	0	23	27.1
1600	11	0	0	4	7	0	0	0	0	0	0	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	24.2	28.7	1	9.091	1	9.091	1	9.091	24.2	28.7
1700	10	0	0	4	6	0	0	0	0	0	0	0	0	0	1	6	2	0	1	0	0	0	0	0	0	0	0	24.2	-	1	10	1	10	1	10	24.2	-
1800	5	0	0	0	4	1	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	24	-	1	20	1	20	1	20	24	-
1900	14	0	0	9	5	0	0	0	0	0	0	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	0	22	26.4	0	0	0	0	0	0	22	26.4
2000	12	0	0	6	6	0	0	0	0	0	0	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	24	27.8	0	0	0	0	0	0	24	27.8
2100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	0	0	0	19.3	-
2200	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	29.7	-	1	33.33	1	33.33	1	33.33	29.7	-
2300	4	0	0	1	3	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	0	0	23.5	-
07-19 12hr	157	0	0	74	81	2	0	0	0	0	0	0	2	17	26	66	42	3	1	0	0	0	0	0	0	0	0	22.1	27.1	4	2.548	4	2.548	4	2.548	22.1	27.1
06-22 16hr	189	0	0	92	95	2	0	0	0	0	0	0	2	17	33	82	51	3	1	0	0	0	0	0	0	0	0	22.2	27.1	4	2.116	4	2.116	4	2.116	22.2	27.1
06-00 18hr	196	0	0	94	100	2	0	0	0	0	0	0	2	17	34	83	55	4	1	0	0	0	0	0	0	0	0	22.3	27.2	5	2.551	5	2.551	5	2.551	22.3	27.2
00-00 24hr	200	0	0	95	103	2	0	0	0	0	0	0	2	17	35	86	55	4	1	0	0	0	0	0	0	0	0	22.3	27.2	5	2.5	5	2.5	5	2.5	22.3	27.2

Vehicles = 200
Posted speed limit = 30 mph, Exceeding = 5 (2.500%), Mean Exceeding = 32.14 mph
Maximum = 35.3 mph, Minimum = 7.8 mph, Mean = 22.3 mph
85% Speed = 27.16 mph, 95% Speed = 28.96 mph, Median = 22.59 mph
10 mph Pace = 18 - 28, Number in Pace = 150 (75.00%)
Variance = 22.45, Standard Deviation = 4.74 mph

* 26 January 2026																																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.1	-	1	50	1	50	1	50	29.1	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	0	0	0	22	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0	0	0	0	0	16.5	-
0300	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	-	-	-
0400	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	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	0	0	0	21.1	-
0600	6	0	0	2	4	0	0	0	0	0	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	0	25.1	-	1	16.67	1	16.67	1	16.67	25.1	-
0700	17	0	0	3	13	1	0	0	0	0	0	0	0	0	4	8	5	0	0	0	0	0	0	0	0	0	0	23.7	27.7	0	0	0	0	0	0	23.7	27.7
0800	112	0	0	50	62	0	0	0	0	0	0	0	11	28	45	24	3	1	0	0	0	0	0	0	0	0	0	16.6	21.4	1	0.893	1	0.893	1	0.893	16.6	21.4
0900	25	0	0	13	11	1	0	0	0	0	0	0	0	0	10	10	3	2	0	0	0	0	0	0	0	0	0	21.7	26.5	2	8	2	8	2	8	21.7	26.5
1000	14	0	0	9	5	0	0	0	0	0	0	0	0	0	6	4	4	0	0	0	0	0	0	0	0	0	0	21.9	27.3	0	0	0	0	0	0	21.9	27.3
1100	16	0	0	8	7	1	0	0	0	0	0	0	0	0	3	7	5	1	0	0	0	0	0	0	0	0	0	24.3	29	1	6.25	1	6.25	1	6.25	24.3	29
1200	20	0	0	11	8	1	0	0	0	0	0	0	0	0	3	11	6	0	0	0	0	0	0	0	0	0	0	23.2	26.2	0	0	0	0	0	0	23.2	26.2
1300	14	0	0	8	6	0	0	0	0	0	0	0	0	0	3	9	2	0	0	0	0	0	0	0	0	0	0	22.1	25.5	0	0	0	0	0	0	22.1	25.5
1400	22	0	1	8	13	0	0	0	0	0	0	0	2	6	7	7	0	0	0	0	0	0	0	0	0	0	0	16.7	22.4	0	0	0	0	0	0	16.7	22.4
1500	78	0	0	41	37	0	0	0	0	0	0	0	2	17	30	19	9	1	0	0	0	0	0	0	0	0	0	18.4	24.5	1	1.282	1	1.282	1	1.282	18.4	24.5
1600	33	0	0	17	16	0	0	0	0	0	0	0	1	0	5	16	10	1	0	0	0	0	0	0	0	0	0	22.9	27.3	1	3.03	1	3.03	1	3.03	22.9	27.3
1700	22	0	0	12	10	0	0	0	0	0	0	0	0	2	7	9	4	0	0	0	0	0	0	0	0	0	0	21.9	28.2	0	0	0	0	0	0	21.9	28.2
1800	19	0	1	6	12	0	0	0	0	0	0	0	0	2	1	6	8	2	0	0	0	0	0	0	0	0	0	23.7	28.7	2	10.53	2	10.53	2	10.53	23.7	28.7
1900	10	0	0	5	5	0	0	0	0	0	0	0	0	1	1	4	3	1	0	0	0	0	0	0	0	0	0	22.5	-	1	10	1	10	1	10	22.5	-
2000	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	0	0	24.4	-
2100	9	0	1	4	4	0	0	0	0	0	0	0	0	0	1	7	0	1	0	0	0	0	0	0	0	0	0	22.9	-	1	11.11	1	11.11	1	11.11	22.9	-
2200	6	0	0	3	3	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0	21.4	-
2300	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	32.3	-	2	66.67	2	66.67	2	66.67	32.3	-
07-19 12hr	392	0	2	186	200	4	0	0	0	0	0	0	16	55	124	130	59	8	0	0	0	0	0	0	0	0	0	19.8	25.6	8	2.041	8	2.041	8	2.041	19.8	25.6
06-22 16hr	424	0	3	197	220	4	0	0	0	0	0	0	16	56	128	148	65	10	1	0	0	0	0	0	0	0	0	20.1	25.6	11	2.594	11	2.594	11	2.594	20.1	25.6
06-00 18hr	433	0	3	200	226	4	0	0	0	0	0	0	16	57	130	150	67	11	1	1	0	0	0	0	0	0	0	20.2	25.8	13	3.002	13	3.002	13	3.002	20.2	25.8
00-00 24hr	438	0	3	201	230	4	0	0	0	0	0	0	16	57	131	152	68	12	1	1	0	0	0	0	0	0	0	20.2	25.8	14	3.196	14	3.196	14	3.196	20.2	25.8

Vehicles = 438
Posted speed limit = 30 mph, Exceeding = 14 (3.196%), Mean Exceeding = 32.79 mph
Maximum = 43.1 mph, Minimum = 6.0 mph, Mean = 20.2 mph
85% Speed = 25.84 mph, 95% Speed = 28.97 mph, Median = 20.58 mph
10 mph Pace = 15 - 25, Number in Pace = 283 (64.61%)
Variance = 31.49, Standard Deviation = 5.61 mph

* 27 January 2026																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	0	0	24.9	-
0100	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	-	-	-
0200	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	-	-	-
0300	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	-	-	-
0400	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	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	0	26.4	-
0600	4	0	0	1	3	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	0	0	0	21.2	-
0700	10	0	0	4	6	0	0	0	0	0	0	0	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	24.8	-	1	10	1	10	1	10	24.8	-
0800	120	0	0	77	41	1	1	0	0	0	0	0	5	15	59	34	5	1	1	0	0	0	0	0	0	0	0	18.7	22.5	2	1.667	2	1.667	2	1.667	18.7	22.5
0900	21	0	0	9	12	0	0	0	0	0	0	0	0	1	3	8	6	3	0	0	0	0	0	0	0	0	0	24.3	30.4	3	14.29	3	14.29	3	14.29	24.3	30.4
1000	12	0	0	7	5	0	0	0	0	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	21.3	24.6	0	0	0	0	0	0	21.3	24.6
1100	18	0	0	12	6	0	0	0	0	0	0	0	1	0	2	8	6	1	0	0	0	0	0	0	0	0	0	23.3	28.1	1	5.556	1	5.556	1	5.556	23.3	28.1
1200	19	0	0	6	13	0	0	0	0	0	0	0	0	2	6	9	2	0	0	0	0	0	0	0	0	0	0	20.9	24.5	0	0	0	0	0	0	20.9	24.5
1300	15	0	0	3	11	0	1	0	0	0	0	0	0	0	2	8	5	0	0	0	0	0	0	0	0	0	0	23.1	25.8	0	0	0	0	0	0	23.1	25.8
1400	16	0	0	5	11	0	0	0	0	0	0	0	1	8	4	3	0	0	0	0	0	0	0	0	0	0	0	15.2	20.4	0	0	0	0	0	0	15.2	20.4
1500	77	0	0	50	27	0	0	0	0	0	0	0	6	24	22	20	4	1	0	0	0	0	0	0	0	0	0	17	23.2	1	1.299	1	1.299	1	1.299	17	23.2
1600	31	0	0	16	15	0	0	0	0	0	0	0	0	4	1	14	11	1	0	0	0	0	0	0	0	0	0	23.1	27.4	1	3.226	1	3.226	1	3.226	23.1	27.4
1700	19	0	0	5	14	0	0	0	0	0	0	0	0	0	2	12	3	2	0	0	0	0	0	0	0	0	0	24.1	29.3	2	10.53	2	10.53	2	10.53	24.1	29.3
1800	11	0	1	2	7	1	0	0	0	0	0	0	0	1	0	7	3	0	0	0	0	0	0	0	0	0	0	23.7	28	0	0	0	0	0	0	23.7	28
1900	13	0	0	4	9	0	0	0	0	0	0	0	0	0	4	4	4	1	0	0	0	0	0	0	0	0	0	22.9	29.4	1	7.692	1	7.692	1	7.692	22.9	29.4
2000	9	0	0	4	5	0	0	0	0	0	0	0	0	2	1	4	2	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	0	0	0	20.9	-
2100	6	0	0	5	1	0	0	0	0	0	0	0	0	1	1	0	3	1	0	0	0	0	0	0	0	0	0	24.2	-	1	16.67	1	16.67	1	16.67	24.2	-
2200	5	0	0	4	1	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	16.8	-	0	0	0	0	0	0	16.8	-
2300	4	0	0	1	3	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	0	0	0	19.2	-
07-19 12hr	369	0	1	196	168	2	2	0	0	0	0	0	13	55	105	133	52	10	1	0	0	0	0	0	0	0	0	20.1	25.6	11	2.981	11	2.981	11	2.981	20.1	25.6
06-22 16hr	401	0	1	210	186	2	2	0	0	0	0	0	13	58	112	143	62	12	1	0	0	0	0	0	0	0	0	20.3	25.7	13	3.242	13	3.242	13	3.242	20.3	25.7
06-00 18hr	410	0	1	215	190	2	2	0	0	0	0	0	13	61	114	147	62	12	1	0	0	0	0	0	0	0	0	20.2	25.7	13	3.171	13	3.171	13	3.171	20.2	25.7
00-00 24hr	412	0	1	216	191	2	2	0	0	0	0	0	13	61	114	148	63	12	1	0	0	0	0	0	0	0	0	20.2	25.7	13	3.155	13	3.155	13	3.155	20.2	25.7

Vehicles = 412
Posted speed limit = 30 mph, Exceeding = 13 (3.155%), Mean Exceeding = 32.34 mph
Maximum = 35.3 mph, Minimum = 5.4 mph, Mean = 20.2 mph
85% Speed = 25.72 mph, 95% Speed = 28.97 mph, Median = 20.47 mph
10 mph Pace = 16 - 26, Number in Pace = 265 (64.32%)
Variance = 30.49, Standard Deviation = 5.52 mph

*** Virtual Week (1)**																																						
Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
Mon	438	0	3	201	230	4	0	0	0	0	0	0	16	57	131	152	68	12	1	1	0	0	0	0	0	0	0	20.2	25.8	14	3.196	14	3.196	14	3.196	20.2	25.8
Tue	412	0	1	216	191	2	2	0	0	0	0	0	13	61	114	148	63	12	1	0	0	0	0	0	0	0	0	20.2	25.7	13	3.155	13	3.155	13	3.155	20.2	25.7
Wed	420	0	4	201	208	7	0	0	0	0	0	0	5	53	138	158	58	5	1	2	0	0	0	0	0	0	0	20.3	25.2	8	1.905	8	1.905	8	1.905	20.3	25.2
Thu	449	1	1	211	230	4	1	1	0	0	0	0	27	79	155	124	54	8	1	0	1	0	0	0	0	0	0	19	24.9	10	2.227	10	2.227	10	2.227	19	24.9
Fri	446	1	1	217	221	5	0	0	1	0	0	0	16	83	124	140	67	12	2	1	0	1	0	0	0	0	0	19.8	25.8	16	3.587	16	3.587	16	3.587	19.8	25.8
|Sat	248	2	1	125	117	3	0	0	0	0	0	0	4	19	47	96	70	8	2	1	0	1	0	0	0	0	0	22.5	27.8	12	4.839	12	4.839	12	4.839	22.5	27.8
|Sun	200	0	0	95	103	2	0	0	0	0	0	0	2	17	35	86	55	4	1	0	0	0	0	0	0	0	0	22.3	27.2	5	2.5	5	2.5	5	2.5	22.3	27.2
--	**2613**	**4**	**11**	**1266**	**1300**	**27**	**3**	**1**	**1**	**0**	**0**	**0**	**83**	**369**	**744**	**904**	**435**	**61**	**9**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**20.3**	**25.8**	**78**	**2.985**	**78**	**2.985**	**78**	**2.985**	**20.3**	**25.8**

Vehicles = 2613
Posted speed limit = 30 mph, Exceeding = 78 (2.985%), Mean Exceeding = 33.78 mph
Maximum = 53.4 mph, Minimum = 5.4 mph, Mean = 20.3 mph
85% Speed = 25.84 mph, 95% Speed = 28.86 mph, Median = 20.58 mph
10 mph Pace = 15 - 25, Number in Pace = 1642 (62.84%)
Variance = 31.94, Standard Deviation = 5.65 mph

*** Grand Total**																																						
Time	**Total**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Cls**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Vbin**	**Mean**	**Vpp**	**>PSL**	**>PSL%**	**>SL1**	**>SL1%**	**>SL2**	**>SL2%**	**Mean**	**Vpp**
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	30	30	30	30	30	30		85
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
--	**2613**	**4**	**11**	**1266**	**1300**	**27**	**3**	**1**	**1**	**0**	**0**	**0**	**83**	**369**	**744**	**904**	**435**	**61**	**9**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**20.3**	**25.8**	**78**	**2.985**	**78**	**2.985**	**78**	**2.985**	**20.3**	**25.8**

Vehicles = 2613
Posted speed limit = 30 mph, Exceeding = 78 (2.985%), Mean Exceeding = 33.78 mph
Maximum = 53.4 mph, Minimum = 5.4 mph, Mean = 20.3 mph
85% Speed = 25.84 mph, 95% Speed = 28.86 mph, Median = 20.58 mph
10 mph Pace = 15 - 25, Number in Pace = 1642 (62.84%)
Variance = 31.94, Standard Deviation = 5.65 mph

In profile: Vehicles = 2613 / 7089 (36.86%)

Appendix D: Designer's Response & Stage 1 Road Safety Audit

S1 RSA Designers Response

Project name	Wellhouse Lane and Greenfield Road, Mirfield		
Design note title	Stage 1 Road Safety Audit (S1 RSA) Designer's Response		
Client	The Moravian Union		
Document reference	Appendix D of Transport Statement		
Author	Harry Keech – Transport Planner		
Checked & approved	Brian Laird – Technical Director: Transport Planning		
Revision	P01		
Date	September 2026	Approved	☐

1 Introduction

1.1.1 This Technical Note [TN] serves as a Designer's Response, addressing the problems raised in the Stage 1 Road Safety Audit (Document Reference: GRWLM/S/1/0) undertaken on the 21st September 2026 by Network Road Safety Ltd.

2 Designers Response Register

2.1.1 A response register is provided on the following pages, setting out the identified problem areas, the design team's responses, and space for the overseeing organisation to provide comments and agree appropriate actions moving forward.

Table 1: Response Register

RSA Problem	Network Road Safety RSA Commentary	Network Road Safety RSA Recommendation	Stantec Design Organisation Responses	KC Overseeing Organisation Responses	Agreed Action
1 – Development Accesses – Access design could be affected by on-street parking	There is existing on-street parking on the opposite side of the road to the proposed development junctions on Greenside Road and Wellhouse Lane. With vehicles parked, the effective carriageway width available for turning movements is reduced, and larger vehicles turning into and out of the development may be unable to complete the manoeuvre within the proposed junction radii. This could result in vehicles overrunning the footway placing pedestrians at risk and risking damage to the footway.	It is recommended that swept path analysis is undertaken for the largest vehicle expected to use each junction, with the parked vehicles on the opposite side of the road modelled in place, and that the junction radii are amended as necessary so that turning movements are contained within the carriageway without overrunning the footway.	Swept path analysis has been undertaken utilising a Large Refuse Vehicle with the existing areas for potential on-street parking considered. This is shown in Drawing **330910086/200/003C**. The radii at both proposed access junctions have been amended to accommodate this movement and avoid the areas of potential on street parking. At the Greenside Road proposed access junction, the junction radius to the north has been increased to 10m. A compound curve has been proposed for the junction radii south of the carriageway and the access road to the front of the dwellings. This combines junction radii of 7.5m for the access junction and 2m for the access to the front of the dwellings. A 3m radius has been added to the western side of the access road junction at the front of the proposed dwellings. The internal junction radii have been added to make the circulation within the site easier. The proposed junction radii at the Greenside Road		

RSA Problem	Network Road Safety RSA Commentary	Network Road Safety RSA Recommendation	Stantec Design Organisation Responses	KC Overseeing Organisation Responses	Agreed Action
			access junction are shown in Drawing **330910086/200/001C**. The junction radii at the proposed Wellhouse Lane access junction have increased to 10m so that a Large Refuse Vehicle would avoid the on-street parking when entering and exiting the junction. These dimensions are shown in Drawing **330910086/200/002C**.		
2 – Development Accesses – Visibility restricted by vegetation	The visibility splay to the right from the proposed junction on Wellhouse Lane appears to be restricted by existing vegetation along the site frontage to the south of the access. Drivers emerging from the junction will have a reduced view of approaching traffic and may pull out into the path of an oncoming vehicle, resulting in a side or shunt type collision.	It is recommended that vegetation be cleared within the limits of the visibility splay.	**Drawing 330910086/200/002C** has been updated to show that the existing vegetation that sits within the visibility splay south of the proposed access junction on Wellhouse Lane would be reduced to a maximum height of 0.6m.		

3 Design Organisation and Overseeing Organisation Statements

3.1.1 This Designers' Response has been prepared in accordance with the requirements of GG119 and addresses each RSA Problem with appropriate justification, mitigation or confirmation of future design-stage review.

Table 2: Design Organisation Statement

On behalf of the design organisation, I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the overseeing organisation.**	
Name:	Brian Laird
Position:	Technical Director - Transport Planning
Organisation	Stantec UK Ltd
Date	25/09/2026

Table 3: Overseeing Organisation Statement

On behalf of the overseeing organisation, I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) The agreed RSA actions will be progressed.**	
Name:	
Position:	
Organisation	Kirklees Council
Date	

Appendix A Stage 1 Road Safety Audit

Greenside Road
&
Wellhouse Lane
Mirfield

Road Safety Audit
Stage 1 Report



Network Road Safety Ltd

Contents

1.0 Project details

2.0 Introduction

3.0 Collision data

4.0 Items raised at previous road safety audits

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8.0 Problem location plans

1.0 Project details

Report title:	Greenside Road & Wellhouse Lane - Mirfield Road Safety Audit – Stage 1 Report
Date:	21st September 2026
Document reference and revision:	GRWLM/S/1/0
Prepared by:	Network Road Safety Limited davidramsden@hotmail.com 07769906775
On behalf of:	Kirklees Council

2.0 Introduction

Site location:

Greenside Road and Wellhouse Lane, Mirfield.

Scheme purpose:

The proposed works are the junction arrangements for two site accesses to proposed residential developments on land adjacent to Greenside Road and Wellhouse Lane, Mirfield.

The scheme involves construction of a priority junction on to Greenside Road and a priority junction on to Wellhouse Lane.

The RSA was instructed by Georgina Whitehead, Stantec UK Ltd.

The RSA team membership consisted:

D Ramsden DipASM CertAI FIHIE FARRM
Network Road Safety Ltd
NH Certificate of Competency

S Hancock
Network Road Safety Ltd

M Ramsden
Network Road Safety Ltd

The road safety audit took place during September 2026. The audit comprised of an examination of the documents provided by the design team, which are listed in section 6.0 and an examination of the site of the proposed scheme.

The audit team visited the site on the 16th of September 2026, during which the weather was sunny. The road surface was dry. Traffic conditions were considered light.

The terms of reference of this report are as described within GG119. The road safety audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

Departures from standard:

No departures from standard have been brought to the attention of the road safety audit team regarding the scheme as presented.

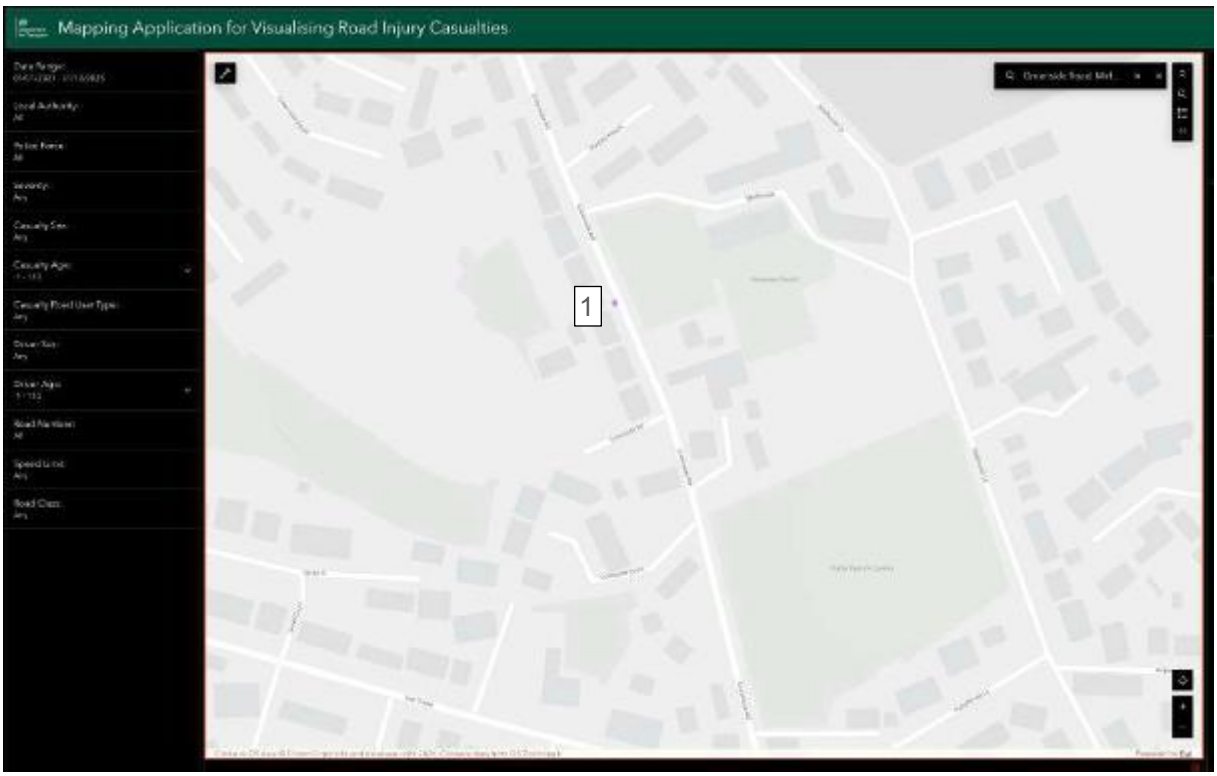
3.0 Collision data

Collision data has been obtained from the Department for Transport's MAVRIC database, which is based on police-reported personal injury collision records (STATS19). At the time of this audit, the most recent data available covered the five-year period ending 2025, this being the latest validated dataset available. It is noted that more recent data may exist but may be provisional and subject to change. Therefore, the analysis is based on the most robust dataset available at the time of the audit.

The data indicates there has been 1 recorded injury collision resulting in 1 casualty on Greenside Road in the vicinity of the proposed works.

No.	Date	Time	Lighting	Road Surface	Description	Casualties
1	04/11/2025	08:15	Daylight	Dry	Pedestrian aged 12 struck by a goods vehicle	1 (slight) – pedestrian age 12

Collision plot



One collision is recorded, on 4 November 2025 at 08:15. A 12-year-old pedestrian was struck by a goods vehicle and sustained a slight injury. It occurred in daylight on a dry road, so neither lighting nor road surface is deemed a contributory factor.

The date was a Tuesday, in term time, and the time coincides with the morning school journey. Site assessment indicates the child was crossing Greenside Road at or near parked vehicles on the way to the school on Wellhouse Lane, which is reached from Greenside Road via the linking private road, Wellhouse. Parked vehicles could have masked the child from approaching drivers, and a child's height reduces the time available for a driver to see them. This is consistent with a masked pedestrian collision, where neither party has adequate inter-visibility before the crossing movement begins.

No pattern can be established from a single collision. The mechanism relates to a pedestrian crossing likely to have been between parked vehicles rather than to junction movements. The proposed junction on Greenside Road is therefore unlikely to have an impact on this type of collision, and the proposals are unlikely to make it more frequent.

4.0 Items raised at previous road safety audits

No previous road safety audits have been carried out on the proposals as presented.

5.0 Items raised at this stage 1 road safety audit

PROBLEM – 1

Location: Development accesses

Summary: Access design could be affected by on-street parking

There is existing on-street parking on the opposite side of the road to the proposed development junctions on Greenside Road and Wellhouse Lane. With vehicles parked, the effective carriageway width available for turning movements is reduced, and larger vehicles turning into and out of the development may be unable to complete the manoeuvre within the proposed junction radii. This could result in vehicles overrunning the footway placing pedestrians at risk and risking damage to the footway.

RECOMMENDATION

It is recommended that swept path analysis is undertaken for the largest vehicle expected to use each junction, with the parked vehicles on the opposite side of the road modelled in place, and that the junction radii are amended as necessary so that turning movements are contained within the carriageway without overrunning the footway.

PROBLEM – 2

Location: Development access – Wellhouse Lane

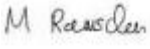
Summary: Visibility restricted by vegetation

The visibility splay to the right from the proposed junction on Wellhouse Lane appears to be restricted by existing vegetation along the site frontage to the south of the access. Drivers emerging from the junction will have a reduced view of approaching traffic and may pull out into the path of an oncoming vehicle, resulting in a side or shunt type collision.

RECOMMENDATION

It is recommended that vegetation be cleared within the limits of the visibility splay.

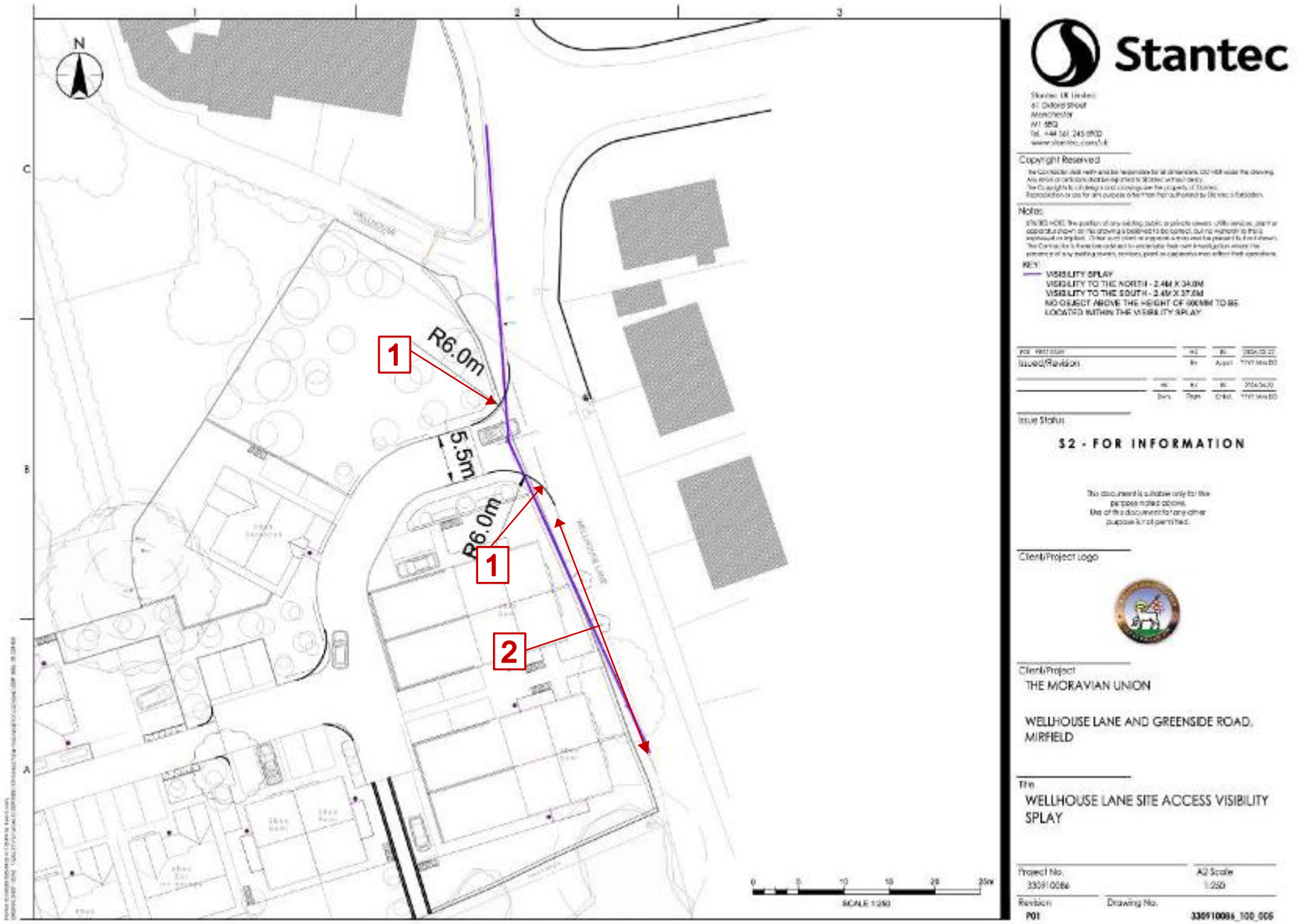
6.0 Audit team statement

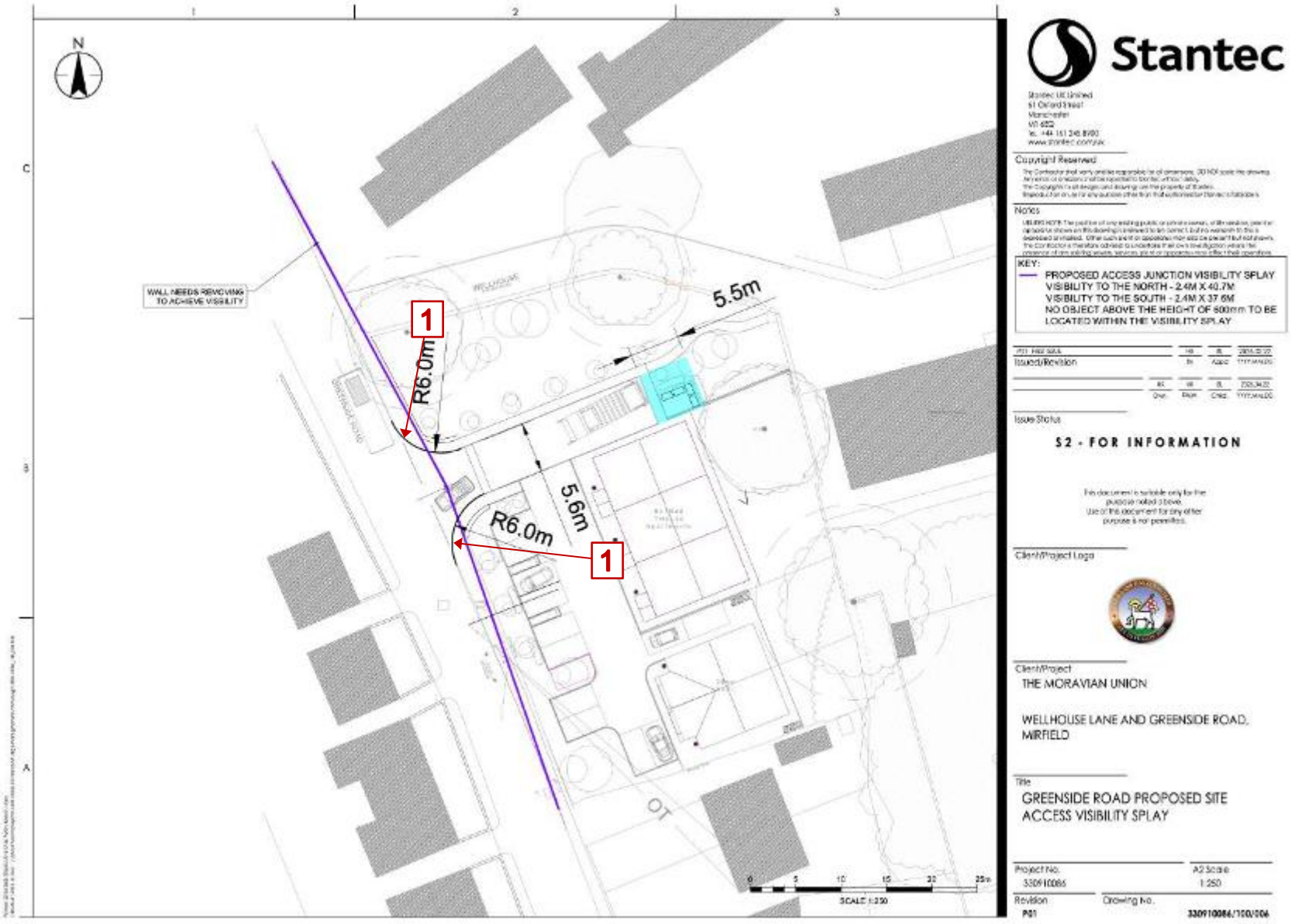
We certify that this road safety audit has been carried out in accordance with GG 119	
Road Safety Audit Team Leader	
Name:	David Ramsden
Signed:	
Position:	Director
Organisation:	Network Road Safety Ltd
Date:	21st September 2026
Road Safety Audit Team Member(s)	
Name:	Sarah Hancock
Signed:	
Position:	Consultant Road Safety Engineer
Organisation:	Network Road Safety Ltd
Date:	21st September 2026
Name:	Myles Ramsden
Signed:	
Position:	Road Safety Engineer
Organisation:	Network Road Safety Ltd
Date:	21st September 2026

7.0 List of documents presented for road safety audit

330910086/100/006	S2	Greenside Road Proposed Site Access Visibility Splay
330910086_100_005	S2	Wellhouse Lane Site Access Visibility Splay

8.0 Problem location plans




N
WALL NEEDS REMOVING TO ACHIEVE VISIBILITY
1
R6.0m
5.5m
5.6m
R6.0m
1
SCALE 1:250
Stantec
KEY:
PROPOSED ACCESS JUNCTION VISIBILITY SPLAY
VISIBILITY TO THE NORTH - 2.4M X 40.7M
VISIBILITY TO THE SOUTH - 2.4M X 37.6M
NO OBJECT ABOVE THE HEIGHT OF 600mm TO BE LOCATED WITHIN THE VISIBILITY SPLAY
Issue Status
S2 - FOR INFORMATION
Client/Project
THE MORAVIAN UNION
WELLHOUSE LANE AND GREENSIDE ROAD, MIRFIELD
Title
GREENSIDE ROAD PROPOSED SITE ACCESS VISIBILITY SPLAY
Project No.
330910086
A2 Scale
1:250
Revision
P01
Drawing No.
330910086/100/006

Appendix E: TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	MW	MEDWAY	1 day
03	**SOUTH WEST**		
	DC	DORSET	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	1 day

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

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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:	DWELLS
Actual Range:	6 to 20 (units:DWELLS)
Range Selected by User:	6 to 20 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 24/03/26

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5
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 undertaking using machines

Selected Locations:

Suburban Area	2 days
Edge of Town	2 days
Neighbourhood Centre	1 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:

Residential Zone	4 days
Village	1 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	2 days
Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

C3	5 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:

800 - 5250

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	3 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
125,001 to 250,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	4 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.

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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	4 surveys
Yes	1 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:

No PTAL Present	5 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1 **DC-03-A-12** **PRIVATELY OWNED HOUSES** **DORSET**
RYLANDS AVENUE
WEYMOUTH
WYKE REGIS
Suburban Area
Residential Zone
Number of dwellings: 17.00 DWELLS
Survey date: Tuesday 06/05/2025 Survey Type: Manual

2 **HI-03-A-16** **PRIVATLEY OWNED HOUSES** **HIGHLAND**
RIVERSIDE GROVE
NEAR FORT WILLIAM
LOCHYSIDE
Neighbourhood Centre
Village
Number of dwellings: 13.00 DWELLS
Survey date: Thursday 10/10/2024 Survey Type: Manual

3 **MW-03-A-02** **MIXED HOUSES** **MEDWAY**
OTTERHAM QUAY LANE
RAINHAM
Edge of Town
Residential Zone
Number of dwellings: 19.00 DWELLS
Survey date: Monday 06/06/2022 Survey Type: Manual

4 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area
Residential Zone
Number of dwellings: 10.00 DWELLS
Survey date: Wednesday 10/05/2017 Survey Type: Manual

5 **VG-03-A-01** **SEMI-DETACHED & TERRACED** **VALE OF GLAMORGAN**
ARTHUR STREET
BARRY
Edge of Town
Residential Zone
Number of dwellings: 12.00 DWELLS
Survey date: Monday 08/05/2017 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-A-11	19-05-2021	COVID-19 Restrictions
DN-03-A-06	10-10-2018	Ireland
EN-03-A-02	14-09-2022	Not Representative of the Site
ES-03-A-06	16-06-2021	COVID-19 Restrictions
ES-03-A-20	06-11-2024	Not Representative of the Site
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05
HF-03-A-05	05-06-2023	Removed: Site re-surveyed by HF-03-A-09
HF-03-A-09	12-11-2025	Not Representative of the Site
KC-03-A-09	09-06-2021	COVID-19 Restrictions
MW-03-A-01	22-09-2017	Not Representative of the Site

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	5	14	0.352	0.465	0.817
08:00-09:00	5	14	0.718	1.211	1.929
09:00-10:00	5	14	0.380	0.282	0.662
10:00-11:00	5	14	0.169	0.366	0.535
11:00-12:00	5	14	0.423	0.423	0.846
12:00-13:00	5	14	0.366	0.423	0.789
13:00-14:00	5	14	0.451	0.507	0.958
14:00-15:00	5	14	0.535	0.310	0.845
15:00-16:00	5	14	0.718	0.521	1.239
16:00-17:00	5	14	0.690	0.366	1.056
17:00-18:00	5	14	0.648	0.563	1.211
18:00-19:00	5	14	0.296	0.423	0.719
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.746	5.860	11.606

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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Parameter Summary:

Trip rate parameter range selected:	6 - 20 (units: DWELLS)
Survey date date range:	08/05/2017 - 06/05/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	BM	BROMLEY	1 day
02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day

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

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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:	DWELLS
Actual Range:	6 to 20 (units:DWELLS)
Range Selected by User:	6 to 20 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 26/11/25

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:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3
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 undertaking using machines

Selected Locations:

Suburban Area	2 days
Neighbourhood Centre	1 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:

Residential Zone	3 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 Included	2 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

C3	3 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:

2418 - 5867

Population within 1 mile:

20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	1 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.

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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	3 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	2 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1 **BM-03-C-02** **BLOCK OF FLATS** **BROMLEY**
ORCHARD ROAD
BROMLEY
Suburban Area
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Tuesday 17/10/2023 Survey Type: Manual

2 **SH-03-C-02** **BLOCK OF FLATS** **SHROPSHIRE**
ABBEY FOREGATE
SHREWSBURY
Suburban Area
Residential Zone
Number of dwellings: 12.00 DWELLS
Survey date: Friday 16/06/2023 Survey Type: Manual

3 **WS-03-C-01** **BLOCKS OF FLATS** **WEST SUSSEX**
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre
Residential Zone
Number of dwellings: 18.00 DWELLS
Survey date: Wednesday 11/05/2022 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HO-03-C-05	06-03-2020	Not Representative of the Site

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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					
06:00-07:00					
07:00-08:00	3	17	0.020	0.500	0.520
08:00-09:00	3	17	0.120	0.680	0.800
09:00-10:00	3	17	0.200	0.400	0.600
10:00-11:00	3	17	0.140	0.320	0.460
11:00-12:00	3	17	0.360	0.200	0.560
12:00-13:00	3	17	0.240	0.220	0.460
13:00-14:00	3	17	0.460	0.300	0.760
14:00-15:00	3	17	0.300	0.300	0.600
15:00-16:00	3	17	0.460	0.220	0.680
16:00-17:00	3	17	0.400	0.220	0.620
17:00-18:00	3	17	0.400	0.160	0.560
18:00-19:00	3	17	0.440	0.180	0.620
19:00-20:00	1	20	0.450	0.300	0.750
20:00-21:00	1	20	0.300	0.250	0.550
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.290	4.250	8.540

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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Parameter Summary:

Trip rate parameter range selected:	6 - 20 (units: DWELLS)
Survey date date range:	11/05/2022 - 17/10/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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