

Document Control	
Document Type	Highway Response 3
Site Location	Alexandra Stone Works LE6 6LE
Proposed Development	Padel Courts
Client	Pulse Padel
Planning Reference	26/00359/FUL
Status	Planning Application – Consultation Response
Date	28/07/26
Written By	JA
Checked By	CS

Introduction

This Highway Response (HR3) has been produced to address the comments raised by Leicestershire County Council (LCC), the Local Highway Authority (LHA), in its consultation response (Ref: 2026/0359/H/R1) dated 08-07-26 on the application.

The document follows the HR1 dated 12/06/26 (responding to LHA comments reference 2026/0359/H) and HR2 dated 10/07/26 (responding to LHA comments reference 2026/0359/H/R1). The visibility assessment provided in HR2 has been updated in this document based on additional existing speed survey data provided by LCC.

LCC has reviewed the application and does not object to it, confirming that it meets all policy requirements, specifically NPPF paragraphs 115 and 116.

Access

"Notwithstanding the Applicants conclusion, the LHA advises the proposals could generate up to 16 additional two-way vehicle trips per hour based on two arrivals and two departures per padel court and all padel courts being occupied. This represents a considerable amount of additional traffic throughout the day which would be turning at a junction whereby visibility is below the 215m stated within Table 6 of the Leicestershire Highway Design Guide for a road subject to the national speed limit and where measured 85th percentile speeds are between 54 mph to 62 mph."

Whilst we disagree that a worst-case increase of less than 30 no. 2-way trips per hour can be classified as a significant intensification, the achievable visibility at the existing site access junction has been demonstrated in the appended drawing.

As outlined in the Exigo Transport Note (dated 21/04/26) accompanying the proposed application, the site access junction and adjoining stretch of Desford Lane north of the site is subject to highway improvement works included as part of planning permission 21/01295/OUT. These works include a realignment of Desford Lane to provide a shared footway cycleway, bus stop layby and pedestrian crossing facilities. The application also commits to reduce the speed limit on Desford Lane to 40mph from the existing site access to Ratby, with a live Traffic Regulation Order application under reference TL/HTWMT/6137. Nevertheless, despite the fact that the local highway network will change as a result of the S278 / S38 works associated 21/01295/OUT, this has been given no weight as requested by LCC in their consultation response dated 22/05/26 (Ref: 2026/0359/H), quoted overleaf:

"The LHA acknowledge that as part of application reference 21/01295/OUT (225

dwellings, land off Desford Lane, Ratby), the developer of that site is required to realign Desford Lane to the northeast of the site. The LHA accept that should those works go ahead, appropriate visibility would be maintained by that developer as part of those works to the northeast of the access. However, at present the works have not been implemented.”

As previously stated, the junction is existing and well established along Desford Lane with no accident history. Therefore, users of this stretch of Desford Lane will be expecting vehicles to be emerging out of the site in both directions.

The Ashley Helme Associates (AHA) Transport Assessment (TA) dated November 2022 and accompanying planning permission 21/01295/OUT for a residential development on land adjacent to the site undertook speed surveys on Desford Lane in 2022, with the results reproduced in Figure 1.

4.4.2.2	The recorded 20-hour 5 day average 85%ile speeds are:
(i)	Northbound = 44.0mph,
(ii)	Southbound = 43.7mph.

Figure 1 – Existing Speed Surveys, Desford Lane 2022 (AHA TA, Nov 22, p.4.4.2.2)

In addition to Figure 1, the AHA TA also provided a summary of other speed surveys that had been undertaken on Desford Lane at para.4.4.1, as reproduced below.

Location	Mean NB	Mean SB	85%ile NB	85%ile SB
South of Access	38.0mph	37.5mph	44.0mph	43.4mph
North of Access	37.5mph	36.0mph	42.5mph	40.7mph
Near Medical Centre	29.1mph	32.1mph	35.1mph	36.7mph.

Figure 2 – Existing Speed Surveys, Desford Lane 2022 (AHA TA, Nov 22, p.4.4.1)

The existing speed surveys within the vicinity of the site demonstrate that recorded 85%ile vehicle speeds are significantly below the maximum permitted on the road. In line with Table 6 of the Leicestershire Highway Design Guide a minimum Stopping Sight Distance of 120m would be required based on the recorded 85%ile vehicle speeds on Desford Lane and was agreed with LCC as part of 21/01295/OUT.

At the request of the LHA, Exigo have contacted the NDI team at LCC regarding obtaining existing or obtaining new speed surveys at the existing site access on Desford Lane. It has been confirmed that there were 2 no. existing speed surveys available near the existing site access, with a temporary ATC installed between September and November 2021. Figure 3 summarises the available speed survey data held by LCC including the survey obtained by Exigo (reference: 000008029428).

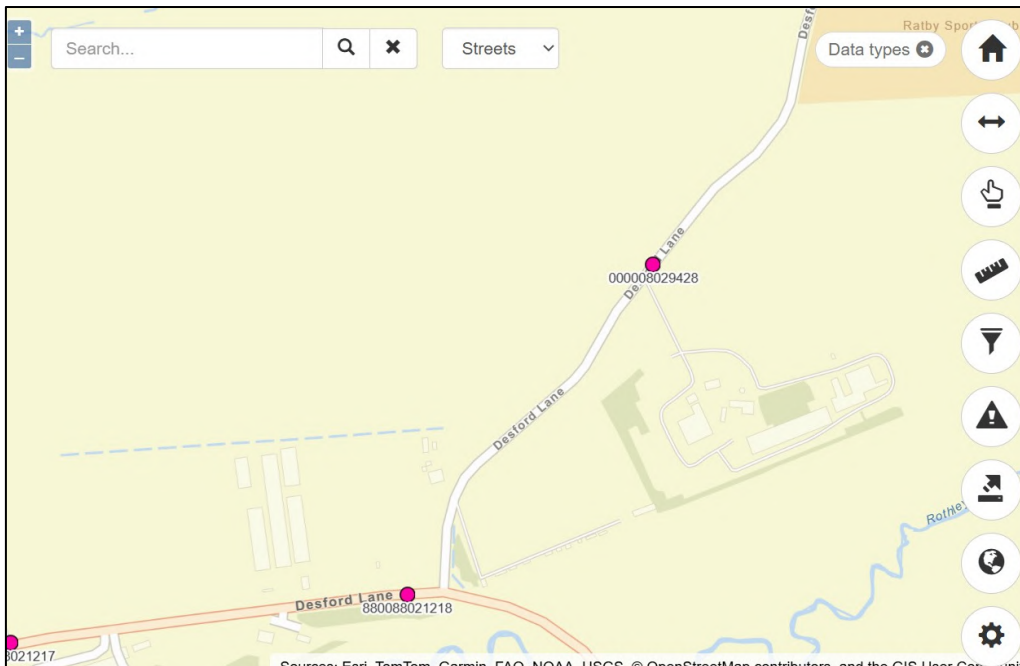


Figure 3 – Desford Lane Vehicle Speed Surveys (LCC NDI, 2026)

The available speed survey data has been obtained from the LCC and the results are summarised in Table 1, showing the recorded mean and 85%ile vehicle speeds by survey date and direction. The full results are appended to this document.

Direction	21/9/2021 to 29/10/21		19/11/26 to 27/11/2021	
	Mean	85%ile	Mean	85%ile
Northbound	41.2mph	47.7mph	40.7mph	46.7mph
Southbound	42.8mph	49.3mph	41.0mph	46.7mph

Table 1 – Existing Speed Surveys, Desford Lane 2021 (LCC NDI, 000008029428, September – November 2021)

In line with Table 6 of the Leicestershire Highway Design Guide, a minimum SSD of 160m in each direction would be required based on the 85%ile vehicle speeds as summarised above. Drawing T881-01A is appended to this document and shows a 2.4m x 160m visibility splay at the access junction in both directions.

In order to achieve the full visibility in both directions, the existing verge and hedgerow would need to be trimmed back within the vertical visibility of envelope of between 0.6m and 2m from ground level, as shown on the appended drawing.

For the visibility splay to the north, based on a recent site visit, the hedgerow along the boundary of the adjacent site has already been removed (see Figure 4), leaving only the extent at the corner of the application site which is under the control of the landowner or within the adopted highway.



Figure 4 – Desford Lane North of Site Access (Left: Google Street View, April 2026; Right: Exigo, 2026)

For the visibility splay to the south, based on a recent site visit, the vegetation along the boundary of the application site has already been removed (see Figure 5) and formed into a bank.



Figure 5 – Desford Lane South of Site Access (Left: Google Street View, April 2026; Right: Exigo, 2026)

In any case, the actual existing visibility at the site access has been checked on site with manual measurements from a 2.4m setback from the carriageway edge and is summarised in Figure 6.



Figure 6 – Manual Visibility Assessment (Top: X-distance and Camera Position, Exigo 2025; Bottom Left: Visibility looking South, Exigo, 2026; Bottom Right: Visibility looking North, Exigo, 2026)

As demonstrated above and in the appended drawings, the existing site access achieves the minimum visibility requirement based on the recorded and agreed 85%ile vehicle speeds on Desford Lane, with only minor amendments required to existing vegetation / boundary treatment with the landowners or LHA's control.

"The LHA therefore maintain that the Applicant should undertake a speed survey to demonstrate appropriate visibility can be achieved at the existing access, and that it is safe and suitable for an intensification in use."

Given that the local highway network is subject to highway works as a result of 21/01295/OUT, with evidence that works have already taken place and residential

dwelling are currently under construction and advertised as being available for occupation in “Summer 2026” (see Figure 7), then the provided visibility assessment considered entirety robust.



Figure 7 – New Residential Development Advertisement (Source: Exigo, 2026)

In addition, the residential development vehicle access has already been implemented on site and in use by construction vehicles. Indeed, as shown in the on-site observations, the visibility achievable at the existing site access junction exceeds nearby junctions, notably the residential development access to the north as shown in Figure 8.



Figure 8 – New Residential Development Access Junction (Source: Exigo, 2026)

Overall, the visibility requirements at the existing site access are likely to be much lower

than currently tested in line with Table 6 of the LCC Highway Design Guide, given the planned improvements and speed limit reduction. Notably, for 85thile speeds of between 36 and 40mph, an SSD of 65m and 73m for light and heavy vehicles is required at the junction, significantly lower than currently tested.

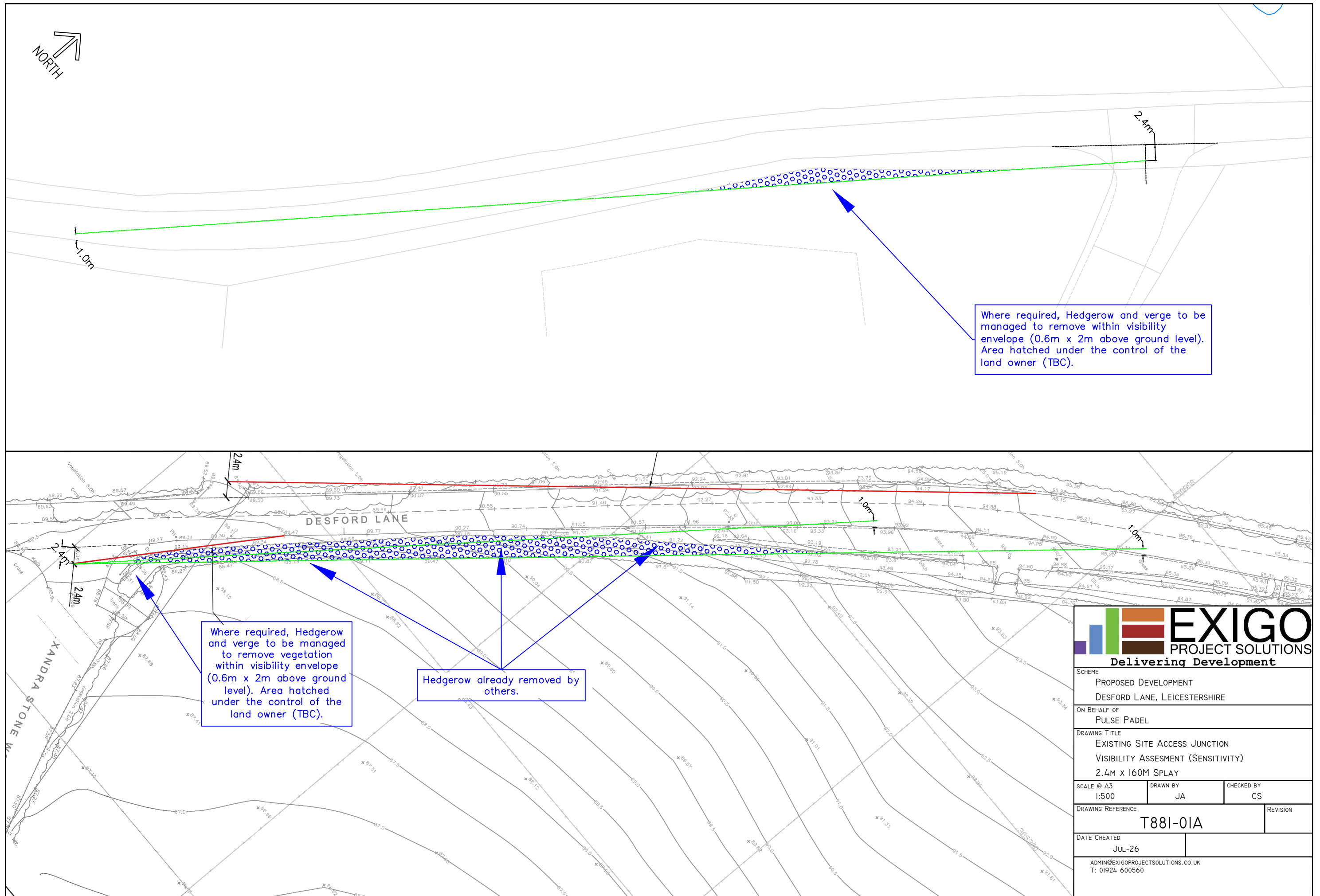
Conclusion

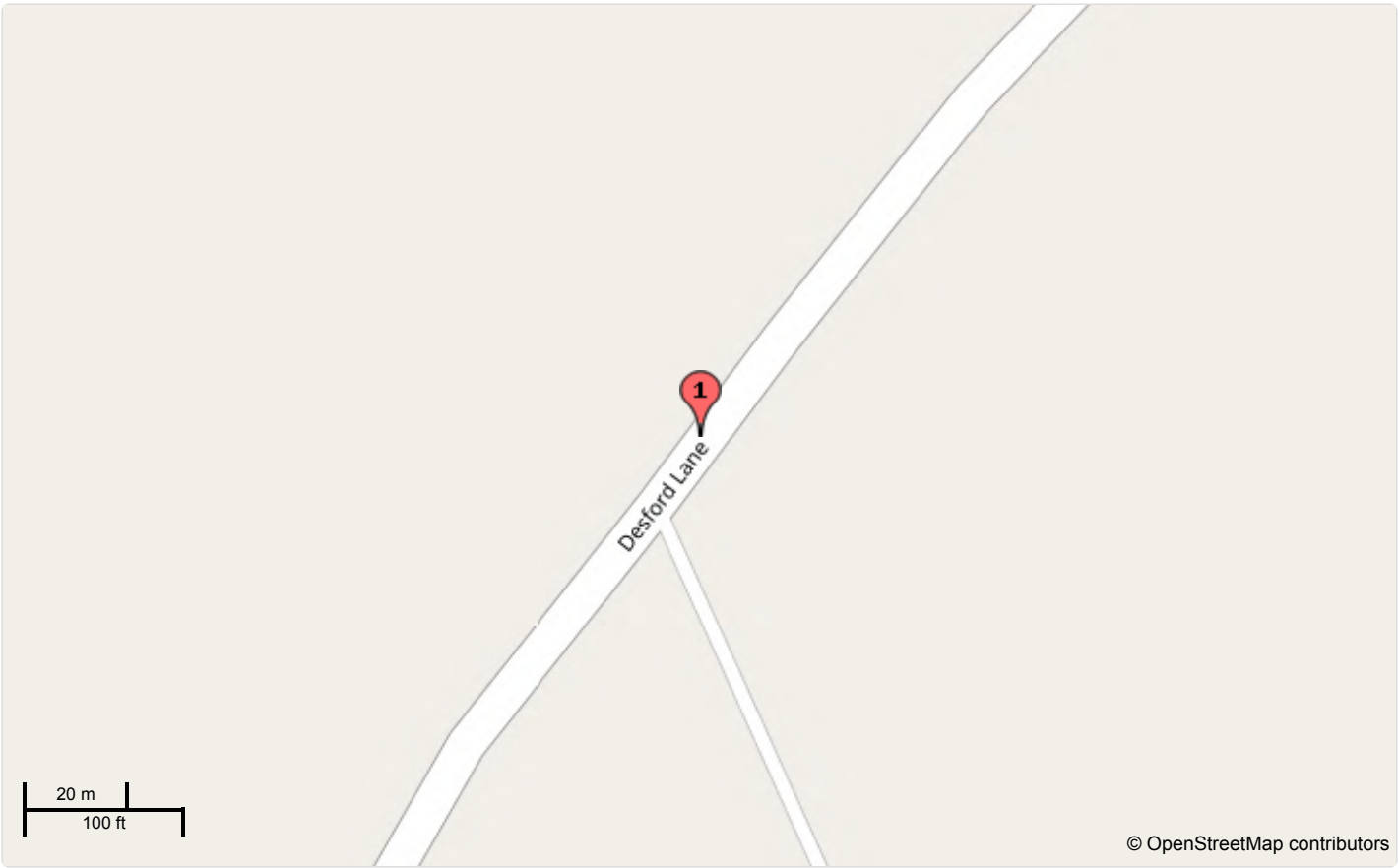
The policy test is set out in NPPF paragraphs 115 and 116. Specifically, paragraph 115(b) states that it should be ensured that “safe and suitable access to the site can be achieved for all users.”

The proposal would use an existing access with an acceptable safety record. Proposals would not result in an intensification of use at the junction, but a visibility assessment has been undertaken nevertheless. This assessment demonstrates the site access, with minor alterations, can fully achieve the necessary visibility requirements based on previously recorded vehicle speeds existing speed.

Given the adjacent residential development permission has been implemented and some highway works have already taken place north of the site, then new speed surveys would not be necessary in this instance and certainly wouldn’t be representative. It is clear that planned changes to Desford Lane will only ameliorate the existing visibility requirements and therefore the provided assessment should be considered extremely robust.

LCC’s consultation response acknowledges that the relevant policy requirements have been addressed. LCC does not object to the application, and the inclusion of additional speed survey data would not alter the conclusion already reached, given that the operation of the existing junction would not materially change as a result of the proposed development and all visibility requirements can be achieved.





📍	Id	Name	Description
	LEICESTERSHIRE_TEMP : 000008029428	000008029428	Desford Lane, Ratby

July 27, 2026 16:56:31

Speed Statistics Report LEICESTERSHIRE_TEMP

000008029428 2021-09-21 to 2021-10-29

Site Name 000008029428 Site ID 000008029428 Grid 450710305243 Description Desford Lane, Ratby

Setup: LEICS_TUBES Each Lane Time Period: 1 hour Class: Any Speed units: mph Precision: Normal Exclude data: None

All directions

	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins				--> 95th	% over limit (60mph) by:				% > ACPO
							50th	75th	85th	90th		0%	5%	10%	15%	
00:00	509	45.7	7.8	34.6	38.1	40.4	44.9	49.7	53.8	55.8	59.4	4.5	1.4	1.4	1.0	1.0
01:00	243	46.6	8.0	33.6	38.1	41.4	45.5	52.0	55.4	58.1	60.7	5.3	2.1	0.4	0.4	0.4
02:00	167	46.5	8.2	32.7	38.7	40.9	45.8	52.0	55.3	57.7	60.5	5.4	2.4	1.2	0.0	0.6
03:00	187	46.3	7.7	34.1	38.6	41.6	45.5	50.9	54.4	57.2	60.7	5.3	1.6	0.5	0.0	0.0
04:00	583	45.6	7.3	32.8	39.2	41.4	45.3	49.5	52.3	54.8	57.8	3.4	1.5	0.5	0.5	0.5
05:00	3480	43.0	8.6	23.9	36.1	39.1	43.8	48.2	50.8	52.6	55.6	1.8	0.9	0.5	0.2	0.2
06:00	6258	43.4	6.6	33.0	37.3	39.6	43.4	47.2	49.7	51.4	53.8	1.1	0.6	0.3	0.2	0.2
07:00	13849	42.2	6.9	30.1	36.6	38.8	42.4	46.2	48.4	50.0	52.6	0.6	0.3	0.2	0.1	0.1
08:00	17451	42.1	7.1	29.7	36.3	38.6	42.4	46.2	48.2	50.0	52.6	0.7	0.4	0.1	0.1	0.1
09:00	11398	41.7	7.4	27.6	35.6	38.1	42.2	46.0	48.4	50.0	52.6	0.7	0.3	0.2	0.1	0.1
10:00	10873	41.1	7.7	26.4	35.0	37.6	41.6	45.5	47.9	49.4	52.3	0.7	0.3	0.2	0.1	0.1
11:00	11344	41.4	7.5	27.1	35.3	37.8	41.8	45.7	47.9	49.7	52.6	0.9	0.5	0.2	0.1	0.2
12:00	12332	41.4	7.8	26.1	35.0	37.8	42.0	46.0	48.4	50.0	52.6	0.8	0.3	0.1	0.1	0.1
13:00	12378	41.6	7.6	27.4	35.5	38.1	42.0	46.0	48.4	50.3	52.9	1.0	0.5	0.2	0.1	0.1
14:00	14559	41.5	7.4	27.9	35.5	37.9	41.8	45.8	48.2	49.7	52.9	0.9	0.4	0.2	0.1	0.1
15:00	16471	41.6	7.0	29.3	35.8	38.0	41.8	45.7	47.9	49.7	52.3	0.7	0.4	0.2	0.1	0.1
16:00	19489	42.0	6.8	29.6	36.1	38.4	42.2	46.0	48.2	49.7	52.3	0.8	0.4	0.2	0.1	0.1
17:00	19535	42.7	6.5	32.5	37.0	39.0	42.6	46.3	48.7	50.3	53.2	1.0	0.5	0.2	0.1	0.2
18:00	12943	42.0	7.0	31.2	35.9	38.1	41.8	45.8	48.4	50.3	53.5	1.3	0.7	0.4	0.2	0.3
19:00	7667	42.3	6.8	32.1	35.8	37.9	42.0	46.2	48.7	50.6	53.8	1.3	0.8	0.4	0.2	0.3
20:00	5160	42.7	7.2	31.7	36.2	38.4	42.4	46.9	49.3	51.1	54.5	1.8	0.9	0.5	0.2	0.3
21:00	3677	43.7	7.6	32.7	36.7	38.8	43.0	47.9	50.6	52.9	57.2	3.1	2.1	1.4	0.7	0.8
22:00	2957	43.1	8.3	32.0	36.0	38.2	42.8	47.7	50.9	53.2	56.5	2.9	1.9	0.8	0.6	0.7
23:00	1295	44.4	7.2	34.3	37.5	39.6	43.8	48.2	51.1	52.9	57.2	2.9	2.0	1.1	0.6	0.8
07-19	172622	41.8	7.2	29.1	35.8	38.2	42.0	46.0	48.2	50.0	52.6	0.8	0.4	0.2	0.1	0.1
06-22	195384	42.0	7.2	29.6	36.0	38.2	42.2	46.0	48.4	50.0	52.9	0.9	0.5	0.2	0.1	0.2
06-24	199636	42.0	7.2	29.7	36.0	38.2	42.2	46.1	48.4	50.3	52.9	1.0	0.5	0.3	0.1	0.2
00-24	204805	42.0	7.2	29.6	36.0	38.3	42.2	46.2	48.5	50.3	53.2	1.0	0.5	0.3	0.1	0.2
am Peak	08:00	01:00	05:00	00:00	04:00	03:00	02:00	01:00	01:00	01:00	03:00	02:00	02:00	00:00	00:00	00:00
Peak Value	17451	46.6	8.6	34.6	39.2	41.6	45.8	52.0	55.4	58.1	60.7	5.4	2.4	1.4	1.0	1.0
pm Peak	17:00	23:00	22:00	23:00	23:00	23:00	23:00	23:00	23:00	22:00	21:00	21:00	21:00	21:00	21:00	23:00
Peak Value	19535	44.4	8.3	34.3	37.5	39.6	43.8	48.2	51.1	53.2	57.2	3.1	2.1	1.4	0.7	0.8

Northeastbound

	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins					--> 95th	% over limit (60mph) by:				% > ACPO
							50th	75th	85th	90th		0%	5%	10%	15%		
00:00	269	43.9	7.2	33.0	36.8	38.9	43.2	47.7	50.9	53.2	55.7	2.2	0.7	0.7	0.4	0.4	
01:00	101	42.8	6.3	32.0	35.4	38.1	42.8	46.7	49.7	51.3	52.6	1.0	0.0	0.0	0.0	0.0	
02:00	80	44.0	8.6	30.8	35.6	39.2	43.9	49.1	52.3	55.7	59.8	2.5	2.5	1.3	0.0	0.0	
03:00	102	43.1	7.0	31.9	36.0	38.3	43.2	47.2	49.7	52.8	57.5	2.0	0.0	0.0	0.0	0.0	
04:00	207	43.3	5.6	34.3	37.9	39.6	43.2	46.4	48.2	49.8	52.4	1.4	0.5	0.0	0.0	0.0	
05:00	822	43.6	7.6	32.3	36.6	38.6	42.6	48.4	51.2	53.2	57.2	2.9	1.7	0.6	0.0	0.0	
06:00	2594	42.3	6.3	32.4	36.3	38.2	42.0	46.2	48.4	50.3	52.9	0.5	0.2	0.1	0.0	0.0	
07:00	6302	41.7	6.8	29.6	35.7	38.2	42.0	45.8	47.9	49.4	52.0	0.4	0.2	0.1	0.0	0.0	
08:00	8722	41.2	6.9	28.6	35.3	37.8	41.6	45.3	47.4	48.9	51.7	0.5	0.2	0.1	0.0	0.0	
09:00	5655	41.2	7.2	27.8	35.0	37.6	41.8	45.3	47.7	49.1	51.7	0.6	0.3	0.2	0.1	0.2	
10:00	5492	40.5	7.6	26.0	34.1	37.0	41.0	44.9	47.2	48.7	51.4	0.4	0.3	0.2	0.1	0.1	
11:00	5912	40.6	7.4	26.5	34.4	37.0	41.2	44.9	47.2	48.9	51.4	0.7	0.4	0.2	0.1	0.1	
12:00	6347	40.6	7.7	25.9	34.2	37.2	41.2	45.1	47.7	49.2	51.7	0.5	0.3	0.1	0.0	0.1	
13:00	6064	41.0	7.2	27.6	35.2	37.5	41.4	45.1	47.4	49.2	51.7	0.5	0.3	0.1	0.0	0.1	
14:00	7775	40.6	7.2	27.5	34.8	37.2	40.9	44.9	46.9	48.7	51.4	0.7	0.3	0.2	0.1	0.1	
15:00	9039	40.8	6.9	28.4	35.2	37.3	41.0	44.7	47.2	48.7	51.7	0.5	0.3	0.1	0.0	0.0	
16:00	10532	41.0	6.9	28.1	35.2	37.6	41.4	45.1	47.2	48.7	51.4	0.5	0.2	0.1	0.0	0.0	
17:00	10988	41.9	6.4	31.9	36.3	38.2	42.0	45.8	47.9	49.4	52.0	0.6	0.3	0.1	0.1	0.1	
18:00	6696	41.3	6.9	30.5	35.3	37.3	41.0	45.1	47.7	49.2	52.3	1.0	0.6	0.3	0.2	0.2	
19:00	3919	41.6	6.6	31.6	35.4	37.5	41.2	45.5	47.9	49.7	52.9	0.9	0.6	0.3	0.2	0.2	
20:00	2573	41.7	7.0	30.4	35.3	37.6	41.6	45.8	48.2	50.0	53.2	1.1	0.4	0.2	0.2	0.2	
21:00	1793	42.9	7.3	32.2	36.1	38.2	42.4	46.9	49.4	51.4	55.6	2.6	1.8	1.2	0.4	0.6	
22:00	1540	41.2	8.3	27.1	34.7	36.9	41.2	45.8	48.4	50.8	53.8	1.8	1.1	0.5	0.3	0.3	
23:00	711	43.2	6.2	34.1	36.9	38.8	43.0	47.2	49.5	50.9	53.4	1.0	0.6	0.3	0.1	0.1	
07-19	89524	41.1	7.0	28.2	35.2	37.5	41.4	45.2	47.4	48.9	51.7	0.6	0.3	0.1	0.1	0.1	

Speed Statistics Report LEICESTERSHIRE_TEMP

000008029428 2021-11-19 to 2021-11-27

Site Name 000008029428 Site ID 000008029428 Grid 450710305243 Description Desford Lane, Ratby

Setup: Setup181917 Each Lane Time Period: 1 hour Class: Any Speed units: mph Precision: Normal Exclude data: None

All directions																
	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins			90th	--> 95th	% over limit (60mph) by:				% > ACPO
							50th	75th	85th			0%	5%	10%	15%	
00:00	197	43.8	7.7	31.4	35.6	38.5	43.0	48.6	51.6	54.6	58.7	2.5	1.0	0.0	0.0	0.0
01:00	106	42.8	7.2	30.0	36.0	37.8	43.0	46.9	50.3	52.9	56.3	0.0	0.0	0.0	0.0	0.0
02:00	73	43.2	6.7	29.2	36.1	38.4	44.0	48.4	51.4	52.2	54.1	0.0	0.0	0.0	0.0	0.0
03:00	66	43.6	6.3	34.6	37.8	39.1	43.6	46.0	51.4	53.0	56.7	1.5	0.0	0.0	0.0	0.0
04:00	144	43.5	6.3	33.0	36.7	39.4	43.5	47.2	49.5	52.1	54.6	0.7	0.0	0.0	0.0	0.0
05:00	834	42.2	7.6	26.4	36.0	38.9	42.6	46.4	48.9	50.6	54.1	1.2	0.7	0.1	0.1	0.1
06:00	1514	41.4	6.2	31.1	35.5	37.9	41.6	45.3	47.4	48.9	50.9	0.3	0.1	0.0	0.0	0.0
07:00	3493	40.3	6.4	29.6	34.8	37.0	40.5	44.2	46.2	47.9	50.3	0.1	0.1	0.1	0.0	0.0
08:00	4692	41.0	6.0	31.7	36.1	37.9	41.2	44.4	46.5	47.9	50.0	0.3	0.1	0.0	0.0	0.0
09:00	3498	40.9	6.8	29.4	35.5	37.8	41.2	44.9	47.2	48.7	51.1	0.2	0.1	0.0	0.0	0.0
10:00	3260	41.5	6.5	31.5	36.1	38.1	41.6	45.3	47.4	48.9	51.4	0.3	0.2	0.1	0.1	0.1
11:00	3352	41.3	6.4	31.5	36.0	37.8	41.2	45.3	47.4	48.7	51.1	0.7	0.4	0.2	0.1	0.1
12:00	3515	41.4	6.8	31.0	35.8	37.8	41.6	45.1	47.4	48.9	52.0	0.7	0.2	0.1	0.1	0.1
13:00	3626	41.7	6.7	31.5	36.3	38.2	41.8	45.5	47.7	49.2	52.0	0.6	0.4	0.1	0.0	0.1
14:00	3990	41.0	6.9	29.1	35.7	37.8	41.4	44.9	47.1	48.7	51.2	0.5	0.3	0.1	0.1	0.1
15:00	5474	40.2	7.1	27.3	34.7	37.0	40.7	44.4	46.4	47.9	50.3	0.3	0.2	0.1	0.0	0.0
16:00	5937	39.3	6.2	29.3	33.8	35.8	39.4	43.0	45.1	46.7	49.2	0.2	0.1	0.0	0.0	0.0
17:00	5468	39.6	5.9	30.7	33.9	36.0	39.6	43.0	45.1	46.4	48.9	0.4	0.2	0.1	0.0	0.0
18:00	3703	40.8	5.7	32.6	35.5	37.2	40.5	44.0	46.2	47.7	50.3	0.4	0.1	0.0	0.0	0.0
19:00	2523	41.7	5.9	32.9	36.0	37.8	41.2	45.1	47.7	49.4	52.0	0.4	0.2	0.0	0.0	0.0
20:00	1696	42.2	6.2	33.0	36.1	38.1	41.6	46.0	48.3	50.0	52.9	0.5	0.2	0.2	0.1	0.1
21:00	1185	42.9	6.6	33.1	36.4	38.4	42.6	46.9	49.4	51.4	53.8	1.3	0.6	0.3	0.2	0.2
22:00	1033	42.8	6.7	32.6	36.1	37.9	42.8	46.9	49.2	51.1	54.6	1.1	0.6	0.3	0.1	0.2
23:00	522	43.3	6.7	33.5	36.6	39.0	43.2	47.4	49.7	51.7	54.5	1.1	0.4	0.4	0.0	0.0
07-19	50008	40.6	6.5	30.4	35.2	37.2	40.7	44.4	46.4	48.2	50.6	0.4	0.2	0.1	0.0	0.0
06-22	56926	40.8	6.5	30.8	35.3	37.3	40.9	44.4	46.7	48.2	50.9	0.4	0.2	0.1	0.0	0.0
06-24	58481	40.8	6.5	30.9	35.3	37.3	40.9	44.6	46.7	48.4	50.9	0.4	0.2	0.1	0.0	0.1
00-24	59901	40.9	6.5	30.8	35.3	37.3	40.9	44.6	46.9	48.4	51.1	0.4	0.2	0.1	0.0	0.1
am Peak	08:00	00:00	00:00	03:00	03:00	04:00	02:00	00:00	00:00	00:00	00:00	00:00	00:00	11:00	05:00	10:00
Peak Value	4692	43.8	7.7	34.6	37.8	39.4	44.0	48.6	51.6	54.6	58.7	2.5	1.0	0.2	0.1	0.1
pm Peak	16:00	23:00	15:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	22:00	21:00	21:00	23:00	21:00	22:00
Peak Value	5937	43.3	7.1	33.5	36.6	39.0	43.2	47.4	49.7	51.7	54.6	1.3	0.6	0.4	0.2	0.2
Channel 1																
	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins			90th	--> 95th	% over limit (60mph) by:				% > ACPO
							50th	75th	85th			0%	5%	10%	15%	
00:00	103	44.2	7.9	31.5	35.3	38.6	44.4	48.7	52.1	54.3	59.2	3.9	1.9	0.0	0.0	0.0
01:00	54	42.2	7.3	29.0	35.4	36.9	42.0	46.2	49.7	53.4	58.3	0.0	0.0	0.0	0.0	0.0
02:00	30	43.2	6.3	28.8	36.9	38.4	44.0	48.3	49.9	51.6	52.4	0.0	0.0	0.0	0.0	0.0
03:00	32	43.3	5.8	33.2	37.8	38.7	43.8	45.7	48.1	53.0	55.7	0.0	0.0	0.0	0.0	0.0
04:00	45	42.2	6.2	31.7	34.9	38.4	42.0	46.5	49.4	49.9	53.4	0.0	0.0	0.0	0.0	0.0
05:00	188	43.1	7.7	30.9	36.2	38.4	42.3	47.6	50.4	53.8	56.5	3.2	2.1	0.0	0.0	0.0
06:00	609	41.4	6.4	30.7	35.5	37.6	41.4	45.8	47.7	49.2	51.4	0.5	0.2	0.0	0.0	0.0
07:00	1512	40.5	6.1	30.9	34.8	36.9	40.7	44.2	46.4	48.2	50.9	0.1	0.1	0.1	0.1	0.1
08:00	2338	40.8	5.8	31.8	35.6	37.6	40.7	44.0	46.4	47.7	50.0	0.3	0.1	0.0	0.0	0.0
09:00	1707	41.2	6.6	31.2	35.8	38.1	41.2	44.9	47.2	48.9	51.4	0.2	0.1	0.1	0.0	0.1
10:00	1669	41.5	6.6	31.0	36.0	38.1	41.8	45.5	47.4	48.9	51.1	0.4	0.2	0.1	0.1	0.1
11:00	1709	41.1	6.7	30.1	35.8	37.6	41.2	44.9	47.2	48.4	50.9	0.7	0.5	0.2	0.1	0.1
12:00	1847	41.0	7.0	29.9	35.5	37.5	41.2	45.1	47.2	48.7	51.7	0.5	0.3	0.1	0.1	0.1
13:00	1784	41.5	7.0	30.9	36.0	37.9	41.8	45.4	47.7	49.2	51.7	0.8	0.6	0.1	0.1	0.1
14:00	2152	40.9	6.8	28.7	35.6	37.6	41.4	44.6	46.9	48.7	51.4	0.5	0.2	0.0	0.0	0.0
15:00	2959	40.0	7.2	26.0	34.2	36.9	40.5	44.2	46.2	47.7	50.3	0.4	0.3	0.1	0.0	0.0
16:00	3270	39.3	6.1	30.1	33.7	35.7	39.2	43.0	45.1	46.7	49.2	0.2	0.1	0.0	0.0	0.0
17:00	3025	39.3	6.0	30.4	33.7	35.7	39.4	42.8	45.1	46.4	48.7	0.3	0.2	0.1	0.0	0.0
18:00	1918	40.8	6.1	32.2	35.3	36.9	40.5	44.4	46.7	48.2	50.9	0.7	0.2	0.1	0.1	0.1
19:00	1309	41.6	6.0	33.0	35.8	37.5	40.9	45.2	47.9	49.4	52.6	0.6	0.3	0.1	0.0	0.1
20:00	893	42.2	6.4	32.6	36.1	37.9	41.4	46.2	48.4	50.3	53.6	0.6	0.2	0.1	0.0	0.1
21:00	572	42.5	6.6	32.6	35.8	37.6	42.0	46.7	49.2	51.1	54.5	0.7	0.5	0.3	0.2	0.2
22:00	551	42.3	6.8	32.2	35.3	37.0	42.4	46.4	48.5	50.9	54.5	0.7	0.4	0.2	0.2	0.2
23:00	285	43.3	6.0	34.3	37.3	39.3	43.2	47.0	49.2	51.4	53.5	0.7	0.0	0.0	0.0	0.0
07-19	25890	40.5	6.6	30.3	34.9	37.0	40.7	44.2	46.4	48.2	50.6	0.4	0.2	0.1	0.0	0.0

06-22	29273	40.7	6.5	30.6	35.0	37.2	40.7	44.4	46.7	48.4	50.9	0.4	0.2	0.1	0.0	0.0
06-24	30109	40.7	6.5	30.7	35.0	37.2	40.7	44.4	46.7	48.4	50.9	0.4	0.2	0.1	0.0	0.0
00-24	30561	40.7	6.6	30.7	35.0	37.2	40.8	44.4	46.9	48.4	51.1	0.5	0.2	0.1	0.0	0.0
am Peak	08:00	00:00	00:00	03:00	03:00	03:00	00:00	00:00	00:00	00:00	00:00	00:00	05:00	11:00	11:00	11:00
Peak Value	2338	44.2	7.9	33.2	37.8	38.7	44.4	48.7	52.1	54.3	59.2	3.9	2.1	0.2	0.1	0.1
pm Peak	16:00	23:00	15:00	23:00	23:00	23:00	23:00	23:00	21:00	23:00	21:00	13:00	13:00	21:00	22:00	22:00
Peak Value	3270	43.3	7.2	34.3	37.3	39.3	43.2	47.0	49.2	51.4	54.5	0.8	0.6	0.3	0.2	0.2
Channel 2																
	Total Flow	Mean Speed	Std Dev	<-- 5th	15th	25th	Percentile bins				--> 95th	% over limit (60mph) by:				% > ACPO
							50th	75th	85th	90th		0%	5%	10%	15%	
00:00	94	43.4	7.5	31.1	35.6	38.3	42.6	48.5	50.9	55.6	58.8	1.1	0.0	0.0	0.0	0.0
01:00	52	43.5	7.0	30.3	36.5	38.5	43.7	49.1	50.7	53.2	55.2	0.0	0.0	0.0	0.0	0.0
02:00	43	43.3	7.0	29.9	35.5	38.1	43.6	48.7	51.9	53.6	54.7	0.0	0.0	0.0	0.0	0.0
03:00	34	43.9	6.8	33.0	37.4	39.7	43.3	47.1	52.2	53.2	59.6	2.9	0.0	0.0	0.0	0.0
04:00	99	44.1	6.3	33.5	37.3	39.4	44.6	47.7	49.7	53.5	55.8	1.0	0.0	0.0	0.0	0.0
05:00	646	41.9	7.5	23.8	35.8	39.1	42.6	46.2	48.7	50.0	52.5	0.6	0.3	0.2	0.2	0.2
06:00	905	41.4	6.1	31.7	35.3	38.1	41.6	45.3	47.2	48.9	50.5	0.1	0.1	0.0	0.0	0.0
07:00	1981	40.1	6.6	27.6	34.7	37.0	40.5	44.2	46.2	47.7	49.7	0.2	0.1	0.0	0.0	0.0
08:00	2354	41.3	6.2	31.6	36.7	38.4	41.6	44.9	46.8	47.9	50.0	0.3	0.0	0.0	0.0	0.0
09:00	1791	40.5	7.1	27.5	35.0	37.5	41.0	44.8	46.9	48.2	50.6	0.2	0.1	0.0	0.0	0.0
10:00	1591	41.6	6.3	32.3	36.3	38.1	41.6	45.1	47.4	48.9	51.4	0.3	0.2	0.2	0.1	0.2
11:00	1643	41.6	6.2	32.1	36.1	37.9	41.4	45.3	47.4	48.9	51.1	0.6	0.2	0.1	0.1	0.1
12:00	1668	41.7	6.6	32.0	36.4	38.3	41.8	45.1	47.4	49.2	52.0	0.8	0.2	0.1	0.1	0.1
13:00	1842	41.9	6.4	31.9	36.6	38.4	41.8	45.5	47.4	49.4	52.3	0.4	0.3	0.1	0.0	0.1
14:00	1838	41.1	7.0	30.0	35.8	37.8	41.4	45.1	47.2	48.7	51.1	0.4	0.3	0.2	0.1	0.2
15:00	2515	40.5	6.9	29.5	35.0	37.2	41.0	44.4	46.4	48.2	50.6	0.3	0.2	0.1	0.0	0.0
16:00	2667	39.2	6.3	28.0	33.9	36.0	39.4	43.0	45.1	46.4	48.7	0.1	0.0	0.0	0.0	0.0
17:00	2443	39.9	5.8	30.9	34.2	36.4	39.8	43.2	45.1	46.7	49.2	0.5	0.2	0.1	0.0	0.0
18:00	1785	40.7	5.2	33.0	35.7	37.5	40.5	43.8	45.8	47.2	49.7	0.2	0.1	0.0	0.0	0.0
19:00	1214	41.7	5.7	32.8	36.1	37.9	41.6	45.1	47.4	49.2	52.0	0.2	0.1	0.0	0.0	0.0
20:00	803	42.2	6.0	33.2	36.2	38.2	42.0	45.8	47.9	50.0	52.9	0.5	0.2	0.2	0.1	0.1
21:00	613	43.3	6.5	33.8	37.2	39.1	42.8	46.9	49.7	51.7	53.8	1.8	0.7	0.3	0.2	0.2
22:00	482	43.5	6.5	32.7	36.9	39.2	43.2	47.5	49.4	51.7	55.1	1.5	0.8	0.4	0.0	0.2
23:00	237	43.3	7.4	32.3	36.0	38.3	43.4	47.7	50.4	53.2	56.2	1.7	0.8	0.8	0.0	0.0
07-19	24118	40.7	6.4	30.6	35.4	37.5	40.9	44.4	46.4	47.9	50.6	0.3	0.2	0.1	0.0	0.1
06-22	27653	40.9	6.4	31.0	35.5	37.5	41.0	44.6	46.7	48.2	50.8	0.4	0.2	0.1	0.0	0.1
06-24	28372	41.0	6.4	31.1	35.6	37.6	41.0	44.6	46.7	48.4	50.9	0.4	0.2	0.1	0.0	0.1
00-24	29340	41.0	6.5	31.0	35.6	37.6	41.0	44.8	46.9	48.4	51.1	0.4	0.2	0.1	0.0	0.1
am Peak	08:00	04:00	05:00	04:00	03:00	03:00	04:00	01:00	03:00	00:00	03:00	03:00	05:00	10:00	05:00	10:00
Peak Value	2354	44.1	7.5	33.5	37.4	39.7	44.6	49.1	52.2	55.6	59.6	2.9	0.3	0.2	0.2	0.2
pm Peak	16:00	22:00	23:00	21:00	21:00	22:00	23:00	23:00	23:00	23:00	23:00	21:00	23:00	23:00	21:00	22:00
Peak Value	2667	43.5	7.4	33.8	37.2	39.2	43.4	47.7	50.4	53.2	56.2	1.8	0.8	0.8	0.2	0.2

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holiday-affected days

Holidays & Events:

None