

ALSAGER TOWN COUNCIL



DATE AGENDA POSTED: TUESDAY, 07 JULY 2026

NAME OF MEETING: PLANNING, ENVIRONMENT AND COMMUNITY COMMITTEE

VENUE: ALSAGER CIVIC

DATE OF MEETING: TUESDAY, 14 JULY 2026

TIME OF MEETING: 7:00 P.M

MEMBERS: S Butterfield; R Fletcher; R Kain; J Keane; D Longhurst, R McCarthy; S Ovenden;
M Unett, S Helliwell.

You are hereby summoned to attend a meeting of the Planning, Environment and
Community Committee for the purpose of transacting the following business.

A handwritten signature in black ink, appearing to read 'J. Mason', is written over a light blue rectangular stamp.

AGENDA APPROVED BY J MASON
TOWN CLERK AND RFO

AGENDA – PART 1 OPEN AGENDA

1. Apologies

To receive apologies for absence.

2. Declaration of Interest

Members are requested to declare both personal and prejudicial interests as early as possible in the meeting.

3. Minutes of Previous Meeting

To confirm the Minutes of the meeting of the Planning, Environment and Community Committee held on Tuesday, 23 June 2026 as a correct record. See attached.

4. Matters Arising

- a) Further to Min. Ref. PEC26/06 dated 2 June 2026, to note that Cheshire East have responded to the request for action on the issues with the bins on Station Road Car Park, with a cost of £403.34 plus VAT for one bin and £748.42 plus VAT for 2 bins.
- b) Further to Min. Ref. PEC26/06 dated 2 June 2026, to receive a verbal update from the Clerk following contact with Strategic Transport and Parking at Cheshire East Council regarding the lack of action outside the take aways on the open space by Station Road car park.
- c) Further to Min. Ref. PEC26/047, dated 2 June 2026, to note that no response has been received from Cheshire East Planning Enforcement regarding the unorganised events being held on land off Moss Farm by the B5077.
- d) Further to Min. Ref. PEC26/047 dated 2 June 2026, to note that the Clerk has written to Cheshire East Environmental Protection regarding the noise levels at the land off Moss Farm by the B5077, and a response has been received. See attached.
- e) Further to Min. Ref. PEC29/17 dated 2 June 2026, to receive an email exchange from Councillor R Fletcher who was asked to pursue Cheshire East Officers in relation to the Section 106 monies allocated to play areas and the traffic light improvements on Crewe Road. See attached.
- f) Further to Min. Ref. PEC26/19 dated 2 June 2026, to note that no response had been received from Wainhomes regarding the unadopted road and signage and to receive a verbal update from the Chair.
- g) Further to Min. Ref. PEC26/19 dated 2 June 2026, to note that the meeting with Church Lawton Parish Council and the Chair and Vice Chair of the Committee to

discuss the saltline access and the speed of traffic entering the Town of Alsager from Potters Way Care Home had not yet been arranged.

- h) Further to Min. Ref. PEC25/158 dated 21 April 2026, to receive a response to Councillor Fletchers members enquiry with Cheshire East Council regarding 11 Holly Lane, Alsager. See attached.
- i) Further to Min. Ref. PEC26/32 dated 23 June 2026, to note that no response has been received from the Portfolio Holders of school transport, education and finance at Cheshire East and to receive a response to the FOI request regarding the cost saving of removing the Rode Heath school bus. See attached.
- j) To consider any matters arising from the confirmed Planning, Environment and Community Committee meeting Minutes dated Tuesday, 23 June 2026.

5. Public Participation Period

An opportunity for residents of Alsager to ask questions about issues in accordance with Standing Order 2 of the Town Council's Standing Orders, this period is limited to 20 minutes.

6. Planning Matters

a) Planning Applications

To make observations as may be necessary to Cheshire East Council on planning applications for Alsager for the following weeks: -

1. Week ending 26/06/2026
2. Week ending 03/07/2026
3. Week ending 10/07/2026 (to be circulated)

Further details of the Planning Applications can be found on the Cheshire East Council Planning [portal](#).

b) Decisions List

To note the decisions made by Cheshire East Council since the last meeting. To be circulated.

7. Alsager Neighbourhood Plan Working Group (ANPWG)

To approve Councillor P Williams onto the group, as previously a resident member and therefore increase the Councillor membership to five.

8. Environment and Open Spaces Working Group (EOSWG)

- a) To receive and note the EOSWG meeting notes from 8 April 2026 and 20 May 2026. See attached.
- b) To approve the Draft Terms of Reference. See attached.

9. Business Working Group

To receive and note the Business Working Group meeting notes from 21 May 2026. See attached.

10. SID Data

To receive the SID data from Audley Road between 18 June and 25 June and Hassall Road between 25 June and 2 July. See attached.

11. Cheshire East Ward Councillor Allowances

To receive information from Cheshire East Senior Highways Officer in relation to Cheshire East Councillor allowances for highway improvements. See attached.

12. CIL Monies – Skate Park

Further to Min. Ref. PEC26/18 dated 2 June 2026, which requested a programme of works for the Skate Park before further money was spent, see attached provided by Councillor Buckley.

13. Member's Item - Councillor S Ovenden

To receive a report from Councillor Ovenden regarding parking outside the entrance to Homeshire House. See attached.

14. Highways

To note or comment on any Highways issues lodged with the Town Council since the agenda was compiled.

15. Waterways

To note or comment on any Waterways issues lodged with the Town Council since the agenda was compiled.

16. Licensing

To note or comment on any Licensing issues lodged with the Town Council since the agenda was compiled.

ALSAGER TOWN COUNCIL
PLANNING, ENVIRONMENT AND COMMUNITY COMMITTEE
MINUTES OF MEETING HELD IN ALSAGER CIVIC
ON TUESDAY 23 JUNE 2026

Present:

Councillor S Butterfield (Chair)
Councillor R Fletcher
Councillor R Kain
Councillor D Longhurst
Councillor S Ovenden
Councillor R McCarthy
Councillor W Whittaker-Large

Councillor P Hubbard (non-committee member, Town Mayor)

J Mason (Town Clerk)

A work placement student from Alsager Comprehensive School.

0 Members of the Press

2 Members of the Public

PEC26/22 Apologies for Absence

Apologies for absence were received from Councillor S Helliwell.

PEC26/23 Substitutions

Further to Standing Order 20.1, 20.2 and 20.4.5, it was:-

Resolved: That, Councillor S Helliwell be substituted by Councillor W Whittaker-Large.

PEC26/24 Non Attendance

The following Members did not attend and did not give their apologies :- Councillor M Unett, J Keane.

PEC26/25 Declarations of Interest

Councillor R Kain declared his interest as a member of Cheshire East Council.

Councillor R Fletcher declared his interest as a member of Cheshire East Council.

Councillor D Longhurst declared his interest as the Chair of the Cedars Patient Participation Group.

PEC26/26 Minutes of the Previous Meeting

The Minutes of the Meeting dated 2 June 2026, were referred to and it was: -

Resolved: That, the Minutes of the Meeting of the Planning, Environment and Community Committee dated 2 June 2026 were confirmed as a correct record and signed by the Chair.

PEC26/27 Matters Arising

Councillor D Longhurst reported he had contacted the relevant officers as advised by Councillor R Fletcher to enquire on the progress with the open space by Popular Drive and recommendations to prevent parking proposed by the EOSWG.

PEC26/28 Public Participation

Two residents had attended who lived on Close Lane and wished to object to 26/1959/FUL. They wished to object to planning application 29/1959/FUL and wanted support from the Town Council. Water management was of great concern and they felt there had been insufficient attention to the water surface drainage. The plans indicate raising the height of the surface of the land but this would not resolve the drainage. There were concerns on the density of the houses as it has been increased to 397 from the original plans of 350 which leads to a poor standard of living. The local infrastructure needed consideration.

The Chair thanked them for their attendance and comments.

PEC26/29 Planning Applications

The Planning, Environment and Community Committee considered Planning Applications registered with Cheshire East Council as follows:

1. Week ending 05/06/26
2. Week ending 12/06/26
3. Week ending 19/06/26

Resolved: That, the Planning, Environment and Community Committee's formal comments on all applications registered with Cheshire East Council up to week ending 19/06/26 be forwarded to the Planning Officer, Cheshire East Council. (Appendix A)

PEC26/30 Planning Application 26/1959/FUL – White Moss Quarry, Radway Green, Alsager

The Chair asked for the support of the Ward Councillors as it was felt crucial to assist with the determination of the Strategic Planning Board. Councillor R Fletcher replied that he would attend and Councillor R Kain would be his substitute.

Resolved: That, Councillor S Butterfield would attend the Strategic Planning Board on behalf of the Council.

PEC26/31 Decisions List

The Chair referred to the circulated decisions list as received from the Planning Authority, Cheshire East Council up to week commencing 15/06/26.

Resolved: That, the Decisions List be received and noted.

PEC26/32 Rode Heath School Transport Provision

Councillor W Whittaker Large read out communication from Councillor S Helliwell;

“Cheshire East Council is required to provide free transport to a child's nearest suitable school, but only if they live beyond the "statutory walking distance" or if the walking route is deemed unsafe. I am asking this committee to support the parents of the Rode Heath in accepting that the route they will need to walk is not a safe walking route. I urge councillors to walk this route with the protestors to see for themselves the reality of crossing a busy main road, with no safe crossings at all.

I appreciate that there is the 317-bus route that does go along this route, however the route is not 100% reliable, this Council has already helped me and residents getting answers as to why some children in Alsager are unable to get to school in Sandbach. It is worth noting that the first bus from Rode Heath is 8.15am and it will be tight for pupils to get to school on time. Just recently a GCSE student was late for their exams due to the bus not being on time!

Children deserve to be able to get school safely and not be anxious about their long walk to school/home.

I am therefore asking you all to challenge the walking to school criteria and join Ward Cllr's Liz Wardlaw, Patrick Redstone and Sarah Russell MP and objecting to the ludicrous idea that CEC think this route is acceptable for school children”

Resolved:

- a) That, a letter would be sent to the Portfolio Holders of school transport, education and finance at Cheshire East to object to the removal of the school transport from Rode Heath to Alsager High School.
- b) That, the Clerk would contact Alsager High School to check if the school had walked the route and of the 100 pupils, if the removal of transport affects any children who have additional needs or are on the SEND register.
- c) That, the Clerk would complete a FOI on the cost saving of removing the bus.

The meeting commenced at 7:00p.m. and concluded at 8:30p.m.

Signed by Councillor S Butterfield
Chair

DRAFT



Comments from Alsager Town Council on Planning Applications registered with Cheshire East Council up to week ending Friday 19 June 2026.

Application number:	Full development description	Main Location	Applicants Name	Registered Date	Comment
26/2013/HOUS	Proposed Front / Side 2 Storey Extension, Single Storey Rear Extension and Alterations inc. Render	104 Dunnocksfold Road, Alsager, Stoke On Trent, Cheshire East, ST7 2TW	Mr and Mrs Morgan	28-05-2026	No comment but consider Sustainable Urban Drainage system.
26/2148/PRIOR-1A	Single-storey rear extension Prior approval for a Single-storey rear extension extending 4.7m beyond the rear wall, maximum height of 3.00m and eaves height of 3.00m	17 Crowson Drive, Alsager, Stoke On Trent, Cheshire East, ST7 2QJ	Knowles	05-06-2026	No comment but consider Sustainable Urban Drainage system.
26/1933/CLPUD	Lawful Development Certificate for proposed render and clad the front façade of this bungalow, approx. half and half vertically, the cladding will be composite dark oak in colour, the render will be monocouche white in colour. the property is not in a conservation area, nor is it listed. the current facade is light yellow/sand coloured bricks.	9 Stanley Court, Alsager, Stoke On Trent, Cheshire East, ST7 2BH	Mr Ian Gray	10-06-2026	No comment.



Application number:	Full development description	Main Location	Applicants Name	Registered Date	
26/1959/FUL	Full planning application for the demolition of existing buildings, erection of dwellings (Use Class C3), site-wide engineering works and public open space; and Outline planning application (all matters reserved, except for access) for a severable commercial area comprising Use Class B2 (workshops), B8 (storage), C2 (residential institutions), E (commercial, business and service) F1 (learning and non residential institutions) and F2 (local community) with building heights not exceeding a maximum of 3 storeys, and associated works.	White Moss Quarry, Radway Green, Alsager, Crewe, CW1 5UJ	(Anwyl Construction Company Ltd and DBI Holdings Ltd)	02.06.2026 08.06.26 Extn requested until 15 July 2026– TBC	

Alsager Town Council STRONGLY OBJECT to the planning 26/1959/FUL White Moss Quarry, Radway Green, Alsager, Crewe, CW1 5UJ for the following reasons:-

1. The site allocation is for 350 houses. We feel 400 houses is an overdevelopment of the site.
2. There was a bond in place to ensure the quarry was restored and be of a benefit to the community. This has now been superseded by planning applications BUT to now restore the quarry and not allow public access is of no benefit to the residents of Alsager. Restoration of the green area should be carried out at an early stage of building and public access should be granted.

3. The Ecology Report clearly states that there is a loss of habitats for wildlife which is supposedly compensated by BNG but the Town Council feels this is unsatisfactory. There is a high risk of irreversible environmental harm.
4. The land is contaminated the development proposals would be expected to fully assess and mitigate any potential adverse impacts in line with the policy requirements of [Policy SE 12 'Pollution, Land Contamination and Land Instability'](#).
5. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use. Should it be found to be contaminated, further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the findings.
6. The water table is high and there is a history of flooding a site-specific Flood Risk Assessment should be prepared. We do not feel the proposed water management strategy is suitable or sufficient and enough consideration has been given to the potential impact on the surrounding areas.
7. The proposal for a Care Home is unnecessary. the clear specific need for Alsager is for a medical centre, which includes a doctor and a dentist.
8. There should be an independent assessment of the impact of the development on pollution, air quality, and noise.
9. An accessible and safe route to the local schools should be provided from the site to the High School and Cranberry Primary School.
10. The development will have an adverse impact on infrastructure and transport due to the number of vehicles using the site and the local roads. The current 40 mph speed limit on Butterson Lane and Crewe Road should be reduced to 30 mph close to the proposed modified junction to the site.
11. The risk assessments made in the proposal should be reviewed as they do not always match those perceived by the town council.

From: MCGILLAN, Megan <Megan.McGillan2@cheshireeast.gov.uk>

Sent: 15 June 2026 09:43

To: Town Clerk <Clerk@alsagertowncouncil.gov.uk>

Subject: Butterson Lane - scrambler bikes

Dear Julie Mason,

Thank you for your time on the phone earlier. As discussed, Environmental Protection have been involved for several weeks with this site. On 16 March the premises received an informal letter from me notifying them of the complaints received. We received several noise logs from complainants detailing the nature of the noise, and hand delivered a second letter to the premises on 6 May notifying them of our intention to pursue a formal investigation.

So far, we have installed noise monitoring equipment in two complainant's properties. Unfortunately no activity took place during the week of the first installation, which was 1 June - 8 June. The second is due to be collected today, having been installed one week ago.

I have been clear with our complainants that I am investigating under the Environmental Protection Act as to whether a statutory nuisance may be established. That is, whether the noise is so unreasonable as to substantially interfere with the ordinary use of their home. When assessing 'unreasonable,' the law factors in frequency, duration, timing, nature, intensity etc. I have advised complainants that this threshold is relatively high and **may not be met** by noise that occurs predictably, during the day, two out of seven days. However, they know the team is committed to investigating it fully. I have hopes of at some point through this process engaging with the person responsible for the activity.

I notified Planning Enforcement of the complaints on 1 May and I understand some complainants also have directed their complaints to this department too.

Kind regards,

Megan McGillan

Environmental Protection Officer

Regulatory Services, Delamere House Floor 2, Delamere Street, Crewe, CW1 2LL

Tel: 07773 593 025

From: RODWAY, Matt <Matt.Rodway@cheshireeast.gov.uk>
Sent: 05 June 2026 10:26
To: FLETCHER, Rod (Councillor) <Rod.Fletcher@cheshireeast.gov.uk>; Town Clerk <Clerk@alsagertowncouncil.gov.uk>; DRAKE, Brian (Councillor) <Brian.Drake@cheshireeast.gov.uk>; KAIN, Reg (Councillor) <Reg.Kain@cheshireeast.gov.uk>
Subject: RE: S106 Schemes in Alsager

Good morning Councillor Fletcher,

The Bank Corner scheme is currently being designed by our design team with the plan being that construction work commences this financial year.

Thanks,

Matt Rodway

Infrastructure Delivery Manager

Transport & Infrastructure | Place | Cheshire East Council

Floor 6 Delamere House, Delamere Street, Crewe, Cheshire, CW1 2LL

matt.rodway@cheshireeast.gov.uk

OFFICIAL

From: FLETCHER, Rod (Councillor) <Rod.Fletcher@cheshireeast.gov.uk>
Sent: 03 June 2026 15:55
To: RODWAY, Matt <Matt.Rodway@cheshireeast.gov.uk>; Clerk@alsagertowncouncil.gov.uk; DRAKE, Brian (Councillor) <Brian.Drake@cheshireeast.gov.uk>; KAIN, Reg (Councillor) <Reg.Kain@cheshireeast.gov.uk>
Subject: RE: S106 Schemes in Alsager

Hi Matt.

Are you able to provide any update yet for Bank Corner?

Best wishes.

Rod.

From: RODWAY, Matt <Matt.Rodway@cheshireeast.gov.uk>
Sent: 16 April 2026 15:52
To: Clerk@alsagertowncouncil.gov.uk; DRAKE, Brian (Councillor) <Brian.Drake@cheshireeast.gov.uk>; FLETCHER, Rod (Councillor) <Rod.Fletcher@cheshireeast.gov.uk>; KAIN, Reg (Councillor) <Reg.Kain@cheshireeast.gov.uk>
Subject: RE: S106 Schemes in Alsager

Good afternoon,

Just as a follow up I am also the lead officer for the Bank Corner Highways S106 scheme and will provide an update on progress in due course.

Thanks,

Matt Rodway

Infrastructure Delivery Manager

Transport & Infrastructure | Place | Cheshire East Council

Floor 6 Delamere House, Delamere Street, Crewe, Cheshire, CW1 2LL

matt.rodway@cheshireeast.gov.uk

OFFICIAL

From: RODWAY, Matt

Sent: 14 April 2026 11:53

To: Clerk@alsagertowncouncil.gov.uk; DRAKE, Brian (Councillor) <Brian.Drake@cheshireeast.gov.uk>; FLETCHER, Rod (Councillor) <Rod.Fletcher@cheshireeast.gov.uk>; KAIN, Reg (Councillor) <Reg.Kain@cheshireeast.gov.uk>

Subject: S106 Schemes in Alsager

Good morning all,

I believe you have recently been in touch with Andrew Goligher who has passed this one to me for comment.

Linley Lane/B5077 Junction & Footway improvements – we have recently commissioned our highways team for the detailed design of a pedestrian phase at the signalised junction. We anticipate this work to be complete in September 2026 with the construction works commencing mid-2027.

The other S106 on Linley Lane under the bridge will follow a similar timescale to the works above.

If you need any further information, I'm happy to meet on site to discuss.

Regards,

Matt Rodway

Infrastructure Delivery Manager

Transport & Infrastructure | Place | Cheshire East Council

Floor 6 Delamere House, Delamere Street, Crewe, Cheshire, CW1 2LL

matt.rodway@cheshireeast.gov.uk

Date: 10 June 2026
Our Reference: 37071369

Dear Cllr Fletcher

Member enquiry - 11 Holly Lane 37071369

I am writing in response to your enquiry received 10 June 2026 regarding the above. Please see below the response to this enquiry, which has been provided by the service area:

“Dear Cllr Fletcher,
From a Housing Standards position, the council can't take action simply because a garden is overgrown or untidy.
We only have powers where there's a clear legal issue such as a statutory nuisance (e.g. vermin - contact Environmental Health), a serious impact on the area's amenity (under Section 215 - contact Planning enforcement), or if it's causing a safety hazard and physically damaging the neighbours property in some way.
If none of those thresholds are met, there's no legal basis for enforcement.
However, I have assumed the property is occupied, and it is possible the occupier is choosing to maintain the garden in its current condition, for example to support wildlife or because it suits their personal preference. In such cases, support should be offered sensitively rather than assuming neglect.
Offering support or help to occupiers in these circumstances does not fall within the remit of Housing Standards and if the occupier is elderly or vulnerable and possibly in need of help, then it might be appropriate for the neighbour to report this to our adult social care team for assessment.
Kind regards,
Housing Standards Team Leader”

Please quote the above reference number if contacting the Members' Enquiries Service about this matter.

As a response has now been received to this enquiry, we have closed it down on the system in accordance with the agreed procedures. If at anytime you would like further information relating to the enquiry please could you contact the service area directly.

Yours sincerely

Cheshire East Council

###

Telephone: 0300 123 5500
###

Date: 2 July 2026
Our Reference: 37348661
Your reference:###

Dear ###

Information Request - 37348661 - Cost saving to Cheshire East Council with withdrawal of school bus service

I am responding to your request for information, which has been considered under the Freedom of Information Act 2000 (FoIA) and logged as case 37348661.

Your request is as follows:

We wish to request the cost saving to Cheshire East Council by withdrawing the school bus service for Rode Heath pupils to Alsager School.

I can confirm that Cheshire East Council holds the information you have requested. I have detailed below the information that is being released to you.

The saving is approximately £62,700 per annum.

Please quote the reference number 37348661 in any future communications.

An anonymised copy of this response may be published in the Council's Disclosure Log, which is available online at the following address: www.cheshireeast.gov.uk/foi

If you are not satisfied with the outcome of your request or if you are not happy with the way your request has been handled, you can request an internal review. Internal review requests should be submitted within 20 working days of our response by emailing informationrequests@cheshireeast.gov.uk or in writing to the Information Rights Team, Cheshire East Council, Delamere House, Delamere Street, Crewe, CW1 2LL.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at: <https://ico.org.uk/make-a-complaint>, or Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF. The Information Commissioner will not normally investigate your case until the Council's internal review process has been completed.

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ALSAGER TOWN COUNCIL – Planning Committee 14 July 2026 – Registered List

Comments from Alsager Town Council on Planning Applications registered with Cheshire East Council up to week ending Friday 10 July 2026.

Application number:	Full development description	Main Location	Applicants Name	Registered Date	Comment
26/2385/HOUS	Demolition of existing conservatory and erection of proposed front, side and rear extensions inc. realigned brick boundary wall.	15 Hall Drive, Alsager, Stoke On Trent, Cheshire East, ST7 2UD	Mr and Mrs Mathews	25.06.2026	
26/2277/FUL	Installation of a water filling station in existing car park	RADWAY GREEN SPORTS AND SOCIAL CLUB Longview Avenue, Alsager, Stoke On Trent, Cheshire East, ST7 2EA	Miss Grace Trzopek (Spotless Water Ltd)	16.06.2026	

ALSAGER TOWN COUNCIL

ENVIRONMENTAL AND OPEN SPACES WORKING GROUP

NOTES OF A MEETING HELD IN ALSAGER TOWN COUNCIL OFFICES

WEDNESDAY 08 APRIL 2026

Present:

Councillor Longhurst (Chair)

Councillor Unett

Councillor Butterfield

Councillor Buckley

Councillor Ovenden (Note taker)

Guest: Hilary Robinson

1. Apologies for Absence

- No apologies for absence were received.

2. Declarations of Interest

There were no declarations of interest.

3. Notes of the Previous Meeting

The notes of the meeting were approved with one correction to add Clerk after Town.

4. Matters arising

There had been no response regarding the Poplar Drive Action Plan from CEC Property Services to multiple enquiries stretching back to early December. As it is a requirement to get permission to undertake any developments on CEC-owned land, it is difficult for the working group to make progress on any green and open space practical projects. It was suggested that either PEC or the Town Council should try to get a formal understanding with CEC about green and open spaces.

Regarding the Poplar Drive Action Plan, there was an argument to support partial hedging rather than boulders or Gambian baskets as hedging also serves the purpose of absorbing pollution in a location where children play.

The latest information on Poplar Drive is that the situation has improved, and the resident has confirmed that this is so. However, tyre marks on the grass suggest that SUV drivers are

still using the green space to park their vehicles when they pick up children from the nearby Excalibur School.

Finally, there had been an enquiry about parking on grass verges and the response from CEC was that it was legal to do so if the vehicle was not parked on the pavement.

5. Engagement with Cheshire East Council

The Chair reported continued difficulty in obtaining responses from Cheshire East Council Property Services, despite those services being identified as the correct decision-making body. While individual officers (notably Eddie Yoxall) had been helpful, it was noted they were unable to authorise decisions.

Members agreed that reliance on ad-hoc contact with individual officers had created delays and uncertainty.

RESOLVED:

That the Working Group should seek to establish a more strategic and formal basis for engagement with Cheshire East Council, rather than relying on one-off individual correspondence with different officers.

6. Strategic Management of Green and Open Spaces

Members discussed the need for a structured, town wide approach to the management of green and open spaces. It was agreed that different sites serve different purposes and should be managed accordingly.

Examples discussed included:

- Civic and formal spaces (e.g. Milton Gardens, Civic Centre frontage, Health Centre)
- Semi formal community spaces (e.g. Fanny's Croft)
- Wildlife priority sites (e.g. Cranberry Moss)

The Chair proposed the development of a typology of open spaces to guide future decisions and investment.

RESOLVED:

That a strategic framework be developed to define appropriate uses, biodiversity measures and management approaches for different types of open space.

7. Formation of a Green & Open Spaces Subgroup

A proposal was made to establish a small advisory subgroup to:

- Review green and open spaces
- Develop recommendations for strategic management

- Report back to the Working Group and to the Planning & Environment Committee

Proposed initial members: Hilary, June and Richard.

RESOLVED:

That a Green & Open Spaces Subgroup be established with the proposed membership.

8. Tree Planting Policy and Practice

Members discussed constraints on tree planting, including:

- Cheshire East Council's reluctance to plant trees on highway verges
- Past losses of newly planted whips due to inadequate protection and mowing

The Group expressed a preference for fewer but higher quality tree plantings, using larger stock with appropriate protection. Alternative approaches such as working with private landowners and farmers were supported.

9. Poplar Drive

Further discussion took place regarding Poplar Drive. It was agreed that the intention was not to restrict public access but to prevent misuse of part of the site for vehicle parking.

It was noted that misunderstandings may have contributed to delays in decision making by Cheshire East Council

10. Health Centre Garden

An update was provided on the Health Centre garden. Members noted that:

- Parts of the area had been reseeded
- Couch grass remained an ongoing issue
- Membrane treatment had been only partially effective

There was agreement that a limited and targeted use of a mild herbicide might be necessary to resolve the remaining issue prior to further biodiversity enhancements.

11. Bird Boxes and Ornithologist Engagement

Members discussed contact initiated by Councillor Helliwell with an ornithologist (David Bromont). It was noted that his primary focus appeared to be barn owl boxes, which may not be suitable for town-centre locations.

Swift boxes were identified as a more appropriate option for urban areas, with potential pilot sites including the Civic Centre.

The opportunity to use such installations as visible biodiversity actions and community engagement tools was noted.

RESOLVED:

That further discussions with the ornithologist focus on swift boxes rather than barn owl boxes.

12. Biodiversity Policy

The Chair presented the amended Biodiversity Policy, noting:

- A positive external professional assessment
- Minor amendments strengthening measurable actions, including biodiversity audits, sustainable materials sourcing, and protection of sensitive habitats
- Inclusion of biodiversity considerations in planning applications
- Integration into the Council's Corporate Plan

Two versions were discussed:

- A formal policy document for Council adoption
- A simplified, community-friendly version for public and educational use

RESOLVED:

1. That the amended Biodiversity Policy be approved for submission to the Planning & Environment Committee.
2. That reference to integration within the Corporate Plan be added prior to submission.

13. Cranberry Moss

Members discussed Cranberry Moss and agreed that it represents a high-value wildlife site that would benefit from active management.

It was proposed to use available budget underspend to commission an updated Cheshire Wildlife Trust ecology report to inform future action.

Issues discussed included invasive species, tree dominance around the pond, path maintenance, and balancing access with habitat protection.

RESOLVED:

That the Working Group's budget be used to commission an updated Cheshire Wildlife Trust ecology report for Cranberry Moss.

13. Use of S106 Funding

Members supported exploring the use of available S106 funding for habitat creation and management at Cranberry Moss once updated ecological advice is received.

14. Membership

The Chair formally welcomed Hilary as a new member. It was noted that Phil Williams had also expressed interest in joining.

Members agreed that external specialists may be invited to meetings where appropriate, subject to prior agreement of the Group.

15. Any Other Business

- Members briefly discussed additional wetland and bog-land areas within the town which may merit future consideration in planning and biodiversity strategies.

- No formal decisions were taken under this item.

16. Date of Next Meeting

To be confirmed

DRAFT

Alsager Town Council

Environment and Open Space Working Group

Minutes of EOSWG meeting on 20 May 2026

Present:

Councillor Longhurst (Chair)

Councillor Ovenden

Councillor McCarthy

Councillor Buckley

Hilary Robinson

1. **Apologies** for absence: None
2. **Membership:** It was noted that the notification of the meeting had been circulated prior to the membership changes approved by the Town Council at its annual meeting on 19th May. Councillors Unett and Butterfield were no longer members and Councillor Helliwell was now a member. Consideration of the membership would be subject to discussion at the next meeting of EOSWG.
3. **Declarations of interest:** The Chair declared an interest in the Health Centre green space as the Cedars PPG, of which he is chair, had funded the development.
4. **Notes of the previous meeting:** The notes of the previous meeting (8th April) were approved unanimously.
5. **Matters Arising:** The Chair reported that he had just received a response to his December email from CEC Property unit regarding Poplar Drive green space. He had now been provided with the names of two officers with whom we could discuss measures to control parking on the green related to Excalibur School. The two Officers are:
Charlie.Griffies@cheshireeast.gov.uk (responsible for ground maintenance) and
Peter.Shallcross@cheshireeast.gov.uk (responsible for Facilities Management). The Chair would write to both Officers to clarify any guidance about what might be done to respond to local residents' concerns.
6. **Terms of Reference:** Following the Town Council's approval of the Biodiversity Policy, a minor amendment to the Terms of Reference was necessary. The Chair proposed that BP 4 should now read: **To develop proposals that will develop the enhanced environmental objectives defined in the Alsager Neighbourhood Plan and in the Town Council's Biodiversity Policy.** Approved unanimously. The revised Standing Orders approved by the Town Council required a minor change to the Membership and the fifth BP should now read: *'Appropriate representatives to be invited to attend meetings as and when required by*

the group.' Agreed. The Town Council's Standing Orders would apply otherwise in relation to any circumstances that should arise.

7. **Cheshire Wildlife Trust Ecology Survey of Cranberry Moss:** The CWT proposal had been circulated and considered by the EOSWG membership. The Chair reported on the discussions with CWT regarding Cranberry Moss, emphasising particularly that he had stressed the importance of the survey providing recommendations for habitat enhancement and not just evidence of the existence of plants and wildlife. He also informed the group about the S106 funds held by CEC that could be released for the next stage of habitat enhancement on the site. As the working group had no powers itself to commit funding, PEC has given it delegated authority to spend the unspent EOSWG budget of £1,175 to instruct Cheshire Wildlife Trust to update the Cranberry Moss Ecology Report to enact improvements from the Section 106 monies. The Group unanimously supported this proposal, noting that it would involve a small overspend.
8. **AOB:** Councillor McCarthy outlined the environmental and financial benefits of encouraging the use of reusable nappies. There was extensive discussion of the pros and cons of such a scheme largely focused on the issue of convenience for modern families versus the undoubted evidence of environmental benefits. Members expressed some scepticism about how the scheme could be made successfully operational. The Chair proposed that Councillor McCarthy might contact the Food Bank to explore whether there could be a pilot scheme in which they may have an interest as there was evidence of a financial saving for families.

The meeting closed at 4.15 pm.

Environment and Open Spaces Working Group

Terms of Reference

Working Groups are working parties created and dissolved by decision of the Council or a Committee to carry out projects or provide reports and recommendations for determination by Council (or via the relevant Committee) and assist in speeding up the process of carrying out the Council's business.

Aim

To support the Town Council in ensuring that environmental issues, climate change and decarbonisation are integral to policy consideration across the board.

Objectives

- To provide information and proposals for action to the Planning, Environment and Community Committee.
- To liaise with the Finance and Governance Committee on financial proposals and issues.
- To provide an umbrella group that will focus on the development of playgrounds and open spaces for the benefit of Alsager residents.
- ~~To develop proposals that will deliver the enhanced environmental objectives defined in the Alsager Neighbourhood Plan.~~
- To develop proposals that will develop the enhanced environmental objectives defined in the Alsager Neighbourhood Plan and in the Town Council's Biodiversity Policy.
- To support collaboration and understanding on environmental developments between the Town Council and statutory and volunteer groups and local business.
- To support the Town Council in delivering its SUPS Policy measures.
- To undertake projects and proposals, as required by the Town Council, Planning, Environment and Community Committee, Civic and Assets Committee and Finance and Governance Committee, including advising on grant funding and applications.

Membership

- Chairman of the Group (voted for by the Group)
- 5 x Alsager Town Councillors
- Resident representatives as requested by the group.
- Quorate is any three members.
- Appropriate representatives to be invited to attend meetings as and when required by the group.

Specifics of Group

1. The Working Group has no power to spend within or outside of budget. Any proposals to spend must be in accordance with Town Council Financial Regulations.
2. To undertake tasks delegated by the Planning, Environment and Community Committee within the aims set out above.
3. The Working Group may involve participants from other bodies or the general public.
4. The Working Group is an advisory body and not a statutory body nor Committee. It has no powers to take decisions on behalf of the Council or any of its Committees.
5. Information gathered by the working group will be presented by way of a written report to the Planning, Environment & Community Committee which will be in the public domain unless the specifics contained within the report require it to be a Private and Confidential item.
6. The Working Group will meet at least on a quarterly basis and is not open to non-members or to representatives of the press unless they are specifically invited.
7. The Working Group must keep written notes of any meeting(s) that have taken place and members that have attended and submit these to the Town Clerk for filing and retention within five (5) days of the meeting taking place. These will be presented to the next practicable Planning, Environment and Community Committee meeting.
8. Any contact with person or persons outside the Council, its Committees or Working Groups must be notified to the Clerk within five (5) days of the contact being made whether initiated by the members of the Working Group or by the outside body. Ideally all e-mails should be copied to the Clerk at clerk@alsagertowncouncil.gov.uk
9. The time of submission and replies should be copied within the 5-day period unless it is apparent that the responder has sent a copy to the Clerk already.
10. Any written correspondence to be carried out by the Working Group must be copied to the Clerk. If the correspondence involves a commitment by the Council, it should be issued by the Clerk.

ALSAGER TOWN COUNCIL
BUSINESS WORKING GROUP
MINUTES OF MEETING HELD AT ALSAGER TOWN COUNCIL OFFICES
ON THURSDAY 21 MAY 2026

Present:

Councillor W Whittaker-Large (Chair)

Councillor J Buckley

Councillor S Ovenden

Alex Mehuish (Business Community Representative)

Anna Woolliscroft (Business Community Representative)

Chris Roberson (Business Community Representative)

Apologies for Absence

No apologies for absence were received.

Declarations of Interest

Minutes of the Previous Meeting

Approved as a correct record

Matters Arising from the Minutes

None arising

June 2026 Quarterly Public Forum – Wednesday 10 June 2026, 7:00pm

Alsager Awareness & Engagement Strategy

Community App and LinkedIn page: Progress on both is slower than hoped, reflecting the need for Council approval processes, but momentum is building. The Community App will be unveiled at the June Public Forum.

Press and publications: The Chair has secured a slot in the next edition of Alsager Focus and will draft an article on the group's behalf, circulating it to members before submission. Coverage in The Link is also being explored; a response is awaited.

Branding: The group does not yet have its own logo and is currently using Alsager Town Council branding. Developing a brand identity could form part of the action plan.

Action plan: Following a suggestion from Councillor Buckley, the Chair proposed that the group develop an action plan setting out what it wants to achieve over the next twelve months.

Walking routes and maps: Anna Woolliscroft presented her research into walking routes in and around Alsager. Once material is in electronic form it can be promoted

via the group's social media using scheduled, recurring posts, and via QR codes on posters around the town. Hosting (potentially on the Town Council website) is to be confirmed, and the material could also be shared with community organisations such as the WI and U3A.

Signage audit: The Chair has shared ideas on signage in Alsager with the Chair of Planning, Councillor Butterfield, but no progress has yet resulted. The group agreed that the signage and walking routes work are closely linked, contribute to promoting Alsager and improving the street scene, and should be taken forward together. CIL funding may be available and will be explored

Other items discussed :

Street Market, Saturday 27 June 2026

All agreed to promote and share information about this day.

Alsager Youth Employment Scheme

Dawn Podmore from Cheshire East has agreed to come and give a short talk about this at our next Business Open Forum event

Any Other Business

Concern was raised about bags of commercial waste being left on the High Street by two businesses. The group noted that this falls largely outside its remit but agreed to keep a watching brief; if the problem persists it may need to be referred to the Planning and Environment Committee so that the Council can write to the businesses concerned.

Date of Next Meeting

The Quarterly Public Forum takes place on Wednesday 10 June 2026.

The next meeting of the group was confirmed as: **Thursday 25 June 2026 at 10:00am, Alsager Town Council Offices.**

Signed by Councillor W Whittaker-Large

Chair

Author

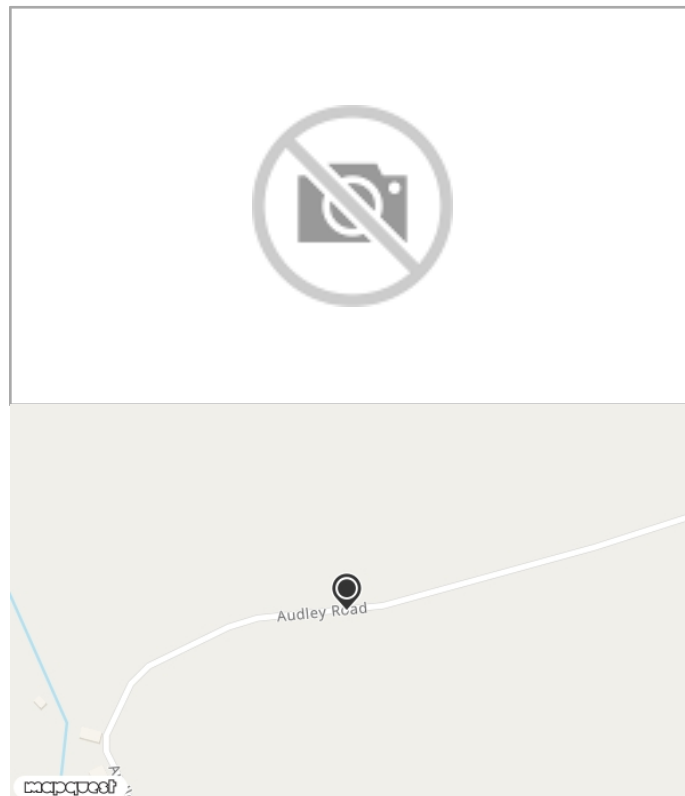
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City Alsager, Stoke-on-Trent
Country United Kingdom
Contact
Phone +44-0127-0876-440
Email



Generated with **DataCollect Webreporter** version 1.0 at 07/02/2026 13:21:17

Site

Name Audley Road
Dir. Oncoming (name)
Dir. Outgoing (name)
Posted Speed Limit 
Enforcement tolerance 6 mph
Enforcement limit > 36 mph
Device type **DSD**
Start date 06/18/2026 12:00
End date 06/25/2026 12:59
Days Mo, Tu, We, Th, Fr, Sa, Su
Time Interval 60 minutes
Time / Day 00:00 - 23:59



53 4m 57.9792s N, 2 17m 57.1524s W

Enforcement rating



- MAX**  Rate of speedings above the enforcement limit is greater than 20%.
- HIGH**  Rate of speedings above the enforcement limit is greater than 15%.
- MEDIUM**  Rate of speedings above the enforcement limit is greater than 10%.
- LOW**  Rate of speedings above the enforcement limit is greater than 5%.
- NO**  Rate of speedings above the enforcement limit is less than or equal to 5%.

Calculated speeds [V in mph]

Vmin	Vavg	Vmax	V15	V50	V85	Vexc (PSL)
7	32	75	26	33	39	67.5%

Speeding

Σ Total	Σ PSL ≤ V-Enforcement		Σ > V-Enforcement
12268	5128	41.8%	3154 25.7%

Speed Classes

10	20	30	40	50	60	70	80	90	100	110	>110
8	983	2995	7065	1150	58	7	2	0	0	0	0
0%	8%	24%	58%	9%	0%	0%	0%	0%	0%	0%	0%

Additional Speed Figures [V in mph]

V5	V10	V15	V45	V50	V55	V60	V85	V90	V95
27	35	42	51	53	55	55	63	64	68

Descriptions

PSL: Posted speed limit in mph

V-Enforcement: Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/18/2026 12:00	88	0	11	28	42	7	0	0	0	0	0	0	0	19	21.6%
06/18/2026 13:00	120	0	13	41	57	9	0	0	0	0	0	0	0	22	18.3%
06/18/2026 14:00	134	0	17	33	74	10	0	0	0	0	0	0	0	28	20.9%
06/18/2026 15:00	144	0	14	34	84	11	1	0	0	0	0	0	0	36	25.0%
06/18/2026 16:00	161	0	9	33	109	10	0	0	0	0	0	0	0	35	21.7%
06/18/2026 17:00	170	0	8	40	112	10	0	0	0	0	0	0	0	42	24.7%
06/18/2026 18:00	125	0	7	31	74	13	0	0	0	0	0	0	0	37	29.6%
06/18/2026 19:00	109	0	5	17	74	12	1	0	0	0	0	0	0	39	35.8%
06/18/2026 20:00	93	0	16	21	41	14	1	0	0	0	0	0	0	30	32.3%
06/18/2026 21:00	72	0	15	21	34	2	0	0	0	0	0	0	0	11	15.3%
06/18/2026 22:00	47	0	3	13	22	8	1	0	0	0	0	0	0	15	31.9%
06/18/2026 23:00	21	0	1	7	9	4	0	0	0	0	0	0	0	8	38.1%

[Thu, 18 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
15:00-19:00	600	0	38	138	379	44	1	0	0	0	0	0	0	150	25.0%
06:00-22:00	1216	0	115	299	701	98	3	0	0	0	0	0	0	299	24.6%
00:00-24:00	1284	0	119	319	732	110	4	0	0	0	0	0	0	322	25.1%

Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/19/2026 00:00	13	0	2	1	7	3	0	0	0	0	0	0	0	5	38.5%
06/19/2026 01:00	5	0	1	0	3	0	0	0	1	0	0	0	0	1	20.0%
06/19/2026 02:00	4	0	0	1	2	1	0	0	0	0	0	0	0	2	50.0%
06/19/2026 03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0%
06/19/2026 04:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0.0%
06/19/2026 05:00	12	0	0	1	8	2	1	0	0	0	0	0	0	6	50.0%
06/19/2026 06:00	37	0	0	4	25	8	0	0	0	0	0	0	0	22	59.5%
06/19/2026 07:00	109	0	3	18	71	17	0	0	0	0	0	0	0	34	31.2%
06/19/2026 08:00	141	0	5	39	83	12	2	0	0	0	0	0	0	32	22.7%
06/19/2026 09:00	115	0	11	35	60	7	2	0	0	0	0	0	0	23	20.0%
06/19/2026 10:00	104	0	4	25	65	9	1	0	0	0	0	0	0	22	21.2%
06/19/2026 11:00	115	0	20	40	48	7	0	0	0	0	0	0	0	22	19.1%
06/19/2026 12:00	131	0	10	41	75	5	0	0	0	0	0	0	0	22	16.8%
06/19/2026 13:00	129	0	13	35	65	16	0	0	0	0	0	0	0	34	26.4%
06/19/2026 14:00	150	0	11	32	85	22	0	0	0	0	0	0	0	41	27.3%
06/19/2026 15:00	147	0	10	45	79	12	1	0	0	0	0	0	0	34	23.1%
06/19/2026 16:00	151	0	5	30	107	9	0	0	0	0	0	0	0	42	27.8%
06/19/2026 17:00	147	0	12	36	83	16	0	0	0	0	0	0	0	37	25.2%
06/19/2026 18:00	118	0	9	14	74	17	3	1	0	0	0	0	0	42	35.6%
06/19/2026 19:00	93	0	15	15	47	16	0	0	0	0	0	0	0	31	33.3%
06/19/2026 20:00	63	0	2	17	39	4	0	0	1	0	0	0	0	16	25.4%
06/19/2026 21:00	61	0	10	15	30	6	0	0	0	0	0	0	0	10	16.4%
06/19/2026 22:00	52	0	3	10	33	5	1	0	0	0	0	0	0	17	32.7%
06/19/2026 23:00	44	0	9	12	19	3	1	0	0	0	0	0	0	12	27.3%

[Fri, 19 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	38	0	3	3	24	6	1	0	1	0	0	0	0	14	36.8%
06:00-09:00	287	0	8	61	179	37	2	0	0	0	0	0	0	88	30.7%
15:00-19:00	563	0	36	125	343	54	4	1	0	0	0	0	0	155	27.5%
06:00-22:00	1811	0	140	441	1036	183	9	1	1	0	0	0	0	464	25.6%
00:00-24:00	1945	0	155	466	1112	197	12	1	2	0	0	0	0	507	26.1%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/20/2026 00:00	19	0	0	3	10	3	3	0	0	0	0	0	0	9	47.4%
06/20/2026 01:00	7	0	0	1	5	1	0	0	0	0	0	0	0	2	28.6%
06/20/2026 02:00	9	0	0	4	4	1	0	0	0	0	0	0	0	2	22.2%
06/20/2026 03:00	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0.0%
06/20/2026 04:00	4	0	0	1	1	1	0	1	0	0	0	0	0	2	50.0%
06/20/2026 05:00	10	0	1	1	5	3	0	0	0	0	0	0	0	5	50.0%
06/20/2026 06:00	19	0	3	1	11	4	0	0	0	0	0	0	0	5	26.3%
06/20/2026 07:00	44	0	2	9	26	7	0	0	0	0	0	0	0	17	38.6%
06/20/2026 08:00	78	0	10	14	45	9	0	0	0	0	0	0	0	25	32.1%
06/20/2026 09:00	87	0	8	18	54	7	0	0	0	0	0	0	0	21	24.1%
06/20/2026 10:00	98	0	9	31	50	8	0	0	0	0	0	0	0	20	20.4%
06/20/2026 11:00	119	0	10	37	66	6	0	0	0	0	0	0	0	21	17.6%
06/20/2026 12:00	136	0	15	36	76	9	0	0	0	0	0	0	0	29	21.3%
06/20/2026 13:00	112	1	13	27	65	6	0	0	0	0	0	0	0	20	17.9%
06/20/2026 14:00	108	0	13	25	61	9	0	0	0	0	0	0	0	28	25.9%
06/20/2026 15:00	123	0	10	25	77	11	0	0	0	0	0	0	0	33	26.8%
06/20/2026 16:00	119	0	11	26	69	11	2	0	0	0	0	0	0	24	20.2%
06/20/2026 17:00	123	0	13	38	60	12	0	0	0	0	0	0	0	33	26.8%
06/20/2026 18:00	108	0	14	23	58	12	0	1	0	0	0	0	0	36	33.3%
06/20/2026 19:00	71	0	5	9	46	11	0	0	0	0	0	0	0	25	35.2%
06/20/2026 20:00	58	0	3	14	32	9	0	0	0	0	0	0	0	17	29.3%
06/20/2026 21:00	59	0	2	14	33	10	0	0	0	0	0	0	0	21	35.6%
06/20/2026 22:00	53	0	6	11	31	5	0	0	0	0	0	0	0	11	20.8%
06/20/2026 23:00	29	0	1	6	17	4	1	0	0	0	0	0	0	11	37.9%

[Sat, 20 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	52	0	1	11	27	9	3	1	0	0	0	0	0	20	38.5%
06:00-09:00	141	0	15	24	82	20	0	0	0	0	0	0	0	47	33.3%
15:00-19:00	473	0	48	112	264	46	2	1	0	0	0	0	0	126	26.6%
06:00-22:00	1462	1	141	347	829	141	2	1	0	0	0	0	0	375	25.6%
00:00-24:00	1596	1	149	375	904	159	6	2	0	0	0	0	0	417	26.1%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V$ -Enforcement	
06/21/2026 00:00	18	0	0	4	12	2	0	0	0	0	0	0	0	4	22.2%
06/21/2026 01:00	10	0	1	2	4	1	2	0	0	0	0	0	0	4	40.0%
06/21/2026 02:00	6	0	0	3	3	0	0	0	0	0	0	0	0	2	33.3%
06/21/2026 03:00	21	0	13	2	5	1	0	0	0	0	0	0	0	4	19.0%
06/21/2026 04:00	6	0	1	2	2	0	1	0	0	0	0	0	0	2	33.3%
06/21/2026 05:00	10	0	0	6	2	2	0	0	0	0	0	0	0	3	30.0%
06/21/2026 06:00	15	0	1	1	10	3	0	0	0	0	0	0	0	9	60.0%
06/21/2026 07:00	17	0	1	4	6	5	1	0	0	0	0	0	0	8	47.1%
06/21/2026 08:00	53	0	13	11	23	6	0	0	0	0	0	0	0	13	24.5%
06/21/2026 09:00	68	0	10	16	38	4	0	0	0	0	0	0	0	12	17.6%
06/21/2026 10:00	84	0	6	23	42	12	0	1	0	0	0	0	0	24	28.6%
06/21/2026 11:00	114	0	13	31	60	10	0	0	0	0	0	0	0	22	19.3%
06/21/2026 12:00	128	0	10	21	88	9	0	0	0	0	0	0	0	33	25.8%
06/21/2026 13:00	126	0	15	28	74	9	0	0	0	0	0	0	0	25	19.8%
06/21/2026 14:00	102	0	7	24	65	6	0	0	0	0	0	0	0	24	23.5%
06/21/2026 15:00	115	0	13	37	59	6	0	0	0	0	0	0	0	20	17.4%
06/21/2026 16:00	99	0	8	25	57	8	0	1	0	0	0	0	0	24	24.2%
06/21/2026 17:00	99	0	7	27	57	8	0	0	0	0	0	0	0	26	26.3%
06/21/2026 18:00	107	0	15	19	60	12	1	0	0	0	0	0	0	36	33.6%
06/21/2026 19:00	88	1	7	20	51	6	3	0	0	0	0	0	0	23	26.1%
06/21/2026 20:00	54	0	4	5	36	9	0	0	0	0	0	0	0	23	42.6%
06/21/2026 21:00	50	0	7	10	26	6	1	0	0	0	0	0	0	13	26.0%
06/21/2026 22:00	36	0	0	12	22	2	0	0	0	0	0	0	0	8	22.2%
06/21/2026 23:00	22	0	0	5	13	4	0	0	0	0	0	0	0	8	36.4%

[Sun, 21 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V$ -Enforcement	
00:00-06:00	71	0	15	19	28	6	3	0	0	0	0	0	0	19	26.8%
06:00-09:00	85	0	15	16	39	14	1	0	0	0	0	0	0	30	35.3%
15:00-19:00	420	0	43	108	233	34	1	1	0	0	0	0	0	106	25.2%
06:00-22:00	1319	1	137	302	752	119	6	2	0	0	0	0	0	335	25.4%
00:00-24:00	1448	1	152	338	815	131	9	2	0	0	0	0	0	370	25.6%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/22/2026 00:00	5	0	2	0	0	3	0	0	0	0	0	0	0	3	60.0%
06/22/2026 01:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0%
06/22/2026 02:00	3	0	0	1	2	0	0	0	0	0	0	0	0	1	33.3%
06/22/2026 03:00	3	0	0	0	1	1	1	0	0	0	0	0	0	3	100.0%
06/22/2026 04:00	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0.0%
06/22/2026 05:00	13	0	0	2	5	6	0	0	0	0	0	0	0	8	61.5%
06/22/2026 06:00	39	0	2	10	23	4	0	0	0	0	0	0	0	13	33.3%
06/22/2026 07:00	96	0	1	19	61	14	1	0	0	0	0	0	0	36	37.5%
06/22/2026 08:00	140	0	5	33	91	11	0	0	0	0	0	0	0	39	27.9%
06/22/2026 09:00	143	0	9	41	83	10	0	0	0	0	0	0	0	32	22.4%
06/22/2026 10:00	86	0	7	27	46	6	0	0	0	0	0	0	0	21	24.4%
06/22/2026 11:00	93	0	4	29	53	7	0	0	0	0	0	0	0	23	24.7%
06/22/2026 12:00	113	0	10	36	55	12	0	0	0	0	0	0	0	22	19.5%
06/22/2026 13:00	106	0	10	40	51	5	0	0	0	0	0	0	0	16	15.1%
06/22/2026 14:00	122	0	10	35	66	11	0	0	0	0	0	0	0	23	18.9%
06/22/2026 15:00	130	1	10	36	74	8	1	0	0	0	0	0	0	27	20.8%
06/22/2026 16:00	163	0	11	39	99	14	0	0	0	0	0	0	0	40	24.5%
06/22/2026 17:00	176	0	11	43	110	12	0	0	0	0	0	0	0	44	25.0%
06/22/2026 18:00	130	0	10	22	81	17	0	0	0	0	0	0	0	44	33.8%
06/22/2026 19:00	85	0	7	21	46	10	0	1	0	0	0	0	0	31	36.5%
06/22/2026 20:00	80	0	8	21	41	9	1	0	0	0	0	0	0	21	26.2%
06/22/2026 21:00	67	0	7	6	46	6	2	0	0	0	0	0	0	22	32.8%
06/22/2026 22:00	54	1	0	13	37	3	0	0	0	0	0	0	0	13	24.1%
06/22/2026 23:00	28	0	1	8	9	8	1	1	0	0	0	0	0	11	39.3%

[Mon, 22 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	28	0	2	4	11	10	1	0	0	0	0	0	0	15	53.6%
06:00-09:00	275	0	8	62	175	29	1	0	0	0	0	0	0	88	32.0%
15:00-19:00	599	1	42	140	364	51	1	0	0	0	0	0	0	155	25.9%
06:00-22:00	1769	1	122	458	1026	156	5	1	0	0	0	0	0	454	25.7%
00:00-24:00	1879	2	125	483	1083	177	7	2	0	0	0	0	0	493	26.2%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/23/2026 00:00	6	0	0	2	4	0	0	0	0	0	0	0	0	1	16.7%
06/23/2026 01:00	3	0	0	1	2	0	0	0	0	0	0	0	0	1	33.3%
06/23/2026 02:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0.0%
06/23/2026 03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0%
06/23/2026 04:00	5	0	1	0	3	1	0	0	0	0	0	0	0	2	40.0%
06/23/2026 05:00	11	0	0	1	7	3	0	0	0	0	0	0	0	5	45.5%
06/23/2026 06:00	46	0	0	7	32	7	0	0	0	0	0	0	0	15	32.6%
06/23/2026 07:00	134	0	3	18	88	24	1	0	0	0	0	0	0	45	33.6%
06/23/2026 08:00	135	1	5	41	82	5	1	0	0	0	0	0	0	26	19.3%
06/23/2026 09:00	98	0	7	27	53	11	0	0	0	0	0	0	0	26	26.5%
06/23/2026 10:00	79	0	11	25	40	3	0	0	0	0	0	0	0	9	11.4%
06/23/2026 11:00	90	0	6	23	47	13	1	0	0	0	0	0	0	22	24.4%
06/23/2026 12:00	112	1	16	41	46	8	0	0	0	0	0	0	0	21	18.8%
06/23/2026 13:00	97	1	7	27	55	6	1	0	0	0	0	0	0	23	23.7%
06/23/2026 14:00	128	0	10	31	76	11	0	0	0	0	0	0	0	27	21.1%
06/23/2026 15:00	124	0	10	47	66	1	0	0	0	0	0	0	0	16	12.9%
06/23/2026 16:00	165	0	6	37	113	9	0	0	0	0	0	0	0	39	23.6%
06/23/2026 17:00	185	0	6	47	115	16	1	0	0	0	0	0	0	51	27.6%
06/23/2026 18:00	110	0	14	19	71	6	0	0	0	0	0	0	0	33	30.0%
06/23/2026 19:00	104	0	5	18	66	13	2	0	0	0	0	0	0	35	33.7%
06/23/2026 20:00	65	0	4	20	31	9	1	0	0	0	0	0	0	19	29.2%
06/23/2026 21:00	62	0	2	13	36	11	0	0	0	0	0	0	0	23	37.1%
06/23/2026 22:00	48	0	0	14	30	3	1	0	0	0	0	0	0	11	22.9%
06/23/2026 23:00	47	0	2	13	26	5	1	0	0	0	0	0	0	12	25.5%

[Tue, 23 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	29	0	1	4	20	4	0	0	0	0	0	0	0	10	34.5%
06:00-09:00	315	1	8	66	202	36	2	0	0	0	0	0	0	86	27.3%
15:00-19:00	584	0	36	150	365	32	1	0	0	0	0	0	0	139	23.8%
06:00-22:00	1734	3	112	441	1017	153	8	0	0	0	0	0	0	430	24.8%
00:00-24:00	1858	3	115	472	1093	165	10	0	0	0	0	0	0	463	24.9%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/24/2026 00:00	23	0	0	2	15	6	0	0	0	0	0	0	0	11	47.8%
06/24/2026 01:00	3	0	0	1	2	0	0	0	0	0	0	0	0	1	33.3%
06/24/2026 02:00	10	0	0	1	7	2	0	0	0	0	0	0	0	5	50.0%
06/24/2026 03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%
06/24/2026 04:00	8	0	0	1	2	5	0	0	0	0	0	0	0	5	62.5%
06/24/2026 05:00	14	0	3	1	9	1	0	0	0	0	0	0	0	4	28.6%
06/24/2026 06:00	56	0	2	11	32	11	0	0	0	0	0	0	0	24	42.9%
06/24/2026 07:00	97	0	2	17	64	14	0	0	0	0	0	0	0	30	30.9%
06/24/2026 08:00	130	0	9	27	89	5	0	0	0	0	0	0	0	21	16.2%
06/24/2026 09:00	91	0	13	31	42	5	0	0	0	0	0	0	0	14	15.4%
06/24/2026 10:00	105	0	9	31	63	2	0	0	0	0	0	0	0	16	15.2%
06/24/2026 11:00	114	1	16	40	52	5	0	0	0	0	0	0	0	12	10.5%
06/24/2026 12:00	138	0	18	50	65	5	0	0	0	0	0	0	0	22	15.9%
06/24/2026 13:00	123	0	13	40	62	8	0	0	0	0	0	0	0	24	19.5%
06/24/2026 14:00	133	0	15	36	75	6	1	0	0	0	0	0	0	30	22.6%
06/24/2026 15:00	147	0	9	36	90	12	0	0	0	0	0	0	0	41	27.9%
06/24/2026 16:00	168	0	6	41	107	14	0	0	0	0	0	0	0	37	22.0%
06/24/2026 17:00	160	0	4	32	108	16	0	0	0	0	0	0	0	50	31.2%
06/24/2026 18:00	109	0	8	21	72	8	0	0	0	0	0	0	0	33	30.3%
06/24/2026 19:00	84	0	7	13	50	14	0	0	0	0	0	0	0	28	33.3%
06/24/2026 20:00	74	0	8	10	44	11	1	0	0	0	0	0	0	22	29.7%
06/24/2026 21:00	75	0	10	25	33	5	2	0	0	0	0	0	0	20	26.7%
06/24/2026 22:00	48	0	4	10	25	8	1	0	0	0	0	0	0	16	33.3%
06/24/2026 23:00	21	0	1	5	14	1	0	0	0	0	0	0	0	6	28.6%

[Wed, 24 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	62	0	6	7	35	14	0	0	0	0	0	0	0	26	41.9%
06:00-09:00	283	0	13	55	185	30	0	0	0	0	0	0	0	75	26.5%
15:00-19:00	584	0	27	130	377	50	0	0	0	0	0	0	0	161	27.6%
06:00-22:00	1804	1	149	461	1048	141	4	0	0	0	0	0	0	424	23.5%
00:00-24:00	1935	1	160	483	1122	164	5	0	0	0	0	0	0	472	24.4%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/25/2026 00:00	7	0	0	0	3	2	2	0	0	0	0	0	0	5	71.4%
06/25/2026 01:00	3	0	0	1	1	1	0	0	0	0	0	0	0	2	66.7%
06/25/2026 02:00	2	0	0	0	2	0	0	0	0	0	0	0	0	2	100.0%
06/25/2026 03:00	4	0	1	0	0	2	1	0	0	0	0	0	0	3	75.0%
06/25/2026 04:00	4	0	0	0	3	0	1	0	0	0	0	0	0	2	50.0%
06/25/2026 05:00	17	0	2	4	5	6	0	0	0	0	0	0	0	10	58.8%
06/25/2026 06:00	47	0	0	3	29	15	0	0	0	0	0	0	0	21	44.7%
06/25/2026 07:00	101	0	3	17	63	17	1	0	0	0	0	0	0	34	33.7%
06/25/2026 08:00	136	0	1	34	97	4	0	0	0	0	0	0	0	31	22.8%
06/25/2026 09:00	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0%
06/25/2026 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06/25/2026 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06/25/2026 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-

[Thu, 25 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	37	0	3	5	14	11	4	0	0	0	0	0	0	24	64.9%
06:00-09:00	284	0	4	54	189	36	1	0	0	0	0	0	0	86	30.3%
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06:00-22:00	286	0	5	54	190	36	1	0	0	0	0	0	0	86	30.1%
00:00-24:00	323	0	8	59	204	47	5	0	0	0	0	0	0	110	34.1%

Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Tuesdays	17:00 - 18:00	185	132	71.4%	81	43.8%	51	27.6%	Max
Wednesdays	17:00 - 18:00	160	124	77.5%	74	46.2%	50	31.2%	Max
Tuesdays	07:00 - 08:00	134	113	84.3%	68	50.7%	45	33.6%	Max
Mondays	17:00 - 18:00	176	122	69.3%	78	44.3%	44	25.0%	Max
Mondays	18:00 - 19:00	130	98	75.4%	54	41.5%	44	33.8%	Max
Thursdays	17:00 - 18:00	170	122	71.8%	80	47.1%	42	24.7%	Max
Fridays	16:00 - 17:00	151	116	76.8%	74	49.0%	42	27.8%	Max
Fridays	18:00 - 19:00	118	95	80.5%	53	44.9%	42	35.6%	Max
Fridays	14:00 - 15:00	150	107	71.3%	66	44.0%	41	27.3%	Max
Wednesdays	15:00 - 16:00	147	102	69.4%	61	41.5%	41	27.9%	Max
Mondays	16:00 - 17:00	163	113	69.3%	73	44.8%	40	24.5%	Max
Thursdays	19:00 - 20:00	109	87	79.8%	48	44.0%	39	35.8%	Max
Mondays	08:00 - 09:00	140	102	72.9%	63	45.0%	39	27.9%	Max
Tuesdays	16:00 - 17:00	165	122	73.9%	83	50.3%	39	23.6%	Max
Thursdays	18:00 - 19:00	125	87	69.6%	50	40.0%	37	29.6%	Max
Fridays	17:00 - 18:00	147	99	67.3%	62	42.2%	37	25.2%	Max
Wednesdays	16:00 - 17:00	168	121	72.0%	84	50.0%	37	22.0%	Max
Thursdays	15:00 - 16:00	144	96	66.7%	60	41.7%	36	25.0%	Max
Saturdays	18:00 - 19:00	108	71	65.7%	35	32.4%	36	33.3%	Max
Sundays	18:00 - 19:00	107	73	68.2%	37	34.6%	36	33.6%	Max
Mondays	07:00 - 08:00	96	76	79.2%	40	41.7%	36	37.5%	Max
Thursdays	16:00 - 17:00	161	119	73.9%	84	52.2%	35	21.7%	Max
Tuesdays	19:00 - 20:00	104	81	77.9%	46	44.2%	35	33.7%	Max
Fridays	07:00 - 08:00	109	88	80.7%	54	49.5%	34	31.2%	Max
Fridays	13:00 - 14:00	129	81	62.8%	47	36.4%	34	26.4%	Max
Fridays	15:00 - 16:00	147	92	62.6%	58	39.5%	34	23.1%	Max
Thursdays	07:00 - 08:00	101	81	80.2%	47	46.5%	34	33.7%	Max
Saturdays	15:00 - 16:00	123	88	71.5%	55	44.7%	33	26.8%	Max
Saturdays	17:00 - 18:00	123	72	58.5%	39	31.7%	33	26.8%	Max
Sundays	12:00 - 13:00	128	97	75.8%	64	50.0%	33	25.8%	Max
Tuesdays	18:00 - 19:00	110	77	70.0%	44	40.0%	33	30.0%	Max
Wednesdays	18:00 - 19:00	109	80	73.4%	47	43.1%	33	30.3%	Max

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Fridays	08:00 - 09:00	141	97	68.8%	65	46.1%	32	22.7%	Max
Mondays	09:00 - 10:00	143	93	65.0%	61	42.7%	32	22.4%	Max
Fridays	19:00 - 20:00	93	63	67.7%	32	34.4%	31	33.3%	Max
Mondays	19:00 - 20:00	85	57	67.1%	26	30.6%	31	36.5%	Max
Thursdays	08:00 - 09:00	136	101	74.3%	70	51.5%	31	22.8%	Max
Thursdays	20:00 - 21:00	93	56	60.2%	26	28.0%	30	32.3%	Max
Wednesdays	07:00 - 08:00	97	78	80.4%	48	49.5%	30	30.9%	Max
Wednesdays	14:00 - 15:00	133	82	61.7%	52	39.1%	30	22.6%	Max
Saturdays	12:00 - 13:00	136	85	62.5%	56	41.2%	29	21.3%	Max
Thursdays	14:00 - 15:00	134	84	62.7%	56	41.8%	28	20.9%	Max
Saturdays	14:00 - 15:00	108	70	64.8%	42	38.9%	28	25.9%	Max
Wednesdays	19:00 - 20:00	84	64	76.2%	36	42.9%	28	33.3%	Max
Mondays	15:00 - 16:00	130	83	63.8%	56	43.1%	27	20.8%	Max
Tuesdays	14:00 - 15:00	128	87	68.0%	60	46.9%	27	21.1%	Max
Sundays	17:00 - 18:00	99	65	65.7%	39	39.4%	26	26.3%	Max
Tuesdays	08:00 - 09:00	135	88	65.2%	62	45.9%	26	19.3%	High
Tuesdays	09:00 - 10:00	98	64	65.3%	38	38.8%	26	26.5%	Max
Saturdays	08:00 - 09:00	78	54	69.2%	29	37.2%	25	32.1%	Max
Saturdays	19:00 - 20:00	71	57	80.3%	32	45.1%	25	35.2%	Max
Sundays	13:00 - 14:00	126	83	65.9%	58	46.0%	25	19.8%	High
Saturdays	16:00 - 17:00	119	82	68.9%	58	48.7%	24	20.2%	Max
Sundays	10:00 - 11:00	84	55	65.5%	31	36.9%	24	28.6%	Max
Sundays	14:00 - 15:00	102	71	69.6%	47	46.1%	24	23.5%	Max
Sundays	16:00 - 17:00	99	66	66.7%	42	42.4%	24	24.2%	Max
Wednesdays	06:00 - 07:00	56	43	76.8%	19	33.9%	24	42.9%	Max
Wednesdays	13:00 - 14:00	123	70	56.9%	46	37.4%	24	19.5%	High
Fridays	09:00 - 10:00	115	69	60.0%	46	40.0%	23	20.0%	Max
Sundays	19:00 - 20:00	88	60	68.2%	37	42.0%	23	26.1%	Max
Sundays	20:00 - 21:00	54	45	83.3%	22	40.7%	23	42.6%	Max
Mondays	11:00 - 12:00	93	60	64.5%	37	39.8%	23	24.7%	Max
Mondays	14:00 - 15:00	122	77	63.1%	54	44.3%	23	18.9%	High
Tuesdays	13:00 - 14:00	97	62	63.9%	39	40.2%	23	23.7%	Max

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Tuesdays	21:00 - 22:00	62	47	75.8%	24	38.7%	23	37.1%	Max
Thursdays	13:00 - 14:00	120	66	55.0%	44	36.7%	22	18.3%	High
Fridays	06:00 - 07:00	37	33	89.2%	11	29.7%	22	59.5%	Max
Fridays	10:00 - 11:00	104	75	72.1%	53	51.0%	22	21.2%	Max
Fridays	11:00 - 12:00	115	55	47.8%	33	28.7%	22	19.1%	High
Fridays	12:00 - 13:00	131	80	61.1%	58	44.3%	22	16.8%	High
Sundays	11:00 - 12:00	114	70	61.4%	48	42.1%	22	19.3%	High
Mondays	12:00 - 13:00	113	67	59.3%	45	39.8%	22	19.5%	High
Mondays	21:00 - 22:00	67	54	80.6%	32	47.8%	22	32.8%	Max
Tuesdays	11:00 - 12:00	90	61	67.8%	39	43.3%	22	24.4%	Max
Wednesdays	12:00 - 13:00	138	70	50.7%	48	34.8%	22	15.9%	High
Wednesdays	20:00 - 21:00	74	56	75.7%	34	45.9%	22	29.7%	Max
Saturdays	09:00 - 10:00	87	61	70.1%	40	46.0%	21	24.1%	Max
Saturdays	11:00 - 12:00	119	72	60.5%	51	42.9%	21	17.6%	High
Saturdays	21:00 - 22:00	59	43	72.9%	22	37.3%	21	35.6%	Max
Mondays	10:00 - 11:00	86	52	60.5%	31	36.0%	21	24.4%	Max
Mondays	20:00 - 21:00	80	51	63.7%	30	37.5%	21	26.2%	Max
Tuesdays	12:00 - 13:00	112	54	48.2%	33	29.5%	21	18.8%	High
Wednesdays	08:00 - 09:00	130	94	72.3%	73	56.2%	21	16.2%	High
Thursdays	06:00 - 07:00	47	44	93.6%	23	48.9%	21	44.7%	Max
Saturdays	10:00 - 11:00	98	58	59.2%	38	38.8%	20	20.4%	Max
Saturdays	13:00 - 14:00	112	71	63.4%	51	45.5%	20	17.9%	High
Sundays	15:00 - 16:00	115	65	56.5%	45	39.1%	20	17.4%	High
Wednesdays	21:00 - 22:00	75	40	53.3%	20	26.7%	20	26.7%	Max
Thursdays	12:00 - 13:00	88	49	55.7%	30	34.1%	19	21.6%	Max
Tuesdays	20:00 - 21:00	65	41	63.1%	22	33.8%	19	29.2%	Max
Fridays	22:00 - 23:00	52	39	75.0%	22	42.3%	17	32.7%	Max
Saturdays	07:00 - 08:00	44	33	75.0%	16	36.4%	17	38.6%	Max
Saturdays	20:00 - 21:00	58	41	70.7%	24	41.4%	17	29.3%	Max
Fridays	20:00 - 21:00	63	44	69.8%	28	44.4%	16	25.4%	Max
Mondays	13:00 - 14:00	106	56	52.8%	40	37.7%	16	15.1%	High
Tuesdays	15:00 - 16:00	124	67	54.0%	51	41.1%	16	12.9%	Medium

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Wednesdays	10:00 - 11:00	105	65	61.9%	49	46.7%	16	15.2%	High
Wednesdays	22:00 - 23:00	48	34	70.8%	18	37.5%	16	33.3%	Max
Thursdays	22:00 - 23:00	47	31	66.0%	16	34.0%	15	31.9%	Max
Tuesdays	06:00 - 07:00	46	39	84.8%	24	52.2%	15	32.6%	Max
Wednesdays	09:00 - 10:00	91	47	51.6%	33	36.3%	14	15.4%	High
Sundays	08:00 - 09:00	53	29	54.7%	16	30.2%	13	24.5%	Max
Sundays	21:00 - 22:00	50	33	66.0%	20	40.0%	13	26.0%	Max
Mondays	06:00 - 07:00	39	27	69.2%	14	35.9%	13	33.3%	Max
Mondays	22:00 - 23:00	54	40	74.1%	27	50.0%	13	24.1%	Max
Fridays	23:00 - 00:00	44	23	52.3%	11	25.0%	12	27.3%	Max
Sundays	09:00 - 10:00	68	42	61.8%	30	44.1%	12	17.6%	High
Tuesdays	23:00 - 00:00	47	32	68.1%	20	42.6%	12	25.5%	Max
Wednesdays	11:00 - 12:00	114	57	50.0%	45	39.5%	12	10.5%	Medium
Thursdays	21:00 - 22:00	72	36	50.0%	25	34.7%	11	15.3%	High
Saturdays	22:00 - 23:00	53	36	67.9%	25	47.2%	11	20.8%	Max
Saturdays	23:00 - 00:00	29	22	75.9%	11	37.9%	11	37.9%	Max
Mondays	23:00 - 00:00	28	19	67.9%	8	28.6%	11	39.3%	Max
Tuesdays	22:00 - 23:00	48	34	70.8%	23	47.9%	11	22.9%	Max
Wednesdays	00:00 - 01:00	23	21	91.3%	10	43.5%	11	47.8%	Max
Fridays	21:00 - 22:00	61	36	59.0%	26	42.6%	10	16.4%	High
Thursdays	05:00 - 06:00	17	11	64.7%	1	5.9%	10	58.8%	Max
Saturdays	00:00 - 01:00	19	16	84.2%	7	36.8%	9	47.4%	Max
Sundays	06:00 - 07:00	15	13	86.7%	4	26.7%	9	60.0%	Max
Tuesdays	10:00 - 11:00	79	43	54.4%	34	43.0%	9	11.4%	Medium
Thursdays	23:00 - 00:00	21	13	61.9%	5	23.8%	8	38.1%	Max
Sundays	07:00 - 08:00	17	12	70.6%	4	23.5%	8	47.1%	Max
Sundays	22:00 - 23:00	36	24	66.7%	16	44.4%	8	22.2%	Max
Sundays	23:00 - 00:00	22	17	77.3%	9	40.9%	8	36.4%	Max
Mondays	05:00 - 06:00	13	11	84.6%	3	23.1%	8	61.5%	Max
Fridays	05:00 - 06:00	12	11	91.7%	5	41.7%	6	50.0%	Max
Wednesdays	23:00 - 00:00	21	15	71.4%	9	42.9%	6	28.6%	Max
Fridays	00:00 - 01:00	13	10	76.9%	5	38.5%	5	38.5%	Max

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Saturdays	05:00 - 06:00	10	8	80.0%	3	30.0%	5	50.0%	Max
Saturdays	06:00 - 07:00	19	15	78.9%	10	52.6%	5	26.3%	Max
Tuesdays	05:00 - 06:00	11	10	90.9%	5	45.5%	5	45.5%	Max
Wednesdays	02:00 - 03:00	10	9	90.0%	4	40.0%	5	50.0%	Max
Wednesdays	04:00 - 05:00	8	7	87.5%	2	25.0%	5	62.5%	Max
Thursdays	00:00 - 01:00	7	7	100.0%	2	28.6%	5	71.4%	Max
Sundays	00:00 - 01:00	18	14	77.8%	10	55.6%	4	22.2%	Max
Sundays	01:00 - 02:00	10	7	70.0%	3	30.0%	4	40.0%	Max
Sundays	03:00 - 04:00	21	6	28.6%	2	9.5%	4	19.0%	High
Wednesdays	05:00 - 06:00	14	10	71.4%	6	42.9%	4	28.6%	Max
Sundays	05:00 - 06:00	10	4	40.0%	1	10.0%	3	30.0%	Max
Fridays	02:00 - 03:00	4	3	75.0%	1	25.0%	2	50.0%	Max
Saturdays	01:00 - 02:00	7	6	85.7%	4	57.1%	2	28.6%	Max
Saturdays	02:00 - 03:00	9	5	55.6%	3	33.3%	2	22.2%	Max
Saturdays	04:00 - 05:00	4	3	75.0%	1	25.0%	2	50.0%	Max
Sundays	02:00 - 03:00	6	3	50.0%	1	16.7%	2	33.3%	Max
Sundays	04:00 - 05:00	6	3	50.0%	1	16.7%	2	33.3%	Max
Tuesdays	04:00 - 05:00	5	4	80.0%	2	40.0%	2	40.0%	Max
Thursdays	04:00 - 05:00	4	4	100.0%	2	50.0%	2	50.0%	Max
Fridays	01:00 - 02:00	5	4	80.0%	3	60.0%	1	20.0%	Max
Mondays	02:00 - 03:00	3	2	66.7%	1	33.3%	1	33.3%	Max
Tuesdays	00:00 - 01:00	6	4	66.7%	3	50.0%	1	16.7%	High
Tuesdays	01:00 - 02:00	3	2	66.7%	1	33.3%	1	33.3%	Max
Wednesdays	01:00 - 02:00	3	2	66.7%	1	33.3%	1	33.3%	Max
Fridays	03:00 - 04:00	1	1	100.0%	1	100.0%	0	0.0%	No
Fridays	04:00 - 05:00	3	3	100.0%	3	100.0%	0	0.0%	No
Saturdays	03:00 - 04:00	3	2	66.7%	2	66.7%	0	0.0%	No
Mondays	01:00 - 02:00	1	1	100.0%	1	100.0%	0	0.0%	No
Mondays	04:00 - 05:00	3	2	66.7%	2	66.7%	0	0.0%	No
Tuesdays	02:00 - 03:00	3	3	100.0%	3	100.0%	0	0.0%	No
Thursdays	09:00 - 10:00	2	1	50.0%	1	50.0%	0	0.0%	No

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Author

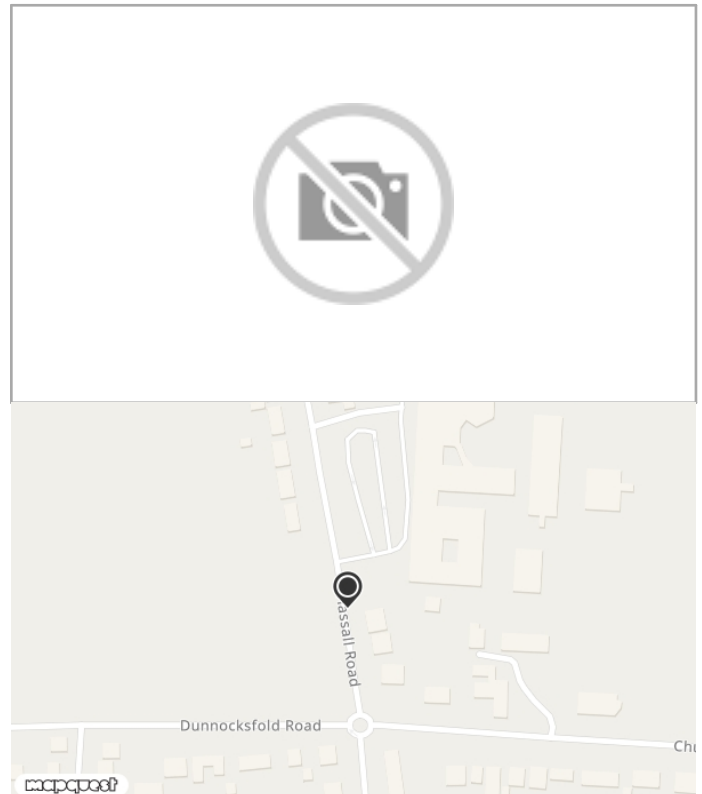
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 Department
 Street 3 Lawton Road
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 City Alsager, Stoke-on-Trent
 Country United Kingdom
 Contact
 Phone +44-0127-0876-440
 Email



Generated with **DataCollect Webreporter** version 1.0 at 07/02/2026 13:23:30

Site

Name Hassall Road
 Dir. Oncoming (name)
 Dir. Outgoing (name)
 Posted Speed Limit 
 Enforcement tolerance 6 mph
 Enforcement limit > 36 mph
 Device type **DSD**
 Start date 06/25/2026 12:00
 End date 07/02/2026 10:59
 Days Mo, Tu, We, Th, Fr, Sa, Su
 Time Interval 60 minutes
 Time / Day 00:00 - 23:59



53 5m 53.8343s N, 2 19m 8.52925s W

Enforcement rating



- MAX**  Rate of speedings above the enforcement limit is greater than 20%.
- HIGH**  Rate of speedings above the enforcement limit is greater than 15%.
- MEDIUM**  Rate of speedings above the enforcement limit is greater than 10%.
- LOW**  Rate of speedings above the enforcement limit is greater than 5%.
- NO**  Rate of speedings above the enforcement limit is less than or equal to 5%.

Calculated speeds [V in mph]

Vmin	Vavg	Vmax	V15	V50	V85	Vexc (PSL)
7	26	64	21	26	31	18.5%

Speeding

Σ Total	Σ PSL $\leq$ V-Enforcement		Σ > V-Enforcement	
7769	1225	15.8%	211	2.7%

Speed Classes

10	20	30	40	50	60	70	80	90	100	110	>110
12	1102	5219	1379	54	2	1	0	0	0	0	0
0%	14%	67%	18%	1%	0%	0%	0%	0%	0%	0%	0%

Additional Speed Figures [V in mph]

V5	V10	V15	V45	V50	V55	V60	V85	V90	V95
26	31	34	42	42	43	43	50	51	55

Descriptions

PSL: Posted speed limit in mph

V-Enforcement: Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/25/2026 12:00	14	0	1	11	2	0	0	0	0	0	0	0	0	0	0.0%
06/25/2026 13:00	62	0	5	45	9	3	0	0	0	0	0	0	0	5	8.1%
06/25/2026 14:00	75	0	11	47	17	0	0	0	0	0	0	0	0	4	5.3%
06/25/2026 15:00	117	2	31	75	9	0	0	0	0	0	0	0	0	0	0.0%
06/25/2026 16:00	99	0	9	72	17	1	0	0	0	0	0	0	0	4	4.0%
06/25/2026 17:00	94	0	9	61	23	1	0	0	0	0	0	0	0	3	3.2%
06/25/2026 18:00	62	0	8	43	9	2	0	0	0	0	0	0	0	2	3.2%
06/25/2026 19:00	65	0	12	44	9	0	0	0	0	0	0	0	0	1	1.5%
06/25/2026 20:00	38	0	6	24	7	1	0	0	0	0	0	0	0	1	2.6%
06/25/2026 21:00	30	0	3	18	8	1	0	0	0	0	0	0	0	4	13.3%
06/25/2026 22:00	34	0	8	18	8	0	0	0	0	0	0	0	0	2	5.9%
06/25/2026 23:00	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0.0%

[Thu, 25 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
15:00-19:00	372	2	57	251	58	4	0	0	0	0	0	0	0	9	2.4%
06:00-22:00	656	2	95	440	110	9	0	0	0	0	0	0	0	24	3.7%
00:00-24:00	695	2	103	462	119	9	0	0	0	0	0	0	0	26	3.7%

 Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V$ -Enforcement	
06/26/2026 00:00	7	0	1	4	2	0	0	0	0	0	0	0	0	1	14.3%
06/26/2026 01:00	7	0	5	1	1	0	0	0	0	0	0	0	0	0	0.0%
06/26/2026 02:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0%
06/26/2026 03:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.0%
06/26/2026 04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%
06/26/2026 05:00	8	0	1	2	5	0	0	0	0	0	0	0	0	0	0.0%
06/26/2026 06:00	22	1	2	10	9	0	0	0	0	0	0	0	0	1	4.5%
06/26/2026 07:00	62	0	8	33	20	0	1	0	0	0	0	0	0	5	8.1%
06/26/2026 08:00	113	1	15	78	19	0	0	0	0	0	0	0	0	1	0.9%
06/26/2026 09:00	79	0	11	50	18	0	0	0	0	0	0	0	0	3	3.8%
06/26/2026 10:00	70	0	6	45	19	0	0	0	0	0	0	0	0	4	5.7%
06/26/2026 11:00	87	0	11	59	17	0	0	0	0	0	0	0	0	2	2.3%
06/26/2026 12:00	87	0	14	49	22	2	0	0	0	0	0	0	0	4	4.6%
06/26/2026 13:00	68	0	9	46	13	0	0	0	0	0	0	0	0	1	1.5%
06/26/2026 14:00	83	0	14	51	17	1	0	0	0	0	0	0	0	6	7.2%
06/26/2026 15:00	127	0	28	85	14	0	0	0	0	0	0	0	0	1	0.8%
06/26/2026 16:00	90	0	11	64	15	0	0	0	0	0	0	0	0	1	1.1%
06/26/2026 17:00	80	1	8	56	15	0	0	0	0	0	0	0	0	1	1.2%
06/26/2026 18:00	70	0	8	43	17	2	0	0	0	0	0	0	0	4	5.7%
06/26/2026 19:00	68	1	3	47	17	0	0	0	0	0	0	0	0	1	1.5%
06/26/2026 20:00	45	0	7	31	7	0	0	0	0	0	0	0	0	0	0.0%
06/26/2026 21:00	28	0	0	20	7	1	0	0	0	0	0	0	0	1	3.6%
06/26/2026 22:00	23	0	4	15	4	0	0	0	0	0	0	0	0	0	0.0%
06/26/2026 23:00	13	0	1	10	2	0	0	0	0	0	0	0	0	0	0.0%

[Fri, 26 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V$ -Enforcement	
00:00-06:00	27	0	7	11	9	0	0	0	0	0	0	0	0	1	3.7%
06:00-09:00	197	2	25	121	48	0	1	0	0	0	0	0	0	7	3.6%
15:00-19:00	367	1	55	248	61	2	0	0	0	0	0	0	0	7	1.9%
06:00-22:00	1179	4	155	767	246	6	1	0	0	0	0	0	0	36	3.1%
00:00-24:00	1242	4	167	803	261	6	1	0	0	0	0	0	0	37	3.0%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/27/2026 00:00	11	0	3	8	0	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 01:00	5	0	0	4	0	1	0	0	0	0	0	0	0	1	20.0%
06/27/2026 02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	1	100.0%
06/27/2026 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06/27/2026 04:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 05:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 06:00	6	1	1	1	3	0	0	0	0	0	0	0	0	3	50.0%
06/27/2026 07:00	21	0	4	10	7	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 08:00	46	0	11	26	9	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 09:00	59	0	9	33	17	0	0	0	0	0	0	0	0	2	3.4%
06/27/2026 10:00	83	0	15	55	12	1	0	0	0	0	0	0	0	4	4.8%
06/27/2026 11:00	90	0	14	67	9	0	0	0	0	0	0	0	0	4	4.4%
06/27/2026 12:00	80	0	13	55	12	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 13:00	80	0	18	48	13	1	0	0	0	0	0	0	0	1	1.2%
06/27/2026 14:00	76	0	9	60	7	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 15:00	69	0	18	42	9	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 16:00	70	0	10	46	14	0	0	0	0	0	0	0	0	1	1.4%
06/27/2026 17:00	44	0	5	29	9	1	0	0	0	0	0	0	0	1	2.3%
06/27/2026 18:00	68	0	10	38	19	1	0	0	0	0	0	0	0	2	2.9%
06/27/2026 19:00	56	0	11	35	10	0	0	0	0	0	0	0	0	1	1.8%
06/27/2026 20:00	35	0	9	21	5	0	0	0	0	0	0	0	0	0	0.0%
06/27/2026 21:00	29	0	4	17	7	1	0	0	0	0	0	0	0	2	6.9%
06/27/2026 22:00	23	0	3	16	4	0	0	0	0	0	0	0	0	1	4.3%
06/27/2026 23:00	15	0	2	10	3	0	0	0	0	0	0	0	0	0	0.0%

[Sat, 27 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	21	0	4	15	0	2	0	0	0	0	0	0	0	2	9.5%
06:00-09:00	73	1	16	37	19	0	0	0	0	0	0	0	0	3	4.1%
15:00-19:00	251	0	43	155	51	2	0	0	0	0	0	0	0	4	1.6%
06:00-22:00	912	1	161	583	162	5	0	0	0	0	0	0	0	21	2.3%
00:00-24:00	971	1	170	624	169	7	0	0	0	0	0	0	0	24	2.5%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/28/2026 00:00	17	0	1	10	5	1	0	0	0	0	0	0	0	1	5.9%
06/28/2026 01:00	7	0	0	6	1	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 02:00	9	0	2	6	1	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 03:00	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 04:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 05:00	2	0	0	1	0	1	0	0	0	0	0	0	0	1	50.0%
06/28/2026 06:00	7	0	1	3	3	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 07:00	19	0	2	9	8	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 08:00	25	0	4	19	2	0	0	0	0	0	0	0	0	1	4.0%
06/28/2026 09:00	36	0	3	27	6	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 10:00	51	0	11	34	6	0	0	0	0	0	0	0	0	2	3.9%
06/28/2026 11:00	77	0	14	55	8	0	0	0	0	0	0	0	0	1	1.3%
06/28/2026 12:00	79	1	18	47	13	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 13:00	66	0	9	46	11	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 14:00	62	0	8	47	7	0	0	0	0	0	0	0	0	1	1.6%
06/28/2026 15:00	71	0	13	53	5	0	0	0	0	0	0	0	0	2	2.8%
06/28/2026 16:00	68	0	16	49	3	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 17:00	63	0	9	40	13	1	0	0	0	0	0	0	0	2	3.2%
06/28/2026 18:00	51	0	6	30	13	1	0	1	0	0	0	0	0	2	3.9%
06/28/2026 19:00	53	0	6	37	10	0	0	0	0	0	0	0	0	1	1.9%
06/28/2026 20:00	33	0	5	20	7	1	0	0	0	0	0	0	0	2	6.1%
06/28/2026 21:00	13	0	1	6	4	2	0	0	0	0	0	0	0	2	15.4%
06/28/2026 22:00	9	0	2	6	1	0	0	0	0	0	0	0	0	0	0.0%
06/28/2026 23:00	11	0	2	6	3	0	0	0	0	0	0	0	0	1	9.1%

[Sun, 28 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	44	0	3	30	9	2	0	0	0	0	0	0	0	2	4.5%
06:00-09:00	51	0	7	31	13	0	0	0	0	0	0	0	0	1	2.0%
15:00-19:00	253	0	44	172	34	2	0	1	0	0	0	0	0	6	2.4%
06:00-22:00	774	1	126	522	119	5	0	1	0	0	0	0	0	16	2.1%
00:00-24:00	838	1	133	564	132	7	0	1	0	0	0	0	0	19	2.3%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/29/2026 00:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 01:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06/29/2026 03:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 05:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 06:00	11	0	1	8	2	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 07:00	47	1	5	29	11	1	0	0	0	0	0	0	0	3	6.4%
06/29/2026 08:00	116	1	17	82	15	1	0	0	0	0	0	0	0	2	1.7%
06/29/2026 09:00	74	0	7	56	11	0	0	0	0	0	0	0	0	1	1.4%
06/29/2026 10:00	84	0	12	60	10	2	0	0	0	0	0	0	0	3	3.6%
06/29/2026 11:00	62	0	10	43	9	0	0	0	0	0	0	0	0	1	1.6%
06/29/2026 12:00	80	0	6	62	12	0	0	0	0	0	0	0	0	1	1.2%
06/29/2026 13:00	63	0	11	45	7	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 14:00	89	0	12	61	15	1	0	0	0	0	0	0	0	3	3.4%
06/29/2026 15:00	109	0	18	79	12	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 16:00	104	0	11	71	21	1	0	0	0	0	0	0	0	2	1.9%
06/29/2026 17:00	116	1	16	87	12	0	0	0	0	0	0	0	0	3	2.6%
06/29/2026 18:00	99	0	6	74	19	0	0	0	0	0	0	0	0	1	1.0%
06/29/2026 19:00	81	0	9	57	15	0	0	0	0	0	0	0	0	2	2.5%
06/29/2026 20:00	58	0	4	41	13	0	0	0	0	0	0	0	0	1	1.7%
06/29/2026 21:00	38	0	2	31	5	0	0	0	0	0	0	0	0	0	0.0%
06/29/2026 22:00	21	0	4	13	3	1	0	0	0	0	0	0	0	1	4.8%
06/29/2026 23:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%

[Mon, 29 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	14	0	1	12	1	0	0	0	0	0	0	0	0	0	0.0%
06:00-09:00	174	2	23	119	28	2	0	0	0	0	0	0	0	5	2.9%
15:00-19:00	428	1	51	311	64	1	0	0	0	0	0	0	0	6	1.4%
06:00-22:00	1231	3	147	886	189	6	0	0	0	0	0	0	0	23	1.9%
00:00-24:00	1271	3	153	915	193	7	0	0	0	0	0	0	0	24	1.9%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
06/30/2026 00:00	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0.0%
06/30/2026 01:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%
06/30/2026 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06/30/2026 03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%
06/30/2026 04:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%
06/30/2026 05:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0.0%
06/30/2026 06:00	19	0	2	13	4	0	0	0	0	0	0	0	0	0	0.0%
06/30/2026 07:00	50	0	3	27	20	0	0	0	0	0	0	0	0	1	2.0%
06/30/2026 08:00	119	0	13	92	14	0	0	0	0	0	0	0	0	0	0.0%
06/30/2026 09:00	74	0	9	49	16	0	0	0	0	0	0	0	0	3	4.1%
06/30/2026 10:00	75	0	10	45	20	0	0	0	0	0	0	0	0	1	1.3%
06/30/2026 11:00	71	0	8	48	14	1	0	0	0	0	0	0	0	4	5.6%
06/30/2026 12:00	75	0	10	50	14	1	0	0	0	0	0	0	0	4	5.3%
06/30/2026 13:00	81	0	9	57	13	2	0	0	0	0	0	0	0	5	6.2%
06/30/2026 14:00	81	0	11	47	22	1	0	0	0	0	0	0	0	1	1.2%
06/30/2026 15:00	101	0	17	65	18	1	0	0	0	0	0	0	0	2	2.0%
06/30/2026 16:00	99	0	18	62	19	0	0	0	0	0	0	0	0	1	1.0%
06/30/2026 17:00	123	0	23	75	25	0	0	0	0	0	0	0	0	1	0.8%
06/30/2026 18:00	90	0	12	67	11	0	0	0	0	0	0	0	0	1	1.1%
06/30/2026 19:00	58	0	11	36	11	0	0	0	0	0	0	0	0	3	5.2%
06/30/2026 20:00	41	0	6	29	5	1	0	0	0	0	0	0	0	3	7.3%
06/30/2026 21:00	39	0	5	28	6	0	0	0	0	0	0	0	0	1	2.6%
06/30/2026 22:00	18	0	4	9	4	1	0	0	0	0	0	0	0	3	16.7%
06/30/2026 23:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0.0%

[Tue, 30 June]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	14	0	3	9	2	0	0	0	0	0	0	0	0	0	0.0%
06:00-09:00	188	0	18	132	38	0	0	0	0	0	0	0	0	1	0.5%
15:00-19:00	413	0	70	269	73	1	0	0	0	0	0	0	0	5	1.2%
06:00-22:00	1196	0	167	790	232	7	0	0	0	0	0	0	0	31	2.6%
00:00-24:00	1234	0	174	814	238	8	0	0	0	0	0	0	0	34	2.8%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
07/01/2026 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07/01/2026 01:00	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0.0%
07/01/2026 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07/01/2026 03:00	3	0	0	0	2	1	0	0	0	0	0	0	0	1	33.3%
07/01/2026 04:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%
07/01/2026 05:00	5	0	0	4	1	0	0	0	0	0	0	0	0	1	20.0%
07/01/2026 06:00	18	0	4	8	6	0	0	0	0	0	0	0	0	1	5.6%
07/01/2026 07:00	53	0	6	32	15	0	0	0	0	0	0	0	0	1	1.9%
07/01/2026 08:00	124	0	24	87	12	1	0	0	0	0	0	0	0	2	1.6%
07/01/2026 09:00	64	0	12	42	10	0	0	0	0	0	0	0	0	1	1.6%
07/01/2026 10:00	78	0	10	59	9	0	0	0	0	0	0	0	0	1	1.3%
07/01/2026 11:00	60	0	6	43	11	0	0	0	0	0	0	0	0	1	1.7%
07/01/2026 12:00	61	0	4	49	8	0	0	0	0	0	0	0	0	1	1.6%
07/01/2026 13:00	67	0	11	42	14	0	0	0	0	0	0	0	0	2	3.0%
07/01/2026 14:00	71	0	10	50	10	1	0	0	0	0	0	0	0	3	4.2%
07/01/2026 15:00	137	0	29	96	12	0	0	0	0	0	0	0	0	2	1.5%
07/01/2026 16:00	102	0	10	74	17	1	0	0	0	0	0	0	0	4	3.9%
07/01/2026 17:00	96	0	8	70	18	0	0	0	0	0	0	0	0	1	1.0%
07/01/2026 18:00	66	0	4	45	17	0	0	0	0	0	0	0	0	3	4.5%
07/01/2026 19:00	81	1	10	56	13	1	0	0	0	0	0	0	0	2	2.5%
07/01/2026 20:00	61	0	6	48	6	1	0	0	0	0	0	0	0	1	1.6%
07/01/2026 21:00	37	0	4	26	5	2	0	0	0	0	0	0	0	3	8.1%
07/01/2026 22:00	22	0	6	12	4	0	0	0	0	0	0	0	0	0	0.0%
07/01/2026 23:00	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0.0%

[Wed, 1 July]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V\text{-Enforcement}$	
00:00-06:00	13	0	0	7	5	1	0	0	0	0	0	0	0	2	15.4%
06:00-09:00	195	0	34	127	33	1	0	0	0	0	0	0	0	4	2.1%
15:00-19:00	401	0	51	285	64	1	0	0	0	0	0	0	0	10	2.5%
06:00-22:00	1176	1	158	827	183	7	0	0	0	0	0	0	0	29	2.5%
00:00-24:00	1217	1	164	850	194	8	0	0	0	0	0	0	0	31	2.5%



Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

Time	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V$ -Enforcement	
07/02/2026 00:00	3	0	2	0	0	0	1	0	0	0	0	0	0	1	33.3%
07/02/2026 01:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0.0%
07/02/2026 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07/02/2026 03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%
07/02/2026 04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%
07/02/2026 05:00	7	0	0	2	5	0	0	0	0	0	0	0	0	3	42.9%
07/02/2026 06:00	23	0	3	12	8	0	0	0	0	0	0	0	0	3	13.0%
07/02/2026 07:00	48	0	5	27	15	1	0	0	0	0	0	0	0	2	4.2%
07/02/2026 08:00	102	0	13	74	15	0	0	0	0	0	0	0	0	0	0.0%
07/02/2026 09:00	62	0	6	41	14	1	0	0	0	0	0	0	0	4	6.5%
07/02/2026 10:00	51	0	7	29	15	0	0	0	0	0	0	0	0	3	5.9%

[Thu, 2 July]	Σ	10	20	30	40	50	60	70	80	90	100	110	>110	$\Sigma > V$ -Enforcement	
00:00-06:00	15	0	4	4	6	0	1	0	0	0	0	0	0	4	26.7%
06:00-09:00	173	0	21	113	38	1	0	0	0	0	0	0	0	5	2.9%
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
06:00-22:00	286	0	34	183	67	2	0	0	0	0	0	0	0	12	4.2%
00:00-24:00	301	0	38	187	73	2	1	0	0	0	0	0	0	16	5.3%

Row with the most Venforcement violations per day.

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Fridays	14:00 - 15:00	83	18	21.7%	12	14.5%	6	7.2%	Low
Thursdays	13:00 - 14:00	62	12	19.4%	7	11.3%	5	8.1%	Low
Fridays	07:00 - 08:00	62	21	33.9%	16	25.8%	5	8.1%	Low
Tuesdays	13:00 - 14:00	81	15	18.5%	10	12.3%	5	6.2%	Low
Thursdays	14:00 - 15:00	75	17	22.7%	13	17.3%	4	5.3%	Low
Thursdays	16:00 - 17:00	99	18	18.2%	14	14.1%	4	4.0%	No
Thursdays	21:00 - 22:00	30	9	30.0%	5	16.7%	4	13.3%	Medium
Fridays	10:00 - 11:00	70	19	27.1%	15	21.4%	4	5.7%	Low
Fridays	12:00 - 13:00	87	24	27.6%	20	23.0%	4	4.6%	No
Fridays	18:00 - 19:00	70	19	27.1%	15	21.4%	4	5.7%	Low
Saturdays	10:00 - 11:00	83	13	15.7%	9	10.8%	4	4.8%	No
Saturdays	11:00 - 12:00	90	9	10.0%	5	5.6%	4	4.4%	No
Tuesdays	11:00 - 12:00	71	15	21.1%	11	15.5%	4	5.6%	Low
Tuesdays	12:00 - 13:00	75	15	20.0%	11	14.7%	4	5.3%	Low
Wednesdays	16:00 - 17:00	102	18	17.6%	14	13.7%	4	3.9%	No
Thursdays	09:00 - 10:00	62	15	24.2%	11	17.7%	4	6.5%	Low
Thursdays	17:00 - 18:00	94	24	25.5%	21	22.3%	3	3.2%	No
Fridays	09:00 - 10:00	79	18	22.8%	15	19.0%	3	3.8%	No
Mondays	07:00 - 08:00	47	12	25.5%	9	19.1%	3	6.4%	Low
Mondays	10:00 - 11:00	84	12	14.3%	9	10.7%	3	3.6%	No
Mondays	14:00 - 15:00	89	16	18.0%	13	14.6%	3	3.4%	No
Mondays	17:00 - 18:00	116	12	10.3%	9	7.8%	3	2.6%	No
Tuesdays	09:00 - 10:00	74	16	21.6%	13	17.6%	3	4.1%	No
Tuesdays	19:00 - 20:00	58	11	19.0%	8	13.8%	3	5.2%	Low
Tuesdays	20:00 - 21:00	41	6	14.6%	3	7.3%	3	7.3%	Low
Tuesdays	22:00 - 23:00	18	5	27.8%	2	11.1%	3	16.7%	High
Wednesdays	14:00 - 15:00	71	11	15.5%	8	11.3%	3	4.2%	No
Wednesdays	18:00 - 19:00	66	17	25.8%	14	21.2%	3	4.5%	No
Wednesdays	21:00 - 22:00	37	7	18.9%	4	10.8%	3	8.1%	Low
Thursdays	05:00 - 06:00	7	5	71.4%	2	28.6%	3	42.9%	Max
Thursdays	06:00 - 07:00	23	8	34.8%	5	21.7%	3	13.0%	Medium
Thursdays	10:00 - 11:00	51	15	29.4%	12	23.5%	3	5.9%	Low

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Thursdays	18:00 - 19:00	62	11	17.7%	9	14.5%	2	3.2%	No
Thursdays	22:00 - 23:00	34	8	23.5%	6	17.6%	2	5.9%	Low
Fridays	11:00 - 12:00	87	17	19.5%	15	17.2%	2	2.3%	No
Saturdays	09:00 - 10:00	59	17	28.8%	15	25.4%	2	3.4%	No
Saturdays	18:00 - 19:00	68	20	29.4%	18	26.5%	2	2.9%	No
Saturdays	21:00 - 22:00	29	8	27.6%	6	20.7%	2	6.9%	Low
Sundays	10:00 - 11:00	51	6	11.8%	4	7.8%	2	3.9%	No
Sundays	15:00 - 16:00	71	5	7.0%	3	4.2%	2	2.8%	No
Sundays	17:00 - 18:00	63	14	22.2%	12	19.0%	2	3.2%	No
Sundays	18:00 - 19:00	51	15	29.4%	13	25.5%	2	3.9%	No
Sundays	20:00 - 21:00	33	8	24.2%	6	18.2%	2	6.1%	Low
Sundays	21:00 - 22:00	13	6	46.2%	4	30.8%	2	15.4%	High
Mondays	08:00 - 09:00	116	16	13.8%	14	12.1%	2	1.7%	No
Mondays	16:00 - 17:00	104	22	21.2%	20	19.2%	2	1.9%	No
Mondays	19:00 - 20:00	81	15	18.5%	13	16.0%	2	2.5%	No
Tuesdays	15:00 - 16:00	101	19	18.8%	17	16.8%	2	2.0%	No
Wednesdays	08:00 - 09:00	124	13	10.5%	11	8.9%	2	1.6%	No
Wednesdays	13:00 - 14:00	67	14	20.9%	12	17.9%	2	3.0%	No
Wednesdays	15:00 - 16:00	137	12	8.8%	10	7.3%	2	1.5%	No
Wednesdays	19:00 - 20:00	81	14	17.3%	12	14.8%	2	2.5%	No
Thursdays	07:00 - 08:00	48	16	33.3%	14	29.2%	2	4.2%	No
Thursdays	19:00 - 20:00	65	9	13.8%	8	12.3%	1	1.5%	No
Thursdays	20:00 - 21:00	38	8	21.1%	7	18.4%	1	2.6%	No
Fridays	00:00 - 01:00	7	2	28.6%	1	14.3%	1	14.3%	Medium
Fridays	06:00 - 07:00	22	9	40.9%	8	36.4%	1	4.5%	No
Fridays	08:00 - 09:00	113	19	16.8%	18	15.9%	1	0.9%	No
Fridays	13:00 - 14:00	68	13	19.1%	12	17.6%	1	1.5%	No
Fridays	15:00 - 16:00	127	14	11.0%	13	10.2%	1	0.8%	No
Fridays	16:00 - 17:00	90	15	16.7%	14	15.6%	1	1.1%	No
Fridays	17:00 - 18:00	80	15	18.8%	14	17.5%	1	1.2%	No
Fridays	19:00 - 20:00	68	17	25.0%	16	23.5%	1	1.5%	No
Fridays	21:00 - 22:00	28	8	28.6%	7	25.0%	1	3.6%	No

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Saturdays	13:00 - 14:00	80	14	17.5%	13	16.2%	1	1.2%	No
Saturdays	16:00 - 17:00	70	14	20.0%	13	18.6%	1	1.4%	No
Saturdays	17:00 - 18:00	44	10	22.7%	9	20.5%	1	2.3%	No
Saturdays	19:00 - 20:00	56	10	17.9%	9	16.1%	1	1.8%	No
Saturdays	22:00 - 23:00	23	4	17.4%	3	13.0%	1	4.3%	No
Sundays	00:00 - 01:00	17	6	35.3%	5	29.4%	1	5.9%	Low
Sundays	08:00 - 09:00	25	2	8.0%	1	4.0%	1	4.0%	No
Sundays	11:00 - 12:00	77	8	10.4%	7	9.1%	1	1.3%	No
Sundays	14:00 - 15:00	62	7	11.3%	6	9.7%	1	1.6%	No
Sundays	19:00 - 20:00	53	10	18.9%	9	17.0%	1	1.9%	No
Sundays	23:00 - 00:00	11	3	27.3%	2	18.2%	1	9.1%	Low
Mondays	09:00 - 10:00	74	11	14.9%	10	13.5%	1	1.4%	No
Mondays	11:00 - 12:00	62	9	14.5%	8	12.9%	1	1.6%	No
Mondays	12:00 - 13:00	80	12	15.0%	11	13.8%	1	1.2%	No
Mondays	18:00 - 19:00	99	19	19.2%	18	18.2%	1	1.0%	No
Mondays	20:00 - 21:00	58	13	22.4%	12	20.7%	1	1.7%	No
Mondays	22:00 - 23:00	21	4	19.0%	3	14.3%	1	4.8%	No
Tuesdays	07:00 - 08:00	50	20	40.0%	19	38.0%	1	2.0%	No
Tuesdays	10:00 - 11:00	75	20	26.7%	19	25.3%	1	1.3%	No
Tuesdays	14:00 - 15:00	81	23	28.4%	22	27.2%	1	1.2%	No
Tuesdays	16:00 - 17:00	99	19	19.2%	18	18.2%	1	1.0%	No
Tuesdays	17:00 - 18:00	123	25	20.3%	24	19.5%	1	0.8%	No
Tuesdays	18:00 - 19:00	90	11	12.2%	10	11.1%	1	1.1%	No
Tuesdays	21:00 - 22:00	39	6	15.4%	5	12.8%	1	2.6%	No
Wednesdays	03:00 - 04:00	3	3	100.0%	2	66.7%	1	33.3%	Max
Wednesdays	06:00 - 07:00	18	6	33.3%	5	27.8%	1	5.6%	Low
Wednesdays	07:00 - 08:00	53	15	28.3%	14	26.4%	1	1.9%	No
Wednesdays	09:00 - 10:00	64	10	15.6%	9	14.1%	1	1.6%	No
Wednesdays	10:00 - 11:00	78	9	11.5%	8	10.3%	1	1.3%	No
Wednesdays	11:00 - 12:00	60	11	18.3%	10	16.7%	1	1.7%	No
Wednesdays	12:00 - 13:00	61	8	13.1%	7	11.5%	1	1.6%	No
Wednesdays	17:00 - 18:00	96	18	18.8%	17	17.7%	1	1.0%	No

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > \text{PSL}$		$\Sigma \text{PSL} \leq \text{V-Enforcement}$		$\Sigma > \text{V-Enforcement}$		Rating
Wednesdays	20:00 - 21:00	61	7	11.5%	6	9.8%	1	1.6%	No
Thursdays	12:00 - 13:00	14	2	14.3%	2	14.3%	0	0.0%	No
Thursdays	15:00 - 16:00	117	9	7.7%	9	7.7%	0	0.0%	No
Thursdays	23:00 - 00:00	5	1	20.0%	1	20.0%	0	0.0%	No
Fridays	01:00 - 02:00	7	1	14.3%	1	14.3%	0	0.0%	No
Fridays	02:00 - 03:00	1	1	100.0%	1	100.0%	0	0.0%	No
Fridays	05:00 - 06:00	8	5	62.5%	5	62.5%	0	0.0%	No
Fridays	20:00 - 21:00	45	7	15.6%	7	15.6%	0	0.0%	No
Fridays	22:00 - 23:00	23	4	17.4%	4	17.4%	0	0.0%	No
Fridays	23:00 - 00:00	13	2	15.4%	2	15.4%	0	0.0%	No
Saturdays	07:00 - 08:00	21	7	33.3%	7	33.3%	0	0.0%	No
Saturdays	08:00 - 09:00	46	9	19.6%	9	19.6%	0	0.0%	No
Saturdays	12:00 - 13:00	80	12	15.0%	12	15.0%	0	0.0%	No
Saturdays	14:00 - 15:00	76	7	9.2%	7	9.2%	0	0.0%	No
Saturdays	15:00 - 16:00	69	9	13.0%	9	13.0%	0	0.0%	No
Saturdays	20:00 - 21:00	35	5	14.3%	5	14.3%	0	0.0%	No
Saturdays	23:00 - 00:00	15	3	20.0%	3	20.0%	0	0.0%	No
Sundays	01:00 - 02:00	7	1	14.3%	1	14.3%	0	0.0%	No
Sundays	02:00 - 03:00	9	1	11.1%	1	11.1%	0	0.0%	No
Sundays	03:00 - 04:00	3	2	66.7%	2	66.7%	0	0.0%	No
Sundays	06:00 - 07:00	7	3	42.9%	3	42.9%	0	0.0%	No
Sundays	07:00 - 08:00	19	8	42.1%	8	42.1%	0	0.0%	No
Sundays	09:00 - 10:00	36	6	16.7%	6	16.7%	0	0.0%	No
Sundays	12:00 - 13:00	79	13	16.5%	13	16.5%	0	0.0%	No
Sundays	13:00 - 14:00	66	11	16.7%	11	16.7%	0	0.0%	No
Sundays	16:00 - 17:00	68	3	4.4%	3	4.4%	0	0.0%	No
Sundays	22:00 - 23:00	9	1	11.1%	1	11.1%	0	0.0%	No
Mondays	01:00 - 02:00	2	1	50.0%	1	50.0%	0	0.0%	No
Mondays	06:00 - 07:00	11	2	18.2%	2	18.2%	0	0.0%	No
Mondays	13:00 - 14:00	63	7	11.1%	7	11.1%	0	0.0%	No
Mondays	15:00 - 16:00	109	12	11.0%	12	11.0%	0	0.0%	No
Mondays	21:00 - 22:00	38	5	13.2%	5	13.2%	0	0.0%	No

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

		Σ Total	$\Sigma > PSL$		$\Sigma PSL \leq V\text{-Enforcement}$		$\Sigma > V\text{-Enforcement}$		Rating
Tuesdays	00:00 - 01:00	3	1	33.3%	1	33.3%	0	0.0%	No
Tuesdays	05:00 - 06:00	2	1	50.0%	1	50.0%	0	0.0%	No
Tuesdays	06:00 - 07:00	19	4	21.1%	4	21.1%	0	0.0%	No
Tuesdays	08:00 - 09:00	119	14	11.8%	14	11.8%	0	0.0%	No
Wednesdays	01:00 - 02:00	3	2	66.7%	2	66.7%	0	0.0%	No
Wednesdays	22:00 - 23:00	22	4	18.2%	4	18.2%	0	0.0%	No
Wednesdays	23:00 - 00:00	6	2	33.3%	2	33.3%	0	0.0%	No
Thursdays	01:00 - 02:00	2	1	50.0%	1	50.0%	0	0.0%	No
Thursdays	08:00 - 09:00	102	15	14.7%	15	14.7%	0	0.0%	No

PSL Posted speed limit in mph

V-Enforcement Enforcement limit (posted speed limit + enforcement tolerance) in mph

From: John Denwood <John.Denwood@cheshireeasthighways.org>

Sent: 22 June 2026 14:12

To: Rod Fletcher <rod.fletcher@cheshireeast.gov.uk>; KAIN, Reg (Councillor) <reg.kain@cheshireeast.gov.uk>; DRAKE, Brian (Councillor) <brian.drake@cheshireeast.gov.uk>

Cc: Town Clerk <Clerk@alsagertowncouncil.gov.uk>; Members Funding <membersfunding@cheshireeasthighways.org>

Subject: Ward Member Budget Schemes

PUBLIC

Dear Cllrs Fletcher, Kain and Drake,

Following the meeting on 18th June with myself, Cllr Fletcher and Julie, we discussed ward members budget schemes and Cllr Fletcher agreed the following.

- Testing of 3 lamp columns to see if suitable for 7.5t weight limit signs £1000, Plans attached
- Footway resurfacing from Asda traffic lights to Church Road £46,000 (Risk of £4000 to come off on completion of works) Plan attached
- Carriageway patching of Chancery Lane £10,534

Unable to include Lodge Road due to cost.

Kind Regards

John Denwood

Senior Highways Officer | Cheshire East Highways

www.cheshireeast.gov.uk/highways

Follow us on X @CECHighways



Church Road

Asda

ALSAGER

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

The following notes highlight significant (ie unusual or difficult to manage) residual hazards identified by the designer. Typical hazards that should be identified by a competent contractor are not included. The contractor shall carry out the works using an approved safe system of work. Further information on hazards can be found in the hazard elimination and risk reduction form.

Itemised Hazards:

1. Working at height (installation of signs above ground).



Sign Assembly Arrangement
NTS

Sign Ref	Approx. Coordinates (OSGB)	Orientation (face)	External Lighting?	New Post?	Assembly Passively Safe?	Design Notes
HSN-01	X: 379668 Y: 355500	299°	N	N	N/A	New sign on existing lighting column subject to testing of lighting column to confirm suitability.

New sign to be positioned on existing lighting column.
Existing sign to be adjusted to achieve 2.1m mounting height.



Sign Location
NTS

NOTES

1. This drawing is for information only, and should be read in conjunction with all other relevant design drawings and documents. Refer to detail drawing for sign face / post / foundation specifications.
2. Where any signs are to be illuminated, refer to Street Lighting drawings for electrical and illumination designs.
3. Dimensions are in millimetres unless stated otherwise.
4. All proposals shown are subject to appropriate surveys, consultations, third party asset records, and site engineer assessments where deemed necessary.
5. Where OSGB Coordinates are provided, these are approximate and are to the centroid of the associated element.
6. Signs shall be in accordance with the Traffic Signs Manual (TSM) and The Traffic Signs Regulations and General Directions 2016 (TSRGD), unless stated. As a general rule, the face of any support structure or protrusions is to be no less than 450mm from the kerb face.
7. The sign plate size and position has been based on an assumed 85%-ile speed of 21 to 30mph.

KEY

- Proposed sign(s)
on existing pole(s)



P01	Draft Issue for Review	EG	03/06/2026
Ph/Rev	Revision Details	Rev by	Date

Contact Name: Jonathan Copnall	
Tel:0300 123 50 20 Date: 03/06/2026	
Drawn by: Elson Garraway	
Checked by: Terence McCormick	
Approved by: Simon Barker	
Drawing Status:PRELIMINARY	
Scales at A3: AS SHOWN	Sheet 1 of 1
Drawing No:	Phase/Rev:
C6010701-CEH-HSN-XX-DR-D-901201	62 P01



Project:

AUDLEY ROAD WEIGHT LIMIT
ADVANCE INFORMATION TRAFFIC SIGNS
SIGN ASSEMBLY ARRANGEMENT & LOCATION

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Ordnance Survey 100049045.

Cheshire East Council Highways
6th Floor, Delamere House, Delamere Street, Crewe, Cheshire, CW1 2LL

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

The following notes highlight significant (ie unusual or difficult to manage) residual hazards identified by the designer. Typical hazards that should be identified by a competent contractor are not included. The contractor shall carry out the works using an approved safe system of work. Further information on hazards can be found in the hazard elimination and risk reduction form.

Itemised Hazards:

1. Working at height (installation of signs above ground).



Sign Assembly Arrangement
NTS

Sign Ref	Approx. Coordinates (OSGB)	Orientation (face)	External Lighting?	New Post?	Assembly Passively Safe?	Design Notes
HSN-02	X: 379667 Y: 355472	172°	N	N	N/A	New sign on existing lighting column subject to testing of lighting column to confirm suitability.



Sign Location
NTS

NOTES

1. This drawing is for information only, and should be read in conjunction with all other relevant design drawings and documents. Refer to detail drawing for sign face / post / foundation specifications.
2. Where any signs are to be illuminated, refer to Street Lighting drawings for electrical and illumination designs.
3. Dimensions are in millimetres unless stated otherwise.
4. All proposals shown are subject to appropriate surveys, consultations, third party asset records, and site engineer assessments where deemed necessary.
5. Where OSGB Coordinates are provided, these are approximate and are to the centroid of the associated element.
6. Signs shall be in accordance with the Traffic Signs Manual (TSM) and The Traffic Signs Regulations and General Directions 2016 (TSRGD), unless stated. As a general rule, the face of any support structure or protrusions is to be no less than 450mm from the kerb face.
7. The sign plate size and position has been based on an assumed 85%-ile speed of 21 to 30mph.

KEY

- Proposed sign(s)
on existing pole(s)



Project:

AUDLEY ROAD WEIGHT LIMIT
ADVANCE INFORMATION TRAFFIC SIGNS
SIGN ASSEMBLY ARRANGEMENT & LOCATION

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P01	Draft Issue for Review	EG	03/06/2026
Ph/Rev	Revision Details	Rev by	Date

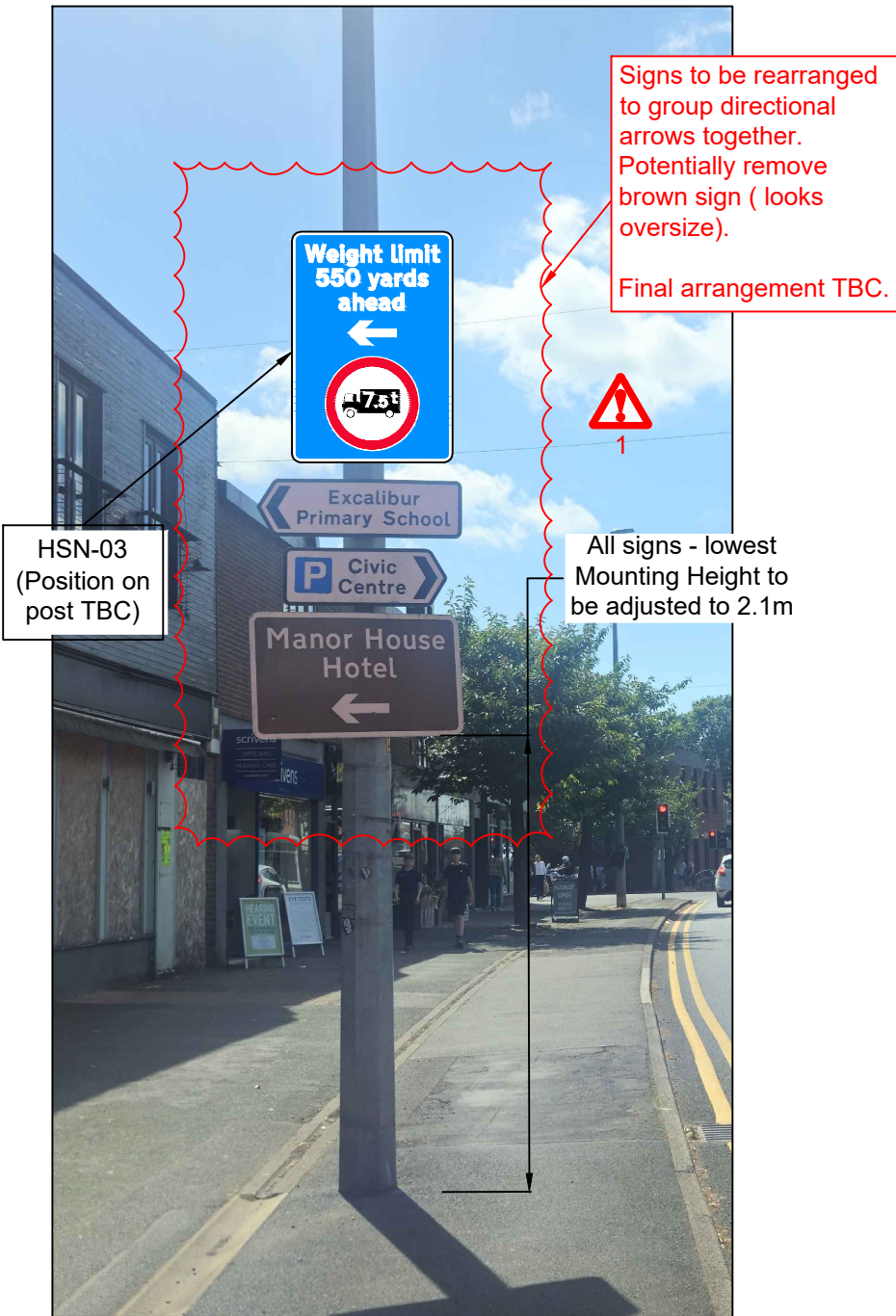
Contact Name: Jonathan Copnall	
Tel: 0300 123 50 20	Date: 03/06/2026
Drawn by: Elson Garraway	
Checked by: Terence McCormick	
Approved by: Simon Barker	
Drawing Status: PRELIMINARY	
Scales at A3: AS SHOWN	Sheet 1 of 1
Drawing No: C6010701-CEH-HSN-XX-DR-D-901202	Phase/Rev: 63 P01

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

The following notes highlight significant (ie unusual or difficult to manage) residual hazards identified by the designer. Typical hazards that should be identified by a competent contractor are not included. The contractor shall carry out the works using an approved safe system of work. Further information on hazards can be found in the hazard elimination and risk reduction form.

Itemised Hazards:

- 1. Working at height (installation of signs above ground).



Sign Assembly Arrangement
NTS

Sign Ref	Approx. Coordinates (OSGB)	Orientation (face)	External Lighting?	New Post?	Assembly Passively Safe?	Design Notes
HSN-03	X: 379762 Y: 355484	70°	N	N	N/A	New sign on existing lighting column subject to testing of lighting column to confirm suitability.



Sign Location
NTS

NOTES

1. This drawing is for information only, and should be read in conjunction with all other relevant design drawings and documents. Refer to detail drawing for sign face / post / foundation specifications.
2. Where any signs are to be illuminated, refer to Street Lighting drawings for electrical and illumination designs.
3. Dimensions are in millimetres unless stated otherwise.
4. All proposals shown are subject to appropriate surveys, consultations, third party asset records, and site engineer assessments where deemed necessary.
5. Where OSGB Coordinates are provided, these are approximate and are to the centroid of the associated element.
6. Signs shall be in accordance with the Traffic Signs Manual (TSM) and The Traffic Signs Regulations and General Directions 2016 (TSRGD), unless stated. As a general rule, the face of any support structure or protrusions is to be no less than 450mm from the kerb face.
7. The sign plate size and position has been based on an assumed 85%-ile speed of 21 to 30mph.

KEY

- Proposed sign(s) on existing pole(s)



Project:

AUDLEY ROAD WEIGHT LIMIT
ADVANCE INFORMATION TRAFFIC SIGNS
SIGN ASSEMBLY ARRANGEMENT & LOCATION

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Cheshire East Council Highways
6th Floor, Delamere House, Delamere Street, Crewe, Cheshire, CW1 2LL

P01	Draft Issue for Review	EG	04/06/2026
Ph/Rev	Revision Details	Rev by	Date

Contact Name: Jonathan Copnall	
Tel:0300 123 50 20 Date: 04/06/2026	
Drawn by: Elson Garraway	
Checked by: Terence McCormick	
Approved by: Simon Barker	
Drawing Status: PRELIMINARY	
Scales at A3: AS SHOWN	Sheet 1 of 1
Drawing No: C6010701-CEH-HSN-XX-DR-D-901203	Phase/Rev: 64 P01

Agenda item 12

Task To Be Done Skate Park Revamp	Lead Who is taking this Role?	Actions/ Next Steps	Budget	Monies Spent	Due Dates	Any Comments
			5,000			
Architectural students from MMU to be given their brief	Alex				Done	
Architectural students visit for site	Alex				Done	
Architectural students submit their plans	Alex				Done	
Alex comes up with a design that is within budget and meet some of the immediate needs	Alex				Done	
Site visit to the skate park with Town Clark and contractor	June B liaises with Alex, town, clerk and contractors				Done	
Three quotes or the Work are attained	Alex				Done	
Contractor engaged to remove benches and relocate planters	town clerk				Done	
Replace the existing boards for the graffiti wall with suitable material	Alex June B to liaise with town clerk and PEC					
Attain three quotes	Alex					
Engage contractor to obtain materials						
Get volunteer team together to fit the New graffiti board						
Project ends, possibly with a skateboard event with Music						

ALSAGER TOWN COUNCIL

Report to: Alsager Planning, Environment and Community Committee

Meeting date: 14 July 2026

Agenda item: 13

Prepared by: Councillor Sue Ovenden

Subject: Member's Item

Purpose of the Report

Proposed improvement to traffic flow of Sandbach Road South.

Background Information

A resident has contacted me who lives opposite Homestead House, who has lived there for a number of years. He has advised that pulling out onto Sandbach Road South from his drive and his neighbours drives is very dangerous. This is due to cars being parked outside Homestead House, very close and up to their entrance. This is causing problems with the effect of having one way traffic to try and navigate into as the moving cars are trying to avoid the parked cars. He has also advised that emergency service vehicles sometimes do struggle to get passed the parked cars to enter Homestead House as the parked cars are sometimes parking over the lowered kerbs so restricting access in and out of the car park. No doubt this issue is exacerbated by the parking charges.

There are two existing traffic junction boxes in Sandbach Road South, one next to IQ Therapies and another to the small car park behind Bar 55, so it is clear that as this road is a very busy road there is an issue with cars pulling out onto it.

I have been advised there was a proposal during Covid to implement this project and Councillor Fletcher may recall this action, but unfortunately it was not implemented hence the need to resurrect this issue.

Recommendation

I would like to propose that this item is recommended to Cheshire East Council being responsible for highway changes by one of our ward councillors.

Resolution Requested

I would like for this matter to be brought before Cheshire East to implement the changes to the road for the safety of our residents.