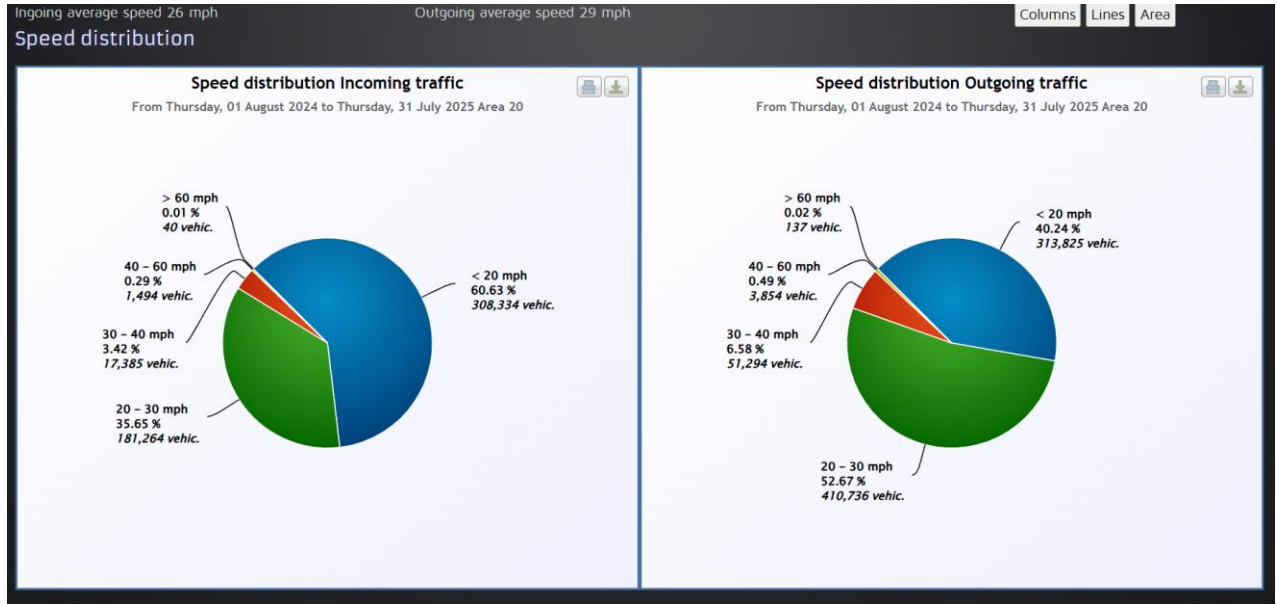


Appendix 1 SID Report
Speed Distribution Traffic Volume Analysis & Hourly Vehicle Count Analysis
Period: 1 August 2024 to 31 July 2025

Location A - Unit 6 10905 BT5472 - Spring Road (20)

Speed Distribution Traffic Volume Analysis



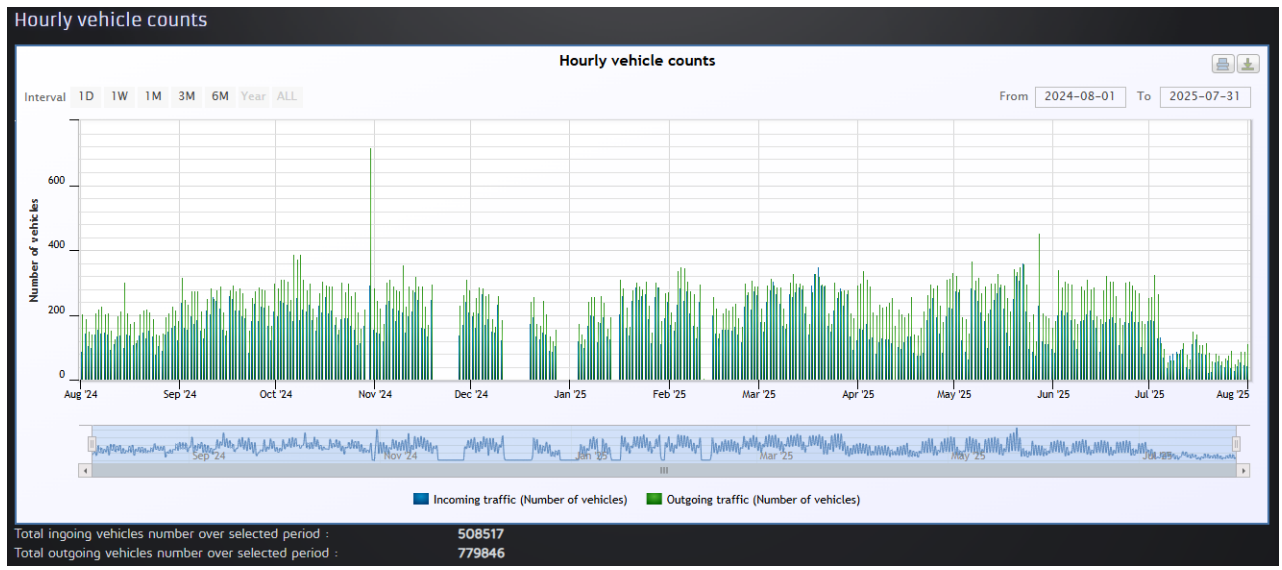
The above Pie chart speed distribution data indicates that the majority of vehicles travelling through Area 20 remained within or close to the 20 mph speed limit.

For **incoming traffic**, the average speed recorded was **26 mph**. Approximately **60.6%** of vehicles travelled at speeds below 20 mph, while **35.7%** travelled between 20 and 30 mph. A further **3.4%** of vehicles were recorded travelling between 30 and 40 mph. Vehicles exceeding 40 mph accounted for less than **0.3%** of total traffic, with only **40 vehicles** recorded travelling above 60 mph during the monitoring period.

For **outgoing traffic**, the average speed was slightly higher at **29 mph**. Around **40.2%** of vehicles travelled below 20 mph, while the majority (**52.7%**) travelled between 20 and 30 mph. Speeds between 30 and 40 mph represented **6.6%** of recorded traffic. Vehicles travelling above 40 mph accounted for less than **0.5%** of total movements, with only **137 vehicles** exceeding 60 mph.

Overall, the data demonstrates that most vehicles were travelling at speeds below 30 mph, with only a small proportion exceeding 30 mph and very few travelling at excessive speeds. Outgoing traffic recorded a higher average speed and a greater proportion of vehicles in the 30–40 mph range compared with incoming traffic, suggesting drivers tend to travel faster when leaving the area than when entering it.

Hourly Vehicle Count Analysis



The above graph shows the hourly vehicle count data, indicating a consistent flow of traffic throughout the monitoring period, with outgoing traffic generally exceeding incoming traffic volumes.

Traffic levels increased during the autumn months, with notable peaks recorded between September and November 2024. The highest single traffic count occurred in early November 2024, when outgoing vehicle movements exceeded 700 vehicles within the recorded period. Traffic volumes remained relatively stable throughout the winter and spring months, with regular fluctuations reflecting daily and seasonal travel patterns.

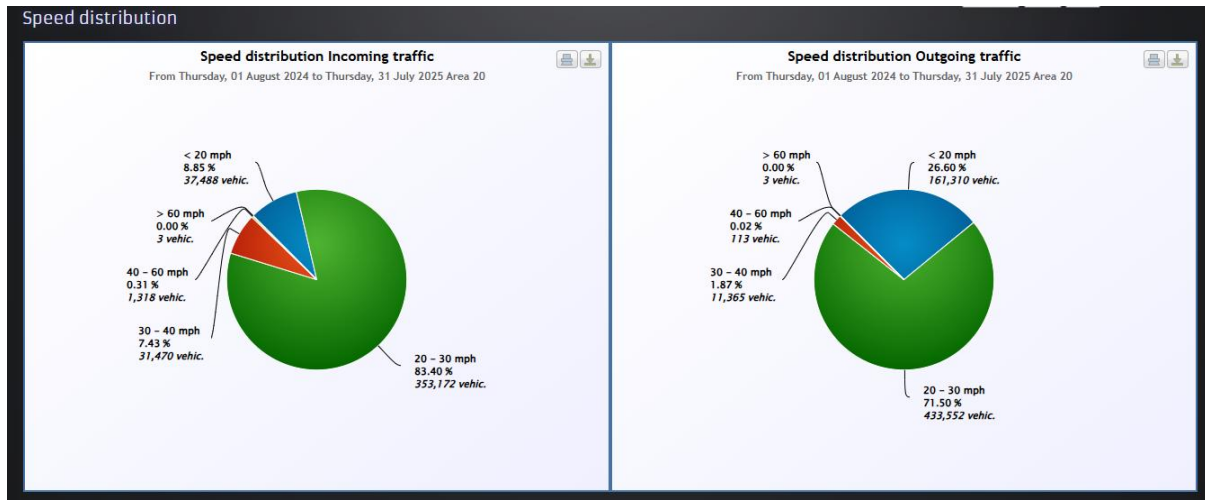
Further increases in traffic activity were observed during May and early June 2025, with several periods recording in excess of 400 outgoing vehicle movements. Throughout the monitoring period, outgoing traffic consistently exceeded incoming traffic, suggesting a greater volume of vehicles leaving the monitored area than entering it.

A reduction in recorded vehicle counts is evident during July 2025. This may reflect seasonal variations in traffic patterns, changes in monitoring activity, or a shorter reporting period and should therefore be interpreted with caution.

Overall, the data demonstrates sustained vehicle activity throughout the year, with traffic volumes remaining relatively stable and only occasional spikes in vehicle movements. The pattern of higher outgoing than incoming traffic was consistent across the monitoring period.

Location A - Unit 2 - 10910 BT2710 – Audlett Drive – Morton Close. (30)
Unit been in location A since 2024 as no pole at Location B

Speed Distribution Traffic Volume Analysis



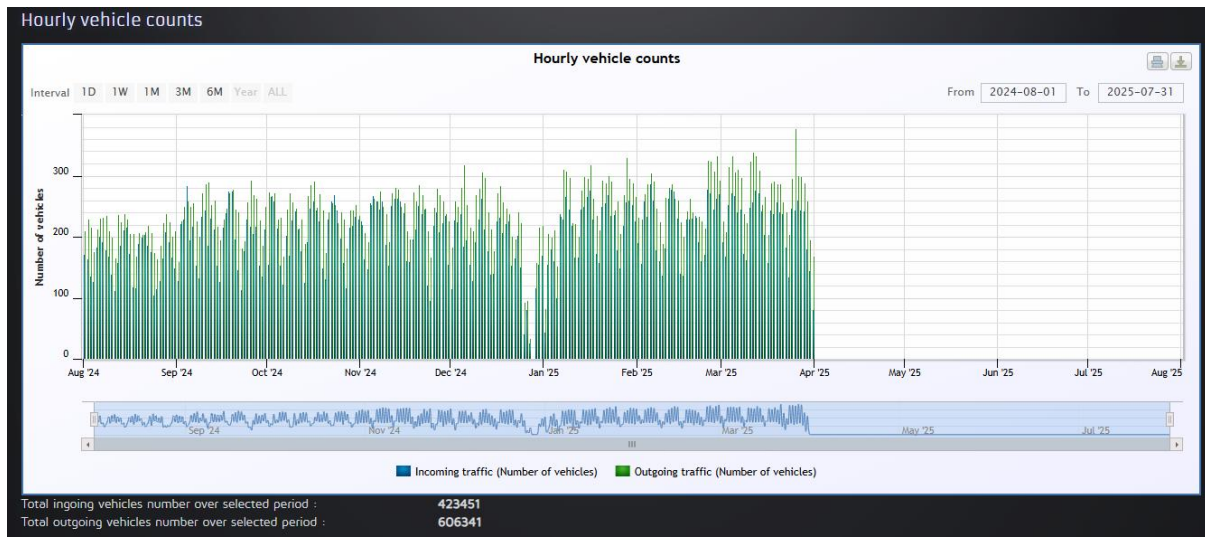
The pie chart shows in both directions, the majority of vehicles travelled at speeds between **20 and 30 mph**, accounting for **83.40%** of incoming traffic (353,172 vehicles) and **71.50%** of outgoing traffic (439,552 vehicles). This indicates that traffic generally operated within a moderate speed range throughout the period.

For incoming traffic, **8.85%** of vehicles (37,486 vehicles) travelled at speeds below **20 mph**, while **7.43%** (31,470 vehicles) travelled between **30 and 40 mph**. Only a very small proportion exceeded **40 mph**, with **0.31%** travelling between **40 and 60 mph** and virtually none travelling above **60 mph**.

A similar pattern is observed for outgoing traffic. Vehicles travelling below **20 mph** represented **26.60%** (161,310 vehicles), a notably higher proportion than incoming traffic. Meanwhile, **1.87%** (11,365 vehicles) travelled between **30 and 40 mph**, and less than **0.1%** exceeded **40 mph**. Only **3 vehicles** were recorded travelling above **60 mph**.

Overall, the data show that traffic speeds were predominantly concentrated within the **20–30 mph** range, with very few vehicles exceeding **40 mph**. This suggests effective speed management and generally consistent traffic conditions across both incoming and outgoing movements.

Hourly Vehicle Count Analysis



A total of **423,451 incoming vehicles** and **606,341 outgoing vehicles** were recorded during the selected period. Traffic volumes fluctuated regularly on a daily basis, reflecting typical travel patterns. Most hourly counts ranged between **100 and 300 vehicles per hour**, with occasional peaks exceeding **300 vehicles per hour**, particularly during the early months of 2025.

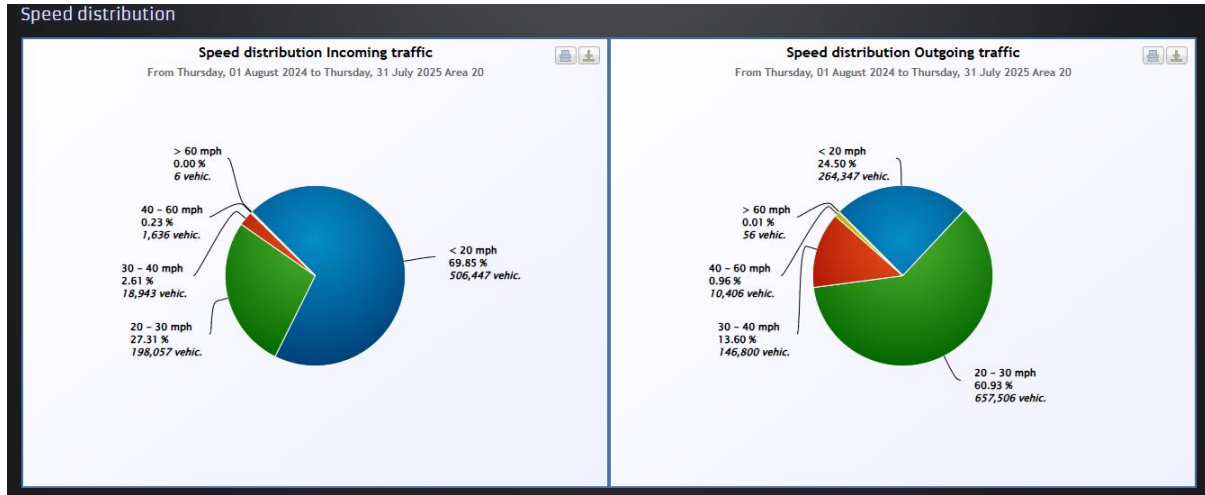
Traffic levels gradually increased from August 2024 through March 2025, indicating growing traffic demand over time. The highest traffic volumes were observed between **January and March 2025**, when several hourly counts reached the maximum values recorded during the study period. A noticeable reduction in recorded traffic occurred around late December 2024 and early January 2025, which may be associated with seasonal travel patterns, holidays, or temporary disruptions in data collection.

Throughout the monitoring period, outgoing traffic consistently remained higher than incoming traffic, suggesting that more vehicles exited the monitored area than entered it. Despite normal fluctuations, the traffic pattern remained relatively stable, with no evidence of prolonged periods of exceptionally low or high traffic activity.

Location A - Unit 3 - 10911 BT2092 – A415 Hales Meadow Car Park – Morton Close. (20)

Unit been in location A since 2024 as no pole at Location B

Speed Distribution Traffic Volume Analysis.



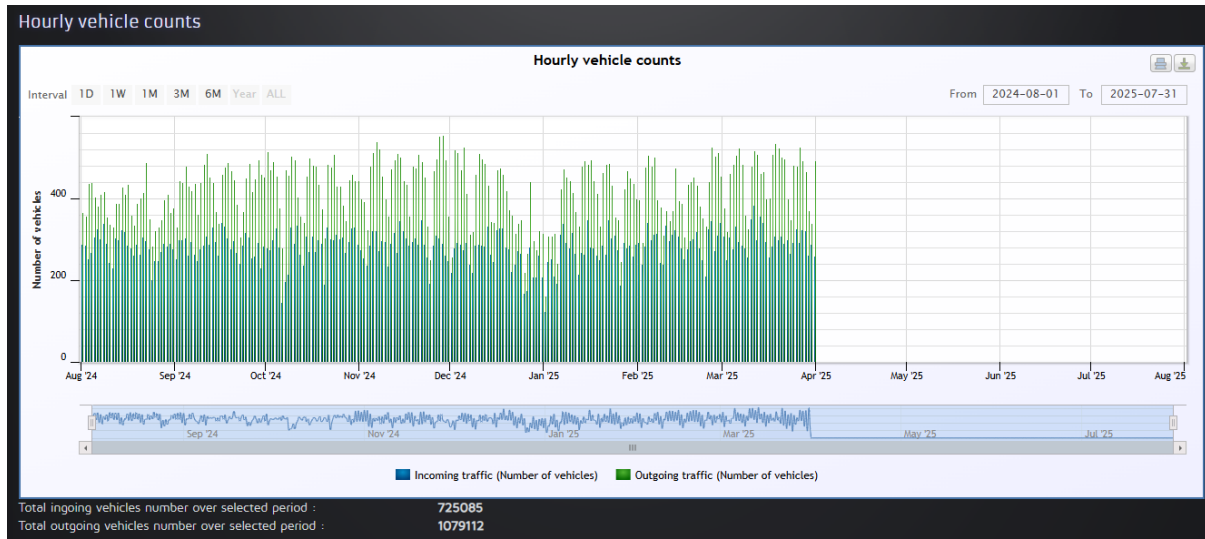
The Pie Charts indicate that the majority of vehicles travelled at speeds below **30 mph**, demonstrating generally low-speed traffic conditions throughout the monitoring period.

For **incoming traffic**, the largest proportion of vehicles travelled at speeds of **less than 20 mph**, accounting for **69.85%** of all recorded vehicles (**506,447 vehicles**). A further **27.31%** (**198,057 vehicles**) travelled between **20 and 30 mph**, while only **2.61%** (**18,943 vehicles**) travelled between **30 and 40 mph**. Vehicles exceeding **40 mph** represented less than **0.25%** of total incoming traffic, with only **6 vehicles** recorded at speeds above **60 mph**.

For **outgoing traffic**, the majority of vehicles travelled between **20 and 30 mph**, representing **60.93%** (**657,506 vehicles**). Vehicles travelling below **20 mph** accounted for **24.50%** (**264,347 vehicles**), while **13.60%** (**146,800 vehicles**) travelled between **30 and 40 mph**. Speeds above **40 mph** were relatively uncommon, with **0.96%** of vehicles travelling between **40 and 60 mph** and only **56 vehicles** exceeding **60 mph**.

Overall, the results show that vehicle speeds were concentrated within the **below 30 mph** range, accounting for more than **97% of incoming traffic** and approximately **85% of outgoing traffic**. The low proportion of vehicles travelling at higher speeds suggests that traffic conditions, road design, or speed management measures were effective in maintaining relatively low operating speeds across the study area.

Hourly Vehicle Count Analysis



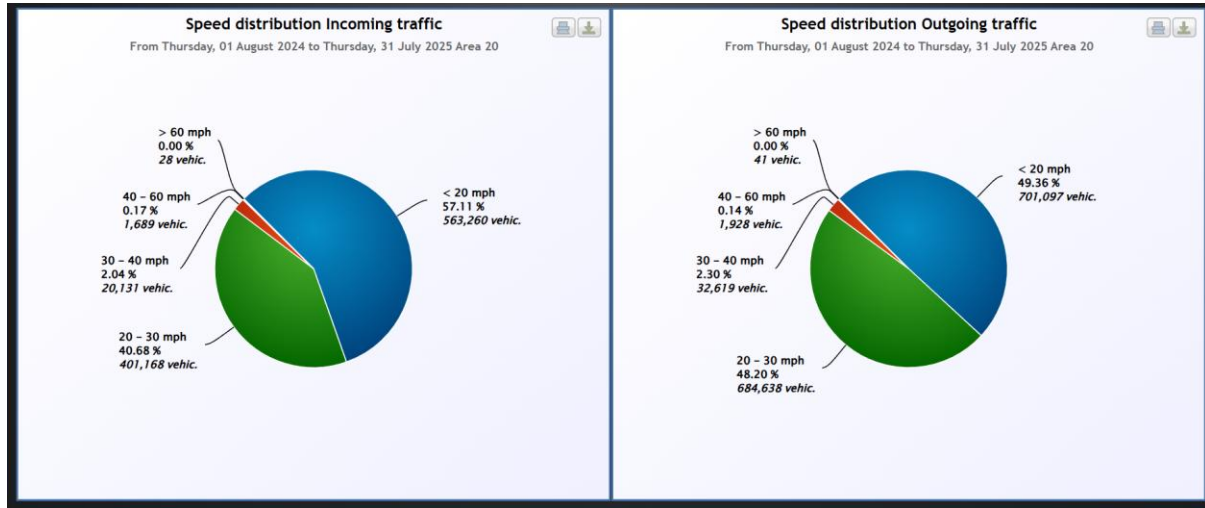
A total of **725,085 incoming vehicles** and **1,079,112 outgoing vehicles** were recorded during the survey period. Hourly traffic volumes generally ranged between **200 and 500 vehicles per hour**, with outgoing traffic regularly recording higher counts than incoming traffic. Peak hourly volumes exceeded **500 vehicles**, particularly between October 2024 and March 2025.

Traffic levels showed a gradual increase from August 2024, reaching their highest levels during the late autumn and early spring months. A temporary reduction in traffic activity is visible around late December 2024 and early January 2025, likely reflecting seasonal holiday travel patterns and reduced economic activity during this period. Following this decline, traffic volumes recovered quickly and remained relatively stable through March 2025.

The data reveal a clear and recurring pattern of daily traffic fluctuations, suggesting regular commuting and operational travel demand. Outgoing traffic consistently exceeded incoming traffic by approximately **49%**, indicating a strong directional flow away from the monitored area during the reporting period.

Location A - Unit 1 - 10913 BT2290 – Oxford Road – Norman Av. (20)

Speed Distribution Traffic Volume Analysis.



The Pie Chart data indicates that vehicle speeds were predominantly concentrated within the lower speed ranges. Of the total recorded incoming vehicles, 57.11% (563,260 vehicles) travelled at speeds below 20 mph, making this the most common speed category. A further 40.68% (401,168 vehicles) were recorded travelling between 20 and 30 mph.

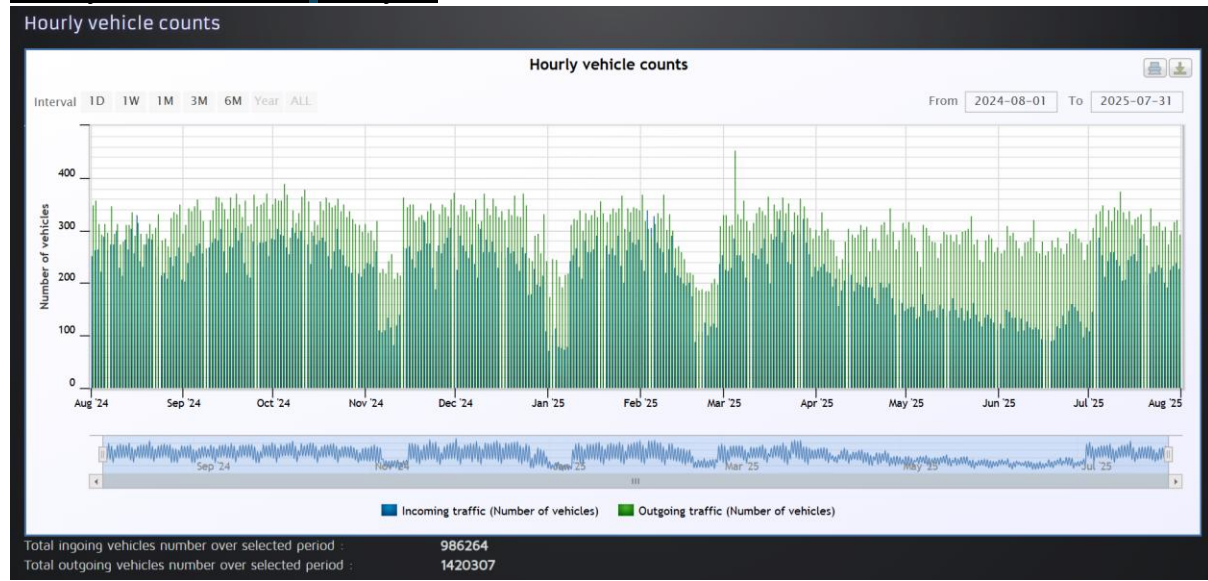
Only a small proportion of vehicles exceeded 30 mph. Vehicles travelling between 30 and 40 mph accounted for 2.04% (20,131 vehicles), while those travelling between 40 and 60 mph represented just 0.17% (1,689 vehicles). Speeds above 60 mph were exceptionally rare, with only 28 vehicles recorded during the entire monitoring period.

Overall, approximately 97.8% of incoming traffic travelled below 30 mph, indicating a predominantly low-speed traffic environment.

The outgoing traffic distribution shows a similar pattern. Vehicles travelling below 20 mph represented 49.36% (701,097 vehicles) of total outgoing traffic, while 48.20% (684,638 vehicles) travelled between 20 and 30 mph.

Vehicles travelling between 30 and 40 mph accounted for 2.30% (32,619 vehicles), and only 0.14% (1,928 vehicles) travelled between 40 and 60 mph. Speeds exceeding 60 mph were almost non-existent, with only 41 vehicles recorded.

Hourly Vehicle Count Analysis



During the monitoring period, a total of **986,264 incoming vehicles** and **1,420,307 outgoing vehicles** were recorded.

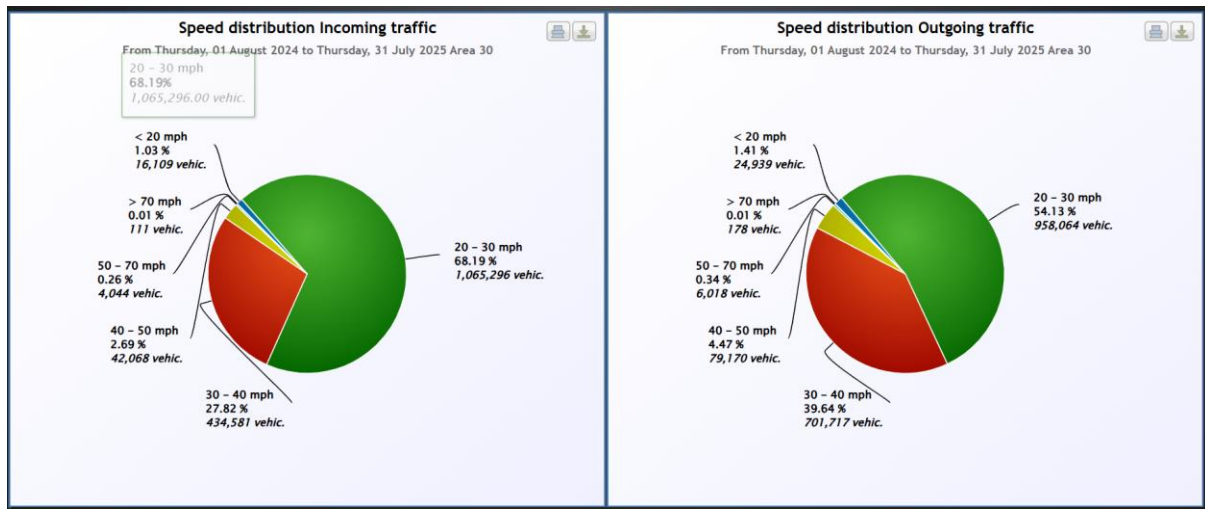
Traffic volumes generally ranged between **150 and 350 vehicles per hour**, with outbound traffic regularly recording higher hourly counts than inbound traffic. Peak outbound volumes occasionally exceeded **400 vehicles per hour**, with the highest spike occurring in **March 2025**, indicating a short period of unusually high traffic demand.

The data reveal several periods of reduced traffic activity, particularly during **November 2024, January 2025, and late February 2025**, where both incoming and outgoing vehicle counts declined noticeably before returning to normal levels. A more prolonged reduction in inbound traffic is evident between **May and June 2025**, while outbound traffic remained comparatively stable, resulting in a greater imbalance between directional flows during this period.

Despite these fluctuations, the overall traffic pattern remained consistent, displaying regular daily variations that are characteristic of routine travel demand. Outgoing traffic exceeded incoming traffic by approximately **44%**, suggesting a strong directional movement away from the monitored area throughout the reporting period.

Location A - Unit 4 - 10914 BT3132 – Copenhagen Drive. (30)

Speed Distribution Traffic Volume Analysis.



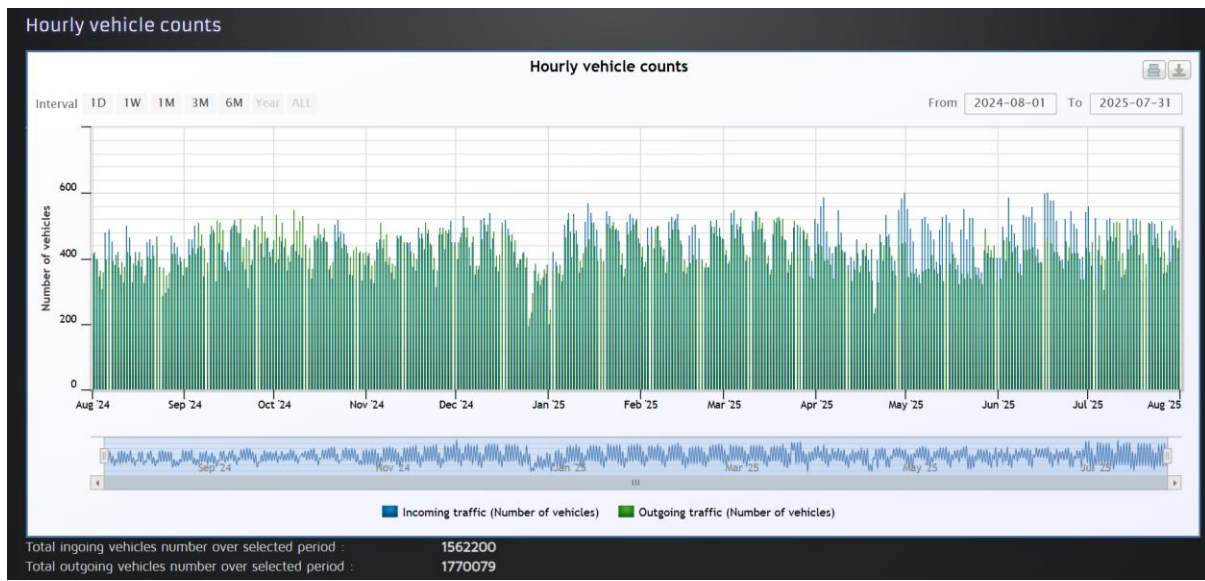
The pie chart speed distribution patterns for incoming and outgoing traffic are broadly comparable. In both directions, the majority of vehicles travelled between 20 and 40 mph, accounting for more than 93% of all traffic movements.

Incoming traffic exhibited a higher concentration of vehicles within the 20–30 mph speed range (68.19%) compared with outgoing traffic (54.13%). Conversely, outgoing traffic showed a greater proportion of vehicles travelling between 30 and 40 mph (39.64%) than incoming traffic (27.82%).

Higher-speed movements above 50 mph were infrequent in both directions, collectively accounting for less than 0.5% of recorded traffic. Instances of vehicles exceeding 70 mph were negligible and do not indicate a significant speeding issue within the study area.

The analysis demonstrates that traffic in Area 30 operates predominantly within the 20–40 mph range. More than 95% of vehicles in both directions travelled below 40 mph, reflecting generally controlled traffic conditions. Although a small proportion of vehicles exceeded 50 mph, occurrences of very high speeds above 70 mph were exceptionally rare.

Hourly Vehicle Count Analysis



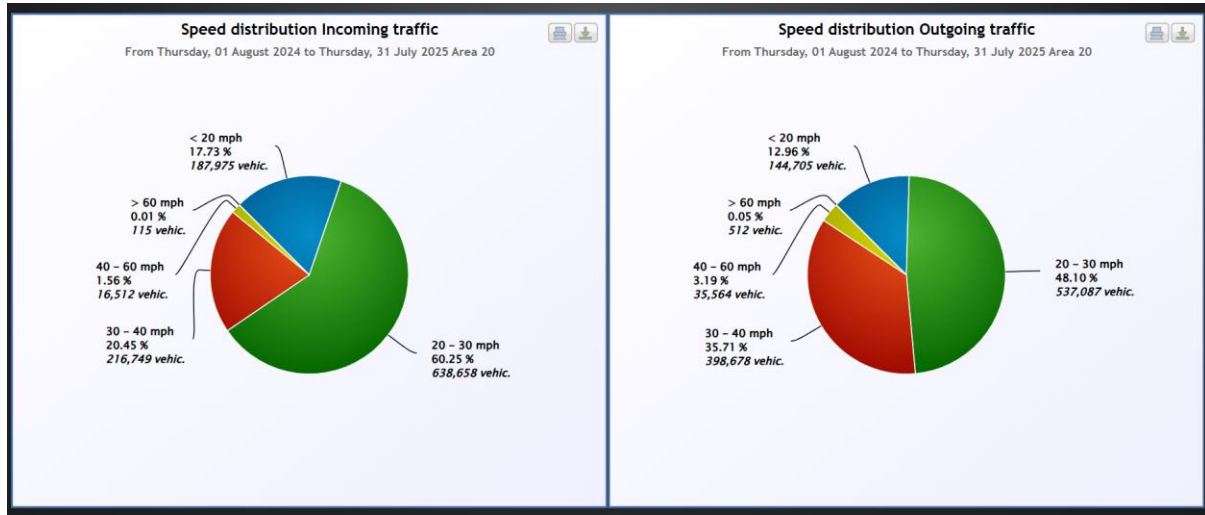
During the monitoring period, a total of **1,562,200 incoming vehicles** and **1,770,079 outgoing vehicles** were recorded.

Hourly traffic volumes generally ranged between **300 and 550 vehicles per hour**, with occasional peaks approaching **600 vehicles per hour**. Traffic activity remained relatively stable throughout the year, demonstrating sustained demand on the route. Outgoing traffic volumes were generally higher than incoming traffic during the first half of the monitoring period, particularly between **September 2024 and March 2025**, when several of the highest outbound peaks were recorded.

A noticeable decline in traffic volumes occurred around **late December 2024 and early January 2025**, reflecting a seasonal reduction in travel activity. Following this period, traffic levels recovered quickly and remained consistently high through the remainder of the study period. From **April 2025 onwards**, inbound traffic volumes increased and frequently matched or exceeded outbound volumes, resulting in a more balanced directional traffic pattern.

Location A - Unit 5 - 10915 BT5110 – Twelve Acre Drive (20)

Speed Distribution Traffic Volume Analysis.



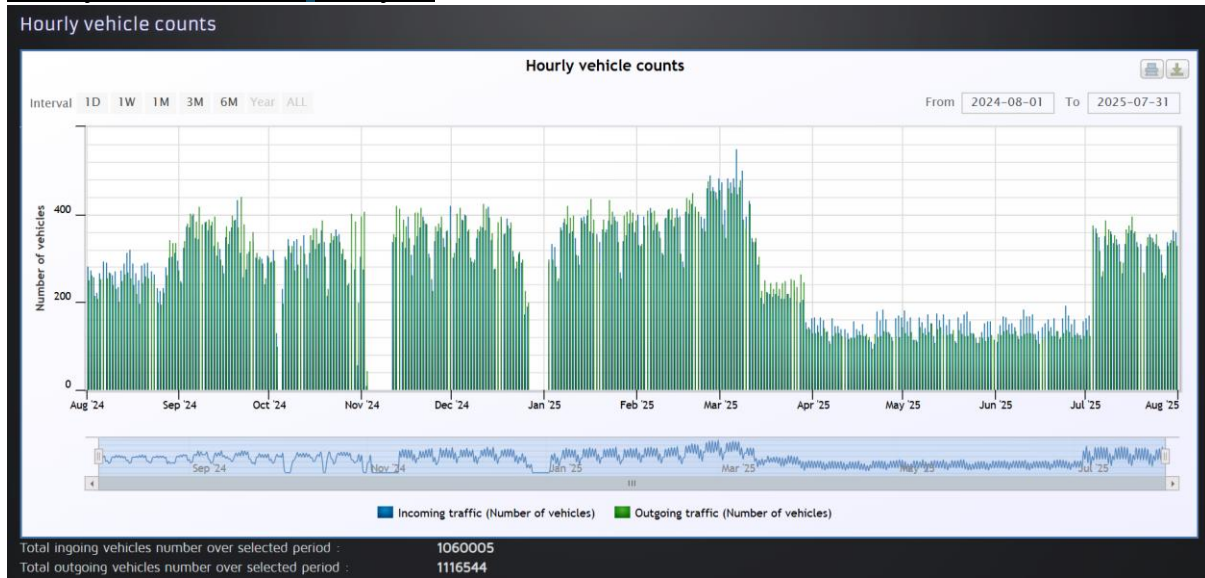
The Pie Chart speed distribution patterns indicate that both incoming and outgoing traffic are concentrated within the 20–40 mph range. For incoming traffic, 80.70% of vehicles travelled between 20 and 40 mph, compared with 83.81% for outgoing traffic.

Incoming traffic exhibited a greater proportion of vehicles travelling below 20 mph, while outgoing traffic showed a higher proportion travelling within the 30–40 mph category. This suggests that vehicles leaving the area tend to operate at slightly higher average speeds than those entering.

Although the proportion of vehicles travelling between 40 and 60 mph was higher for outgoing traffic (3.19%) than incoming traffic (1.56%), the overall occurrence of higher-speed travel remained low. Speeds above 60 mph were extremely rare in both directions.

The analysis demonstrates that Area 20 operates predominantly as a moderate-speed traffic environment, with the vast majority of vehicles travelling between 20 and 40 mph. More than 96% of traffic in both directions remained below 40 mph, while only a very small proportion exceeded 60 mph.

Hourly Vehicle Count Analysis



Traffic activity varied considerably over the reporting period. From **August 2024 to March 2025**, hourly vehicle counts were generally strong, with most values ranging between **250 and 450 vehicles per hour**. The highest traffic levels occurred during **March 2025**, when peak hourly volumes approached **500 vehicles**, representing the busiest period recorded during the study.

Several interruptions and reductions in traffic volumes are evident, particularly around **November 2024** and **January 2025**, where short periods of lower activity or missing data appear. Following the March 2025 peak, traffic volumes declined significantly during **April to June 2025**, with hourly counts commonly falling to between **100 and 180 vehicles per hour**. This sustained reduction suggests either a temporary change in travel demand, operational conditions, or external factors affecting traffic flow.

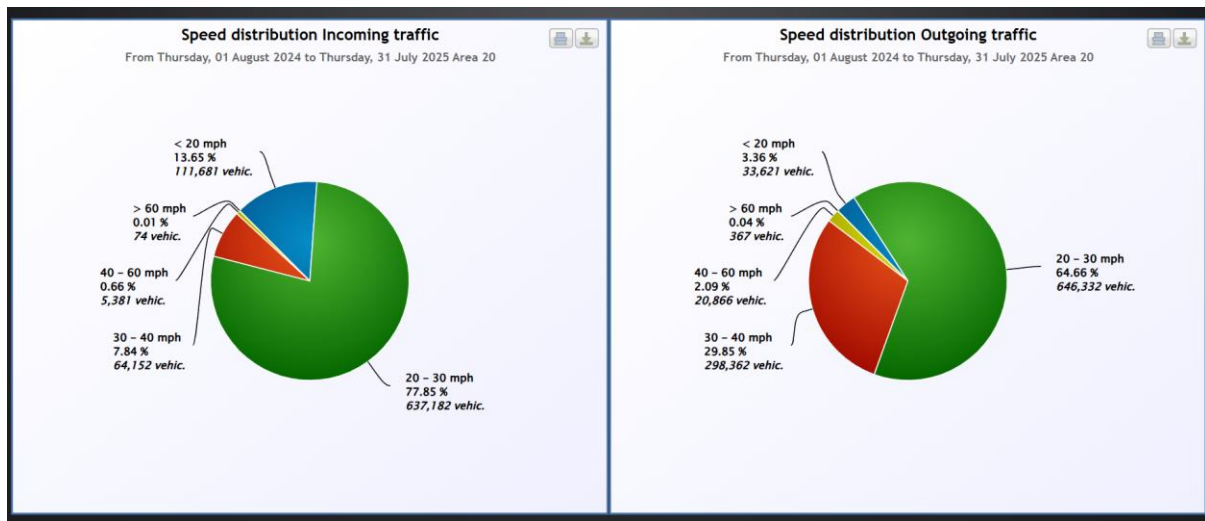
Traffic volumes increased again during **July 2025**, returning to levels more consistent with those observed earlier in the monitoring period. Throughout the year, the data display regular daily fluctuations, reflecting typical commuting and local travel patterns.

Location B - Unit 7 – 10916 BT0050 – Drayton Road. (20)

Unit been in location A since 2024 as no pole at Location B

From April 2024 to August 2025 there were no recorded vehicle counts for this section of road. This may be due to a satellite failure or roadworks / road closure.

Speed Distribution Traffic Volume Analysis.



The Chart indicates that both incoming and outgoing traffic are concentrated within the 20–30 mph speed range. Incoming traffic shows a stronger concentration in this category, with nearly 78% of vehicles travelling between 20 and 30 mph compared with approximately 65% of outgoing traffic.

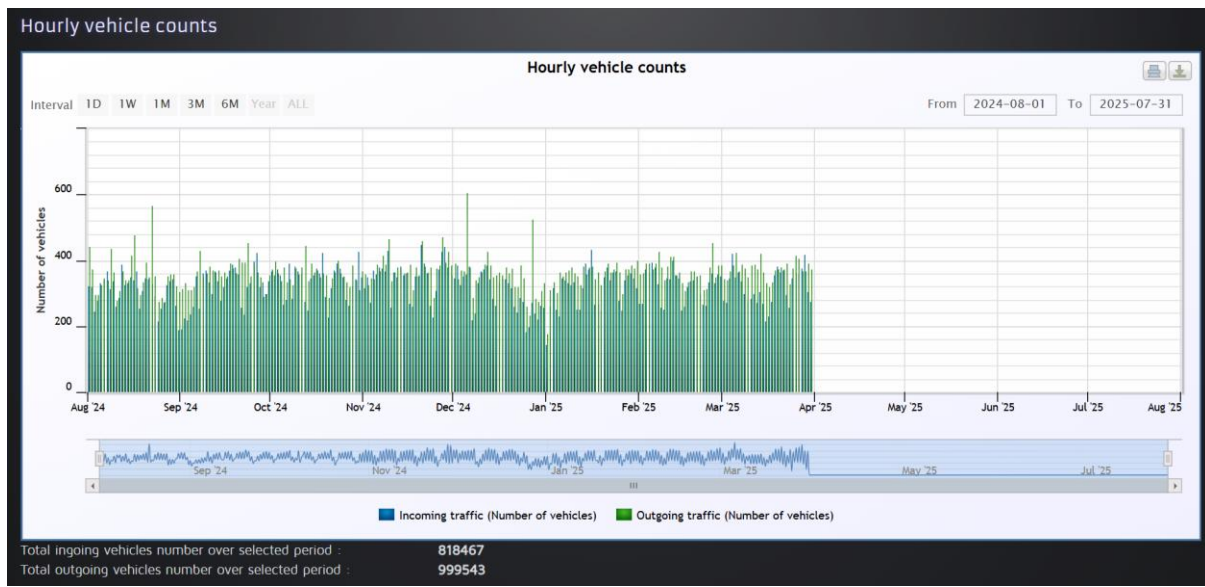
Outgoing traffic exhibits a higher proportion of vehicles travelling between 30 and 40 mph (29.85%) than incoming traffic (7.84%), suggesting that vehicles tend to leave the area at slightly higher speeds than they enter.

Despite this difference, higher-speed movements remain limited. Less than 3% of outgoing traffic and less than 1% of incoming traffic exceeded 40 mph. Vehicles travelling above 60 mph were extremely rare in both directions.

The analysis demonstrates that Area 20 operates predominantly within a low-to-moderate speed environment. The majority of vehicles travel between 20 and 30 mph, and almost all traffic remains below 40 mph.

The very low proportion of vehicles exceeding 40 mph and the negligible number of vehicles travelling above 60 mph indicate good compliance with expected operating speeds.

Hourly Vehicle Count Analysis



During the monitoring period. Outgoing traffic exceeded incoming traffic by approximately **22%**, indicating that the area generated a higher volume of outbound movements than inbound trips.

Traffic volumes remained generally stable throughout the survey period, with regular daily and weekly fluctuations evident across the year. Most hourly traffic counts ranged between **250 and 400 vehicles**, reflecting consistent traffic demand. Several isolated peaks were recorded, particularly during September and December 2024, when hourly volumes exceeded **500 vehicles**, representing the highest traffic levels observed during the study.

A noticeable reduction in traffic volumes occurred around late December 2024 and early January 2025, likely associated with seasonal holiday activity. Following this period, traffic volumes recovered and remained relatively consistent through February and March 2025.

Throughout the monitoring period, outgoing traffic generally recorded slightly higher volumes than incoming traffic, suggesting that the site functions as a net traffic-generating area.