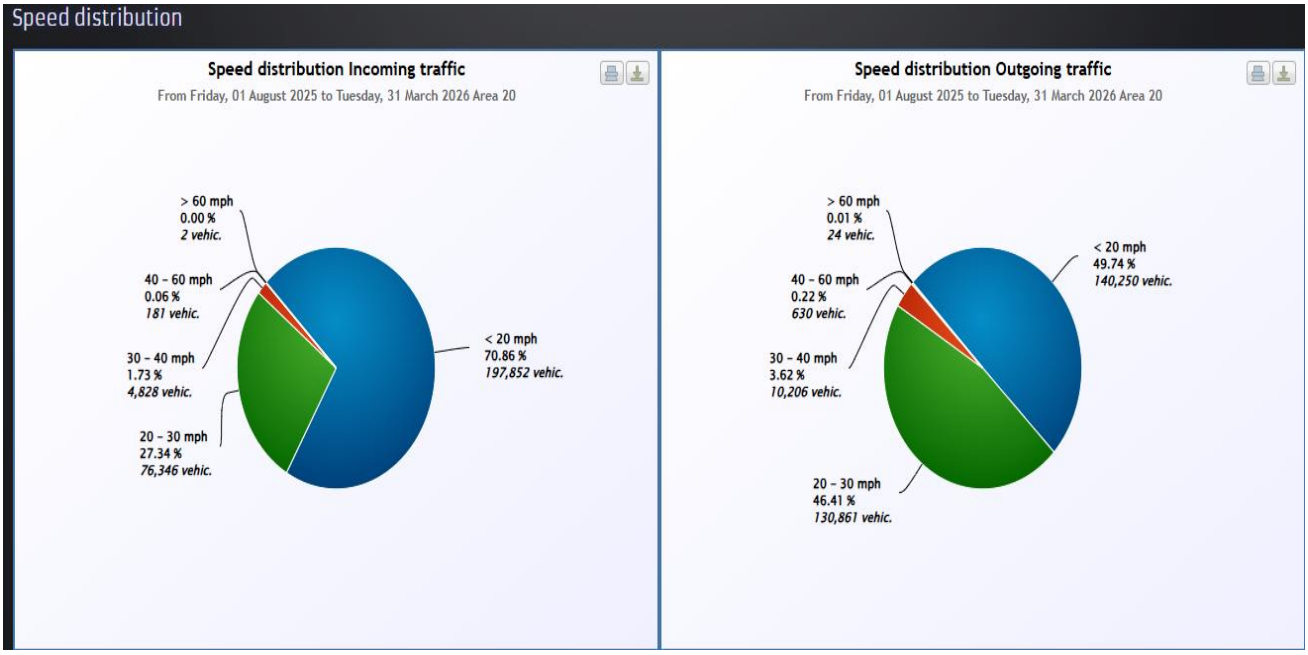
Appendix 2 SID Report

Speed Distribution Traffic Volume Analysis & Hourly Vehicle Count Analysis
Period: 2 01 August 2025 to 31 March 2026

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

Speed Distribution Traffic Volume Analysis



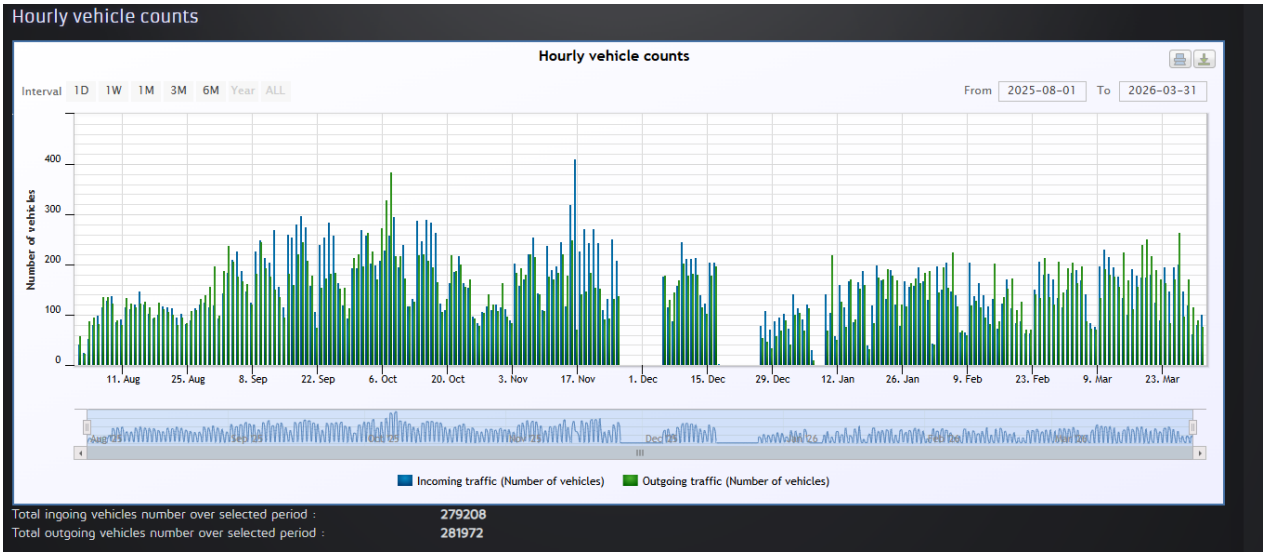
The Pie Chart shows that vehicle speeds were predominantly below **30 mph**, with only a small proportion of vehicles travelling at higher speeds. The results indicate generally low operating speeds and a high level of compliance with expected speed limits within the study area.

For **incoming traffic**, the majority of vehicles travelled at speeds below **20 mph**, accounting for **70.86%** of all recorded vehicles (**197,852 vehicles**). A further **27.34%** (**76,346 vehicles**) travelled between **20 and 30 mph**, while **1.73%** (**4,828 vehicles**) travelled between **30 and 40 mph**. Vehicles travelling above **40 mph** represented less than **0.1%** of total incoming traffic, including **181 vehicles** (**0.06%**) travelling between **40 and 60 mph** and only **2 vehicles** recorded at speeds above **60 mph**.

For **outgoing traffic**, speed distributions were more evenly split between the two lowest speed categories. Vehicles travelling below **20 mph** accounted for **49.74%** (**140,250 vehicles**), while **46.41%** (**130,861 vehicles**) travelled between **20 and 30 mph**. A further **3.62%** (**10,206 vehicles**) travelled between **30 and 40 mph**. Higher-speed vehicles were uncommon, with **0.22%** (**630 vehicles**) travelling between **40 and 60 mph** and only **24 vehicles** (**0.01%**) exceeding **60 mph**.

Overall, the results show that approximately **98% of incoming traffic** and more than **96% of outgoing traffic** travelled at speeds below **30 mph**.

Hourly Vehicle Count Analysis



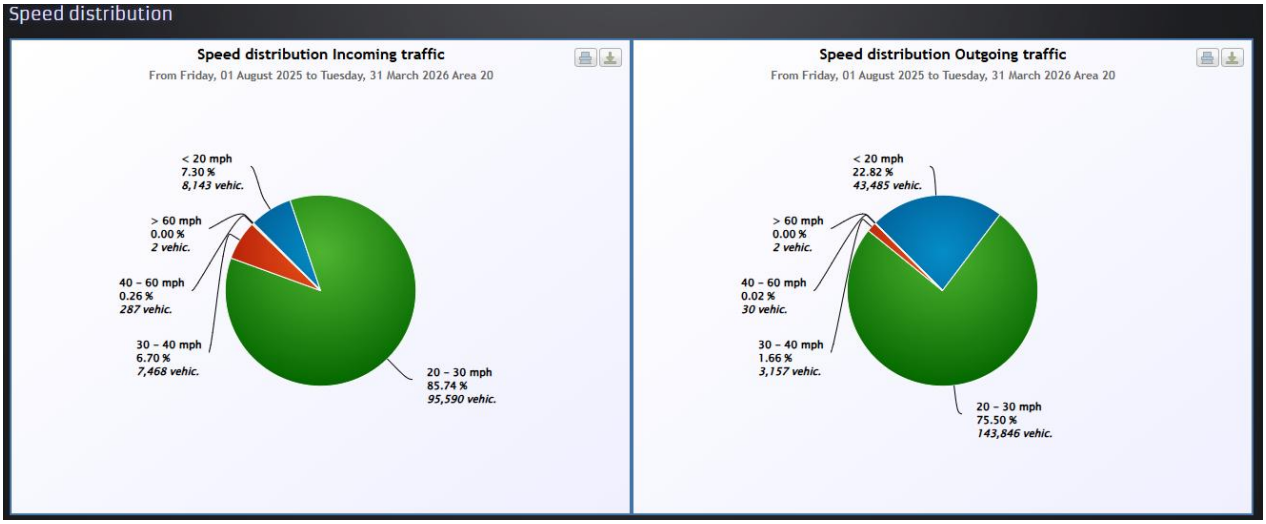
During the monitoring period, a total of **279,208 incoming vehicles** and **281,972 outgoing vehicles** were recorded, indicating a near-equal distribution of traffic in both directions.

Traffic volumes varied considerably throughout the reporting period. During **August and early September 2025**, hourly vehicle counts were generally low to moderate, before increasing significantly through **September, October and November**, when the highest traffic levels were recorded. Peak hourly volumes exceeded **400 vehicles per hour**, particularly during mid-November 2025, representing the busiest period of the survey.

Several interruptions and gaps in the data are evident during **December 2025 and early January 2026**, suggesting periods of reduced activity or temporary data collection issues. Following this period, traffic volumes resumed at lower levels before gradually increasing through **February and March 2026**. By late March, hourly counts had returned to levels comparable with those observed during the autumn months.

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



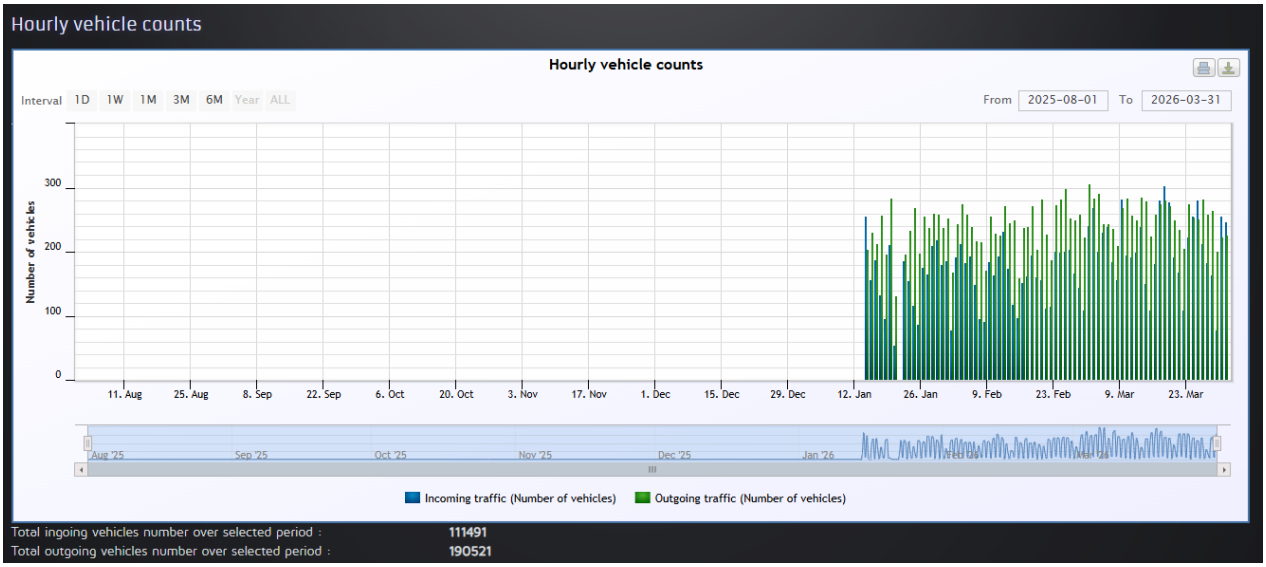
The Pie Chart shows most vehicles travelled within the **20–30 mph** speed range, with only a very small proportion exceeding **40 mph**. The results suggest generally controlled traffic speeds and good compliance with local speed conditions.

For **incoming traffic**, **85.74%** of vehicles (**95,590 vehicles**) travelled between **20 and 30 mph**, making this the dominant speed category. Vehicles travelling below **20 mph** accounted for **7.30%** (**8,143 vehicles**), while **6.70%** (**7,468 vehicles**) travelled between **30 and 40 mph**. Higher-speed movements were uncommon, with only **0.26%** (**287 vehicles**) travelling between **40 and 60 mph**, and just **2 vehicles** recorded at speeds above **60 mph**.

For **outgoing traffic**, the majority of vehicles also travelled between **20 and 30 mph**, accounting for **75.50%** (**143,846 vehicles**). Vehicles travelling below **20 mph** represented **22.82%** (**43,485 vehicles**), while **1.66%** (**3,157 vehicles**) travelled between **30 and 40 mph**. Speeds above **40 mph** were extremely rare, with only **30 vehicles** (**0.02%**) recorded between **40 and 60 mph** and **2 vehicles** travelling above **60 mph**.

Overall, the findings show that more than **93% of incoming traffic** and **98% of outgoing traffic** travelled at speeds below **30 mph**.

Hourly Vehicle Count Analysis



A total of **111,491 incoming vehicles** and **190,521 outgoing vehicles** were recorded, with outbound traffic substantially exceeding inbound traffic throughout the period.

The available data show little or no recorded traffic activity between **August 2025 and mid-January 2026**, suggesting either that monitoring was not active during this period or that no data were captured. Traffic recording commenced in mid-January 2026 and continued through to the end of March 2026, providing approximately two and a half months of observations.

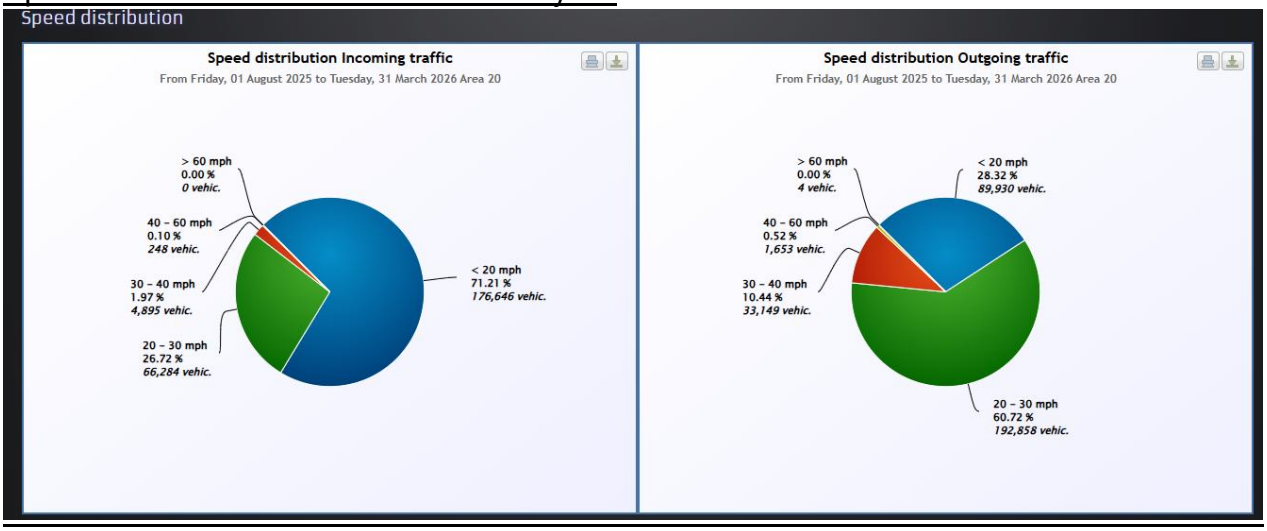
During the recorded period, hourly traffic volumes generally ranged between **100 and 300 vehicles per hour**, with outbound traffic consistently higher than inbound traffic. Traffic volumes displayed regular daily fluctuations, reflecting normal travel demand patterns. A gradual increase in both incoming and outgoing traffic is evident from January to March 2026, with the highest hourly volumes occurring during March when several counts approached **300 vehicles per hour**.

The difference between directional flows was significant, with outbound traffic exceeding inbound traffic by approximately **71%**.

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.



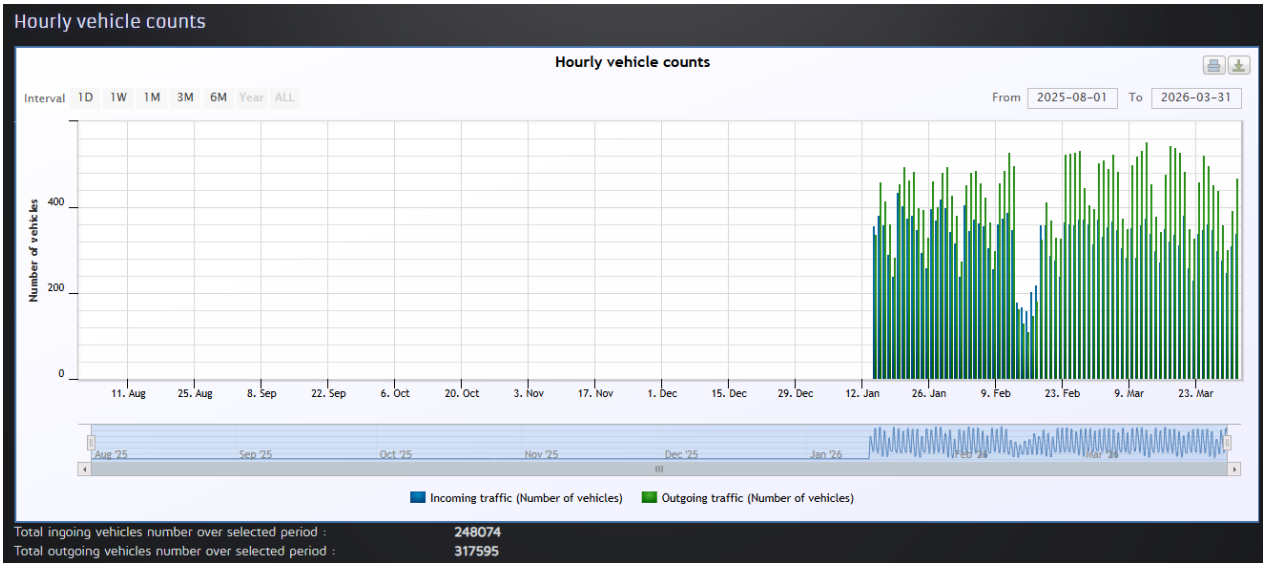
The Pie Chart shows the majority of vehicles travelled at speeds below **30 mph**, with only a small proportion exceeding **40 mph**. The results suggest generally low operating speeds and effective speed management throughout the monitoring period.

For **incoming traffic**, **71.21%** of vehicles (**176,646 vehicles**) travelled at speeds below **20 mph**, while **26.72%** (**66,284 vehicles**) travelled between **20 and 30 mph**. A further **1.97%** (**4,895 vehicles**) travelled between **30 and 40 mph**. Vehicles travelling above **40 mph** were extremely uncommon, accounting for only **0.10%** (**248 vehicles**) between **40 and 60 mph**, and no vehicles were recorded travelling above **60 mph**.

For **outgoing traffic**, the majority of vehicles travelled between **20 and 30 mph**, representing **60.72%** (**192,858 vehicles**). Vehicles travelling below **20 mph** accounted for **28.32%** (**89,930 vehicles**), while **10.44%** (**33,149 vehicles**) travelled between **30 and 40 mph**. Higher-speed movements remained rare, with only **0.52%** (**1,653 vehicles**) travelling between **40 and 60 mph** and **4 vehicles** recorded at speeds above **60 mph**.

Overall, the findings show that approximately **98% of incoming traffic** and **89% of outgoing traffic** travelled at speeds below **40 mph**.

Hourly Vehicle Count Analysis



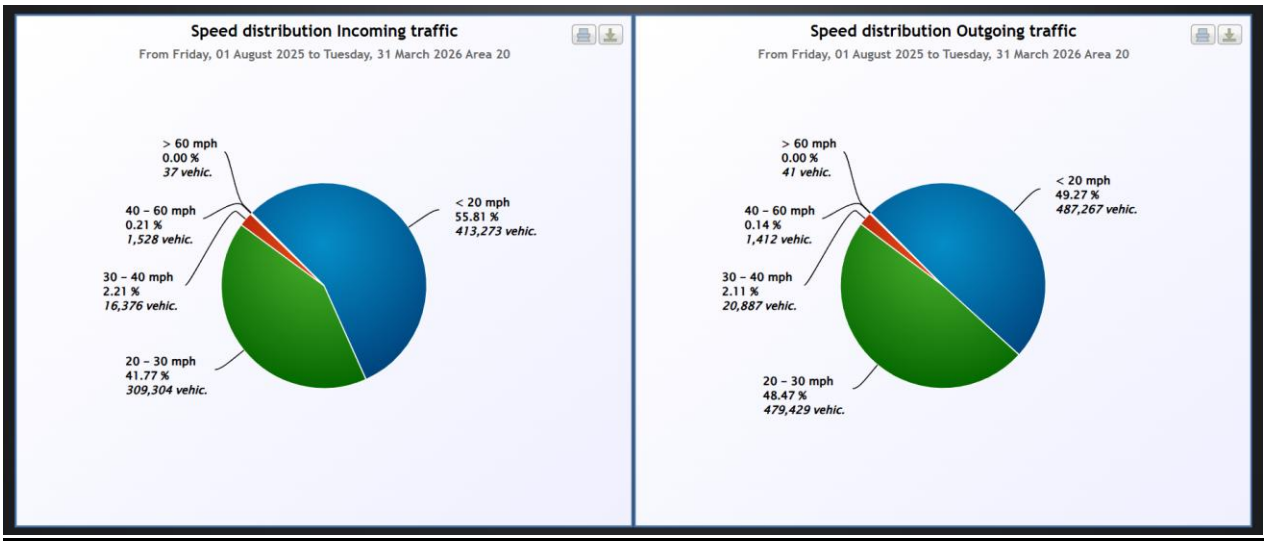
During the monitored period, a total of **248,074 incoming vehicles** and **317,595 outgoing vehicles** were recorded, indicating that outbound traffic volumes were consistently higher than inbound volumes.

Traffic monitoring appears to have commenced in **January 2026**, after which vehicle volumes increased steadily. Hourly traffic counts generally ranged between **250 and 500 vehicles per hour**, with outbound traffic frequently exceeding inbound traffic. The highest traffic volumes were observed during **February and March 2026**, when several hourly counts approached or exceeded **500 vehicles per hour**, reflecting strong traffic demand on the route.

A short period of reduced traffic activity is evident during **mid-February 2026**, particularly for inbound traffic, before volumes quickly recovered and continued to increase through March.

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

Speed Distribution Traffic Volume Analysis.



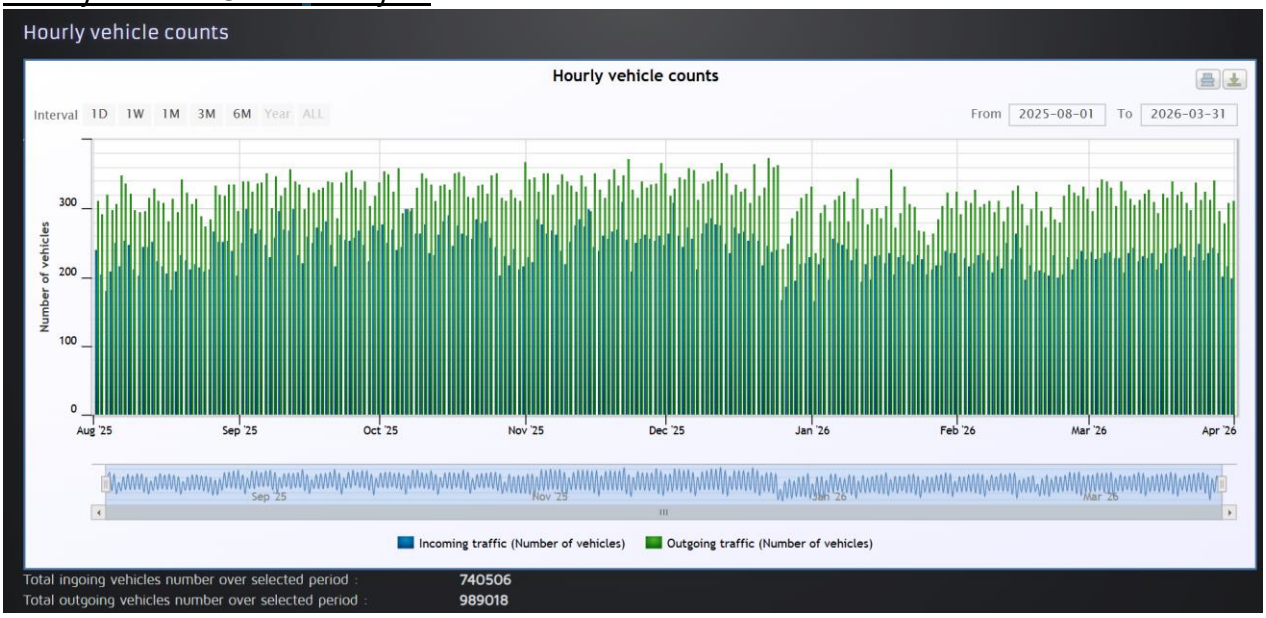
The Pie chart shows the speed distributions for incoming and outgoing traffic are highly consistent and indicate a predominantly low-speed operating environment. Incoming traffic exhibits a slightly higher proportion of vehicles travelling below 20 mph (55.81%) compared with outgoing traffic (49.27%).

Outgoing traffic shows a marginally greater proportion of vehicles travelling in the 20–30 mph speed range, while the percentage of vehicles travelling above 30 mph remains very low in both directions. Less than 3% of vehicles in either direction exceeded 30 mph, and occurrences of speeds above 60 mph were negligible.

These findings indicate stable traffic conditions and a high level of compliance with expected operating speeds throughout the monitoring period.

The analysis demonstrates that most vehicles travelled below 30 mph, with only a very small proportion exceeding this threshold. High-speed movements above 60 mph were almost non-existent.

Hourly Vehicle Count Analysis



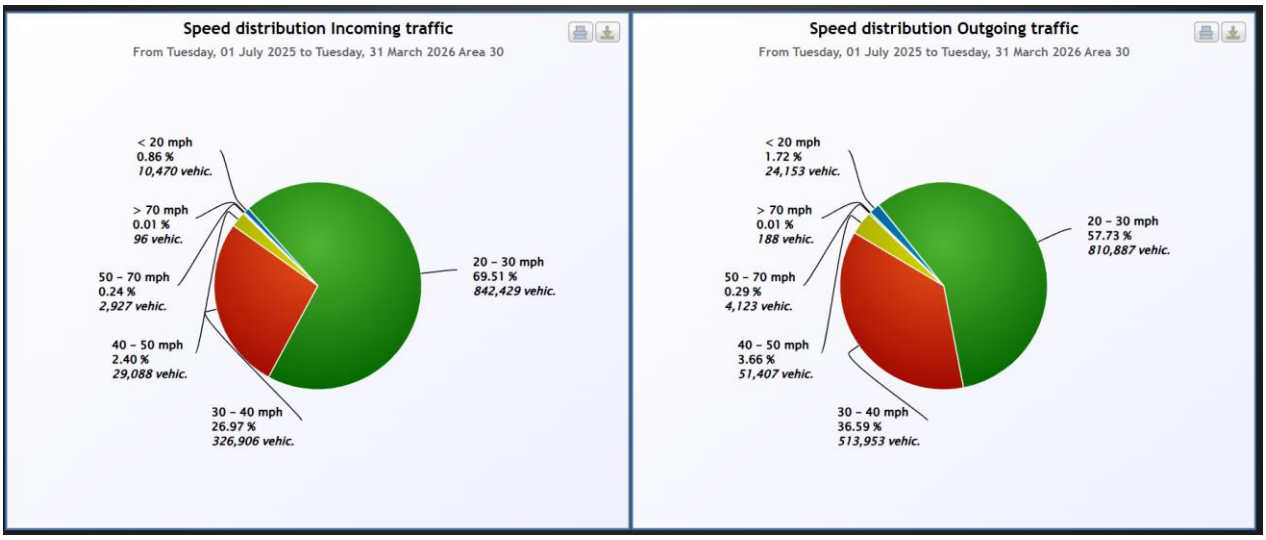
During the survey period, a total of **740,506 incoming vehicles** and **989,018 outgoing vehicles** were recorded.

Hourly traffic volumes generally ranged between **180 and 350 vehicles per hour**, with outbound traffic consistently recording higher counts than inbound traffic. Traffic activity remained relatively stable from **August to December 2025**, displaying regular daily fluctuations that are characteristic of commuter and local travel patterns. Outbound traffic frequently exceeded **300 vehicles per hour**, while inbound traffic generally ranged between **200 and 280 vehicles per hour**.

A modest reduction in traffic volumes is evident around **January 2026**, when both inbound and outbound flows declined slightly. Following this period, traffic levels remained stable through **February and March 2026**, with no major disruptions or significant spikes observed.

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

Speed Distribution Traffic Volume Analysis.



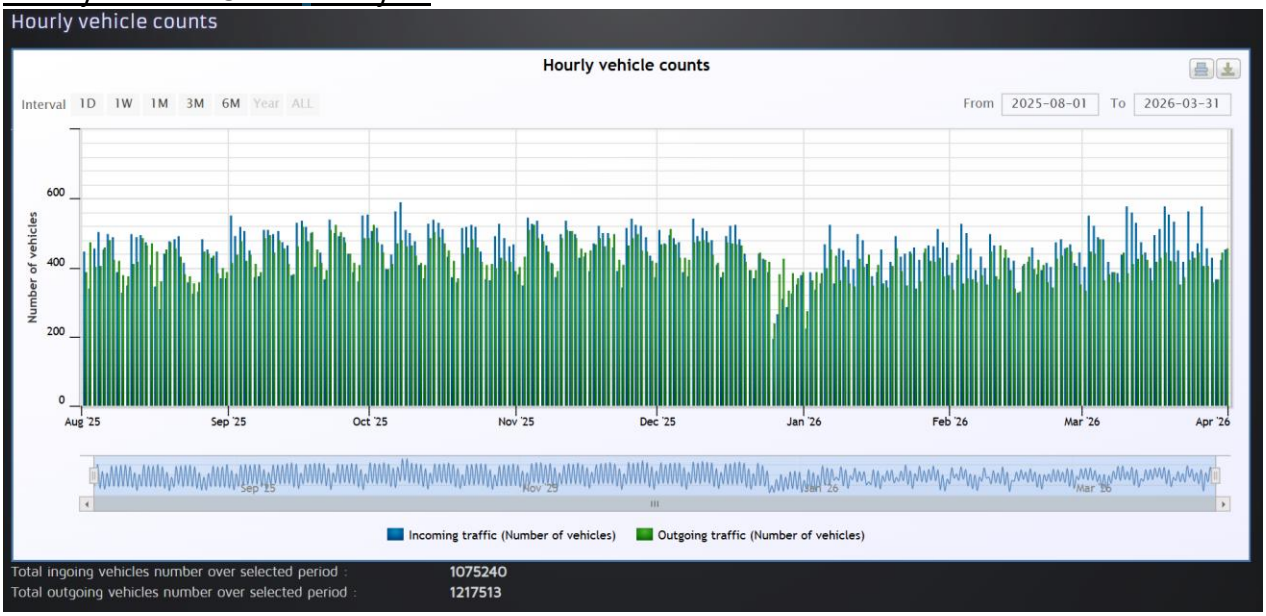
The pie chart shows the speed distributions for incoming and outgoing traffic are highly consistent and indicate a predominantly low-speed operating environment. Incoming traffic exhibits a slightly higher proportion of vehicles travelling below 20 mph (55.81%) compared with outgoing traffic (49.27%).

Outgoing traffic shows a marginally greater proportion of vehicles travelling in the 20–30 mph speed range, while the percentage of vehicles travelling above 30 mph remains very low in both directions. Less than 3% of vehicles in either direction exceeded 30 mph, and occurrences of speeds above 60 mph were negligible.

These findings indicate stable traffic conditions and a high level of compliance with expected operating speeds throughout the monitoring period.

The analysis demonstrates that the majority of vehicles travelled below 30 mph, with only a very small proportion exceeding this threshold. High-speed movements above 60 mph were almost non-existent.

Hourly Vehicle Count Analysis



During the survey period, a total of **1,075,240 incoming vehicles** and **1,217,513 outgoing vehicles** were recorded.

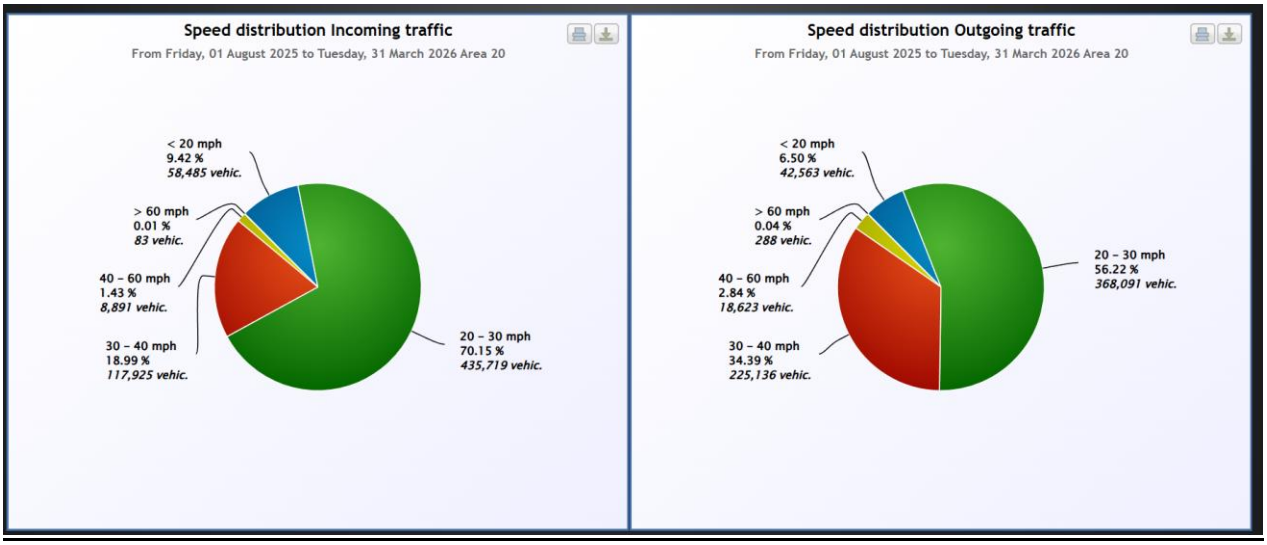
Hourly traffic volumes were typically between **350 and 550 vehicles per hour**, reflecting substantial and sustained traffic demand on the route. Traffic activity remained relatively stable from **August to December 2025**, with regular daily fluctuations characteristic of commuter and local travel patterns. Several peak periods were recorded during this time, with hourly counts approaching **600 vehicles per hour**.

A temporary decline in traffic volumes is evident around **late December 2025 and early January 2026**, where both incoming and outgoing flows reduced noticeably. This reduction is likely associated with seasonal holiday travel patterns and reduced economic activity during the festive period. Following this decline, traffic volumes recovered and remained stable through **January, February, and March 2026**.

Throughout the monitoring period, outbound traffic volumes consistently exceeded inbound traffic volumes by approximately **13%**, indicating a moderate directional imbalance.

Location A - Unit 5 - 10915 BT5110 – Twelve Acre Drive (20)
From mid-January 2026 to 31 March 2026 there were no recorded vehicle counts for this section of road. This maybe due to a satellite failure or roadworks / road closure.

Speed Distribution Traffic Volume Analysis.

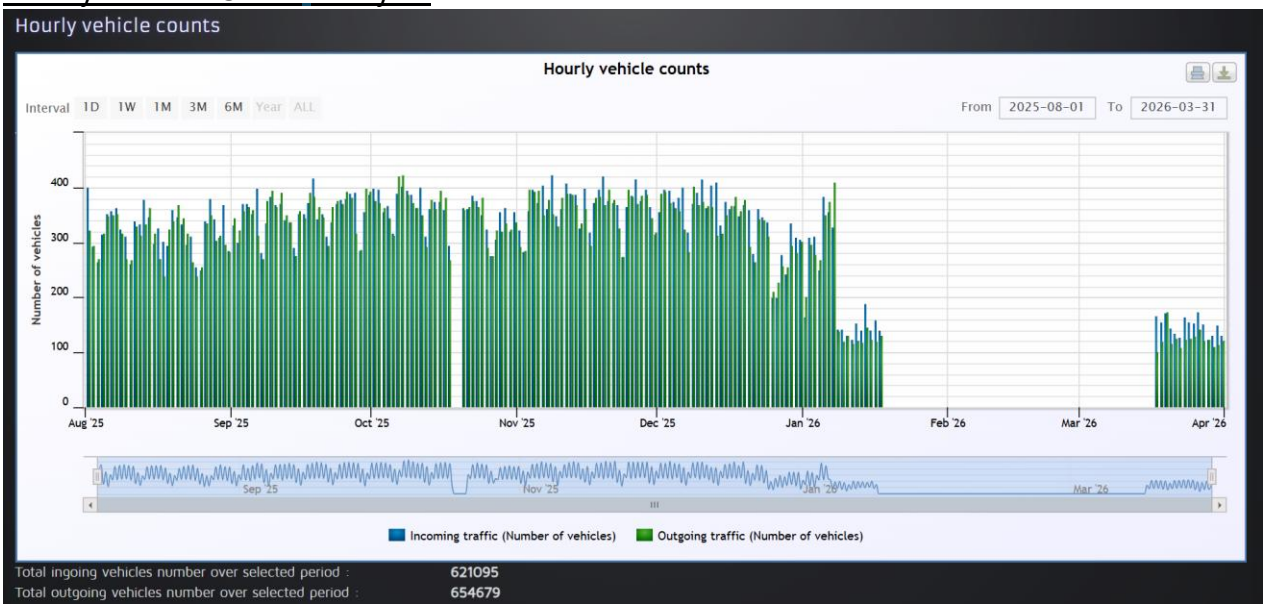


The Pie Chart shows most vehicles travelling between 20 and 40 mph. Incoming traffic exhibited a stronger concentration within the 20–30 mph speed range (70.15%) compared with outgoing traffic (56.22%). Conversely, outgoing traffic recorded a higher proportion of vehicles travelling between 30 and 40 mph (34.39%) than incoming traffic (18.99%), suggesting that vehicles leaving the area generally travelled at slightly higher speeds.

Despite this variation, higher-speed movements remained limited in both directions. Less than 3% of outgoing traffic and less than 1.5% of incoming traffic exceeded 40 mph. Vehicles travelling above 60 mph were extremely rare and represented a negligible proportion of total traffic volumes.

The analysis demonstrates that Area 20 continues to operate as a predominantly low-to-moderate speed environment. More than 97% of traffic in both directions travelled below 40 mph, with the majority of vehicles concentrated in the 20–30 mph speed range

Hourly Vehicle Count Analysis



During the survey period, a total of **621,095 incoming vehicles** and **654,679 outgoing vehicles** were recorded, indicating broadly balanced traffic flows with a slight predominance of outbound movements.

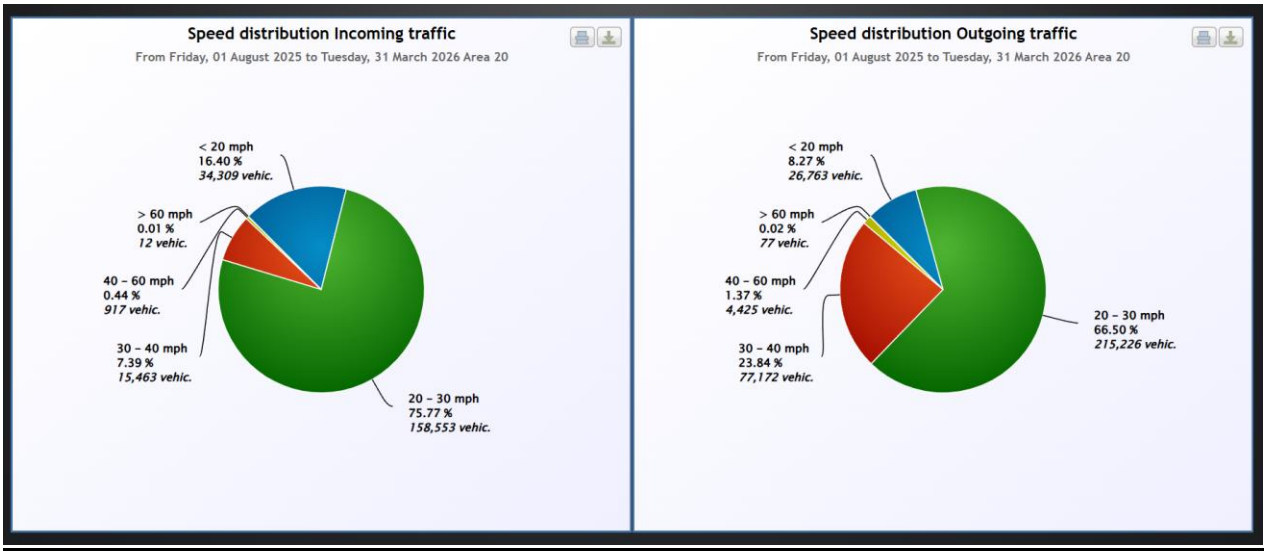
From **August to December 2025**, hourly vehicle counts generally ranged between **250 and 400 vehicles per hour**, with both incoming and outgoing traffic displaying consistent daily fluctuations. Traffic volumes gradually increased during the autumn months, reaching their highest levels between **November and December 2025**, when several hourly counts exceeded **400 vehicles per hour**.

A noticeable reduction in traffic activity occurred during **early January 2026**, followed by a sharp decline in recorded volumes from mid-January onwards. Very limited traffic data are shown during **February and much of March 2026**, suggesting either a significant reduction in traffic demand, temporary operational changes, or periods of incomplete data collection. Traffic activity resumed towards the end of March 2026, although volumes remained substantially lower than those observed during late 2025.

Location A - Unit 7 - 10916 BT0050– Drayton Road. (20)
Unit been in location A since 2024 as no pole at Location B

From August 2025 to mid-January 2026 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 shows the speed distributions for incoming and outgoing traffic show a consistent pattern, with the majority of vehicles travelling between 20 and 30 mph.

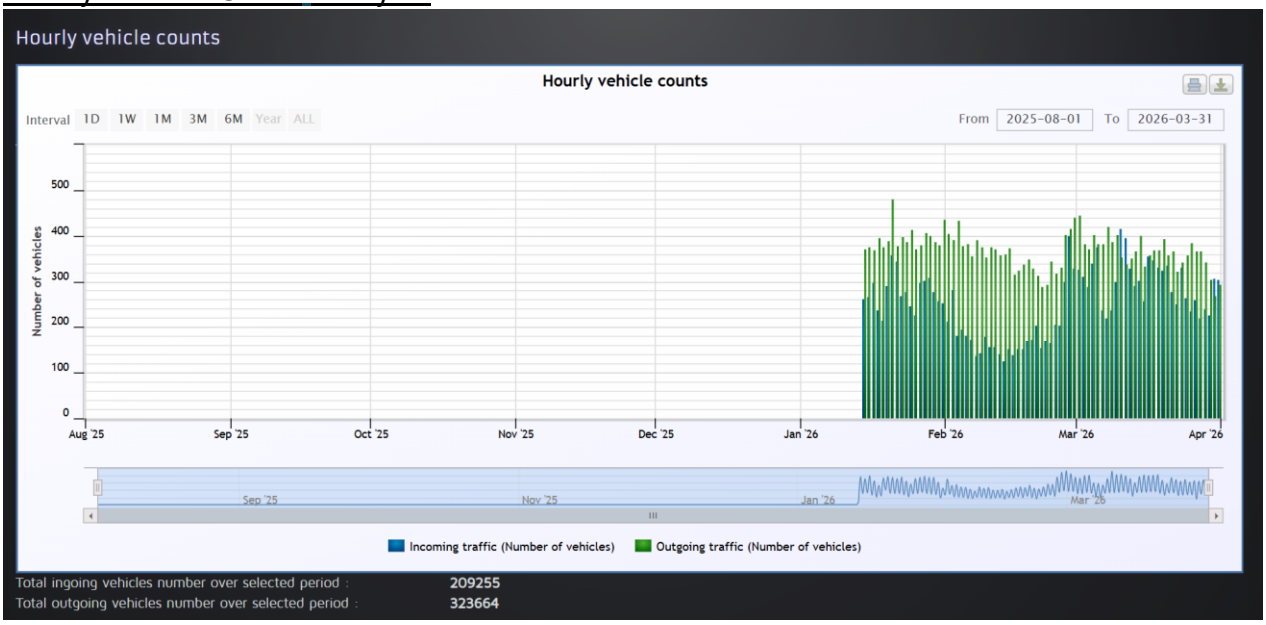
Incoming traffic exhibited a stronger concentration in the 20–30 mph speed range (75.77%) compared with outgoing traffic (66.50%). Conversely, outgoing traffic recorded a significantly higher proportion of vehicles travelling between 30 and 40 mph (23.84%) than incoming traffic (7.39%), indicating that vehicles tended to leave the area at slightly higher speeds.

Despite this difference, higher-speed movements remained uncommon. Less than 1.5% of traffic in either direction exceeded 40 mph, while speeds above 60 mph were extremely rare and accounted for only a negligible proportion of overall traffic volumes.

The analysis indicates that Area 20 continues to operate as a low-speed traffic environment. The overwhelming majority of vehicles travelled below 40 mph, with most traffic concentrated in the 20–30 mph speed range.

The very low incidence of vehicles travelling above 40 mph, together with the negligible number exceeding 60 mph, suggests good compliance with speed expectations and effective traffic management within the area.

Hourly Vehicle Count Analysis



Outgoing traffic exceeded incoming traffic by approximately **55%**, indicating a significantly higher volume of vehicles departing the area than entering it.

Traffic activity was concentrated between **January and March 2026**, with little or no recorded traffic data prior to mid-January. Following the commencement of recorded activity, traffic volumes remained relatively consistent, displaying regular daily fluctuations typical of routine travel patterns.

Outgoing traffic generally ranged between **300 and 400 vehicles per hour**, while incoming traffic mostly varied between **150 and 350 vehicles per hour**. The highest outbound traffic peak occurred in late January, reaching approximately **470 vehicles per hour**, whereas the highest inbound volumes approached **400 vehicles per hour** during March.

A noticeable reduction in incoming traffic occurred during early to mid-February, while outbound traffic remained comparatively stable. Traffic volumes recovered during March, with both directions showing increased activity and several peak periods.