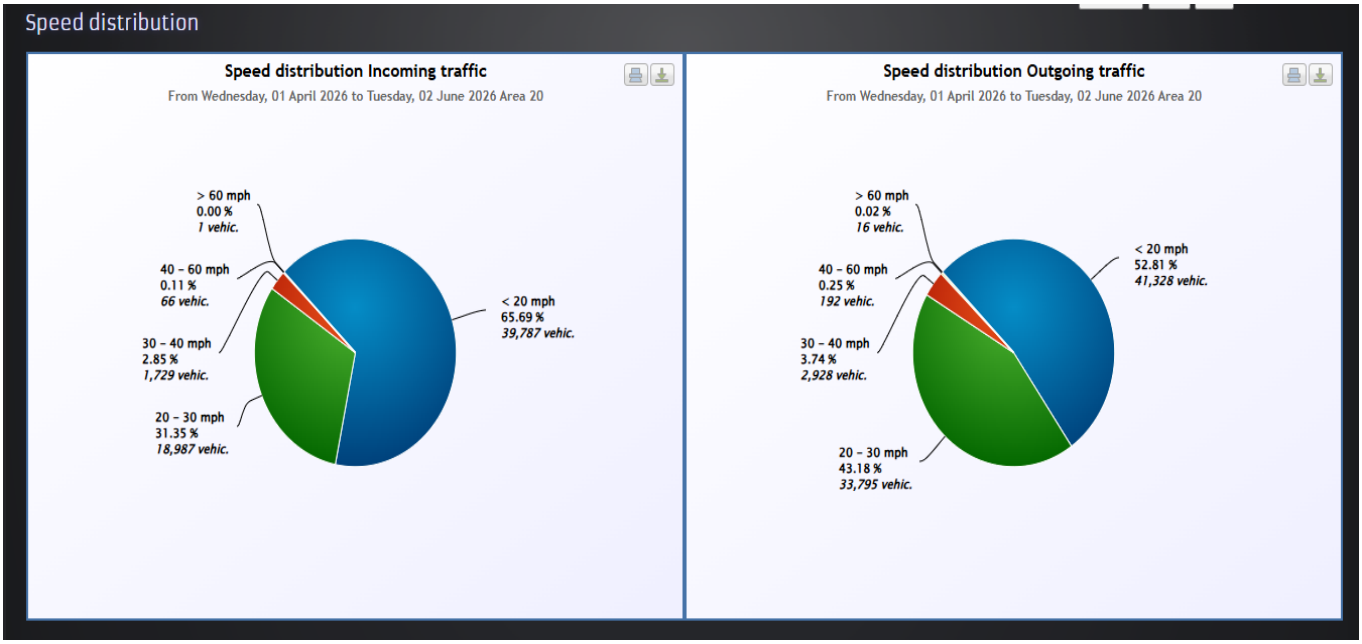
Appendix 3 SID Report

Speed Distribution Traffic Volume Analysis & Hourly Vehicle Count Analysis
Period 3: 01 April 2026 to 02 June 2026

Location B - Unit 6 - 10905 BT5472 - Faringdon Road - Larkmead School (20)

Speed Distribution Traffic Volume Analysis

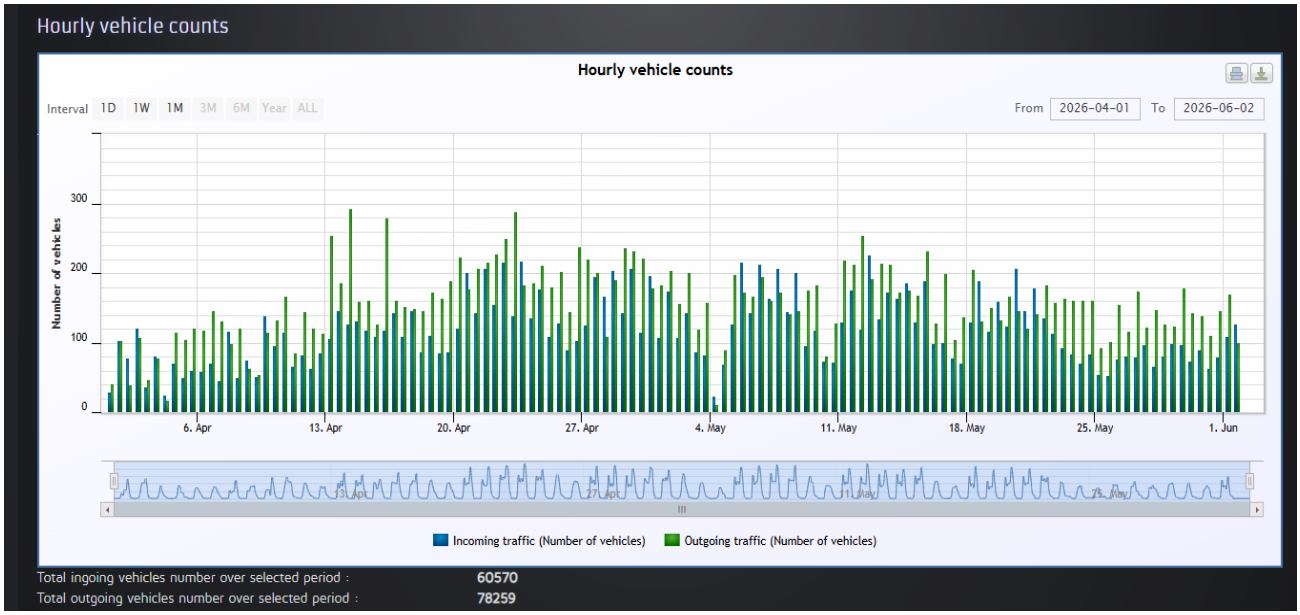


The pie chart shows speed distribution data for both incoming and outgoing traffic indicates that the majority of vehicles travelled at relatively low speeds. For incoming traffic, **65.69% (39,787 vehicles)** travelled at speeds below **20 mph**, while **31.35% (18,987 vehicles)** were recorded in the **20–30 mph** range. Only **2.85% (1,729 vehicles)** travelled between **30–40 mph**, and less than **0.2%** exceeded **40 mph**.

For outgoing traffic, the pattern is similar, although vehicles tended to travel slightly faster. **52.81% (41,328 vehicles)** travelled below **20 mph**, while **43.18% (33,795 vehicles)** were in the **20–30 mph** range. Vehicles traveling between **30–40 mph** accounted for **3.74% (2,928 vehicles)**, with less than **0.3%** exceeding **40 mph**.

Overall, more than **95% of all vehicles** in both directions travelled below **30 mph**, suggesting generally slow-moving traffic conditions within the study area.

Hourly Vehicle Count Analysis



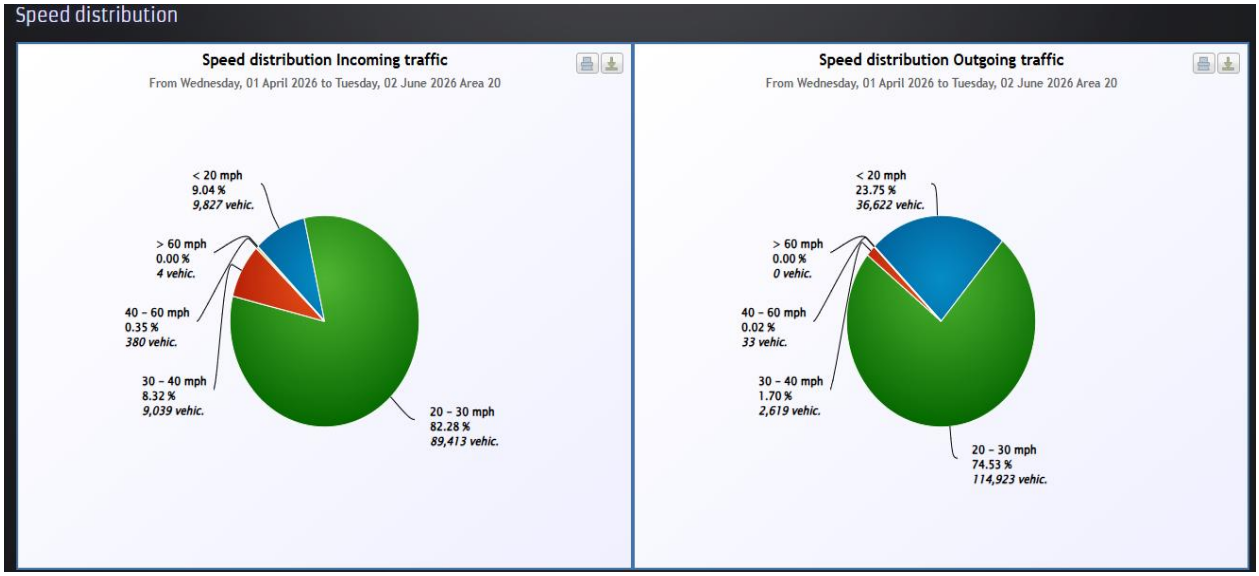
The hourly vehicle count data shows consistent traffic activity throughout the monitoring period, with outbound traffic generally exceeding inbound traffic. A total of **78,259 outgoing vehicles** and **60,570 incoming vehicles** were recorded, indicating that outbound movements were approximately **29% higher** than inbound movements.

Traffic volumes increased steadily during April, with several notable peaks occurring between mid-April and mid-May. The highest outbound traffic counts approached **280–290 vehicles per hour**, while inbound traffic peaks reached approximately **200–220 vehicles per hour**. These peaks suggest periods of elevated demand, possibly associated with regular commuting patterns or specific operational activities within the area.

Following mid-May, traffic volumes gradually declined and became more stable, with both inbound and outbound counts generally ranging between **50 and 160 vehicles per hour**

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

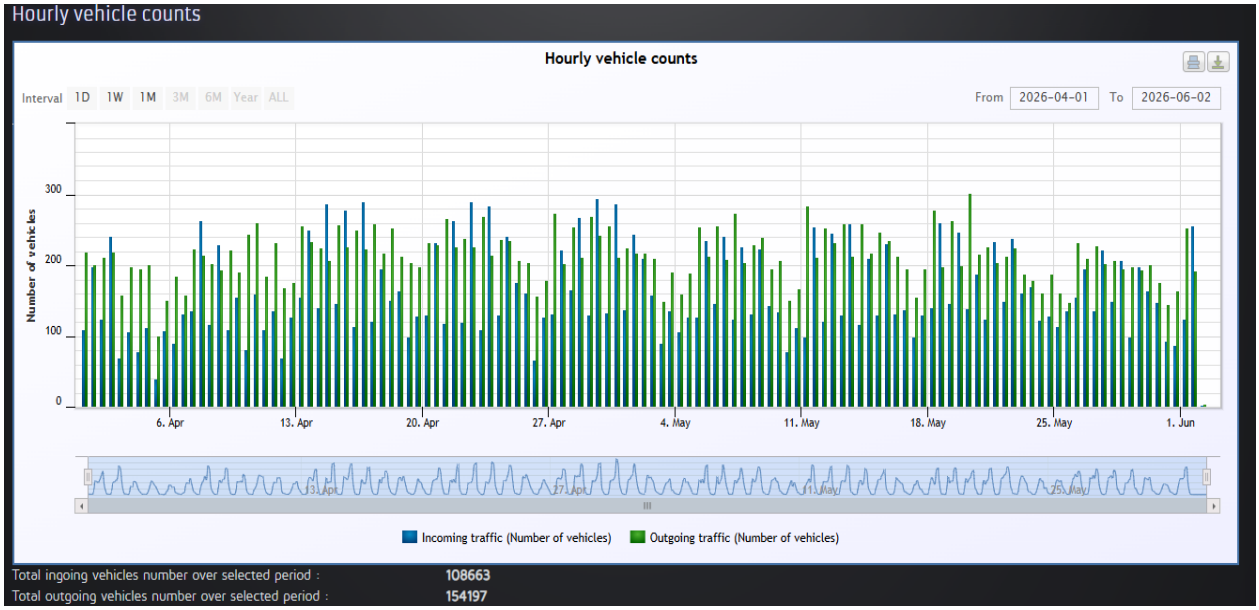


The pie chart data indicates that most vehicles travelled within the **20–30 mph** speed range in both directions. For incoming traffic, **82.28% (89,413 vehicles)** were recorded between **20–30 mph**, while **9.04% (9,827 vehicles)** travelled below **20 mph** and **8.32% (9,039 vehicles)** travelled between **30–40 mph**. Only **0.35% (380 vehicles)** exceeded **40 mph**, and virtually no vehicles travelled above **60 mph**.

Similarly, outgoing traffic was dominated by vehicles traveling at **20–30 mph**, accounting for **74.53% (114,923 vehicles)** of all recorded movements. Vehicles traveling below **20 mph** represented **23.75% (36,622 vehicles)**, while **1.70% (2,619 vehicles)** travelled between **30–40 mph**. Speeds above **40 mph** were extremely rare, accounting for less than **0.05%** of all outgoing traffic.

Overall, the results show strong compliance with moderate-speed traffic conditions, with more than **97% of vehicles** in both directions traveling below **30 mph**. Incoming traffic exhibited a slightly higher proportion of vehicles in the **30–40 mph** range, whereas outgoing traffic showed a larger share of vehicles traveling below **20 mph**

Hourly Vehicle Count Analysis



The hourly vehicle count data indicates sustained traffic activity throughout the monitoring period, with outbound traffic consistently exceeding inbound traffic. During the study period, **154,197 outgoing vehicles** and **108,663 incoming vehicles** were recorded, resulting in a total traffic volume of **262,860 vehicles**. Outgoing traffic was approximately **42% higher** than incoming traffic.

Traffic volumes fluctuated regularly, showing recurring peaks and troughs that are characteristic of daily travel patterns. The highest hourly counts occurred between mid-April and mid-May, when inbound traffic reached nearly **290 vehicles per hour** and outbound traffic approached **300 vehicles per hour**. These peaks suggest periods of increased demand and stronger traffic movement within the area.

From late May onward, traffic volumes remained relatively stable, although peak counts became less frequent. Most hourly volumes during this period ranged between **80 and 220 vehicles per hour**, with outbound traffic maintaining a higher volume than inbound traffic on most days.

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

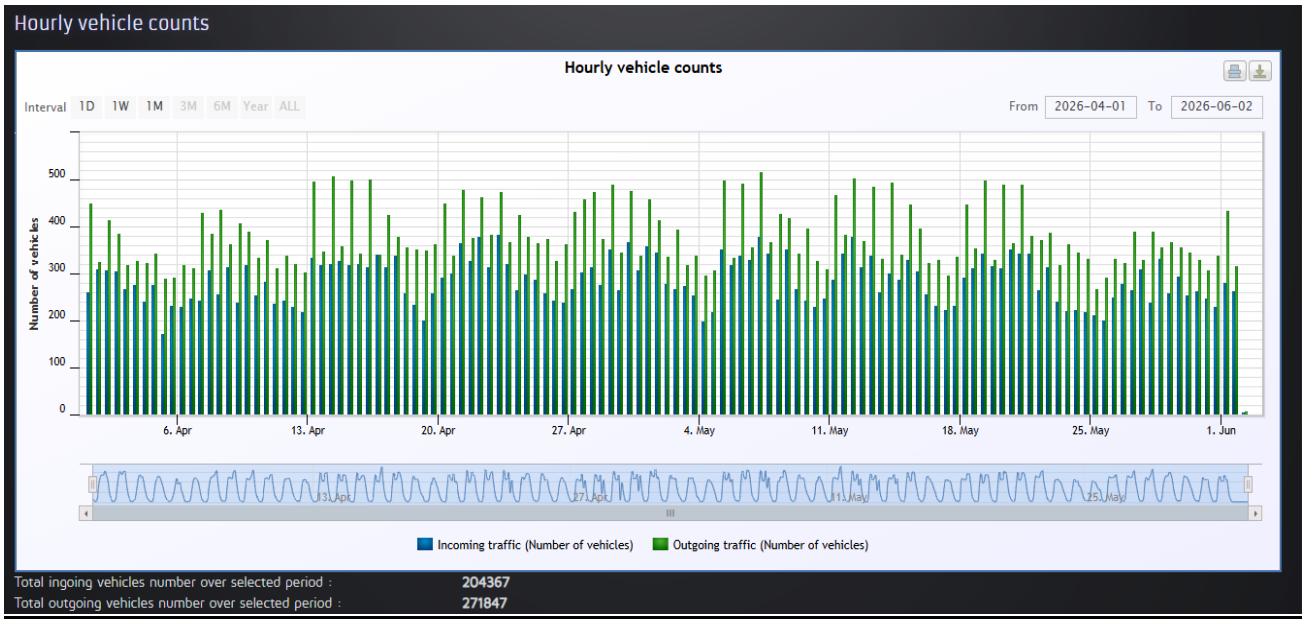
Speed Distribution Traffic Volume Analysis.

The pie chart shows the majority of vehicles travelled at speeds below **30 mph**, indicating generally low-speed traffic conditions throughout the monitoring period. For incoming traffic, **70.09% (143,249 vehicles)** travelled at speeds below **20 mph**, while **27.54% (56,282 vehicles)** were recorded in the **20–30 mph** range. Only **2.22% (4,545 vehicles)** travelled between **30–40 mph**, and speeds above **40 mph** accounted for less than **0.2%** of all incoming traffic.

For outgoing traffic, the dominant speed range was **20–30 mph**, representing **61.48% (167,138 vehicles)** of all vehicles. A further **26.16% (71,126 vehicles)** travelled below **20 mph**, while **11.67% (31,737 vehicles)** were recorded in the **30–40 mph** category. Vehicles traveling faster than **40 mph** were uncommon, accounting for only **0.67% (1,834 vehicles)**, and no vehicles were recorded above **60 mph**.

Overall, approximately **98% of incoming traffic** and **88% of outgoing traffic** travelled at speeds below **30 mph**, reflecting controlled traffic conditions within the study area. Outgoing traffic exhibited a greater proportion of vehicles in the **30–40 mph** range, suggesting slightly higher travel speeds compared with incoming traffic.

Hourly Vehicle Count Analysis



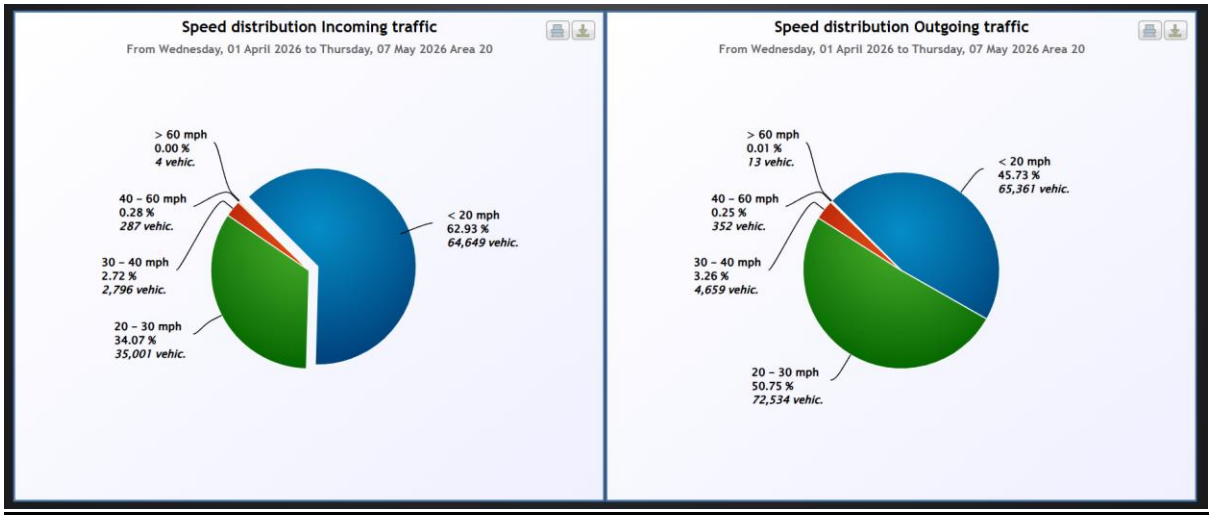
The graph data shows consistently high traffic volumes throughout the monitoring period, with outbound traffic significantly exceeding inbound traffic. A total of **271,847 outgoing vehicles** and **204,367 incoming vehicles** were recorded, resulting in an overall traffic volume of **476,214 vehicles**. Outgoing traffic was approximately **33% higher** than incoming traffic over the study period.

Traffic activity remained relatively stable, with clear daily fluctuations and recurring peak periods. Inbound traffic generally ranged between **200 and 370 vehicles per hour**, while outbound traffic typically varied between **300 and 500 vehicles per hour**. The highest traffic volumes were observed during mid-April through mid-May, when outbound counts frequently approached or exceeded **450 vehicles per hour**, with peak values reaching approximately **500 vehicles per hour**.

Although some variation occurred throughout the monitoring period, traffic demand remained consistently strong, with only minor reductions in activity observed toward the end of May. The pattern of regular peaks and troughs suggests established daily travel cycles, likely associated with routine commuting and operational movements.

Location B - Unit 1 - 10913 BT2290 – Oxford Road – OLA. (20)
Data only reads up to 07-05-2026. No further data available.

Speed Distribution Traffic Volume Analysis.



The chart indicates that most vehicles travelled at speeds below 30 mph in both directions during the monitoring period.

For **incoming traffic**, the largest proportion of vehicles (62.93%, 64,649 vehicles) travelled at speeds of **less than 20 mph**, followed by 34.07% (35,001 vehicles) travelling between **20 and 30 mph**. Only a small percentage of vehicles exceeded 30 mph, with 2.72% travelling between **30 and 40 mph**, 0.28% between **40 and 60 mph**, and virtually no vehicles (0.00%, 4 vehicles) exceeding **60 mph**.

For **outgoing traffic**, the majority of vehicles travelled between **20 and 30 mph**, accounting for 50.75% (72,534 vehicles), while 45.73% (65,361 vehicles) travelled at speeds of **less than 20 mph**. Higher speed categories represented a very small proportion of traffic, with 3.26% travelling between **30 and 40 mph**, 0.25% between **40 and 60 mph**, and only 0.01% (13 vehicles) travelling at speeds above **60 mph**.

Overall, the results show that traffic speeds were generally low in both directions, with over 95% of vehicles travelling below **30 mph**.

Hourly Vehicle Count Analysis

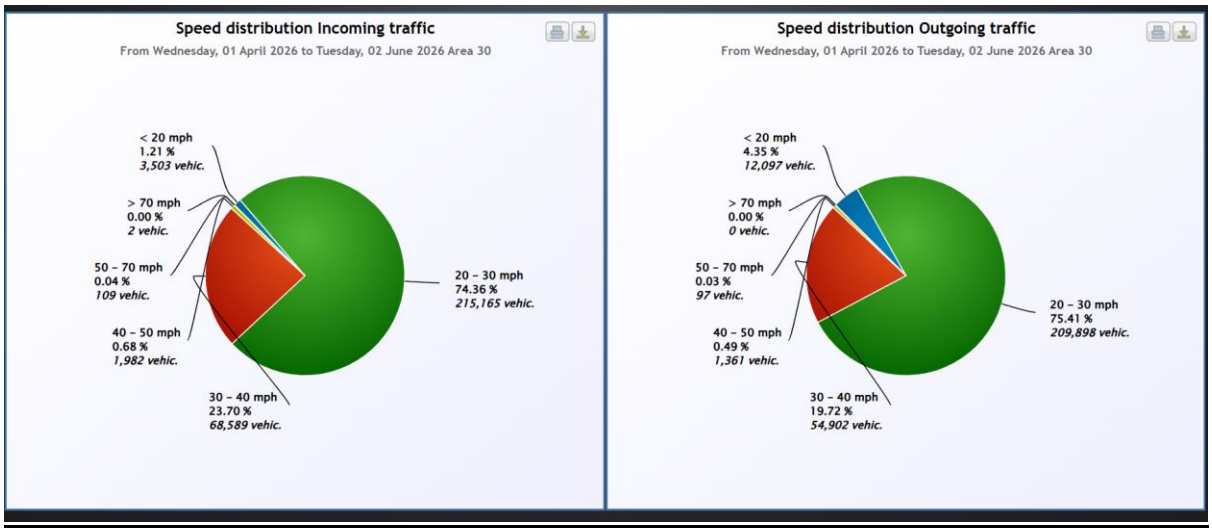
The graph shows moderate traffic volumes with a consistent pattern of daily activity throughout the monitoring period. A total of **102,737 incoming vehicles** and **142,919 outgoing vehicles** were recorded, demonstrating a clear predominance of outbound traffic.

Traffic volumes remained relatively stable across the survey period, with hourly counts displaying a regular cyclical pattern consistent with daily travel demand. Incoming traffic generally ranged between **50 and 250 vehicles per hour**, while outgoing traffic typically ranged between **100 and 330 vehicles per hour**. The highest traffic volumes were observed during the daytime periods, with outbound flows consistently exceeding inbound flows.

The data show no significant interruptions or prolonged periods of reduced activity, indicating reliable traffic conditions throughout the monitoring period.

Location B - Unit 4 - 10914 BT3132 – Copenhagen Drive – Mons Way. (30)

Speed Distribution Traffic Volume Analysis.



The pie chart shows approximately 99.48% of outgoing vehicles travelled below 40 mph, indicating very strong compliance with the local speed limit.

The majority of vehicles in both directions travelled within the 20–30 mph speed band, representing approximately three-quarters of all recorded traffic movements.

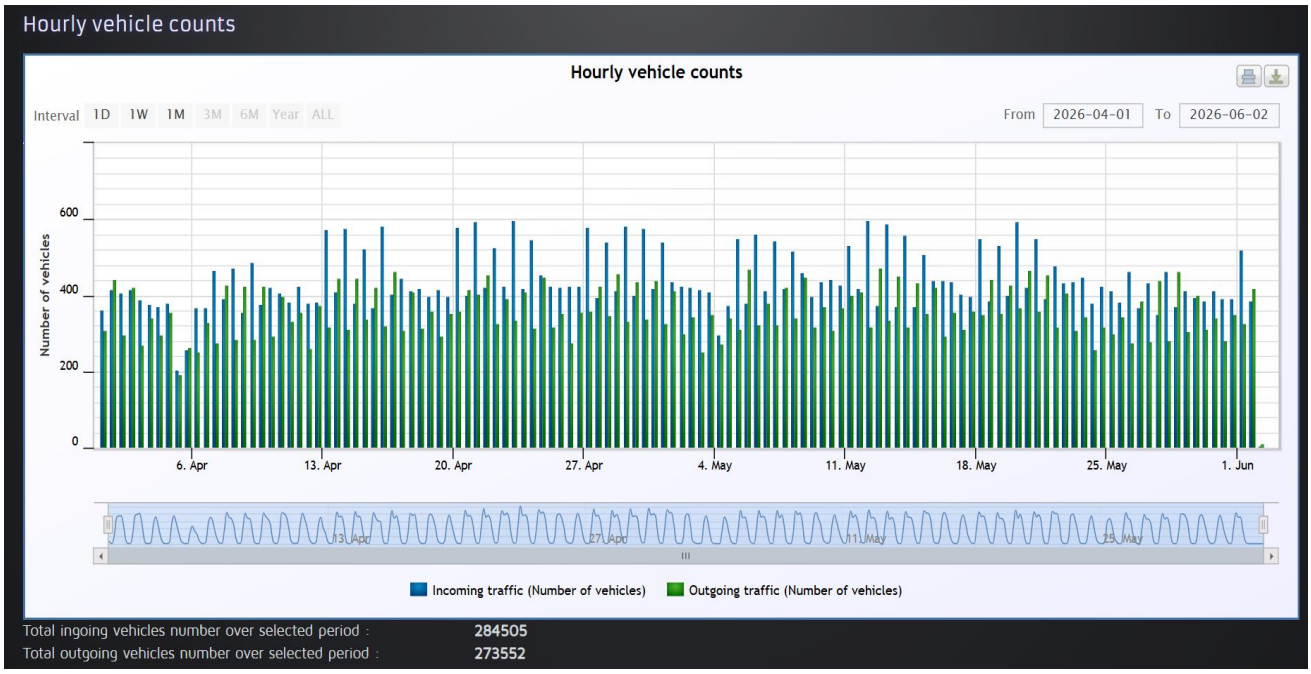
Only a very small proportion of vehicles exceeded 40 mph, with less than 1% of traffic in either direction recorded above this threshold. Instances of significant speeding were negligible, with virtually no vehicles recorded above 70 mph throughout the survey period.

The outgoing traffic stream exhibited slightly lower speeds overall, with a greater proportion of vehicles travelling below 20 mph and a lower proportion travelling within the 30–40 mph speed band compared with incoming traffic.

The speed survey indicates a high level of driver compliance within Area 30. The overwhelming majority of vehicles travelled at speeds consistent with the intended 30 mph environment, while occurrences of excessive speeding were extremely rare.

Based on the survey data, there is no evidence of widespread speeding issues within the study area. The results suggest that the existing road layout and traffic management measures are effective in encouraging appropriate vehicle speeds and supporting road safety objectives.

Hourly Vehicle Count Analysis



During the monitoring period, a total of **284,505 incoming vehicles** and **273,552 outgoing vehicles** were recorded, with inbound traffic marginally exceeding outbound traffic.

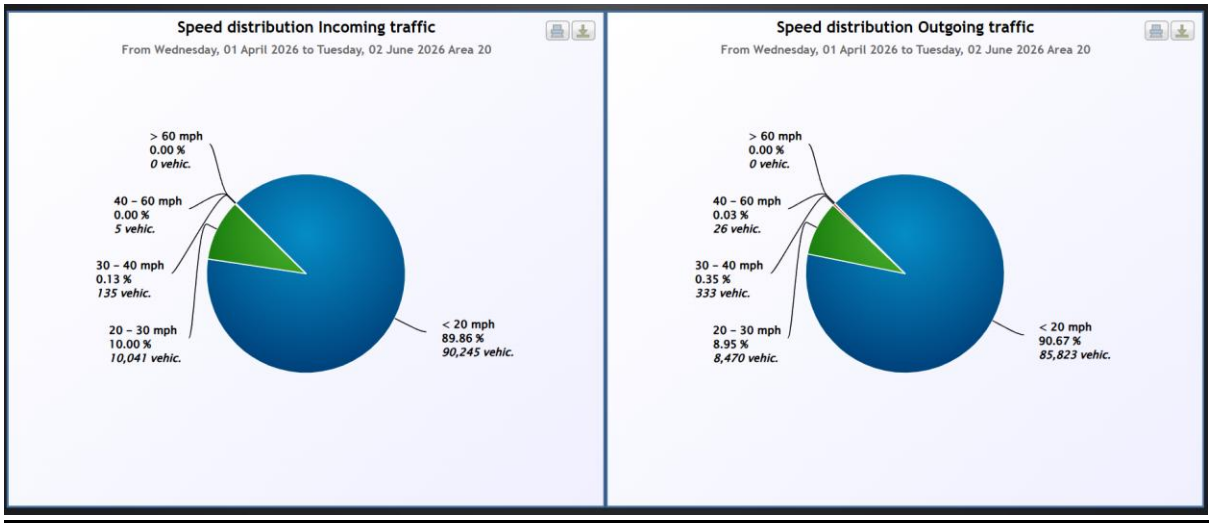
Hourly traffic volumes generally ranged between **250 and 600 vehicles per hour**, demonstrating sustained demand throughout the survey period. Incoming traffic typically recorded the higher peak volumes, with several hourly counts approaching **600 vehicles per hour**, while outgoing traffic commonly ranged between **250 and 450 vehicles per hour**.

Traffic activity remained stable across the monitoring period, with clear daily fluctuations reflecting regular commuting and local travel patterns. No significant disruptions, prolonged declines, or major gaps in the dataset are evident, suggesting continuous and reliable traffic operations throughout April and May 2026.

The balance between inbound and outbound traffic was relatively even, with incoming volumes exceeding outgoing volumes by approximately **4%**.

Location B - Unit 5 - 10915 BT5110 – Radley Road (20)

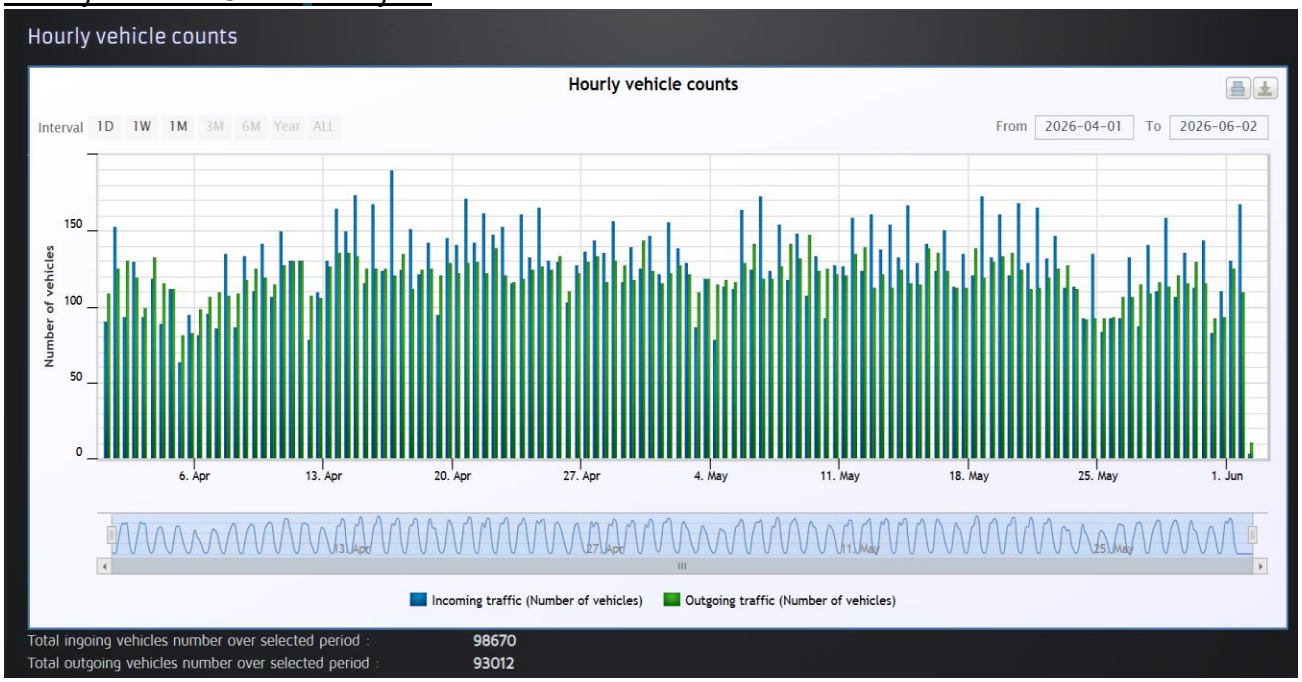
Speed Distribution Traffic Volume Analysis.



The pie chart shows a highly consistent speed profile in both directions. The proportion of vehicles travelling below 20 mph exceeds 89% for incoming traffic and 90% for outgoing traffic. Speeds above 30 mph are extremely rare and account for less than 0.5% of all observed traffic.

The monitoring data indicates exceptionally high compliance with the 20 mph environment within Area 20. Approximately 90% of all vehicles travelled below 20 mph in both directions, while speeds exceeding 30 mph were negligible. No significant speeding issues were identified during the monitoring period.

Hourly Vehicle Count Analysis



During the monitoring period, a total of **98,670 incoming vehicles** and **93,012 outgoing vehicles** were recorded, with inbound traffic slightly exceeding outbound traffic.

Hourly traffic volumes generally ranged between **80 and 170 vehicles per hour**, reflecting steady demand throughout the survey period. Traffic levels increased slightly during mid-April and remained relatively stable through May, with several peak hourly counts approaching **180 vehicles per hour** in the inbound direction. Outbound traffic followed a similar pattern, although peak volumes were generally lower.

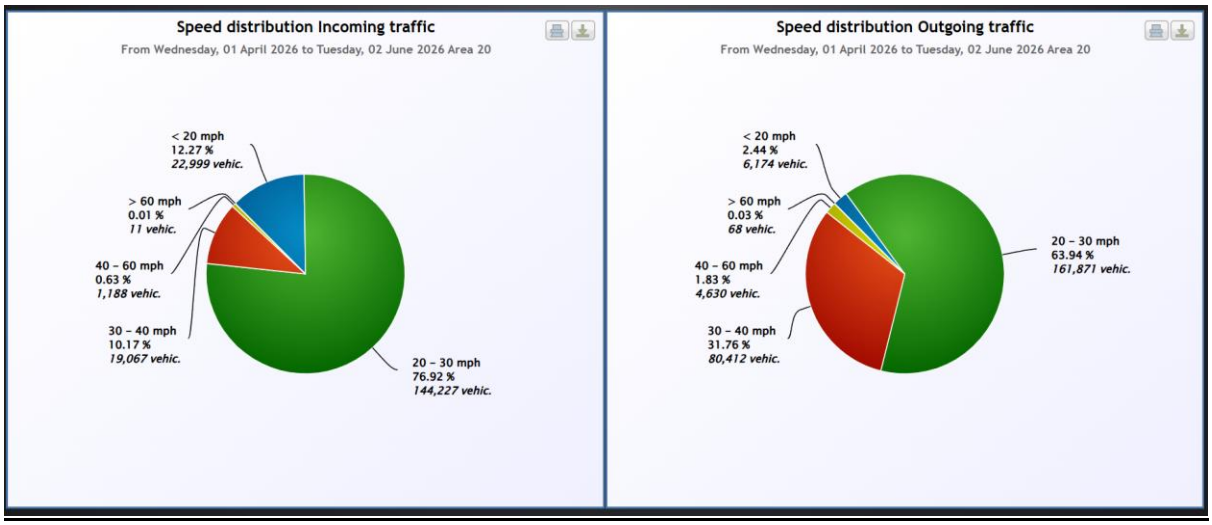
The chart shows regular cyclical fluctuations throughout the monitoring period, which are characteristic of recurring daily travel behaviour. No significant interruptions, extended periods of low activity, or major anomalies are evident, suggesting that traffic conditions remained stable and consistent over the survey period.

The difference between incoming and outgoing traffic volumes was relatively small, with inbound traffic exceeding outbound traffic by approximately **6%**. This indicates a broadly balanced distribution of traffic movements, suggesting that the route serves both directions of travel equally with only a slight predominance of inbound demand.

Overall, the results demonstrate a stable and moderately trafficked route with predictable daily variation and balanced traffic flows.

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

Speed Distribution Traffic Volume Analysis.



The chart indicates that both incoming and outgoing traffic were concentrated within the **20–40 mph** range. However, there are notable differences between the two directions.

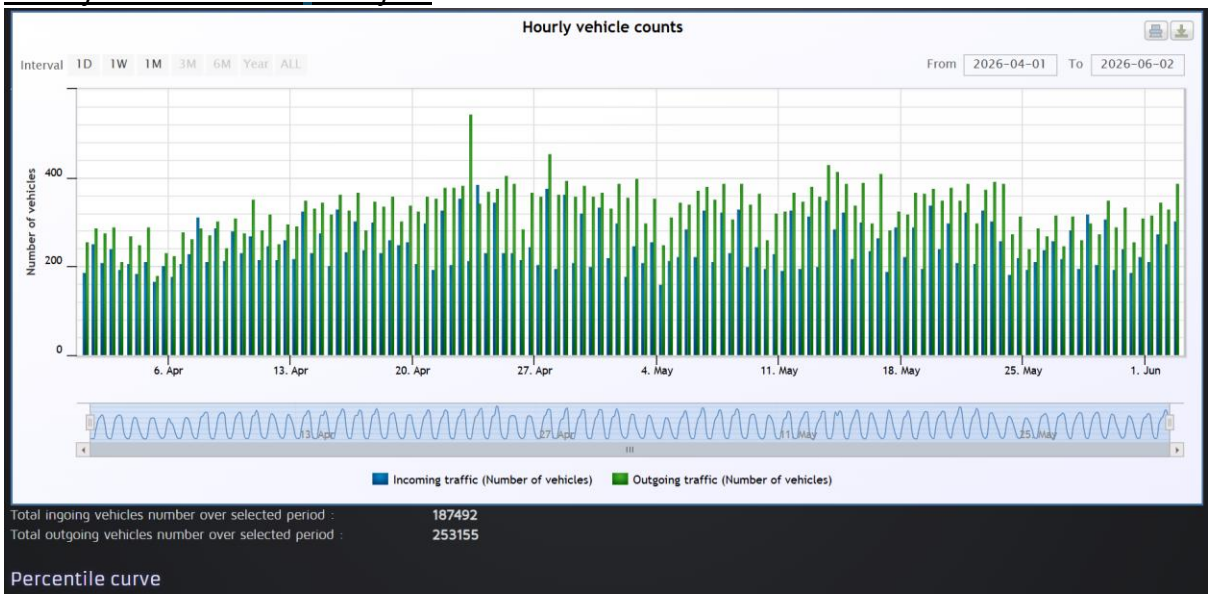
Incoming traffic exhibited a stronger concentration within the **20–30 mph** category (**76.92%**) compared with outgoing traffic (**63.94%**). Conversely, outgoing traffic recorded a substantially higher proportion of vehicles travelling between **30 and 40 mph** (**31.76%**) than incoming traffic (**10.17%**).

Despite these differences, higher-speed movements remained limited. Less than **2%** of vehicles in either direction exceeded **40 mph**, and speeds above **60 mph** were extremely rare.

These findings suggest that vehicles departing the area generally travelled at slightly higher speeds than those entering, although overall speed compliance remained high.

The analysis demonstrates that Area 20 continues to operate as a controlled low-to-moderate speed environment. The majority of traffic in both directions travelled within the **20–30 mph** speed range, while more than **98%** of all vehicles remained below **40 mph**.

Hourly Vehicle Count Analysis



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