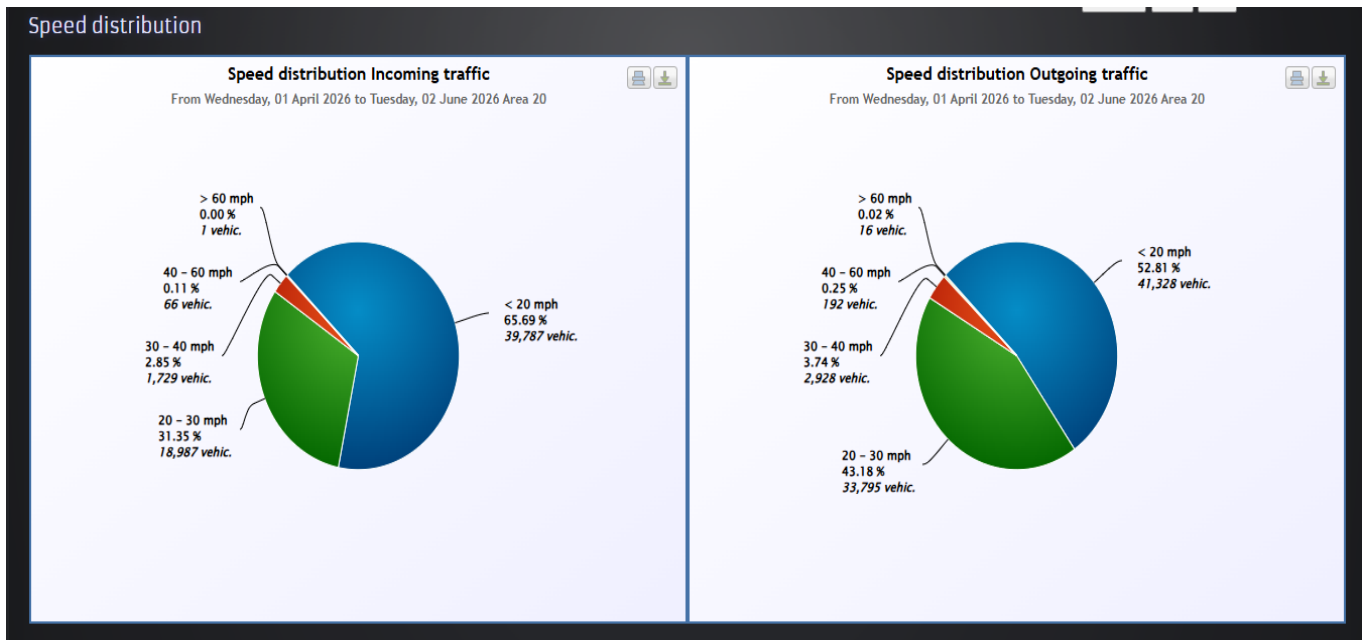


Appendix 3 SID Report

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

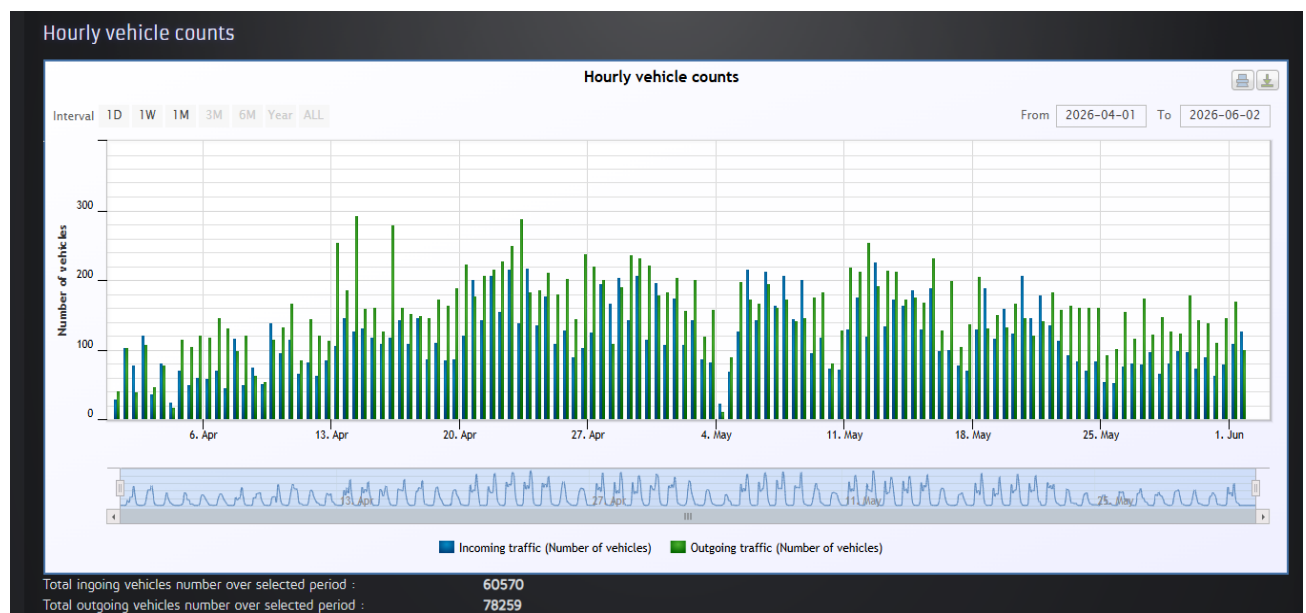


The pie chart shows speed distribution data for both incoming and outgoing traffic indicates that the majority of vehicles travelled at relatively low speeds. For incoming traffic, **65.69% (39,787 vehicles)** travelled at speeds below **20 mph**, while **31.35% (18,987 vehicles)** were recorded in the **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



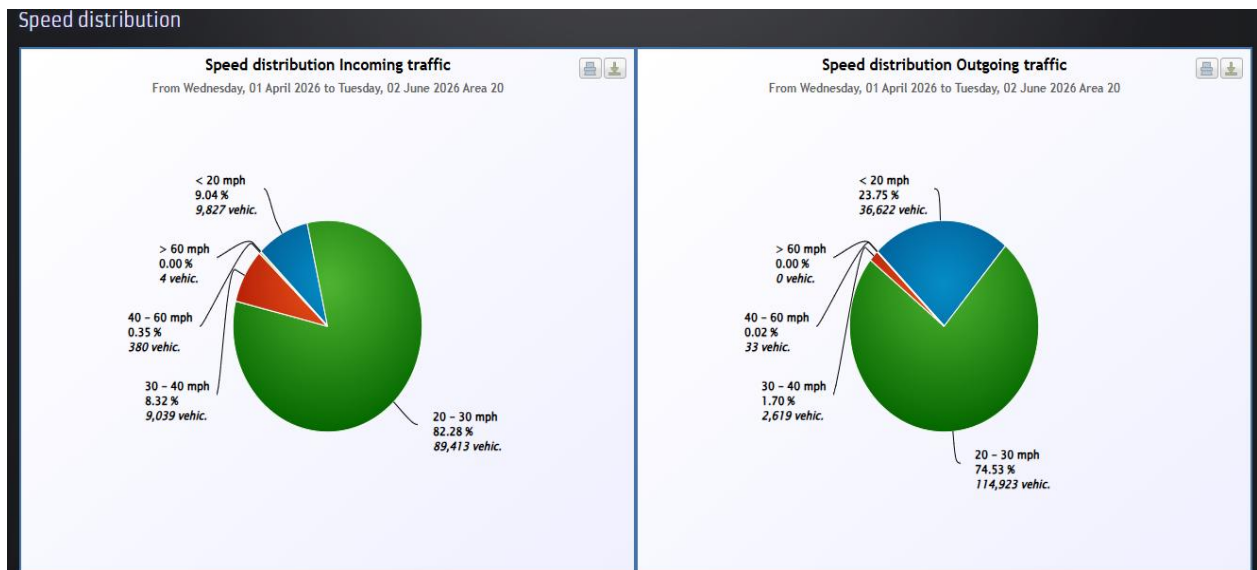
The hourly vehicle count data shows consistent traffic activity throughout the monitoring period, with outbound traffic generally exceeding inbound traffic. A total of **78,259 outgoing vehicles** and **60,570 incoming vehicles** were recorded, indicating that outbound movements were approximately **29%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

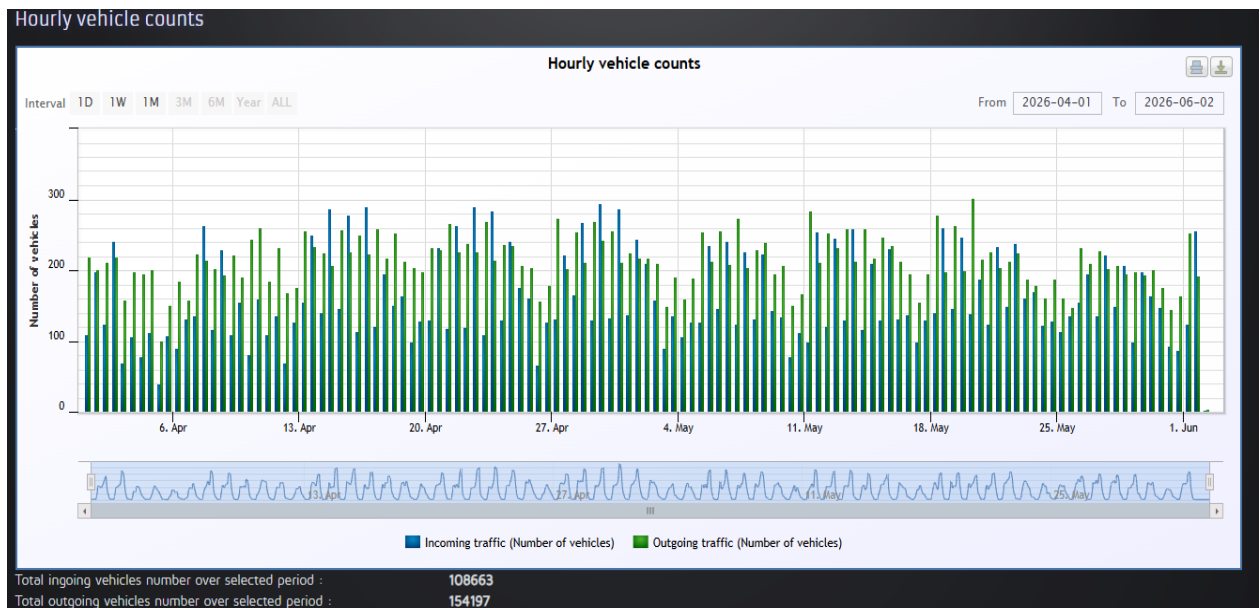


The pie chart data indicates that most vehicles travelled within the **20–30 mph** speed range in both directions. For incoming traffic, **82.28% (89,413 vehicles)** were recorded between **20–30 mph**, while **9.04% (9,827 vehicles)** travelled below **20 mph** and **8.32% (9,039 vehicles)** travelled 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.

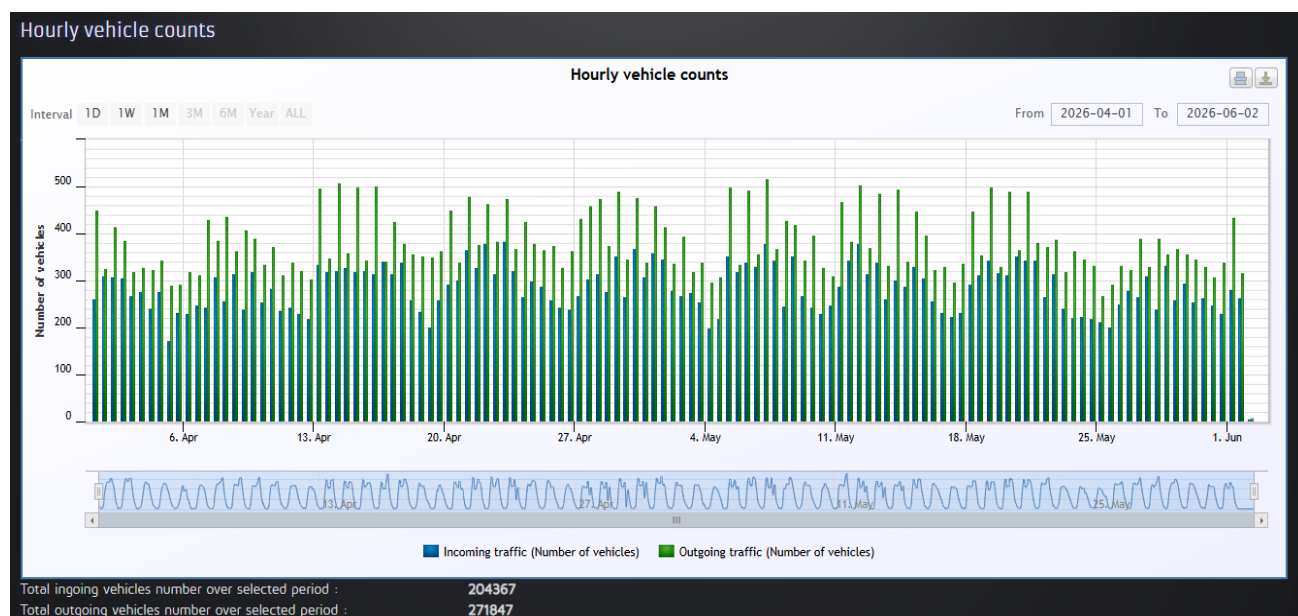


The pie chart shows the majority of vehicles travelled at speeds below 30 mph, indicating generally low-speed traffic conditions throughout the monitoring period. For incoming traffic, **70.09% (143,249 vehicles)** travelled at speeds below 20 mph, while **27.54% (56,282 vehicles)** were recorded in 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



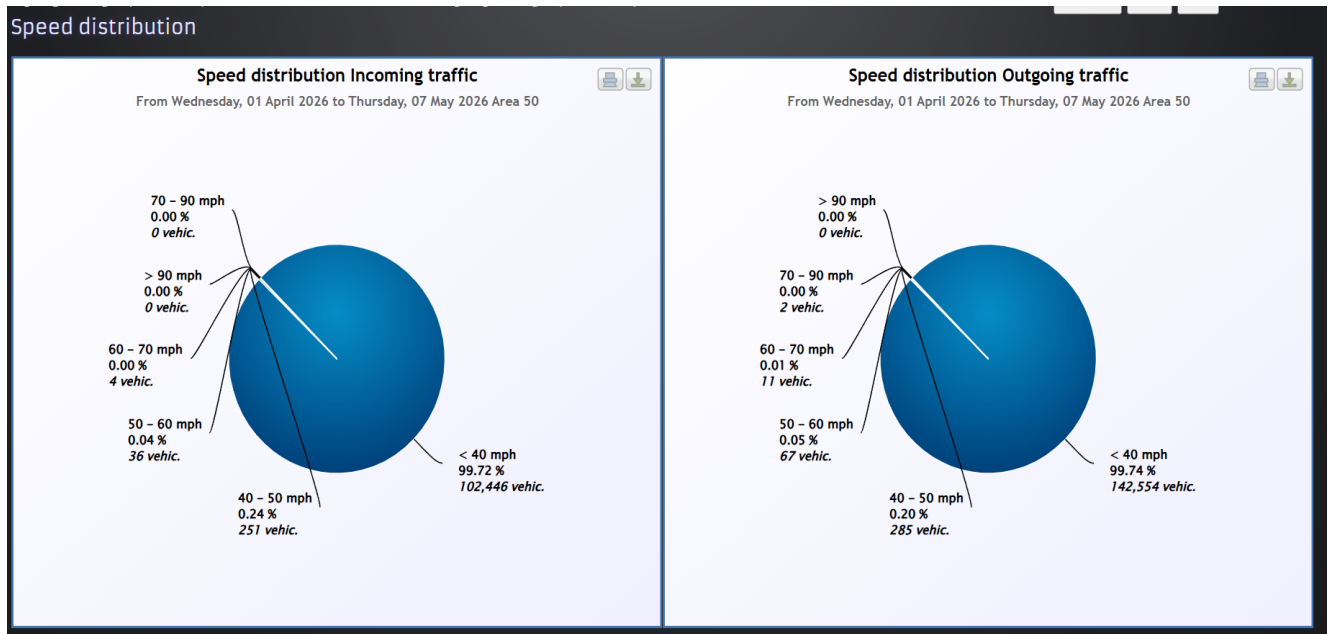
The graph data shows consistently high traffic volumes throughout the monitoring period, with outbound traffic significantly exceeding inbound traffic. A total of **271,847 outgoing vehicles** and **204,367 incoming vehicles** were recorded, resulting in an overall traffic volume of **476,214 vehicles**. 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 - 10911 BT2290 – Oxford Road – OLA. (20)
Data only reads up to 07-05-2026. No further data available.

Speed Distribution Traffic Volume Analysis.



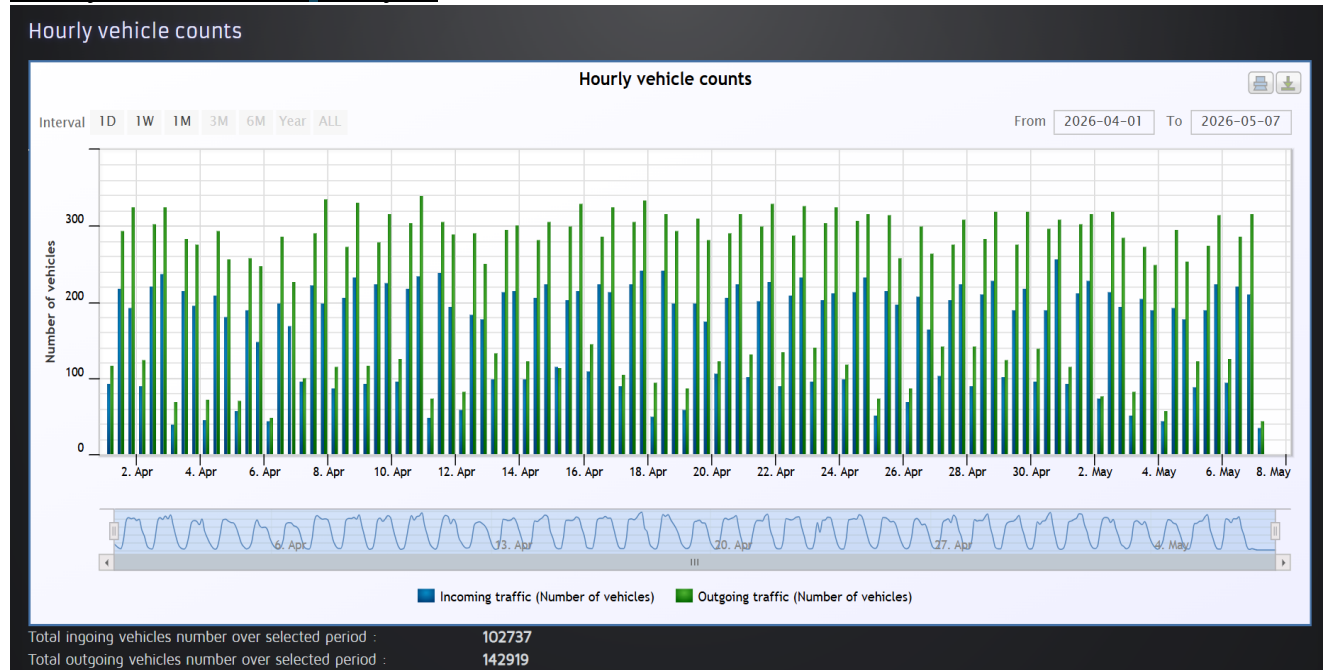
The pie chart indicates that vehicle speeds were overwhelmingly concentrated below **40 mph** in both directions of travel. The results demonstrate very high compliance with lower speed ranges, with only a negligible proportion of vehicles recorded at higher speeds.

For **incoming traffic**, **99.72%** of vehicles (**102,446 vehicles**) travelled at speeds below **40 mph**. Vehicles travelling between **40 and 50 mph** accounted for **0.24%** (**251 vehicles**), while **0.04%** (**36 vehicles**) travelled between **50 and 60 mph**. Speeds above **60 mph** were almost non-existent, with only **4 vehicles** recorded in the **60–70 mph** category and no vehicles recorded above **70 mph**.

For **outgoing traffic**, **99.74%** of vehicles (**142,554 vehicles**) travelled at speeds below **40 mph**. A further **0.20%** (**285 vehicles**) travelled between **40 and 50 mph**, while **0.05%** (**67 vehicles**) travelled between **50 and 60 mph**. Higher-speed vehicles were exceptionally rare, with only **11 vehicles (0.01%)** travelling between **60 and 70 mph**, **2 vehicles** recorded between **70 and 90 mph**, and no vehicles exceeding **90 mph**.

Overall, the findings show that virtually all vehicles travelled at speeds below **40 mph**, with less than **0.3%** of traffic in either direction exceeding this threshold.

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 300 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.



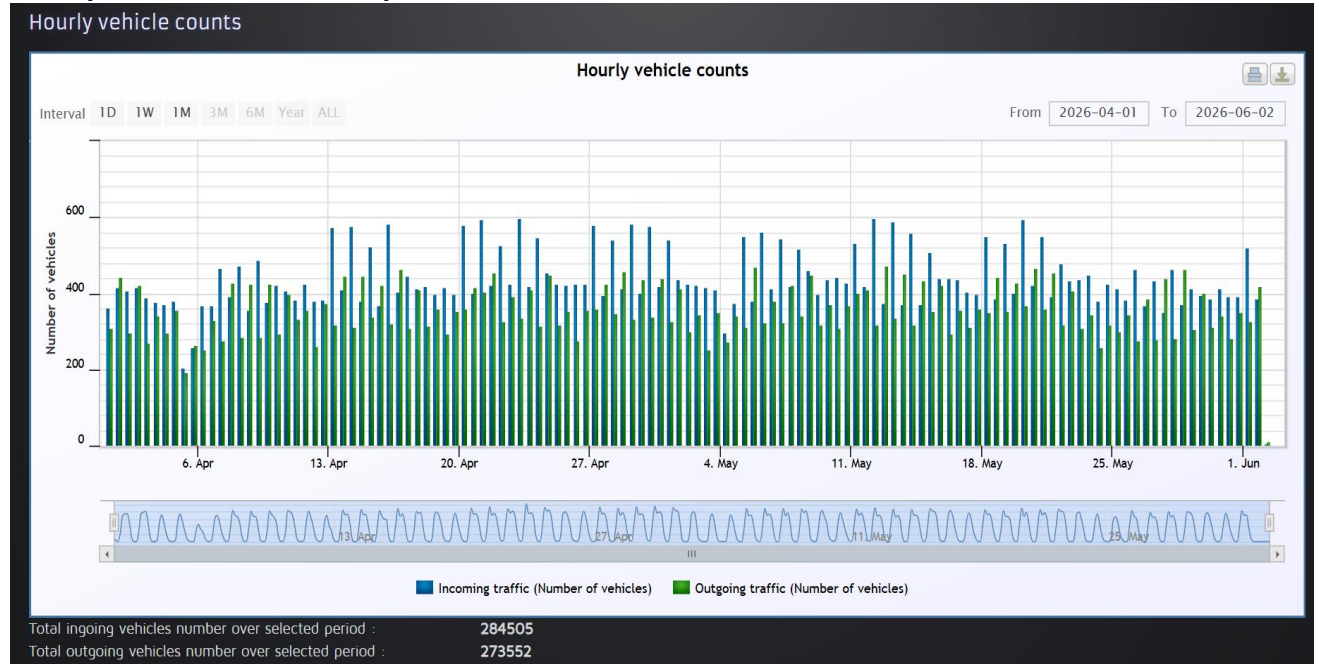
The pie chart shows vehicle speeds were overwhelmingly concentrated below **40 mph** in both directions of travel. The results demonstrate very high compliance with lower speed ranges, with only a negligible proportion of vehicles recorded at higher speeds.

For **incoming traffic**, **99.28%** of vehicles (**282,446 vehicles**) travelled at speeds below **40 mph**. Vehicles travelling between **40 and 50 mph** accounted for **0.69%** (**1,950 vehicles**), while **0.03%** (**88 vehicles**) travelled between **50 and 60 mph**. Speeds above **60 mph** were exceptionally rare, with only **19 vehicles (0.01%)** recorded between **60 and 70 mph**, **2 vehicles** travelling between **70 and 90 mph**, and no vehicles recorded above **90 mph**.

For **outgoing traffic**, **99.47%** of vehicles (**272,108 vehicles**) travelled at speeds below **40 mph**. A further **0.49%** (**1,348 vehicles**) travelled between **40 and 50 mph**, while **0.03%** (**89 vehicles**) travelled between **50 and 60 mph**. Only **7 vehicles** were recorded travelling between **60 and 70 mph**, and no vehicles were recorded above **70 mph** during the monitoring period.

Overall, the findings show that more than **99% of all vehicles** travelled at speeds below **40 mph**, while less than **1%** exceeded this threshold.

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.

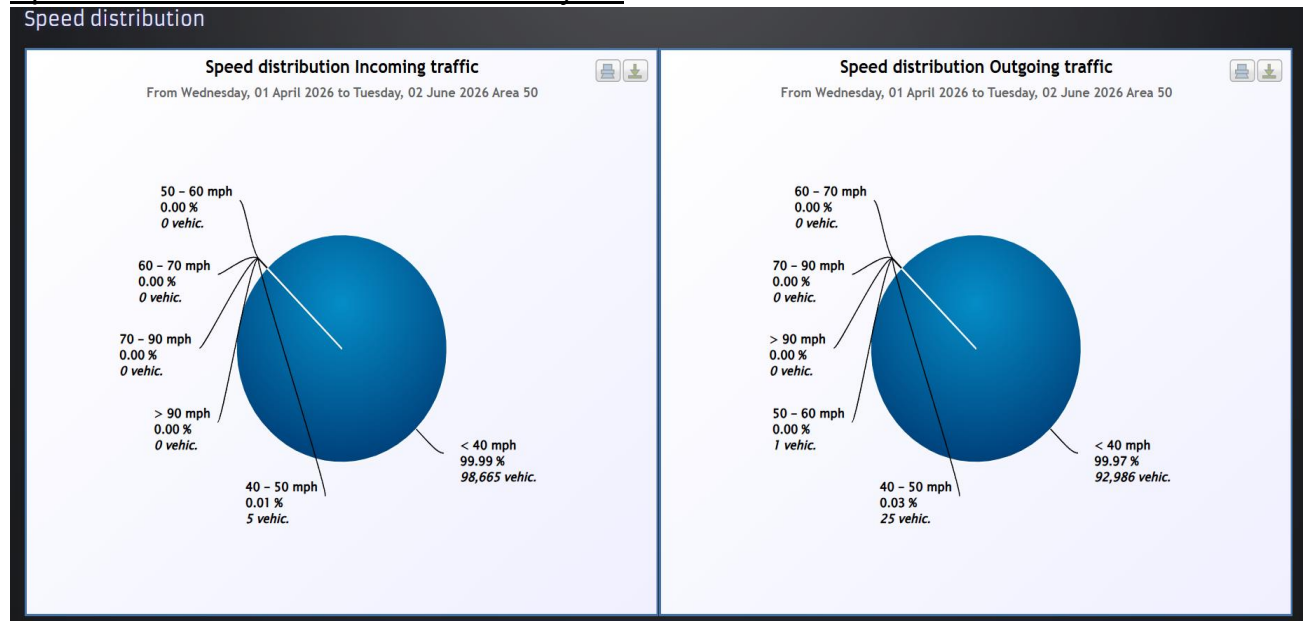
Hourly traffic volumes generally ranged between **250 and 600 vehicles per hour**, demonstrating sustained demand throughout the survey period. Incoming traffic typically recorded the higher peak volumes, with several hourly counts approaching **600 vehicles per hour**, while outgoing traffic commonly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



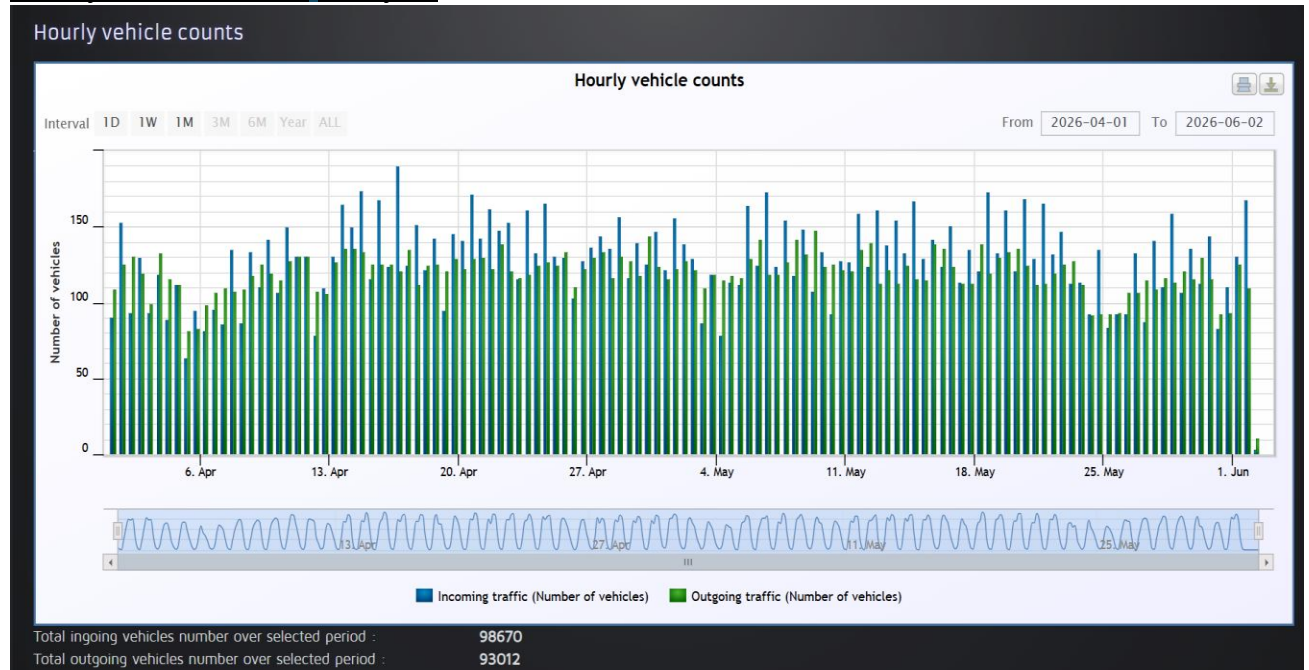
Virtually all recorded vehicles travelled at speeds below **40 mph**, demonstrating a very high level of compliance with prevailing speed conditions within the study area.

For **incoming traffic**, **99.99%** of vehicles (**98,665 vehicles**) travelled at speeds below **40 mph**. Only **5 vehicles (0.01%)** were recorded travelling between **40 and 50 mph**, while no vehicles were recorded travelling above **50 mph** during the monitoring period.

For **outgoing traffic**, **99.97%** of vehicles (**92,986 vehicles**) travelled at speeds below **40 mph**. Only **25 vehicles (0.03%)** travelled between **40 and 50 mph**, and a single vehicle was recorded in the **50–60 mph** speed category. No vehicles were recorded travelling above **60 mph**.

Overall, the results show that almost **100% of all traffic** travelled at speeds below **40 mph**, with only **31 vehicles** out of more than **191,000 recorded movements** exceeding this threshold. The absence of significant higher-speed traffic indicates that vehicle speeds were extremely well controlled throughout the monitoring period, supporting safe and efficient operation of the road network within the study area.

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.

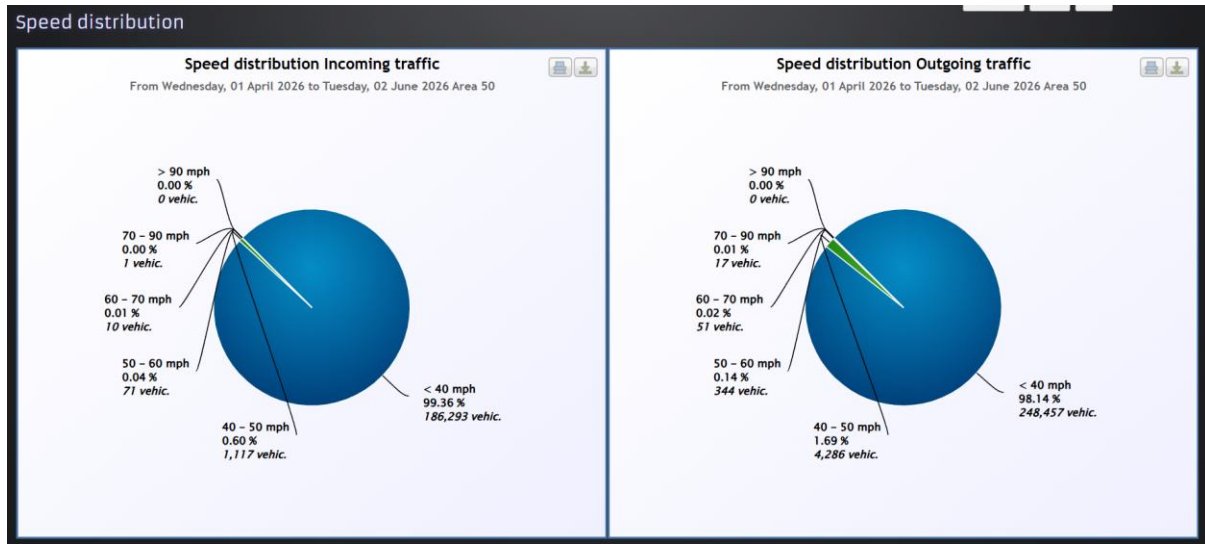
The difference between incoming and outgoing traffic volumes was relatively small, with inbound traffic exceeding outbound traffic by approximately **6%**. This indicates a broadly balanced distribution of traffic movements, suggesting that the route serves both directions of travel equally with only 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 vehicle speeds remained overwhelmingly below **40 mph** throughout the monitoring period. During the survey, a total of **187,502 incoming vehicles** and **253,155 outgoing vehicles** were recorded.

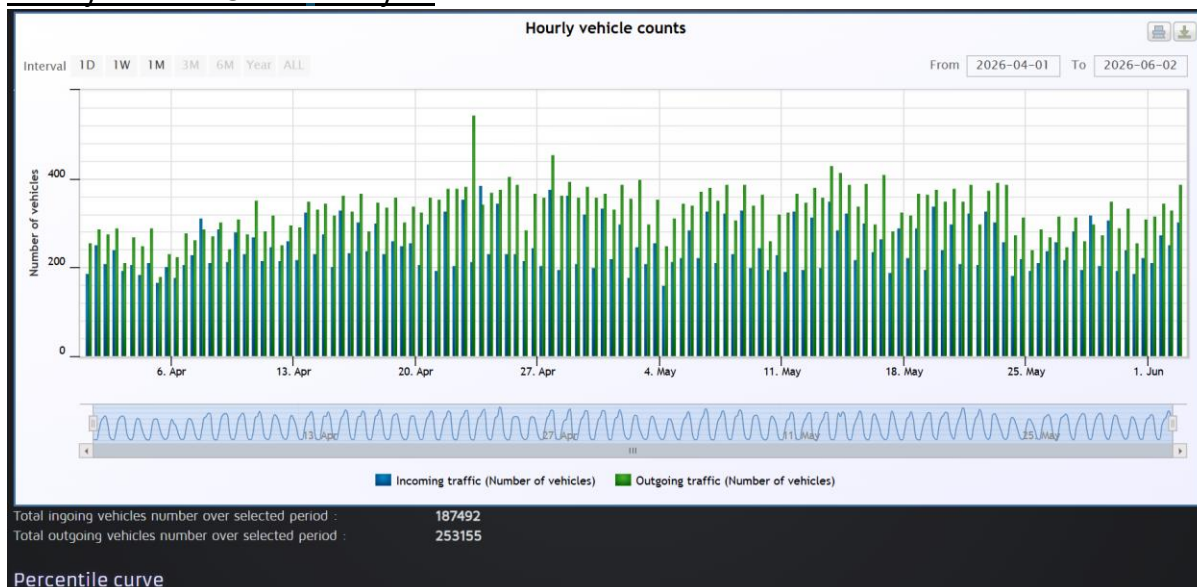
For **incoming traffic**, **99.36%** of vehicles (**186,293 vehicles**) travelled at speeds below **40 mph**. Only **0.60%** (**1,117 vehicles**) were recorded in the **40–50 mph** range, while vehicles travelling above **50 mph** accounted for less than **0.1%** of all movements. Only a single vehicle was recorded in the **70–90 mph** category, and no vehicles exceeded **90 mph**.

For **outgoing traffic**, **98.14%** of vehicles (**248,457 vehicles**) travelled below **40 mph**. A further **1.69%** (**4,286 vehicles**) travelled between **40–50 mph**, while just **0.17%** exceeded **50 mph**. High-speed movements above **70 mph** were extremely rare, representing only 17 vehicles during the entire monitoring period.

A comparison of traffic directions shows that outgoing vehicles recorded a slightly higher proportion of movements within the **40–50 mph** speed band than incoming vehicles. However, the overall speed profile remains strongly concentrated in the lowest speed category.

Overall, the findings indicate a **very low-speed operating environment**, with more than **98% of vehicles** in both directions travelling below **40 mph**.

Hourly Vehicle Count Analysis



The 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.