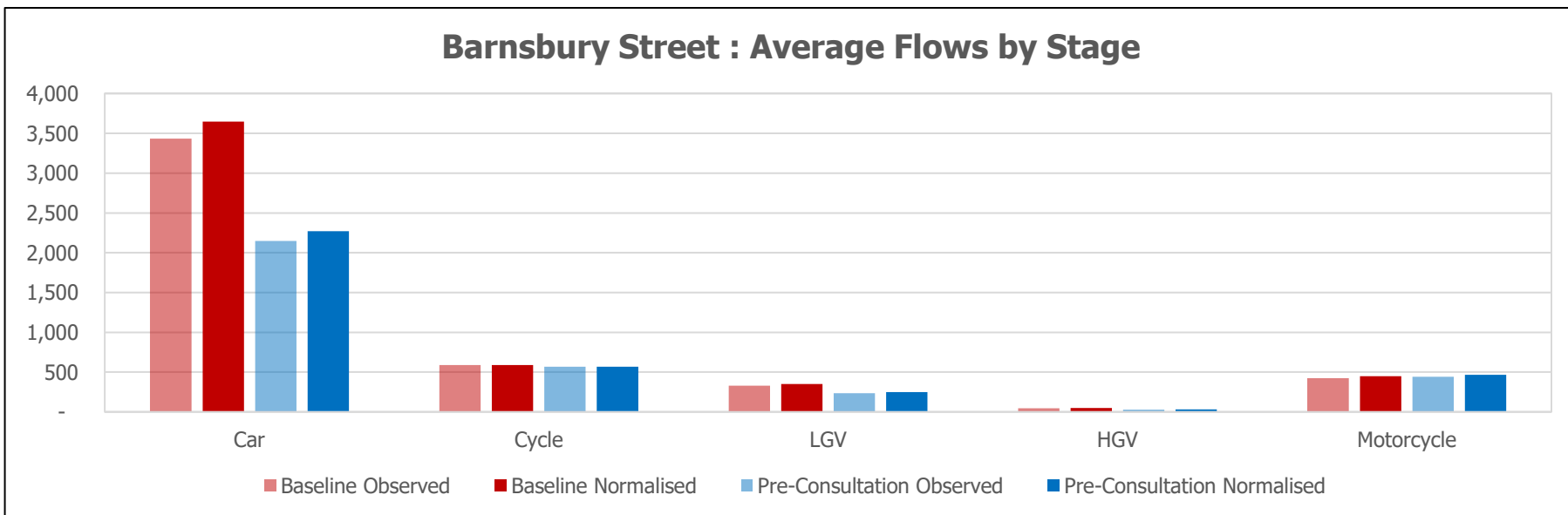


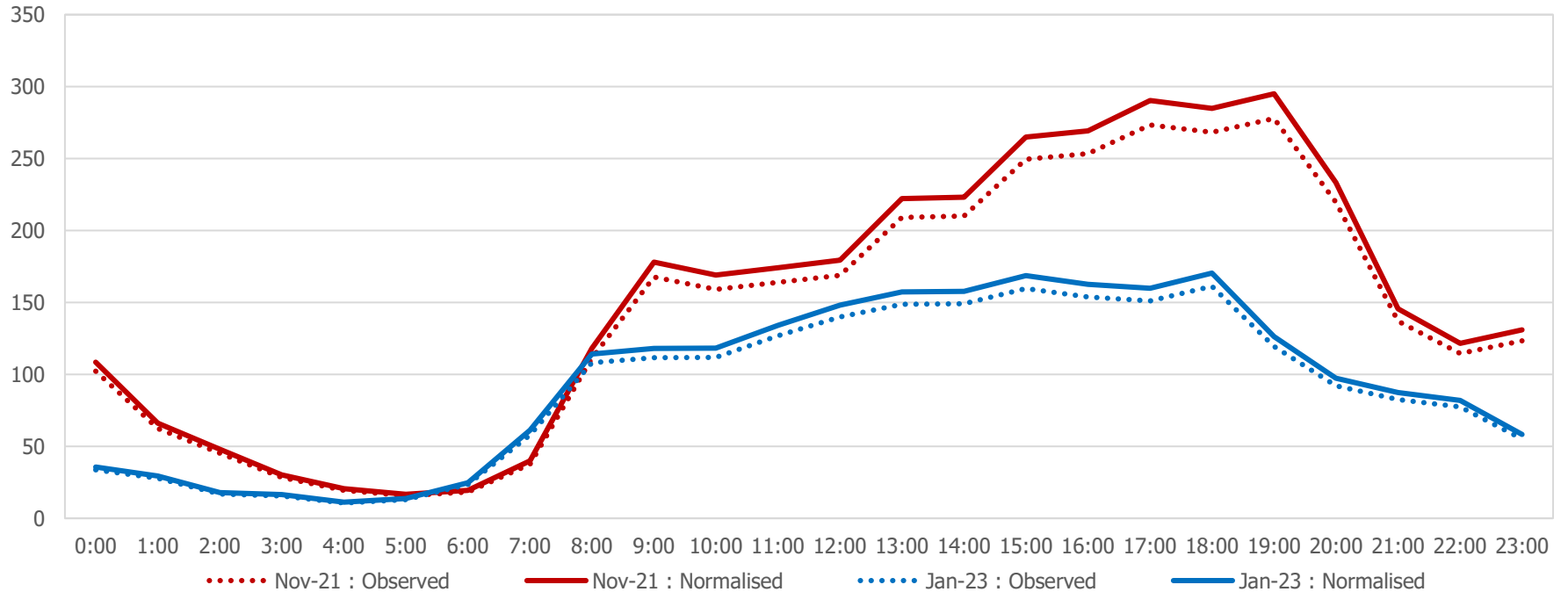
# Barnsbury Street (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Barnsbury Street, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



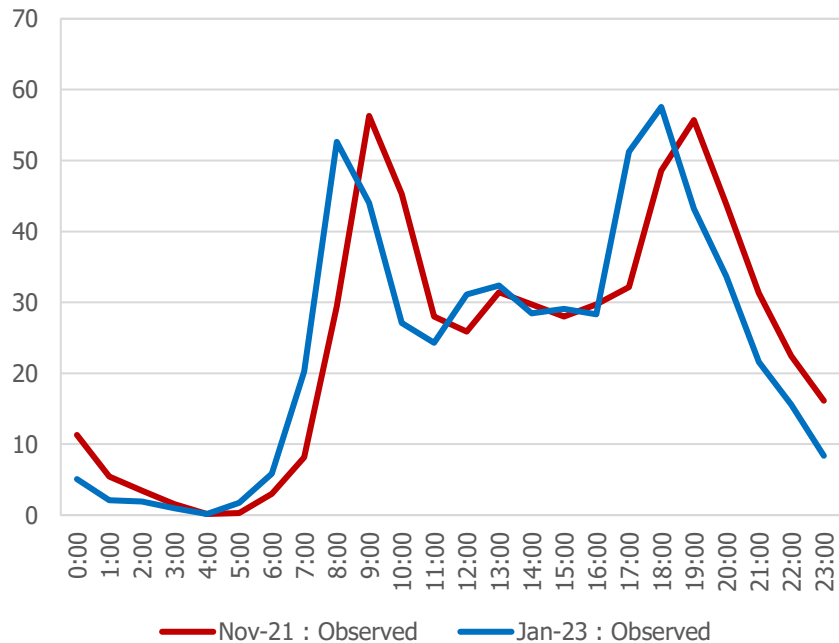
# Barnsbury Street

Barnsbury Street : Average Daily Car Flows

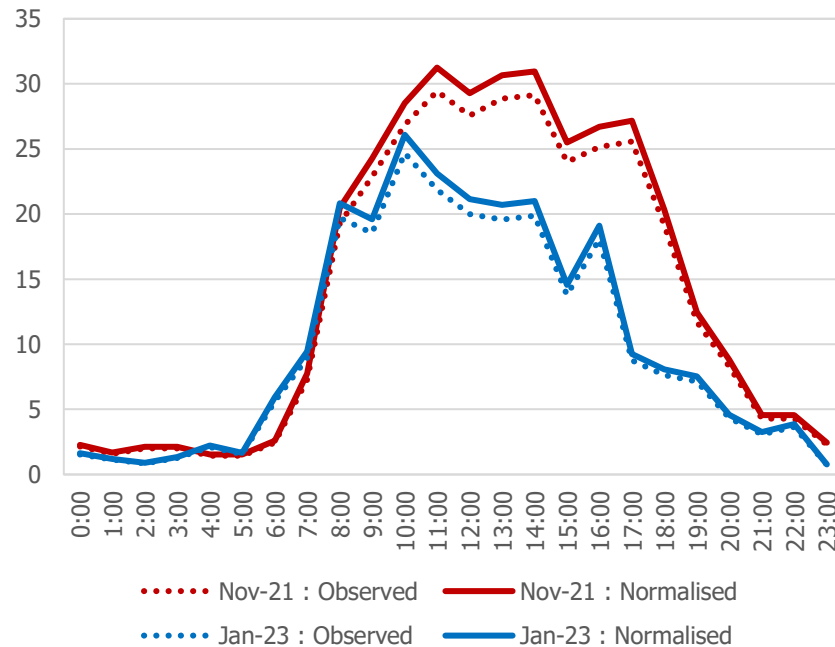


# Barnsbury Street

## Barnsbury Street : Average Daily Cycle Flows

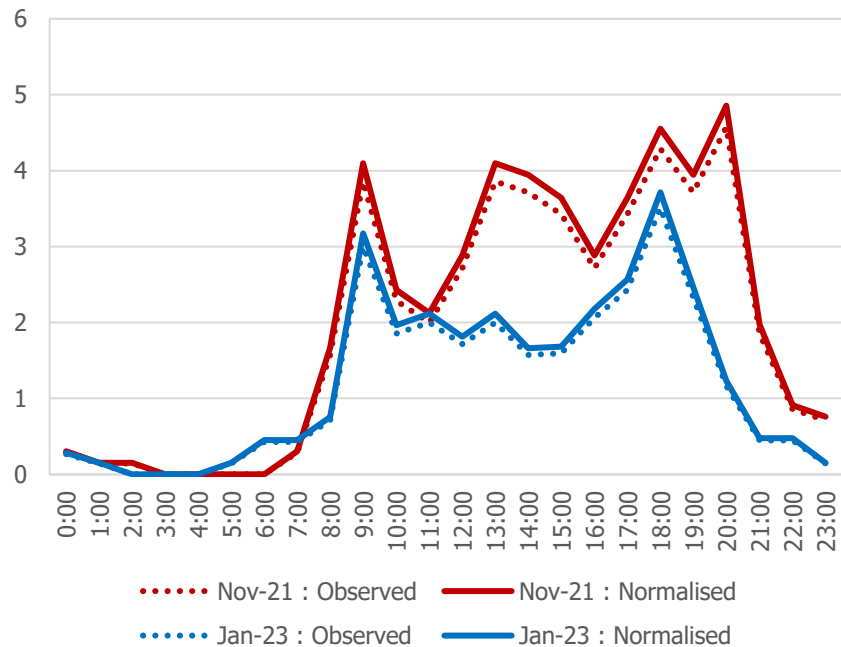


## Barnsbury Street : Average Daily LGV Flows

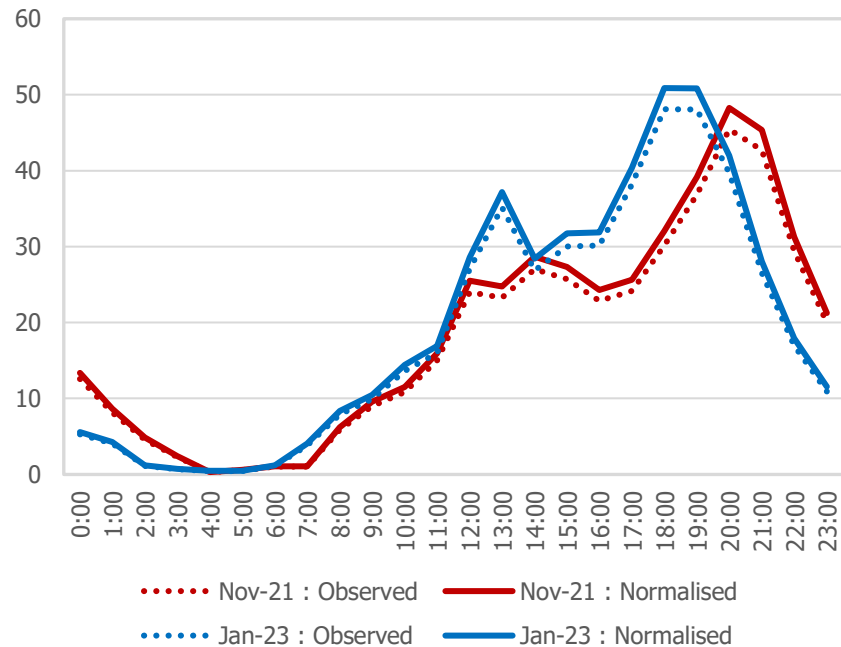


# Barnsbury Street

## Barnsbury Street : Average Daily HGV Flows



## Barnsbury Street : Average Daily Motorcycle Flows



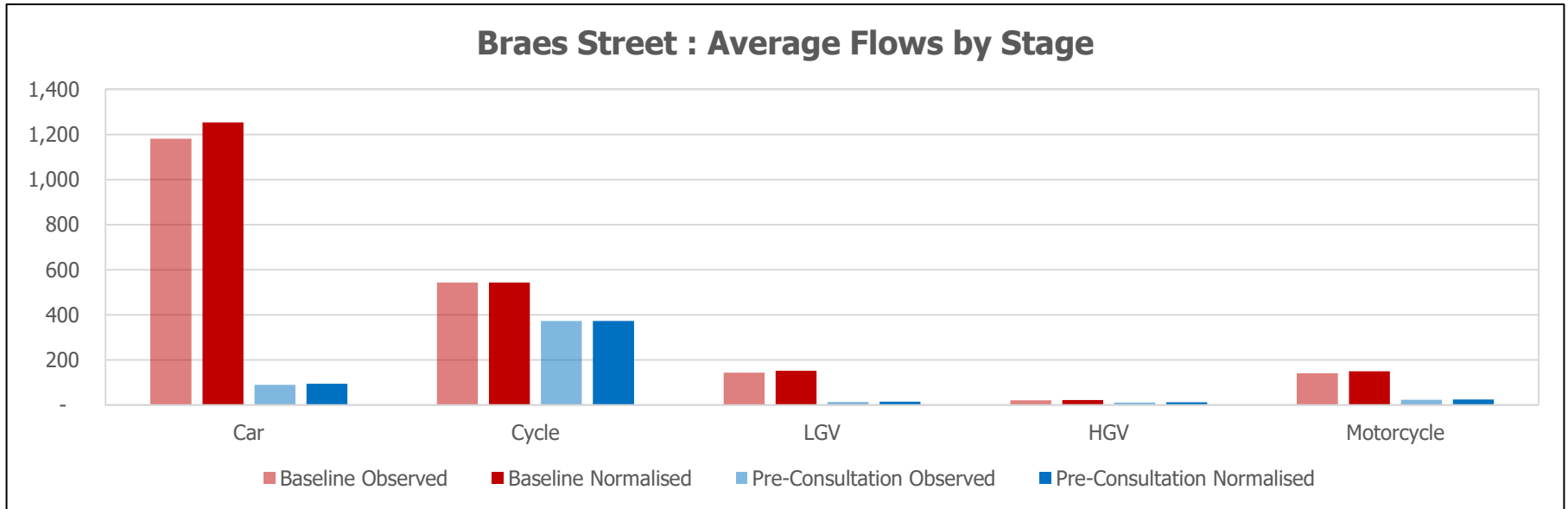
# Barnsbury Street (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 4233            | <b>4496</b>       | 2850             | <b>3015</b>       | -1383                         | <b>-1481</b>      | -33%                              | <b>-33%</b>       |
| Car                    | 3435            | <b>3649</b>       | 2146             | <b>2270</b>       | -1289                         | <b>-1379</b>      | -38%                              | <b>-38%</b>       |
| LGV                    | 329             | <b>349</b>        | 234              | <b>248</b>        | -95                           | <b>-101</b>       | -29%                              | <b>-29%</b>       |
| HGV                    | 46              | <b>49</b>         | 28               | <b>30</b>         | -18                           | <b>-19</b>        | -39%                              | <b>-39%</b>       |
| Motorcycle             | 423             | <b>449</b>        | 442              | <b>467</b>        | 19                            | <b>18</b>         | 4%                                | 4%                |
| Cycle                  | <b>587</b>      |                   | <b>567</b>       |                   | <b>-20</b>                    |                   | -3%                               |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 16.3            | 13.7                    | <b>-16%</b>               | 20.0                  | 16.8                    | <b>-16%</b>               | 15%                 | 4%                      | <b>-11%</b>               |

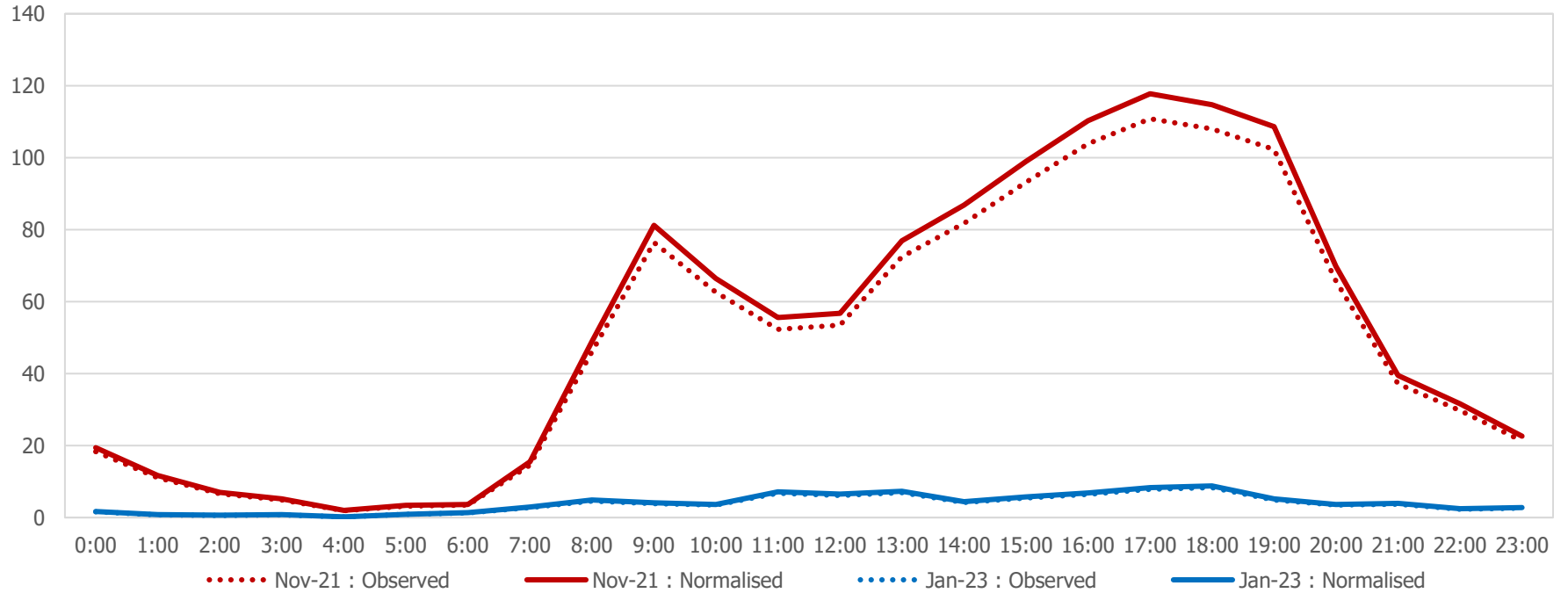
# Braes Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Braes Street**, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



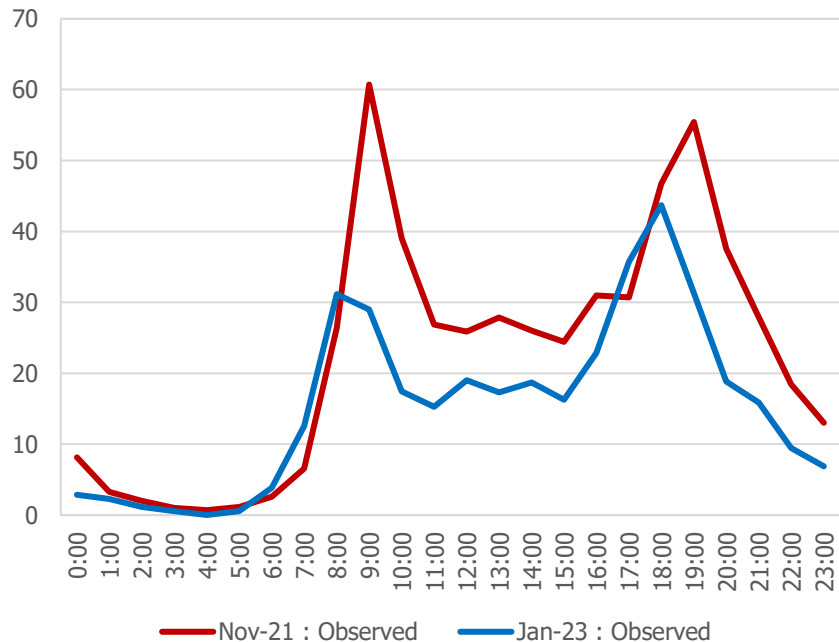
# Braes Street

## Braes Street : Average Daily Car Flows

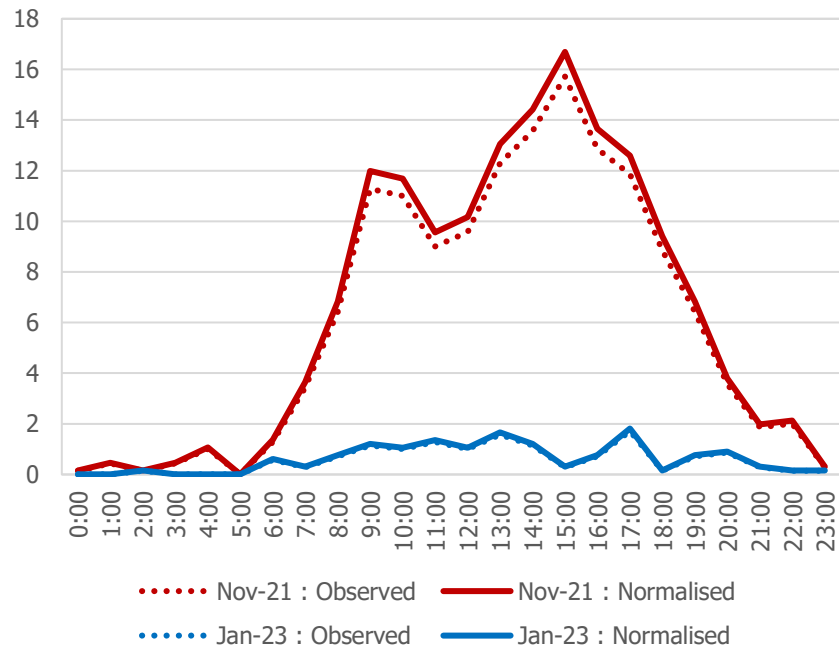


# Braes Street

## Braes Street : Average Daily Cycle Flows



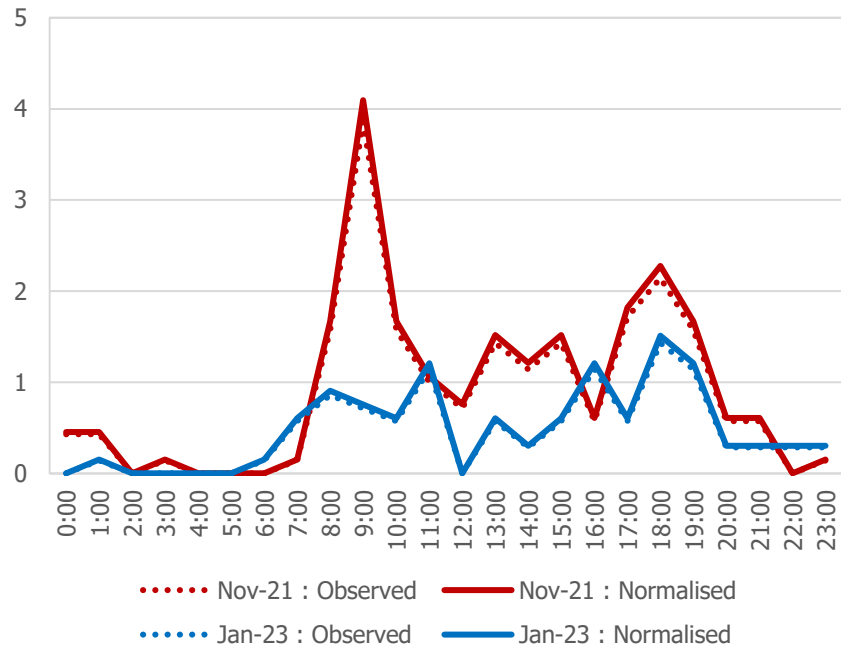
## Braes Street : Average Daily LGV Flows



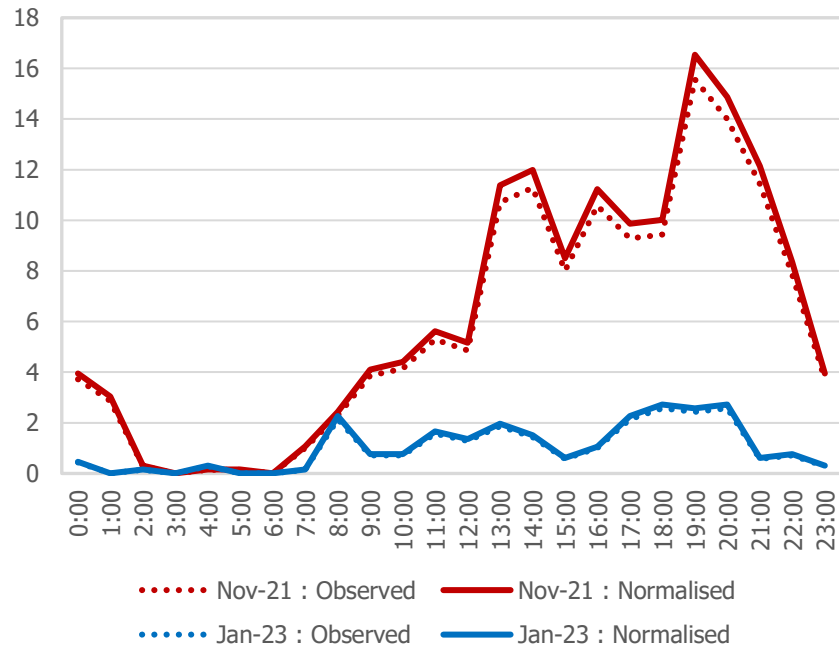


# Braes Street

## Braes Street : Average Daily HGV Flows



## Braes Street : Average Daily Motorcycle Flows



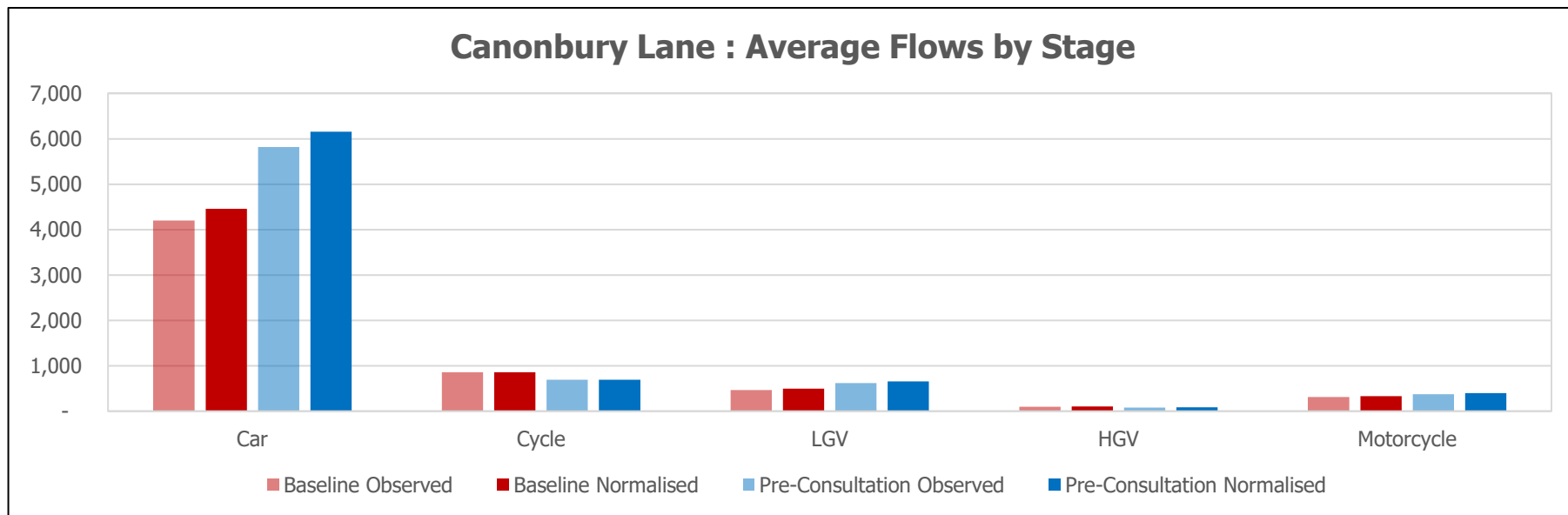
# Braes Street (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 1485            | <b>1577</b>       | 138              | <b>146</b>        | -1347                         | <b>-1431</b>      | -91%                              | <b>-91%</b>       |
| Car                    | 1181            | <b>1254</b>       | 89               | <b>94</b>         | -1092                         | <b>-1160</b>      | -92%                              | <b>-93%</b>       |
| LGV                    | 143             | <b>152</b>        | 14               | <b>15</b>         | -129                          | <b>-137</b>       | -90%                              | <b>-90%</b>       |
| HGV                    | 21              | <b>22</b>         | 11               | <b>12</b>         | -10                           | <b>-10</b>        | -48%                              | <b>-45%</b>       |
| Motorcycle             | 140             | <b>149</b>        | 24               | <b>25</b>         | -116                          | <b>-124</b>       | -83%                              | <b>-83%</b>       |
| Cycle                  | <b>543</b>      |                   | <b>373</b>       |                   | <b>-170</b>                   |                   | <b>-31%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 18.4            | 14.7                    | <b>-20%</b>               | 22.6                  | 18.8                    | <b>-17%</b>               | 33%                 | 10%                     | <b>-23%</b>               |

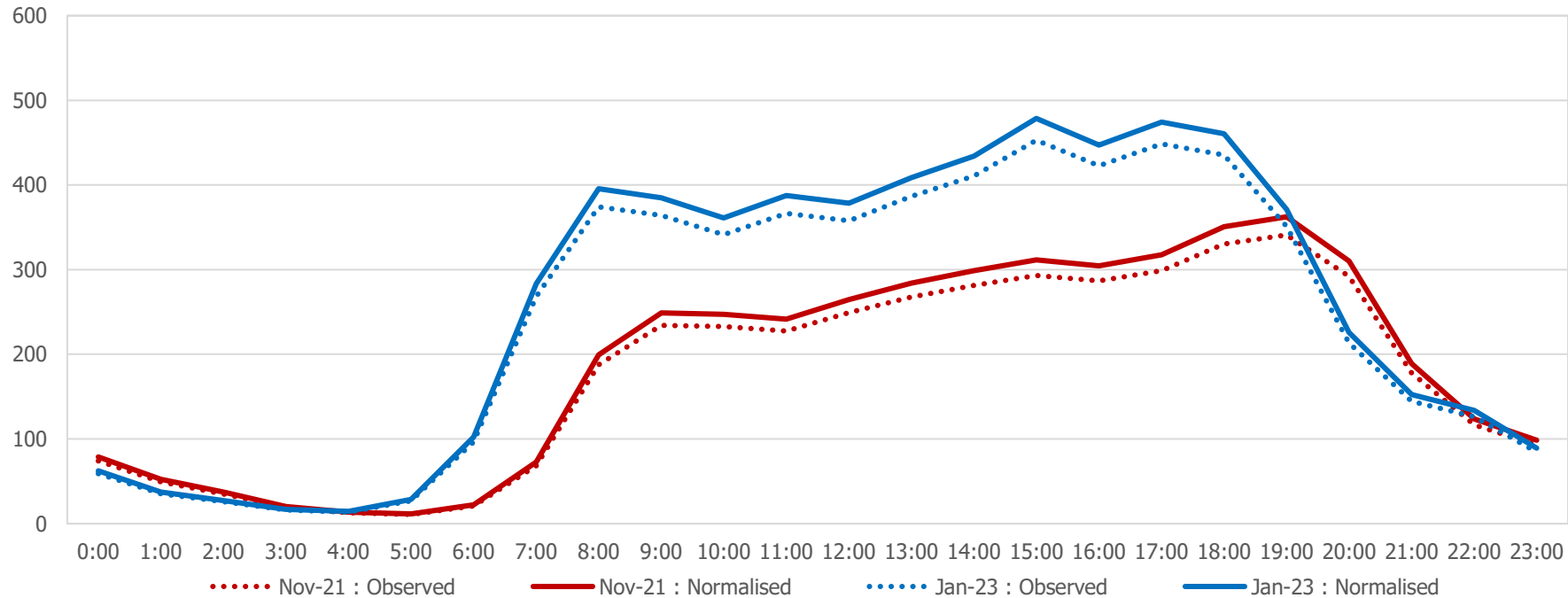
# Canonbury Lane (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Canonbury Lane, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

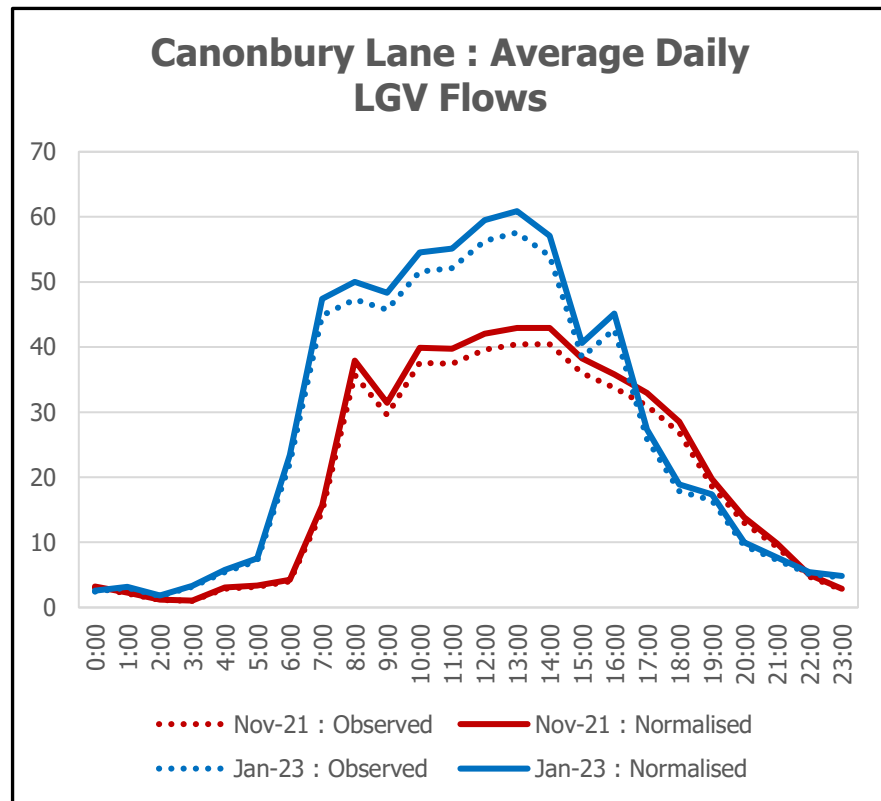
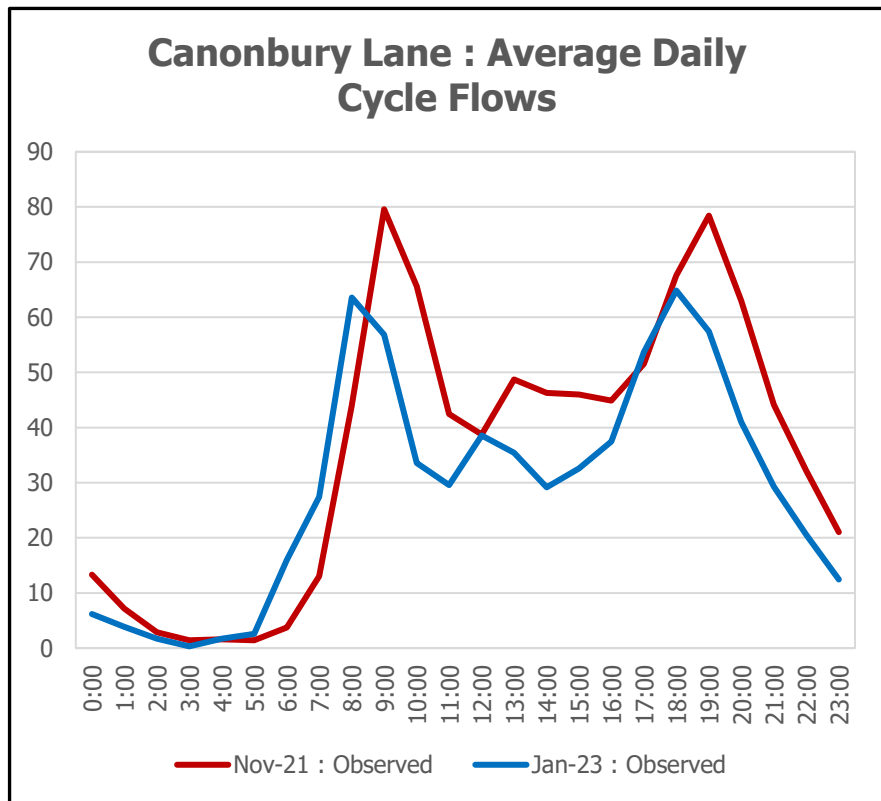


# Canonbury Lane

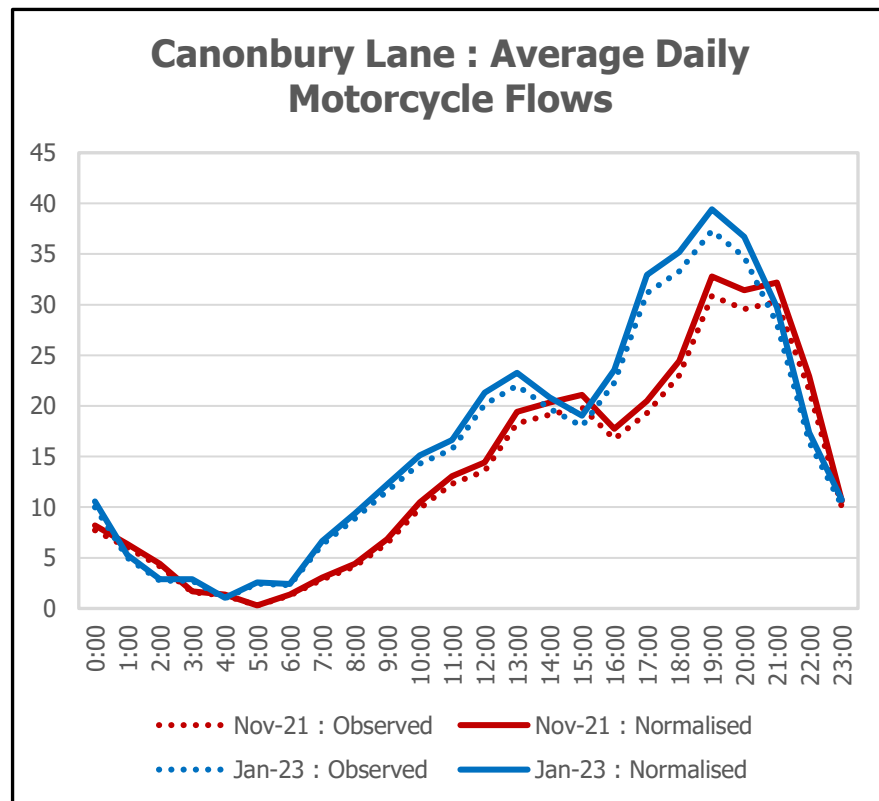
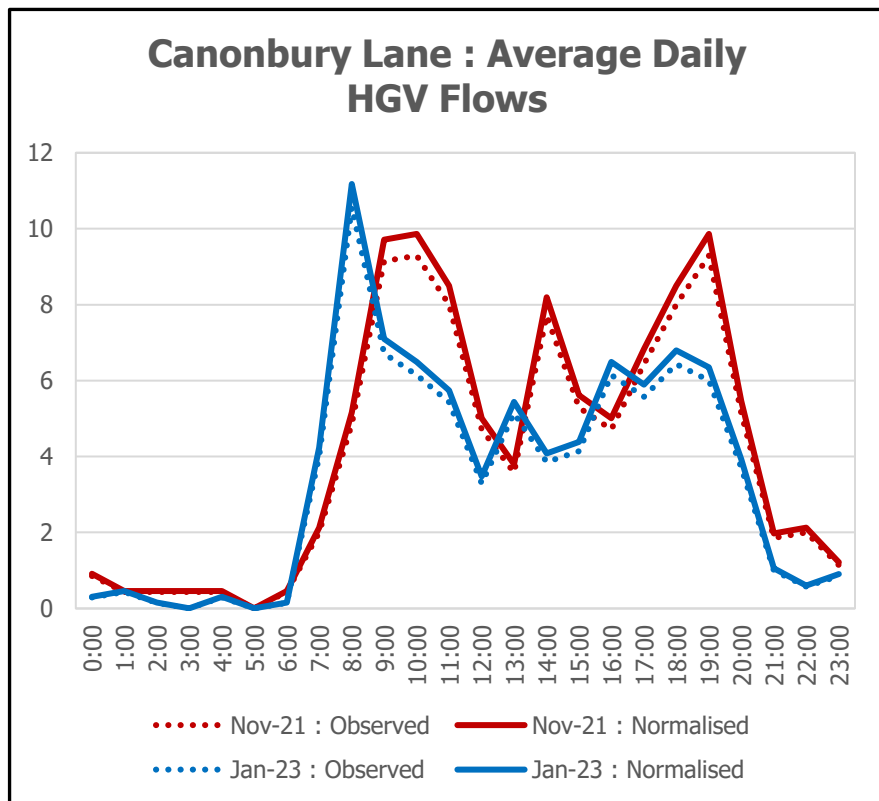
## Canonbury Lane : Average Daily Car Flows



# Canonbury Lane



# Canonbury Lane



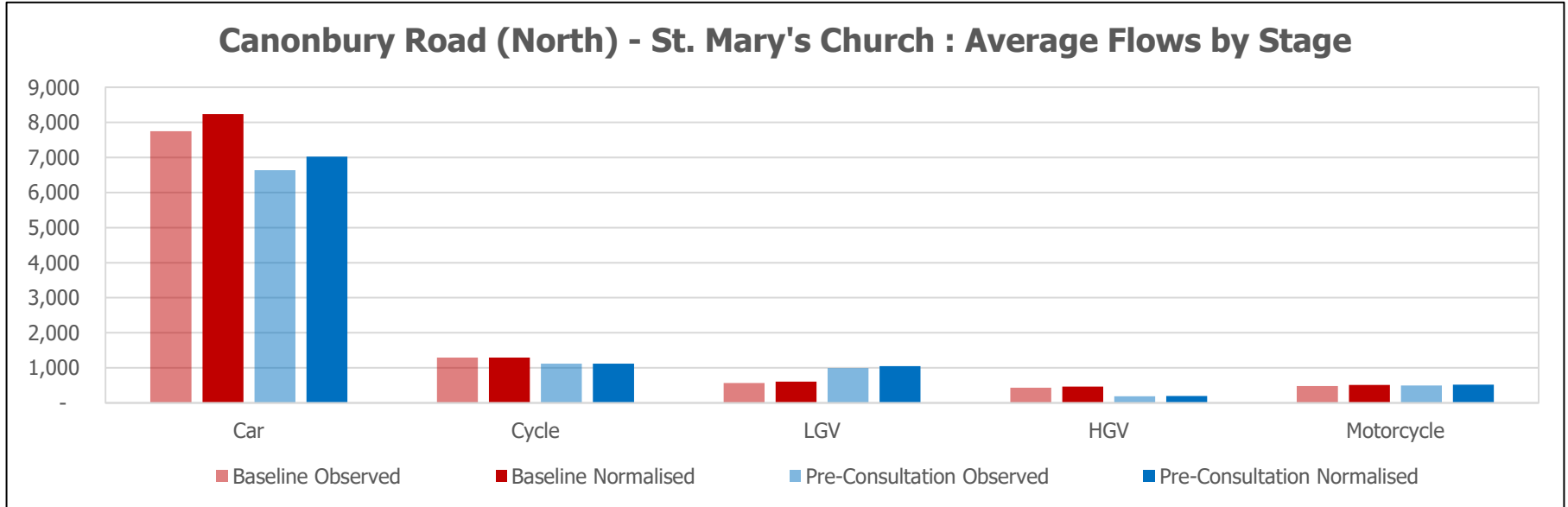
# Canonbury Lane (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 5074            | <b>5389</b>       | 6901             | <b>7296</b>       | 1827                          | <b>1907</b>       | 36%                               | <b>35%</b>        |
| Car                    | 4199            | <b>4460</b>       | 5822             | <b>6155</b>       | 1623                          | <b>1695</b>       | 39%                               | <b>38%</b>        |
| LGV                    | 469             | <b>498</b>        | 622              | <b>658</b>        | 153                           | <b>160</b>        | 33%                               | <b>32%</b>        |
| HGV                    | 96              | <b>102</b>        | 81               | <b>85</b>         | -15                           | <b>-17</b>        | -16%                              | <b>-17%</b>       |
| Motorcycle             | 310             | <b>329</b>        | 376              | <b>398</b>        | 66                            | <b>69</b>         | 21%                               | <b>21%</b>        |
| Cycle                  | <b>858</b>      |                   | <b>696</b>       |                   | <b>-162</b>                   |                   | <b>-19%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 17.1            | 15.8                    | -8%                       | 21.7                  | 20.2                    | -7%                       | 25%                 | 16%                     | -9%                       |

# Canonbury Road (north) (Daily Flows)

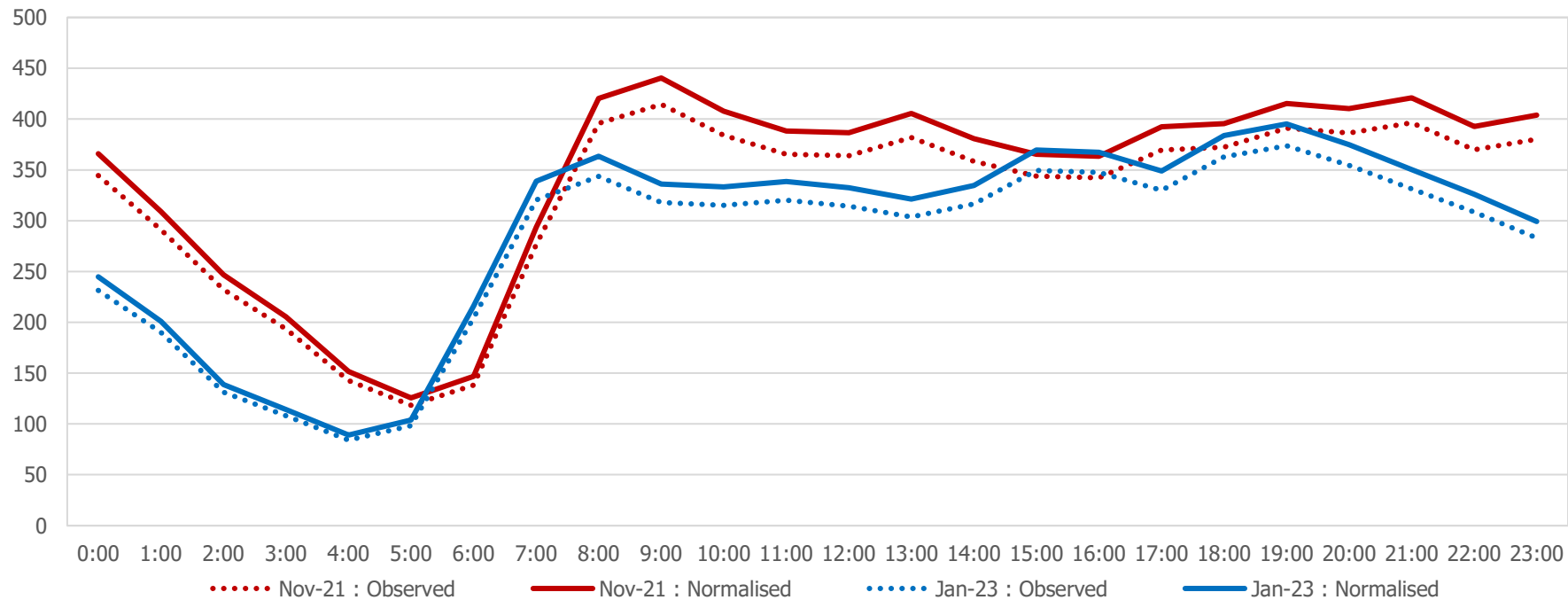
- The charts below and on the following pages show the normalised average daily flows on Canonbury Road (north) with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.





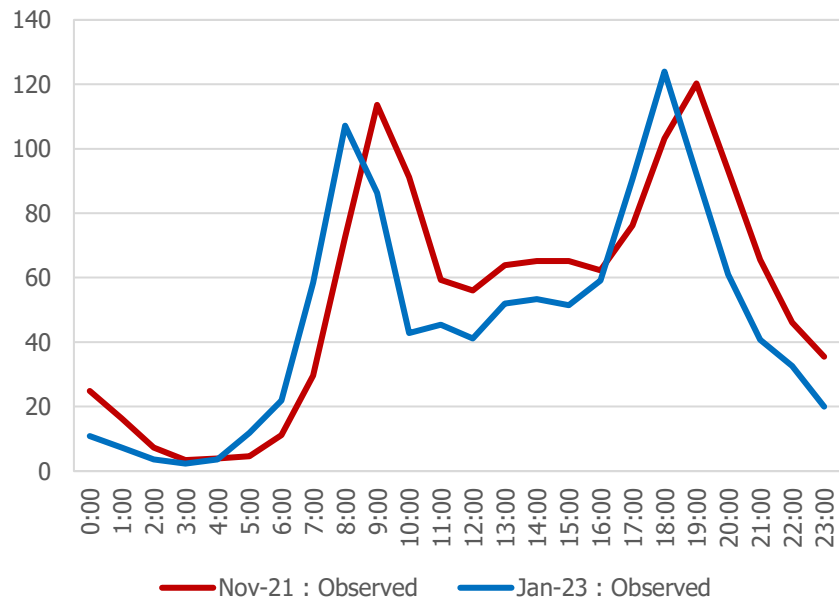
# Canonbury Road (north)

Canonbury Road (North) - St. Mary's Church : Average Daily Car Flows

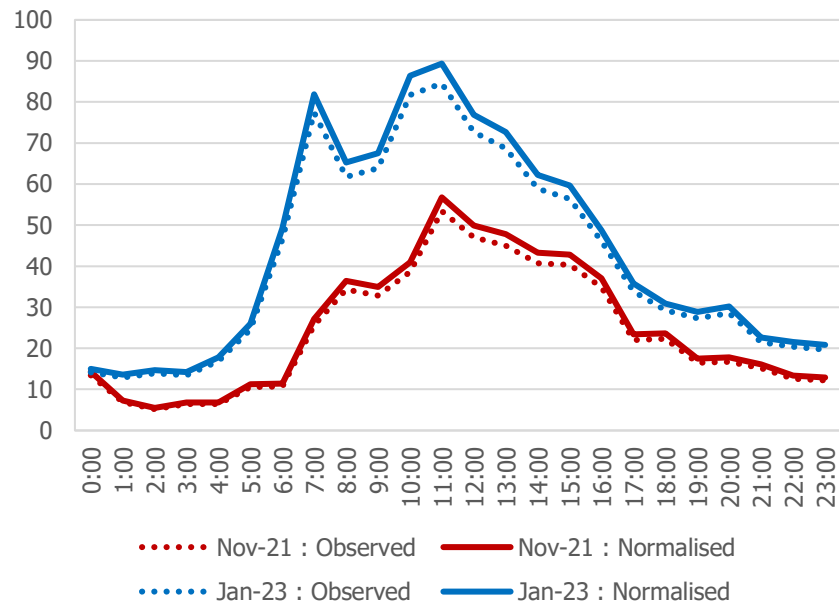


# Canonbury Road (north)

## Canonbury Road (North) - St. Mary's Church : Average Daily Cycle Flows

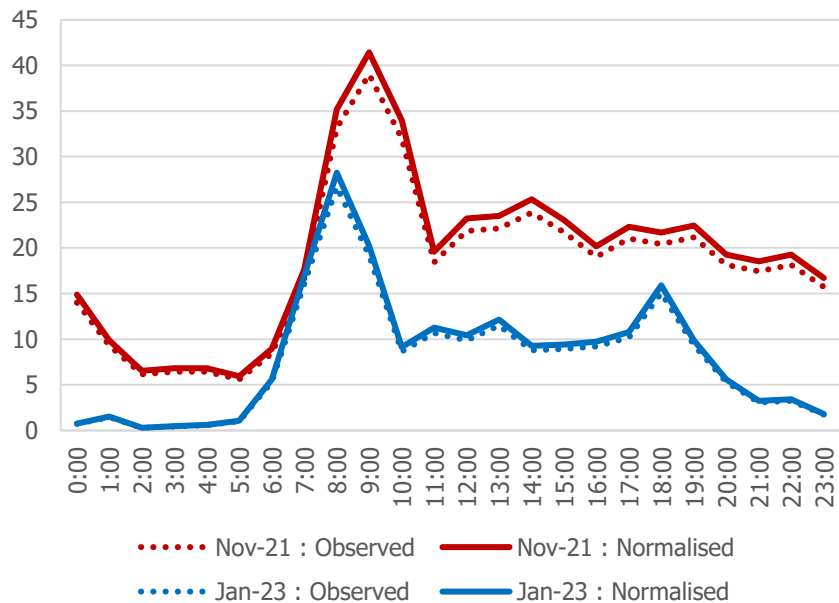


## Canonbury Road (North) - St. Mary's Church : Average Daily LGV Flows

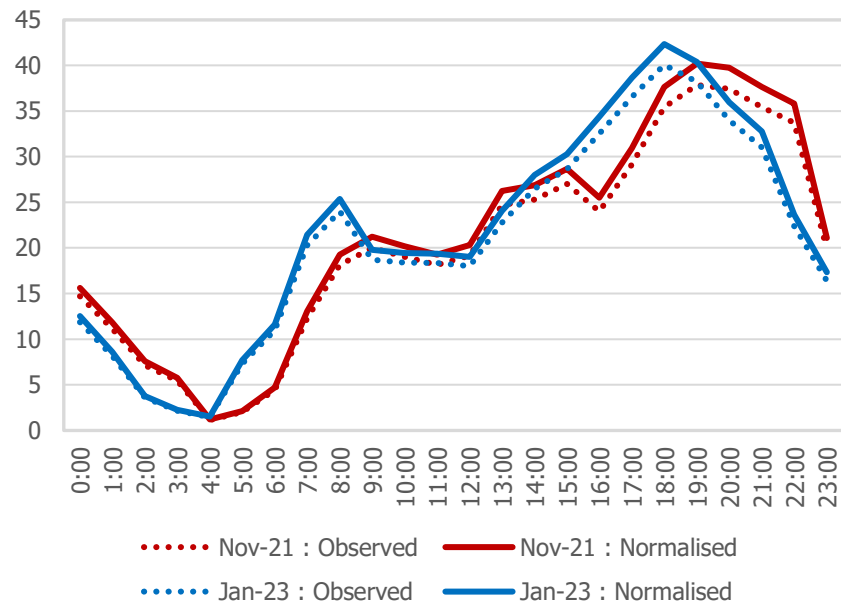


# Canonbury Road (north)

## Canonbury Road (North) - St. Mary's Church : Average Daily HGV Flows



## Canonbury Road (North) - St. Mary's Church : Average Daily Motorcycle Flows



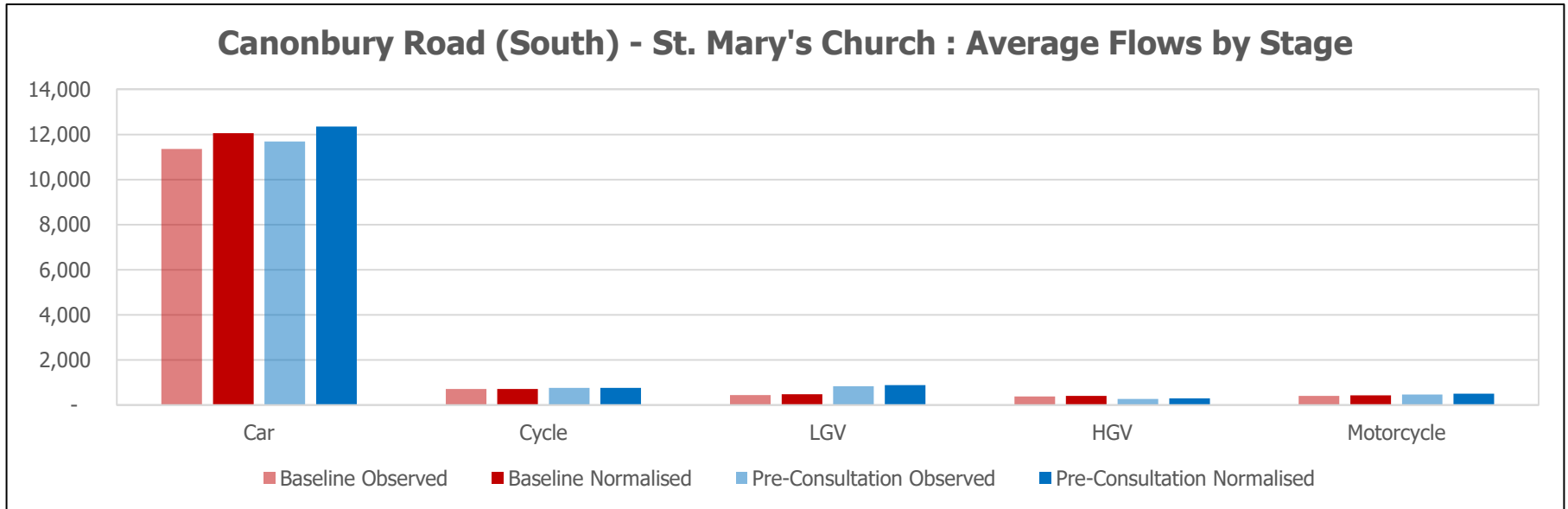
# Canonbury Road (north) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 9241            | <b>9816</b>       | 8314             | <b>8791</b>       | -927                          | <b>-1025</b>      | -10%                              | <b>-10%</b>       |
| Car                    | 7753            | <b>8235</b>       | 6640             | <b>7021</b>       | -1113                         | <b>-1214</b>      | -14%                              | <b>-15%</b>       |
| LGV                    | 569             | <b>605</b>        | 995              | <b>1052</b>       | 426                           | <b>447</b>        | 75%                               | <b>74%</b>        |
| HGV                    | 436             | <b>463</b>        | 187              | <b>198</b>        | -249                          | <b>-265</b>       | -57%                              | <b>-57%</b>       |
| Motorcycle             | 483             | <b>513</b>        | 492              | <b>520</b>        | 9                             | <b>7</b>          | 2%                                | 1%                |
| Cycle                  | <b>1290</b>     |                   | <b>1119</b>      |                   | <b>-171</b>                   |                   | <b>-13%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 20.3            | 19.6                    | -3%                       | 24.7                  | 24.0                    | -3%                       | 51%                 | 43%                     | -8%                       |

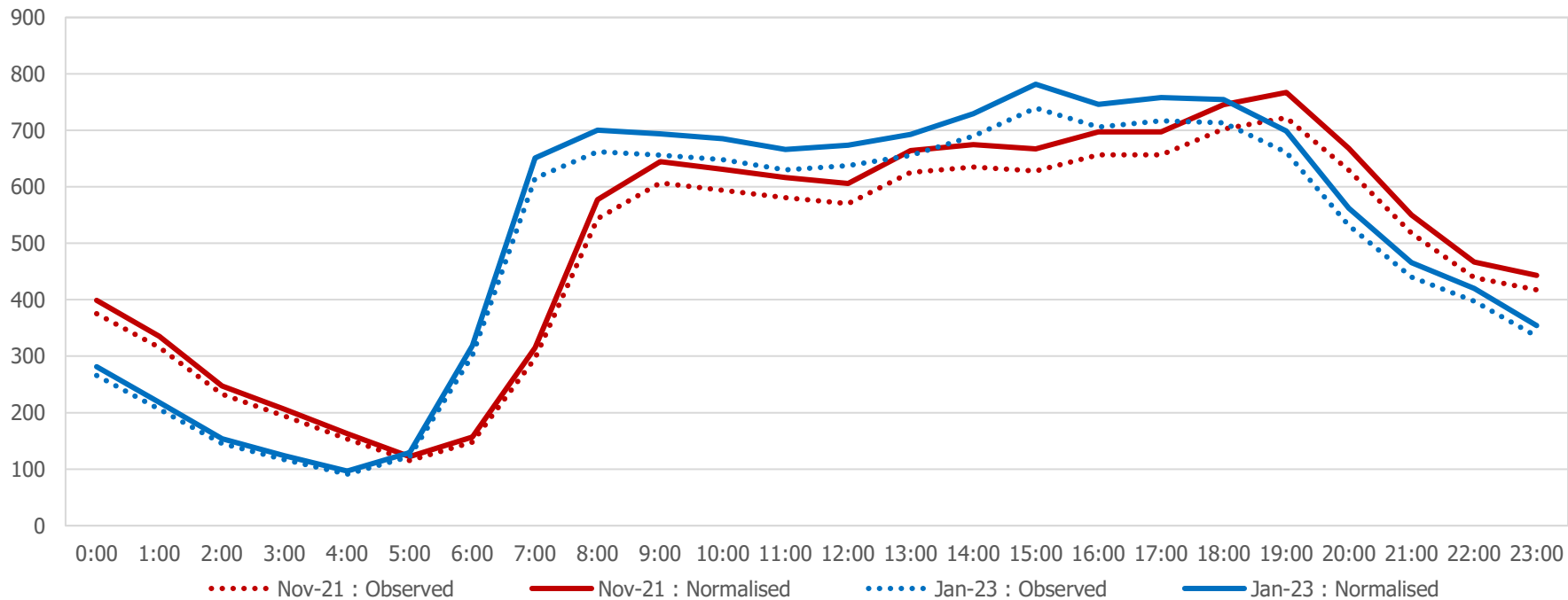
# Canonbury Road (south) (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Canonbury Road (south), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

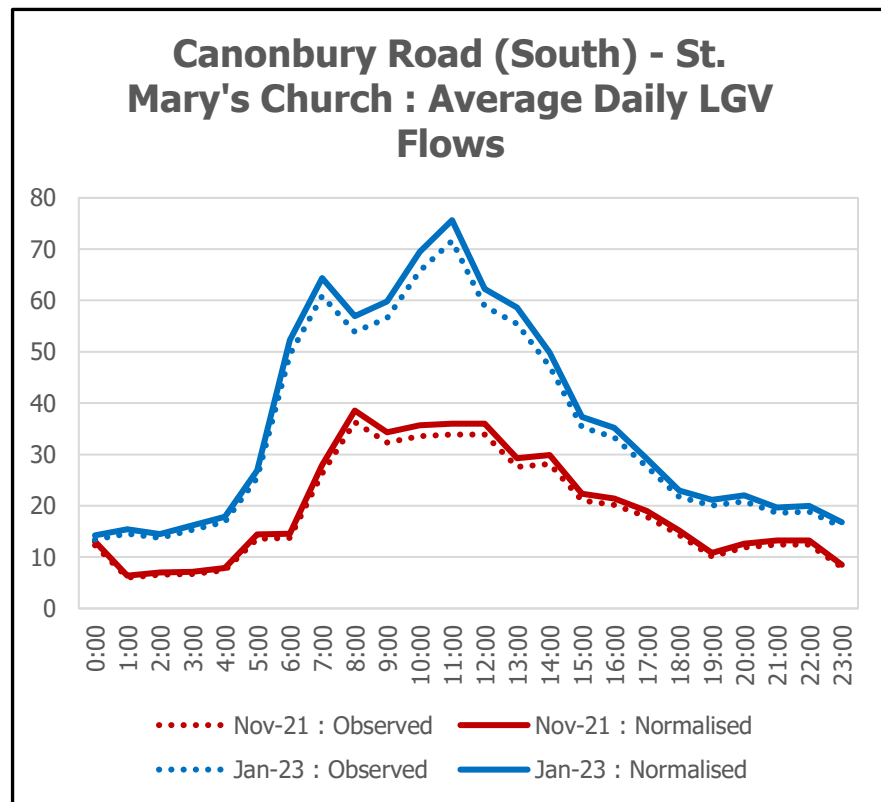
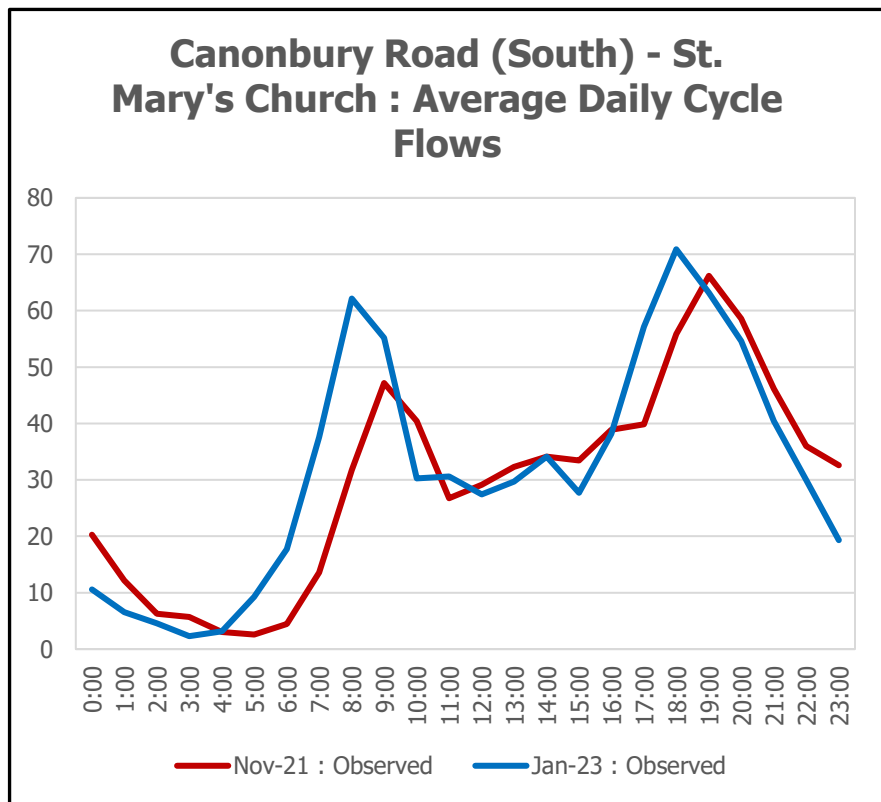


# Canonbury Road (south)

Canonbury Road (South) - St. Mary's Church : Average Daily Car Flows

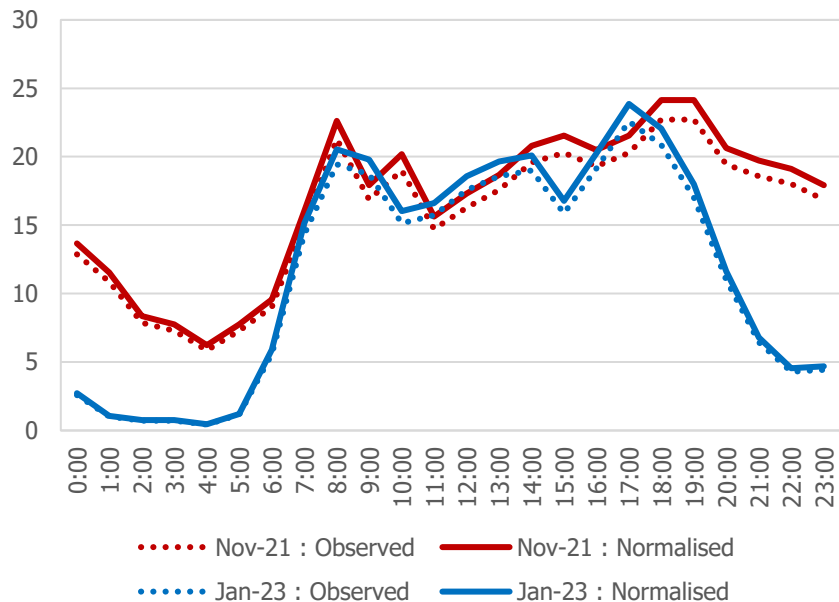


# Canonbury Road (south)

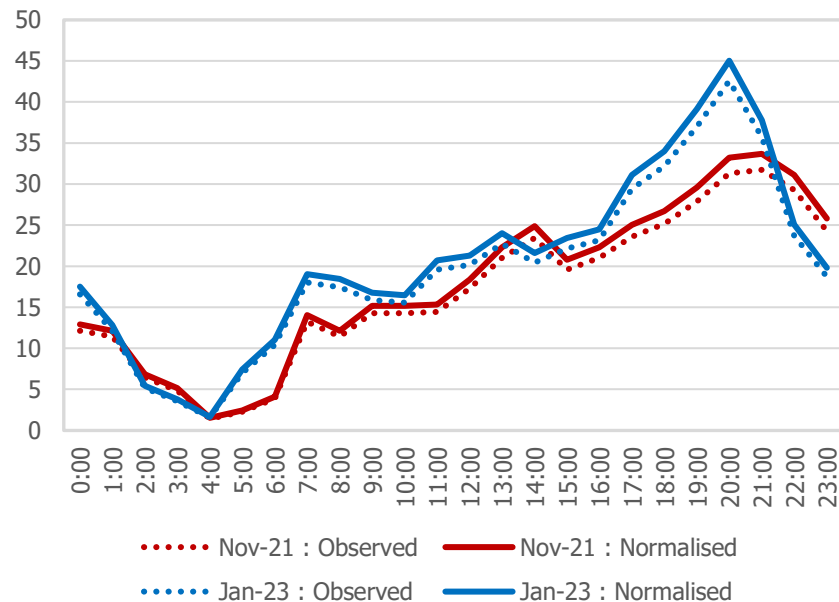


# Canonbury Road (south)

## Canonbury Road (South) - St. Mary's Church : Average Daily HGV Flows



## Canonbury Road (South) - St. Mary's Church : Average Daily Motorcycle Flows





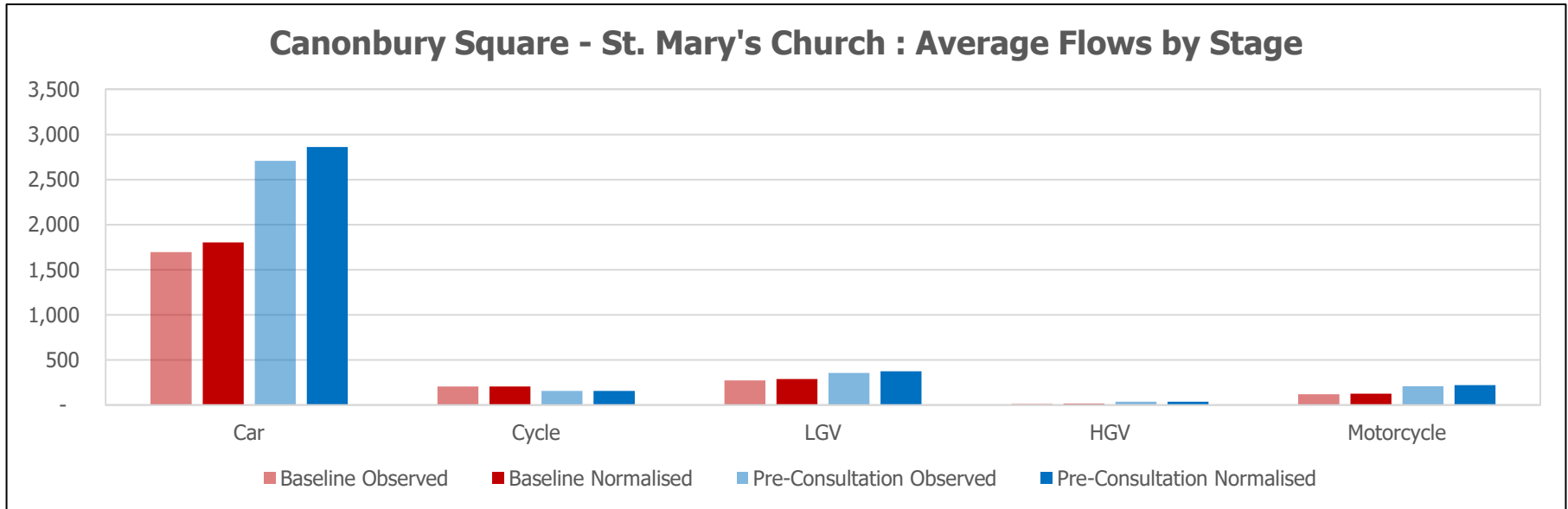
# Canonbury Road (south) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 12588           | <b>13370</b>      | 13259            | <b>14019</b>      | 671                           | <b>649</b>        | 5%                                | 5%                |
| Car                    | 11356           | <b>12062</b>      | 11685            | <b>12355</b>      | 329                           | <b>293</b>        | 3%                                | 2%                |
| LGV                    | 446             | <b>474</b>        | 831              | <b>878</b>        | 385                           | <b>404</b>        | 86%                               | <b>85%</b>        |
| HGV                    | 380             | <b>403</b>        | 272              | <b>288</b>        | -108                          | <b>-115</b>       | -28%                              | <b>-29%</b>       |
| Motorcycle             | 406             | <b>431</b>        | 471              | <b>498</b>        | 65                            | <b>67</b>         | 16%                               | <b>16%</b>        |
| Cycle                  | <b>717</b>      |                   | <b>762</b>       |                   | <b>45</b>                     |                   | 6%                                |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 16.1            | 16.0                    | -1%                       | 21.1                  | 20.6                    | -2%                       | 21%                 | 18%                     | -3%                       |

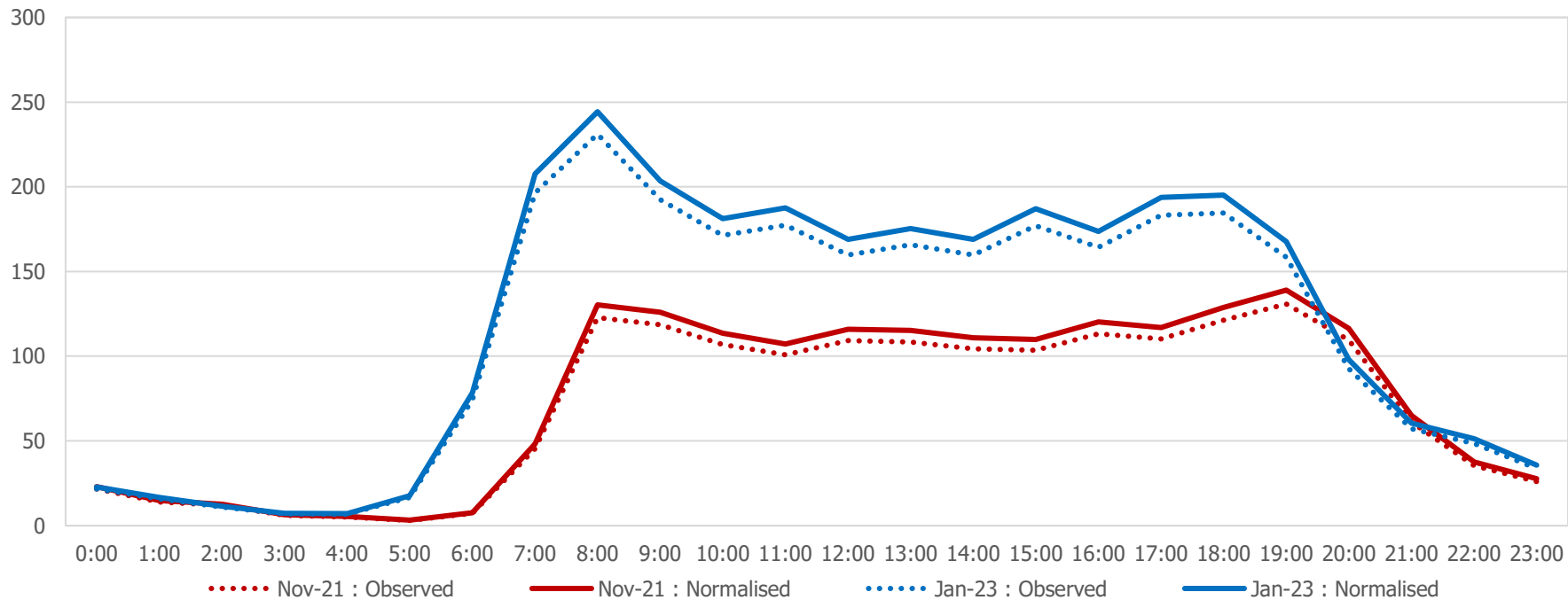
# Canonbury Square (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on **Ramsey Walk** with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



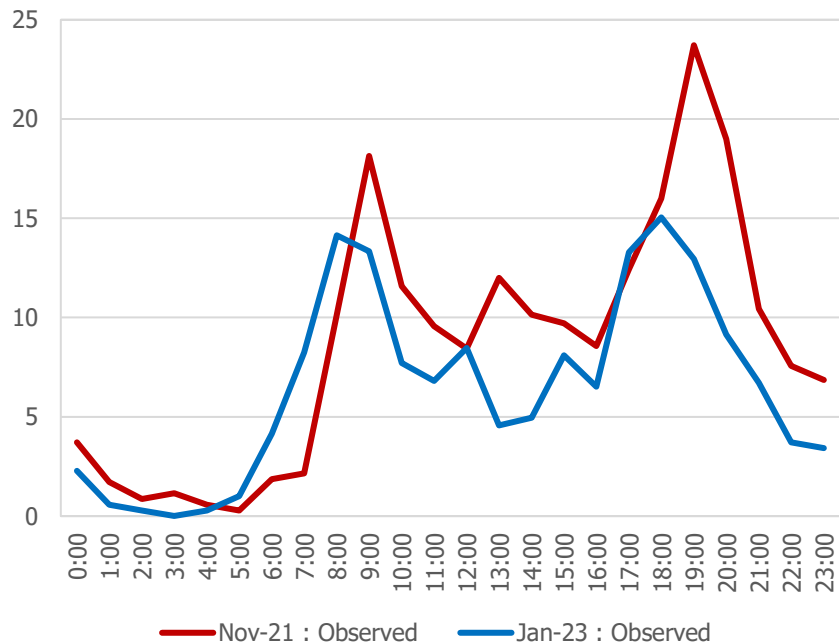
# Canonbury Square

## Canonbury Square - St. Mary's Church : Average Daily Car Flows

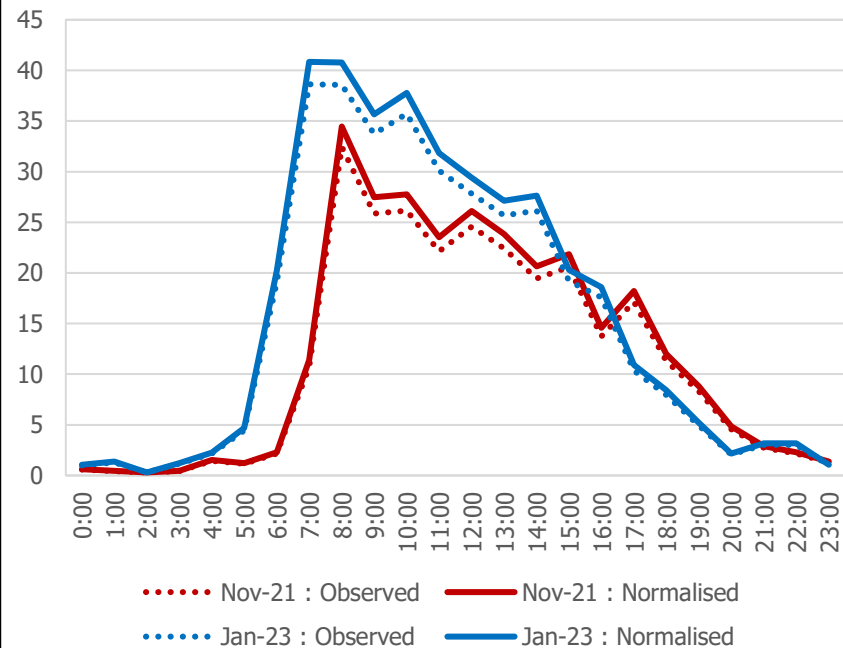


# Canonbury Square

## Canonbury Square - St. Mary's Church : Average Daily Cycle Flows

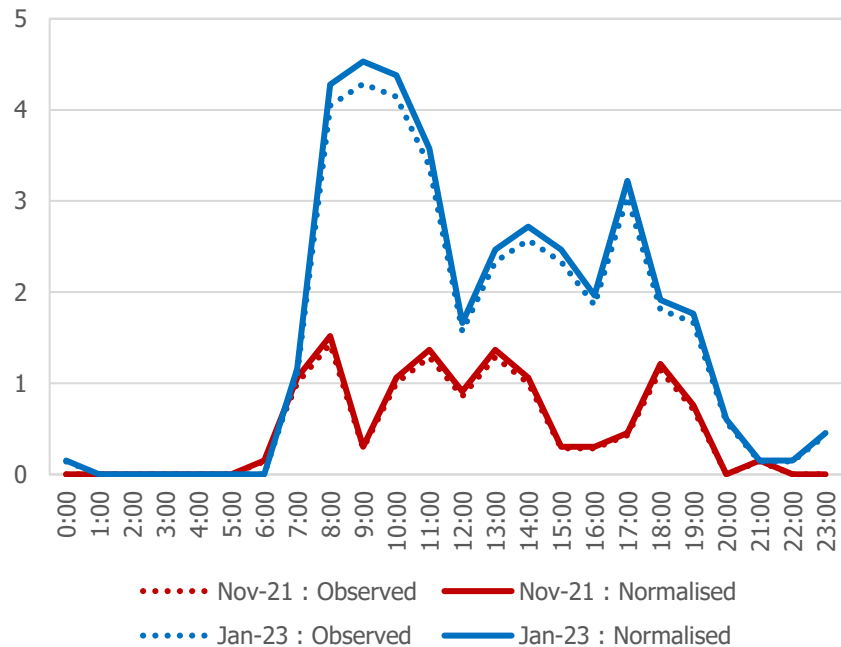


## Canonbury Square - St. Mary's Church : Average Daily LGV Flows

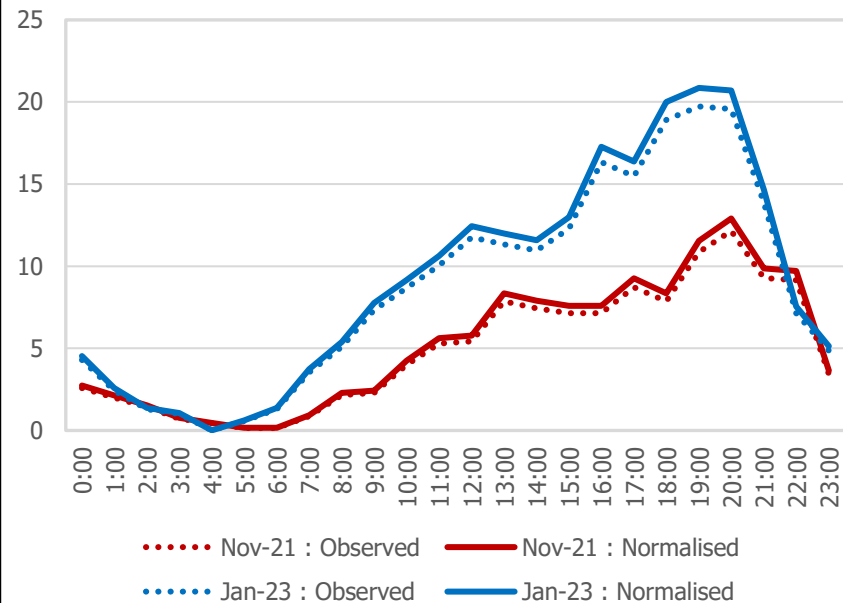


# Canonbury Square

## Canonbury Square - St. Mary's Church : Average Daily HGV Flows



## Canonbury Square - St. Mary's Church : Average Daily Motorcycle Flows



# Canonbury Square (Summary Table)

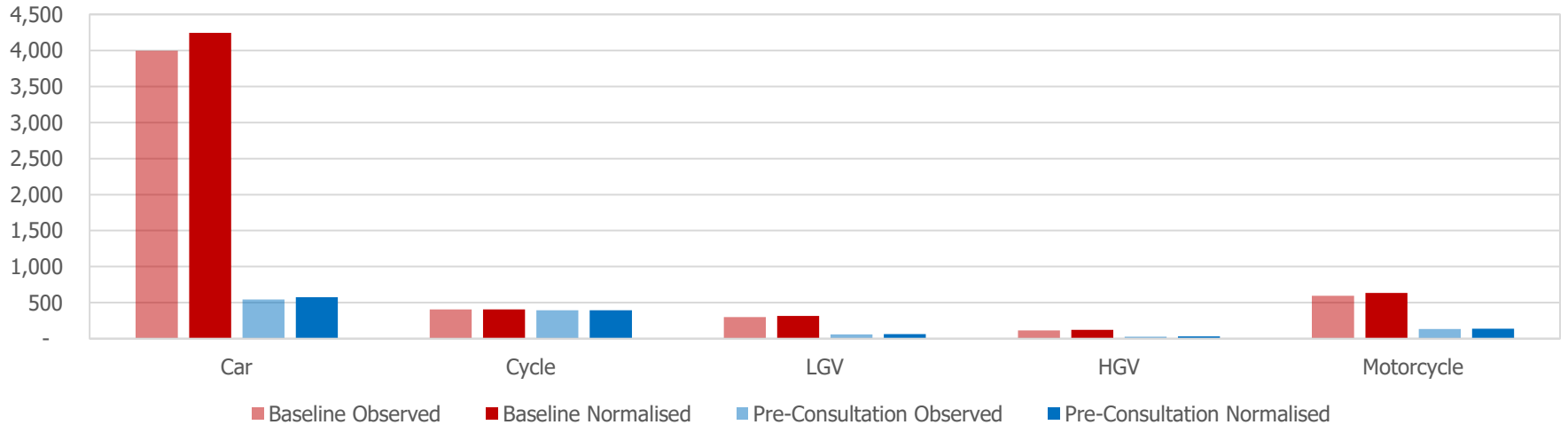
| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 2097            | <b>2228</b>       | 3305             | <b>3494</b>       | 1208                          | <b>1266</b>       | 58%                               | <b>57%</b>        |
| Car                    | 1696            | <b>1801</b>       | 2706             | <b>2861</b>       | 1010                          | <b>1060</b>       | 60%                               | <b>59%</b>        |
| LGV                    | 272             | <b>289</b>        | 355              | <b>375</b>        | 83                            | <b>86</b>         | 31%                               | <b>30%</b>        |
| HGV                    | 11              | <b>12</b>         | 36               | <b>38</b>         | 25                            | <b>26</b>         | 227%                              | <b>217%</b>       |
| Motorcycle             | 118             | <b>126</b>        | 208              | <b>220</b>        | 90                            | <b>94</b>         | 76%                               | <b>75%</b>        |
| Cycle                  | <b>207</b>      |                   | <b>156</b>       |                   | <b>-51</b>                    |                   | <b>-25%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 17.1            | 16.5                    | -4%                       | 19.9                  | 19.2                    | -4%                       | 14%                 | 10%                     | -4%                       |

# Cross Street (Daily Flows)

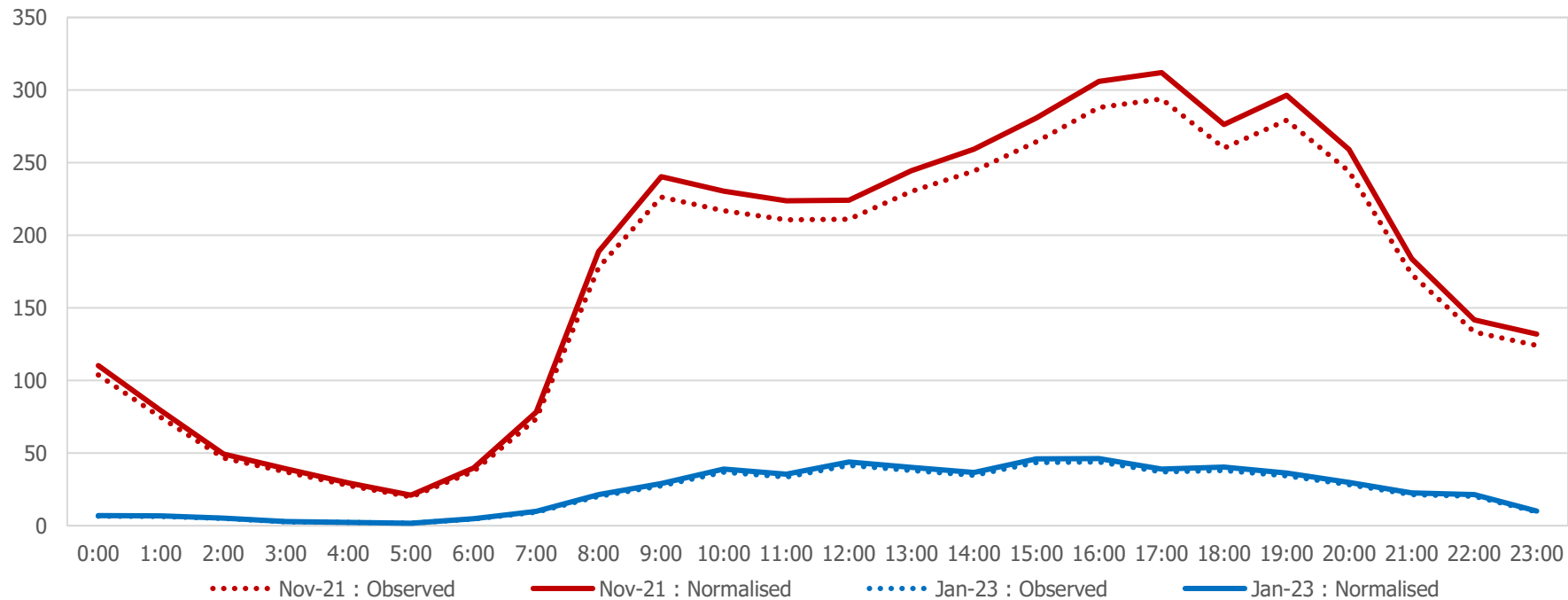
- The charts below and on the following pages show the normalised **average daily flows on Cross Street (West)**, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

**Cross Street (West) : Average Flows by Stage**



# Cross Street (West)

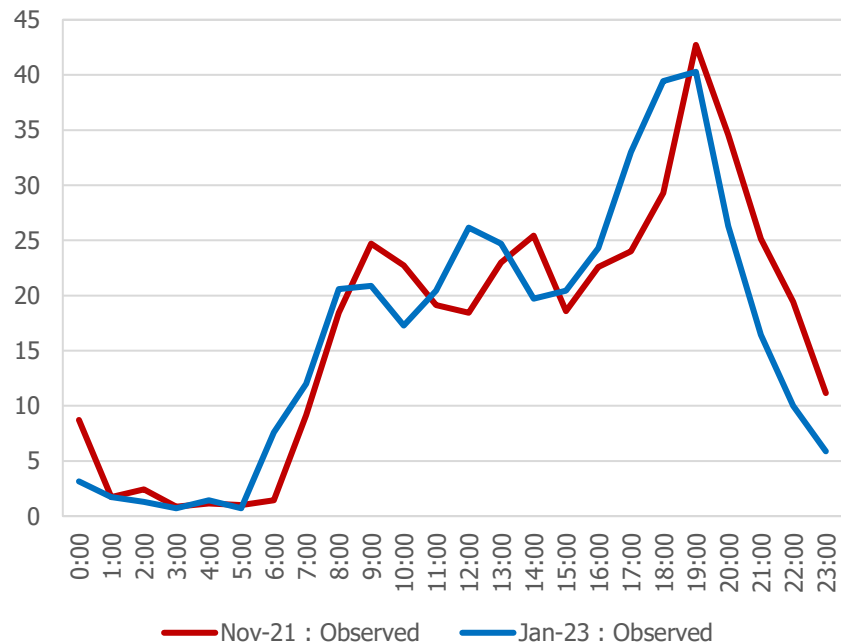
Cross Street (West) : Average Daily Car Flows



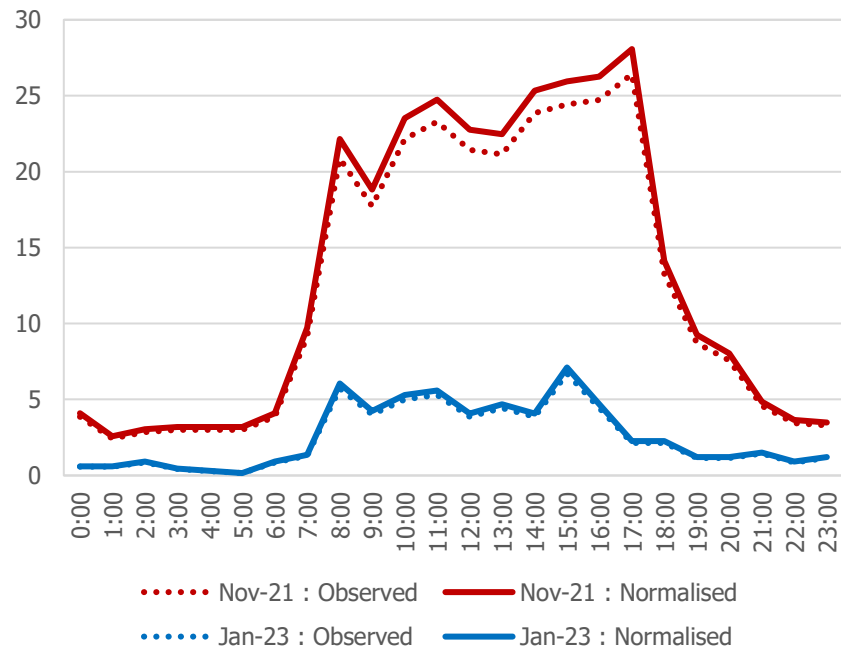


# Cross Street (West)

## Cross Street (West) : Average Daily Cycle Flows

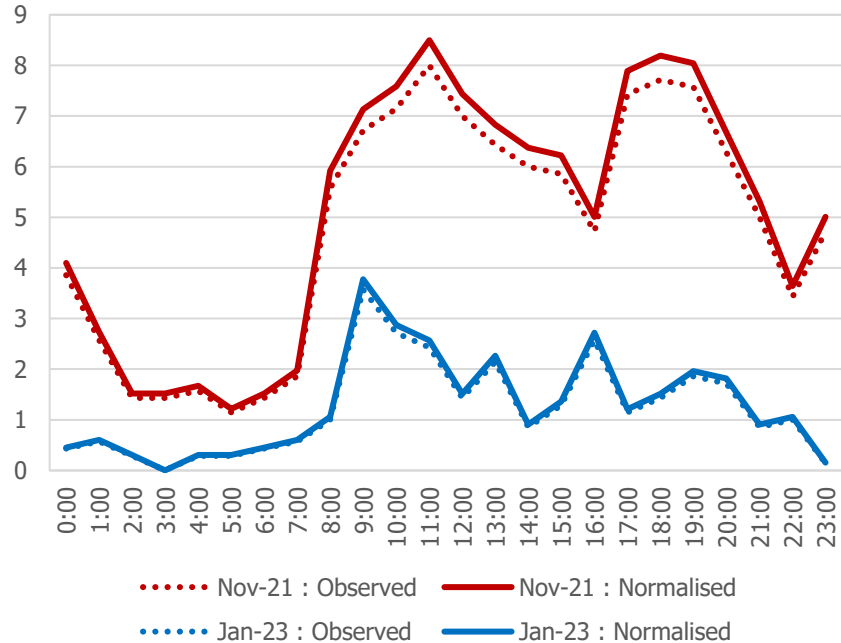


## Cross Street (West) : Average Daily LGV Flows

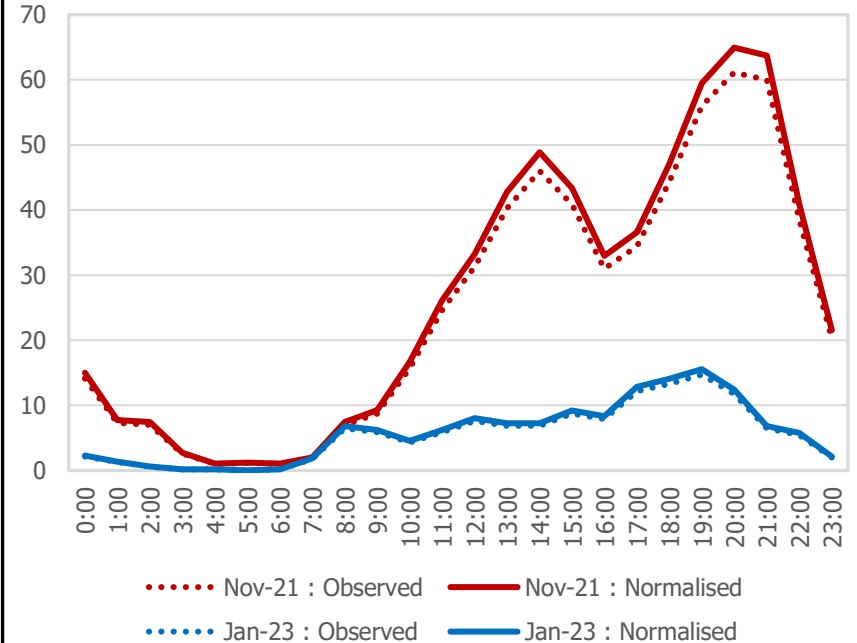


# Cross Street (West)

## Cross Street (West) : Average Daily HGV Flows



## Cross Street (West) : Average Daily Motorcycle Flows



# Cross Street (West) (Summary Table)

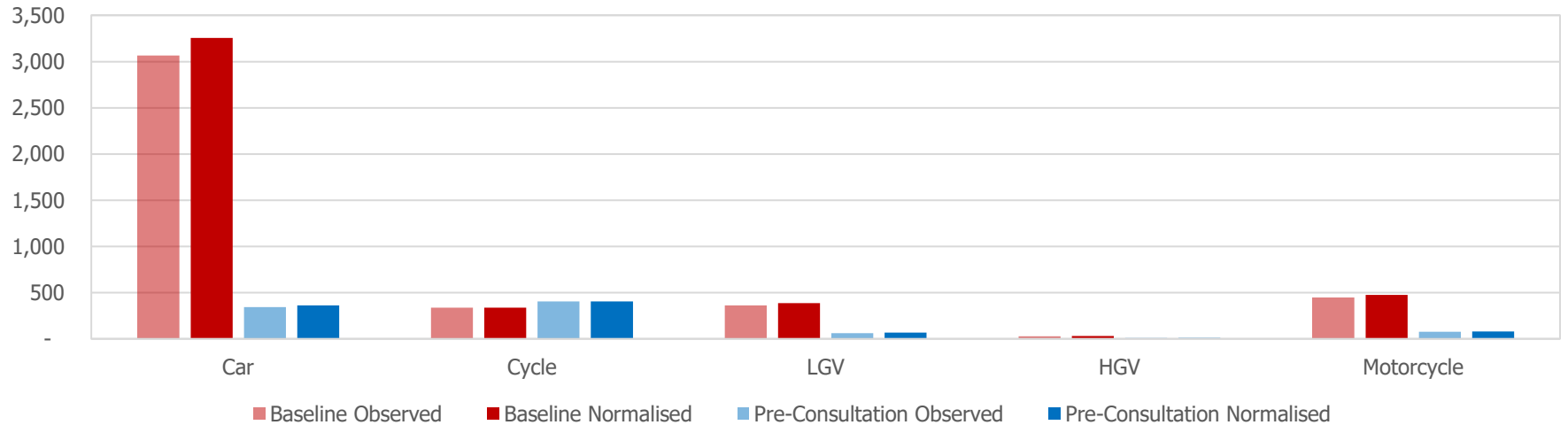
| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 5005            | <b>5317</b>       | 763              | <b>808</b>        | -4242                         | <b>-4509</b>      | -85%                              | <b>-85%</b>       |
| Car                    | 3996            | <b>4245</b>       | 544              | <b>575</b>        | -3452                         | <b>-3670</b>      | -86%                              | <b>-86%</b>       |
| LGV                    | 298             | <b>317</b>        | 58               | <b>62</b>         | -240                          | <b>-255</b>       | -81%                              | <b>-80%</b>       |
| HGV                    | 115             | <b>122</b>        | 29               | <b>31</b>         | -86                           | <b>-91</b>        | -75%                              | <b>-75%</b>       |
| Motorcycle             | 596             | <b>633</b>        | 132              | <b>140</b>        | -464                          | <b>-493</b>       | -78%                              | <b>-78%</b>       |
| Cycle                  | <b>406</b>      |                   | <b>394</b>       |                   | <b>-12</b>                    |                   | <b>-3%</b>                        |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 13.3            | 12.0                    | <b>-10%</b>               | 16.2                  | 15.0                    | -7%                       | 2%                  | 2%                      | 0%                        |

# Cross Street (East) (Daily Flows)

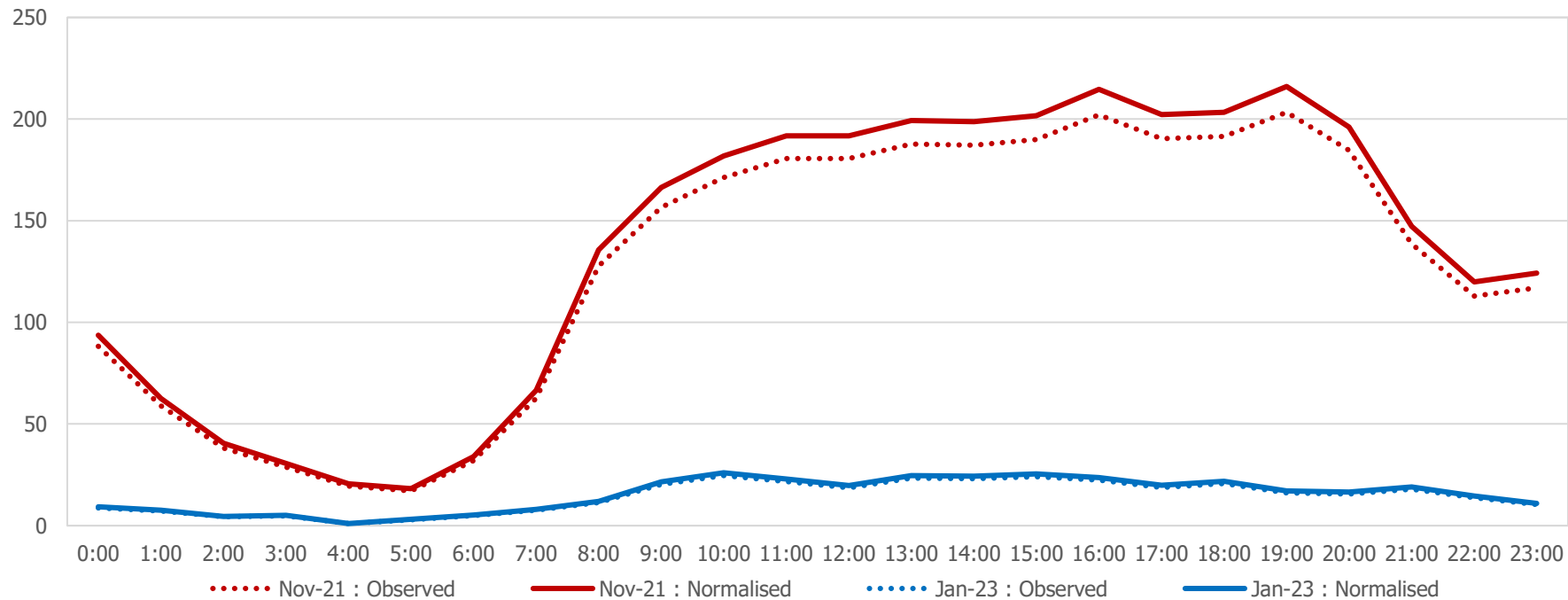
- The charts below and on the following pages show the normalised average daily flows on Cross Street (East), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

**Cross Street (East) : Average Flows by Stage**



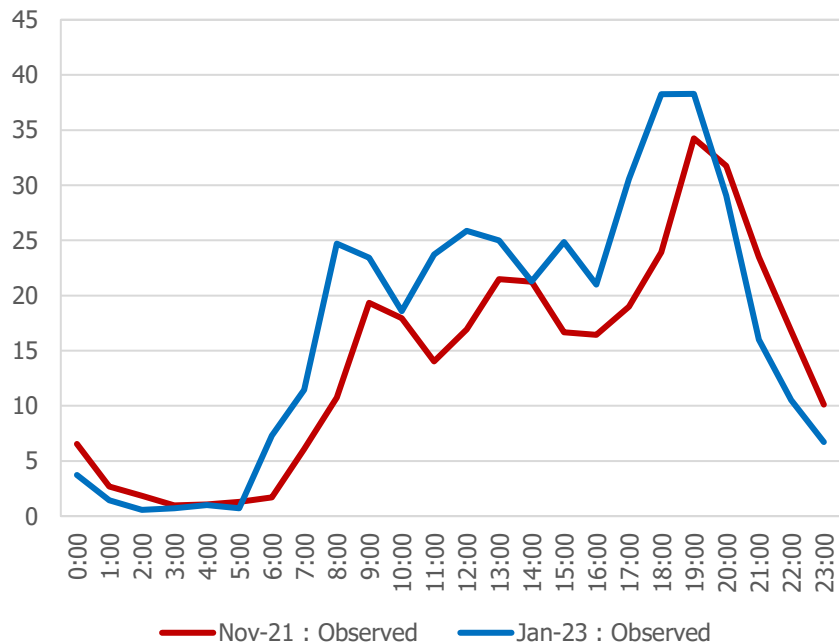
# Cross Street (East)

Cross Street (East) : Average Daily Car Flows

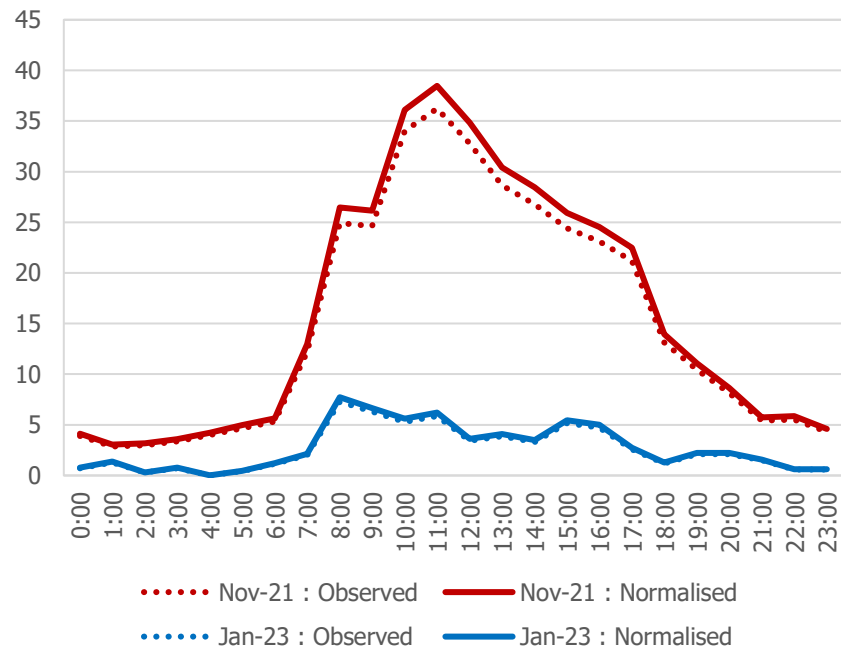


# Cross Street (East)

## Cross Street (East) : Average Daily Cycle Flows

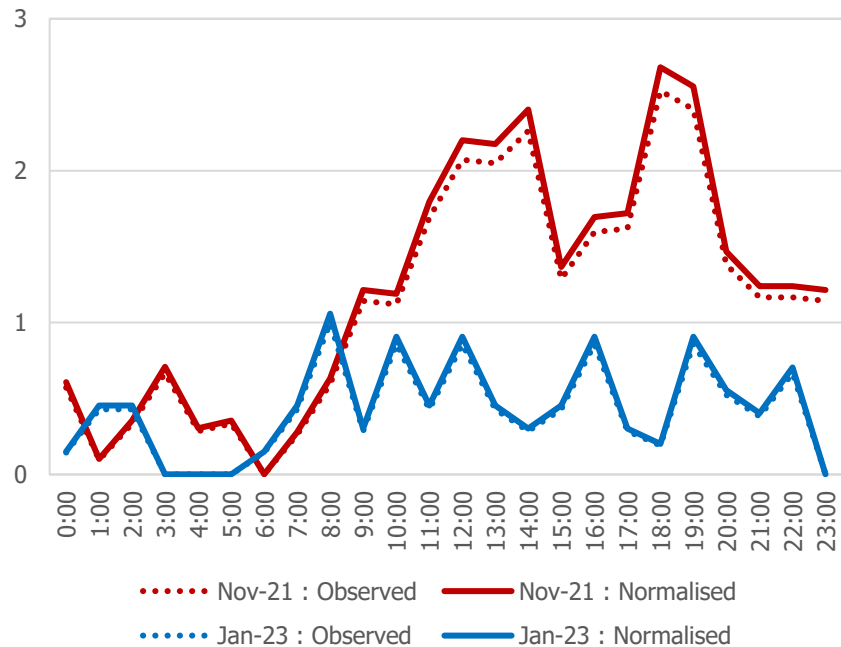


## Cross Street (East) : Average Daily LGV Flows

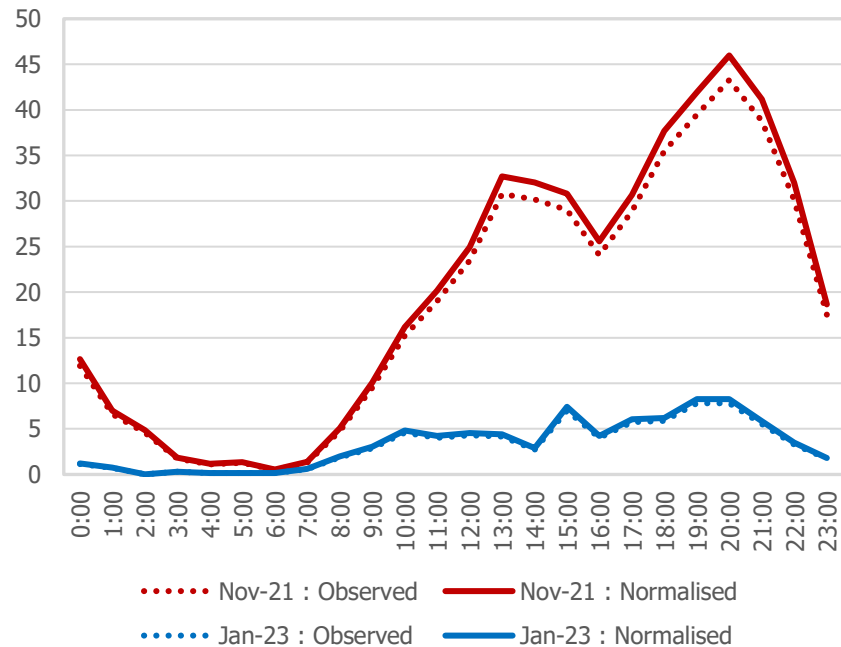


# Cross Street (East)

## Cross Street (East) : Average Daily HGV Flows



## Cross Street (East) : Average Daily Motorcycle Flows



# Cross Street (East) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 3906            | <b>4147</b>       | 491              | <b>520</b>        | -3415                         | <b>-3627</b>      | -87%                              | <b>-87%</b>       |
| Car                    | 3067            | <b>3257</b>       | 343              | <b>363</b>        | -2724                         | <b>-2894</b>      | -89%                              | <b>-89%</b>       |
| LGV                    | 363             | <b>385</b>        | 62               | <b>66</b>         | -301                          | <b>-319</b>       | -83%                              | <b>-83%</b>       |
| HGV                    | 28              | <b>29</b>         | 10               | <b>10</b>         | -18                           | <b>-19</b>        | -64%                              | <b>-66%</b>       |
| Motorcycle             | 448             | <b>476</b>        | 76               | <b>81</b>         | -372                          | <b>-395</b>       | -83%                              | <b>-83%</b>       |
| Cycle                  | <b>336</b>      |                   | <b>405</b>       |                   | <b>69</b>                     |                   | <b>21%</b>                        |                   |

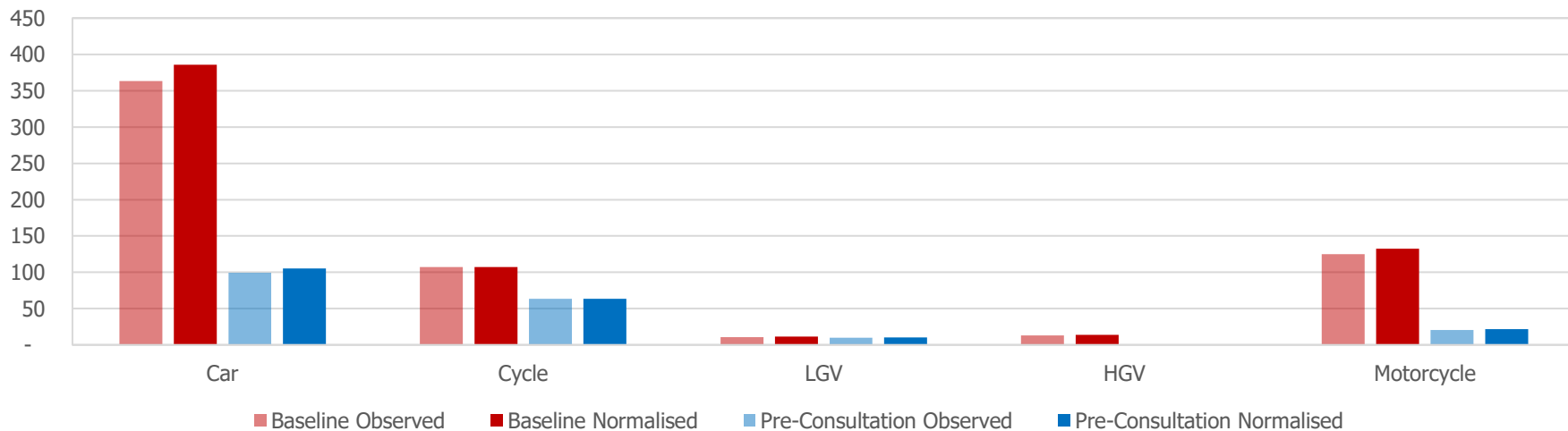
| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 17.8            | 14.3                    | <b>-20%</b>               | 21.9                  | 18.5                    | <b>-16%</b>               | 26%                 | 10%                     | <b>-16%</b>               |



# Dagmar Terrace (Daily Flows)

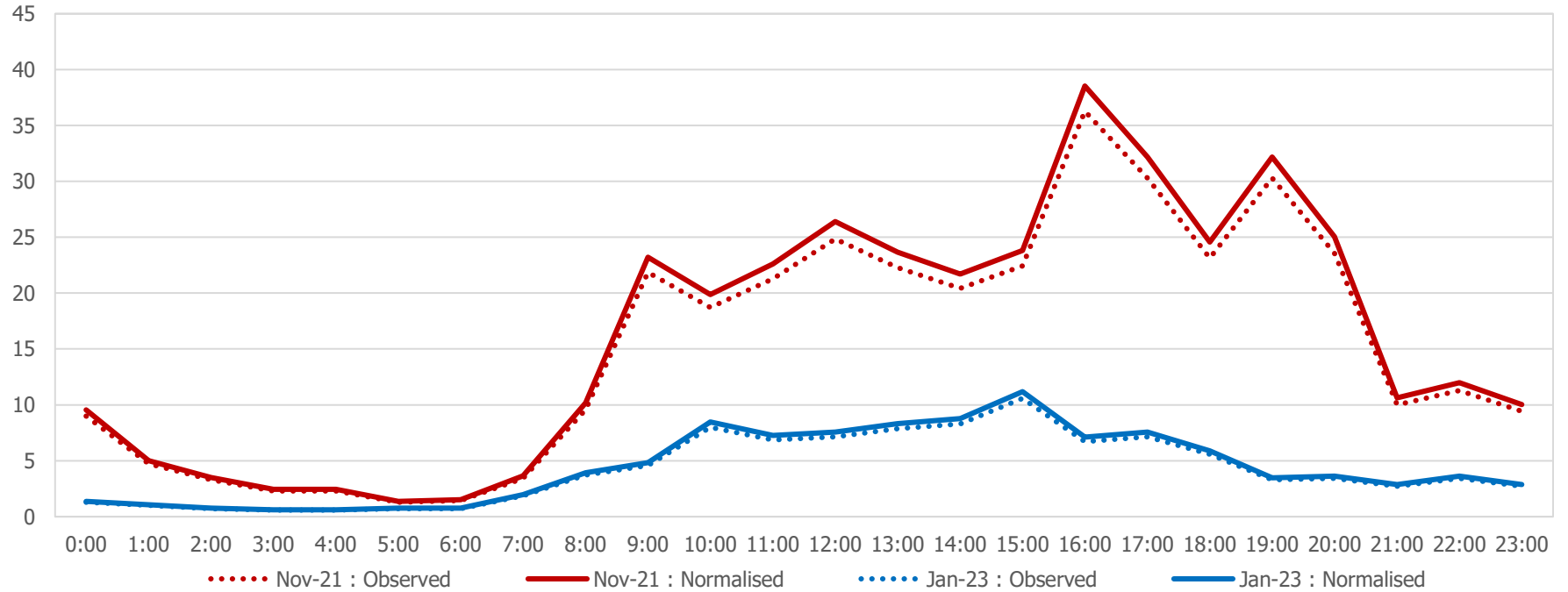
- The charts below and on the following pages show the normalised **average daily flows** on **Dagmar Terrace**, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

**Dagmar Terrace : Average Flows by Stage**



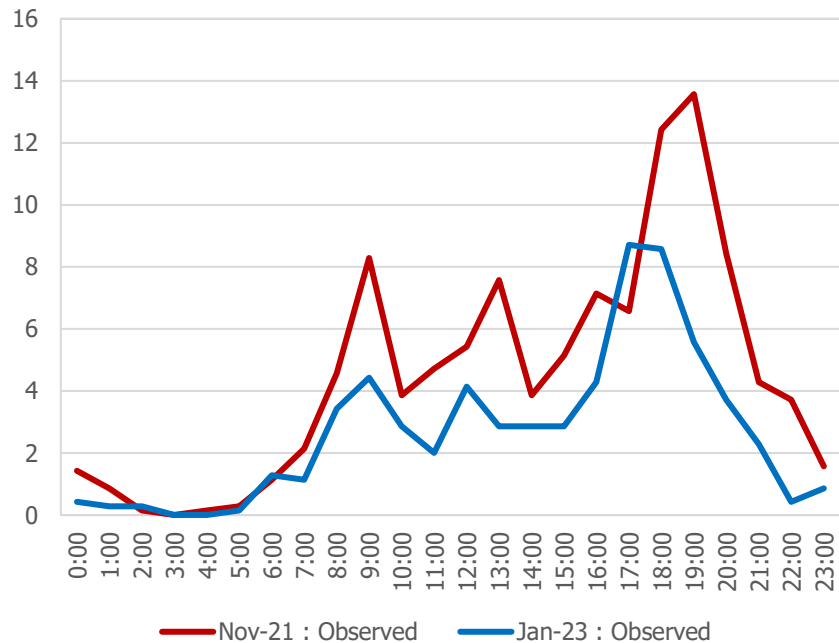
# Dagmar Terrace

## Dagmar Terrace : Average Daily Car Flows

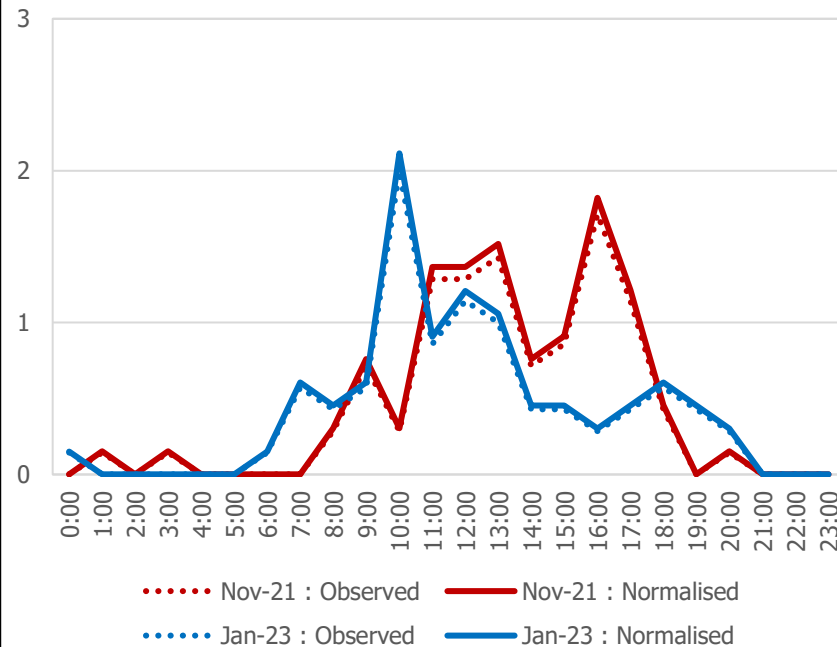


# Dagmar Terrace

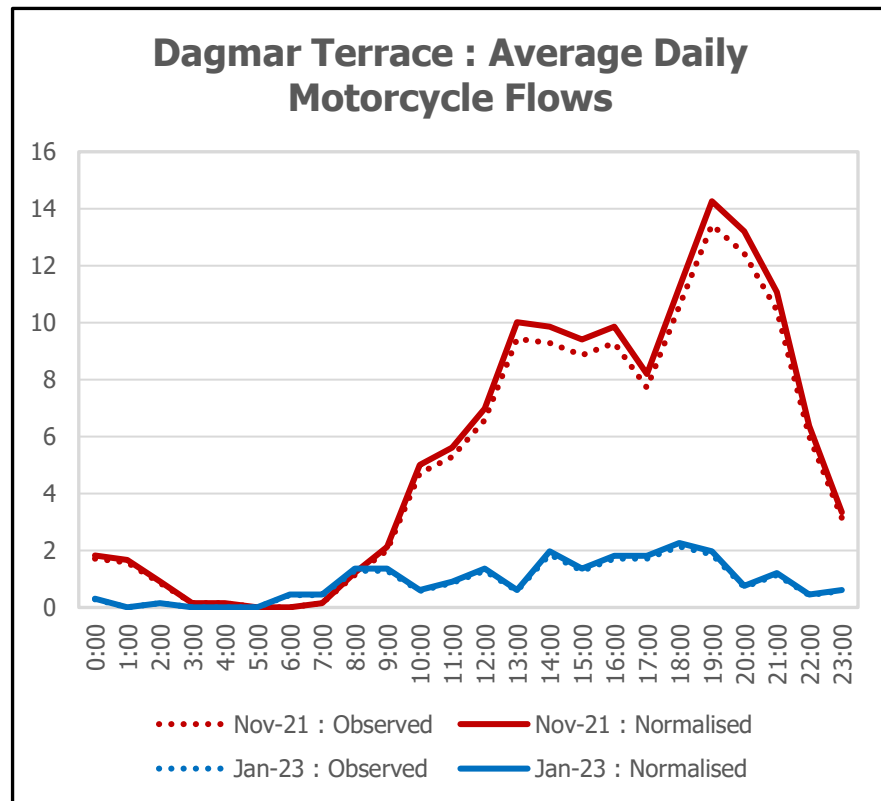
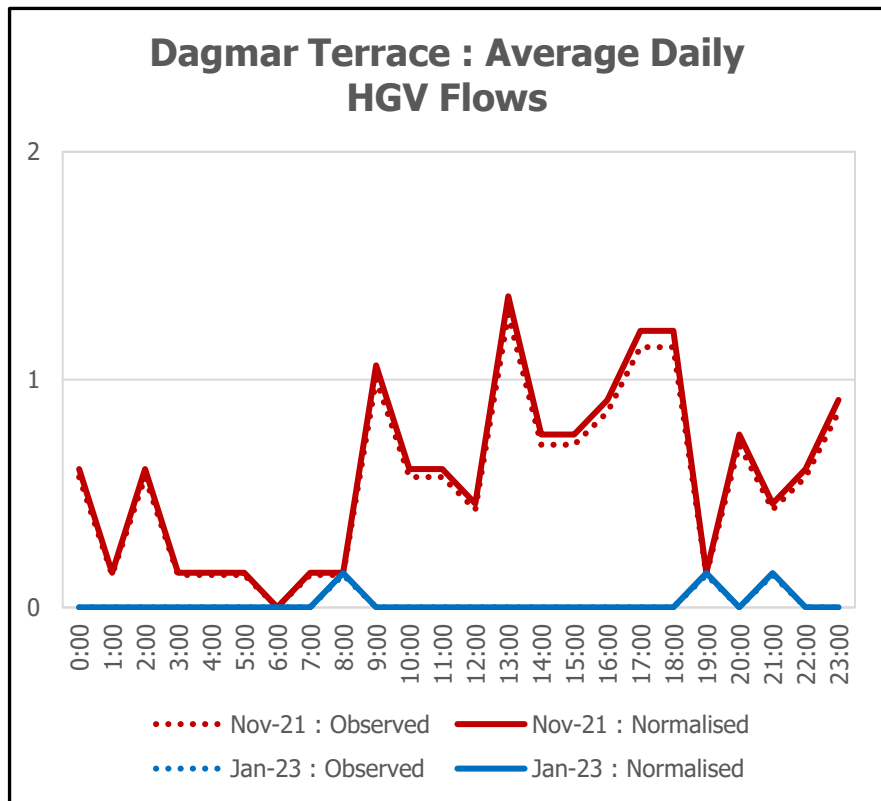
## Dagmar Terrace : Average Daily Cycle Flows



## Dagmar Terrace : Average Daily LGV Flows



# Dagmar Terrace



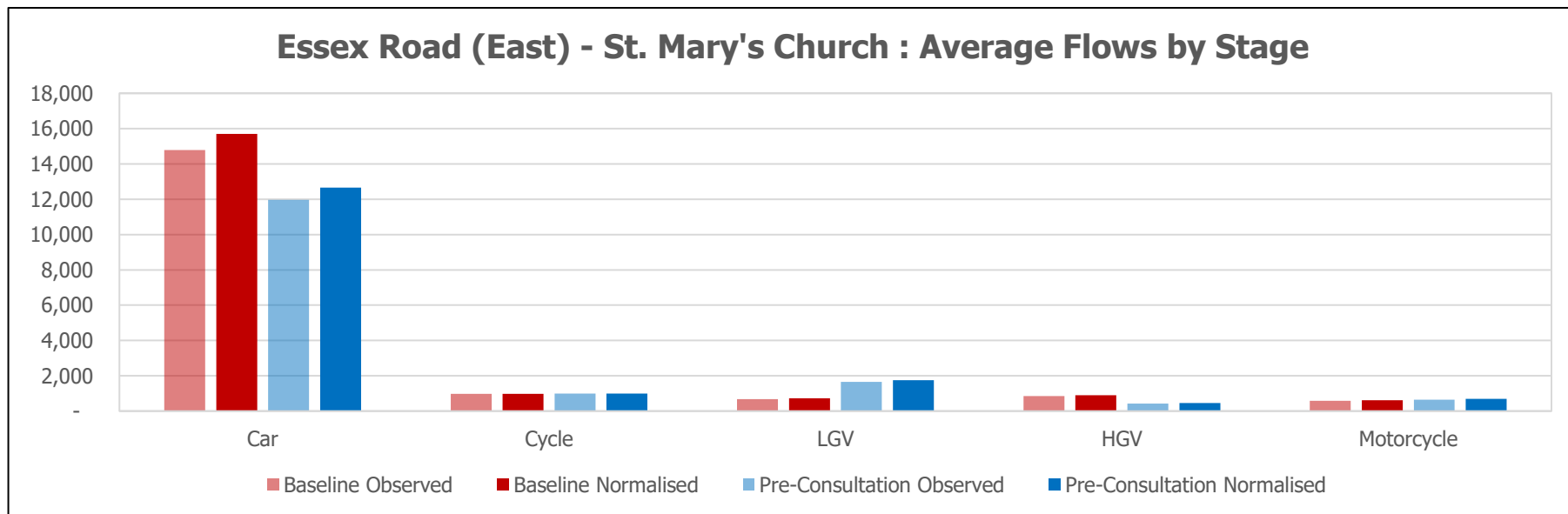
# Dagmar Terrace (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 512             | <b>544</b>        | 130              | <b>137</b>        | -382                          | <b>-407</b>       | -75%                              | <b>-75%</b>       |
| Car                    | 363             | <b>386</b>        | 99               | <b>105</b>        | -264                          | <b>-281</b>       | -73%                              | <b>-73%</b>       |
| LGV                    | 11              | <b>11</b>         | 10               | <b>10</b>         | -1                            | <b>-1</b>         | -9%                               | -9%               |
| HGV                    | 13              | <b>14</b>         | 0                | <b>0</b>          | -13                           | <b>-14</b>        | -100%                             | <b>-100%</b>      |
| Motorcycle             | 125             | <b>133</b>        | 21               | <b>22</b>         | -104                          | <b>-111</b>       | -83%                              | <b>-83%</b>       |
| Cycle                  | <b>107</b>      |                   | <b>63</b>        |                   | <b>-44</b>                    |                   | <b>-41%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 12.0            | 11.4                    | -5%                       | 15                    | 14.3                    | -5%                       | 2%                  | 1%                      | -1%                       |

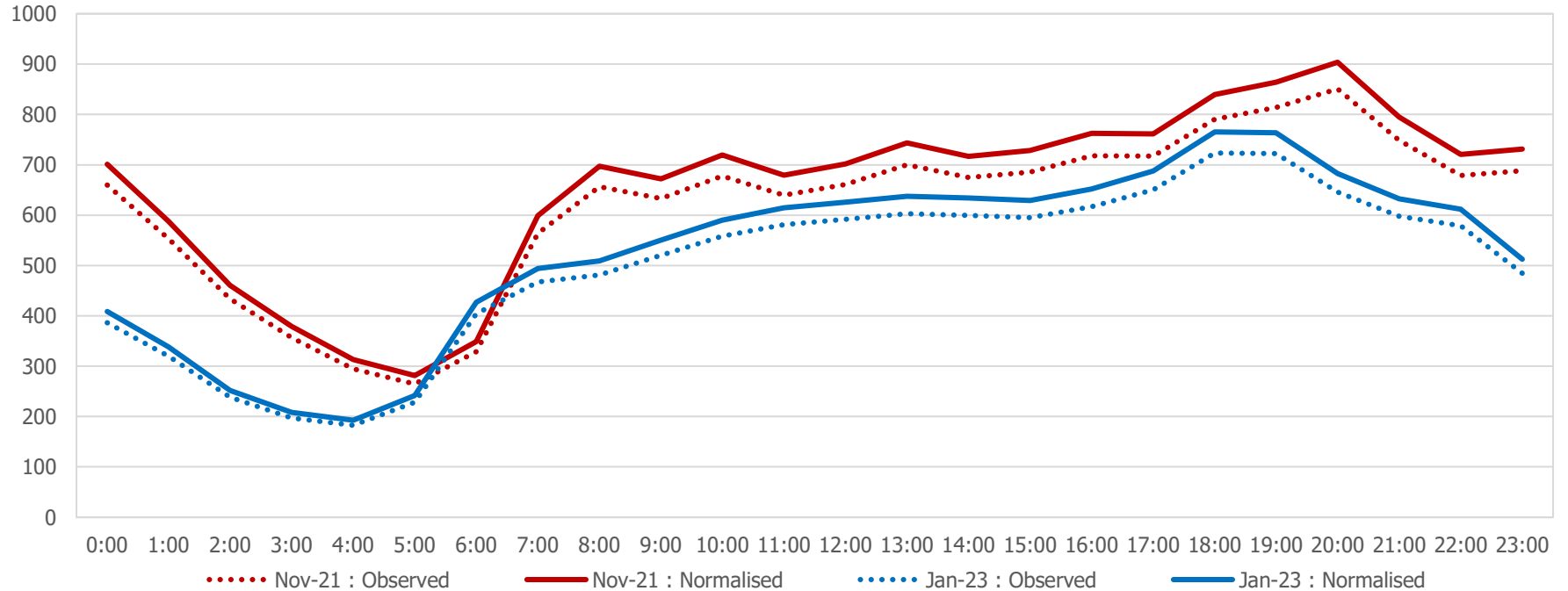
# Essex Road (East) (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Essex Road (East), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



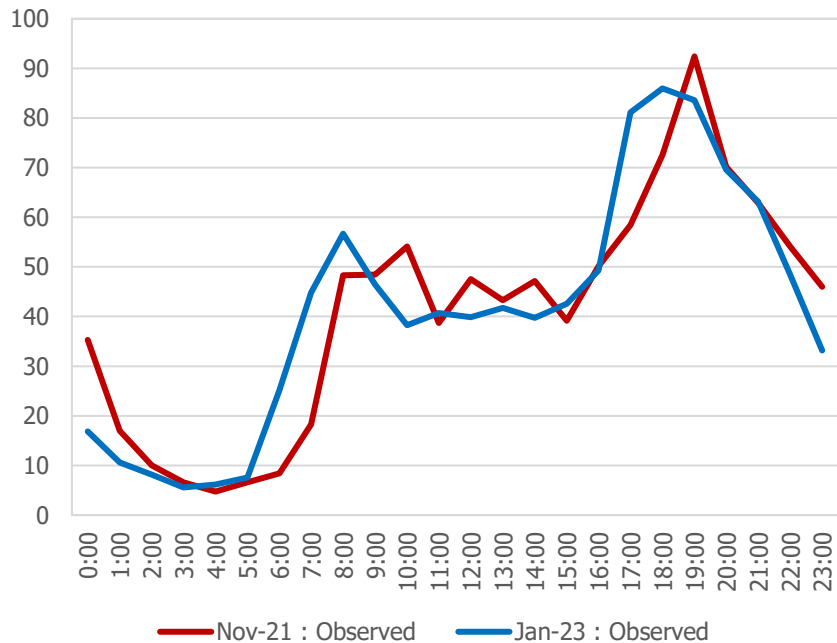
# Essex Road (East)

## Essex Road (East) - St. Mary's Church : Average Daily Car Flows

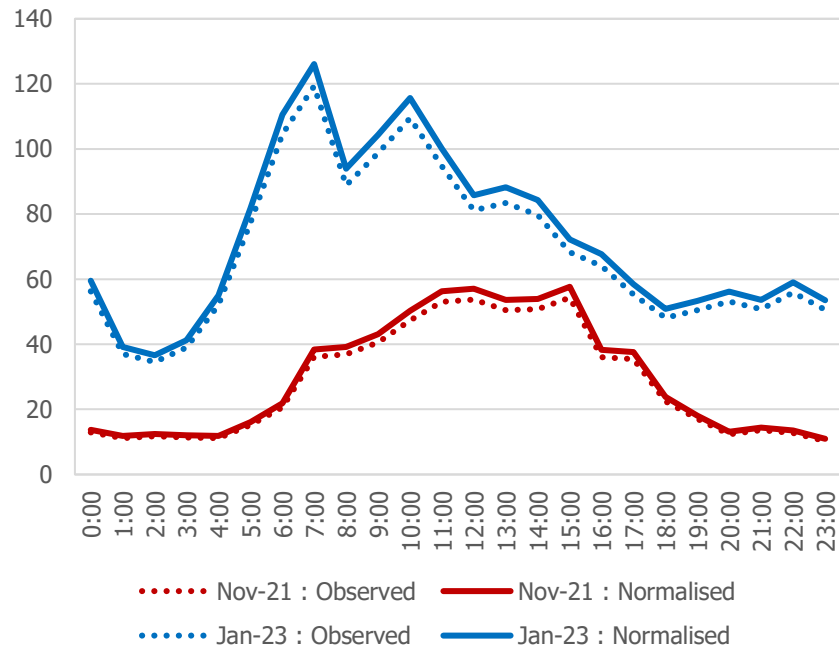


# Essex Road (East)

## Essex Road (East) - St. Mary's Church : Average Daily Cycle Flows



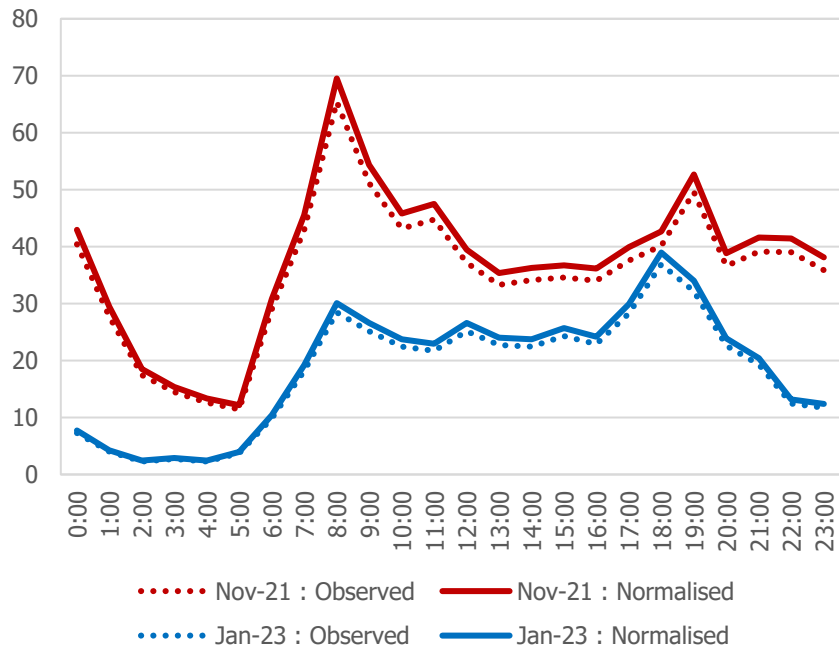
## Essex Road (East) - St. Mary's Church : Average Daily LGV Flows



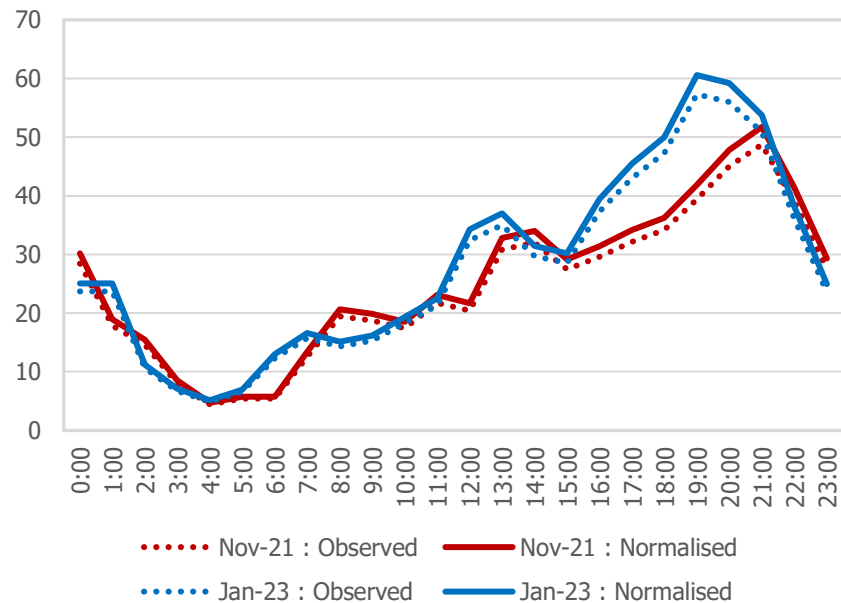


# Essex Road (East)

## Essex Road (East) - St. Mary's Church : Average Daily HGV Flows



## Essex Road (East) - St. Mary's Church : Average Daily Motorcycle Flows



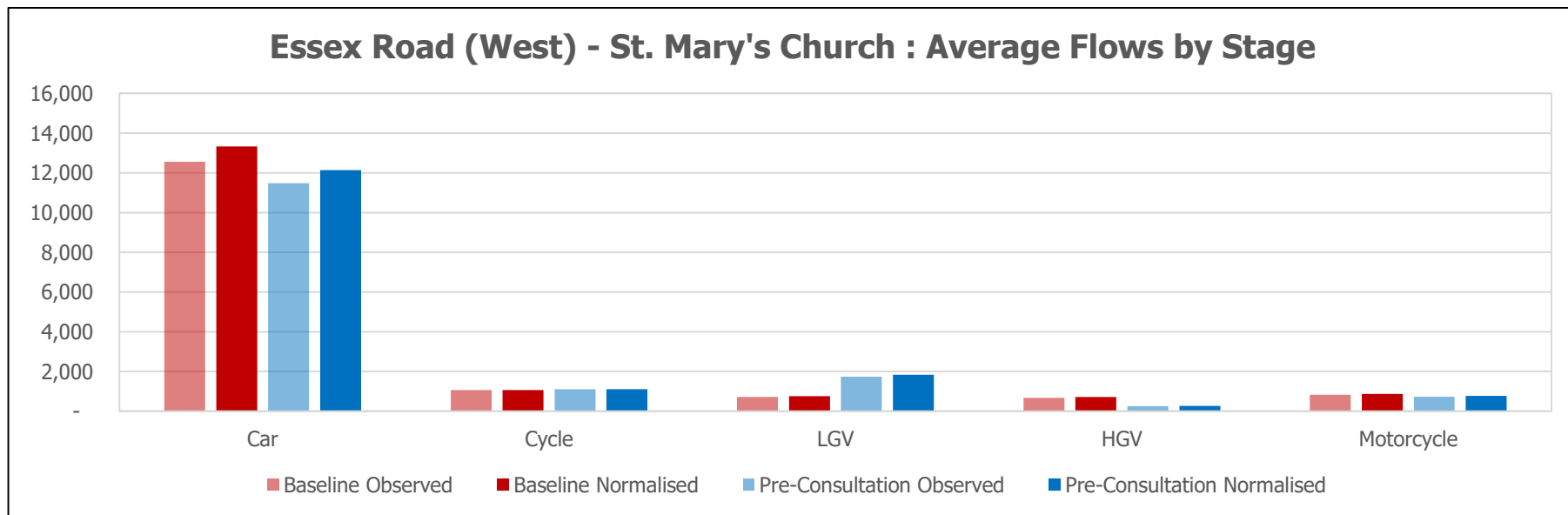
# Essex Road (East) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 16898           | <b>17948</b>      | 14705            | <b>15549</b>      | -2193                         | <b>-2399</b>      | -13%                              | <b>-13%</b>       |
| Car                    | 14790           | <b>15709</b>      | 11974            | <b>12661</b>      | -2816                         | <b>-3048</b>      | -19%                              | <b>-19%</b>       |
| LGV                    | 677             | <b>719</b>        | 1652             | <b>1747</b>       | 975                           | <b>1028</b>       | 144%                              | <b>143%</b>       |
| HGV                    | 851             | <b>904</b>        | 429              | <b>453</b>        | -422                          | <b>-451</b>       | -50%                              | <b>-50%</b>       |
| Motorcycle             | 580             | <b>616</b>        | 650              | <b>688</b>        | 70                            | <b>72</b>         | 12%                               | <b>12%</b>        |
| Cycle                  | <b>980</b>      |                   | <b>985</b>       |                   | <b>5</b>                      |                   | <b>1%</b>                         |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 16.4            | 15.5                    | -5%                       | 21.6                  | 20.6                    | -5%                       | 22%                 | 17%                     | -5%                       |

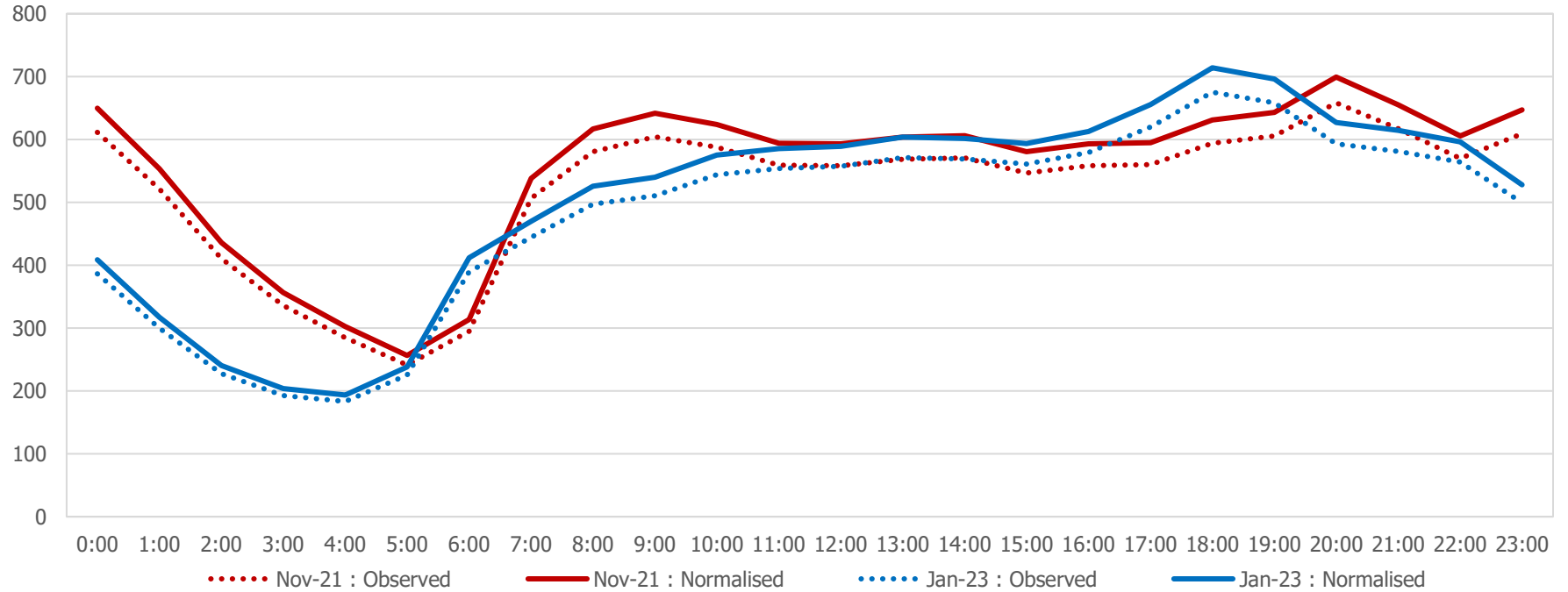
# Essex Road (West) (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Essex Road (West), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



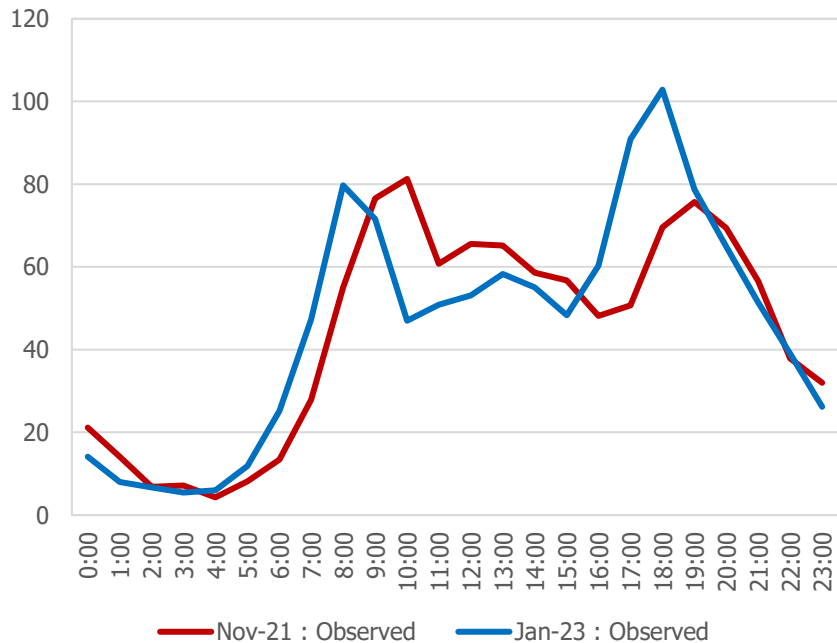
# Essex Road (West)

Essex Road (West) - St. Mary's Church : Average Daily Car Flows

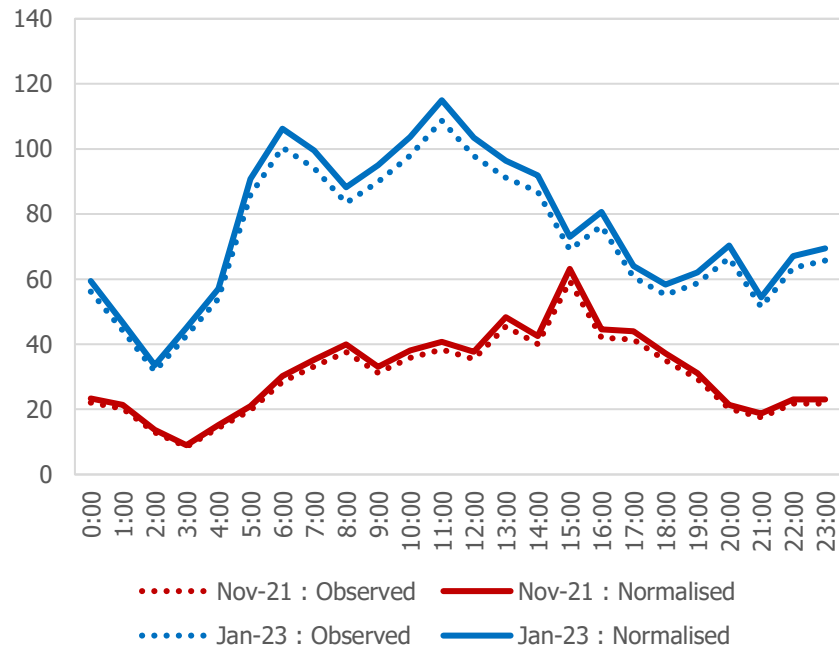


# Essex Road (West)

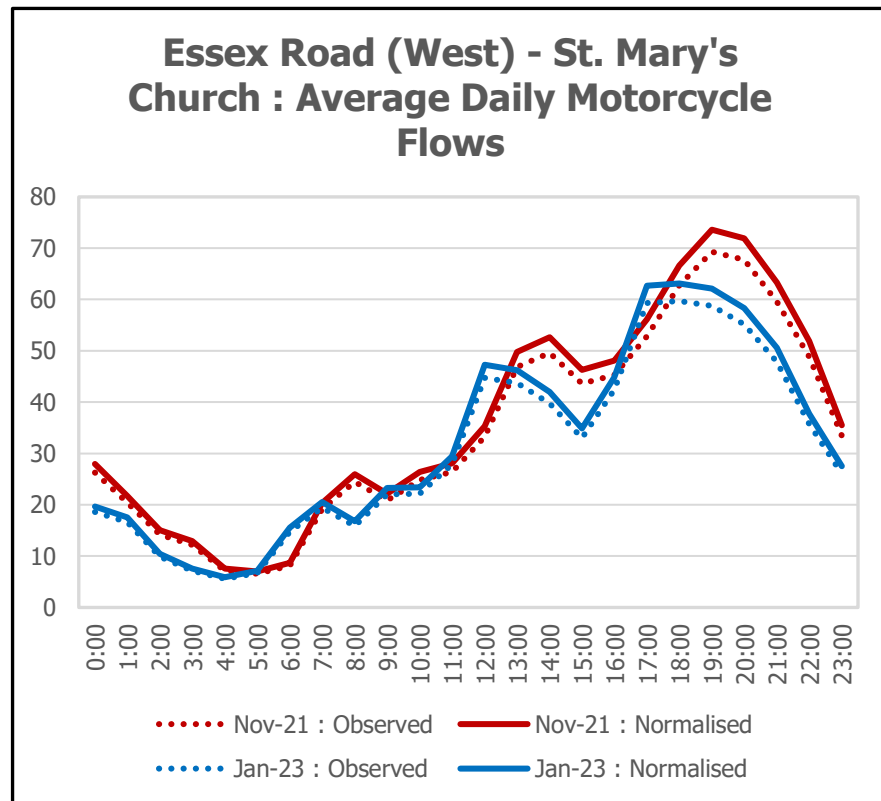
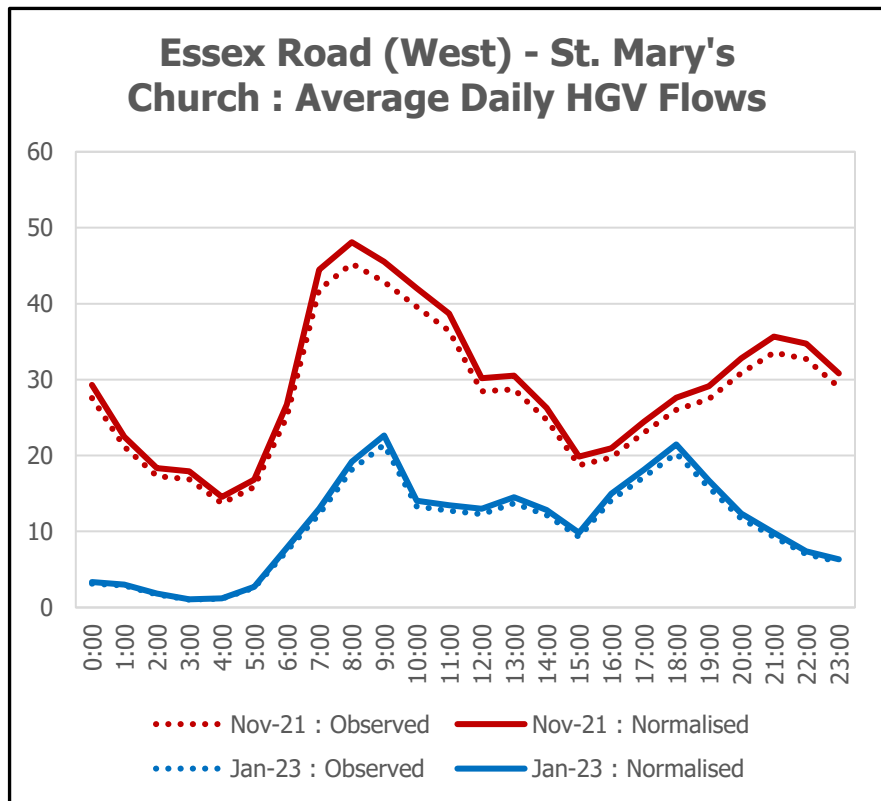
## Essex Road (West) - St. Mary's Church : Average Daily Cycle Flows



## Essex Road (West) - St. Mary's Church : Average Daily LGV Flows



# Essex Road (West)



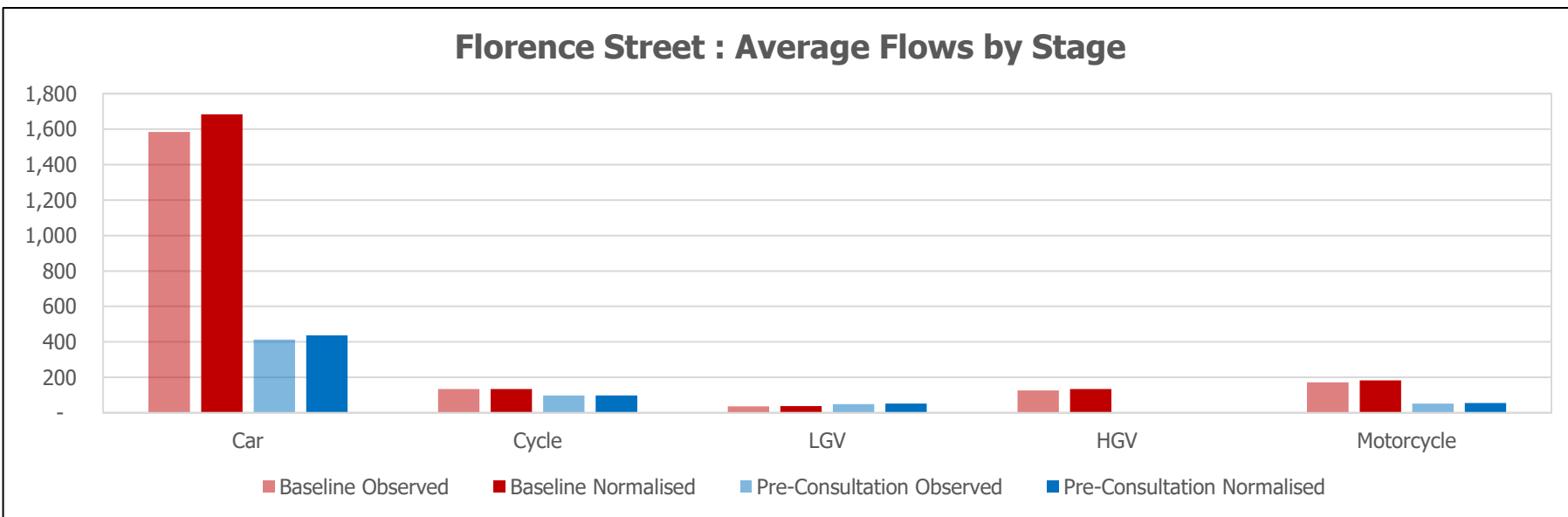
# Essex Road (West) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 14755           | <b>15673</b>      | 14192            | <b>15007</b>      | -563                          | <b>-666</b>       | -4%                               | -4%               |
| Car                    | 12554           | <b>13335</b>      | 11482            | <b>12141</b>      | -1072                         | <b>-1194</b>      | -9%                               | -9%               |
| LGV                    | 711             | <b>755</b>        | 1732             | <b>1831</b>       | 1021                          | <b>1076</b>       | 144%                              | <b>143%</b>       |
| HGV                    | 666             | <b>708</b>        | 246              | <b>261</b>        | -420                          | <b>-447</b>       | -63%                              | <b>-63%</b>       |
| Motorcycle             | 824             | <b>875</b>        | 732              | <b>774</b>        | -92                           | <b>-101</b>       | -11%                              | <b>-12%</b>       |
| Cycle                  | <b>1063</b>     |                   | <b>1103</b>      |                   | <b>40</b>                     |                   | 4%                                |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 17.8            | 17.2                    | -3%                       | 22.8                  | 22.0                    | -4%                       | 31%                 | 26%                     | -5%                       |

# Florence Street (Daily Flows)

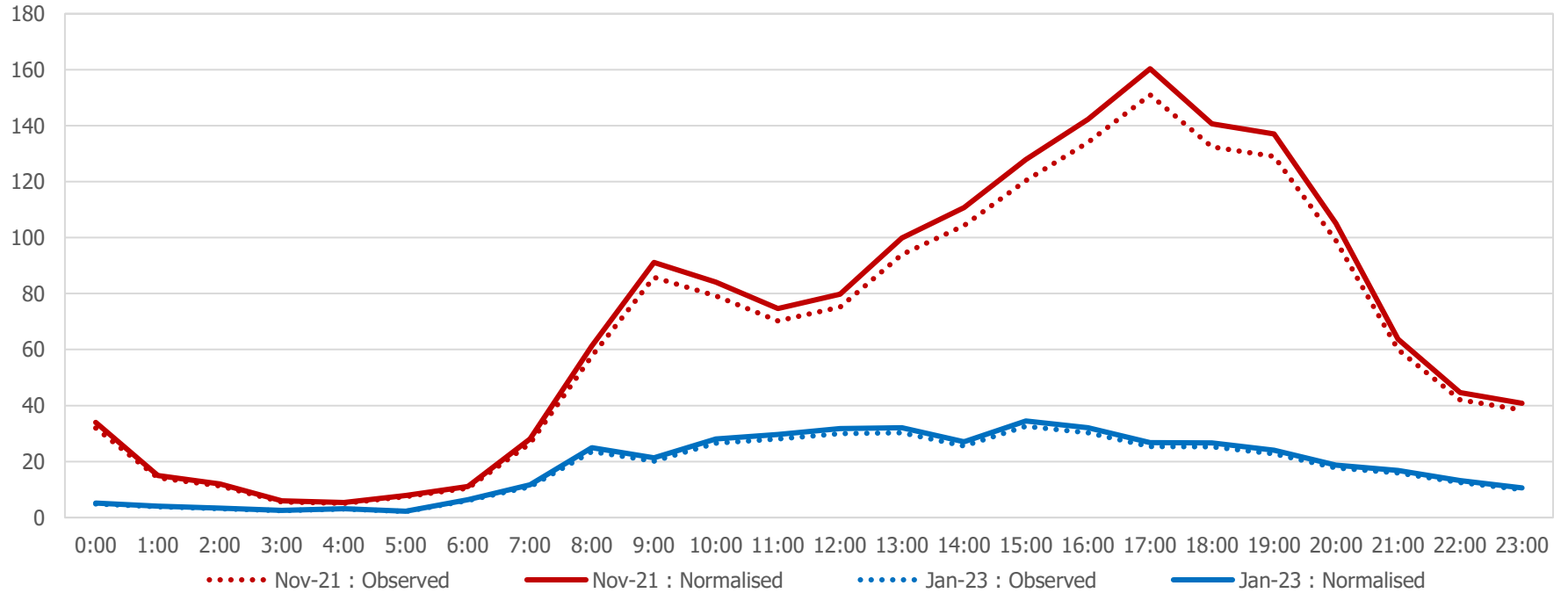
- The charts below and on the following pages show the normalised **average daily flows on Florence Street**, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.





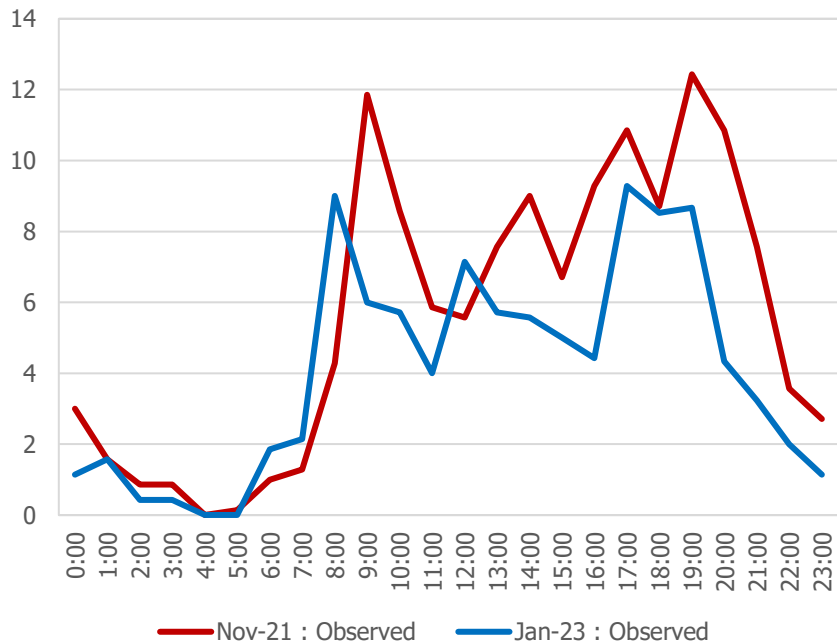
# Florence Street

## Florence Street : Average Daily Car Flows

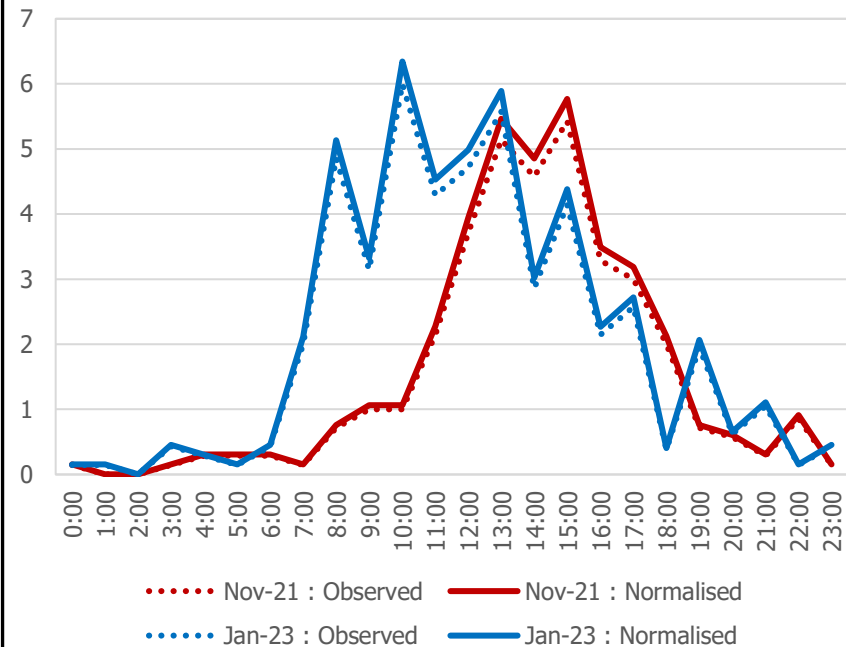


# Florence Street

## Florence Street : Average Daily Cycle Flows

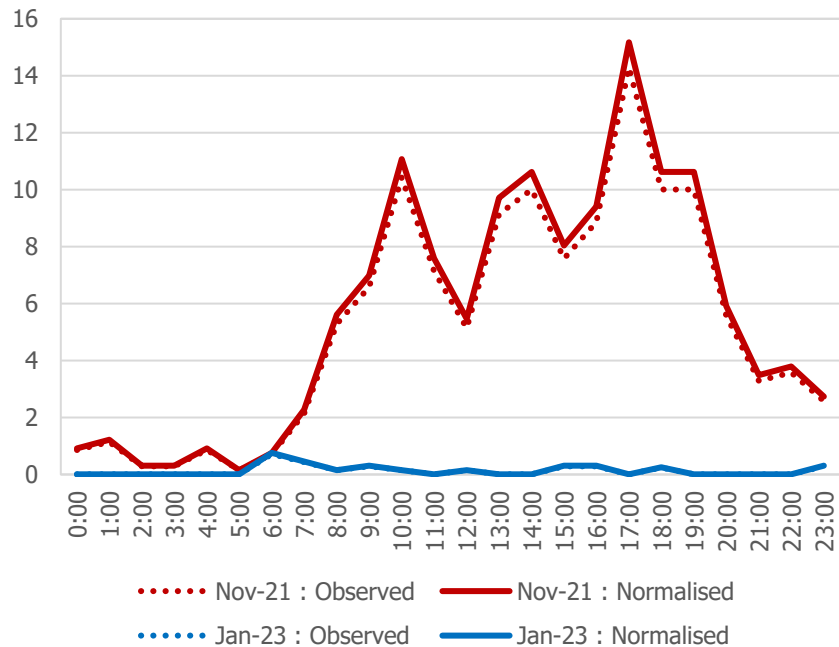


## Florence Street : Average Daily LGV Flows

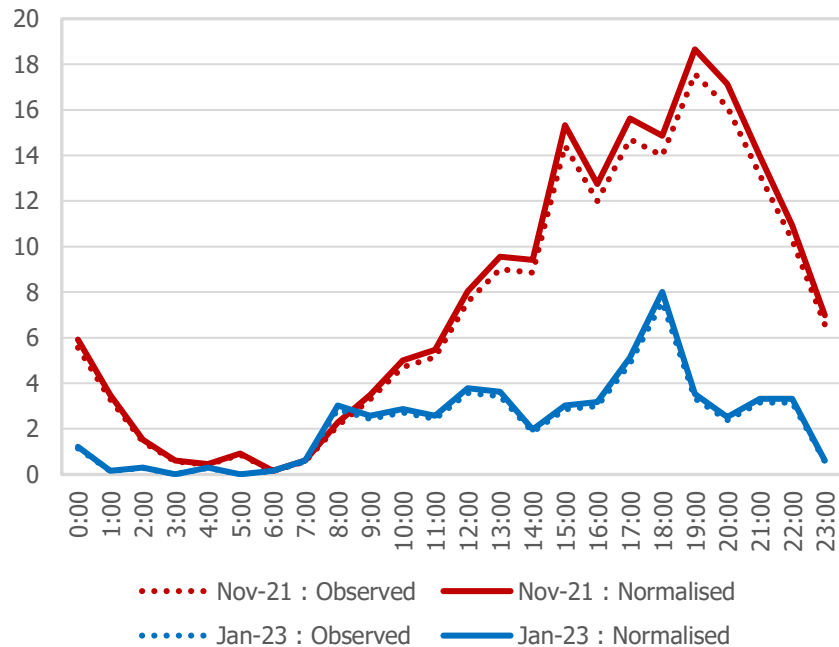


# Florence Street

## Florence Street : Average Daily HGV Flows



## Florence Street : Average Daily Motorcycle Flows



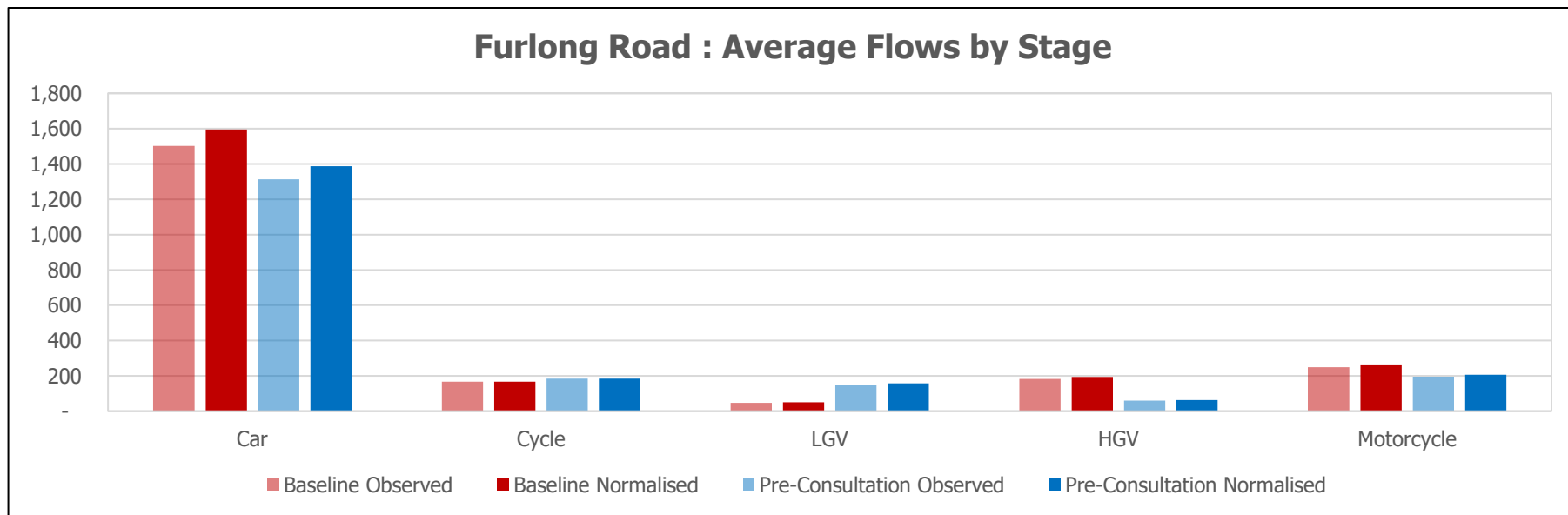
# Florence Street (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 1919            | <b>2039</b>       | 517              | <b>546</b>        | -1402                         | <b>-1493</b>      | -73%                              | <b>-73%</b>       |
| Car                    | 1585            | <b>1684</b>       | 413              | <b>436</b>        | -1172                         | <b>-1248</b>      | -74%                              | <b>-74%</b>       |
| LGV                    | 36              | <b>38</b>         | 48               | <b>51</b>         | 12                            | <b>13</b>         | 33%                               | <b>34%</b>        |
| HGV                    | 126             | <b>134</b>        | 3                | <b>3</b>          | -123                          | <b>-131</b>       | -98%                              | <b>-98%</b>       |
| Motorcycle             | 172             | <b>183</b>        | 53               | <b>56</b>         | -119                          | <b>-127</b>       | -69%                              | <b>-69%</b>       |
| Cycle                  | <b>134</b>      |                   | <b>97</b>        |                   | <b>-37</b>                    |                   | <b>-28%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 15.7            | 14.1                    | <b>-10%</b>               | 18.9                  | 17.6                    | -7%                       | 9%                  | 5%                      | -4%                       |

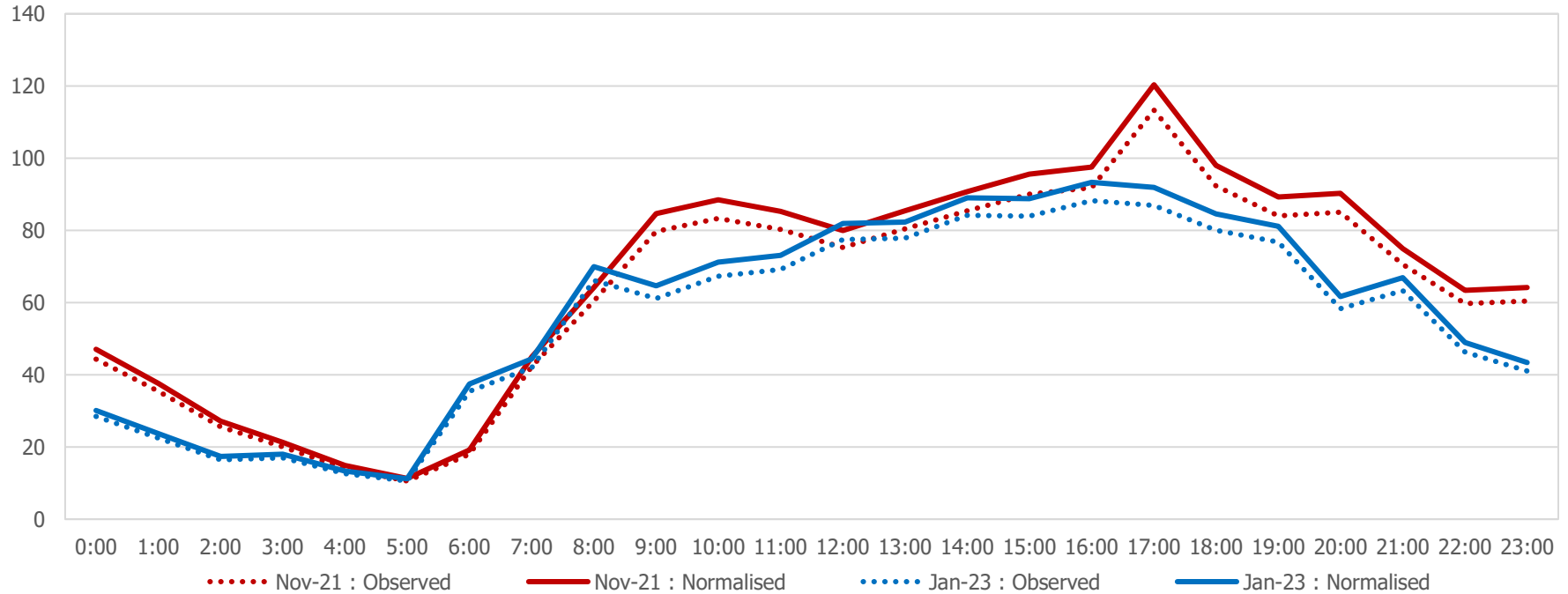
# Furlong Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on Furlong Road, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



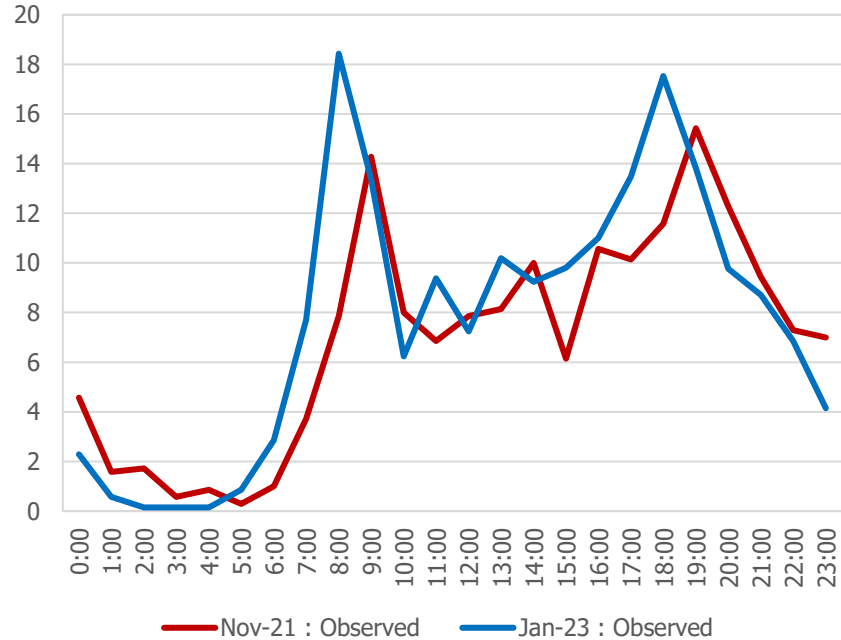
# Furlong Road

## Furlong Road : Average Daily Car Flows

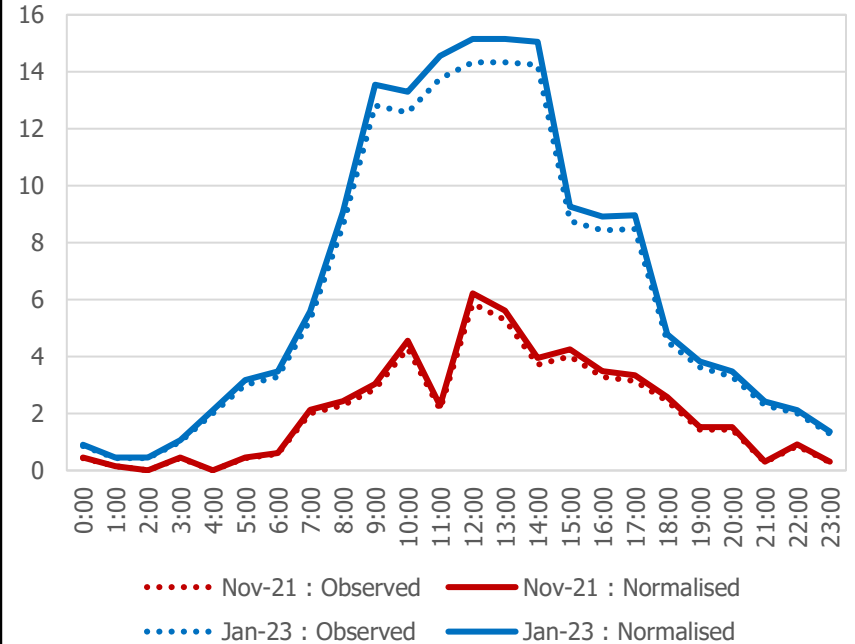


# Furlong Road

## Furlong Road : Average Daily Cycle Flows

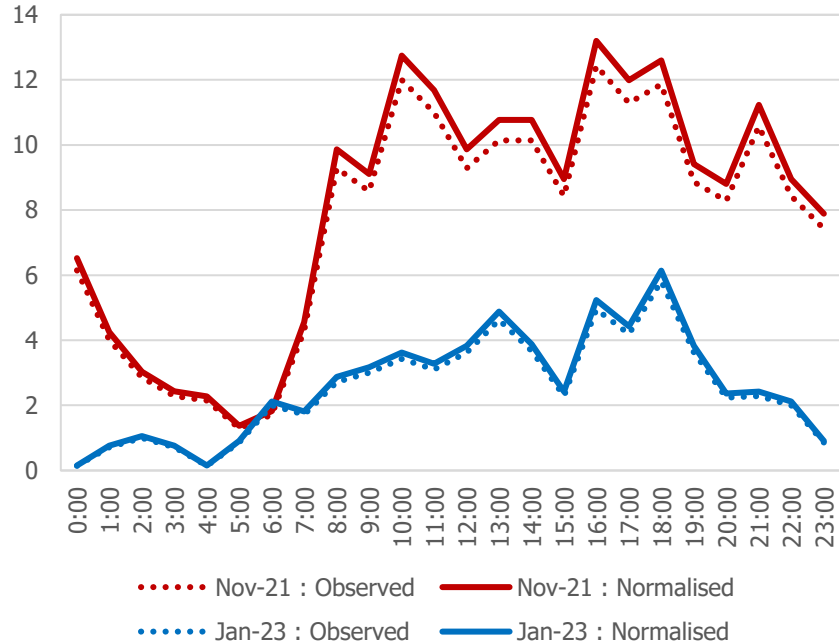


## Furlong Road : Average Daily LGV Flows

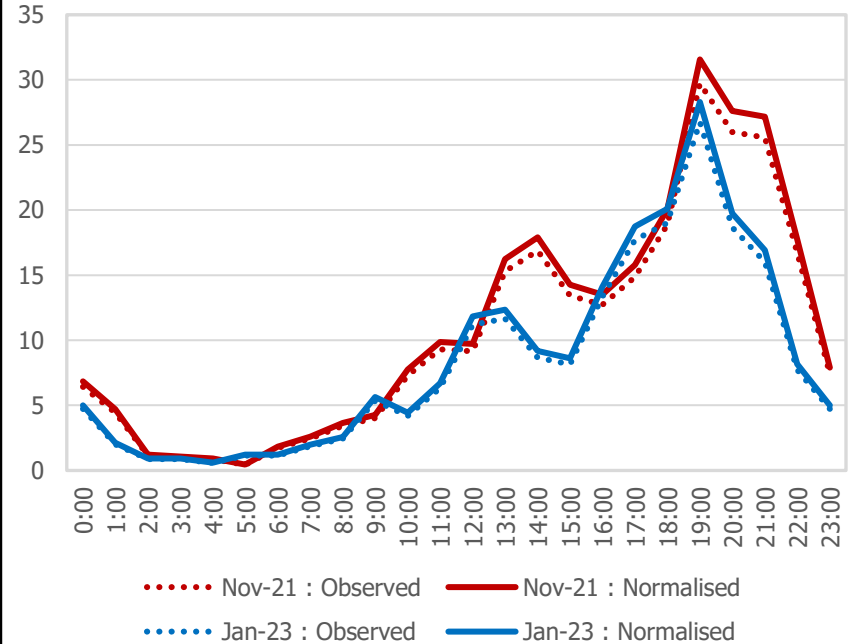


# Furlong Road

## Furlong Road : Average Daily HGV Flows



## Furlong Road : Average Daily Motorcycle Flows





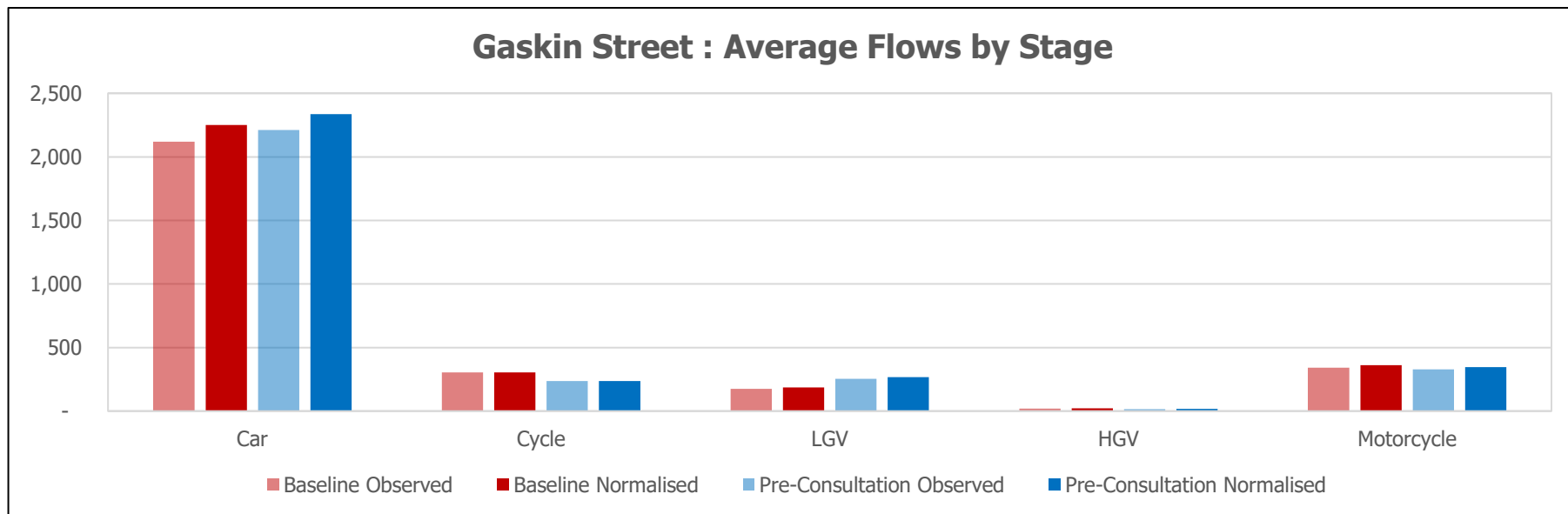
# Furlong Road (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 1982            | <b>2104</b>       | 1718             | <b>1815</b>       | -264                          | <b>-289</b>       | -13%                              | <b>-14%</b>       |
| Car                    | 1502            | <b>1595</b>       | 1313             | <b>1388</b>       | -189                          | <b>-207</b>       | -13%                              | <b>-13%</b>       |
| LGV                    | 48              | <b>51</b>         | 150              | <b>158</b>        | 102                           | <b>107</b>        | 213%                              | <b>210%</b>       |
| HGV                    | 183             | <b>194</b>        | 60               | <b>63</b>         | -123                          | <b>-131</b>       | -67%                              | <b>-68%</b>       |
| Motorcycle             | 249             | <b>264</b>        | 195              | <b>206</b>        | -54                           | <b>-58</b>        | -22%                              | <b>-22%</b>       |
| Cycle                  | <b>167</b>      |                   | <b>184</b>       |                   | <b>17</b>                     |                   | <b>10%</b>                        |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 13.9            | 13.6                    | -2%                       | 17.1                  | 17.0                    | -1%                       | 4%                  | 4%                      | 0%                        |

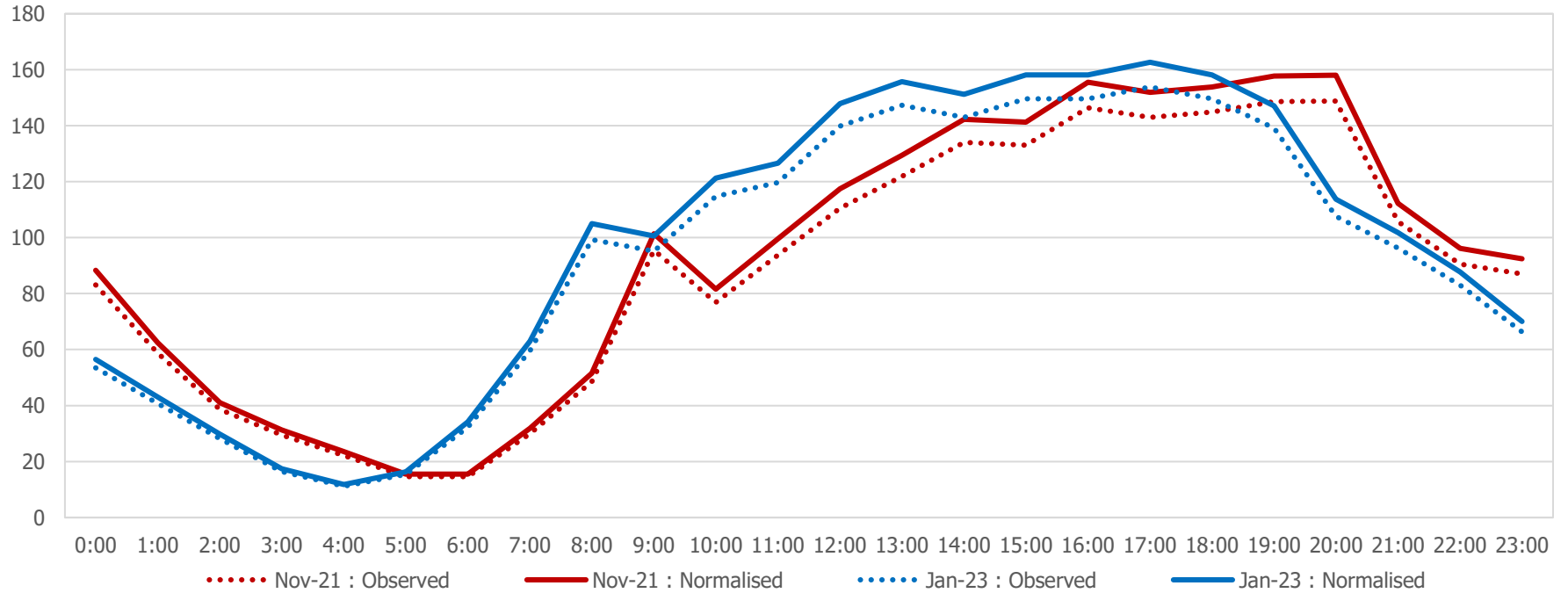
# Gaskin Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on **Gaskin Street**, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



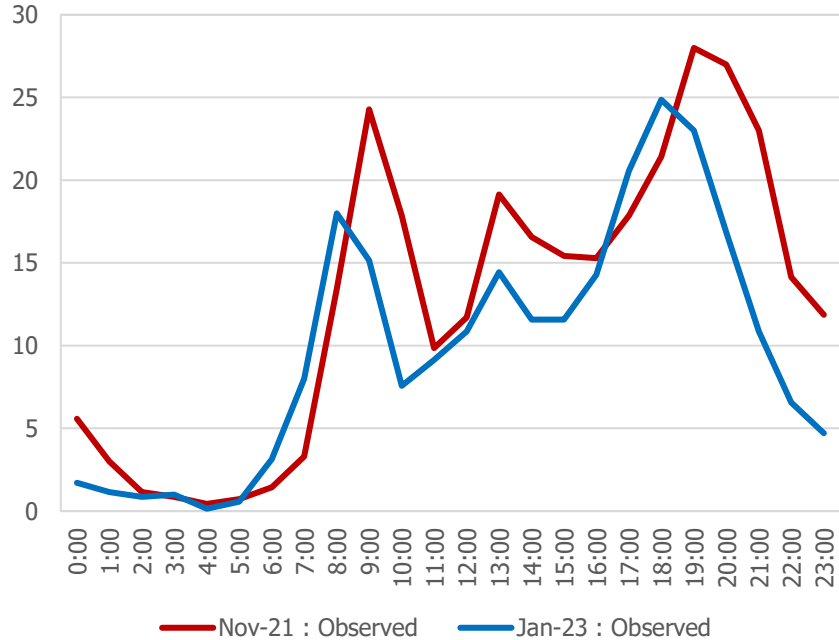
# Gaskin Street

## Gaskin Street : Average Daily Car Flows

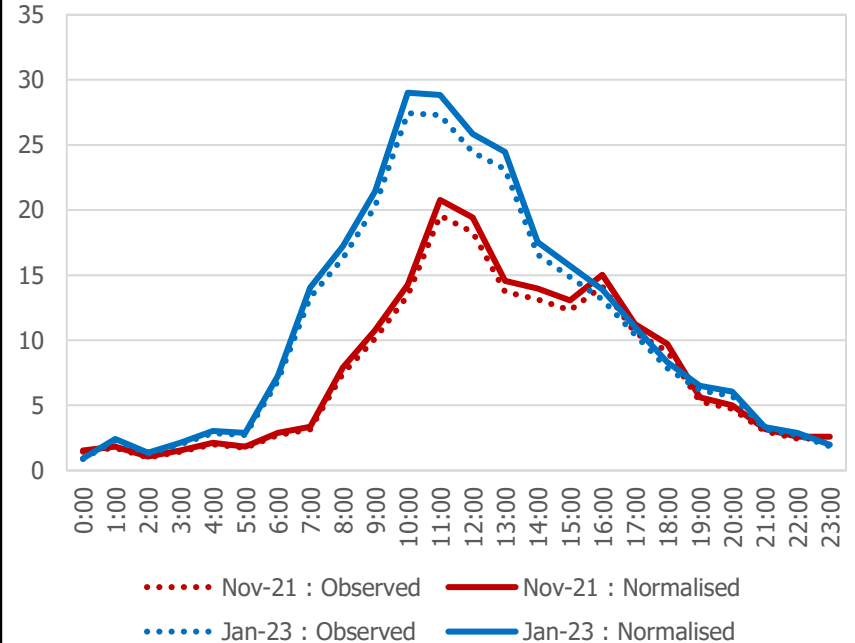


# Gaskin Street

## Gaskin Street : Average Daily Cycle Flows

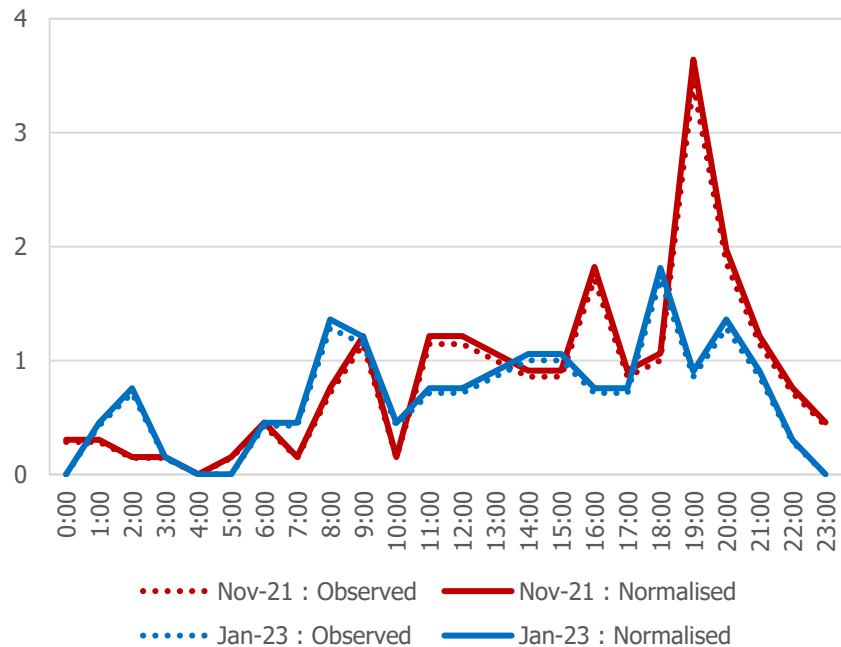


## Gaskin Street : Average Daily LGV Flows

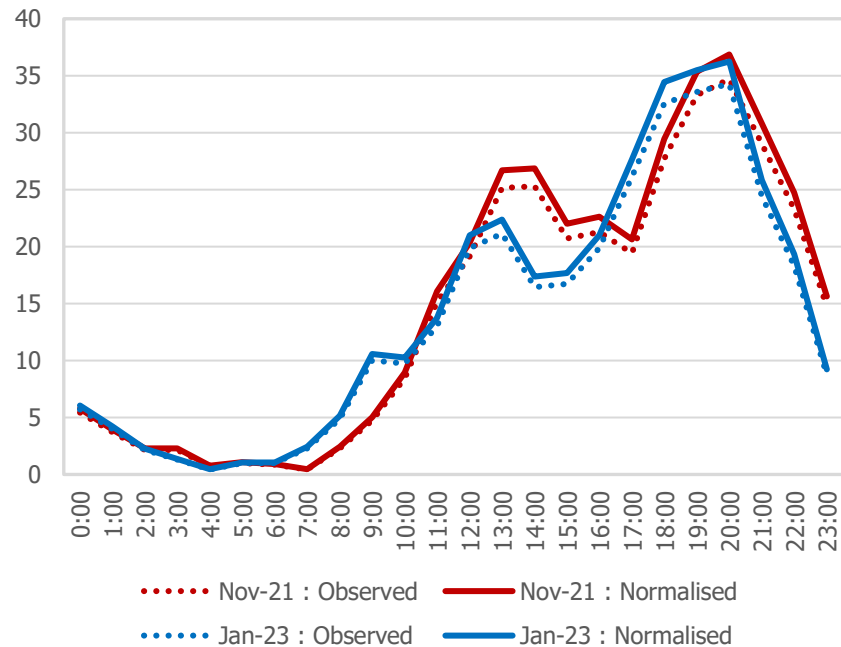


# Gaskin Street

## Gaskin Street : Average Daily HGV Flows



## Gaskin Street : Average Daily Motorcycle Flows



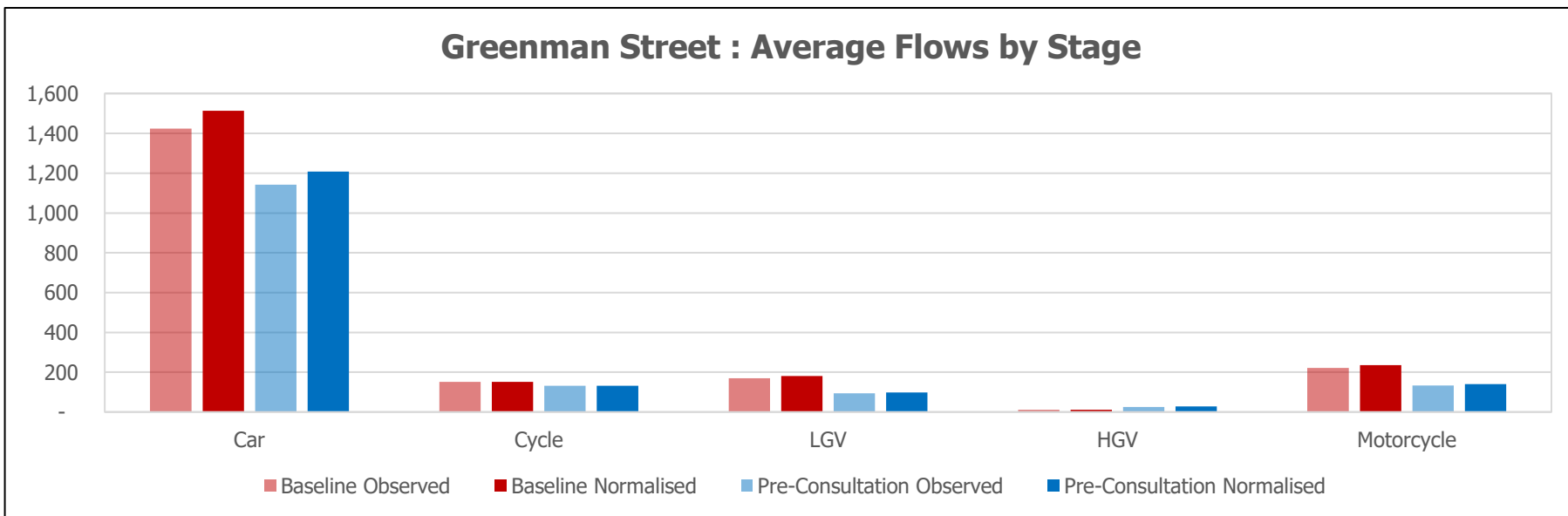
# Gaskin Street (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 2656            | <b>2821</b>       | 2807             | <b>2969</b>       | 151                           | <b>148</b>        | 6%                                | 5%                |
| Car                    | 2120            | <b>2252</b>       | 2211             | <b>2338</b>       | 91                            | <b>86</b>         | 4%                                | 4%                |
| LGV                    | 175             | <b>186</b>        | 253              | <b>268</b>        | 78                            | <b>82</b>         | 45%                               | <b>44%</b>        |
| HGV                    | 20              | <b>21</b>         | 16               | <b>17</b>         | -4                            | <b>-4</b>         | -20%                              | <b>-19%</b>       |
| Motorcycle             | 341             | <b>362</b>        | 327              | <b>346</b>        | -14                           | <b>-16</b>        | -4%                               | -4%               |
| Cycle                  | <b>303</b>      |                   | <b>237</b>       |                   | <b>-66</b>                    |                   | <b>-22%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 13.5            | 15.4                    | <b>14%</b>                | 16.2                  | 18.9                    | <b>17%</b>                | 2%                  | 9%                      | 7%                        |

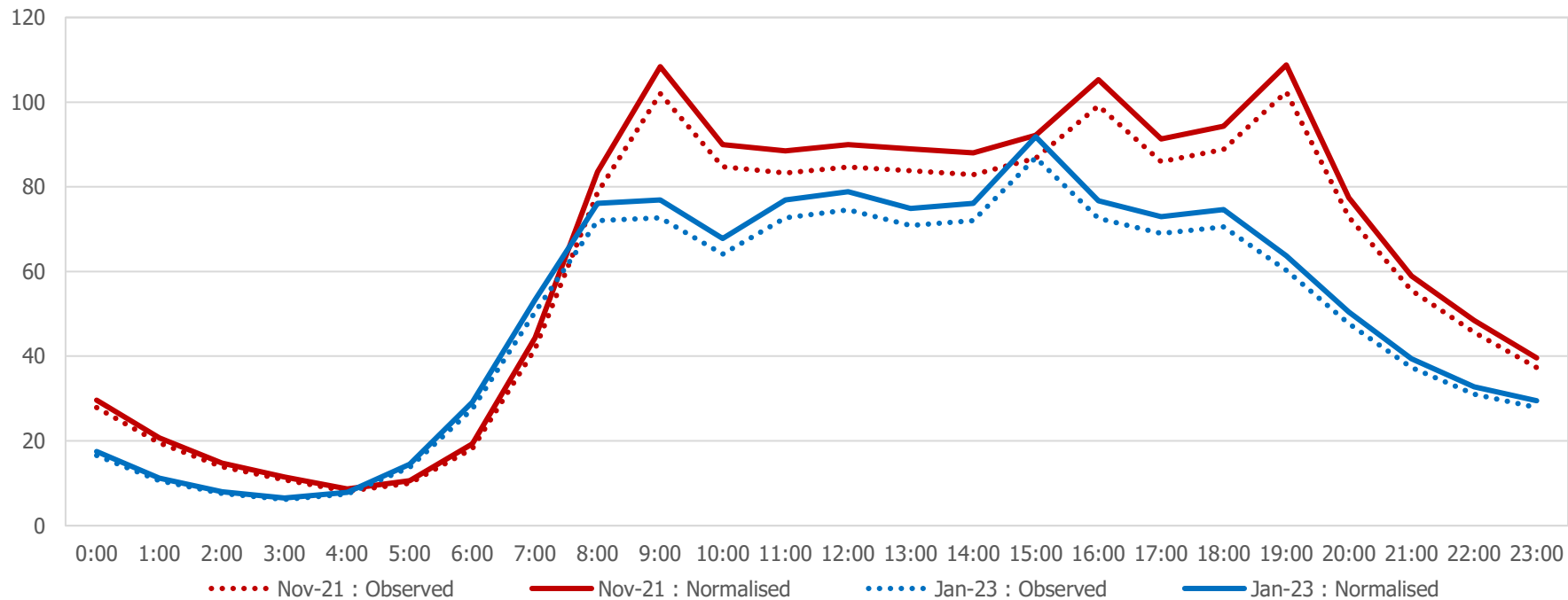
# Greenman Street (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Greenman Street, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



# Greenman Street

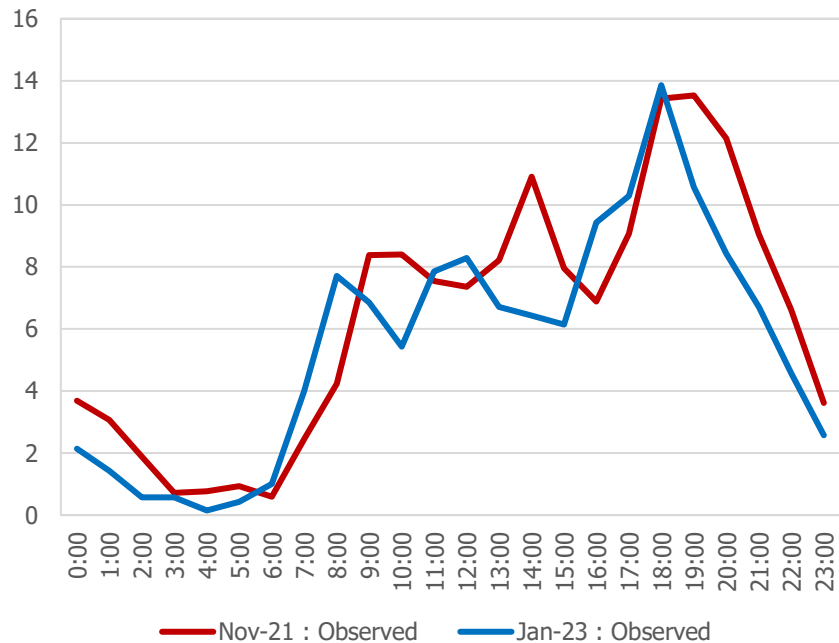
## Greenman Street : Average Daily Car Flows



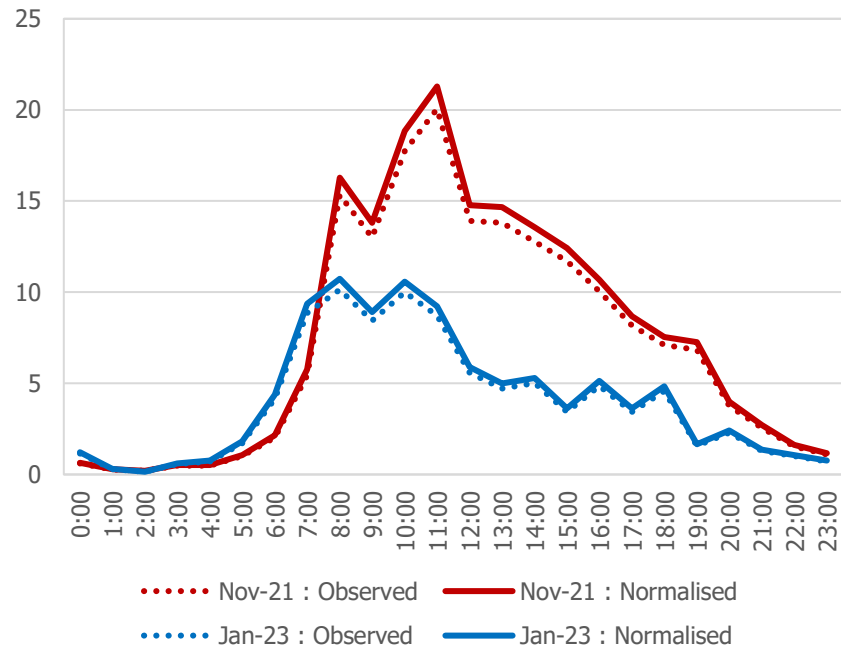


# Greenman Street

## Greenman Street : Average Daily Cycle Flows

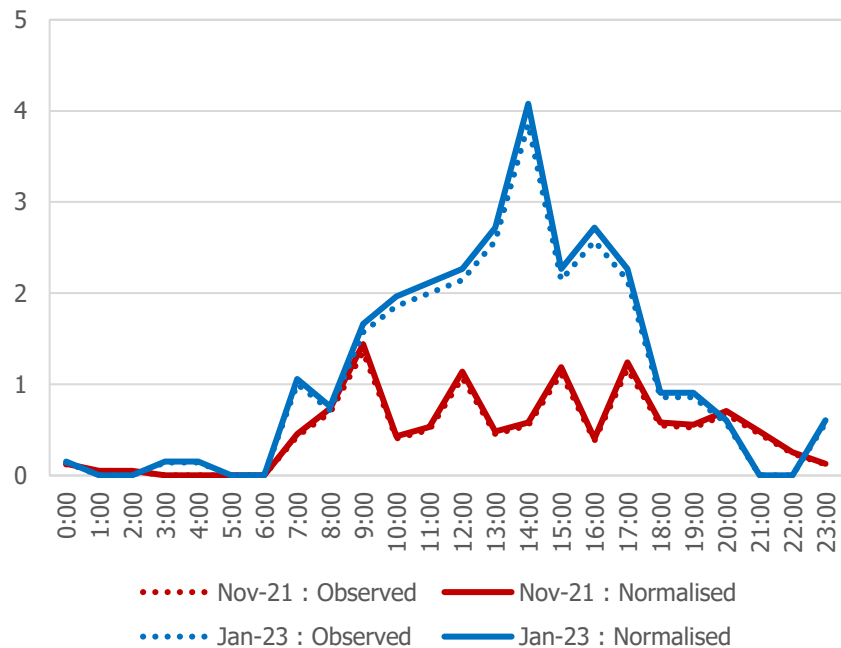


## Greenman Street : Average Daily LGV Flows

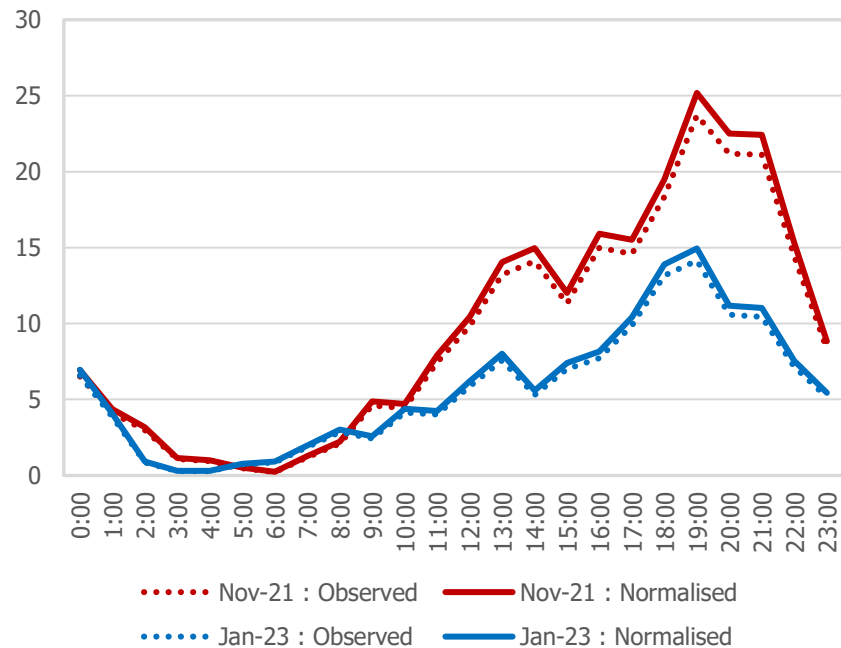


# Greenman Street

## Greenman Street : Average Daily HGV Flows



## Greenman Street : Average Daily Motorcycle Flows



# Greenman Street (Summary Table)

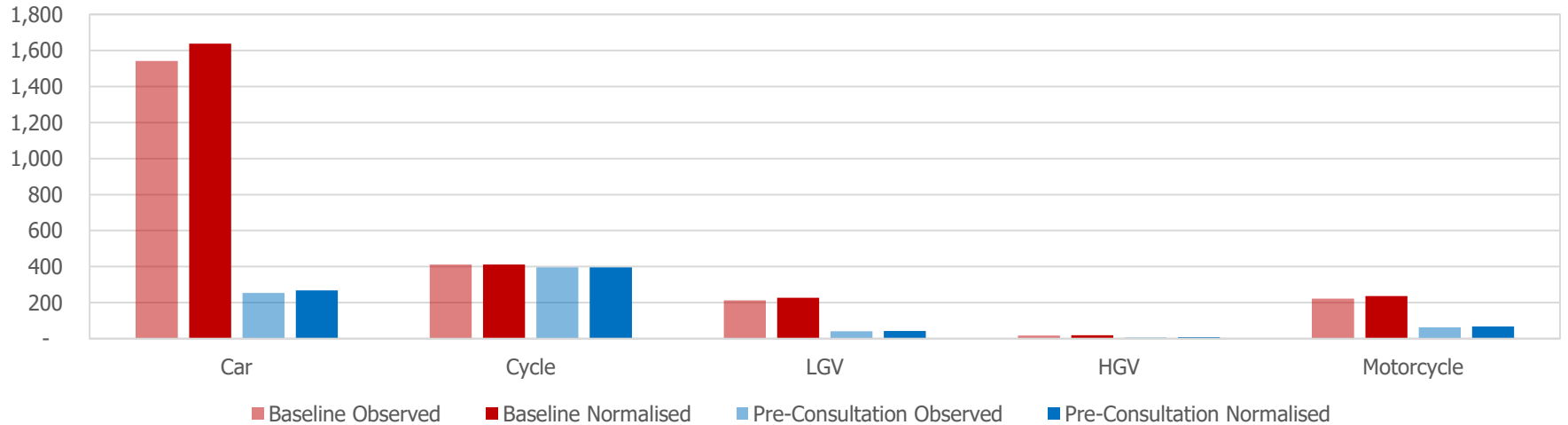
| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 1827            | <b>1940</b>       | 1394             | <b>1474</b>       | -433                          | <b>-466</b>       | -24%                              | <b>-24%</b>       |
| Car                    | 1425            | <b>1513</b>       | 1142             | <b>1208</b>       | -283                          | <b>-305</b>       | -20%                              | <b>-20%</b>       |
| LGV                    | 170             | <b>180</b>        | 93               | <b>99</b>         | -77                           | <b>-81</b>        | -45%                              | <b>-45%</b>       |
| HGV                    | 11              | <b>12</b>         | 26               | <b>27</b>         | 15                            | <b>15</b>         | 136%                              | <b>125%</b>       |
| Motorcycle             | 221             | <b>235</b>        | 133              | <b>140</b>        | -88                           | <b>-95</b>        | -40%                              | <b>-40%</b>       |
| Cycle                  | <b>151</b>      |                   | <b>132</b>       |                   | <b>-19</b>                    |                   | <b>-13%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 18.6            | 17.3                    | -7%                       | 23.0                  | 21.5                    | -7%                       | 33%                 | 24%                     | -9%                       |

# Halton Road (North) (Daily Flows)

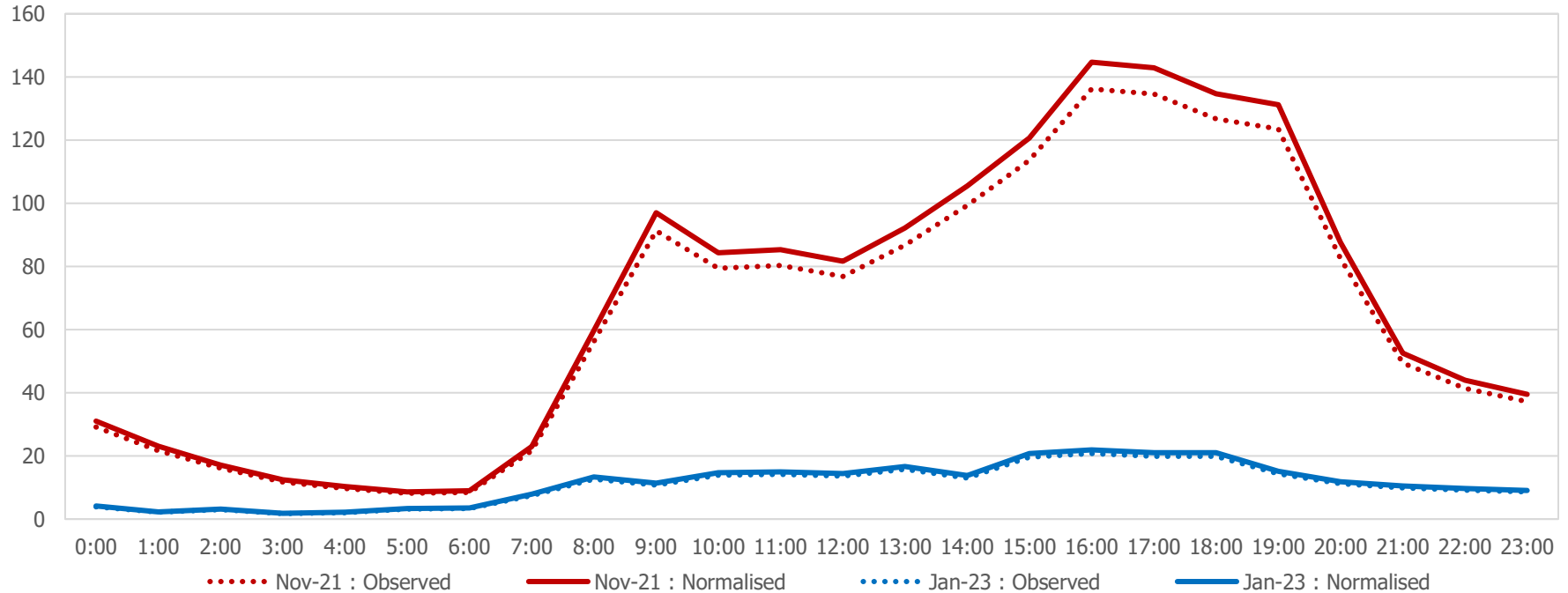
- The charts below and on the following pages show the normalised average daily flows on Halton Road (North), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

**Halton Road (North) : Average Flows by Stage**

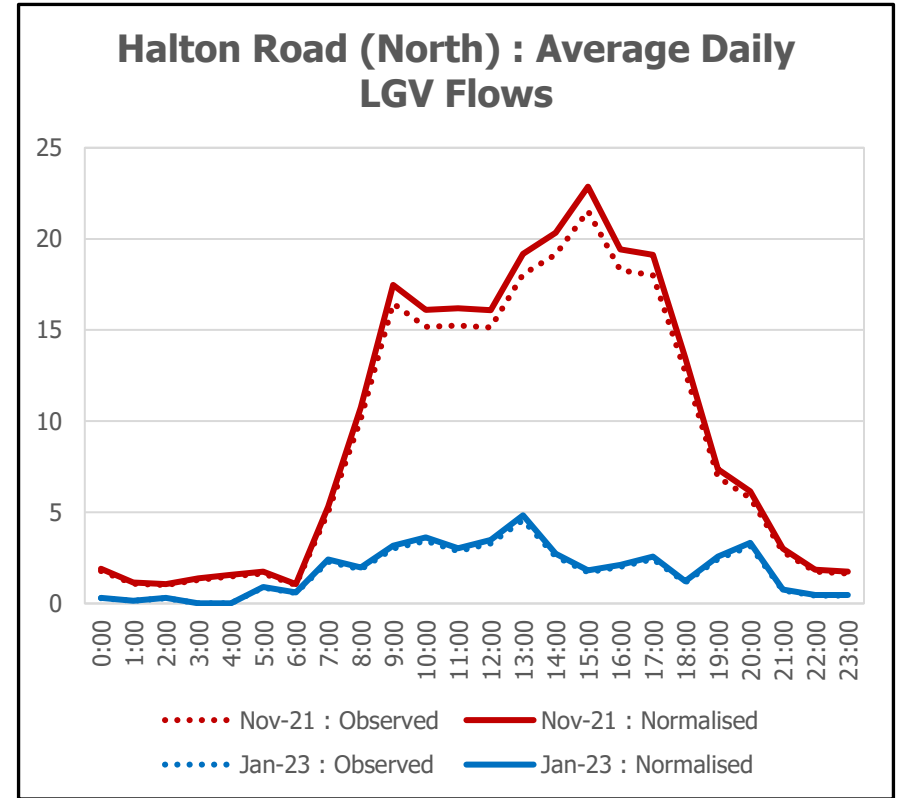
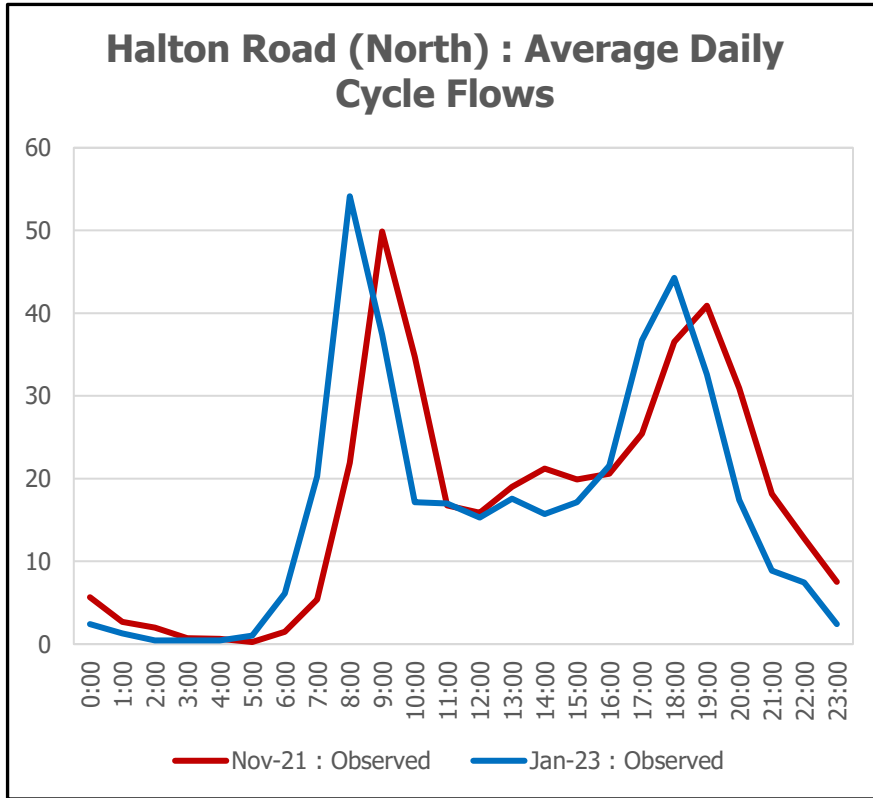


# Halton Road (North)

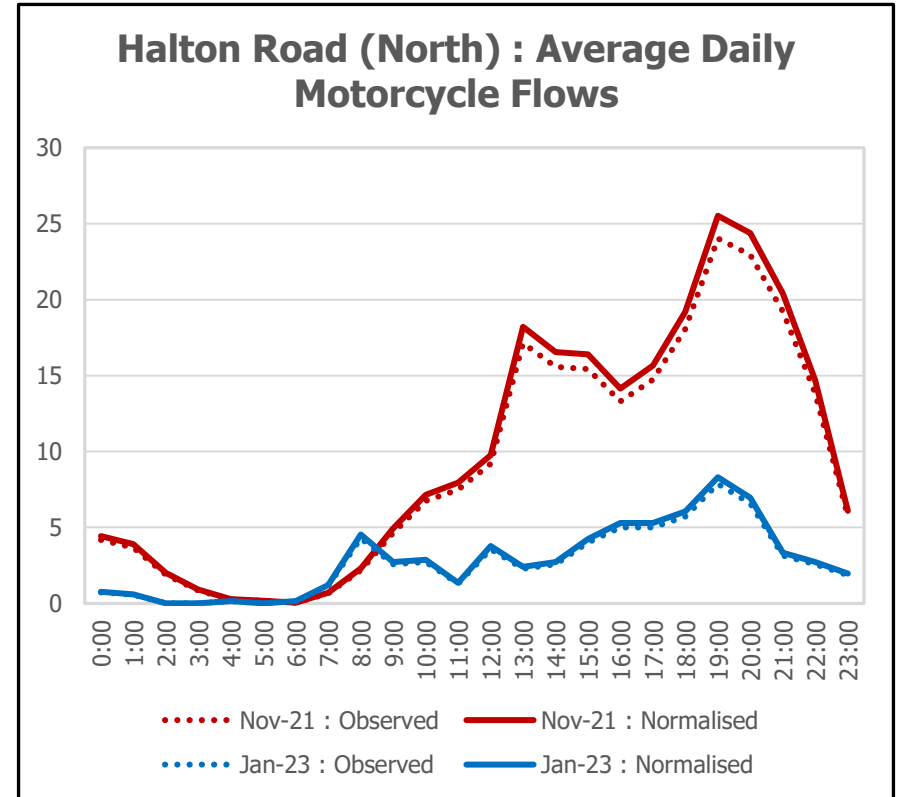
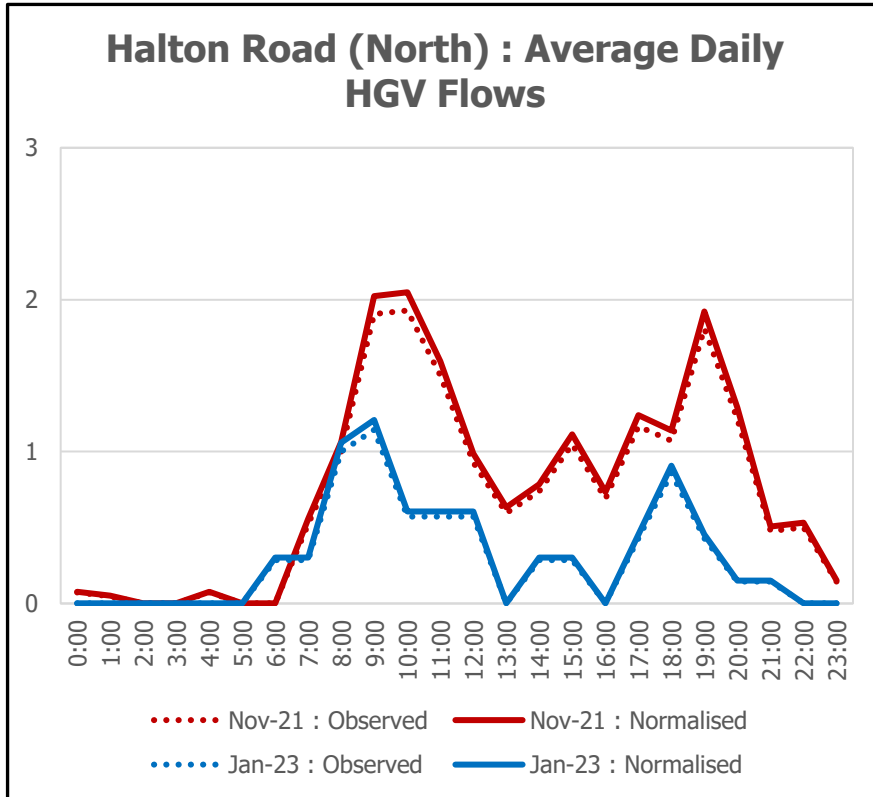
Halton Road (North) : Average Daily Car Flows



# Halton Road (North)



# Halton Road (North)



# Halton Road (North) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 1994            | <b>2119</b>       | 364              | <b>385</b>        | -1630                         | <b>-1734</b>      | -82%                              | <b>-82%</b>       |
| Car                    | 1542            | <b>1638</b>       | 253              | <b>268</b>        | -1289                         | <b>-1370</b>      | -84%                              | <b>-84%</b>       |
| LGV                    | 213             | <b>226</b>        | 40               | <b>43</b>         | -173                          | <b>-183</b>       | -81%                              | <b>-81%</b>       |
| HGV                    | 17              | <b>19</b>         | 7                | <b>7</b>          | -10                           | <b>-12</b>        | -59%                              | <b>-63%</b>       |
| Motorcycle             | 222             | <b>236</b>        | 64               | <b>67</b>         | -158                          | <b>-169</b>       | -71%                              | <b>-72%</b>       |
| Cycle                  | <b>411</b>      |                   | <b>395</b>       |                   | <b>-16</b>                    |                   | -4%                               |                   |

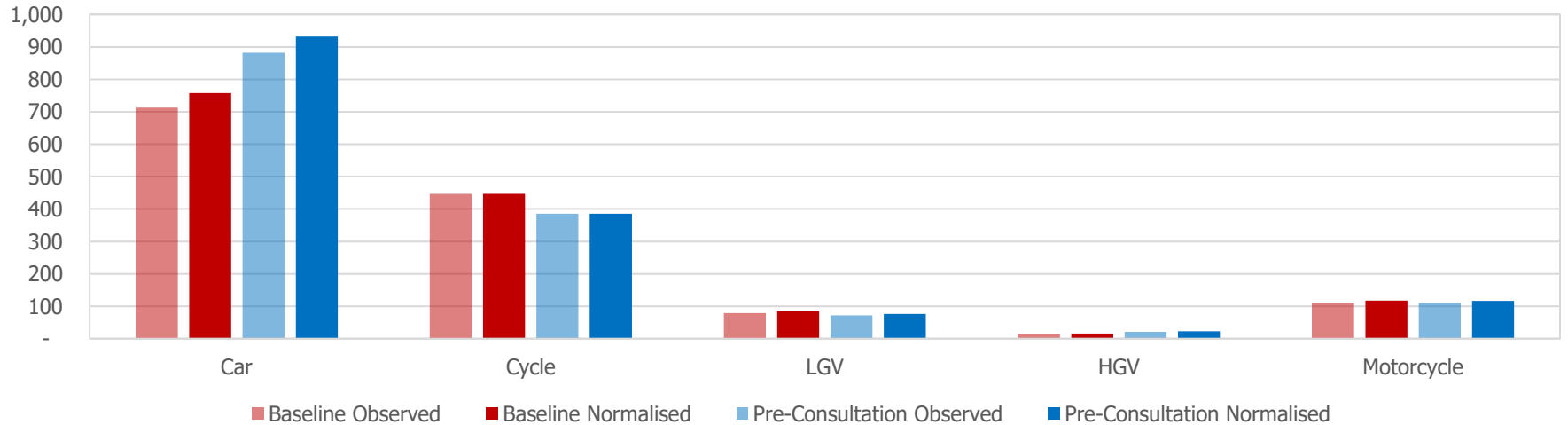
| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 20.0            | 17.2                    | <b>-14%</b>               | 24.4                  | 21.5                    | <b>-12%</b>               | 47%                 | 23%                     | <b>-24%</b>               |



# Halton Road (South) (Daily Flows)

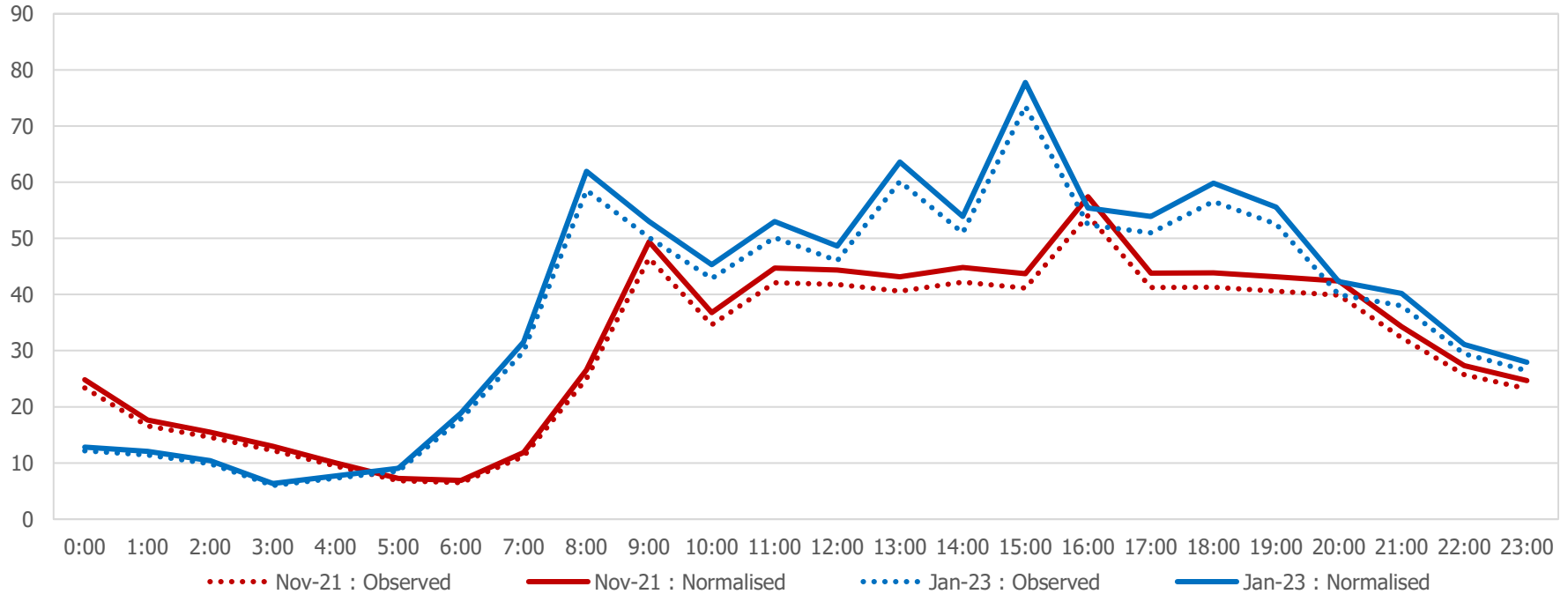
- The charts below and on the following pages show the normalised average daily flows on Halton Road (South), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

**Halton Road (South) : Average Flows by Stage**

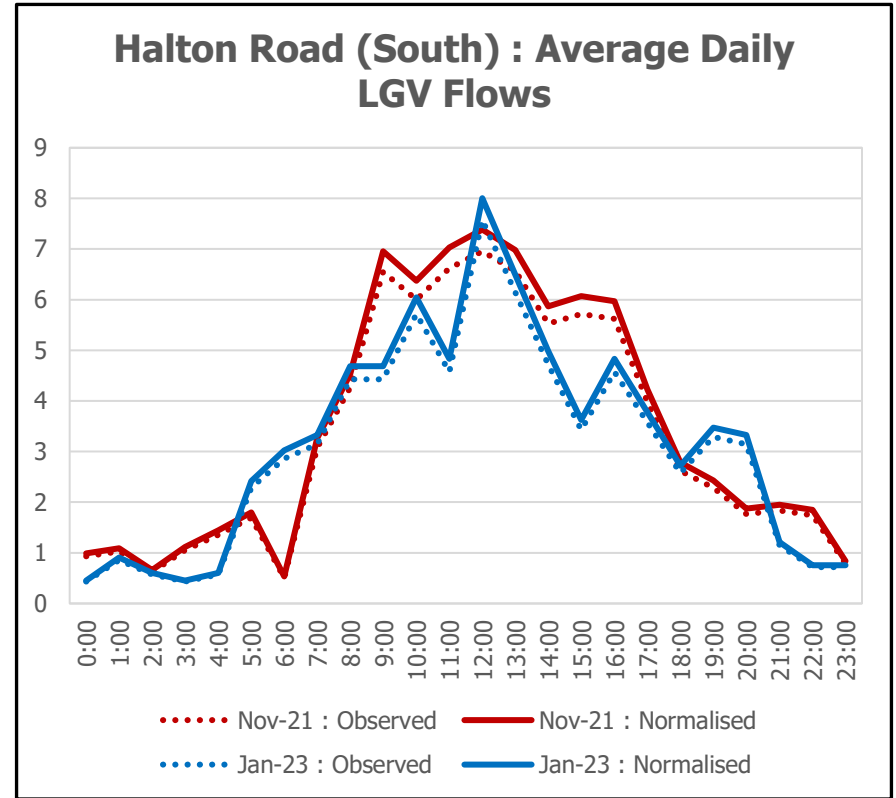
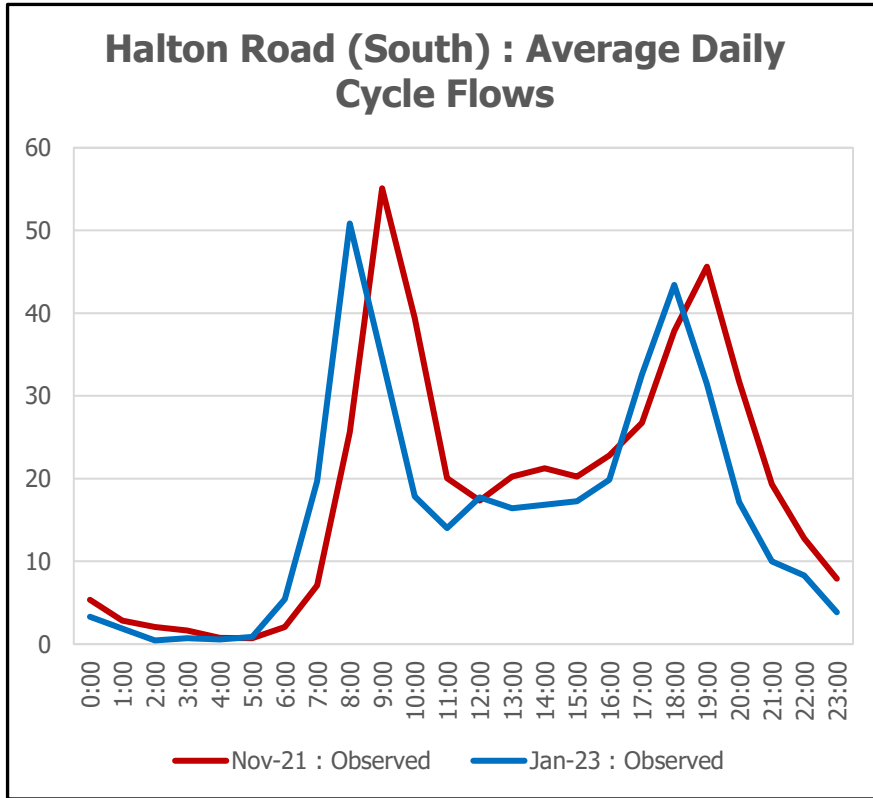


# Halton Road (South)

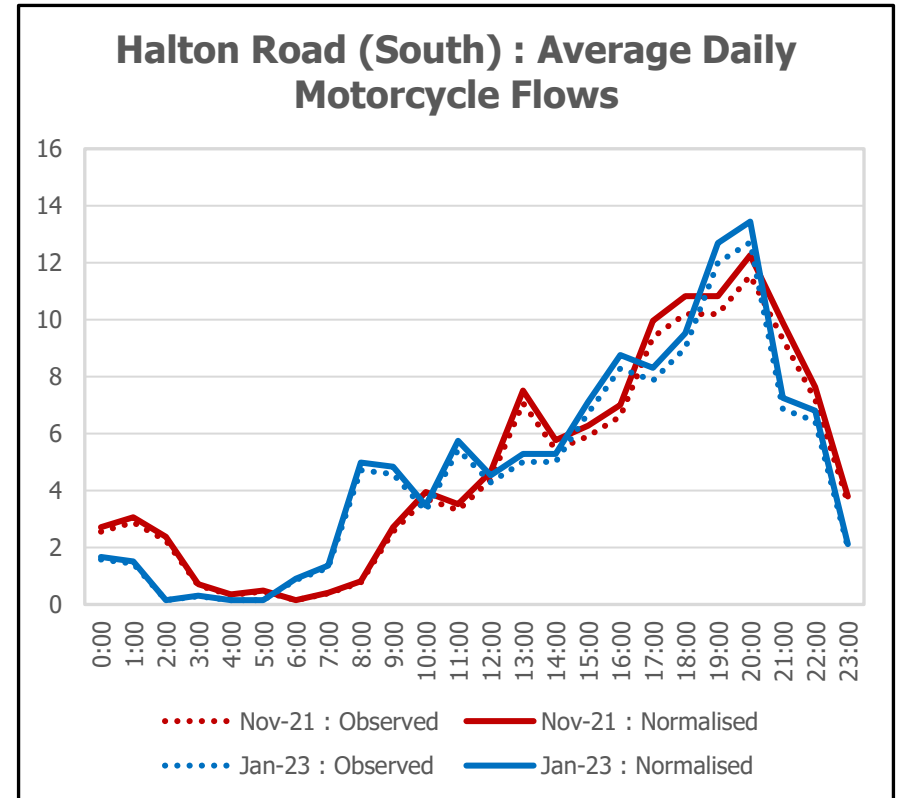
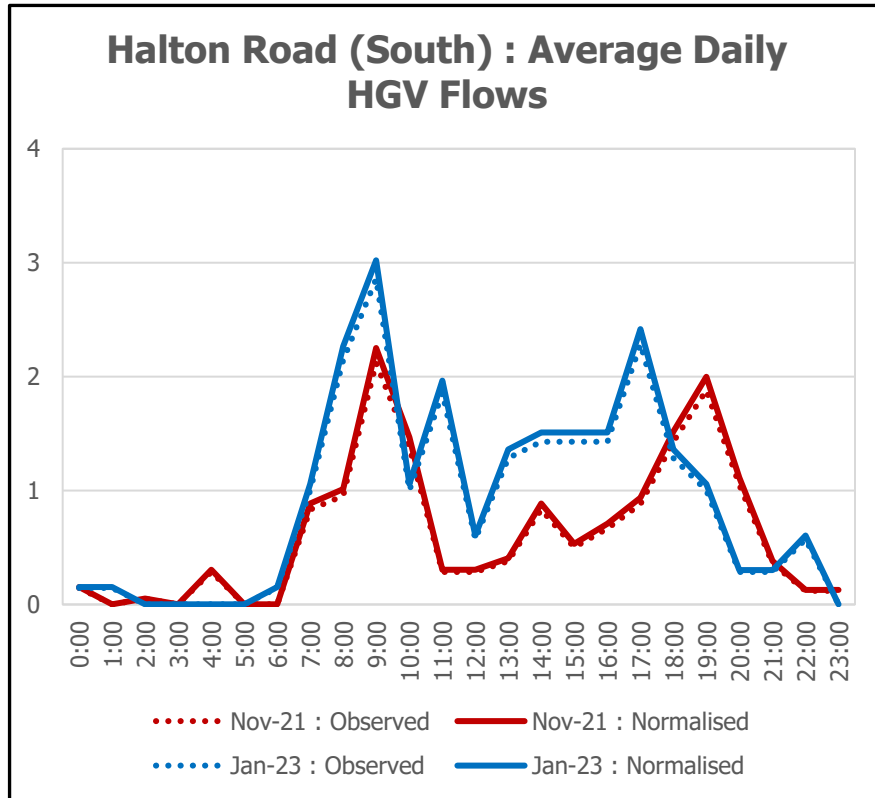
Halton Road (South) : Average Daily Car Flows



# Halton Road (South)



# Halton Road (South)



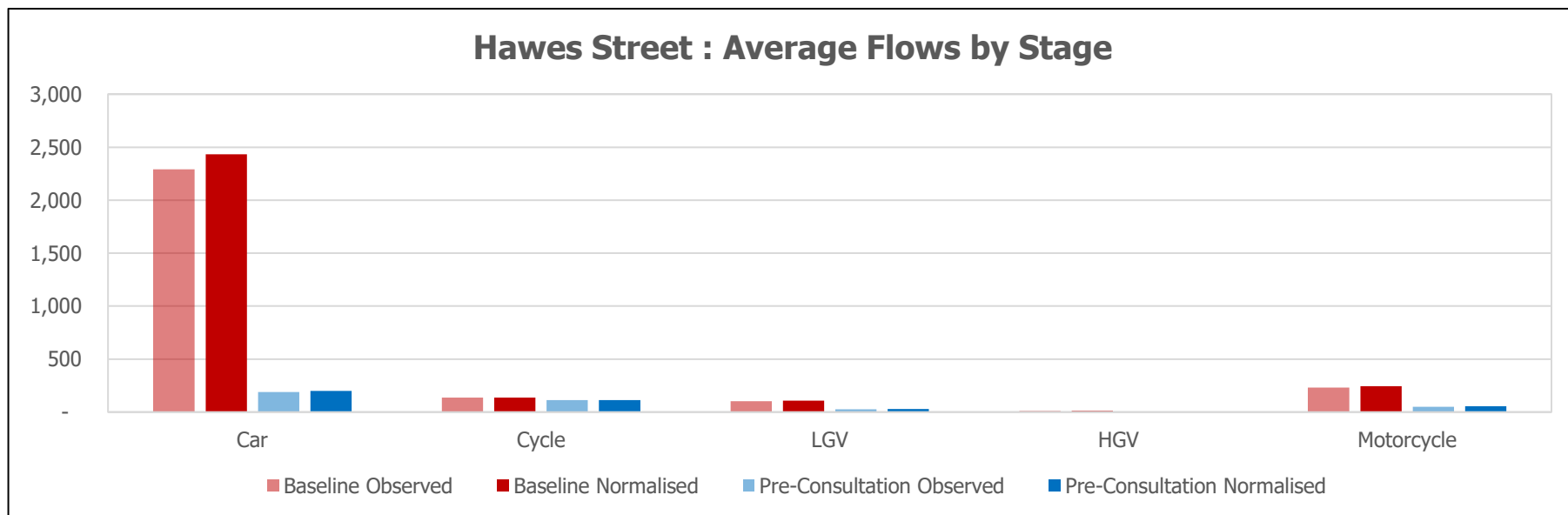
# Halton Road (South) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 918             | <b>974</b>        | 1085             | <b>1146</b>       | 167                           | <b>172</b>        | 18%                               | <b>18%</b>        |
| Car                    | 713             | <b>757</b>        | 882              | <b>932</b>        | 169                           | <b>175</b>        | 24%                               | <b>23%</b>        |
| LGV                    | 79              | <b>84</b>         | 72               | <b>76</b>         | -7                            | <b>-8</b>         | -9%                               | -10%              |
| HGV                    | 15              | <b>15</b>         | 21               | <b>22</b>         | 6                             | <b>7</b>          | 40%                               | <b>47%</b>        |
| Motorcycle             | 111             | <b>118</b>        | 110              | <b>116</b>        | -1                            | <b>-2</b>         | -1%                               | -2%               |
| Cycle                  | <b>446</b>      |                   | <b>385</b>       |                   | <b>-61</b>                    |                   | <b>-14%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 12.6            | 11.2                    | <b>-11%</b>               | 15.3                  | 13.5                    | <b>-12%</b>               | 1%                  | 0%                      | <b>-1%</b>                |

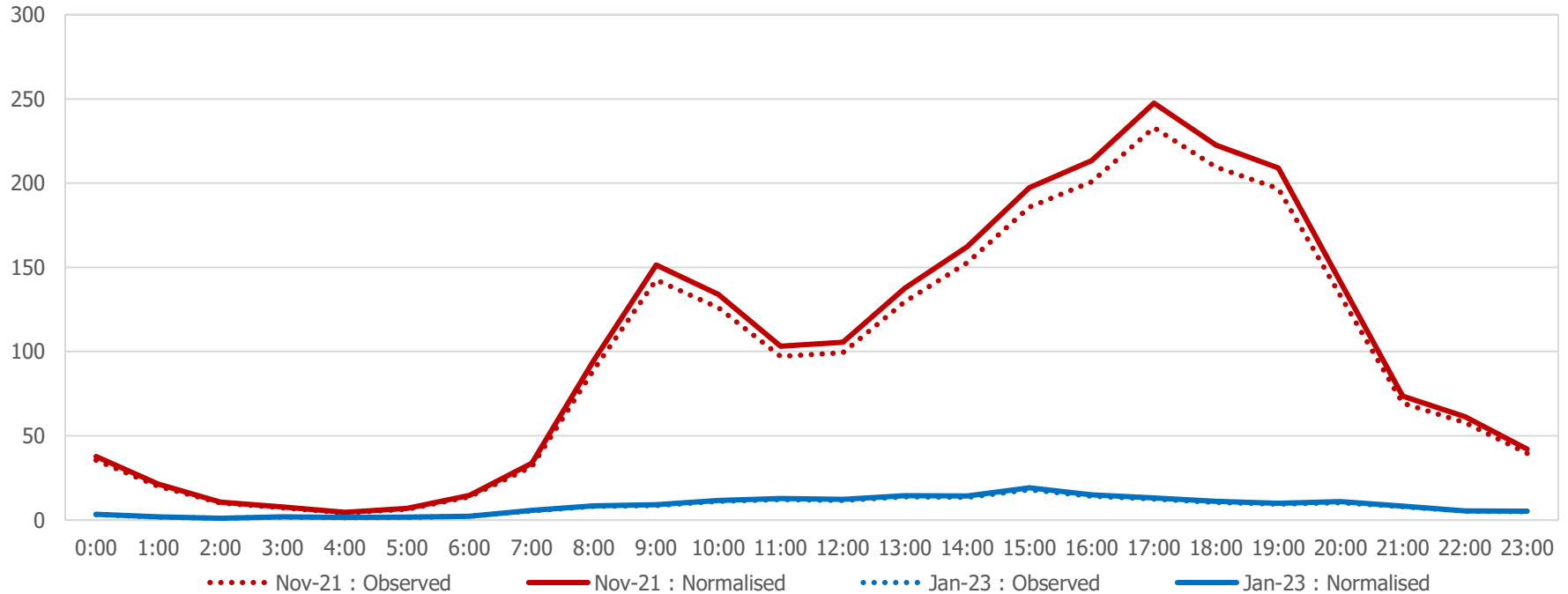
# Hawes Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Hawes Street**, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



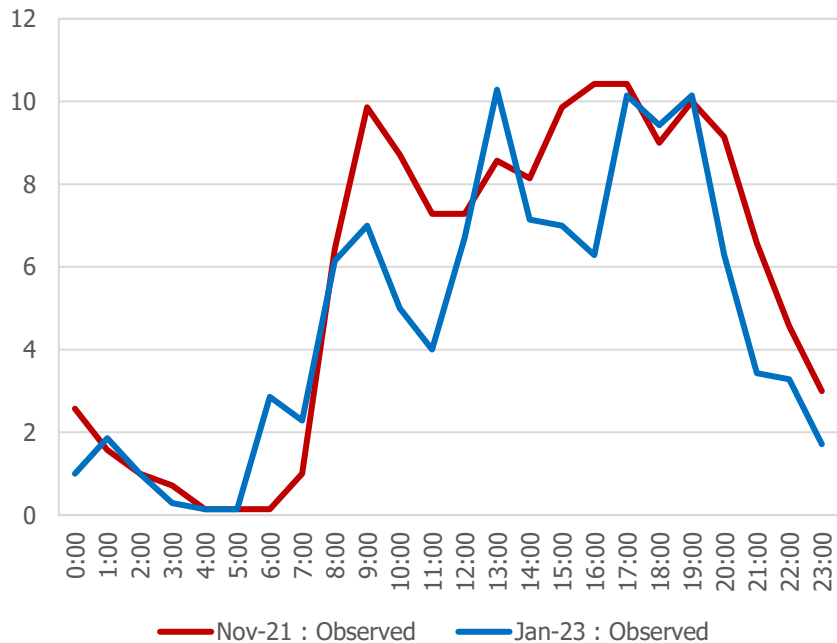
# Hawes Street

## Hawes Street : Average Daily Car Flows

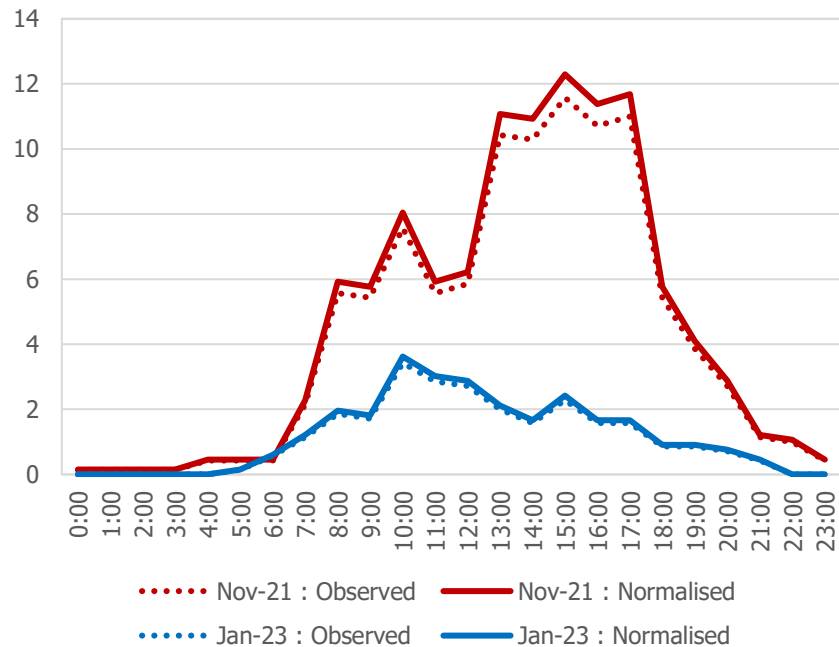


# Hawes Street

## Hawes Street : Average Daily Cycle Flows



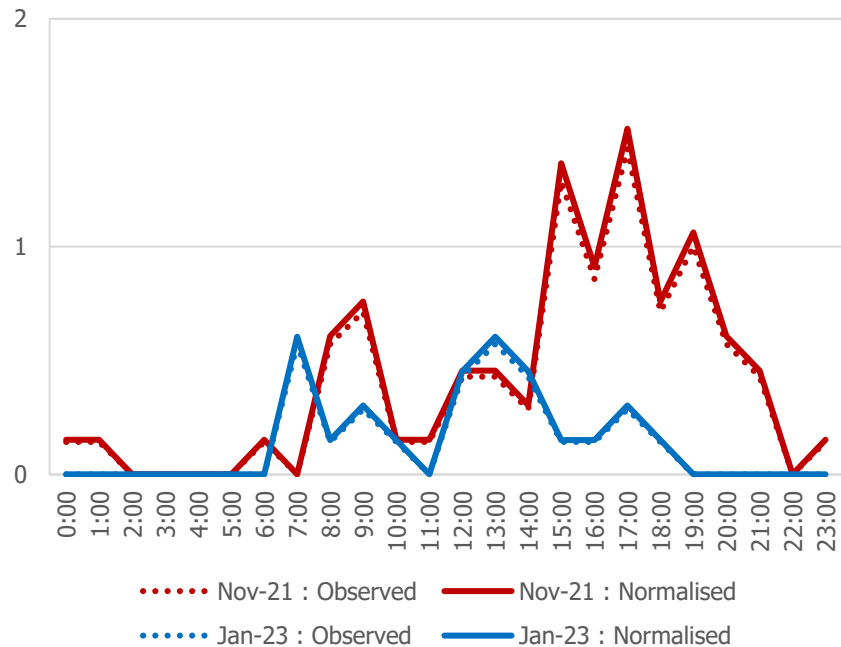
## Hawes Street : Average Daily LGV Flows



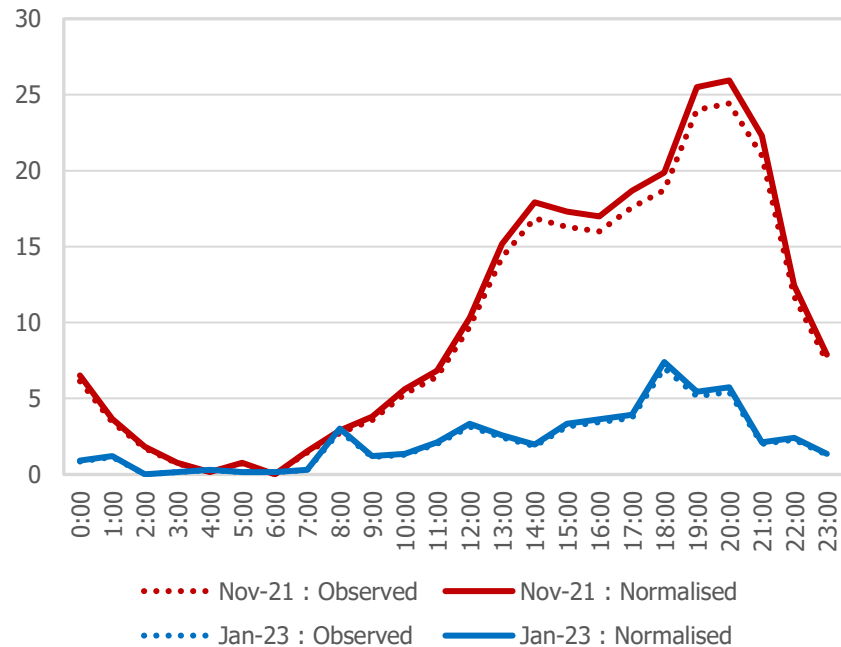


# Hawes Street

## Hawes Street : Average Daily HGV Flows



## Hawes Street : Average Daily Motorcycle Flows



# Hawes Street (Summary Table)

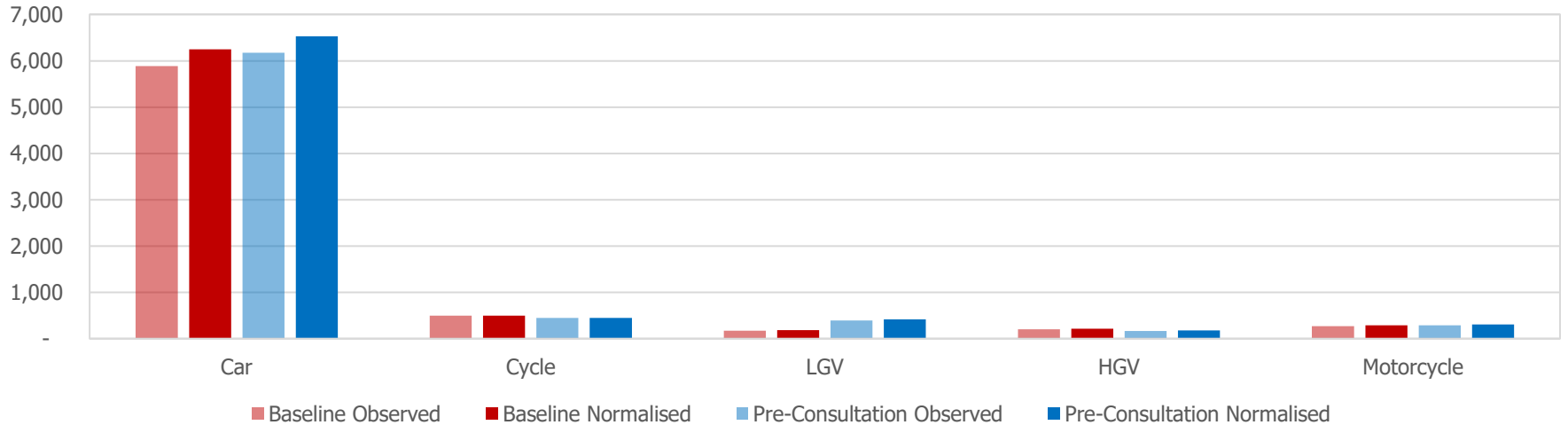
| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 2634            | <b>2798</b>       | 269              | <b>285</b>        | -2365                         | <b>-2513</b>      | -90%                              | <b>-90%</b>       |
| Car                    | 2291            | <b>2434</b>       | 189              | <b>200</b>        | -2102                         | <b>-2234</b>      | -92%                              | <b>-92%</b>       |
| LGV                    | 103             | <b>109</b>        | 26               | <b>28</b>         | -77                           | <b>-81</b>        | -75%                              | <b>-74%</b>       |
| HGV                    | 10              | <b>10</b>         | 3                | <b>3</b>          | -7                            | <b>-7</b>         | -70%                              | <b>-70%</b>       |
| Motorcycle             | 230             | <b>245</b>        | 51               | <b>54</b>         | -179                          | <b>-191</b>       | -78%                              | <b>-78%</b>       |
| Cycle                  | <b>137</b>      |                   | <b>114</b>       |                   | <b>-23</b>                    |                   | <b>-17%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 19.7            | 15.4                    | <b>-22%</b>               | 24.3                  | 19.9                    | <b>-18%</b>               | 43%                 | 14%                     | <b>-29%</b>               |

# Islington Park Street (Daily Flows)

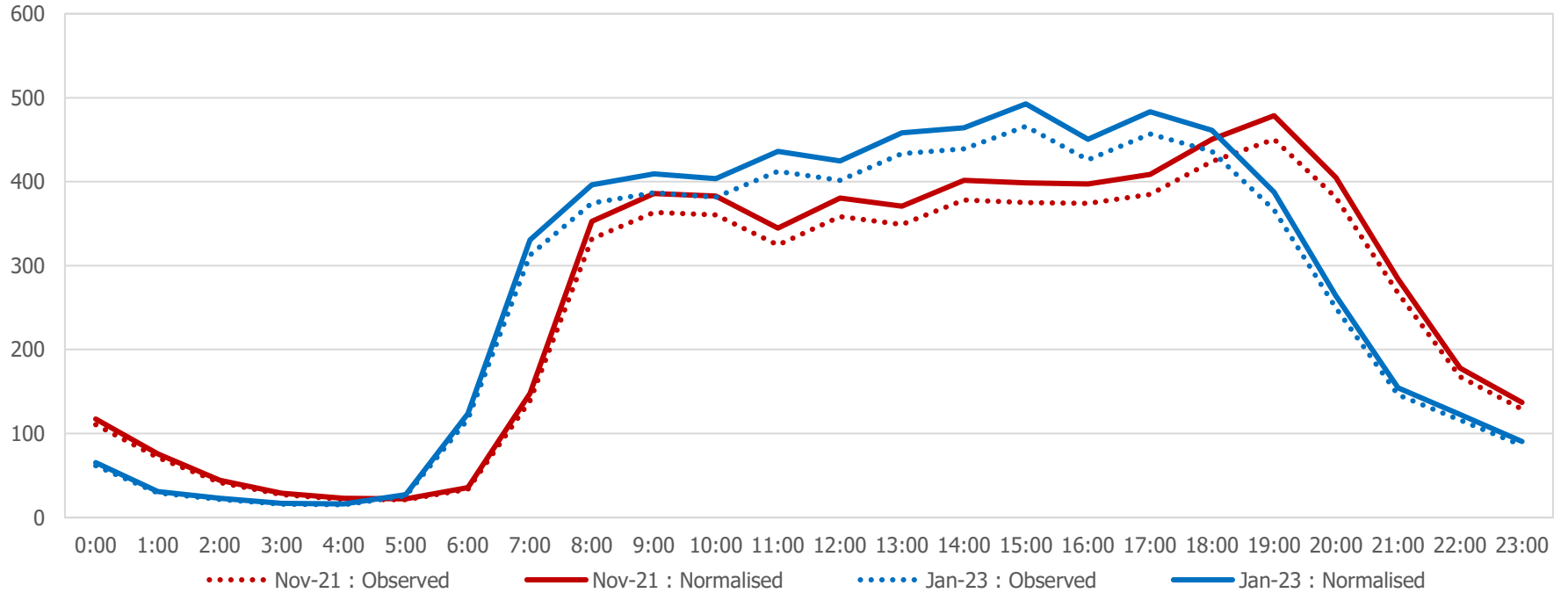
- The charts below and on the following pages show the normalised **average daily flows** on **Islington Park Street** with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

**Islington Park Street : Average Flows by Stage**



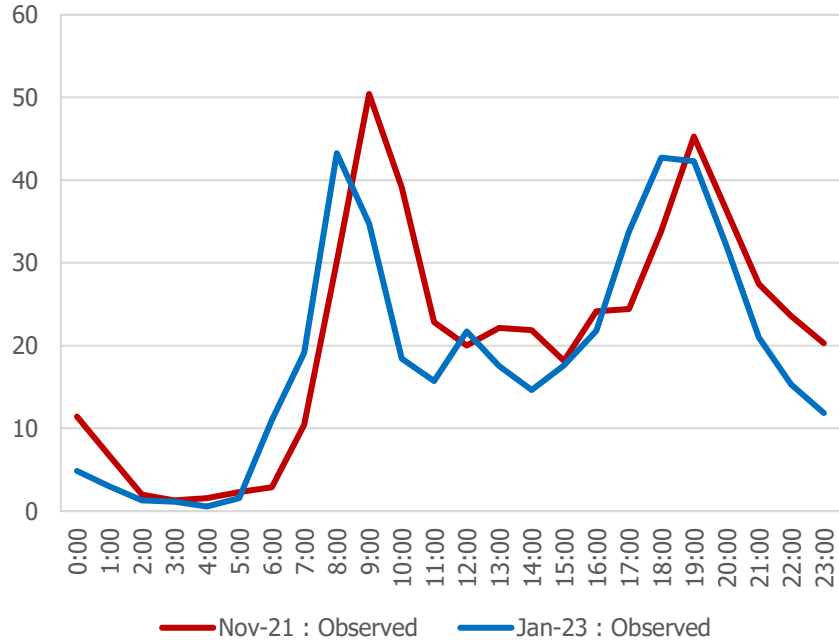
# Islington Park Street

Islington Park Street : Average Daily Car Flows

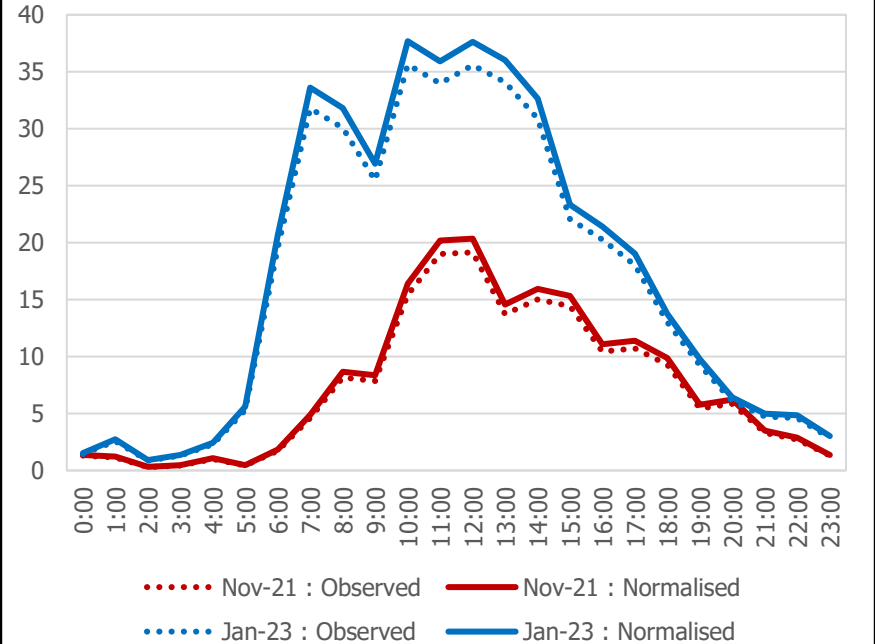


# Islington Park Street

## Islington Park Street : Average Daily Cycle Flows

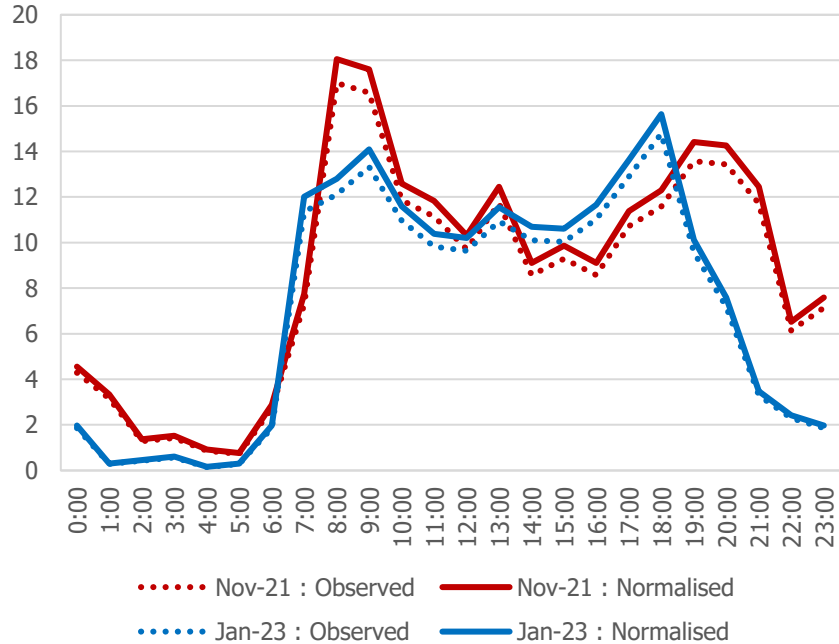


## Islington Park Street : Average Daily LGV Flows

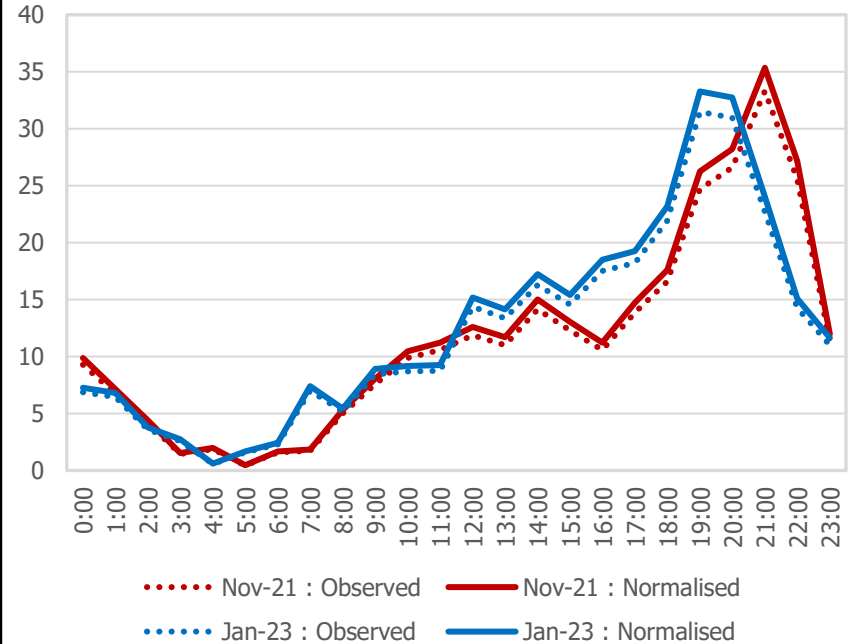


# Islington Park Street

## Islington Park Street : Average Daily HGV Flows



## Islington Park Street : Average Daily Motorcycle Flows



# Islington Park Street (Summary Table)

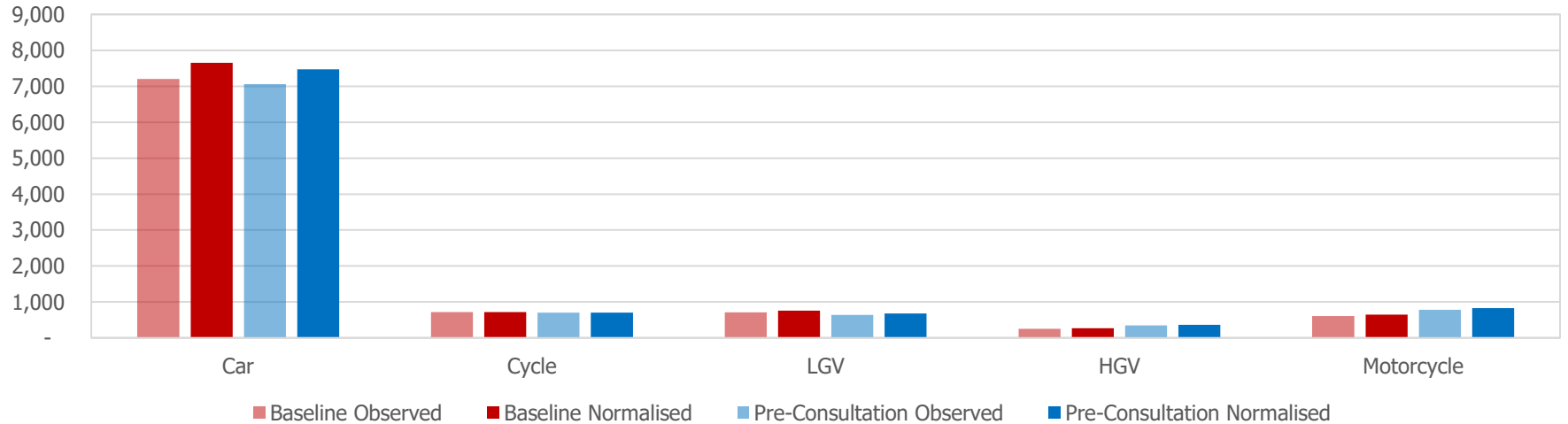
| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 6531            | <b>6936</b>       | 7025             | <b>7427</b>       | 494                           | <b>491</b>        | 8%                                | 7%                |
| Car                    | 5886            | <b>6251</b>       | 6177             | <b>6532</b>       | 291                           | <b>281</b>        | 5%                                | 4%                |
| LGV                    | 173             | <b>183</b>        | 392              | <b>414</b>        | 219                           | <b>231</b>        | 127%                              | <b>126%</b>       |
| HGV                    | 200             | <b>213</b>        | 167              | <b>176</b>        | -33                           | <b>-37</b>        | -17%                              | <b>-17%</b>       |
| Motorcycle             | 272             | <b>289</b>        | 289              | <b>305</b>        | 17                            | <b>16</b>         | 6%                                | 6%                |
| Cycle                  | <b>499</b>      |                   | <b>447</b>       |                   | <b>-52</b>                    |                   | <b>-10%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 12.5            | 12.7                    | 2%                        | 16.2                  | 15.9                    | -2%                       | 4%                  | 3%                      | -1%                       |

# Liverpool Road (North) (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Liverpool Road (North), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

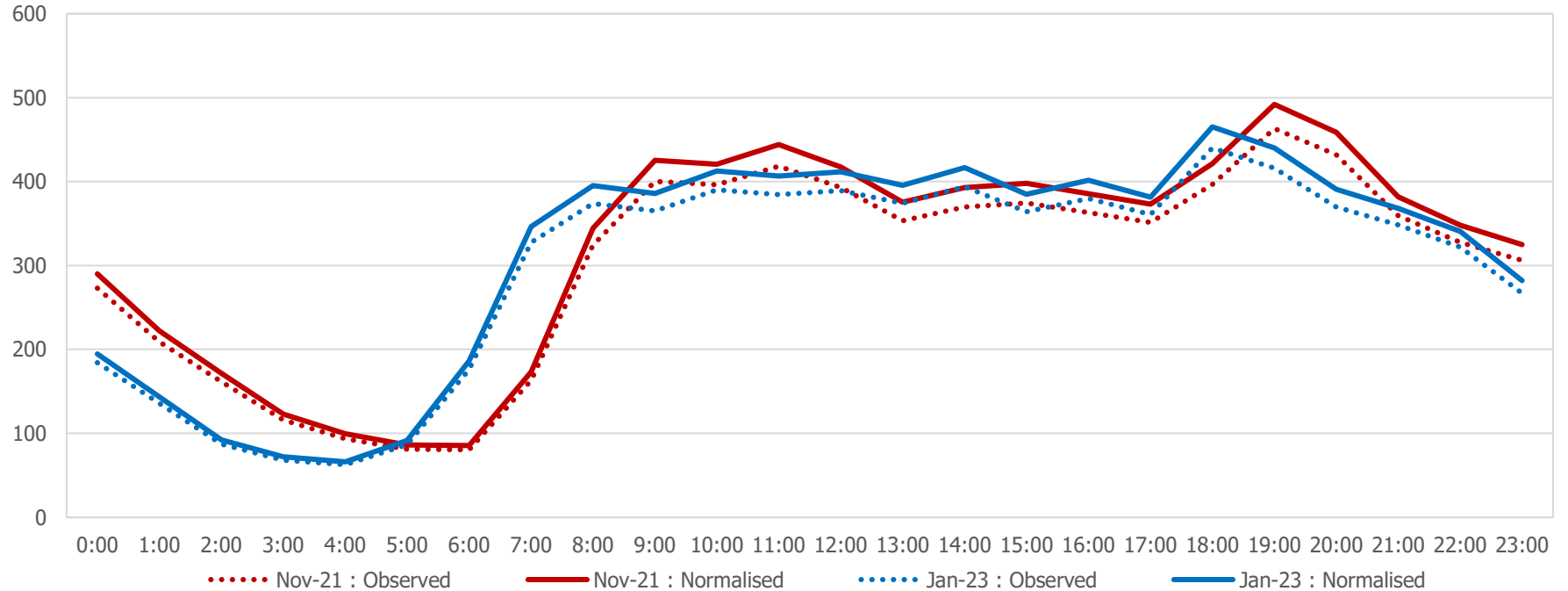
**Liverpool Road (North) : Average Flows by Stage**



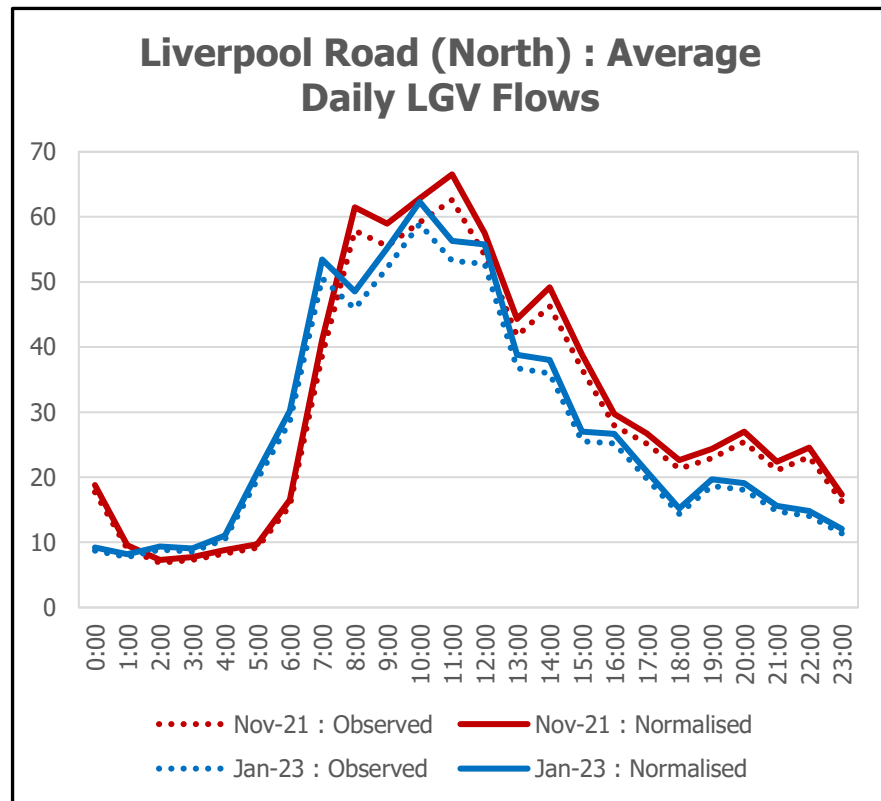
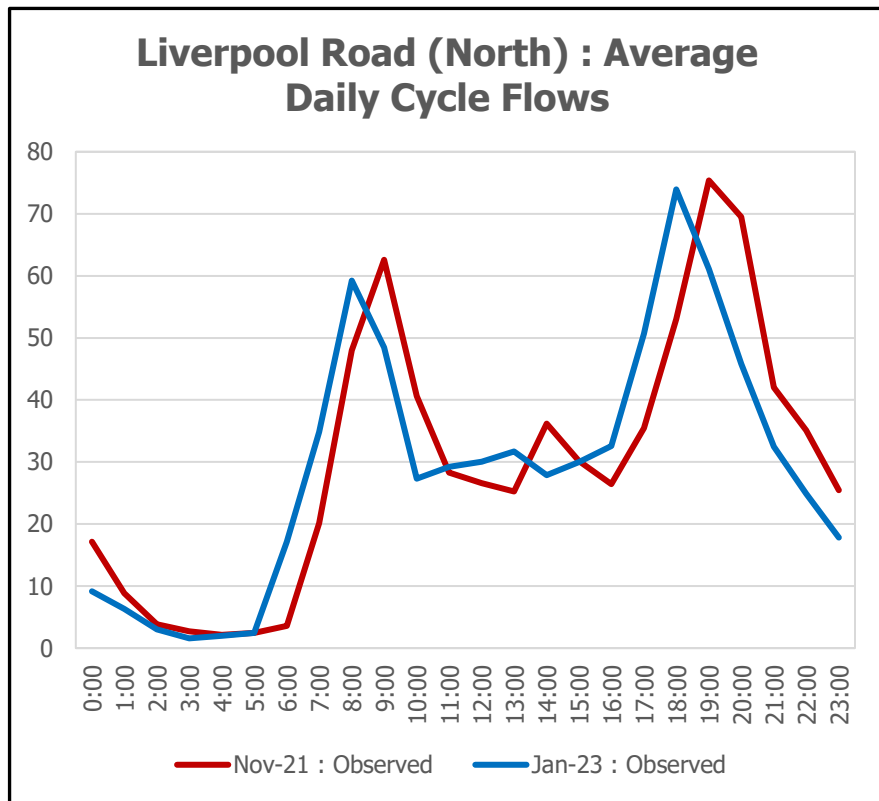


# Liverpool Road (North)

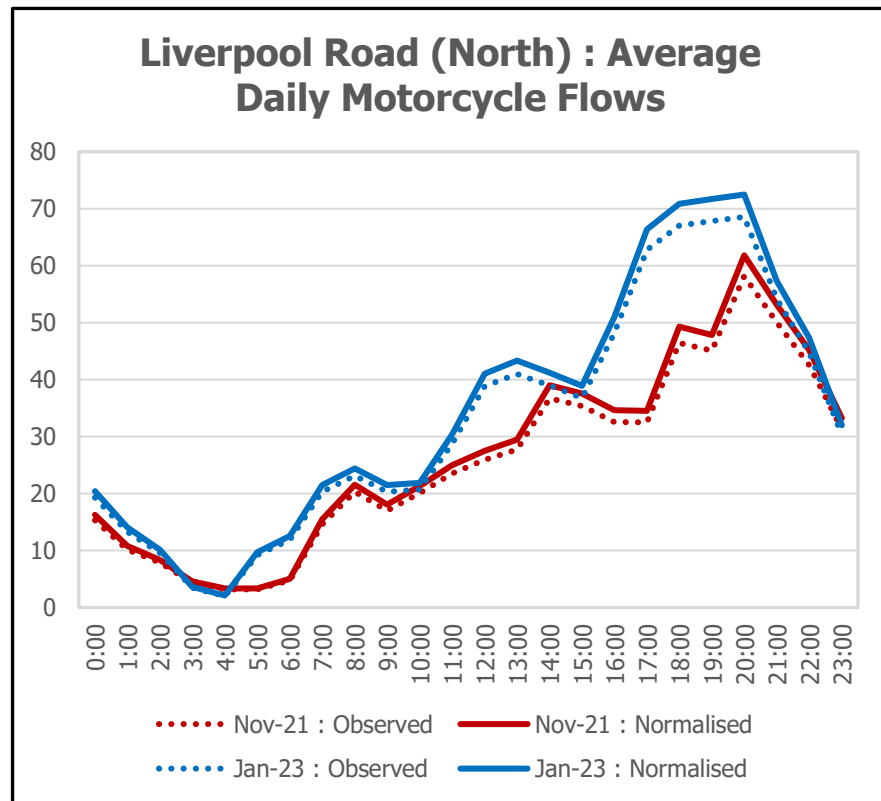
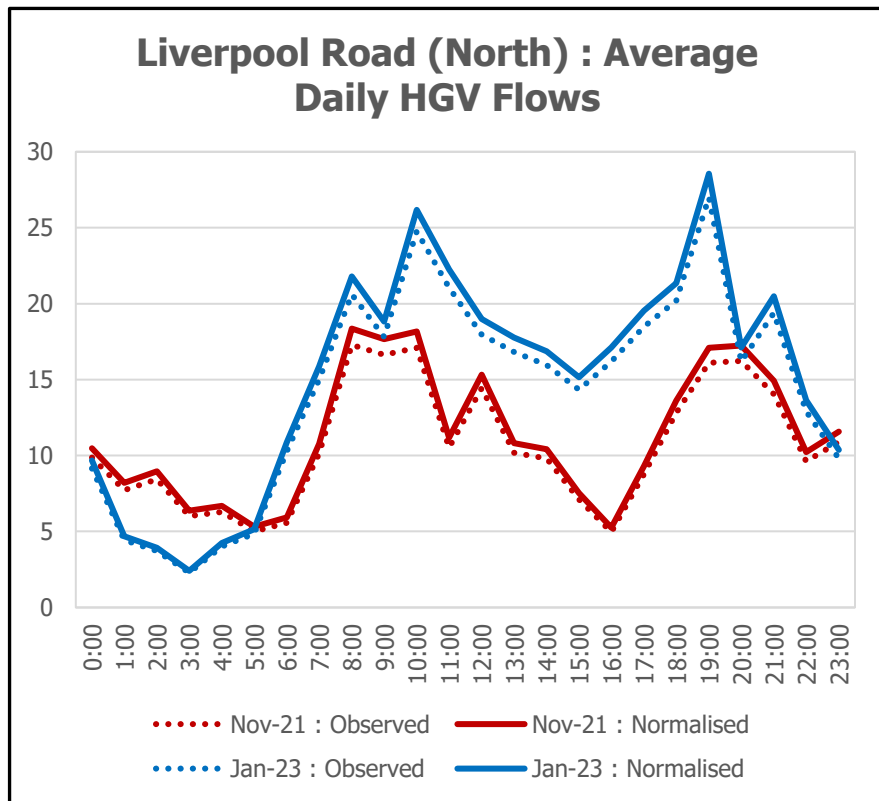
Liverpool Road (North) : Average Daily Car Flows



# Liverpool Road (North)



# Liverpool Road (North)



# Liverpool Road (North) (Summary Table)

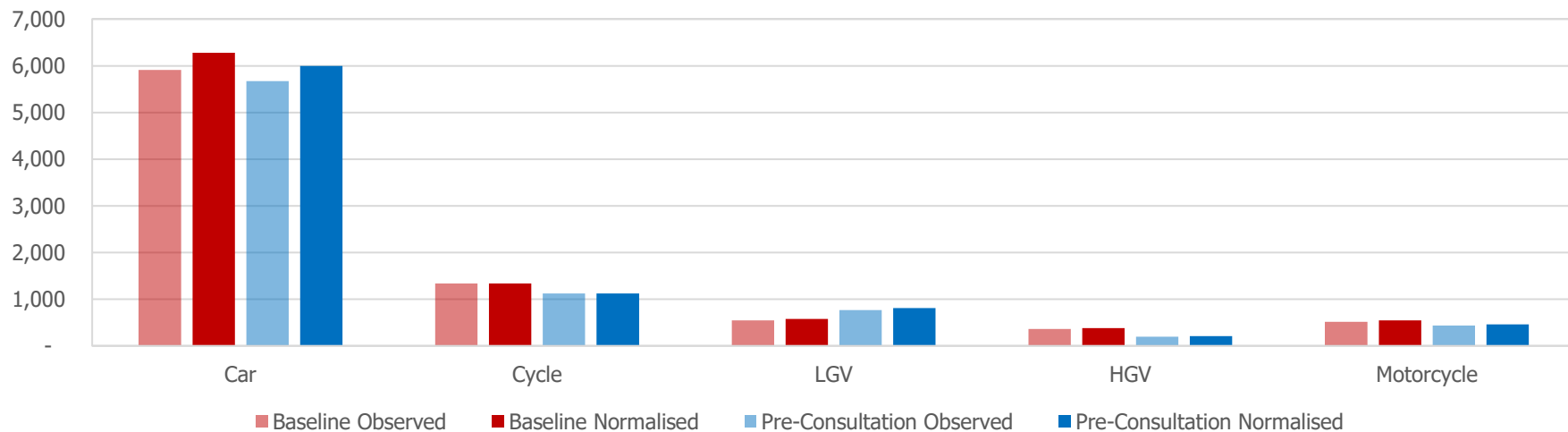
| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 8780            | <b>9326</b>       | 8831             | <b>9337</b>       | 51                            | <b>11</b>         | 1%                                | 0%                |
| Car                    | 7207            | <b>7655</b>       | 7067             | <b>7472</b>       | -140                          | <b>-183</b>       | -2%                               | -2%               |
| LGV                    | 710             | <b>754</b>        | 640              | <b>677</b>        | -70                           | <b>-77</b>        | -10%                              | <b>-10%</b>       |
| HGV                    | 255             | <b>271</b>        | 343              | <b>363</b>        | 88                            | <b>92</b>         | 35%                               | <b>34%</b>        |
| Motorcycle             | 608             | <b>646</b>        | 781              | <b>825</b>        | 173                           | <b>179</b>        | 28%                               | <b>28%</b>        |
| Cycle                  | <b>721</b>      |                   | <b>699</b>       |                   | <b>-22</b>                    |                   | -3%                               |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 17.3            | 16.9                    | -2%                       | 21.5                  | 20.9                    | -3%                       | 24%                 | 20%                     | -4%                       |

# Liverpool Road (South) (Daily Flows)

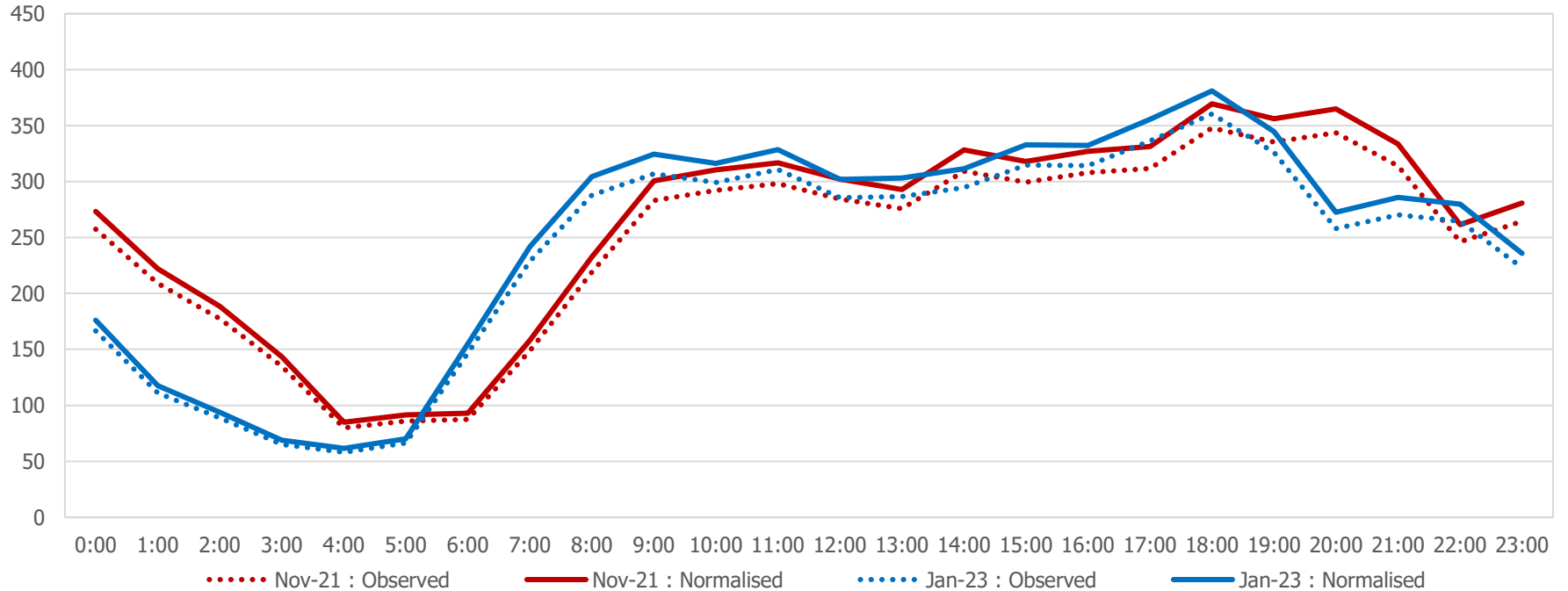
- The charts below and on the following pages show the normalised average daily flows on Liverpool Road (South), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.

**Liverpool Road (South) : Average Flows by Stage**

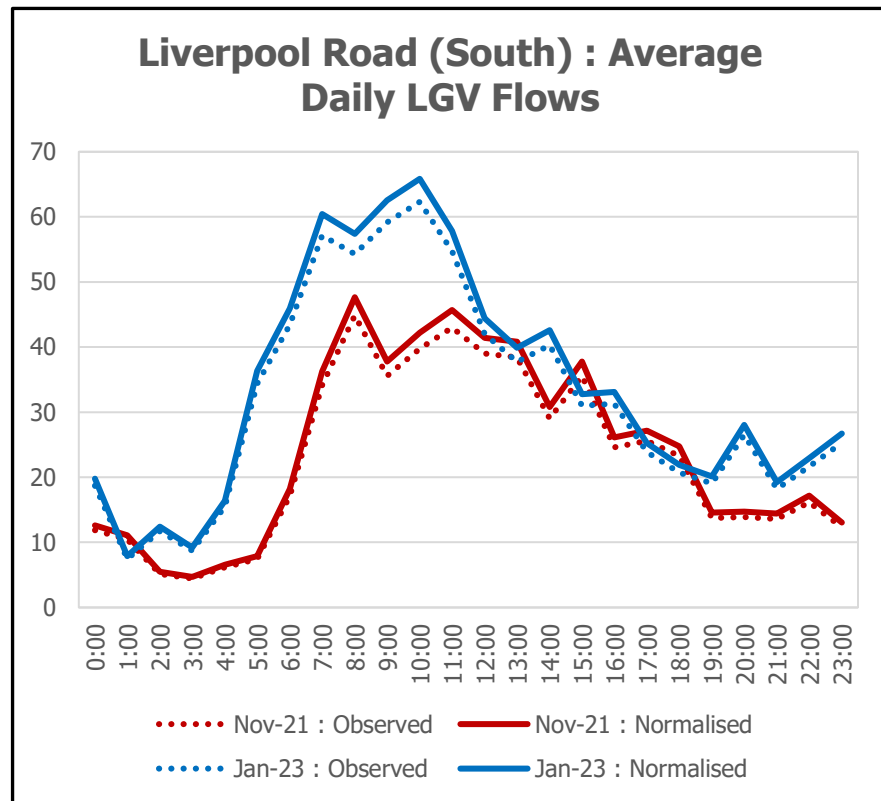
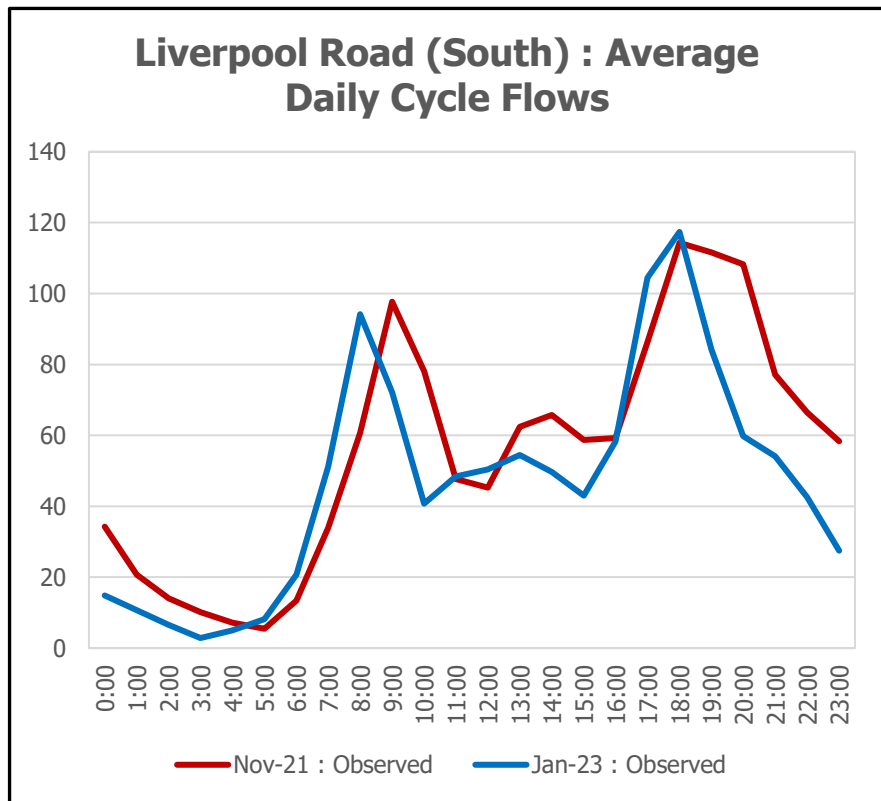


# Liverpool Road (South)

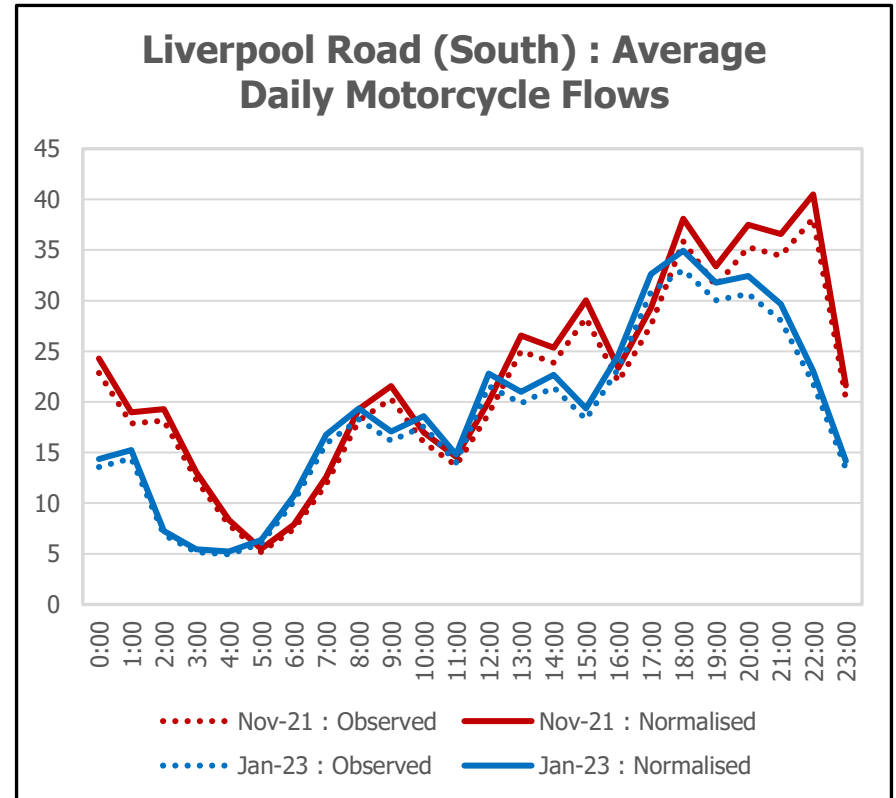
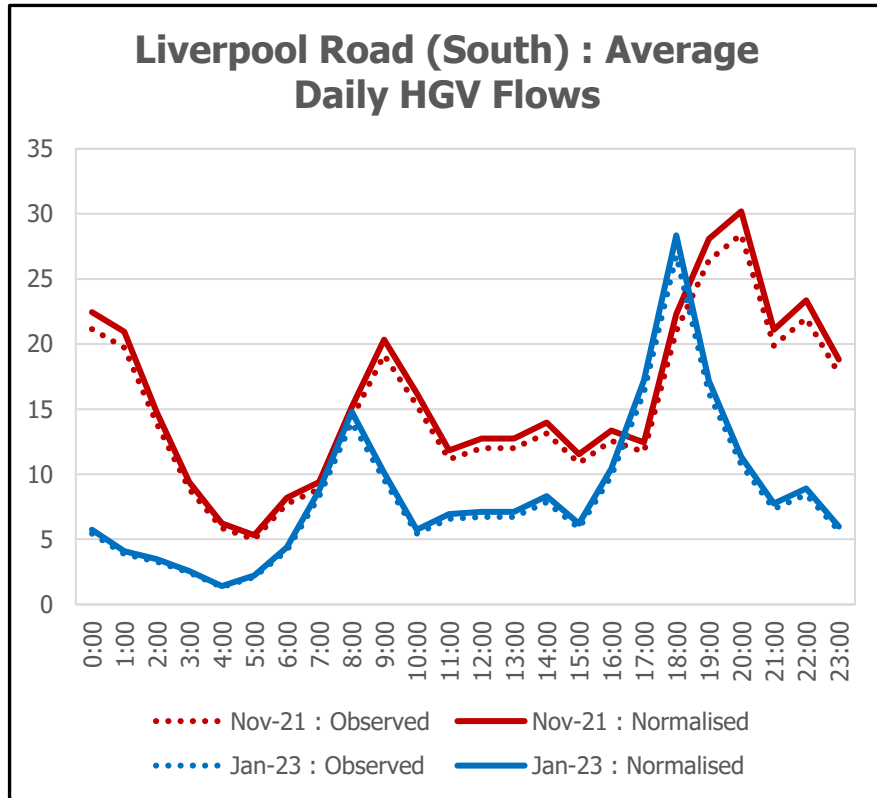
Liverpool Road (South) : Average Daily Car Flows



# Liverpool Road (South)



# Liverpool Road (South)





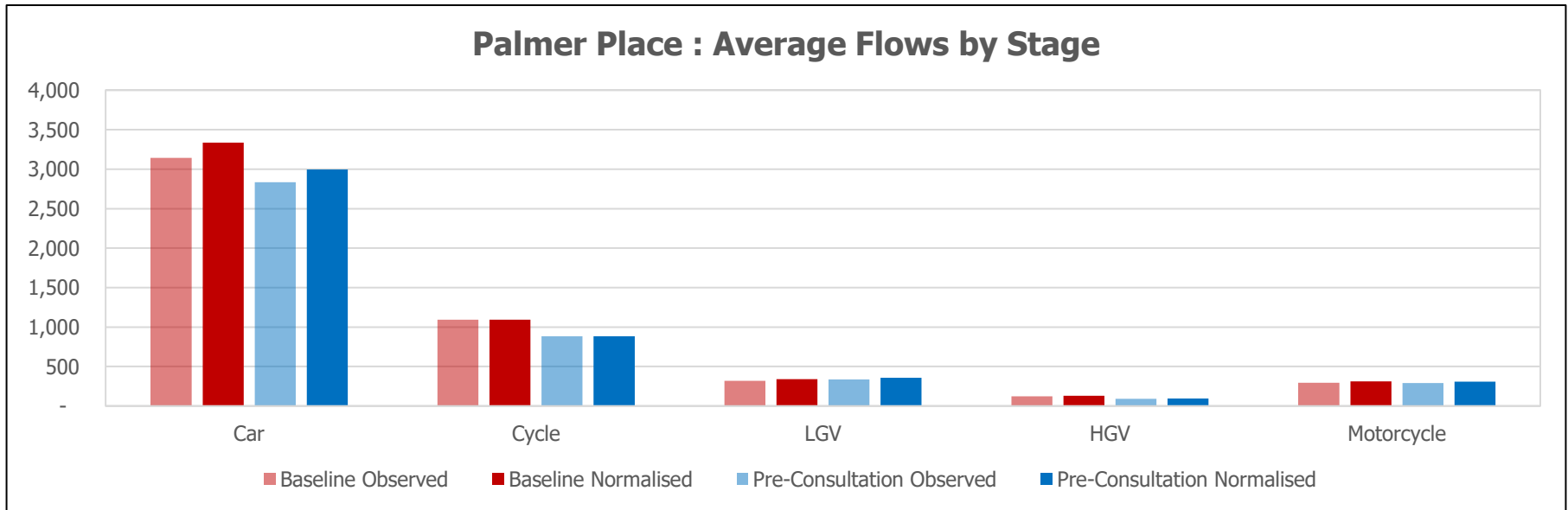
# Liverpool Road (South) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 7331            | <b>7785</b>       | 7066             | <b>7471</b>       | -265                          | <b>-314</b>       | -4%                               | -4%               |
| Car                    | 5914            | <b>6281</b>       | 5671             | <b>5996</b>       | -243                          | <b>-285</b>       | -4%                               | -5%               |
| LGV                    | 545             | <b>579</b>        | 765              | <b>809</b>        | 220                           | <b>230</b>        | 40%                               | <b>40%</b>        |
| HGV                    | 359             | <b>381</b>        | 195              | <b>206</b>        | -164                          | <b>-175</b>       | -46%                              | <b>-46%</b>       |
| Motorcycle             | 513             | <b>544</b>        | 435              | <b>460</b>        | -78                           | <b>-84</b>        | -15%                              | <b>-15%</b>       |
| Cycle                  | <b>1337</b>     |                   | <b>1121</b>      |                   | <b>-216</b>                   |                   | <b>-16%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 13.2            | 12.6                    | -5%                       | 17.1                  | 16.3                    | -5%                       | 5%                  | 3%                      | -2%                       |

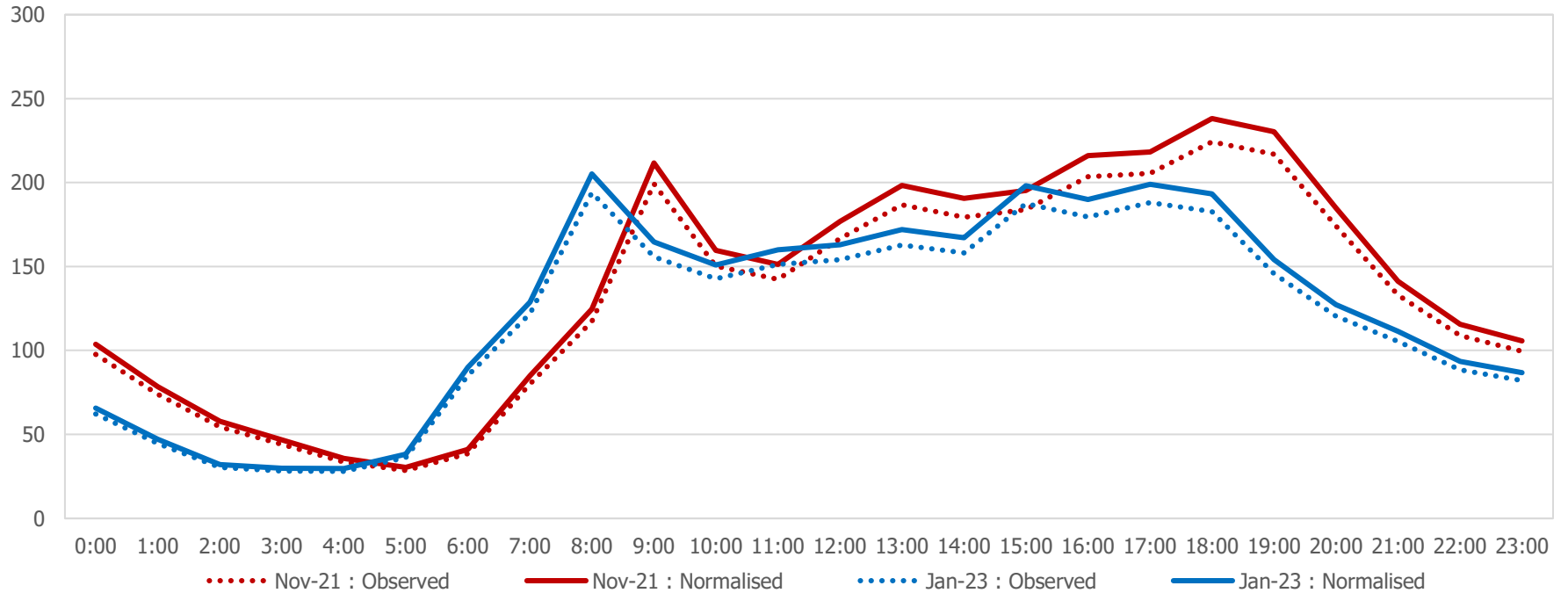
# Palmer Place (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on **Palmer Place**, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



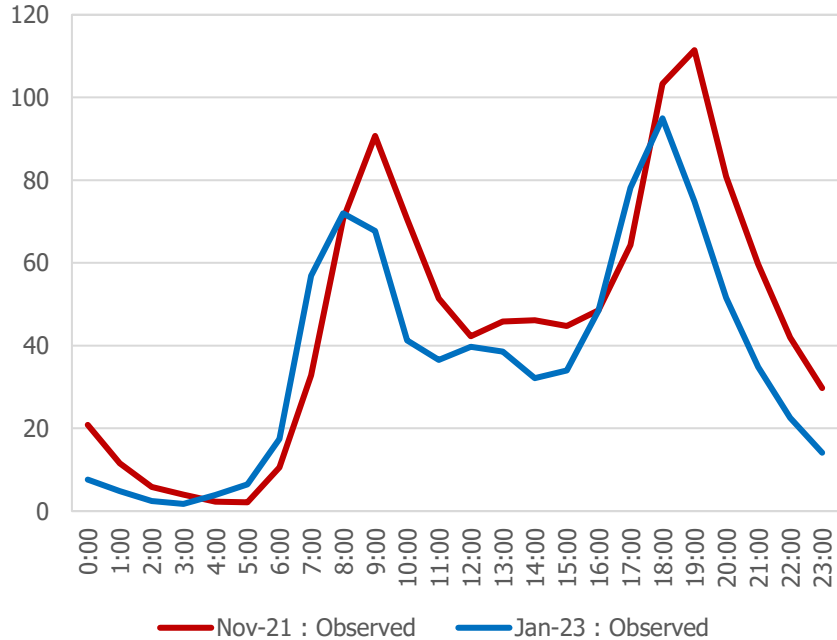
# Palmer Place

Palmer Place : Average Daily Car Flows

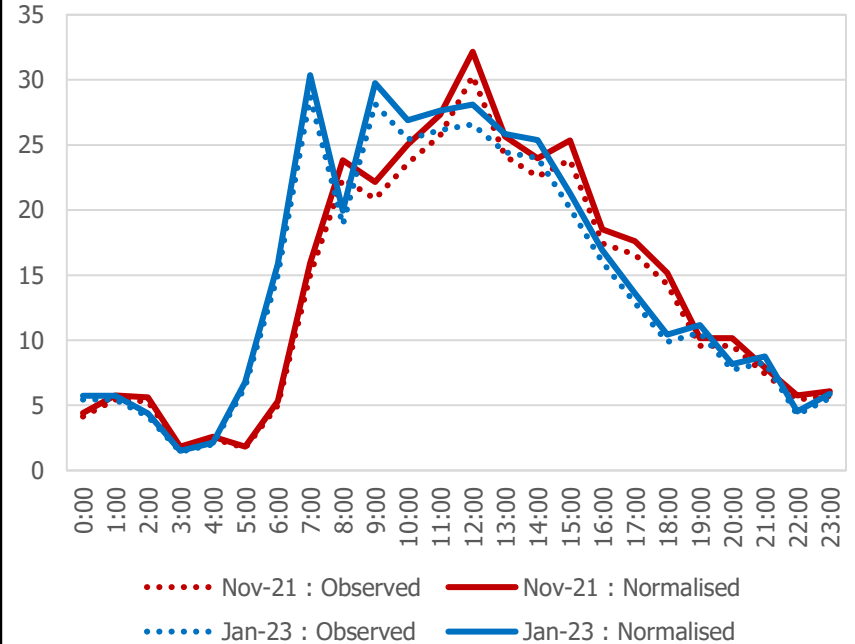


# Palmer Place

## Palmer Place : Average Daily Cycle Flows

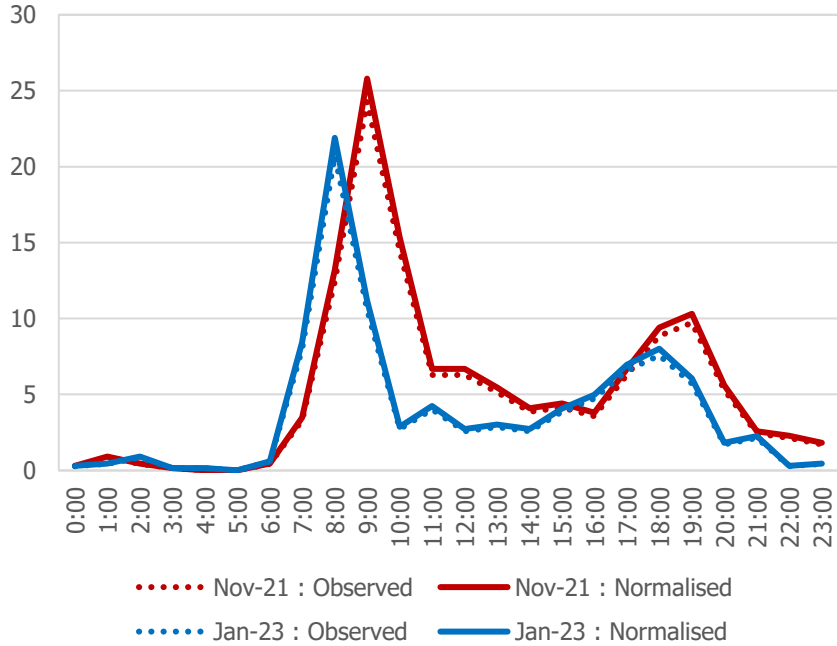


## Palmer Place : Average Daily LGV Flows

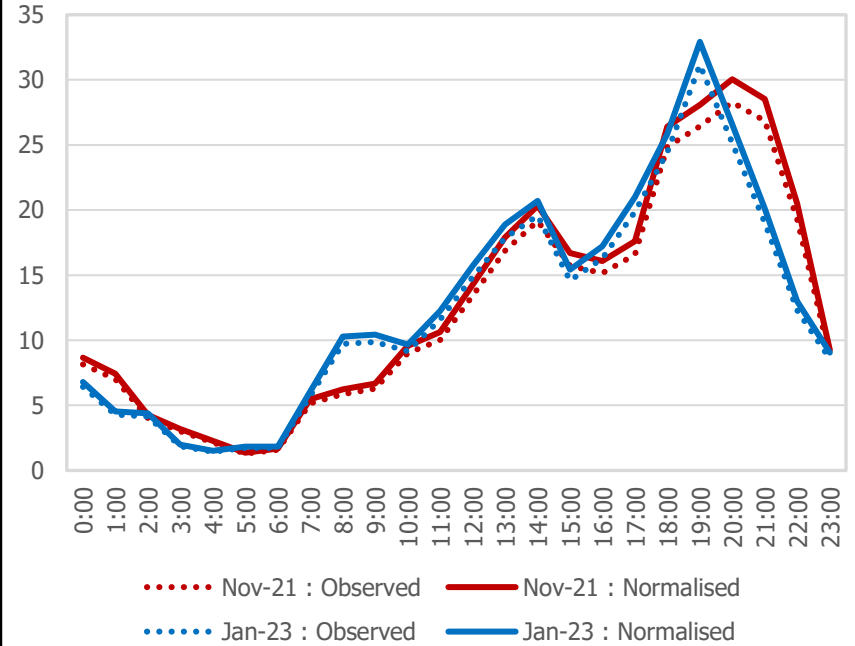


# Palmer Place

## Palmer Place : Average Daily HGV Flows



## Palmer Place : Average Daily Motorcycle Flows



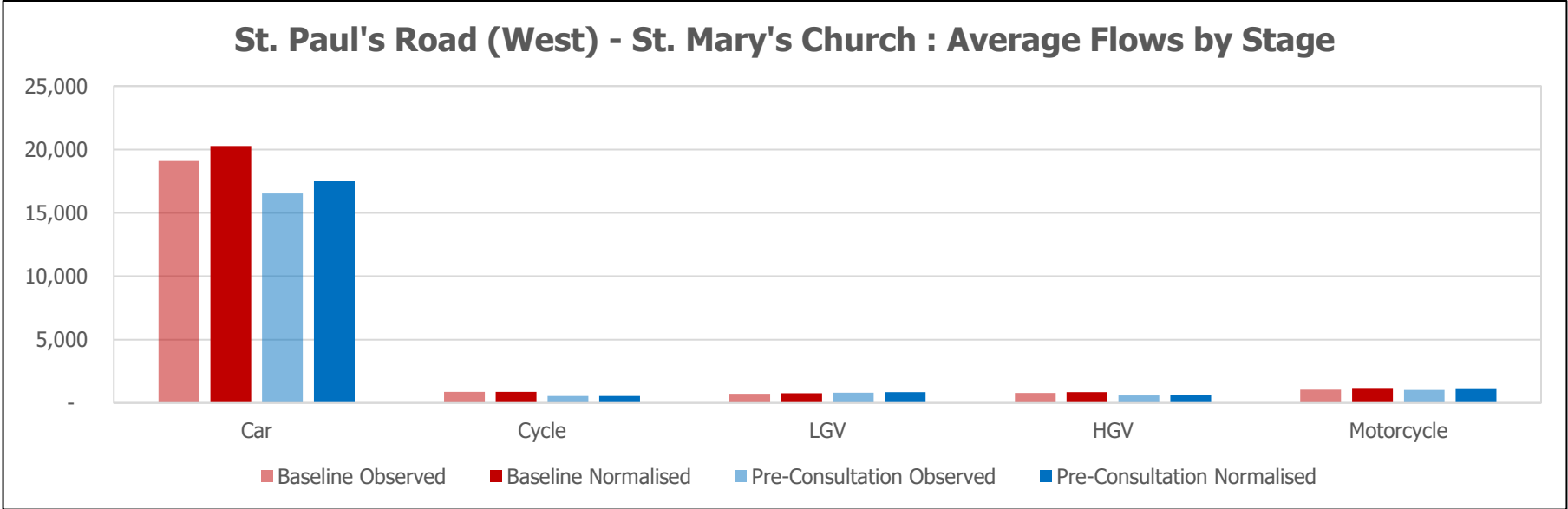
# Palmer Place (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 3879            | <b>4120</b>       | 3552             | <b>3757</b>       | -327                          | <b>-363</b>       | -8%                               | -9%               |
| Car                    | 3142            | <b>3337</b>       | 2835             | <b>2997</b>       | -307                          | <b>-340</b>       | -10%                              | <b>-10%</b>       |
| LGV                    | 320             | <b>340</b>        | 337              | <b>357</b>        | 17                            | <b>17</b>         | 5%                                | 5%                |
| HGV                    | 122             | <b>130</b>        | 89               | <b>95</b>         | -33                           | <b>-35</b>        | -27%                              | <b>-27%</b>       |
| Motorcycle             | 295             | <b>313</b>        | 291              | <b>308</b>        | -4                            | <b>-5</b>         | -1%                               | -2%               |
| Cycle                  | <b>1092</b>     |                   | <b>883</b>       |                   | <b>-209</b>                   |                   | <b>-19%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 14.5            | 14.2                    | -2%                       | 18.3                  | 17.9                    | -2%                       | 7%                  | 6%                      | -1%                       |

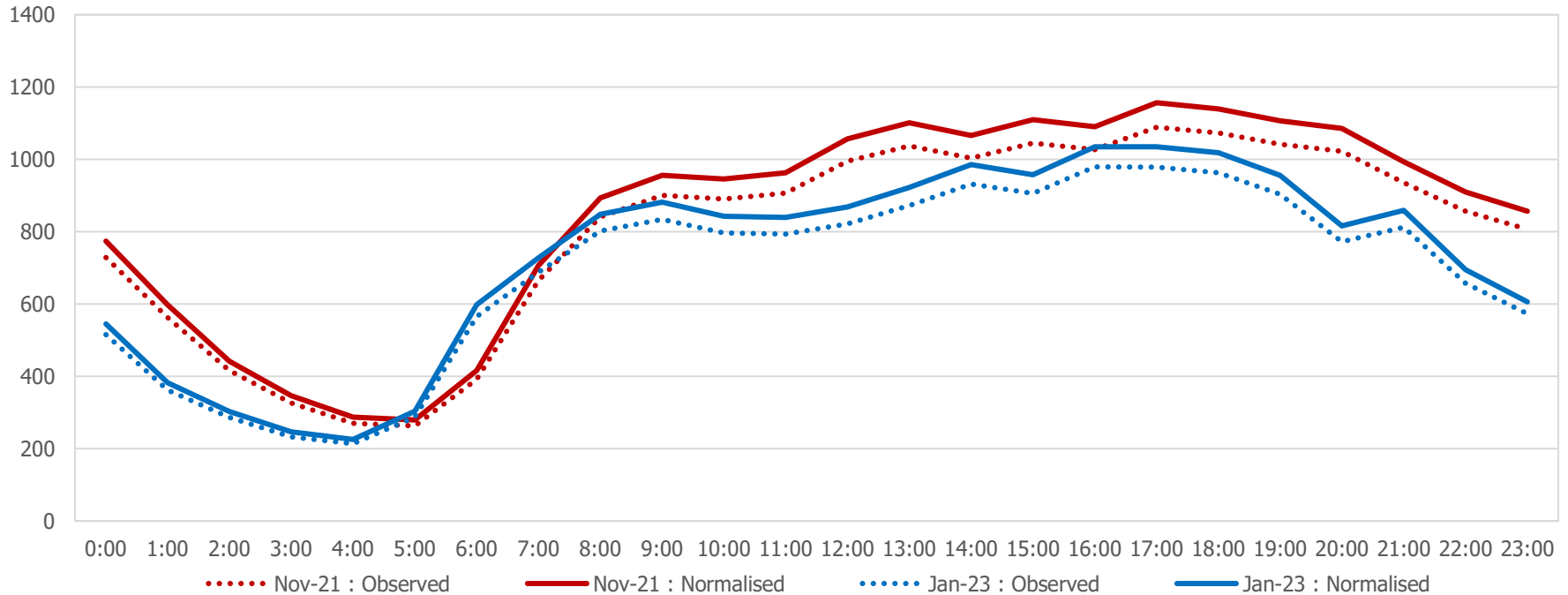
# St. Paul's Road (West) (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on St. Paul's Road (West), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



# St. Paul's Road (West)

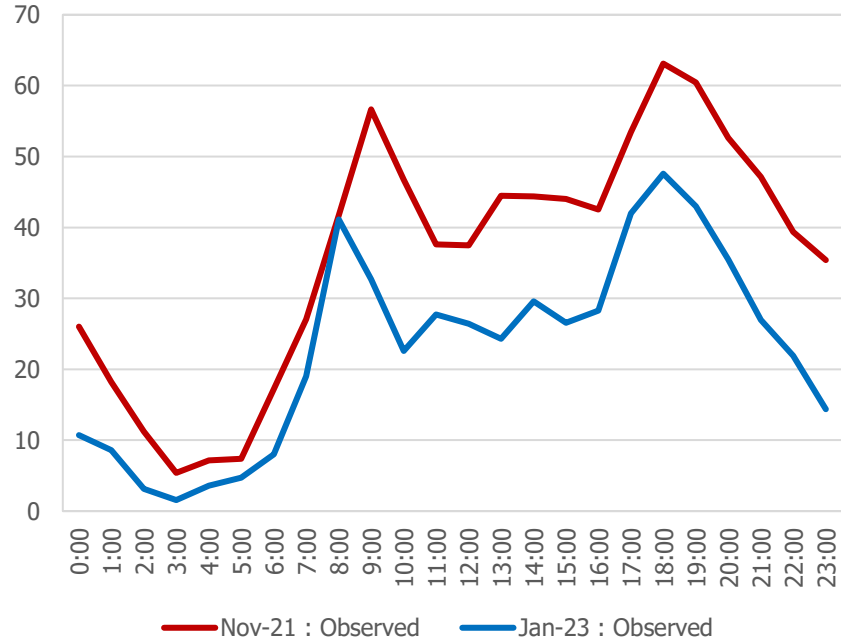
St. Paul's Road (West) - St. Mary's Church : Average Daily Car Flows



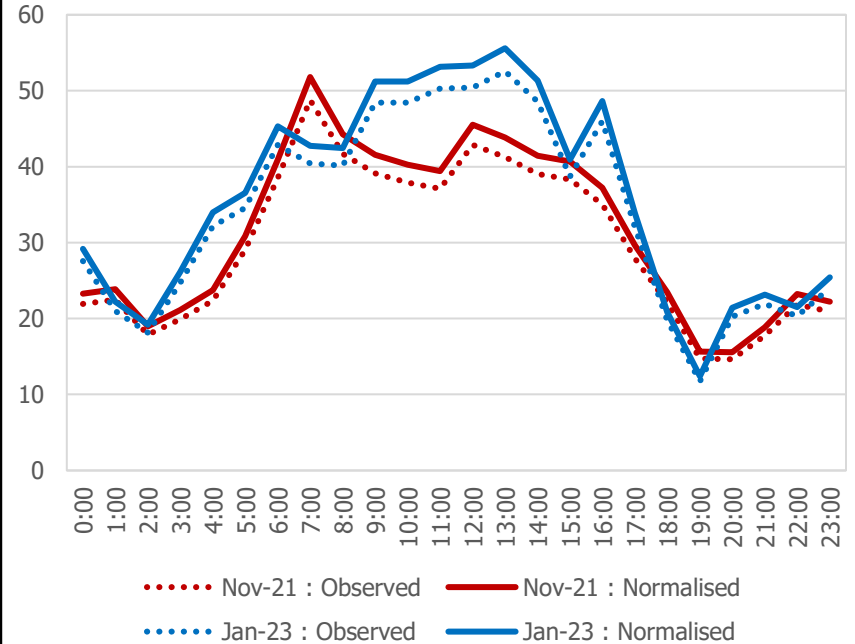


# St. Paul's Road (West)

## St. Paul's Road (West) - St. Mary's Church : Average Daily Cycle Flows

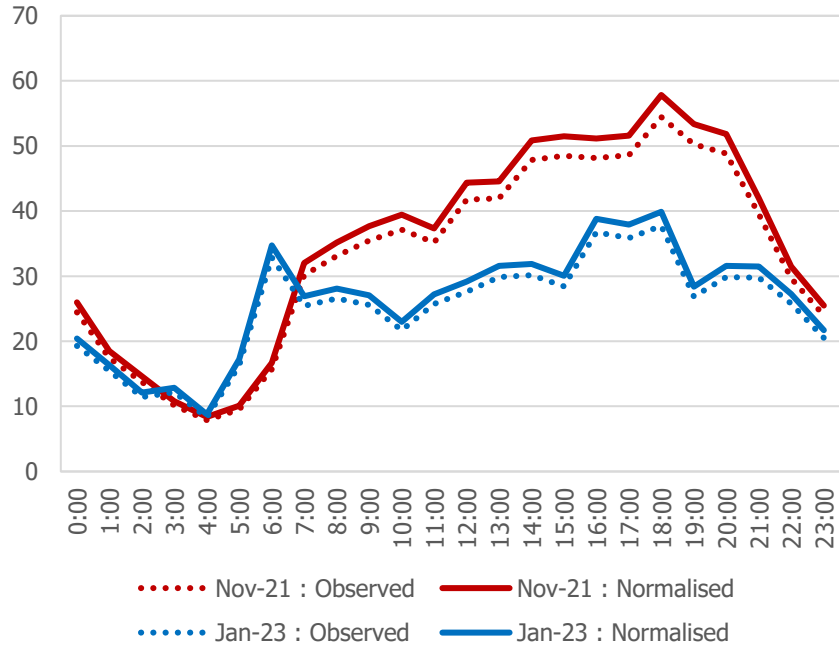


## St. Paul's Road (West) - St. Mary's Church : Average Daily LGV Flows

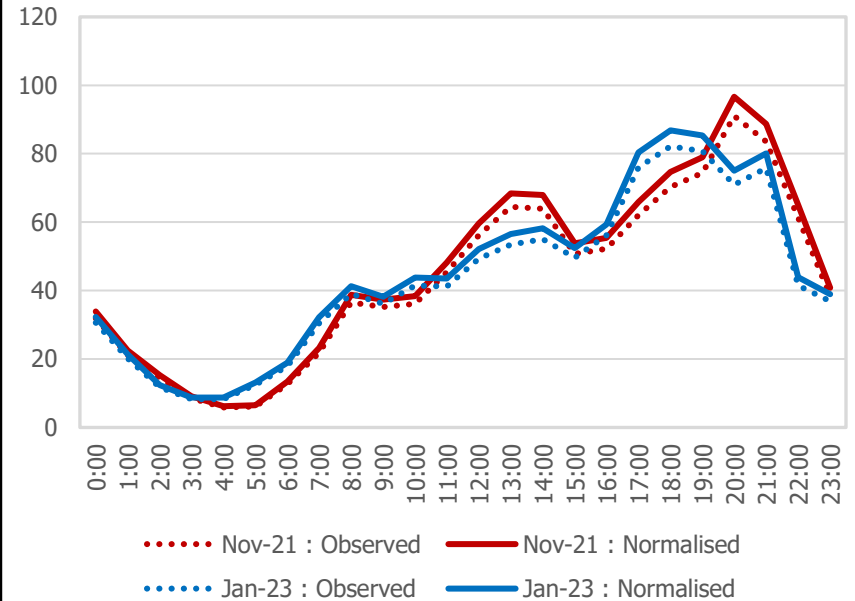


# St. Paul's Road (West)

## St. Paul's Road (West) - St. Mary's Church : Average Daily HGV Flows



## St. Paul's Road (West) - St. Mary's Church : Average Daily Motorcycle Flows



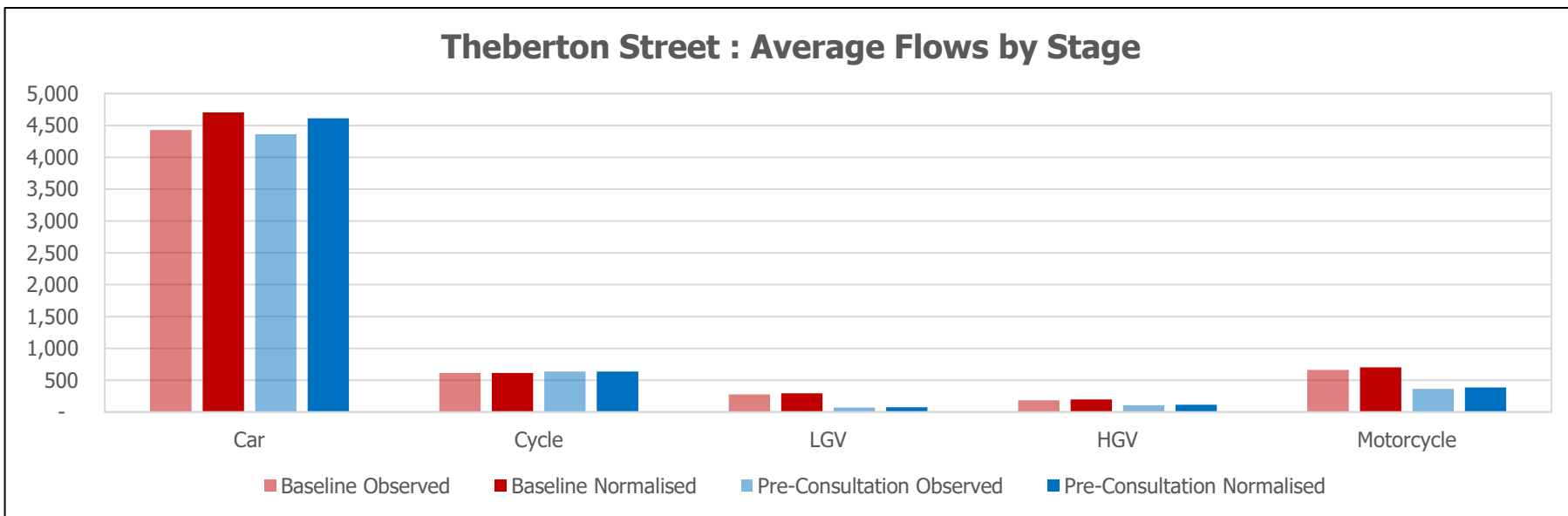
# St. Paul's Road (West) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 21642           | <b>22986</b>      | 18984            | <b>20073</b>      | -2658                         | <b>-2913</b>      | -12%                              | <b>-13%</b>       |
| Car                    | 19092           | <b>20278</b>      | 16544            | <b>17493</b>      | -2548                         | <b>-2785</b>      | -13%                              | <b>-14%</b>       |
| LGV                    | 713             | <b>757</b>        | 815              | <b>862</b>        | 102                           | <b>105</b>        | 14%                               | <b>14%</b>        |
| HGV                    | 793             | <b>842</b>        | 600              | <b>634</b>        | -193                          | <b>-208</b>       | -24%                              | <b>-25%</b>       |
| Motorcycle             | 1044            | <b>1109</b>       | 1025             | <b>1084</b>       | -19                           | <b>-25</b>        | -2%                               | -2%               |
| Cycle                  | <b>867</b>      |                   | <b>550</b>       |                   | <b>-317</b>                   |                   | <b>-37%</b>                       |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 14.2            | 14.5                    | 2%                        | 18.9                  | 19.1                    | 1%                        | 11%                 | 12%                     | 1%                        |

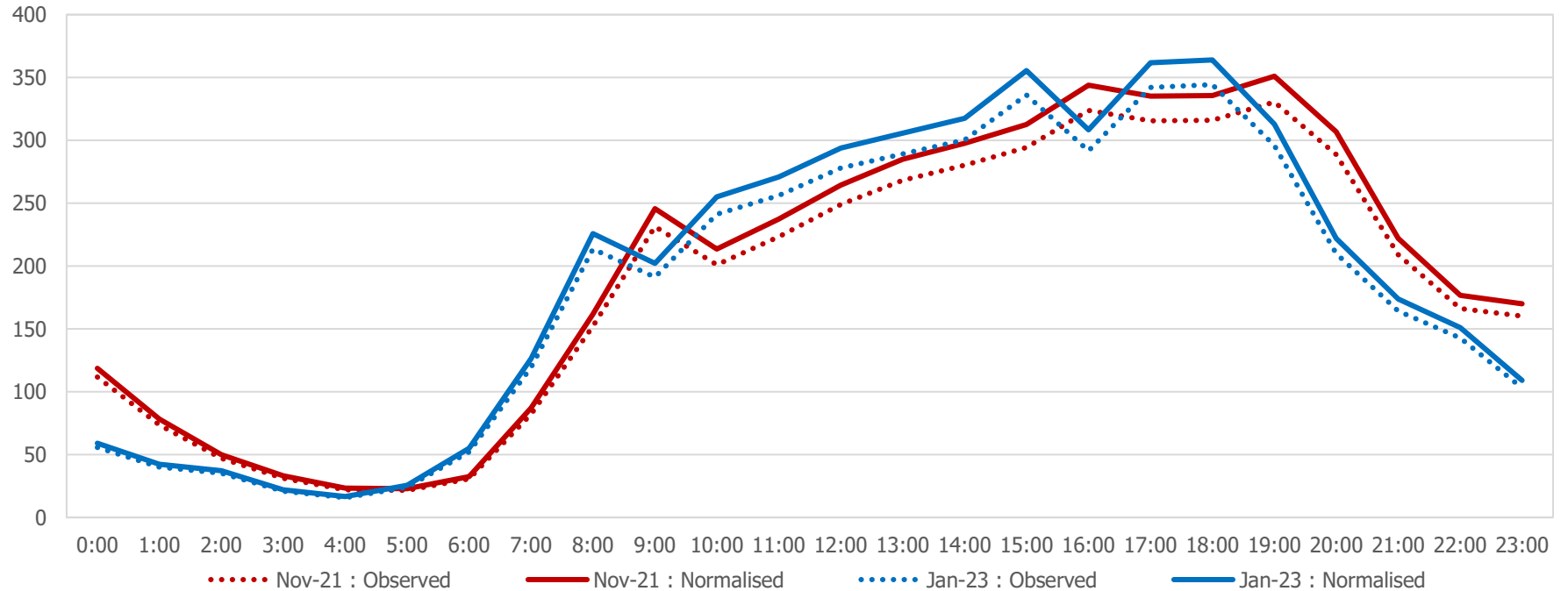
# Theberton Street (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Theberton Street, with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



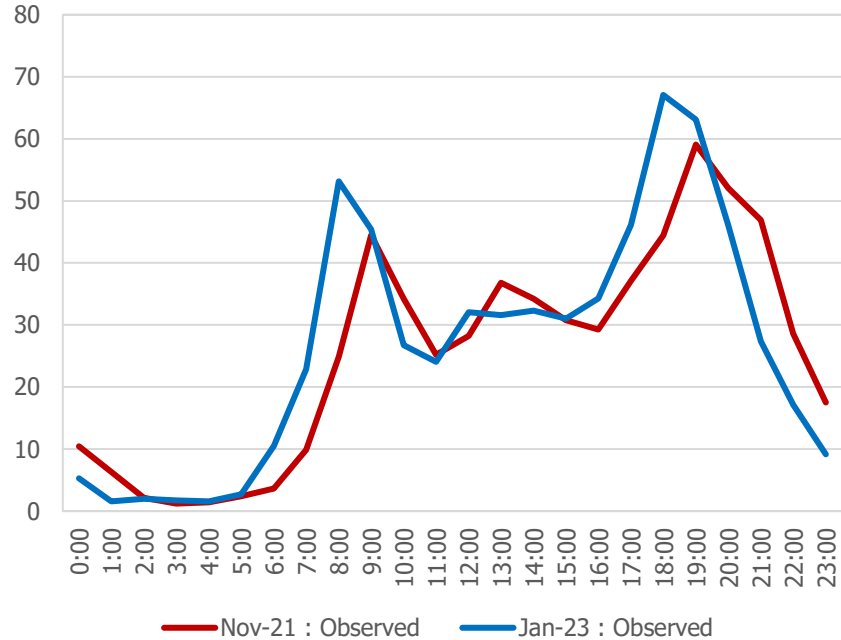
# Theberton Street

Theberton Street : Average Daily Car Flows

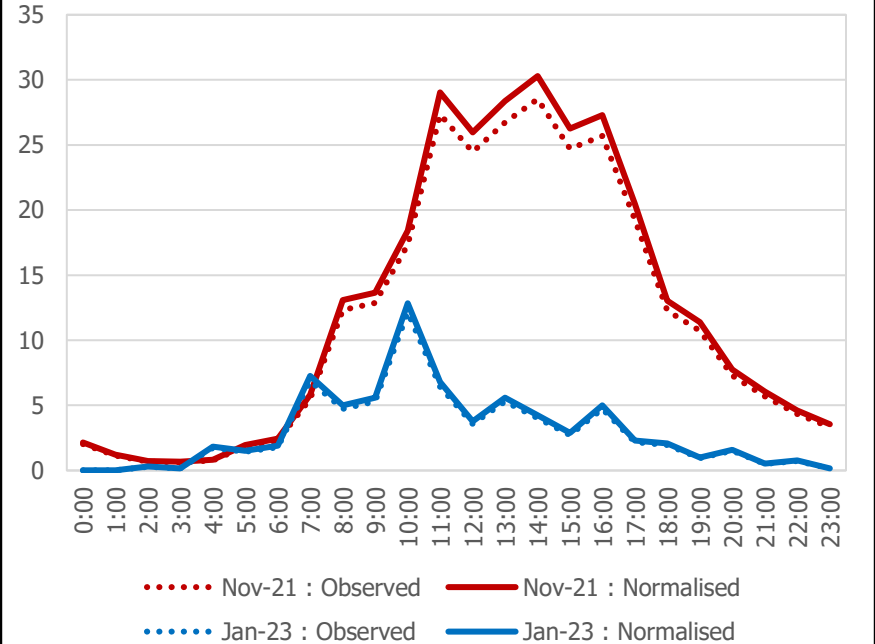


# Theberton Street

## Theberton Street : Average Daily Cycle Flows

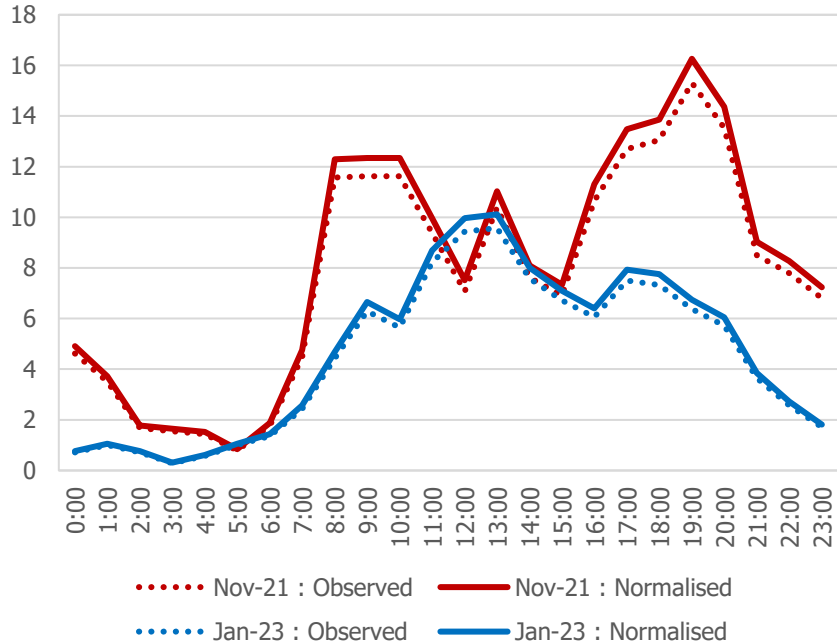


## Theberton Street : Average Daily LGV Flows

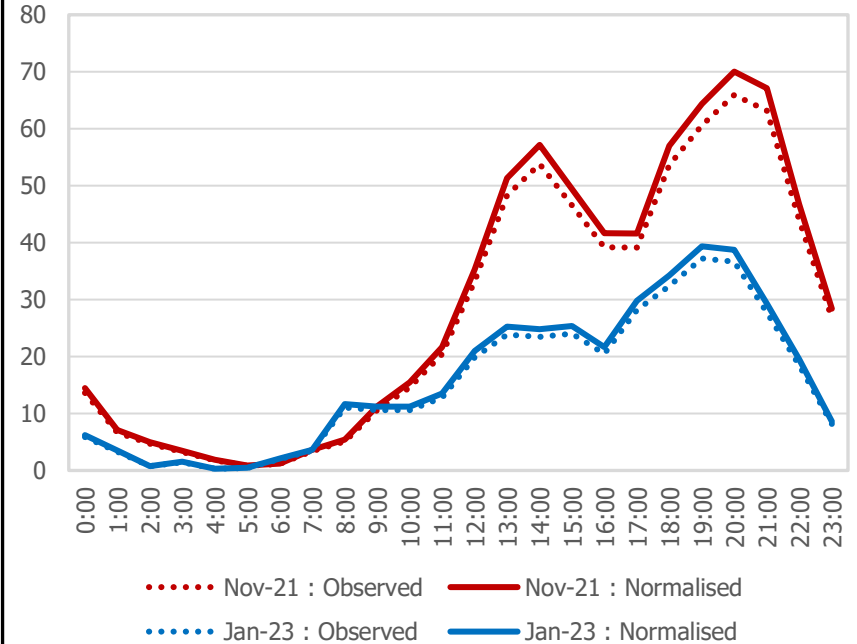


# Theberton Street

## Theberton Street : Average Daily HGV Flows



## Theberton Street : Average Daily Motorcycle Flows



# Theberton Street (Summary Table)

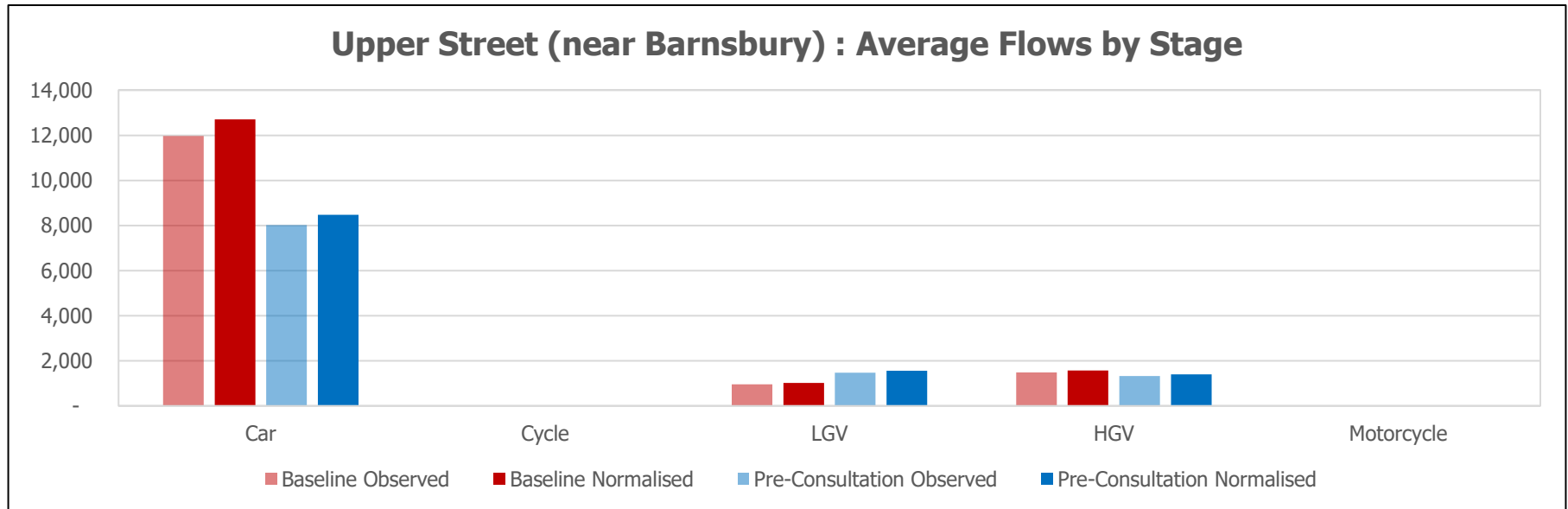
| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 5551            | <b>5896</b>       | 4901             | <b>5181</b>       | -650                          | <b>-715</b>       | -12%                              | <b>-12%</b>       |
| Car                    | 4429            | <b>4704</b>       | 4362             | <b>4612</b>       | -67                           | <b>-92</b>        | -2%                               | -2%               |
| LGV                    | 278             | <b>295</b>        | 69               | <b>73</b>         | -209                          | <b>-222</b>       | -75%                              | <b>-75%</b>       |
| HGV                    | 184             | <b>196</b>        | 107              | <b>113</b>        | -77                           | <b>-83</b>        | -42%                              | <b>-42%</b>       |
| Motorcycle             | 660             | <b>701</b>        | 363              | <b>383</b>        | -297                          | <b>-318</b>       | -45%                              | <b>-45%</b>       |
| Cycle                  | <b>611</b>      |                   | <b>635</b>       |                   | <b>24</b>                     |                   | 4%                                |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 18.3            | 17.7                    | -3%                       | 22.7                  | 21.1                    | -7%                       | 31%                 | 22%                     | -9%                       |



# Upper Street (near Barnsbury) (Daily Flows)

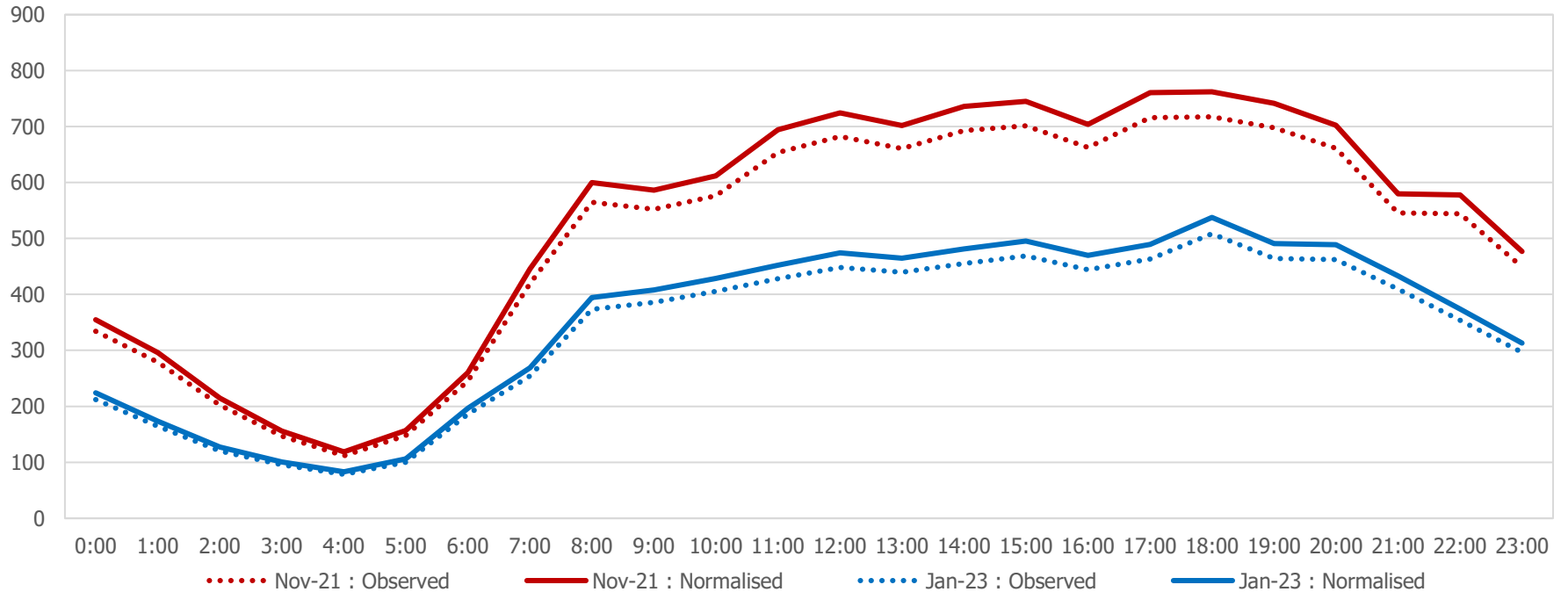
- The charts below and on the following pages show the normalised average daily flows on Upper Street (near Barnsbury), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



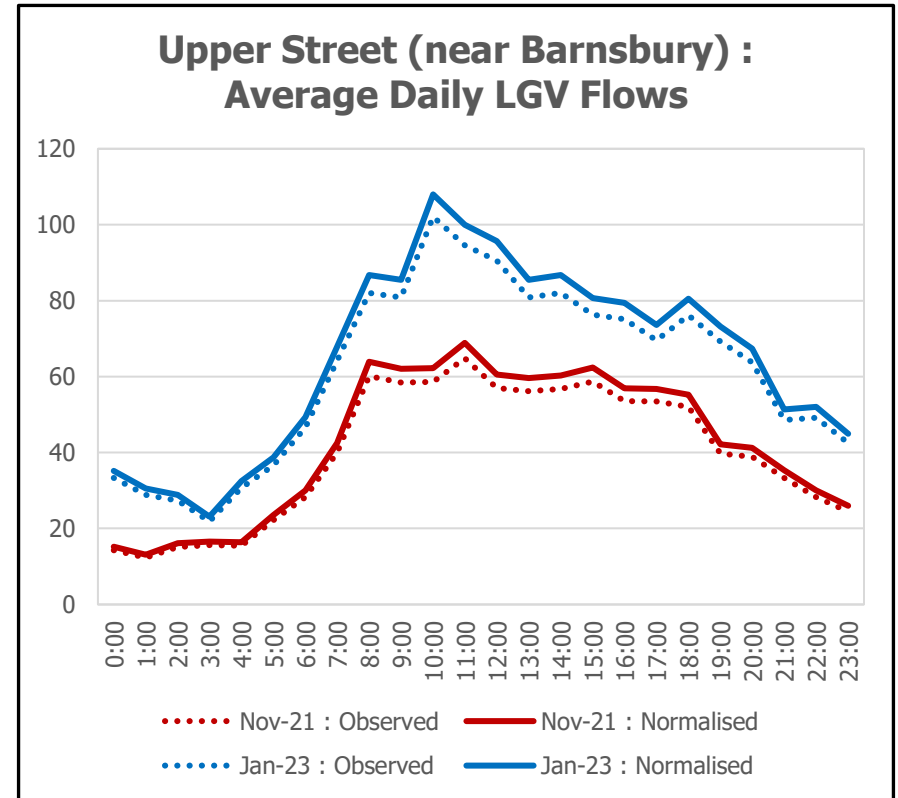
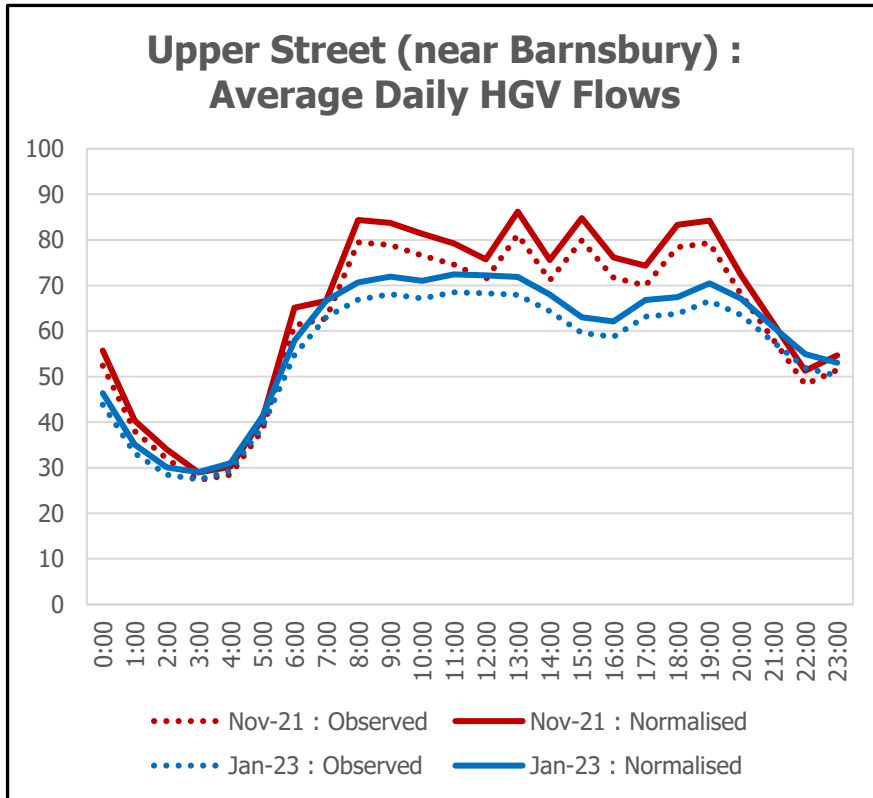
\*It is noted that data capture was not possible for two-wheelers at this site due to the survey being undertaken by radar

# Upper Street (near Barnsbury)

Upper Street (near Barnsbury) : Average Daily Car Flows



# Upper Street (near Barnsbury)



\*It is noted that data capture was not possible for two-wheelers at this site due to the survey being undertaken by radar

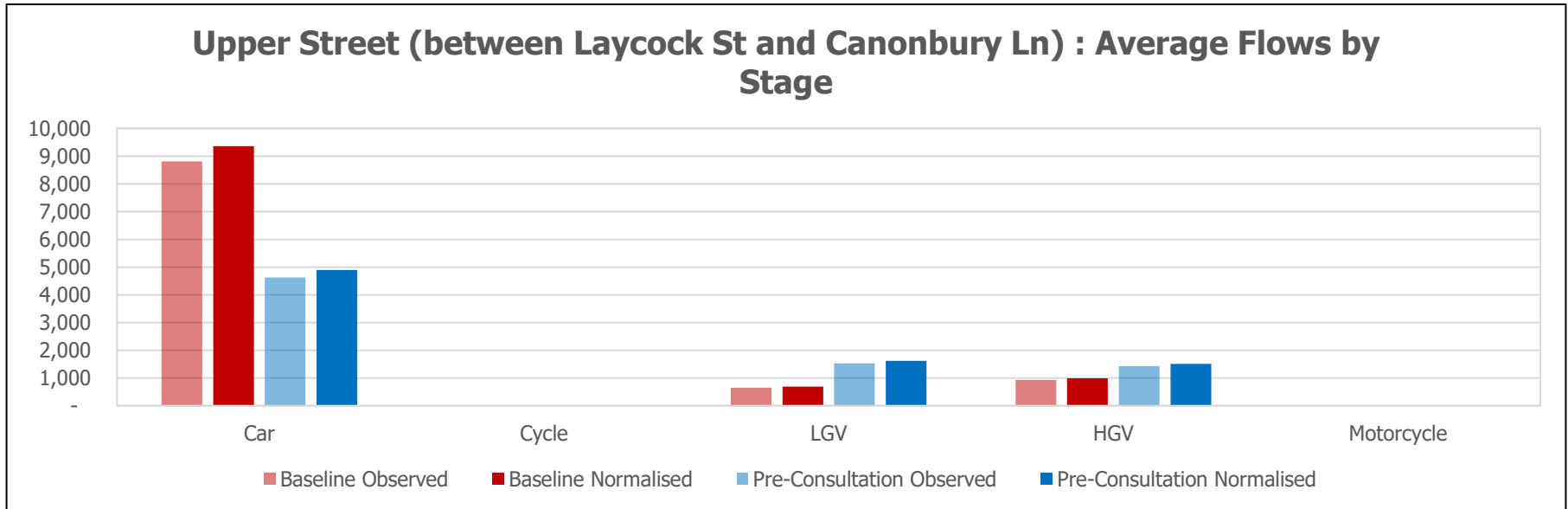
# Upper Street (near Barnsbury) (Summary Table)

| Vehicle Flows          | Baseline             |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|----------------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i>      | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 14400                | <b>15295</b>      | 10815            | <b>11434</b>      | -3585                         | <b>-3861</b>      | -25%                              | <b>-25%</b>       |
| Car                    | 11964                | <b>12707</b>      | 8017             | <b>8476</b>       | -3947                         | <b>-4231</b>      | -33%                              | <b>-33%</b>       |
| LGV                    | 957                  | <b>1017</b>       | 1473             | <b>1557</b>       | 516                           | <b>540</b>        | 54%                               | <b>53%</b>        |
| HGV                    | 1479                 | <b>1571</b>       | 1325             | <b>1401</b>       | -154                          | <b>-170</b>       | -10%                              | <b>-11%</b>       |
| Motorcycle             | No data – radar site |                   |                  |                   |                               |                   |                                   |                   |
| Cycle                  | No data – radar site |                   |                  |                   |                               |                   |                                   |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 17.8            | 15.8                    | <b>-11%</b>               | 22.1                  | 20.3                    | -8%                       | 26%                 | 17%                     | -9%                       |

# Upper Street (near Laycock Street) (Daily Flows)

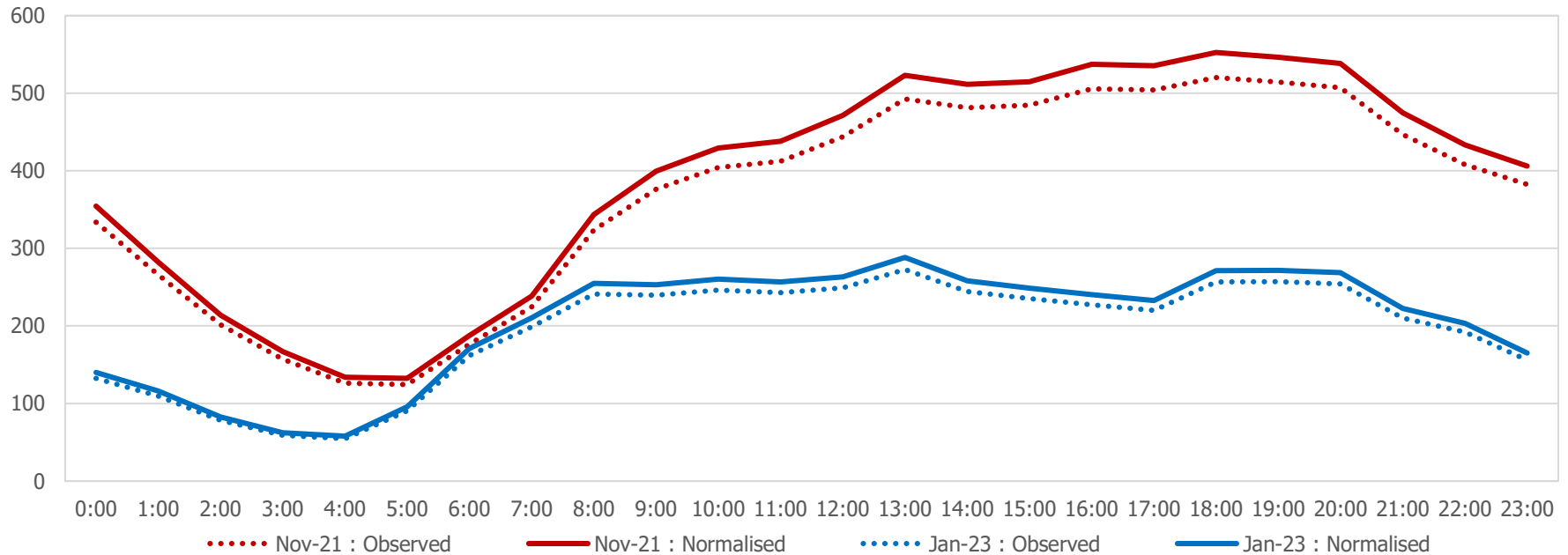
- The charts below and on the following pages show the normalised average daily flows on Upper Street (near Laycock Street), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



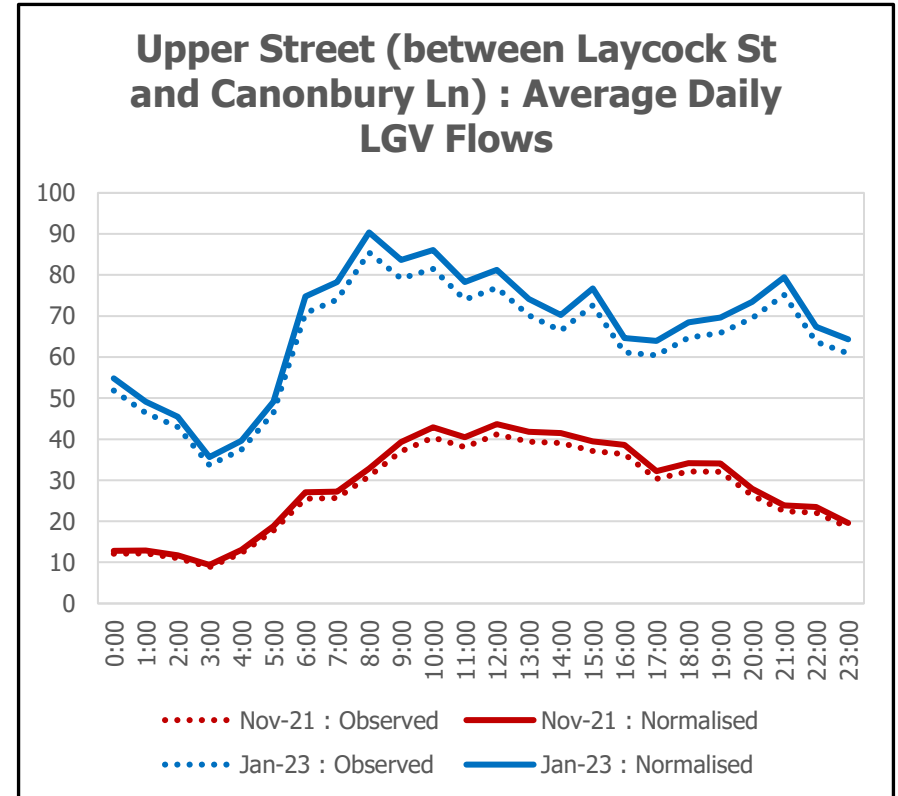
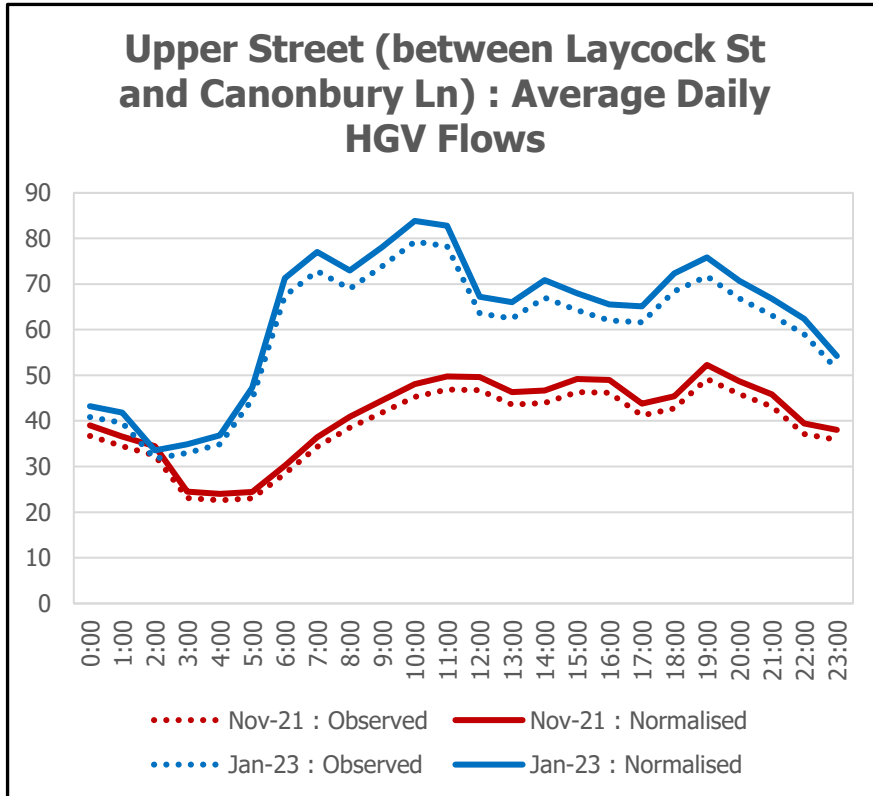
\*It is noted that data capture was not possible for two-wheelers at this site due to the survey being undertaken by radar

# Upper Street (near Laycock Street)

Upper Street (between Laycock St and Canonbury Ln) : Average Daily Car Flows



# Upper Street (near Laycock Street)



\*It is noted that data capture was not possible for two-wheelers at this site due to the survey being undertaken by radar

# Upper Street (near Laycock Street) (Summary Table)

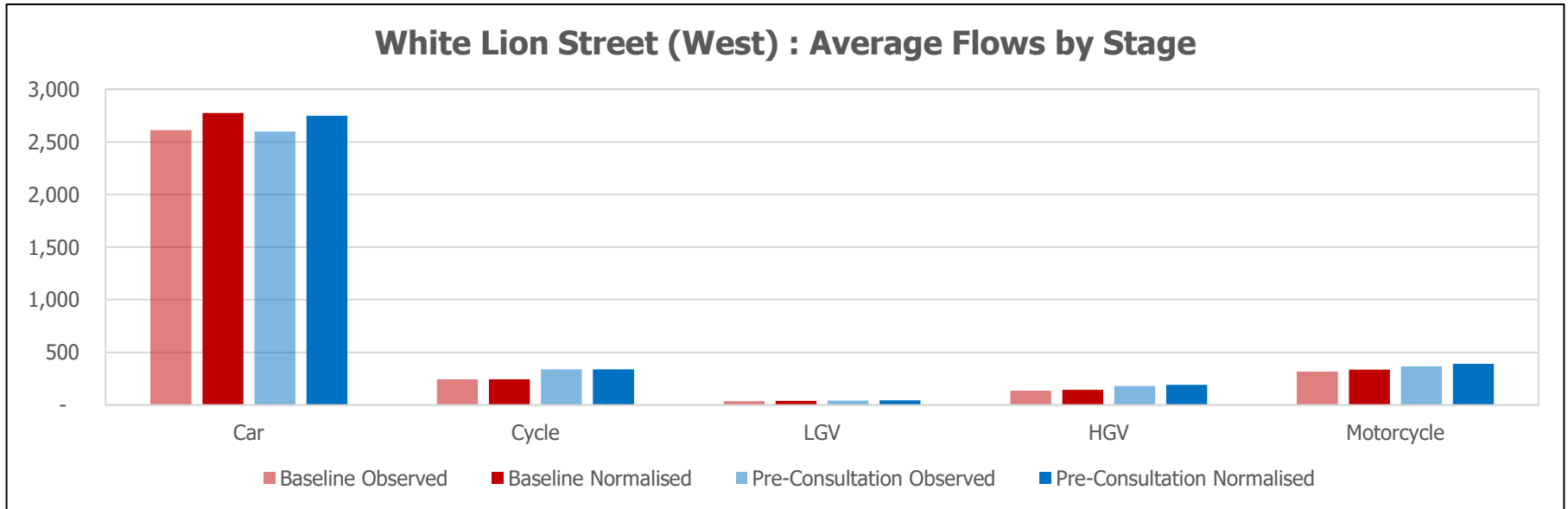
| Vehicle Flows          | Baseline             |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|----------------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i>      | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 10394                | <b>11041</b>      | 7587             | <b>8022</b>       | -2807                         | <b>-3019</b>      | -27%                              | <b>-27%</b>       |
| Car                    | 8817                 | <b>9365</b>       | 4629             | <b>4894</b>       | -4188                         | <b>-4471</b>      | -47%                              | <b>-48%</b>       |
| LGV                    | 648                  | <b>689</b>        | 1531             | <b>1619</b>       | 883                           | <b>930</b>        | 136%                              | <b>135%</b>       |
| HGV                    | 929                  | <b>987</b>        | 1427             | <b>1509</b>       | 498                           | <b>522</b>        | 54%                               | <b>53%</b>        |
| Motorcycle             | No data – radar site |                   |                  |                   |                               |                   |                                   |                   |
| Cycle                  | No data – radar site |                   |                  |                   |                               |                   |                                   |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 17.7            | 17.8                    | 1%                        | 22.0                  | 22.8                    | 4%                        | 26%                 | 29%                     | 3%                        |



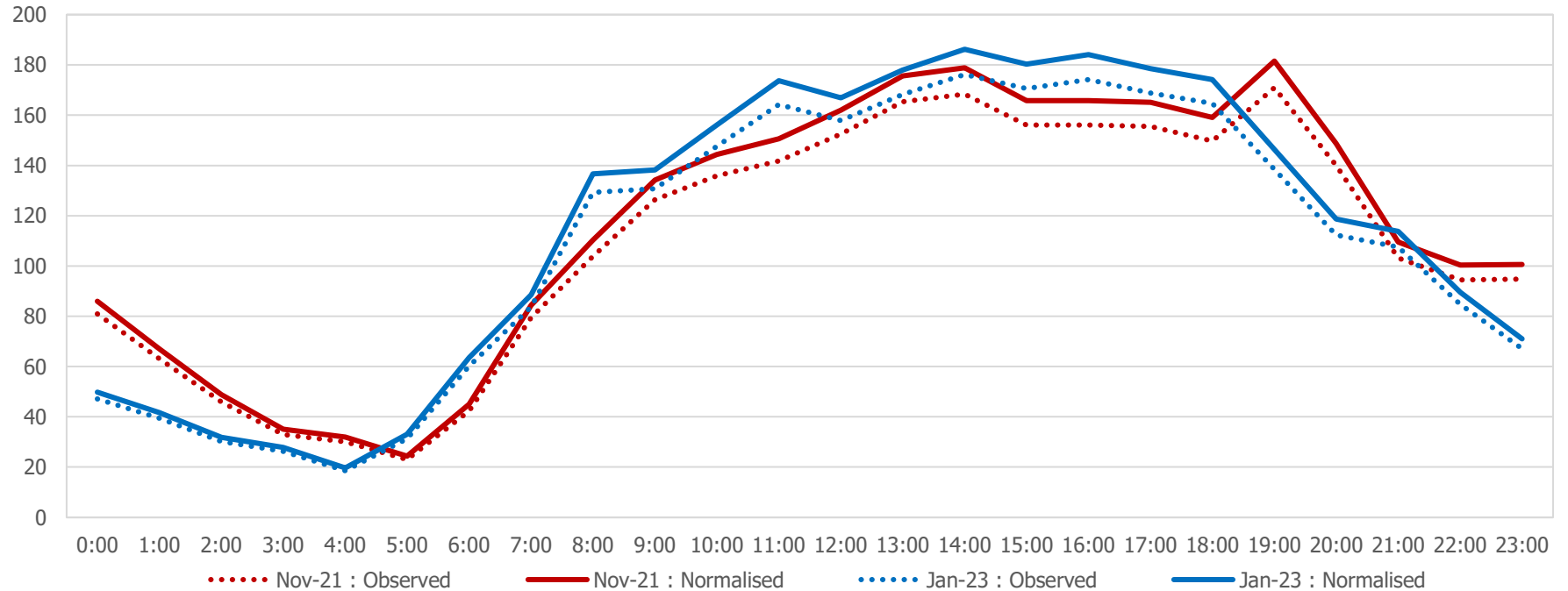
# White Lion Street (West) (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on White Lion Street (West), with data presented for the baseline and pre-consultation data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that cycle flows are not normalised, so only observed data is shown.



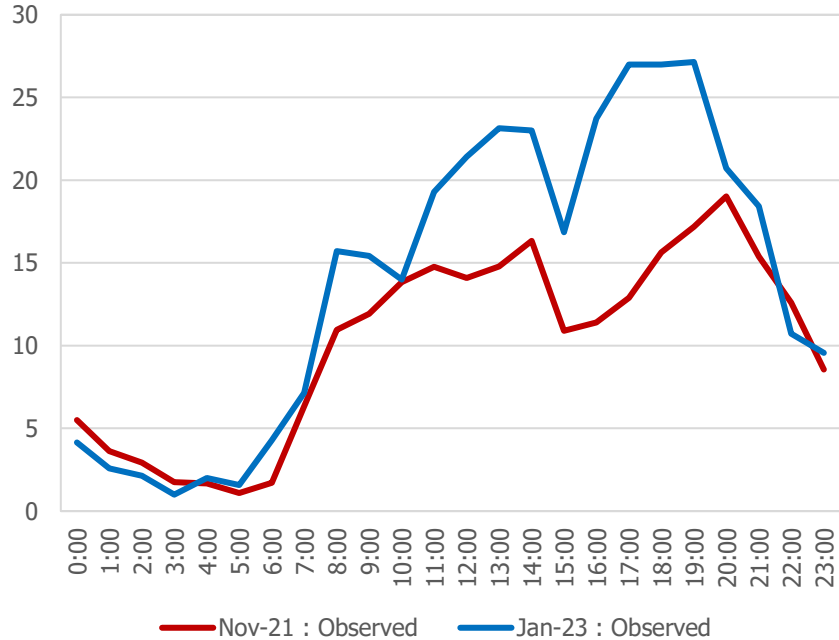
# White Lion Street (West)

White Lion Street (West) : Average Daily Car Flows

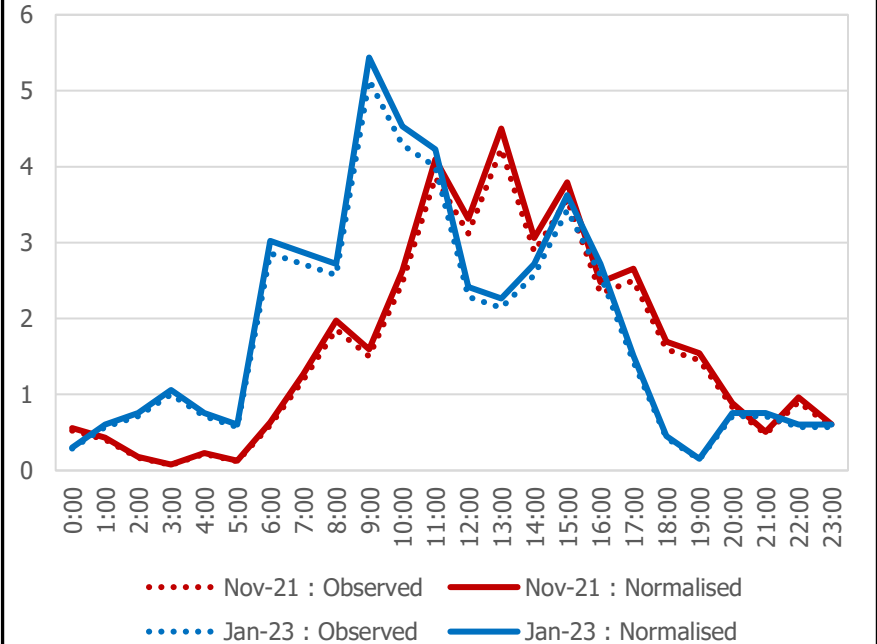


# White Lion Street (West)

## White Lion Street (West) : Average Daily Cycle Flows

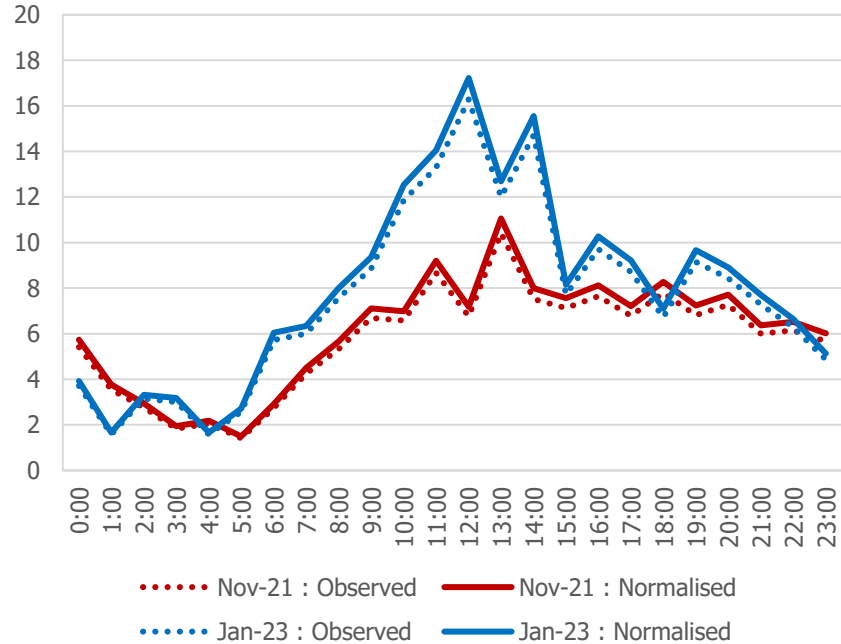


## White Lion Street (West) : Average Daily LGV Flows

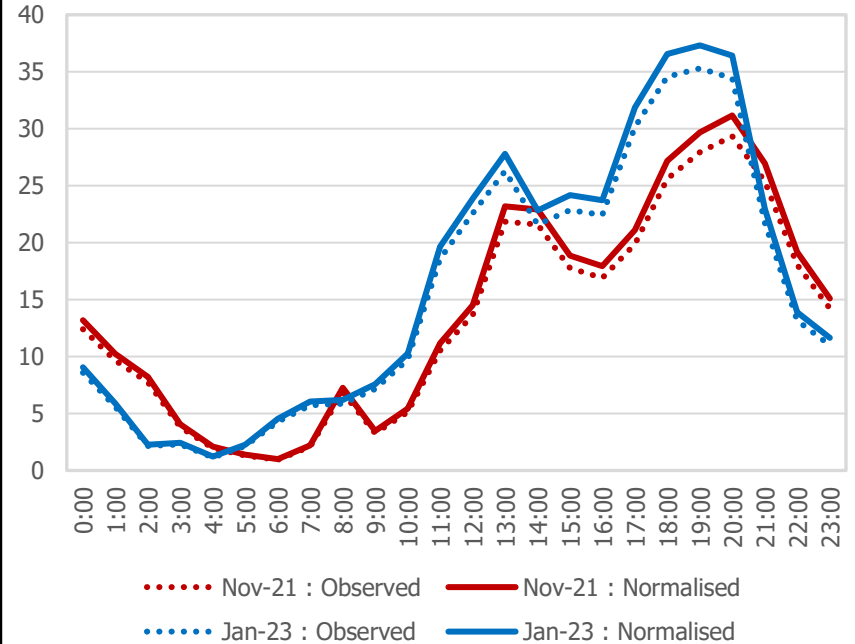


# White Lion Street (West)

## White Lion Street (West) : Average Daily HGV Flows



## White Lion Street (West) : Average Daily Motorcycle Flows



# White Lion Street (West) (Summary Table)

| Vehicle Flows          | Baseline        |                   | Pre-Consultation |                   | Pre-Consultation vs. Baseline |                   | Pre-Consultation vs. Baseline (%) |                   |
|------------------------|-----------------|-------------------|------------------|-------------------|-------------------------------|-------------------|-----------------------------------|-------------------|
|                        | <i>Observed</i> | <i>Normalised</i> | <i>Observed</i>  | <i>Normalised</i> | <i>Observed</i>               | <i>Normalised</i> | <i>Observed</i>                   | <i>Normalised</i> |
| All Motorised Vehicles | 3105            | <b>3298</b>       | 3192             | <b>3374</b>       | 87                            | <b>76</b>         | 3%                                | 2%                |
| Car                    | 2613            | <b>2775</b>       | 2599             | <b>2748</b>       | -14                           | <b>-27</b>        | -1%                               | -1%               |
| LGV                    | 37              | <b>40</b>         | 43               | <b>45</b>         | 6                             | <b>5</b>          | 16%                               | <b>13%</b>        |
| HGV                    | 137             | <b>146</b>        | 181              | <b>191</b>        | 44                            | <b>45</b>         | 32%                               | <b>31%</b>        |
| Motorcycle             | 318             | <b>337</b>        | 369              | <b>390</b>        | 51                            | <b>53</b>         | 16%                               | <b>16%</b>        |
| Cycle                  | <b>245</b>      |                   | <b>338</b>       |                   | <b>93</b>                     |                   | <b>38%</b>                        |                   |

| Vehicle Speeds     | Average Speed   |                         |                           | 85th Percentile Speed |                         |                           | % Vehicles Speeding |                         |                           |
|--------------------|-----------------|-------------------------|---------------------------|-----------------------|-------------------------|---------------------------|---------------------|-------------------------|---------------------------|
|                    | <i>Baseline</i> | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>       | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> | <i>Baseline</i>     | <i>Pre-Consultation</i> | <i>Final vs. Baseline</i> |
| All Motor Vehicles | 11.1            | 10.8                    | -3%                       | 13.4                  | 13.3                    | -1%                       | 3%                  | 0%                      | -3%                       |