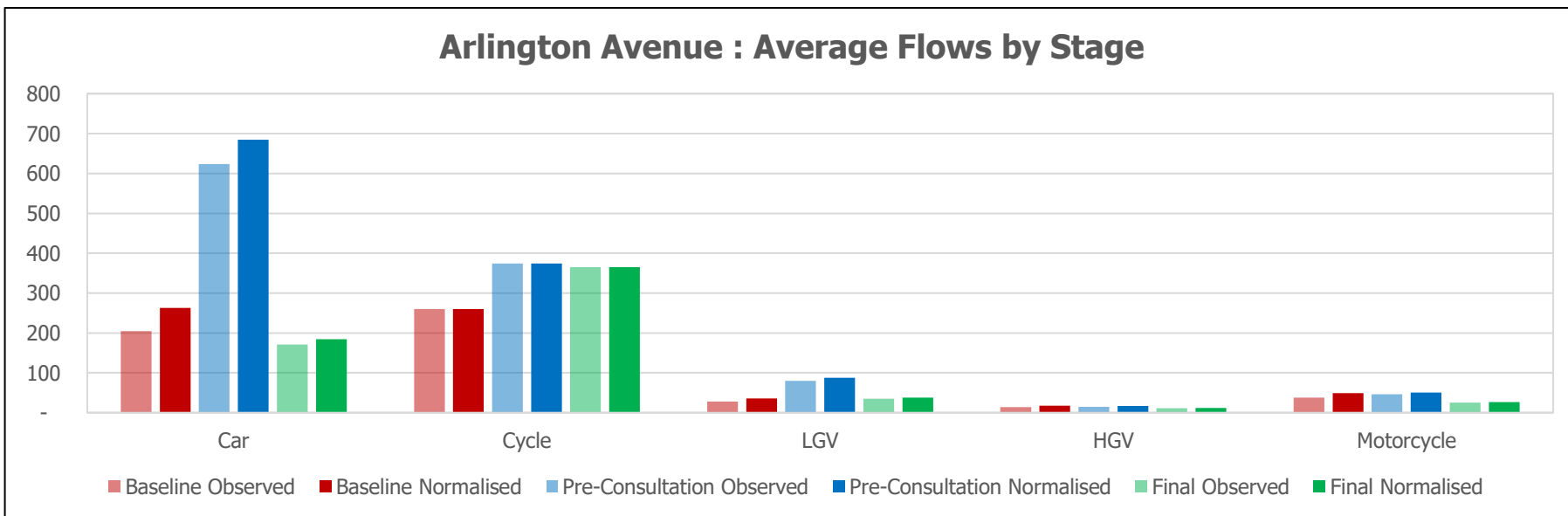


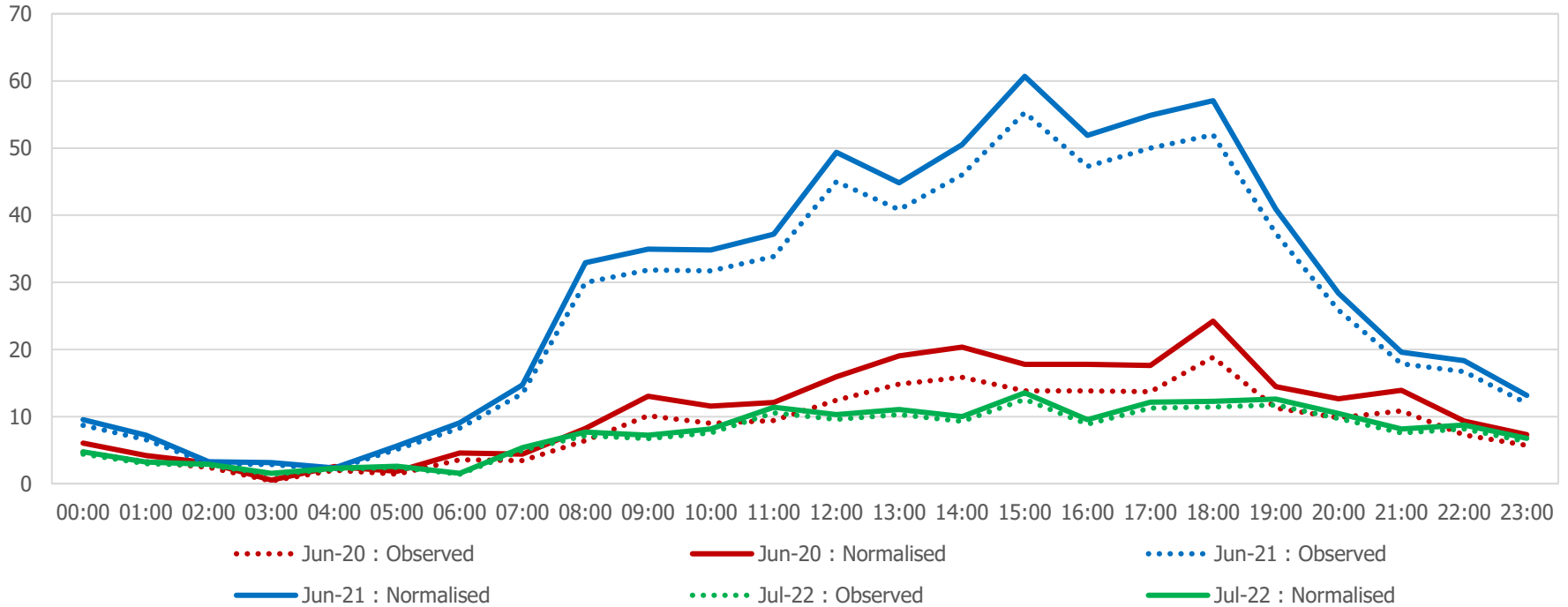
# Arlington Avenue (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Arlington Avenue, with data presented for the baseline, pre-consultation and final 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.



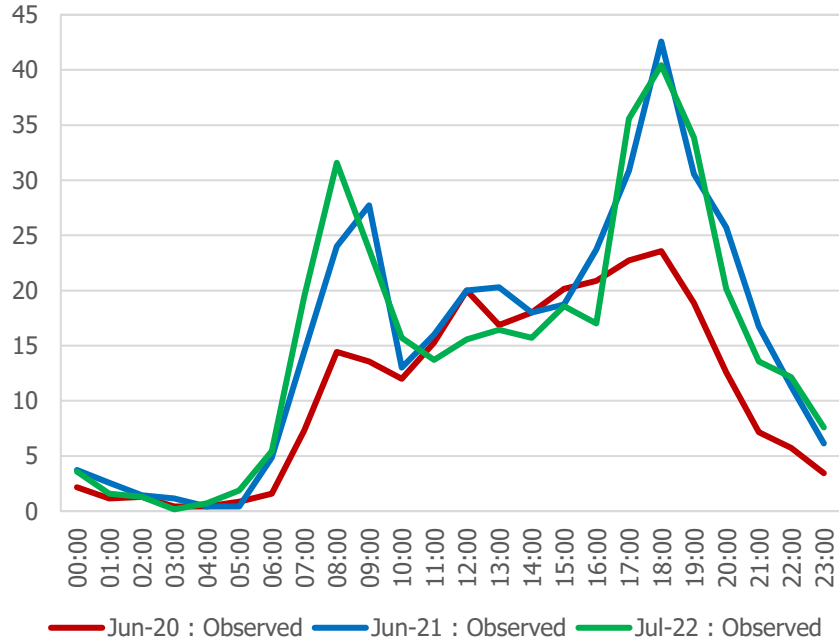
# Arlington Avenue

Arlington Avenue : Average Daily Car Flows

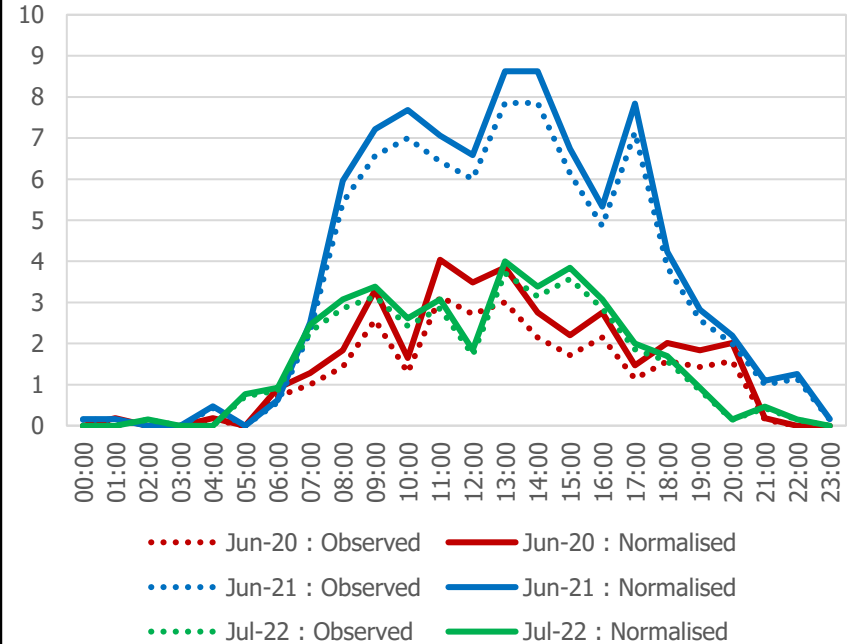


# Arlington Avenue

## Arlington Avenue : Average Daily Cycle Flows

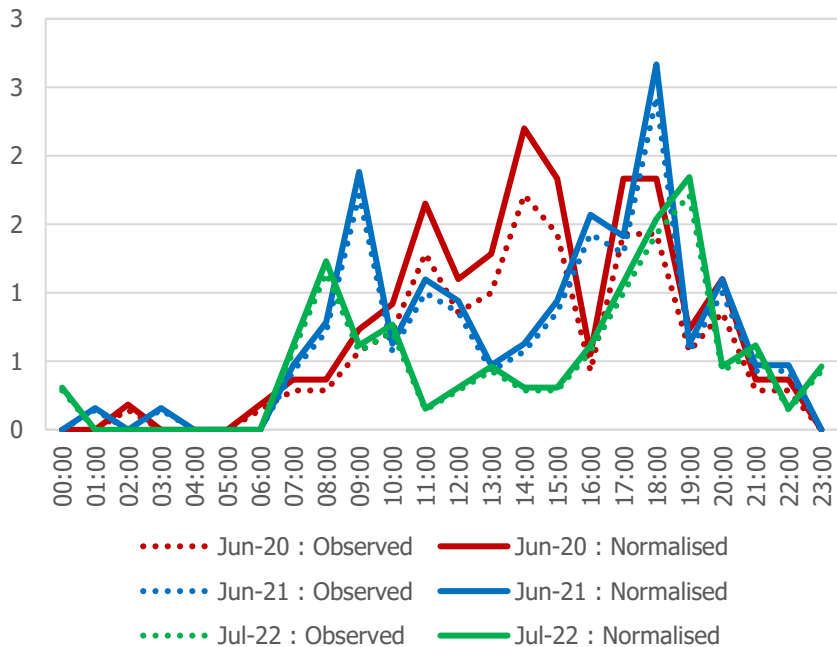


## Arlington Avenue : Average Daily LGV Flows

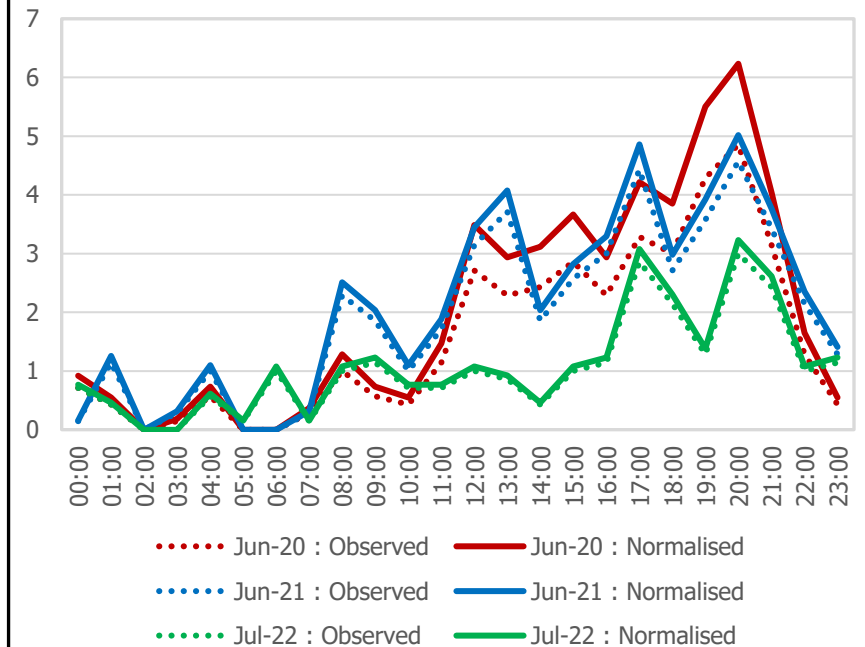


# Arlington Avenue

## Arlington Avenue : Average Daily HGV Flows



## Arlington Avenue : Average Daily Motorcycle Flows



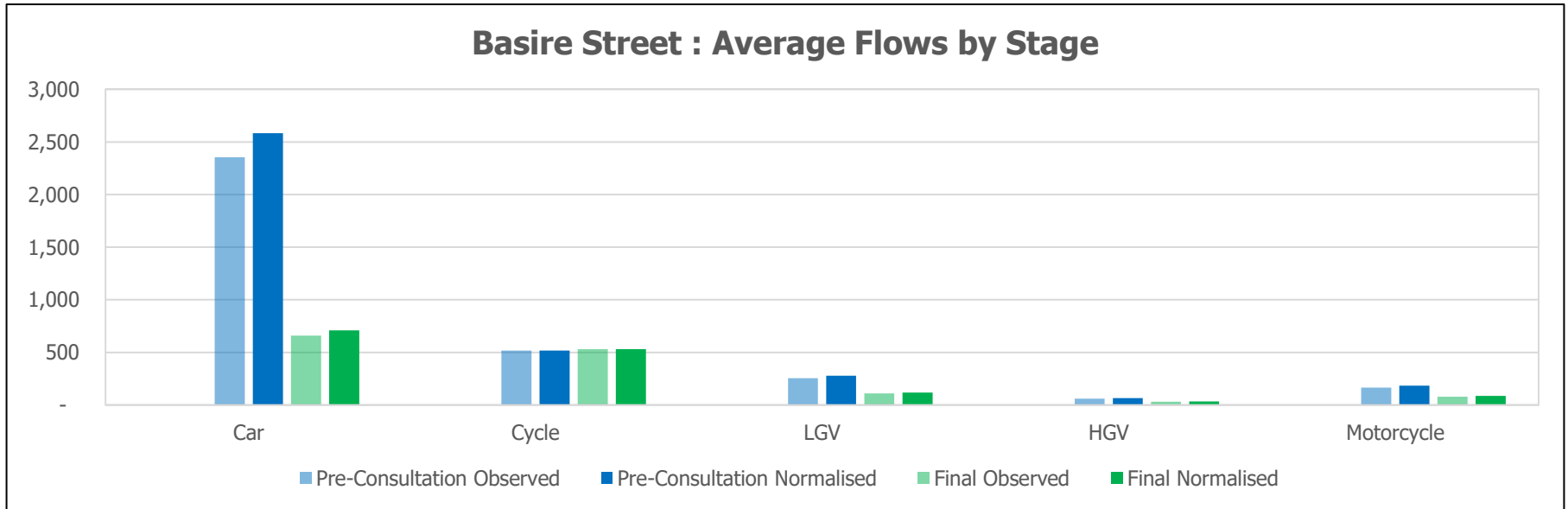
# Arlington Avenue (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	205	<b>263</b>	624	<b>685</b>	171	<b>184</b>	-34	<b>-79</b>	-453	<b>-501</b>	-17%	<b>-30%</b>	-73%	<b>-73%</b>
LGV	28	<b>36</b>	80	<b>87</b>	35	<b>38</b>	7	<b>2</b>	-45	<b>-49</b>	25%	6%	-56%	<b>-56%</b>
HGV	14	<b>18</b>	15	<b>16</b>	11	<b>12</b>	-3	<b>-6</b>	-4	<b>-4</b>	-21%	<b>-33%</b>	-27%	<b>-25%</b>
Motorcycle	38	<b>49</b>	46	<b>51</b>	25	<b>27</b>	-13	<b>-22</b>	-21	<b>-24</b>	-34%	<b>-45%</b>	-46%	<b>-47%</b>
All Motor Vehicles	285	<b>366</b>	765	<b>839</b>	242	<b>261</b>	-43	<b>-105</b>	-523	<b>-578</b>	-15%	<b>-29%</b>	-68%	<b>-69%</b>
Cycle	<b>260</b>		<b>374</b>		<b>365</b>		<b>105</b>		<b>-9</b>		<b>40%</b>		<b>-2%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	12.32	13.41	12.51	1%	-7%	N/A	16.80	16.10	N/A	-4%	N/A	4%	3%	N/A	-1%

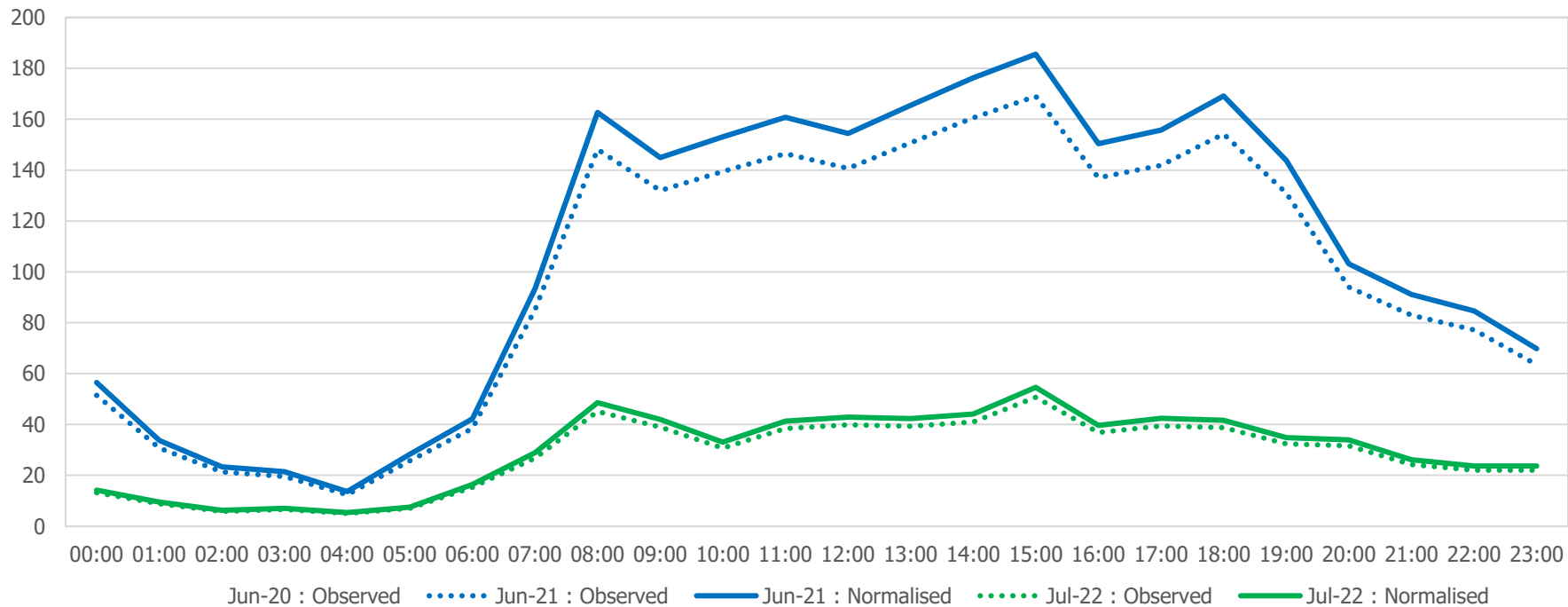
# Basire Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on **Basire Street**, with data presented for the pre-consultation and final 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.



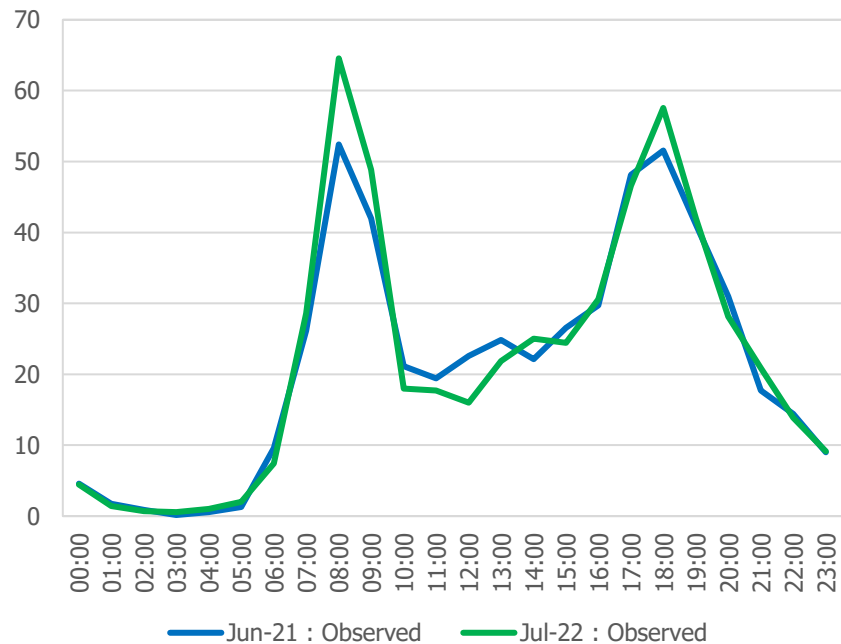
# Basire Street

## Basire Street : Average Daily Car Flows

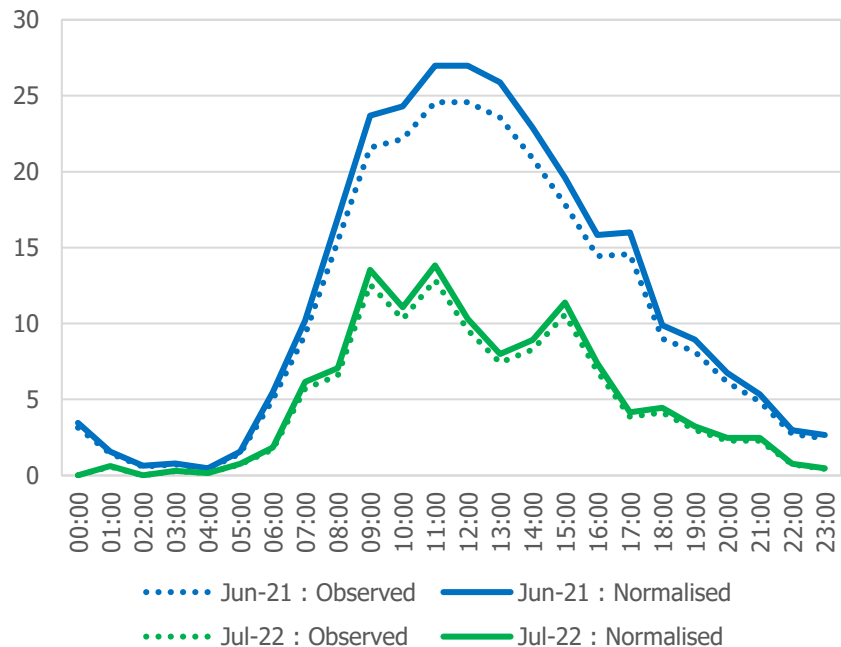


# Basire Street

## Basire Street : Average Daily Cycle Flows

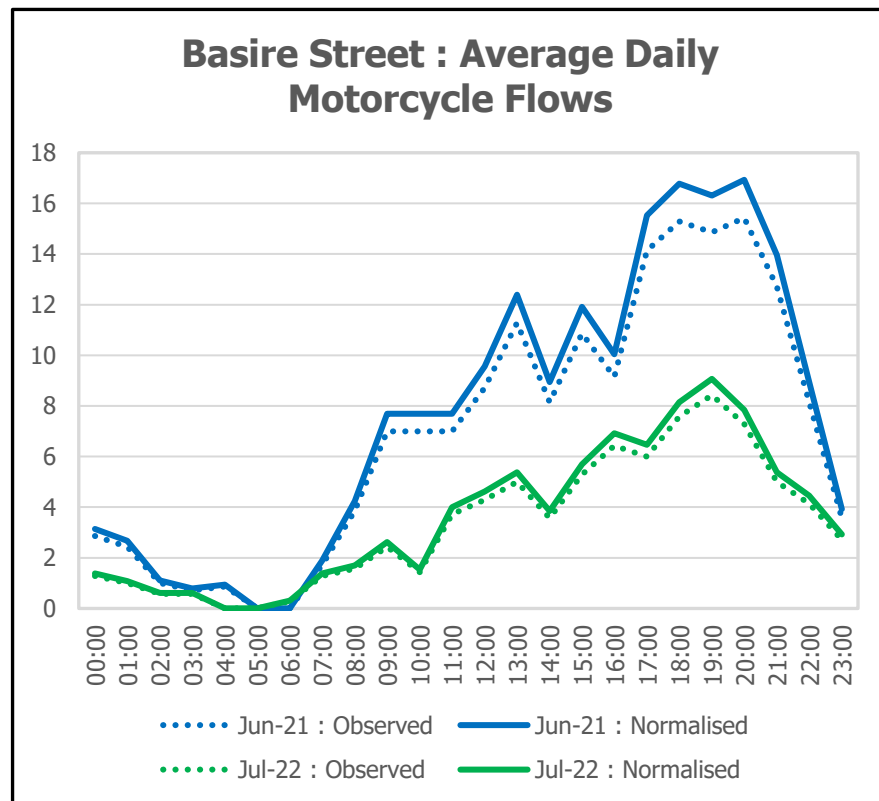
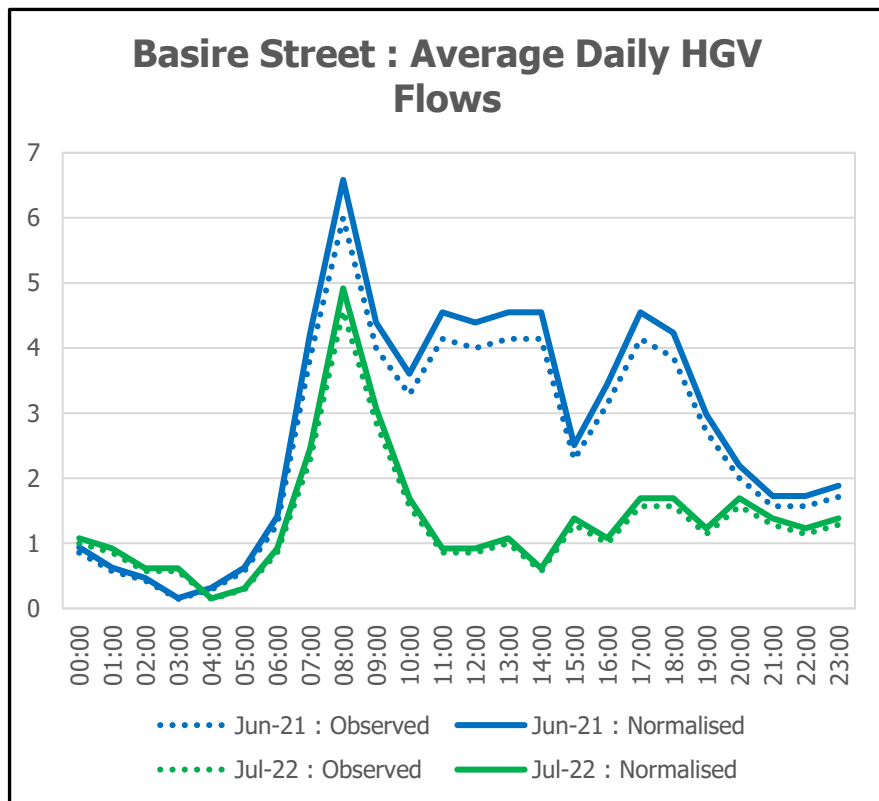


## Basire Street : Average Daily LGV Flows





# Basire Street



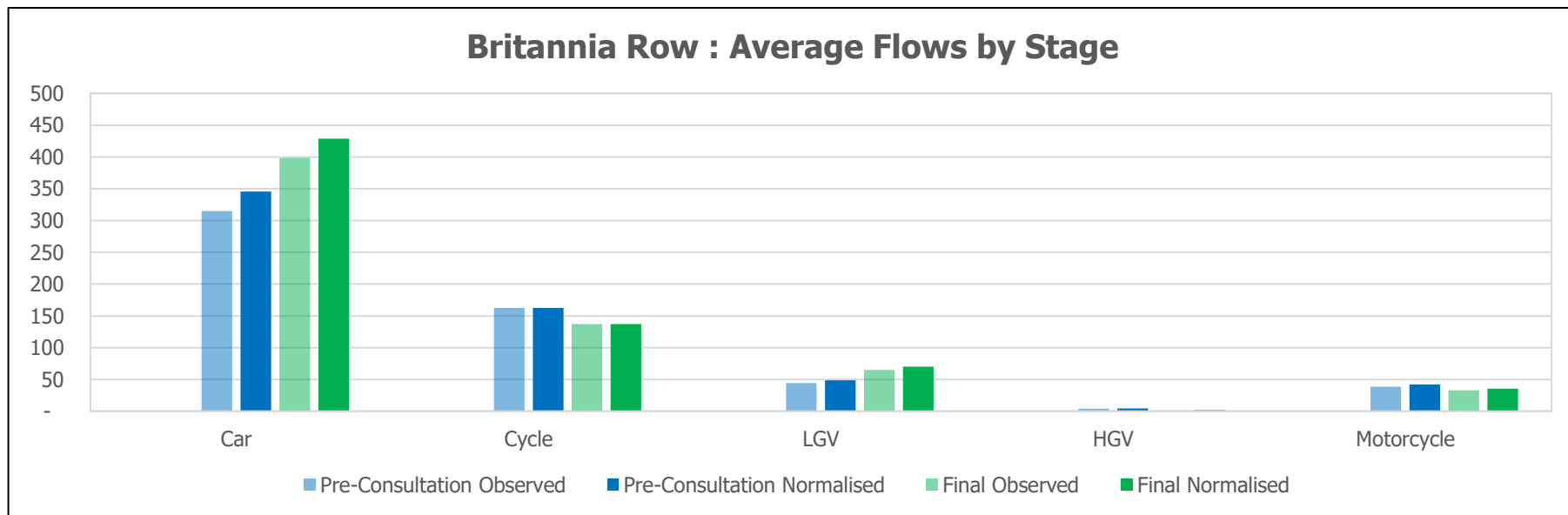
# Basire Street (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	N/A		2353	<b>2583</b>	660	<b>710</b>	N/A		-1693	<b>-1873</b>	N/A		-72%	<b>-73%</b>
LGV			255	<b>280</b>	111	<b>119</b>			-144	<b>-161</b>			-56%	<b>-58%</b>
HGV			61	<b>67</b>	31	<b>33</b>			-30	<b>-34</b>			-49%	<b>-51%</b>
Motorcycle			167	<b>183</b>	80	<b>86</b>			-87	<b>-97</b>			-52%	<b>-53%</b>
All Motor Vehicles			2836	<b>3113</b>	882	<b>948</b>			-1954	<b>-2165</b>			-69%	<b>-70%</b>
Cycle			<b>519</b>		<b>531</b>				<b>12</b>				2%	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	N/A	14.12	13.99	N/A	-1%	N/A	17.10	17.10	N/A	0%	N/A	4%	5%	N/A	1%

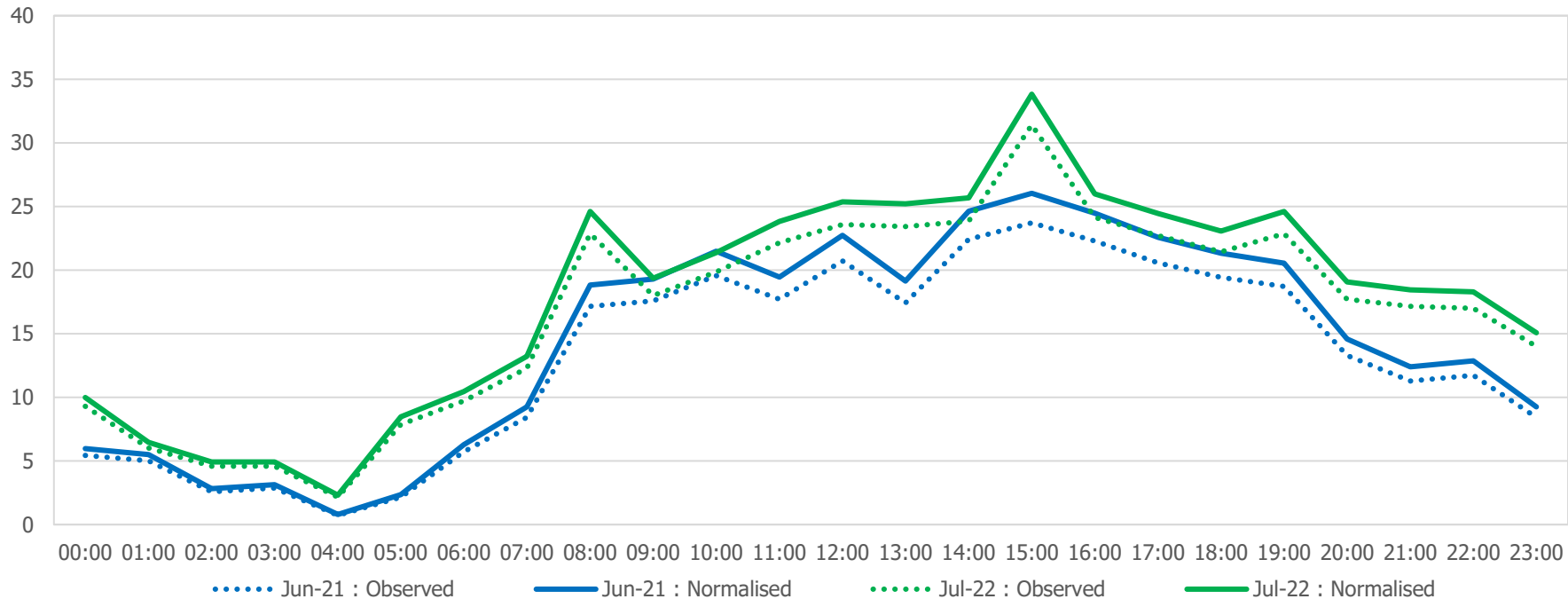
# Britannia Row (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Britannia Row**, with data presented for the pre-consultation and final 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.



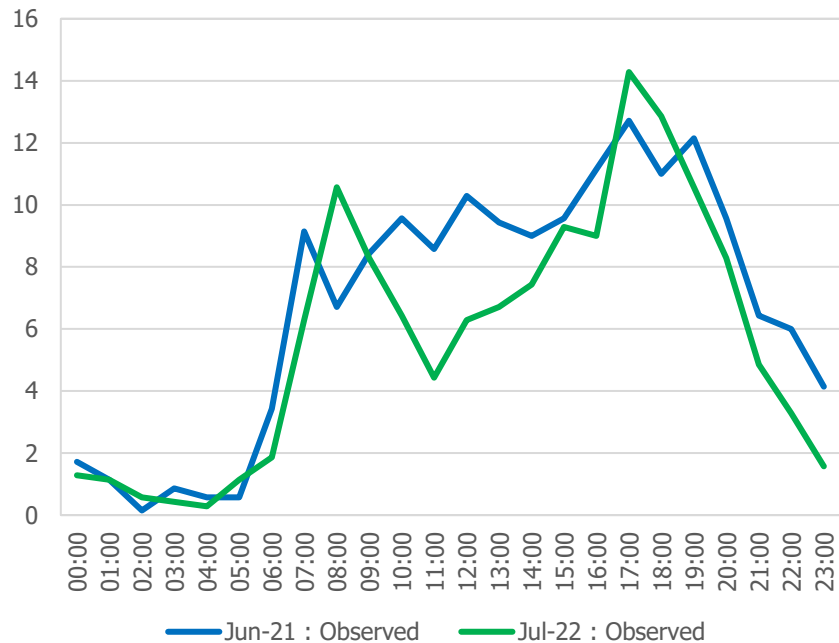
# Britannia Row

Britannia Row : Average Daily Car Flows

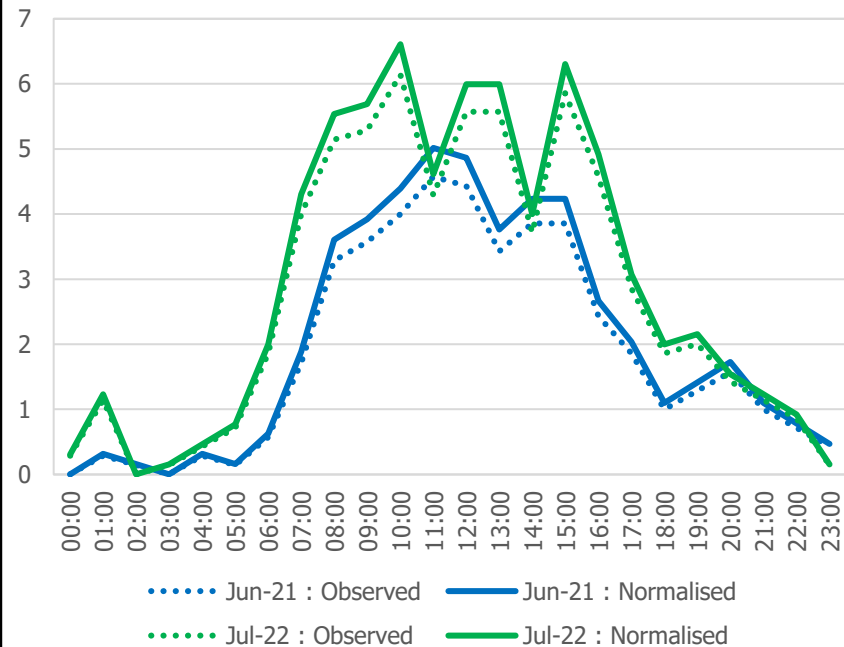


# Britannia Row

## Britannia Row : Average Daily Cycle Flows

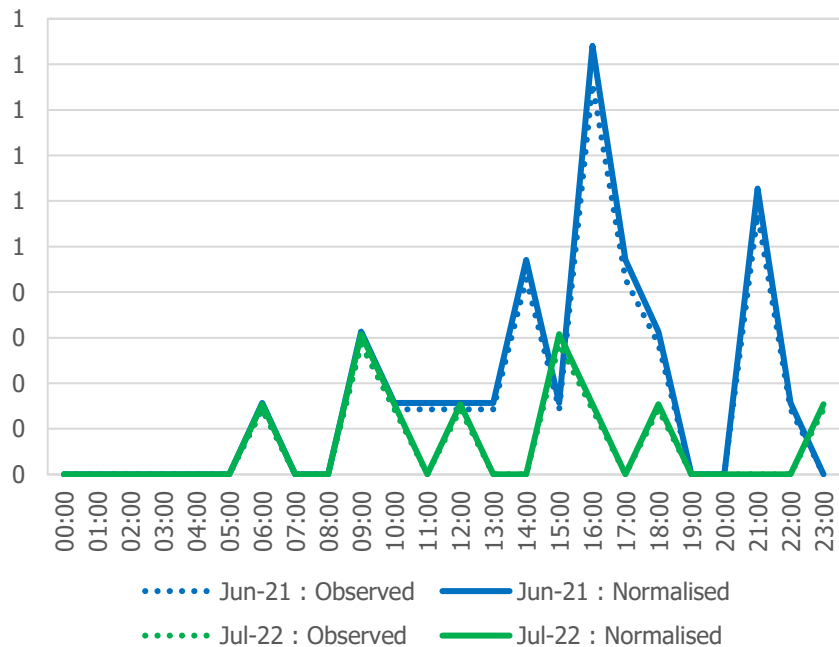


## Britannia Row : Average Daily LGV Flows

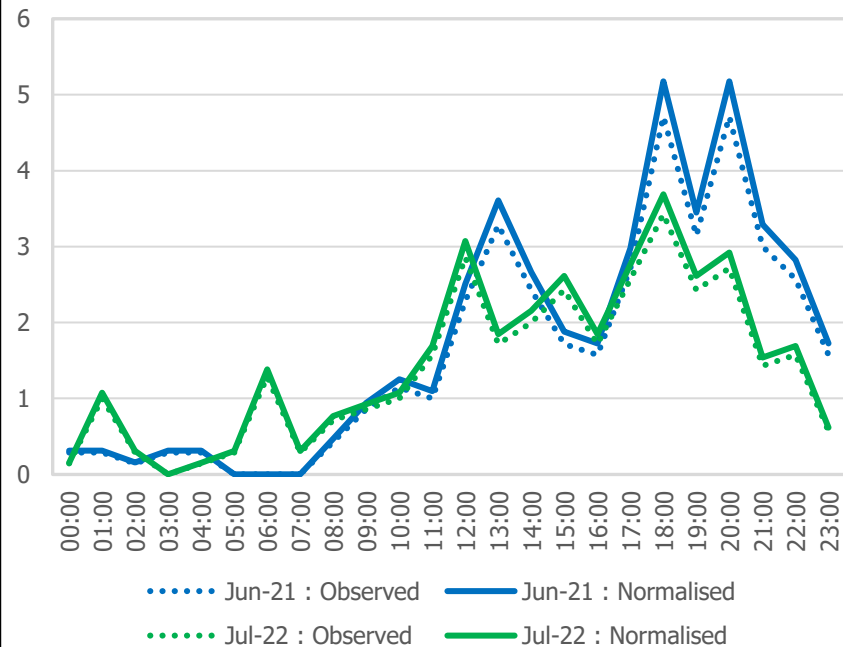


# Britannia Row

## Britannia Row : Average Daily HGV Flows



## Britannia Row : Average Daily Motorcycle Flows



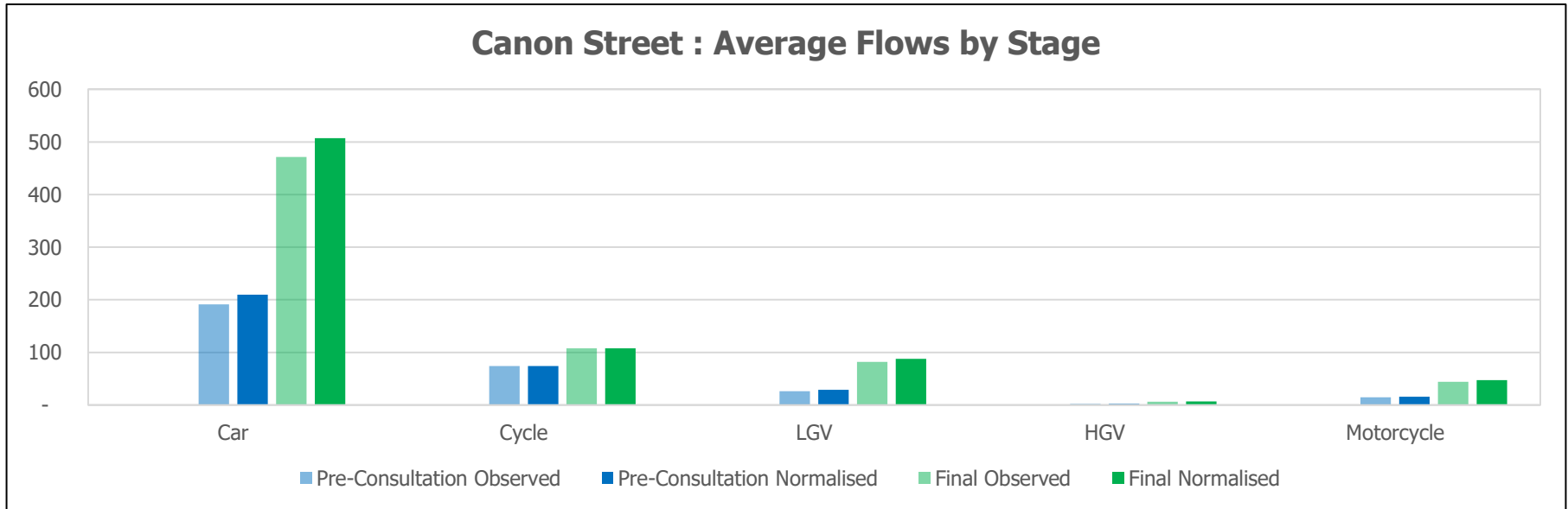
# Britannia Row (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	N/A		315	<b>346</b>	399	<b>429</b>	N/A		84	<b>83</b>	N/A		27%	<b>24%</b>
LGV			44	<b>49</b>	65	<b>70</b>			21	<b>21</b>			48%	<b>43%</b>
HGV			4	<b>4</b>	1	<b>2</b>			-3	<b>-2</b>			-75%	<b>-50%</b>
Motorcycle			38	<b>42</b>	33	<b>36</b>			-5	<b>-6</b>			-13%	<b>-14%</b>
All Motor Vehicles			401	<b>441</b>	498	<b>537</b>			97	<b>96</b>			24%	<b>22%</b>
Cycle			<b>162</b>		<b>137</b>				<b>-25</b>				<b>-15%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	N/A	15.93	15.81	N/A	-1%	N/A	19.90	19.80	N/A	-1%	N/A	14%	14%	N/A	0%

# Canon Street (Daily Flows)

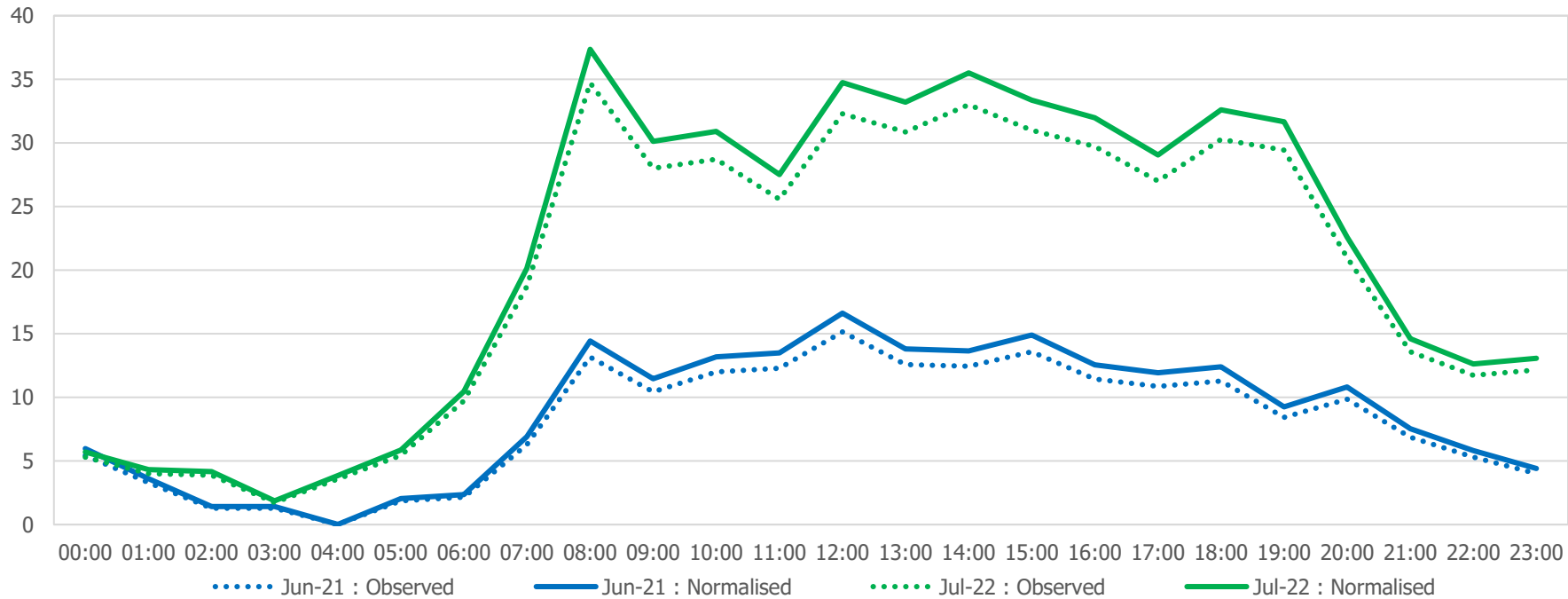
- The charts below and on the following pages show the normalised **average daily flows** on **Canon Street**, with data presented for the pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note that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





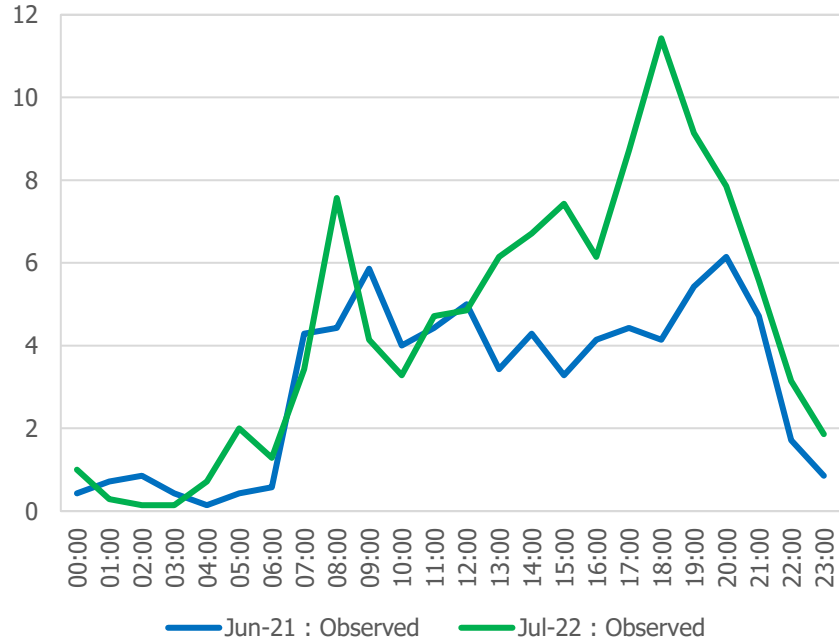
# Canon Street

## Canon Street : Average Daily Car Flows

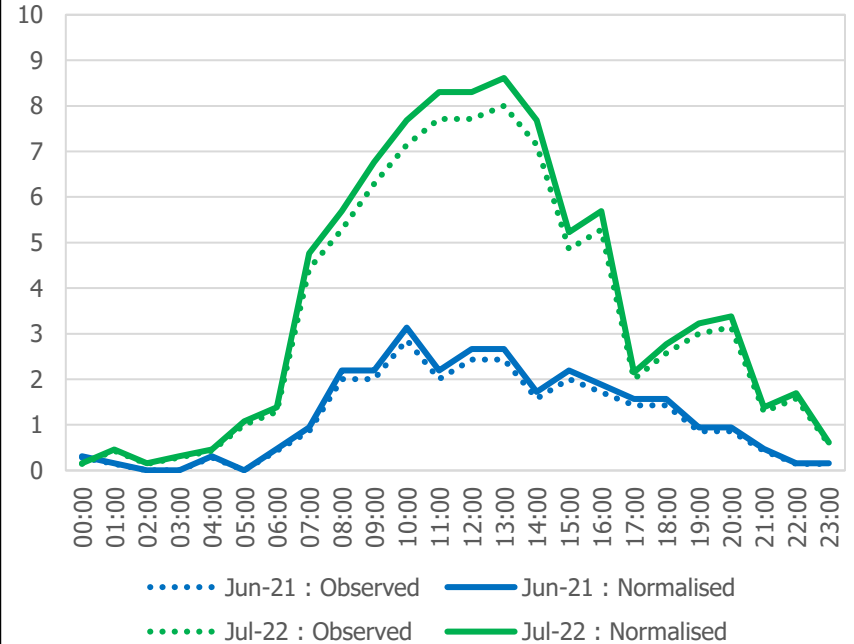


# Canon Street

## Canon Street : Average Daily Cycle Flows

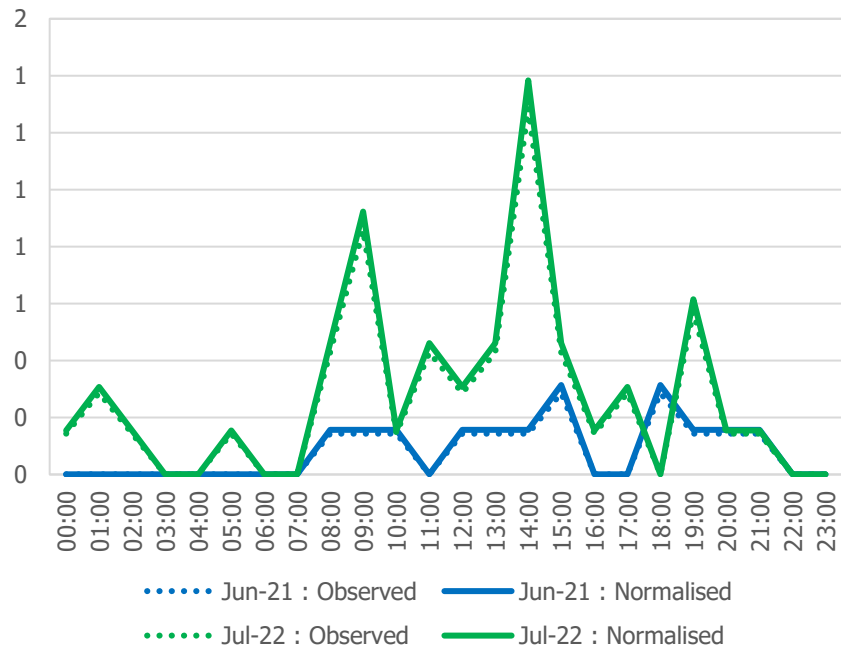


## Canon Street : Average Daily LGV Flows

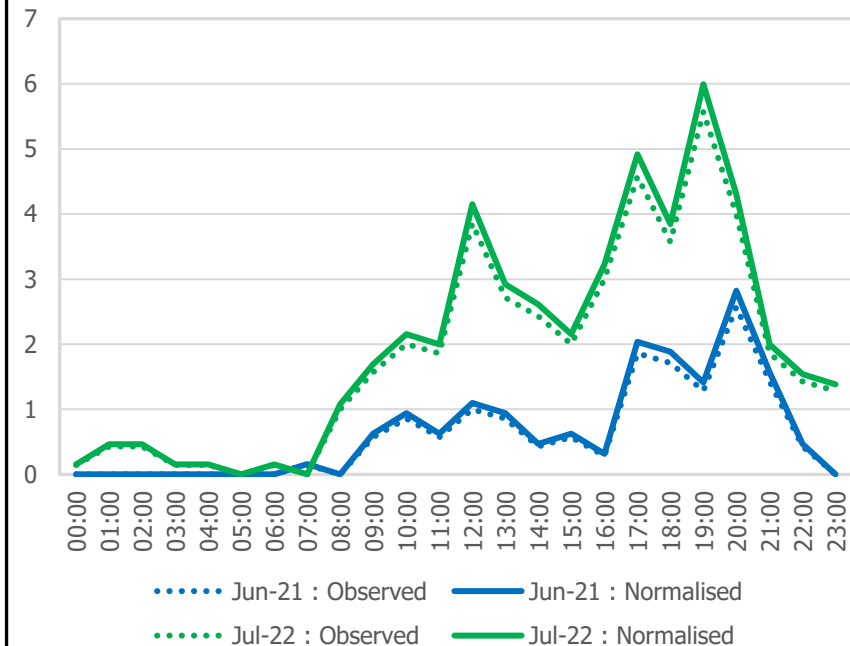


# Canon Street

## Canon Street : Average Daily HGV Flows



## Canon Street : Average Daily Motorcycle Flows



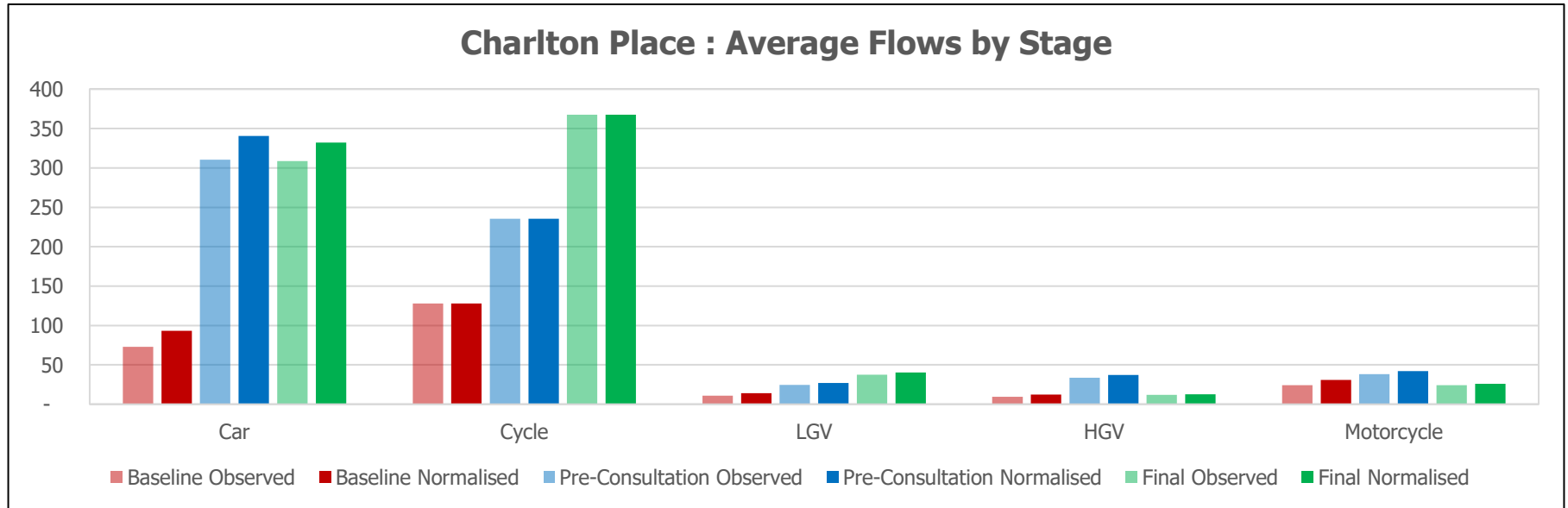
# Canon Street (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	N/A		191	<b>210</b>	471	<b>507</b>	N/A		280	<b>297</b>	N/A		147%	<b>141%</b>
LGV			26	<b>29</b>	82	<b>88</b>			56	<b>59</b>			215%	<b>203%</b>
HGV			2	<b>2</b>	6	<b>7</b>			4	<b>5</b>			200%	<b>250%</b>
Motorcycle			15	<b>16</b>	44	<b>48</b>			29	<b>32</b>			193%	<b>200%</b>
All Motor Vehicles			234	<b>257</b>	603	<b>650</b>			369	<b>393</b>			158%	<b>153%</b>
Cycle			<b>74</b>		<b>108</b>				<b>34</b>				<b>46%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	N/A	14.32	15.46	N/A	8%	N/A	18.20	18.70	N/A	3%	N/A	5%	9%	N/A	3%

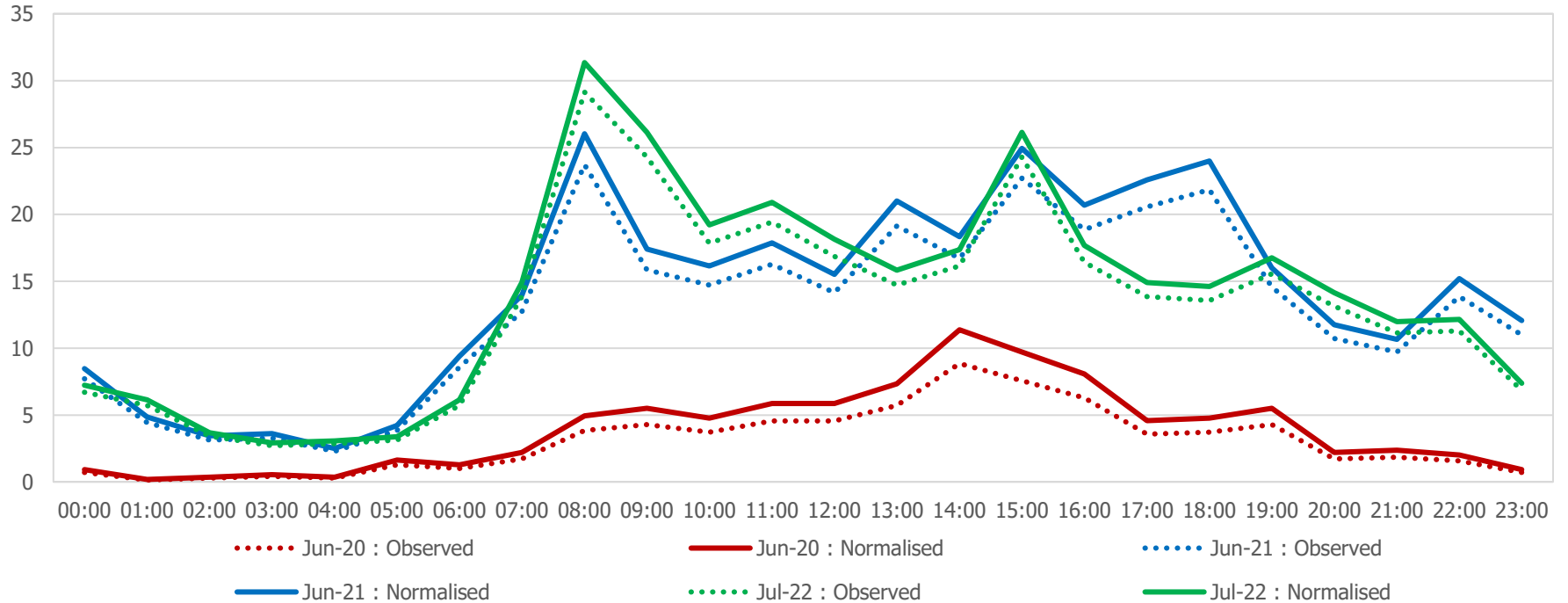
# Charlton Place (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on **Charlton Place**, with data presented for the baseline, pre-consultation and final 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.



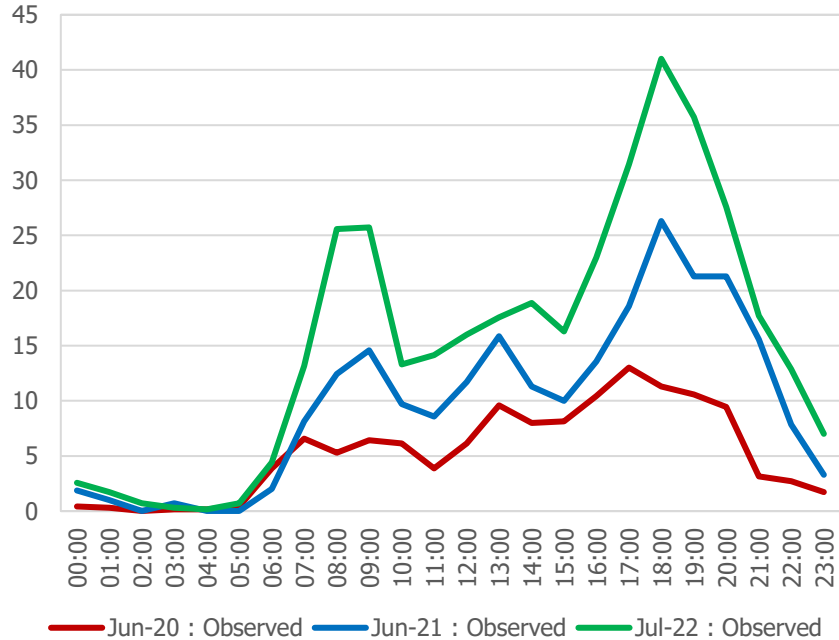
# Charlton Place

## Charlton Place : Average Daily Car Flows

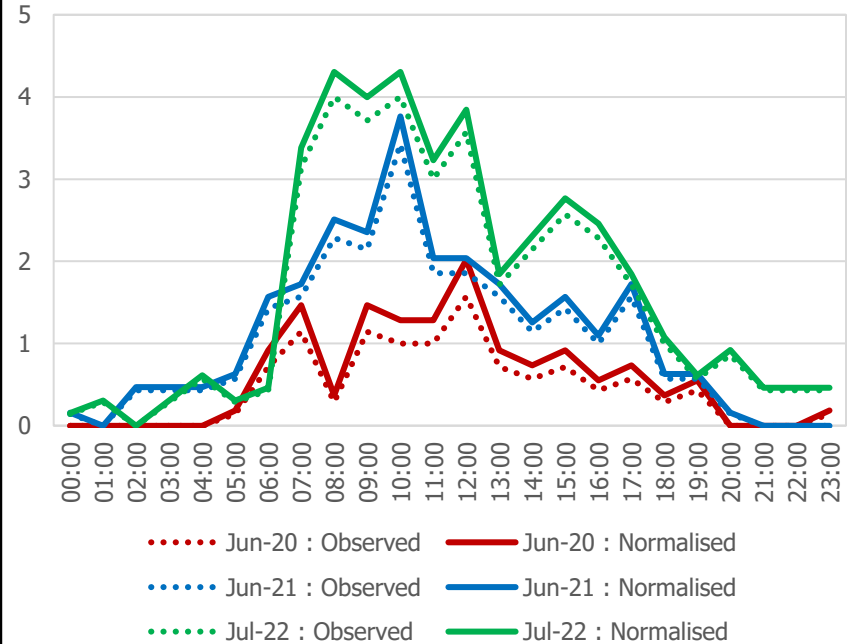


# Charlton Place

## Charlton Place : Average Daily Cycle Flows

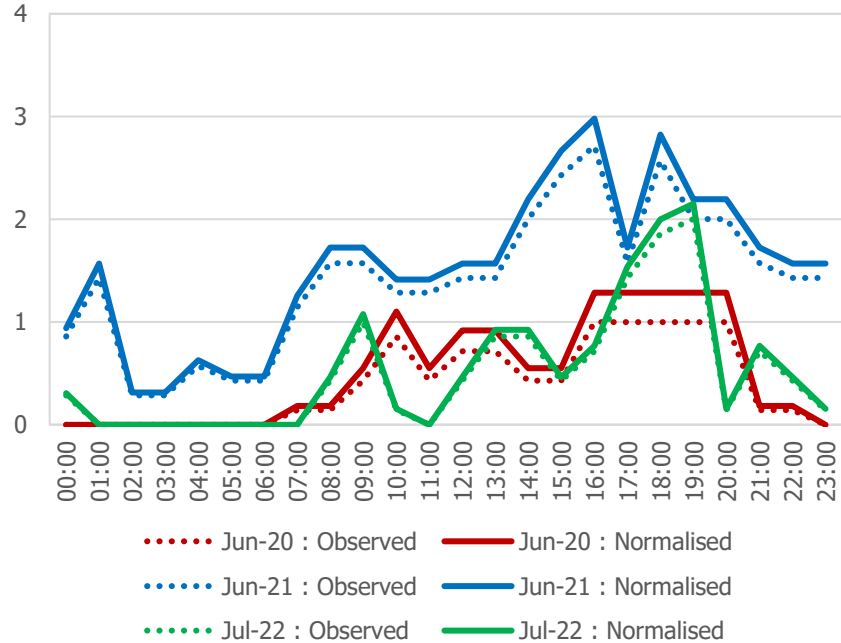


## Charlton Place : Average Daily LGV Flows

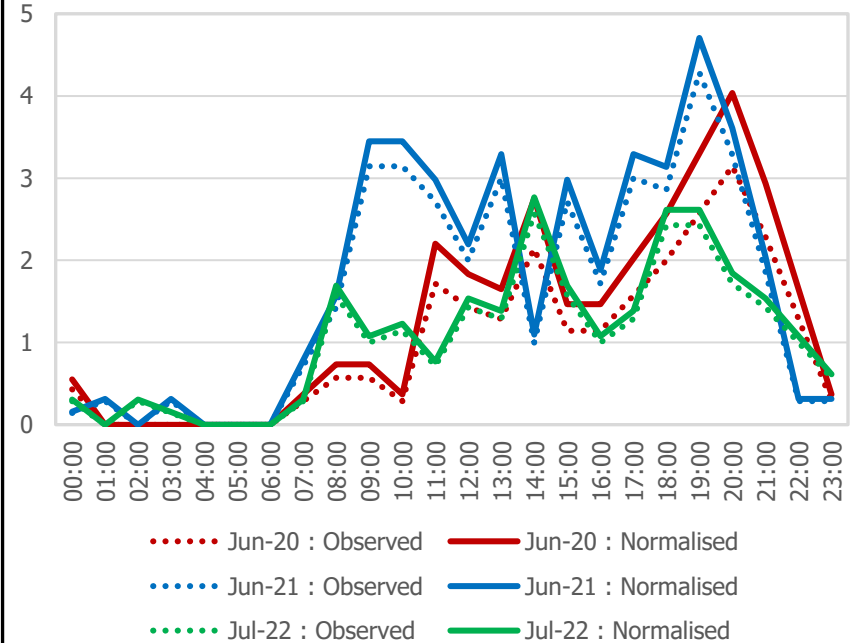


# Charlton Place

## Charlton Place : Average Daily HGV Flows



## Charlton Place : Average Daily Motorcycle Flows





# Charlton Place (Summary Table)

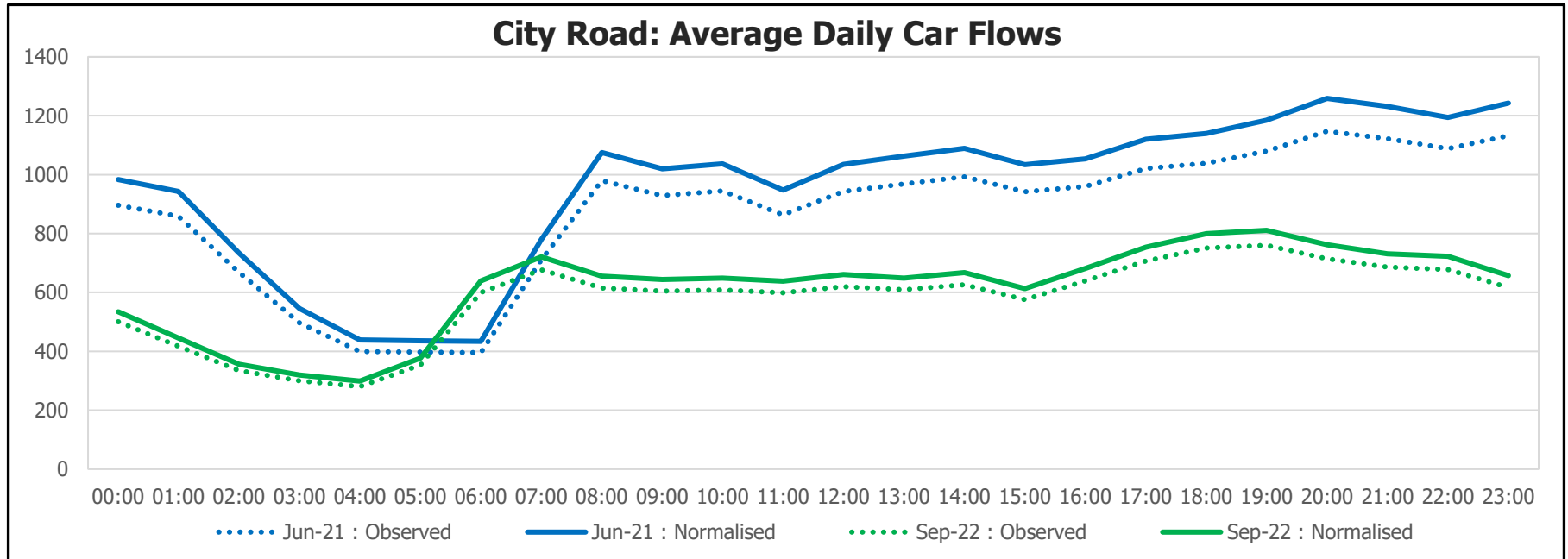
Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	73	<b>93</b>	310	<b>341</b>	309	<b>332</b>	236	<b>239</b>	-1	<b>-9</b>	323%	<b>257%</b>	0%	-3%
LGV	11	<b>14</b>	25	<b>27</b>	38	<b>40</b>	27	<b>26</b>	13	<b>13</b>	245%	<b>186%</b>	52%	<b>48%</b>
HGV	10	<b>12</b>	34	<b>37</b>	12	<b>13</b>	2	<b>1</b>	-22	<b>-24</b>	20%	8%	-65%	<b>-65%</b>
Motorcycle	24	<b>31</b>	38	<b>42</b>	24	<b>26</b>	0	<b>-5</b>	-14	<b>-16</b>	0%	<b>-16%</b>	-37%	<b>-38%</b>
All Motor Vehicles	118	<b>150</b>	407	<b>447</b>	383	<b>411</b>	265	<b>261</b>	-24	<b>-36</b>	225%	<b>174%</b>	-6%	-8%
Cycle	<b>128</b>		<b>236</b>		<b>367</b>		<b>239</b>		<b>131</b>		<b>187%</b>		<b>56%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	9.49	8.88	10.41	10%	<b>17%</b>	N/A	10.70	12.80	N/A	<b>20%</b>	N/A	0%	1%	N/A	1%

# City Road (Daily Flows)

- The chart on the following page shows the normalised **average daily flows on City Road**, with data presented for the pre-consultation and final data collection periods.
- In the final data collection period, summary data indicated significant mis-classification of LGVs & HGVs. As such, only the totals for motorised vehicles have been used in the report. On the overleaf, the total flows for cars has been presented, as these appear to have been classified correctly.
- It is noted that radar counts are not able to pick up motorcycle or cycle numbers with any confidence, so these are not included in the following page.
- Vehicle speeds for those classes captured are also shown in the overleaf.

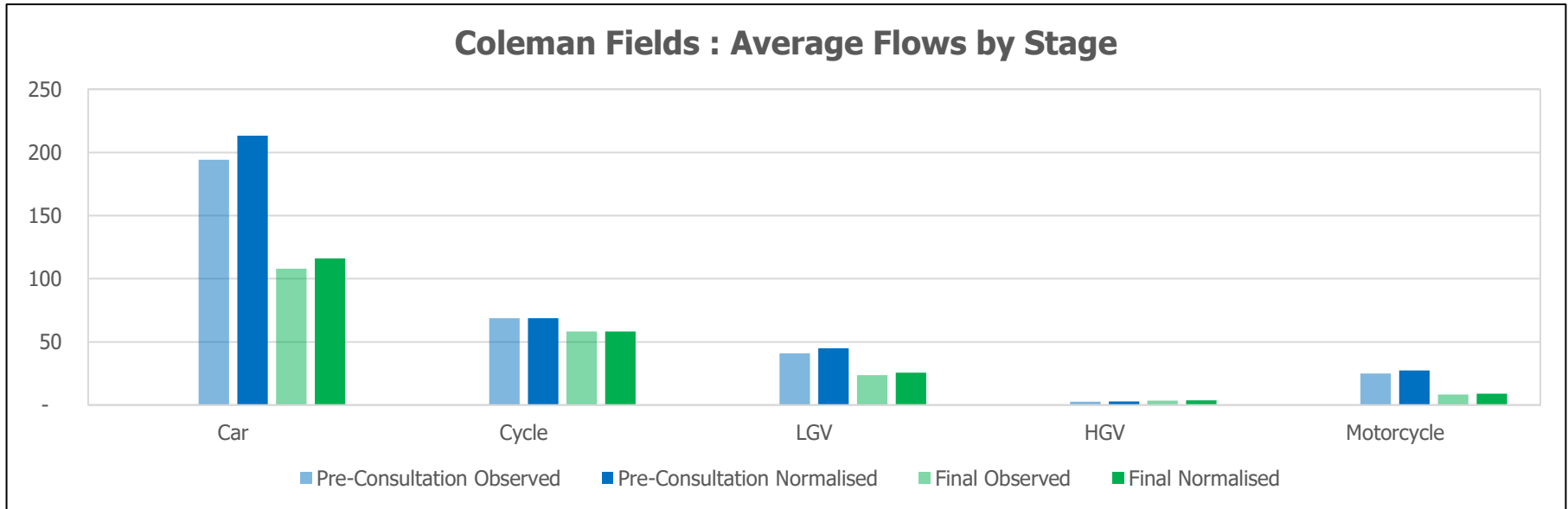
# City Road



Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Pre-Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Pre-Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	N/A	21.9	21.4	N/A	-2%	N/A	26.60	26.00	N/A	-2%	N/A	6%	5%	N/A	-1%

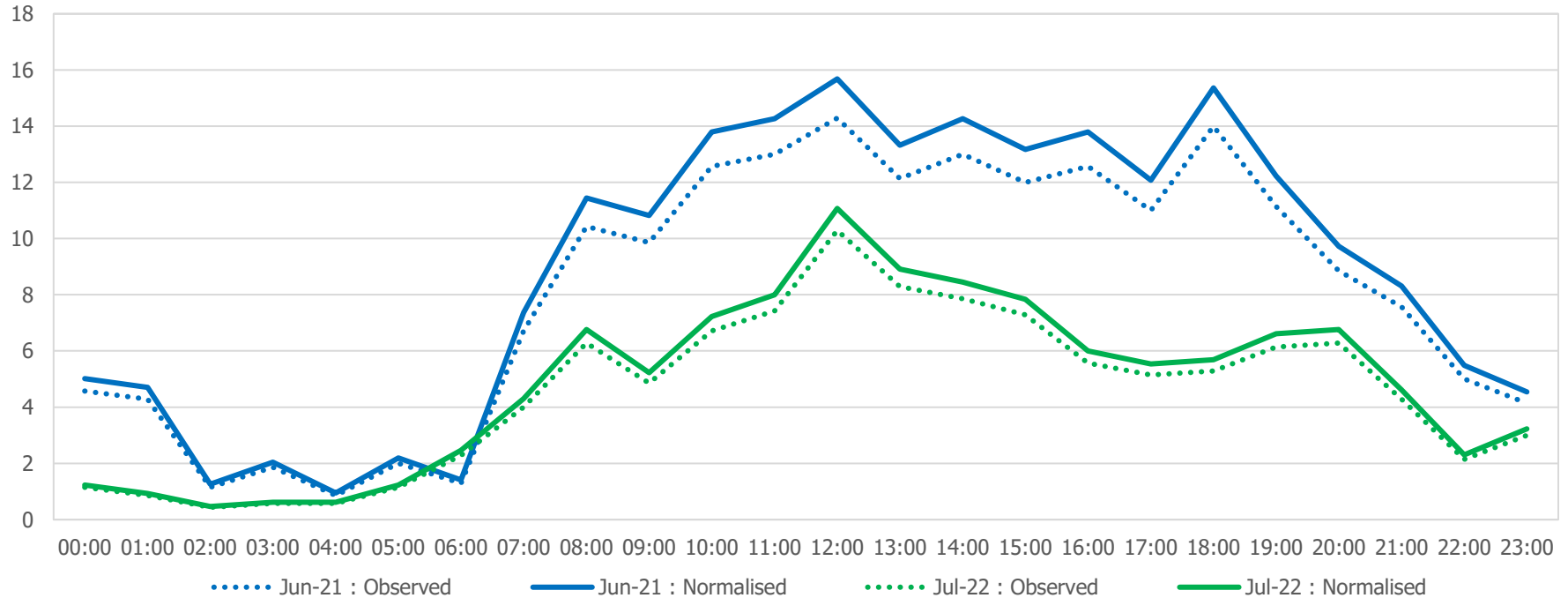
# Coleman Fields (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on **Coleman Fields**, with data presented for the pre-consultation and final 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.



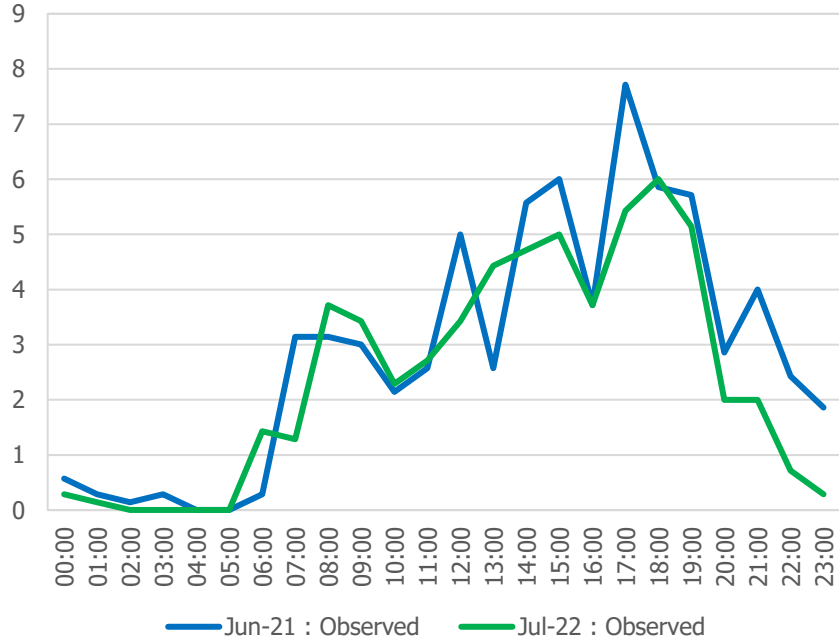
# Coleman Fields

Coleman Fields : Average Daily Car Flows

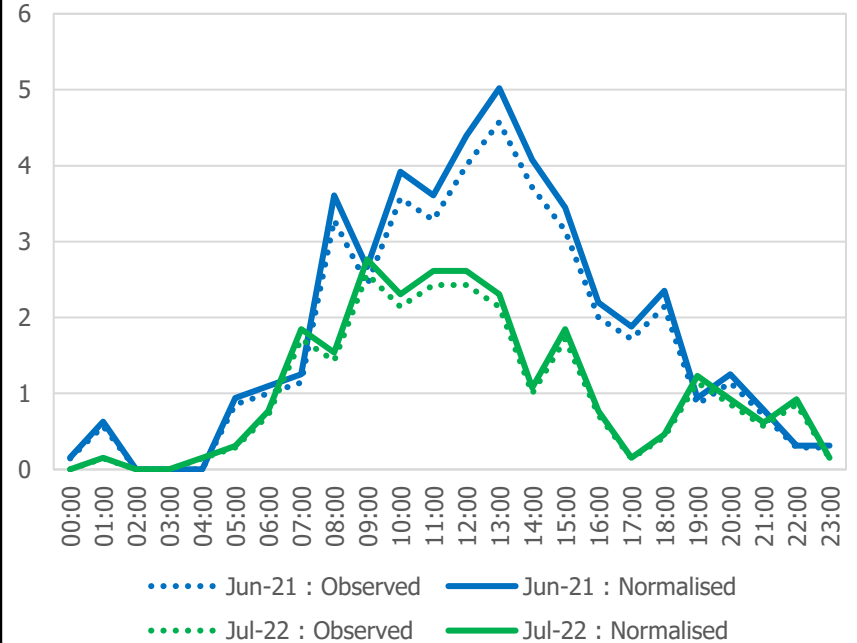


# Coleman Fields

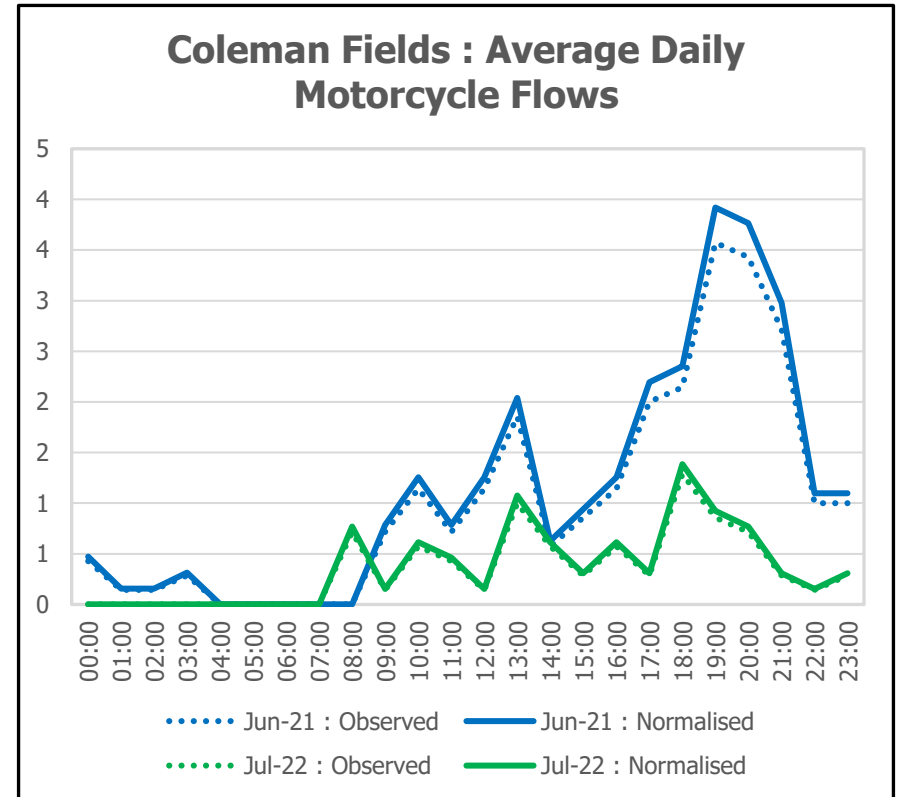
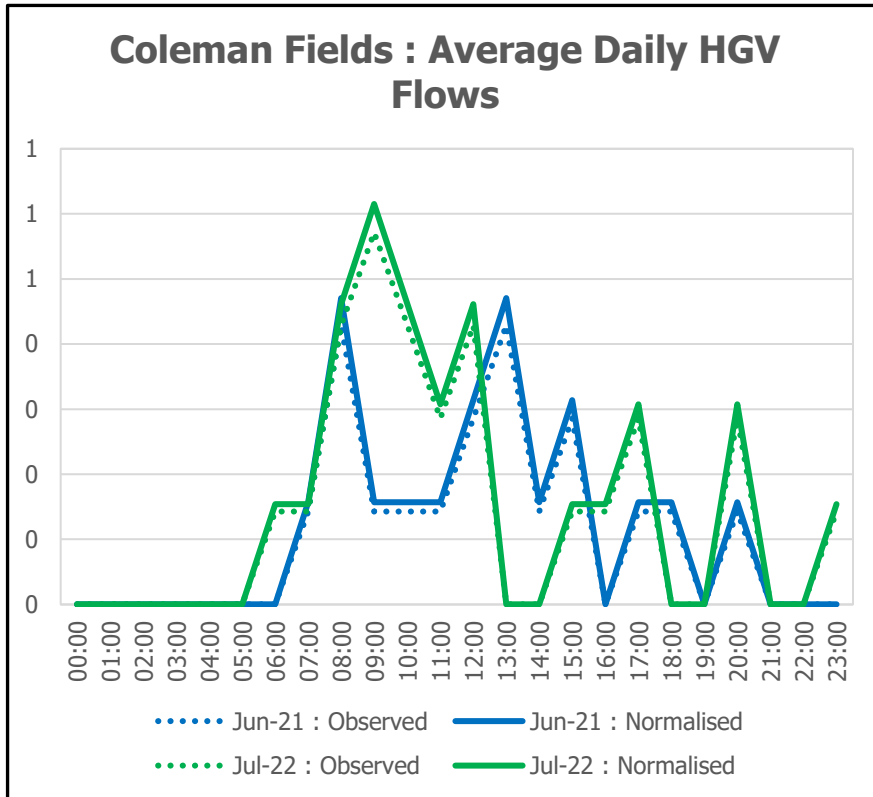
## Coleman Fields : Average Daily Cycle Flows



## Coleman Fields : Average Daily LGV Flows



# Coleman Fields



# Coleman Fields (Summary Table)

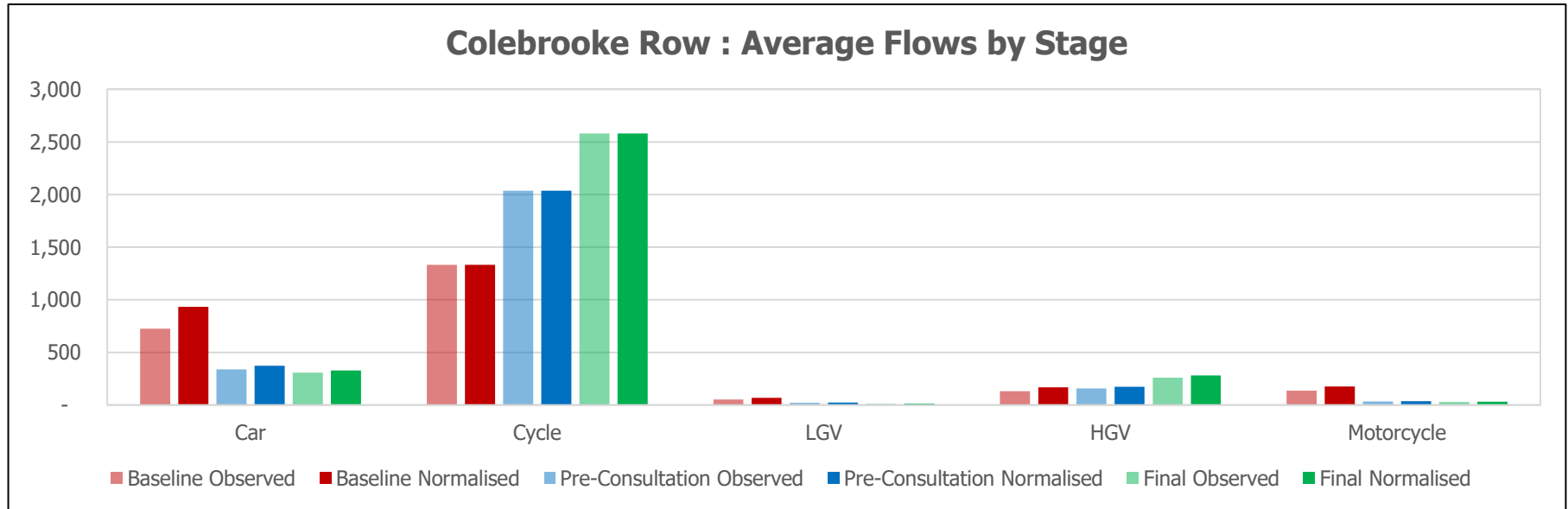
Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	N/A		194	<b>213</b>	108	<b>116</b>	N/A		-86	<b>-97</b>	N/A		-44%	<b>-46%</b>
LGV			41	<b>45</b>	24	<b>26</b>			-17	<b>-19</b>			-41%	<b>-42%</b>
HGV			3	<b>3</b>	3	<b>4</b>			0	<b>1</b>			0%	<b>33%</b>
Motorcycle			25	<b>27</b>	8	<b>9</b>			-17	<b>-18</b>			-68%	<b>-67%</b>
All Motor Vehicles			263	<b>288</b>	143	<b>155</b>			-120	<b>-133</b>			-46%	<b>-46%</b>
Cycle			<b>69</b>		<b>58</b>				<b>-11</b>				<b>-16%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	N/A	15.11	13.74	N/A	-9%	N/A	19.00	17.80	N/A	-6%	N/A	11%	7%	N/A	-5%



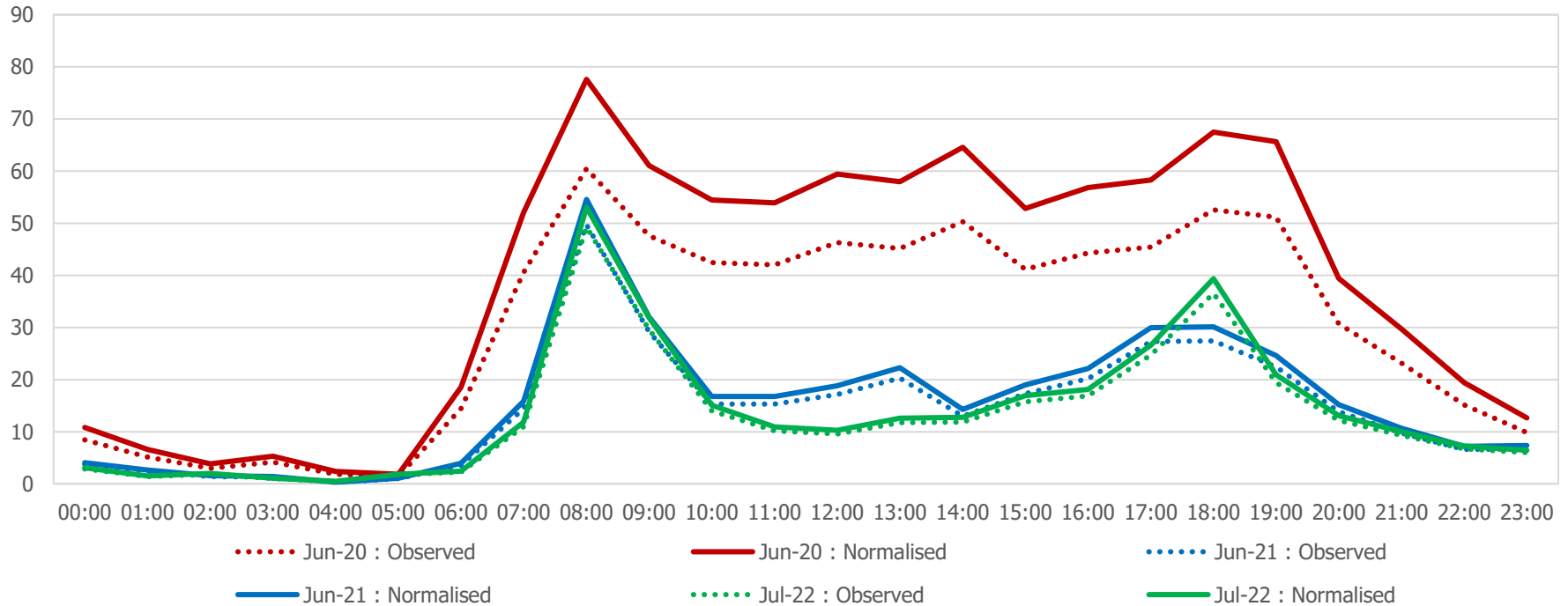
# Colebrooke Row (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Colebrooke Row**, with data presented for the baseline, pre-consultation and final 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.



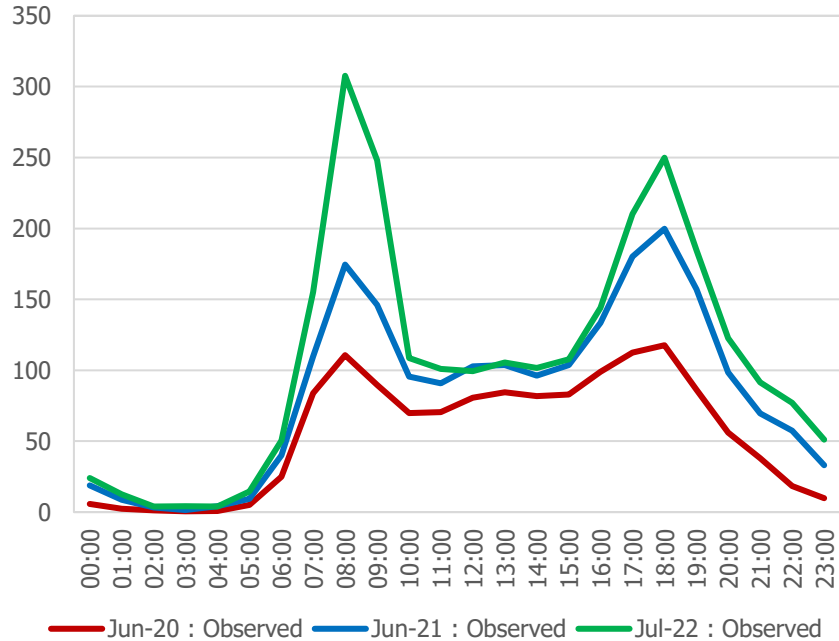
# Colebrooke Row

## Colebrooke Row : Average Daily Car Flows

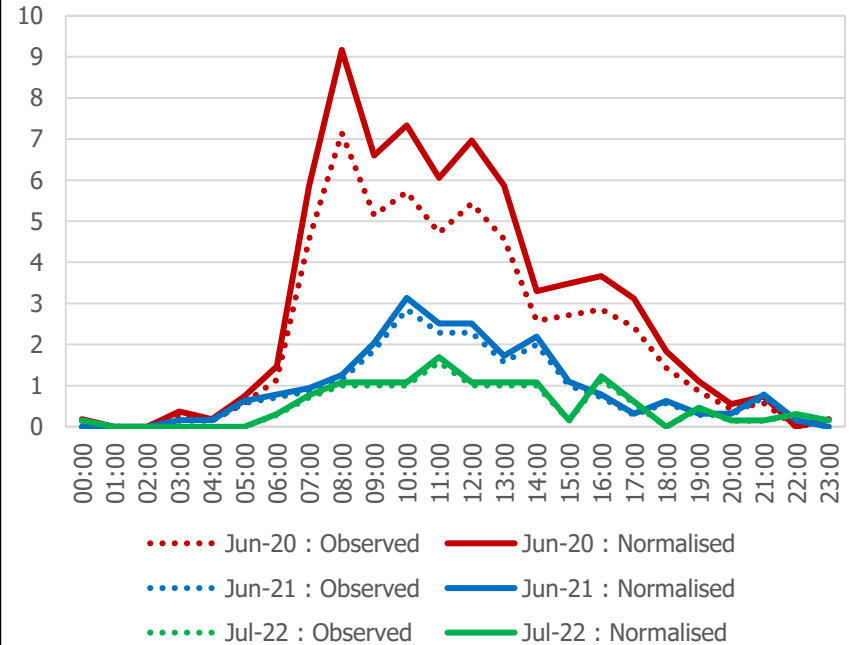


# Colebrooke Row

## Colebrooke Row : Average Daily Cycle Flows

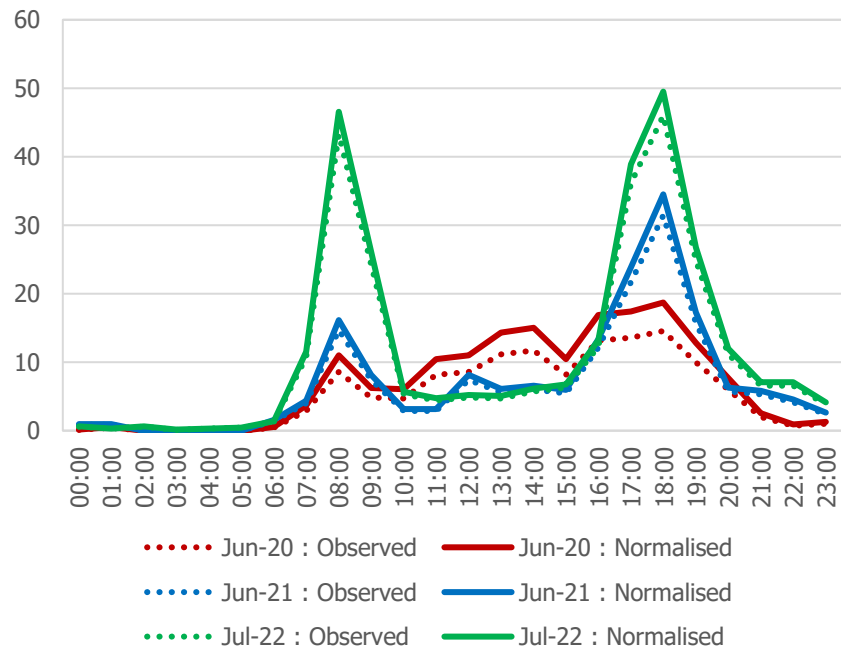


## Colebrooke Row : Average Daily LGV Flows

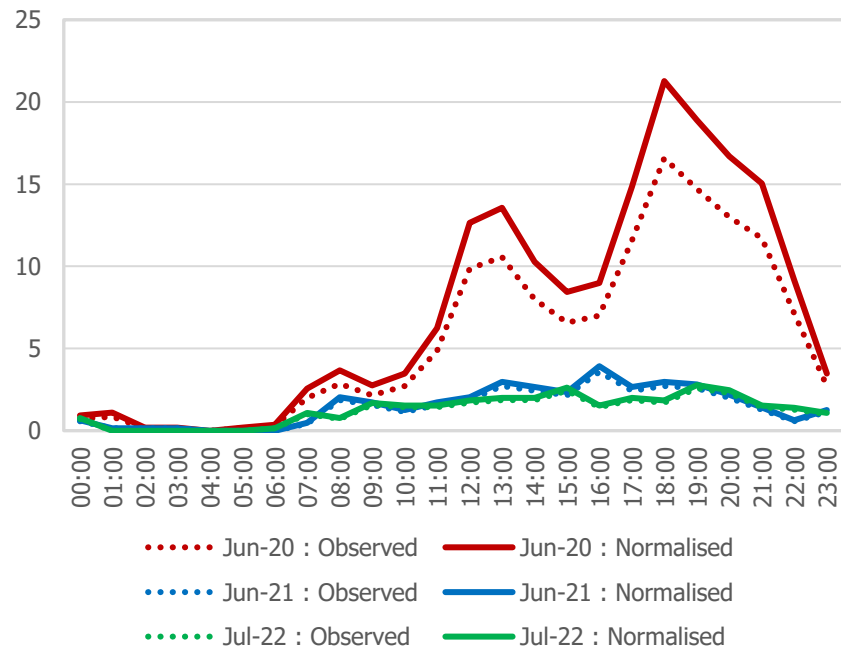


# Colebrooke Row

## Colebrooke Row : Average Daily HGV Flows



## Colebrooke Row : Average Daily Motorcycle Flows



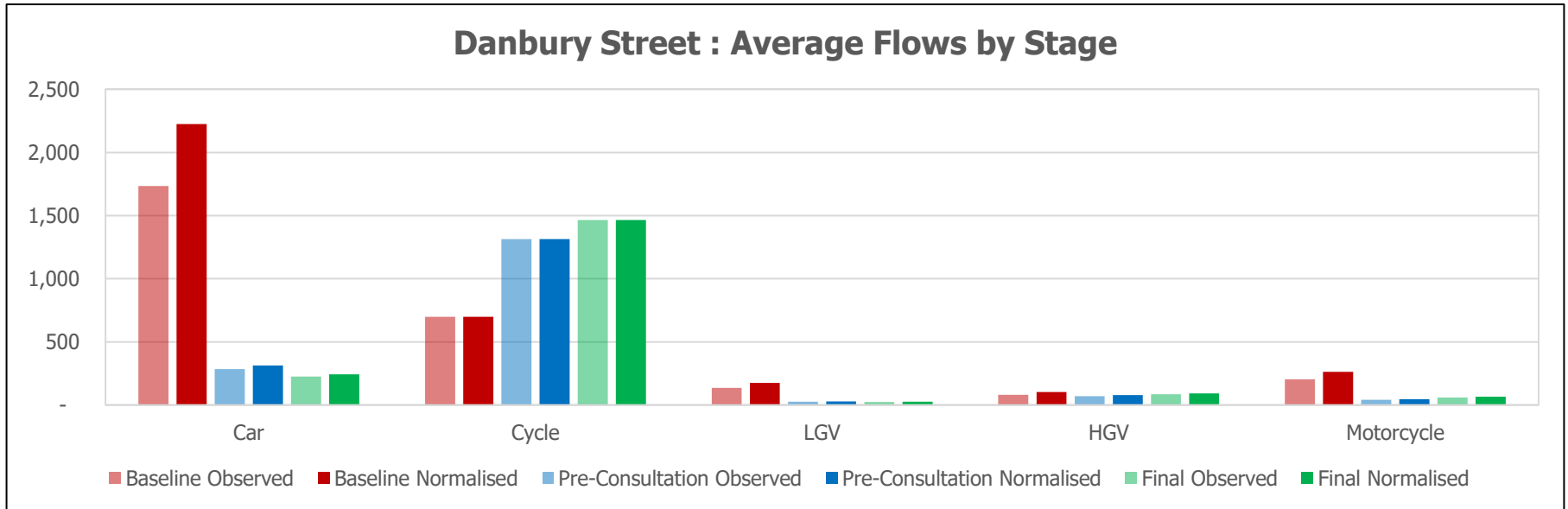
# Colebrooke Row (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	727	<b>933</b>	339	<b>373</b>	306	<b>329</b>	-421	<b>-604</b>	-33	<b>-44</b>	-58%	<b>-65%</b>	-10%	<b>-12%</b>
LGV	54	<b>69</b>	20	<b>22</b>	12	<b>13</b>	-42	<b>-56</b>	-8	<b>-9</b>	-78%	<b>-81%</b>	-40%	<b>-41%</b>
HGV	131	<b>168</b>	158	<b>173</b>	261	<b>280</b>	130	<b>112</b>	103	<b>107</b>	99%	<b>67%</b>	65%	<b>62%</b>
Motorcycle	136	<b>175</b>	33	<b>36</b>	28	<b>31</b>	-108	<b>-144</b>	-5	<b>-5</b>	-79%	<b>-82%</b>	-15%	<b>-14%</b>
All Motor Vehicles	1048	<b>1345</b>	550	<b>604</b>	607	<b>653</b>	-441	<b>-692</b>	57	<b>49</b>	-42%	<b>-51%</b>	10%	8%
Cycle	<b>1333</b>		<b>2037</b>		<b>2579</b>		<b>1246</b>		<b>542</b>		<b>93%</b>		<b>27%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	12.50	12.53	12.97	4%	4%	N/A	14.80	15.50	N/A	5%	N/A	1%	1%	N/A	0%

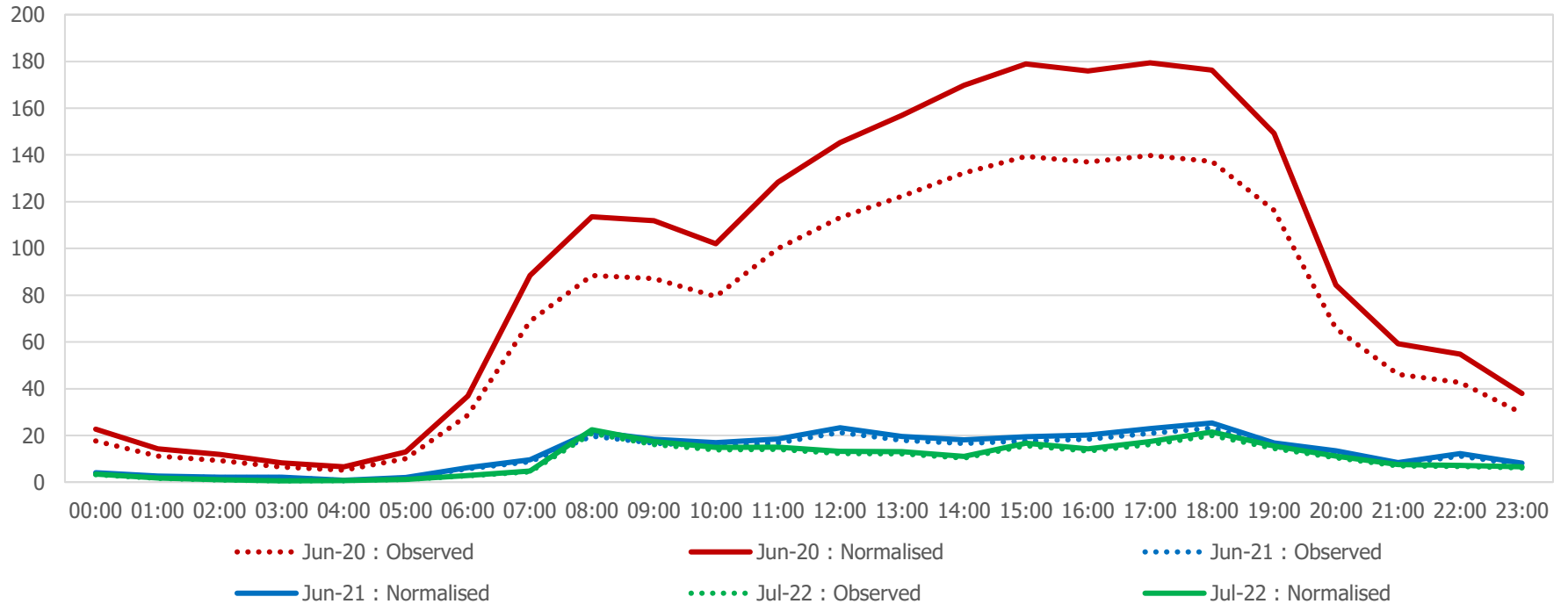
# Danbury Street (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Danbury Street, with data presented for the baseline, pre-consultation and final 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.



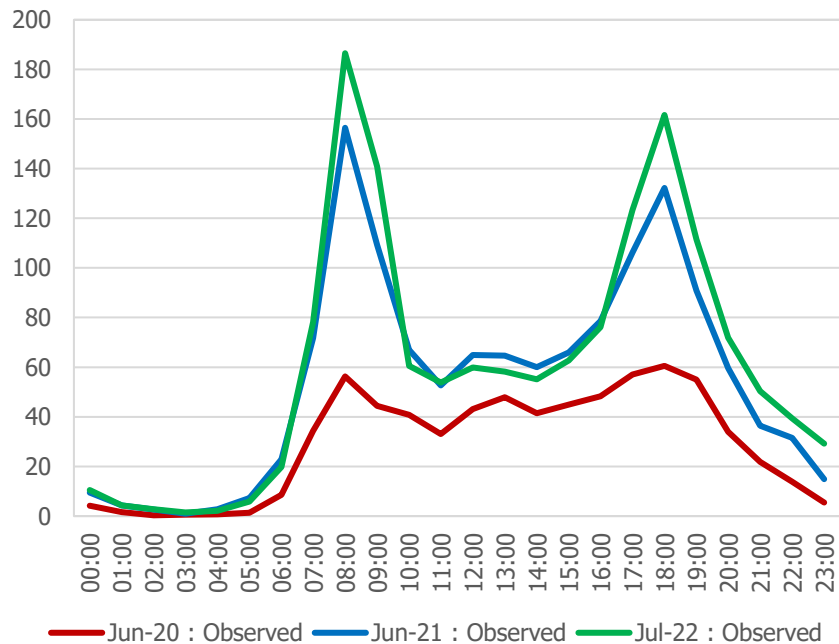
# Danbury Street

## Danbury Street : Average Daily Car Flows

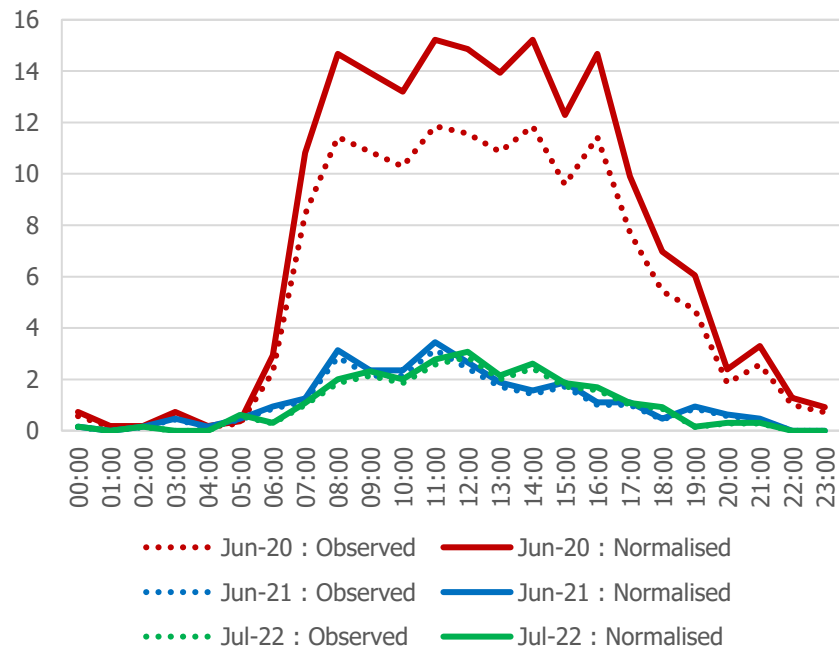


# Danbury Street

## Danbury Street : Average Daily Cycle Flows



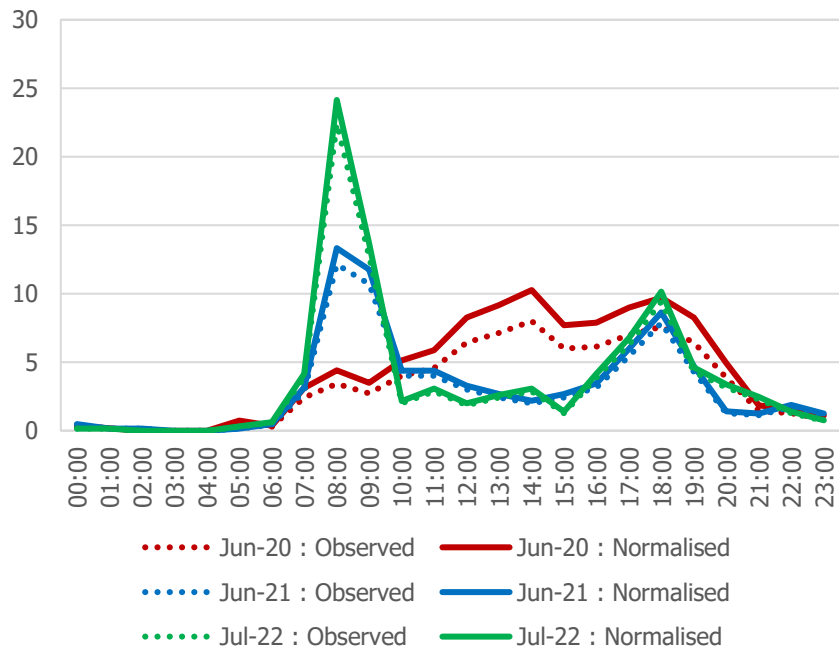
## Danbury Street : Average Daily LGV Flows



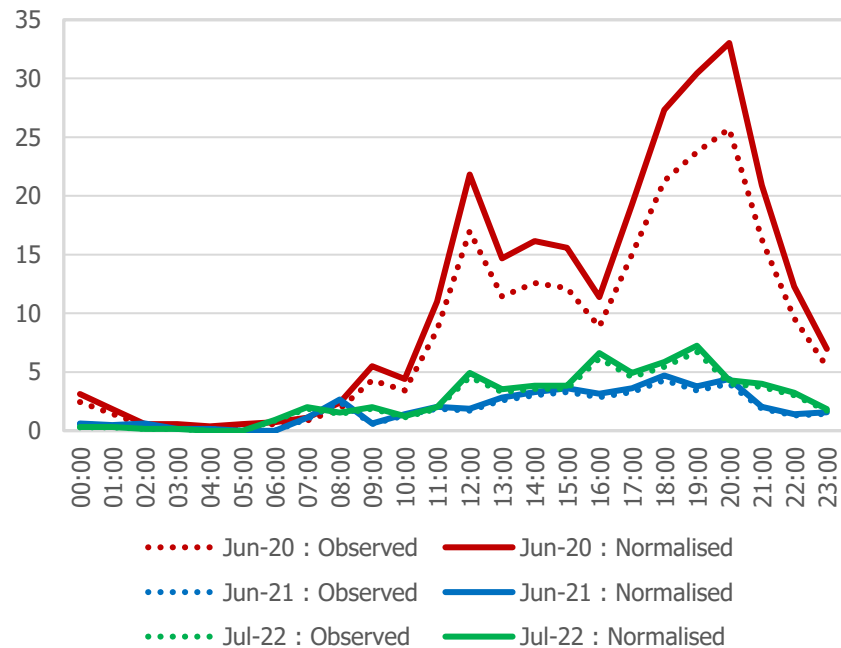


# Danbury Street

## Danbury Street : Average Daily HGV Flows



## Danbury Street : Average Daily Motorcycle Flows



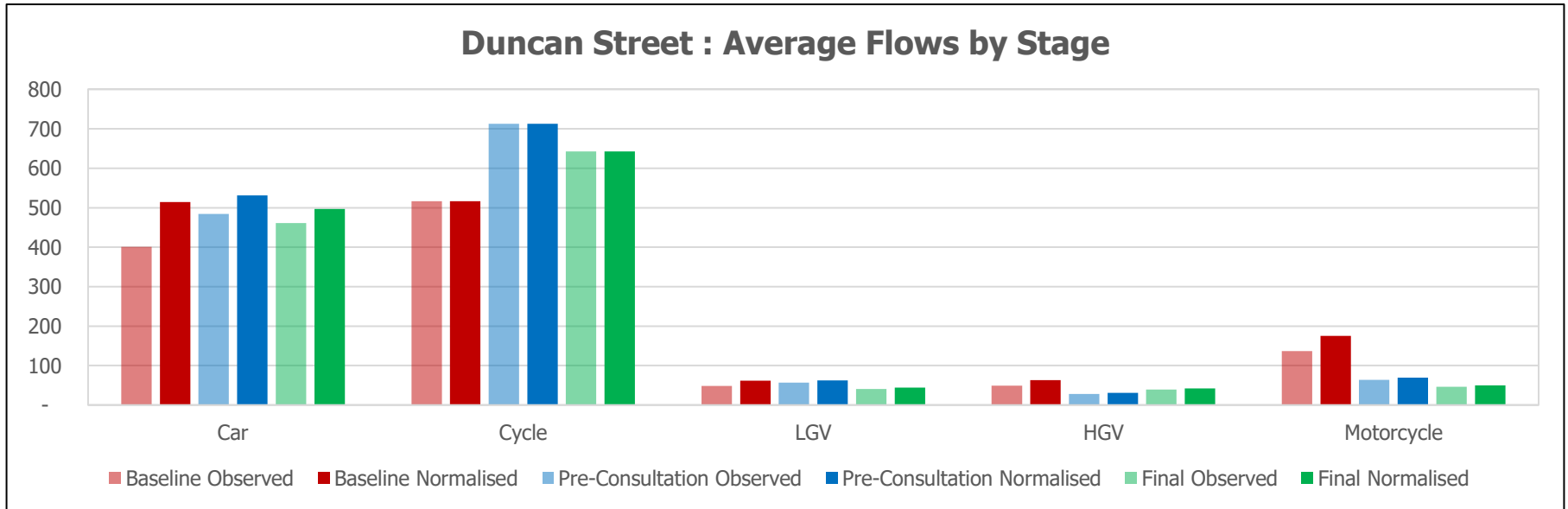
# Danbury Street (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	1734	<b>2226</b>	286	<b>313</b>	225	<b>242</b>	-1509	<b>-1984</b>	-61	<b>-71</b>	-87%	<b>-89%</b>	-21%	<b>-23%</b>
LGV	136	<b>175</b>	25	<b>28</b>	24	<b>26</b>	-112	<b>-149</b>	-1	<b>-2</b>	-82%	<b>-85%</b>	-4%	-7%
HGV	81	<b>103</b>	71	<b>78</b>	85	<b>91</b>	4	<b>-12</b>	14	<b>13</b>	5%	<b>-12%</b>	20%	<b>17%</b>
Motorcycle	204	<b>262</b>	42	<b>46</b>	60	<b>65</b>	-144	<b>-197</b>	18	<b>19</b>	-71%	<b>-75%</b>	43%	<b>41%</b>
All Motor Vehicles	2155	<b>2766</b>	424	<b>465</b>	394	<b>424</b>	-1761	<b>-2342</b>	-30	<b>-41</b>	-82%	<b>-85%</b>	-7%	-9%
Cycle	<b>699</b>		<b>1313</b>		<b>1466</b>		<b>767</b>		<b>153</b>		<b>110%</b>		<b>12%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	14.83	11.68	12.35	<b>-17%</b>	6%	N/A	13.90	14.70	N/A	6%	N/A	3%	7%	N/A	4%

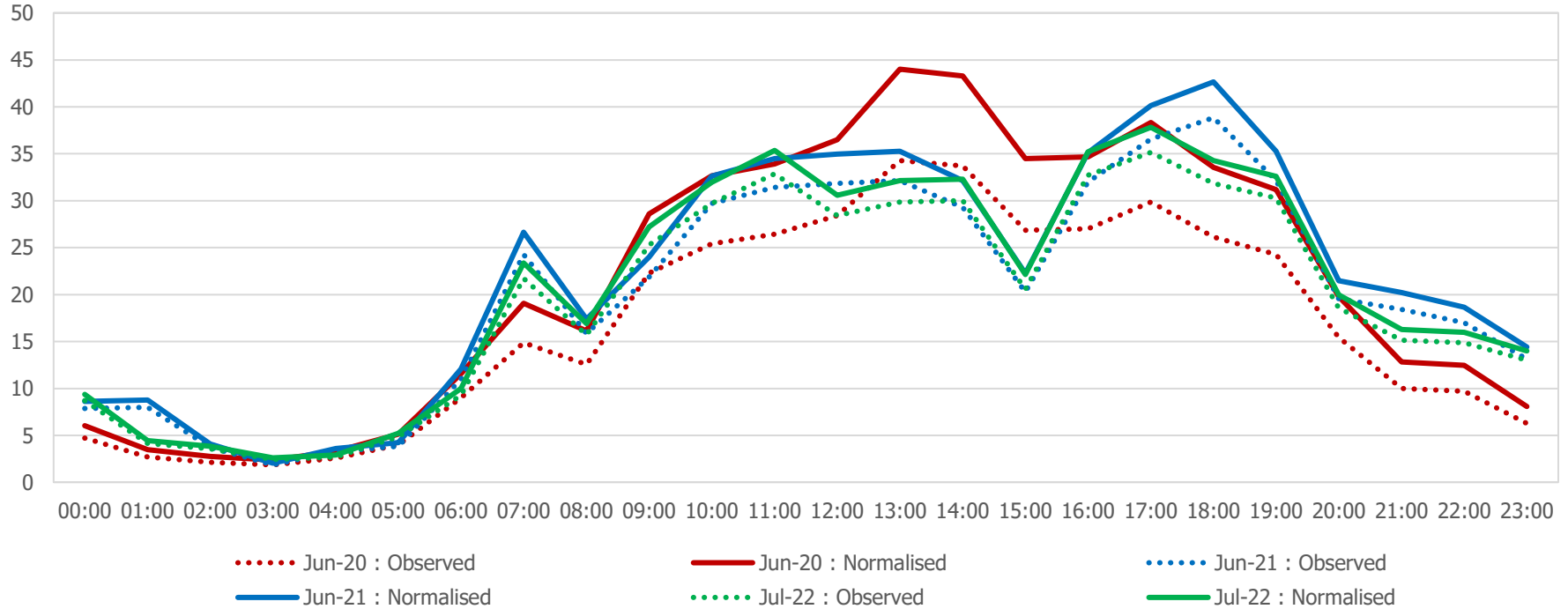
# Duncan Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on **Duncan Street**, with data presented for the baseline, pre-consultation and final 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.



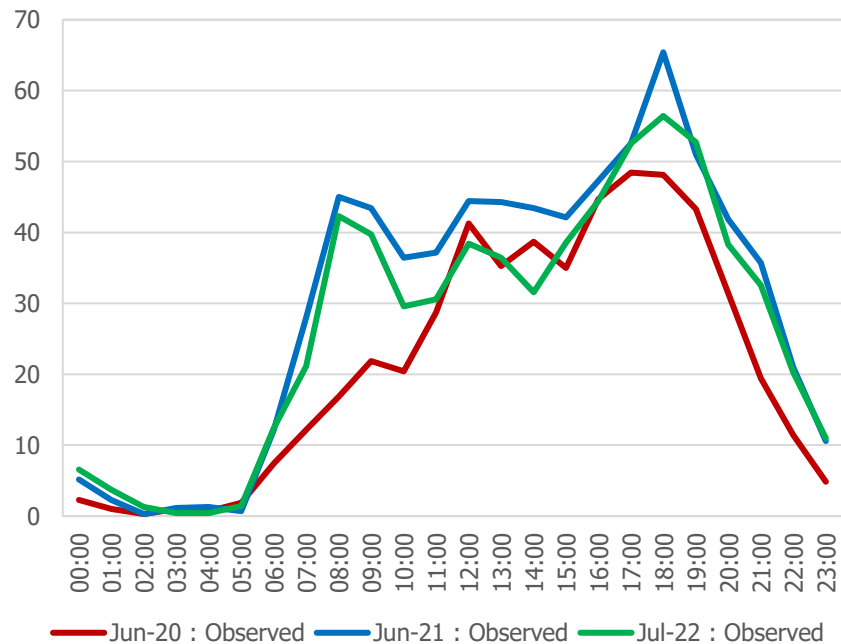
# Duncan Street

Duncan Street : Average Daily Car Flows

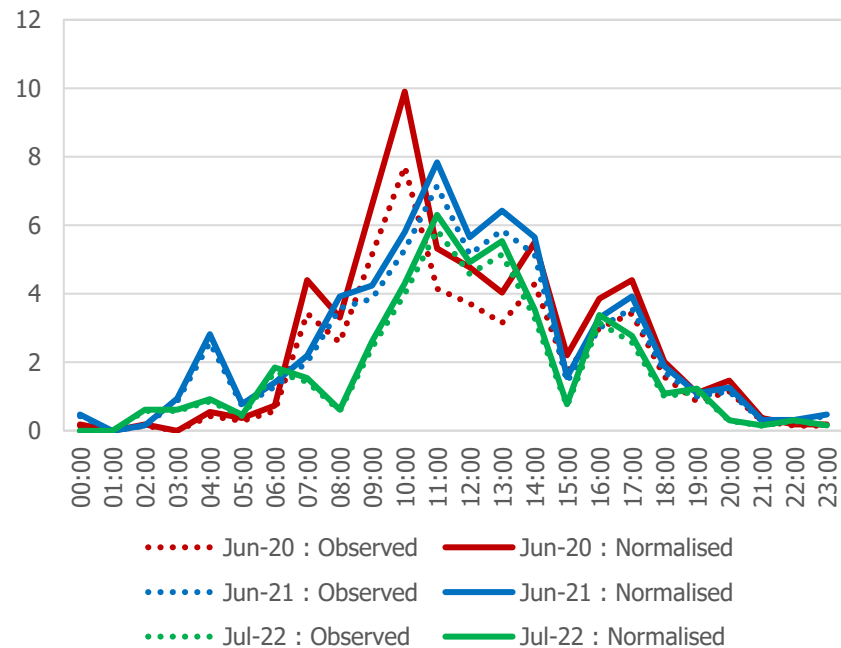


# Duncan Street

## Duncan Street : Average Daily Cycle Flows

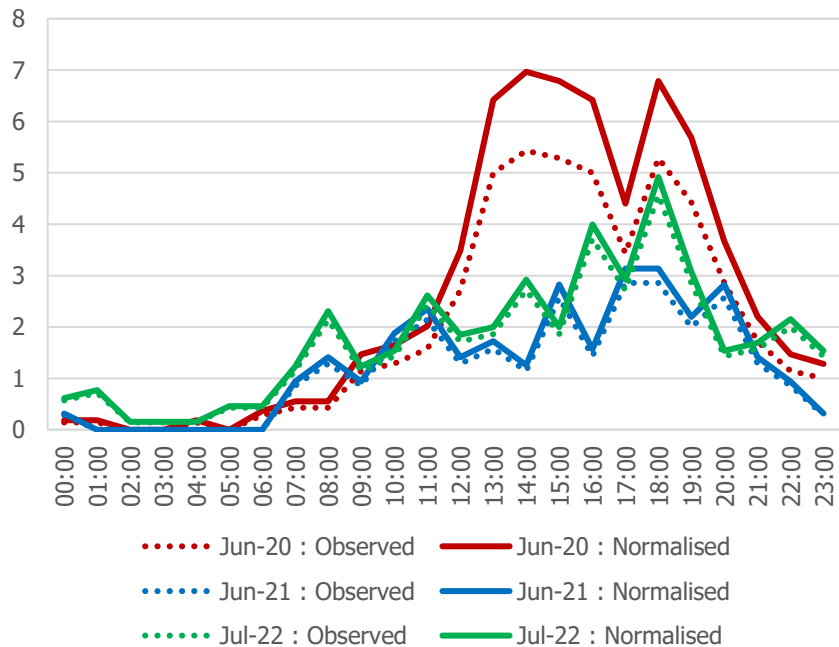


## Duncan Street : Average Daily LGV Flows

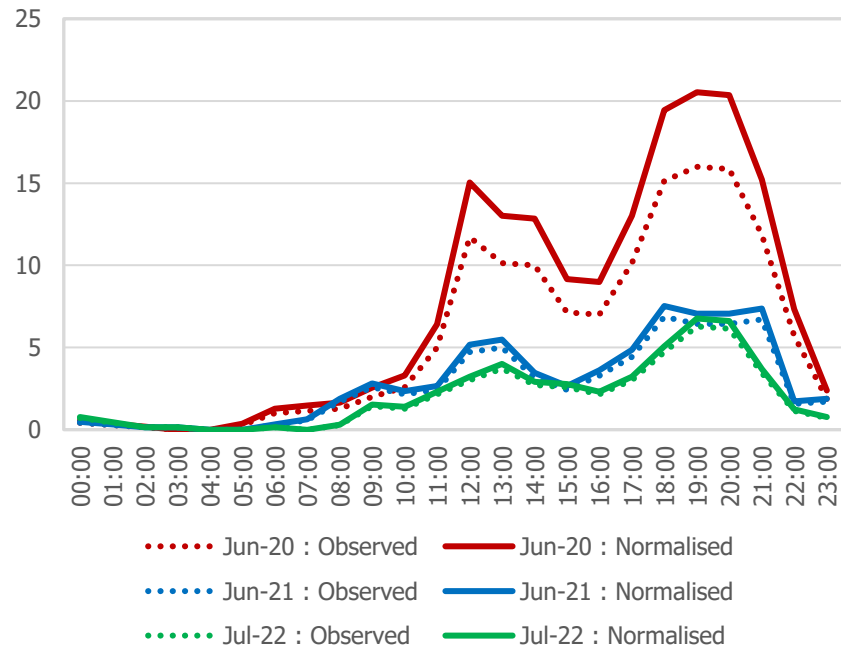


# Duncan Street

## Duncan Street : Average Daily HGV Flows



## Duncan Street : Average Daily Motorcycle Flows



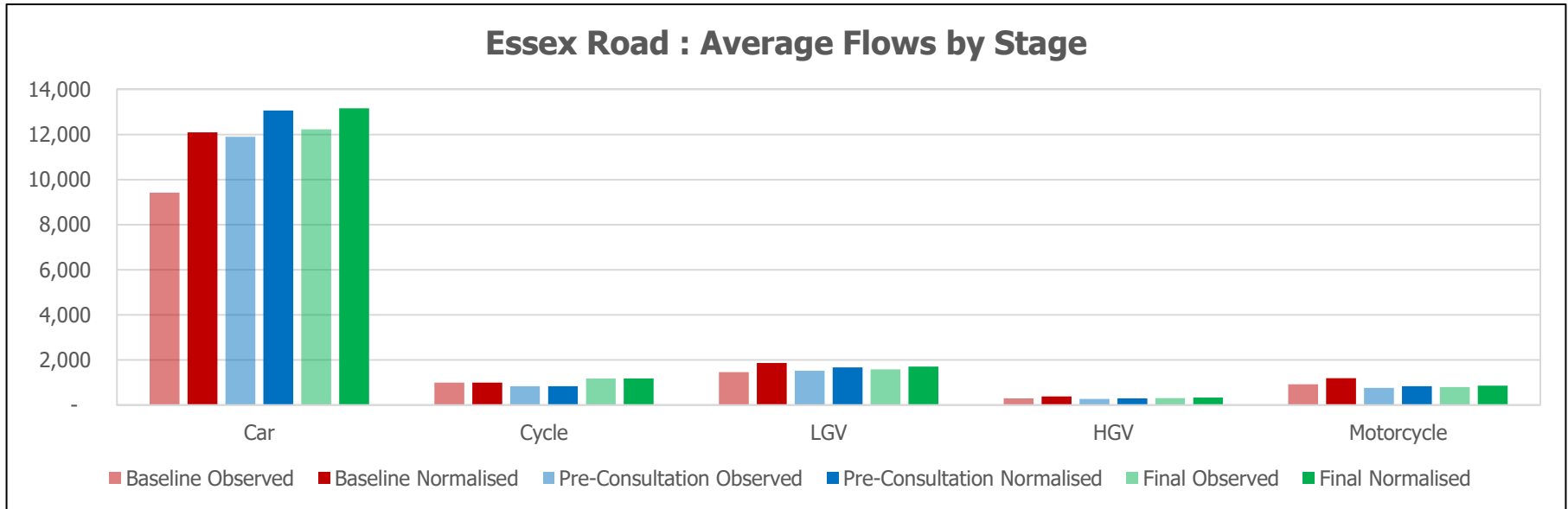
# Duncan Street(Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	401	<b>514</b>	484	<b>531</b>	461	<b>497</b>	60	<b>-17</b>	-23	<b>-34</b>	15%	-3%	-5%	-6%
LGV	48	<b>62</b>	57	<b>62</b>	41	<b>44</b>	-7	<b>-18</b>	-16	<b>-18</b>	-15%	<b>-29%</b>	-28%	<b>-29%</b>
HGV	49	<b>63</b>	28	<b>31</b>	39	<b>42</b>	-10	<b>-21</b>	11	<b>11</b>	-20%	<b>-33%</b>	39%	<b>35%</b>
Motorcycle	137	<b>175</b>	63	<b>70</b>	46	<b>50</b>	-91	<b>-125</b>	-17	<b>-20</b>	-66%	<b>-71%</b>	-27%	<b>-29%</b>
All Motor Vehicles	635	<b>814</b>	632	<b>694</b>	587	<b>633</b>	-48	<b>-181</b>	-45	<b>-61</b>	-8%	<b>-22%</b>	-7%	-9%
Cycle	<b>517</b>		<b>713</b>		<b>643</b>		<b>126</b>		<b>-70</b>		<b>24%</b>		<b>-10%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Pre-Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Pre-Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Pre-Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	13.78	12.65	12.17	<b>-11%</b>	-4%	N/A	15.90	15.00	N/A	-6%	N/A	3%	2%	N/A	-1%

# Essex Road (Daily Flows)

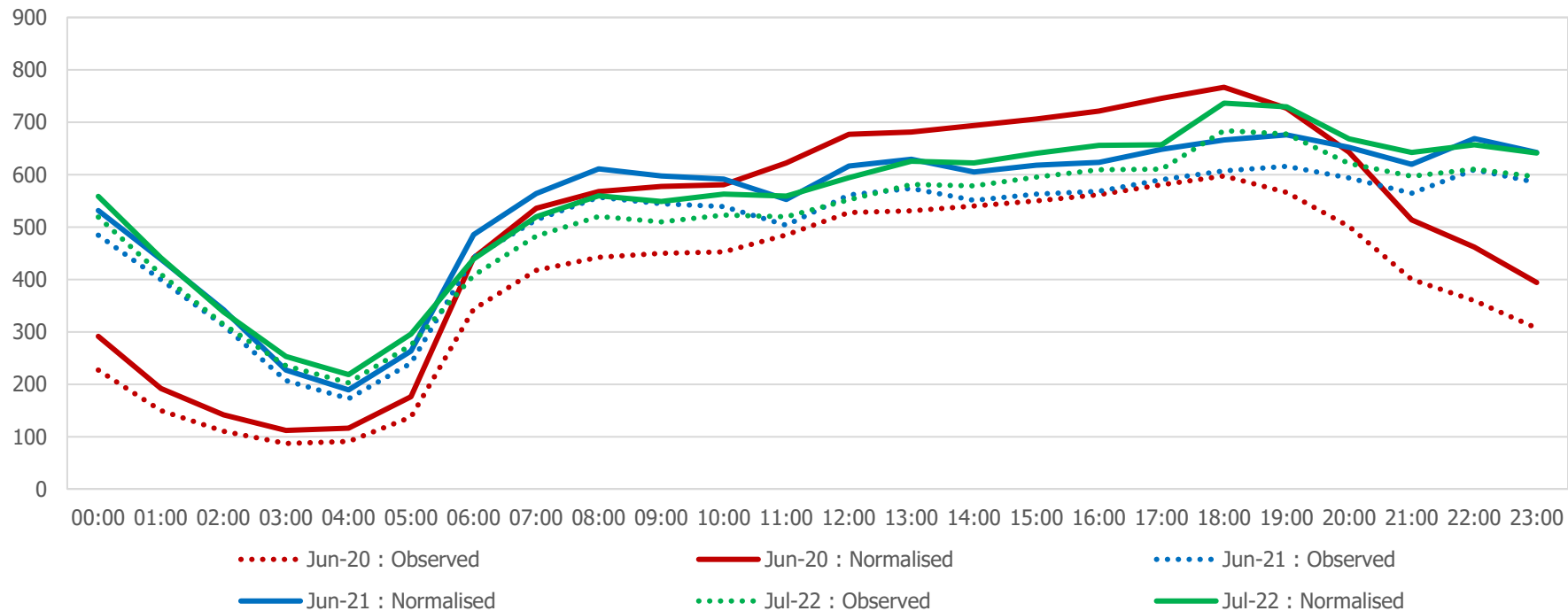
- The charts below and on the following pages show the normalised **average daily flows on Essex Road**, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note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





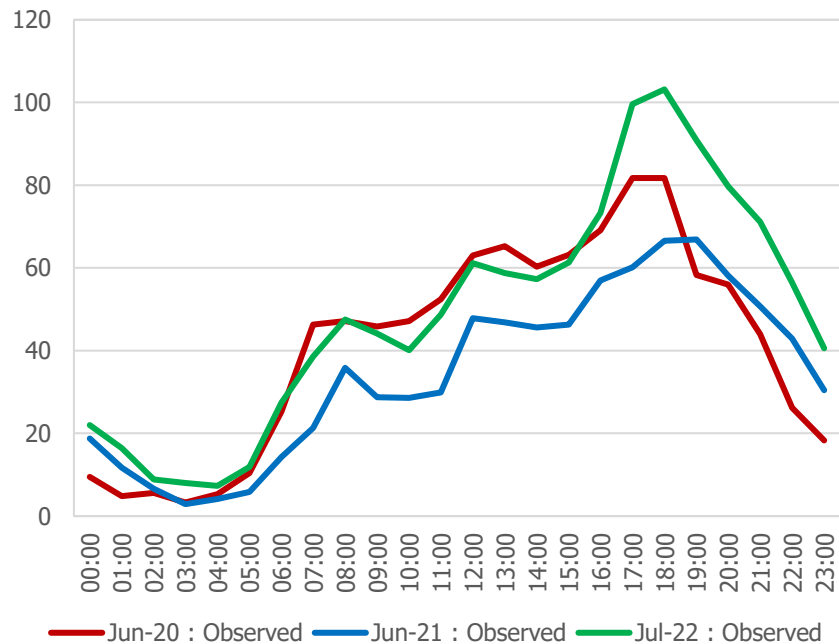
# Essex Road

## Essex Road : Average Daily Car Flows

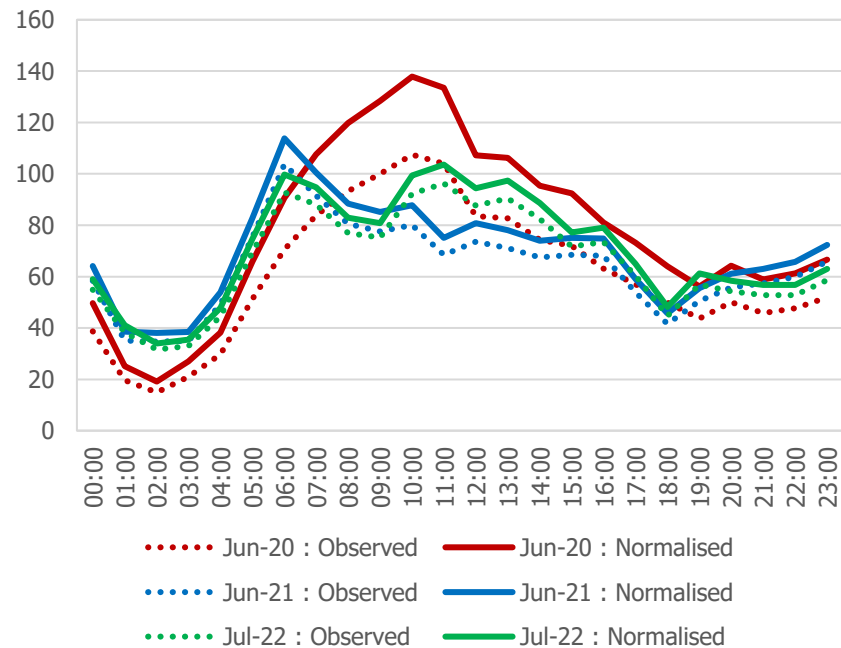


# Essex Road

## Essex Road : Average Daily Cycle Flows

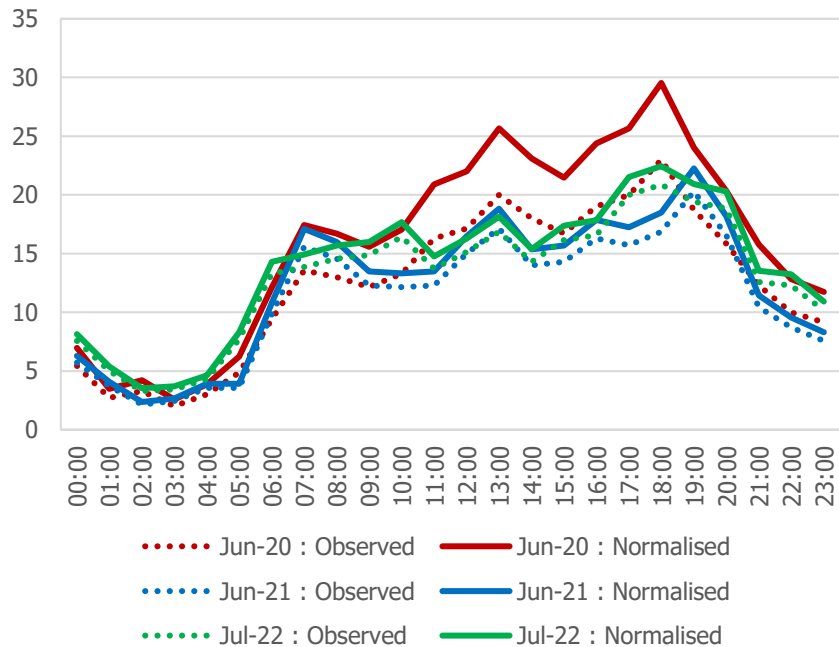


## Essex Road : Average Daily LGV Flows

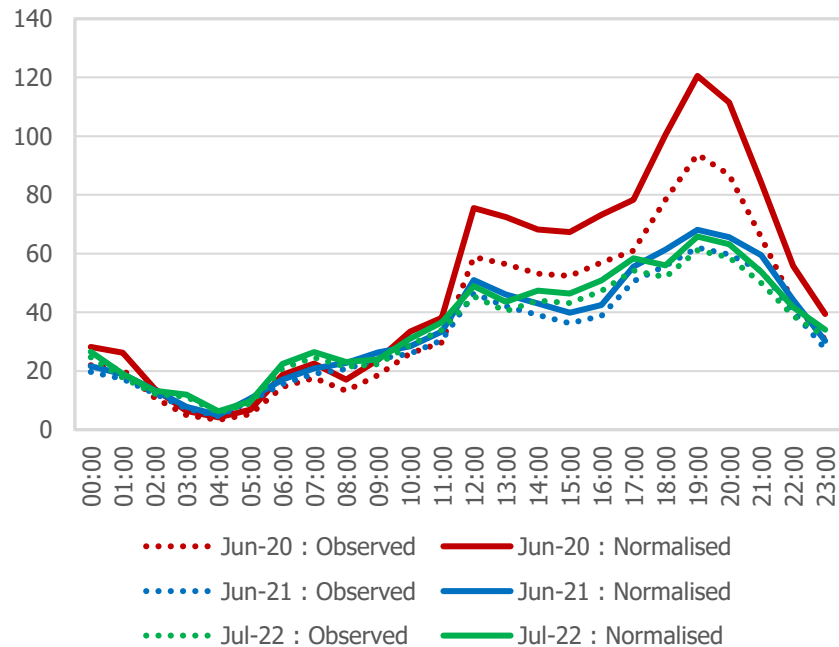


# Essex Road

## Essex Road : Average Daily HGV Flows



## Essex Road : Average Daily Motorcycle Flows



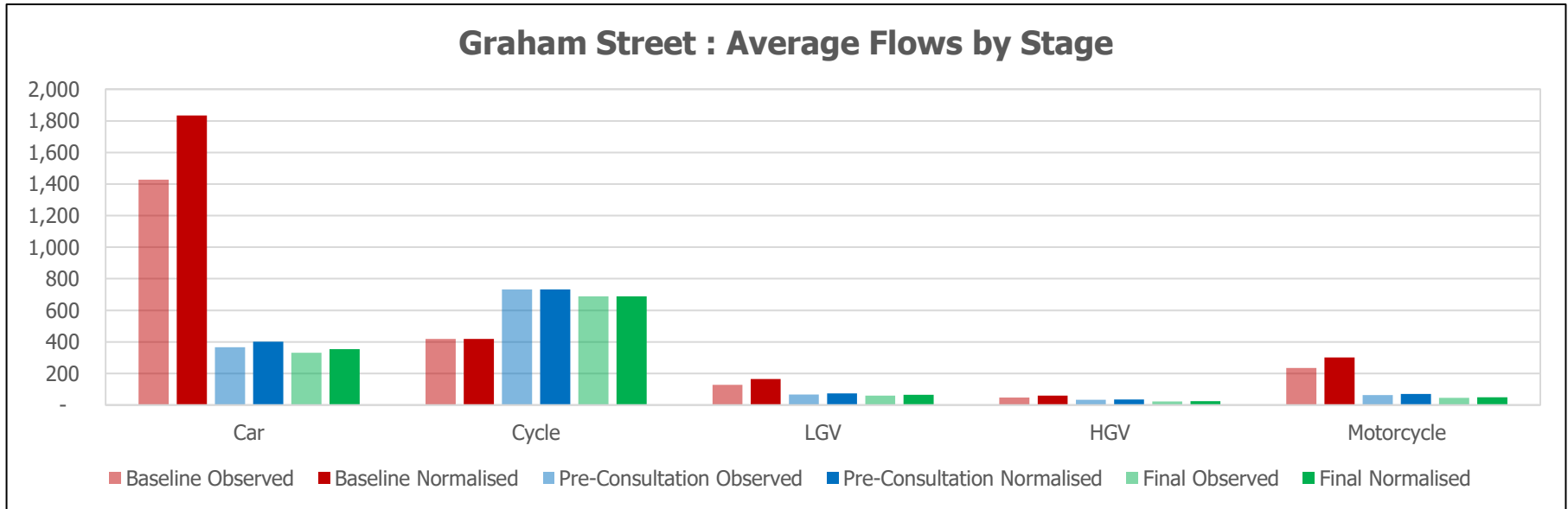
# Essex Road (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	9415	<b>12087</b>	11899	<b>13061</b>	12233	<b>13165</b>	2818	<b>1078</b>	334	<b>104</b>	30%	9%	3%	1%
LGV	1456	<b>1869</b>	1523	<b>1672</b>	1579	<b>1699</b>	123	<b>-170</b>	56	<b>27</b>	8%	-9%	4%	2%
HGV	299	<b>384</b>	271	<b>297</b>	311	<b>335</b>	12	<b>-49</b>	40	<b>38</b>	4%	<b>-13%</b>	15%	<b>13%</b>
Motorcycle	924	<b>1186</b>	759	<b>833</b>	800	<b>860</b>	-124	<b>-326</b>	41	<b>27</b>	-13%	<b>-27%</b>	5%	3%
All Motor Vehicles	12094	<b>15526</b>	14452	<b>15863</b>	14923	<b>16059</b>	2829	<b>533</b>	471	<b>196</b>	23%	3%	3%	1%
Cycle	<b>990</b>		<b>828</b>		<b>1174</b>		<b>184</b>		<b>346</b>		<b>19%</b>		<b>42%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	19.21	16.78	17.46	-9%	4%	N/A	22.20	22.10	N/A	0%	N/A	26%	26%	N/A	1%

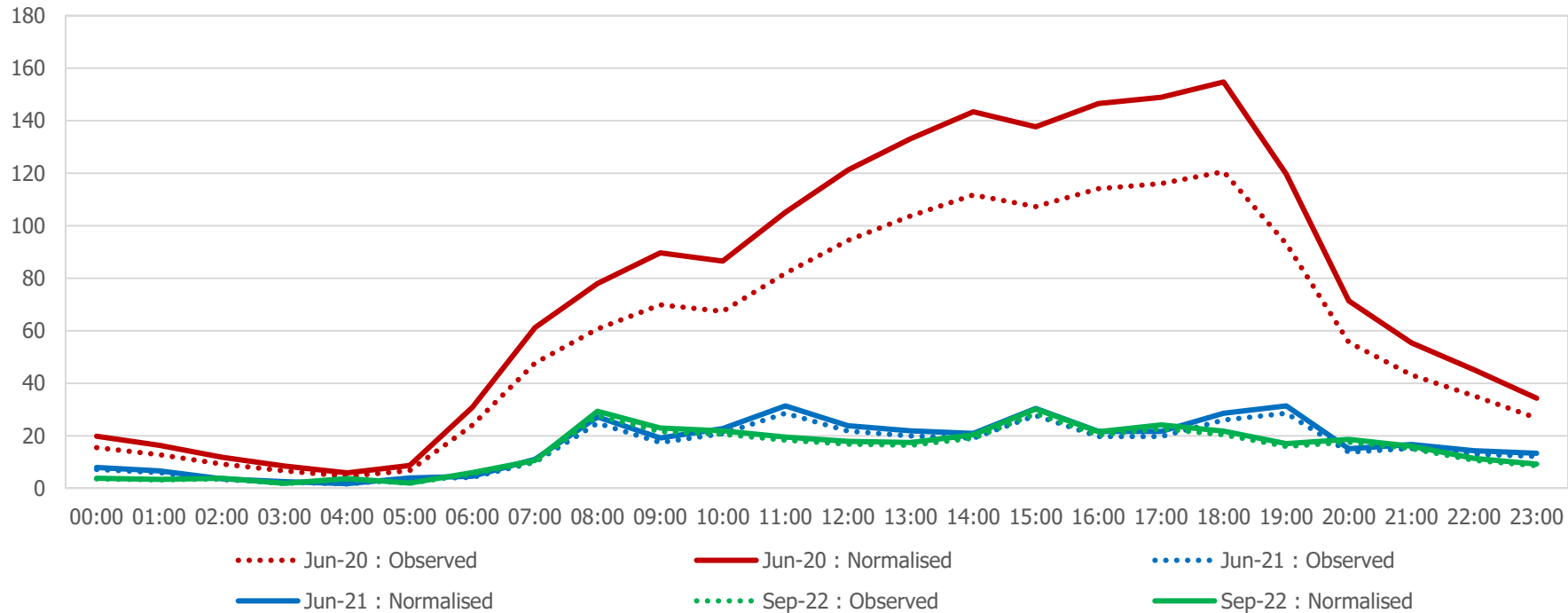
# Graham Street (Daily Flows)

- The charts below and on the following pages show the normalised average daily flows on Graham Street, with data presented for the baseline, pre-consultation and final 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.



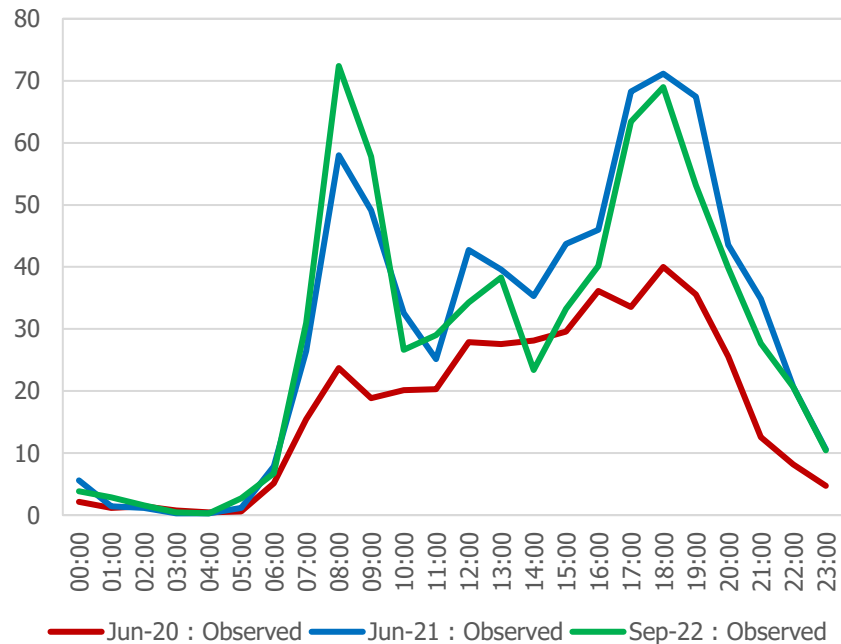
# Graham Street

## Graham Street : Average Daily Car Flows

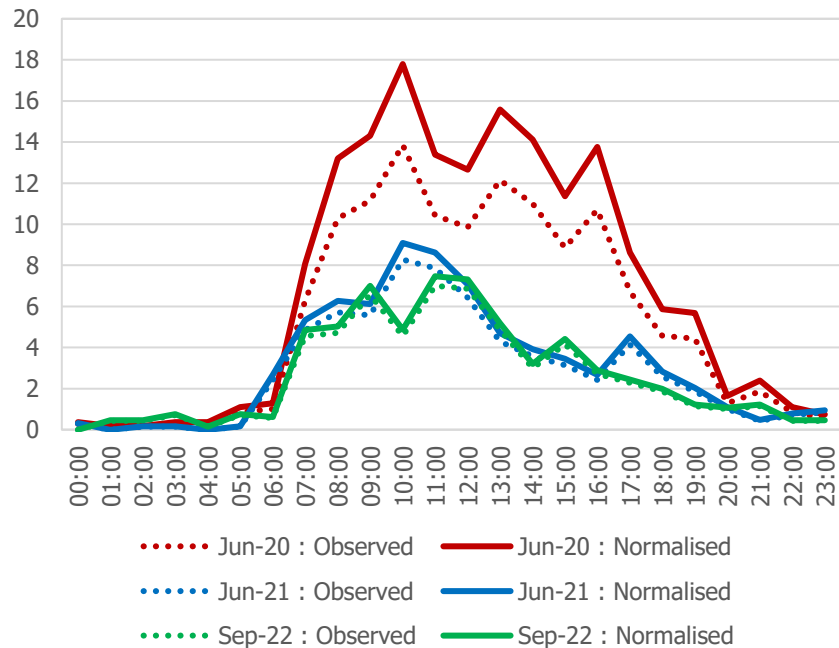


# Graham Street

## Graham Street : Average Daily Cycle Flows

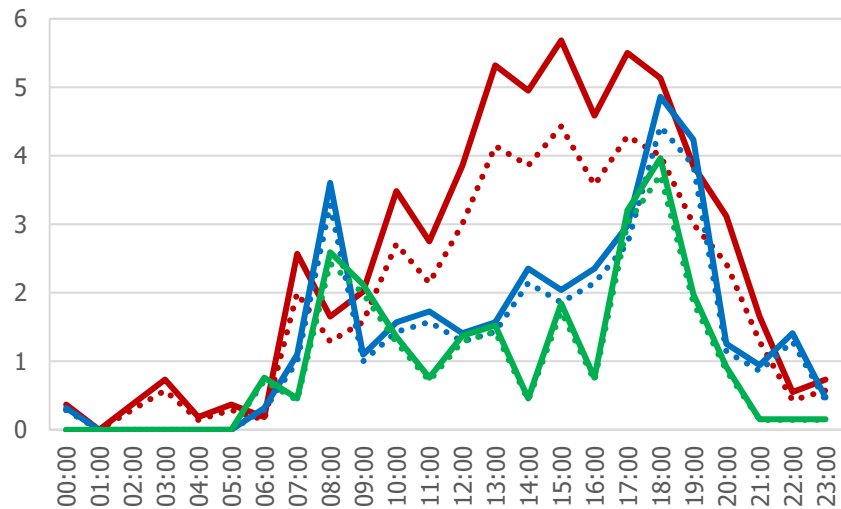


## Graham Street : Average Daily LGV Flows



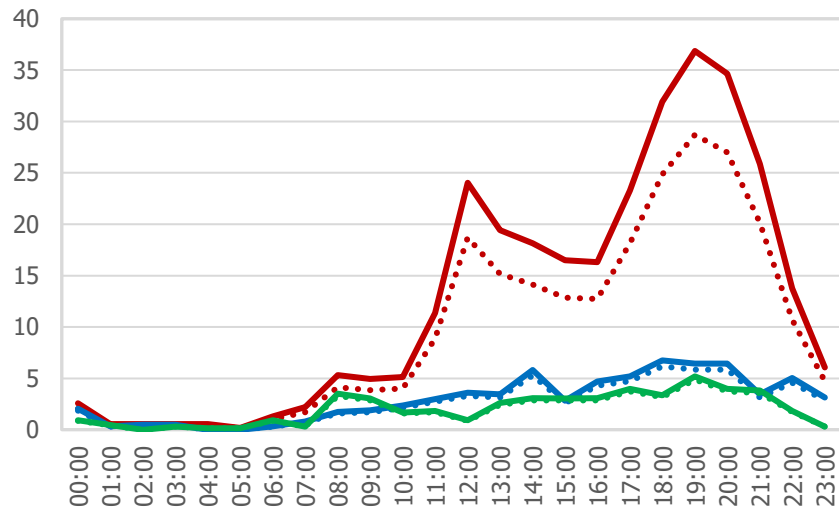
# Graham Street

## Graham Street : Average Daily HGV Flows



..... Jun-20 : Observed      — Jun-20 : Normalised  
..... Jun-21 : Observed      — Jun-21 : Normalised  
..... Sep-22 : Observed      — Sep-22 : Normalised

## Graham Street : Average Daily Motorcycle Flows



..... Jun-20 : Observed      — Jun-20 : Normalised  
..... Jun-21 : Observed      — Jun-21 : Normalised  
..... Sep-22 : Observed      — Sep-22 : Normalised



# Graham Street (Summary Table)

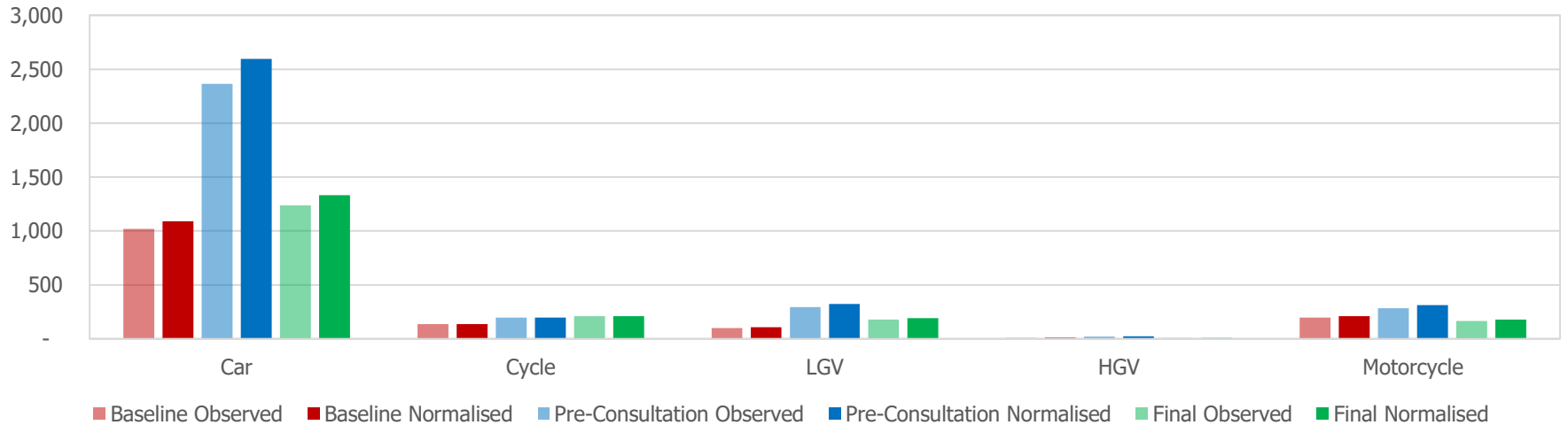
Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	1428	<b>1833</b>	366	<b>401</b>	332	<b>354</b>	-1096	<b>-1479</b>	-34	<b>-47</b>	-77%	<b>-81%</b>	-9%	<b>-12%</b>
LGV	128	<b>164</b>	67	<b>73</b>	60	<b>64</b>	-68	<b>-100</b>	-7	<b>-9</b>	-53%	<b>-61%</b>	-10%	<b>-12%</b>
HGV	46	<b>60</b>	32	<b>36</b>	23	<b>25</b>	-23	<b>-35</b>	-9	<b>-11</b>	-50%	<b>-58%</b>	-28%	<b>-31%</b>
Motorcycle	235	<b>302</b>	64	<b>70</b>	45	<b>48</b>	-190	<b>-254</b>	-19	<b>-22</b>	-81%	<b>-84%</b>	-30%	<b>-31%</b>
All Motor Vehicles	1837	<b>2359</b>	529	<b>580</b>	460	<b>491</b>	-1377	<b>-1868</b>	-69	<b>-89</b>	-75%	<b>-79%</b>	-13%	<b>-15%</b>
Cycle	<b>419</b>		<b>733</b>		<b>689</b>		<b>270</b>		<b>-44</b>		<b>64%</b>		-6%	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	15.73	16.10	16.06	2%	0%	N/A	20.40	20.30	N/A	0%	N/A	17%	16%	N/A	0%

# Greenman Street (Daily Flows)

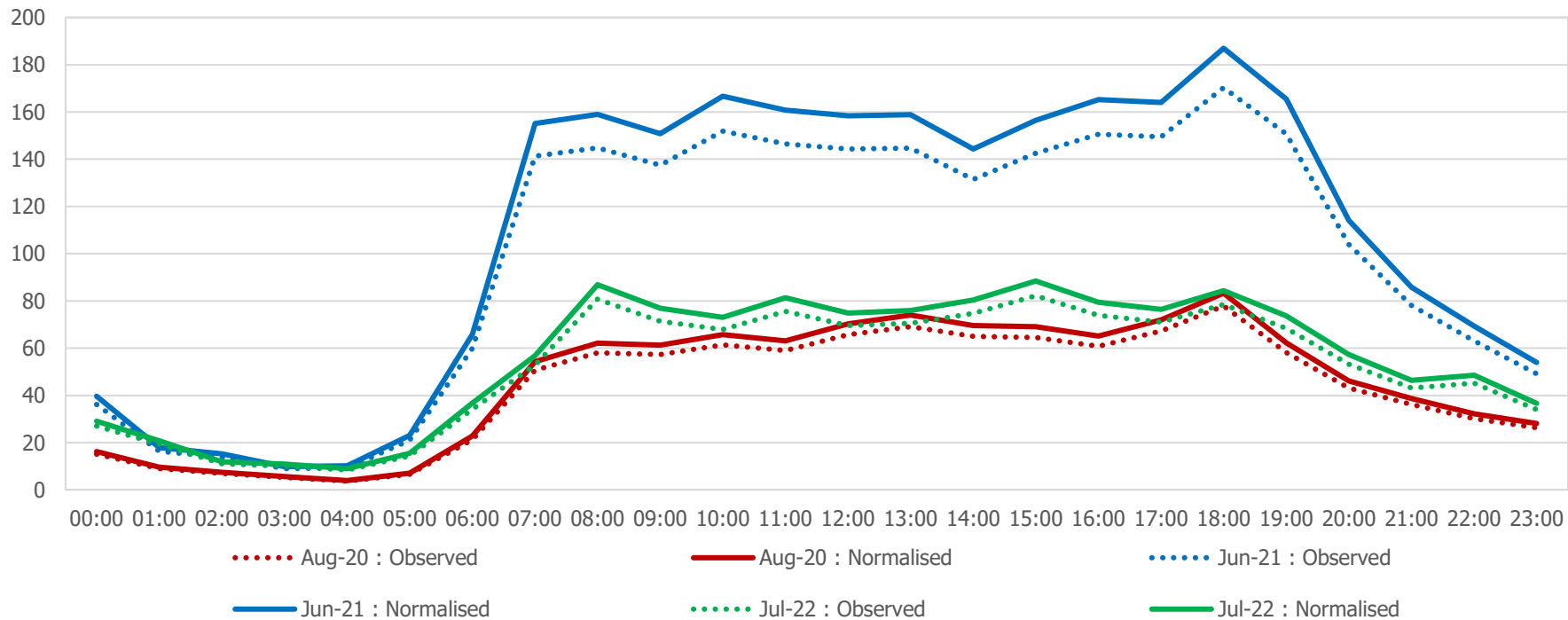
- The charts below and on the following pages show the normalised **average daily flows** on **Greenman Street**, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.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

**Greenman Street : Average Flows by Stage**



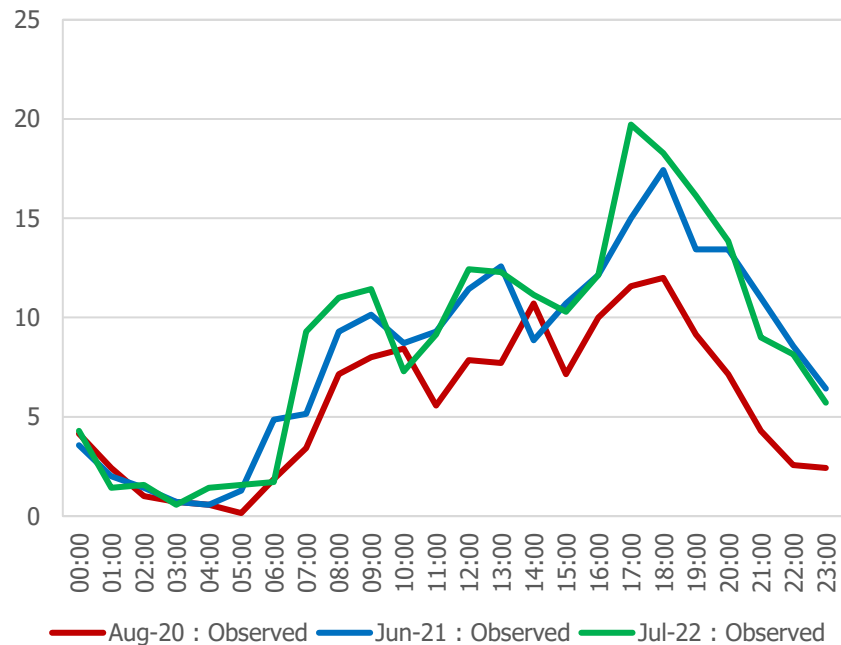
# Greenman Street

## Greenman Street : Average Daily Car Flows

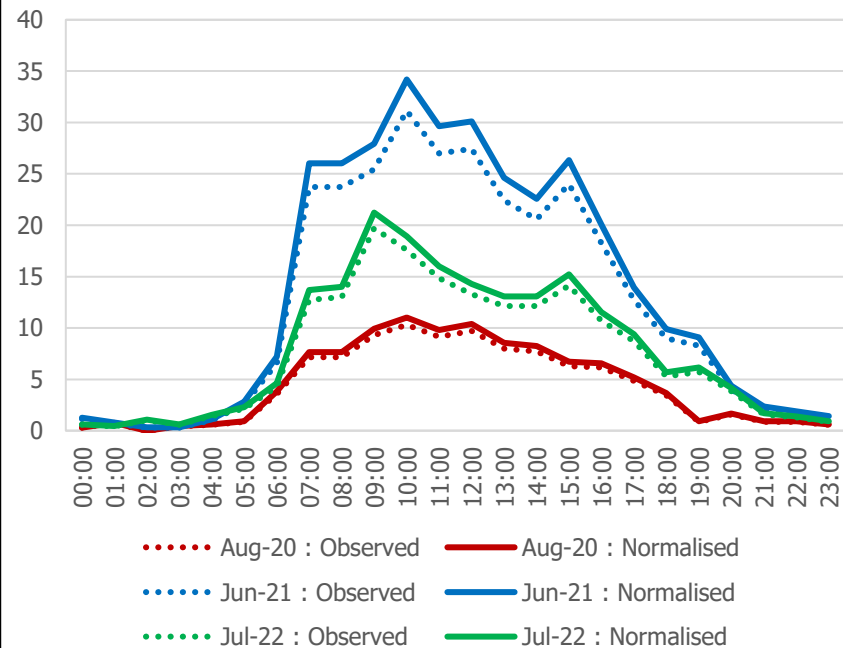


# Greenman Street

## Greenman Street : Average Daily Cycle Flows



## Greenman Street : Average Daily LGV Flows





# Greenman Street (Summary Table)

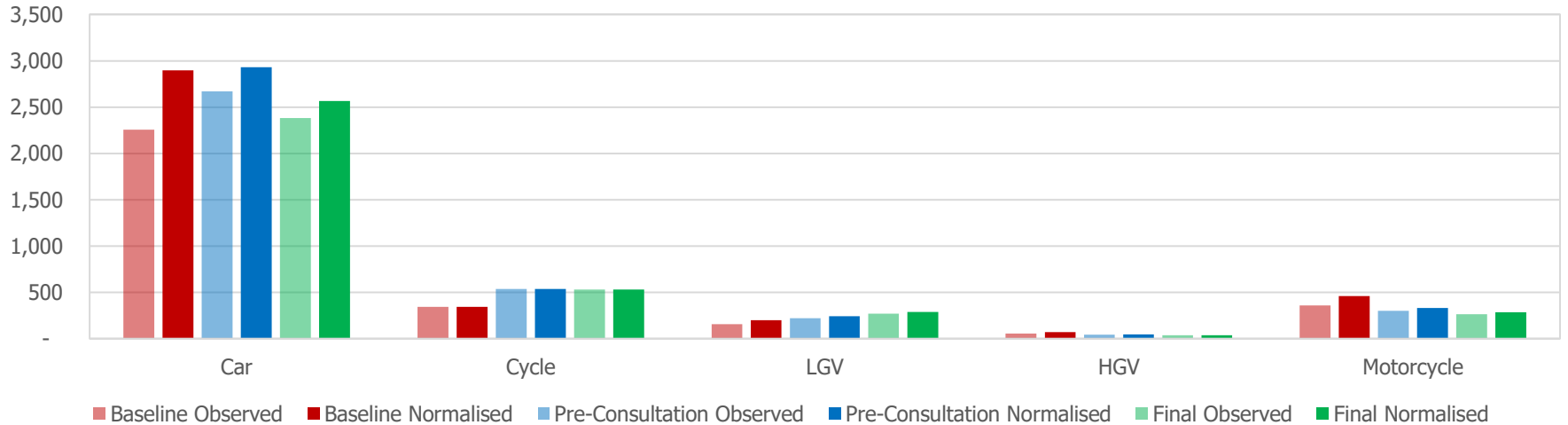
Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	<i>Observed</i>	<i>Normalised</i>	<i>Observed</i>	<i>Normalised</i>	<i>Observed</i>	<i>Normalised</i>	<i>Observed</i>	<i>Normalised</i>	<i>Observed</i>	<i>Normalised</i>	<i>Observed</i>	<i>Normalised</i>	<i>Observed</i>	<i>Normalised</i>
Car	1019	<b>1090</b>	2366	<b>2597</b>	1237	<b>1331</b>	218	<b>241</b>	-1129	<b>-1266</b>	21%	<b>22%</b>	-48%	<b>-49%</b>
LGV	100	<b>107</b>	295	<b>324</b>	178	<b>192</b>	78	<b>85</b>	-117	<b>-132</b>	78%	<b>79%</b>	-40%	<b>-41%</b>
HGV	9	<b>9</b>	21	<b>23</b>	8	<b>9</b>	-1	<b>0</b>	-13	<b>-14</b>	-11%	0%	-62%	<b>-61%</b>
Motorcycle	197	<b>211</b>	284	<b>312</b>	166	<b>179</b>	-31	<b>-32</b>	-118	<b>-133</b>	-16%	<b>-15%</b>	-42%	<b>-43%</b>
All Motor Vehicles	1325	<b>1417</b>	2966	<b>3256</b>	1589	<b>1711</b>	264	<b>294</b>	-1377	<b>-1545</b>	20%	<b>21%</b>	-46%	<b>-47%</b>
Cycle	<b>136</b>		<b>198</b>		<b>210</b>		<b>74</b>		<b>12</b>		<b>54%</b>		6%	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	<i>Pre-Baseline</i>	<i>Consultation</i>	<i>Final</i>	<i>Final vs. Baseline</i>	<i>Final vs. Pre-Consultation</i>	<i>Pre-Baseline</i>	<i>Consultation</i>	<i>Final</i>	<i>Final vs. Baseline</i>	<i>Final vs. Pre-Consultation</i>	<i>Baseline</i>	<i>Pre-Consultation</i>	<i>Final</i>	<i>Final vs. Baseline</i>	<i>Final vs. Pre-Consultation</i>
All Motor Vehicles	17.42	17.09	17.08	-2%	0%	N/A	20.20	20.39	N/A	1%	N/A	16%	17%	N/A	1%

# Packington Street (Daily Flows)

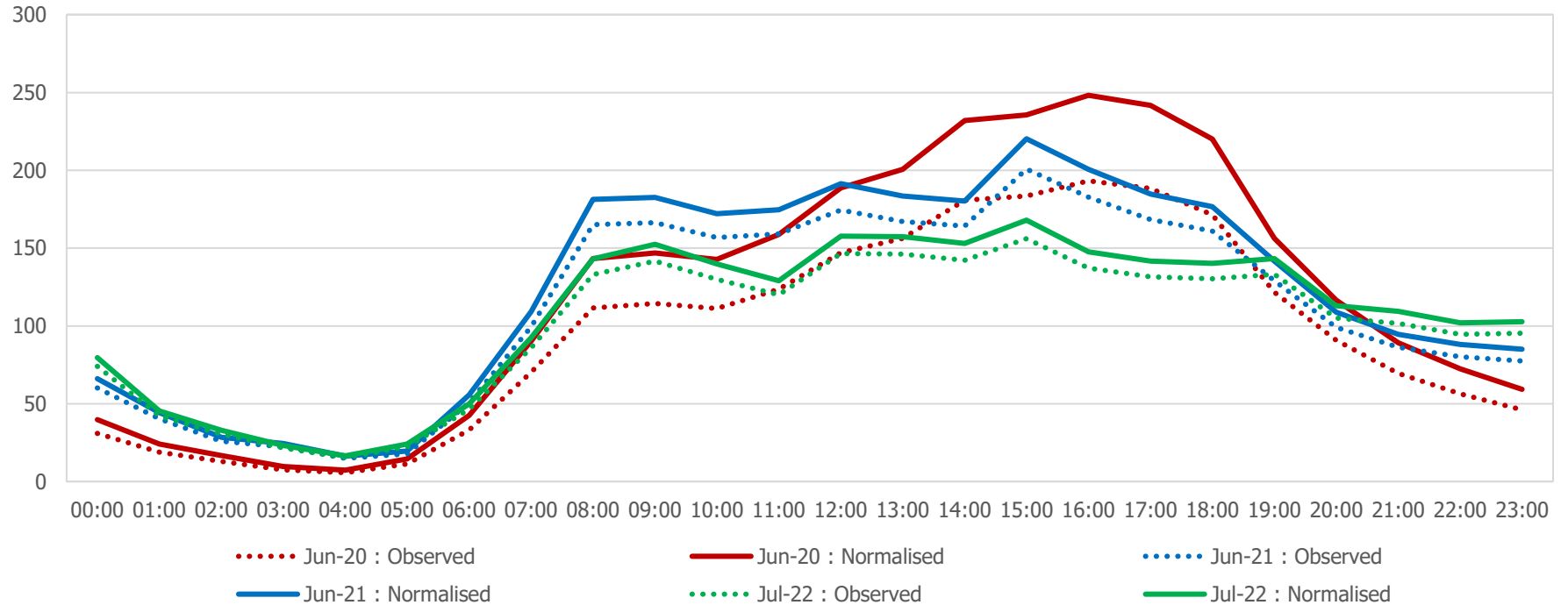
- The charts below and on the following pages show the normalised average daily flows on Packington Street, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
-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

**Packington Street : Average Flows by Stage**



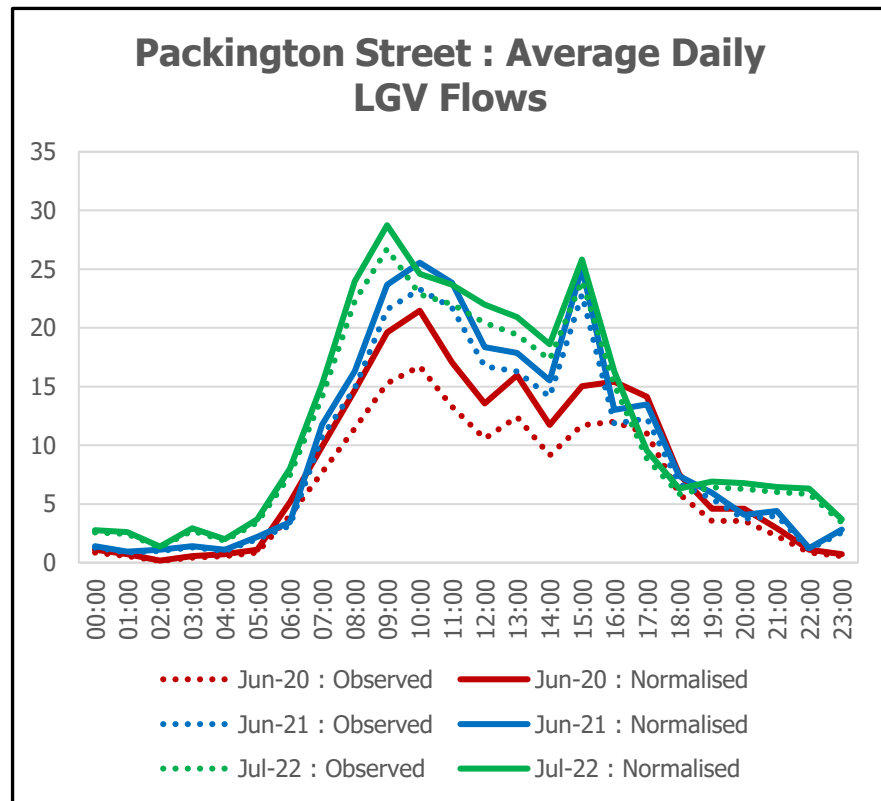
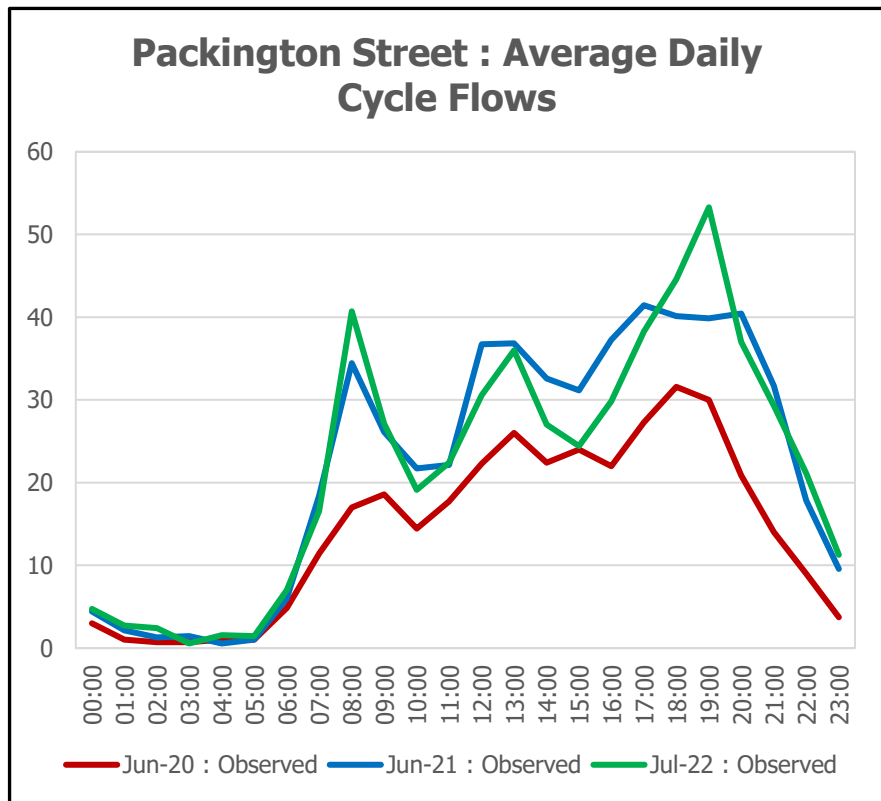
# Packington Street

Packington Street : Average Daily Car Flows



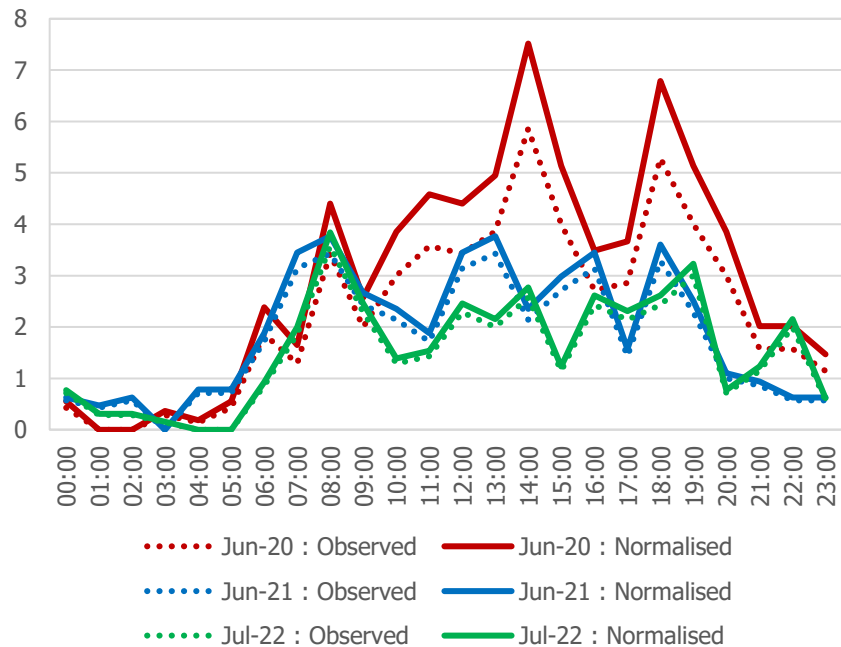


# Packington Street

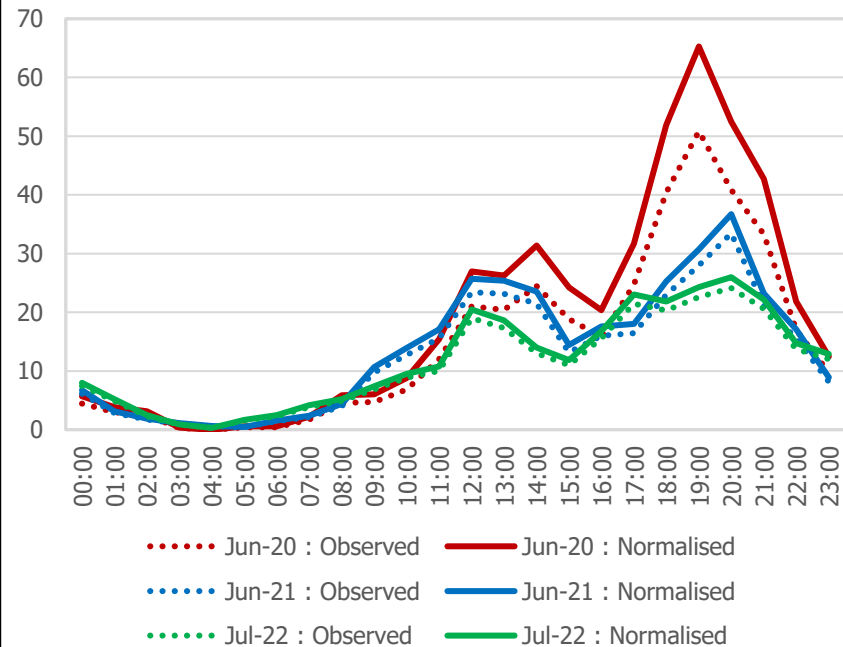


# Packington Street

## Packington Street : Average Daily HGV Flows



## Packington Street : Average Daily Motorcycle Flows



# Packington Street (Summary Table)

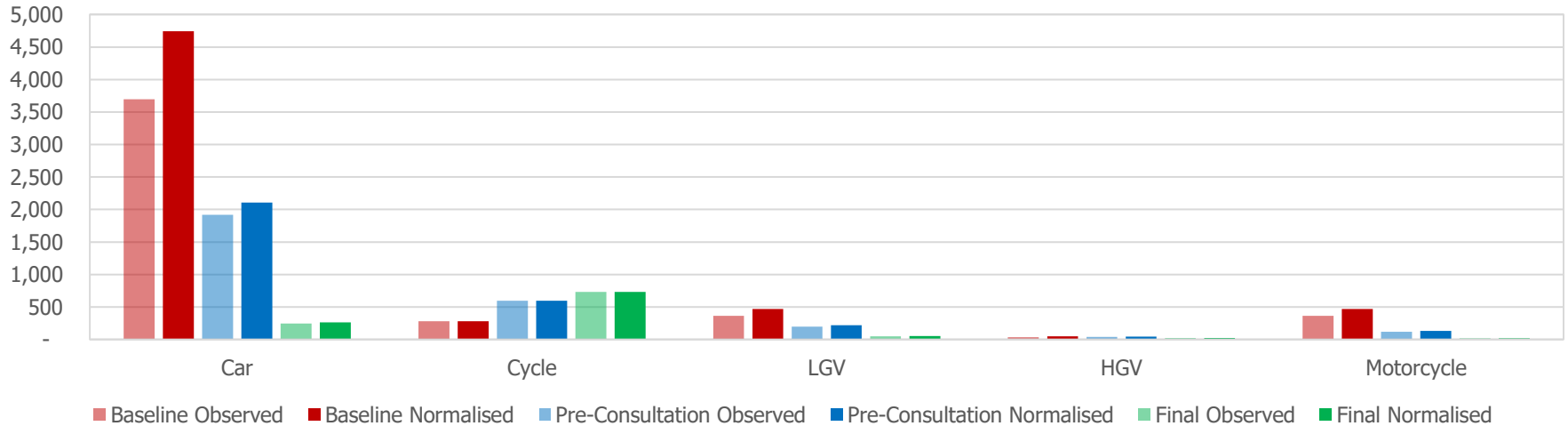
Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	2257	<b>2897</b>	2670	<b>2931</b>	2383	<b>2565</b>	126	<b>-332</b>	-287	<b>-366</b>	6%	<b>-11%</b>	-11%	<b>-12%</b>
LGV	155	<b>200</b>	220	<b>242</b>	269	<b>289</b>	114	<b>89</b>	49	<b>47</b>	74%	<b>45%</b>	22%	<b>19%</b>
HGV	56	<b>72</b>	42	<b>46</b>	35	<b>38</b>	-21	<b>-34</b>	-7	<b>-8</b>	-38%	<b>-47%</b>	-17%	<b>-17%</b>
Motorcycle	358	<b>460</b>	301	<b>331</b>	265	<b>285</b>	-93	<b>-175</b>	-36	<b>-46</b>	-26%	<b>-38%</b>	-12%	<b>-14%</b>
All Motor Vehicles	2826	<b>3629</b>	3233	<b>3550</b>	2952	<b>3177</b>	126	<b>-452</b>	-281	<b>-373</b>	4%	<b>-12%</b>	-9%	<b>-11%</b>
Cycle	<b>345</b>		<b>535</b>		<b>529</b>		<b>184</b>		<b>-6</b>		<b>53%</b>		<b>-1%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	14.60	13.24	12.76	<b>-12%</b>	-4%	N/A	16.10	15.40	N/A	-4%	N/A	2%	2%	N/A	-1%

# Prebend Street North (Daily Flows)

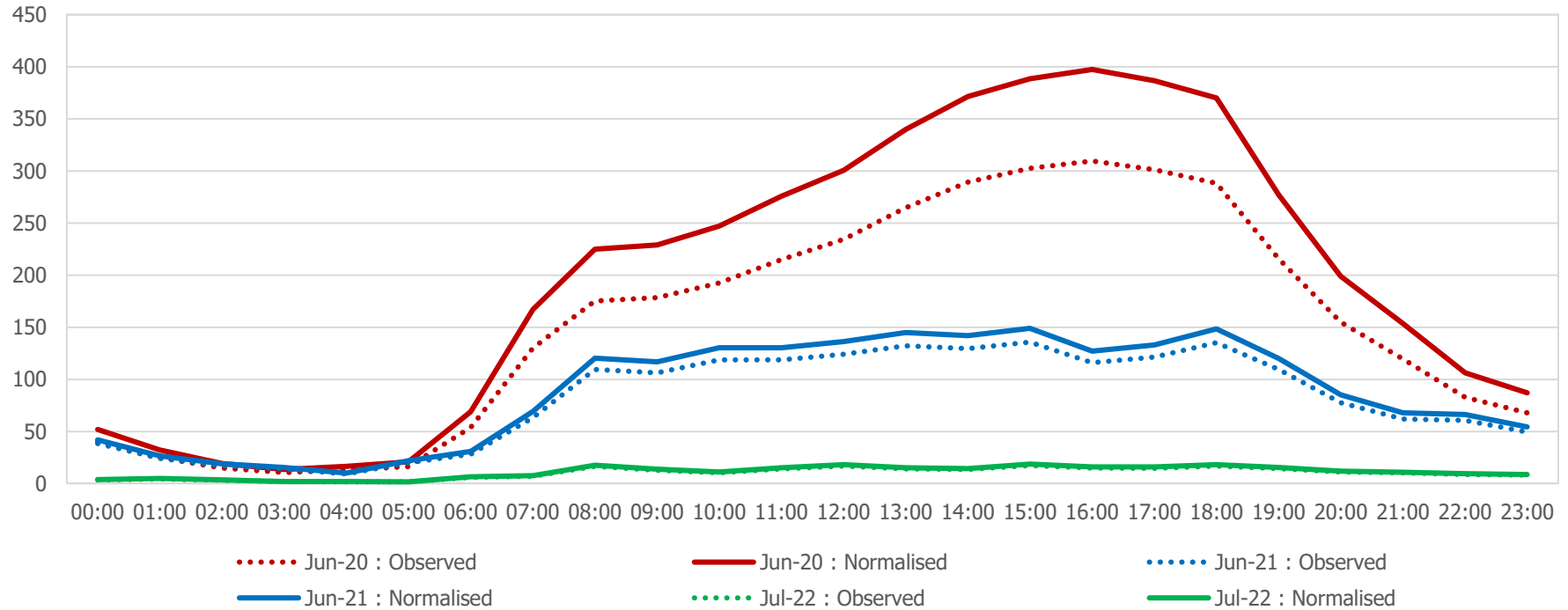
- The charts below and on the following pages show the normalised **average daily flows on Prebend Street North**, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.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

**Prebend Street North : Average Flows by Stage**



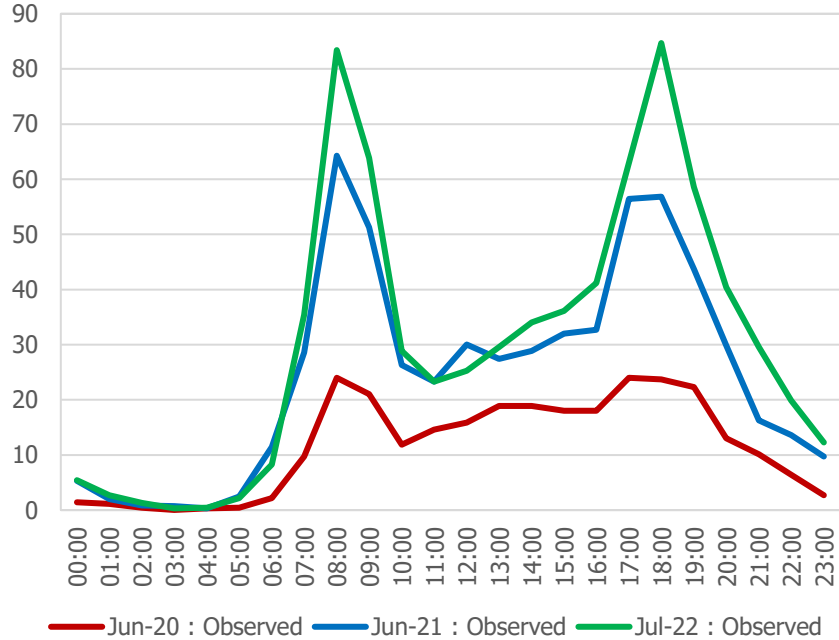
# Prebend Street North

## Prebend Street North : Average Daily Car Flows

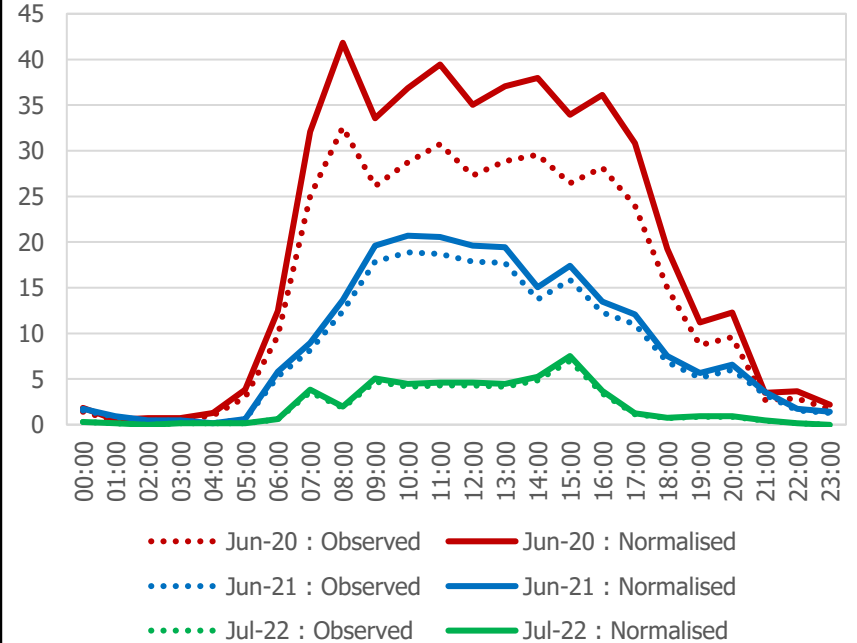


# Prebend Street North

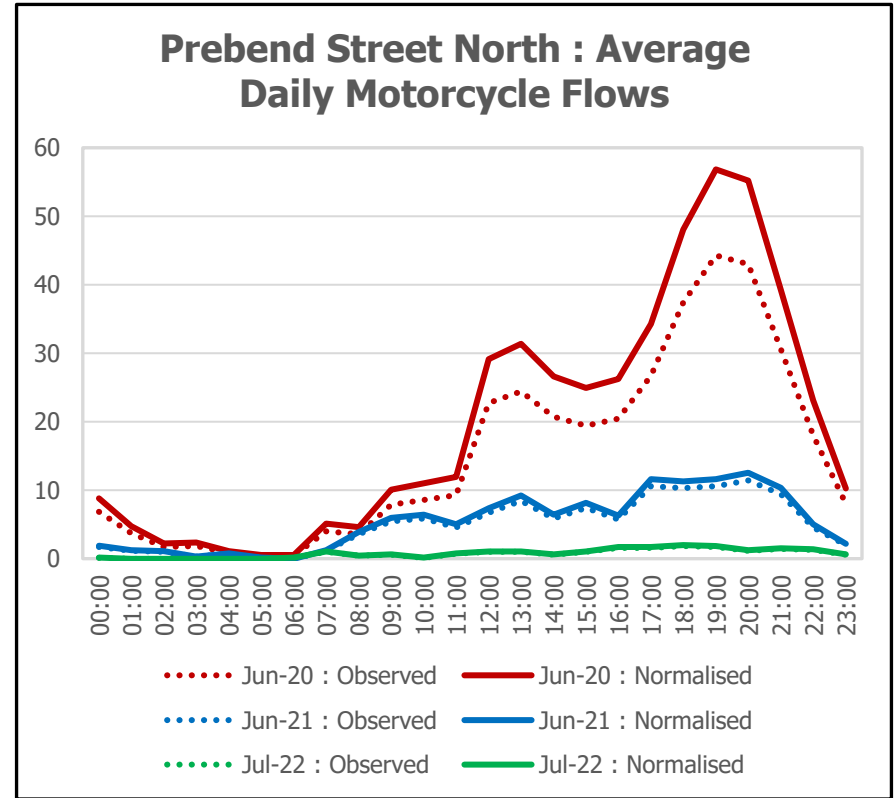
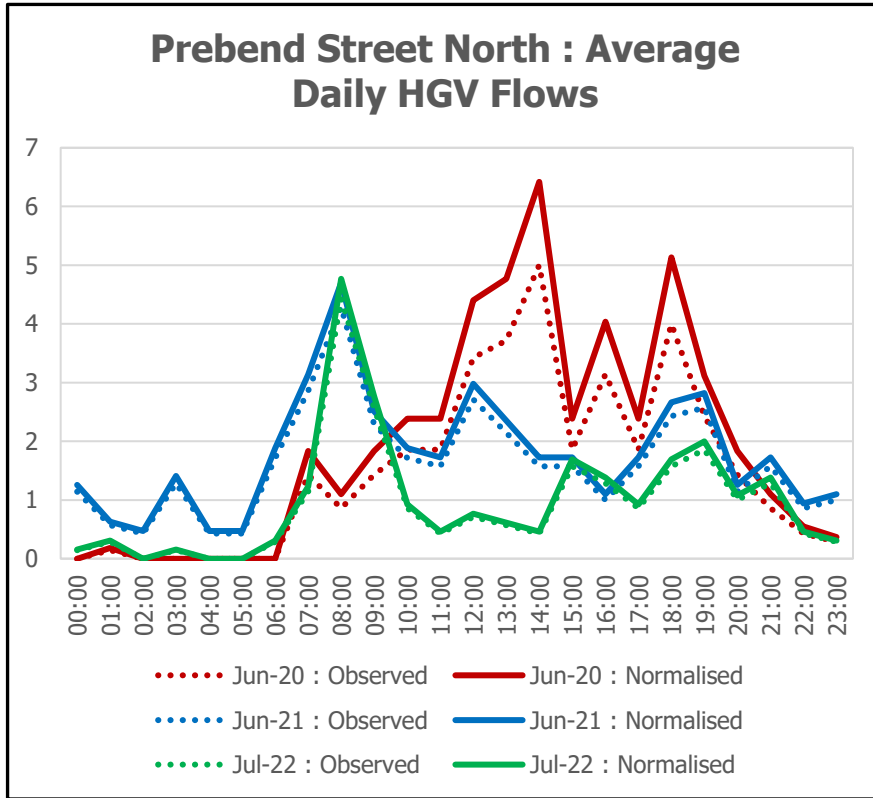
## Prebend Street North : Average Daily Cycle Flows



## Prebend Street North : Average Daily LGV Flows



# Prebend Street North



# Prebend Street North (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	3696	<b>4745</b>	1920	<b>2108</b>	243	<b>262</b>	-3453	<b>-4483</b>	-1677	<b>-1846</b>	-93%	<b>-94%</b>	-87%	<b>-88%</b>
LGV	365	<b>468</b>	198	<b>217</b>	48	<b>52</b>	-317	<b>-416</b>	-150	<b>-165</b>	-87%	<b>-89%</b>	-76%	<b>-76%</b>
HGV	36	<b>46</b>	39	<b>43</b>	22	<b>24</b>	-14	<b>-22</b>	-17	<b>-19</b>	-39%	<b>-48%</b>	-44%	<b>-44%</b>
Motorcycle	365	<b>468</b>	119	<b>130</b>	18	<b>19</b>	-347	<b>-449</b>	-101	<b>-111</b>	-95%	<b>-96%</b>	-85%	<b>-85%</b>
All Motor Vehicles	4462	<b>5727</b>	2276	<b>2498</b>	331	<b>357</b>	-4131	<b>-5370</b>	-1945	<b>-2141</b>	-93%	<b>-94%</b>	-85%	<b>-86%</b>
Cycle	<b>279</b>		<b>594</b>		<b>730</b>		<b>451</b>		<b>136</b>		<b>162%</b>		<b>23%</b>	

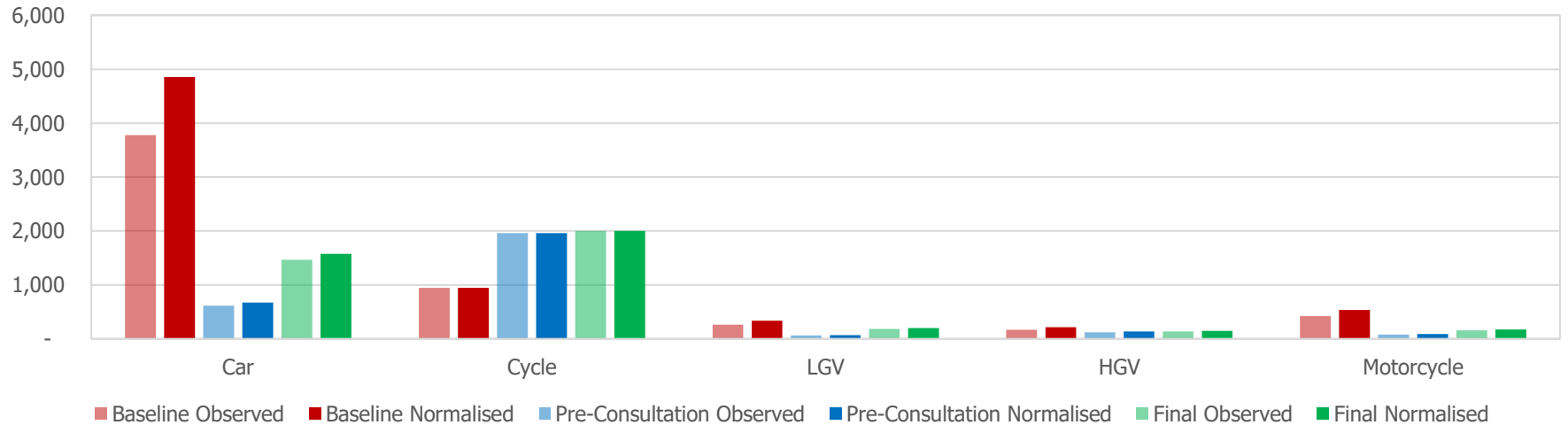
Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	14.75	12.66	11.72	<b>-21%</b>	-7%	N/A	15.10	14.80	N/A	-2%	N/A	1%	2%	N/A	1%



# Prebend Street South (Daily Flows)

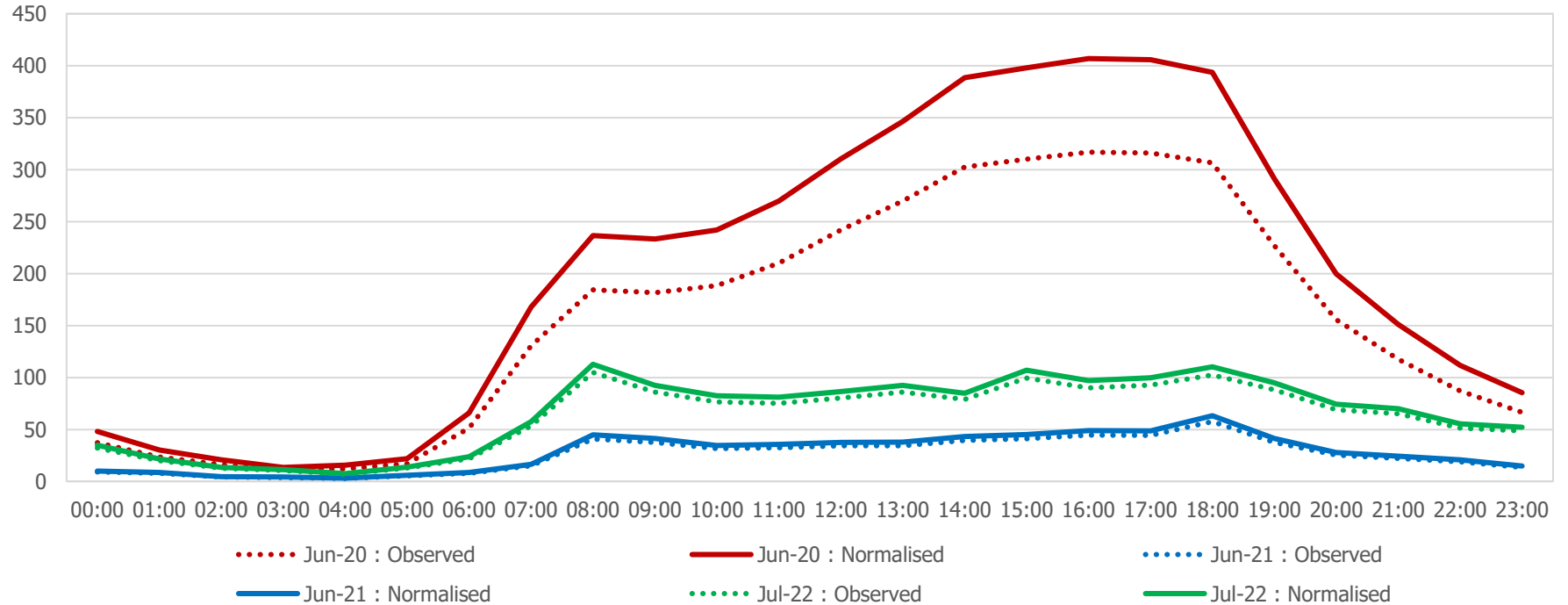
- The charts below and on the following pages show the normalised **average daily flows** on **Prebend Street South**, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these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

**Prebend Street South : Average Flows by Stage**

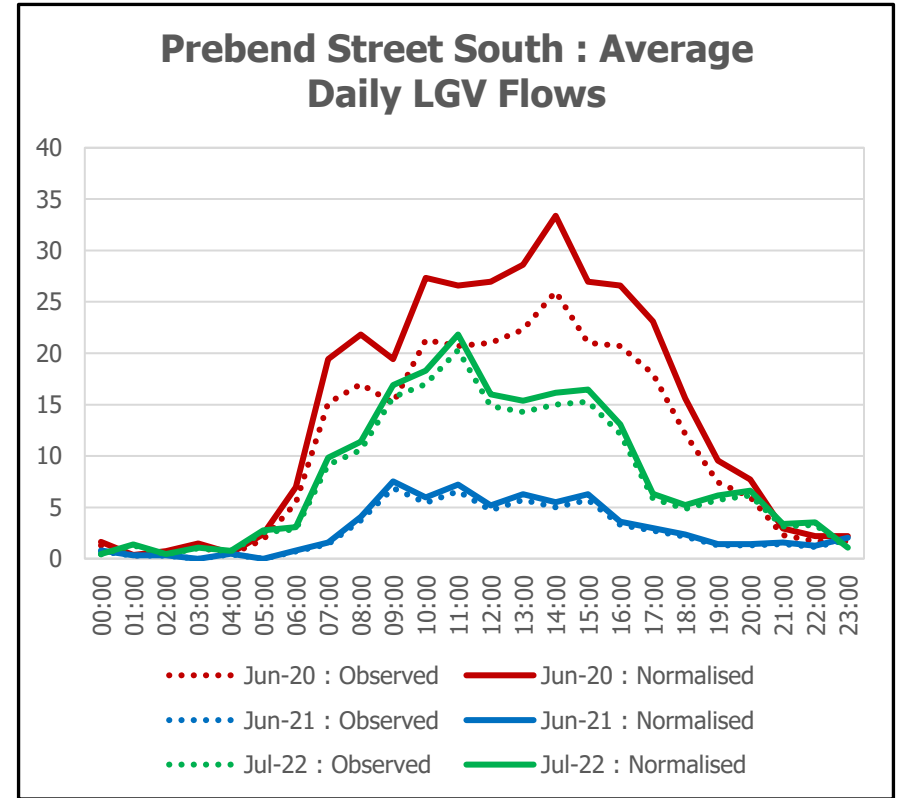
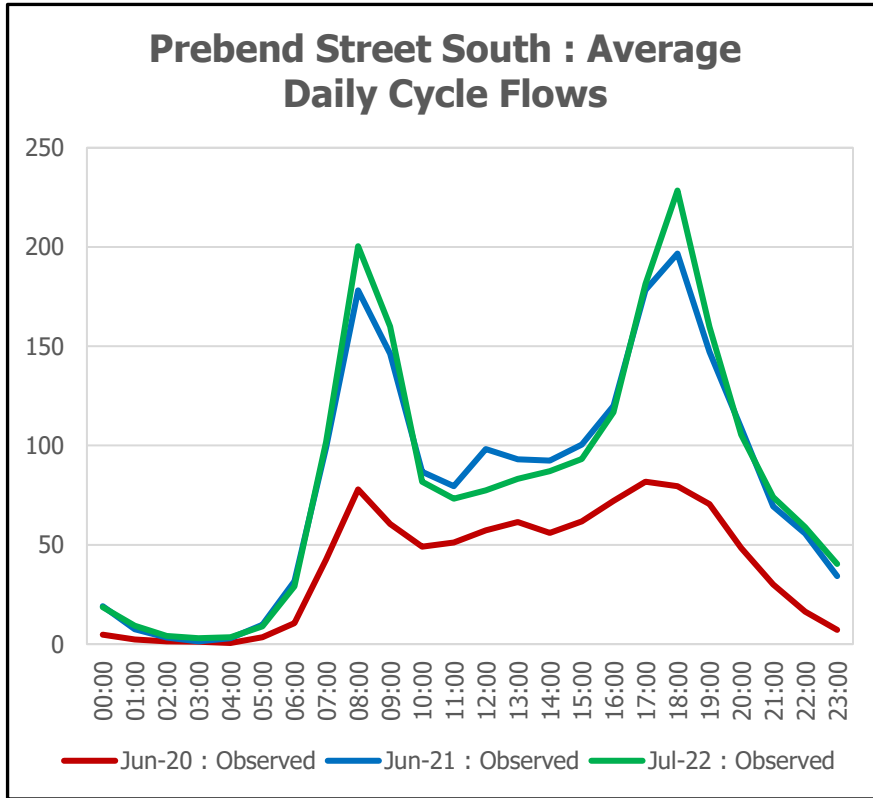


# Prebend Street South

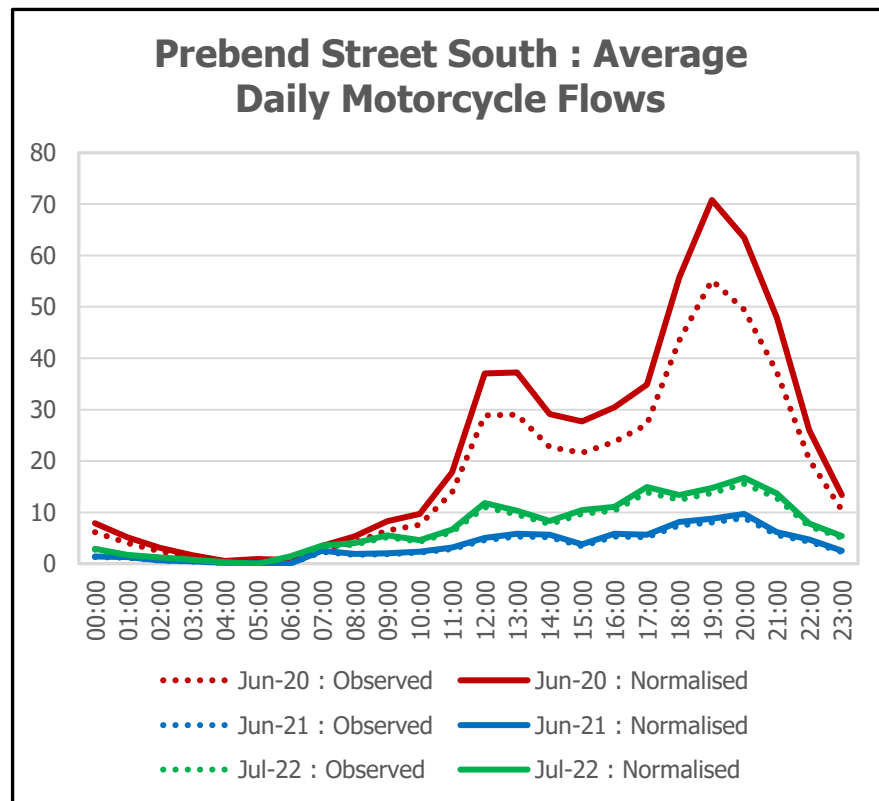
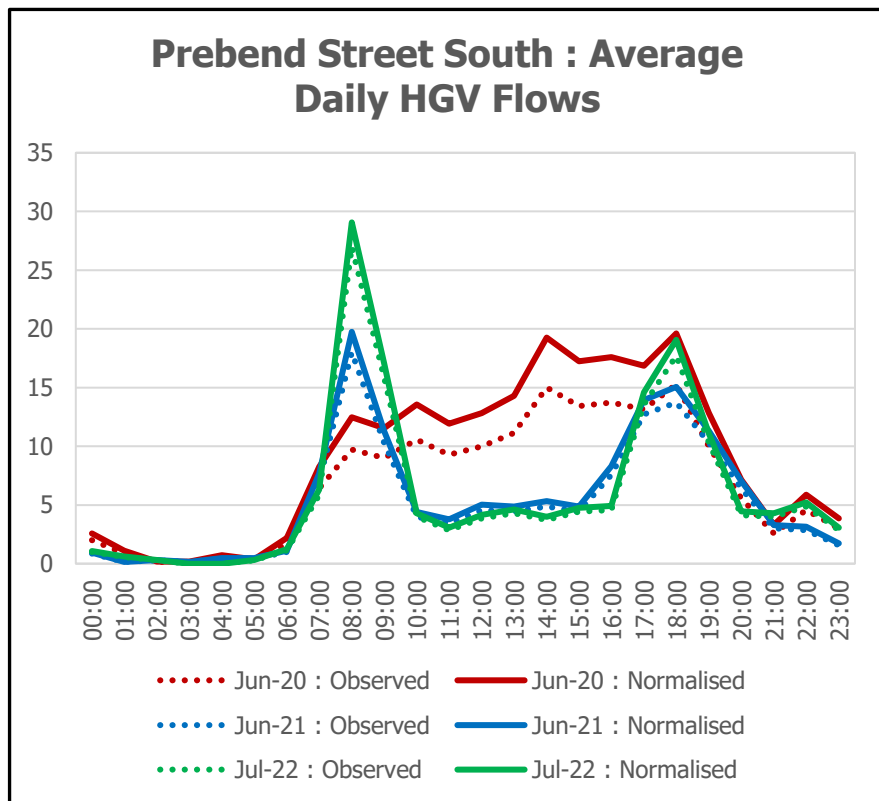
## Prebend Street South : Average Daily Car Flows



# Prebend Street South



# Prebend Street South



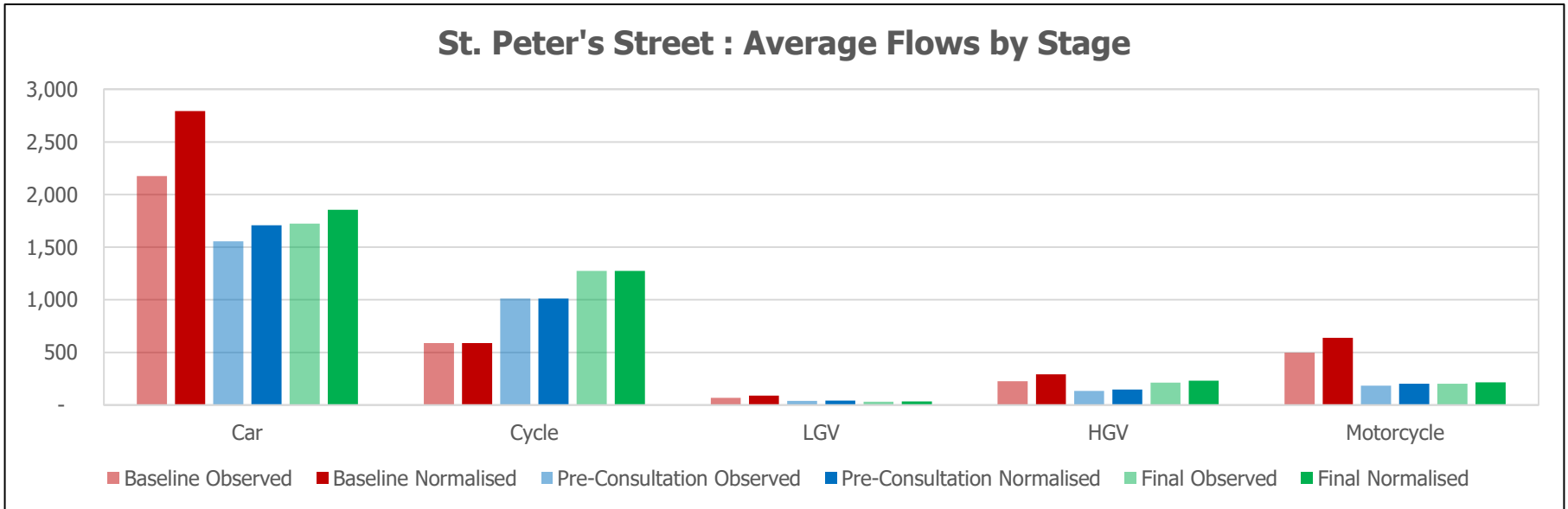
# Prebend Street South (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	3781	<b>4854</b>	613	<b>672</b>	1466	<b>1577</b>	-2315	<b>-3277</b>	853	<b>905</b>	-61%	<b>-68%</b>	139%	<b>135%</b>
LGV	261	<b>334</b>	63	<b>69</b>	184	<b>198</b>	-77	<b>-136</b>	121	<b>129</b>	-30%	<b>-41%</b>	192%	<b>187%</b>
HGV	168	<b>216</b>	122	<b>134</b>	137	<b>148</b>	-31	<b>-68</b>	15	<b>14</b>	-18%	<b>-31%</b>	12%	<b>10%</b>
Motorcycle	419	<b>538</b>	80	<b>88</b>	159	<b>171</b>	-260	<b>-367</b>	79	<b>83</b>	-62%	<b>-68%</b>	99%	<b>94%</b>
All Motor Vehicles	4629	<b>5942</b>	878	<b>963</b>	1946	<b>2094</b>	-2683	<b>-3848</b>	1068	<b>1131</b>	-58%	<b>-65%</b>	122%	<b>117%</b>
Cycle	<b>947</b>		<b>1960</b>		<b>2000</b>		<b>1053</b>		<b>40</b>		<b>111%</b>		2%	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	15.68	12.56	14.24	-9%	<b>13%</b>	N/A	15.40	17.50	N/A	<b>14%</b>	N/A	2%	5%	N/A	3%

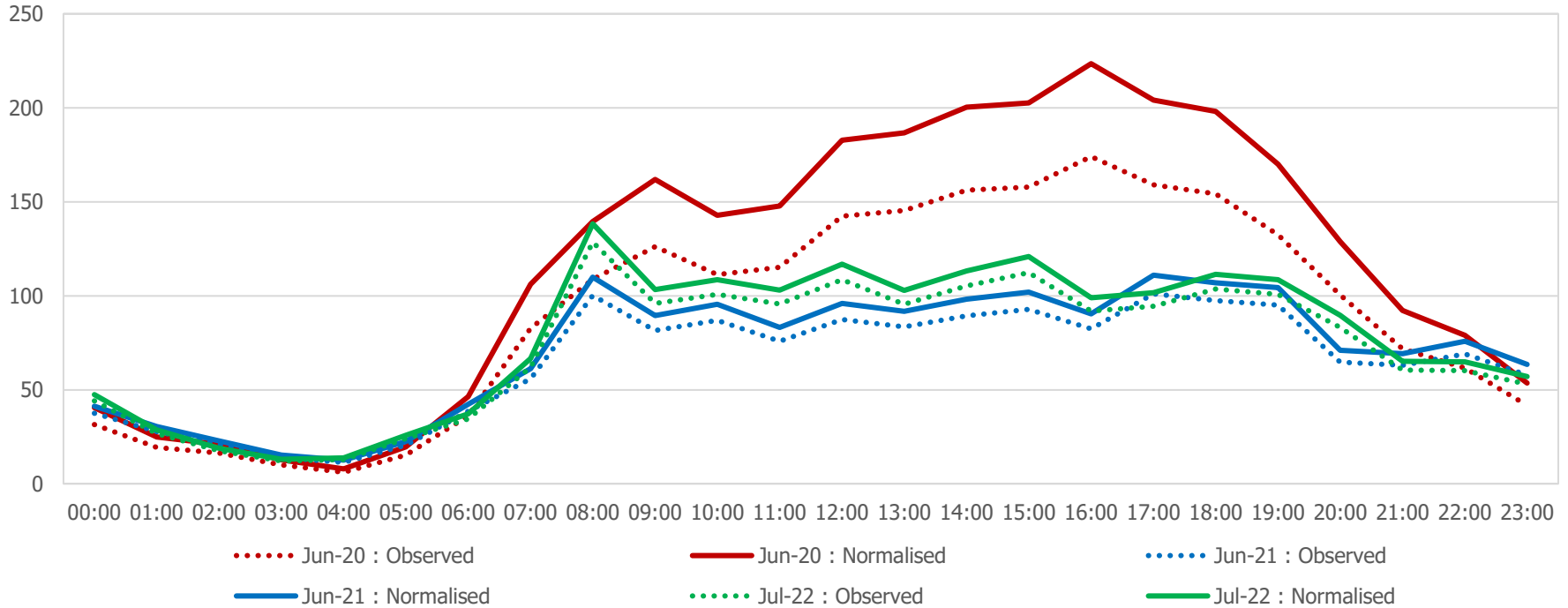
# St. Peter's Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on St. Peter's Street**, with data presented for the baseline, pre-consultation and final 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.



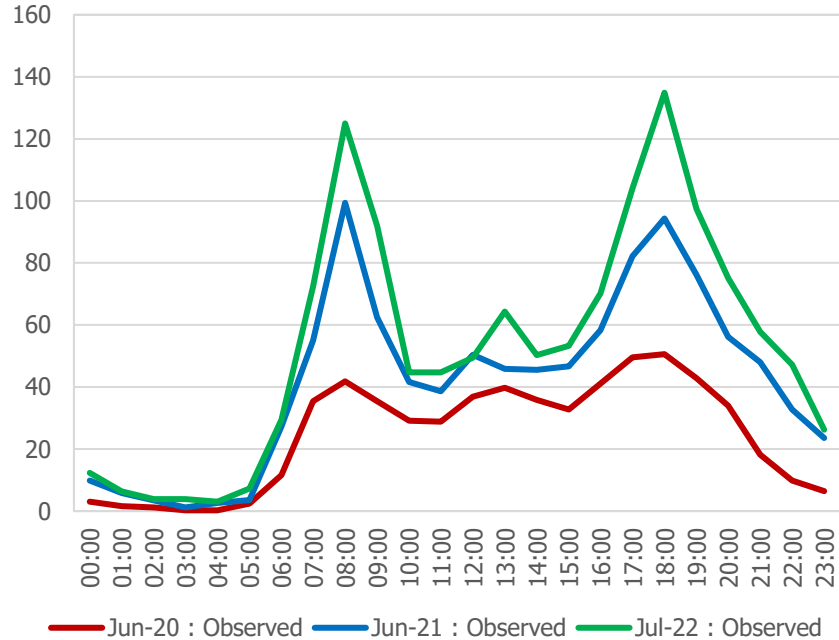
# St. Peter's Street

## St. Peter's Street : Average Daily Car Flows

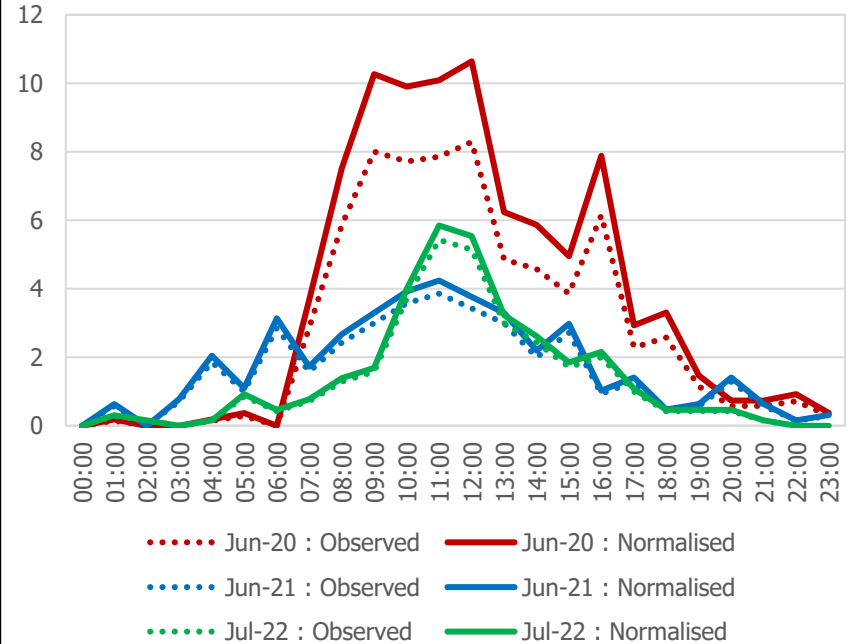


# St. Peter's Street

## St. Peter's Street : Average Daily Cycle Flows



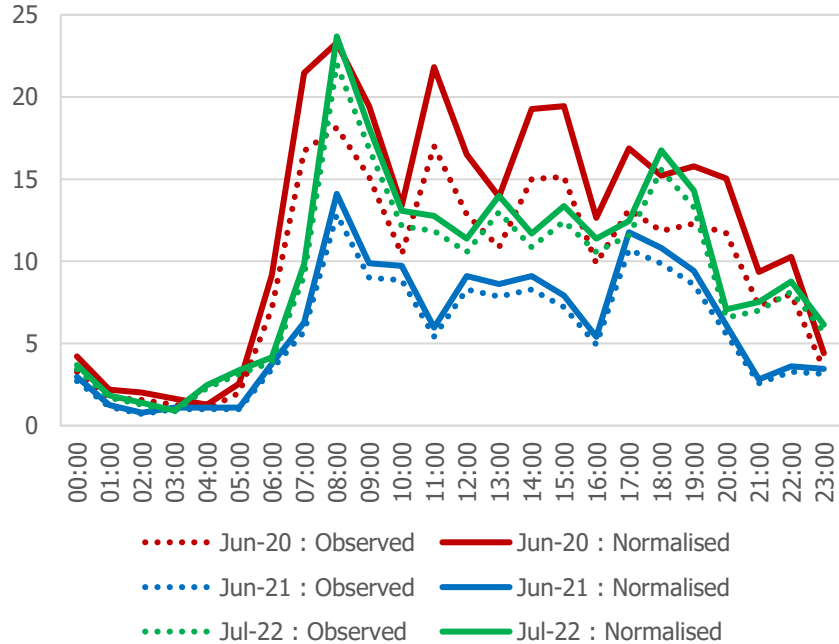
## St. Peter's Street : Average Daily LGV Flows



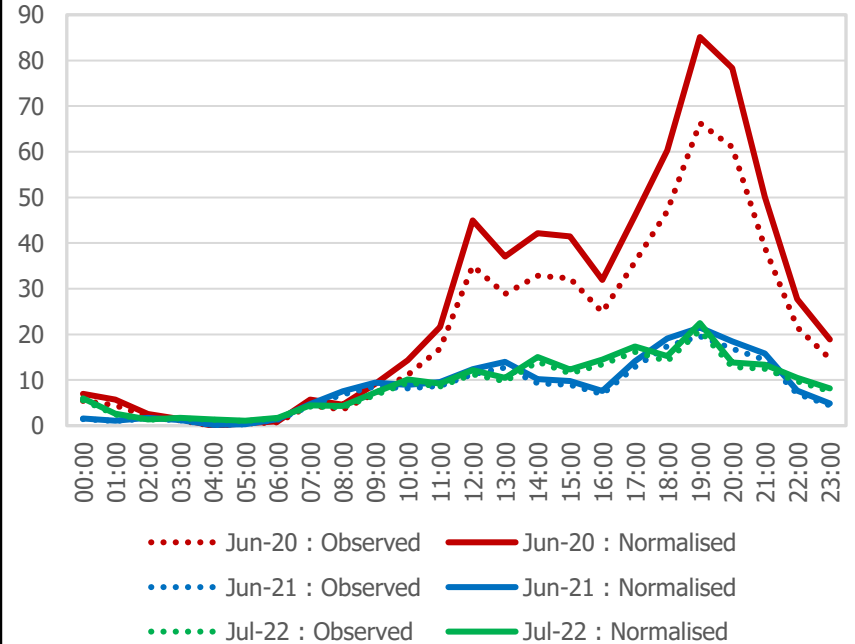


# St. Peter's Street

## St. Peter's Street : Average Daily HGV Flows



## St. Peter's Street : Average Daily Motorcycle Flows



# St. Peter's Street (Summary Table)

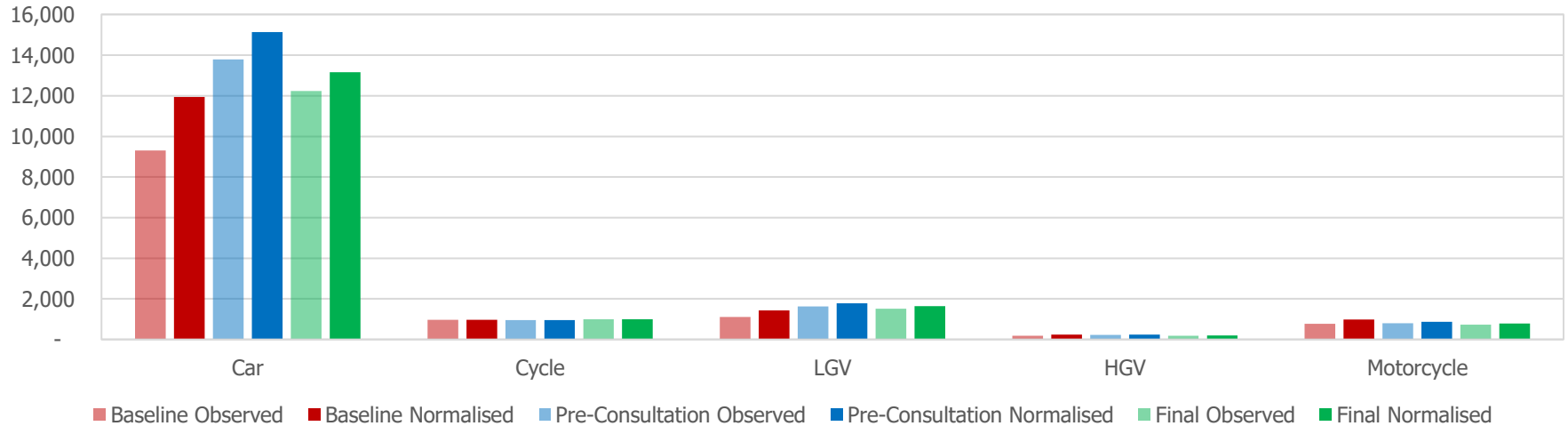
Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	2176	<b>2794</b>	1555	<b>1707</b>	1725	<b>1856</b>	-451	<b>-938</b>	170	<b>149</b>	-21%	<b>-34%</b>	11%	9%
LGV	69	<b>88</b>	38	<b>42</b>	31	<b>34</b>	-38	<b>-54</b>	-7	<b>-8</b>	-55%	<b>-61%</b>	-18%	<b>-19%</b>
HGV	227	<b>291</b>	133	<b>146</b>	214	<b>230</b>	-13	<b>-61</b>	81	<b>84</b>	-6%	<b>-21%</b>	61%	<b>58%</b>
Motorcycle	497	<b>637</b>	185	<b>203</b>	201	<b>216</b>	-296	<b>-421</b>	16	<b>13</b>	-60%	<b>-66%</b>	9%	6%
All Motor Vehicles	2969	<b>3810</b>	1911	<b>2098</b>	2171	<b>2336</b>	-798	<b>-1474</b>	260	<b>238</b>	-27%	<b>-39%</b>	14%	<b>11%</b>
Cycle	<b>589</b>		<b>1011</b>		<b>1275</b>		<b>686</b>		<b>264</b>		<b>116%</b>		<b>26%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	1.63	10.03	10.84	-7%	8%	N/A	12.00	13.10	N/A	9%	N/A	0%	1%	N/A	0%

# New North Road (Daily Flows)

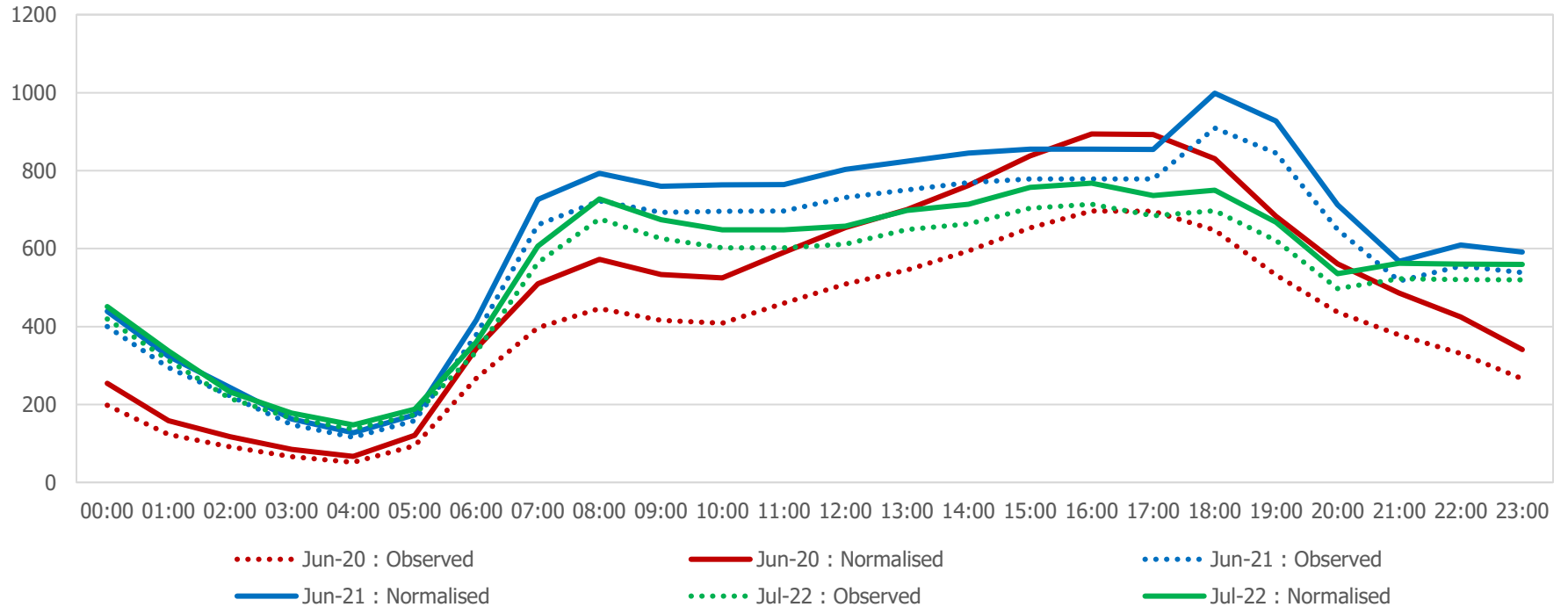
- The charts below and on the following pages show the normalised **average daily flows** on **New North Road**, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.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

**New North Road : Average Flows by Stage**



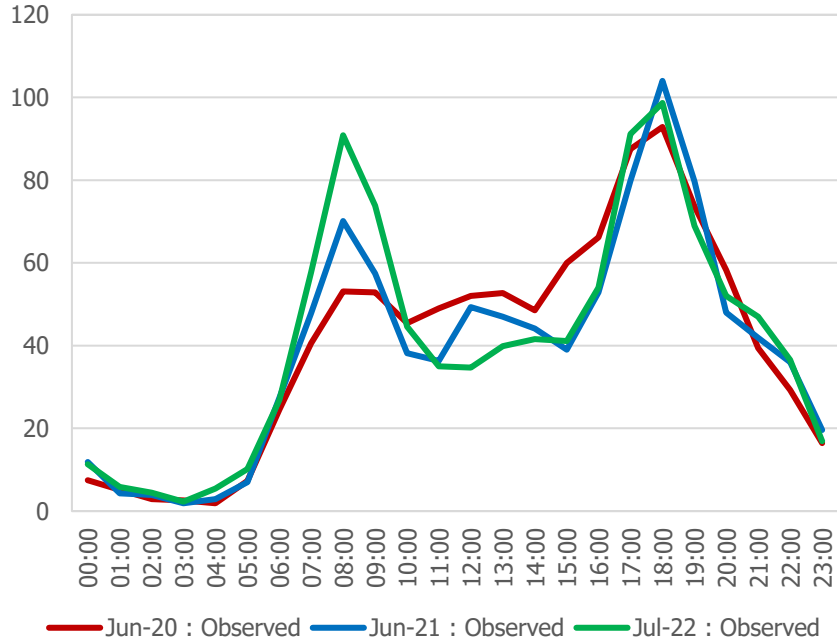
# New North Road

## New North Road : Average Daily Car Flows

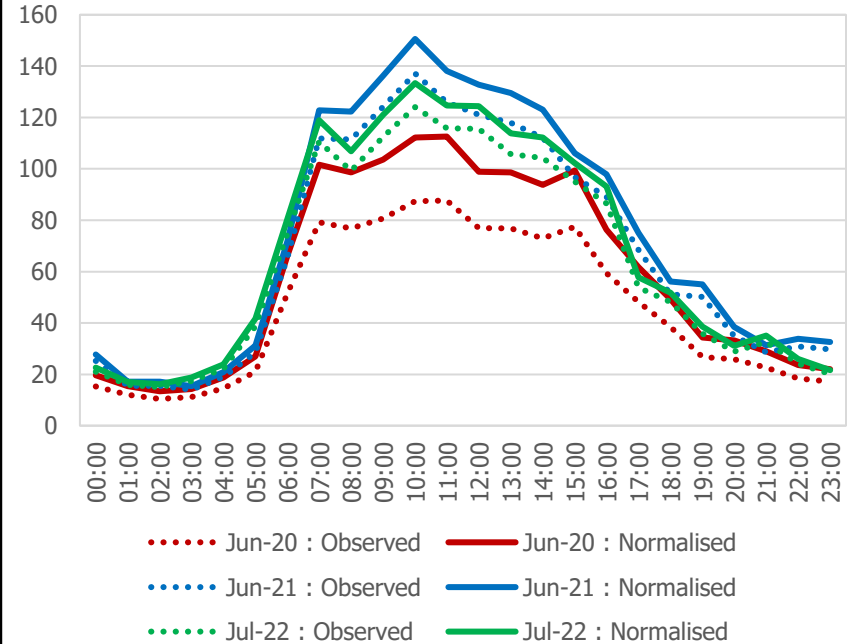


# New North Road

## New North Road : Average Daily Cycle Flows

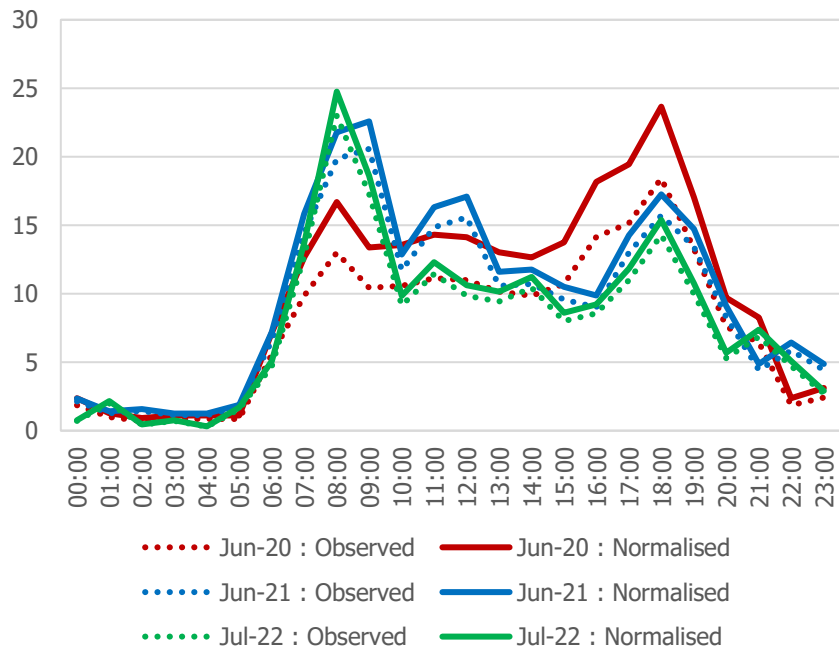


## New North Road : Average Daily LGV Flows

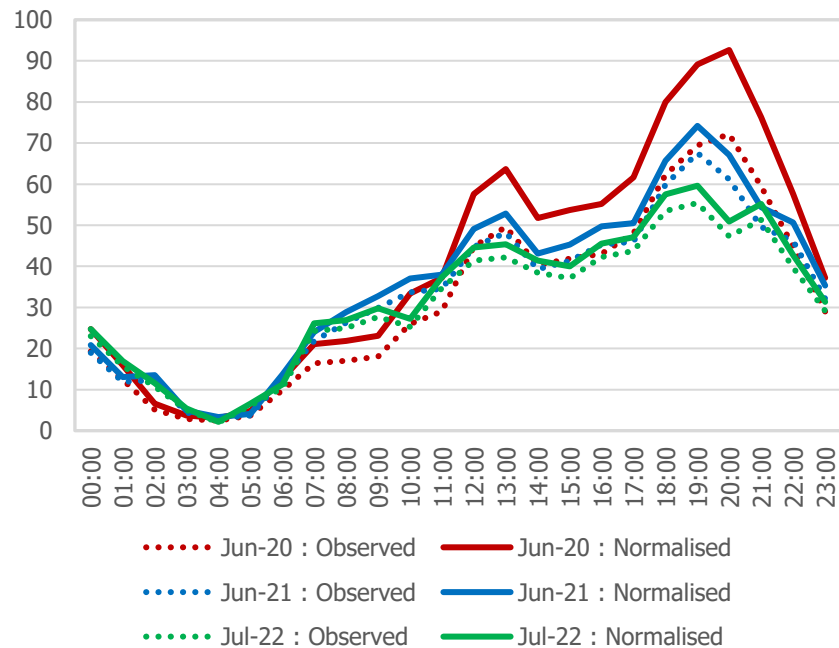


# New North Road

## New North Road : Average Daily HGV Flows



## New North Road : Average Daily Motorcycle Flows



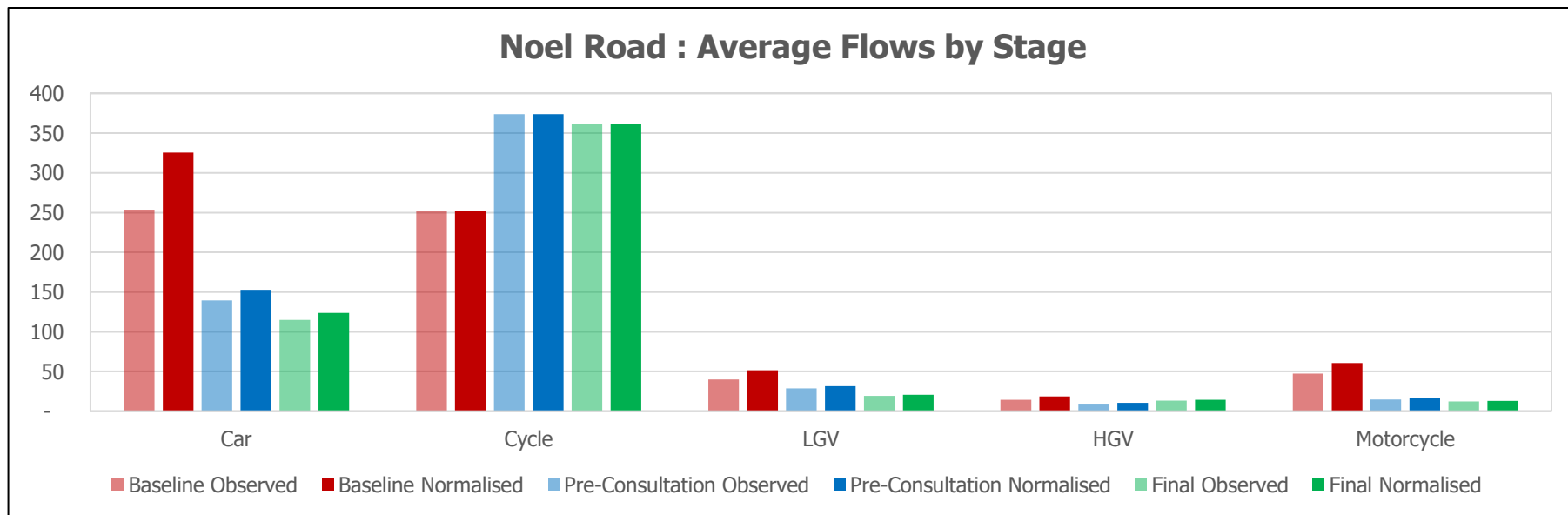
# New North Road (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	9306	<b>11946</b>	13789	<b>15136</b>	12234	<b>13166</b>	2928	<b>1220</b>	-1555	<b>-1970</b>	31%	<b>10%</b>	-11%	<b>-13%</b>
LGV	1109	<b>1423</b>	1625	<b>1783</b>	1518	<b>1633</b>	409	<b>210</b>	-107	<b>-150</b>	37%	<b>15%</b>	-7%	-8%
HGV	188	<b>241</b>	217	<b>239</b>	185	<b>199</b>	-3	<b>-42</b>	-32	<b>-40</b>	-2%	<b>-17%</b>	-15%	<b>-17%</b>
Motorcycle	767	<b>984</b>	794	<b>872</b>	731	<b>787</b>	-36	<b>-197</b>	-63	<b>-85</b>	-5%	<b>-20%</b>	-8%	-10%
All Motor Vehicles	11370	<b>14594</b>	16425	<b>18030</b>	14668	<b>15785</b>	3298	<b>1191</b>	-1757	<b>-2245</b>	29%	8%	-11%	<b>-12%</b>
Cycle	<b>970</b>		<b>950</b>		<b>991</b>		<b>21</b>		<b>41</b>		2%		4%	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	21.11	20.86	20.25	-4%	-3%	N/A	24.80	24.00	N/A	-3%	N/A	54%	46%	N/A	-8%

# Noel Road (Daily Flows)

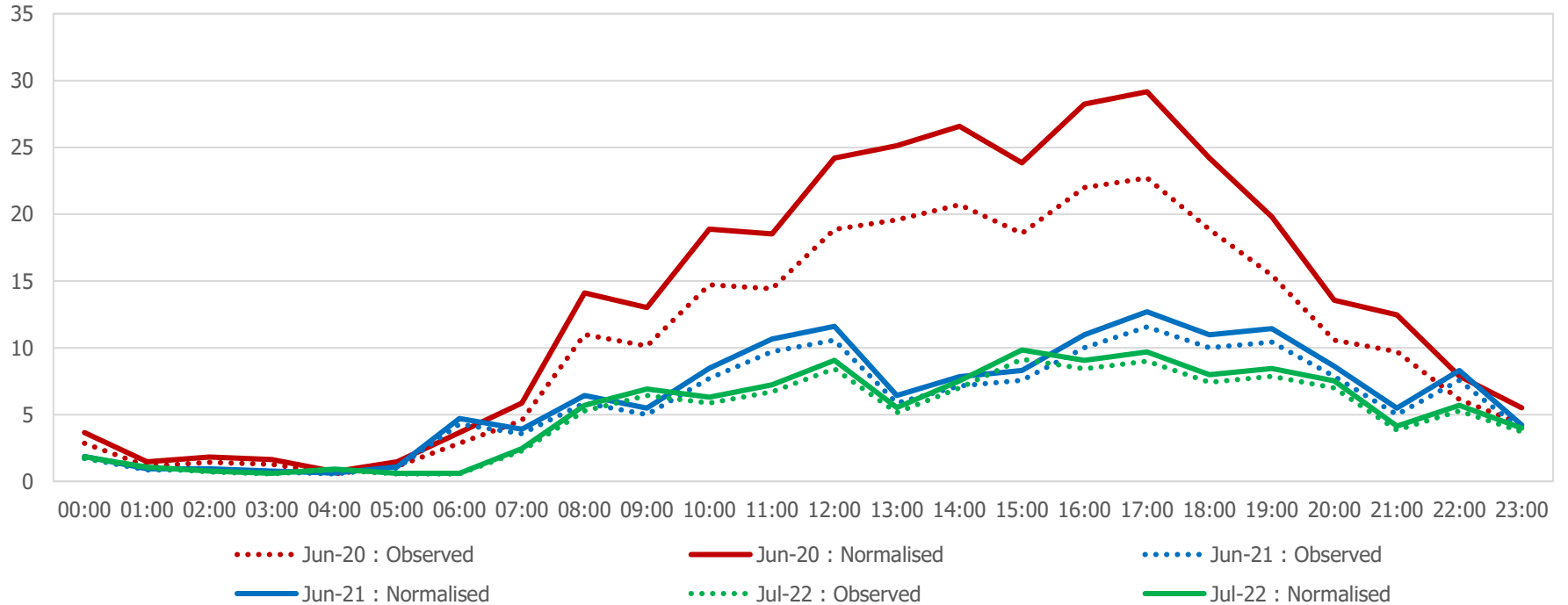
- The charts below and on the following pages show the normalised **average daily flows on Noel Road**, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.
- Note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





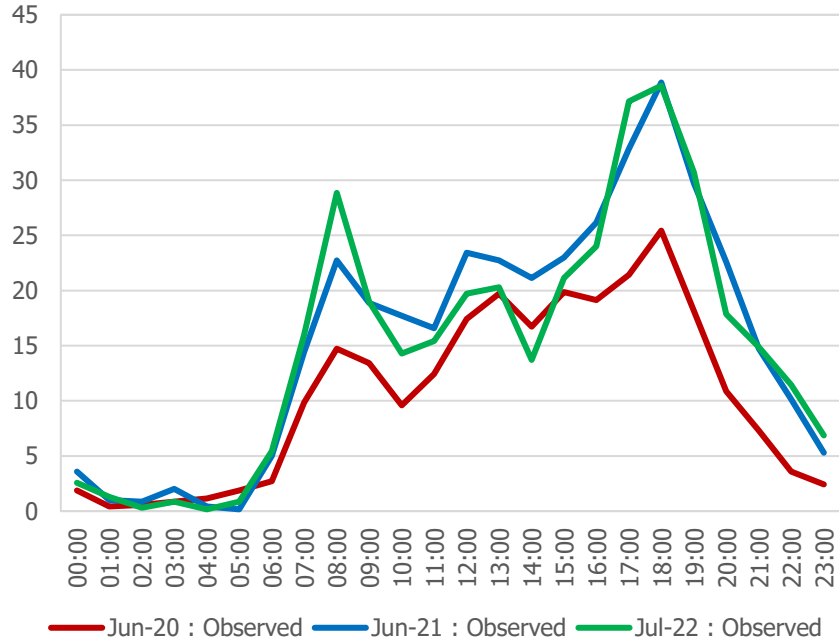
# Noel Road

## Noel Road : Average Daily Car Flows

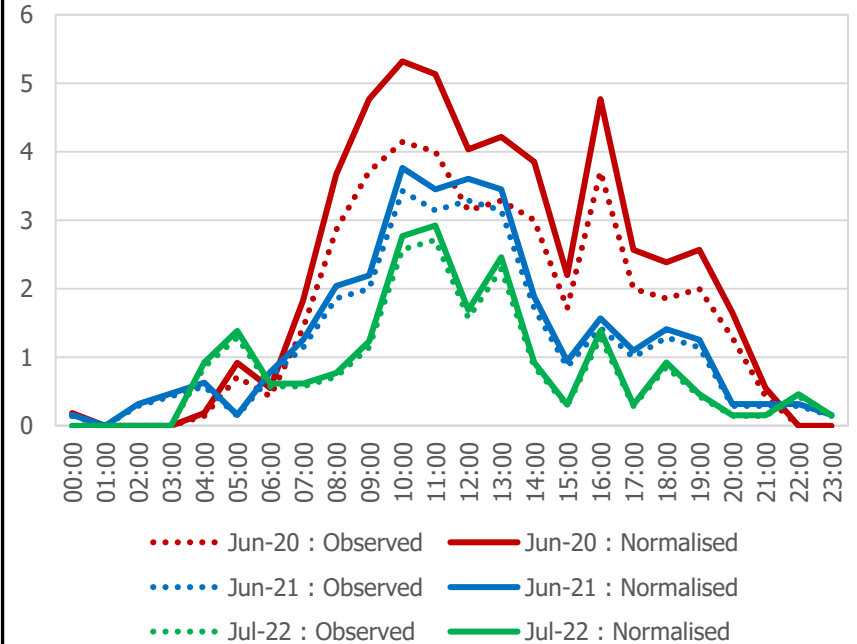


# Noel Road

## Noel Road : Average Daily Cycle Flows

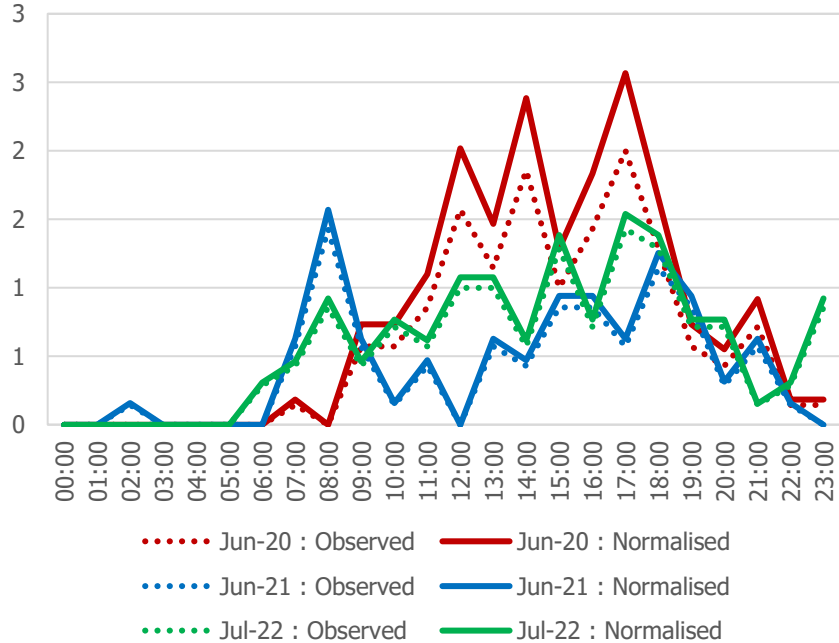


## Noel Road : Average Daily LGV Flows

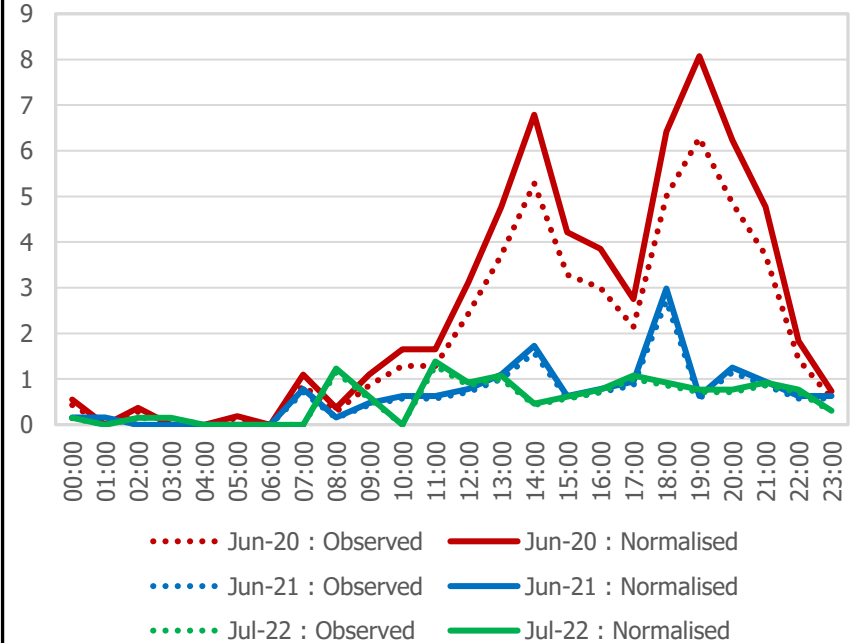


# Noel Road

## Noel Road : Average Daily HGV Flows



## Noel Road : Average Daily Motorcycle Flows



# Noel Road (Summary Table)

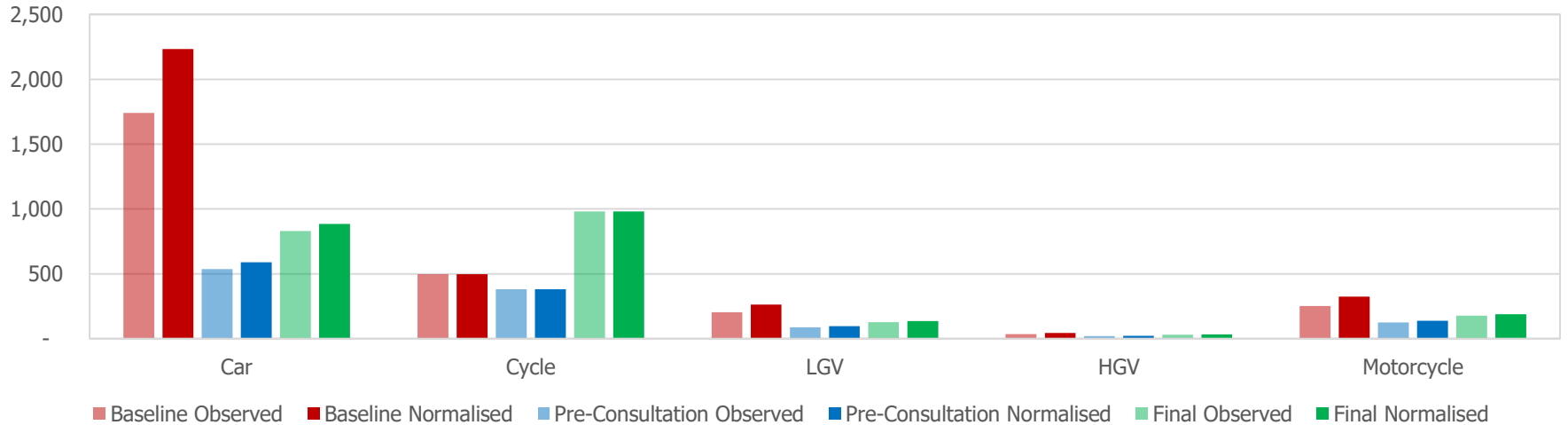
Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	254	<b>326</b>	139	<b>153</b>	115	<b>124</b>	-139	<b>-202</b>	-24	<b>-29</b>	-55%	<b>-62%</b>	-17%	<b>-19%</b>
LGV	40	<b>51</b>	29	<b>32</b>	19	<b>21</b>	-21	<b>-30</b>	-10	<b>-11</b>	-53%	<b>-59%</b>	-34%	<b>-34%</b>
HGV	14	<b>19</b>	10	<b>11</b>	13	<b>14</b>	-1	<b>-5</b>	3	<b>3</b>	-7%	<b>-26%</b>	30%	<b>27%</b>
Motorcycle	47	<b>61</b>	15	<b>16</b>	12	<b>13</b>	-35	<b>-48</b>	-3	<b>-3</b>	-74%	<b>-79%</b>	-20%	<b>-19%</b>
All Motor Vehicles	355	<b>457</b>	193	<b>212</b>	159	<b>172</b>	-196	<b>-285</b>	-34	<b>-40</b>	-55%	<b>-62%</b>	-18%	<b>-19%</b>
Cycle	<b>251</b>		<b>374</b>		<b>361</b>		<b>110</b>		<b>-13</b>		<b>44%</b>		<b>-3%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	15.95	14.23	13.70	<b>-14%</b>	-4%	N/A	18.40	17.70	N/A	-4%	N/A	8%	6%	N/A	-2%

# Micawber Street (Daily Flows)

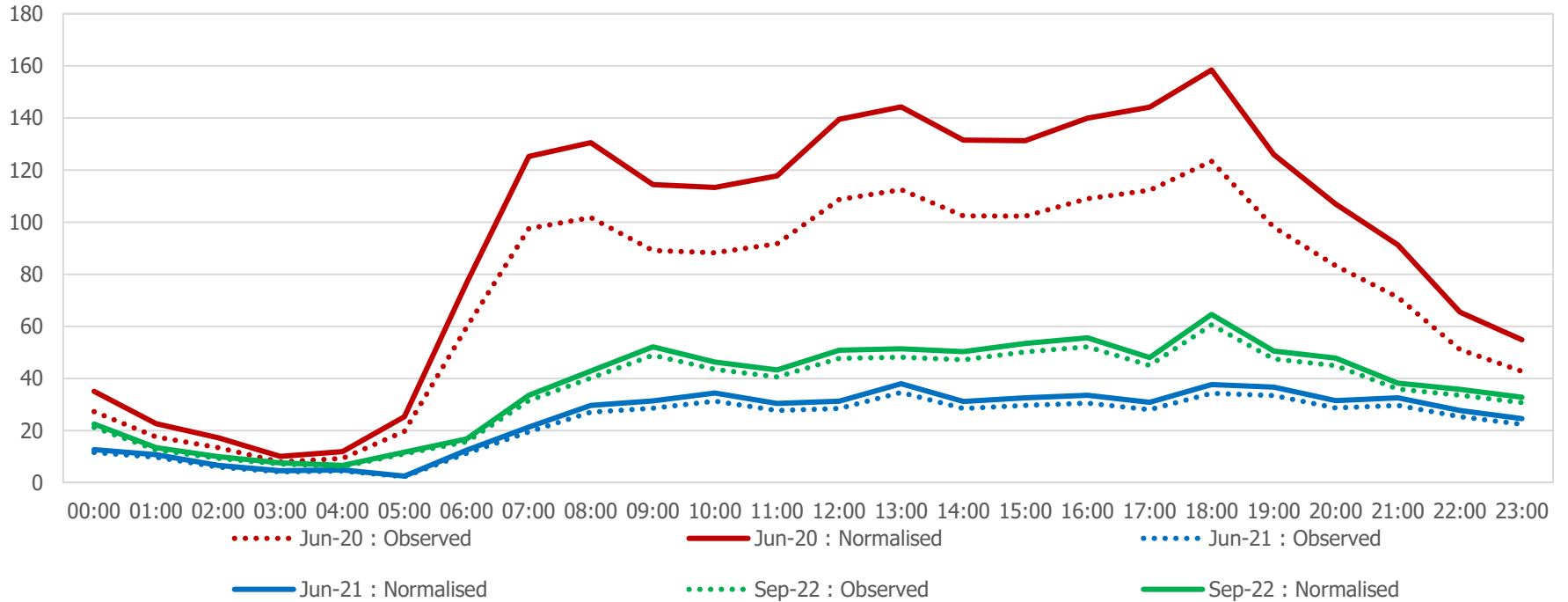
- The charts below and on the following pages show the normalised **average daily flows** on **Micawber Street**, with data presented for the baseline, pre-consultation and final data collection periods. The summary table then outlines calculated differences between flows and speeds across these periods.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

**Micawber Street : Average Flows by Stage**



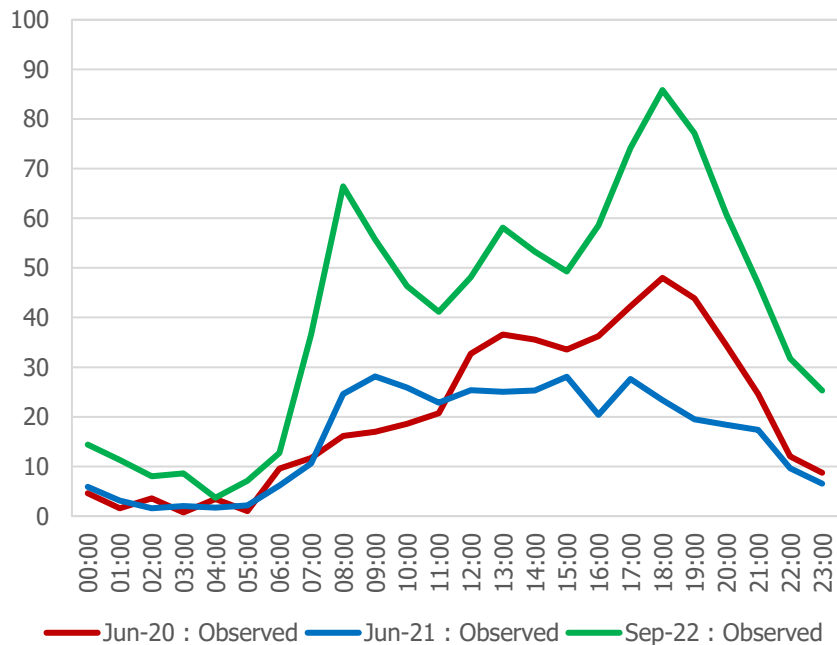
# Micawber Street

## Micawber Street : Average Daily Car Flows

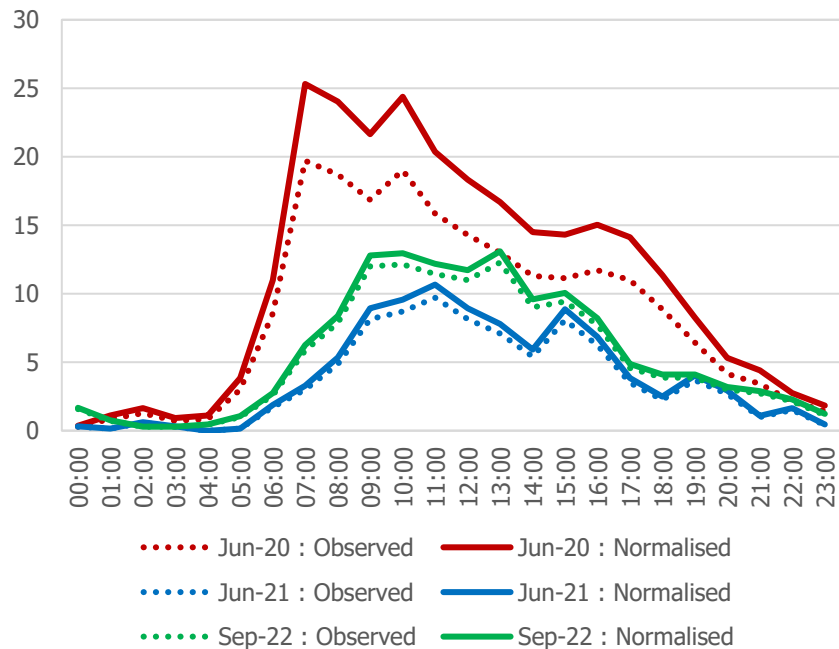


# Micawber Street

## Micawber Street : Average Daily Cycle Flows

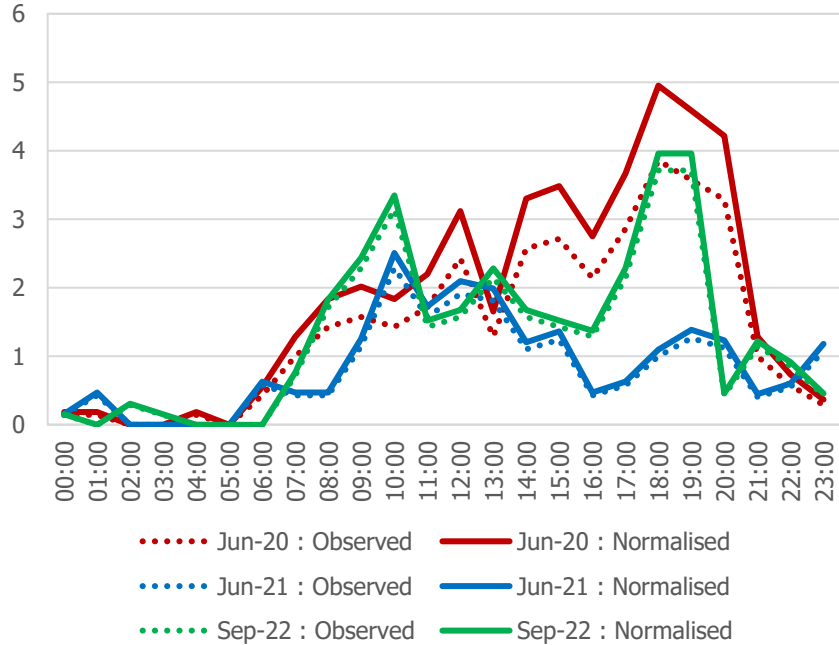


## Micawber Street : Average Daily LGV Flows

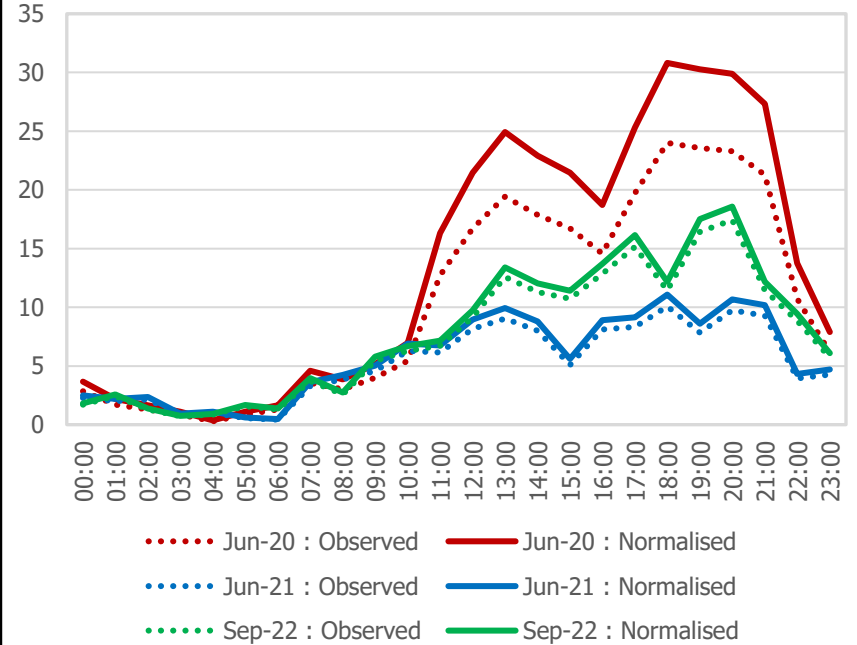


# Micawber Street

## Micawber Street : Average Daily HGV Flows



## Micawber Street : Average Daily Motorcycle Flows





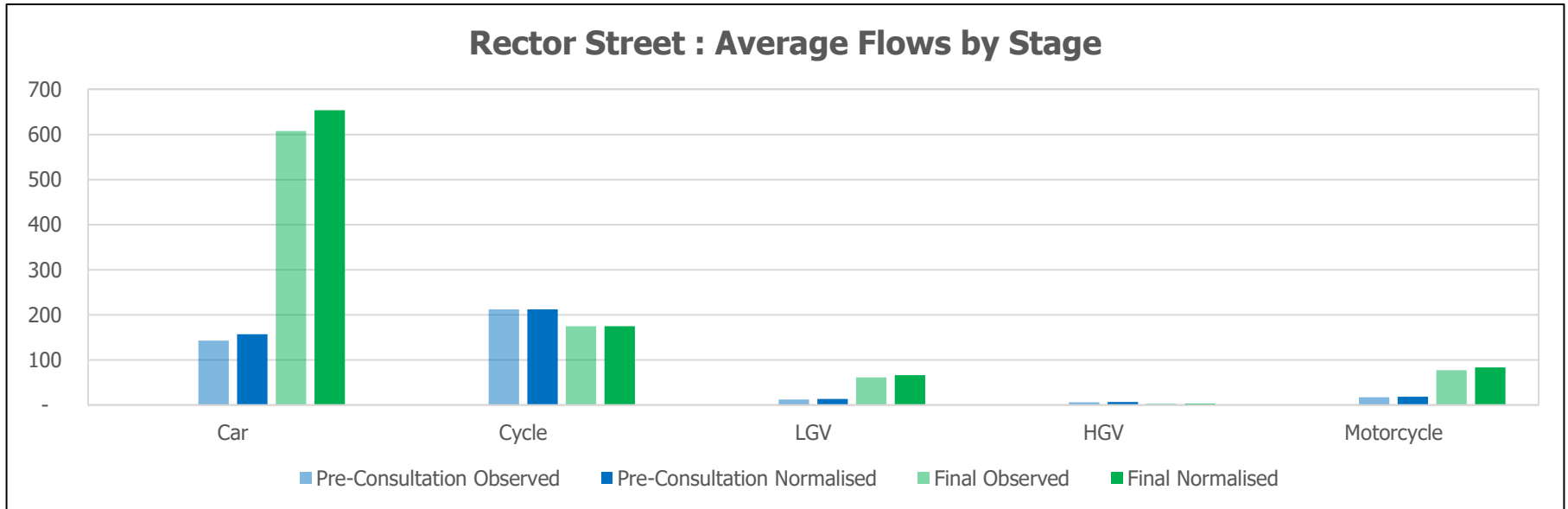
# Micawber Street (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	1740	<b>2234</b>	537	<b>589</b>	831	<b>886</b>	-909	<b>-1348</b>	294	<b>297</b>	-52%	<b>-60%</b>	55%	<b>50%</b>
LGV	205	<b>263</b>	88	<b>96</b>	127	<b>135</b>	-78	<b>-128</b>	39	<b>39</b>	-38%	<b>-49%</b>	44%	<b>41%</b>
HGV	35	<b>44</b>	19	<b>21</b>	30	<b>32</b>	-5	<b>-12</b>	11	<b>11</b>	-14%	<b>-27%</b>	58%	<b>52%</b>
Motorcycle	252	<b>323</b>	125	<b>138</b>	178	<b>189</b>	-74	<b>-134</b>	53	<b>51</b>	-29%	<b>-41%</b>	42%	<b>37%</b>
All Motor Vehicles	2232	<b>2864</b>	769	<b>844</b>	1166	<b>1242</b>	-1066	<b>-1622</b>	397	<b>398</b>	-48%	<b>-57%</b>	52%	<b>47%</b>
Cycle	<b>497</b>		<b>381</b>		<b>981</b>		<b>484</b>		<b>600</b>		<b>97%</b>		<b>157%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	14.92	14.33	13.28	<b>-11%</b>	-7%	N/A	18.00	16.20	N/A	-10%	N/A	8%	3%	N/A	-5%

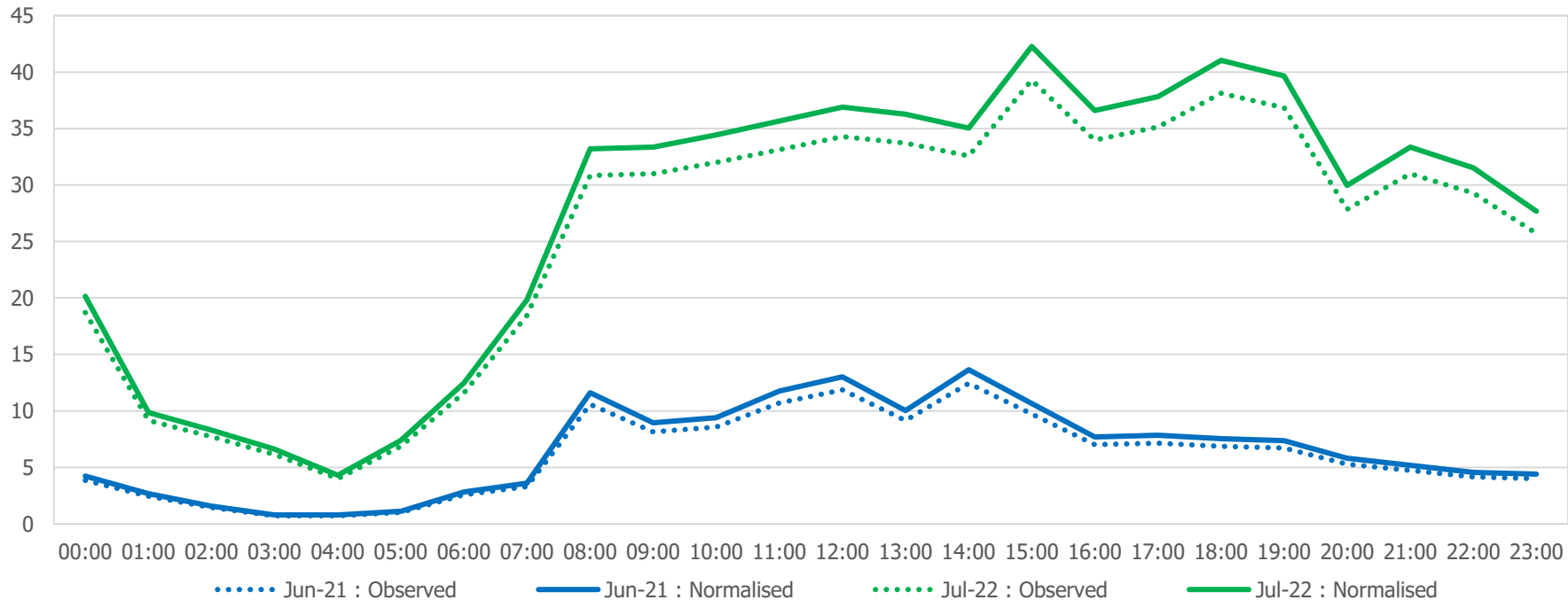
# Rector Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Rector Street**, with data presented for the baseline, pre-consultation and final 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.



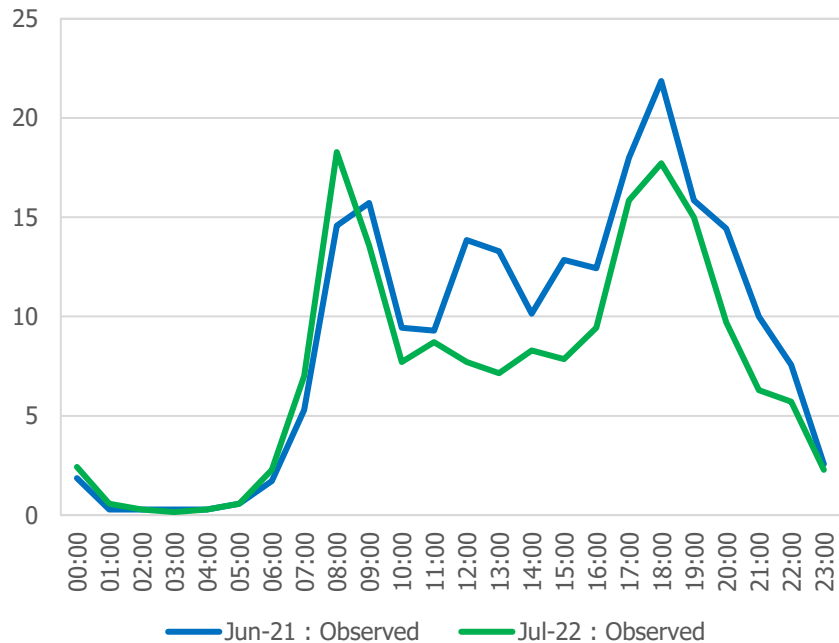
# Rector Street

## Rector Street : Average Daily Car Flows

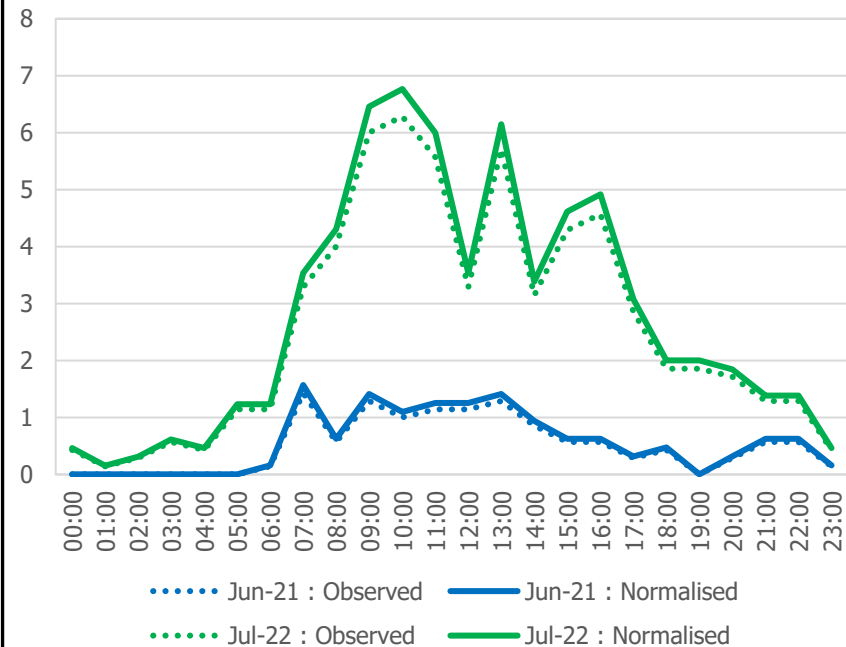


# Rector Street

## Rector Street : Average Daily Cycle Flows

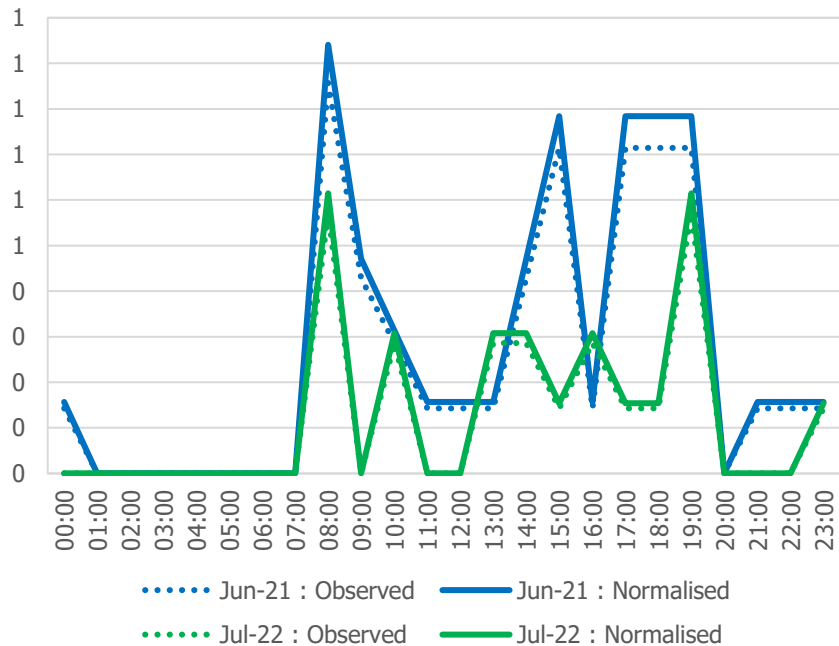


## Rector Street : Average Daily LGV Flows

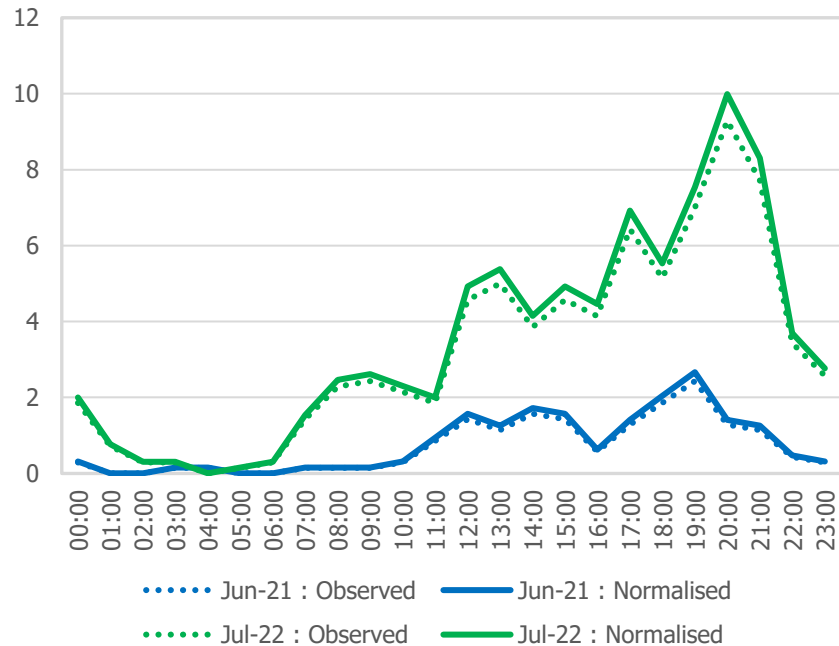


# Rector Street

## Rector Street : Average Daily HGV Flows



## Rector Street : Average Daily Motorcycle Flows



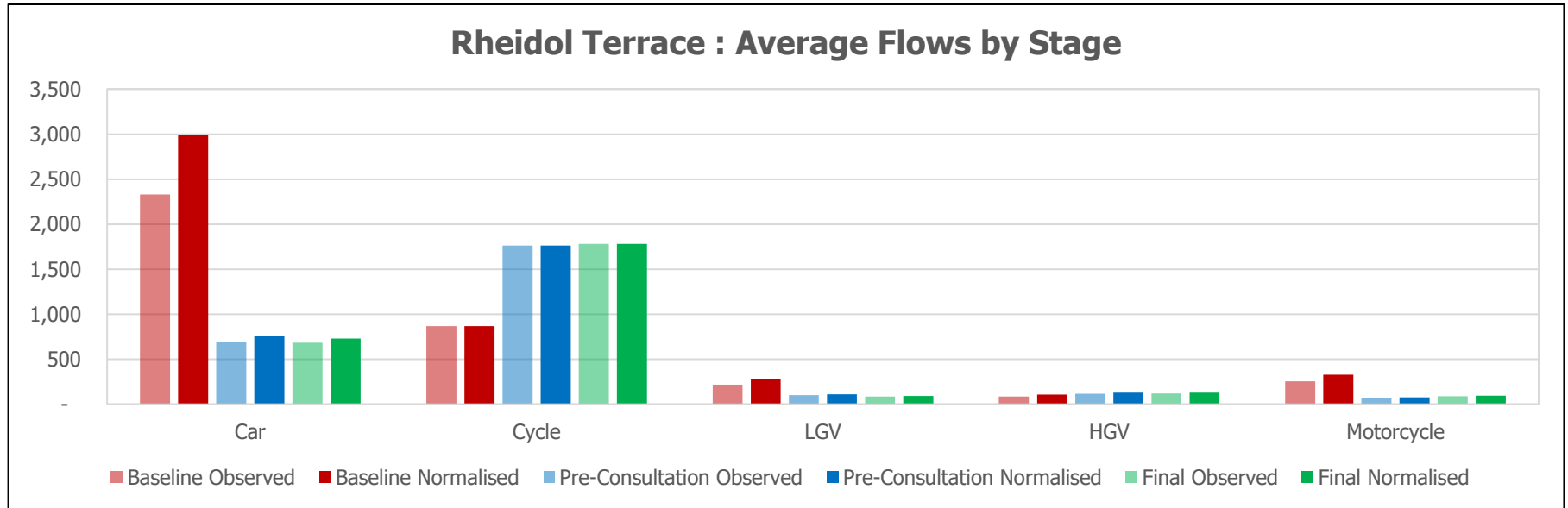
# Rector Street (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	N/A		143	<b>157</b>	607	<b>654</b>	N/A		464	<b>497</b>	N/A		324%	<b>317%</b>
LGV			12	<b>13</b>	62	<b>66</b>			50	<b>53</b>			417%	<b>408%</b>
HGV			6	<b>7</b>	3	<b>3</b>			-3	<b>-4</b>			-50%	<b>-57%</b>
Motorcycle			17	<b>19</b>	77	<b>83</b>			60	<b>64</b>			353%	<b>337%</b>
All Motor Vehicles			178	<b>196</b>	749	<b>806</b>			571	<b>610</b>			321%	<b>311%</b>
Cycle			<b>212</b>		<b>175</b>				<b>-37</b>				<b>-17%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	N/A	11.92	12.94	N/A	9%	N/A	14.90	15.60	N/A	5%	N/A	2%	1%	N/A	-1%

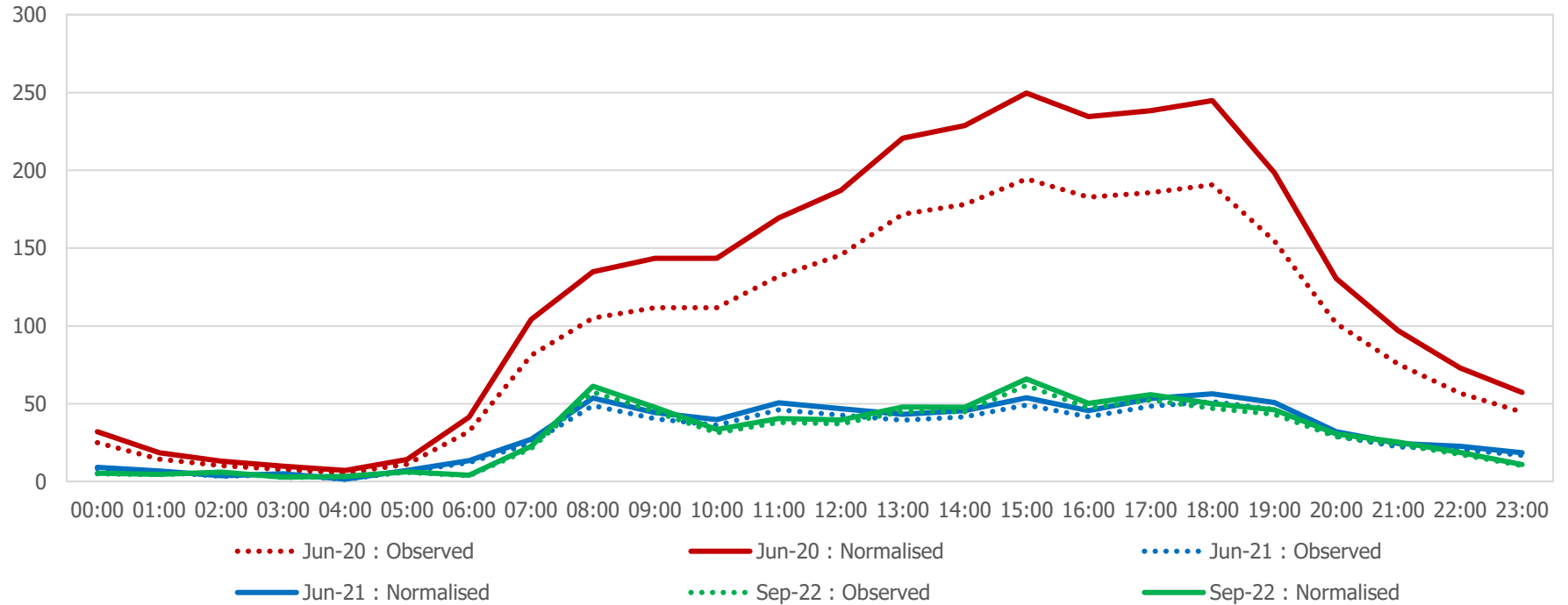
# Rheidol Terrace (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows** on Rheidol Terrace, with data presented for the baseline, pre-consultation and final 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.



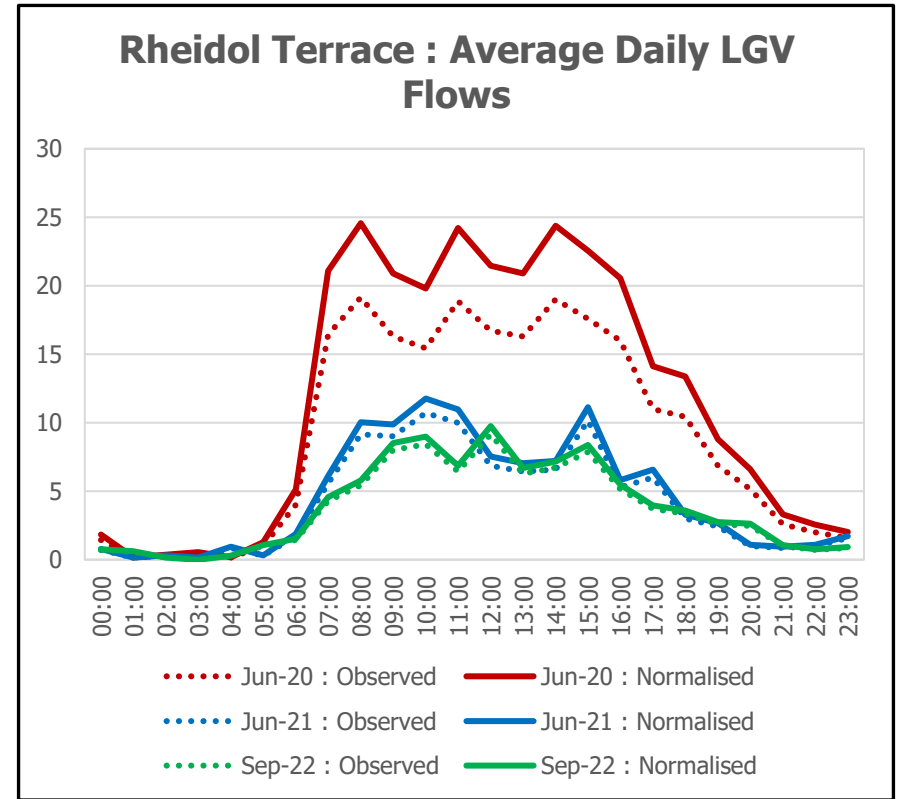
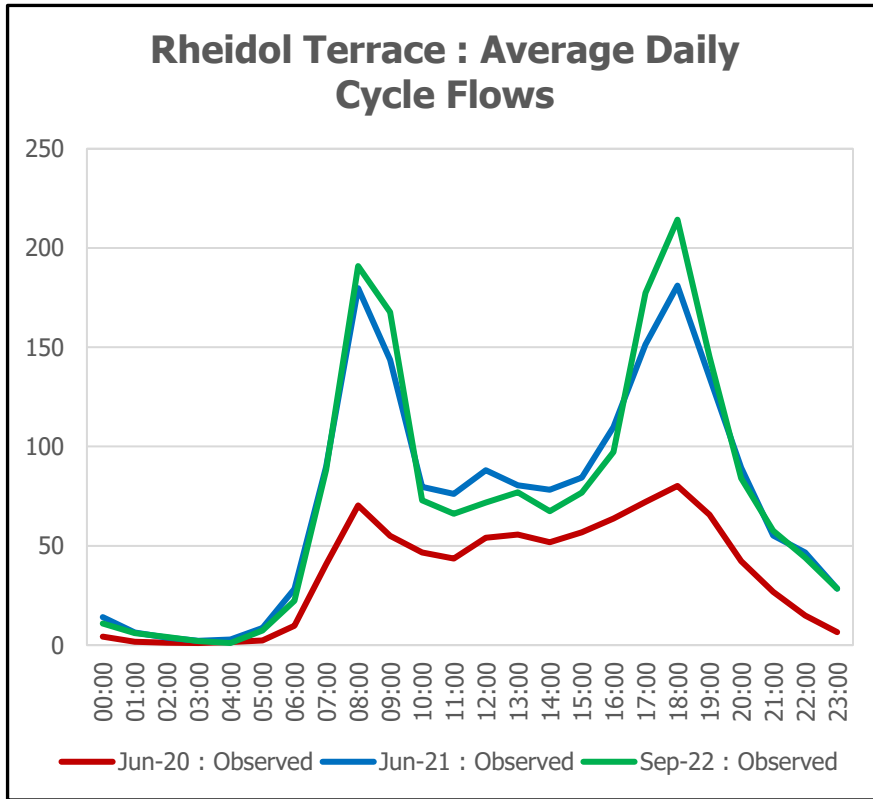
# Rheidol Terrace

## Rheidol Terrace : Average Daily Car Flows



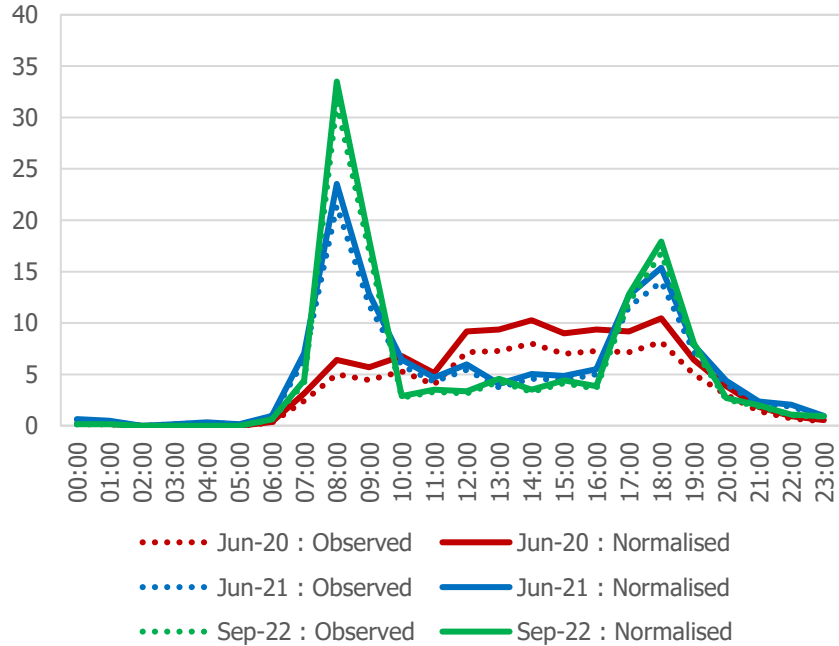


# Rheidol Terrace

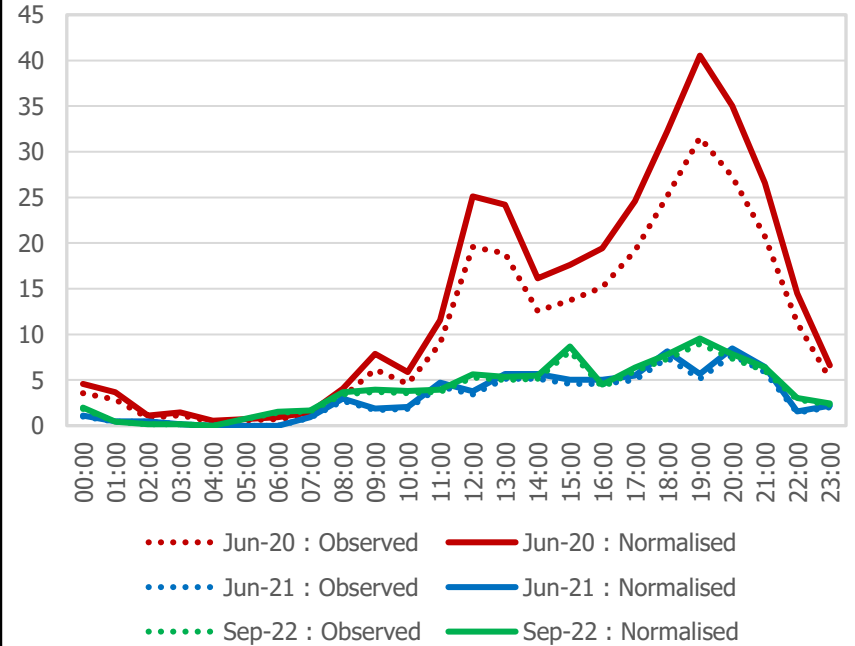


# Rheidol Terrace

## Rheidol Terrace : Average Daily HGV Flows



## Rheidol Terrace : Average Daily Motorcycle Flows



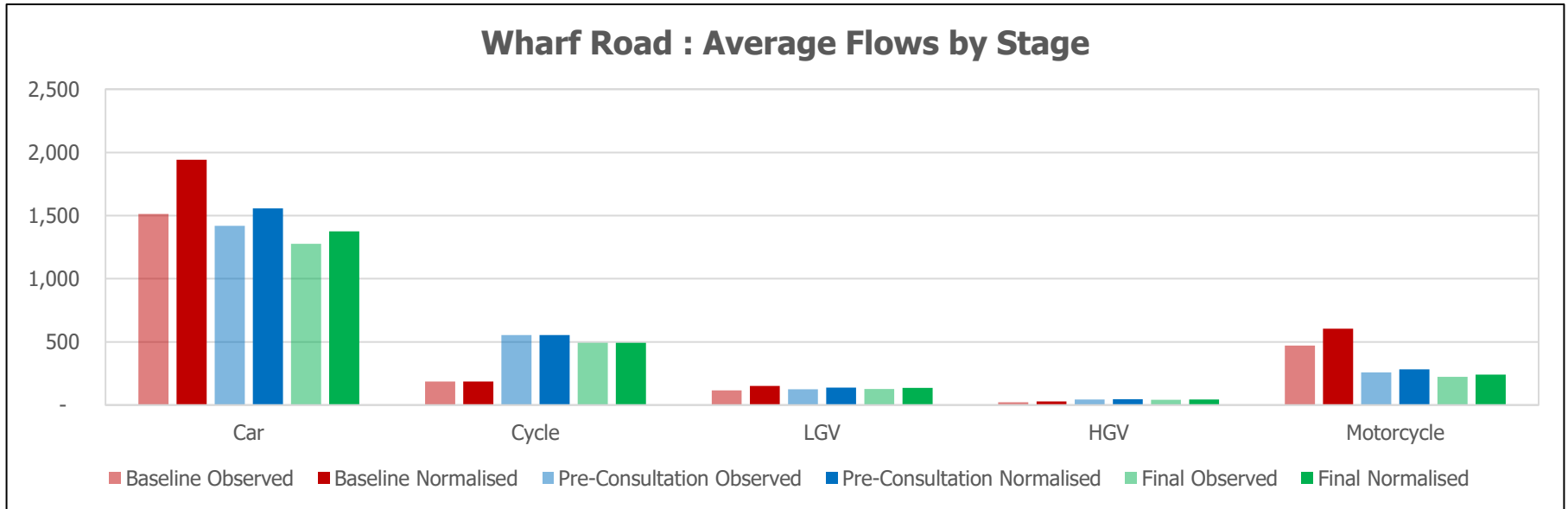
# Rheidol Terrace (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	2331	<b>2992</b>	689	<b>757</b>	683	<b>728</b>	-1648	<b>-2264</b>	-6	<b>-29</b>	-71%	<b>-76%</b>	-1%	-4%
LGV	219	<b>281</b>	100	<b>109</b>	87	<b>92</b>	-132	<b>-189</b>	-13	<b>-17</b>	-60%	<b>-67%</b>	-13%	<b>-16%</b>
HGV	84	<b>108</b>	117	<b>128</b>	121	<b>128</b>	37	<b>20</b>	4	<b>0</b>	44%	<b>19%</b>	3%	0%
Motorcycle	254	<b>326</b>	71	<b>78</b>	89	<b>95</b>	-165	<b>-231</b>	18	<b>17</b>	-65%	<b>-71%</b>	25%	<b>22%</b>
All Motor Vehicles	2888	<b>3707</b>	977	<b>1072</b>	980	<b>1043</b>	-1908	<b>-2664</b>	3	<b>-29</b>	-66%	<b>-72%</b>	0%	-3%
Cycle	<b>869</b>		<b>1763</b>		<b>1781</b>		<b>912</b>		<b>18</b>		<b>105%</b>		1%	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	17.73	16.16	15.87	<b>-10%</b>	-2%	N/A	20.30	20.00	N/A	-1%	N/A	17%	6%	N/A	<b>-11%</b>

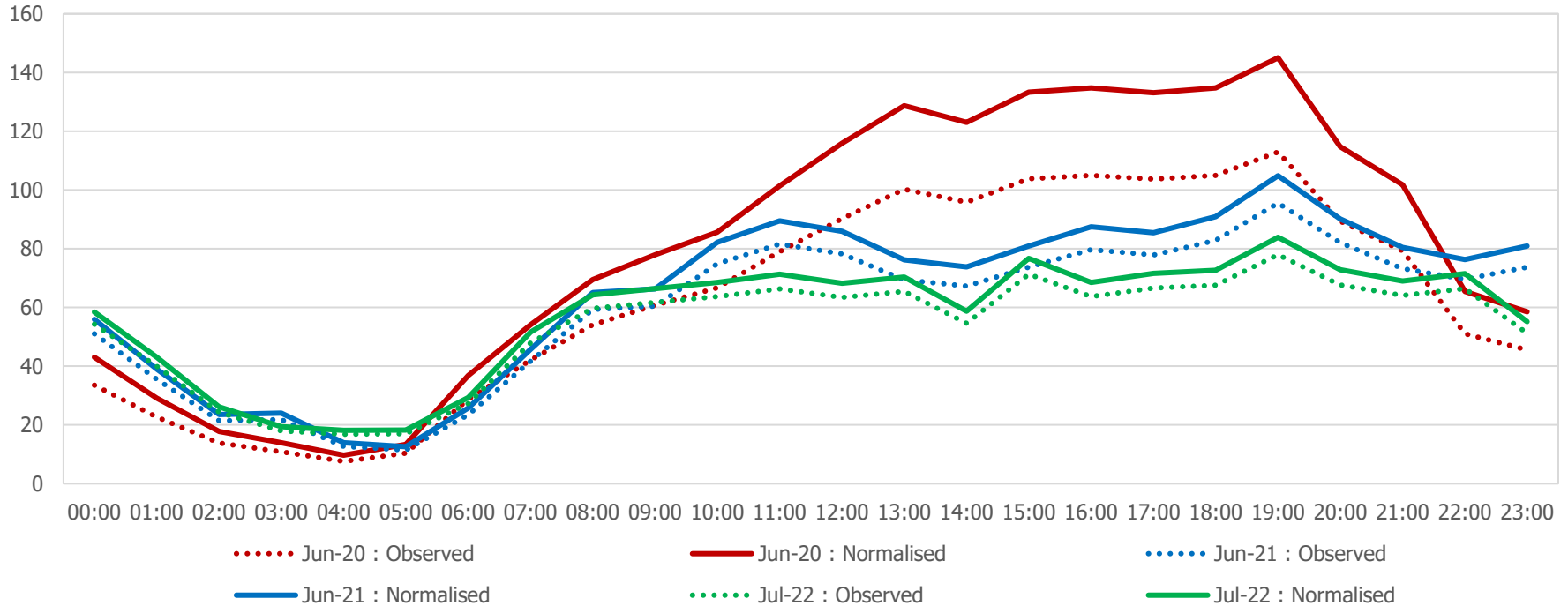
# Wharf Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Wharf Road**, with data presented for the baseline, pre-consultation and final 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.

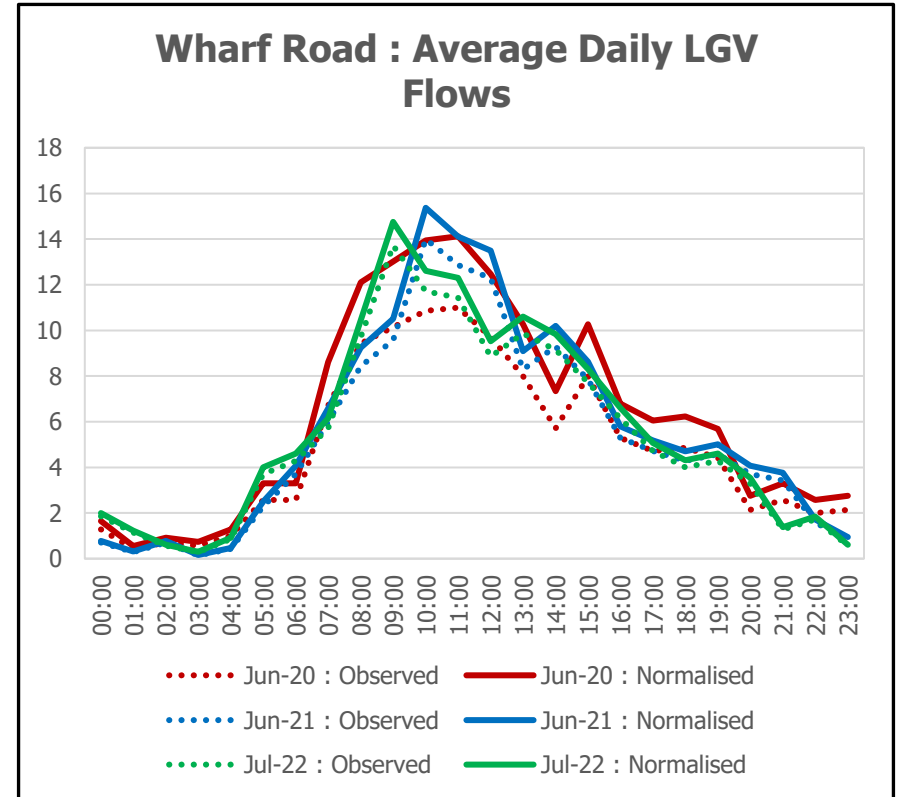
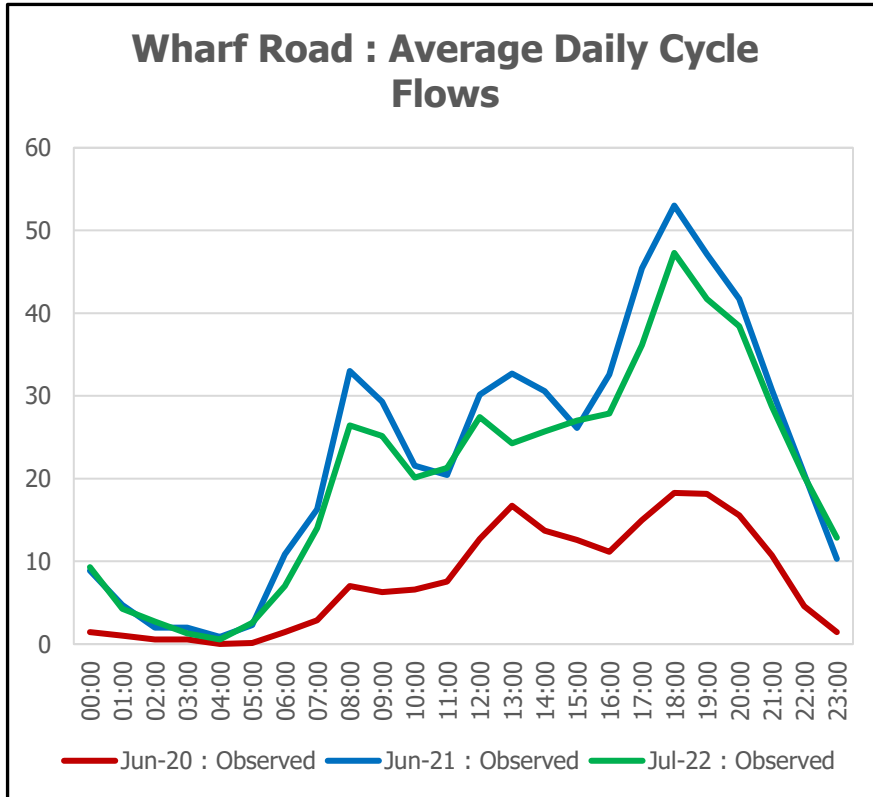


# Wharf Road

## Wharf Road : Average Daily Car Flows

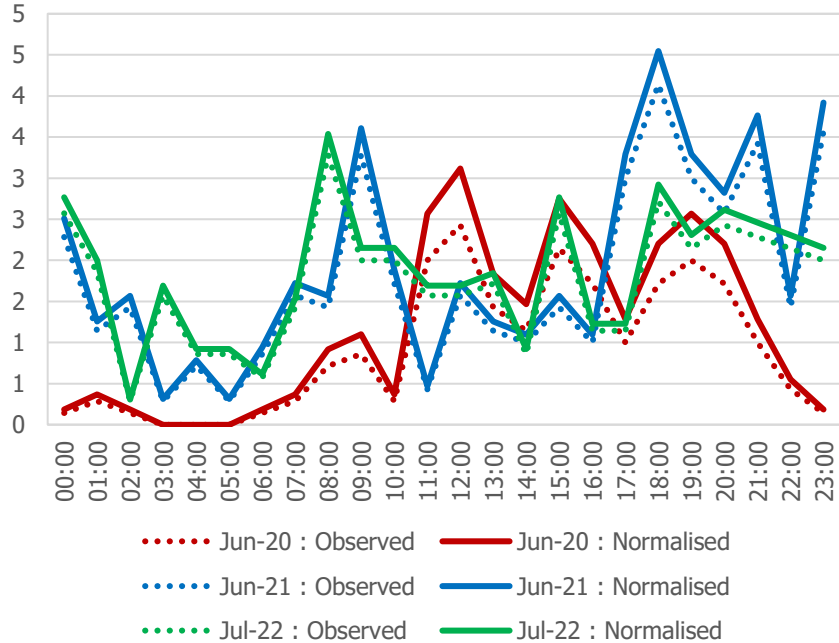


# Wharf Road

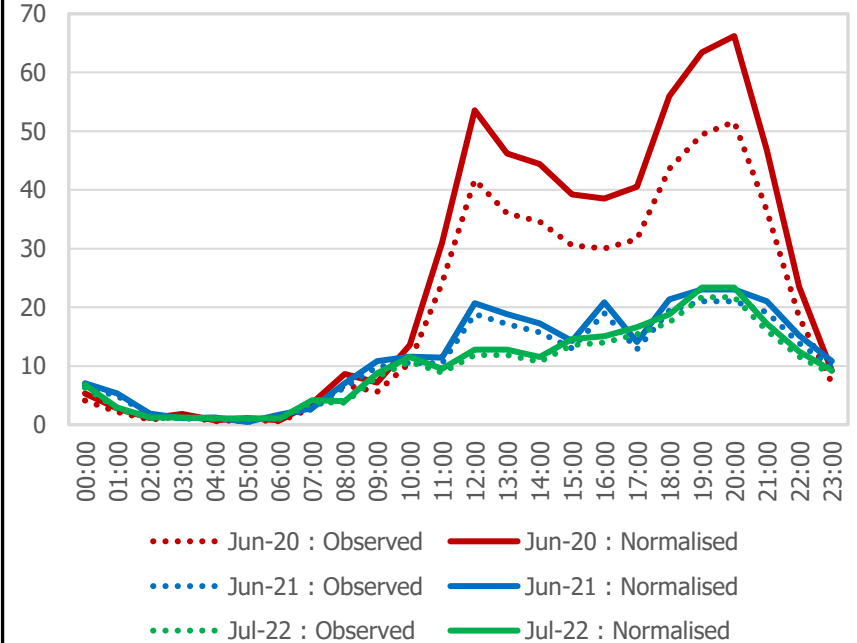


# Wharf Road

## Wharf Road : Average Daily HGV Flows



## Wharf Road : Average Daily Motorcycle Flows



# Wharf Road (Summary Table)

Vehicle Flows	Baseline		Pre-Consultation		Final		Final vs. Baseline		Final vs. Pre-Consultation		Final vs. Baseline		Final vs. Pre-Consultation	
	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised	Observed	Normalised
Car	1513	<b>1942</b>	1419	<b>1557</b>	1277	<b>1375</b>	-236	<b>-567</b>	-142	<b>-182</b>	-16%	<b>-29%</b>	-10%	<b>-12%</b>
LGV	117	<b>150</b>	125	<b>138</b>	127	<b>136</b>	10	<b>-14</b>	2	<b>-2</b>	9%	-9%	2%	-1%
HGV	22	<b>28</b>	43	<b>47</b>	42	<b>45</b>	20	<b>17</b>	-1	<b>-2</b>	91%	<b>61%</b>	-2%	-4%
Motorcycle	471	<b>605</b>	258	<b>283</b>	224	<b>241</b>	-247	<b>-364</b>	-34	<b>-42</b>	-52%	<b>-60%</b>	-13%	<b>-15%</b>
All Motor Vehicles	2123	<b>2725</b>	1845	<b>2025</b>	1670	<b>1797</b>	-453	<b>-928</b>	-175	<b>-228</b>	-21%	<b>-34%</b>	-9%	<b>-11%</b>
Cycle	<b>186</b>		<b>553</b>		<b>492</b>		<b>306</b>		<b>-61</b>		<b>165%</b>		<b>-11%</b>	

Vehicle Speeds	Average Speed					85th Percentile Speed					% Vehicles Speeding				
	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation	Baseline	Pre-Consultation	Final	Final vs. Baseline	Final vs. Pre-Consultation
All Motor Vehicles	11.33	10.96	11.01	-3%	0%	N/A	13.40	13.40	N/A	0%	N/A	0%	0%	N/A	0%

\*All speeds well below speed limit