

Observed traffic displacement (AM & PM peak): Side streets Changes in traffic between 2015 and 2018

Location	Weekday AM peak change (number range of vehicles/hour)	Weekday AM peak change (percentage range)	Weekday PM peak change (number range of vehicles/hour)	Weekday PM peak change (percentage range)
Ashbrook Road	-10 to 10	-40% to -10%	-10 to 10	-40% to -10%
Bickerton Road	10 to 40	40% to 70%	10 to 40	40% to 70%
Bredgar Road (at Junction Rd)	10 to 40	10% to 40%	-40 to -10	-40% to -10%
Cressida Road	-10 to 10	-10% to 10%	-10 to 10	-10% to 10%
Dartmouth park Hill (at Magdala Av)	-10 to 10	-10% to 10%	40 to 70	10% to 40%
Despard Road	-10 to 10	10% to 40%	-10 to 10	-10% to 10%
Fairbridge Road	-10 to 10	-10% to 10%	10 to 40	10% to 40%
Hargrave Road	-10 to 10	-10% to 10%	-10 to 10	-40% to -10%
Hazelville Rd	-70 to -40	-40% to -10%	-40 to -10	-10% to 10%
Magdala Avenue	-10 to 10	-10% to 10%	40 to 70	10% to 40%
Miranda Road	-10 to 10	-10% to 10%	-10 to 10	-40% to -10%
Pauntley Street	-40 to -10	-70% to -40%	-10 to 10	10% to 40%
Pemberton Gardens (at Junction Rd)	-40 to -10	-40% to -10%	-10 to 10	-10% to 10%
Pemberton Gardens (at St Johns Grove)	-40 to -10	-10% to 10%	10 to 40	-10% to 10%
Prospero Road	-10 to 10	-10% to 10%	-10 to 10	-10% to 10%
St John's Grove (at Junction Rd)	10 to 40	10% to 40%	100 to 130	40% to 70%
St John's Grove (at Holloway Rd)	40 to 70	10% to 40%	40 to 70	10% to 40%
Vorley Road	10 to 40	10% to 40%	10 to 40	10% to 40%
Waterlow Road	-10 to 10	10% to 40%	-10 to 10	10% to 40%

The above data is not traffic modelling, but actual observed traffic, comparing traffic flow in 2015 with 2018; before and after the removal of the Archway Gyratory. The 2015 traffic counts were undertaken on a single weekday, the 2018 counts were undertaken over two weekdays and an average was taken. The tables above show average traffic volume and percentage change over the three-hour AM and PM peak periods.

AM peak = 7am - 10am | PM peak = 4pm - 7pm

A negative number or percentage indicates a decrease between the two years, while a positive number or percentage indicates an increase.

For reference, an increase in 60 cars over an hour would represent an increase of 1 car per minute on average.

Please note: traffic flows fluctuate on a daily basis (generally up to 10%). As such, changes within -10% to 10% are considered statistically insignificant (i.e. no change)

Before and after figures available overleaf

Appendix 1
Before and after traffic counts

Location	Weekday AM peak vehicles per hour 2015	Weekday AM peak vehicles per hour 2018	Weekday PM peak vehicles per hour 2015	Weekday PM peak vehicles per hour 2018
Ashbrook Road	34	25	-10 to 10	-40% to -10%
Bickerton Road	54	76.5	10 to 40	40% to 70%
Bredgar Road (at Junction Rd)	94	114	-40 to -10	-40% to -10%
Cressida Road	62	56	-10 to 10	-10% to 10%
Dartmouth park Hill (at Magdala Av)	284	286	40 to 70	10% to 40%
Despard Road	20	23	-10 to 10	-10% to 10%
Fairbridge Road	116	112.5	10 to 40	10% to 40%
Hargrave Road	36	39	-10 to 10	-40% to -10%
Hazelville Rd	265	204.5	-40 to -10	-10% to 10%
Magdala Avenue	329	321.5	40 to 70	10% to 40%
Miranda Road	38	40	-10 to 10	-40% to -10%
Pauntley Street	69	29	-10 to 10	10% to 40%
Pemberton Gardens (at Junction Rd)	125	108	-10 to 10	-10% to 10%
Pemberton Gardens (at St Johns Grove)	141	129	10 to 40	-10% to 10%
Prospero Road	27	26	-10 to 10	-10% to 10%
St John's Grove (at Junction Rd)	283	317	100 to 130	40% to 70%
St John's Grove (at Holloway Rd)	156	211.5	40 to 70	10% to 40%
Vorley Road	87	105.5	10 to 40	10% to 40%
Waterlow Road	19	22.5	-10 to 10	10% to 40%

The above data is not traffic modelling, but actual observed traffic, comparing traffic flow in 2015 with 2018; before and after the removal of the Archway Gyratory. The 2015 traffic counts were undertaken on a single weekday, the 2018 counts were undertaken over two weekdays and an average was taken.

The tables above show average the number of vehicles at each site over the three-hour AM and PM peak periods in 2015 and 2018. AM peak = 7am -

10am | PM peak = 4pm - 7pm