

## 1. Baseline data

This methodology is informed by West of England Combined Authority (WECA) guidance for Monitoring and Evaluation of City Region Sustainable Transport Settlements (CRSTS) funded schemes.

### **Baseline Data**

27 Vivacity counters, shown in Figure 1 below, were installed in the EBLN study area in Spring 2024 to provide continuous automated monitoring. Vivacity sensors are using video footage combined with a software which is able to analyse all modes of traffic through image recognition. Trips are counted when movements cross predefined ‘count lines’ at the survey location. Due to irregularities and installation issues the first surveyed months are considered less reliable. Data accuracy stabilises from September 2024 and therefore, comparisons can be made between data collected in October 2024 – pre implementation of scheme trial – with October 2025 – post implementation of scheme trial. The comparative data set encompasses the first two weeks of October 2024 and the first two weeks of October 2025. The dates evaluated are 2-16 Oct 2024 and 1-15 Oct 2025 (Wednesday – Wednesday). Hourly data between 07:00-19:00 has been used as the basis for comparative assessment.

In addition to the Vivacity count data, we have access to historical TomTom data for pre-trial, as well as historical information on bus journey times (ABODS) and patronage (through First Bus ticket sales information), which also forms part of the baseline assessment.

### **Alternative Baseline Data**

An extensive data collection exercise was undertaken in March 2022 during OBC preparation, through a range of data sources, including Automatic Number Plate Recognition (ANPR), Automatic Traffic Counts (ATC) and Manual Classified Counts (MCC). In addition, there were targeted pedestrian and cyclist counts undertaken at specific network locations, these being located in Figure 1.. The data collection exercise was undertaken to inform the base model development, calibration and validation of the local area Vissim model. The locations are therefore not directly applicable to the Vivacity counters installed at a later time, which will be used to assess scheme impact.

Through analysis and discussion with BCC, it has been determined that the 2022 data is useful for reference purposes but has not been included in the M&E analysis. Further rationale for this decision is provided at Appendix A. See below for a map of available count locations, an online version of the map is also available here for completeness.

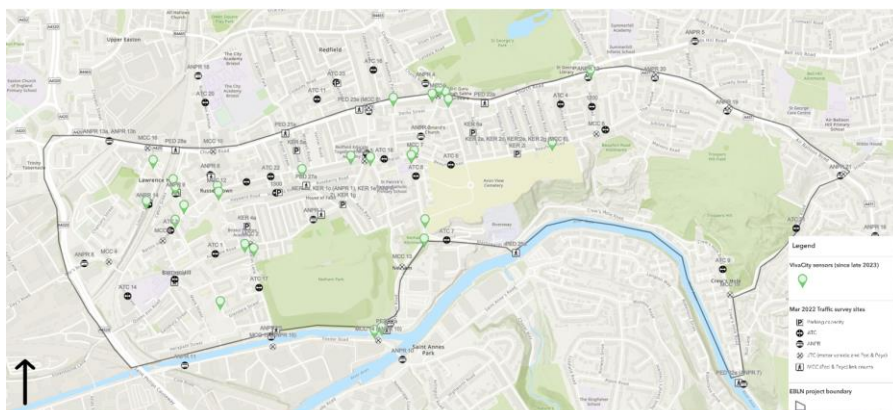
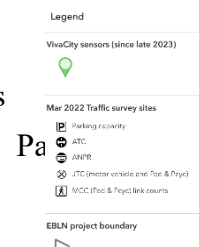


Figure 1 Map Overview of data collection sites – baseline and scheme trial locations



## 2. Scheme Trial Data

An overview of data sources applied to evaluate the post-scheme trial implementation for the purpose of Monitoring and Evaluation (M&E) analysis is listed below.

Table 1 Data sources used to inform M&E reporting

Data source	Category	Commentary
<b>Vivacity</b>	Walking	Pedestrian count data will be assessed at all available count locations.
	Cycling	Cycling count data will be assessed at all available count data points, as well as further analysed at isolated count points along Wesley Way – the key signposted route through the study area which links east Bristol with the city centre.
	Motorised Vehicles	Motorised vehicle data analysis includes a review of change in the quantum of traffic on internal roads, external roads and boundary roads. Assessment will include observed change in traffic on boundary roads and estimate 'traffic evaporation' where trips are not displaced – through estimated pre and post trial mode share via screen line assessment – suggesting mode shift or changed travel behaviour.
<b>TomTom</b>	Journey times	Journey time database has been analysed on selected routes across the scheme trial implementation area as well as additional residential roads, see section 7 for further detail.
<b>STATS19</b>	Collision Data	STATS19 dataset <sup>1</sup> will be qualitatively assessed for the six-month trial period – recognising that statistically significant conclusions cannot be drawn in the limited time since scheme trial introduction. There is also an inherent delay in receiving the data in time for the assessment period, which further reduces the amount of reliable data for the timescales of this submission.
<b>First Bus Data</b>	Bus journey time reliability	ABODS2 database
	Bus patronage	Bus Patronage – Ticket Sales provided per stop by First Bus

<sup>1</sup> STATS19 is the main source of data on road casualties in Great Britain is the dataset of personal injury collisions reported to police. The majority of the published road casualty statistics are based on STATS19 data.

<sup>2</sup> Analyse Bus Open Data Service (ABODS) is an extension service to the Bus Open Data Service (BODS), that provides free-to-access reporting and analytics to operators and authorities nationally. This is a user platform to enable analysis of bus data.

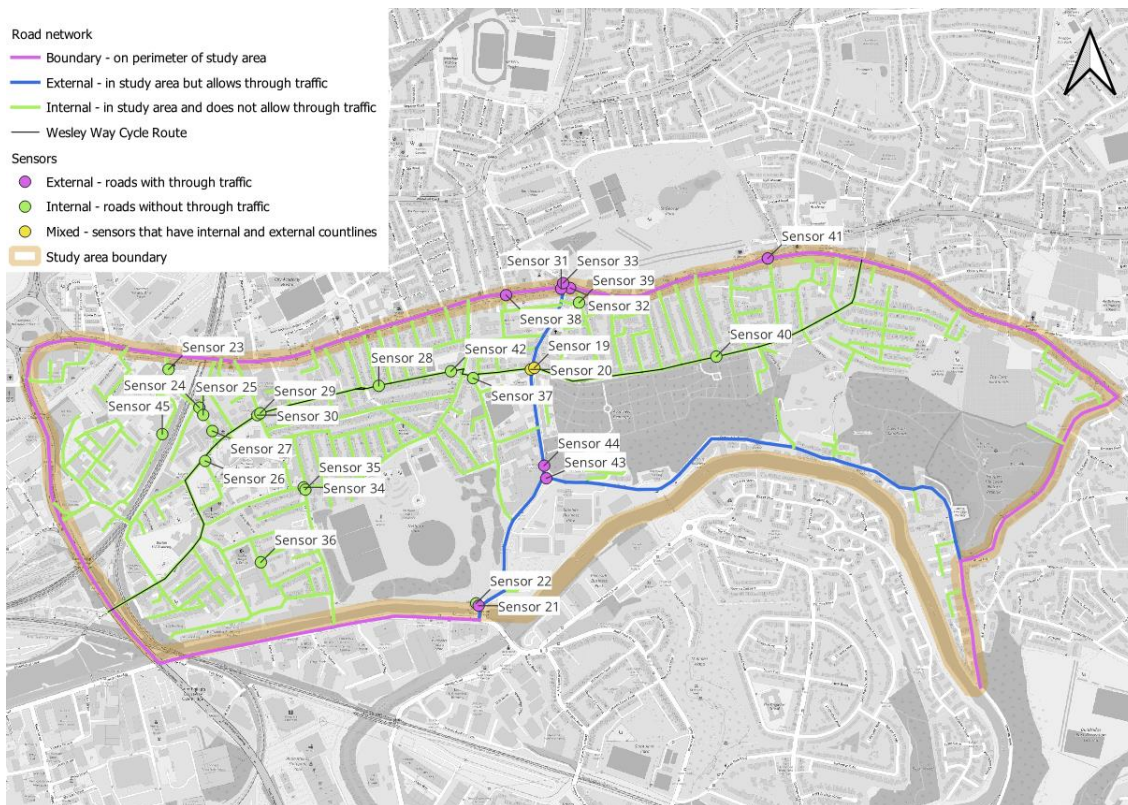


Figure 2: Classification of roads and location of Vivacity sensors

An overview of data sources that have been discounted from the analysis to evaluate the post-scheme trial implementation for the purpose of Monitoring and Evaluation (M&E) analysis is listed below.

Table 2 Other Data Sources Discounted from Consideration

Data source	Category	Commentary
<b>Air quality diffusion tubes</b>	NOx concentration	Air quality data will not be reported on and is excluded from the M&E analysis – the timescales of laboratory processing and deweathering data is not aligned with timescales for submission of this commission.
<b>Emergency response vehicles</b>	Impact on vehicle response time	Not received and therefore excluded from this analysis
<b>PlaceInformatics</b>	Pedestrian footfall and revenue	No analysis undertaken. BCC to provide direct data exports from PlaceInformatics to independent reviewer. PlaceInformatics data only includes Church Road businesses – impact on other areas (particularly businesses on Marsh Lane) are not included and it is deemed politically sensitive to draw any conclusions without access to this data.
<b>SCOOT</b>	Wider distributional impact	It may be possible to derive indicative numbers from this dataset on traffic impact on wider diversion routes, but this is not currently included in the study area and therefore excluded from our assessment



### 3. Sensitivity testing

In order to account for variation in data reported, external factors and aggregation of data, a number of sensitivity checks have been undertaken.

#### *Screen line assessments*

Screen lines are a typical measure used in transport planning and modelling to understand flows across boundaries or areas. The screen line has been determined based on the available count locations to understand the movements across the area from east to west or west to east by drawing lines between the northern and southern extents of the study area. This assists the monitoring and evaluation of the scheme through being able to assess changes in flows between the different assessment years while accounting for the change in routes that people may take.

Screen line analysis allows a more nuanced view than just taking an aggregate of all counts in the study area which otherwise might double count many travellers.

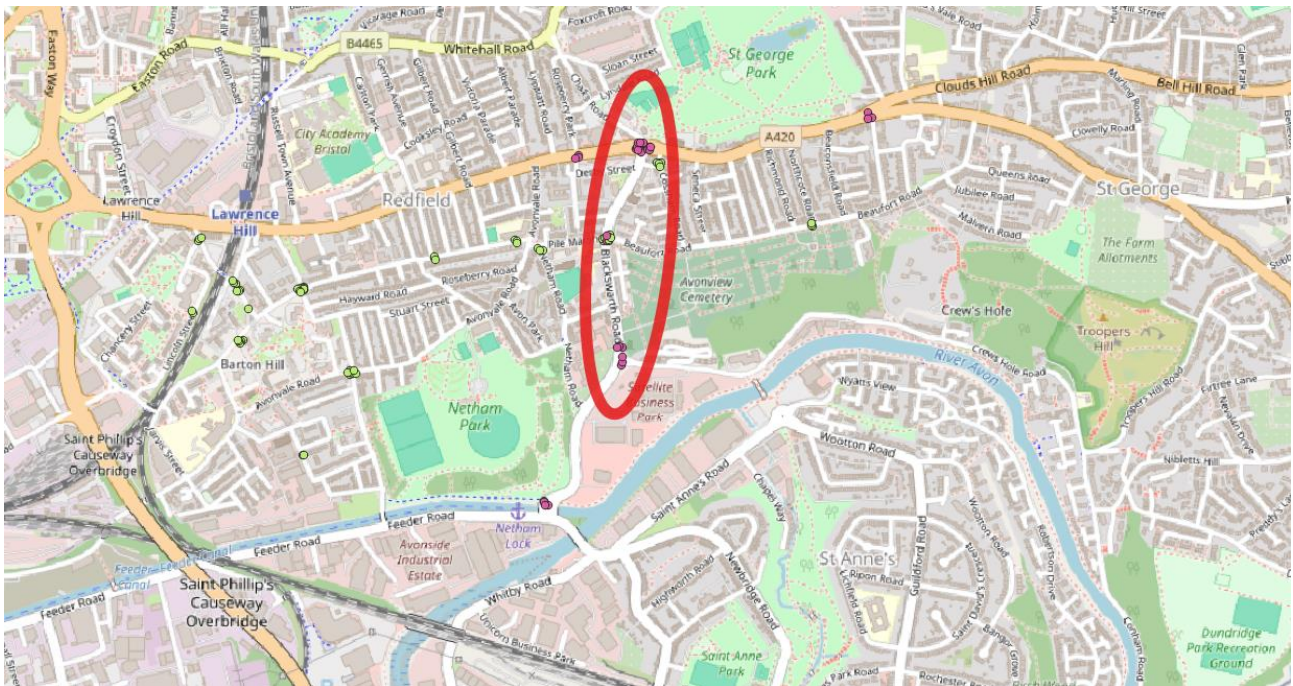


Figure 3: Count points included in the screenline assessment

#### *Seasonality Adjustment*

The evaluated data is comparing first two weeks of October 2024 and 2025, pre and post scheme implementation. No seasonality adjustment has been undertaken, since the comparative period's seasons are the same.

### ***Weather conditions***

A review of historic weather data suggests that in the pre-trial evaluation weeks in October 2024, conditions were generally dry and stable. Rainfall was minimal, with only occasional light rain showers.

By comparison, the first week of October 2025 saw Storm Amy (3rd October), bringing heavy rain, though Bristol was less affected than Scotland and Northern Ireland. After the storm, high pressure brought dry, cloudy conditions for several days. Rain returned around 12–14 October with scattered showers.

Overall, this data suggests that weather conditions were more favourable for active travel users in the pre-trial evaluation period, which can impact number of users observed. The fact that conditions were more dry and sunny pre-trial suggests that the assessment is robust and any uplift in results are not inflated by unusually warm or favourable weather post-implementation.

### ***School term calendar***

All dates included in Bristol school term and holiday calendar for 2024/2025 and 2025/2026 have been excluded from the analysis, including weekends before and after school holidays.

### ***Outlier analysis***

Outlier analysis has been undertaken in order to confirm that the time periods and dates selected are representative. The graphs below identify the normal distribution and highlight any sensors with more than three standard deviations from the norm – in line with the ‘three sigmas’ method which is a standard approach in statistical analysis. These outliers have been filtered out from results to generate a reliable average.

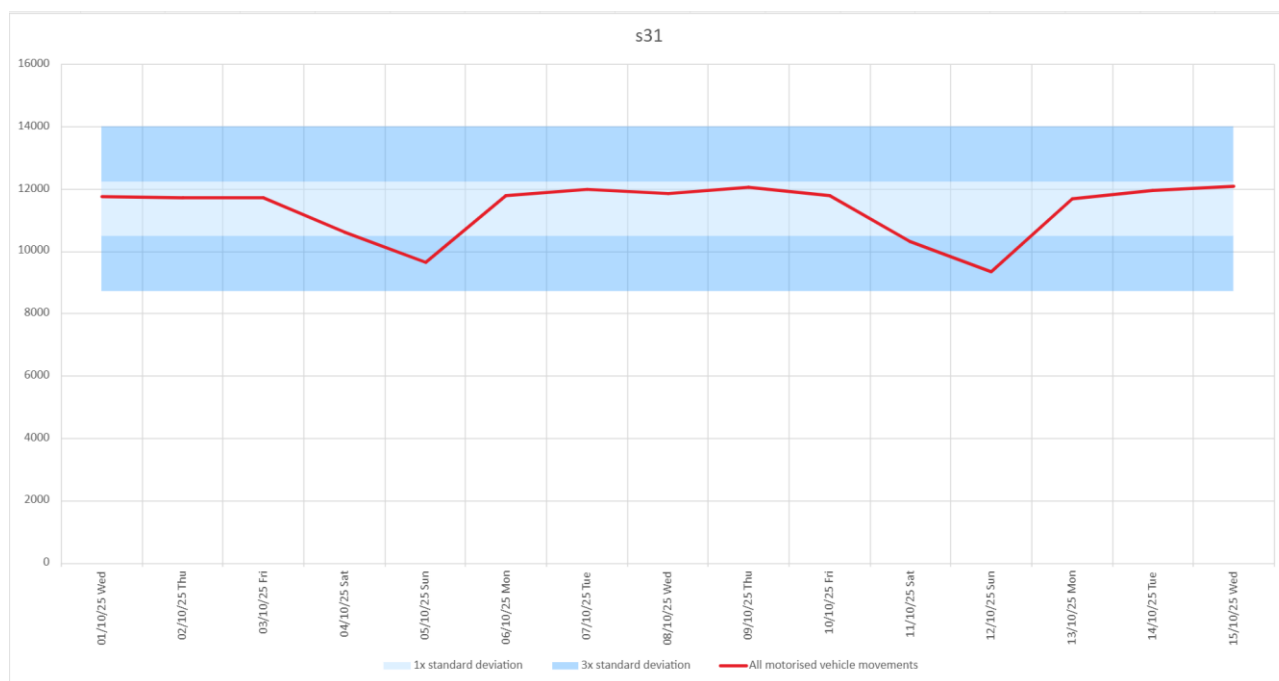


Figure 4 Example of outlier check per sensor, please see accompanying spreadsheet for further detail

### ***Attribution***

In order to determine that the impact is related to scheme trial implementation, three reference sites elsewhere in Bristol has been established to determine ‘background traffic growth’ and to reflect general travel behaviour change between October 2024 and October 2025. Through discussions with BCC, we have identified three reference sites which have not been subject to any scheme implementation during the evaluation period. The attribution reference sites are:

- Muller Road at Fishponds Road junction
- Whiteladies Road at Apsley Road junction
- Bath Road at West Town Lane junction

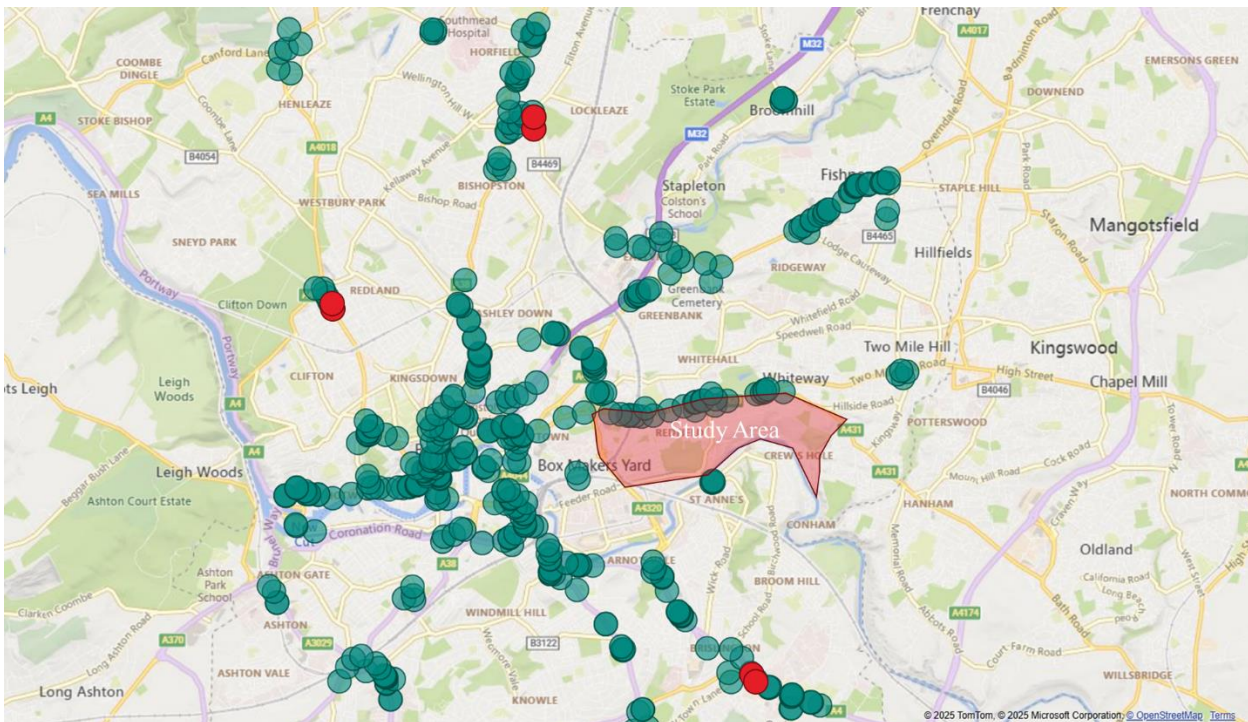


Figure 5: Location of selected count sites (red) in relation to the study area

The analysis from reference sites based on SCOOT data<sup>3</sup> suggests no or negligible background growth in Average Annual Daily Traffic (AADT) and therefore any changes observed in the study area can be hypothesised to be attributable to the scheme trial implementation.

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<sup>3</sup> SCOOT (Split Cycle Offset Optimisation Technique) is a real-time adaptive traffic control system developed for coordinating and controlling traffic signals across urban road networks. It automatically adjusts traffic signal timings based on live data from traffic sensors to optimize traffic flow and reduce delays. Traffic volume data can be derived from locations which has traffic signals installed.



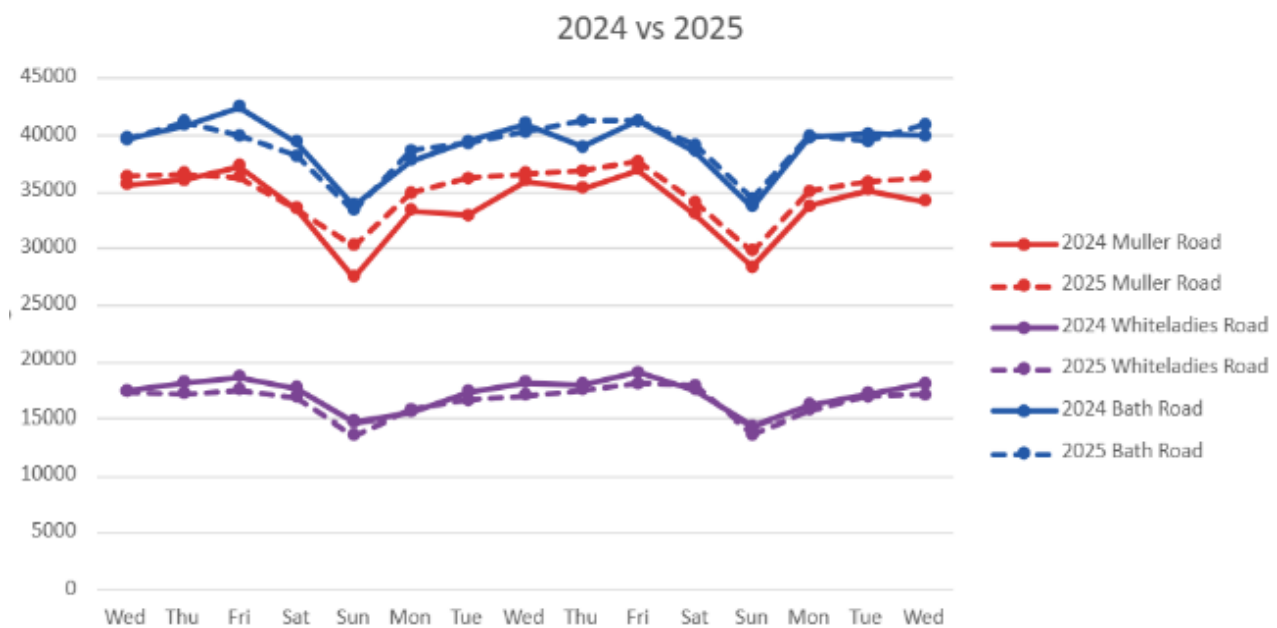


Figure 6 Screenshot from evaluation spreadsheet, please see accompanying spreadsheet for further detail

### Other societal factors

Other societal factors may impact travel behaviour, such as fluctuations in fuel prices. Our review of historic fuel prices suggests that no discernible impact on fuel prices since scheme implementation.

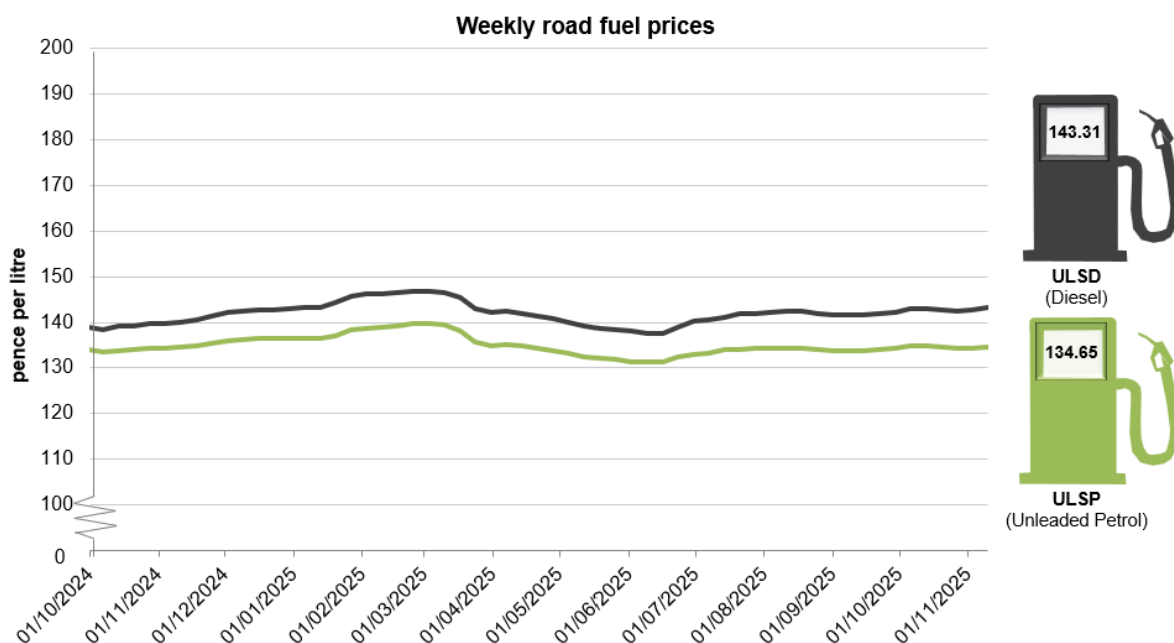


Figure 7 Fuel price change - Source: <https://www.gov.uk/government/statistics/weekly-road-fuel-prices>

### Bus Ticket Price Changes

In the comparative period, tickets for bus journeys have increased which may have impacted travel behaviour. The fares from 2024 were part of the West of England Combined Authority's initiative to simplify and reduce bus fares in 2022, which continued through to 2024.

Table 3 Ticket price changes in Bristol

Ticket Type	October 2024	October 2025
Adult Single	£2.00	£2.40 (up to £3.00 for longer trips)
Adult Return	£3.50	Approx. £4.80–£6.00*
Child Single	£1.00	£1.00 (unchanged)
Child Return	£2.00	Approx. £2.00–£3.00*

Please note that return fares in 2025 were less common as contactless, “TapOn/TapOff” and fare capping replaced traditional return tickets.

### Changes in summertime daylight savings

The counts have undergone a consistency check to ensure that the clock change in March and October did not impact internal survey equipment clock settings. Our check shows that the time change is accounted for automatically in the Vivacity software and shows that peak periods are reported consistently before and after clock change.

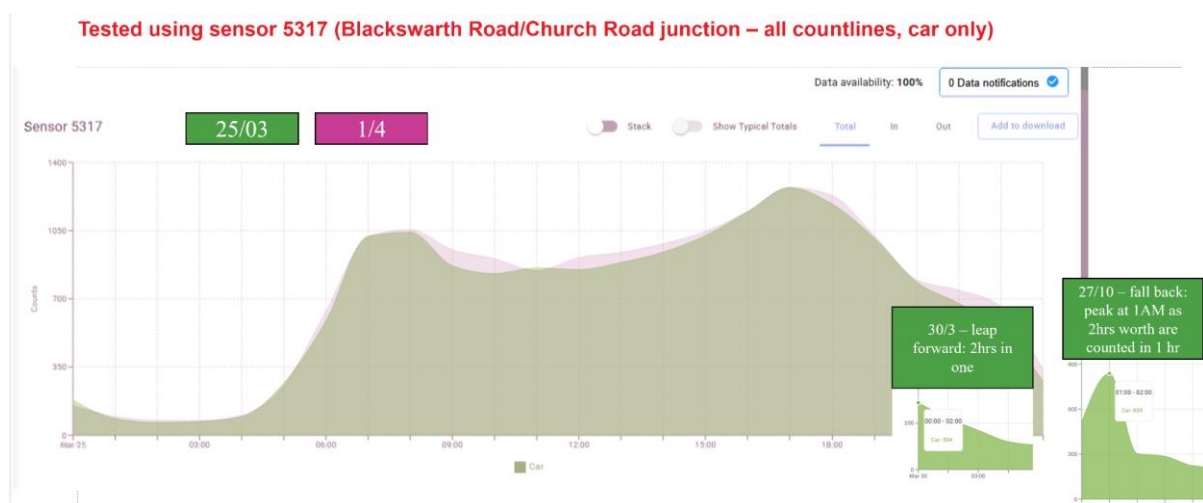


Figure 8 Comparative analysis to check consistency with clock change

### Build out rates of scheme trial

The scheme trial was implemented and built out from November 2024 to June 2025. The full extents of the scheme trial will be measured by evaluating October 2025 data. The prolonged construction time has been accounted for in assessing the scheme impact, and therefore, the impact analysis is limited to pre-trial data for October 2024 and post-trial data for October 2025.



***Removal of erroneous Vivacity count data***

The BCC data management team have been monitoring the performance of installed survey equipment throughout the scheme trial implementation period. Any issues with equipment have been logged. The data team has referred to this error log to 'clean' the data of outliers and establish that the datasets included in the reported data results are representative and exclude errors resulting from technical issues with the equipment. Typically, issues with erroneous counts occur in the early hours of the morning. Therefore, data has been curtailed to a 07:00-19:00 analysis period.

***Highways works log***

The BCC traffic management team have provided a log of all roadworks impacting traffic flows in the local area. This database includes both planned and emergency works. It is recognised that no date range has been completely free of road works or disruption, and the data periods selected for reporting have been reviewed with reference to the road works log to establish that no unusual traffic disruption has occurred that negatively impacted the data sample.

#### **4. Effect of Scheme Trial**

##### **Calculating Pedestrian Effects from the EBLN Trial**

M&E analysis of pedestrian effects includes calculation of the overall percentage change in trips for an average weekday (Tuesday-Thursday) as well as an average weekend day (Saturday and Sunday), and a seven-day average. We have also prepared the average percentage uplift calculations on internal and external roads only – to further assess effects on pedestrians where through-traffic has been reduced through scheme implementation.

##### **Calculating Cyclist Effects from the EBLN Trial**

M&E analysis of cyclist effects includes calculation of the overall percentage change in trips for an average weekday (Tuesday-Thursday) as well as an average weekend day (Saturday and Sunday), and a seven-day average. We have also prepared the average percentage uplift calculations on internal and external roads only – to further assess effects on cyclists where through-traffic has been reduced through scheme implementation.

The impact of scheme trial has also been assessed along the east-west corridor known as ‘Wesley Way’ (Beaufort Road – Victoria Avenue – Barton Hill) as the scheme trial has significantly reduced through traffic on this route. Therefore, the average percentage change at the identified ‘key corridor’ count sites will be reported separately. This result captures the impact of the scheme for cyclists, as this corridor is where most change for cyclists is achieved through the scheme implementation.

The M&E analysis reviews potential displacement of existing (pre-scheme trial) cycle trips from Church Road to Victoria Avenue/Beaufort Road vs new trips – this is determined through the screen line assessment, and by comparing the total number of cycling trips during the assessment period.

##### **Calculating the Motorised Vehicle Traffic Volume Effects from EBLN Trial**

M&E analysis of effects on motorised traffic volumes includes an overall percentage change in trips for an average weekday (Tuesday-Thursday) as well as an average weekend day (Saturday and Sunday), and a seven-day average. We have also prepared the average percentage uplift calculations split out into internal and external roads.

Assessment will include observed change in traffic on boundary roads and an estimate for ‘traffic evaporation’ where trips are not displaced – through estimated pre and post-trial mode share via screen line assessment – suggesting mode shift or changed travel behaviour.

Data on perimeter roads is limited to count points on Church Road, Blackswarth Road and Crews Hole Road. Therefore, it does not fully capture wider traffic displacement on roads outside of study area, such as Whitehall Road and Feeder Road.

##### **Calculating Motorised Vehicle Journey Time Effects from EBLN Trial**

TomTom journey time and speed data has been extracted for the full 07:00-19:00 analysis period as well as for the AM peak (08:00-09:00), PM peak (16:00-17:00), and interpeak (09:00-16:00) for the following locations:

Three roads that have matching vivacity count locations: Blackswarth Road, Church Road, Crews Hole Road

Two boundary roads that did not have vivacity sensors: Feeder Road, St Phillips Causeway

Two adjacent roads: Chalks Road, Whitehall Road

Six additional residential streets where BCC have received complaints from residents: Hudds Vale Road; Marling Road; Hillside Road; Whitehall Avenue; Troopers Hill; and Plummers Hill.

Three longer routes to evaluate typical trips through the area: East – West 1, East – West 2, North – South 3

With the exception of the first three sites, the chosen roads are outside of the study area and do not have pre-trial survey count data available. However, through use of historic TomTom data, journey time impact assessments can suggest if these roads have experienced an increase in journey times. It is hypothesised that if the highway is unchanged from a capacity perspective (permanently or temporarily), the change in journey time would be attributable to a change in traffic volume i.e. increased delay would indicate higher traffic volumes.

It should be noted that for the three longer routes, East – West 1, East – West 2, North – South 3, sample sizes that TomTom reported are low. Therefore, this data may not be representative of general journey times and speeds along those routes.

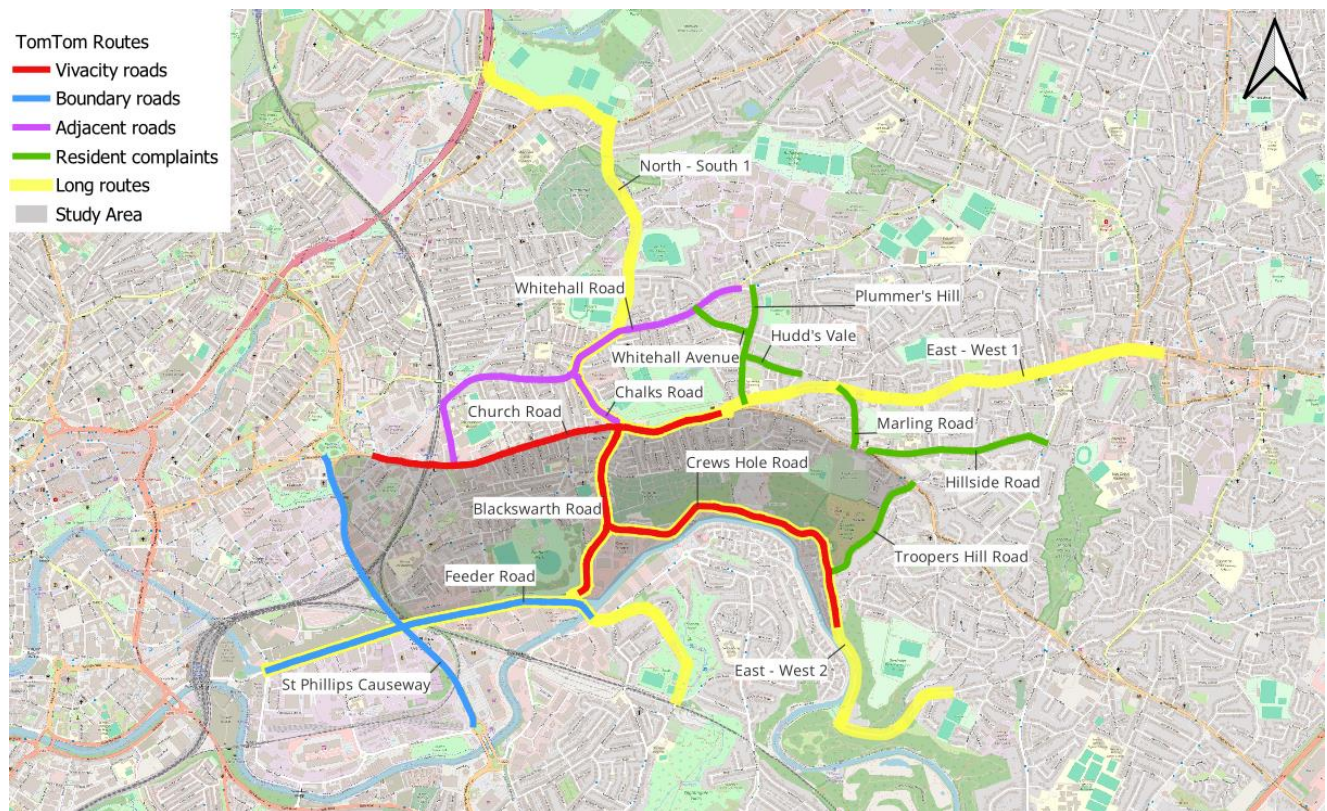


Figure 9: Evaluated journey time routes overview

## Bus journey time and Patronage

The ABODS database has been used to evaluate effects on bus journey times for all bus routes in the study area. The analysis includes all bus corridors within the study area, which will be impacted by scheme trial implementation.

To consider the effect on bus patronage, First Bus has provided patronage data and ticket sales information per bus stop. This data has been evaluated for all bus routes in the study area. This data can determine general uplift in bus patronage and concludes whether any demand attrition from existing services has occurred as a result of the introduction of route 16 (which started operating in April 2025).

Table 4 Overview of analysed bus routes

Evaluated Bus routes	Journey time	Bus Patronage
<b>5: St Anne's, Chapel Way – Stoke Bishop, Transport Hub</b>	✓	✓
<b>16: Fishponds, Cross Hands - Whitchurch, Belland Drive</b>	✓	✓
<b>41: Avonmouth, Smoke Lane - Kingswood, Cecil Road</b>	✓	✓
<b>42: Cherry Gardens, Cherry Garden Road - City Centre, The Centre</b>	✓	✓
<b>43: Cadbury Heath, Newton Road Shops - Imperial Park</b>	✓	✓
<b>44: City Centre, The Centre - Cadbury Heath, Newton Road Shops</b>	✓	✓
<b>45: Cherry Gardens, Cherry Garden Road - City Centre</b>	✓	✓

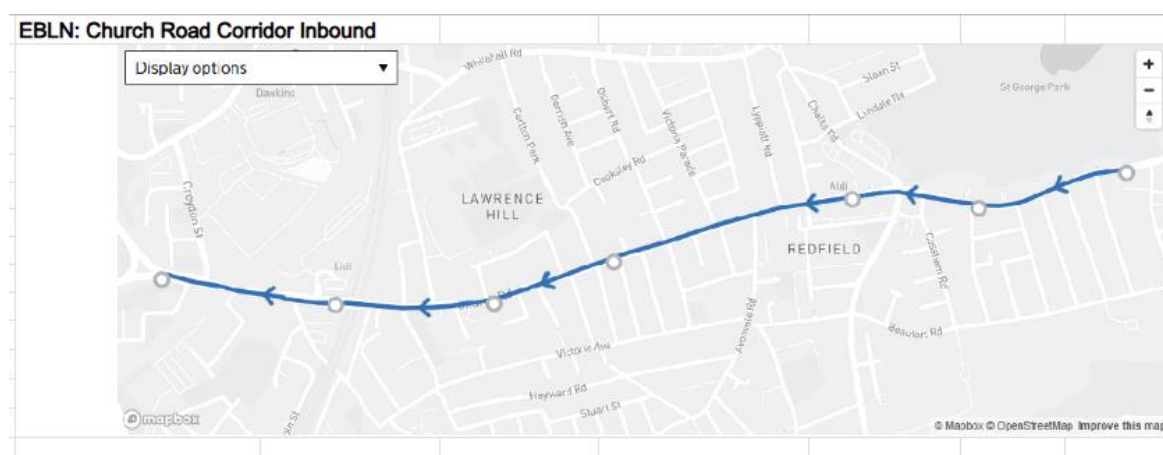


Figure 10 Example screenshot from bus journey time evaluation spreadsheet, see accompanying spreadsheet for further detail and overview/maps of all routes evaluated



## 5. Conclusion

This technical note has set out the data sources available and the methodology applied to provide comparative assessment of the East Bristol Liveable Neighbourhood trial scheme. The note sets out the baseline data sources, as well as post-scheme trial implementation data sources. It presents a number of considerations and sensitivity checks undertaken to ascertain data reliability and consistency checks across seasonal and annual variations. Accompanying this note is the full data export package and analysis in excel format, which will be shared with an independent reviewer. This data is intended to support M&E reporting for the scheme trial implementation period.

Table 5 Overview of data analysis package and associated files names

Data source	Category	Data format output	File names
<b>Vivacity</b>	Walking	Daily average weekday trips per count location using Tuesday-Thursday available data – subject to removing unsuitable dates due to highways works/outliers	VIVACITY counts: VIVACITY count data analysis.xlsx
	Cycling	Weekend average trips (Saturday and Sunday) per count location	VIVACITY outlier checks.xlsx
	Motorised Vehicles	Seven-day averages	2x raw data spreadsheets
		Screen line sensitivity test	
		Comparative period two first weeks of October 2024 - October 2025 Internal, External and Boundary roads	
<b>TomTom</b>	Journey times	Journey time on designated evaluation routes and additional residential streets October 2024 - October 2025	TOMTOM journey times:
			TOMTOM analysis notes.txt
			TOMTOM COPYRIGHT AND ATTRIBUTION.txt
			TOMTOM route information.gpkg
			TOMTOM summary.xlsx
			1x summary spreadsheet, 1x raw data spreadsheet + 2x raw data zip folders (geojson & shapefile) for each route category; 10 items total
<b>STATS19</b>	Collision Data	Qualitative commentary on collision impact during Scheme Trial (Recognising that statistically significant conclusions cannot be drawn in the limited time since scheme trial introduction)	STATS 19:
			STATS 19 data analysis.xlsx
			Raw data: 1x spreadsheet

<b>First Bus Data</b>	Bus journey time reliability	ABODS journey times evaluated for all bus routes in scheme area	2x shapefiles
			2x pdf
			BUS journey time and speed analysis.xlsx
	Bus patronage - CONFIDENTIAL	Ticket sale data per bus stop analysed for all bus routes in scheme area	Raw data is included in the analysis spreadsheet
			BUS - CONFIDENTIAL Patronage comparison.xlsx
			EBLN NOV25 Draft NDA v2
			4x raw data spreadsheet (services 5,16,42,43,44,45)

In addition to the data analysis spreadsheet, the submission accompanying this Technical Note also include a range of sensitivity tests and checks, provided for reference.

Table 6 Overview of sensitivity analysis spreadsheets

<b>Data source</b>	<b>Sensitivity Test</b>	<b>Data format output</b>	<b>File names</b>
<b>SCOOT Traffic Volumes</b>	Attribution/ Background growth	Reference sites (Excel)	SCOOT comparator site analysis.xlsx
<b>BCC export</b>	Roadworks	List of reported road works in study area during study period (Excel)	Highway works log_Oct 24 to Oct 25 Highway works log_filtered to Study Periods
<b>BCC error log</b>	Sensor / equipment errors	Vivacity sensor error log compiled by BCC (Excel)	Vivacity problems log.xlsx
<b>Vivacity</b>	Outlier analysis and Time Change check	Spreadsheet tool to test for outliers per sensor and day, also includes a tab with check for impact after clock change	VIVACITY outlier checks.xlsx
<b>BCC export</b>	Build-out programme	Shared as pdf for reference only, current analysis approach does not rely on scheme build-out dates as date periods analysed are fully pre-scheme trial (October 2024) and fully implemented post-trial in (October 2025).	Install dates – BCC summary.docx Install dates – contractor programme.pdf
<b>BCC website</b>	School term time	Pdf listing school terms in 2024 and 2025	Term Planner 2024 2025.pdf Term Planner 2025 2026.pdf

## Appendix A

### Rationale for excluding 2022 data in analysis



## A1. Introduction

This appended technical note sets out reasons for excluding available data from year 2022 from the comparative assessment of EBLN scheme trial effects.

## A2. Rationale

Following a thorough review of available data sources, the data analysis team undertook multiple sensitivity tests, seasonality adjustments and data harmonisation methods to align data from March 2022 to longitudinal Vivacity data collected throughout 2024 and 2025.

An in-depth review of data collection points has revealed that the baseline count data collected in 2022 is not directly comparable with the Vivacity monitoring data. Further explanation on discrepancies between survey methods in 2022 and 2025 are provided in the table below, and the conclusion from this review is to isolate the comparative analysis to Vivacity survey data collected in October 2024 (pre scheme implementation) and October 2025 (post scheme implementation).

Table 7 Pedestrian comparative count sites

Site ID	Location	2022	Vivacity ID	Commentary	Possible to use in comparative assessment?
1	Avonvale Rd / Pile Marsh  Avonvale Rd / Victoria Ave	MCC3	5325 – Pilemarsh W  5313 – Victoria Ave	Counts split due to junction configuration – pedestrian counts compared on side arms Pilemarsh and Victoria Ave only due to placement of Vivacity survey equipment; Some minor camera faults in 2022 data	Only Victoria Avenue arm; Pile Marsh Vivacity counter only covers southern footway – therefore excluded
2	Beaufort Road	MCC6	5314 – Beaufort Road	MCC counter installed on junction with Glebe Road, Vivacity counter installed by Northcote Road – minor discrepancies may occur due to change of survey location.; Survey company noted 2022 footage missing 15&17.3.	Yes
3	Blackswarth Rd / Pile Marsh / Beaufort Rd	MCC7	5310 – Blackswarth Road  5302 – Pilemarsh E	Placement of vivacity survey equipment means that the northern footway on Pile Marsh and western footway on Blackswarth Road (N) aren't covered. Beaufort Road footway	Blackswarth Road (S) arm only. Potentially Beaufort Road arm, with subtraction of traffic island movements to remove N-S movements. Risk that this underestimates

				countlines also cover N-S travelling pedestrians using the traffic island	the N-S movements as pedestrians may cross outside of the island, especially after modal filter was installed
4	Church Rd / Chalks Road / Blackswarth Rd	MCC9	5319 – Chalks Road 5307 – Church Road W 5317 – Church Road E	Blackswarth Road not covered by Vivacity equipment due to additional counter further south (see above). Vivacity countlines focus on crossings, whereas 2022 MCC data focusses on arms.	No – Vivacity crossing countlines cannot be used to estimate full junction movements, as movements not using crossings will not be captured (e.g. Chalks Road eastern side -> Church Road (E) northern side)
5	Cobden St / Morley St / Victoria Avenue	MCC1 2	5322 – Victoria Ave  5323 – Cobden Street	Due to the positioning of Vivacity equipment, countlines are missing on the western footway of Cobden Street (S) / southern footway of Morley Street and the eastern footway of Cobden Street (N) / northern footway of Victoria Ave, respectively.	No - inconsistencies in count line locations result in missing total pedestrian movements compared to 2022 data.
6	Ducie Road	Ped 26a	5298	Similar position of counts; Survey company noted 2022 footage missing 15.3 and 17.3. Vivacity counter only suitable for analysis up to 15 April 2025, as counter has been broken since then	Potentially – limited to March 2022 to March 2025 comparison - not possible to report October 2025 results due to faulty sensor.
7	Lincoln Street	Ped 29a	5295	For the Vivacity counters, BCC observed erroneous counts (ghost counts) mainly between 12AM-6AM. However, part of the issue is attributed to tree foliage moving in the wind, which triggers the count mechanism. Therefore, there is a risk that erroneous counts occur at other times of day as well.	Yes – however close inspection of results required to understand whether other erroneous counts occurred.

8	Netham Road	Ped 31a MCC 14	5289 5299	2022 MCC counter installed on the junction with feeder road, whereas the Vivacity counter focusses on the western crossing into/from Netham Park.	Netham Park footway only (Ped 31a movements 1&2 and 5289 countline 492342 only) as different positioning of Vivacity countlines does not allow for a comparison with remaining 2022 data
9	Church Road	MCC 8 / Ped 21a	5315	MCC counter installed on the junction with Avonvale Road, Vivacity counter near the junction with Roseberry Park. Vivacity countlines do not cover the northern Church Road footway	No – Vivacity count lines are incomplete which does not allow for a comparison with 2022 data, as this is presented on an arm by arm basis.
10	Church Road / Summerhill Road / Clouds Hill Road	MCC 11	5291	Vivacity countlines mainly cover carriageway and one of the crossing locations. MCC provides data in arm-by-arm format	No – inconsistency in Vivacity countlines means that data cannot be aligned with the 2022 dataset

Issues with comparability were flagged when reviewing the count sites, partially due to installation methodology of Vivacity cameras as well as positioning of screen lines, not being consistent with previous methodology applied for ATC and MCC surveys. The data points are therefore not comparable and unsuitable to include.

Please see below the list of comparative sites for cyclists and motorised vehicle movements respectively from 2022 to post-scheme trial in 2025. For the same reasons as above, these are excluded from the comparative analysis.

Table 8 Cyclists count sites along ‘ Wesley Way’ comparative with 2022 locations

Site ID	Location	2022	Vivacity ID
1	Beaufort Road	MCC6	5314 – Beaufort Road
2	Avonvale Rd / Pile Marsh	MCC3	5325 – Pilemarsh W
	Avonvale Rd / Victoria Ave		5313 – Victoria Ave
3	Cobden St / Morley St / Victoria Avenue	MCC12	5322 – Victoria Ave
			5323 – Cobden Street
4	Barton Hill Road	MCC5	5312
5	Avonvale Road/Marsh Lane	MCC2	5324

Table 9 Motorised vehicle count sites comparative with 2022 locations

<b>Site ID</b>	<b>Location</b>	<b>2022</b>	<b>Vivacity ID</b>
<b>1</b>	Church Road – West	MCC8	5315
<b>2</b>	Church Road – East	MCC9	5317
<b>3</b>	Blackswarth Road – junction w. Pilemarsh	MCC7	5310 – Blackswarth Road
<b>4</b>	Summerhill Road	MCC11	5291
<b>5</b>	Crews Hole Road	ATC7	5292 5293
<b>6</b>	Netham Road	MCC14	5289 5299