
Review of Mount Pleasant Road Public Realm Improvements - Phase 2

Date: 19 April 2021

To: Tunbridge Wells Joint Transportation Board

By: Tim Read – Head of Transportation, Kent County Council

Classification: Unrestricted

Tunbridge Wells Borough Council and Kent County Council have reviewed the Public Realm Phase 2 improvements following its completion in January 2020. This report provides an introduction and background to the Public Realm Improvements and provides recommendations on enforcement, safety, York Road and Dudley Road, resident experience and finance. For the summary of recommendations see Section 6.0.

1.0 Introduction and background

Tunbridge Wells Borough Council's Five-Year Plan contained a commitment to enhance the public realm in the town centre of Tunbridge Wells by providing a distinctive community space for residents and visitors. The first phase, "Public Realm 1" was completed by Tunbridge Wells Borough Council in 2015. These works promoted pedestrian and cycle access in the town centre, generally restricting traffic to "buses only" in both directions on Mount Pleasant Road and Grosvenor Road, between their junctions with Monson Road and Goods Station Road on all days, 9am to 6pm.

Tunbridge Wells Borough Council's Corporate Priorities for 2018/19 contained a commitment to develop a second phase, "Public Realm 2 (PR2)" scheme around the civic centre complex. Funding of £1.82m was secured from the South East Local Enterprise Partnership's (SE LEP) Local Growth Fund Programme (£1m); Tunbridge Wells Borough Council's own resources (£300,000), Kent Lane Rental (£304,000) and additional funds from Kent County Council Local Transport Plan (£216,000). PR2 went further in promoting pedestrian and cycle access in this part of the town centre, restricted traffic generally to "buses, taxis and cycles only" in both directions along Mount Pleasant Road, between its junctions with York Road and Crescent and Church Roads on all days, 9am to 6pm.

Before the scheme was constructed; the space was constrained in terms of its ability to act as a functional public space for several reasons. Heavy use as the town centre's principal bus interchange meant that the associated bus stop infrastructure was visually prominent and cluttered the space, restricting pedestrian movement. The limited pedestrian crossing facilities at the junctions with Monson Road and Church Road /

Crescent Road, together with the split level and poor connectivity between Mount Pleasant Road and Civic Way also had significant and harmful severance effects.

In addition to remodelling the area of the scheme a traffic management regime (enforcement cameras) was discussed to reduce the levels of traffic flow through the PR2 area, much the same as had operated successfully in PR1.

Amey Design Team were contracted to undertake the scheme and signage design, working closely with Kent County Council highway colleagues and in consultation with Tunbridge Wells Borough Council staff.

The scheme was reviewed at the Joint Transportation Board in January 2018 and although some resident and business owner objections were raised it was agreed to proceed.

Road Safety Audits of the designs and the scheme as delivered have been completed in line with guidance and best practice. No material issues have been raised.

The scheme was materially completed in January 2020, with Mount Pleasant Road open to traffic, although further work was required on the War Memorial steps.

Enforcement did not start immediately in January 2020 as the full suite of signage had not been completed. The signage was in place by March 2020. Discussions around how to enforce were underway when Covid 19 restrictions were implemented across the UK and at this point traffic enforcement was suspended.

Warning letters began being issued in August 2020, full enforcement with Penalty Charge Notices began in September 2020. Enforcement was carried out using a camera car deployed for 2-hours each day. This was subsequently reduced to 30 minutes each day. Enforcement ceased completely when new Covid restrictions commenced.

At the Joint Transportation Board in January 2018, it was agreed that a 1-year review should be undertaken following full completion of the project (also necessary for funding). This forms an interim report due to the impact of the Covid pandemic crisis. Further monitoring and evaluation reports will follow.

2.0 Enforcement

2.1 Background:

Enforcement was operated from a camera car parked within the PR2 restricted area, which monitored traffic flowing north along Mount Pleasant Road.

Camera enforcement operations commenced in August 2020. Initially with warning letters sent to the registered keepers of vehicles seen contravening the restriction.

In September 2020 enforcement operations moved to issuing “live” Penalty Charge Notices to registered keepers.

The enforcement process was as follows:

Enforcement camera captures vehicle registration and photographic evidence of contravention using a “Home Office Approved Device”.

Enforcement camera evidence checked and vetted by a member of the parking team to verify the offence and the vehicle details, ensuring that the vehicle in question was not one that was authorised to pass through the restriction, for example a bus or a resident of The Priory, a residential development whose vehicle access is solely through the restricted area.

Enquiry sent to the DVLA to ascertain the registered keeper of the vehicle (the contravention is a “keeper” offence).

Penalty Charge Notice served in the post giving the keeper the opportunity to pay or challenge the Penalty.

2.2 Review

Feedback on the scheme was received through various sources: direct communication, social media, the appeals process and Kent County Council and Tunbridge Wells Borough Council officer comments, these are categorised under the following headings:

- Location of camera enforcement.

- Changes to the road layout and the bus lane.

- Publicity and public awareness.

- Use of warning notices.

- Signing of restrictions.

- Scope and format of the restrictions.

2.3 Location of camera enforcement

At the commencement of the scheme, a camera car was used to gather photographic evidence of vehicles contravening the restriction. However, this led to some confusion as it captured vehicle once it was driving within the restricted area. The camera car was legally permitted to park on a length of double yellow line to monitor traffic, however there was a public perception that this was a “double standard”.

A fixed enforcement camera is proposed on the South West corner of Mount Pleasant Road at the junction with Church Road. This will have a two-fold benefit of indicating the direction the contravening vehicle approaches the restriction signs at the restricted area entry point. Providing video footage and still photos of the vehicle as it

commences to contravene, which would be provided to the vehicle's registered keeper when the Penalty Charge Notice is served in the post.

2.4 Changes to the road layout and the bus lane

"New Road Layout" signs were not used in the lead up to and following implementation, to warn drivers of the changes brought about by the new restriction.

A relaunch of PR2 would use several ways to advertise the scheme including "New Road Layout" signs on all approaches to entrances to PR2.

2.5 Publicity and public awareness

A further integrated and coordinated publicity campaign will be used to raise public awareness before, during and after the scheme is relaunched. This will include:

- a) Information pages on Tunbridge Wells Borough Council and Kent County Council websites.
- b) Member engagement.
- c) New road layout signs.
- d) Press and media briefings.
- e) Revised format of warnings and Penalty Charge Notices served in the post.
- f) Social media campaigns.
- g) Warning notices for the first two months of enforcement.

2.6 Use of warning notices

It is proposed that a campaign operates for a period when the scheme is relaunched. Under these arrangements contravening vehicles will receive a warning notice rather than a Penalty Charge Notice in the first instance of a contravention, avoiding penalising drivers on the first occasion and giving the opportunity to educate drivers about the restriction.

2.7 Signage of restrictions - review

A signage review indicated that additional "advance warning" signs would give drivers more warning as they approach the restricted area. This would give them the opportunity to amend their route and avoid contravening the restriction. (see Appendix A for proposed signage alterations).

The general signs improvements are as follows:

- a) Use of the blue cycle/bus/taxi roundel in place of the "no motor vehicles" regulatory roundel (this has the added advantage of reducing the number of words needed to define the restriction, enabling simpler, easier to understand signs).
- b) Additional advance warning signs on all approaches to restriction using generally the same format and wording.

- c) Redesign of camera enforcement signs to “dual-purpose” with the addition of an advance warning of the restriction.
- d) Relocation of signs making them more visible.
- e) Investigate further the relocation of the restrictions from south of York Road on Mount Pleasant Road to the junction with Monson Road and Monson Way. This will require the readvertising of the restrictions as it alters the Traffic Order. This alteration will allow vehicles to alter their route at Monson Way rather than at the junction with Mount Pleasant Road. There would still be a no right turn from York Road during the restricted hours.

2.8 Further Potential Scheme Modifications

In addition, the restrictions could be simplified by making them 24/7, reducing the amount of information required on restriction signs and giving more “weight” to the restriction. This would have the added effect of improving safety during the “evening economy” hours.

2.9 Recommendations

2.9.1 Signage

It is recommended that modifications to the signage be agreed and implemented. This will raise driver awareness as they approach the scheme and reduce the number of vehicles contravening the restriction. This should be monitored over a 12-month period following implementation. (Appendix A)

Cost of replacement signage is likely to be in the range of £30,000 - £35,000.

2.9.2 Enforcement Approach

It is recommended that a new publicity and awareness campaign is undertaken prior to and during the relaunch. Additionally, “New Road Layout” signs will be used on all approaches.

A fixed enforcement camera should be installed on the South West corner of Mount Pleasant Road at the junction with Church Road.

A fixed enforcement camera should be installed to monitor traffic flow into the restriction from Monson Road.

These cameras would improve the evidence gathering process and the information provided to registered keeper when they receive a warning or a Penalty Charge Notice in the post.

Fixed camera purchase and implementation is likely to cost in the region of £30,000 per camera.

Warning notifications should be sent for a two-month period when the scheme is relaunched. Under these arrangements contravening vehicles will receive a warning notice rather than a Penalty Charge Notice in the first instance of a contravention.

2.9.3 Further Scheme Modifications

Further scheme modifications will be considered at a further twelve-month review if additional improvements are deemed to be required. A report will be produced jointly between Kent County Council and Tunbridge Wells Borough Council and will be presented to the Joint Transportation Board.

3.0 Safety

3.1 Background

During the design and on completion of the project, road safety audits have been undertaken as is standard practice. The safety audit undertaken following completion did not highlight anything substantial but identified slight ponding of water on the granite crossing at the junction with York Road and at the south end of the scheme near Cote restaurant; an unlit “No Entry” sign to the north end leaving phase 1 of the public realm improvements and lack of prominence of a road sign on Monson Road.

Feedback received from members of the public has highlighted a specific area of concern relating to the granite table crossing point in Monson Road at the junction with Mount Pleasant Road. The concerns are that there is no central island to provide protection to pedestrians when crossing. Prior to the improvements, there was a central island.

While the road here is quite wide, the new design dispensed with a central island, reflecting the reduction in traffic speed and the volume of traffic here and the change in surface and levels, which further emphasised the move towards a more pedestrian focussed environment.

3.2 Recommendation

Further survey work will be undertaken to understand better how the Monson Road crossing is operating. This is scheduled for April 2021 and will include a quality assessment along with a safety assessment and a manual survey to see how vehicles and pedestrians interact. The results of the survey will be presented to a subsequent Joint Transportation Board.

4.0 York/Dudley Road

4.1 Background

Residents are requesting that the side roads of York Road and Dudley Road become cul de sacs to reduce potential increased traffic.

This issue was presented and discussed at Leadership Board on 13th January 2020.

Several meetings have been held with resident groups and local councillors where the residents have expressed concerns about a 'rat run' and cars moving at excessive speeds.

Four traffic flow and speed surveys have been undertaken by KCC. This involved installing loops and monitoring activity over a 7-day period. The surveys took place between 16/01/19 – 25/01/19 (pre construction); 12/11/19 – 20/1/19; 24/02/20 – 05/03/20; 02/12/20 – 10/12/20 (pandemic controls in place will have affected traffic flows and speeds so these results have not been used in the comparisons)

A summary of the results and detailed traffic flows can be seen in Appendix B.

Dudley Road – Traffic flows have increased from 1594 (total number of vehicles in a 7-day period) to 2831. Mean speeds have decreased from 11.7mph to 10.4mph.

Newton Road - Traffic flows have decreased from 2613 (total number of vehicles in a 7-day period) to 2280. Mean speeds have increased from 13.8mph to 14.4mph.

Monson Road east flow - Traffic flows have decreased from 20326 (total number of vehicles in a 7-day period) to 10237. Mean speeds have decreased from 19.3mph to 18.6mph.

Monson Road west flow - Traffic flows have increased from 14029 (total number of vehicles in a 7-day period) to 15185. Mean speeds have decreased from 19.2mph to 18.7mph.

York Road - Traffic flows have decreased from 3707 (total number of vehicles in a 7-day period) to 3408. Mean speeds have increased from 14.6mph to 15.7mph.

Mount Pleasant Road north flow - Traffic flows have decreased from 24072 (total number of vehicles in a 7-day period) to 9217. Mean speeds have decreased from 23.7mph to 15.7mph.

Mount Pleasant Road south flow - Traffic flows have decreased from 25230 (total number of vehicles in a 7-day period) to 11438. Mean speeds have decreased from 17.8mph to 14.2mph.

The results indicate that whilst Dudley Road has experienced an increase in traffic the volume is still low for a residential street. The mean speed has reduced slightly. York Road has experienced a slight decrease in volumes and a slight increase in speeds.

Tunbridge Wells Town Forum Members organised several origin/destination vehicular and pedestrian movement counts between March 2019 and December 2020. A table in Appendix C provides a summary of the movements along with the percentage change of movement between the surveys.

4.2 Recommendation

Currently traffic flows cannot be considered to be a true reflection of normal travel patterns. Therefore, it is recommended that any changes to Dudley Road and York

Road are not progressed at the current time. It is proposed that a follow up traffic survey is undertaken when 'new normal' travel patterns are reached.

5.0 Resident Experience

5.1 Background

5.2 Kent County Council in collaboration with Tunbridge Wells Borough Council, commissioned Lake Market Research to conduct research and insight work into satisfaction and travel behaviour of users of the town centre (particularly Mount Pleasant Road) in Tunbridge Wells.

5.2 Objectives

To engage with users of the Town Centre to understand their current travel patterns.

To understand from conversations with customers what they currently come into the town centre for, e.g. work, leisure, shopping, education.

To understand from conversations with customers how they feel about using the town centre currently (e.g. safety, attractiveness, offer of retail, possibility for active travel).

5.3 Methodology

Face to face interviews conducted at four locations in the town centre – Royal Victoria Place Shopping Centre, top of Mount Pleasant Road, bottom of Mount Pleasant Road and Camden Road.

Interviewing took place on 1 weekday during the hours of 8am and 5.30pm and one weekend during the hours of 10.00am and 4.30pm.

Leaflets containing an online survey link were distributed to those who didn't have time to complete the survey at the time.

Results of the survey can be found in Appendix C.

5.4 Recommendation

Pre and post implementation surveys were proposed to ascertain and compare the public's views on the scheme. However, a second survey in 2020 was not possible because of the covid pandemic crisis. A second survey should be undertaken when more normal circumstances are reached. It is important to recognise that many elements of daily life have changed, which may make it difficult to draw any comparisons between the two surveys.

5. Finance

Surplus income from on-street enforcement is ringfenced and can only be used for transport and local environmental improvements.

The Agency Agreements under which Tunbridge Wells Borough Council carries out enforcement on behalf of Kent County Council make provision for how any surpluses are allocated and spent.

Kent County Council has agreed that surplus income from enforcement operations can be used to meet the cost of amendments to the Public Realm 2 scheme, including funding fixed enforcement cameras and a revised signage scheme.

This will include the signage cost of between £30,000 and £35,000 and the cost of two enforcement cameras in the region of £60,000.

6.0 Summary of recommendations

6.1 Enforcement – signage:

It is recommended that modifications to the signage be agreed and implemented (Appendix A). This will raise driver awareness as they approach the scheme and reduce the number of vehicles entering and contravening the restriction.

6.2 Enforcement Approach:

It is recommended that a publicity and awareness campaign is undertaken prior to and during the relaunch.

“New Road Layout” signs will be used on all approaches.

A fixed enforcement camera should be installed on the South West corner of Mount Pleasant Road at the junction with Church Road.

A fixed enforcement camera should be installed to monitor traffic flow into the restriction from Monson Road.

These cameras would improve the evidence gathering process and the information provided to the registered keeper when they receive a warning or a Penalty Charge Notice in the post.

Warning notifications should be sent for a two-month period when the scheme is relaunched. Under these arrangements contravening vehicles will receive a warning notice rather than a Penalty Charge Notice in the first instance of a contravention.

Further Scheme Modifications:

It is recommended that further improvements (including moving to 24/7 restrictions) will be considered at a twelve-month review stage, where a report will be produced jointly between Kent County Council and Tunbridge Wells Borough Council, which will be presented to the Joint Transportation Board for information.

6.3 Safety:

It is recommended that the further survey work that will be undertaken to understand better how the Monson Road crossing is operating be brought back to Leadership Board and noted at JTB. The survey is scheduled for April 2021 and will include a

quality assessment along with a safety assessment and a manual survey to see how vehicles and pedestrians interact.

6.4 York & Dudley Road:

It is recommended that any changes to Dudley Road and York Road are not progressed at the current time as traffic flows cannot be considered to be a true reflection of normal travel patterns. Therefore, it is proposed that a follow up traffic survey is undertaken when 'new normal' travel patterns are reached, and this be part of the twelve-month review.

6.5 Resident Experience:

It is recommended that a second survey should be undertaken when more normal circumstances are reached. Pre and post implementation surveys were proposed to ascertain and compare the public's views on the scheme. However, a second survey in 2020 was not possible because of the covid pandemic crisis. It is important to recognise that many elements of daily life have changed, which may make it difficult to draw any comparisons between the two surveys.

Report prepared by:	Jamie Watson – Kent County Council Michael Josh – Tunbridge Wells Borough Council John Strachan - Tunbridge Wells Borough Council Nick Baldwin - Tunbridge Wells Borough Council
Reporting to:	Tim Read, Head of Transportation, Kent County Council; Gary Stephenson, Head of Housing, Health and Environment, Tunbridge Wells Borough Council

APPENDICES:

APPENDIX A – Indicative Proposed Signage

Sign Locations:



PR2 Sign Locations PR2 Sign Locations
1 - Sheet 1 of 3.pdf 2 - Sheet 2 of 3.pdf

Sign Design



PR2 Revised signs -
Sheet 3 of 3.pdf

APPENDIX B - Vehicular counts and mean speeds in various roads

street	survey date	traffic flows East	traffic flows West	Traffic flows North	traffic flows South	Mean speeds	Posted speed limit	comments
Dudley Road (site 1 and site A)	16/01/19 - 25/01/19	1594				11.7mph	30mph	one-way, average traffic flow over 7 days - pre construction
Dudley Road (site 1 and site A)	12/11/19 - 20/11/19	3065				10.1mph	20mph	one-way, average traffic flow over 7 days - post construction
Dudley Road (site 1 and site A)	24/02/20 -05/03/20	2831				10.9mph	20mph	one-way, average traffic flow over 7 days - post construction
Dudley Road (site2)	02/12/20 -10/12/20	2671				14.3mph	20mph	one-way, average traffic flow over 7 days - post construction
Newton Road (site 2 and site G)	16/01/19 - 25/01/19		2613			13.8mph	30mph	one-way, average traffic flow over 7 days - pre construction
Newton Road (site 2 and site G)	12/11/19 - 20/11/19		2252			13.8mph	20mph	one-way, average traffic flow over 7 days - post construction
Newton Road (site 2 and site G)	24/02/20 - 03/03/20		2280			14.4mph	20mph	one-way, average traffic flow over 7 days - post construction
Newton Road (site 3)	02/12/20 - 10/12/20		1947			13.2mph	20mph	one-way, average traffic flow over 7 days - post construction
Monson Road (site 3 and site F)	25/02/20 -05/03/20	20326				19.3mph	30mph	one-way, average traffic flow over 7 days - pre construction
Monson Road (site 3 and site F)	12/11/19 - 20/11/19	19206				17.84mph	20mph	one-way, average traffic flow over 7 days - post construction
Monson Road (site 3 and site F)	24/02/20 - 03/03/20	10237				18.6mph	20mph	one-way, average traffic flow over 7 days - post construction
Monson Road (site 4)	02/12/20 - 10/12/20	10252				13.9mph	20mph	one-way, average traffic flow over 7 days - post construction
Monson Road (site 3 and site F)	25/02/20 -05/03/20		14029			19.2mph	30mph	one-way, average traffic flow over 7 days - post construction
Monson Road (site 3 and site F)	12/11/19 - 20/11/19		12842			19.69mph	20mph	one-way, average traffic flow over 7 days - post construction
Monson Road (site 3 and site F)	24/02/20 -03/03/20		15185			18.7mph	20mph	one-way, average traffic flow over 7 days - post construction
Monson Road (site 4)	02/12/20 - 10/12/20		6804			12.5mph	20mph	one-way, average traffic flow over 7 days - post construction
York Road (site 4 and site B)	25/01/19 - 05/02/19	3707				14.6mph	30mph	one-way, average traffic flow over 7 days - pre construction
York Road (site 4 and site B)	12/11/19 - 20/11/19	3336				16.83mph	20mph	one-way, average traffic flow over 7 days - post construction
York Road (site 4 and site B)	24/02/20 - 05/03/20	3408				15.7mph	20mph	one-way, average traffic flow over 7 days - post construction
York Road (site1)	10/12/20 - 19/12/20	3067				16.2mph	20mph	one-way, average traffic flow over 7 days - post construction
Mount Pleasant Road (site 5 and site C)	16/01/19 - 25/01/19			24072		23.7mph	30mph	one-way, average traffic flow over 7 days - pre construction
Mount Pleasant Road (site 5 and site C)	24/02/20 - 05/03/20			14201		16.9mph	20mph	one-way, average traffic flow over 7 days - post construction
Mount Pleasant Road (site 5 and site C)	05/03/20 - 10/03/20			9217		16.8ph	20mph	one-way, average traffic flow over 7 days - post construction
Mount Pleasant Road (site 5)	02/12/20 - 10/12/20			11814		13.9mph	20mph	one-way, average traffic flow over 7 days - post construction
Mount Pleasant Road (site 5 and site C)	16/01/19 - 25/01/19				25230	17.8mph	30mph	one-way, average traffic flow over 7 days - pre construction
Mount Pleasant Road (site 5 and site C)	24/02/20 - 05/03/20				16493	17.7mph	20mph	one-way, average traffic flow over 7 days - post construction
Mount Pleasant Road (site 5 and site C)	05/03/20 - 10/03/20				11438	14.2mph	20mph	one-way, average traffic flow over 7 days - post construction
Mount Pleasant Road (site 5)	02/12/20 - 10/12/20				8519	14.7mph	20mph	one-way, average traffic flow over 7 days - post construction

APPENDIX C - Vehicular and pedestrian movements

Origin	Destinat	1.01-Mar-19 12:10 - 13:10		2.20-Dec-19 11:35 - 12:35		3.24-Jan-20 11:5 - 12:5		4.14-Feb-20 11:40 - 12:40		5.03-Mar-20 11:30 - 12:30		6.18-Dec-20 11:30 - 12:30		Change 1-2		Change 2-3		Change 3-4		Change 4-5		Change 5-6		Change Mar-19/Mar-20		Change Dec-19/Dec-20				
		MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	MtRS	%age	
M-Pleasant	M-Pleasant	203	63%	84	40%	50	66%	96	57%	56	46%	53	50%	-19	-23%	66	26%	-54	-8%	-40	-4%	-3	4%	-47	-7%	-31	-37%	10%		
		119	37%	45	60%	77	34%	94	49%	65	54%	53	50%	6	23%	-48	###	7	8%	-23	4%	-12	-4%	-54	-6%	-72	-17%	###		
M-Pleasant	M-Pleasant	21	44%	27	60%	19	56%	30	60%	27	64%	39	68%	6	8%	-8	-4%	11	4%	-3	4%	12	4%	6	29%	2%	12	44%	8%	
		27	56%	18	40%	5	44%	20	40%	5	36%	8	32%	-9	-8%	-3	4%	5	-4%	-5	-4%	3	-4%	-12	-44%	-2%	0	0%	-8%	
M-Pleasant	M-Pleasant	25	57%	30	55%	28	62%	21	53%	24	63%	35	80%	5	-2%	-2	6%	-7	-10%	3	7%	11	8%	-1	-4%	5	7%	25%	2%	
		19	43%	25	45%	7	38%	19	48%	14	37%	9	20%	6	2%	-8	-8%	2	10%	-5	###	-5	-8%	-5	-26%	-6%	-16	-64%	-25%	
M-Pleasant	M-Pleasant	23	51%	26	68%	26	68%	27	56%	17	61%	27	73%	3	17%	0	0%	1	-12%	-10	4%	0	12%	-6	-26%	10%	1	4%	5%	4%
		22	49%	12	32%	12	32%	21	44%	11	39%	10	27%	-10	-17%	0	0%	9	12%	-10	-4%	-1	-12%	-11	-50%	-10%	-2	-17%	-5%	4%
Total	Total	459		347		344		328		229		244		##		-3		-16		-99		15		-230	-50%		-103	-30%		
		69	50%	83	60%	73	62%	78	57%	68	63%	101	73%	14	10%	-10	2%	5	-6%	-10	6%	33	10%	-87	-106%	13%	-24	-29%	13%	17%
M-Pleasant	M-Pleasant	68	50%	55	40%	44	38%	80	43%	40	37%	37	27%	-13	-10%	-11	-2%	8	6%	-20	-6%	-3	-10%	-50	-74%	-13%	2	4%	-13%	17%
Pedestrians	North							782	57%	1038	54%	912	52%	420	50%	0%	0%	256	-3%	-106	-3%	-432	-2%							
								583	43%	870	46%	882	48%	420	50%	0%	0%	287	3%	-8	3%	-432	2%							
Pedestrians	South							1,365		1,918		1,764		840		1,365		543		-144		-324		0						
																								0						
Total	Total							1,365		1,918		1,764		840		1,365		543		-144		-324		0						
																								0						
Ratio cars to pedestrians		1:4		1:5.8		1:7.7		1:3.4																						

APPENDIX D - Pre Scheme Surveys



Appendix D Pre
scheme behavioural