Brighton & Hove City Council

PROJECT CENTRE

Technical Report

Hanover and Tarner LTN Data Collection Methodology

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1. Introduction

1.1 Brighton and Hove City Council (BHCC), with the support of Project Centre (PCL), are working towards implementing the Hanover and Tarner Liveable Neighbourhood (also known as low traffic neighbourhood (LTN) pilot).

1.2 A primary aim of the Liveable Neighbourhood pilot is to create an LTN which will be planned and designed to reduce motor traffic cutting through residential streets in the Hanover and Tarner area.

1.3 LTN's operate by strategically closing roads, or stretches of roads to motorised traffic, using traffic filters. These can come in different forms, some filters prohibit vehicles travelling through using camera technology, leaving the road physically open for the use of bus services, emergency service and refuse vehicles, whilst other roads may be closed by installation of physical on-street features such as bollards and planters.

1.4 Other features of the LTN might include:

- Improvements to the walking environment,
- Improved cycling permeability, e.g. contraflow movements for cycles on otherwise one-way streets where appropriate,
- Community spaces like pocket parks, creating places for people to stop, sit and rest,
- Greening and planting,
- One-way streets to reduce vehicle conflicts.

1.5 Traffic data obtained by BHCC provides information on the busiest identified traffic routes, with further analysis being undertaken to determine residential and non-residential traffic, influencing the design of the Liveable Neighbourhood to restrict this non-residential traffic wherever possible.

1.6 Within the Liveable Neighbourhood boundary (shown in Figure 1), all streets will still be accessible by motor vehicle, however, entering and exiting the study area may be via different routes than existing conditions.

1.7 These routes are yet to be determined by strategic road closure locations. The result will be low-trafficked streets that encourage active travel (walking and cycling) as the most safe and convenient mode and require people in vehicles, including residents wishing to park vehicles, accessing properties via specific routes.

1.8 BHCC supports a move towards becoming a carbon neutral city by 2030[1]. In line with Council's emerging Local Transport Plan 5 (LTP5), which is currently in development, the aim of the Hanover and Tarner Liveable Neighbourhood is to 'better connect residents, businesses, and visitors for an improved quality of life in a healthy, inclusive and carbon neutral city'.

1.9 The LTP5 will set out Brighton and Hove's vision of reducing the need for people to travel, changing how they travel and enable zero emission travel.

1.10 Being a pilot, and the city's first Liveable Neighbourhood project, the measures introduced will be introduced experimentally, under Experimental Traffic Regulation Orders (ETROs). Within the first six months of implementation all feedback received by the Council will be taken into consideration, the ETRO(s) can be amended and any necessary changes can be made.

1.11 Following this window for public comments to be made, there is a further 12-month period for the experimental scheme to bed in. At the end of these 12 months a decision must be made by the Council to either revoke the ETRO or make the scheme permanent. As such, necessary monitoring of the scheme will take place in this first 18-month period after implementation, and the data obtained, as well as local feedback from the community and stakeholders will inform decision makers how to take the scheme forward

1.12 A range of before and after datasets will be monitored to assess the impacts of the Liveable Neighbourhood.

[1] Brighton and Hove Local Transport Plan, https://www.brighton-hove.gov.uk/content/parking-and-travel/local-transport-plan

1.13 The following baseline data has been collected:

- Traffic surveys:
  - Automatic Traffic Counts (ATCs),
  - Automated Number Plate Recognition (ANPR),
  - Cycle flows.
- Air quality monitoring,
- Noise quality and impact data,
- Road collision data,
- Joint Strategic Needs Assessment (JSNA) information for Brighton & Hove,
- Local public transport data,
- Engagement and informal consultation with residents, local Councillors and stakeholders.

1.14 In addition, work will be done with other organisations to monitor effects, if any on:

- Emergency service response times,
- Bus journey times.

1.15 The following sections outline the methodologies used for collecting the above information.

2. Land uses

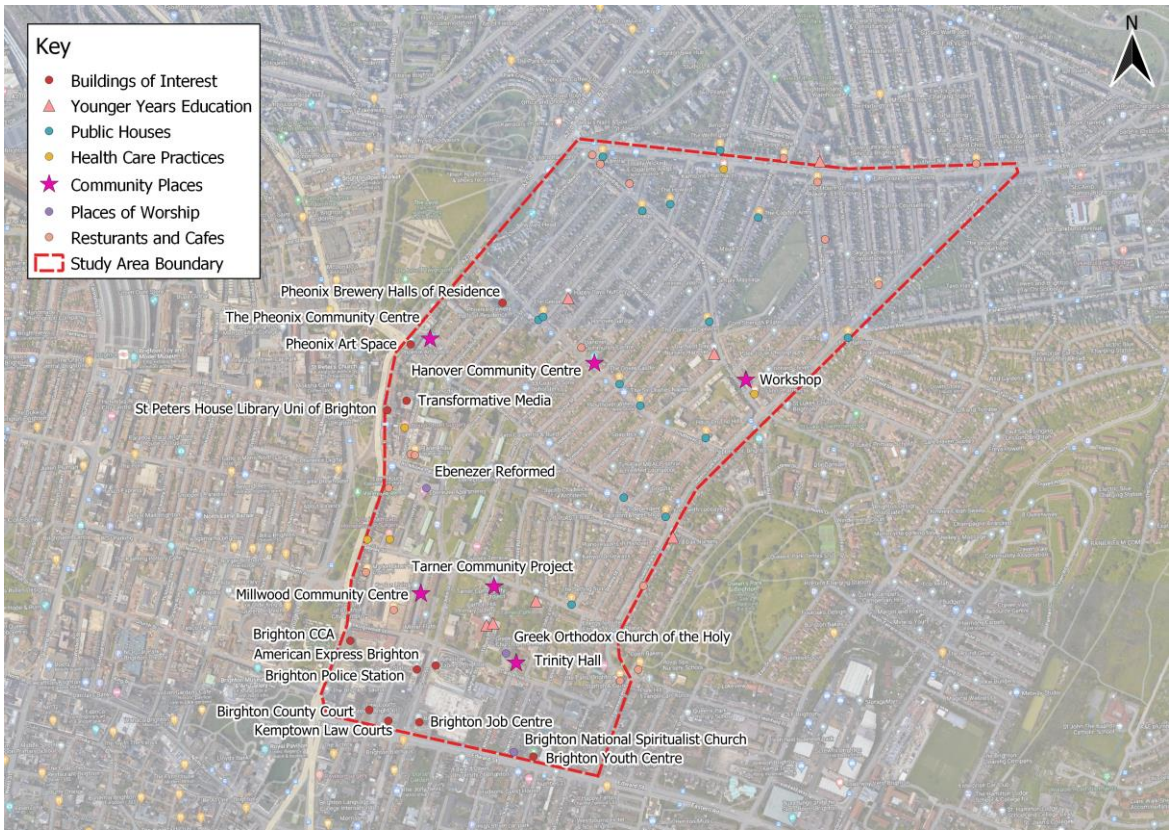
2.1 The study area mainly involves the Hanover and Tarner area, bound by Richmond Terrace, Elm Grove, Queen's Park Road and Edward Street, as shown in Figure 1.

Figure 1: Main LTN Study Area

2.2 The study area is where the main LTN measures will be implemented. Traffic which may be dispersed because of the measures will be assessed as part of scheme monitoring. Traffic surveys have been carried out in an extended catchment area, as discussed later in this TN.

2.3 The area is characterised mainly by residential housing, with provision of pubs, primary schools, community centres, some green space, Brighton University campus. Figure 2 shows key land uses within the study area boundary.

Figure 2: Community Sites Within the Study Area



3. Traffic Surveys

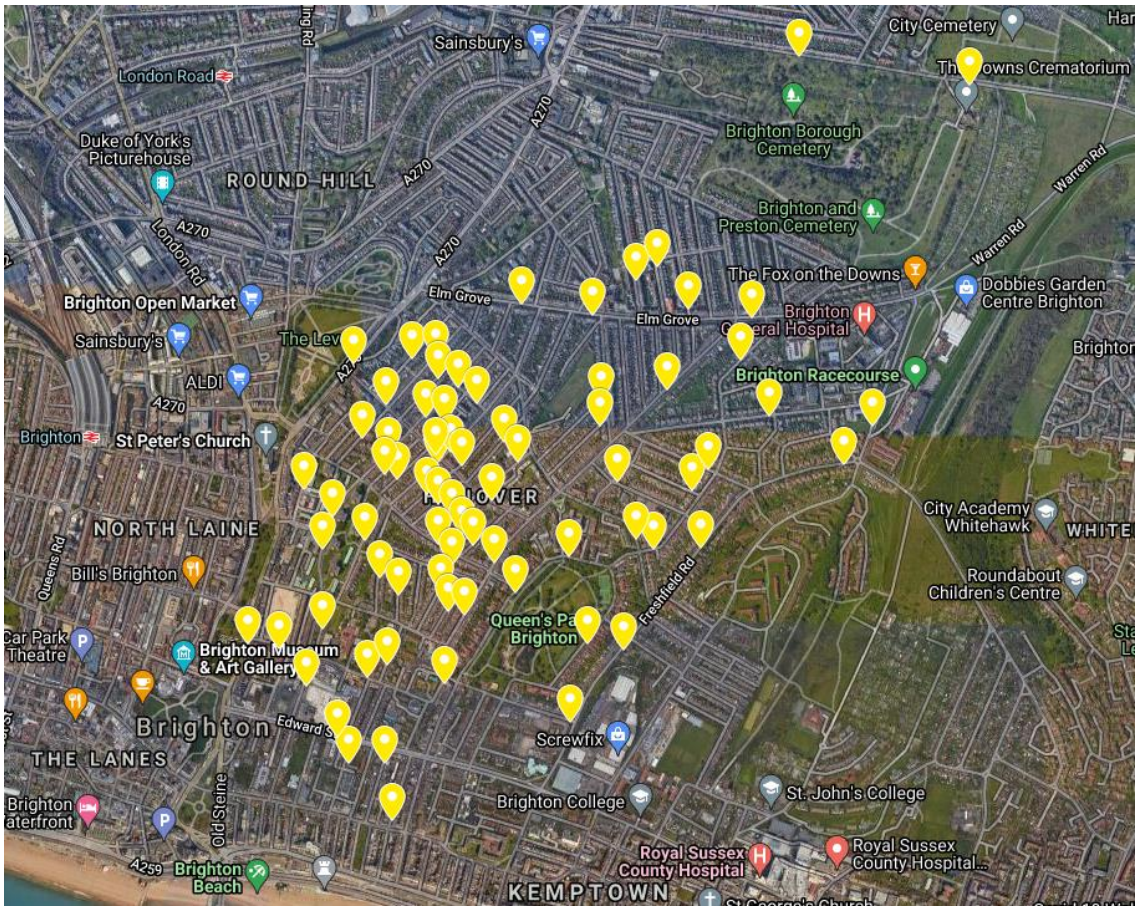
3.1 To determine baseline traffic flows within and around the study area, traffic surveys have been carried out to collect the following:

- Automated Traffic Counts (ATCs),
    - Vehicle volumes per direction,
    - Vehicle speeds.
- Automatic Number Plate Recognition (ANPR),
    - Vehicle volumes and routing throughout capture zone.

Automated Traffic Count (ATCs) Surveys

3.2 The locations of the ATC surveys are shown in Figure 3. In total 78 ATC surveys were undertaken. As shown, ATC surveys were undertaken outside of the Liveable Neighbourhood study area to ensure good level of coverage and any wider implications of changes to traffic in the area.

Figure 3: Automated Traffic Count Locations (ATCs)



Survey Duration

3.3 Automatic traffic counters were installed on the 26th and 27th October 2021 and removed on the 9th and 10th November.

3.4 Further surveys were undertaken between 2nd and 13th December 2021 to capture additional data where some equipment had failed during the initial survey period.

Summary of ATC Data

3.5 Within the study area, the following streets were identified as having the highest traffic flows over a 24-hour period on weekdays:

- Elm Grove,
- Queen's Park Road,
- Ashton Rise,
- Grove Hill,
- John Street,
- Carlton Hill,
- Southover Street,
- Kingswood Street,
- Islingword Road.

3.6 Table 1 provides data showing average weekday 24-hour flows, average weekday AM peak hour flows (between 7am-10am) and average weekday PM peak hour flows (4pm-7pm) for the streets identified above.

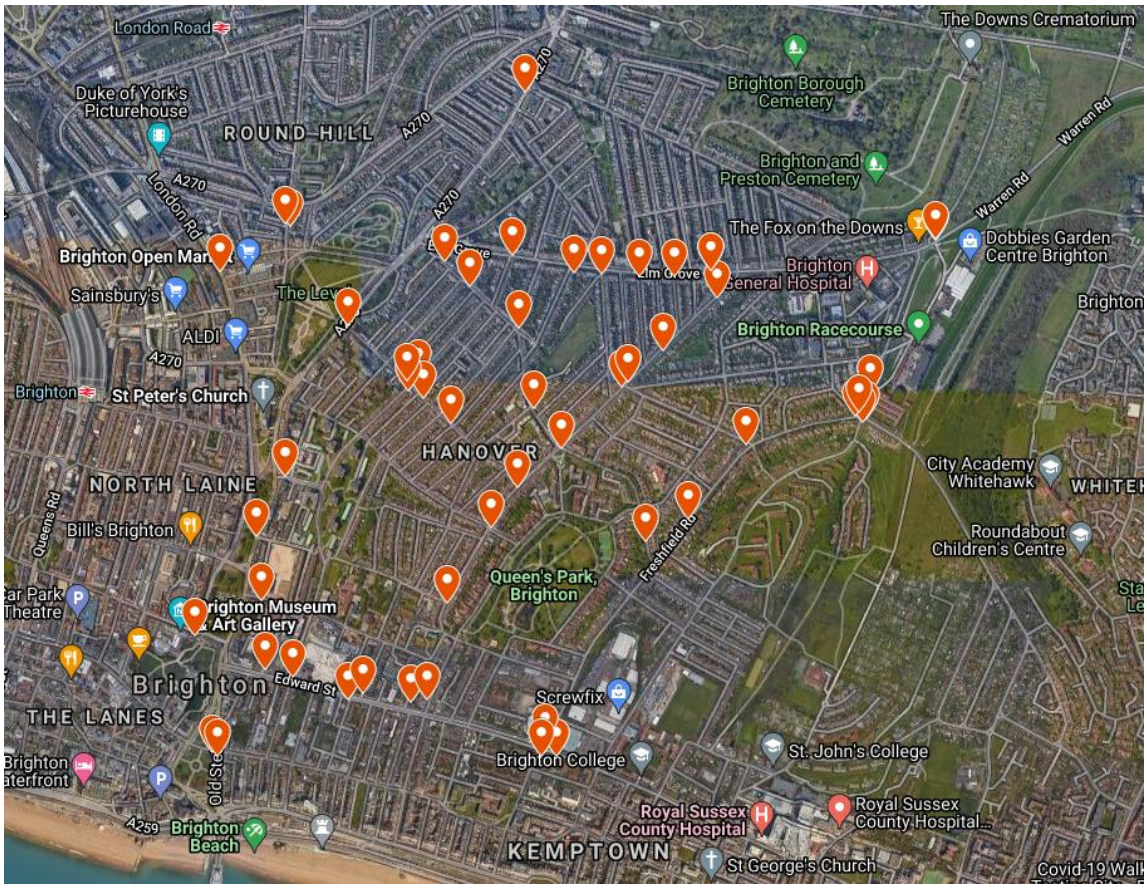
Table 1: Streets with Highest Traffic Volumes Within/Around the Study Area

Street/ Road	Average Weekday 24hr	Average Weekday AM Peak Hours 7am - 10am	Average Weekday PM Peak Hours 4pm - 7pm
Elm Grove (Between Wellington Street and Bentham Road)	10,583	2,138	2,314
Queen's Park Road (Between Albion Hill and Southover Street)	5,267	970	1,224
Kingswood Street (Circus Street and William Street)	3,950	777	897
Southover Street (Between Newhaven Street and Hanover Street)	3,636	641	864
John Street (Between Carlton Hill and Ashton Rise)	2,933	555	689
Ashton Rise (Between John Street and Richmond Parade)	2,700	526	614
Carlton Hill (Between Tilbury Place and White Street)	2,597	552	619
Islingword Road (Between Hampden Road and Grant Street)	2,580	485	578
Grove Hill (Richmond Parade and Albion Street)	2,013	300	492

Automatic Number Plate Recognition (ANPR) Surveys

3.7 The locations of the ANPR surveys are shown in Figure 4. In total, 54 ANPR cameras were installed.

Figure 4: Automatic Number Plate Recognition (ANPR)



Survey Duration

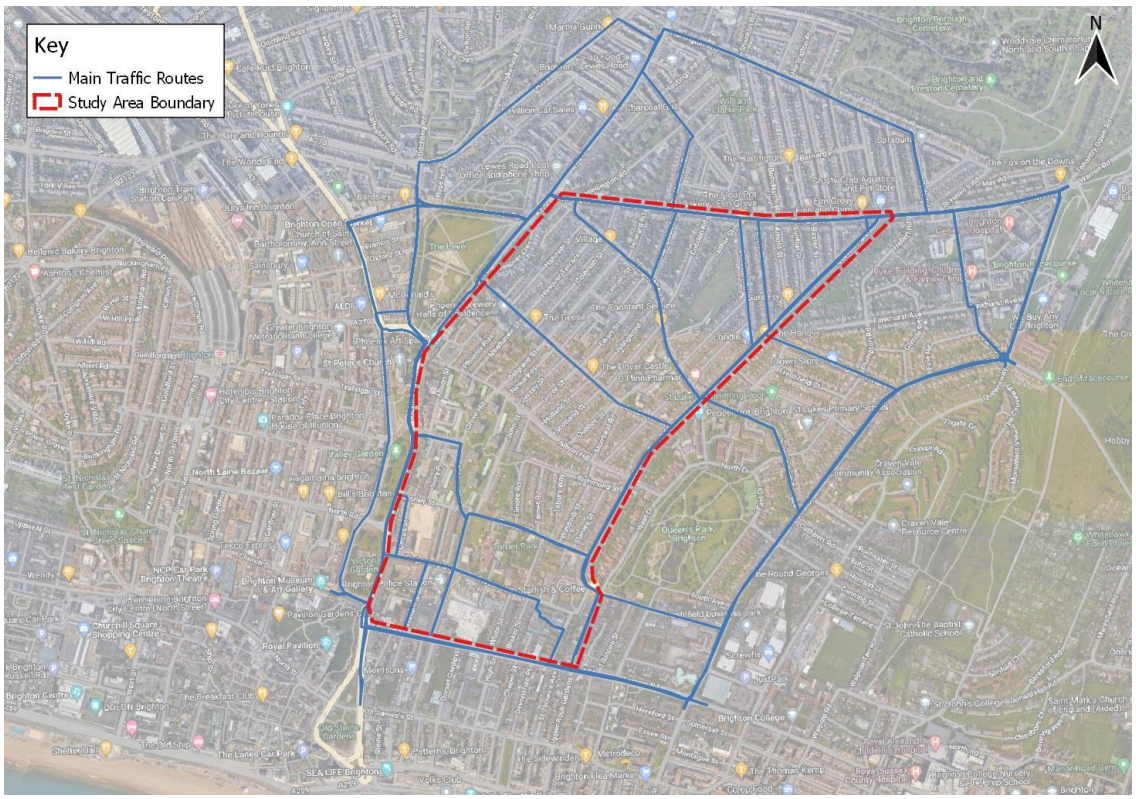
3.8 The ANPR surveys were installed on 3rd November 2021, with all ANPR cameras removed by the 7th November 2021.

Summary of ANPR Data

3.9 ANPR data indicates where vehicles enter and exit the area and can provide information about which routes are most commonly being used.

3.10 The routes with the highest traffic volumes through the study area have been identified and are shown in Figure 5.

Figure 5: Main Traffic Routes



3.11 Using the assumption that journeys which do not exceed 10 minutes are non-residents 'rat-running' (meaning cutting through the area on side streets to avoid main roads or congestion, without stopping), and that journeys more than 10 minutes are residents or legitimate visitors either entering or exiting the area, the identified rat-run routes through the study area are shown in Figure 5.

3.12 The phrase 'through traffic' is hereafter used in reference to vehicles spending less than 10 minutes in the area and assumed to be rat-running. Using the above criteria, the following roads and streets have been identified as the main rat-runs (highest peak hour through traffic flows), using data obtained in 2021.

3.13 The number of journeys on these streets considered to be through traffic in the AM and PM peak hours are shown in Table 2, excluding the boundary roads which we would expect to have a significant proportion of through traffic, as distributor roads. This has been split into eastbound, westbound, northbound, and southbound vehicle movements.

Table 2: Streets with Most Through Traffic within the LTN, Averaged Over AM And PM Peaks (2021 Data)

Road/ Street	No. of Through Traffic Vehicles -Average of AM and PM Peaks	Direction of Travel
Kingswood Street	395	Eastbound
Islingword Road	337	Eastbound
Islingword Road	210	Westbound
Southover Street	266	Eastbound
Southover Street	227	Westbound
John Street	171	Northbound
John Street	187	Southbound
Milton Road	233	Southbound
Hampden Road	149	Southbound
William Street	149	Southbound

3.14 Further analysis of this data can be found in Table 3, noting the percentage of total journeys considered to be through traffic on the roads listed above, which have the heaviest peak hour through traffic flows.

3.15 Again, this has been split into eastbound, westbound, northbound, and southbound vehicle movements. A full breakdown which includes data for all surveyed streets, including boundary roads, can be found in Appendix A.

Table 3: Streets with the Highest Proportion of Through Traffic within the LTN, Averaged Over AM and PM Peaks (%)

Road/ Street	Percentage of Through Traffic Vehicles -Average of AM and PM Peaks	Direction of Travel
Kingswood Street	81%	Eastbound
Islingword Road	64%	Eastbound
Islingword Road	79%	Westbound
Southover Street	79%	Eastbound
Southover Street	86%	Westbound
John Street	76%	Northbound
John Street	84%	Southbound
Milton Road	74%	Southbound
Hampden Road	54%	Southbound
William Street	83%	Southbound

3.16 Charles & Associates (C&A) were commissioned to model the effects of proposed traffic changes in the project area. As part of this, they estimated residential trips using the TRICS database and were therefore able to estimate the percentage of through traffic in the project area.

3.17 A summary of C&A's findings of the streets they ascertained to have the highest proportion of through traffic is provided below, with a full table provided in Appendix B.

Table 4: Streets with the Highest Proportion of Through Traffic within the LTN (Charles & Associated analysis), Averaged Over AM and PM Peaks (%)

Road/ Street and Direction of Traffic	Through Traffic (%) Average of AM and PM peaks
Milton Road SB	89%
Ashton Rise SB	87%
John St (south of Kingswood) NB	100%
John St (south of Kingswood) SB	100%
Mt Pleasant SB	89%
Sussex St (west of St John's) EB	82%
Kingswood St EB	95%
Carlton Hill EB	95%
Carlton Hill WB	87%
William St NB	93%
William St SB	97%

4. Traffic Speeds

4.1 All roads within the study area are subject to a 20mph speed limit, however, vehicle speed data obtained as part of the ATC data noted that speeds often exceed this limit.

4.2 The recorded average two-way 85th%ile speeds of drivers on the busiest traffic routes are outlined in Table 5 (also shown in Figure 7).

Table 5: Recorded Driver Speeds

Street/ Road	85th%ile Road Speeds (mph)
Queen's Park Road	30 mph
Elm Grove	28 mph
Ashton Rise	27 mph
Grove Hill	27 mph
John Street	26 mph
Kingswood Street	25 mph
Carlton Hill	24 mph
Southover Street	19 mph
Islingword Road	18 mph

4.3 Where ANPR cameras were installed on some streets and roads, ATC counts were not always included, to help to keep survey costs down.

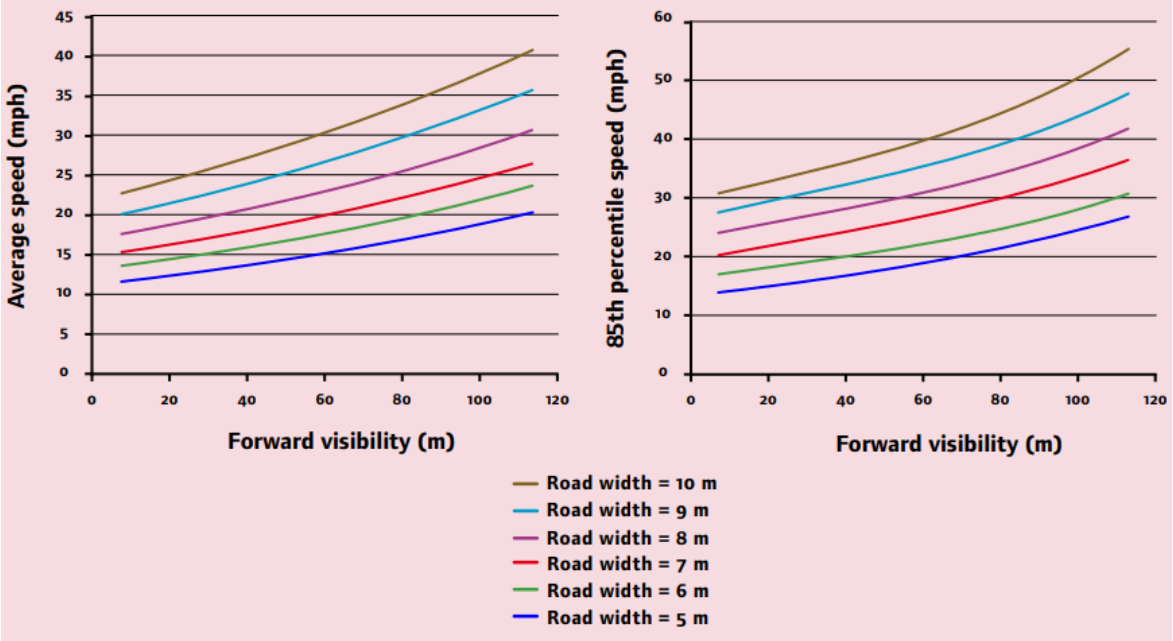
4.4 These streets included:

- Milton Road,
- Howard Road,
- Hampden Road,
- Cobden Road,
- Bentham Road,
- Arnold Street,
- Lynton Street, and
- Baxter Street.

4.5 We have therefore drawn on guidance from Manual for Streets (MfS) and observations from similar streets in the immediate area to estimate realistic traffic speeds on these streets and roads.

4.6 As per MfS forward visibility and carriageway width play a key role in influencing driver speeds. As per the study carried out as part of TRL Report 661, improved visibility and/or increased carriageway width were found to correlate with increased vehicle speeds. The data summarised as part of the study is replicated in Figure 6.

Figure 6: MfS Influence of Geometry on Speed



4.7 We note that all mentioned roads operate as one way, with some, such as Milton Road, Howard Road and Hampden Road having wide carriageways.

4.8 Traffic calming measures have been installed on these roads, such as speed humps and horizontal deflection, to reduce the amount of forward visibility available.

4.9 The area wide speed limit of 20mph is also considered to reduce vehicle speeds on these roads, as observed throughout the study area, where ATC data was captured.

4.10 For the remaining roads, these are considered to operate and are designed similar to Carlyle Road, which had an 85th%tile speed of 17mph. To be conservative, however, we have estimated these roads to operate around 20mph, which is the maximum speed limit.

4.11 Anticipated traffic speeds on these roads are shown in Table 6 and are considered representative.

4.12 As shown, most main traffic routes within the study area exhibit road speeds which exceed the 20mph limit, with the most excessive speeds recorded on Queen's Park Road, Elm Grove, Ashton Rise and Grove Hill.

Table 6: Estimated Driver Speeds

Street/ Road	Carriageway Width (M)	Forward Visibility (M)	MfS Road Speed 85%tile (mph)	Traffic Calming
Milton Road	6.5	76	26	Yes - Speed humps, horizontal buildouts
Howard Road	6	120	26	Yes - Speed humps, horizontal buildouts
Hampden Road	5.7	161	26	Yes - Speed humps, horizontal buildouts with planting
Cobden Road	3.7	100	22	Yes - Speed humps, horizontal buildouts with planting
Bentham Road	3	136	20	Yes - Speed humps, horizontal buildouts with planting
Arnold Street	3.4	203	20	Yes - Speed humps, horizontal buildouts with planting
Lynton Street	3.4	167	20	Yes - Speed humps, horizontal buildouts with planting
Baxter Street	3.4	103	20	Yes - Speed humps, horizontal buildouts with planting

Figure 7: Recorded Vehicle Road Speeds

5. Cycle Flows

5.1 Cycle counts were obtained via the commissioned ANPR surveys by BHCC on 3rd November 2021, noting two-way cycle movements passing the ANPR camera.

5.2 Given the size of the study area, origin-destination data was not obtainable given the high number of possible routes cyclists could take.

5.3 Table 7 summarises the highest two-way daily cycle flows identified during the ANPR surveys (also shown in Figure 8).

5.4 Most cycle flows were recorded along the major road network, notably Lewes Road, London Road, Ditchling Road and Old Steine, which are equipped with some dedicated cycle facilities, such as cycle lanes and cycle crossing points (Toucan Crossings).

5.5 Notable cycle flows within the study area were recorded on Islingword Road, Southover Street and John Street.

5.6 Available cycle facilities within the study area are discussed in the next Section.

Table 7: ANPR Cycle Volumes (Daily 07:00-19:00)

Road/ Street	Daily Two-Way Cycle Flows (07:00 – 19:00)
Lewes Road	1,446
London Road	874
Ditchling Road	439
Old Steine	411
Islingword Road	179
Southover Street	159
John Street	130

Figure 8: Two-way Cycle Volumes

6. Department for Transport Traffic Data

6.1 The Department for Transport (DfT) have published traffic data for two key boundary roads within the Hanover and Tarner Liveable Neighbourhood area.

6.2 Data is held across various years, listed below:

- Elm Grove (boundary road): 2001-2009,
- Edward Street (boundary road): 2003-2009.

Elm Grove

6.3 As shown in Table 8, data shows that on Elm Grove between 2001-2009, average daily traffic flows fell from 13,335 in 2001 to 11,119 in 2009.

6.4 When compared with data collected by the Council in 2021, this figure falls marginally to 10,583 vehicles per day. This suggests that over the past 20 years, traffic levels on Elm Grove have been steadily decreasing.

Table 8: Average Daily Traffic Flows - Elm Grove

Average daily traffic flows – Elm Grove	
Year	**Average Daily Traffic Flows**
2001	13,385
2002	13,528
2003	11,384
2004	12,346
2005	11,590
2006	10,916
2007	No Data Available
2008	12,074
2009	11,119

Edward Street

6.5 On Edward Street, data is available from 2003-2009. Flows show that average daily traffic flows also fell here in the survey period from 17,190 in 2003 to 14,482 in 2009, with yearly flows shown in Table 9.

6.6 Traffic data obtained by the Council in 2021 recorded 11,214 average daily vehicles, indicating traffic levels on Edward Street have continued to fall.

Table 9: Average Daily Traffic Flows: Edward Street

Average daily traffic flows – Edward Street	
Year	**Average Daily Traffic Flows**
2003	17,190
2004	16,972
2005	15,906
2006	16,088
2007	14,650
2008	15,300
2009	14,482

6.7 In general, the DfT traffic flow data suggests that traffic levels on boundary roads have fallen since the early 2000s.

7. Pedestrian and Cycle Facilities

7.1 The pedestrian and cycle infrastructure has been reviewed within the boundary of the liveable neighbourhood.

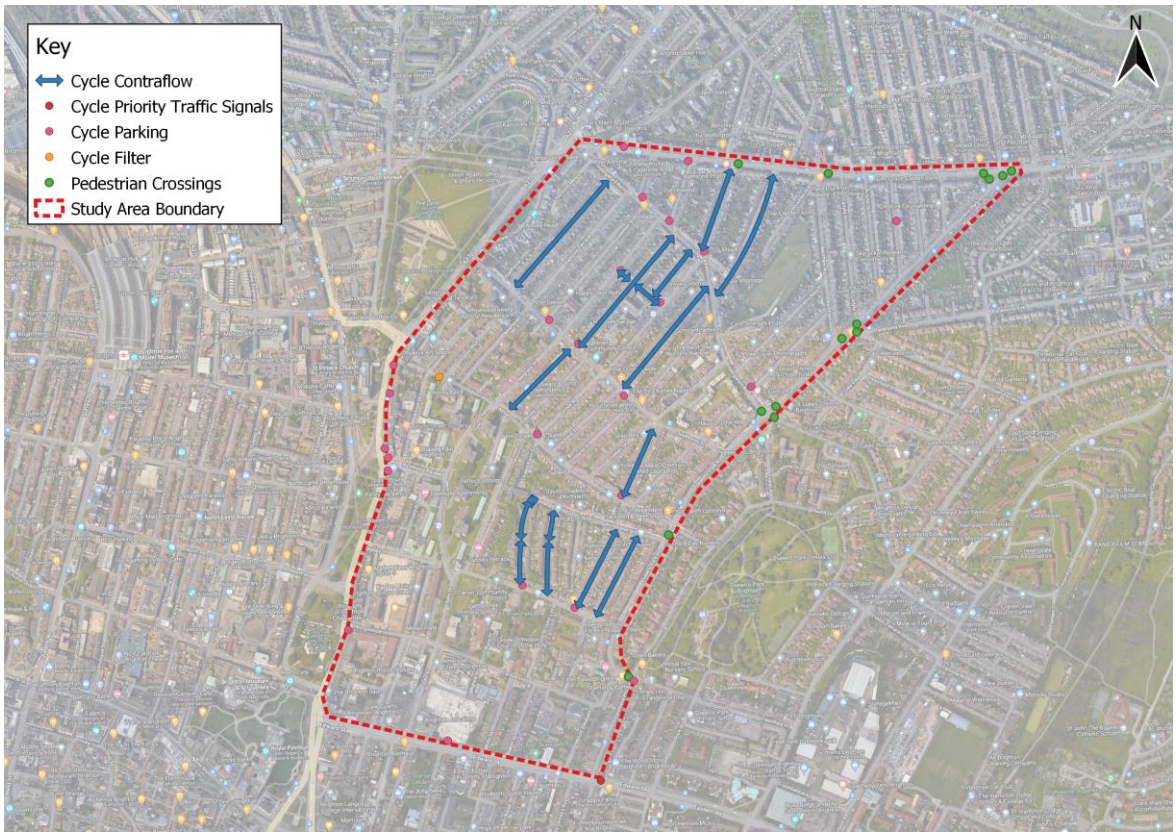
7.2 As shown in Figure 9, there are limited formal crossing facilities within the boundary of the liveable neighbourhood, with some pedestrian refuge islands and signalised crossing facilities provided on Queen's Park Road and Elm Grove.

7.3 Footways are constrained on most residential streets, often below 2m in width. Existing crossing facilities, such as tactile paving and dropped kerbs, are often inadequate especially for disabled users.

7.4 Elm Grove and Queen's Park Road have wider footways between 2m – 2.5m in places. Elm Grove has significant levels of double parking on footways which restricts available width for pedestrians.

7.5 There are also limited dedicated cycle facilities within the liveable neighbourhood boundary, such as dedicated cycle lanes. All one-way streets offer contraflow cycling opportunities.

Figure 9: Existing Pedestrian and Cycle Facilities



7.6 Given the gradient of the study area, cycling can be challenging, east – west cycle facilities on roads such as Southover Street, Albion Hill, Sussex Street and Carlton Hill could be considered as unattractive by some users. The gradient in the area may become less of an issue as the availability of electric bicycles increases.

7.7 Dedicated cycle lanes are provided on Edward Street just south of the Liveable Neighbourhood boundary.

8. Air Quality and Monitoring Information

8.1 At this stage in the project timeline, the changes or benefits on air quality are not yet determined. However, baseline surveys have started for the second half of the calendar year as described below.

8.2 The impacts on traffic movements will be determined, especially in relation to any redistribution of traffic on the network.

8.3 Also important will be the type of vehicle movements, the proportion of diesel vehicles relative to petrol, hybrid and zero exhaust vehicles such as electric.

8.4 The age and size of vehicles can relate to their emission contributions.

8.5 Following conversations with BHCC Air Quality Officers, Grand Parade, Edward Street and Lewes Road are covered by long-term Nitrogen Dioxide (NO2) diffusion tube air quality monitoring.

8.6 To help monitor the LTN an NO2 diffusion tube was added to Hartington Road from January 2022.

8.7 BHCC has installed diffusion tubes to start sampling for the second half of 2022 which will remain deployed for a period of two years following construction completion.

8.8 Site list to complement existing monitoring sites:

- LTN1 - Lower Franklin Road,
- LTN2 - Lower Elm Grove (near Lewes Road junction),
- LTN3 - Lower Islingword Road,
- LTN4 - Outside Elm Grove Primary,
- LTN5 - Upper Islingword Road,
- LTN6 - Top of Southover Street,
- LTN7 -Orchard Nursery Queen's Park Road,
- LTN8 - Egremont Place near Starfish Café,
- LTN9 - Egremont Place Middle,
- LTN10 - Carlton Hill next to Carlton Hill Primary School,
- LTN11 - Morley Street,
- LTN12 - Richmond Parade,

- LTN13 - Lower Southover Street,
- LTN14 – Middle Southover Street slope.

8.9 The Department for Environment Food and Rural Affairs (DEFRA) state that diffusion tubes are a useful cost-effective method for indicative monitoring of ambient NO2 concentrations, as with all outdoor monitoring they are affected by weather and dispersion conditions.

8.10 In accordance with DEFRA guidance annual averages are compared to air quality standards and objectives and corrected for bias.

8.11 Once the results have been subject to this quality assurance, they can then be compared to UK national air quality standards annual mean concentration of NO2 not exceeding 40µg m3, the 1-hour mean and any subsequent targets set by the administration.

8.12 The results and methodology of air quality monitoring will be determined as the scheme progresses.

8.13 Results will be reported in the Council's annual status report on air quality scheduled for draft release each July. A provisional LTN monitoring report can be released at the end of March each year.

9. Noise Pollution Data

9.1 Unwanted sound is considered noise. Sources of noise might include neighbourhood (e.g., noise related to antisocial behaviour), and environmental (e.g., road traffic).

9.2 Noise pollution can contribute to disruption of sleep, a small increase in risk factors associated with cardiovascular disease and negative impact on children's learning[2].

9.3 The Department for Environment, Food and Rural Affairs (Defra) published the Noise Policy Statement for England which sets out the long-term vision to promote good health and quality of life through the management of noise pollution[3].

9.4 Research suggests that noise problems are worse in areas of high-density housing, rented accommodation (both social and private sectors), areas of deprivation and areas which are highly urbanised[4].

9.5 Defra's mapping suggests that households most affected by traffic noise are those closest to the following major roads: London Road, Lewes Road and the seafront.

9.6 Figure 10 outlines the study area in black and indicates that Lewes Road, which is the western peripheral road of the study area, suffers from considerable road noise pollution.

[2] Health Protection Agency. Environmental Noise and Health in the UK; 2010
[3] Department for Environment, Food and Rural Affairs (Defra). Noise Policy Statement for England (NPSE). March 2010
[4] Royal Commission on Environmental Pollution; 2007

Figure 10: Road Traffic Pollution Bordering the Study Area (Source: Defra)

10. Road Collision Data

10.1 A review of road collisions resulting in personal injuries within and around the study area was undertaken using data obtained from Sussex Police, due to their involvement with the Sussex Safer Roads Partnership. The data spans the last available 5-year period from 07/11/2016 – 31/10/2021.

10.2 The data provided by Sussex Police has been analysed and is displayed in Figure 11. This shows collisions recorded within the vicinity the project area.

Figure 11: Road Traffic Collisions in and around the Hanover and Tarner Area

10.3 Points on this map represent the severity of the injury resulting from a collision, with blue dots representing slight, yellow dots serious and red dots identifying fatal collisions.

10.4 Most accidents were reported to occur on the busier roads, carrying more vehicles and higher numbers of pedestrians and cyclists.

10.5 Of the 220 collisions recorded during this time period, 75% resulted in slight injury, 24% serious injury, and 1% were fatal (both on the southern periphery road of the study area, Edward Street).

10.6 On Southover Street, three serious collisions took place during the period. Of these, two cyclists and one pedestrian were injured.

10.7 On Islingword Road, there were two serious collisions during the period, both involving cyclists.

11. Joint Strategic Needs Assessment (JSNA) and Local Insights Profile

11.1 Joint Strategic Needs Assessment[5] (hereafter JSNA) data provides information on the current and future health, social care and wellbeing needs of the local population. Data is captured through in-depth needs assessments, health and social care data and local views and lived experiences of the population.

11.2 The purpose of a JSNA is to identify local health and wellbeing issues, and data captured can inform decision makers in commissioning and delivery of local services for residents.

11.3 A review of relevant recent JSNA data has been undertaken for Brighton and Hove, on key wellbeing factors including crime and antisocial behaviour, physical activity levels, car ownership levels, access to green space and disability.

11.4 Additionally, a Local Insights Profile was generated by the Council for the Hanover and Tarner Liveable Neighbourhood project area in May 2022. This comprises localised data specific to the project area. Local Insight provides access to interactive maps and reports at small area level. These reports show key social and economic indicators.

Crime and Anti-Social Behaviour

11.5 Locally, nearly all residents (96%) surveyed in the 2018 City Tracker survey reported feeling safe in their local area during the day, but after dark this dropped to 80% in their local area and 64% in the city centre[6].

11.6 There were 24,604 police recorded crimes in 2020/21, down from 29,393 in 2019/20, with the difference being strongly influenced by Covid. The crime rate per 1,000 population in 2020/21 was 84.9, a little higher than the average of the council's group of 15 'matched' partnerships (84.5)[7].

11.7 Violence against the person made up 46% of all recorded crime, with theft offences (incl. vehicle crime) being the next biggest crime group (25%),

[5] http://www.bhconnected.org.uk/content/needs-assessments

[6] https://www.safeinthecity.info/sites/safeinthecity.info/files/sitc/Community%20Safety%20Strategy%202020-2023%20second%20yr%20review_1.pdf

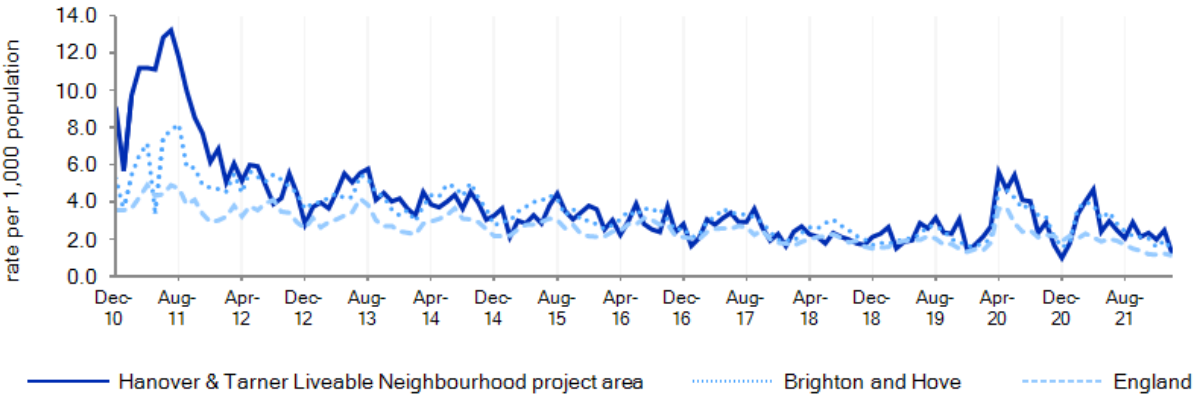
[7] https://www.safeinthecity.info/sites/safeinthecity.info/files/sitc/Community%20Safety%20Strategy%202020-2023%20second%20yr%20review_1.pdf

followed by criminal damage (12%), burglary (4%) and sexual offences (3%). Compared with 2019/20, all main crime groups showed a drop in number in 2020/21[8].

11.8 Most common crimes committed in Brighton and Hove are violence and sexual offences, antisocial behaviour, and bicycle theft[9].

11.9 Local Insights provides data on the level of anti-social behaviour in the project area, as shown in Figure 12. This graph indicates a trend of rates of anti-social behaviour falling over time in Hanover and Tarner, Brighton and Hove more widely and across England. However, rates of anti-social behaviour in the Hanover and Tarner area remain slightly higher than elsewhere.

Figure 12: Anti-Social Behaviour Levels



Green and Open Spaces

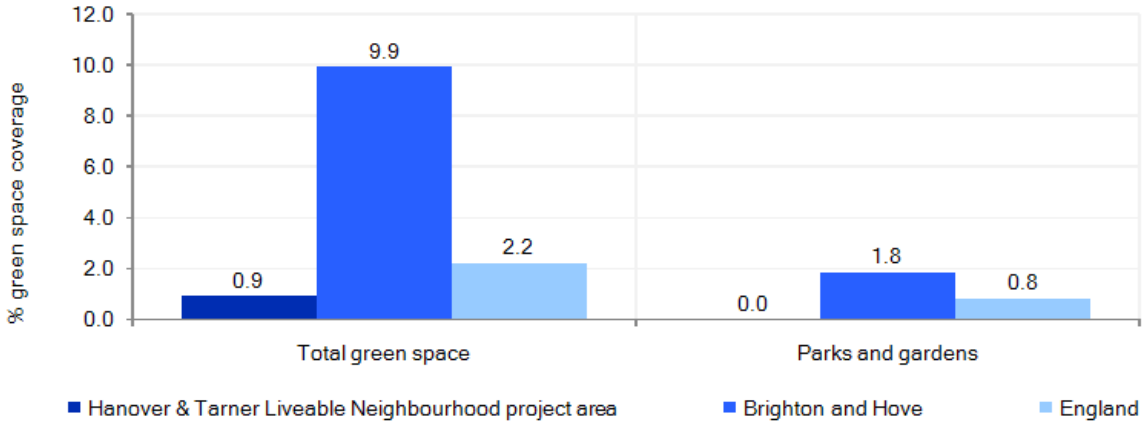
11.10 There is unequal access to green space nationally. People who live in more deprived areas are less likely to live near green spaces, meaning they lack the opportunity to experience the health and wellbeing benefits these spaces provide.

11.11 Within the Hanover and Tarner Liveable Neighbourhood project area, residents have significantly less access to green space than elsewhere in Brighton and Hove, or England, illustrated in Figure 13.

Figure 13: Provision of Green Space

[8] https://www.safeinthecity.info/sites/safeinthecity.info/files/sitc/Community%20Safety%20Strategy%202020-2023%20second%20yr%20review_1.pdf

[9] http://www.bhconnected.org.uk/content/needs-assessments



11.12 The Brighton and Hove JSNA (2015) states that whilst Brighton and Hove residents have higher than average access to green and open space, which is likely to lead to positive health outcomes, having green space available doesn't necessarily mean people will use it – rather 'the challenge is to promote behaviour change by helping people become actively involved in their local environment'.

Physical Activity and Active Travel

11.13 Physical activity has significant health benefits, particularly in preventing obesity and Type 2 diabetes. It has also been linked to better psychological health and in treating depression.

11.14 In Brighton and Hove, data from BHCC's Safe and Well at School Survey indicates that of primary school children in years 4-6, 53% walk to school on a regular basis, 32% travel to school by car and just 1% cycle to school.

11.15 Another survey showed that Brighton and Hove's primary school children are more likely to travel to school using sustainable modes, i.e. walking and cycling than secondary school children.

11.16 Additionally, data suggests there is a gendered aspect to children and young people's levels of participation in exercise. In Brighton and Hove, both primary and secondary boys are twice as likely to do more than five hours of physical activity a week than girls.

11.17 It is suggested by the JSNA that local transport plans which promote increased active travel in the city would facilitate more physical activity in children and young people.

11.18 In adults, the rate of obesity in Brighton and Hove is 49%, significantly lower than the national average at 64%.

11.19 Data from the 2011 Census indicates that 20.6% of Brighton and Hove residents travel to work on foot and a further 4.9% cycle to work. Fear of traffic is often the primary concern for those wishing to travel actively, meaning traffic is likely to deter people from travelling by bike or on foot.

Car Ownership Levels

11.20 The most recent car ownership level data obtained was from the 2011 Census and can be shown for the local area, Brighton and Hove, and England[10]. This data shows that in Brighton and Hove, car and van ownership was the lowest in the Southeast of England.

11.21 At the time of the Census, 38% of households did not have access to a car or van, 42% of households had access to one car or van and 19% of households had access to two or more cars or vans.

11.22 Within the Hanover and Tarner project area itself, 48% of households have no car compared with 26% across England. Fewer people have access to a car in Hanover and Tarner than Brighton and Hove or England overall, as shown in Figure 14 and Figure 15.

[10] Local Insight profile for Hanover & Tarner Liveable Neighbourhood project area available at local.communityinsight.org

Figure 14: Car Ownership Levels in The Project Area and Across Brighton and Hove, From Local Insights Profile

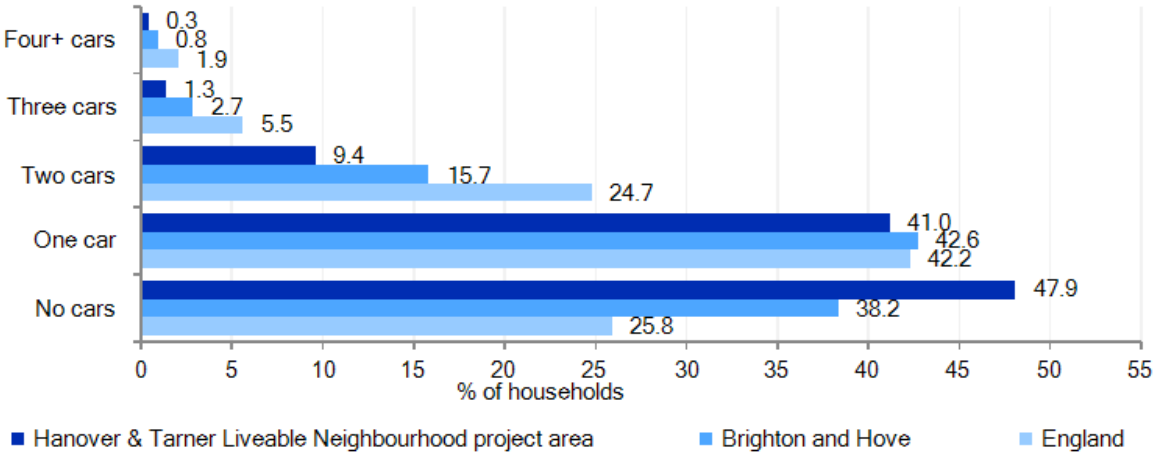


Figure 15: Number of Residents with Access To A Vehicle, From Local Insights Profile

No cars	One car	Two cars	Three cars	Four + cars
2,730	2,335	540	70	20
47.9% of 5,695 households (England = 25.8%)	41.0% of 5,695 households (England = 42.2%)	9.4% of 5,695 households (England = 24.7%)	1.3% of 5,695 households (England = 5.5%)	0.3% of 5,695 households (England = 1.9%)

Source: Census 2011

Disability and Accessibility

11.23 There are social, environmental and attitude barriers that can be faced by people with disabilities which might restrict their participation in society.

11.24 2015 data estimates that there were 13,590 adults of working age (18-64) in Brighton and Hove with a moderate physical disability, and 3,777 with a serious physical disability.

11.25 16% of Brighton & Hove residents have their day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months, which is a lower percentage than England (18%) and higher than the southeast (15.7%).

11.26 Those with physical disabilities are more likely to experience problems with travel and transport, and provisions must be made for disabled people under the Equality Act 2010 to ensure they do not disproportionately disbenefit when sustainable transport projects are being delivered.

11.27 BHCC commissioned 'Possability People', a disability support group, to carry out an accessibility audit of the study area in February 2022. The main aim of the audit was to identify shortcomings within the study area, which make it difficult for accessible users to travel by means of non-vehicle modes.

11.28 The report also stated that the project area is steep and hilly, and due to this, accessibility will always be difficult for some people. The following additional key themes were identified in the audit, and will be considered at the detailed design stage, providing they are within scope:

- Pavement surfacing upgrades would improve accessibility in the area, including consistent placement of dropped kerbs, more level crossovers and tactile paving. Islingword Road was highlighted as the most hazardous area during the audit,
- Removal of defunct or damaged street clutter is recommended,
- Provision of more seating throughout the area is recommended,
- Opportunities to widen pavements throughout the area, especially on John Street,
- Provision of additional accessible parking bays is recommended, especially around shops, cafes, pubs.

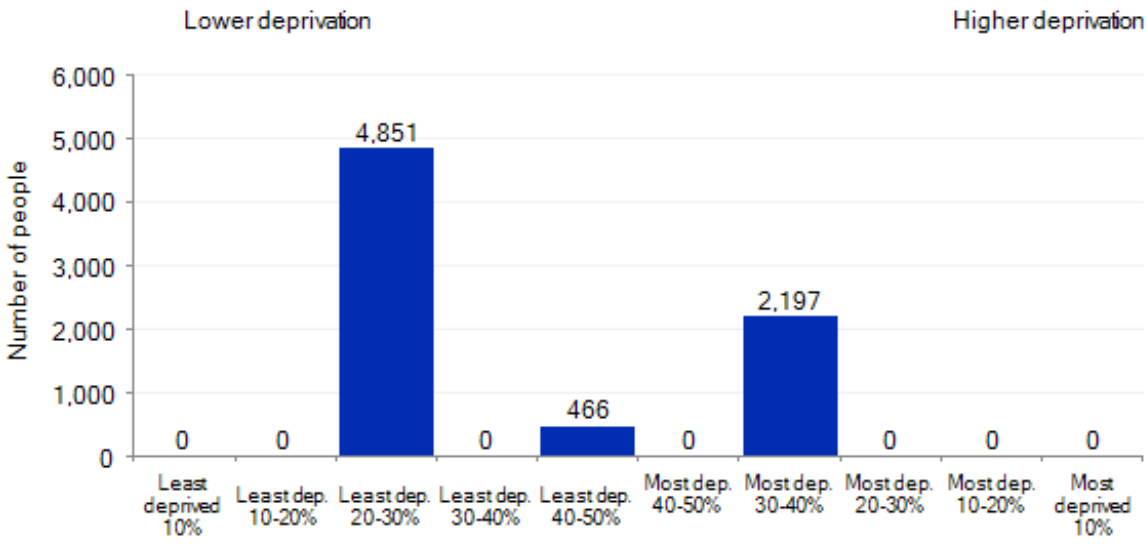
Deprivation

11.29 Seven main types of deprivation are considered in the Index of Multiple Deprivation – income, employment, education, health, crime, access to housing and services, and living environment – and these are combined to form the overall measure of multiple deprivation[11].

11.30 The area is split in terms of levels of deprivation. When examining the section of the project area which sits north of Southover Street, deprivation levels are generally low, with most residents being considered as the 20-30% least deprived, as shown in Figure 16.

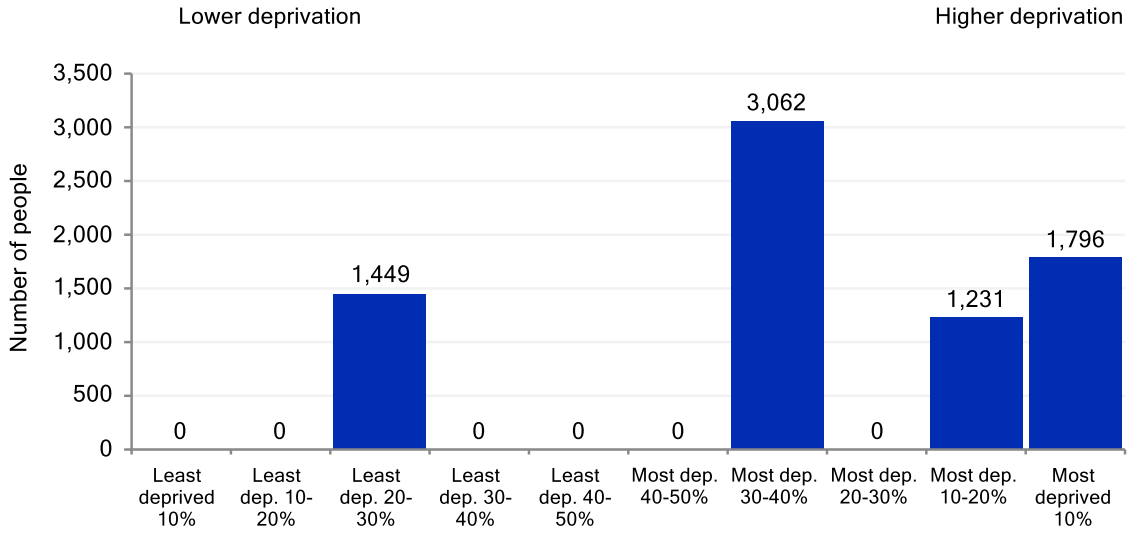
[11] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833951/IoD2019_Technical_Report.pdf

Figure 16: Number of people in each deprivation decile, Index of Multiple Deprivation 2019 (north of Southover Street)



11.31 In the southern portion of the project area (south of Southover Street), levels of deprivation are considerably higher than in the northern portion of the project area, as seen in Figure 17.

Figure 17: Number of People in Each Deprivation Decile, Index of Multiple Deprivation 2019 (South of Southover Street)

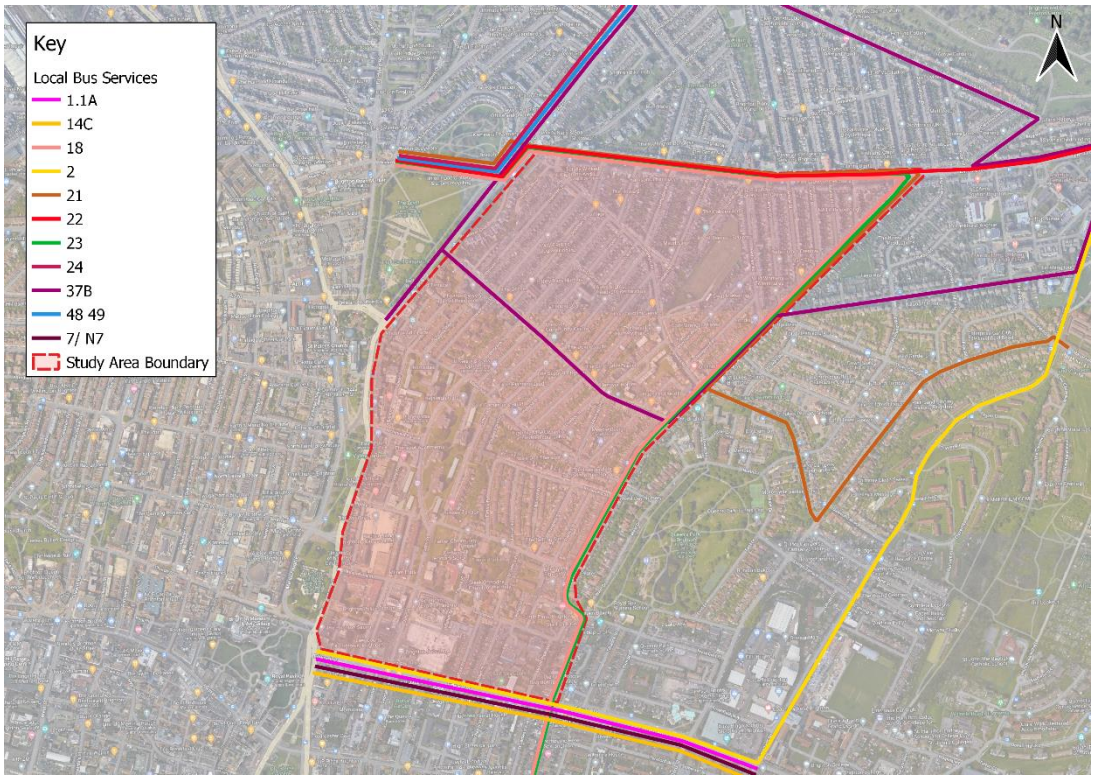


11.32 The Hanover and Tarner Liveable Neighbourhood project seeks to make positive improvements to benefit members of the community living in more deprived pockets of the area, who may have less access to outdoor space, a poor living environment or those on lower incomes.

12. Local Transport Data

12.1 Local bus routes which travel through or close to the study area are shown in Figure 18.

Figure 18: Local Bus Services



12.2 To determine baseline public transport data, notably journey times through the study area, Brighton & Hove Bus and Coach Company provided journey time data for bus services 18, 21, 22 and 23.

12.3 Data was obtained via GPS technology to track bus movements and is reliant on a GPS fix between the bus stop and the bus service. The data is collected from one bus stop to another including dwell times, for each bus journey and used to indicate average bus journey runtimes.

12.4 Given the impacts of COVID 19 on public transport usage, a comparison has been undertaken using 2019, 2020 and 2021 average journey time data to obtain and validate reliable data.

12.5 For the purposes of obtaining comparable journey times for each service, dwell times at bus stops have been removed from the analysis to focus on bus moving time and traffic conditions experienced, thereby excluding possible changes to boarding and alighting during and post the pandemic.

Comparison of Journey Time Data

12.6 The obtained journey time data for all services is shown in Table 10.

12.7 For ease, the total service journey time has been shown for each service, for the years 2019, 2020 and 2021, noting any changes in total travel time for each service route. Routes A and B refer to the different direction of travel.

Table 10: Bus Journey Time Comparison

		Travel Time in Seconds				
Service	**Route**	**2019**	**2020**	**Change**	**2021**	**Change**
18	A Route	722	651	-70	683	32
18	B Route	635	604	-30	617	12
21	A Route	705	642	-62	745	102
21	B Route	783	700	-83	792	92
22	A Route	660	592	-67	680	88
22	B Route	735	684	-51	655	-29
23	A Route	439	445	6	498	53
23	B Route	454	453	-1	505	53

12.8 As shown, the three years of data show reasonably comparable journey times for each service.

12.9 Journey times of nearly all services have increased between 2020 and 2021, the most notable being an increase of 102 seconds (Service 21, A Route).

13. Engagement and Consultation

Engagement Stage 1: Interactive Community Mapping

13.1 In October and November 2021, a public engagement activity was undertaken to get people's views, who reside, work or travel through the study area, on what their experiences of the area were like, noting what else they would like to see from the Hanover and Tarner Liveable Neighbourhood project.

13.2 Using an online engagement tool, residents, businesses, and other stakeholders were able to drop pins on an interactive map and provide a themed comment about existing issues arising in the area, or what intervention they thought might be explored on a street.

13.3 Respondents provided comments about the following key themes:

- Congestion,
- Anti-social behaviour (ASB),
- Crossing required/difficult to cross,
- Cycling infrastructure,
- Environmental issues (pollution, noise),
- EV charging,
- Greenery/tree-planting,
- Illegal/dangerous parking,
- Lighting,
- Parking layout to be improved,
- Pedestrian improvements,
- Rubbish blocking pavements,
- Seating,
- Speeding,
- Unused parking/removal of parking bays.

13.4 Along with other baseline data collected, the feedback from the early engagement provided a basis for designing early conceptual Liveable Neighbourhood proposals.

Engagement Stage 2: Workshops

13.5 In March and April 2022, four public engagement events were held across the project area. People local to the area were able to provide in depth comments about two designs that had been developed and ask consultants and officers any questions they might have had about the scheme.

13.6 At the workshop sessions, paper copies of surveys were available for attendees to provide their views on the designs or identify other issues.

13.7 The survey was also available online for a period of 4 weeks to provide residents, businesses, and other stakeholders time to digest the conceptual designs and provide comment.

Consultation

13.8 In June 2022, the council's Environment, Transport & Sustainability Committee agreed that a concept design would be taken forward for formal, public consultation. This was undertaken between July and September 2022.

13.9 Analysis of the feedback from the consultation and other representations that have been made will help inform further revisions to the concept design. These will then be technically assessed to produce a scheme in principle. The outcome of this process will then be reported back to the committee.

13.10 A draft Monitoring Framework for the pilot project was also agreed in June 2022, and an updated framework will be put forward alongside the proposed scheme. The monitoring results will then inform any further amendments to the scheme, alongside further consultation.

13.11 The above community engagement and baseline data collected presented in this report has led to the Council's ETS Committee agreeing on a proposed design to be taken forward to a formalised, city-wide statutory public consultation, being held from July-September 2022.

Appendix A – Through Traffic Analysis (2021)

Traffic considered to be through-traffic (%) i.e. vehicles recorded entering and leaving the area within a 10-minute period, in the AM and PM peak hours.

*WB: westbound, EB: eastbound, SB: southbound, NB: northbound

Road/Street and Direction of Traffic	Through Traffic (%) Average of AM and PM peaks
Hartington Road WB (between Totland Road and A270)	88%
Lewes Road NB	79%
Lewes Road SB	70%
Bonchurch Road NB	88%
Elm Grove WB (between Milton Road and A270)	80%
Elm Grove EB (between Milton Road and A270)	83%
Elm Grove WB (between Bentham Road and Cobden Road)	80%
Elm Grove EB (between Bentham Road and Cobden Road)	83%
Milton Road SB	74%
Howard Road NB	69%
Hampden Road SB	54%
Cobden Road NB	69%
Bentham Road NB	71%
Carlyle Street SB	75%
Arnold Street NB	80%
Lynton Street SB	42%
Baxter Street NB	77%
Queen's Park Road NB (between Cromwell Street and Elm Grove)	82%
Queen's Park Road SB (between Cromwell Street and Elm Grove)	78%
Freshfield Road NB (between Pankhurst Avenue and Elm Grove)	85%
Freshfield Road SB (between Pankhurst Avenue and Elm Grove)	81%
Manor Hill EB	94%
Queensway SB	82%
Freshfield Road NB (between Down Terrace and Firle Road)	85%
Freshfield Road SB (between Down Terrace and Firle Road)	81%
Down Terrace EB	85%

Down Terrace WB	76%
Freshfield Road NB (between Down Terrace and St Lukes Terrace)	85%
Freshfield Road SB (between Down Terrace and St Lukes Terrace)	81%
St Lukes Terrace EB	88%
St Lukes Terrace WB	59%
Richmond Terrace NB	79%
Richmond Terrace SB	86%
Hanover Street NB	50%
Hanover Terrace NB	69%
Washington Street NB	77%
Washington Street SB	37%
Lincoln Street NB	76%
Ewart Street NB	88%
Islingword Road WB	79%
Islingword Road EB	64%
Ewart Street SB	72%
Finsbury Road NB	70%
Finsbury Road SB	100%
Whichelo Place NB	88%
Queen's Park Terrace EB	74%
Queen's Park Terrace WB	65%
Quebec Street SB	100%
Grove Street SB	71%
Jersey Street SB	91%
Grove Street NB	90%
Jersey Street NB	70%
Newark Place NB	79%
Belgrave Street SB	42%
Belgrave Street NB	71%
Southover Street WB (between Hanover Street and Richmond Terrace)	86%
Southover Street EB (between Hanover Street and Richmond Terrace)	79%
Queen's Park Road NB (between Southover Street and Albion Hill)	82%
Queen's Park Road SB (between Southover Street and Albion Hill)	78%
Queen's Park Road NB (between Sussex Street and Richmond Street)	82%
Queen's Park Road SB (between Sussex Street and Richmond Street)	78%
Albion Hill WB (between West Drive and Queen's Park Road)	80%

Albion Hill EB (between West Drive and Queen's Park Road)	82%
Freshfield Road NB (between South Avenue and Queen's Park Terrace)	85%
Freshfield Road SB (between South Avenue and Queen's Park Terrace)	81%
Egremont Place NB	75%
Egremont Place SB	88%
Park Street NB	43%
Freshfield Road NB (between Freshfield Place and Eastern Road)	85%
Freshfield Road SB (between Freshfield Place and Eastern Road)	81%
Edward Street EB (between Egremont Place and Tillstone Street)	80%
Edward Street WB (between Egremont Place and Tillstone Street)	68%
Sussex Street EB (between Holland Street and Scotland Street)	80%
Sussex Street WB (between Holland Street and Scotland Street)	82%
John Street SB (between Albion Hill and Sussex Street)	84%
John Street NB (between Albion Hill and Sussex Street)	76%
Grove Hill SB	36%
Grove Hill NB	70%
Albion Hill WB (between Newhaven Street and Belgrave Street)	80%
Albion Hill EB (between Newhaven Street and Belgrave Street)	82%
Richmond Parade WB	31%
Ashton Rise NB	73%
Sussex Street EB (between Elmore Road and Tarner Road)	81%
Sussex Street WB (between Elmore Road and Tarner Road)	72%
St Johns Place SB	63%
Upper Park Place NB	62%
Upper Park Place SB	48%
Mount Pleasant NB	64%
Mount Pleasant SB	69%
Blaker Street SB	23%
White Street SB	95%
White Street NB	72%
Edward Street EB (between John Street and White Street)	80%
Edward Street WB (between John Street and White Street)	68%
John Street SB (between Carlton Hill and Edward Street)	84%
John Street NB (between Carlton Hill and Edward Street)	76%
Carlton Hill WB	76%
Carlton Hill EB	52%

John Street SB (between Carlton Hill and Sussex Street)	84%
John Street NB (between Carlton Hill and Sussex Street)	76%
Kingswood Street EB	81%
Kingswood Street WB	81%
Grand Parade SB (between Kingswood Street and Edward Street)	76%
Church Street EB	57%
Morley Street WB	87%
Morley Street EB	30%
Grand Parade SB (between Richmond Parade and Morley Street)	76%
Grand Parade NB	100%
William Street SB	83%

Appendix B – C&A Through Traffic Analysis

*WB: westbound, EB: eastbound, SB: southbound, NB: northbound

Road/ Street and Direction of Traffic	Through Traffic (%) Average of AM and PM peaks
Milton Road SB	89%
Newhaven Street NB	52%
Newhaven Street SB	46%
Belgrave Street NB	75%
Grove Hill NB	84%
Grove Hill SB	78%
Ashton Rise NB	79%
Ashton Rise SB	87%
John St (north of Kingswood) SB	59%
John St (south of Kingswood) NB	100%
John St (south of Kingswood) SB	100%
Mt Pleasant SB	89%
Sussex St (west of St John's) WB	75%
Sussex St (west of St John's) EB	82%
Kingswood St EB	95%
Kingswood St WB	83%
Carlton Hill EB	95%
Carlton Hill WB	87%
William St NB	93%
William St SB	97%

Appendix C – Tabulation of Recorded ATC Data

1. Ashton Rise (between John street and Richmond Parade)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2,700	2,243	1,828	526	614	26.7	26.3	26.5

2. Belgrave Street (between Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
855	813	707.5	120	214	24.1	22.4	23.25

3. John Street (between Sussex Street and Albion Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
809	692	607	140	191	27.6	25.9	26.75

4. Grove Hill (Richmond Parade and Albion Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2013	1819	1553	300	492	26.1	27.3	26.7

5. Jersey Street (between Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
266	246	214.5	46	70	22.2	21.9	22.05

6. Grove Street (Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
535	510	406.5	91	124	14.7	25.8	20.25

7. Holland Street (Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
150	146	121	25	34	19.4	19	19.2

8. Scotland Street (Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
147	140	121	24	38	21.8	21	21.4

9. Quebec Street (Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
268	241	212	36	67	20.4	22.2	21.3

10. Montreal Road (between Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
288	278	189.5	49	71	"No Data	288	278

11. Newhaven Street (Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
631	547	449.5	130	139	25.6	25.7	25.65

12. Toronto Terrace (between Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
217	195	189	37	55	20.9	19.8	20.35

13 Albion Hill (Quebec Street and Montreal Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
1075	898	756	190	249	17.2	16.3	16.75

14. Windmill Terrace (Richmond Street and Albion Hill)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
310	267	227.5	54	78	15.8	15.7	15.75

15. John Street (between Carlton Hill and Ashton Rise)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2933	2541	1976	555	689	27.1	26.9	27

16. Carlton Hill (between Tilbury Place and White Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2597	1483	1160.5	552	619	24.8	22.7	23.75

17. Elmore Road (between Sussex Street and Richmond Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
285	237	199.5	59	66	"No Data	285	237

18. Tarner Road (between Sussex Street and Richmond Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
184	86	62.5	32	46	22.4	"No Data	184

19. Windmill Terrace (between Sussex Street and Richmond Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
178	164	133.5	32	46	19.2	"No Data	178

20. Stanley Street (between Sussex Street and Richmond Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
142	132	117	26	31	"No Data	142	132

21. Hanover Street (between Southover Street and Islingword Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
178	96	175	29	41	"No Data	178	96

22. Hanover Terrace (between Southover Street and islingword Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
311	328	269	43	77	25.2	23.3	24.25

23. Colemand Street (between Southover Street and Islingword Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
312	295	260	47	80	21.9	23.5	22.7

24. Washington Street (between Southover Street and Jackson Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
567	541	504.5	76	151	26.7	24.2	25.45

25. Lincoln Street (Southover Street and Lincoln Cottages)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
239	207	177.5	33	57	14.9	"No Data	239

26. Jackson Street (between Lincoln Street and Washington Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
74	74	84	12	18	"No Data	74	74

27. Jackson Street (between Grant Street and Lincoln Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
83	86	64.5	14	21	"No Data	83	86

28. Ewart Street (between Southover Street and Jackson Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
628	654	536	100	156	16.2	15	15.6

29. Islingword Street (between Southover Street and Islingword Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
256	281	269.5	32	66	15.1	16.4	15.75

30. Southampton Street (between Southover Street and Islingword Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
268	251	242	40	65	20.6	21.8	21.2

31.Whichelo Place (between Islingword Road and Bentham Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
210	184	172.5	37	45	14.6	14.1	14.35

32. Islingword Place (between Islingword Road and Bentham Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
205	169	142	36	46	15.4	15.4	15.4

33. Upper Park Place (between Carlton Hill and Queens Park Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
1713	1613	1194	266	421	15.9	17.9	16.9

34. Albion Street (between Richmond Place and Albion Hill)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
557	199	150	106	115	22.8	20.7	21.75

35. Bonchurch Road (between Elm Grove and Bernard Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
704	252	259	112	170	18.1	19.6	18.85

36. Whippingham Road (between Elm Grove and Bernard Place)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
545	490	381	98	129	18.4	20.2	19.3

37. Brading Road (Elm Grove and Bernard Place)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
421	361	158	67	102	17.2	16.2	16.7

38. High Street (between Dorset Place and Edward Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
826	559	457	125	180	22.6	20.1	21.35

39. Devonshire Place (between St James's Street and Edward Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
334	321	220	47	82	"No Data	334	321

40. St James's Avenue (St James's Street and Edward Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
956	1071	833.5	126	217	22.4	21	21.7

41. St John's Place (between Carlton Hill and Sussex Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
125	124	101.5	25	27	22.5	20.9	21.7

42. Finsbury Road (between Southover Street and Islingword Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
499	435	356	76	123	21.3	20.6	20.95

43. Southover Street (between Newhaven Street and Hanover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
3636	3370	2783.5	641	864	18	19.8	18.9

44. Southover Street (between Grove Street and Jersey Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2593	1162	973.5	466	626	18.6	17.8	18.2

45. Southover Street (between Montreal Road and Toronto Terrace)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2104	1844	1516.5	397	518	18.2	16.7	17.45

46. Kingswood Street (Circus Street and William Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
3950	2556	2071.5	777	897	25.2	25.4	25.3

47. Queens Park Road (between Lynton Street and Baxter Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
3995	3375	2862.5	748	624	29.7	30	29.85

48. Queens Park Road (between Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
5267	4560	3857	970	1224	28.9	28.6	28.75

49. Queens Park Road (between Sussex Street and Richmond Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
4874	4349	3589.5	879	1119	29.6	28.9	29.25

50. John Street (between Edward Street and Carlton Hill)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
1763	1663	1336.5	405	641	25.4	25.6	25.5

51. Newark Place (between Albion Hill and Southover Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
47	48	44.5	8	8	"No Data	47	48

52. West Drive (between Park Hill and Albion Hill)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
718	352	260	131	170	24	22.9	23.45

53. East Drive (between South Avenue and Evelyn Terrace)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
372	236	200	96	76	26.6	26.3	26.45

54. Freshfield Road (between South Avenue and Evelyn Terrace)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
5039	3008	2869	1101	1017	28.5	28.9	28.7

55. Freshfield Road (between Dawson Terrace and St Luke's Terrace)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
4463	3347	2483	952	888	30.8	29.1	29.95

56. Freshfield Road (between Firle Road and Firle Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
4844	3082	3026.5	1031	1051	28	27	27.5

57. Freshfield Place (between Park Street and Freshfield Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
389	207	210.5	104	77	13.9	14	13.95

58. Queens Park Rise (between St Luke's Terrace and Freshfield Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
390	281	166.5	107	83	19.4	16.4	17.9

59. Queen's Park Terrace (between Queen's Park Rise and St Luke's Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2952	2078	1733	620	669	24.6	25.5	25.05

60. St Lukes's Terrace (between St Luke's Road and Queen's Park Rise)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
537	384	273.5	135	124	18.3	18.7	18.5

61. Freshfield Street (between St Luke's Road and Queen's Park Rise)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
182	155	92	37	38	19	18.2	18.6

62. Down Terrace (between Stonehurst Court and Queen's Park Rise)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
1923	1489	1137.5	364	451	27.3	28.8	28.05

63. Hallett Road (between Pankhurst Avenue and Clayton Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
283	257	216.5	40	76	17.6	"No Data	283

64. Pankhurst Avenue (between Hallett Road and Clayton Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
1126	993	772.5	186	268	31.1	32.5	31.8

65. Freshfield Road (between Manor Hill and Pankhurst Avenue)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
7905	5369	4262	1688	1650	18.3	15.7	17

66. North Drive (between Tower Road and Carn Court)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
827	609	540.5	188	187	18.1	17	17.55

69. Elm Grove (between Howard Road and De Montfort Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
9848	8492	7021.5	1969	2058	26.7	28.2	27.45

70. Elm Grove (between Wellington Street and Bentham Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
10583	7531	7282.5	2138	2314	26.1	27	26.55

71. Elm Grove (between Queens Park Road and Sandown Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
8673	5714	5643	1836	1913	26.9	23.1	25

72. Richmond Terrace (between Southover Street and Hanover Crescent)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
14881	15640	13623	2333	2922	28.6	28.4	28.5

73. Grand Parade (between Marlborough Place and Kingswood Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
18415	20070	17927	3087	3269	27.8	25.6	26.7

74. Edward Street (between Dorset Gardens and Dorset Place)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
11214	5128	4475	2071	2280	30.3	29.5	29.9

75. Mount Pleasant (between Thames Close and Carlton Hill)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
1437	1258	892	246	341	17.7	19.6	18.65

76. Carlyle Street (between Queens Park Road and Elm Grove)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
763	624	499	133	173	"No Data	763	624

77. Islingword Road (between Coleman Street and Milton Road)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
1972	1739	1388.5	357	438	18	9.4	13.7

78. Islingword Road (between Hampden Road and Grant Street)

Average Weekday 24 hour	Average Saturday 24 hour	Average Sunday 24 hour	Average Weekday AM Peak Hours 7am to 10am	Average Weekday PM Peak Hours 4pm to 7pm	Recorded Road Speed 85%tile (A to B)mph	Recorded Road Speed 85%tile (B to A)mph	Recorded Road Speed 85%tile (Average 2-way) mph
2580	2142	1620	485	578	18.7	18.1	18.4

Quality

It is the policy of Project Centre to supply services that meet or exceed our clients' expectations of quality and service. To this end, the company's quality management system (QMS) has been structured to encompass all aspects of the company's activities including such areas as sales, design and client service.

By adopting our QMS on all aspects of the company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements.
- Ensure projects are completed to programme and within budget.
- Improve productivity by having consistent procedures.
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training.
- Continually improve the standard of service we provide internally and externally.
- Achieve continuous and appropriate improvement in all aspects of the company.

Our quality management manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key performance indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the quality management system.

Award Winning

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