

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: London Fields/Middleton Road Traffic Management Scheme

AGREE TO

1. Make permanent the width restrictions in the Middleton Road section of Quietway 2, subject to the following mitigation measures below being taken forward for investigation and implementation:
 - a) Middleton Road close to junction of Lansdowne Drive – investigate and implement a revised design for cyclists and motor vehicles.
 - b) Middleton Road at the junction with Mulberry Road and Mayfield Road – investigate and implement a revised design for cyclists and motor vehicles.

REASONS

1. Prevent rat-running Heavy Goods Vehicles (HGVs) traffic travelling through this section of the Quietway and make conditions safer for cyclists by encouraging these types of vehicles to remain on the main road network.
2. Improve air quality and reduce emissions within the local neighbourhood.
3. To improve the aesthetics of the width restrictions.

1.0 BACKGROUND

- 1.1 The Council is committed to promoting and encouraging cycling as a clean, healthy and efficient way to travel and Hackney has been recognised as a leading cycling borough for the work we have undertaken in this respect to date. Hackney now has record levels of cycling amongst residents and visitors in the borough and the Council's intention is to continue to promote and encourage cycling as a sustainable transport alternative to private motor vehicle use, due to the wide range of benefits it provides, both at an individual level and to the wider transport network and environment.

- 1.2 In spring 2013 the Mayor of London published a 'Cycling Vision for London' – a 10 year strategy with approximately £1bn investment to increase the levels of cycling in London. One of the primary objectives of the strategy is to create a “tube network for the bike” – a mixture of fast commuter cycle routes offering dedicated cycle facilities on key main routes, complemented by a number of “Quietways” (a network of quieter, low-traffic cycle routes throughout London) which together will form a network of direct, joined-up cycle routes throughout London.
- 1.3 Within the London Borough of Hackney, the Bloomsbury to Walthamstow Quietway starts at the boundary with Islington by Southgate Road and runs eastwards to London Fields via Middleton Road, and then north-eastwards to Lea Bridge Road and the boundary with Waltham Forest.
- 1.4 One of the key objectives of the Quietway routes is to link destinations, following backstreet routes, through parks, along waterways or tree-lined streets. The routes aim to overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for those cyclists who want to travel at a gentler pace.
- 1.5 In January 2016 the Council consulted on a number of potential traffic management options to reduce the amount of traffic using Middleton Road, which is part of TfL's Quietway 2 route between Bloomsbury and Walthamstow.
- 1.6 A number of key issues were identified along the route and Transport for London (TfL) provided Hackney Council with funding to make improvements. These include tackling specific locations such as junctions and crossings, and where possible, reducing the volume of traffic along the route. Ideally, traffic volumes should be lower than 2000 vehicles per day.
- 1.7 Four options were proposed, however there was polarisation in the views amongst residents. The consultation was subsequently discussed at Cabinet in July 2016, where it was agreed that the Council would:
 - implement width restrictions in Middleton Road to remove heavy goods vehicles (HGVs) from Middleton Road
 - work with local residents and cycling groups to investigate and identify further options to address the traffic and pollution issues raised during the consultation
- 1.8 Width restrictions were installed on Middleton Road in November 2016. In addition, junction table construction, parking bays removal and upgrading of humps to a sinusoidal profile were also undertaken in Middleton Road. See Appendix A – Works Notification.

2.0 PROPOSALS

- 2.1 This Delegated Powers Decision is seeking approval for the scheme to be made permanent in terms of the specific measures identified in the table overleaf, either without change, or amended following the experimental period.

Measure	Make Permanent / Amendments Proposed
Width restriction on Middleton Road between Mayfield Road and Mulberry Road	Maintain a width restriction at this location, with design amendments.
Width restriction on Middleton Road close to the junction of Lansdowne Drive.	Maintain a width restriction at this location, with design amendments.

3.0 POLICY CONTEXT

3.1 Council's Transport Strategy

3.1.1 The Council's Transport Strategy includes a Liveable Neighbourhoods Plan. It recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

3.1.2 This aspiration can only be achieved by reducing the dominance of the private vehicle. Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with nearly 10,000 Londoners dying early every year as a result (Kings College London, 2015). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).

3.1.3 The Transport Strategy includes a number of actions that are relevant to this scheme:

LN3: Improving air quality - Continue to tackle poor air quality, reducing NO2 and PM10 emissions

LN15: Filtered Streets - Reducing motor traffic on residential streets
Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic

C8; Reallocation of road space - Continue to reallocate road space from private motor vehicles to cycle infrastructure provision

C33: Area Based Filtered Permeability Reviews - Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes

3.2 Mayor of London's Transport Strategy

The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in.

- 3.2.1 It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air. It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.
- 3.2.2 This approach will reduce health and economic inequalities and help support an ageing population by providing low-cost, accessible travel options for Londoners who are currently reliant on cars – or who cannot get around at all. A shift from car use to these more space-efficient means of travel also provides the only long-term solution to the congestion challenges that threaten London's status as an efficient, well-functioning city. Reliable deliveries and servicing, high-quality public services and easy access to workplaces and cultural and leisure attractions are all dependent on the development of an increasingly efficient transport network. Reducing car dependency is the only way to keep London moving. Above all, the shift away from the use of the car will be vital in creating a future London that is not only home to more people, but is a better place for all those people to live in. A new way of thinking is required to put this into practice – the new Healthy Streets Approach will put human health and experience at the heart of planning a city. The Mayor's aim for 2041 is for 80 per cent of Londoners' trips to be on foot, by cycle or by using public transport.
- 3.2.3 The strategy includes a number of relevant policies and proposals that are relevant to this scheme. The Mayor, through TfL and the boroughs, and working with other transport providers, will:

Policy 1: seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

Proposal 1: improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by:

a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.

Proposal 8: work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.

4.0 FEEDBACK DURNING REVIEW PERIOD

- 4.1 Works in the Middleton Road were scheduled to commence on the 17th October 2016 and the review period, allowing for comments, was open until 17th March 2017.
- 4.2 During this period the Council received responses from 85 respondents. Overall the feedback was positive with 35(41%) respondents stating that the width restrictions have been successful in reducing HGV traffic from Middleton Road.
- 4.3 Despite this the general theme is that Middleton Road is still used by through traffic and many would support further measures. Indeed over a third 33(39%) of the responses received supported the closing of parts of Middleton Road completely.
- 4.4 Moreover, concerns were raised that following the changes traffic, in particular HGVs, had increased on nearby roads such as Lansdowne Drive and smaller roads in the area. This was mentioned by 18 (21%) of respondents.
- 4.5 The main areas of concern are shown below:

4.6 Cut through/rat-run continues

- 4.6.1 The Council received 35 comments from residents who had concerns regarding through traffic/rat run levels remaining high despite the width restriction being in place.
- 4.6.2 **Officer's response:-** The measures were designed to significantly reduce HGVs from Middleton Road, as this road forms part of the Quietway 2 route. The scheme was proposed to create a safe environment for cyclists by excluding larger vehicles from using the road. However this measure does not affect smaller motor vehicles and vans. Further measures are being considered to reduce through traffic in the area as a whole and residents in Middleton Road will be consulted once these plans have developed further.

4.7 Close Middleton Road Completely

- 4.7.1 This issue was raised by 33 respondents whom were in favour of a complete closure of Middleton Road.
- 4.7.2 **Officer's response:-** A variety of answers were provided for this option, over one in ten simply believed it to be the best option (13%) and over one in ten said they thought the previously consulted Option 1 (closure of 13 junctions to through traffic) was better. The most common reasons for opposition were concern about traffic increases in general (3%) and on a variety of specified roads (2%). 4% did not want a Middleton Road closure and 4% thought there might be traffic increases in Richmond Road with this option. The decision made by Cabinet was not to close Middleton Road as this did not have wider community support. It is not proposed to revisit this at this point in time.

4.8 Measures needed at the junction of Middleton Road/Queensbridge Road

- 4.8.1 26 respondents commented on the Middleton Road/Queenbridge Road junction and their desire to see measures in place to improve safety at the junction.
- 4.8.2 **Officer's response:-** Over the past five years, eleven collisions were recorded at the junction. Of these, nine involved unsafe vehicular turning and four involved cyclists. This has prompted the Council to come up with measures that will improve conditions for pedestrians and cyclists when crossing the road at this junction. Queensbridge Road is characterised by high speeds and traffic volumes for a typical 20mph road. It is wide and straight and this encourages the higher speed. The [Queensbridge Road - Middleton Road Area Scheme](#) – which was consulted on and has been given approval for implementation – is intended to change driver's behaviour and the character of the road along the section between Albion Drive and Middleton Road. The measures will also allow children to safely cross the road to gain access to Queensbridge Road Primary School.

4.9 Improve design of the width restriction

- 4.9.1 23 respondents shared a view that the width restrictions should be redesigned to provide greening and improved access for cyclists.
- 4.9.2 **Officer's response:-** We will be reviewing the existing width restrictions in Middleton Road in accordance with the comments received through the consultation process. The report requests amendments be undertaken if reviews show the design can be improved to better facilitate road users.

5.0 Pollution

- 5.0.1 This issue was raised by 18 members of the public who stated that the proposals will increase pollution in the area.
- 5.0.2 **Officer's response:-** The Council has an extensive nitrogen dioxide diffusion tube network across the borough, as well as some tubes in the Middleton Road. The wider network allows us to model air quality in areas not directly monitored.
- 5.0.3 The national air quality objective for NO₂ is commonly failed along strategic Transport for London routes which we as a local authority have little control over. When addressing pollution across London on a strategic level it is schemes such as the expansion of the Ultra-Low Emission Zone to cover more of London (it would incorporate all of Hackney) that is anticipated to have a real impact on reducing air pollution. For more information visit: <https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-2/?cid=airquality-consultation>
- 5.0.4 Air Quality is an issue which concerns a number of teams in the council and as such Pollution Control (Land, Air & Water) work closely with Streetscene to ensure that every opportunity is taken to improve air quality across the borough. Streetscene has produced a transport strategy <https://www.hackney.gov.uk/transport-strategy> which specifically deals with road network and vehicle improvements.

5.0.5 An overarching document which defines the actions being taken by the council as a whole to improve air quality is our Air Quality Action Plan (AQAP). The AQAP is approved and monitored by the Greater London Authority (GLA) and in April an Annual Status Report (ASR) is produced which evaluates the progress made in delivering actions to improve air quality in line with the borough's AQAP. Air quality documents are available via the following link <https://www.hackney.gov.uk/air-pollution>.

5.0.6 A table summarising the site monitored in Middleton Road area can be found below:

Diffusion Tube Middleton Road 2
 Reference:
 Location: 48B Middleton Rd

Month	Nitrogen dioxide concentration ug/m3
Jan-17	58
Feb-17	61.2
Mar-17	48.9
Apr-17	41
May-17	33.9
Jun-17	42
Jul-17	33.4
Aug-17	40.6
Sep-17	41.7
Oct-17	44

Note:

The monitoring for 2017 is incomplete and has not been corrected using bias adjustment factors, which are usually published around April 2018. Bias adjustment factors increase the accuracy of diffusion tubes by correcting them against more accurate continuous monitors. Once final data is available they will be able to be compared to the annual mean objective for nitrogen dioxide (40ug/m3) at relevant locations such as the façades of residential property to assess whether air quality objectives are exceeded.

5.0.7 Once we have complete data for 2017, all available data for the monitoring locations associated with the Middleton Road scheme will be reviewed to identify whether there are any discernible trends in air pollution.

5.0.8 Further proposals will come forward in due course to reduce through traffic in this area, reducing pollution levels even more.

5.1 Bus only filter on Lansdowne or Westgate

5.1.1 Some respondents, 20 in total, expressed a view on seeing a bus only filter on Lansdowne Drive or Westgate Street.

5.1.2 **Officer's response:-** Whilst 12% thought this was the best option, 8% also mentioned that Option 1 (Closure of 13 junctions to through traffic) was preferred over Option 3 (Lansdowne Drive Bus Gate with possible Middleton Road closure). Specific mentions were made about it reducing traffic on Lansdowne Drive (6%) and 5% made a positive comment about the bus gate. The most common reasons for opposition were 4% who thought there might be traffic increases in Richmond Road with this option and there was also concern about traffic increases in general (3%) and on a variety of specified roads (2%).

5.1.3 A bus gate and School Street has subsequently been approved at Lansdowne Drive and Westgate Street respectively. A consultation was undertaken to ascertain residents' and businesses views on these traffic interventions as well as a banned 'left turn' into Richmond Road from Mare Street. The results can be viewed [here](#).

5.2 HGVs on smaller roads

5.2.1 20 respondents raised concerns that larger vehicles are now using smaller roads in the area to avoid the width restrictions on Middleton Road.

5.2.2 **Officer's response:-** Additional measures have now been outlined for wider proposals in the London Fields area resulting from the reviews, analysis and public engagements undertaken by the Council. The aim of the forthcoming scheme will be to further minimize the flow of through traffic in the London Fields area, leading to improved air quality and safer roads for walking and cycling. These measures should further reduce larger vehicles 'rat running' through the London Fields Area including roads Middleton Road.

5.2.3 We received responses from a few residents who advised that the width restrictions had increased the number of HGVs in their road. These were received mainly from Lavender Grove and Lansdowne Drive.

5.2.4 A summary of the 24 hour weekday data for Lavender Grove (which runs parallel to Middleton Road) from before and after the implementation of the width restrictions is detailed under DATA ANALYSIS in **Section 6.0**. For the entire analysis, refer to Appendices F, G, H, I, J, K, L and M.

5.3 Revert Changes

5.3.1 6 respondents expressed views of wanting to see the changes reverted i.e. the removal of the width restrictions.

5.3.2 **Officer's response:-** As stated, the previous consultation was discussed at [Cabinet in July 2016](#), where it was agreed that the Council would implement width restrictions in Middleton Road on an experimental basis. This was to remove heavy goods vehicles (HGVs) from Middleton Road. Data analysis show the scheme has had the desired effect. This document seeks to make the width restrictions permanent.

5.4 No access for School Vehicles

5.4.1 A resident of Middleton Road made us aware that the school bus that collects her children who have special needs, no longer stops outside her home as a result of the width restriction.

5.4.2 **Officer's response:-** We sympathise greatly with the plight of the resident, however we feel the overall benefits to the area i.e. the reduction of HGV traffic, outweighs the inconvenience some residents may experience. We consulted stakeholders such as emergency services, London Buses, refuse collections and schools within the area to allow them to adapt their services to the changes that were being proposed. We anticipate other services that might not have fallen into our consultation scope would adapt to the changes in a similar fashion.

6.0 DATA ANALYSIS

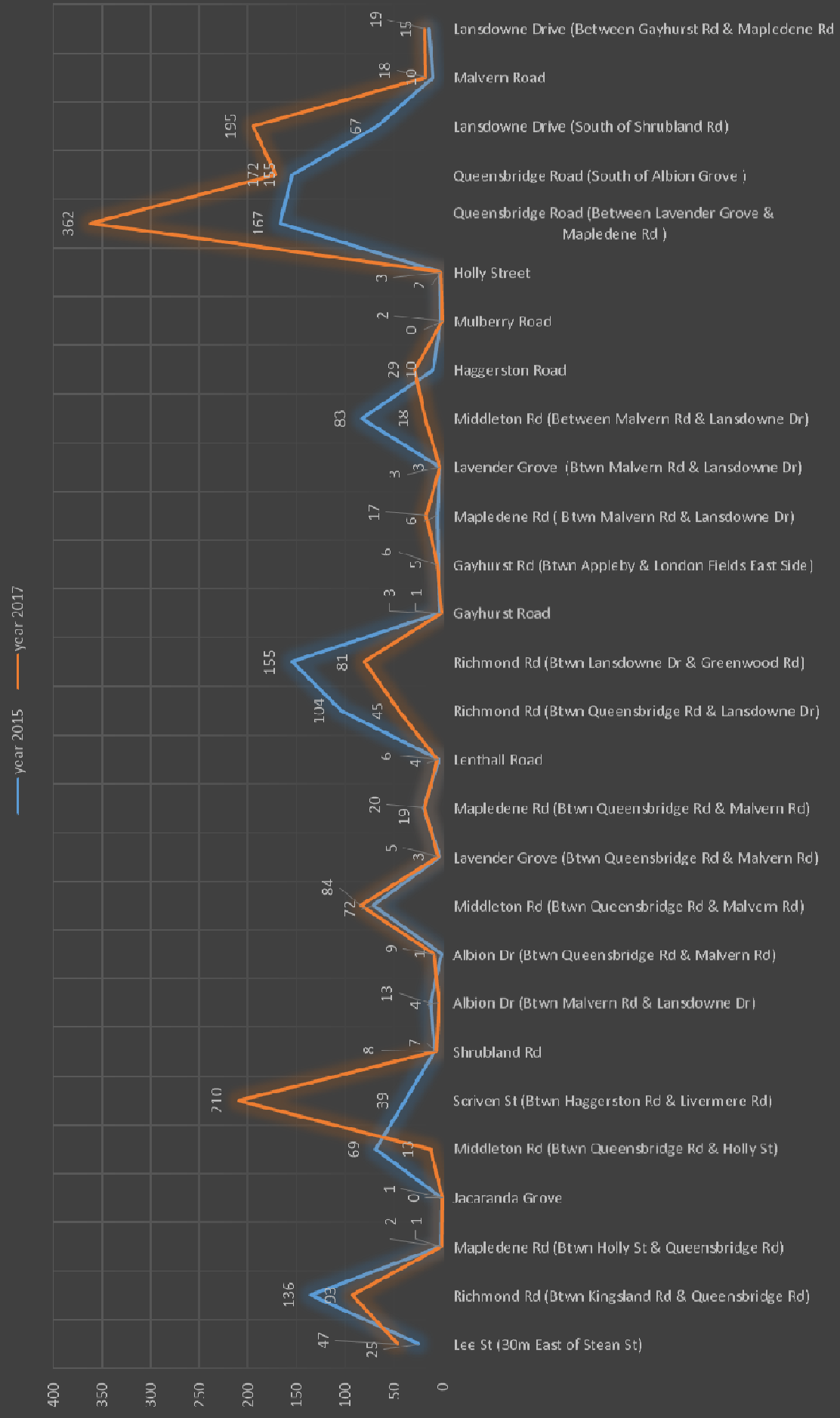
- 6.1 The changes discussed in this document were introduced following a previous consultation which ran from 4 January to 27 March 2016. Approval was given at Cabinet in July 2016 for the implementation of Option 4, width restrictions in Middleton Road, on an experimental basis. A Traffic Management Order was made on 31/10/2016 (Appendix B). It was agreed that the width restrictions would be monitored by the Council for a minimum of 6 months to assess the impact of the changes and allow submission of representations from affected stakeholders.
- 6.2 Works in the area commenced in October 2016 – surveys were conducted before and after construction of the width restrictions on the following dates: October 2014, April 2015, April 2017 and October 2017. The results are shown in Appendices C, D and E.
- 6.3 In April 2017, survey data was not collected from the same location as it was in 2014 which gave inaccurate readings. This was rectified in the October 2017 surveys. A summary of the 24 hour weekday data for HGVs on Middleton Road from before and after the implementation of the width restrictions is detailed below. For the entire analysis refer to Appendices C, D and E.

6.4 Excerpts from the 24 hour weekday data

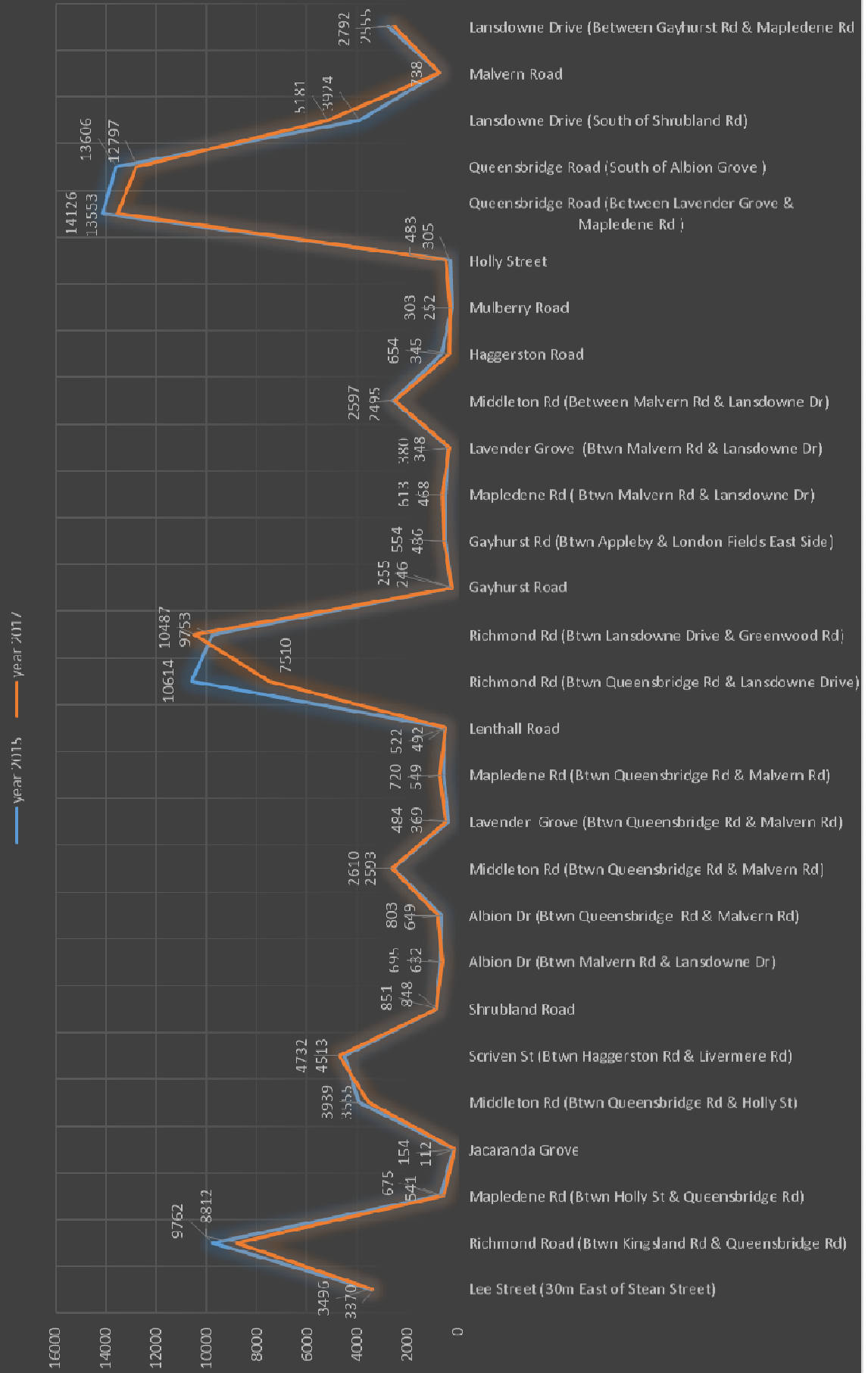
Middleton Rd Junction with Mulberry Rd October 2014 – 69 HGVs April 2017 – 85 HGVs October 2017 – 13 HGVs	Middleton Rd near Lansdowne Drive October 2014 – 83 HGVs April 2017 – 170 HGVs October 2017 – 18 HGVs
Lavender Grove near Queensbridge Rd April 2015 – 3 HGVs April 2017 – 5 HGVs	Lavender Grove near Lansdowne Drive April 2015 – 3 HGVs April 2017 – 3 HGVs
Lansdowne Drive near Gayhurst Rd February 2013 – 15 HGVs April 2017 – 19 HGVs	Lansdowne Drive near Shrubland Rd February 2013 – 67 HGVs April 2017 – 195 HGVs

- 6.5 Survey data indicated HGV numbers have come down in Middleton Road as desired and as a result it is proposed to make permanent the width restrictions, with physical amendments.
- 6.6 However in the area as a whole HGV numbers have gone up in other roads (as shown on the analysis pages below), which could be a result of vehicles finding alternative routes to avoid the width restrictions. Following further investigations and a consultation with residents and businesses, the Council will be implementing an experimental Bus Gate, School Street and banned 'left turn' in the London Fields area. Additional vehicle surveys will be undertaken in the 9 month experimental period to ascertain whether the measure have had a positive effect on reducing through traffic, including HGVs in the London Fields area.
- 6.7 The Motor Vehicle (general traffic) analysis on Page 11 shows little change before and after the construction of width restrictions. Further analysis will be undertaken after the implementation of the School Street, Bus Gate and banned 'right turn'.

Analysis of HGVs in the London Fields area



Analysis of Motor Vehicles (except Motorcycles)



7.0 IMPACTS

7.1 The proposals have:

- Reduced HGV traffic through Middleton Road between Mulberry Road and Kingsland Road and Malvern Road and Lansdowne Drive.
- Appeared to have improved air quality in Middleton Road at the location at which the data was collected (data over a longer period is needed to confirm this. Refer to Section 5.0).
- Improved safety for cyclists

7.2 Equalities Impact Assessment

7.2.1 In developing these proposals consideration has been given to the impact in terms of Equalities. The Council’s overall objectives are set out in the EQIA for the Hackney LIP and Transport Strategy which stress the Council’s desire to see all schemes developed to provide a high quality environment for all residents regardless of their level of mobility. At each stage of the design process designers have ensured that all opportunities have been taken to provide facilities to, or above the current design best practice.

8.0 FINANCIAL IMPLICATIONS

8.1 Funding for the permanent scheme will come from Streetscene’s Capital Budget and is estimated to be in the order of no more than £15,000 subject to detailed design.

9.0 RECOMMENDATIONS

9.1 It is recommended that the proposals for the sites detailed in the report are approved to remain as permanent measures (or to be implemented or amended as detailed in the report).

10.0 CONCLUSION

10.1 I have noted the contents of this summary and the associated documents and agree with the recommendation contained therein.

Originally signed by Andrew Cunningham on: - 29 January 2018

Revised Signed: - *ASC*

Revised Dated: - *3 May 18*

Andrew Cunningham – Head of Streetscene

cc Councillor Demirci – Cabinet Member for Neighbourhoods, Transport & Parks

cc Aled Richards – Director of Public Realm

cc Kate Hart – Group Engineer, Design and Engineering



Works Notification

Middleton Road Width Restrictions

In January 2016 the Council consulted on a number of potential traffic management options to help reduce the amount of traffic using Middleton Road, and where possible the wider London Fields area. Middleton Road forms part of the Bloomsbury to Walthamstow Quietway. The proposed scheme aim to reduce the volume of vehicles using Middleton Road to create a safer environment for cycling.

In July 2016 the Council Cabinet made a decision to proceed with the implementation of two width restrictions on Middleton Road. The cabinet report can be viewed online at:

<http://mginternet.hackney.gov.uk/ieListDocuments.aspx?CI=111&MI=3555>

Proposals includes (See plan overleaf for details)

- Installation of two width restrictions on Middleton Road at the following locations:
 - 1) Between Mayfield Road and Mulberry Road
 - 2) Near to the junction with Lansdowne Drive
- Reconstructing the ramps of the existing speed tables and humps along Middleton Road to improve riding condition for cyclists.

Construction and Traffic Management

The works are scheduled to start the week commencing **17 October 2016** and overall will take approximately 6 weeks to complete (weather permitting).

In order to enable the works to be carried out safely, temporary short term road closures will be required at

the individual works locations. We will endeavour to keep the timing of the closures to a minimum and, when they are in place, alternative diversion routes will be clearly marked.

Please avoid parking in the area of the works, which will be clearly marked with signs, cones and barriers, as offending vehicles may have to be removed.

The Council apologises for any inconvenience that these works may cause and will endeavor to keep disruption to a minimum.

Review of the width restrictions:

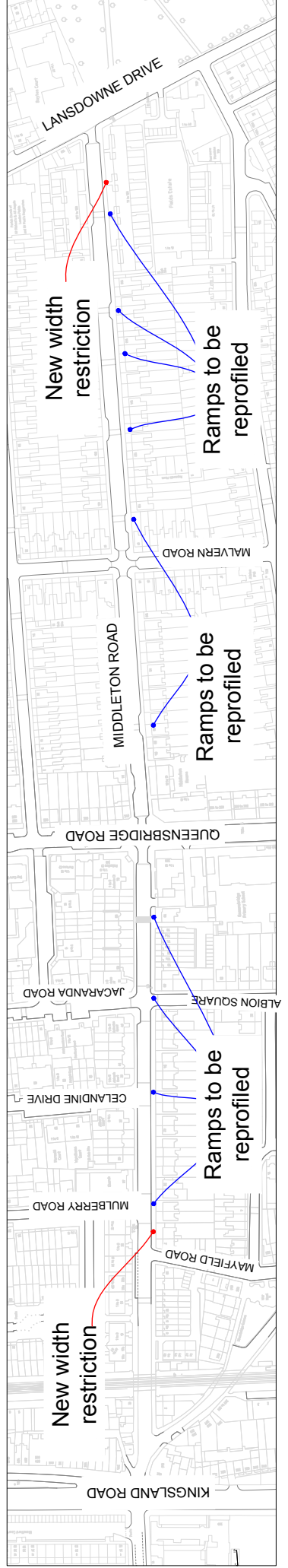
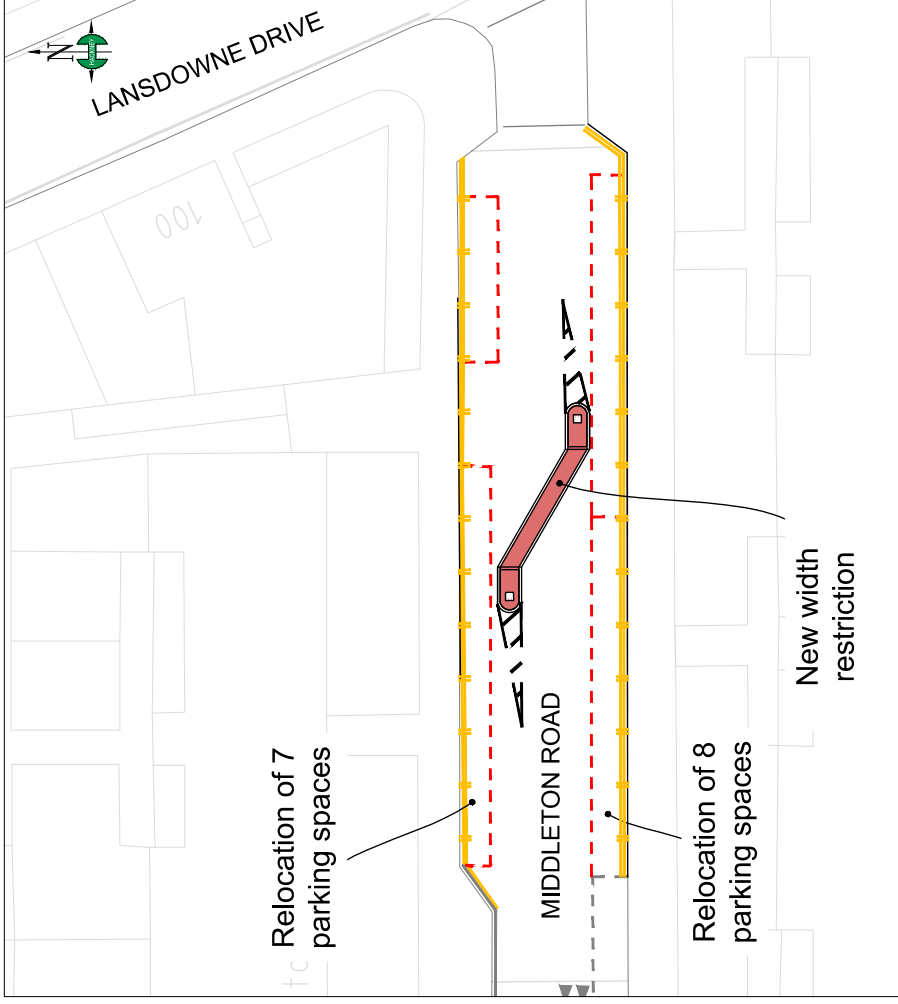
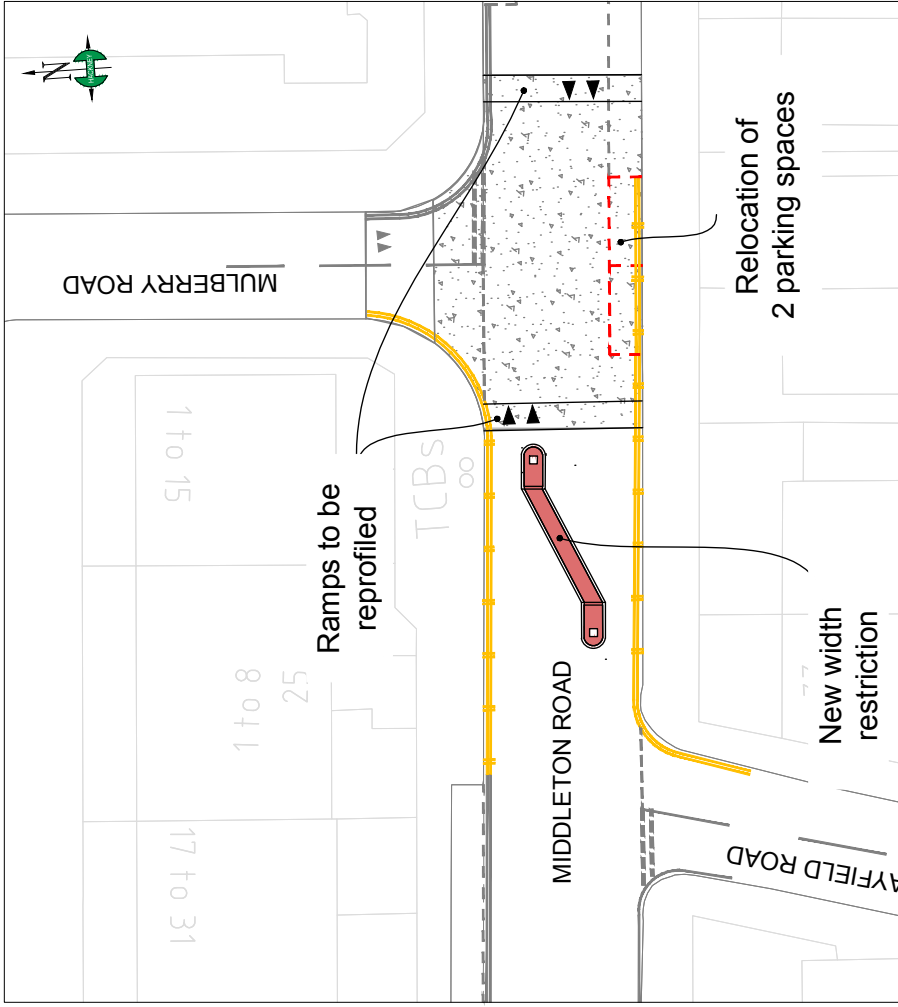
In response to concerns raised during the consultation we will closely monitor the impact of the changes, particularly as to how they affect safety, motor traffic and residents' perceptions.

We will review any comments received approximately 6 months after the restrictions have been introduced. During this period the local community will have an opportunity to understand the overall impact of the restrictions and provide comments.

Please submit your comments on how the scheme is operating before **17 March 2017** by sending an email titled 'Quietway 2 – Middleton Road Width Restrictions Trial' to info@hackney.gov.uk. We will give due consideration to all comments received during the trial period to help inform the final decision on the scheme.



MIDDLETON ROAD WIDTH RESTRICTIONS



The London Borough of Hackney

TRAFFIC MANAGEMENT ORDER

**The Hackney (Prescribed Routes and 20 mph Speed Limit) (Consolidation)
(Amendment No.15) Order 2016**

2016 No.276

Made: 28th October 2016

Coming into force 7th November 2016

The Council of the London Borough of Hackney having consulted the Commissioner of Police for the Metropolis, in exercise of the powers under the Road Traffic Regulation Act 1984 as amended by the Traffic Management Act 2004 and all the other enabling powers, hereby make the following Order:-

Citation and Commencement

1. This Order may be cited as the Hackney (Prescribed Routes and 20 mph Speed Limit) (Consolidation) (Amendment No.15) (TT1168) Order 2016 and shall come into force on 7th November 2016.

Interpretation

2. Any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule of this Order so numbered and a reference to a numbered paragraph is to the paragraph so numbered in the Article in which the reference occurs.

Amendments

3. Without prejudice to the validity of anything done or to the liability incurred in respect of any act or omission before the coming into operation of this Order the Hackney (Prescribed Routes and 20 mph Speed limit) (Consolidation No 1) Order 2015 (the 2015 Order) shall have effect from the date of this Order
4. The following Article be inserted in the correct alphabetical and numerical sequence

Width Limit

- 12 No person shall permit a vehicle the width of which exceeds 6' 6" (2.1 metres) to proceed past any point in a road specified in column 1 at the location specified in column 2 during the times specified in column 3 to Schedule 10 to this Order.

5. The following inserted in the correct alphabetical and numerical sequence

Schedule 10
6' 6" (2.1m) Width Limit

1	2	3	4
Road name	Location	Times of operation	Specific exemptions
Middleton Road	a) At a point 30m west of the junction with Lansdown Road b) At a point 12 m west of the junction with Mulberry Road	At any time	Pedal Cycles

Dated this 31st day of October 2016


Andrew Cunningham

Head of Streetscene – Public Realm
(The officer appointed for this purpose)

**MIDDLETON ROAD - WESTBOUND - TRAFFIC COUNTS 2014/2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions														
Weekday Analysis - Westbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours														
General Information		Oct-14			Apr-17			Difference		Oct-17			Difference	
Item	Road Name	Date	Time	Motor Vehicles Only	Date	Time	Motor Vehicles Only	Motor Vehicles	%	Date	Time	Motor Vehicles Only	Motor Vehicles	%
1	Middleton Road (West of Queensbridge Road)	Wed 08/10/14	24 hours	1816	Wed 26/04/17	24 hours	1739	-77	-4.24%	Wed 18/10/17	24 hours	1163	-576	-33.12%
2	Middleton Road (East of Queensbridge Road)	Wed 01/10/14	24 hours	1334	Wed 26/04/17	24 hours	1161	-173	-12.97%	Wed 18/10/17	24 hours	1263	102	8.79%

**MIDDLETON ROAD - EASTBOUND - TRAFFIC COUNTS 2014/2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions														
Weekday Analysis - Eastbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours														
General Information		Oct-14			Apr-17			Difference		Oct-17			Difference	
Item	Road Name	Date	Time	Motor Vehicles Only	Date	Time	Motor Vehicles Only	Motor Vehicles	%	Date	Time	Motor Vehicles Only	Motor Vehicles	%
1	Middleton Road (West of Queensbridge Road)	Wed 08/10/14	24 hours	1819	Wed 26/04/17	24 hours	2120	301	16.55%	Wed 18/10/17	24 hours	1345	-775	-36.56%
2	Middleton Road (East of Queensbridge Road)	Wed 01/10/14	24 hours	1316	Wed 26/04/17	24 hours	1281	-35	-2.66%	Wed 18/10/17	24 hours	1079	-202	-15.77%

**MIDDLETON ROAD - WESTBOUND - TRAFFIC COUNTS 2014/2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions														
Weekday Analysis - Westbound Movement - (Cycles Only) - 24 Hours														
General Information		Oct-14			Apr-17			Difference		Oct-17			Difference	
Item	Road Name	Date	Time	Total Cycles	Date	Time	Total Cycles	Cycles	%	Date	Time	Total Cycles	Cycles	%
1	Middleton Road (West of Queensbridge Road)	Wed 08/10/14	24 hours	389	Wed 26/04/17	24 hours	647	258	66.32%	Wed 18/10/17	24 hours	258	-389	-60.12%
2	Middleton Road (East of Queensbridge Road)	Wed 01/10/14	24 hours	699	Wed 26/04/17	24 hours	610	-89	-12.73%	Wed 18/10/17	24 hours	401	-209	-34.26%

**MIDDLETON ROAD - EASTBOUND - TRAFFIC COUNTS 2014/2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions														
Weekday Analysis - Eastbound Movement - (Cycles Only) - 24 Hours														
General Information		Oct-14			Apr-17			Difference		Oct-17			Difference	
Item	Road Name	Date	Time	Total Cycles	Date	Time	Total Cycles	Motor vehicles	%	Date	Time	Total Cycles	Cycles	%
1	Middleton Road (West of Queensbridge Road)	Wed 08/10/14	24 hours	507	Wed 26/04/17	24 hours	671	164	32.35%	Wed 18/10/17	24 hours	475	-196	-29.21%
2	Middleton Road (East of Queensbridge Road)	Wed 01/10/14	24 hours	596	Wed 26/04/17	24 hours	546	-50	-8.39%	Wed 18/10/17	24 hours	593	47	8.61%

**MIDDLETON ROAD - WESTBOUND - TRAFFIC COUNTS 2014/2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions														
Weekday Analysis - Westbound Movement - (HGVs Only) - 24 Hours														
General Information		Oct-14/Apr-15			Apr-17			Difference		Oct-17			Difference	
Item	Road Name	Date	Time	HGVs Only	Date	Time	HGVs Only	HGVs	%	Date	Time	HGVs Only	HGVs	%
1	Middleton Road (West of Queensbridge Road)	Wed 08/10/14	24 hours	22	Wed 26/04/17	24 hours	83	61	277.27%	Wed 18/10/17	24 hours	2	-81	-97.59%
2	Middleton Road (East of Queensbridge Road)	Wed 15/04/15	24 hours	34	Wed 26/04/17	24 hours	39	5	14.71%	Wed 18/10/17	24 hours	10	-29	-74.36%

**MIDDLETON ROAD - EASTBOUND - TRAFFIC COUNTS 2014/2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions														
Weekday Analysis - Eastbound Movement - (HGVs Only) - 24 Hours														
General Information		Oct-14/Apr-15			Apr-17			Difference		Oct-17			Difference	
Item	Road Name	Date	Time	HGVs Only	Date	Time	HGVs Only	HGVs	%	Date	Time	HGVs Only	HGVs	%
1	Middleton Road (West of Queensbridge Road)	Wed 08/10/14	24 hours	47	Wed 26/04/17	24 hours	87	40	85.11%	Wed 18/10/17	24 hours	11	-76	-87.36%
2	Middleton Road (East of Queensbridge Road)	Wed 15/04/15	24 hours	49	Wed 26/04/17	24 hours	46	-3	-6.12%	Wed 18/10/17	24 hours	8	-38	-82.61%

**LONDON FIELDS - EASTBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions										
Weekday Analysis - Eastbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours										
General Information		Before			Final Traffic Counts			Difference		Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%	
1	Lee Street (30m East of Stean Street)	Wed 21/10/15	24 hours	1782	Wed 26/04/17	24 hours	1714	-68	-3.82%	
5	Richmond Road (Between Kingsland Rd & Queensbridge Rd)	Wed 15/04/15	24 hours	4828	Wed 26/04/17	24 hours	4934	106	2.20%	
7	Mapledene Road (Between Holly St & Queensbridge Rd)	Wed 01/10/14	24 hours	307	Wed 26/04/17	24 hours	368	61	19.87%	
8	Jacaranda Grove	Wed 01/10/14	24 hours	64	Wed 26/04/17	24 hours	90	26	0.00%	
9	Middleton Road (Between Queensbridge Rd & Holly St)	Wed 08/10/14	24 hours	1819	Wed 26/04/17	24 hours	2120	301	16.55%	
13	Scriven Street (Between Haggerston Rd & Livermere Rd)	Wed 21/10/15	24 hours	2078	Wed 26/04/17	24 hours	2435	357	17.18%	
15	Shrubland Road	Wed 15/04/15	24 hours	333	Wed 26/04/17	24 hours	518	185	55.56%	
18	Albion Drive (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	321	Wed 26/04/17	24 hours	374	53	16.51%	
19	Albion Drive (Between Queensbridge Rd & Malvern Rd)	Wed 21/10/15	24 hours	317	Wed 26/04/17	24 hours	332	15	4.73%	
20	Middleton Road (Between Queensbridge Rd & Malvern Rd)	Wed 01/10/14	24 hours	1305	Wed 26/04/17	24 hours	1288	-17	-1.30%	
21	Lavender Grove (Between Queensbridge Rd & Malvern Rd)	Wed 15/04/15	24 hours	204	Wed 26/04/17	24 hours	165	-39	-19.12%	
22	Mapledene Road (Between Queensbridge Rd & Malvern Rd)	Wed 15/04/15	24 hours	282	Wed 26/04/17	24 hours	267	-15	-5.32%	
23	Lenthall Road	Wed 15/04/15	24 hours	253	Wed 26/04/17	24 hours	269	16	6.32%	
25	Richmond Road (Between Queensbridge Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	5189	Wed 26/04/17	24 hours	5425	236	4.55%	
26	Richmond Road (Between Lansdowne Drive & Greenwood Rd)	Wed 25/06/14	24 hours	5215	Wed 26/04/17	24 hours	4538	-677	-12.98%	
27	Gayhurst Road	Wed 15/04/15	24 hours	120	Wed 26/04/17	24 hours	135	15	12.50%	
28	Gayhurst Road (Between Appleby & London Fields)	Wed 21/10/15	24 hours	206	Wed 26/04/17	24 hours	280	74	35.92%	
30	Mapledene Road (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	222	Wed 26/04/17	24 hours	246	24	10.81%	
31	Lavender Grove (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	131	Wed 26/04/17	24 hours	249	118	90.08%	
32	Middleton Road (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	1316	Wed 26/04/17	24 hours	1281	-35	-2.66%	

**LONDON FIELDS - WESTBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions										
Weekday Analysis - Westbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours										
General Information		Before			Final Traffic Counts			Difference		Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%	
1	Lee Street (30m East of Stean Street)	Wed 21/10/15	24 hours	1645	Wed 26/04/17	24 hours	1725	80	4.86%	
5	Richmond Road (Between Kingsland Rd & Queensbridge Rd)	Wed 15/04/15	24 hours	4625	Wed 26/04/17	24 hours	4187	-438	-9.47%	
7	Mapledene Road (Between Holly St & Queensbridge Rd)	Wed 01/10/14	24 hours	264	Wed 26/04/17	24 hours	277	13	4.92%	
8	Jacaranda Grove	Wed 01/10/14	24 hours	57	Wed 26/04/17	24 hours	55	-2	-3.51%	
9	Middleton Road (Between Queensbridge Rd & Holly St)	Wed 08/10/14	24 hours	1816	Wed 26/04/17	24 hours	1739	-77	-4.24%	
13	Scriven Street (Between Haggerston Rd & Livermere Rd)	Wed 21/10/15	24 hours	2117	Wed 26/04/17	24 hours	2615	498	23.52%	
15	Shrubland Road	Wed 15/04/15	24 hours	508	Wed 26/04/17	24 hours	340	-168	-33.07%	
18	Albion Drive (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	323	Wed 26/04/17	24 hours	309	-14	-4.33%	
19	Albion Drive (Between Queensbridge Rd & Malvern Rd)	Wed 21/10/15	24 hours	407	Wed 26/04/17	24 hours	396	-11	-2.70%	
20	Middleton Road (Between Queensbridge Rd & Malvern Rd)	Wed 01/10/14	24 hours	1262	Wed 26/04/17	24 hours	1348	86	6.81%	
21	Lavender Grove (Between Queensbridge Rd & Malvern Rd)	Wed 15/04/15	24 hours	242	Wed 26/04/17	24 hours	242	0	0.00%	
22	Mapledene Road (Between Queensbridge Rd & Malvern Rd)	Wed 15/04/15	24 hours	352	Wed 26/04/17	24 hours	368	16	4.55%	
23	Lenthall Road	Wed 15/04/15	24 hours	267	Wed 26/04/17	24 hours	225	-42	-15.73%	
25	Richmond Road (Between Queensbridge Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	4454	Wed 26/04/17	24 hours	3056	-1398	-31.39%	
26	Richmond Road (Between Lansdowne Drive & Greenwood Rd)	Wed 25/06/14	24 hours	4613	Wed 26/04/17	24 hours	5874	1261	27.34%	
27	Gayhurst Road	Wed 15/04/15	24 hours	139	Wed 26/04/17	24 hours	107	-32	-23.02%	
28	Gayhurst Road (Between Appleby & London Fields)	Wed 21/10/15	24 hours	375	Wed 26/04/17	24 hours	179	-196	-52.27%	
30	Mapledene Road (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	290	Wed 26/04/17	24 hours	323	33	11.38%	
31	Lavender Grove (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	185	Wed 26/04/17	24 hours	163	-22	-11.89%	
32	Middleton Road (Between Malvern Rd & Lansdowne Drive)	Wed 15/04/15	24 hours	1334	Wed 26/04/17	24 hours	1161	-173	-12.97%	

**LONDON FIELDS - NORTHBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions											
Weekday Analysis - Northbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours											
General Information		Before			Final Traffic Counts			Difference			Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%		
2	Haggerston Road	Wed 15/10/14	24 hours	192	Wed 26/04/17	24 hours	462	270	140.63%		
4	Mulberry Road	Wed 01/10/14	24 hours	142	Wed 26/04/17	24 hours	110	-32	-22.54%		
6	Holly Street	Wed 01/10/14	24 hours	140	Wed 26/04/17	24 hours	165	25	17.86%		
10	Queensbridge Road (Between Lavender Grove & Mapledene Rd)	Wed 01/10/14	24 hours	6493	Wed 26/04/17	24 hours	7633	1140	17.56%		
12	Queensbridge Road (South of Albion Grove)	Wed 08/10/14	24 hours	6914	Wed 26/04/17	24 hours	6692	-222	-3.21%		
17	Lansdowne Drive (South of Shrubland Rd)	Wed 13/02/13	24 hours	565	Wed 26/04/17	24 hours	3359	2794	494.51%		
24	Malvern Road	Wed 15/04/15	24 hours	346	Wed 26/04/17	24 hours	392	46	13.29%		
29	Lansdowne Drive (Between Gayhurst Rd & Mapledene Rd)	Wed 13/02/13	24 hours	1226	Wed 26/04/17	24 hours	1566	340	27.73%		

**LONDON FIELDS - SOUTHBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKDAY - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions										
Weekday Analysis - Southbound Movement - 24 Hours										
General Information		Before			Final Traffic Counts			Difference		Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%	
2	Haggerston Road	Wed 15/10/14	24 hours	48	Wed 26/04/17	24 hours	297	249	518.75%	
4	Mulberry Road	Wed 01/10/14	24 hours	164	Wed 26/04/17	24 hours	139	-25	-15.24%	
6	Holly Street	Wed 01/10/14	24 hours	211	Wed 26/04/17	24 hours	272	61	28.91%	
10	Queensbridge Road (Between Lavender Grove & Mapledene Rd	Wed 01/10/14	24 hours	6502	Wed 26/04/17	24 hours	7051	549	8.44%	
12	Queensbridge Road (South of Albion Grove)	Wed 08/10/14	24 hours	6075	Wed 26/04/17	24 hours	6722	647	10.65%	
17	Lansdowne Drive (South of Shrubland Rd)	Thu 7/02/13	24 hours	2088	Wed 26/04/17	24 hours	3093	1005	48.13%	
24	Malvern Road	Wed 15/04/15	24 hours	391	Wed 26/04/17	24 hours	342	-49	-12.53%	
29	Lansdowne Drive (Between Gayhurst Rd & Mapledene Rd	Wed 13/02/13	24 hours	1086	Wed 26/04/17	24 hours	1469	383	35.27%	

**LONDON FIELDS - EASTBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKEND - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions										
Weekend Analysis - Eastbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours										
General Information		Before			Final Traffic Counts			Difference		Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%	
1	Lee Street (30m East of Stean Street)	Sat 17/10/15	24 hours	1753	Sat 22/04/17	24 hours	1918	165	9.41%	
5	Richmond Road (Between Kingsland Rd & Queensbridge Rd)	Sat 18/04/15	24 hours	4091	Sat 22/04/17	24 hours	4805	714	17.45%	
7	Mapledene Road (Between Holly St & Queensbridge Rd)	Sat 27/09/14	24 hours	320	Sat 22/04/17	24 hours	339	19	5.94%	
8	Jacaranda Grove	Sat 27/09/14	24 hours	67	Sat 22/04/17	24 hours	65	-2	-2.99%	
9	Middleton Road (Between Queensbridge Rd & Holly St)	Sat 11/10/14	24 hours	1744	Sat 22/04/17	24 hours	1795	51	2.92%	
13	Scriven Street (Between Haggerston Rd & Livermere Rd)	Sat 17/10/15	24 hours	2078	Sat 22/04/17	24 hours	2254	176	8.47%	
15	Shrubland Road	Sat 18/04/15	24 hours	311	Sat 22/04/17	24 hours	481	170	54.66%	
18	Albion Drive (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	346	Sat 22/04/17	24 hours	400	54	15.61%	
19	Albion Drive (Between Queensbridge Rd & Malvern Rd)	Sat 17/10/15	24 hours	275	Sat 22/04/17	24 hours	80	-195	-70.91%	
20	Middleton Road (Between Queensbridge Rd & Malvern Rd)	Sat 27/09/14	24 hours	1262	Sat 22/04/17	24 hours	1103	-159	-12.60%	
21	Lavender Grove (Between Queensbridge Rd & Malvern Rd)	Sat 18/04/15	24 hours	201	Sat 22/04/17	24 hours	185	-16	-7.96%	
22	Mapledene Road (Between Queensbridge Rd & Malvern Rd)	Sat 18/04/15	24 hours	221	Sat 22/04/17	24 hours	238	17	7.69%	
23	Lenthall Road	Sat 18/04/15	24 hours	256	Sat 22/04/17	24 hours	207	-49	-19.14%	
25	Richmond Road (Between Queensbridge Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	4828	Sat 22/04/17	24 hours	5606	778	16.11%	
26	Richmond Road (Between Lansdowne Drive & Greenwood Rd)	Sat 28/06/14	24 hours	4862	Sat 22/04/17	24 hours	4280	-582	-11.97%	
27	Gayhurst Road	Sat 18/04/15	24 hours	115	Sat 22/04/17	24 hours	125	10	8.70%	
28	Gayhurst Road (Between Appleby & London Fields)	Sat 17/10/15	24 hours	159	Sat 22/04/17	24 hours	237	78	49.06%	
30	Mapledene Road (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	172	Sat 22/04/17	24 hours	203	31	18.02%	
31	Lavender Grove (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	126	Sat 22/04/17	24 hours	310	184	146.03%	
32	Middleton Road (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	1264	Sat 22/04/17	24 hours	1183	-81	-6.41%	

**LONDON FIELDS - WESTBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKEND - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions										
Weekend Analysis - Westbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours										
General Information		Before			Final Traffic Counts			Difference		Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%	
1	Lee Street (30m East of Stean Street)	Sat 17/10/15	24 hours	1644	Sat 22/04/17	24 hours	1637	-7	-0.43%	
5	Richmond Road (Between Kingsland Rd & Queensbridge Rd)	Sat 18/04/15	24 hours	4379	Sat 22/04/17	24 hours	4016	-363	-8.29%	
7	Mapledene Road (Between Holly St & Queensbridge Rd)	Sat 27/09/14	24 hours	222	Sat 22/04/17	24 hours	220	-2	-0.90%	
8	Jacaranda Grove	Sat 27/09/14	24 hours	77	Sat 22/04/17	24 hours	74	-3	-3.90%	
9	Middleton Road (Between Queensbridge Rd & Holly St)	Sat 11/10/14	24 hours	1625	Sat 22/04/17	24 hours	1658	33	2.03%	
13	Scriven Street (Between Haggerston Rd & Livermere Rd)	Sat 17/10/15	24 hours	2089	Sat 22/04/17	24 hours	2166	77	3.69%	
15	Shrubland Road	Sat 18/04/15	24 hours	508	Sat 22/04/17	24 hours	306	-202	-39.76%	
18	Albion Drive (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	321	Sat 22/04/17	24 hours	311	-10	-3.12%	
19	Albion Drive (Between Queensbridge Rd & Malvern Rd)	Sat 17/10/15	24 hours	351	Sat 22/04/17	24 hours	96	-255	-72.65%	
20	Middleton Road (Between Queensbridge Rd & Malvern Rd)	Sat 27/09/14	24 hours	1210	Sat 22/04/17	24 hours	1261	51	4.21%	
21	Lavender Grove (Between Queensbridge Rd & Malvern Rd)	Sat 18/04/15	24 hours	229	Sat 22/04/17	24 hours	323	94	41.05%	
22	Mapledene Road (Between Queensbridge Rd & Malvern Rd)	Sat 18/04/15	24 hours	303	Sat 22/04/17	24 hours	261	-42	-13.86%	
23	Lenthall Road	Sat 18/04/15	24 hours	221	Sat 22/04/17	24 hours	199	-22	-9.95%	
25	Richmond Road (Between Queensbridge Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	4252	Sat 22/04/17	24 hours	3891	-361	-8.49%	
26	Richmond Road (Between Lansdowne Drive & Greenwood Rd)	Sat 28/06/14	24 hours	4334	Sat 22/04/17	24 hours	5850	1516	34.98%	
27	Gayhurst Road	Sat 18/04/15	24 hours	127	Sat 22/04/17	24 hours	96	-31	-24.41%	
28	Gayhurst Road (Between Appleby & London Fields)	Sat 17/10/15	24 hours	241	Sat 22/04/17	24 hours	125	-116	-48.13%	
30	Mapledene Road (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	219	Sat 22/04/17	24 hours	209	-10	-4.57%	
31	Lavender Grove (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	169	Sat 22/04/17	24 hours	178	9	5.33%	
32	Middleton Road (Between Malvern Rd & Lansdowne Drive)	Sat 18/04/15	24 hours	1362	Sat 22/04/17	24 hours	1161	-201	-14.76%	

**LONDON FIELDS - NORTHBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKEND - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions											
Weekend Analysis - Northbound Movement - (Motor vehicles - except Motorcycles & Cycles) - 24 Hours											
General Information		Before			Final Traffic Counts			Difference			Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%		
2	Haggerston Road	Sat 18/10/14	24 hours	247	Sat 22/04/17	24 hours	463	216	87.45%		
4	Mulberry Road	Sat 27/09/14	24 hours	138	Sat 22/04/17	24 hours	133	-5	-3.62%		
6	Holly Street	Sat 27/09/14	24 hours	134	Sat 22/04/17	24 hours	142	8	5.97%		
10	Queensbridge Road (Between Lavender Grove & Mapledene Rd)	Sat 27/09/14	24 hours	6964	Sat 22/04/17	24 hours	8036	1072	15.39%		
12	Queensbridge Road (South of Albion Grove)	Sat 11/10/14	24 hours	6914	Sat 22/04/17	24 hours	7046	132	1.91%		
17	Lansdowne Drive (South of Shrubland Rd)	Sat 09/02/13	24 hours	2572	Sat 22/04/17	24 hours	2984	412	16.02%		
24	Malvern Road	Sat 18/04//15	24 hours	328	Sat 22/04/17	24 hours	292	-36	-10.98%		
29	Lansdowne Drive (Between Gayhurst Rd & Mapledene Rd)	Sat 09/02/13	24 hours	1417	Sat 22/04/17	24 hours	1449	32	2.26%		

**LONDON FIELDS - SOUTHBOUND - FINAL TRAFFIC COUNTS 2017
(WEEKEND - 24 HOURS ANALYSIS)**

London Fields area - Automatic Traffic Counts (ATC's) Comparison - Before & After Width Restrictions										
Weekend Analysis - Southbound Movement - 24 Hours										
General Information		Before			Final Traffic Counts			Difference		Comments
Item	Road Name	Date	Time	Total Motor vehicles	Date	Time	Total Motor vehicles	Motor vehicles	%	
2	Haggerston Road	Sat 18/10/14	24 hours	62	Sat 22/04/17	24 hours	306	244	393.55%	
4	Mulberry Road	Sat 27/09/14	24 hours	175	Sat 22/04/17	24 hours	171	-4	-2.29%	
6	Holly Street	Sat 27/09/14	24 hours	196	Sat 22/04/17	24 hours	268	72	36.73%	
10	Queensbridge Road (Between Lavender Grove & Mapledene Rd)	Sat 27/09/14	24 hours	7370	Sat 22/04/17	24 hours	7493	123	1.67%	
12	Queensbridge Road (South of Albion Grove)	Sat 11/10/14	24 hours	6935	Sat 22/04/17	24 hours	7202	267	3.85%	
17	Lansdowne Drive (South of Shrubland Rd)	Sat 09/02/13	24 hours	2330	Sat 22/04/17	24 hours	2717	387	16.61%	
24	Malvern Road	Sat 18/04/15	24 hours	338	Sat 22/04/17	24 hours	253	-85	-25.15%	
29	Lansdowne Drive (Between Gayhurst Rd & Mapledene Rd)	Sat 09/02/13	24 hours	1206	Sat 22/04/17	24 hours	1469	263	21.81%	