Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:	**EXPERIMENTAL CLOSURE TO THROUGH MOTOR TRAFFIC CEDAR ROAD Outcome of public consultation**
CMT Lead:	**Steve Moore**
Report Author and contact details:	**Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk**
Policy context:	**Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)**
Financial summary:	**The estimated cost of £7,000 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements.**

The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[ ]

SUMMARY

This report sets out the responses to a consultation for the experimental closure of Cedar Road which was implemented to prevent the use of the street by through motor and seeks a recommendation on whether or not the restriction should be made permanent.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the closure to through motor traffic shown on Drawing QL040/59/01 be either;

   (a) Removed along with all associated traffic signage; or

   (b) Made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards.

2. That it be noted that in the event the layout is made permanent, the estimated cost of £7,000 for will be met by the Council's capital allocation for Minor Highway Improvements

REPORT DETAIL

1.0 Background

1.1 Cedar Road is a residential street (or local street) to the north-west of Romford town centre and is part of a wider residential area bounded by the A12 Eastern Avenue to the north-west, the A125 North Street to the north-east, the A125 St Edwards Way to the south-east and Mawney Road to the south-west. The speed limit for the street is 30mph and it is within a controlled parking zone. The Chesham Close industrial estate is accessed from Cedar road at the north-eastern end of the street.

1.2 The north-east end of Cedar Road merges into a complex junction with North Street and Hainault Road. Traffic is permitted to turn left and right onto North Street, but it is banned from turning right from North Street. Left turns from North Street are permitted.

1.3 The A12 Eastern Avenue (a major road) forms part of the pan-London Transport for London Road Network (TLRN) and the A125 North Street/ St Edwards Way (primary streets) form part of the pan-London strategic road network (SRN). Mawney Road (and White Hart Lane beyond) provides a local connection to the western side of Collier Row. Mawney Road is a secondary street.

1.4 Other parts of the adjacent residential area have had closures to through motor traffic in place for many years. Como Street is closed at North Street and Medora Road is closed at Chesham Close. Cedar Road remains the only street connecting Mawney Road and North Street in the immediate area for through motor traffic.

1.5 Some residents of Cedar Road have raised concerns with the frequency of speeding drivers (especially at the eastern end of the road) and drivers, including commercial and heavy vehicles, choosing to use the street to either avoid congestion on the A12 or to gain access the industrial area of Chesham Close from the Mawney Road end of the street.

1.6 At its meeting of 13th October 2015, the Council's Highways Advisory Committee considered a request for Cedar Road to be closed to through motor traffic on an experimental basis in order to deal with speeding drivers and inappropriate use by the drivers of commercial vehicles. The request was made by Cllr Benham following complaints from local residents.

1.7 The request was made under Item 10, Highway Scheme Requests (reference B1) and was contained within Section B of the schedule headed "Highway scheme proposals without funding available". The standard officer recommendation for requests made under Part B was that the Head of Streetcare (now Environment) should not take them forward due to lack of available funding.

1.8 HAC had sympathy with the request but could not recommend implementation due to the lack of funding. HAC resolved to move the Item to Section C of the schedule headed - "highway scheme proposals on hold for future discussion" for possible future implementation should funding be made available.

1.9 Following a review by senior management, funding was made available for the implementation of the scheme on an experimental basis. This would enable the proposal to be tested and for residents and other highway users to provide comments on a 'live' scheme. The experimental process is a matter delegated to the relevant Cabinet Member (Environment as was) and the outcome of the experiment would be reported to HAC in the usual way with the final decision being made by the Cabinet Member.

1.10 Staff recommended that the position of the closure should be just southwest of the junction with Chesham Close so that those driving to the industrial area could clearly see the closure. Chesham Close and Cedar Close (to the

southwest of the proposed closure) give the opportunity for those accessing Cedar Road and needing to turn vehicles the opportunity to do so.

1.11 In addition, Staff recommended that the restriction did not apply to cycles; and that arrangements were made for the London Fire Brigade to gain access through the closure (via a removable bollard or similar with a fire brigade lock) in the event of emergency. Staff advised that there was the potential for traffic reassignment to take place, but this would be onto the A12, North Street or Mawney Road which are more appropriate for the use than a local street such as Cedar Road

1.12 The Council has powers to implement Experimental Traffic Orders so that layouts may be "tested" in a live highway situation before considering whether to make the order permanent. The procedure governing the Experimental process provides for any written objections to the scheme being raised within 6-months of an Order coming into force (or any modifications thereof) and for the Council to make a decision as to whether to make an experimental Order permanent within 18-months of it coming into force.

1.13 Before making a permanent Order the matter is referred back to HAC (after the 6-month objection period has lapsed, but within 18 months of the Order coming into force) for consideration. HAC then makes a recommendation in the usual way to be followed by a further Executive Decision.

1.14 Drawing QL040/59/01 sets out the physical measures which used temporary materials as far as possible. Should the Council ultimately decide to make the arrangement permanent through the process set out above, more robust materials will be needed and would generally consist of kerbed islands and bollards.

1.15 The Cabinet Member authorised Staff to proceed with the experiment through Executive Decision 16/7, which was lodged with Committee Administration on 13th January 2016.

1.16 The Experimental Traffic Order was published and notices placed on site on 19th February 2016 and it came into force on 26th February 2016. The physical works took place on 29th February 2016. The closing date for objections to the scheme was 26th August 2016. Photos of the installation are contained in the Appendix.

1.17 In terms of public consultation, some 495 letters were sent on 18th February 2016 to residents and businesses in the local area who could potentially be affected by the experiment. This information was also sent to the Council's list of standard consultees (emergency services, London Buses, special interest groups etc.), ward councillors and HAC members. The experimental Order was also published and site notices placed.

1.18 Automatic traffic counts were undertaken on Cedar Road at the beginning of February 2016, before the experiment came into force, and late May 2016

when the experiment was in force, so that changes in traffic flow could be measured. A summary of the data is provided in the Appendix to this report.

1.19 During the experiment, feedback was received on the traffic signs advising of the restriction and the fire brigade bollard being removed by unauthorised persons. Additional signage was provided to advise that there was no though route for motor traffic and positive signage was provided to guide commercial drivers to the Chesham Close industrial estate.

1.20 Because of objections and the receipt of a petition against the closure, Staff were instructed to write to those within the consultation area to explain that the Council proposed to end the experiment early and therefore any other views were required. This letter was sent on 23rd May 2016.

1.21 In response to this, many people responded in support of the scheme and a second petition from residents of Cedar Road was also received. The petition contained a majority in support, but with some against the scheme.

1.22 Staff were instructed to write to those in the consultation area advising that the experiment would continue and the revised date for comments would be 28th October 2016 to ensure that a full six-months for comments would be provided. The letter also explained that there had been a change in cabinet responsibilities (now Cabinet Member for Environment, Regulatory Services and Community Safety) and confirmed the date where the matter would be discussed by the Highways Advisory Committee.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 164 responses had been received (staff have counted multiple replies from the same person as a single response).

2.2 Havering Cyclists supported the scheme.

2.3 The Metropolitan Police Roads & Transport Policing Command raised concerns about the potential for an unobservant driver or motorcycle rider colliding with the fire brigade bollard, but noting the experimental nature of the scheme.

2.4 3 respondents made comments in relation to the traffic signs associated with the scheme, but didn't offer a view either way.

2.5 64 respondents supported the scheme and 95 respondents objected to the scheme (40% in favour and 60% against).

2.6 The petition in objection to the scheme was received in early May 2016 and contained 183 signatures.

2.7 The second petition (from Cedar Road) was received in early June. 64 people signed in support of the scheme, 14 against the scheme, 2 not giving a view and 19 not responding.

2.8 There is a full summary of comments and numbers of respondents making the similar comments in the Appendix. The most common comments from people who are against the closure were;

- Should put in humps/ traffic calming/ 20mph limit instead
- Scheme making journey to work/ school/ other destinations longer
- Mawney Road more congested
- Scheme making it harder to drive into/ out of the estate
- Drivers diverting to Willow Street, Poplar Street and others to pass Mawney Road congestion
- Further/ harder to drive to local shops and amenities
- Width restriction to deal with lorries would be better
- Cedar Road should be used as through route to avoid other congested streets
- Harder for employees, customers and deliveries to access businesses
- Unhappy that Council used experimental powers
- Should put in speed cameras
- A12 is more congested

2.9 The most common comments from people who are in support of the closure were;

- Street is now safer for children
- Cedar Road is now safer
- Cedar Road is now quieter (noise reduction)
- Driver speeds have reduced
- Scheme has dealt with a drug dealing problem in Cedar Road
- Diversion to get round closure is not really an issue for residents
- People against closure want to use street to cut through rather than using main roads
- Resident previously had car or walls damaged
- Commercial vehicles use has reduced
- Street is now cleaner
- Traffic has reduced
- Local residents should walk rather than drive for short trips

3.0 Traffic Survey & Casualty Data

3.1 A traffic survey point was established on Cedar Road to the north-east of the junction with Willow Street.

3.2 The surveys were undertaken by automatic traffic counters which measured speed, traffic volume and vehicle class. The data collected before the restriction was installed was collected between 8th and 12th February 2016. A subsequent survey was undertaken between 20th and 26th May 2016 to measure conditions after the restriction had been installed and with some time allowed for traffic patterns to adapt. The Committee should note that although seasonal variations in traffic flow can take place, this is less likely in urban areas and so Staff are confident that the data provides a reasonable indication of change. Details of the traffic data are contained in the Appendix to this report.

3.3 The headline summary is shown in the table below;

	Before	**After**	**% Change**
Flow (vpd)	1920	403	-79
OGV1/ PSV flow	187	48	-74
Peak 2-way flow (AM, vpd)	205	27	-87
Peak 2-way flow (PM, vpd)	192	34	-82
85th % speed (mph)	29	27	-7

3.4 Staff consider that the “before” flows were high, given the class of street and from the “after” data, it is very clear that the street was being used beyond what could reasonably be expected to be generated by residents and their visitors/ deliveries. The scheme has also generated a modest reduction in driver speed.

3.5 Unrelated to the scheme, the Council undertakes annual traffic counts at various locations on the primary and secondary street network across the borough. There is a count point on Mawney Road between Vine Street and Willow Street. There is also a count point on North Street between Seymer Road and Hainault Road. The 2015 counts were in late April and the 2016 counts in late May which means data is available before and during the experiment on Cedar Road. The average weekday data is as below (weekends being very slightly quieter);

Mawney Road	**northbound**	**southbound**	**total**
Before	7700	7174	14874
After	6968	7570	14538
	-9.5%	+5.5%	-2.3%

North Street	**northbound**	**southbound**	**total**
Before	10440	9998	20438
After	10858	11043	21901
	+4%	+10.5%	+7.2%

3.6 Between the 2015 and 2016 counts, there has been a slight reduction in total traffic flow on Mawney Road an increase in total traffic flow on North Street. Northbound traffic on Mawney Road has reduced by 9.5% with southbound traffic increasing by 5.5%. For North Street, southbound traffic has increased by 10.5% and northbound traffic by 4%.

3.7 In terms of peak times, a summary is provided in the Appendix. The morning peak hour on Mawney Road differs between directions, but remained consistent between the two years. There was a 3.9% reduction in southbound traffic in the morning and an increase of 1.4% for northbound traffic.

3.8 There is a distinct peak in the middle of the day, although this changed between the years. For the evening peak, this was earlier in 2016 then 2015, but reduced by 13.8% for southbound traffic and increased by 18.9% for northbound traffic.

3.8 The data for Mawney Road and North Street is not conclusive, but it would be consistent with traffic diverting from Cedar Road. Because of the banned right turn into Hainault Road from North Street, an increase in southbound traffic on Mawney Road and an increase in northbound traffic on North Street would indicate traffic diverting to access Chesham Close. The reduction in northbound traffic on Mawney Road might be an indication of drivers using Willow Street to bypass traffic queues on Mawney Road.

3.9 In terms of casualty data, in the 5 years to 2015 (currently available data), there was one collision at the junction of Cedar Road and Mawney Road involving an HGV and a car. An occupant of the car was slightly injured.

4.0 Staff Comments

4.1 The experiment has proved unpopular with 60% of those responding. Many considered that a traffic calming scheme of some description would have been preferable. Many also consider that the scheme has made it harder to drive for both local and longer distance journeys. Many people also considered that the experiment has led to people using Willow Street and other streets to bypass Mawney Road which they consider has become more congested. Some people felt that Cedar Road should be available as a cut-through. The issues raised by the police are easily dealt with in the event a permanent scheme is provided.

4.2 40% of those responding were in favour of the scheme being made permanent. Many considered that the street was now safer, especially for children. Many considered that the street was quieter, that driver speeds had reduced and that a drug dealing issue had been dealt with. Some people felt that it wasn’t an issue to get into/ out of the estate and that people against the closure wanted to cut-through, rather than use the main roads.

4.3 The traffic data associated with the experiment demonstrates a significant reduction in traffic for the closed end of Cedar Road, including a similarly significant reduction in commercial vehicles. The data also shows a modest reduction in driver speeds. The traffic flow before the experiment commenced was beyond what Staff consider to be reasonable for a residential street and it is clear that the street was being used as a cut-through.

4.4 The data incidentally collected for Mawney Road and North Street suggests that drivers may have diverted to North Street. However, without a dense network of traffic count points, it is not possible to be conclusive and the committee should bear this in mind.

4.5 It will be for members to decide what weight should be given to the views put forward, including the petitions. Members will need to make a recommendation based on what they consider should be the function of the street, given its local context and the information set out in this report.

4.6 The Committee should note that the funding made available was only sufficient to cover the cost of the experimental scheme and the costs cited in the Recommendations only cover making the current scheme permanent (removal being negligible). The only options available to the Committee are as reflected in the Recommendations.

4.7 Any other work would need a separate budget to be identified. Although Staff are able to suggest other possibilities, they are not costed or considered from a detailed feasibility point of view which the Committee should note. A wider project would need to be discussed with senior management because of the resource implications (financial and staffing).

4.8 With those objecting to the scheme, many suggested traffic calming (some including a 20mph speed limit). From the data collected, Staff do not consider that there is a serious issue with driver compliance with the existing 30mph speed limit for the street. However, against the backdrop of wider UK and international experience, there is a good case for 20mph speed limits in residential streets in terms of road danger reduction.

4.9 To ensure compliance, it is likely that some form of traffic calming would be required and given that the area is heavily parked, road humps would be the obvious treatment. Staff would comment, however, that given the traffic flows (including commercial traffic), road humps would likely lead to complaints about noise and vibration. Speed cameras are not an option

4.10 A width restriction could deal with commercial traffic, but allow car-based traffic to continue unimpeded, although remaining flows would still be high for a residential street.

4.11 In terms of the original complaint about drivers choosing Cedar Road to avoid the A12, a camera-enforced banned right turn from Hainault Road onto North Street would remove the advantage for those using the street as part of their journey to Romford. A similar treatment at the Mawney Road end of Cedar

Road would remove a similar advantage. However, it is unlikely that those wanting unimpeded motor vehicle access would be in support.

4.12 Many people objecting to the scheme were concerned that drivers had switched to using Willow Street to avoid traffic queues on Mawney Road and that Mawney Road itself suffered from congestion. There might be solutions to dealing with drivers using side streets in this way, but they would also require traffic management and enforcement. There may well be wider issues in terms of capacity and congestion, but the limiting factor (depending on direction) will be the A12 and the Romford Ring Road for which there are no simple solutions.

4.13 As set out above, the Committee is being asked to make a recommendation to the Cabinet Member on the experimental process alone. Any thoughts on alternatives or other schemes can be noted, but senior management and relevant cabinet members would have to make decisions on resources going forward.

IMPLICATIONS AND RISKS

Financial implications and risks:
This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme or its removal.

The estimated cost of £7,000 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements. In the event the restriction is removed, the costs would be considerably less.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment Capital budget.

Legal implications and risks:
The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 to impose an Experimental Traffic Order to restrict the width of vehicles passing a particular point in a street.

The Council must follow the provisions set out under Section 22 of the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and if the Order is to be made permanent, Section 23 of the same.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force.

Human Resources implications and risks:
None.

Equalities Implications and Risks:
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Project file: QL040/59 Cedar Road Experimental Closure
To Through Motor Traffic

APPENDIX
CONSULTATION RESPONSE SUMMARY
TRAFFIC DATA SUMMARY
SCHEME DRAWINGS
SITE PHOTOGRAPHS

Responses from standard consultees

Mark Deeming
Metropolitan Police – Roads & Transport Policing Command
Unfortunately the current method of the closure would not supported by the Police under safety concerns.
This is based on the overall conspicuity of the closure and type material used, I appreciate this is an experimental order.

The concerns are safety based in the scenario of a motorcyclist or unobserving driver colliding with a solid steel post in the centre of the road. With the absence of any signage effectively we have an obstruction of the road made of concrete and fixed metal with no advance warning, prohibition or direction to traffic.

Ray Whitehouse
Havering Cyclists
You have my support.

Summary of responses from public in support of the scheme

Burnham Road	1
Cedar Road	48
Chesham Close	1
Hainault Road	1
Poplar Street	1
Vine Street	1
Willow Street	7
No Address Given	4
Total	***64***

Comment	**No. respondents making similar comments**
Street is now safer for children	24
Cedar Road is now safer	18
Cedar Road is now quieter (noise reduction)	16
Driver speeds have reduced	12
Scheme has dealt with a drug dealing problem in Cedar Road	9
Diversion to get round closure is not really an issue for residents	8
People against closure want to use street to cut through rather than using main roads	6
Resident previously had car or walls damaged	4
Commercial vehicles use has reduced	4
Street is now cleaner	3
Traffic has reduced	3
Local residents should walk rather than drive for short trips	3
Originally against the scheme, now support it	2
Pollution reduced	2
If removed, speed and traffic volume needs to be dealt with	2
Some drivers have diverted to Poplar Street and Willow Street to bypass Mawney Road	2
Scheme has reduced general anti-social behaviour	2
Road safer for pedestrians	1
Cedar Road is no longer other people's cut through	1
Traffic signals at Mawney Road/ A12 need changing	2
General support for the scheme	1
Traffic on Mawney Road has eased	1

Summary of responses from public objecting to the scheme

Beech Street	5
Brooklands Road	1
Burnham Road	1
Cedar Close	4
Cedar Road	14
Chesham Close	3
Drummond Road	1
Hainault Road	1
Havering Drive	1
Havering Road	1
Maple Street	5
Mashiters Walk	1
Mildmay Road	1
North Street	1
Olive Street	1
Parkside Avenue	1
Poplar Street	9
Silver Way	1
Vine Street	6
Willow Street	24
No Address Given	13
Total	***95***

Comment	**No. respondents making similar comments**
Should put in humps/ traffic calming/ 20mph limit instead	34
Scheme making journey to work/ school/ other destinations longer	26
Mawney Road more congested	23
Scheme making it harder to drive into/ out of the estate	22
Drivers diverting to Willow Street, Poplar Street and others to pass Mawney Road congestion	19
Further/ harder to drive to local shops and amenities	14
Width restriction to deal with lorries would be better	10
Cedar Road should be used as through route to avoid other congested streets	8
Harder for employees, customers and deliveries to access businesses	5
Unhappy that Council used experimental powers	5
Should put in speed cameras	4
A12 is more congested	4
Increase in fuel costs	3
Increase in pollution	3
Scheme has caused fatal accidents	2
Street has been quieter, but scheme too inconvenient	2
Drivers performing 3-point turns has increased	2

Costs more for taxis	2
Not enough business parking/ permits	2
Residents complaining about problems shouldn't have bought house/ should move elsewhere	2
All roads around have been made more congested	2
Animals have been hit by speeding cars since scheme went in	2
Signage poor	2
Concern about emergency services delays	2
There was not a speeding problem	1
Closed area being used for parking by businesses	1
There was no need to change the road	1
Speeding has increased	1
North Street was easier than Mawney Road to access A12	1
Do not agree that Cedar Road is a cut through	1
Junctions at Mawney Road worse for people walking	1
Closure only benefits some Cedar Road residents	1
Should have weight restriction	1
Driveways being blocked by children being dropped off	1
Objects, no reason provided	1
Mawney and wider area need to be looked at because of congestion	1

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE

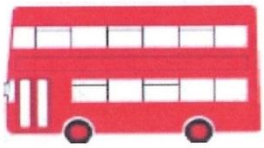
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Cedar Road	AM	Northbound	117	29	24	Southbound	88	29	24	205	1920	20.7	187	9.7	1.4	0.1
	PM		117				75			192						

Traffic Data, 20th to 26th May (average weekday) AFTER

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Cedar Road	AM	Northbound	10	27	22	Southbound	17	27	22	27	403	15.1	48	11.9	0	0
	PM		21				13			34						

Percentage Change Before to After

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Cedar Road	AM	Northbound	-91.50	-6.9	-8.3	Southbound	-80.70	-6.9	-8.3	-86.80	-79.00	-27.10	-74.30	22.70	N/A	N/A
	PM		-82.10				-82.70			-82.30						

CAR	 SALOON  ESTATE  PEOPLE CARRIER  CAR TOWING CARAVAN / TRAILER
LIGHT GOODS VEHICLE (LGV)	 VAN  <3.5 TONNES – single rear tyres  PICK-UP
OTHER GOODS VEHICLE (OGV1)	 > 3.5 TONNES – twin rear tyres  2-AXLES RIGID  2-AXLES RIGID  3 AXLES-RIGID
OTHER GOODS VEHICLE (OGV2)	 4 OR MORE AXLES RIGID  3-AXLES ARTIC  4 OR MORE AXLES ARTIC  OTHER GOODS VEHICLE WITH TRAILER
BUSES & COACHES (PSV)	 DOUBLE DECK BUS  SINGLE DECK BUS OR COACH

Mawney Road
Peak Traffic Flows

2015					
Southbound			**Northbound**		
AM peak	9am-10am	538	**AM peak**	7am-8am	485
Interpeak	12pm-1pm	472	**Interpeak**	3pm-4pm	573
PM peak	6pm-7pm	515	**PM peak**	6pm-7pm	449

2016					
Southbound			**Northbound**		
AM peak	9am-10am	517	**AM peak**	7am-8am	492
Interpeak	1pm-2pm	487	**Interpeak**	2pm-3pm	566
PM peak	4pm-5pm	444	**PM peak**	4pm-5pm	534

Change					
Southbound			**Northbound**		
AM peak		-3.9%	**AM peak**		+1.4%
Interpeak		+3.2%	**Interpeak**		-1.2%
PM peak		-13.8%	**PM peak**		+18.9%

View towards North Street

View towards Mawney Road