CONNECTING SHEFFIELD
Better travel choices

Appendix C

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Introduction

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In order to monitor and evaluate the success of the Crookes and Walkley Active Neighbourhood, we have conducted a range of traffic monitoring surveys at a number of locations across Crookes and Walkley and the surrounding areas. These surveys capture the movements of motor vehicles, cyclists and pedestrians in the Crookes and Walkley Active Neighbourhood area.

We also looked at journey time data sourced by The Floow, specialists in black-box telematics data, to better understand motor vehicle movement in Crookes and Walkley. The data sourced by The Floow is useful in supporting conclusions drawn from the wider traffic monitoring surveys.

All conclusions are reached by comparing data taken before the Crookes and Walkley Active Neighbourhood was put in place with data taken after it was put in place, providing an indication of how the number, movement and flow of motor vehicles, pedestrians and cyclists have changed in the time since the measures were implemented.

The surveys are arranged into 9 separate sections, beginning with motor vehicle counts. Crime data from before and after the Crookes and Walkley Active Neighbourhood was put in place is also included at the end of this appendix.

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Overview: Vehicle Count
Section 1 of 9

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Motor vehicle count overview - Introduction

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In order to monitor and evaluate the success of the Crookes and Walkley Active Neighbourhood, we have conducted a range of traffic monitoring surveys at a number of locations across Crookes and Walkley and the surrounding areas.

These surveys capture the movements of motor vehicles, cyclists and pedestrians. We surveyed key roads and junctions where we anticipated a potential change in travel as a result of the scheme, including areas of traffic displacement.

Changes to motor vehicle counts were calculated by conducting surveys before and after the measures were put in place. The surveys prior to the Active Neighbourhood coming into effect took place in November 2021, while the surveys measuring traffic counts after the Active Neighbourhood changes came into effect took place in May 2023.

The findings of all these surveys have been compiled and presented in 9 separate documents.

This is document 1 of 9, and provides an overview of the vehicles that we counted at various locations in the Crookes and Walkley Active Neighbourhood area via traffic monitoring surveys. As the first data surveys took place on a single day, we also looked at possible variation in the data from days around the 'after' surveys. Between weekdays, motor vehicle counts may vary by up to 4%.

These documents have been created to illustrate changes in travel before and after the Crookes and Walkley Active Neighbourhood scheme came into effect. The full committee report on the scheme will provide context to the data presented in this document, and how it informs the recommendations on the future of the scheme.

Change in motor vehicle count at city control site

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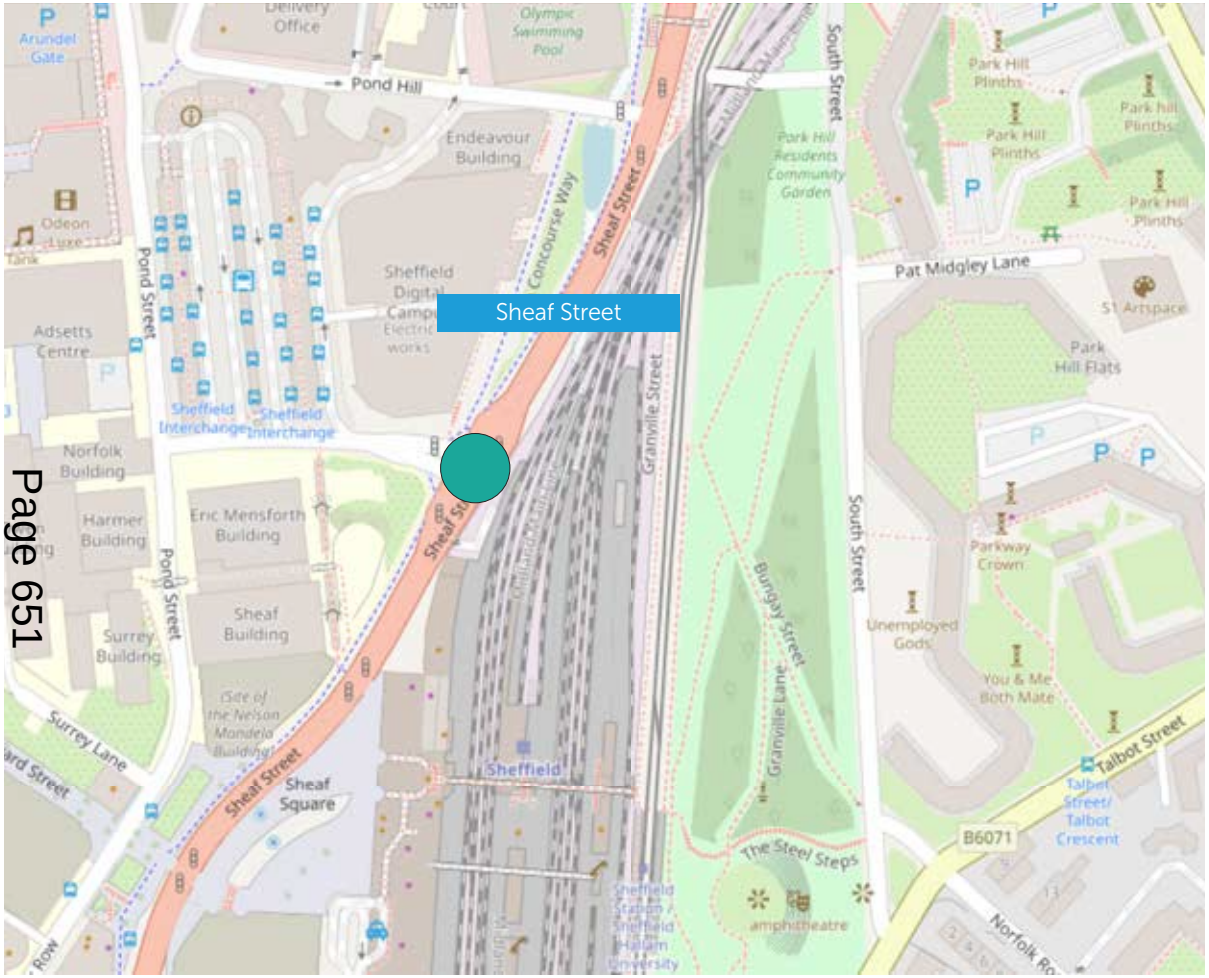

We counted the number of motor vehicles passing through Sheaf Street before and after the implementation of the Active Neighbourhood.

Changes in motor vehicle traffic at a key central road or junction such as Sheaf Street are useful indicators of changes in motor vehicle trends on a city-wide level, serving as useful control test sites to compare local traffic trends with city-wide traffic trends.

We looked at the Sheaf Street control site again, taking 12 hour traffic counts here alongside the journey time surveying on Abbeydale Road, both before and after the Active Neighbourhood measures were put in.

Key

Location of traffic control site on Sheaf Street

Control site –daily traffic						
	Sep – Nov 2021	Sep – Nov 2022	% change	Mar – Apr 2022	Mar – Apr 2023	% change
Total	40,558	39,852	**-2%**	38,823	39,743	**2%**

Change in motor vehicle count at city centre control site

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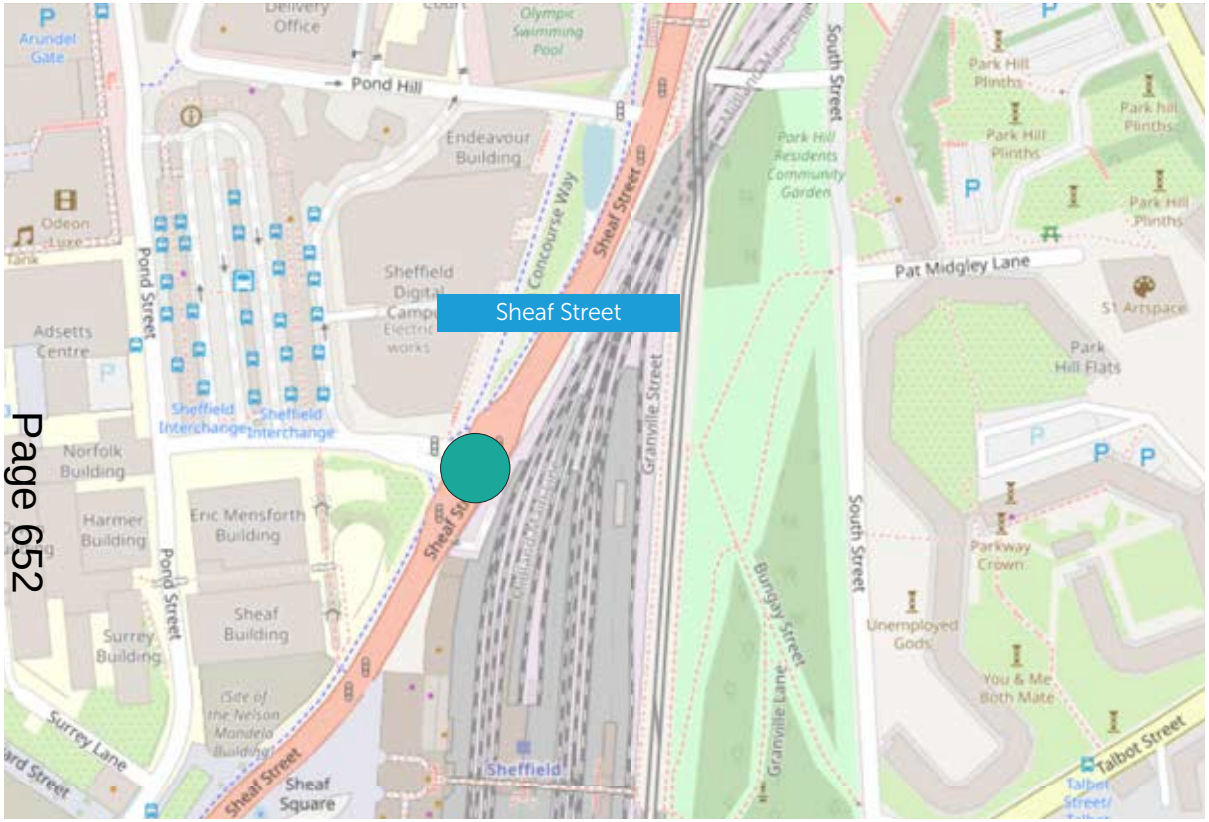

We counted the number of motor vehicles passing through Sheaf Street at the same times as the traffic monitoring surveys before and after the implementation of the Crookes and Walkley Active Neighbourhood.

Changes in motor vehicle traffic at a key central road or junction such as Sheaf Street are useful indicators of changes in motor vehicle trends on a city-wide level, serving as useful control test sites to compare local traffic trends with city-wide traffic trends.

The table below shows changes in general traffic at the Sheaf Street control site before and after the Crookes and Walkley Active Neighbourhood measures were put in place.

Control site – 12 hour counts			
	Nov 2021 (10th)	May 2023 (10th)	% change
12 hour average (in number of motor vehicles)	41,392	41,488	**<1%**

Key

Location of traffic control site on Sheaf Street

Number of motor vehicles counted

(shown as a percentage change)

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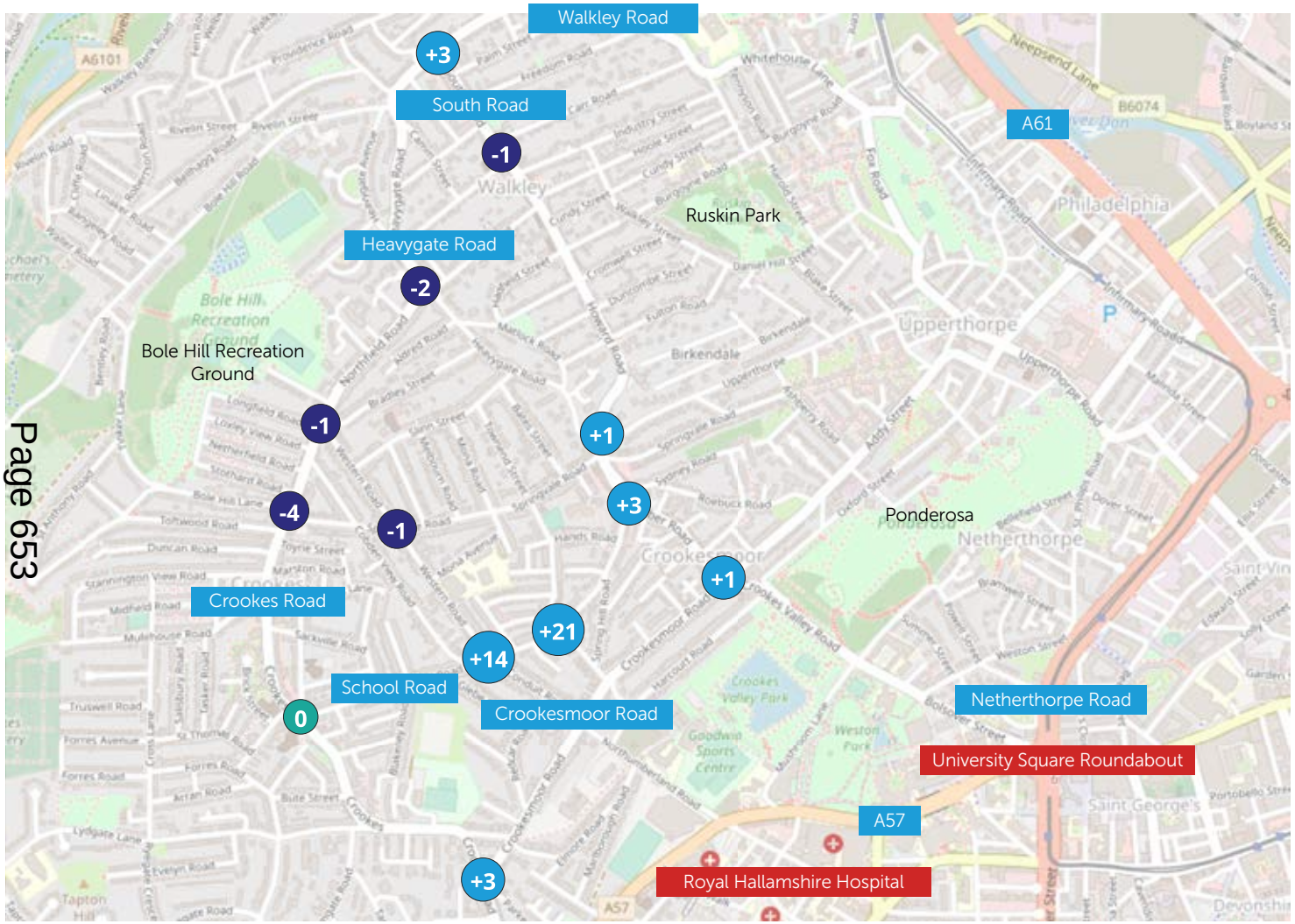

Key

Motor vehicle % change (7am to 7pm)

Decrease in percentage

No change

Increase in percentage

We counted the number of motor vehicles passing through the Crookes and Walkley Active Neighbourhood.

The circles on this map show the locations where we did traffic counts. The numbers in the circles indicate the change in numbers of motor vehicles between November 2021 and May 2023 as a percentage change.

Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

The most noticeable changes were along School Road, where the number of motor vehicles increased by 14% and 21% at the two junctions.

Number of motor vehicles counted

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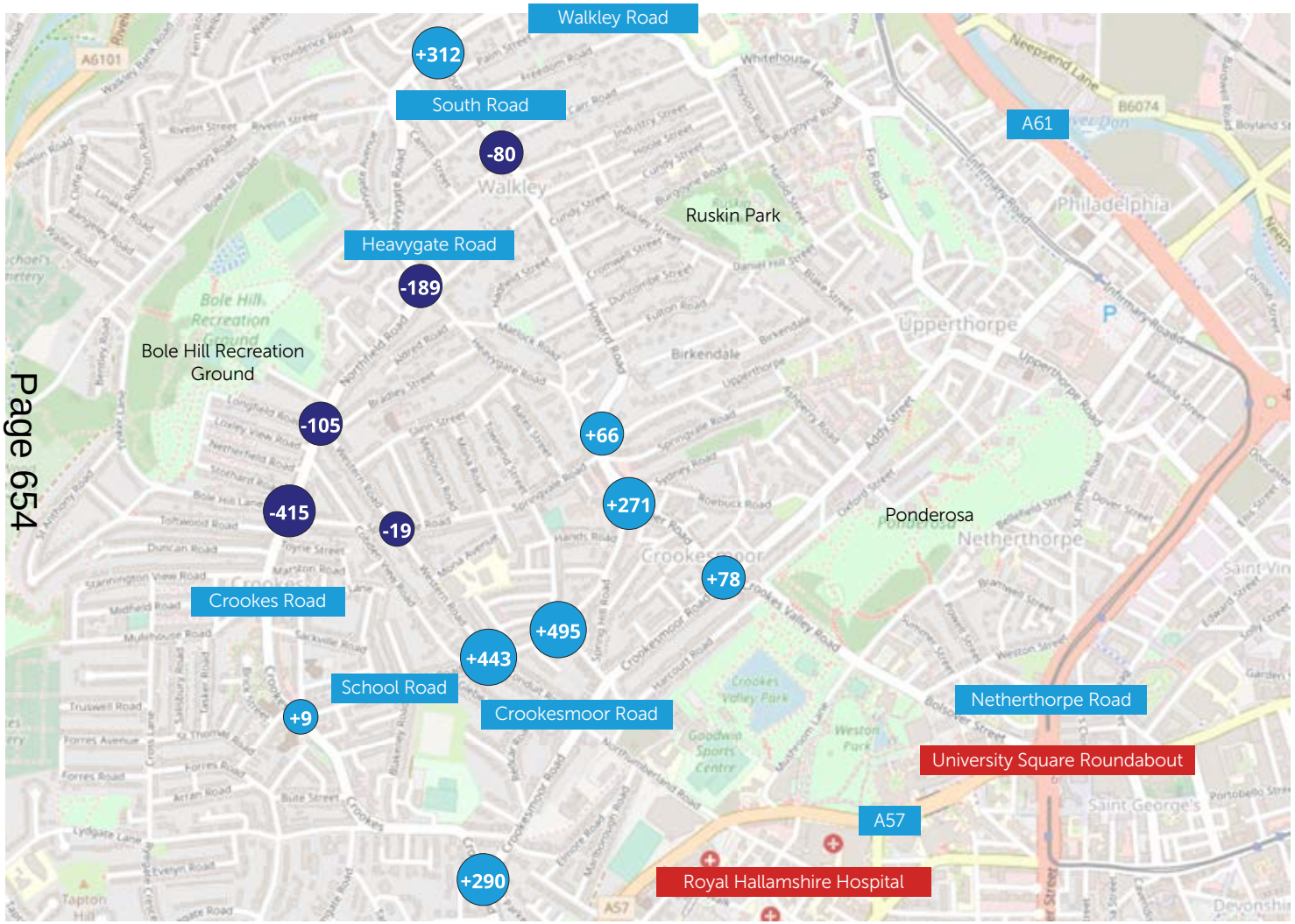

We counted the number of motor vehicles passing through the Crookes and Walkley Active Neighbourhood.

The circles on this map show the locations where we did traffic counts. The numbers in the circles indicate the change in numbers of motor vehicles between November 2021 and May 2023. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

All motor vehicle change data is subject to a 4% possible variation.

Key

Motor vehicle 12 hour change (7am to 7pm)

Decrease in number

No change

Increase in number

Number of motor vehicles counted travelling southbound / westbound

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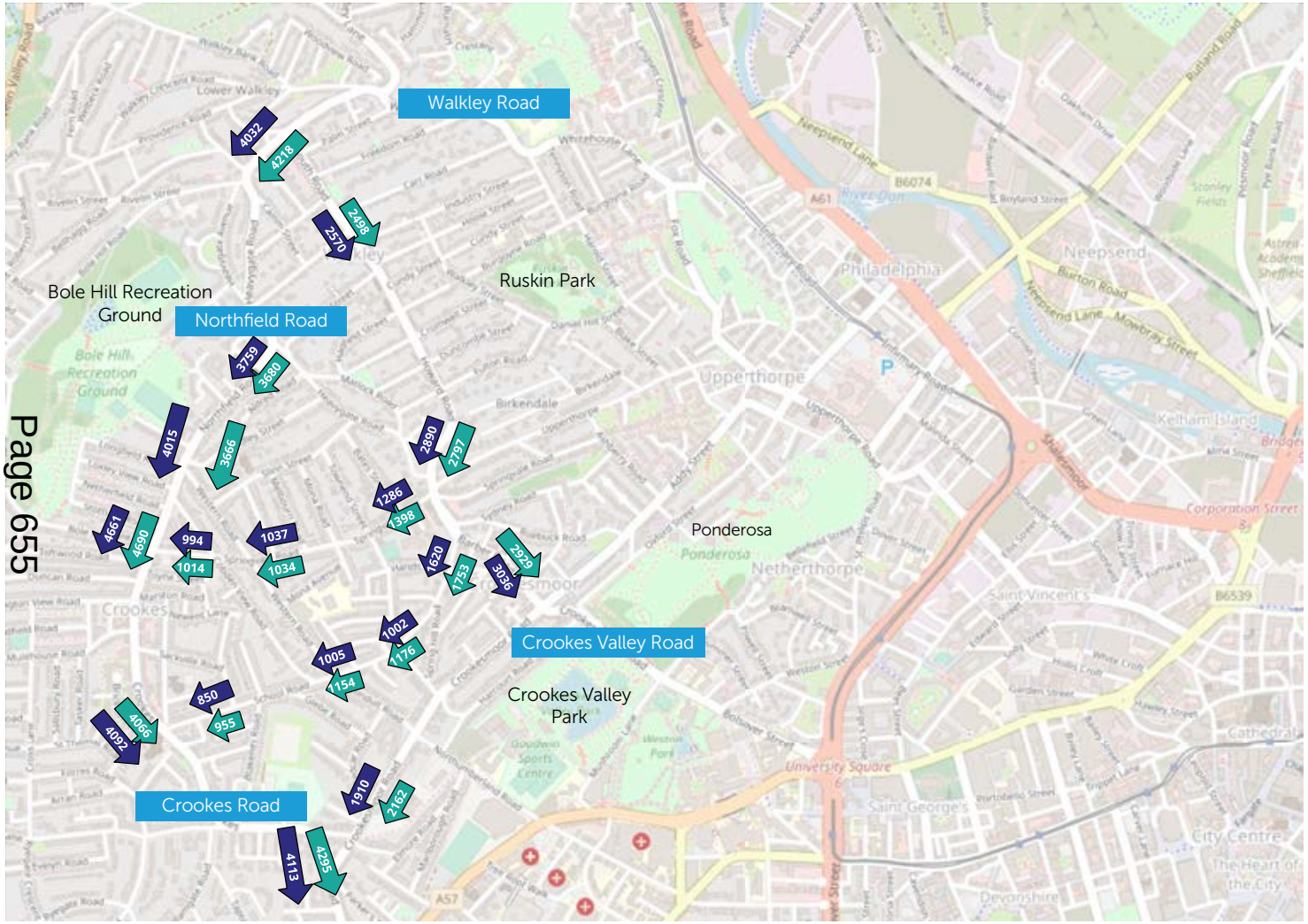

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We counted the number and direction of motor vehicles passing southbound and westbound through the Crookes and Walkley Active Neighbourhood area over a 12 hour period before and after the measures were put in place.

The number and direction of the arrows on the maps show the number and direction of vehicles counted passing through different points in Crookes and Walkley Active Neighbourhood area.

The navy blue arrows correspond to the vehicles counted in November 2021, while the green arrows correspond to the vehicles counted in May 2023.

Key

Motor vehicle flows over a 12 hour period in November 2021

Motor vehicle flows over a 12 hour period in May 2023

Number of motor vehicles counted travelling northbound / eastbound

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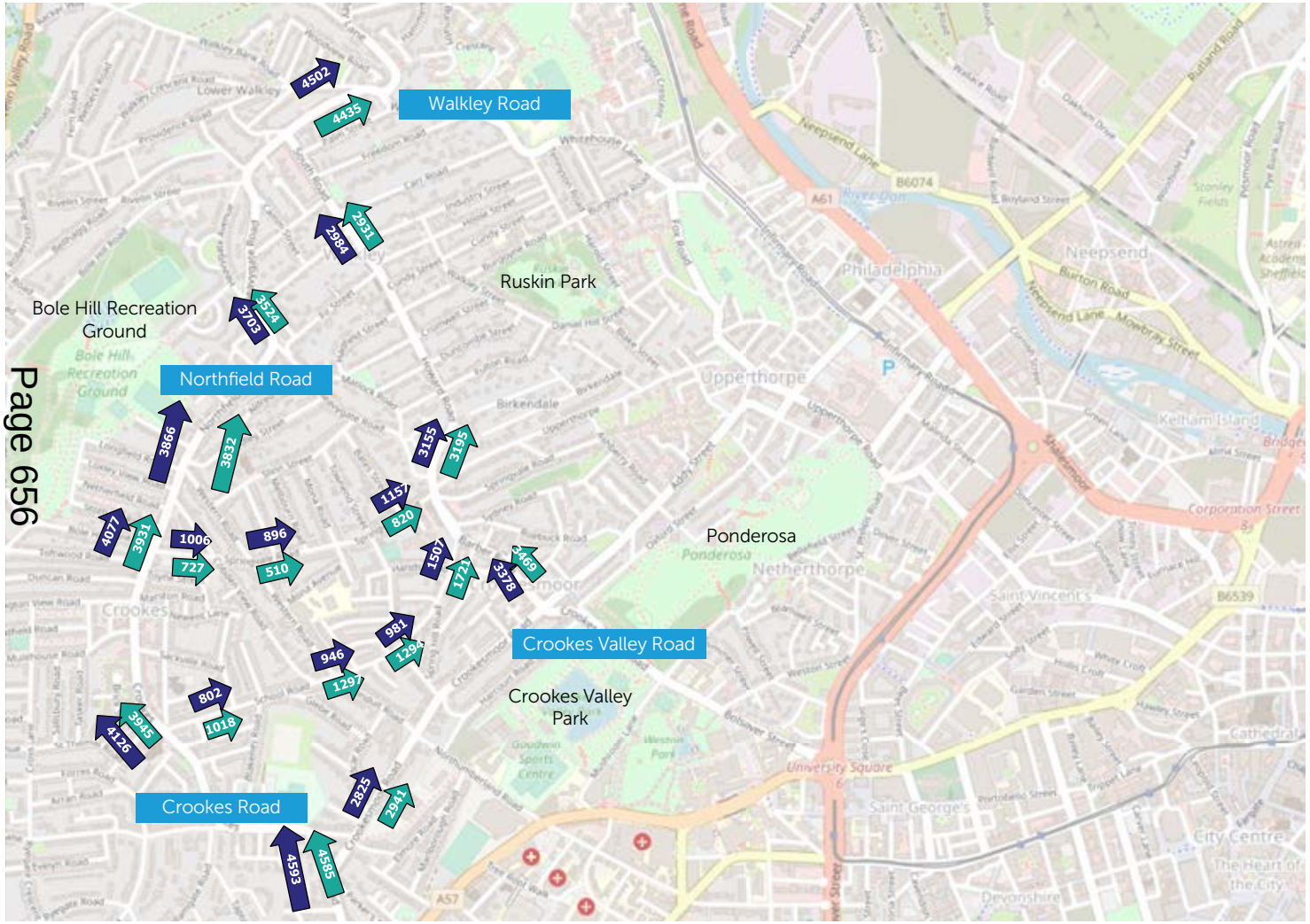

We counted the number and direction of motor vehicles passing northbound and eastbound through the Crookes and Walkley Active Neighbourhood area over a 12 hour period before and after the measures were put in place.

The number and direction of the arrows on the maps show the number and direction of vehicles counted passing through different points in Crookes and Walkley Active Neighbourhood area.

The navy blue arrows correspond to the vehicles counted in November 2021, while the green arrows correspond to the vehicles counted in May 2023.

Key

Motor vehicle flows over a 12 hour period in November 2021

Motor vehicle flows over a 12 hour period in May 2023

Speed Data

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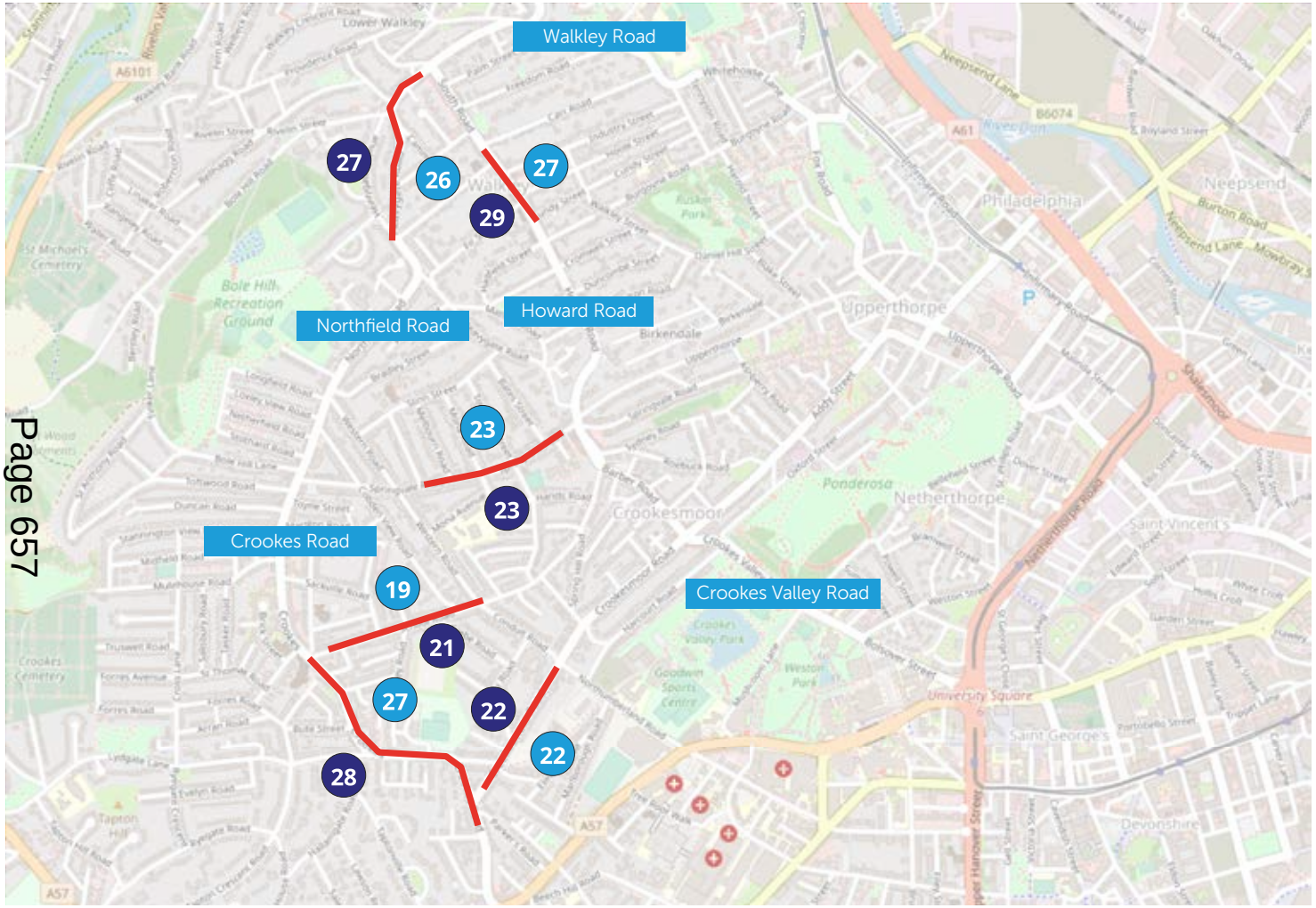

Key

Average speed of top 10% of motor vehicles

- Average speed (in MPH) before the Crookes and Walkley Active Neighbourhood measures were introduced (March-April 2022)
- Average speed (in MPH) after the Crookes and Walkley Active Neighbourhood measures were introduced (March-April 2023)
- Sections of road along which traffic speeds were monitored

Black-box telematics were also used to measure the speed of motor vehicles passing through roads in the Crookes and Walkley Active Neighbourhood area before and after the measures were put in place.

Black-box telematics were also used to measure the speed of motor vehicles passing through roads in the Crookes and Walkley Active Neighbourhood area before and after the measures were put in place.

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Better travel choices

Overview: Pedestrian and Cyclist Count
Section 2 of 9

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Number of pedestrians counted

(shown as a percentage change)

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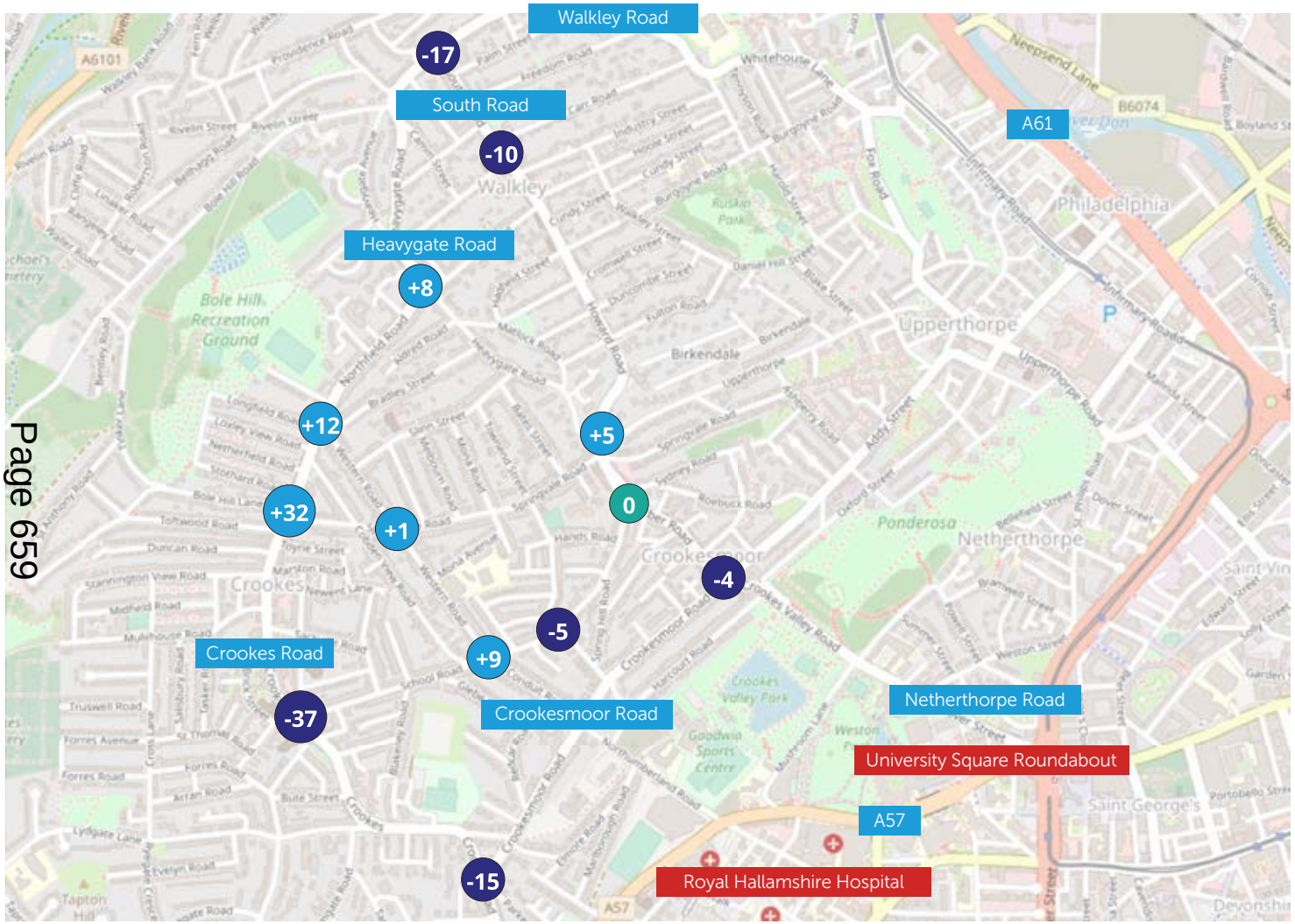


Key

Pedestrian % change (7am to 7pm)

- Decrease in percentage
- No change
- Increase in percentage

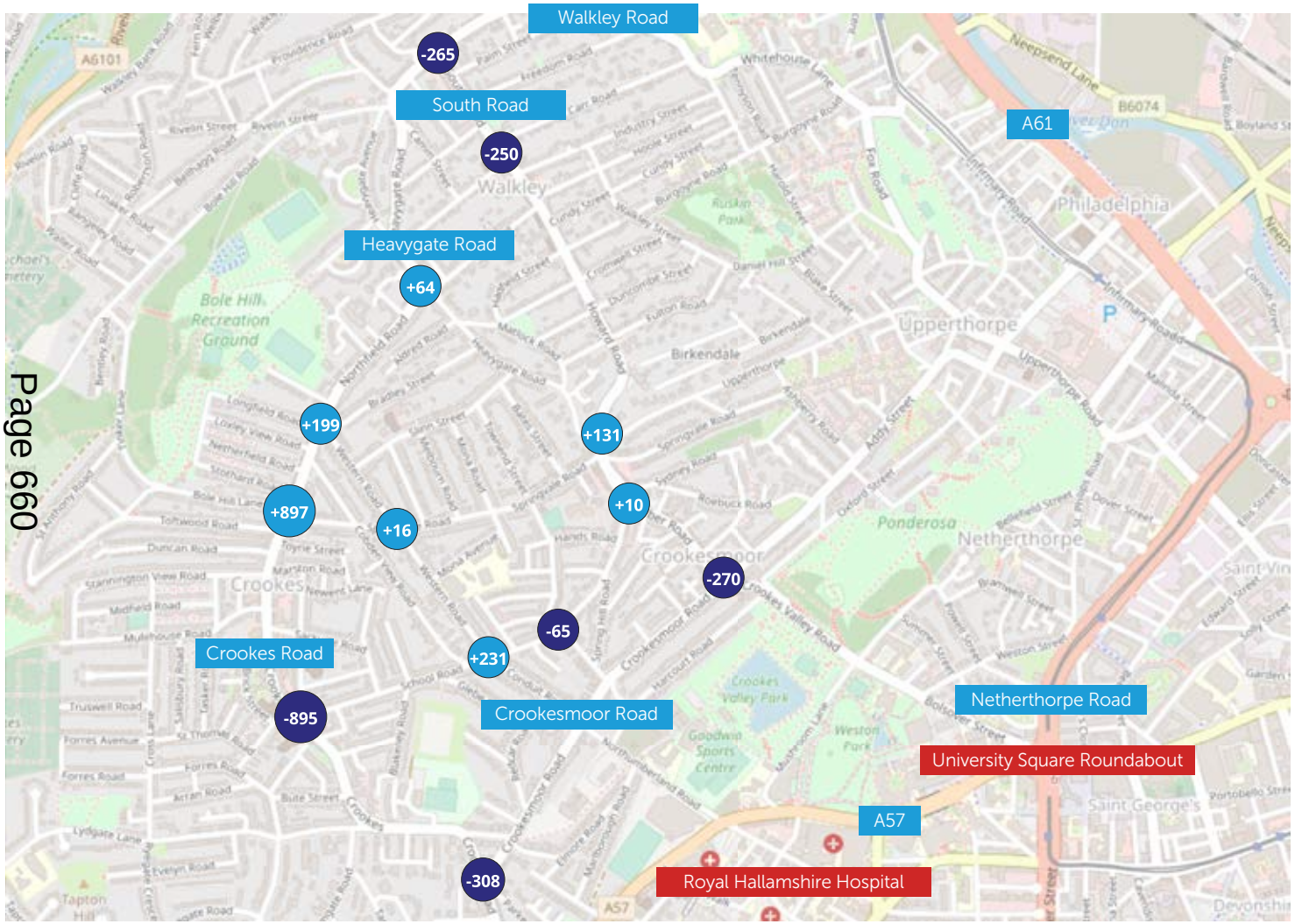
We counted the number of people walking in the Crookes and Walkley Active Neighbourhood.

The circles on this map show the locations where we counted pedestrians.

The numbers in the circles indicate the change in the number of pedestrians between November 2021 and May 2023 as a percentage change. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

Number of pedestrians counted

CONNECTING SHEFFIELD
Better travel choices



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Key

12 hour pedestrian count change (7am to 7pm)

- Decrease in number
- No change
- Increase in number

We counted the number of people walking in the Crookes and Walkley Active Neighbourhood.

The circles on this map show the locations where we counted pedestrians.

The numbers in the circles indicate the change in the number of pedestrians between November 2021 and May 2023. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

All pedestrian change data is subject to a 10% possible variation.

Change in cyclist count at control sites

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We conducted surveys at three control sites outside of the Active Neighbourhood. The three control sites were Cemetery Road, Clarkehouse Road, and Broomhall Road. The control site surveys were conducted at the same time as the surveys conducted within the Active Neighbourhood.

Changes in the number of people cycling at other locations outside of the Active Neighbourhood are useful indicators of changes in cycling trends on a broader level, serving as useful control test sites to compare local cycling trends with wider cycling trends. The table below shows changes in cycling at the three control sites before and after the Crookes and Walkley Active Neighbourhood measures were put in place.

Control sites – 12 hour cycle count			
12-hour average	10 November 2021	10 May 2023	**% change**
Cemetery Road	143	182	**+27%**
Clarkehouse Road	472	545	**+15%**
Broomhall Road	120	169	**+41%**
Total	**735**	**896**	**+22%**

Number of people cycling counted

(shown as a percentage change)

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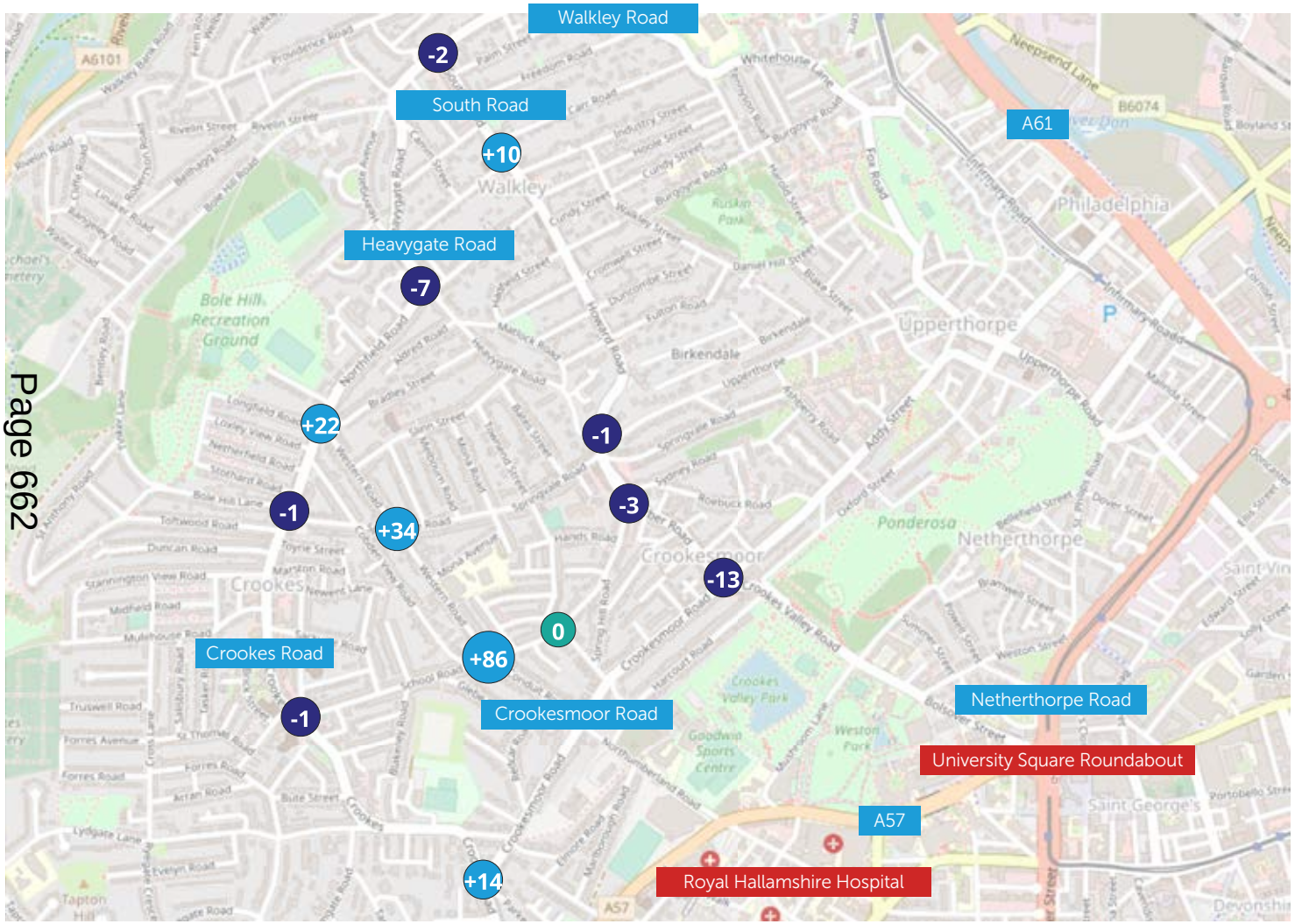


We counted the number of people cycling in the Crookes and Walkley Active Neighbourhood.

The circles on this map show the locations where we counted people cycling.

The numbers in the circles indicate the change in the number of people cycling between November 2021 and May 2023 as a percentage change. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

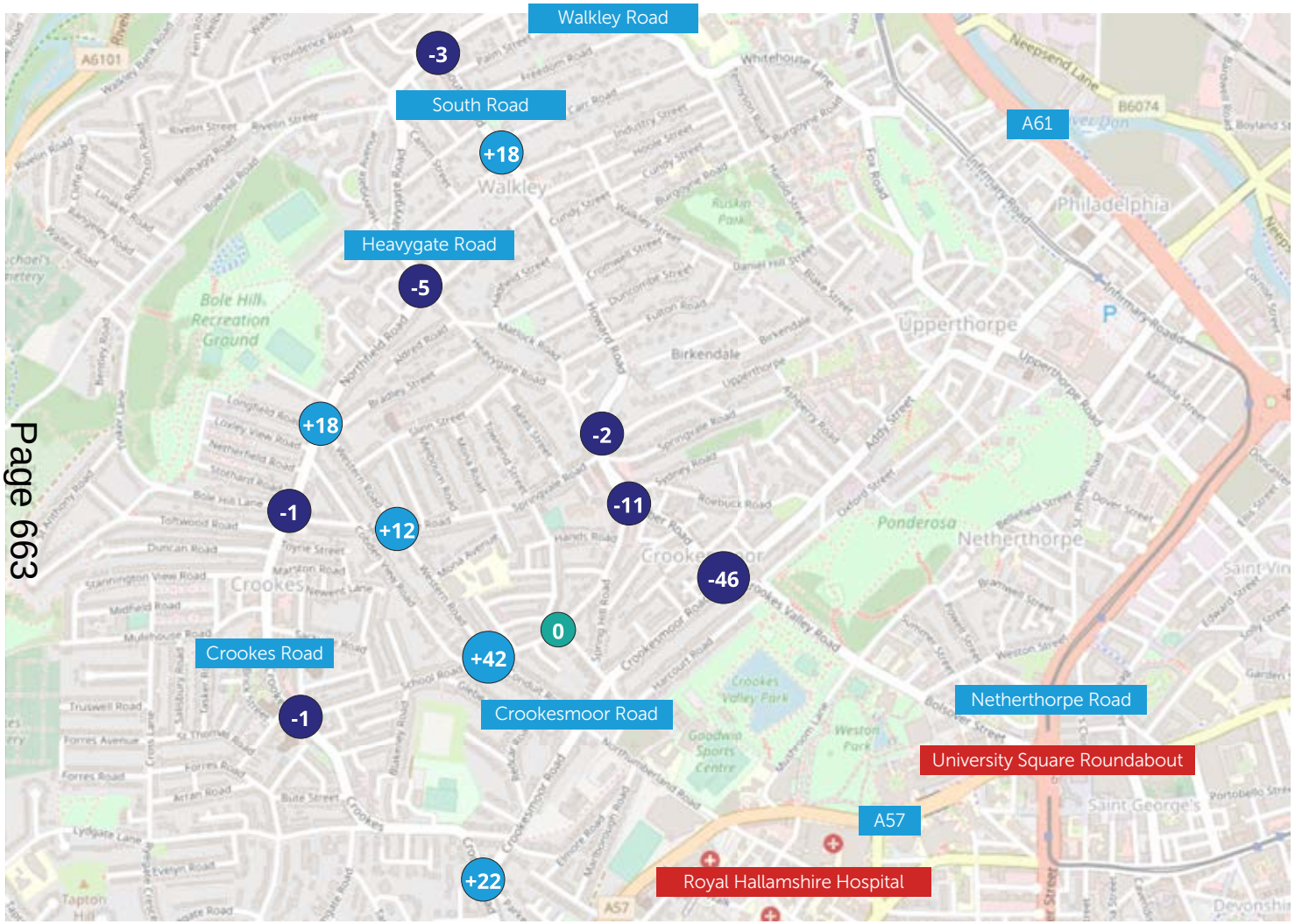
Key

People cycling % change (7am to 7pm)

- Decrease in percentage
- No change
- Increase in percentage

Number of people cycling counted

CONNECTING SHEFFIELD
Better travel choices



Key

12 hour cyclist count change (7am to 7pm)

- Decrease in number
- No change
- Increase in number

We counted the number of people cycling in the Crookes and Walkley Active Neighbourhood.

The circles on this map show the locations where we counted people cycling.

The numbers in the circles indicate the change in the number of people cycling between November 2021 and May 2023. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

All cyclist change data is subject to a 20% possible variation.

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Junction vehicle counts:
School Road / Crookes Road / Conduit Road
Section 3 of 9

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Number of motor vehicles: School Road / Crookes Road 12 hour count

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Better travel choices

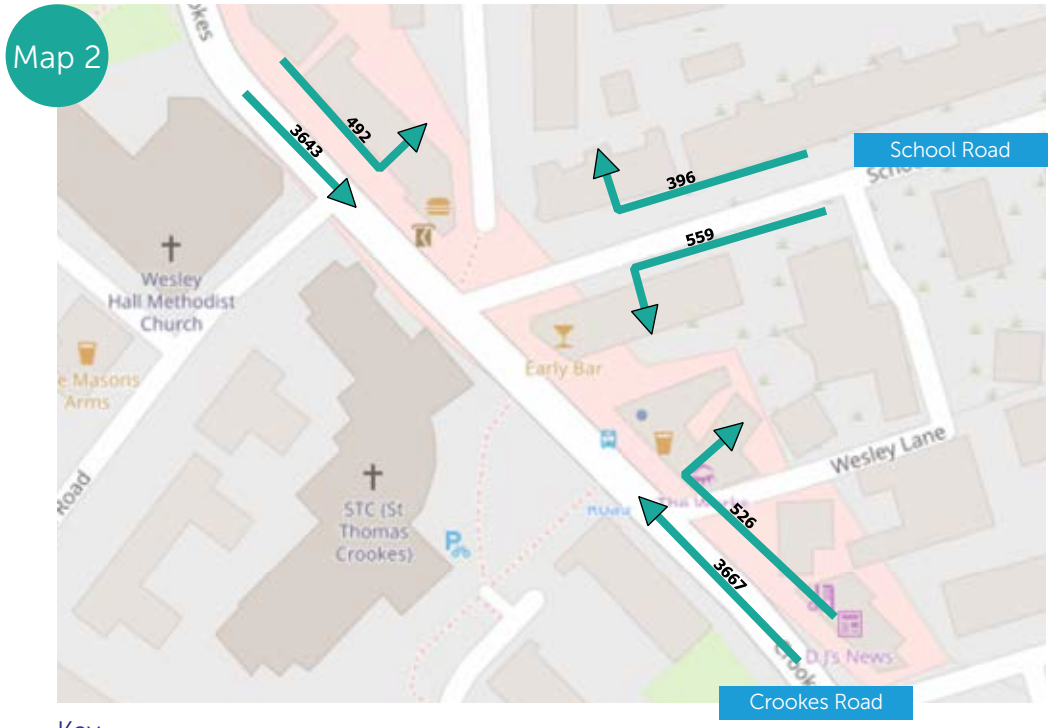
We counted the number of motor vehicles at the junction of School Road and Crookes Road from 7am to 7pm. Map 1 shows the number of vehicles counted during the 12 hour survey in November 2021. Map 2 shows the number of vehicles counted during the 12 hour survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the School Road / Crookes Road junction before the scheme (November 2021)

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the School Road / Crookes Road junction after the scheme (May 2023)



Key

Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: School Road / Crookes Road morning traffic count

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Better travel choices

We counted the number of motor vehicles at the junction of School Road and Crookes Road, during the peak time of morning traffic, between 8am and 9am. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the School Road / Crookes Road junction in the morning before the scheme (November 2021)

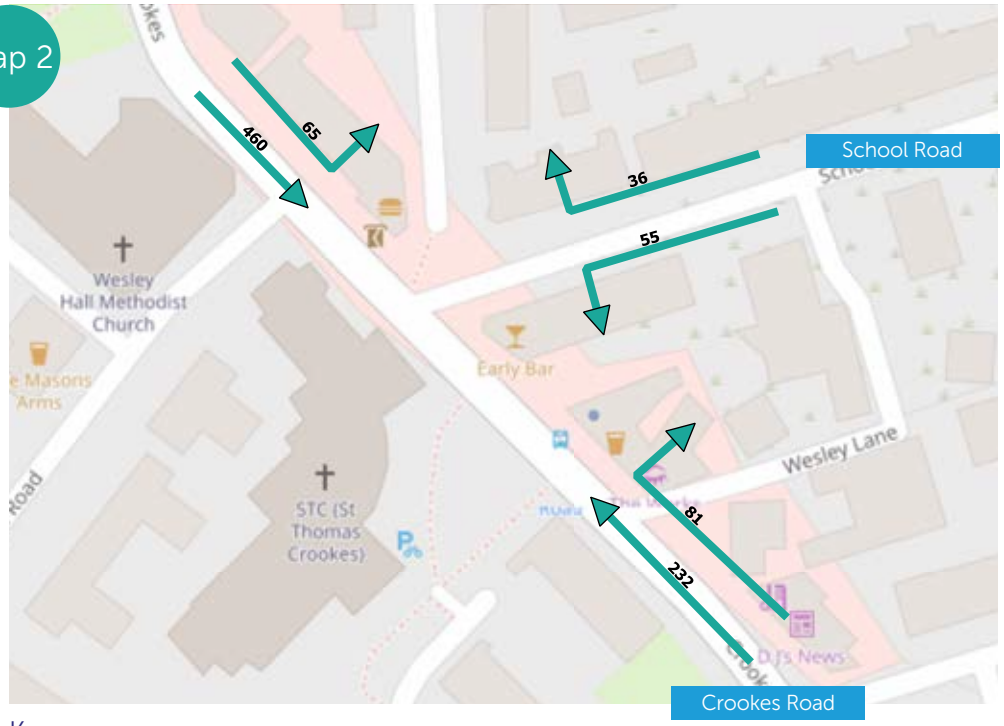
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the School Road / Crookes Road junction in the morning after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: School Road / Crookes Road evening traffic count

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Better travel choices

We counted the number of motor vehicles at the junction of School Road and Crookes Road, during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the School Road / Crookes Road junction in the evening before the scheme (November 2021)

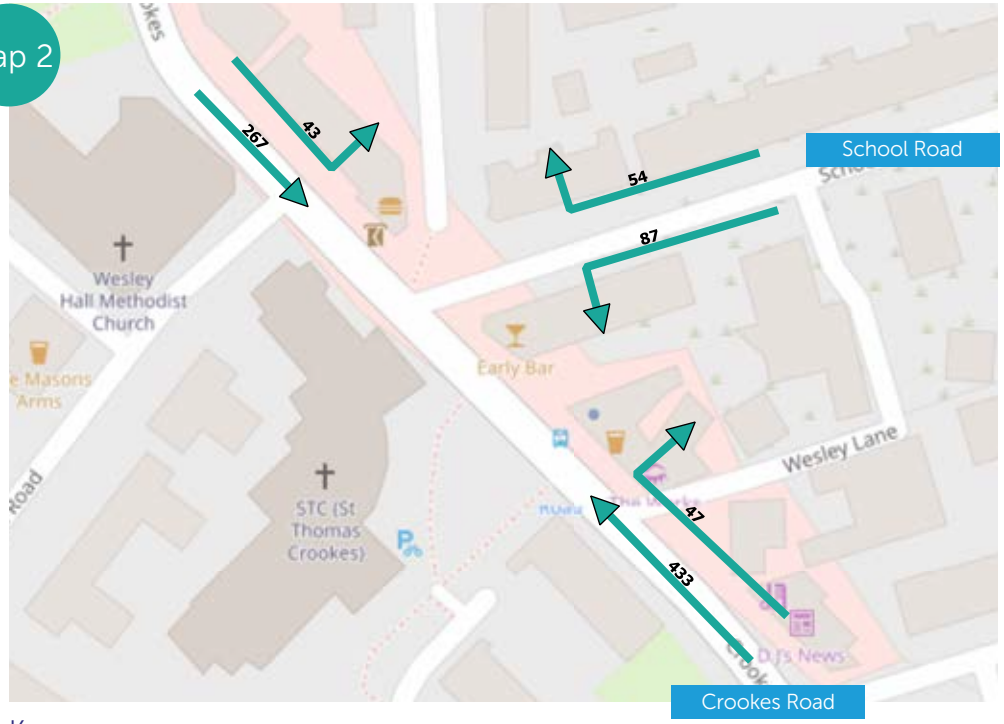
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the School Road / Crookes Road junction in the evening after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

School Road / Crookes Road junction data table

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We counted the number of motor vehicles passing in and out of the School Road arm of the School Road and Crookes Road junction over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Active Neighbourhood measures were put in place. The table below shows these changes, both in the difference in motor vehicles counted, and the change as a percentage.

School Road – total number of motor vehicles counted passing through single arm of junction									
	12 hour before	12 hour after	% change	AM before	AM after	% change	PM before	PM after	% change
In	802	1018	**+27%**	132	146	**+11%**	71	90	**+27%**
Out	850	955	**+12%**	82	91	**+11%**	131	141	**+8%**
Total	1652	1973	**+19%**	214	237	**+11%**	202	231	**+14%**

Number of motor vehicles: School Road / Conduit Road 12 hour count

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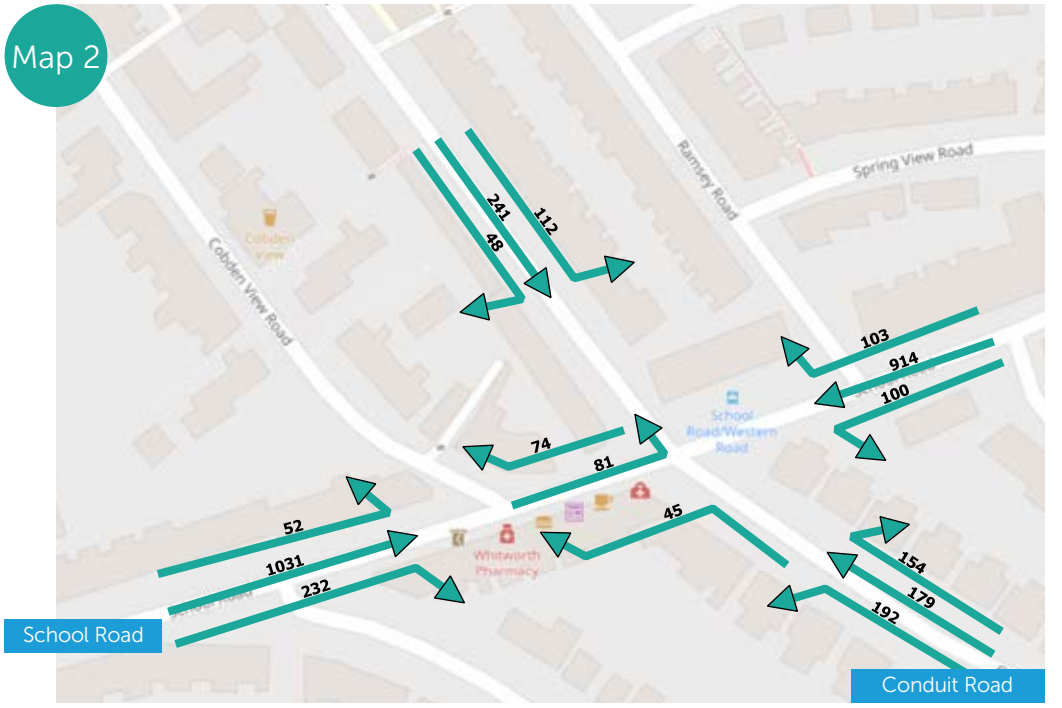
We counted the number of motor vehicles at the junction of School Road and Conduit Road from 7am to 7pm. Map 1 shows the number of vehicles counted during the 12 hour survey in November 2021. Map 2 shows the number of vehicles counted during the 12 hour survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the School Road / Conduit Road junction before the scheme (November 2021)

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the School Road / Conduit Road junction after the scheme (May 2023)



Key

Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: School Road / Conduit Road morning traffic count

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We counted the number of motor vehicles at the junction of School Road and Conduit Road, during the peak time of morning traffic, between 8am and 9am. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the School Road / Conduit Road junction in the morning before the scheme (November 2021)

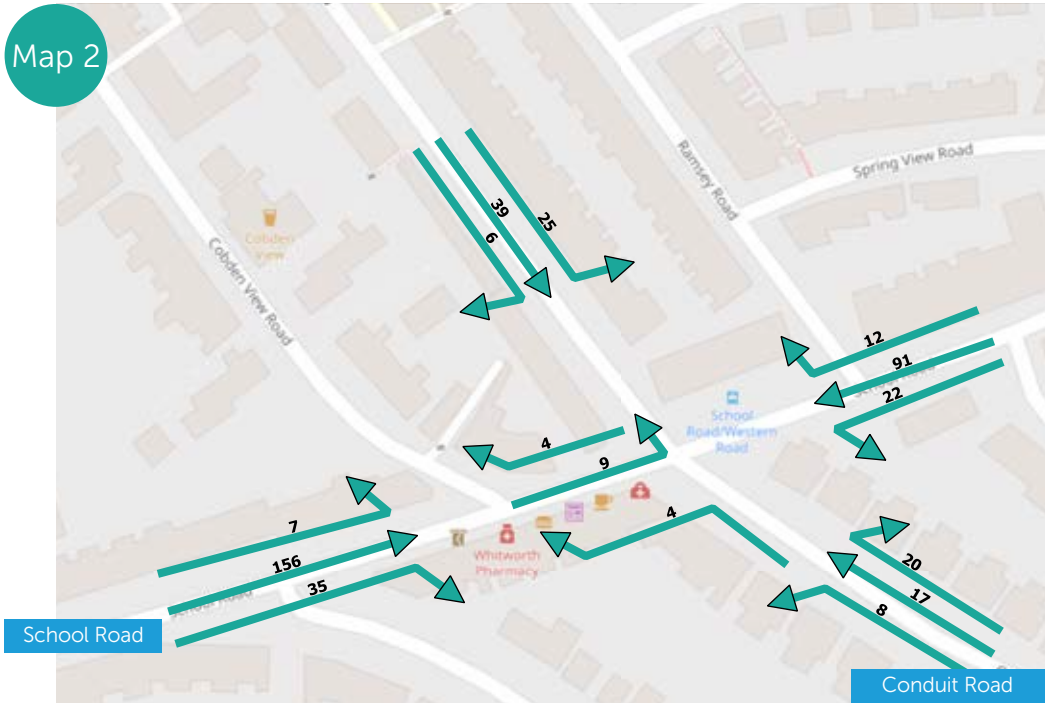
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the School Road / Conduit Road junction in the morning after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: School Road / Conduit Road evening traffic count

CONNECTING SHEFFIELD
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We counted the number of motor vehicles at the junction of School Road and Conduit Road, during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the School Road / Conduit Road junction in the evening before the scheme (November 2021)

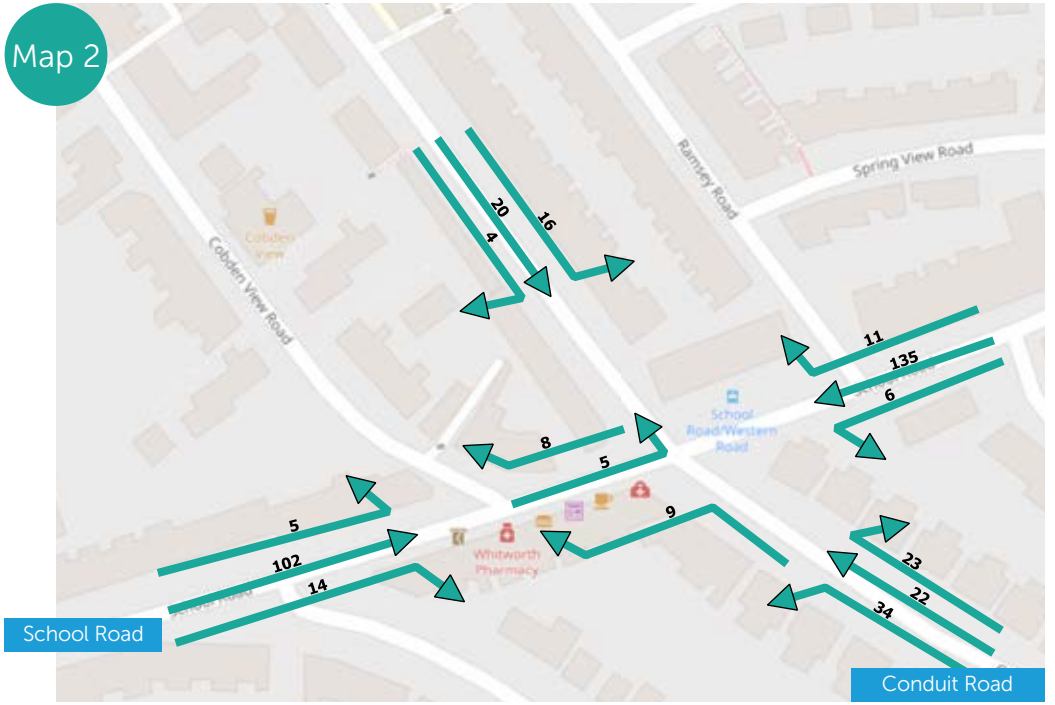
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the School Road / Conduit Road junction in the evening after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

School Road / Conduit Road junction data table

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We counted the number of motor vehicles passing in and out of the Conduit Road arm of the School Road and Conduit Road junction over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Active Neighbourhood measures were put in place. The table below shows these changes, both in the difference in motor vehicles counted, and the change as a percentage.

Conduit Road – total number of motor vehicles counted passing through single arm of junction									
	12 hour before	12 hour after	% change	AM before	AM after	% change	PM before	PM after	% change
In	584	573	**-2%**	59	96	**+63%**	55	40	**-27%**
Out	671	570	**-15%**	29	49	**+69%**	80	49	**+10%**
Total	1255	1143	**-9%**	88	145	**+65%**	135	128	**-5%**

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Junction vehicle counts:
Heavygate Road /
Northfield Road
Section 4 of 9

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Number of motor vehicles: Heavygate Road / Northfield Road 12 hour count

CONNECTING SHEFFIELD
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We counted the number of motor vehicles at the junction of Heavygate Road and Northfield Road from 7am to 7pm.. Map 1 shows the number of vehicles counted during the 12 hour survey in November 2021. Map 2 shows the number of vehicles counted during the 12 hour survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the Heavygate Road / Northfield Road junction before the scheme (November 2021)

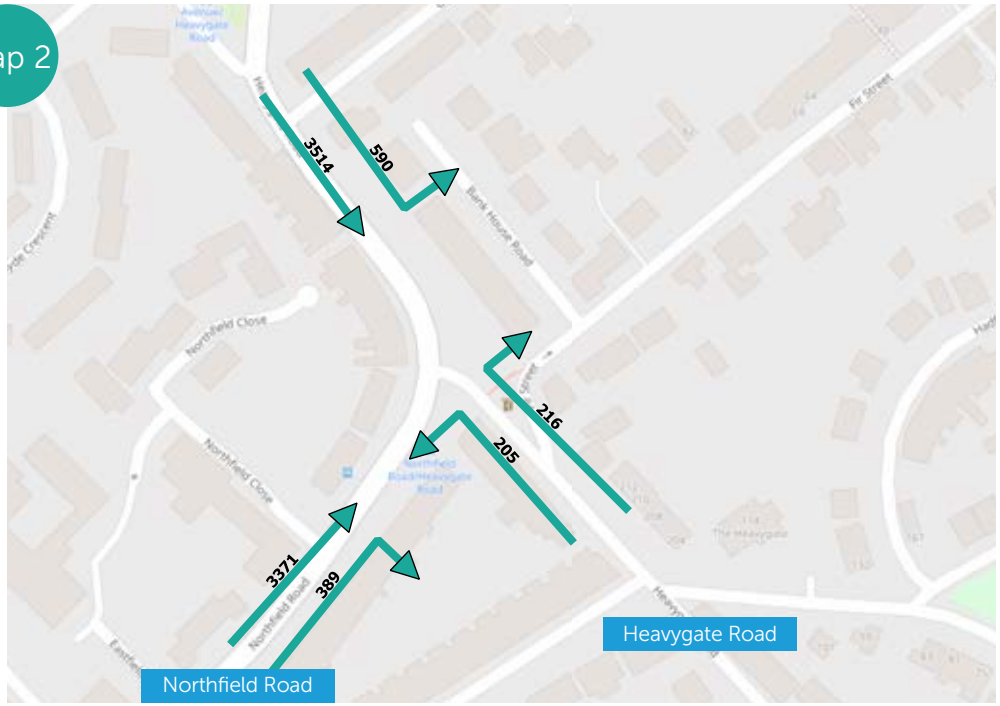
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the Heavygate Road / Northfield Road junction after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: Heavygate Road / Northfield Road morning traffic count

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We counted the number of motor vehicles at the junction of Heavygate Road and Northfield Road, during the peak time of morning traffic, between 8am and 9am. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the Heavygate Road / Northfield Road junction in the morning before the scheme (November 2021)

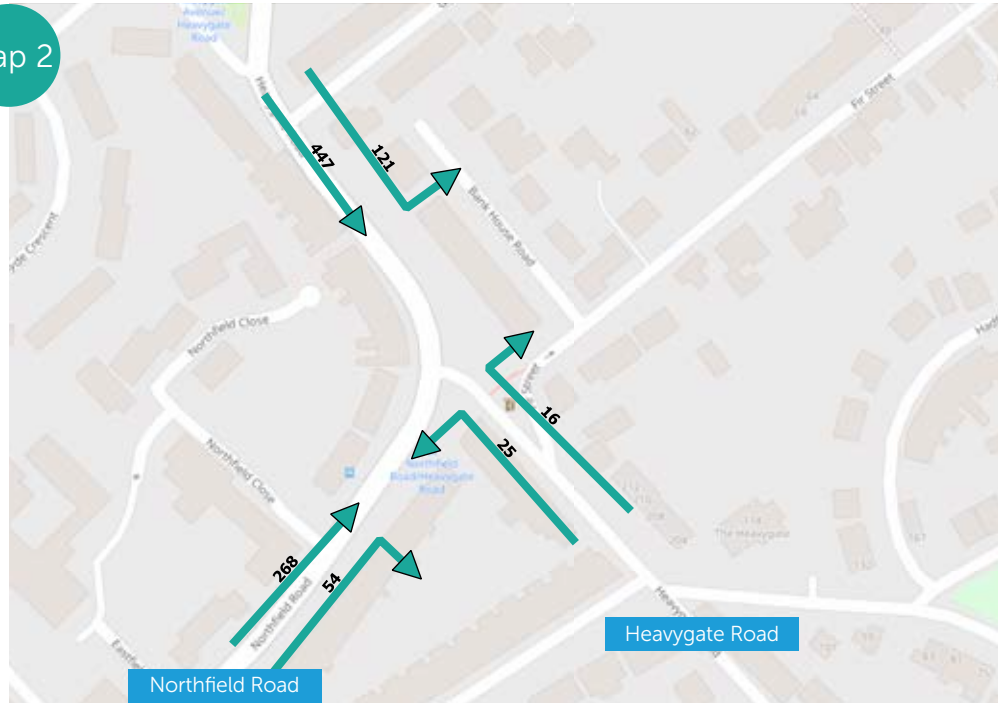
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the Heavygate Road / Northfield Road junction in the morning after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: Heavygate Road / Northfield Road evening traffic count

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles at the junction of Heavygate Road and Northfield Road, during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the Heavygate Road / Northfield Road junction in the evening before the scheme (November 2021)

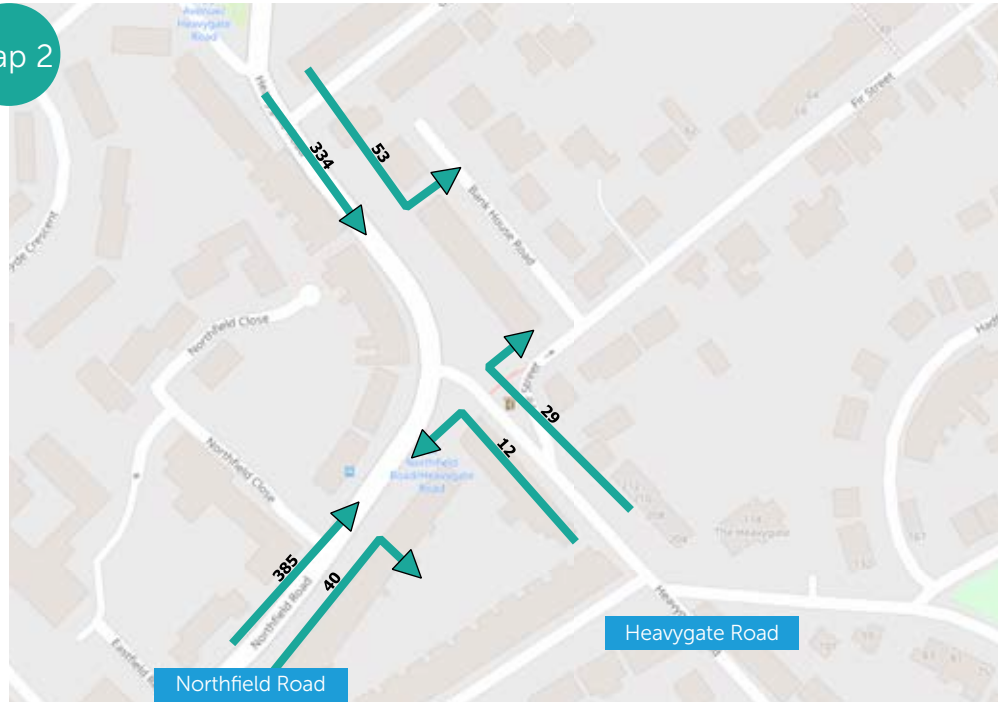
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the Heavygate Road / Northfield Road junction in the evening after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

Heavygate Road / Northfield Road junction data table

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles passing in and out of the Heavygate Road arm of the Heavygate Road and Northfield Road junction over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Active Neighbourhood measures were put in place. The table below shows these changes, both in the difference in motor vehicles counted, and the change as a percentage.

Heavygate Road – total number of motor vehicles counted passing through single arm of junction									
	12 hour before	12 hour after	% change	AM before	AM after	% change	PM before	PM after	% change
In	911	979	**+7%**	114	175	**+54%**	114	93	**-18%**
Out	495	421	**-15%**	53	41	**-23%**	54	41	**-24%**
Total	1406	1400	**-<1%**	167	216	**+29%**	168	134	**-20%**

AUTOMATIC COUNT DATA

In addition there is an automatic counter placed at this junction counting traffic on Heavygate Road. This has been counting continuously since Nov 2021. The headline from this count is as follows:

A **16% increase** in traffic. Ave weekday flow before - **1262 vehicles**, Ave weekday flow after **1468 vehicles.**
A **7 % drop** in traffic heading toward Northfield Road, a **30% increase i**n traffic heading toward Crookesmoor.
Data comparison is Nov-May 21/22, to Nov -May 22/23. all counts are 24hours.

CONNECTING SHEFFIELD
Better travel choices

Junction vehicle counts:
Walkley Road / South Road / Greenhow Street
Section 5 of 9

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Number of motor vehicles: Walkley Road / South Road 12 hour count

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles at the junction of Walkley Road and South Road from 7am to 7pm.. Map 1 shows the number of vehicles counted during the 12 hour survey in November 2021. Map 2 shows the number of vehicles counted during the 12 hour survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the Walkley Road / South Road junction before the scheme (November 2021)

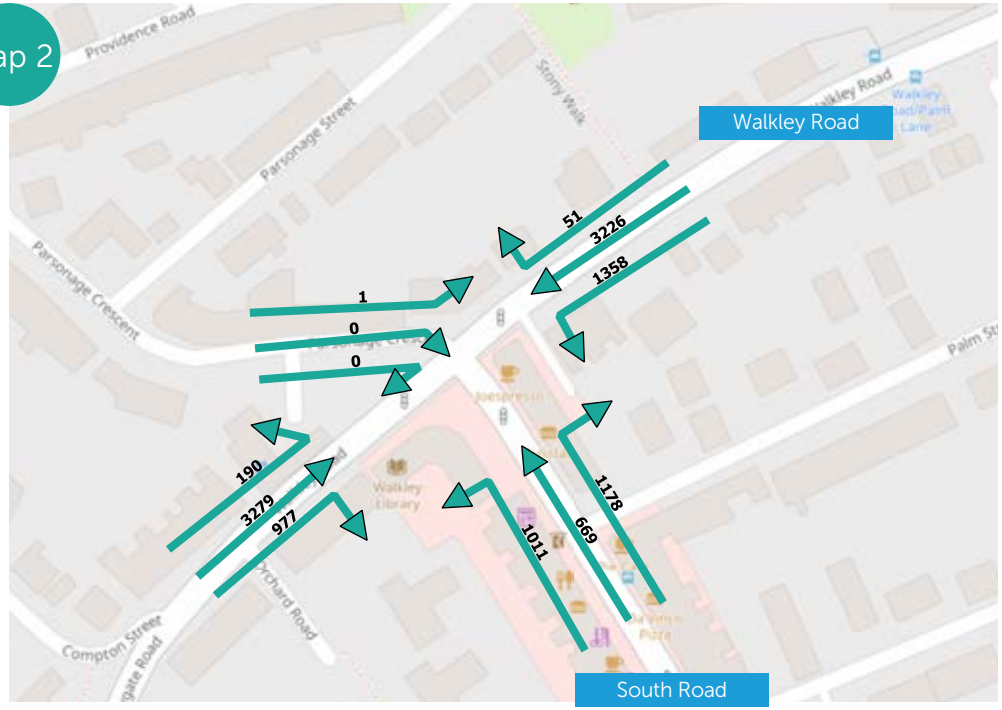
Map 1

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the Walkley Road / South Road junction after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

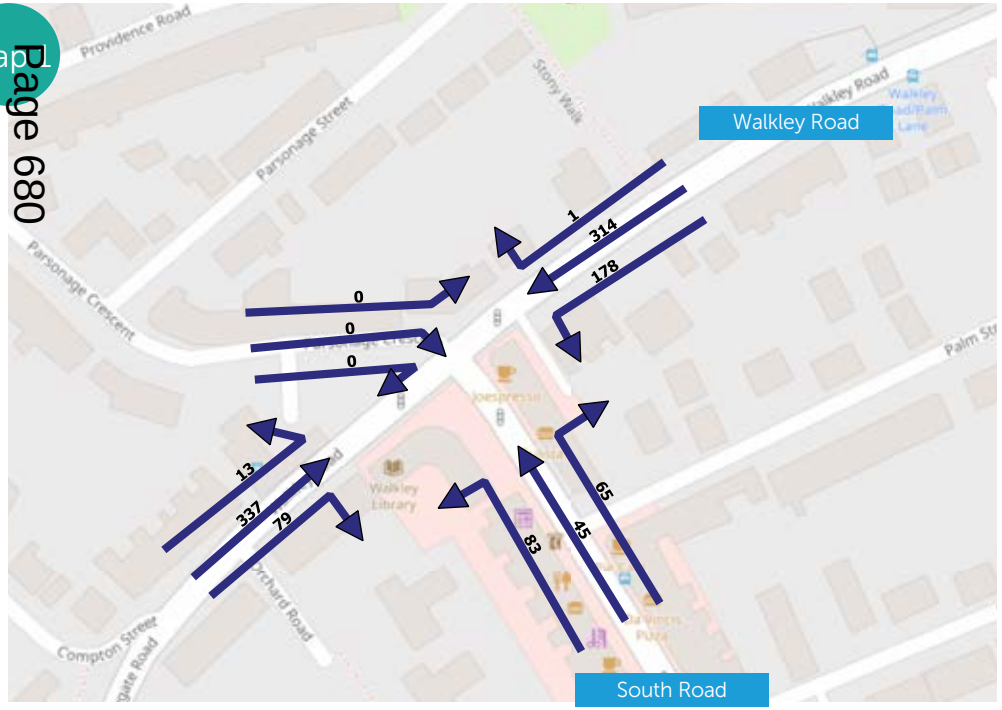
Number of motor vehicles: Walkley Road / South Road Road morning traffic count

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles at the junction of Walkley Road and South Road, during the peak time of morning traffic, between 8am and 9am. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the Walkley Road / South Road junction in the morning before the scheme (November 2021)

Map 1

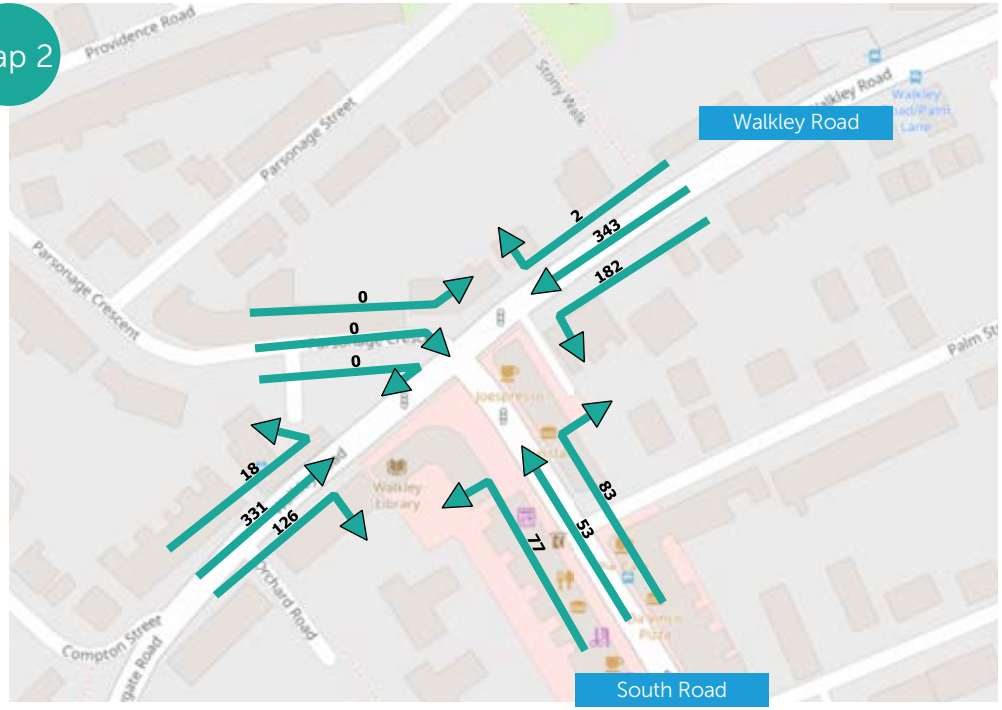


Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the Walkley Road / South Road junction in the morning after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

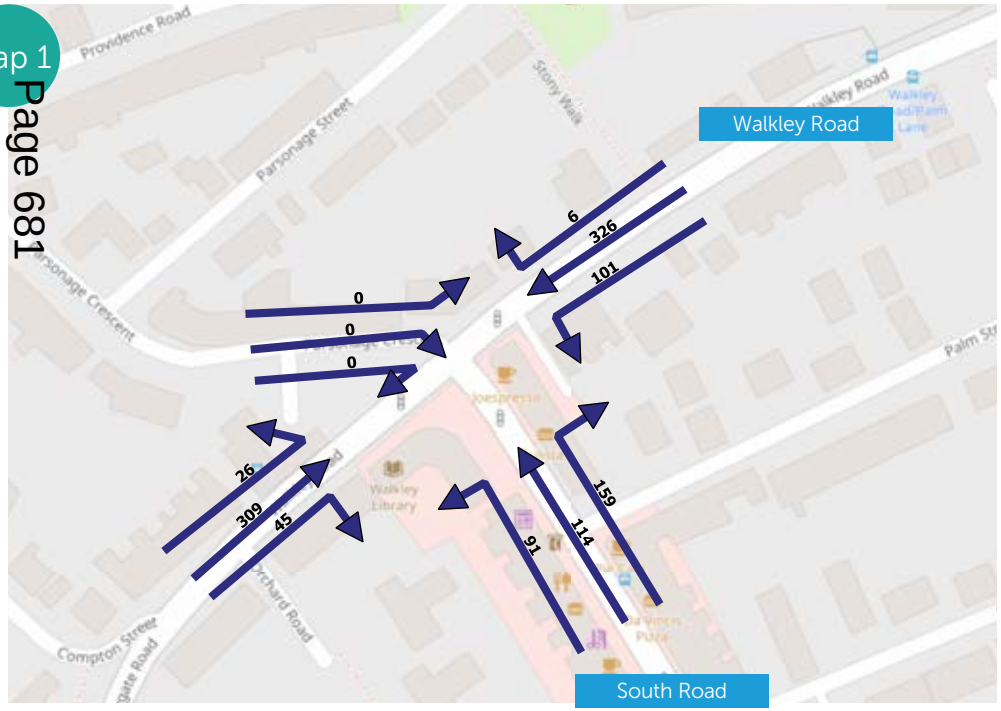
Number of motor vehicles: Walkley Road / South Road evening traffic count

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles at the junction of Walkley Road and South Road, during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the Walkley Road / South Road junction in the evening before the scheme (November 2021)

Map 1

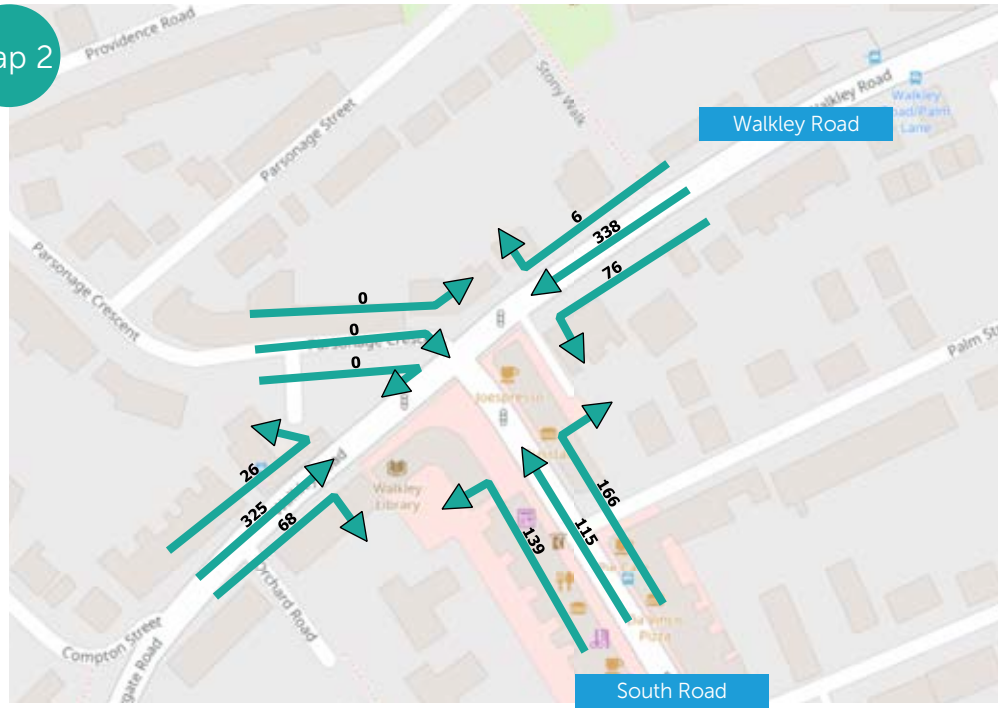


Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the Walkley Road / South Road junction in the evening after the scheme (May 2023)

Map 2



Key

Direction and number of vehicles counted at junction in May 2023

Walkley Road / South Road junction data table

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles passing in and out of the South Road arm of the Walkley Road and South Road junction over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Active Neighbourhood measures were put in place. The table below shows these changes, both in the difference in motor vehicles counted, and the change as a percentage.

South Road – total number of motor vehicles counted passing through single arm of junction									
	12 hour before	12 hour after	% change	AM before	AM after	% change	PM before	PM after	% change
In	2062	2335	**+13%**	257	308	**+20%**	146	144	**-1%**
Out	2759	2858	**+4%**	193	213	**+10%**	364	420	**+15%**
Total	4821	5193	**+8%**	450	521	**+16%**	510	564	**-11%**

Number of motor vehicles: South Road / Greenhow Street 12 hour count

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles at the junction of the South Road and Greenhow Street from 7am to 7pm. Map 1 shows the number of vehicles counted during the 12 hour survey in November 2021. Map 2 shows the number of vehicles counted during the 12 hour survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the South Road / Greenhow Street junction before the scheme (November 2021)

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the the South Road / Greenhow Street junction after the scheme (May 2023)

Key

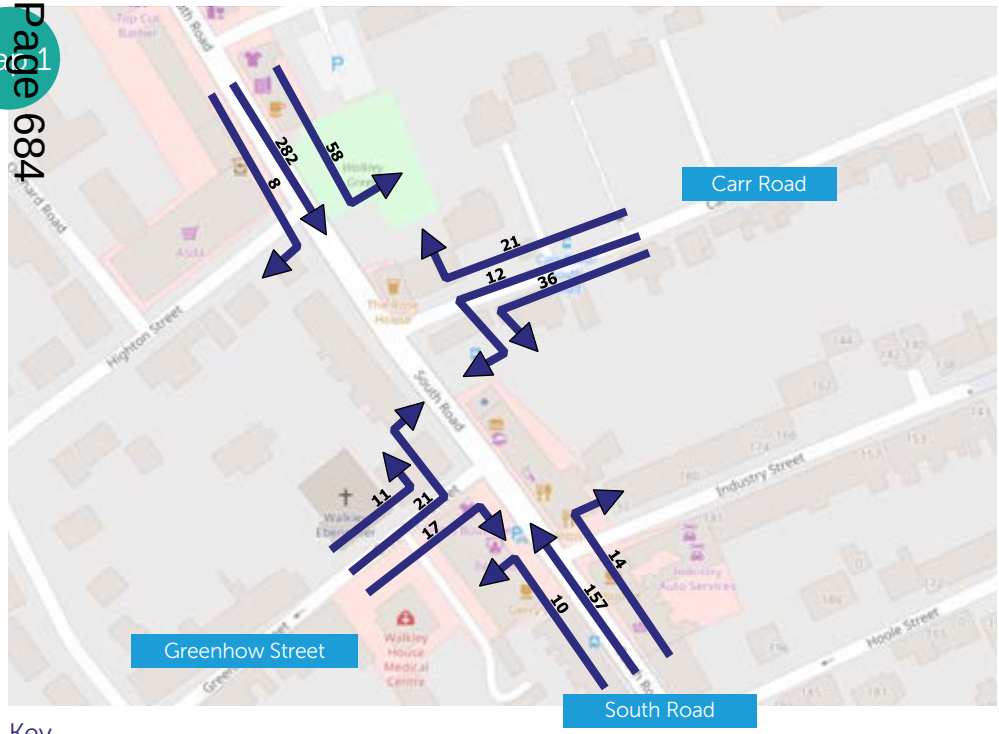
Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: South Road / Greenhow Street morning traffic count

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles at the junction of South Road and Greenhow Street, during the peak time of morning traffic, between 8am and 9am. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the South Road / Greenhow Street junction in the mornings before the scheme (November 2021)



Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the South Road / Greenhow Street junction in the mornings after the scheme (May 2023)

Key

Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: South Road / Greenhow Street evening traffic count

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles at the junction of South Road and Greenhow Street, during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in May 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the South Road / Greenhow Street junction in the evenings before the scheme (November 2021)

Key

Direction and number of vehicles counted at junction in November 2021

Number of motor vehicles travelling through the South Road / Greenhow Street junction in the evenings after the scheme (May 2023)

Key

Direction and number of vehicles counted at junction in May 2023

South Road / Greenhow Street junction data table

CONNECTING SHEFFIELD
Better travel choices

We counted the number of motor vehicles passing in and out of the Greenhow Street arm of the South Road and Greenhow Street junction over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Active Neighbourhood measures were put in place. The table below shows these changes, both in the difference in motor vehicles counted, and the change as a percentage.

Greenhow Street – total number of motor vehicles counted passing through single arm of junction									
	12 hour before	12 hour after	% change	AM before	AM after	% change	PM before	PM after	% change
In	360	429	**+19%**	30	29	**-3%**	42	58	**+38%**
Out	468	188	**-60%**	49	12	**-76%**	35	24	**-31%**
Total	828	617	**-25%**	79	41	**-48%**	77	82	**+6%**

CONNECTING SHEFFIELD
Better travel choices

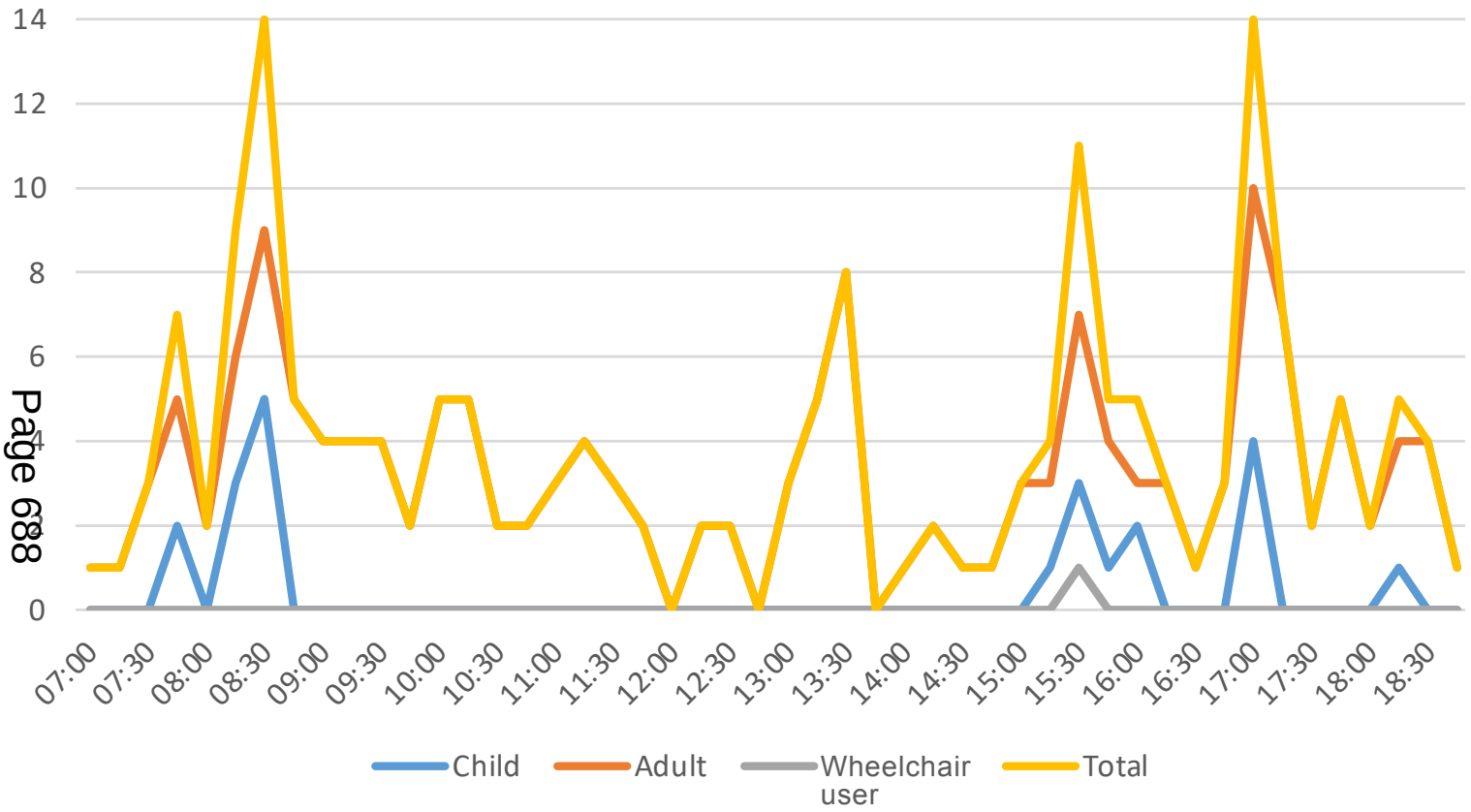
Overview: Pedestrian crossings
Section 6 of 9

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Heavygate Road

CONNECTING SHEFFIELD
Better travel choices



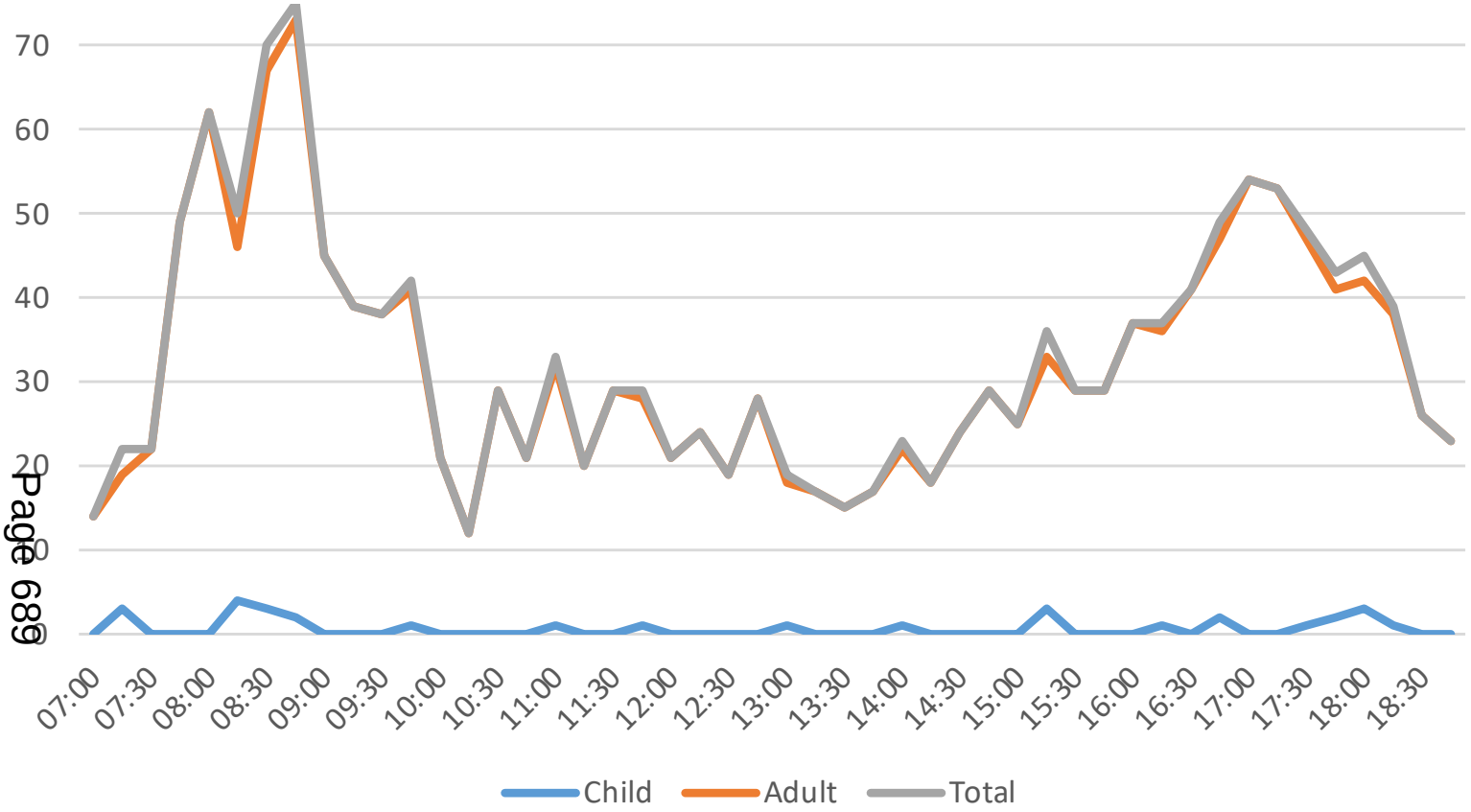
We counted the number of people using the pedestrian crossing on Heavygate Road. This graph shows the number of people we counted using the crossing during the 12-hour survey we carried out in May 2023.

We recorded four spikes in usage throughout the day, at 8:30am, 1pm, 3:30pm and 5pm, matching roughly with the morning commute and school drop off, lunch time, the end of the school day and the end of the working day.

Wednesday 10th May 2023 07:00 – 19:00			
Adults	**Children**	**Wheelchair user**	**Total Crossings**
159	22	1	**182**

Crookesmoor Road

CONNECTING SHEFFIELD
Better travel choices



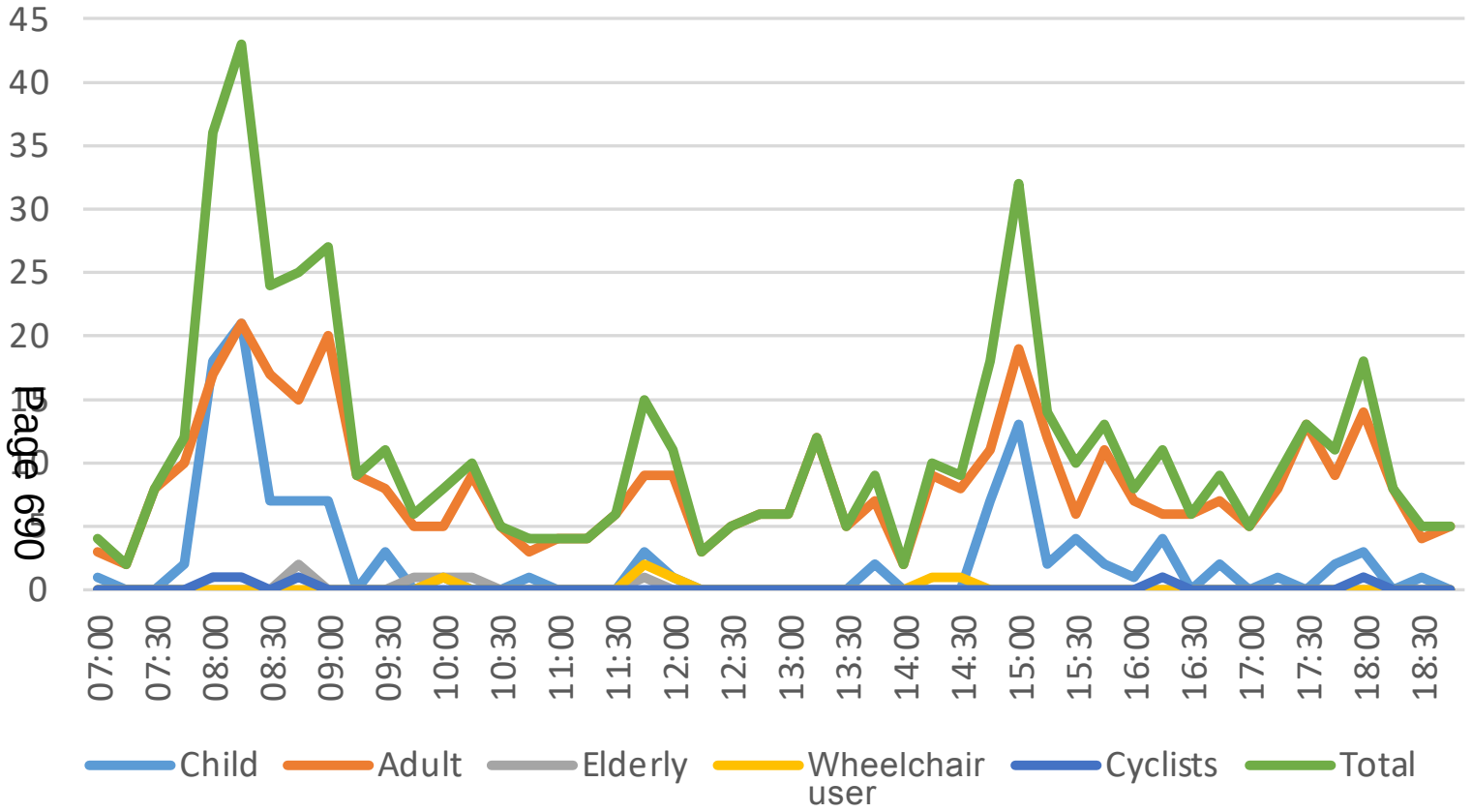
We counted the number of people using the pedestrian crossing on Crookesmoor Road. This graph shows the number of people we counted using the crossing during the 12-hour survey we carried out in May 2023.

We recorded two spikes in usage throughout the day, one in the morning at 8:30am, and the second in the afternoon at 5pm. These spikes align with the morning and evening commutes.

Wednesday 10th May 2023 07:00 – 19:00		
Adults	**Children**	**Total Crossings**
1560	30	**1590**

Crookes Road (near School Road)

CONNECTING SHEFFIELD
Better travel choices



We counted the number of people using the pedestrian crossing on Crookes Road. This graph shows the number of people we counted using the crossing during the 12-hour survey we carried out in May 2023.

We recorded two spikes in usage throughout the day, one in the morning at 8:30am, and the second in the afternoon at 3pm. These spikes align with school opening and closing times.

Wednesday 10th May 2023 07:00 – 19:00					
Adults	**Children**	**Elderly**	**Wheelchair user**	**Cyclists**	**Total Crossings**
403	116	6	6	5	**536**

CONNECTING SHEFFIELD
Better travel choices

Traffic movement flows
Section 7 of 9

Crookes and Walkley Neighbourhood

Traffic Monitoring Data

Traffic movement flows - Introduction

CONNECTING SHEFFIELD
Better travel choices

We worked with The Floow, specialists in black-box telematics data, to better understand general motor vehicle traffic flows throughout and around the Crookes and Walkley Active Neighbourhood. The data was taken over five month periods before and after the measures were put in place.

The maps with the black background look at the percentage of motor vehicles that use the road as a through-route only. This is to say that their journey did not start or finish within the boundaries of the road within the scheme – the vehicle entered and exited the surveyed area of the road in the same journey. This is useful to see which roads in Crookes and Walkley are being used by motor vehicles to traverse from and to destinations outside of the Active Neighbourhood boundary, and how this has changed since the scheme was put in place.

The maps with the white background look at the estimated total flow of motor vehicles on key roads within Crookes and Walkley, calculated by scaling the sample number of black-box equipped vehicle journeys with local traffic count data in the morning, evening and throughout the day over the five-month survey period, before and after the measures were implemented.

As this data covers a broad period of time, and a specific cross-section of motor vehicle users as a proportion of an estimated total traffic flow, there may be some contrast between the data in this document and the data from the rest of the traffic monitoring surveys.

This also means that estimated flow numbers should not be treated as absolute, but show relative changes in traffic. As such, the data in this document should not be used in isolation, but to support conclusions drawn by the rest of the data.

The full traffic monitoring documents are presented in 9 separate documents – this black-box flow data is document 7 of 9.

These documents have been created to illustrate changes in travel before and after the Crookes and Walkley Active Neighbourhood scheme came into effect. The full committee report on the scheme will provide context to the data presented in this document, and how it informs the recommendations on the future of the scheme.

Concentration of through-traffic throughout the day

CONNECTING SHEFFIELD
Better travel choices

These maps show the concentration of motor vehicles that use the road as a through route only throughout the day in Crookes and Walkley. This means that they enter and exit the road without stopping, travelling in and out of Crookes and Walkley. Only roads which received an estimated flow of more than 10 cars per hour are shown here. The data is displayed as a percentage to better illustrate which roads in the area are being used the most for through-journeys.

The percentages in these maps may not necessarily indicate a gross change in traffic flow, but rather simply the proportion of journeys that are classed as through-traffic. For example, South Road shows some of the highest percentages of through-traffic, as a vehicle travelling along South Road from Walkley to the city centre would be classed as a through journey.

Map 1 shows the concentration of through-traffic over five months before the measures were put in, while Map 2 shows the concentration of through-traffic over five months after the measures were put in place.

Aug 2021 to Dec 2021

Map 1

Aug 2022 to Dec 2022

Map 2

Concentration of through-traffic in the mornings

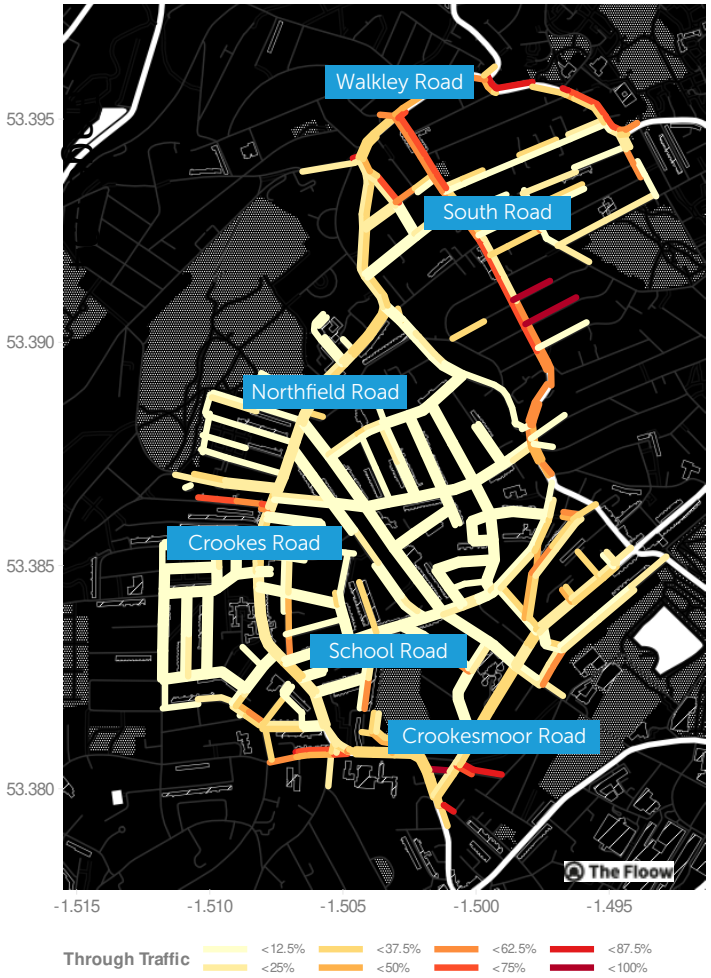
CONNECTING SHEFFIELD
Better travel choices

These maps show the concentration of motor vehicles that use the road as a through route only in the mornings in Crookes and Walkley. This means that they enter and exit the road without stopping, travelling in and out of Crookes and Walkley. Only roads which received an estimated flow of more than 10 cars per hour are shown here. The data is displayed as a percentage to better illustrate which roads in the area are being used the most for through-journeys.

Map 1 shows the concentration of through-traffic in the mornings over five months before the measures were put in, while Map 2 shows the concentration of through-traffic in the mornings over five months after the measures were put in place.

Aug 2021 to Dec 2021

Map 1



Aug 2022 to Dec 2022

Map 2

Concentration of through-traffic in the evenings

CONNECTING SHEFFIELD
Better travel choices

These maps show the concentration of motor vehicles that use the road as a through route only in the evenings in Crookes and Walkley. This means that they enter and exit the road without stopping, travelling in and out of Crookes and Walkley. Only roads which received an estimated flow of more than 10 cars per hour are shown here. The data is displayed as a percentage to better illustrate which roads in the area are being used the most for through-journeys.

Map 1 shows the concentration of through-traffic in the evenings over five months before the measures were put in, while Map 2 shows the concentration of through-traffic in the evenings over five months after the measures were put in place.

Aug 2021 to Dec 2021

Map 1

Aug 2022 to Dec 2022

Map 2

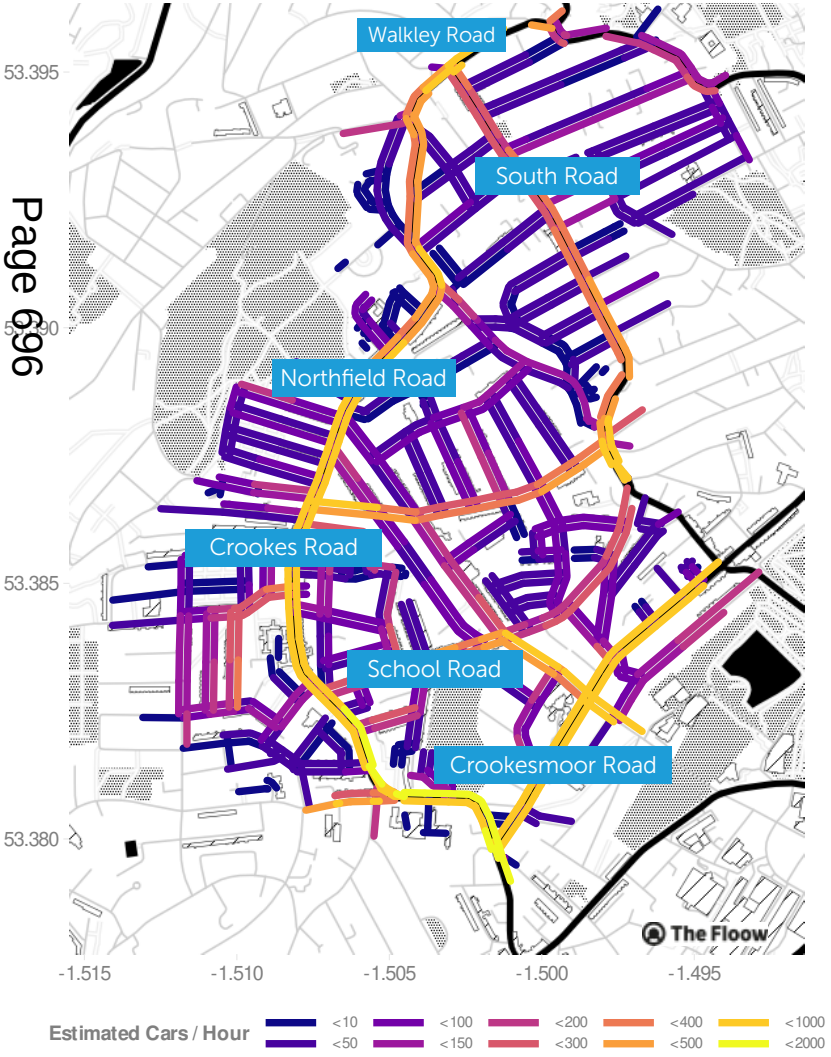
Estimated number of motor vehicles per hour throughout the day

CONNECTING SHEFFIELD
Better travel choices

These maps show the estimated number of motor vehicles on key roads per hour in the Crookes and Walkley Active Neighbourhood over a 12 hour, weekday period, taken over the course of five months. Map 1 shows the average weekday estimate of five months before the measures were put in, while Map 2 shows the average weekday estimate of five months after the measures were put in place.

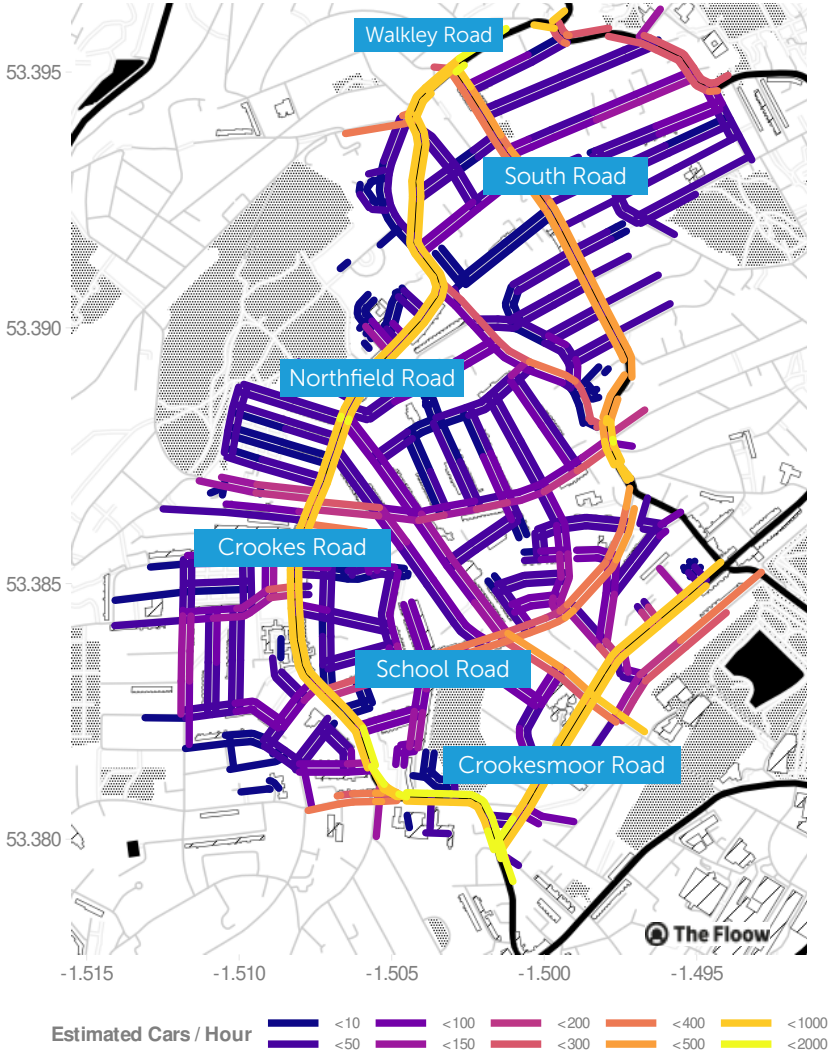
Aug 2021 to Dec 2021

Map 1



Aug 2022 to Dec 2022

Map 2



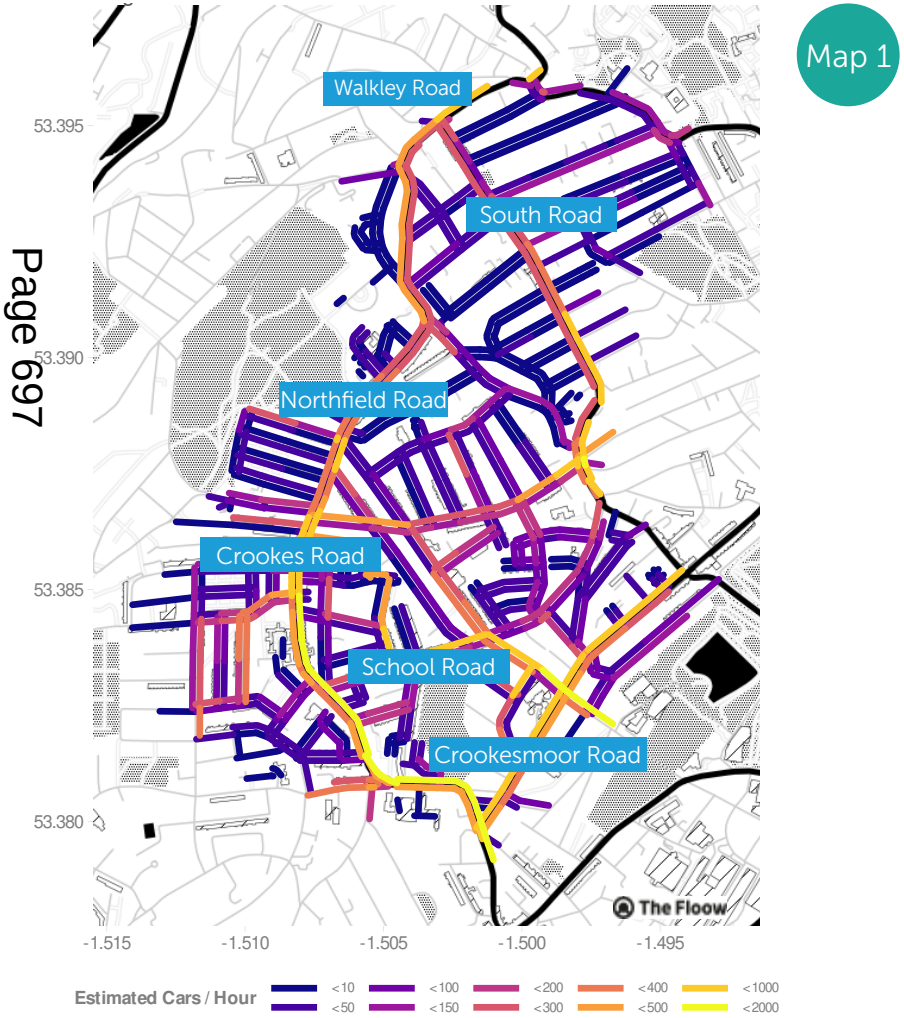
Estimated number of motor vehicles per hour in the mornings

CONNECTING SHEFFIELD
Better travel choices

These maps show the estimated number of motor vehicles on key roads per hour in the Crookes and Walkley Active Neighbourhood on weekday mornings, taken over the course of five months. Map 1 shows the average morning estimate of five months before the measures were put in, while Map 2 shows the average morning estimate of five months after the measures were put in place.

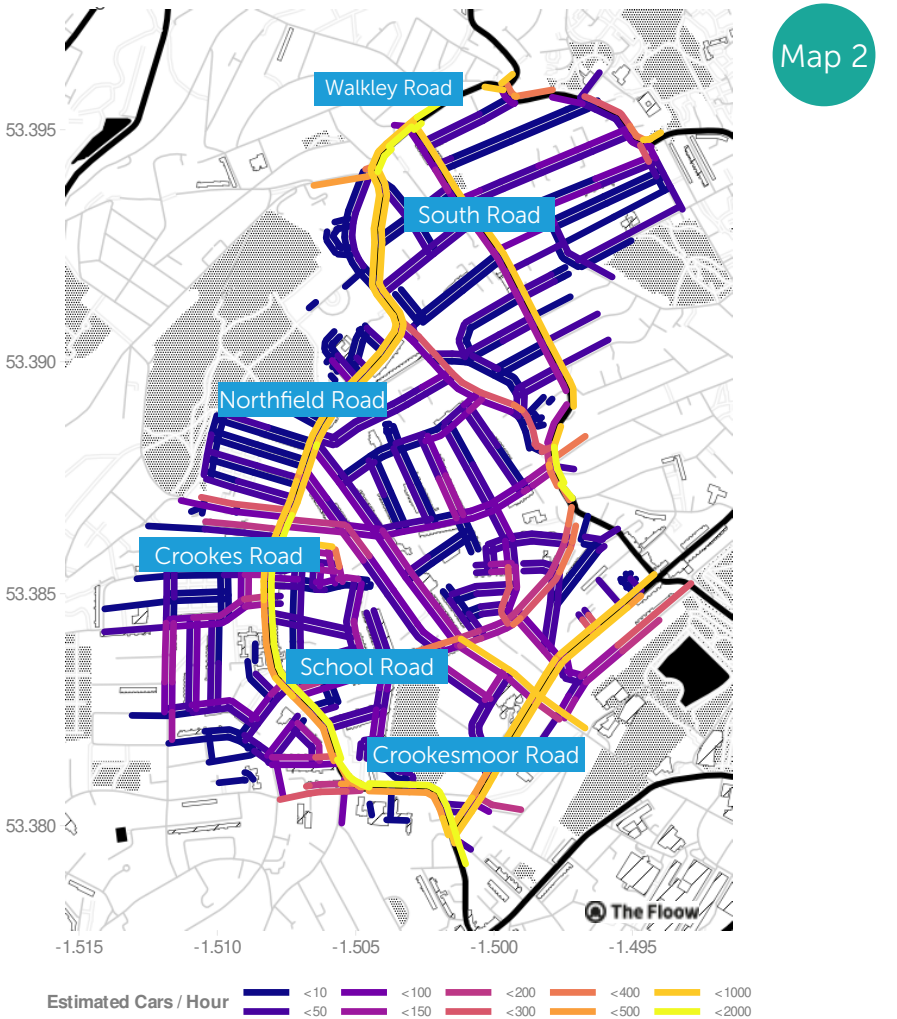
Aug 2021 to Dec 2021

Map 1



Aug 2022 to Dec 2022

Map 2



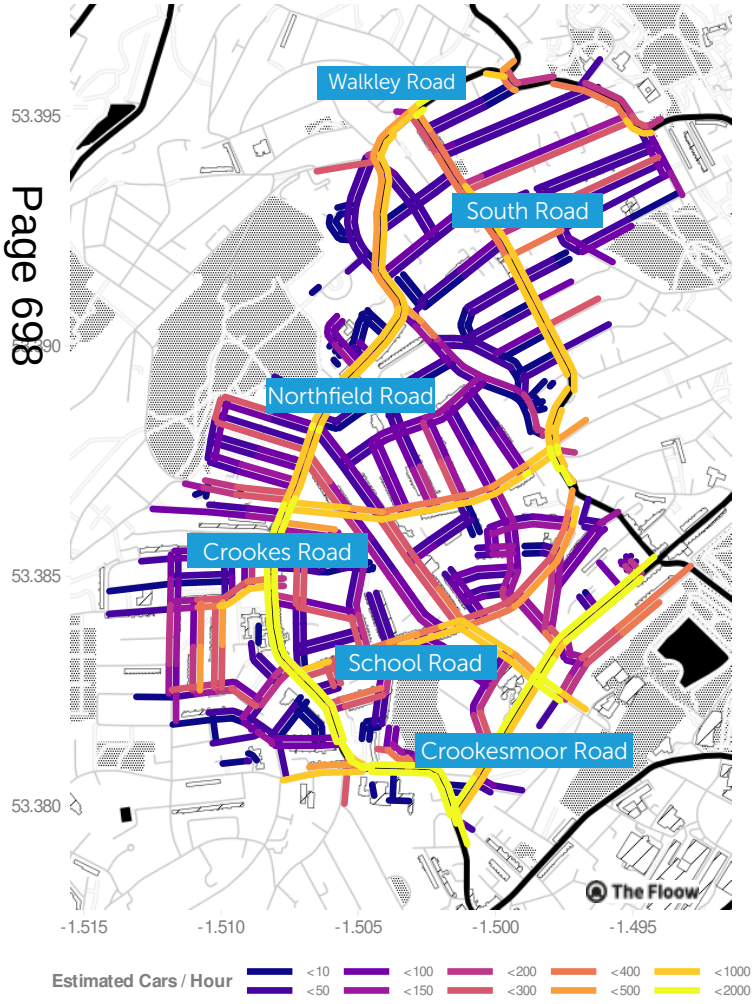
Estimated number of motor vehicles per hour in the evenings

CONNECTING SHEFFIELD
Better travel choices

These maps show the estimated number of motor vehicles on key roads per hour in the Crookes and Walkley Active Neighbourhood on weekday evenings, taken over the course of five months. Map 1 shows the average weekday evening estimate of five months before the measures were put in, while Map 2 shows the average weekday evening estimate of five months after the measures were put in place.

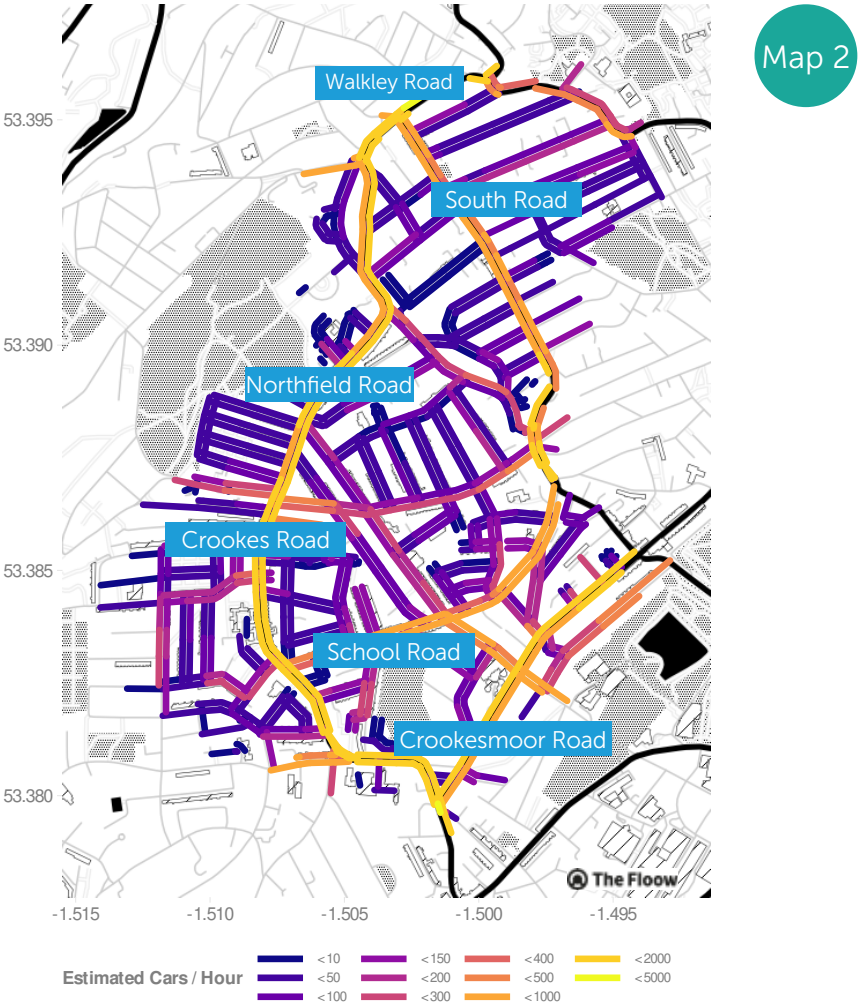
Aug 2021 to Dec 2021

Map 1



Aug 2022 to Dec 2022

Map 2



CONNECTING SHEFFIELD
Better travel choices

Journey Times – Crookes Road and Crookesmoor Road
Section 8 of 9

Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Journey times: Crookes Road / South Road / Crookesmoor Road - Introduction

CONNECTING SHEFFIELD
Better travel choices

Alongside the traffic monitoring surveys, we also looked at journey time data sourced by The Floow, who specialise in black-box telematics data, to better understand motor vehicle movement in the Crookes and Walkley area. These surveys may be useful in supporting conclusions drawn from the wider traffic monitoring surveys.

Journey time data was taken from black-box equipped motor vehicles as they travelled along the route, before and after the Crookes and Walkley Active Neighbourhood measures were put in place.

Data was gathered over a period of 2-3 months on two separate occasions before and after the measures were put in place. The data gathering prior to the Active Neighbourhood coming into effect took place in September-November 2021 and March-April 2022, while the data gathering after the Active Neighbourhood changes came into effect took place in September-November 2022, and March-April 2023.

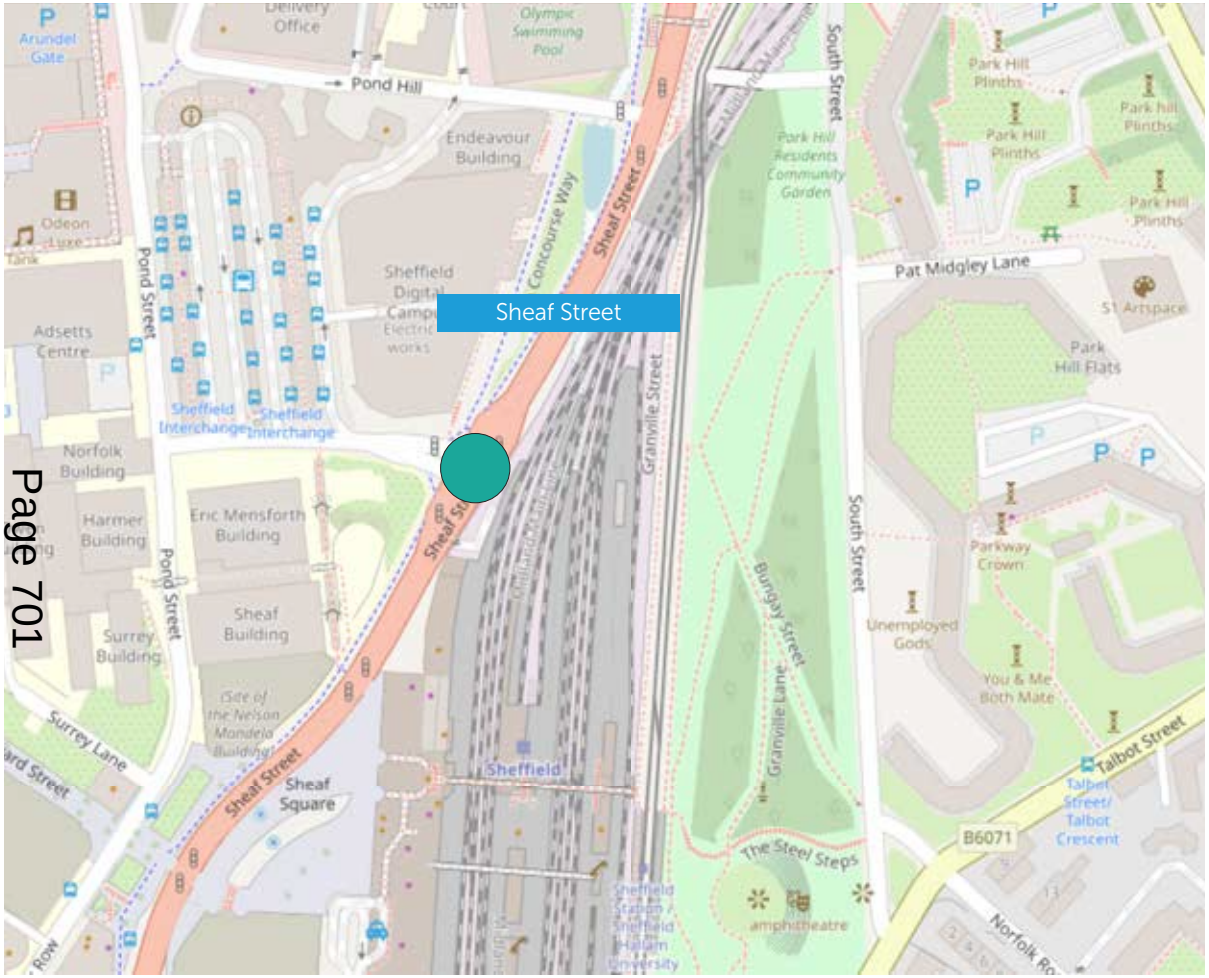
Journey time data is based on a sample of journeys along the route, presented in the maps below. As well as these average journey times, we also looked at the 10th and 90th percentile journey times from the sample. These have been defined as the 10% shortest journeys and 10% longest journeys for simplicity.

This is document 8 of 9, and provides an overview of the changes in journey times for motor vehicles travelling along Crookes Road, South Road and Crookesmoor Road. Each route will be split into two slides, the first showing the map of the route, and the second showing the data in a table.

These documents have been created to illustrate changes in travel before and after the Crookes and Walkley Active Neighbourhood scheme came into effect. The full committee report on the scheme will provide context to the data presented in this document, and how it informs the recommendations on the future of the scheme.

Change in motor vehicle count at city control site

CONNECTING SHEFFIELD
Better travel choices



We counted the number of motor vehicles passing through Sheaf Street before and after the implementation of the Active Neighbourhood.

Changes in motor vehicle traffic at a key central road or junction such as Sheaf Street are useful indicators of changes in motor vehicle trends on a city-wide level, serving as useful control test sites to compare local traffic trends with city-wide traffic trends.

We looked at the Sheaf Street control site again, taking 12 hour traffic counts here alongside the journey time surveying on Abbeydale Road, both before and after the Active Neighbourhood measures were put in.

Key

Location of traffic control site on Sheaf Street

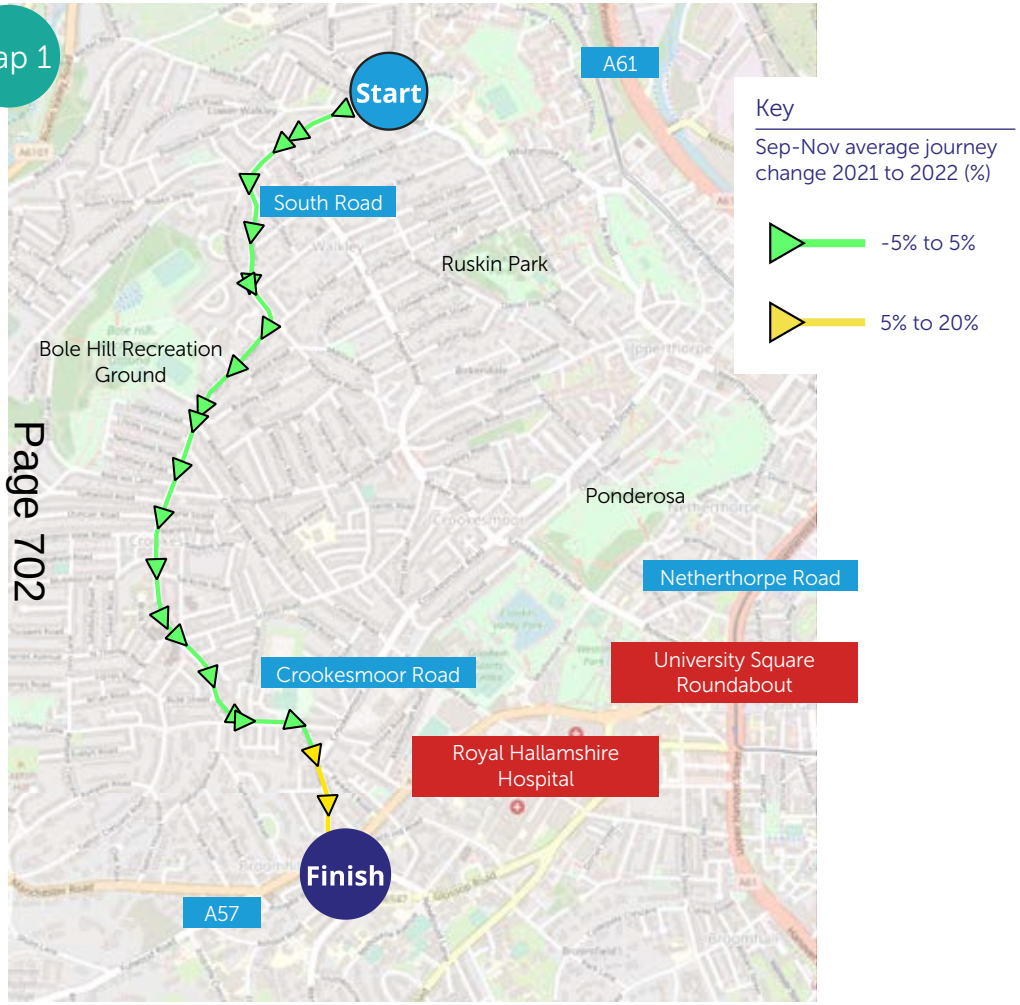
Control site –daily traffic counts taken at the same time periods as the journey time data						
	Sep – Nov 2021	Sep – Nov 2022	% change	Mar – Apr 2022	Mar – Apr 2023	% change
Total	40,558	39,852	**-2%**	38,823	39,743	**2%**

Crookes Road southbound

CONNECTING SHEFFIELD
Better travel choices

September - November 2021 to 2022

Map 1

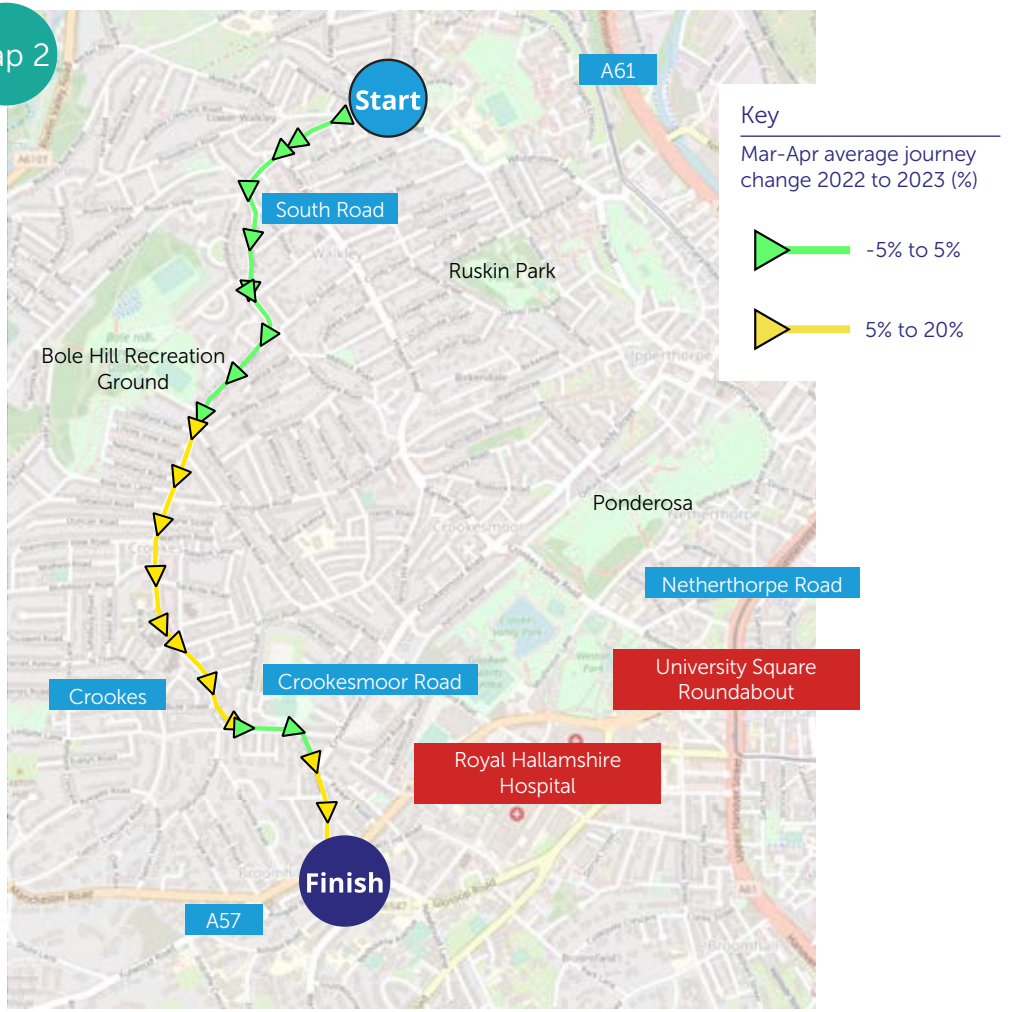


Sep - Nov 2021 avg total journey time (mm:ss)
Crookes Road - 05:15

Sep - Nov 2022 avg total journey time (mm:ss)
Crookes Road - 05:25 (**3% increase**)

March - April 2022 to 2023

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Crookes Road - 05:01

Mar - Apr 2023 avg total journey time (mm:ss)
Crookes Road - 05:21 (**7% increase**)

*These maps show the change in journey times for vehicles travelling southbound on Crookes Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

Crookes Road southbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading southbound on Crookes Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on southbound journeys on Crookes Road since the changes were implemented. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time increased in both month groups, with journeys in the September-November months increasing by an average of 3% after the Active Neighbourhood measures were put in place, and 7% in the March-April months.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

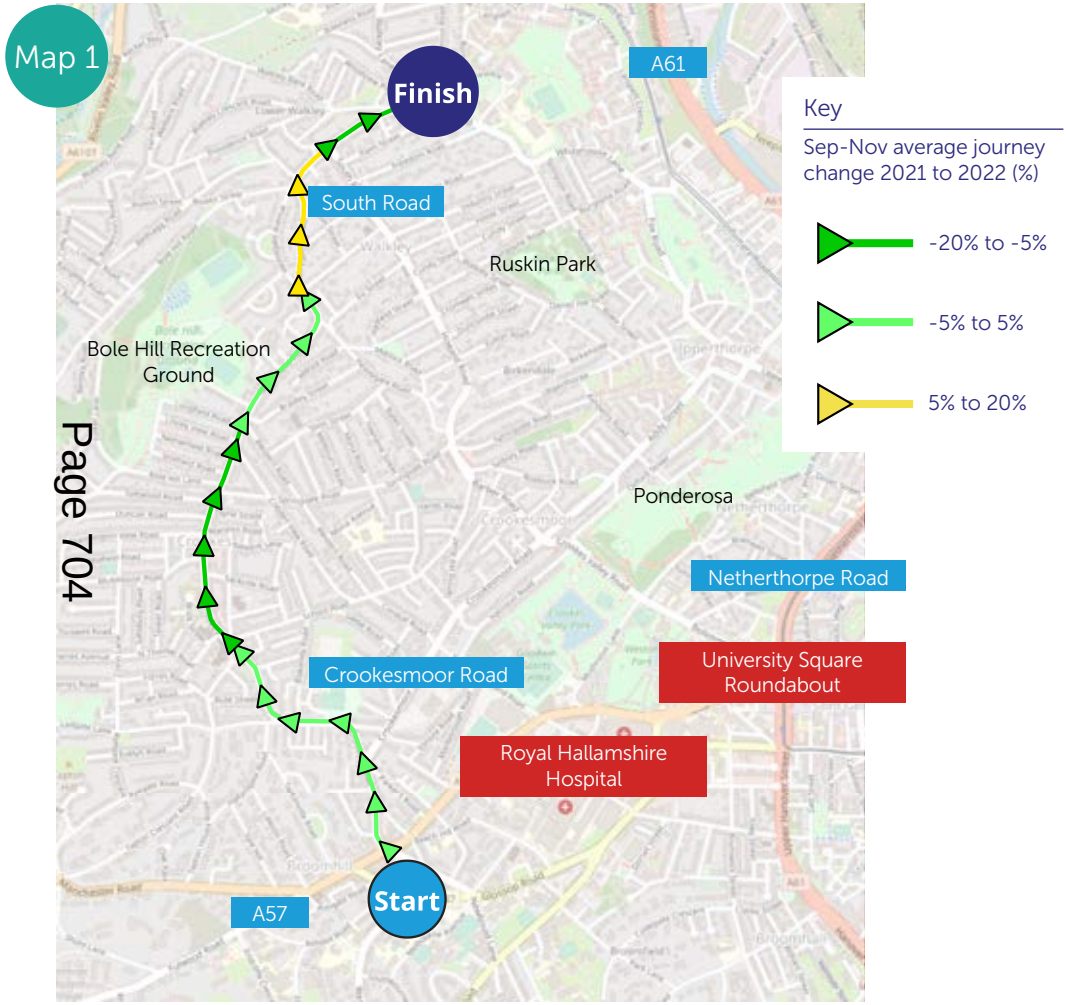
The 10% shortest journey times broadly mirrored the changes in average journey time, increasing by 3% in the September-November month groups, and by 6% in the March-April month groups. The 10% longest journeys saw more pronounced change, increasing by 15% in September-November and 13% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	05:15	05:25	**+3%**	05:01	05:21	**+7%**
10% shortest	03:55	04:01	**+3%**	03:46	03:59	**+6%**
10% longest	07:49	09:00	**+15%**	07:24	08:22	**+13%**

Crookes Road northbound

CONNECTING SHEFFIELD
Better travel choices

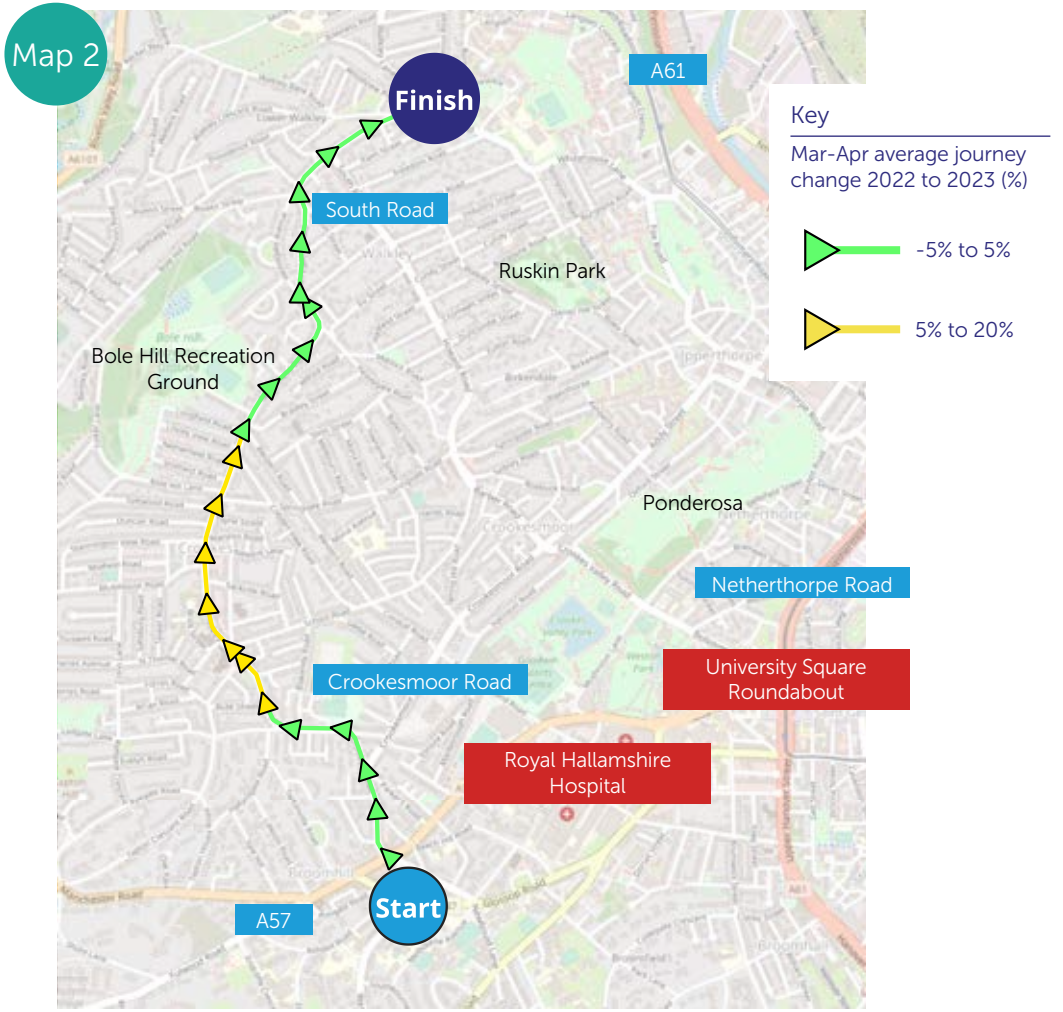
September - November 2021 to 2022



Sep - Nov 2021 avg total journey time (mm:ss)
Crookes Road - 04:46

Sep - Nov 2022 avg total journey time (mm:ss)
Crookes Road - 04:50 (**1% increase**)

March - April 2022 to 2023



Mar - Apr 2022 avg total journey time (mm:ss)
Crookes Road - 04:42

Mar - Apr 2023 avg total journey time (mm:ss)
Crookes Road - 04:51 (**3% increase**)

*These maps show the change in journey times for vehicles travelling northbound on Crookes Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

Crookes Road northbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading northbound on Crookes Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on northbound journeys on Crookes Road since the changes were implemented.. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time increased in both month groups, with journeys in the September-November months increasing by an average of 1% after the Active Neighbourhood measures were put in place, and 3% in the March-April months.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

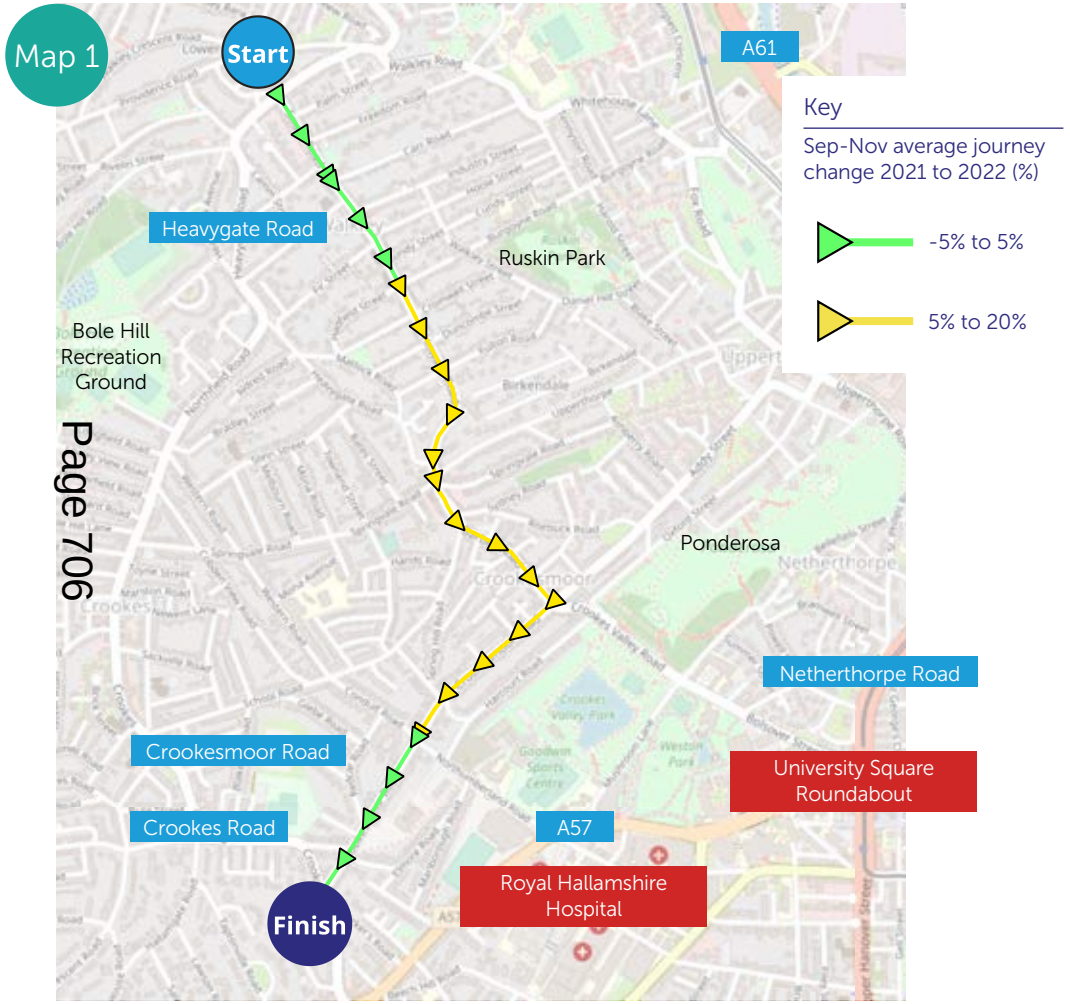
The 10% shortest journey times were reduced or remained the same, decreasing by 5% in the September-November month groups, and remaining static in the March-April month groups. The 10% longest journeys saw an increase in journey time, increasing by 4% in September-November and 10% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	04:46	04:50	**+1%**	04:42	04:51	**+3%**
10% shortest	03:49	03:37	**-5%**	03:41	03:41	**0%**
10% longest	07:03	07:19	**+4%**	06:52	07:34	**+10%**

Crookesmoor Road / South Road southbound

CONNECTING SHEFFIELD
Better travel choices

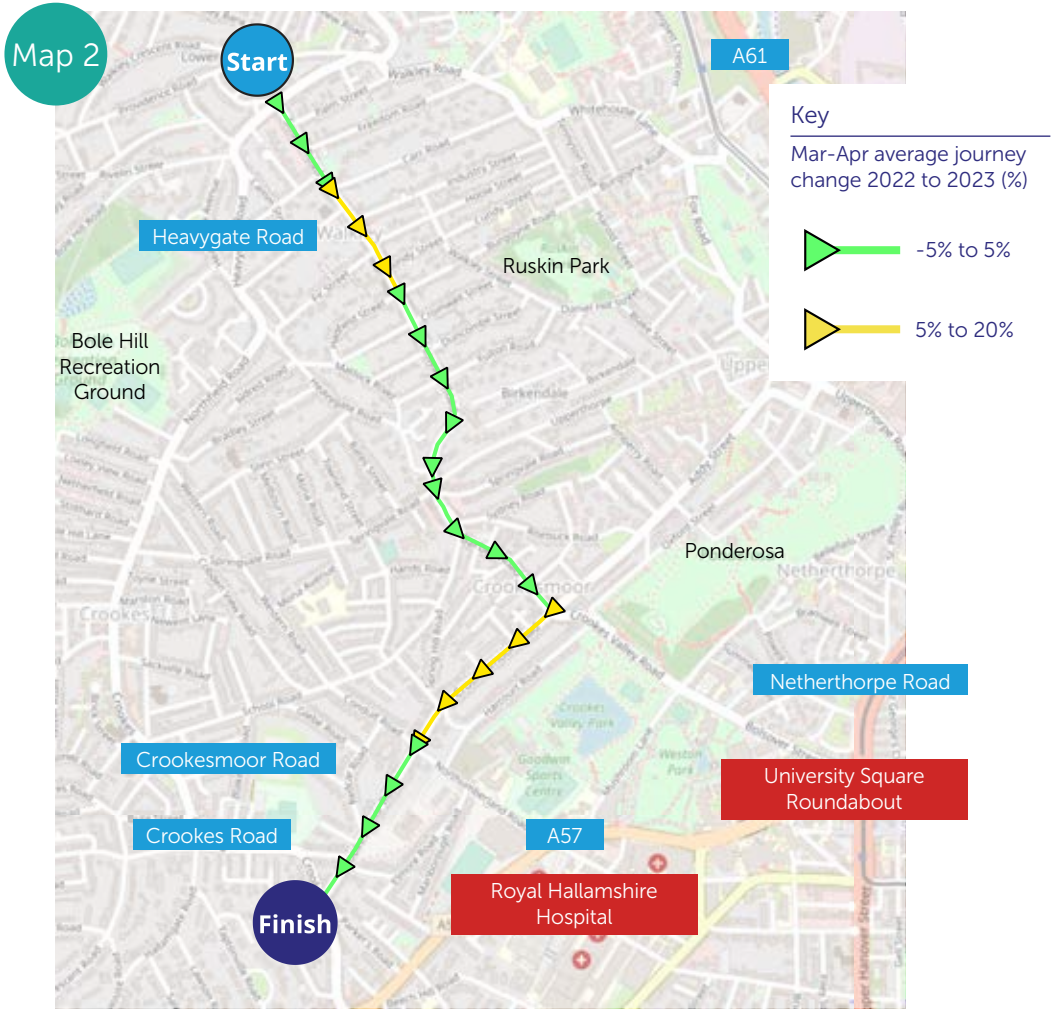
September - November 2021 to 2022



Sep - Nov 2021 avg total journey time (mm:ss)
Mapped Route - 04:14

Sep - Nov 2022 avg total journey time (mm:ss)
Mapped Route - 04:21 (**3% increase**)

March - April 2022 to 2023



Mar - Apr 2022 avg total journey time (mm:ss)
Mapped Route - 04:03

Mar - Apr 2023 avg total journey time (mm:ss)
Mapped Route - 04:21 (**7% increase**)

*These maps show the change in journey times for vehicles travelling southbound on South Road and Crookesmoor Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

Crookesmoor Road / South Road southbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading southbound on South Road and Crookesmoor Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on southbound journeys on South Road and Crookesmoor Road since the changes were implemented. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time increased in both month groups, with journeys in the September-November months increasing by an average of 3% after the Active Neighbourhood measures were put in place, and 7% in the March-April months.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

The 10% shortest journey times also increased by a small amount, increasing by 2% in the September-November month groups, and by 6% in the March-April month groups. The 10% longest journeys saw more pronounced change, increasing by 6% in September-November and 4% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	04:14	04:21	**+3%**	04:03	04:21	**+7%**
10% shortest	03:16	03:19	**+2%**	03:08	03:19	**+6%**
10% longest	06:04	06:27	**+6%**	05:50	06:05	**+4%**

Crookesmoor Road / South Road northbound

CONNECTING SHEFFIELD
Better travel choices

September - November 2021 to 2022

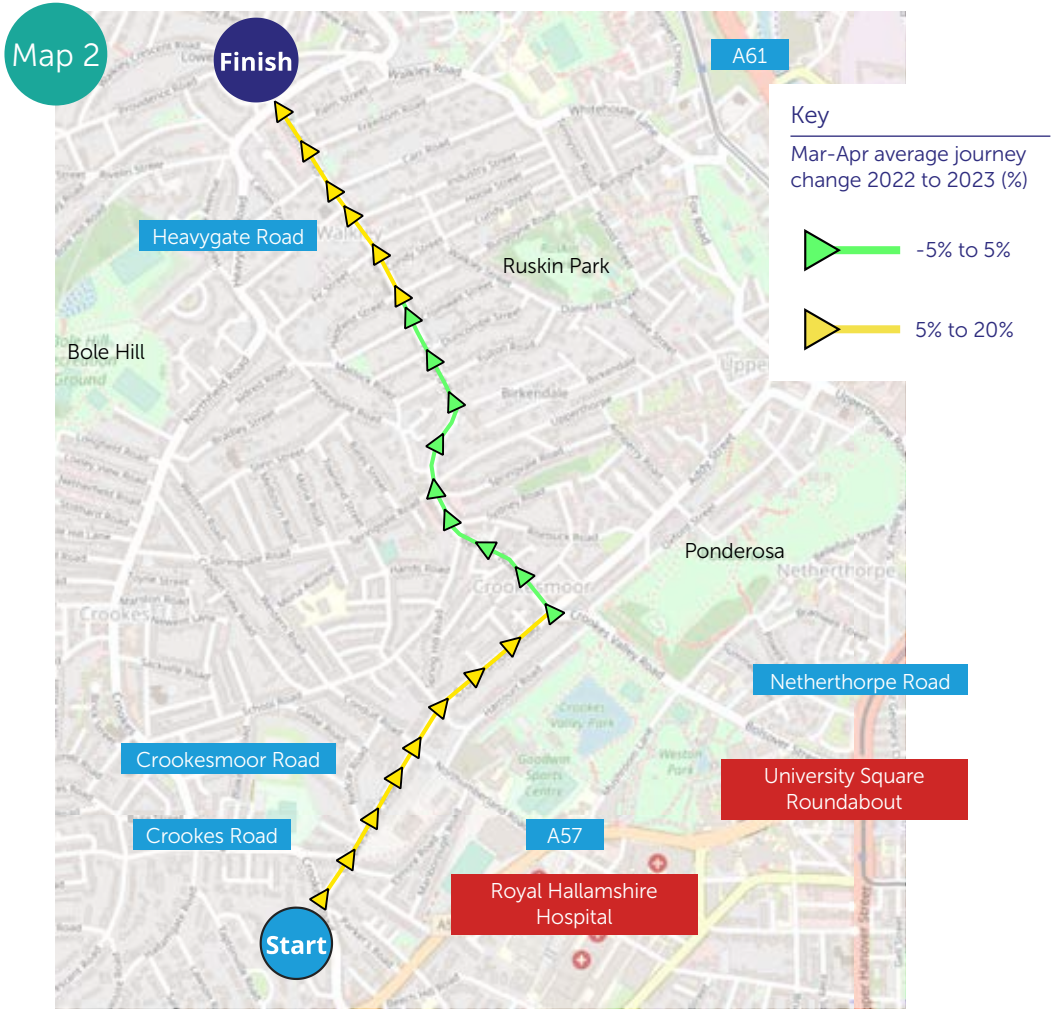
Map 1

Sep - Nov 2021 avg total journey time (mm:ss)
Mapped Route - 04:23

Sep - Nov 2022 avg total journey time (mm:ss)
Mapped Route - 04:40 (**6% increase**)

March - April 2022 to 2023

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Mapped Route - 04:14

Mar - Apr 2023 avg total journey time (mm:ss)
Mapped Route - 04:33 (**8% increase**)

*These maps show the change in journey times for vehicles travelling northbound on South Road and Crookesmoor Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

Crookesmoor Road / South Road northbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading northbound on Crookesmoor Road and South Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on northbound journeys on South Road and Crookesmoor Road since the changes were implemented.. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time increased in both month groups, with journeys in the September-November months increasing by an average of 6% after the Active Neighbourhood measures were put in place, and 8% in the March-April months.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

The 10% shortest journey times also increased, increasing by 1% in the September-November month groups, and by 8% in the March-April month groups. The 10% longest journeys saw more pronounced change, increasing by 5% in September-November and 14% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	04:23	04:40	**+6%**	04:14	04:33	**+8%**
10% shortest	03:24	03:26	**+1%**	03:12	03:27	**+8%**
10% longest	06:36	06:56	**+5%**	06:06	06:57	**+14%**

CONNECTING SHEFFIELD
Better travel choices

Journey Times –
Northumberland Road /
Springvale Road / School Road
Section 9 of 9

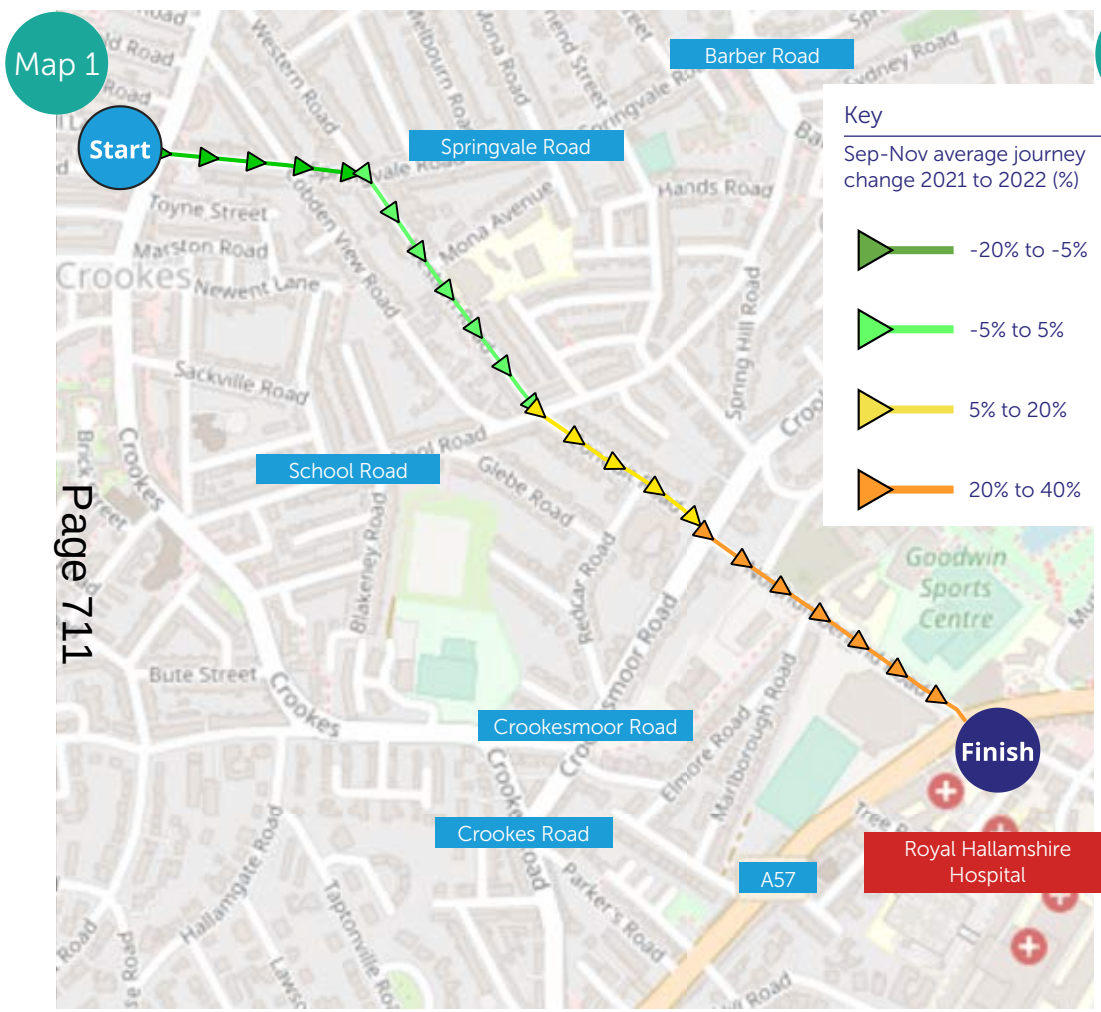
Crookes and Walkley Active Neighbourhood

Traffic Monitoring Data

Northumberland Road / Springvale Road southbound

CONNECTING SHEFFIELD
Better travel choices

September - November 2021 to 2022



Sep - Nov 2021 avg total journey time (mm:ss)
Mapped Route - 03:01

Sep - Nov 2022 avg total journey time (mm:ss)
Mapped Route - 03:21 (**11% increase**)

March - April 2022 to 2023

Mar - Apr 2022 avg total journey time (mm:ss)
Mapped Route - 03:00

Mar - Apr 2023 avg total journey time (mm:ss)
Mapped Route - 03:15 (**8% increase**)

*These maps show the change in journey times for vehicles travelling southbound on Northumberland Road and Springvale Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

Northumberland Road / Springvale Road southbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading southbound on Northumberland Road and Springvale Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on southbound journeys on Northumberland Road and Springvale Road since the changes were implemented. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time increased in both month groups, with journeys in the September-November months increasing by an average of 11% after the Active Neighbourhood measures were put in place, and 8% in the March-April months.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

The 10% shortest journey times also increased, increasing by 4% in the September-November month groups, and by 5% in the March-April month groups. The 10% longest journeys saw much more pronounced change, increasing by 17% in September-November and 18% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	03:01	03:21	**+11%**	03:00	03:15	**+8%**
10% shortest	02:17	02:23	**+4%**	02:19	02:26	**+5%**
10% longest	04:45	05:34	**+17%**	05:04	06:00	**+18%**

Northumberland Road / Springvale Road northbound

CONNECTING SHEFFIELD
Better travel choices

September - November 2021 to 2022

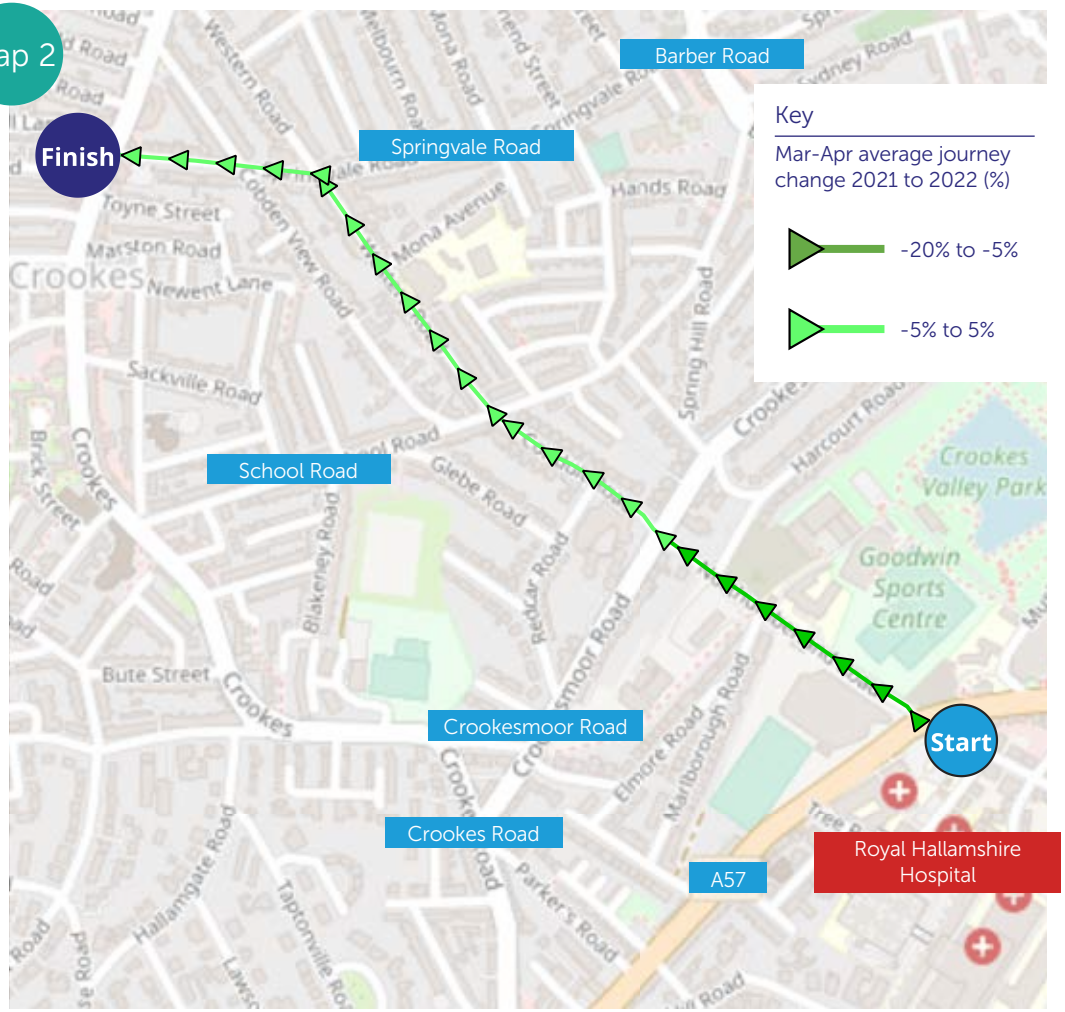
Map 1

Sep - Nov 2021 avg total journey time (mm:ss)
Mapped Route - 02:32

Sep - Nov 2022 avg total journey time (mm:ss)
Mapped Route - 02:52 (**7% increase**)

March - April 2022 to 2023

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Mapped Route - 02:39

Mar - Apr 2023 avg total journey time (mm:ss)
Mapped Route - 02:36 (**2% decrease**)

*These maps show the change in journey times for vehicles travelling northbound on Northumberland Road and Springvale Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

Northumberland Road / Springvale Road northbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading northbound on Northumberland Road and Springvale Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on northbound journeys on Northumberland Road and Springvale Road since the changes were implemented. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The journey times saw different changes in both month groups across the board. Average journey times in the September-November months increased by 7% after the Active Neighbourhood measures were put in place, while it decreased by 2% in the March-April months.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

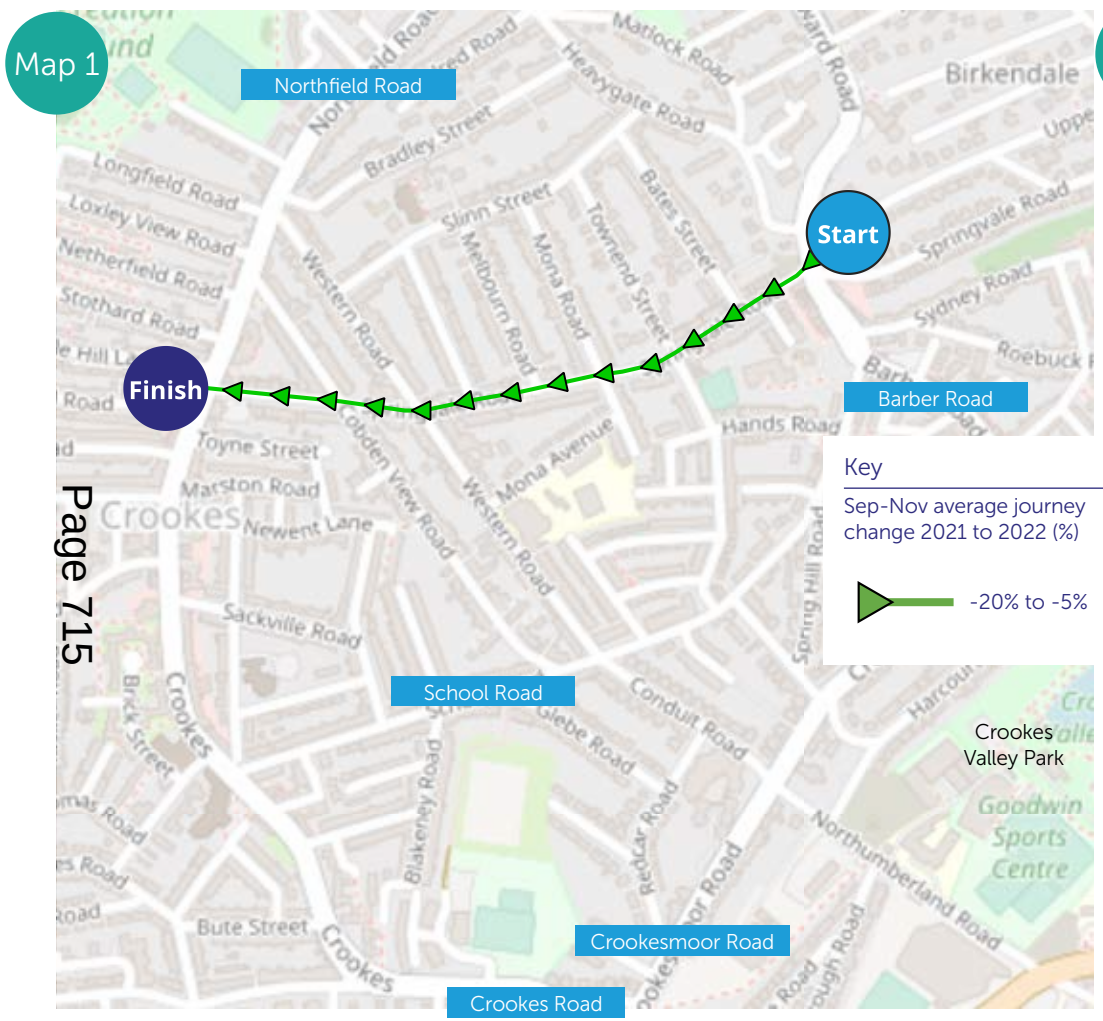
The 10% shortest and and 10% longest journeys saw similar results to the average time. The 10% shortest journey times increased by 1% in the September-November month groups, but decreased by 9% in the March-April month groups. The 10% longest journeys increased by 23% in September-November but decreased by 5% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	02:32	02:52	**+7%**	02:39	02:36	**-2%**
10% shortest	02:12	02:13	**+1%**	02:10	01:58	**-9%**
10% longest	03:41	04:31	**+23%**	03:51	03:39	**-5%**

Springvale Road westbound

CONNECTING SHEFFIELD
Better travel choices

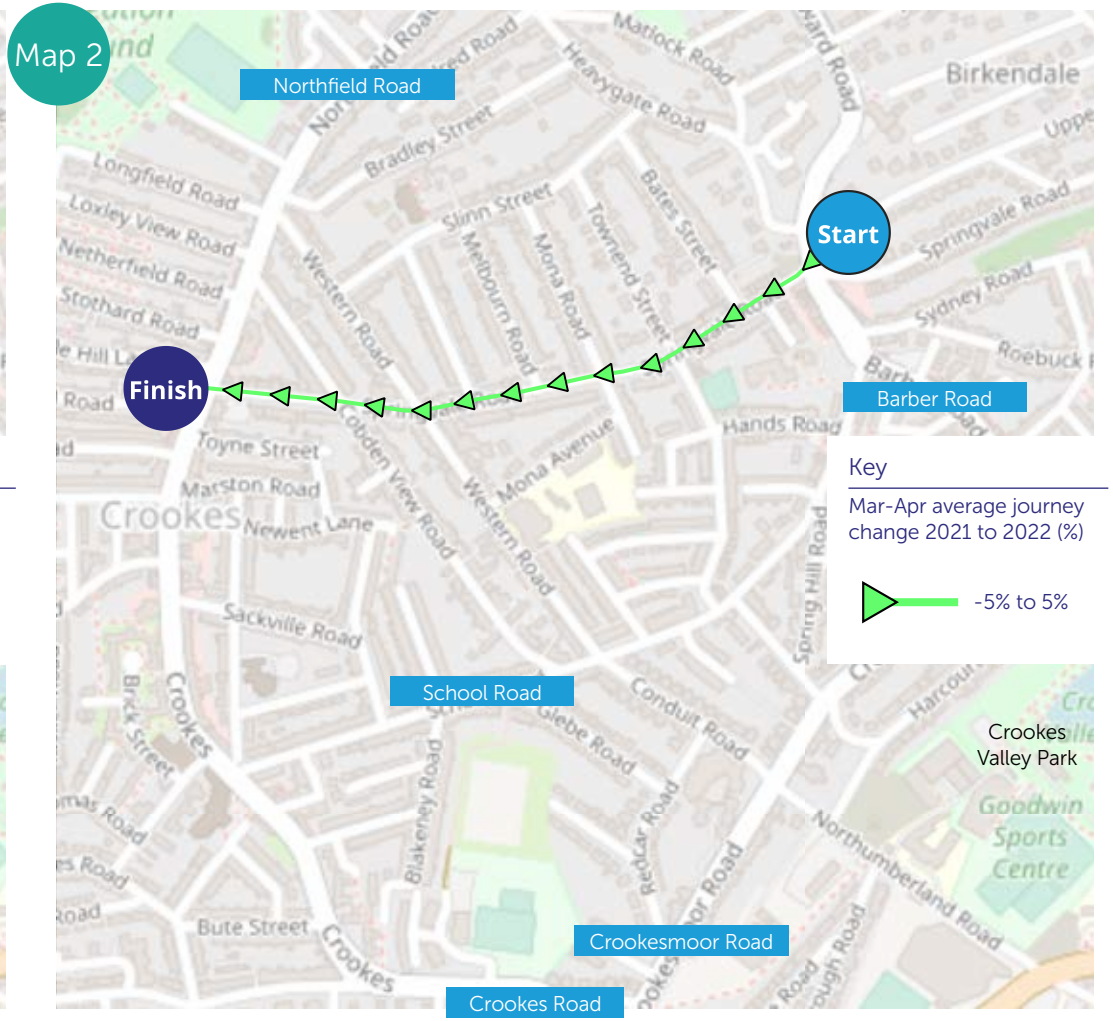
September - November 2021 to 2022



Sep - Nov 2021 avg total journey time (mm:ss)
Springvale Road - 01:33

Sep - Nov 2022 avg total journey time (mm:ss)
Springvale Road - 01:24 (**10% decrease**)

March - April 2022 to 2023



Mar - Apr 2022 avg total journey time (mm:ss)
Springvale Road - 01:27

Mar - Apr 2023 avg total journey time (mm:ss)
Springvale Road - 01:24 (**3% decrease**)

*These maps show the change in journey times for vehicles travelling westbound on Springvale Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

Springvale Road westbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading westbound on Springvale Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on westbound journeys on Springvale Road since the changes were implemented. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time decreased in both month groups, with journeys in the September-November months decreasing by 10% after the Active Neighbourhood measures were put in place, and 3% in the March-April months.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

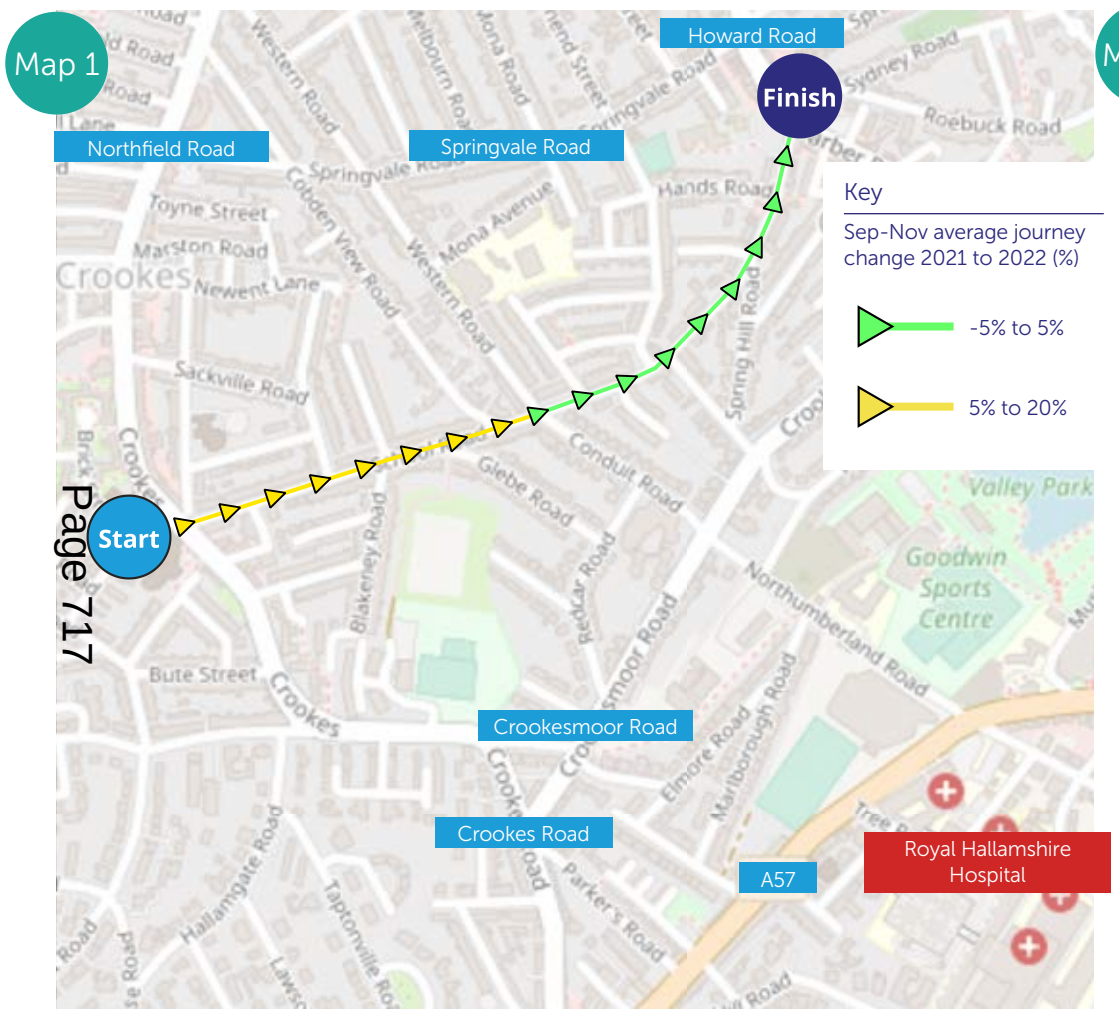
The 10% shortest and 10% longest journey times also decreased, with the 10% shortest journeys falling by 5% in the September-November month groups, and by 6% in the March-April month groups. The 10% longest times decreased by 15% in September-November and 2% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	01:33	01:24	**-10%**	01:27	01:24	**-3%**
10% shortest	01:14	01:10	**-5%**	01:10	01:06	**-6%**
10% longest	02:11	01:52	**-15%**	02:06	02:04	**-2%**

School Road eastbound

CONNECTING SHEFFIELD
Better travel choices

September - November 2021 to 2022



Sep - Nov 2021 avg total journey time (mm:ss)
School Road - 01:57

Sep - Nov 2022 avg total journey time (mm:ss)
School Road - 02:01 (**3% increase**)

March - April 2022 to 2023

Mar - Apr 2022 avg total journey time (mm:ss)
School Road - 02:00

Mar - Apr 2023 avg total journey time (mm:ss)
School Road - 02:00 (**No change**)

*These maps show the change in journey times for vehicles travelling eastbound on School Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

School Road eastbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading eastbound on School Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on eastbound journeys on School Road since the changes were implemented. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time increased in the September-November months by 3% after the Active Neighbourhood measures were put in place, while journey times in the March-April months were unaffected by the measures.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

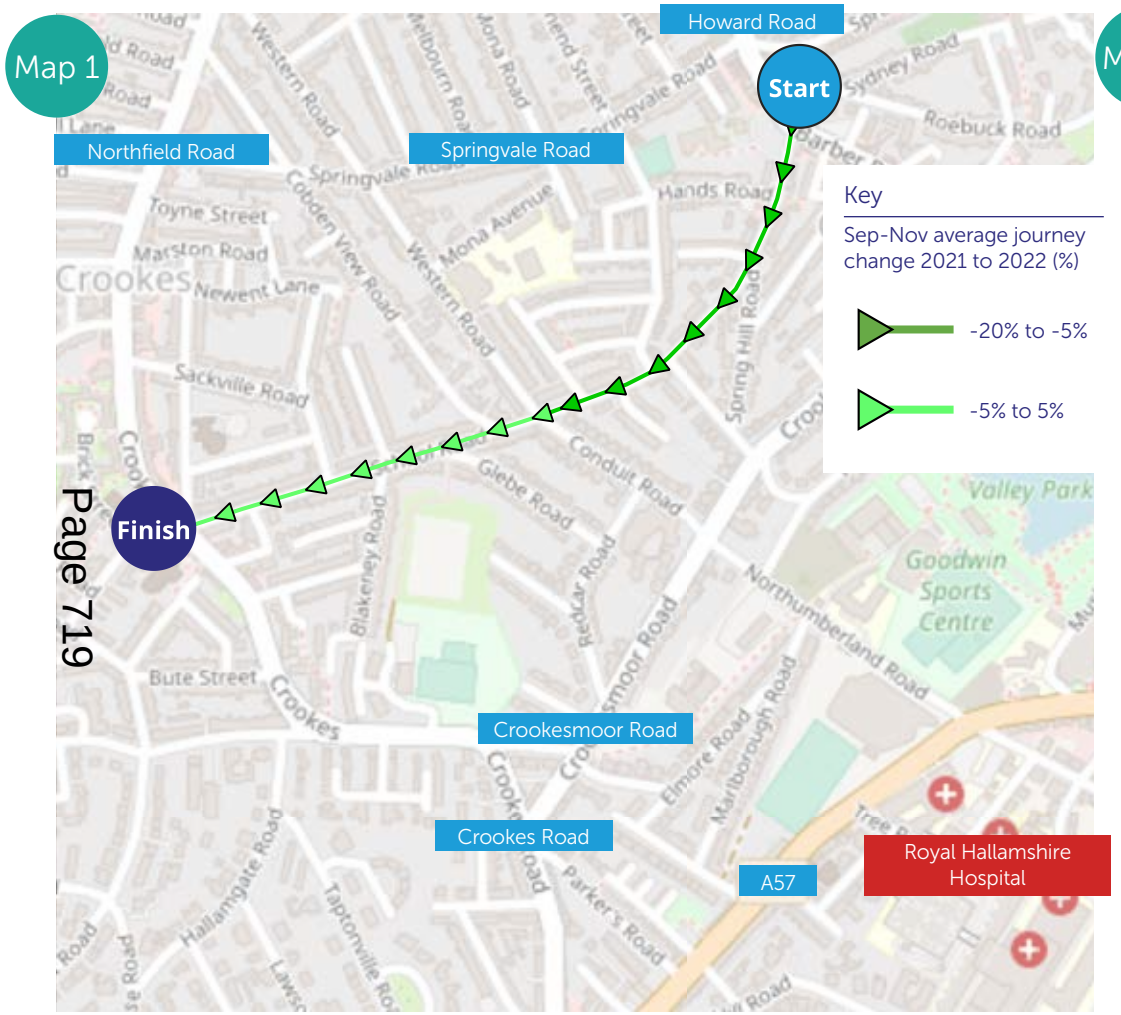
The 10% shortest and 10% longest journey times both increased, with the 10% shortest journeys increasing by 10% in the September-November month groups, and by 9% in the March-April month groups. The 10th longest journey times increased by 18% in September-November and 25% in the March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	01:57	02:01	**+3%**	02:00	02:00	**N/A**
10% shortest	01:24	01:32	**+10%**	01:26	01:34	**+9%**
10% longest	02:43	03:13	**+18%**	02:46	03:28	**+25%**

School Road westbound

CONNECTING SHEFFIELD
Better travel choices

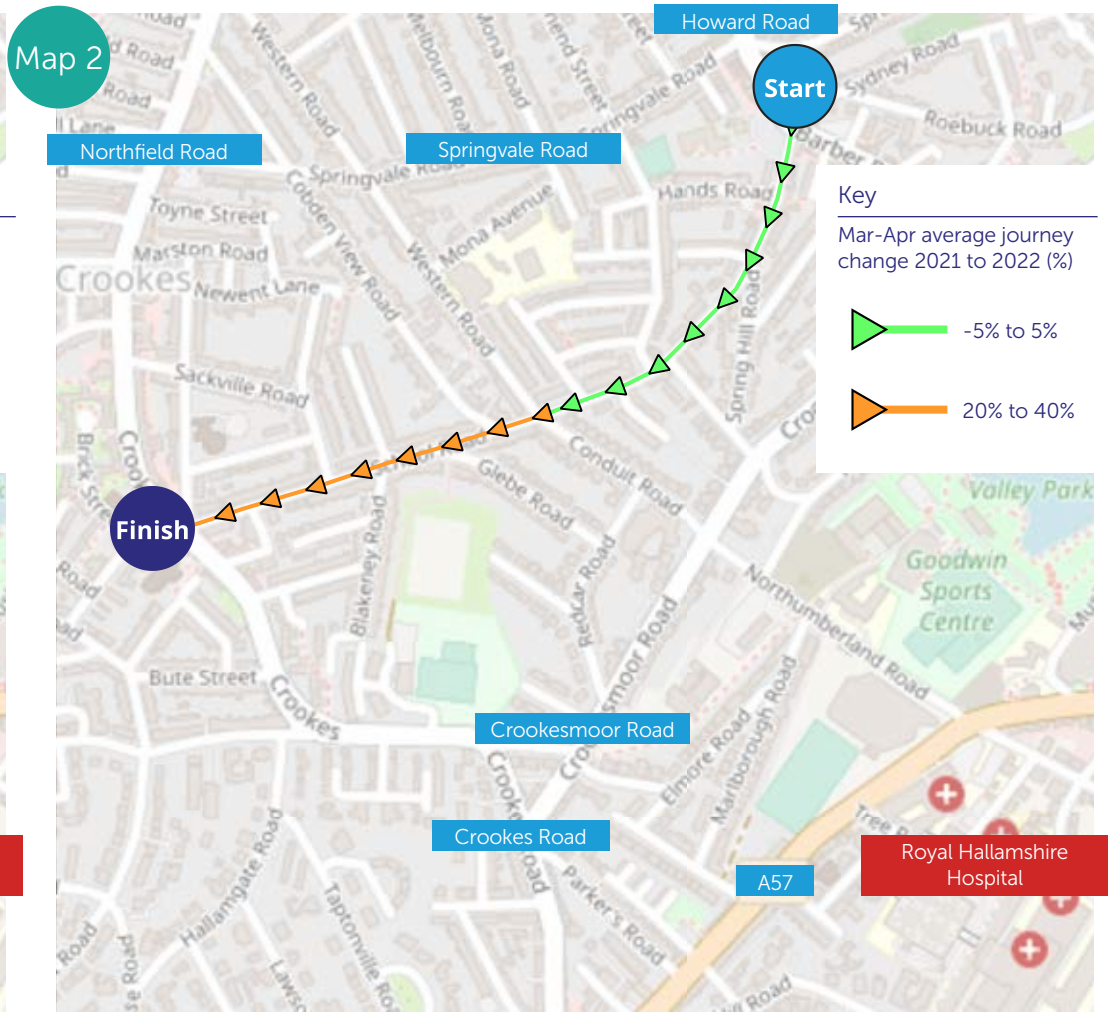
September - November 2021 to 2022



Sep - Nov 2021 avg total journey time (mm:ss)
School Road - 02:00

Sep - Nov 2022 avg total journey time (mm:ss)
School Road - 01:54 (**5% decrease**)

March - April 2022 to 2023



Mar - Apr 2022 avg total journey time (mm:ss)
School Road - 01:50

Mar - Apr 2023 avg total journey time (mm:ss)
School Road - 02:04 (**13% increase**)

*These maps show the change in journey times for vehicles travelling westbound on School Road between September to November 2021 and 2022, and March to April 2022 and 2023. The arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the next page.

School Road westbound - Journey times

CONNECTING SHEFFIELD
Better travel choices

The change in journey times heading westbound on School Road in September-November and March-April can be seen here. With the Active Neighbourhood measures coming into effect in May 2022, data from two separate month groups either side of the changes going into place has been analysed. This shows the change in journey times on westbound journeys on School Road since the changes were implemented. Looking at two different month groups helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey times fluctuated in these journeys, decreasing by 5% in the September-November months, while average journey times in the March-April months were 13% longer.

We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

The 10% shortest journey times also fluctuated, with shortest journeys decreasing by 4% in the September-November month groups, and increasing by 15% in the March-April month groups. The 10% longest journey times decreased across the board, falling by 3% in both the September-November and March-April month groups.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	02:00	01:54	**-5%**	01:50	02:04	**+13%**
10% shortest	01:34	01:30	**-4%**	01:29	01:42	**+15%**
10% longest	02:37	02:33	**-3%**	02:36	02:32	**-3%**