

CONNECTING SHEFFIELD

Better travel choices

Document Overview

Nether Edge Active Neighbourhood

Traffic Monitoring Data

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| Introduction

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

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

All conclusions are reached by comparing data taken before the Nether Edge 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 Nether Edge 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

Nether Edge Active Neighbourhood

Traffic Monitoring Data



Vehicle count overview - Introduction

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

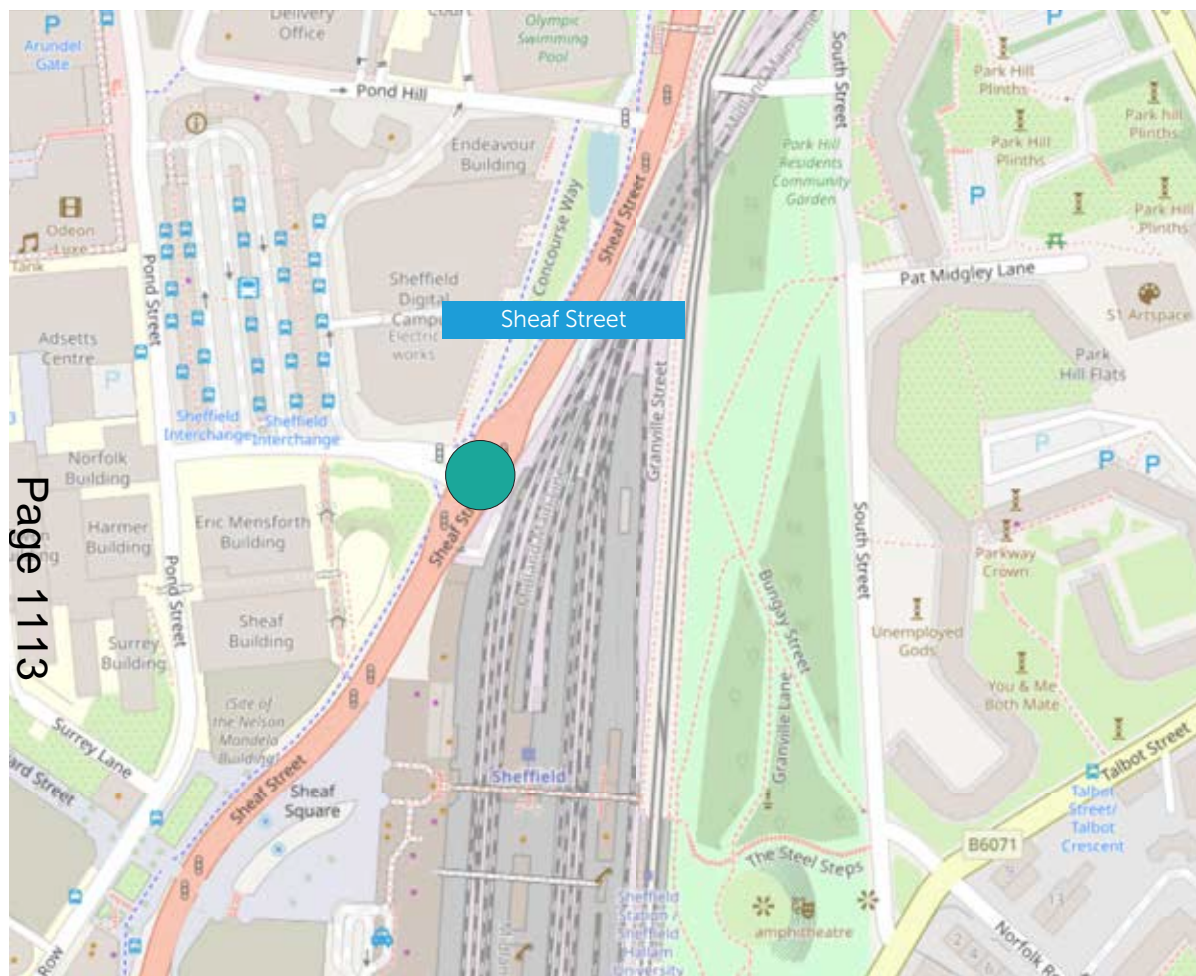
Changes to motor vehicle counts were calculated by taking the average of two surveys before and after the measures were put in place. The surveys prior to the Active Neighbourhood coming into effect took place in May 2022, while the surveys measuring traffic counts after the Active Neighbourhood changes 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 Nether Edge Active Neighbourhood area via traffic monitoring surveys.

These documents have been created to illustrate changes in travel before and after the Nether Edge 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 centre control site



Page 1113

We counted the number of motor vehicles passing through Sheaf Street on two dates in May before and after the implementation of the Nether Edge 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 Nether Edge Active Neighbourhood measures were put in place.

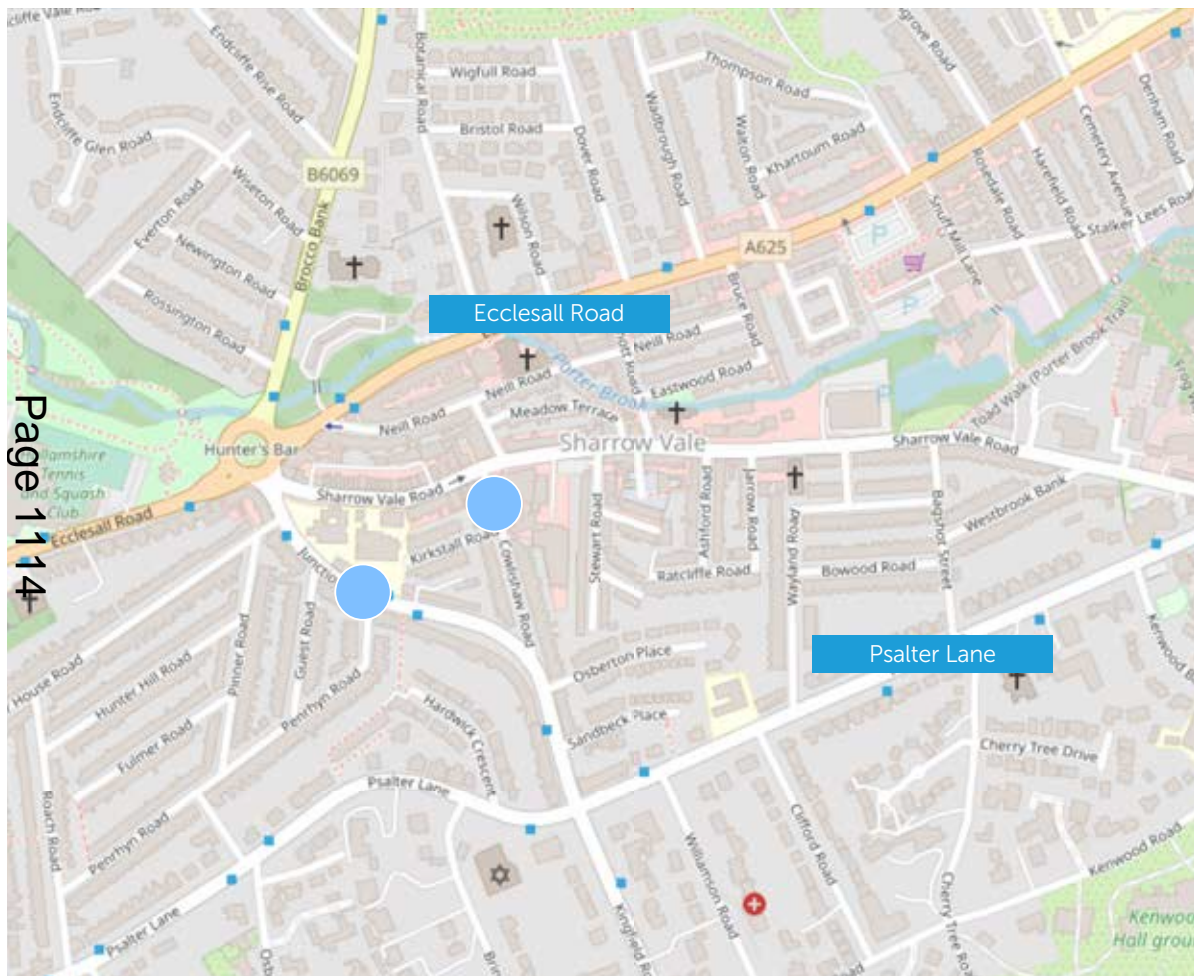
Key

 Location of traffic control site on Sheaf Street

Control site – Daily average data


	May 2022 (10th/11th)	May 2023 (9th/10th)	% change
Daily average counts (in number of motor vehicles)	39,160	41,016	+5%

Change in motor vehicle, pedestrian, and cyclist counts count at local control sites



Page 1114

Key

 Location of local Nether Edge control sites

We counted the number of motor vehicles, cyclists and pedestrians passing through key control sites at two different points in the year before and after the implementation of the Nether Edge Active Neighbourhood.

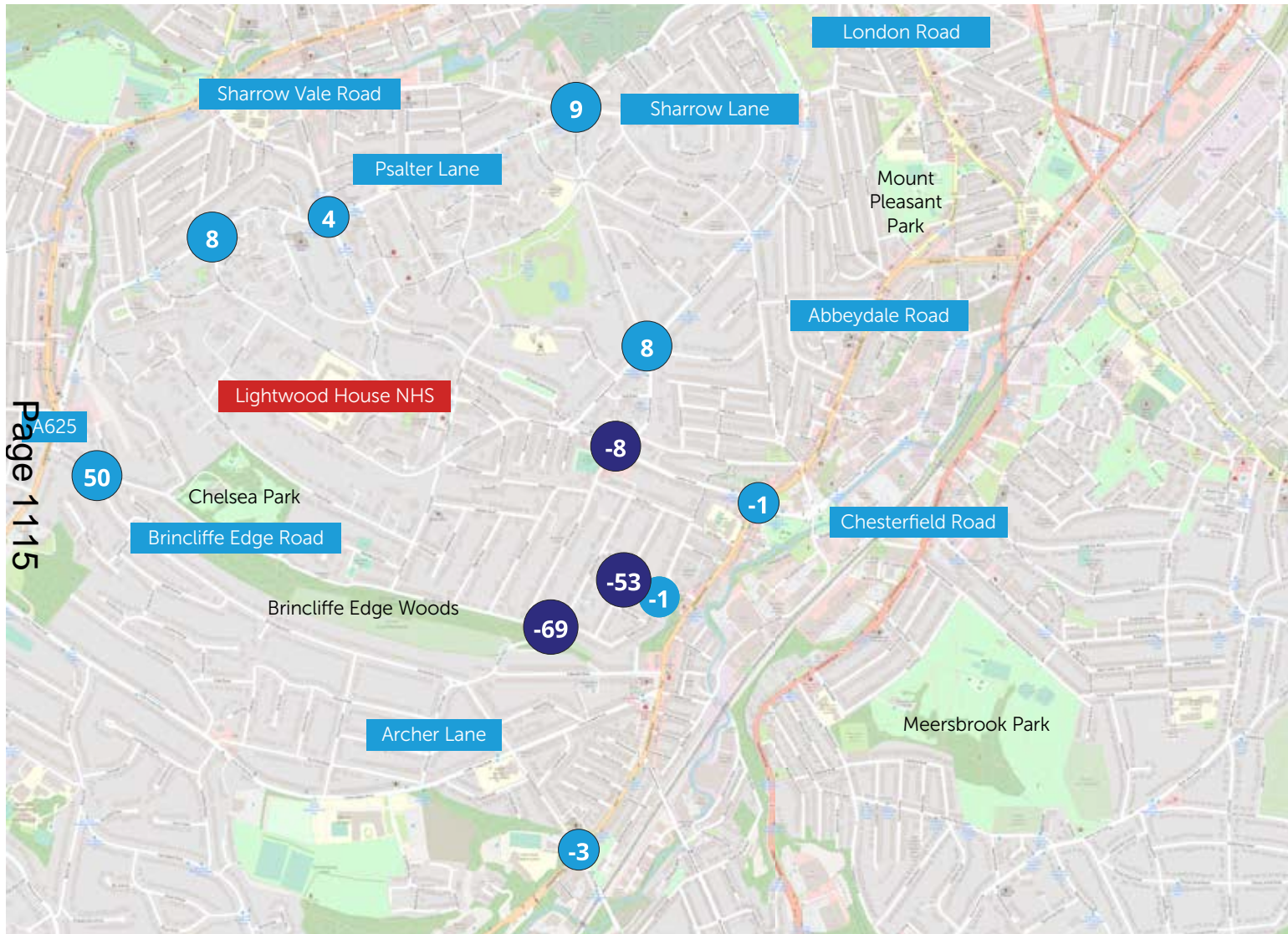
The local control sites were chosen for having similar characteristics and demographics as the Active Neighbourhood area.

Changes in traffic at nearby control sites outside of the boundary of the Active Neighbourhood provide a marker for general local traffic trends outside of changes resulting from the Active Neighbourhood measures.

Local control site – 12 hour counts			
12 hour average	May 2022 (10th/11th)	May 2023 (9th/10th)	% change
Walking	2215	2019	-9%
Cycling	173	203	+17%
Motor vehicles	7589	7477	-1%

Number of motor vehicles counted

(shown as a percentage change)



Page 1115

We counted the number of motor vehicles passing through the Nether Edge Active Neighbourhood.

The circles on the map indicate where we took traffic counts, and the change in number of motor vehicles between May 2022 and May 2023, shown as a percentage change. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

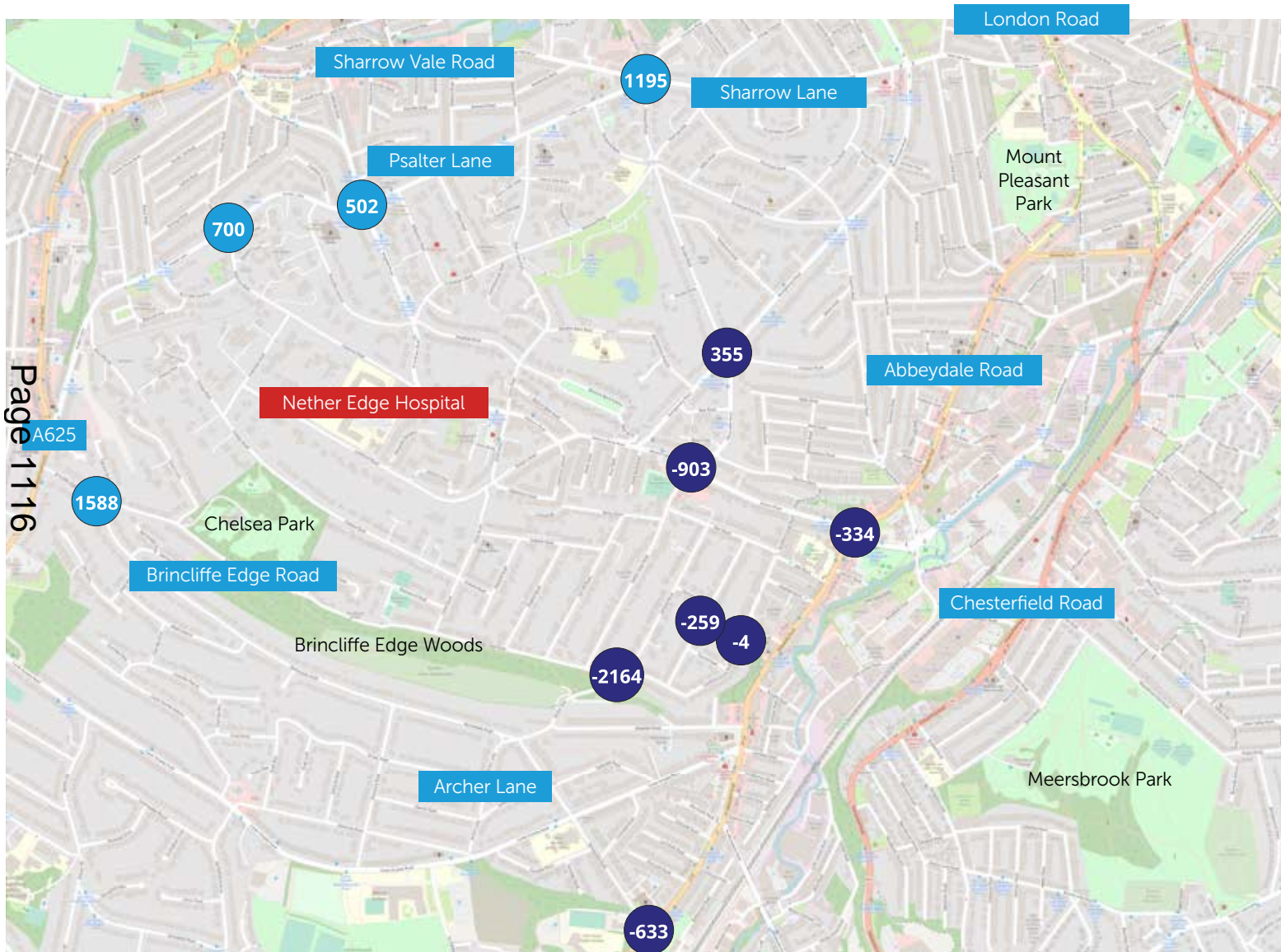
We recorded the largest decrease in the number of motor vehicles at the junction of Archer Lane and Brincliffe Edge Road. At this junction, we counted a 69% decrease in the number of motor vehicles between May 2022 and May 2023.

Key

2 day average of 12 hour motor vehicle count % change (7am to 7pm)



Number of motor vehicles counted



We counted the number of motor vehicles passing through the Nether Edge Active Neighbourhood.

The circles on the map indicate where we took traffic counts, and the change in number of motor vehicles between May 2022 and May 2023. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

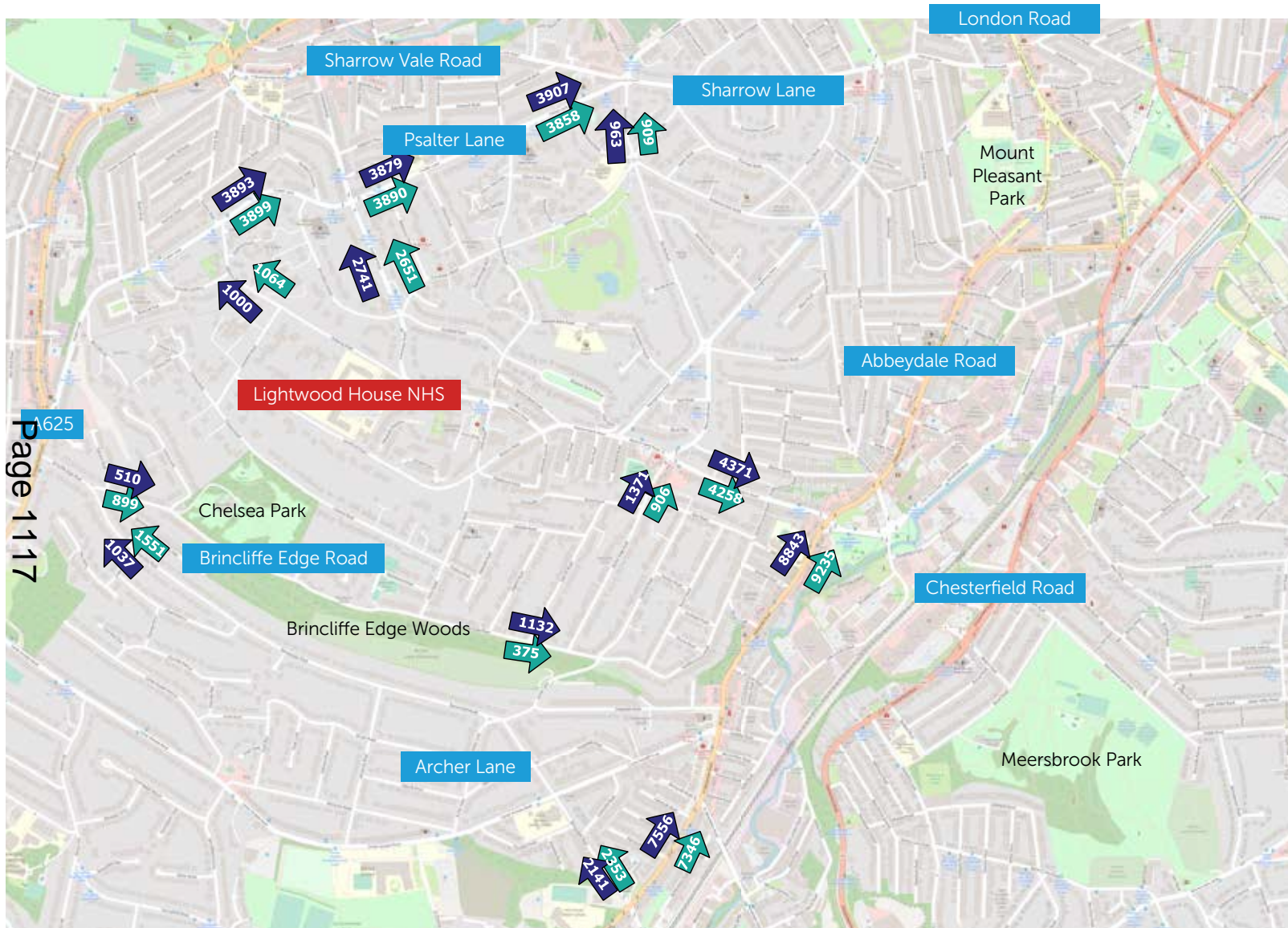
We recorded the largest decrease in the number of motor vehicles at the junction of Archer Lane and Brincliffe Edge Road. At this junction, we counted 2164 less motor vehicles between May 2022 and May 2023.

Key

2 day average of 12 hour motor vehicle count change (7am to 7pm)



Number of motor vehicles counted travelling northbound



Page 1117

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

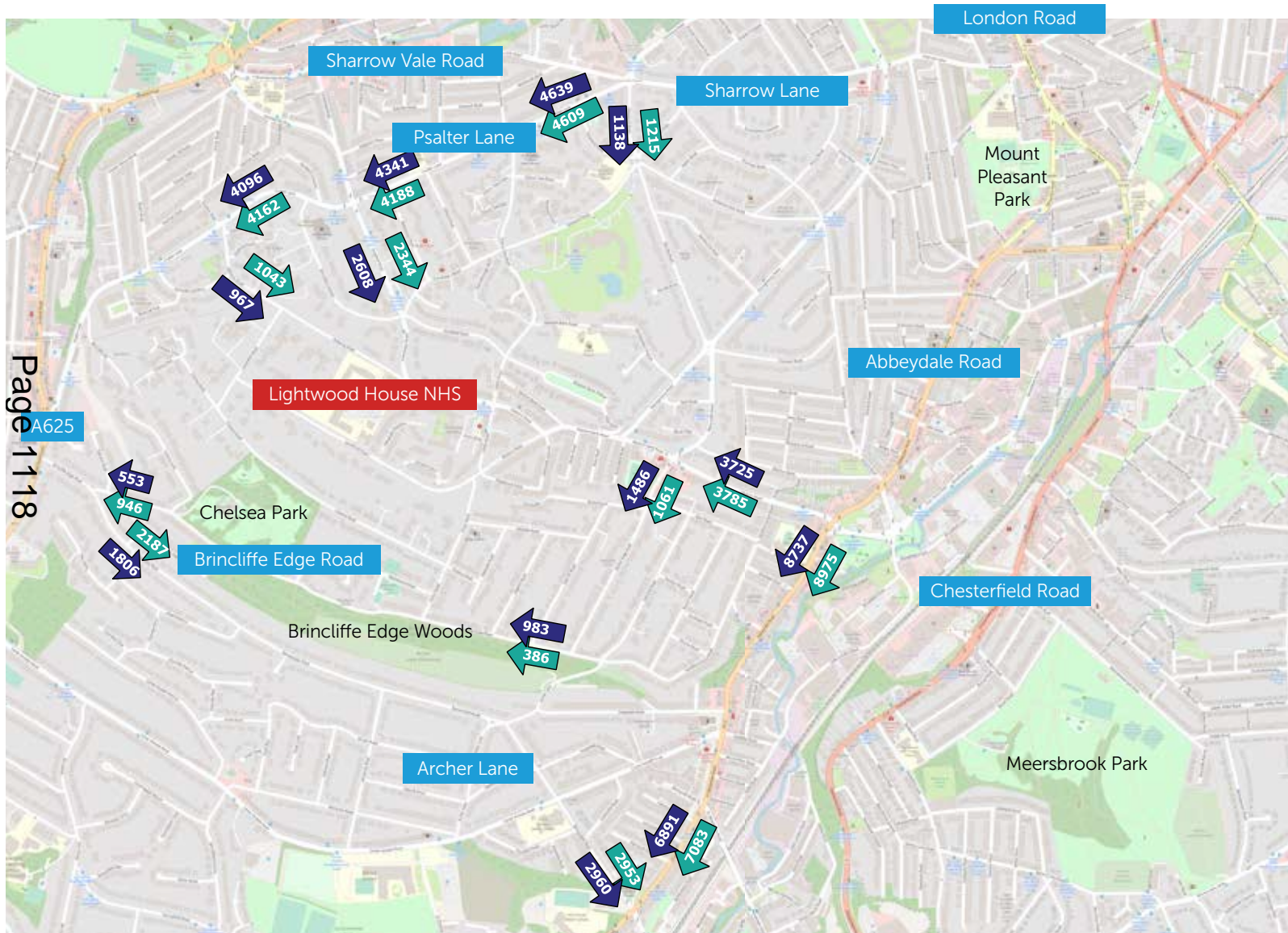
The number and direction of the arrows on the maps show the number and direction of vehicles counted passing through different points in the Nether Edge Active Neighbourhood area.

The navy blue arrows correspond to the vehicles counted in May 2022, while the green arrows correspond to the vehicles counted in May 2023.

Key

➔ Average motor vehicle flows over a 2 day period in May 2022
 ➔ Average motor vehicle flows over a 2 day period in May 2023

Number of motor vehicles counted travelling southbound



We counted the number and direction of motor vehicles passing southbound through the Nether Edge 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 the Nether Edge Active Neighbourhood area.

The navy blue arrows correspond to the vehicles counted in May 2022, while the green arrows correspond to the vehicles counted in May 2023.

Key

- ➡ Average motor vehicle flows over a 2 day period in May 2022
- ➡ Average motor vehicle flows over a 2 day period in May 2023

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Overview: Pedestrian and
Cyclist Count
Section 2 of 9

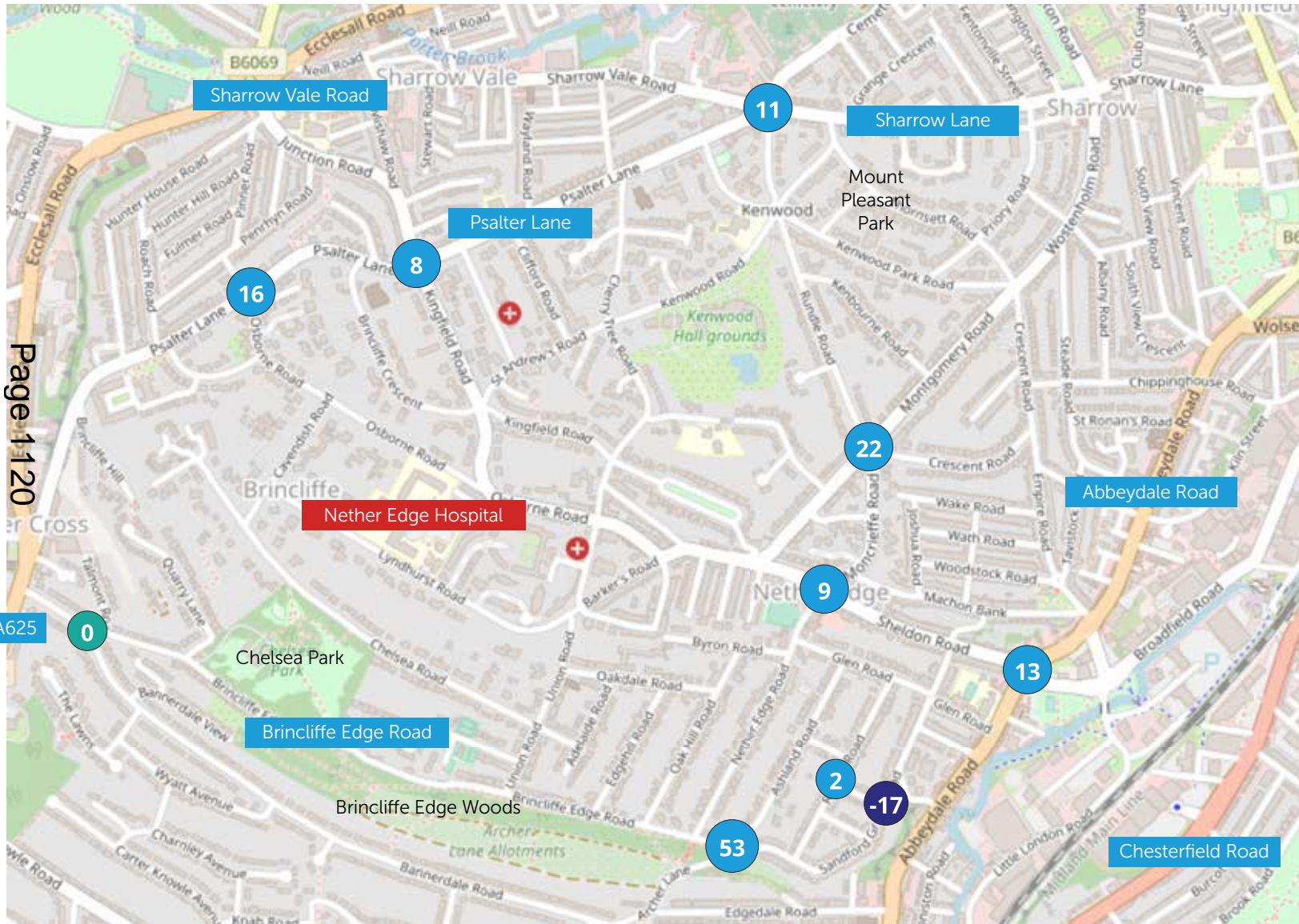
Nether Edge Active Neighbourhood

Traffic Monitoring Data



Number of pedestrians counted

(shown as a percentage change)



We counted the number of people walking in the Nether Edge 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 May 2022 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

2 day average of 12 hour pedestrian count % change (7am to 7pm)

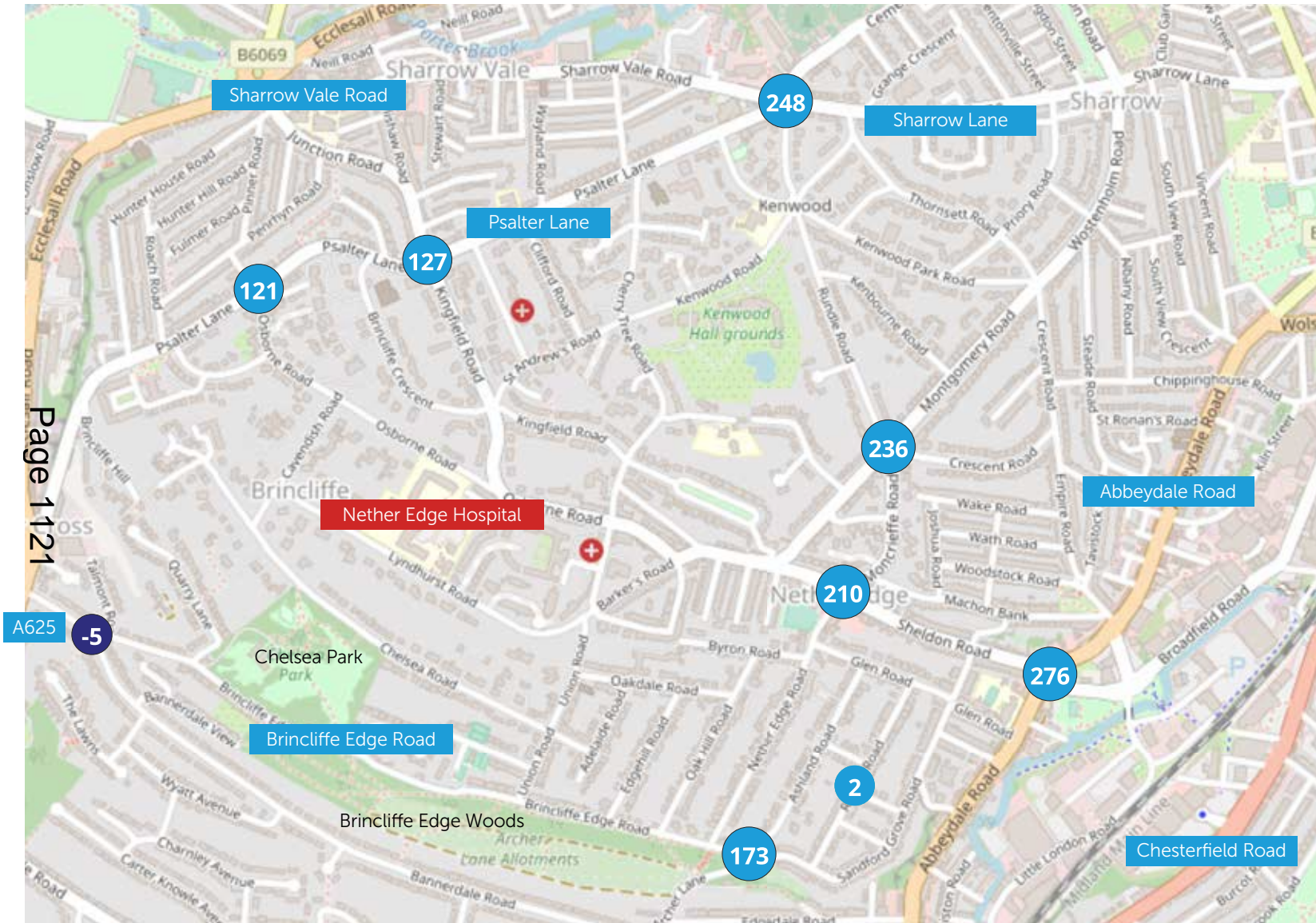


Number of pedestrians counted

We counted the number of people walking in the Nether Edge 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 May 2022 and May 2023. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.



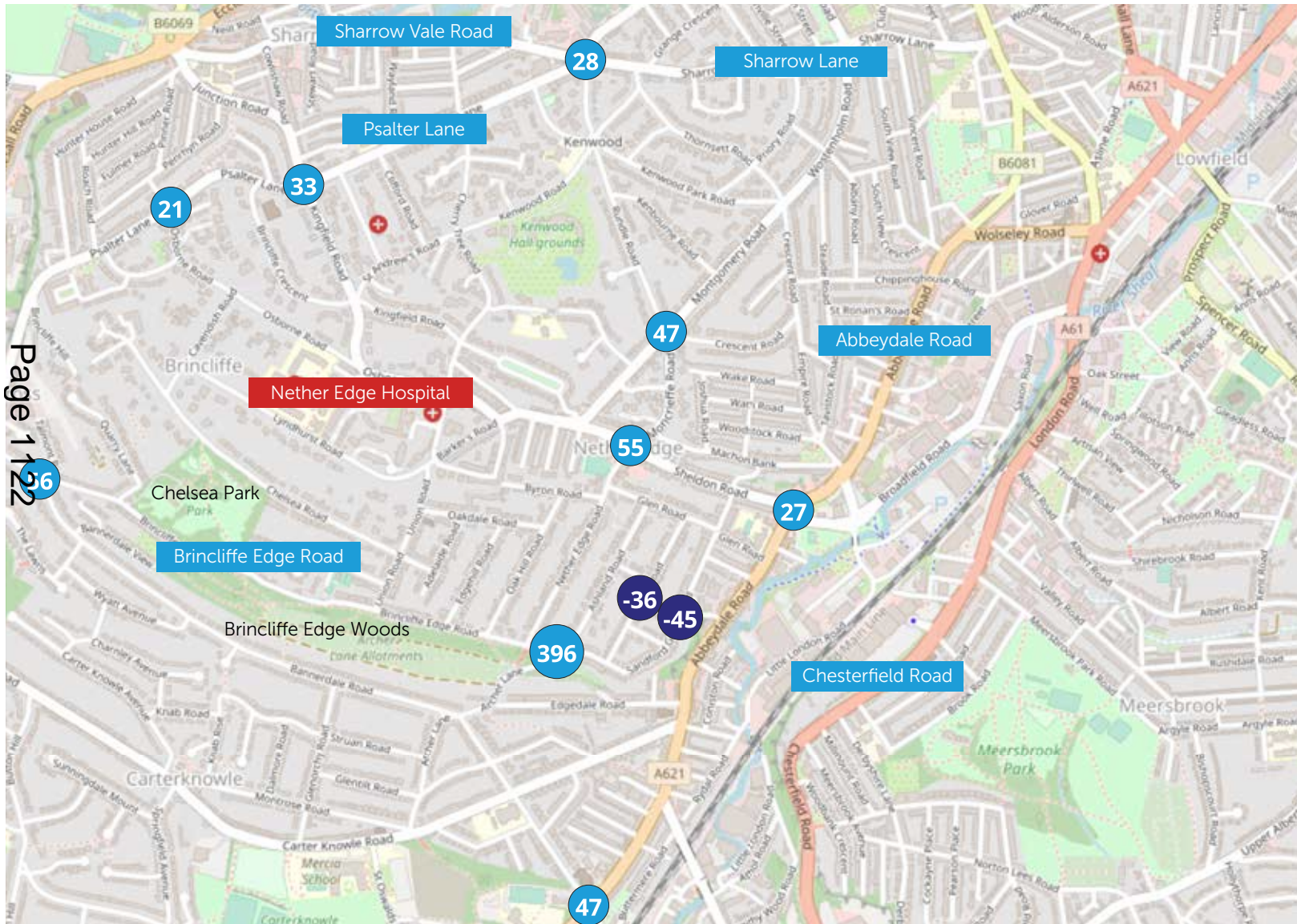
Key

2 day average of 12 hour pedestrian count change (7am to 7pm)



Number of people cycling counted

(shown as a percentage change)



We counted the number of people cycling in the Nether Edge 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 May 2022 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



Decrease in percentage

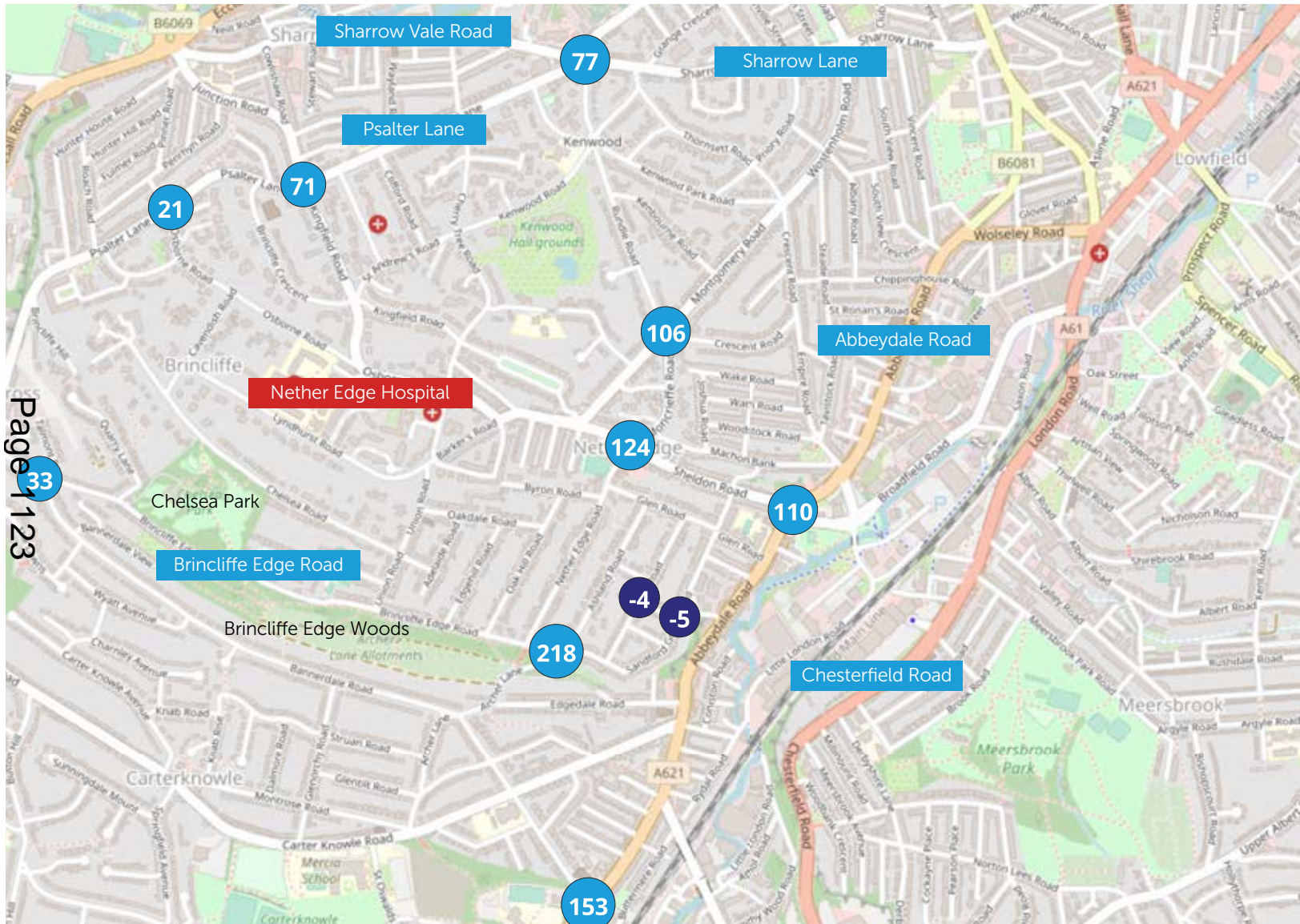


No change



Increase in percentage

Number of people cycling counted



We counted the number of people cycling in the Nether Edge 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 May 2022 and May 2023. Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

Key



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Junction vehicle counts:
Abbeydale Road / Sheldon Road
/ Nether Edge Road
Section 3 of 9

Nether Edge Active Neighbourhood

Traffic Monitoring Data

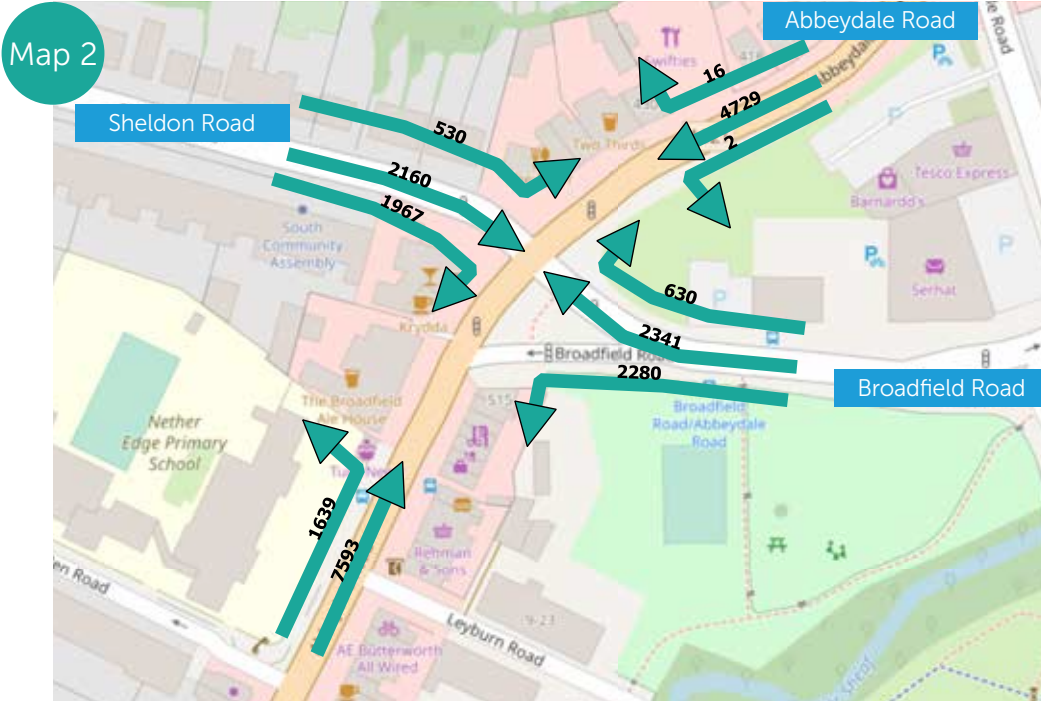
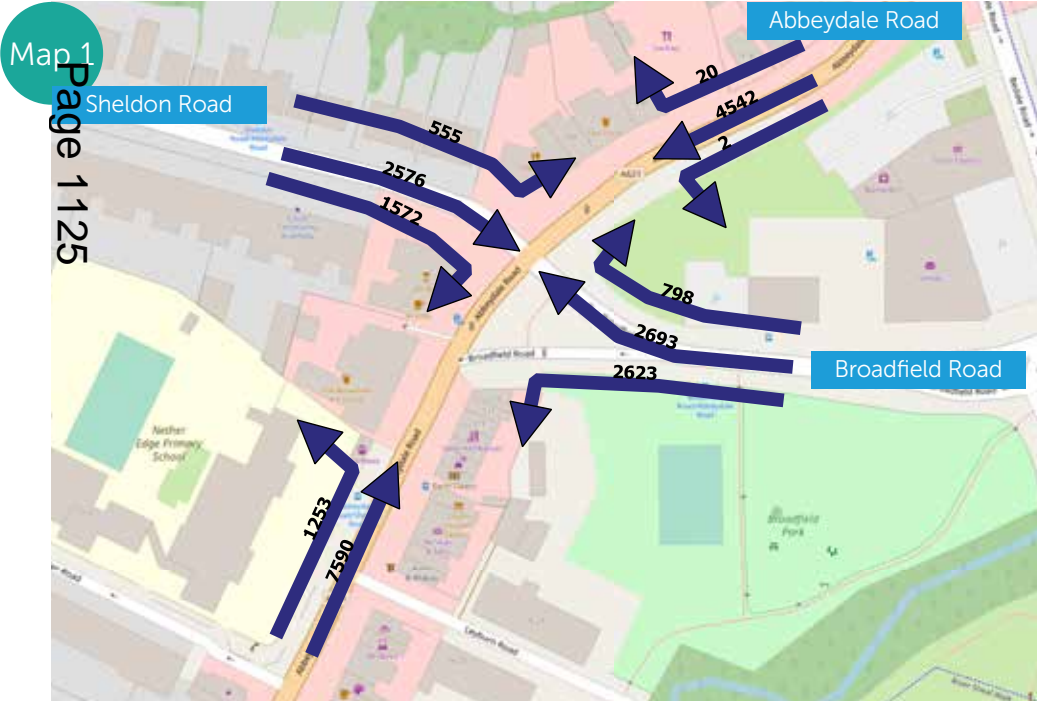


Number of motor vehicles: Abbeydale Road / Sheldon Road 12 hour count

We counted the number of motor vehicles at the junction of Abbeydale Road and Sheldon Road from 7am to 7pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Abbeydale Road / Sheldon Road junction before the scheme (May 2022)

2 day average number of motor vehicles travelling through the Abbeydale Road / Sheldon Road junction after the scheme (May 2023)



Key
 Direction and number of vehicles counted at junction in May 2022

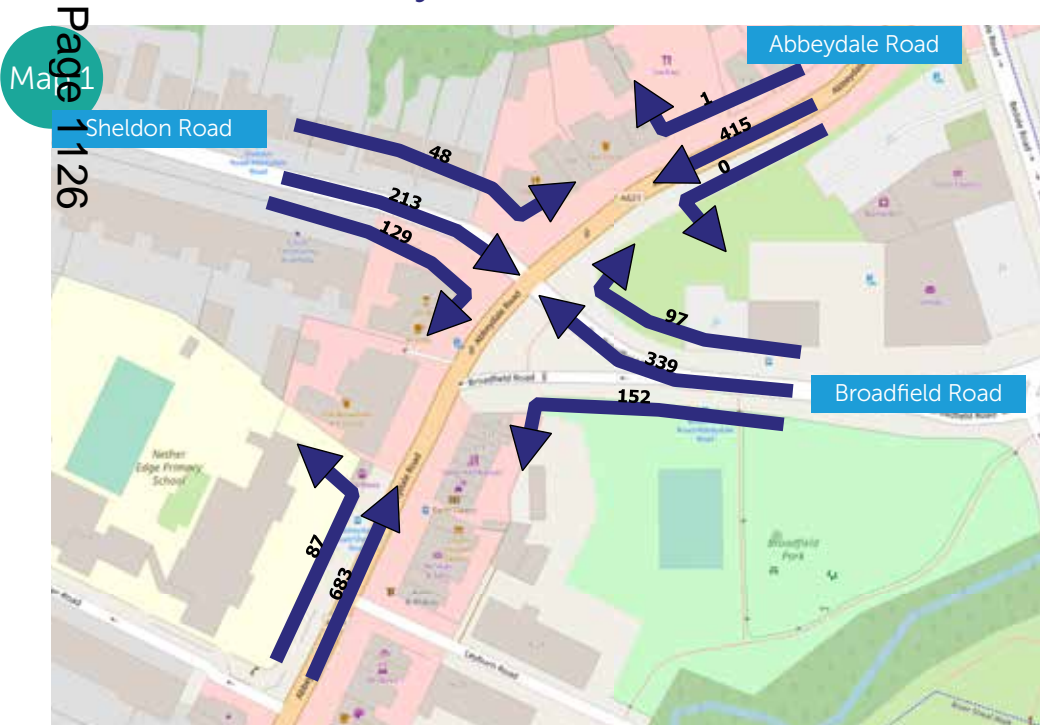
Key
 Direction and number of vehicles counted at junction in May 2023

Map 1
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Number of motor vehicles: Abbeydale Road / Sheldon Road morning traffic count

We counted the number of motor vehicles at the junction of Abbeydale Road and Sheldon Road, during the peak time of morning traffic, between 8am and 9am. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

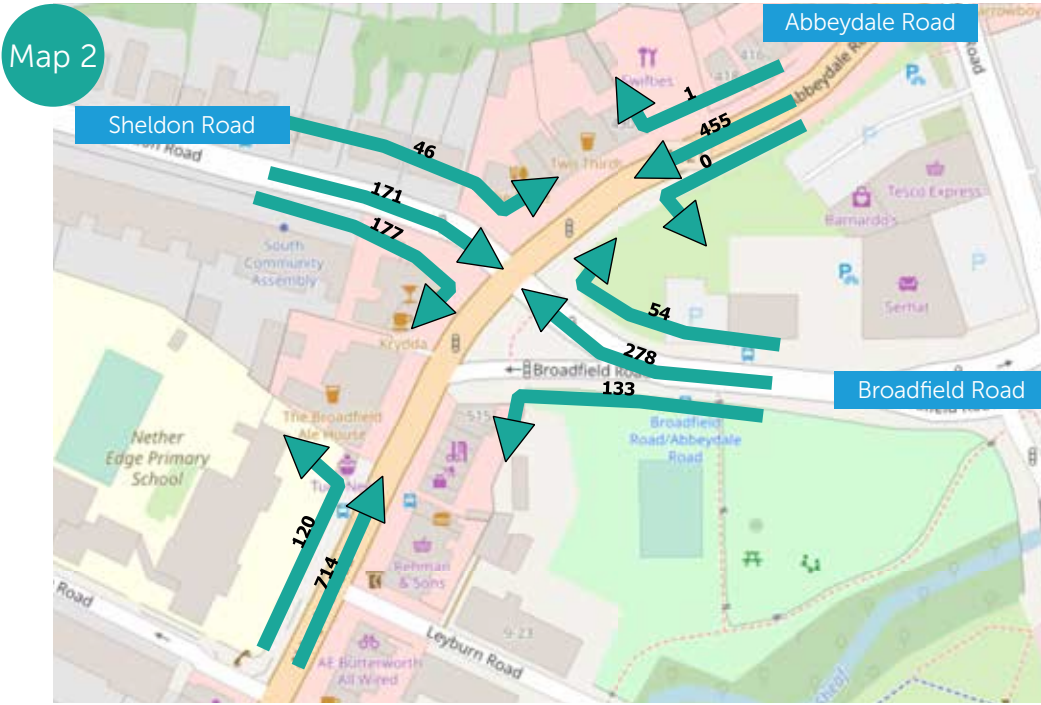
2 day average number of motor vehicles travelling through the Abbeydale Road / Sheldon Road junction in the mornings before the scheme (May 2022)



Key

➔ Direction and number of vehicles counted at junction in May 2022

2 day average number of motor vehicles travelling through the Abbeydale Road / Sheldon Road junction in the mornings after the scheme (May 2023)



Key

➔ Direction and number of vehicles counted at junction in May 2023

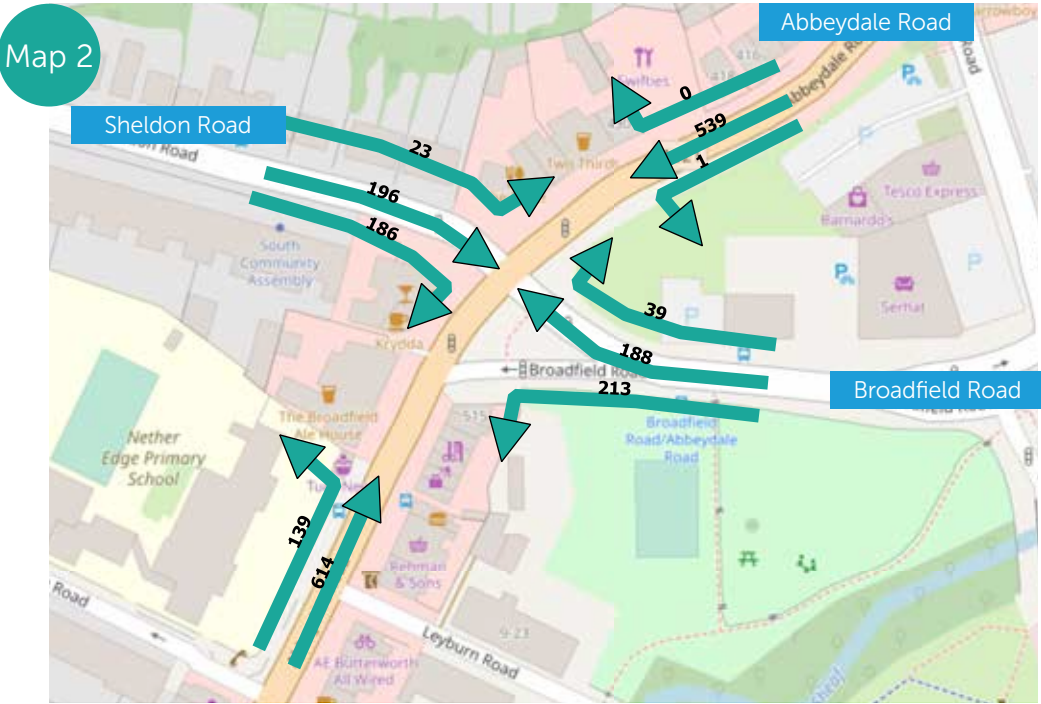
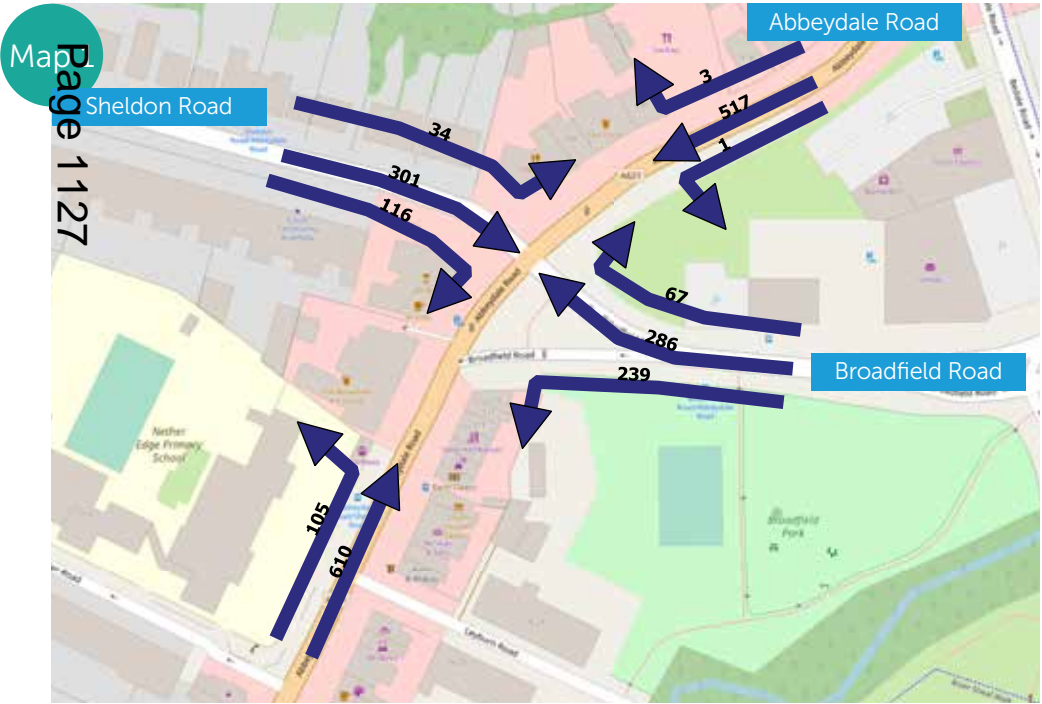
Page 1
Map 1
126

Number of motor vehicles: Abbeydale Road / Sheldon Road evening traffic count

We counted the number of motor vehicles at the junction of Abbeydale Road and Sheldon Road, during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Abbeydale Road / Sheldon Road junction in the evenings before the scheme (May 2022)

2 day average number of motor vehicles travelling through the Abbeydale Road / Sheldon Road junction in the evenings after the scheme (May 2023)



Key

 Direction and number of vehicles counted at junction in May 2022

Key

 Direction and number of vehicles counted at junction in May 2023

Map 1
Page 1127

Map 2

Abbeydale Road / Sheldon Road junction data table

We counted the average number of motor vehicles passing in and out of the Sheldon Road arm of the Abbeydale Road and Sheldon Road junction over a 12 hour period in the morning traffic peak and in the evening traffic peak, over two days 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.

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Sheldon Road - average number of motor vehicles counted passing through arm of junction

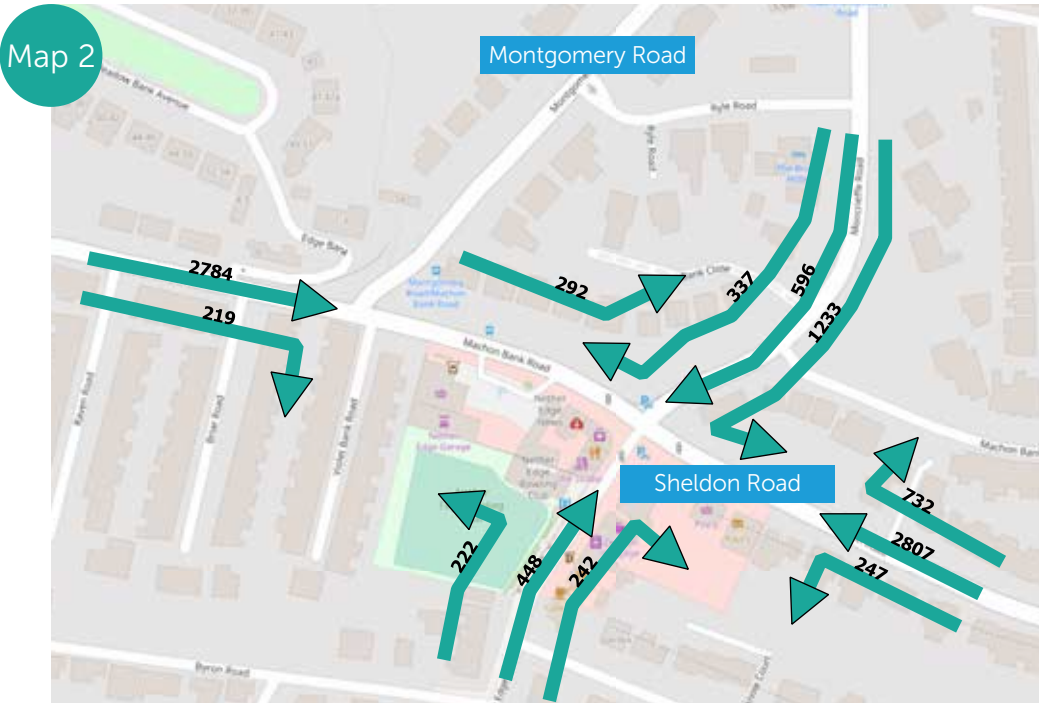
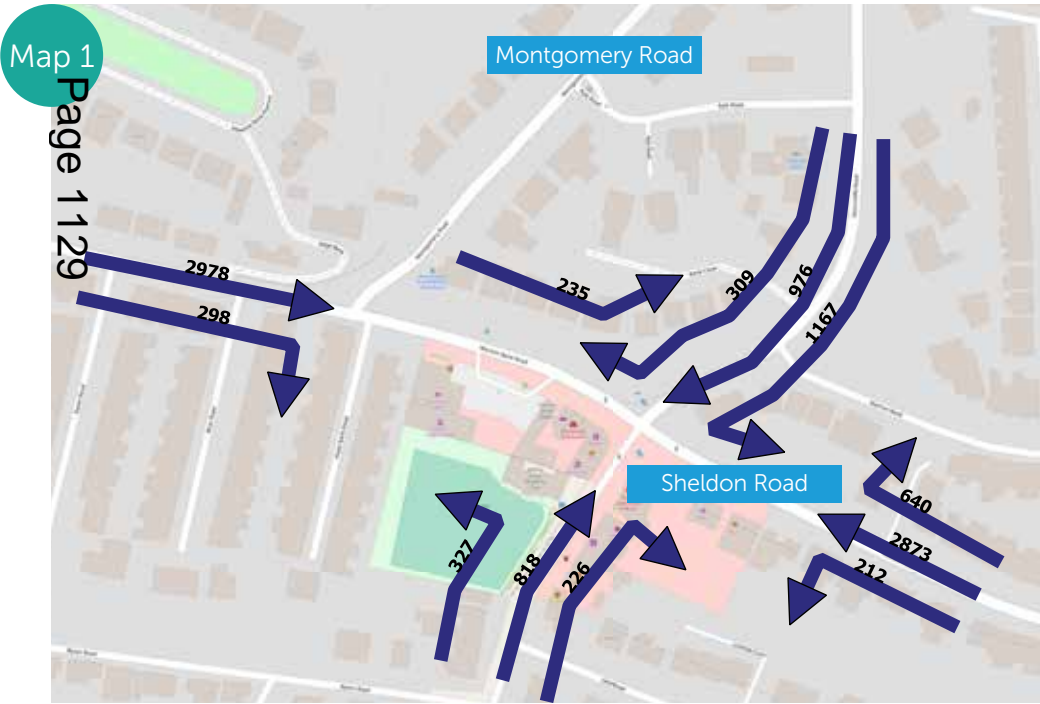
	12 hour before	12 hour after	% change	AM Before	AM After	% change	PM Before	PM After	% change
In	3966	3996	+1%	427	399	-7%	394	327	-17%
Out	4703	4657	-1%	390	394	+1%	451	405	-10%
Total	8669	8653	-<1%	817	793	-3%	845	732	-13%

Number of motor vehicles: Sheldon Road / Nether Edge Road 12 hour count

We counted the number of motor vehicles at the junction of Sheldon Road and Nether Edge Road from 7am to 7pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Sheldon Road / Nether Edge Road junction before the scheme (May 2022)

2 day average number of motor vehicles travelling through the Sheldon Road / Nether Edge Road junction after the scheme (May 2023)



Key
 Direction and number of vehicles counted at junction in May 2022

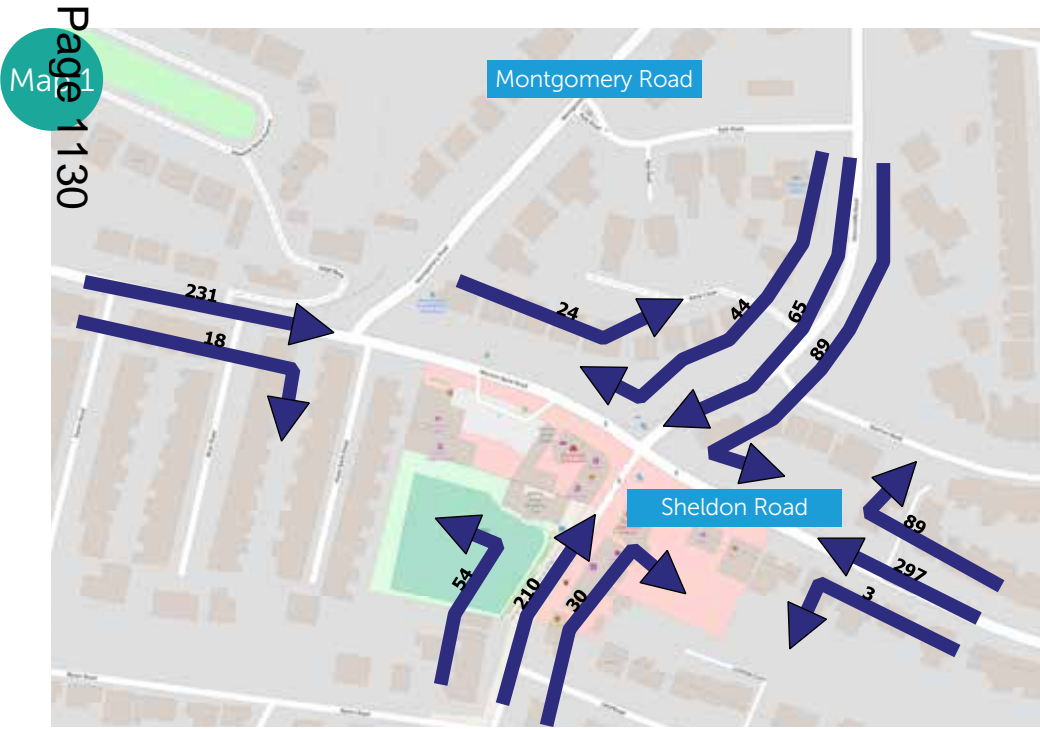
Key
 Direction and number of vehicles counted at junction in May 2023

Map 1
Page 1129

Number of motor vehicles: Sheldon Road / Nether Edge Road morning traffic count

We counted the number of motor vehicles at the junction of Sheldon Road and Nether Edge Road, during the peak time of morning traffic, between 8am and 9am. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

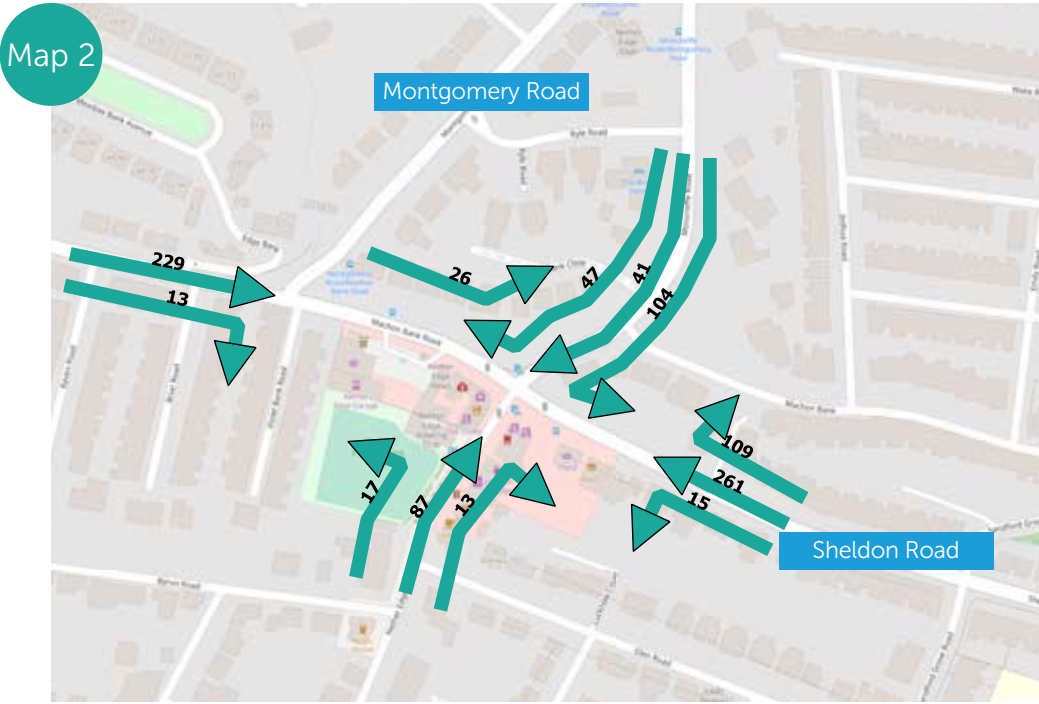
2 day average number of motor vehicles travelling through the Sheldon Road / Nether Edge Road junction in the mornings before the scheme (May 2022)



Key

➡ Direction and number of vehicles counted at junction in May 2022

2 day average number of motor vehicles travelling through the Sheldon Road / Nether Edge Road junction in the mornings after the scheme (May 2023)



Key

➡ Direction and number of vehicles counted at junction in May 2023

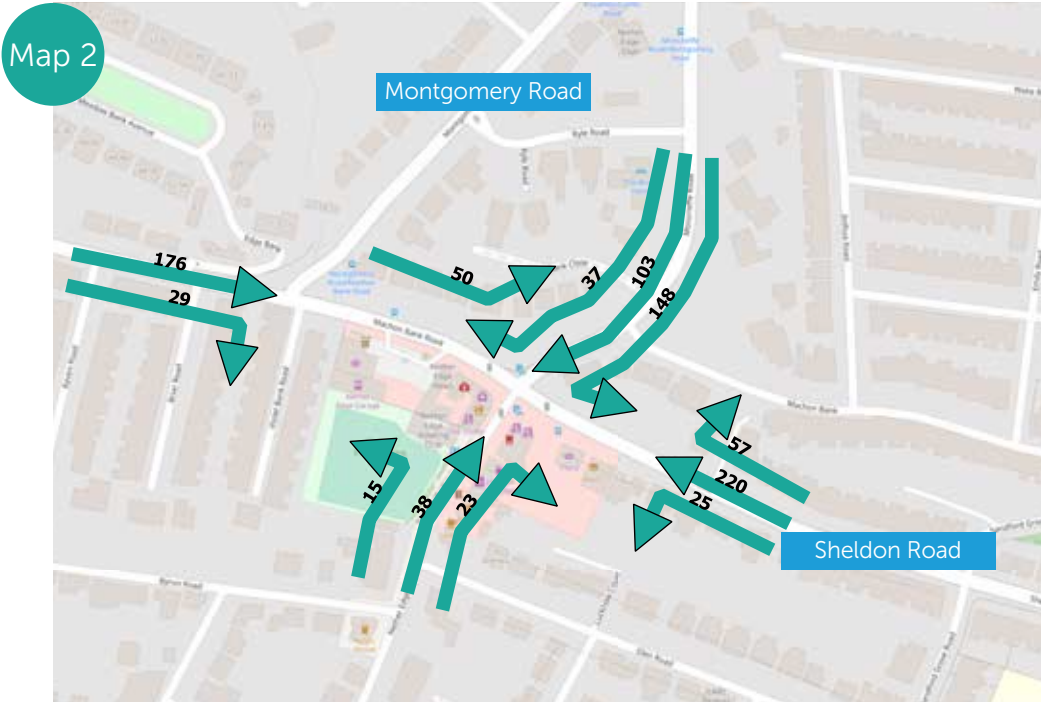
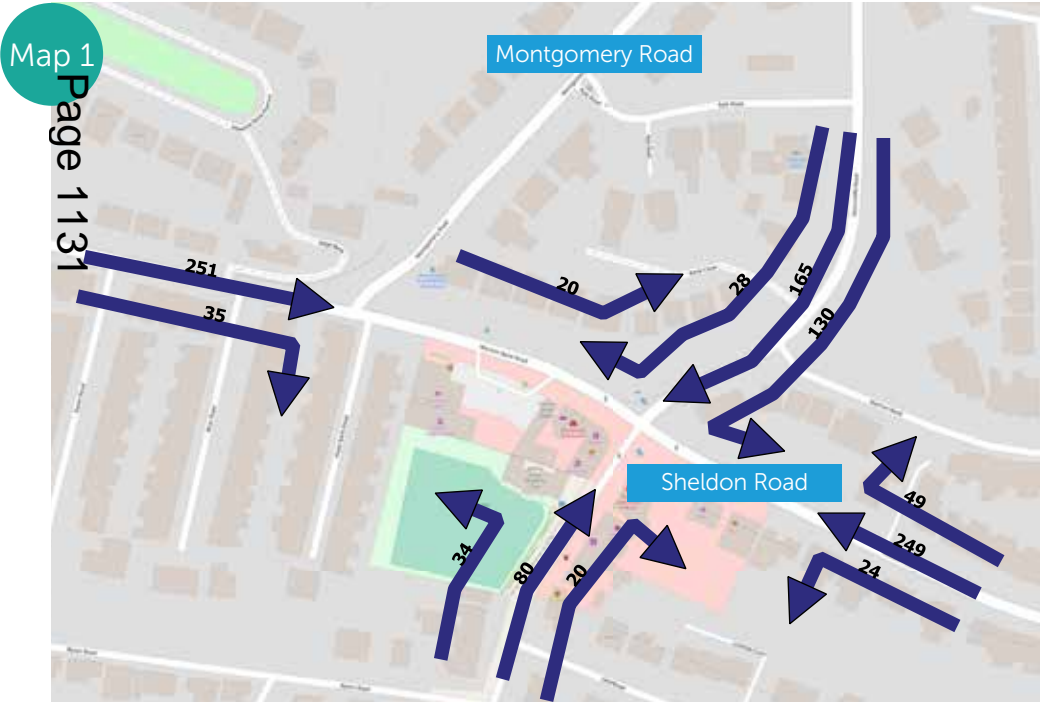
Page 1
Map 1
1130

Number of motor vehicles: Sheldon Road / Nether Edge Road evening traffic count

We counted the number of motor vehicles at the junction of Sheldon Road and Nether Edge Road, during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Sheldon Road / Nether Edge Road junction in the evenings before the scheme (May 2022)

2 day average number of motor vehicles travelling through the Sheldon Road / Nether Edge Road junction in the evenings after the scheme (May 2023)



Key
 Direction and number of vehicles counted at junction in May 2022

Key
 Direction and number of vehicles counted at junction in May 2023

Map 1
Page 1131

Sheldon Road / Nether Edge Road junction data table

We counted the average number of motor vehicles passing in and out of the Nether Edge Road arm of the Sheldon Road and Nether Edge Road junction over a 12 hour period in the morning traffic peak and in the evening traffic peak, over two days 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.

Page 1132

Nether Edge Road – average number of motor vehicles counted passing through arm of junction

	12 hour before	12 hour after	% change	AM Before	AM After	% change	PM Before	PM After	% change
In	1486	1062	-29%	86	69	-20%	224	157	-30%
Out	1371	912	-33%	294	117	-60%	134	76	-43%
Total	2857	1974	-31%	380	186	-51%	358	233	-35%

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Junction vehicle counts:
Bannerdale Road / Brincliffe
Edge Road
Section 4 of 9

Nether Edge Active Neighbourhood

Traffic Monitoring Data



Number of motor vehicles: Bannerdale Road / Brincliffe Edge Road 12 hour count

We counted the number of motor vehicles at the junction of Bannerdale Road and Brincliffe Edge Road from 7am to 7pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Bannerdale Road / Brincliffe Edge Road junction before the scheme (May 2022)



Key

➡ Direction and number of vehicles counted at junction in May 2022

2 day average number of motor vehicles travelling through the Bannerdale Road / Brincliffe Edge Road junction after the scheme (May 2023)



Key

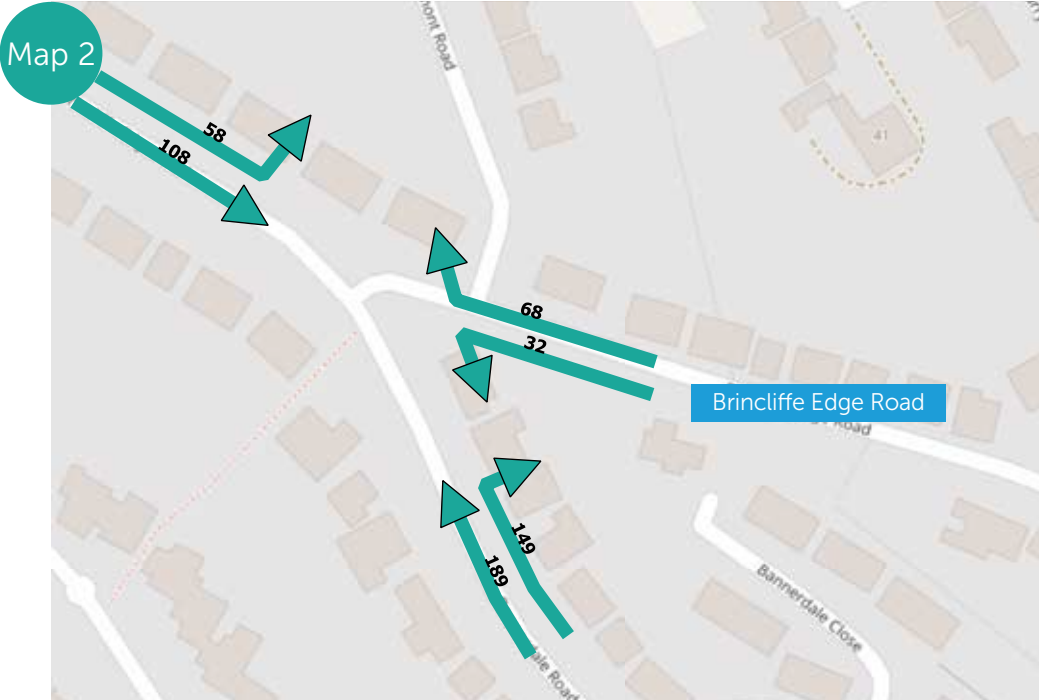
➡ Direction and number of vehicles counted at junction in May 2023

Number of motor vehicles: Bannerdale Road / Brincliffe Edge Road morning traffic count

We counted the number of motor vehicles at the junction of Bannerdale Road and Brincliffe Edge Road during the peak time of morning traffic, between 8am and 9am. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Bannerdale Road / Brincliffe Edge Road junction in the mornings before the scheme (May 2022)

2 day average number of motor vehicles travelling through the Bannerdale Road / Brincliffe Edge Road junction in the mornings after the scheme (May 2023)



Key
 Direction and number of vehicles counted at junction in May 2022

Key
 Direction and number of vehicles counted at junction in May 2023

Map 1
Page 1135

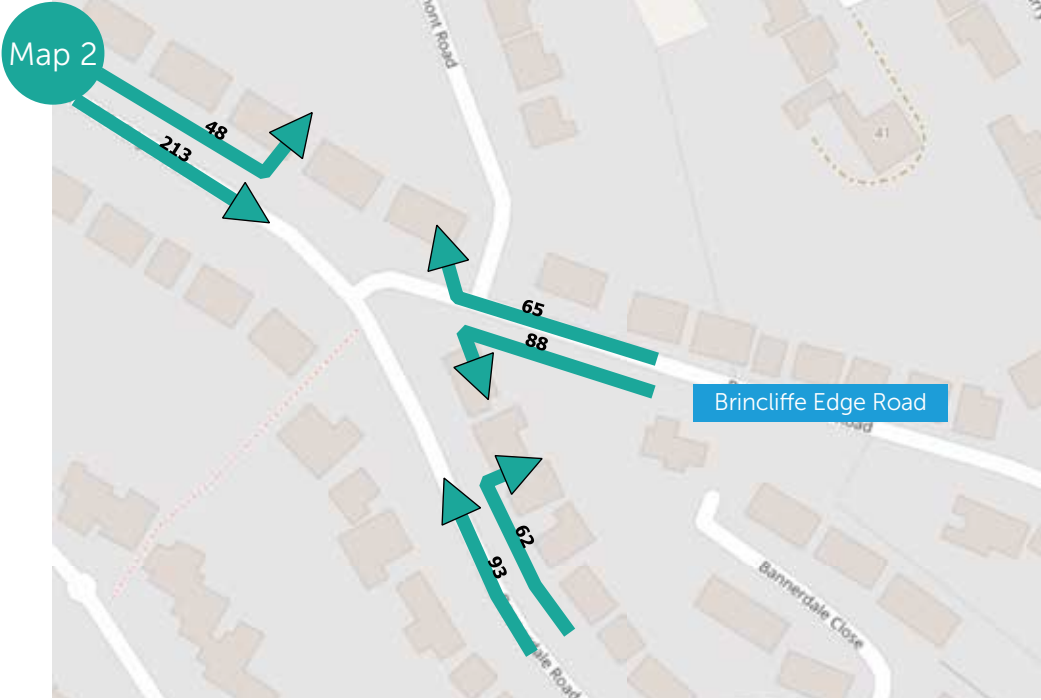
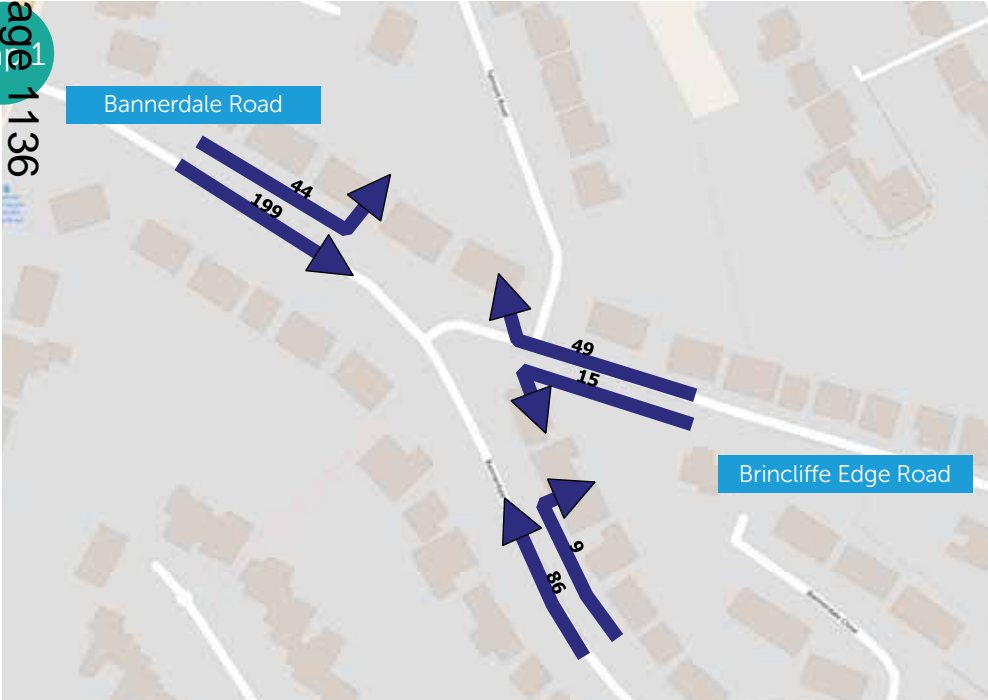
Number of motor vehicles: Bannerdale Road / Brincliffe Edge Road evening traffic count

We counted the number of motor vehicles at the junction of Bannerdale Road and Brincliffe Edge Road during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Bannerdale Road / Brincliffe Edge Road junction in the evenings before the scheme (May 2022)

2 day average of motor vehicles travelling through the Bannerdale Road / Brincliffe Edge Road junction in the evenings after the scheme (May 2023)

Page 1
Map 1
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Key
 Direction and number of vehicles counted at junction in May 2022

Key
 Direction and number of vehicles counted at junction in May 2023

Bannerdale Road / Brincliffe Edge Road junction data table

We counted the average number of motor vehicles passing in and out of the Brincliffe Edge Road arm of the Bannerdale Road and Brincliffe Edge Road junction over a 12 hour period in the morning traffic peak and in the evening traffic peak, over two days 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.

Page 1137

Brincliffe Edge Road (east) – average number of motor vehicles counted passing through arm of junction									
	12 hour before	12 hour after	% change	AM Before	AM After	% change	PM Before	PM After	% change
In	510	900	+76%	90	207	+130%	53	110	+108%
Out	553	946	+71%	67	100	+49%	64	153	+139%
Total	1063	1848	+74%	157	307	+96%	117	263	+125%

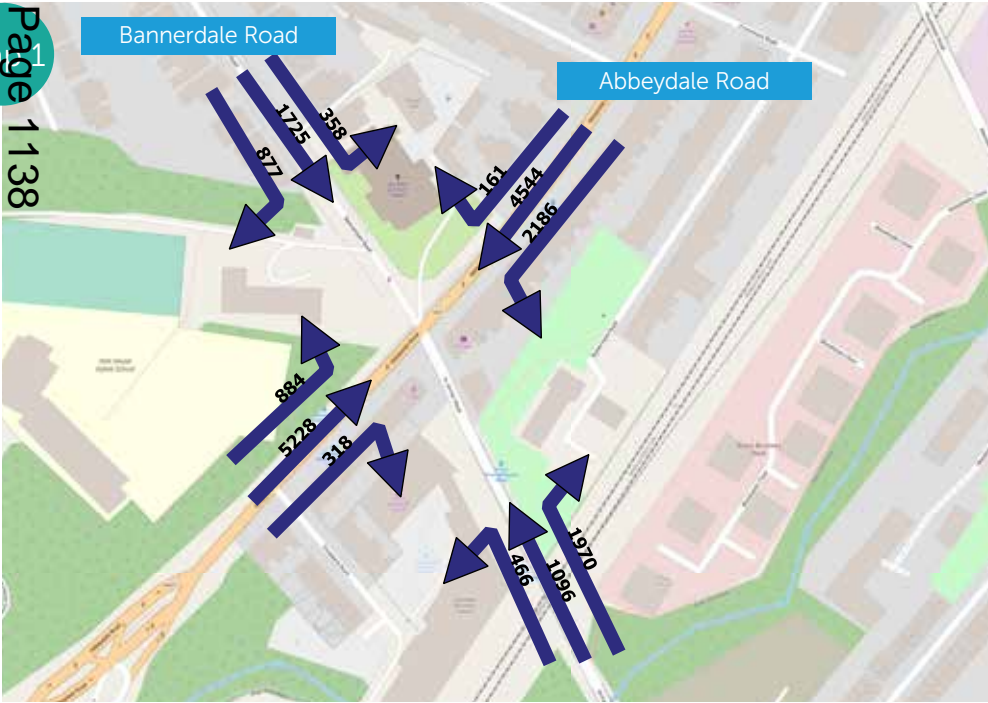
Number of motor vehicles: Bannerdale Road / Abbeydale Road 12 hour count

We counted the number of motor vehicles at the junction of Bannerdale Road and Abbeydale Road from 7am to 7pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Bannerdale Road / Abbeydale Road junction before the scheme (May 2022)

2 day average number of motor vehicles travelling through the Bannerdale Road / Abbeydale Road junction after the scheme (May 2023)

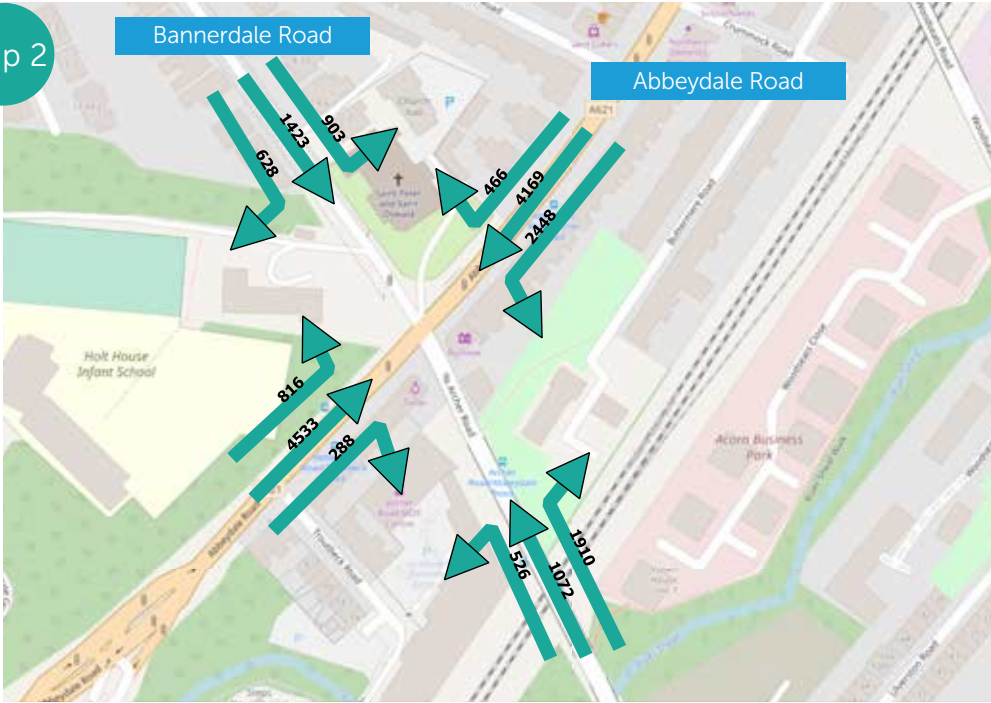
Map 1
Page 1
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Key

➡ Direction and number of vehicles counted at junction in May 2022

Map 2



Key

➡ Direction and number of vehicles counted at junction in May 2023

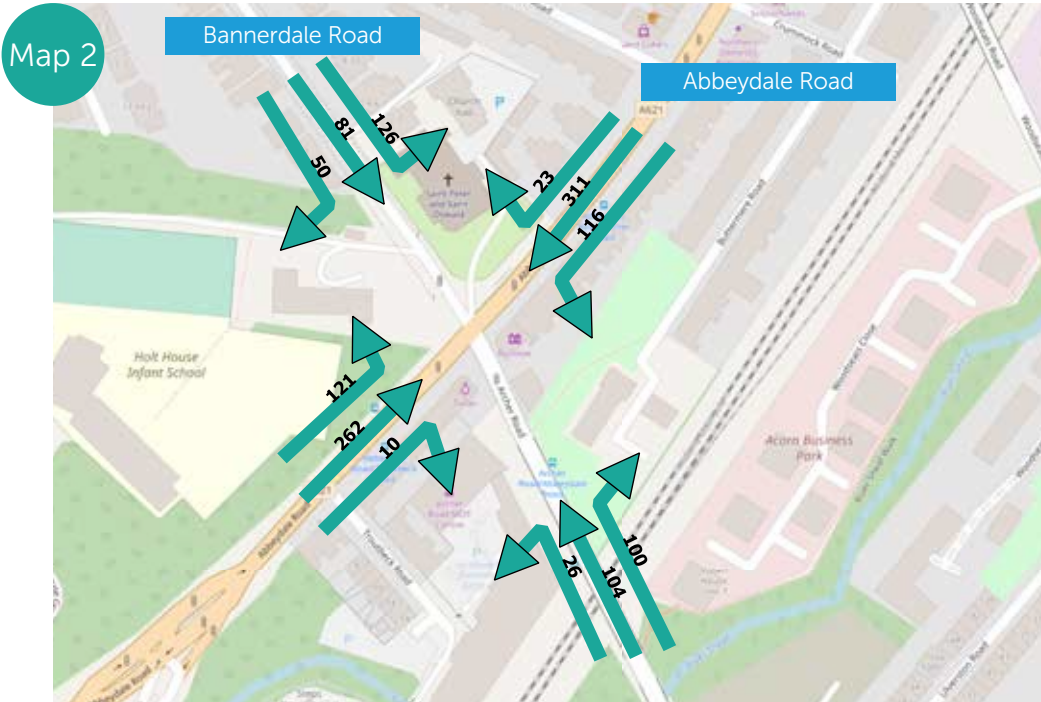
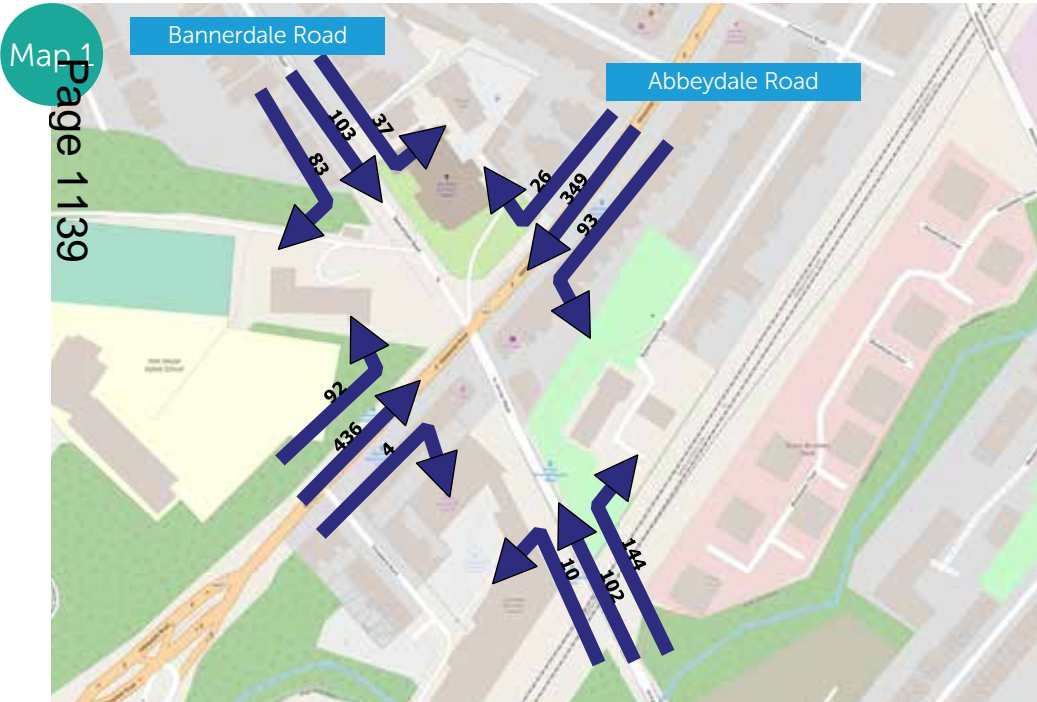
*The data here may be influenced by a gas leak that occurred at this junction on one of the days we conducted traffic monitoring.

Number of motor vehicles: Bannerdale Road / Abbeydale Road morning traffic count

We counted the number of motor vehicles at the junction of Bannerdale Road and Abbeydale Road during the peak time of morning traffic, between 8am and 9am. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average number of motor vehicles travelling through the Bannerdale Road / Abbeydale Road junction in the mornings before the scheme (May 2022)

2 day average number of motor vehicles travelling through the Bannerdale Road / Abbeydale Road junction in the mornings after the scheme (May 2023)



Key

➡ Direction and number of vehicles counted at junction in May 2022

Key

➡ Direction and number of vehicles counted at junction in May 2023

*The data here may be influenced by a gas leak that occurred at this junction on one of the days we conducted traffic monitoring.

Map 1
Page 1 139

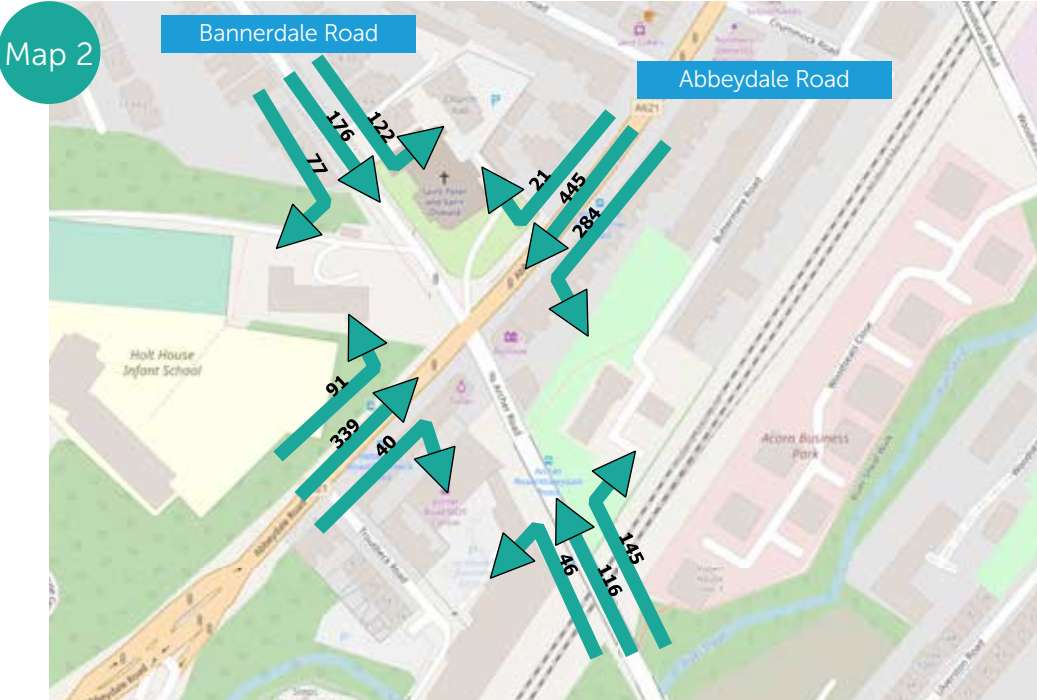
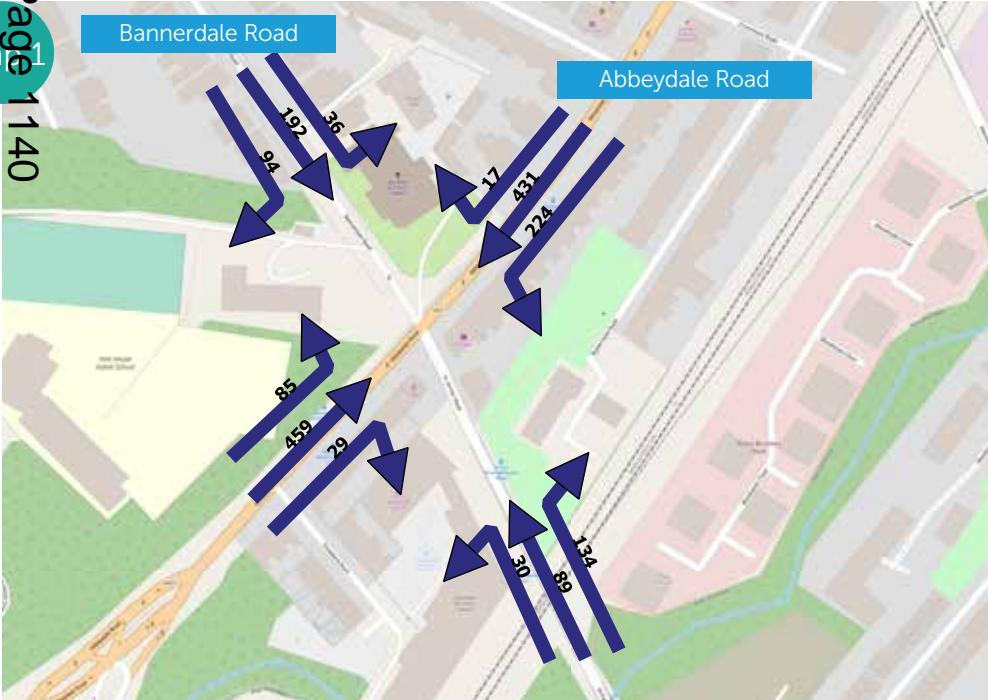
Number of motor vehicles: Bannerdale Road / Abbeydale Road evening traffic count

We counted the number of motor vehicles at the junction of Bannerdale Road and Abbeydale Road during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the average number of vehicles counted during the surveys in May 2022. Map 2 shows the average number of vehicles counted during the surveys in May 2023. The arrows show the direction of travel of the vehicles we counted.

2 day average of motor vehicles travelling through the Bannerdale Road / Abbeydale Road junction in the evenings before the scheme (May 2022)

2 day average of motor vehicles travelling through the Bannerdale Road / Abbeydale Road junction in the evenings after the scheme (May 2023)

Page 1
Map 1
1140



Key
 Direction and number of vehicles counted at junction in May 2022

Key
 Direction and number of vehicles counted at junction in May 2023

*The data here may be influenced by a gas leak that occurred at this junction on one of the days we conducted traffic monitoring.

Bannerdale Road / Abbeydale Road junction data table

We counted the average number of motor vehicles passing in and out of the Bannerdale Road arm of the Bannerdale Road and Abbeydale Road junction over a 12 hour period in the morning traffic peak and in the evening traffic peak, over two days 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.

Page 1141

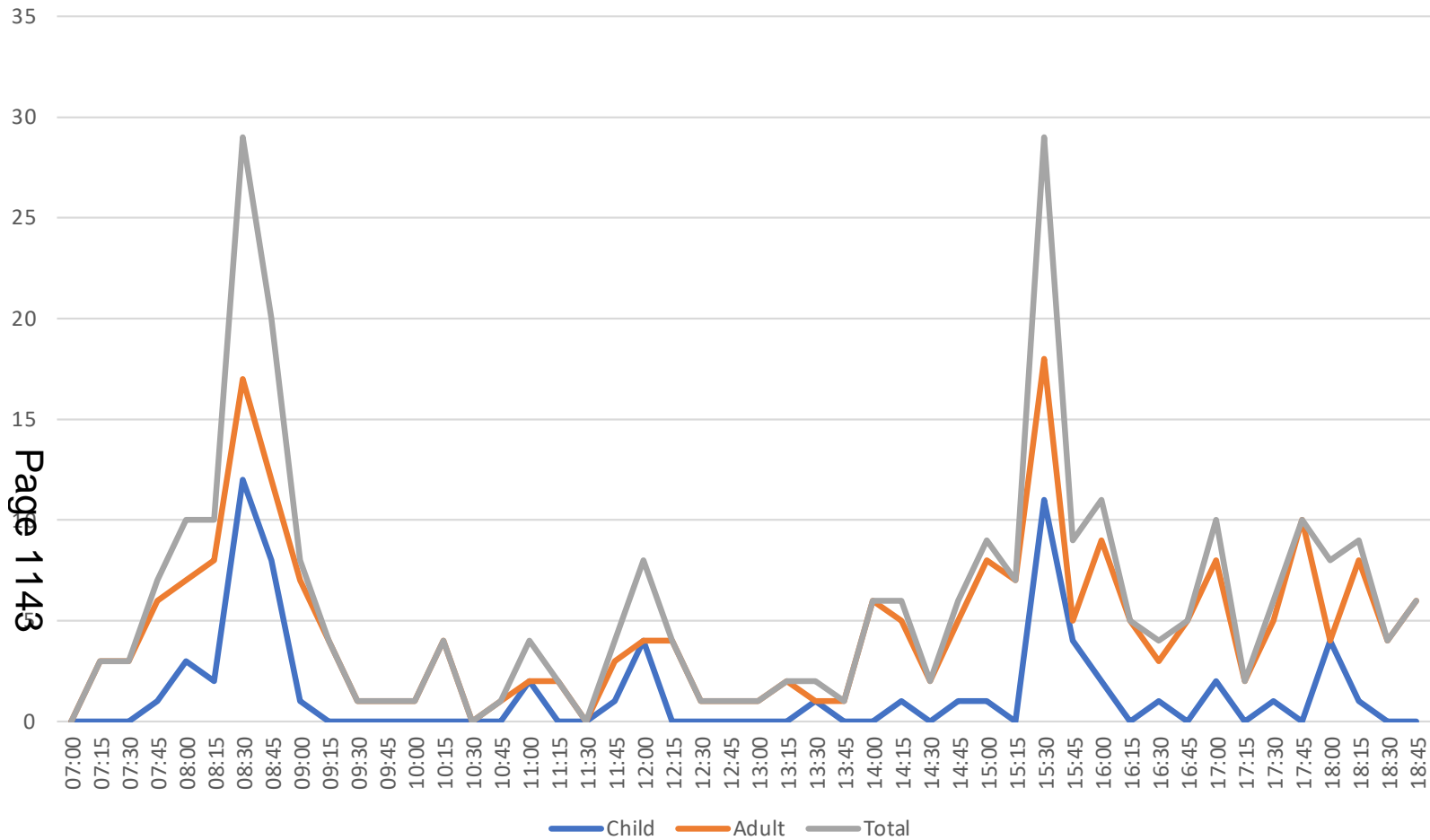
Bannerdale Road – average number of motor vehicles counted passing through arm of junction									
	12 hour before	12 hour after	% change	AM Before	AM After	% change	PM Before	PM After	% change
In	2141	2354	+10%	220	248	+13%	191	228	+19%
Out	2960	2954	-<1%	223	257	+15%	322	375	+16%
Total	5101	5308	+4%	443	505	+14%	513	603	+18%

Nether Edge Active Neighbourhood

Traffic Monitoring Data



Psalter Lane temporary crossing usage

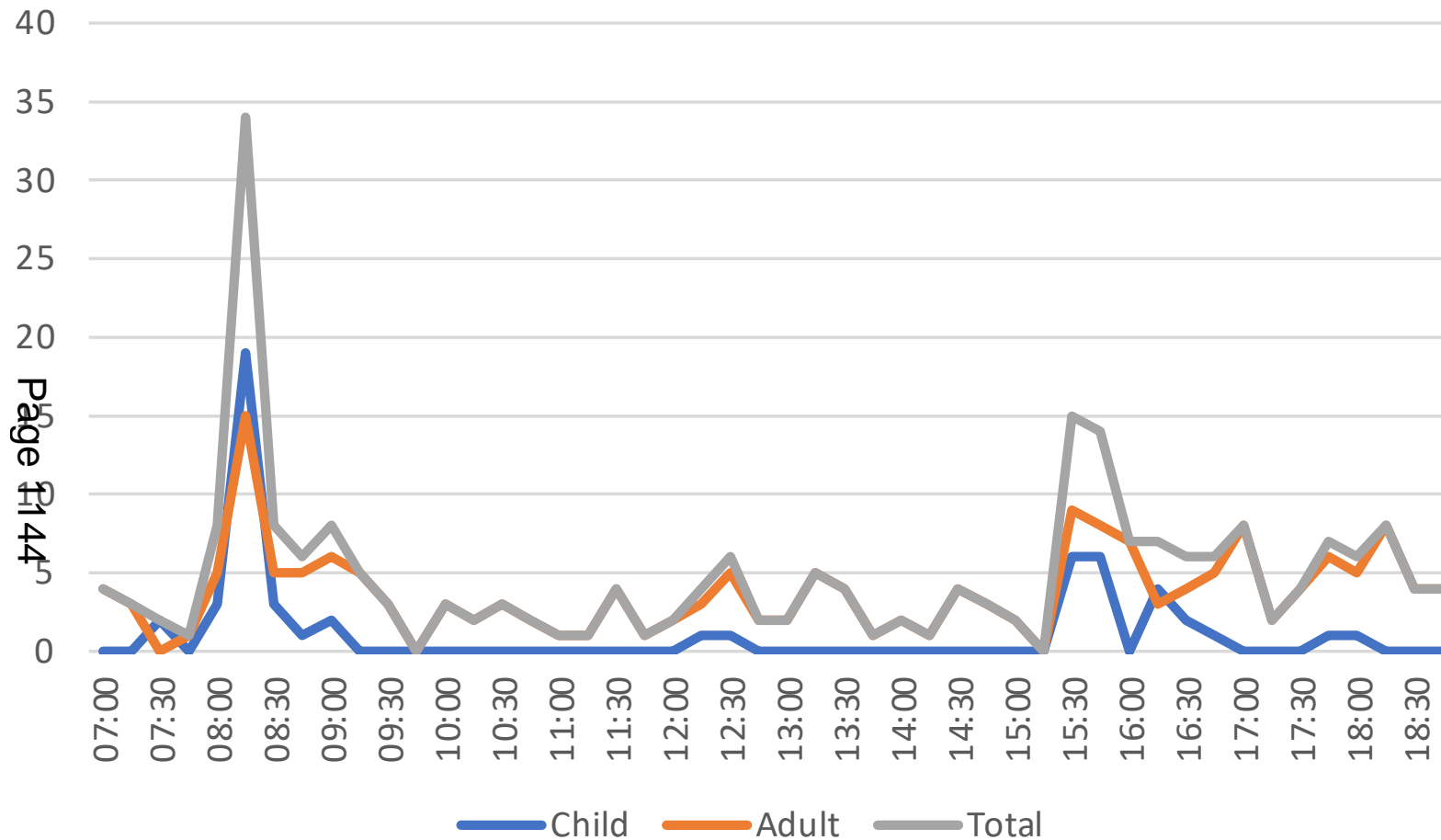


We counted the number of people using the pedestrian crossing on Psalter Lane. This graph shows the number of people we counted using the crossing during the 12 hour survey we carried out in May 2023.

We recorded two spikes in usage throughout the day, one in the morning at 8:30am, and the second in the afternoon at 3:30pm. These spikes align with the school opening time peaks, which is supported by the presence of schools and colleges along the length of Psalter Lane.

Psalter Lane temporary crossing usage - Tuesday 9th May 2023			
Adults	Children	Cyclists	Total crossings
222	64	4	290

Osbourne Road temporary crossing usage



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

There was one noticeable spike, in the morning at 8am.

Osbourne Road temporary crossing usage - Tuesday 9th May 2023				
Adults	Children	Cyclists	Elderley	Total crossings
182	54	1	5	241

Nether Edge Active Neighbourhood

Traffic Monitoring Data



Traffic movement flows - Introduction

We worked with The Floop, specialists in black-box telematics data, to better understand general motor vehicle traffic flows throughout and around the Nether Edge 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 concentration 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 Nether Edge 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 Nether Edge, 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 6 of 9.

These documents have been created to illustrate changes in travel before and after the Nether Edge 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.

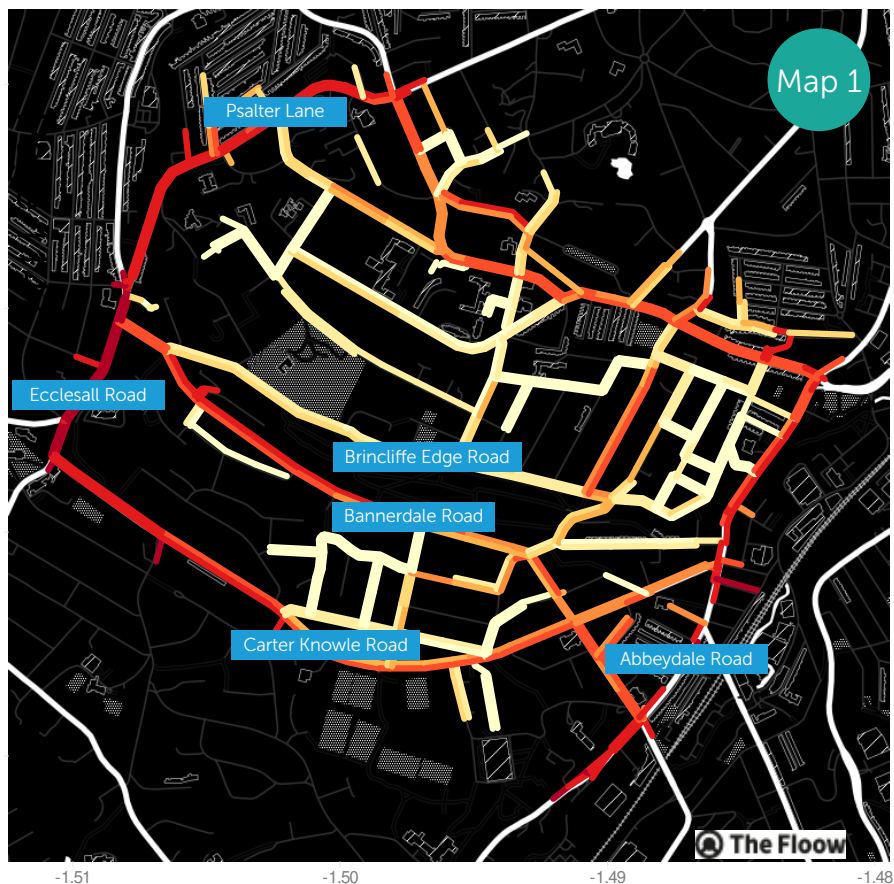
Concentration of through-traffic throughout the day

These maps show the concentration of motor vehicles that use the roads as a through route only throughout the day in Nether Edge. This means that they enter and exit the road without stopping, travelling in and out of Nether Edge. 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.

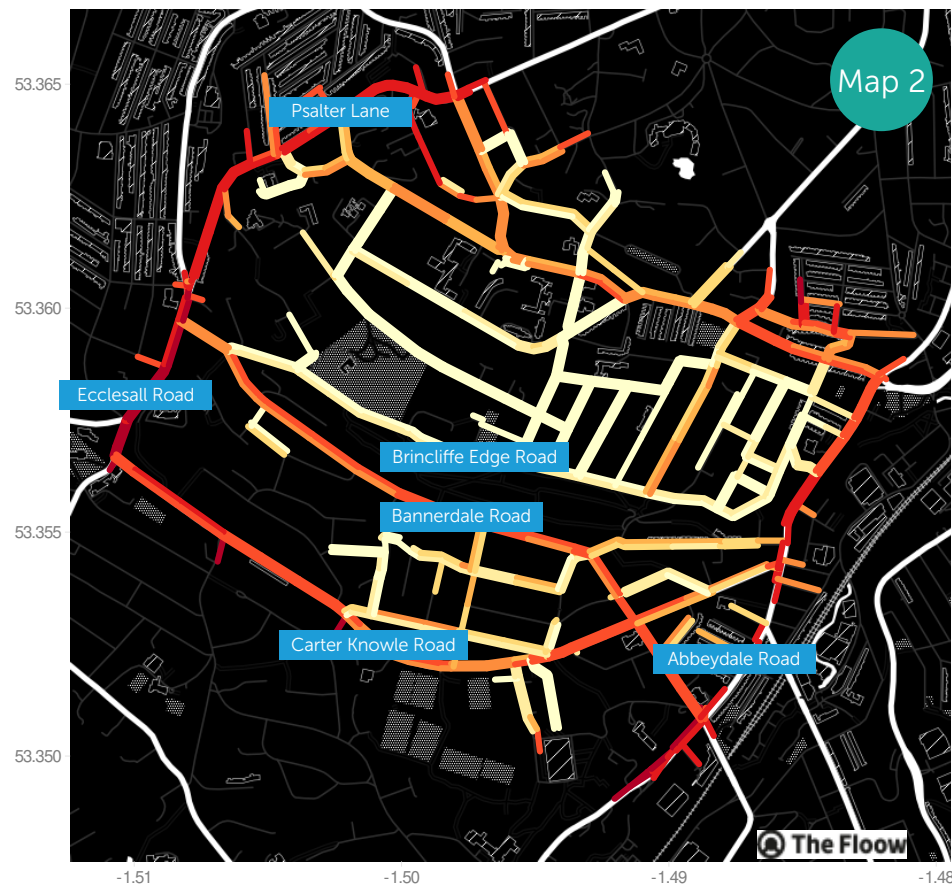
The percentages in these maps may not necessarily indicate a gross change in traffic flow, but rather simply the proportion of journeys that are classed as through-traffic. For example, Ecclesall Road shows some of the highest percentages of through-traffic, as a vehicle travelling along Ecclesall Road from Whirlow 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



Aug 2022 to Dec 2022

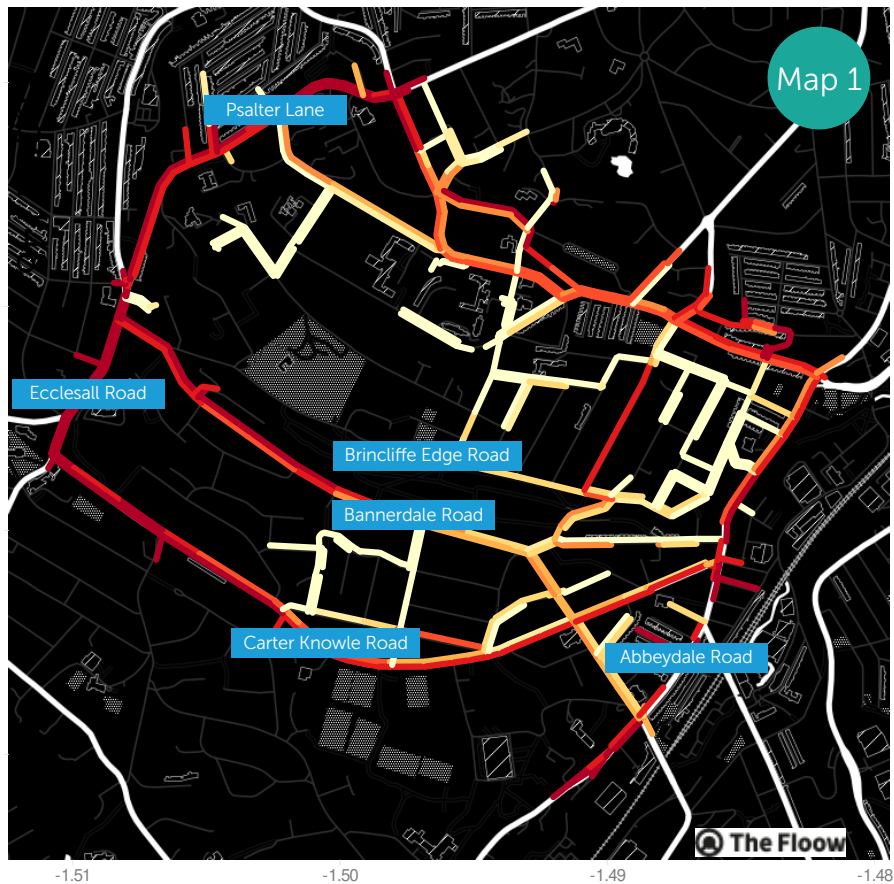


Concentration of through-traffic in the mornings

These maps show the concentration of motor vehicles that use the road as a through route only in the mornings in Nether Edge. This means that they enter and exit the road without stopping, travelling in and out of Nether Edge. 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.

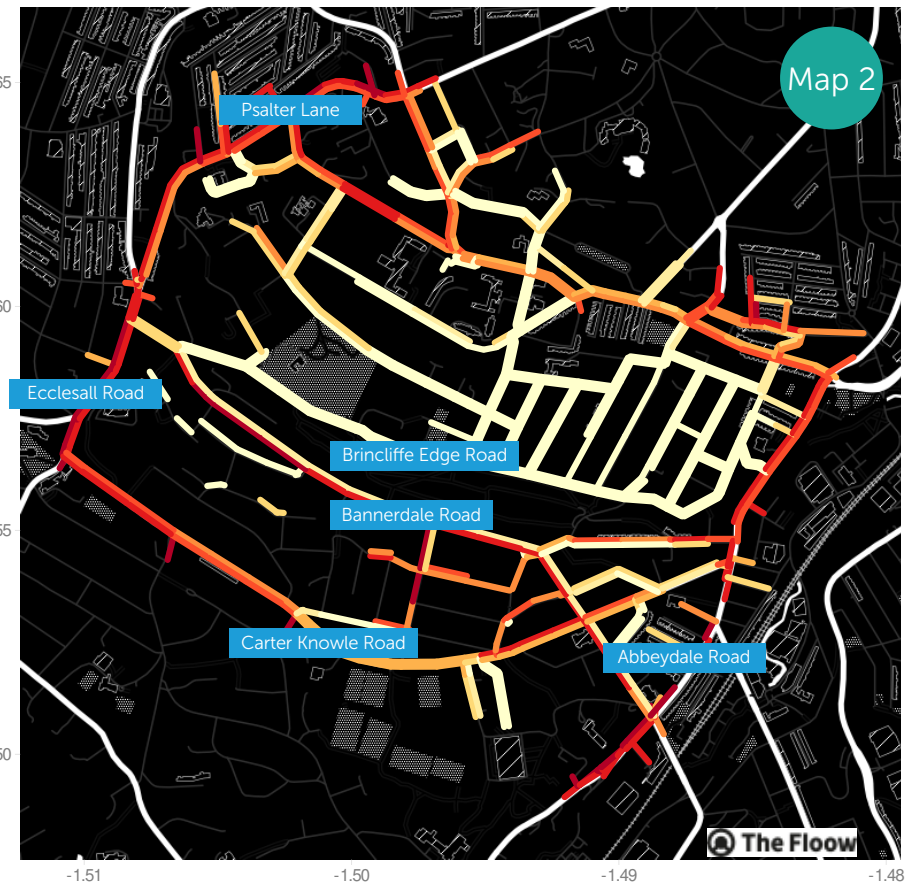
Aug 2021 to Dec 2021



Through Traffic

<12.5%	<37.5%	<62.5%	<87.5%
<25%	<50%	<75%	<100%

Aug 2022 to Dec 2022



Through Traffic

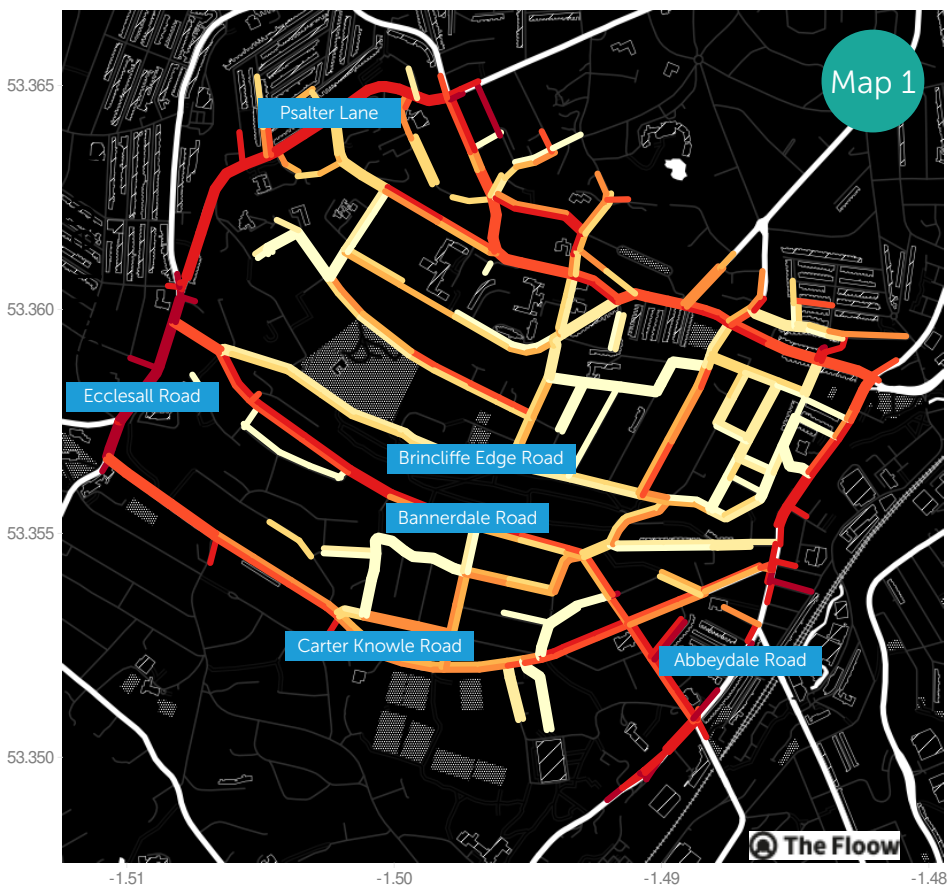
<12.5%	<37.5%	<62.5%	<87.5%
<25%	<50%	<75%	<100%

Concentration of through-traffic in the evenings

These maps show the concentration of motor vehicles that use the road as a through route only in the evenings in Nether Edge. This means that they enter and exit the road without stopping, travelling in and out of Nether Edge. 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.

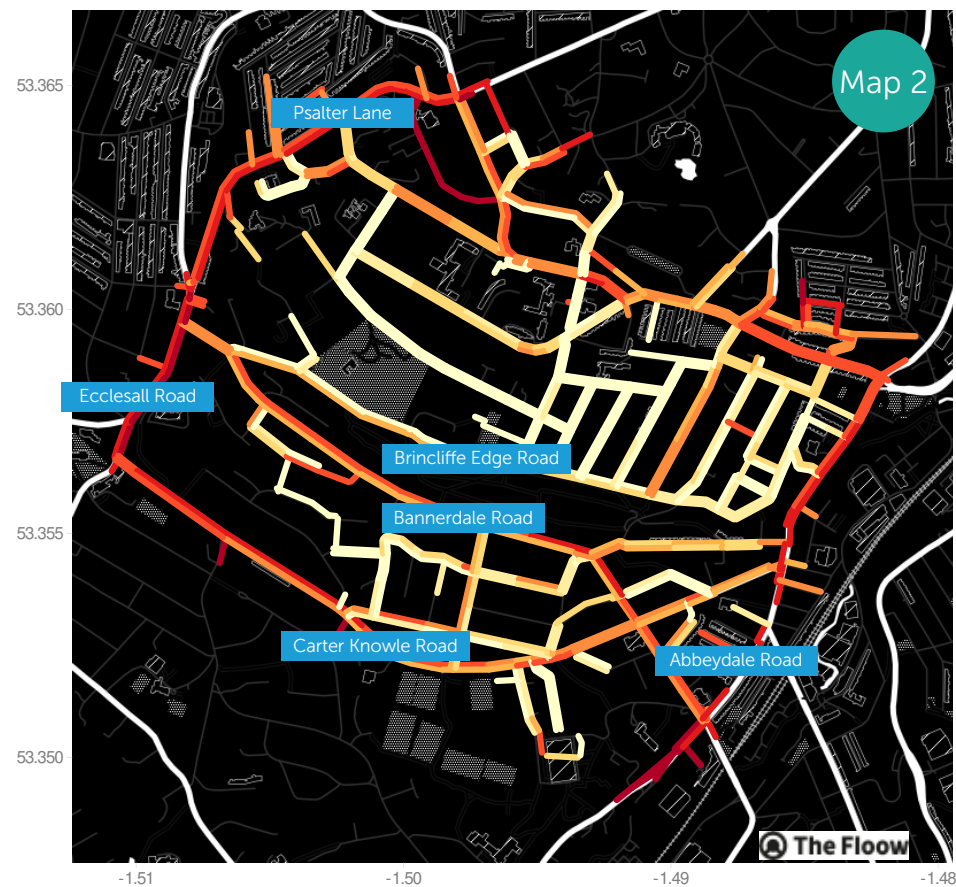
Aug 2021 to Dec 2021



Through Traffic

<12.5%	<37.5%	<62.5%	<87.5%
<25%	<50%	<75%	<100%

Aug 2022 to Dec 2022



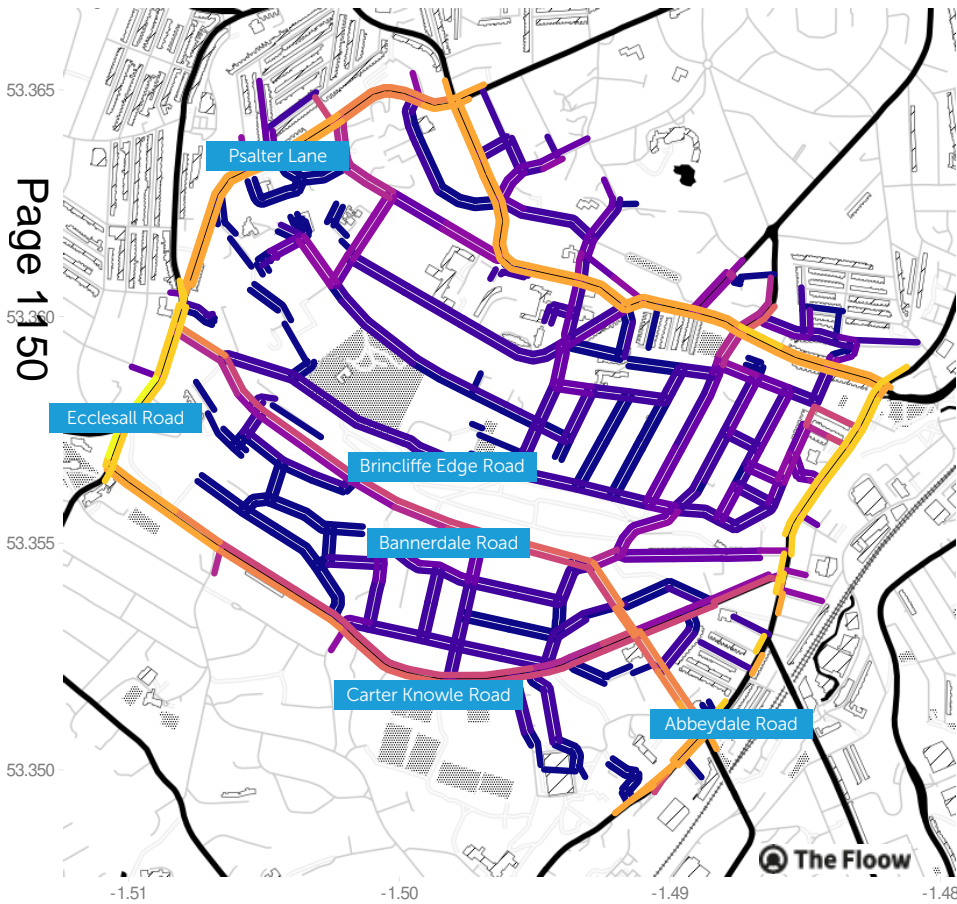
Through Traffic

<12.5%	<37.5%	<62.5%	<87.5%
<25%	<50%	<75%	<100%

Estimated number of motor vehicles per hour throughout the day

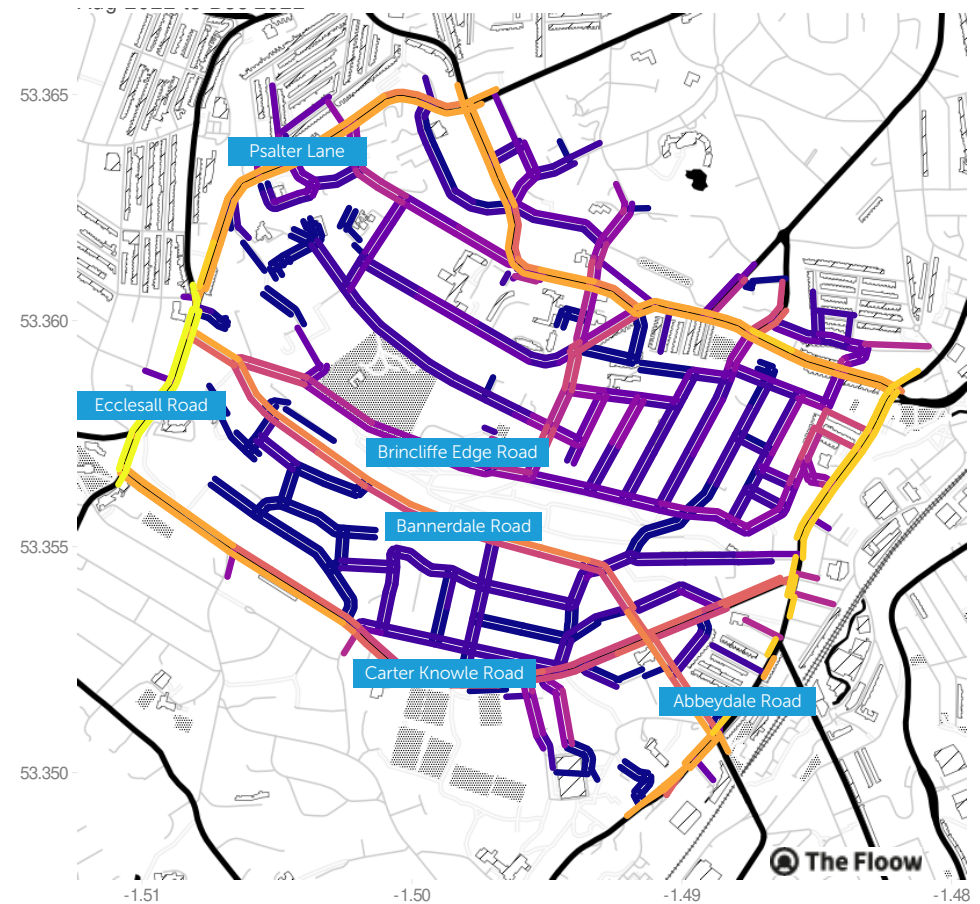
These maps show the estimated number of motor vehicles on key roads per hour in the Nether Edge Active Neighbourhood over a 12 hour, weekday period, taken over the course of five months. Map 1 shows the average weekday estimate of five months before the measures were put in, while Map 2 shows the average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

Aug 2021 to Dec 2021



Map 1

Aug 2022 to Dec 2022



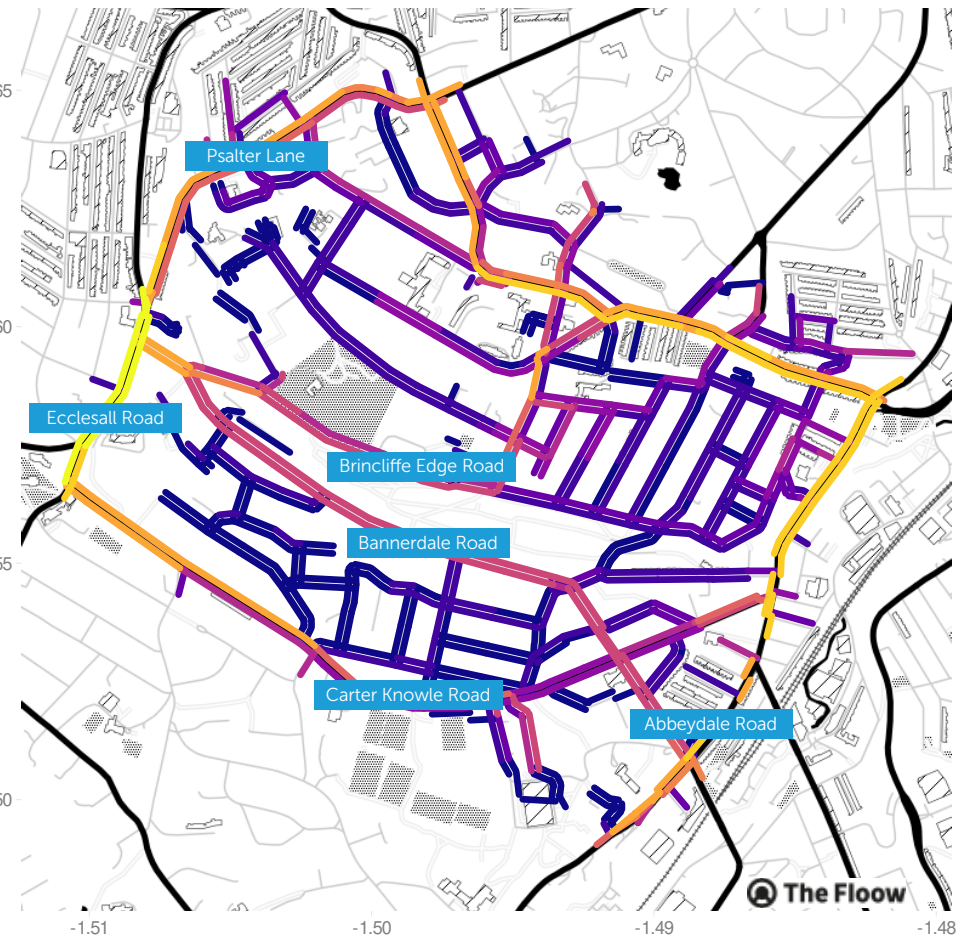
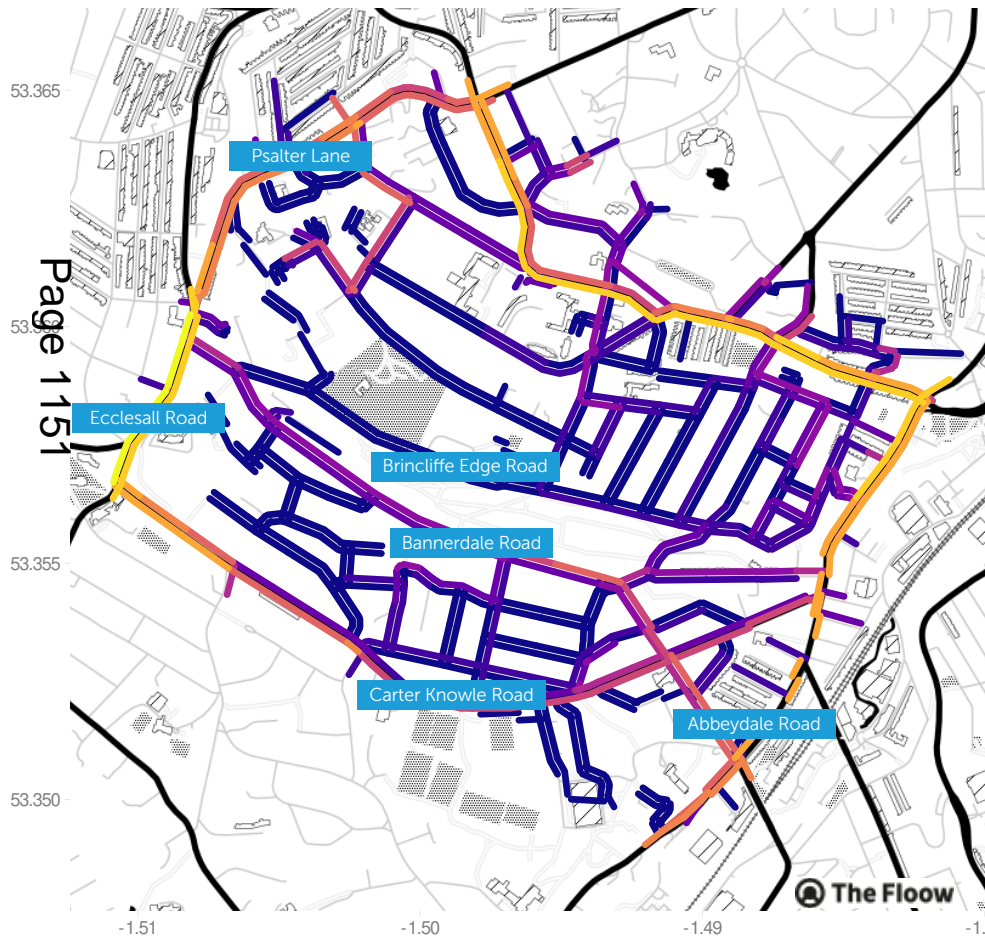
Map 2

Estimated number of motor vehicles per hour in the mornings

These maps show the estimated number of motor vehicles on key roads per hour in the Nether Edge 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

Aug 2022 to Dec 2022



Estimated Cars / Hour

█ <10	█ <150	█ <400	█ <2000
█ <50	█ <200	█ <500	█ <5000
█ <100	█ <300	█ <1000	

Estimated Cars / Hour

█ <10	█ <150	█ <400	█ <2000
█ <50	█ <200	█ <500	█ <5000
█ <100	█ <300	█ <1000	

Map 1

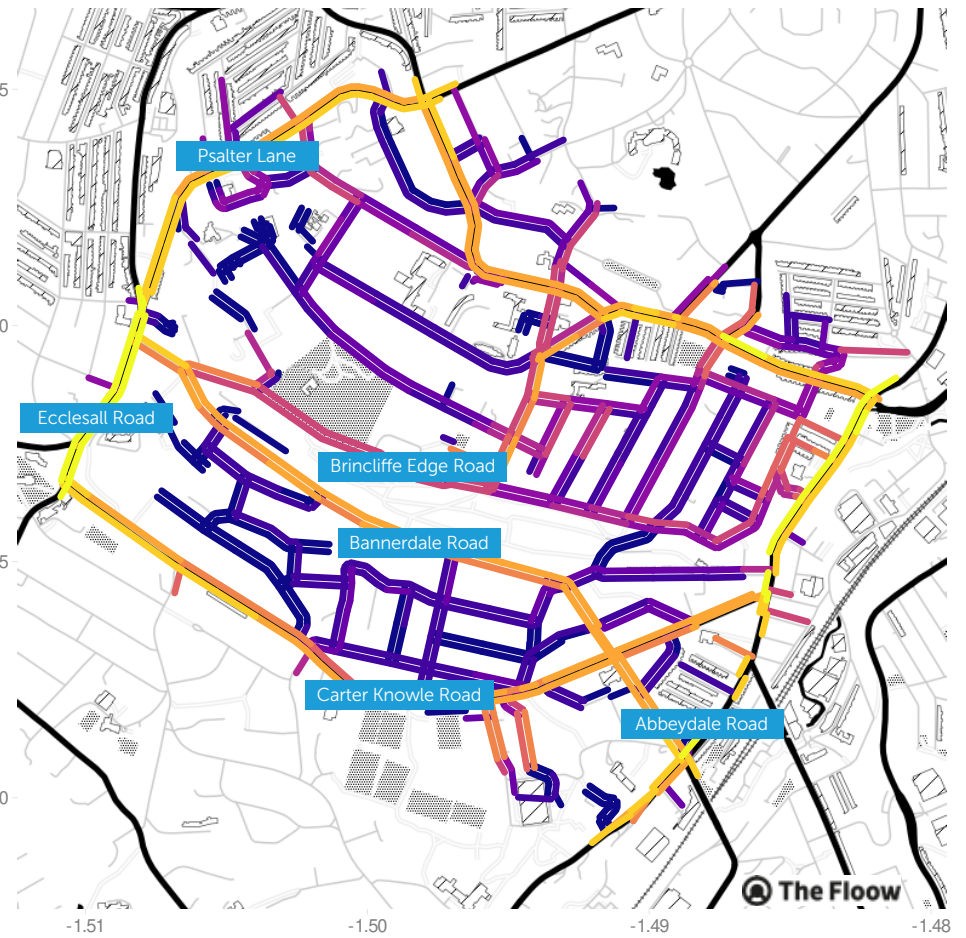
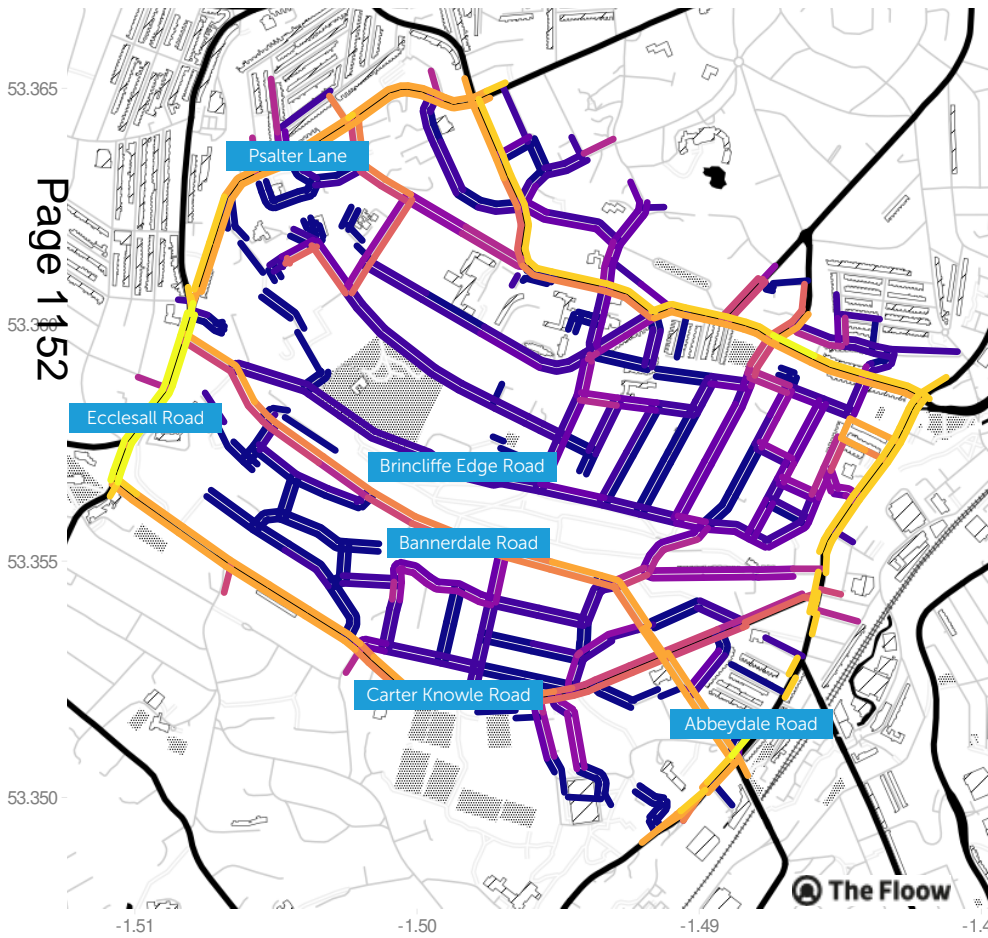
Map 2

Estimated number of motor vehicles per hour in the evenings

These maps show the estimated number of motor vehicles on key roads per hour in the Nether Edge 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

Aug 2022 to Dec 2022



Estimated Cars / Hour

█ <10	█ <150	█ <400	█ <2000
█ <50	█ <200	█ <500	█ <5000
█ <100	█ <300	█ <1000	

Estimated Cars / Hour

█ <10	█ <150	█ <400	█ <2000
█ <50	█ <200	█ <500	█ <5000
█ <100	█ <300	█ <1000	

Map 1

Map 2

CONNECTING SHEFFIELD

Better travel choices

Journey Times – Abbeydale
Road and Ecclesall Road
Section 7 of 9

Nether Edge Active Neighbourhood

Traffic Monitoring Data



Journey times: Abbeydale Road / Ecclesall Road - Introduction

Alongside the traffic monitoring surveys, we also looked at journey time data sourced by The Flow, who specialise in black-box telematics data, to better understand motor vehicle movement in the Nether Edge 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 Nether Edge Active Neighbourhood measures were put in place.

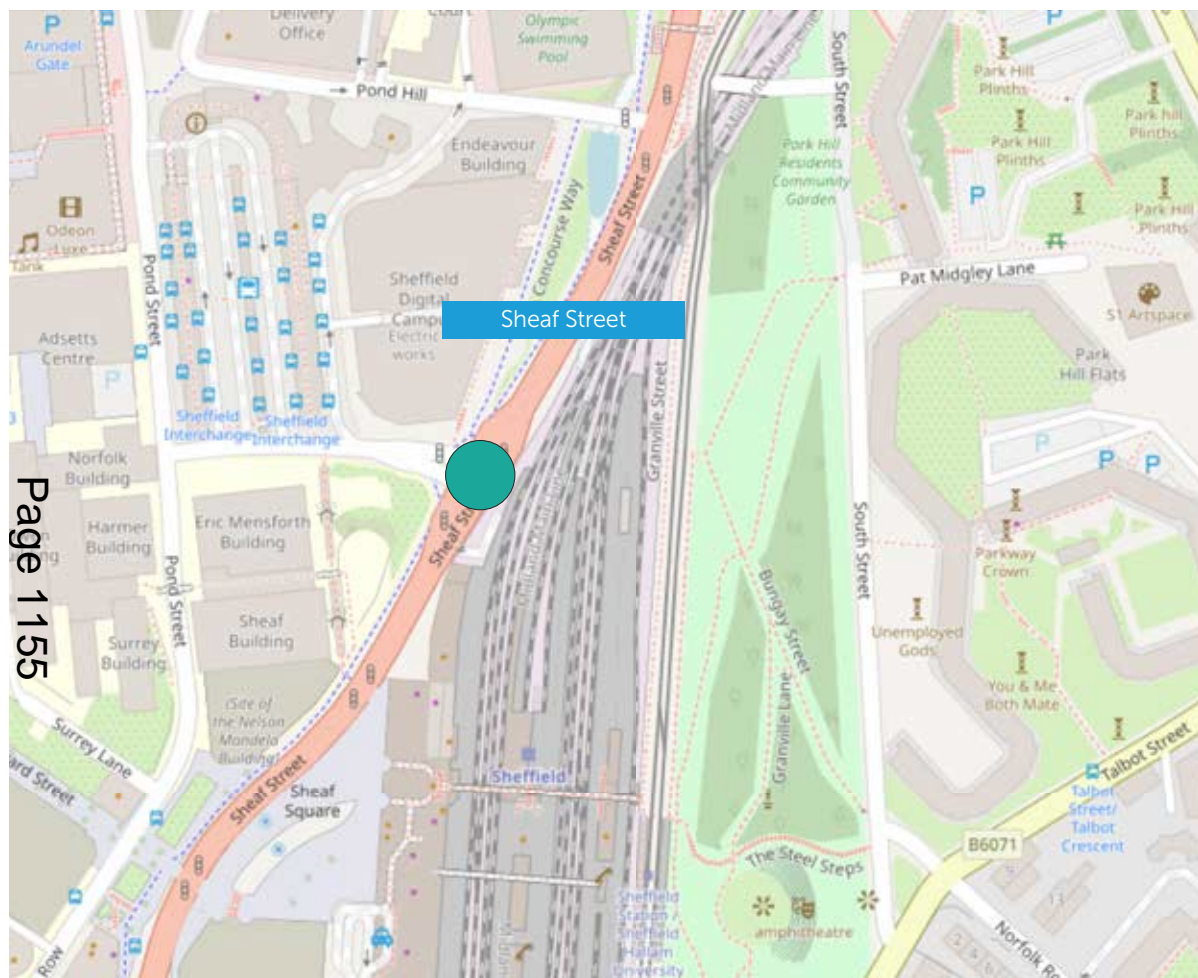
Data was gathered over a period of 2-3 months on two separate occasions before and after the measures were put in place. The data gathering prior to the Active Neighbourhood coming into effect took place in September-November 2021 and March-April 2022, while the data gathering after the Active Neighbourhood 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 7 of 9, and provides an overview of the changes in journey times for motor vehicles travelling along Abbeydale Road and Ecclesall 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 Nether Edge 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



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

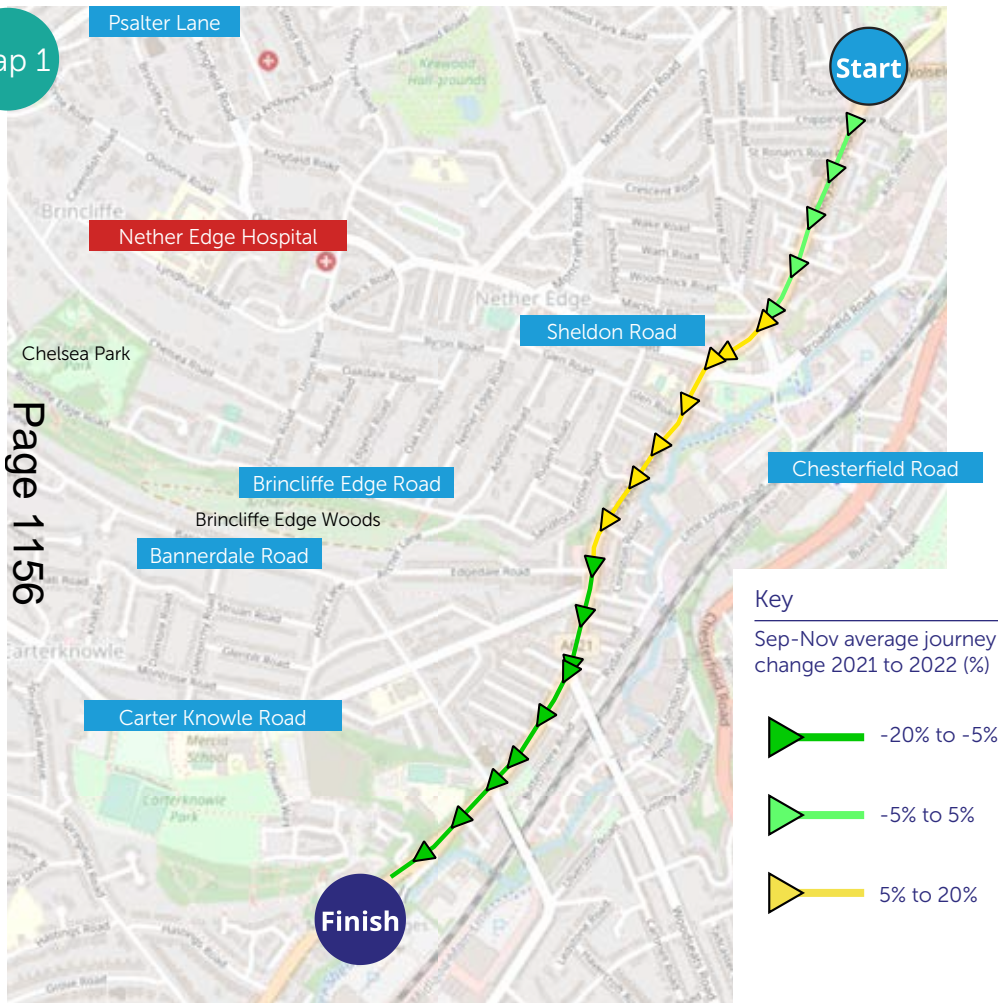
	Sep – Nov 2021	Sep – Nov 2022	% change	Mar – Apr 2022	Mar – Apr 2023	% change
Total	40,558	39,852	-2%	38,823	39,743	2%

Abbeydale Road southbound

September - November 2021 to 2022

March - April 2022 to 2023

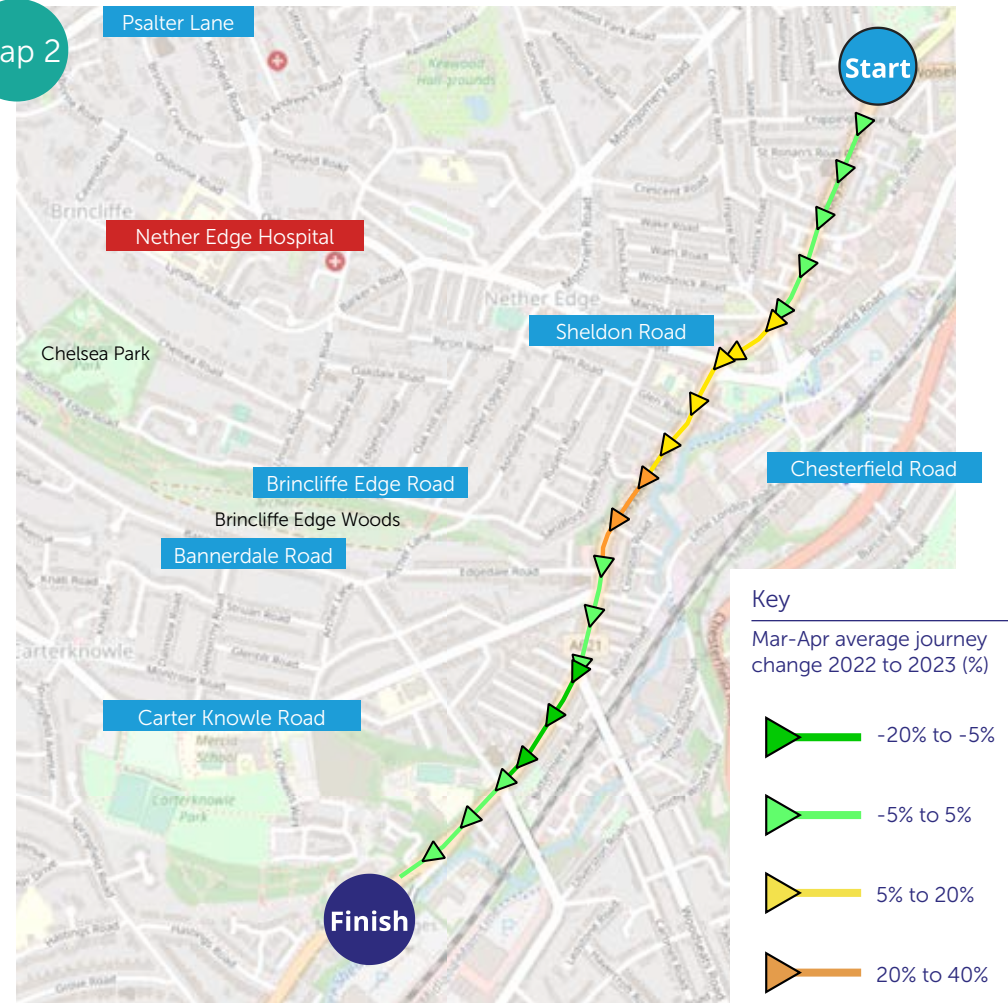
Map 1



Sep - Nov 2021 avg total journey time (mm:ss)
Abbeydale Road - 04:54

Sep - Nov 2022 avg total journey time (mm:ss)
Abbeydale Road - 04:54 (**No change**)

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Abbeydale Road - 04:25

Mar - Apr 2023 avg total journey time (mm:ss)
Abbeydale Road - 04:42 (**6% increase**)

*These maps show the change in journey times for vehicles travelling southbound on Abbeydale 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.

Abbeydale Road southbound - Journey times

The change in journey times heading southbound on Abbeydale Road in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on southbound journeys on Abbeydale Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time remained unchanged in September-November, but increased by 6% in March-April after the Active Neighbourhood measures were put in place.

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 changes to the top 10% shortest journey times fluctuated, decreasing by 4% in September-November, but increasing by 3% in March-April. The top 10% longest journey times also fluctuated, decreasing by 1% in September-November while increasing by 15% in March-April.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	04:54	04:54	0%	04:25	04:42	+6%
10% shortest	03:21	03:13	-4%	03:09	03:14	+3%
10% longest	09:49	09:45	+1%	08:08	09:23	+15%

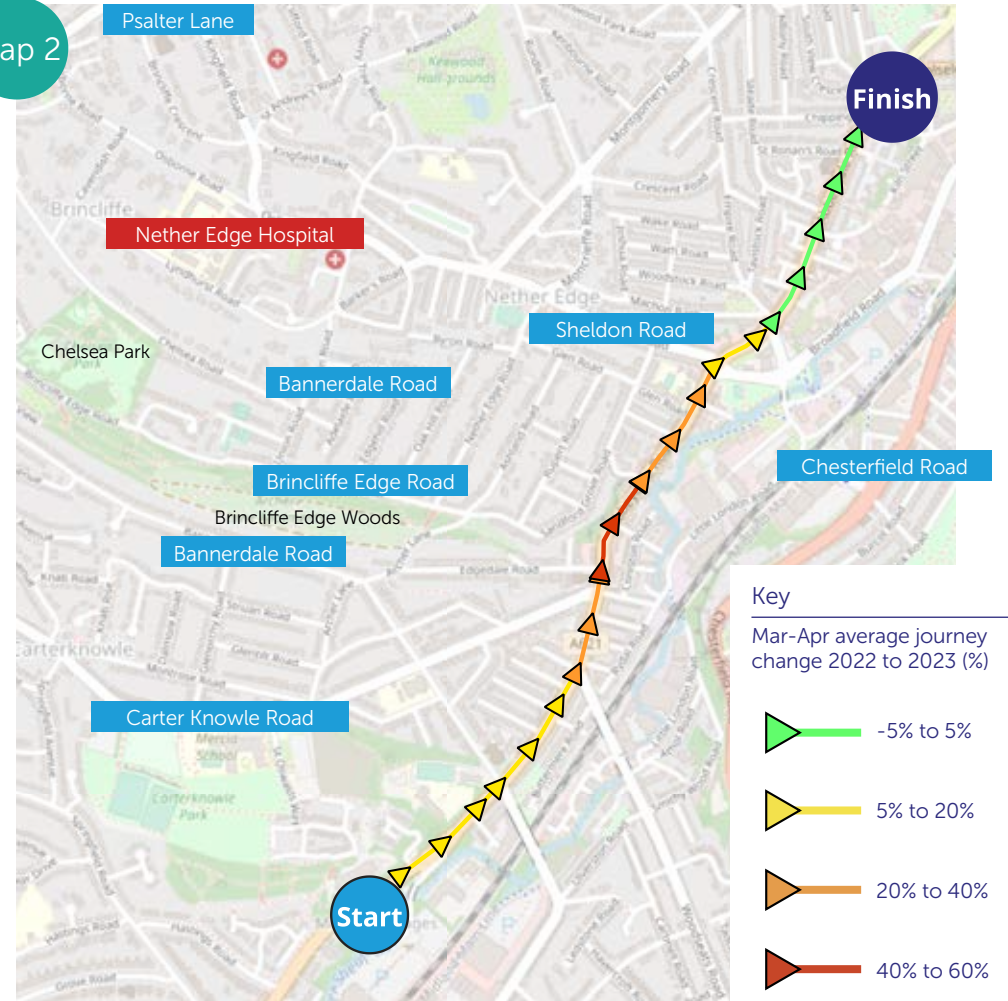
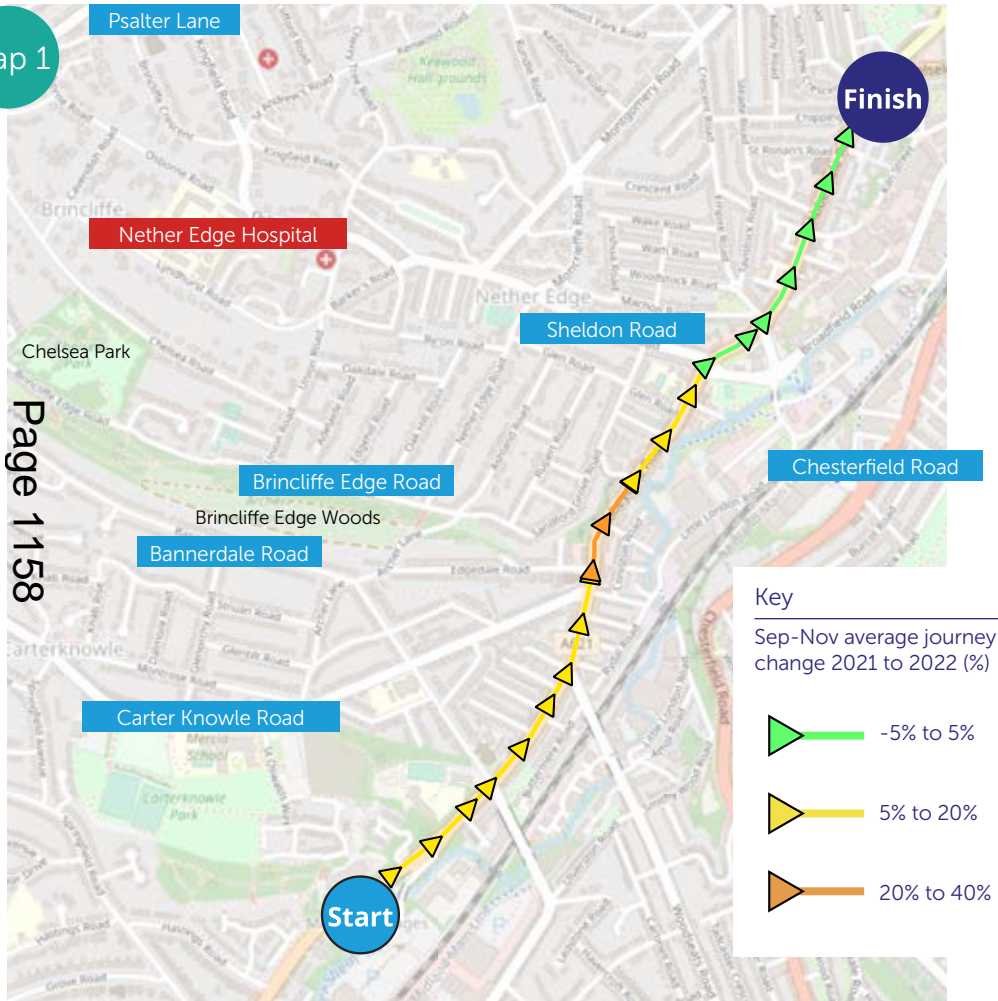
Abbeydale Road northbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1

Map 2



Sep - Nov 2021 avg total journey time (mm:ss)
Abbeydale Road - 02:47

Mar - Apr 2022 avg total journey time (mm:ss)
Abbeydale Road - 02:26

Sep - Nov 2022 avg total journey time (mm:ss)
Abbeydale Road - 03:09 **(13% increase)**

Mar - Apr 2023 avg total journey time (mm:ss)
Abbeydale Road - 03:01 **(24% increase)**

*These maps show the change in journey times for vehicles travelling northbound on Abbeydale 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.

Abbeydale Road northbound - Journey times

The change in journey times heading northbound on Abbeydale Road in September–November and March–April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on northbound journeys on Abbeydale Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time greatly increased throughout the year, with the introduction of the Active Neighbourhood measures increasing journey times in September–November by an average of 13%, and an average of 24% in March–April.

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 top 10% shortest journey times also increased, with journeys in September–November seeing a 3% increase in time, and journeys in March–April seeing a 12% increase. The top 10% longest journeys also increased greatly, with times increasing by 14% in September–November and 20% in March–April.

Journey time (mm:ss)	Sep–Nov 2021	Sep–Nov 2022	% change	Mar–Apr 2022	Mar–Apr 2023	% change
Average	02:47	03:09	+13%	02:26	03:01	+24%
10% shortest	01:42	01:45	+3%	01:35	01:46	+12%
10% longest	05:50	06:40	+14%	05:00	05:59	+20%

Ecclesall Road southbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1



Sep - Nov 2021 avg total journey time (mm:ss)
Ecclesall Road - 03:42

Sep - Nov 2022 avg total journey time (mm:ss)
Ecclesall Road - 03:40 (<1% decrease)

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Ecclesall Road - 03:26

Mar - Apr 2023 avg total journey time (mm:ss)
Ecclesall Road - 03:41 (7% increase)

Page 1160

*These maps show the change in journey times for vehicles travelling southbound on Ecclesall 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.

Ecclesall Road southbound - Journey times

The change in journey times heading southbound on Ecclesall Road in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on southbound journeys on Ecclesall Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

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 top 10% shortest journey times saw similar trends to the average journey times, with journey times in September-November seeing no change, while the March-April month groups increased by 5%. The top 10% longest journeys increased throughout the year, with journey times increasing by 1% in September-November and by 12% in March-April.

The average journey time remained unchanged in September-November, but increased by 7% in March-April after the Active Neighbourhood measures were put in place.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	03:42	03:40	-<1%	03:26	03:41	+7%
10% shortest	02:45	02:44	-<1%	02:37	02:45	+5%
10% longest	05:38	05:41	+1%	05:01	05:36	+12%

Ecclesall Road northbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1

Map 2



Sep - Nov 2021 avg total journey time (mm:ss)
Ecclesall Road - 04:15

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

Sep - Nov 2022 avg total journey time (mm:ss)
Ecclesall Road - 04:14 (**<1% decrease**)

Mar - Apr 2023 avg total journey time (mm:ss)
Ecclesall Road - 04:39 (**14% increase**)

*These maps show the change in journey times for vehicles travelling northbound on Ecclesall 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.

Ecclesall Road northbound - Journey times

The change in journey times heading northbound on Ecclesall Road in September-November and March-April can be seen here. We analysed data from two separate month groups either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on northbound journeys on Ecclesall Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

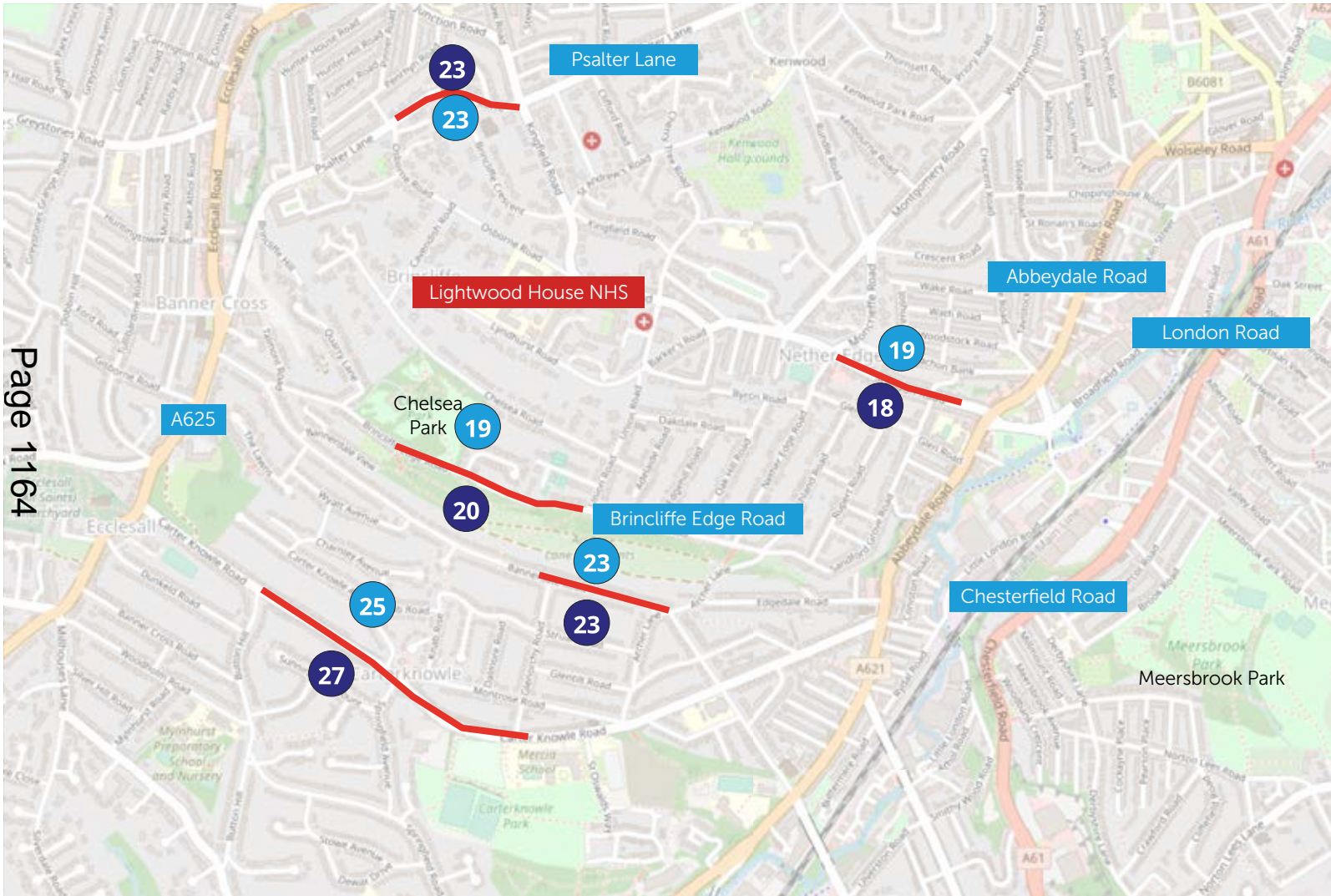
We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

The top 10% shortest journey times saw similar trends to the average journey times, with journey times in September-November seeing no change, while journeys in March-April increased by 5%. The top 10% longest journeys increased throughout the year, with journey times increasing by 1% in September-November and 12% in March-April month.

The average journey time remained unchanged in September-November, but increased by 7% in March-April after the Active Neighbourhood measures were put in place.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	04:15	04:14	<1%	04:04	04:39	+14%
10% shortest	02:52	02:54	+1%	02:50	02:57	+4%
10% longest	08:38	09:27	+10%	08:06	12:53	+59%



Speed data



Page 1164

Key

Average speed (in MPH) of top 10% of motor vehicles

-  Average speed (in MPH) before the Nether Edge Active Neighbourhood measures were introduced (March-April 2022)
-  Average speed (in MPH) after the Nether Edge Active Neighbourhood measures were introduced (March-April 2023)
-  Speed links

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

The red lines indicate the location of each speed link, while the circles either side of the speed traps show the average speed of the top 10% of fastest motor vehicles passing through each link. The navy blue circles represent the average speed before the measures were put in place, while the light blue represent the average speed after the measures were put in place.

CONNECTING SHEFFIELD

Better travel choices

Journey Times –
Bannerdale Road / Sheldon
Road / Carter Knowle Road
Section 8 of 9

Nether Edge Active Neighbourhood

Traffic Monitoring Data

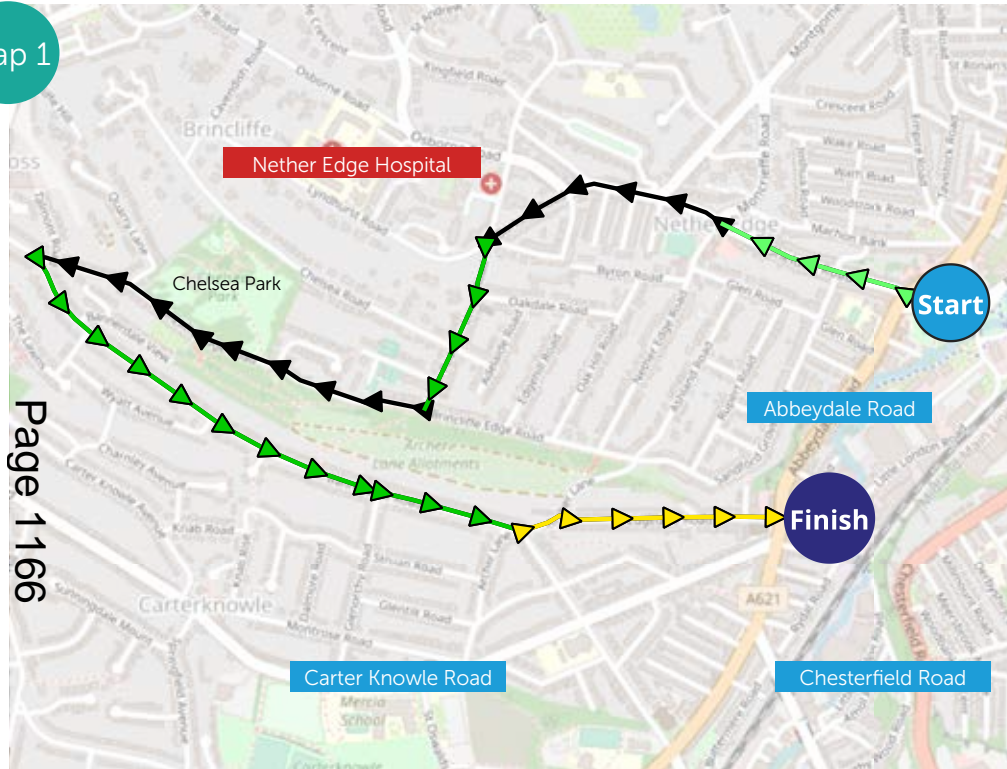


Sheldon Road to Bannerdale Road

September - November 2021 to 2022

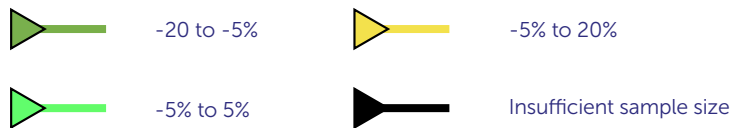
March - April 2022 to 2023

Map 1



Key

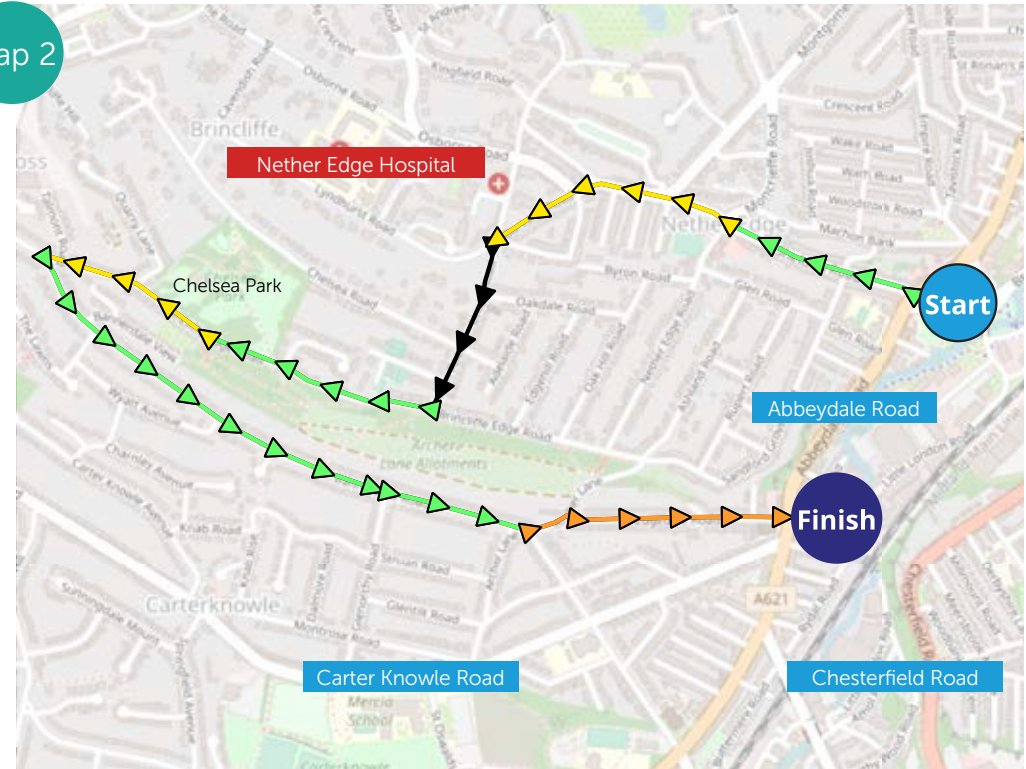
Sep-Nov average journey change 2021 to 2022 (%)



Sep - Nov 2021 avg total journey time (mm:ss)
Mapped Route - 05:11

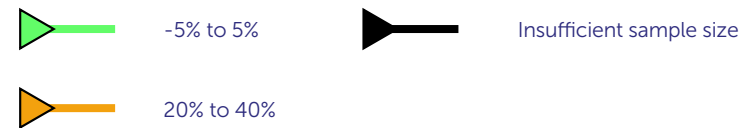
Sep - Nov 2022 avg total journey time (mm:ss)
Mapped Route - 05:05 (**2% decrease**)

Map 2



Key

Mar-Apr average journey change 2022 to 2023 (%)



Mar - Apr 2022 avg total journey time (mm:ss)
Mapped Route - 06:34

Mar - Apr 2023 avg total journey time (mm:ss)
Mapped Route - 07:06 (**8% increase**)

* These maps show the change in journey times for vehicles travelling from Sheldon Road to Bannerdale 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.

Sheldon Road to Bannerdale Road - Journey times

The change in journey times heading from Sheldon Road to Bannerdale Road in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times for journeys from Sheldon Road to Bannerdale Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

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 top 10% shortest journey times increased throughout the year, increasing by 3% in September-November and by 8% in March-April. The top 10% longest journeys fluctuated, decreasing by 4% in September-November but increasing by 12% in March-April.

The average journey time fluctuated throughout the year, with journeys in September-November months decreasing by 2% after the Active Neighbourhood measures were put in place, but increasing by 8% in March-April.

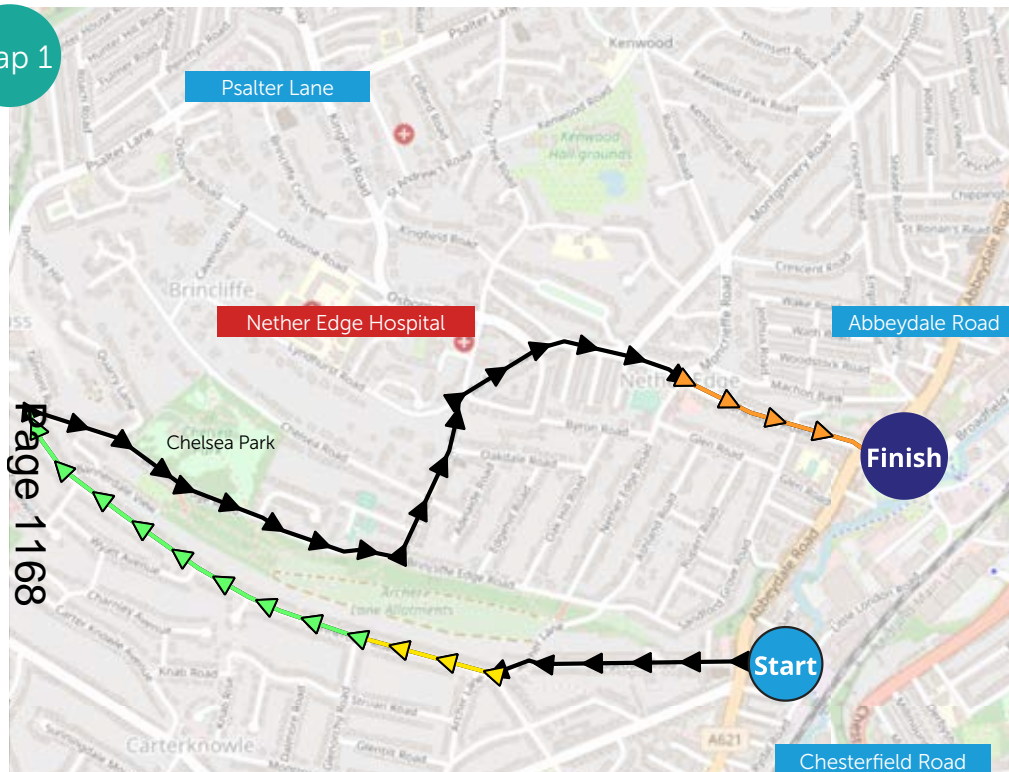
Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	05:11	05:05	-2%	06:34	07:06	+8%
10% shortest	04:01	04:08	+3%	05:25	05:50	+8%
10% longest	07:06	06:48	-4%	08:24	09:23	+12%

Bannerdale Road to Sheldon Road

September - November 2021 to 2022

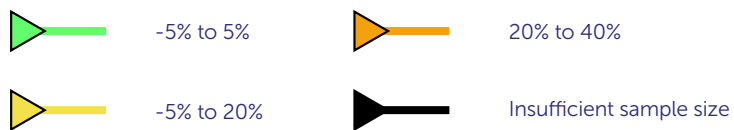
March - April 2022 to 2023

Map 1



Key

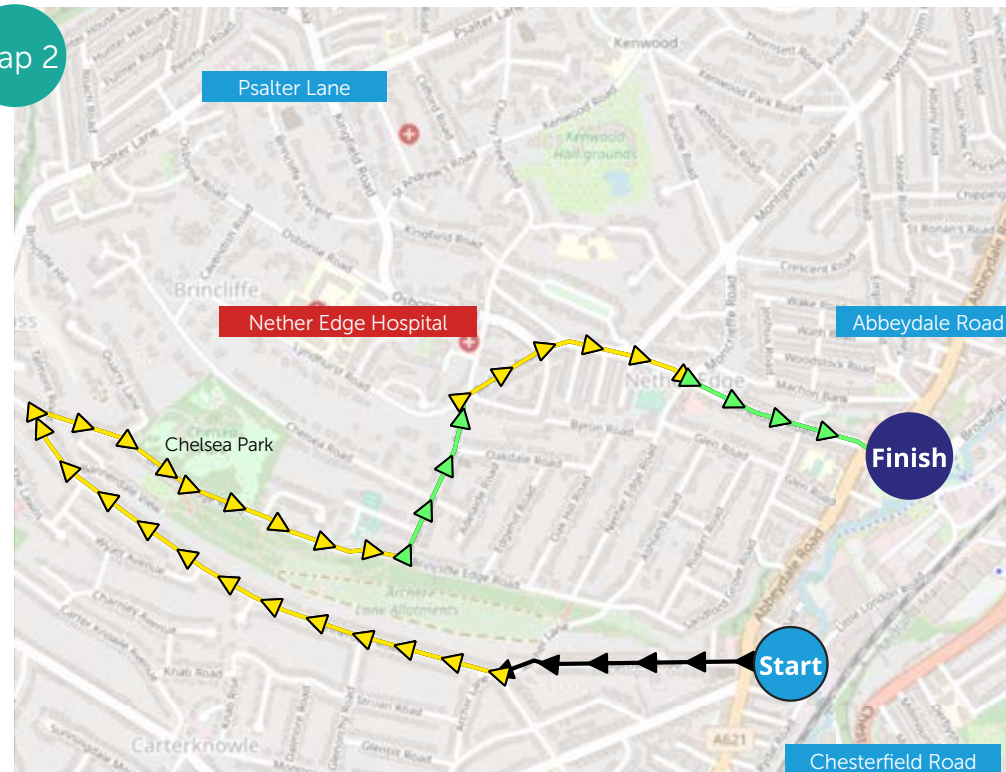
Sep-Nov average journey change 2021 to 2022 (%)



Sep - Nov 2021 avg total journey time (mm:ss)
Mapped Route - 03:27

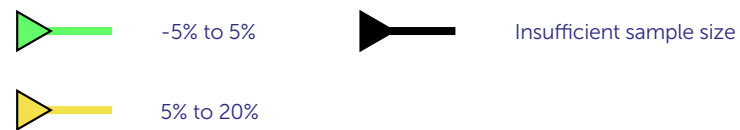
Sep - Nov 2022 avg total journey time (mm:ss)
Mapped Route - 03:53 **(13% increase)**

Map 2



Key

Mar-Apr average journey change 2022 to 2023 (%)



Mar - Apr 2022 avg total journey time (mm:ss)
Mapped Route - 06:51

Mar - Apr 2023 avg total journey time (mm:ss)
Mapped Route - 07:23 **(8% increase)**

*These maps show the change in journey times for vehicles travelling from Bannerdale Road to Sheldon 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.

Bannerdale Road to Sheldon Road - Journey times

The change in journey times heading from Bannerdale Road to Sheldon Road in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times for journeys from Bannerdale Road to Sheldon Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

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 top 10% shortest journey times fluctuated, decreasing by 3% in September-November, while increasing by 3% in March-April. The top 10% longest journeys saw enormous increases in time, with journey times rising by 41% in September-November and by 25% in March-April.

The average journey time increased throughout the year, increasing by 13% in September-November and by 8% in March-April.

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Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	03:27	03:53	+13%	06:51	07:23	+8%
10% shortest	02:31	02:27	-3%	05:21	05:31	+3%
10% longest	05:31	07:45	+41%	09:20	11:39	+25%

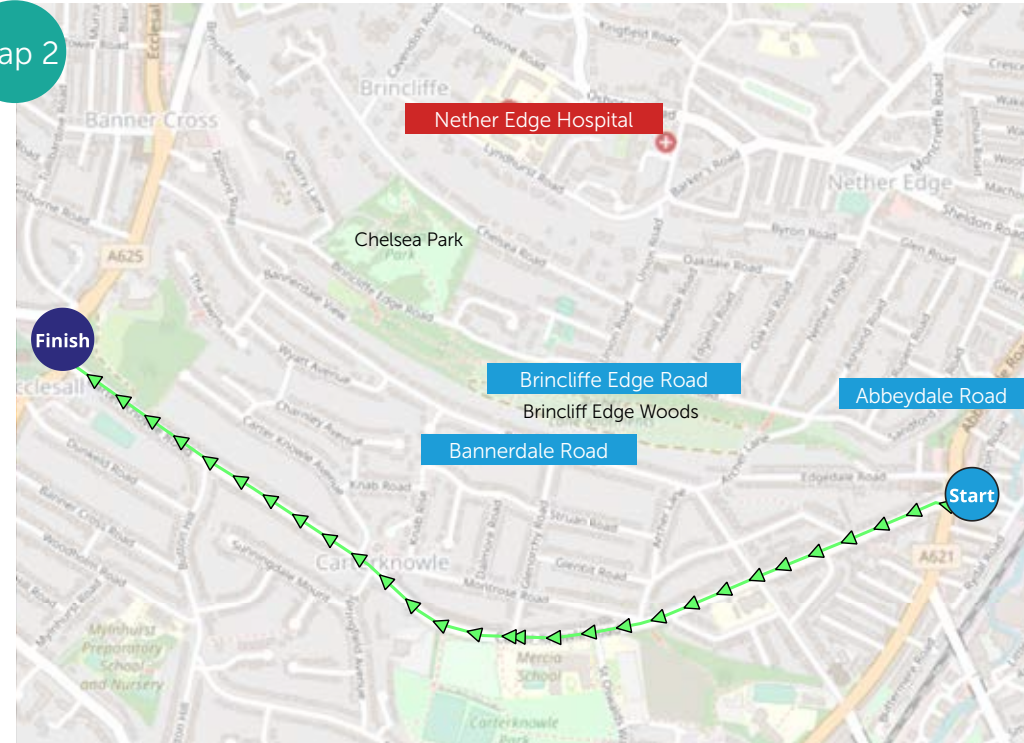
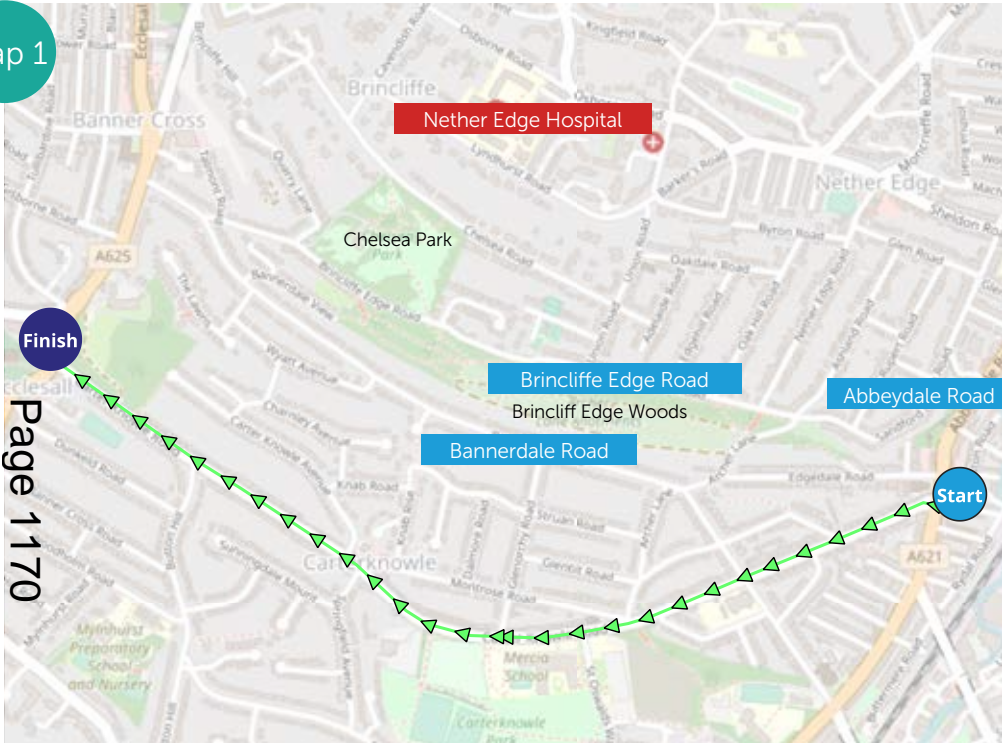
Carter Knowle Road westbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1

Map 2

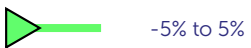


Key

Sep-Nov average journey change 2021 to 2022 (%)

Key

Mar-Apr average journey change 2022 to 2023 (%)



Sep - Nov 2021 avg total journey time (mm:ss)
Carter Knowle - 03:34

Mar - Apr 2022 avg total journey time (mm:ss)
Carter Knowle - 03:28

Sep - Nov 2022 avg total journey time (mm:ss)
Carter Knowle - 03:32 **(1% decrease)**

Mar - Apr 2023 avg total journey time (mm:ss)
Carter Knowle - 03:31 **(1% increase)**

*These maps show the change in journey times for vehicles travelling westbound along Carter Knowle 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.

Carter Knowle Road westbound - Journey times

The change in journey times heading westbound along Carter Knowle Road in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on westbound journeys on Carter Knowle Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

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 top 10% shortest journey times also fluctuated, decreasing by 3% in September-November, while increasing by 5% in March-April. The top 10% longest journeys fluctuated as well, decreasing by 7% in September-November, but remaining unchanged in March-April.

The average journey time saw some small fluctuations, with journeys in September-November decreasing by 1% after the Active Neighbourhood measures were put in place, but increasing by 1% between years in March-April.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	03:34	03:32	-1%	03:28	03:31	+1%
10% shortest	02:57	02:51	-3%	02:48	02:56	+5%
10% longest	05:08	04:47	-7%	04:29	04:31	<1%

Carter Knowle Road eastbound

September - November 2021 to 2022

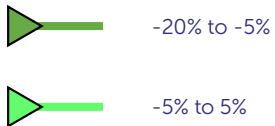
March - April 2022 to 2023

Map 1



Key

Sep-Nov average journey change 2021 to 2022 (%)



Sep - Nov 2021 avg total journey time (mm:ss)
Carter Knowle - 02:46

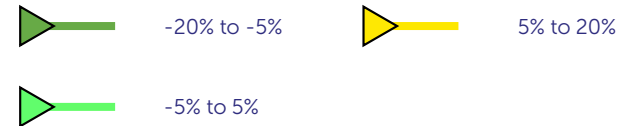
Sep - Nov 2022 avg total journey time (mm:ss)
Carter Knowle - 02:41 **(3% decrease)**

Map 2



Key

Mar-Apr average journey change 2022 to 2023 (%)



Mar - Apr 2022 avg total journey time (mm:ss)
Carter Knowle - 02:41

Mar - Apr 2023 avg total journey time (mm:ss)
Carter Knowle - 02:39 **(1% decrease)**

*These maps show the change in journey times for vehicles travelling eastbound along Carter Knowle 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.

Carter Knowle Road eastbound - Journey times

The change in journey times heading eastbound along Carter Knowle Road in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on eastbound journeys on Carter Knowle Road since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

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 top 10% shortest journey times saw differing results throughout the year, remaining unchanged in September-November, while increasing by 5% in March-April. The top 10% longest journeys saw a general increase in time, increasing by 5% in September-November, and by 6% in March-April.

The average journey time saw a small decrease throughout the year, with journeys in September-November decreasing by 3% after the Active Neighbourhood measures were put in place, and by 1% in March-April.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	02:46	02:41	-3%	02:41	02:39	-1%
10% shortest	02:13	02:13	0%	02:10	02:17	+5%
10% longest	03:36	03:47	+5%	03:33	03:45	+6%

CONNECTING SHEFFIELD

Better travel choices

Journey Times – Psalter Lane
Section 9 of 9

Nether Edge Active Neighbourhood

Traffic Monitoring Data



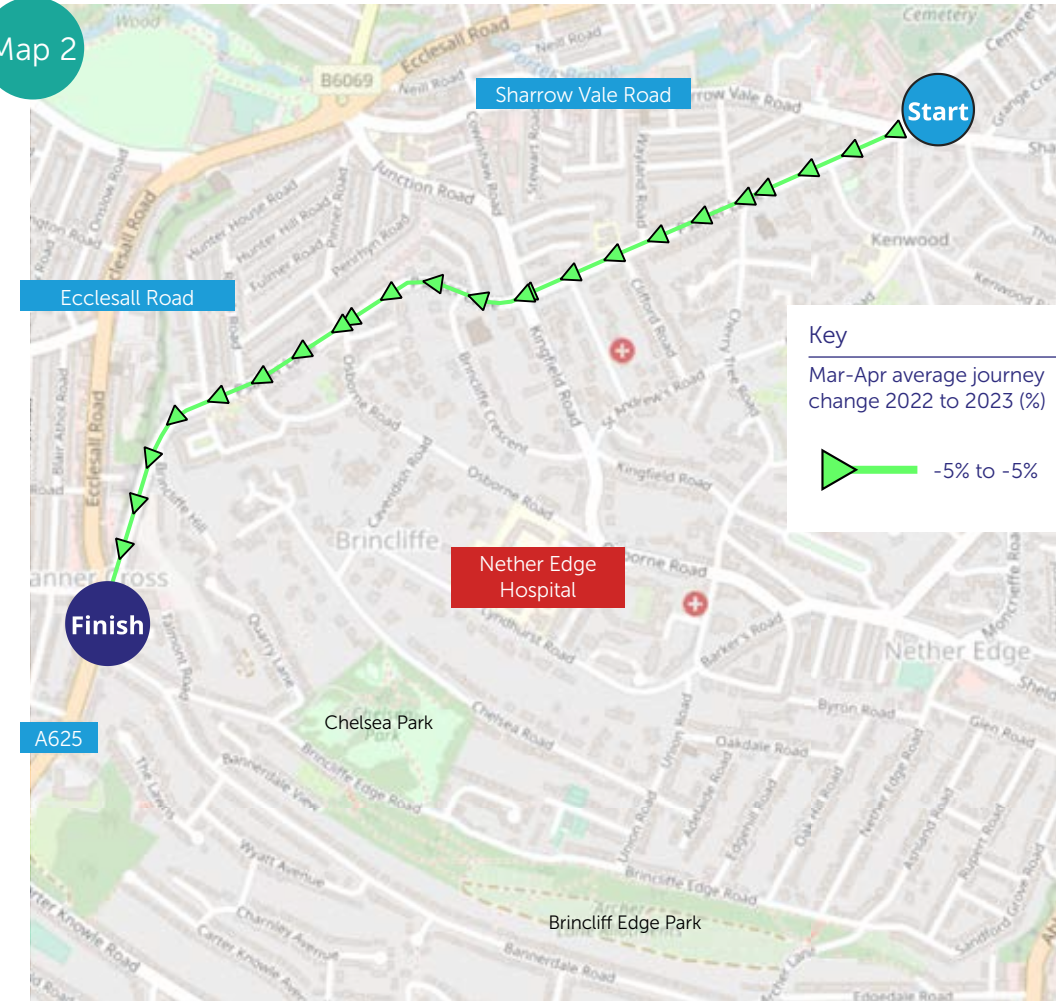
Psalter Lane westbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1

Map 2



Sep - Nov 2021 avg total journey time (mm:ss)
Psalter Lane - 03:15

Mar - Apr 2022 avg total journey time (mm:ss)
Psalter Lane - 03:01

Sep - Nov 2022 avg total journey time (mm:ss)
Psalter Lane - 03:20 (**3% increase**)

Mar - Apr 2023 avg total journey time (mm:ss)
Psalter Lane - 03:04 (**2% increase**)

*These maps show the change in journey times for vehicles travelling westbound on Psalter Lane 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.

Psalter Lane westbound - Journey times

The change in journey times heading westbound on Psalter Lane in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on westbound journeys on Psalter Lane since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

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 top 10% shortest journey times saw a small increase throughout the year, increasing by 1% in both September-November and March-April. The top 10% longest journeys greatly increased, seeing a 26% increase in September-November and a 14% in March-April.

The average journey time increased throughout the year, with journeys in September-November increasing by 3%, and journeys in March-April increasing by 2%.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	03:15	03:20	+3%	03:01	03:04	+2%
10% shortest	02:27	02:28	+1%	02:23	02:24	+1%
10% longest	05:15	06:36	+26%	04:56	05:38	+14%

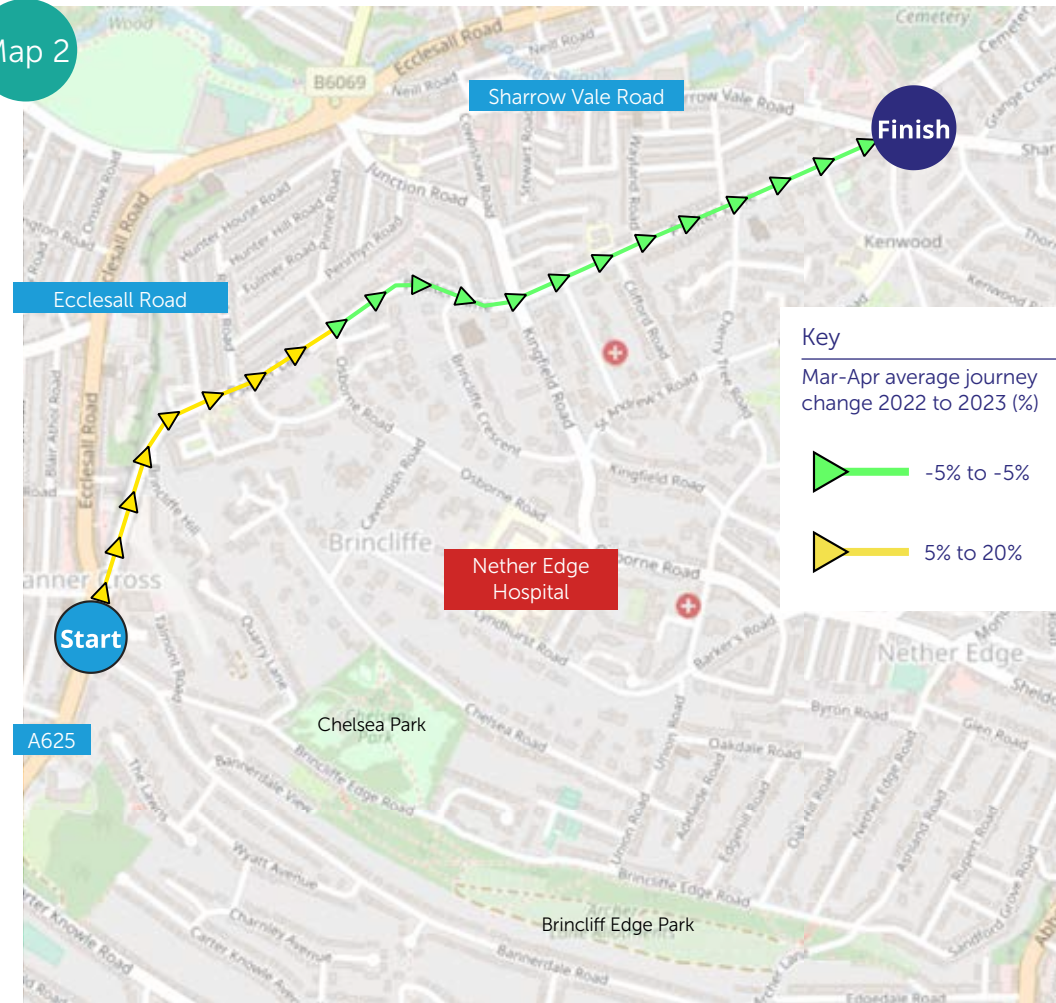
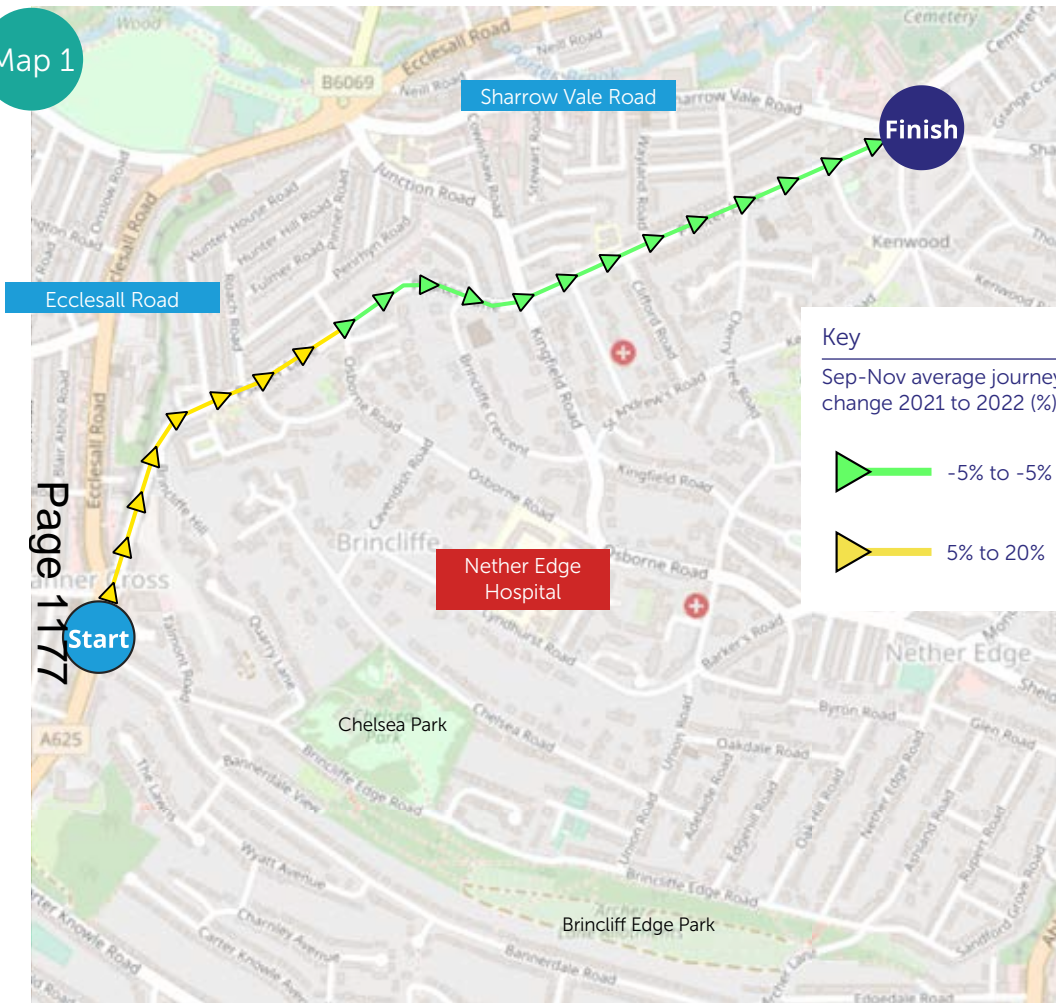
Psalter Lane eastbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1

Map 2



Sep - Nov 2021 avg total journey time (mm:ss)
Psalter Lane - 02:55

Mar - Apr 2022 avg total journey time (mm:ss)
Mapped Route - 03:01

Sep - Nov 2022 avg total journey time (mm:ss)
Psalter Lane - 03:02 (4% increase)

Mar - Apr 2023 avg total journey time (mm:ss)
Mapped Route - 02:59 (1% decrease)

*These maps show the change in journey times for vehicles travelling eastbound on Psalter Lane 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.

Psalter Lane eastbound - Journey times

The change in journey times heading eastbound on Psalter Lane in September-November and March-April can be seen here. We analysed data from two separate times either side of the Active Neighbourhood changes coming into effect, to show the change in journey times on eastbound journeys on Psalter Lane since the changes were implemented. Looking at two different points in the year helps to mitigate potential margins of error arising from the impacts of seasonal variance on journey times.

The average journey time fluctuated after the Active Neighbourhood measures were put in place, with journeys in September-November increasing by 4%, but decreasing 1% in March-April.

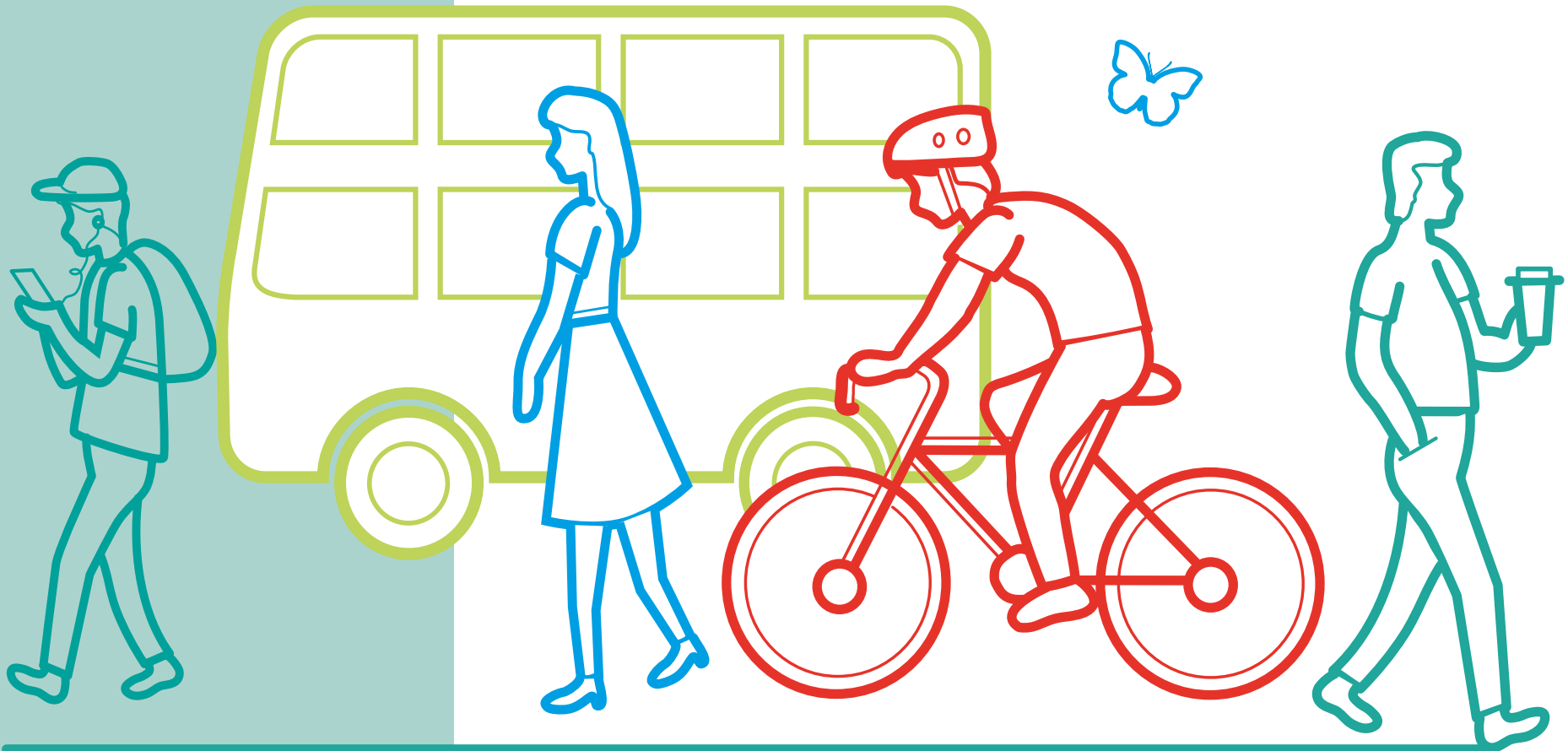
We also looked at changes in the top 10% longest and the top 10% shortest journeys in order to see how travel times changed for the fastest and slowest journeys along the route.

The top 10% shortest journey times saw a small increase throughout the year, increasing by 2% in both September-November and March-April. The top 10% longest journeys, meanwhile, fluctuated greatly, seeing a 23% increase in eastbound journeys in September-November, but a 14% decrease in eastbound journey times in March-April.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	02:55	03:02	+4%	03:01	02:59	-1%
10% shortest	02:10	02:12	+2%	02:12	02:15	+2%
10% longest	04:35	05:39	+23%	05:32	04:40	-16%

Nether Edge Active Neighbourhood

Crime Data



| Crime data - Introduction

Alongside the traffic monitoring surveys which were conducted in the Nether Edge Active Neighbourhood area, we have also analysed crime data from before and after the scheme was put into place.

Data of a range of different criminal activities was taken from the period of June 2021 to April 2022, and then again the following year from June 2022 to April 2023. Data from similar periods over the two years was taken to ensure that any data comparisons are as accurate as possible.

Comparative data was also taken from the numbers of the same criminal activities across the city as a whole, to compare local trends with those on a city-wide scale.

Data was sourced from the central government's own crime statistics analysis, available at data.police.uk. There are a wide range of factors that may influence crime data, including and beyond changes to the ways in which we travel.

Crime data

Crime Type	Nether Edge Study Area		City Wide	
	Before	After	Before	After
Violence and sexual offences	278	233	19,646	19,967
Anti-social behaviour	129	134	9,960	9,031
Vehicle crime	80	90	4,331	4,975
Public order	79	72	5,729	6,113
Burglary	75	53	3,984	3,907
Criminal damage and arson	66	68	5,758	5,754
Other theft	40	40	3,774	4,162
Bicycle theft	18	3	503	399
Drugs	17	10	1,512	1,622
Other crime	14	21	1,387	1,425
Shoplifting	13	51	3,204	4,129
Possession of weapons	6	6	608	696
Robbery	4	0	645	662
Theft from the person	4	2	559	635
Total	823	783 (-5%)	61,600	63,477 (+3%)

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