

CONNECTING SHEFFIELD

Better travel choices

Journey Times – Psalter Lane
Section 9 of 9

Nether Edge Active Neighbourhood

Traffic Monitoring Data



| Psalter Lane journey times - 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.

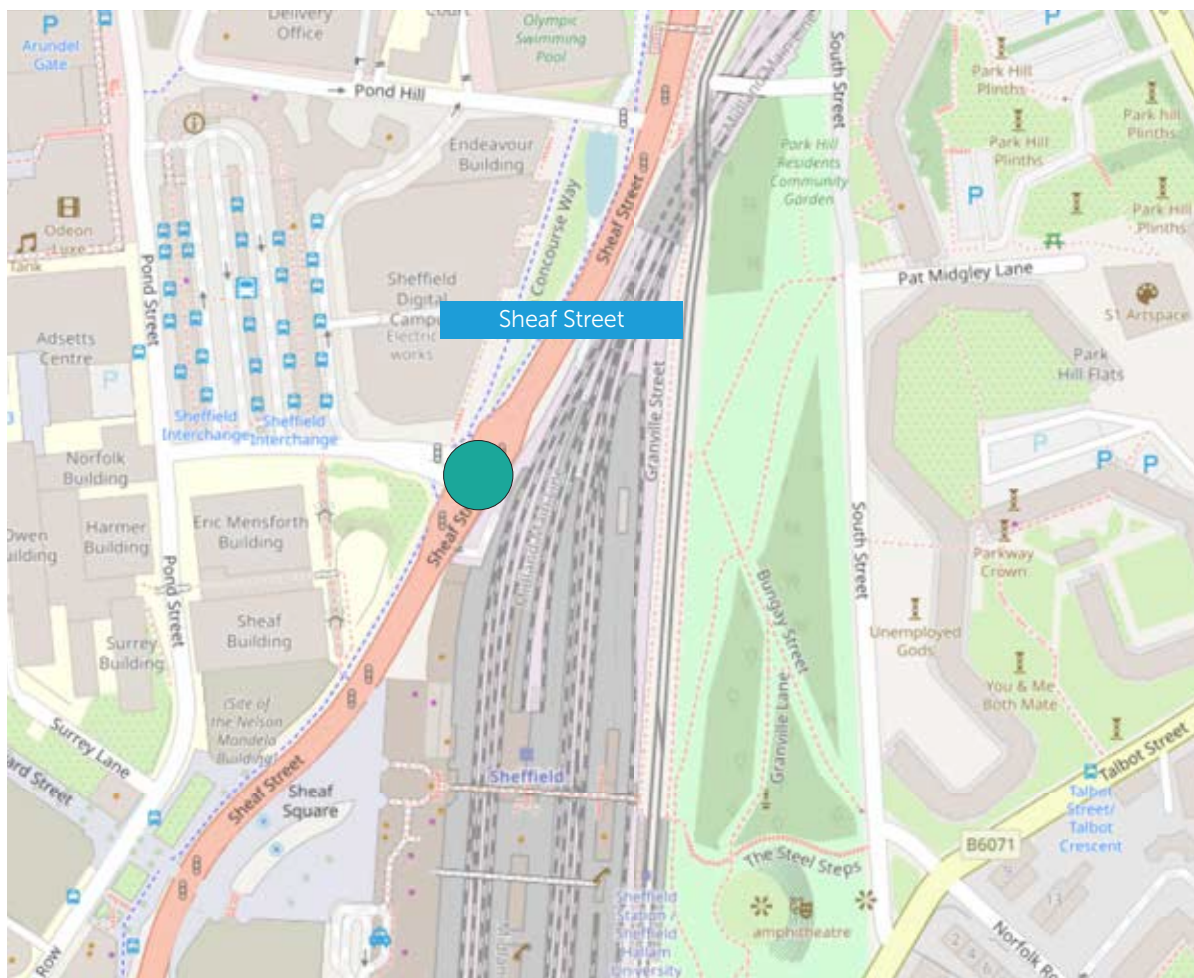
Data was gathered over a period of 2-3 months on two separate occasions before and after the measures were put in place. The data gathering prior to the Active Neighbourhood coming into effect took place in September-November 2021 and March-April 2022, while the data gathering after the Active Neighbourhood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

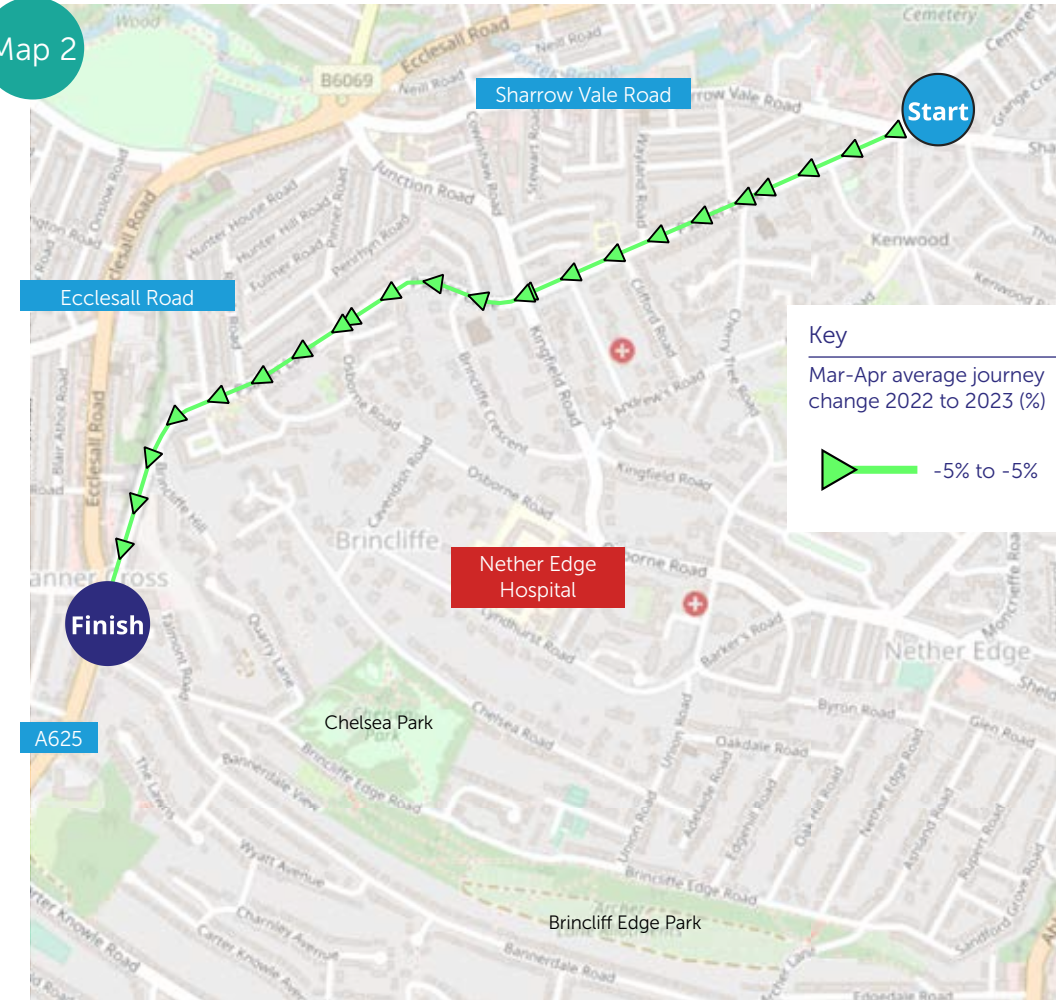
Psalter Lane westbound

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.

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

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.

| 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

Map 1

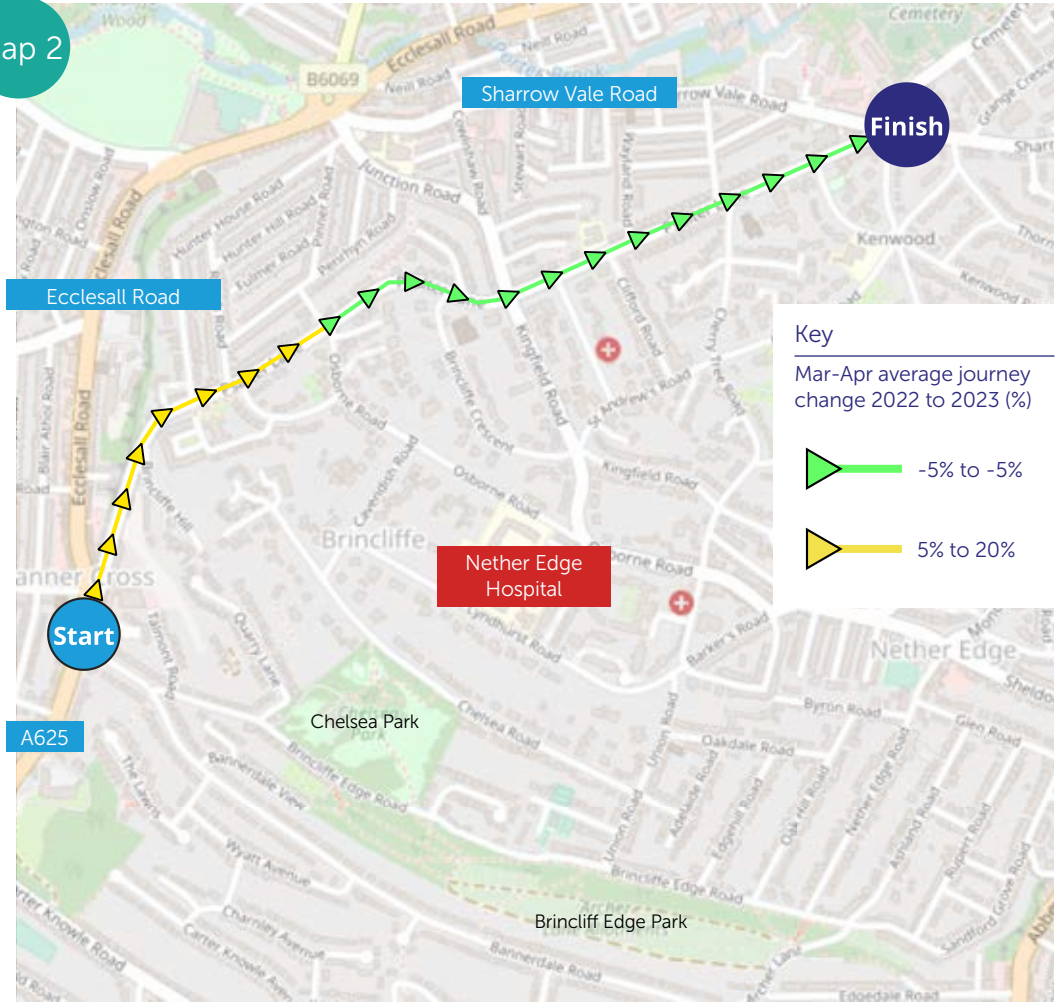


Sep - Nov 2021 avg total journey time (mm:ss)
Psalter Lane - 02:55

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

March - April 2022 to 2023

Map 2



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

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 by 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% |