

# CONNECTING SHEFFIELD

Better travel choices

Traffic movement flows  
Section 7 of 9

# Crookes and Walkley 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 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

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

Through Traffic <12.5% <25% <37.5% <50% <62.5% <75% <87.5%

Through Traffic <12.5% <25% <37.5% <50% <62.5% <75% <87.5%

# 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 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



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

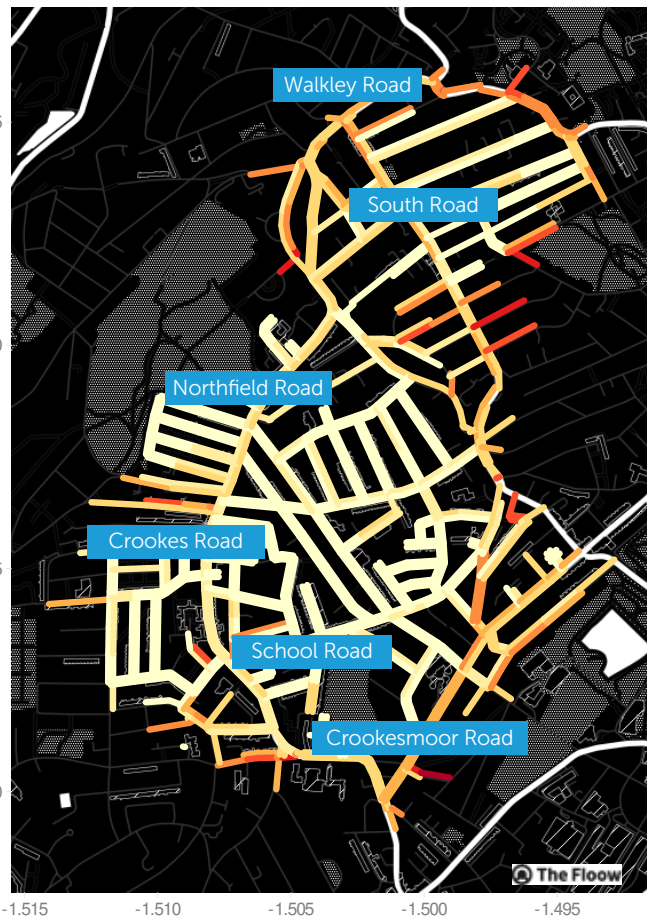
Through Traffic <12.5% <25% <37.5% <50% <62.5% <75% <87.5% <100%

# 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 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

Through Traffic

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

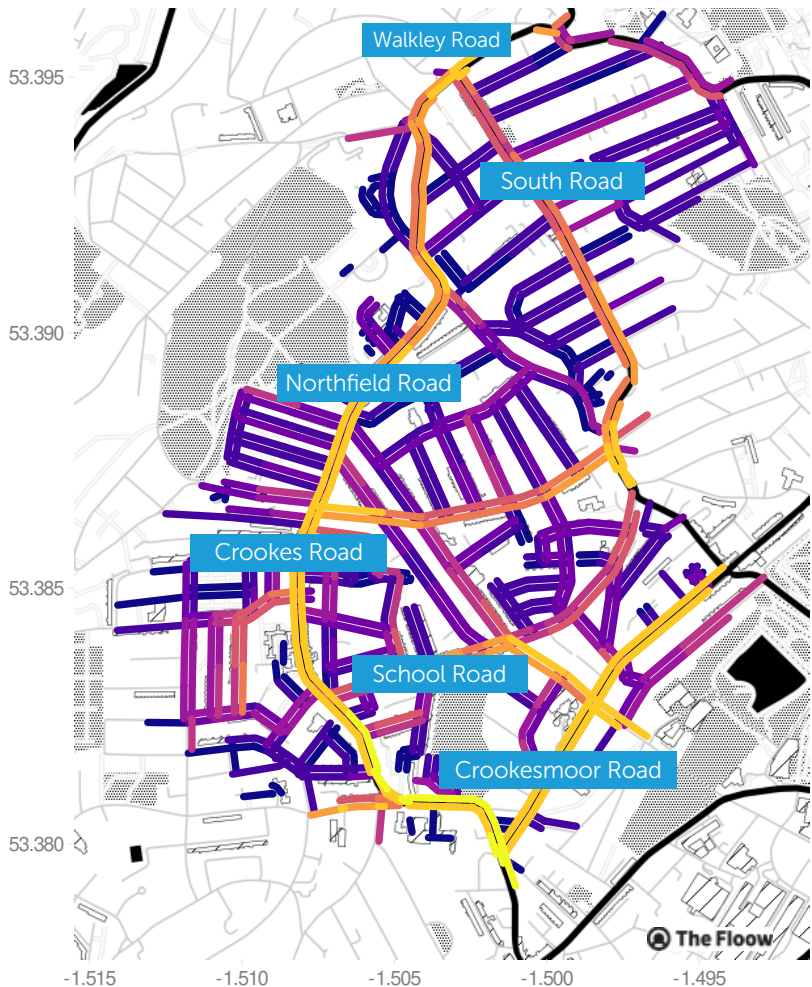
Through Traffic

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

# Estimated number of motor vehicles per hour throughout the day

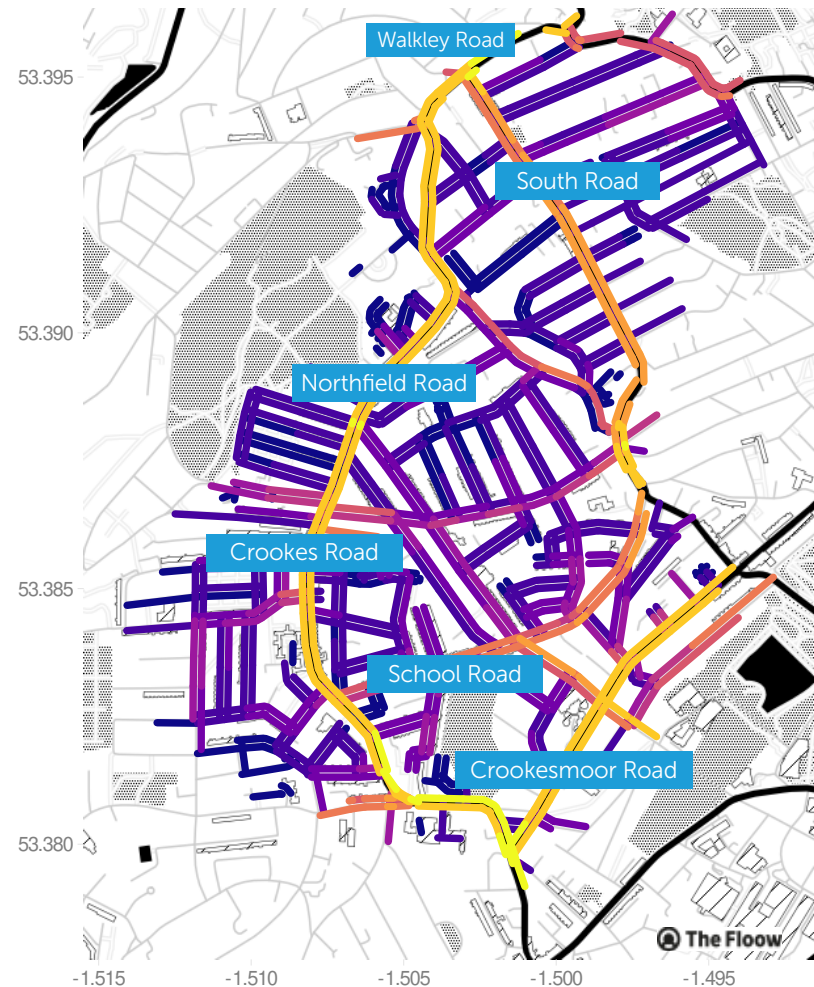
These maps show the estimated number of motor vehicles on key roads per hour in the Crookes and Walkley Active Neighbourhood over a 12 hour, weekday period, taken over the course of five months. Map 1 shows the average weekday estimate of five months before the measures were put in, while Map 2 shows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

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

Estimated Cars / Hour

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

# Estimated number of motor vehicles per hour in the mornings

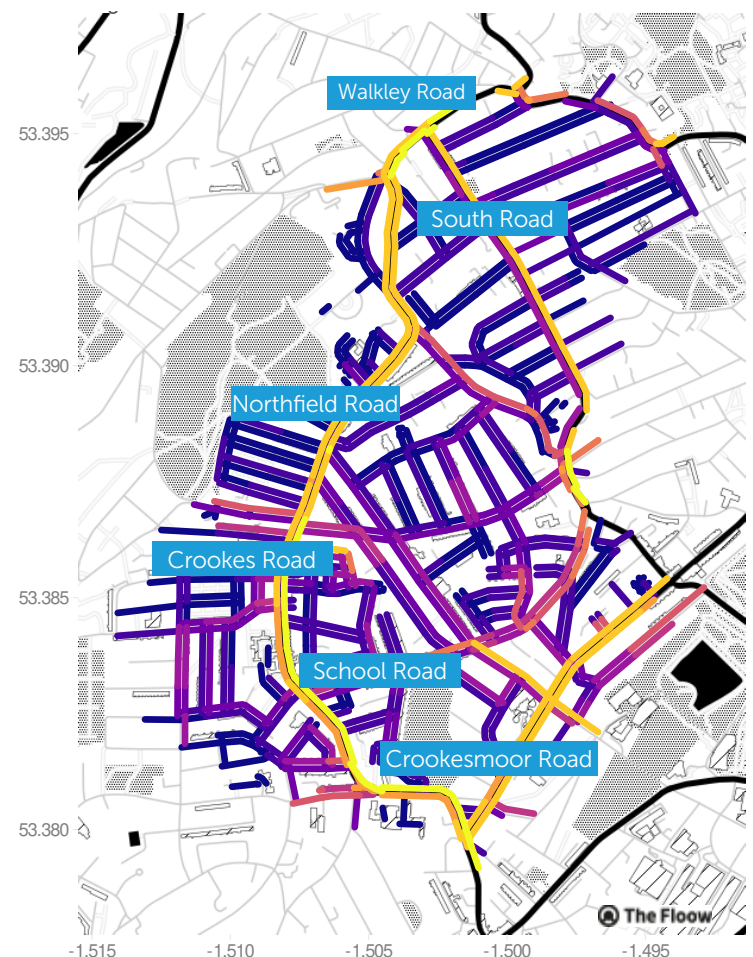
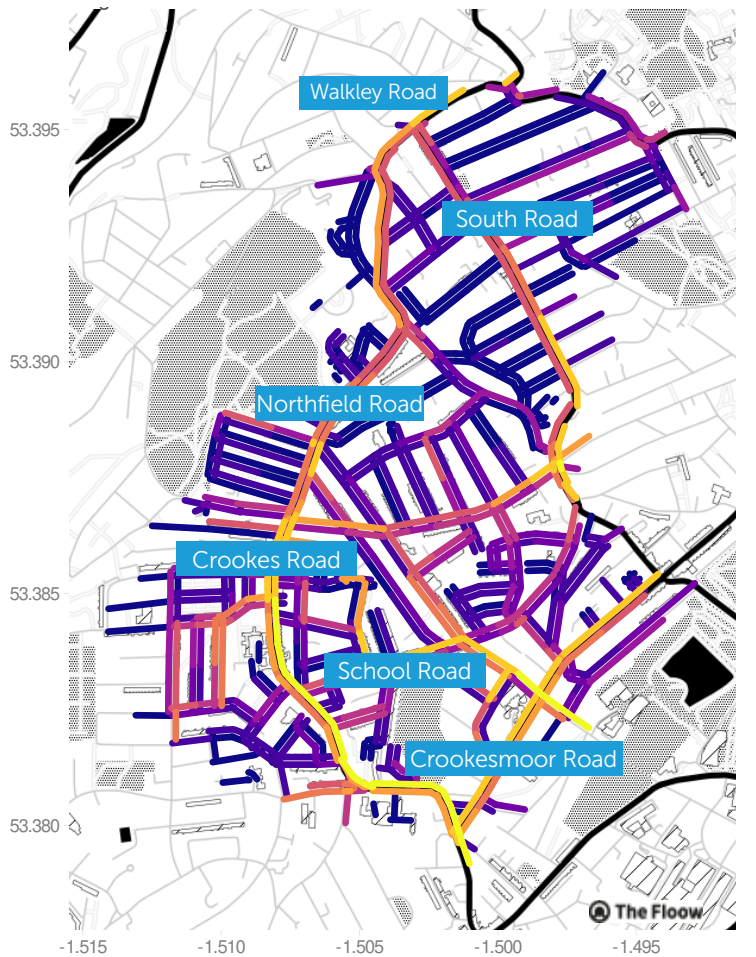
These maps show the estimated number of motor vehicles on key roads per hour in the Crookes and Walkley Active Neighbourhood on weekday mornings, taken over the course of five months. Map 1 shows the average morning estimate of five months before the measures were put in, while Map 2 shows the average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

Aug 2021 to Dec 2021

Aug 2022 to Dec 2022

Map 1

Map 2



Estimated Cars / Hour

<span style="color: blue;">█</span> <10	<span style="color: purple;">█</span> <100	<span style="color: red;">█</span> <200	<span style="color: orange;">█</span> <400	<span style="color: yellow;">█</span> <1000
<span style="color: darkblue;">█</span> <50	<span style="color: darkpurple;">█</span> <150	<span style="color: darkred;">█</span> <300	<span style="color: darkorange;">█</span> <500	<span style="color: yellowgreen;">█</span> <2000

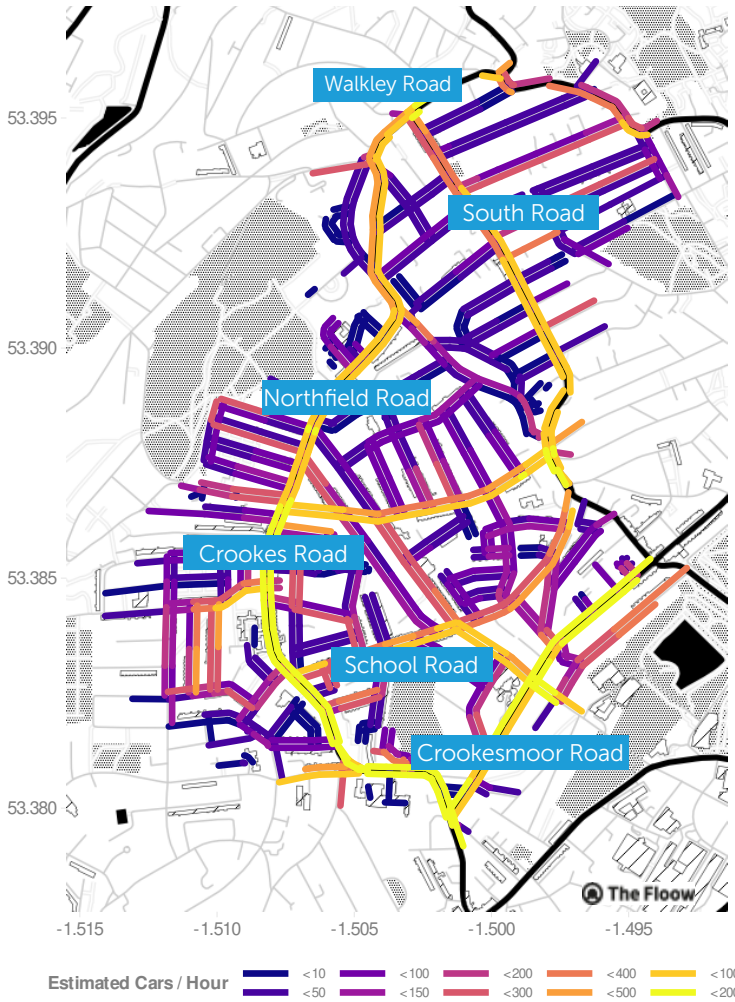
Estimated Cars / Hour

<span style="color: blue;">█</span> <10	<span style="color: purple;">█</span> <100	<span style="color: red;">█</span> <200	<span style="color: orange;">█</span> <400	<span style="color: yellow;">█</span> <1000
<span style="color: darkblue;">█</span> <50	<span style="color: darkpurple;">█</span> <150	<span style="color: darkred;">█</span> <300	<span style="color: darkorange;">█</span> <500	<span style="color: yellowgreen;">█</span> <2000

# Estimated number of motor vehicles per hour in the evenings

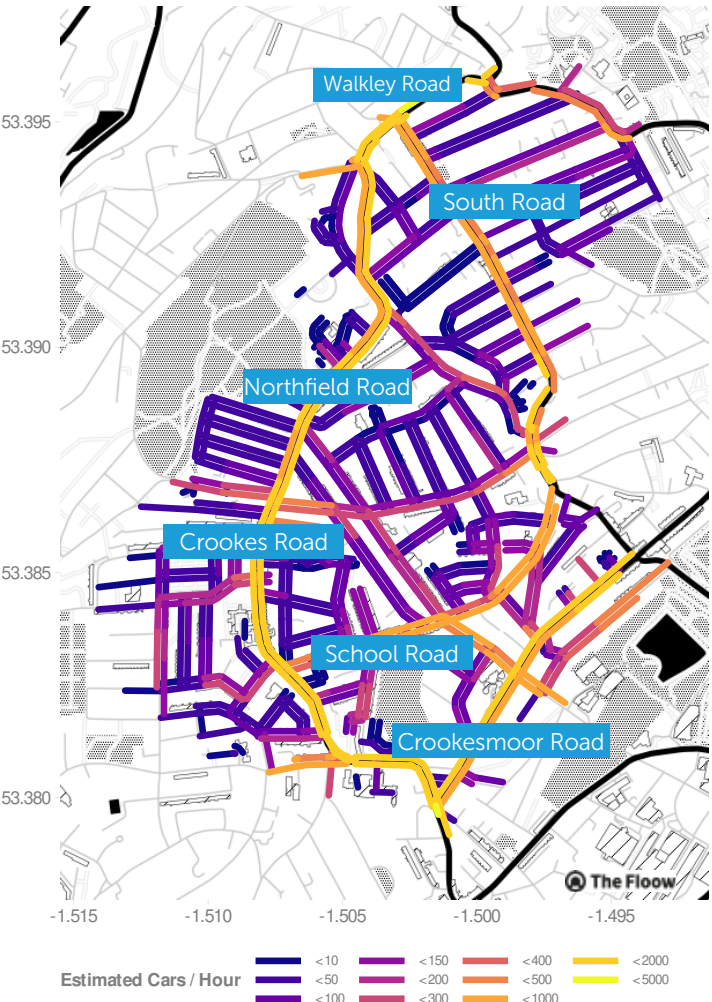
These maps show the estimated number of motor vehicles on key roads per hour in the Crookes and Walkley Active Neighbourhood on weekday evenings, taken over the course of five months. Map 1 shows the average weekday evening estimate of five months before the measures were put in, while Map 2 shows the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