

CONNECTING SHEFFIELD

Better travel choices

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Sheaf Valley Cycle Route

Traffic Monitoring Data

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| Introduction

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

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

All conclusions are reached by comparing data taken before the Sheaf Valley Cycle Route 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 Sheaf Valley Cycle Route was put in place is also included at the end of this appendix.

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Document Overview
Section 1 of 9

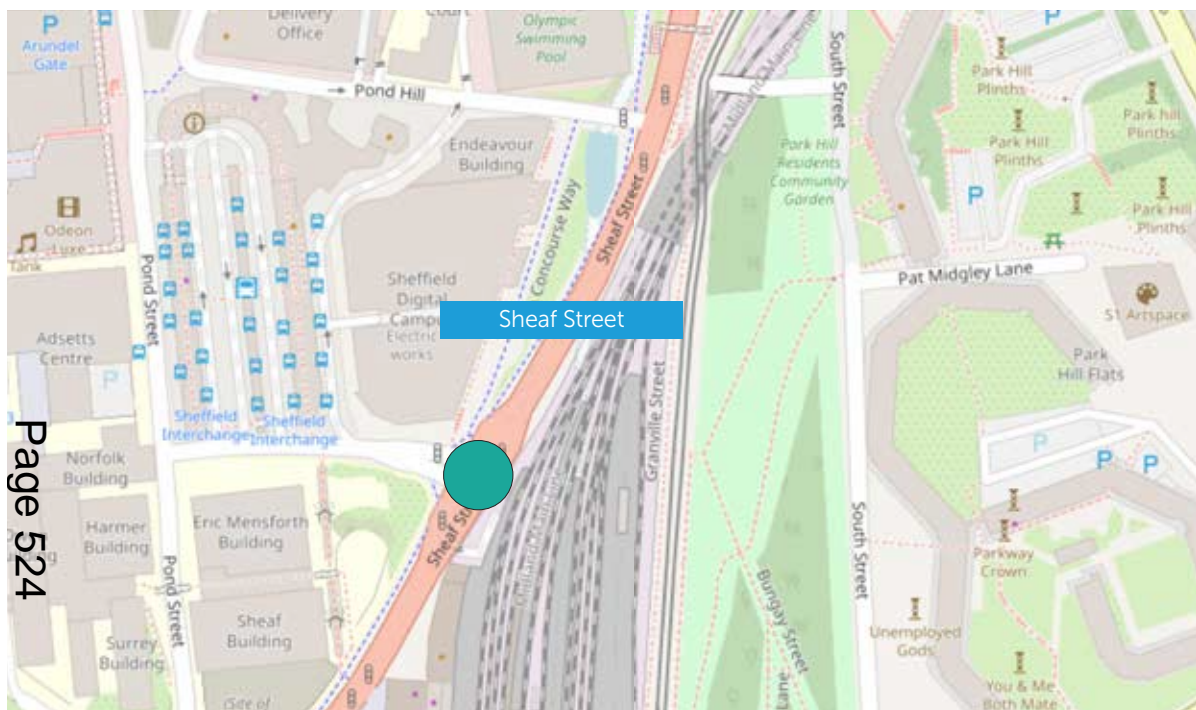
Sheaf Valley Cycle Route

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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 before and after the implementation of the Sheaf Valley Cycle Route scheme.

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 Sheaf Valley Cycle Route measures were put in place.

Key

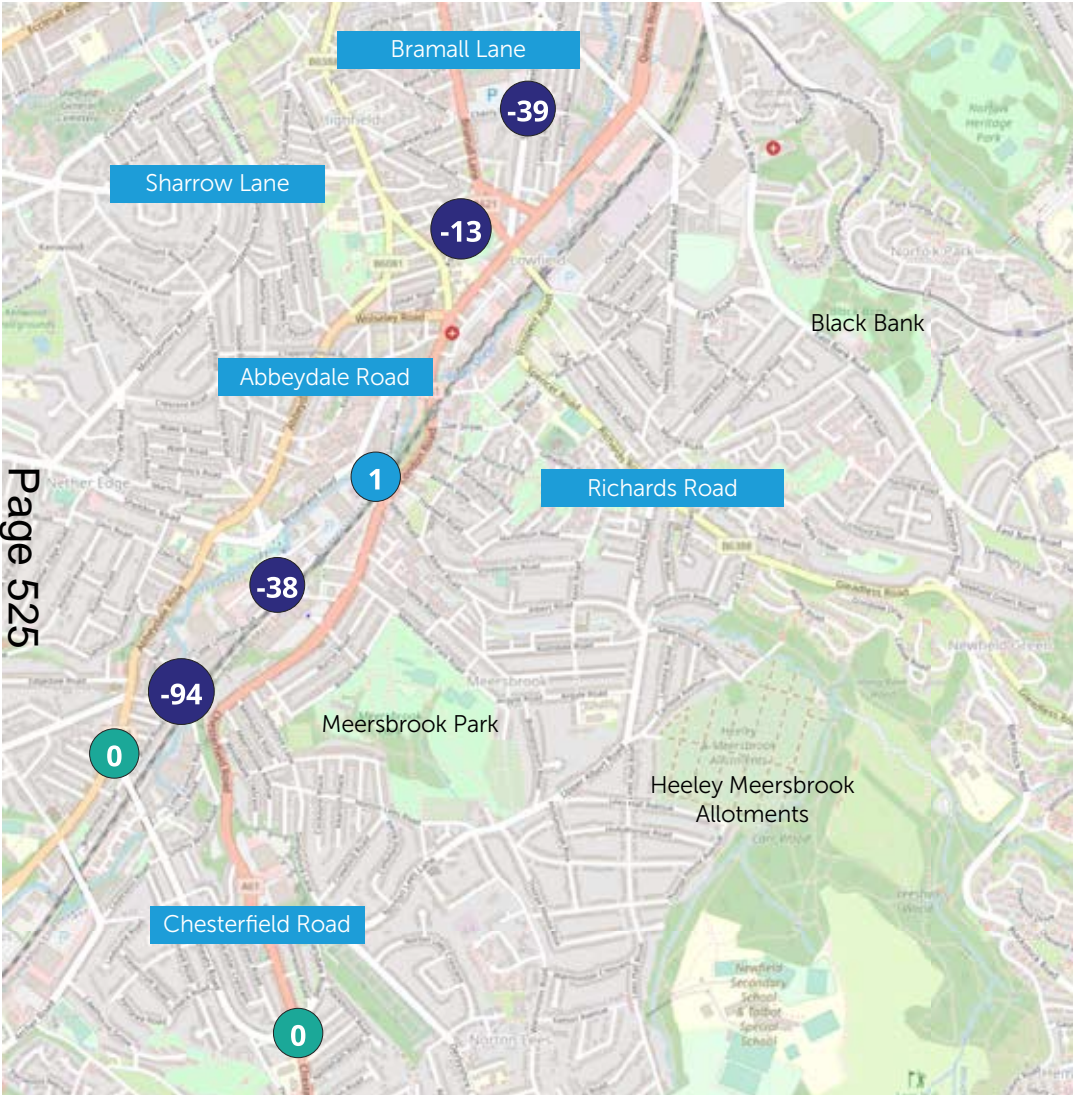
 Location of traffic control site on Sheaf Street

Control sites - Daily Traffic

	8th June 2021	14th June 2023	% change	3rd November 2021	23rd November 2022	% change
Total (number of motor vehicles)	38,684	41,660	+8%	41,080	41,292	+1%

Number of motor vehicles counted

(shown as a percentage change)



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We counted the number of motor vehicles passing through the Sheaf Valley Cycle Route area.

The circles on this map show the locations where we conducted traffic counts.

The numbers in the circles indicate the percentage change of motor vehicles counted between June 2021 and June 2023, except the two southern-most counts on Chesterfield Road and Abbeydale Road, which were surveyed at a different time, showing the change in numbers of motor vehicles between November 2021 and November 2022.

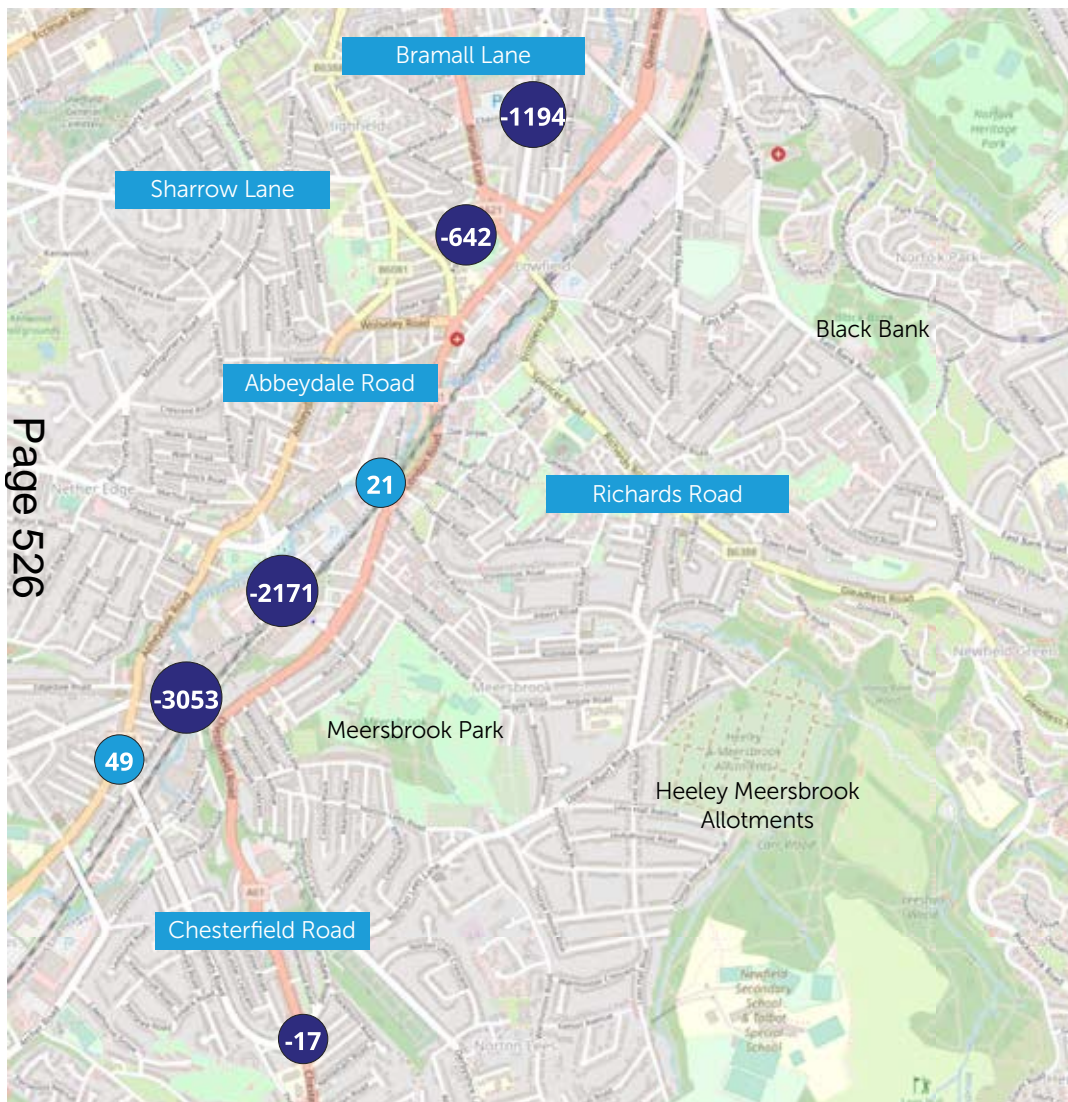
Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

Key

12 hour motor vehicle volume percentage change (7am to 7pm)



Number of motor vehicles counted



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Key

12 hour motor vehicle volume change (7am to 7pm)



We counted the number of motor vehicles passing through the Sheaf Valley Cycle Route area.

The circles on this map show the locations where we conducted traffic counts.

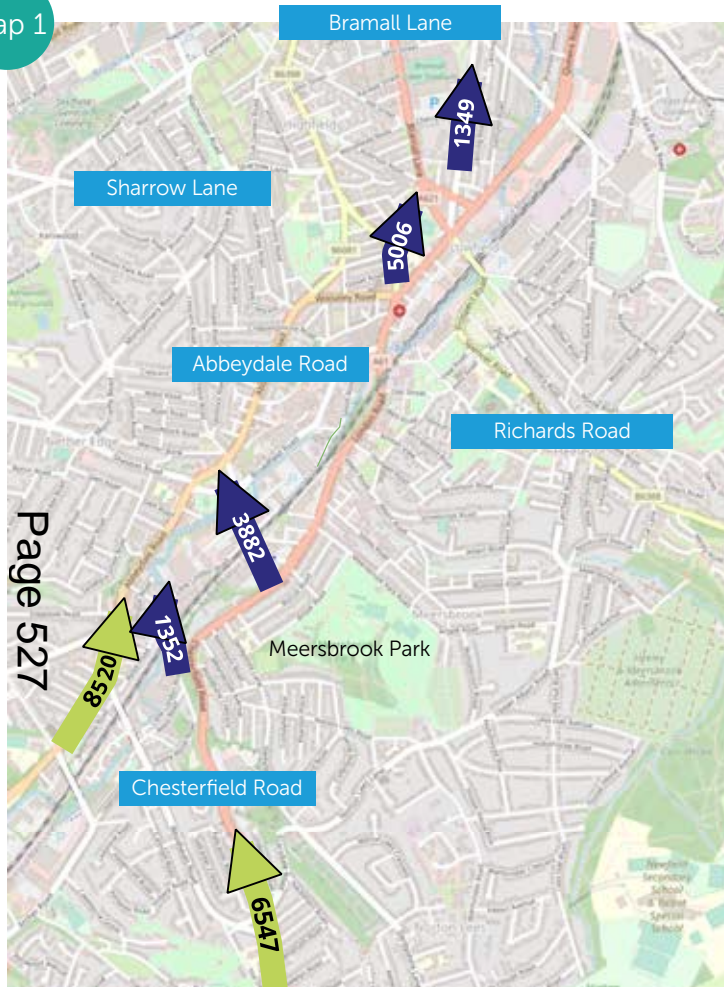
The numbers in the circles indicate the number change of motor vehicles counted between June 2021 and June 2023, except the two southern-most counts on Chesterfield Road and Abbeydale Road, which were surveyed at a different time, showing the change in numbers of motor vehicles between November 2021 and November 2022.

Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green. The most significant change was on Little London Road, as a result of the modal filter that was installed as part of the scheme.

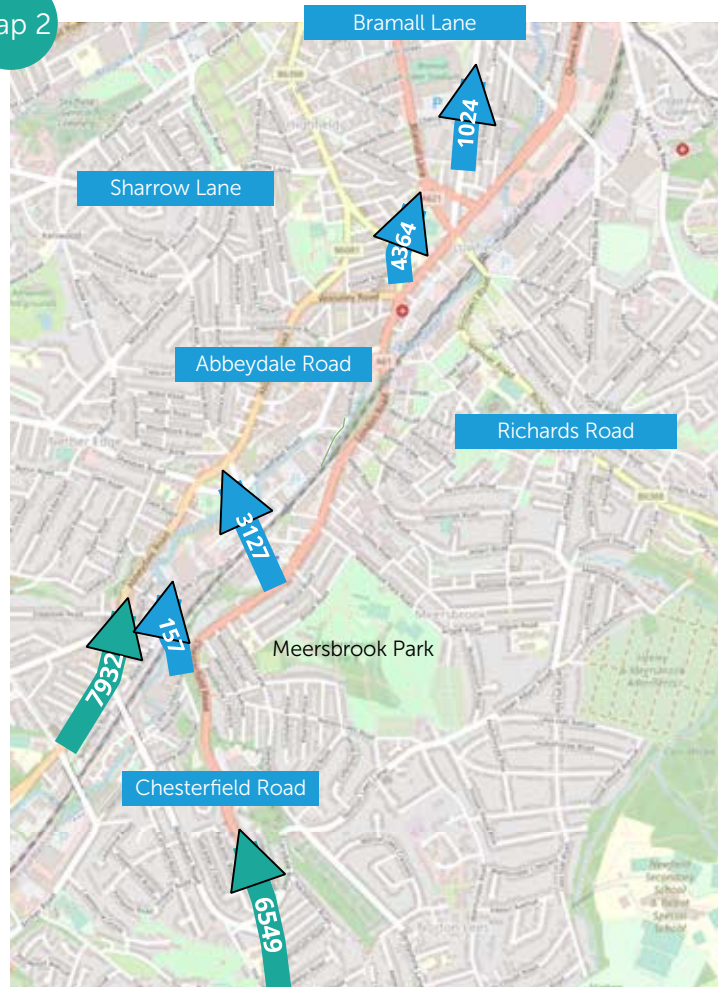
All motor vehicle data is subject to a 6% possible variation.

Number of motor vehicles travelling northbound

Map 1



Map 2



Northbound motor vehicle flow before scheme

Key

- Motor vehicle flows over a 12 hour period in June 2021
- Motor vehicle flows over a 12 hour period in November 2021

Northbound motor vehicle flow after scheme

Key

- Motor vehicle flows over a 12 hour period in June 2023
- Motor vehicle flows over a 12 hour period in November 2022

We counted the number and direction of motor vehicles passing northbound through the Sheaf Valley Cycle Route area over a 12 hour period on two different occasions before and after the measures were put in place.

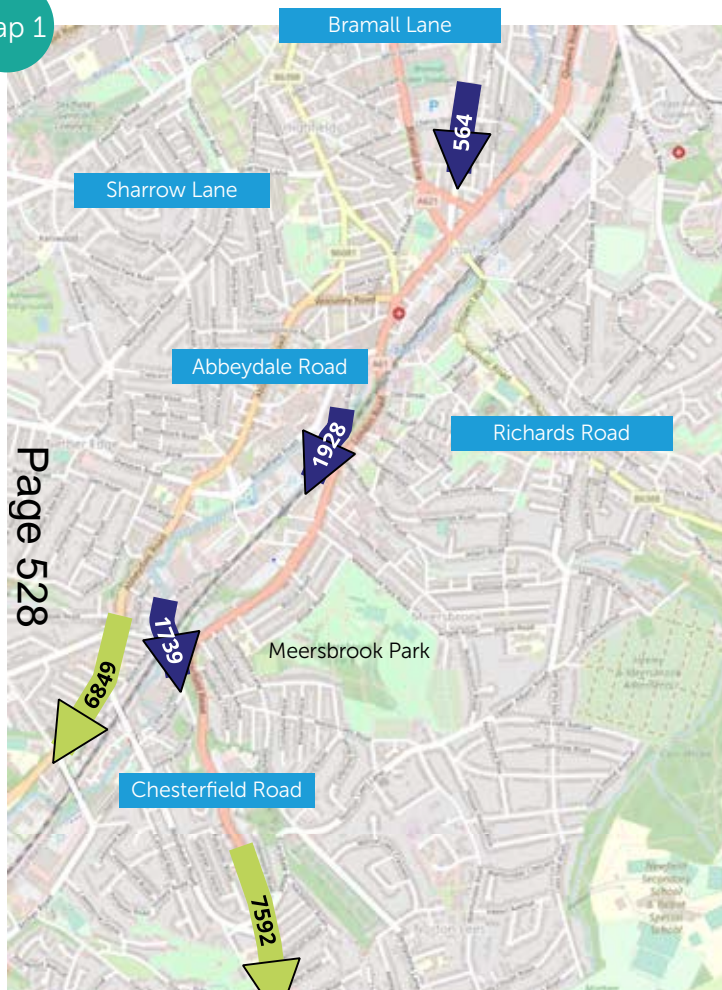
The number and direction of the arrows on the maps show the number and direction of vehicles counted passing through different points in the area of the Sheaf Valley Cycle Route.

On Map 1, the navy blue arrows correspond to the vehicles counted in June 2021, while the green arrows correspond to the vehicles counted in November 2021.

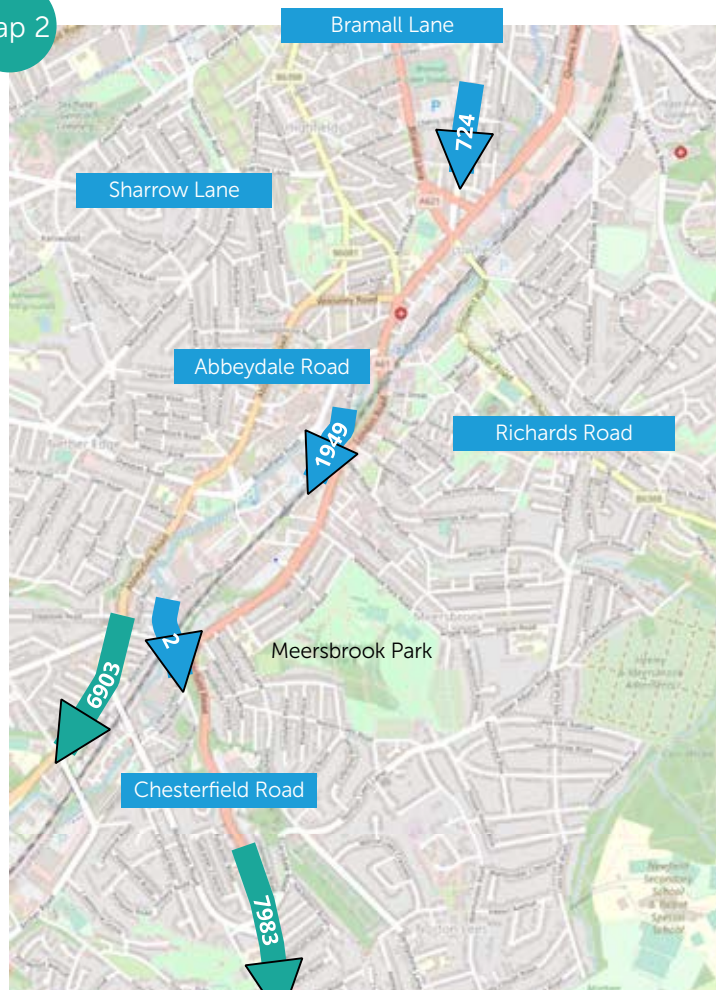
On Map 2, the light blue arrows correspond to the vehicles counted in June 2023, while the light green arrows correspond to the vehicles counted in November 2022.

Number of motor vehicles travelling southbound

Map 1



Map 2



Southbound motor vehicle flow before scheme

Key

- Motor vehicle flows over a 12 hour period in June 2021
- Motor vehicle flows over a 12 hour period in November 2021

Southbound motor vehicle flow after scheme

Key

- Motor vehicle flows over a 12 hour period in June 2023
- Motor vehicle flows over a 12 hour period in November 2022

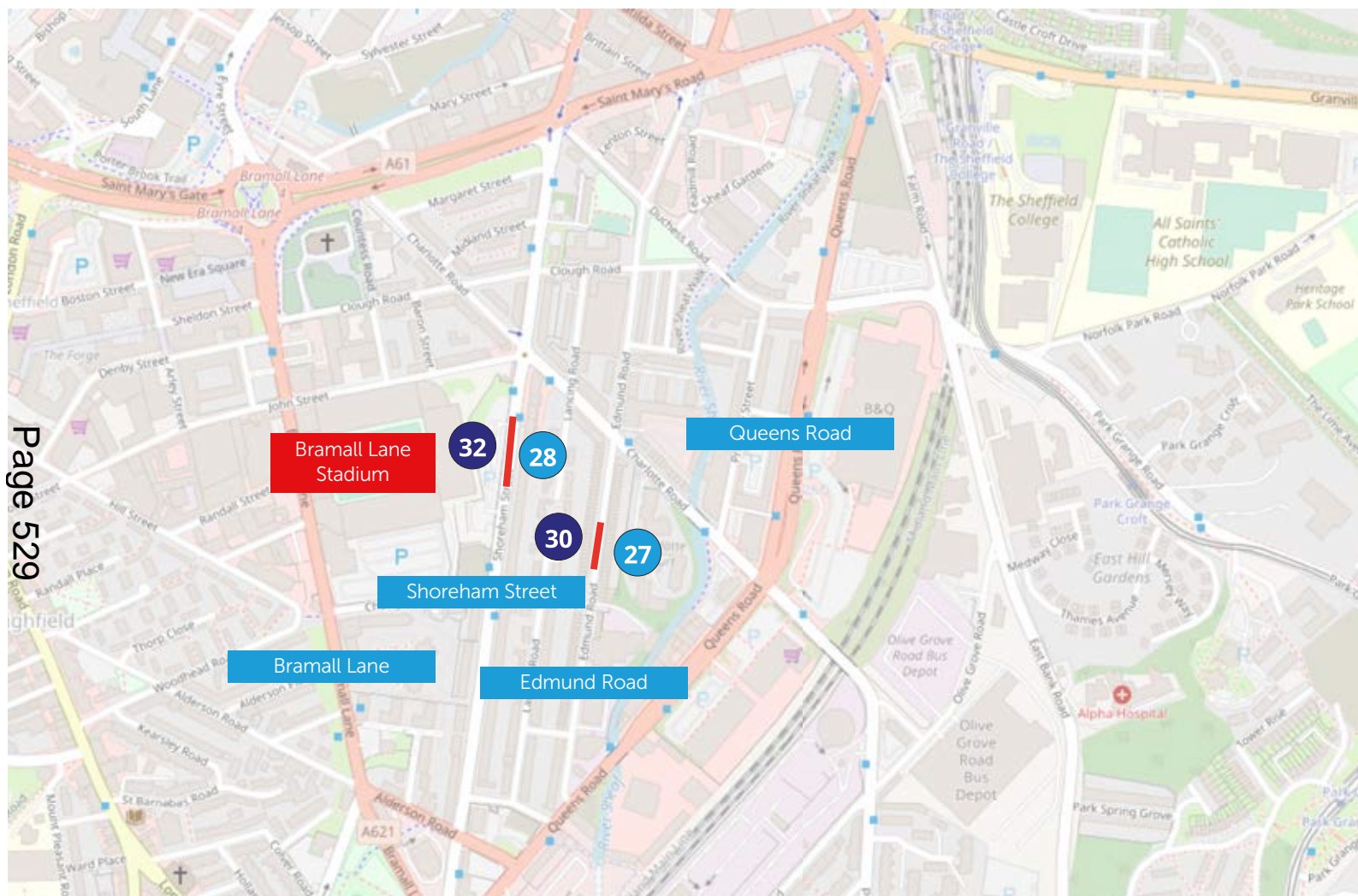
We counted the number and direction of motor vehicles passing southbound through the Sheaf Valley Cycle Route area over a 12 hour period on two different occasions before and after the measures were put in place.

The number and direction of the arrows on the maps show the number and direction of vehicles counted passing through different points in the area of the Sheaf Valley Cycle Route.

On Map 1, the navy blue arrows correspond to the vehicles counted in June 2021, while the green arrows correspond to the vehicles counted in November 2021.

On Map 2, the light blue arrows correspond to the vehicles counted in June 2023, while the light green arrows correspond to the vehicles counted in November 2022.

Speed surveys



Key

Average speed of top 15% of motor vehicles in MPH

- Before Sheaf Valley Cycle Route measures were introduced (June 2021)
- After Sheaf Valley Cycle Route measures were introduced (May 2023)
- Speed traps

We measured the speed of motor vehicles passing through two speed traps (speed camera areas) in the Sheaf Valley Cycle Route over 7 days before and after the measures were put in place.

The red line on the left shows the speed trap on Shoreham Street, while the red line on the right shows the speed trap on Edmund Road.

The two circles either side of the speed traps show the average speed of the top 15% of fastest motor vehicles passing through each trap before and after the Sheaf Valley Cycle route measures were put in place.

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Overview: Pedestrian and
Cyclist Count
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Sheaf Valley Cycle Route

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Cycle trips across the city data table

This table shows the change in cycle trips across the city, and how this has changed since 2021. The two cycling areas that are part of or adjacent to the areas affected by the Sheaf Valley Cycle Route are highlighted in green.

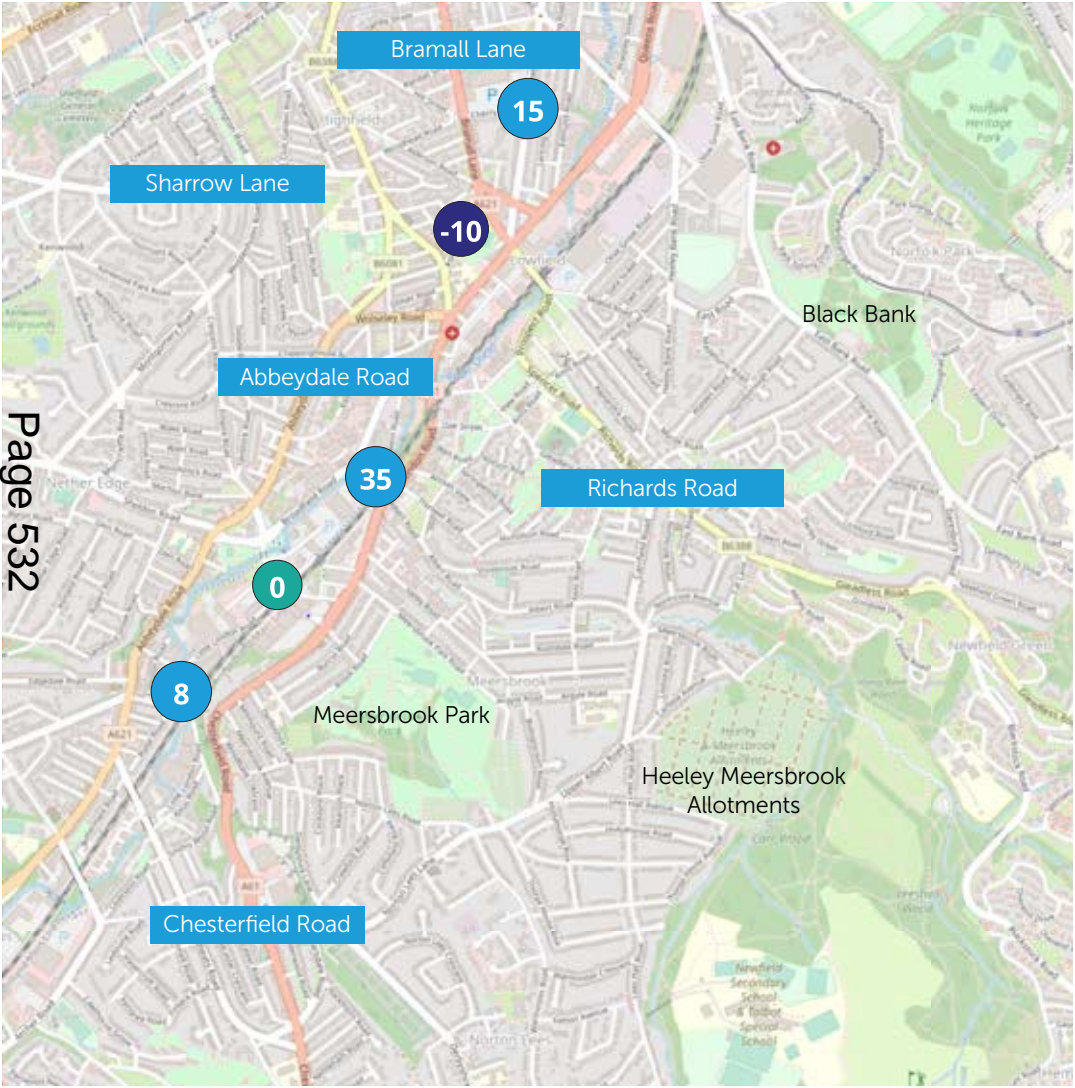
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Cycling areas	2021	2022	2023	% change from 2021-22	% change from 2022-23	% change from 2021-23
Attercliffe Road	4672	4815	5150	3.05%	6.96%	10.22%
Sheaf Valley Cycle Route	6836	9482	11361	38.70%	19.81%	66.18%
Moore Street roundabout	7432	9815	9843	32.06%	0.28%	32.43%
Broomspring Lane	2981	3797	4328	27.38%	13.98%	45.19%
Penistone Road	8783	9525	9625	8.45%	1.05%	9.59%
Smithywood Drive	1652	1571	1566	-4.89%	-0.31%	-5.19%
Barrow Drive	3749	3428	3243	-8.56%	-5.41%	-13.51%
Cemetery Road	2806	3391	3027	20.83%	-10.72%	7.88%
Clarkehouse Road	9210	10737	10332	16.58%	-3.77%	12.18%
Sunnybank	3784	4851	4650	28.19%	-4.14%	22.89%
Shoreham Street (inbound only)	2141	3080	3464	43.90%	12.46%	61.82%
Broomhall Road	1416	1819	1936	28.46%	6.43%	36.72%

Average Overall	19.51%	3.05%	23.87%
Average overall excluding the Sheaf Valley Cycle Route and Shoreham Street areas	15.16%	0.43%	15.84%

Number of pedestrians counted

(shown as a percentage change)



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We counted the number of people walking through the Sheaf Valley Cycle Route area, before and after the measures were put in place.

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 June 2021 and June 2023, as a percentage change. Changes are not shown for the southern junctions of Abbeydale Road and Chesterfield Road as no surveys were taken here in 2021.

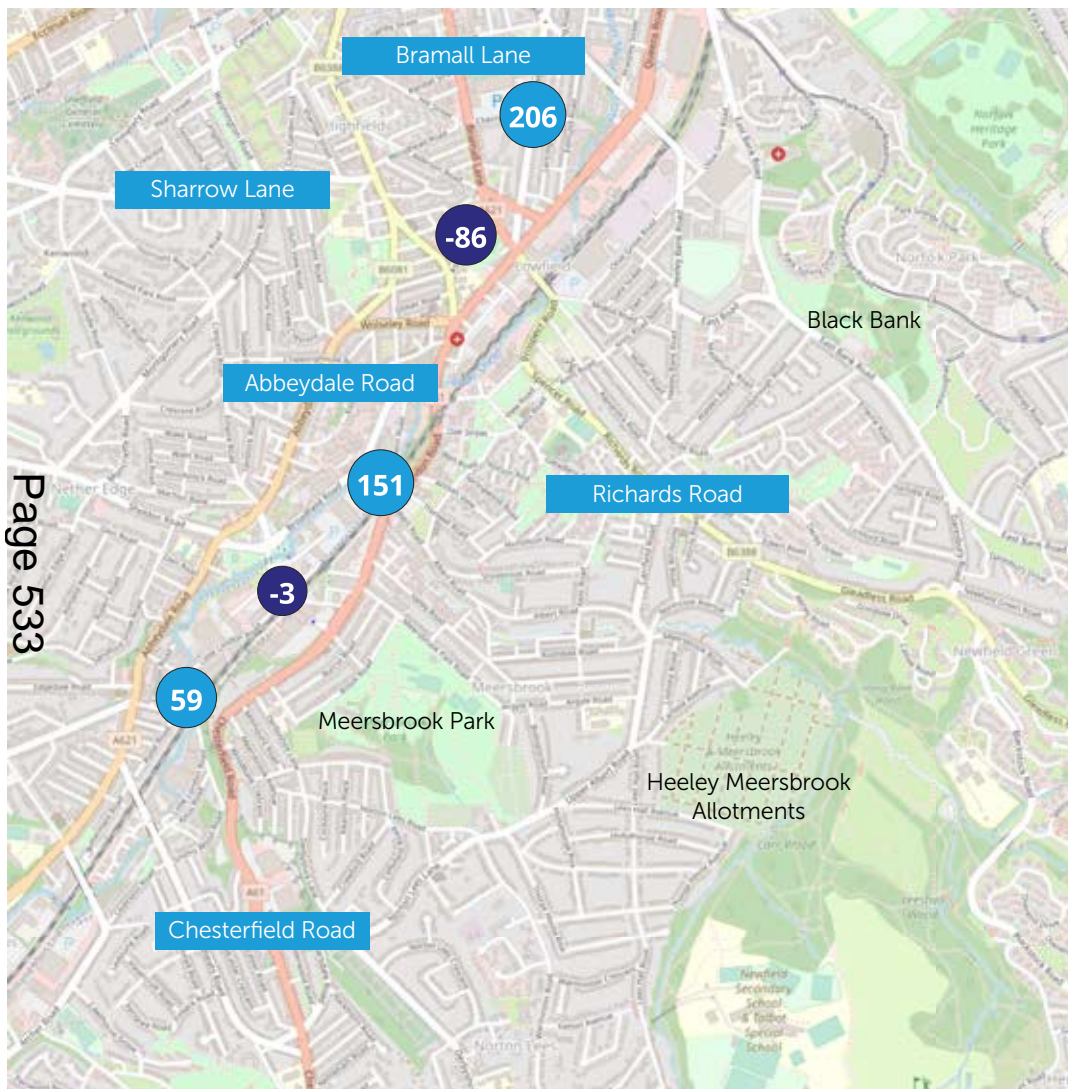
Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

Key

12 hour pedestrian volume percentage change (7am to 7pm)

- Decrease in percentage
- No change
- Increase in percentage

Number of pedestrians counted



Page 533

We counted the number of people walking through the Sheaf Valley Cycle Route area, before and after the measures were put in place.

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 June 2021 and June 2023. Changes are not shown for the southern junctions of Abbeydale Road and Chesterfield Road as no surveys were taken here in 2021.

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 4% possible variation.

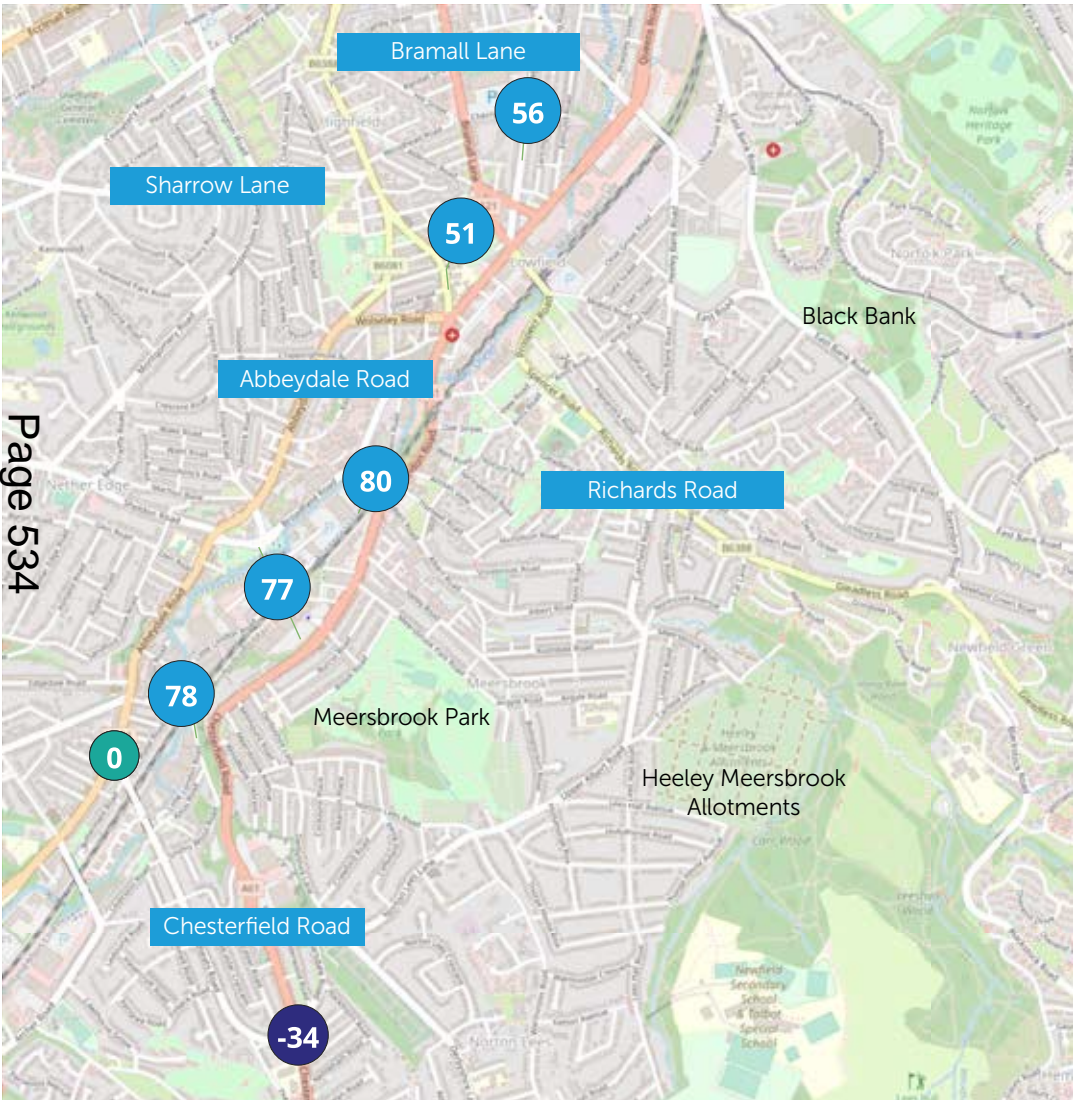
Key

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



Number of people cycling counted

(shown as a percentage change)



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We counted the number of people cycling and walking through the Sheaf Valley Cycle Route area, before and after the measures were put in place.

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 June 2021 and June 2023, as a percentage change.

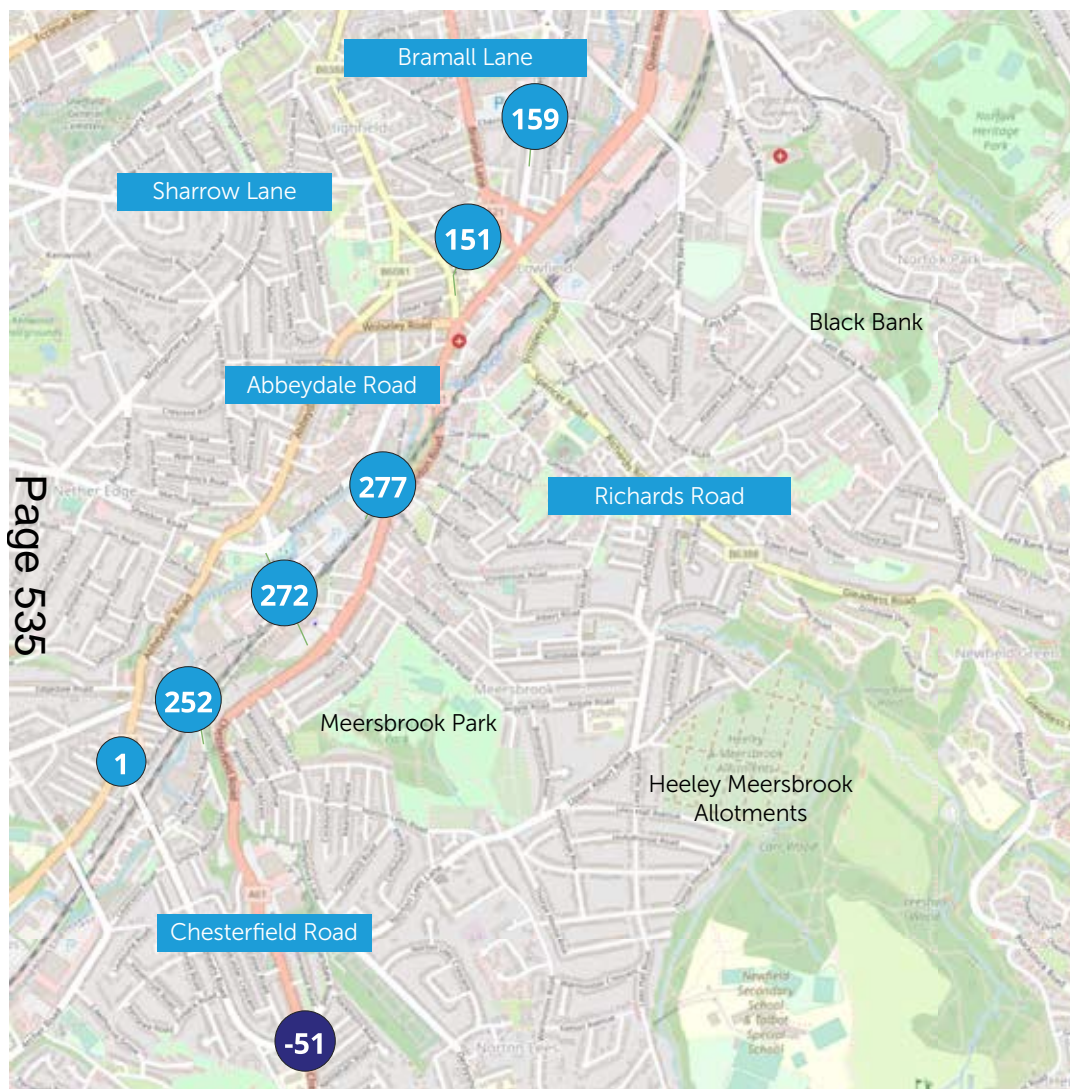
Increases are shown in light blue. Decreases are shown in navy blue. No change is shown in green.

Key

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

- Decrease in percentage
- No change
- Increase in percentage

Number of people cycling counted



We counted the number of people cycling through the Sheaf Valley Cycle Route area, before and after the measures were put in place.

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 June 2021 and June 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 12% possible variation.

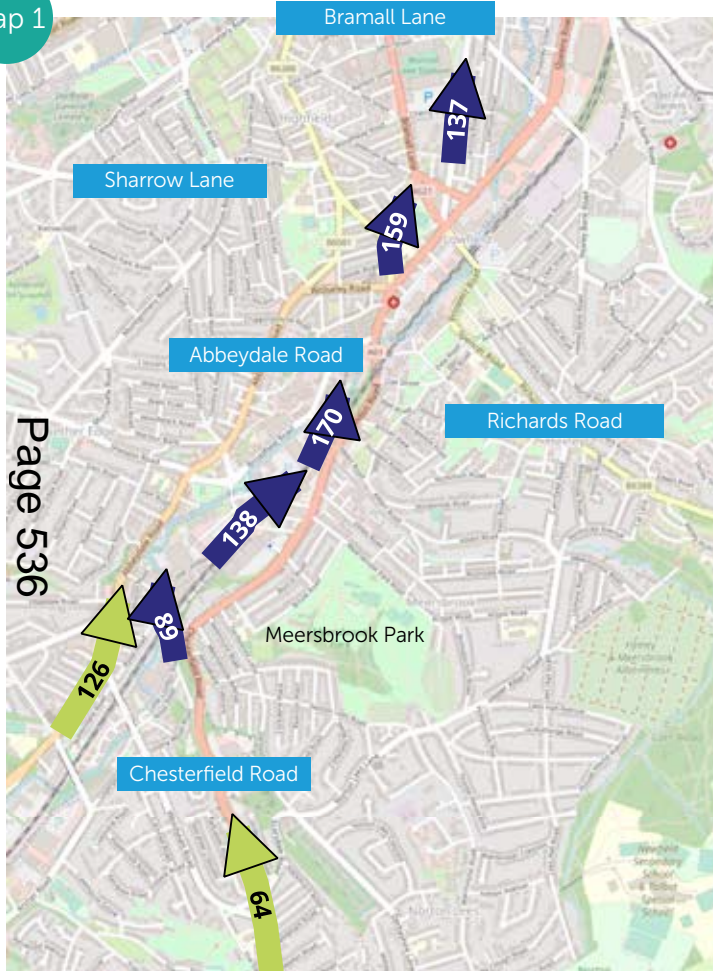
Key

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

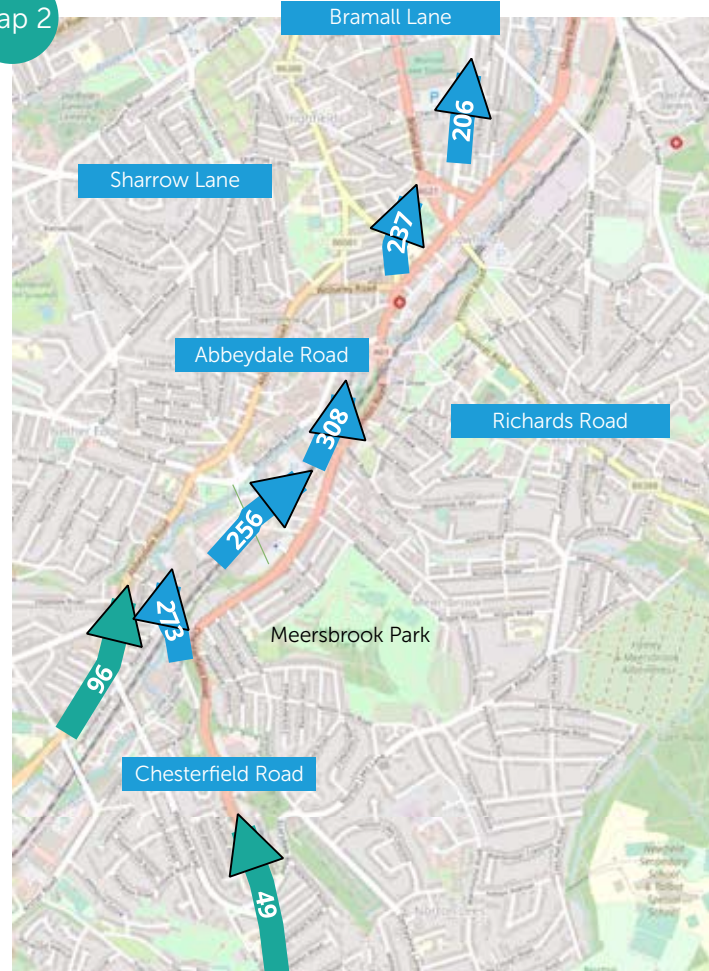


Number of people cycling northbound

Map 1



Map 2



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Northbound cyclist flow before scheme

Key

-  Cyclist flows over a 12 hour period in June 2021
-  Cyclist flows over a 12 hour period in November 2021

Northbound cyclist flow after scheme

Key

-  Cyclist flows over a 12 hour period in June 2023
-  Cyclist flows over a 12 hour period in November 2022

We counted the number and direction of cyclists passing northbound through the Sheaf Valley Cycle Route area over a 12 hour period on two different occasions before and after the measures were put in place.

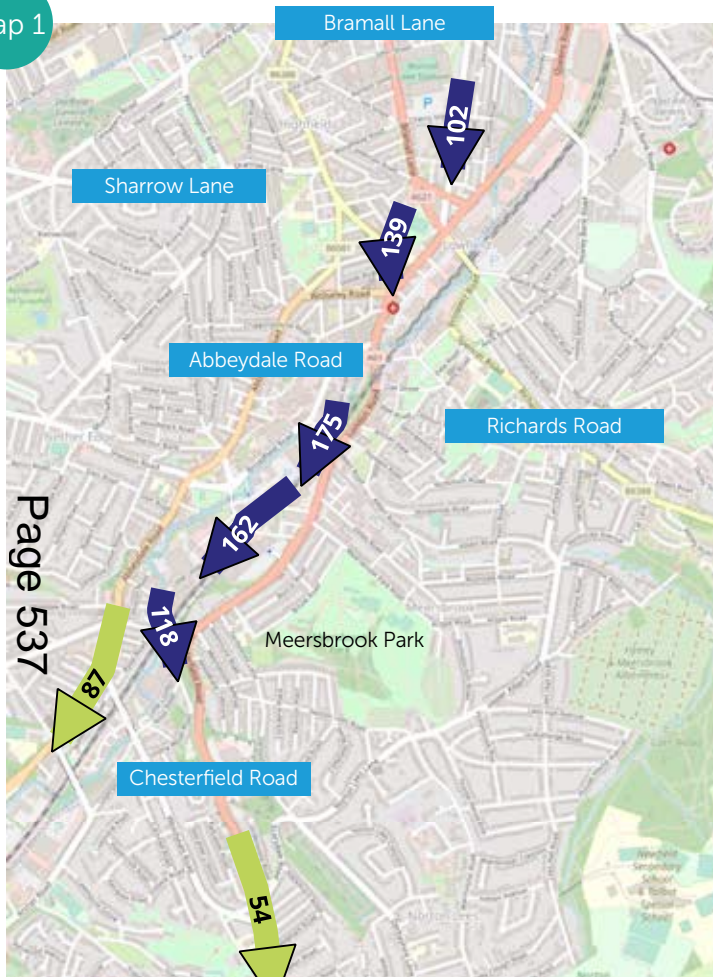
The number and direction of the arrows on the maps show the number and direction of cyclists counted passing through different points in the area of the Sheaf Valley Cycle Route.

On Map 1, the navy blue arrows correspond to the cyclists counted in June 2021, while the green arrows correspond to the cyclists counted in November 2021.

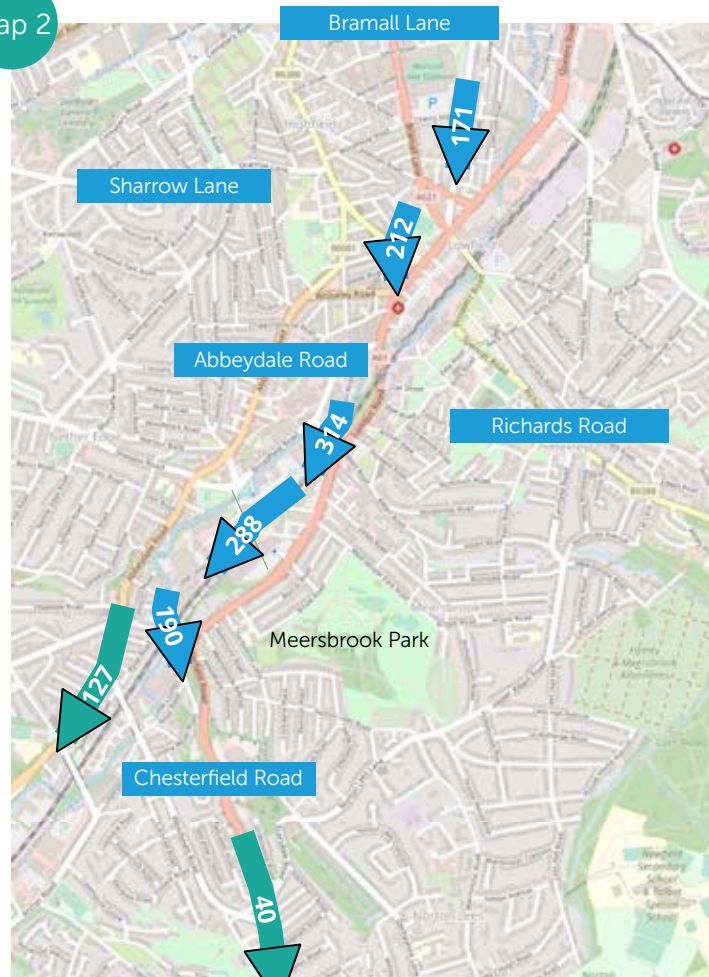
On Map 2, the light blue arrows correspond to the cyclists counted in June 2023, while the light green arrows correspond to the cyclists counted in November 2022.

Number of people cycling southbound

Map 1



Map 2



We counted the number and direction of cyclists passing southbound through the Sheaf Valley Cycle Route area over a 12 hour period on two different occasions 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 cyclists counted passing through different points in the area of the Sheaf Valley Cycle Route.

On Map 1, the navy blue arrows correspond to the cyclists counted in June 2021, while the green arrows correspond to the cyclists counted in November 2021.

On Map 2, the light blue arrows correspond to the cyclists counted in June 2023, while the light green arrows correspond to the cyclists counted in November 2022.



Southbound cyclist flow before scheme

Key

-  Cyclist flows over a 12 hour period in June 2021
-  Cyclist flows over a 12 hour period in November 2021

Southbound cyclist flow after scheme

Key

-  Cyclist flows over a 12 hour period in June 2023
-  Cyclist flows over a 12 hour period in November 2022

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Junction vehicle counts:
Little London Road /
Broadfield Road
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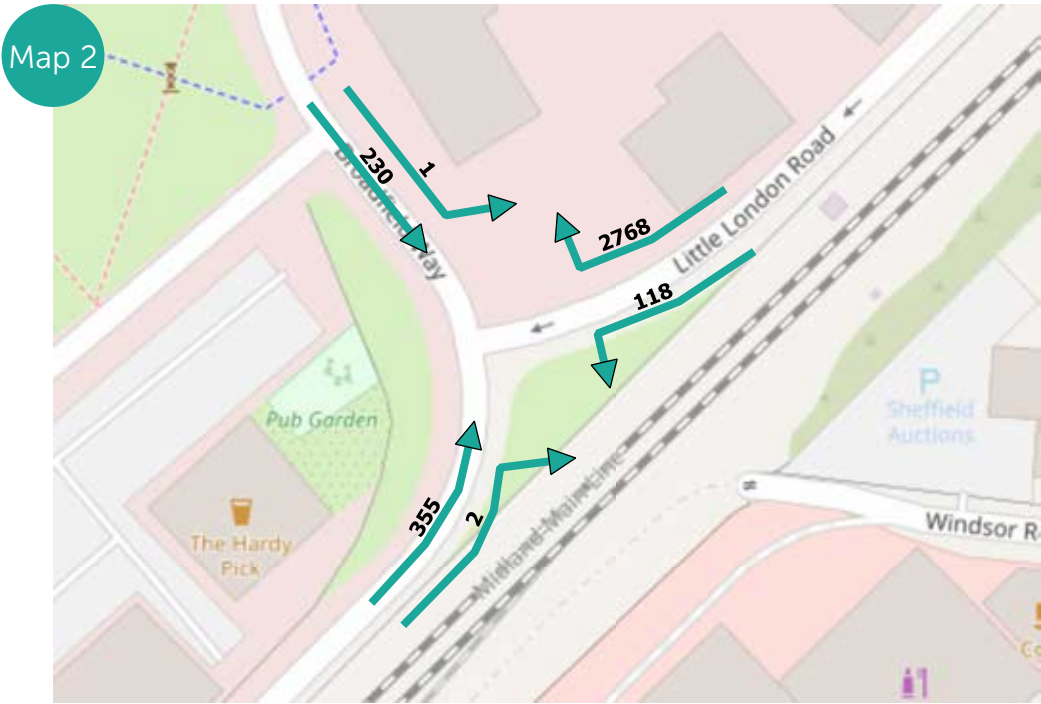
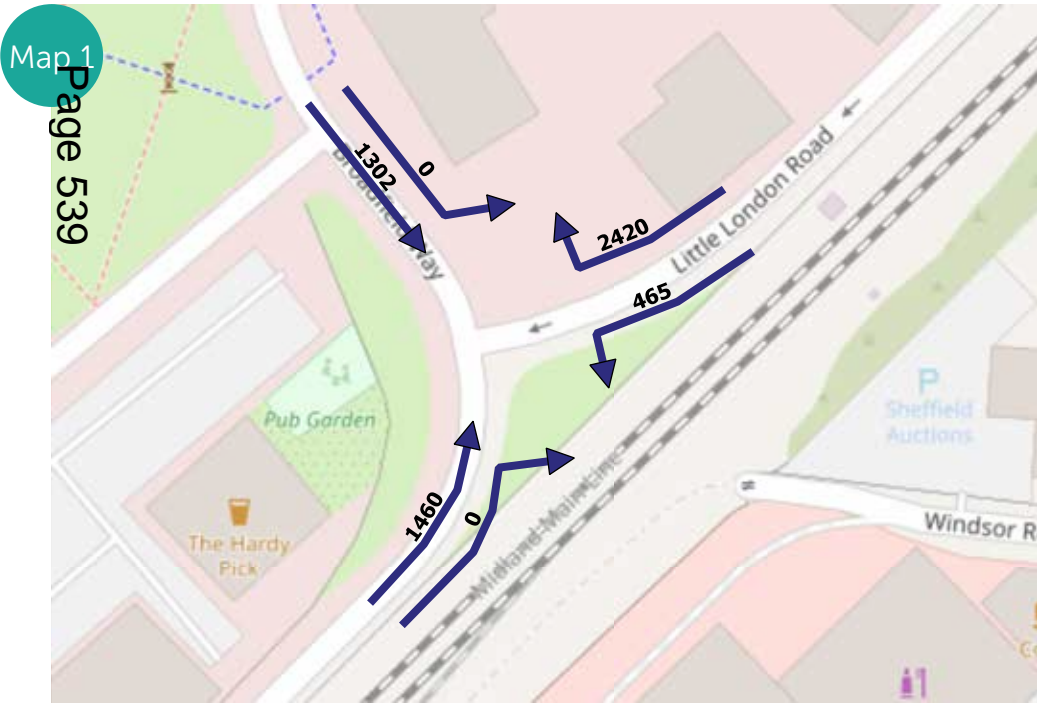


Number of motor vehicles: Little London Road / Broadfield Road 12 hour count

We counted the number of motor vehicles at the junction of Little London Road and Broadfield Road between 7am and 7pm. Map 1 shows the number of vehicles counted during the surveys in June 2021. Map 2 shows the number of vehicles counted during the surveys in June 2023. The arrows show the direction of travel of the vehicles we counted.

Average number of motor vehicles travelling through the Little London Road / Broadfield Road junction before the scheme (June 2021)

Average number of motor vehicles travelling through the Little London Road / Broadfield Road junction after the scheme (June 2023)



Key
 Direction and number of vehicles counted at junction in June 2021

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

Map 1
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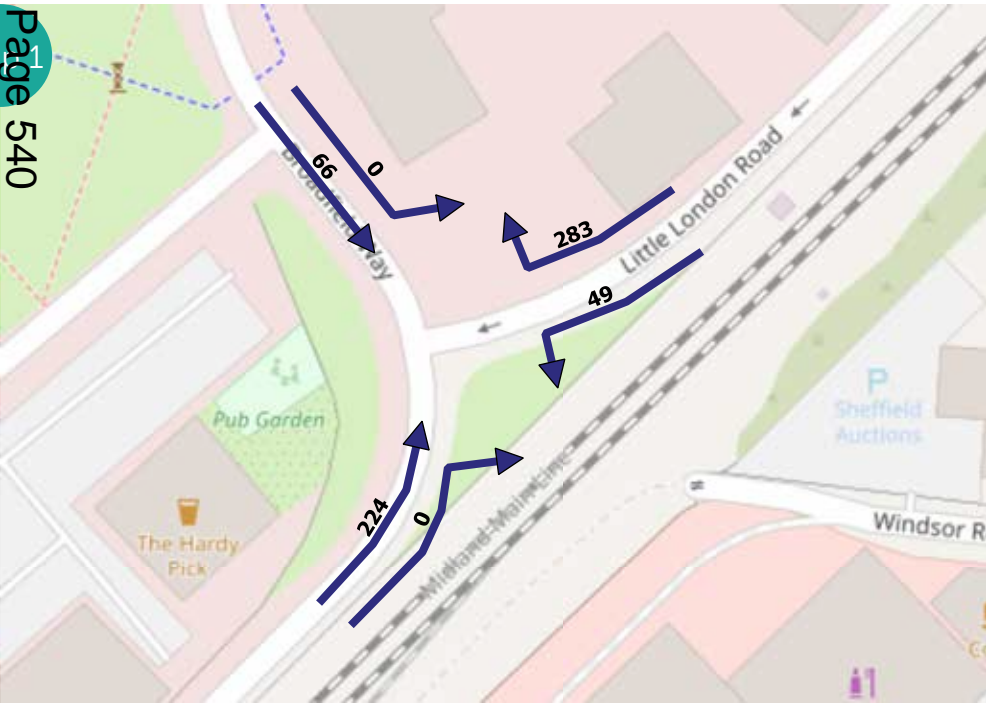
Number of motor vehicles: Little London Road / Broadfield Road morning traffic count

We counted the number of motor vehicles at the junction of Little London Road and Broadfield Road during the peak time of morning traffic, between 8am and 9am. Map 1 shows the number of vehicles counted during the surveys in June 2021. Map 2 shows the number of vehicles counted during the surveys in June 2023. The arrows show the direction of travel of the vehicles we counted.

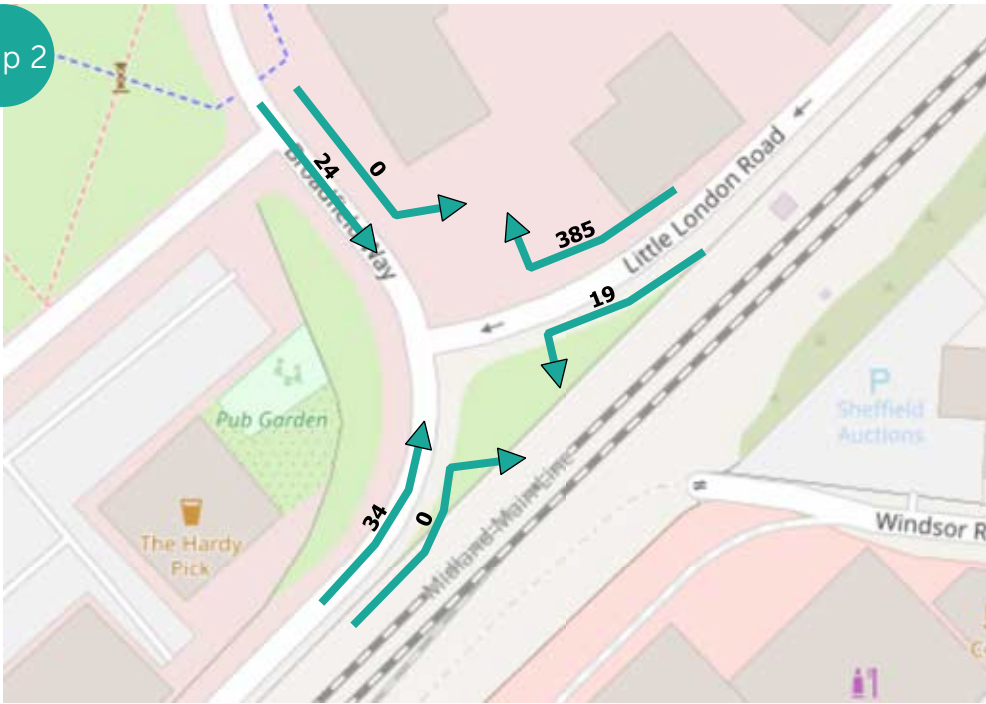
Average number of motor vehicles travelling through the Little London Road / Broadfield Road junction in the morning before the scheme (June 2021)

Average number of motor vehicles travelling through the Little London Road / Broadfield Road junction in the morning after the scheme (June 2023)

Map 1
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Map 2



Key

Key

➡ Direction and number of vehicles counted at junction in June 2021

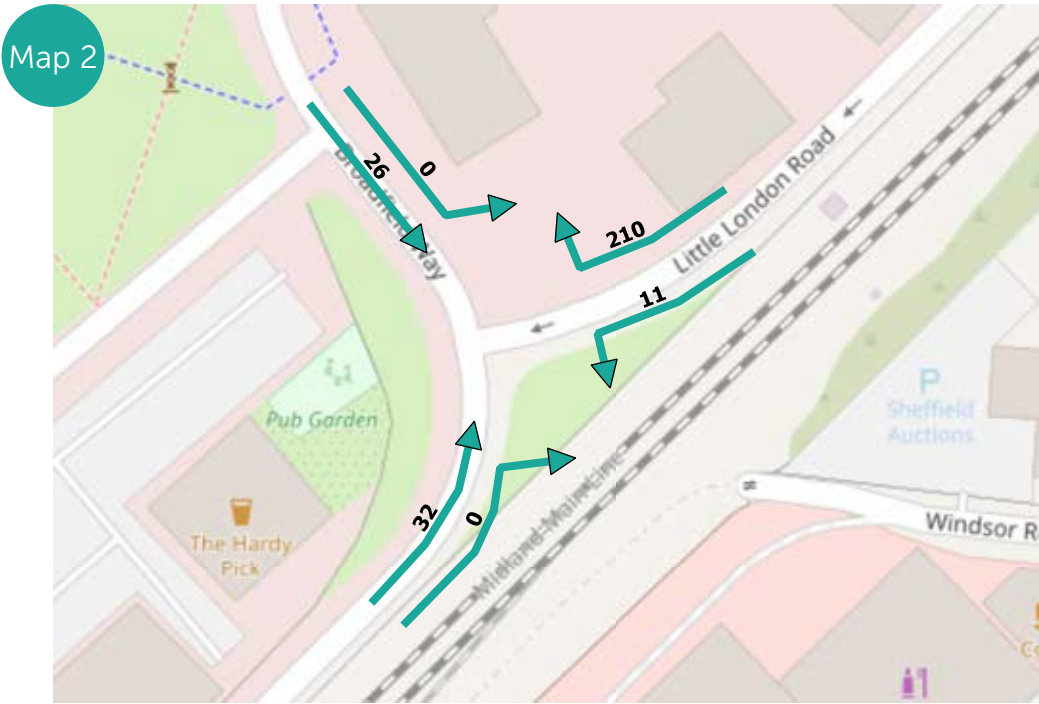
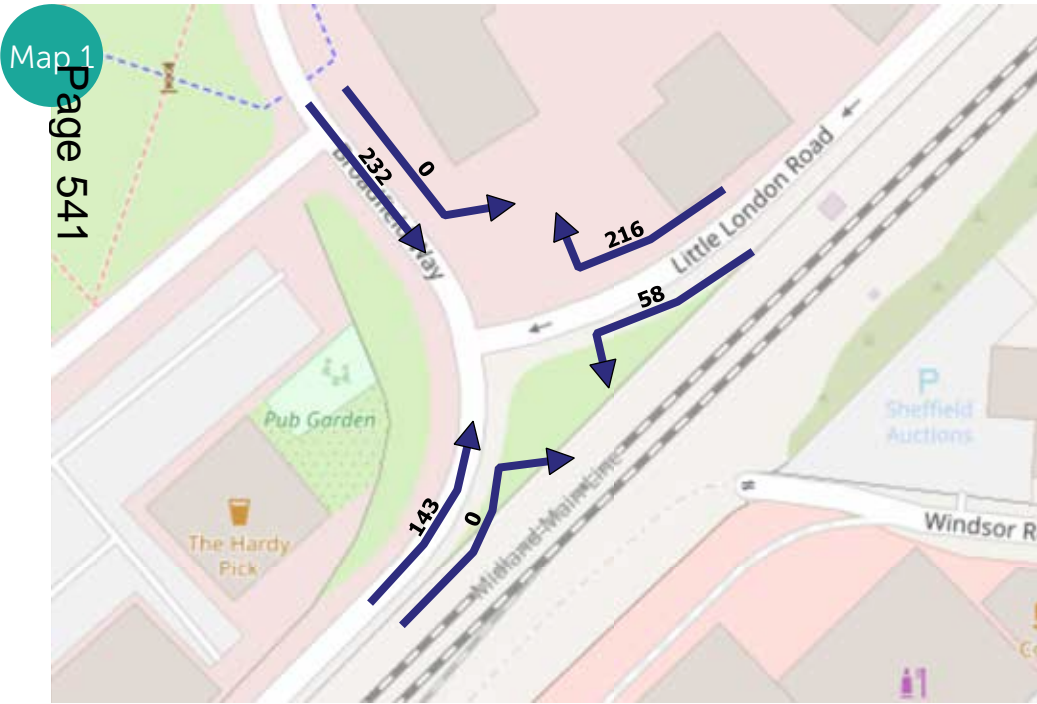
➡ Direction and number of vehicles counted at junction in June 2023

Number of motor vehicles: Little London Road / Broadfield Road evening traffic count

We counted the number of motor vehicles at the junction of Little London Road and Broadfield Road during the peak time of evening traffic, between 5pm and 6pm. Map 1 shows the number of vehicles counted during the surveys in June 2021. Map 2 shows the number of vehicles counted during the surveys in June 2023. The arrows show the direction of travel of the vehicles we counted.

Average number of motor vehicles travelling through the Little London Road / Broadfield Road junction in the evening before the scheme (June 2021)

Average number of motor vehicles travelling through the Little London Road / Broadfield Road junction in the evening after the scheme (June 2023)



Key
 Direction and number of vehicles counted at junction in June 2021

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

Map 1
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Little London Road / Broadfield Road junction data table

We counted the number of motor vehicles passing in and out of one arm of the junction of Little London Road and Broadfield Road over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Cycle Route 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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Broadfield Way - 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	3880	3123	-20%	507	419	-17%	359	242	-33%
Out	1302	231	-82%	66	24	-64%	232	26	-89%
Total	5182	3354	-35%	573	443	-23%	591	268	-55%

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Junction vehicle counts:
Woodseats Road / Abbeydale
Road / Sheldon Road
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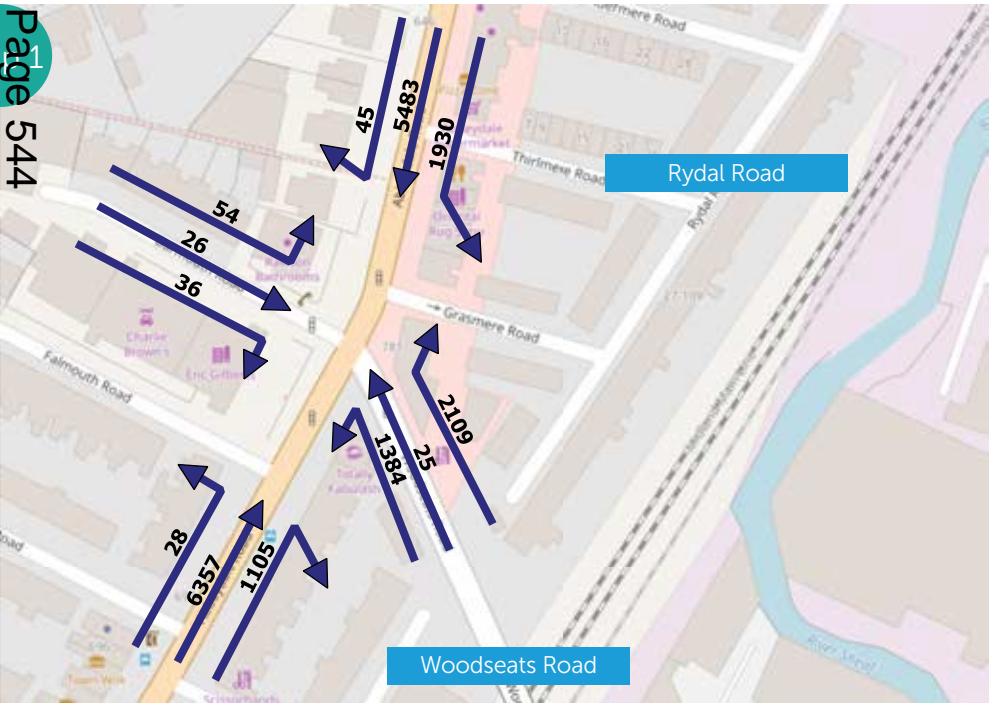
Number of motor vehicles: Woodseats Road / Abbeydale Road 12 hour count

We counted the number of motor vehicles at the junction of Woodseats Road and Abbeydale Road between 7am and 7pm. 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

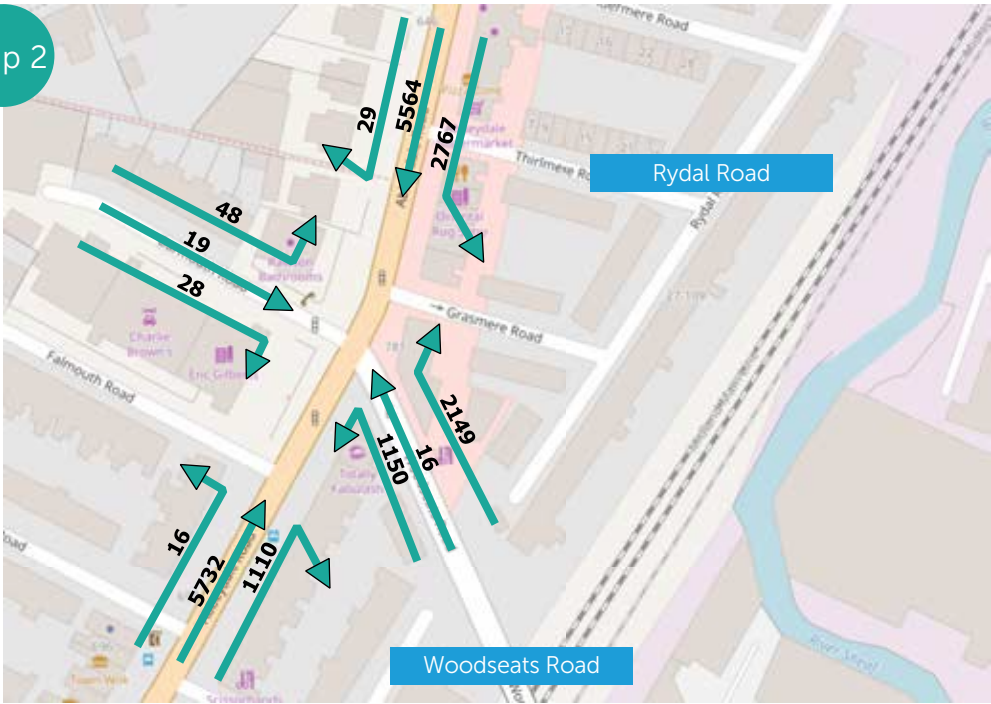
Number of motor vehicles travelling through the Woodseats Road / Abbeydale Road junction before the scheme (November 2021)

Number of motor vehicles travelling through the Woodseats Road / Abbeydale Road junction after the scheme (November 2022)

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Map 1



Map 2



Key

Key

➔ Direction and number of vehicles counted at junction in November 2021

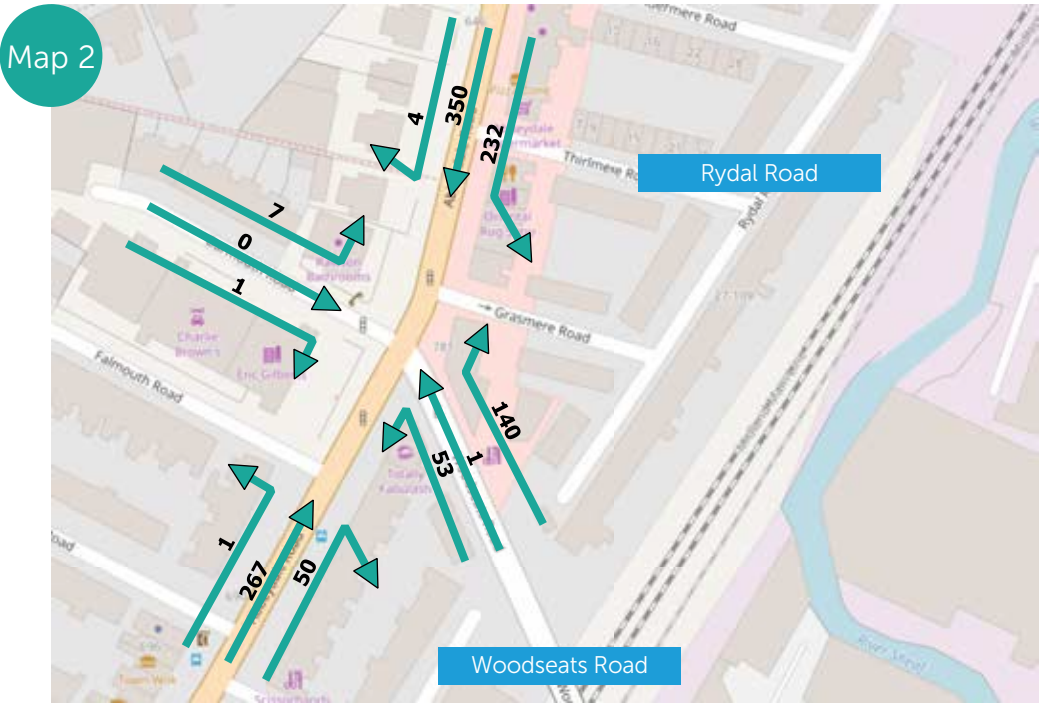
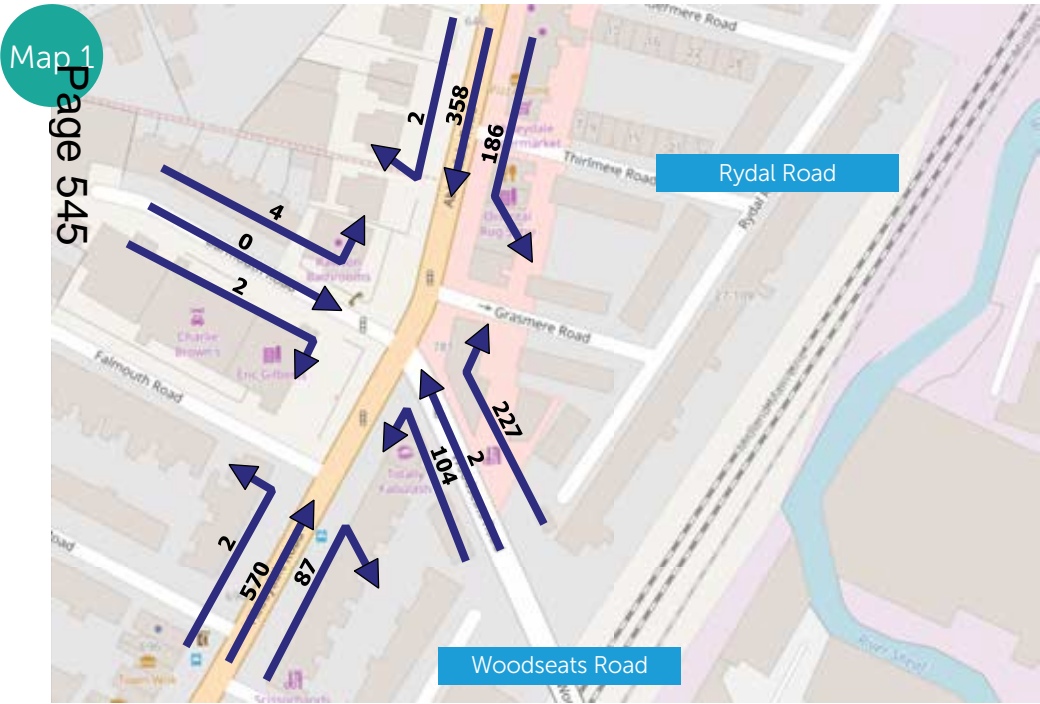
➔ Direction and number of vehicles counted at junction in November 2022

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

We counted the number of motor vehicles at the junction of Woodseats Road and Abbeydale 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

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

Number of motor vehicles travelling through the Woodseats Road / Abbeydale Road junction in the morning after the scheme (November 2022)



Key
 Direction and number of vehicles counted at junction in November 2021

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

Map 1
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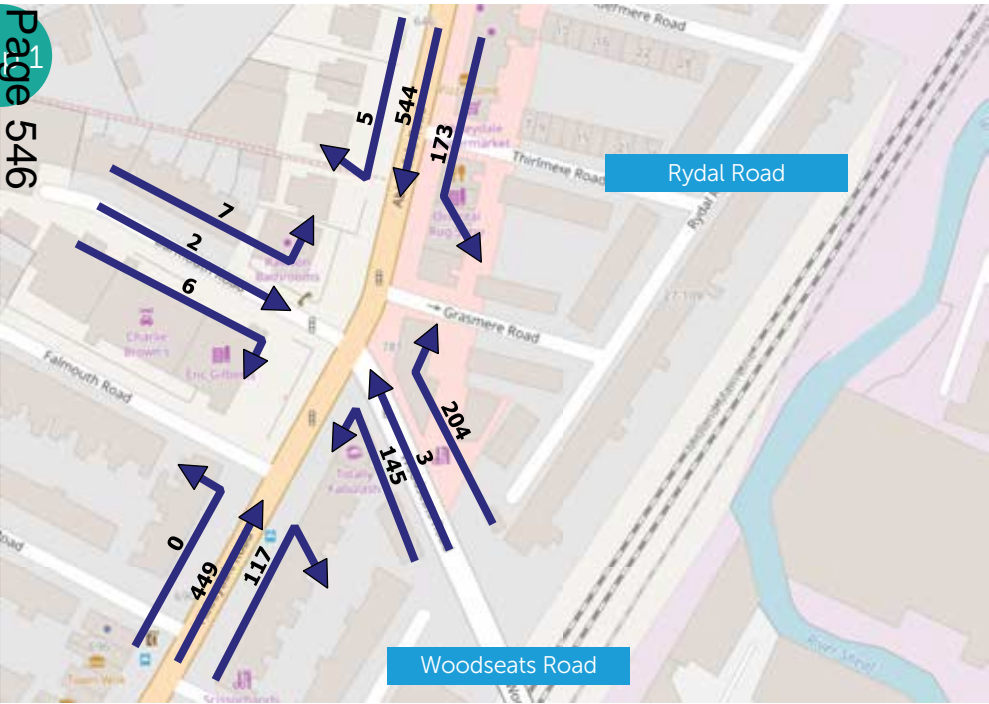
Number of motor vehicles: Woodseats Road / Abbeydale Road evening traffic count

We counted the number of motor vehicles at the junction of Woodseats Road and Abbeydale 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

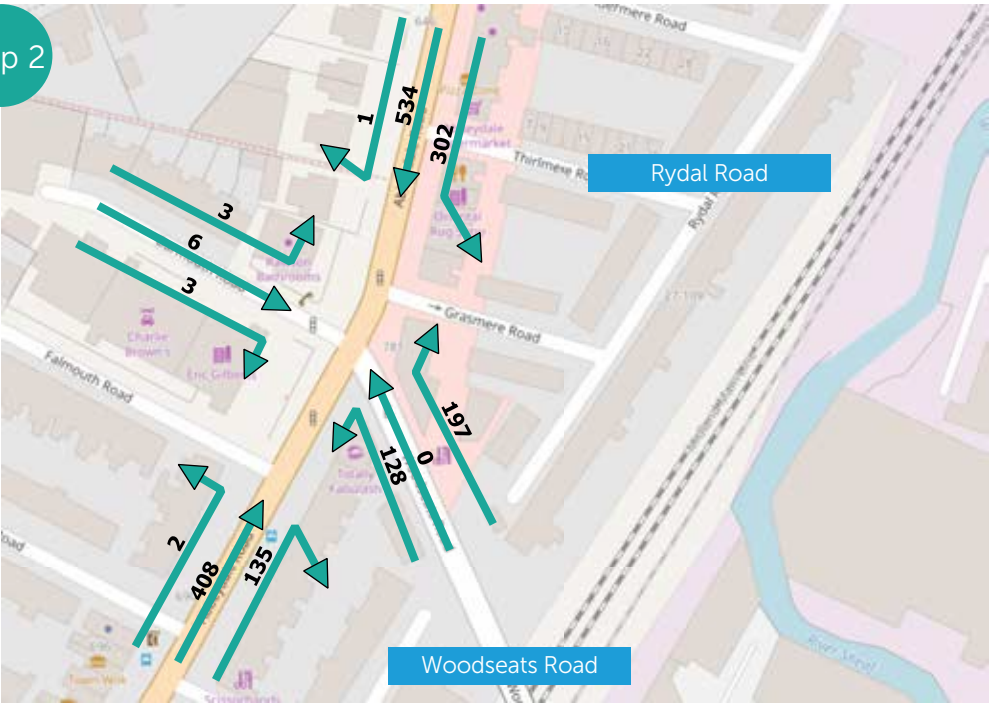
Number of motor vehicles travelling through the Woodseats Road / Abbeydale Road junction in the evening before the scheme (November 2021)

Number of motor vehicles travelling through the Woodseats Road / Abbeydale Road junction in the evening after the scheme (November 2022)

Page 546
Map 1



Map 2



Key

Key

➡ Direction and number of vehicles counted at junction in November 2021

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

Woodseats Road / Abbeydale Road junction data table

We counted the number of motor vehicles passing in and out of one arm of the junction of Woodseats Road and Abbeydale Road over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Cycle Route 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.

Woodseats Road - total number of motor vehicles counted passing through single arm of junction

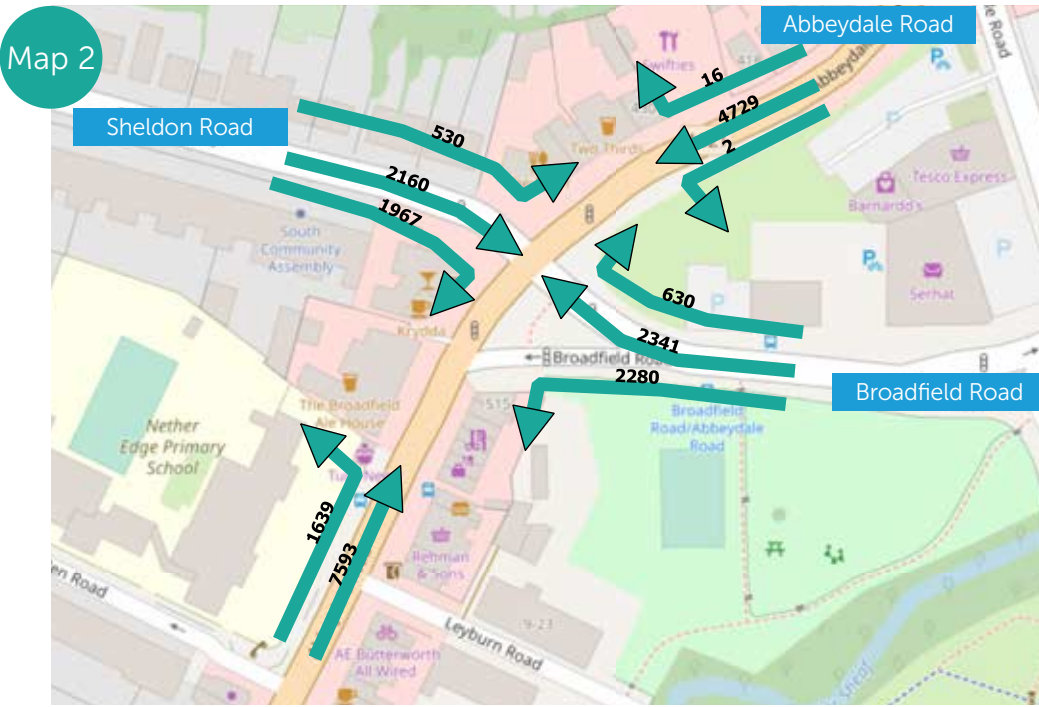
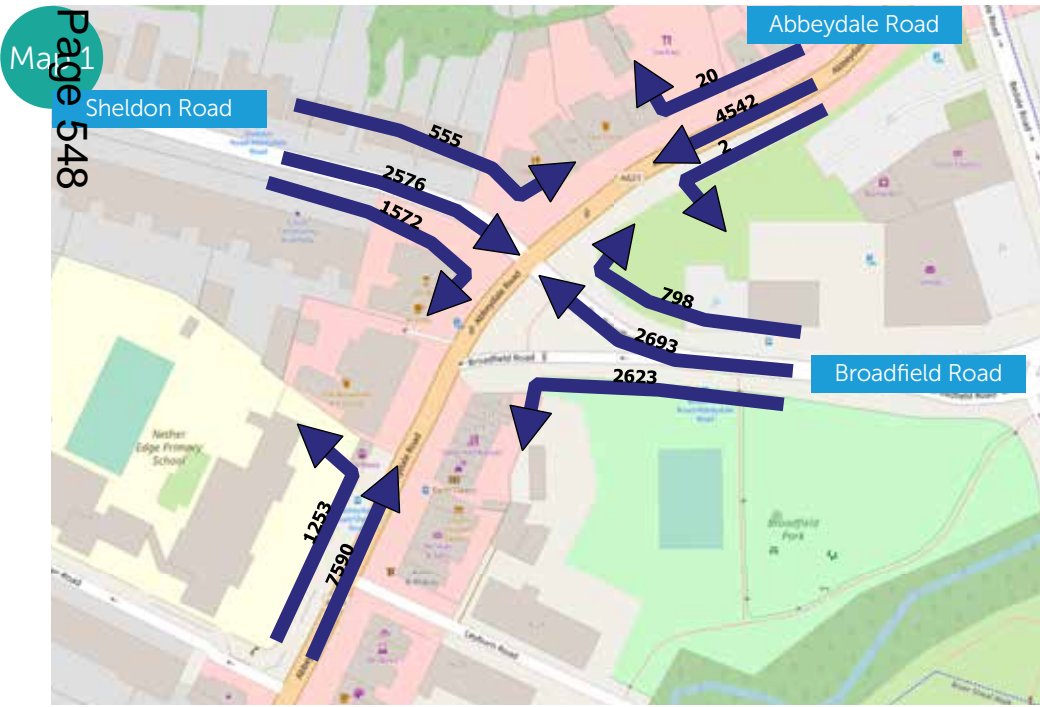
	12 hour before	12 hour after	% change	AM Before	AM After	% change	PM Before	PM After	% change
In	3061	3896	+27%	273	282	+3%	292	443	+52%
Out	3518	3315	-6%	333	194	-42%	352	325	-8%
Total	6579	7211	+10%	606	476	-21%	644	768	+19%

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 between 7am and 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

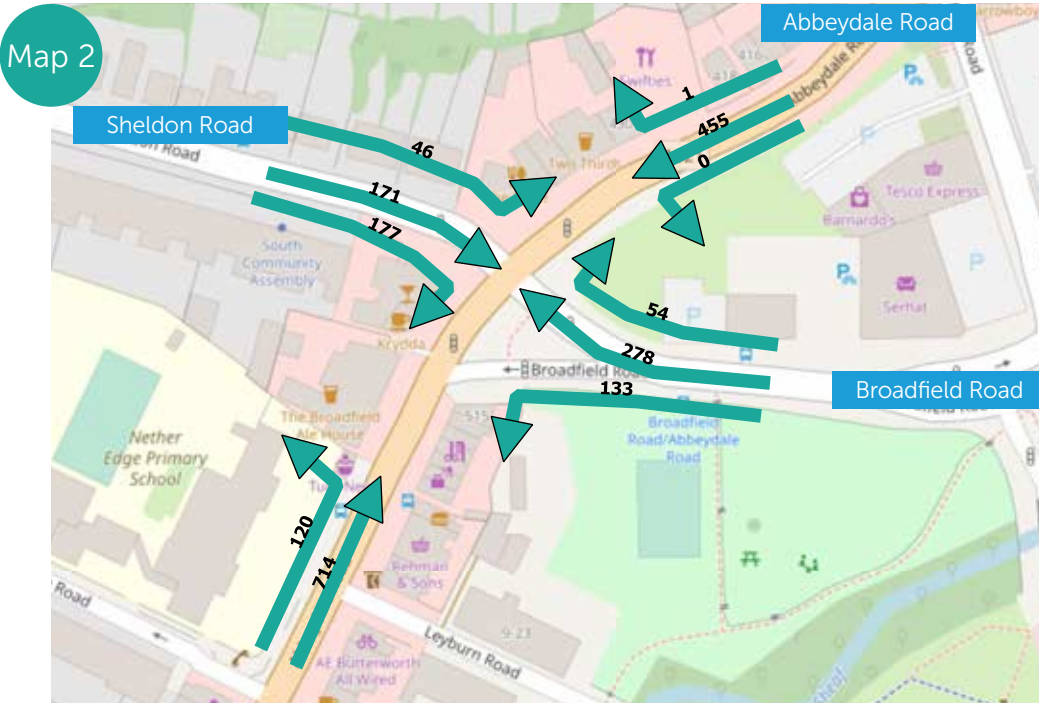
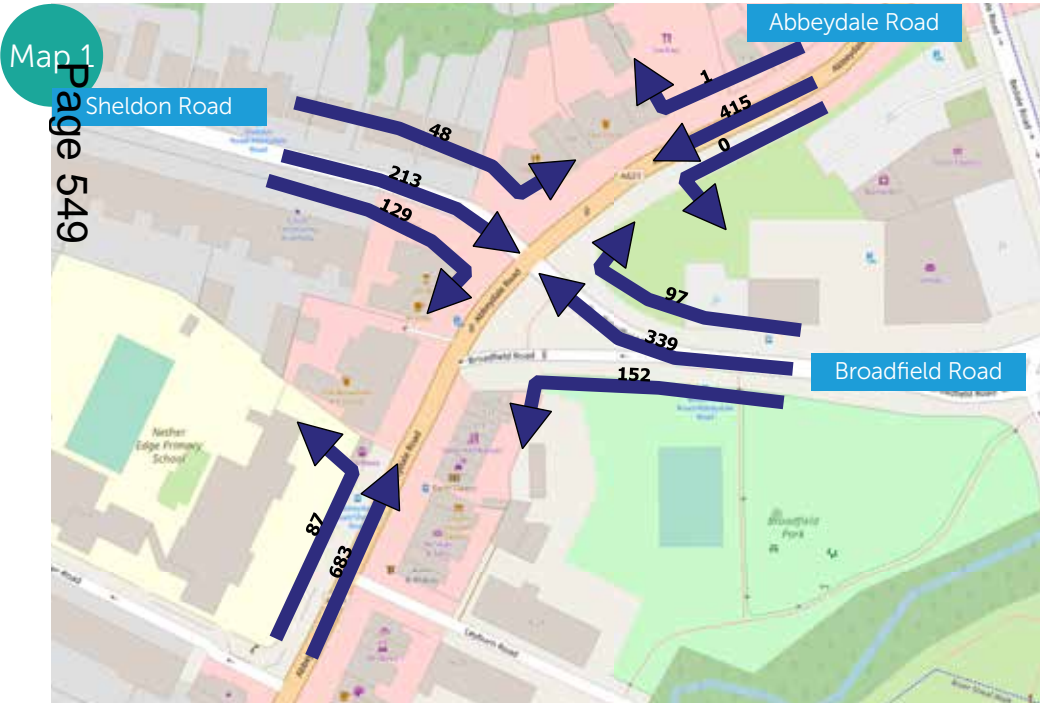
Page 548
Map 1

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)

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 2022

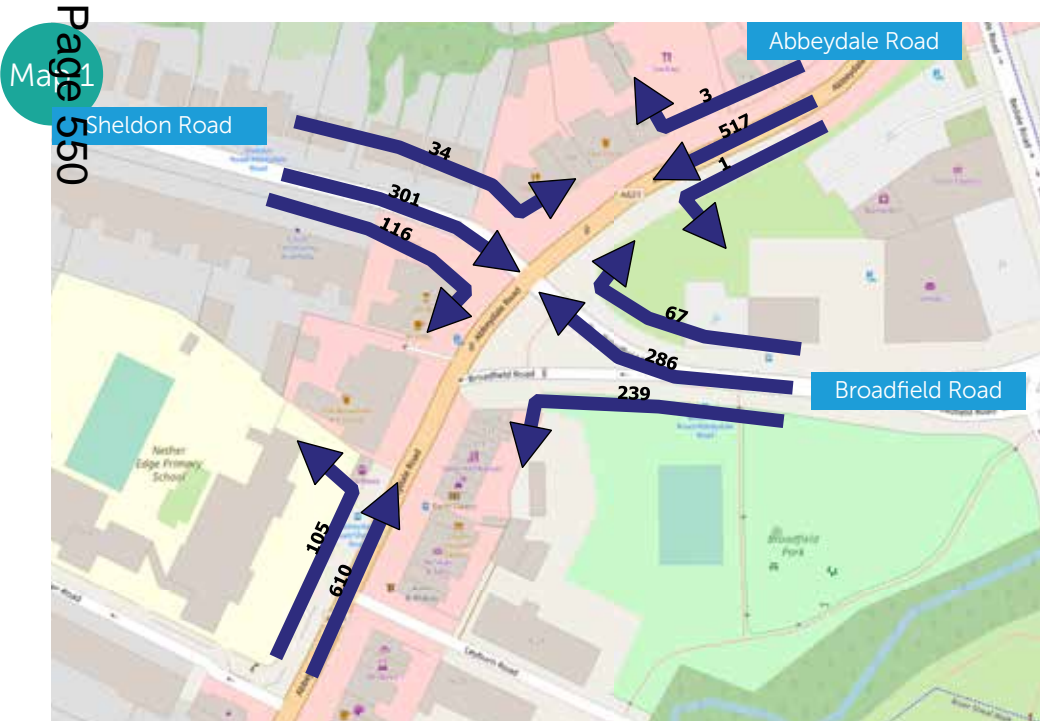
Key
 Direction and number of vehicles counted at junction in May 2023

Map 1
Page 549

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.

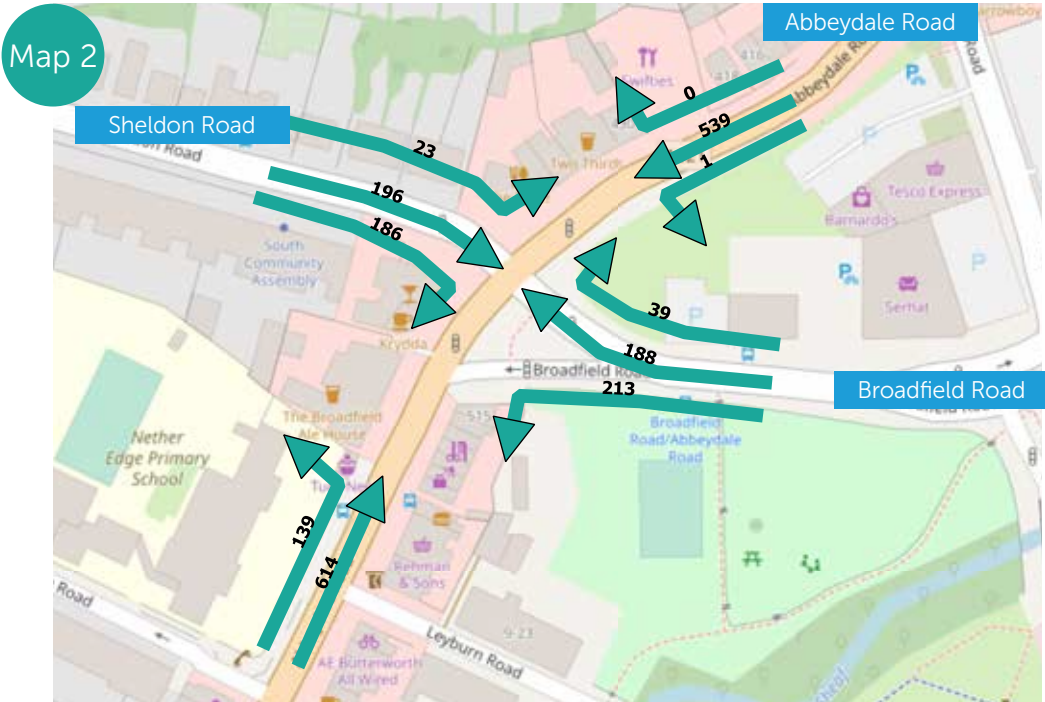
2 day average number of motor vehicles travelling through the Abbeydale Road / Sheldon Road junction in the evenings before the scheme (May 2022)



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 evenings after the scheme (May 2023)



Key

 Direction and number of vehicles counted at junction in May 2023

Page 550
Map 1

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 Cycle Route 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 551

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%

CONNECTING SHEFFIELD

Better travel choices

Junction vehicle counts:
Woodseats Road / Chesterfield
Road / Scarsdale Road
Section 5 of 9

Sheaf Valley Cycle Route

Traffic Monitoring Data

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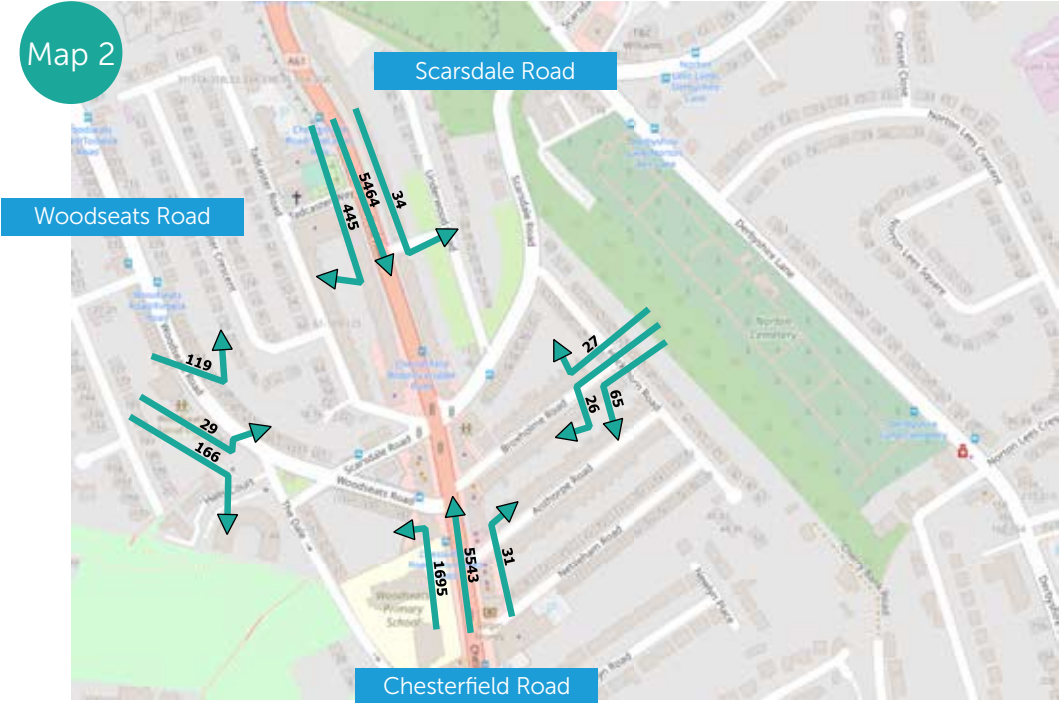
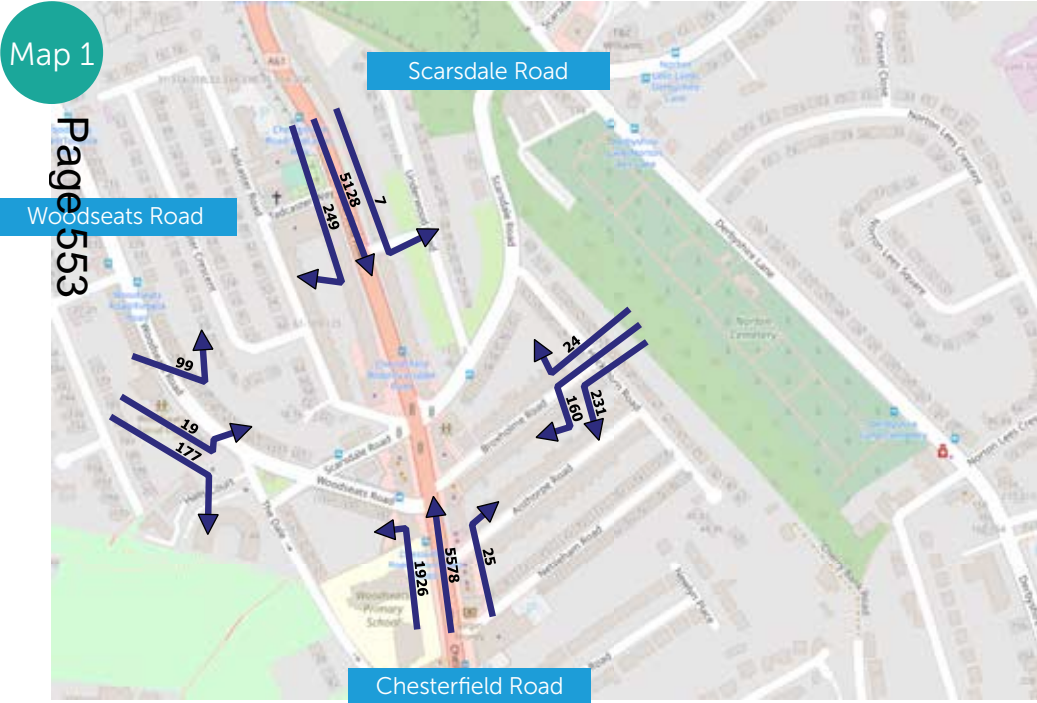


Number of motor vehicles: Chesterfield Road / Woodseats Road 12 hour count

We counted the number of motor vehicles at the junction of Chesterfield Road and Woodseats Road between 7am and 7pm. 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

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

Number of motor vehicles travelling through the Chesterfield Road / Woodseats Road junction after the scheme (November 2022)



Key
 Direction and number of vehicles counted at junction in November 2021

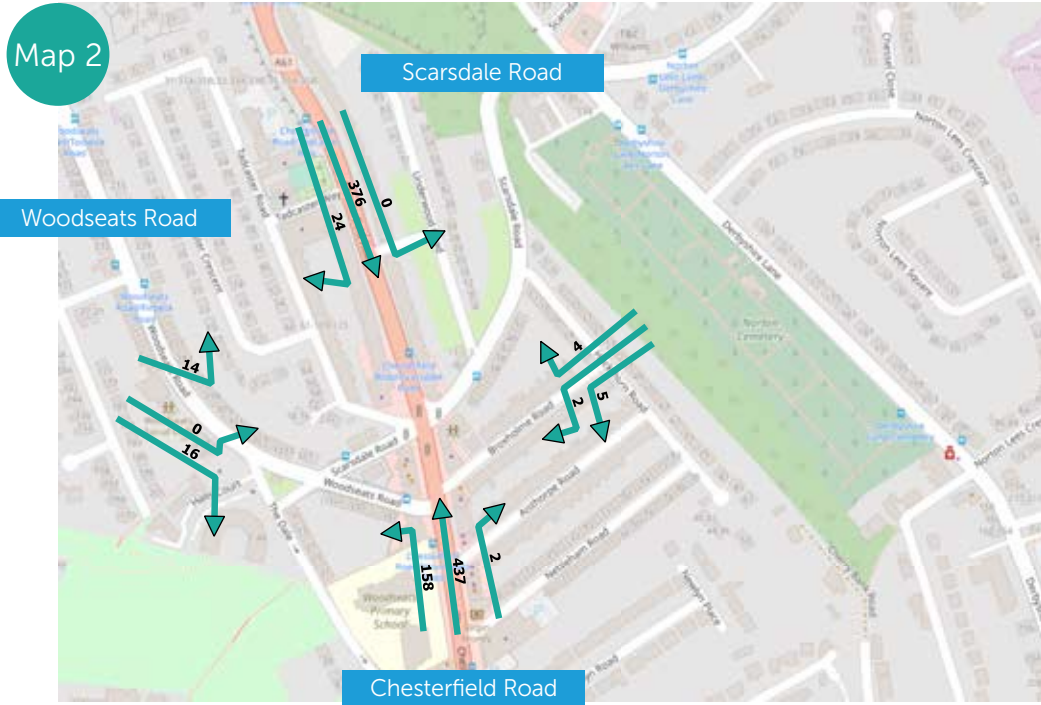
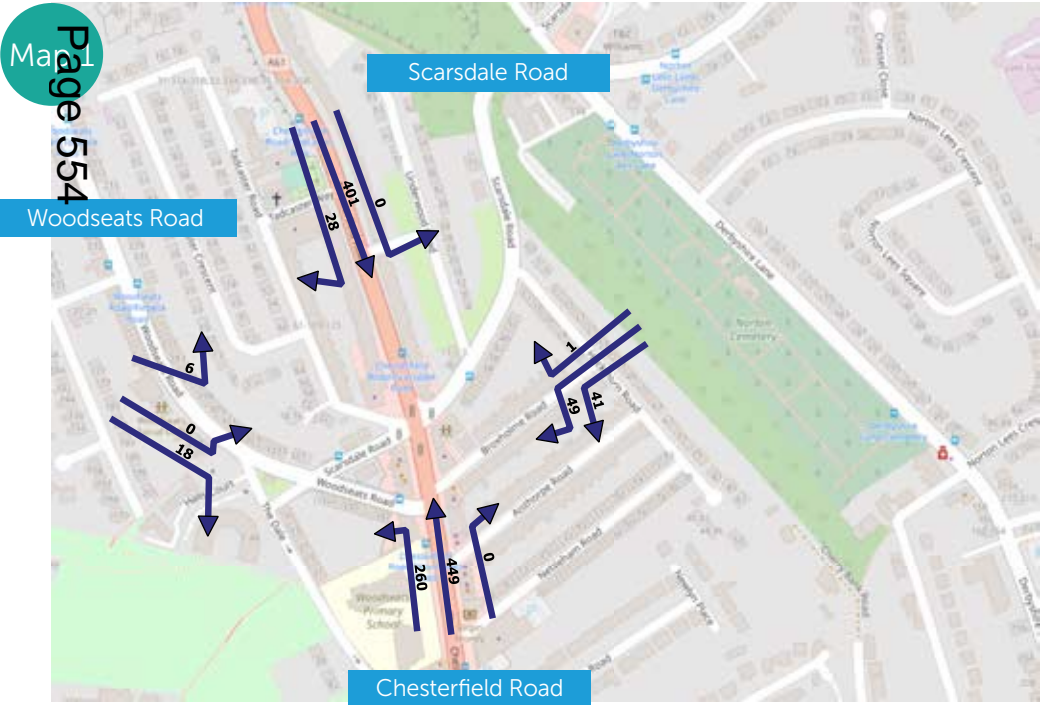
Key
 Direction and number of vehicles counted at junction in November 2022

Number of motor vehicles: Chesterfield Road / Woodseats Road morning traffic count

We counted the number of motor vehicles at the junction of Chesterfield Road and Woodseats 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

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

Number of motor vehicles travelling through the Chesterfield Road / Woodseats Road junction in the morning after the scheme (November 2022)



Key
 Direction and number of vehicles counted at junction in November 2021

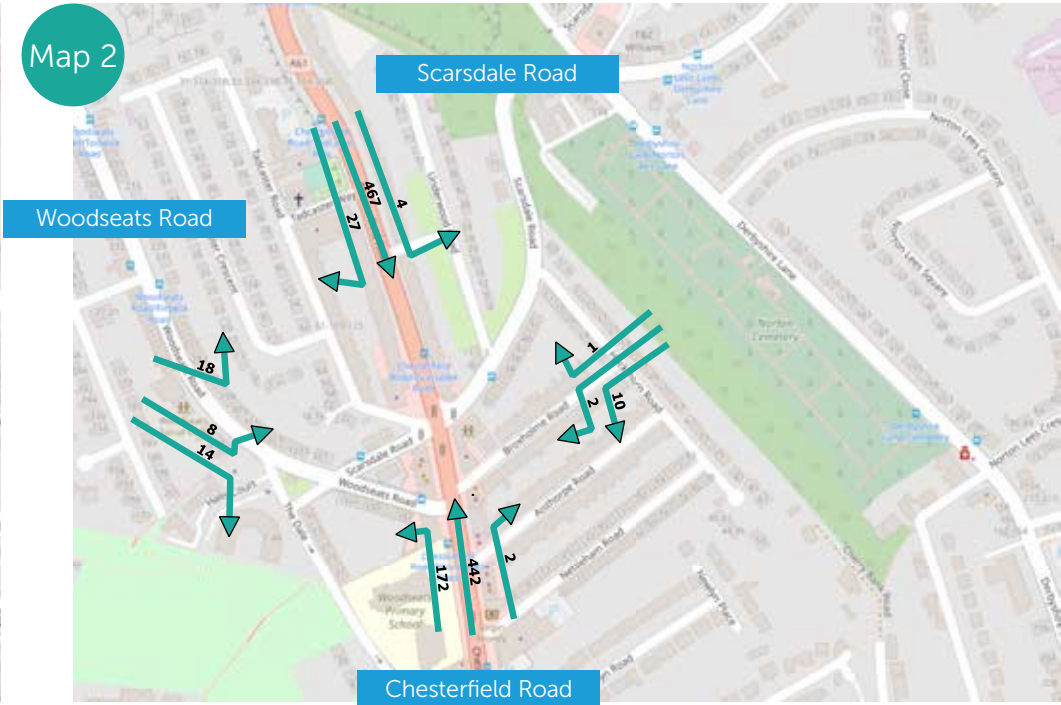
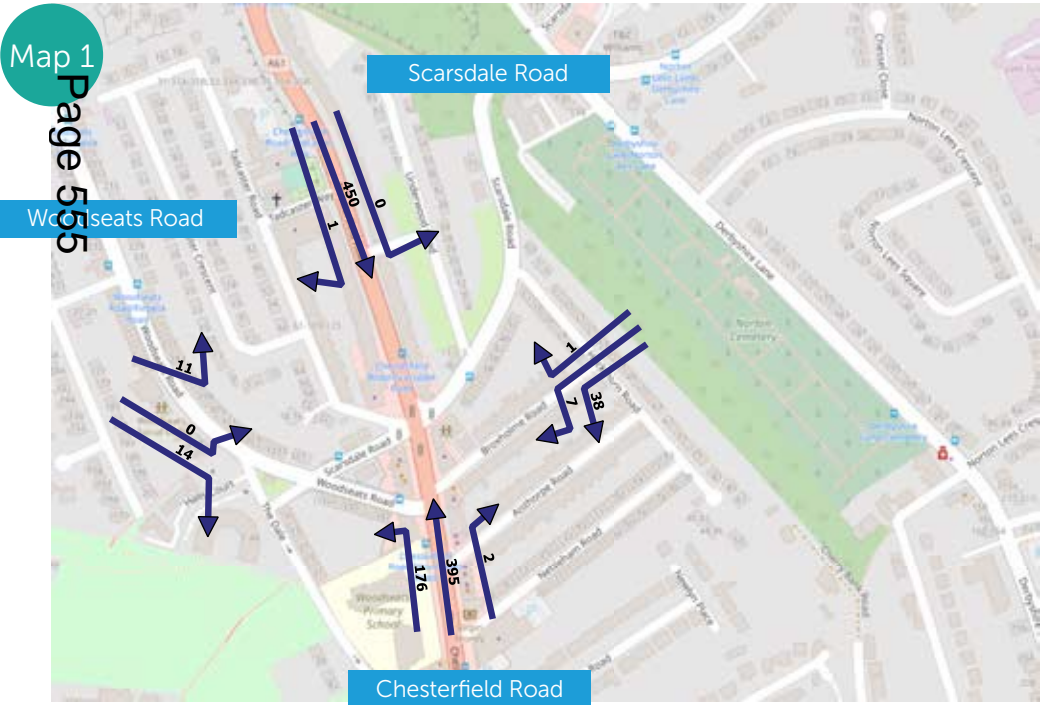
Key
 Direction and number of vehicles counted at junction in November 2022

Number of motor vehicles: Chesterfield Road / Woodseats Road evening traffic count

We counted the number of motor vehicles at the junction of Chesterfield Road and Woodseats 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

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

Number of motor vehicles travelling through the Chesterfield Road / Woodseats Road junction in the evening after the scheme (November 2022)



Key
 Direction and number of vehicles counted at junction in November 2021

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

Map 1
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Chesterfield Road / Woodseats Road junction data table

We counted the number of motor vehicles passing in and out of one arm of the junction of Chesterfield Road and Woodseats Road over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Cycle Route 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.

Woodseats 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	2373	2248	-5%	337	191	-43%	184	206	+12%
Out	600	517	-14%	36	45	+25%	110	99	-10%
Total	2973	2765	-7%	373	236	-37%	294	305	+4%

Number of motor vehicles: Chesterfield Road / Scarsdale Road 12 hour count

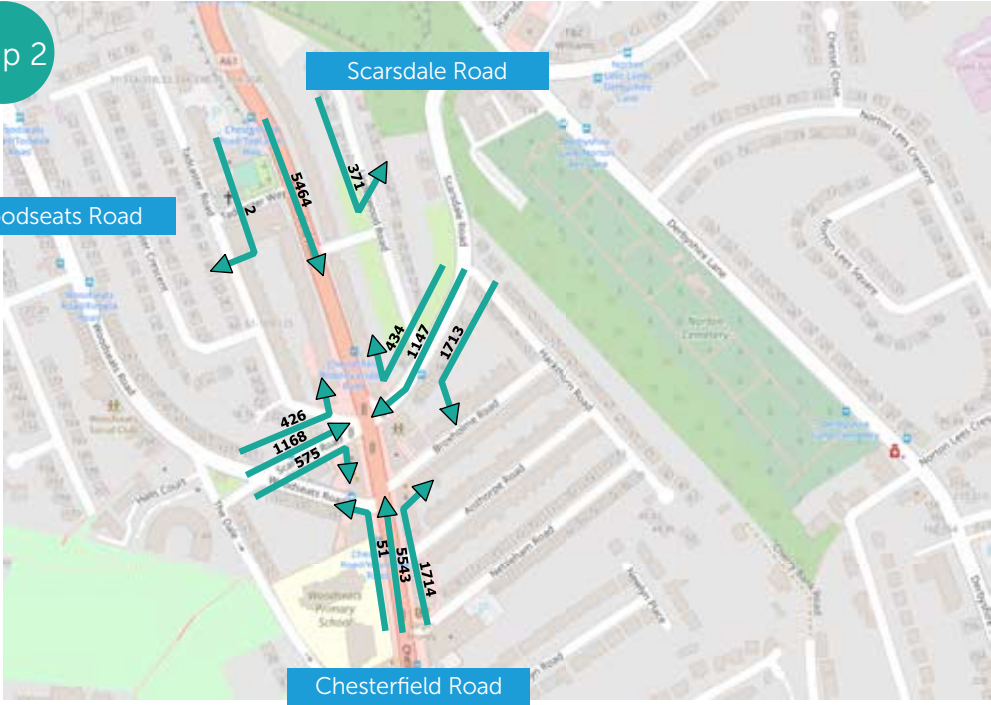
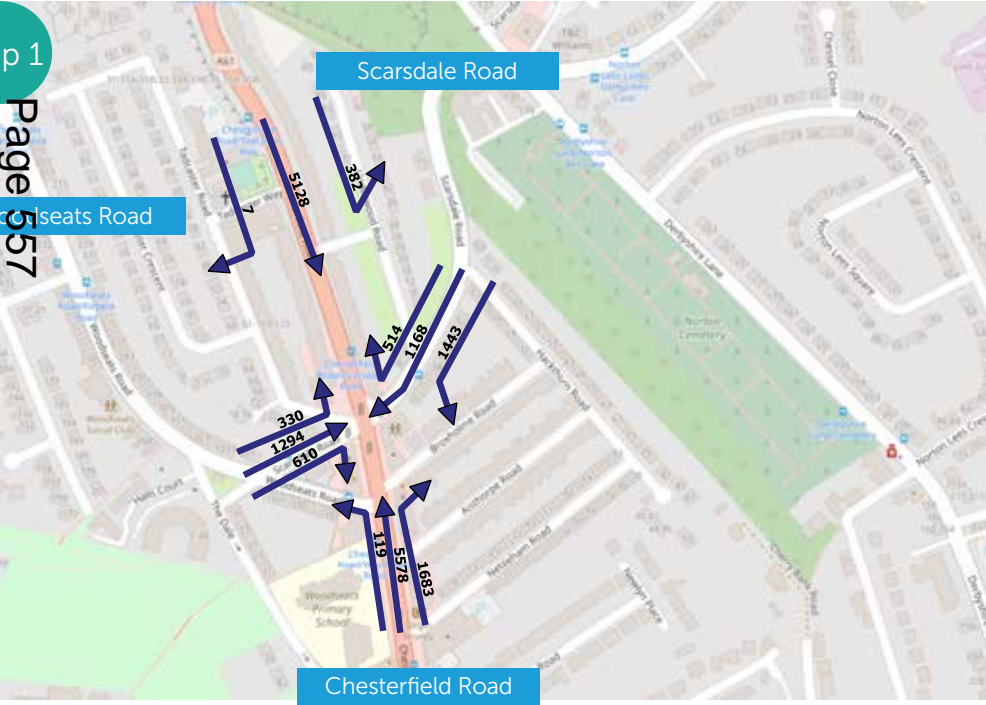
We counted the number of motor vehicles at the junction of Chesterfield Road and Scarsdale Road between 7am and 7pm. Map 1 shows the number of vehicles counted during the survey in November 2021. Map 2 shows the number of vehicles counted during the survey in November 2022. The arrows show the direction of travel of the vehicles we counted.

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

Number of motor vehicles travelling through the Chesterfield Road / Scarsdale Road junction after the scheme (November 2022)

Map 1

Map 2



Key

Key

➡ Direction and number of vehicles counted at junction in November 2021

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

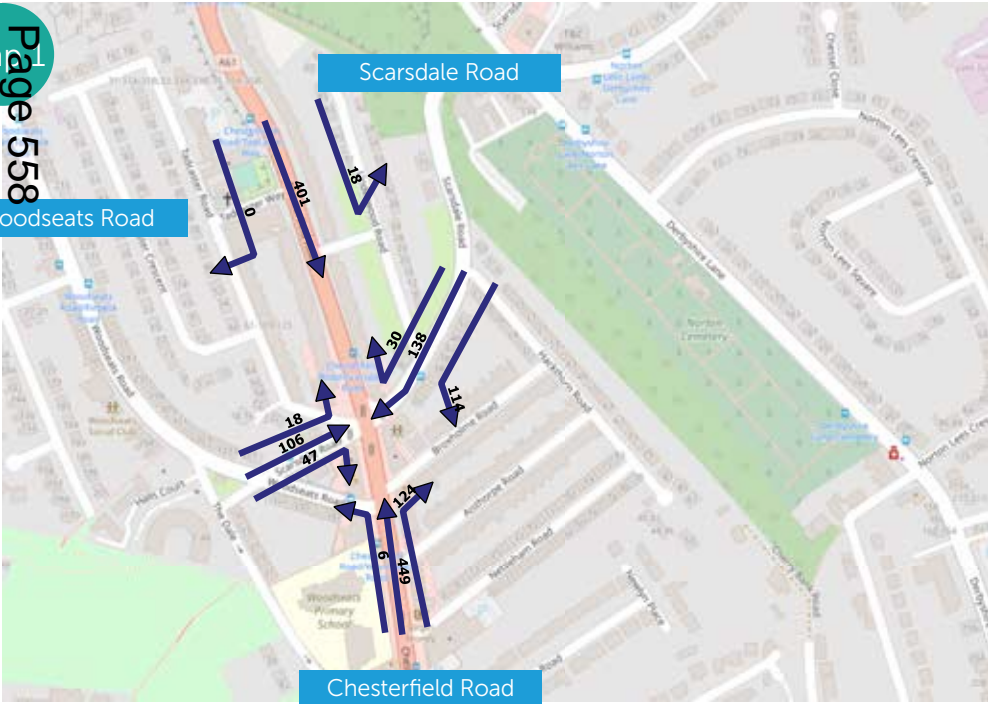
Number of motor vehicles: Chesterfield Road / Scarsdale Road morning traffic count

We counted the number of motor vehicles at the junction of Chesterfield Road and Scarsdale 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

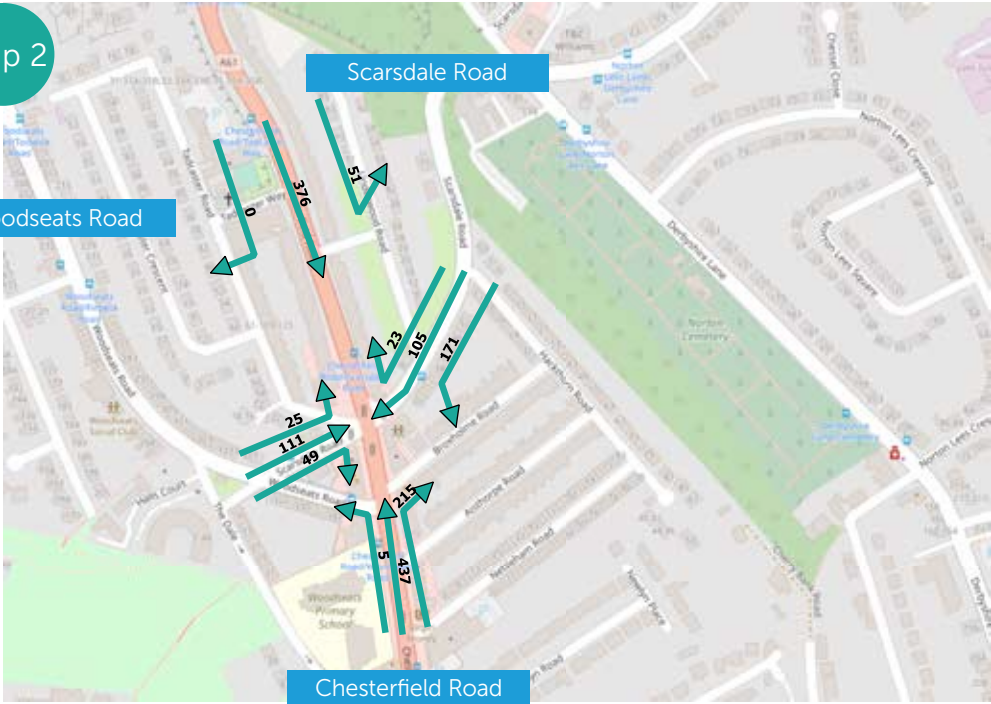
Number of motor vehicles travelling through the Chesterfield Road / Scarsdale Road junction in the morning before the scheme (November 2021)

Number of motor vehicles travelling through the Chesterfield Road / Scarsdale Road junction in the morning after the scheme (November 2022)

Map 1
Page 558



Map 2



Key

Key

➡ Direction and number of vehicles counted at junction in November 2021

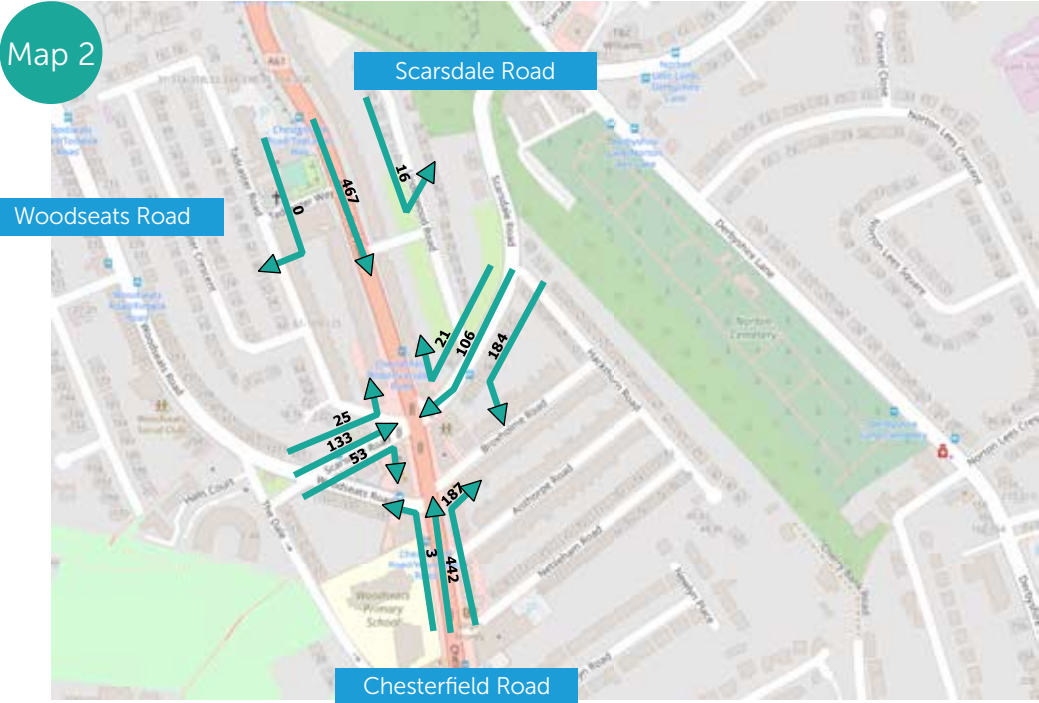
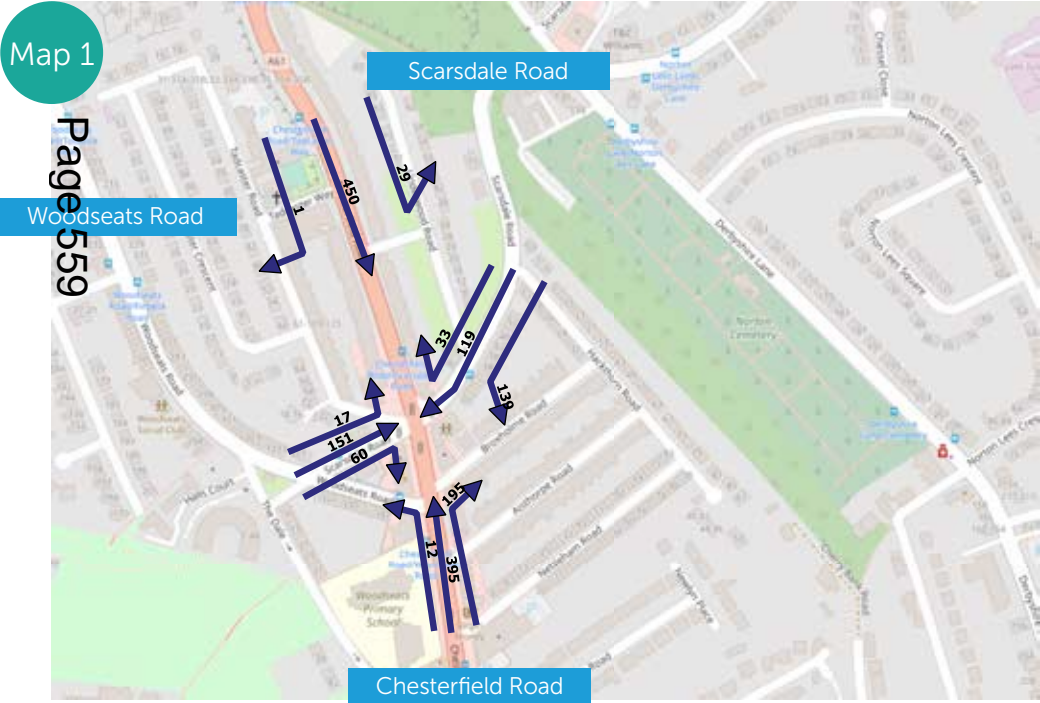
➡ Direction and number of vehicles counted at junction in November 2022

Number of motor vehicles: Chesterfield Road / Scarsdale Road evening traffic count

We counted the number of motor vehicles at the junction of Chesterfield Road and Scarsdale 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 November 2022. The arrows show the direction of travel of the vehicles we counted.

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

Number of motor vehicles travelling through the Chesterfield Road / Scarsdale Road junction in the evening after the scheme (November 2022)



Key
 Direction and number of vehicles counted at junction in November 2021

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

Map 1

Map 2

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Chesterfield Road / Scarsdale Road junction data table

We counted the number of motor vehicles passing in and out of one arm of the junction of Chesterfield Road and Scarsdale Road over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Cycle Route 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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Scarsdale Road (east) – 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	3610	3426	-5%	258	392	+52%	454	393	-13%
Out	3163	3422	+8%	282	312	+11%	291	319	-10%
Total	6773	6848	+1%	540	704	+30%	745	712	-4%

**CONNECTING
SHEFFIELD**
Better travel choices

Junction vehicle counts:
Shoreham Street / Cherry Street
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Sheaf Valley Cycle Route

Traffic Monitoring Data

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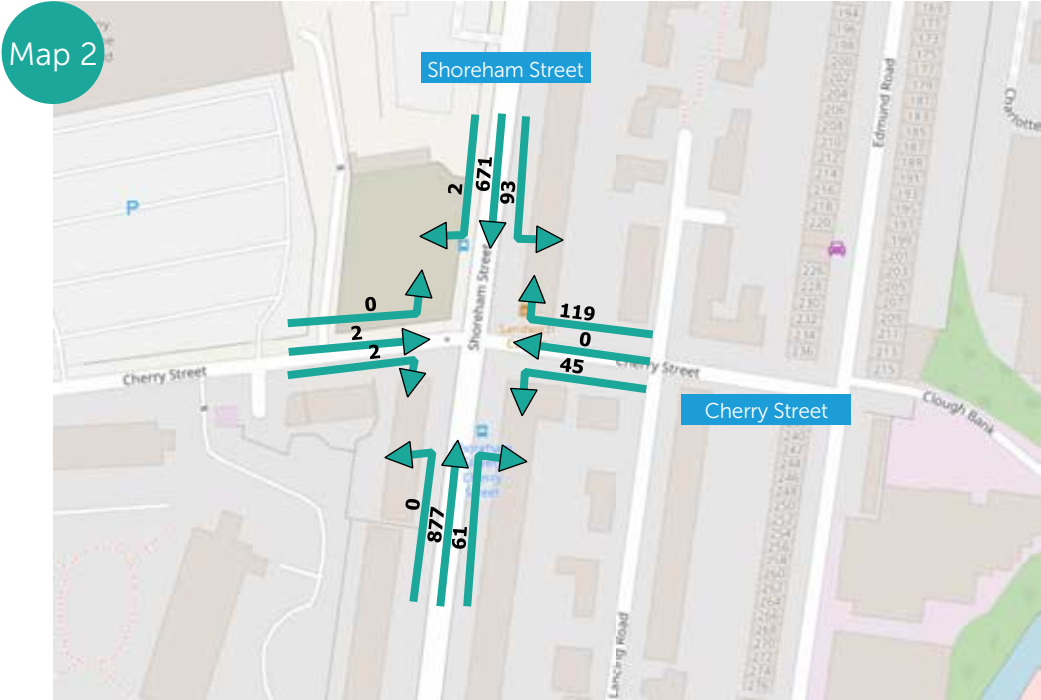
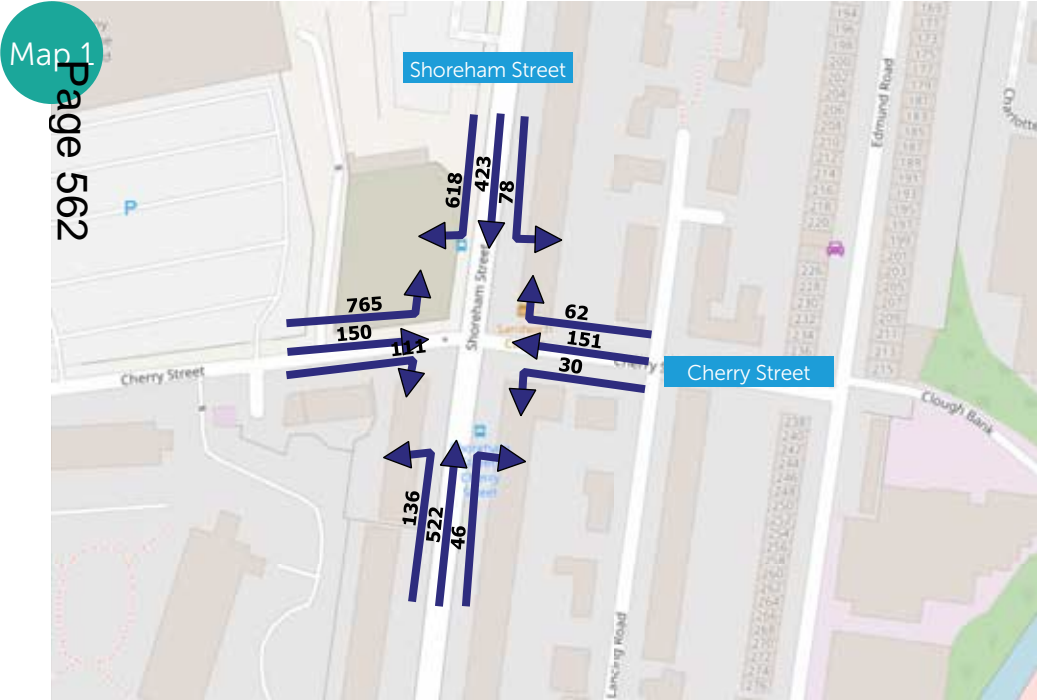


Number of motor vehicles: Shoreham Street / Cherry Street 12 hour count

We counted the number of motor vehicles at the junction of Shoreham Street and Cherry Street between 7am and 7pm. Map 1 shows the number of vehicles counted during the survey in June 2021. Map 2 shows the number of vehicles counted during the survey in June 2023. The arrows show the direction of travel of the vehicles we counted.

Number of motor vehicles travelling through the Shoreham Street / Cherry Street junction before the scheme (June 2021)

Number of motor vehicles travelling through the Shoreham Street / Cherry Street junction after the scheme (June 2023)



Key

Key

➡ Direction and number of vehicles counted at junction in June 2021

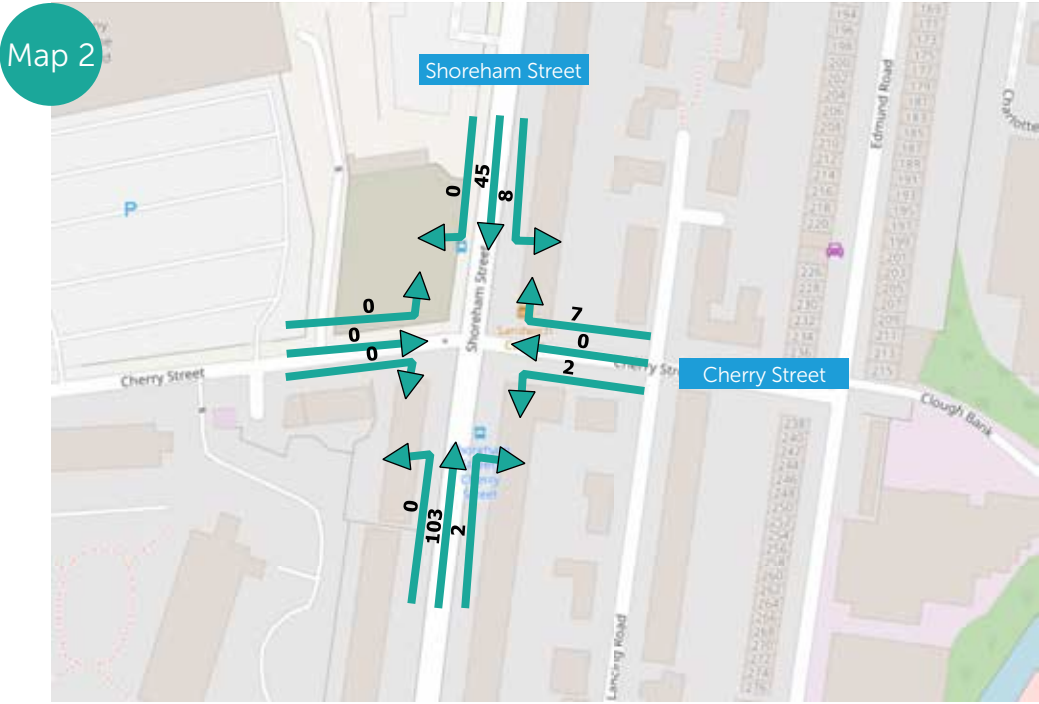
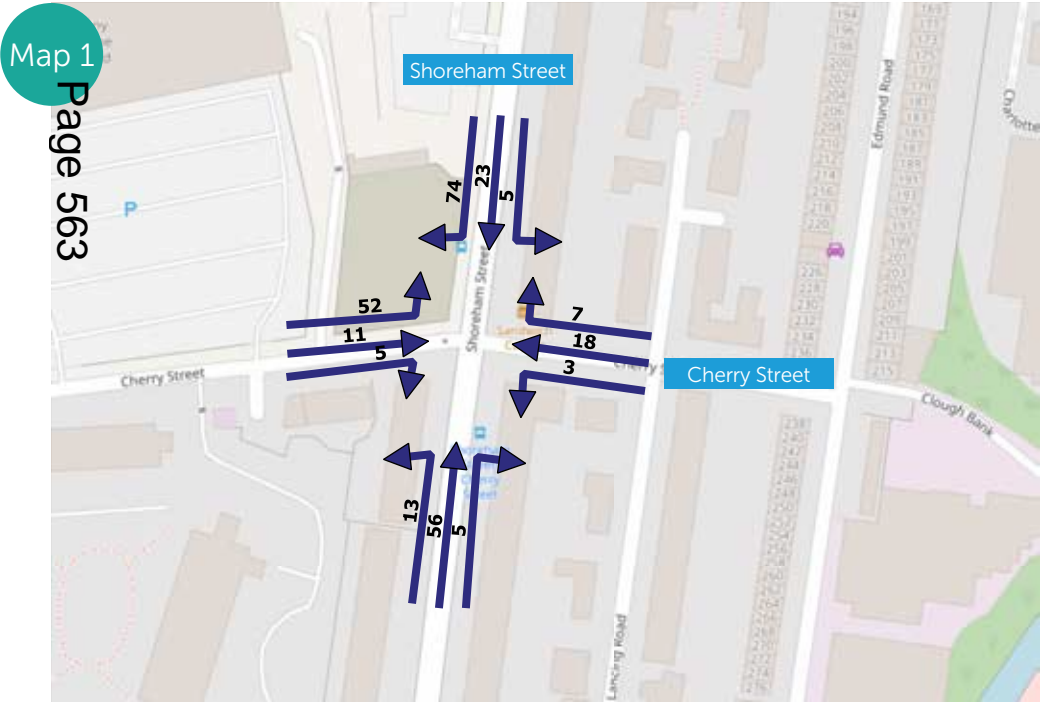
➡ Direction and number of vehicles counted at junction in June 2023

Number of motor vehicles: Shoreham Street / Cherry Street morning traffic count

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

Number of motor vehicles travelling through the Shoreham Street / Cherry Street junction in the morning before the scheme (June 2021)

Number of motor vehicles travelling through the Shoreham Street / Cherry Street junction in the morning after the scheme (June 2023)



Key
 Direction and number of vehicles counted at junction in June 2021

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

Map 1
Page 563

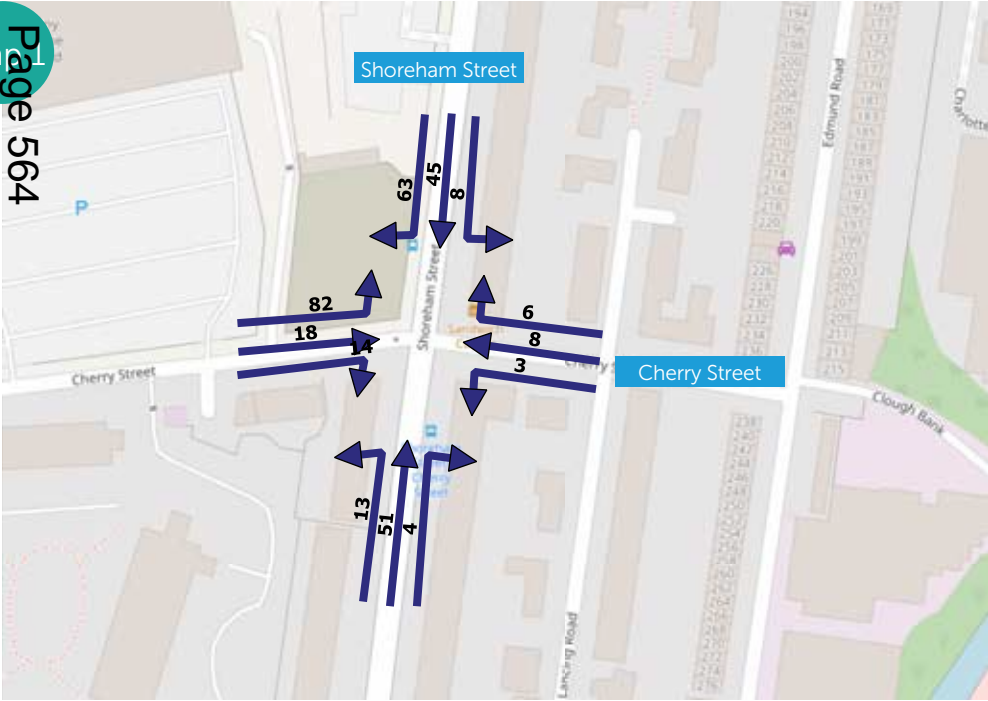
Number of motor vehicles: Shoreham Street / Cherry Street evening traffic count

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

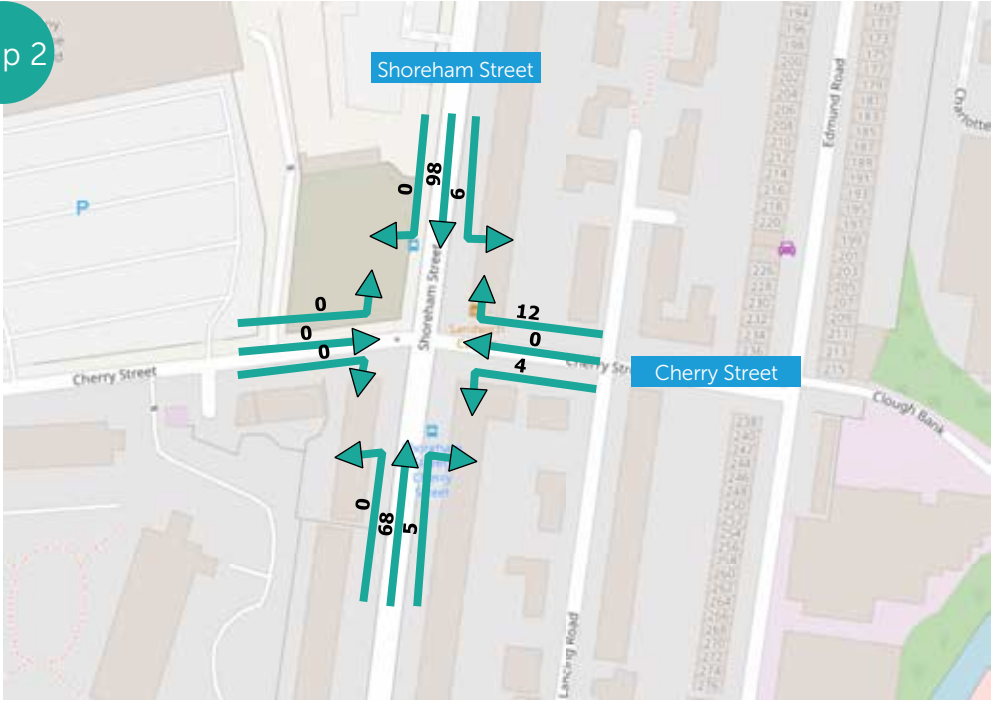
Number of motor vehicles travelling through the Shoreham Street / Cherry Street junction in the evening before the scheme (June 2021)

Number of motor vehicles travelling through the Shoreham Street / Cherry Street junction in the evening after the scheme (June 2023)

Map 1
Page 564



Map 2



Key

Key

➡ Direction and number of vehicles counted at junction in June 2021

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

Shoreham Street / Cherry Street junction data table

We counted the number of motor vehicles passing in and out of one arm of the junction of Shoreham Street and Cherry Street over a 12 hour period throughout the day, in the morning traffic peak and in the evening traffic peak, before and after the Cycle Route 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.

Shoreham Street (north) – 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	1349	996	-26%	115	110	-4%	139	80	-42%
Out	1119	766	-32%	102	53	-48%	116	104	-10%
Total	2468	1762	-29%	217	163	-25%	255	184	-28%

CONNECTING SHEFFIELD

Better travel choices

Journey Times –
Abbeydale Road
Section 7 of 9

Sheaf Valley Cycle Route

Traffic Monitoring Data

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Journey times – Introduction

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

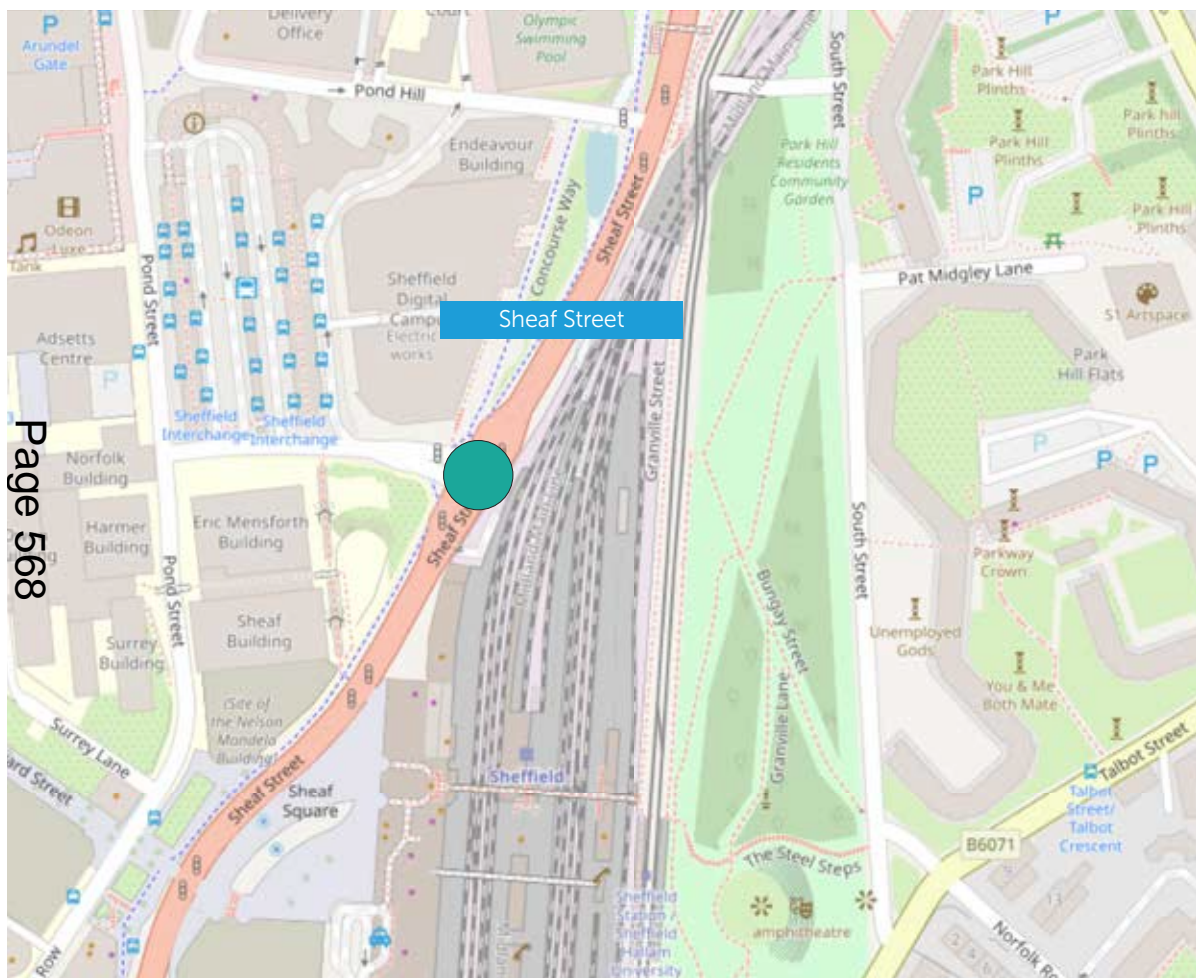
Journey time data was taken from black-box equipped motor vehicles as they travelled along the route, before and after the Sheaf Valley Cycle Route measures were put in place.

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 Cycle Route coming into effect took place in September-November 2021 and March-April 2022, while the data gathering after the Cycle Route 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.

These documents have been created to illustrate changes in travel before and after the Sheaf Valley Cycle Route 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



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We counted the number of motor vehicles passing through Sheaf Street before and after the implementation of the Sheaf Valley Cycle Route scheme.

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 Cycle Route 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 (number of motor vehicles)	40,558	39,852	-2%	38,823	39,743	2%

Abbeydale Road northbound

September - November 2021 to 2022

March - April 2022 to 2023

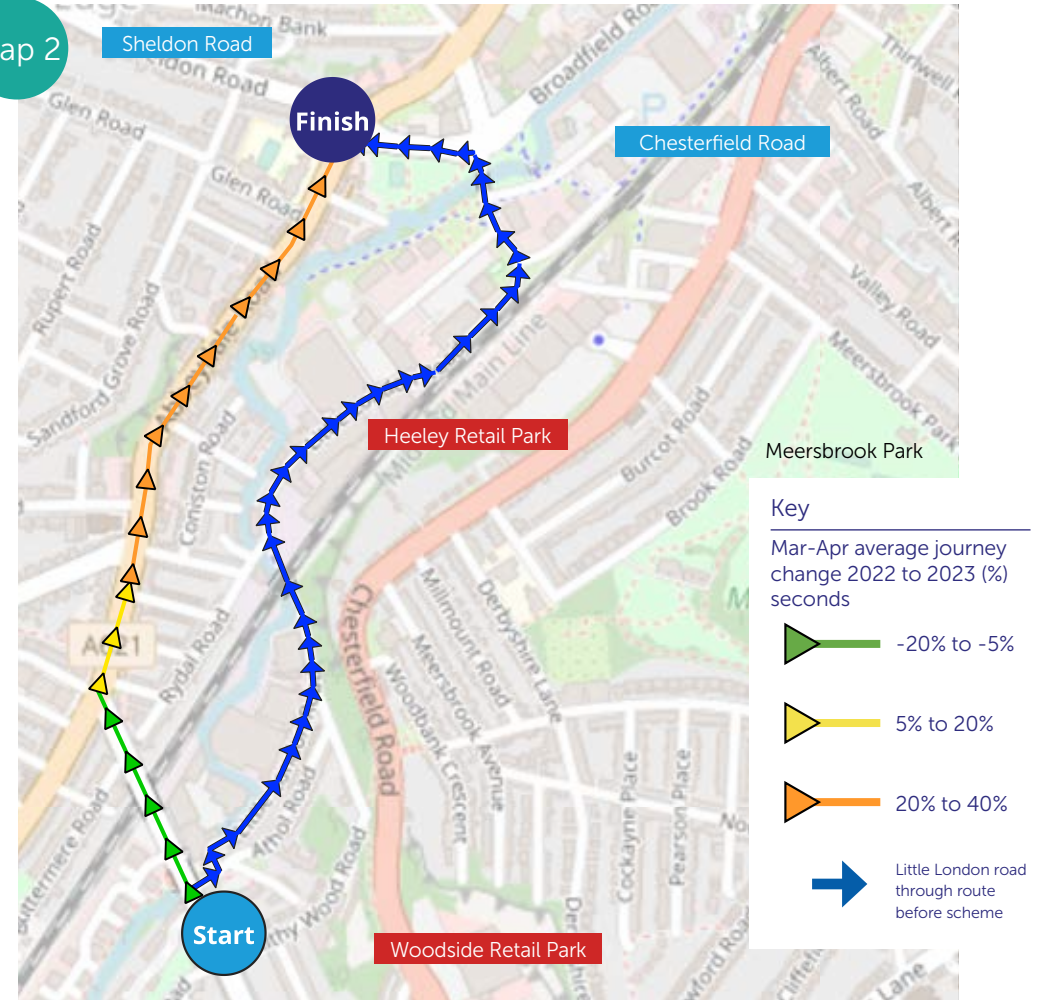
Map 1



Sep - Nov 2021 avg total journey time (mm:ss) Little London Road - (former through-route) 02:40
Abbeydale Road - 02:47

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

Map 2



Mar - Apr 2022 avg total journey time (mm:ss) Little London Road - (former through-route) 02:29
Abbeydale Road - 02:26

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 multi-coloured arrows show changes to the average journey time at each stage of the route, while the blue arrows show the previous route along Little London Road prior to the closure as part of the Sheaf Valley Cycle Route scheme. Data and an explanation can be found on the following page.

Abbeydale Road northbound - Journey times

We analysed data from two points before and after the Sheaf Valley Cycle Route came into effect in May 2022. This data shows the change in journey times for northbound journeys on Abbeydale Road. Looking at data from different times of the year helps to reduce the impacts of seasonal variance on journey times.

After the Sheaf Valley Cycle Route measures were put in place, the average journey time increased since the scheme was introduced, rising by 13% in the September-November months, and by 24% in the March-April months.

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

The changes in both the top 10% longest and shortest journeys also increased. The 10% longest journey times increased by 13% in September-November and by 20% in March-April. The 10% shortest journey times increased by 3% in September-November and by 12% in March-April.

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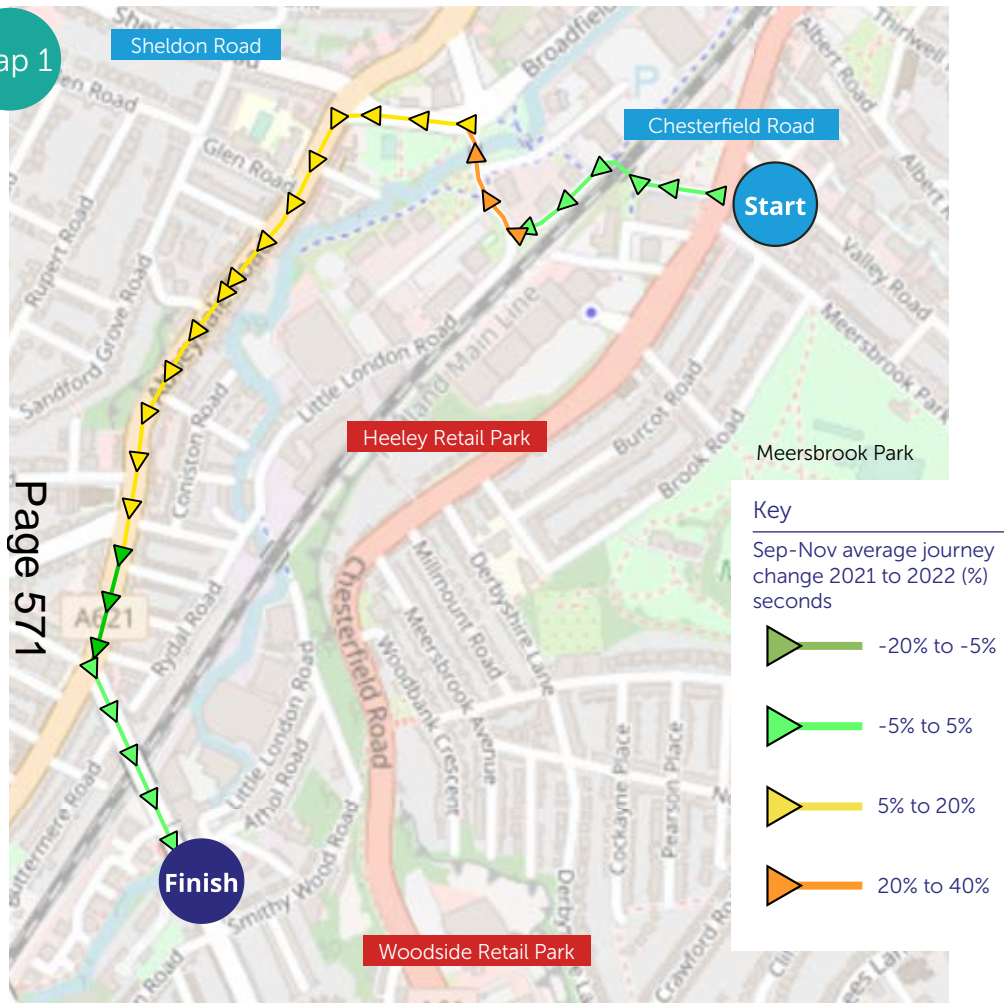
Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	02:47	03:09	+13%	02:26	03:01	+24%
10% shortest	01:42	01:45	+3%	01:35	01:46	+12%
10% longest	05:50	06:40	+13%	05:00	05:59	+20%

Abbeydale Road southbound

September - November 2021 to 2022

March - April 2022 to 2023

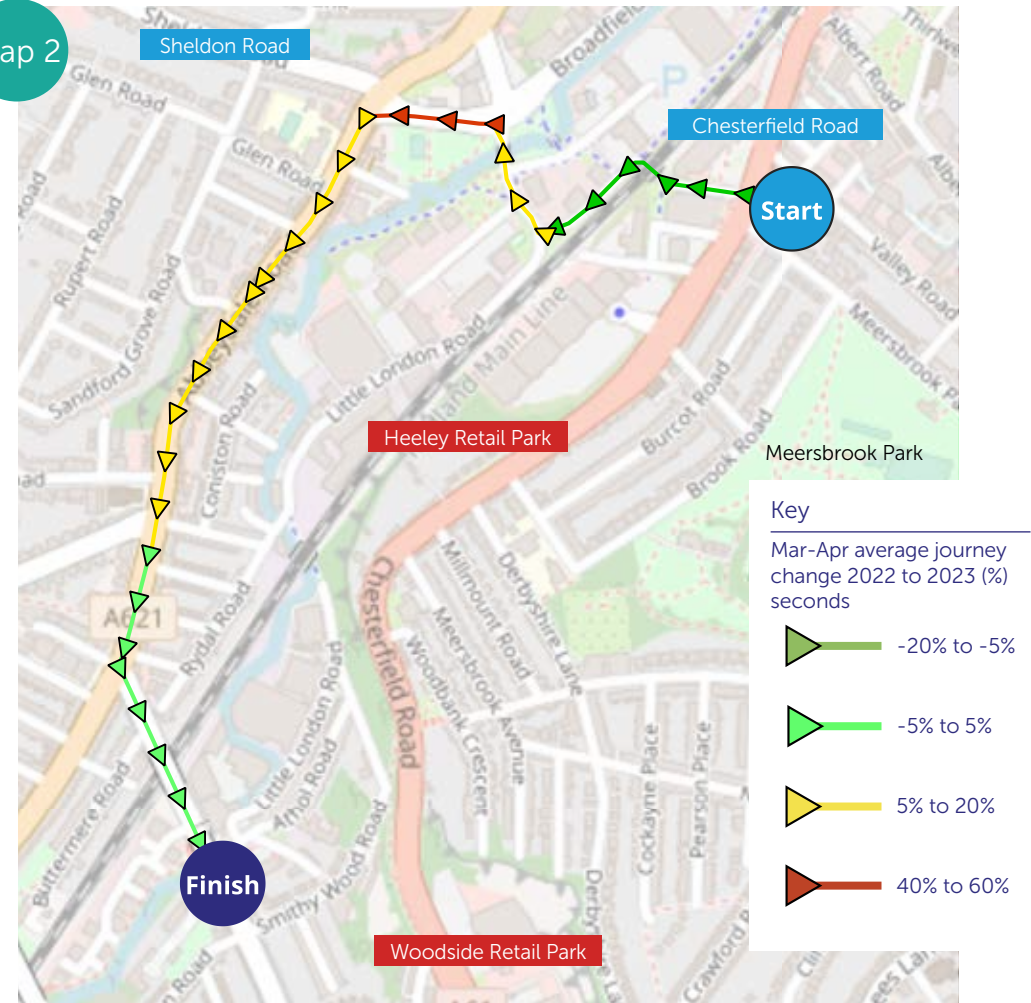
Map 1



Sep - Nov 2021 avg total journey time (mm:ss)
Abbeydale Road - 04:16

Sep - Nov 2022 avg total journey time (mm:ss)
Abbeydale Road - 04:36 (**8% increase**)

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Abbeydale Road - 03:58

Mar - Apr 2023 avg total journey time (mm:ss)
Abbeydale Road - 04:25 (**11% 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 multi-coloured arrows show changes to the average journey time at each stage of the route. Data and an explanation can be found on the following page.

Abbeydale Road southbound - Journey times

We analysed data from two points before and after the Sheaf Valley Cycle Route came into effect in May 2022. This data shows the change in journey times for southbound journeys on Abbeydale Road. Looking at data from different times of the year helps to reduce the impacts of seasonal variance on journey times.

After the Sheaf Valley Cycle Route measures were put in place, the average journey time increased throughout the year, rising by 8% in the September-November months, and 11% in the March-April months.

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

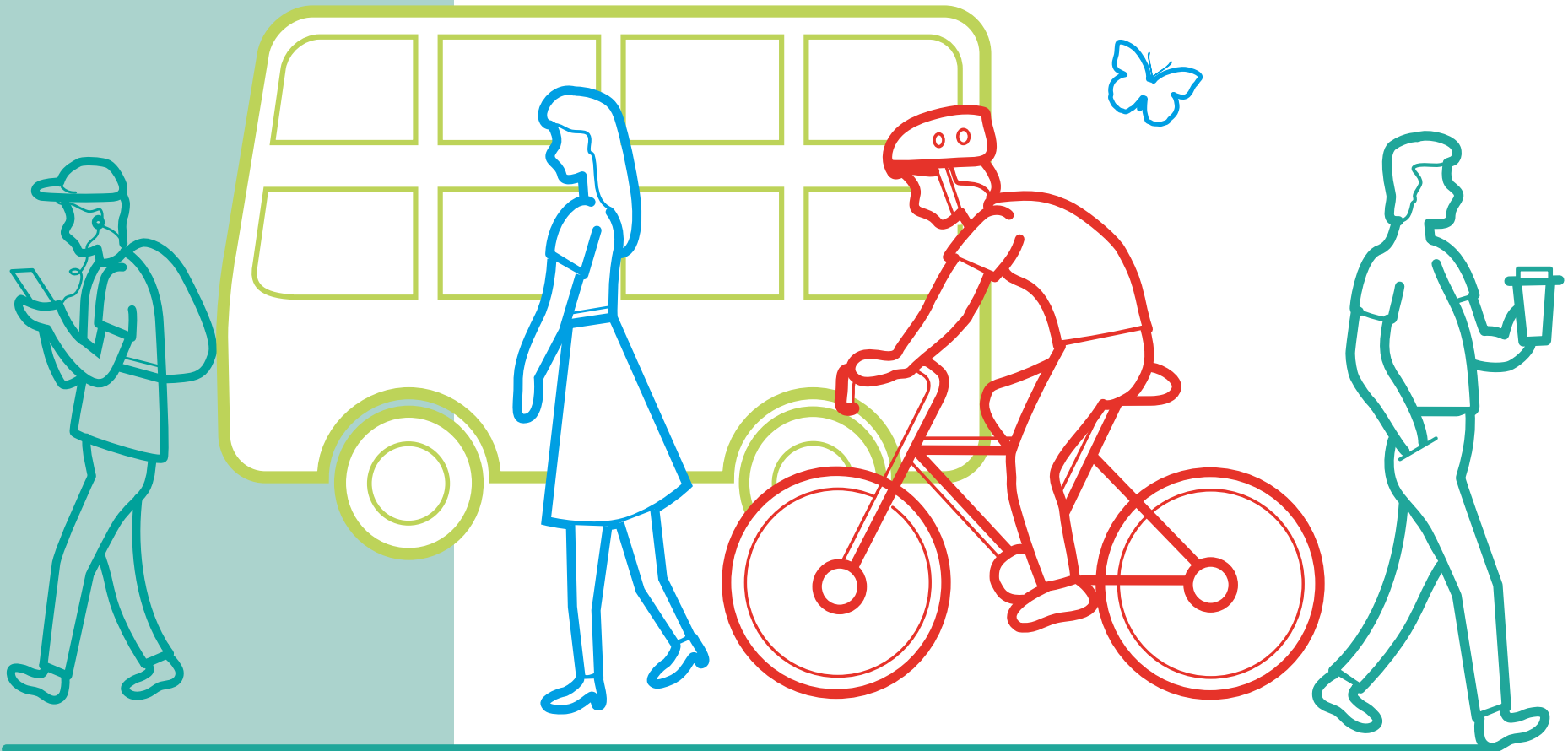
The 10% longest journey times increased by 28% in September-November and by 26% in March-April. The changes in the top 10% shortest journeys remained unchanged throughout the year.

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Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	04:16	04:36	+8%	03:58	04:25	+11%
10% shortest	02:45	02:44	-<1%	02:40	02:40	0%
10% longest	08:43	11:08	+28%	07:27	09:24	+26%

Sheaf Valley Cycle Route

Traffic Monitoring Data



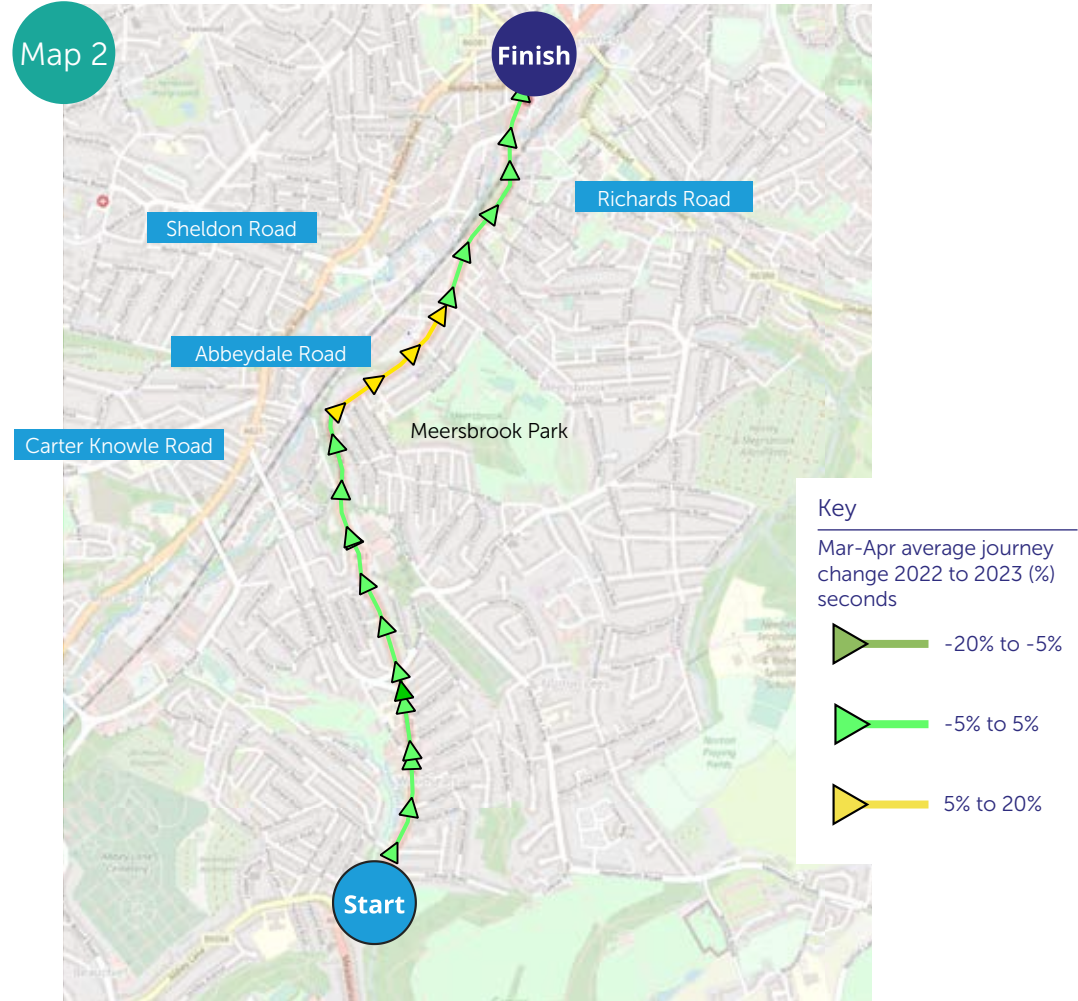
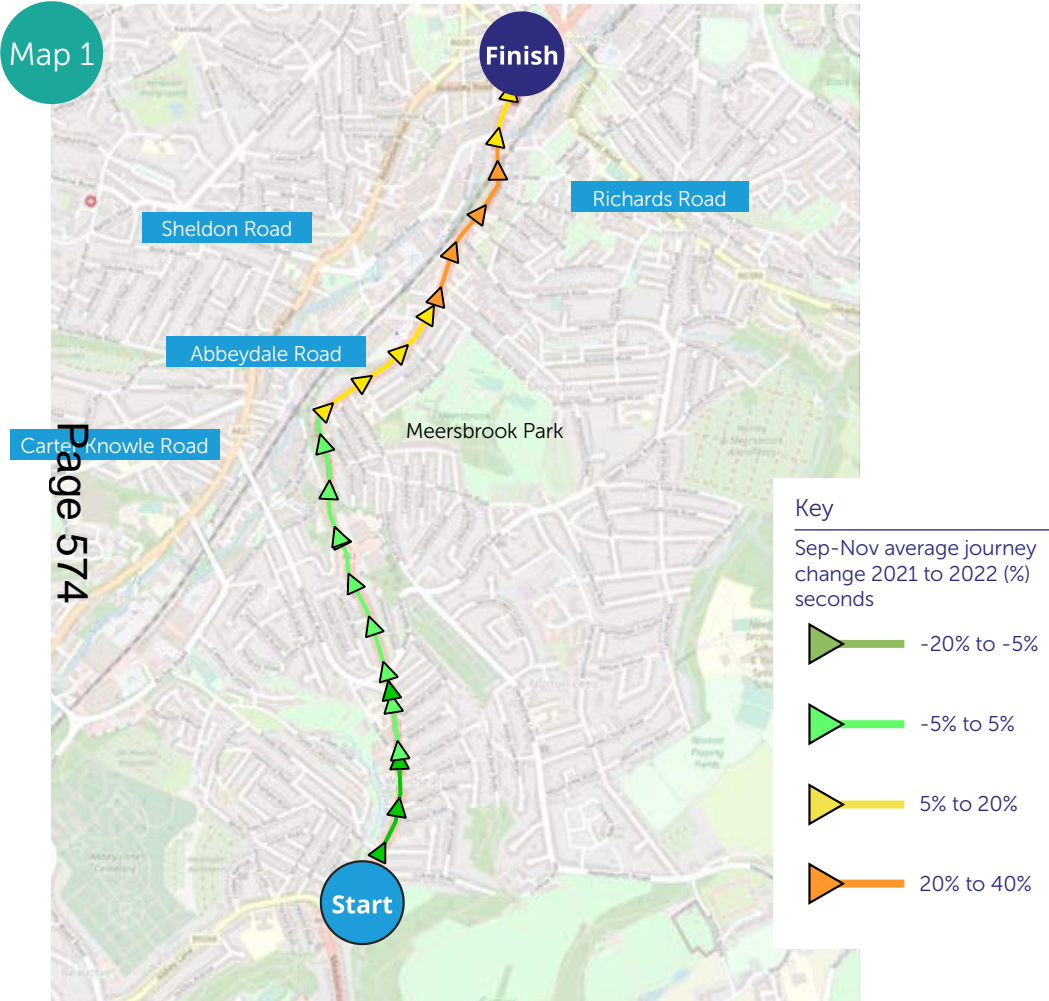
Chesterfield Road northbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1

Map 2



Sep - Nov 2021 avg total journey time (mm:ss)
Chesterfield Road - 06:10

Mar - Apr 2022 avg total journey time (mm:ss)
Chesterfield Road - 05:49

Sep - Nov 2022 avg total journey time (mm:ss)
Chesterfield Road - 06:34 **(6% increase)**

Mar - Apr 2023 avg total journey time (mm:ss)
Chesterfield Road - 06:02 **(4% increase)**

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

Chesterfield Road northbound - Journey times

We analysed data from two points before and after the Sheaf Valley Cycle Route came into effect in May 2022. This data shows the change in journey times for northbound journeys on Chesterfield Road. Looking at data from different times of the year helps to reduce the impacts of seasonal variance on journey times.

After the Sheaf Valley Cycle Route measures were put in place, the average journey time increased throughout the year, rising by 6% in the September-November months, and by 4% in the March-April months.

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

The changes in both the top 10% longest and shortest journeys also rose. The 10% longest journey times increased by 39% in September-November and by 18% in March-April. The 10% shortest journey times increased by 1% in September-November and by 5% 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	06:10	06:34	+6%	05:49	06:02	+4%
10% shortest	04:29	04:32	+1%	04:10	04:23	+5%
10% longest	09:28	13:07	+39%	08:44	10:17	+18%

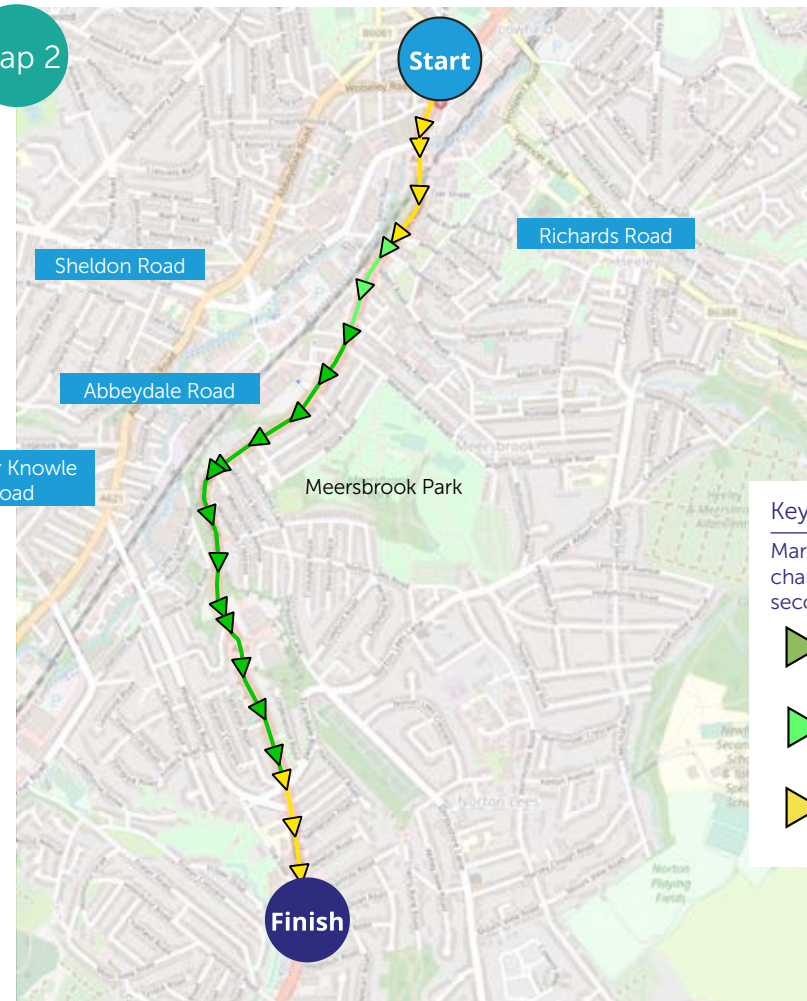
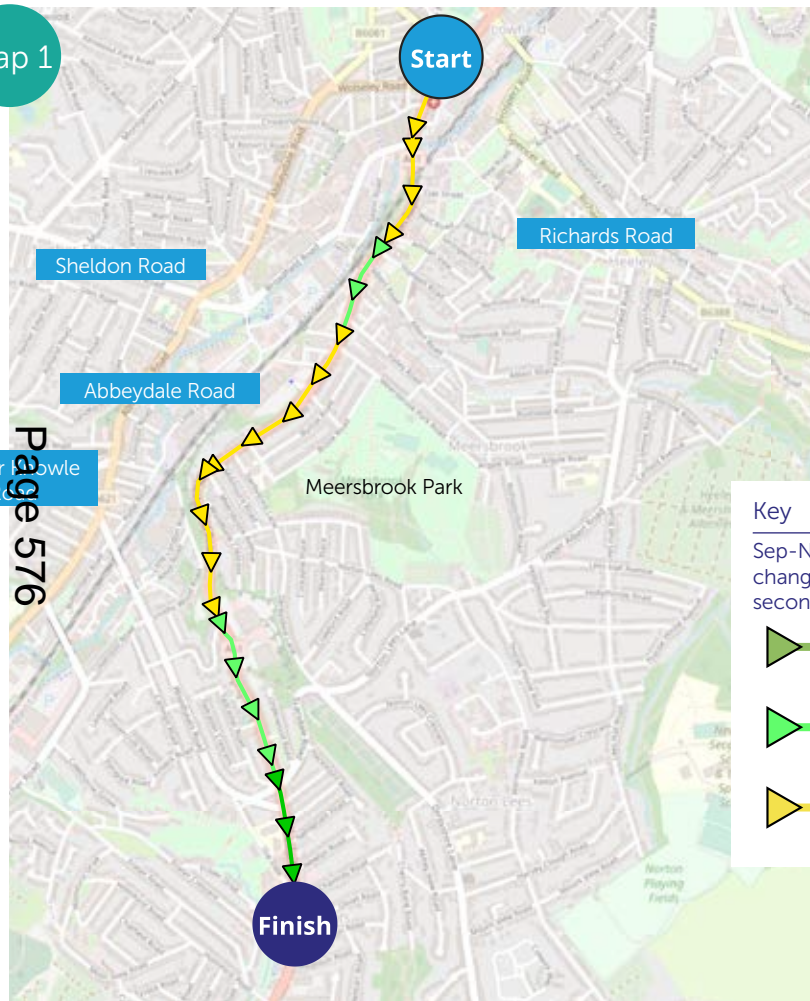
Chesterfield Road southbound

September - November 2021 to 2022

March - April 2022 to 2023

Map 1

Map 2



Sep - Nov 2021 avg total journey time (mm:ss)
Chesterfield Road - 05:50

Mar - Apr 2022 avg total journey time (mm:ss)
Chesterfield Road - 05:56

Sep - Nov 2022 avg total journey time (mm:ss)
Chesterfield Road - 06:12 **(6% increase)**

Mar - Apr 2023 avg total journey time (mm:ss)
Chesterfield Road - 05:48 **(2% decrease)**

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

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Carter Knowle Road

Chesterfield Road southbound - Journey times

We analysed data from two points before and after the Sheaf Valley Cycle Route came into effect in May 2022. This data shows the change in journey times for southbound journeys on Chesterfield Road. Looking at data from different times of the year helps to reduce the impacts of seasonal variance on journey times.

After the Sheaf Valley Cycle Route measures were put in place, the average journey time fluctuated throughout the year, rising by 6% in the September-November months, but decreasing by 2% in the March-April months.

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

The changes in both the top 10% longest and shortest journeys also fluctuated. The 10% longest journey times increased by 55% in September-November, but fell by 14% in March-April. The 10% shortest journey times increased by 5% in September-November, but remained unchanged in the March-April.

Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	05:50	06:12	+6%	05:56	05:48	-2%
10% shortest	03:54	04:06	+5%	03:55	03:55	0%
10% longest	09:06	14:05	+55%	11:50	10:10	-14%

**CONNECTING
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Better travel choices

Journey Times –
Broadfield Road
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Sheaf Valley Cycle Route

Traffic Monitoring Data

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Broadfield Road northbound

September - November 2021 to 2022

March - April 2022 to 2023

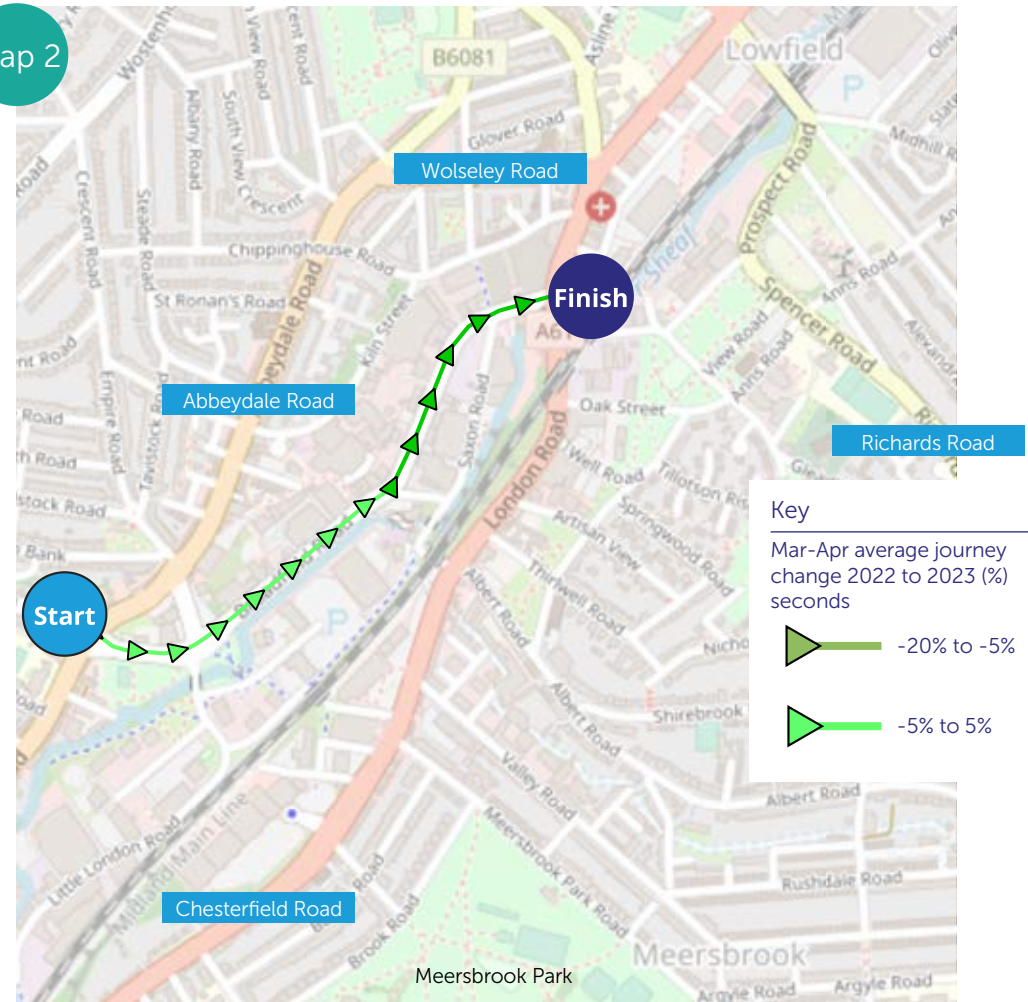
Map 1



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

Sep - Nov 2022 avg total journey time (mm:ss)
Broadfield Road - 02:13 (**11% increase**)

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Broadfield Road - 02:20

Mar - Apr 2023 avg total journey time (mm:ss)
Broadfield Road - 02:12 (**5% decrease**)

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

Broadfield Road northbound - Journey times

We analysed data from two points before and after the Sheaf Valley Cycle Route came into effect in May 2022. This data shows the change in journey times for northbound journeys on Broadfield Road. Looking at data from different times of the year helps to reduce the impacts of seasonal variance on journey times.

After the Sheaf Valley Cycle Route measures were put in place, the average journey time fluctuated throughout the year, rising by 11% in the September-November months, but decreasing by 5% in the March-April months.

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

The changes in both the top 10% longest and shortest journeys also fluctuated. The 10% longest journey times increased by 5% in September-November, but fell by 2% in March-April. The 10% shortest journey times remained unchanged in September-November, but increased by 11% in March-April.

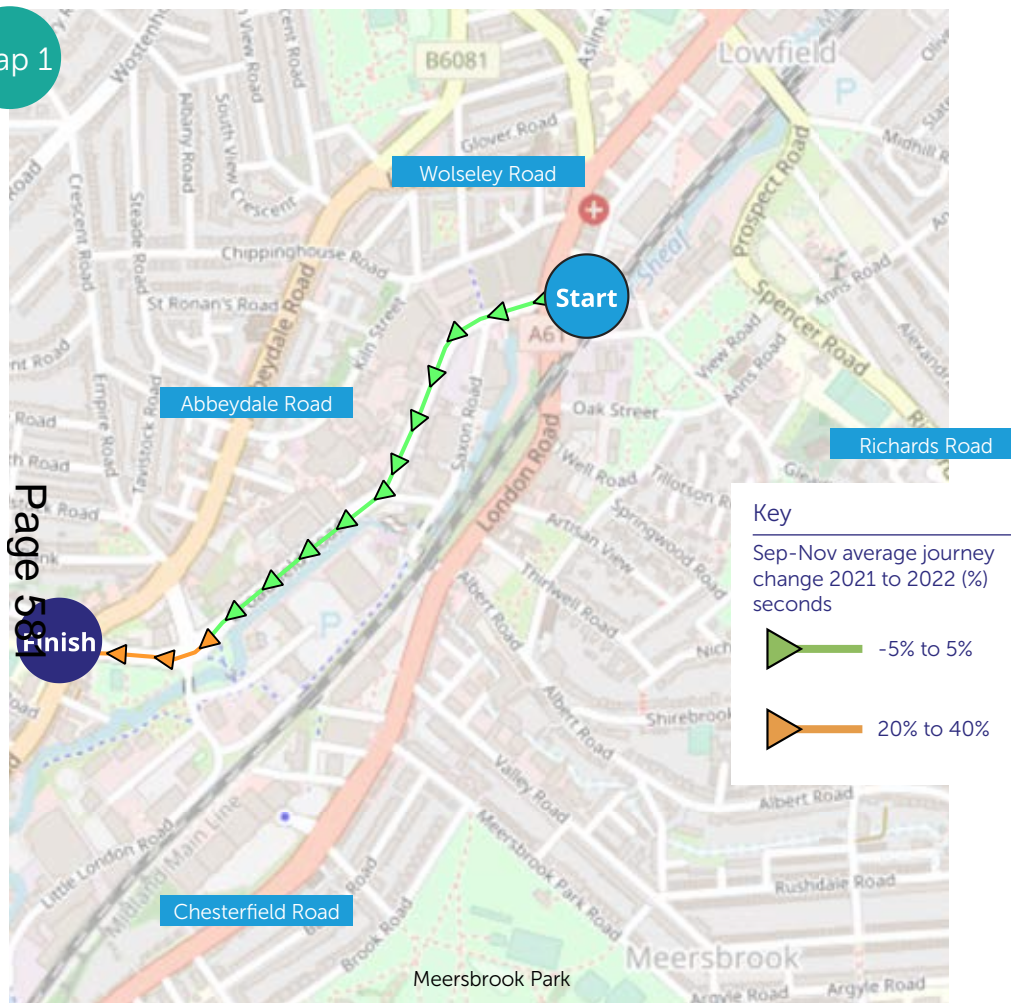
Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	02:00	02:13	+11%	02:20	02:12	-5%
10% shortest	01:15	01:15	0%	01:14	01:22	+11%
10% longest	03:37	03:48	+5%	04:19	04:15	-2%

Broadfield Road southbound

September - November 2021 to 2022

March - April 2022 to 2023

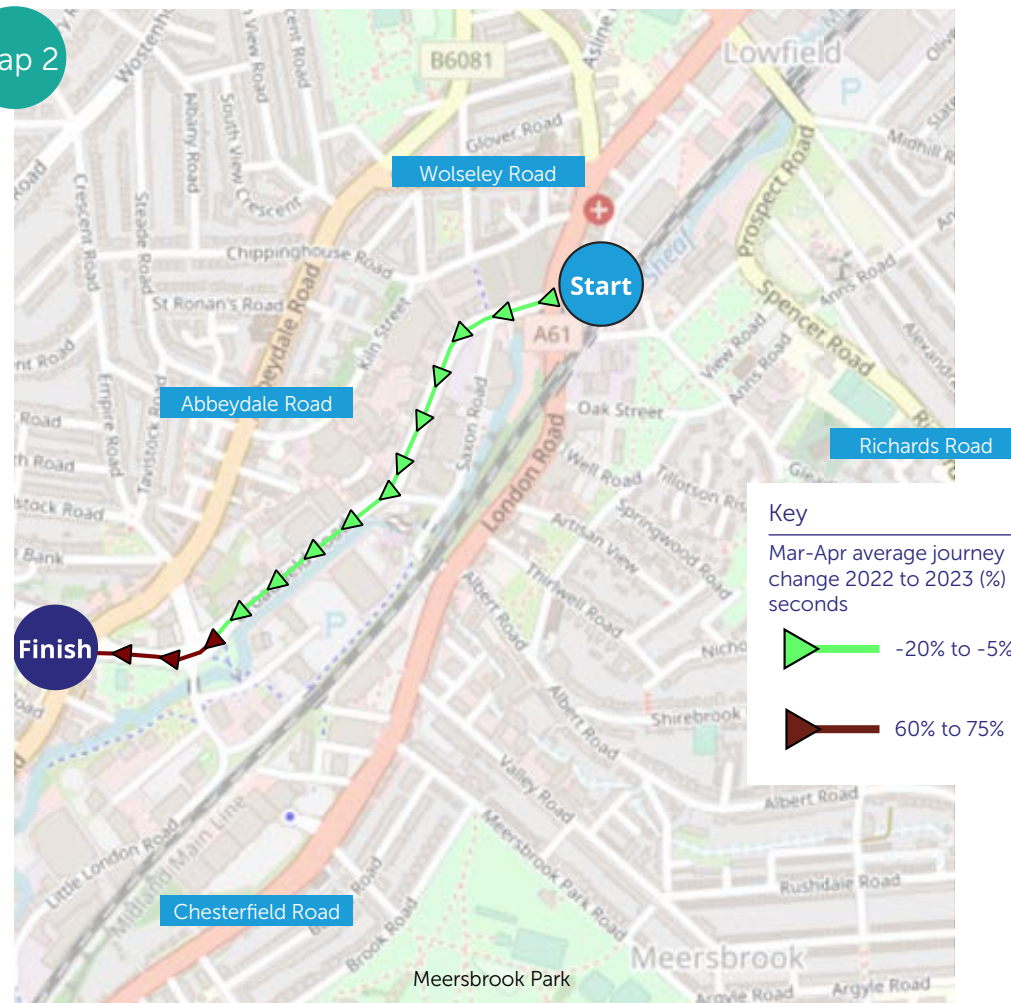
Map 1



Sep - Nov 2021 avg total journey time (mm:ss)
Broadfield Road - 01:52

Sep - Nov 2022 avg total journey time (mm:ss)
Broadfield Road - 02:09 (**15% increase**)

Map 2



Mar - Apr 2022 avg total journey time (mm:ss)
Broadfield Road - 01:45

Mar - Apr 2023 avg total journey time (mm:ss)
Broadfield Road - 02:09 (**23% increase**)

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

Broadfield Road southbound - Journey times

We analysed data from two points before and after the Sheaf Valley Cycle Route came into effect in May 2022. This data shows the change in journey times for southbound journeys on Broadfield Road. Looking at data from different times of the year helps to reduce the impacts of seasonal variance on journey times.

After the Sheaf Valley Cycle Route measures were put in place, the average journey time increased throughout the year, rising by 15% in the September-November months, and by 23% in the March-April months.

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

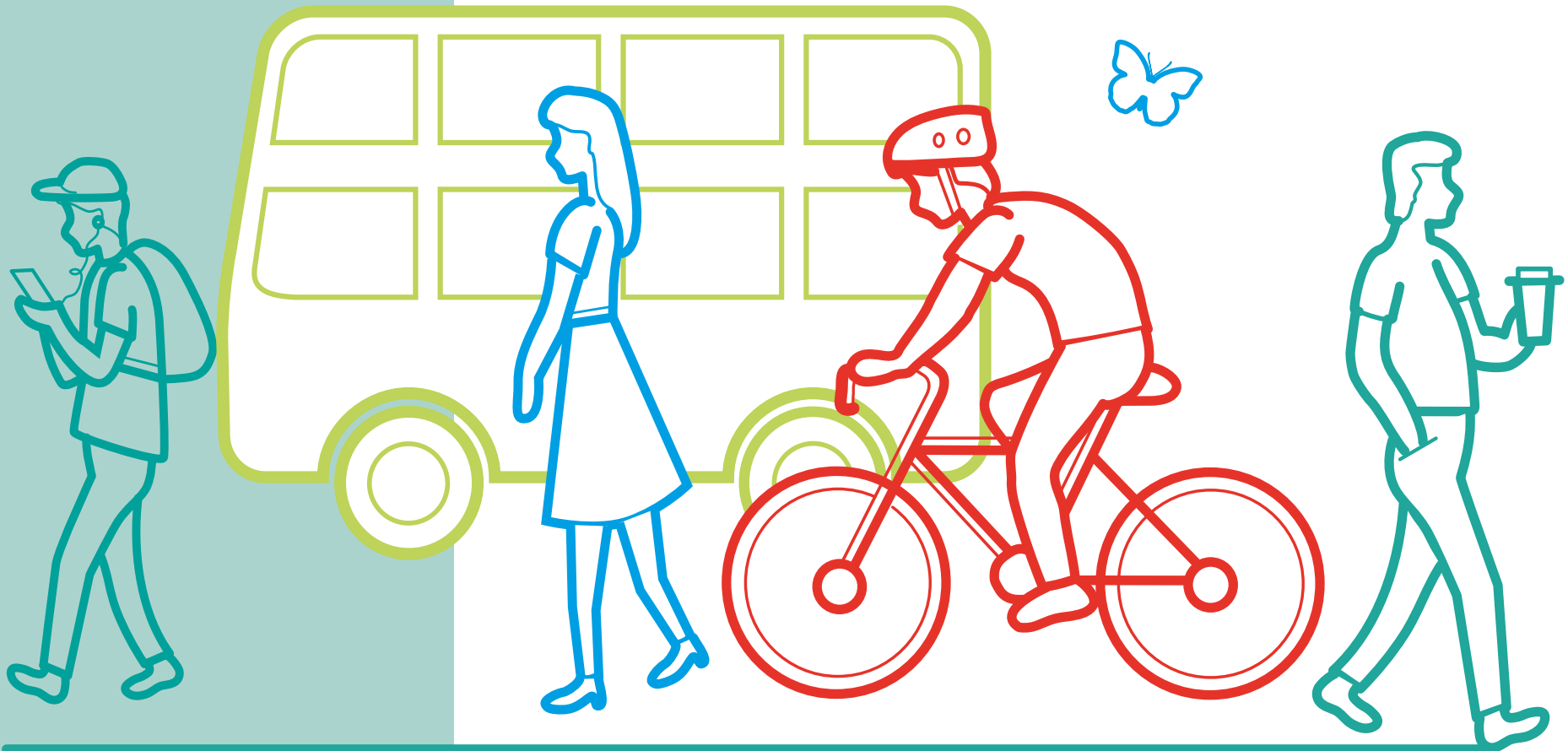
The changes in both the top 10% longest and shortest journeys also increased throughout the year. The 10% longest journey times increased by 41% in both month groups. The 10% shortest journey times increased by 3% in the September-November month groups, and by 13% in the March-April month groups.

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Journey time (mm:ss)	Sep-Nov 2021	Sep-Nov 2022	% change	Mar-Apr 2022	Mar-Apr 2023	% change
Average	01:52	02:09	+15%	01:45	02:09	+23%
10% shortest	01:17	01:19	+3%	01:15	01:25	+13%
10% longest	03:37	04:51	+41%	03:09	04:27	+41%

Sheaf Valley Cycle Route

Crime Data



| Crime data - Introduction

Alongside the traffic monitoring surveys which were conducted in the Sheaf Valley Cycle Route 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	Sheaf Valley Study Area		City Wide	
	June 2021 to April 2022	June 2022 to April 2023	June 2021 to April 2022	June 2022 to April 2023
Violence and sexual offences	484	412	19,646	19,967
Anti-social behaviour	281	252	9,960	9,031
Public order	183	151	5,729	6,113
Criminal damage and arson	151	134	5,758	5,754
Vehicle crime	137	167	4,331	4,975
Shoplifting	114	76	3,204	4,129
Burglary	109	118	3,984	3,907
Other theft	90	94	3,774	4,162
Drugs	66	44	1,512	1,622
Bicycle theft	39	18	503	399
Other crime	33	33	1,387	1,425
Possession of weapons	13	19	608	696
Robbery	9	12	645	662
Theft from the person	6	8	559	635
Total	1715	1538 (-10%)	61,600	63,477 (+3%)

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