**APPENDIX A**

**School Streets trials Traffic Monitoring**

**Pedestrian / cycling / vehicle activity (measured by counts)**

Pedestrian and cycle activity counts and vehicle volume counts are being regularly undertaken at the sites. The pedestrian and cycle counts are taken at a mid-point in the scheme and repeat counts are undertaken at the same points for consistency. Both a weekday and weekend day are surveyed between 7am and 7pm to cover the busy periods. Surveys are undertaken by recording CCTV footage during the period of observation and later analysed by the survey company at their premises. Automatic traffic counters have also been used at each site to monitor traffic flows over the period of a week and calculate the average volume of daily vehicular traffic flow. The dates for data collection are as follows:

|  |  |
| --- | --- |
| CCTV counts* 19th August 2020
* 16th September 2020
* 14th October 2020
* 11th November 2020
* 9th December 2020
* 20th January 2021
* 7th July 2021
 | Automatic traffic counters* 8th – 14th July 2020
* 16th – 22nd September 2020
* 12th – 18th October 2020
* 7th – 13th November 2020
* 6th – 12th December 2020
* 18th – 24th January 2021
* 5th – 11th July 2021
 |

The surveys were undertaken at the following locations as follows:

* Sylvia Avenue - east of Lyndon Avenue (SS-01)
* Sylvia avenue – north of Colburn Avenue (SS-01)
* Drake Road – east of Kings Road (SS-02)
* Drake Road – west of Alexandra Avenue (SS-02)
* Ravenswood Crescent – east of Kings Road (SS-02)
* Marlborough Hill – west of Badminton Close (SS-03)
* Marlborough Hill – east of Harrow View (SS-03)
* Burnell Gardens – south of Crowshott Avenue (SS-04)
* Thistlecroft Gardens – south of Crowshott Avenue (SS-04)

The table below gives details of the pedestrian, cycle and vehicle counts undertaken at the survey points. The shaded rows indicate when a lockdown was in force.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Morning** | **SS-01** **Grimsdyke** **School** | **SS-02****Newton Farm** **School** | **SS-03****Marlborough School** | **SS-04** **Park High** **School** |
| Pedestrians | Cyclists | Vehicles  | Pedestrians  | Cyclists | Vehicles | Pedestrians | Cyclists | Vehicles | Pedestrians | Cyclists | Vehicles |
| July / August | 12 | 5 | 125 | 35 | 1 | 161 | 175 | 11 | 306 | 11 | 0 | 74 |
| September | 874 | 3 | 159 | 398 | 15 | 254 | 1003 | 23 | 605 | 315 | 5 | 113 |
| October | 983 | 3 | 88 | 600 | 18 | 153 | 1087 | 13 | 365 | 48 | 2 | 77 |
| November | 1019 | 8 | 70 | 604 | 16 | 201 | 1113 | 12 | 258 | 297 | 7 | 68 |
| December | 961 | 8 | 71 | 584 | 10 | 195 | 994 | 10 | 337 | 192 | 3 | 78 |
| January | 143 | 3 | 76 | 88 | 2 | 95 | 205 | 3 | 256 | 33 | 0 | 56 |
| July  | 1022 | 13 | 82 | 678 | 25 | 276 | 1129 | 20 | 417 | 230 | 4 | 66 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Afternoon** | **SS-01** **Grimsdyke** **School** | **SS-02****Newton Farm** **School** | **SS-03****Marlborough School** | **SS-04** **Park High** **School** |
| Pedestrians | Cyclists | Vehicles  | Pedestrians  | Cyclists | Vehicles | Pedestrians | Cyclists | Vehicles | Pedestrians | Cyclists | Vehicles |
| July / August | 3 | 1 | 80 | 5 | 3 | 153 | 69 | 4 | 269 | 5 | 0 | 80 |
| September | 713 | 2 | 104 | 343 | 14 | 226 | 896 | 10 | 569 | 284 | 5 | 58 |
| October | 938 | 1 | 47 | 511 | 20 | 116 | 1060 | 6 | 299 | 32 | 4 | 49 |
| November | 963 | 3 | 65 | 531 | 11 | 171 | 1070 | 11 | 268 | 232 | 4 | 47 |
| December | 896 | 6 | 52 | 533 | 9 | 151 | 1063 | 7 | 283 | 161 | 6 | 43 |
| January | 196 | 2 | 34 | 87 | 1 | 80 | 181 | 3 | 250 | 21 | 2 | 55 |
| July | 1046 | 19 | 82 | 535 | 13 | 380 | 990 | 11 | 369 | 139 | 4 | 81 |

The counts in July / August reflect conditions prior to the schools opening, in September the conditions when the schools opened without a school streets scheme and thereafter the conditions with a school streets scheme operating up to December. The figures in the table that are shaded represent when the schools were open in the autumn term. The most recent survey was undertaken in July 2021.

The impact of the government restrictions on traffic levels were initially low in September with fewer restrictions in force, and became moderate in October under the three tier system and high during the second lockdown in November and then reduced to moderate again in December when the lockdown was eased.

The vehicle flows at all sites clearly show an increase in September when the schools opened with schemes in place and then a reduction from October when the school streets scheme were introduced. Significantly the volume of pedestrians has increased at primary school sites in conjunction with a reduction in vehicles since September. This is likely to be as a consequence of more local walking to school.

The impact on pedestrians has been less significant for the High school and it is likely that this is because a higher proportion of older students may already walk to school and there is less modal shift. It should be noted that in October not many pedestrians were recorded for Park High School because the school was not open to students on that particular survey date.

The volume of cyclists has remained low at all sites despite the introduction of the school streets. This is probably due to the schemes only improving conditions in the immediate vicinity of the school rather than over the whole of the route being used by cyclists between home and school. It is important to improve the whole journey experience in order to achieve a significant uptake in cycling. The weather conditions during autumn were also not favourable for cycling with more wet weather. This has changed in the summer (July 2021) at Grimsdyke school.