

<b>BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) <i>within</i> the School Street restriction</b>	<b>Change in cycle number counted</b>	<b>Change in traffic volume (AM)</b>	<b>Change in traffic volume (PM)</b>	<b>Change in traffic volume (AM+PM)</b>	<b>Change in traffic speed</b>
Campsbourne	189%	-23%	16%	-3%	-33%
Chestnuts	189%	-83%	-91%	-88%	73%
Coldfall	100%	-61%	-53%	-57%	3%
Earlsmead	30%	-46%	-42%	-44%	-1%
Highgate Primary and Blanche Neville School for the Deaf	860%	273%	169%	215%	-5%
Rokesley (Elmfield)	84%	-37%	0%	-20%	-5%
Rokesley (Hermiston)	145%	-21%	-13%	-17%	3%
St. Paul's	-20%	-77%	-69%	-74%	48%
Tiverton	363%	-22%	-83%	-66%	-20%
Welbourne	-79%	0%	-67%	-52%	17%
<b>Average</b>	<b>186%</b>	<b>-10%</b>	<b>-23%</b>	<b>-21%</b>	<b>8%</b>

Campsbourne School Automatic traffic counts Before vs After (SS Hours)	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - Nightingale Lane	54	156	548	422	564	652	1112	1074	18	12.1
before and after change in %		189%		-23%		16%		-3%		-33%
Non school street - Hawthorn Road	8	6	176	216	139	316	315	532	13.1	13.6
(% change)		-25%		23%		127%		69%		4%
In adjacent streets - Eastfield Road	15	56	112	290	139	440	251	730	13.1	14.7
(% change)		273%		159%		217%		191%		12%

**School Street operational time: 8:15-9:15am & 2:45-4:00pm**

**-Survey dates**

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Thursday 4th November to Wednesday 10th November 2021

*table above only reflect School Street hours, dose not include weekend traffic*

School Street has seen an increase in cycle users, AM traffic seems to have improved however the PM motorised traffic seems to have a slight increase.

Surrounding road have increased in vehicular activities, which may indicate some displacement traffic .

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street



Chestnut School Automatic traffic counts Before vs After (SS Hours)	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - ETHERLEY ROAD, SOUTH OF CONWAY ROAD before and after change in %	19	55 189%	29	5 -83%	47	4 -91%	76	9 -88%	6.86	11.9 73%
Non school street - ETHERLEY ROAD, NORTH OF CONWAY ROAD (% change)	71	6 -92%	192	278 45%	197	370 88%	389	648 67%	14.3	14.4 1%
In adjacent streets - CONWAY ROAD (% change)	79	179 127%	190	225 18%	175	267 53%	365	492 35%	12.5	12.6 1%

School Street operational time: 8:00-9:15am & 2:30-3:45pm

**-Survey dates**

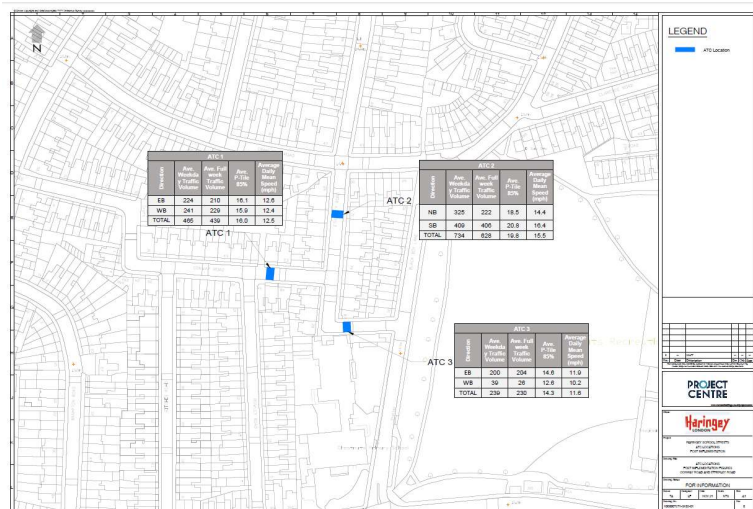
Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Thursday 4th November to Wednesday 10th November 2021

table above only reflect School Street hours, dose not include weekend traffic

The school street zone is split between two sections of Etherley Road, section south of Conway Road falls inside the school street has seen great benefits of Schools Street introduction. Cycle usage has also vastly improved, the open space reflects cyclist chose to avoid north of Conway Road.

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Coldfall Primary Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM - Before	Traffic volume AM - After	Traffic volume PM - Before	Traffic volume PM - After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - Coldfall Avenue	4	8	105	41	91	43	196	84	14.1	14.5
before and after change in %		100%		-61%		-53%		-57%		3%
Non school street - Everington Road (% change and actual number)	12	36	422	965	163	1272	585	2237	15.3	15.1
		200%		129%		680%		282%		-1%

**School Street operational time: 8:00-9:30am & 2:30-4:00pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

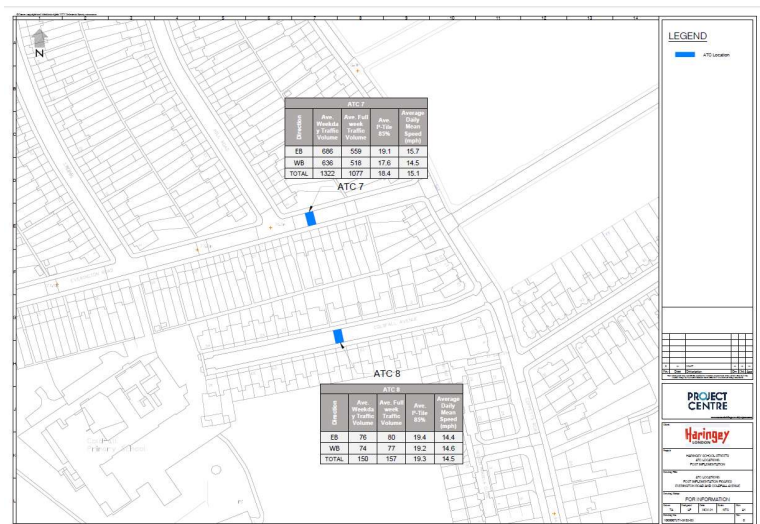
After: Thursday 4th November to Wednesday 10th November 2021

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The traffic on the Coldfall Avenue has seen a good decrease during the school street operational times, however this is reflected by an increase in vehicular activity on Everington Road.

Both streets have school entrances, therefore Everington Road will require further review for school traffic management.

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Earlsmead Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - Walton Road	20	26	209	112	260	151	469	263	13.7	13.5
before and after change in %		30%		-46%		-42%		-44%		-1%
Non school street - Harold Road	51	56	205	434	342	544	547	978	16.1	18.1
(% change and actual number)		10%		112%		59%		79%		12%
Non school street - Wakefield Road	129	161	1159	1816	1351	1993	2510	3809	13.3	13.1
(% change and actual number)		25%		57%		48%		52%		-2%

**School Street operational time: 8:30-9:30am & 2:45-3:45pm**

-Survey dates

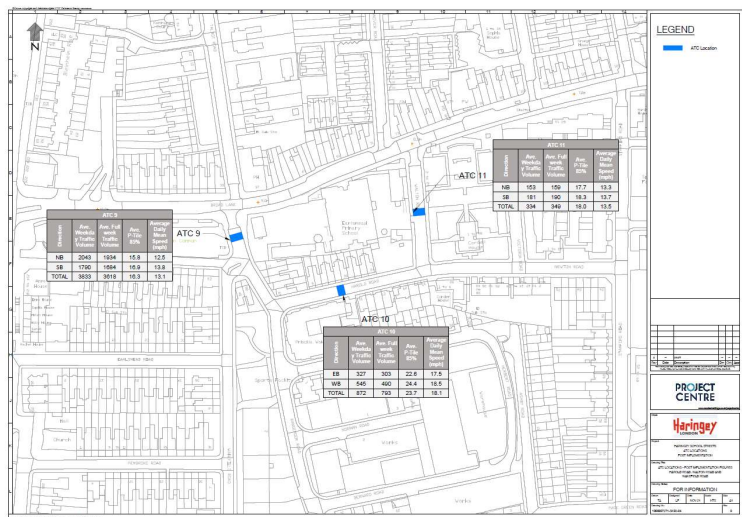
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table above only reflect School Street hours, dose not include weekend traffic

School Street has shown successful effectiveness on Walton Road, however Harold Road requires review of traffic calming measures as through traffic coupled with potential displaced traffic from School Street has had significant increase in vehicular activities. Harold Road has seen a 12% increase in average traffic speed, although this is an increase in speed, the average speeds do comply with the existing 20mph speed limit along the road.

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Highgate Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street zone - Gaskell Road	5	48	59	220	75	202	134	422	17.2	16.3
before and after change in %		860%		273%		169%		215%		-5%
Non school street - North Hill	96	109	3764	7141	6519	8029	10283	15170	23.8	24.2
(% change and actual number)		14%		90%		23%		48%		2%
In adjacent streets - North Hill (Slip Road)	39	48	107	91	56	60	163	151	10.9	12.4
(% change and actual number)		23%		-15%		7%		-7%		14%

**School Street operational time: 8:30-9:30am & 3:00-4:00pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

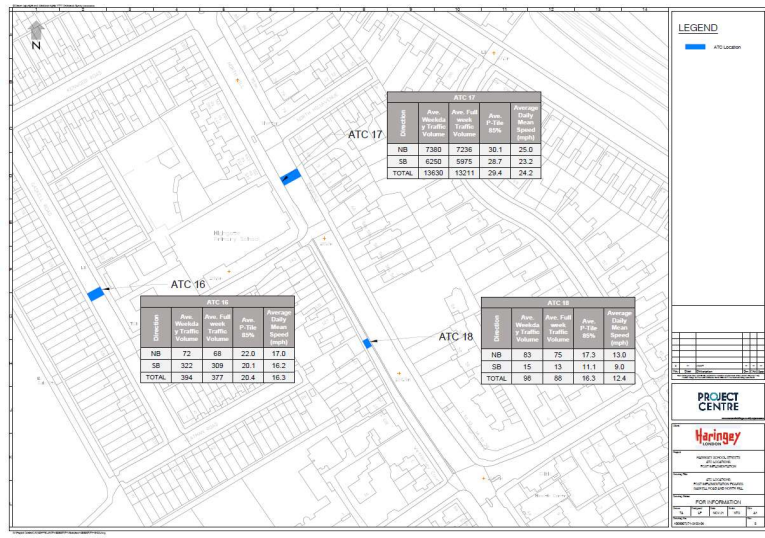
After: Thursday 4th November to Wednesday 10th November 2021

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*Traffic count data indicates an increase within (and outside) of the School Street zone. This is being further investigated as it considered to be unlikely the 'real-world' situation and perhaps a data collection error has occurred.*

*Officers are further investigating this data and carrying out manual counts*

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Holy Trinity CoE Primary Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM - Before	Traffic volume AM - After	Traffic volume PM - Before	Traffic volume PM - After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Non-restricted street - Somerset Road before and after change in %	51	213	476	1090	576	705	1052	1795	14.1	10.3
								71%		-27%
Non restricted street - High Road before and after change in %	2	18	84	343	71	208	155	551	15.3	7.9
								255%		-48%

**School Street operational time:** This is not a School Street site, however a section of Somerset Road has been closed with planters to prevent parents from parking vehicles directly outside the schools entrance.

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Wednesday 3rd November to Tuesday 9th November 2021

No counts were carried out within the limit of this 24/7 school street which is physically closed with planters. Counts were only carried out only on surrounding roads

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Rokesley Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM - Before	Traffic volume AM - After	Traffic volume PM - Before	Traffic volume PM - After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - Elmfield Avenue	57	105	926	583	806	810	1732	1393	19.6	18.7
before and after change in %		84%		-37%		0%		-20%		-5%
Within school street - Hermiston Avenue	11	27	180	142	183	160	363	302	18.9	19.4
before and after change in %		145%		-21%		-13%		-17%		3%
Non school street - Rokesley Avenue (% change and actual number)	98	181	1716	3036	1933	3117	3649	6153	19.5	18.3
		85%		77%		61%		69%		-6.2%

**School Street operational time: 8:15-9:45am & 2:30-3:45pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Thursday 4th November to Wednesday 10th November 2021

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Overall Schools Street's have been successful in reducing traffic at school drop off and collection time's, furthermore cycle usage has significantly improved in and around School Street.

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St Paul's Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street zone - Barratt Avenue	41	33	790	182	622	192	1412	374	11.8	17.5
before and after change in %		-20%		-77%		-69%		-74%		48%

**School Street operational time: 8:30-9:15am & 2:45-3:30pm**

-Survey dates

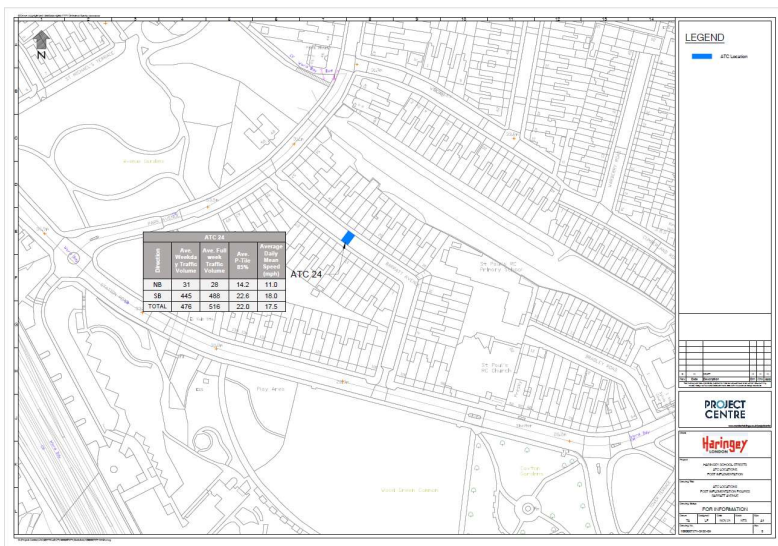
Before: Monday 22nd March 2021 to Friday 26th March 2021

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Barratt Avenue has seen vast improvement, the road had historically been used as a cut through from Park Avenue to Station Road during peak hours. Average speed has increased, however speeds do comply with the existing 20mph speed limit along the road.

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Tiverton Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street zone - Pulford Road	16	74	67	52	171	29	238	81	14.1	11.3
before and after change in %		363%		-22%		-83%		-66%		-20%
Non school street zone - Fladbury Road (% change and actual number)	16	55	122	257	124	280	246	537	15.3	13.9
		243.8%		111%		126%		118%		-9%

**School Street operational time: 8:15-9:45am & 2:45-4:15pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

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Pulford Road has seen vast improvement in traffic movement and speed reduction. The increase of vehicular movement on Fladbury Road is a reflection of traffic displacement. Cycle usage i the area has also seen a great improvement.

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Welbourne Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - High Cross Road before and after change in %	19	4	20	20	70	23	90	43	10.3	12.1
		-79%		0%		-67%		-52%		17%
Non school street zone - High Cross Road (% change and actual number)	14	22	272	202	339	383	611	585	13.1	13.6
		57%		-26%		13%		-4%		4%
In adjacent streets - Montague Road (% change and actual number)	49	52	163	229	185	382	348	611	13.1	14.7
		6%		40%		106%		76%		12%

**School Street operational time: 8:30-9:15am & 2:30-3:45pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Wednesday 3rd November to Tuesday 9th November 2021

table above only reflect School Street hours, dose not include weekend traffic

The school street zone is split between two sections of High Cross Road, section of High Cross Road inside the school street has seen benefits however section falling outside School Street should be reviewed for further improvements.

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street

