

Traffic Surveys

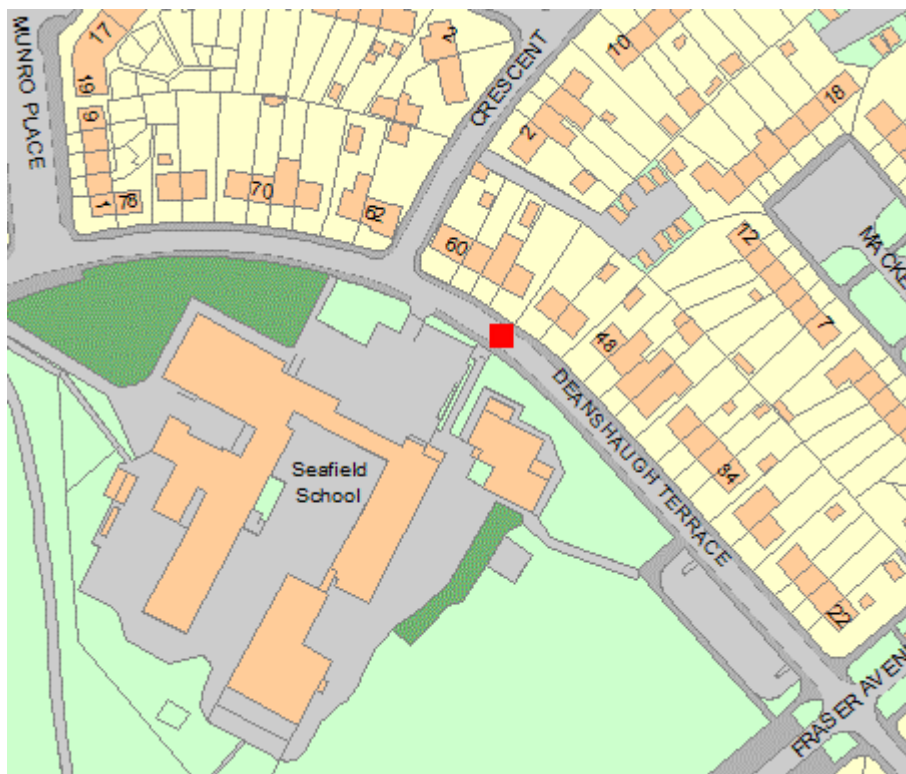
Traffic surveys, which measured the number and speed of vehicles, were undertaken on Bezack Street for the pilot scheme at New Elgin Primary School (see Figure 1) and on Deanshaugh Terrace for Seafield Primary School (see Figure 2). The surveys were undertaken 'before' the implementation of the School Streets scheme in February 2020 (before any impacts on travel behaviour resulting from Covid-19). Follow up traffic surveys at the same locations were undertaken in November 2021 'after' the pilot schemes had been in place for 8 months.

Figure 1 – Location of Traffic and Speed Survey at New Elgin Primary School



(red square denotes location)

Figure 2 – Location of Traffic and Speed Survey at Seafield Primary School



(red square denotes location)

The School Streets closure occurs between 0830 to 0900 and 1430 to 1500 at New Elgin. Whereas at Seafield the closures are between 0840 to 0910 and 1440 to 1510. The traffic count equipment used provides data in 15-minute segments. Therefore, the data presented in Table 1 below is for the periods 0815 to 0915 and 1415 to 1515 for both schools to provide an hour of data, which includes the periods that the School Streets schemes were operational.

Table 1 – Changes in Traffic Volumes at School Streets Schemes

Location of Traffic Survey	Time Period	No of Vehicles (School Days)		Change in No of Vehicles	Percentage Change
		'Before' School Streets	'After' School Streets		
Bezack Street (New Elgin)	0815 - 0915	151	116	-35	-23%
	1415 - 1515	104	123	+19	+15%
Deanshaugh Terrace (Seafield)	0815 - 0915	138	73	-65	-47%
	1415 - 1515	113	74	-39	-35%

The surveys at Deanshaugh Terrace show a significant reduction in traffic during the hour that the School Streets closures are operational, during the school pick up period traffic reduced by 35% (over a third) whereas during the hour when pupils are being dropped off at the school in the morning, traffic levels were nearly halved (47%).

However, the observations at New Elgin showed that whilst there was a decrease in traffic levels during the hour that pupils are dropped off in the morning. There was an increase in traffic observed during the hour that pupils are picked up (note the survey site is just out with the School Streets closure area). The results of the perception surveys and anecdotal observations at the New Elgin pilot scheme, confirm that there is a level of non-compliance at the scheme and that parents/guardians are parking as close as possible to the edge of the scheme to pick up pupils.

Traffic speed data was also collected as part of the surveys; these data are available in hourly segments. The average traffic speeds are therefore reported for the periods 0800 to 0900 and 1400 to 1500.

Table 2 – Changes in Vehicle Speeds at School Street Schemes

Location of Traffic Survey	Time Period	Ave Vehicle Speed (School Days)		Change in Vehicle Speed	Percentage Change
		'Before' School Streets	'After' School Streets		
Bezack Street (New Elgin)	0800 - 0900	23.1 mph	20.2 mph	-2.9 mph	-13%
	1400 - 1500	22.9 mph	20.2 mph	-2.7 mph	-12%
Deanshaugh Terrace (Seafield)	0800 - 0900	19.8 mph	20.1 mph	+0.3 mph	+1%
	1400 - 1500	20.6 mph	21.0 mph	+0.4 mph	+2%

Average traffic speeds at New Elgin Primary School decreased by 2.7 mph to 2.9 mph at the survey location on Bezack Street. Whereas average traffic speeds slightly increased on Deanshaugh Terrace outside Seafield Primary School. The reduction in average vehicle speeds at New Elgin Primary School is a positive consequence of the pilot scheme. It should be noted that the 20 mph temporary speed limits at both schools only apply for part of the hour surveyed, so it cannot be expected that the average speed for the whole hour would be below 20 mph.

Finally, the charity Living Streets, who provide the Council with support on Active Travel within schools also undertook traffic and pedestrian surveys at both schools. However the results of the 'after' traffic surveys were inconclusive as from the data supplied to Council officers it appears that only one direction of travel was counted and therefore comparison to the 'Before' traffic surveys could not readily be made.

The results of pedestrian surveys undertaken by Living Streets both 'before' and 'after' the School Streets pilot project on footpaths/footways approaching both schools were also shared with Council officers. For New Elgin, the remote footpath from Anderson Drive to the primary school was surveyed whilst at Seafield; Fraser Avenue at the junction with Deanshaugh Terrace was surveyed. The 'before' surveys were undertaken in February 2020, whereas the 'after' surveys were in June 2021.

Table 3 – Changes in Pedestrian Movements near School Street Schemes

Location of Traffic Survey	Time Period	Ave Number of Pedestrians (School Days)		Change in Number of Pedestrians	Percentage Change
		'Before' School Streets	'After' School Streets		
Remote Footpath from Anderson Drive (New Elgin)	0800 - 0900	38	74	+36	+49%
	1500 - 1600	41	78	+37	+47%
Fraser Avenue at junction with Deanshaugh Terrace (Seafield)	0800 - 0900	27	51	+24	+47%
	1500 - 1600	41	90	+49	+54%

The surveys recorded significant increases in pedestrian activity (ranging between increases of 47 to 54%) during the school drop off and pick up periods at both locations. However, the location of the pedestrian count at New Elgin picks up any parents/guardians and pupils who may be arriving by vehicle and parking on Anderson Drive and then walking to the school and during the summer months, levels of walking and cycling to school generally increase due to better weather. A further survey of pedestrian movements during February would provide a more robust comparison of the levels of pedestrian movements after the implementation of the pilot projects.