

Appendix A

Public Petitions and Questions –Transport, Regeneration and Climate Policy Committee– 20th September 2023

N.B - Please note that a period of up to 30 minutes shall be allocated at meetings of Policy Committees and other appropriate bodies for members of the public to present ordinary petitions or to ask questions of Members and officers present.

Petitions Received from Members of the Public x 4

	Petitions	Response:
1.	<p>Lead petitioner: Joseph Dawes</p> <p><i>We the undersigned petition the council to introduce resident permit parking on the roads near the entrances to the Northern General Hospital, mainly concerning Herries Road and Barnsley Road where parking for residents is heavily impacted by those looking to avoid paying for parking within the hospital grounds. This situation is making the lives of the elderly, those with disabilities and those with young children harder. Most days residents cannot park within a reasonable distance of their homes. This also causes disruptions if people are having work done on their homes, ie requiring a skip or requiring access to the property for maintenance.</i></p>	<p>Thank you for your petition requesting that we introduce a permit parking scheme on the roads surrounding the Northern General Hospital.</p> <p>In 2010 we received a request for a scheme from local residents and consulted on a scheme.</p> <p>450 people signed a total of 4 petitions objecting to a paid permit parking scheme.</p> <p>Response rate to the first round of consultation was 18% with 70% stating they had a problem with parking. 60% thought a permit scheme was not the solution to the problem and therefore a permit parking scheme was not progressed at this time. However some roads were treated with various interventions, for example Norwood Road received a restriction preventing parking at certain times of the day, Blyde Road car park became pay and display, other restrictions were placed on Crabtree Road and Fairbank Road to improve access and sightlines. The hospital trust covered some of the scheme costs.</p> <p>The Council does not operate ‘resident only’ parking schemes per se. In line with the 2018 parking strategy, all bays within a controlled zone will be shared use for residents permits and pay and display parking. However, new parking schemes do manage visitor parking by introduces pay and display</p>

		<p>charges for non-permit holders, which does discourage people looking for free parking. There are also costs associated with the permits issued in the parking schemes in place.</p> <p>We have received numerous requests for new parking schemes or amendments to existing ones. There is a program for the review of existing parking schemes and the installation of new parking schemes, however, at this time there are currently no plans to promote a new parking scheme in your area.</p> <p>New schemes are very expensive to install, a large area-wide scheme which includes permit parking and pay and display bays can cost over £500,000 to introduce. As a result we are only able to promote a limited number of parking schemes across the city.</p> <p>It is also worth mentioning that the parking schemes we currently have are not normally aimed at managing the level of parking demand from local residents and local businesses. As you can imagine, only being allocated one or two permits per household might be an issue for the households which have many vehicles. Also, some residents feel that paying for parking permits is not something they can agree to. (From April 2022 our first resident permit is £51.40 per annum, second and subsequent are £102.80 per annum. Business permits are double these prices.) Permit schemes are therefore not always universally welcomed, and we can receive large numbers of objections to schemes as a result.</p> <p>In an area such as yours, residents would also be given the opportunity to apply for visitors permits. Anyone with an area wide permit scheme would be able to use any road within the scheme to park. If pay and display bays were part of a scheme, then obviously any member of the public could pay for a ticket and park in any bay marked as such.</p>
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2.	<p>Lead Petitioner: Philip Ward</p> <p>Sheffield General Cemetery</p> <p>Sheffield General Cemetery is a popular inner-city destination for walking and recreation, as well as providing a pleasant access route for pedestrians and cyclists between the Sharrow area and Ecclesall Road and beyond. The recent improvements to the Cemetery and expected upturn in use of its facilities will lead to an increase in footfall.</p> <p>At the moment, the speed of the vehicles on Cemetery Road presents considerable risks to those attempting to cross. Crossing the road is particularly hazardous for users of the nursery in the Cemetery grounds, to older people attempting to access the bus stops and to people from the care homes in the vicinity, who might be wheelchair</p>	<p>Thank you Mr Ward for your petition highlighting your concerns crossing Cemetery Road.</p> <p>It was good to speak to you before the meeting.</p> <p>As you may know. The Council receive many requests for road safety and highway improvements including improvements to assist pedestrians crossing roads. Much as we would like to be able to respond to most of them, limitations on resources mean that we have to assess and prioritise locations for measures according to certain criteria and are currently only able to progress a small number each year.</p> <p>The criteria have been agreed with Councillors and includes the pedestrian accident history; the degree of fear and intimidation; as well as how much any improvement would assist access to any local amenities/centres. Having</p>

	<p>users. Cyclists too have difficulty crossing from Grange Road into the main entrance. There appears to have been a serious accident involving a pedestrian at this site in 2017.</p> <p>All these considerations suggest this is the right time to install a pedestrian crossing near the Cemetery Road entrances. Mr Dawes has been informed that a response will be given in the meeting or in writing at a later date. I have also told him that should there be any change to this meeting date that he will be informed.</p>	<p>these criteria, enables us to focus our attentions effectively on locations where measures are most urgently needed. Your request will be assessed in the next rounds of requests where it will then be considered, with the other assessed sites, when future programmes of work are being developed.</p> <p>Our collision data base shows there has been 1 serious injury road collision in the last 6 years in the vicinity of this location which was a vehicle-pedestrian collision. Unfortunately, there are many other areas in the City with higher accident records that must be treated as a priority with the limited funding that is available.</p> <p>Physical traffic calming measures (such as speed humps) have proved effective at controlling speeds and reducing accidents, but are extremely expensive. Due to the reductions in funding from central government we have insufficient finance to implement traffic calming schemes using physical measures such as humps, cushions or chicanes at this time.</p> <p>Community concerns about speeding issues and requests for short-term enforcement at a particular location should be reported to South Yorkshire Police's Local Policing Teams (formally the Safer Neighbourhoods teams) by ringing their non-emergency 101 number or online at https://smartcontact.southyorkshire.police.uk/advice/driving-complaint/ These will be directed to the correct Neighbourhood Policing Team (NPT) for them to resolve.</p> <p>We are sorry that we are unable to resolve your issue imminently but trust you understand the reasons for this.</p>
3.	<p>Lead petitioner: Graham Wroe</p> <p>The traffic lights at Duke Street/Bernard Street/Talbot Street urgently need pedestrian signals. This has been a problem for many years. During rush hour there is no safe time to cross the road as there is always a stream of traffic coming from one direction or the other and</p>	<p>Thank you Mr Wroe for your petition requesting pedestrian crossing facilities at the Talbot Road, Duke Street and Bernard Road junction. This is an issue that Manor Castel Councillors have been raising and working with us to find a solution on. It is also something that Paul Blomfield MP's office has highlighted. Its issues like these that demonstrate how valuable it is to</p>

the configuration of the roads makes it very difficult for pedestrians, cyclists and drivers to view the traffic from every direction. We need to encourage more active travel in the city, enabling people to walk and cycle more. But this junction is so dangerous it puts people off walking, especially if they are not able to move quickly. It endangers commuters walking or going by bike into town in the mornings and out again at night. And families, young people and children travel to and from school each day. Car drivers are also at risk at this difficult and dangerous junction from trying to dodge people crossing. So they would also find appropriate safety road measures to their advantage.

have Labour Councillors, working alongside a Labour MP and Labour committee chair to push for change in the city.

We receive many requests for road safety and highway improvements including improvements to assist pedestrians crossing roads throughout the year. As much as we would like to be able to action most of them, limitations on resources mean that we must assess, score and prioritise locations for measures according to certain criteria and are currently only able to progress a small number every year as part of the rolling Pedestrian Improvement Programme. I have requested pedestrian collision data for this junction which will be considered when assessing and scoring this location. As there are many areas of the City suffering from a high level of incidents and we obviously need to focus our limited budget on these areas.

The sites for the 2023/24 pedestrian improvement programme have been finalised and are already in progress. However, when it is nearing the end of each calendar year the prioritisation and selection process is initiated for the rolling annual Pedestrian Improvement Programme that is due to commence the following financial year. The top scoring sites are re-assessed to determine whether they have remained at the same score, increased or reduced in score. We also look at any changes that may have occurred since the request was originally received which, may affect the original assessment, such as any local building developments, changes to the highway including road layouts and any other improvement measures that may have been implemented. Once the prioritisation process is complete, the highest scoring sites are then progressed under the Pedestrian Improvements Programme. We are unable to confirm at this moment whether this location will be prioritised for next year's programme as it has yet to be assessed and the prioritisation process for 2024/25 has not begun. However, it will remain on the city-wide list to be considered for future programmes if it is not prioritised for next year.

4.	<p>Lead petitioner: David Cronshaw</p> <p>Statement – We the undersigned petition the council to allow anybody who has a Blue Badge should be exempt from Clean Air Zone charge.</p> <p>Details - No need to charge Sheffield public who have a blue badge for a variety of reasons including caring for an elderly or unwell relative or neighbour.</p>	<p>Sheffield’s Clean Air Zone scheme is a class C for the most polluting heavy goods vehicle (HGV’S), light goods (LGVs), vans, buses, coaches and taxis that drive in the Clean Air Zone. Private passenger cars and motorbikes will not be charged.</p> <p>There is an exemption if you own a disabled adapted minibus, bus or coach. This exemption covers minibuses, buses and coaches with a minimum of 10 seats, including the driver that have specialist adaptations to carry disabled passengers (such as entry lifts for wheelchairs and wheelchair anchor points).</p> <p>Disabled passenger tax class vehicles (tax class 85) are automatically exempt from paying any Clean Air Zone charges. This does not include blue badge holders who will be required to pay the daily charge if their vehicle does not meet the emissions standard and they are not eligible for an exemption.</p> <p>The CAZ scheme is designed to change people’s behaviours and to encourage them to drive cleaner vehicles and the aim is to bring positive health outcomes for all communities and individuals, particularly those most exposed to harmful levels of NO2. Such as un-born babies, children, the elderly people, people suffering from respiratory and / or cardio-vascular illness and the more disadvantaged in society are most likely to be at a risk of harm from the effects of air pollution.</p> <p>Vehicle drivers and passengers are amongst those who are most exposed to prolonged periods of road traffic pollution. Some of the most significant polluting vehicles are buses, taxis and vans which do multiple journeys across all areas of Sheffield.</p> <p>Public consultation relating to the proposals was undertaken in Autumn 2019 and Winter 2021, the documents can be found on the Council website – More information about the Clean Air Zone Sheffield City Council.</p>
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Questions Received from Members of the Public x 7

1.	Question from Mark Lallemand	Response:
	<p>1. How does Sheffield City Council and this committee propose to take a more active role in the promotion of climate education in Sheffield, particularly in relation to supporting schools in decarbonisation and curriculum support and in providing skills training via apprenticeships to supply retrofitting solutions?</p> <p>2. How does the Sheffield City Council and this committee propose to ensure that the recommendations of the Arup Report are responded to in specific timely measurable policies and actions particularly in relation to collaboration with SYMCA in connection to retrofitting programmes, while also avoiding the danger of well meaning processes such as the Sheffield City Goals project?</p> <p>3. How does SCC and this committee propose to engage the support of communities and SYMCA in supporting measures to create effective public transport in such a way that ensures that voices opposed to the 'red line' bus lane and Low Traffic Neighbourhoods and the Congestion Charge feel heard, consulted and reassured, without compromising the need to achieve reductions in carbon output, particularly in the light of campaigns in other parts of the country against ULEZ?</p>	<p>Q1 Sheffield City Council has already funded resources for schools through Learn Sheffield which were delivered during 2022/23 and remain available as resources for schools to access. We are currently considering potential options for funding and providing further support, and, in the meantime, we will be collaborating with Sheffield Hallam University's Department of Education should they be successful in a bid to the National Lottery to be part of the Good Life Schools project.</p> <p>A £3.5m Local Renewable Energy Fund has been established to install renewable energy and associated works on council buildings that serve the community, this includes our maintained schools. Buildings are being identified for audits and feasibility studies based on their energy performance and building condition.</p> <p>Sheffield City Council is working with Sheffield College to deliver courses in heat pump and solar panel installation. These are starting this month and will be a rolling programme. This partnership is also working on an Innovation Fund bid to expand training programmes for both retrofit and wider "green" skills. Environmental awareness will be a part of the Further Education curriculum for all programmes including apprenticeships.</p> <p>Q2. Our Housing Service is producing a 'roadmap to net zero' for the Council's housing stock. A report is due on this to the Housing Policy Committee in November. Further to this is the development of a Housing Strategy for the city which will strongly focus on energy efficiency, decarbonisation and net zero.</p> <p>The Housing Service is working with Sheffield Hallam University and The Centre for Health, Equity and Climate Action (CHECA) to submit a bid for a research</p>

		<p>project in Sheffield on ‘complex to decarbonise’ homes to help inform better future approaches</p> <p>At a more practical, operational level, in the short term the Housing Service has developed a range of interventions and measures, including grant funded schemes that will deliver around £15m energy improvements to date, as well as innovative projects such as LEAD (Local Energy Advice Demonstrator) providing quality retrofit advice to homeowners.</p> <p>Housing colleagues are part of the South Yorkshire Retrofit Steering Group led by SYMCA, which leads on co-ordinating best practice and shared opportunities, such as procurement etc.</p> <p>There is also a separate SYMCA group developing a retrofit strategy across the region which Sheffield Housing and the Universities contribute in to.</p> <p>Q3. Effective engagement, consultation and communication are essential to successful implementation of any project. We are currently assessing how to best do this, with the resources available, learning lessons from recent project experience which, of course, includes red route and active neighbourhood proposals. NB The question refers to a congestion charge measure: there is no proposal for such a measure.</p>
2.	Question from Richard Brogden	Response:
	<ul style="list-style-type: none"> • “Will the committee agree to drop the threat of implementing 12 hr bus lanes along both roads (Ecclesall Road, Abbeydale Road (incorporating London Road) indefinitely as a result of our patient accessibility survey.” • Will the committee define (quantitatively) what constitutes a success relating to proposed junction 	<p>Thankyou Richard for your question and for the time that you gave up to run me through your concerns when I visited your dental surgery. It is important to say that business establishments like yours are crucial to the success of Ecclesall Road.</p> <p>As agreed at this committee on the 19th July 2023, it is proposed to initially implement the following bus priority measures:</p>

<p>improvements that will be undertaken in the spring of 2024"</p> <ul style="list-style-type: none"> • "Will the committee give reassurances to our patients, and those of other dental practices (and allied health professionals) across both routes that any measures implemented will <i>never</i> compromise their access to vital services?" • "Will the committee give reassurances that any economic impact assessment that may potentially be undertaken with any measures in the future is done in a totally impartial, and independent fashion that would involve all stakeholders across all the affected routes?" 	<ul style="list-style-type: none"> • Junction improvements and traffic management amendments at or near junctions along London Road, Abbeydale Road and Ecclesall Road bus corridors. • Camera enforcement of existing sections of bus lanes on London Road, Abbeydale Road and Ecclesall Road <p>The detailed design of these measures will be finalised and proposed amendments to localised Traffic Regulation Orders (TROs) will be progressed pursuant to officer decisions. Statutory consultation associated with the changes will be undertaken.</p> <p>Where such matters are then subject to a further decision by the Committee, recommendations will be presented for its consideration in due course.</p> <p>Any implementation of these works will then be reviewed. This will be undertaken to determine if further bus priority measures are required. This may include options to amend bus lane hours of operation and the enhanced enforcement of parking and waiting restrictions.</p> <p>The aim of the project is to improve bus journey time consistency and reliability along London Road, Abbeydale Road and Ecclesall Road. Data on journey time consistency and reliability will be provided by the South Yorkshire Mayoral Combined Authority and bus operators.</p> <p>We have more specific journey saving benefits, but it will take more time to extract them from the business case. The benefits of the scheme will be reconfirmed at Final Business Case stage later this year. At that stage we will publish the criteria for measuring success.</p>
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3.	Question from Dylan Lewis-Creser	Response:
	How does the council seek to ensure that residents and visitors are directed towards the most sustainable forms of transport in the city, decreasing carbon emissions and increasing the liveability of residents through lower noise pollution, air pollution, and reclaimed space from motor vehicles?	<p>Thankyou for your question.</p> <p>The Council has a comprehensive website to assist residents and visitors use sustainable transport options. Please refer to Travel and transport Sheffield City Council which sets out information relating to public transport, cycling and walking, including:</p> <ul style="list-style-type: none"> • cycle rides, groups and coaching • cycle parking and facilities • passes and public transport providers • public rights of way. <p>You may also be interested in our webpage relating to our response to the climate emergency including the Transport Decarbonisation Routemap which was approved by this committee in July. 20230608 Decarbonisation Routemap - Tranche 1 FINAL V1.0 0.pdf (sheffield.gov.uk)</p>

4.	Question from Ben Compai	Response:
	<p>- is there any plans to extend the active neighbourhood trial to other parts of nether edge? Along Montgomery / Wostenholm Road suffers with a very high volume of traffic often with vehicles travelling at speeds well above the limit therefore is very dangerous as a pedestrian especially when doing the school run on foot so would massively benefit from more crossings and traffic calming measures.</p> <p>- is there an update on the nether edge - city centre work? Have the designs been finalised? What is the timescale for the works/ completion?</p>	<p>There are currently no plans to extend the active neighbourhood trial to other parts of Nether Edge, although this meeting will consider the future of the current trial scheme in the area.</p> <p>The final design for the Nether Edge – City centre cycle route is progressing, there are some significant issues around the retaining wall on Summerfield Street, but we expect to have the bulk of the design complete by March 24 is in. As it currently stands the programme is suggesting a start on site summer 2024 with an 18-month build. However, there could still be delays due to unforeseen circumstances, especially during construction.</p> <p>This scope of the current scheme does not currently extend along Montgomery Road and Wostenholm Road where you have requested further pedestrian crossing facilities.</p> <p>We receive many requests for road safety and highway improvements including improvements to assist pedestrians crossing roads. Much as we would like to be able to respond to most of them, limitations on resources mean that we must assess and prioritise locations for measures according to certain criteria, and are currently only able to progress a small number every year. Locations for the 23/24 programme have been finalised and are already in progress.</p> <p>These criteria include the pedestrian accident history; the degree of fear and intimidation; as well as how much any improvement would assist access to any local amenities/centres. The criteria have been agreed with Councillors. Having these criteria, enables us to focus our attentions effectively on locations where measures are most urgently needed. Your request for additional crossing facilities will be assessed in the next round of requests. It will then be considered, with the other assessed sites, when future programmes of work are being developed. Please do let us know if there are specific locations along Montgomery Road and Wostenholm Road where you feel a new crossing is needed as this will help focus our assessment.</p>

		<p>Physical traffic calming measures (such as speed humps) have proved effective at controlling speeds and reducing accidents but are expensive to implement and maintain. Unfortunately we are not currently implementing traffic calming schemes using physical measures such as humps, cushions or chicanes at this time.</p> <p>However, community concerns about speeding issues and requests for short-term enforcement at a particular location should be reported to South Yorkshire Police's Local Policing Teams (formally the Safer Neighbourhoods teams) by ringing their non-emergency 101 number or online at https://smartcontact.southyorkshire.police.uk/advice/driving-complaint/ These will be directed to the correct Neighbourhood Policing Team (NPT) for them to deal with.</p>
5.	Question from Zak Viney	Response
	<ol style="list-style-type: none"> 1. Sheffield City Council has supposedly declared a climate emergency, of which we know that domestically, our biggest emitting sector is transport, accounting for a quarter of the UK's total emissions, the majority of these emissions coming from motor transport. How the council expect to work towards its decarbonisation goals without active investment and implementation of sustainable transport alternatives, encouraged by schemes such as the Walkley and Crookes AtN and Sheaf Valley Cycle Route? 2. Sheffield City Council bought in a Clean Air Zone in February 2023. Whilst this measure is progressive in addressing toxic air in the city, which causes hundreds of premature deaths annually - how does the council expect to encourage modal shift, required to clean our air, without active investment and delivery of schemes such as 	<p>Thankyou for your question and for the work that you do for cycling UK advocating for sustainable transport choices in this city and beyond. Some of the issues that you raise in your question are on todays agenda and I hope that you are able to stay to watch the debate, however, if that is not possible, you can view the webcast at your convinience.</p> <p>I will try to systematically address the quesitons that you have raised.</p> <p>Q1. Our analysis shows that transport accounts for 26% of Sheffield's carbon emissions, the third highest sector after Industry and Housing. You can find out more about Sheffield's Transport and other emissions in the Pathways to Zero Carbon in Sheffield report, published in 2020, which can be accessed online at Pathways to Zero Carbon in Sheffield - Arup</p> <p>We recently set out how we intend to address and reduce these emissions in The Way We Travel decarbonisation Routemap chapter, which was approved by the Transport, Regeneration and Climate Change Policy Committee on the</p>

	<p>the Walkley and Crookes AtN and Sheaf Valley Cycle Route?</p>	<p>19th July 2023. This document sets out the challenge, vision for change and some of the activity we are undertaking between now and 2025 to accelerate the transition to Net Zero travel, including activity around increasing active travel, improving public transport, consolidating freight and decarbonising vehicles. The Routemap document is published on the council's website and can be accessed 20230711_Routemap Tranche 1 for Committee V1.0.pdf (sheffield.gov.uk)</p> <p>Q2. Encouraging and enabling the uptake of walking and cycling are important parts of our overall ambitions for improving the air we breathe, addressing the congestion on our streets and reducing carbon emissions from transport. To achieve this, and to ensure that people in Sheffield see walking and cycling as a realistic and preferred choice, our infrastructure for active travel needs to improve.</p> <p>We will soon be developing a Sheffield Active Travel Plan that sets out the cycling and walking networks that Sheffield needs to deliver to support sustainable growth, at both a strategic corridor level but also local community level. This will form the basis of a programme of future infrastructure that we will proactively seek to deliver, using suitable funding opportunities including, but not limited to those from Department for Transport, Active Travel England and SYMCA.</p>
6.	Question from Joyce Greene	
	<p>1. The Shoreham Street cycleway is still a delayed mystery. The presentation of the latest design was due for this meeting, what happened?</p> <p>2. Asline Road has been finished to a poor standard with many design snags, from terrible drainage to kerbs dangerously out of alignment. Will Amey be held to account?</p> <p>3. The new traffic lights by the Mosque are a great safety feature on the Sheaf Valley route. Why was the chance to fit low level</p>	<p>Q1. As shared on the Connecting Sheffield website in June this year, price inflation and the results of a road safety audit means that the design of the Shoreham Street element of the scheme is under secondary review. The scheme design that progresses will need to ensure that cyclists will be able to travel safely between Matilda Street and Shoreham Street. Once the revised design has been developed and approved, SCC will advertise a Traffic Regulation Order with the intention of implementing the proposals. This element of the scheme is a vital part of the Sheaf Valley Cycle Route and SCC remain committed to delivering the route in its entirety.</p> <p>Q2. The Asline Rd section of the Sheaf Valley Cycle Route is yet to be completed and does not currently include the final top layer surfacing. This</p>

	<p>traffic lights for cycles, like the three recently upgraded crossings on the ring road not taken?</p> <p>4. It is pleasing to see the survey markings for the Nether Edge scheme around the edge of the city centre. Will detailed designs be available for public scrutiny before works start, unlike other recent active travel road works?</p>	<p>work is due to be completed shortly. Once completed, the scheme will be checked before any final payment is made to Amey.</p> <p>Q3. - We are pleased that you welcome the safer crossing of Wolseley Road at Staveley Road. Low level traffic lights are a helpful 'repeater' of the main signals, especially where there is a visibility issue of the main lights for cyclists. They have been used on the new crossings on the Ring Road to improve visibility where the cycle crossing is parallel to the pedestrian crossing. The new 'crossing' of Wolseley Road is provided through signalling the general traffic, rather than providing a dedicated cycle crossing. At the design stage it was determined that visibility of the lights on Staveley Road would be adequate both for cyclists approaching the lights - and while stopped at the lights - so any repeaters would not be necessary. The double yellow lines on the approach to the signals helps reduce visibility too by removing parked vehicles.</p> <p>Q4. As the consultation was undertaken on the outline design of the scheme, there isn't the intention to have a further round of consultation on the detailed design. As it currently stands, the programme is suggesting to start on site in late spring 2024, with an 18-month build. However, there could still be delays due to unforeseen circumstances, especially during construction. The consultation on the recent Active Travel Works was determined by central government, they required we undertook live trials/consultation of schemes with measures in situ that could be easily modified or removed during the trial. We appreciate this isn't typical of how we consult on, and construct transport schemes</p>
7.	Question from Marion Gerson	
	<p>Thank you, Chair, for getting Council Officers to make the most up to date figures for pollution monitoring available. As I had expected, these show that the Nitrogen dioxide measurements for the Abbeydale Road pinch point had increased substantially. Outside Butterworth Cycles it went from 33 in 2021 to 41 in 2022. That's a 24% increase caused by the closures. At the Carter Knowle junction it went from 32 to 39, a 22% increase. These increases were the result of just half a year of Archer Lane and Little London</p>	<p>Thank you Mrs Gerson for your question. This is an issue your local Councillors Nighat Basharat and Ibbi Ullah have been highlighting. I know that they have been working extremely hard to speak to local people and find solutions on this issue. This is an issue we will be discussing and making a decision on later in this meeting. I hope you are able to stay and watch the debate, however, if this is not possible, you can view the webcast at your convenience on our website.</p> <p>It is important to say that much of the information I am going to provide is very technical and therefore I have taken advice from officers. As highlighted in the</p>

<p>Road being closed, with the resultant congestion, so we can reasonably assume that a whole year's measurements would have been even higher.</p> <p>The report from officers on the closure of Archer Lane states as a benefit that it resulted in a 3% drop in vehicle movements within the Active Travel Neighbourhood. (This is debatable since the major drop in traffic was the result of 1200 fewer vehicles accessing the Abbeydale pinchpoint from the suburbs further south, and many of their drivers are likely to have chosen alternative routes into town such as Ecclesall Road.)</p> <p>But respondents to the survey questionnaire particularly cited increased travel times, extended queuing and increased fuel use for their concerns over the closure of Archer Lane. That is what was being measured on Abbeydale Road. If half of vehicle movements in the affected area had an average increase in queuing time of, say, 40% this would greatly outweigh a possible 3% drop in numbers of vehicles.</p> <p>Where, then, is the benefit of the Active Travel Neighbourhood to our efforts to reduce pollution and carbon emissions?</p>	<p>report to policy committee for the Sheaf Valley Cycle Route and Nether Edge Active Travel Neighbourhood is it not possible to make any conclusions about either of the schemes' impacts on air quality along Abbeydale Rd or elsewhere. I should say that this is because the air quality measurements the Council take using simple diffusion tubes are only reliable enough to provide long term trends in terms of changes in Nitrogen Dioxide concentrations over at least 2-3 years. Given that both schemes were introduced nearly halfway through 2022, and included a period of COVID lockdown restrictions there is no way of showing the impact the schemes may have had based on 2022 data. For these reasons we must treat data with a level of caution and make any conclusions equally cautiously.</p> <p>As traffic volumes continue to rise following the easing of travel restrictions in 2021, so too can we expect NO2 concentrations to rise. Indeed, city-wide there has been an average increase in NO2 concentrations of nearly 16% across all diffusion tubes between 2021 and 2022. Some areas of the city, not connected to either of these schemes, have seen average increases of NO2 concentrations of as high as 28% between 2021 and 2022. Traffic congestions along Abbeydale Rd and Ecclesall Rd is not new but continues to rise towards pre-pandemic levels as is the case city-wide.</p> <p>Traffic count data indicates that vehicle movements across junctions have changed as a result of the schemes. This has resulted in some increases in vehicle counts, on certain roads and at certain times of the day including Abbeydale Rd/ Broadfield Rd / Sheldon Road. Equally, however, data also shows decreases in traffic count data at other arms of this junction and at other locations along Abbeydale Rd.</p> <p>Given that transport is a significant contributor to poor air quality in towns and cities, and accounts for around 26% of carbon emissions in Sheffield, it is vital to take steps to reduce overall emissions from motorised vehicles over the long-term and provide real opportunities for people to make more local journeys by active and sustainable means. Decisions on this and other active travel interventions will be taken today and I hope you will be able to stay and listen to the debate.</p>
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