

Transport, Regeneration and Climate Policy Committee

Wednesday 19 July 2023 at 2.00 pm

**To be held in the Town Hall,
Pinstone Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillor Ben Miskell
Councillor Christine Gilligan Kubo
Councillor Andrew Sangar (MBE)
Councillor Ian Auckland
Councillor David Barker
Councillor Craig Gamble Pugh
Councillor Ruth Mersereau
Councillor Safiya Saeed
Councillor Richard Shaw

PUBLIC ACCESS TO THE MEETING

The Transport, Regeneration and Climate Change Policy Committee discusses and takes decisions on:

City Centre and Central Area Portfolio Development: Heart of the City 2; and City Centre and Central Area major developments.

Investment, Climate Change and Planning: Regeneration; Strategic Development; Sustainable City; Flood Protection; Building standards and public safety; Planning policy; and Strategic transport sustainability and infrastructure.

Meetings are chaired by the Committee Chair Councillor Ben Miskell.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk . You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda. Members of the public have the right to ask questions or submit petitions to Policy Committee meetings and recording is allowed under the direction of the Chair. Please see the [Transport, Regeneration and Climate Change Policy Committee webpage](#) or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Policy Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last on the agenda.

Meetings of the Policy Committee have to be held as physical meetings. If you would like to attend the meeting, please report to an Attendant in the Foyer at the Town Hall where you will be directed to the meeting room. However, it would be appreciated if you could register to attend, in advance of the meeting, by emailing committee@sheffield.gov.uk, as this will assist with the management of attendance at the meeting. The meeting rooms in the Town Hall have a limited capacity. We are unable to guarantee entrance to the meeting room for observers, as priority will be given to registered speakers and those that have registered to attend.

Alternatively, you can observe the meeting remotely by clicking on the 'view the webcast' link provided on the meeting page of the [website](#).

If you wish to attend a meeting and ask a question or present a petition, you must submit the question/petition in writing by 9.00 a.m. at least 2 clear working days in advance of the date of the meeting, by email to the following address: committee@sheffield.gov.uk.

In order to ensure safe access and to protect all attendees, you will be recommended to wear a face covering (unless you have an exemption) at all times within the venue. Please do not attend the meeting if you have COVID-19 symptoms.

It is also recommended that you undertake a Covid-19 Rapid Lateral Flow Test within two days of the meeting.

If you require any further information please email committee@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms. Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE AGENDA
19 JULY 2023**

Order of Business

Welcome and Housekeeping

The Chair to welcome attendees to the meeting and outline basic housekeeping and fire safety arrangements.

1. Apologies for Absence

2. Exclusion of Press and Public

To identify items where resolutions may be moved to exclude the press and public

3. Declarations of Interest

Members to declare any interests they have in the business to be considered at the meeting

(Pages 7 - 10)

4. Minutes of Previous Meeting – to follow

To approve the minutes of the last meeting of the Committee held on 14th June, 2023.

5. Public Questions and Petitions

To receive any questions or petitions from members of the public.

(NOTE: There is a time limit of up to 30 minutes for the above item of business. In accordance with the arrangements published on the Council's website, questions/petitions at the meeting are required to be submitted in writing, to committee@sheffield.gov.uk, by 9.00 a.m. on Monday 17th July, 2023).

6. Work Programme

Report of the Director of Policy and Democratic Engagement

(Pages 11 - 26)

Formal Decisions

7. Climate Decarbonisation Routemaps: Our Council and the way we travel

Report of the Executive Director City Futures

(Pages 27 - 86)

8. Connecting Sheffield SW Bus Corridors

Report of the Executive Director City Futures

(Pages 87 - 242)

9. Kelham Island and Neepsend Parking Scheme – Report

to follow

Report of the Executive Director City Futures

10. Kelham Island and Neepsend Active Travel and Public Transport Scheme

(Pages 243 -
368)

Report of the Executive Director of City Futures

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Wednesday 20 September 2023 at 2.00 pm

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its Policy Committees, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from David Hollis, Interim General Counsel by emailing david.hollis@sheffield.gov.uk.

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Report to Transport, Regeneration and Climate Committee

DATE 19th July 2023

Report of: James Henderson, Director of Policy and Democratic Engagement

Subject: Committee Work Programme – Transport, Regeneration and Climate

Author of Report: Amanda Clayton, Principal Democratic Services Officer

Summary:

The Committee's Work Programme is attached at **Appendix 1** for the Committee's consideration and discussion. This aims to show all known, substantive agenda items for forthcoming meetings of the Committee, to enable this committee, other committees, officers, partners, and the public to plan their work with and for the Committee.

Any changes since the Committee's last meeting, including any new items, have been made in consultation with the Chair, and the document is always considered at the regular pre-meetings to which all Group Spokespersons are invited.

The following potential sources of new items are included in this report, where applicable:

- Questions and petitions from the public, including those referred from Council
- References from Council or other committees (statements formally sent for this committee's attention)
- A list of issues, each with a short summary, which have been identified by the Committee or officers as potential items but which have not yet been scheduled (See **Appendix 1**)

The Work Programme will remain a live document and will be brought to each Committee meeting.

Recommendations:

1. That the Committee's work programme, as set out in **Appendix 1** be agreed, including any additions and amendments identified in **Part 1**;
2. That consideration be given to the further additions or adjustments to the work programme presented at **Part 2 of Appendix 1**;
3. That Members give consideration to any further issues to be explored by officers for inclusion in **Part 2 of Appendix 1** of the next work programme report, for potential addition to the work programme; and
4. that the referrals from Council and Local Area Committees (petition and resolutions) detailed in **Section 2** of the report be noted and the proposed responses set out be agreed.

Background Papers: None

Category of Report: OPEN

COMMITTEE WORK PROGRAMME

1.0 Prioritisation

1.1 For practical reasons this committee has a limited amount of time each year in which to conduct its formal business. The Committee will need to prioritise firmly in order that formal meetings are used primarily for business requiring formal decisions, or which for other reasons it is felt must be conducted in a formal setting.

1.2 In order to ensure that prioritisation is effectively done, on the basis of evidence and informed advice, Members should usually avoid adding items to the work programme which do not already appear:

- In the draft work programme in **Appendix 1** due to the discretion of the chair; or
- within the body of this report accompanied by a suitable amount of information.

2.0 References from Council or other Committees

2.1 Any references sent to this Committee by Council, including any public questions, petitions and motions, or other committees since the last meeting are listed here, with commentary and a proposed course of action, as appropriate:

Issue	
Referred from	
Details	
Comments/ Action Proposed	

3.0 Member engagement, learning and policy development outside of Committee

3.1 Subject to the capacity and availability of councillors and officers, there are a range of ways in which Members can explore subjects, monitor information and develop their ideas about forthcoming decisions outside of formal meetings. Appendix 2 is an example 'menu' of some of the ways this could be done. It is entirely appropriate that member development, exploration and policy development should in many cases take place in a private setting, to allow members to learn and formulate a position in a neutral space before bringing the issue into the public domain at a formal meeting.

3.2 Training & Skills Development - Induction programme for this committee.

Title	Description & Format	Date
Local Plan Overview	Background and future work programme etc. – this will need more than one session.	August/September/October 2023
Regeneration and City Development Overview	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis of specific activities and initiatives e.g. Heart of the City, Castlegate, Attercliffe, West Bar, City Centre Living, Fargate, Future High Street Fund, Stocksbridge Towns Fund Format: Walkabout ideally	TBC
Levelling Up Activity?	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis. Format: Presentation / update paper	HIGH PRIORITY June 2023 too as decisions will be needed on Castlegate/ Attercliffe re. CPOs October 2023
City Centre Strategic Vision Masterplans	Presentation giving overview of background to City Centre Vision and future work programme Include Moorfoot update – need to agree forum	Sep/Oct link to Local Plan July/Aug 23
Transport Overview	An overview of key Sheffield, Regional and National issues and policy influencing Transport and our local priorities and programmes	June 2023
Flood and Water Overview	An overview of key Sheffield, Regional and National issues and policy influencing Flood and Water and our local priorities and programmes	June 2023

Climate Change Overview	An overview of key Sheffield, Regional and National issues and policy influencing our approach to Net Zero following the adoption of the 10 Point Plan	June 2023
Climate Change	Formal Elected Member training	TBC
Funding Landscape	Familiarisation with Directorates Funding and potential external sources of funding	June 2023

Appendix 1 – Work Programme

Part 1: Proposed additions and amendments to the work programme since the last meeting:

Item	Proposed Date	Note
NEW		
Kelham/Neepsend (TCF Housing Zone North project) moving traffic report (TRO)	19 th July 2023	
Sheffield Transport Strategy	Update November 2023 Report March 2024	Report will present the refreshed Sheffield Transport Strategy for adoption.
AMENDMENTS		
Future of Green Parking Permits	n/a	Removed from work programme
A625 Ecclesall Road Road Safety Project	September 2023	A full knowledge briefing will be held with TRC in July 23. The feasibility study is still being undertaken to inform the report.
Connecting Sheffield City Centre Scheme	tbc	A full knowledge briefing will be held with TRC in July 23. No Committee decision is required on the scheme at this time. A report will be presented to a future TRC Committee following final development, engagement and statutory consultation of the implications of the scheme.
Update on Local Transport Programme	September 2023	The report will be considered at September Committee. A short update on progress will be provided to TRC in advance of the meeting – a verbal update on this can be provided in the Work Plan item if required.
Oughtibridge cycle improvement scheme	tbc	A full knowledge briefing will be held with TRC in July 23. Briefing with TRC Committee to be held to discuss issues arising from the feasibility study prior to formal report.
Rother Valley parking scheme.	September 2023	A short update on progress will be provided to TRC in advance of the meeting – a verbal update on this can be provided in the Work Plan item if required. Officers are currently developing final amendments to the proposed scheme following consultation responses.
All items with no confirmed date removed from work programme	tbc	Pending further discussion between the Chair, vice-Chair, Group Spokesperson and officers

Part 2: List of other potential items not yet included in the work programme

Issues that have recently been identified by the Committee, its Chair or officers as potential items but have not yet been added to the proposed work programme. If a Councillor raises an idea in a meeting and the committee agrees under recommendation 3 that this should be explored, it will appear either in the work programme or in this section of the report at the committee’s next meeting, at the discretion of the Chair.

Topic	
Description	
Lead Officer/s	
Item suggested by	
Type of item	
Prior member engagement/ development required <i>(with reference to options in Appendix 2)</i>	
Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 3)</i>	
Lead Officer Commentary/Proposed Action(s)	

Part 3: Agenda Items for Forthcoming Meetings

Meeting 2	19 th July 2023	Time 2pm					
Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> • Decision • Referral to decision-maker • Pre-decision (policy development) • Post-decision (service performance/ monitoring) 	(re: decisions) Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	(re: decisions) Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	Final decision-maker (& date) <ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer 	Internal Deadlines (i.e. funding deadlines, submission deadline etc)
Climate Decarbonisation Routemaps: Our Council and The Way we Travel	<i>This report will bring forward the routemaps for action until 2025 covering decarbonising the council and the way we travel in the city.</i>	Victoria Penman	Decision	A Task and Finish Group has been convened with 5 meetings having been held. We are waiting for confirmation as to whether political group briefings are required but we have not been requested to hold briefings by the TRCPC group spokespeople.	An online event has been held for partners, interested stakeholder groups and representatives of people with protected characteristics. It is intended that a survey will be shared with youth voice representatives.	This committee	
Connecting Sheffield SW Bus Corridors	Acceptance of funding to develop the Full Business Case (FBC) Next	Tom Finnegan-Smith	TBC	Briefings June 23	N/A further public engagement will form part of	This committee in early summer 2023	Strategy and Resources

	step is finalising a report for TRC in early summer following further briefings				the FBC development stage		
Kelham Parking Scheme	Results of the consultation on the parking scheme and recommendations on how to proceed.	Tom Finnegan-Smith	Decision			This Committee	
NEW: Kelham/Neepsend (TCF Housing Zone North project) moving traffic report (TRO)		David Whitley	Decision			This Committee	
Standing items	<ul style="list-style-type: none"> • <i>Public Questions/ Petitions</i> • <i>Work Programme</i> • <i>[any other committee-specific standing items eg finance or service monitoring]</i> 						

Meeting 3	20 th September 2023	Time 2pm					
Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> Decision Referral to decision-maker Pre-decision (policy development) Post-decision (service performance/ monitoring) 	(re: decisions) Prior member engagement/ development required (with reference to options in Appendix 1)	(re: decisions) Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	Final decision-maker (& date) <ul style="list-style-type: none"> This Cttee Another Cttee (eg S&R) Full Council Officer 	Internal Deadlines (i.e. funding deadlines, submission deadline etc)
Active Travel Neighbourhood ETRO Review: Nether Edge.	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith					Expected July 2023
Active Travel Neighbourhood ETRO Review: Crookes/Walkley.	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith					Expected July 2023
Sheaf Valley cycle route final scheme proposals.	Presenting the final scheme proposals, Final scheme proposals are to follow on from TRO ad.	Tom Finnegan-Smith	TBC	TBC	TBC		Expected June 23
Traffic Management Act – confirmed receipt of powers.	Report confirming receipt of powers and initial implementation of 3 sites submitted.						
Road Safety Action Plan	New action plan in response to the refreshed SY Safer	Tom Finnegan-Smith	TBC	TBC	TBC		Expected summer 23

	Roads Strategy. Timetable 2023						
CAZ Update – 6month review	Report will provide a summary of the current position of the scheme and provide an update on the approach and process to defining the future use of funding.						
EV Charge Points: update	Report to include highway policy and SY strategy and delivery plans/LEVI fund update.						
Crookes Valley Rd/Harcourt Rd/Oxford St Local Safety Scheme.	Report on the consultation and proposed implementation of the Local Safety Scheme.						
Barnsley Rd at Herries Rd/Owler Ln Local Safety Scheme.	Report on the consultation and proposed implementation of the Local Safety Scheme.						
A625 Ecclesall Road Road Safety Project.	Report setting out the approach to developing the scheme and the outcomes that						

	need to be achieved.						
Update on Local Transport Programme	Quarterly update on the Local Transport Programme	Tom Finnegan-Smith					
Rother Valley Parking Scheme	Report setting out a local parking scheme to manage parking associated with Rother Valley Country Park.						

Meeting 4	15 th November 2023	Time 2pm					
Topic	Description	Lead Officer/s	Type of item	(re: decisions) Prior member engagement/ development required (with reference to options in Appendix 1)	(re: decisions) Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	Final decision-maker (& date)	Internal Deadlines (i.e. funding deadlines, submission deadline etc)
The Sheffield Transport Strategy Interim Update	The Sheffield Transport Strategy was produced in 2018 and adopted in March 2019. It is considered timely that a refresh of the strategy is undertaken to	Tom Finnegan-Smith	Update			This Committee March 2024	

ensure that the implications of changes over the last 4yrs are reflected. These particularly relate to: the declared Climate Emergency and ambition for Net Zero by 2030; the outcome of the Integrated Rail Plan and HS2; post Covid-19 changes; the current Local Plan.

Items which the committee have agreed to add to an agenda, but for which no date is yet set.

Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> • <i>Decision</i> • <i>Referral to decision-maker</i> • <i>Pre-decision (policy development)</i> • <i>Post-decision (service performance/ monitoring)</i> 	<i>(re: decisions)</i> Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	Final decision-maker (& date) <ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer 	Internal Deadlines <i>(i.e. funding deadlines, submission deadline etc)</i>

ACTIONS FROM REFERRALS							
Speed Limit on Rails Road and Bingley Lane	This request has been sent from an individual to the transport team for consideration. Subsequent to an initial sift which suggested no further action, this item has been raised through the LAC to which this has been considered by Local Ward Members. The proposal to not promote a change in speed in speed limit but to install signage has been considered to which Ward Members have not agreed, owing to other locations in the area being potentially more suitable.	Referral from Cllr Julie Grocutt	ACTION – This will be looked into again by the Transport Planning and Infrastructure Service, there is a possibility of commissioning a speed survey to help quantify the level of speeding. This will determine if any further action is required beyond the initial assessment.	Agreed at TRC – 15 th Dec 2022.			

Appendix 2 – Menu of options for member engagement, learning and development prior to formal Committee consideration

Members should give early consideration to the degree of pre-work needed before an item appears on a formal agenda.

All agenda items will anyway be supported by the following:

- Discussion well in advance as part of the work programme item at Pre-agenda meetings. These take place in advance of each formal meeting, before the agenda is published and they consider the full work programme, not just the immediate forthcoming meeting. They include the Chair, Vice Chair and all Group Spokespersons from the committee, with officers
- Discussion and, where required, briefing by officers at pre-committee meetings in advance of each formal meeting, after the agenda is published. These include the Chair, Vice Chair and all Group Spokespersons from the committee, with officers.
- Work Programming items on each formal agenda, as part of an annual and ongoing work programming exercise
- Full officer report on a public agenda, with time for a public discussion in committee
- Officer meetings with Chair & VC as representatives of the committee, to consider addition to the draft work programme, and later to inform the overall development of the issue and report, for the committee's consideration.

The following are examples of some of the optional ways in which the committee may wish to ensure that they are sufficiently engaged and informed prior to taking a public decision on a matter. In all cases the presumption is that these will take place in private, however some meetings could happen in public or eg be reported to the public committee at a later date.

These options are presented in approximately ascending order of the amount of resources needed to deliver them. Members must prioritise carefully, in consultation with officers, which items require what degree of involvement and information in advance of committee meetings, in order that this can be delivered within the officer capacity available.

The majority of items cannot be subject to the more involved options on this list, for reasons of officer capacity.

- Written briefing for the committee or all members (email)
- All-member newsletter (email)
- Requests for information from specific outside bodies etc.
- All-committee briefings (private or, in exceptional cases, in-committee)
- All-member briefing (virtual meeting)
- Facilitated policy development workshop (potential to invite external experts / public, see appendix 2)
- Site visits (including to services of the council)
- Task and Finish group (one at a time, one per cttee)

Furthermore, a range of public participation and engagement options are available to inform Councillors, see appendix 3.

Appendix 3 – Public engagement and participation toolkit

Public Engagement Toolkit

On 23 March 2022 Full Council agreed the following:

A toolkit to be developed for each committee to use when considering its 'menu of options' for ensuring the voice of the public has been central to their policy development work. Building on the developing advice from communities and Involve, committees should make sure they have a clear purpose for engagement; actively support diverse communities to engage; match methods to the audience and use a range of methods; build on what's worked and existing intelligence (SCC and elsewhere); and be very clear to participants on the impact that engagement will have.

The list below builds on the experiences of Scrutiny Committees and latterly the Transitional Committees and will continue to develop. The toolkit includes (but is not be limited to):

- a. Public calls for evidence
- b. Issue-focused workshops with attendees from multiple backgrounds (sometimes known as 'hackathons') led by committees
- c. Creative use of online engagement channels
- d. Working with VCF networks (eg including the Sheffield Equality Partnership) to seek views of communities
- e. Co-design events on specific challenges or to support policy development
- f. Citizens assembly style activities
- g. Stakeholder reference groups (standing or one-off)
- h. Committee / small group visits to services
- i. Formal and informal discussion groups
- j. Facilitated communities of interest around each committee (eg a mailing list of self-identified stakeholders and interested parties with regular information about forthcoming decisions and requests for contributions or volunteers for temporary co-option)
- k. Facility for medium-term or issue-by-issue co-option from outside the Council onto Committees or Task and Finish Groups. Co-optees of this sort at Policy Committees would be non-voting.

This public engagement toolkit is intended to be a quick 'how-to' guide for Members and officers to use when undertaking participatory activity through committees.

It will provide an overview of the options available, including the above list, and cover:

- How to focus on purpose and who we are trying to reach
- When to use and when not to use different methods
- How to plan well and be clear to citizens what impact their voice will have
- How to manage costs, timescales, scale.

There is an expectation that Members and Officers will be giving strong consideration to the public participation and engagement options for each item on a committee's work programme, with reference to the above list a-k.



Report to Policy Committee

Author/Lead Officer of Report: Mark Whitworth,
Sustainability and Climate Change Manager

Tel: 07816156986

Report of: Wil Stewart

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: 19th July 2023

Subject: Our Council and The Way We Travel decarbonisation routemaps

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 2089				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<p><i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i></p>				

Purpose of report:

The purpose of this report is to brief the committee on the Decarbonisation Routemaps and to seek approval of the chapters contained within Tranche 1 which include chapters covering the Introduction, Our Council, The Way We Travel.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee approve the chapters contained within the Tranche 1 Decarbonisation Routemap at appendix 1 to this report.

Background Papers:

Pathways to Decarbonisation reports and 10 Point Plan for Climate Action (located in the downloads in the Council's climate emergency webpages [Our long term plan for climate change | Sheffield City Council](#)).

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Kerry Darlow</i>
	Legal: <i>Nadine Wynter</i>
	Equalities & Consultation: <i>(Insert name of officer consulted)</i> Ed Sexton
	Climate: <i>(Insert name of officer consulted)</i> Victoria Penman
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	SLB member who approved submission: <i>Kate Martin</i>
3	Committee Chair consulted: <i>Cllr Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>Mark Whitworth</i>
	Job Title: <i>Sustainability and Climate Change Manager</i>
Date: <i>5th July 2023</i>	

1. PROPOSAL

1.1 The 10 Point Plan for Climate Action, agreed by the Cooperative Executive in March 2022, committed the Council to developing routemaps to decarbonisation across seven areas (Our Council, The Way We Travel; Our Homes; Energy generation and storage; Our Land; Our Business and Economy and What We Buy, Eat and Throw Away). The objectives of the routemaps are to:

- ensure the strategic thinking and planning needed to progress towards our net zero ambitions.
- define our vision and objectives for achieving net zero by 2030.
- bring together the actions and activities to be carried out by the Council during the period of the Routemap (2023-25 for Tranche 1) to increase transparency and to enable monitoring and accountability.
- introduce actions that key partners wish to commit to part of their contribution to our transition to a net zero city.

These are set out in the document at appendix 1 to this report.

1.2 Everyone in the city will need to change the way that they live their lives in the coming years, both to minimise the harm that the climate emergency will lead to and to adapt to a changing world: this is a transition which is coming to the whole country and world, similar to the transition that was experienced in the 18th and 19th centuries when Sheffield and other northern cities led the world in the industrial revolution. Whilst it may seem daunting, as a Core and leading city, Sheffield is a strong position to play a leading role in this transition as well as in previous ones. By acting early and with commitment and ambition, we can ensure that Sheffield is a healthy, desirable place to live and where people and businesses can thrive as the climate changes and as other leading cities and other places race to improve their homes, infrastructure and economy to meet the challenges of the climate emergency.

1.3 There is a huge up-front investment required to transition to a net zero city and council. We do not seek to put a fixed cost on this as the numbers change as technology and prices change (the UK's Committee on Climate Change has twice reduced its estimate of the costs of tackling climate change because it underestimated how quickly technology costs would fall) but it is in the order of many billions. The view of the Committee on Climate Change and other experts is clear also that there are significant economic and other benefits that come as a result of transitioning early towards net zero. A "do nothing" or "do little" option would have long term economic costs to the city and Sheffield will fall behind other cities in the UK, with poorer housing conditions not fit for purpose in a warming

climate, fewer and more expensive transport options, poorer health and an uncompetitive economy with businesses vulnerable to lack of investment due to not complying with investor and lender risk requirements.

1.4 In view of the available resource, changing pace of technology and the scope of what is required, it is planned that the routemaps will be developed over a series of chapters, and that they will be live documents, with the remaining chapters being developed during 2023 and 2024 and actions being added to all chapters over the coming years.

1.5 This report includes the introduction to the routemaps, as well as the chapters covering Our Council (decarbonising Sheffield City Council) and The Way We Travel (decarbonising the transport system and the way people travel around Sheffield), and the actions covered in this iteration cover the known actions over the period 2023-2025.

1.6 Our first annual report on the progress made during 2022/23 will also be forthcoming in the autumn.

1.6 **Summary of the routemaps**

1.6.1 The introduction outlines the impacts that Sheffield is likely to experience as a result of change:

- Wetter winters and more intense rainfall events resulting increased surface water that exceeds the capacity of drainage systems, and lead to more frequent, severe flash flooding.
- Warmer, drier summers will affect quality and quantity of food and water supply, and damage buildings and infrastructure.
- Changing climate will hugely impact the plants and wildlife we know and love.
- Increased energy demand and reducing fossil fuels leads to further price increase unless we see a drastic shift to renewable energy and increased energy efficiency.

1.6.2 The impact of these changes will be very significant for the city. People, communities and businesses will need to adapt and respond to a changing climate, but **we need to, and can, act now to minimise climate change. Fundamentally, the actions that need to happen to minimise climate change and for Sheffield to thrive in the net zero society to which we are all moving will also have a wide range of other benefits.** Whilst preventing the worst effects of climate change has to be our primary goal, wider benefits include:

- jobs and economy, including community wealth-building
- health and wellbeing
- nature and green spaces
- safety and community
- lower energy costs

- energy and energy cost security
- reduced pollution
- warm healthy homes

1.6.3 The introduction also states the principles we work to, which are broadly the same as the '10-Point Plan for Climate Change'

- An inclusive, just and fair transition
- Focused on impact
- Collaborative
- Creating resilience
- Maximising wider benefits
- Long term
- Innovative and creative
- Nature-focused

The first principle, an inclusive, just and fair transition, is paramount, and will guide all our actions.

1.6.4 The Our Council chapter states the goal that **by 2030, Sheffield City Council will have reduced its emissions by 95% to lead by example as a net zero organisation.** The actions in the chapter work towards seven objectives:

A Our domestic stock is decarbonised by improving the building fabric, reducing consumption and transitioning to renewable energy.

B Our non-domestic and commercial stock is decarbonised by improving building fabric, reducing consumption, and transitioning to renewable energy.

C Our fleet is decarbonised by reducing mileage and replacing our fleet with decarbonised vehicles.

D Our street-lighting is decarbonised by reducing energy consumption.

E Our land management supports the Council's and city-wide net zero target.

F Our procurement, governance and decision making will support the Council's and city-wide journey to net zero.

G Our employees are carbon literate and fully engaged in the Council's journey to net zero.

1.6.5 The Way We Travel chapter has a goal that **by 2030, all our people and organisations will have access to ultra-low emission options for travel, resulting in 419 ktCO₂e (65%) reduction in transport-**

related carbon emissions. The actions are grouped around six key objectives:

A Strategic decision, taken in line with a clear vision and policy.

B Improved walking, cycling and wheeling routes and facilities that enable safe and inclusive participation.

C Improved low-carbon public transport network to provide attractive alternatives to private vehicle journeys.

D Goods and services provided via a consolidated low-carbon LGV/HGV and freight/delivery system to reduce vehicle journeys and road traffic.

E Decreased vehicle emissions and improved air quality through a shift to electric and zero-emission vehicles.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The routemap chapters provide an outline of the work which will be taking place over the next two years to work towards the decarbonisation of the local authority and towards the decarbonisation of transport in the city. It contributes towards the Council's commitment to work towards decarbonising the city and Council by 2030, and it is anticipated that the transition to net zero will be key elements of the forthcoming corporate plan and city goals.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The majority of actions in both The Way We Travel chapter and Our Council are already approved and have either already been subject to consultation, or will be in the future, or do not explicitly require consultation.
- 3.2 As the decarbonisation of the city will require every individual and organisation in the city to play their part, an ongoing process of consultation, engagement and partnership working will be required, and as first steps, a Climate Summit event was held in November 2022 to bring together a wide range of organisations across the city to start exploring the action needed on climate change. Specifically for the routemaps, organisations and representative groups have been consulted for the Way We Travel chapter, and Council employees and union representatives have been consulted for the Our Council chapter. In both chapters, consultees have been invited to contribute to the routemaps via online sessions, a survey and one to one conversations.

- 3.3 In January 2023 the Transport, Regeneration and Climate Policy Committee approved the formation a Task and Finish Group of six cross-party members to oversee work to develop the Decarbonisation Routemap to the point of bring these through for approval at committee.

Four online sessions were held with members, covering engagement; the introduction; The Way We Travel and Our Council chapters. Members were presented with ongoing drafts of the routemap chapters, discussed emerging gaps, provided guidance on strategic and policy positions, and fed back discussions to their parties.

A final round-up session was held post-election, with the new Chair of the Transport, Regeneration and Climate Policy Committee replacing the departing Chair. The group reviewed the current draft for sign off and considered feedback from the engagement sessions and how this had been taken into consideration.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 It is widely recognised that climate change will have a more negative effect on people with protected characteristics, particularly people living in poverty, people with some long-term health conditions and disabilities and people from ethnic minorities, who are disproportionately likely to both experience disability and poverty. Young people are also acutely impacted, both due to climate anxiety now, and by being more impacted by climate change throughout their lifetimes.
- 4.1.2 The transition to a net zero society is happening independently of any decision of Sheffield City Council, but the local authority has an ambition to reach net zero by 2030, well ahead of the national target, and this creates additional challenges. The Council has a key role to play in ensuring that the transition happens in a way which ensures both climate justice and social justice.
- 4.1.3 We are committed to ensuring that our action on the climate emergency is grounded in our values of promoting equality, diversity and inclusion for all. A full Equality Impact Assessment has been undertaken alongside the creation of the 10 Point Plan for Climate Action in 2022 as well as an initial assessment for this plan, and both of these have shaped its development. The Assessment in the 10 Point Plan recommends that while many of the commitments will positively promote equality for diverse groups, further engagement and consultation is required on the specific commitments made and careful consideration will be required as individual actions and delivery plans are developed. The same is true for the decarbonisation routemaps. As decisions are made on the specific commitments, full Equality Impact Assessments will be prepared where appropriate for individual actions. We will also ensure that we

monitor the overall equality impact of this plan as it is delivered to ensure that it has a positive impact on everyone in the city and particularly on people and communities who share protected characteristics.

4.2 Financial and commercial implications

4.2.1 Tackling the climate emergency and responding to the national and global changes that are facing the city will require multi-billion-pound investment over many years. It was recognised in the 10 Point Plan for Climate Action published in 2022 that it will not be possible to find the necessary finance within the local authority's, or the city's, existing resources. One of the ten points in the 10 Point Plan was specifically focused on the exploration of external funding streams and this work is ongoing. The Our Council routemap chapter commits the local authority to prioritising climate action in our budgeting, and officers will need to work with Members to commit to specific sums or projects.

4.2.2 The actions within the routemap chapters are either already funded, can be delivered within existing resources following reprioritisation or will be the subject of subsequent committee reports. Whilst sourcing the up-front investment is challenging, decarbonising the Council's estate and fleet can result in savings in ongoing energy costs.

4.2. There are actions in which commit us to working to reduce the carbon emissions we are indirectly responsible for through via our procurement. These may potentially have additional up-front costs but decisions will be taken on a case by case basis.

4.2.4 Many of the actions that we will need to take in order to achieve our ambitions will require working differently or taking decisions in ways which ensure that we do not increase our carbon emissions. Some of these decisions may have additional short term costs, but in many cases, whole life costing may demonstrate that additional up-front investment has long term benefits. In other cases, the action that is taken can reduce costs without significant additional investment (for example by reducing the milage of our fleet, changing the way we use our equipment or buildings or buying less and reusing more).

4.2. The true financial implications of the decarbonisation of the local authority and the city are difficult to quantify, and the costs of not taking or delaying action are equally difficult to quantify. There is increasing recognition that, globally, delayed action will increase the eventual costs. Locally, this is more difficult to estimate, but the climate is changing and investment in mitigation works that also enable adaptation are likely to have long term benefits both in terms of reduced requirement for retrofit in future, but also in terms of potentially reduced health and social care costs. An example of this is building well-insulated homes with renewable energy. Similarly, other actions which have dual outcomes may potentially have positive

financial benefits (for example, if action taken to decarbonise and create a sustainable economy may result in increased business rates).

4.3 Legal implications

4.3.1 There are no legal implications arising directly from this report. There may be legal implications arising from the implementation of proposals within the decarbonisation routemaps and these proposals and their legal implications will be the subject of further reports where required.

4.4 Climate implications

4.4.1 The decarbonisation routemaps are delivery documents and implementation plans intended to drive action to address climate change in Sheffield. This tranche 1 of the Routemaps covers Our Council and The Way We Travel. Tranche 2 and 3 will then be developed across 2023-24 and are expected to be co-developed by other services and stakeholders where applicable. If implemented in full, the routemaps have the potential to create large reductions in emissions over the coming years.

4.4 Other implications

4.4.1 **Human resources**

The Our Council chapter provides for actions to support employees to become carbon literate, to include our position in induction and in job roles and descriptions, and is clear that the action that is needed to make both the Council and city net zero will require employees across the organisation to play their part. As time goes on, retraining is likely to be needed for employees, including those in roles working with technology that becomes obsolete.

4.4.2 **Public health**

4.4.2.1 The climate emergency is recognised by the Director of Public Health as a public health emergency. Climate change is the greatest global health threat facing the world in the 21st century, but it is also the greatest opportunity to redefine the social and environmental determinants of health. It threatens to undermine the last 50 years of gains in public health, intensifying heatwaves and extreme weather events, worsening flood and drought, altering the spread of infectious diseases, and exacerbating poverty and mental ill-health. However – and crucially - the response to climate change brings immense benefits for human health in Sheffield, with the potential for cleaner air, healthier diets, and a more liveable city. The Council's Decarbonisation Routemaps will support an inclusive and just transition to a low carbon city.

- 4.4.2.2 The Our Council routemap will benefit the public's health through:
- improving air quality by decarbonising fleet (though particulate matter will still be an issue);
 - creating more opportunities for community food growing through land management – linking directly to the Council's [Food and Obesity Strategy 'Fairer, Healthier, Greener'](#); and
 - improve employee health through increased levels of active travel (engaged employees).

4.4.2.3 The Way We Travel routemap will benefit the public's health through better active travel (walking, wheeling and cycling routes) as well as improved public transport options and better air quality.

4.4.2.4 Across these two routemap chapters, and across all the work that we do to mitigate and adapt to climate change, it will be important to understand where our actions might widen inequalities and then act to mitigate against that widening of inequalities, for example, through provision of additional support to those people that are most impacted by the effects of climate change.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Creating a single plan covering all areas requiring decarbonisation was considered, but to enable officers to continue to deliver projects at the same time this approach was rejected. Creating a plan which takes us all the way to 2030 was considered but given the changing technology and current shortfall in funding of several billion pounds, it was considered that creating a live and agile document that could be easily updated and added to was preferable.

6. REASONS FOR RECOMMENDATIONS

6.1 The recommendation is the preferred option because it will allow progress to be made at pace and for plans to iterate over the coming years.



Net Zero Sheffield

Decarbonisation Routemap 2023-25

Published July 2023

Collaborative Partners



Developed by Sheffield City Council in collaboration with:

- A Different Gear
- Meadowhall
- Sheffield Hallam University
- Sheffield Teaching Hospitals
- South Yorkshire Mayoral Combined Authority
- The Sheffield College
- The Floo

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Foreword



Tackling the climate emergency is the biggest challenge of our lifetimes, and it's vital that we all take action here and now, to protect our future.

With the memory of last year's extreme heat event in Sheffield and across the world, we are publishing this plan as we come into summer, a time when many countries in the world are facing record breaking heat, and the unfathomable impacts this has on people's livelihoods.

We are all facing the challenges of the ongoing impacts of the Covid pandemic and the acute effect of the cost of living crisis, but the importance of the climate emergency, and its consequences for Sheffield, cannot be under-estimated.

We owe it to our children and grandchildren to take action today to reduce the impact of the climate emergency, and ensure that all of us are able to thrive in a changing climate and global economy.

To achieve this, the Council has an ambition for the city to be net zero by 2030. It is right to have this scale of ambition, but it is important not to underestimate the difficulty of the task. Achieving net zero will require strategic, coordinated and consistent local action. It will also need an urgent step-change in ambition from government to provide more resources to help Sheffield lead the charge to a more prosperous, net zero future for our city and country.

Cllr Tom Hunt, Leader of the Council



In March 2022, Sheffield City Council committed in our 10 Point Plan for Climate Action to decarbonise the city, focusing on seven areas. This iterative set of plans, or routemaps, is our response to that commitment.

We want to lead by example to tackle the climate emergency, and we are working hard to reduce our emissions and at the same time, and this set of routemaps begins with the Our Council chapter.

The routemaps will include actions from a range of partners, and there will be much more that people and organisations are already doing that aren't included.

The chapters include sections on what we can all do as individuals that can not only help reduce emissions but can also improve our health and wellbeing and save us money. Our Climate Emergency webpages and newsletter also signpost people and organisations to local funding and opportunities.

In a time that can feel overwhelming, taking action on areas within our reach gives us hope. Whilst the challenge ahead of us is immense, through our routemaps, the Council aims to map out how it will work with the city and regional and national government to decarbonise Sheffield and to achieve a thriving, greener, healthier future for all who live, work and study in Sheffield.

Cllr Ben Miskell, Chair of the Transport, Regeneration and Climate Policy Committee

Introduction

This is a plan to support and encourage Sheffield to do its bit to minimise the effects of what is widely recognised as the climate emergency that is facing the world and all of us who live on it. Some of the effects of the changes that are happening are now inevitable, but every fraction of a degree of global warming that can be avoided makes a difference to the effects that we will experience. We need to, and can, act now to minimise, mitigate and adapt to the changing climate. Together we can respond to the challenge in a way that improves our lives and businesses in Sheffield, as well as playing our part in protecting future generations and minimising the impact on ourselves in the years to come.

Climate change in Sheffield

We know some of the increasing impacts of climate change that Sheffield will experience:

- Wetter winters and more intense rainfall events. These are likely to lead to more frequent, severe flash flooding.
- Warmer, drier summers are likely to affect quality and quantity of food and water supply, and damage buildings and infrastructure.
- The changing climate will have a negative impact on the plants and wildlife we know and love.
- Increased energy demand and reducing fossil fuels is likely to lead to further price increases and power cuts unless we see a drastic shift to renewables and increased energy efficiency.

The impact of these changes will be very significant for the city. Residents, communities and businesses will need to adapt and respond to a changing climate.

Impact of these changes to people in Sheffield:

- Increased heat-related illnesses and reduced wellbeing during extreme weather, including loss of life.
- Increased costs for food, utilities and other goods and services, including insurance premiums from damage to property.
- Costs to business of disruption in trading, lower productivity, and reduced customers during extreme weather periods.
- As with Covid-19 and the cost of living crisis, those already living in poverty or in deprived communities will be most affected.

Responding to an emergency

Whilst this may seem overwhelming and worrying, we have all experienced what the impact of a global crisis can do to our city, and how we can come together to respond. Covid-19 has been an acute crisis that demonstrated how we can act swiftly to make previously unimaginable changes, work in different ways and build new relationships. The learning from Covid-19 can help us to act on the climate emergency and how many of the changes we need to make will improve our city and wellbeing.

Net zero 2030, together

Sheffield City Council declared a climate emergency in 2019, and launched an ambitious sustainability target, to become a net zero carbon city by 2030. The Council has a significant role to play in taking action in terms of reducing emissions within its direct control, and through its influence as a leader and enabler. It also has the potential to influence through its place shaping roles, including planning policy and enforcement.

However, the Council cannot decarbonise the city alone. Whilst there is a wide range of action we can take, the transformation required also requires national changes in fiscal and wider policy, and greater action globally and nationally to address systemic failings resulting in skills and supply chain shortages and to perverse outcomes.

Locally, businesses and other organisations, including the South Yorkshire Mayoral Combined Authority, other public sector organisations and voluntary, community and faith sector organisations have a significant role to play. Individuals will also need to make changes.

The Council will engage with the people of Sheffield and with wider stakeholders to find ways working with others to support and facilitate the changes needed.

The decarbonisation routemaps

The Council's '[10 Point Plan for Climate Action](#)' was adopted in 2022 and set out the Council's framework for responding to the climate emergency. Within the plan, the Council committed to developing routemaps across seven key areas of actions, building on the 10 Point Plan:

- Our Council
- The Way We Travel
- Our Homes
- Energy Generation and Storage
- Our Businesses and Economy
- The Way We Use Our Land
- What We Buy, Eat and Throw Away

Achieving an inclusive, fair, and just transition

People who already experience disadvantage, both in the UK and internationally, are generally least responsible for emissions. They will also be most impacted by climate change, and least able to adapt to it. This includes older people, young people, people from ethnic minorities, women, disabled people and people with health issues, and people living in poverty.

Many of the actions that will allow us to play our part in minimising changes in the climate will also benefit people who are currently most disadvantaged. It is important that we understand both the short and long term impacts and make fair, creative decisions that maximise the long term benefits, but protect those who genuinely have fewer choices in the short term as much as possible.

The 10 Point Plan also commits to prepare the city for a changing climate. Much of what we do to reduce our impact on the climate will also help us to adapt.

A phased approach

Funding is currently very uncertain, and technology is changing fast. For us to commit now to deliver a specific number of retrofits or transport infrastructure projects in the coming years would be unrealistic and we are simply not in a position to commit to this. Our approach is for the routemaps to commit us to:

- Improving the way we work together as an organisation and with partners.
- Actions that we know we can achieve during this time period.
- The work that we will carry out in order to be able to deliver and accelerate activity at scale to reduce emissions in the future.

The routemaps will therefore outline the vision and objectives for achieving net zero by 2030, and the actions and activities which will be carried out between 2023 and 2025. It is planned that the documents will be live, with future actions added rather than entirely new documents being created.

The current routemap contains actions relating to decarbonising Our Council, and The Way We Travel. Work has started to develop the five further chapters, which are expected by Spring and Summer 2024.

A systems approach

The pace and scale of change for us to deliver our vision by 2030 needs fundamental and radical changes to the way that we currently work as a local authority and as a city.

Whilst our routemaps are individual chapters focused on seven themes, we have to consider how each relates with the other parts of

the system, for example how the way we travel relates to the energy that we use, and the way that we live in our homes.

This allows us to minimise the risks of unintended outcomes, where one action might inadvertently lead to a negative impact elsewhere. It also allows us to maximise the wider benefits that acting on climate change can have for the other things that are important to the city.

Within each theme, our success will depend on five key factors, and we will use these developing our programme of action:

- national/regional action and city leadership (including governance).
- data and knowledge (including monitoring and reporting).
- engagement and inclusion (including behaviour change).
- skills and capacity.
- funding and finance.

Our principles for acting

The principles we work to are broadly the same as the '10-Point Plan for Climate Change':

- An inclusive, just and fair transition.
- Focused on evidence and impact.
- Collaborative and enabling.
- Creating hope and resilience.
- Maximising wider benefits.
- Long term.
- Innovative and creative.
- Nature-focused.

Chapter One Our Council

GOAL: By 2030, Sheffield City Council will have reduced its emissions by 95% to lead by example as a net zero organisation.



Key objectives

A Our domestic stock is decarbonised by improving the building fabric, reducing consumption and transitioning to renewable energy.

B Our non-domestic and commercial stock is decarbonised by improving building fabric, reducing consumption, and transitioning to renewable energy.

C Our fleet is decarbonised by reducing mileage and replacing our fleet with decarbonised vehicles.

D Our street-lighting is decarbonised by reducing energy consumption.

E Our land management supports the Council's and city-wide net zero target.

F Our procurement, governance and decision making will support the Council's and city-wide journey to net zero.

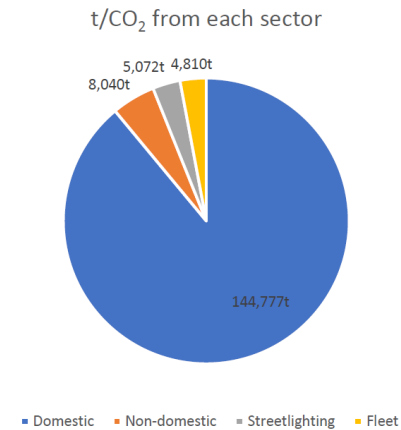
G Our employees are carbon literate and fully engaged in the Council's journey to net zero.

Where we are now

The Council takes its leadership role seriously and has adopted a net zero carbon by 2030 target for its estate and operations. The Zero Carbon Pathway for Council assets work undertaken by ARUP and Ricardo set out baseline emissions inventory and projections to 2030 for each of the following sectors:

- domestic buildings (homes) owned by the Council.
- non-domestic buildings, such as schools and libraries.
- Council and key contractor fleet vehicles.
- street lighting.










From these sectors, baseline emissions for the Council's direct and indirect emissions in 2019 were 162,699 t/CO₂. The Council and its tenants are responsible for approximately 7% of the direct and indirect emissions of the whole city.



The Council's housing stock makes up 89% of Council emissions, with 5% from the Council's operational non-domestic estate. Streetlighting and fleet each make up 3% each of the Council's emissions.

What needs to change?

The table below provides a summary of the key changes that need to be made to reduce the impact of the Council's estate and operations on the climate.

Domestic	 Improve fabric	 Reduce energy consumption	 Remove fossil fuels
Non-domestic	 Improve fabric	 Reduce energy consumption	 Remove fossil fuels
Fleet		 Reduce energy consumption	 Decarbonise vehicles
Street-lighting			 Reduce energy consumption

Following the energy hierarchy, improvements to the building fabric of the Council's domestic and non-domestic estate will be prioritised, then we will seek opportunities to reduce energy demand through efficiency measures and installation of renewables. Removing fossil fuel heating by connecting buildings to new and existing heat networks will be considered before considering heat pumps.

Fuel efficiencies in the Council's fleet will be addressed by driver efficiency training and route optimisation, with a fully electric fleet by 2030.

Considerable efficiencies have already been made to the Council's streetlighting, and further emissions reduction will be made as the grid draws on more renewable energy, and through potential further dimming.

The impact of COVID

Following the lockdown imposed in response to the Covid-19 pandemic, the majority of Council employees worked from home. Like many local authorities, Sheffield City Council staff have not fully returned to the office, with the majority working 40% of their time from the workplace and the remainder at home. This has created excess office space and work is underway to rationalise the Council's estate, including the closure of large office accommodation at Moorfoot.

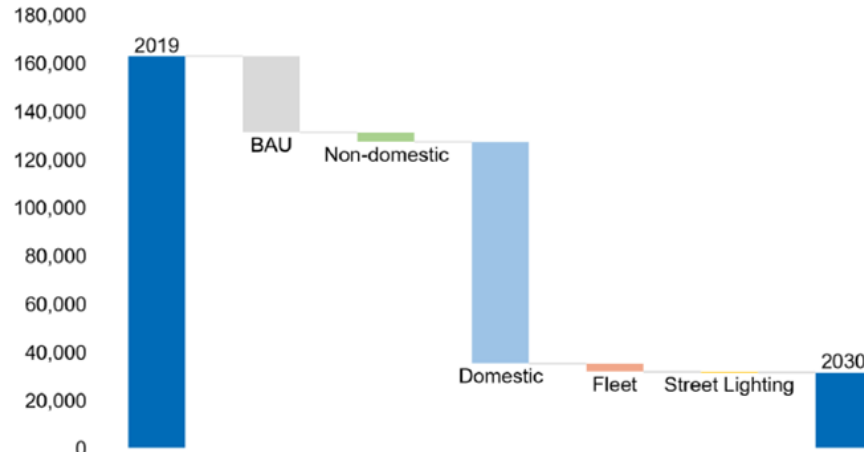
Whilst the disposal of buildings will reduce the Council's carbon footprint, individuals are using their homes for work purposes and consideration will need to be given as to if and how these emissions are accounted for in future.

What carbon reduction will this achieve?

Our analysis shows that if all actions identified are implemented, Council emissions in 2030 fall to 31,498 tCO₂, an 80% reduction against the 2019 baseline. This falls short of the net zero target definition of a 95% reduction and as such demonstrates the importance of carbon positive measures and energy export opportunities in meeting the target.

The Pathways to Decarbonisation reports acknowledge that these alone won't reduce emissions enough to reach the 95% reduction

requirements and therefore offsetting measures outside the Sheffield city boundary will be required. It is recommended that these are done as close to Sheffield as possible such as peatland restoration or afforestation within the city region.



Zero Carbon Pathways for council assets report, Ricardo, 2020

Benefits and barriers

Decarbonising the Council's estate and operations requires wide-scale change. There are a number of social, political, financial and technological barriers that need to be overcome:

- employees not feeling able or empowered to make efficiency savings in their place of work or working practices.
- grant funding for capital works is limited and very competitive. There is little to no revenue available to enable feasibility work to support capital funding bids or to seek investment opportunities.
- increasing cost of capital works.

- grid constraints for the electrification of heat and vehicles.
- skills gap for the installation, repairs and maintenance of low carbon technologies.
- data gaps to effectively monitor and report on the Council's greenhouse gas emissions.
- the need to make tough decisions on funding allocations in line with ever competing priorities.
- lack of resources (finance and staff).
- supply chain delays.

However, there are many co-benefits that arise from decarbonising the Council's estate and operations. By reducing greenhouse gas emissions, we lead by example in mitigating against climate change, and can create wider benefits to the organisation and our society, economy and environment such as:

- more people walking, wheeling and cycling to and for work will improve their health and save them money.
- better working environments with improved thermal comfort and lighting can improve employee health, wellbeing and productivity as well as save money for the Council.
- Replacing fossil fuel boilers, reduced vehicle mileage and vehicle decarbonisation will help improve air quality.
- decarbonisation projects will help support local low carbon skills and economy.
- generating our own energy, and using less of it, will help reduce our energy costs.

OBJECTIVE A: Our domestic stock is decarbonised by improving the building fabric, reducing energy consumption and transitioning to renewable energy.



OUTCOMES

1. Funding opportunities are maximised and number of successful bids increased.
2. New social homes are future proofed.
3. Robust strategies and policies are adopted.
4. Decisions and delivery based on sound evidence base.
5. Tenants are fully engaged and feel included.
6. Local skills and capacity are increased.
7. Delivery happens at scale and pace.
8. Local infrastructure supports domestic decarbonisation.

Why do we need to decarbonise our housing?

The Council owns 39,000 domestic properties in Sheffield, which in 2019 were responsible for 144,777t/CO₂ (89% of the Council's total emissions). 51,749t/CO₂ were attributed to the Council's 18,000 flats and 93,028t/CO₂ were attributed to the Council's 21,000 houses. Since 2004, we have invested £1 billion in our stock and 82% are already reaching EPC C. We deliver new build homes to minimum EPC B.

In addition to a reduction in CO₂ emissions, the decarbonisation of the Council's homes will help to reduce energy bills, address fuel poverty and improve health benefits from a home that, through retrofit or new build, is more thermally efficient and pleasant to live in.

If the Council doesn't act further on decarbonising its housing estate, there could be an increase in the number of vulnerable residents due to increased fuel poverty and worsening health conditions. This in turn puts additional pressure on local health and community services.

What does the future look like?

Our vision for the future is that our council housing provides our residents with a healthy home that provides warmth and comfort and is energy efficient and more affordable to heat, leading to a reduction in fuel poverty.

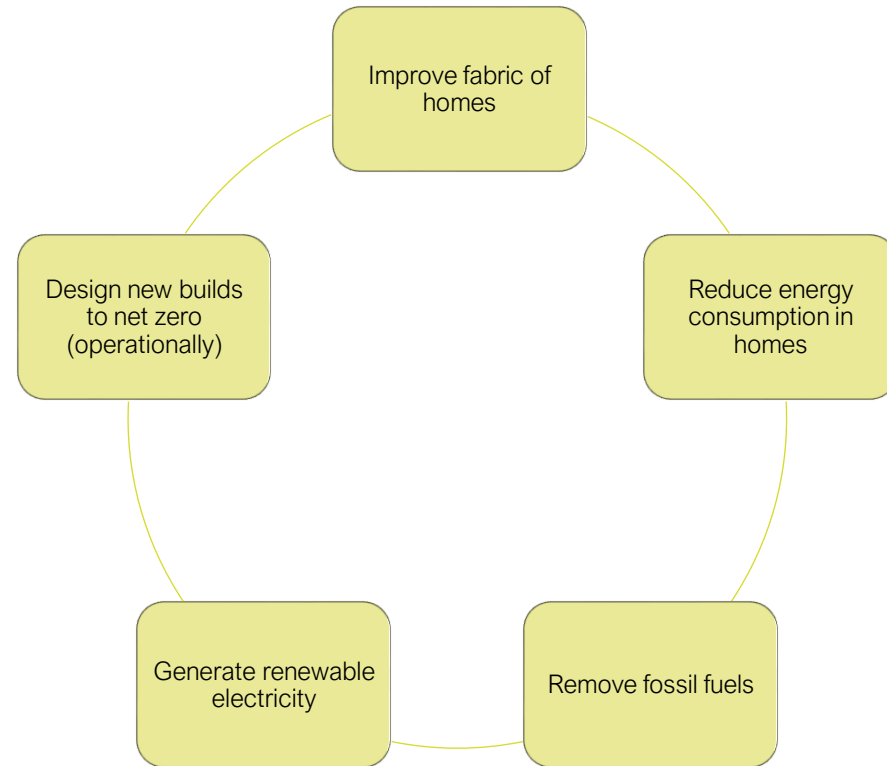
The fabric of our homes will have been improved through draught proofing, replacing glazing and loft, cavity wall, external wall insulation and floor insulation measures. Homes will be more efficient due to smart heating controls and LED lighting. Where we can connect our homes to existing or new heat networks, we will have done so and where that is not viable, we will have installed heat pumps to provide

low carbon and efficient heat, removing our reliance on fossil fuels for heating.

















































We will be generating on-site renewable energy and by 2030 our new builds will be designed to operationally achieve net zero.










Increased choices

The [New Homes Delivery Plan](#) has clear objectives to use housing to reduce inequality, ensure no one is living in a home that damages their health, make residents feel safe and ensure that there is more choice of good quality and affordable homes for all lifestyles. Through retrofitting our homes, our tenants will live in more efficient homes with smart systems that enable them to have more control over their heating and thermal comfort.



OBJECTIVE A: Our domestic stock is decarbonised by improving the building fabric, reducing energy consumption, and transitioning to renewable energy.

Outcome	Action	Who	When	Co-benefits
Funding opportunities are maximised, and number of successful bids increased.	We will seek opportunities for a regional, collaborative approach to funded energy projects.	Housing	On-going	 
	We will clarify the Council's approach to funding and maximise opportunities such as Levelling Up.	Housing	March 2024	 
	We will continue to work to secure funding from DESNZ via innovation and / or energy programmes, such as the Social Housing Fund, whole house retrofit programme, and ECO flex.	Housing	On-going	 
New social homes are future proofed.	We will revise our specification in stages between 2023 and 2030 to ensure the transition to operational net zero. In earlier stages, future proofing of elements will be incorporated to allow for easier transition of installations to net zero in the future.	Housing Growth	Commenced Dec 2022 – on-going	  
	We will, where cost viable to do so, bring council acquisitions up to net zero standards, or where part of a larger programme of works.	Investment Programmes, Housing	On-going	  
Robust strategies and policies are adopted.	We will deliver a new Housing Strategy and its key policies and action plans, including on net zero.	Housing	January 2024	  
	We will update the Heating Strategy for Council homes with a view to improved energy efficiency and low carbon technologies. This will include short / medium term plans and longer term plans once fabric works are completed.	Housing	2024	  
Decisions and delivery based on sound evidence base.	We will undertake lessons learned from previous projects and seek best practice from other local authorities to understand any barriers to resident uptake of retrofit measures.	Housing	On-going	 
	We will engage with residents early to test generic assumptions, barriers, and willingness of local population.	Housing	On-going	 
	We will annually report decarbonisation measures that have been undertaken on our council homes with expected reductions in emissions.	Housing / Sustainability and Climate Change	Annually	  
Tenants are fully engaged and feel included.	We will develop a one stop shop, signposting and advisory service for residents on energy efficiency and access to funding.	Housing	Qtr 3 and 4 2022/23	  
	We will apply for funding via the Local Energy Advice Demonstrator to develop an in-person energy advice programme, which will help to inform DESNZ strategy for energy advice provision.	Housing	Awaiting funding timescale	  
Local skills and capacity are increased.	We will seek opportunities for a regional, collaborative approach to training.	SCC / SYMCA	On-going	 
	We will undertake a skills audit to ascertain current levels of knowledge and skills in Housing Services to identify training needs.	Housing	March 2024	 
	We will work with Sheffield College and other training providers to develop training opportunities to increase local skills in solar PV and heat pump installation along with insulation and building fabric improvements.	Housing / FM / Economic Development	July 2023	 
	We will upskill our existing workforce to gain accreditation for the installation, repairs and maintenance of heat pumps and other low carbon technologies.	Housing / FM	March 2024	 
Delivery happens at scale and pace.	We will develop an intensive programme of works on Council owned domestic properties.	Housing	March 2024	 
	We will build skills and supply chain opportunities through procurement, regulatory and training opportunities.	Housing / FM / Economic Development	March 2024	 
	We will take findings from the commissioned Council Housing Decarbonisation Roadmap to determine whether we deliver a whole house approach to net zero retrofits or an incremental approach starting with fabric first.	Housing	March 2024	  
Local infrastructure	We will initiate discussions with Northern Powergrid to understand how capacity impacts on meeting zero carbon target and develop a programme of strengthening work.	Sustainability and Climate Change	March 2024	 

supports the decarbonisation of the domestic sector.	We will explore opportunities, including through the Heat Network Zoning Pilot Programme, Advanced Zoning Programme and Heat Network Delivery Unit funded techno-economic feasibility studies, to connect to the district heat networks and seek funding to enable this.	Housing / Sustainability and Climate Change	Qtr 3 2023/24	  
	We will continue to work with and support our tenants where they are seeking permission to install electric vehicle charging infrastructure at their home, prioritising tenants with motability vehicles.	Housing	On-going	  
	We will identify and apply for funding to increase access to electric vehicle charging infrastructure within our existing housing stock and identify a strategy for the roll out of this, including the specification and administrative approach.	Housing	March 2025	  

OBJECTIVE B: Our non-domestic estate is decarbonised by improving the building fabric, reducing energy consumption and transitioning to renewable energy.



OUTCOMES

1. Robust strategies and policies are adopted.
2. Decisions and delivery based on sound evidence.
3. Funding opportunities are maximised and number of successful bids increased.
4. Local skills and capacity are increased.
5. Delivery happens at scale and pace.
6. Local infrastructure supports decarbonisation.
7. Employees are fully engaged and are equipped with knowledge to implement change.

Why do we need to decarbonise our non-domestic estate?

122 buildings were included within the scope of non-domestic emissions in the 2019 baseline, amounting to 8,040t/CO₂, 5% of the Council's overall emissions. Many of our non-domestic buildings are not only energy inefficient, but in a poor state of repair, with the repairs and maintenance bill outstripping the funding that is available. Currently, the Council is undertaking its Accommodation Strategy Review of all buildings across the estate to create a smaller, more cost-effective estate that is fit for purpose, well maintained and meets the current and long term needs of customers and employees.

What does the future look like?






























All building energy data and greenhouse gas emissions will be reported, and variances to this data evidenced and shared. Our future non-domestic estate will be reduced, with the most energy efficient buildings that are in a good state of repair and fit for purpose being retained. The retained estate continues to undergo decarbonisation to reduce emissions to net zero.











Employees working in relevant services will be upskilled to appropriate standards to undertake energy audits, feasibility studies, and install repair and maintain low carbon technology, enabling the development of decarbonisation plans to attract external funding.

The Council will continue to identify and secure grant funding as well as explore alternative financing arrangements. In the future, we've assessed our land holdings for the potential of renewable energy generation and storage and where possible we're building out new generation in the city.

OBJECTIVE B: Our non-domestic estate is decarbonised by improving the building fabric, reducing energy consumption and transitioning to renewable energy.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits	
Robust strategies and policies are adopted.	We will complete the Accommodation Strategy Review and manage its implementation.	Property and Facilities Management	March 2024	  	
	We will develop and implement a workplace Heating and Cooling Policy.	Facilities Management	March 2024	 	
	We will explore technology that enables the creation of a baseline and the monitoring of our ICT infrastructure and cloud based activities.	ICT	March 2024		
	We will develop and implement an ICT Policy to drive energy efficiency.	ICT	March 2024		
Decisions and delivery based on sound evidence base.	We will report on emissions from all operational non-domestic estate, which will require the baseline to be re-calculated.	Sustainability and Climate Change / FM	Annually		
	We will undertake a review of building energy management systems (BEMS). In buildings where they're not installed, a financial analysis will be undertaken to assess if they're viable; in buildings where they're installed but not linked to the Council's BEMS, ascertain whether they can be; assess overall need for any upgrades to infrastructure.	FM	March 2024		
	We will undertake an assessment to understand where the installation of submetering may present an economical business case to do so.	FM	March 2024		
	We will undertake post project monitoring and validation to enable reporting against carbon reduction targets and helps with future project prioritisation.	CDS and FM	March 2024		
	Regular energy usage reports will be provided to Facilities Management workplace managers to provide regular energy reports to enable monitoring and targeting work to be undertaken.	FM	March 2024		
	unding opportunities are maximised and number of successful bids increased.	We will reinvest the £240k match funding contribution to the Salix Recycling Fund to invest in further decarbonisation plans and projects.	FM	June 2023	
		We will undertake an assessment on alternative finance solutions such as Energy Performance Contracts (EPCs).	Sustainability and Climate Change	April 2024	
		We will apply for future rounds of Public Sector Decarbonisation Scheme funding and other funding streams for public sector buildings that may become available.	Sustainability and Climate Change and FM	As they become available	
Local skills and capacity are increased.	We will participate in the Department for Energy Security and Net Zero (DESNZ) funded Low Carbon Skills Fund initiative via the Northeast and Yorkshire Net Zero Hub to undertake decarbonisation plans for 10 buildings and benefit from training and upskilling opportunities.	Sustainability and Climate Change and FM	June 2023	  	
	We will work with Sheffield College and other training providers to explore training and apprenticeship opportunities, utilising our own buildings as training centre where appropriate.	Economic Development and FM	July 2023	  	
	We will upskill and train existing Council employees in the installation, repairs and maintenance of low carbon technologies.	FM	March 2024	  	
Delivery happens at scale and pace.	We will identify priority buildings for decarbonisation works based on boiler age and condition, building condition data, energy performance and Accommodation Strategy Review.	FM	On-going	  	
	We will deliver renewable energy generation projects on our buildings, including those leased out to third parties through the Local Renewable Energy Fund.	Sustainability and Climate Change and FM	April 2026	 	
	We will undertake large scale LED lighting replacement at Town Hall utilising the remaining Salix Recycling Fund.	FM	April 2024		

	We will work with a community energy provider to pilot a community funded energy project on a council owned building.	Sustainability and Climate Change and FM	April 2025	 
Local infrastructure supports decarbonisation.	We will explore opportunities, including through the Heat Network Zoning Pilot Programme, Advanced Zoning Programme and Heat Network Delivery Unit funded techno-economic feasibility studies, to identify our buildings that could connect to the district heat networks and seek funding to enable this.	Sustainability and Climate Change and FM	On-going	 
Employees are fully engaged and are equipped with knowledge to implement change.	We will implement Behavioural Insights informed communications and behaviour change strategies to ensure successful implementation of projects and effective workplace strategies to drive energy efficiency and carbon reduction.	Sustainability and Climate Change and FM	On-going with project deliver	 
	We will communicate and consult with employees to minimise workplace impacts during the delivery of decarbonisation projects.	Sustainability and Climate Change and FM	On-going in line with project development	
	We will communicate with employees with regard to efficient working practices whilst working from home and will explore the opportunity of monitoring and reporting home working emissions.	Sustainability and Climate Change	April 2024	  

OBJECTIVE C: Our fleet is decarbonised by reducing mileage and replacing our fleet with decarbonised vehicles.



OUTCOMES

1. Fleet efficiency is improved.
2. Fleet is decarbonised.
3. Scope 3 emissions are measured and reduced.
4. Robust carbon reporting is in place.

Why do we need to decarbonise our fleet?

Sheffield City Council and its two principal contractors; Amey and Veolia, operates a diverse fleet of 1,145 vehicles which are responsible for 4,810 tCO₂ (3%) of the Council's emissions:

- The council operates around 920 vehicles, the majority of which are vans, followed by cars and minibuses. 71 run on electricity.
- Amey operates 170 vehicles to deliver the citywide Streets Ahead service. Most of these are vans and trucks, however they also operate larger specialist vehicles, such as gritters and sweepers.

- Veolia operate 60 vehicles, the majority of which are large refuse collection vehicles (RCVs), including two electric RCVs which are powered by energy from the energy recovery facility.

While our fleet may only account for a small percent of council emissions, transport is the third largest source of emissions in the city. The council needs to lead by example by decarbonising its own vehicles, encouraging its contractors and partners, and inspiring our citizens to act too.

Decarbonising our vehicles will also lower fuel costs, reduce vehicle maintenance costs, and improve air quality.

What does the future look like?

The key focus for decarbonising our fleet is improved efficiency and vehicle electrification through interventions including:

Improved efficiency:











































- removing the need for travel in the first instance through technological improvements e.g remote service delivery, automatic meter reading and cashless transactions.
- car-sharing for business travel and commuting.
- telephone/web-based conferencing and work-from-home arrangements.
- optimised route-planning to ensure multipurpose trips, and supportive telematics and eco-driver training.
- vehicle maintenance.

Vehicle electrification:

- fleet electrification strategy supported with provision of suitable EV charge points at key locations.
- alternative fuel (Hydrogen/biofuels) for large/specialist vehicles.

OBJECTIVE C: Our fleet is decarbonised by reducing mileage and replacing our fleet with decarbonised vehicles.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
Fleet efficiency is improved.	We will maximise the analysis of telematics to optimise route planning, journey consolidation and reduce mileage.	Fleet	On-going	 
	We will undertake a programme of behaviour change training for our drivers to increase fleet efficiency.	Fleet	On-going	  
	We will consider and determine the resource required and identify the appropriate services to develop Council workplace travel planning and associated initiatives to enable the decarbonisation of staff commuting.	Climate Oversight Board	December 2023	  
	We will develop a behaviour change programme to our employees to encourage efficient driving.	HR, Sustainability and Climate Change	March 2024	  
	We will continue to promote the electric vehicle, bike and e-bike salary sacrifice scheme to our employees.	HR	On-going	  
Fleet is decarbonised.	We will update the vehicle replacement programme priority to include net zero (currently underpinned by air quality, not net zero) to begin to accelerate the electrification of all cars and vans.	Fleet	On-going	 
	We will continue to deliver the six year vehicle replacement programme, currently in year four, then on a rolling basis year after year.	Fleet	On-going	 
	We will identify the future depot estate through the Accommodation Strategy Review, which will determine future investment for EV charging infrastructure.	Property, FM and Fleet	On-going	
	We will continue to explore the feasibility of installing additional EV charging infrastructure at our depots, in line with the Accommodation Review and considering on-site electrical capacity constraints.	FM, Fleet	On-going	 
	We will trial low carbon large and specialist vehicles as they become available, in preparation for a complete switch away from diesel.	Fleet	On-going	 
	We will use telematics data to ascertain the number of future EV chargers required across the estate.	Fleet	On-going	
	We have gathered data and will investigate the feasibility of installing home chargers for Council drivers who take their vehicles home overnight.	Fleet, HR, FM	On-going	 
	We will publish training for employees on how to use electric vehicles on our Go Learn platform.	Fleet, HR, Sustainability and Climate Change	September 2023	
	We will explore the use of the Workplace Charging Scheme and maximise this where possible.	Fleet, FM	On-going	 
Scope 3 emissions are measured and reduced.	We will work with key contractors to align their vehicle policy with the council's zero carbon targets and monitor and report on their fleet emissions.	SCC, Veolia, Amey	On-going	 
	Veolia will continue to pilot EV or H2 fleet to determine their preferred option ahead of their 2025 replacement programme.	Veolia	By 2025	  
	We will continue to obtain mileage and emissions data from AMEY to record their progress in their fleet decarbonisation.	Amey	Annually	  
Robust carbon reporting is in place.	We will collect and report on annual emissions resulting from the Council's agricultural fleet and equipment.	Sustainability and Climate Change	Annually	 
	We will collect and report on annual emissions resulting from grey fleet mileage and target high mileage service areas for efficiency measures and behaviour change.	HR and Sustainability and Climate Change	Annually	  

OBJECTIVE D: Our street-lighting is decarbonised by reducing energy consumption.



OUTCOMES

1. Infrastructure is efficient and maximised.
2. Robust carbon reporting is in place.

In addition to the cost and carbon reduction benefits of decarbonising our street lighting, it has the additional benefit of reducing light pollution and benefiting wildlife, but street lighting also has implications for levels of walking, wheeling and cycling as people need to feel safe if they are going to travel actively in hours of darkness.

What does the future look like?

Opportunities for reductions in lighting levels and hours of operation of streetlighting will be explored across the city, taking into consideration design factors, ecology and public safety, The decarbonisation of the electricity grid will contribute to the decarbonisation of the city's street lighting.






We'll maximise the use of infrastructure, including using street lighting columns for EV charging where possible. This pilot is detailed in the transport section of the Routemap.

Why do we need to decarbonise our street-lighting?

Sheffield's street lighting is managed by Amey through the Streets Ahead programme. Previous work to install LED lighting and make efficiencies through reducing the hours that streetlights are used (known as trimming) and dimming of streetlighting means that street lighting emissions contributed only 3% of our overall emissions in 2019. However, with the current energy price crises, the need to further reduce the energy consumption of our street lighting has again come to the forefront.

OBJECTIVE D: Our street-lighting is decarbonised by reducing energy consumption.

 Social
  Health
  Economic
  Biodiversity

Outcome	Action	Who	When	Co-benefits
Infrastructure is maximised.	We will undertake a street lighting column EV charging pilot and will continue to monitor resulting changes in energy consumption and emissions and look to address any increases.	Highways, Transport	March 2024	 
	We will explore opportunities for further trimming and dimming of streetlighting, whilst ensuring public safety is achieved.	Highways	March 2024	
Robust carbon reporting is in place.	We will realign the Council's emissions baseline to include accurate emissions from streetlighting and all highways infrastructure including CCTV and traffic signals.	Sustainability and Climate Change	March 2024	 

OBJECTIVE E: Our land management supports the Council's and city-wide net zero target.



OUTCOMES

1. Council land is effectively managed to sequester carbon and increase biodiversity.
2. Council land is used to generate local renewable energy.
3. We will have an off-setting policy that supports land based off-setting as near to Sheffield as possible and that provides additionality.

Why do we need to sequester carbon from our land?

Land Use, Land Use Change and Forestry (LULUCF) refers to the emissions and removal of greenhouse gases resulting from land use, such as commercial uses, land use change and forestry activities. When trees and other plants grow, they absorb CO₂ and when they die, they release CO₂. Peat bogs are made up of long dead trees, and when peat bogs degrade, they release CO₂.

When more CO₂ is absorbed than released, this is referred to as carbon sequestration and helps balance emissions from other sectors. Whilst emissions from carbon sequestration are hard to measure, the way in which we use our land is of great importance to tackling both the climate and ecological emergencies.

In 2020, net emissions from LULUCF across the city were -24,500t/CO₂. Further natural capital mapping of the Council's land is required to understand the net emissions from our own estate.

The work undertaken by Arup and Ricardo identified measures to reduce the Council's emissions by 80%, falling short of the 95% net zero definition. This highlights the importance of LULUCF measures in meeting the 2030 net zero carbon target, including opportunities for using Council owned land for renewable energy generation.














What does the future look like?

The Council is leading by example in maximising ecosystem services on our land and creating habitat that is optimum for carbon sequestration and nature recovery. Our land promotes the benefits and opportunities of carbon stewardship and delivers on Biodiversity Net Gain and wider environmental net gains, as well as providing spaces for recreation. This leads to improvements in the health and well-being of our residents and helps us to adapt to the impacts of climate change by reducing heat and flooding risk.

In addition, opportunities to use Council land for renewable energy generation have been maximised, providing direct renewable energy to local consumers where available or exported to the national grid to further the decarbonisation of electricity supply.

OBJECTIVE E: Our land management supports the Council's and city wide net zero target.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
Council land is effectively managed to sequester carbon and increase biodiversity.	We will identify a lead within the Council to coordinate our approach to the ecological emergency and LULUCF on all our land holdings, enabling cross departmental working and holistic land management strategies across combined land holdings.	Climate Oversight Board	March 2024	
	We will meet provisions set within the Environment Act, including the development of a Biodiversity Plan, and work with South Yorkshire Mayoral Combined Authority on the development of Local Nature Recovery Plans.	Parks and Countryside	March 2024	
	We will implement the Rural Strategy and Estate Management Plan to create substantial opportunities for LULUCF.	Property	Approved April 2023	
	We will undertake natural capital mapping to understand current baseline of land use in terms of which land management practices in place are emitters of CO ₂ and which are sequesters.	Parks and Countryside	March 2024	
	We will, in line with the Sheffield Moors Partnership, promote carbon stewardship to ensure the management and restoration regimes of our moors provide the effective storage of carbon.	Parks and Countryside	On-going	
	We will plant more than 100,000 additional trees and replace trees on a two for one basis in Council controlled greenspaces and woodlands over the next 10 years.	Parks and Countryside	March 2024	
	We will work with the Environment Agency on natural flood management, across the whole upper catchment, including council owned peatlands.	Flood Management	March 2024	
	We will consider the ability of habitats to sequester carbon in decision making when disposing of land.	Parks and Countryside / Property	March 2024	
	We will prioritise the conversion of amenity grass to habitats that maximise rapid carbon sequestration, such as ponds, flood meadows, wet woodland, and scrub.	Parks and Countryside	March 2024	
	We will continue to work with the South Yorkshire Woodland Partnership and contribute to their scoping exercise to identify the requirements to produce tree numbers at scale to support woodland creation in South Yorkshire.	Parks and Countryside and South Yorkshire Woodland Partnership	March 2025	
	We will give 30% of our land to nature by 2030 and look to increase this to 40%.	Parks and Countryside	2030	
Council land is used to generate local renewable energy.	We will commission a renewable energy and storage scoping study to identify opportunities on council owned land for large scale energy projects.	Sustainability and Climate Change	December 2023	
We will have an off-setting policy that supports land based off-setting as near to Sheffield as possible and that provides additionality.	We will work with internal colleagues and external partners to develop an off-setting policy that ensures off-setting provides additionality, is effectively monitored and reported and occurs as close to Sheffield as possible.	Sustainability and Climate Change	March 2024	

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OBJECTIVE F: Our procurement, governance and decision making will support the Council's and city wide journey to net zero.



OUTCOMES

1. Emissions from our procured goods and services are reduced.
2. Climate change is at the heart of our decision making.

Why do we need sustainable procurement?

Approximately 60-80% of public sector emissions are from Scope 3 activity, with purchased goods and services making up a high proportion of this figure. While we cannot directly control these emissions, we can influence them through our procurement and commissioning processes.

The 2018 National Procurement Strategy for Local Government and the UK Government Green Paper on Transforming Public Procurement published in 2020 both highlight that the commissioning, procurement and management of contracts is a vital mechanism to respond to strategic economic, social and environmental priorities such as the climate emergency.

We can use our spending power not only to support the development of low carbon skills and economy locally, but support all our providers, suppliers, contractors and partners to integrate carbon reduction into the provision of their products and services.

What does the future of sustainable procurement look like?

We recognise that integrating climate impacts into our procurement processes will be a journey, and that we need to work closely with our supply chain to drive down scope 3 emissions associated with the products and services we buy. Over the next two years we aim to do the following:

- update our policies and processes to ensure climate impacts are considered throughout the procurement process, from initial client requests through to ongoing contract management.
- collect information from our suppliers to inform our carbon reporting, providing demonstratable evidence of a reduction in scope 3 emissions associated with services and good delivered on behalf of Sheffield City Council through our supply chain.
- engage and work with our supply chain to meet these ambitions.

Why does climate change need to be at the heart of decision making?

As a local authority, much of the impact that we can have on reducing emissions is through the wider decisions we take across the organisation

and city. To maximise our chances of achieving our net zero ambitions, all our decisions need to consider the impact on climate change, to ensure opportunities to reduce our emissions are not missed. We have developed a Climate Impact Assessment (CIA) Tool to support our decision making.

What does future decision-making look like?

















































We want to continue to develop and refine our tool to ensure it provides added value and does not become a “tick box exercise”:

- we are developing an online app where officers can complete their assessments.
- we will improve our ability to report on use of the CIA tool and the outcomes it enables in terms of carbon reduction.
- we are developing standard assessments for some types of projects to enable more effective use of the tool.
- we will engage with our suppliers and providers to explain what we are doing.

We also aim to incorporate the consideration of climate impacts more fully into service planning to ensure all parts of the Council are playing their part on meeting our net zero target.

OBJECTIVE F: Our governance and decision making will support the Council's and city wide journey to net zero.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
Our procured goods and services support sustainable local supply chain opportunities.	We will implement an updated Ethical and Sustainable Procurement Strategy.	Commercial Service	March 2024	   
	We will ensure climate change measures are given due assessment and included in our procurement strategies and associated tender activity.	Commercial Service	March 2024	   
	We will establish mandatory and aspirational climate measures for existing suppliers and new bidders to select from in their tender responses when bidding for work with the Council.	Commercial Service	March 2024	   
	We will establish a set of EU Green Public Procurement (GPP) criteria standards (or equivalent) for inclusion in our tenders and existing contracts. This will facilitate consistent green requirements in our public tender documents and contracts with our supply chain.	Commercial Service	March 2024	   
	We will implement a clear evaluation methodology for evaluating climate measure action plans submitted by bidders during the tender process that is proportionate, fair, open and transparent for the goods and services being procured.	Commercial Service	March 2024	   
	We will ensure climate commitments stated in tenders by successful bidders become contractual obligations to be delivered and measured.	Commercial Service	March 2024	   
	We will benchmark, measure, analyse and report on our suppliers' carbon footprint and their progress annually (as a minimum) against their contractual climate commitments.	Commercial Service	March 2024	
	We will engage with partners to share our approach.	Commercial Service	March 2024	   
Climate change is at the heart of our decision making.	We will implement periodic reporting and follow up on the impact of the Climate Impact Assessment (CIA) tool.	Sustainability and Climate Change	June 2023	   
	We will develop standard inputs to the CIA tool for specific project types and categories.	Sustainability and Climate Change	Ongoing	   
	We will continue to provide regular internal training sessions.	Sustainability and Climate Change	Ongoing	   
	We will identify CIA champions within services.	Sustainability and Climate Change	Ongoing	   
	We will roll out online app for CIA.	Sustainability and Climate Change	October 2023	   

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OBJECTIVE G: Our employees are carbon literate and fully engaged in the Council's journey to net zero.

OUTCOMES

1. All employees are carbon literate.
2. All employees feel engaged and able to contribute to the Council's net zero target.

Why do we need to act?

The Council employs 7600 people across its services (77% of whom live in Sheffield) and educates around 24,420 pupils across our maintained schools. The way in which we communicate, engage, and encourage behaviour change in the workplace and in our schools can lead to significant energy reduction activities, helping to lower carbon emissions across the Council and city. The Carbon Trust suggest that up to 10% of efficiency savings can come from effective communications and behaviour change programmes.

What does the future look like?

An overview of the Council's response to the climate emergency was provided at two "Our Sheffield" employee events at the beginning of the summer 2022, which were attended by over 400 employees. The events outlined the approach the Council is taking, and employees were able to ask questions as part of this discussion and in addition, a written response to further questions was provided following the event.





















An employee survey was subsequently conducted which was promoted at the events, on the intranet as well and paper copies sent to managers whose staff don't have IT access. The survey was aimed at understanding employees' current awareness of the climate emergency, the Council's role alongside the role of their service and team. Employees were also asked to suggest where they feel things need to change to enable effective climate action, what support they need and what more the Council can be doing.

119 employees responded to the survey and 61% felt they understood the climate emergency and the Council's role in tackling it, but 58% of respondents don't know what their own service area is doing on climate change. This emphasises the need for improved internal communications.

It was clear from the responses that employees felt they needed more information and support on actions to be taken to maximise their impact on tackling climate change. Comments were received stating that clear guidance on who to contact for information and regular updates on the intranet should be provided, along with ensuring there was a clear understanding of what net zero is. Comments were also received suggesting that behavioural science insights are increasingly being used to enable more effective initiatives.

In future, we will engage employees and help them develop their roles in tackling the climate emergency, for example through improved communications. We will also work with employees to understand wider barriers and enablers to and encourage and enable employees to facilitate positive contributions in the workplace and through their service delivery. 39 respondents to the employee survey stated that they were interested in being part of an employee reference group, which would be an effective way in which to achieve this.

OBJECTIVE G: Our employees are carbon literate and fully engaged in the Council's journey to net zero

Outcome	Action	Who	When	Co-benefits
All employees are carbon literate.	We know everyone wants to understand how they can help address climate emergency and will develop an easy access sustainability and climate change e-learning module for employees.	HR, Sustainability and Climate Change	March 2024	   
All employees feel engaged and able to contribute to the Council's net zero target.	We will develop an approach to improved employee engagement and communication and seek finance for this.	Communications, Sustainability and Climate Change	March 2024	   
	We will engage and consult with employee reference groups.	HR, Sustainability and Climate Change	Awaiting outcome of staff network review	   
	We will maximise opportunities to use a behavioural science and insights approach to support effective implementation of policies, projects and activities.	Public Health, Sustainability and Climate Change	On-going	   
	We will update job profiles and induction process and ensure all employees understand their roles and responsibilities.	HR, Sustainability and Climate Change	July 2023	   

Chapter Two
The Way We Travel

GOAL: By 2030, all our people and organisations will have access to ultra-low emission options for travel, and we will achieve a 419 ktCO₂e reduction in transport-related carbon emissions.



Key objectives

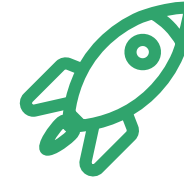
- A Strategic decisions taken in line with a clear vision and policy.
- B Improved routes and facilities that enable as many people as possible to make journeys by walking, cycling and wheeling.
- C Improved low-carbon public transport network to provide attractive alternatives to private vehicle journeys.
- D Goods and services provided via a consolidated low-carbon LGV/HGV and freight/delivery system to reduce vehicle journeys and road traffic.
- E Decreased vehicle emissions and improved air quality through a shift to electric and zero-emission vehicles.

Travel in Sheffield

In 2017, emissions from the Transport sector contributed 642ktCO₂e to our city's emissions – 26%. That is the same as:



183,426 return flights from London to Hong Kong



1,070 SpaceX Falcon flights to the International Space Centre



Driving 1,442,234 lengths of the UK

Almost two-thirds of these emissions are from cars and over a quarter from light and heavy goods vehicles. Around 98% of the vehicles in the city are either diesel or petrol - only 2% of our vehicles are electric. 60% of journeys are made by car, and around 40% of these are less than 1km in distance (a 10–12 minute walk).

The way we travel does not just contribute to our carbon emissions, it affects everything about our lives and wellbeing:

- Air pollution contributes to around 1 in 20 deaths a year in Sheffield, causing strokes, lung cancer, and cardiovascular and respiratory disease. Pollution from road vehicles is a key contributor to air pollution.
- background traffic growth projects up to 35% increase in journey times, along with increased city centre gridlock events.
- since 2016, Sheffield has had the highest rate of road traffic accidents involving children amongst the core English cities.
- increased vehicle ownership exacerbates limited parking facilities and increases driver time spent searching for a space.

The impact of COVID

In 2020, the UK's response to the Coronavirus pandemic saw significant changes in the way we travel. Nationwide lockdowns resulted in as much as 50% reduction in travel. While it is still not clear how travel behaviour will change long-term in our 'new normal', current trends suggest a shift towards:

- Increased active travel.
- Increased private vehicle use.
- Continuation of long-term decrease in public transport use.

Despite the need to reduce journeys and private vehicle use and increase public transport to meet our 2030 net zero city target, travel behaviour is currently going in the opposite direction.

Benefits of decarbonising how we travel

Of all the areas that need to decarbonise, the way we travel has perhaps the most extensive, strongest and most obvious wider benefits. By overcoming these together, we can transition to a zero-carbon transport system while realising the wide-reaching benefits for the citizens of Sheffield – many of which would be worth the investment even without the carbon benefits:

- neighbourhoods where people feel safe to walk and cycle and where children are free to be more independent and to play.
- increased social inclusion and travel choices as bus and tram services expand and improve, and more people are able to and choose to use them.
- quieter streets with better air quality, especially around schools due to an expanded programme of school streets.

- better health and wellbeing as more people walk, cycle and wheel, helping increase healthy life expectancy, reduce absenteeism, and increase productivity.
- well-planned improvements result in more people visiting local businesses as they travel about their day.
- less dependency on car ownership and use reduces the number of cars, improving pressure on car parking and congestion and making neighbourhoods more pleasant places to live and spend time.
- new economic and business opportunities are created to support growing numbers of cyclists.

What needs to change?

Changing the way we travel to be more sustainable will need everyone in the city to act, and we all have different roles to play in creating a city where:

- short journeys can be taken easily by public transport, cycling and walking.
- essential services and amenities are within easy reach, 15 or 20 minutes walk, of where people live.
- dependency on cars and vehicles is reduced.
- freight is consolidated to reduce delivery journeys.
- vehicles are fuelled by electricity or alternative fuels.

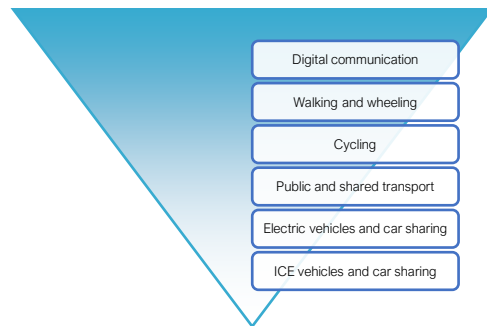
Working with partners, particularly the South Yorkshire Mayoral Combined Authority (SYMCA), citizens and businesses will be crucial. The Council also has a role to play to encourage modal shift. Once a house is insulated, the work is largely finished, but the decision to cycle instead of drive needs to be taken daily. Transport, therefore, is the sector that relies most heavily on behaviour change.

Modal shift and journey reduction

While decarbonising vehicles will achieve the greatest reduction in emissions, it will take longer than we need and so we also need to reduce vehicle journeys by:

- a) reducing the number and length of journeys that we take, for example by using local services or digital or mobile communication.
- b) changing how we travel from a polluting mode to a less polluting mode (known as modal shift).

The Sustainable Travel Hierarchy is a useful tool to help us think about net zero travel and visualise the journey reduction and modal shift that needs to happen. The higher up the hierarchy, the more sustainable and greener the travel option.



Sustainable Travel Hierarchy, Energy Saving Trust, 2023

The way we travel relies heavily on behaviour change: the decision to travel by foot, wheels or public transport instead of drive needs to be taken daily. The Council has a role to play to enable and encourage modal shift and support residents to move up the travel hierarchy.

Designing around users

Transport is a system, and no single measure to decarbonise can be made in isolation of others. But to achieve the many benefits that decarbonising transport can offer, we need to consider and design change around the system's most important component – you.

You don't travel for the sake of travelling. You travel to do something, to access something, to buy something, to experience something. It is essential to your functioning in everyday life and the changes we make need to support and enhance that.

Working together

The Council has powers to plan and deliver interventions to improve road, cycling and walking infrastructure, and inclusion levels to facilitate modal shift and increase mobility and travel options. The role played by other organisations based or working in the city, particularly the South Yorkshire Mayoral Combined Authority (SYMCA) and South Yorkshire Police and by people and businesses and other organisations will be crucial as all our vehicles and journeys will need to change in the coming years.

This won't always be easy – some of the barriers that will need to be overcome include:

- up-front investment to improve infrastructure and the cost of replacing or retrofitting vehicles.
- car-centric infrastructure, facilities and lifestyles.
- personal challenges including lack of time, shift work and caring responsibilities and concerns for personal safety affect travel choices, particularly amongst some disadvantaged groups.

- challenges in communicating and achieving public support for difficult, but ultimately beneficial, decisions on road and land space allocations and funding priorities.

By working together, and by designing change around the system's most important component – the people and businesses that use it, we can transition to a zero-carbon transport system and realise the wide-reaching benefits for the people of Sheffield.

A fair and just transition

The way we travel and the part that transport plays in our lives is crucial to all of us, but there are particular opportunities and concerns that are created for people whose transport options currently limited or whose livelihood is bound up with their ability to travel around the city.

Disabled people and people with restricted mobility, including older people, often experience severe barriers to travel, such as lower car ownership, higher reliance on public transport, inaccessible cycleways, cluttered paths and a lack of storage for mobility aids and bikes. Motability vehicles are transitioning to electric and so motability users will need charging infrastructure to be ready early, whilst some people will be reluctant or face additional challenges in changing to electric or hydrogen vehicles.

People on low incomes are less likely to have the resources to buy an electric car in the near future, but infrastructure needs to be ready for them, and it is important to minimise any negative financial impact on people who do not have the capacity to change the way they travel. They can often particularly benefit from improved public transport, subsidised bike purchases and secure storage for bikes, but greater shift working and longer hours may make this challenging for some.

Businesses heavily dependent on transport can face particular challenges and concerns as we shift towards a decarbonised transport system. Affordable electric vehicles and a mature charging infrastructure will be crucial, whilst there is a high level of concern about financial penalties.

People working in the motor trades will eventually be impacted by a reduction in the number of mechanic jobs, and there will be a need for retraining.

Acting to ensure social justice.

Actions to ensure social justice are included in actions table further on in this document, but previous and planned actions include:

- access Liaison Group and Transport for All forums for engagement with disadvantaged groups, an Access Officer employed to ensure buildings and infrastructure are accessible.
- accessible design standards.
- a barrier alteration programme to upgrade barriers on paths.
- cycle boost bike hire scheme targeted on key workers.
- designing EV charging hubs to be accessible, including booking system for disabled spaces.
- spaces for adapted bikes and cargo bikes as standard in cycle hubs.
- cycling 4 All funded to buy electric trikes for people to trial at home.
- ban on trailing EV cables across footpaths.
- prioritising Motability EV/scooter charging.

Increased choices



Increased walking, wheeling and cycling

Enhanced cycling networks and routes.

Improved walking and wheeling crossings and public realm.

Active travel hubs and cycling facilities.

Safer neighbourhoods

Increased skills and knowledge.

Incentives to walk, cycle and wheel.

Improved public transport

Publicly-owned and optimised tram network.

'Tap and Cap' contactless Payments.

Reliable and reduced journey times.

Value for money.

Seamless connectivity between travel modes.

Improved public transport routes.

Consolidated and decarbonised freight

Shared business distribution centres.

Alternative vehicles for last-mile deliveries.

Collection points and lockers.

Increased use of other transport modes.

Decarbonised vehicles

Public and private carpark charging facilities.

Destination charging for visitors.

Publicly accessible rapid charging hubs.

Publicly accessible on-street charging.

Hydrogen and bio-fuel filling stations.

What can you do?

When faced with such a challenge, it is easy to be overwhelmed and unsure on how to take the next step. But there are changes we can each make that together will contribute to decarbonised, healthier, safer and more inclusive travel in Sheffield.

As a resident or commuter, you can:

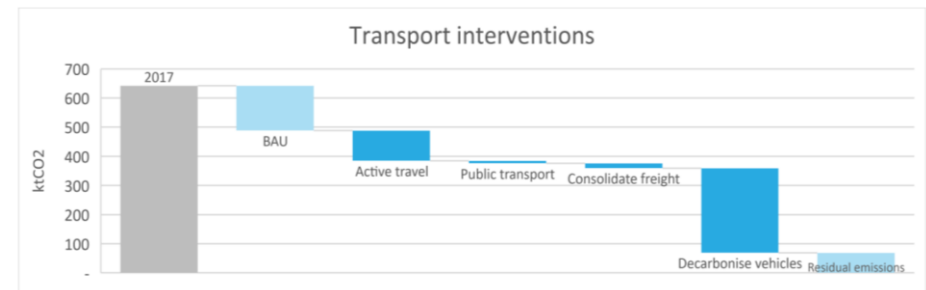
- Reduce car journeys under 1 mile by walking, wheeling, cycling or utilising public transport.
- Support your local economy and shop locally.
- Utilise local parcel shops/lockers to reduce delivery journeys
- Lease, share or purchase an electric car and/or electric bike with family, friends or colleagues.
- Attend Local Area Committee meetings and speak about improvements you want to see in your community.
- Engage with the Council on local travel schemes to help us ensure they are designed for your needs.

As a business, you can:

- Encourage flexible, remote working and online meetings to reduce commuting and business travel.
- Provide bike storage and lockers to encourage Active Travel commuting and business travel.
- Convert business fleets to low- and zero-emission vehicles.
- Install EV chargers on premises for staff and business use.
- Provision of E-Bike and Vehicle salary sacrifice schemes.
- Engage with the Council on local travel schemes to help us ensure they are designed for your needs.
- Apply for funding to support changes to vehicles and infrastructure. For more details go to [Grant schemes for electric vehicle charging infrastructure - GOV.UK \(www.gov.uk\)](https://www.gov.uk/grant-schemes-for-electric-vehicle-charging-infrastructure)

What carbon reduction will this achieve?

We are already working towards reducing our carbon emissions through our current “business-as-usual” policies, improvement programmes and projects. Through accelerated mode shift from private vehicle use to active travel and public travel use, decarbonising vehicles and consolidating freight, we need to achieve a further 419 ktCO₂e (65%) reduction.





















Carbon emissions reduction from the transport sector from interventions

Pathway to Net Zero in Sheffield, ARUP, 2020

Implementing these measures will leave a small portion of residual emissions, which will be addressed through decarbonisation of grid-supplied electricity, locally generated renewable energy and carbon capture.

OBJECTIVE A: We will take strategic decisions in line with a clear vision and policy.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
Our strategy, policy and procedures are fit for purpose.	We will work with SYMCA to deliver the statutory South Yorkshire Local Transport Plan (LTP).	SCC / SYMCA	2024	 
	We will review and update the Transport Strategy, in particular to address any changes in the policy context that arise from ongoing work and align with our net zero ambitions and Local Transport Plan.	SCC	Summer 2024	 
	We will implement the new building regulations and explore the case for any supporting policies as part of the development of the new Local Plan.	SCC	March 2024	 
	We will work to align of regional and city strategy to support delivery that maximises funding, collaboration and regional network coverage and consistency.	SCC / SYMCA	Ongoing	 
	We will investigate suitability of demand management options in Sheffield, such as a Workplace Parking Levy.	SCC	2024	 
	We will continue the development and implementation of controlled parking schemes, primarily on the periphery of the city centre in line with the Parking Strategy.	SCC	Ongoing	 
	The Floop will provide driving data to the South Yorkshire region, which is current free of charge, to support positive change, including supporting the Connecting Sheffield programme.	The Floop	Ongoing	
Residents are meaningfully engaged on citywide and local transport schemes that are designed to deliver the users needs.	We will maximise opportunities to use a behavioural science and insights approach to support effective implementation of policies and schemes. Including engaging with residents to understand the barriers to low-carbon travel and work with them on ways to meaningfully overcome them together.	SCC	Ongoing	
	We will develop an active travel engagement toolkit to support officers to engage effectively with communities in the development of active travel interventions.	SCC	October 2023	
	We will develop a net zero transport communications and engagement plan that support residents in understanding how our transport system needs to change and why.	SCC	2023	
	We will improve how we engage with residents on local transport schemes to ensure priority is given to “on the ground” engagement, discussion and participation.	SCC	Ongoing	
SCC Transport Planning has the experience, skills and resource to deliver an accelerated programme of transport decarbonisation.	We will take a decision on the most appropriate way to ensure that we have the skills to determine the carbon impact and anticipated reduction of transport schemes throughout design and delivery, as is to be required in the SY Local Transport Plan.	SCC	2024	
	We will identify the options for recruiting an electric vehicle officer and/or delivery team to oversee and manage delivery as the EV programme accelerates.	SCC	2023	

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OBJECTIVE B: Improved routes and facilities that enable as many people as possible to make journeys by walking, cycling and wheeling.



OUTCOMES

1. The needs of residents that might find walking, wheeling and cycling more difficult are addressed to ensure improved and increased travel choices.
2. Destination and residential cycle storage facilities are improved.
3. People have increased capability, opportunity, and motivation to lead to modal shift, with a focus on minimising unnecessary car journeys.
4. The active travel economy across Sheffield grows to provide the services required to support active travel.
5. Walking, wheeling and cycling to work and education and organisations with high numbers of visits (e.g., hospitals, Meadowhall) is increased.
6. A network of safe walking, wheeling and cycling infrastructure is developed and delivered.

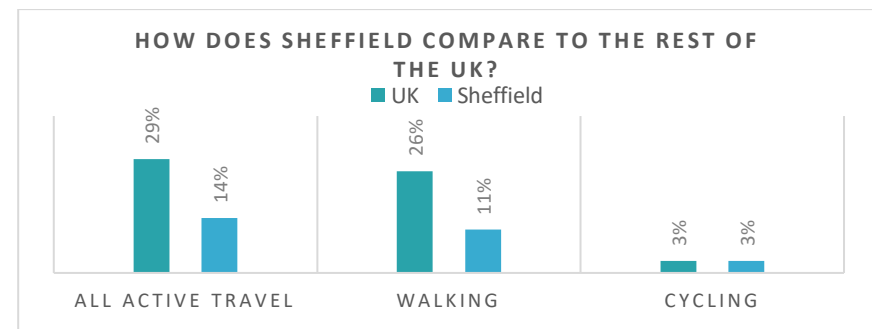
Why do we need to increase walking, wheeling and cycling?

Walking, wheeling (including wheelchairs and scooters) and cycling are the most sustainable modes of travel and have benefits not only to the environment but to the individual – they cost less, benefit health and improve air quality. They are often referred to as “active travel”.

Walking, wheeling and cycling are not going to be suitable for all journeys, nor possible for all of our people. Sheffield also has the added challenge of being a notoriously hilly city, meaning we cannot simply replicate the active transport networks levels seen in London or the Netherlands and other flatter areas, but journeys taken on foot or by bikes and other people powered wheels need to, and can, very significantly increase.














































Vehicle emissions can be reduced by replacing a significant proportion of car journeys with active travel, in particular the high proportion of short car journeys (<1mile).

























A zero-carbon transport system will support and increase the number of people able to walk, wheel and cycle for the journeys where it is appropriate, while also ensuring there are alternative travel choices where it is not an option.



'Active Travel: Trends, policy and funding', Parliament.UK, 2020

OBJECTIVE B: Improved routes and facilities that enable as many people as possible to make journeys by walking, cycling and wheeling.

Outcome	Action	Who	When	Co-benefits
The needs of people that might find active travel more difficult are addressed to ensure improved travel choices.	We will ensure our transport interventions do not disadvantage people with protected characteristics, or otherwise disadvantaged people by working with them and their representatives to ensure our transport proposals advance equality in Sheffield.	SCC	Ongoing	 
	We will develop proposals with local communities to serve both the city's transport needs and aspirations and needs of the city's people, including its disadvantaged communities.	SCC	Ongoing	 
	We will continue to improve access to active travel for disabled people through our barrier improvement programme and the increased installation of M stands for cycle parking.	SCC	Ongoing	
	We will have spaces for adapted bikes and cargo bikes as standard in cycle hubs.	SCC	Ongoing	
	We have banned the use of EV charging cables across pavements and will trial alternative solutions to meet needs.	SCC	Summer 2024	
	Through funded programmes of work we will remove redundant street signs and barriers to improve the walking and cycling experience.	SCC	Ongoing	
	We will continue to enforce and expand pavement parking restrictions in the city centre. Following our response to government consultation we will continue to lobby for further powers to enforce pavement parking across the city.	SCC	Ongoing	  
	We will deliver the Big Bike Revival in Sheffield.	Cycling UK/Bike Rehab	Summer 2023	 
Destination and residential cycle storage facilities are improved.	We will develop proposals for the installation of short stay cycle parking at key locations across the city.	SCC	Ongoing	  
	We will develop a secure 200-space controlled access city cycle hub to increase cycle storage.	SCC	Summer 2023	  
	We will investigate the feasibility of a 100-space cycle hub in Attercliffe.	SCC	2024	  
	We will trial on-street residential secured cycle parking and look to expand if successful.	SCC	2023	 
People have an increased capability, opportunity, and motivation to lead to modal shift, with a focus on minimising unnecessary car journeys.	We will deliver an active travel incentivisation scheme through the Capability Fund.	SCC	2023-24	 
	We will provide residents with bikes through the Cycle Boost loan scheme.	SCC/A Different Gear	2023 Ongoing	  
	We will continue to signpost residents to 1-month loans through the Cycling UK loan scheme.	SCC/Cycling UK	Dec 2023	 
	We will continue to provide education relating to cycling through the Learn to Ride scheme through Road Confidence.	SCC	Ongoing	 
	We will continue to fund and commission Bikeability cycle safety courses to years 5 and 6 children, and secondary schools.	SCC/Partners	Ongoing	 
	We will improve road safety on Ecclesall Road, using £1.425m funding secured from Safer Roads Fund 3 to re-design junctions and improve road signage and markings.	SCC	2024	  
The active travel economy across Sheffield grows to provide the services required to support active travel.	We will support hire bike providers in Sheffield, including to test and develop electric and cargo bikes, and potential for these to be located close to key transport locations such as train and bus stations.	SCC	Summer 2024	
	We will learn lessons from previous active travel hire schemes and investigate what improvements could be made to enable more successful delivery in the future.	SCC	Autumn 2023	
Active travel to schools and work and organisations with high numbers of visits (e.g., hospitals and academic institutes) is increased.	We will continue to support key strategic partners in the city with the development of group-based active programmes, to minimise travel costs and carbon emissions from staff and service users.	SCC	Ongoing	  
	We will continue to support schools to encourage active travel through the Mode Shift Stars Programme for a further two years and develop the programme of school streets.	SCC	Ongoing	 

	We will promote and support the use of sustainable transport to staff and students.	Sheffield College	Ongoing	 
	Sheffield Hallam University will increase active travel using evidence based interventions such as increasing cycle storage by 10% per year and increasing uptake of salary sacrifice schemes as laid out in its Travel Plan 2023-2030	Sheffield Hallam	Ongoing	  
A network of safe walking, wheeling and cycling road infrastructure is developed and delivered.	We will develop a citywide active travel network plan, to include walking and wheeling, to inform future investment decisions.	SCC	2023/24	  
	We will deliver active travel routes from Charter Row to Wolstenholme Road with a spur to Broomhall; from Grey2Green to Olympic Legacy Park; from Leopold Street to Neepsend Lane; from Meadowhall Interchange to Rotherham Boundary; from City Centre to NGH and from Charter Row to Arundel gate and Leopold Street.	SCC	2024-27	  
	We will continue to consult and engage on the success and challenges of the existing pilot active neighbourhoods, with the intention to make an informed decision on their future.	SCC	2023-24	
	We will continue to consult and engage on the success and challenges of the existing Sheaf Valley cycle route, with the intention to make an informed decision on their future.	SCC	March 2024	 
	We will aim to deliver a high quality cycle route along East Bank Road.	SCC	In delivery 2025	 
	We will make improvements to existing infrastructure including making barrier alterations along footpaths and creating a fully accessible route through the subway at Netherthorpe Underpass.	SCC	2023	 
	Darnall mini Holland successfully submitted to Active Travel England. Following feedback, we will continue to work with Active Travel England to enable funding.	SCC	Autumn 2023	  
	We will complete feasibility studies relating to routes from Neepsend to Herries Road, an off-road track from Neepsend Lane through to Deepcar and a route to the reservoirs at Underbank and Stocksbridge.	SCC	2023	
	We will work with residents and SY Police to identify design changes that can be made to the physical environment to increase actual and perceived personal safety along active travel routes.	SCC/South Yorkshire Police	2023 and ongoing	 

OBJECTIVE C: Improved low-carbon public transport network to provide attractive alternatives to private vehicle journeys.



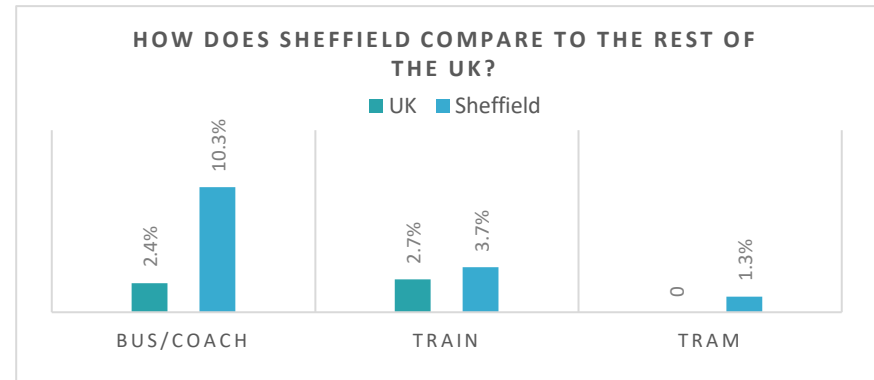
OUTCOMES

1. The future of a commercially sustainable tram network is secured.
2. Customer experience of public transport is improved by removing barriers to ensure cost effectiveness and ease of use for all citizens.
3. Public transport connectivity to other modes of low carbon travel is improved and expanded.
4. Buses journey times and reliability is improved, cutting operating costs alongside the provision of new and improved bus services.
5. Citizens are engaged in decision-making on schemes that affect their local community to meet user and economic needs.

Why do we need to improve public transport?

People care deeply about public transport and want it to be better. The COVID-19 pandemic has had a particularly negative impact on public transport usage. Public transport is lower nationally than pre-pandemic figures, with many now opting to replace bus and tram journeys with increased use of private vehicles. As a result of this, funding cuts and fuel prices, we are seeing service reductions as operators struggle with pandemic funding measures finishing. This further reduces patronage as satisfaction with services reduces.






























A low cost, reliable and well-connected public transport system reduces congestion and road traffic, improves air quality and reduces carbon emissions per passenger through shared travel replacing individual car journeys. It complements active travel measures by catering for journeys that cannot be made by walking, cycling or wheeling, and by supporting mixed mode journeys. Effective public transport services are particularly essential for many older people and for others for whom car ownership and cycling is not possible, or who can travel actively but only for shorter journeys.



'Sheffield Transport Data', Cycle Sheffield; 'Great Britain: Passenger transport by modal split' Statista, 2020

OBJECTIVE C: Improved low-carbon public transport network to provide attractive alternatives to private vehicle journeys.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
The future of a reliable and commercially sustainable tram network is secured.	SYMCA and SCC will work to bring the tram system in as an arm's-length operation at the end of the current contract with Stagecoach.	SYMCA / SCC	April 2024	 
	We will strengthen tram priority including during inter-peak periods, and work with SuperTram to reverse service cuts in the inter peak periods.	SCC / SuperTram	2023/24	 
	SCC will support SYMCA in delivering £100m refurbishment and renewal works of the existing SuperTram system as part of the City Region Sustainable Transport Settlements (CRSTS).	SYMCA/SCC	Ongoing to beyond 2025	
Customer experience of public transport is improved by removing barriers to ensure cost effectiveness and ease of use for all citizens.	We will work with operators to investigate the feasibility of rolling out 'Tap and Cap' contactless payment on buses and trams.	SYMCA	Ongoing	
	We will work with operators to improve public transport service information access to remove the barriers to access and use and to enhance the customer experience.	SYMCA/SCC/Others	2024	
Public transport connectivity to other modes of low carbon travel is improved and expanded.	We will improve future design and delivery through experience and lessons learned by applying the knowledge gathered from the Sheffield to Rotherham tram-train pilot to future mass-transit schemes.	SYMCA	Ongoing	 
	We will develop plans to improve connectivity between public transport and other modes of low carbon transport (i.e., cycle routes, bike transportation on public transport, EV hire, bike hire).	SYMCA/SCC	September 2024	  
	We will explore options to expand park and ride sites on the tram system, to meet demand at Meadowhall, Middlewood and Halfway.	SYMCA	March 2024	 
	We will review the operating, business and regulatory model for public transport services in the city, to provide the best platform from which we can maintain and improve public transport services in the manner that best meets Sheffield's needs, including consideration of franchising.	SYMCA / SCC	2023	 
	Sheffield Hallam University will work to increase the use of public transport and car sharing as laid out in its Travel Plan 2023-2030 (ongoing)	Sheffield Hallam	Ongoing	 
	Bus journey times and reliability is improved, cutting operating costs alongside the provision of new and improved bus services.	Further investigate how to increase bus priority over travel by car to improve bus journey times and their reliability along Abbeydale Road and Ecclesall Road.	SCC	2024/25
We will work in partnership to increase patronage and service improvement through the Enhanced Bus Partnership Plan and exploring the benefits and opportunities of a franchised bus network in South Yorkshire.		SYMCA/SCC/Others	March 2024	 
We will introduce a bus gate at Arundel gate to improve air quality and enable bus priority.		SCC	2023	 
We will build on and expand the city centre 'Public Transport Priority Box'.		SCC	Ongoing	 
Electric shuttle buses to be trialled and then rolled out to decarbonise the city centre Sheffield Connect service.		SCC	Early 2024	 
We will explore further funding opportunities for zero carbon bus transport, including Zebra 2.		SCC/SYMCA	Late 2023	 
We will explore the potential for extending the hours of operation of existing bus lanes throughout the city to include weekends and daytime periods.		SCC	Spring 2024 and ongoing	 
Citizens are engaged in decision-making on schemes that affect their local community to meet user and economic needs.		We will engage with residents on public transport infrastructure schemes through the Connecting Sheffield consultations and engagement programme.	SYMCA/SCC	Ongoing

OBJECTIVE D: Goods and services provided via a consolidated freight system that reduces vehicle journeys and road traffic.



OUTCOMES

1. Freight movements within the city meets the needs of local residents and businesses, whilst minimising the harm associated with goods vehicles.
2. Organisations with large fleets operating in the city will be supported in consolidating freight, in particular for last-mile deliveries.
3. Residents have access to collection points and collection lockers within 20 minutes walking, wheeling or cycling.
4. Use of alternative, low-carbon transport modes for freight and last mile delivery is increased.
5. Shared freight and distribution services and infrastructure result in fewer delivery vehicles and warehouses.

Why do we need to consolidate freight?

The last two decades have seen the rise of online shopping and door-to-door delivery. Home deliveries rose exponentially during the pandemic, and more and more businesses are moving to new delivery models that prioritise convenience and speed for their customers.

While services are being made more efficient through the use of large distributions and fulfilment centres, this doesn't remove the need to move goods from there to the end consumer.

Freight trips and home deliveries are forecast to increase, which will further contribute towards congestion as well as vehicle emissions. As well as decarbonising light and heavy goods vehicles, we need to reduce journeys and vehicles numbers.

How does Sheffield compare to the rest of UK?

Due to its proximity to the M1, Sheffield is already home to a number of large distribution centres, from Amazon to Marks & Spencer, the majority of which are located to the north of the city. We also have several businesses utilising e-cargo bikes for smaller local deliveries.


What does the future look like?

While Sheffield City Council has limited control over how goods move around our city, we still have a key role to play in influencing and facilitating the consolidation of freight.

Sheffield's people and businesses are the key actors in reimagining how goods move around our city and consolidating freight. By working with organisations and communities, and using our planning powers, we can find solutions that meet the needs of our local people.

OBJECTIVE D: Goods and services provided via a consolidated freight system to reduce vehicle journeys and road traffic.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
Freight movements within the city meets the needs of local residents and businesses, whilst minimising the harm associated with goods vehicles.	Through the production of the Local Transport Plan 4 we will ensure that decarbonisation of freight is taken into consideration.	SCC/SYMCA	Summer 2024	  
Organisations with large fleets operating in the city will be supported in consolidating freight, in particular for last-mile deliveries.	Through the development of the refreshed transport strategy we will identify and work with organisations with larger fleets of LGVs operating in the city to identify barriers and solutions.	SCC/others	Summer 2024	  
Residents have access to collection points and collection lockers within 20 minutes walking, wheeling or cycling.	Through planning powers we will work to ensure that neighbourhoods have access to services to enable the commercial provision of collection lockers.	SCC/Others	March 2024	  
Use of alternative, low carbon transport modes for freight and last mile delivery is increased.	We will work with partners to review provision for heavy and light rail freight, to exploit opportunities for freight to be moved from road to rail, improve access to the rail network for manufacturers, and support improvements to passenger services.	Network Rail, SCR, SCC	Summer 2024	  
	We will continue to identify and communicate emerging alternative vehicles, including investigating the opportunity to provide "try before you buy" trials to local businesses and promote existing options including electric vans and e-cargo bikes.	SCC	Ongoing	  
Shared freight and distribution services and infrastructure result in fewer delivery vehicles and warehouses.	Through the transport strategy refresh and Local Transport Plan 4 we will investigate advantages and disadvantages of consolidation centres compared with likely trajectory for transition towards electric HGVs coming into the city and act accordingly.	SCC/SYMCA	Summer 2024	 

OBJECTIVE E: Decreased vehicle emissions and improved air quality through a shift to electric and zero-emission



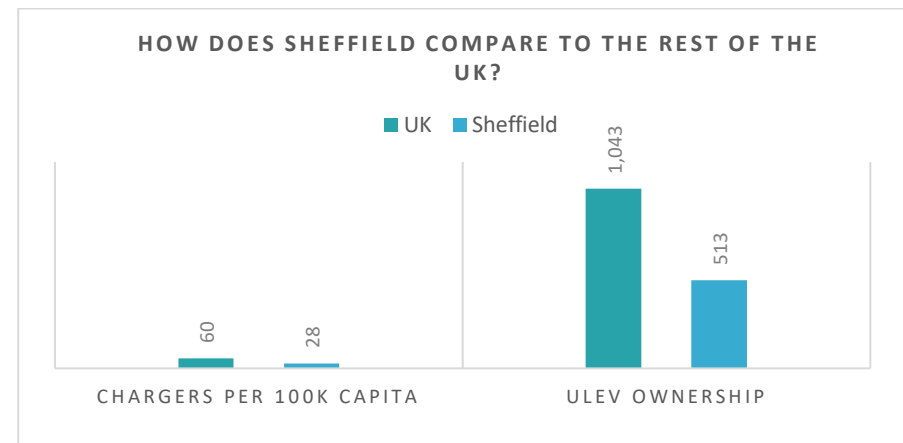
OUTCOMES

1. Regional and local policy and strategy supports delivery that maximises investment, collaboration and regional network coverage.
2. The needs of people and communities that might find decarbonising vehicles more difficult are supported to enable improved travel choices.
3. Accelerated delivery of a catalysing number of chargers within a commercially sustainable electric vehicle charging network.
4. The economy in Sheffield grows to provide the services required to support decarbonising vehicles.
5. The city invests in the transition to zero-carbon public and taxi transport.

Why do we need to decarbonise our vehicles?

A shift to walking, wheeling, cycling, public transport is crucial to meeting Sheffield's net zero target, and will in turn, reduce the number of vehicles on the roads. Where it is not possible for people to travel in these ways, shifting the remaining vehicles to low carbon alternatives will decarbonise those necessary journeys, as well as contribute to improved air quality and health in the city.


























How people and businesses will fuel or charge their vehicles in the longer-term future, and how the technology will develop, is still uncertain. A significant barrier to EV ownership in Sheffield is a lack of charging options for the many households across the city without access to their own off-street residential parking. Roll out of public electric vehicle charging infrastructure to support residents, businesses and visitors will help facilitate this switch to ultra-low emission or electric vehicles, supporting the economy, as well as a more inclusive transition for those without access to off street parking.



Electric Vehicle Charging Device Statistics, Gov.UK, Dec 2022

OBJECTIVE D: Decreased vehicle emissions and improved air quality through the uptake of electric and zero-emission vehicles.

 Social  Health  Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
Regional and local policy and strategy supports delivery that maximises investment, collaboration and regional network coverage and consistency.	We will develop a sub-regional Electric Vehicle Strategy and future development, as outlined in UKs 'Taking Charge - the Electrical Vehicle Infrastructure Strategy.	SYMCA	2023	 
	We will continue to review parking tariffs.	SCC	Annually	
The needs of people and communities that might find decarbonising vehicles more difficult are supported to enable improved travel choices.	We will ensure a just transition to accessible charging network by working with disability interest groups and lobby for further government guidance on provision if required.	SCC/Others	Ongoing	 
	We will design in booking systems into charging hubs to reduce anxiety about accessible charging bays being available for use.	SCC	March 2024	 
	We will continue to prioritise Motability EV/scooter charging requests in our council housing.	SCC	Ongoing	 
	We will explore options to facilitate ultra-low emission car club development in Sheffield.	SCC	March 2024	
	We will develop an online portal for residents, businesses, and visitors to suggest locations for new EV chargepoints to inform future planning and vision.	SCC	2023	
Accelerated delivery of a catalysing number of chargers within a commercially sustainable electric vehicle charging network.	We will ensure that the council's existing network of chargers are maintained and operational.	SYMCA/SCC	Ongoing	  
	We will continue to utilise publicly available toolkits to maximise shared knowledge and facilitate pilots of emerging and innovative technologies where feasible to understand application and scalability in Sheffield.	SCC	2023	 
	We will access funding and private investment to roll out a programme of publicly available electric vehicle charging points, subject to approval of appropriate delivery model as necessary.	SCC	2023-24	
	We will develop a detailed delivery plan for public charging infrastructure in Sheffield which delivers and builds on this routemap and the SYMCA strategy.	SCC	2024	 
The economy in Sheffield grows to provide the services required to support decarbonising vehicles.	We will undertake work to understand the city's need for electric vehicle servicing and support for residents and businesses in 'going electric'.	SCC	2024	
	We will monitor the development of hydrogen locally and nationally as an alternative to electric vehicles for buses, RCVs, HGVs and specialist plant, and explore the opportunity to develop a local hydrogen economy.	SCC	Ongoing	
The city offers greater modal choice over private vehicles and invests in the transition to zero-carbon public and private hire transport.	All newly licensed taxis and private hire vehicles will be required to be zero emission from 2027, and licensees incentivised through longer licenses for zero emission capable vehicles.	SCC	2023	 
	Electric bus charging facilities to be introduced to Pond Street Bus Station.	SYMCA	Late 2023	
	Sheffield Hallam University will deliver an all EV fleet by 2024 and work to support EV travel by staff and students through the actions laid out in its Travel Plan 2023-2030 (2024 and ongoing)	Sheffield Hallam	Ongoing	 

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Glossary

Active travel	Carrying out journeys by walking, including with the use of mobility aids; wheeling (see wheeling below) and cycling.
Afforestation	The planting of new trees or sowing of seeds where there were previously no trees to create new forest or woodland.
Amenity grassland	Open grassy areas (parks, playing fields, green space) used by the public.
Biodiversity Net Gain	A strategy to ensure land is developed that contributes to the recovery of nature and that habitats are in a better state than pre-development.
Building Energy Management Systems (BEMS)	A system for monitoring and controlling building services, such as heating, ventilation, air conditioning and lighting, within a building. BEMS help to identify energy wastage and improve the energy performance on a building.
Building fabric	The structural and material elements that make up a building, including the walls, roof, floors, window and doors. Improvements to building fabric can include double and triple glazing, loft, wall (external, interior and cavity) and floor insulation.
Carbon sequestration	The process of capturing and storing carbon dioxide (CO ₂) such as in trees and peat bogs.
Carbon stewardship	Activities undertaken by land holders and managers to protect or enhance the carbon sequestration potential of a forest or coastal/marine habitat.
CIA	Sheffield City Council's Climate Impact Assessment.
Co-benefits	Wider benefits that will be realised from an action as well as it reducing impact on the climate, for example wellbeing, health or economic benefits.
Decarbonised/decarbonising	The reduction of carbon dioxide and greenhouse gases from processes and operations. For example, decarbonising the electricity grid through the generation of more renewable energy and reduction in fossil fuel based power generation.
DESNZ	The UK Department for Energy Security and Net Zero.
Domestic estate/sector	Our housing stock, including all houses, flats, maisonettes etc.
ECO Flex	The ECO Flex Grants Scheme helps those householders who are not in receipt of one of the qualifying benefits but who are living on a low income and are vulnerable to the effects of living in a cold home.
EPC standards A-F	Energy Performance Certificates are legally required to provide information on the energy efficiency of a domestic or non-domestic property and are required when a building is built, sold or leased out. EPC's provide an energy performance rating from A-F with A being the most efficient.
Energy hierarchy	A process for prioritising policies and actions to ensure energy demand is reduced in the first instance through energy conservation, then energy efficiency measures, prior to investing in renewable energy generation.
Energy Performance Contracts (EPC)	A contractual finance arrangement where whole building approaches to decarbonisation are funded through guaranteed energy savings.
EV	Electric vehicle.
Green and blue infrastructure	Green infrastructure relates to green landscapes such as woodlands, grasslands and hedgerows. Blue infrastructure relates to water infrastructure such as ponds, lakes and rivers.

Grid/grid decarbonisation	The reduction of fossil fuel based power generation and increase in renewable energy generated power in the national electricity grid will result in a lower carbon intensity of the grid.
H2	Hydrogen.
Heat network	Also referred to as a district heating network, this is the supply of heat (and cooling) from a central source to consumers via a network of underground pipes. In Sheffield there are 2 heat networks, the city centre heat network served from Veolia's energy recovery facility (ERF) and EON's biomass combined heat and power plant at Blackburn Meadows that serves businesses in the Don Valley.
HNDU	The Government's Heat Network Decarbonisation Unit.
Land Use Land Use Change and Forestry (LULUCF)	Refers to the emissions and removal of greenhouse gases resulting from land use, such as commercial uses, land use change and forestry activities.
Mixed mode journeys	Journeys taken using a variety of forms of transport, for example cycling or driving to catch a train or tram.
Modal shift	A move from one form of transport to another. In this context, to enable the decarbonisation of the way we travel, a move away from the use of private car use to public transport and active travel is required.
Motability	Motability is a charity in the United Kingdom. It oversees Motability Operations Ltd, which runs the Motability Scheme intended to enable disabled people, their families and their carers to lease a new car, scooter or powered wheelchair, using their disability benefit.
Net zero	The reduction of greenhouse gases to as close to zero as possible with any remaining emissions sequestered from the atmosphere. Sheffield has taken net zero to mean a 95% reduction in emissions.
Non-domestic estate	The Council's operational estate (excluding its housing) such as schools, depots, offices and libraries.
Offset/offsetting	Where net zero emissions cannot be achieved by energy reductions and efficiencies, residual emissions will look to be compensated by investing in other projects that sequester carbon or are projects that reduce carbon outside of the city boundary.
Pathways to Decarbonisation reports	Reports commissioned by the Council and undertaken by ARUP and Ricardo during 2019/20. They set out the baseline position of the city and Council's emissions and identify actions required to meet net zero by 2030.
Salix Recycling Fund	Salix are a non-departmental public body that administer energy efficiency and decarbonisation funding on behalf of the Department for Energy Strategy and Net Zero. They previously administered a recycling fund that provided capital that was matched by the partner public body to fund energy efficiency schemes on an invest to save basis with energy savings continuing to be ring fenced for further energy efficiency improvements across the public sector estate.
Scope 1 emissions	A way of categorising different kinds of greenhouse gas emissions as set by the Greenhouse Gas Protocol and now widely used across all reporting platforms. Scope 1 refers to emissions that an organisation makes directly and has full control over. This covers boilers and fleet.
Scope 2 emissions	Scope 2 refers to emissions that an organisation makes indirectly such as the energy it uses to heat and power its buildings. This covers purchased electricity and purchased heat from a heat network.

Scope 3 emissions	Scope 3 refers to emissions that an organisation has little control over and includes emissions from purchased goods and services, so these emissions occur elsewhere in the supply chain. Ensuring robust and sustainable procurement policies can address these emissions. Emissions from grey fleet (employee travel using their own vehicle for business mileage) are also included in these emissions.
Sequester carbon	See carbon sequestration.
SYMCA	South Yorkshire Mayoral Combined Authority.
Trimming and dimming	Trimming - reducing the operating hours of a streetlight. Dimming - reducing lighting levels at low traffic densities.
Wheeling	Includes wheeled forms of travel for some disabled people, such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments, wheeled walking aids, powered wheelchairs, mobility scooters (three and four-wheeled). Can also include manual and electric scooters for non-disabled people.

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Report to Policy Committee

Author/Lead Officer of Report:
Tom Finnegan-Smith

Tel: 0114 2736030

Report of: *Executive Director of City Futures*

Report to: *Transport, Regeneration and Climate Policy Committee*

Date of Decision: *19th July 2023*

Subject: *The proposed implementation of the South West Bus Corridors Project.*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 2240				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:				

Purpose of Report:

To advise the Committee of the approach officers are taking to forward the Connecting Sheffield South West Bus Corridors Project. The report sets out the background to the scheme, the results of the initial consultation, the analysis of the issues affecting bus movements on these corridors, the options considered and actions at this stage.

The Committee is advised of the following proposed measures:

- Junction Improvements and Traffic Management changes at or near junctions along London Road, Abbeydale Road and Ecclesall Road bus corridors (these are set out in Appendix A)
- Camera enforcement on existing sections of bus lanes on London Road, Abbeydale Road and Ecclesall Road.

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.

Where such matters are then subject to a further decision by the Committee, recommendations will be presented for its consideration in due course.

Any implementation of these works will trigger a subsequent review. This will be undertaken to determine if further bus priority measures are required. This may include options to amend bus lane hours of operation along these corridors and the enhanced enforcement of parking and loading restrictions with red routes.

The Transport, Regeneration and Climate Policy Committee will be advised of matters arising from the subsequent review as appropriate. Further recommendations will be made where those matters are subject to a decision by the Committee.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- Endorse the implementation of a series of bus priority works at or near specific junctions along London Road, Abbeydale Road and Ecclesall Road, including amendments to sections of bus lanes and a system of traffic signal upgrades with buses given priority at junctions.
- Note that the Head of Strategic Transport, Sustainability and Infrastructure will promote a Traffic Regulation Order for these measures and statutory consultation will be undertaken with any objections reported to a future TRC Policy Committee for a final decision.
- Endorse that the existing bus lane hours of operation on London Road, Abbeydale Road and Ecclesall Road corridors will be enforced using camera technology.
- Endorse that a further review of the public transport conditions on these corridors including an assessment following the implementation of these works to determine if further bus priority measures are required.

Background Papers:

Appendix A: Bus Priority Works at or near Junctions.

Appendix B: Consultation Executive Summary.

Appendix C: Consultation and Engagement Report.

Appendix D: South West Bus Corridors Project Petitions.

Appendix E: Equalities Impact Assessment

Lead Officer to complete:

1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms	Finance: <i>Damien Watkinson</i>
		Legal: <i>Richard Cannon</i>

	completed / EIA completed, where required.	Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Tom Finnegan-Smith</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	SLB member who approved submission:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Tom Finnegan-Smith</i>	Job Title: <i>Head of Strategic Transport, Sustainability and Infrastructure</i>
	Date: 19 th July 2023	

1. PROPOSAL

1.1 Background

1.2 As a growing city, with plans for an additional 20,000 homes in and around the city centre, and further growth in our economy and employment, the need for transport to support this in a sustainable way is essential, particularly given the need to also address our climate and environmental challenges. Improving our Public Transport system in Sheffield is a major part of the transformation that is needed so that far more people see the bus and tram as an attractive option. Enhancing the reliability, quality and convenience of public transport is required to give people more choice about how they travel.

1.3 As such, we are developing a range of bus priority measures along Abbeydale Road and Ecclesall Road to improve bus journey time reliability and consistency. These are part of our overall approach to improving local public transport services for people to access employment, retail and leisure along the corridors and in the city centre.

1.4 Public transport operating along London Road, Abbeydale Road and Ecclesall Road corridors is subject to delays which lead to slow and unreliable bus journey times. This limits opportunities for people to access employment, retail and leisure along the corridors and in the city centre and disrupts their lives.

- 1.5 Analysis conducted by bus operator First Group in 2019 highlighted the top 20 locations across the city where their services experience the most significant delay. Ecclesall Road and Abbeydale Road (including London Road) corridors were amongst the locations where buses were subject to the most significant delays. This informed the inclusion of these corridors for intervention.
- 1.6 Bus journey speed analysis undertaken by the South Yorkshire Mayoral Combined Authority (SYMCA) also highlighted that there are significant delays to buses along both corridors. In particular near the Carter Knowle Road and Broadfield Road junctions along Abbeydale Road, along sections of London Road, and between Hunters Bar and the A61 Inner Ring Road along Ecclesall Road with journey speeds of less than 10mph for large proportions of the day.
- 1.7 This is due to congestion at key junctions along both corridors and significant illegal parking both within bus lanes during the hours that they currently operate, and on restrictions outside of bus lanes, which impacts upon buses and general traffic flows. 704 vehicles were parked illegally along London Road and Abbeydale Road between the Bannerdale Road junction and Boston Street junction, and 317 vehicles were parked illegally along Ecclesall Road between the Psalter Lane junction and Pear Street junction over 3 mid-week days.
- 1.8 The effects of congestion on bus journey times have been significant. Assessments of travel in the UK have highlighted that bus journey times have increased by over 50% in the more congested urban areas over the last 50years.
- 1.9 As part of the South Yorkshire Bus Service Improvement Plan in 2021 operators highlighted the importance of reliability and bus speeds on overall passenger satisfaction and on customer retention.
- 1.10 Sheffield City Council has declared a climate emergency and is working towards Sheffield becoming a zero-carbon city by the end of the next decade. Transport is responsible for 26% of the city's CO₂ emissions. Delivering improvements to public transport and encouraging greater patronage is a key part of tackling these emissions and delivering a modal shift to sustainable modes.
- 1.11 The proposed scheme is intended to provide the opportunity for faster, more reliable, more attractive and more viable bus services on the London Road, Abbeydale Road and Ecclesall Road corridors that will deliver:
- Increased proportion of journeys by bus.
 - Modal shift.
 - Easier access to opportunities.

- Improved air quality.

1.12 **Project Proposals**

Officers have proposed the introduction of a range of bus priority measures along London Road Abbeydale Road and Ecclesall Road to improve bus journey time reliability and consistency along these corridors into and out of the city centre. The measures will contribute towards reducing congestion and delays to buses, improving air quality and improving sustainable access to employment, retail and leisure.

The project will be funded through the government's Transforming Cities Fund.

1.13 The proposed interventions include:

- Infrastructure improvements at or near junctions with proposed amendments to local TROs.
- Traffic signal upgrades with buses given priority at junctions.
- The enhanced enforcement of existing bus lane hours of operation with cameras.

1.14 In order to facilitate the delivery of the changes proposed; a) localised changes to waiting and loading restrictions, and b) changes to discrete sections on bus lanes ...will be required. These are set out at 1.17 to 1.17.24 below.

Decisions to advance these proposals will be made by the officers authorised to do so.

1.15 Statutory consultation on any amendments to traffic restrictions will be undertaken through the Traffic Regulation Order process under the delegated authority of the Head of Strategic Transport, Sustainability and Infrastructure and any objections would be reported to the Transport, Regeneration and Climate Policy Committee for a decision on whether to make the associated order(s).

1.16 The plans for the proposed interventions are attached as Appendix A.

1.17 **Infrastructure Improvements at or near Junctions and Bus Stops**

1.17.1 **Abbeydale Road and Abbey Lane Junction**

1.17.2 A short section of the inbound bus lane between Sherwood Glen and Abbey Lane would be removed and replaced with two general traffic lanes. This would enable the implementation of a bus priority system at the traffic lights at the junction with Abbey Lane to reduce

delay and prioritise buses through the junction using intelligent traffic signal detection.

- 1.17.3 No waiting or loading at any time restrictions are proposed inbound between the Sherwood Glen junction and Abbey Lane as indicated on plan G in Appendix A to ensure buses are detected and prioritised when passing through the Abbey Lane junction.
- 1.17.4 **Abbeydale Road and Springfield Road Junction**
- 1.17.5 The short inbound bus lane on the approach to the junction would be removed and replaced with two general traffic lanes. This would enable the implementation of a bus priority system at this junction.
- 1.17.6 No waiting or loading restrictions are proposed on the approaches to the junction as indicated on plan F in Appendix A along with the relocation of two bus stops to ensure buses are detected and prioritised when passing through the junction.
- 1.17.7 A disabled parking bay is also proposed adjacent to retail businesses close to the junction.
- 1.17.8 **Abbeydale Road and Tesco Access Road Junction**
- 1.17.9 The existing inbound bus lane between the Hastings Road and Bannerdale Road junctions would be segregated at the Tesco junction to allow buses to bypass the junction. This would ensure buses are not impacted by traffic entering or leaving Tesco. It is proposed that this particular section of bus lane operates for 24 hours. This would ensure that general traffic does not use the bus lane to bypass the junction. Demand for parking along this section of bus lane is minimal, as there are no frontages to the bus lane.
- 1.17.10 The outbound bus stop currently located near the Bannerdale Road junction would be relocated close to the Tesco junction.
- 1.17.11 Following further design work it is not proposed to relocate the pedestrian crossing as indicated on plan B in the attached Appendix A. The pedestrian crossing would remain to the north east of the Tesco junction.
- 1.17.12 **Abbeydale Road and Bannerdale Road Junction**
- 1.17.13 Further design work is underway to determine how controlled pedestrian crossings could be introduced on all arms of this junction. This is to ensure the junction is safe and to accommodate the church access on the junction which is currently uncontrolled. Plan A attached in Appendix A will be updated accordingly and further local consultation may be required before all the works at this junction are implemented.

- 1.17.14 The outbound bus stop near the junction would be relocated closer to the Tesco access road junction to improve the flow of traffic and buses through the junction.
- 1.17.15 Additional no waiting at any time (double yellow line) restrictions are proposed to the south west of the junction as indicated on plan A in Appendix A. The restrictions would enable the widening of the bus lane and all traffic lane on the approach to the junction to provide adequate widths.
- 1.17.16 **Ecclesall Road, Hunters Bar Roundabout and Rustlings Road Junction.**
- 1.17.17 The outbound bus lane between Hunters Bar Roundabout and Rustlings Road would be removed and replaced with two general traffic lanes. This will allow a smoother flow of traffic exiting the roundabout to reduce congestion and delays to buses at the roundabout.
- 1.17.18 The outbound bus stop to the west of the roundabout would also be removed to assist the smooth flow of traffic exiting the roundabout. The bus stop clearway would be replaced with no waiting at any time (double yellow line) restrictions and loading restrictions between 7.30-9.30 and 16.00-18.30 to match the current restrictions on the corridor. Other bus stops are available close to the roundabout.
- 1.17.19 The inbound bus stop would be relocated closer to the Endcliffe Park entrance in a lay by to reduce delays to buses and general traffic. The bus stop clearway markings would be replaced with no waiting at any time (double yellow line) restrictions and loading restrictions between 7.30-9.30 and 16.00-18.30 to match the current restrictions on the corridor. The existing bus lane would be extended slightly to accommodate the road layout.
- 1.17.20 Improved pedestrian crossing points would be introduced at the Rustlings Road junction.
- 1.17.21 **Ecclesall Road and Moore Street Roundabout**
- 1.17.22 A pre-signal priority system for buses would be installed for buses on the approach to the roundabout. This would provide buses with priority on the approach to the roundabout. This will replace the existing traffic signals on the approach to Moore Street Roundabout that are used to meter traffic towards the roundabout during peak hours. Associated amendments will be made to the carriageway lane markings.
- 1.17.23 **Traffic Signal Upgrades with Buses Given Priority**

- 1.17.24 Upgrades to traffic signals at junctions and pedestrian crossings where required are proposed along both corridors to provide bus detection on the approach to signals. Traffic signals along the corridors will be coordinated and timings optimised to provide bus priority.
- 1.17.25 **The Enhanced Enforcement of Restrictions in Bus Lanes with Cameras**
- 1.17.26 Parking surveys have highlighted significant illegal parking along both London Road/ Abbeydale Road and Ecclesall Road both within and outside of bus lanes.
- 1.17.27 It is proposed to install cameras along London Road, Abbeydale Road and Ecclesall Road to enforce illegal parking and loading within bus lanes during existing bus lane hours of operation.
- 1.17.28 This will allow Civil Enforcement Officers to undertake targeted enforcement of illegal parking and loading on the corridors outside of bus lanes.
- 1.18 Whilst further bus priority measures (such as potential amendments to bus lane hours of operation and the enhanced enforcement of illegal parking though measures such as red routes) are not proposed at this stage it is anticipated that the above proposed measures will generate significant public transport benefits. These include in particular improved bus reliability and consistency.
- 1.19 In order to implement some elements of the proposed interventions, amendments to localised TROs will be required. The Head of Strategic Transport, Sustainability and Infrastructure will promote a Traffic Regulation Order for these measures and statutory consultation will be undertaken with any objections reported to a future TRC Policy Committee for a final decision. It is anticipated that statutory consultation will commence in August 2023.
- 1.20 Depending upon the resolution of any objections and wider project approvals it is anticipated that the above proposed works would commence in the spring of 2024.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The project will contribute directly through its interventions to the overall strategic objectives of the Sheffield Transport Strategy, the Sheffield City Region Transport Strategy, SY Bus Service improvement Plan and the Council's Delivery Plan.
- 2.2 Sheffield City Council and the South Yorkshire Mayoral Combined Authority promote schemes of this nature given the wider economic,

societal and environmental benefits that can be achieved through bus priority schemes.

2.3 The scheme supports the Council's Delivery Plan, through:

- Strong and connected neighbourhoods
 - The provision of safe, efficient, and sustainable transport is fundamental in achieving stronger and more connected neighbourhoods.
- Fair, inclusive, and empowered communities
 - The provision of high quality bus priority measures improves access for all to facilities and services along the corridors and in the city centre.
- Healthy lives and wellbeing for all
 - Public transport journeys typically feature physical activity when accessing bus stops or railway stations and therefore also improve health.
- Clean economic growth
 - There is a relationship between high quality public transport infrastructure and regeneration. The proposed scheme will enhance sustainable access to the city centre for residents and support regeneration in the city.
 - The scheme will also improve public transport access to businesses along the corridors and in the city centre.
 - The scheme will encourage an increase in journeys by low carbon sustainable modes, reducing private car use, queues, and delays at peak times, contributing towards reducing carbon.
- Tackling inequalities
 - The scheme will provide enhanced sustainable access to employment opportunities.

2.4 The endorsement of the officer actions detailed in this report (and undertaken for the purposes set out above) will provide a clear indication that they align with members' intentions. A Committee decision provides a public forum through which the matters relevant to that endorsement can be thoroughly discussed and eventually published, providing further transparency.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Consultation Approach

3.1.1 Initial consultation on the full proposals for the project was undertaken between the 17th November 2021 and the 21st January 2022 and was widely advertised. A Press release was issued at the commencement of the consultation to major regional and local media outlets.

3.1.2 Key community groups and businesses were invited to webinars to comply with Covid-19 restrictions, and meetings were also

undertaken with relevant ward councillors and Members of Parliament. Consultation postcards were distributed to over 16,000 residential and business properties. In order to ensure the plans were readily available they were put on the Connecting Sheffield website. This can be found at:

www.connectingsheffield.commonplace.is/en-GB/proposals/abbeydale-road-and-ecclesall-road

Consultees were invited to provide feedback on the proposals set out in 1.17 to 1.17.24 above and attached as Appendix A on an online form on the Connecting Sheffield website, by phone, by e-mail or by post.

3.1.3 Within the same consultation people were also invited to provide feedback on our *initial ideas* for possible amendments to bus lane hours of operation including 12 hour bus lanes and the enhanced enforcement of parking, waiting and loading restrictions with cameras, such as red routes. These elements of the project were not firm proposals, the aim was to determine the sentiment towards these elements, to inform further investigations into bus lane hours of operation and the enhanced enforcement of restrictions.

3.2 Consultation Responses

3.2.1 3680 people provided feedback to the consultation.

3.2.2 The consultation Executive Summary is attached as Appendix B.

3.2.3 The full Consultation and Engagement Report is attached as Appendix C.

3.2.4 The consultation posed a number of questions, including what aspects of the proposals and initial ideas people liked and disliked.

- Improved crossing points, the environmental benefits and better bus priority were the most popular elements of the scheme.
- Changes to parking restrictions, potential changes to bus lane hours of operation and not enough improvement to public transport were the issues that people disliked the most about the proposals and initial ideas.

3.2.5 Amendments to the Abbeydale Road and Bannerdale Road junction including controlled pedestrian crossings were generally well received. There were few concerns with the proposed works to improve bus priority at junctions or in close proximity to junctions along both corridors, which this report recommends are endorsed for implementation. The comments that people submitted have been considered and are set out fully in the consultation reports.

- 3.2.6 We specifically asked people for their views on enforcing parking, waiting and loading restrictions by cameras:
- 1,620 respondents (44%) felt negative about parking, waiting and loading restrictions being enforced by cameras. 1,592 respondents (43%) felt positive about parking, waiting and loading restrictions being enforced by cameras, 364 respondents (10%) were unsure how they felt while 87 respondents (3%) left the question blank.
- 3.2.7 Better enforcement of parking restrictions was the 5th highest issue that people most **liked** about the proposals and initial ideas (1,039 responses). More enforcement of parking restrictions was 5th highest issue that people most **disliked** about the proposals and initial ideas (774 responses).
- 3.2.8 It should be noted that any duly implemented traffic restriction would be capable of being enforced pursuant to the Council's existing powers to do so. The Council already has the power to enforce certain types of restrictions where a contravention of those restrictions is detected by camera. Consequently, like/dislike of the manner and efficiency of enforcement is not deemed to be a comment on the restrictions themselves.
- 3.2.9 Overall project sentiment was 39% positive, 48% negative and 13% neutral. When considering the 2451 responses from those people living in the area (67% of those responding) the sentiment was 45% positive, 43% negative and 14% neutral.
- 3.2.10 The main concerns raised by consultees were regarding any potential amendments to parking restrictions and bus lane operating hours. 1146 people were concerned that proposals for 12 hour bus lanes, and the resultant loss in parking and loading spaces would be negative for businesses. These measures are not included in the recommendations to Committee at this time.
- 3.2.11 For the avoidance of doubt, no red route is being recommended to the Committee for their endorsement at this stage. Any proposal for the implementation of a red route would be contingent upon the post implementation review of the proposals included in this report.
- 3.2.12 For context, a red route would include replacing yellow lines with red lines to allow more effective camera enforcement of illegal parking. Red routes are one option available to Traffic Authorities to enforce illegal parking or loading more effectively. However, parking, loading and unloading can still be accommodated on red route corridors during certain periods. The determining factor for the times that parking is allowed on red routes are normally the hours of operation of bus lanes, or those periods when corridors experience congestion. For example, a red route could be introduced on a corridor that has morning and afternoon peak period bus lanes, such as the current arrangements on London Road, Abbeydale

Road and Ecclesall Road, with parking and loading provided in the inter-peak period.

- 3.2.13 Seven petitions were also submitted to the Council opposing amendments to bus lane hours of operation and/ or opposing red routes. These were considered in line with the procedures on petitions. A summary of the petitions is attached as Appendix D. Again, endorsement of the implementation of a red route is not being recommended for endorsement by members at this stage.
- 3.2.14 It is therefore recommended that this project would initially include the implementation of bus priority works at or near junctions along Abbeydale Road and Ecclesall Road with proposed amendments to localised Traffic Regulation Orders (TROs). Existing bus lane hours of operation would also be camera enforced. These proposals are not expected to have an adverse impact upon businesses.
- 3.2.15 The statutory consultation proposed is planned to be undertaken as part of the promotion of the TRO for the junction improvements and traffic management amendments at or near junctions only.
- 3.2.16 Officers will continue to work with SYMCA to assess conditions for public transport on the London Road, Abbeydale Road and Ecclesall Road corridors, including monitoring of the benefits arising from the implementation of the measures that will be developed through to implementation.
- 3.2.17 The review will include investigations such as evaluating the impact of the project upon bus journey time consistency and reliability, and the impact upon the numbers of vehicles parked illegally. Officers will also work with stakeholders such as the Mayoral Combined Authority and bus operators to determine the effectiveness of the measures implemented. This further review will assist in determining if further bus priority measures are required on these corridors. If further measures are proposed an assessment of the implications will be undertaken including the economic, equalities and environmental impacts.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 The screening and assessment of equality impacts of the South West Bus Corridors suggests that the implementation of infrastructure improvements at or near junctions, traffic signal upgrades with buses given priority at junctions and the enhanced enforcement of existing bus lane hours of operation with cameras is unlikely to result in negative equality impacts for any protected group. Therefore, no mitigation measures are proposed. Currently blue badge holders are permitted to park for up to 3 hours on yellow

lines along both corridors, where there are no loading restrictions in place.

- 4.1.2 The project will generally have a positive effect by giving more opportunities to people in all groups to access services, employment, education, medical facilities, leisure and recreational opportunities. This will give independence to older and younger users, parents with young children, and those with disabilities.
- 4.1.3 Increasing the proportion of journeys made by public transport will bring about improvements in air quality, which will benefit the health of local residents and workers.

4.2 Financial and Commercial Implications

- 4.2.1 The funding source for the implementation and development of the project is the Transforming Cities Fund (TCF) programme administered by the South Yorkshire Mayoral Combined Authority (SYMCA). There is an allocation of £2.5m within this programme for the scheme.
- 4.2.2 An Outline Business Case for the South West Bus Corridors Project has been approved by the SYMCA providing development funding of £457,460. However, spend to date on this development work is £984,809 forecast to rise to £1,139,290. This additional expenditure will be recoverable on submission of the Final Business Case.
- 4.2.4 The detailed design stage is planned to be complete in July 2023 at which stage the implementation cost estimates will be confirmed. Subject to the statutory consultation process a Full Business Case will be submitted to SYMCA for final approval of the funding required to implement the scheme and meet the additional development and design costs.

4.3 Legal Implications

- 4.3.1 The Committee is not making a decision as to whether the proposals detailed in this report are progressed. The recommendations only concern the Committee's *endorsement* of the proposals rather than an approval which determines whether they may be taken forward. However, certain elements included within the proposals must be returned to the Committee for a decision if, during the progression of those elements, the relevant requirements (as stated within the Council's constitution) are fulfilled.
- 4.3.2 For example, Traffic Regulation Orders may be promoted (i.e. proposals advertised) pursuant to an officer decision. If objections which are not irrelevant are received in respect of a TRO, the matter of whether to proceed with the making of that TRO must be returned to the Committee. A report detailing the relevant legal implications of that decision will be prepared if that occurs. If the

Council does not receive objections in respect of that TRO then a decision to make it may be made under officer authority.

- 4.3.3 Outside of certain specific situations detailed in the Council's constitution, matters which are subject to the Committee's decision-making powers cannot be taken forward pursuant to an officer decision (and vice versa).
- 4.3.4 With that said, the Committee is asked to note that the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.
- 4.3.5 The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on that network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. Section 17 of the 2004 Act imposes a duty upon to Council to make such arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the network management duty.
- 4.3.6 Section 18 of the Act requires that the Council shall have regard to guidance of the appropriate national authority about the techniques of network management or any other matter relating to the performance of the duties imposed by sections 16 and 17 of the Act. The proposals described in this report are considered to fulfil those duties in accordance with the aforementioned statutory guidance.
- 4.3.7 Regulation 11 of the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 provides the circumstances in which parking contraventions detected solely with a camera and associated recording equipment (an approved device) may be enforced. These are:

- bus lanes
- bus stop clearway or bus stand clearway
- 'keep clear' zig-zag area outside schools
- red route
- parking or a loading restriction within a mandatory cycle lane

The restrictions proposed for camera enforcement in this report fall within these categories.

4.4 Climate Implications

4.4.1 The Climate Change Impact Assessment has considered the impact of the proposed project interventions on climate change.

4.4.2 The Council declared a Climate Emergency in February 2019 and through its 10-Point Plan for climate action is committed to a carbon neutral target by 2030. The South West Bus Corridors Project contributes towards this commitment by:

- Encouraging commuters to consider more sustainable travel options.
- Reducing congestion and air pollution due to fewer vehicles travelling along the corridors.

4.4.3 Transport is a major contributor to CO2 emissions in Sheffield and schemes such as this are important in contributing towards safer and less congested roads while contributing towards improving air quality.

4.4.4 The potential for reduced emissions will contribute to the overall resilience to climate change.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 Option A – Do Minimum

5.1.1 This option assumes no investment from the Transforming Cities Fund and therefore no additional infrastructure. Doing nothing is not considered an appropriate option and would not address the delays to buses.

5.2 Option B – (Preferred option)

5.2.1 Bus priority works and traffic management amendments at or near junctions along London Road, Abbeydale Road and Ecclesall Road. Existing bus lane hours of operation would also be camera enforced.

There were few concerns with the proposed bus priority works and traffic management amendments at or near junctions along the

corridors. The main concerns were regarding any potential amendments to parking restrictions and bus lane operating hours.

6. REASONS FOR RECOMMENDATIONS

6.1 Officers have investigated alternative options and on balance consider the initial implementation of the bus priority works at or near junctions along with the camera enforcement of existing bus lane hours of operation to be the best solution. Following the implementation of these works a review will be undertaken to determine if further bus priority measures are required.

6.3 It is therefore recommended that TRC Policy Committee:

- Endorse the implementation of a series of bus priority works at or near specific junctions along London Road, Abbeydale Road and Ecclesall Road, including amendments to sections of bus lanes and a system of traffic signal upgrades with buses given priority at junctions.
- Note that the Head of Strategic Transport, Sustainability and Infrastructure will promote a Traffic Regulation Order for these measures and statutory consultation will be undertaken with any objections reported to a future TRC Committee for a final decision.
- Endorse that the existing bus lane hours of operation on London Road, Abbeydale Road and Ecclesall Road corridors will be enforced using camera technology.
- Endorse that a further review of the public transport conditions on these corridors including an assessment following the implementation of these works to determine if further bus priority measures are required.



Abbeydale Road: Bannerdale Road Junction

Rushey Meadows

A

A new controlled exit for traffic exiting St Peter and St Oswald's church would be implemented.

The traffic lights located at Bannerdale Road, Archer Road, and both Abbeydale Road approaches to the junction would be upgraded to become controlled pedestrian crossings, making it easier and safer for people crossing this busy road.







Bullseye Motor Stores

The outbound bus stop currently located along this section would be relocated to just before the access road to Tesco.

New parking restrictions are proposed along this stretch of Abbeydale Road. These would prevent parking and waiting at any time. Current loading restrictions 07.30 - 09.30 / 16.00 - 18.30 would remain in force. The restrictions would enable the widening of the two inbound lanes along this section to provide more space for buses and cars.

Page 103

Key

-  Carriageway
-  Traffic lights
-  Controlled pedestrian crossing
-  Existing double yellow lines and existing loading restrictions
-  Existing double yellow lines and proposed restrictions for no loading at any time
-  Proposed double yellow lines with no waiting and existing loading restrictions



Abbeydale Road: Tesco Junction

B

An inbound bus lane would run from just after the junction with Hastings Road down to the junction with Bannerdale Road.

The outbound bus stop currently located just after the Bannerdale Road junction would be relocated to just before the access road to Tesco.

The pedestrian crossing currently located just before the access road to Tesco would be relocated to just before the junction with Holt House Grove.





A segregated bus lane would be added to this section of Abbeydale Road to bypass the Tesco junction. This would ensure that bus journey times are not affected by traffic entering or leaving Tesco.

Page 104

Holt House Grove

Tesco Access Road

Key

-  Carriageway
-  Traffic lights
-  Controlled pedestrian crossing
-  Existing double yellow lines and proposed restrictions for no loading at any time



Ecclesall Road: Moore Street Roundabout



Exeter Drive

A pre-signal priority system would be installed for buses at the approach to this junction. This would enable buses to get into their required lane without obstruction from general traffic, improving bus service reliability for passengers.

Page 105

Moore Street

BUS LANE
BUS STOP
BUS STOP
BUS STOP

Waitrose

LIV Student
Accommodation

Key

-  Carriageway
-  Proposed Connecting Sheffield: Nether Edge - City Centre cycle track
-  Traffic lights

Abbeydale Road and Ecclesall Road: Overview Map

The proposed bus infrastructure improvements for Ecclesall Road would stretch from Fitzwilliam Gate in the city centre out to the Ecclesall Road junction with Abbey Lane.

The proposed bus infrastructure improvements for Abbeydale Road would stretch from Cumberland Street in the city centre down to the Abbeydale Road South junction with Sherwood Glen.

Key



- The routes identified for bus infrastructure improvements.

Abbeydale Road and Ecclesall Road: Bus Priority at Traffic Lights



Bus priority will be implemented at all traffic lights along Abbeydale Road and Ecclesall Road. Buses will be detected and given a green light through all junctions and crossings.

Key

-  The routes identified for bus infrastructure improvements.
-  Bus priority systems at traffic lights.



Abbeydale Road: Springfield Road Junction

F

The centre line of the road would be adjusted to provide enough room for vehicles to pass any buses that are waiting at the new bus stop.

The inbound bus stop currently located just before the Springfield Road junction would be relocated to the other side of the junction, just in front of Roses The Bakers. This would enable the implementation of a bus priority system at the Springfield Road junction. The relocated bus stop would have a raised kerb for wheelchair users and tactile paving to assist visually impaired people.

The outbound bus stop currently situated close to Millhouses Post Office would be relocated to just in front of The Millhouses Pub. This would enable the implementation of a bus priority system at the Springfield Road junction. The relocated bus stop would have a raised kerb for wheelchair users and tactile paving to assist visually impaired people.

Double yellow lines would be added to the inbound and outbound approach to the Springfield Road junction. This would help to ensure buses are detected and prioritised when passing through the junction. Loading restrictions would remain as they are currently: 07.30 - 09.30/16.00 - 18.30.

Double yellow lines are proposed at the junction with Knaresborough Road and the junction with Hutchinson Road to make it safer for cars pulling out onto Abbeydale Road South.

The inbound bus lane which runs between the Knaresborough Road and Springfield Road junctions would be removed and replaced with two general traffic lanes to enable the implementation of a bus priority system at this junction.

The Robin Hood
Millhouses Lane
Millhouses Methodist Church

Majestic Wine Sheffield
Roses The Bakers
Millhouses Post Office

The Millhouses Pub

Key

- Carriageway
- Traffic lights
- Proposed new bus stop locations
- Proposed adjustment to the centre line of the road
- Existing double yellow lines
- Proposed double yellow lines with no waiting and existing loading restrictions
- Proposed double yellow lines with no parking or waiting and loading restrictions 07.30 - 09.30 / 16.00 - 18.30.



Abbeydale Road: Abbey Lane Junction





A short section of the inbound bus lane running between Sherwood Glen and Abbey Lane would be removed and replaced with two general traffic lanes.

The repurposing of the lanes would enable the implementation of a bus priority system at the traffic lights at the junction with Abbey Lane.

Double yellow lines would be added inbound between Sherwood Glen and Abbey Lane. This would help to ensure buses are detected and prioritised when passing through the Abbey Lane junction. No parking or waiting would be permitted at any time.

Double yellow lines would be added to the Sherwood Glen junction to make it safer for cars pulling out onto Abbeydale Road South.

Key

-  Carriageway
-  Traffic lights
-  Existing double yellow lines
-  Proposed double yellow lines with no parking or waiting.



Ecclesall Road: Hunters Bar Roundabout and Rustlings Road Junction

Endcliffe
Park

Improved crossing points with tactile paving would be provided across Rustlings Road. This would make it easier for pedestrians crossing the road to access Endcliffe Park or the relocated bus stop.

A larger pedestrian footway area is proposed by the entrance to Endcliffe Park. If feasible, trees may also be planted on the footway.

The inbound bus stop and shelter located between the Rustlings Road junction and the roundabout would be moved closer to the Endcliffe Park entrance.

This would create a lay-by for buses so that they don't hold up general traffic when stopping for passengers.

The bus stop clearway markings would be replaced with double yellow lines indicating no waiting at any time.

The existing inbound bus lane would be extended to accommodate the new road layout.

Slight adjustments could be made to the central island of the roundabout to make the roundabout carriageway wider for vehicles. This would only be a very slight adjustment, with no impact to trees or planting.

Hunters Bar
Roundabout

Hallamshire Tennis
and Squash Club

The outbound bus stop located just after the Hunters Bar roundabout would be removed. This would assist the smooth flow of traffic exiting the roundabout.






The bus stop clearway would be replaced with double yellow lines indicating no waiting at any time.

The outbound bus lane would be removed and replaced with two general traffic lanes to reduce the need for cars switching lanes when continuing on to Ecclesall Road South.

This would help to reduce congestion and hold ups for buses.

Lane markings would be adjusted to tie in with the new road layout. A yellow box would be added to assist vehicles turning into Rustlings Road from Ecclesall Road.

Key

-  Proposed changes to lane markings.
-  Proposed extension to the existing inbound bus lane.
-  Proposed new pedestrian crossing points with tactile paving.
-  Proposed new footway.
-  Proposed double yellow lines indicating no waiting at any time.

Connecting Sheffield: Abbeydale Road and Ecclesall Road Consultation

Executive Summary

1.0 Launching Connecting Sheffield

Connecting Sheffield represents a first significant step in transforming Sheffield's transport infrastructure for active travel and bus services. The **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals were the seventh of several ambitious projects to be consulted on, all of which are to be delivered by March 2023. While each project stands on its own, the wider overarching vision that brings each project within the Connecting Sheffield umbrella was important to communicate. As a consequence, prior to any public consultation, there was a media launch of Connecting Sheffield as a concept on 3rd November 2020, to ensure that the aims and goals that knit together each project are recognised and understood.

The Connecting Sheffield consultation website went live at this time. The website provides information on the overarching aims and ambitions for active travel and bus services. It is also designed to host the separate consultations on each project within Connecting Sheffield, as they are ready to be launched. The **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was the seventh scheme to go live.

2.0 Abbeydale Road and Ecclesall Road Consultation

Public and stakeholder consultation on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals was held between 17th November 2021 and 21st January 2022. The consultation process was as follows:

2.1 Stakeholder Mapping

Prior to the start of consultation, an extensive community and stakeholder mapping process was undertaken to identify different individuals and groups who were likely to have an interest in the proposals. The following key stakeholders were among those identified:

- **Political Representatives:** Paul Blomfield MP; Clive Betts MP; Olivia Blake MP; Mayor Dan Jarvis; and local Councillors.
- **Economic and Business Groups:** Abbeydale Road and Ecclesall Road businesses.
- **Educational Organisations:** Sheffield Hallam University Collegiate Campus; Holt House Infants School; Carter Knowle Junior School; St. Peter's and St. Oswald's; Sheffield Hallam University; Parkhead Cottage Nursery; Nether Edge Primary School; and Sharrow School.
- **Community and Interest Groups:** Sheaf and Porter Rivers Trust; Nether Edge and Sharrow Sustainable Transformation; Nether Edge Neighbourhood Group; Sharrow Community Forum; Banner Cross Neighbourhood Group; Abbeydale and Sharrow Stakeholder Group; and others.
- **Religious Places of Worship:** Mother of God Catholic Church; Jamia al Furqaan; Carterknowle Methodist Church; St Peter and St Oswalds Church; The Well; United Reformed Church; St William of York Catholic Church; Banner Cross Methodist Church; and All Saints Church.

- **Local Healthcare Services:** Sheffield NHS Teaching Hospitals Trust; Sheffield Children’s Hospital; Sheffield Health and Social Care NHS Foundation Trust; Sharrow Lane Medical Centre; and Hanover Medical Centre.
- **Accessibility Groups:** Transport4All; Disability Sheffield; Access Liaison Group; and Sheffield Cycling 4 All.
- **Local Transport Organisations:** Confederation of Passenger Transport; South Yorkshire Passenger Transport Executive; First Group; Stagecoach; Sheffield Taxi Trade Association; and others.

Local Residents and Businesses were also contacted directly. Two distribution areas for the consultation postcard were defined, one for Abbeydale Road and the other for Ecclesall Road. The identified distribution areas for the consultation postcard included 16,231 addresses: 8,034 on Abbeydale Road and 8,190 on Ecclesall Road. Businesses along Abbeydale Road and Ecclesall Road were also sent a letter about the consultation in an envelope alongside the postcard.

2.2 Engagement Overview

Throughout the consultation, a range of communication methods were used to raise awareness of the proposals among stakeholders and the local community, who were provided with various accessible and convenient means by which to provide feedback.

The methods used to engage stakeholders and publicise the consultation are set out below.

1. **Consultation Postcard:** A consultation postcard was produced and distributed to all residential and business properties located within the agreed distribution areas of 8,034 properties on Abbeydale Road and 8,190 properties on Ecclesall Road.
2. **Consultation Website:** A project specific page was set up on the Connecting Sheffield website which uses the community engagement platform, Commonplace. The platform makes it easy to share the consultation widely via social media and allows anonymised comments to be viewed publicly adding transparency to the process. We also received feedback through an **email address, Freephone information line and Freepost address.**
3. **Online meetings:** Ahead of the consultation launch, four online meetings were planned to which identified stakeholders with a specified interest in the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme were invited. Several key community groups and businesses located on or near the route were invited to the meetings.
4. **Recorded Presentation:** A commentary was recorded to accompany a presentation on the proposals and circulated by email to local businesses, stakeholders and community groups identified as likely to have an interest in the proposals.
5. **Press release:** At the start of the consultation, a press release containing introductory information about the Abbeydale Road and Ecclesall Road proposals and details of the consultation period was directly issued by the Council to media outlets.
6. **Shopper Survey:** An independent market research company was commissioned by the Council to undertake an in-person survey on Abbeydale Road and Ecclesall Road during the consultation. A summary of the results of the survey is provided in **7.0 Shopper Survey.**

3.0 Explaining the Consultation Responses

3.1 Public Consultation

In total, **3,680** responses were received during the Connecting Sheffield: Abbeydale Road and Ecclesall Road consultation. **3,456** of these were received through the feedback form on Commonplace, **88** were through via email, Freepost and Freephone and **136** were submitted via the Commonplace interactive heatmap.

The website provides two avenues to comment:

- a) A **heatmap** referenced as (a) that shows all corridors to be consulted on as part of the total package of schemes to be consulted on under Phase One of Connecting Sheffield.
- b) A **design tile** referenced as (b) – featuring details of what is proposed specifically for the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme.

3.2 Design Tile feedback

Comments received via the feedback form on the design tile (b) are authenticated on Commonplace, with respondents asked to confirm their email address to check that an email address is valid and corresponds with the person submitting the feedback. All responses, even those which are not authenticated, are considered when mapping comments – which can be viewed in the body of the full consultation report – to ensure any specific detailed concerns are picked up and can be considered.

Design tile feedback is attained via a mixture of **‘closed’ questions** – for example, ‘what do you like about this scheme’, and ‘what don’t you like about this scheme’, that allow respondents to select responses from a menu of options. Opportunities to highlight positives and negatives are split into separate questions. Respondents tend to choose between one and five responses options for each question that most closely align with their views on a topic.

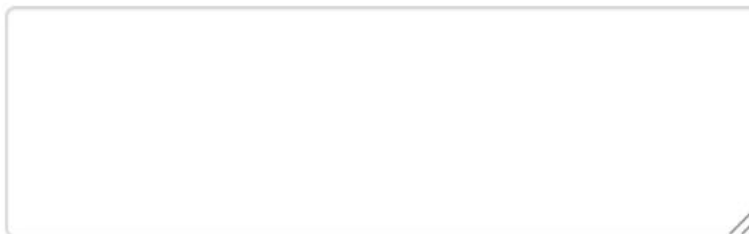
Respondents can also respond to **‘open’ questions** – that allow respondents to comment however they wish. While respondents can answer open questions in whichever form they wish, in practice, they often tend to provide more details on the closed responses they have provided. The screenshots below (Figure 1 and 2) show how open and closed questions are presented on the consultation website.

What do you like about this scheme?

Active neighbourhood with reduced traffic	Greener streets	Environmental benefits	Safer to walk and cycle	Improved bus stops
Better environment for cyclists	More child-friendly	Improved route for buses	Priority for cyclists and pedestrians	
More attractive environment	Improved pedestrian crossings	Improved cycle crossings	Better environment for walking	Other

Figure 1: Closed question response

Do you have any other comments on this scheme?



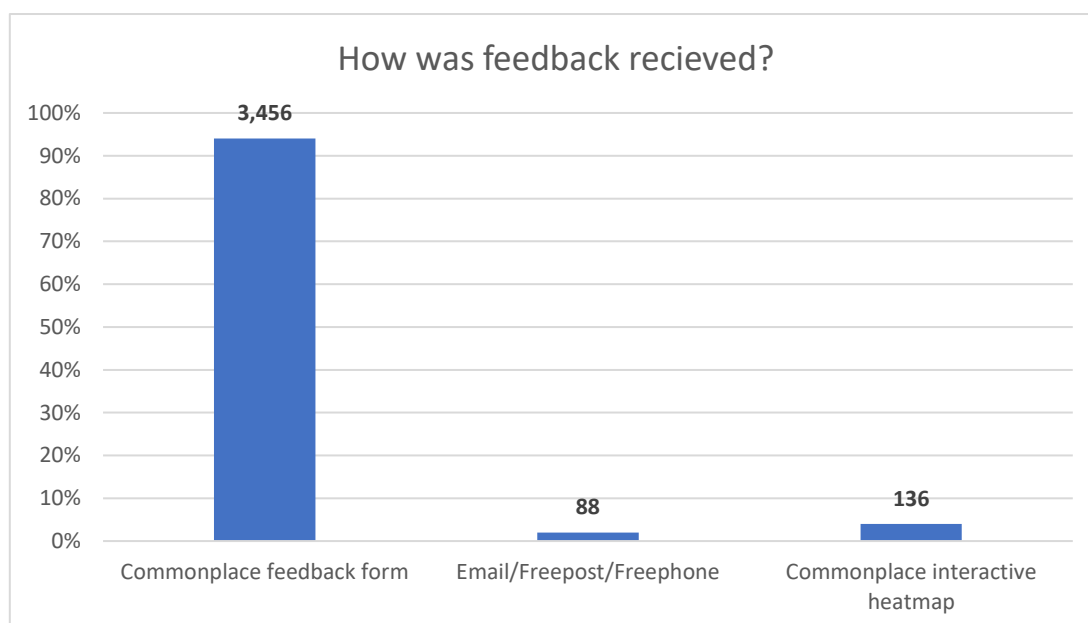
Your comment will be public. Please don't mention any personal details.
By commenting you agree to our terms of use. Read our privacy policy.

Figure 2: Open question response

4.0 Summary of Feedback

Considering each of the different methods for feedback open to respondents, the following is a summary of feedback.

In total, **3,680** responses were received during the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation. **3,456** of these were received through the Commonplace feedback form, **88** were through via email, Freepost and freephone and **136** were submitted via the Commonplace interactive heatmap.



4.1 General Sentiment - Heatmap

People commenting on the heatmap tend to take a more overall view of the proposals. On entering the Connecting Sheffield website, they will have seen the overview of the vision and aims of Connecting Sheffield as a long-term project before then visiting the heatmap to comment. Because the heatmap then also shows the totality of the routes proposed under Phase One, commentators

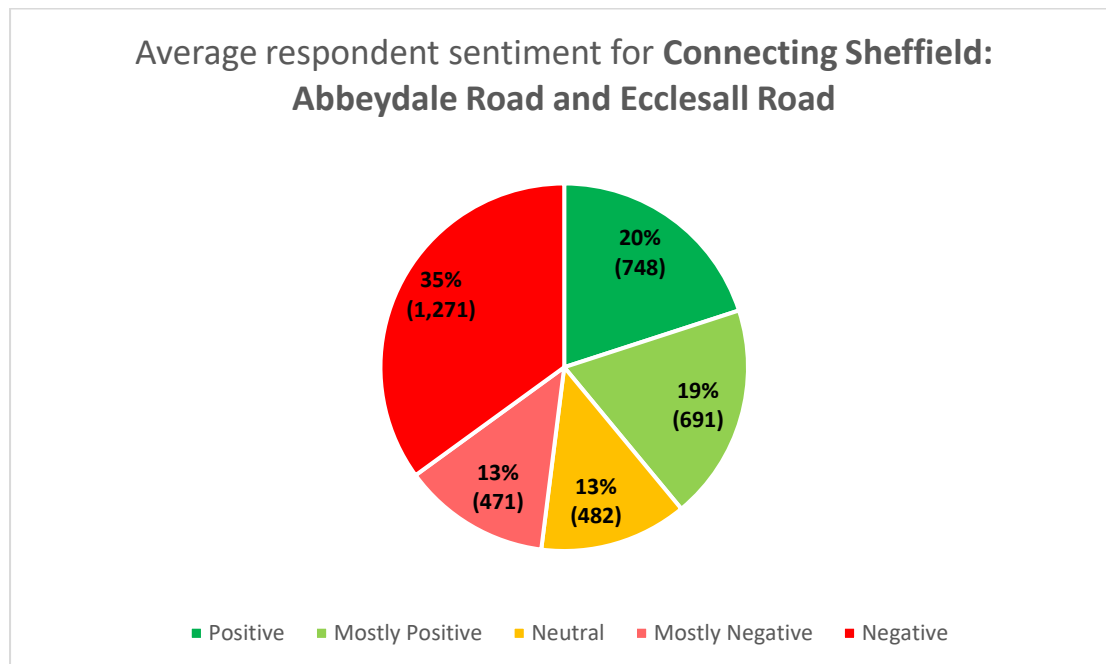
tend to be more likely to view and give feedback on the wider scheme aims compared to visitors who purely view the details of a specific scheme via the design tile.

Visitors to the heatmap can still leave comments on specific schemes and they can continue to visit the scheme design tile thereafter for details, but their feedback tends to present an indication on views of the wider aims of Connecting Sheffield because of the use patterns explained above.

Among the **136** people who responded via the heatmap **97%** of the comments received were positive, indicating strong support for the principles behind Connecting Sheffield.

4.2 General Sentiment – Design Tile – All Responses

As people see more detail of any proposals, it is natural that this then raises more questions and carries greater potential for people to find objections or questions about proposals. Of the **3,456 responses received via the Connecting Sheffield: Abbeydale Road and Ecclesall Road design tile**, there was a majority sentiment opposing the proposals and initial ideas, with **48%** providing negative feedback, mainly due to concern for businesses that are located along the two roads. **39%** of comments were positive and **13%** were neutral.



5.0 Specific Themes from the Consultation

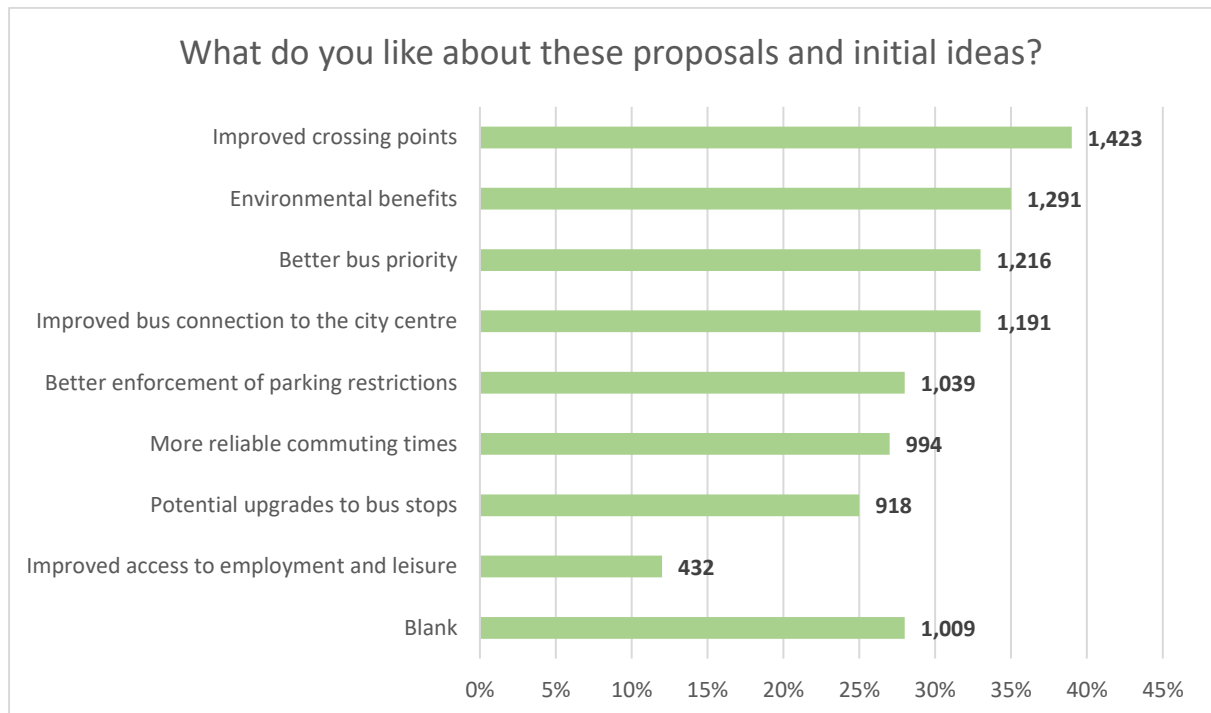
Connecting Sheffield: Abbeydale Road and Ecclesall Road was consulted on as one scheme with closed questions on the design tile either asking for feedback on proposals that would be applied across both corridors (bus priority, increased bus lane operating hours, increased enforcement of traffic restrictions, improved crossing points), or on specific measures proposed at a named location on either corridor.

Where people differentiated between Abbeydale Road and Ecclesall Road in the feedback they provided through the open question on the design tile, the comments provided and themes arising were consistent for both corridors.

Analysis of the postcodes provided by respondents on the design tile highlighted a significantly higher level of engagement from people living on or near to Ecclesall Road compared to those living on or near to Abbeydale Road, though the themes raised through the feedback were the same across both corridors as outlined above.

5.1 Positive – Closed Questions

The table below shows what people liked most about the scheme in response to the closed questions in the Commonplace design tile. This shows that around **38% (1,423)** of respondents like the improved crossing points, while **35% (1,291)** of respondents liked the environmental benefits.



5.2 Positive – Open Questions

Open questions allow nuances in views to be identified, or further clarification on views to be given. The responses to the open question showed **support for changes at junctions with 78 respondents expressing support for the changes proposed at the Bannerdale Road junction, and a further 19 respondents expressing support for the changes proposed at Hunter’s Bar roundabout.**

The responses to the open question also highlighted support for changes to traffic lights and improved bus priority with **66 respondents expressing support for the proposals on bus priority at traffic lights.**

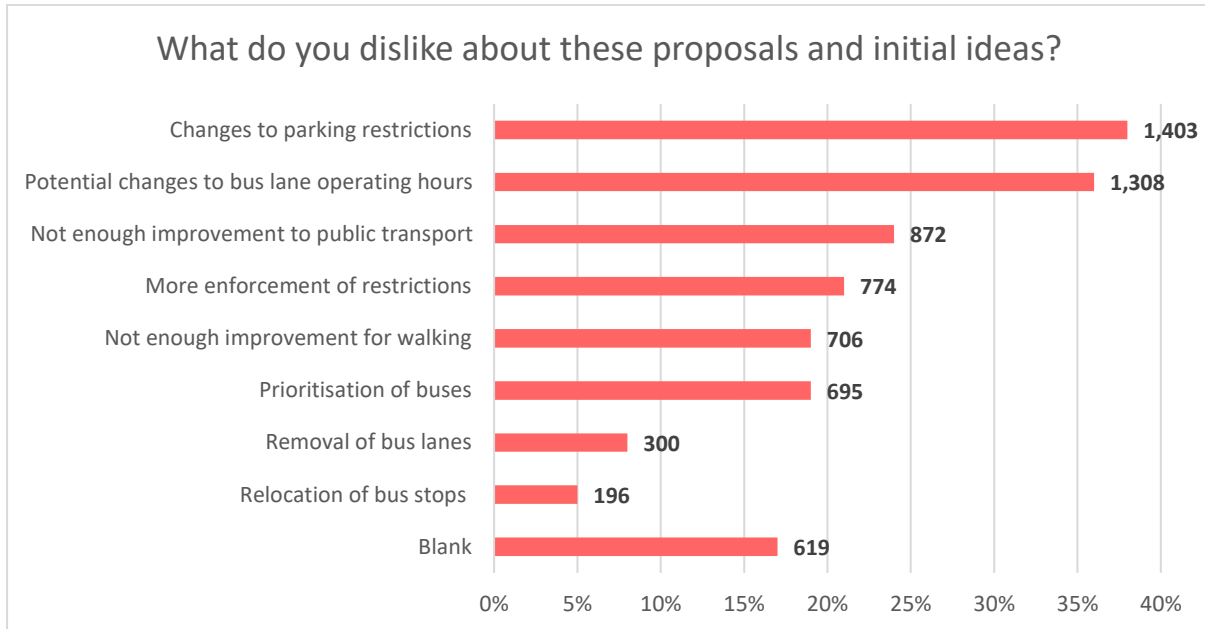
35 respondents also expressed **support for enhanced enforcement of restrictions** along the routes.

5.3 Positive but with Caveats – Open Question

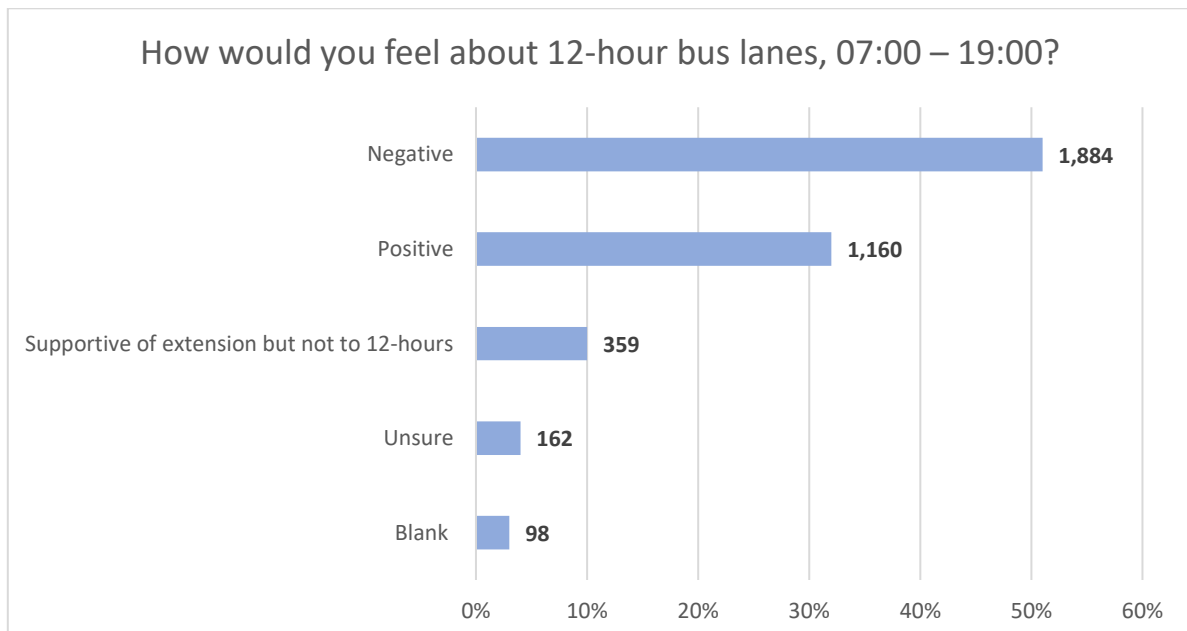
Some respondents were broadly supportive of measures but had caveats on their support. For example, **282 respondents suggested that bus prioritisation measures should be considered only after significant improvements to the bus service. 12** respondents stated that they would **support 12-hour bus lanes only if bus services were considerably improved first.**

5.4 Key Concerns – Closed Questions

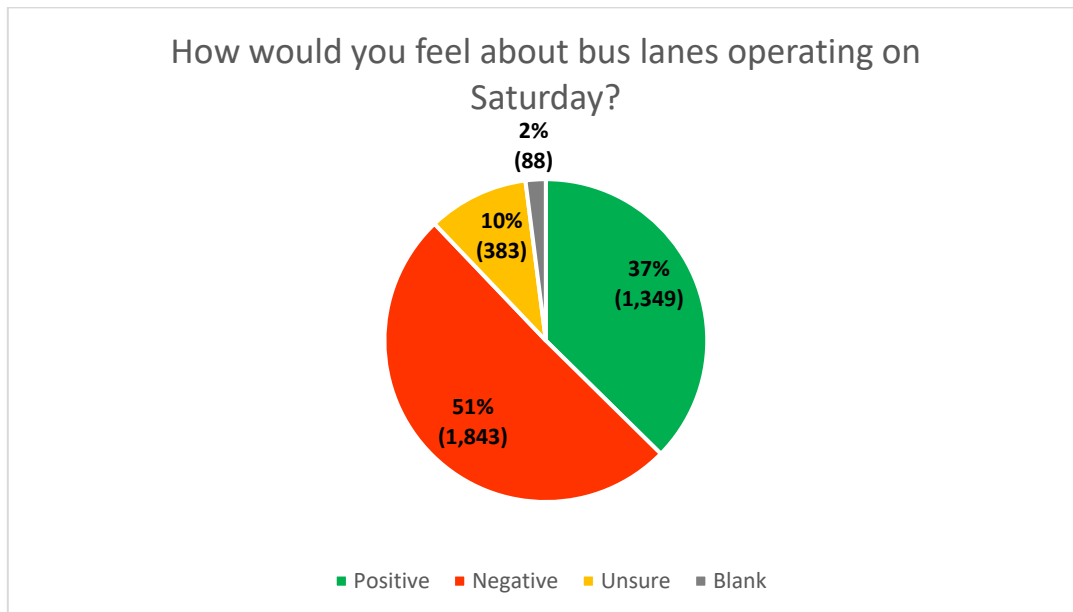
The graph below shows what respondents dislike most about the scheme in response to closed questions. Around **37% (1,403)** of respondents disliked the changes to parking restrictions, while around **36% (1,308)** respondents did not like the potential changes to bus lane operating hours.



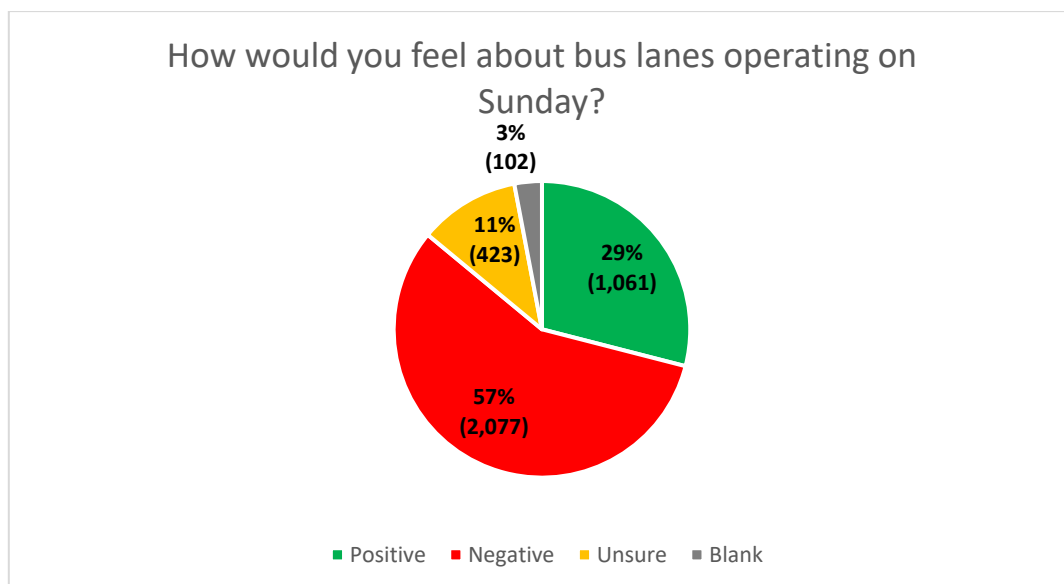
The graph below shows how respondents would feel about 12-hour bus lanes between 07:00 and 19:00. It shows that **51% (1,884)** of respondents would feel negative about 12-hour bus lanes, **32% (1,160)** would feel positive about 12-hour bus lanes, while **10% (359)** would be supportive of an extension but not to 12-hours.



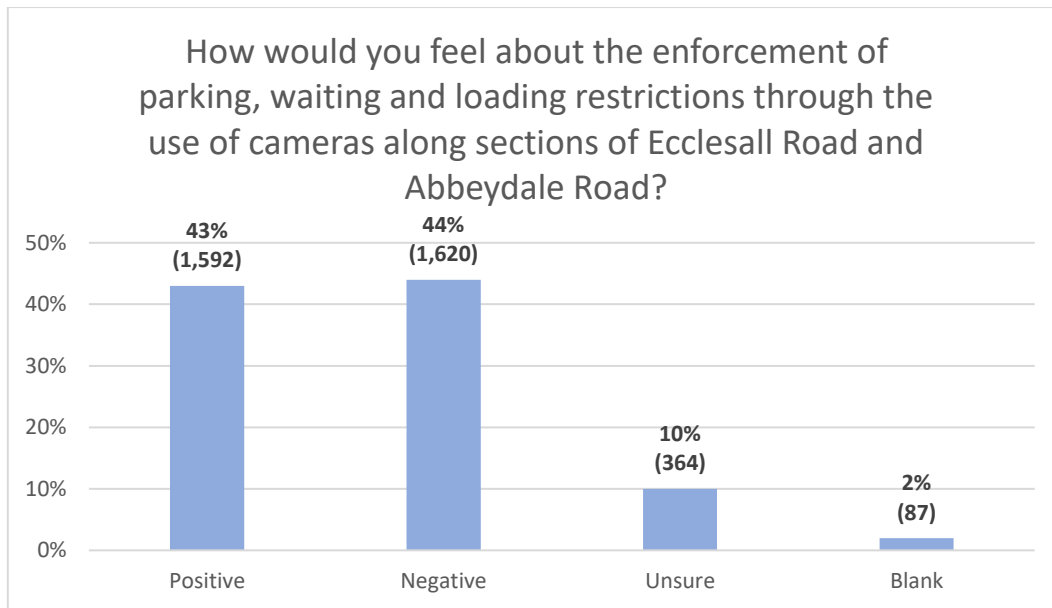
The chart below shows how respondents feel about bus lanes operating on Saturday. It shows that **50% (1,843)** of respondents felt negative about bus lanes operating on Saturdays, **37% (1,349)** of respondents felt positive, while **10% (383)** felt neutral.



The chart below shows how respondents feel about bus lanes operating on Sunday. It shows that **57% (2,077)** of respondents felt negative about bus lanes operating on Sundays, **29% (1,061)** of respondents felt positive, while **11% (423)** felt neutral.



The graph below shows how respondents feel about the use of cameras to enforce traffic restrictions. It shows that **44% (1,620)** of respondents felt negative about the use of cameras, **43% (1,592)** of respondents felt positive, while **10% (364)** of respondents were unsure how they felt.



5.5 Key Concerns – Open Question

1,146 respondents expressed concern about the potential negative impact of 12-hour bus lanes and the effect that the resultant loss of parking would have on local businesses. The main themes of these comments included respondents expressing concern that businesses would not be able to receive deliveries and that people may start to go elsewhere, outside of Sheffield, to do their shopping if they are unable to park easily.

405 respondents called for improvements to be made to bus services themselves, rather than changes to bus lanes. A further **263** respondents stated that one of the most significant issues with the bus service was the high cost of fares, and **130** respondents stated that poor bus routes, in particular routes between suburbs, made bus use in Sheffield unviable.

301 respondents suggested that increased bus lane operating hours could cause further congestion, which in turn would lead to more pollution.

145 respondents expressed disappointment that the plans made no mention of cycling.

119 respondents expressed concern that the proposals for 12-hour bus lanes and the resultant loss of parking would have a **significant negative impact on people with disabilities or accessibility requirements, and older people.** **39** respondents suggested that bus travel simply was not an option for many people, owing to accessibility requirements.

6.0 Stakeholder engagement

Due to the ongoing pandemic, drop-in events were not planned for this scheme. As large-scale webinars are not conducive to participation and constructive discussion, smaller, online meetings were proposed to enable in depth two-way discussion with stakeholders about the proposals.

Four online meetings were planned for this consultation: one for businesses on Ecclesall Road, one for businesses on Abbeydale Road, one for community groups on Ecclesall Road, and one for community groups on Abbeydale Road.

As there are hundreds of businesses located along both routes, the businesses located closest to where significant works were proposed and those employing larger numbers of people were invited via email to an online meeting. Follow-up emails and telephone calls were made where no response was received to the invitation. Due to a lack of response from invitees to both online meetings for Abbeydale Road, neither of those meetings took place.

A recorded version of the presentation delivered at the meetings was issued via email to businesses whose email address was available and all businesses along the route were sent a letter and postcard via Royal Mail to let them know about the consultation and to direct them to the website to find out more about the proposals and have their say. The letter also provided the Connecting Sheffield Freephone number, email address and Freepost address for businesses to get in touch with any questions.

6.1 Online meeting with Ecclesall Road Community Groups

A community group expressed overall support for the proposals, though some of its members were in full support of the proposals and some completely opposed. During the meeting, it became clear that those who lived closest to bus routes were most supportive of the proposals, whereas those for whom bus use was less accessible were less supportive. Concern was raised that the proposals seemed to be aimed at younger, able-bodied people, with older people and those with accessibility requirements finding bus use far more difficult.

The cycling group and the active travel group who attended the online webinar were also generally supportive of the proposals, particularly in favour of the proposed changes at junctions and improvements to crossing points which would make it easier to get around on foot and by cycle. They did, however, express disappointment that there weren't significant improvements proposed for those who cycle.

6.2 Online meeting with Ecclesall Road Businesses

Of those invited, only one business attended the meeting. Some concern was raised that businesses with car parks may see a significant increase in the number of cars trying to use them in the event of further parking restrictions along the roads. It was generally felt that this would not have a negative effect on businesses with car parks along the route, and that they would be able to mitigate against this potential issue.

7.0 Shopper Survey

Mindfield was commissioned by Sheffield City Council to undertake in-person research during the consultation. The company surveyed 50 people on Abbeydale Road and 176 people on Ecclesall Road and asked them a series of questions regarding their usage of the area, awareness of the proposals and their sentiment towards the proposals. The sample size was higher on Ecclesall Road due to higher footfall. 64% of respondents surveyed walked or caught the bus to reach their destination, and 36% of respondents travelled by car.

Respondents expressed concern about the potential impact of an extension to bus lane operating hours and increased parking restrictions on local businesses but there was also support for the potential environmental benefits of the proposals.

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Consultation and Engagement Report

February 2022

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Abbeydale Road and Ecclesall Road

Section 1: Introduction

Through the Transforming Cities Fund (TCF), Sheffield City Council has the opportunity to deliver a series of transformative sustainable travel projects on a scale not seen for decades in the city.

As part of the development of each project, there was a need to undertake engagement with key stakeholders and local communities to inform scheme development and raise public awareness of the proposals.

Funding from Government was confirmed in March 2020. Shortly after the funding announcement, the UK was hit by the Covid-19 pandemic. Nationwide lockdown and social distancing guidelines to protect public health and deliver emergency measures have impacted on delivery of the overall TCF programme, and subsequently the communications and consultation programme, both in terms of timescales and methods of engagement, creating a need to adapt. With face-to-face engagement no longer an option for the foreseeable future, a change to our plans and a revision of our engagement strategy was necessary.

Connecting Sheffield is the identity for the overarching vision and ambition to transform public transport and active travel in Sheffield. The TCF programme has led this vision, with the launch of the overarching Connecting Sheffield ambition and broad introduction to each of the TCF projects beginning on 3 November 2020. A round of engagement activities accompanied this launch, comprised of meetings with key stakeholder groups including political, civic and community leaders, and interest groups with a city-wide remit. A Connecting Sheffield website was launched to coincide with this activity using the Commonplace engagement platform, supported by traditional media and social media coverage.

The launch of Connecting Sheffield provided a foundation upon which consultation on each of the individual TCF schemes could then be launched – ensuring that each of them was aligned under one vision and ambition for transport connectivity in Sheffield, and that key connections and inter-relations between schemes could be highlighted.

The TCF **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme was the seventh scheme to be brought forward under Connecting Sheffield. In light of the ongoing Covid-19 pandemic, it was decided that engagement and consultation on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme would be digitally led but would also include webinars designed to replicate face-to-face meetings and the benefits of direct engagement as far as possible. Access to printed materials and multiple channels of communication were put in place to ensure a fully accessible consultation. The **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation launched on 17 November 2021 and concluded on 21 January 2022.

Section 2: Aims of Engagement

Sheffield City Council highlighted a need to engage with and consult the public on its TCF proposals, ahead of its Outline Business Case submission for TCF to central Government. Engaging on the TCF schemes at an early stage is important to generate feedback that could inform further scheme development and to minimise the risk of stakeholder objections due to lack of understanding of the schemes, which could delay Traffic Regulation Orders (TROs) being agreed alongside other potential delays that would result in cost overruns.

In order to achieve this, a consultation and engagement strategy for the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme was developed, which sought to:

- Build **understanding** of the proposals including the rationale, benefits and challenges;
- Gain the **trust** of communities, businesses, stakeholders and interest groups in the intentions behind the project; and
- Generate **comments** that could help to refine and enhance the project.

Section 3: Approach to Engagement

The approach to community consultation as presented in this report reflects Sheffield City Council's policy and approach to involving communities. Throughout the consultation, Sheffield City Council has ensured that the identified communities and stakeholders:

- Have appropriate access to relevant information.
- Have opportunities to actively participate by putting forward their own ideas and are reassured that there is a transparent process through which their feedback will be considered and will influence the proposals.
- Can obtain feedback, be kept informed of the progress of the proposals and be updated on the outcomes of consultation.

Sheffield City Council is committed to consulting openly with key stakeholders, local residents, local businesses and local community groups. Throughout the consultation, engagement activities have been guided by the following key principles:

- Being open and honest with stakeholders and members of the local community when presenting all information about the proposals.
- Ensuring that all public engagement materials can be easily accessed by local stakeholders and the wider general public.
- Being clear and 'plain speaking', avoiding the use of jargon or technical terms where possible.
- Identifying different audiences and developing appropriate communication techniques that effectively engage with each one of these audiences.
- Ensuring all communication materials are presented in formats easily accessible to the local community.
- Responding quickly and effectively to enquiries received from stakeholders and members of the general public.

Section 4: Community and Stakeholder Mapping

Prior to the start of consultation, an extensive community and stakeholder mapping process was undertaken to identify different individuals and groups who were likely to have an interest in the proposals. The following different audience groups were identified:

- Members of Parliament
- Ward Councillors
- Economic and business groups
- Educational organisations
- Religious places of worship
- Community and interest groups
- Accessibility groups
- Local transport organisations and groups
- Local service providers
- Local residents and businesses

The stakeholders from the above categories who were engaged with as part of the engagement and consultation programme are set out in the sections below.

Political Representation

Political representatives were engaged with ahead of and throughout the consultation period. The list of political representatives engaged with were as follows:

Members of Parliament

- Mr Paul Blomfield, MP for Sheffield Central
- Mr Clive Betts, MP for Sheffield South East (as lead for the Mayoral Combined Authority Bus Review)
- Ms Olivia Blake, MP for Sheffield Hallam

City Region Mayor

- Mr Dan Jarvis, Sheffield City Region Mayor

Ward Councillors

- Councillor Douglas Johnson, Ward Councillor for City
- Councillor Ruth Mersereau, Ward Councillor for City
- Councillor Martin Phipps, Ward Councillor for City
- Councillor Peter Garbutt, Ward Councillor for Nether Edge and Sharrow
- Councillor Maroof Raouf, Ward Councillor for Nether Edge and Sharrow
- Councillor Alison Teal, Ward Councillor for Nether Edge and Sharrow
- Councillor Angela Argenzio, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Brian Holmshaw, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Kaltum Rivers, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Roger Davison, Ward Councillor for Ecclesall
- Councillor Barbara Masters, Ward Councillor for Ecclesall
- Councillor Shaffaq Mohammed, Ward Councillor for Ecclesall
- Councillor Joe Otten, Ward Councillor for Dore & Totley
- Councillor Martin Smith, Ward Councillor for Dore & Totley
- Councillor Colin Ross, Ward Councillor for Dore & Totley
- Councillor Simon Clement-Jones, Ward Councillor for Beauchief & Greenhill
- Councillor Bob Pullin, Ward Councillor for Beauchief & Greenhill
- Councillor Richard Shaw, Ward Councillor for Beauchief & Greenhill

Economic and Business Groups

We engaged with local businesses and economic groups who we expected to have an active interest in the proposed development. These groups are listed below.

Businesses located on Ecclesall Road

- Waitrose
- MAF Properties
- Sheffield Aesthetics & Laser Clinic
- Twinkl
- The Sheaf Island
- Redemption Tattoo Studio
- Shell Garage
- Kwik-Fit
- Express Hand Car Wash
- Champs Bar
- Strawberry Student Homes
- Clear Links
- M&S Food
- Sport Shack
- Igloo Student Accommodation
- Accident Solicitors Direct
- West One
- 7Hills Shop
- Papa Johns
- White Stuff
- The Nursery Tavern
- Kettle Black Bar
- Wizard Guitars
- The Easy Barber
- Friesday
- Ashoka
- Conrad Blanford Hairdressing
- Gnome Student Homes
- 284 Hair
- Top Nail Salon
- Portland House
- Sweeney 4



- Ciro Pizza
- The Eagle
- Graze Inn
- The Sandwich Division
- Uncle Sams
- Claypenny Properties
- Oliver Bonas
- UK Bullion
- Spirals
- Harlequins Takeaway
- The Italian Kitchen
- Capland Properties
- Londis
- Colombo by Ayubowan
- H1 Barber
- Flora Florists
- Craft & Berry
- Dominos
- Drinks Stop
- Party Town
- Fat Face
- Mookau
- iRepair Stop
- Starbucks
- Confidential
- Sinclairs
- The Sheffield Cat Shelter
- Prithi Raj
- Sister
- Cancer Research
- PC Properties
- The Real Computer Shop
- Robinsons Cobblers
- The Design Studio
- Society
- Wolf and Co Barbers
- British Heart Foundation
- The Ecclesall Ale Club
- Coffika
- Dove Properties
- Spoilt for Choice
- Ray Lewis Opticians
- Beach Club
- Maranello's
- Lobby Toffs
- Lambert Smith Hampton
- Tesco
- Boots
- Costa
- KFC
- Marie Curie
- Dunkin Donuts
- Age UK
- Spencer
- Cocoa Chocolate Wonderland
- Wilkin Alarms
- Mirage Vapes
- Fine & Country
- Say Paloma
- Arnold & Co
- Ladbrokes
- Totally Wicked Vapes
- The Famous Sheffield Shop
- Café Marco
- Proctor Hair
- Sheffield Physiotherapy
- Pizza Express
- Nandos
- Study Pad
- Koko
- Crystal Nails
- Futon Company
- St Luke's Hospice Shop
- Amaro Lounge
- Elif
- Salis Properties Limited
- The Orthodontic Centre
- Oxfam
- Snugg
- Nonnas
- The Lost and Found
- Millennium Hall
- Monk Bar
- The Blo Lounge
- Freestylers
- The Brow Lounge
- The Bridal House
- The Old Club
- Jojos General Store by Rag Parade
- Sainsbury's
- Tribe3
- Porter Brook Pub
- Pato Thai
- Randle and Randle
- Hunters Bar Veterinary Clinic
- Syreeta's Make-Up Academy
- Hunters
- Juke and Loe
- La Patisserie
- The Beer House
- The Hairband
- Pollards Coffee
- NJ Leeson
- Mowgli
- Spar
- Good Vibrations Tattoo
- Spacepad
- Hopper



- Co-operative Funeralcare
- Ivy & Olivia
- Giardino
- Woody's Sandwich Bar
- Juice & Coil Co
- Sheffield Makers Hunters Bar
- Nat West
- Poseidon Fish Bar
- Scrumptious Café
- Rhyme & Reason
- Hallam Oak & Pine
- Kadampa Meditation Centre
- Hallamshire Tennis & Squash Club
- LWT Dental Care
- Pennywise Dry Cleaners
- On Fire
- Alter
- Mason Barber Shop
- East One
- Crooked Claw Tattoo
- Clarrie's Kitchen
- Hare on the Park
- Turnip & Thyme
- Peak Studio
- Hairs
- Wax Inc
- Rejuve
- Flutter
- Xpressions in Hair
- Wine and Whiskey
- Olive
- Foot Heaven
- Lynda V Price
- Eccys Pizza and Grill
- PHE Merchants
- Glow Studio
- CM Dental
- Kitchen Craft
- Unique The Hair Extension People
- Explore Learning
- New Zing Vaa
- Beautiful Nails
- Mowbray Accounting
- Elaine Davison
- Urban Choola
- Goodman Sparks
- Co-Op
- Wildcard
- Wood Funeral Service
- Texaco
- Sainsbury's
- Lloyd's Pharmacy
- Prestige Vehicles
- Hallam Physiotherapy

- Katie Peckett Flowers
- Persian Bakery
- Chiropractic Works
- HQ Works
- ELR Estate Agents
- Taylor & Emmett
- Knowles & Son
- Blundells
- Saxton Mee
- SheffLets
- Italia Uno
- Crystal Barbers
- Fired Arts
- Harpers Fashion
- La Luna
- David Inman Opticians
- Jude Hair
- Christine Clark Clinic
- Drew Décor Store
- Fella's
- The Banner Cross
- Faces Aesthetics
- Timber Windows
- Golden Stitch
- UK Dream House
- Halo Nails
- Gourmet Curry House
- Hause of Skin
- Pat O'Brien
- Neptune Fish and Chips
- Haybrook
- Mortgage Advice Bureau
- Johanne's Sandwich Bar
- Banner Crust
- Hong Kong Garden
- Russell & Hutton
- Beauty Lounge
- The Salon
- The Hair Rooms
- Grace Kitchen Design
- Talk Time
- Banner Cross Post Office
- William H Brown
- Hallmark Goldsmiths
- Sheffield Real Meat
- Whitehorns
- Henry Boot Plc
- Ian Atkinson Podiatry
- The Prince of Wales
- Ecclesall Fisheries
- Rowlands Pharmacy
- Monument Coffee Co
- The Chocolate Bar
- Silver Hill Larder



- Gifted
- Roses The Bakers
- Dovetail Antiques
- Caroline Hill
- City Physio
- Champion and Emmett

- Takdir
- New Jasmine House
- McColls
- Miller & Carter
- Beauty at Parkhead
- Katie Bell Physiotherapy

Businesses located on Abbeydale Road and London Road

- Hallam Hills
- King's Flavour
- Budgens
- Chinatown
- The Lock Up Escape Rooms
- The Chinese Fireworks Company Ltd
- Tin Tin Chinese Restaurant
- Charasati Slemani
- Baran's Barber
- The Clubhouse
- Chino's
- Rassam's Creamery
- Subway
- Blast Shop
- Kebabish Express
- Caffe Latte
- Pro-X Sport
- The Potato Oven
- London Road Jewellers & Pawnbrokers
- La Romantica
- Caribbean Spice
- Yaadgaar Mithai
- Taco Mex
- White Rose Hair and Beauty
- Yama Sushi
- Barry's Bar
- Kebabish Original
- Kurdistan Charcoal Grill
- Fanoush Falafel Bar
- Kahm Hair Salon
- Zeugma
- Harrison Cameras
- A Salt N Battered
- Braai World
- The Barrel Inn
- The Stack Lounge
- The Old Crown Inn
- The Cutting Crew
- Jah's Off Licence
- Norooz Restaurant
- Desi Café
- Freddy's
- Highfield Veterinary Clinic
- Thai Retreat

- William Hill
- La Crème
- Cake R Us
- Noodle Inn
- Satay Yo Beer
- Pepe's Piri Piri
- Harvey's Opticians
- Shirt Prints Direct
- Istanbul Hair Salon
- Car World
- Ozmen International
- Taste of China
- Saigon 68
- Mesob
- Middle Eastern Shawarma
- Ted Williams
- The Cremorne
- Treatz
- Mind Sheffield
- Bodrum Hair
- Seaman Photography
- Sheffield Transport Models
- Chikoo's
- Paddy Power
- Wai Hong
- Wild Rice
- Imran's
- Shik Style
- Dim Sum
- Pizza Bar
- Local Trading Co
- Amigos Mexican Kitchen
- Jay Jay's Army Supplies
- Steers Beers
- Enet Computers
- Hi Vietnam
- Twisty's Hair and Beauty
- Healing Space
- Highfield Post Office
- My Dentist
- Lux Laser and Beauty Clinic
- Wasabi Sabi
- Hashtag Barbers
- Café Indus

- Southern Fried Chicken
- Pinocchio's Pizza
- Aleppo Castle
- Airy Fairy
- Crown Tech
- Marmaris
- Roshnee Wedding Services
- Buttla La Pasta
- Simple Legal Consultancy Services
- Stunning Beauty
- Parthenonas Greek Restaurant
- P.E.S Polski Sklep
- Gelato Pasion
- Alton's Off Licence
- Deli Express
- Jabbarwocky
- Exel Computers
- Abbeydale Road Family Dental Care
- Swarv Barbers
- Autostart
- Assist UK Claims
- Northwood
- Abacus Accounting Services
- Qashqai Kitchen
- Moonlight Textiles
- Al-Madina Travel
- Prince Seating
- INA Marketing
- Capital Properties
- Families Relief
- Moo Lab
- Pitt Stop
- Relish and Burger
- HoneyPot Crafts
- Okeh Café
- Shumile Jewellers
- FPM Advice Centre
- Heaven Beauty by Joanna
- Nether Edge Pizza Company
- Four Corners Canteen
- Marmaris Barbers
- Yorkshire Convenience Store
- Cutting Edge
- William Hill
- Durga Stores
- PnP News
- Mojo Café
- Tradita 1
- Talk Time
- ABS Travel
- Venice Pizza
- Amici & Bici
- Fades Barbers
- Bragazzis
- Fading Away Barber
- New Hing Lung
- Nafees
- Gilt
- Alpha Food and Wine
- 1st Pharmacy
- La Mama Tapas
- Dead Donkey
- Mr Compensator
- Abbeydale Dental Care Centre
- Beauty Fabric
- CLC Books
- Urbanita
- Euro Locksmith
- Enclosed Spaces
- Woskow Brown
- 1st Choice Hair Cutz
- Turner's Craft Beer Bottle Shop
- Forge Bakehouse
- Na Pedra
- Mensa Printers
- Coles Corner
- Walk and Talk
- La Baracca
- Polish Deli
- The Bare Alternative
- Gravel Pit
- Crown Events
- Jameson's Tearooms
- D.A.R.T
- JA Horne Starlight
- Khan Solicitors
- St Vincent's
- Apna Lahore
- ACE Money Transfer
- Oasis Beauty Lounge
- Frippery and Nonsense
- The Greek Village
- Abbeydale Tap and Snap
- Sheffield Superstore
- Instant Solutionz
- Tech Moto
- Dronfield Antiques of Sheffield
- Meraki Greek
- Oscars Barbers
- Pizza Hut
- Picture House Social
- Nether Edge Herbarium
- Abbeydale MOT Centre
- Barrowboy
- Indulgence Beauty Salon
- Tesco Express
- Swifties
- RumBa



- Two Thirds Beer Co
- Sparklers Fireworks
- The Teller
- The Gin Bar
- A&R Tradeprint
- The Broadfield
- Jaan Kebab House
- Sheffield Halal Butchers
- Azim & Wakas
- Sweets & Treats
- A E Butterworth
- All Wired
- Makers
- Tea with Percy
- Accident Specialists
- Tee Cut
- Khimaar
- Arman Food Store
- Anna Roberts Fashion
- Taxwise Accounts
- Vamp
- Chach Spark
- Braids
- Starprint
- Abbeydale DIY and Door Centre
- Abbeydale Health
- Annie's
- Martin's Furniture
- Blood Brothers Stoves
- Golden Harvest
- Meadows and Mulberry
- Ranet Retail
- Castle Martial Arts
- Abbeydale Road Hand Car Wash
- The Aerial and Satellite Shop
- Abbeydale Carpets and Flooring
- The Vintage Tearooms
- Mama May Sew
- Ruffles and Lace
- Edgedale Service Station
- Rational Kitchens
- Lowes Paints
- Sharps Fruits
- Boots
- Patchwork Garden
- Hadfields Electrical
- Glam Hair and Beauty
- North Town Deli
- Saucy Fast Food
- Martyn Kemp Opticians
- The Front Room
- Abbeydale Pharmacy
- AM News
- Spotlight Hair and Beauty
- Bloomers
- The Fine Paint Company
- Pure Threading
- Saints Beauty
- Age UK
- Torte Cakes
- Abbeydale Star Pizza
- International Chippy
- Abbeydale Supermarket
- We Buy Any Car
- John Bee
- Kia's Pastaria
- Oriental Rug Shop
- 765 Dental Care
- Pricerite
- The Laser Clinic
- Eric Gilbert Carpets
- Totally Fabulash
- Northern Domestic Appliances
- The Education Hub
- Scissorhands
- Town Wok
- Chesworth Cues
- Ajantas
- St Luke's
- Medio's Restaurant
- Peppe Hair Design
- Tiago Jewellery
- The Clinic
- Tesco Superstore
- The Millhouses Pub
- Pet Company
- Roses the Bakers
- Connect Financial Solutions
- Bessies
- The Abbey Friar
- Redbrik
- Cups and Cakes
- Be Cosmetic Clinic
- The Painted Cup
- Undal
- Vitty Alexander
- La Scala
- St James Hair and Beauty
- ChiroFirst
- Millhouses Business Centre
- Waggon and Horses
- Abbeydale Industrial Hamlet
- Studio Budgie Galore Ltd
- Marco @ Milano
- DK Model & Casting
- Zaatar Middle Eastern café
- Hazel's
- Tea Takeaway



- Dr Hassan Nurein
- Millhouses Post Office
- Sweeny 5
- Majestic Wine
- Vets4Pets - Millhouses
- Millhouses Park Garages Ltd
- Chan's Chinese Takeaway
- STEPS Rehabilitation Ltd
- Adlington Retirement Living - Jacobs Gate
- Vulcan Seals
- Tentsile Ltd
- Carsave Leasing Ltd
- La Romi
- AdelaRosa Wedding Stationery
- Archer Road MOT Centre
- TM Automotive
- Bullseye Motor Stores
- Rushey Meadows
- Indian Chef
- Mike Blackboards & Sheffield Signpainter
- Tabby Teas
- The Beer Engine
- Inspired By Labels
- The Express by Shimlas
- Blushes Bridal Studio
- Pronto Caldo Express
- M & J Gallery
- Munchies London Road
- Unite Students- The Forge 2
- ALDI
- Fanoush Falafel Salad Bar
- Ali Barbers
- Magnetic Systems Ltd

Community and Interest Groups

In addition to engaging directly with members of the local community, we recognised that local community and interest groups can play an important role in representing community views and in disseminating information within communities. The following groups were engaged with during the consultation:

- Sheffield Chinese Community Centre
- Roshni Sheffield
- Highfield Library
- Sharrow Family Centre
- Friends of Mount Pleasant Park
- Sheaf and Porter Rivers Trust
- Nether Edge and Sharrow Sustainable Transformation Project 6
- Friends of Millhouses Park
- Nether Edge Neighbourhood Group
- Sharrow Community Forum
- Banner Cross Neighbourhood Group
- Abbeydale and Sharrow Stakeholder Group
- River Stewardship Company
- Sheffield & Rotherham Wildlife Trust
- Ecclesall Library
- Friends of the Botanical Gardens
- Sheaf and Porter Rivers Trust
- Friends of the Porter Valley
- Friends of Whirlow Brook Park

Religious places of worship

We engaged with the following places of worship located around the area in which changes are proposed.

- Mother of God Catholic Church
- Jamia al Furqaan
- Carterknowle Methodist Church
- St Peter and St Oswald's Church

- The Hubb
- The Well
- United Reformed Church
- St William of York Catholic Church
- Banner Cross Methodist Church
- All Saints Church

Educational organisations

We engaged with the following local schools located around the area in which changes are proposed.

- Sheffield Hallam University Collegiate Campus
- Holt House Infants School
- Carter Knowle Junior School
- St. Peter's and St. Oswald's
- Sheffield Hallam University
- Parkhead Cottage Nursery
- Nether Edge Primary School
- Sharrow School

Local healthcare services

We engaged with the following local healthcare services located around the area in which changes are proposed.

- Sheffield NHS Teaching Hospitals Trust
- Sheffield Children's Hospital
- Sheffield Health and Social Care NHS Foundation Trust
- Sharrow Lane Medical Centre
- Hanover Medical Centre

Citywide stakeholders

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals, we also engaged with city-wide stakeholders who we expected to take an interest in the scheme.

These groups were initially engaged with when the overarching Connecting Sheffield scheme was launched in November 2020. Following this initial engagement, we have kept these citywide stakeholders updated by emailing each of the groups at the point of launch for each new consultation under Connecting Sheffield. When the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was launched on 17 November 2021, the city-wide stakeholders received an email informing them that the consultation was live and providing them with the link to the Connecting Sheffield website. The email also explained the various ways in which they could provide their feedback on the proposals.

A list of the groups that received this update are detailed in the sections below.

Accessibility Groups

- Transport 4 All
- Access Liaison Group
- Disability Sheffield
- Sheffield Cycling 4 All

Educational organisations

- University of Sheffield

- Sheffield Hallam University

City-wide economic stakeholders

- Sheffield City Region
- Sheffield Chamber
- Sheffield Property Association
- Museums Sheffield
- Sheffield Culture Consortium
- Sheffield Theatres
- Sheffield Industrial Museums Trust

Local Transport Organisations and Groups

- Confederation of Passenger Transport (CPT)
- South Yorkshire Passenger Transport Executive (SYPTE)
- First Group
- Stagecoach East Midlands
- Stagecoach Yorkshire
- TM Travel
- Sheffield Eagle Taxi Trade Association (SETA)
- Sheffield Taxi Trade Association (STTA)
- ALPHA Taxis
- GMB Union
- Cycle Sheffield
- Sheffield Bus Alliance (SCC)

Local Service Providers

- South Yorkshire Police
- South Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Service
- NHS Blood & Transplant Service
- Sheffield Health and Social Care NHS Foundation Trust
- Sheffield's Children's Hospitals
- Sheffield NHS Teaching Hospitals Trust

Environmental Groups

- Sheffield Climate Alliance
- Zero Carbon Yorkshire
- River Stewardship Company

Local Residents and Businesses

A key priority of the consultation was to actively engage with residents, businesses and institutions located within the boundary of the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme proposals. Two distribution areas for the consultation postcard were defined, one for Abbeydale Road and the other for Ecclesall Road, so that nearby properties would directly receive information about the proposals and the consultation process. The identified distribution areas for the consultation postcard included 16,231 addresses, 8,034 on Abbeydale Road and 8,190 on Ecclesall Road. The distribution areas are shown in Figure 1 and Figure 2 below.

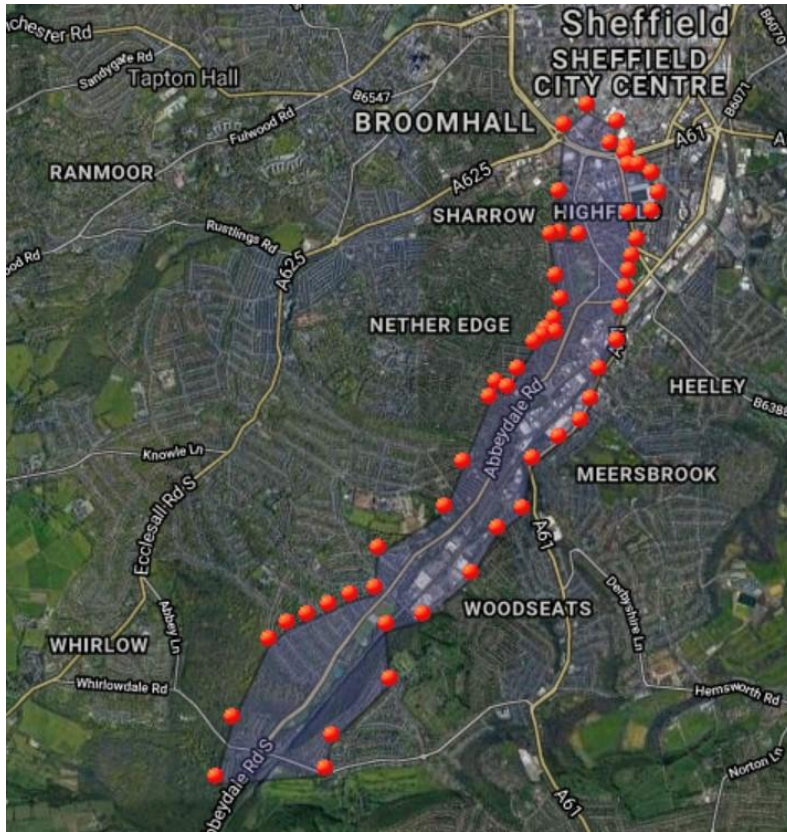


Figure 1: Consultation leaflet distribution area for Abbeydale Road (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.



Figure 2: Consultation leaflet distribution area for Ecclesall Road (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.

Section 5: Engagement Overview

The main period of public consultation ran for just over nine weeks between 17 November 2021 and 21 January 2022.

Throughout the consultation, a range of communication methods were used to raise awareness of the proposals among stakeholders and the local community, who were provided with a number of accessible and convenient means by which to provide feedback.

The methods used to engage stakeholders and publicise the consultation are set out below.

Stakeholder Webinars and Meetings

Ahead of the consultation launch, four webinars were arranged to which stakeholders with a specified interest in the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme were invited. The webinars were held online and detailed information on the proposals was provided together with the opportunity to ask questions and share any concerns. These virtual meetings were held using Zoom to comply with Covid-19 related restrictions.

Key community groups and businesses located on or near the route were invited to the webinars. The first webinar was held for businesses located on Ecclesall Road, the second for community groups located near to Ecclesall Road. A webinar for businesses located on Abbeydale Road and a webinar for community groups located near Abbeydale Road were planned, however, these did not go ahead due to a lack of stakeholder response. Attendees were invited to the webinars via email, with follow-up emails and telephone calls made where no response was received. Where stakeholders responded but were unable to attend, they were provided with a link to the pre-recorded presentation.

Each webinar followed the same format. A presentation on **Connecting Sheffield: Abbeydale Road and Ecclesall Road** was delivered followed by a questions and comments session, providing the opportunity for attendees to give feedback.

Feedback from the sessions was generally positive with some caveats. M&S Food were supportive of the scheme's aims but had some concerns that due to loss of parking motorists would potentially park in the M&S car park. However, due to early engagement they felt they would be able to mitigate any potential parking issues arising. The community groups were also supportive of the scheme aims though wanted to see more cycling and pedestrian improvements along the route. The community groups also expressed some concern about accessibility for elderly or disabled people who live further away from Abbeydale Road and Ecclesall Road and urged the Council to be considerate when moving bus stops or disabled parking.

The details of each of these webinars and meetings, as well as the topics raised, questions asked and statements made, are provided as Appendix 7.

The Council is committed to continuing an open dialogue with all of these stakeholders and will ensure they are updated as the scheme progresses.

Consultation Postcard

Consultation postcards were produced and distributed to all residential and business properties located within the agreed distribution area of 16,231 properties, as shown in Figures 1 and 2 on page 13.

The consultation postcards are provided as Appendix 2.

The consultation postcards gave a very brief summary of the proposals and highlighted the communication channels available for people to get in touch and find out more information. These included a freephone information line, a dedicated project email address, a Freepost address and the project website.

Letter to Businesses

A letter was issued to all businesses located along Abbeydale Road and Ecclesall Road to provide some more details regarding the consultation. The letter was posted, in an envelope with the consultation postcard, to all businesses along the roads.

The letter is provided as Appendix 4 and was sent to 1,163 business addresses.

The letter also guided business owners to the website to comment on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals and pointed people to the freephone information line, dedicated project email address and Freepost address for any further information.

This was in addition to the postcard mail out referenced in the section above, making it unlikely that any premises could have not received one of the two forms of communication.

Mindfield Shopper Survey

Independent market research company Mindfield were commissioned by the Council to undertake research to understand the views on **Connecting Sheffield: Abbeydale Road and Ecclesall Road** amongst local residents and visitors to Abbeydale Road and Ecclesall Road.

During the consultation period, Mindfield surveyed 50 people on Abbeydale Road and 176 people on Ecclesall Road and asked them a series of questions regarding their usage of the area, awareness of the proposals and their sentiment towards the proposals. The sample size was higher on Ecclesall Road due to higher footfall.

Respondents expressed concern about the potential impact of the proposals on the local economy but felt that there were environmental benefits to the proposals. 64% of respondents surveyed walked or caught the bus to reach their destination, and 36% of respondents travelled by car.

The full Mindfield report is provided as Appendix 11.

Press Release

A press release was issued at the start of the consultation to major regional and local media outlets. The press release provided introductory information about the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals and details of the consultation period, which can be found here: <https://sheffnews.com/news/bus-journeys-on-key-commuter-routes-made-quicker-under-new-plans>

The press release received coverage in The Sheffield Star and The Sheffield Telegraph and there was ongoing coverage of the proposals throughout the consultation period.

Consultation Website

In order to ensure information on Connecting Sheffield was readily available and people could easily provide feedback on the TCF schemes, a consultation website was developed using the community engagement platform Commonplace. The website was set up to coincide with the launch of the overarching Connecting Sheffield project, with a dedicated consultation page added for the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** proposals on 17 November 2021.

The Commonplace website was designed to replicate as far as possible the information which would have been shared at public drop-in sessions should face to face consultation have been an option. It was therefore a key part of our strategy to engage the public and was supported by the consultation postcard, press release and email, freephone and Freepost channels.

The website allowed us to:

- Present the overall project, vision and aims of the Connecting Sheffield project;
- Showcase the plans for the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme;
- Communicate how each TCF scheme relates to the other and collectively form the overall TCF project;
- Provide the opportunity for visitors to use an interactive 'heat map' to highlight areas where they have specific concerns or would support changes;
- Encourage people to leave comments via the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** feedback form that are visible to others; and
- Use visualisations to illustrate how key areas of the scheme might look after the proposed work is carried out.

Images showing the appearance of the Commonplace website, including the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme page, are provided as Appendix 1.

Methods of Receiving Feedback

Telephone Information Line

A dedicated freephone information line (0808 196 5105) was utilised for this consultation. This line was in operation between 9am and 5pm (Monday to Friday) with an answer phone facility to take calls outside these hours. Members of the consultation team managing the information line were on hand to answer questions about the proposals and the consultation process. The freephone information line number was provided on all consultation materials including the contact page of the website, and consultation postcard.

Email Address

The project email address (info@connecting-sheffield.co.uk) was publicised on all consultation materials, including the contact page of the website and consultation postcard, so people could submit feedback and pose questions to the consultation team.

Freepost Address

A Freepost address (Freepost Connecting SHF) was set up and publicised on all consultation materials, including the contact page of the website and consultation postcard, so people could submit feedback and pose questions to the consultation team in writing.

Section 6: Summary of Feedback Received

Throughout the consultation, several channels were made available for people to ask questions and provide feedback. To summarise, these were:

- The freephone information line (0808 196 5105)
- The enquiries email address (info@connecting-sheffield.co.uk)
- The Freepost address (Freepost Connecting SHF)
- An interactive 'heatmap' on the Connecting Sheffield Commonplace website which allowed people to pin comments on the routes for each scheme: (<https://connectingsheffield.commonplace.is/proposals/provide-comments-on-our-interactive-map-about-whats-important-to-you>)
- A feedback form on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** page of Connecting Sheffield Commonplace website: (<https://connectingsheffield.commonplace.is/proposals/abbeydale-road-and-ecclesall-road>)

In total, 3,680 responses were received during the Connecting Sheffield: Abbeydale Road and Ecclesall Road consultation. It should be noted that this is a high response rate for any typical city transport consultation, reinforcing the conclusion that the public and local businesses were well informed of the consultation. The responses are categorised below according to the channels through which the feedback was given.

Table 1: Number of consultation responses received.

Consultation response received	Total
Online feedback form	3,456
Online interactive heatmap	136
Email	57
Freepost	2
Phone	29
Total	3,680

Section 7: Abbeydale Road and Ecclesall Road Feedback Analysis

The vast majority of the feedback received as part of the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was collected through the feedback form and the interactive heatmap on the Connecting Sheffield website.

The below analysis looks closely at the feedback received through both the feedback form and interactive heatmap, as well as providing some general website statistics.

Website Statistics

Visitors to the Connecting Sheffield website

Since the Connecting Sheffield website went live in November 2020 through to 1st February 2022, there have been 59,345 visitors in total. The below graph shows that there was a spike in visitors on 17 November 2021 when the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was launched. 2,816 people visited the site that day and 536 respondents commented on the proposals that same day.

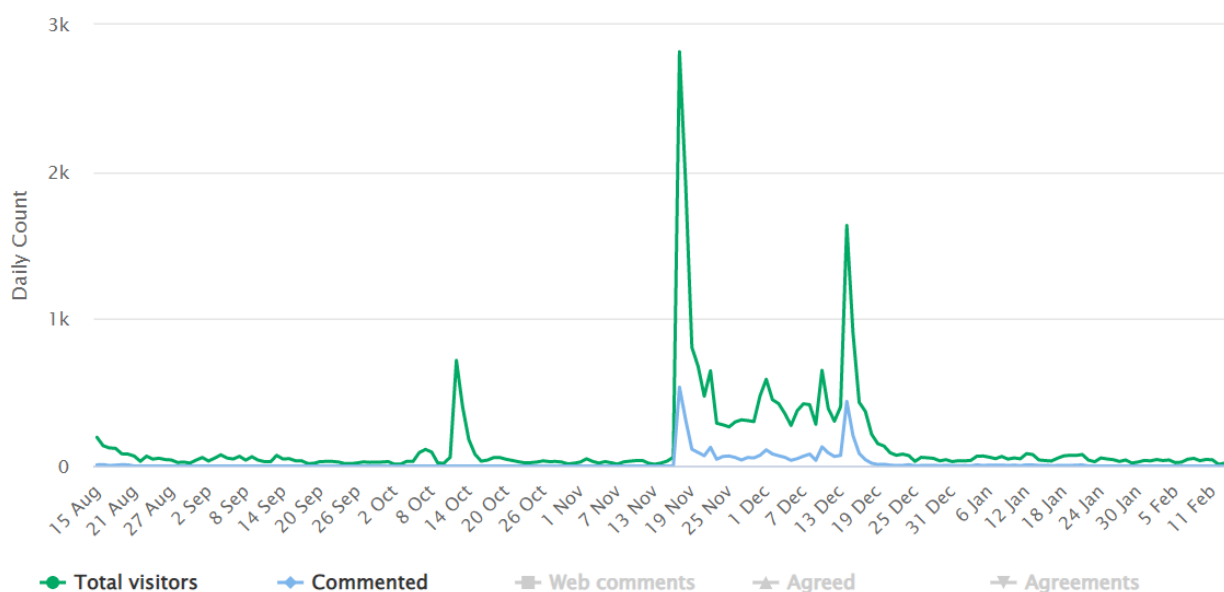


Figure 3: Graph showing the total number of visitors to the Connecting Sheffield website since August 2021.

The below table shows the top ten referral websites which visitors have visited prior to accessing the Connecting Sheffield website, with Facebook, Twitter and the Sheffield City Council news website ranking highest.

Referral website	Visitors	Responded	Subscribed
Sdirect	23826	2790 (12%)	43 (0%)
m.facebook.com	12642	1248 (10%)	3 (0%)
lnks.gd	7507	1547 (21%)	4 (0%)
t.co	5938	498 (8%)	1 (0%)
www.google.com	2826	533 (19%)	10 (0%)
sheffnews.com	2457	277 (11%)	10 (0%)
www.google.co.uk	1090	200 (18%)	1 (0%)
l.facebook.com	1080	238 (22%)	1 (0%)
lm.facebook.com	992	219 (22%)	0 (0%)
com.google.android.gm	804	85 (11%)	0 (0%)

Figure 4: Table showing the top ten referral websites

Responses to the Connecting Sheffield: Abbeydale Road and Ecclesall Road Feedback Form

The feedback form used a selection of open and closed questions designed to gain an understanding of what respondents like and dislike about the proposals, their current and future transport use post Covid-19 and their overall view of the proposals.

The below analysis looks closely at the feedback received in response to both the open and closed feedback questions.

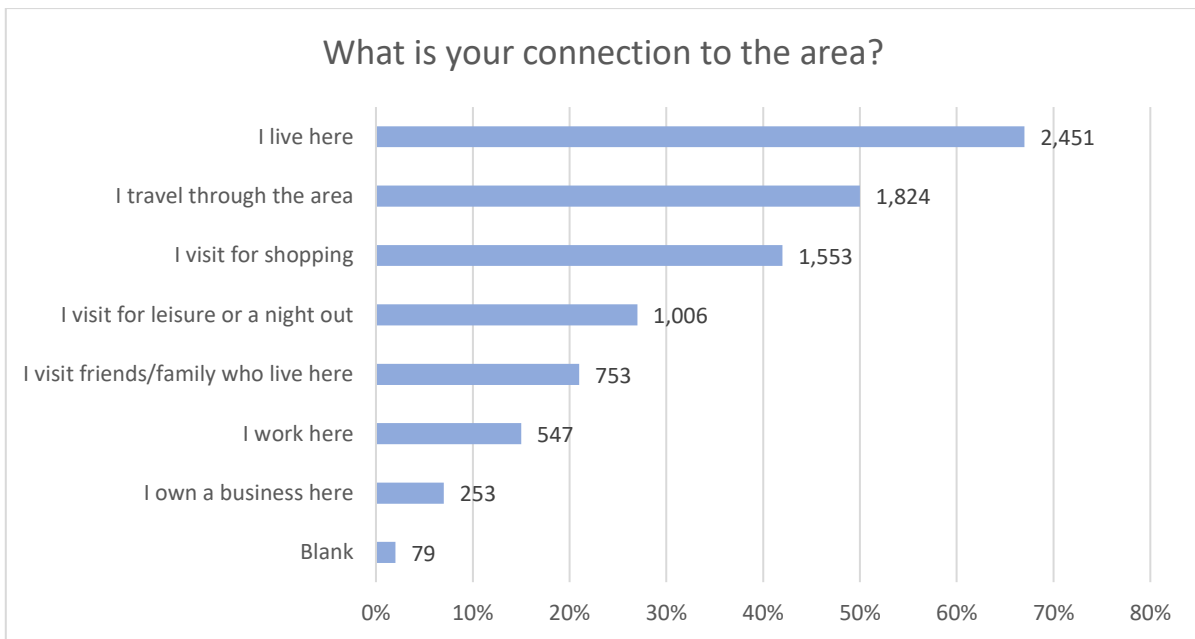
Analysis of Closed Questions

The following questions focus on understanding the demographic of respondents. None of these questions were mandatory and therefore respondents were able to skip the questions.

The below answers are based on the 3,456 respondents who provided a response to the main Commonplace tile.

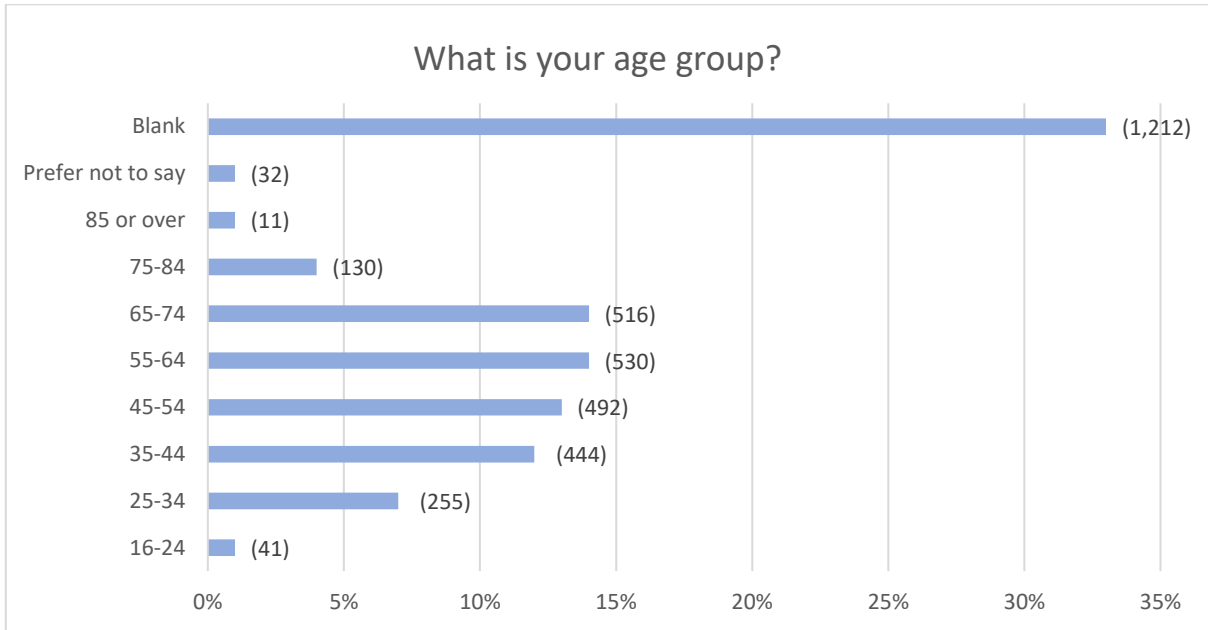
- **What is your connection to the area?**

Approximately 66% of the respondents who answered this question said that they lived in the area that they were commenting on. Approximately 50% of respondents said that they travel through the area, while approximately 43% said that they visit the area for shopping. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



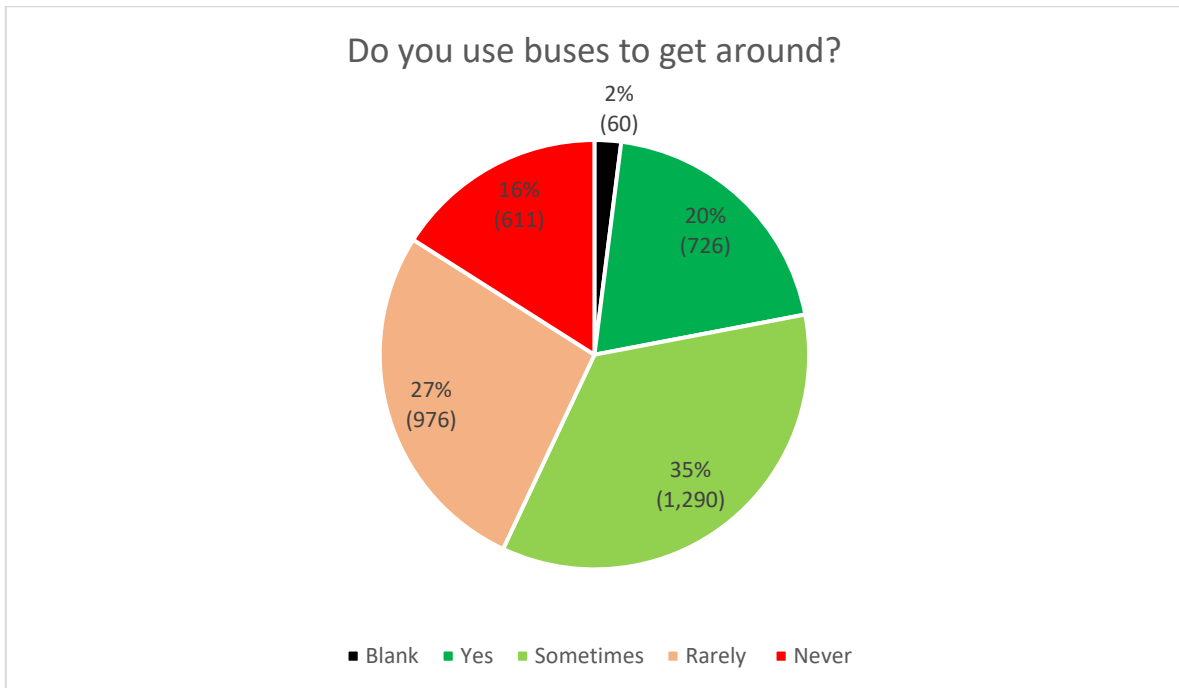
- **What is your age group?**

Approximately 14% of respondents said they were aged between 55-64 while a further 14% said they were aged between 65-74. Approximately 13% of respondents said they were aged 45-54, while approximately 40% of the respondents did not provide an answer to this question.



- Do you use buses to get around?**

20% of respondents selected that they do use buses to get around, 35% of respondents selected that they sometimes use buses to get around while 27% of respondents said they rarely use buses to get around. 16% of respondents said they never use buses to get around, while 2% of respondents left the question blank.

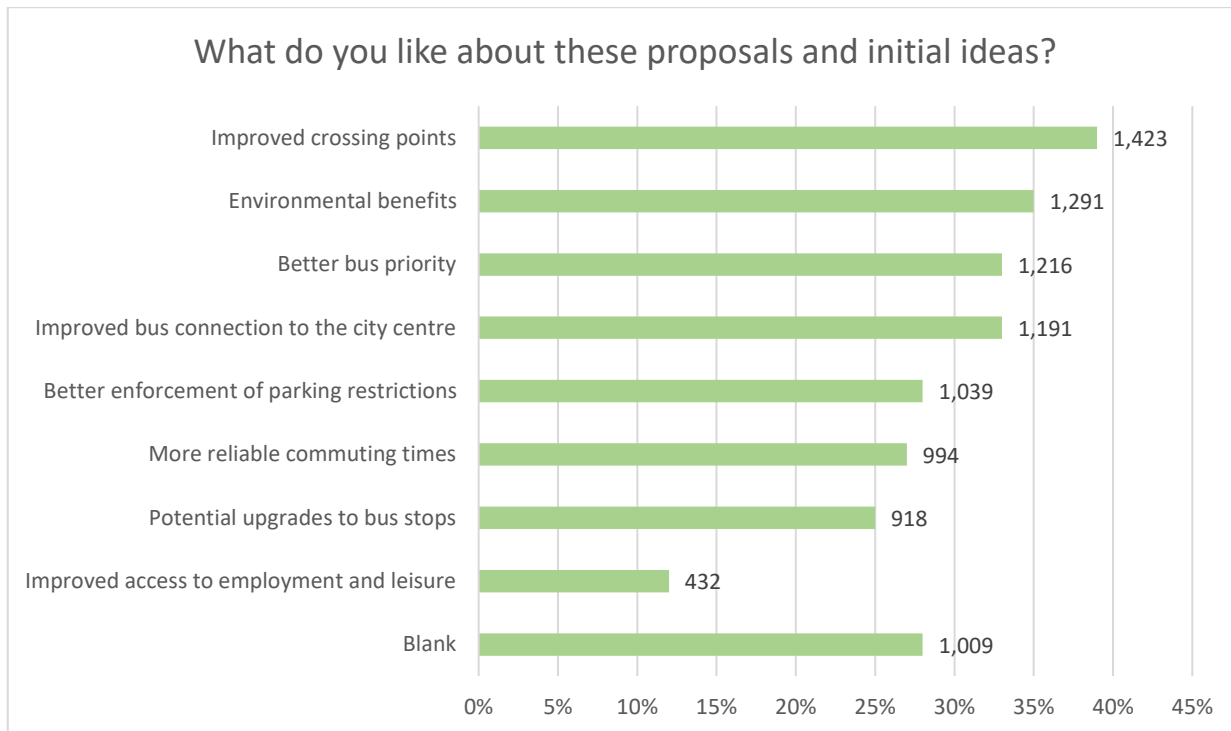


The following graphs contain data taken from the specific questions asked to inform the Connecting Sheffield: Abbeydale Road and Ecclesall Road proposals. As above, this data is based on the 3,456 respondents who provided their feedback on the main Commonplace tile. Please note that respondents were able to skip questions if

they wished, and on some questions they could select multiple answers, and therefore responses were not received for every question.

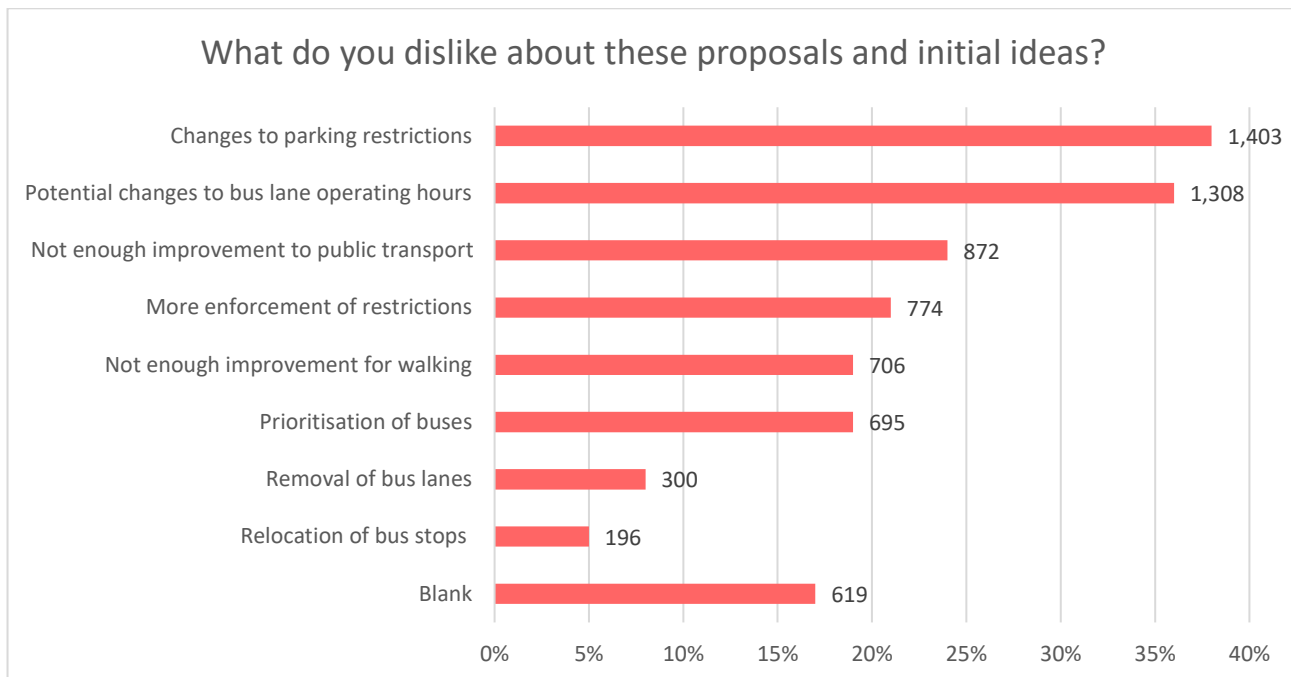
What do you like about these proposals and initial ideas?

When respondents were asked what they liked about this scheme, “improved crossing points” was selected 1,423 times, equating to approximately 38% of respondents; “environmental benefits” was selected 1,291 times, equating to 35% of respondents; and “better bus priority” was selected 1,216 times, equating to approximately 33% of respondents. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



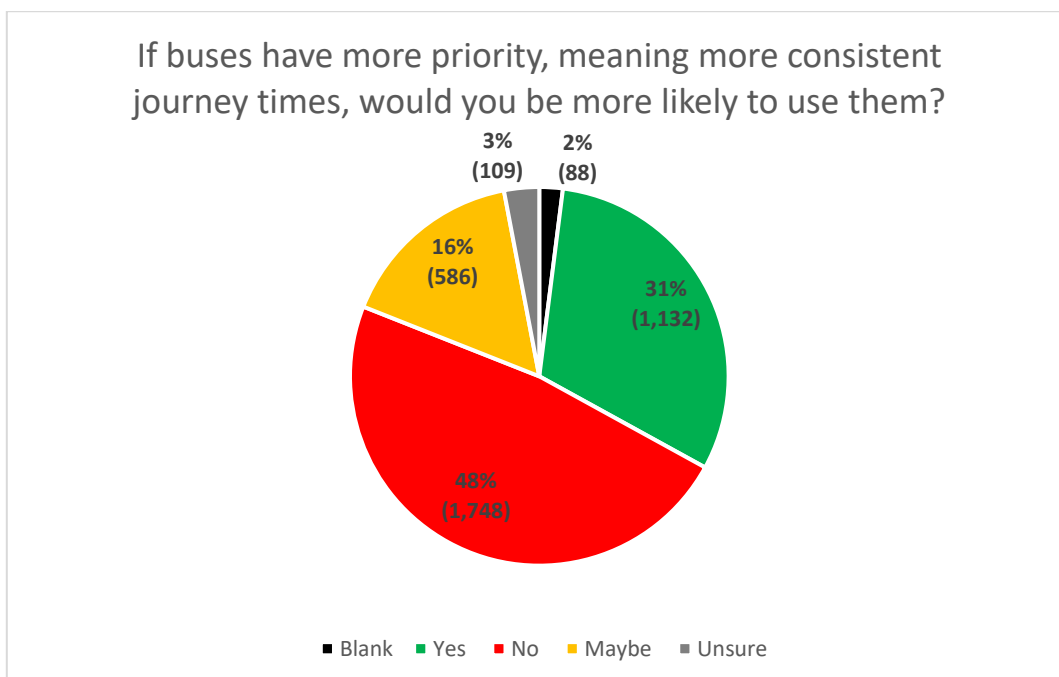
- What do you dislike about these proposals and initial ideas?**

When respondents were asked what they disliked about this scheme, “changes to parking restrictions” was selected 1,403 times equating to approximately 37% of respondents; “potential changes to bus lane operating hours” was selected 1,308 times equating to 36% of respondents; and “not enough improvement to public transport” was selected 872 times, equivalent to approximately 28% of respondents. Again, this was a multiple-choice question, so respondents were able to select more than one option, hence why percentages do not add up to 100%.



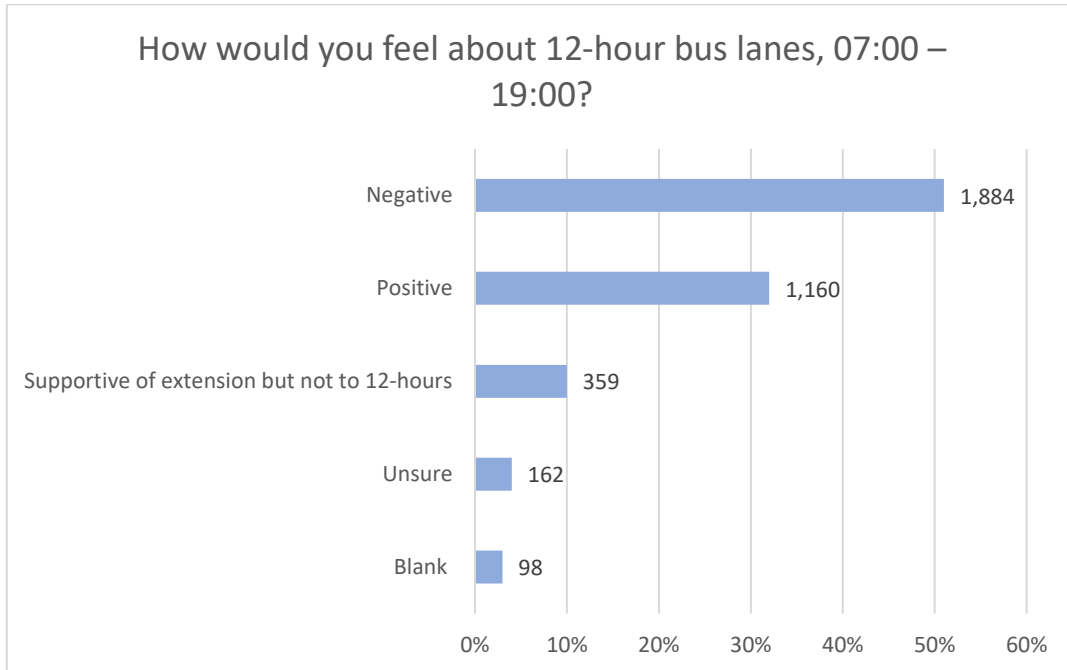
- **If buses have more priority, meaning more consistent journey times, would you be more likely to use them?**

1,748 respondents (48%) who answered this question said that if buses had more priority, they would not be more likely to use them. 1,132 respondents (31%) said they would be more likely to use buses if they had more priority, 586 respondents (16%) said they might use buses more while 109 respondents (3%) were unsure and 88 respondents (2%) did not answer the question.



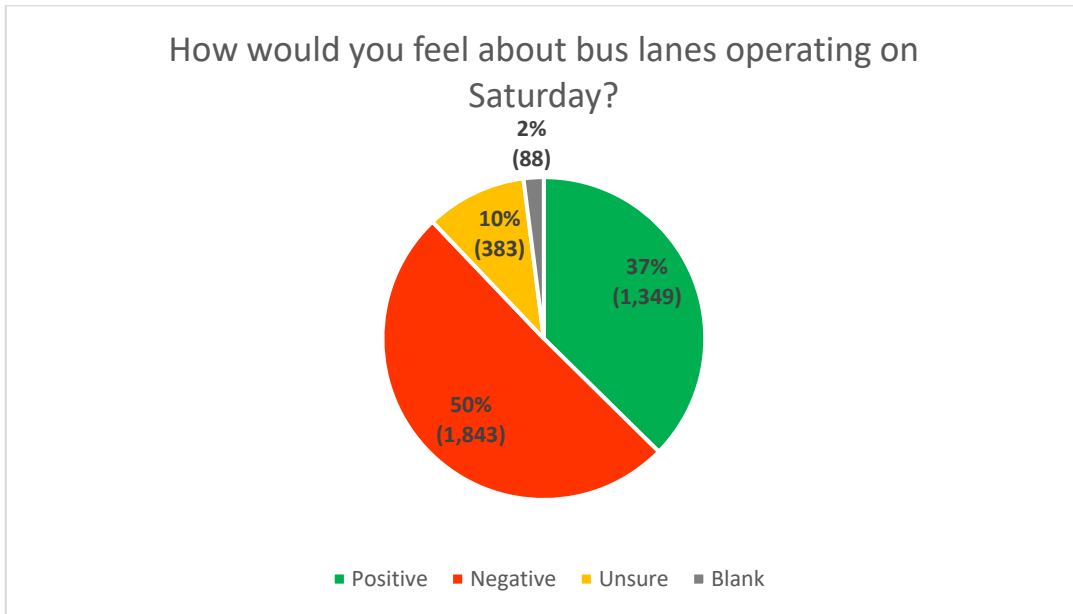
- **To improve bus journey times and their consistency for more of the day outside of traditional peak operating times, changes to the bus lane operating hours along Ecclesall Road and Abbeydale Road are being considered. How would you feel about 12-hour bus lanes, 07:00 – 19:00?**

1,884 respondents (51%) said they would feel negative about 12-hour bus lanes along Abbeydale Road and Ecclesall Road, 1,160 respondents (33%) said they would feel positive while 359 respondents (10%) said they would be supportive of an extension but not to 12-hours.



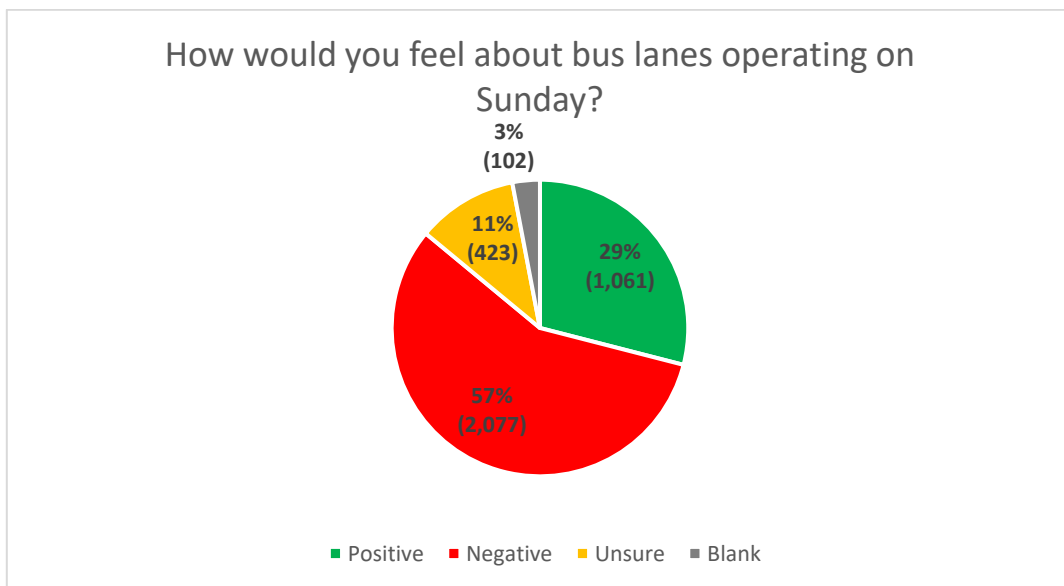
- **How would you feel about bus lanes operating on Saturday?**

1,843 respondents (50%) felt negative about bus lanes operating on Saturdays. 1,349 respondents (37%) felt positive about bus lanes operating on Saturday, 383 respondents (10%) were unsure how they felt while 88 respondents (2%) left the question blank.



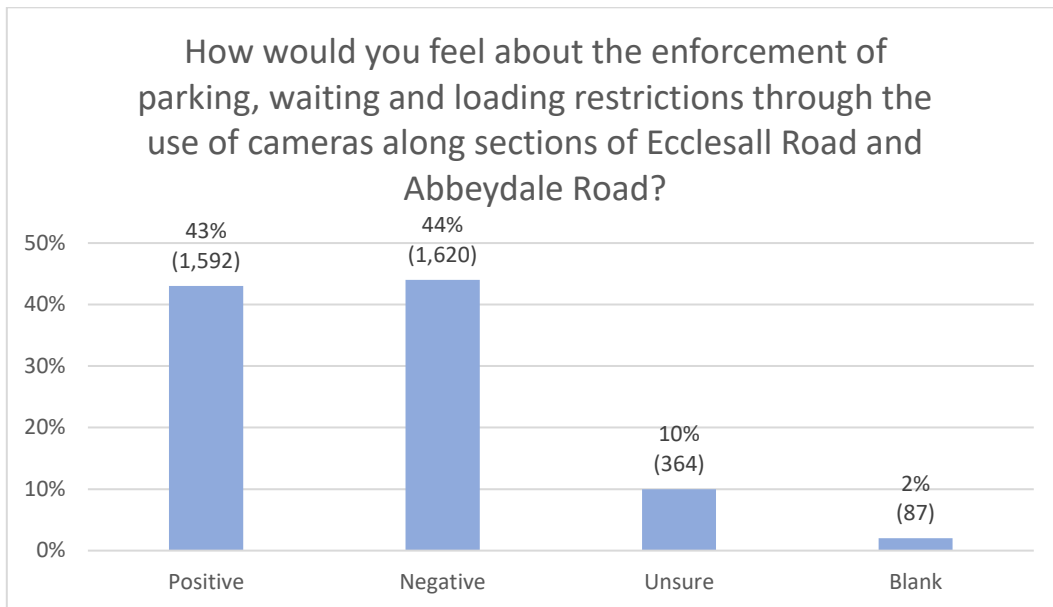
- **How would you feel about bus lanes operating on Sunday?**

2,077 respondents (57%) felt negative about bus lanes operating on Sundays. 1,061 respondents (29%) felt positive about bus lanes operating on Sunday, 423 respondents (11%) were unsure how they felt while 102 respondents (3%) left the question blank.

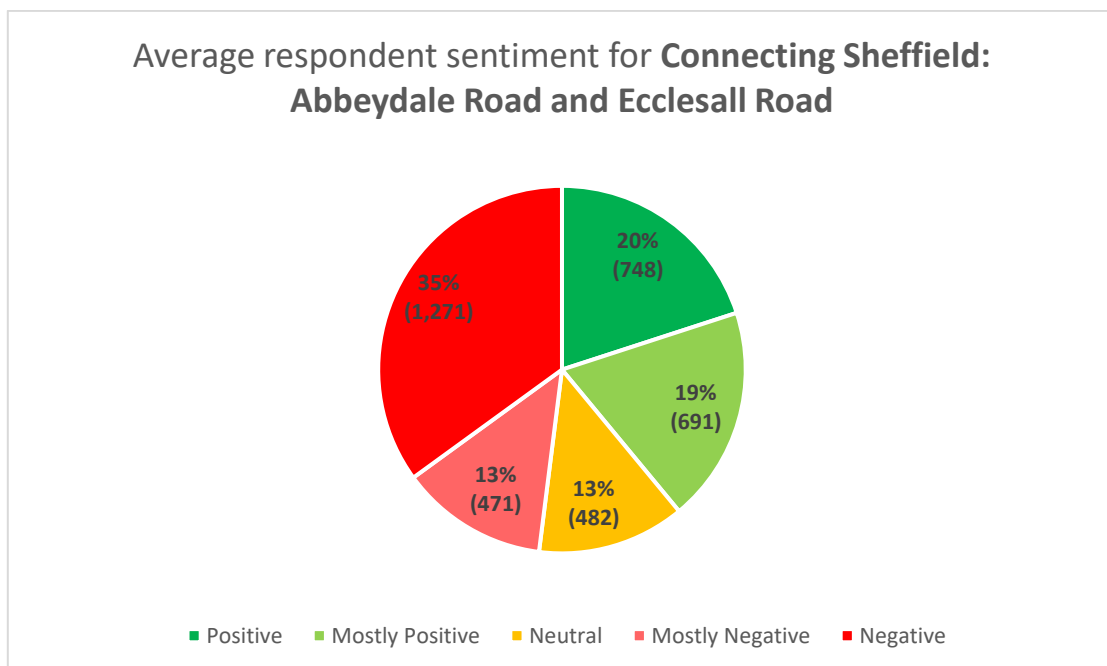


- How would you feel about the enforcement of parking, waiting and loading restrictions through the use of cameras along sections of Ecclesall Road and Abbeydale Road?

1,620 respondents (44%) felt negative about parking, waiting and loading restrictions being enforced by cameras. 1,592 respondents (43%) felt positive about parking, waiting and loading restrictions being enforced by cameras, 364 respondents (10%) were unsure how they felt while 87 respondents (3%) left the question blank.



The below chart shows the overall sentiment towards the proposals expressed by the 3,456 respondents that provided a response on the main Commonplace tile. It shows that 48% of those who completed the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** feedback form felt negative about the proposals.



Analysis of Open-Ended Questions

The following table provides an extensive summary of the main issues raised by respondents through the open-ended question in the feedback form, as well as via phone, email and Freepost.

Business
Concern for Businesses
<ul style="list-style-type: none">• 1,146 respondents commented that the proposals for 12-hour bus lanes, and the resultant loss in parking and loading spaces, would have a significant negative impact on local businesses. 29 respondents expressed concern that these proposals would be the “death” of the area, whilst two people suggested that the Council were “anti-business”. One respondent expressed opposition to a scheme which they felt prioritised through traffic over local businesses and residents.• 36 respondents raised concern about how businesses would receive deliveries if 12-hour bus lanes were to be introduced. Seven respondents expressed concern about the potential negative impact of the proposals on delivery businesses and delivery drivers.• 31 respondents expressed concern that shoppers would spend money elsewhere outside of Sheffield.• 23 respondents commented that Covid-19 had already heavily impacted business and business owners need help not hinderance.• 19 respondents stated that people would rather stay local than use the city centre, and these plans were focused on the wrong thing – several respondents suggested that the economic hubs of Abbeydale and Ecclesall Road were more attractive than that of the city centre.• 12 respondents suggested that the city centre had “died” and Abbeydale and Ecclesall Road could follow this trend if these proposals were introduced.• Five people raised concern that adequate studies had not been undertaken to understand the potential impact of these proposals on businesses.• Four respondents felt that the proposals could make the city centre worse.• Three comments expressed concern about the negative impact that the proposals could have on local sports clubs.• Two respondents stated that the improvements would only be positive if the city centre were to improve significantly.• Two respondents expressed concern that the economic damage caused by the proposals would far outweigh any improvements delivered or environmental benefits.• One respondent asked if businesses would be compensated by the Council for lost business as a result of reduced on-street parking.• One respondent suggested that small improvements in bus journey times did not justify the negative impact 12-hour bus lanes would have on businesses.• One respondent commented that the Council seems determined to force businesses to close citing environmental reasons for its proposals.

Loss of Parking

- 18 respondents mentioned specific locations, business types and venues that would be negatively affected by the proposals as a result of the loss of parking, these included:
 - Millhouses shopping area
 - Roses the Bakers
 - Prince of Wales Pub
 - Post Offices
 - Hallamshire Tennis Club
 - Ecclesall Library
 - Churches
 - Sheffield's Universities
 - The Botanical Gardens
- 31 respondents suggested specific parking improvements that they felt would be necessary to mitigate the loss of parking and help local business. These included:
 - Expansion of residents' parking permits to counteract parking restrictions;
 - Reducing the number of parking permits per household;
 - Creating off-street parking;
 - Advertisement of active travel modes and routes to business owners to highlight alternative travel options and reduce car dependency, and;
 - Provision of alternative off-road parking to support businesses.
- Two respondents called for better parking provision for local business.
- One respondent asked whether parking for congregations attending church services at churches along the route would still be allowed.
- One respondent suggested leaving the middle of the day without parking restrictions so locals could shop.
- One respondent stated that short-term parking for business is essential and this needs to be maintained.

Support

- Six respondents suggested that encouraging people to walk and cycle along roads, and the subsequent reduction of traffic, had the potential to boost trade for businesses located along those routes.

Buses

Bus Service

- 405 respondents called for general improvements to bus services themselves, rather than changes to bus lanes hours. Of these:
 - 282 stated that buses should be more frequent and/or more reliable before bus prioritisation measures can be considered;
 - Two respondents stated that a poor bus service should not be entitled to more road space, and;
 - One respondent suggested that bus services should be closely monitored to ensure that they are running at a high enough standard.
- 51 respondents stated that bus use was a poor alternative to car use. Of these, 26 respondents commented that bus journeys should be made faster than car journeys in order to encourage uptake of bus use.
- 23 respondents stated that bus use is difficult or inaccessible. The reasons given for this included:
 - Not everyone was able to access buses;
 - It is difficult for young families to use buses;
 - It is difficult for parents to drop off and pick up children using buses;
 - Buses feel unsafe for women;
 - Buses need to be safer for night use, and more services should be provided later into the evening;
 - Bus services need to be better coordinated;



- Buses should allow bikes on board; and
- Buses having only one entrance and exit makes it challenging for some users.
- 16 respondents suggested that the vehicles in the bus fleet should be of a higher quality, with many stating that the current fleet was unclean and outdated.
- One respondent suggested that people in south-west Sheffield do not use buses or public transport as they can afford not to.
- One respondent suggested that the capacity of buses should be increased.

Fares & Ticketing

- 263 respondents stated that bus fares are currently too expensive, and suggested fare reductions as a way to encourage travel by bus. Five respondents suggested that buses should be free at the point of use.
- 25 respondents requested better ticketing options, such as combined tickets or a universal ticketing system across Sheffield. Many of these respondents referenced Transport for London's model as a point of reference for a ticketing system.
- 13 respondents stated at present it is cheaper for a family or group to travel by car or taxi than by bus. Many of these respondents suggested that group or family ticketing options should be available.
- Seven respondents stated that contactless-only payments on buses would speed them up considerably.
- Three respondents suggested that there should be a free circular bus around Sheffield.
- One respondent suggested that there should be a free bus running along Ecclesall Road from Waitrose.
- One respondent suggested that buses should be free to people over the age of 60.
- One respondent suggested that people should be given a free bus pass for a week, and if this is well-used, further consideration should be given to significantly reducing bus fares or making services free at the point of use.
- One respondent expressed concern that the proposed Clean Air Zone for Sheffield could make bus fares even higher.

Bus Routes

- 130 respondents stated that poor bus routes make the use of buses difficult. Of these:
 - 57 respondents mentioned that radial routes between suburbs in Sheffield were poor, with the majority of routes going to the city centre;
 - 20 respondents suggested that because of poor bus routes and gaps in provision, car journeys were often found to be preferential; and
 - Nine respondents stated that buses do not go where people want to.
- 35 respondents requested better bus services in specific locations across Sheffield. These included:
 - Rustlings Road
 - High Storrs Road
 - Brocco Bank
 - London Road
 - Broadfield Road
 - Greystones Road
 - University of Sheffield
 - Woodseats Road
 - Millhouses Road
 - Crosspool
 - Nether Edge
 - Chesterfield Road
 - Carter Knowle Road
 - Archer Road
 - Beauchief
 - Ringinglow Road

- Dore & Totley
- Ecclesall Road
- Psalter Lane
- Sheffield Station
- 15 respondents also stated specific bus service routes which they felt were unreliable. These included:
 - 97
 - 98
 - 86
 - 101
 - 217
 - 51
 - 83
 - 81
 - 82
 - 95
 - 52
- Six respondents mentioned areas which needed better connectivity. These included:
 - Bents Green and St James Retail Park
 - Whirlow and Millhouses
 - Hunter's Bar and London Road
 - Hunter's Bar and Fulwood
 - Ecclesall Road and Sheffield Train Station
 - Brocco Bank and the Hallamshire Hospital

Bus Operating System

- 37 respondents called for the nationalisation of the bus services and for a move away from the private multi-operator system.
- Four respondents suggested that the number of bus companies should be reduced to simplify the transport system.
- Two respondents suggested that it was the role of bus companies, not the Council, to improve their services.
- One respondent suggested that the Council should lobby Government to change transport legislation to a London-style model.
- One respondent queried whether private bus companies would match the public investment by improving services.

Buses and Covid-19

- 28 respondents felt that bus travel was unsafe given the Covid-19 pandemic, with several respondents mentioning that many passengers do not wear face coverings.
- 14 respondents stated that bus usage has decreased as a result of Covid-19.
- Three respondents stated that these proposals were poorly timed given the pandemic.
- One respondent stated that they would use buses more if social distancing, ventilation and face coverings were compulsory.
- One respondent expressed concern that Covid-19 regulations were not being followed on buses.

Bus Drivers

- 10 respondents suggested that bus drivers should be better paid.
- 10 respondents stated that more bus drivers needed to be recruited.
- Seven respondents stated that bus drivers could often be rude or unhelpful.
- Three respondents expressed concern that bus drivers experienced poor working conditions.

- Three respondents expressed concern about the negative impact of driver strikes on the bus network, with one respondent suggesting that bus drivers should not be allowed to strike.
- Three respondents suggested that bus drivers needed to be better trained, including on cycle safety.
- One respondent requested a system to record praise for bus drivers.

Bus Lanes

Key Concerns

- 301 respondents suggested that bus lanes could cause further congestion, with 12 of these respondents suggesting that drivers do not understand how they operate, creating more traffic problems.
- 145 respondents expressed concern about the proposed 12-hour bus lanes.
- 21 respondents expressed concern about the removal of bus lanes outlined in the proposals. Of these, 13 respondents expressed concern about the changes proposed to bus lanes in specific locations.
 - 10 respondents expressed concern about the changes to the bus lane on Abbeydale Road near Abbey Lane.
 - One respondent stated that removing the bus lane near Knaresborough Road would increase the speed of traffic, whilst one other respondent queried what effect this change would have on buses going straight on at the junction.
 - One respondent expressed opposition to bus lane changes near Bannerdale Road.
 - Two respondents expressed concern about removing the bus lane near Hunter's Bar roundabout.
- 18 respondents commented that buses already flowed freely throughout the day without the need for extended bus lane hours.
- Six respondents expressed concern that 12-hour bus lanes could be dangerous for pedestrians as this would create four lanes of active traffic during the day.
- Three respondents raised concern that the roads were being treated as thoroughfares rather than areas in which people stop to use services and businesses.
- Two respondents requested evidence that 12-hour bus lanes would be useful.
- One respondent expressed concern that the proposals would negatively affect cross-city bus travel.
- One respondent stated that a wider transport plan for the city needed to be developed before these proposals could be considered.
- One respondent stated that bus lanes are far from the biggest problem with Sheffield's bus service.
- One respondent expressed concern that bus lanes were nothing more than a way for the Council to make money.

Changes to Bus Lanes

Weekend Bus Lanes:

- 32 respondents expressed opposition toward bus lanes operating during weekends.
- 20 respondents expressed support for weekend bus lane operation.
- Two respondents suggested that bus lanes are not necessary on Sundays.

Support for 12-hour bus lanes:

- 27 respondents expressed support for 12-hour bus lanes, four of whom suggested that bus lanes should operate for longer than 12 hours.
- 8 respondents expressed support for 12-hour bus lanes only if bus services were significantly improved.

Location-specific changes

- 23 respondents expressed support for the changes proposed to bus lanes in specific locations.
 - 11 respondents expressed support for the removal of the bus lane outbound after Hunter's Bar roundabout.
 - Five respondents felt that the removal of the inbound bus lane along sections of Abbeydale Road was a good idea.
 - Five respondents commented that removing the bus lane near Springfield Road was a good idea.

- One respondent expressed support for bus lane changes near Waitrose.
- One respondent expressed support for the changes to the inbound bus lane at Archer Road.
- One respondent expressed support for changes to the bus lane around the Tesco Superstore on Abbeydale Road.

Bus Lane Usage

Cyclists:

- 14 respondents outlined a need for bus lanes to be available to cyclists.
- Three respondents suggested that cyclists should not be allowed to use bus lanes.

Taxis:

- Eight respondents suggested that taxis should not be allowed to use bus lanes. Two of these respondents stated that taxis in bus lanes were dangerous as they travel at high speeds near to pedestrians.
- Five respondents stated that taxis should continue to be able to use bus lanes.
- One respondent raised concern that taxis used bus lanes to undertake cars dangerously.

Suggestions

- Two respondents suggested that NHS workers and carers should be allowed to use bus lanes

General Suggestions

- 15 respondents stated that bus lanes only needed to operate at peak times, as they do currently.
- 11 respondents suggested that current and proposed bus lanes need to be better enforced.
- 10 respondents called for the complete removal of bus lanes.
- Eight respondents made further suggestions about bus lanes, including:
 - The Mansfield Road bus lane should be removed;
 - The inbound bus lane on Woodseats Road was “pointless”;
 - The bus lane by Carter Knowle Road should be removed;
 - An outbound bus lane should be added at Moore Street;
 - The Hastings Road bus lane deters traffic from using the road;
 - More bus lanes close to roundabouts should be removed to improve traffic flow;
 - The bus lane at Tesco Superstore on Abbeydale Road should be removed;
 - Bus lanes should run all the way along Ecclesall Road and Ecclesall Road South;
 - More bus lanes should be implemented; and
 - The inbound bus lane at Hunter’s Bar roundabout should be removed.
- Six respondents suggested bus lane infrastructure improvements, with four of these respondents suggesting that bus lanes should be widened.
- Three respondents suggested that bus lane times should increase only slightly.
- Three respondents suggested that bus lane operating hours should be the same every day.
- Two respondents suggested that bus lane times should be increased gradually.
- One respondent stated that there were not enough buses around Archer Road to justify 12-hour bus lanes on Abbeydale Road.
- One respondent suggested that bus lanes should only operate in the morning rush hour.
- One respondent suggested that bus lanes should never be able to be used by cars.
- One respondent suggested that bus lanes should only operate during school drop off/pick up hours.
- One respondent suggested that 12-hour bus lanes should be tried in one location before being more widely implemented.
- One respondent suggested that bus lanes should only be for buses and no other vehicles.
- One respondent suggested that bus lanes on both sides of the road were unnecessary.
- One respondent suggested that the length of bus lanes should be extended.
- One respondent requested physical barriers between general traffic and bus lanes.

- One respondent suggested that lay-bys for deliveries should be built if 12-hour bus lanes were to be implemented.
- One respondent suggested that buses could be accommodated in a slipway by Ecclesall Road.

Parking

Key Concerns

- 87 respondents expressed concern that there would be knock-on congestion and illegal parking on side roads as a result of the proposals for red routes and resultant loss of parking on main roads.
- 65 respondents expressed concern that the proposals would make parking extremely difficult for those visiting the area and for residents of Abbeydale and Ecclesall Road. Two of these respondents highlighted that these roads are destinations for many people and, as such, require parking.
- Seven respondents raised concern about the potential impact of on-street parking restrictions on those who require carers.
- Four respondents expressed concern that further parking restrictions may cause drivers to park on pavements.
- One respondent expressed concern that the car park at Berkeley Precinct would be overrun if bus lane changes were to be implemented.
- One respondent stated that parking on Abbeydale Road by Millhouses Park should not be further restricted.

Lack of Parking

- 82 respondents suggested that more parking was needed, with some stating specifically how this could be achieved:
 - 16 respondents suggested specific locations for more parking to be provided. These locations were:
 - Abbeydale Road
 - Ecclesall Road
 - Endcliffe Park
 - Banner Cross
 - Millhouses
 - Millhouses Park
 - Abbeydale Road, where Abbeydale Grange School was.
 - 61 respondents suggested how additional parking could be accommodated. The suggestions put forward were:
 - Additional car parks (suggestions for underground, undercroft and multi-storey car parks) and
 - Side roads being made one-way to create more space.
- 32 respondents stated that there was not enough parking for the areas currently.
- Four respondents suggested that there was a lack of free or cheap parking.
- Three respondents stated that without significant improvements to public transport, parking should not be removed.
- One respondent suggested that more short stay car parking was needed.

Residents' Parking

- It was suggested by 54 respondents that parking for residents in the area is already a problem, and that the implementation of the proposals would exacerbate this. One respondent raised concern that the proposals did not seem to have considered this, while a further respondent suggested that residents of Abbeydale and Ecclesall Road should be given permits to unload outside their homes.
- 48 respondents called for more residents' parking schemes on side roads off Abbeydale and Ecclesall Road. Specific roads mentioned were:
 - The "Lakes" roads (Windemere, Thirlmere, Grasmere)
 - Hunter House Road
 - Hunter Hill Road
 - Pinner Road

- Guest Road
- Troutbeck Road
- Onslow Road
- Greystones Road
- Blair Athol Road
- Ranby Road
- Peveril Road
- Marriott Road
- Ecclesall Road South
- Three respondents suggested that a review of parking permits should be undertaken.
- Three respondents suggested that houses should be entitled to only one permit per house, whilst seven respondents suggested that students should be disincentivised from bringing cars through the permit system.
- Two respondents suggested that there should be residents' parking schemes in Greystones and around Banner Cross.
- One respondent requested dropped kerbs for residents on Abbeydale and Ecclesall Road so their front gardens could be used for parking.
- One respondent commented that it would be unsafe for some people to have to park further away from their homes as a result of the proposed restrictions.

Illegal Parking

- 37 respondents suggested that the proposals could result in more cars being parked illegally.
- 11 respondents expressed concern about areas where there is currently seen to be a significant amount of illegal parking. These included:
 - Southgrove Road
 - Chippinghouse Road
 - Ringinglow Road
 - Bannerdale Road junction with Abbeydale Road
 - London Road
 - Abbeydale Road
 - Rustlings Road
 - Oakbrook Road
- Seven respondents expressed concern about areas and roads being impacted by this issue. These included:
 - Hunter House Road
 - Banner Cross
 - Psalter Lane

Suggestions for Parking Restrictions

- 19 respondents suggested alterations to parking restrictions. These included:
 - Further double yellow parking restrictions during rush hours;
 - Altering the cost of parking to disincentivise on-street parking;
 - Marked bay restrictions on Bannerdale Road;
 - Marked bay restrictions in all residential areas of Abbeydale Road;
 - Marked bay restrictions along Ecclesall Road South;
 - Removing parking on the inbound stretch of Ecclesall Road by the Hallamshire Tennis Club;
 - Allowing parking only on one side of roads;
 - Restricting parking on Ecclesall Road South outbound near Knowle Lane;
 - Restricting parking on Abbeydale Road near the Waggon and Horses pub;
 - Implementing a Pay & Display system in Endcliffe Park;
 - Limiting the maximum parking stay on Ecclesall Road to 15 minutes; and

- Introducing further parking restrictions near Sheffield Botanical Gardens.

Support for Parking Restrictions

- 22 people stated that red routes would have a positive impact, and some respondents mentioned areas where they may be particularly beneficial. These included.
 - Abbeydale Road between St Ronan's Road and Wolesley Road.
 - London Road
 - Southgrove Road
- 16 respondents expressed support for the removal of parking associated with the 12-hour bus lane proposals. One of these respondents suggested that pedestrian areas should be made larger as a result of removing parking.
- Eight respondents stated support for some reduction in the amount of parking space available for cars, but not full removal of parking. Of these, one respondent stated that space for loading and disabled parking would still be needed, and one person commented that public transport would need to be significantly improved if car parking spaces were to be reduced.
- Five respondents stated that parking currently restricts traffic flow on the roads.
- One respondent stated specific support for increased parking restrictions on Abbeydale Road.
- One respondent stated that whilst losing parking would be "painful", it was necessary.
- One respondent expressed support for the removal of parking spaces on Ecclesall Road.

Other

- Eight respondents stated that delivery vehicles and tradespeople need to be able to stop on Abbeydale Road and Ecclesall Road during the proposed bus lane hours.
- Four respondents suggested that parking should not be reduced on environmental grounds, as electric vehicles are becoming more common.
- Two respondents suggested that bays should be made available on side roads for businesses on the main roads.
- One respondent suggested that there should be spaces on side roads reserved for disabled parking.
- One respondent suggested that short stay parking should be encouraged to create a greater turnover of spaces.
- One respondent expressed a feeling that further parking restrictions were "bullying".
- One respondent expressed concern that the Council intended to make the city "like London, with nowhere to park", particularly on main roads.
- One respondent requested clarification on what parking would remain in place.
- One respondent stated that parking issues were much worse when bus lanes were in operation.
- One respondent suggested that a study of parked vehicles on Abbeydale and Ecclesall Road should be conducted, and parking only removed if they are visitors from nearby who could walk to the area.
- One respondent expressed concern that parking charges may increase as a result of the proposals.
- One respondent stated that the present parking system on Ecclesall Road works well.
- One respondent stated that parking proximity to junctions needs to be managed to improve drivers' sightlines.

Cycling

Key Concerns

- 175 respondents expressed disappointment that the proposals don't mention cycling at all.
- 55 respondents outlined fears that these proposals would make the roads even more dangerous for cyclists especially as all areas in the proposals have a cycle lane currently. Nine of these respondents mentioned that cyclists use bus lanes, and this needs to be considered.
- Three respondents raised concern that cycling was presently too dangerous in Sheffield. Of these respondents, one specifically stated that inconsistent lanes make cycling dangerous.
- Three respondents stated that using bus lanes could be dangerous or difficult for cyclists.

- One respondent expressed concern that it would be difficult to include cycling in future proposals if it was not done now.
- One respondent expressed concern that only experienced cyclists would be helped by these proposals.
- One respondent questioned what the benefits of the proposals for cyclists would be.
- One respondent stated that congestion along these arterial routes make these corridors more dangerous for cyclists.

Cycle Routes

- 163 respondents requested dedicated cycle lanes, or measures to create safer cycle routes.
- 27 respondents mentioned specific roads and cycle ways that need improvement.
 - Moore Street roundabout.
 - Between London Road and Broadfield Road.
 - Cycle safe spaces at the front of traffic at Springfield Road Junction.
 - Cycle safe spaces at the front of traffic at Tesco Superstore junction on Abbeydale Road.
 - Make cyclists leave the road before the Moore Street roundabout.
 - Protected cycle lane on Ecclesall Road South and other steep hills.
 - Better connection of Langdale Road, Carter Knowle Road and Little London Road.
 - A dropped kerb at the Springfield Road Junction.
 - Better cycling provision along Whirlowdale Road.
 - Improve the cycle provision between Meersbrook and the city centre.
 - A link between Abbeydale Road, Ecclesall Road and the Sheaf Valley Cycle Route.
- 22 respondents mentioned other areas of cycling provision that need considering:
 - Safe cycle parking spaces;
 - Undertaking a cycle impact assessment;
 - Implementing double curbs to protect cyclists from buses and taxis;
 - Wider cycle lanes;
 - A better ring road system would make cycling in the city much safer;
 - Rubber bumps to separate the cyclists from general traffic;
 - Improving underground cycle routes citywide;
 - Facilities for taking bikes on public transport; and
 - More information on future plans for cycle infrastructure.
- Two respondents suggested that dedicated cycle lanes for families and children should be introduced.
- Two respondents suggested that the topography of Sheffield was not conducive to cycling, so it did not need to be significantly provided for.
- Two respondents suggests that there is no help for cyclists in Sheffield, claiming that Sheaf Valley was a start but there are minimal safe cycle routes along Ecclesall Road.
- One respondent stated that there should be cycle sections connecting bus lane sections.
- One respondent suggested that better signage is needed for cycling.
- One respondent suggested that some shared spaces with cyclists and pedestrians could be beneficial.

Support for the Proposals

- 25 respondents suggested that bus infrastructure improvements and the implementation of the 12-hour bus lanes would indirectly benefit cyclists.
- Four respondents stated that parking restrictions would benefit cyclists.
- Three respondents stated that cycling is far safer when bus lanes are in operation.

Dangerous Cycle Routes

- 27 respondents commented on specific locations where cycle travel was particularly dangerous.
 - Hunters Bar Roundabout and Rustlings Road.
 - The transition from road to cycle lane at Moore Street roundabout.
 - Psalter Lane junction with Ecclesall Road.
 - London Road.

- Tesco Junction.
- Cemetery Road.
- Ringinglow Road.
- Sandford Grove Road.
- Cycling uphill on Ecclesall Road.
- Right turn onto Rustlings Road from Ecclesall Road South.
- Carter Knowle Road.
- Summerfield Street near Champs Bar.
- Botanical Road.
- Pear Street.

Cycle Priority

- 16 respondents requested more cyclist priority. One of these respondents felt that this should be prioritised over bus lanes.
- Seven respondents commented that the prioritisation of cycling at the expense of private car users would make the roads safer.

Other

- One respondent stated that bike theft was an issue which needed to be “cracked down on”.

Bus Stops

Infrastructure

- 72 respondents called for real-time information boards at bus stops, with two respondents calling for the urgent implementation of an electronic bus timetable at Ecclesall bus terminus. Three respondents stated that these timetables would need to be extremely accurate, without buses going “missing”.
- 46 respondents called for urgent improvements to bus shelters. Suggestions for these improvements included:
 - More seating;
 - Greener bus stops;
 - Bins;
 - Weather protection;
 - More space for buses to stop;
 - Better lighting;
 - Buildouts around bus stops;
 - Lights to enable buses to pull out; and
 - Building shelters from materials which are harder to vandalise.
- Seven respondents called for improvements to specific bus stops, including:
 - Tesco Superstore Abbeydale Road
 - Hunter’s Bar
 - Cemetery Road
 - Moor Head
 - High Storrs Road
- One respondent expressed concern that putting bus stops in lay-bys would slow down buses as they may face difficulty in pulling out into traffic.

Location

Support regarding relocation of bus stops:

- Four respondents expressed support for all the proposed changes to bus stops.
- Several respondents expressed support for the relocation of specific bus stops. Of these:
 - Six expressed supports for relocating the bus stop outbound at Hunter’s Bar and
 - One stated support for moving the inbound bus stop on Ecclesall Road at the junction with Rustlings Road.
- One respondent suggested that the new bus stop at Millhouses should be closer to the Post Office.

Concern regarding relocation of bus stops:

- 16 respondents expressed concern about the relocation of specific bus stops, including:
 - 10 respondents commenting on the outbound Millhouses bus stop by the Post Office, with particular concerns raised about accessibility, road crossing and businesses;
 - Four respondents expressing concern about the relocation of the Springfield Road bus stop inbound on Abbeydale Road;
 - Two comments expressing concern about relocating Hunter's Bar outbound bus stop.
- Seven respondents expressed concern about moving bus stops overall. Of these, one respondent raised concern that moving bus stops could make bus use less attractive, and one respondent expressed concern that little consideration has been made for regular bus users in moving the bus stops as proposed.
- One respondent requested that more thought be put into the location of bus stops.

Bus stops near junctions:

- Nine respondents expressed support for the removal of bus stops on the approach to junctions.
- One respondent commented that moving bus stops closer to junctions would make the roads far more dangerous.

Frequency of bus stops:

- Four respondents suggested that Sheffield requires more bus stops across the city to make travel more accessible.
- One respondent stated that many bus stops were far too close together.

Suggestions

- Some respondents made suggestions for bus stops which are not included in these proposals.
 - One respondent mentioned how dangerous the bus stop on Archer Road is.
 - One respondent suggested that the bus stop on Ecclesall Road by Hopper should be moved nearer to Spar.
 - One respondent suggested that the bus stop by Jam on Rustlings Road should be moved closer to the park wall.
 - One respondent suggested that the bus stop outside Rehman brothers on Abbeydale Road should be moved nearer to the Tesco Express to reduce congestion.
 - One respondent suggested that an extra bus stop should be provided at Hunter's Bar.
 - One respondent stated that the Brincliffe Edge bus stop is inadequate for more than one bus and obstructs the junction.
 - One respondent suggested that there should be a bus stop at Ecclesall Woods.

Traffic Flow

Key Concerns

- 107 respondents suggested that extended bus lane hours would make traffic flow worse.
- 33 respondents gave specific examples of where Sheffield's congestion is at its worst, including:
 - Millhouses Junction
 - Psalter Lane
 - Greystones Road
 - Ringinglow Road
 - Archer Road
 - Banner Cross
 - London Road
 - Moore Street roundabout
 - Hunter's Bar roundabout
 - Woodseats Road
 - Ecclesall Road outside Berkeley Precinct
 - St Mary's Gate

- Sandford Grove Road
- Springfield Road
- Abbeydale Road/Sheldon Road junction
- Ecclesall Road South
- 27 respondents expressed concern about the high volume of traffic on the roads and the congestion caused by this.
- 16 respondents stated that traffic flow is not currently an issue outside of rush hour.
- 13 respondents mentioned the difficulty car drivers face queuing up to “pinch points” along Abbeydale and Ecclesall Road; eight of these respondents mentioned specific locations where “pinch points” are a problem:
 - St Mary’s Gate
 - Moore Street roundabout
 - London Road
 - Abbeydale Road junction with Sheldon Road and Broadfield Road
 - Abbeydale Road junction with Bannerdale Road and Carter Knowle Road
 - Hunter’s Bar roundabout
 - Ecclesall Road between Banner Cross and Rustlings Road
- 12 respondents raised concerns about congestion on side roads being increased as a result of the proposals for 12-hour bus lanes.
- 10 respondents made specific suggestions to improve traffic flow, these included:
 - A city-wide joined up traffic flow strategy;
 - Fewer right-turn filter lanes;
 - Longer cycles on traffic lights; and
 - A suggestion that the Council should stop closing off roads.
- 10 respondents gave specific examples of ways congestion could be alleviated, these included:
 - More dedicated cycle lanes;
 - More enforcement of current parking restrictions and waiting and loading restrictions;
 - Adjustment of traffic light timings;
 - A helpline to report faulty traffic light sequences; and
 - HGV and delivery traffic restrictions.
- Seven respondents raised concerns that the proposals focused too heavily on general traffic flow or give too much priority to private vehicles, and not enough to buses.
- Six respondents felt that traffic flow was inhibited by a poorly run bus service.
- Six of these respondents stated that buses would only improve if overall traffic flow was improved.
- One respondent raised concern about the potential for more collisions caused by left-turning traffic crossing over bus lanes.
- One respondent expressed concern that proposed red routes would make roads faster and more dangerous.
- One respondent expressed concern that improved traffic flow may induce demand and result in more vehicles on the road and more traffic.
- One respondent expressed concern about the potential disruptive effect of roadworks required to implement the proposals.
- One respondent suggested that congestion on Ecclesall Road was caused by lorries delivering to Tesco Metro.
- One respondent mentioned that traffic was particularly bad on Saturdays.
- One respondent stated that lane changes for cars along Abbeydale Road and London Road should be kept to a minimum.

Rat Running/Through Traffic

- 44 respondents commented on the potential for the proposals to encourage “rat running” on already busy side streets. Of these, 24 respondents mentioned particular areas where this may become a problem:
 - Psalter Lane
 - Nether Edge
 - Sharrow Vale Road
 - Clarkehouse Road
 - Brunswick Street
 - Collegiate Crescent
 - Park Lane
 - Sheldon Road
 - Brocco Bank
 - Fulwood Road

Support for Proposals

- 18 respondents felt that the proposals would improve traffic flow and expressed support for them on these grounds.
- One respondent stated that 70 years of car prioritisation had resulted in poorer traffic flow and more congestion, and it was now the right time to prioritise public transport.

Suggestions to Improve Traffic Flow

- Ten respondents suggested that bus lanes should be tidal.
- Nine respondents suggested that electric vehicles should be prioritised in some way, for example by being allowed to use bus lanes.
- Two respondents suggested that traffic should bypass Ecclesall Road, with one of these respondents suggesting that a dedicated bypass road should be built.
- Two respondents suggested a tidal flow system on Abbeydale Road and Ecclesall Road, allowing three lanes of general traffic to flow one way at peak times.
- One respondent suggested that carpool lanes should be implemented for cars with two or more passengers.
- One respondent suggested that Abbeydale Road and Ecclesall Road should be made into urban freeways, with no stopping at any time on either road.
- One respondent suggested that the dual carriageway section of Abbeydale Road should be extended up to Dore.

Road Lanes

- One respondent mentioned that having to change lane at the Bannerdale Road junction is particularly confusing.
- One respondent raised concern that buses, and taxis presently drive too close to pavements.

Other

- One respondent stated that Broomhall residents are reliant on being able to use Ecclesall Road.
- One respondent stated that provision needs to be made for all forms of transport.
- One respondent stated that the Bannerdale Road junction was made more difficult by buses.

Enforcement

Key Concerns

- 92 respondents suggested that enforcement of current rules would improve commuters journey times more than these proposals would.
- Four respondents commented that current road users already disregard the rules and implementing new rules would not cause any real change.

- One respondent suggested that 12-hour bus lanes could be a waste of time as they are not properly enforced.

Illegal Parking

- 39 respondents suggested that stricter enforcement of illegal parking is necessary along Abbeydale and Ecclesall Road.
- 32 respondents mentioned specific areas that need better parking enforcement or changes to current parking restrictions:
 - Wolesley Road;
 - Woodseats Road;
 - Bus lanes along London Road;
 - Pavements on side roads adjacent to Abbeydale Road;
 - Hunter House Road; and
 - Pinner Road.
- 30 respondents suggested better enforcement of specific parking problems along the routes.
 - Parking restrictions in bus lanes.
 - Parking restrictions in cycle lanes.
 - Parked cars blocking cycle areas at junctions.
 - Parking restrictions for vehicles parked on pavements.
 - Enforcement of delivery vehicles parking outside restaurants and shops.
 - Enforcement of parked cars blocking pulling out from side roads; and
 - Enforcement of parking inside designated bus stops.
- One respondent mentioned that coaches sometimes double or even triple park along the Botanical Gardens.

Support for Proposals

- 35 respondents supported the idea of red route enforcement cameras, with one of these respondents expressing support as long as they do not become “camera traps”.
- 25 respondents stated that effective enforcement will be key to the success of these proposals.

Fines and Penalties

- 14 respondents commented that harsher penalties should be delivered to those that break the law for illegal parking or disrupting bus lanes and visibility.
- Nine respondents did not support the idea of enforcement that would lead to more penalties and fines being issued.
- One respondent suggested that those penalised for breaking the rules should be required to take courses than be fined.
- One respondent suggested that the revenue from enforcement should be used to help improve sustainable transport.

Parking Officers

- 13 respondents suggested employing more traffic officers/parking officials to police the areas in question.
- Two respondents mentioned that parking officers seem to disappear during the day, especially on Fridays.

Cameras

- 11 respondents did not support the implementation of more cameras, raising concerns about privacy, and one respondent raising concern about the “dehumanisation” of enforcement.
- Four respondents called for cameras to be installed at all pedestrian crossings and traffic lights.
- Three respondents suggested enforcement cameras on specific routes and junctions:
 - Bannerdale Road junction with Abbeydale Road and

<ul style="list-style-type: none"> ○ Chippinghouse Road. • One respondent suggested implementing Automatic Number Plate Recognition Cameras (ANPR) along the route. • One respondent expressed concern that blue badge holders would be adversely affected by camera enforcement of red routes, causing stress even if they were able to appeal.
Speeding Enforcement
<ul style="list-style-type: none"> • Nine respondents suggested further enforcement of speed limits on Abbeydale Road and Ecclesall Road, such as speed cameras.
Other
<ul style="list-style-type: none"> • Seven respondents stated that it was essential to ensure that enforcement of restrictions was properly financed. • One respondent suggested that yellow boxes ought to be better enforced on Abbeydale and Ecclesall Road. • One respondent stated that double yellow lines from Sherwood Glen to Abbey Lane are unnecessary.
Cycling
<ul style="list-style-type: none"> • Two respondents commented that pavements should be available for cyclists to use. • One respondent claimed that cyclists regularly ignore the rules.

Environment

Key Concerns

- 95 respondents expressed concern that any additional traffic restrictions would increase overall congestion thus increasing air pollution.
- 41 respondents expressed concern about buses' contribution to air pollution, these included:
 - Diesel buses being a significant cause of air pollution;
 - Too many buses running below capacity and contributing to air pollution;
 - Bus idling as a major cause of air pollution, one respondent suggested that the Council should penalise idling buses; and
 - Requests for evidence that emissions from buses are low enough to justify prioritising buses.
- 10 respondents outlined concerns that the proposals are based on current vehicle types/standards and not on the likelihood that owners may upgrade/electrify in the future.
- Eight respondents raised concerns that people would shop in different locations further away as a result of the changes, increasing pollution.
- Seven people commented that poor traffic flow is a major cause of pollution. One of these respondents suggested that speed bumps and traffic signals contribute to this.
- Six people mentioned that air pollution needs to be reduced. Of these, three respondents mentioned high levels of air pollution in specific locations:
 - Woodseats Road
 - Sandford Grove Road
 - Hunter's Bar Roundabout
- Six people raised concerns that reduced on-street parking would have a negative environmental impact, as vehicles would spend more time looking for parking spaces and emitting fumes.
- Four respondents requested policies aimed at air quality improvements across Sheffield. One further respondent suggested that air quality needed to be improved around schools specifically.
- Three comments stated a need to think about the future and how air quality affects public health.
- Three respondents felt that the proposals would not make a significant difference to the climate.
- Two respondents stated that it was unpleasant to walk past buses which emit fumes.
- Two people raised concern that the work involved in implementing these proposals would have a significant environmental impact.
- One respondent expressed concern that individuals may end up driving to bus stops, negating any environmental benefits of the proposals.
- One respondent expressed concern that air pollution could be pushed into other areas by the proposals.
- One respondent suggested that a lack of enforcement of current restrictions was a cause of air pollution

Suggestions

Emissions:

- 72 respondents suggested that buses should be lower emission vehicles, electrified or powered by hydrogen. Some more specific suggestions were raised regarding lower emission buses, these included:
 - Subsidising them with the proceeds from parking enforcement;
 - Providing more, smaller electric buses; and
 - The Sheffield firm ITM Power should be employed to alter the fleet using their hydrogen technology.
- Four respondents suggested that all vehicles should be made electric, or hydrogen and this measure should be incentivised.
- Two respondents suggested that the taxi fleet should be electric.
- One person suggested that more polluting vehicles should be banned, and another suggested that cars with internal combustion engines should be banned. One respondent suggested that diesel vehicles should be banned from Ecclesall Road.
- One respondent suggested that more needed to be done to address the environmental impact of taxis.

Clean Air Zone and charges:

- Eight respondents suggested that there should be a congestion charge.
- Four respondents expressed support for the Clean Air Zone.
- Three respondents suggested that single occupant vehicles should be subject to a charge.
- One person suggested that private cars should be charged to enter the Clean Air Zone, not public transport vehicles.
- One respondent suggested expanding the Clean Air Zone to include Abbeydale and Ecclesall Road.

Other:

- Six respondents suggested that more environmentally friendly transport needs to be advertised, changing the perception of public transport to increase patronage.
- Two respondents stated that pollution (both air and noise) needs to be better monitored.
- Two respondents commented that more radical solutions are needed for the sake of the environment and public health, with another respondent commenting that combatting climate change “starts on our doorstep”.
- One person expressed their support of deprioritising car usage but suggested that bus operators would need to “pull out all the stops” to maximise the impact of increased bus priority.
- One respondent asked for an Environmental Impact Assessment to be carried out.

Support for Proposals

- 26 respondents expressed support for the potential positive impact of the proposals on the environment, with one stating this was a ‘bold’ solution.
 - 10 of these respondents gave support for the scheme because they think bus use and/or prioritisation is the key to tackling climate change.
 - Five of these respondents suggested that air pollution is currently high and therefore plans to reduce congestion are welcome.
 - One of these respondents stated that there needed to be a “balance” between positive environmental impact and other issues which could be created by proposals such as these.
- One respondent stated the first consideration in policy decisions should be the environment.

Noise Pollution

- One respondent suggested that measures such as screening or planting should be considered to combat noise pollution.
- One respondent expressed concern about current levels of noise pollution on Abbeydale Road.



Junctions, Roundabouts and Traffic Lights

Roundabouts

Hunter's Bar:

- 19 respondents expressed support for the changes at Hunter's Bar roundabout, with many citing the potential improvements in traffic flow resulting from these changes.
- 14 respondents expressed concern about the changes, specifically the removal of the bus lane and the potential negative impact that this could have on cyclists.
- One respondent stated that no space should be lost on the roundabout.
- One respondent suggested that the roundabout should be removed.

Moore Street:

- Two respondents questioned the need for the proposed pre-signal priority lights at Moore Street roundabout.
- One respondent raised concern that the changes proposed at Moore Street roundabout would not help either left-turning cars or right-turning buses.

General:

- One respondent expressed support for all changes proposed to roundabouts.

Junctions

Support for changes to junctions:

- 78 respondents expressed support for the changes proposed at the Bannerdale Road junction.
- Two respondents expressed support for the changes around the Abbey Lane junction.
- Two respondents expressed support for all junction changes suggested in the proposals.

Concerns regarding changes to junctions:

- Two respondents expressed concern about the changes proposed at the Bannerdale Road junction. One of these respondents stated opposition to proposed traffic lights for St Oswald's Church, and another respondent raised concern that traffic would be increased at the junction.
- One respondent raised concern that junctions could be made more dangerous by the proposed changes.
- One respondent raised concern that the changes at the Rustlings Road junction would be unhelpful.
- One respondent raised concern that the changes proposed around Tesco Superstore on Abbeydale Road would not help either traffic or pedestrians.

Suggestions for changes to junctions:

- Four respondents suggested that there should be a right turn filter installed at the junction of Abbey Lane and Abbeydale Road. 1 further respondent suggested a left turn filter lane at this junction.
- Three respondents suggested that right turn filters should be installed at all traffic lights.
- Three respondents suggested that the junction of Abbeydale Road and Woodseats Road should have a right turn filter.
- Three respondents suggested that there should be a right turn filter at the junction of Abbeydale Road and Springfield Road.
- Two respondents suggested that the Knowle Lane junction should be given traffic controls.
- Two respondents suggested that there should be a right turn filter at the Abbeydale Road/Bannerdale Road junction.
- One respondent suggested that there should be no right turn from Ecclesall Road onto Bannerdale Road.
- One respondent suggested that a roundabout should be built at the Abbey Lane junction with Abbeydale Road.
- One respondent suggested that right turns should be allowed from Ecclesall Road.

Pedestrians:

- 58 respondents mentioned specific roads and areas that needed improvements to pedestrian crossings. These included:

- Springfield Road junction with Abbeydale Road;
 - Junction of Sheldon Road and Abbeydale Road;
 - Knaresborough Road;
 - Sandford Grove Road's junction with Sheldon Road;
 - The pedestrian crossing near Tesco Superstore on Abbeydale Road, which does not connect properly with the pedestrian approach to the store;
 - Signal-controlled crossing of the Tesco Superstore approach was required, with appropriate dropped kerbs;
 - Carter Knowle Road;
 - Millhouses Park;
 - The junction of Abbey Lane and Abbeydale Road;
 - Ecclesall Woods;
 - Junction of Psalter Lane and Ecclesall Road South;
 - The length of Psalter Lane;
 - The pedestrian crossing near the Co-Op on Ecclesall Road should be moved further down the road;
 - Another pedestrian crossing on Ecclesall Road South near Dysh;
 - Rustlings Road;
 - Hunter's Bar roundabout;
 - Across St Mary's Gate at Waitrose;
 - Holt House Grove;
 - Tullabardine Road;
 - New pedestrian crossing on Rustlings Road, opposite Stainton Road; and
 - Ringinglow Road.
- 21 respondents suggested that pedestrian crossings should be improved overall, or that there should be more pedestrian crossings.
 - 17 respondents expressed positive sentiment towards all the proposed changes to pedestrian crossings.
 - 12 respondents made specific comments on how pedestrian crossings could be improved, these included:
 - Pedestrian crossings are too close together;
 - Pedestrian crossings should be placed further away from junctions;
 - Staggered pedestrian crossings should be removed;
 - Pedestrian crossings lights should respond more quickly, as people often cross dangerously if they have to wait longer at crossings;
 - The green man light for pedestrians should be placed higher and be more visible;
 - Pedestrian crossings should be more synchronised;
 - Pedestrian crossings should be continuously monitored by cameras;
 - Pedestrian bridges should be installed across Sheffield; and
 - Safety railings should be added at pedestrian crossings.
 - Two respondents suggested specific pedestrian crossing changes.
 - One respondent suggested that the pedestrian crossing near the Co-op on Ecclesall Road South should be moved further down the hill.
 - One respondent suggested that another pedestrian crossing should be built on Ecclesall Road South by Carrington Road.

- Two respondents suggested that more safety measures should be implemented at junctions for pedestrians.

Traffic Lights

- One respondent suggested that traffic lights should be able to identify a build-up of traffic.
- One respondent suggested that pedestrian crossing lights should never change without the button being pressed.

Accessibility

Key Concerns

- 119 respondents stated that the proposal for red routes would have a negative impact on people with disabilities or accessibility requirements, and older people, as they would be unable to park in convenient locations to access homes, businesses or services.
- 28 respondents commented that some traders or shoppers with disabilities need to be able to park outside businesses.
- 27 respondents commented that the proposals have not considered elderly people, or people with disabilities or health conditions.
- Eight respondents suggested that a disability impact assessment should be undertaken.
- Three respondents suggested that the 2010 Equality Act may be breached by red routes along Abbeydale and Ecclesall Road.
- One respondent suggested that disability and access groups ought to be consulted.

Using the Bus Network

- 39 respondents stated that some disabled or elderly people cannot use buses and therefore have to travel by car.
- Two respondent stated that bus stops are not currently accessible enough.
- One respondent suggested that all buses should be made wheelchair accessible.

Location of Bus Stops

- 17 respondents stated that relocating bus stops may have a negative impact on people with accessibility requirements.
- Three respondents expressed concern that many people are unable to walk to bus stops or reach their destination after getting off buses.

Pavements

- Eight respondents raised concern that paving along Ecclesall Road, and particularly at bus stops, was uneven and hazardous especially for those with limited mobility.
- Three respondents raised an issue about a lack of dropped kerbs on side roads limiting accessibility for wheelchair users.
- One respondent expressed concern about “clutter” such as A-boards on pavements negatively affecting accessibility.
- One respondent raised concern that further parking restrictions would cause more people to park on pavements, impeding wheelchair accessibility.
- One respondent stated that pavements on Abbeydale and Ecclesall Road are not currently wide enough for wheelchair users or people with pushchairs.
- One respondent commented that the pavement on Woodseats Road is not at all wheelchair accessible.

Bus Priority

Bus Priority Lights

- 66 respondents stated support for the bus priority traffic light proposals.
- 35 respondents expressed opposition to introducing bus priority at traffic lights.
- 20 respondents asked if bus priority at traffic lights would allow cyclists through.
- One respondent stated that no road users should be given absolute priority.
- One respondent stated that priority systems for buses could encourage people to use buses

Private Vehicles

Support for Reducing Car Use

- 16 respondents suggested that there should be better incentives to not use or own cars. Of these:
 - One respondent suggested that radical policy like in central London is needed to reduce car usage;
 - Another respondent commented that car use for leisure should be actively discouraged;
 - One respondent said that though car use should decrease, access should remain; and
 - A suggestion was made that Parliament should be lobbied to create policy to reduce car ownership.
- One respondent stated that car use was a huge issue for traffic in Sheffield.

Motorists' Concerns

- 36 respondents said that car journeys were sometimes necessary: be this for work, multi-stop journeys or shopping, or in poor weather conditions
- 19 respondents expressed concern about increased “anti-car” policies in Sheffield. One of these respondents stated that the Council should work with motorists, not against them.
- Five respondents stated that restrictions would not stop private car use, so public and private transport should be designed to work alongside one another. Of these:
 - Two respondents stated that private transport should not be limited when public transport is inadequate and
 - One respondent stated that persecuting car and van drivers to benefit buses will not solve any problems.
- One respondent suggested that these proposals would “deprive” people of their own forms of transportation.
- One respondent stated that southwest Sheffield has high levels of car ownership, and public transport improvements should serve areas which need them more.
- One respondent expressed concern that car users would suffer as a result of the proposals.

Electrification

- 35 respondents suggested that electric vehicle charging points should be installed.
- One respondent suggested that there should be a bank of rentable electric cars available.

Suggestions

- One respondent suggested that private cars should be prioritised.

Pedestrians

General concerns

- 22 respondents raised concern that the proposals neglect walking routes and space for pedestrians.
- 13 respondents expressed concern about pedestrian safety, highlighting a need for safer pedestrian routes.

Pedestrian Priority

- 11 respondents suggested that pedestrians should be given greater priority.
- Three respondents mentioned specific locations when referencing pedestrian priority, these included:
 - Concern about potential deprioritisation of pedestrians at Hunter’s Bar;
 - Sheldon Road; and
 - Pedestrians should take priority over cyclists where the cycle lane crosses the footpath near Broomhall on Ecclesall Road.
- One respondent suggested that the use of pavements by cyclists and scooters should be better enforced.

Pedestrian Routes

- 12 respondents requested more improvements to and promotion of pleasant walking routes and pedestrian zones.
- Two respondents suggested more pedestrian zones.
- One respondent stated that improvements to pedestrian infrastructure should be made in order to incentivise walking and active travel.

- One respondent suggested that a “walkability audit” should be performed.
- One respondent requested more covered walking routes into the city centre.

Personal Safety

- Four respondents stated that walking or catching buses could be dangerous for some people, especially women. Some respondents expressed particular concern about specific areas which feel unsafe when walking. Specific areas that were mentioned included:
 - Moore Street underpass at night;
 - Arundel Gate as an unsafe area, particularly for women;
 - City centre feeling unsafe overall; and
 - Bus stops feeling unsafe at night.

Pedestrianisation

- Four respondents suggested that Sharrow Vale Road should be entirely pedestrianised.
- One respondent suggested that roads near schools should be pedestrianised.
- One respondent suggested that Ecclesall Road should be pedestrianised between 12:00-17:00 on weekends.
- One respondent suggested that Ecclesall Road and Abbeydale Road could be closed to vehicles on alternate weekends.

Walking Experience

- One respondent suggested that if walking experience were to be improved, footfall may increase and help businesses.
- One respondent stated that Ecclesall Road does not currently provide a pleasant walking experience.

Cost

General Concerns

- 33 respondents felt that the proposals would be a waste of money.
- 13 respondents stated that the Council should be spending money elsewhere, these included:
 - Improving the city centre;
 - Improving road quality;
 - Removing speed bumps;
 - Adult social care;
 - Subsidising bus fares;
 - Enforcing existing traffic regulations; and
 - Supporting local businesses.
- Three respondents raised concern that the proposals do not outline the total cost or where the money is coming from.

Active Travel

Support

- 18 respondents commented that they would support any measures which help pedestrians and cyclists.
- 10 respondents called for greater emphasis on active travel overall, not just improvements to public transport.
- Three people suggested that the most effective way to improve air quality is to provide further active travel options.
- Two respondents stated that active travel should be prioritised above buses.

Suggestions

- 14 respondents suggested that the Council needs to give greater priority to providing for active travel methods.
- Two respondents suggested business emphasising active travel methods to employees as much as possible.

- Two respondents stated that children should use more active travel methods rather than being driven to locations, with one of these respondents referencing child obesity rates.
- One respondent suggested that a segregated active travel lane should be installed, and private vehicle lanes removed.
- One respondent requested “green corridors” for walking and cycling, away from main roads.
- One respondent suggested that Sharrow Vale Road should be improved for people using active travel methods.

Children and Schools

Child Safety

- 22 respondents mentioned specific locations where crossings or roads are dangerous for children and families and need improving:
 - Bannerdale Junction
 - Hunter’s Bar roundabout
 - Sheldon Road
 - Tesco Superstore Junction
 - Psalter Lane
 - Abbey Lane
 - The three schools near Bannerdale Road
 - Ecclesall Road near Moore Street roundabout
 - Marriott Road
 - Hutchinson Road.
- Two respondents asked for child-safe crossings along Ecclesall Road.
- One respondent stated that middle of the road crossing breaks are dangerous for young children.
- One respondent stated that the proposals would be excellent for child safety along the routes.
- One respondent called for more general consideration of children and school commuting.

School Congestion

- Three respondents suggested that the proposals could exacerbate congestion issues at school times.
- Three respondents mentioned specific locations where school congestion is most noticeable:
 - Sharrow Vale Road
 - Brocco Bank
 - Bannerdale Road
- One respondent suggested that the bus system wouldn’t cope if young families all used it.

Families

- Two respondents commented that the proposals don’t consider families, young children or people pushing prams.
- One respondent outlined that further parking, waiting, loading and unloading restrictions would make it harder for families to pack cars for trips/unload shopping.

Other

- One respondent suggested that more schools should be built to minimise travel across the city by pupils.
- One respondent suggested that the lower part of Bannerdale Road should be made one-way at school times.

Road Quality

Road Quality and Streetscape

- Seven respondents referenced the width of Abbeydale and Ecclesall Road, stating that they were too narrow for improvements to be made. Of these, one respondent specifically suggested that these roads should be widened, and another respondent suggested that Abbeydale Road should be widened between London Road and Archer Road.
- Four respondents suggested that more trees should be planted.

- Three respondents stated that the roads were in poor condition.
- Three respondents suggested that general streetscape should be improved.
- One respondent suggested that businesses should not be allowed to place their bins on the pavements.
- One respondent suggested that bins and advertising hoardings spoiled the streetscape on Ecclesall Road.
- One respondent stated that underpasses should be made more pleasant.
- One respondent expressed concern that trees may be removed.
- One respondent commented that the roads were “outdated”, negating any improvement to traffic flow that the proposals could provide.
- One respondent suggested cleaning gutters along all Sheffield’s roads.

Signage

- Six respondents stated that new and existing restrictions would need to be more clearly marked.
- Five respondents suggested that there should be more signage at all roundabouts to reduce confusion. One respondent specifically suggested better signage at Moore Street roundabout.
- Three respondents suggested that road markings should be more regularly updated. Of these, one respondent suggested that High Storrs Road required updated markings, and another suggested that they were needed on Ringinglow Road.
- Two respondents suggested that dynamic signage should be introduced along Abbeydale Road and Ecclesall Road.
- Two respondents highlighted that the inbound bus lane approaching Hunter’s Bar roundabout has incorrect signage, causing it to be incorrectly used.
- One respondent suggested that fewer signs should be erected, and those which are necessary should use existing poles.

New Roads and Access

- Two respondents suggested that there should be a full, uninterrupted ring road around the city.
- One respondent suggested that Hastings Road should become accessible from Abbeydale Road.

Suggestions for Further Restrictions

One-way Systems

- One comment suggested making Ecclesall Road one-way for cars, HGVs and LGVs, and two-way for buses, taxis and cyclists.
- One respondent suggested that there should be more one-way systems overall.
- Seven respondents suggested one-way streets on specific roads:
 - Cowlshaw Road
 - Sharrow Vale Road
 - Bannerdale Road
 - Clarkehouse Road
 - Blair Athol Road
 - Murray Road

Traffic Restrictions

- Two respondents suggested that the speed limits on Abbeydale and Ecclesall Road should be 20mph.
- One respondent suggested that U-turns should be banned on Abbeydale and Ecclesall Roads.
- One respondent suggested that Hickmott Road should be restricted to minimise traffic caused by parents dropping their children off.

Consultation

- Two respondents raised concern that the consultation was leading and limited.
- Two respondents raised concern that the consultation could be ‘gamed’ with multiple entries from the same houses and businesses.
- One respondent expressed concern that the consultation responses would not be listened to.
- One respondent stated that Councillor Douglas Johnson’s interview on Radio Sheffield “ruined the consultation”.

Taxis

General

- One respondent stated that there are too many taxis taking up road space.

Training

- One respondent requested that taxi drivers be better trained to have consideration for cyclists on the road.

General Suggestions

Park & Ride

- 41 respondents suggested a Park and Ride scheme in southwest Sheffield. 10 of these respondents suggested Park and Ride schemes in specific locations:
 - Ecclesall Road
 - Dore
 - Norton
 - Tesco Superstore
 - Hunters Bar Roundabout
- Three respondents suggested that Park and Ride schemes should be free.
- One respondent suggested that Park and Ride scheme tickets should include the use of other Sheffield buses.

Trams and Trains

- 35 respondents suggested that tram or train lines should be opened around southwest Sheffield.
- Three respondents suggested a tram-train along the Sheaf Valley towards Dore & Totley.
- Two respondents suggested a monorail overground.
- One respondent suggested that the train station in Millhouses Park should be reopened.
- One respondent suggested that Beauchief, Millhouses and Heeley stations should be reopened.
- One respondent suggested that a Metro or Tube system should be considered.

Ambition

- 12 respondents suggested that the proposals should be further reaching or more ambitious. Of these, one respondent suggested that both road systems and the quality of the bus service should be addressed at the same time.
- One respondent stated that if not enough is done now, traffic issues will persist for “decades to come”.

Tech-based Improvements

- One respondent suggested that data about existing problems and targeted outcomes should be presented online and made visible to the public using social media.
- One respondent suggested that the Citymapper app should cover Sheffield.

Further Proposals

- One respondent suggested that Woodseats Road should be included in the proposals.
- One respondent suggested that London Road should be further integrated into the plans.
- One respondent suggested that some roads joining Ecclesall Road could benefit from point closures.

Roads

- One respondent suggested that an outer ring road should be built with charges for entry to the city.
- One respondent suggested that traffic flow from Brocco Bank to Hunter’s Bar should be cut off.

Other

- One respondent suggested that Sheffield should have cable cars, similar to those in Medellin in Colombia.
- One respondent suggested that the work of Marco de Brommelstroet should be used as a reference for city planning in Sheffield.
- One respondent stated that insulation, solar power, and other home improvements for environmental benefit should be more readily available from reliable sources.
- One respondent suggested that the Moorfoot building gates should be opened to allow better cycle and pedestrian connection.

General Negative Comments

- There were 42 comments with a negative sentiment which did not fit into any of the above categories.
 - Three comments concerned that user needs had not been considered.
 - Three comments that the city, particularly the city centre, is in decline which will be further accelerated by these proposals.
 - Two respondents suggested that the scheme should be scrapped; another stated that the Council should “stop messing stuff up”, and a third respondent suggested that the Council should “leave stuff as it is”.
 - One comment that the proposals ought to be more nuanced, as different areas require different approaches.
 - One respondent stated that as the city was primarily built in the 19th century, it would be difficult to implement proposals for 21st century travel.
 - One respondent suggested that the issues that the proposals aim to address are not really problems.
 - One respondent stated that Abbeydale Road and Ecclesall Road face different challenges and should not be subject to a blanket approach.

Section 8: Heatmap Analysis

Heatmap Visitor Statistics

Between the Connecting Sheffield heatmap going live in November 2020 and 1st February 2022, there have been 5,243 visitors to that page in total. The below graph shows that there was a spike in visitors on 17 November 2021 and 18 November 2021 when the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation was launched with 190 people visiting the heatmap page over those two days and 20 respondents commenting on the proposals.

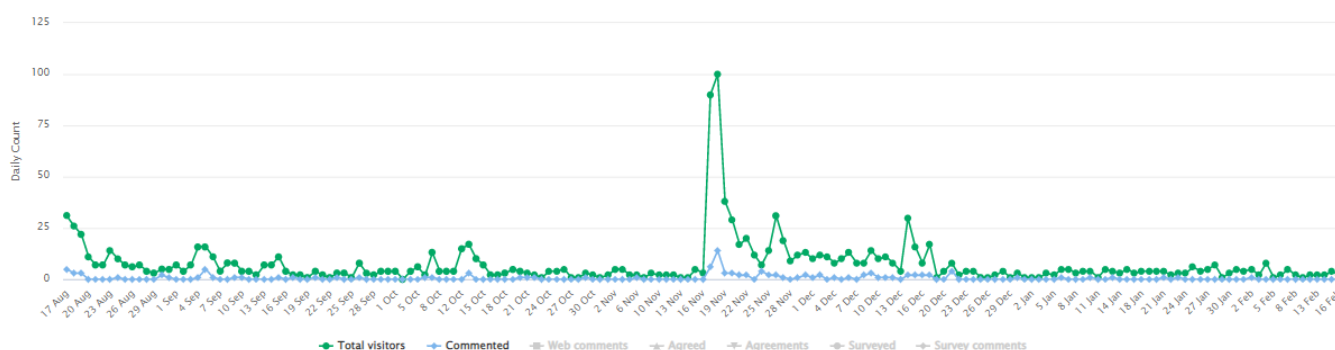


Figure 5: Total number of visitors to the Connecting Sheffield heatmap since August 2021.

The below table shows the referral websites which people visited prior to accessing the Connecting Sheffield



heatmap, with the majority coming directly from other pages of the Connecting Sheffield Commonplace website:

Referral websites

Websites visitors visited before coming across your Commonplace.

Referral website	Visitors	Responded	Subscribed
\$direct	2365	560 (24%)	0 (0%)
m.facebook.com	637	138 (22%)	0 (0%)
www.google.com	562	168 (30%)	0 (0%)
sheffnews.com	517	96 (19%)	2 (0%)
t.co	355	83 (23%)	1 (0%)
lnks.gd	337	87 (26%)	0 (0%)
www.google.co.uk	172	33 (19%)	0 (0%)
com.google.android.gm	107	20 (19%)	0 (0%)
l.facebook.com	88	36 (41%)	0 (0%)
www.sheffield.gov.uk	60	9 (15%)	0 (0%)

Figure 6: List of referral websites.

Responses via the Heatmap

The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** bus priority corridor, before asking them a series of open and closed questions about the area they were commenting on, including what the current issue is and how they would like to see it addressed.

In total, there was **135 responses received** via the heatmap for **Connecting Sheffield: Abbeydale Road and Ecclesall Road**.

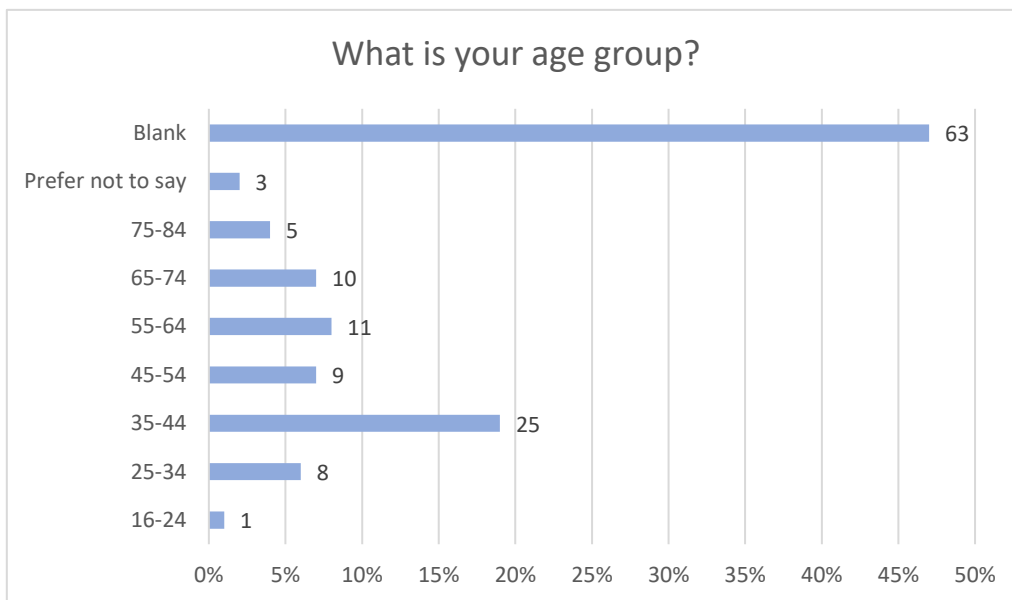
The below analysis looks closely at the feedback received in response to both the open and closed feedback questions.

Analysis of Closed Questions

The following three questions focus on understanding the age group the respondents fall under and what their connection is to the area. All three questions were not mandatory and therefore respondents are able to skip the questions.

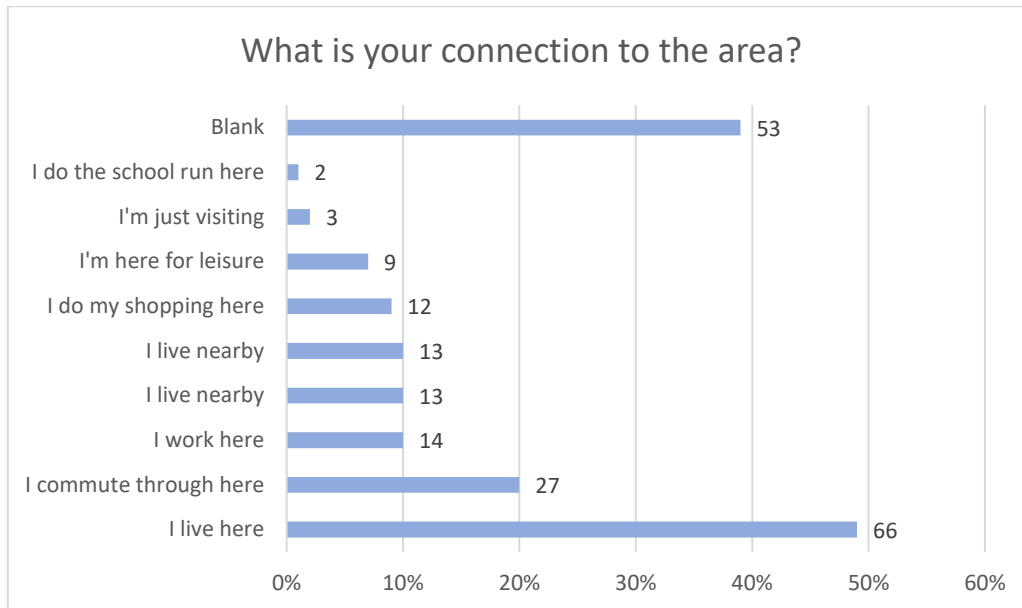
- **What is your age group?**

In response to this question, 25 respondents (18%) selected that they were aged between 35-44. 11 respondents (8%) selected that they were aged between 55-64 while 63 respondents (47%) left the question blank.



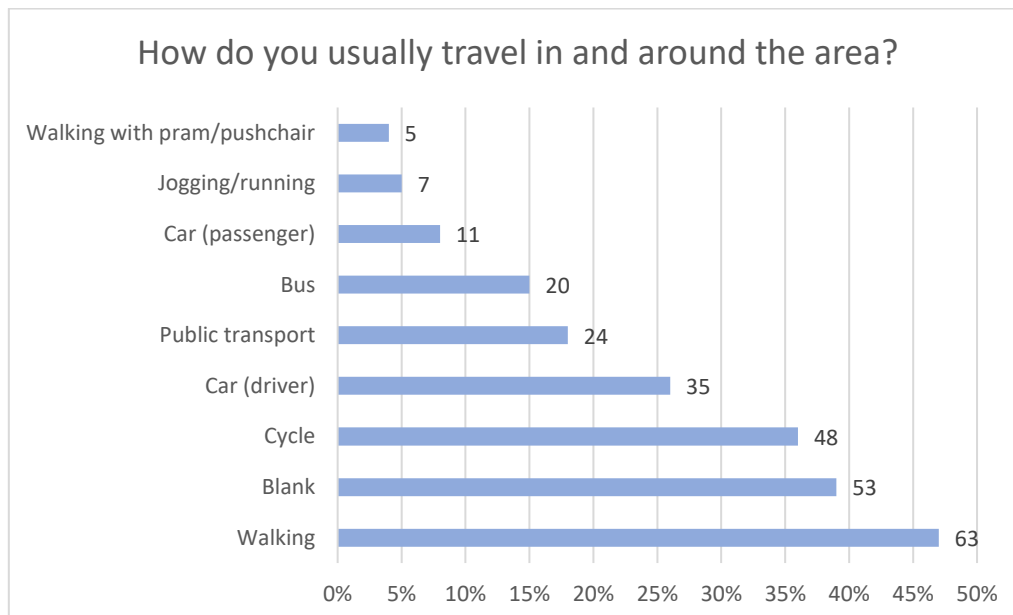
- **What is your connection to the area?**

In response to the question “what is your connection to the area?”, 66 respondents (49%) selected ‘I live here’. 27 respondents (20%) selected that they travel through the area, while 53 respondents (39%) left the question blank. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

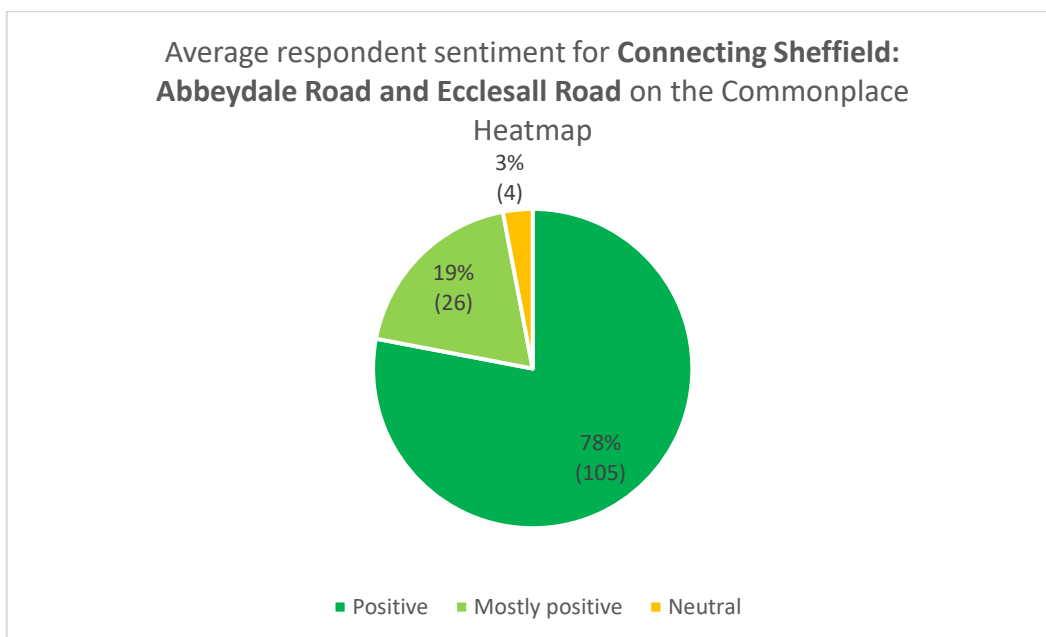


- **How do you usually travel in and around the area?**

When respondents were asked how they usually travel in or around the area, 63 respondents (47%) selected walking, 48 respondents (36%) selected cycling and 35 respondents (27%) selected driving a car. 53 respondents (39%) left the question blank. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



The below chart shows the overall sentiment towards the proposals expressed by the 135 respondents who commented via the heatmap. It shows that 97% of those who commented on the heatmap felt positive about the proposals.



Analysis of Open-Ended Questions

A summary of the main issues raised by respondents who commented on the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** scheme via the interactive heatmap is provided in the following table:

Topic
Ecclesall Road Bus Priority Corridor
Bus Lanes
<p>Support for Existing Bus Lanes/Times</p> <ul style="list-style-type: none"> Four respondents stated they thought the current bus lane times are sufficient. <p>Support for Proposals</p> <ul style="list-style-type: none"> Two respondents commented that the bus lane is very useful when it is operational. However, when cars park in the bus lane, cyclists become dangerously sandwiched between parked and moving cars. One respondent commented that a bus lane operating hours extension would be welcome as currently the bus lane feels like a cheap car park which discourages active travel and public transport take-up. <p>Suggestions</p> <ul style="list-style-type: none"> Three respondents suggested cyclists should be encouraged to travel in the bus lane as the alternative - cycling on the pavement - would make walking harder for pedestrians and cycling more dangerous. Two respondents suggested the width of the bus lanes should be increased to avoid cars encroaching into the lane. Two respondents suggested cyclists should be banned from bus lanes as cyclists can slow down bus journeys, therefore delaying passengers.

- One respondent suggested the bus lane should be 24 hours, or at least 7am-7pm Monday-Saturday.
- One respondent suggested bus lanes should have 20mph speed limits as buses and taxis pass very close to pedestrians.
- One respondent suggested that enforcement should be rigid and relentless with wheel clamps used.

Concerns

- One respondent commented that extending the bus lanes hours would create more congestion.

Hunter's Bar Roundabout

Suggestions

- Two respondents suggested the pavements around Hunter's Bar roundabout become shared pedestrian/cyclist space so that cyclists can avoid the carriageway on the roundabout.
- One respondent commented that Hunter's Bar roundabout is very dangerous for cyclists, particularly going out of the city centre. Suggestion that any improvements for buses should require improvements for cyclists and pedestrians also.
- One respondent commented that traffic queues up Brocco Bank because the pedestrian crossing delays the flow of traffic. Request for a longer green light for motorists and less time for the light to go green after pedestrians have crossed.
- One respondent suggested that the staggered crossings at Hunter's Bar roundabout should be replaced with single crossings.

Concerns

- One respondent commented that queuing traffic along Brocco Bank to Hunter's Bar spreads out and blocks the road, despite the road being too narrow for two lanes until a few metres before the roundabout causing cyclists to have to weave in and out of traffic.
- Comment that cars regularly do not stop or slow down when approaching Hunter's Bar roundabout which makes cycling in the area scary.

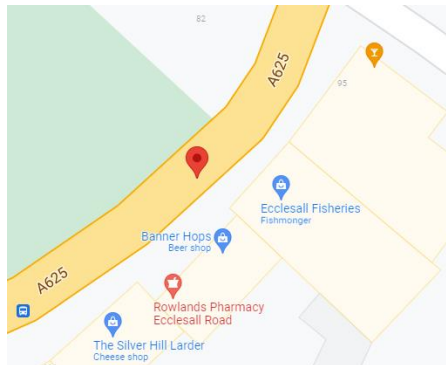
Cycling

Concerns

- Five respondents commented that Ecclesall Road is generally wide and has enough room to fit a segregated cycle lane alongside car traffic, with one suggesting that Ecclesall Road is not just unsafe to cycle along but actively dangerous.
- Two respondents commented that the revised layout of the cycle lane and bus stop at the front of LIV Student Accommodation is dangerous. Suggestion it pits cyclists, pedestrians and bus users against one another.



- One respondent commented that Ecclesall Road from the Carter Knowle Road junction to the Psalter Lane junction is very dangerous for cyclists, particularly going out of the city centre, and has sufficient room for a segregated cycle lane.
- One respondent commented that the cycle lane outside the Prince of Wales pub is taken, leaving little room for the carriageway and so is constantly violated by both moving and parked cars, making it unsafe for cyclists.

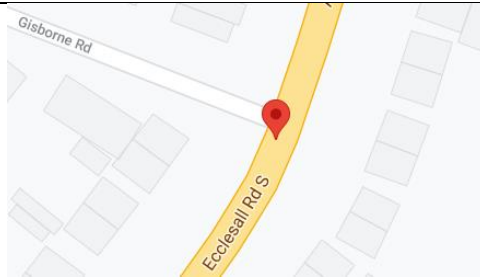


- One respondent commented that cyclists are often the primary cause of congestion as they are slow moving, particularly up hills.
- One respondent requested that there should be a segregated cycle lane from the junction of Rustlings Road to the city centre. Suggestion that the current layout is dangerous and prevents cycling.
- One respondent suggested that the proposed cycle slip road to the underpass by the Moore Street roundabout should be moved further along Ecclesall Road so that cyclists can avoid queueing buses.
- One respondent requested to extend cycle lanes out to Dore and make them segregated.

Junctions and Crossings

Suggestions

- Two respondents requested a zebra crossing is installed at Rustlings Road to assist families who live in Greystones to access Endcliffe Park. The respondents felt that a crossing would help because, currently, parked cars block sight lines and the speed bumps do not slow cars down making walking and cycling more dangerous.
- One respondent suggested that the junction of Ecclesall Road/Gisborne Road is dangerous for cyclists as cars turning right onto Ecclesall Road nudge out and block the cycle lane and requested a segregated cycle lane and a ban on right turns out of Gisborne Road.



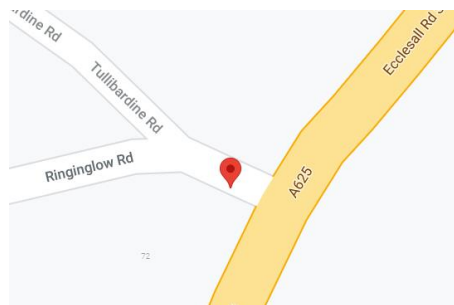
- One respondent requested a zebra crossing on Sharrow Vale Road.
- One respondent requested a pedestrian crossing at the junction of Carter Knowle Road and Ecclesall Road South.
- One respondent requested to close the short stretch of Rustlings Road outside the cafes as these are “duplication turnings”. However, one respondent directly disagreed with the suggestion to close this section of Rustlings Road and suggested the additional turning helps traffic flow on Ecclesall Road.



- One respondent commented that turning right from Ecclesall Road onto Rustlings Road is dangerous for cyclists as they must switch lanes and requested dedicated cycling space.

Concerns

- One respondent commented that the junction of Ecclesall Road/Ringinglow Road/Tullibardine Road is very dangerous, particularly for cyclists and pedestrians.



- One respondent commented that it is hard to cross Ecclesall Road safely due to parked cars, crossings placed hundreds of meters apart and the ‘dual-carriageway’ setup encouraging speeding and red light-jumping.

Surrounding Roads

Concerns

- Two respondents commented that the roads between Psalter Lane and Ecclesall Road, particularly Pinner Road/Hunter House Road/Penrhyn Road, are used as cut throughs.

- Two respondents requested the Council ensure that the proposals do not force more traffic down Pinner Road/Hunter House Road/Penrhyn Road, with one suggesting that these roads are already hazardous and that it is only a matter of time before a child is knocked over.

Suggestions

- One respondent suggested that Pervil Road/Ranby Road/Onslow Road be made into one-way roads in a contraflow fashion to improve safety and traffic flow. Due to on-street parking there is often not enough room for two cars travelling in opposite directions to get past.
- Two respondents commented that the junction of Psalter Lane/Osborne Road/Stretton Road needs a pedestrian crossing.
- One respondent requested traffic calming measures on surrounding streets as traffic inevitably diverts off Ecclesall Road. Suggestion of access only roads or chicanes.

Comments

- One respondent commented that the westbound bus stops on Psalter Lane regularly hold up traffic as traffic must queue behind stopping buses.
- One respondent thanked the Council for the lorry ban on Psalter Lane. Suggestion the road is much nicer now.

Parking

Suggestions

- Two respondents suggested that all parking should be banned along Ecclesall Road. The reasons given included:
 - It will improve air quality; and
 - It will force people to make more sustainable choices.
- One respondent commented that the section of parking between Carter Knowle Road and Dunkeld Road often causes accidents with the bus stop sign and bollards having to be replaced regularly. They suggested painting the parking spaces a different colour from the carriageway.



Concern

- One respondent expressed concern that residents of roads surrounding Ecclesall Road would find it even more difficult to find a parking space if bus lane hours were extended.

Pedestrianisation

- Two respondents suggested pedestrianising Sharrow Vale Road. One suggested the whole of Sharrow Vale Road should be pedestrianised, and the other suggested 'substantial parts' should be pedestrianised. The reasons they gave included:
 - It would allow shops and cafés to spill out into the road;

- It would help improve air quality and safety;
- It would make crossing roads easier; and
- It would make navigation for cyclists easier.

General Comments on Ecclesall Road

Suggestions

- Two respondents requested speed cameras on the stretch of Ecclesall Road between Waitrose and Marks & Spencer.
- One respondent requested that buses along Ecclesall Road be electric as air quality is currently poor.
- One respondent requested a bridge from Hatfield Jaguar to Snuff Mill Lane. Suggestion this would then provide a cycle route from Hunters Bar/Stalkers Lee Road/city centre.
- One respondent commented that a 40mph speed limit along Whirlowdale Road/Abbey Lane/Ecclesall Road South is no longer appropriate given the number of residential properties in the area now.

Concerns

- One respondent commented that the section of Ecclesall Road by Sunnybank Nature Reserve is “hostile” and does not encourage cycling or walking. Their concern is that drivers speed up towards the Moore Street roundabout while the road is wide and dangerous to cross.
- One respondent commented that Ecclesall Road is far too busy with motor traffic and is unpleasant to walk along, go for a meal or sit outside due to the amount of noise and air pollution.
- One respondent commented that pedestrian infrastructure is currently inadequate along Ecclesall Road.
- One respondent commented that they have never understood why Ecclesall Road in the city centre is six lanes wide and a 40mph speed limit. Suggestion it encourages poor driving, speeding, changing lanes and makes cycling dangerous.

Abbeydale Road Bus Priority Corridor

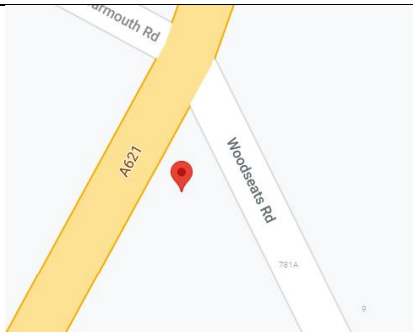
Junctions and Crossings

Suggestions

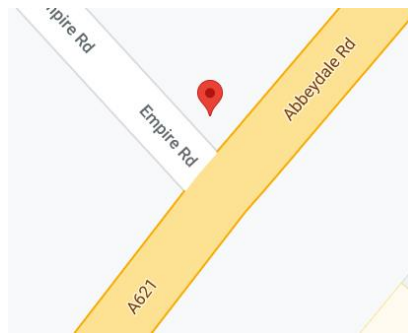
- Three respondents requested a dropped kerb at the top of Whirlowdale Road to improve accessibility for wheelchair users and cyclists.



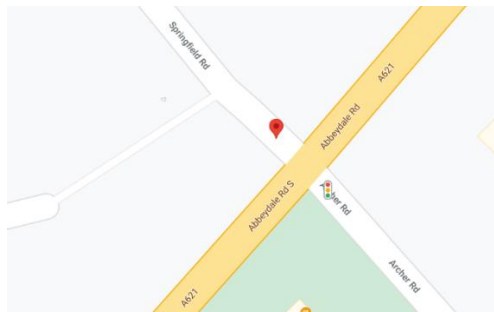
- Three respondents commented that it is impossible to turn right from Abbeydale Road onto Woodseats Road heading towards the city centre. One respondent suggested having a right-turn only lane with a dedicated set of traffic lights.



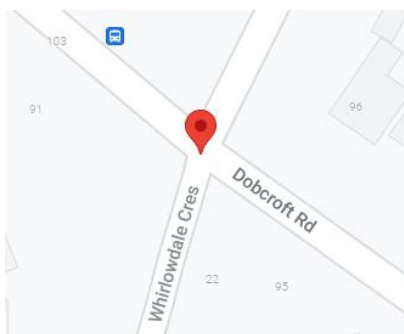
- Three respondents requested a controlled pedestrian crossing at the junction of Sheldon Road/Abbeydale Road.
- Two respondents requested a wider, continuous crossing at the Abbeydale Road/Empire Road crossing as Empire Road to Bedale Road is a standard feeder route to the Sheaf Valley Cycle Route.



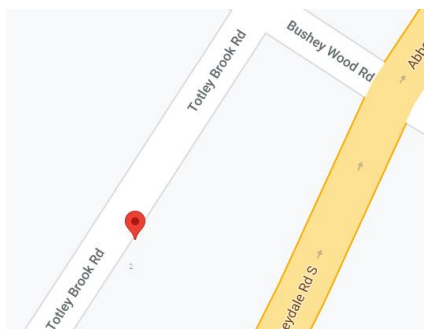
- One respondent commented that the junction of Abbeydale Road/Springfield Road/Archer Road is poor for pedestrians as it not controlled for those crossing Springfield Road and Archer Road.



- One respondent commented that the junction of Dobcroft Road and Whirlowdale Crescent is a major crossing point for accessing Dobcroft Primary and Junior schools. Request for a humped zebra crossing.



- One respondent requested a controlled pedestrian crossing from Ecclesall Woods to Millhouses Park across Abbeydale Road South. Suggestion to place planters on the central carriageway divider here too.
- One respondent commented that the junction of Abbeydale Road South/Totley Brook Road/Bushey Wood Road is a 'nightmare', particularly with school traffic. Suggestion to close the Totley Brook Road/Bushey Wood Road junction and giving Totley Brook Road its own junction with Abbeydale Road South.



- One respondent requested a continuous crossing across Troutbeck Road to give pedestrians priority and increase safety.
- One respondent requested improved crossings around the Tesco Superstore with another suggesting a 20mph speed limit on the Tesco Superstore access road.

Concern

- One respondent commented that an issue with the junction of Abbeydale Road South/Abbey Lane is that people wishing to turn right must wait until there is a red light and then turn in quickly before traffic flows in the other direction. Through traffic also often jumps red lights.

Abbeydale Road/Bannerdale Road/Archer Road Crossing

Concerns

- 11 respondents commented that crossing Archer Road at the Archer Road/Bannerdale Road/Abbeydale Road junction is very difficult and dangerous.



- Three respondents commented that with Mercia School increasing in size, many children will need to cross the junction. Two respondents commented that the signal-controlled crossings 100 meters apart on either side is not a viable option.
- One respondent commented that it is well known that several elderly people have had frightening encounters with vehicles turning off Abbeydale Road onto Archer Road.
- One respondent commented that there are no right-turn arrangements for vehicles on the main road in the traffic-light system which encourages red light jumping and dangerous driving.

- Suggestion that the red-light enforcement cameras do not work as the respondent regularly sees people running red lights without consequence.

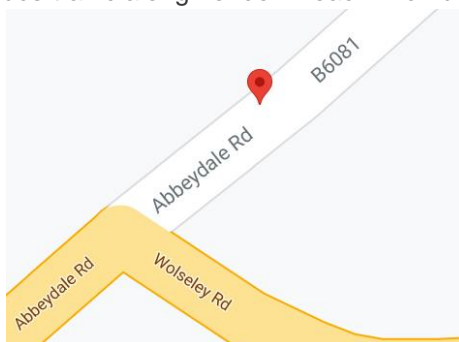
Suggestions

- Three respondents suggested a modal filter or a one-way system northbound on Bannerdale Road, as well as permit parking in the area. Suggestion this would calm through traffic in the Carter Knowle area, complement the nearby school street and improve the reliability of the 86 bus.
- One respondent commented that it is difficult and dangerous to cross the Archer Road/Bannerdale Road/Abbeydale Road junction because of the time between lights changing. Suggestion that the respondent has seen many less able-bodied pedestrians get stuck here for long periods of time in the past and a signal-controlled crossing would make a big difference.
- One respondent commented that improvements are needed at this junction beyond a “money grabbing” red light enforcement camera to improve safety.
- Suggestion there should be at least three pedestrian crossings here when there is only one.

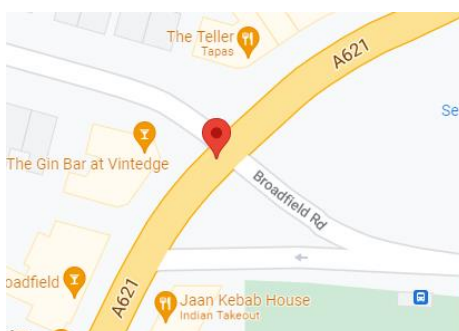
Bus Lane

Suggestions

- Two respondents suggested having a northbound bus gate at the junction of Abbeydale Road/Wolseley Road to reduce traffic along London Road which buses get stuck in.



- One respondent commented that there is little point in the section of bus lane which goes across the junction of Abbeydale Road/Sheldon Road/Broadfield Road. Suggestion a road layout redesign could address parking issues and provide a signal-controlled crossing.



- One respondent requested camera enforcement of the stretch of northbound bus lane at the junction of Abbeydale Road/Bannerdale Road/Archer Road as people use the bus lane as a left filter lane and queue back to Tesco in the mornings.

Concern

- One respondent commented that the bus lane on Abbeydale Road South is the straight-on lane for other traffic which causes confusion for drivers unfamiliar with the road.

Parking

Concerns

- Five respondents commented that the stretch of road outside Millhouses Park has become constantly blocked by parked cars since parking charges were introduced in the car parks. Suggestion this is dangerous for cyclists.
- Four respondents suggested that the parking in front of the row of shops at the Abbeydale Road/Edgedale Road junction is poorly laid out and forces cars to park on the footway, removing pedestrian space and making air quality poor. They stated that although it is part of the bus lane restrictions, it consistently has cars parked there during these times.



- Two respondents commented that the section of pavement between Chinese Fireworks Co. and TinTin restaurant has become an unofficial car park, with cars using the pedestrian crossing's dropped kerb to access the pavement.
- One respondent commented that parking restrictions are never enforced along Abbeydale Road, such as parking in bus stops and zig zag lines. Suggestion this has meant additional parking at the expense of a reliable bus service.
- One respondent commented that Dobcroft Road often becomes congested with parked vehicles, which restricts bus access along the road.
- One respondent commented that putting yellow lines on the corner of Sherwood Glen would encourage more people to park further down the road to access Ecclesall Woods.

Suggestions

- Three respondents commented that after 4pm, cars park illegally outside takeaways on London Road, particularly around the junction with Sharrow Lane; this is never enforced and makes cycling dangerous. Suggestion to have bollards or railings which stretch that length of pavement.
- One respondent suggested to have a small amount of metal fencing around bus stops, with a gap big enough for passengers to alight, in order to prevent people from opening their car doors. Suggestion this would discourage people from parking in bus stops.
- One respondent requested that the north car park in Millhouses Park is maintained as it is full of potholes and craters. Suggestion that if there were marked spaces, a flat surface and it was free, it would be used more rather than congesting Abbeydale Road.

Comments

- One respondent commented that the reason Abbeydale Road is doing so well is because customers are able to park outside the shop they want to visit.

Cycling

Concern

- Two respondents commented that Baslow Road is a popular cycling route, however, south of the junction with Abbey Lane the road is narrow and dangerous. Suggestion the approach to Dore and Totley train station is where one respondent feels most unsafe between the city centre and Dore.
- One respondent commented that the cycle lane at the junction with Abbey Lane and Abbeydale Road South is constantly violated because the car lane is too small to fit a car.



Suggestion

- One respondent commented that the whole of Abbeydale Road is dangerous to cycle along with fast vehicles, close passes, open car doors, despite it being a key arterial route. Suggestion that any bus improvements should include cycling and walking improvements.
- One respondent suggested that the dual carriageway section of Abbeydale Road, stretching from Millhouses Park to Abbey Lane, should be made safer for cyclists to use.
- One respondent requested a segregated cycle lane from The Broadfield to the ring road to alleviate the “dangerous conditions” that put many off cycling.
- One respondent commented that it would be nice to be able to cycle more safely along Abbeydale Road.
- One respondent suggested that HGVs be rerouted from Abbeydale Road to encourage cycling.
- One respondent commented that it would be nice if the cycle track to the south-west of Broadfield Park linked into something.



- One respondent suggested that there should be a cycle track through Millhouses Park, joining into the Sheaf Valley Cycle Route. Suggestion there are enough alternative potential cycle routes without taking space away from the motorist.

General Comments

Bus Network

Fares/Times

- One respondent commented that reliability and affordability are the two main pillars of a good bus network. Suggestion that it won't matter what the Council do with regards to parking and bus lanes if buses remain expensive and unreliable.
- Suggestion for all buses to charge a low, flat fee similar to London. Suggestion this would ease traffic hold-ups as people fumble for change or take fare advice.
- One respondent commented that public transport should be free.
- One respondent commented that buses are too expensive unless you are an OAP.
- One respondent suggested that the 76, 78, 96 and 98 bus times need to be staggered as they generally all turn up at once in convoy.

General Comments

- Two respondents suggested taking the bus network back into public ownership to ensure a more efficient service.
- One respondent commented that the issue with bus usage is that the majority of buses are single decker meaning it is difficult to maintain social distancing.

Businesses

- Seven respondents commented that small businesses will be put out of business by extending bus lane hours because no one will be able to park to patronise the businesses.
- Two respondents commented that the businesses along Abbeydale Road and Ecclesall Road are known as independent, vibrant and interesting which are tourist attractions. Suggestion additional parking restrictions would kill them off.
- One respondent suggested Fargate is now empty because it was pedestrianised.

Bus Stops

- Request to make all bus stops have a live feed which is accurate. Suggestion even those bus stops which currently have a live feed are not accurate.
- One respondent commented that all Sheffield bus stops are dilapidated and should be replaced.

Parking

- Two respondents commented that should these plans go ahead in full, there should be new car parks on Abbeydale Road and Ecclesall Road to allow people to park and support businesses.

Cycling

- One respondent commented that it is important to show how these corridors connect into other cycling and walking schemes proposed as part of Connecting Sheffield.

Through Traffic

- One respondent commented that boy racers use Dobcroft Road to cut between Abbeydale Road and Ecclesall Road. Request for traffic calming measures along the road.

General Comments

- One respondent commented that private SUVs should be banned from residential roads and included in the Clean Air Zone charging.
- One respondent suggested there are too many changes which benefit the cyclist at the expense of the motorist.

Consultation

- One respondent commented that they like this style of consultation.

Section 9: Influence of Consultation on Proposals

The comments received during the **Connecting Sheffield: Abbeydale Road and Ecclesall Road** consultation have been carefully considered by Sheffield City Council to identify whether the issues raised could be addressed during the development of the proposals through the Outline Business Case and future Full Business Case stages.

Early engagement with stakeholder groups and the public has played an important role in designing a scheme that will improve bus infrastructure between areas southwest of the city to encourage and enable more people to choose public transport and support the wider ambitions of Connecting Sheffield. The concerns and interests of nearby residents and businesses are being taken into account and continued engagement will further support scheme development.

The proposals around bus priority at traffic lights, and improvements to junctions and crossing points, were shown strong support from respondents who commented on these elements of the scheme.

Helpful points were raised through this consultation in relation to the potential impact of some aspects of the proposals on businesses and on parking in the local area. The desire for safer pedestrian and cycling facilities along the two roads, particularly in relation to junctions and crossings, came through strongly as did concern for the environment and public safety. These comments have been taken on board and are being considered by the scheme design team as they develop the Outline Business Case for the scheme.

Section 10: Appendix

Appendix 1 – Connecting Sheffield: Abbeydale Road and Ecclesall Road Commonplace Tile

Abbeydale Road and Ecclesall Road

3128 comments

The consultation on Connecting Sheffield: Abbeydale Road and Ecclesall Road closed on Friday 21 January 2022.

Introduction

Connecting Sheffield: Abbeydale Road and Ecclesall Road is a project being brought forward to give greater priority to buses on the southwest side of Sheffield. This would help reduce delays for people travelling on public transport to and from the area.

If we're going to tackle climate change and reduce emissions, we need to provide more sustainable options for travel in our city. By making changes to support more reliable public transport services, we can help encourage people to choose this way of getting about instead of using private vehicles.

Greater priority for buses would help to reduce congestion, and in turn air pollution. It would also improve access to leisure and work opportunities around Abbeydale Road and Ecclesall Road, as well as in the city centre and beyond. This scheme ties in with other work we are doing to help improve public transport such as the [South Yorkshire Bus Service Improvement Plan](#).

Click [here](#) to see a map showing the full extent covered by the project. More detailed maps of key areas where changes are proposed are provided further down this page.

What we're proposing

We'd like to gather your views on a set of **proposals** to give buses more priority along Abbeydale Road and Ecclesall Road. Bus priority systems would be installed at every set of traffic lights along the two bus routes. Buses would be detected on their approach and given a green light so that they can continue through all junctions and crossings. This would help to provide more consistent journey times for people catching the bus. Click [here](#) to see a map of the proposed bus priority systems.

Alongside bus priority systems, we are also proposing additional improvements to some junctions and roundabouts along Abbeydale Road and Ecclesall Road to help traffic flow more freely. Details of these changes can be found in the sections further below.

We'd also like your views on some **initial ideas** to make changes to bus lane hours of operation, and bus stops, as well as to the way in which parking, waiting, and loading restrictions are enforced. More detailed information is provided on this further down the page.

We'd also like your views on some **initial ideas** to make changes to bus lane hours of operation, and bus stops, as well as to the way in which parking, waiting, and loading restrictions are enforced. More detailed information is provided on this further down the page.

How we're going to engage with local people

For this project, we're undertaking two phases of engagement to look at where we can make improvements to our proposals. We are currently asking for feedback on proposals and initial ideas to check we've considered everything necessary before we undertake a more formal consultation.

Below is a timeline which sets out the two phases of consultation, their timescales and what we will be asking for feedback on.

Timeline of Engagement

November/December 2021

First phase of engagement on **proposals** for bus priority systems and improvements to junctions and roundabouts along Abbeydale Road and Ecclesall Road. Engagement on **initial ideas** for changes to bus stops, bus lane hours of operation, and the enforcement of parking, waiting and loading restrictions.

2022

Formal consultation through Traffic Regulation Orders (TRO) on **proposals** for changes to bus stops, bus lane hours of operation, and the enforcement of parking, waiting and loading restrictions. Formal consultation also on **refined proposals** for bus priority systems and improvements to junctions and roundabouts.



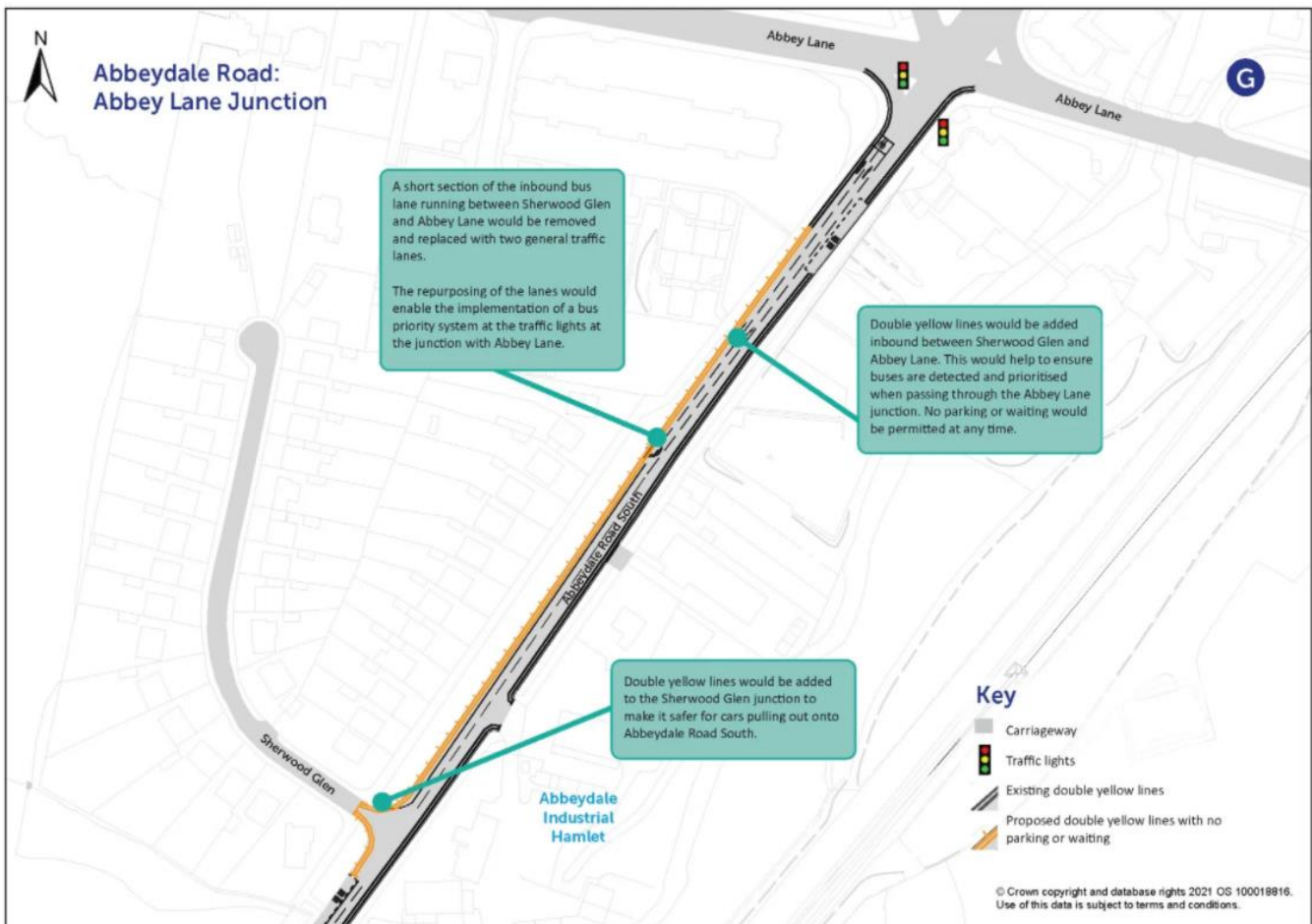
Proposals for Abbeydale Road junctions

To provide more consistent bus journey times along Abbeydale Road, we're proposing improvements to some key junctions. Details of these proposed improvements are provided below.

Abbey Lane Junction

To improve traffic flow and reduce congestion, a short section of the inbound bus lane running between Sherwood Glen and Abbey Lane would be removed and replaced with two general traffic lanes. Fewer cars would need to swap lanes when turning left at this junction, which would make it easier for buses travelling straight ahead. Double yellow lines would also be added inbound between Sherwood Glen and Abbey Lane to ensure the junction operates smoothly.

The map below illustrates the measures that would be implemented at this junction.



Springfield Road Junction

To help detect buses on the approach to this junction, and give them a green light, we're proposing some changes to the traffic lanes and bus stops located between Knaresborough Road and the Millhouses Pub, in both directions. The inbound bus lane running between Knaresborough Road and Springfield Road would be removed and replaced with two general traffic lanes. This would reduce the need for cars to swap lanes when turning left at this junction, improving traffic flow.

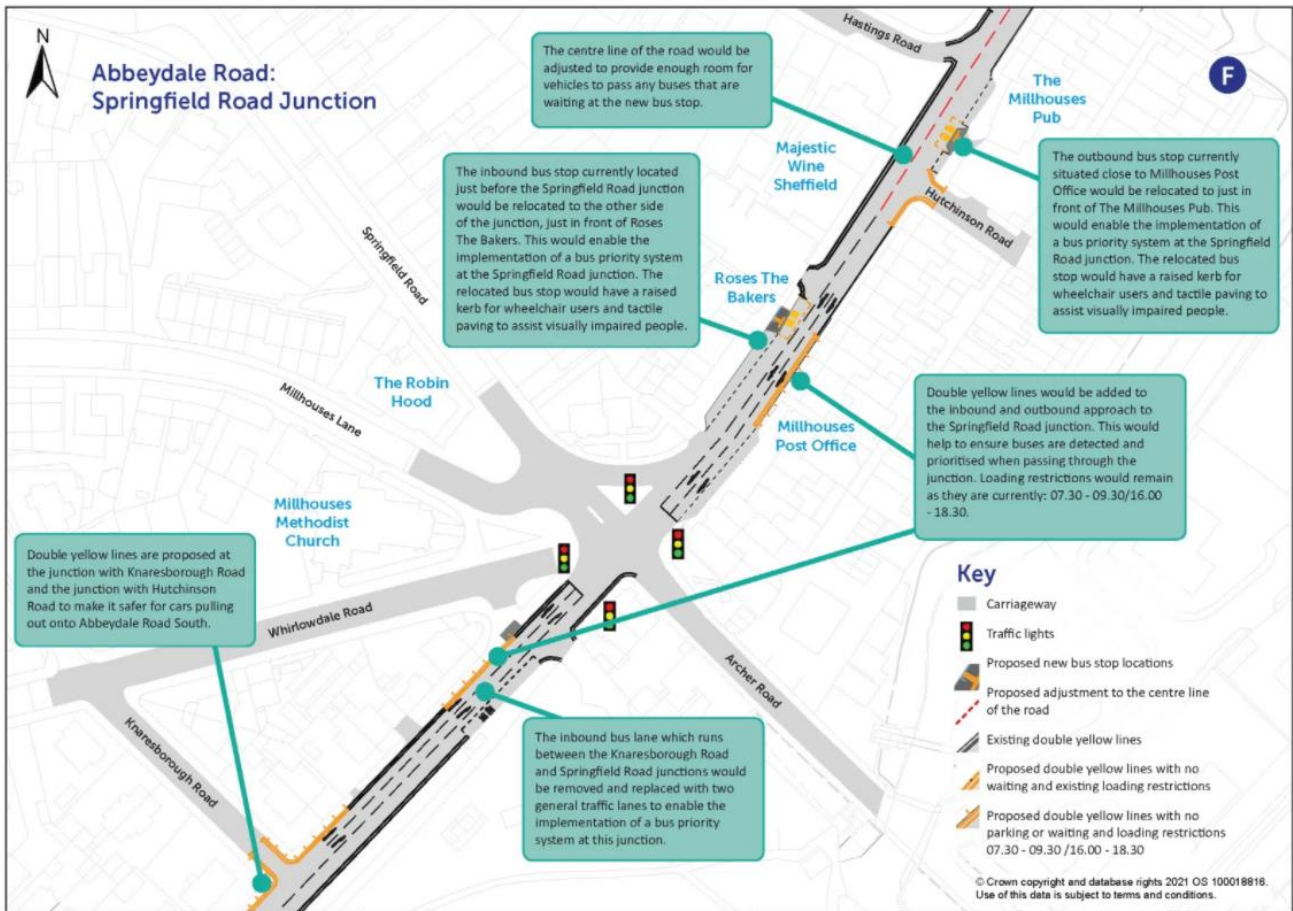
So that buses are properly detected and prioritised when passing through the traffic lights, the inbound bus stop and outbound bus stop located closest to the junction would be relocated.

The inbound bus stop just before the Springfield Road junction would be relocated to the other side, just in front of Roses The Bakers. The outbound bus stop situated close to Millhouses Post Office would be relocated to just in front of The Millhouses Pub.

The centre line of the road would also be adjusted to provide enough room for vehicles to pass any buses that are waiting at the bus stops – helping to maintain the flow of general traffic.

Finally, to further reduce hold ups for buses, double yellow lines would be added in places along both sides of the road between the Knaresborough Road junction and the Hutchinson Road junction. These are either at side road junctions or where the bus stop clearway is being removed (because the bus stop is moving). Loading restrictions would remain as they are currently (between 7.30am and 9.30am, and between 4pm and 6.30pm).

The map below illustrates the measures that would be implemented at this junction.

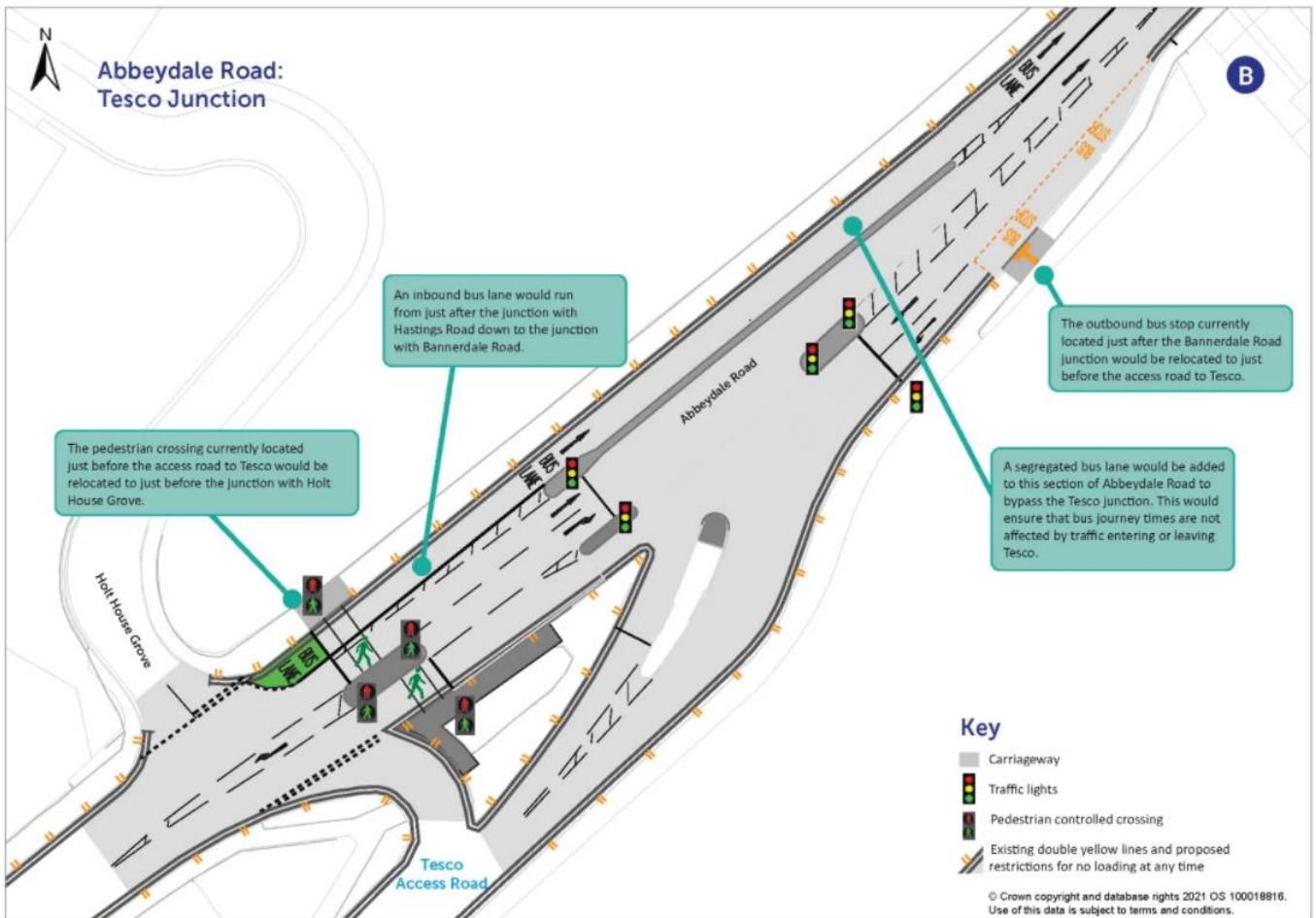


Tesco Junction

So that bus journeys are not affected by traffic entering or leaving Tesco, a segregated bus lane would be added to bypass the traffic lights. The bus lane would run from just after the junction with Hastings Road down to the junction with Bannerdale Road.

To enable the new layout at this junction, the pedestrian crossing located just before the access road to Tesco would also be relocated to just before the junction with Holt House Grove.

The map below illustrates the measures that would be implemented at this junction.



Bannerdale Road Junction

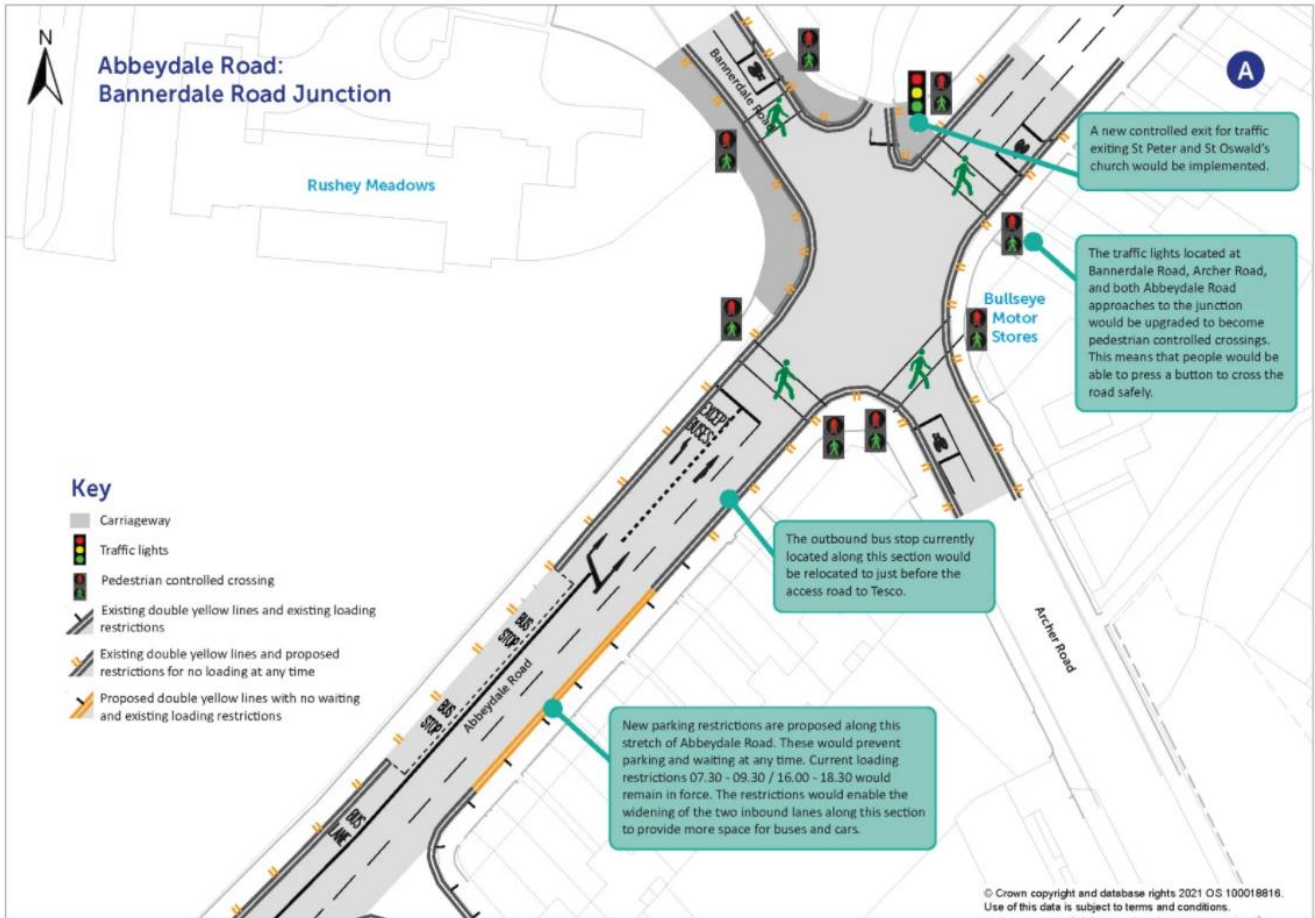
To make it safer for people trying to cross the road at this junction, the traffic lights located at all four approaches to the junction would be upgraded to become controlled pedestrian crossings. This means that people would be able to press a button to cross the road.

A new controlled exit for traffic leaving St Peter and St Oswald’s church would also be put in place, with new traffic lights added.

The two inbound lanes running between Archer Road and Troutbeck Road would be widened so that there is more space for buses and cars. To accommodate this change, new parking restrictions are proposed outbound along a section of this stretch of road. Parking and waiting would be restricted at all times, while current loading restrictions 07.30 - 09.30 / 16.00 - 18.30 would remain in place.

The outbound bus stop currently located just after the Bannerdale Road junction would also be relocated to just before the access road to Tesco. This has to be done to enable the new layout at Bannerdale Road and the Tesco junction.

The map below illustrates the measures that would be implemented at this junction.



St Mary's Gate

We're also proposing to change the crossing close to Boston Street on London Road so that pedestrians can cross the road in one go without needing to wait in the middle.

Proposals for Ecclesall Road roundabouts

To provide more consistent journey times along Ecclesall Road, we're proposing to make improvements at two key roundabouts: Moore Street and Hunters Bar. Details of these proposed improvements are provided below.

Hunters Bar Roundabout

To allow a smoother flow of traffic between Hunters Bar roundabout and Rustlings Road, we're proposing some changes to the bus lanes and bus stops along this stretch.

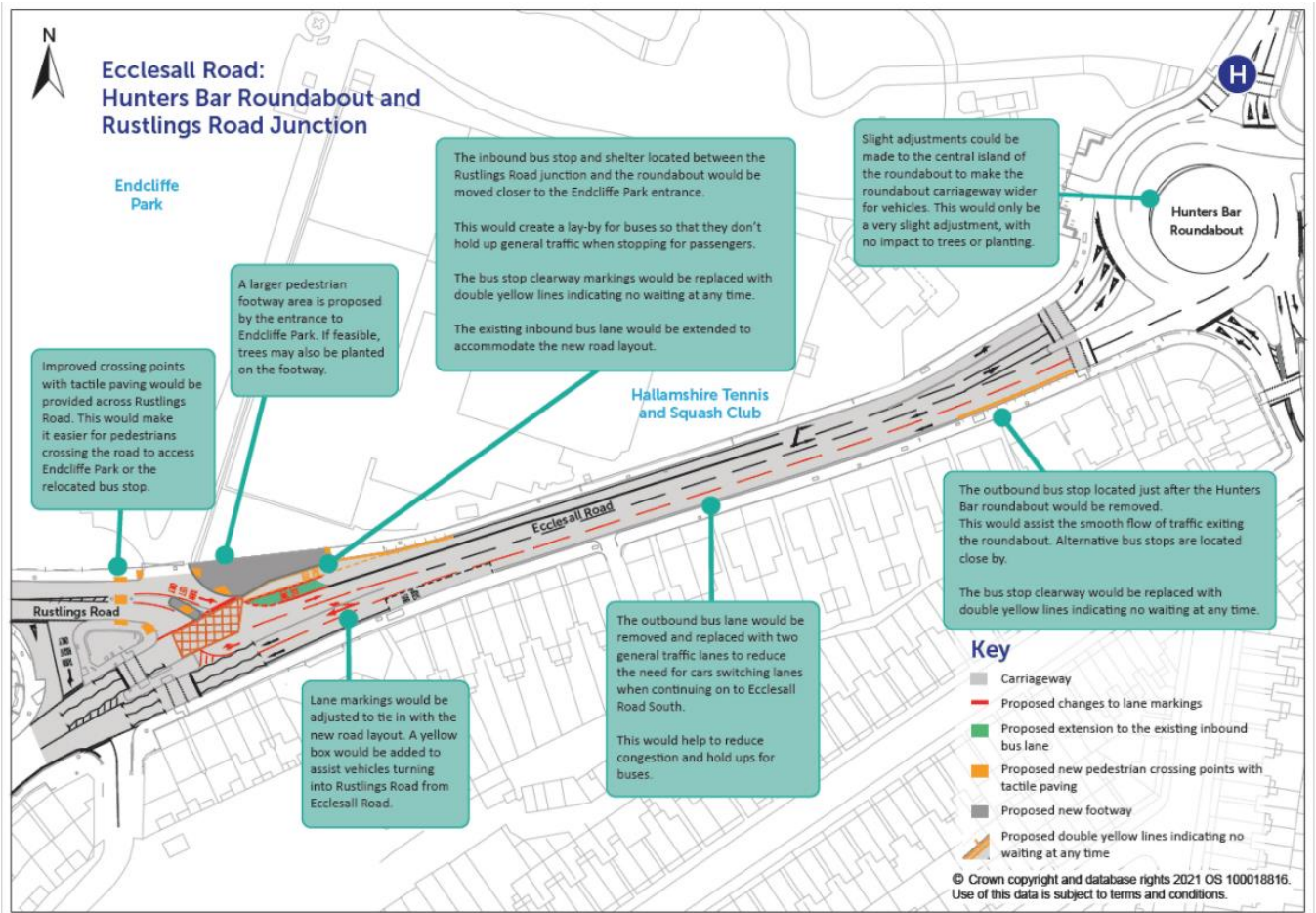
The outbound bus lane would be removed and replaced with two general traffic lanes to reduce the need for cars switching lanes immediately when coming off the roundabout onto Ecclesall Road. This would help to reduce congestion and queueing back on to the roundabout.

The outbound bus stop located just after the roundabout would be removed to further assist the smooth flow of traffic progressing from the roundabout. Alternative bus stops are available nearby. All the buses which currently use this bus stop also stop in front of Trinity United Reformed Church opposite Rustlings Road (130m away). They also already stop either on Ecclesall Road at Neill Road (150m away) or at the bottom of Brocco Bank (130m away).

The inbound bus stop located here, in front of the Hallamshire Tennis and Squash Club, would be relocated a little further back along the road, so that it sits closer to the entrance to Endcliffe Park. We would create a layby for buses stopping to pick up and set down passengers, so that they don't hold up general traffic. The relocated bus stop would continue to serve all the bus services that use the existing stop.

A pedestrian crossing (dropped kerbs and tactile paving) would be provided across the top of Rustlings Road. This would allow pedestrians to cross this wide junction more easily, providing safer access to Endcliffe Park, the relocated bus stop and for walking along Ecclesall Road.

The proposals are shown on the map below.

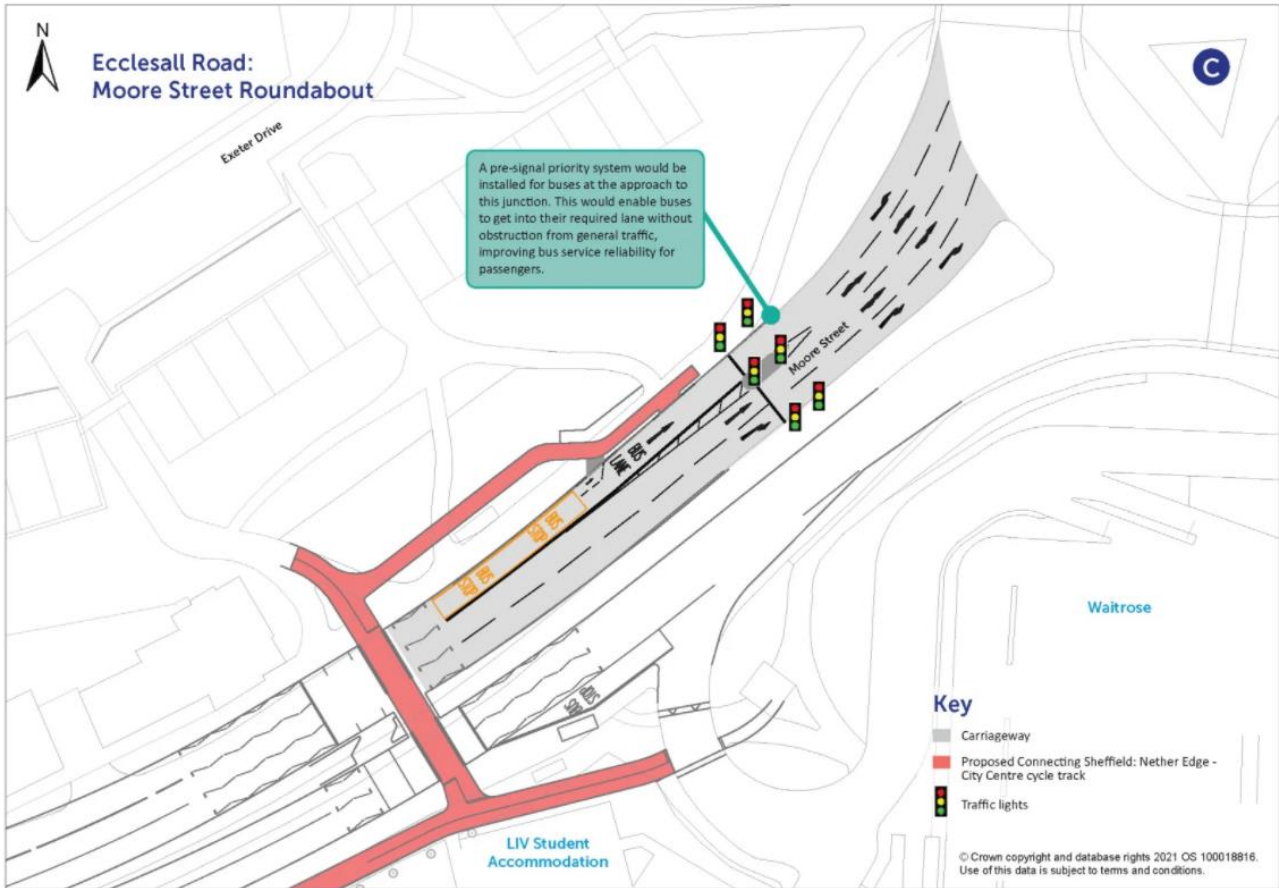


Moore Street Roundabout

A pre-signal priority system would be installed just before the roundabout to allow buses to approach it ahead of the general traffic.

As part of the Connecting Sheffield: Nether Edge – City Centre project, changes are proposed to the central reserve at the crossing in front of the LIV student accommodation. If these changes go ahead, the inbound bus stop and existing cycle exit would be relocated to allow for this.

The map below illustrates the measures that would be implemented at this roundabout.



Initial ideas for further changes to Abbeydale Road and Ecclesall Road

As well as the proposals we've outlined above, we've also got some initial ideas around changes to bus stops, bus lane hours of operation and the enforcement of parking, waiting and loading restrictions.

We are seeking your views now to inform a formal consultation in 2022.

Changes to bus lane hours of operation

We're also looking into various options to provide more consistent bus journey times outside of the traditional peak hours, as delays at other times can have a severe impact on bus travel. We're considering extending the current bus lane operating hours along Abbeydale Road and Ecclesall Road and we'd like to find out what people think of 12-hour bus lanes, operating from 7am to 7pm. We'd also like to know your views on bus lanes operating on Saturdays and Sundays to help address congestion issues at the weekend.

We will use the outcome of this initial stage of consultation, along with other research, to bring forward options to extend bus lane hours for consultation at a later date, in 2022.

Any changes to the bus lane operating hours would impact on parking – we are currently undertaking surveys to help us determine what that impact would be.

Upgrades to bus stops

We're also considering upgrading bus stops along Abbeydale Road and Ecclesall Road to provide a more pleasant environment for people waiting to catch the bus.

These improvements could mean the removal of a handful of parking spaces in some locations. Some of the plans for bus stop improvements are dependent on bus lane operating hours and would be consulted on alongside that at a later date, in 2022.

The proposed upgrades under consideration could include:

- making the area where buses pull in at bus stops larger so that they have more space to stop
- adding some shelters to improve the experience for bus users
- providing clearer and more visible boarding points for people waiting to get on a bus

Please do let us know where you think bus stops could be improved and how.

Changes to the enforcement of parking, waiting and loading restrictions

The third change that we are considering is replacing yellow lines with red lines along sections of Abbeydale Road and Ecclesall Road. These are called red routes. You may well have seen them elsewhere but, at the moment, they are not much used in Sheffield.

The difference between red lines and the traditional yellow lines is that they enable more effective enforcement of parking restrictions through the use of cameras.

The details of possible locations for red lines would be considered following this engagement period and would be consulted on formally through a Traffic Regulation Order (TRO) at a later date, in 2022.

Share your views

Please share your feedback on these proposals and initial ideas by completing the survey below. You can use the freeform box at the end of the survey to provide additional comments on any of the questions.

Appendix 2 – Abbeydale Road Stakeholder Postcard

Have your say

Help shape plans to improve travel by public transport in your area.

We need to improve public transport on **Abbeydale Road** as part of Sheffield's plans to help reduce pollution, congestion and our carbon footprint.

We're proposing changes that will help to provide more consistent bus journey times - transforming access to employment and leisure opportunities in your area and in the city centre and beyond.

We also want to gather your views on potential changes to bus stops, bus lane hours of operation and the enforcement of parking, waiting and loading restrictions. Your views will be used to refine our plans ahead of a formal consultation in 2022.

www.connectingsheffield.commonplace.is



CONNECTING SHEFFIELD
Better travel choices

Abbeydale Road

Let us know what you think

We want to share our plans with local residents and businesses to understand your views before we progress further.

We are making information available on a dedicated website, where you can find out more and share your thoughts.

You can view the plans by visiting:
www.connectingsheffield.commonplace.is

If you do not have access to the internet, or need information providing in an alternative format or language, please call us on 0808 196 5105 and we can arrange to send information to you in the post.

You can also ask questions and provide feedback via freephone, freepost or email.

 info@connecting-sheffield.co.uk
 **0808 196 5105**
 **Freepost Connecting SHF**

This consultation is open until Thursday 16 December 2021.

Return address if undelivered: 5th Floor, St. James House, Vicar Lane, Sheffield S1 2EX



Appendix 3 – Ecclesall Road Stakeholder Postcard

Have your say

Help shape plans to improve travel by public transport in your area.

We need to improve public transport on **Ecclesall Road** as part of Sheffield's plans to help reduce pollution, congestion and our carbon footprint.

We're proposing changes that will help to provide more consistent bus journey times - transforming access to employment and leisure opportunities in your area and in the city centre and beyond.

We also want to gather your views on potential changes to bus stops, bus lane hours of operation and the enforcement of parking, waiting and loading restrictions. Your views will be used to refine our plans ahead of a formal consultation in 2022.

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Appendix 4 – Letter to Businesses – Ecclesall Road



10 November 2021

Re: Help us shape plans to improve travel by public transport in your area

Dear Sir/Madam,

We're contacting you on behalf of Sheffield City Council to make you aware of proposals to give buses more priority along Ecclesall Road.

You may have seen that Sheffield City Council launched Connecting Sheffield (www.connectingsheffield.commonplace.is) to transform how we travel, making it easier to safely cycle and walk, and giving more priority to public transport to improve services.

Public transport needs to be a more attractive option for people living in, working in, and visiting the area for Sheffield to reduce pollution, congestion, and carbon emissions.

The **Connecting Sheffield: Abbeydale Road and Ecclesall Road proposals** would give more priority to buses. This would help deliver more consistent journey times, transforming access to employment and leisure opportunities across the area, and making bus journeys more competitive with private car travel.

As well as these proposals, we have some **initial ideas** about potential changes to bus lane hours of operation, bus stops, and the enforcement of parking, waiting, and loading restrictions.

We are now seeking views on both our **proposals** and our **initial ideas** to give buses more priority. These views will be used to shape definitive proposals for statutory consultation in 2022.

Have your say

As a business located near to these proposals, we'd like to hear your views. We are making information available on a dedicated website, where you can find out more and share your thoughts.*

You can view the proposals and provide feedback at:
www.connectingsheffield.commonplace.is

You can also ask questions and provide feedback via freephone, freepost or email.

Email us at: info@connecting-sheffield.co.uk

Give us a call on: 0808 196 5105

Write to us at: Freepost Connecting SHF

This consultation is open until Thursday 16 December 2021.

Thank you for taking the time to read this letter and we look forward to hearing from you.

Yours sincerely,

The Connecting Sheffield Team

*If you do not have access to the internet or need information providing in an alternative format or language, please call us on 0808 196 5105 and we can arrange to send information to you in the post.



**counter
context**

Appendix 5 – Letter to Businesses – Abbeydale Road



10 November 2021

Re: Help us shape plans to improve travel by public transport in your area

Dear Sir/Madam,

We're contacting you on behalf of Sheffield City Council to make you aware of proposals to give buses more priority along Abbeydale Road.

You may have seen that Sheffield City Council launched Connecting Sheffield (www.connectingsheffield.commonplace.is) to transform how we travel, making it easier to safely cycle and walk, and giving more priority to public transport to improve services.

Public transport needs to be a more attractive option for people living in, working in, and visiting the area for Sheffield to reduce pollution, congestion, and carbon emissions.

The **Connecting Sheffield: Abbeydale Road and Ecclesall Road proposals** would give more priority to buses. This would help deliver more consistent journey times, transforming access to employment and leisure opportunities across the area, and making bus journeys more competitive with private car travel.

As well as these proposals, we have some **initial ideas** about potential changes to bus lane hours of operation, bus stops, and the enforcement of parking, waiting, and loading restrictions.

We are now seeking views on both our **proposals** and our **initial ideas** to give buses more priority. These views will be used to shape definitive proposals for statutory consultation in 2022.

Have your say

As a business located near to these proposals, we'd like to hear your views. We are making information available on a dedicated website, where you can find out more and share your thoughts.*

You can view the proposals and provide feedback at:
www.connectingsheffield.commonplace.is

You can also ask questions and provide feedback via freephone, freepost or email.

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Thank you for taking the time to read this letter and we look forward to hearing from you.

Yours sincerely,

The Connecting Sheffield Team

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**counter
context**

Appendix 6 – Stakeholder Presentation



Abbeydale Road and Ecclesall Road

Stakeholder Briefing: November 2021



What is Connecting Sheffield?

Connecting Sheffield is a long-term approach that aims to transform the transport infrastructure that people use to get around the city as part of their everyday lives.

- Feedback from Sheffield City Council's Transport Vision Consultation showed that our current transport infrastructure and system needs to be better.
- We know that we need to create better transport infrastructure so people can get around more easily and in a way that meets their needs.
- Many people feel that travelling by car is the only realistic option and therefore we need to provide attractive and realistic alternatives.
- Better transport infrastructure is needed if we are to:
 - Help the city to function better and improve our streets and neighbourhoods by reducing traffic congestion
 - Help address climate change and improve air quality
 - Increase growth and associated opportunities to access employment
 - Improve public health



2022 ©

Transforming Cities Fund

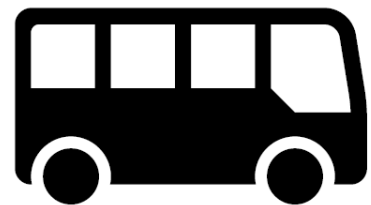
- Forms part of Government's Industrial Strategy and will fund the first phase of Connecting Sheffield
- Up to £55 million of funding for Sheffield from overall Sheffield City Region funding pot worth £166 million
- Focused on connecting people to key areas of employment and economic activity
- Tight turn around for delivery, with completion required by March 2023
- Subsequent funding streams will align under Connecting Sheffield

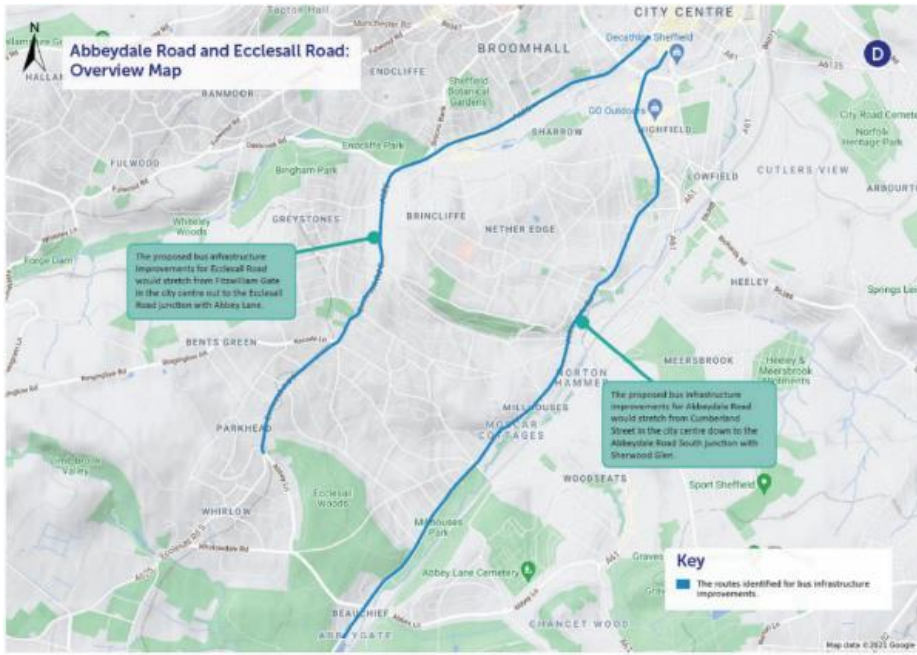


Connecting Sheffield: Abbeydale Road and Ecclesall Road - Key elements

This scheme would give more priority to buses travelling through the southwest side of Sheffield. It would aim to:

- **Improve service reliability**, making bus travel more attractive for people visiting Abbeydale Road, Ecclesall Road and the city centre and beyond.
- Provide more **consistent bus journey times** for commuters.
- **Transform access** to new employment, retail and leisure opportunities created by **city centre developments** like Heart of the City and West Bar.
- Play a part in reducing car use, leading to **less congestion** and **air pollution**.





Overview Map



Timeline for engagement

Autumn/Winter 2021 - First Phase of Engagement

Have your say on:

- **proposals** for bus priority systems and improvements to junctions and roundabouts
- **initial ideas** for changes to bus stops, bus lane hours of operation, and the enforcement of parking, waiting and loading restrictions.



Next year/2022 - Second Phase of Engagement

Feedback from the first phase will be used to shape more refined proposals which will be formally consulted on.



Proposals for Ecclesall Road



Bus priority systems

- **Bus priority systems** would be implemented at all traffic lights along Ecclesall Road.
- Buses would be detected on their approach and given a **green light** through all junctions and crossings.



Overview Map of Bus Priority at Traffic Lights



Hunters Bar Roundabout and Rustlings Road

To improve the flow of traffic and reduce hold ups for buses between Hunters Bar Roundabout and Rustlings Road, the following changes are proposed:

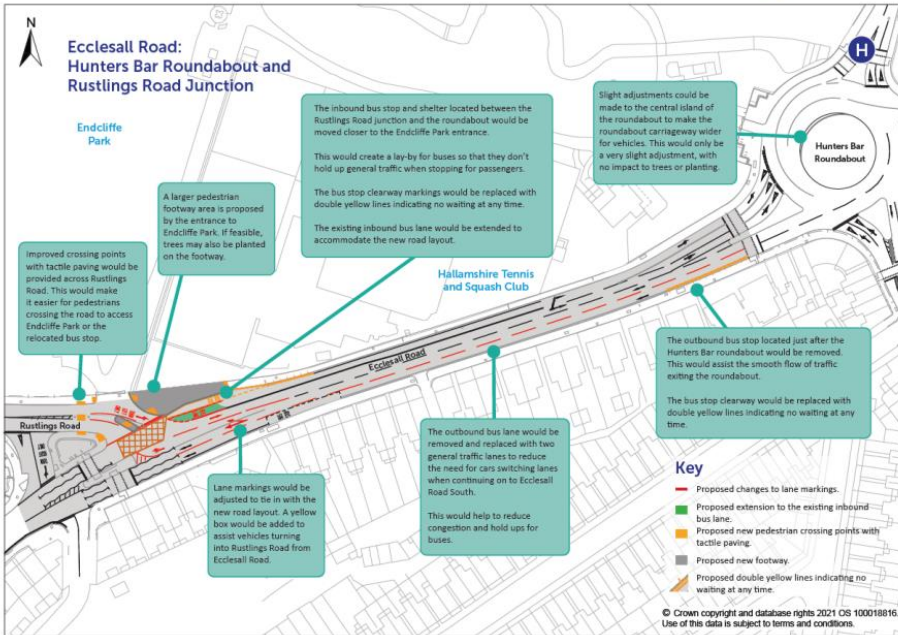
- The **outbound bus lane would be removed to reduce the need for cars switching lanes** when continuing on to Ecclesall Road South.
- The **outbound bus stop on this stretch would also be removed.**
- The **inbound bus stop along this stretch would be relocated closer to the Endcliffe Park entrance. This would create a lay-by for buses away from traffic.**
- A **pedestrian crossing would be provided across the top of Rustlings Road. This would make it safer for pedestrians crossing this wide junction.**



Rustlings Road junction with Ecclesall Road (image courtesy of Google Maps)



Hunters Bar Roundabout and Rustlings Road



The outbound bus lane **would be removed and replaced with two general traffic lanes.**

The outbound bus stop located just after the roundabout **would be removed.**

The inbound bus stop and shelter **would be relocated** closer to the Endcliffe Park entrance, **creating a lay-by** for buses.

Improved crossing points would be provided across Rustlings Road.



Moore Street Roundabout

To enable a faster approach to this roundabout for buses, the following improvement is proposed:

- A **pre-signal priority system** would be installed on the approach to the junction so that buses can get in lane without obstruction from general traffic.

As part of the Connecting Sheffield: Nether Edge – City Centre scheme, the following is also proposed for this stretch of road:

- Changes would be made to the central reserve at the crossing in front of the LIV student accommodation. If these changes go ahead, the inbound bus stop and existing cycle exit **would be relocated** to allow for this.



Approach to Moore Street Roundabout (image courtesy of Google Maps).



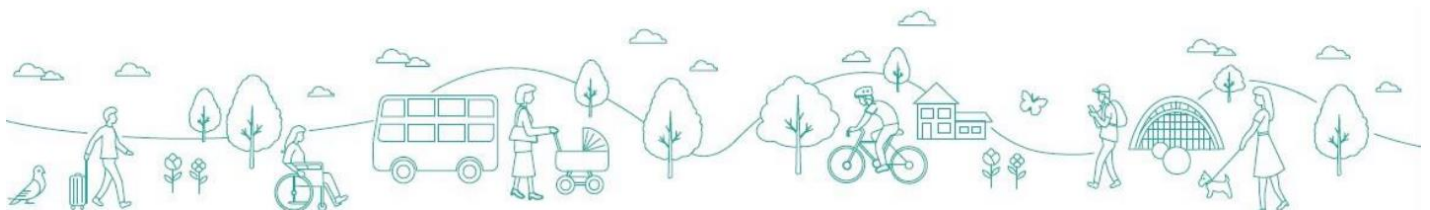
Moore Street Roundabout



A pre-signal priority system would be installed for buses approaching the Moore Street Roundabout to enable buses to get into their required lane without obstruction from general traffic.



Proposals for Abbeydale Road



Abbey Lane Junction

A number of changes are proposed at Abbey Lane to improve traffic flow and reduce congestion, enabling the prioritisation of buses when approaching the traffic lights at this junction.

The changes proposed are as follows:

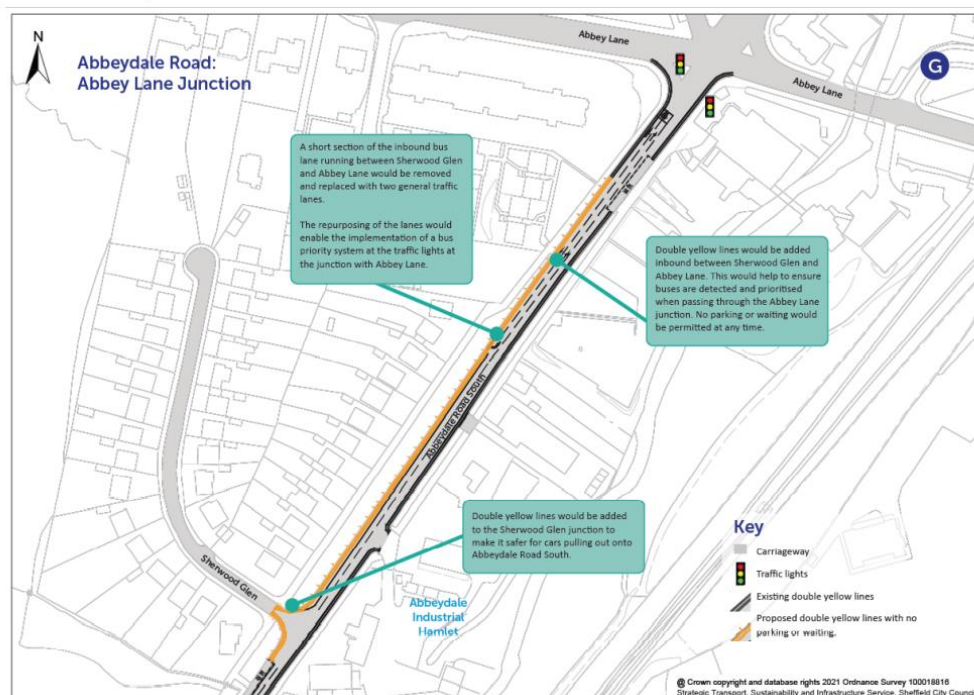
- The inbound bus lane between Sherwood Glen and Abbey Lane **would be removed** and replaced with two general traffic lanes to reduce the need for cars to swap lanes when turning left at this junction. This would make it easier for buses to pass through quickly.
- **Double yellow lines** would be added inbound between Sherwood Glen and Abbey Lane to ensure that buses are detected and prioritised when passing through the junction.



Abbey Lane junction (image courtesy of Google Maps).



Abbey Lane Junction



A short section of the **inbound bus lane** between Sherwood Glen and Abbey Lane would be removed and **replaced with two general traffic lanes**.

Double yellow lines would be added inbound between Sherwood Glen and Abbey Lane.



Springfield Road Junction

A number of changes are proposed at this junction to ensure buses are detected and prioritised when approaching the traffic lights at this junction.

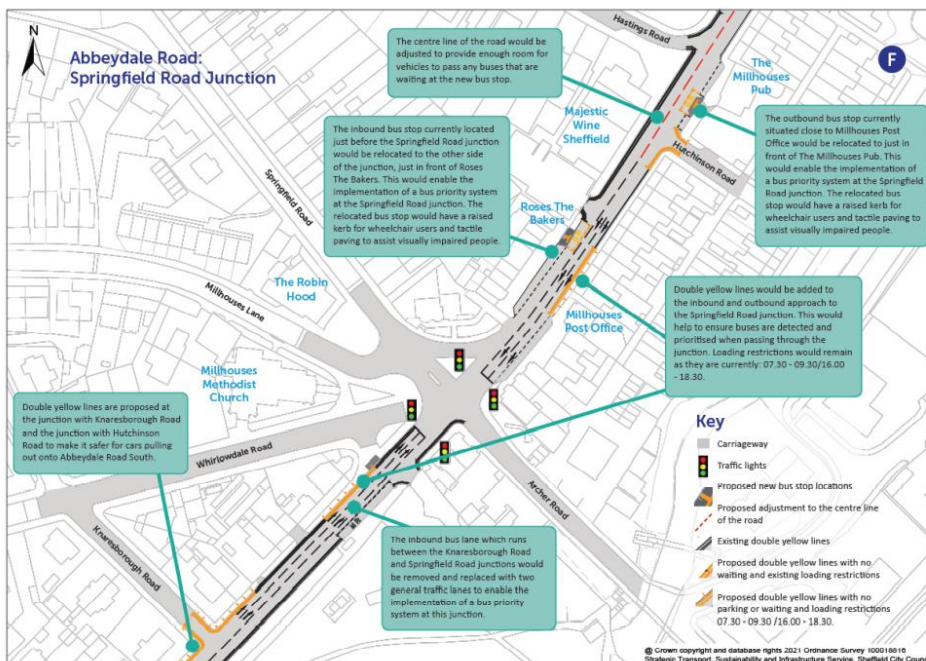
- The inbound bus lane between the Knaresborough and Springfield Road junctions **would be replaced** with two general traffic lanes.
- The inbound bus stop located between the Knaresborough and Springfield Road junctions **would move to the other side** of the Springfield Road junction.
- The outbound bus stop along this stretch **would also move** to just in front of The Millhouses Pub.
- **Double yellow lines would be added** in places along both sides of the road between the Knaresborough and Hutchinson Road junctions.
- The centre line of the road **would be adjusted** so vehicles have room to pass buses that are waiting at the bus stop.



Approach to Springfield Road junction (image courtesy of Google Maps).



Springfield Road Junction



The **inbound bus lane** between Knaresborough Road and Springfield Road would be removed and **replaced with two general traffic lanes**.

Double yellow lines would be added to the inbound and outbound approach to the junction.

The **inbound and outbound bus stops** located close to the junction **would be relocated** to ensure that buses are properly detected and prioritised.



counter context

Tesco junction

Some changes are proposed for the Tesco junction so that buses are not held up by either general traffic or traffic entering and exiting Tesco.

These changes would include:

- A **segregated bus lane** bypassing the Tesco junction traffic lights
- An inbound **bus lane** running from just after the junction with Hastings Road to Bannerdale Road.



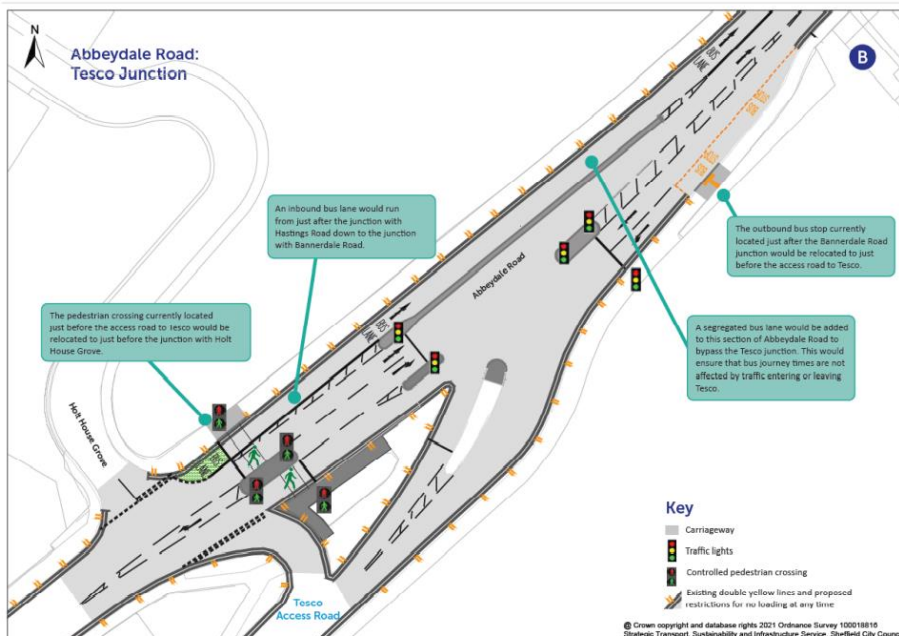
The junction at Tesco (image courtesy of Google Maps).

To enable the new road layout, two further changes would be made:

- The outbound bus stop located just after the Bannerdale Road junction **would be relocated** to just before the access road to Tesco.
- The pedestrian crossing located just before the access road to Tesco **would be relocated** to just before the junction with Holt House Grove.



Tesco Junction



An **inbound bus lane** would run from just after the junction with Hastings Road to the junction with Bannerdale Road.

The bus lane would be **segregated through this section so that it bypasses the traffic lights**.

The pedestrian crossing currently located just before the access road to Tesco **would be relocated** to just before the junction with Holt House Grove.



Bannerdale Road Junction

To provide a smoother flow of traffic for buses and make this junction safer for pedestrians, the following changes would be made:

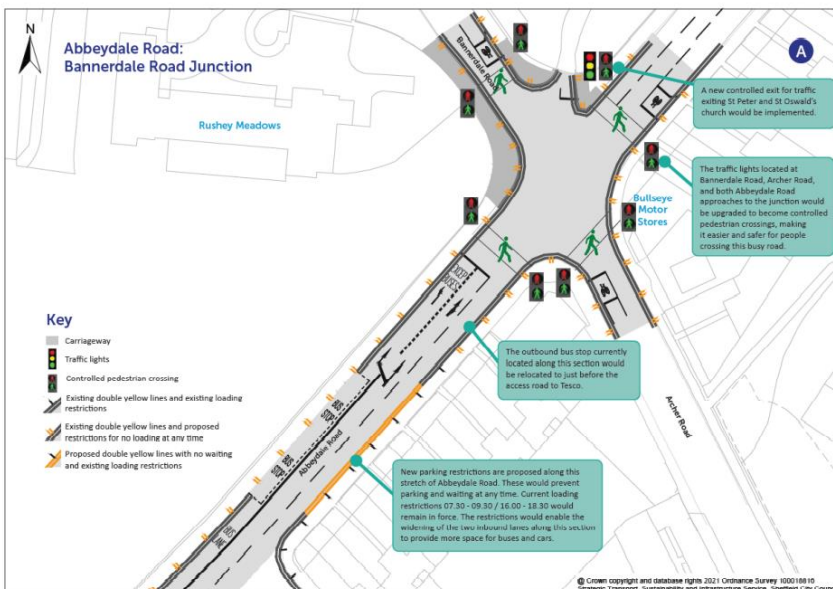
- The traffic lights at the four existing approaches to the junction would become pedestrian controlled, meaning that people **would be able to press a button** to cross the road.
- A **new signal-controlled exit** for traffic using St Peter and St Oswald's church would be implemented.
- **No parking or waiting** would be allowed at any time along a section of the outbound side of the road between Archer Road and Troutbeck Road. This is so that the two inbound lanes along this section can be **widened to provide more space** for buses and cars.



Bannerdale Road junction (image courtesy of Google Maps).



Bannerdale Road Junction



The traffic lights at this junction would become **controlled pedestrian crossings**.

The outboard bus stop located along this section **would be relocated** to just before the access road to Tesco.

Outbound **double yellow lines would be added** along a section of road between Archer Road and Troutbeck Road.

There would be a **new controlled exit** for traffic exiting St Peters and St Oswalds.



London Road near St Mary's Gate

- On London Road, **changes would be made to the crossing** close to Boston Street.
- This would **make it easier for pedestrians to cross the road in one go** without the need to wait in the middle.

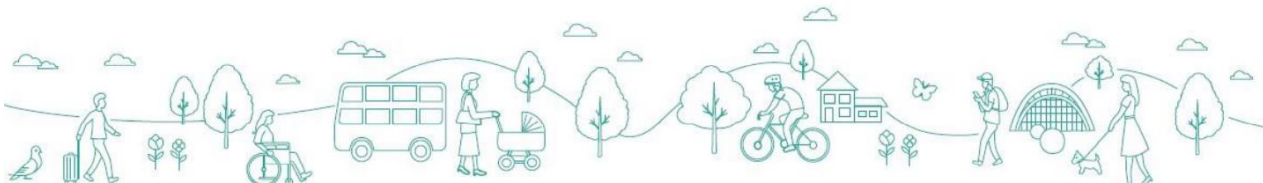


The existing crossing located close to Boston Street requires pedestrians to cross in two stages (image courtesy of Google Maps).



We also have some initial ideas about potential changes to:

- Bus lane hours of operation
- Enforcement of parking, waiting and loading restrictions
- Bus stops



Changes to bus lane hours of operation

- We are looking into various options for **extending Abbeydale Road bus lane operating hours** in order to provide more consistent bus journey times outside of the traditional peak times.
- We want to use this stage of the consultation to find out what people think of **12-hour bus lanes**, which would operate from 7am to 7pm.
- We also want to know what people think of bus lanes operating on **Saturdays and Sundays**.
- Depending on feedback received, **other options to extend bus lane hours** may be considered and consulted on later.
- Any changes would have **some impact on parking** – we're completing surveys to determine the impact.



Improvements to bus stops

Bus stops could be upgraded to create a more **pleasant environment** for people catching buses. This could mean a handful of **parking spaces are removed**.

Upgrades would be **dependent on the bus lane operating hours** and would be consulted on at a later date.

Upgrades could include features such as:

- making the area **where buses pull in at bus stops larger so that they have more space to stop**
- **adding some shelters** to improve the experience for bus users
- **Providing clearer and more visible boarding points** for people waiting to get on a bus



**counter
context**

Red routes

- We're also considering replacing yellow lines with red lines along sections of Abbeydale Road.
- While red lines enable similar restrictions to traditional yellow lines, they enable **more effective enforcement** of existing parking restrictions through the use of cameras.
- The details of possible red routes for Abbeydale Road will be considered following this engagement period and will be used to shape proposals that we will share during the second phase of engagement in 2022.



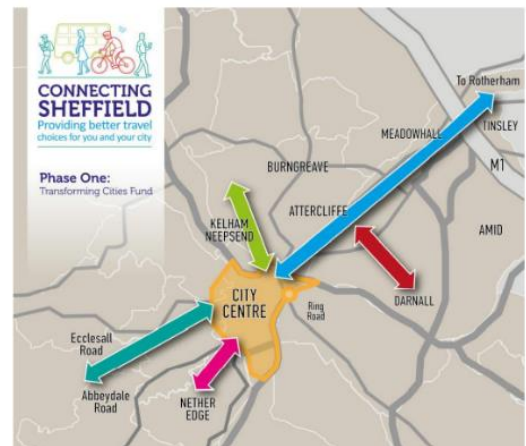
Next Steps

You can get involved by:

- Sharing information about Connecting Sheffield and the consultation with your networks
- Signing up to receive updates on the project
- Responding to the consultation on the proposals

Once feedback from this consultation has been reviewed and plans have been produced, there will be a statutory consultation period before any implementation of the schemes.

<https://connectingsheffield.commonplace.is/>

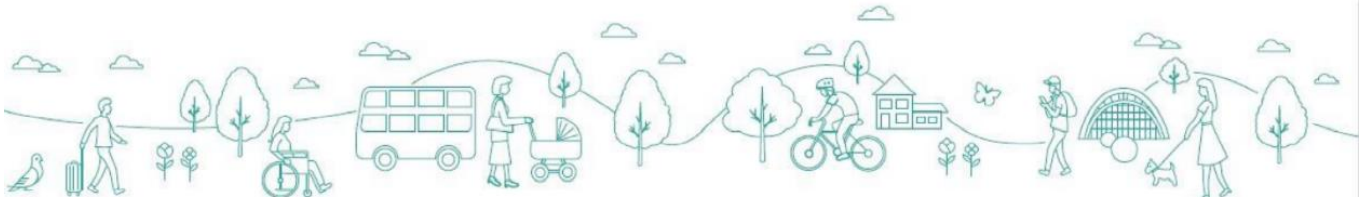


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**CONNECTING
SHEFFIELD**
Better travel choices

Thank You For Listening.



Appendix 7 – Stakeholder Webinar Notes

Connecting Sheffield: Abbeydale and Ecclesall Road – Meeting with Community Groups, December 6th, 2021, 3PM

Attendees:

- Counter Context
- Sheffield City Council
- Banner Cross Neighborhood Group
- Hunters Bar Living Streets Group
- Cycle Sheffield

Summary of Points Made:

Reaction to Proposals

- A point was made about how the members of the Banner Cross Neighborhood Group were generally in support of the proposals; only one member was completely opposed to the proposals, and one member completely in support of all the proposals going ahead.
- A point was raised about the location of those members who are most supportive of the proposals. Most people who lived relatively close to the bus routes around Ecclesall Road and Abbeydale Road were in support. Conversely, respondents who were less supportive or had more questions about the proposals lived further away from the proposed bus priority routes.
- A point was made that there had been general delight amongst the Banner Cross Neighborhood Group about the proposal to move the bus stop at Hunters Bar roundabout.

Public Transport

- A question was asked about why this scheme had been proposed, when public transport moves quicker through Sheffield than through any other comparable city region.
- A point was made about the need to make public transport a viable alternative for car users. The current unreliability of the bus service forces people to drive more regularly.
- A point was made that a slight reduction in public transport travel time will not lead to a switch from private cars to public transport.
- A question was asked about where the ideas around increasing the bus lane hours of operation came from. The only time of day that congestion is a major problem is during rush hour traffic which is when changes in bus lane operating times need to occur.

Elderly/Limited Mobility

- A point was raised stating that the proposals don't take into account members of the public who live further away from a bus route or are less mobile. It appears they are aimed at younger more able-bodied members of the public.
- A point was made that the further up Ecclesall Road you go, the age of the population steadily increases, and the proposals need to match these demographics.
- A point was made about the topography of Sheffield's south-west and how this limits the number of people who see cycling and walking as viable travel alternatives to the car.

Drivers

- A point was raised about the impact of bus priority along these routes. If congestion increases, car drivers will look to take alternative routes along backstreets which would increase rat running.

Bus Improvements/Fare Prices

- A point was made that if bus fares are not reduced people will never see public transport as a viable alternative. The aim should be to make bus travel far cheaper than running cars in the city.
- A point was raised about how some low-income families are unable to use the buses to get to children's activity centres, for example, as they are too expensive and unreliable.

Park and Ride Schemes

- A point was made about how the option for Park and Ride schemes had been neglected by this proposal.

Electric Vehicles

- A point was made about the expected changes to vehicle composition over the next decade as already one third of newly registered vehicles are electric. Has the scheme taken into account that petrol and diesel emissions are going to be completely different in the near future?
- A point was made about how buses idling in bus stops need to switch their engines off as anyone waiting at the stop will be breathing in the fumes.

Location

- A point was raised about how the proposals span a number of different areas within Sheffield. Despite being on the same bus route, all these areas have different transport requirements and different demographics. Several people's fears regarding the proposals reflected that they thought their area specifics hadn't been considered.

Pedestrians

- Hunters Bar Living Streets Group are currently undertaking walkability surveys to understand pedestrian safety around Sharrowvale and Hunters Bar.
- A point was raised about how certain stretches of pavement like the bus stop at Hoppers Café are being clogged up with bus passengers and furniture that pedestrians cannot easily pass - especially with buggies.
- A point was raised about pedestrian safety at certain junctions, especially the Ringinglow Road junction.
- A point was raised about how cars parked on double yellow lines make it increasingly difficult for pedestrians to see whether it is safe to cross the road.
- A request was made for zebra crossings across side roads to be trialled in Sheffield.

Connecting Sheffield: Abbeydale and Ecclesall Road – Meeting with Ecclesall Road Businesses, November 18th, 2021, 11AM

Attendees:

- Counter Context
- Sheffield City Council
- Marks & Spencer Food

Summary of Points Made

Parking

- The attendee expressed some concern that their car park, one of only a few along Ecclesall Road, would become very busy should on-street parking be removed.
- They said they would be able to take preventative measures to prevent non-customers from parking in their car park due to early engagement.
- They said it could be beneficial for their business as motorists who wish to park could buy goods in order to not be fined.

Overall

- The attendee felt that the proposals wouldn't affect their business too much overall other than more people may want to park in the business's car park. They felt they were able to mitigate effectively against this, and it may provide a benefit to them.

Appendix 8 – Elected Representatives Briefing Notes

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Councillor Briefing – 12 November 10am

Attendance

Cllr Barbara Masters, Cllr Andrew Sangar, Cllr Shaffaq Mohammed

Summary of points/questions raised

- Enquiry into how the buses access the bus pull in at the Rustlings Road junction.
- Concern raised about pedestrian safety at crossings. It was asked whether the options at the crossing at Hunters Bar outbound before the roundabout, the Abbey Lane crossing for pedestrians and cyclists and the Springfield Junction could be looked into.
- It was asked whether there is any scope for disabled parking bays at the shops by the Springfield Junction, by Roses the Bakers or anywhere around the shops.
- It was flagged that a school street is being implemented on Bannerdale Road.
- The issue of parking along the corridors and how difficult it will be for people to change their habits was raised.
- A question was asked as to whether a Park and Ride for the Southwest of the city has been considered.
- It was asked whether red routes can be used outside schools.
- An enquiry was raised as to how much parking will be lost off Ecclesall Road outbound near the roundabout
- It was asked whether traffic would be held back at the Moore Street junction and whether the enforcement camera will stay.
- There was a question as to whether the Rustlings Road junction would be made safer for cyclists. It was also asked where segregated cycle lanes come into the plans and how does this scheme fit into the council's cycle plan.
- A question was asked as to whether the bus operators are on board and if they are willing to make changes.

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Councillor Briefing – 10 November, 3pm

Attendance

Cllr Ruth Mersereau, Cllr Angela Argenzio, Cllr Brian Holmshaw, Cllr Joe Otten, and Cllr Richard Shaw

Summary of points/questions raised

- There was a huge number of responses to the South Yorkshire Combined Mayoral Authority (SYMCA) walking and cycling consultation, asking for better crossings for pedestrians at Hunters Bar Roundabout. It was asked what is being done to address this and whether traffic lights be changed to prioritise pedestrians over traffic flow.
- Road safety for vulnerable road users needs to be prioritised above flow for motor vehicles.
- A question was asked as to whether we know who is parking in the bus lanes and if not, can we find out.
- A suggestion to make sure Cycle Sheffield is aware of the proposals.
- Seating in the bus stops would be nice.
- Concern about taking out the bus lane after Hunters Bar when we are talking about a public transport scheme.
- Potential increased bus lane use in the evening should be considered in connection with night-time economy changes – city side of Hunters Bar/Sharrow Vale and Abbeydale Road/Abbeydale Picture House – and longer rush hours.
- A suggestion to contact the Tenants and Residents Associations about the consultation.
- It was asked whether the tennis club have a transport plan that focuses on active travel.
- It was asked whether there is any modelling on the effect on the number of total household car/car journeys due to improvements to bus lane/journeys.
- Bus lanes also provide a safer lane for people cycling so longer operation or being clearer could have positive effect on those people too.
- A question was asked about whether the second bus stop would be removed/moved after Hunters Bar.
- It was asked whether the crossing at Tesco (Abbeydale Road scheme) should be a single-phase crossing.
- A request that we contact Access Liaison Group, Cycle Forum and Walking Forum.
- The importance of modal shift and letting people know how crucial it is was emphasised.

Connecting Sheffield: Abbeydale Road and Ecclesall Road

Councillor Briefing – 11 November, 11am

Attendance

Cllr Douglas Johnson, Cllr Alison Teal, Cllr Colin Ross, Cllr Roger Davison

Summary of points/questions raised

- A question was asked about the usage of the bus stop located at the junction of Ecclesall Road and Rustlings Road that is proposed to be removed. It was asked how the removal of the bus lane would help.
- A concern was raised about the displacement of parking for residents along Abbeydale Road at the Bannerdale Road junction. It was asked where the parking would be displaced to. There is interest in seeing the results of parking surveys & where any alternative parking might be.
- The Bus Service Improvement Plan (BSIP) has been discussed at the South Yorkshire Mayoral Combined Authority Scrutiny Board and major concern has been raised around lack of enforcement of existing restrictions.
- Enforcement is needed along the whole routes. There is a particular issue with Ecclesall Road services at the terminus in Dore village.
- The proposals for Abbey Lane were welcomed.
- Bus lanes pose a great dilemma and are a difficult balancing act. We need better bus services alongside such measures.
- A question was asked as to whether traffic lights would be a better way forward for Ecclesall Road/Rustlings Road.
- A query was raised about the Knowle Lane junction and will be put in writing.
- The Springfield Road junction proposals were welcomed.



RESEARCH OBJECTIVES

Connecting Sheffield is introducing the idea of 12 hour bus lanes within the South West Bus Corridor, the final Transforming Cities Scheme to be launched for initial consultation. To make this scheme a success, Sheffield City Council need to understand:

Current usage of the South West Bus Corridor in terms of frequency and reason

Awareness of the scheme on Abbeydale Road and Ecclesall Road

Sentiment of the scheme and how it will effect various groups such as businesses, pedestrians, cyclists and residents.

MIND
FIELD

METHOD AND SAMPLE

ON-STREET VISITOR SURVEY



A total sample of 226 adults 18+ . Sample of 50 on Abbeydale Road and 176 on Ecclesall Road. The difference in sample sizes is due to higher footfall on Ecclesall Road.



Participants visiting/living/working on Abbeydale Road and Ecclesall Road in Sheffield.



5-minute on-street survey covering awareness and sentiment towards the new 'Connecting Sheffield' scheme and usage of buses in the area.



KEY INSIGHTS

ACTIVITY IN THE AREA IS DRIVEN BY THOSE WHO ARE LOCAL RESIDENTS

The most frequent visitors to the area are those who live locally. This is even more so on Ecclesall Road where there are more cafes, restaurants and shops; it's a highly populated pedestrian area.

Bus use is most frequent with those visiting Abbeydale Road and Ecclesall Road rather than residents heading into the city centre. They often walk into the city centre and use the bus to access further destinations.

The current bus lanes in both areas are viewed positively overall, as is the idea behind the 'Connecting Sheffield' scheme.

THE ENVIRONMENTAL AGENDA IS STRONG ACROSS ALL GROUPS

The environmental aspects of the scheme is well received. Local people are keen on interventions to reduce pollution. There is an awareness that this is a national problem and local people are pleased with the Council's efforts to play a part in the carbon reduction agenda.

Residents would like to see this go further and are keen to see more cycle routes, electric car charging points and electric buses as part of the solution. It is perceived that these would have a greater positive impact on the environment than extended bus lanes.

MOST SEE THE POSITIVE SIDE TO THE SCHEME BUT DO HAVE RESERVATIONS

The current connection to the city centre is satisfactory, however some feel better connection to other areas is needed. Buses having priority is seen as a positive but there's ambiguity towards the movement of bus stops.

The extension of the bus lanes to 12 hours is received negatively overall. Both businesses and residents feel that the current hours work well as they offer a 'best of both worlds' solution covering busy times such as rush hour. Many fail to see the benefit of extended hours.

Reduced on-street parking is a concern; communication will be key in terms of alternative options to ensure local needs are met.

THE CONCERNS FOR LOCAL BUSINESSES IS HIGH

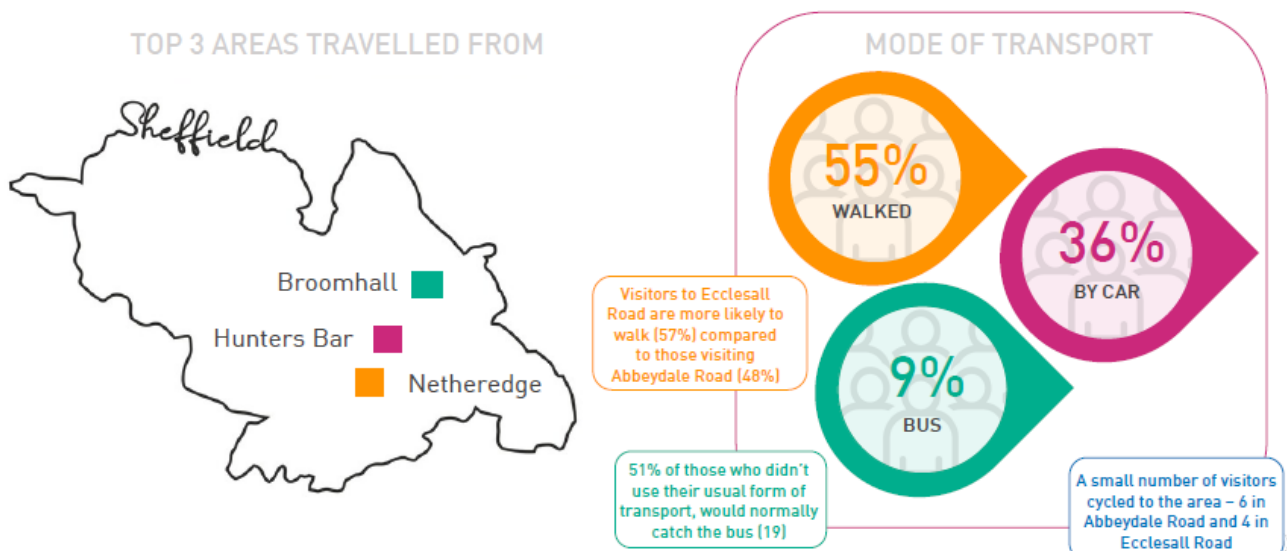
The impact on the local economy proves the biggest concern overall. Local businesses worry that reduced ability to load will cause unnecessary strain on the day-to-day running of the business, and the reduced on-street parking will result in reduced custom.

Local residents have higher concern about the scheme for local businesses rather than themselves. They express that the ease in being able to park on-street is part of the reason they still visit and would consider elsewhere if this was no longer possible.

THE MOST FREQUENT VISITORS TO BOTH AREAS ARE LOCAL RESIDENTS WHO LIVE WITHIN WALKING DISTANCE AND RARELY HAVE USE FOR THE BUS

MIND
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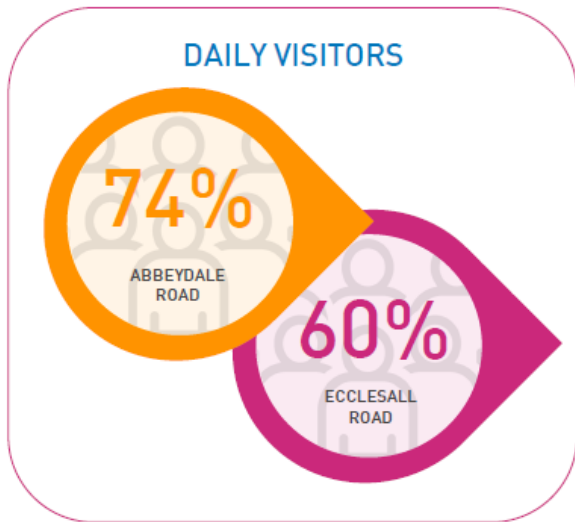
A THIRD OF VISITORS TO BOTH AREAS LIVE IN THAT SAME AREA. THOSE WHO HAVE TRAVELLED TEND TO LIVE WITHIN A 5-MILE RADIUS



Source: Q2: Where have you travelled from today? Q3: How have you travelled here today? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)
Q6: If not, what is your usual form of transport? Base: Total (37) Abbeydale Road (7) Ecclesall Road (30) WARNING: SMALL SAMPLE SIZES



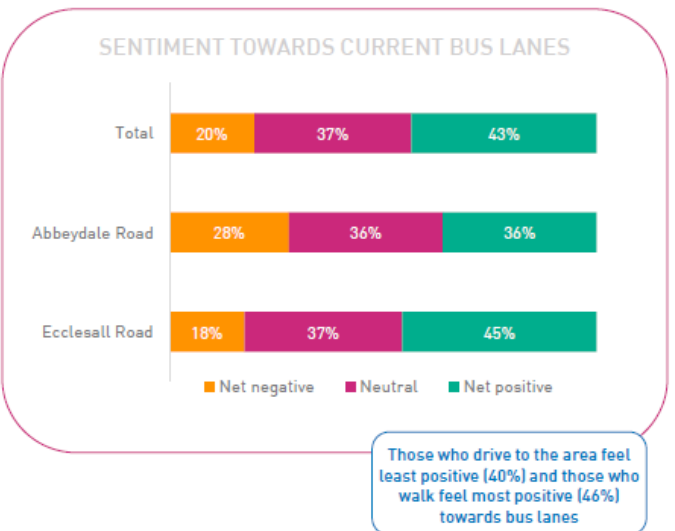
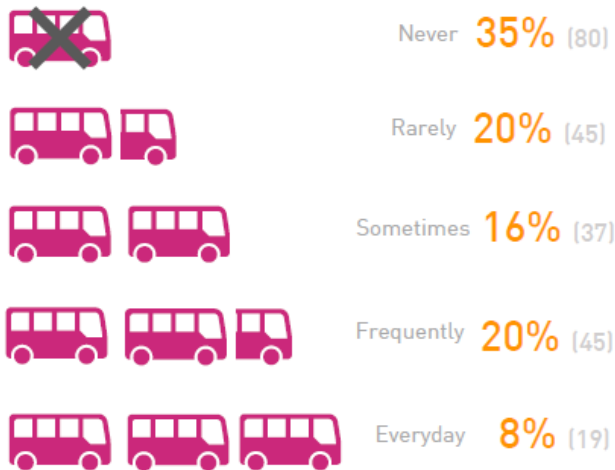
THE FREQUENCY OF DAILY VISITORS ARE HIGH DUE TO A HIGH PERCENTAGE OF LOCAL RESIDENTS IN THE AREA



Source: Q8: How often do you visit this area? Q9: What brings you to this area today? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)

FIGURE 4

BUS USAGE IS LOW FOR BOTH AREAS. ONLY A THIRD OF PEOPLE CAN BE CONSIDERED 'BUS USERS' (USING BUSES FREQUENTLY OR EVERYDAY)



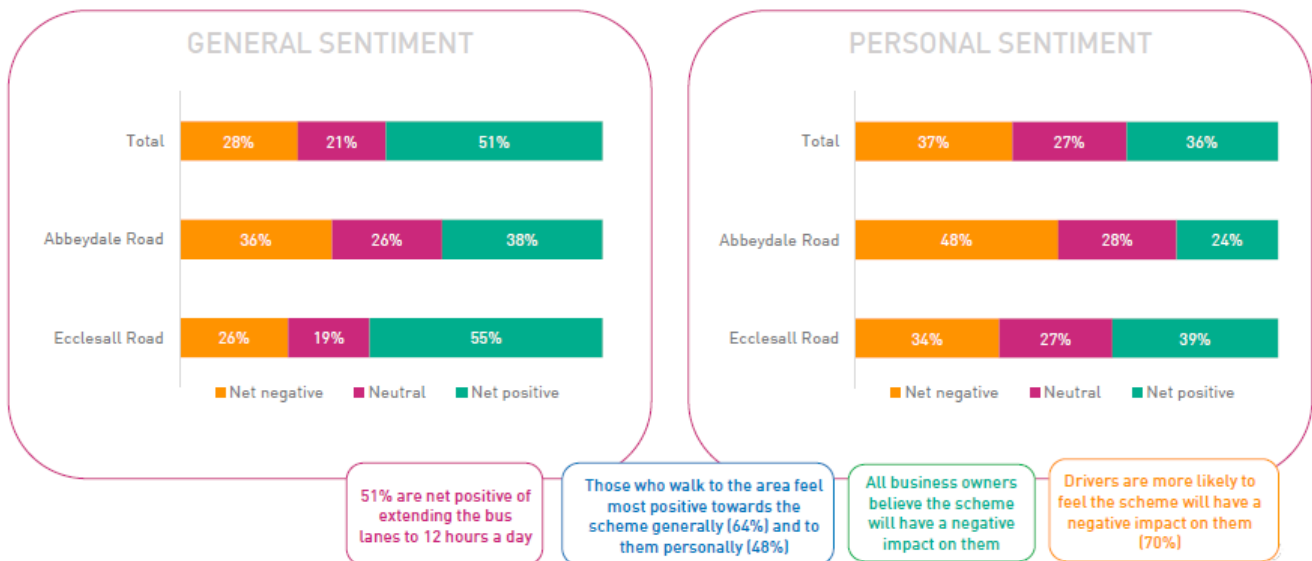
Source: Q11: Do you use buses to get around at all? Q12: What are your feelings generally towards bus lanes in this area? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)

FIGURE 5

MOST SEE THE POSITIVE OUTCOMES THAT COULD COME OF 'CONNECTING SHEFFIELD' BUT ARE MORE CONCERNED WITH THE NEGATIVE IMPACT IT WILL HAVE ON THE LOCAL ECONOMY

MIND
FIELD

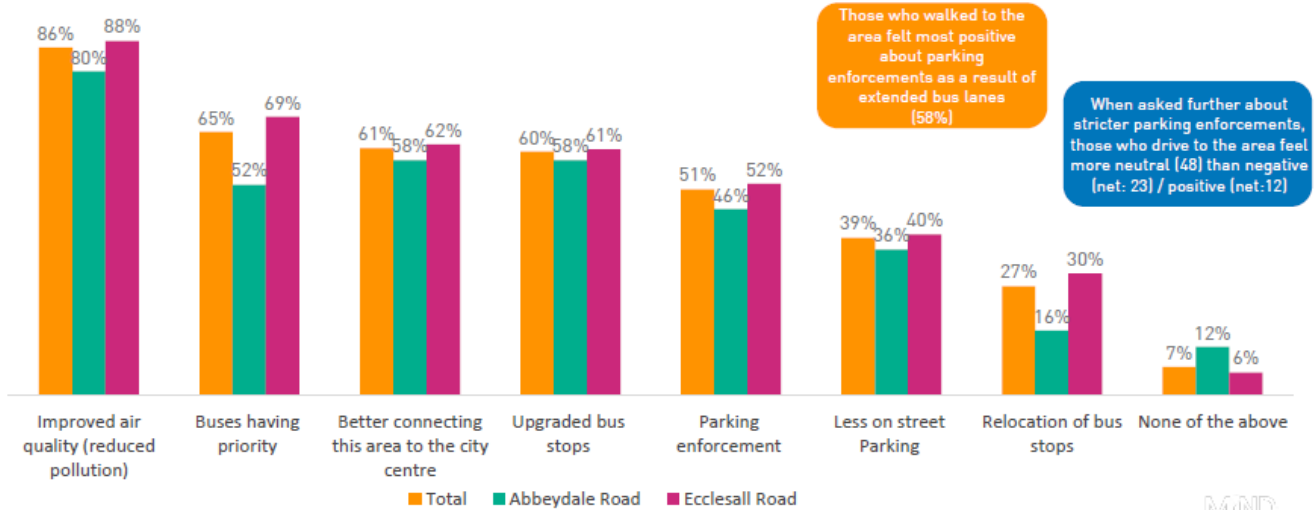
ONLY A THIRD OF PEOPLE ARE AWARE OF THE 'CONNECTING SHEFFIELD' SCHEME AND THINK IT WILL HAVE A NEGATIVE IMPACT ON THEM PERSONALLY



Source: Q13: Are you aware of the Connecting Sheffield scheme? Q14: How do you feel about the scheme generally as an idea? Q15: Thinking about your connection to this area, how positive or negative do you think the scheme will be to you? Q17: At the moment bus lanes are in operation during rush hour. How would you feel if they were extended to 12 hours a day? Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)

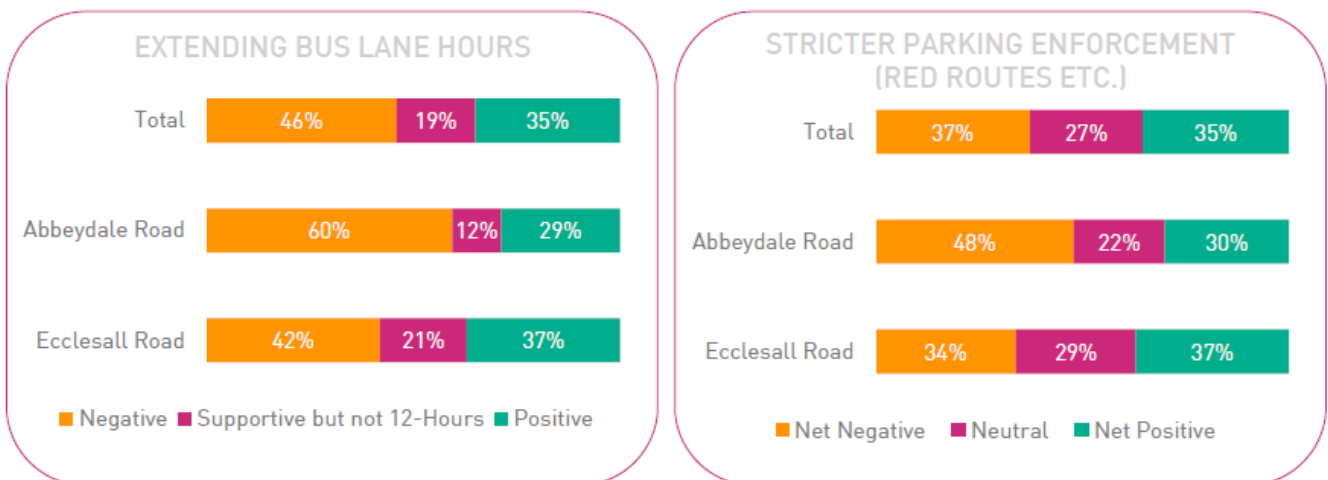
IMPROVED AIR QUALITY IS THE MAIN POSITIVE OUTCOME FOR EXTENDING BUS LANE HOURS

POSITIVE POTENTIAL OUTCOMES



Source: Q16: I'm now going to read out a list of potential outcomes to extended bus lanes. Tell me which you think are a good idea. Please select all that are applicable. Q18: With this in mind and the introduction of the bus lanes, how would you feel about stricter parking enforcement, i.e. the red routes, waiting and loading restrictions through the use of cameras along sections of this road?
 Base: Total (226) Abbeydale Road (50) Ecclesall Road (176)

MOST WOULD NOT LIKE TO SEE BUS LANES EXTENDED TO 12 HOURS, AND VIEWS ON RED ROUTES ARE MIXED



Source: Q17: At the moment bus lanes are in operation during rush hour. How would you feel if they were extended to 12 hours a day? [Excluding "unsure" responses] Q18: With this in mind and the introduction of the bus lanes, how would you feel about stricter parking enforcement, i.e. the red routes, waiting and loading restrictions through the use of cameras along sections of this road? Base: Total (149) Abbeydale Road (32) Ecclesall Road (117)

THERE IS A STRONG SENSE OF WORRY FOR LOCAL BUSINESSES AND HOW THEY WILL CONTINUE TO TRADE IF BUS LANES ARE EXTENDED TO NOT ALLOW CUSTOMER PARKING AND LOADING



“ 12 hour bus lanes would need better parking because the locals businesses and residents will loose out, the traffic isn't bad outside rush hour so doesn't need to be 12 hours, more frequency and better routes on the buses themselves rather than the lanes ”

“ There's good points in the proposal with more pedestrian crossing, bus lane prioritisation but no need for 12 hours and need to think about parking ”

“ Electric vehicles and regular vehicles would be better to encourage not better bus lanes ”

“ Cycle lanes need to be considered, parking in bus stops needs to be forbidden but there are local businesses that people need to park so not taking it away completely! Worst traffic isn't rush hour always so times do need to be re thought and speed cameras needed ”



Source: Q19: Is there anything else you'd like to feedback to Sheffield Council that might not have been considered to help make a success of this scheme? Base: Total (149) Abbeydale Road (32) Ecclesall Road (117)

KEY INSIGHTS REVISITED



KEY INSIGHTS

ACTIVITY IN THE AREA IS DIRIVEN BY THOSE WHO ARE LOCAL RESIDENTS

The most frequent visitors to the area are by those who live locally. This is even more so on Ecclesall Road where there are more cafes, restaurants and shops; it's a highly populated pedestrian area.

Bus use is most frequent with those visiting Abbeydale Road and Ecclesall Road rather than residents heading into the city centre. They often walk into the city centre but do use the bus to access further destinations.

The current bus lanes in both areas are viewed positively overall, as is the idea behind the Connecting Sheffield scheme.

THE ENVIRONMENTAL AGENDA IS STRONG ACROSS ALL GROUPS

The environmental aspects of the scheme is well received. Local people are keen on interventions to reduce pollution. There is an awareness that this is national problem and local people are pleased with the council's efforts to play a part in the carbon agenda.

Residents would like to see this go further and are keen to see more cycle routes, electric car charging points and electric buses as part of the solution. It is perceived that these would have a greater positive impact on the environment than extended bus lanes.

MOST SEE THE POSITIVE SIDE TO THE SCHEME BUT DO HAVE RESERVATIONS

The current connection to the city centre is satisfactory, however some do feel better connection to other areas is needed. Buses having priority is seen as a positive but there's ambiguity towards the movement of bus stops.

The extension of the bus lanes to 12 hours is received negatively overall. Both businesses and residents feel that the current hours work well as they cover rush hour. Many fail to see the benefit of extended hours.

Reduced on-street parking is a concern; communication will be key in terms of alternative options to ensure local needs are met.

THE CONCERNS FOR LOCAL BUSINESSES IS HIGH

The impact on the local economy proves the biggest concern overall. Local businesses worry that reduced ability to load will cause unnecessary strain on the day to day running of the business, and the reduced on-street parking will result in reduced custom.

Local residents have higher concern about the scheme for local businesses rather than themselves. They express that the ease in being able to park on-street is part of the reason they still visit and would consider elsewhere if this was no longer possible.

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South West Bus Corridors Project Petitions

Date Received	No. of Signatures	Description	Presented To
6/1/22	7158	Requesting the Council to remove plans to extend the bus lane opening times on Ecclesall Road	Council – 2/2/22
7/1/22	483	Requesting the Council not to change the bus lane times for Abbeydale Road	Council – 2/2/22
10/1/22	33	Opposing plans to install red lines on Ecclesall Road	Co-operative Executive – 19/1/22
11/1/22	38	Requesting the Council to enforce parking restrictions and bus lanes on Abbeydale Road and London Road before resorting to increasing bus lane opening times on Abbeydale Road	Council – 2/2/22
31/1/22	158	Requesting the Council to reconsider the proposed 12-hour restrictions on the bus lanes on Abbeydale Road and Ecclesall Road	Council – 2/2/22
16/3/23	436	Opposing the red route proposals along Abbeydale Road and Ecclesall Road	Transport, Regeneration and Climate Policy Committee – 16/3/23
16/3/23	430	Opposing the red route proposals along Abbeydale Road and Ecclesall Road	Transport, Regeneration and Climate Policy Committee – 16/3/23

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Equality Impact Assessment – Ref Number: 2240

PART A Introductory Information

Proposal name

South West Bus Corridors Project

Brief aim(s) of the proposal and the outcome(s) you want to achieve

The South West Bus Corridors scheme is an important part of Connecting Sheffield's plans for supporting the shift towards sustainable transport in and around the city.

The proposals aim to improve public transport access within the London Road, Abbeydale Road and Ecclesall Road corridors in south west Sheffield both to and from the city centre.

The scheme will include junction improvements and traffic management amendments at or near junctions, and camera enforcement on existing sections of bus lanes on London Road, Abbeydale Road and Ecclesall Road which will provide increased accessibility to the city centre as well as to local centres and other destinations along the route from large residential areas including Millhouses, Brincliffe and Parkhead.

Following the implementation of these works a review 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 loading restrictions with red routes.

Any recommendations would be brought to a future Transport, Regeneration and Climate Policy Committee meeting.

This project, alongside the other sustainable transport projects has a key part to play in addressing health and wellbeing challenges, and also plays a role in economic growth through promoting sustainable access to facilities and services and environmental improvements.

It is envisaged that successful outcomes from the project will be gauged in terms of:

- More consistent and reliable bus journey times
- Improved perception of bus reliability, punctuality, and satisfaction
- Enhanced access to employment and other services

Proposal type

Budget Non Budget

If Budget, is it Entered on Q Tier?

Yes No

If yes what is the Q Tier reference

Year of proposal (s)

<input type="radio"/> 22/23	<input type="radio"/> 23/24	<input checked="" type="radio"/> 24/25	<input checked="" type="radio"/> 25/26	<input type="radio"/> other
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Decision Type

Coop Exec

- Committee (Transport, Regeneration and Climate Change)
- Leader
- Individual Coop Exec Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g., Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

ClIr Ben Miskell

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Andrew Shearer

EIA start date

04/07/2023

Equality Lead Officer

- | | |
|--|--|
| <input type="radio"/> Adele Robinson | <input checked="" type="radio"/> Ed Sexton |
| <input type="radio"/> Richard Bartlett | <input type="radio"/> Louise Nunn |
| <input type="radio"/> Bashir Khan | <input type="radio"/> Beverley Law |

Lead Equality Objective ([see for detail](#))

<input checked="" type="radio"/> Understanding Communities	<input type="radio"/> Workforce Diversity	<input checked="" type="radio"/> Leading the city in celebrating & promoting inclusion	<input checked="" type="radio"/> Break the cycle and improve life chances
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Portfolio, Service and Team

Is this Cross-Portfolio

- Yes No

Portfolio/s

City Futures

Is the EIA joint with another organisation (e.g. NHS)?

- Yes No Please specify

Consultation

Is consultation required? (Read the guidance in relation to this area)

- Yes No

If consultation is not required, please state why

If consultation has already been carried out, please provide details of the results with equalities analysis

Consultation on the full proposals for the project has been undertaken and was widely advertised. This includes the above proposals along with options to amend bus lane hours of operation and the enhanced enforcement of parking and loading restrictions with possible red routes. A press release was issued at the commencement of the consultation to major regional and local media outlets.

Key community groups and businesses were invited to webinars to comply with Covid-19 restrictions, and meetings were also undertaken with relevant ward councillors and Members of Parliament. Consultation postcards were distributed to over 16,000 residential and business properties. In order to ensure the plans were readily available they were put on the Connecting Sheffield website.

A number of equalities groups were consulted, including educational groups, community and interest groups and local transport organisations in order to inform the project's design.

There were 3680 consultees. Overall project sentiment was 39% positive, 48% negative and 13% neutral. Though most consultees live in the area (2451) and of those people the sentiment was 45% positive, 43% negative and 14% neutral.

The main concerns raised by consultees were regarding any potential amendments to parking restrictions and bus lane operating hours. 1146 people were concerned that proposals for 12 hour bus lanes, and the resultant loss in parking and loading spaces would be negative for businesses. Businesses have also raised significant concerns following the consultation with any changes to bus lane hours resulting in the loss of parking and the enhanced enforcement of parking and loading restrictions with possible red routes.

Improved crossing points, the environmental benefits and better bus priority were the most popular elements of the scheme. Amendments to the Abbeydale Road and Bannerdale Road junction including controlled pedestrian crossings were well received. There were few concerns with the proposed works to improve bus priority at junctions or in close proximity to junctions along both corridors.

It is therefore recommended that this project would include the implementation of bus priority works at or near junctions along Abbeydale Road and Ecclesall Road with proposed amendments to localised Traffic Regulation Orders (TROs). Existing bus lane hours of operation would also be camera enforced.

Following the implementation of these works a review 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 loading restrictions through red routes.

Are Staff who may be affected by these proposals aware of them?

- Yes No

Are Customers who may be affected by these proposals aware of them?

- Yes No

If you have said no to either please say why

Initial Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

<input checked="" type="radio"/> Health	<input checked="" type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input checked="" type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input checked="" type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input checked="" type="radio"/> Race	<input type="radio"/> Partners
<input checked="" type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input checked="" type="radio"/> Sex	<input type="radio"/> Armed Forces
<input checked="" type="radio"/> Sexual Orientation	<input type="radio"/> Other

Cumulative Impact

Does the Proposal have a cumulative impact?

- Yes No

<input checked="" type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input checked="" type="radio"/> Geographical Area	<input type="radio"/> Other

If yes, details of impact

The project is part of a wider number of active travel and public transport projects which aim to provide high quality active travel infrastructure and public transport priority across the city.

Local Area Committee Area(s) impacted

- All Specific

If Specific, name of Local Committee Area(s) impacted

Central, South, and South West

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

A broad initial screening exercise has been undertaken to assess whether or not it is necessary to carry out a Full Impact Assessment.

The screening considers the individual groups with protected characteristics and how the South West Bus Corridors Project may affect them. A score has been assigned to each of the relevant groups. Provisional scoring criteria used is set out below:

- A **Major Positive** or **Major Negative** score would be given where the project is likely to have a disproportionate effect on large numbers of the relevant group;
- A **Minor Positive** or **Minor Negative** score has been given where the project is likely to affect small numbers of the relevant groups; and
- A **Neutral** score has been given where there is no clear relationship between the project and the relevant group.

The screening is shown below.

Characteristic	Impact Level	Reasoning
Health (health inequalities)	Minor Positive	<p>There is potential to improve access to healthcare by public transport and sustainable travel through this project.</p> <p>Some groups are more likely to rely on public transport¹ such as young people, older people, women and people from certain ethnic groups.</p> <p>These groups are less likely to drive or have access to a car and therefore improvements in sustainable travel access for these groups will be of benefit.</p> <p>Actions to improve sustainable travel could potentially increase uptake of these transport options which could contribute to the improvement of air quality.</p> <p>Some groups are more vulnerable to the adverse health effects of transport related emissions² including children, older people and disabled people. Therefore, actions to reduce emissions could also reduce health inequalities for these groups.</p>
Age (a person belonging to a particular age or range of ages)	Minor Positive	<p>Improvements to bus services will generally have a positive effect by giving more opportunities to people in all age groups to access services, employment, education, medical facilities, leisure and recreational opportunities. This will give independence to older and younger people, and parents with young children.</p> <p>An increase in bus patronage will also remove car journeys from the local highway network, and thus, provide health, environmental and societal benefits to people across the area.</p>
Disability (covers various)	Minor Positive	People with health-related mobility

¹ Transport and Inequality, NatCen, 2019.

² Transport, Health, and Wellbeing, NatCen, 2019.

<p>impairments)</p>		<p>impairments tend to have more limited access to private transport and therefore are expected to have lower private vehicle use than those without mobility impairments.</p> <p>Therefore, improvements to infrastructure for better accessibility is important.</p> <p>The project is expected to increase the accessibility of local services for disabled people and thereby improve their access to employment and services, and their general independence.</p> <p>Disabled people, including those with weak respiratory systems are more likely to be affected by poorer air quality due to traffic related emissions.</p> <p>The project will help support reducing emissions and therefore improve air quality.</p>
<p>Pregnancy/Maternity (a person that is pregnant or on maternity leave in the employment context)</p>	<p>Minor Positive</p>	<p>Exposure to poor air quality and pollutants can affect foetal development and cause low birth weights, premature births as well as still births and miscarriages³.</p> <p>The project will help support reducing emissions and therefore improve air quality.</p>
<p>Race (includes ethnicity, nationality, and colour)</p>	<p>Minor Positive</p>	<p>Some groups are less likely to have access to private transport and are more likely to need to rely on public transport to access employment³.</p> <p>The delivery of improved accessibility through improved bus journey times and more reliable services can help create a more equal and fairer society by providing a viable means of travel for all members of society, regardless of race.</p> <p>Safety, and perceptions of safety, are particularly important for a number of groups when using the pedestrian environment and public transport. This includes people from particular religious or faith communities, for whom concern about hate crime is a particular issue⁴.</p>
<p>Religion/Belief (any religion/ belief, including a lack of religion/ belief)</p>	<p>Minor Positive</p>	<p>The project is expected to reduce bus travel times and make services more reliable. This would provide residents with improved access to religious places of worship.</p>
<p>Sex (applies to men and women of any age)</p>	<p>Minor Positive</p>	<p>Women have more limited car access than men but use cars as frequently. They use buses more frequently^{Error!} Bookmark not defined.</p>

³ Position statement Outdoor air pollution and human health in the UK, RCOG, 2021.

⁴ Future of Transport - Equalities and access to opportunity DfT, 2020.

		<p>A lack of adequate public transport is a barrier to women accessing employment and educational opportunities.</p> <p>Younger men aged 16-19 are more likely to be victims of crime on the public transport network compared to men of all other age groups Error! Bookmark not defined.</p> <p>The delivery of the project is expected to improve the frequency and reliability of public transport in the area and will be beneficial in providing a better network for multiple journeys throughout the day.</p> <p>Furthermore, the project should help improve the perception of safety and thus confidence in travelling by bus.</p>
Sexual Orientation (whether a person's attraction is towards their own sex, the opposite sex or both sexes)	Neutral	<p>As with religious and faith and other protected characteristic groups, safety and security, and perceptions of safety and security when using public transport are a key issue for lesbian, gay and bisexual people Error! Bookmark not defined.</p> <p>The proposals are not expected to have any specific positive or negative impacts on this.</p>
Transgender (term for people who express their gender differently from what society expects of the sex they were assigned at birth)	Neutral	<p>As with sexual orientation and other protected characteristic groups, safety and security, and perceptions of safety and security when using public transport are a key issue for transgender passengers Error! Bookmark not defined.</p> <p>The proposals are not expected to have any specific positive or negative impact on this.</p>
Carers (people who provide care on an unpaid basis for an older or disabled adult or a disabled child)	Minor Positive	<p>The minor positive impact of the scheme on disabled people can potentially also support unpaid carers in making it easier for them to provide the necessary support.</p>
Voluntary/Community & Faith Sectors	Neutral	<p>The proposals are not expected to have any specific impact on voluntary/community & faith sectors. Issues relating to religion would be under that user group.</p>
Cohesion (recognising, supporting and respecting diversity)	Neutral	<p>No specific impact.</p>
Partners	Neutral	<p>The proposals are not expected to have any specific impact on partners. However businesses have raised concerns regarding any amendments to bus lane hours of operation and the enhanced enforcement of parking restrictions with red routes.</p> <p>No amendments to bus lane hours of operation or red routes are recommended to Committee for their endorsement at this stage.</p>
Poverty & Financial Inclusion	Minor Positive	<p>People with low personal incomes have considerably more limited car access but only slightly lower car use than people with higher incomes and make greater</p>

		use of buses <small>Error! Bookmark not defined.</small> People who depend more on the bus network for work tend to be lower paid. The implementation of this project should enhance accessibility improvements to employment and education.
Armed Forces	Neutral	No specific impact.

Is a Full impact Assessment required at this stage? Yes No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Action Plan and Supporting Evidence

What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales

The screening and assessment of equality impacts of the South West Bus Corridors suggests that the implementation of infrastructure improvements at or near junctions, traffic signal upgrades with buses given priority at junctions and the enhanced enforcement of existing bus lane hours of operation with cameras is unlikely to result in negative equality impacts for any protected group. Therefore, no mitigation measures are proposed. Currently blue badge holders are permitted to park for up to 3 hours on yellow lines along both corridors, where there are no loading restrictions in place.

The project will generally have a positive effect by giving more opportunities to people in all groups to access services, employment, education, medical facilities, leisure and recreational opportunities. This will give independence to older and younger users, parents with young children, and those with disabilities.

Increasing the proportion of journeys made by public transport will bring about improvements in air quality, which will benefit the health of local residents and workers.

Supporting Evidence (Please detail all your evidence used to support the EIA)

The evidence used is described above within the relevant sections of the EIA.

Sign Off – Part A (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

Yes No

Date agreed

Name of EIA lead officer

Review Date

10/07/2024

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Report to Policy Committee

Author/Lead Officer of Report: Andrew Shearer,
Senior Transport Planner

Tel: 0114 2053686

Report of: *Executive Director of City Futures*

Report to: *Transport, Regeneration and Climate Policy Committee*

Date of Decision: *19th July 2023*

Subject: *Report objections to the Traffic Regulation Order for the Kelham Island and Neepsend Active Travel and Public Transport Scheme.*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 2139				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:				

Purpose of Report:

To report the receipt of objections to the advertised Traffic Regulation Order (TRO) required to fulfil the objectives of the Kelham Island and Neepsend Active Travel and Public Transport Scheme. If approved, the TRO will revoke other, existing TRO and introduce new provisions as necessary so as to implement bus lanes, bus gates, one-way restrictions, prohibition of motor vehicles and speed limit amendments.

The report also sets out the background to the scheme which the order is intended to facilitate, other consultation comments, officer feedback and recommendations.

Recommendations:

That the Transport, Regeneration, and Climate Committee:

- Consider the objections to the proposed Traffic Regulation Order (TRO).
- Authorise the making of the TRO with the following modifications to the original proposal:
 - The removal of the one way on Percy Street between Neepsend Lane and Burton Road
 - The removal of the one ways on Rowland Street and Wilson Street
 - The removal of the prohibition of motor vehicles on Vicar Lane
 - A reduction in the length of the prohibition of motor vehicles on Neepsend Lane from 88m to 20m from its junction with Burton Road.
- Note that a further, separate TRO will be promoted on Paradise Street and Silver Street to improve access to a business on Paradise Street.
- Inform all objectors accordingly.

Background Papers:

Appendix A: Plans showing the unmodified provisions originally proposed for inclusion in the Kelham Island and Neepsend Active Travel and Public Transport Scheme Traffic Regulation Order.

Appendix B: Anonymised Consultation Feedback

Appendix C: Equality Impact Assessment

Lead Officer to complete:	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Damien Watkinson</i>
	Legal: <i>Richard Cannon</i>
	Equalities & Consultation: <i>Ed Sexton</i>
	Climate: <i>Jessica Rick</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	SLB member who approved submission: <i>Kate Martin</i>
3	Committee Chair consulted: <i>Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.

Lead Officer Name: <i>David Whitley</i>	Job Title: <i>Transport Schemes Manager</i>
Date: 19 th July 2023	

1. PROPOSAL

1.1 Background

- 1.1.1 Kelham Island has become an increasingly vibrant inner city residential district and visitor destination. Neepsend is more industrial, though it is also attracting investment in residential properties. There is also significant investment around West Bar and Shalesmoor across the inner ring road, linking Kelham Island and Neepsend to the City Centre.
- 1.1.2 Through the Transforming Cities Fund (TCF), Sheffield City Council (SCC) has the opportunity to implement a series of transformative sustainable travel projects on a scale not undertaken for decades in the city.
- 1.1.3 Connecting Sheffield is the overarching ambition for transforming travel in Sheffield within which the Kelham Island and Neepsend Active Travel and Public Transport Scheme sits, launched in November 2020. The Kelham Island and Neepsend Active Travel and Public Transport Scheme has been designed to reinforce the regeneration of Kelham Island and Neepsend, helping to improve the environment and linking them into the city centre through, high quality cycling and walking infrastructure and improved routes for bus services.
- 1.1.4 The Kelham Island and Neepsend Active Travel and Public Transport Scheme proposals will provide attractive sustainable travel outcomes for the growing resident population and complement proposals for the Shalesmoor Gateway and other local active travel improvements. The main objectives are to:
- Reduce bus journey times through Neepsend.
 - Provide safe, direct and attractive active travel routes resulting in mode shift towards active travel for trips to and from the city centre.
 - Improve the health of local residents as a result of increased activity resulting from increased active travel.
 - Improve the environment for all road users around West Bar junction and along Tenter Street.
- 1.2 The Kelham Island and Neepsend Active Travel and Public Transport Scheme plans are available on the Connecting Sheffield website (<https://connectingsheffield.commonplace.is>).

1.2.1 The Kelham Island and Neepsend Active Travel and Public Transport Scheme comprises of:

- High quality active travel infrastructure, bus priority measures and transforming streets through:

Neepsend and Kelham Island

- Diverting the B6074 so that traffic runs around Kelham Island and Neepsend rather than through it.
- Amendments to the direction of traffic flow along some roads in Neepsend along with the closure of Neepsend Lane to the south of the Rutland Road junction, though access will be maintained.
- The creation of a new cycling and walking route along Neepsend Lane, Lancaster Street, Ball Street, Green Lane and Russell Street to the inner ring road and West Bar, and into the city centre.
- The provision of a new signalised junction with pedestrian and cycle crossings at the Rutland Road, Burton Road and Neepsend Lane junction.

West Bar and Tenter Street

- The provision of a new signal-controlled cycle crossing point over the inner ring road.
 - Landscaping and planting to provide an improved environment for walking and cycling, and support flood mitigation.
 - The provision of new segregated cycle tracks between the A61 inner ring road and West Bar, and into the city centre along Tenter Street.
 - West Bar roundabout will be reduced in size, and pedestrians and cyclists will have priority over vehicles with dedicated facilities.
 - The replacement of the roundabout at the Broad Lane and Townhead Street junction to provide a safer and more accessible route for cycling and walking into the city centre.
 - Vehicle access to and from Hawley Street at the junction with Townhead Street will be removed. Vehicle access to and from Silver Street Head at the junction with Tenter Street will be removed.
 - Traffic travelling through Vicar Lane and Paradise Street will be prohibited, though access will be maintained.
- Improved bus reliability and consistency with bus priority measures, through:

Neepsend and Kelham Island

- Improvements to bus stops along with additional bus stops for the rerouted Hillsborough bound bus service along Burton Road.

- Bus gates, which remove general through traffic in favour of bus access, to be introduced along Burton Road, though motor vehicle access will be maintained.

1.2.2 In order to fully implement the scheme, a TRO is required.

1.2.3 The effect of the TRO as originally proposed would be to introduce:

- A 24 hour bus lane on part of Mowbray Street.
- Two bus gates on Burton Road, one at its junction with Rutland Road for westbound traffic and one after its junction with Percy Street for eastbound traffic.
- Prohibition of motor vehicles on parts of Hawley Street, Neepsend Lane, Nottingham Street, Paradise Street, Pilgrim Street, Silver Street Head, Woodside Lane and Vicar Lane.
- Prescribed ahead only movements on Rutland Road through its junction with Neepsend Lane and Burton Road,
- One way for all traffic on the whole or parts of Harvest Lane. Hicks Street, North Church Street, Percy Street and Platt Street.
- One Way for motor vehicles with contraflow cycling on the whole or parts of Lancaster Street, Lee Croft and Orchard Street.
- Changes to the 20mph speed limit in Neepsend to reflect the change of route for through traffic.
- Prohibition of waiting at any time on parts of Campo Lane, Garden Street, Hawley Street, Paradise Street, Silver Street Head, Townhead Street and West Bar.
- Prohibition of waiting, Monday to Sunday, 8:00am - 8:30pm on parts of Paradise Street.
- 24 hour main carriageway clearway on parts of Broad Lane, Garden Street, Hollis Croft, Tenter Street.
- No loading at any time on parts of Campo Lane and Townhead Street.
- No loading, Monday to Saturday, 7:30am - 9:30am and 4:00pm - 6:30pm on part of West Bar.
- No loading, Monday to Saturday, 8am - 9:30am and 4:30pm - 6:30pm on part of Campo Lane.

The restrictions as originally proposed and advertised to the public are shown on the drawings in Appendix A.

1.2.4 There is also a need to introduce parking restrictions due to parking on footways and on (or close to) junctions, which impacts on access for larger vehicles and obstructs pedestrians. Kelham Island and Neepsend are also popular for long stay parking as it is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses as well as for residents. The construction of properties at West Bar is expected to provide additional parking demand in the area too. It is therefore proposed to introduce a parking scheme in Kelham Island and Neepsend. The scheme supports the proposed moving traffic restrictions within the

Kelham Island and Neepsend Active Travel and Public Transport Scheme. There is a separate TRO and Committee report for the parking scheme with the proposed parking restrictions.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The making of the TRO will facilitate the Kelham Island and Neepsend Active Travel and Public Transport Scheme. This scheme will itself contribute directly through its interventions to the overall strategic objectives of Sheffield City Council (SCC), South Yorkshire Mayoral Combined Authority (SYMCA) and central Government.
- 2.2 SCC and the SYMCA have continued to promote schemes of this nature given the wider economic, societal and environmental benefits that can be achieved through local active travel and bus priority schemes.
- 2.3 The scheme supports the Council's delivery plan, through:
- Strong and connected neighbourhoods
 - The provision of safe, efficient, and sustainable transport is fundamental in achieving stronger and more connected neighbourhoods.
 - Fair, inclusive, and empowered communities
 - The provision of well designed active travel infrastructure supports the removal of barriers to participation, so everyone has the opportunity to enjoy the benefits of going for a walk, a ride or a wheel.
 - Healthy lives and wellbeing for all
 - Active travel schemes increase physical activity and improve health.
 - Public transport journeys also typically feature physical activity when accessing bus stops or railway stations and therefore also improve health.
 - Clean economic growth
 - There is a relationship between high quality active travel and public transport infrastructure, and regeneration. The proposed scheme will enhance sustainable access between Neepsend, Kelham Island and the city centre for residents and support regeneration in the city.
 - The scheme will also improve access to businesses in the city centre.
 - The scheme will encourage an increase in journeys by low carbon sustainable modes, reducing private car use, queues, and delays at peak times, contributing towards reducing carbon.
 - Happy young people who have the start they need
 - Schemes like this are an integral part of giving young people the facilities for them to travel by foot, cycle, and wheel and access public transport.

- Tackling inequalities
 - The scheme will help to improve employment prospects, through enhanced sustainable access to employment opportunities.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Consultation Approach

- 3.1.1 An outline of the proposed TRO was posted to over 8,500 addresses in the West Bar, Tenter Street, Kelham Island and Neepsend area. This directed residents and businesses to the Sheffield City Council website for details of the TRO. Details of the wider scheme and amendments following the initial consultation on the scheme were provided on the Council's Connecting Sheffield website.
- 3.1.2 E-mails were sent to Members of the Transport, Regeneration and Climate Policy Committee, local Ward Members, the Local Area Committee, statutory consultees (police, fire, ambulance and bus etc.) and other interest groups.
- 3.1.3 Public notices were put up on roads throughout the area affected by the TRO on the 22nd February 2023. The Notice for the TRO was advertised in the Sheffield Telegraph on the 23rd February 2023.
- 3.1.4 The formal consultation period commenced on the 23rd February 2023 and completed on the 23rd March 2023. However, in the interests of allowing as many people to contribute as possible, feedback received until the 30th April 2023 has been accepted and is presented in this report.
- 3.1.5 A drop in information event was also held in Kelham Island on the 28th February 2023. The proposals for the Kelham Island and Neepsend Active Travel and Public Transport Scheme TRO as well as the wider scheme proposals were displayed at the event. Council officers and representatives from the works contractor were available.

3.2 Consultation Responses

- 3.2.1 A total of 66 people provided feedback to the consultation.
- 3.2.2 The feedback has been categorised by theme, and sentiment in order to concisely report on the feedback. This is necessary because the feedback is from e-mails that are not constrained by pre-determined categories or options, which allows respondents to express their opinion.
- 3.2.3 Overall, of the 66 responses, 52 were objecting, 7 were positive, and 7 were neutral.

- 3.2.4 The objections to the proposed TRO can be broken down into eight main categories:
- Impact on businesses (32 references)
 - Access (21 references)
 - Parking (17 references)
 - Scale (10 references)
 - Congestion (6 references)
 - Increased travel distance (5 references)
 - Not necessary (3 references)
 - Safety (2 references)
- 3.2.5 The total number of mentions may exceed the number of people as a person may have highlighted multiple themes.
- 3.2.6 Officers have fed back to all respondents with an acknowledgement or addressing specific questions and clarifying the proposals if required.
- 3.2.7 A copy of all the anonymised consultation feedback is attached in Appendix B of this report and the concerns raised are summarised below, together with officer's feedback to each of the concerns raised.
- 3.3 Impact on Businesses (32 references)
- 3.3.1 There were 32 references that related to the schemes impact on businesses which tended to raise issues which were financial in nature and related to a number of perceived negative impacts that the scheme could have on certain local businesses, mainly reduced ease with which potential customers can access such businesses, concerns regarding impact on current delivery arrangements, loss of passing trade for individual businesses and reduced footfall.
- 3.3.2 The most frequently mentioned roads where it is perceived that the scheme will have a detrimental impact on businesses are:
- Neepsend Lane due to the closure to motor vehicles at the south side of the junction with Burton Road/ Rutland Road and the access to a number of businesses on this part of Neepsend Lane.
 - Percy Street due to the introduction of a north easterly one way along its length.
 - Burton Road due to the introduction of full time bus gates which remove general through traffic between Percy Street and Rutland Road, though access is retained.
- 3.3.3 The closure of Neepsend Lane at its junction with Burton Road/ Rutland Road is required in order to allow the introduction of pedestrian and cycle crossings at the Rutland Road, Neepsend Lane and Burton Road junction. The regeneration of Neepsend with further residential properties planned is also expected to increase

the demand for crossing at this location. Transport modelling indicates that the junction would cease to operate effectively if Neepsend Lane remained open and pedestrian crossings were introduced leading to significant increases in queuing and delay to all traffic. There would also be a severe impact on the bus service which passes through this junction.

- 3.3.4 The proposed north easterly one way along Percy Street between Neepsend Lane and Burton Road is part of the wider traffic management measures proposed in Neepsend aimed at encouraging through traffic to use the A61 (inner ring road). The direction of this one way was chosen to prevent motor vehicles from diverting around side roads to bypass the bus gate proposed on Burton Road near its junction with Percy Street. If a significant amount of traffic used this diversion it will have an impact on the operation of the Rutland Road, Burton Road and Neepsend Lane junction.
- 3.3.5 However having considered the objections raised by businesses, it is recommended that the proposed one way on the lower section of Percy Street between Neepsend Lane and Burton Road will not be implemented. This section of Percy Street is proposed to remain two way as existing which would result in minimal variations to the way people currently access businesses on Neepsend Lane (between Percy Street and Rutland Road). However should a significant amount of general traffic use this route to avoid the bus gate on Burton Road we would investigate promoting a further to change this section of Percy Street to one way.
- 3.3.6 The proposed bus gates on Burton Road also aim to reduce through traffic in order to improve bus priority by encouraging drivers to travel around Neepsend. Reduced volumes of through traffic along Burton Road is also required in order to ensure the efficient operation of the proposed Rutland Road, Neepsend Lane and Burton Road junction, and to improve bus priority.
- 3.3.7 The scheme has been designed so that all businesses remain accessible by all motor vehicles including HGVs, but in some circumstances the route to or from the business may change. The positive side of which is that active travel is more attractive, inclusive and safer, which aims to reduce the number of vehicle trips overall.

3.4 Access (21 references)

- 3.4.1 There were 21 references that related to the schemes impact on highway access, specifically in relation to:
- Business access, particularly objections regarding the reduced ease with which potential customers and employees can access businesses.

- Residential access, particularly objections regarding the impact on residents of The Chimes and St James Row because of prohibiting through traffic along Vicar Lane, though access will be maintained.
- Emergency and service vehicles, specifically concerns regarding access to The Chimes and St James Row on Vicar Lane.
- The introduction of the two bus gates on Burton Road, one south east of the junction with Neepsend Lane and Rutland Road, and the other just south east of the junction with Percy Street.
- Access to a business off Paradise Street from West Bar, though access will be maintained via Silver Street.
- HGV access, specifically concerns regarding the impact on current delivery arrangements.

- 3.4.2 The scheme has been designed so that access to all businesses and residential properties by all motor vehicles including HGVs is maintained, though in some circumstances the access route for some drivers may vary.
- 3.4.3 The proposed prohibition of motor vehicles on Vicar Lane (which was included in the proposal advertised) has been removed from the TRO. To be clear: the Committee is not being asked to approve the making of a TRO which includes that restriction. The modification was necessary due to an error in the proposal advertised. It is anticipated that a separate for a prohibition of vehicles on Vicar Lane will be properly advertised in the future. The proposed location for the restriction would be between the access to the underground car park to The Chimes and the rear access road to the Quaker Meeting House.
- 3.4.4 Whilst the introduction of the bus gates on Burton Road will prohibit through traffic, reducing volumes of traffic travelling along Burton Road and the section of Neepsend Lane between Boyland Street and Rutland Road, all businesses will be fully accessible by motor vehicle though the access route for some drivers may vary. The proposed introduction of double yellow lines (no waiting at any time), with loading permitted, on sections of Burton Road through the Kelham Island and Neepsend Parking Scheme will also improve access and loading for HGVs. The bus gates will also improve bus priority and reduce traffic volumes at the Rutland Road, Neepsend Lane and Burton Road junction to allow the introduction of controlled pedestrian and cycle crossings on all arms of the junction.
- 3.4.5 The scheme is aimed at creating a safer environment for people to walk, wheel and cycle. If motor vehicles are still able to travel through the area the benefits will not be realised in terms of:
- Reduced bus journey times.

- Reduced congestion and delays to all vehicles, thereby improving air quality.
- Provision of safe, direct and attractive active travel routes resulting in mode shift towards active travel.
- Improved health of local residents as a result of increased activity
- Reduced severance.
- Improved environment for all road users.

3.4.6 The objection from a business located on Paradise Street/ West Bar is regarding the:

- Paradise Street closure via the TRO.
- Adequacy of the alternative route via Silver Street.
- Loss of business.
- Consideration of alternative designs.

3.4.7 The closure of Paradise Street at the junction of West Bar is required so that a safe transition can be accommodated for cyclists on West Bar to the proposed segregated off carriageway path around West Bar roundabout. The closure of Paradise Street will ensure vehicles currently undertaking unsafe 'U' turn manoeuvres on West Bar to access Paradise Street do not cut across the path of cyclists or put pedestrians in danger when crossing Paradise Street or crossing in front of the law courts.

3.4.8 The objecting business currently promotes on their website access to the car park on Paradise Street from Silver Street from all directions and this scheme further promotes that route.

3.4.9 It is recommended that further waiting restrictions are introduced on both Silver Street and Paradise Street and the length of the parking bay on the lower section of Silver Street is reduced as agreed with a representative of the business. While the route from Silver Street is slightly longer to travel for some customers, officers recommend that given the safety concerns around the entrance to Paradise Street, this is the most appropriate route which would address any current and future road safety issues. Officers propose to advertise a change in restrictions on Silver Street if the recommendation to close Paradise Street is approved.

3.4.10 The objector has indicated that an alternative design would still allow access to Paradise Street from West Bar. Officers have considered alternatives to keep Paradise Street open however any adjustments would still introduce a conflict point between cyclists, pedestrians and motor vehicles and will also impact on the safe operation of the new roundabout.

3.4.11 We have consulted with emergency services and service providers to ensure they are aware of the scheme proposals. These consultees have not provided feedback.

3.4.12 As part of the design process HGV access and egress at junctions has been considered through a swept path analysis to ensure that the necessary space is available for vehicles to make the necessary turning movements. In addition the proposed parking restrictions for the area which are proposed through the Kelham Island and Neepsend Parking Scheme support the proposed moving traffic restrictions within the Kelham Island and Neepsend Active Travel and Public Transport Scheme. The amendments to parking and the introduction of double yellow lines should remove pavement parking and parking close to or on junctions which is an issue for pedestrians and for access for larger vehicles in Kelham Island and Neepsend. There is a separate TRO for the proposed parking restrictions.

3.5 Parking (17 references)

3.5.1 The TRO which this report concerns and which the Committee is being recommended to confirm does not incorporate any parking restrictions which are proposed for inclusion in the Kelham Island and Neepsend Parking Scheme. That is a separate scheme and it is the subject of a separate TRO, a separate report and a separate decision by the Committee. It is mentioned here because the Committee should be made aware that it will support the Kelham Island and Neepsend Active Travel and Public Transport Scheme, which this TRO is intended to facilitate.

For context only, there were 20 references that related to the negative impacts of the Kelham Island and Neepsend Parking Scheme. The objections with regard to parking can be broken down into six main categories:

- Harmful to businesses, due to the perceived loss of loading opportunities and also the introduction of parking charges.
- Reduced number of parking spaces. In part due to the Kelham Island and Neepsend Active Travel and Public Transport Scheme.
- Personal affordability.
- Accessing permits (typically regarding car free developments).
- Displacement of vehicles to nearby areas.
- Time of operation.

As mentioned above, these objections are the subject of a separate report and presented for the Committee's consideration there, alongside the Council's response to those objections.

3.5.2 However there is an opportunity to reduce the length of the prohibition of motor vehicles on Neepsend Lane to create additional parking spaces. To facilitate this it is proposed to reduce the extent of the prohibition of motor vehicles as advertised from 88m to 20m from its junction with Burton Road. Further investigations will be

undertaken to determine if additional parking spaces could be accommodated on this section of Neepsend Lane.

3.6 Scale (10 references)

3.6.1 There were 10 references regarding insufficient or inadequate scale of the scheme, mainly:

- Wider investment in public transport infrastructure was needed (e.g. improved bus reliability, new trams, real time passenger information).
- Wider investment in walk and cycle schemes (e.g. more cycle and pedestrian crossings, more cycle routes; park and walk/ cycle schemes).
- Investment in additional parking opportunities.
- More green spaces.

3.6.2 The design of the final scheme has been informed by an options appraisal process through which several options were explored and appraised which resulted in a preferred scheme. This process included comparing, assessing and evaluating a range of alternatives against the scheme objectives whilst considering key constraints, such as land ownership, the environment, funding availability, future maintenance liability, and public acceptability.

3.7 Congestion (6 references)

3.7.1 There were 6 references highlighting that the scheme will increase congestion. The specific areas mentioned were:

- The Rutland Road, Burton Road and Neepsend Lane junction.
- The Rutland Road, Boyland Street and Hicks Street junction due to the re-routing of the B6074.
- Tenter Street due to the reduction in capacity to one lane in each direction.
- Percy Street due to a vehicles loading and unloading restriction.

3.7.2 Detailed traffic modelling of the area has been carried out to assess the likely impact of the scheme on traffic at the junctions and along key internal roads. The modelling compared the modelled traffic conditions associated with the current layout with those that would result from the preferred scheme. Whilst the results highlighted the potential for some additional delays it indicated that the links and junctions would operate within absolute capacity levels, during both the morning and evening peaks. Though we will monitor traffic flows at key junctions over the first 12 months following the implementation of the scheme to determine if any further amendments are required.

- 3.7.3 The proposed Shalesmoor Gateway project also aims to reduce congestion on the ring road at Shalesmoor roundabout to encourage through traffic to remain on the A61 as opposed to travelling through Neepsend and Kelham Island.
- 3.7.4 The proposed introduction of double yellow lines (no waiting at any time) with loading permitted on sections of Percy Street through the Kelham Island and Neepsend Parking Scheme will provide drivers with loading and unloading opportunities without obstructing the highway.
- 3.7.5 The aim of schemes such as this, is to improve walking and cycling facilities in the area for existing users and to encourage those who do not need to drive to choose an alternative way to travel, especially for short trips. This will contribute towards reducing congestion..
- 3.8 Increased Travel Distance (5 references)
- 3.8.1 There were 5 references that relate to a perception that the scheme increases travel distance overall, and consequently increases emissions and reduces air quality.
- 3.8.2 The scheme has been designed to maintain access for all residents and businesses by motor vehicle. Though in some circumstances some people may need to travel further, however, overall the scheme is expected to reduce the number of journeys made by motor vehicle which will improve the environment for all road users.
- 3.9 Not Necessary (3 references)
- 3.9.1 There were 3 references that suggest the scheme is unnecessary as there are currently little or no cyclists, or the gradients in the area don't lend themselves to journeys by bike.
- 3.9.2 In most cities where well designed cycle routes have been built, many more people cycle on those routes.
- 3.9.3 The Tenter Street and West Bar proposals continue the 'Grey to Green' style proposals which have been implemented in phases through West Bar, Bridge Street and Castlegate and join with future proposals for the city centre. The proposals will transform these roads offering attractive routes to and from the city centre and Kelham Island/ Neepsend for walking and cycling. The proposals have also been designed to reinforce the regeneration of Kelham Island and Neepsend. The scheme aims to introduce high quality active travel infrastructure to improve sustainable access and therefore we anticipate pedestrians and cyclists to increase on these routes.
- 3.10 Safety (2 references)

3.10.1 There were 2 references highlighting that the location of the scheme is unsafe for pedestrians and cyclists due to the specific business operations that are present in and around the area, such as movement of HGVs, fork lift trucks, and other machinery.

3.10.2 An initial road safety audit has been undertaken of the road safety implications of the scheme. No specific issues were highlighted relating to the movement of HGVs, fork lift trucks, and other machinery. If road safety issues are highlighted following further road safety audits, the team will investigate this to reach a resolution.

3.11 Other Consultees

3.11.1 Consultation has also been undertaken with statutory consultees including the emergency services.

3.11.2 The active travel campaign group CycleSheffield with over 1950 members supports the Kelham Island and Neepsend Active Travel and Public Transport Scheme.

3.12 Changes following the consultation

3.12.1 Following feedback during the consultation, a number of amendments to the proposals are recommended. A summary of these amendments is outlined below:

- The removal of the one way on Percy Street between Neepsend Lane and Burton Road
- The removal of the one ways on Rowland Street and Wilson Street
- The removal of the prohibition of motor vehicles on Vicar Lane
- A reduction in the length of the prohibition of motor vehicles on Neepsend Lane from 88m to 20m from its junction with Burton Road.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Overall, there are no significant differential, positive or negative, equalities impacts from this proposal.

4.1.2 The project will provide more inclusive transport infrastructure for local travel with high quality active travel facilities for local residents and businesses alongside bus priority measures to improve bus reliability and consistency.

- 4.1.3 The project will benefit the health of local residents and workers by encouraging active and sustainable travel, and by reducing carbon and improving air quality.
- 4.1.4 Bus priority measures to improve bus reliability and consistency will benefit people of all ages by encouraging sustainable travel to access local employment, facilities and services. High quality active travel facilities such as controlled crossings on key roads and at key junctions alongside segregated cycle routes will also benefit people of all ages.
- 4.1.5 High quality, safer and more accessible active travel infrastructure will benefit disabled people and improve sustainable access to local facilities and services.
- 4.1.6 The project will reduce community severance and improve social inclusion with segregated cycle infrastructure along key roads and controlled crossings across major roads such as the A61 Inner Ring Road.
- 4.1.7 The project will also contribute towards reducing poverty and financial inclusion by providing high quality facilities for low cost active travel alongside bus priority improvements.
- 4.2 Financial and Commercial Implications
- 4.2.1 The Full Business Case for the Kelham Island and Neepsend Active Travel and Public Transport Scheme was approved by the South Yorkshire Mayoral Combined Authority in March 2023.
- 4.2.2 The funding source for the implementation of the Kelham Island and Neepsend Active Travel and Public Transport Scheme and the s is the Transforming Cities Fund. This is a government capital grant managed by the South Yorkshire Mayoral Combined Authority.
- 4.2.3 The total approved budget for the Kelham Island and Neepsend Active Travel and Public Transport Scheme is £16,055,333. This is based on contract award prices submitted by the successful contractor procured through a tender process.
- 4.2.4 The commuted sum payment required for the Kelham Island and Neepsend Active Travel and Public Transport Scheme is estimated to be £134,000. The commuted sum is to be funded through the Local Neighbourhood Transport Complimentary Programme (LNTCP) funds for 25 years of maintenance.

4.3 Legal Implications

4.3.1 The Road Traffic Regulation Act 1984 allows the Council, in its capacity as traffic authority, to make and vary s to prohibit, restrict or regulate the use of roads. A may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the 1984 Act - this includes the avoidance of danger to people or traffic, for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), preserving or improving the amenities of the area through which the road runs and for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality). The proposal in this report is considered to align with these purposes.

4.3.2 Before the Council can make a TRO, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 as well as take such steps as it considers appropriate for ensuring that adequate publicity is given to the proposed order. This includes the display of notices on street. The Council has complied with these requirements.

4.3.3 The Council is required to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are summarised and presented for consideration in this report. A full list of the objections is also appended to this report. The Council may modify an order, whether in consequence of any objections or otherwise, before it is made. The modifications described within this report are not considered to be substantial changes in the proposed order for which the Council considers it appropriate to take additional steps so as to inform those persons likely to be affected by the modifications.

4.3.4 In deciding whether to make a TRO, the Council must have regard to its duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway, so far as practicable while having regard to the matters specified below:

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the Council to be relevant.

The proposal detailed in this report is considered to align with the objectives of the aforementioned duty.

- 4.3.5 The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.

4.4 Climate Implications

- 4.4.1 The Climate Change Impact Assessment undertaken as part of the Full Business Case for the project has considered the impact of the proposed project interventions on climate change.
- 4.4.2 The Council declared a Climate Emergency in February 2019 and through its 10-Point Plan for climate action is committed to a carbon neutral target by 2030. The Kelham Island and Neepsend Active Travel and Public Transport Scheme contributes towards this commitment, by:
- Reducing congestion and air pollution from vehicles travelling through the area.
 - Discouraging short trips by car which can readily be made by other active transport modes.
 - Encouraging commuters to consider more sustainable travel options.
- 4.4.3 Transport is a major contributor to CO2 emissions in Sheffield and schemes such as this are important in contributing towards safer and less congested roads while contributing towards improving air quality.
- 4.4.4 The potential for reduced emissions will contribute to the overall resilience to climate change.

4.5 Other Implications

4.5.1 There is the potential for some public opposition to the introduction of the scheme.

4.5.2 Surveys to monitor the impact of the scheme will be undertaken once the scheme has been in place for several months. If the scheme is not meeting its objectives, and subject to the availability of funding, additional measures will be considered to improve the schemes outcomes.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 All the elements of the TRO are required to enable the implementation of the Kelham and Neepsend Active Travel and Public Transport Scheme. Without the TRO the full benefits of this scheme will not be realised.

6. REASONS FOR RECOMMENDATIONS

6.1 The proposed Kelham Island and Neepsend Active Travel and Public Transport scheme aims to:

- Reinforce and support the regeneration of Kelham Island and Neepsend by providing sustainable access into the city centre through new, high-quality cycling and walking infrastructure and improved routes for bus services.
- Provide attractive sustainable travel outcomes for the growing resident population and complement proposals for the Shalesmoor Gateway and other local active travel schemes.

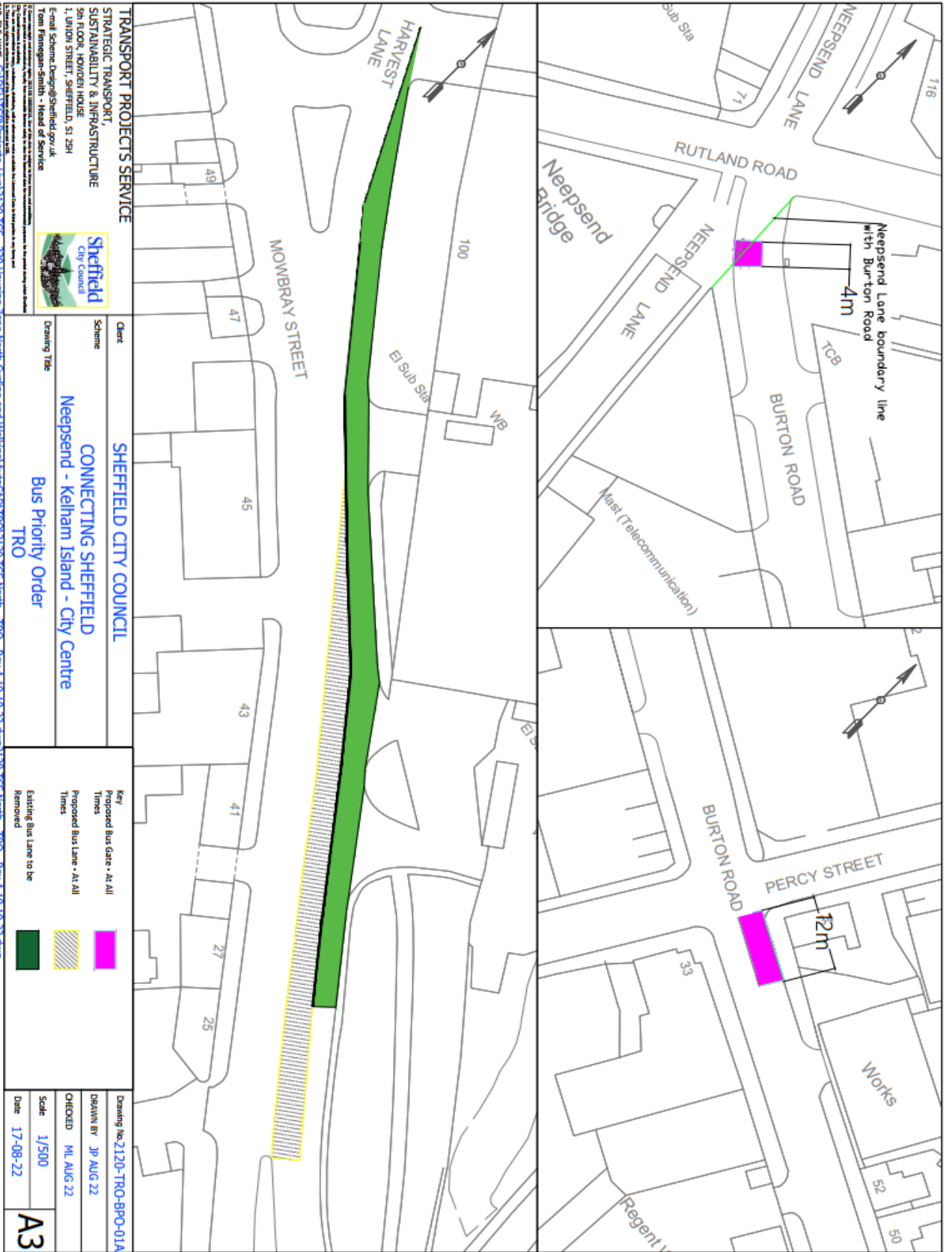
The proposed TRO is required in order to deliver the scheme and meet the above aims.

6.2 It is therefore recommended that the committee:

- Consider the objections to the proposed TRO.
- Authorise the making of the TRO with the following modifications to the original proposal:
 - The removal of the one way on Percy Street between Neepsend Lane and Burton Road
 - The removal of the one ways on Rowland Street and Wilson Street
 - The removal of the prohibition of motor vehicles on Vicar Lane
 - A reduction in the length of the prohibition of motor vehicles on Neepsend Lane from 88m to 20m from its junction with Burton Road.

- Note that a further, separate will be promoted on Paradise Street and Silver Street to improve access to a business on Paradise Street. Inform all objectors accordingly.

Appendix A: Connecting Sheffield Neepsend - Kelham Island - City Centre Traffic Regulation Order



TRANSPORT PROJECTS SERVICE
STRATEGIC TRANSPORT,
SUSTAINABILITY & INFRASTRUCTURE
 5th FLOOR, HOWDEN HOUSE
 1, UNION STREET, SHEFFIELD, S1 2SH
 E-mail: Scheme.Design@sheffield.gov.uk
 Tom Frimpong-Smith - Head of Service

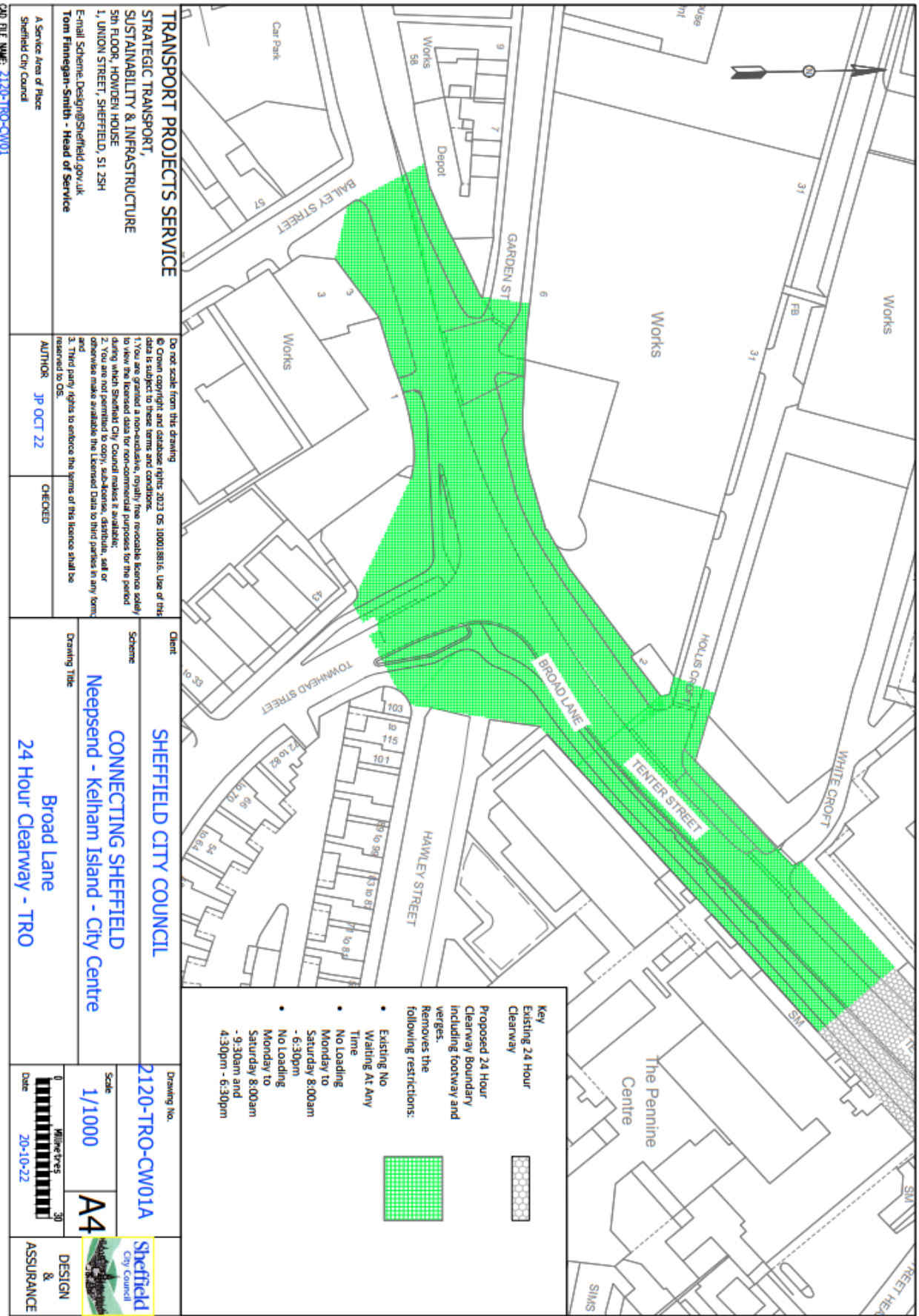


Client SHEFFIELD CITY COUNCIL
Scheme CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
 Bus Priority Order
 TRO

Key	
	Proposed Bus Lane - At All Times
	Proposed Bus Lane - At All Times
	Existing Bus Lane to be Removed

Drawing No: Z1120-TR0-BPO-01A
 DRAWN BY: JP AUG 22
 CHECKED: ML AUG 22
 Scale: 1/500
 Date: 17-08-22
A3

CD0 FILE NAME: G:\DELIVERY\Projects_Live\Z1120 TCF - 330 Housing Zone North Scoping and Walkway/Audio\Z1120 TCF North - TR0 - Rev A 19-10-22.dwg\Z1120 TCF North - TR0 - Rev A 19-10-22.dwg



TRANSPORT PROJECTS SERVICE
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 Tom Finnegan-Smith - Head of Service

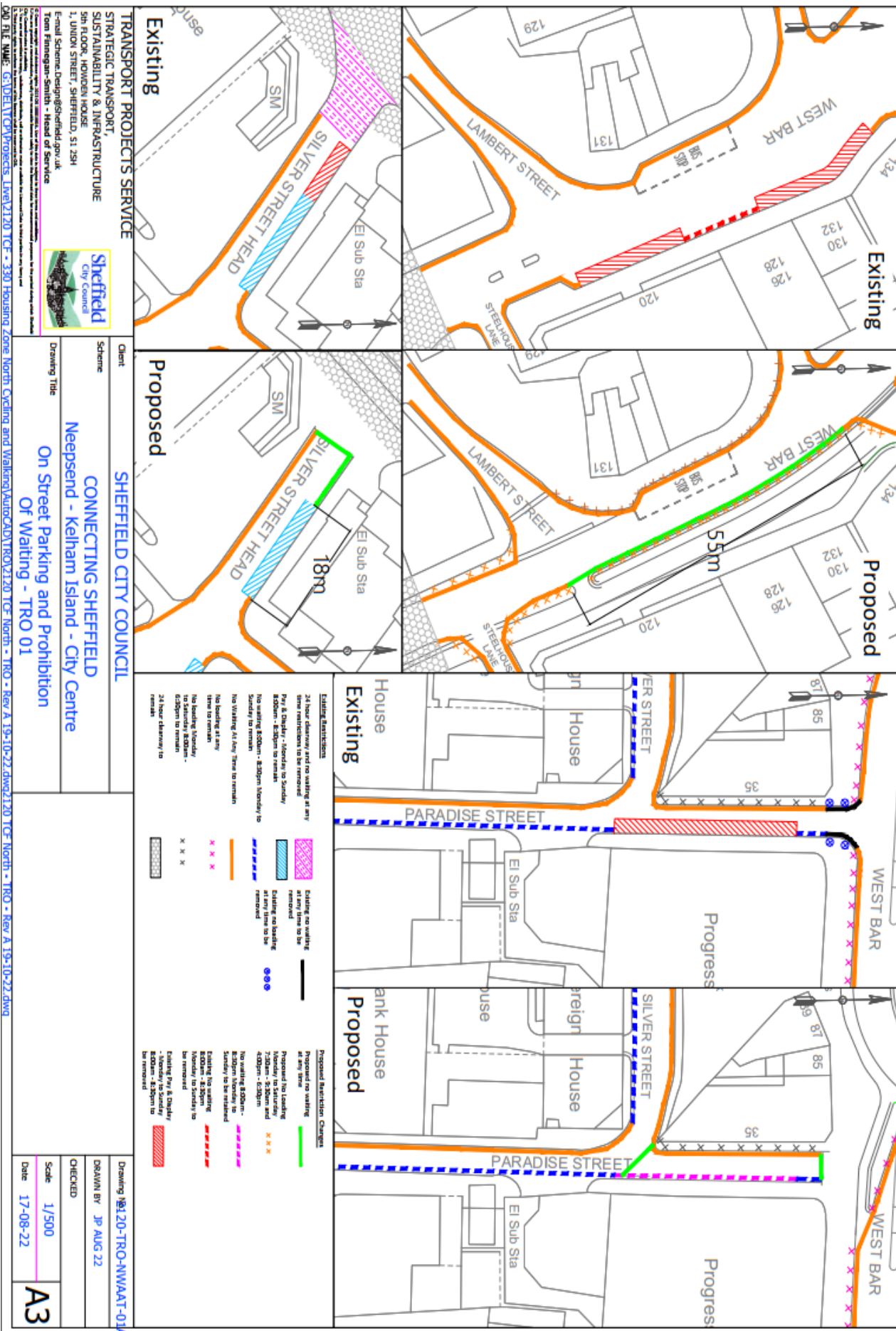
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AUTHOR: JP OCT 22
 CHECKED:

Client: SHEFFIELD CITY COUNCIL
 Scheme: CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
 Drawing Title: Broad Lane
 24 Hour Clearway - TRO

Drawing No.: 2120-TRO-CW01A
 Scale: 1/1000
 A4
 Date: 20-10-22
 Sheffield City Council
 DESIGN & ASSURANCE

CAD FILE NAME: 2120-TRO-CW01



Existing

SILVER STREET HEAD

EL Sub Sta

SM

Proposed

SILVER STREET HEAD

EL Sub Sta

SM

18m

Existing

LAMBERT STREET

WEST BAR

129 131 132 128 130 134

STEELJOUR LANE

Proposed

LAMBERT STREET

WEST BAR

129 131 132 128 130 134

STEELJOUR LANE

55m

Existing

PARADISE STREET

WEST BAR

81 85 35

House

House

EL Sub Sta

Progress

Proposed

PARADISE STREET

WEST BAR

81 85 35

Bank House

House

House

EL Sub Sta

Progress

Existing Restrictions	Proposed Restrictions - Changes
24 hour demerol and no waiting at any time restrictions to be removed	Proposed no waiting at any time
Any & Single - Liberty to Sunday	Proposed no loading at any time
Building not loading at any time to be removed	Proposed no loading at any time
No waiting 8:00pm - 8:30pm Monday to Sunday to remain	No waiting 8:00pm - 8:30pm Monday to Sunday to be retained
No Waiting At Any Time to remain	Facility No waiting 8:00pm - 8:30pm Monday to Sunday to be removed
No loading at any time to remain	Facility No waiting 8:00pm - 8:30pm Monday to Sunday to be retained
No loading 8:00pm - 8:30pm to remain	Facility No waiting 8:00pm - 8:30pm Monday to Sunday to be removed
24 hour delivery to remain	Existing Any & Single 8:00pm - 8:30pm to be removed

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Tom Farnagan-Smith - Head of Service

Sheffield City Council

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **CONNECTING SHEFFIELD**

Neepsend - Kelham Island - City Centre

On Street Parking and Prohibition Of Waiting - TR0 01

Drawing Title

Drawing No: **18120-TR0-NWMAAT-01A**

DRAWN BY: **JP AUG 22**

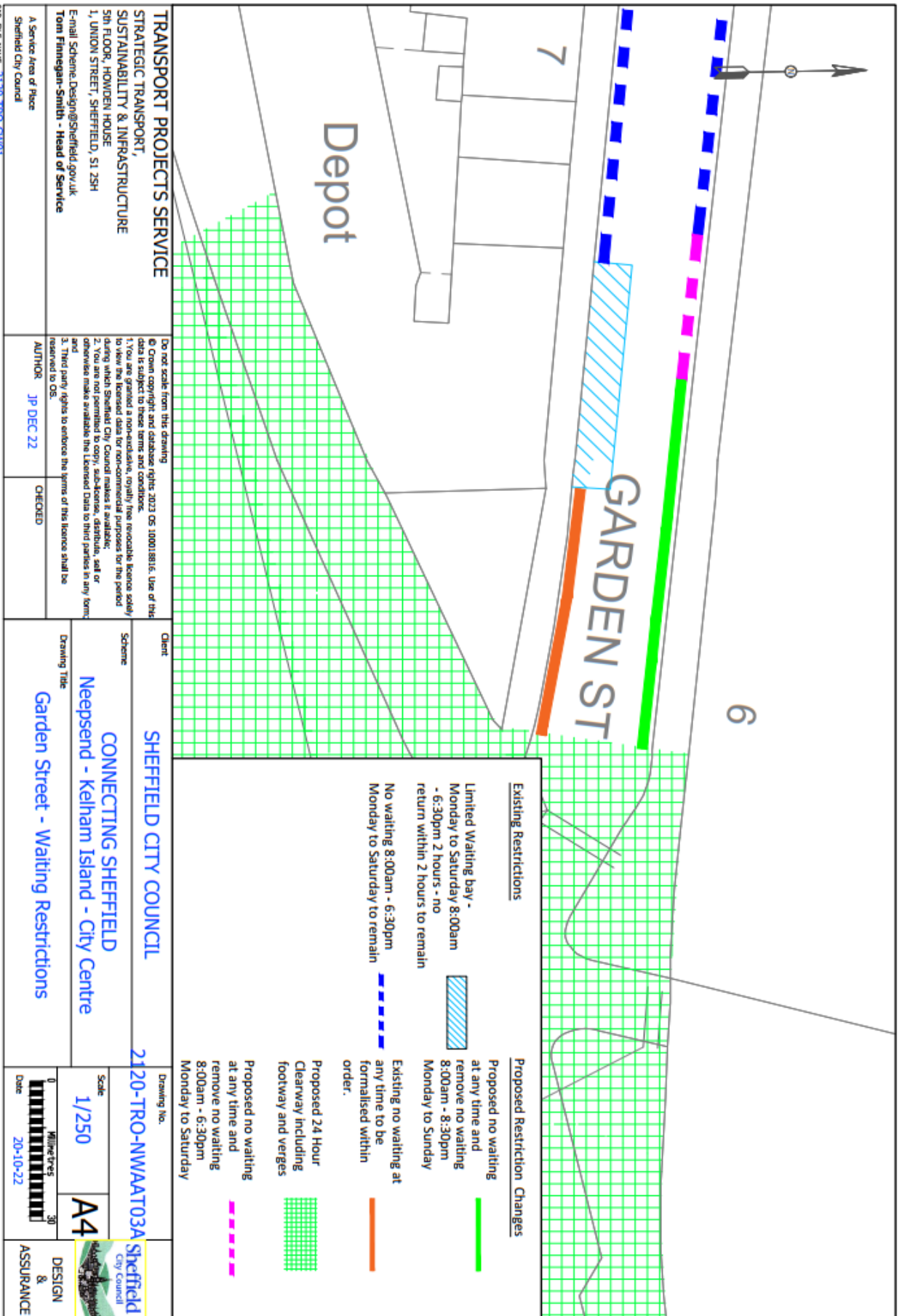
CHECKED

Scale: **1/500**

Date: **17-08-22**

A3

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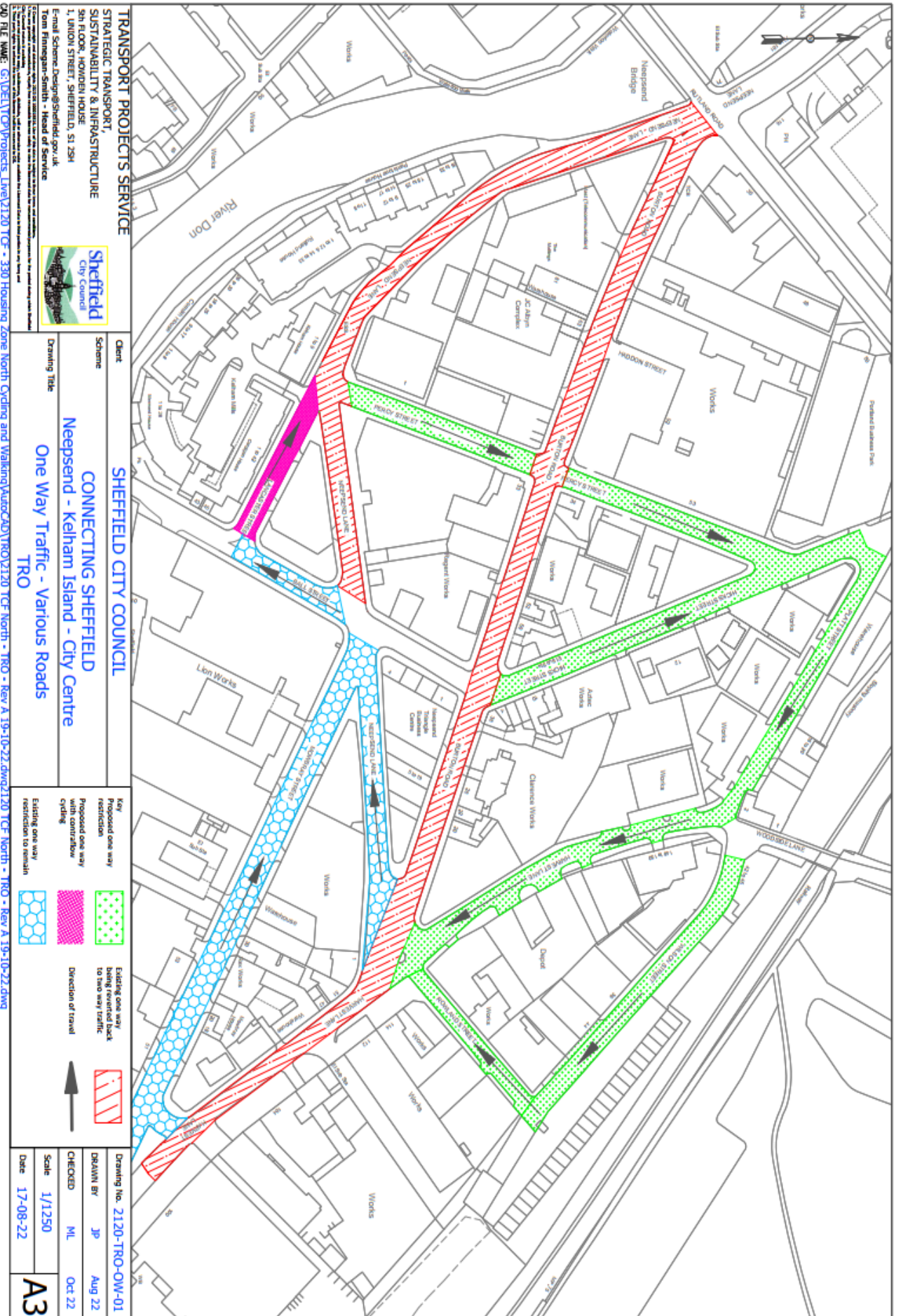
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 1, UNION STREET, SHEFFIELD, S1 2SH
 Email: Scheme.Design@Sheffield.gov.uk
 Tom Finnegan-Smith - Head of Service
 A Service Area of Place
 Sheffield City Council

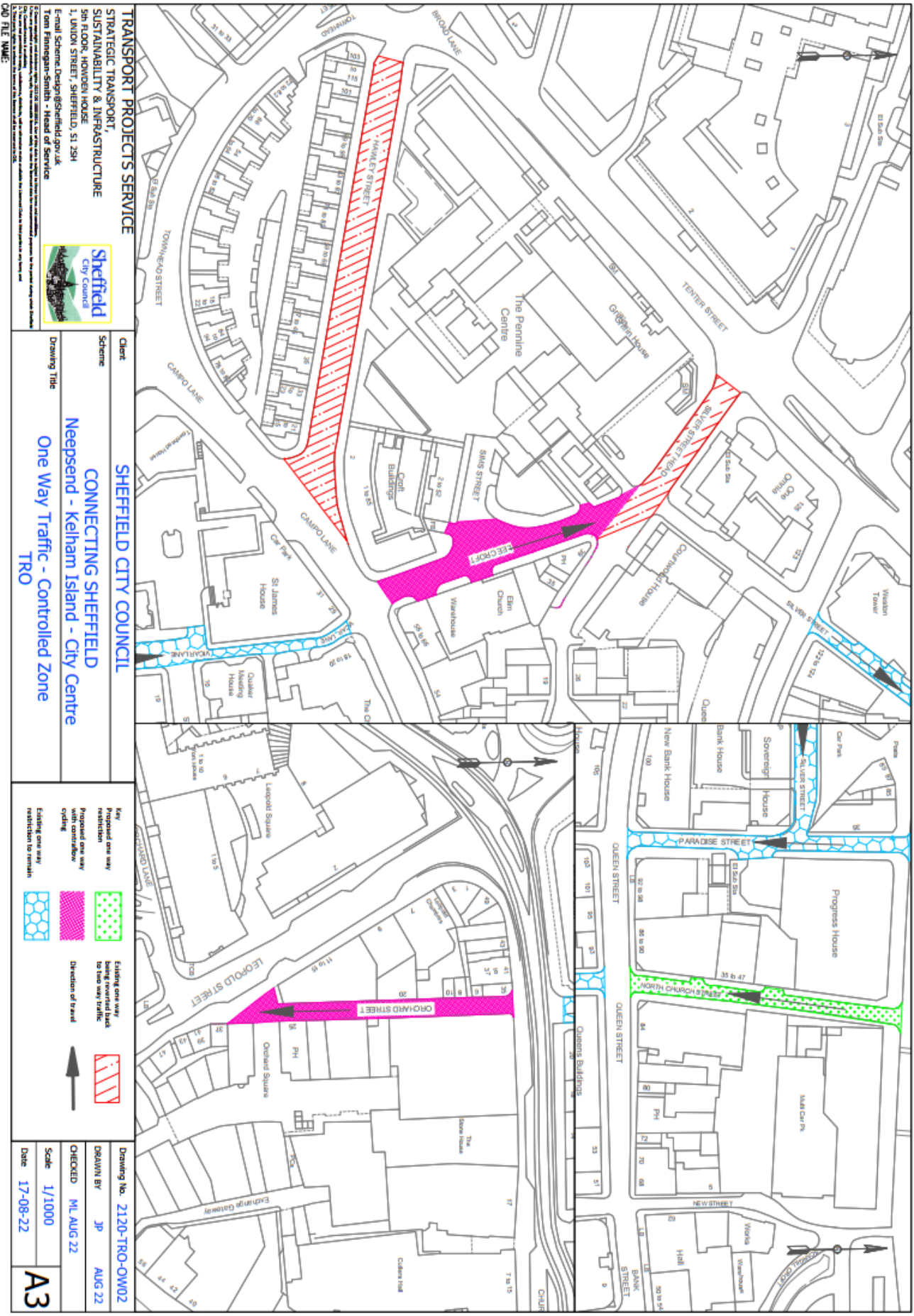
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 AUTHOR: JP DEC 22
 CHECKED:

Client: SHEFFIELD CITY COUNCIL
 Scheme: CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
 Drawing Title: Garden Street - Waiting Restrictions

Drawing No. 2120-TRO-NWAAT03A
 Scale: 1/250
 A4
 Date: 20-10-22
 DESIGN & ASSURANCE
 Sheffield City Council

- Existing Restrictions**
- Limited Waiting bay - Monday to Saturday 8:00am - 6:30pm 2 hours - no return within 2 hours to remain
 - No waiting 8:00am - 6:30pm Monday to Saturday to remain
- Proposed Restriction Changes**
- Proposed no waiting at any time and remove no waiting 8:00am - 8:30pm Monday to Sunday
 - Existing no waiting at any time to be formalised within order.
 - Proposed 24 Hour Clearway including footway and verges
 - Proposed no waiting at any time and remove no waiting 8:00am - 6:30pm Monday to Saturday





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 Tom Finnegan-Smith - Head of Service



Client
SHEFFIELD CITY COUNCIL

Scheme
CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
 One Way Traffic - Controlled Zone
 TR0

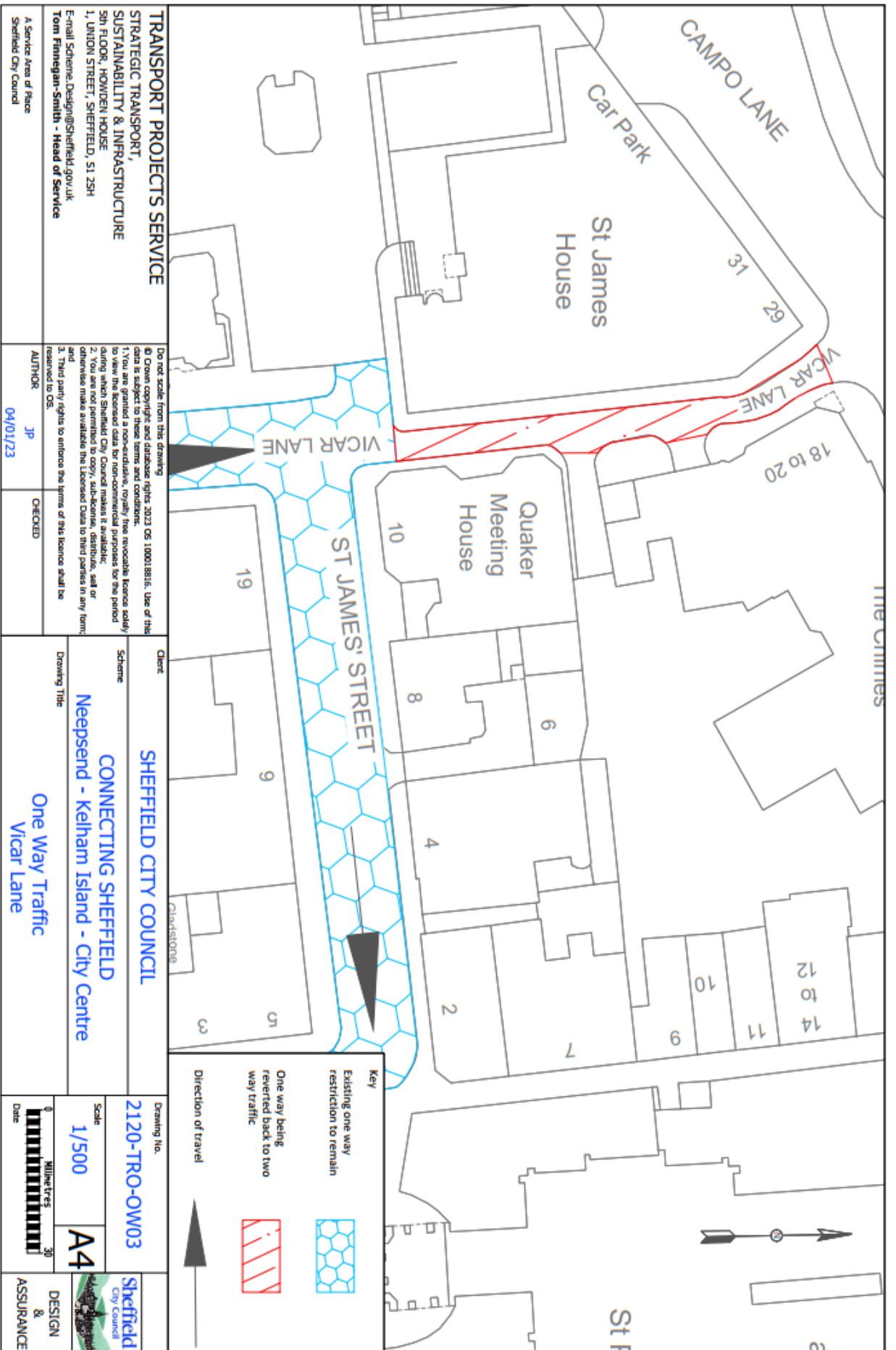
Key

- Proposed one way restriction
- Proposed one way with contraflow cycle
- Existing one way restriction to remain
- Existing one way being covered back to two way traffic
- Direction of travel

Drawing No. 2120-TR0-OW02
DRAWN BY JP AUG 22
CHECKED ML AUG 22

Scale 1/1000
Date 17-08-22

A3



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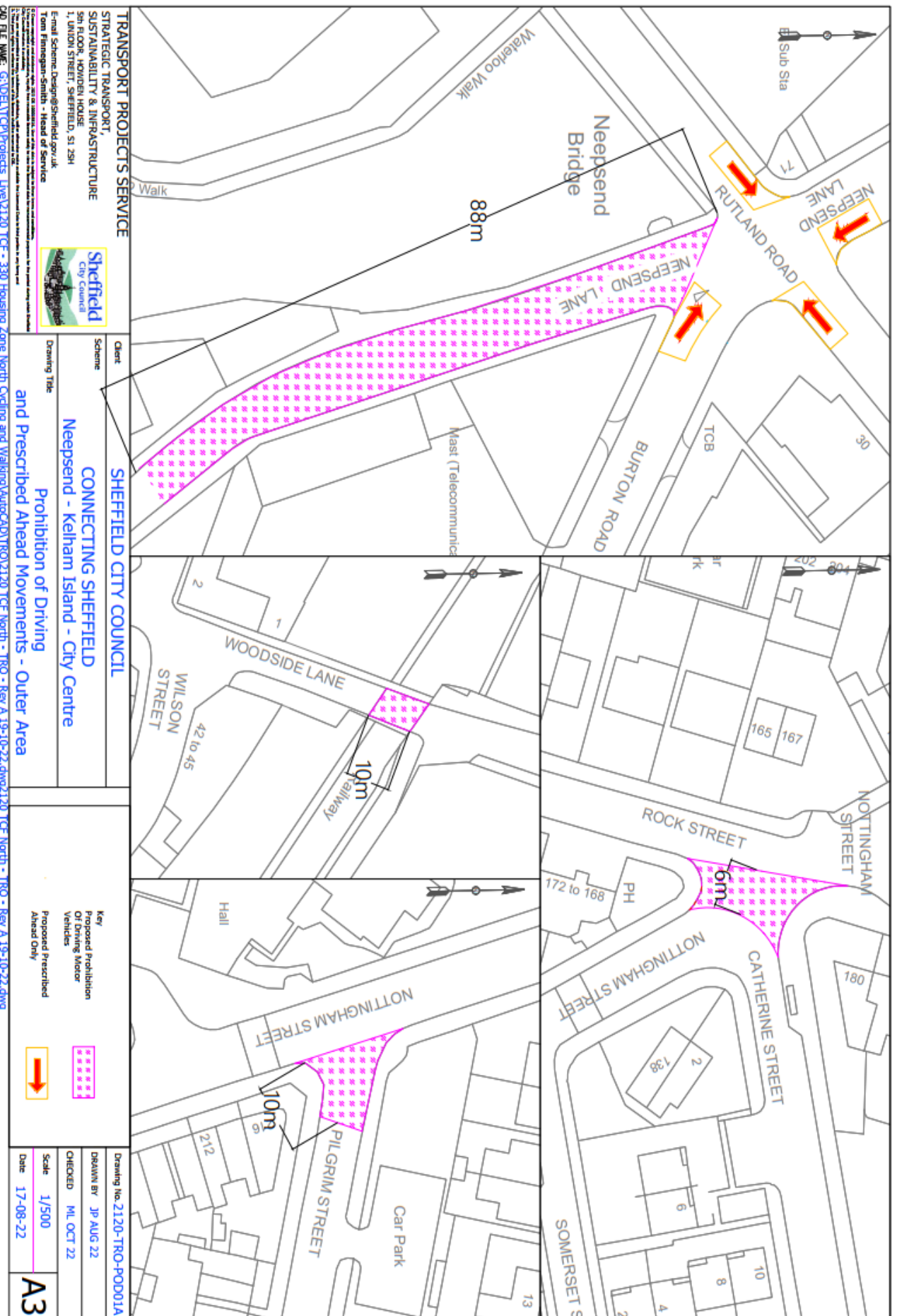
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 AUTHOR: JP
 04/01/23
 CHECKED

Client: **SHEFFIELD CITY COUNCIL**
 Scheme: **CONNECTING SHEFFIELD**
Neepsend - Kelham Island - City Centre
 Drawing Title: **One Way Traffic Vicar Lane**

Drawing No. **2120-TRO-OW03**
 Scale: **1/500**
 Date: **30**
 SHEFFIELD City Council
DESIGN & ASSURANCE

Key

- Existing one way restriction to remain
- One way being reverted back to two way traffic
- Direction of travel



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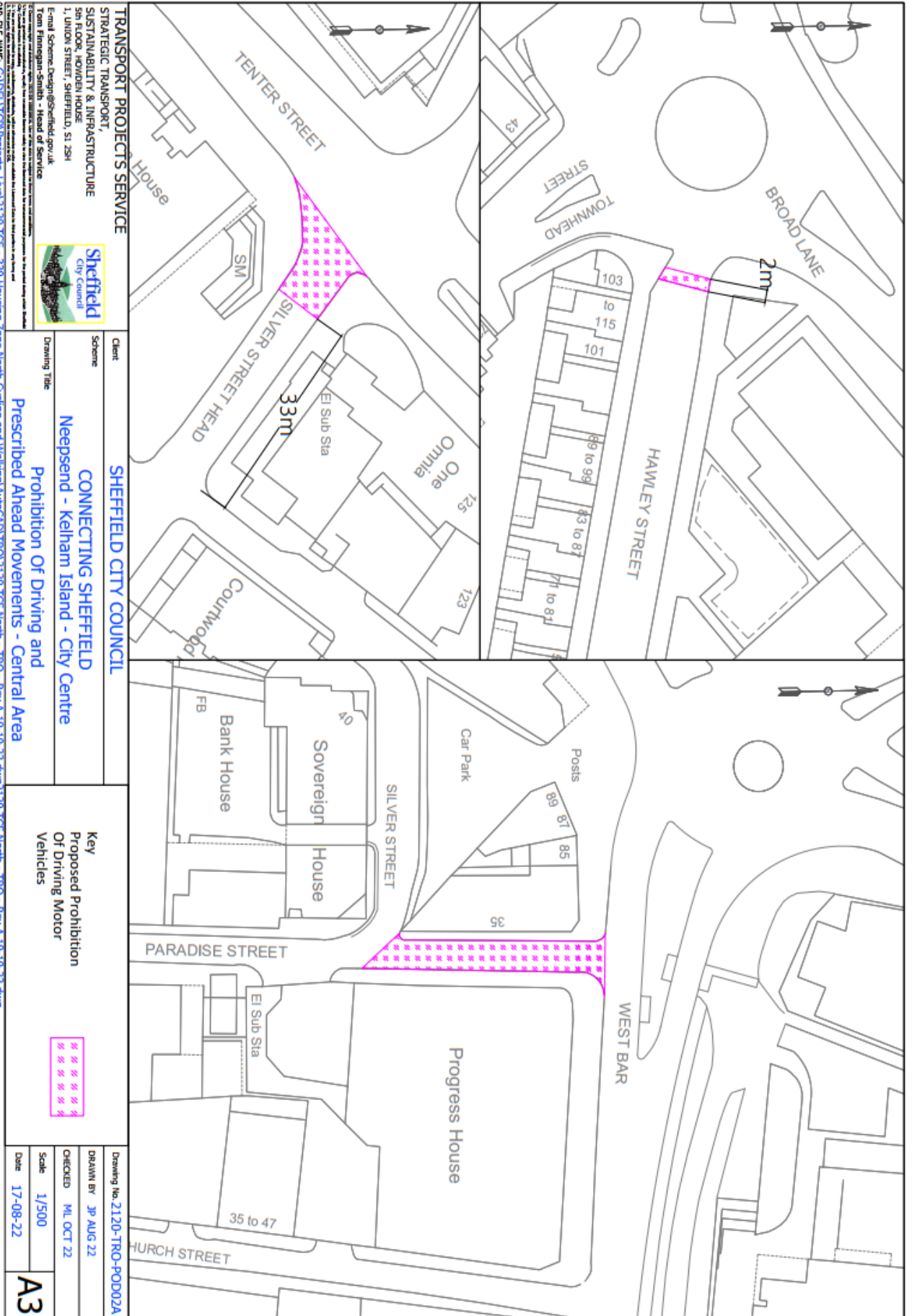


Client: SHEFFIELD CITY COUNCIL
 Scheme: CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
 Drawing Title: Prohibition of Driving
 and Prescribed Ahead Movements - Outer Area

Key:
 Proposed Prohibition
 Of Driving Motor
 Vehicles
 Proposed Prescribed
 Ahead Only

Drawing No. 2120-TR0-POD01A
 DRAWN BY: JP AUG 22
 CHECKED: ML OCT 22
 Scale: 1/500
 Date: 17-08-22
 A3

CAD FILE NAME: G:\DELIVERY\Projects_Live\2120 TCF - 330 Housing Zone North Cycling and Walking\AutoCAD\TR0\2120 TCF North - TR0 - Rev A 19-10-22.dwg\2120 TCF North - TR0 - Rev A 19-10-22.dwg



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 Team: Transport-Smiths - Head of Service

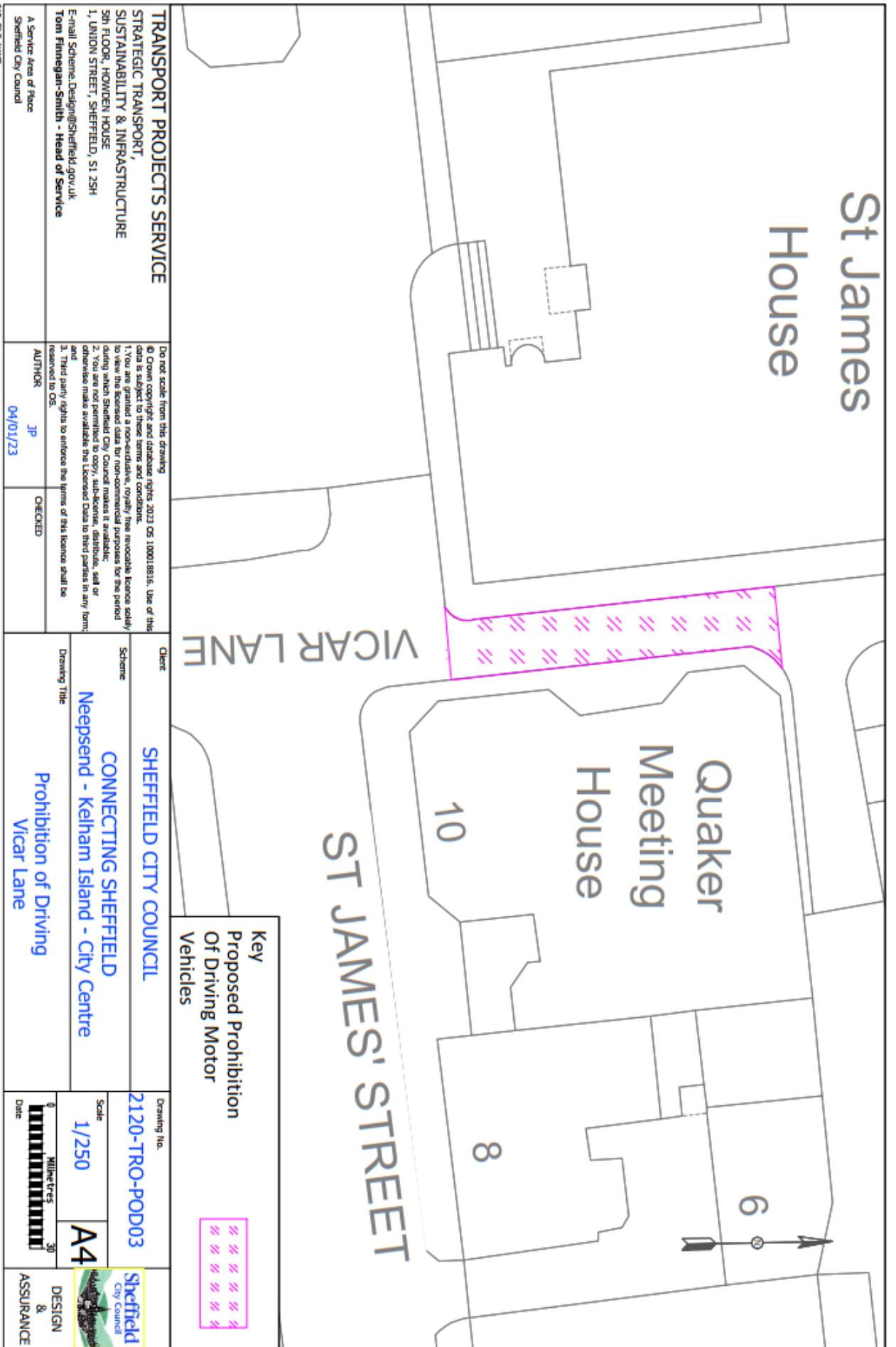


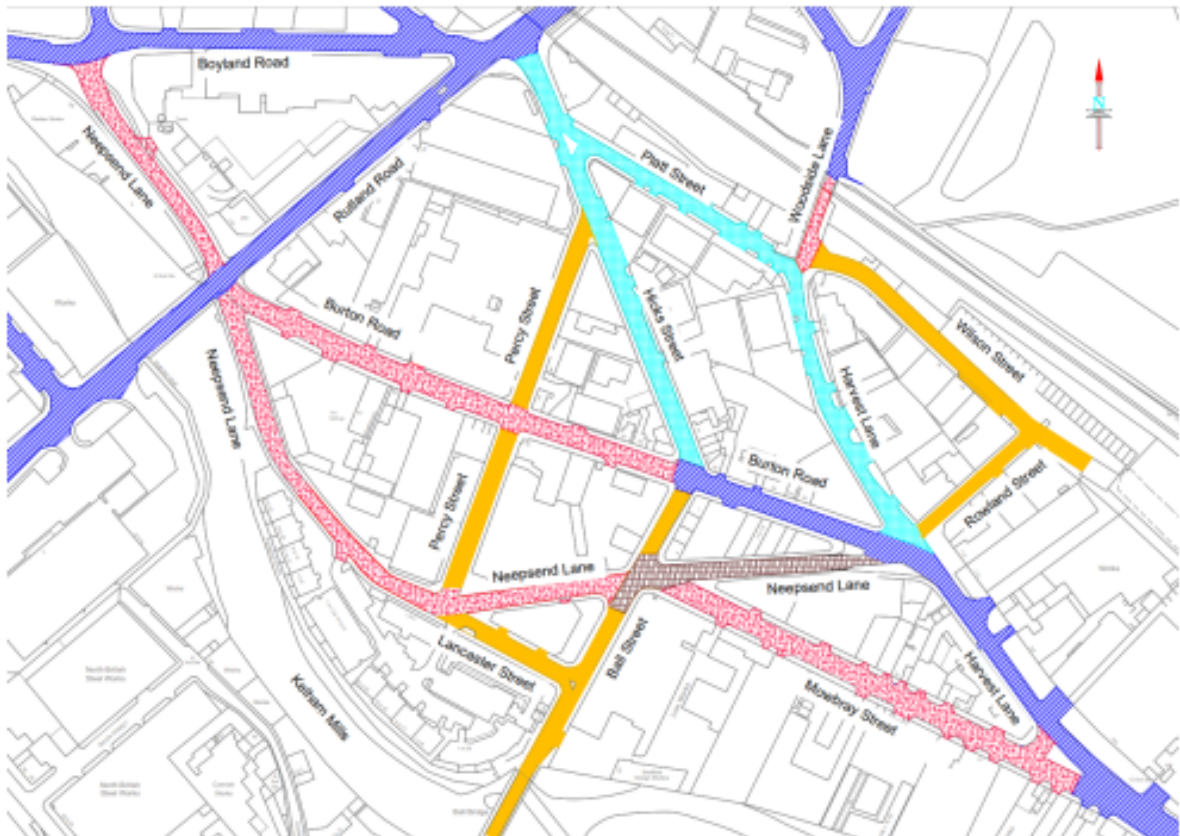
Client SHEFFIELD CITY COUNCIL
Scheme CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
Drawing Title Prohibition Of Driving and
 Prescribed Ahead Movements - Central Area

Key
 Proposed Prohibition
 Of Driving Motor
 Vehicles

Drawing No. 2120-TR0-P0002A
DRAWN BY JP AUG 22
CHECKED ML OCT 22
Scale 1/500
Date 17-08-22
A3

CAD FILE NAME: [G:\BELLEVUE\Projects_Level\2120 TCF - 330 Housing Zone North Cycling and Walking\AutoCAD\TR0\2120 TCF North - TR0 - Rev A 19-10-22.dwg](#) TCF North - TR0 - Rev A 19-10-22.dwg





Connecting Sheffield
Neepsend Lane – Kelham Island – City Centre - 20mph Order

Key	
Proposed 30mph Speed Limit	
Proposed 20mph Speed Limit	
Existing 30mph To Be Changed to 20mph to Reflect Current Order	
Existing 20mph Speed Limit To Remain	
Existing 30mph Speed Limit To Remain	

2120-TRO-SLO-01 07/11/2022

Appendix B: Consultation Feedback

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No	<u>Query / Objection / Support</u>	<u>Response</u>
1	<p>As a local business owner in Neepsend, I have never been so worried. You're going to cut off the passing trade in Neepsend lane, upon which we rely heavily on.</p> <p>My business brings A LOT of custom to Neepsend, not only does it support local businesses and bring them lots and lots of trade when we host our events, it also gives other businesses of Sheffield a platform to sell, helping the local economy.</p> <p>If you go ahead with these changes, you are going to RUN BUSINESSES INTO THE GROUND.</p> <p>Small businesses are already suffering due to your ridiculous clean air zone, now you're spreading this plague to Neepsend and Kelham Island, it's like the council want small businesses to fail and suffer.</p> <p>Not to mention, paid Parking in the area is going to put off lots of people visiting Neepsend.</p> <p>Turn this back around, otherwise you're going to kill Sheffield.</p>	<p>Many thanks for your response to the Council's Traffic Regulation Order advert to change the movement of traffic in Kelham and Neepsend as part of the Connecting Sheffield project.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. I understand your concerns and will be back in touch to let you know if we can recommend any changes to the plans.</p> <p>At the information event a few people asked whether we could look at leaving the lower half of Percy Street 'two way' to improve access from the north to businesses on Neepsend Lane - this will be one of the changes we will investigate. I will be back in touch to discuss the plans once our investigations have taken place, as well as reading all of the comments received.</p>
2	<p>With the resident's letter that has been posted about changes to Neepsend, Kelham and City Centre, I have some concerns regarding to changes being made to West Bar. The changes proposed indicates that changes will be made around West Bar to improve walking and cycling. I would like to know why the council feels it is important to improve the environment for pedestrians around West Bar but not extend further to the junction of Broad Lane and Rockingham Street where there is no pedestrian crossings on this junction. The number of incidents of pedestrians being involved in an accident is numerous and seems to have a double standard when these ideas are considered.</p> <p>I look forward to your response.</p>	<p>Thank you for your comments on the Connecting Sheffield proposals for Kelham, Neepsend and the City Centre.</p> <p>The main focus of the scheme is to improve active travel connections between the City Centre and Kelham / Neepsend (Housing Zone North) and therefore the budget allocated for the scheme has been targeted at the area north east of Townhead Street inside the ring road and into Kelham and Neepsend with quality links proposed between the two areas. We would like to extend the quality connections for walking and cycling further along Broad Lane towards Rockingham Street as you have identified and beyond, but this will be subject to future funding and or developer</p>

		contributions when new planning applications come forward. I hope this information helps
3	<p>Hi,</p> <p>Like the plans, but just a little confused & unfortunately cant make the meeting on Tuesday to ask about the plans....</p> <ol style="list-style-type: none"> 1. Maps A & B seem to be conflicting re Cycle Lanes. Map B shows a cycle Lane on both sides of the road up Tenter St, Map A shows it going up only on the city side (the original idea). Which is now planned? 2. Re blocked-off area where Silver St Head meets Tenter St, the 2 maps show different designs. Which one is planned? 3. What does 'soft landscaping' mean? Is it grey to green, or just grassed areas? <p>Thanks, keep up the good work.</p>	<p>Firstly apologies for the late response to your queries.</p> <p>Please find responses to your questions below (in red);</p> <p>Like the plans, but just a little confused & unfortunately cant make the meeting on Tuesday to ask about the plans....</p> <p>1Maps A & B seem to be conflicting re Cycle Lanes. Map B shows a cycle Lane on both sides of the road up Tenter St, Map A shows it going up only on the city side (the original idea). Which is now planned? This was an error on the plan on the website which showed the northern side cycle lane going past Solly Street, now corrected. The cycle links here work so that a bi-directional cycle track will continue further up Broad Lane / Tenter Street accessed by a crossing adjacent to the Solly Street junction.</p> <p>2Re blocked-off area where Silver St Head meets Tenter St, the 2 maps show different designs. Which one is planned?We have advertised the closure here as shown below, i.e the closure is proposed to be 33m from the junction with Silver Street. The second snip then shows what we are proposing (parking and loading wise) at the end of the street – this would be an amendment to the current parking bay, and inclusion of Double Yellow Lines to form a small turning head for vehicles.</p> <p>3What does 'soft landscaping' mean? Is it grey to green, or just grassed areas? The majority of 'soft landscaping' is planned to be like Grey to Green. This will be a Sustainable Urban Drainage (SUDs) system where possible but there are also areas where due to under ground utilities etc it will be just general planting. In essence though it will look like the Grey to Green scheme.</p> <p>Thanks, keep up the good work.I hope the information above helps</p>

4	<p>Hello, I hope you're well.</p> <p>I wanted to email regarding the changes being proposed to the roads in Neepsend.</p> <p>This came as very concerning news to me and my family. Although this worries me for my business,</p> <p>This change is going to stop any passing trade. Although many of the new businesses in Neepsend /Kelham Island are established online, meaning all the bars and restaurants are new to the area, there are many many businesses that have been here since long before. They are normal tradesman that don't have social media, they aren't those kind of businesses, they rely on word of mouth, returning customers, and passing trade.</p> <p>Many of their clients are elderly, and there's no way they're going to be able to navigate the diversion that will have to be taken due to the bus gate on burton road. Not to mention the extra emmissions you'll be contributing to the air by making people drive a long way around.</p> <p>It all seems rather silly, you say it's for the sake of pedestrians and cyclists, however we never see cyclists riding through, and the area is dead in the week other than on a Saturday when people come to eat and drink, the rest of the week it's just tradesman coming to work.</p> <p>The plans seems totally unnecessary, it's like you're trying to fix something that doesn't need to be fixed. The council have already implemented the clean air zone to the centre of Sheffield which is almost guaranteed to lose small businesses in the centre custom, but now it's like they are trying to deter people away from Neepsend.</p> <p>People come to Neepsend because it isn't town centre!</p>	See above response to No.1
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	<p>We urge you to retract these plans, they are going to bury Neepsend.</p> <p>Thankyou.</p>	
5	<p>Good Afternoon,</p> <p>I have some question in regards to the revised Kelham to City project.</p> <p>On the West Bar Green and Tenter Street plans, the description above this image says: "As well as this, the segregated cycleway which is proposed to run along Tenter Street from the roundabout will now run up to Solly Street rather than the Hampton by Hilton hotel car park, as previously proposed. This will help to improve connectivity for cyclists."</p> <p>On the north side of the road, the cycleway extended westwards of Solly Street, is this wrong on the new consultation image?</p> <p>Within the same topic, can you tell me which sections are one way cycle tracks and which are intended to be two way? Is it 2 way along the south side and 1 way along the north? The thickness of the cycleway on the plans are unclear.</p> <p>For the top end of Neepsend Lane, can I ask one question and make one comment.</p> <p>Will the cross roads still have a dedicated cycle crossing? This is the most dangerous point of the route and it is unclear if the protected cross road is being removed at the same time as the cycle lanes.</p>	<p>Hello.</p> <p>Thanks for the comments and further questions on the Connecting Sheffield Kelham, Neepsend, City Centre scheme. We have received a large amount of responses both in favour and objecting to the proposals and it is taking time to work through the comments. In response to your questions I will do my best to explain;</p> <p>1)As you have spotted we changed the picture on the website – it was an error which showed the northern side cycle lane going past Solly Street, now corrected</p> <p>2)The section inside the ring road is mainly proposed to be segregated and this includes; two way over the ring road, two way on the Bower Spring Link from the ring road to Bower Spring, two way on the east side of West Bar / Gibraltar Street, one way around the roundabout, one way either side of Corporation Street from the roundabout to the ring road, one way either side of Tenter street / West Bar Green up to the crossing after Solly Street, two way across the crossing, two way on the south east side of Tenter street / broad lane from Solly Street up to Townhead street and then one way either side of the lower section of Townhead street / junction with Broad Lane.</p> <p>3)At the Neepsend Lane crossing / crossroads, given the space here, we have been able to provide a segregated crossing facility on the western arm (made possible by closing the end of Neepsend Lane), on the eastern side we unfortunately don't have the same space so this crossing is proposed to be a toucan with slip offs/ons</p>

	<p>On the comment, given that parking & servicing space will be retained in replacement of the cycleways, will you be providing cycle parking along that stretch, ideally located in the carriageway? This would enable people to visit the new businesses here which have very low levels of cycle parking.</p>	<p>for cyclists on approaches.</p> <p>4)Absolutely – we can look at providing cycle parking in and around here as part of the scheme. We will also have the opportunity hopefully to provide further cycle parking as part of any future development on the eastern side. Given the amount of questions received on the project, we are happy to take further responses (in favour or otherwise) on the TRO's until early April. We always try to make changes where possible to address concerns, however if we can't make changes and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>
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6	<p>Have you done an impact assessment on local traders for your proposed traffic changes? If so, please make them public. At a time when SCC is trumpeting efforts for growth policy after policy seem to be designed to deliver the exact opposite.</p> <p>And who came up with the road design that allows access to Kelham Island, but not egress from without entering the CAZ?</p> <p>Please, please reconsider the changes for Neepsend before irreparable damage is done to the livelihoods and the local economy.</p>	<p>Hello</p> <p>Thank you for your comments on the Connecting Sheffield proposals for Kelham, Neepsend and the City Centre.</p> <p>Please see a response to your questions below (in red) We have received a large number of comments both in favour and objecting to the changes and it has taken time to work through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Have you done an impact assessment on local traders for your proposed traffic changes? If so, please make them public. At a time when SCC is trumpeting efforts for growth policy after policy seem to be designed to deliver the exact opposite. The impact will be that there is anticipated to be a reduction in the amount of through traffic both in Neepsend and Kelham on certain roads where the Council is proposing road closures, one way streets and the bus gates on Burton Road. Access to and from businesses and residential properties will however still be possible – this however, in some cases will be by other routes than existing.</p> <p>And who came up with the road design that allows access to Kelham Island, but not egress from without entering the CAZ? There are routes which can be taken that allow both access and egress from the area without entering the clear air zone.</p> <p>Please, please reconsider the changes for Neepsend before irreparable damage is done to the livelihoods and the local economy. As above over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the</p>
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		<p>proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>
<p>7</p> <p>Page 283</p>	<p>Hello,</p> <p>I would like to support other people in writing to you this evening reiterating my anger towards Sheffield city councils plan for Neepsend.</p> <p>Not only effecting numerous buisness but also mine personally based on Bardwell Road, I could write all night and feel it's not even worth the time because it will never get heard but ultimately I'd like to just be a voice heard in my disapproval for the plans that will ultimately cost my buisness, friends who I've grown up with who also have businesses within the proposed changes. For customer's, and for my suppliers.</p> <p>You, from what I hear may be one person who can have a say on this matter like many can't and I would like for you to take this on board with you.</p>	<p>Many thanks for your comments, I have noted your objection to the changes proposed for Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>

8	<p>Firstly, I understand the need for a pedestrian crossing at the traffic lights on Rutland/Neepsend Lane.</p> <p>We own a business where 48% of our business comes from passing trade, if this becomes a bus gate which is planned, I really don't think we will survive as business is already difficult enough. Would you drive through a bus gate to go to a business or just go elsewhere I know what I would do!</p> <p>I think these changes will be the final straw for many businesses in the Neepsend area, remembering 98% of Neepsend is still industrial not residential or Restaurants/bars etc.</p> <p>Many businesses in this are reply on being easily accessible and this will completely put a stop to that.</p> <p>The closure of main roads forcing large HGV trailers down narrow side roads is just beyond belief and will not work again many large businesses are operating in Neepsend area. If the plans are implemented, we will be claiming full relocation costs from Sheffield Council to enable us to move elsewhere and am sure we will not be alone.</p> <p>Neepsend is not Kelham Island where 99% is now residential.</p> <p>What about supporting all the business that already exist and not forcing them out again all the staff we employ plus the tax and vat we pay etc?</p> <p>We accepted the low emission zone and bought a used euro 6 van again an unforeseen cost but the above point I am sure you will understand.</p> <p>I look forward to your in-depth reply by return.</p>	<p>Many thanks for your comments and I note your objection to the changes in and around Neepsend Lane.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>
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9	<p>Hello,</p> <p>I currently live in Kelham Island.</p> <p>I am all for the proposed new ideas in making the traffic area safer for pedestrians and cyclists in kelham island.</p> <p>However we as residents in "car free developments" are increasingly worried and concerned regarding the new parking schemes that have been put forward. When I bought my flat I wasn't advised it was a car free development and knew before buying there was a lot of free parking around the area. It is completely unfair to actual living residents for them to be potentially paying daily charges in a place they live in. I have tried numerous times to buy/rent a space but it is so limited there are barely any options. Surely the "car free developments" need to be lifted for residents who live in kelham so they can at least apply for parking permits if this scheme goes ahead?</p> <p>Like I say I am all for positive changes within the area but to say this is a car free zone is absolutely absurd. We have mainly commuters from the city parking here, which yes is a problem and creating parking charges helps this but does not help the residents who pay council tax, mortgages and everything else to live here when they are subjected to ridiculous parking charges without any other options.</p>	<p>Thank you for your e-mail. Kelham and Neepsend are popular for long term parking as it is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses and residents. The construction of properties at West Bar is also expected to increase parking demand in the area.</p> <p>It is therefore proposed to introduce a parking scheme with parking charges and permits for eligible properties. Some of the residential properties within the proposed parking scheme have been granted planning consent on the grounds that they would be car free. Unfortunately residents of these properties are not eligible for a parking permit, though they will be eligible to purchase visitor permits within the scheme. A decision on the parking scheme is expected in July 2023 by the Transport, Regeneration and Climate Policy Committee.</p>
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10	<p>Hi</p> <p>I'd like to understand why plans are to change the layout of kelham island to restrict the access of small independent businesses so much.</p> <p>Passing trade is essential to so many of the businesses in that area and paid for parking limits the amount of people who will nip to the the area. There are shops, cafes and all sorts of businesses that depend on people nipping in to collect/buy coffee/buy presents. The vibrancy of the area depends on it.</p> <p>I see from the reports that this was opened for consultation in 2021, nearly 2 years ago during a time when MANY more businesses have opened up there.</p> <p>Please review this again and make sensible changes! This on top of the ridiculous charges in town are killing the creative small businesses that the city should be so proud of!</p> <p>Why not invest in some proper public transport infrastructure. Buses that turn up, modern trams, bus stops with live signs etc...</p> <p>Bring people into the city rather than push them out! We would all love to bus/cycle in but it's really not possible with the current buses and their lack of reliability/costs.</p> <p>My small business stocks shops in the city and I frequently trade at Peddler market. This will have an impact on footfall and it will be so sad to lose places we should be so proud of.</p> <p>Please stop damaging businesses and use the money to invest in the small businesses and public transport.</p> <p>I have ccd in my local MP for their support too.</p> <p>Regards</p>	<p>Hello</p> <p>Thank you for your comments on the Connecting Sheffield proposals for Kelham, Neepsend and the City Centre.</p> <p>Please see a response to your questions below (in red)We have received a large number of comments both in favour and objecting to the changes and it has taken time to work through the responses.Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Hil'd like to understand why plans are to change the layout of kelham island to restrict the access of small independent businesses so much. The project aims to provide better active travel (walking and cycling) connections between the City Centre and Kelham / Neepsend. To improve the environment for active travel in the Kelham and Neepsend area the strategy is to reduce through traffic movements so that cyclists can be in the road together with limited general traffic movements (limited to those accessing the area to and from businesses and residential properties).</p> <p>Passing trade is essential to so many of the businesses in that area and paid for parking limits the amount of people who will nip to the the area. There are shops, cafes and all sorts of businesses that depend on people nipping in to collect/buy coffee/buy presents. The vibrancy of the area depends on it. The proposed pay and display parking would remove a large amount of commuter parking and turn over spaces regularly while still allowing businesses to park and load in areas which in some cases are currently difficult to access. There would be a 20 mins free system in place which would allow anyone 'nipping in to collect / buy coffee / presents' etc to still do that without charge.</p>
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I see from the reports that this was opened for consultation in 2021, nearly 2 years ago during a time when MANY more businesses have opened up there. **Noted, the parking scheme was consulted on however in 2022 and the TRO / information event was advertised for movement orders as part of the Connecting Sheffield scheme in February 2023 so there has been a continuation of consultation and opportunities for resident's / businesses to comment. The scheme is fairly extensive given it also covers parts of the City Centre and proposals have also taken time to develop. The information regarding the scheme has always been available to access on the Connecting Sheffield website and anyone moving in to the area should have been aware of the changes through property searches / their own research into future plans for the area.**

Please review this again and make sensible changes! This on top of the ridiculous charges in town are killing the creative small businesses that the city should be so proud of! Why not invest in some proper public transport infrastructure. Buses that turn up, modern trams, bus stops with live signs etc... **Improved sustainable modes will help as you say, South Yorkshire Mayoral Combined Authority (as Transport Authority) are investigating franchising, which would bring buses back under local Government control. However, this work is still at the feasibility stage and will not happen quickly. The enclosed link provides a bit more detail**

Bring people into the city rather than push them out! We would all love to bus/cycle in but it's really not possible with the current buses and their lack of reliability/costs. I'm a ceramicist and my small business stocks shops in the city and I frequently trade at Peddler market. This will have an impact on footfall and it will be so sad to lose places we should be so proud of. Please stop damaging businesses and use the money to invest in the small businesses and public transport. I have ccd in my local MP for their support too.

11	<p>How about you don't kill an already suffering city centre.</p> <p>There are not enough cyclists to warrant all these cycle lanes.</p> <p>All you will do on drive the buses that serve the Hillsborough and beyond side of sheffield a different way making life even harder than it already is. Sheffield is not a cycle heavy enough city.</p> <p>By all means put standard narrow cycle lanes down the aides of wide enough roads but stop closing them completely.</p> <p>It's hairbrained and obviously these decisions are made by those who do not visit the city centre let alone work in it, or god forbid have to catch public transport.</p> <p>Enough is enough. These schemes and ideas you keep having such as the closing of shalesmoor over covid, the CAz and now this are ludicrous.</p> <p>You have no idea the impact of your decisions do you? How about you stop. And think. And ask the people who actually matter and who use these things and work these places? Stop killing sheffield</p>	<p>Hello</p> <p>Many thanks for your comments on the Connecting Sheffield (Kelham, Neepsend, City Centre) scheme, I have noted your objection to the changes proposed. We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses.</p> <p>Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>
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12

I have stated my concerns about the plans for neepsend previously We are a small business running for 18 years now,finding it very difficult after covid,utility price increase, food price increase, and green air zone which has hit our customers who say they will no longer be able to use the shop due to cost of it.

Now we are going to be left with no parking on road for customers or staff how are we supposed to get passing trade.

Neepsend has always been industrial hgv vehicles delivering constantly if burton road becomes 2 way there will be no way these vehicles will be able to do there jobs.

I would like to know if it is the plan to get rid of all the businesses and make all neepsend residential because how things are going this will be the outcome.

Hello.

Thank you for your comments on the Connecting Sheffield proposals for Kelham, Neepsend and the City Centre.

Please see a response below (in red)We have received a large number of responses both in favour and objecting to the changes and it has taken time to work through these.Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

I have stated my concerns about the plans for neepsend previously We are a small business running for 18 years now,finding it very difficult after covid,utility price increase, food price increase, and green air zone which has hit our customers who say they will no longer be able to use the shop due to cost of it.Now we are going to be left with no parking on road for customers or staff how are we supposed to get passing trade.The plan below which was previously consulted on in early 2022 shows how the area is proposed to look for parking provision. As you can see by the thick black lines (Proposed Pay and Display parking) Burton Road retains a number of areas to park (20mins free and charging previously advertised). The thin black lines show where the Council proposes double yellow lines (Loading permitted at all times)

Neepsend has always been industrial hgv vehicles delivering constantly if burton road becomes 2 way there will be no way these vehicles will be able to do there jobs.The changes to parking and introduction of double yellow lines will ensure that two way traffic is possible and the new restrictions should also make loading and access for HGV's easier. The changes will also remove pavement parking which is a problem for walking in Kelham and Neepsend.

		<p>I would like to know if it is the plan to get rid of all the businesses and make all neepsend residential because how things are going this will be the outcome. This is not the aim of either the parking scheme or the Connecting Sheffield Scheme for Kelham, Neepsend and City Centre.</p>
<p>13</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 290</p>	<p>I was at the consultation at Kelham Island yesterday and was advised to put my concerns to SCC in writing through this email address.</p> <p>At that meeting I was told that coming from Hillsborough I will still be able to come through the bus gate going towards the city centre to access my employer's car park on the right on Neepsend Lane but going back to Hillsborough I will have to turn right out of the car park go up Percy Street onto Hicks Street to go onto Rutland Road so is this correct?</p> <p>With this in mind my first concern is that between say 6.30 -9.00 am and again from say 4.00 – 6.00 pm Rutland Road both up and down is more often than not nose to tail traffic so the proposed new junction at both Hick Street and Boyland Street (where they meet Rutland Road) will be a nightmare for traffic trying to get onto Rutland Road or across it. This will especially be bad from Hick Street as in addition to traffic on Rutland Road vehicles coming out of Boyland Street to go over to Platt Street (being the proposed diversion) will stop vehicles turning right from Hicks Street to go up Rutland Road. As it stands vehicles can be stuck at that junction, who want to turn right up Rutland Road, for 5 to</p>	<p>Hello</p> <p>Many thanks for your comments and further questions (see responses in red below).</p> <p>Also thank you for visiting us at the information event held at Kelham Museum. We have received a number of comments both in favour and objecting to the changes and it has taken time to work through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>I was at the consultation at Kelham Island yesterday and was advised to put my concerns to SCC in writing through this email address. At that meeting I was told that coming from Hillsborough I will still be able to come through the bus gate going towards the city centre to access my employer's car park on the right on Neepsend Lane but going back to Hillsborough I will have to turn right out of</p>

10 minutes waiting for someone to let them out or chancing it while traffic both ways are travelling at speed. In effect as a driver you are looking up and down Rutland Road and across at Boyland Street which is in addition to possible cyclists on Rutland Road travelling down the hill fast.

My second concern is that I work on the corner of Rutland Road and Burton Road and on the front of our building (Burton Street aspect) there is parking for clients' cars and service vehicles so with the intended bus gate will vehicles still be able to access this area, which is on private land, from both ways?

My other comments are: -

1. As the bus service around the junction that the bus gate proposed is very sparse as there are only 2 routs (7 & 8) and the timings for these are not regular even when running so why are they given priority?
2. There is also very little foot traffic and cyclists so again why are they given priority? The percentage of buses, footfall and cyclists over the percentage of cars, vans and lorries that use this area are very small.
3. All around this junction there are so many small business manufacturers, bars, shops and housing so where are all the people on who these businesses rely on for trade and deliveries together with people who live here going to park as there are no parking facilities around there other than on the roads. My feeling is that business will shut shop and people looking to live out of the city will not want to come out this way if they do not have

the car park go up Percy Street onto Hicks Street to go onto Rutland Road so is this correct?**This is correct yes**

With this in mind my first concern is that between say 6.30 -9.00 am and again from say 4.00 – 6.00 pm Rutland Road both up and down is more often than not nose to tail traffic so the proposed new junction at both Hick Street and Boyland Street (where they meet Rutland Road) will be a nightmare for traffic trying to get onto Rutland Road or across it. This will especially be bad from Hick Street as in addition to traffic on Rutland Road vehicles coming out of Boyland Street to go over to Platt Street (being the proposed diversion) will stop vehicles turning right from Hicks Street to go up Rutland Road. As it stands vehicles can be stuck at that junction, who want to turn right up Rutland Road, for 5 to 10 minutes waiting for someone to let them out or chancing it while traffic both ways are travelling at speed. In effect as a driver you are looking up and down Rutland Road and across at Boyland Street which is in addition to possible cyclists on Rutland Road travelling down the hill fast.**The level of traffic travelling through the area is predicted to drop and through other schemes planned for the Ring Road we predict more drivers will stick to this circular route. That said we will look to monitor the Hicks Street / Boyland Street / Rutland Road junction an adjust in future if necessary.**

My second concern is that I work in Cannon House which is on the corner of Rutland Road and Burton Road and on the front of our building (Burton Street aspect) there is parking for clients' cars and service vehicles so with the intended bus gate will vehicles still be able to access this area, which is on private land, from both ways?

designated parking resulting in the re-development of this area to stop dead in it's tracks. Can't SCC see that all the derelict buildings around here, including the area at the junction of Rutland Road and the A61 Penistone Road, could be pulled down and the land cleared so it can be put to good use i.e., parking to alleviate this problem. In this way SCC could get extra revenue. Do departments in SCC talk to one another to join up the dots?

Finally, please will you please put this email address down so that I get notifications going forward.

They will be able to access it as you do accessing the car park – the exit route will also be the same.

My other comments are: -1. As the bus service around the junction that the bus gate proposed is very sparse as there are only 2 routs (7 & 8) and the timings for these are not regular even when running so why are they given priority? **The strategy is to remove through traffic to make it a better environment for active travel – less traffic will mean cyclists can be in the road with limited traffic accessing businesses and residential properties. To enforce this a bus gate is proposed (rather than closing the road) therefore the Council also promotes another sustainable mode of transport and locks in journey time savings for this mode for the future.**

2. There is also very little foot traffic and cyclists so again why are they given priority? The percentage of buses, footfall and cyclists over the percentage of cars, vans and lorries that use this area are very small. **Kelham Island has become an increasingly vibrant and cosmopolitan inner-city residential district and visitor destination, and Neepsend is now following suit. The St Vincent's Quarter around West Bar and Shalesmoor is also seeing new homes developed across the inner ring road, linking Kelham and Neepsend to the city centre. Connecting Sheffield: Neepsend–Kelham–City Centre has been designed to reinforce and accelerate the development of Neepsend and Kelham, helping to improve the environment for those living in, working in and visiting these areas.**

3. All around this junction there are so many small business manufacturers, bars, shops and housing so where are all the people on who these businesses rely on for trade and deliveries together with people who live here going to park as there are no parking facilities around there other than on the roads. My feeling is that business will shut shop and people looking to live out of the city will not want to come out this way if they do not have designated parking resulting in the re-development of this area to stop dead in it's tracks. Can't SCC see that all the derelict buildings around here, including the area at the junction of Rutland Road and the A61

Penistone Road, could be pulled down and the land cleared so it can be put to good use i.e., parking to alleviate this problem. In this way SCC could get extra revenue. Do departments in SCC talk to one another to join up the dots? **The main drivers for a scheme in this area are that we would be delivering a scheme included within both Sheffield's parking and transport strategies, as well as planning for the West Bar development currently on site (which does include a car park, but will likely be operated commercially) as well as planning ahead for a significant amount of development (around 1,500 units within the current boundary, over 2,000 if you include the Wickes site) planned in the area over the next 15 years or so. We do also get complaints about – and witness - both difficulty in larger vehicles both getting around the area and having space to deliver to businesses in the area. This is the reason why a number of places where people currently park are being replaced by double yellow lines in the design – you can still load and unload on double yellow lines, as long as there is no loading restriction (shown by kerb 'blips').** Finally, please will you please put this email address down so that I get notifications going forward. **Noted and will advise on when the Committee Meeting will take place.**

14	<p>Good Afternoon,</p> <p>I have some question in regards to the revised Kelham to City project.</p> <p>On the West Bar Green and Tenter Street plans, the description above this image says: "As well as this, the segregated cycleway which is proposed to run along Tenter Street from the roundabout will now run up to Solly Street rather than the Hampton by Hilton hotel car park, as previously proposed. This will help to improve connectivity for cyclists."</p> <p>On the north side of the road, the cycleway extended westwards of Solly Street, is this wrong on the new consultation image?</p> <p>Within the same topic, can you tell me which sections are one way cycle tracks and which are intended to be two way? Is it 2 way along the south side and 1 way along the north? The thickness of the cycleway on the plans are unclear.</p> <p>For the top end of Neepsend Lane, can I ask one question and make one comment.</p> <p>Will the cross roads still have a dedicated cycle crossing? This is the most dangerous point of the route and it is unclear if the protected cross road is being removed at the same time as the cycle lanes.</p> <p>On the comment, given that parking & servicing space will be retained in replacement of the cycleways, will you be providing cycle parking along that stretch, ideally located in the carriageway? This would enable people to visit the new businesses here which have very low levels of cycle parking.</p>	See above Response to No.5
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15	<p>While I personally approve of the scheme outlined, we do have some reservations as a business.</p> <p>It says that “From the Gardener’s Rest pub on Neepsend Lane to the junction with Rutland Road, through traffic movements will be restricted to buses, cycles and pedestrians only. Access for deliveries will be maintained and taxis will be able to pass through the bus gates on Burton Road."With this in mind could you please outline the details for vehicular access for staff, customers and visitors for businesses operating on Bardwell Road, Douglas Road, Vale Road and Wallace Road.</p>	<p>Hello.</p> <p>Thank you for your comments and question regarding access to Bardwell Road, Douglas Road, Vale Road and Wallace Road.I can confirm that should the scheme go ahead and traffic orders made as detailed on the web site, access to the roads above for staff, customers and visitors would be as follows;From the North-West (As existing from Penistone Road, Neepsend Lane and then left onto Bardwell Road).</p> <p>From the North East (As existing from Rutland Road, right onto Boyland Road then right onto Bardwell Road).From the South East (this would change to Harvest Lane / Burton Road, right onto Hicks Street then across to Boyland Road and right onto Bardwell Road). From the South West (partly as existing through Rutland Road and then instead of left onto Neepsend lane, left onto Boyland Road and then right into Bardwell Road.In essence the trips to and from the roads mentioned above from the north remain as existing, but from the south it means different routes to avoid travel through Neepsend Lane, with the overall strategy being to improve the environment for pedestrians and cyclists through Kelham and Neepsend by diverting through traffic to travel around the edges.</p> <p>Further improvements to the ring road (already completed at Bridgehouses in 2020 and proposed for Shalesmoor in future years) should also assist traffic flow on here and reduce the need to ‘rat run’ through Neepsend and Kelham. I hope this information helps Kind regards</p>
16	<p>I am in support of the proposed TROs and the works proposed as a whole. I regularly cycle and walk in the area, as well as leading group cycle rides in the area. The proposals will be great for Kelham and help promote much needed active travel.</p>	<p>Hello.</p> <p>Thanks for your comments regarding the recently advertised TRO's for the Connecting Sheffield scheme at Neepsend / Kelham. Without providing any of your specific details, I will ensure that your support is included in a report which will be submitted to a future meeting of the Council’s Transport, Regeneration and Climate Policy Committee, where a decision will be made on how to proceed. Kind regards</p>

17	<p>As a local business owner in Neepsend, I have never been so worried for me and my family.</p> <p>You're going to cut off the passing trade in Neepsend lane, upon which we heavily rely. We bring A LOT of custom to Neepsend, not only does it support local businesses and bring them lots and lots of trade when we host our events, it also gives other businesses of Sheffield a platform to sell, helping the local economy.</p> <p>If you go ahead with these changes, you are going to RUN BUSINESSES INTO THE GROUND. Small businesses are already suffering due to your ridiculous clean air zone, now you're spreading this plague to Neepsend and Kelham Island, it's like the council want small businesses to fail and suffer. Not to mention, paid Parking in the area is going to put off lots of people visiting Neepsend.</p> <p>Turn this back around, otherwise you're going to kill Sheffield.</p>	See response to No.1
	<p>I have become aware of the plans Sheffield City Council are proposing on closing sections of Neepsend to vehicles, including the section of Neepsend lane where my business has been for many years. Not only is this going to be cutting off this small business' passing trade, but it's also going to make it extremely inconvenient for myself and people I know to access the business easily. This is one of the most reliable businesses I use, there's no online marketing, they rely on returning customers, word of mouth, and passing trade. This is going to be extremely detrimental to this business if these plans go ahead, as well as a massive inconvenience to myself and plenty of other people too!! seriously hope you consider the impact this will have on all parties involved and come up with alternatives that will consider these impacts. The support small businesses need in these very uncertain times should be of utmost importance within today's climate</p>	<p>Hello.</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>

19	<p>Hello</p> <p>I have just seen an Instagram post from a local business, regarding proposed permanent road closures and one-way system for the Neepsend area, expressing some concern about the likely effect on local businesses.As a resident, this is of concern to me also.I wonder if you could direct me to relevant information online or elsewhere?</p> <p>Many thanks</p>	<p>Hello.</p> <p>Firstly apologies for the delay in responding to your query.</p> <p>We are currently working through the feedback we have received for the proposed Traffic Regulation OrdersYou can view all the plans and proposals at tinyurl.com/49ajj2nv If you want to look at the specific TRO's which complement the above please visit the following links;www.sheffield.gov.uk/home/roads-pavements/traffic-orders (go to the drop-down list -'Proposed Traffic Orders'). Details of the original Kelham/Neepsend parking scheme which were consulted on in Jan 2022 are available at www.sheffield.gov.uk/parking/new-parking-zones</p> <p>If you have any further questions please let me know or you can submit comments by the 10th of April. If you do have any comments (in favour or otherwise), we'll consider these and see if changes can be made to address any concerns. If it's not possible and objections remain outstanding, the matter will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind Regards</p>
20	<p>I gather you will have received a number of emails rejecting the plans to the roads around Neepsend and the impact this will be having on local businesses.</p> <p>The city has sadly become a shadow of its former self and the implementation of all these traffic schemes are having a severe impact on people's livelihoods. Myself included as from Monday I will have to pay £300 a month just to leave my home in Kelham due to the previous road closures which is forcing me to reconsider my weekend job which I need. I therefore wish to state that I oppose the plans to redesign the Neepsend road system.</p> <p>Kind regards</p>	<p>Hello.</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>

21	<p>I am writing to you after reading about the changes you are making to Neeps end!</p> <p>It's going to make accessing the area impossible for us! Not only have you brought in the clean air zone which has caused thousands of people to change their routs to work and vehicles they are driving which might I add a lot can't afford to do, you are now changing the roads around the area which people use daily! This is going to have a catastrophic effect on the business around that area!</p> <p>Absolutely ridiculous!</p>	<p>Hello.</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind Regards</p>
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Good morning.

I have received this morning proposed road changes to the area around Neepsend Lane, and the formation of a bus/cycle route.

I wish to raise my objection to this part of the scheme as this will have a large detrimental effect on the local business on that road. The impact on this closure will seriously impact on our business. In addition it will impact on the amount of business obtained from passing traffic, which when the road has been closed in the past has seriously impacted financially the business.

As a council you are trying to enforce a clean air zone, but in the process causing more unnecessary vehicle usage when customers are trying to access these premises, either via additional travel time or confusion upon access to roads. I understand and do agree with some of the proposals in this overall plan, but the closure of this road to passing traffic does seem a step too far for the local area.

Furthermore making bus/cycle gates at the end of these roads also throws confusion many will not expect vehicles to be using this route. We/you should be encouraging local business in the area not driving it away. What exactly will happen to this area, apart from leaving more derelict buildings from failed businesses, there can only be so many bars in the area!

Regards

Hello .

Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.

We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind Regards

I am shocked to learn of the council's plans to close roads to vehicles in the neepsend area of Sheffield and am emailing both to object to the plans and support the upcoming small businesses in the area. As well as new, blossoming businesses the area is full of newly revived existing businesses that are benefiting from the increase in trade and attracting new visitors to Sheffield. All benefit from passing trade in the area and closing roads - and parking areas - will be terribly detrimental to all businesses. Not to mention the area is also becoming partially residential and sought after - and this plan will affect residents.

Can I ask what the benefits are of these closures? Is something being put in place to either compensate or help local businesses with this inconvenience and threat to their trade? Does the council not think there are enough restrictions, one way systems, clean air charges and high parking costs restricting visitors to the city centre? I hear they're also planning on charging to park too - which I understand and am happy to do to prevent irresponsible parking and help maintain the communal areas - but if prices match other areas in town, I will no longer visit or spend money in the area. Parking costs already prevent me from visiting Sheffield all that often. Such a shame Sheffield is putting barriers in place for potential visitors rather than encouraging them to return.

Thank you for your comments on the Connecting Sheffield scheme to improve active travel links to and from the City Centre from Kelham and Neepsend as well as various other issues and concerns. I have noted your objection to the proposals. We have received a lot of comments both in support and objecting to the proposed changes and we are currently working through these. I can see you have requested further information and asked some questions. Over the next few weeks I will have a look at these in more detail and come back to you with a more detailed response once I have had chance to speak with members of the project team. We always try to make changes where possible to address concerns, however if we can't make changes and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

Kind Regards

Thank you for your e-mail. Whilst traffic management measures are proposed within Kelham and Neepsend, access to all businesses is retained. The traffic management measures such as one way systems aims to reduce the volumes of traffic travelling through Kelham and Neepsend and provide more priority for buses, pedestrians and cyclists to improve sustainable access between Neepsend, Kelham and the city centre. The closure of Neepsend Lane at the junction with Rutland Road is required to allow pedestrian and cycle crossings to be introduced at this junction.

Kelham and Neepsend are popular for long stay parking as it is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses and residents. The construction of properties at West Bar is also expected to provide additional parking demand in the area. It is therefore proposed to introduce parking charges in Kelham and Neepsend and a decision on this scheme is expected in July 2023.

		Kind regards
Page 301	<p>24 To whom it may concern, I am writing to you out of concern for local businesses in the Neepsend area of Sheffield that will be affected by the proposed traffic control measures. Although I understand the need to reduce emissions and keep roads safe for all users, I feel that some of your plans have not been fully thought through. There are a number of long-standing family-owned businesses in the area whose trade will be seriously affected by the lack of access to the area. The proposed one-way system with bus gates, creating a long diversion around the area will be a nightmare for many people who will choose to take their custom elsewhere. I am concerned that many of these businesses will simply disappear as the cost and difficulty of relocating will be too much to bear. In addition to these plans, I also have concerns about the general impact on the city centre to small businesses, and the increased traffic around the centre, as people choose to divert around the proposed clean air zone, particularly as the Sheffield Parkway (the main access to the M1) is included in this scheme. Thank you for taking the time to read this and I hope that you consider taking another look at some of the proposals in order to support Sheffield business both now and in the future.</p>	<p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Kind Regards</p>

25	<p>Hello,</p> <p>We strongly support these proposals. We have a couple of questions / comments regarding the designs. Neepsend Lane/Rutland Road crossroads - does this still have a dedicated cycle crossing allowing people cycling along Neepsend Road in either direction to cross over Rutland Road?</p> <p>This is the most dangerous point of the route and it is unclear if the protected cross road is being removed at the same time as the cycle lanes. Please can the crossing be reinstated if it has been removed from the plans?</p> <p>Neepsend Lane - given that parking & servicing space will be retained in replacement of the cycleways, we need additional cycle parking along that stretch, ideally located in the carriageway? This would enable people to visit the new businesses here which currently have a handful of cycle stands.</p> <p>Please add or relocate a Cyclehoop rack to this location. Tenter Street - On the West Bar Green and Tenter Street plans, the description above this image says "the segregated cycleway which is proposed to run along Tenter Street from the roundabout will now run up to Solly Street" however, the plan shows the cycle way continuing westwards of Solly Street, is this wrong on the new consultation image?</p>	<p>Thanks for the comments and further questions on the Connecting Sheffield Kelham, Neepsend, City Centre scheme. We have received a large amount of responses both in favour and objecting to the proposals and it is taking time to work through the comments so apologies for the late response to your e-mail. In response to your questions (see below in red);</p> <p>Neepsend Lane/Rutland Road crossroads - does this still have a dedicated cycle crossing allowing people cycling along Neepsend Road in either direction to cross over Rutland Road? This is the most dangerous point of the route and it is unclear if the protected cross road is being removed at the same time as the cycle lanes. Please can the crossing be reinstated if it has been removed from the plans? At the Neepsend Lane crossing / crossroads, given the space here, we have been able to propose a segregated crossing facility on the western arm (made possible by closing the end of Neepsend Lane), on the eastern side we unfortunately don't have the same space so this crossing is proposed to be a toucan facility with slip offs/ons for cyclists on approaches. We are currently amending the detailed design at this location so it works with the new layout on Neepsend Lane, north of Rutland Road. Once the detailed design is complete I can share further information if useful?</p> <p>Neepsend Lane - given that parking & servicing space will be retained in replacement of the cycleways, we need additional cycle parking along that stretch, ideally located in the carriageway? This would enable people to visit the new businesses here which currently have a handful of cycle stands. Please add or relocate a Cyclehoop rack to this location. Agree that cycle parking would be</p>
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useful here and we can also incorporate this into the above. We will hopefully also have the ability to add additional cycle parking through any further developments on the eastern side as and when these come forward.

Tenter Street - On the West Bar Green and Tenter Street plans, the description above this image says "the segregated cycleway which is proposed to run along Tenter Street from the roundabout will now run up to Solly Street" however, the plan shows the cycle way continuing westwards of Solly Street, is this wrong on the new consultation image? **This was an error on the plan on the website which showed the northern side cycle lane going past Solly Street, now corrected. The links here work so that a bi-directional cycle track will continue further up Broad Lane / Tenter Street accessed by a crossing adjacent to the Solly Street junction.**

Given the amount of questions and comments received on the project, we are happy to take further responses (in favour or otherwise) on the TRO's until early April. Following this we will be writing a Committee report to be submitted for consideration at the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. I hope this information helps

Kind Regards

26

This email is in response to the proposals for the 'Connecting Sheffield: Neepsend-Kelham-City-Centre' scheme. I am a resident in kelham, I understand the need to make areas of the city centre more pedestrianised, but I do not agree with the changes put forth for the above scheme.

The changes proposed for the Kelham/Neepsend area are too extreme and harsh. I believe it will have an extremely negative impact on the community and especially the businesses in the area. This is one of the main routes in and out of the City Centre, with the introduction of the clean air zone which started Monday 27th February, there will already be an improvement in the traffic volume around this area. Plenty of people drive in to the area to walk and visit the small businesses, especially on the weekend. The changes proposed will only put people off visiting the area, which will cause a drop in the footfall, people will not want to pay to park here. This is one of the reasons the City centre is so derelict, because people do not want to pay to park to spend a day out with family or friends, especially when there are places like Meadowhall in the immediate area. Also as a resident of Neepsend I am not happy to see the changes being brought in, I personally have a parking space but getting in and out of that car park via the intended changes to the road layout will mean a huge diversion for myself, when the council are trying to improve the air quality of the city centre? It doesn't make any logical sense.

Also the plan to introduce paid parking on the current free parking areas is just an excuse for the council to make more money out of the working class. Yes people park here and walk in to the centre for work, who wouldn't when the standard daily rate to park in a multi-storey car park in the centre is anywhere between £6 - £20 per day. This is also applicable on the weekend, which again is the main reason people park in to the area and walk in to town. The introduction of the bus gate is also a baffling idea. There are 2 buses that come through this area, the 7 & 8 service, which run the same route with 1 slight diversion on each. I've never seen the bus struggle to get through the area so the idea of

Hello

Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend. We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

Kind Regards

	<p>introducing a bus gate for 2 buses to use does not make any logical sense. Again I feel that the proposed changes for this scheme are too harsh and will only have a negative impact on the area, which is a shame as it's often said that Kelham/Neepsend is an up and coming area. I personally love living around here because of the small businesses, bars and restaurants, but also because the area is easy to get out of and is connected to the main routes in and out of the city, to Meadowhall, the motorway etc.</p>	
<p>27</p> <p>Page 305</p>	<p>We wish to log our objections to the proposed Neepsend Road Scheme. As "Ladies of a certain age" (Ie over 60) we are extremely upset if we are no longer able to park near the community businesses that have sprung up in the Neepsend area over the last 5 years. Now no longer a deserted back water, independent and community enterprises have made this a wonderful location to enjoy at weekends. The local community led pub "The Gardeners" has provided a wonderful programme of live entertainment on Sunday afternoons as has the Cutlery Works in providing a vibrant place for whole families to come and eat. We rely totally on using our cars as the area is poorly served with public transport and several of us have walking difficulties.</p> <p>WE also understand that the local factories would have difficulties accessing their own business premises if certain roads are restricted in usage. There is no public car park to use, so the side roads off Boyland and Bardwell are vital to enabling families to access the businesses on Neepend Lane without prohibitive parking penalties. As there are no residential premises there, our cars are not causing a nuisance to anyone. Surely the only voices that actually matter in this debate are the business owners who have benefitted Sheffield in providing a thriving alternative safe recreational area for families and older people who do not use the "dying" city centre. Have you asked for and taken their views into account?</p>	<p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Kind Regards</p>

I am writing to object to the proposed Neepsend road scheme. I have been a Sheffield resident for many years and take an interest as to what changes are made in the area. I have studied the proposed changes and I cannot believe how ridiculous it all looks. It is worse than the Shalesmoor cycle lane fiasco that was introduced a few years ago, only to be removed a couple of months later. Neepsend Lane is a major route through the area which has worked well for the past 50 years and more, the proposed diversion of the B6074 is total madness which will cause traffic mayhem.

Regarding the proposed parking restrictions, these will severely impact the local businesses in the area. I have been a regular visitor to this area for the past 20 years. Boyland street is a total dump that has been neglected by the city council for all the time I have known, there are the empty buildings which become more unsafe by the day. On the plus side, there is somewhere to park when visiting the area. Why not start by cleaning up the area and making safe the derelict buildings. As it is, the area works quite well, although some improvement is needed. This appears to be another Sheffield City Council stick to beat the motorist with. Please take note that this is my objection to the scheme.

Hello.

Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.

We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind Regards

Good afternoon

It has been brought to our attention the proposed changes to the road layout around Neepsend / Burton Road and surrounding area. Whilst we are aware of the, recently launched, Clean Air Zone and the proposed parking permit scheme in the same area, we were not aware of the additional changes planned in regards to the bus gate scheme, rerouting the B6074 and the series of changes to existing traffic movement. We are struggling to comprehend how we are to easily continue to access services if the proposed scheme goes ahead. There will be problems accessing other businesses we do trade with. The added complication of crossing Rutland Road, which is already a busy road at all times of the day, especially rush hour to access Platt Street, takes us away from a business we need to access we would have to loop back on ourselves, extending the journey and travel time. How this extended journey can be deemed to be better under the Clean Air Zone scheme, when it actual requires us to take a longer route than currently exists.

Whilst we understand the directive behind the scheme and the idea to connect the Kelham Island area with the City Centre, what must be taken into account is the fact that a large percentage of the Kelham and Neepsend area is still an industrial and commercial area, with long standing established businesses. These businesses currently exist and work cohesively together with other users and residents, this adds to the attraction, draw and unique footprint of the Kelham and Neepsend area. We believe the proposed scheme will destroy this current footprint leaving many businesses no option other than to re-located / sell, thus changing the whole dynamic of this unique community. We hope that all points raised will be considered and that a sensible resolution will be forthcoming in regards to the future of the businesses and industries in this area.

Kind regards

Hello

Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.

We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind Regards

30	<p>Dear Traffic Regulations department,</p> <p>It's disappointing that no one in your service has acknowledged or responded to my valid questions. As there is so little information it is not possible to understand the impact of prohibiting vehicles on vicar lane, on residents and services to residents via vehicles. Nor is it possible to understand what your are aiming to achieve or the process by which you arrived at this regulation.It's now been over a week now, which is more than reasonable time to expect a response. Consequently I have submitted a complaint, reference 201001285407.</p> <p>Please can you respond with answers to questions within the council complaint policy timescale of 3 working days.</p>	<p>Hello</p> <p>Thank you for your e-mail We have received a lot of comments, both in support and objecting to the proposed changes for the Housing Zone North Connecting Sheffield scheme (Kelham, Neepsend and City Centre) and we are currently working through these, providing further information where possible. I can see you have requested further information and asked some questions – please find a response to these below in red</p> <p>1)why haven't Chimes residents been informed?Our design and construction partner for the Housing Zone North (HZN) Connecting Sheffield scheme let us know a few weeks ago that the delivery company they use had not been able to access some of the apartment blocks in your area. To address this we followed up by sending a letter out by royal mail which I am glad to hear you have received. Given this information arrived with some residents and businesses late we wanted to extend the date for consultation and therefore this is why the letter states the 3rd April and the street notice shows an earlier date. It has taken the team some time to run through responses and supply further information, so we are happy to receive further indications of support or objections to our proposals into early April.</p> <p>2) the traffic order took ages to find on the website as it was placed under Housing Zone North movement , while others are under specific roads or districts.The proposed changes for Vicar Lane do form part of the HZN Connecting Sheffield scheme. The letter you have received will provide links to where all the proposals can be</p>
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found. The changes to Vicar Lane, which puts in a point closure between the two access points will stop through traffic using Vicar Lane but retain full access from either Campo Lane or Church Street – it will be possible to move both ways (two way) to and from the closure point (which will be enforced by a row of bollards which still allows through movements for Pedestrians and Cyclists).

3) it suggests vehicles are prohibited from driving on vicar lane 2 metres from st James house. Can you answer the following: **As above there would be a row of bollards in between the two buildings – removing through traffic but retaining access to both buildings.** In a residential city centre block of flats, with a 1 way road accessing its 2 car parks , if vehicles are prohibited how do:

- 1) residents get their cars in and out of the Chimes **Access will be from Campo Lane (in and out)**
- 2) how do taxis drive to collect disabled residents, and my disabled mother from visiting? **Access will either be from Campo Lane (in and out) or from Church Street (in and out).**
- 3) how do furniture deliveries get to the building? **As above**
- 4) how do I get my weekly Tesco and Waitrose online food deliveries when they park on vicar lane? **As above but they shouldn't be parking on the footway to make deliveries.**
- 5) how do plumbers and electricians get to the car park to service my flat? **As above from Campo Lane.**
- 6) how do I get online courier deliveries? **As above but they**

shouldn't be parking on the footway to make deliveries.

7) how do bins get collected? Refuse collection would be as above either from Campo Lane or Church Street.

Residents who live in residential city centre apartments require access to and from services with vehicles that need to drive on the road you are prohibiting driving on. Including those without cars who live there. Agreed and access is still possible as indicated in the ways described above.

It's very disappointing after last time to still find the council has an allergy to communication with affected residents and instead chooses to communicate via lamppost in 2023. I can only apologise again that you didn't receive the first letter we sent out to accompany the TRO street notice. As indicated, as soon as we were aware of the problem we sent out a follow up by royal mail. Also as indicated we extended the consultation time so that people had time to respond to the proposed changes.

I hope the information above helps

Kind regards

31	<p>I am writing to you to lodge my objections towards the planned changes to the current road lay out on Burton road and around the neepsend area. We are a local business who have been based on Burton road for the last 6 years. We conduct face to face meetings on a daily basis with clients and to remove the on street parking and place restrictions on routes would have a massive detrimental affect to our business and the other businesses in and around this area. This area is currently thriving with start up businesses and the council should be trying to help them, not put them out of business.</p>	<p>Hello.</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Kind Regards</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 312</p>	<p>32 Dear Sir,</p> <p>I am writing to protest at the, I find, ridiculous plans for traffic in Neepsend. It seems to me that all you want to achieve by this is to kill off the burgeoning businesses in the area. Nobody will benefit from this scheme, people and businesses will just be inconvenienced and as I've said this could have a serious impact on the small and upcoming businesses in the area. I am pleased to see the crazy plan for Ecclesall Road and Abbeydale Road have been abandoned and this Neepsend Kelham idea should follow. I live in the area and have witnessed vastly increased traffic on my road since the trial of banning cars from Archer Road. Another crazy situation as we have 2 pedestrian entrances to Chelsea Park in this area. The speed limit here is 30 miles an hour yet just down the road where Brincliffe Edge Road joins Nether Edge the speed limit is 20 mph. So wrong on every level.</p> <p>We were told by one of your colleagues at a meeting at the Bowling Club that the people who designed this hadn't physically visited the area and didn't realise it was hilly. Enough said. I hope you will see the error of your ways and cancel this crazy scheme.</p> <p>Yours,</p>	<p>Hello</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Kind Regards</p>
<p>33</p>	<p>I didn't get to the event myself, our facilities manager went on our behalf and relayed back to everyone on site here. My main issue is not being consulted. I don't understand how you can say an extensive consultation happened without sending letters / emails essentially contacting the businesses you know operate in this area and are to be directly affected by these plans. I see you have lots of visitors on the site but I am frustrated to have only just heard about the site and this information when it's all been decided. The issues about the plans concern the access to our business on Mowbray St being pushed to one small side road as access and parking area changes which will mean it will be very difficult to park anywhere near work and this also causes problems with clients visiting.</p>	<p>Response Provided by Cllr D. Johnson following information event held at the Kelham island Museum</p>

	<p>Our facilities manager is convinced that the new road structures and parking plans have been decided which came as a big shock to everyone here having only just heard about them. Kind regards.</p>	
34	<p>I object to these plans massively! Endangering businesses and the families that have ran them for decades! How can you think this is a good idea? Just like the Penistone Road "cycle lane" this is a joke! I don't know how you can sleep at night knowing you are going to ruin businesses that pay into SCC. Do you have any sympathy for the families that will not be able to pay their mortgages? The families that already can't afford heating? Their children that will go hungry?</p>	<p>Hi</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>
Page 913	<p>Re the cycle lane proposed for Tenter Street. Why? Has anyone actually looked at the number of cyclists in the area? Or should I say the number of non-existent cyclists in the area... It is after all a steep hill and difficult to cycle. But it is also a heavily used traffic road – and a cycle lane will only increase the flow of traffic and therefore increase the pollution in the city centre, which I thought these schemes are supposed to be helping, not making worse.</p> <p>May I suggest that someone takes a more sensible approach and removes this cycle lane – or will it be like Shalesmoor – a complete and utter waste of money and time and removed in a matter of months.</p>	<p>Re the cycle lane proposed for Tenter Street. Why? Has anyone actually looked at the number of cyclists in the area? Or should I say the number of non-existent cyclists in the area... It is after all a steep hill and difficult to cycle. The Tenter Street and West Bar Green/Gibraltar Street proposals continue the 'Grey to Green' style proposals which have been implemented in phases through West Bar, Bridge Street and Castlegate and join with future proposals for the City Centre. The proposals will totally transform these roads offering attractive routes to and from the City Centre and Kelham / Neepsend for walking and cycling. The proposals have also been designed to reinforce and accelerate the development of Neepsend and Kelham, helping to improve the environment for those living in, working in and visiting these areas. The scheme aims to improve connections for active travel and therefore we anticipate trips by walking and cycling to increase on these routes – away from mixing with traffic and in turn improving safety. The increase in popularity of electric bikes also means that gradients can be overcome on</p>

		<p>routes which were once considered difficult by bicycles.</p> <p>But it is also a heavily used traffic road – and a cycle lane will only increase the flow of traffic and therefore increase the pollution in the city centre, which I thought these schemes are supposed to be helping, not making worse. Recently completed schemes at Bridgehouses (Ring Road) and future changes planned for Shalesmoor (Ring Road) are anticipated to create a more efficient system at moving traffic. This is also anticipated to allow improved flows to and from accessing the City Centre when necessary by car, bus etc and follows the overall Transport Strategy for the City.</p> <p>May I suggest that someone takes a more sensible approach and removes this cycle lane – or will it be like Shalesmoor – a complete and utter waste of money and time and removed in a matter of months. Covid allowed the Council to experiment with measures which would be difficult to implement under normal traffic conditions, providing temporary measures to improve cycling and walking during this time. Some were successful and others created problems but all were equally useful to assess future improvements for more sustainable travel.</p>
36	<p>As someone that has worked on Burton road for 5 years, you will be contributing to so much loss of business. I rely on car journeys to and from my work (disabled), and the lack of cameras and lighting and police presence along with the sex worker problem it doesn't even feel safe to be walking around. The parking situation is already bad enough, just make it pay and display. You don't realise how many people rely on nipping in and out of the sandwich shops, coffee shops, and other businesses round Kelham, including taxis that all the small businesses rely on. If this route goes ahead, you could deter us from getting any new custom, or at least reduce it. Not something any of us need at the moment. Don't do this I beg!!!</p>	<p>Hello .</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>

		Kind Regards
37	<p>I would like to raise a objection to this plan, there are businesses which will loose trade based on the plans and it will create even further congestion in the area. The back roads been proposed to be used are used by curb crawls and prostitutes and also constantly have HVGs parked outside business delivering machinery. I genuinely believe that you are killing the city and you should use the funds to fix the roads correctly rather than having gaping holes everywhere.</p>	<p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Kind Regards</p>
Page 315	<p>I don't know if I am reading the West Bar proposals correctly but are you REALLY planning on reducing the lanes coming past the Hilton Hotel towards West Bar roundabout and making it a pedestrian/cyclist priority roundabout. Have you accurately taken figures of how many, or how few pedestrians and cyclists actually use this roundabout currently. Traffic already moves slowly down from Broad Lane at peak times and to me it looks like your scheme will actually reduce the rate at which this traffic will be able to access onto the inner city ring road causing yet more traffic congestion at your behest. Of course I forget that you are assuming when you extend the pollution tax to personal vehicles the traffic will reduce. I also assume this area will take years to "beautify" and cause great inconvenience to people as it did with the wild gardens on Snig Hill and outside the courts.</p> <p>Personally for me, just a lone figure in the ludicrous decisions re traffic management you have recently taken your plans will mean, when leaving town in my taxi, I will no longer be able to use the Snig Hill/West Bar route so will be forced to exit town via West</p>	Acknowledged Receipt of comments

Street, University and Crookes Valley. If my diversion is replicated by others you will be forcing more and more traffic onto these roads causing even further traffic chaos which if I was a naive soul I would believe is what you want to happen and then you can "attack" these routes too with your very unbelievable schemes. Do you not intend anyone to be able to get into town unless they walk or cycle, a very difficult task for all us elderly and infirm people of VERY hilly Sheffield. I would love to know how all the Councillors get to their meetings. I assume those very able bodies of the Green Party who cause so much inconvenience to most Sheffielders do what they preach by cycling or walking but would love to know what the others do. I really believe in your quest to get people walking or cycling you have absolutely, totally lost all reasoning and consider no one other than cyclists who many I believe are dangerous and aggressive individuals with their belief of God given rights to put everyone else to inconvenience and danger (after almost being severely injured on 2 occasions) by cyclists who think no one else but them is entitled to ride the roads and pavements..

Dear Sir,

I am a residential tenant in the kelham island area and I am wanting to voice my concerns regarding the above. I am all for introducing permits and pay and display parking in the area as it is very frustrating when I see people abusing the free street parking and walking into town however with the proposed road closures there will be nowhere for residents to park anyway.

You thought by closing ball street bridge and alma street that it would reduce traffic pollution in the area but it's just caused more traffic on Mowbray Street. I've lived in Kelham for nearly 6 years and I can't afford to look for somewhere else to live if I'm not even going to be able to park near my own house. Business premises break ins are on the rise in the area all getting broken into overnight last night, why don't you look to increase CCTV in the area which the community would actually benefit from rather than

Hello.

Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.

We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

Kind Regards

	<p>imposing traffic restrictions where the only residents who have voted for it are the ones that don't even drive.</p>	
<p>40</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 317</p>	<p>I've been down to the exhibition at Kelham Island this afternoon and I just wanted to say that as city centre residents me and my family fully support the schemes to reduce traffic, pollution and encourage sustainable transport. I know that some people are upset by the proposed changes and worry about how it will affect their businesses etc. and I can understand their concerns.</p> <p>From our point of view though, we moved to the city centre because we wanted to reduce our car use and have everything on our doorstep. We knew the changes would be coming with the government policy and transport funding being linked to breaking the back of short term car use. We downsized about 18 months ago and spent 12 months in Kelham while we were waiting for our new apartment to be finished. Having lived in an area where public transport was incredibly poor and where you had to drive to the top of the road because the roads were too dangerous to cross, the changes being introduced into Sheffield would have only been a pipe dream. We had two cars and spent most of our time in them driving backwards and forwards. When we moved to Kelham, we got rid of one car straight away. Our other car we use a couple of times a week. We would like to get rid of that if there were more Car Club rental schemes like there are in London. A lot of people support what Sheffield City Council are doing but prefer to keep quiet about it. They don't want the pile on from people who come across as being so dogmatic in their views, they cannot possibly see that a lot of us welcome the changes.</p> <p>Best wishes</p>	<p>Hello.</p> <p>Many thanks for your comments regarding the scheme proposed at Neepsend / Kelham and for attending our information event at Kelham Island Museum at the end of February.</p> <p>Without providing any of your specific details, I will ensure that your support is included in a report which will be submitted to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee, where a decision will be made on how to proceed. Kind regards</p>

41	<p>Hi</p> <p>I disagree with the parking scheme in Neepsend, as I drive a van and already now getting charged to come to work and this will again add another charge onto my daily costs. I strongly disagree with this and feel we don't have a problem here and this will again damage the local businesses.</p>	<p>Hello.</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind</p> <p>Regards</p>
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Good afternoon

We have visited the Kelham Island Museum with respect to the 'Connecting Sheffield: Neepsend-Kelham City Centre scheme' and spoke with the relevant people regarding the proposal and great length. Our main concern regarding the proposal is the 'Parking' issues which have been and remain an issue within the vicinity of our premises. In addition, the proposal certainly raises alarm bells with regard to this issue as it will just be moving the problem and we believe this will impact greatly on our business. We have concerns about access.

It is important that our business supports the emergency services. You will see from the attached, I highlighted the issues we had back in August 2021 and this still remains a problem for us. The proposal for moving 'some' parking from Boyland Street and surrounding areas will potentially move the problem to other streets. In addition, it would be beneficial to understand the thought process with regard to 44 Tonne Articulated Vehicles, Tankers, Trailers etc passing through the proposed route of Boyland Street, Platt Street and Harvest Lane, i.e. will this be possible.

I hope you take the time to look at this email and the attachments within and would welcome any visit if required to discuss/assess our concerns

Thank you for your comments on the Connecting Sheffield scheme as well as various other issues and concerns about parking in the area. We have received a lot of comments both in support and objecting to the proposed changes and we are currently working through these. I can see you have requested further information and asked some questions. Over the next few weeks I will have a look at these in more detail and come back to you with a more detailed response once I have had chance to speak with members of the project team. We always try to make changes where possible to address concerns, however if we can't make changes and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

Kind Regards

Thank you for your e-mail.

The proposed traffic management measures in Neepsend and Kelham, such as one way systems, aims to reduce the volumes of traffic travelling (travelling) through Neepsend and Kelham and provide more priority for buses, pedestrians and cyclists to improve sustainable access between Neepsend, Kelham and the city centre. All the measures have been designed to accommodate all vehicles including Heavy Goods Vehicles.

The proposed parking restrictions in Neepsend and Kelham aim to

		<p>address parking on junctions, on footways and on both sides of narrow roads. This may obstruct people, especially those with wheelchairs or pushchairs and block access for larger vehicles. Parking should be completely on the carriageway and leave enough space for a large vehicle to pass safely.</p> <p>Colleagues are investigating possible parking restrictions on Douglas Road to improve access to businesses, particularly for larger vehicles. Following these investigations, and if appropriate, a Traffic Regulation Order would be advertised for the restrictions, and [] would be consulted.</p> <p>Kind regards</p>
<p>43</p> <p>Page 320</p>	<p>Hi,</p> <p>Read the piece from the city council regarding the revisions along West Bar. Yet again, NO MENTION OF BUS SERVICES!!One can't help feeling that we bus passengers are regarded as a bunch of plebs who do not merit consideration. I myself regularly use services 57 & 57a from Stocksbridge to access not only the City Centre but also the bus & rail stations, while I've also heard concerns from Stannington & Loxley people using the 31, 81 & 82. Then there are those from Grenoside / Wadsley Bridge on the 86.CLARIFICATION PLEASE!!! Being thrown off the bus at Shalesmoor to catch a tram is not a viable option----</p>	<p>Thank you for your comments I can confirm that these proposals do not include any plans to stop bus services at Shalesmoor.</p> <p>The changes which form part of the Connecting Sheffield (Kelham,Neepsend and City Centre) project are anticipated to improve bus journey times through Kelham and Neepsend by reducing through traffic and implementing two bus gates on Burton Road. There are also improvements for buses on Mowbray Street as well as bus stop improvements throughout the scheme. If you can let me know any specific concerns relating to the bus journeys listed below I can forward these to the relevant Council officers / operators / SYMCA to respond accordingly.Kind regards</p>
<p>44</p>	<p>I just came across a leaflet entitled 'REDICULOUS NEEPSSEND ROAD SCHEME' (sic) trying to persuade me to believe that bumper-to-bumper traffic and nightmare parking are a <i>good thing</i> for Neepsend and that your scheme will somehow 'kill trade'.In this case, I'm just writing to tell you that your scheme has my <i>full approval</i>. Traffic is a curse, especially the larger SUVs that seem to be breeding alarmingly, and anything you can do to keep them firmly <i>out</i> of this area has my full support.Pedestrianisation <i>works</i>, and the thought of being able to idly wander down by the river, then back towards Yellow Arch studios for a coffee without the <i>noise</i>, the <i>pollution</i>, the outright <i>terror</i> when contemplating some</p>	<p>Many thanks for your comments regarding the recently advertised TRO's for the Connecting Sheffield scheme at Neepsend / Kelham.</p> <p>Without providing any of your specific details, I will ensure that your support is included in a report which will be submitted to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee, where a decision will be made on how to proceed.</p>

	<p>of the road junctions round here as a pedestrian fills my heart with joy. Thank you for your time, and please do not hesitate to contact me should you want to discuss any issues further</p>	
45	<p>Main comments from Info Event - Restricted hours for bus gate or why that can't be done? Reduce parking bay length of Russell Street (for sight lines for cyclists to cope with cars coming off the ring road) Move bus stop o/s printers (Neepsend Lane) towards Rutand Road junction to aid front door deliveries. Move bus stop on Burton Street towards town to aid deliveries. Additional restrictions. Concern about Hicks/Rutland/Boyland junction – suggested need for signalisation.</p>	None Required

I am sending this email in order to raise an objection to the proposed Neepsend Road Scheme. In the last 5 years many community businesses have sprung up in the Neepsend area. It has become a lively and entertaining location due to the independent and communal enterprises which now exist. At the moment, people in all age groups can and do enjoy these facilities both during the week and at weekends. There are various places to eat and drink, such as the Cutlery Works and the Gardener's Rest which also provides a lively programme of musical events of all genres for music lovers. Due to the area being poorly served by public transport, it is, however, reliant on people using their cars to reach these establishments.

The plan to cut off various side roads will prevent persons, including families, from accessing the places they wish to visit and support, unless they are willing to incur a parking penalty. A public car park does not exist. The proposed Neepsend Road plans will cause financial harm to the business and company owners in the area who rely on the constant support of their visiting customers. This will not continue if the planned scheme goes ahead. I hope that you will take these objections into account and reconsider your plans which will affect business partners, local entrepreneurs, and the general public who choose to take advantage of what the Neepsend area has to offer. Thank you.

Hello.

Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.

We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind

Regards

47	<p>Hello,</p> <p>I'm writing in reference to the above scheme, particularly in relation to my complaint in relation to information about it: complaint 201001285407. I have asked for very specific information in relation to the traffic order proposed for Vicar Lane and how prohibiting vehicles will impact upon residents in the 70 flats accessed from vicar lane. Instead I have been sent a generic standard letter in the post which tells me about the general scheme, but answers none of the questions I asked in my email and my complaint. It also points me back to the website for more information on the traffic order. I complained precisely because there was no specific information and no one was answering my questions. In light of no one responding to my questions (which after all was simply to understand how it may or may not affect residents) I have no other alternative but to object to the prohibition of driving vehicles on vicar lane. What does banning vehicles solve that outweighs deliveries and services and access for the flats? I should also point out that the closure date on the lamppost note is 23rd March but on the letter is 3rd April.</p>	See above response to No.30
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I have a business based in Kelham on Burton Road

We employ people and are just about to start recruitment for a forth (with growth plans to employ more this year and next)

Our employees come from different areas of Sheffield, our location is based on being able to park on the street with no charges. We also have customers and suppliers visiting us on a daily basis who obviously need to be able to park nearby

Under the current plans we would lose access from certain areas and I believe we would lose on street parking spaces?

This would lead to us having to move premises, which we have invested in, and lose money relocating which could affect the prospects of us employing more people (and making us very sad to leave, as you can imagine)

I understand that you have plans to meet and this might mean "shepherding" traffic through areas but Neepsend and Kelham have grown organically by local people - do you really feel you now need to tell these people how best to organise themselves?

Sheffield is famous for its independent spirit and building things out of nowt - please do not ruin our area by making mainstream

I am happy to discuss anything further

Thank you for your comments on both the proposed parking changes in Kelham / Neepsend and the Connecting Sheffield scheme to improve active travel links to and from the City Centre. We have received a lot of comments both in support and objecting to the changes and we are currently working through these. I can see you have requested further information and asked some questions about the proposed parking changes. Over the next few weeks I will have a look at these in more detail and come back to you with a more detailed response. We always try to make changes where possible to address concerns, however if we can't make changes and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind Regards

Thank you for your e-mail. Kelham and Neepsend are popular for long stay parking as it is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses as well as for residents. The construction of the West Bar development is expected to provide additional parking demand in the area too. It is therefore proposed to introduce parking charges in Kelham and Neepsend and a decision on this scheme is expected in June 2023. Businesses will have the opportunity to apply for parking permits and we are investigating the number of permits that could be allocated to businesses. There are also schemes that businesses could access with public transport operators which could provide incentives for your staff to travel by bus or tram.

Currently some parking in Kelham and Neepsend is on junctions,

<p>I look forward to hearing from you?</p> <p>Dear Andrew and Oliver Further to my email below, would you send a response with your views and/ or official standing? Also, today (Tuesday 21.03.23) there seems to have been an influx of cars parked on the streets around Neepsend, they arrive around 8.30 this morningas it happens there is also a CCTV van (?) - can you please note that the parking around here today is not a reflection of the normal parking, we have all commented on the fact there are many more vehicles than normal and they seem to be parked erratically Thanks!</p>	<p>on the footway or on both sides of narrow roads. This can obstruct people, especially those with wheelchairs or pushchairs and block access for larger vehicles. Parking should be completely on the carriageway and leave enough space for a large vehicle to pass safely. As a consequence a number of parking spaces will be removed, however parking will be available throughout Kelham and Neepsend and we aim to limit the number of parking spaces that are removed.</p> <p>Whilst traffic management measures are also proposed in Kelham and Neepsend to reduce through traffic, along with localised junction improvements for pedestrians and cyclists, access will be retained for all residents, businesses and deliveries.</p> <p>Kind regards</p>
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Good evening,

On returning from a holiday, I have arrived at my business this week to find some significant changes to the area, being proposed on lamposts. Having looked up the maps and information online, I have a series of comments and questions, outlined below. I have also included the email address of the Sheffield Central MP, Paul Blomfield, on this email, as I am sure he will have already heard many questions and concerns raised so far by locals and suspect he is keen to hear all points of view. Please find my comments listed below:

*will there be an in-person meeting with business owners and residents in the area offering full consultation?*the designated introduction of only one 'green space' is disappointing. As a post-industrial and current-industrial area, there is a significant lack of green space, wildlife corridors and natural habitats. There are a number of small spaces that can be further developed to create planting to assist birds and bees in the area, as well as providing outdoor space for workers in the area. This should be better considered in my view and there is real opportunity to positively involve local business in creating green spaces, hanging baskets, planting, birdboxes and more.

*I can foresee that some of the junctions which have been proposed for redirecting large vehicles, such as flatbed trucks, are unsuitable in turning width and clearance which is likely to cause damage to buildings, cause danger to pedestrians, slow the

Thank you for your comments on the Connecting Sheffield scheme as well as various other issues and concerns. We have received a lot of comments both in support and objecting to the proposed changes and we are currently working through these. I can see you have requested further information and asked some questions. Over the next few weeks I will have a look at these in more detail and come back to you with a more detailed response, once I have had chance to speak with members of the project team. We always try to make changes where possible to address concerns, however if we can't make changes and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

Thank you for your e-mail. A consultation event on the proposed Traffic Regulation Order for the Connecting Sheffield scheme was undertaken in February 2023. No further events are planned.

The funding for this project is mainly allocated for bus priority measures and infrastructure interventions for pedestrians and cyclists. Planting is proposed where feasible, such as at the Bardwell Road, Neepsend Lane and Boyland Street junction, though unfortunately funding from this project for further green spaces or trees in Neepsend is not available.

The proposed traffic management measures in Neepsend and Kelham, such as one way systems, aims to reduce the volumes of through traffic. All the measures have been designed to

movement of traffic and create congestion and therefore increased emissions. It makes better sense to leave roads such as Burton Rd as a main through way, being straight and easier for trucks, and of suitable width for main traffic. Then pedestrianise smaller side roads with continuous walkways, allowing for business vehicle entry/egress to protect staff and customer access. The plans for the one way proposals and truck redirections appear dangerous and not fit for purpose.

I find it hard to believe that this has been effectively surveyed with something like an 18 wheeler present.*outside my own building on Burton Rd there is a bus stop proposed right on our building loading bay. This seems impractical for a number of reasons not only the fact that busses will be obstructed by truck deliveries unloading goods.

*how will bus gates be communicated? Beyond an occasional sign which can be obscured or missed if a bus or van is in the way....(like the woefully communicated tram gate in Hillsborough). Will there be physical tarmac colouring, a physical swipe barrier? Will there be something to prevent this becoming a fine generating trap?

Many of our clients are out of towners, coming from as far as Ireland, Surrey, London, Birmingham and more. They bring their families into this area, spend the day, and spend money here. How will this new maze be communicated to people who don't know the area?*if you intend to prevent and reduce cars passing through the area, presumably there will be a park-and-walk/cycle

accommodate all vehicles including Heavy Goods Vehicles. Colleagues are undertaking further investigations into the locations of bus stops along Burton Road. Access will be maintained for all businesses in Neepsend including along Burton Road, and the proposed introduction of parking restrictions along Burton Road will assist businesses and customers with loading and unloading. Pedestrian and cycle crossings are proposed at the Rutland Road, Neepsend Lane and Burton Road junction.

The signage for the proposed bus gates on Burton Road will be in line with the required regulations. This will include advanced warning signs of the bus gates. Car parks on the approach to Neepsend and Kelham are not proposed.

The proposed parking restrictions in Neepsend and Kelham aim to address parking on junctions, on footways and on both sides of narrow roads. This may obstruct people, especially those with wheelchairs or pushchairs and block access for larger vehicles. Parking should be completely on the carriageway and leave enough space for a large vehicle to pass safely.

Following the Kelham and Neepsend Parking Scheme consultation colleagues are investigating potential amendments to the scheme. A decision on this scheme along with the Kelham and Neepsend Active Travel and Public Transport Scheme is expected at the Transport, Regeneration and Climate Policy Committee meeting in June 2023.

Thank you for highlighting safety concerns in Neepsend, we will

provision somewhere? The new parking proposals reduce parking capacity significantly. I don't see any car park introduction proposed on the approach to the area so that people can switch to on-foot after arriving from the motorway for example.

*the initial consultation in 2021 re: parking regulations stated that it was to reduce the number of people who park and then walk into town. If this is the case, why are parking charges applicable until 8pm at night? People don't park and go to work in town at 8pm at night. Parking congestion significantly reduces after 4pm in Neepsend. If the proposals were genuinely to help tackle townies using our spaces then charges should end at 4pm to allow the evening businesses to cater for their clients without clock watching. People going out for dinner should not have to clockwatch and rush out of places. This will unnecessarily negatively impact some of the hospitality businesses in the area.

*where will new tree planting occur? Surely an important aspect of fighting emissions and creating pleasant space for walking/cycling is introducing carbon reducing trees and foliage? *neepsend is not a particularly safe area. Its poorly lit and is rife with car crime and graffiti vandalism. For all the newly proposed walking and waiting around at bus stops in the dark after work, what is proposed to keep those people safe at night. If you are reducing the movement of cars in the area this will make even the current semi-busy through-ways more remote/unobserved, particularly for women who are having to walk through the area to get to their, now remote, car or wait for a bus.

*since you wish to reduce cars and promote use of public transport, will you be working with Stagecoach to allow dogs to be taken on the tram? The one main reason I don't tram to work is because I work 12-13 hr days to make my business pay and so my small dog comes to work with me. I believe a rear carriage could be designated as dog friendly, leaving the rest of tram dog-free for people nervous or uncomfortable around dogs. This would be easy to introduce via sticker signs on the rear carriage

raise these concerns with colleagues at the South Yorkshire Mayoral Combined Authority who are responsible for public transport infrastructure and with South Yorkshire Police. We will also highlight your request to allow dogs on trams with the South Yorkshire Mayoral Combined Authority.

windows. A dog 'in arms' or 'dog in bag' policy could be introduced like on the NY subway system. Even London tubes allow dogs. Many weekend visitors to Kelham and Neepsend have dogs with them. I pass at least 20 or so on arrival to each Saturday shift. If you wish to encourage walking in the area, inevitably that will bring more dogs too. You need to work with Stagecoach to address this.

*I may have missed it but I couldn't see plans for a pedestrian crossing on Rutland Rd/Burton Rd 4way junction. This is already dangerous for pedestrians at current volume. If more people are to be dropping off their cars on approach to the area, this entryway to the area needs serious consideration.*in areas that become pedestrianised or bus-gated off, how will vehicle access be arranged for businesses?

I would appreciate answers to the above if possible and would certainly welcome a Neepsend Community in-person meeting in order to clarify objectives, make motivations clear and transparent, and find a way to support the workshops, heavy industries, and heritage of the area during a phase of development. Gentrification without proper wisdom, consultation and sensitive city planning could seriously harm an area that is not only thriving but also growing. Not to mention some of the businesses that have been here for decades. Any developments should be in support of the local business and resident community, not to the detriment of it, and much more consultation is required to communicate and troubleshoot these proposals.

50	<p>Hi I would like to lodge an official complaint to disagree with your proposed road closures and alterations to roads at Neepsend in particular Harvest Lane and Mowbray St ect. I believe your proposal are not practical for local businesses to maintain access and for customers to access. Our company owns premises on Harvest La we believe we will be seriously affected by your proposals and will seek compensation for loss of use and loss of businesses and loss of access which has not been took into consideration with your plans.</p> <p>Ps I would have thought a representative from your team should have been out to visit us at our site on Harvest la that least discuss your proposal with us, or minimum send out a letter to firms who may be grossly affected by thealterations proposed. Proposal to increase speed limit on Harvest la is a major flaw and saftey risk, also width of Harvest Lane is very NARROW and totally unsuitable to carry all the traffic proposed by you.Hope to hear your feedback soon,</p>	<p>Hello</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.Kind Regards</p>
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<p>51</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 331</p>	<p>Hello</p> <p>I have been looking at the information regarding multiple changes to access to Kelham Island and yet more bus gates! I live in Hillsborough and park in Q Park in Millsands for work and therefore need to access this area on a regular basis. For information - I pay to park and therefore am supporting a business in the city centre, who I assume pay taxes locally as well as nationally.</p> <p>Looking at the plans of proposed routes, how do you go straight forward when you get to the end of Boyland Street to go forward onto Hicks Street when travelling towards town? Are there going to be traffic lights there for this manoeuvre? Otherwise it will be chaos! And are there going to be traffic lights at the junction of Boyland Street and Neepsend Lane for all the traffic getting diverted to turn right at the bottom of Rutland Road going towards Hillsborough? This is a dangerous junction already where the 3 roads meet! How are cars going to access West Bar from Corporation Street?</p> <p>Some of your plans refer to roads but the name of the roads aren't on the plan which is a bit annoying when trying to work out the new proposed route. Plenty of people I know use bars & restaurants in Kelham but do not always drink alcohol and prefer to drive into Kelham due to living on the outskirts of Sheffield and the costs of taxis etc. Where is the proposed parking for those wishing to visit Kelham by car?</p>	<p>Thank you for your comments on the Connecting Sheffield scheme to improve active travel links to and from the City Centre from Kelham and Neepsend as well as various other issues and concerns. We have received a lot of comments both in support and objecting to the proposed changes and we are currently working through these. I can see you have requested further information and asked some questions. Over the next few weeks I will have a look at these in more detail and come back to you with a more detailed response. We always try to make changes where possible to address concerns, however if we can't make changes and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Kind Regards</p> <p>Thank you for your e-mail regarding the project to improve active travel to and from the city centre from Neepsend and Kelham. It is not proposed to signalise the Boyland Street, Rutland Road and Hicks Street junction, though colleagues will monitor the junction if the proposed scheme is implemented to determine if further measures are required. The Neepsend Lane and Boyland Street junction is proposed to be redesigned as part of the measures in Neepsend and Kelham. The plan for this junction is on the Connecting Sheffield website, please visit: https://connectingsheffield.commonplace.is</p> <p>Kelham and Neepsend are popular for long stay parking as it is free</p>
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One of my pet hates is electric scooters! They are illegal on public roads and paths and dangerous to pedestrians especially, yet the police and authorities seem to do little about it. You are able to catch motorists out at bus gates with ANPR etc, but how are you going to stop the illegal use of electric scooters on these prioritised routes for cyclists and pedestrians? Nobody seems interested in addressing this, yet are happy to penalise motorists who are easier targets!

For information - I do not agree with implenting of the Sheffield CAZ as you are just pushing vehicles onto the outer routes to go round the city, such as through Hillsborough corner and Rivelin etc, therefore just making pollution worse for residents in these areas! Traffic is still going to drive through the city centre but just get charged for it, so not actually reducing emissions but making money for the council and adding traffic to the outer areas.What is the CAZ money being used for?

I look forward to hearing from you and answers to my questions.

Thank you.

and unrestricted. This leads to a lack of parking opportunities for customers of local businesses as well as for residents. The construction of the West Bar development is expected to provide additional parking demand in the area too. It is therefore proposed to introduce parking charges in Kelham to reduce long stay parking, and pay and display parking would be available for visitors.

The funding received from Clean Air Zone (CAZ) charges needs to cover the operational costs of the scheme over the duration that the zone operates. As more vehicles upgrade income should decline and we will be undertaking a full review of CAZ income and future forecast income and expenditure at the full year review of the scheme aligned with the Government's evaluation.

Any net funding beyond covering the costs of the scheme can only be used to fund improvements to transport in Sheffield in line with the Transport Act 2000 which is the statutory legal instrument. Sheffield's CAZ Charging Order, Annex 5 describes the approach and how net funds could be applied. Please visit:
www.sheffield.gov.uk/sites/default/files/2023-03/consolidated_sheffield_clean_air_zone_charging_order_2023.pdf

Kind regards

52	<p>Having attended the presentation regarding the above at The Kelham museum it served to underline my fears.As the owner of a small business the proposed restrictions could have a serious impact on our deliveries and despatches.It will have the effect of throwing much traffic onto the inner ring road and into the CAZ charging area.The alternative is to go across Rutland Road where no traffic lights are proposed and round a one way system via Hick Street and small back roads to Mowbray Street.I must object very strongly to the proposed changes given the impact they will have on the majority of the small and medium sized businesses based in the area.</p> <p>As a predominantly business area we need as much access as possible and the proposed changes will not help this in any manner, in fact quite the reverse.I hope you take on board my legitimate concerns.</p> <p>Regards</p>	<p>Hello.</p> <p>Many thanks for your response to the Council's Traffic Regulation Order advert to change roads around Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. We will also be taking into account the comments received at the information event held at Kelham Island Museum at the end of February. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.Kind Regards</p>
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53

Hello,

I'm a current resident in Kelham Island. I hope this email finds you well. I've recently read and seen the flyers explaining the latest updates regarding the proposed parking scheme in the Kelham Island/Neepsend area. I have concerns I would like to raise with you regarding this. I'm currently living in one of the 'car-free developments' which appears to include a good deal of the apartment blocks within the Kelham island side. I understand the want to introduce car parking permits and would welcome this, but I strongly disagree with the 'car free developments' being restricted from purchasing a permit, given these changes are happening after having moved into our apartment. We would not have chosen to live here if the permits/works were already undergoing.

Due to the nature of me and my partners work we both require cars individually as we can often have to travel to work in different locations within South Yorkshire - an issue I suspect will not be individual to us. With the increasing costs of living, having to spend an extortionate amount for a private car park is the last thing people need e.g. Paying for an annual Q-Park pass is over £2,000. I strongly urge you to consider allowing anyone who lives within Kelham Island/Neepsend, regardless of which property they live in to allow purchasing of at least one car parking permit. Otherwise I object to the proposal. I hope you will consider this when making your decision, as I feel I'm not alone in thinking this will cause a lot of disruption to our daily lives if this goes ahead, or end up forcing us to move out of Kelham due to this which would be a great shame.

Thank you for your e-mail. Kelham and Neepsend are popular for long stay parking as it is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses as well as for residents. The construction of the West Bar development is expected to provide additional parking demand in the area too.

It is therefore proposed to introduce parking charges in Kelham and Neepsend. Some of the residential properties within the proposed parking scheme have been granted planning consent on the grounds that they would be car free. As such, unfortunately, residents of these properties are not eligible for a parking permit. A decision on the parking scheme is expected in July by the Transport, Regeneration and Climate Policy Committee.

Kind regards

54	<p>Good morning,</p> <p>I appreciate the update and the reasons for the delay. Can I expect a response before or after the traffic regulation order deadline of 23rd March?If it is after the deadline, will the TRO consultation period be extended accordingly?</p> <p>Kind regards</p>	Response provided
55	<p>Hi</p> <p>Seems like everything is already decided, it doesn't matter that it affects local business / employees of these business or not.Thank you for the reply anyway.Can I ask when does the parking charges come into place or if they are coming into place at all as we will probably more than likely have to leave the area due to these.</p>	<p>We are currently working through the responses received and towards the end of April we will be writing a Committee report to be submitted for consideration at the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>At the moment we are aiming to get to the next meeting of the Council's Transport, Regeneration and Climate Policy Committee which is in June, however I will be able to confirm this to everyone who has responded to the TRO consultation once an agenda has been set. Further details about the Council's Transport, Regeneration and Climate Policy Committee can be found in the following link;Although the Connecting Sheffield (Kelham, Neepsend, City Centre) and Kelham parking schemes have been progressed separately, they have been developed to complement each other and work together therefore at the time of writing to you we are aiming to take both to the June meeting for a decision on how to proceed, however as above I will confirm this to you</p>

56	<p>Objection to the new road scheme that Sheffield council is implementing, This scheme will cause my Business considerable disruption especially deliveries. We have Deliveries regularly by HGV s and can take up to 30mins to offload or load up. You Have put a bus stop directly outside my side door which will not only cause problems when we have a delivery and a bus loading or unloading passengers is a health and safety issue . Why the bus stop can't be moved further down the road where regent works is and there is a stone wall and it doesn't impact on any businesses or alternatively further up Burton road where the bus gate is going to be. Also there will be limited parking for staff and clients /customers with this new scheme. The new road layouts will have a very big impact on local businesses especially those that rely on customers pulling up and needing to park for 5-10 minutes Also When we have a delivery and opposite have delivery's or loading up and you have 2 way traffic on Burton road this will be a big problem trying to keep traffic flow</p>	<p>Acknowledgment of objection sent. The design team have reviewed the proposed location of the outbound bus stop and can confirm this will be moved.</p>
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57	<p>Hi ,</p> <p>we run a Business , we are very concerned about the proposed new road layout in the Neepsend Area. I strongly object to the road alterations I saw at the meeting at Kelham Museum . For a start Harvest Lane is too narrow for the increase in traffic, & no parking on the beginning of Harvest lane is ludicrous. I am sorry to say your plans could be the final straw for our small local family business! We have been through covid , increased running costs , low emission zone & now this ? We also rent an industrial property in the area , the tenant has already said he will be forced to move if your plans go ahead. Please , please consider local business, our rates are £7,700 & now this !</p>	<p>Hello.</p> <p>Thank you for your e-mail and for attending the drop in session in February.</p> <p>Firstly please accept my apologies for the late response to your e-mail, while going through the spreadsheet of responses I noticed that I hadn't provided a reply to your e-mail at the end of March. We are currently investigating requests made and note the objections received from Neepsend and Kelham residents and businesses in the recent TRO consultation - I have made a note of the issues you have raised.</p> <p>Responses to the TRO consultation will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee (currently anticipated to be in June) where a decision will be made on how to proceed. The proposed parking changes including double yellow lines to manage parking in the area and improve access for larger vehicles can be seen in the following link; (link provided to Kelham parking scheme)I have attached below the current proposals for Harvest Lane which shows parking is only proposed to be allowed in marked bays on one side of the road towards Burton Road where the road width is suitable (see highlighted parking in red). The thick black lines indicate proposed parking bays and thin ones double yellow lines with no restrictions on loading, this should address parking on footways and provide easier access to and from businesses for larger vehicles.</p>
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58	<p>Please confirm whether traffic heading North along Hicks St or Percy Street towards Platt Street may instead join turn left to join Rutland Road or are we forced to turn right at the junction between Hick Street and Platt Street? Does a bus gate mean tenants access and deliveries to Albyn Works will be prohibited and what about unloading and loading on Burton Road or Percy St? Is this limited or worse prohibited? We need clear access along Burton Road and Percy Street for the 25 businesses to be able to access our yard and their business entrances as well as trades and delivery drivers. Please confirm the new scheme does not prohibit this.</p>	<p>Hello</p> <p>I have just picked up your e-mail which you sent earlier this week Please accept this as an acknowledgement of receipt and that I have seen your questions. I will aim to address your queries early next week and come back to you with a more detailed response. Given the amount of questions and comments received on the project, we are happy to take further responses (in favour or otherwise) on the TRO's until early April. Following this we will be writing a Committee report to be submitted for consideration at the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind regards</p> <p>Firstly may I apologise for the late response to your queries. Please see my responses (in red) below;. Please confirm whether traffic heading North along Hicks St or Percy Street towards Platt Street may instead join turn left to join Rutland Road or are we forced to turn right at the junction between Hick Street and Platt Street? If you are travelling north along Hicks Street or Percy Street you can (under the proposals) continue towards the Rutland Road junction where you will be able to turn left as you can now. Does a bus gate mean tenants access and deliveries to Albyn Works will be prohibited The bus gate shouldn't impact on access for tenants / deliveries as far as I can see, as this will still be possible from Neepsend Lane from the North West and from Harvest lane / Burton Road from the South East as shown in the plan below.</p> <p>Exiting from Albyn Works would however change and this would be via Hicks / Percy (one way) to the North or back on Harvest Lane /</p>
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Burton Road (two way to the South East) .and what about unloading and loading on Burton Road or Percy St? Is this limited or worse prohibited? We need clear access along Burton Road and Percy Street for the 25 businesses to be able to access our yard and their business entrances as well as trades and delivery drivers. Please confirm the new scheme does not prohibit this. The extract above shows what is proposed for where on Burton Road / Percy Street (Thin black lines are double yellow lines – loading can be done from these at all times and this change should actually help loading throughout the area. Thick black lines show where pay and display parking is proposed). I hope the information above helps – if you want to make any additional comments or require any further assistance please let me know We are currently working through the responses received and towards the end of April we will be writing a Committee report to be submitted for consideration at the Council’s Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.I would appreciate a call or email to confirm the above tomorrow, 22nd March. Yours sincerely

59	<p>Hi</p> <p>I will begin stating my main issue is when the 28 day TRO began and we visited the discussion evening @ Kelham Island Museum you (the council representatives) admitted the plans are not a true representation or correct of the exact plans, so how can you even begin the TRO process and how do you even expect us to comment and yet still I haven't seen altered plans that are correct and this is now 21st March 2023 (2 days until the TRO ends) this is not acceptable and I am sure this is not following the correct legal procedure or guidelines.</p> <p>These road changes are simply ridiculous and will ruin many businesses in Neepsend noting all consultations regarding these changes were made I didn't see a single positive comment from a business in Neepsend which have all been ignored. This will create major traffic problems as the proposed road layout will simply not work especially for large HGV lorries which will struggle to navigate the area. The Neepsend area is not a rat run or shortcut and traffic is never busy as the main traffic uses Penistone road and there is a fantastic cycle lane that runs along there too. Neepsend Lane and Mowbray Street plus Burton Road are wide main roads could which easily cope with far more traffic than currently passes through. I really do not understand why I am going to have to make a 1.5 mile round trip to get back to my place of work in 1 direction making the LOW EMISSION ZONE look absolutely ridiculous and yes as my employer invested in a newer van to avoid the charges but in reality we will be creating more pollution due to the additional mileage and am sure many</p>	<p>Hello.</p> <p>Thank you for attending the information event at Kelham Museum at the end of February and for your comments below. Please see the additional information in red below to answer your queries. I have made a note of your objection to the proposals and will ensure your comments are included in a report to be presented at a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p> <p>Hi</p> <p>I will begin stating my main issue is when the 28 day TRO began and we visited the discussion evening @ Kelham Island Museum you (the council representatives) admitted the plans are not a true representation or correct of the exact plans, so how can you even begin the TRO process and how do you even expect us to comment and yet still I haven't seen altered plans that are correct and this is now 21st March 2023 (2 days until the TRO ends) this is not acceptable and I am sure this is not following the correct legal procedure or guidelines. The TRO plans can be found on the Council's website Traffic Orders Sheffield City Council (see proposed traffic regulation orders / HZN). These haven't changed since the Council advertised them at the end of February and show what legal changes the Council is seeking to make to change the movement of vehicles in the City Centre as well as through Neepsend / Kelham to facilitate the Connecting Sheffield (Kelham, Neepsend, City Centre) scheme.</p>
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other people have stated this.

I would personally like to speak to the planners when giving permission for more bars and restaurants etc without the thought where are all these people going to park if you're reducing parking from 800 spaces to 450? Why as an employee should I pay to park to go to work? My employer's business has been in the same building for a long time, maybe you should listen to the long term businesses not ones who will come and go in a few years. I look forward to your lengthy reply to all of the above points, my employer is taking legal advice as this has all been done unprofessionally and underhandedly.

These road changes are simply ridiculous and will ruin many businesses in Neepsend noting all consultations regarding these changes were made I didn't see a single positive comment from a business in Neepsend which have all been ignored. We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. This will create major traffic problems as the proposed road layout will simply not work especially for large HGV lorries which will struggle to navigate the area. Many large HGV lorry drivers will use sat nav / google map type systems to navigate their way to businesses in areas where we are proposing changing road layouts and access routes. The addition of double yellow lines and managed parking (advertised in 2021) will also assist for access.

The Neepsend area is not a rat run or shortcut and traffic is never busy as the main traffic uses Penistone road and there is a fantastic cycle lane that runs along there too. Neepsend Lane and Mowbray Street plus Burton Road are wide main roads could which easily cope with far more traffic than currently passes through. I really do not understand why I am going to have to make a 1.5 mile round trip to get back to my place of work in 1 direction making the LOW EMISSION ZONE look absolutely ridiculous and yes as my

employer invested in a newer van to avoid the charges but in reality we will be creating more pollution due to the additional mileage and am sure many other people have stated this. The project aims to provide better active travel (walking and cycling) connections between the City Centre and Kelham / Neepsend.

To improve the environment for active travel in the Kelham and Neepsend area the strategy is to reduce through traffic movements so that cyclists can be in the road together with limited general traffic movements (limited to those accessing the area to and from businesses and residential properties). I would personally like to speak to the planners when giving permission for more bars and restaurants etc without the thought where are all these people going to park if you're reducing parking from 800 spaces to 450? It is anticipated that many future housing developments in the area will be car free and also bars and restaurants are not anticipated to generate a big increase in parking demands (parking however will be still possible, but is proposed to be in a more manageable layout (also see above). The proposals put forward for the Connecting Sheffield (Kelham / Neepsend and City Centre) Why as an employee should I pay to park to go to work? My employer's business has been in the same building for 117 years maybe you should listen to the long term businesses not ones who will come and go in a few years. Commuter parking is likely to reduce due to the introduction of parking restrictions including a charge to park. Eligible residents and business will be able to purchase parking permits to enable parking within designated parking bays, although the number of permits per business will be restricted. In addition, visitors to businesses can make use of 20-minute free parking in all parking bays in the area, with availability of spaces expected to be greater than at present. I look forward to your lengthy reply to all of the above points, my employer is taking legal advice as this has all been done unprofessionally and underhandedly.

Hello.

I am writing to object to the whole package of proposals being made to the area and to make suggestions to improve your proposals to reduce any detrimental impact on the existing and future businesses in the area. Let me first try and summarise the aims of the plan.

1. To improve parking in the area for the benefit of local businesses and residents.
2. To improve the accesses for buses in the area.
3. To improve cycling routes into and out of the area.

Have I missed any the key aims of this plan. In general I am unable to speak on behalf of the residents and businesses in Kelham island as I spend very little time in that area.

I have had a business here in Neepsend for the last 19yrs and know this side of the river quite well. My first question is about your proposed cycle route crossing the Ball Street bridge and turning along Neepsend lane. The question is Where is it going to and Why. This seems to be the key to the whole project around Neepsend. If it is to service the potential 222 homes identified on either side of Boyland St then one must wonder if the disruption and inconvenience to the existing businesses within Neepsend by this proposed re-routing of the road system is going to be worth the cost.

Suggestion 1. There is a 2m wide path which runs from the end of Cornish St in Kelham Island to the side of the Rutland Rd bridge next to Wickes. The entrance to Cornish St is about 20m from the entrance to Ball St. Obviously you would need to make a crossing point onto Rutland Rd at this point. If you move the traffic lights on Rutland Rd back to this point you would be able to integrate this crossing point with the lights, place a cycle space at the front of each of the lights on this junction and there would be no need to make the end of Neepsend Lane a pedestrian zone. As there is not really that much day time traffic crossing Rutland Rd at the Neepsend Lane / Burton Rd junction there is no need to make bus gates and to re-structure the roads around Neepsend which would save a massive amount of money which

I have just picked up your e-mail which you sent last week. Please accept this as an acknowledgement .. Given the amount of questions and comments received on the project, we are happy to take further responses (in favour or otherwise) on the TRO's until early April. Following this we will be writing a Committee report to be submitted for consideration at the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

could be better spent elsewhere. I also note that no mention has been made of the existing pathway which runs from just above the Woodside lane railway bridge, along the side of the railway, past the old Neepsend Station to meet with Pitsmoor Rd just prior to the proposed walking route.

Parking. I have a great reservation about introducing a pay to park scheme around Neepsend. I will not deny that there are people who park in this area and walk into town to work. I will not deny that there are people who park in Kelham island and walk into town to work. I would question how many people there are who park in these areas and walk into town to work. I do know that over the last 19 years the number of people who drive into Neepsend to work in Neepsend has increased. I also know that the number of people who drive through Neepsend, stop and pick up something from the increased number of food and beverage outlets and then drive on has increased. If you are trying to reduce the number of people who park in Neepsend and walk into town to work then firstly one must surely ask the following questions. How many of them are there? Where do they come from? Why do they drive to this area rather than using public transport/park and ride schemes? Without the answers to these questions I would suggest that putting a pay to park scheme while reducing the number of parking spaces in the area would be akin to using a sledge hammer to crack a nut. Increasing and improving public transport around the city while reducing fares (which could all be done by reintroducing regulation) could go a long way to reducing the issue where charging businesses to allow their staff to park near those businesses seems excessive and will only increase costs overall and your proposed scheme has to end up being self funding. Rather than "By restricting parking to permit holders or pay and display tickets, we want to encourage commuters to park elsewhere" may I suggest that offering commuters a viable alternative would stop the issue in the first instance. I also note that there have been a potential for 132 new homes identified as the development of the old Cannon Brewery site, a further 93 on the site of the old warehousing on Boyland Street and a further

	<p>180 off Harvest Lane and Mowbray Street (let us ignore for now the potential for 966 homes identified just over the river along Penistone Rd.) Could I ask what parking provision has been allocated to these sites or would these all be applying for residents parking permits as well. If so the proposed reduction in parking would make this area untenable.I look forwards to hearing your replies</p>	
61	See above	<p>Hello.</p> <p>I am writing to object to the whole package of proposals being made to the area and to make suggestions to improve your proposals to reduce any detrimental impact on the existing and future businesses in the area. Let me first try an summarise the aims of the plan.1. To improve parking in the area for the benefit of local businesses and residents.2. To improve the accesses for buses in the area.3. To improve cycling routes into and out of the area.Have I missed any the key aims of this plan. Points 2 and 3 are correct – For point 1 Currently Kelham and Neepsend has free and unrestricted parking which means it can be difficult for larger vehicles to get round (and deliver to) the area, but is also used for longer stay commuter parking. The area is likely to be attractive to park in for users of the new West Bar development too, so yes in essence the changes should improve access to business and resident's.</p> <p>In general I am unable to speak on behalf of the residents and businesses in Kelham island as I spend very little time in that area. I have had a business here in Neepsend for the last 19yrs and know this side of the river quite well.My first question is about your proposed cycle route crossing the Ball Street bridge and turning along Neepsend lane.The question is Where is it going to and Why. The project aims to provide better active travel (walking and cycling) connections between the City Centre and Kelham / Neepsend. To improve the environment for active travel in the Kelham and Neepsend area the strategy is to reduce through traffic movements so that cyclists can be in the road together with limited</p>

general traffic movements (limited to those accessing the area to and from businesses and residential properties).

This seems to be the key to the whole project around Neepsend. If it is to service the potential 222 homes identified on either side of Boyland St then one must wonder if the disruption and inconvenience to the existing businesses within Neepsend by this proposed re-routing of the road system is going to be worth the cost. The proposals aim to improve walking and cycling access and safety to existing businesses / residential properties as well as catering for any future demands, as the area becomes more populated. By taking the proposals as far as Boyland Street the Council can also link in with any future developments (Ski Village area etc).

Suggestion 1. There is a 2m wide path which runs from the end of Cornish St in Kelham Island to the side of the Rutland Rd bridge next to Wickes. The entrance to Cornish St is about 20m from the entrance to Ball St. Obviously you would need to make a crossing point onto Rutland Rd at this point. If you move the traffic lights on Rutland Rd back to this point you would be able to integrate this crossing point with the lights, place a cycle space at the front of each of the lights on this junction and there would be no need to make the end of Neepsend Lane a pedestrian zone. This path, although recently improved, is not overlooked and is not wide enough (taking into account current cycling infrastructure standards) to accommodate cycle movements through the area. There is also limited scope to widen and improve lighting and safety. When this route comes out onto Rutland Road there would still be the need to get cyclists and pedestrians across the road near the bridge – again there isn't the room here to provide an adequate landing area fully segregated from traffic movements, unless you create this at the Rutland Road, Neepsend Lane junction (again requiring the closure of the end of Neepsend lane to traffic).

As there is not really that much day time traffic crossing Rutland Rd

		<p>at the Neepsend Lane / Burton Rd junction there is no need to make bus gates and to re-structure the roads around Neepsend which would save a massive amount of money which could be better spent elsewhere. Bus gates and road closures / movement restriction orders allows the Council to follow the strategy outlined above to reduce through traffic movements while still prioritising bus travel through the area.</p> <p>I also note that no mention has been made of the existing pathway which runs from just above the Woodside lane railway bridge, along the side of the railway, past the old Neepsend Station to meet with Pitsmoor Rd just prior to the proposed walking route. As above this footpath is not overlooked and is difficult to improve and promote as a direct route from housing / businesses in Kelham and Neepsend to and from the City Centre.</p>
62 Page 347	<p>Dear sir,</p> <p>I ask you to reconsider the bus gate to be placed on neepsend lane. We still have many heavy vehicles using the road to access various businesses. Routing them through small backstreets, as you would have to if you were coming from the parkway, would be dangerous and impractical. On a daily basis the amount of buses using neepsend lane compared to commercial and domestic vehicles is minuscule. Rerouting all that traffic into smaller roads with longer routes will inevitably have a negative impact on air quality and pedestrian safety.</p> <p>Yours sincerely.</p>	<p>Hello</p> <p>Thank you for your comments on the Connecting Sheffield proposals for Kelham, Neepsend and the City Centre.</p> <p>Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>

I attended the meeting held on Tuesday 28 February 2023 regarding the parking scheme and road changes at Kelham Island and the surrounding areas.

As a business we have already written to inform Connecting Sheffield of our objections at the outset of the proposed changes. I believe that any objections and concerns of ours or the numerous local small businesses in the area have not been listened to. And now we fear that the Traffic regulation order date for objection has passed and we have missed the deadline. From the perspective of Joe Public it is a complicated process to understand how to make any suggestions/objections. From our point of view the parking scheme and the rerouteing of the roads will have disastrous consequences for us and many other businesses in this area, which we have been part of since the early 80's after being moved out of ecclesall road for road widening scheme. A point to note that Neepsend is a majority industrial/business area, with narrow roads, not suitable as the main route. Cyclists/pedestrians if they are the intended beneficiaries of this whole scheme are being prioritised over people trying to earn a living. Loading and unloading are essential for deliveries and customers and parking for staff is a necessity. Our staff have to start work before buses are available (as early as 3.45am 3 days of the week) we work a 5 and a half day week so the parking would be a cost incurred more than £30 per week. This is an unsustainable expense for staff and unfortunately our business is not going to be able to pay staff parking.

This is just the kind of thing that will tip small businesses over the edge. We are already suffering from after effects of Covid, excessive fuel costs, increase in costs of raw materials, clean air zone affecting our wholesale customers collecting their orders and deliveries, also minimum wage increasing by 10%. I voiced my concerns at the meeting. It was said the Council would perhaps reconsider the parking permit idea, is this likely?? We have not even mentioned the ridiculous route we and any deliveries or

Hello

Thank you for attending the information event at the end of February and for your comments / objections below.

We have received a large number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.

	<p>customers coming to our business will have to take to get from the ring road to our premises. I'm not sure it is even possible with the bus gate at the junction of Percy street/Burton Road!!!We request that you please listen to the voices of the business owners is the area and try to help them by making the minimum of alterations nearer the areas where most of the housing is situated and the working heart ofNeepsend as it is.</p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 349</p>	<p>64 I totally Agree that the alterations in plan for neepsend road will ruin businesses and the area needs to be kept commercial and industrial cheers</p>	<p>Hello.</p> <p>Many thanks for your comments and I note your objection to the changes on Neepsend Lane (I assumed you meant Neepsend Lane and not Neepsend Road)</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.Kind Regards</p>
<p>65</p>	<p>See pfd objection letter - To also note that they attended the info event and were pleased we were thinking of introducing DYL to make route from Silver Street easier and also easier to load outside the car park</p>	<p>Thank you for your comments on the Connecting Sheffield proposals for Kelham, Neepsend and the City Centre.</p> <p>Please take this e-mail as a confirmation that your objection to the proposals around Paradise Street / West Bar for Armadillo Storage have been received. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.</p>

66	<p>thank you for the reply. It may take me some time to digest the details.I think that all sounds appropriate and positive from a quick skim over.Thank you for your time,</p> <p>Best wishes,</p>	See Response Above - follow up in general support
67	<p>when will the meeting at the city hall be regarding this? You guys mentioned you were hoping for June and we obviously want to be there.I also hope you guys have seen look north today, if not please watch it on catch to. Lunchtime news on the 24th March. They covered the issue and spoke to local businesses. We've also managed to get this on other news outlets including Yorkshire live as well as an interview on radio Sheffield.This CANNOT go ahead, I can't imagine you have more than 2 comments in favour of the changes.Why can't the council just install some pedestrian crossings to the area, as at the moment there aren't any, and add more bus's to the area because people can't even catch a bus from town to Neepsend at the moment. Road changes are pointless and make no sense.</p>	<p>Hello</p> <p>Thank you for your additional comments. As indicated at the information event, we are aiming to take a report to the June meeting of the Council's Transport, Regeneration and Climate Policy Committee. Once a report has been written and is confirmed to be on the Committee agenda I will be in touch to let you know an exact date and time. Taking one step back from this however, and as indicated in my e-mail on the 22nd March, (attached below) we will firstly see if any changes can be made to address issues raised by local residents and businesses - again I will be in touch once we have run our further investigations following the comments received as part of the Traffic Regulation Order process.</p> <p>Kind Regards</p>

Dear Sirs,

I would like to object to the proposals outlined in the Connecting Sheffield Neepsend-Kelham-City Centre plan. The particular area of my concern is Neepsend.

The proposals do not improve the situation for promoting cycling, they are detrimental to most if not all of the businesses in the area and have not appropriately addressed the concerns set out by businesses in the area during a Zoom meeting of 11 February 2022, in fact the consultation dismissed all the concerns and have subsequently proposed changes which are worse for businesses operating in the area. This has not done what the consultation set out to do by 'Developing Support for the scheme to enable smooth delivery on time and on budget'. The proposals create a barrier to safely connect the new experimental cycle infrastructure changes in Kelham Island to the north of the city by pushing more traffic onto roads previously used to cross the area. By moving the main route through the area to Hicks Street and Platt Street the connection to the quieter Woodside Lane has been severed.

The proposals have not addressed the need for good quality pedestrian and cycle crossing points throughout the area while concentrating on the need for a crossing point at the junction of Rutland Road and Neepsend Lane by closing off vehicular access to the latter. The maintaining of the current one way direction of Ball Street and Lancaster Street continue to create dangerous visibility lines for both Cyclists, Pedestrians and Vehicles. Businesses in the area which will be severely impacted

Hello.

Many thanks for your comments received on the 23rd march, I have noted your objection to the changes proposed for Kelham and Neepsend.

We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed. Kind Regards

by these changes. . These changes will make it even harder to find our business with a complex route through the area. Notwithstanding our business there are many businesses that have been built up on passing trade from the existing main road routes, if these are to move those businesses are bound to suffer. If businesses cannot support themselves through their normal trade then they will cease to exist and the area will become a ghost town, dangerous and not desirable to visit. I remember the days of the red light district in Neepsend and this is not what I want for our city again.

Many of the businesses in the area are also related to automotive trade, at present most of these businesses inhabit the streets that are proposed to be upgraded to the new B route through the area, this would no doubt present an issue for them and their customers being able to park and visit their operations. Sheffield has a proud history of industry and steel manufacturing and yet those businesses that have existed decades still performing that task and succeeding are being persecuting for doing so, the changes will make operating a HGV and articulated lorry incredibly difficult and dangerous to cyclists and pedestrians. The original proposed bus gate was discussed at the zoom meeting and it was suggested that this wouldn't operate at all times, however your proposals do have it in operation at all times. There is a bus stop located directly at the entrance to my business. The improvements to bus routes will not be offset with any increase in services to the area and at present the area has minimal services. The focus on cyclists following the river route is misguided without massive improvement to Neepsend Lane toward Hillfoot Bridge and as such this will not be a route followed by cyclists in preference they will follow the established route along the South side of the river. Details of the proposed junction of Boyland Street, Rutland Road and Hicks Street are negligible and focus entirely on the right turn into Boyland Street, for this junction to perform successfully with the level of traffic flow it will have to be controlled by traffic lights and the provision for a right turn into Hicks Street being made available. The changes South of the

River will push more traffic heading north to Rutland Road and this will again increase the risks to cyclists and pedestrians in the area. Pitsmoor Road however which would be an amazing route to access the North of the city if properly managed has been completely overlooked by this scheme.

The Neepsend area is a heavily industrialised and commercial area, notwithstanding the recent changes in trading it is still such and should never have been included in these proposals or dealt with in a way that suits the demographic of the area. The consultation is a bias one due to the density of people living in the Kelham area compared to the number o businesses in the Neepsend area and by consulting on the entire scheme as one entity it has disenfranchised all the businesses in the Neepsend area. I live in the North of the city and cycle to work regularly, these proposals in my view will make this a more dangerous commute due to the increased traffic on roads I currently use and also due to changes to the junction of Hicks Street and Rutland Road, I do not believe that this has been considered adequately in the designs and therefore I must strongly object.

<p>69</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 354</p>	<p>In reference to the TRO proposals in Neepsend and the surrounding area. Initially I would like to state how absolutely appalled I, and many others in the area are at the councils lack of openness relating to the consultation which commenced two years ago. I raised concerns at the time stating the way the initial consultation was handled it seemed apparent the plans had been approved and the council were going through the motions, as required, whilst trying to limit the number of concerns raised by the local business community by excluding them where possible. Since the initial consultation it is evident this appears to be the case as none of the concerns raised by the local business community appear to have been considered or addressed. Please find below some of our objections relating to the plans and the justification behind the objection.</p> <p>1. 24/7 bus gate at the junction of Rutland road / Burton road, also bus gate at Burton Road Percy Street.* It is hard to understand why there is such priority being given to both buses and cyclists within an active industrial area, which in it's own rights is a health and safety concern considering the number of commercial vehicles, HGV's, Forklifts and other machinery is actively moving in the area.* The bus gates will require staff driving to the area, customers and delivery vehicles to take excessive detours to reach the required destination within this zone, based on the plans for the road network it will be unlikely HGV's will be able to negotiate the planned system without being forced into the congestion zone.* The introduction of the congestion zone was implemented on the idea this will help improve air quality within the city, yet the proposed plans for Neepsend directly contradict</p>	<p>Hello.</p> <p>Many thanks for your comments, I have noted your objection to the changes proposed for Kelham and Neepsend.</p> <p>We have received a number of comments both in favour and objecting to the changes and we are currently working through the responses. Over the next few weeks we will look to see if any changes can be made to address issues raised by local residents and businesses. If it's not possible to change the proposals and objections remain outstanding, these will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee where a decision will be made on how to proceed.Kind Regards</p>
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this message.

2. Directing Traffic along Percy street as a main route through the area.* A concern which has been raised during and after the initial consultation is the number of times this road is blocked by HGV's loading and unloading along with many other large vehicles. As this is an active industrial zone with active businesses it will be inevitable that at some stage there will be a blockage on this main diversion through the area. Currently on these occasions vehicles have multiple options to avoid Percy Street which will no longer be a viable option once these plans have been forced through. This is not an issue which is exclusive to Percy street as numerous businesses in the area utilise large HGV's and vans for deliveries and collections, which can render roads impassable for periods or limited to small vehicles passing.* The additional congestion these blockages will inevitably cause are a direct contradiction of Sheffield's city council's claims to reduce congestion and pollution within the city and render the reasoning behind the congestion zone null & void.

3. Closure of Neepsend lane / Rutland road junction for vehicles in preference of cyclists and pedestrians, and redirection of traffic wanting to join Rutland road via Percy street and Hicks Street.* Currently the only safe route to turn right from Neepsend onto Rutland road is via the junction at the end of Neepsend lane which is controlled by lights. Had anyone making the proposals for the road changes visited the area during a working week and rush hours would identify immediately the right turn from Hicks street to Rutland road is dangerous due to the traffic coming from 3 directions. This is an issue which will be severely exasperated upon the introduction of these proposals and vastly increased traffic utilising the junction.* There is no valid justification to pedestrianise or provide preference to cyclists within an active industrial zone.

4. Damage to local businesses* An issue that has been raised throughout the consultation is the immediate and long term

damage to businesses within the area, however very little seems to have been done to address the concerns raised. The proposed changes will have an immediate negative impact to many of the long standing businesses within the area to a point many will not survive the first few months. Many of the other businesses will see a gradual decline in customers due to the difficulty and obstacles that are being imposed which will force them to look for alternate suppliers with easier access. This is a brief summary of some of the concerns which were raised at the initial consultation, none of which have been addressed in the subsequent years.

As previously mentioned it feels this was approved before the consultation took place and everything that has followed has been a box ticking exercise with little to no regard of the issues or concerns of the local businesses which have occupied the area for decades. The working industrial nature of the area has been it's greatest appeal to many of the new businesses that have been attracted to the area and brought life into a once neglected region of the city. It is unfortunate that Sheffield council fail to notice and celebrate this in preference of turning it into yet another faux themed area of no substance. Due to the lack of interest in the concerns of the local businesses, the determination to prioritise an industrial area for cyclists, pedestrians and buses it seems apparent that this is the first phase in forcing the businesses from the area without having the courage to state directly this is the wish of the council long term. This then leads to further concerns of compulsory purchases being forced through in the coming years for the companies you are unsuccessful in eradicating naturally. I find it abhorrent how the council refused many businesses planning and approval for improvements to the area due to it not fitting within the industrial zone criteria then completely contradict that position with these plans.

70	<p>information is not currently accessible on the Connecting Sheffield website – is there an updated link you could provide- it's not clear where the bollards are to be sited on the hill – can you clarify?- removal vans can't reverse into the courtyard – is this the case – I don't see why it would be if there's still access both ways from Campo Lane- have emergency services been consulted about this? – I'm guessing that they certainly have, but please can you confirm?</p>	<p>Hello</p> <p>The project team have been going through all the correspondence to the TRO consultation in relation to the Kelham-Neepsend-City Centre scheme as we look to finalise the Committee report which will hopefully go to the June meeting on the 14th June. I have gone through the spreadsheet of correspondence and it looks like I didn't respond to you on the e-mail below – please accept my apologies. We have received two objections to the proposals on Vicar Lane – these will be included in the appendix to the report and addressed in the report itself. I can share the report with you once it is finalised and on the agenda. For now please see my responses to your questions below in red</p> <p>Kind regards</p>
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From Business

The issue I do want to bring to your attention and get your position on is to do with my business that is also situated in the ward at Neepsend. You are probably aware of the council proposals for road alterations, bus gates and one way systems around Neepsend and I was wanting to know what your take on these road alterations are and whether you would support us in getting these scrapped. There are numerous local businesses which would close due to lack of passing trade and the difficulty of deliveries. The acute lack of parking and the ability for deliveries would also force people to move their business as both employee's, visitors and clients would not be able to park to allow the business to function, fortunately my business fall's into this category of needing to move and not close down. Neepsend has changed over the year's a lot of the changes and the added facilities that have supported the changes have been welcomed by business. This though has the potential to totally change the area to the detriment of business and people livelihoods.

I wasn't aware of the parking scheme it is the Connecting Sheffield scheme which will force business closure's and is the one which is causing the majority of issues. I had had a quick look at the proposed parking scheme and although I don't like the fact it restricts parking and is another added local tax to our business alongside everything else that is on top of us at the moment we could hopefully make this work.

Our business we have a delivery entrance Percy Street. As is typical of this council buried under the Housing Zone North proposal there is a 12 metre at all times bus gate outside across the road from our front door, this was never shown on the Connecting Sheffield maps. That alone will close down Crusty Cob Sandwich Shop whose front door it is bang outside putting those ladies out of business and reducing further amenities for office and factory workers in the area. I'am also unsure how I or

Thanks for your e-mail. Access is retained for all businesses in Neepsend and Kelham including the businesses on Burton Road. Colleagues initially planned Percy Street to be one way between Neepsend Lane and Hicks Street, though due to concerns from businesses, we are investigating retaining two way traffic on the lower section of Percy Street between Neepsend Lane and Burton Road for access and deliveries.

No further public meetings are planned, though the contractor will be available throughout the work.

<p>any of our employee's can access our workplace without getting a fine.</p> <p>I made comments on the original consultation, attended the Neepsend Business Webinar where unfortunately no members of the council attended despite some being in attendance in Community Group Webinar and the Business Group being the most heavily attended event. It appears the council does not care about business and much needed employment within the city and is just working with a small section of the community. I would be grateful if you could pass my comments onto the relevant team, and I think myself and businesses around here would be delighted if they contacted us and came to see us so they can understand the business closures and loss of jobs this scheme will cause in the area.</p>	
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Hello,

Re Scheme: SD/2120TCF/01ATM TROI object to, in the strongest possible terms, the prohibition of traffic on Vicar Lane. There is no convincing justifiable benefit to this that outweighs Chimes residents needs and safety. I've today been informed by another resident regarding this proposal of a bollard onto Vicar lane and am extremely appalled that residents have been given zero notice of this. It has taken a fellow resident who I by chance ran into to mention it which is almost one month after the April 3rd consultation date. Do the council have some allergy to communicating with residents that fund it?

80 dwellings use the Vicar lane access to get to their flats and receive deliveries of all goods. I know for a fact there are disabled residents of The Chimes who would be heavily impact by this change as they use delivery services to pull into the courtyard area to make accessing the services easier. I cannot for the life of me understand the benefit of pedestrianising the road, there exists paths of each side currently which is more than usable for people. All that would change is that people would be able to walk 4-5 in a line when in a group that is all. I cannot fathom how that is a benefit that outweighs the benefits of keeping the road as is for the 80 dwellings that currently utilise it. Further to this we do not currently have access to Campo lane as you propose as well as the Chimes car park exiting onto Vicar Lane. Therefore if things were to go ahead you would either need to eliminate the car park which means the property value for residents would decrease or the current building managers would need to establish access to Campo lane therefore costing the residents further as ultimately it would fall on them to foot the bill.

Finally echoing points made by another resident, the emergency service access would be severely affected, are we burn to death or die from accidents due to lack of ambulance/fire truck access just so some pedestrians can walk 4 in a line with their friends down the path? I assume a proper emergency service audit has

Hello

Thank you for your e-mail I have noted your objection to the proposed Traffic Regulation Order (TRO), advertised to complement the changes proposed as part of the Kelham-Neepsend-City Centre, Transforming Cities Fund scheme. We are currently working our way through the responses received and will report all feedback to the TRO consultation to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee (currently anticipated to be in June) where a decision will be made on how to proceed.

Kind regards

	<p>been carried out regarding the plan?In summary I think it is disgusting that you fail to properly communicate with your local residents who elect you and pay for services through council tax. Considering local elections are coming up soon I hope you reconsider the proposal and I hope to hear back ASAP as I currently do not plan to vote for the Green party ever again as this proposal without resident consultation feels like a slap in the face.</p>	
<p>73</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 361</p>	<p>I am writing to you to express my concerns at the proposed traffic scheme that will effect the Neepsend and Kelham island area, the proposed changes will effect my business directly I believe.I have taken the opportunity to study the proposals and I visited the display and meeting opportunity at Kelham island museum earlier this year. Unfortunately I wasn't re assured since the council officer had no answers to my concerns and the detailed drawings of parking and rd detail were not displayed.The closing off of Neepsend Lane with parking either side of the rd will make it very difficult to receive deliveries as many off the loads come on curtain sided HGVs 40' long they would have to block the road, off load then reverse down into any traffic to Percy Street to perform a turn as there is no where for them to turn ahead at the end of the closed rd.Drivers making deliveries and customers will find it even more difficult to locate my business than it already is.Fundamentally I don't believe there has been proper consultation to develop the scheme and look at the broader aims that could be set and achieved to improve the area for pedestrians, cyclists, public transport without detrimentally effecting the many successful business that operate and have helped to develop the area over the past years.Incidentally I do cycle to and from work choosing to leave my van at work and I would be happy tosuggest some simple ways that my route home could be made safer and improved to encourage more people to use bikes.</p>	<p>Hello</p> <p>Thank you for your e-mail and for attending the drop in session in February.</p> <p>We are currently investigating requests made and note the objections received from Neepsend and Kelham residents and businesses in the recent TRO consultation - I have made a note of the issues you have raised. Responses to the TRO consultation will be reported to a future meeting of the Council's Transport, Regeneration and Climate Policy Committee (currently anticipated to be in June) where a decision will be made on how to proceed. The proposed parking changes including double yellow lines to manage parking in the area and improve access for larger vehicles can be seen in the following link;https://www.sheffield.gov.uk/parking/new-parking-zonesI have attached below the current proposals for Neepsend lane which shows parking will only be allowed in marked bays on one side of the road (thick black lines indicating parking bays and thin ones double yellow lines with no restrictions on loading.</p> <p>Once we have finalised the report and it's on the agenda I will send you the details.</p> <p>Kind regards</p>

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PART A - Initial Impact Assessment

Proposal Name: Kelham (Active Travel and Public Transport) (EIA ID: #2139)

EIA Author: Andrew Shearer

Proposal Outline: The project aims to enhance transport connectivity between the areas of Kelham and Neepsend with enhancements to active travel infrastructure, and from those areas to the city centre by active travel modes and public transport. Priority for public transport will enhance bus journey times and reliability to and from the city centre and along the corridor in the direction of Hillsborough and beyond.

Proposal Type: Non-Budget

Year Of Proposal: 22/23, 23/24, 24/25

Lead Director for proposal: William Stewart

Service Area: Strategic Transport, Sustainability and Infrastructure

EIA Start Date: 1/5/2023

Lead Equality Objective: Leading the city in celebrating and promoting inclusion

Equality Lead Officer: Ed Sexton

Decision Type

Committees:

Portfolio

Primary Portfolio: City Futures

EIA is cross portfolio: No

EIA is joint with another organisation: No

Overview of Impact

Overview Summary:

The project will provide more inclusive transport infrastructure for local travel with high quality active travel facilities for local residents and businesses alongside bus priority measures to improve bus reliability and consistency. The project will benefit the health of local residents and workers by encouraging active and sustainable travel, and by reducing carbon and improving air quality. Bus priority measures to improve bus reliability and consistency will benefit people of all ages by encouraging sustainable travel to access local employment, facilities and services. High quality active travel facilities such as controlled crossings on key roads and at key junctions alongside segregated cycle routes will also benefit people of all ages. High quality, safer and more accessible active travel infrastructure will benefit disabled people and improve sustainable access to local facilities and services. The project will reduce community severance and improve social inclusion with segregated cycle infrastructure along key roads and controlled crossings across major roads such as the A61 Inner Ring Road. The project will also contribute towards reducing poverty and financial inclusion by providing high quality facilities for active travel alongside bus priority improvements.

Impacted characteristics:

- Age
- Cohesion
- Disability
- Health

Poverty & Financial Inclusion

Impacted local area(s):

Central

The project is part of a wider number of active travel and public transport projects which aim to provide high quality active travel infrastructure and public transport priority across the city.

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

Yes

The consultation was advertised by a press release and postcards were distributed to over 8,500 residential and business properties. Project plans were available on the Connecting Sheffield website. Key community groups and businesses were invited to meetings and webinars. There were over 900 consultees. 57% of consultees were positive towards the project. 37% of consultees were negative towards the project. 6% of consultees were neutral towards the project. Consultees were mainly supportive of safer active travel infrastructure, greener streets and reduced traffic. Consultees were mainly concerned with reduced access for through traffic and amendments to routes for motor vehicles.

Impact areas:

Geographical Area

Initial Sign-Off

Full impact assessment required:

Yes

Review Date:

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PART B - Full Impact Assessment

Health

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: The project will benefit the health of local residents and workers by encouraging active and sustainable travel and by reducing carbon and improving air quality.

Name of Lead Health Officer:

Comprehensive Assessment Being Completed: No

Public Health Lead signed off health impact(s):

Age

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: High quality active travel infrastructure including segregated cycle routes and controlled pedestrian crossings at key roads and junctions will benefit people of all ages, though particularly younger and older people. Bus priority measures will benefit people of all ages, and will improve bus reliability and consistency particularly at peak times for commuters.

Cohesion

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: The project will reduce community severance and improve social inclusion with segregated cycle infrastructure along key roads and controlled crossings across major roads such as the A61 Inner Ring Road.

Disability

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: High quality, safer and more accessible active travel infrastructure will benefit disabled people and bus priority measures will improve sustainable access for disabled people to local facilities and services. A small number of parking spaces will be removed through the project, though the impact on disabled drivers will be low.

Poverty & Financial Inclusion

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: The project will contribute towards reducing poverty and financial inclusion by providing high quality active travel facilities alongside bus priority improvements for lower cost travel.

Action Plan & Supporting Evidence

Outline of action plan: To ensure the proposed active travel infrastructure is high quality to ensure the project benefits are maximised for all people. To ensure the removal of parking spaces is minimised through the design of the active travel infrastructure. To ensure all bus priority measures maximise bus journey time reliability and

consistency for local residents and workers.

Action plan evidence:

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date: 6/27/2023