

**Public Petitions and Questions –Transport, Regeneration and Climate Policy Committee – July 2024**

**Petitions Received from Members of the Public**

	<b>Petitions - Name, petition text</b>	<b>Response</b>
1	<p>Jane Hilton</p> <p>Title – Residents Only Parking on Castle Croft Drive, S2 2BF and S2 2BZ</p> <p>Details - For the last eight years, residents of Castle Croft Drive have been requesting parking restrictions. Our lives are blighted on a daily basis by the influx of 50 to 60 vehicles using our road as free parking. This results in pavements and driveways being blocked, speeding by some drivers, parking on blind bends, restricted access for large and emergency vehicles, pollution, ASB including drug taking, loud music and litter. Residents are faced with abuse and threats on a regular basis if they ask drivers to move their vehicles away from driveways. We are reporting parking issues and associated behaviour to SYP daily. The situation is impacting on our safety, that of our children and pets and our mental health. It is intolerable.</p> <p>No. of Signatures – 85.</p> <p>The petition started on the 18 March and closed on the 29 April 2024.</p>	<p>Thank you for coming to the committee today to present this petition today and the supporting information that you kindly supplied to members yesterday.</p> <p>As you will recall, residents in the Park Hill area of the city were consulted on a permit parking scheme back in March 2022 and I recall speaking to many as part of a public meeting at the time.</p> <p>Of the 1,088 responses to the consultation the Council received, 905 objected to the plans, including some residents of Castle Croft Drive.</p> <p>Sheffield City Council also received a petition with 2,145 signatures against the scheme.</p> <p>Many of the objections received commented that the proposed project was too large.</p> <p>A new proposal with a smaller boundary, including Castle Croft Drive, was presented to the Transport, Regeneration and Climate Committee on 15 June 2023.</p> <p>As you may recall, the committee voted against the proposal back then, and as part of this it was stated the parking scheme would not be revisited in the near future.</p> <p>You have raised the issue of dangerous parking in the supporting information that you kindly provided. This committee has adopted Vision Zero, which is a commitment to eliminate all fatalities and serious injuries on Sheffield’s road. We therefore take this very seriously and it is why many members of this committee have</p>

		<p>been dismayed to see South Yorkshire Police cancel Operation Park Safe, which allowed residents to take photos of dangerous parking, with a view to police carrying forward a prosecution. The council does have jurisdiction over aspects of parking in the city and therefore, considering your question I will write to the Chair of Communities, Parks and Leisure Policy Committee to request that appropriate enforcement action is taken.</p> <p>In terms of a way forward to your petition, I have spoken to your ward councillors and political leaders across this committee, and we have agreed to ask officers to investigate whether a limited parking scheme covering Castle Croft Drive could be delivered and if so, how this could be achieved at no cost to the council, given the financial pressures that we as a city face. We will ask for that this assessment be made and will write to you in due course.</p> <p>Thank you for bringing this petition today along with the supporting evidence and photographs.</p>
2	<p>Tom Barnard</p> <p>Title - Osgathorpe Drive and Fir View Gardens Residents Petition for Traffic Calming – Paper Petition</p> <p>Details – We, the residents of Osgathorpe Drive and Fir View Gardens, Sheffield, S4, hereby petition Sheffield City Council to re-install traffic calming devices/measures which were removed and not reinstalled after the recent housing development scheme which has extended Osgathorpe Drive by 20 residential properties, both</p>	<p>Thank you for coming to the committee today to present this petition today and the supporting information that you kindly supplied to members.</p> <p>As you may already know, part of the planning process when the new development was constructed was to make all the private road to the new development adoptable and therefore bring it up to highway standard. As I understand it, there are still some minor snagging issues outstanding with the developer, and the road is not yet adopted. I will ask council officers to look into this further, as I know that this is often an issue in parts of the city and leads to understandable frustration from residents. Please let me get back to you on this.</p>

<p>increasing the vehicular traffic and young children playing on Osgathorpe Drive.</p> <p>No. of signatures – 31.</p>	<p>With regards to traffic calming measures, I have asked officers to look back over documents and there is nothing within the planning conditions that required any traffic calming measures to be introduced and we have no plans to introduce additional measures at this location.</p> <p>For roads that are already part of the highway network, and I appreciate that Osgathorpe Drive continues to be unadopted, an established process for dealing with such requests and scoring them according to a set of criteria is used. This is to ensure that limited funding available is used in an appropriate manner to target interventions that require the most urgent attention.</p> <p>Officers have suggested that you and your neighbours may wish to speak with the developer – Great Places, to see if they would have an interest in funding traffic calming measures here, these would have to be installed to highway standards and would then be integrated into our highway network, once the road is adopted. I am happy to work with your councillors to see what additional support we can provide to you in making this case to Great Places.</p> <p>Thank you for bringing your question. I can understand just how frustrating this is.</p>
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#### Questions Received from Members of the Public

	Questions - Name, question text	Response
1	Stephen Clarke	Thank you for your question. I understand the frustrations you raise and share your concern.

	<p>Why, after SCC spending considerable amounts of money on cycle lanes, are cyclist / e bikes users, especially food deliver riders, being allowed to use pavements and pedestrianized areas in the city centre and can this be monitored and appropriate action taken?</p>	<p>I must be clear that, fundamentally, the riding of bikes on footways or pedestrian areas not designated for cycling is a police matter, and one for them to enforce. However, as our active travel plans develop in, and around, the city centre I am hopeful that riders will use the appropriate paths.</p> <p>It is greatly welcome that improved cycle routes are currently under construction. But this means many of the new and older routes are in a state of flux. However, there is long term plan to ensure a high standard connected grid of cycle routes across the city centre and then onward out to the suburbs.</p> <p>We expect the completion of these routes, and associated signage, will alleviate the pressures of e-bikes currently using the footpaths and pedestrianised areas.</p>
2	<p>Amy Ashton</p> <p>Meadowhead roundabout, the A61 bus corridor and Woodseats district centre are already over capacity and forecast to be more so by 2031.</p> <p>1. What is being done to mitigate the increased traffic demand you are already expecting?</p>	<p>1. I want to reassure you that Sheffield City Council is taking the approach to managing traffic pro-actively, by prioritising sustainable travel over carborne trips. This approach is clearly set out in the Council's <a href="#">Transport Vision (2024)</a>. This also contains a plan to tackle congestion throughout the city.</p> <p>What we all must consider, however, is that expected traffic growth is primarily the result of development. With transport demand linked to the economic growth Sheffield needs to see at the strategic level – to provide better jobs and wages and a better quality of life for residents.</p> <p>Additional traffic is limited to general background traffic growth. Sheffield City Council, like all Local Authorities, manages planned growth via its Local Plan. This is currently being revised, and a new Local Plan is scheduled to be adopted in 2024.</p> <p>As part of the Plan, we have put a great deal of emphases on the right infrastructure needs, and the right management of this</p>

<p>2. Under what circumstances would a decision be taken to knowingly add more journey demand (local, regional and national car and coach trips) to the area at the same time as working to mitigate the impact mentioned above? (please provide details of specific policies, regeneration strategies, thresholds, guidance and plans which would support such a decision)?</p> <p>3. When assessing the impact of proposed growth in a local area, how does the council ensure a 'whole corridor' and 'whole city' approach is being taken, and that due weight is given to the cumulative and long-term impact on, for</p>	<p>infrastructure to ensure that developments are well connected and sustainable, and traffic management will of course play a big role within this.</p> <p>You can read a copy of the draft plan online <a href="http://SheffieldPlan(localplanservices.co.uk)">Sheffield Plan (localplanservices.co.uk)</a>.</p> <p>2. The impact of each individual development proposal is assessed through the planning application system, including appropriate assessment of traffic, air quality, and impact on local infrastructure, with necessary improvements and mitigations secured through developer contributions and planning conditions.</p> <p>Development proposals need to be consistent with the approaches set out in the Local Plan, and its Supplementary Planning Documents (SPDs). These look to ensure that sustainability of new developments is given an appropriate level of priority. Although development sites vary significantly in size and scale, the more significant sites will see developers work closely with officers to ensure a high-quality proposal is produced which meets the Council's policy objectives. These proposals are reviewed by senior officer, who will then advise the Planning Committee to either approve or reject the development.</p> <p>Finally, development proposals are put before the cross-party planning committee for a final approval or rejection. These decisions are based on several factors, but growth, traffic, safety and the environment are usually key determining factors.</p> <p>3. In response to your third question on assessing localised growth, as mentioned before, the Council has prepared a new draft Local Plan, currently subject to Examination. A city-wide transport assessment was undertaken as part of this work, including detailed traffic modelling of proposals. This helps</p>
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	<p>example, the wider Sheffield road network, wider Air Quality Management Area, healthy neighbourhoods and Local Centres, and city-wide climate mitigation strategy?</p>	<p>officers to understand the highways impact of the growth proposed in the Local Plan to 2039.</p> <p>The traffic modelling indicates where pressures are likely to emerge on Sheffield's highway network, and identifies potential mitigation measures, including public transport and active travel improvements, which could be required in future years in order to maintain an effective transport network.</p> <p>These potential mitigation measures are set out in the draft Infrastructure Delivery Plan (submitted with the Local Plan for Examination) and will be delivered through a combination of developer contributions, CIL funding, and the Council's Capital Programme.</p> <p>Finally, I would like to highlight again that the Council's <a href="#">Transport Strategy (2019)</a> and <a href="#">Transport Vision (2024)</a> set out the shared transport ambitions and priorities for the city to 2035.</p> <p>Fundamentally, in answer to all of your questions, the Local Plan and our Transport Strategies will focus on a shift to more sustainable ways of travelling, not only to cut carbon emissions, but also to create safer, people friendly neighbourhoods and reduce congestion, facilitating more trips to be undertaken by more space efficient, sustainable modes.</p>
3	<p>Sam Wakeling, Sheffield Safe Streets Now</p> <p>We are part of communities in Sheffield who are no longer willing to accept the lethal danger in our streets every day. We want to enjoy our streets and get around our city without the fear of being injured or killed with motor vehicles. To walk to</p>	<p>Thank you for asking your questions. We welcome you joining with us to make the case for improved road safety.</p> <p>There is a lot to answer in your questions, and first I would like to highlight that in March this committee passed the Road Safety Action Plan. This plan outlines how Sheffield aims to tackle Road Safety in Sheffield and work towards our Vision Zero aims to eliminate all fatalities and injuries on our streets.</p>

school, to work, to see friends, even to get an unbroken night's sleep. Is this too much to ask?

We welcome this council recently adopting Vision Zero for ending road deaths, and a transport vision which emphasises safe streets. However, we can not see plans in place to achieve these goals. So across Sheffield our communities continue to be divided, torn apart and weighed down by traffic.

On 20 April, alongside people in cities around the UK, we held two demonstrations at locations which have long been highlighted for putting people at risk. In Walkley at Walkley Road/Walkley Lane, and Park Hill at Duke St. Bernard St and Talbot St. These were joined by both Green Party and Labour councillors, calling for urgent action. [See a 5 min video of demo: <https://youtu.be/ked2YmdubLg>]

We ask this committee: when will these streets be made safe? (The Park Hill junction has a budget allocated - when will this be put into place?)

And how can communities be involved in creating plans to make all streets in Sheffield safe?

As part of the national movement for Safe Streets Now we demand that Sheffield City Council:

- Establishes 'school streets' outside every viable primary school by 2030

This document is still being worked-up, but I will ensure that the standard version is sent to you.

Regarding some of the specific asks you have raised – let me be clear: I am a massive advocate of School Streets and road safety interventions, and this is why we are rolling out School Streets as fast, and as wide, as we can. This committee also took the decision to use a Clean Air Zone surplus income to form a Clean Air Investment fund, with one of the main beneficiary's being the school street programs. But of course we do not have an infinite resource to draw on. We must ensure that our funding is data led and of course public engagement is crucial to this. Have Your Say Sheffield is the digital engagement website for the Council, and Transport schemes routinely go through this platform to engage members of the public on proposed projects.

We also work with the Local Area Committees to discuss issues and gain insight into issues that residents identify. And local councillors raise issues on behalf of their constituents. I know that you have been working with Councillor Hunt and McClean on road safety improvements in Walkley.

We are making great strides with rolling out school streets and I am delighted we have already implemented School Streets at Carfield, Nether Edge, Greystones, Porter Croft, Anns Grove, Byron Wood, Hunters Bar, Athelstan, Westways, Bradway, Abbeyfield, Phillimore, Astrea and Bankwood.

Our team are planning and working with schools with the aim of providing every viable primary school with a School Street. In terms of timescales, this is completely dependent on the development of each School Streets, and the processes we must follow. This includes feasibility, design and implementation - some schools are easier to design and implement than others and we are finding that this can take some time. But we are working at

	<ul style="list-style-type: none"> <li>• Focus transport plans and delivery on safe pedestrian and cycle routes to all primary and secondary schools</li> <li>• Use existing road pricing powers (with exceptions including for disabled people, low income workers) to reduce excess driving and raise money for local street improvements</li> </ul>	<p>pace, and looking forward to continuing to deliver more School Streets as quickly as possible.</p> <p>Regarding your questions on safe pedestrian and cycle routes to all primary and secondary schools-</p> <p>I want to highlight that Modeshift Stars is the National Online Accreditation system for active travel in schools – and our team of three Active Travel Officers are currently working with 80 schools - 50 of which are accredited with an average of an additional 3 new schools accredited each term - to introduce travel plans that promote walking, wheeling, and cycling to schools.</p> <p>This is to encourage behavioural change and modal shift to reduce the reliance on the use of the car for short journeys to school, where this is appropriate. As well as promoting safer modal shift, our ModeshiftSTARS Officers help schools to run a variety of activities to try and highlight the dangers of inconsiderate parking outside schools. Including parking pledge schemes, posters, bollard covers and railing banners, and helping schools access community funding for extra physical measures such as bollards.</p> <p>The final part of your question relates to road pricing. We have no plans to introduce road pricing measures, such as a congestion charge in Sheffield and I do not think that they would gain widespread public support.</p>
4	<p>David Cronshaw,</p> <p>1. Can you provide an update on the pollution levels since the clean air zone has started and what were the pollution levels prior to the clean air zone starting?</p>	<p>A1. On 16th July the Council released communications updating the public on the annual Average NO2 levels across Sheffield in 2023.</p> <p>A link to this communication is here:  <a href="https://sheffnews.com/news/pollution-levels-across-sheffield-drop-following-the-launch-of-the-clean-air-zone">https://sheffnews.com/news/pollution-levels-across-sheffield-drop-following-the-launch-of-the-clean-air-zone</a></p>



However, I am more than happy go into further details. What is clear is that there has been a fantastic improvement in Air Quality since the Clean Air Zone was implemented.

Over a year on from the launch of Sheffield City Council's Clean Air Zone, annual average data for 2023 shows that the level of nitrogen dioxide (NO<sub>2</sub>) from road traffic pollution has fallen significantly across Sheffield.

Data collected as part of the Clean Air Zone shows that air pollution caused by vehicles has dropped right across the city, and we're seeing that more and more people and business are making the switch to cleaner vehicles.

Sheffield annual average data (Jan-Dec) for 2023 shows a pronounced reduction in NO<sub>2</sub> with an average reduction of 21% observed across the Sheffield Clean Air Plan area (local authority area) compared to 2022. The degree of reduction observed within the timescale is exceptional when compared to previous years.

- 100% of the monitoring locations within the CAZ area (Sheffield and Rotherham) have seen a reduction in NO<sub>2</sub> levels.
- Within the bus-gate area on Arundel Gate, NO<sub>2</sub> levels reduced by 27%. This location was not within legal limits in 2022, in 2023 it is within legal limits.
- At Arundel Gate interchange, north of the Bus Gate, NO<sub>2</sub> levels reduced by 14%. To put this in context, between 2019 to 2022 NO<sub>2</sub> levels at this location remained consistently high with a 4 ug/m<sup>3</sup> increase observed across the period, which equated to a 6% increase.

2. Also can you provide an update on Clean Air Zone Income and expenditure and what income has been received in fines?

It is a fantastic achievement and I want to pay huge credit and respect to all of those who have made the change in their vehicle to make our air cleaner. I know that since the previous government mandated the council to do this, it has been hard for taxis and businesses to make the change and we should all take pride in the improving air quality figures.

A2. In answer to your second question Clean Air Zone Income and expenditure, I think it important to remember that a lot of the income has been spent on setting the scheme up and administering it. This was part of the previous government's direction, which was also established in other cities in the UK. Income from the CAZ must be spent on running costs and on further measures to improve air quality.

The specific income is:

Financial year 1st of April 2023 to 31st March 2024  
 CAZ charges income – 2,184,960  
 PCN income – 5,806,351  
 Expenditure – 3,674,000

Given the income this is why we have established a Clean Air Investment Plan putting a million pounds to go even further to provide projects that will enable us to improve our air quality.

A key beneficiary of funding will be the School Streets programme, and projects aimed at improving cycling facilities and extending 20mph zones.

3. Also can you provide an update on Arundel Gate Income and expenditure that has been received in fines?

A3. Concerning the specifics on Arundel gate, it is difficult to split the expenditure just for Arundel gate costs so therefore total income/expenditure provided for all bus lane contraventions.

	<p>4. Also can you confirm what any excess income has been spent on re Clean Air Zone and Arundel Gate?</p>	<p>Financial year 1st of April 2023 to 31st of March 2024 –  Arundel gate income – 2,257,770  Total Bus lane income – 3,961,000  Total Bus Lane expenditure – 1,412,000</p> <p>A4. Regarding the use of any surplus income from CAZ and Arundel Gate,</p> <p>I mentioned it earlier, but it is worth stressing again that these funds have to be spent on improvements to local transport with the aim of further improving air quality. This is in line with Government regulations and guidance.</p> <p>So far, the projects include the expansion of School Streets, Modeshift Stars, Community and school cycle storage and 20mph part-time zones outside schools, which help to reduce traffic at key times during the school day and provide support to encourage pupils, staff and parents to adopt an active lifestyle by walking, cycling and wheeling to school as opposed to driving.</p> <p>Further work to explore the potential to invest in other environmental improvements, including green walls at schools, will also be undertaken as part of the development of the investment plan.</p>
5	<p>Graham Wroe, on behalf of the Safe Streets Now group in Manor Castle Ward.</p> <p>We welcome the Council adopting Vision Zero for ending road deaths, and a transport vision emphasising safe streets. However, we can not see plans in place to achieve these goals. So across Sheffield, our communities continue to be blighted by traffic.</p>	<p>Thank you for welcoming our Vision Zero Strategy and ambitious plans in the city. To meet the ambitious aims of Vision Zero we have put a Road Safety Action Plan in place. I have attached this for your information. As you will know, the Road Safety Action Plan was signed off by the Transport and Regeneration committee in March 2024, and our road safety team are busy delivering on this. I want to stress that the plan outlines numerous interventions ranging from education, engineering and enforcement that will be targeted to reduce those Killed or Seriously Injured in Sheffield (referred to as KSIs).</p>

On 20 April Safe Streets Now held two demonstrations at notorious junctions which have been highlighted for putting people at risk. In Walkley at Walkley Road Walkley Lane, and Park Hill at the Duke St/ Bernard St/Talbot St junction. These were joined by both Green Party and Labour councillors, calling for urgent action. [See my blog here

<https://telltthetruthsheffield.org/2024/04/22/resident-s-demand-safe-streets-in-park-hill-and-walkley/>]

We ask this committee, when will these streets be made safe? I gather the Park Hill junction has a budget allocated to it.

How much is this? What improvements will be made to make the junction safer for pedestrians? What consultation will there be about this? When will the work take place?

How can communities be involved in creating plans to make all streets in Sheffield safe?

As part of the national movement for Safe Streets Now we demand that Sheffield City Council:

- Establishes 'school streets' outside every viable primary school by 2030
- Focus their transport plans and delivery on safe pedestrian and cycle routes to all primary and secondary schools
- Use existing road pricing powers (with exceptions for disabled people, low-income

If we are going to significantly reduce the number of people killed and injured on our roads it is essential that we understand the key causes, locations, and influences on how, why, and where the risk and incidence of Road Traffic Collisions are currently occurring, and where our resources to address this should be prioritised. It is therefore essential that we have evidence-led approaches to inform our actions for the funding we have available. The limitations on our resources mean that we have to assess and prioritise locations for measures. The most important one of these relates to the prevention of collisions, particularly those recorded as serious or fatal. We analyse all the incident data we receive from our partners and using that data we prioritise our budget on schemes in those locations that have a history of previous collisions. Although we cannot know where the next collision may occur, it is more likely to happen at a location having a collision history than one with few or none. It is for this reason that we unfortunately cannot fulfil ever request made us.

Specifically, regarding your questions around School Streets, we have already delivered numerous School Streets and are continuing to deliver these across Sheffield. We are hoping to implement this on all viable Schools, as well as continue our ModeShift Stars programme to help enable young people to travel actively safer. We continue to deliver our 20's mph programme around Sheffield, and in addition to this funding was approved for a programme of advisory part-time 20mph speed limits outside schools by the Transport, Regeneration and Climate committee in March 2023.

This programme is a priority list of schools which are not already in 20mph speed limit areas or due to be in one. The advisory part time 20mph speed restrictions aim to reduce traffic speeds outside schools at the beginning and end of the school day when

	<p>workers etc) to reduce excess driving and raise money for local street improvements</p>	<p>there are high numbers of child pedestrians in the area. The first seven advisory 20mph limits have already been introduced and work is ongoing.</p> <p>Thank you again for taking the time to contact me, and I hope these answers are of assistance to you.</p>
6	<p>Dr Mike Smith and Lyndsey McLellan</p> <p>We would like an update on the report about the changes to the 20mph strategy: Originally this was supposed to be finished in March, is there a new deadline?</p> <p>Thanks to officers for the reply about the report; however, I was a bit concerned that the only external resource being used was the (out of date) DfT guidance and those involved in drafting were not speaking to experts from academia or officers etc from councils that have implemented similar changes. As a remedy I got in touch with Professor Adrian Davis (at Napier University, who oversaw and designed the Bristol 20mph deployment, and has been involved in several others across the UK) and Paul Fermer (Director of Highways and Operations, Oxfordshire County Council; Paul was the key officer involved in their 20mph strategy). Both are willing to meet online with relevant officers and councillors here in Sheffield: however only one councillor has got back to me with dates she is free to meet. Would it be possible for key officers and/or councillors to meet with these experts to help in the preparation of the report. I'm</p>	<p>Thank you for your question about the 20mph policy. Sheffield City Council officers are reviewing our policy fully, including talking with other local authorities and professionals in the field. We will include the reviewed 20mph policy in one of the upcoming autumn Transport and Regeneration Committees, and it will be at this point feedback and questions will be taken from the committee and the public. Although I have been in touch with you Mike, separately today to ask for your input.</p>

worried that the report will instead largely defend the status-quo rather than use up-to-date evidence or follow best practice.

A final reminder: over 300 people are seriously injured or killed on Sheffield's roads each year. The impact of sign-only 20mph areas in other cities has resulted in roughly 20% reductions when used on quieter roads and around 40%, when arterial roads are included[1]. This equates in Sheffield, to saving one or two people each week from being seriously injured or killed if we decided to widen the 20mph areas to include main roads. (The other benefits of a nicer city, with less noise pollution etc shouldn't be forgotten!)

Sorry I won't be able to attend in person to ask this question, but I look forward to watching the discussion afterwards online.

[1][https://www.20splenty.org/20mph\\_casualty\\_reduction](https://www.20splenty.org/20mph_casualty_reduction)