

## **Active Neighbourhood FAQs**

### **GENERAL**

#### **What are you hoping to achieve through this scheme?**

An Active Neighbourhood aims to provide a safer and quieter environment for local residents and businesses to enjoy. By making changes, the neighbourhood could become more attractive to live and get around. We hope that the Active Neighbourhoods helps encourage people to consider how they travel, especially for shorter journeys as a significant percentage of journeys made by car are less than 3km. While we appreciate some will need to travel by car, we want to help enable active travel choices for those who have an option.

#### **Why are you creating the Active Neighbourhood when there are other services that need funding?**

The funding we received is from the Government's Department for Transport through the Active Travel Fund. The funding is ring fenced for the Active Neighbourhoods; this means it can only be spent on these schemes. No budget is required from Sheffield City Council.

### **CONSULTATION**

#### **When were the plans for the Active Neighbourhood consulted on?**

Initial consultation took place through the summer and autumn of 2021. We wanted to get an idea of the type of scheme residents and businesses in the area would want to see. The consultation provided us with some very useful suggestions. Feedback resulted in; improved crossing points on roads at the edge of the scheme, identifying the roads which residents felt most problematic in their area, as well as confirming the desire to take out through traffic and reduce the speed of traffic.

#### **A full report on the consultation can be found on the [Connecting Sheffield website](#).**

Following on from the initial consultation we drew up proposals which you can view on our webpages. We now move into the next phase of consultation which is trying out the measures on a trial basis. We will be asking for feedback over the next six months. During the trial, changes may be considered to improve the effectiveness of the scheme for those living and working in the area.

At the end of the six months all feedback will be reviewed along with data gathered. At this point a recommendation will be made as to whether to remove all, make changes to, or keep the interventions as they are. The interventions will remain in place until a decision on the next steps are made.

#### **This feels like it's a done deal is that the case?**

Not at all. We appreciate that we may not have got this right first time, the idea of the Experimental Traffic Order (ETRO) is to allow us to monitor the impact and make changes as necessary or remove completely if that is what is required.

### **Can we suggest changes to some of the restrictions?**

Yes. During the trial, changes may be considered to improve the effectiveness of the scheme for those living and working in the area.

### **The trial is running through the summer, what about when the weather changes and there are wintery conditions?**

The changes made to the ETRO in June 2022 mean the period for objections or comments on the scheme is extended to December 2022 and so we are likely to see the effects of the change in seasons. Sheffield is hilly and it makes travel more difficult in extreme weather conditions. We hope that people would always choose to travel only when absolutely necessary – and safe to do so – in these circumstances. We have already received a number of comments about routes people choose to use in the Active Neighbourhood areas when there is snow or ice. This is helpful information, and we will review this – along with other feedback - during the trial. We are already in the process of planning alternative options to the existing scheme and plan to involve local communities once these options are more developed. The public Q&A drop in sessions in June and July will provide an opportunity to discuss these concerns and help to inform the development of potential alternatives.

### **So what will happen in late December 2022?**

The scheme will stay in place until a decision is made at a Council committee meeting as to whether to keep some, all, or none of it. Your feedback will input into this decision-making process.

## **ACCESS**

### **Will this scheme reduce the amount of parking spaces?**

The scheme has been designed to have minimal impact on parking, some parking at junctions may be affected. Keeping junctions free of parked cars helps traffic flow, helps drivers see oncoming traffic, and benefits pedestrians when crossing.

### **Why do I have to drive further to get to and from my home?**

Access to your property will be maintained. This is a consequence of trying to discourage 'through traffic'. In essence we hope the journey you take will not be impacted upon too much and the benefits you see will outweigh the negatives. For shorter journeys we would hope this encourages people to travel actively, where possible. We do recognise that active travel is not possible for everyone.

### **Will this not push traffic onto neighbouring roads?**

Evidence from other Active Neighbourhoods (or Low Traffic Neighbourhoods) around the country suggests this doesn't happen in the numbers people expect, and traffic levels drop within the area and don't change on bordering roads. This does take a few weeks to settle down, and it will be monitored throughout.

**School Road is already very busy, doesn't this scheme make the problem worse particularly at the junction with Crookes?**

We are aware of existing issues that sit directly outside this scheme, including this one. We are currently looking at how we can help ease traffic in this area and we will share our plans once they are available.

**Have you considered access for larger vehicles?**

Yes, all routes have been 'tracked' but what we cannot take into account is parking that may prevent larger vehicles from the access they need. Some additional waiting restrictions (double yellow lines) will be included at junctions and turning points, but these have been minimised as much as possible to limit the impact to on-street parking.

**Some of the through routes are now convoluted, is that the aim?**

An Active Neighbourhood aims to provide a safer and quieter environment for local residents and businesses so some routes will be more convoluted. More direct routes can encourage through traffic – one issue that we were trying to resolve. For shorter journeys we hope that residents will consider their transport options given walking and cycling routes will be shorter than driving.

**Could you not have made more use of one way instead of full closures?**

A variety of measures are being used in the area and some of these will affect direct access more than others. Closures have been selected at key points to reduce or remove the attractiveness of the route in either direction by non-local traffic. One-way sections within the Active Neighbourhood further support these closures.

**Will you be removing some of the double yellow lines that now seem unnecessary?**

No, not while the trial is taking place, any permanent change will come after the 6-month trial. At the end of the trial we will reassess all restrictions in the area including those that may have no purpose as a result.

**Have the emergency services been consulted?**

The emergency services have been consulted through the Experimental Traffic Regulation Order (ETRO) process, and they have received a follow up email to ensure that the correct people within each organisation have read and understood the implications of the scheme. The police are particularly interested in this scheme and will be closely monitoring the Crookes trial as evidence from other areas of the country suggest implementation of measures such as these reduces crime in the area.

**SCHOOL STREET**

**I live in a proposed school street how will I be able to get to and from my home?**

Residents within the school street will get a permit which will allow them in and out of the school street during operational times. That said, we would like to keep those movements to a minimum. As you would anticipate, you would be expected to travel slowly within the school street operational times.

**Will this not make parents drop off in a different location?**

We anticipate some parents will move further away to drop off but that will disperse the traffic, furthermore evidence suggests from Sheffield trials that some parents start to change the way they travel to drop their children off.

**Will I be able to receive deliveries during these periods?**

Yes, exemptions will apply for certain vehicles and activities such as postal or goods deliveries.

**OTHER INITIATIVES**

**Why can you not improve public transport?**

When we receive funding for schemes such as this from the government there are strict criteria, unfortunately we are not able to spend this funding on improving public transport.

**What we need is a permit parking scheme**

Unfortunately, the funding for this scheme does not allow for permit parking schemes. We will be monitoring parking throughout the trial to assess if a permit scheme would be beneficial to the area.

**The area needs to be bigger**

As this is a first trial, we wanted to keep the area tackled relatively small, and keep interventions to a minimum. There will be future opportunities to expand if the trial is successful.

**The existing restrictions / speed limits should be enforced first.**

Currently we do not have the relevant powers to enforce speeds and rely on an overstretched police force. We hope these measures, at the very least, tackle speeding issues. Where there are existing yellow lines, please call 0114 273 4567 to request additional enforcement.

**IMPLEMENTATION**

**Changes to the scheme in June 2022**

After the initial installation of some of the measures, a number of changes were made to address practical issues relating to access that came to light through the feedback received.

This required changes to the ETRO and so an Amendment Order was made on 23<sup>rd</sup> June.

The amendments include:

- A change of direction for the Springvale Road/ Cobden View Road Prohibition of Driving (diagonal traffic filter) to accommodate easier access for larger vehicles accessing businesses in the area.
- A change to the Prohibition of Driving restriction on Highton Street so that the traffic filter (planters) is now located away from the Orchard Road junction. This is to allow the supermarket delivery vehicle to be able to access the ASDA store.
- Some additional double yellow lines on some of the approaches and exits from the Cobden View Road and Western Road junctions with Springvale Road to further assist with access, better visibility and space to pass at the diagonal traffic filters. These are short extensions, effectively one car length.
- Inclusion of daytime Mon-Fri 9am-5pm single yellow lines on Western Road outside a business that needs access for large delivery vehicles. This should assist with loading and unloading activities being able to take place at the kerb side and will prevent the road from being blocked. The restriction is likely to reduce on street parking by two spaces during the hours of operation as much of the area to be restricted is currently marked with a white 'H' marking across the business access as a reminder to drivers to keep that area clear of parked vehicles.

#### **Why is it taking so long to put the scheme in?**

We prioritised the school street so that it had enough time to bed in before the end of term. The crossing work took longer than expected as there was a significant lead in time to obtain the signals/lights. Work on the Crookes crossings are ongoing and should be completed by 30<sup>th</sup> June 2022. We will continue to work to deliver the scheme as quick as we can, but parking pressures on some streets are adding complexities to implementing parts of the scheme

Proposals for Nether Edge Road and Union Road are on hold while we undertake more work to ensure access for larger vehicles can be maintained. This will also give us the opportunity to assess the impact of closing Archer Lane.

#### **Will you be making any more changes to the scheme?**

We have made a couple of changes, and this has delayed implementation slightly while we undertake some additional work. Changes will only be made if a fundamental safety or access issue arises.