

## ***Sheaf Valley Cycle Route – Frequently Asked Questions***

### **GENERAL**

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

We hope that this scheme will give people confidence to travel between the city centre and Woodseats by cycle and will improve the local environment for walking and for anyone who may have mobility issues. These measures will form part of wider plan for the city to help people chose to move around actively or use public transport wherever possible. This is something we all need to think about for the environment, our city and our own health.

#### **Why are we improving cycling along this route? What about other areas of the city?**

The funding for the Active Travel Fund is money provided by the government to improve walking and cycling routes as part of long-term plans to promote active travel. The Sheaf Valley is an area where research shows people are more likely to start cycling if we make improvements to (and build on) the route that is already used. We will look at other areas of the city as more funding become available.

### **CONSULTATION**

#### **When were the plans for the Sheaf Valley Cycle Route consulted on?**

Initial consultation took place through the Summer and Autumn of 2021. A full report on the consultation can be found on the Connecting Sheffield website. We are now moving into the next phase of consultation through the Experimental Traffic Regulation Order (ETRO) and the Traffic Regulation Order (TRO).

#### **What is the difference between an ETRO and a TRO?**

The ETRO enables trying out the measures on a trial basis. We will be asking for feedback over the next 6 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 6 months feedback will be reviewed along with other data gathered and a recommendation will be made as to whether to remove, make changes to, or keep, the measures as they are. The measures will remain in place until a decision on the next steps are made.

A TRO is a legal process where a change is advertised for a certain period of time, normally two weeks, during which time comments and concerns can be highlights and reviewed. Changes advertised under a TRO are made on a permanent basis.

#### **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. On Asline Road and Shoreham Street, where the Traffic Regulation Order (TRO) is advertised, there is still a period of consultation so that people can

feedback their comments and concerns. These will be reviewed, and the changes will be made if needed/required.

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

Yes. During the trial where the ETRO is advertised changes may be considered to improve the effectiveness of the scheme for those living and working in the area. However, the measures will remain in place until a decision on the next steps are made. Therefore, we will still welcome comments beyond the end of September even though they may not be included in the formal ETRO report.

Where the TRO is advertised for Asline Road and Shoreham Street, once the changes have been made they cannot be removed. Concerns should be raised during the consultation period of the TRO.

**ACCESS**

**What if I can't get to my home/business/place of work?**

Access to your property/business/place of work will be maintained. The scheme aims to discourage 'through traffic', but we hope the journey you take will not be impacted upon too much.

**Will this not push traffic onto nearby roads?**

Evidence suggests that this doesn't happen in the numbers people expect, and that traffic levels drop within the area and don't change on parallel roads. This may increase in the first weeks but is expected to settle down and will be monitored throughout.

As part of the Connecting Sheffield initiative, we want to direct traffic to the routes that are intended for motor vehicles creating better and safer routes for walking and cycling.

**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.