



Report to Policy Committee

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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.

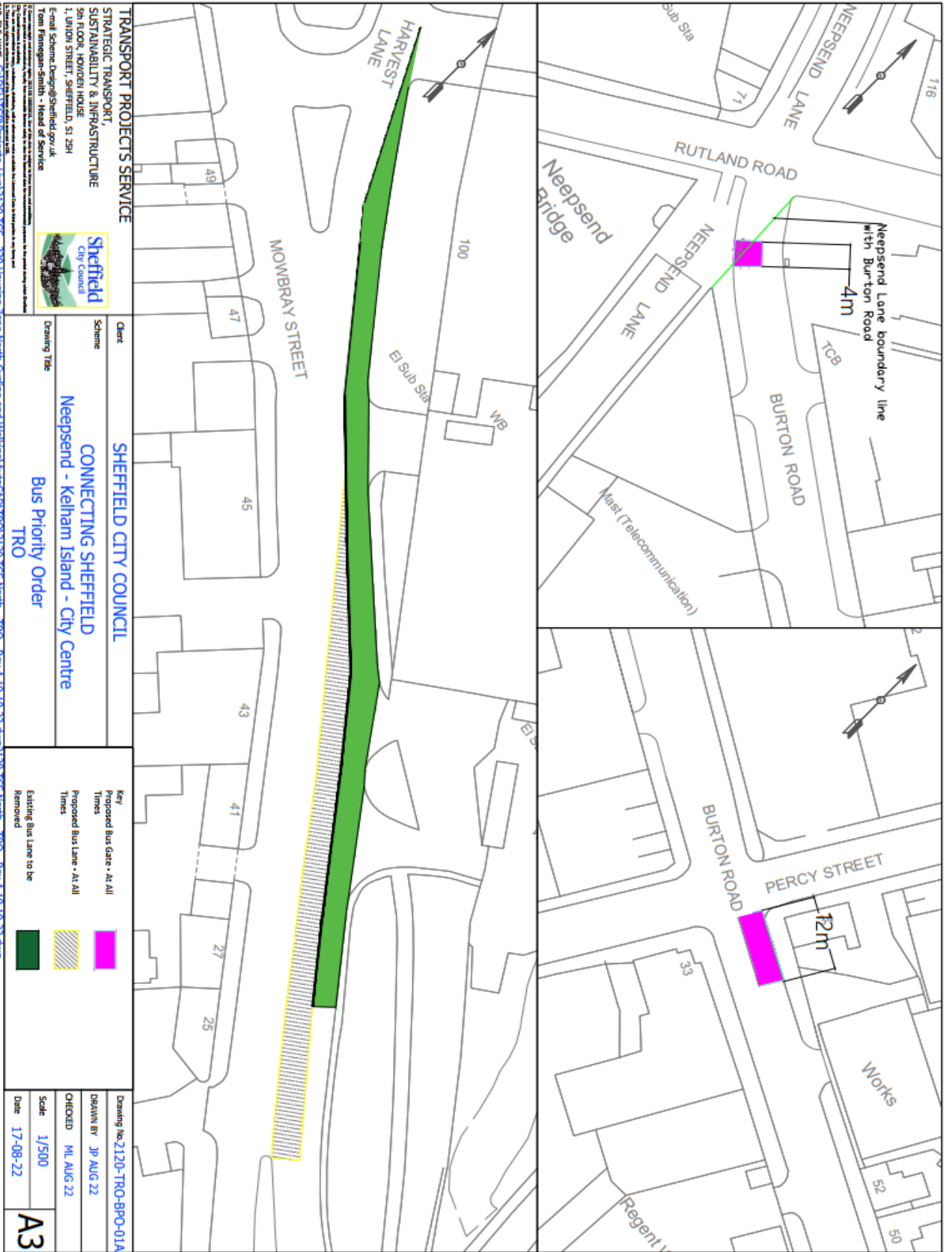
The proposed TRO is required in order to deliver the scheme and meet the above aims.

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.

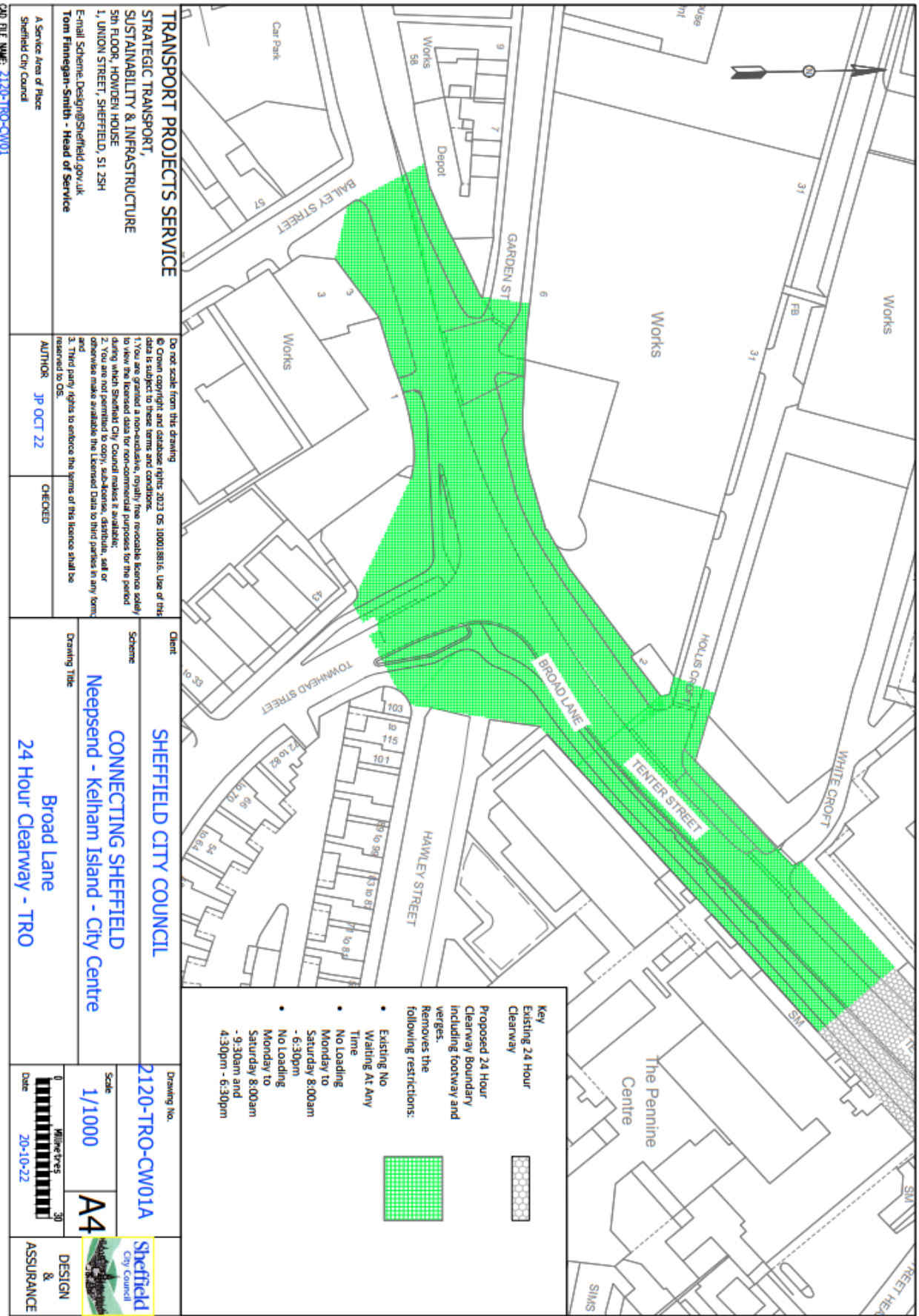
- Note that a further, separate will be promoted on Paradise Street and Silver Street to improve access to a business on Paradise Street. Inform all objectors accordingly.

Appendix A: Connecting Sheffield Neepsend - Kelham Island - City Centre Traffic Regulation Order



00 FILE NAME: G:\DELIVERY\Projects_Live\2120 TCF - 330 Housing Zone North Scaffing and Walkway\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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Client	SHEFFIELD CITY COUNCIL		
Scheme	CONNECTING SHEFFIELD Neepsend - Kelham Island - City Centre		
Drawing Title	Bus Priority Order TRO		
Key	Proposed Bus Gate - At All Times	Proposed Bus Lane - At All Times	Existing Bus Lane to be Removed
Drawing No	Z120-TR0-BPO-01A		
DRAWN BY	JP AUG 22		
CHECKED	ML AUG 22		
Scale	1/500		
Date	17-08-22		
			A3



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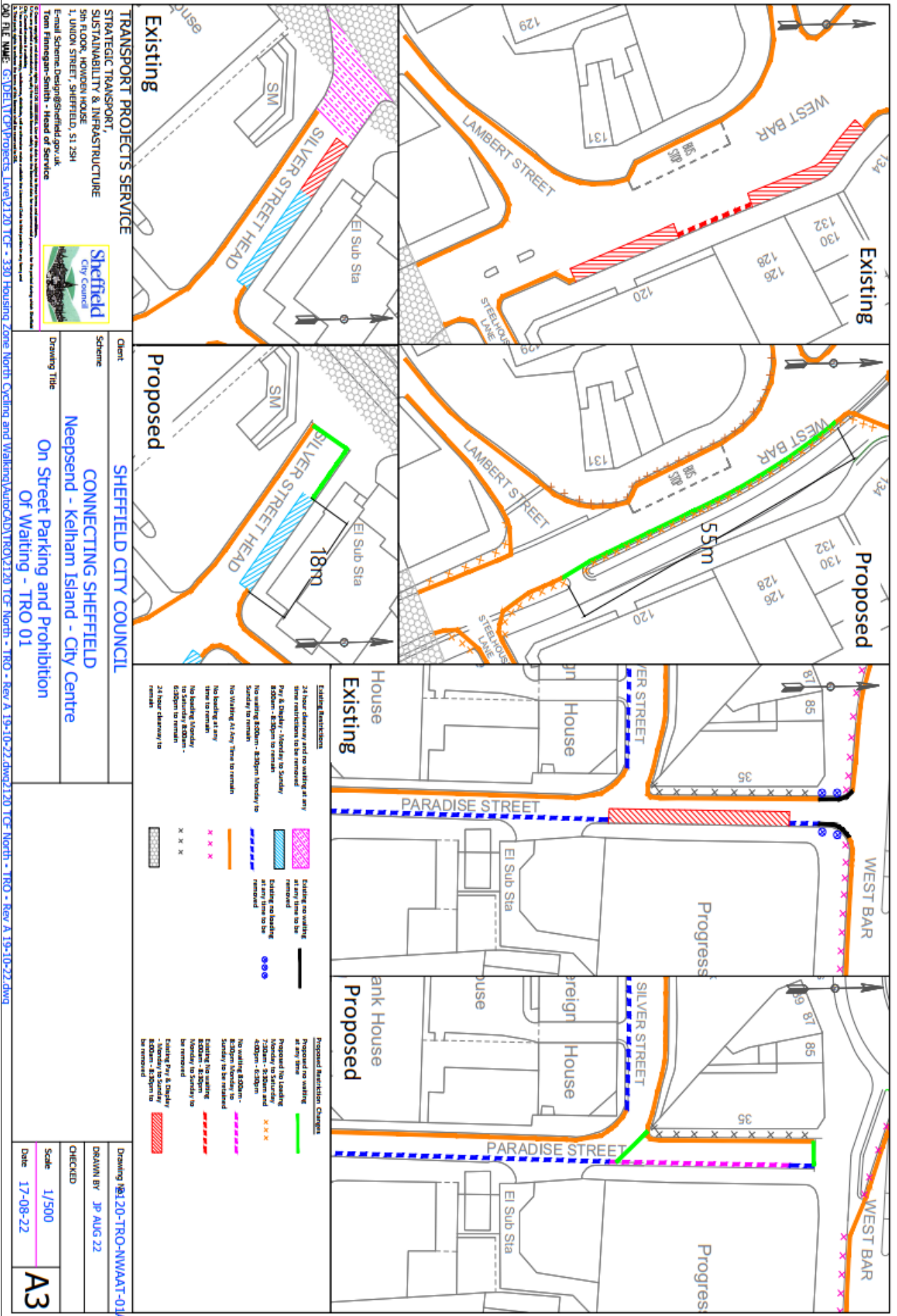
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AUTHOR: JP OCT 22
 CHECKED:

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

130

132

128

120

STEELCOVE LANE

Proposed

LAMBERT STREET

WEST BAR

129

131

130

132

128

120

STEELCOVE LANE

55m

Existing

WEST BAR

134

130

132

128

120

85

87

35

Proposed

WEST BAR

134

130

132

128

120

85

87

35

Existing

House

House

House

EL Sub Sta

PARADISE STREET

SILVER STREET

WEST BAR

85

87

35

Proposed

Bank House

Foreign House

House

EL Sub Sta

PARADISE STREET

SILVER STREET

WEST BAR

85

87

35

Existing Restrictions	Proposed Restrictions - Changes
2/1 hour sleeping and no walking at any time restrictions to be removed	Proposed no walking at any time
Any & Single - Monday to Sunday	Proposed no walking 7:30am - 8:30am and 4:00pm - 8:30pm
Building not building at any time to be removed	No walking 8:00pm - 8:30pm Monday to Sunday to be retained
No walking 8:00pm - 8:30pm Monday to Sunday to remain	Facility no walking 8:00pm - 8:30pm Monday to Sunday to be removed
No walking At Any Time to remain	Facility no walking 8:00pm - 8:30pm Monday to Sunday to be retained
No building at any time to remain	Facility no walking 8:00pm - 8:30pm Monday to Sunday to be removed
No building 8:00pm - 8:30pm to remain	Facility no walking 8:00pm - 8:30pm Monday to Sunday to be retained
2/1 hour delivery to remain	Facility no walking 8:00pm - 8:30pm Monday to Sunday to be removed

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E-mail: Scheme.Design@sheffield.gov.uk

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**

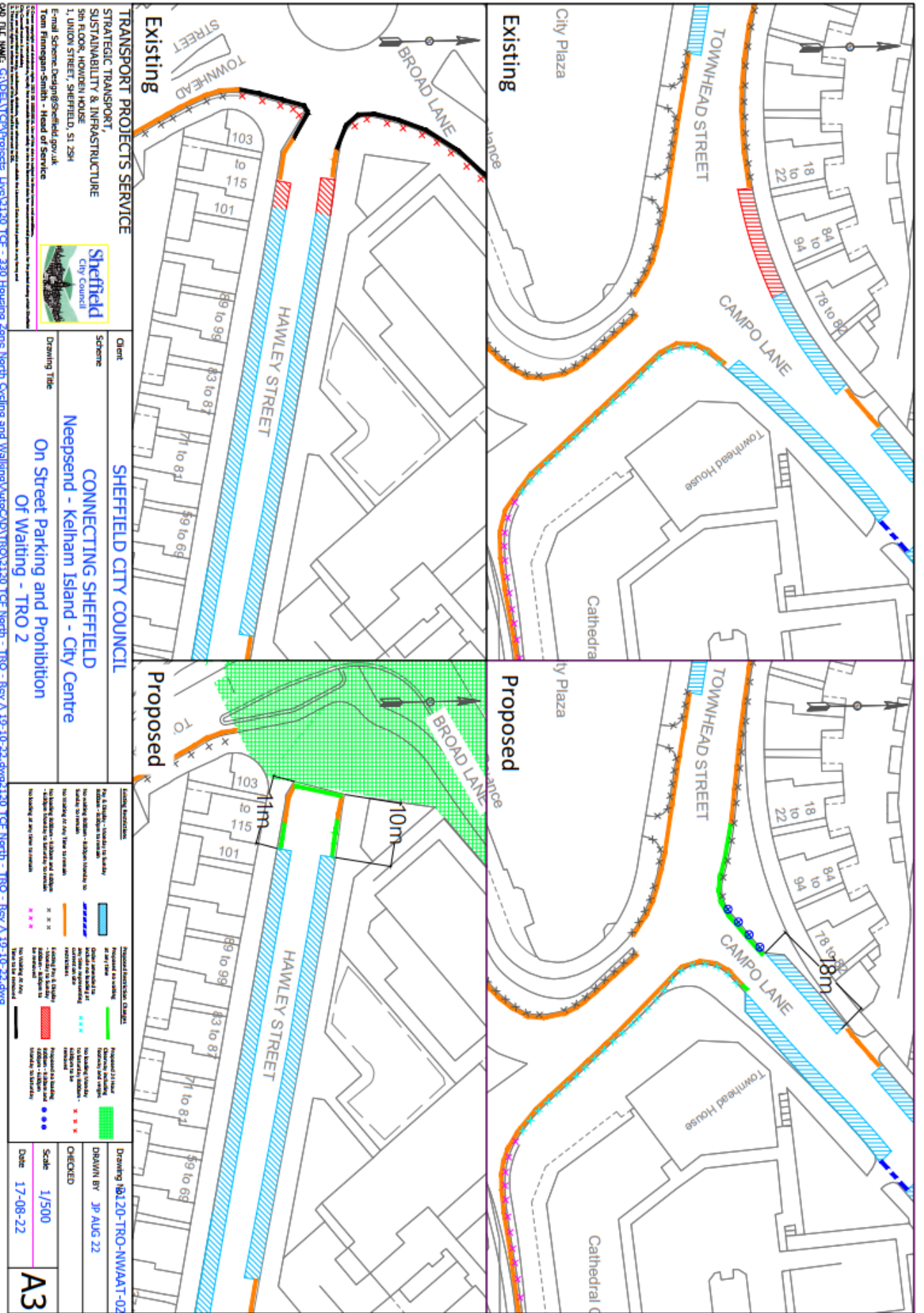
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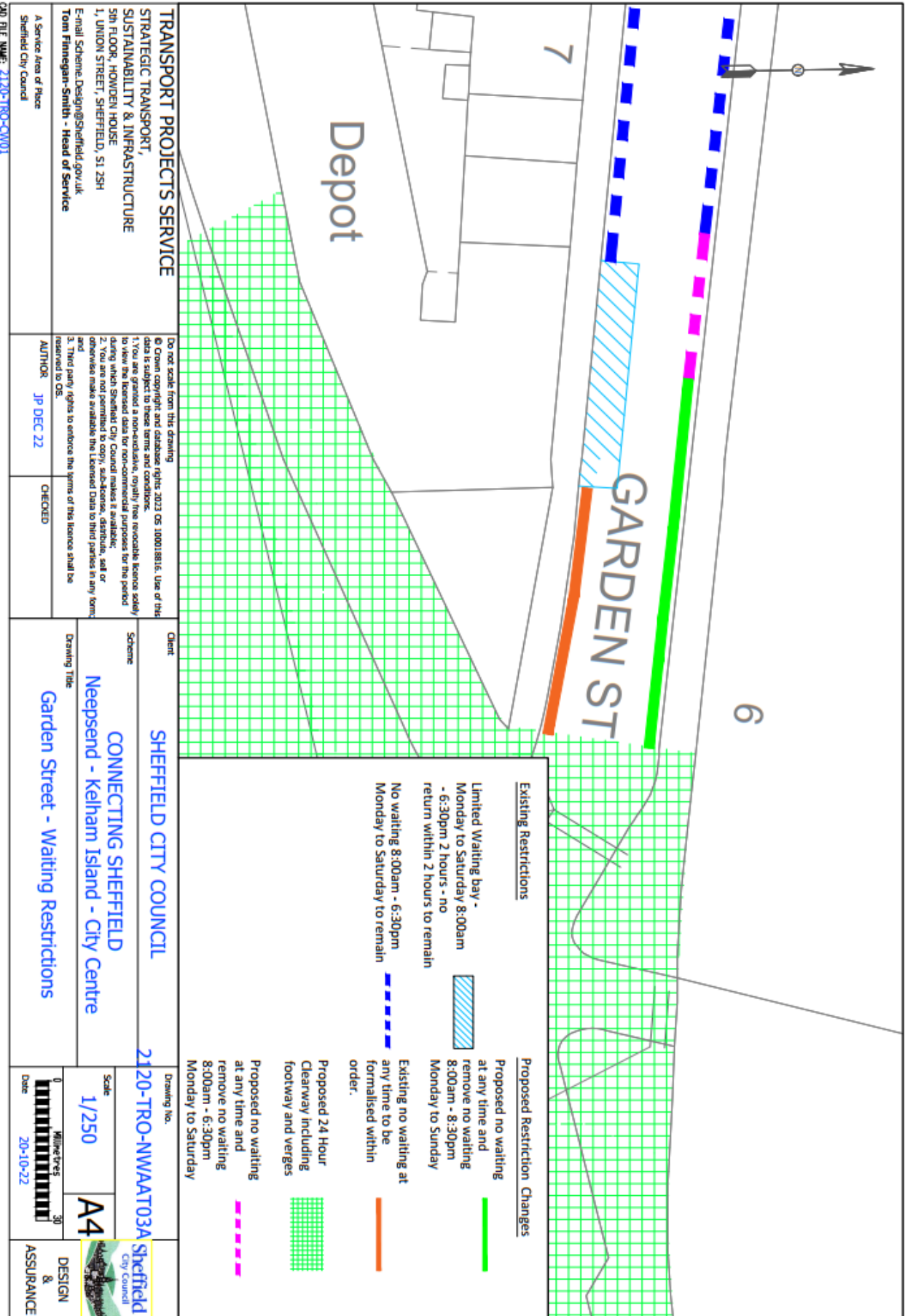
Scale: **1/500**

Date: **17-08-22**

A3

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 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
 Date: 20-10-22

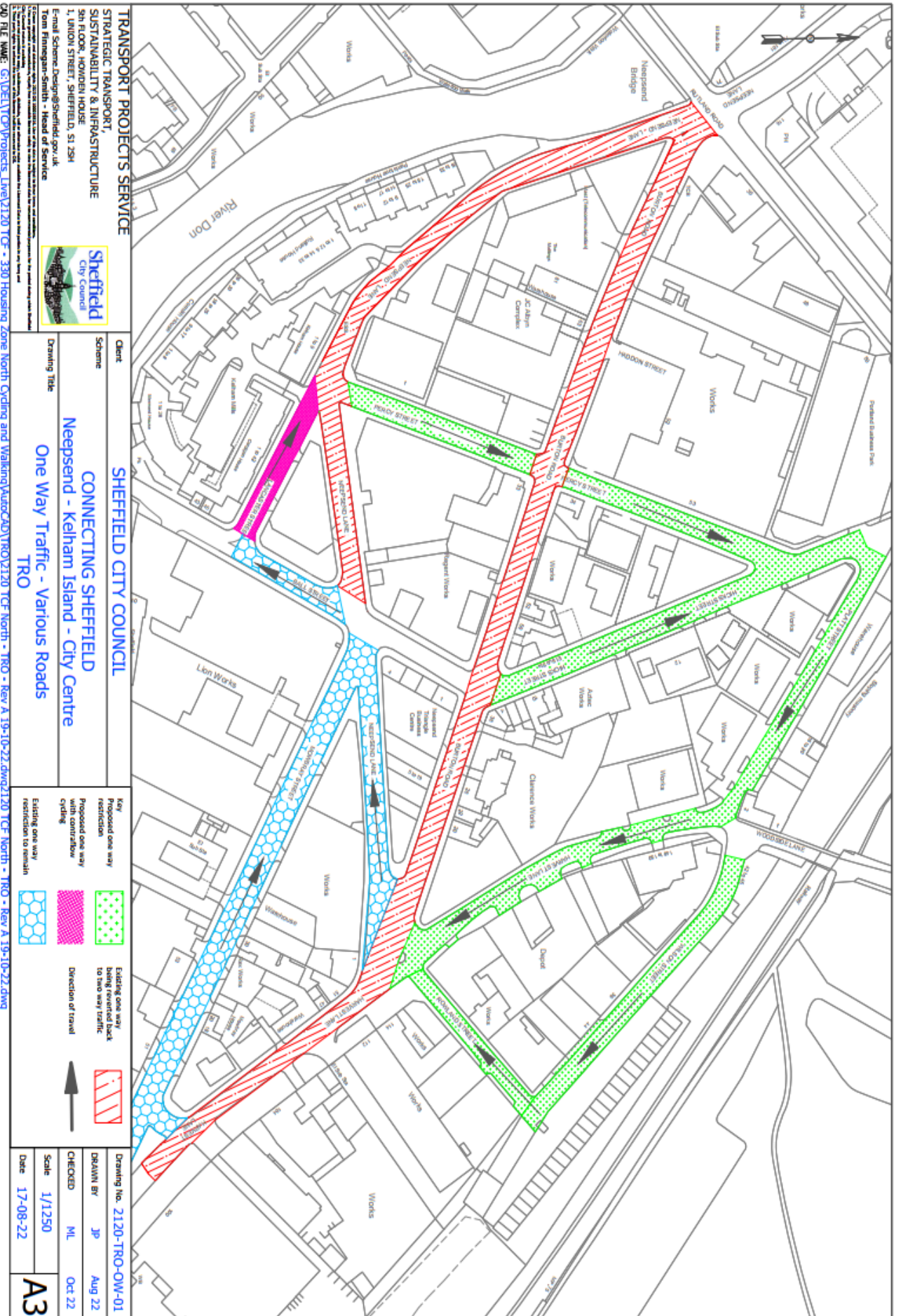
DESIGN & ASSURANCE

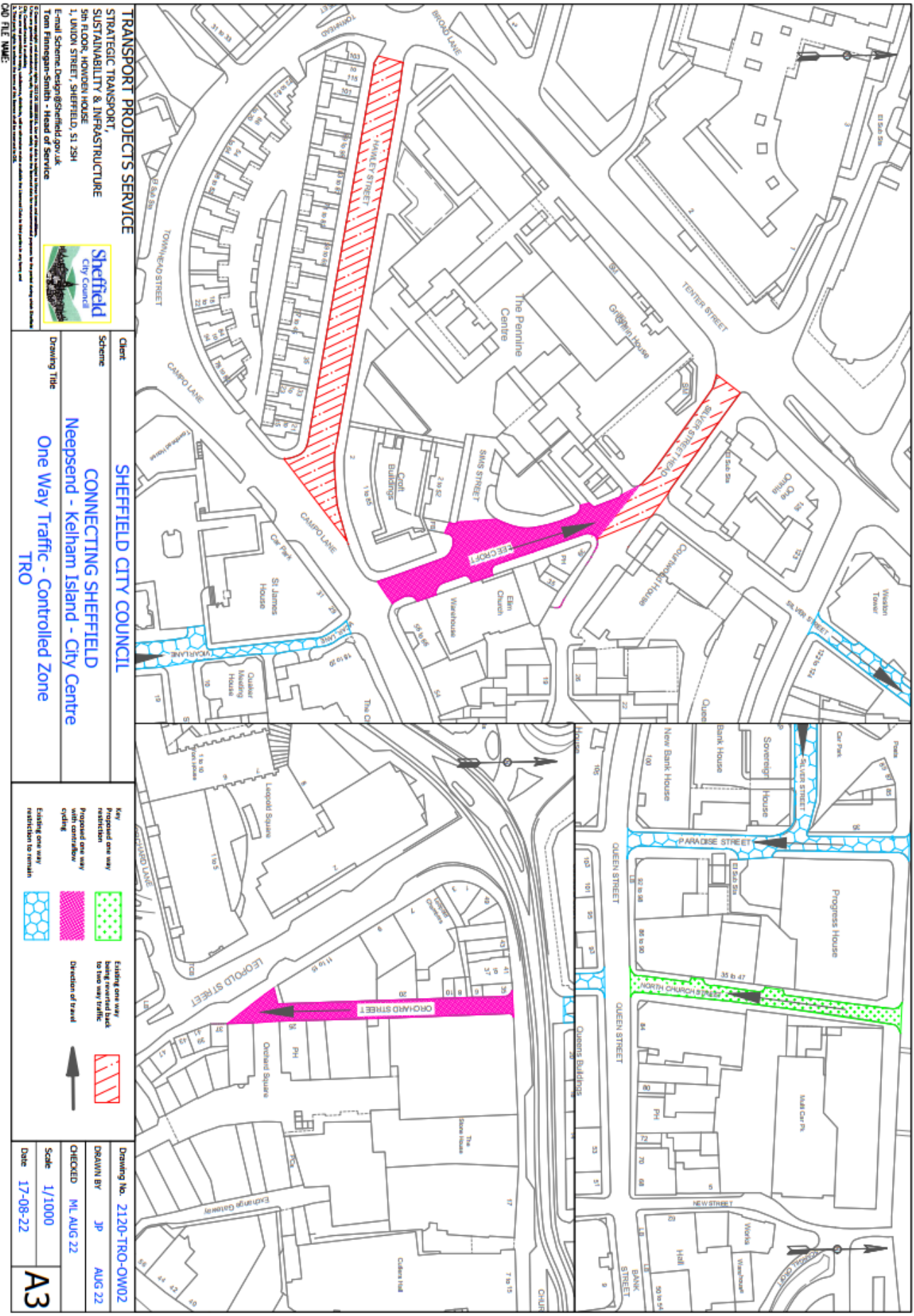
Existing Restrictions

- 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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Client
SHEFFIELD CITY COUNCIL

Scheme
CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
 One Way Traffic - Controlled Zone
 TR0

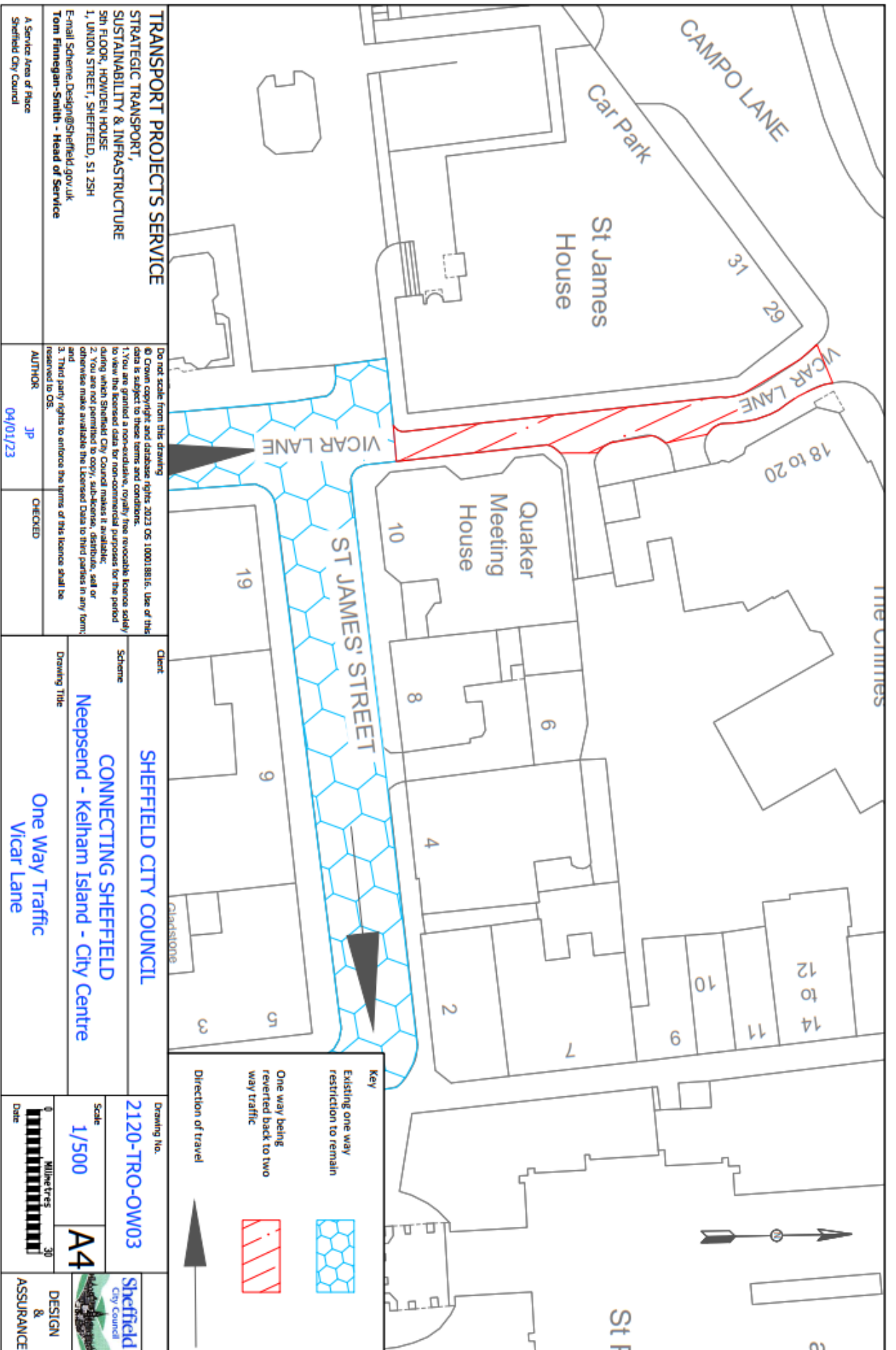
Key

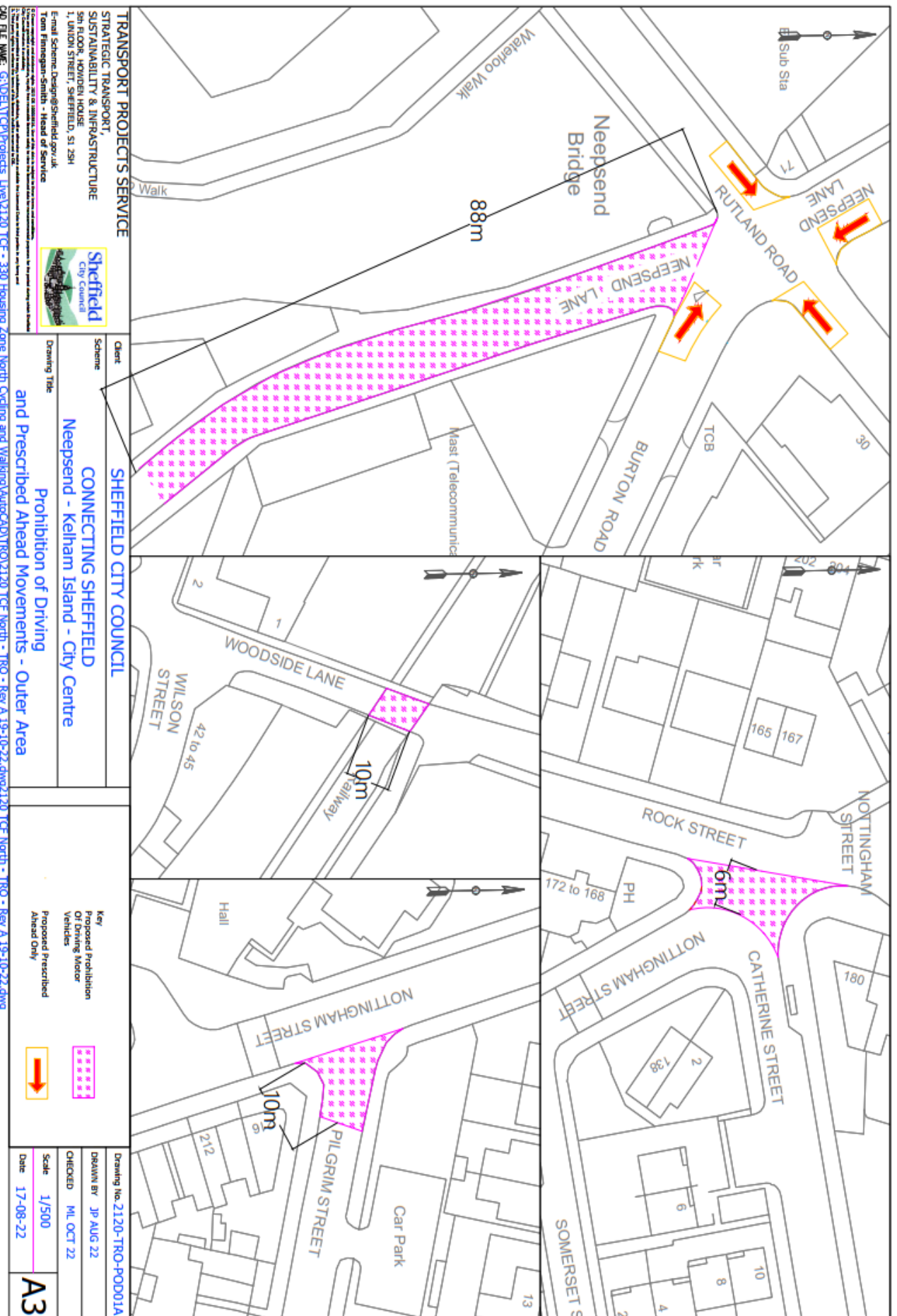
	Proposed one way restriction		Existing one way being covered back to two way traffic
	Proposed one way with contraflow cycling		Direction of travel
	Existing one way restriction to remain		

Drawing No. 2120-TR0-OW02
DRAWN BY JP AUG 22
CHECKED ML AUG 22

Scale 1/1000
Date 17-08-22

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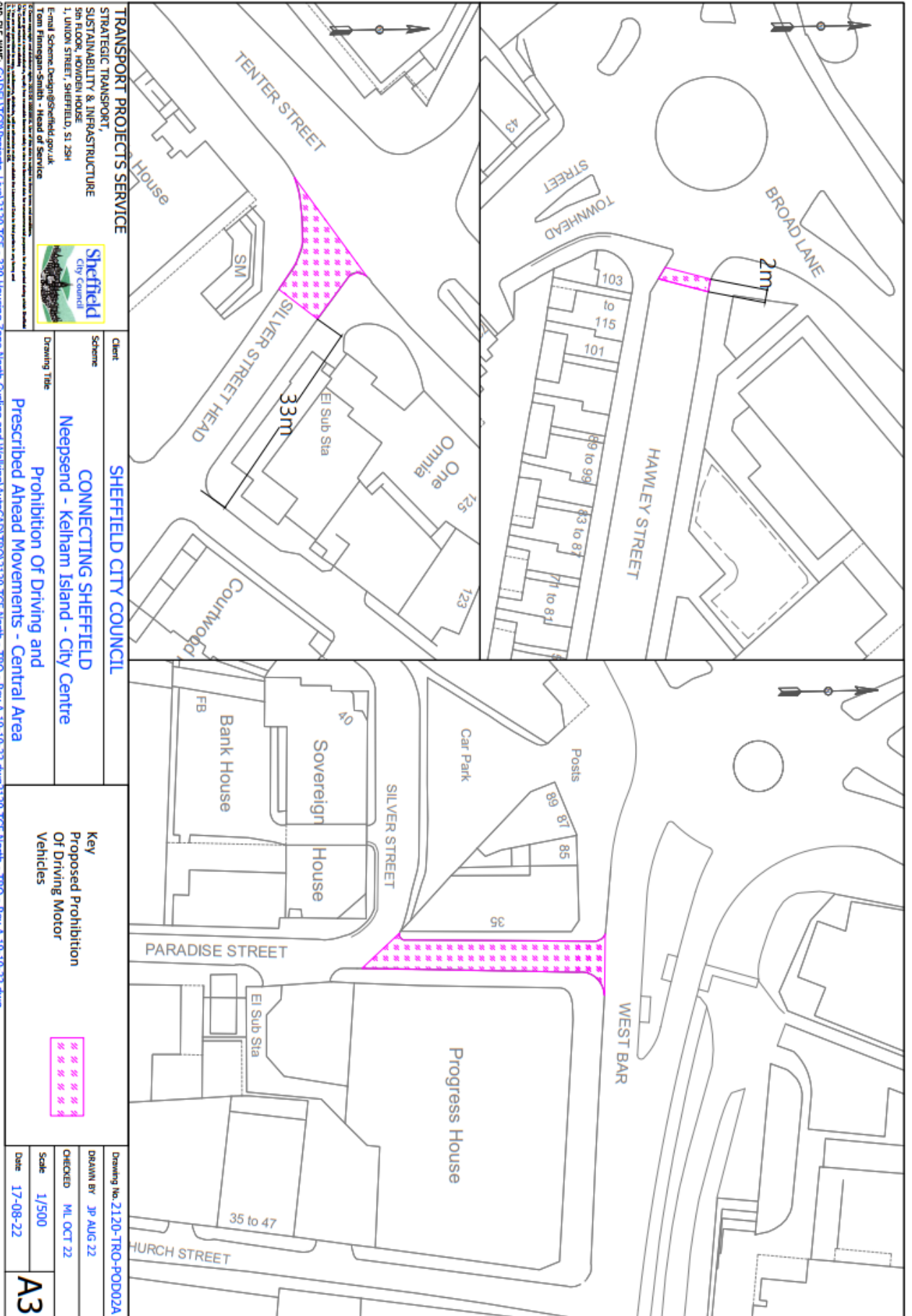


Client: SHEFFIELD CITY COUNCIL
 Scheme: CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
 Drawing Title: Prohibition of Driving
 and Prescribed Ahead Movements - Outer Area

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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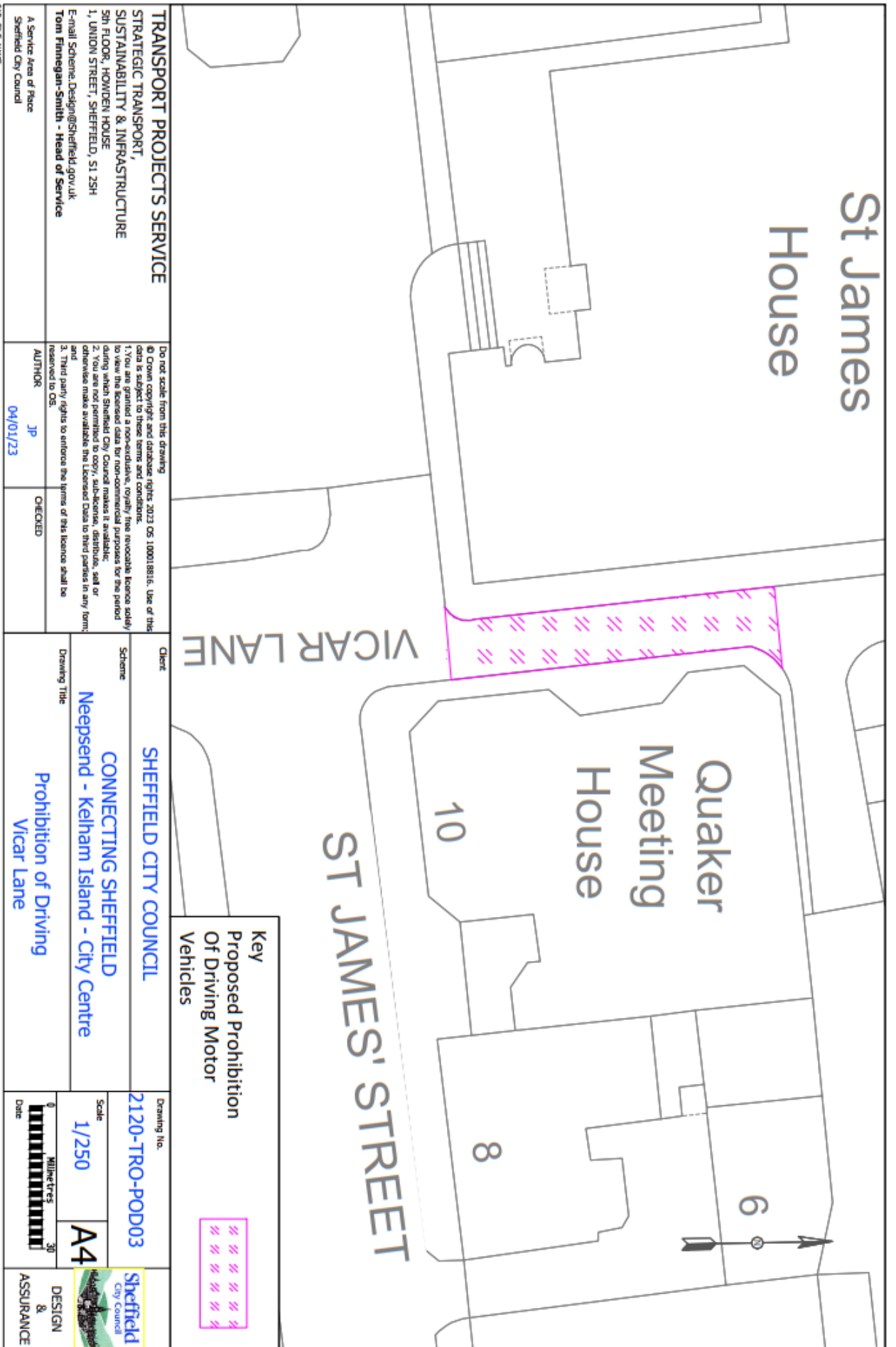


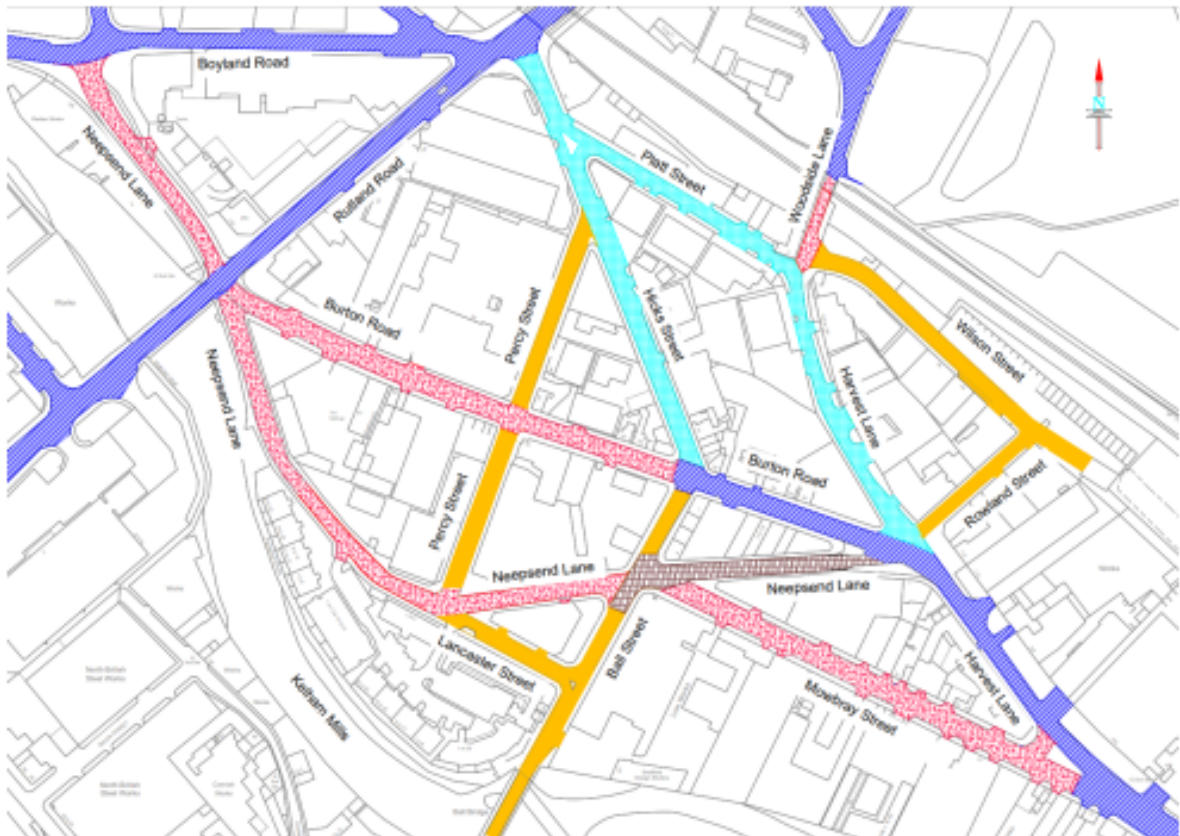
Client SHEFFIELD CITY COUNCIL
Scheme CONNECTING SHEFFIELD
 Neepsend - Kelham Island - City Centre
Drawing Title Prohibition Of Driving and
 Prescribed Ahead Movements - Central Area

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
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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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