Report to Policy Committee

Author/Lead Officer of Report: *David Whitley, Transport Schemes Manager*

Tel: 0114 205 3804

Report of:	*Executive Director of City Futures*
Report to:	*Transport, Regeneration and Climate Policy Committee*
Date of Decision:	*20th September 2023*
Subject:	*Report of objections to the Connecting Sheffield Nether Edge Active Neighbourhood Experimental Traffic Order*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	x	No	
If YES, what EIA reference number has it been given? *(2146)*				
Has appropriate consultation taken place?	Yes	x	No	
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	x	No	
Does the report contain confidential or exempt information?	Yes		No	x
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:

This report sets out an analysis of the effect of the implementation of an Experimental Traffic Order (ETO) in Nether Edge, including the results of formal consultation, along with feedback received pre and post formal consultation.

The consultation has sought the views of residents, visitors to the area, businesses, local groups, institutions, and statutory groups to inform a decision on whether or not the Council wishes to progress towards making the changes permanent or not.

Recommendations:

1) Note the assessment of the impacts of the Experimental Traffic Order (ETO) layout;

2) Consider the results of the formal consultation, and feedback received post formal consultation;

3) Approve progressing with making the implemented ETO (prohibition of motor vehicles on part of Archer Lane and waiting restrictions to facilitate pedestrian crossings) permanent by making a TRO that reproduces and continues the provisions of the ETO;

4) Authorise officers to carry out further design work and engagement to identify appropriate permanent options and report back to a future meeting; and

5) Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly;

Background Papers:

Appendix A: Nether Edge Experimental Traffic Order
Appendix B: Nether Edge Active Neighbourhoods data pack
Appendix C: Nether Edge Initial consultation report (2021)
Appendix D: Nether Edge ETO consultation Report (2023)
Appendix E: Formal Objections Received (2022)
Appendix F: 12 months on - Sampled Perception Survey Report (2023)
Appendix G: 12 months on - Commonplace Perception Survey Report (2023)

<table>
<tr><td colspan="3">Lead Officer to complete:</td></tr>
<tr><td rowspan="4">1</td><td rowspan="4">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.</td><td>Finance: Damian Watkinson</td></tr>
<tr><td>Legal: Richard Cannon</td></tr>
<tr><td>Equalities & Consultation: Ed Sexton</td></tr>
<tr><td>Climate: Within service</td></tr>
<tr><td></td><td colspan="2">Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</td></tr>
<tr><td>2</td><td>SLB member who approved submission:</td><td>Kate Martin</td></tr>
<tr><td>3</td><td>Committee Chair consulted:</td><td>Ben Miskell</td></tr>
<tr><td rowspan="3">4</td><td colspan="2">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.</td></tr>
<tr><td>Lead Officer Name:
David Whitley</td><td>Job Title:
Transport Schemes Manager</td></tr>
<tr><td colspan="2">Date: 20th September 2023</td></tr>
</table>

1. PROPOSAL

Setting the Scene

1.1 Transport is one of the most significant contributors to carbon emissions in the city. It is essential to reduce carbon emissions to mitigate against the most serious impacts of climate change, whilst enabling Sheffield to thrive.

1.2 A climate emergency was declared by Sheffield City Council in February 2019 and this committee recently approved (July 2023) the report *'Our Council and The Way We Travel decarbonisation routemaps'*. The report stated that *'everyone in the city will need to change the way that they live their lives in the coming years, both to minimise the harm that the climate emergency will lead to and to adapt to a changing world'.* The 'Way We Travel' chapter has a goal that by 2030, all our people and organisations will have access to ultra-low emission options for travel, resulting in 419 ktCO2e (65%) reduction in transport related carbon emissions. The actions are grouped around six key objectives including (B) Improved walking, cycling and wheeling routes and facilities that enable safe and inclusive participation.

1.3 The City's 2019 to 2035 Transport Strategy also sets out the need to increase cycling and walking - prioritising improvements in areas where there is greatest opportunity for members of the public to cycle short trips; the Move More Strategy highlights the car-centric nature of journeys currently in Sheffield; while the South Yorkshire Mayor's 'Vision for Transport' aims to put pedestrians and cyclists at the heart of the South Yorkshire Mayoral Combined Authority's (SYMCA) transport plans to address carbon emissions. Nationally, the Department for Transport's 2020 paper Decarbonising Transport, Setting the Challenge establishes the aim for 'active travel' to become the country-wide norm.

1.4 The Active Travel Fund (ATF) was launched in May 2020 by the Department for Transport and supports proposals to enable more journeys to be made on foot and by bicycle. The fund initially supported temporary highway projects to aid social distancing in response to the Covid-19 pandemic (known as Tranche 1). The phase of funding appliable to this project is Tranche 2 which is for more permanent projects, including creating Active Neighbourhoods (ATNs). Sheffield City Council secured a total of £795,000 funding (including from the South Yorkshire Mayoral Combined Authority Gainshare fund) for ATNs schemes in Nether Edge and Crookes/Walkley.

1.5 ATNs do not prevent people using a car to access their homes or businesses, but they can lead to some journeys being longer – often encouraging the use of more main roads.

1.6 If we're going to tackle climate change and reduce emissions, we need to provide more sustainable options for travel in our city. This ATN scheme aligns with this ambition.

The Active Neighbourhood Concept

1.7 National, Regional and Local planning and transport policies are seeking to enable more journeys to be carried out sustainably through enabling and encouraging behaviour change to maximise the use of walking and cycling whist continuing to enhance road safety, tackle transport emissions, and enhance public streets and spaces to improve the quality of life, minimise the impact of motorised traffic and encourage outdoor activity. Air quality and road safety are not the main policy drivers for Active Neighbourhoods as the scale of change is expected to be relatively small, but are included within the review of the scheme.

1.8 There are examples of Active Travel Neighbourhoods (also known as Low Traffic Neighbourhoods) all over the country, notably in London where the highest number of projects can be found. As a comparator for Sheffield, Leeds, Bradford, Kirklees and Nottingham also have a strategy for Active Neighbourhoods.

1.9 The Active Neighbourhood concept is aimed at reducing the impact of traffic within urban residential areas of the city, through a shift towards sustainable transport alongside encouraging car to use key arterial routes. The key outcomes of an Active Neighbourhood are to:

- Form part of a safe, attractive and comfortable active travel network;
- Improve confidence and empower more people to walk, wheel and cycle more often, especially for shorter journeys;
- Reduce or eliminate through traffic on residential streets;
- Create low traffic, liveable streets and neighbourhoods;
- Support low-carbon, energy efficient mobility,

The Nether Edge Active Neighbourhood Conception

1.10 The decision to choose Nether Edge as a preferred location for an Active Neighbourhood was drawn from guidance published by Living Streets (a UK charity concerned with promoting walking) and included: size of the residential area, proximity to communal amenities and service infrastructure, deliverability and active community involvement. Also, in line with Sheffield City Council's Transport Strategy, the Council will prioritise investment in neighbourhoods in close proximity to the city centre are considered more likely to generate an increase in people who would consider cycling or walking. Nether Edge was named in the strategy. The Active Neighbourhood in Nether Edge also complements the planned new high-quality segregated cycle route, which will connect Sharrow and Nether Edge to the city centre. Officers

have identified from travel patterns in Sheffield and from experience elsewhere that these cannot be isolated 'superhighways'. If cycling is to be a credible option for more people in Sheffield, we will need to intervene on an area-wide basis to provide for the journey door-to-door, not only for access to the city centre but also local schools and services.

1.11 Section 1.18 includes more detail on other schemes in the area. As such, Nether Edge was considered a suitable area for an Active Neighbourhood.

Initial consultation

1.12 We consulted with the local community in summer 2021 to introduce the concept of an Active Neighbourhood and find out what changes people wanted to see to improve their area for walking, cycling and spending time outside. The identified distribution area for the consultation postcard included 1,855 addresses.

1.13 In total, 332 responses were received during the pre-experiment Nether Edge Active Neighbourhood consultation. 63% of respondents said that they would like to see a reduction in traffic, while 49% wanted improved crossings. 49% asked for safer areas for children to play.

1.14 The plans originally included:

- Three proposed road closures to motorised traffic (two on Archer Lane, one on Union Road);
- A one-way restriction along Nether Edge Road; and
- Two controlled pedestrian crossings (one on Osborne Road, one on Psalter Lane).

1.15 Responding to feedback from local businesses, who raised concerns that the proposed one-way restriction along Nether Edge Road would restrict access for larger vehicles, we did not implement this measure. As the closure of Union Road reinforced the one-way on Nether Edge Road (which was not implemented), the Union Road closure was not implemented either.

1.16 In May 2022, following analysis of the initial feedback, a series of interventions were put in place on an experimental basis in the Nether Edge area. The plans were implemented via an Experimental Traffic Order (ETO) which was promoted on the Council's website, on the Connecting Sheffield website, through a mail distribution, notices on lampposts, through community groups and on social media. More detail on the ETO process is included in paragraph 1.29.

1.17 The following map shows the project as it was implemented, which is also as it currently stands:

1.18 There have been a number of lessons learnt through the development and introduction of this scheme. In terms of consultation, this has included:

- The initial consultation area was too small – and should have spread further south and west into Ecclesall ward. This was done for later stages of engagement.
- Feedback was that the leap from what a scheme may include to a scheme on the ground was too large. The Nether Edge (and Crookes/Walkley) schemes have been resource intensive, and have demonstrated that public are not supportive of live experiments, preferring to see some planned options on paper before the will commit/comment or object.
- Despite significant pre-engagement, and on-going messaging it's clear that more needs to be done to explain the rationale for the schemes and implications for residents in terms of their own journeys

Nearby Complimentary Transport Schemes

1.19 There are a number of other transport investment schemes (although not the subject of this Committee report) being implemented or planned that will support and enhance the Nether Edge Active Neighbourhood, namely:

Sheaf Valley Cycle Route

1.20 Over the course of the last year, the Council have also been implementing measures to develop the nearby Sheaf Valley Cycle Route. When delivered in its entirety the route will run from Norton Hammer to the City Centre, via Shoreham Street and Little London Road. Like the Nether Edge Active Neighbourhood experiment, a number of the interventions are being trialled through an ETO.

1.21 Given their proximity to one another, there will undoubtedly be some overlap/synergy with the projects that it has not been possible to monitor or assess on a project-by-project basis. The two schemes complement one another in terms of supporting a well-connected active travel network. Key route corridors like the SVCR are more effective if they are connected to low traffic residential streets such as the Nether Edge ATN. The schemes have complementary and cumulative impacts.

1.22 The Sheaf Valley Cycle Project ETO included the following:

- No waiting at Any Time on parts of Aukley Road, Broadfield Road, Cherry Street, Clyde Road, Little London Road, Rydal Road and Saxon Road;
- Permit Holder Only Parking Mon-Sat 8am-6:30pm on Cherry Street;
- Prohibition of Driving on parts of Cherry Street, Little London Road and Rydal Road; and
- One way traffic (except for pedal cycles) on part of Hackthorn Road.

1.23 The proposals form part of a coherent, direct, safe, comfortable and attractive active travel route with the potential to increase access to employment, training and education. The route will benefit people who currently cycle and aims to empower more people to cycle too.

Nether Edge Wedge

1.24 The main feature of the Nether Edge Wedge is a largely segregated cycle route to enable people to travel more safely and easily between Nether Edge and the City Centre.

1.25 The proposed cycle route will run from Wostenholm Road in Nether Edge right into the heart of the City Centre, where it will connect, via the existing cycle network, into the Connecting Sheffield: City Centre proposals. It is also planned, in a future phase, include a spur up Hanover Street through Broomhall, connecting into the University of Sheffield, the Children's Hospital and Sheffield Teaching Hospitals.

The South West Bus Corridors Project

1.26 The South West Bus Corridors project is being brought forward to improve priority to buses on the southwest side of Sheffield – specifically on Ecclesall and Abbeydale Roads. The project's aim is to help reduce delays for people travelling on public transport to and from the area.

1.27 The project itself includes a range of bus priority measures to improve bus journey time reliability and consistency. The project will be implemented in phases – with more detail included in a July 2023 report to this committee.

Nether Edge Primary School Street

1.28 Our School Streets programme aims to tackle the congestion and road safety concerns that many schools experience. At Nether Edge Primary school this is being done by restricting motorised vehicles from Glen Road from its junction with Abbeydale Road for a short period of time at drop-off (between 08:15 and 09:15) and pick-up (14:45 to 15:45) times.

The Experimental Traffic Order (ETO) Process

1.29 An Experimental Traffic Order is made under Sections 9 and 10 of Part 1 of the Road Traffic Regulation Act 1984.

1.30 An ETO is a legal document which imposes traffic and parking restrictions. The benefit of an ETRO is that it gives the community the opportunity to experience the proposed restrictions rather than asking them to comment on something that is theoretical without the commitment of it necessarily being permanent. The ETO for the project is attached in Appendix A.

1.31 An ETO can stay in force for up to a maximum of 18 months while the effects are monitored and assessed. Feedback is welcomed throughout the process, however, formal objections to the order must be made in the first six months of it coming into force or within six months of any subsequent modification to the ETO coming into effect.

1.32 The 18-month experimental period is now coming to an end and a decision is required as to whether the Nether Edge Active Neighbourhood is to become permanent or removed.

1.33 The remainder of Section One of this report presents the results of the monitoring undertaken. The outcomes from the formal consultation and feedback received post formal consultation are discussed in Section Three. The combination of the monitoring and the consultation feedback have been used to develop a recommendation on the future of the scheme.

Wider City Traffic Trends

1.34 There have been changes in traffic flows on Sheffield's roads between May 2022 (when the pre-implementation baseline data was collected) and 12 months post-opening (May 2023) - including a continued re-emergence of people commuting to workplaces. It is important to note these wider city trends when looking at data from within the Nether Edge area.

1.35 Consequently, data from control sites has been collected to give an indication of changes to traffic volumes in locations not in Nether Edge, namely:

- Sheaf Street/Harmer Lane within the City Centre;
- Junction Road in Sharrow Vale; and
- Cowlishaw Road in Sharrow Vale.

1.36 Information about the specific locations and data collected from within and around the Nether Edge scheme is shown in Appendix B.

1.37 The control sites suggest that away from the immediate Nether Edge Active Neighbourhood the following impacts have been seen:

- Sheaf Street
  - A 5% increase in motorised traffic volumes.

- Sharrow Vale Control Sites – chosen in parallel with the University of Westminster as part of a wider national evaluation programme of ATNs:
  - A 1% decrease in motorised traffic volumes; and
  - A 3% decrease in active travel volumes.

1.38 Using data from a network of twelve automatic cycle count sites across the City (which include leisure routes as well as utilitarian cycling) levels of cycling have increased by an average of around 3.7% between 2022 and 2023, having seen an increase of over 19% since the 2021 lock down restrictions were lifted. We are currently anticipating a 4% increase in 2023.

2. Monitoring and Assessment

2.1 The Nether Edge Active Neighbourhood has been monitored at three key stages (where possible), to understand how it has performed, namely:

- Stage 1 – Pre-Implementation: formed a baseline (of traffic data) from which the outcomes from the project can be measured;

- Stage 2 - Settling down: linked with the end of the legal consultation period - six months post opening, and was aimed at identifying any significant issues so improvements could be made where necessary. This stage included collecting traffic data too; and

- Stage 3 - 12 months post opening: which allowed time for the project to settle in and for changes in travel patterns and behaviours to become apparent so that an informed decision can be made.

2.2 The focus of the analysis contained within this report is the 12 months post opening impact which allows enough time for the impacts to settle and for changes in travel patterns and behaviours to become more apparent to help inform the decision-making process. Monitoring of the scheme benefits has included the following:

  - Motorised Traffic Demand: the number of motorised vehicles in the area (quantitative assessment);
  - Through Traffic: the concentration of traffic along routes within the Active Neighbourhood for journeys that don't start or finish in the area (quantitative assessment);
  - Active Travel Usage: the number of people walking and cycling in the area, or using the temporary pedestrian crossings (quantitative assessment);
  - Journey Times: the time taken for buses and general traffic to travel along potentially impacted local and arterial routes (quantitative assessment); and
  - Traffic Speeds: the speeds on roads within the Active Neighbourhood areas (quantitative assessment).
  - Perceptions: the perception of safety for cycling and walking in the local area, the perception of whether people are more likely to cycle or walk for local trips, and the perception of whether Nether Edge is a nicer place to live (qualitative assessment).
  - Air Quality: the changes in pollutant levels (quantitative assessment);
  - Collisions: the road traffic accident numbers, severity, and number of casualties (quantitative assessment); and
  - Crime: the trend in total street crime (quantitative assessment).

2.3 The pre and 12-months post opening data referred to in this report have both been collected over a minimum of two days in May and are therefore expected to be unaffected by any seasonal variation. However, there may still have been other factors – including weather conditions that may have affected the difference between the two sets. There were no reported major incidents on the highway that would have affected the data though.

Motorised Traffic Demand

2.4 Traffic monitoring was carried out at a number of key junctions across Nether Edge and the surrounding areas. More information about the specific locations and impact at key sites (as identified through feedback) is included in Appendix B. As another lesson learnt, feedback has been that the displaced traffic from the scheme has used roads over a wider area than our monitoring covered – including Springfeld Road and the western end of Carterknowle Road.

2.5 When comparing total traffic counts (12-hour, 7am-7pm) before the start of the experiment with those undertaken approximately a year after the experimental scheme was introduced, the following key changes can be seen:

- All Roads Surveyed (Overall -4,933 (-3%))

- Study Area - Boundary Roads (Overall -462 (-0.4%)):
  - Psalter Lane (West of Osborne Road): +406 (+5%);
  - Psalter Lane (East of Osborne Road): +72 (+1%);
  - Psalter Lane (West of Kingfield Road): -34 (-0.4%);
  - Psalter Lane (East of KIngfield Road): -142 (-2%);
  - Sharrow Vale Road (West of Psalter Lane): +98 (+2%);
  - Sharrow Lane (East of Psalter Lane): +29 (+1%);
  - Abbeydale Road (South of Bannerdale Road): -1,358 (-11%);
  - Abbeydale Road (North of Bannerdale Road): -17 (-0.1%);
  - Abbeydale Road (South of Sheldon Road): +630 (+4%);
  - Abbeydale Road (North of Sheldon Road): -8 (-0.1%); and
  - Ecclesall Road (near Dunkeld Road[1]): -138 (-0.7%).

- Study Area - Internal Roads (Overall -4,471 (-8%)):
  - Brincliffe Edge Road (East of Bannerdale Road): +782 (+74%);
  - Bannerdale Road (South of Brincliffe Edge Road): +895 (+31%);
  - Brincliffe Edge Road (West or Archer Lane): -1,456 (-70%);
  - Ashland Road (North of Brincliffe Edge Road): -439 (-73%);
  - Sandford Grove Road (East of Archer Lane): -146 (-20%);
  - Archer Lane (South of Brincliffe Edge Road): -2,825 (-100%);
  - Sandford Grove Road (North of Archibald Road): -4 (-1%);
  - Rupert Road (North of Herbert Road Road): -259 (-53%);
  - Nether Edge Road (South of Sheldon Road): -885 (-31%);
  - Machon Bank Road (West of Moncrieffe Road): -361 (-5%);
  - Sheldon Road (East of Nether Edge Road): -53 (-1%);
  - Brincliffe Edge Road (east of Ecclesall Road Sth): +431 (+12%);
  - Osborne Road (south of Psalter Lane): +139 (+7%);
  - Kingfield Road (south of Psalter Lane): -354 (-7%);
  - Montgomery Road (South of Rundle Road): +338 (+27%);
  - Moncrieffe Road (South of Crescent Road): -463 (-12%);
  - Sheldon Road (West of Abbeydale Road): -17 (-0.2%); and
  - Bannerdale Road (North of Abbeydale Road): +206 (+4%).

[1] Based on SCC automatic traffic counter, not a manual count

2.6 It is worth noting that, as vehicles travelling in and around the Nether Edge Active Neighbourhood area are likely to go through multiple count sites, it is expected that the number of vehicles counted in the area is higher than the actual number of trips.

2.7 Motorised traffic across the whole area has generally decreased – more than at control sites - which is a positive outcome in line with the aims of the project. Overall, the volume of motorised traffic recorded across all monitored roads has decreased by 3%, equating to 4,933 fewer vehicles counted.

2.8 The greatest decrease is (as expected) on the 'internal' roads, notably on roads nearest to the Archer Lane closure, such as Archer Lane itself (-100%, -2,825 vehicles), Brincliffe Edge Road (-70%, -1,465 vehicles), and Nether Edge Road (-31%, -885 vehicles). Overall, there was an 8% decrease on the internal roads, representing 4,471 fewer vehicles counted. Away from the internal roads there is little change overall, but travel behaviour and route choices have changed.

2.9 There have been increases on some internal roads as people change their route choices. Motorised traffic volumes have most notably increased (+74%, +782 vehicles on Brincliffe Edge Road, and +31%, +895 vehicles on Bannerdale Road), likely related to local traffic moving to/from key local points of interest, such as the Mercia Secondary School, Nether Edge neighbourhood centre, Bowling club, Michael Carlisle Centre, and allotments etc. Journey Time data shown in Appendix B suggests that although the increase in demand has had some impact on journey times surrounding this junction, it is not significant overall (i.e. less than 10 secs on the approach from Bannerdale Road and less than 4 seconds on the Approach from Brincliffe Edge Road). Also, an operational assessment of the Brincliffe Edge Road/Bannerdale Road junction does not suggest it has been significantly impacted by the increase in flow with delays at the junction increasing by around 2 seconds in the morning and evening peaks.

2.10 When compared to the Sharrow Vale control sites (a 1% decrease in motorised traffic volumes) the Nether Edge Active Neighbourhood has seen relatively larger reduction in motorised vehicle levels since its implementation.

Through Traffic

2.11 The through traffic data was supplied by The Floow, a telematics company, which collects data through 'black box' technology. Applying a method called 'Blend Analysis' they were able to identify through traffic levels, specifically the proportions of traffic that originated and terminated outside the Nether Edge area, as shown in the plans below.

2.12 There was a limitation with data availability which means that data for 2023 isn't yet available. Consequently, pre and post implementation data for through traffic has been based on comparing data collected

between August and December 2021 with data between August and December 2022. Maps showing the levels of through traffic at different times of the day pre, and post implementation at various times of the day are shown in Appendix B.

2.13 The following images show the observed levels of through traffic across the Active Neighbourhood area across a weekday. The darker colours indicate the larger concentrations of through traffic. The figures are percentages concentrations of through traffic magnitude per hour, averaged over a 12-hour weekday day. Links with a sample of less than ten records per hour pre or post implementation have been excluded from the analysis

2.14 The Floow analysis suggests that during weekdays, concentrations of through traffic has generally reduced within the Nether Edge area, shown by the greater prevalence of lighter colours. Through traffic is different to all traffic though. The '*estimated* cars per hour' maps in Appendix B help to provide some numerical context to these plans.

Active Travel Usage

2.15 In a similar approach to the motorised traffic counts, we carried out active travel (walking and cycling) monitoring surveys at key junctions across Nether Edge and the surrounding areas. More information about the locations and changes at each site are detailed in Appendix B. Appendix B also includes a breakdown between walking and cycling whereas the numbers in paragraph 2.16 are a combination of walking and cycling.

2.16 When comparing active travel counts (12-hour, 7am-7pm) before the start of the experiment with those undertaken approximately a year after the experimental project was introduced, the following key changes can be identified when considering active travel usage (walking and cycling) in the area:

- All Roads Surveyed (Overall -3,011 (+16%))

- Study Area - Boundary Roads (Overall +1,332 (+15%)):
  - Psalter Lane (West of Osborne Road): +116 (+24%);
  - Psalter Lane (East of Osborne Road): +135 (+29%);
  - Psalter Lane (West of Kingfield Road): +102 (+17%);
  - Psalter Lane (East of KIngfield Road): +50 (+5%);
  - Sharrow Vale Road (West of Psalter Lane): +37 (+3%);
  - Sharrow Lane (East of Psalter Lane): +168 (+21%);
  - *Abbeydale Road (South of Bannerdale Road): +55 (+125%) only cycle data available;*
  - *Abbeydale Road (North of Bannerdale Road): +91 (+34%) only cycle data available;*
  - Abbeydale Road (South of Sheldon Road): +276 (+13%); and
  - Abbeydale Road (North of Sheldon Road): +244 (+14%).

- Study Area - Internal Roads (Overall +1,679 (+16%)):
  - Brincliffe Edge Road (East of Bannerdale Road): +33 (+7%);
  - Bannerdale Road (South of Brincliffe Edge Road): +96 (+17%);
  - Brincliffe Edge Road (West or Archer Lane): +5 (+2%);
  - Ashland Road (North of Brincliffe Edge Road): +66 (+43%);
  - Sandford Grove Road (East of Archer Lane): +82 (+60%);
  - Archer Lane (South of Brincliffe Edge Road): +174 (+79%);
  - Sandford Grove Road (North of Archibald Road): -50 (-15%);
  - Rupert Road (North of Herbert Road Road): +3 (+2%);
  - Nether Edge Road (South of Sheldon Road): +286 (+19%);
  - Machon Bank Road (West of Moncrieffe Road): +222 (+13%);
  - Sheldon Road (East of Nether Edge Road): +134 (+19%);
  - Brincliffe Edge Road (east of Ecclesall Road South): +38 (+4%);
  - Osborne Road (south of Psalter Lane): +38 (+11%);
  - Kingfield Road (south of Psalter Lane): +117 (+15%);
  - Montgomery Road (South of Rundle Road): +75 (+16%);
  - Moncrieffe Road (South of Crescent Road): +206 (+29%);
  - Sheldon Road (West of Abbeydale Road): +99 (+12%); and
  - Bannerdale Road (North of Abbeydale Road): +111 (+40%) only cycle data available.

2.17 As shown above, active travel data collated for roads in and around the Nether Edge Active Neighbourhood area before the start of the experiment and 12-months after shows overall increases in active travel numbers of around 16% equating to an additional 3,011 trips. There was only one location (Sandford Grove Road) where we counted a decrease in numbers of people walking or cycling. As expected, the most significant increases in active travel were noted nearest to the Archer Lane motorised traffic closure.

2.18 It can also be seen that even in locations where motorised traffic has increased (e.g. near the Brincliffe Edge Road/Bannerdale Road junction), people do not appear to have been discouraged to walk and/or cycle as numbers have still risen.

2.19 Active travel levels within and around the Nether Edge Active Neighbourhood have increased by around 16% whereas the Sharrow

Vale control sites have shown a reduction in active travel of around 3% over the same period.

2.20 Numbers using the temporary signalised crossings on Osborne Road and Psalter Lane have also been counted. Crossing demand was recorded during 3-days in May 2023 (Tuesday 9th, Wednesday 10th, and Thursday 18th). There was an average of 273 daily crossing movements across Psalter Lane; and 242 across Osborne Road.

Journey Times

2.21 In order to understand the impact of travel behaviour changes on journey times we have collected and analysed journey times along Abbeydale Road using 'black box' data available from The Floow for roads in and around the Nether Edge Active Neighbourhood area. The analysis is shown in detail in Appendix B which compares journey times before the experiment started with journey times (for a two month period) around 12 months after.

2.22 A total of five bi-directional routes have been assessed, although one of the routes (Sheldon Road to Bannerdale Road) did not have enough data to generate robust results for some *sections*. Results for these routes are shown in the table below, with their location shown on the plans in Appendix B.

Route	Direction	Average Journey Time Prior to Implementation (mm:ss)	Average Journey Time Post Implementation (mm:ss)	% Change in Average Journey Time
Abbeydale Road	SB	04:25	04:42	+6%
	NB	02:26	03:01	+24%
Ecclesall Road	NB	04:04	04:39	+14%
	SB	03:26	03:41	+7%
Sheldon Rd to Bannerdale Rd	AntiClock	06:34	07:06	+8%
	Clock	06:51	07:23	+8%
Carter Knowle Road	WB	03:28	03:31	+1%
	EB	02:41	02:39	-1%
Psalter Lane	EB	03:01	02:59	-1%
	WB	03:01	03:04	+2%

2.23 Overall, three of the routes have recorded an increase of more than 5% in average journey time. The increases – although much smaller than feedback has suggested - by route are as follows:

- Abbeydale Road: between Sheldon Road and Edgedale Road which is broadly consistent with an increase in observed motorised flow south of Sheldon Road;
- Ecclesall Road: between Junction Road and Bannerdale Road; and
- Sheldon Road to Bannerdale Road: eastbound along Edgedale Road between Bannerdale Road and Abbeydale Road, and westbound along Bannerdale/eastbound along Brincliffe Edge Road.

2.24 Two of the routes, specifically along Carter Knowle Road and Psalter Lane have recorded an overall negligible (i.e. +/-5%) change in average journey times.

Traffic Speeds

2.25 Pre and post implementation traffic speed data has been provided by The Floow at a number of locations. This data is again based a minimum number of ten records per hour. The table below details vehicle speeds and highlights that the 90th percentile vehicle speeds on these roads have decreased overall by approximately 2%, or 1mph since the before the experiment began.

Location	90th Percentile Speed Prior to Implementation (mph)	90th Percentile Speed Post Implementation (mph)	% Change in 90th Percentile speed
Carter Knowle Road	27	25	-7%
Bannerdale Road	23	23	0%
Brincliffe Edge Road	20	19	-5%
Sheldon Road	18	19	+6%
Psalter Lane	23	23	0%

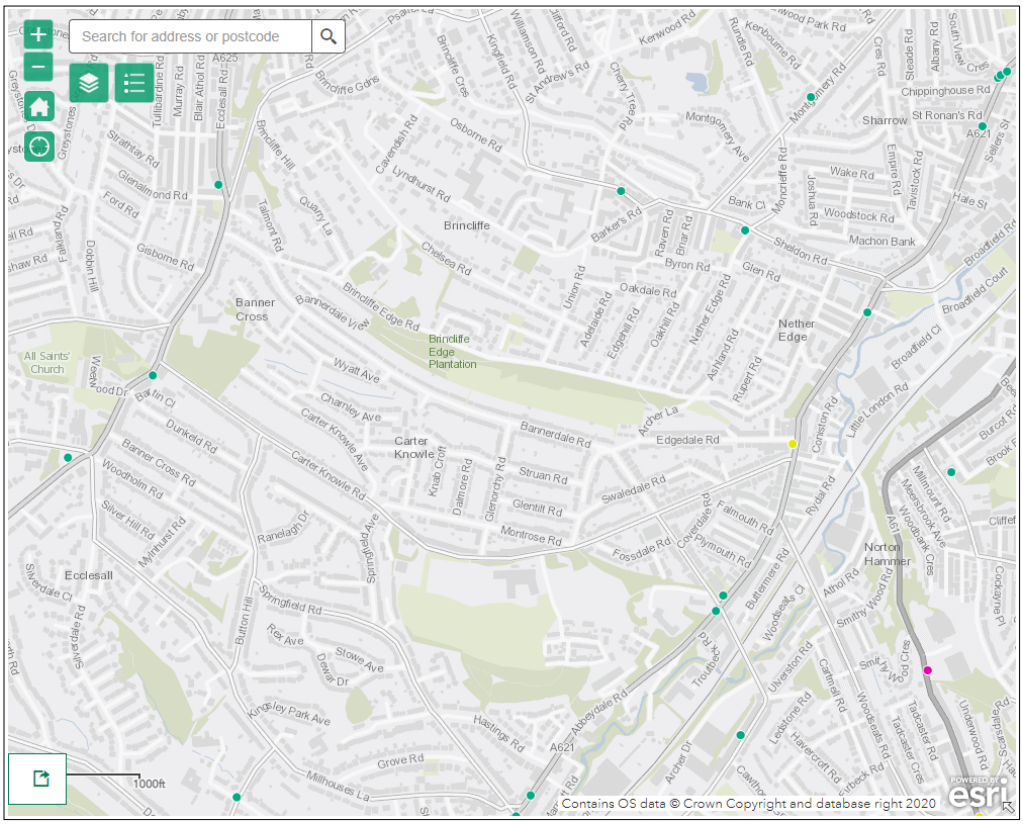
2.26 The largest decrease of vehicle speeds was seen on Carter Knowle Road of around 2 mph and the only increase in speed was on Sheldon Road of 1 mph.

2.27 The information available to date suggests the Nether Edge Active Neighbourhood project has not had any significant impacts on traffic speeds.

Air Quality

2.28 The city council has been monitoring and tackling air pollution since 2010 when it declared an Air Quality Management Area across the whole of the urban area of the city. Around 160 locations are monitored using simple passive diffusion tubes. Whilst there are potentially more advanced technologies available to measure air quality, these approaches have limitations. Government approved equipment that accurately measures NO^2) particulates and other pollutants costs tens of thousands of pounds per unit (excluding maintenance and running costs). Furthermore, these units are roughly the size of a caravan and therefore there are limitations of where they can be placed.

2.29 The image below shows the locations of the diffusion tube monitoring sites nearest to the Active Neighbourhood area.



2.30 In the UK, the law on nitrogen dioxide (NO^2) pollution pollutants says annual average concentrations cannot exceed 40 µg/m3 (micrograms per cubic metre of air).

2.31 NO^2 is closely associated with vehicle transport emissions. There are limitations in using the NO^2 data available to evaluate the impact a scheme such as the Nether Edge Active neighbourhood has had on overall air quality. This is particularly true when considering changes in concentrations of NO^2 over a relatively short period of time, in isolated locations and for a scheme of this scale. These limitations also help to explain why a more detailed quantitative assessment of air quality has not been carried out within the scheme. Limitations include:

1) Demonstrable changes in NO^2 require at least 2-3 years data. It is not possible to provide accurate before and after data following the introduction of the interventions associated with the ETRO because these were implemented in May 2022, almost halfway through the 2022 data collection year, and less than 2 years ago.

2) Wind speeds, precipitation, ambient air temperature, topography and city/regional traffic patterns are likely to have greater influence on NO^2 than small changes in localised traffic patterns. Seasonal and daily changes in weather conditions can have significant impacts on NO^2 including secondary sources not linked directly to transport.

3) NO^2 levels can vary significantly depending on where measurements are made. NO^2 concentrations are at their highest within the carriageway and fall steeply just metres from the kerb line.

2.32 Overall traffic volumes and traffic flows discussed in this report can be used to provide an indication of possible changes in vehicle emissions since the Nether Edge active neighbourhood was implemented. Any changes in traffic movements or traffic volumes that lead to traffic congestion, may influence air quality in isolated areas or at isolated times. A scheme of this scale is unlikely to have a notable impact on overall air quality at this early stage because any perceptible change in transport related pollutants would require a significant change in motorised vehicle counts, which is not currently the case.

2.33 However, the table below shows the diffusion tube data at sites near the Active Neighbourhood area, colour coded to emphasise the general change in levels of NO^2 over time. The full-year data also spans the period of the COVID-19 pandemic when the background patterns were not typical of other years – restrictions in 2020 and 2021 led to much lower levels of NO^2 levels.

Location	Annual Average Nitrogen Dioxide (µg/m3)											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Knowle Road/Ecclesall Road		45	52	41	42	35	32	34	35	27	28	33
Ecclesall Fisheries Ecclesall Road South		53	61	57	53	51	44	43	42	31	33	39
Ecclesall Road / Psalter Lane				29	29	28	31	29	28	20	22	23
13 Osbourne Road	29	28	30	29	28	27						
Zeds Nether Edge Road	21	22	23	22	19	23	18	18	19	14	16	16
35 Montgomery Road	23	22	26	23	21	22	21	19	20	15	16	17
Butterworth Cycles				44	44	42	41	39	39	31	33	41
Abbeydale Road / Carter Knowle	39	39	51	47	44	44	41	38	38	31	32	39
879 Abbeydale Road	46	43	48	43	41	38	36	35	35	28	31	32
Abbeydale Road / Chippendale Restaurant	47	44	48	44	45	41	37	35	37	29	33	34
981 Abbeydale Road	39	35	40	37	36	34	31	35	36	30	33	32
La Scala	50	48	52	45	47	43	41	36	37	29	32	35
Pingle Road / Whirlowdale Crescent								17	16	19	12	10
Area Average	37	38	43	38	37	36	34	32	32	25	27	29

For comparison, the citywide trends and averages over the last five years are shown below:

Average annual concentrations of NO^2 (mg/m3) and percentage change in NO2 from previous year - across all Sheffield diffusion tubes						
Year	2017	2018	2019	2020	2021	2022
Av. annual NO2 reading (mg/m3)	37	37	38	29	31	35
Percentage change in NO2 from previous year		-1.1%	4.3%	-23.4%	3.9%	15.9%

2.34 The table above shows that the values at sites near Butterworth cycles and Abbeydale Road/Carterknowle Road junctions are slightly higher than in 2019 (2020 and 2021 data was affected by Covid restrictions changing peoples travel habits). The values at these locations tie in with the journey time data shown in Appendix B which shows higher levels of delay after the scheme has been implemented in these areas. This could be due to queueing at the traffic lights at Sheldon Road.

However, the data above provides an annual average concentration of NO^2 for the whole of 2022. Given the interventions associated with the ETO were implemented in May 2022, there is still a lack of data to show changes in concentrations of NO^2 both before and after the scheme was developed.

2.35 The Abbeydale Road corridor has always been busy. It is understood that some one-off events over the trial period have led to significant delays on the corridor, but the data appears to show that this does not seem to be the regular day-to-day experience. If the existing scheme is made permanent, investment in reviewing the priorities at traffic lights (which is also within scope of the South West corridor project) could be made to help mitigate queueing.

2.36 Any significant modal shift from motorised vehicle travel to walking, wheeling, cycling or public transport will provide an overall benefit to air quality in the long term – as will improved engine technology or a move to electric vehicles. It is prolonged and consistent exposure to pollutants that pose the greatest risk to long-term health and wellbeing, rather than short-term, isolated or intermittent exposure to pollutants.

Road Caualties

2.37 Research across the country suggests that the implementation of active neighbourhood type interventions can have an impact on road traffic collisions, specifically the frequency and severity of them. Typically for transport projects, personal injury collision data for at least the most recent three-year period would be considered adequate to be able identify collision patterns. However, we have still made pre and post implementation comparisons of casualty numbers in an around the Nether Edge area between June and December in 2021 (‘pre’) versus June and December 2022 (‘post’). Although there is often a lag in accident recording data, a summary based on current data is shown in the following table.

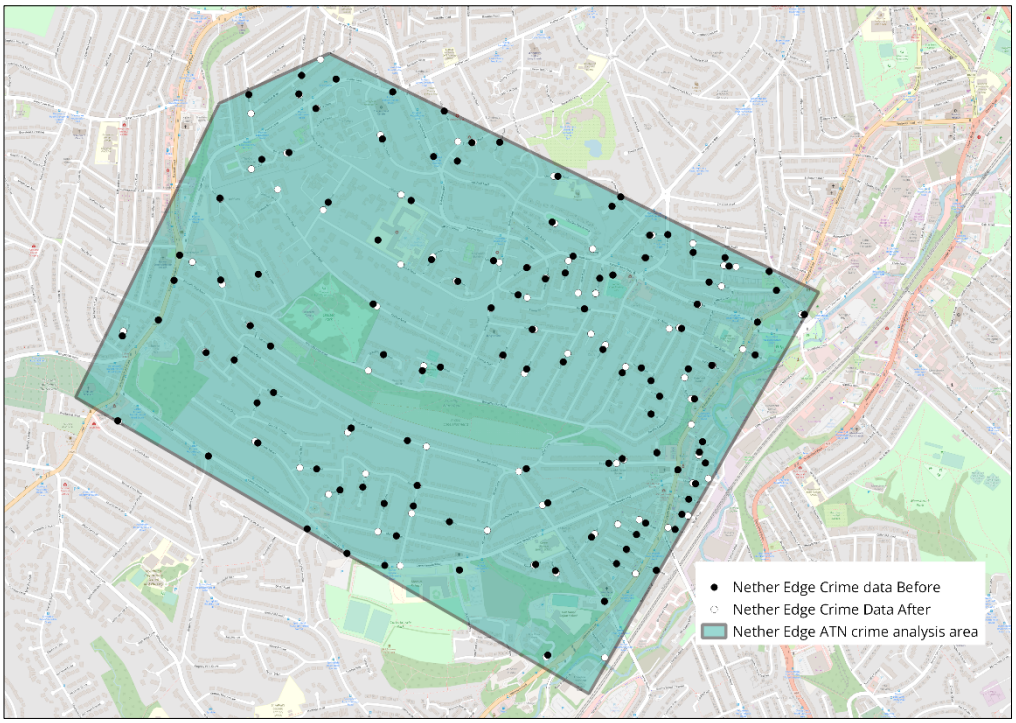
Casualty Mode/Severity	Slight		Serious		Fatal		Total	
	Pre	Post	Pre	Post	Pre	Post	Pre	Post
Study Area Boundary Roads								
Motorised	4	1	0	1	0	0	**4**	**2**
Pedestrian	0	1	0	0	0	0	**0**	**1**
Cyclist	0	1	1	1	0	0	**1**	**2**
Total	**4**	**3**	**1**	**2**	**0**	**0**	**5**	**5**
Study Area Internal Roads								
Motorised	2	2	1	0	0	0	**3**	**2**
Pedestrian	0	0	0	0	0	0	**0**	**0**
Cyclist	0	1	0	0	0	0	**0**	**1**
Total	**2**	**3**	**1**	**0**	**0**	**0**	**3**	**3**
All Locations								
Motorised	6	3	1	1	0	0	**7**	**4**
Pedestrian	0	1	0	0	0	0	**0**	**1**
Cyclist	0	2	1	1	0	0	**1**	**3**
Total	**6**	**6**	**2**	**2**	**0**	**0**	**8**	**8**

2.38 Whilst a trend cannot be established based on just seven months of data, the information available to date does not suggest the Nether Edge Active Neighbourhood project has had a significant impact on personal injury collisions. All but one of the pedestrian/cyclist casualties are on Abbeydale Road. The injuries themselves were a driver not looking when turning left (two), and one from a car door being opened without looking, and a pedestrian stepping out without looking.

Crime

2.39 Research across the country suggests that there is a potential link between the implementation of active neighbourhood type interventions and reductions in crime. The theory behind this is that more 'eyes on the street' may deter crime. Therefore, we have attempted to examine the short-term association between the implementation of the Nether Edge Active Neighbourhood and crime in the area.

2.40 Data about crimes, including the locations, has been taken from a crime and policing open data source, published by the Single Online Home National Digital Team who collate data from police forces across the country. This data has been analysed to monitor for changes in the volume of crime within the study area, as well as city wide before the experiment started (June 2021 to April 2022) with data after the project has been operational for 10 months (June 2022 to April 2023). The analysis covers the area shown in the following map.



2.41 The volumes of crime by type are shown in the following table for the periods both before and after the implementation of the experiment.

Crime Type	Nether Edge Study Area		City Wide	
	Before	After	Before	After
Violence and sexual offences	278	233	19,646	19,967
Anti-social behaviour	129	134	9,960	9,031
Vehicle crime	80	90	4,331	4,975
Public order	79	72	5,729	6,113
Burglary	75	53	3,984	3,907
Criminal damage and arson	66	68	5,758	5,754
Other theft	40	40	3,774	4,162
Bicycle theft	18	3	503	399
Drugs	17	10	1,512	1,622
Other crime	14	21	1,387	1,425
Shoplifting	13	51	3,204	4,219
Possession of weapons	6	6	608	696
Robbery	4	0	645	662
Theft from the person	4	2	559	635
Total	**823**	**783 (-5%)**	**61,600**	**63,477 (+3%)**

2.42 The number of crimes has decreased by 5% since the project was implemented. This is in comparison to the wider city where crimes have increased by 3%.

Perceptions

2.43 Alongside the quantitative monitoring data, we also undertook a 'qualitative' consultation exercise to gather feedback from residents about the scheme. As part of the 12 month 'after' consultation exercise (described in detail in Section 3) undertaken during May and June 2023, residents were asked a number of questions about the Active Neighbourhood, such as how/if it had changed how they got around, did they feel safer when walking or cycling, and did they feel that the area was a nicer place to live. These questions were asked in order to help determine whether the expected outcomes had been achieved.

2.44 Two different approaches were used to collect feedback from **residents** one was a face-to-face survey using a random sampling approach that targeted 350 residents in Nether Edge and Sharrow and Ecclesall wards, the other was a self-selecting survey undertaken through the Commonplace platform - receiving 1,144 resident responses.

2.45 When asked whether they were more likely to walk or cycle respondents overwhelmingly said that there had been no change to their level of walking or cycling since Active Neighbourhood had been put in place. However, more people did say that their levels of walking or cycling had increased than those who had said it had decreased. The table below summarises the responses and differences between the two consultation methods.

Consultation method	Change in Levels of Walking or Cycling			
	Increased	No Change	Decreased	Didn't Know
Sampled	14%	84%	2%	-
Self-selecting	17%	66%	10%	7%

2.46 When asked about their perceived impact on the safety of walkers and cyclists the responses were varied. More responses said there had been a negative impact on peoples perception of safety of walkers and cyclists. The table below summarises the responses and differences between the two consultation methods.

Consultation method	Perception of Safety for Walkers and Cyclists			
	Positive	No Impact	Negative	Don't Know
Sampled	32%	28%	40%	1%
Self-selecting	28%	26%	36%	10%

2.47 When asked about how they thought the general surroundings had been affected as a result of the scheme/the sense that Nether Edge is a nicer place to live there is a difference in opinion between the two consultation types. The self-selecting outcome is more negative (50% vs 25% perceiving the scheme to have had a negative impact on the area). The sampled survey show that more people (27%) perceive that the area has been positively impacted than those (25%) who perceive it to have been negatively impacted. The table below summarises the responses and differences between the two consultation methods.

Consultation method	Perception of General Surroundings/Nicer Place to Live			
	Positive	No Impact	Negative	Don't Know
Sampled	27%	43%	25%	5%
Self-selecting	26%	18%	50%	6%

Monitoring Summary

2.48 The quantitative monitoring data shows that, at around 12-months after the experiment began the Nether Edge Active Neighbourhood project is generally having the intended impacts in the area of reducing motorised traffic and through movement whilst increasing active travel volumes, even though the qualitative (perception) data (covered in much more detail in section 3) is less positive. Looking back the benefits criteria that we have looked at:

- Motorised Traffic Demand: the number of motorised vehicles in the area has decreased;
- Through Traffic: the amount of through traffic in the area has decreased;
- Active Travel Usage: the number of people walking and cycling in the area has increased;
- Journey Times: the time taken to travel along potentially impacted local and arterial routes has increased – although by `much smaller levels than feedback has suggested;
- Traffic Speeds: there has been very minor reductions in speeds on roads within the scheme;

- Perceptions: Outcomes with regard to changes in levels of walking and cycling, safety for walkers and cyclists, and Nether Edge being a nicer place to live are split:
  - More people said they have increased their levels of walking and cycling than said they had decreased it;
  - When it comes to perceptions of safety, more people said that the scheme had a negative impact than a positive one;
  - On the impact of the general surroundings there is a difference in opinion between the two consultation methods - the sampled survey is more favourable with more positivity than negativity whereas the self-selecting perception is the opposite;
- Air Quality: an unclear effect on air quality to date;
- Collisions: road traffic collision numbers, severity, and number of casualties have stayed the same – but there have been more non-motorised casualties on Abbeydale Road; and
- Crime: there has been less crime in the area.

3. HOW DOES THIS DECISION CONTRIBUTE?

3.1 The project will contribute directly through its interventions to the overall strategic vision and objectives of SCC, SYMCA and central Government, including tackling climate change and reduce emissions by providing more sustainable options for travel in our city

The Sheffield Delivery Plan

3.2 The project supports the Council's delivery plan, through:

- Strong and connected neighbourhoods
  - Enabling safe, efficient, and sustainable transport choices is fundamental in achieving stronger and more connected neighbourhoods.
- Fair, inclusive, and empowered communities
  - The provision of active neighbourhoods supports the removal of barriers to participation, so everyone can enjoy the benefits of going for a walk, a ride or a wheel.
- Healthy lives and wellbeing for all
  - Active travel projects support the reduction of absenteeism due to physical activity lowering the risk of ill-health; and
  - Travelling actively contributes towards improved mental health. Public transport journeys also typically feature physical activity when accessing bus stops or railway stations and therefore also proven to be good for mental health.
- Clean economic growth
  - There is a relationship between enabling and encouraging active travel and new development. The proposed project can help make neighbourhoods better connected and more

liveable, improving the lives of current residents and helping unlock new areas to develop; and
    - The project encourages an increase in journeys made by low carbon sustainable modes, thereby reducing private car use, queues, and delays at peak times, contributing towards reducing carbon.
- Happy young people who have the start they need
    - Projects like this are an integral part of giving young people the start they need by making it possible, safe and convenient for them to travel by foot, cycle, and wheel and access public transport.
- Tackling inequalities
    - The project will help to improve employment prospects, through supporting social mobility (Nether Edge has 24% non-car owning households), thereby, helping to lower rates of unemployment.

Net Zero Sheffield Decarbonisation Routemap

3.3 This project aligns with Council's Net Zero Decarbonisation Routemap 2023-25 with the 'How we travel' section approved by this committee in July 2023.

3.4 The key objectives of this area that are applicable to this project are:

- Strategic decisions taken in line with a clear vision and policy and
- Improved routes and facilities that enable as many people as possible to make journeys by walking, cycling and wheeling

SYMCA Transport Strategy and Implementation Plans

3.5 The SYMCA Transport Strategy sets out the area's transport priorities up to 2040 and forms the Local Transport Plan for South Yorkshire. This is supported by the Active Travel Implementation Plan which promotes the development of walking and cycling networks. Delivery of low traffic neighbourhoods are a key output of the plan.

Public Health

3.6 Enabling increased levels of walking and cycling can reduce physical inactivity in Sheffield, responsible for approximately 600 deaths per year. Projects like this are important as they begin to change the road hierarchy and help to shift the social norms in favour of streets being less dominated by through traffic and therefore more accessible to those seeking to walk and cycle. The project will also support the creation of more liveable spaces that can support social cohesion amongst neighbours.

4. HAS THERE BEEN ANY CONSULTATION?

Consultation Approach

4.1 Since the development of the Nether Edge Active Neighbourhood, there has been an engagement process that has involved key stakeholders and local communities to both inform its development, raise awareness of it and seek views on it. This has been through various channels, such as: Councillor briefings, press releases, leaflet drops, drop-in sessions, and various online platforms (e.g. Connecting Sheffield and NextDoor).

4.2 The first round of consultation began in 2021 when we asked local people about the principle of introducing an Active Neighbourhood and what it may look like. A report summarising this phase of consultation is included as Appendix C.

4.3 As highlighted in Section One, feedback on this early engagement was:

- The initial consultation area was too small – and should have spread further south and west into Ecclesall ward. This was done for later stages of engagement; and
- The leap from what a scheme may include to a scheme on the ground was too large. The Nether Edge (and Crookes/Walkley) schemes have been resource intensive, and have demonstrated that public are not that fond of live experiments, preferring to see some planned options on paper before the will commit/comment or object; and

4.4 The formal statutory six-month consultation period associated with the ETO commenced on the 25th April 2022, with the measures included in the ETO being put in place in May 2022. In order to give as many people as possible the opportunity to comment on the scheme, feedback up to 31st December 2022 was considered and included in this report. More detail of this phase of consultation is included from paragraph 4.6

4.5 Finally, officers undertook some qualitative research around people's attitudes to the scheme after it being in place for 12 months. More detail of this phase of consultation is included from paragraph 4.69.

Formal (ETRO) Consultation Reponses

4.6 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This states that "An objection [to the making of an order for the purpose of such indefinite continuation] shall be made in writing".

4.7 During the formal statutory ETO consultation period around 2,000 addresses were sent a postcard, which constituted every address within the initial boundary area (this boundary was extended for subsequent consultation phases to include potentially impacted roads in the Ecclesall Ward). A Council press release was also issued, along with social media posts. The project has been widely discussed on local neighbourhood Facebook pages, and two drop-in sessions were hosted in the community during the formal consultation period.

4.8 A total of 317 people provided feedback to the consultation (284 via email, and 33 via phone).

4.9 To summarise the feedback for this report responses have been separated out into 'mentions' which have then been categorised by theme, and sentiment to be able concisely report on the feedback that has been received. This is necessary because the feedback received is from emails that are not constrained by pre-determined categories or response options, which allows respondents to express their opinion in their own words. It is worth noting that the total number of mentions significantly exceeds the number of respondents as a respondent may have mentioned multiple themes.

4.10 A copy of the ETO Consultation Report is included in Appendix D. The concerns raised are summarised below, together with officer's feedback to each of the concerns raised.

4.11 In parallel, twenty-five representations objecting to the scheme (15 stating 'objection') were received to the connectingsheffield@sheffield.gov.uk inbox during the formal consultation period between 25th April and 31st December 2022. These are included in Appendix E. However, as has been noted, far more comments were received than 'objections' – but all are included in this report. The grounds for the formal objections are along the same lines as those expressed in the general feedback received.

Email Feedback

4.12 Overall, of the mentions received (3,264), 43% (1,388) were negative, 34% (1,013) were positive, and 26% (863) were neutral.

4.13 Respondents who expressed positive regard for the experiment highlighted the improved surroundings and the way that the measures have made it easier, safer and more pleasant to walk and cycle.

4.14 Within all email feedback received, the key themes with the highest proportion of mentions associated with a positive sentiment were walking and cycling, including pedestrian Crossings (287 mentions (28%)), less congestion (163 mentions (16%)), improved surroundings (161 mentions (16%)), and lower perceived risk for active travel (110 mentions (11%)).

4.15 The concerns of those who responded negatively can be broken down into 16 main themes, namely:

- Congestion (380 mentions (27%));
- Pollution (222 mentions (16%));
- Perceived Risk (167 mentions (12%));
- Walking and Cycling, including pedestrian Crossings (106 mentions (8%));
- Parking (92 mentions (7%));
- Scheme rationale (88 mentions (6%));
- Consultation (82 mentions (6%));
- Speeding (59 mentions (4%));
- Access (55 mentions (4%));
- Businesss (49 mentions (4%));
- Accessibility (45 mentions (3%));
- Cost (30 mentions (2%)); and
- Improved Surroundings (13 mentions (1%)).

4.16 Feedback also included specific locations - the five most commonly mentioned roads were:

- Archer Lane (180 mentions (25%));
- Abbeydale Road (97 mentions (13%));
- Brincliffe Edge Road (87 mentions (12%));
- Nether Edge Road (63 mentions (9%)); and
- Bannerdale Road (61 mentions 8%)).

4.17 These common concerns (including reference to the specific locations) are considered in more detail below.

Congestion

4.18 The most frequently mentioned theme with 380 (27%) negative mentions (but 163 positive) related to the projects impact on congestion, specifically in relation to the impact of the Archer Lane through traffic closure causing a worsening of traffic flow on boundary roads (such as Abbeydale Road), issues entering and exiting the area, and displacement of traffic onto other routes (such as Bannerdale Road). However, the positivity for this closure related to Archer Lane ‘mentions’ of congestion increased significantly once the intervention was implemented (increasing from 9% of 42 mentions to 43% of 102 mentions).

4.19 The most recent sample monitoring data from May 2023 shows that vehicles counted on weekdays across the whole area (including boundary roads) have decreased overall by 3% (4,800) when compared to the pre-implementation baseline. The greatest decrease

has been on the internal roads, notably on roads nearest to the Archer Lane closure, such as Archer Lane itself (-100%, -2,825 vehicles), Brincliffe Edge Road (-70%, -1,465 vehicles), and Nether Edge Road (-31%, -885 vehicles).

Overall, there was a 16% decrease, representing 4,751 fewer vehicles counted on roads within the scheme. Analysis undertaken to understand the projects impact on through traffic tells a similar story with average through traffic reducing within the Nether Edge area.

4.20 There have been increases on some internal roads as people change their travel behaviour and route choices. Motorised traffic volumes have most notably increased near the Brincliffe Edge Road/ Bannerdale Road junction (+74%, +782 vehicles on Brincliffe Edge Road, and +31%, +895 vehicles on Bannerdale Road), which is most likely related to local traffic moving to/from key local points of interest, such as the Mercia Secondary School, Nether Edge neighbourhood centre, bowling club, Michael Carlisle Centre, and allotments etc. The through traffic analysis shows some through traffic displacement to Bannerdale Road and Carter Knowle Road in Ecclesall, and Sheldon Road, Osborne Road, Kingfield Road and Psalter Lane in Nether Edge.

4.21 However, journey speeds and journey time survey details included in Appendix B compliment the junction count data show that there has been limited changes to numbers of vehicles or journey times across most of the area. There have been changes to specific movements at junctions – including at Sheldon Road/Abbeydale Road. If the existing scheme is made permanent, investment in reviewing the priorities at the traffic lights could be made to help mitigate the effect of some of these changes.

4.22 Abbeydale Road has always been a busy corridor. It is understood that some one-off events over the trial period have led to significant delays on the Abbeydale Road corridor, but the data included in Appendix B appears to show that this does not seem to be the regular day-to-day experience.

Pollution

4.23 The second most frequently mentioned theme with 222 (16%) negative mentions (but 91 positive) related to the projects impact on pollution, specifically the view that the Archer Lane closure to through traffic will increase congestion, increase travel distance, and displace traffic thereby worsening noise and air pollution. Some specific locations mentioned were: Abbeydale Road, Bannerdale Road, Brincliffe Edge Road, and Sheldon Road.

4.24 However, air quality is considered in more depth from paragraph 2.27 and includes details of what the city council has been monitoring since 2010 when we declared an Air Quality Management Area across the

whole of the urban area of the city. It also includes data from the nearest monitoring locations to the scheme from the (around) 160 monitored using simple passive diffusion tubes.

4.25 Noise pollution would be linked to the volume of traffic on the roads in and around the Nether Edge Active Neighbourhood area. When compared to the pre-implementation baseline, our monitoring data shows that overall, motorised traffic volumes on internal roads have decreased by an average of 16% whilst showing a negligible change across boundary and exit/entry roads.

4.26 Acknowledging the limitations in the data it is understood that some residents may be negatively impacted by noise or air pollution but overall, any pollution changes will be minimal. Any negative impacts associated with pollution do not, in isolation, suggest that the experiment should not be made permanent

Perceived Risk

4.27 The third most frequently mentioned theme with 167 (12%) negative mentions (but 110 positive) related to perceived risk. Perceived risk refers to the belief that the project increases potential risks to road-users, pedestrians and cyclists within or as a result of the Active Neighbourhood.

4.28 Road casualties before and after implementation have been reviewed and whilst there hasn't been enough time elapsed to determine a trend, the current information does not suggest the Nether Edge Active Neighbourhood has had a significant impact on road casualties. However, it is noted that there was a negative perception of safety for walking and cycling as a result of the scheme.

Walking and Cycling (including pedestrian Crossings)

4.29 This theme refers to respondent comments in relation to walking, cycling and using the crossings installed in the Nether Edge Active Neighbourhood. This theme received 106 (8%) negative mentions (but 225 positive).

4.30 Negative feedback for walking is linked to perceived risk. Some feedback suggests that the closure of Archer Lane has exacerbated speeding, congestion and pavement parking in the surrounding area, making it less safe for pedestrians (and cyclists).

4.31 Feedback which mentions cycling in a negative way tends to highlight that measures to support Active Travel and cycling should not take priority over car users. Some people suggested that there are not enough cyclists in the area to warrant the implementation of these measures. Some respondents highlighted that cycling is not accessible to many people.

4.32 Respondents who provided negative feedback regarding the pedestrian crossings tended to highlight that these were unnecessary and contributed to general congestion in the surrounding areas.

4.33 The project is being delivered in the context of local, regional and national policies that are aimed at enabling people to walk and cycle more, thereby increasing levels of physical activity whilst reducing the mode share for motorised vehicles. As the monitoring data shows, active travel levels within and around the Nether Edge Active Neighbourhood have increased by around 15% whereas the Sharrow Vale control sites have shown a reduction in active travel counts of around 3% over the same period.

4.34 Journey times and motorised vehicle volumes have been analysed and discussed earlier in this report. Whilst there are some increases in journey times and some motorised vehicle volume increases, particularly on Abbeydale Road, these are not considered to be significant enough to not make the project permanent.

Parking

4.35 'Parking' refers to respondent perception that the project negatively impacts on local parking, its operation and availability. This theme received 92 (7%) negative mentions (but 31 positive). Parking issues were identified in the initial 2021 consultation on the principle of a scheme, but developing a solution to this issue was outside of the scope of an Active neighbourhood scheme.

4.36 Some additional double yellow lines/closures to motor vehicles have been introduced and therefore unrestricted kerb space parking has been removed. However, this has amounted to around 11 spaces on Osborne Road (7 spaces west of Union Road and 4 spaces east of it) and around 20 spaces from Archer Lane (north of Edgefield Road and around the Edgefield Road junction itself).

4.37 These restrictions are considered necessary for the safe operation of the project. They keep the junctions clear of parked motor vehicles, they create turning points so motor vehicles can safely turn, or they ensure sufficient inter visibility between people crossing and drivers of motor vehicles approaching that crossing.

4.38 Furthermore, the introduction of double yellow lines on Osborne Road has removed some pavement parking which in itself can create an obstruction and force pedestrians into the road, which is particularly dangerous for many, especially blind and partially sighted, parents with pushchairs, wheelchair users and others with mobility aids.

4.39 Overall, it is not considered that the project is likely to have made the previous parking situation in the area materially worse.

Scheme Rationale

4.40 ‘Scheme rationale’ refers to the respondent perception of the purpose of the Nether Edge Active Neighbourhood and associated aims and outcomes, essentially that the project is not required. This theme received 88 (6%) negative mentions (but 20 positive).

4.41 Section One highlights the strategic and local rationale for the scheme, including contributing to reducing the long term effect of the ‘climate change emergency’ declaration which leads to a need to reduce carbon emissions if we are to tackle climate change while enabling our economy to grow being necessary.

4.42 In order to implement this policy agenda, a number of new high-quality cycle routes are planned to ensure the city has appropriate cycling infrastructure to make cycling a safer and more convenient choice. One such programme is the Nether Edge-City Centre project, which aims to connect Nether Edge to the City Centre via a high-quality cycling and walking route. The initial phase aims to link to Priory Place, but the aspiration is to extend further into Nether Edge in the future. Active Neighbourhoods complement this new infrastructure by making cycling or walking around residential neighbourhoods more attractive through reducing traffic on some routes. Active Neighbourhoods do not prevent people using a car to access their homes or businesses, but some journeys will be longer.

4.43 The criteria adopted for which areas should be an Active Neighbourhood were drawn from guidance published by Living Streets. Nether Edge was considered a suitable area for an Active Neighbourhood based on a combination of these factors. However, experience tells us that it’s clear that more needs to be done to explain the rationale for the schemes and implications for residents in terms of their own journeys.

Consultation

4.44 ‘Consultation’ refers to respondent perception that the consultation process was inadequate. This theme received 82 (6%) negative mentions (but 24 positive).

4.45 Since the development of the Nether Edge Active Neighbourhood concept began, there has been a thorough engagement process that has involved key stakeholders and local communities to both inform its development and raise awareness of it. This has been through various channels, such as: Councillor briefings, press releases, leaflet drops, drop in sessions, and various online platforms (e.g. Connecting Sheffield and NextDoor). However, it is understood that some of the criticism of the consultation comes from:

- the initial engagement not covering a large enough area
- the leap from what a scheme may include to a scheme on the ground was too large – local communities are not keen on live

experiments, preferring to see some planned options on paper before they will commit/comment or object

4.46 We listened to concerns throughout the process. For example, we responded to feedback from local businesses who raised concerns that the proposed one-way restriction along Nether Edge Road that would have restricted access for larger vehicles and the parallel closure of Union Road. These interventions were not implemented.

4.47 We were also made aware that there were some issues with language and IT difficulties during the consultation process, so we extended the survey duration to allow as many people as possible to provide feedback, while still giving us the time we needed to analyse the results and prepare this report.

4.48 Throughout the consultation process, and while the perception survey was live, we have offered options for people to request information in other formats. In response to these requests, we've posted out copies of surveys for people to complete and return, and we've gone through and completed feedback questionnaires with people over the phone. We also provided a translator at our drop-in events to ensure as many people as possible could participate.

4.49 The outputs from the different phases of consultation are included throughout this report.

Speeding

4.50 'Speeding' refers to the impact of the Nether Edge Active Neighbourhood on traffic and vehicle speeds, suggesting that vehicles are perceived to be speeding because of the experiment. This theme received 59 (4%) negative mentions (but 68 positive).

4.51 Baseline motorised vehicle speeds before the start of the experiment have been compared against those monitored across the area approximately a year after it was introduced. The change in vehicle speeds before and after implementation are not judged to be significant enough to not make the project permanent. More detail is included in Appendix B.

Access

4.52 'Access' refers to respondent comments in relation to the impact of the Nether Edge Active Neighbourhood on highways access and safe and efficient travel. This theme received 55 (4%) negative mentions (mainly centred around access by emergency vehicles).

4.53 Active Neighbourhoods are principally designed to maintain access by motor vehicle to all areas - particularly for residents or businesses located within the neighbourhood - but to remove journeys where a

vehicle is passing through an area enroute to get to somewhere else, and where an alternative, more appropriate route(s) exists.

4.54 The Nether Edge Active Neighbourhood measures do not prevent people or services (including emergency services) using a motorised vehicle to access homes or businesses, but it is acknowledged that the route taken might be different and some journeys will be longer. However, this change is not judged to be a reason to not make the project permanent.

4.55 Furthermore, we have consulted with emergency services and service providers to ensure they can access every road and ensure they are aware of the project proposals – including the project being included on the 'one.network' system they use for information linked to routing their vehicles. None of the emergency services have objected to the proposed traffic orders.

Business

4.56 'Business' refers to the impact of the measures on the operation of businesses in the local area. This theme received 49 (4%) negative mentions (but 12 positive) and could have come from residents, visitors to the area or businesses.

4.57 Those who provided negative feedback tended to raise concerns about access to local businesses and consequential reductions in footfall. Difficulty accessing shopping facilities, and increased traffic on Abbeydale Road and Ecclesall Road arterial routes were quoted as examples of specific issues.

4.58 The impact of the project on specific businesses can be difficult to pre-empt, however, all businesses within the Nether Edge Active Neighbourhood area remain accessible by motorised vehicles, whilst the route taken to access business may be different than before the experiment was implemented.

4.59 Also, respondents appear to have attributed reduced footfall purely to the introduction of the Active Neighbourhood without consideration of wider economic factors. More detail on qualitative feedback specifically from businesses is included in paragraph 4.74.

Accessibility

4.60 'Accessibility' refers to whether respondents perceived the Nether Edge Active Neighbourhood to be sensible, meaningful, and usable for as many users as possible. The view is that the Nether Edge Active Neighbourhood will reduce mobility for people with disabilities and the elderly. There is also the perception that active travel options are not suitable alternatives for some. This theme received 45 (3%) negative mentions (but 31 positive).

4.61 The project aims to encourage mode shift by making active travel more attractive for those who can within the Nether Edge area, especially for shorter journeys. However, it is recognised though that not all journeys are able to be made by modes other than car – so although the scheme has been designed to maintain access by motor vehicle to all areas, it is acknowledged that the route taken might be different and some journeys will be longer.

Cost

4.62 'Cost' refers to mention of expenditure associated with the Nether Edge Active Neighbourhood. This theme received 30 (2%) negative mentions.

4.63 Respondents suggested that investment must be made elsewhere (such as public transport) in conjunction with the implementation of active travel infrastructure.

4.64 Over the past few decades, most of our road network and transport infrastructure has been designed for car-use rather than for walking, cycling and travel by public transport. The Connecting Sheffield programme, which this project is part of is aimed at changing this. This scheme is funding primarily from a successful bid for Active Travel Funding. This is a Government grant to pay for what was included in the bids. The funding cannot be used on other City Council services, nor has the cost of the scheme been at the expense of other City council services.

Improved Surroundings

4.65 'Improved surroundings' refers to the influence of the Nether Edge Active Neighbourhood on the overall setting and people's experience of living in, using and travelling through the area. This theme captures respondent perception as to whether the Active Neighbourhood has improved aspects of their quality of life. This theme received 13 (1%) negative mentions (but 161 positive).

4.66 Respondents that provided negative feedback in relation to the surroundings and general environment, tended to highlight that increased congestion, pollution and disruption had negatively impacted the area. Some people commented that reduced numbers of people on Archer Lane made it feel less safe. Some people commented that limited numbers of people use Archer Lane, so the closure and change to the surroundings and environment for a minority of the local population to benefit is not worth it.

4.67 As outlined previously, the monitoring data shows that the Nether Edge Active Neighbourhood project is generally having the intended impacts in the area of reducing motorised traffic and through movement whilst increasing active travel volumes. There has been a slight increase in some journey times, no overall change in accident

casualties, but there has been a reduction in crime. It is not clear whether the experiment has had any adverse impacts on air quality to date.

Telephone Feedback

4.68 The Connecting Sheffield information line received 24 phone calls providing feedback in relation to the Nether Edge Active Neighbourhood. The feedback provided via freephone tended to express a more negative perception of the project than feedback provided via email, but themes are mirrored. Some respondents expressed their concern about the closure of Archer Road to motor vehicles, and their concern regarding potential traffic increase on other roads such as Abbeydale Road, causing more bottlenecks, and creating more stress on neighbouring roads. There was a general consensus among some respondents that they were not adequately consulted during the process. However, there were some respondents who expressed full support of the project.

12 months on - Sampled Perception Survey Feedback

4.69 During late May/early June 2023 we asked residents, visitors and businesses for their views on the project 12 months on from its implementation. This was a focussed survey undertaken by a specialist survey company using a random sampling approach, rather than being self-selecting. 350 residents and 100 visitor surveys were undertaken face-to-face (door knocking and on-street) with 40 business surveys being undertaken by telephone. Text linked to benefits included in paragraph 2.2 have been highlighted in **bold**. Levels of support for the scheme are very evenly split across all audiences, but a report of the results of the sampled survey are included as Appendix F.

Residents Feedback

4.70 The key points to summarise the views of residents 12 months on from the experiment's implementation include:

- Changes in Perception of the project
  - Negative perceptions of the experiment increased from 27% to 42% following its implementation, while positive perceptions increased from 27% to 35% too. Those who live in Ecclesall (62%) are significantly more likely to feel negatively towards the project than those from Nether Edge (35%);
  - The closure of Archer Lane to motor vehicles has had the largest negative impact on people's perceptions of the experiment. Only 31% of all respondents felt positively towards the road closure with significantly more of those living in Nether Edge ward feel positively towards the road closure compared to those living in Ecclesall (34% vs 22%); and

- There is a significant amount of positivity for the Psalter Lane (70%) and (71%) Osborne Road crossings.

- Perceived Changes in the Area
  - Since the introduction of the experiment, 43% of residents have noticed a significant increase in the amount of traffic going through the area; and
  - **Feelings that Nether Edge is a nice place to live have increased by over a quarter (27%)** since the implementation of the experiment. Residents living in Nether Edge are significantly more likely than those living in Ecclesall (30% vs 17%) to consider the area a nicer place to live following the changes.

- Impacts on the Area
  - **Two in five residents (38%) suggest that the area now feels like a safer environment for walking**. **Interestingly, perceptions around the area being a 'safer environment for walking' are significantly higher for those living in Nether Edge compared to those living in Ecclesall (42% vs 29%);**
  - Two thirds of respondents agree that congestion moving to other roads is the main negative impact following the implementation of the project (65%). Those living in Ecclesall are significantly more likely than those living in Nether Edge to agree with seeing an increase in congestion since the experiment has been implemented (80% vs 59%); and
  - A tenth suggested that they have experienced changes to their routes, with 25% of these experiencing negative impacts on specific roads and 20% suggesting that all of their journeys are longer.

- Concerns About the Local Area
  - The top four concerns about the area have remained the same since the experiment has been implemented: congestion, through traffic, high speed traffic and too many parked cars;
  - However, concerns have increased across three of these indicators post-experiment, with large increases seen in concerns around the levels of congestion (increased from 33% to 63% post-experiment) and concerns around through traffic (from 33% to 51%); and
  - **Positively, there have been some decreases in the level of concerns, particularly around it being unsafe to cycle" (decreased from 26% to 22%), it being unsafe for children to play out decreased from 28% to 22%) and concerns around it being difficult to cross roads (decreased from 20% to 14%).**

- Travelling Around the Area
  - **Overall, 16% suggest they are walking more and 11% cycling more, with almost one in ten (8%) saying that their levels of private vehicle usage have decreased since the experiment was implemented, a larger decrease than other methods of transport usage;**
  - Considering how frequently people walk and cycle, over half (55%) suggest that they now walk daily; and
  - When asked what could be done to encourage residents to walk or cycle in the area more, almost two in five said there was nothing that could be done (39%). 11% suggest that they are already walking as much as they can and 6% are interested in traffic controls, particularly around reduced speed limits and slower traffic.

- Personal impacts of the Active Travel Neighbourhood
  - While one in three now see the area as a safer place, and one in five are in agreement that the experiment has had a positive effect on both their mental and physical health at 21% and 20 % respectively following the implementation of the project, almost half would disagree that the project has encouraged them to shop more local (47%).

- Support for the Active Travel Neighbourhood
  - Taking into account all responses, 20% would be in favour of keeping the Active Travel Neighbourhood and extending it further. 27% would keep it as it is, whilst 34% would like to make some minor changes before keeping it and 19% would like it completely rolled back; and
  - When asked for final comments around how the project has impacted them, their family and/or the wider area, almost one in ten commented that traffic that has been pushed to other roads and streets. There were also calls for speed reductions on residential roads, more consideration from the council around the movement of more cars onto already very busy roads. Many also commented that the traffic and congestion is causing them to reconsider their use of local shops and facilities.

4.71 Respondents aged 35-44 (37%) and those who are employed (24%) were more likely to want the scheme to remain and go further, while those aged 55+, retired and have lived in the area for more than five years are significantly less likely to share in this sentiment.

4.72 Those in Nether Edge were more positive, with over half (52%) saying they would support the scheme staying, compared to 32% of Ecclesall residents. Those in Ecclesall are twice as likely to want the scheme rolled back (30% vs 15%).

Visitors Feedback

4.73 The key points to summarise the views of visitors 12 months on from the experiment's implementation include:

- Regularity of Visiting
  - 48% of respondents suggest that they visit the area several times a week with a further 25% suggesting that they visit daily with around a quarter suggest that they have increased the amount they visit the area since May 2022 (27%), with 16% saying that they have reduced their frequency of visits.
- Travelling Around the Area
  - Of those surveyed, over half (55%) had used a private vehicle as their main mode of travel on that particular day, with the majority parking on main roads or backstreets.

- Perceptions of the Area
  - Although suggesting they have seen more cyclists and people walking while in the area, **as well as reporting that speeds have seen an overall reduction**, just under half of visitors say that there has been a significant increase in the amount of through traffic in the area (48%)

- Impacts on the Area
  - Almost 50% of visitors believe that the project has provided a more child friendly environment, **while two in five suggest that the project has made it a safer environment for walking (42%);** and
  - Two in five visitors feel congestion has moved to alternative roads (39%).

- Support for the Active Travel Neighbourhood
  - Visitors are relatively evenly split between those who would keep the project (49%) and those who would not (51%). However, 35% did day that they would keep the project if changes were made. When asked what the precise minor changes would need to be, around 70% of those looking for minor changes specifically mentioned re-opening, or partially re-opening Archer Lane to motor vehicles.

Businesses Feedback

4.74 The key points to summarise the views of businesses 12 months on from the experiment's implementation include:

- Trading Position
  - Over two in five have seen an increase in turnover in the last year at 44%, with a further 21% seeing turnover remain stable over the last year of trading; and
  - Cost of living is suggested by 6 of the 35 respondents as being a reason for the change they have seen (17%), while 5 (14%) suggest that the increase is due to their business becoming more popular.

- Impacts on the Area
  - **Overall, almost half (44%) of businesses did not feel that the project had positively impacted the area. However, almost two in five state that the project has provided a safer environment for walking (38%), and almost a third also agreed that it is a safer environment for cycling (31%);** and
  - 54% of managers/owners feel that it's harder for people to get to shops and local businesses now, it is now perceived as harder for people to park in the area by two fifths of businesses (41%), and 44% state that accessibility to the area is harder.

- Travelling Around the Area
  - **Only around a tenth report an increase in employees cycling to work (10%) or have seen an increase in employees or colleagues getting the bus (13%).** Overall, there has been little perceived change in employee modes of transport when commuting to work.

- Support for the Active Travel Neighbourhood
  - Business owners and managers are equally as to suggest that the project should remain (49%) as they are not to not support it in its current form (51%). However, 18% did day that they would keep the project if changes were made. The suggested changes were very widespread and ranged from pedestrianisation through to enhancing the public transport offer.

12 months on - Commonplace Perception Survey Reponses

4.75 As well as conducting face-to-face surveys, officers also added the survey questions to the Commonplace platform for a period of three weeks beginning on 7th June 2023.

4.76 We promoted survey through various channels, namely:

- In advance of the survey going live in May 2023, a leaflet was posted to 4,193 addresses in Nether Edge (and Ecclesall) providing an update on the project and next steps, including confirmation that a survey would go live on the website. Those

who were unable to access the online survey were then able to request a posted copy of the survey by calling the freephone information line number, which was provided on the leaflet;
- On 8 June 2023, Sheffield City Council officers contacted local ward councillors for Nether Edge and Sharrow ward via email to communicate that the survey was live and to ask them to share via their networks and social media platforms
- 42 key stakeholders were contacted directly via email; and
- The survey link was also shared by local Councillors several times in local resident groups on social media platforms, including Facebook.

4.77 In total, 1,330 responses were received for the Nether Edge Active Neighbourhood survey online. One resident filled out the survey over the phone. The self-selecting responses comprised of the following:

- 1,144 residents;
- 157 visitors; and
- 30 businesses

4.78 A copy of the '12 months' on feedback report is attached as Appendix G of this report.

Residents Feedback

4.79 The key points to summarise the views of residents 12 months on from the experiment's implementation include:

- Changes in Perception of the scheme
  - In a similar way to the face-to-face survey, negative perceptions of the experiment increased (from 41% to 66%) following its implementation, while positive perceptions remained unchanged (26%) among residents;
  - Like the face-to-face survey, the closure of Archer Lane to motor vehicles has had the largest negative impact on people's perceptions of the experiment. Only 26% of all respondents felt positively towards the road closure; and
  - As with the face-to-face survey, there is a large amount of positivity for the Psalter Lane (56%) and (54%) Osborne Road crossings.

- Perceived Changes in the Area
  - Most respondents said that they had not noticed any change to the number of people walking (67%) and cycling (60%) and the speed of vehicles (40%), but most respondents highlighted that they had noticed an increase in the number of vehicles as a result of the Active Neighbourhood (59%).

- Impacts on the Area
  - Most respondents felt that air quality, noise and general surroundings had been negatively impacted by the measures, with 47% saying that air quality had worsened, (45%) saying that noise had worsened and 51% saying the general surroundings had worsened as a result of the project;
  - Responses to congestion, through-traffic, traffic speed and journey times were also negative, with 69% of respondents said that the project has negatively impacted congestion, 60% of respondents said the same for through-traffic and 74% said journey times had been negatively impacted by the project. 52% said that traffic speed had also been negatively impacted; and
  - Parking was more ambiguous, with 37% saying that the project has had no impact on parking in Nether Edge, and 30% saying it had been impacted very negatively.

- Travelling Around the Area
  - Respondents overwhelmingly said that there had been little change to their travel habits since the Nether Edge Active Neighbourhood had been put in place. Of the responses, 68% said that the amount they walked had stayed the same, 64% said the amount they cycled had stayed the same, 69% said the amount they took the bus had stayed the same, while 54% said that the amount they took private vehicles had remained unchanged; and
  - When asked about how often they walked or cycled around the local area, 53% respondents said they walked daily, with another 31% saying that they walked a few times a week. Comparatively, the highest response category for how often residents cycled was overwhelmingly never, with 53% respondents.

- Support for the Active Travel Neighbourhood
  - The most common sentiment was very negative, with 46% of respondents saying that all measures should be removed. 25% of respondents said that they currently did not support the project but would with minor changes. 23% of respondents said that they were happy with the project and called on it to go further, while 6% said they were happy with the project as it was; and
  - When asked what the precise minor changes would need to be, around 50% of those looking for minor changes specifically mentioned re-opening Archer Lane to motor vehicles.

Visitors Feedback

4.80 The key points to summarise the views of visitors 12 months on from the experiment's implementation include:

- Regularity of Visiting
  - Visitors who responded to the survey tended to travel to Nether Edge more often than not. 52% of respondents travelled to Nether Edge a few times a week, while 22% travel to Nether Edge on a daily basis.

- Travelling Around the Area
  - The majority, 63% of the respondents said they travelled in a private vehicle. The second most popular method of travel was cycling, with 22% of responses; and
  - When asked to consider how their methods of transport had changed as a result of the Nether Edge Active Neighbourhood project, the response was mostly one of little change. 65% of respondents said that the amount they walked to visit Nether Edge had stayed the same, 55% said that the amount they cycled had stayed the same, and 110 70% said the amount they took the bus had stayed the same.

- Impacts on the Area
  - When it comes to air quality, noise and general surroundings, **respondents generally saw either no or some positive change in each. 32% of respondents on air quality said there had been no impact, while 42% said they had noticed a positive impact.** Respondents to noise shared similar feedback, with 36% of respondents saying there had been no impact on noise, and 41% seeing a positive impact. Visitor's feedback on the impacts on the general surroundings was similar, with 45% of responses saying the impact had been positive, and 23% saying there had been no impact; and
  - On the impact of the project on parking, congestion, through-traffic, traffic speed and journey times. Feedback was generally negative to these metrics. Most respondents had not noticed any major impact on the amount of parking available, with 45% of respondents saying there had been no impact. 48% of respondents said the Active Neighbourhood had negatively impacted congestion in the area, while 41% of respondents said that through-traffic had been negatively impacted. 33% of respondents had not noticed any impact in traffic speed, whilst 53% of respondents said that journey times had been negatively impacted.

- Support for the Active Travel Neighbourhood
  - When visitors were asked if they would support keeping the Nether Edge Active Neighbourhood in place. 47% of the respondents said no, and that all measures should be removed. 11% said that they did not support keeping the project in place but would with some minor changes. 6% said that the project was good as it is, while 36% supported the project, and said it should go further; and
  - When asked what the minor changes would need to be, around a third of those looking for minor changes specifically mentioned re-opening Archer Lane to motor vehicles.

Businesses Feedback

4.81 The key points to summarise the views of businesses 12 months on from the experiment's implementation include:

- Trading Position
  - 40% or respondents said that footfall had significantly decreased as a result of the Active Neighbourhood, 23% said that it had decreased, while 3% said that it had increased, 23% said that it had not affected footfall.
- Impacts on the Area
  - **Responses were generally negative. 66% of respondents said that the local area in general had been affected negatively, while 73% said that local businesses had been negatively impacted. 70% said that their business had been negatively impacted by the Active Neighbourhood scheme**;
  - **Responses about air quality, noise, and the general surroundings were generally negative, with 65% of respondents saying that air quality had been negatively impacted, 85% of respondents said that noise had been negatively impacted, and 79% of respondents said that the general surroundings had been negatively impacted.**
  - In terms of parking, congestion, through-traffic, traffic speed and journey times. Responses varied, although were generally negative. Of the responses to the parking question 50%) said there had been a negative impact as a result of the project. 85% of the responses to the congestion question said that congestion had been negatively impacted, while 79% of the respondents on through-traffic said it had been negatively impacted. Responses to traffic speeds were more indecisive, with 38% saying they had not seen any impact. Responses to journey times were negative, with 82% saying times had been negatively impacted by the measures.

- Travelling Around the Area
  - Most business respondents said that they had not noticed any change to people walking 70%), people cycling (73%)

and traffic speeds (50%). Respondents. 80% of respondents also said that the amount of traffic had increased; and
    - Businesses were asked if there had been any change to how their employees commuted to their workplace. In general, the respondents said that there had been no change or that the question was not applicable. 57% of respondents said that there had been no change to their employees walking, 57% said that there was no change to their employees cycling, 63% said there was no change to employees taking the bus, and 60% said that there was no change to employees taking private vehicles.

- Support for the Active Travel Neighbourhood
    - When asked whether they would support keeping the Active Neighbourhood in place. 73% selected no, 13% said they would not but would with some minor changes, 7% said that the project was good as it is and another 7% said that they supported the project and that it should go further.

Consultation Perceptions and Linkage with Monitoring Data

4.82 While the monitoring data suggests that the Nether Edge Active Neighbourhood project is generally having the intended impacts within the area, the perception surveys have consistently shown that most people (but especially businesses) perceive that the project has had more negative than positive impact and the majority are opposed to it. However, the 'sampled' survey (thus moving away from self -selection) is more positive (especially from residents) but levels of support for the scheme are very evenly split across all audiences.

4.83 The Council is not obliged to act on this opposition, but it must give due consideration to the preferences expressed. The majority of respondent's preference is one factor among many.

5. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

5.1 Overall, the screening of equality impacts has determined that there are no significant differential, positive or negative, equalities impacts for any protected group from this project.

5.2 The project will benefit the health of residents and workers by encouraging active and sustainable travel, and by supporting carbon reduction.

Financial and Commercial Implications

5.3 This report does not review the financial viability of the project. This will be approved in accordance with the Capital Gateway Process and CPG.

5.4 The total costs of implementing the measures to date has been £226,000 and the total final cost is anticipated to be £360,000 funded from a combination of Active Travel Funding and Local Area Neighbourhood Transport Complimentary Programme (LANTCP). The scheme budget covers the trial period, installation, monitoring, review and ongoing maintenance. It does not cover the cost of any measures being made permanent.

5.5 There is currently no allocation to make permanent the interventions within the LANTCP. The 23/24 and 24/25 LANTP will need to be reassessed in order to take forward any recommendations of the Committee.

Legal Implications

5.6 The Council has the power to make an Experimental Traffic Order ('ETO') under Section 9 of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the purposes of carrying out an experimental scheme of traffic control which may continue in force for a maximum of 18 months and which may include provisions;

a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
c) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

5.7 Before the Council can make an ETO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the Regulations'). It must also publish notice of its intention in a local newspaper and make copies of the Order available for inspection for the duration of the effect of the Order. The Council has complied with these requirements.

5.8 The Council has the power to make a Traffic Regulation Order which has the effect of making the provisions of an ETO permanent according to Regulation 23 of the Regulations. The Council is required to consider all and any duly made public objections received and not withdrawn before it can proceed with making the provisions of an ETO permanent. A summary of those objections is presented for consideration in this report and the full list is also appended as an appendix.

5.9 In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of

securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

5.10 The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on that network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposal will enable the Council to carry out this duty by making more efficient use of its road network and by securing the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on its road network.

Climate Implications

5.11 The climate impact assessment has considered how the proposed measures impact on climate change.

5.12 The Council declared a Climate Emergency in February 2019 and through its 10-Point Plan for climate action is committed to being carbon neutral by 2030. The Nether Edge Active Neighbourhood project helps to support this commitment, by:

- Reducing vehicles travelling through the area;
- Encouraging short trips to made by active modes rather than by car;
- Empowering more people to walk, wheel and cycle;
- Encouraging commuters to consider more sustainable travel options for their daily journeys;
- Creating lower traffic, liveable roads and neighbourhoods;
- Contributing to making Sheffield a better place to live, work, learn and play;
- Enhancing community and individual health, wellbeing and overall quality of life; and
- Supporting low-carbon, energy efficient mobility.

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

Other Implications

5.14 The introduction of the project conflicts with the primary feelings expressed through the attitudinal work. There is potential for continued public opposition to the change. Equally, its removal is likely to generate opposition too.

5.15 If the project is to be retained, further design work, as well as additional engagement and funding will be necessary to develop it – including the retention of any crossings within the scheme.

6. ALTERNATIVE OPTIONS CONSIDERED

Option A - End the Experiment

6.1 Ending the ETO without making a permanent Order or modification would allow motorised vehicles to have access through Archer Lane and would also remove the controlled crossings on Osborne Road and Psalter Lane. This will have the effect of reintroducing motorised through traffic into the area thereby lessening any improved amenity, dis-benefiting residents and visitors, and worsening the environment for walking and cycling.

6.2 This is not a recommended option because it would not meet the objectives, as stated in the Sheffield delivery plan, the Sheffield decarbonisation routemap, or the wider Mayoral Combined Authority transport strategy.

Option B – Modify the proposal post Implementation

6.3 It is not possible to make the ETO permanent while also modifying the proposal owing to restrictions on the Council's ability to do so per regulation 23 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council has the option of either making the implemented scheme permanent or not at all.

6.4 It is however possible to at least consider the effect of the potential removal of the prohibition of vehicles on part of Archer Lane to motorised traffic while retaining the pedestrian crossing points. Such a proposal could be taken forward as a modification subsequent to the recommended scheme being permanently implemented (should the committee so decide). This will involve additional time and resources as it will need a new TRO process.

6.5 The closure of Archer Lane to motorised traffic has had the largest negative impact on people's perceptions of the experiment. When asked about what the precise changes would need to be in order for them to support the scheme, the overwhelming response was for the re-opening of Archer Lane to motorised traffic.

6.6 The taking forward of a proposal to reopen Archer Lane as a future modification is not a recommended option because reopening Archer Lane will risk recreating the through traffic issue that the scheme was designed to resolve. In addition, the City council manage a long request list for crossing schemes that are prioritised at a Citywide level. There could be a perception that crossings in this area (without the closure which the crossings were designed to help mitigate) would be being prioritised unfairly.

6.7 Furthermore, it would not best meet the objectives as stated in the Sheffield delivery plan, the Sheffield decarbonisation routemap, or the wider Mayoral Combined Authority transport strategy.

7. REASONS FOR RECOMMENDATIONS

7.1 During the pre-experiment phase of the Nether Edge Active Neighbourhood consultation respondents said that they would like to see a reduction in traffic, improved crossings, and safer areas for children to play.

7.2 The proposed option is necessary to restrict, and thereby reduce, through motorised traffic travelling through the roads within the Nether Edge Active Neighbourhood, to improve the amenity of the area, improve the environment for walking and cycling, whilst retaining vehicular access for residents and local businesses.

7.3 The key benefits of the project link to:

- Motorised traffic demand - creating low traffic, liveable streets and neighbourhood:
    - The monitoring data has shown that the number of motorised vehicles in the area has decreased;
- Reduce or eliminate through traffic on residential streets:
    - The monitoring data has shown that amount of through traffic in the area has decreased;
- Active Travel usage
    - The monitoring data has shown that the levels of active travel usage has increased
- Form part of a safe, attractive and comfortable active travel network
    - When it comes to perceptions of safety, more people said that the scheme had a negative impact than a positive one, but the difference is not significant (<10 percentage points);
- Empower more people to walk, wheel and cycle more often:
    - The perception data has shown that more people said they have increased their levels of walking and cycling than said they had decreased it; 8% said that their mode had changed.
- Support low-carbon, energy efficient mobility:

- The project encourages an increase in journeys made by low carbon sustainable modes, thereby reducing private car use, and contributing towards reducing carbon.

7.4 The proposed option is necessary to restrict, and thereby reduce, through motorised traffic travelling through the roads within the Nether Edge Active Neighbourhood, to improve the amenity of the area, improve the environment for walking and cycling, whilst retaining vehicular access for residents and local businesses.

7.5 The recommended option is therefore to make the implemented scheme (prohibition of motor vehicles on part of Archer Lane and waiting restrictions to facilitate pedestrian crossings) permanent because it the best meets the objectives, as stated in the Sheffield delivery plan, the Sheffield decarbonisation routemap, and the wider Mayoral Combined Authority transport strategy. It also enables the current experimental schemes to be replaced by more suitable permanent equivalents. The Council will work towards revoking the TRO linked to interventions not implemented.

7.6 The perception surveys have consistently shown that most people perceive that the project has had a more negative than positive impacts and the majority are opposed to it. For example, 69% of self-selecting resident respondents said that the project had negatively impacted congestion, 60% said the same for through-traffic and 74% said journey times had been negatively impacted by the project. 52% said that traffic speed had also been negatively impacted and less than a third said they would support the project.

7.7 The survey undertaken using a sample (thus moving away from self - selection) is more positive, especially from residents. For example, two in five residents (38%) suggest that the area now feels like a safer environment for walking and almost a half (47%) said they would support the project.

7.8 The monitoring data, however, suggests that the Nether Edge Active Neighbourhood project is generally having the intended impacts within the area. For example, the number of motorised vehicles and through traffic has decreased, whilst the number of people walking and cycling has increased.

7.9 Public perception alone is not judged to be a reason to not make the project permanent, the majority’s preference is just one factor among many.

7.10 The recommendation to make the ETO permanent meets the objectives as stated in the Sheffield delivery plan, the Sheffield decarbonisation routemap, or the wider Mayoral Combined Authority transport strategy.

7.11 Officers have considered alternative options and on balance feel that the experiment is generally having the intended impacts in the area and believe the benefits of the chosen option outweigh the dis-benefits of the project.

This page is intentionally left blank