

# Consultation and Engagement Report

October 2021

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## Section 1: Introduction

Through funding granted from the Department for Transport's Active Travel Fund (ATF), Sheffield City Council has the opportunity to deliver a number of sustainable travel projects within Sheffield.

As part of the development of each project, engagement has been undertaken with key stakeholders and local communities to inform scheme development and raise public awareness of the proposals.

Connecting Sheffield – the overarching vision and ambition for transforming travel in Sheffield within which the ATF projects sit – launched on 3<sup>rd</sup> November 2020. A round of engagement activities accompanied this launch, comprised of meetings with key stakeholder groups including political, civic and community leaders, and interest groups with a city-wide remit. A Connecting Sheffield website was also launched using the Commonplace engagement platform. This was supported by traditional media and social media coverage, with consultation on individual schemes being launched as and when the details of individual schemes were sufficiently developed.

The launch of Connecting Sheffield provided a foundation upon which the individual Connecting Sheffield schemes could be launched – ensuring that the Connecting Sheffield schemes were all aligned under one vision and ambition for transport connectivity in Sheffield.

The **Connecting Sheffield: Sheaf Valley Cycle Route** scheme was one of three ATF schemes to be brought forward under Connecting Sheffield. In light of the Covid-19 pandemic, it was decided that engagement and consultation on the **Connecting Sheffield: Sheaf Valley Cycle Route** scheme would be digitally led. Access to printed materials and multiple channels of communication were put in place to ensure a fully accessible consultation. The **Connecting Sheffield: Sheaf Valley Cycle Route** consultation launched on 16<sup>th</sup> July 2021 and concluded on 13<sup>th</sup> August 2021.

## Section 2: Aims of Engagement

Sheffield City Council identified a need to undertake early engagement with the public on its ATF Sheaf Valley Cycle Route proposals ahead of the formal statutory consultation process. Engaging on the scheme at this stage was important to generate feedback that could inform the development of the proposals and to build understanding of the scheme among the public. This would minimise the risk of stakeholder objections further along in the process which could delay the final Traffic Regulation Orders (TROs) being approved or create other potential delays that would result in cost overruns.

A consultation and engagement strategy for the **Connecting Sheffield: Sheaf Valley Cycle Route** scheme was developed, which sought to:

- Build **understanding** of the proposals including the rationale, benefits and challenges;
- Gain the **trust** of communities, businesses, stakeholders and interest groups in the intentions behind the project;
- Develop **support** for the scheme to enable smooth delivery on time and on budget; and
- Generate **comments** that could help to refine and enhance the project

## Section 3: Approach to Engagement

The approach to community engagement and consultation as presented in this report reflects Sheffield City Council's policy and approach to involving communities. Throughout the consultation, Sheffield City Council has ensured that the identified communities and stakeholders:

- Have appropriate access to relevant information.
- Have opportunities to actively participate by putting forward their own ideas and are reassured that there is a transparent process through which their feedback will be considered and will influence the proposals.
- Can obtain feedback, be kept informed of the progress of the proposals and be updated on the outcomes of consultation.

Sheffield City Council is committed to consulting openly with key stakeholders, local residents, local businesses and local community groups. Throughout the consultation, engagement activities have been guided by the following key principles:

- Being open and honest with stakeholders and members of the local community when presenting all information about the proposals.
- Ensuring that all public engagement materials can be easily accessed by local stakeholders and the wider general public.
- Being clear and 'plain speaking', avoiding the use of jargon or technical terms where possible.
- Identifying different audiences and developing appropriate communication techniques that effectively engage with each one of these audiences.
- Ensuring all communication materials are presented in formats easily accessible to the local community.
- Responding quickly and effectively to enquiries received from stakeholders and members of the general public.

## Section 4: Community and Stakeholder Mapping

Prior to the start of consultation, an extensive community and stakeholder mapping process was undertaken to identify different individuals and groups who were likely to have an interest in the proposals. The following different audience groups were identified:

- Members of Parliament
- Ward Councillors
- Local businesses and economic groups
- Community and interest groups
- Accessibility groups
- Educational organisations
- City-wide economic stakeholders
- Local transport organisations and groups
- Local service providers
- Local residents and businesses

The stakeholders from the above categories who were engaged with as part of the engagement and consultation programme are set out in the sections below.

### **Political Stakeholders**

Political representatives were engaged with ahead of and throughout the consultation period. The list of political representatives engaged with were as follows:

#### **Members of Parliament**

- Paul Blomfield, MP for Sheffield Central
- Olivia Blake, MP for Sheffield Hallam
- Louise Haigh, MP for Sheffield Heeley

#### **Ward Councillors**

Wards directly affected by the scheme:

##### ***City Ward***

- Douglas Johnson, Green Party
- Ruth Mersereau, Green Party
- Martin Phipps, Green Party

##### ***Nether Edge and Sharrow***

- Peter Garbutt, Green Party
- Alison Teal, Green Party
- Maroof Raouf, Green Party

##### ***Gleadless Valley***

- Alexi Dimond, Green Party
- Cate McDonald, Labour Party
- Paul Turpin, Green Party

### **Local Businesses and Economic Groups**

We engaged with local businesses and economic groups who we expected to have an active interest in the proposed development. These groups are listed below.

- Sheffield Hallam University
- Ponds Forge International Centre
- SYPTE (manage Sheffield Interchange)

- East Midlands Rail (Manage Sheffield Train Station)
- Network Rail (Own Sheffield Train Station)
- Bramall Lane Stadium
- The Workstation (Paternoster Row)
- The Site Gallery (Paternoster Row)
- UTC Sheffield
- BBC Radio Sheffield
- Good Gym Sheffield
- Remar Uk Charity Shop
- Tilly's Café
- The Sheffield Children's Centre
- Suebyz hair studio
- Top Tread Tyres Sheffield
- Old Queen's Head
- Perfect Pixel Design
- Swype Creative
- Mak Tok
- Sculpt Fitness Studios
- Finale Guitar
- Delicious Pizzeria
- Tilleys Vintage Magazine Shop
- The Climbing Works
- JE James Cycles Sheffield
- The U Mix Centre
- Timberworld
- The Doggy Den
- Play Arena
- Seeds to Stars Daycare nursery
- Dance Unlimited
- The Stitch Factory
- Resolve
- Sheffield Prestige
- Greystone Automative Engineers
- German Autohaus
- Kingswood Group
- Sheffield Workshop Gymnastics

## **Community and Interest Groups**

In addition to engaging directly with members of the local community, we recognised that local community and interest groups can play an important role in representing community views and in disseminating information within communities. The following groups have been engaged with during the consultation:

- Sharrow Cycling Club
- Sharrow Community Forum
- Nether Edge Neighbourhood Group
- Abbeydale and Sharrow Stakeholder Group
- Heeley Development Group
- Upper Don Trail Trust
- Cycle Sheffield
- Cycling UK
- Sheffrec Cycling Club
- Simon Ogden (UDT)
- Sustrans

## Religious stakeholders

- Ikon Church Sheffield
- St Mary's Church
- Cathedral Church of St Marie
- Upper Chapel
- Emmanuel Church Sheffield
- Sheffield Chinese Christian Church
- Highfield Trinity Church
- Mother of God and St Wilfrid's R.C. Parish Church

## Healthcare stakeholders

- Sharrow Lane Medical Centre
- Sloan Medical Centre
- Medigold Health
- Sheffield Care Primary Trust

## Educational stakeholders

- Nether Edge Primary School
- Holthouse Infants school
- Meersbrook Bank Primary School
- Anns Grove Primary School
- Lowfield Primary School
- Sharrow School
- Sheffield Language Centre
- Carfield Primary school
- The Sheffield College
- Seven Hills School
- Grace Owen Nursery School

## Citywide Stakeholders

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Sheaf Valley Cycle Route** proposals, we also engaged with city-wide stakeholders who we expected to take an interest in the scheme.

These groups were initially engaged with when the overarching Connecting Sheffield scheme was launched in November 2020. Following this initial engagement, we have kept these citywide stakeholders updated by emailing each of the groups at the point of launch for each new consultation under Connecting Sheffield. When the **Connecting Sheffield: Sheaf Valley Cycle Route** consultation was launched on 16<sup>th</sup> July 2021, the city-wide stakeholders received an email informing them that the consultation was live and providing them with the link to the Connecting Sheffield website. The email also explained the various ways in which they could provide their feedback on the proposals.

A list of the groups that received this update are detailed in the sections below

## Accessibility Groups

- Transport 4 All
- Disability Sheffield
- Access Liaison Group
- Sheffield Cycling 4 All

## Educational Organisations

- University of Sheffield

- Sheffield Hallam University

## **City-wide Economic Stakeholders**

- Sheffield City Region
- Sheffield Chamber
- Sheffield Property Association
- Museums Sheffield
- Sheffield Culture Consortium
- Sheffield Theatres
- Sheffield Industrial Museums Trust

## **Local Transport Organisations and Groups**

- Confederation of Passenger Transport (CPT)
- South Yorkshire Passenger Transport Executive (SYPTTE)
- First Group
- Stagecoach East Midlands
- Stagecoach Yorkshire
- TM Travel
- Sheffield Eagle Taxi Trade Association (SETA)
- Sheffield Taxi Trade Association (STTA)
- GMB Union
- Cycle Sheffield
- Sheffield Bus Alliance

## **Local Service Providers**

- South Yorkshire Police
- South Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Service
- NHS Blood & Transplant Service
- Sheffield Health and Social Care NHS Foundation Trust
- Sheffield's Children's Hospitals
- Sheffield NHS Teaching Hospitals Trust



## Section 5: Engagement Overview

The main period of public consultation on **Connecting Sheffield: Sheaf Valley Cycle Route** ran for four weeks between 16<sup>th</sup> July 2021 and 13<sup>th</sup> August 2021.

Throughout the consultation, a range of communication methods were used to raise awareness of the proposals among stakeholders and the local community, who were provided with several accessible and convenient means by which to provide feedback.

The methods used to engage stakeholders and publicise the consultation are set out below.

### **Stakeholder Webinars and Meetings**

#### ***Webinars***

Ahead of the consultation launch, two webinars were arranged to which stakeholders with an interest in the **Connecting Sheffield: Sheaf Valley Cycle Route** scheme were invited.

The webinars were held online and detailed information on the proposals was provided together with the opportunity to ask questions and share any concerns. These virtual meetings were held using Zoom to comply with Covid-19 related restrictions. Permission was sought to record the sessions to allow key points and actions to be captured, but not to share or disclose the recordings publicly, and the recordings were deleted once the meeting notes were produced.

A number of key stakeholders were invited to each of the webinars. The first webinar was held for key businesses and economic groups located along the proposed route, while the second webinar was held for local community groups. Attendees were invited to the webinars via email, with follow-up emails sent where no response was received.

Each webinar followed the same format. A presentation on the **Sheaf Valley Cycle Route** was delivered followed by questions and comments, providing the opportunity for attendees to give feedback.

The sessions received a fairly positive response. The overarching theme of feedback from the businesses webinar was that the proposals were broadly supported, with some questions asked around provision for cycle parking. The overarching theme of feedback from the community groups webinar was again that the proposals were broadly welcomed with some points made around linking the route into nearby cycling and walking routes, ensuring the route is signed properly and providing alternative routes on match days.

The details of each of these webinars and meetings, as well as the topics raised, questions asked and statements made, are provided as Appendix 1.

The Council is committed to continuing an open dialogue with all these stakeholders and will ensure they are updated as the scheme progresses.

#### ***Meetings***

After the launch of the consultation, the Connecting Sheffield team were directly contacted by a number of businesses located along Little London Road, who expressed concerns around loss of parking and access to their businesses.

To help to alleviate some of these concerns and to explain the proposed changes in more detail, a face-to-face drop-in session was set up and a number of businesses were invited. The session took place on 18<sup>th</sup> August 2021, and it was held at the Hardy Pick, outdoors to comply with Covid-19 regulations. The team were 'on hand' to answer any questions and attendees were encouraged to fill in feedback forms about the proposals.

### **Consultation Postcard**

Consultation postcards were produced and distributed to all residential and business properties located within the agreed distribution area shown in Figure 1. The distribution area included 13,186 properties.



Figure 1: Postcard distribution area.

The consultation postcard is provided as Appendix 2.

## Press Release

A press release was issued at the start of the consultation to major regional and local media outlets. The press release provided introductory information about the **Sheaf Valley Cycle Route** proposals and details of the consultation period

The press release received coverage in titles including the Sheffield Star, Now Then Magazine and Sheffield Telegraph.

## Consultation Website

In order to ensure information on Connecting Sheffield was readily available and people could easily provide feedback on the Connecting Sheffield schemes, a consultation website was developed using the community engagement platform Commonplace. The website was set up to coincide with the launch of the overarching Connecting Sheffield project, with a dedicated consultation page added for the **Sheaf Valley Cycle Route** proposals on 16<sup>th</sup> July 2021.

The Commonplace website was designed to replicate as far as possible the information which would have been shared at public drop-in sessions should face-to-face consultation have been an option. It was therefore a key part of our strategy to engage the public and was supported by the consultation postcard, press release and the email, freephone and Freepost channels.

The website allowed us to:

- Present the overall project, vision and aims of the Connecting Sheffield project;
- Share the plans for the **Sheaf Valley Cycle Route** scheme;
- Provide the opportunity for visitors to use an interactive 'heat map' to highlight areas where they have specific concerns or would support changes;
- Encourage people to leave comments via the **Sheaf Valley Cycle Route** feedback form that are visible to others.

For screenshots of the Connecting Sheffield website, please see Appendix 3.

## Section 6: Methods of Receiving Feedback

### **Telephone Information Line**

A dedicated freephone information line (0808 196 5105) was utilised for this consultation. This line was in operation between 9am and 5pm (Monday to Friday) with an answer phone facility to take calls outside these hours. Members of the consultation team managing the information line were on hand to answer questions about the proposals and the consultation process. The freephone information line number was provided on all consultation materials including the contact page of the website, and consultation postcard.

### **Email Address**

The project email address (info@connecting-sheffield.co.uk) was publicised on all consultation materials, including the contact page of the website and consultation postcard, so people could submit feedback and pose questions to the consultation team.

### **Freepost Address**

A Freepost address (Freepost Connecting SHF) was set up and publicised on all consultation materials, including the contact page of the website and consultation postcard, so people could submit feedback and pose questions to the consultation team in writing.

## Section 7: Summary of Feedback Received

Throughout the pre-application consultation, several channels were made available for people to ask questions and provide feedback. To summarise, these were:

- The freephone information line (0808 196 5105)
- The enquiries email address (info@connecting-sheffield.co.uk)
- The Freepost address (Freepost Connecting SHF)
- An interactive 'heatmap' on the Connecting Sheffield Commonplace website which allowed people to pin comments on the routes for each scheme.
- A feedback form on the **Sheaf Valley Cycle Route** page of the Connecting Sheffield Commonplace website.

In total, 1,317 responses were received during the **Sheaf Valley Cycle Route** consultation. These are categorised below depending on the channels through which the feedback was given.

Consultation response received	Total
Online feedback form	1,246
Hard copy feedback forms from the event	2
Online interactive heatmap	52
Email	15
Freepost	0
Phone	2
<b>Total</b>	<b>1,317</b>

*Table 1: Number of consultation responses received.*

## Section 8: Sheaf Valley Cycle Route Feedback Analysis

The majority of the feedback received as part of the **Sheaf Valley Cycle Route** consultation was collected through the feedback form and the interactive heatmap on the Connecting Sheffield website.

The below analysis looks closely at the feedback received through both the feedback form and interactive heatmap, as well as providing some general website statistics.

### Website Statistics

#### Visitors to the Connecting Sheffield website

Between November 2020 when the Connecting Sheffield website went live and when the Sheaf Valley Cycle Route consultation launched on 16<sup>th</sup> July 2021, there has been 40,433 visitors in total. The below graph shows that there was a spike in visitors on 16<sup>th</sup> July 2021, when the Connecting Sheffield: **Sheaf Valley Cycle Route** consultation was launched, with 1,255 people visiting the site on this day. Consultations for two other ATF schemes also went live on 16<sup>th</sup> July 2021 and are therefore also reflected in the spike in visitors.

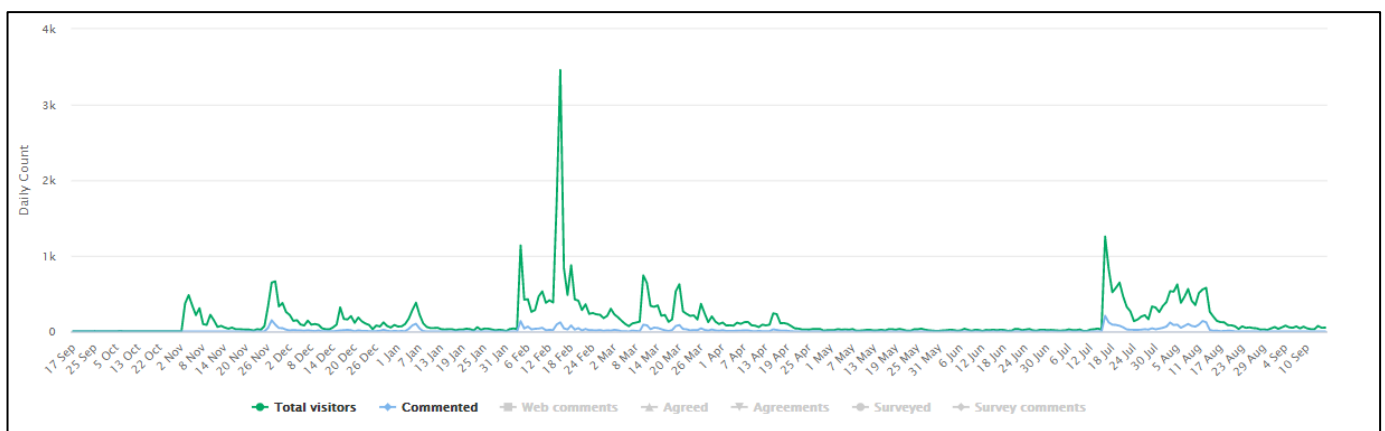


Figure 2: A screenshot showing the number of visitors to the Connecting Sheffield website.

The below table shows the top ten referral websites which people have visited prior to accessing the Connecting Sheffield website, with Facebook, Twitter and the Sheffield City Council news website ranking highest. A high volume of visitors also accessed the website directly by typing the URL directly into their browser. This was likely in response to receiving the consultation postcard.

Referral website	Visitors	Responded	Subscribed
Sdirect	15654	1730 (11%)	41 (0%)
m.facebook.com	10388	819 (8%)	3 (0%)
t.co	5579	452 (8%)	1 (0%)
sheffnews.com	2382	259 (11%)	10 (0%)
lnks.gd	1803	338 (19%)	4 (0%)
www.google.com	1738	390 (22%)	10 (1%)
l.facebook.com	763	153 (20%)	1 (0%)
www.google.co.uk	647	132 (20%)	0 (0%)
com.google.android.gm	546	44 (8%)	0 (0%)
www.sheffieldforum.co.uk	434	58 (13%)	0 (0%)

Figure 3: A screenshot showing the top ten referral website which people visited prior to accessing the Connecting Sheffield website.

## Responses to the Connecting Sheffield: Sheaf Valley Cycle Route Feedback Form

The feedback form used a selection of open and closed questions designed to gain an understanding of what respondents like and dislike about the proposals, their current and anticipated future transport use post Covid-19 based on the scheme proposals, and their overall view of the proposals.

The below analysis looks closely at the feedback received in response to both the open and closed feedback questions from the online feedback form and the feedback forms received in connection with the event.

### **Analysis of Closed Questions**

#### ***Demographic***

The following question focused on understanding the demographic of respondents. This question was not mandatory and therefore respondents were able to skip the question.

- What is your age group?

68% of the 1,248 respondents answered this question. From the information given by respondents, it seems that most responses received were from people aged between 35-44 and 45-54.

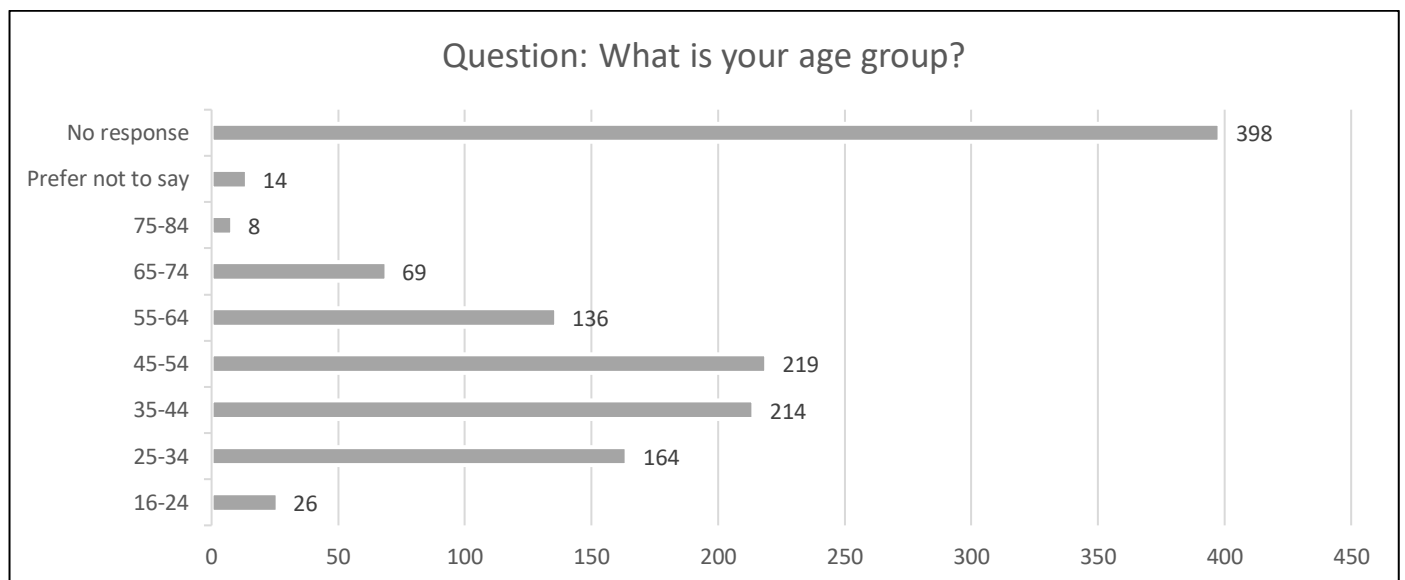


Figure 4: A bar chart indicating the responses to the question 'What is your age group?'

- What is your connection to the area?

97% of respondents answered this question. 64% of all the respondents who answered this question said that they travelled through the area lived in the area. 52% said that they lived in the area. Respondents were able to select more than one option, hence why the percentages do not add up to 100%.

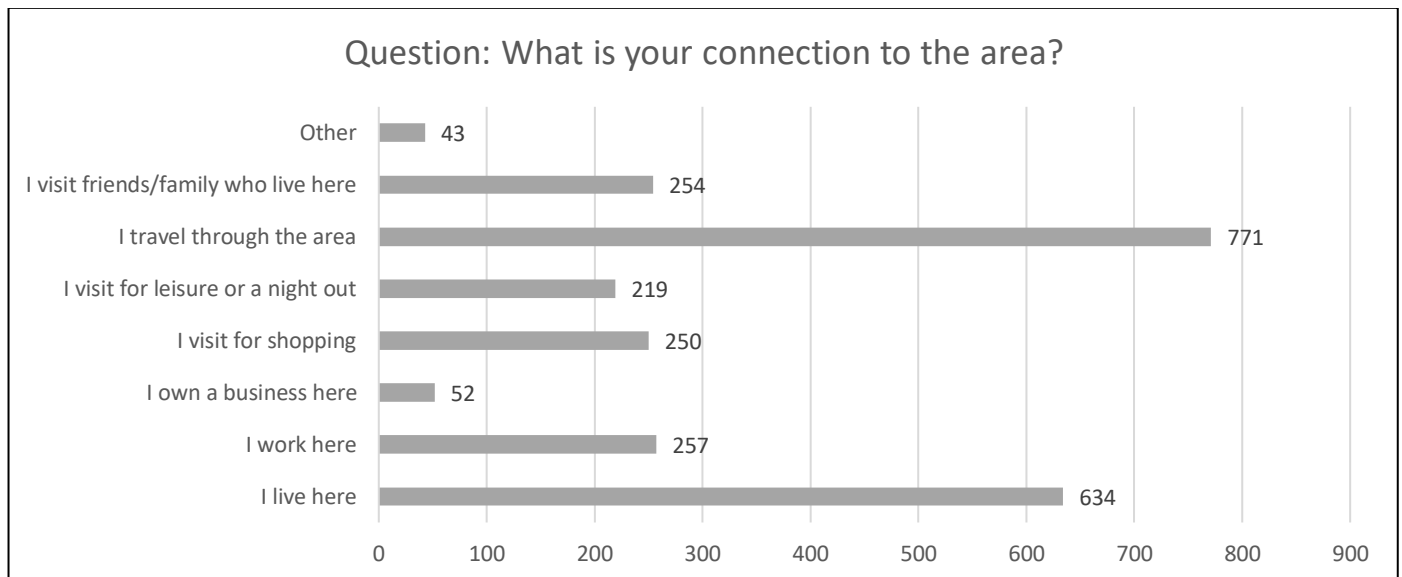


Figure 5: A bar chart indicating the responses to the question 'What is your connection to the area?'

Where respondents indicated that they were connected to the area by something other than the options listed, the responses included:

- Three used the area to commute through by bike, walking or car; one stated they went through the area to the station.
- Need access for visitors, deliveries and daily activities.
- 16 stated they supported/used local businesses, with some specifying they visited businesses on Little London Road, including the dog day care, the garage, the car valet, the gym and the tyre business.
- One stated that they attended emergencies here.
- One stated they were a supplier to a business in the area.
- Another stated they went to church here.
- One stated they use the area as a cut through to avoid the traffic on the busy roads.
- Another stated that they use the area for business provisions.
- One stated they were from a partner organisation.
- One stated they used the area for recreational cycling.
- One person stated that they might need to visit the area in future, with another saying they will live there in the next few months.
- Another two said they volunteered or worked there.

## Informing the Proposals

The following graphs contain data taken from the specific questions asked to inform the **Sheaf Valley Cycle Route** proposals. As above, this data is based on the 1,248 respondents who provided their feedback on the main **Sheaf Valley Cycle Route** Commonplace tile online, as well as feedback forms received from the event. Please note that respondents were able to skip questions if they wished, and on some questions, they could select multiple answers, and therefore 1,248 responses were not received for every question – it is sometimes more, sometimes less.

- How do you feel about our proposals to create an improved cycle route from the City Centre, through the Sheaf Valley, towards Woodseats Road?

All 1,248 respondents responded to this question. Respondents were presented with five different faces with different expressions. The faces represented their feelings towards the scheme and included the following options: 'Very Positive', 'Positive', 'Neutral', 'Negative', and 'Very Negative'. 46% of respondents felt very positive about the scheme whereas 31.9% felt very negative about the scheme.



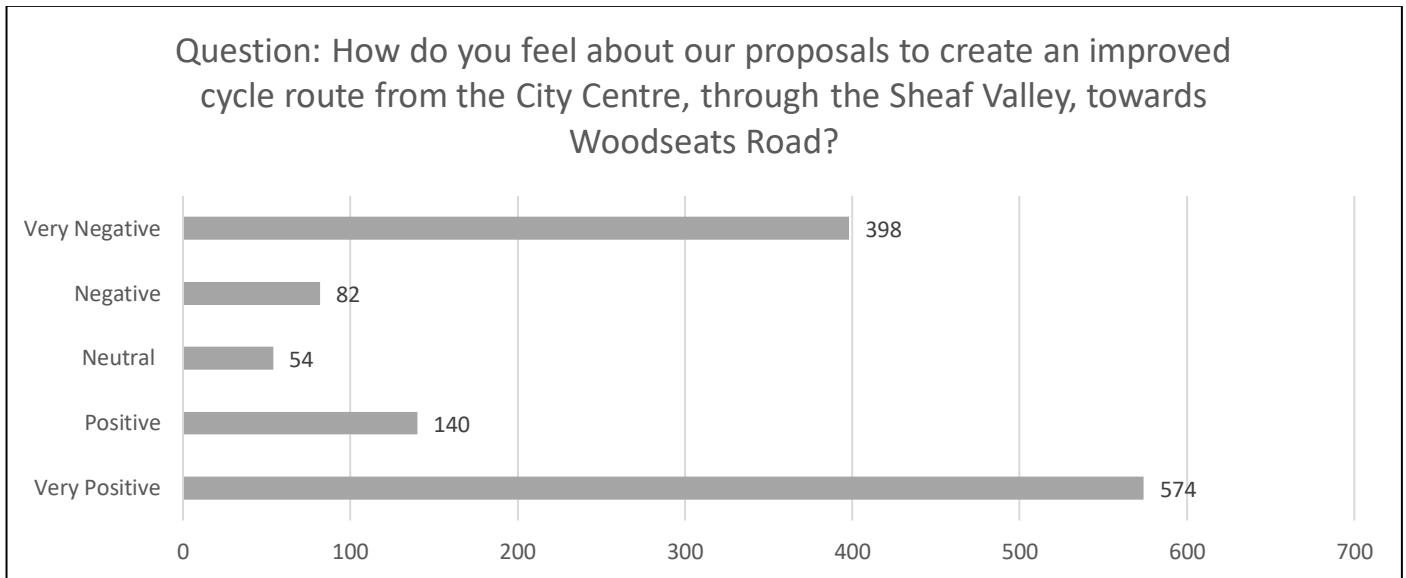


Figure 6: A bar chart indicating responses to the question 'How do you feel about our proposals to create an improved cycle route from the City Centre, through the Sheaf Valley, towards Woodseats Road?'

- What do you like about this scheme?

934 people out of 1,248 answered this question. 75% of respondents said they liked the scheme because it would make it safer to walk and cycle.

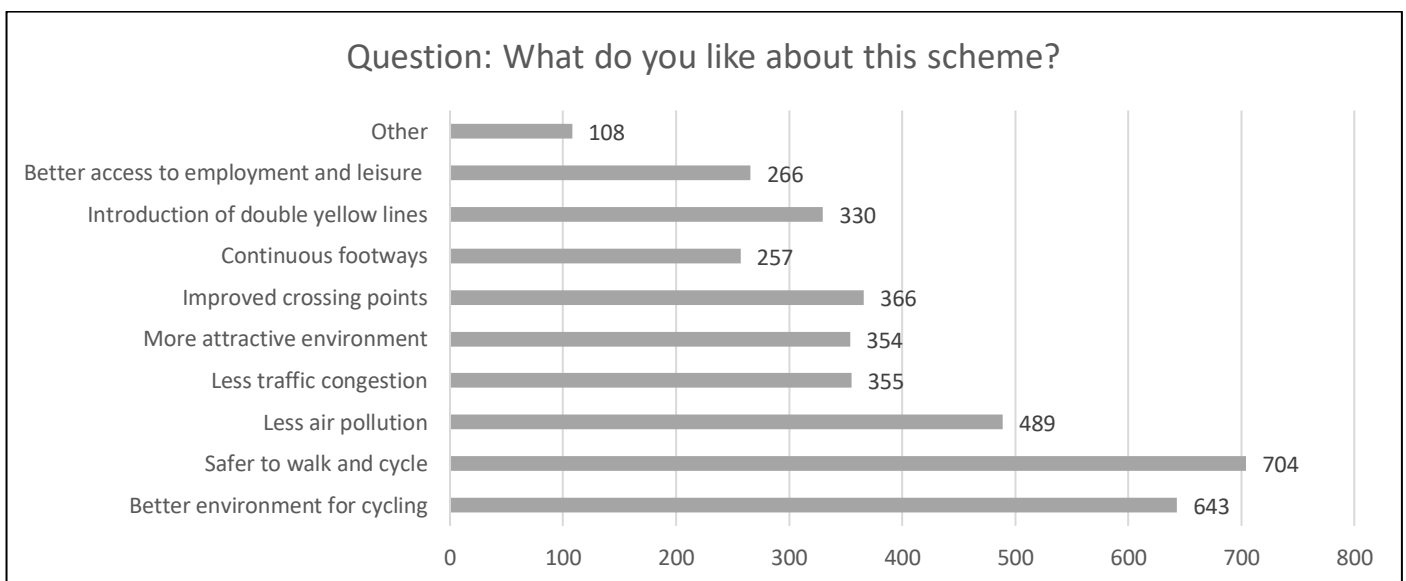


Figure 7: A bar chart indicating the responses to the question 'What do you like about this scheme?'

Where respondents wrote in the 'Other' box, their responses include the following as to what they liked about the scheme:

- 'All of it'
- 'Tackling the bad parking around Lowfield school'
- 'Will allow faster travel by bicycle between Woodseats and the city centre'
- 'The much better quality of the cycle and walking infrastructure'
- 'Segregated, wide(ish) cycle lanes'
- 'Up to London Road'
- 'Traffic no longer cutting down Langdale Road through no entry'
- 'Safer environment for pedestrians, more child friendly'

## Sheaf Valley Cycle Route

- *'Better separation of cycling and traffic'*
- *'More efficient cycle way which will encourage cycling over driving'*
- *'Every little helps regarding global warming'*
- *'That it is a step in attempting to start to rebalance city travel towards more sustainable forms of transport'*

Some people used the box to state they did not like anything about the scheme. 65 people stated they liked nothing about the scheme and/or thought it was 'rubbish' (or words to that effect). Additional comments included:

- *'Don't like it, lacks ambition, will make no difference'*
  - *'I don't like anything about this proposal. We pay road tax and are getting roads taken away, whilst cyclists pay nothing but seem to be reaping the rewards. Absolute nonsense!!'*
  - *'Waste of money and only make traffic congestion worse'*
  - *'Will decimate local businesses'*
  - *'Increased traffic on Abbeydale Road and Broadfield Road, more choking fumes and decrease in air quality next to only 2 green spaces in the whole area'*
  - *'Bad for small Sheffield businesses and residents'*
  - *'Will cause area to deteriorate even more'*
  - *'Difficult and limited access to homes for residents and workers'*
  - *'Closure of bridge on Little London Rd would increase pollution on Woodseats Road and Abbeydale Road due to increased queues from additional traffic'*
  - *'This is closing off yet another access point increasing congestion and travel time during peak hours'*
  - *'Stop punishing commuters'*
  - *'More traffic squeezed into already overcrowded areas'*
  - *'Chaos at bottom of Carterknowle Road'*
  - *'Nowhere to park'*
  - *'Every traffic system is designed either for pedestrians or cyclists both pay no road tax. It's the motorists who pay for stupid schemes under banner look what we're doing for environmental issues cleaner greener'*
  - *'Nothing it's pandering to a tiny minority of cyclists at the expense of car owners who need access'*
  - *'It's another ridiculous scheme that will cause more traffic on Woodseats Road and Chesterfield Road'*
  - *'Total overkill on little London Road. Yes, slow traffic down yes prioritize cycles. No block to cars.'*
  - *'Poor planning'*
  - *'No displacement parking available'*
  - *'Nothing just causing the motorists more congestion = more traffic fumes'*
- 
- What do you dislike about this scheme?

869 out of 1,248 respondents answered this question. 35% of respondents to this question were concerned about access to residences or businesses.

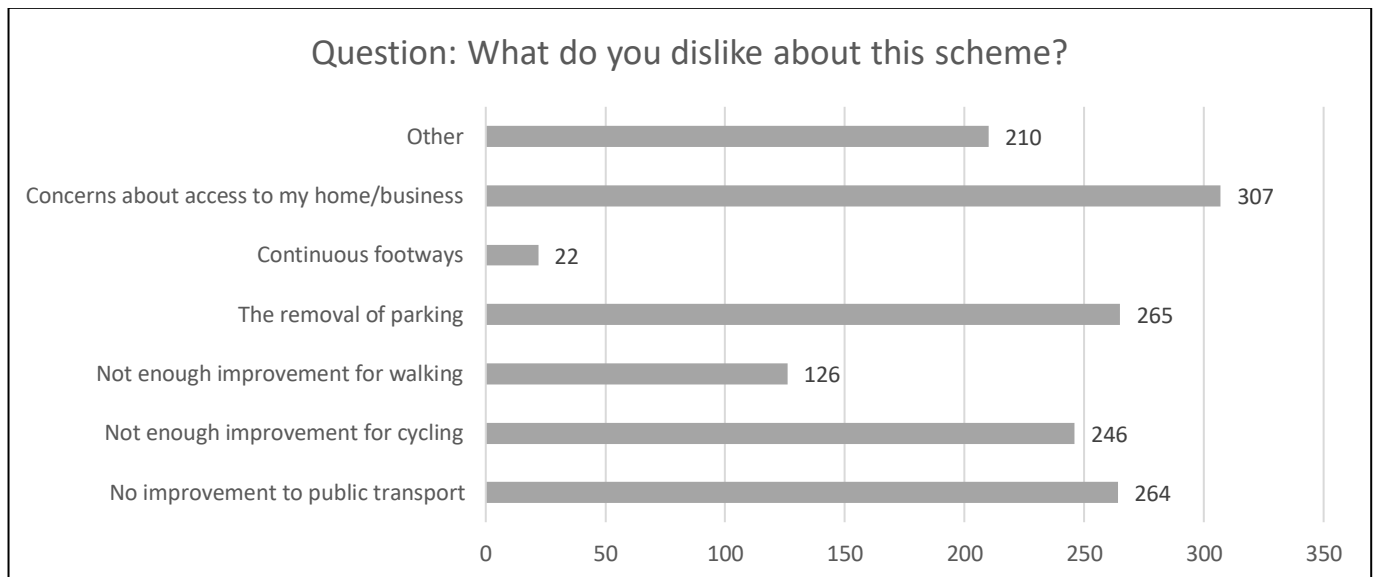


Figure 8: A bar chart indicating responses to the question 'What do you dislike about this scheme?'

210 people wrote down comments in the 'Other' box as to why they did not like the scheme.

Where responses were similar, they have been grouped in the table below. However, the majority of comments have been left in their original format.

Responses as to why respondents did not like the scheme included:

General comments
<ul style="list-style-type: none"> <li>• 10x respondents said they did not like anything about the scheme.</li> <li>• 1x said they didn't dislike anything about the scheme. <i>'It's progress. Thank you.'</i></li> <li>• <i>'Less accessibility for cars is not forward thinking.'</i></li> <li>• <i>'This proposal is definitely worth a try.'</i></li> <li>• <i>'Cyclists.'</i></li> <li>• <i>'Too cycle focused.'</i></li> <li>• <i>'The proposals do not address a number of key problems of the route for cyclists, including some very dangerous or inconvenient ones.'</i></li> <li>• <i>'You are killing Sheffield. Your utopia dream of everyone cycling is insane. Stop forcing your ideals on everyone else.'</i></li> <li>• <i>'Do more. Only covers a small area of Sheffield.'</i></li> <li>• <i>'Already loads of cycle lanes. Don't need anymore.'</i></li> <li>• <i>'The assumption that if a cycle route is provided then car drivers will ditch their cars and buy bikes and bike instead.'</i></li> <li>• <i>'The lack of co-ordination with other Council departments and their objectives.'</i></li> </ul>
Who benefits
<ul style="list-style-type: none"> <li>• <i>'Lack of concern for residents/businesses/customers.'</i></li> <li>• <i>'Not thinking about local folk.'</i></li> <li>• <i>'Ruining roads for us car users.'</i></li> <li>• <i>'Not enough consideration of motorists.'</i></li> <li>• <i>'The prioritisation of cyclists over motorists is disgusting as there are no alternatives as public transport provision in Sheffield is dire and expensive and people are forced to commute in their cars due to the extended school runs thanks to the councils school closures and lack of places in those that are left.'</i></li> </ul>
Safety
<ul style="list-style-type: none"> <li>• <i>'Putting walkers and cyclists on back streets - would worry about personal safety walking this route. I would want to walk or cycle on main roads into town.'</i></li> <li>• <i>'No consideration of improved lighting in the area.'</i></li> <li>• <i>'Failing to protect cycles on other key sections in the area.'</i></li> <li>• <i>'Wasn't clear that the widened cycleway would be separated from the traffic by a physical barrier. This should be a standard on cycle paths as vehicles drive in cycle ways otherwise and render them useless to cyclists.'</i></li> </ul>

## Sheaf Valley Cycle Route

- *'Improving the safety of the unusable path under the Little London Road railway bridge. Amazing for cycling and general quality of life.'*
- *'Just want to be assured that the cycle paths will be obvious and clear both on the path and with signs so that pedestrians take note which are the cycle paths and which are the walking paths.'*
- *'It feels a bit squeezed down the backstreets. It's a pity that cycling can't be more safely integrated on the main roads with the benefits to local shops, normalisation of active travel etc.'*
- *'Unsafe access for parking.'*

### Money

- 5x respondents said it was a 'waste of money' or similar.

### General comments about congestion and the consequences

- 24x respondents said that it would cause more pollution with many attributing this to a perceived increase in congestion as a result of the proposals.
- 73x respondents stated they did not like the scheme because they thought that congestion would be increased with one concerned more traffic would result in more accidents. Roads that were named as roads that would have more traffic on as a result of the proposals were:
  - Abbeydale Road
  - Woodseats Road
  - Chesterfield Road
  - Carterknowle Road / Abbeydale Road junction
  - Smithy Wood Crescent
- 6x respondents were concerned the proposals would cause an increase in journey times. There was also concern the proposals would impact on bus times.
- 1x respondent was concerned about the effect of increased pollution on locals' health.
- *'This will ultimately create more traffic on Abbeydale Road which already has very high Nitrogen Oxide levels. More traffic means more emissions means health risk to me and my family.'*
- *'Concerns about increase of access to Abbeydale Road, turning towards the city from ALL vehicles, homes and businesses.'*
- *'Severe congestion at the one green park on Broadfield Road.'*
- *'Where to start, it's already a nightmare getting funnelled into Chesterfield or Abbeydale Road as other areas have been cut off. Traffic at Broadfield section of Abbeydale Road and Woodseats Road junction will only get worse with increased traffic having no other option. Those roads are not just rat runs they are links to other business, houses, activities that kids need taking too with little time available it's too difficult to do this constantly stuck on already packed main roads. Just closing Woodhead has been bad enough. Soon people will be isolated to their own little postcode unless they have the physical ability to get on a bike. There will be no point to join Woodseats to Abbeydale and Broadfield with that bridge closed, surely you can see this will just cause more issues? It becomes not worth trying to use the shopping areas of this city they are too difficult to get too.'*
- *'Road closures that are not needed.'*
- *'There simply is not the capacity on other roads to support this. What evidence has been gathered. What metrics over what days and for how long and what business impact has been made?'*

### Closure of Little London Road

- 9 respondents stated that they didn't like 'Roads being shut to cars' or similar when asked what they disliked the scheme.
- 12 respondents commented on the "Closure of the road under the bridge on Little London Road" with some expanding on why this wasn't favourable saying:
  - *'Additional mileage, time & pollution'*
  - *'More traffic congestion on other roads because of LLR road closure'*
- *"Closing Little London Road to through traffic removes car access to/from Woodseats where options are already limited. Drivers would be forced onto Woodseats Road rail bridge, which is already busy."*
- *"Removal of an important traffic cut through."*
- *'My child goes to nursery on Little London Road, I need to drop him at nursery and get to work myself, how would this be possible without car access?? Cycling is not an option for everyone particularly with a toddler.'*
- *'No thought to people who work on Little London Road.'*
- *'Closure of Little London Road will affect the Woodseats Road / Abbeydale Road traffic lights which are already horrendously timed.'*
- *'Improved access through the area' seems to translate to "people in the area can't traverse it and move around". There is no big problem with this area being used as a rat run. Much better already since block on John Street and speed bumps.'*

## Sheaf Valley Cycle Route

- *'I am a business owner on Little London Road and closing of the access and removing parking would cripple my business. On a daily observation there are few cyclists that even use this road. Congestion and air pollution would increase as it would make Abbeydale Road and Chesterfield Road even more unbearable. The emergency services would have an increased response time and it would have an impact on the safety of the public. What a waste of time and money the funds would be better spent on our NHS and local authorities.'*
- *'Blocking access via Little London Road to Virgin Active gym from Woodseats Road side.'*
- *'The closure to traffic under the bridge would create problems, youth congregation, drug dealing. The build-up of traffic at the bottom of Woodseats Road onto Abbeydale Road is going to be even worse, especially when the schools are open. Why can't this council compromise between walkers/cyclists/and car users in the bridge area of Little London Road. Can I suggest a traffic light system around the bridge area and widen the footpath under the bridge for pedestrians/cyclists.'*
- *'The effect of removing on street parking will be detrimental to the businesses located along Little London Road. I am all for more cycle provision but it needs to be balanced sensibly with the needs of the local community.'*
- *'This will attract youths under the bridge they hang about round they with traffic so will make the problem worst also the traffic on Woodseats Road builds up has far back has the post office this will not help the matter.'*
- *'Unsafe area under/around Little London Road bridge.'*
- *'No traffic will make little London Road dangerous for women walking alone.'*
- *'It's the perfect cut through road to drive and cycle.'*
- *'Stopping vehicles from using a quieter route at bust times and access to businesses at the other side of the bridge.'*
- *'A route I take will be closed off, making it more difficult to get to and from work. I work with a child who has a disability and also have to take my baby with me so the extension to our route would be difficult.'*

### Dislike of proposals for specific locations

- *'Broadfield Road / Saxon Road Junction.'*
- *'Nothing preventing vehicles parking on the cycle track along Asline Road.'*
- *'Removing the left turn from St Mary's Road and Mary Street onto Shoreham would cause havoc for people in the neighbourhood who use the council parking and travel from the ring road and out of Sheffield. I can support the road being reduced to one lane and even a speed reduction being in place but a full closure would only harm people who live there.'*
- *'Longer route would be needed to be taken by myself and a lot of others who live round Langdale Road/Rural Crescent to get to work and school. Routes are already so busy at rush hour let alone adding more traffic to the main roads at these times.'*
- *'The Shoreham Street section is ridiculous for local residents.'*
- *'Removal of parking to access Post Office Depot. Needs alternative short stay parking.'*
- *'Need a bus gate or protected lane on Shoreham Street. The crossing of Broadfield Road is still really difficult.'*
- *'Access from Woodseats to Virgin gym.'*
- *'Concerned re no suggestions of improving the Woodseats Road/Abbeydale Road junction. The traffic lights as they stand (with no filter) are dangerous. Increasing the volume of traffic as a result of these misguided proposals will cause further accidents.'*
- *'The idea that blocking Hackthorn Road would relieve already bad congestion due to the width of our roads and the fact that more housing has been built above Scarsdale Road and more is planned is quite ludicrous. Traffic will undoubtedly look for alternatives down Norton Lees which too is congested, cars will attempt to turn around, and the one-way access from the top of Derbyshire Lane and out of Norton Lees and the old education offices will be blocked at busy times. Surely central speed bumps on Hackthorn Road would make the residents safer from the cars that do turn onto it. The number of cars getting through the lights at the bottom of Scarsdale Road varies from 2 to 5 on average depending on the positioning of right turners so a "rat run" that is probably used by 2-3 cars per light change just keeps queues down. Queuing cars cause pollution, and most car users are more likely to save up for an electric car in the future than to buy a bike! Traders in the area already struggle due to the limited parking in Woodseats. I can't even recall seeing a bike on the hilly roads around this area, so come on Sheffield Council planners, why inconvenience thousands for the sake of a handful?'*
- *'Preventing vehicles turning onto Hackthorn Road from Scarsdale.'*
- *'Not convinced as current cyclist round low field school area that it'll solve parking badly at school times and risks to kids and cyclists from dodgy parking and engines running.'*

Route

## Sheaf Valley Cycle Route

- *'It doesn't go where I need it to go.'*
- *'Disappointing that it stops at Woodseats Road - there is a good case for extending up Ulverston Road along Archer Road through Millhouses Park and along the wide Abbeydale Road South.'*
- *'Safe cycling for access to Meersbrook are through the London Road/Queens Road junction is still dangerous because of lack of space, high volume of traffic heading south on London Road/Chesterfield Road. Traffic light timing/sensors not picking up cyclist on the bus gate section of London Road.'*
- *'Creating less traffic access to city and creating more congestion for a ludicrous cycle route where a cyclist is expected to use a zig zag route when they will use shortest and least hilly route as they have no power just look how many cyclists cut through Kelham Island area rather than follow longer cycle route.'*

### Businesses

- *"I think the proposal are a real detriment to other road users. I can see businesses really suffering on those areas especially on little London Road due to. Lack of marking for customers. Also, less people cycling as more people working from home."*
- *'Detrimental to business who do not have dedicated parking. Also, once again no provision for adequate car parking to be put in place. Parking on Little London Road is the only viable option for visiting shops on Abbeydale Road.'*
- *'No thought whatsoever for the small businesses that run in this area.'*
- *'Closing Little London Road is effectively shutting down the businesses that require the road for footfall. Criminal.'*
- *'Could do with good quality cycle parking on the route to link up with local businesses.'*
- *'Loss of dog day care for workers.'*
- *'Effect of removal of parking for businesses on Little London Road.'*
- *'Lack of impact upon local businesses, trades people and local people regarding the effects of the scheme especially re Little London Road.'*

### Access

- *4x people said they disliked the 'Removal of access to homes and businesses.'*

### Accessibility

- *'No consideration for disabled people who have to use cars. Closure of access to Little London Road.'*
- *'It's another way of forcing people to stop using personal transport, not everyone has easy lives that can cycle or wants too! The quicker this council is removed the better!!'*
- *'No zero-emission transport for those with mobility issues.'*
- *'I am disabled and need to drive.'*
- *'This discriminates against those who cannot walk far or cycle.'*

### Parking

- *2 respondents commented that there would be 'No parking for local businesses or visitors to local residents.'*
- *'Impact on parking pressures nearby.'*
- *'Lack of parking creating more illegal parking. Shops suffer due to lack of parking.'*
- *'Little information on parking enforcement and illegal motor vehicle ingress into segregated cycle lanes.'*
- *'People do not understand double yellows.'*
- *'No displacement parking available.'*
- *'More and more for the able bodied and more restrictions for the elderly and less able bodied.'*
- *'Serious parking problems for all local residents.'*

### Specific businesses

- *'Emergency and Daily Ambulance access for patients attending Dialysis.'*
- *'Access to GP surgery.'*
- *'Concerns about access to my job.'*

### Emergency Services

- *'Emergency service vehicles unable to get down these shut back roads.'*
- *'Hospital in situ ambulances needed.'*

- Do you agree with our plans to create a segregated cycle track along Shoreham Street? This would require the removal of parking bays.

A total of 1,190 respondents out of 1,248 answered this question. 62% of the respondents to this question did agree with the plans to create a segregated cycle track along Shoreham Street.

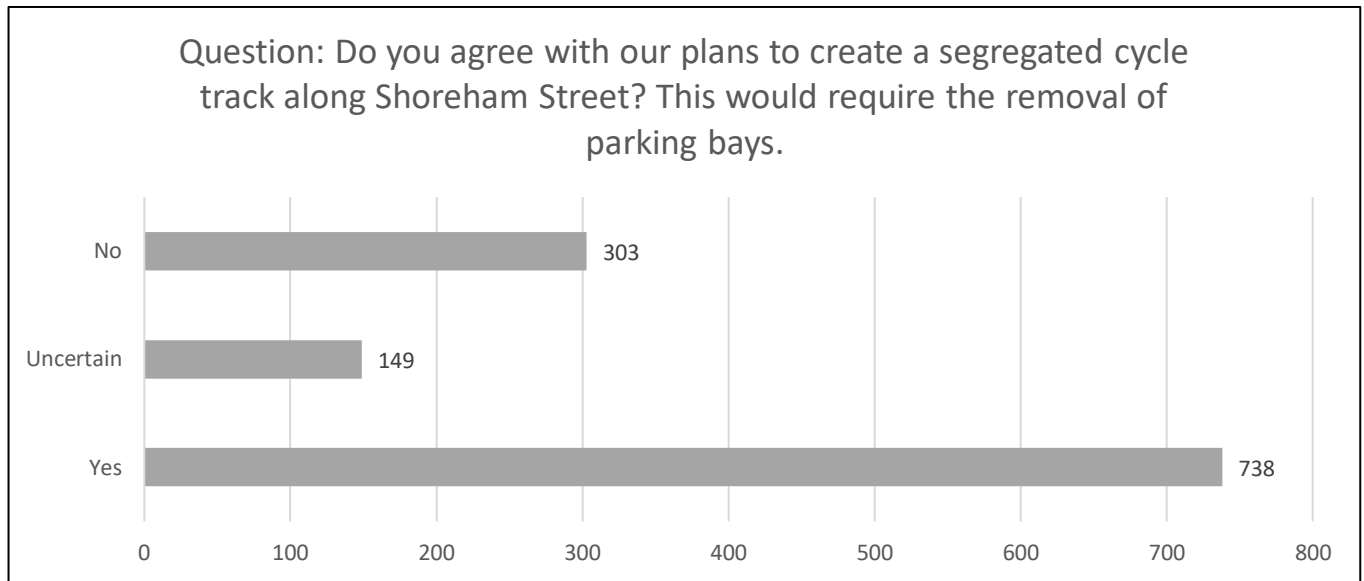


Figure 9: A bar chart indicating the responses to the question 'Do you agree with our plans to create a segregated cycle track along Shoreham Street? This would require the removal of parking bays.'

- Do you agree with our plans to close the road under the Little London Road railway bridge to traffic other than pedestrians and cyclists?

1,214 people answered this question out of a total of 1,248. 55% of the respondents for this question agreed with the plans to close the road under Little London Road railway bridge to traffic other than pedestrians and cyclists. 42% did not agree.

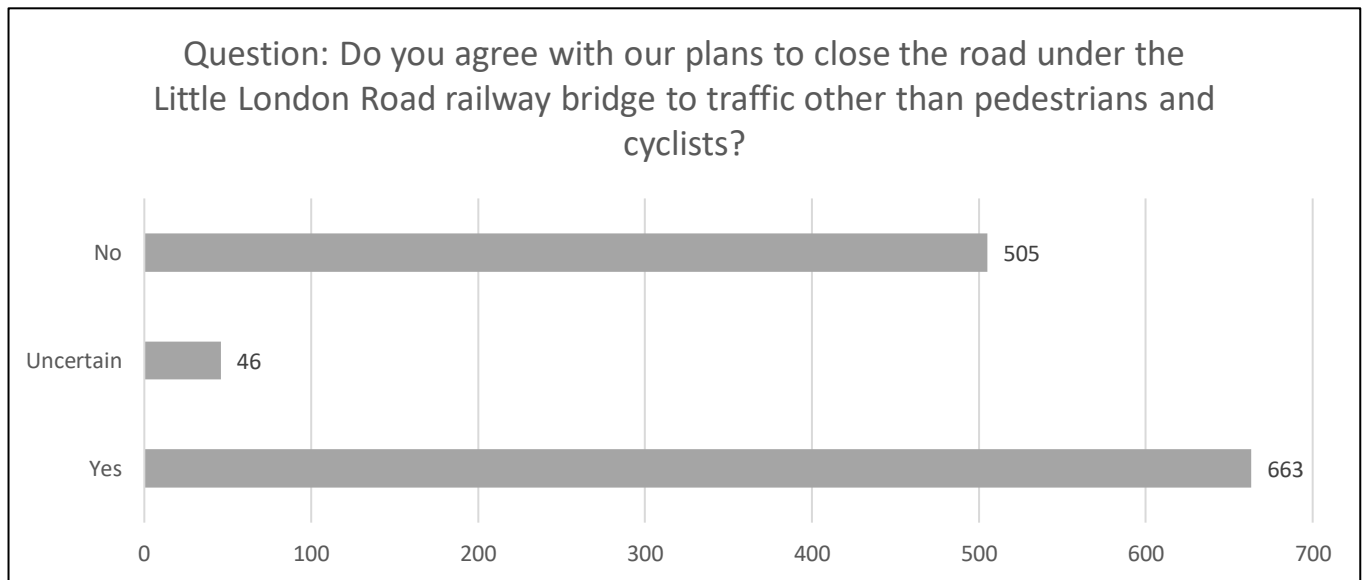


Figure 10: A bar chart indicating the responses to the question 'Do you agree with our plans to close the road under the Little London Road railway bridge to traffic other than pedestrians and cyclists?'

- Do you agree with our plans to remove the existing point closure on Rydal Road and replace it with a road closure between Langdale Road and Rydal Crescent?

## Sheaf Valley Cycle Route

A total of 1,177 people responded to this question. 50% agreed with plans to remove the existing point closure on Rydal Road and replace it with a road closure between Langdale Road and Rydal Crescent. 31% disagreed.

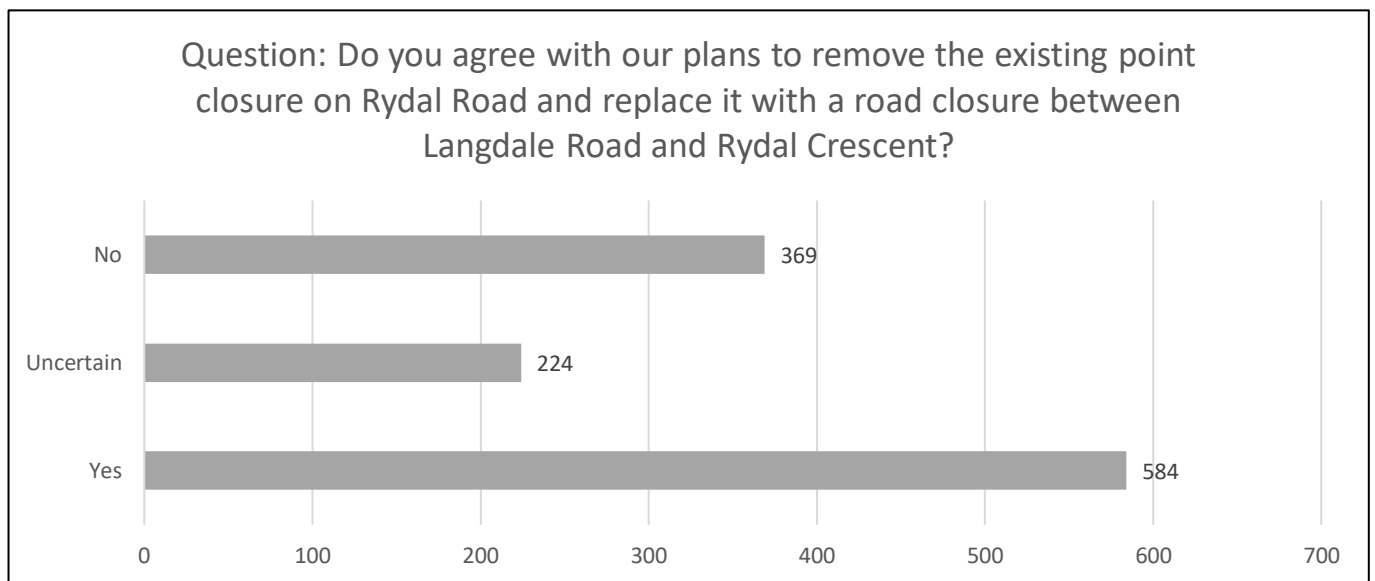


Figure 11: A bar chart indicating the responses to the question 'Do you agree with our plans to remove the existing point closure on Rydal Road and replace it with a road closure between Langdale Road and Rydal Crescent?'

- Do you agree with our plans to allow cars and cyclists to mix with greater safety on Little London Road and Saxon Road by adding double yellow lines?

1,197 respondents out of a total of 1,248 responded to this question. 58% agreed with the plans for double yellow lines on Little London Road and Saxon Road. 29% disagreed.

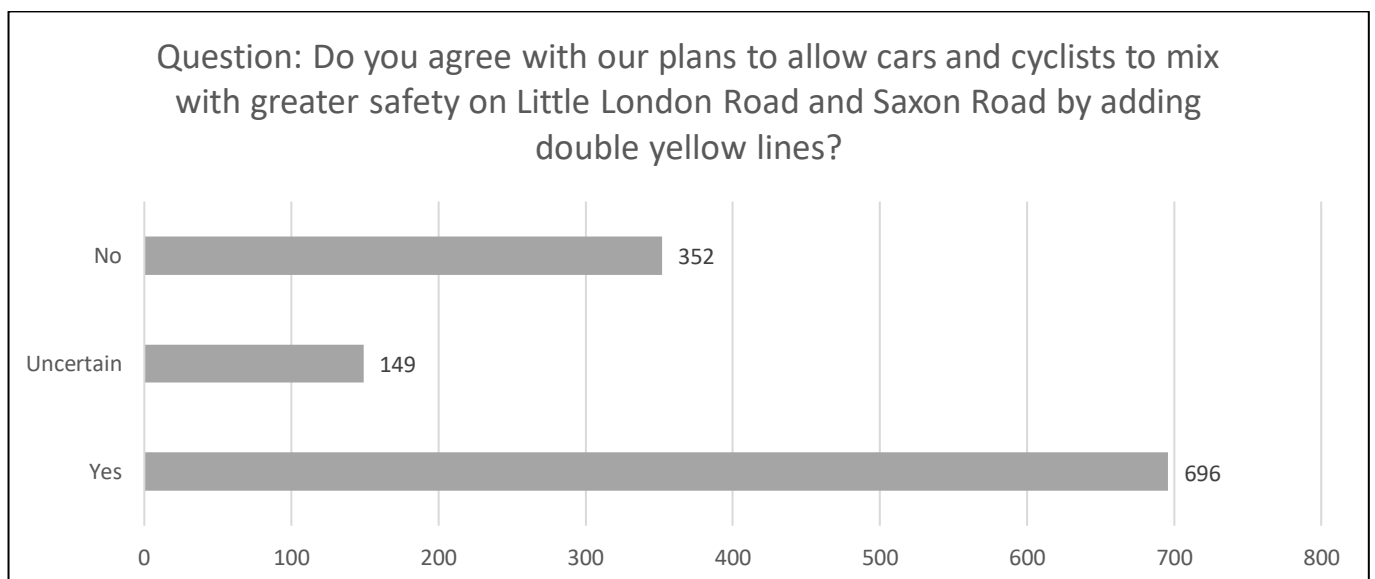
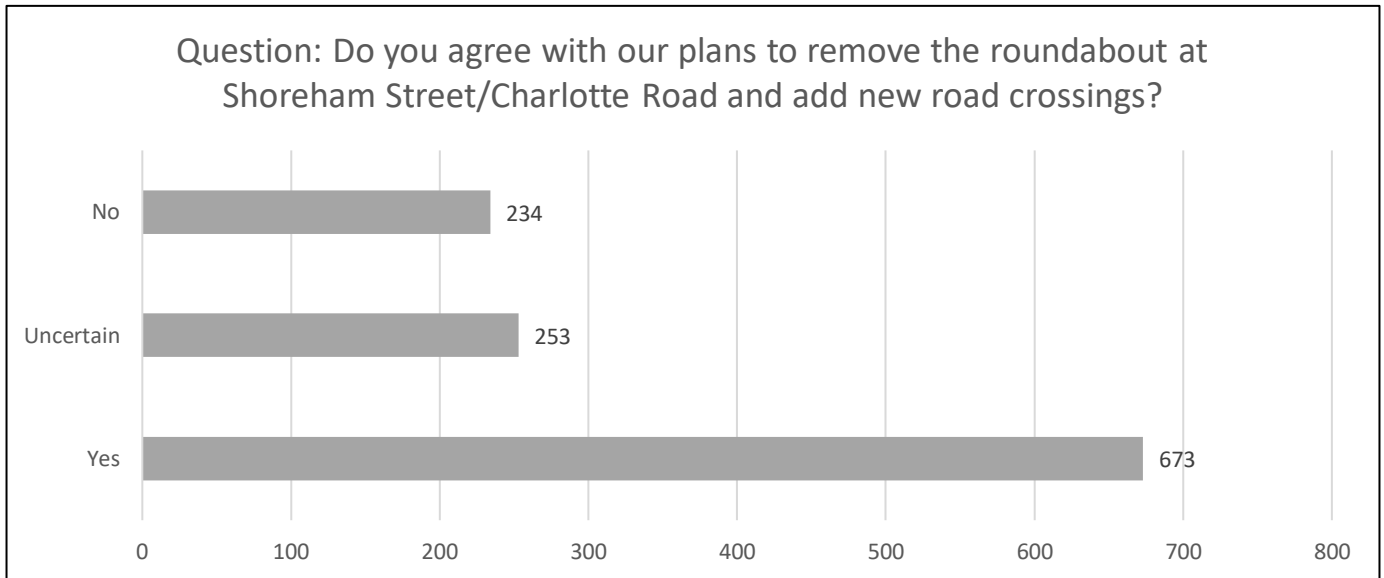


Figure 12: A bar chart indicating the responses to the question 'Do you agree with our plans to allow cars and cyclists to mix with greater safety on Little London Road and Saxon Road by adding double yellow lines?'

- Do you agree with our plans to remove the roundabout at Shoreham Street/Charlotte Road and add new road crossings?

92% of the 1,248 respondents responded to this question. 673 respondents, which equates to 58% of the 1,160 respondents, stated that they agreed with the plans to remove the roundabout at Shoreham Street/Charlotte Road and add new crossings.





- How do you currently travel between or around Heeley, Meersbrook, Highfield and the City Centre?

1,220 out of 1,248 people responded which equates to a 98% response rate. 44% of the respondents stated that they used their car regularly to travel between or around Heeley, Meersbrook, Highfield and the City Centre.

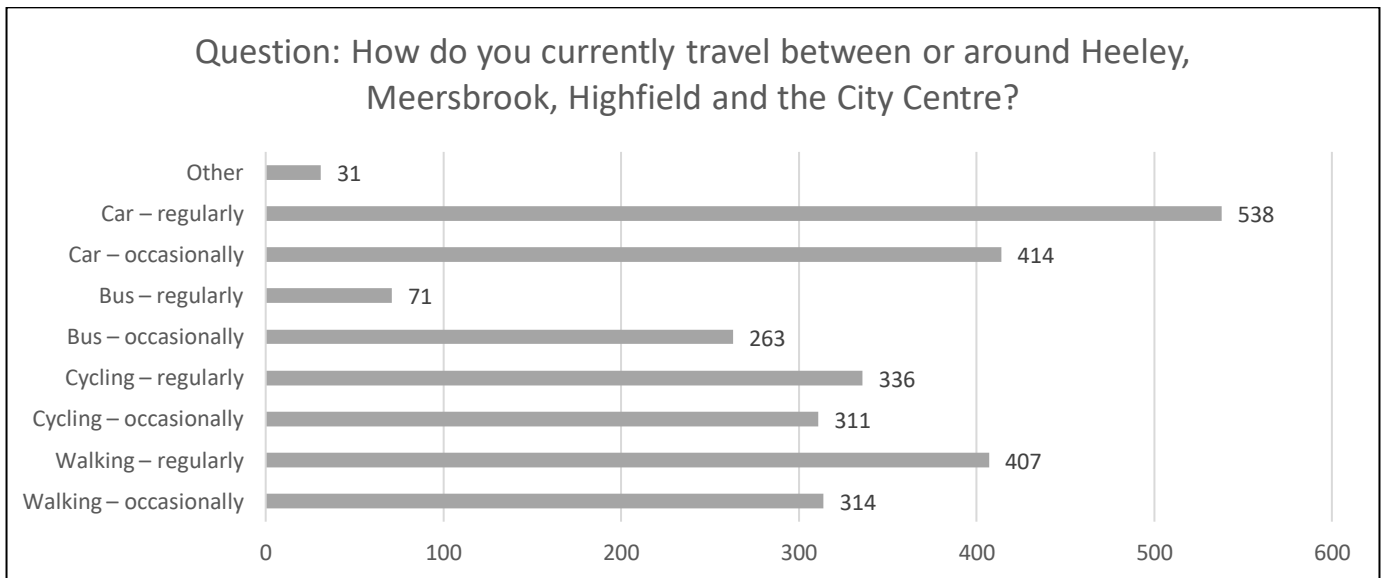


Figure 13: A bar chart showing the responses to the question 'How do you currently travel between or around Heeley, Meersbrook, Highfield and the City Centre?'

31 people picked 'Other' in response to this question. Where they did so, they gave further explanations that included the following:

- Jogging or running was mentioned by five people
- Motorcycling was mentioned by four people.
- "Wheelchair access with 94-year-old parent - where and how would we park safely for access?"
- "Car taxis I am disabled and cyclists are dangerous to me and e-scooters. I know they are illegal but there are loads on pavements I am cross you have not put section for wheelchair users once again we are forgotten"
- Van was mentioned by six people, as well as one who mentioned commercial vehicles for work with another saying deliveries.
- "Why go into the city centre"

- “Carers, deliveries, visitors, bin lorries to apartments twice weekly”
- “Car-Cycle-Walk”
- ‘Emergency vehicles’
- ‘Work’
- Tram was mentioned by one person.
- “Would use bus more but wary of covid, doesn’t feel safe yet.”
- “Litter picking as the council do not do this!”
- “Children’s Scooters for the school run.”
- “Very slowly in already congested traffic”
- If our proposed scheme was introduced in and around Heeley, Meersbrook, Highfield and the City Centre, how would you travel around the area?

1,199 people responded to this question out of a total of 1,248 participants. This equates to a 96% response rate. 46% of respondents said that they would cycle regularly if the proposed scheme was introduced.

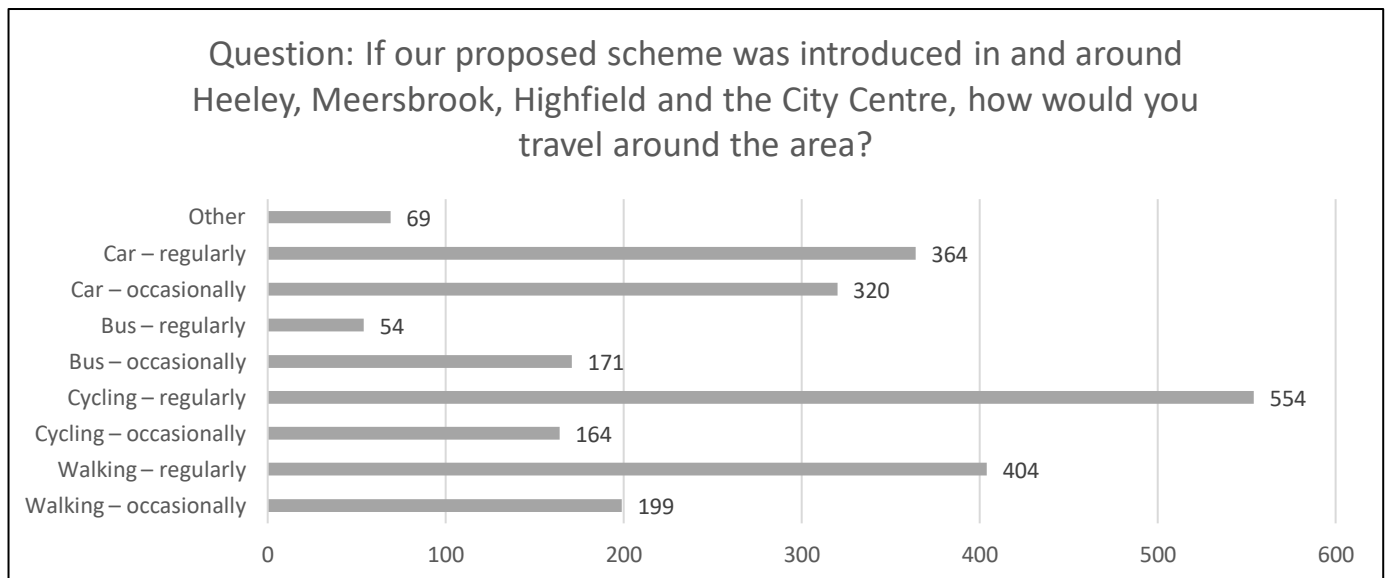


Figure 14: A bar chart showing the responses to the question 'If our proposed scheme was introduced in and around Heeley, Meersbrook, Highfield and the City Centre, how would you travel around the area?'

31 people picked 'Other' in response to this question. Where they did so, they gave further explanations that included the following:

- Some commented on how else they would travel should the proposed be introduced:
  - 4x participants said that they travelled around the area by jogging or running
  - 4x respondents said that they used a motorcycle
  - 3x respondents said they would travel around by van
  - 1 person said bus but said they were very unreliable
  - 16 respondents said they simply wouldn't travel around the area any more or would do so a lot less
  - 5x people said that they were 'Unsure' about their answer to this question
  - 2x people said they would travel around the area 'with difficulty'
  - 'Cycle occasionally'
  - 'Bus or car vey occasionally, and use the bike much more often as a family'
  - 'I wouldn't be able to safely'
  - 'I wouldn't work as a tradesman in the area'
  - 'I would cycle more, and my partner would be more encouraged to cycle locally too'
  - 'Nothing would change waste of money'
  - 'In even more congested traffic than before!'
  - 'Still by van but stuck in gridlocked traffic will create more pollution!'

## Sheaf Valley Cycle Route

- *'I would not change my habits and neither would the majority of others that use this route'*
- *'Stop going to the businesses in this area and find an alternative'*
- *'Car I have no other choice'*
- *'No change'*
- *'I would still have to travel by car I have kids at Woodseats School and in Mercia plus they [have a] disability so are vulnerable too and my husband disabled already traffic is a nightmare your about to make it worse but this council is great for that'*
- *'Work'*
- *'Car Cycle Walk'*
- *'Will never be cycling that's for sure and there are no buses that take the route o need so I will be another polluting car in the main area of Abbeydale Road South where houses are literally going to see a high increase in pollution'*
- *'Would have to move away as parking is awful now and you plan to make it even harder'*
- *'Unable to ride a bike'*
- Some respondents used the box to give their comments on the scheme
  - 2x people said they would no longer travel around the area and, instead, would travel to Chesterfield
  - One said they would not be able to connect to businesses
  - *'Could not do my job without my van to park'*
  - *'Miserably as I would see wasted cycle lanes not getting used just like the ones you steamrolled through without consultation'*
  - *'Displacement parking in front of other local people's homes and businesses'*
  - *'We would have nowhere to park any vehicles outside my home or work! I already have somewhere to store my bike and plenty of buses and pavements available'*
  - *'Businesses would close - not able to park and conduct usual business supporting others'*
  - *'Would be impossible to park, therefore businesses and homeowners would suffer'*
  - *'Would be difficult to access our homes and the local businesses'*
  - *'Difficulties with travel, parking, bin lorries, deliveries, visitors, carers, work opportunities'*
  - *'I couldn't get to my house easily'*
  - *'No other local parking available'*
  - *'Impossible for small Sheffield businesses to survive'*

## Analysis of Open Questions

An extensive summary of the main issues raised by respondents through the open-ended questions on the feedback form, which allowed respondents respondent to elaborate on their points, as well as via phone, email and Freepost, is provided in the following table.

<b>Support</b>
<i>General Support</i>
<ul style="list-style-type: none"> <li>• 56 comments were made in support of the scheme, these included broad statements such as:               <ul style="list-style-type: none"> <li>○ “Looks brilliant can’t wait for it all to be done”</li> <li>○ “Overall some amazing, much needed improvements”</li> <li>○ “Anything that improves the area”</li> <li>○ “A very good scheme”</li> <li>○ “Great idea. Stay strong with the plan”</li> <li>○ “It is good to see more thought being put into making the city safer for people on foot and bicycles though, as Sheffield has often been way behind other cities in the UK on this front.”</li> </ul> <p>Many were happy to see that Sheffield was taking action because it was perceived as being behind other cities. But some thought the scheme should go further. See section on <b>More Action</b>.</p> </li> <li>• 33 comments were made that suggested the scheme will encourage themselves and others to cycle more, or take up cycling, as a result of the proposals, e.g.:               <ul style="list-style-type: none"> <li>○ “I think this would give many people who would cycle a chance to do so with confidence”</li> <li>○ “A scheme like this would really help me get back on my bike”</li> <li>○ “As a result of the changes I would be more likely to cycle”</li> </ul> </li> <li>• 6 comments were made in support of reducing on-street parking.</li> <li>• 7 comments were made supporting the fact that the scheme should help to reduce traffic.</li> <li>• 13 comments were made supporting the prioritisation of cycling and walking over motor vehicles.</li> <li>• 15 comments were made supporting a more connected cycling route through the city e.g. ‘Getting across the city can be a little disjointed. I look forward to the changes.’</li> </ul>
<i>Safety</i>
<ul style="list-style-type: none"> <li>• 36 comments were made supporting the proposals because it will help making cycling and walking safer. Many people commented that they are currently deterred from cycling because the roads are scary/dangerous, and the new proposals would help them feel safer on more confident to cycle e.g.               <ul style="list-style-type: none"> <li>○ “I agree with all moves towards a safer cycling city. I am deterred from many cycling trips because many car/van drivers do not give cyclists space or respect on the road”</li> <li>○ “I feel nervous to cycle in the city when the cycle lanes are on the road, but the new proposals mean I may give it a try”</li> </ul> </li> <li>• One comment from a respondent stated that they hope the proposals will reduce accidents and vehicular collisions with cyclists.</li> <li>• Two comments were made supporting improved safety measures for cyclists, but highlighting that enforcement is needed i.e. to stop people parking in cycleways.</li> </ul>
<i>Health and environment</i>

- 13 comments were made supporting the environmental benefits of cycling, particularly the reduction in emissions.
- 12 comments were made supporting the encouragement healthier lifestyles through active travel.

## Opposition

### General Opposition

- There were 61 people who stated outright that they were not in favour of the scheme. When expressing their dislike of the proposals, comments included phrases such as:
  - “Improve it by scrapping it”
  - “What a ridiculous idea”
  - “It’s a joke”
  - “It’s a very bad idea”
  - “Just don’t”
  - “Absolutely disgusting”
  - “Sick of Sheffield Council silly ideas”
  - “This is one of the most stupid proposals I have ever known”
  - “It’s as though no one has a clue in Sheffield City Council”
  - “This is such a CHEAP inconsiderate proposal”
  - “Harebrained scheme”
  - “Insanity. \*\*\*\*\* ridiculous”
- When respondents went further and stated why they were not in favour of the Sheaf Valley Cycle Route scheme, the following reasons were given:
  - Four people said that it only considers cycling and not users of other modes of transport
  - Three respondents said that the existing cycling route through the Sheaf Valley is sufficient
  - One respondent said that the answer was to encourage better traffic flow and create a better, cheaper, greener bus service
  - Two comments that lessons should have been learned from the cycle lane attempt in the Shalesmoor area

### Health

- One respondent thought that the health of local residents would be negatively impacted.
- Concern was raised by one respondent that more cyclists on the roads would lead to more injuries and fatalities due to road collisions.

### Environment

- One comment was made that the proposals are not good for the environment because trees are being cut down.

### Money

- Concern was raised by one that the motivation behind the scheme was solely financial.
- Opposition was raised by 15 respondents that the scheme is being paid for with taxpayers’ money. Several respondents branded it a ‘waste of money’ with one saying it was a ‘minority scheme’.
- Two respondents were concerned about the overall cost vs benefit.

- Comments were made by nine respondents that the money being spent on the project could be better spent on other projects and services around the city. Some gave examples which included:
  - Road repairs
  - Upgrading road systems to improve traffic flow
  - Pavement repairs
  - Services, including mental health and care services
  - Improving the environment / greenery
  - Car parks for electric vehicles
  - Public toilets
  - Cycling proficiency course
  - Road awareness lessons, for pedestrians, drivers, as well as cyclists
  - Affordable housing
  - Subsidising and/or providing public transport
  - Making it cheaper and more convenient to drive to / park in town
  - Teach cyclists how to ride a bike properly
  
- Suggestions were made by nine that either:
  - a) because car owners pay taxes (road taxes / fuel levies), they should be supported by improvements, or
  - b) cyclists do not pay taxes and therefore should not benefit from improvements. Several suggested that cyclists should be made to pay taxes.
  
- Suggestion was made by one respondent that the rationale for the scheme was for the council to gain financially through fixed penalty and parking fines.
  
- One question asking for a breakdown of the cost of the proposals.
  
- One respondent thought the scheme was disjointed: "It is a scheme to spend the available public money quickly rather than producing a creative scheme which really tackles the barriers to why people do not walk or cycles on this route."

### *'Being Forced'*

- Opposition was raised by one that people were being 'forced' on to bikes.
  
- One stated that the council were aiming to 'cull the car driver'.
  
- One commented that the area they live in is being 'steamrolled' by the proposals.

### *Journey Times / Congestion*

- Concern was raised about where cars would be diverted to because of the proposals. 135 respondents thought that the scheme would increase congestion/journey times in the area. Some named the routes that they thought would be more congested because of the proposals being implemented:
  - Abbeydale Road
  - Chesterfield Road
  - London Road
  - Queens Road
  - Broadfield Road
  - Sheaf Street
  - Broadfield Way
  - Langdale Road

A significantly large number of these respondents specified that they thought that congestion would increase on these main roads directly because of the closure of Little London Road, with three people specifying they thought that congestion would increase on Abbeydale and Chesterfield Road directly as a result of the closing of the junction at Rydal Crescent. Many respondents noted that they used this route for work, collecting children from school, etc., and quoted how long they thought their journey times would increase as a result.

- Three people questioned whether studies had been done to understand the potential impact implementing the proposals would have on nearby roads.
- Concern was raised by 45 respondents that an increase in journey times and/or congestion (with vehicle idling) along main routes would result in higher rates of pollution along routes to which traffic would be diverted, with many people stating their concerns for the residents and people who frequent the schools, eateries and playgrounds along or near to these roads. One raised concern about the impact on those with asthma.
- Two raised a concern that road rage would increase because of poor traffic lights and heavy traffic.
- Two people were worried about crossing Woodseats Road should the traffic volume increase.
- One person raised concern that the congestion would impact negatively on public transport journey times.
- One raised concern that the existing traffic lights 'leading onto London Road from both directions of the proposed reroute' are already very busy so concern was raised regarding the impact of additional vehicles as a result of the road closure.
- Concern was raised by 16 respondents that they needed to use their cars for work and journeys would take longer, especially at rush hour.
- Concern was raised by two respondents about how the journey times of emergency services would be affected given that they would have to use Abbeydale Road (which one participant believed would be more congested as a result of these proposals being implemented).
- Concern raised by three about the impact on public transport journey times that the proposals would cause.
- One stated that the "75 / 76 bus routes already suffer with reliability issues due to large parts of the route being on heavily congested roads; further delays on Woodseats Road will see less reliability on this bus route, resulting in fewer people using it (across the whole route, not just in this area) and largely shifting to cars".
- Concern raised by one about the impact the proposals would have on emergency service vehicle response times.

### Opposition to cyclists/cycling in general

- Opposition to cyclists as road users, and particularly spending money on cyclists was raised by 11 people.
  - "Stop ruining our roads for cyclists who are a big nuisance anyway"
  - "Cyclists should only ride on private properly"
  - "Do gooders on bikes who have no insurance or road tax"
  - "Enough with the cycling obsession!"
  - "Make cyclists pay some kind of tax"
  - "What is it with Sheffield and \*\*\*\*\* bicycles!"

- Two stated that cyclists didn't follow the rules of the road and that they should be fined for travelling on the pavement and be forced to wear Hi-Viz.
- One respondent stated they would purposefully block the new cycle paths as a form of protest against cyclists.
- One commented that cyclists do nothing to improve air quality.

## Hills

- Concern was raised by 15 that the hilliness of Sheffield is a hindrance to some who wish to cycle, with one stating the severity of the hill on Woodseats Road was particularly bad.

## Convenience

- One person said that due to convenience, they would not consider cycling over the car.

## Penalising Car Users

- Opposition was raised by 12 respondents who said that the scheme punished car users. Some stated this was because:
  - It made parking more difficult
  - Some car users rely on the routes being closed
  - Car users were being forced away from areas
  - 'Dogmatic assault on car users'
- It was requested by two that all road users are considered before changes are implemented.
- One comment questioning why car tax is paid if parking is restricted.

## Accessibility and Inclusivity

- Concern was raised by 22 that those who relied on the car, for example due to impaired mobility, accessibility needs or because they have children, would be disadvantaged as a result of the scheme as access would be made harder:
  - Some people stated that the scheme was discriminatory against the less able and elderly
  - One question was raised as to how access would be protected for those who need access by car, such as protected resident parking spaces
  - One raised a question as to how those with mobility aids would be able to use the route
  - Concern was raised by two respondents over the loss of parking for those with mobility issues that need to park near their home or when visiting businesses, e.g. Laces Gym
  - One resident is concerned that their disabled child is being overlooked by the council
- One person suggested those who were less affluent would be adversely affected.
- One person asked how it would benefit children who walked.

## Design

### General



## Sheaf Valley Cycle Route

- One respondent was concerned about the number of people walking down Cherry St and Shoreham Street on match days – they quoted 25,000.
- Request by one for “curved edging on the cycle paths for more perceived space and safer access”.
- One comment that the design cannot be similar to the Dutch approach as they built their towns and cities around cycle infrastructure.

### Location of turning circles

- One raised concern about the location of turning circles as it was deemed that this will be dangerous as they are on the cycle route. The respondent was concerned that vehicles would reverse into cyclists.

### Road markings / signage / lights

- Three requested ‘sufficient’, ‘clear’ and ‘sensible’ road markings and signage at junctions to prioritise cyclists and address mindsets about ‘vehicle hierarchies’.
- One stated that traffic lights crossing need to be responsive and change quickly in favour of pedestrians and cyclists to avoid pedestrians and cyclists crossing on red.

### Rationale

- One question was raised about the rationale for the scheme considering more people are working from home now.
- Concern was raised by one about who the scheme actually benefitted saying that the scheme is for those travelling through the area and not those who live here.

### Parking

- 11 people were concerned that parking restrictions will worsen the number of parked vehicles or ability to park because of increased volume of parked vehicles on nearby streets or access to nearby streets in order to park. Although some respondents didn't name a particular location when stating that being able to park would worsen, others did. Some named the roads that would become more difficult to park on:
  - Langdale Road
  - Visiting Little London Road
- Five people were concerned with how cars would be displaced because of the double yellow lines. Some commented that alternative parking should be provided to counteract the loss of parking through double yellows. One person commented that there is a shortage of parking in the area already.
- Two stated that the removal of parking was ‘incredibly unfair to residents some of whom are low income or students and may rely on cars’, such as those with accessibility needs.
- One was concerned that people would park their vehicles on double yellow lines and disregard the parking restrictions, with another saying that parking restrictions need to be enforced.
- Concern was raised by three about cars parking in cycle lanes. With another one stating that there should be bollards or similar to restrict access to the cycle lane.

- Suggestion from one person that there was an overuse of yellow lines on Windermere Road/Rydal Road where parking could be reinstated.
- A comment that businesses without car parks should get extra support if they lose on-street parking.
- Concern was raised by 12 respondents that access/parking for residents will be made worse because of the implementation of the scheme and that further consideration was needed of residents. One raised concerns about how residents who work night shifts would park during the day.

## **Bike/Car Usage**

- 20 commented that there aren't/wouldn't be many cyclists using the route so implied that the scheme wouldn't benefit a lot of people, with many respondents asking for the numbers of cyclists that used, or were anticipated to use, the route. A respondent stated that even fewer people would use the route in the winter months.
- One said they had noticed an increase in cyclists in the last two years.
- 11 questioned or disagreed with the assumption the scheme would make people use their cars less with some stating it required a complete culture shift.

## **Infrastructure**

- One comment that painting lines on a road to denote cycleways is not sufficient to be called infrastructure.

## **Safety**

- Suggestion by one that mixing cycle lanes and two vehicle turning circles could be dangerous.
- One stated that children should be safe along the whole route to ensure cycling was a 'safe' option.
- One concern that the hills along the route will create too much danger for cyclists.
- Two comments of concern that removing on-street parking will make it dangerous for people to walk back to their houses at night, as they are likely to have to walk further. This is particularly concerning for young females walking alone.
- Two comments that mixing cyclists and pedestrians is too dangerous.

## **Consultation**

- Two questioned whether their views would be considered and whether this was truly a consultation exercise or an information sharing one.
- One person opposed the "option on 'what do you like about this scheme' being 'less traffic congestion', as that would almost certainly not be the case in this area."
- One stated that residents should be consulted and 'not the people on Facebook who don't live there'.
- One requested that as many cyclists as possible were consulted with.
- One requested contact was made with affected individuals or groups.

- Three questioned whether businesses in the area had been consulted with one saying just having the website is not sufficient – they questioned whether the consultation followed government guidelines.
- One stated that visualising the scheme was difficult because it was laid out in fragments online and another suggested there was cause for misinterpretation of what was happening as part of the proposals and requested clarity on Little London Road.
- One commented that the leaflet they received from the Green Party about the proposals had a different diagram to the one on the consultation website.
- One questioned why the consultation is being held during the summer holidays when a lot of people are away.

## **Closure of Vehicle Access (General)**

- Four people commented that through access should not be stopped.

## **Double Yellow Lines (General)**

- Five stated they do not agree with yellow lines with one going further and saying better traffic management should be used instead.
- Concern raised by a large number of respondents that double yellow lines will be disregarded and a large number wanted to see the restrictions enforced.

## **Route**

- 16 comments were made saying that, for cyclists, the proposed route is too convoluted and circuitous and involves too many hills and should be simplified. Comments about the route included:
  - 'Zig-zagging awkwardly around back streets'
  - 'Stop sending cyclists off on 'special routes'. Make the more direct routes safer'
  - 'Very indirect'
  - 'This quite complicated route will be unattractive for many potential cyclists'
- One commented that the roads are fine as they are and the route won't be an improvement.
- Two comments were made wondering if the Council are aware of existing cycle infrastructure in Sheffield.
- One comment questioning why the route only goes to Woodseats.
- One respondent was concerned that the route still forces a lot of crossings to be made which is dangerous, especially for children.

## **Implementation**

- One comment hoping that the proposals are implemented quickly to mitigate the disruption they will cause.

<b>Concern</b>
Businesses

- 45 respondents raised their concern about the impact on businesses in the area in general, including tradespeople:
  - 'Your proposals will have a devastating effect on the businesses along the route'
  - 'You are going to hit businesses big time'
  - 'This scheme will ruin local businesses'

Some stated that the proposals would make it harder for them or may even force them to close impacting on jobs. One stated that this would be because of:

- Restricted access for employees, customers deliveries
- Those who use the roads to travel about for their jobs would be negatively impacted

- 12 people suggested that the authority should be making it easier for businesses, not harder, given the impact of the Covid-19 pandemic on businesses over the last 18 months.
- Many respondents stated that the city centre would be negatively affected by this scheme with numerous respondents also stating that it had already been 'destroyed' and that schemes such as this would push people to shop/work elsewhere e.g. Meadowhall. Six respondents were concerned that the scheme would negatively impact on the city centre due to the one-way systems and parking costs.
- Specific businesses were named by people concerned by the impact of road closures, whether that was because they were concerned for the business' future or because they were concerned how customers would access them, included:
  - Access to Arnold Lavers (concern was raised by two that you cannot 'bring timber home from Lavers on a bicycle')
  - Access to the Hardy Pick (Hungry Horse Pub)
  - Sloane Medical Centre
  - Doggy Daycare
  - Mechanics
  - Post Office
  - Climbing Works
  - Gym
  - Dance Studio
  - Soft Play

Six comments specifically concerned about the impact the proposals will have on 'Paws to Play' dog daycare, as if parking is restricted or lost, they will not be able to easily access the business. 10 comments specifically concerned about 'Smith's Autos' garage, suggesting that an integral part of the business is being able to park cars directly outside it. One particular concern from a delivery driver who regularly has to wait outside Smiths Autos whilst card payments process, stated it would be very inconvenient to not be able to park outside the business.
- Concern was raised by two respondents that there is a hospital in the area and closing access would impact on 'life and death' due to the effect on ambulances, as well as the negative impact on patients attending for treatment.
- Seven people commented that they are concerned the proposals will create more congestion which will create pollution and worsen air quality, negatively impacting businesses.
- 10 respondents were particularly concerned that the proposals will lead to the closure of small businesses and therefore the loss of jobs in the area.

# Sheaf Valley Cycle Route

- Building on this, three additional commenters suggested that if businesses close, the area may see the rise of crime and anti-social behaviour.
- Five comments were made stating that there are not enough cyclists on Little London Road to justify the proposals, and the local businesses should be prioritised over cyclists.
- Four comments that different options need to be considered instead of double yellow lines, i.e. speed bumps, or a short-stay car park.

## Suggestions

### General

- One suggestion that “Compulsory purchase/inclusion of cycle routes as part of future development alongside rivers should be key to unlocking safer routes while not having a negative significant impact on motor vehicle users.”
- Three suggestions that the scheme should forgo road closures and create separate walk/cycleways elsewhere.
- One suggestion that improving traffic flow around the city should be the first consideration.
- One suggestion to reopen previously closed roads along the route.

### Parking

- Three suggestions were made for more off-street parking due to the removal of on-street parking spots across the route.
- Two suggestions were made for the provision of electric car charging points.
- One comment was made suggesting that the cycle routes should be designed to physically prevent on-street parking as much as possible. Particularly on Shoreham Street.
- Two suggested higher curbs to deter parking as there were fears double yellow lines would be ignored.
- One suggestion was made for stricter parking enforcement and to use the profit from parking fines to maintain the cycleway.
- One suggestion was made to make parking free for electric and hybrid vehicles.

### Cycle Parking

- Five comments were made suggesting that there needs to be ample provision of secure bike parking/storage along the planned route, also including:
  - E-Bike charging
  - CCTV monitoring
  - Changing facilities
  - Bike loan schemes

### Route

- 37 suggestions were made that the route should go further out of Sheffield, with suggestions it should extend to:
  - Totley
  - Heeley
  - Millhouses Park
  - Beauchief
  - Endcliffe and Ranmoor student villages
  - Norfolk Park
  - Wicker
  - Ulveston Road
  - Hillsborough
  - Jordanthorpe
  - Greenhill
  - Graves Park
  - Nether Edge
  - Park Hill Flats
  - Peak District
  - Ringinglow Road
  - Further up Woodseats Road
- One person suggested that the path along the train maintenance road should be used as a cycle route.
- Four suggestions generally stating that the route needs to be more joined up across the city, with more segregated cycle lanes.
- Two stated that cyclists shouldn't have to come to a stop (citing the section from Asline Road to Saxon Road).
- A suggestion to close the 'missing link' between Matilda Street and Sheaf Street as it currently leaves cyclists very exposed to vehicles.
- One suggestion that the route should "simply be led around the playground on its north side along Bramall Lane and then onto Asline Road" to avoid the dangers of cyclists passing through the park/playground.
- One comment suggesting that Furnival Street should only be used by public transport and not connected to the ring road, which would reduce traffic and make it safer for cyclists.

### Public Transport

- 15 comments suggesting that improving the bus system in Sheffield, particularly timings and cost, would be beneficial, especially when discouraging people from using cars, because hills/bad weather may put people off cycling.
- Four comments suggesting tram services could be improved, with additional stops and more frequent services.
- One suggestion that the south-west of Sheffield in particular needs to be better connected to the public transport network.
- One suggestion for electric busses.

### Safety

- Three suggestions were made for improved signage along the route, as well as road painting.
- Three suggestions were made for better lighting, particularly under the railway bridge on Little London Road, as it can feel unsafe especially in the winter/at night.
- 21 suggestions were made for segregated cycle lanes the entire route:
  - They give children more confidence when cycling
  - To ensure increased safety of users so that motor vehicles do not pass cyclists too closely
  - To encourage more cyclists to use the routes
  - Planters as barriers to reduce the fumes from vehicles for more pleasant cycling
  - Avoids having to 'dodge' parked cars.
 However:
  - One suggestion was made that segregated cycle lanes will cause more danger as drivers will be less used to encountering cyclists on roads
  - One suggestion that segregated cycle lanes should also be segregated from pedestrians to avoid conflict
- Three suggestions were made for speed limit reductions.
- Three suggestions were made for better maintenance including the regular sweeping of cycle lanes to keep them free of debris.
- Two suggestions were made for smart traffic lights.
- Two suggestions were made to use different coloured tarmac for walkways and cycle ways.
- One suggestion made for drains to be built into the curbs to stop cyclists from slipping on them in the rain/ice.
- Request for 2m wide cycle paths from one to reduce dangerous overtaking.

## SPECIFIC LOCATIONS:

<b>ASLINE ROAD</b>
Support
<ul style="list-style-type: none"> <li>• One person stated their support for the island being removed.</li> <li>• Support was raised by one for the proposal to install a Toucan crossing on the west side of Lowfield School.</li> </ul>
<b>Concern</b>
<ul style="list-style-type: none"> <li>• Concern was raised by eight respondents that Asline Road always has parked cars on it which causes conflict. Suggestions were made by four people of measures to prevent people parking/blocking the cycle lane to prevent the ongoing issue of parking in the cycle lane. These included:                             <ul style="list-style-type: none"> <li>○ Double yellow lines here to reduce the likelihood of parking in the cycle lane</li> <li>○ More parking enforcement</li> <li>○ Barriers to prevent people blocking the cycle lane</li> <li>○ A high curb</li> </ul> </li> <li>• Concern was raised by one about more coaches having to park on Asline Road on match days due to the proposals.</li> </ul>

## Sheaf Valley Cycle Route

- Concern was raised by one regarding the southbound traffic that comes from London Road heading towards the city centre along Asline Road as it was deemed too often be fast moving and there was suggestion of a measure to reduce vehicle speeds here.

### Suggestion

- One suggestion to remove the traffic island on Asline Road.
- Two suggestions for more bollards to prevent parking along the cycleway on Asline Road.

## GLOVER ROAD

### Concern

- Concern was raised by eight respondents that Glover Road always has parked cars on it. Some suggested that those parking illegally, as well as blocking the cycling area, on Glover Road were:
  - Doing drop-off/pick-up at the school
  - Customers and delivery vans of the shop at the bottom of Glover Road

### Suggestion

- A request for enforcement of illegal parking on Glover Road.
- Two suggestions that the cycle lane should be completely segregated and potentially Glover Road should be closed to cars completely.

## LITTLE LONDON ROAD

### Support for changes on Little London Road

- Support was raised by 64 respondents for the **closing the through route under the bridge**. Some stated that they thought:
  - “[It] is a good idea”
  - “Brilliant”
- Where respondents went further an explained why they were in support of the scheme, reasons stated included:
  - The route “would far better serve the community as a safe and quality cycling and walking route”
  - Increased safety for cyclists and pedestrians around South Sheffield and into the city centre
  - The scheme will make cycling a realistic option and would encourage some to cycle
  - “Cyclists deserve a proper route around the city”
  - Reducing the number of vehicles
  - This section of road is especially unsafe for vulnerable road users
  - “The Little London Road bridge is creepy on foot and very scary on a bike so I'm very pleased to see the plan includes stopping rat-runners using the road”
  - Support for a low-traffic / low-pollution environment
  - “Closing the road to traffic would make me feel much safer travelling on my way to our local shops by foot.” Another stated lots of cyclists who cycle to the Climbing Works would benefit.



- Many of the respondents acknowledged that there was a problem with Little London Road as it is, including mention of it being dangerous for cyclists and pedestrians due to the number and proximity of the cars. It was cited as an 'extreme concern' with many quoting 'near misses' when walking or cycling through there. Numerous respondents stated that they were pleased with the proposals because they regularly walk under the bridge with children and the plans would make this stretch safer.
- 15 stated their support for **double yellow lines**, with one supporting that this would give more space for bikes and scooters. Where respondents went further an explained why they were in support of the double yellow lines, reasons stated included:
  - It would "mitigate some dangerous overtaking situations"
  - "The number of cars that double park on the pavement make it unsafe for other drivers, cyclists and pedestrians"
  - "Double yellow lines on Little London Road would improve safety for pedestrians and cyclists"
- Two people thought that the businesses could still be easily accessed despite the closure.
- One person stated they supported the proposals despite the impact on driving time.
- One comment supporting the changes but stating that an alternative cycle-friendly route that avoids Woodseats Road needs to be offered.

### General Comments

- 10 questioned whether the double yellow lines would prevent parking/loading and questioned whether it would be enforced. One suggested 24/7 remote parking cameras. One stated that should double yellow lines be put on Little London Road, Blue Badge parking needed to be included.
- One stated cyclists already use the route under the bridge safely.
- A comment that the dance centre is relocating soon.
- One person stated that they were concerned that similar bridges sometimes get a bit muddy as it's in a dip.
- One was concerned that the double yellow lines will be ignored and restrictions will not be enforced along Little London Road.
- One person stated they regularly travel on Little London Road by bike and face no issues.
- One concern that Little London Road is used by a lot of vehicles to avoid Abbeydale Road and often break the speed limit, causing dangerous traffic on the road.
- Three raised concerns that the proposals would increase journey times along Little London Road.

### Opposition to changes on Little London Road

#### Opposition to closing the road to traffic

- Opposition was raised by 89 regarding the proposal to close Little London Road to traffic with some stating that the route was an essential thoroughfare and a much-needed alternative to Abbeydale Road.
  - A resident of Woodseats Road suggested the volume of traffic had already increased in recent years due to the closure of Ulverston Road
  - Many participants stated that they didn't see that there was an issue with the current layout under the bridge as they had never experienced a problem

- A number of questions as to where the traffic will be re-routed to
- Some concern that the bridge closure would affect access to businesses
- Suggestions that there is already a cycle route
- Concern raised by one that it would make it harder to get to the city centre.
- Concern was raised by one respondent who delivers in the area who stated that it would have a 'big impact' on their job.
- Concern was raised by four respondents about access and egress for residents with an additional respondent concerned about parking for residents.
- One questioned the rationale as there hadn't been any injuries on that stretch to date.
- Concern was raised by one person about the impact of the road closure on the children's play park on Broadfield Road. They stated that diverting vehicles past it (twice) will cause more standing traffic around it.
- Concern was raised by one about turning right from Broadfield Road into London Road suggesting this would be dangerous.
- Concern raised by two respondents in terms of safety at night stating that it would be less safe due to lack of surveillance from passing traffic.
- Opposition from one to the loss of the 'riverside environment' underneath the bridge.
- One stated that closing the road would increase the likelihood of fly tipping.
- Concern raised that an alternative would be to go via Saxon Road but the right turn out of Saxon Road to Chesterfield Road is dangerous.

### **Opposition to bollards and parking restrictions/double yellows on Little London Road**

- Four respondents said they opposed the proposal for double yellow lines on Little London Road, with one saying it will impact negatively on businesses and another concerned for the residents on the road and where they would park.
- Two were concerned with how the loss of parking will be offset with concern stated regarding the impact on the surrounding streets.
- Two concerns raised about the parking situation in future with a planning application for student accommodation and a 24hr supermarket in the area.
- One concern raised that not many cyclists use the route and therefore not many people would benefit from the double yellow lines.
- One respondent was concerned that the lack of parked cars would mean that people would drive faster so was opposed to the double yellow lines.

### **Opposition to the Turning Circle**

- Two stated opposition to the turning circle suggesting it would be dangerous considering the number of daily trips to family homes (around 100) in this location.

<ul style="list-style-type: none"> <li>• One stated that the turning circle would cause confusion.</li> <li>• One stated that there isn't enough space for a turning circle.</li> </ul>
<p><b>Woodseats Road/Little London Road/Saxon Road junction</b></p>
<ul style="list-style-type: none"> <li>• A preference was made by one not to make the Woodseats Road/Little London Road/Saxon Road junction pedestrian only. They stated it should remain the same so not to prolong journey times.</li> </ul>
<p><b>Chesterfield Road/Scarsdale Road</b></p>
<ul style="list-style-type: none"> <li>• A concern was raised by one that this junction would see an increase in right-turning traffic causing significant traffic jams.</li> </ul>
<p><b>Langdale Road</b></p>
<ul style="list-style-type: none"> <li>• Concern from one that the problem of vehicles going through the 'no entry' gate would worsen as a result of the closure of Little London Road.</li> </ul>
<p><b>Smithy Wood Crescent</b></p>
<ul style="list-style-type: none"> <li>• Concern raised by three that the proposed changes will worsen the 'rat run' situation on Smithy Wood Crescent, even despite the existing signage saying 'access only'. Due to the closure of Little London Road, the respondent stated that Smithy Wood Crescent will be the only road leading to Woodseats Road and surrounding roads, without having to use either the very busy Chesterfield Road or Abbeydale Road, and feared that Smithy Wood Crescent will have a massive increase in the amount of traffic travelling up and down it as a result and increased danger.</li> </ul>
<p><b>Smithy Wood Road</b></p>
<ul style="list-style-type: none"> <li>• One respondent was concerned that Smithy Wood Road would become a rat run and requested for this road to become 'access only'. The stated that when Little London Road had been resurfaced they experienced a significant traffic increase along their road and were unable to leave safely.</li> </ul>
<p><b>Saxon Road/Little London Road</b></p>
<ul style="list-style-type: none"> <li>• One suggestion for better maintenance of the existing cycle path.</li> <li>• One suggestion for double yellow lines.</li> </ul>
<p><b>Businesses</b></p>
<ul style="list-style-type: none"> <li>• Concern was raised by 46 that business on Little London Road would be negatively impacted because of the proposals.             <ul style="list-style-type: none"> <li>○ 'Removing parking on Little London Road will affect all the businesses along that stretch'</li> <li>○ 'A complete banishing of parking is not the answer here'</li> <li>○ 'Need to take businesses into consideration how can they function if their customers cannot park'</li> </ul> </li> <li>• Some suggested it would be made harder for them and their customers because of:             <ul style="list-style-type: none"> <li>○ The lack of access</li> <li>○ Lack of parking for staff and customers</li> </ul> </li> </ul>

- One person was concerned that their sandwich business will struggle as they will no longer be able to make deliveries to the businesses on Little London Road.
- Two commented and were concerned that reducing parking on Little London Road will force people to park on surrounding residential streets to access the businesses.

## Suggestions for alternative measures on Little London Road

- Suggestions included:
  - Making the road 'one way' for cars
  - Improved lighting and a small, paved section for pedestrians
  - Keeping the bushes and trees cut to improve visibility for traffic
  - A single file traffic gate
  - A give-way system
  - A filter (three people thought that a filter was being put under the bridge within these proposals)
  - Double yellow lines just on one side of the road
  - Traffic lights
  - Widen the road
  - 20mph speed limit
  - Improve Abbeydale Road to encourage people not to cut through Little London Road
  - Traffic calming measures to slow/calm the traffic along Little London Road such as hump back bridges
  - Using the existing footpath linking Woodseats Road and Smithy Wood Road and Aukley Road to the Chesterfield Road bus and cycle lane
  - Using Brown Street as a 'shared space' instead
  - Create creating a path and safety fence next to the train line from Dore to town with hop on access points instead
  - Creating a cycle and pedestrian bridge around the edge of the Little London Road Bridge and over the River Sheaf
  - Segregated cycle lanes
  - Keep pavements free of cars
  - Walkway over the river under the bridge, like Wicker arches spider walk with one counter comment that there is not enough room for walkway like this on Little London Road and it would cause a massive flood risk
  - Closing the road only at peak times of the day
  - Better lighting
  - Single file/priority flow traffic under bridge
- One suggested closing Little London Road as a trial run to assess the impact of these proposals.

## LANGDALE ROAD

### Concern

- Concern was raised by two respondents that the changes near to Langdale Road would increase the volume of traffic along Langdale Road where, it was cited, there is already congestion problems. The respondent stated that the proposals would have a direct, negative impact on their family's health.
- Concern that road users would ignore the signage stating it's a one-way/no entry.
- Concern was raised by one respondent about where the residents on Langdale Road would park their cars following the implementation of these proposals.

## Suggestions

- One comment hoping that the proposals include removing the No Entry signs on Langdale and Rydal Road as people ignore these and it is dangerous.
- Request for CCTV on the Langdale Road junction.
- Suggestion by one that the Langdale Road route would become a rat-run.

## LONDON ROAD

### Opposition

- One person stated they did not like the changes proposed for London Road.
- One stated that they were concerned about how to park on/near to London Road when visiting friends and businesses.

### Suggestions

- One stated the plans should try to resolve difficulty of getting onto London Road from Shoreham Street amidst the road traffic for pedestrians and cyclists.
- One suggestion for better crossing points where London Road meets Queens Road.

## RYDAL ROAD

### Opposition

- One respondent raised opposition to the moving of the bollards. Concern raised by one that the moving of the bollards would exacerbate the issue of parking at The Lakes for the park and ride.
- A question was raised by two respondents who asked what the purpose/benefits of this closure would be.
- Concern was raised by four respondents that it would be detrimental to businesses and an inconvenience for households, including visitors and tradespeople, with the respondent stating that car parking demand would be moved to adjacent areas, especially the business park.
- A concern that traffic will be diverted from Little London Road to Rydal Road.

## HACKTHORN ROAD

### Support

- Support was raised by six respondents in relation to the changes proposed to Hackthorn Road. Some stated specifically why they supported the proposal:
  - It would reduce traffic, particularly on Broxholme, Aisthorpe and in particular Nettleham Road (who bear the brunt of the traffic)
  - It will make residential side roads safer, less noisy and less polluted

- It will reduce people speeding and using the road for rat running
- One comment that the closure of Hackthorn Road is positive, but it must be regulated so motorists do not park along it or block the cycleway.

## Opposition

- Opposition was raised by 21 respondents regarding the proposals at Hackthorn Road. Issues raised by respondents in opposition to the proposals at Hackthorn Road included suggestion that the proposals would:
  - Force cars to have to access Hackthorn Road via the three roads off Chesterfield Road – they are narrow, and often double parked
  - Force people to access Hackthorn/Broxholme/Aisthorpe/Nettleham Roads which are “extremely busy with parked cars”
  - Diverting drivers onto very steep roads – concern especially in winter as roads are ‘treacherous for weeks’ with one calling them ‘impassable’. One stated that ‘access from Scarsdale [Road] is a must in winter’ due to it being less steep and gritted early and another said it would be difficult to safely get to Woodseats
  - An increase in journey times for residents and therefore fuel consumption
  - Cause traffic to back up on Derbyshire Lane which would cause pollution
  - Stop vehicles turning right onto Norton Lees Lane
  - Prevent use of a vital access for residents
  - Parking will become more difficult for residents
  - More standing traffic at the Scarsdale Road/Chesterfield Road junction. Concern for the residents adjacent to this junction due to pollution
  - Not enough room for cars travelling from Broxholm, Aisthorpe and Nettleham to turn around on Hackthorn Road
  - Access for emergency services – concern was raised by several respondents that this would impact journey times/not be made possible with the road closure. One stated that lives were being put at risk
  - Create a risk of damage to residents cars due to it being difficult to maneuver around traffic
- Opposition was raised by three respondents regarding the closure at the top of Hackthorn Road:
  - Two stated that this was because of the steepness of the side roads and that residents tend to drive along Hackthorn Road and then down their streets for easier and safer parking. It was also stated that closing the road would force people to drive up the side roads and turn around at ‘blind corners’.
  - One stated that this would increase congestion, pollution, stress of driving and increased possibility of damage to vehicles.
- Concern was raised about how large lorries would access the side roads (with another adding that this would be made worse in winter). It was stated that the bin lorries already choose to drive along Hackthorn Road and then along each street in turn – bin lorries have already leafleted residents recently to ask them not to park near junctions on bin days.
- Concern was raised regarding winter weather conditions with one respondent stating that “if there is snow or ice, Hackthorn Road provides a safe access route to the houses at the top of Broxholme, Aisthorpe and Nettleham. With the junction altered as proposed this is completely lost. Any property on Hackthorn Road, or at the top of Aisthorpe, Broxholme and Nettleham will be completely inaccessible by any vehicle in winter conditions ... Altering the Scarsdale Road junction will only add to this and increases the risk in emergency situations in the area.”
- Concern was raised about where vehicles will turn around if this junction is altered.

## Sheaf Valley Cycle Route

- Concern raised by one that Hackthorn Road was not suitable as a cycle route as the roads leading up to it were so steep.
- Questions were raised by two as to why this proposal has been included within the Sheaf Valley proposals with one resident saying it has been ‘tagged on’ and is not part of the Sheaf Valley.
- One respondent suggested that deliveries for residents must remain.
- A question asking how bin lorries will access Hackthorn Road.

### Suggestions

- Suggestions of alternatives to the proposed changes included:
  - Removal of the double yellow lines at the bottom of Nettleham Road also, save for the ones near the entrance to the H2O Bathroom shop, as they have fenced across the old exit to the carpark
  - No left turn coming down the hill would be best
  - Enforcing a 20mph speed limit with significant speed bumps throughout
  - Close the junction to road traffic in both directions
  - Make it ‘access only’
  - Speed bumps
  - A parking permit scheme is potentially to control the number of vehicles
  - Make it one way only from Scarsdale Road onto Hackthorn Road and let more cars through the lights at the bottom of Scarsdale Road to save people cutting through
  - Make Hackthorn Road a one-way system, but in the other direction
  - Add a filter light for those turning right on to Chesterfield Road at the lights on Scarsdale Road.
  - Improve traffic lights along Woodseats Road/Scarsdale Road/Chesterfield Road to improve traffic flow and discourage people from rat-running through
    - Combined with the traffic light improvement, one suggested putting in a ‘no right turn if coming down Scarsdale Road and putting double yellow lines up Scarsdale Road’
  - Traffic calming measures on Broxholme Aisthorpe and Nettleham to lessen pollution and danger
  - ‘The Hackthorn/Scarsdale Road junction has to be altered to allow access/egress and to deter left turners off Scarsdale; the signage therefore needs to be prominent and strong’

### CHERRY STREET

- Concern was raised by one person about how they would access Shoreham Street from Cherry Street.

### SHOREHAM STREET

#### Support

- Six people generally in support of the improved cycle provision on Shoreham Street, especially segregated cycle lanes.
- One person supported the extra space provided by the scheme for cyclists.

#### Opposition

- One stated that “plans for the route once it leaves Shoreham Street as you leave the city are not good enough.”

<b>Concern</b>
<ul style="list-style-type: none"> <li>• One question asking for clarification on how to access Shoreham Street, especially in the direction of the city centre from the train station.</li> <li>• Concern was raised by one that crossing from one side of Shoreham Street to the other before the lights is unsafe for cyclists.</li> </ul>
<b>Suggestion</b>
<ul style="list-style-type: none"> <li>• Three requested a better solution between Little London Road and Shoreham Street with one stating that the section between Shoreham Street and Saxon Road is 'weak'. They stated that it's fiddly for cyclists and slow/awkward.</li> <li>• One suggested that there should be protection for cyclists along Shoreham Street where there is a contraflow cycle lane.</li> <li>• One suggestion for a left turning onto Shoreham Street from the A61 to avoid too many junctions between Staveley Road and Shoreham Street.</li> <li>• Two suggestions that Shoreham Street should not be included in the route and instead should either follow the ring road to Sheaf Street or onto Arundel Gate.</li> <li>• One suggestion that the junction on to Alderson Road should be improved.</li> <li>• Two suggestions for a segregated cycle lane the entire length of Shoreham Street.</li> <li>• Four suggestions for better crossings on this street, especially onto Charlotte Road.</li> <li>• One suggestion for improvements to the cycle way between John Street and Shoreham Street.</li> <li>• One suggestion for a 'Dutch-style' cycle roundabout on Shoreham Street.</li> <li>• One comment stating that the junction onto Clough Road must remain open and one comment that it needs improving.</li> <li>• One suggestion was made that Shoreham Street was already low traffic and that the proposals would worsen the traffic problems on the side streets behind Shoreham Street or on to Bramall Lane.</li> </ul>

<b>POND HILL</b>
<ul style="list-style-type: none"> <li>• Clarity was requested by one for the proposals at Pond Hill. It was stated that cyclists use Pond Street and then go on to Shude Hill as it's quiet and direct when joining Five Weirs Walk and Grey to Green.</li> <li>• Concern was raised by one that the bus parking spaces on Pond Hill were being removed which will impact on bus connectivity and increase walking distances between bus stops.</li> </ul>
<b>POND STREET</b>



## Sheaf Valley Cycle Route

- One question was raised as to how cyclists would access the cycle lane from Pond Street, and how the cycle lane transitions from single to two-way.
- One suggestion that instead of Pond Street, the route along the ring road should be improved instead.

### BRAMALL LANE

#### Concern

- Concern was raised by one that business between Queens Road and Bramall Lane would be negatively impacted as a result of the proposals as those with mobility issues or needed a car for another reason e.g. have children, would not be able to access these businesses easily.
- One comment that Bramall Lane doesn't need any more roadblocks and the level of access is appropriate.

#### Suggestions

- Two suggestions that the cycle lane should be widened around Bramall Lane.
- Five suggestions were made for safer, signalized crossings, especially on the A61 where Bramall Lane meets Queens Road.

### CHARLOTTE ROAD

#### Comments

- One comment was made that the entrance to the road must remain open.
- One comment was made that people turn around once they see the no entry sign on Charlotte Road.

#### Concern

- One question was raised as to whether buses would still use Charlotte Road following the implementation of the proposals.
- Three respondents were concerned that removing the roundabout is a bad idea, as it's a new addition that was installed to make the junction safer and removing it and may force cyclists to make dangerous turning maneuvers.
- Two people concerned about the route passing along this road.

### BROADFIELD ROAD

#### Concern

- Nine comments suggesting that the junction from Saxon Road onto Broadfield Road is dangerous and the visibility is currently low especially for cyclists, traffic lights would be preferred.

#### Comments

## Sheaf Valley Cycle Route

- One comment was made regarding the illegal parking at the junction of Saxon Road and Broadfield Road outside the Red Lion Garage and Broadfield Mowers shop and the RSG scrap yard.
- One comment that effort should be made to create a formal entrance to Virgin Gyms as access to businesses on Broadfield Road can be dangerous and circuitous.
- One commented that the crossing is dangerous on a bike and that cyclists should have priority as it's an important part of the route into the city.

### Suggestion

- A suggestion for a segregated cycle lane section on Broadfield Road.

## WOODSEATS ROAD

### Opposition

- Many respondents opposed the scheme due to an expected increase in congestion and journey times along Woodseats Road. See **Journey Times / Congestion** section above.

### Support

- Support from one respondent for the cycle crossing at the end of Woodseats Road.

### Suggestions

- There was a request by one respondent that parking is better managed on Woodseats Road to address challenges of continuous two-way traffic, including buses. They raised concern that increased traffic would cause more danger for vehicles exiting Little London Road on to Woodseats Road outside Centenery Works.
- One suggestion was made for a pedestrian cross near Woodseats School to help pedestrians navigate crossing the road amid an increase in traffic and parked cars.
- One suggestion that a cycle rail on the steps up to Woodseats Road would be helpful.
- Four suggestions to improve road crossings and the configuration of traffic lights on Woodseats Road to make it safer to cross and to reduce idling which causes pollution.
- Two suggestions for more double yellow lines to prevent on-street parking.

## ABBEYDALE ROAD

### Concern

- Four concerns that Abbeydale Road is already congested, and the proposals will increase the traffic along this road, causing tailbacks onto surrounding roads and increased pollution.

### Suggestion

- Three suggestions for a segregated section of cycle lane along this road.

# Sheaf Valley Cycle Route

- Three suggestions for road crossing improvements on Abbeydale Road, particularly the inclusion of cycle only junctions/crossings at the bottom of the road.
- Three suggestions for a better junction from Woodseats Road onto Abbeydale Road.
- One suggestion to always ban cars from parking in the bus lane to increase traffic flow.
- One suggestion for double yellow lines on Abbeydale Road.

## Support

- One comment in support of the proposals for Abbeydale Road, saying it will make it safer for both cyclists/pedestrians and car users.

## WOLSELEY ROAD

- Three comments were made in support of the crossing proposals on Wolseley Road.
- Three suggestions were made for an improved road crossing across this road, potentially Toucan.

## ALDERSON ROAD

- One suggestion that cycle lanes should be the priority here to stop on-street parking.
- Concern was raised by one respondent about the existing cycle path to cross Alderson Road from Shoreham Street. They stated that the cycle path isn't very big and there are pedestrians using it too.

## CHESTERFIELD ROAD

- Two suggestions that the turning from Chesterfield Road near the Lidl is very dangerous and should be improved.
- One suggestion that the potholes need repairing.
- One comment that waiting times to turn onto Chesterfield Road from surrounding roads will increase and cause congestion, especially at peak times.

## SAXON ROAD

### Concern

- One comment concerned that the junction off Saxon Road is dangerous for cyclists as parked cars block the view and two lanes of traffic merge.
- Two respondents were concerned that the Saxon Road section of the proposals up to Stavely Road is too narrow and will be dangerous.

- One respondent was concerned that large vehicles will continue to park on Saxon Road and block the cycle lane.
- Concern was raised by one that business on Saxon Road would be negatively impacted as a result of the proposals.
- Concern was raised by two respondents about the safety of the route in the dark, with some mentioning Virgin Gym and Saxon Road particularly. One respondent requested that the route was well-lit. It was suggested that the route goes down main roads such as segregated routes along City Road or London Road and they implied this was a 'safer' route.

### Suggestions

- One suggestion was made to close Saxon Road to traffic completely.
- Three suggestions were made to extend the double yellow lines along Saxon Road.
- One suggestion to improve the section of road leading under the bridge towards Chesterfield Road as it is currently a 'pinch point' with a suggestion that the junction should be left-turn only.
- One suggestion to improve crossings across Saxon Road to make it safer for pedestrians and cyclists.
- Two suggestions to improve the junction onto Clyde Road to make it safer for cyclists.

### MATILDA STREET

- Two suggestions were made to improve the road crossing and make cyclists and pedestrians segregated.
- Two suggestions were made to lengthen the route onto Howard Street instead.
- One suggestion that the road surface on Matilda Street needs upgrading.
- One suggestion to make this Matilda Street one-way only.

### CLYDE ROAD

- Three suggestions stated the junctions between Clyde Road and both Saxon Road and Broadfield Road need to be improved as they are particularly unsafe for cyclists and people often do not look properly before turning and the speed at which vehicles enter the junction.

### LANGDALE ROAD

- One suggestion stated that Langdale Road should be one-way.
- Two suggestions stated that the junction onto Abbeydale Road needs improving as it is often congested, and the road markings are not clear.

- One suggestion for more permit holder parking on Langdale Road.

## THE DALE

- One suggestion stated The Dale should only be for residents and deliveries.

## MARGARET STREET

- One suggestion to improve the road surface on this street, and also to install moving bollards instead of completely separating the street from Shoreham Street.
- Concern from one resident that on match days, it will be difficult to access Margaret Street.

## FRASER ROAD

- One suggestion to introduce traffic calming measures to avoid the road becoming a rat-run.

## CHERRY STREET

### Support

- One comment suggesting that the junction between Cherry Street and Shoreham Street is very dangerous and needs improving.
- Two comments suggesting that closing Cherry Street is illogical, particularly as it is the easiest way of accessing the Sheffield United stadium, and its closure would cause a lot of congestion on match days.

### Suggestion

- Two comments were made in support of improvements to Cherry Street.

## SHEAF STREET

- One comment was made that no changes should be made to Sheaf Street until there is more clarity in the proposals for through traffic and access to the station.
- One comment that the section by Ponds Forge is too narrow for pedestrians and cyclists to share.

## GLOVER ROAD

- Two comments that the cycle path behind the mosque is often blocked by cars and a suggestion that it needs bollards/planters to stop cars parking along it.
- One comment that the lights take too long to change and should prioritise pedestrians and cyclists rather than motorists.

## ATHOL ROAD

- A comment that Athol Road is not sufficiently included in the proposals and removing parking to create space for a cycle lane would make it safer.

## Miscellaneous

### Beyond the scope of the proposals

- One comment that the city looks rundown/unkempt and the council should pay attention to this:
  - 1 suggestion for a weekly litter pick on Little London Road
  - 1 request for drains and gutters to be cleared to avoid flooding
- One suggestion for escalators/travelators/ski lifts in Meersbrook Park to get to the top of the hill, along with connections to Norton Lees Park.

## Section 9: Heatmap Analysis

### Heatmap Visitor Statistics

There has been a total of 4,533 visitors to the heatmap since its launch last November 2020. The graph below shows that there was a spike in heatmap visitors on 16<sup>th</sup> July 2021 when the consultation went live. Consultations for two other ATF schemes also went live on 16<sup>th</sup> July and are therefore also reflected in the spike in visitors.

The various Connecting Sheffield consultations have each coincided with an increase in the number of visitors to the heatmap, hence the multiple spikes shown on the graph below.

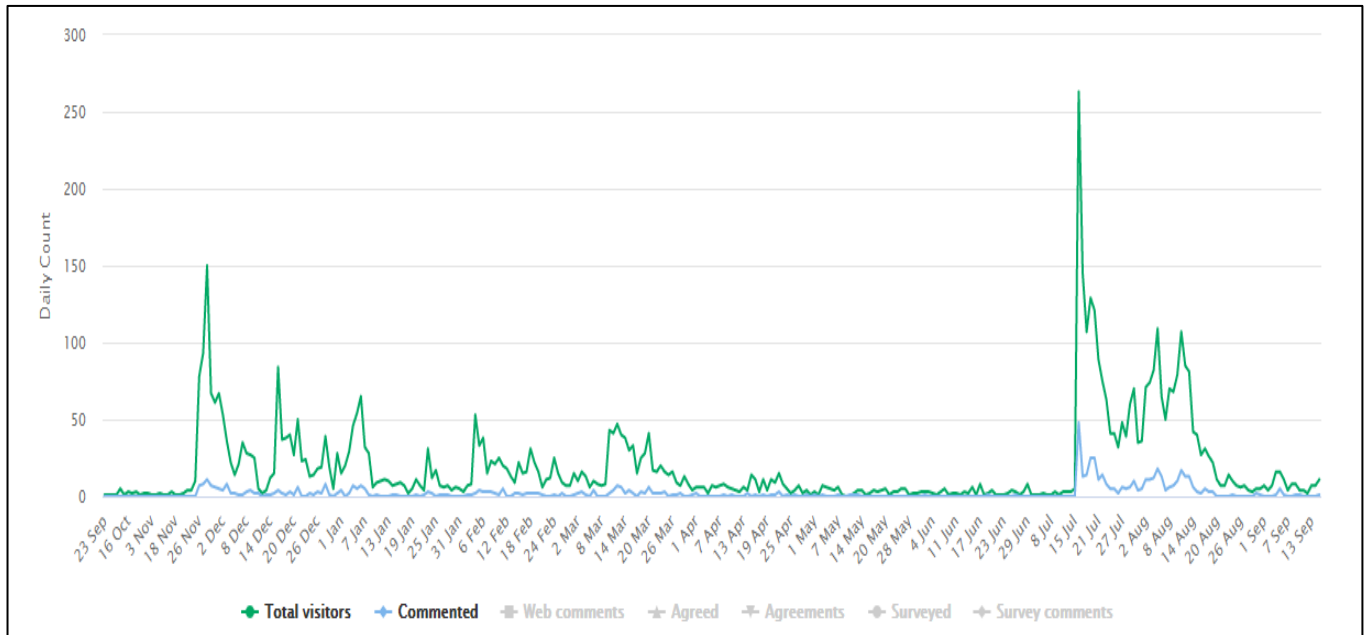


Figure 15: A screen show showing the number of visitors to the Connecting Sheffield heatmap.

The below table shows the referral websites which people visited prior to accessing the Connecting Sheffield heatmap, with the majority coming directly from other pages of the Connecting Sheffield Commonplace website:

Referral website	Visitors	Responded	Subscribed
sdirect	2035	493 (24%)	0 (0%)
m.facebook.com	582	129 (22%)	0 (0%)
sheffnews.com	508	94 (19%)	2 (0%)
www.google.com	449	138 (31%)	0 (0%)
t.co	328	79 (24%)	1 (0%)
Inks.gd	238	70 (29%)	0 (0%)
www.google.co.uk	138	26 (19%)	0 (0%)
com.google.android.gm	97	17 (18%)	0 (0%)
l.facebook.com	77	31 (40%)	0 (0%)

Figure 16: A table showing the referral website from which people visited the Connecting Sheffield heatmap.

### Responses via the Heatmap

# Sheaf Valley Cycle Route

The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Sheaf Valley Cycle Route**, before asking them a series of open and closed questions about the area they were commenting on, including what the current issue is and how they would like to see it addressed.

The below analysis looks closely at the feedback received in response to both the closed feedback questions. In this consultation, 53 responses were received via the heatmap.

The questions posed on the Heatmap focus on understanding the aspects of the proposals that respondents comment on, and the level of importance given to their comments. None of these questions are mandatory and therefore respondents are able to skip the questions.

For the first question, 'Which route are you commenting on?' 100% of respondents replied with 'Sheaf Valley Cycle Route'

- What is your connection to the area?

57% of respondents stated they lived in the local area and 25% said they worked in the area. 15% of respondents commute through the area and a small number (3%) said they owned a business in the area. Respondents were able to choose more than one option, so in some cases they may both live and work in the area, for example.

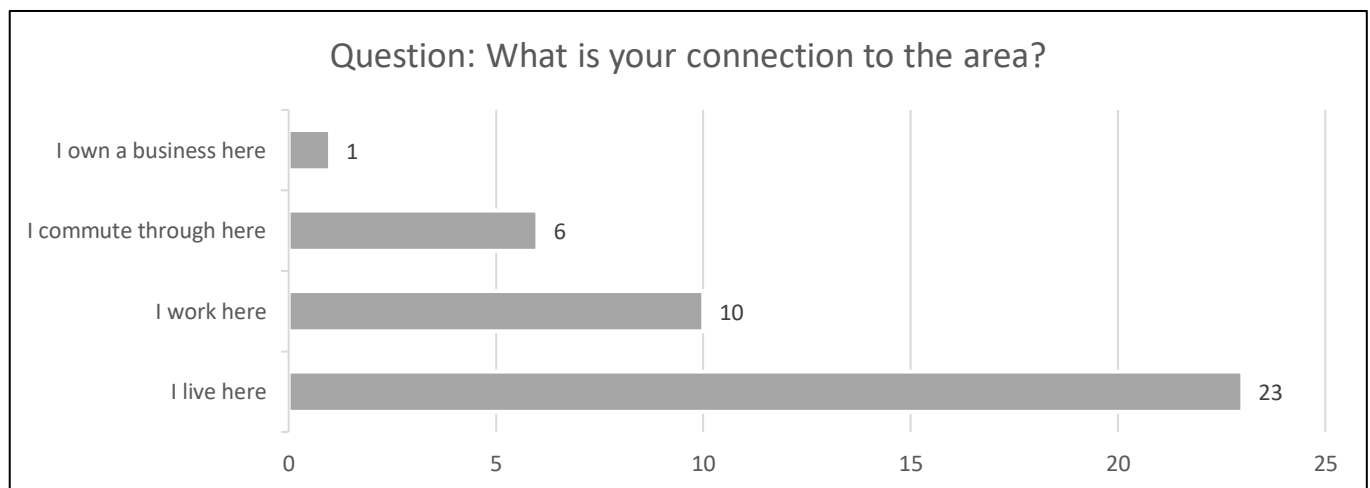


Figure 17: A bar chart showing the heatmap responses to the question 'What is your connection to the area?'

- What is your age group?

The most common age group to respond were 25-35 (29%), 55-64 (28%) and 45-54 (25%). The least common was the 65-74 age bracket at 7% and the 35-44 age bracket was also lower (11%).

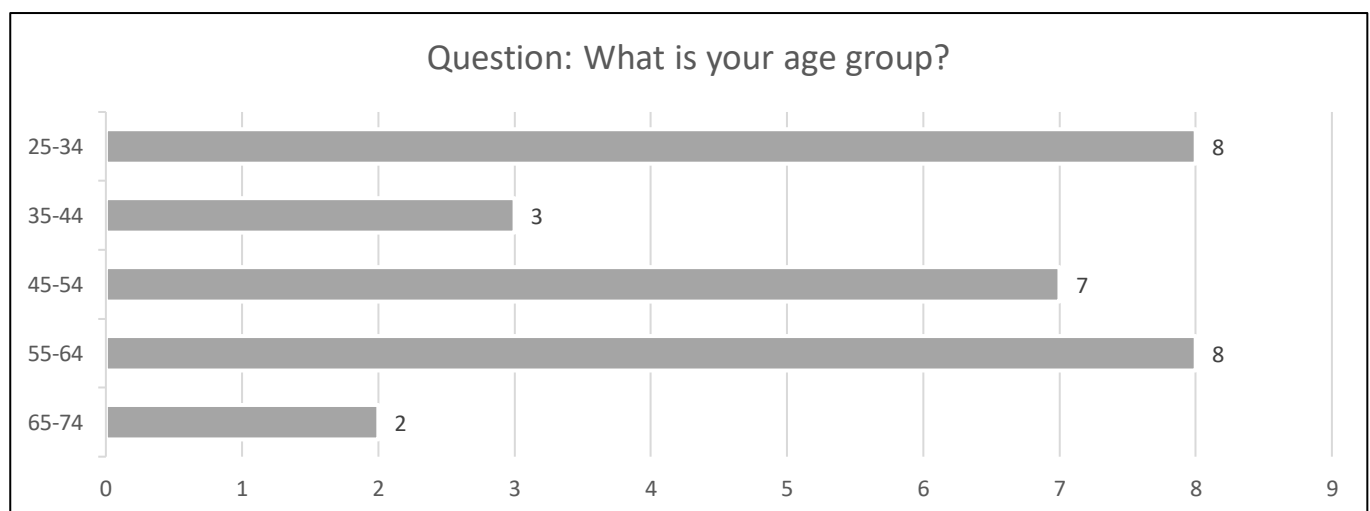


Figure 18: A bar chart showing the heatmap responses to the question 'What is your age group?'



- How do you usually travel in or around the area?

The majority of respondents stated they either drove (32%), walked (29%) or cycled (24%) to travel around the area. The least common modes of transport were commercial vehicle or taxi, both at 1%. Respondents could select multiple options.

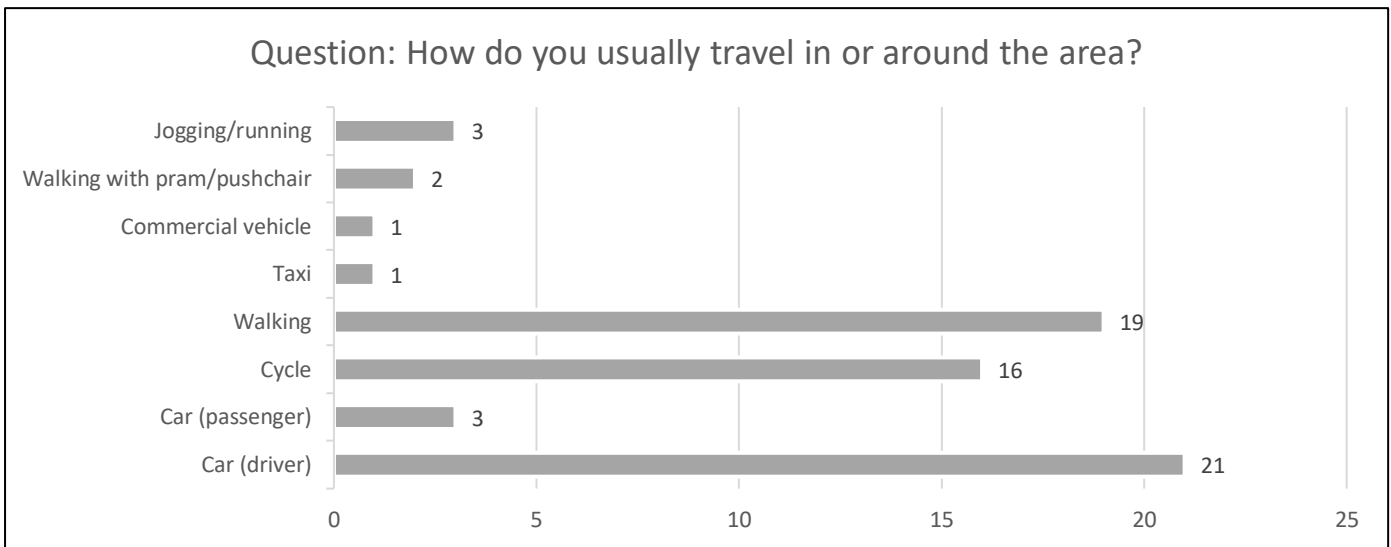


Figure 19: A bar chart indicating the heatmap responses to the question 'How do you usually travel in or around the area?'

- Which aspect of the route are you commenting on?

Out of the 53 heatmap respondents, the majority (37%) were primarily commenting on the cycle lane aspect of the route. The second most popular aspect commented on was 'Road' at 11%, followed by 'Traffic' and 'Crossing', both with 9% of respondents stating they were commenting on these aspects of the route. For this question, respondents could select multiple topics.

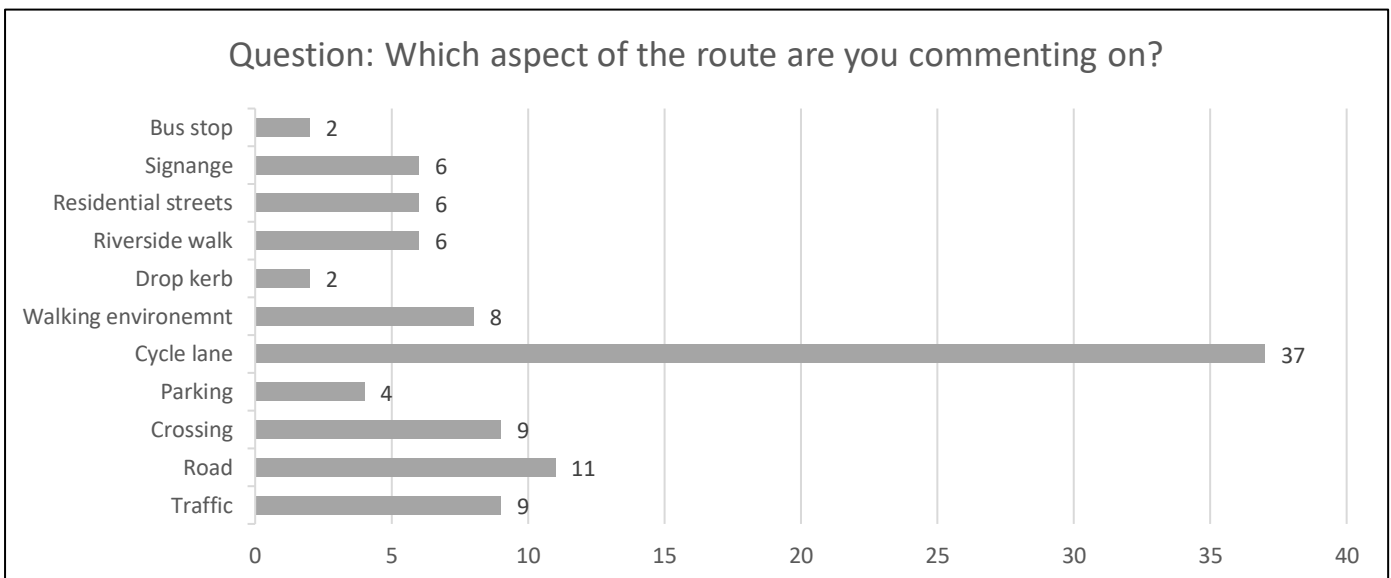


Figure 20: A bar chart indicating the heatmap responses to the question 'Which aspect of the route are you commenting on?'

- What does your comment specifically relate to?

For this question, respondents narrowed down their selection to state which topics their comments were specifically related to. 32% of respondents focussed on 'Safety' and 19% focussed on 'Accessibility'. 'Through traffic' was also quite popular at 19%. Again, for this question, respondents could select multiple topics.

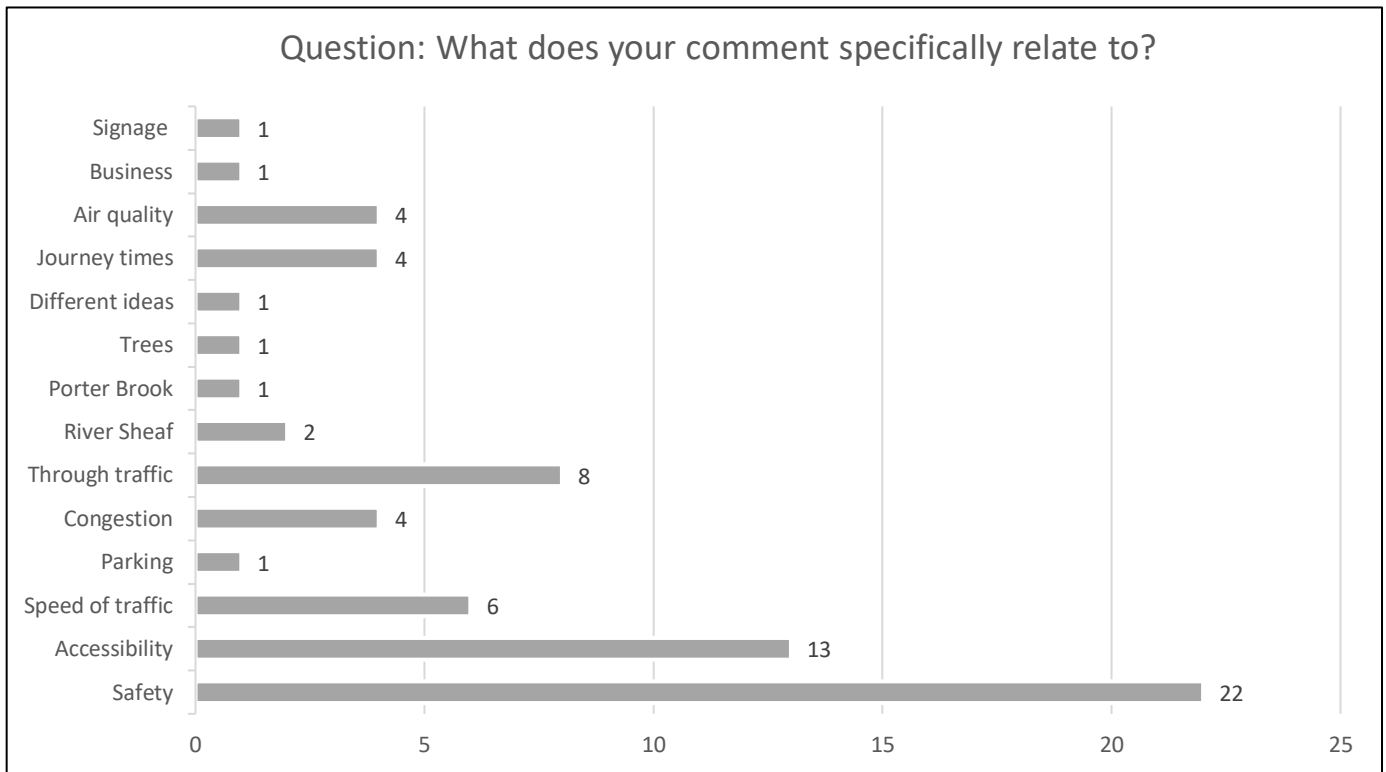


Figure 21: A bar chart indicating the heatmap responses to the question 'What does your comment specifically relate to?'

- How important do you feel the issue you are commenting on is?

The respondents were asked to rank the importance of their chosen topics out of 100. The chart below shows the average level of importance for each topic, with 'Safety', 'Parking', 'Different Ideas' and 'Business' being considered the most important at 100/100. All topics in this question were ranked highly in importance, with 70/100 being the lowest.

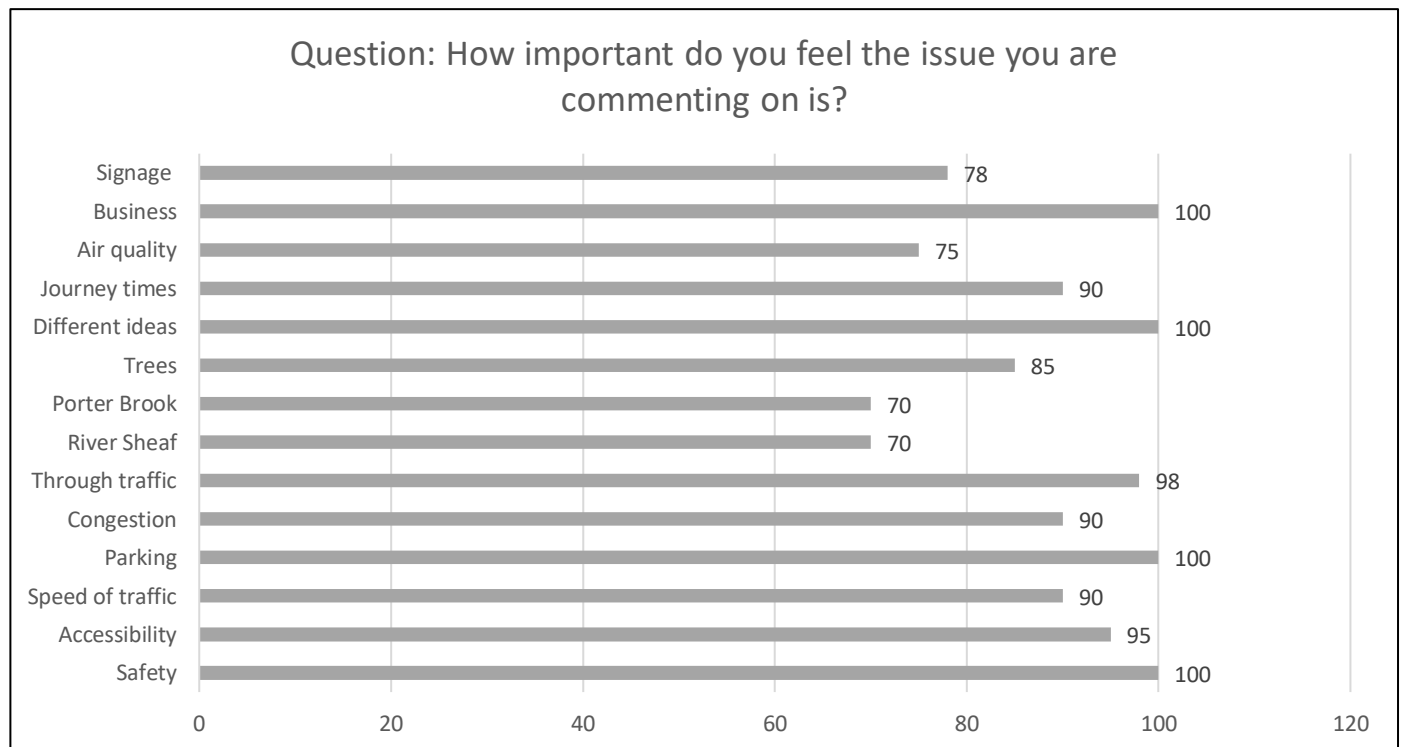


Figure 22: A bar chart indicating the responses via the heatmap to the question 'How important do you feel the issue you are commenting on is?'

- Do you think that introducing some measures in the location you have commented on would encourage you to travel on foot or by cycle more?

More than half (69%) of respondents replied that they would feel more encouraged to travel on foot or by bicycle. 19% said they would not and 12% were unsure.

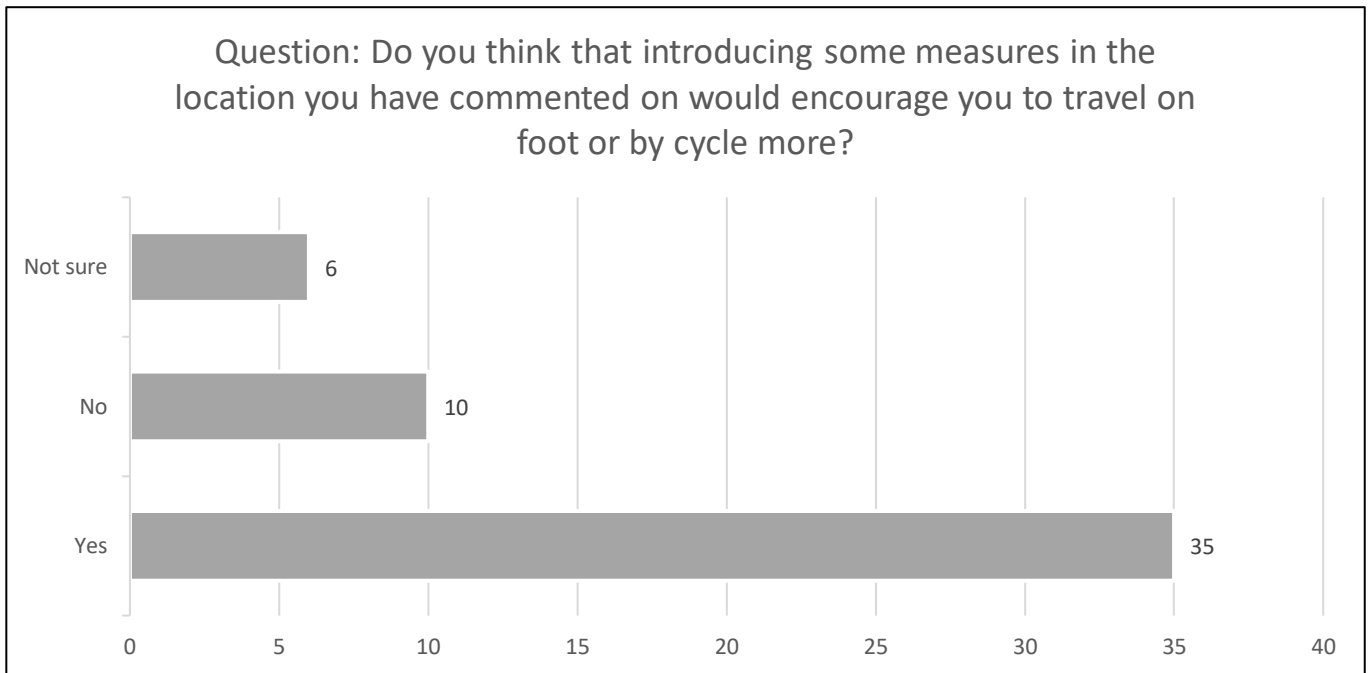


Figure 23: A bar chart indicating the heatmap responses to the question 'Do you think that introducing some measures in the location you have commented on would encourage you to travel on foot or by cycle more?'

- Average respondent sentiment

The chart below shows the overall sentiment towards the proposals by the 53 respondents who commented via the heatmap. 59% felt positive about the proposals, 29% felt mostly positive, 10% felt neutral and 2% felt mostly negative.

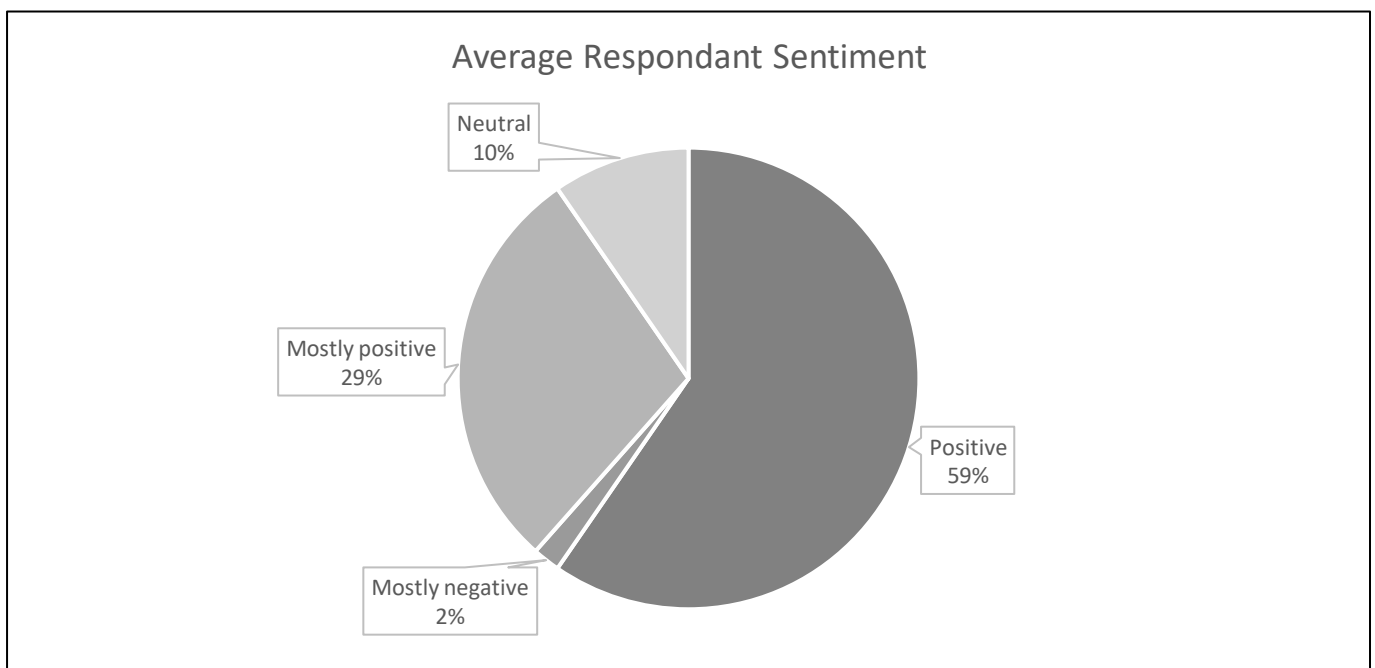


Figure 24: A pie chart indicating the average respondent sentiment from participants who gave feedback via the heatmap.

## Analysis of Open Questions

An extensive summary of the main issues raised by respondents through the open-ended questions on the heatmap, which allowed respondents respondent to elaborate on their points, is below.

Support
<b>General support</b>
<ul style="list-style-type: none"> <li>One comment in support of closing the road under the bridge to promote safer access for pedestrians and cyclists.</li> </ul>

Opposition
<b>General opposition</b>
<ul style="list-style-type: none"> <li>Three comments generally opposed to the scheme:               <ul style="list-style-type: none"> <li>'Stop driving this through our community'</li> <li>'Nice vanity project'</li> <li>'Stop complaining and spend money where its needed'</li> </ul> </li> </ul> <p>When elaborating on their opposition, one commented that cyclists should not be given priority over those who need to use a car, and one commented that they will ignore the new route and continue cycling their usual route.</p>
<b>John Street</b>
<ul style="list-style-type: none"> <li>One comment saying that John Street does not have a problem with rat running and doesn't need to be blocked off.</li> </ul>

Requests
<b>Maintenance</b>
<ul style="list-style-type: none"> <li>Two requests for better maintenance of the cycle path between Little London Road and Saxon Road, as presently it can get overgrown, and the road surface can get covered in gravel/stones.</li> </ul>
<b>Road markings/signage</b>
<ul style="list-style-type: none"> <li>Two comments requesting that the River Sheaf and Porter Brook are better signposted.</li> <li>Two comments that the Clyde Road/Saxon Road junction should have better road markings to improve safety.</li> <li>Six comments that wider and clearer lane divisions/cycle paths are needed, as well as signage indicating the presence of cyclists.</li> <li>One request for the River Sheaf Walk signage to follow Little London Road once the scheme is completed.</li> </ul>
<b>Stavelly Road</b>
<ul style="list-style-type: none"> <li>One request for double yellow lines on Stavelly Road.</li> </ul>

Parking
<ul style="list-style-type: none"> <li>One comment requesting enough on street parking for residents be maintained.</li> <li>One comment requesting bollards to prevent on street parking.</li> </ul>

## Sheaf Valley Cycle Route

- One comment that there is too much parking and traffic on Bannerdale Road.

### Traffic Flow

#### General

- One comment requesting diversion of traffic to more major routes.
- One comment requesting a traffic light system at the bridge to improve traffic flow, instead of closing it which may cause more traffic.
- One request for bollards under the bridge to prevent rat running.

#### Saxon Road

- One request for a raised speed table on Saxon Road to slow down traffic, as well as a small build out at the end of Saxon Road to help visibility onto Broadfield Road.

### Requests

#### General

- Two suggestions that steps and a ramp be added to the riverside walk route.

#### Beauchief Lane

- One comment requesting an improvement to Beauchief Lane, allowing travel from Greenhill to the city centre.

#### Shoreham Street

- Two comments that the Shoreham Street section is too complicated and it would be better for the route to run straight down to Queens Road with a dedicated green light for cyclists.

#### Matilda Street

- One comment that the section of the ring road between Matilda Street and the Station should be incorporated into the cycle route.

#### Alderson Road

- One comment that the north side of Alderson Road should have a dropped kerb to allow cyclists access to the Sheaf Valley Route from Bramhall Lane.
- One comment that a bike lane cut through should be added to the traffic islands by JE James.

#### Asline Road

- One request that cyclists should be allowed to travel against the flow of traffic on Asline Road.

### Road Crossings

- One comment suggesting better crossings, with greenery/planters to further slow down traffic.

#### Abbey Lane

- One comment suggesting a crossing over Abbey Lane between to two parts of the woods.

<b>Safety</b>
General
<ul style="list-style-type: none"> <li>• Two comments that more segregated cycle lanes are needed, particularly as parked cars on the side of the road can make cycling especially dangerous.</li> <li>• One comment that the city centre is unfriendly and inaccessible and is unlikely to return to the thriving town centre it used to be in the 1980s.</li> <li>• Three comments saying that the bridge is dangerous as it is narrow and traffic moves quickly through it. Additionally, a suggestion that it is particularly dangerous for cyclists due to the lack of light/visibility.</li> <li>• One comment that the cycle lanes shouldn't run out at difficult/dangerous junctions.</li> </ul>
Staveley Road
<ul style="list-style-type: none"> <li>• One comment that the sharp turn is particularly dangerous, especially when the traffic is flowing fast and cars are parked there.</li> </ul>
Chesterfield Road
<ul style="list-style-type: none"> <li>• One comment that there is poor visibility when crossing Chesterfield Road and it can be hazardous to turn on to.</li> </ul>
Broadfield Road
<ul style="list-style-type: none"> <li>• One comment that the speeds at which people drive along Broadfield Road are very dangerous, and a safety audit should be carried out.</li> </ul>
Wolesey Road
<ul style="list-style-type: none"> <li>• One comment that visibility is poor and people drive too fast, making it difficult to cross.</li> </ul>
Pedestrian Crossing
<ul style="list-style-type: none"> <li>• One question asking about how pedestrians will cross the cycle lane.</li> </ul>
<b>Concerns</b>
Businesses
<ul style="list-style-type: none"> <li>• One response from the owner of The Stalls Sheffield gym with concerns that the changes to Little London Road will make it much harder for patrons to access the business by vehicle and people will therefore stop their memberships. The respondent was also concerned that the increased traffic would cause danger for patrons and concerned that the construction works would be highly disruptive. They would like to be consulted on to see what assistance will be provided to local businesses.</li> <li>• Two comments were made that businesses need access and may close, resulting in job losses.</li> </ul>
Emergency service vehicles
<ul style="list-style-type: none"> <li>• One comment was made from someone who was very concerned about access to the dialysis hospital being affected and causing longer journey times for patients and emergency service vehicles.</li> </ul>
Parking

## Sheaf Valley Cycle Route

<ul style="list-style-type: none"> <li>One respondent was concerned that it will be hard to unload shopping from cars and receive large deliveries if a cycle lane stops residents parking outside their house.</li> </ul>
<b>Shoreham Street</b>
<ul style="list-style-type: none"> <li>One respondent was concerned about losing parking on Shoreham Street, especially when there are football matches on and people will use the pay and display parking spots, which will prevent residents from parking. This was elaborated on because the respondent has scoliosis and needs to park close to their house as it is tricky for them to walk long distances.</li> </ul>
<b>Trees/Planting</b>
<ul style="list-style-type: none"> <li>One question asking if trees will be felled to make room for the cycle lanes.</li> </ul>

<b>Little London Road</b>
<b>Opposition</b>
<ul style="list-style-type: none"> <li>One comment against restricting vehicles on Little London Road, with concerns that it will create traffic and increase journey times and air pollution due to people having to queue in their cars for longer.</li> </ul>
<b>Requests</b>
<ul style="list-style-type: none"> <li>One suggestion to join the Sheaf walk to Little London Road through the car park on the Broadfield Court site.</li> <li>Three suggestions to prioritise cyclists and pedestrians under the bridge.</li> <li>One suggestion for bollards or better lane division under the bridge due to the speed at which vehicles travel on the stretch of road from Lidl.</li> <li>One suggestion for more double yellow lines to make it less dangerous for cyclists and pedestrians.</li> </ul>
<b>Parking</b>
<ul style="list-style-type: none"> <li>One question about where people will park if double yellow lines are added, as The Lakes roads are already too busy.</li> </ul>
<b>Businesses</b>
<ul style="list-style-type: none"> <li>One comment concerned that access to businesses and services such as the dialysis hospital and schools will be compromised in favour of cyclists and may cause more accidents as people will not be able to park near things they need to access i.e. the dance school.</li> </ul>

## Section 10: Influence of Consultation on Proposals

The comments received during the **Connecting Sheffield: Sheaf Valley Cycle Route** consultation have been carefully considered by Sheffield City Council to identify whether the issues raised could be addressed during the development of the proposals before a Traffic Regulation Order is implemented.

Early engagement with key stakeholder groups has played an important role in designing a scheme that will improve cycling infrastructure along the Sheaf Valley Cycle Route while also taking into account the concerns and interests of nearby residents and businesses.

Helpful points were raised in relation to Little London Road, as well as in relation to congestion, pollution and journey times along some other routes. Helpful comments were made by respondents about the anticipated impact of the proposals, including the impact on businesses – their staff and users, residents and visitors to the area.

These comments have been taken on board and are being considered by the scheme design team as they develop the Outline Business Case for the scheme.



APPENDICES

## APPENDIX 1 - Webinars

### Sheaf Valley Cycle Route Businesses' Webinar

#### Attendees:

- Showroom Workstation

#### **SUMMARY OF POINTS MADE**

##### **Changes to cycle lanes near the Showroom**

- It was explained that while no changes are proposed directly outside the Showroom, improvements will be made to the Harmer Lane crossing and the contraflow cycle lane on Sidney Street will also be widened with changes made to improve segregation.
- It was explained that these changes are likely to take place early next year.

##### **Provision for cycle parking**

- It was asked whether more cycle parking will be provided as part of the scheme as there is a shortage of cycle racks around the Showroom.
- It was explained that cycle parking will form part of the scheme, but decisions will need to be made regarding the most suitable locations.

#### Feedback

The Showroom were generally supportive of the proposals but wanted to be kept updated on any works taking place near Paternoster Row. They were also keen to see more cycle parking provided as part of the proposals.

### Sheaf Valley Cycle Route Community Groups' Webinar

#### Attendees:

- Sustrans
- Cycle Sheffield
- Cycle Sheffield
- Sheaf and Porter Rivers Trust
- Sheff Rec Cycling Club
- Good Gym

#### **SUMMARY OF POINTS MADE**

##### **Paternoster Row**

- Cycle Sheffield asked whether any changes would be made to Paternoster Row. It was explained that no changes are currently proposed for Paternoster Row, but that there might be scope for improvements within future schemes.

##### **Shoreham Street**

- Sheaf and Porter Rivers Trust felt that Shoreham Street might be too busy for a cycle lane and suggested that improvements could instead be made to Leadmill Road, Suffolk Lane, Sheaf Gardens and Edmund Road as a quieter alternative for cyclists.
- Cycle Sheffield asked whether there would be a cycle diversion on match days. It was explained that match days will be monitored and that there is a possibility of looking at alternative routes such as Edmond Road when matches are taking place.
- Cycle Sheffield were supportive of the use of Wand Orcas.

## Staveley Road to Saxon Road

- Cycle Sheffield raised the point that the Staveley Road to Saxon Road section of the route is currently narrow and shared with pedestrians. It was asked whether this might be widened. Due to private development on either side of this stretch it was confirmed that there are no current plans for widening.

## Street Trees

- It was asked whether landscape improvements could be made along the route, such as planting trees. It was confirmed that options for greening the route will be looked at.

## Signage/nearby cycling and walking routes

- Sheaf and Porter Rivers Trust mentioned that there are a number of walking and cycling routes around Woodseats Road already signed as Sheaf Valley Way. It was asked whether a few additional signs could be installed to help incorporate these routes as part of the scheme.
- Cycle Sheffield asked whether more comprehensive active travel signage could be installed to provide information about the neighbourhoods along the route as well as distance to destinations along the route. It was suggested that the implementation of the Sheaf Valley Cycle Route might be an ideal opportunity to set a standard.
- It was also raised that 'River Sheaf Walk' currently takes a detour via Rydall Road, Grasmere, Abbeydale Road and Woodseats Road. It was suggested that perhaps the signage could be moved so that the route follows Little London Road to the underpass next to the Climbing Works.
- Sheaf and Porter Rivers Trust asked whether the Sheaf Valley Cycle Route could be signed where it crosses the Sheaf. They also requested that feeder routes such as Cutlers Walk be mapped and included within the signage for the scheme.

## Cycle Parking

- It was suggested by Good Gym that businesses along the route could be offered the opportunity to match fund the cost for cycle parking/parklets near their sites.

## Feedback

The feedback was mostly supportive. The attendees had some suggestions regarding signage, connecting into other nearby cycle routes and the provision of cycle parking as well as some questions regarding tree planting and the plan for match days. Concern was raised regarding whether Shoreham Street is the best option for the new cycle route due to how busy the road is.

APPENDIX 2 – Consultation postcard



# CONNECTING SHEFFIELD

Better travel choices

**HAVE YOUR SAY...**

## Sheaf Valley Cycle Route

**Help us shape the plans for the future of cycling in your area.**

We are contacting you about changes that could be made in your area to create safer travel options for cycling along the Sheaf Valley Cycle Route. We are planning to deliver an enhanced cycle route which would connect the city centre to Woodseats Road via Shoreham Street and Little London Road.

Connecting Sheffield is the vision for the future of travel in Sheffield, and includes plans to improve walking, cycling and public transport for now and for future generations.

By making changes where we can to improve routes for cycling and walking, we can help to improve air quality, address climate change and ease congestion.

[www.connectingsheffield.commonplace.is](http://www.connectingsheffield.commonplace.is)



## Sheaf Valley Cycle Route


**We would like to share our proposals with local residents and businesses to understand your views before we progress our plans.**

You can view the plans and let us know what you think by visiting:

[www.connectingsheffield.commonplace.is](http://www.connectingsheffield.commonplace.is)

If you would like to access the information in an alternative format, or if you would like to contact a member of our Connecting Sheffield team you can also reach us by email, freepost or freephone:

 [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk)

 0808 196 5105

 Freepost Connecting SHF

The consultation is open until Friday 13th August.



Please recycle this postcard • [www.sheffield.gov.uk](http://www.sheffield.gov.uk) • 398.5

APPENDIX 3 - Website

**Connecting Sheffield**

We are taking a major first step to transform the transport infrastructure that people use to get around the city as part of their everyday lives. Connecting Sheffield is part of the long term vision for the future of travel in your city.

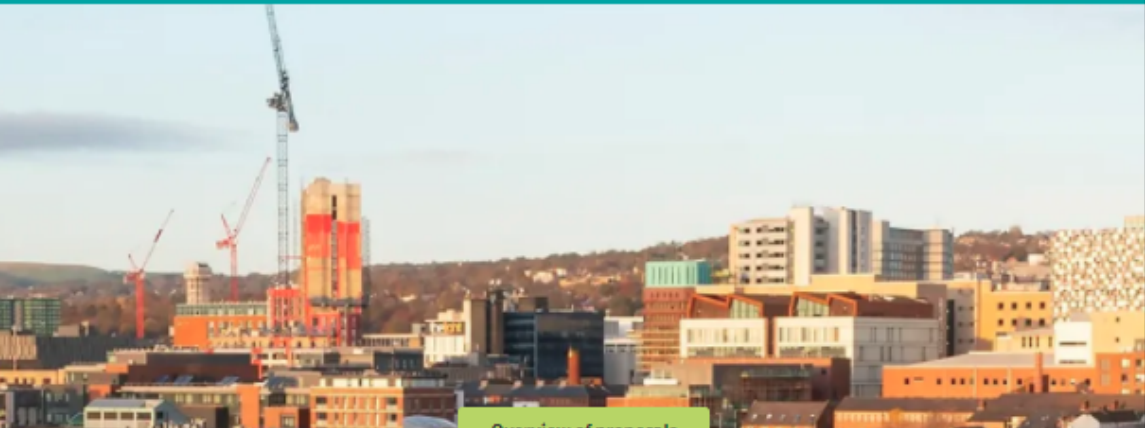
Over time we want to transform travel in Sheffield by creating high-quality, convenient and safer routes into and around the city for cycling, walking and public transport.

Following successful bids to Government by Sheffield City Region we have funding from a number of sources to start the work that will transform our city and enable people to make better travel choices.

We will be consulting on our Connecting Sheffield projects using this website.

To find out more about Connecting Sheffield and to be notified when consultation on each scheme begins, visit the 'About' page and sign up to receive updates.

[Overview of proposals](#) [About](#)



[Overview of proposals](#)

**Get your neighbours involved**

The more people involved, the better the needs of the whole community will be reflected.

Share the project with people you know locally.

If you require any further information about Connecting Sheffield, please get in touch with the team using the following contact information:

Email: [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk)  
 Freephone: 0808 196 5105


[Share on WhatsApp](#)  
[Share on Facebook](#)  
[Share on Twitter](#)  
[Share via email](#)

Project initiated and information supplied by Sheffield City Council, Sheffield City Region, Department for Transport and Counter Context.

Contact the project team

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## Transforming Cities Fund

The Transforming Cities Fund is made up of a number of key travel corridors that have been identified where making significant improvements to walking, cycling and public transport infrastructure will bring numerous wide-reaching benefits.

With the Transforming Cities Fund targeted at delivering the Government's Industrial Strategy, there is a requirement that projects in this first phase of Connecting Sheffield focus on travel routes to areas of higher employment. This means that each of the proposed schemes focuses on connections to the City Centre and Lower Don Valley.

In this first phase, we will consult on and deliver sustainable travel schemes in the following areas:

- City Centre
- Neepsend-Kelham-City Centre
- Nether Edge-City Centre
- Magna-Tinsley
- Darnall-Attercliffe-City Centre
- **Abbeydale Road and Ecclesall Road** – Improvements to public transport are planned along Abbeydale Road and Ecclesall Road to improve bus journey times and offer a faster and more reliable service. Consultation on this scheme is expected later in 2021.

All Transforming Cities Fund schemes need to be implemented by 2023.

## Active Travel Fund

The Active Travel Fund is a pot of money that can be used to improve cycling routes and reduce traffic in local neighbourhoods to create better environments for active travel including walking and cycling.

The areas where consultation is planned have been identified as places where changes could be made quickly and where there would be a higher likelihood that people would walk and/or cycle more if the routes were safer and more attractive.

We will consult on the following schemes:

- **Sheaf Valley Cycle Route**
- Crookes Active Neighbourhood
- Nether Edge Active Neighbourhood

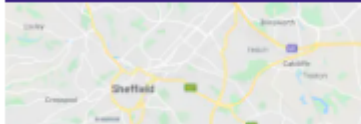
All changes under the Active Travel Fund need to be implemented by 2022.

## Further detail on the schemes

Detailed information about each of the proposed schemes will be shared as we begin public consultation. Our [interactive map](#) shows the proposed routes and areas for each scheme. Let us know your feedback on the routes to help us finalise our plans.

You can sign up to receive notifications about upcoming consultations or updates on the schemes on the 'About' page of this website.

### Provide comments on our interactive map about what's important to you



Please provide your feedback on the proposed routes using our Interactive Map.

[View details](#)

### Sheaf Valley Cycle Route



1095 comments

Here you can view our proposals for the Sheaf Valley Cycle Route and let us know your views.

[View details](#)

### Crookes Active Neighbourhood



602 comments

Here you can view our proposals for an Active Neighbourhood in Crookes and let us know your views.

[View details](#)

### Nether Edge Active Neighbourhood



226 comments

Here you can view our proposals for an Active Neighbourhood in Nether Edge and let us know your views.

[View details](#)

### City Centre Proposals



829 comments

Here you can view our proposals for cycling, walking and bus routes in Sheffield City Centre.

[View details](#)

### Neepsend-Kelham-City Centre



787 comments

Take a look at our proposals for cycling, walking and bus routes in Kelham and Neepsend and let us know your views.

[View details](#)

Proposal 2 of 12

## Sheaf Valley Cycle Route

1085 comments

### The consultation on Sheaf Valley Cycle Route closed on Friday 13th August 2021

The Sheaf Valley Cycle Route is a scheme which would be funded by the Active Travel Fund as part of our Connecting Sheffield vision. The enhanced cycle route being proposed would run from the City Centre to Woodseats Road via Shoreham Street and Little London Road. We are now consulting on our proposals for this scheme and would like to hear your views.

The proposals for this scheme have been developed based on the potential for people to use the route and the opportunities the route offers to access employment, training and education.

The proposals for the Sheaf Valley Cycle Route would connect into existing cycle infrastructure around Pond Hill, improving links to Sheffield Midland Train Station and Sheffield Hallam University's City Centre campus. They would also connect to the cycle routes incorporated in the Grey 2 Green project running between Victoria Quays and West Bar – leading to proposed largely segregated cycle routes to Attercliffe and Darnall, to Kelham and Neepsend, and around the city centre. These have been recently consulted on as part of Connecting Sheffield.

Developing an improved and safer cycle route in this location would assist people who currently cycle, encourage increased take up of cycling, and potentially lead to fewer car journeys, helping to reduce congestion and improve air quality for everyone.

By improving the route, we can encourage people who have taken up cycling recently to continue cycling as part of their everyday lives, and enable others to join them. More short journeys to local centres and other facilities could be made without the use of a car, improving the environment for local people along the route.

### What does the route look like?

The proposals for this route include a series of improvements that would make cycling from the City Centre to Woodseats Road via Little London Road a safer, easier and more attractive option. There are six areas where works would take place to deliver the improved cycle route if funding allows.

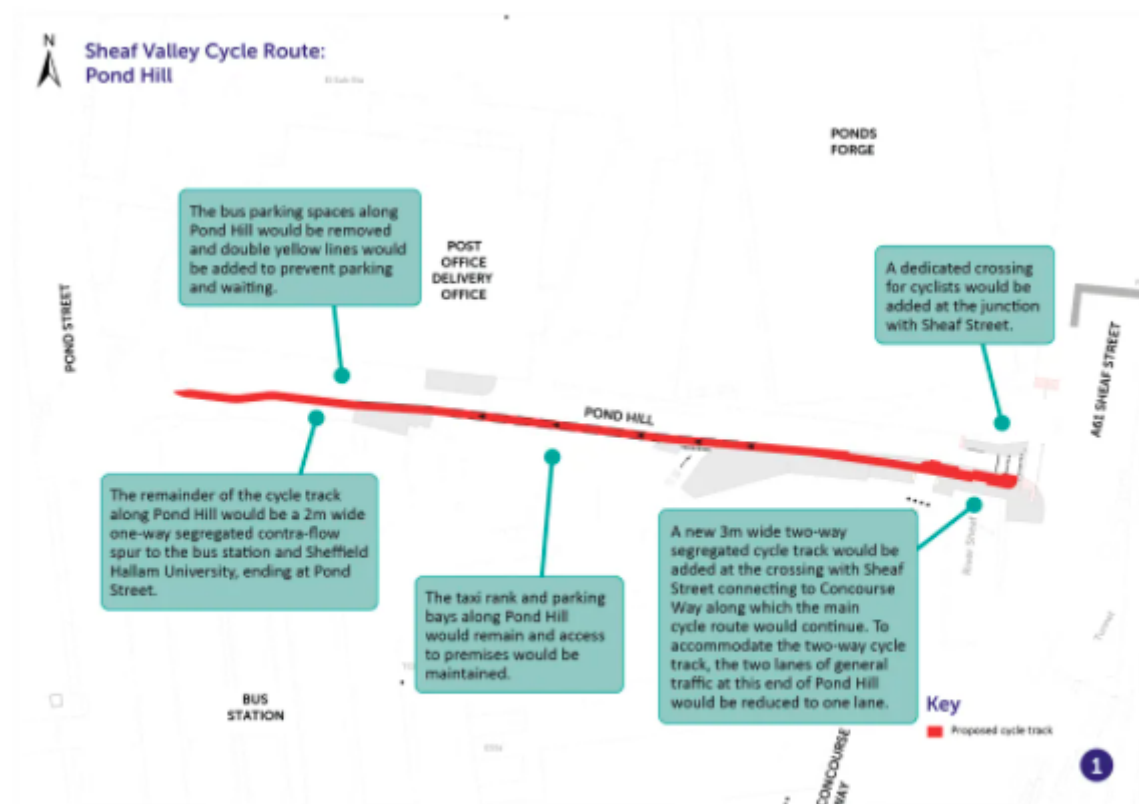
Click [here](#) to see a map showing the full extent of this scheme. More detailed maps of key areas where changes are proposed are provided further down this page.

### Pond Hill

Starting from the city centre, the scheme would use an existing cycle route which currently runs along Sheaf Street to where it meets the junction with Pond Hill. A separate cycle crossing would be added at the Pond Hill/Sheaf Street junction and a short section of two-way cycle track would be added to link the new crossing to Concourse Way.

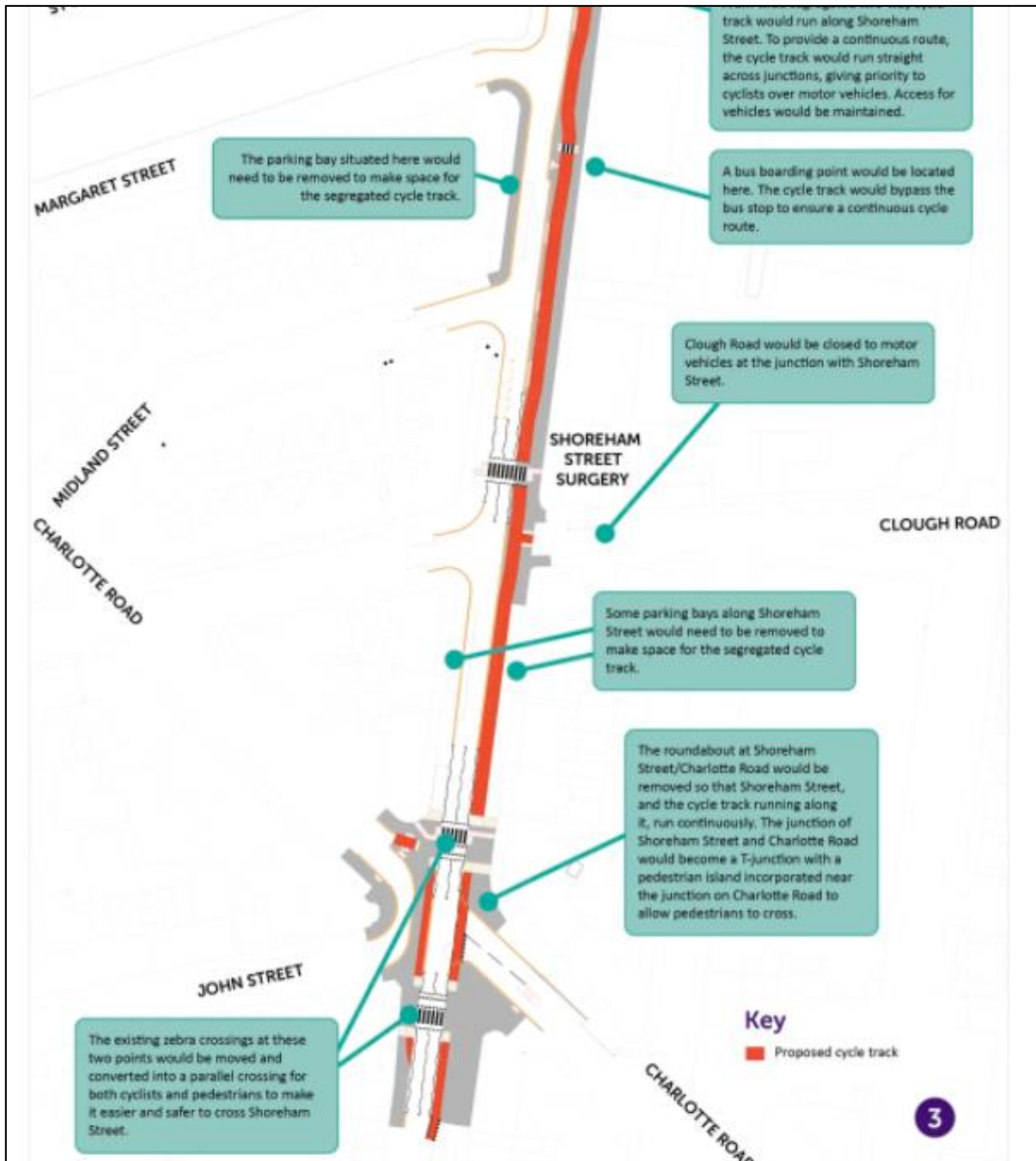
Along Pond Hill, once the final phase of Sheffield Hallam's digital campus is complete, there would be a one-way contraflow track towards the bus station entrance and Sheffield Hallam University. Cyclists heading down Pond Hill towards Sheaf Street would use the carriageway. To accommodate the new three-metre-wide cycle track, Pond Hill would be reduced to one lane for motor traffic.

These proposals are shown on the map below.



You can view a pdf of the above map and zoom in by clicking [here](#).

Following Concourse Way, the main cycle track would then re-join Sheaf Street at the Harmer Lane junction and continue to the train station.



You can view a pdf of the above map and zoom in by clicking [here](#).

## Cherry Street

The cycle route would then continue along Shoreham Street. Cherry Street would be closed to motor vehicles at the junction with Shoreham Street using planters and removable bollards. This closure would reduce traffic flow on Shoreham Street making it suitable as a cycle route. The measures would be temporary to test how they work, and the bollards would be removed on match days to enable coach access to the football ground at Bramall Lane.

These proposals are shown on the map below.





APPENDIX 4 – SusTrans Response

**Sustrans response to Sheaf Valley cycling routes 2021 13<sup>th</sup> Aug 21**

Will the scheme help deliver the Sheffield City Region Transport Strategy vision?

**‘Better connect our major urban and economic centres to enable the better flow of people, goods, businesses and ideas across the city region, as well as promoting our rural and visitor economies, to secure new investment and grow our economy’.**

**How does the scheme align with National Policy, Regional strategy, and help deliver active travel targets?**

The National Government plan Cycling Walking Infrastructure Schemes (CWIS) target of doubling the amount of journeys made by walking and cycling by 2025 will soon be upon us. What are the modelling results associated with the improvements to help achieve this target and the carbon neutral target of 2030?

**Sheffield Active Travel Implementation Plan**

The scheme appears to meet delivery requirements and standards. The SCR Active Travel Implementation Plan (ATIP) incorporates the region’s Local Cycling and Walking Infrastructure Plans set out by 2040: ‘a fully connected network of walking and cycling routes will link our region, transforming communities and ensuring that people have the means and the confidence to leave their cars at home, and choose to travel on foot or by bicycle’.

Sustrans is working with the City Region and the City Council on the development of the National Cycle Network Plan for South Yorkshire and Sheffield. This plan shows new cycling & walking Network developing through the Sheaf Valley to connect existing Network (and Trans Pennine Trail) running through the city centre at Castlegate with communities in that corridor and ultimately all the way to Chesterfield via Dronfield.

We’d also like to see options for connectivity with the Peak District National Park assessed, and work to realise the potential for bike / rail integration.

Perhaps reference and mapping to existing and future nearby network should also be included in the plans.

**Are the benefits of safe and prioritised walking and cycling infrastructure to existing network fully realised in the scheme?**

At Sustrans we are on a mission to fix, grow, and improve the National Cycle Network. It’s good to see that standards are being applied to the proposed new Sheaf Valley route that could potentially become new NCN.

The Quality Standard for the NCN is summarised in the attached appendix, and more detailed design guidance for traffic-free routes and greenways is here:-

<https://www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide>

## **Design Standards / Junctions / crossings**

It's good to see the latest LTN 1/20 design standards being applied to design options on the carriageway, roundabouts and junctions. It's good to see that priority has been given to pedestrians and cyclists on certain sections. Ideally this needs to be consistent.

Furthermore, using the design principles of creating a coherent, safe, accessible and signed route should attract new users and equal focus needs to be given to both entry and exit points from the route to extend a smooth transitional journey.

Through creating safe, accessible, local cycle and walking routes and emphasising their role in transforming the way in which we plan, travel, live and spend our leisure time, we can seriously start to tackle existing and future challenges of poor air quality, congestion, health inequality, and over population.

Sustrans are working with stakeholders across the nation to ensure design standards are consistent, embedded in policy and universally applied. We value schemes which recognise this and keen to support local authorities through offering training packages which give officers and members the opportunity to value and learn about the importance of good design standards and cross sector collectivism.

## **Will the scheme improvements help achieve cross sector objectives?**

- 1) Tackling Climate change
- 2) Deliver inclusive growth
- 3) Improve Health and well being
- 4) Improve air Quality
- 5) Help de carbonise the transport network

Yes, but the modelling results and quality impact report for this should be more prominent in the consultation.

## **Is the scheme a bold move? Will this make a statement?**

Will the scheme represent the ambition of Sheffield CC in creating transformative infrastructure to increase active travel and modal shift?

Creating healthier streets and communities around schemes like this close to residential areas require good links to business and employment areas.

Engaging with communities meaningfully to learn and understand transport issues faced on the ground and help improve access from these communities is also essential for inclusivity and giving a voice to underrepresented groups.

## **Are there any obvious omissions from the Scheme?**

Meaningful community engagement - this is key to gaining public support, ownership, and giving local people a voice that is often under represented. Has any meaningful community engagement about schemes designed to pull out local solutions to local problems been conducted? The online method of consultation does not allow for those who are not normally engaged in the process and therefore not wholly inclusive.

## Closing remarks

Infrastructure improvements that embed active travel are essential to achieve modal shift. Public transport and active travel themes should be integrated across all objectives and areas.

Travel behaviour is complex, the approach requires a joined up cross sector collaborative approach to result in substantial increases in walking and cycling starting with infrastructure schemes which place pedestrians and cyclists first and implement good design standards.

## About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

We believe Initiatives should focus on changing streets and places to make walking and cycling the most attractive option for short, everyday journeys in urban areas – creating more liveable neighbourhoods. Support should be provided around this to help people change their behaviour.

Therefore, there needs to be a mix of policy

Interventions (that make driving less attractive), infrastructure, and behaviour change projects to create real modal shift.

Sustrans, in coalition with a number of other cycling and walking organisations a network consisting of leading walking and cycling organisations such as British Cycling, Living Streets, The Ramblers, and Cycling UK and Bicycle Association, are

calling for 5% of the transport budget to be spent on walking and cycling, rising to 10% over the five years of the next spending round (from 2020/1 to 2024/5) to

Support a new CWIS.

We are also asking for the following:

**Speed** > reduced speed limits

**Space**> adopt and implement best design practice

**Safety**> Revise Highway the code to improve safety for cyclists and walkers, particularly at junctions

**Priority**> prohibit pavement parking, make streets more accessible

**Culture**> provide training and behaviour change programmes to create active travel behaviour.

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