

Connecting Sheffield: Nether Edge Active Neighbourhood

Consultation and Engagement Report

October 2021

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Section 1: Introduction

Through the Active Travel Fund (ATF), Sheffield City Council has the opportunity to deliver a series of smaller-scale sustainable travel projects within Sheffield.

As part of the development of each project, there has been a need to undertake engagement 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 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 supported by traditional media and social media coverage, with consultation on individual schemes due to go live 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: Nether Edge Active Neighbourhood** 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: Nether Edge Active Neighbourhood** scheme would be digitally led with the inclusion of an online community workshop designed to replicate face-to-face meetings and the benefits of direct engagement as far as possible. Access to printed materials and multiple channels of communication were put in place to ensure a fully accessible consultation. The **Connecting Sheffield: Nether Edge Active Neighbourhood** consultation launched on 16 July 2021 and concluded on 20 August 2021.

Section 2: Aims of Engagement

Sheffield City Council highlighted a need to engage with and consult the public on its ATF proposals, ahead of implementing a trial Active Neighbourhood through an Experimental Traffic Regulation Order (ETRO). Engaging on the ATF schemes at this stage was important to generate feedback that could inform the measures put in place as part of the ETRO and to minimise the risk of stakeholder objections due to lack of understanding of the schemes, which could delay the final Traffic Regulation Orders (TROs) being agreed alongside other potential delays that would result in cost overruns.

In order to achieve this, a consultation and engagement strategy for the **Connecting Sheffield: Nether Edge Active Neighbourhood** 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 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 Representation

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

- Mr Paul Blomfield, MP for Sheffield Central

Ward Councillors

- Councillor Peter Garbutt, Ward Councillor for Nether Edge and Sharrow
- Councillor Alison Teal, Ward Councillor for Nether Edge and Sharrow
- Councillor Maroof Raouf, Ward Councillor for Nether Edge and Sharrow

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.

Local businesses

- St Luke's Hospice Shop
- The Curry Pot
- Pop's Supermarket
- Edge Cutters
- Bombshell
- Oxfam
- Bannerdale Osteopaths
- Turners Bakery
- Nether Edge Garage
- Sainsbury's Local
- Cakes by Cherrypie
- Byron House Pub
- Birchcroft Assisted Living (run by the Guinness Partnership)
- Café #9
- Nether Edge Laundrette
- Zeds Wholefoods
- Wickwire
- Edge Dental
- Homemade by Thelma's
- Sheldon House Care Home (Run by Sandford Care)

Community and Interest Groups

Alongside direct engagement with members of the local community, we recognise that local community and interest groups can play an important role in representing community views and in disseminating information within communities. The following groups were engaged with during the consultation:

- Nether Edge Neighbourhood Group
- Nether Edge Women's Institute
- Save Nether Edge Trees
- Sheffield Tree Action Group

City-wide Stakeholders

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Nether Edge Active Neighbourhood** 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. After the **Connecting Sheffield: Nether Edge Active Neighbourhood** consultation was launched on 16 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 (SYPTEx)
- First Group
- Stagecoach East Midlands
- Stagecoach Yorkshire
- TM Travel
- Sheffield Eagle Taxi Trade Association (SETA)
- Sheffield Taxi Trade Association (STTA)
- ALPHA Taxis
- GMB Union
- Cycle Sheffield
- Sheffield Bus Alliance (SCA)

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

Local Residents and Businesses

A key priority of the consultation was to actively engage with residents, businesses and institutions located within the boundary of the **Connecting Sheffield: Nether Edge Active Neighbourhood** scheme proposals.

Distribution areas for the consultation postcard were identified, so that nearby properties within or close to the proposed Active Neighbourhood would directly receive information about the proposals and the consultation process. A distribution area was defined around the proposed Active Neighbourhood.

The identified distribution area for the consultation postcard included 1855 addresses in total.



The distribution area is shown below.



Figure 1: Consultation leaflet distribution area (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.

Section 5: Engagement Overview

The main period of public consultation ran for five weeks between 16 July and 20 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 a number of accessible and convenient means by which to provide feedback.

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

Stakeholder Workshop

When the consultation launched, plans to hold a stakeholder workshop were publicised through the Connecting Sheffield website and the consultation postcard which was distributed to all residents and businesses located within the distribution area for the Active Neighbourhood. Residents and businesses were given the opportunity to express their interest in attending the workshop by emailing info@connecting-sheffield.co.uk with their details.

The workshop was held online using Zoom to comply with Covid-19 related restrictions and included a short presentation to explain the principles behind Active Neighbourhoods, why Nether Edge had been identified as a location for an Active Neighbourhood and the types of measures that could be implemented as part of an Active Neighbourhood. The participants were then split into small groups to discuss a range of topics relating to the proposed Active Neighbourhood. There was opportunity for the participants to feed back to the wider group, and participants were also provided with the opportunity to ask the project team any questions they had. 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.

The overarching theme of feedback from the community groups was that the participants welcomed proposals for an Active Neighbourhood as they felt that there were significant issues in the area. Issues raised included speeding, unsafe parking, the need for crossings and whether to pedestrianise the shops located at the bottom of Nether Edge Road.

The details of the workshop, as well as the topics raised, questions asked and statements made, are provided as Appendix 3.

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

Consultation Postcard

Consultation postcards were produced and distributed to all residential and business properties located within the agreed distribution area of 1855 properties, as shown in Figure 1 on page 9.

The consultation postcard is provided as Appendix 2.

The consultation postcard gave a very brief summary of the proposals and highlighted the communication channels available for people to get in touch and find out more information. These included a freephone information line, a dedicated project email address, a Freepost address and the project website.

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 **Connecting Sheffield: Nether Edge Active Neighbourhood** proposals and details of the consultation period, which can be found here: <https://sheffnews.com/news/next-steps-to-improve-neighbourhoods-for-walking-and-cycling-launched>

The press release received coverage in titles including [Sheffield Star](#) and [Now Then Magazine](#).

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 **Connecting Sheffield: Nether Edge Active Neighbourhood** proposals on 16 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;
- Showcase the plans for the **Connecting Sheffield: Nether Edge Active Neighbourhood** 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 **Connecting Sheffield: Nether Edge Active Neighbourhood** feedback form that are visible to others; and

Images showing the appearance of the **Nether Edge Active Neighbourhood** webpage on the Connecting Sheffield website are provided as Appendix 1.

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 6: 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: (<https://connectingsheffield.commonplace.is/proposals/provide-comments-on-our-interactive-map-about-whats-important-to-you>)
- A feedback form on the **Connecting Sheffield: Nether Edge Active Neighbourhood** page of the Connecting Sheffield Commonplace website.

In total, 332 responses were received during the **Nether Edge Active Neighbourhood** consultation. These are categorised below depending on the channels through which the feedback was given.

Consultation response received	Total
Online feedback form	250
Online interactive heatmap	76
Email	3
Freepost	0
Phone	3
Total	332

Table 1: Number of consultation responses received.

Section 7: Nether Edge Active Neighbourhood Feedback Analysis

Nearly all of the feedback received as part of the **Connecting Sheffield: Nether Edge Active Neighbourhood** 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 21 September 2021, there were 40534 visitors in total. The below graph shows that there was a spike in visitors on 16 July 2021, when the **Connecting Sheffield: Nether Edge Active Neighbourhood** consultation was launched alongside two other ATF schemes, with 1255 people visiting the site on 16 July 2021.

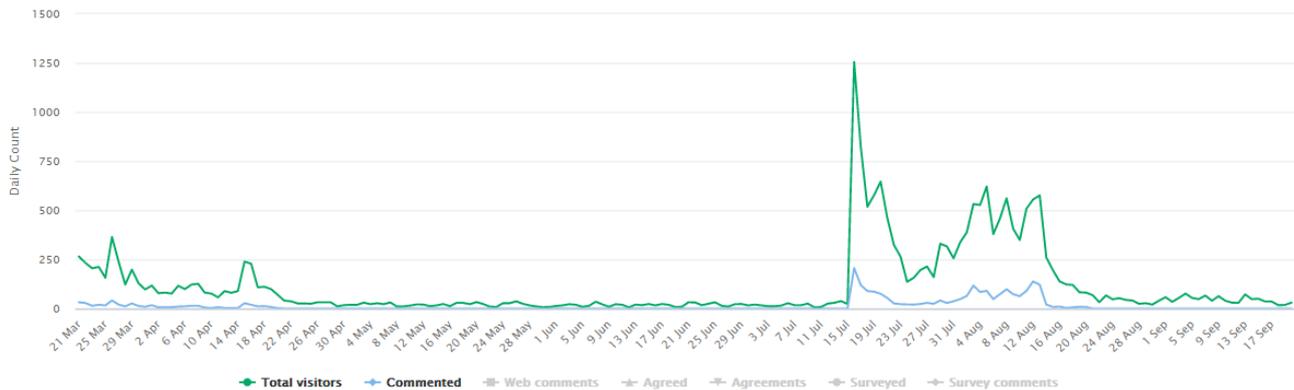


Figure 2: Graph showing the total number of visitors to the Connecting Sheffield website since its launch in November 2020.

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.

Referral website	Visitors	Responded	Subscribed
Sdirect	15708	1730 (11%)	41 (0%)
m.facebook.com	10390	819 (8%)	3 (0%)
t.co	5582	452 (8%)	1 (0%)
sheffnews.com	2384	259 (11%)	10 (0%)
Inks.gd	1803	338 (19%)	4 (0%)
www.google.com	1756	390 (22%)	10 (1%)
l.facebook.com	763	153 (20%)	1 (0%)
www.google.co.uk	654	133 (20%)	0 (0%)
com.google.android.gm	547	44 (8%)	0 (0%)
www.sheffieldforum.co.uk	434	58 (13%)	0 (0%)

Figure 3: Table showing the top ten referral websites

Responses to the Connecting Sheffield: Nether Edge Active Neighbourhood Feedback Form

The feedback form used a selection of open and closed questions designed to gain an understanding of what respondents would like to see in an Active Neighbourhood, their current transport use and their anticipated

transport use once the Active Neighbourhood has been implemented, as well as their overall view of the proposed Active Neighbourhood.

The below analysis looks closely at the feedback received in response to both the open and closed feedback questions.

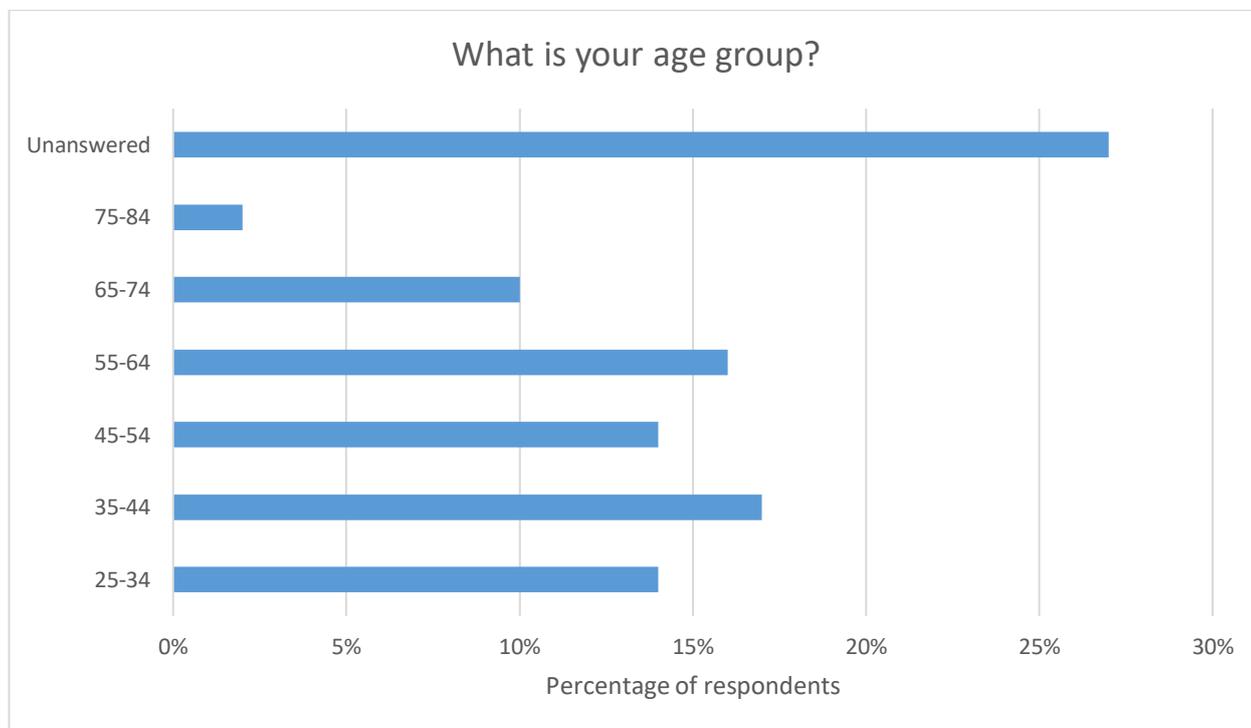
Analysis of Closed Questions

The following two questions focus on understanding the age group the respondents fall under and what their connection is to the area. None of these questions are mandatory and therefore respondents are able to skip the questions.

The below answers are based on the 250 respondents who provided a response to the main **Nether Edge Active Neighbourhood** Commonplace tile.

What is your age group?

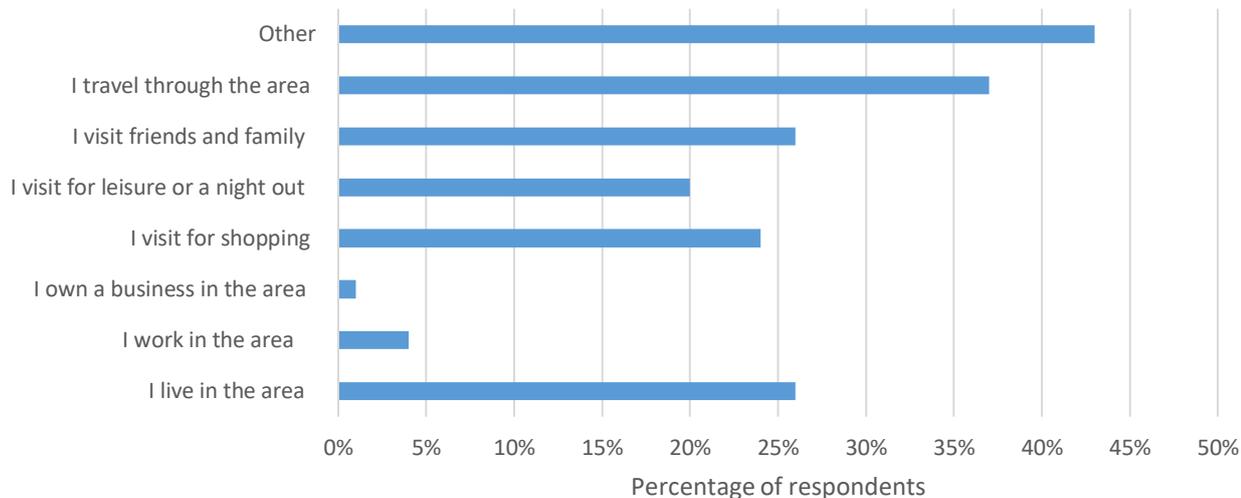
17% of the respondents were aged 35-44, 16% were aged 55-64, 14% were aged 45-54 and 27% did not answer the question.



What is your connection to the area?

37% of the respondents who answered this question said that they travel through the area. A further 26% said that they visit friends and family and 26% said they live in the area. 43% selected "other". Respondents were able to select more than one option, hence why the percentages do not add up to 100%.

What is your connection to the area?

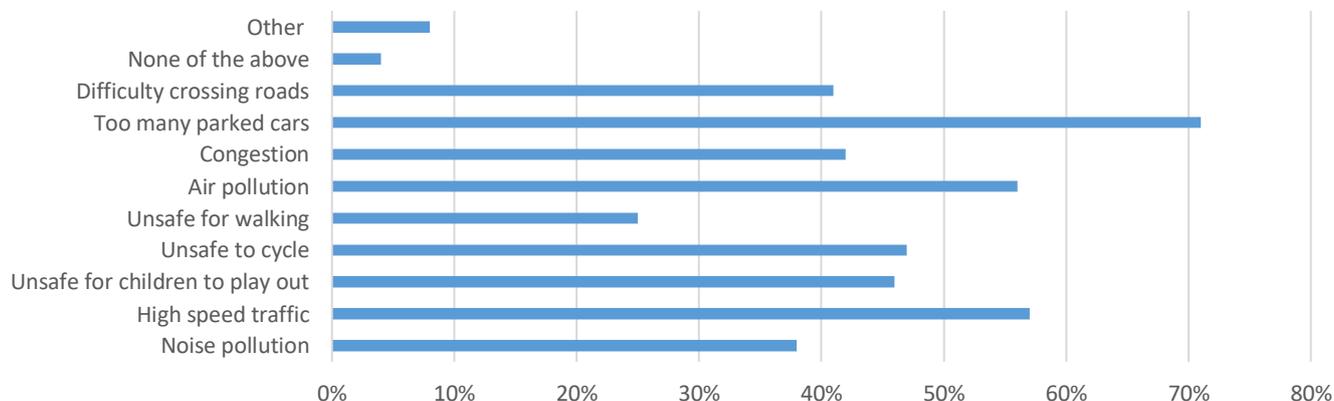


The following graphs contain data taken from the specific questions asked to inform the **Connecting Sheffield: Nether Edge Active Neighbourhood** proposals. As above, this data is based on the 250 respondents who provided their feedback on the main Nether Edge Active Neighbourhood tile. Please note that respondents were able to skip questions if they wished, and on some questions, they could select multiple answers, and therefore 250 responses were not received for every question – sometimes more, sometimes less.

Which of the following options do you consider to be an issue in Nether Edge?

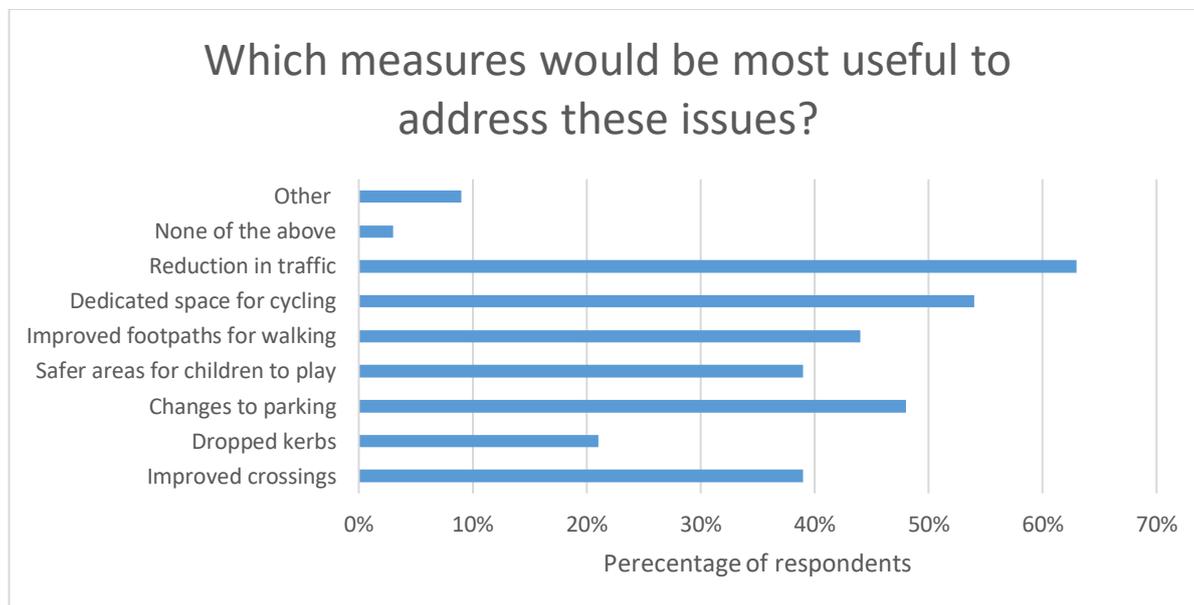
In response to this question, 71% selected “too many parked cars”, 57% selected “high speed traffic” and 56% selected “air pollution”.

Which of the following options do you consider to be an issue in Nether Edge?



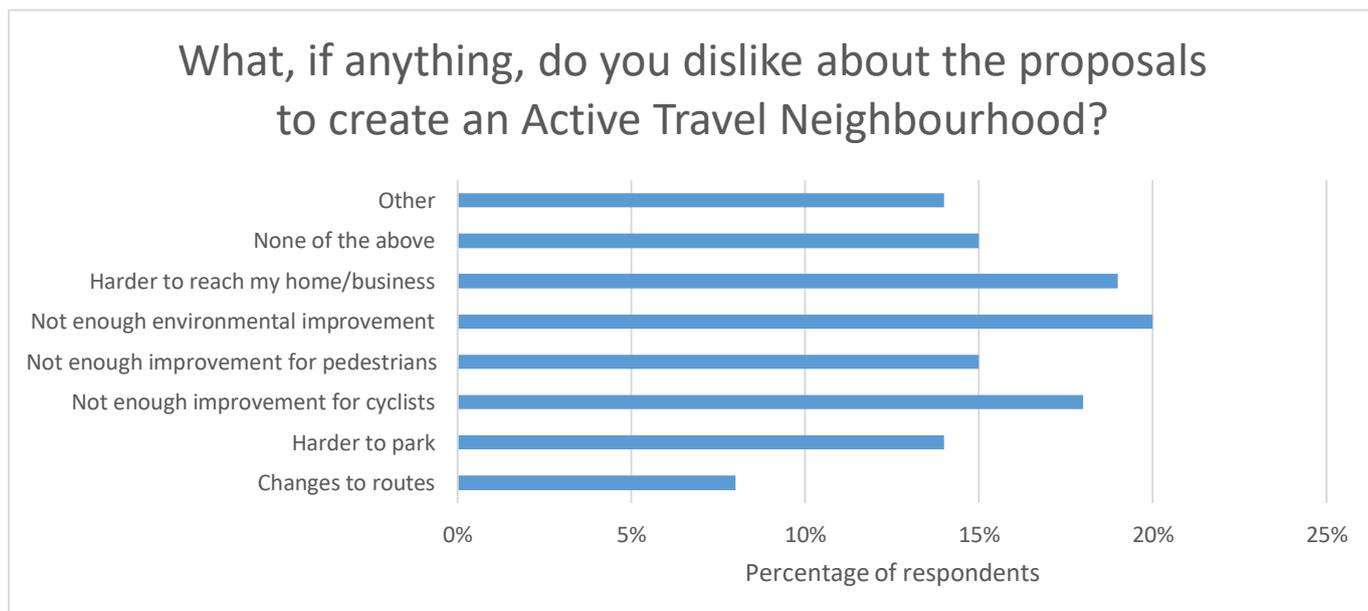
Which measures would be most useful to address these issues?

In response to this question, 63% of the respondents selected “reduction in traffic”, 54% selected “dedicated space for cycling”, and 48% selected “changes to parking”.



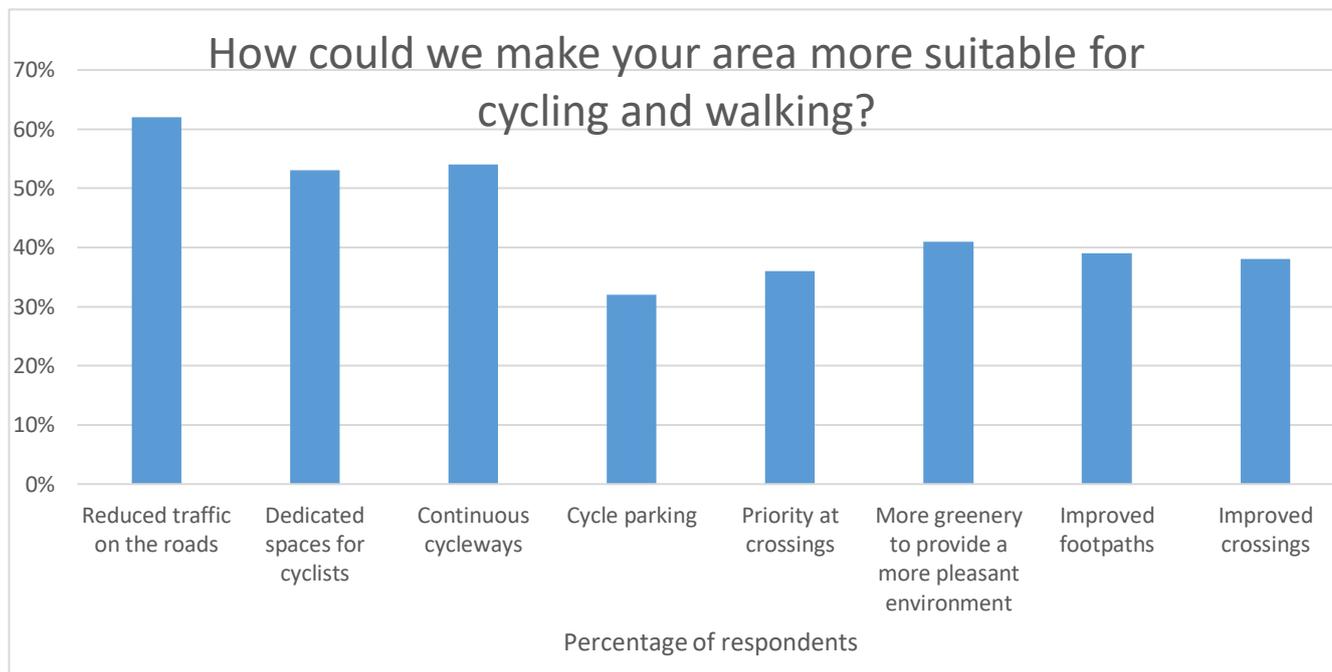
What, if anything, do you dislike about the proposals to create an Active Travel Neighbourhood?

When respondents were asked what they disliked about this scheme, 20% selected “not enough environmental improvement”, 19% selected “harder to reach my home/business” 18% selected “not enough improvement for cyclists”. This was a multiple-choice question.



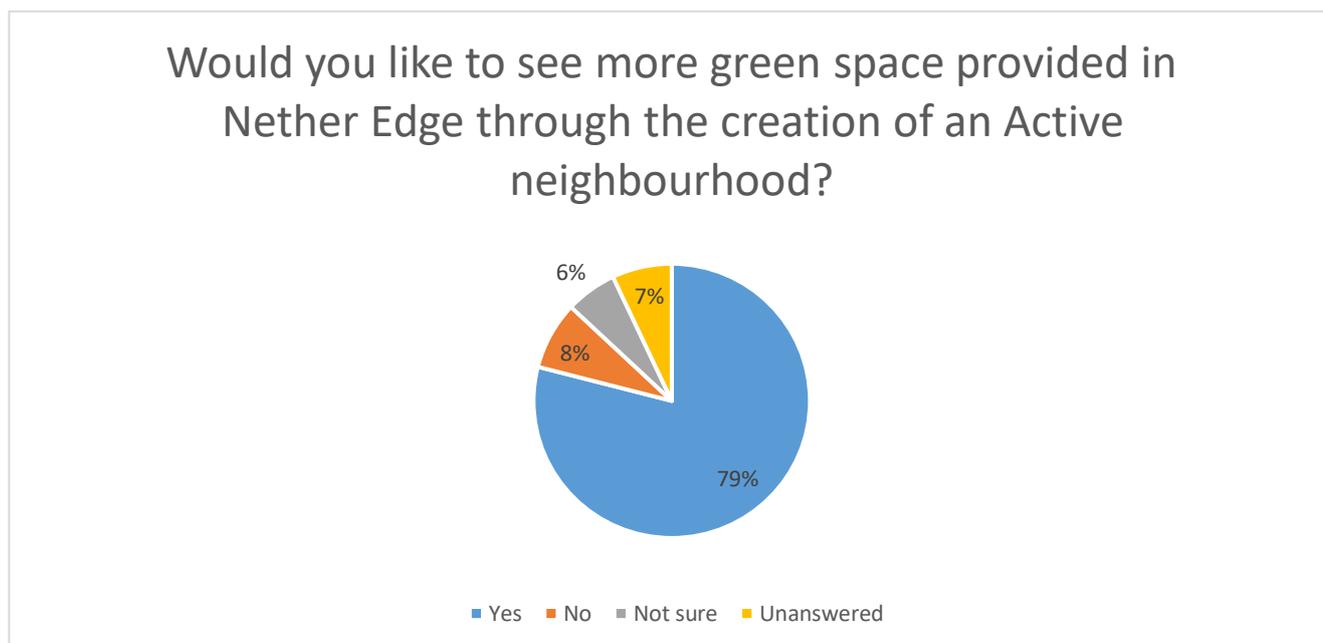
How could we make your area more suitable for cycling and walking?

In response to this question, 62% selected “reduced traffic on the roads”, 54% selected “continuous cycleways” and 53% selected “dedicated spaces for cyclists”.



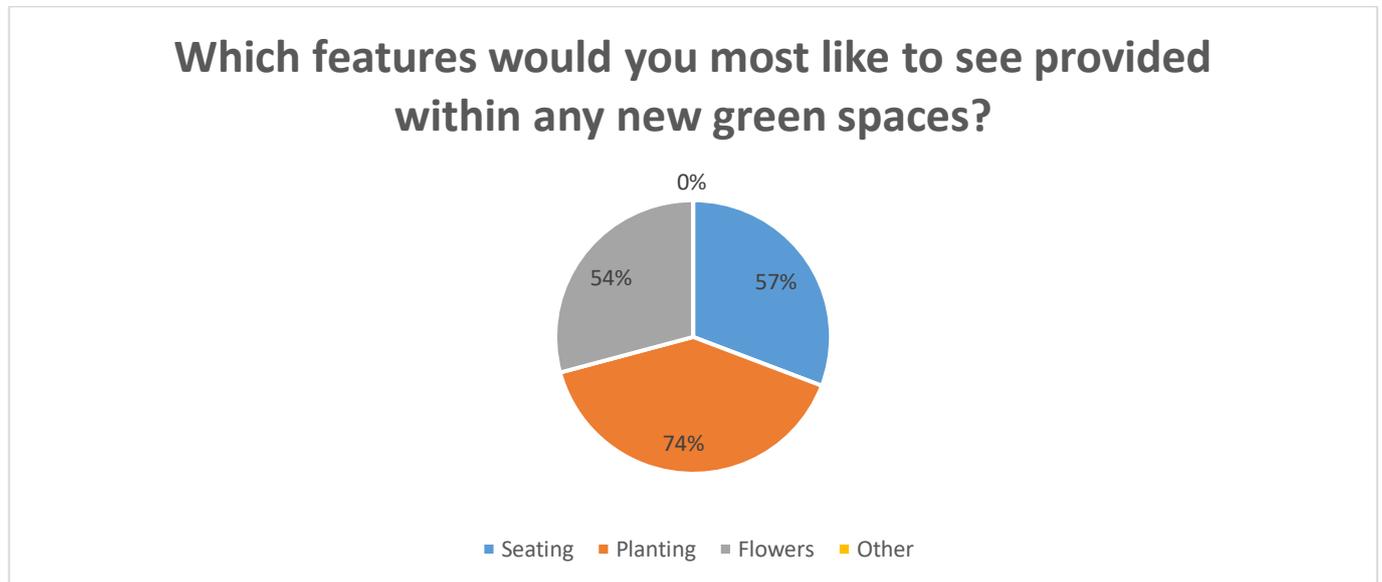
Would you like to see more green space provided in Nether Edge through the creation of an Active neighbourhood?

When asked if they would like to see more green space provided in Nether Edge through the creation of an Active Neighbourhood, 79% of the respondents said yes, 8% said no, 6% said they weren't sure, and 7% didn't answer the question.



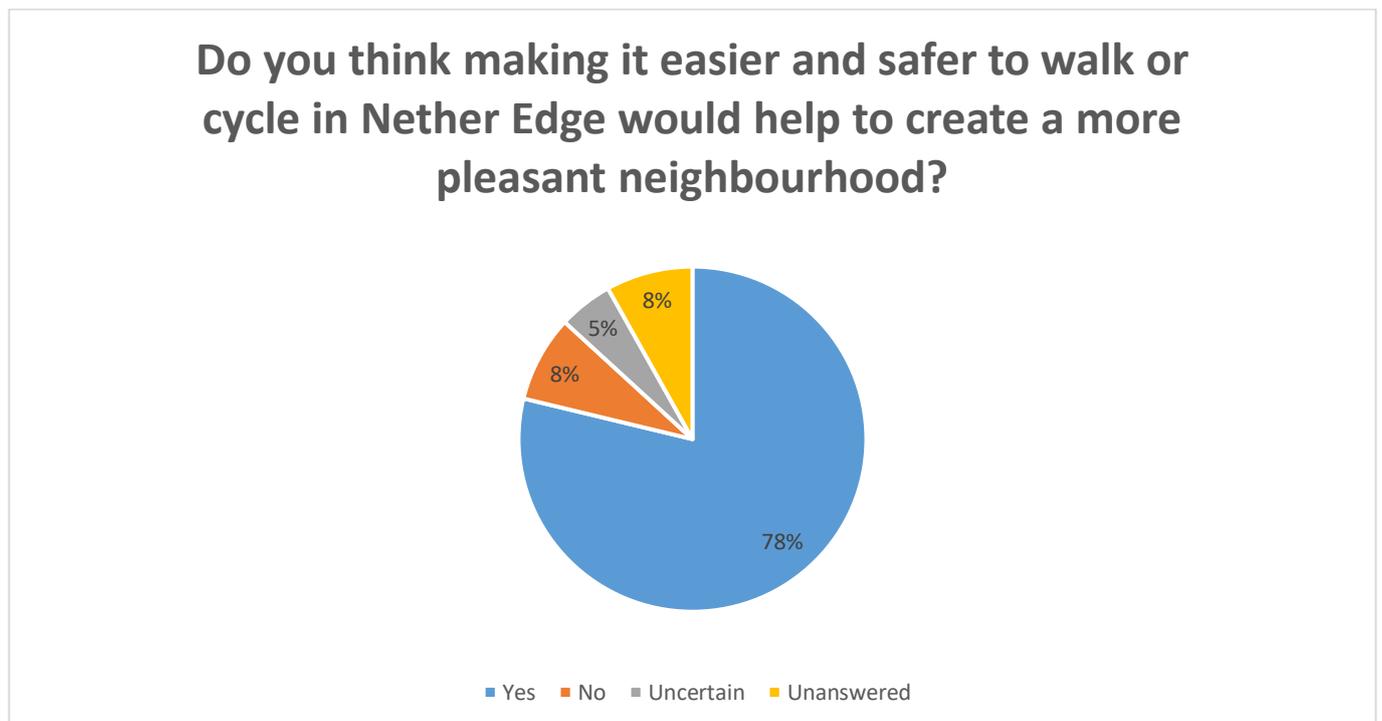
Which features would you most like to see provided within any new green spaces?

In response to this question, 74% of the respondents said they would like to see planting, 57% said they would like to see seating and 54% said they would like flowers.



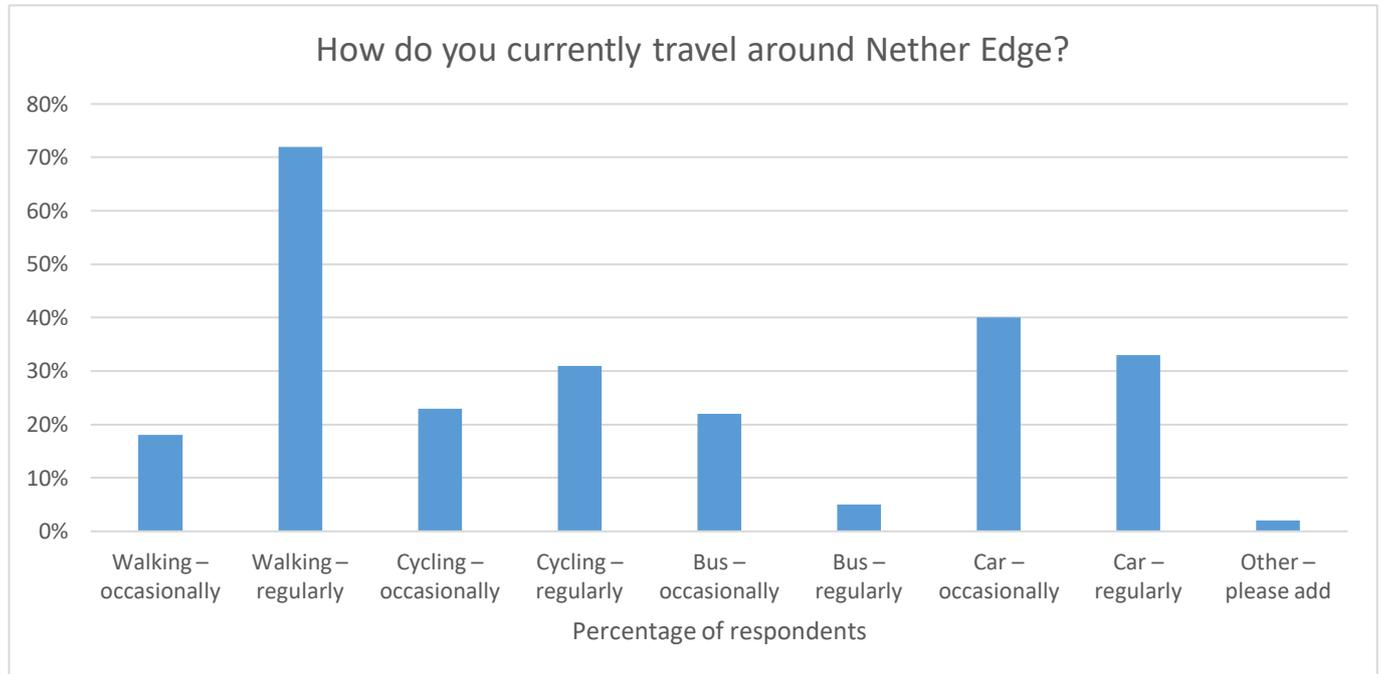
Do you think making it easier and safer to walk or cycle in Nether Edge would help to create a more pleasant neighbourhood?

When asked if they thought that making it easier and safer to walk or cycle in Nether Edge would help to create a more pleasant neighbourhood, 70% of the respondents said yes, 15% said no, 10% said they were uncertain, and 5% didn't answer the question.



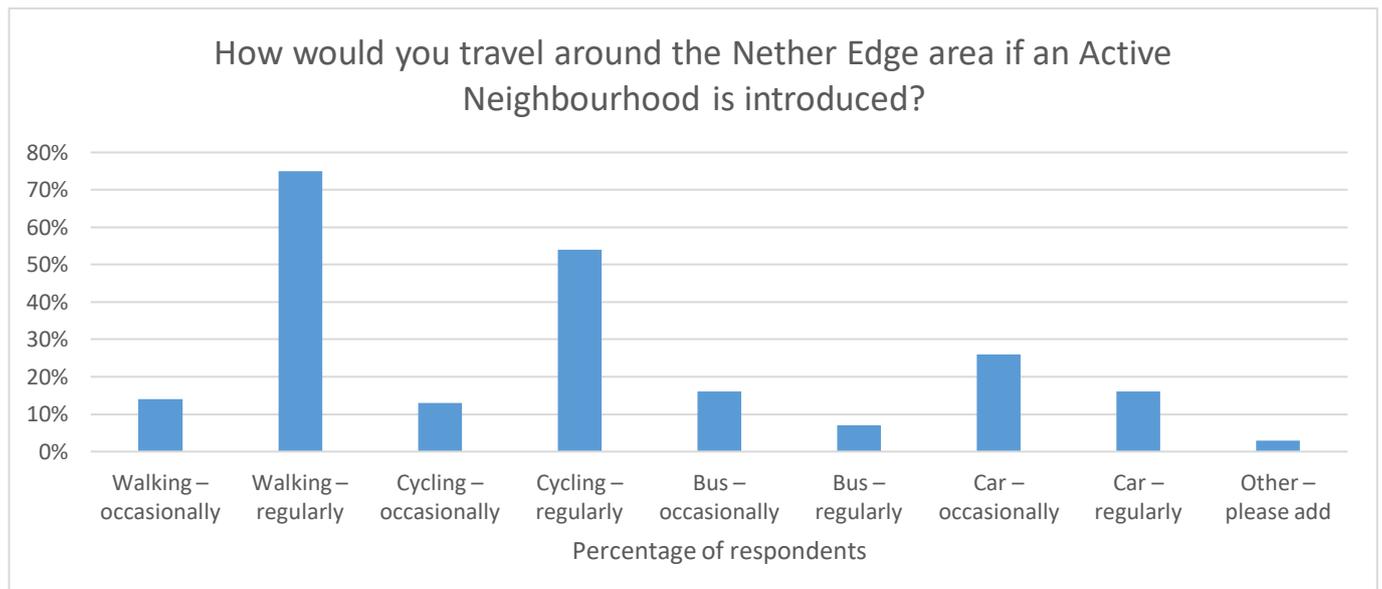
How do you currently travel around the Nether Edge area?

When asked how they currently travel through Nether Edge, 72% of the respondents said that they walk regularly, 40% said that they drive occasionally, 33% said that they use their car regularly, 31% said that they cycle regularly and 23% said that they cycle occasionally.



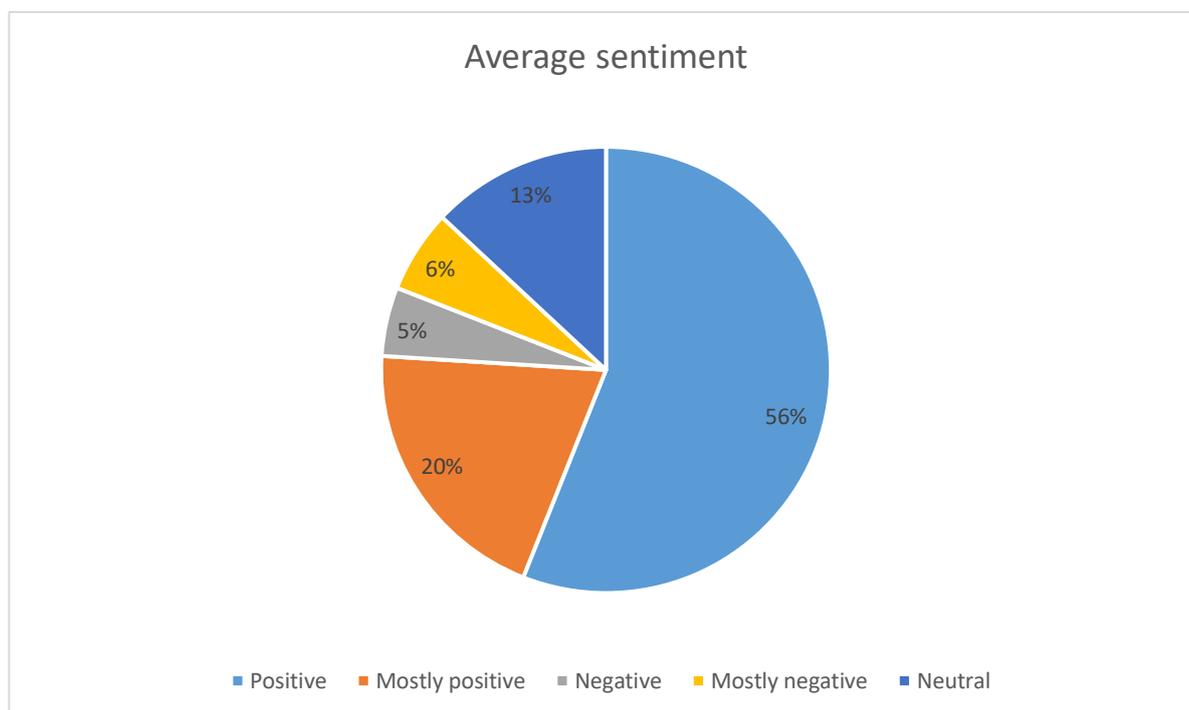
How would you travel around the Nether Edge area if an Active Neighbourhood is introduced?

In response to this question, 75% of respondent said they would walk regularly, 54% said they would cycle regularly and 26% said they would use their car occasionally.



Average respondent sentiment

The below chart shows the average sentiment of respondents. 56% felt positive about the proposals, 20% felt mostly positive, 13% felt neutral, 6% felt mostly negative and 5% felt negative about the proposals.



Analysis of Open-Ended Questions

An extensive summary of the main issues raised by respondents through the open-ended questions on the feedback form, which allowed respondents to elaborate on their points, as well as via phone, email and Freepost, is provided in the following table. The below tables contain comments extracted both from the main Commonplace tile and from the heatmap.

General Comments
Positive Comments
There were 141 positive responses in favour of the scheme. A selection of these comments are below in quotation marks: <ul style="list-style-type: none">• “Really enthusiastic about this. Will make a big difference for shorter trips and just being around the neighbourhood.”• “Fabulous”• “It’s a great idea!”• “I love it”• “Great scheme”• “I think it is great. The faster we can move away from heavy car use, the better. Any measure to minimise car use to 'essential use' only and promote active transport has got my 100% support.”• “Make this happen fast”• “Sounds like a great idea - we’re all for greener safer streets.”• “I love the idea, hope it helps relieve Abbeydale Road too.”• “Great scheme! Keep going - get the whole city sorted please!”• “We have to try things and be brave and bold to make changes.”

- “We welcome a scheme which will hopefully improve the health and safety of people using the area and which will pay attention to the environment”
- “Don’t let the car, taxi, or privately run public transport lobbies stop you improving these spaces for people. I fully support this scheme.”
- “This is a good start to creating a great active travel neighbourhood with increased opportunities for leisure, shopping and safe places for children.”
- “Any schemes that facilitate friendlier and safer communities are sure to be welcomed in Nether Edge.”

Congestion

- 34 respondents commented on general congestion around Nether Edge.

Concern about displaced congestion

- 16 respondents expressed concern that any attempts to close roads to through traffic will lead to the displacement of traffic onto other roads. 2 comments that the scheme would need to be monitored carefully to ensure that this doesn’t happen.
- 1 respondent said they wanted to see traffic and air pollution reduced but were concerned it will result in displacement instead. Comment that it may be worth considering a one-way ‘ring road’ scheme around the area.
- Comment that the core problem is car use and that people need to be convinced to stop using their cars for short journeys. 2 comments that traffic displacement will increase journey distances and pollution.
- Comment that the Nether Edge roads were not designed for the kind of traffic that uses them today. Comment that most of the residents living in the area use their cars daily and so it would be problematic to prohibit all through traffic.
- Comment that if traffic is reduced on Sheldon Road, that through traffic will be transferred to the little less leafy roads off Abbeydale Road heading towards town.
- Concern that congestion will worsen on the “already noxious” main road and cause heated division amongst residents. Comment that this has happened elsewhere nationally.
- Comment opposing the scheme as the roads just outside the proposed area have more issues concerning pollution, congestion and parking issues.
- Concern that the scheme will increase problems on roads such as Archer Lane, Edgedale Road and Carter Knowle Road, which are used as school routes. Comment that with the number of schools, these roads should be a priority, not the proposed area which is less densely populated and congested.
- 1 respondent asked whether any traffic or pollution surveys had been completed to support the scheme being identified as the proposed area.
- 1 respondent said that they hope that no areas are entirely pedestrianised, as they think this will force traffic into a bottle neck.

Particular roads mentioned

- 1 respondent expressed concern that cars currently using Brincliffe Edge Road as a through road may instead divert to Union Road causing congestion.
- Concern that the scheme will result in increased traffic turning Edgedale Road, Sheldon Road, and Carter Knowle Road into through routes as the traffic is funnelled around the Nether Edge Active Neighbourhood.

- Request that it is ensured that changes such as improving the Nether Edge traffic lights area does not lead to increased traffic/danger on other roads such as Ashland and Rupert Road.

Further comments regarding congestion

- Comment that traffic is the most problematic along the main thorough fairs, such as Sheldon Road, Montgomery Road and Sharrow Lane, which are not equipped to handle the amounts of traffic.
- Comment that Glen Road, Ashland Road and Nether Edge Road are particularly problematic due to through traffic and road rage.
- Comment that congestion between Nether Edge Road and Archer Lane can be an issue. Request to either make that section one-way or implement double yellows near the junction. Comment that one-way systems can add to car travel creating more pollution.
- Comment that the junction of Brincliffe Edge Road, Archer Lane and Ashland Road is badly designed for pedestrians as it's difficult to see oncoming traffic when attempting to cross, so it can be very dangerous. Request for signage to slow cars down and warn of pedestrians, speed bumps and zebra crossings.
- Comment that traffic needs reducing on all the roads in Nether Edge as air pollution is "criminally bad".
- Concern around cars and taxis idling engines.
- Comment that Nether Edge is used as a through route for commuting, accessing the large supermarkets and accessing Bramall Lane stadium.
- Comment that traffic comes from Abbeydale Road and Ecclesall Road and travels through Sandford Grove Road, Archer Lane, Brincliffe Edge Road, Ashland Road and Nether Edge Road. Comment that the volume of traffic is incredibly disruptive. Comment that this through traffic should not be coming in through Nether Edge to access Montgomery Road.
- Request for a road closure of Archer Lane on the approach on Brincliffe Edge Road to traffic coordinated with one-way loops on those roads which remain open to traffic. E.g. up Ashland Road and down Rupert Road, one-way up Union Road, left on to Brincliffe Edge Road and down Edgehill Road and other such measures. Closure of Nether Edge Road between Sheldon Road lights and Glen Road.
- Comment that Montgomery and Rundle Road need traffic calming measures.

The following requests/suggestions were made:

- Comment that the traffic solutions in Broomhall might be beneficial in parts of Nether Edge to alleviate through-traffic.
- Support for one-way streets and bollards in places to reduce through traffic.
- 1 request for filters on streets within the area to reduce through traffic.
- Suggested that "local users" be equipped with electronic pass keys that would raise and lower bollards to restrict outsiders at busy times of the day. Suggestion that these might be sited at the Archer Lane end and the Ecclesall Road end of Brincliffe Edge Road, thus limiting through routes during peak times. Comment that this could be followed by increased local activities, safer neighbourhood usage, and a healthier environment.
- Suggestion that any through traffic options should be designed to take longer than going around the area to minimise through traffic.

- Comment that even simple measures like making the majority of roads access only - with closures in the middle of the road such as those on Archer Lane between Swaledale Road and Edgedale Road - would in time be accepted parts of the neighbourhood as in Broomhill.
- Suggestion to implement a one-way system or access only scheme.

Parking

- 27 respondents highlighted that parking is an issue in and around the Active Neighbourhood boundary.
- 24 comments that pavement parking, inconsiderate parking and the volume of cars parked in the area is a big problem. Comments that this is particularly on Glen Road, Sandford Grove Road, Oakdale Road, Byron Road and Rupert Road. Requests for more to be done to stop cars parking on pavements.
- Comment that Nether Edge is often used as a “commuter car park” for city centre workers.
- 8 respondents highlighted issues with wheelchairs and pushchairs in the area due to the amount of pavement parking.
- Comment that many pavements are in poor repair and are too narrow for people with mobility scooters to use safely. Concern that there are too few dropped curbs to safely cross at several junctions in the area.
- Request for parking charges – especially for taxis.
- Concern that the proposals may cause a bigger issue with parking in the area.
- Comment that the number of parked cars makes cycling stressful. Comment that cyclists worry about being “car doored” or not seen.
- Comment that people will always want/need cars and that closing parking on one street just pushes all cars to another street.
- Comment that each road is only passable for single file traffic.
- Comment that by not allowing more off-road parking because of conservation planning, more cars are parked on the road causing congestion.
- Comment that residents cannot park near where they live.
- Comment that the Council should refuse planning for developments looking to convert family homes into HMOs within Nether Edge to help resolve the parking issues.
- Comment that people still need to be able to park outside their homes when the scheme is implemented.
- Comment that infrastructure for charging electric vehicles will be needed as they become much more common.
- Comment that there is not room for parking on both sides of Sheffield streets.
- Comments that there are too many cars for the space available. Comment that there should be fewer cars per household, or that car storage should be moved to car parks. Suggestion that the car parks should be private.
- Comment that the residential roads within the scheme could be made more liveable through modal filters and a reduction in parking.

- Request to consider allowing residents to create parking in their front garden where possible despite the conservation area.
- Suggestion to implement resident permit parking schemes.
- 1 respondent said that they would not like to see parking removed on Nether Edge Road, as their business relies on the passing trade for donations and customers.

The following requests/suggestions were made:

- There were 9 requests for parking permits in the area. 11 requests to prevent this.
- 5 requests for better enforcement against parking on junctions. Comment that drivers, cyclists and pedestrians are “dicing with disaster”, when edging out without being able to see.
- 1 respondent suggested that residents should be consulted on whether to replace a certain number of car parking spaces with cycle hangars.
- Suggestion to reduce the number of cars and parking permits in the area over the next few years through council tax incentives.
- 2 requests for physical measures to tackle pavement parking.
- Suggestion that all parked vehicles within the boundary, except outside the school, should be required to park with at least two wheels on the curb or totally on the curb where possible.
- 2 requests for a reduction in parking to one side of the roads within the Active Neighbourhood. Comment that this is particularly needed to Edgehill Road, Oakhill Road and Glen Road.
- Suggestion to make it more difficult for people to turn garages into extensions to the house without keeping the garage as part of the extension.
- Request for notices at the entrance to Nether Edge or at the end of streets asking people to park considerately and to keep hedges trimmed back with a picture of a pushchair and a wheelchair. Suggestion that the signage could be produced by children in the local school as the 20mph speed limit signs were 20 years ago.
- Suggestion that each house could have 2 resident car permits. Suggestion that short-term visitor permits should be an option.
- Request for traffic wardens to patrol the area and make sure cars are parked safely.

Public transport

- 13 respondents commented on public transport in the area.
- Comment that there needs to be improved public transport between Ecclesall Road and Abbeydale Road. Request to improve public transport in the area before restricting roads.
- 2 requests for the tram network to be extended to Nether Edge.
- 5 comments that current services are unreliable and infrequent and this needs to be addressed. The 56 bus was mentioned as one of the services to be addressed.
- 1 respondent said they would give up their car if there was regular and affordable public transport from Nether Edge to the city centre and hospitals.
- 4 comments that bus travel needs to be cheaper to encourage people to use their cars less.
- 2 comments that the scheme needs to be “holistic” and address public transport as part of the proposals.
- Request for “adequate” park and ride facilities.
- Request to get more people onto bikes and e-bikes.

- Request for “clean” public transport.
- Comment that local trains and local "stations" such as Dore, Heeley and the station around Millhouses Park and Tesco could take commuters directly into Sheffield. Comment that a properly co-ordinated plan would connect into the tramway and growing economic hub around Attercliffe.

The following requests/suggestions were made:

- Request for free electric public transport for all Sheffield residents.

Access/Accessibility

- 11 respondents had concerns regarding accessibility for elderly or disabled people. Concern that the scheme might disadvantage some people in the area. Particular concerns that people within those groups may struggle to access the shops. 6 requests for access to be retained for them.
- Comment from a carer who said that such schemes make accessing people in their homes difficult, especially as Nether Edge is “tricky” in the winter with the steep hills.
- An elderly respondent expressed concern that they may not be able to access the shops and they may become isolated and cut off if the scheme goes ahead.
- Concern from a wheelchair user needing vehicle access to their front door.
- 4 comments that access needs to be ensured for delivery transport and the less mobile to local businesses.
- 5 respondents were concerned about future access to their property.
- 1 respondent said that they need their car to get to their place of work as it is inaccessible via public transport.
- Request to keep the area outside the shops at the end of Nether Edge Road it as it is rather than closing it off, but with more planters or bollards at junctions to prevent pavement parking.

The following requests/suggestions were made:

- Request not to close any more roads.

Cycling

- 9 respondents had concerns regarding cycling in the area.
- 2 respondents suggested removing some car parking and replacing it with bike storage.
- 1 respondent commented that all the shops included in the boundary already have cycle parking outside of them, making the scheme a waste of money.
- 2 comment people cycle on the pavements. Comment that cyclists need priority on the roads to prevent this.
- Comment that the current cycle lanes in place are too “piecemeal” and “haphazard” to work.
- Concern that cycles are continually stolen. Comment that Sheffield could learn a lot from Amsterdam in terms of security for cycles.

- Comment that there should be safe cycle routes through the area so children can safely cycle to Nether Edge Primary School.
- Comment that the traffic on the major through-routes is the biggest threat to cyclists.
- Request to make cycle lanes continuous throughout the scheme.
- Comment that cycling and walking should be encouraged through direct segregated cycle routes, similar to the short cycle route between Chesterfield Road and Virgin Active.

The following requests/suggestions were made:

- Request for a dedicated cycle path connecting Nether Edge up with Abbeydale Road. Comment that Sheldon Road would be the obvious choice.

Public realm

- 8 respondents commented on public realm in Nether Edge.
- 1 respondent said they couldn't wait for the peace and calm; the safety for children; and the "encouragement" of pocket parkland green spaces.
- Comment that by closing Nether Edge Road, the businesses at the foot of the road would be able to move into the space vacated by vehicles - similar to the Farmers Market days - with tables and seating. Comment that this would enhance the community experience while at the same time providing a covid-safe environment.
- 1 respondent felt that money should not be spent on one-show flowerpots. Request to instead turn the verges and other "green bits" into wildlife havens.
- Request to "sweep the streets with brooms and rakes instead of machines". Comment that leaf fall is not cleared up by the Council and the trees are too big.

The following requests/suggestions were made:

- Request for the creation of small "oasis" of green space dotted around the area.
- One respondent asked for a maintenance plan when introducing greenery and flower. Suggestion that perhaps local residents and businesses could be encouraged to tend to this.
- Comment that green spaces often end up looking overgrown, weed ridden, messy and unattractive.
- Comment that there are pockets of volunteers who would tend planters, hedges and other spaces by litter picking, weeding and hedge cutting but that they are deterred by council bureaucracy. Comment that if the volunteers felt they were 'allowed' to do this, they would.
- Request to resurface the roads which are full of potholes.
- Request for pedestrian-only spaces for children to play.
- Request for greenery and seating.
- Request for better street cleaning and recycling.
- Request for more parks.

Enforcement

- 9 respondents commented on enforcement in the area.
- 5 respondents expressed concerns about the lack of speeding enforcement in the area.
- 1 comment that the abuse of cycle facilities such as the Sandford Grove Road cycle lanes needed to be penalised.

- Comment that the changes will only work if they are properly enforced.
- Comment that the speedbumps in the area were largely made redundant following them being flattened-off during the resurfacing 4 years ago.
- Comment that cars speed around the area and that many drivers ignore the speed limits in the area and that there's never any enforcement or visual deterrents.

Expansion

- 24 respondents commented that the area selected for the Active Neighbourhood is not the area in Nether Edge with the most problems concerning through traffic and speeding cars.
- 5 comments that the proposed area is too small. 3 comments that the whole city should be considered so that the high levels of pollution can be brought down for all, rather than select areas. Comment that this should be part of reducing inequality across the city.
- 2 respondents said they would like to see Edgedale Road included in the Active Neighbourhood area.
- 1 request to expand the proposed Active Neighbourhood so that more of it is safe to cycle through.
- Comment that the area around Chippinghouse Lane would also benefit from a similar treatment, and that the area would become a very useful link for cyclists to get between Nether Edge and the Abbeydale Road/Sheaf Valley Route, while also encouraging more local residents to cycle to and through the proposed Nether Edge scheme.
- Comment that the junction of Chippinghouse Road and Abbeydale Road is highly problematic and would benefit from a traffic filter.
- 1 respondent felt that the roads right on the edge of the proposed boundary are the most problematic, such as Osborne Road and Machon Bank Road, and that these two roads need to be included in order for the Active Neighbourhood to be effective. 1 comment that the most issues are on the city side of Machon Bank.
- Comment that the area within the proposed Nether Edge scheme is very quiet and generally only suffers from parking issues.
- Comment that the proposed area is too small and should also include roads towards town up to and including Crescent Road.
- Comment that Lyndhurst Road, slightly north of the zone, attracts speeding traffic due to being straight and long. Suggestion that speed bumps there would help improve the area.
- 5 respondents said they would like to see the Active Neighbourhood expanded significantly. 1 request to see the scheme link up with the other nearby Connecting Sheffield scheme, providing a safe route to the city centre and hospitals from Nether Edge.
- Comment that the scheme looks like a good first step to create a larger Active Neighbourhood. Comment that the proposed area has a lower population density than the surrounding streets such as Machon Bank, Wath Road, Wake Road, Woodstock Road and Empire Road where, most school children who attend Nether Edge Primary School live. 2 requests to extend the scheme to include those streets. 1 suggestion that this could be done by closing off the Empire Road/Abbeydale Road junction to traffic with a filter. Comment that these areas are in need of more greenery and a diverse use of the public space.
- Request for the area to include the school catchments of Clifford Infants and Hunters Bar Infants and Junior Schools. Comment that splitting the neighbourhood up and allowing one

part to benefit does not seem to make sense, especially given that those in the Hunters Bar and Clifford catchments already have the dangerous Psalter Lane to cross.

- Comment that a real issue is crossing the road at the junction where Sheldon Road meets Abbeydale Road. Comment that this is very difficult for pedestrians and that cars often try to whizz past cyclists at the lights, which can be very dangerous.
- Request to see the Active Neighbourhood extended to Kenbourne Road as people use the road as a shortcut to Montgomery Road so they tend to speed down it. Comment that exiting the road is a problem due to parked cars obscuring visibility. Comment that this has resulted in at least one serious accident.
- Comment that there are major issues with through traffic on Sheldon Road, Machon Bank Road and Osborne Road. Request to reduce the speed limit on these roads.
- Comment that the scheme should include Bannerdale Road past Holt House School and Carter Knowle Junior School or Archer Lane as these roads are used as cut throughs, creating lots of pollution for children and residents, and making the walk to school feel very unpleasant.
- Comment that the toxic air on Abbeydale Road is a concern for school children attending Nether Edge Primary School. Request for the boundaries to be extended to include the school.
- Comment that the scheme only benefits the wealthy areas of Nether Edge, and not the areas closer to Abbeydale Road.
- Comment that the “cycle route proposal merely cherry picks any location where a cycle lane could fit”.
- Comment that the busiest and most dangerous area for pedestrians is Moncrieffe Road to Sheldon Road and Montgomery Road from the junction with Rundle Road to Sheldon Road. Comment that these areas are not included in the proposal and may have the unintended impact of making these roads even more dangerous for pedestrians.

Consultation

- 6 respondents said that they would like to see more detail on what is proposed where and that it is difficult to comment without more information.
- Comment that the consultation process is probably a “waste of time” and that the scheme is already “ready to go”.
- Comment that the measures should not be implemented without seeking public consensus. Request for positive publicity programme to be implemented.
- Suggestion that outdoor events in which residents could plan out the features they would like to see on their streets might help work out detailed plans with greater local support.
- Comment that the proposed area seemed like a strange choice, and that most of the questions “aren't really relevant”.
- Comment that there are “major differences” between the part of Nether Edge up the hill to Brincliffe Edge Road and the lower part around the site of the old Nether Edge hospital. Comment that the different areas have their own character and present different issues.
- Request to see traffic flow data for Nether Edge Road, Ashland Road and Rupert Road as it was felt it was difficult to comment on without knowing what the base level of traffic is.

- 1 respondent commented that the Council should be consulting with Veolia and emergency services due to the impact the scheme would have on them.

General comments and concerns

Negative comments

- Two respondents said that they don't understand why the Council thinks there is an issue in the area and commented that there is plenty of green space already. Request to "leave Nether Edge alone".
- Comment that the proposals are a waste of money and that the money should be used "for good". 3 comments that the scheme is "ill-considered", not well thought through, under researched and will not work in practice. Comment that the topography of the area and conservation issues have not been considered.
- Request not to block roads or introduce one-way schemes as they are very disruptive to car access. The respondent said that they were, however, supportive of traffic calming measures such as chicanes.
- Comment that pollution is not a significant problem in Nether Edge and will be solved over the next 5-10 years as newer cars become predominant.
- Comment that scheme will funded through taxes and that people should not believe the "cycle lobby" and councillors when they "imply that it's a free grant from the government". Concern that council tax will be used to "repair all this damage".
- Comment that it is "our elected representatives who continue to ignore the majority and implement this madness." Comment that since the last round of consultations, the majority voted for the Council to be more democratic, but that that is being ignored.
- Comment that Councillors should get themselves "a potato shop or equivalent as you are hopefully going to need a job in the near future, rather like a lot of people who currently work in the Sheaf Valley".
- Comment that the scheme is all for a minority of cyclists who "probably won't even use it".
- Comment that the closing of Little London Road and surrounding smaller roads to cars is "a dreadful idea". Comment that it will increase traffic and pollution in the area.
- Comment that improvements within the area are unlikely to have any significant effect on the air pollution in the area, which is primarily caused by traffic on Abbeydale Road.
- Comment that the scheme is "a waste".
- Comment that other things could be done to improve air quality.
- Comment that the scheme will have a negative effect on emergency services.
- Concern that there will be a failure to maintain existing infrastructure.
- Comment that the proposals are "a load of nonsense." "First you cut down the trees that had nothing wrong with them, and you now have the audacity to say we are short of green space."
- 1 respondent said that they don't see the point of the proposals.
- 1 respondent felt that the Council would be wasting money on planters.

- Comment from the respondent that they would “love to see the stats for cycling and walking now and after the changes.”
- Comment that the scheme won't increase journeys by cycle or make people walk more.
- Comment that the scheme would provide a better environment for walking or cycling within the area marked, but that it's a very small area. Comment that parents who live within the map area probably already walk their children to the primary school on Glenn Road.
- Comment that it seems unfair to transfer the issue to another area that is already disproportionately affected.
- Comment that some older people who live at the top of the hill need to drive to the bottom to park so that they can then get on the bus to go into the town centre. Comment that closing roads will prevent them from accessing public transport.
- Comment that encouraging access to local parks and green spaces may be more realistic.
- Concern that the scheme presents a risk to pedestrians in the Machon Bank, Sheldon Road, Moncrieffe Road and Montgomery Road area. Comment that Moncrieffe Road in particular sees high levels of traffic travelling above the speed limit alongside cars parked on both sides of the road. Comment that there are two nurseries and an SEN school and that this scheme will result in an increase in traffic and a decrease in safety provisions. Comment that the area should have a 20mph speed limit with speed bumps.
- Comment that the scheme will result in further traffic on Montgomery Road which has a very sharp corner, no safe place to cross and already sees a huge amount of cars travelling over the speed limit.
- Comment that the scheme should be managed as a 'whole city' approach rather than a range of different schemes that “don't particularly work as a system change”.
- Comment that more affordable comprehensive public transport would do more to encourage people to change their behaviour. Comment that other European cities are built on a strong network of clean, efficient, reliable and affordable public transport.
- Comment that cycling is not a truly realistic option for most as the proposed new or expanded cycle routes are still shared with roads with no physical boundary keeping cyclists safe.
- Comment that the Council are deliberately trying to make it so difficult for car owners that they are forced to change their behaviour. Suggestion that instead there should be a city-wide system approach that makes it so easy to not use a car that people would think it is ridiculous to use one.
- Comment that the scheme seems to be a continuation of the “failed approaches of the past”. Comment that an approach which restricts where people can drive and their speed in the hope that it will benefit the community doesn't actually work.
- Comment that most people are careful drivers and that restricting their cars when they have no choice but to use them causes more idling and people driving more circuitous routes that generate more air pollution.
- Comment that road narrowing and speed bumps are actually very dangerous as drivers swerve across the middle of the road to avoid them, such as on Gleadless Road.
- Comment that people are more likely to drive quickly on quiet roads if they aren't able to move quickly and easily on the main roads.

- Comment that most people say they would love to cycle or walk but that the routes provided are not continuous or they have dangerous potholes and constantly intersect with pedestrians or dangerous traffic.
- Comment that it's better to seek out wide pedestrian pathways and paint cycle lanes on those. Comments that drivers have no respect for cycle lanes on the roads and the roads are dirty or full of potholes resulting in high levels of maintenance for cycles. Comment that areas like Broomhill are "lethal" for cyclists, especially when there is a "poorly painted" cycle route which gives cyclists false confidence as drivers ignore the markings.
- Comment that cycle lanes are unsafe.
- Request to regulate the use of electric scooters as they are silent, travel at high speed and are frequently used on pavements. The respondent said they saw a small child riding one at almost 20mph straight into a busy road without looking left or right. Comment that dedicated cycle lanes will also need to take "that growing body of this electric traffic" soon as well.
- Comment that the number of vehicles on the road need to be reduced.
- Comment that many homes do not have space for off-road parking.
- Comment that many people would find life very difficult without some form of motorised transport. 2 comments that not everyone can or will want to cycle.
- Comment that scheme is unlikely to increase cycling or walking, as it's not a very big area.
- Comment that if working or shopping, people may have a lot to carry. Comment that it's not easy to get into go town by bus – for example to the Hallamshire from Sheldon Road.
- 1 respondent said that they would feel unsafe walking or cycling after dark.
- Comment that the weather often does not accommodate active travel.
- Comment that the proven way to improve peoples' mobility and minimise air pollution is to keep traffic moving.
- Comment that forcing people/making car use difficult will cause resentment leading to people boycotting the area and its businesses – which has been demonstrated in the city centre.
- Comment that for businesses to survive, the scheme must not be implemented.
- Comment that Nether Edge Road was a through route created by Council policy due to the long times the bus lanes operate. Comment that motorists will just take another route.
- Comment that no restriction to free movement of traffic should be applied.
- Comment that regular acceleration and deceleration causes more environmental harm than a vehicle travelling at a steady 20 to 30mph. The respondent said that they are only aware of Oakhill Road and that they don't recognise a significant problem.
- 2 comment that the area is too hilly. Comment that the proposals place too much emphasis on cycling as an alternative means of getting around and risks disadvantaging other groups.
- 1 respondent said that time pressure eliminates the option of active travel most days. Comment that that those time/work pressure issues need to be dealt with within society.
- Comment that electrical vehicles are an alternative way of helping the environment. Request not to block the roads off.

- 1 respondent said that they need access to their home to charge their electric vehicle.
- Comment that the scheme will make the school run harder.
- 1 respondent was concerned about the impact of the proposals on Osborne Road.
- Concern about increased traffic on Sheldon Road as a result of the proposals.
- Comments that it's difficult to comment without seeing the detail.
- Comment that most of the streets involved are on steep hills and within a conservation area. Comment that using Brincliffe Edge Road as a feeder is “plain daft” as that road has the least available space and creates congestion already.
- Comment that the scheme could create aggravation for residents.
- Request for no thoroughfare route on Glen Road during school run times.
- Comment that the scheme is not backed up by research.
- Comment that “over complication” will waste money and “make more stress”.

General comments

- Comment that cycling is the best option for Sheffield as the city's road network is “permanently gridlocked”, public transport is too expensive and most people have a 'green' mindset.
- Request to adjust the conservation area plans so that homeowners can convert front gardens in order to park their cars off the road.
- Request for a bench to be installed half-way up Union Road to allow older and less mobile people to rest while walking up the hill.
- Request for more edible planting, as instigated on the corner of Club Garden Road, to help improve people's sense of ownership and pride in their local environment. Comment that more planting would help cut air and noise pollution and encourage butterflies, bees etc.
- Request for filter systems to prevent cars from going down certain roads (e.g. Edgedale Road) at certain times to help build social cohesion and get children playing outside.
- Request for an incentive to form car clubs and move away from sole car ownership.
- Request for the road surface quality to be improved.
- Request for more mini roundabouts and raised zebra crossings.
- Request that people are asked to reduce the number of cars in their household.
- Request for 'shared space' roads with reduced speeds.
- Comment that the area is already fine for walking and cycling and doesn't need to be “messed with”.
- Request for dedicated cycle lanes on the main roads.
- Request to tackle/reduce antisocial car use.

- Request for speed bumps to be removed to improve air quality and minimise damage to cars.
- Comment that living in the area would be vastly enhanced by improving issues in adjacent streets with pavement parking, overgrown hedges and inaccessibility.
- Comment that all vehicle related issues in the neighbourhood are related to residents, comment that the area doesn't seem to be excessively used by through traffic. Comment that an Active Neighbourhood would therefore not be very beneficial.
- Comment that the biggest hindrance to active travel within the neighbourhood is the number of cars that have to find parking and inevitably encroach on pavements.
- Comment that the money would be much better spent on solutions that allow residents to leave the neighbourhood without needing a car. Comment that this would mean that second cars would become less useful for households and would reduce the number of cars parked on pavements.
- Request that the project team get the arterial cycling routes “right first time”, providing proper segregation from vehicles, and direct routes with priority over crossings and side roads.
- Request that cycling and walking is made easier across Queens Road and Chesterfield Road from Meersbrook and Heeley at different points to connect to the main route into the city centre.
- Comment that people often idle their engines for long periods of time. Request for an effort to discourage idling due to the effect on air quality and noise pollution - especially during hot weather when residents need their house windows open. Suggestion that signage and raising awareness of the reasons to turn engines off as well as occasional fines might help.
- Comment that the road resurfacing on South View Crescent has made the speed bumps on all of the Sharrow streets “unbearable” for cycling, while doing very little to reduce speeding or make it safer to cross. Suggestion that permit parking might help, especially when match days return.
- Comment that the area is low on traffic anyway. Comment that “these big wide roads with few cars are perfectly manageable at the moment”.
- Comment that Sheldon Road, Abbeydale Road and the lower end of Nether Edge are where people are in danger if they choose to cycle or walk. Comment that “zero commitment to antisocial driving and parking enforcement in the area means it’s like running a gauntlet”.
- Comment that parking around the junction of South View Road and Abbeydale Road make it a risk for drivers, cyclists and pedestrians.
- 1 respondent said that they had seen a tremendous increase in residential cars over the years, however they are not in favour of reducing access in and out of the Nether Edge centre. The respondent said they had experienced visiting residents in Broomhall and Kelham Island as a community nurse before and after the road closures, one-way systems and pedestrianisation and that the measures have made access much more difficult, while causing vehicles to use more fuel and create more air pollution.
- Comment that the majority of road users in Nether Edge are courteous, giving way to each other and following the Highway Code.
- 4 comments that the scheme is positive, but it’s not ambitious/transformational enough.
- 4 respondents suggested that the majority of roads in the area be made one-way to prevent through traffic.

- 1 respondent wondered how the proposals would affect the Nether Edge Farmers Market.
- Comment that scooters should be made illegal.
- Comments that there needs to be better DVLA police enforcement, and that there are “too many lads in cars parking up to smoke and drink, deal drugs and zoom about”.
- Comment that residential areas should be designed for people, not cars. Request that the area is made safe for people to walk and cycle. Request to make it safe for cyclists, not cars; and improve (electrified) bus routes; stop cars using housing streets as rat-runs.
- Request to remove the speed bumps.
- Comment that the area needs to safely link to active travel infrastructure.

Roads identified as being problematic:

Nether Edge Road

- 89 respondents identified Nether Edge Road as being problematic. The major themes of these comments were that Nether Edge Road is heavily used as a rat run to cut through the area, often speeding as they do so; cars are double parked along the road, blocking sight lines and making walking on the pavements difficult; and the cycling facilities along Nether Edge Road are poor.
- 19 comments that Nether Edge Road is a through route to avoid traffic on Abbeydale Road/Bannerdale Road with congestion particularly bad at rush hour. Comment that this has been an issue since the rush hour restrictions were removed from Archer Lane years ago. Request to reintroduce them.
- Request to reduce through traffic without just pushing it on to other parallel streets to make it more walkable.
- 5 respondents commented that cycling facilities along Nether Edge Road are poor due to “rat-running”, double parked cars, buses, poor surfacing and speed bumps. 2 requests for segregated cycle lanes which avoid the speed bumps.
- Comment that where Nether Edge Road meets Sheldon Road is particularly bad for through traffic and road rage. Request to narrow the road and add a chicane system to give clear right of way.

Speeding

- 5 comments that speeding is an issue. Comment that the low-speed bumps do little to slow the traffic. Request to introduce traffic filters to reduce and slow traffic. Request to add chicanes to the road by building out from the pavement on alternate sides up and down the road in a few places to force cars to give way, while leaving the existing speed bumps in place.
- Comment that the issues are particularly bad around the shops.
- Request for sizeable speed bumps.
- Concern that pedestrianising Nether Edge Road might exacerbate problems on Glen Road/Sandford Grove Road.
- Comment that traffic from all directions speed up towards the traffic lights to make it through on Amber/Green, endangering pedestrians and increasing air pollution for local businesses.

Parking

- Concern that there are too many cars for a residential street and that pavement parking makes it difficult to pedestrians to get past.
- Comment that cars sometimes mount the pavement and drive half on the pavement and half on the road to allow passing.
- Request for cycle racks near the shops on Nether Edge Road and at Sainsbury's as the existing racks are often full.
- 2 comments that cars park on double yellows. 1 comment that this is particularly outside the shops and with parking on the Byron Road junction.
- 2 comments around pavement parking and overgrown hedges and parking on junctions.
- Comment that it can be difficult to pull up properly to the traffic lights at the end of Nether Edge Road as vehicles are parked too close causing bottlenecks as usually only one vehicle can pass along where the bollards are located.
- Concern that the number of parked cars causes safety issues, particularly during the school run. Another comment that the road is particularly difficult to navigate during rush hour.
- Comment that residents are forced to park on the pavements to avoid damage which in turn causes issues for pedestrians and particularly pram users and disabled pedestrians.

Congestion

- Comment that there are often blockages at the Brincliffe Edge/Nether Edge Road junction.
- Comment that Nether Edge Road is particularly congested close to Moncrieffe Road after the crossroads. Comment that parking on both sides of the road, combined with a bus stop and a bend in the road makes it hazardous. Request for improvements for cyclists and pedestrians.
- Comment that the top end of Nether Edge Road is a regular “flash point” for road-rage incidents, resulting in police involvement. Comment that cars are frequently damaged with one resident's parked car being “written off” from a collision from an out-of-control speeding vehicle.
- Comment that commercial vehicles regularly mount the pavement to avoid slowing and travel across driveways.
- 1 request for the one-way system to head northbound from Glen Road to Machon Bank Road and one-way heading southbound from Glen Road up to Brincliffe Edge Road.
- Suggestion to have a point closure halfway up Nether Edge Road to stop “rat running” traffic.
- Comment that children use Nether Edge Road to walk to school. Comment that half-way down the road where there is only parking on one side, vehicles speed up while dangerously navigating a narrow stretch of road at close proximity to “insufficient” pavement space.
- Comment that the uphill right-hand pavement is dangerous as traffic mounts the pavement travelling downhill to pass uphill traffic. Request for bollards to prevent this.
- Comment that it's unsafe for children to play out anywhere.
- Comment that buses struggle to get around.

The following requests/suggestions were made:

- 6 suggestions to make Nether Edge Road one-way. Request to make the road one-way northbound from the Glen Road junction and one-way southbound from that same junction.
- 1 respondent suggested having point closures to prioritise pedestrian movement at Nether Edge crossroads.
- 9 suggestions to close Nether Edge Road as is done on a Sunday for the market to allow businesses to use the road space and to create more space for seating. Suggestion to leave a wide pavement and a cycle route through, and that it could be piloted on a trial basis. Suggestion from the Nether Edge Neighbourhood Group that the funding recently awarded to the area from the Sheffield Covid Recovery fund could be used alongside funding from the Active Travel Fund to accommodate this.
- Request for advanced stop lines at the Nether Edge crossroads.
- Suggestion that a roundabout, with a change in surface on the approach would be beneficial.
- Request for a lights system to limit traffic during rush hours.
- Request to make the stretch of Nether Edge Road between the Sheldon Road and Byron Road junctions motor-traffic free by implementing two traffic filters - one at Sheldon Road traffic lights and one at the Byron Road junction. Further suggestion to install a filter at one end to reduce traffic.
- Suggestion to implement kerb build-outs with planters up and down the road to discourage fast through driving.
- Request to widen the pavements and install a cycle lane.

Brincliffe Edge Road

- 59 respondents identified Brincliffe Edge Road as being problematic. The major themes of these comments were: frustration that Brincliffe Edge Road is not included in the Active Neighbourhood boundary; Brincliffe Edge Road is a well-used through route; and that parked cars cause poor visibility.
- 14 respondents commented that there is a lot of through traffic, particularly from drivers avoiding Ecclesall Road. Comment that this particularly bad during rush hour.

Parking

- 14 comments that the road is very narrow and heavily parked, causing poor visibility. Suggestion that there is no easy solution to this as most of the cars belong to residents. 2 comments that there have been several parked cars damaged by through traffic trying to avoid oncoming traffic.
- Comment that the roads downhill from Brincliffe Edge Road have too many cars parked, and on the pavement.
- Comment that the section between Chelsea Park and Archer Road is particularly problematic, with low visibility at junctions also being an issue.

Cycling

- 4 comments that cycling along the road is dangerous due to the narrowness of the road, pavement parking, speed of the traffic and the lack of visibility, with many near-misses due to cars driving on the wrong side of the road too fast or rapidly driving out of junctions.
- 1 comment that the road and pavement cannot be widened, and that it's "impossible" to create cycle lanes. Comment that this means that traffic is constantly weaving and stopping.

Archer Road junction

- 7 respondents highlighted that the Brincliffe Edge Road/Archer Road junction is dangerous, particularly for cyclists and pedestrians.

- Comment that the turning onto Brincliffe Edge Road is steep and on a blind bend.
- Comment that cars coming east down Brincliffe Edge Road are usually on the wrong side of the road to avoid parked cars and are travelling at speed.
- Comment that drivers have to reverse long distances to enable other drivers approaching in the other direction to pass.
- 4 requests for a crossing.

Speeding and congestion

- 4 comments that speeding is an issue.
- 3 requests for a 20mph limit with good signage.
- 2 requests for speed bumps/calming measures to be continued the whole length of Brincliffe Edge Road.
- 2 requests to close the road to through-traffic, 1 request for a barrier at the Archer Lane junction and another by the Chelsea Park Road entry.
- Comment that there is a lot of congestion at certain times due to a lack of passing spaces. Comment that getting to the safe crossing at Junction Road is difficult when passing through the Osborne Road/Brincliffe Edge Road area due to the amount of traffic.
- Comment that there is too much fast traffic, conflicts with parked cars and insufficient space for walking.
- Comment that there are often vehicle conflicts, particularly from Nether Edge Road down to Sandford Grove Road.
- Comment that while the road is narrow and dangerous, widening it out into Brincliffe Edge Woods would be very harmful to the environment and impractical.
- Comment that careful consideration is needed so the issues are not just moved elsewhere.

One-way systems

- 5 requests for the road to be one-way. 3 requests for it be one-way from Union Road downhill to Archer Lane. 1 request for a one-way system along the same stretch but in the other direction.
- Comment that as Nether Edge Active Neighbourhood is in a conservation area, and on a steep hill that the character of the area could be destroyed by the use of the “crude” roadblocks illustrated.
- Concern that if the road was made one-way, it could mean crossing two lanes of oncoming traffic on Ecclesall Road to get onto Dobcroft Road and then Brincliffe Edge Road. Comment that it is “impossible” to get in or out of at most times of day so a traffic light system would be needed for safety. Request to instead close the road to cars at the Ecclesall Road end of Brincliffe Edge Road.

The following requests/suggestions were made:

- 7 suggestions to create a one-way system on Brincliffe Edge Road because it's so narrow.
- 2 requests to make all of Brincliffe Edge Road a 20mph zone as cars, lorries and motorbikes are driven at “stupid speeds” along what is a narrow road.

- Request to encourage traffic to instead use Bannerdale Road, which is a lot wider, perhaps by making parts of the proposed Active Neighbourhood one-way.
- Request for enforced parking restrictions at difficult junctions.
- Request for off-street parking areas to be created.
- Suggestion to have a point closure halfway up Brincliffe Edge Road to prevent through traffic.
- Suggestion to close the road off. Comment that “it worked well” when there was a temporary diversion recently due to works and the road was blocked off beyond the Union Road junction.

Sheldon Road

- 45 respondents identified Sheldon Road as being problematic. The main themes of these comments were: Sheldon Road is very congested due to a high volume of cars travelling along it; pollution is very high along Sheldon Road; and the cycling facilities along Sheldon Road are poor.
- 6 respondents commented on the high levels of pollution along Sheldon Road and the fact that many families and small children live in the area.
- 4 comments that Sheldon Road is terrible for cycling and walking due to the pollution, volume of traffic, parked cars and poor surfaces.
- 2 comments that the Sheldon Road and Abbeydale Road junction is very busy, making it difficult to cross as a pedestrian. Comment that cars often speed past cyclists at the lights, making it very dangerous.
- Comment that that Sheldon Road is dangerous for cyclists. Concern this may worsen if traffic is routed down Sheldon Road.
- Comment that the road is always busy and very narrow with lots of parked cars, although most belong to residents. Comment that parking and access for residents must be maintained in all areas. 2 comments that Sheldon Road has too many parked cars.
- Comment that the paving on the road is “atrocious”. 1 respondent said that they had seen a number of elderly people fall on the paving.
- Comment that the dip in Sheldon Road makes it very dangerous for pedestrians to cross as they can’t see speeding cars travelling along the road.
- 1 respondent expressed concern about the quality of footpaths for prams and wheelchair users.
- Concern around illegal parking, making junctions dangerous and pavements inaccessible.
- Comment that there are enough safe spaces for children to play or people to sit.
- 2 comments that Sheldon Road is busy and congested especially at peak times.
- Concern that if Sheldon Road is the boundary of the Active Neighbourhood, traffic and pollution will increase everyone living there.
- Comment that the road is unpleasant and dangerous to cycle on but is the best route for getting to the Nether Edge Market crossroad shops and cafes. 1 respondent said that they would visit the shops in Nether Edge much more often and spend more money there if Sheldon Road was made safer to cycle on.
- Comment that Sheldon Road’s junction with Nether Edge Road is problematic and that it can be difficult to cycle due to buses, traffic and parked cars.
- Concern around speeding down Sheldon Road. Request for speed bumps.

- 2 requests for a one-way system.
- Concern around accidents at the Sandford Grove Road junction.
- 2 requests for double yellows to provide more space for walking, cycling etc.
- Request not to ban cars or cyclists.
- Concern that the roots on the pavement and the poor repair of the pavement make it difficult to push a pushchair.
- Concern around speeding and cars veering into the road to avoid parked cars.
- Request for the car park opposite Broadfield Park to be expanded and a safer crossing installed at the junction so that residents only parking in provided in the surrounding area without restrictions to trade on the shops/pubs etc. Request for some enforcement for appropriate parking.

The following requests/suggestions were made:

- Suggestion to make Sheldon Road accessible only to buses.
- Request for a pedestrian crossing at the junction of Sheldon Road and Sandford Grove Road.
- Suggestion that Sheldon Road could be made safer for cycling, particularly in an uphill direction.
- Suggestion that it should be made impossible to drive from the crossroads at Sheldon Road and Machon Bank Road up to the top of Archer Lane.
- Suggestion to either close the road at a junction or at make it one-way and one lane.
- Request for a segregated cycle route.
- Request to ban parking along Sheldon Road.

Glen Road

- 36 respondents identified Glen Road as being problematic.

Parking

- 12 respondents identified parking as the major problem on Glen Road, with cars often parked illegally and on the pavement, blocking pedestrians. 3 comments that the issues worsen particularly between Sandford Grove Road and Ashland Road at school drop off and pick up times. Comments that overhanging hedges and street furniture are also an issue. Request to ban pavement parking and antisocial hedges.
- Comment that children often play ball games along Glen Road and parked cars disrupt sight lines, endangering the children.
- Concern that there are too many cars per household and not enough off-street parking. Concern that cars park on junctions. The Glen Road/Nether Edge Road junction was mentioned - request for enforcement and ticketing. Request for double yellow lines down the north side of the road. Request for parking regulation and provision to be tightened up.
- Comment that the Glen Road/Sandford Grove Road corner on the west side of the divide is horrendous especially as cars park all along the pavements on both sides and the corner. Comment that cars park on the south-eastern corner of the Glen Road/Nether Edge Road. Request for a couple of large planters on this pavement corner. Concern that the junction of Glen Road with Nether Edge Road is too wide, making it feel unsafe to cross.
- Comment that the cyclist cut through onto Glen Road is often blocked by parked cars. Request for parking restrictions.

- Request for the pedestrian crossroad centre that the cycle lane passes through at the Glen Road/Sandford Grove Road intersection be extended northwards across Glen Road so that there is no longer a through road from Sheldon Road to Sandford Grove Road to Glen Road.
- Comment that parking to use Jamia Masjid is an issue.
- Request to “convince people to get out of their cars and walk/cycle”.
- Comment that the traffic around Sainsbury’s is dangerous at times, with parked cars and people trying to squeeze through. 1 respondent said they had witnessed cars crashing near Sainsbury’s while trying to make it through a small gap.
- Comment that the exit road from Glen Road is always difficult to leave in either direction when cycling.

Speeding

- 2 comments that congestion and speeding is an issue. Concern that this makes walking dangerous, especially as visibility is not great.
- 1 respondent expressed surprise that Glen Road is situated outside of the Active Neighbourhood boundary, especially with a school on the road. Request for traffic to be restricted at the entrance to Nether Edge Primary School with resident access only to make it safer for walkers/cyclists and healthier for children. Comment that the Active Neighbourhood will help reduce traffic on the little 'rat run' roads in Nether Edge, and near the school on Glen Road.

The following requests/suggestions were made:

- Suggestion for the filtered area on Glen Road just up from the school to have trees, planters and a bench to make it a nicer area for people.
- Suggestion for a modal filter or one-way system to free up road space and pavement space for modes other than cars.
- Request to ban parking along Glen Road.
- Request for no through fare on Glen Road during school run times.

Abbeydale Road

- 19 respondents identified Abbeydale Road as being problematic.
- Concern that traffic calming measures on sideroads around Nether Edge have led to increased traffic on Abbeydale Road. Request to “stop increasing traffic”.
- Comment that traffic on Nether Edge Road and Brincliffe Edge Road at rush hour is “ridiculous”.
- 1 respondent said they would love to cycle with their children from Nether Edge to school in Millhouses, but that the state of Abbeydale Road prevents them from doing so. Request for action to make cycling safer.
- Comment that Abbeydale Road is very difficult to cycle. 1 respondent said they usually use the cycle route on Little London Road and Saxon Road but that the crossings over Wolseley Road are difficult and that the cycle lane is often blocked on Glover Road and around U-Mix with parked cars. Request for monitoring of the cycle lanes. Request to make the lanes joined up rather than “stopping and starting”.
- Request to improve Abbeydale Road so that cars stop diverting through Nether Edge.
- 1 cyclist said they felt terrified on Abbeydale Road.

- Comment that Abbeydale Road is particularly problematic at the Broadfield Road junction with cars speeding up the road all day every day and night, causing noise pollution and endangering pedestrians. Request to slow traffic down.
- Comment that cars parked on double yellow lines Chippinghouse Road make it extremely dangerous due to the lack of visibility. Comment that the respondent has been previously told that nothing could be done unless this was spotted by a parking warden.

Machon Bank Road

- 27 respondents identified Machon Bank Road as being problematic.

Speeding

- 11 comments that fast-moving traffic and speeding is an issue, particularly on the stretch between the junction with Barkers Road and Sainsbury's. As there no pedestrian crossings until the junction with Nether Edge Road, 1 respondent said that people often cross the road in this stretch and cars can suddenly appear from around the corner.
- 4 requests for speed bumps.
- General request to reduce fast moving traffic.
- Comment that the junction with Osborne Road is too wide with traffic going straight on. Comment that there is no cycle lane and at rush hour and cars are intimidating on this stretch of road.
- 2 requests to set the speed limit to 20mph.
- Request for the section of Machon Bank Road between Cherry Tree Road and Barkers Road to be closed to through traffic as it is a "rat run".
- Concern that cars often speed down the road.
- Comment that the closure of one end of the section of the road would prevent through traffic and provide access for residents, visitors and deliveries only.

Pedestrians and crossings

- 3 comments that crossing Machon Bank Road is difficult due to the speed of cars.
- 3 requests for another crossing. 1 request for it be near the junction of Montgomery Road. 2 requests for one toward Barkers Road.
- 1 pedestrian said that they cross the road daily with a pram from Briar Road, and unless they walk all the way down to the crossroads they have to edge out between parked cars and try to find a safe time to cross. 2 comments that the same is true when driving out of Briar Road / Violet Bank / Raven Road. Request for double yellow lines and 2 requests for dropped curbs on the corner of the 3 cul-de-sacs.
- Comment that the road is always very busy at rush hour and very difficult to cross with a pushchair and toddler as there are cars parked both sides making it difficult to see when cars are coming. Comment that a reduction in through traffic and parking restrictions would help.
- Request for point closures to prioritise pedestrian movement at Nether Edge crossroads.

Parking

- 3 comments expressing concern around illegal parking, making junctions dangerous and pavements inaccessible.
- Comment that there are not enough safe spaces for children to play or people to sit.
- Request to ban parking.
- 2 comments expressing concern around bad parking on the corners of Violet Bank Road and Machon Bank Road reducing visibility for pedestrians. Comment that there are problems blind corners and pedestrian safety. 2 requests for double yellow lines on the corners of each of roads that lead on to Machon Bank Road (Violet Bank Road, Briar Road and Raven Road).
- Comment there is not enough space for double parking on Osborne Road.
- Request for safe cycle parking around the Sainsbury's / shops.
- Request to reinstate pavement in front of Nether Edge News as it's currently used as an "unofficial parking bay".

Cycling

- Comment that Machon Bank Road is horrible to cycle or walk on. Comment that parking on the road outside Sainsbury's is the main culprit, creating a choke point for cars.
- Request to reduce or prevent through car traffic from Psalter Lane to Abbeydale Road.
- Request for protected (not painted) cycle provision not just in the area that is currently proposed, but the roads from Psalter Lane to the area, and then all the way down Sheldon Road.

Sandford Grove Road

- 27 respondents identified Sandford Grove Road as being problematic.
- 4 comments that there are issues with parking. 1 comment that cars are often parked on pavements. Request to reduce parking to one side of the road only. Comment that this particularly causes a safety issue during the school run.
- 3 comments that the road has a lot of families with young children but frequently has cars travelling at very high speeds. The respondent said they had seen a young child knocked down by a car travelling above the speed limit.
- 1 respondent said that they experience difficulties with cycling and walking safely, especially the short cycle lane on Sandford Grove Road which is routinely used as parking with little enforcement.
- Comment that if the road has active measures in place it will in effect become a ring road with increased traffic and noise and air pollution.
- Comment that the road is not wide enough for cars going both ways and parked cars on each side.
- Comment that at the top of Sandford Grove Road/Brincliffe Edge Road, cars park on corners of roads making junctions unsafe for cars and pedestrians.
- Comment that parked cars on the corner of Sandford Grove Road/Glen Road disrupt sight lines, making it difficult to see oncoming traffic. Suggestion to have double yellow lines on this section. Comment that the Highway Code stipulates a 10m leeway for parking at junctions which is not adhered to here.

- 1 respondent expressed concern about parking on the bend of Sandford Grove Road (near Nether Edge Primary School) and parking on Marden Road.
- 1 respondent said they thought the proposals would improve the quality of life for the families with young children along Sandford Grove Road and Glen Road in particular. Comment that many of these families may have English as a second language and so may not submit a comment.
- Comment that the contra flow cycle lane at the start of the one-way section of Sandford Grove Road is “useless and dangerous”.
- Comment that cars trying to exit the junction of Sandford Grove Road & Sheldon Road often struggle to see oncoming traffic due to parked cars.

The following requests/suggestions were made:

- Suggestion to remove the unnecessary structure in the road causing problems in the neighbourhood at the junction with Glen Road.
- Request to make the road one way.
- Request to enforce good parking practice to help pedestrians, children and people with disabilities.
- Request for a sign to indicate that cyclists are permitted to pass the no entry signs.
- Request for signs to warn cyclists of oncoming traffic and signs to warn vehicles of oncoming cyclists.
- Request to better enforce parking restrictions on the cycle lane section at the junction of Gatefield Road and Sandford Grove Road.
- Request to make Sandford Grove Road and Glen Road one-way to reduce congestion around the cycle lane corner and aggression from motorists.

Union Road

- 19 respondents identified Union Road as being problematic.
- 5 respondents mentioned the junction of Union Road/Osborne Road is problematic because of poor visibility and speeding cars.
- 3 respondents commented that Union Road is used as a through-road up to Ecclesall Road South, with the majority of the cars not obeying the speed limit.
- Comment that the area between Union Road and Ecclesall Road is already used by walkers and cyclists but it is “absurd” to suggest that this use could be extended by road restrictions. Comment that most residents over 40 would never entertain cycling up the hill.
- 4 comments about the state of the road surface in certain parts. 2 comments that it’s particularly bad near the junction with Chelsea Road. 4 comments that vehicles and bikes inevitably have to dodge the potholes making it dangerous. 3 requests for the parts to be resurfaced.
- 3 comments that vehicles park near the STOP junction for Union Road and Osborne Road obscuring visibility for vehicles emerging.

The following requests/suggestions were made:

- Request to close the road.
- Request to re-site the Union Road bus terminus as it causes air pollution.

Rupert Road

- 11 respondents identified Rupert Road as being problematic.
- 4 respondents commented that there are regular speeding vehicles along Rupert Road.

- 3 comments that Rupert Road suffers from pavement parking and overgrown hedges that commonly block footways on both sides especial at the northern end.
- 1 respondent said that roads associated with Rupert Roads are also an issue.
- Comment that Rupert Road is used mostly by taxi drivers to cut the corner.
- Comment that Rupert Road and the surrounding rounds have a strong community feel. Request for community development through communal planting boxes and seating incorporated into traffic calming plans.
- Comment that pavement parking is a big problem on Rupert Road. Concern that this will soon be made worse by electric cars and charging points with wires over the pavement.
- Request to make Rupert Road and Ashland Road into a one-way loop along Ashland Road (down from Archer Road) and up Rupert Road.
- Request to make the road one-way.

Bannerdale Road

- 10 respondents commented on Bannerdale Road.
- Comment that the junction of Archer Lane and Bannerdale Road is tricky to navigate as a cyclist, due to the hills and extremely narrow roads.
- Request to close Bannerdale Road outside Holt House School to reduce commuter traffic.
- Comment that there is a need to maintain connection with the Carter Knowle Road/Bannerdale Road area while reducing commuter traffic from further afield in Southwest Sheffield travelling towards the City Centre.
- 1 respondent expressed concern that the changes will see increased traffic/parking along Bannerdale Road, Archer Road and Swaledale Road. To address this, they requested that the zone is extended to Bannerdale Road to create safer streets around Carter Knowle Primary School and Holt House School.

Ashland Road

- 8 respondents identified Ashland Road as being problematic.
- 3 respondents said that the road is used to cut through the area to avoid traffic on Abbeydale Road/Bannerdale Road, with all respondents commenting on the speed of cars along Ashland Road. Comment that it's particularly difficult to navigate during rush hour.
- Comment that the bottom of Ashland Road can be difficult with overparking, pavement parking and overgrown hedges forcing people with pushchairs to walk in the road. Comment that parking on corners and people driving too fast make some corners impossible to see around for safe driving and walking.
- Comment that traffic from all directions speed toward lights to make it through on Amber/Green, causing dangerous driving for pedestrians.
- 1 respondent commented that parking causes a safety issue particularly during the school run.

The following requests/suggestions were made:

- Request to make the road one-way.
- Request for separate cycle track with kerb between cars and cycles is needed.

- Suggestion to have a point closure halfway up Ashland Road to stop through traffic.

Osborne Road

- 16 respondents identified Osborne Road as being problematic.
- 3 respondents commented that there is not sufficient room for double parking along Osborne Road.
- Comment that Osborne Road is difficult to cross as a pedestrian. Comment that some children cross further up where Osborne Road branches off to the left, but that this is also unsafe as a lot of cars don't indicate in time or at all and take the turn off at speed.
- Comment that Osborne Road, especially the lower end near to Barker's Road is polluting, unsafe and overused.
- Concern that there are no safe places to cross, the road is busy and speeding is an issue.
- Comment that parked vehicles are often damaged by passing traffic as this is frequently jammed with lorries and buses.
- 3 respondents said that the crossing at the junction of Osborne Road/Union Road is used by children but is incredibly dangerous, especially during rush hour due to cars and vans parked on the bend and traffic approaching from four different directions.
- Concern that the crossing at the Osborne Road/St Andrew's Road junction is not safe as traffic comes around the bend at speed.
- 2 requests for signage to warn traffic coming up Osborne Road that if they want to stay on Osborne Road, they need to indicate left. Comment that because cars don't currently indicate, pedestrians crossing Osborne Road are at risk of being knocked down. Request for the speed limit to be reduced to 20mph at this location.

The following requests/suggestions were made:

- 2 respondents requested that cars be stopped from parking on the pavement.
- Request for a crossing on this road.
- 2 requests for traffic calming measures.
- Request to introduce double red lines as seen near the Cross Scythes pub at Topley.
- Request for metal bollards on the edge of the pavement to prevent pavement parking.
- Request to introduce no loading/unloading kerb side markings.
- Request for monitoring by Parking Services.
- 2 requests to extend the double yellow lines further down Osborne Road.

Archer Lane

- 8 respondents identified Archer Lane as being problematic.
- 3 respondents commented that that the junction of Bannerdale Road and Archer Lane needs to be addressed.
- 2 comments that Archer Lane is a through route, and the junction with Brincliffe Edge Road is unsafe for pedestrians. Concern that school children are at risk walking in this direction. Comment that there's often a build-up of traffic and stand offs / reversing cars at the top of Archer Lane heading down Nether Edge Road.
- Comment that the sharp left turn coming up Archer Lane is a blind corner with traffic sometimes unable to reverse due to congestion, with traffic similarly backing up on Archer Lane.
- Concern over speeding and safety for children walking to school.

- Concern over air pollution.
- Suggestion to block Archer Lane off at the top so that traffic isn't able to turn right or straight on to reduce through traffic. Comment that access to Ashland Road and Sandford Grove Road from Archer Lane could be maintained with good signage indicating no left turn and double yellow lines around the corner from Ashland Road to Brincliffe Edge Road, to keep the cars safely on the left.

The following requests/suggestions were made:

- 2 requests to close the road to vehicles.
- Request to limit traffic travelling via Archer Lane.
- Request for the route to be made one-way.
- Request to either block off Archer Lane, between the allotment entrance and Brincliffe Edge Road, or prevent vehicles from turning left at the top of Archer Lane.
- Comment that access to Brincliffe Edge Road would be safer as a one-way system through to Archer Lane, as the road is quite narrow with parked cars, vans, skips etc culminating in the sharp turn down Archer Lane.
- 1 suggestion for the Active Neighbourhood boundary to include Archer Lane.

Byron Road

- 6 respondents identified Byron Road as being problematic.
- Comment that courier vans race up Byron Road.
- Comment that often cars don't realise it's a non-through road and then brake suddenly.
- Comment that it's difficult to walk around the area with a pram due to a lack of dropped kerbs or parking on dropped kerbs. Comment that there is also a general lack of safe pedestrian crossings.
- Comment that the road is particularly difficult for pedestrians as vehicles use pavements to park and hedges and street furniture encroach the other side. Comment that if parking regulation/provision was tightened up, it would help.
- Comment that Byron Road has an issue with cars not seeing the no-through road sign and speeding up to the top of the road, then struggling to turn around or having to reverse all the way back down. Comment that the signage needs to be clearer that it's a no through road, or there needs to be a constriction halfway up the road near the junction with Oak Hill Road.
- Comment that there is an acute camber to the pavement in the Oak Hill and Byron Road areas made worse by pavement parking and overgrown hedges, sending pedestrians into the road, which is dangerous due to the speed cars take the corner from Nether Edge Road. Comment that visibility is hindered by cars parked on the corner.
- 2 requests for improved signage to show that Byron Road is a non-through road.
- Request to stop cars parking on pavement by the pub. Suggestion that it makes walking impossible and the junction dangerous for cycles.

Montgomery Road

- 5 respondents identified Montgomery Road as being problematic.
- Comment that addressing Montgomery Road with cycling priority alongside this is crucial to making the scheme a success.
- Comment that there is too much fast traffic parking on narrow streets, causing an issue for both householders who need to park, and for pedestrians who can't walk on pavements.

- Concern that parking permits would reduce the number of spaces available to residents making parking near their homes difficult.
- Comment that cars regularly speed along Montgomery Road and there is no safe space to cross for pedestrians near the junction with Sheldon Road. Request for speed/traffic reduction measures.
- Comment that traffic along the road is too fast noisy and dangerous for cycles and children.
- Comment that Montgomery Road and Rundle Road need traffic calming measures.
- Request to reduce traffic around the crossroads if possible and prevent access from Montgomery Road as it is used as a cut through and to avoid London Road/Abbeydale Road.

Barkers Road

- 9 respondents identified Barkers Road as being problematic.
- 2 comments that Barkers Road has cars parked on the pavement at all times of the day, restricting buses, traffic and forcing pedestrians into the road. 1 respondent said they found it difficult to walk their dog because of this. Request for this to be restricted.
- Comment that the three-way junction down towards Nether Edge centre at the lower end of Barkers Road has no clear Give Way priorities and is dangerous to negotiate.
- Comment that the junction of Barkers Road and Union Road near the 56 bus terminus is dangerous because parked vehicles obscure the view and it is dangerous to cross the road on foot too. Comment that it was better before it was altered years ago and “that awful dogleg crossing that the buses can hardly get round” was implemented.
- Suggestion to create parking bays on opposite side to houses to allow two-way traffic and buses to flow better.

Oakhill Road

- 4 respondents identified Oakhill Road as being problematic.
- 2 respondents commented that the road is used as a rat run.
- Comment that this road is particularly difficult for pedestrians as vehicles use pavements to park while hedges and street furniture encroach the other side. Comment that if parking regulation/provision was tightened up it would help.
- Suggestion to allow parking on one side of the road only.

Archer Road

- 3 respondents identified Archer Road as being problematic.
- 1 comment that cars speed along the road.
- 1 respondent commented that there is much congestion at junction with Brincliffe Edge Road.
- Request for a traffic filter on Archer Road, just above the allotment entrance, and another at the top of Archer Road to significantly reduce traffic from outside of the area using this route, without causing too much disruption to locals.

Moncrieffe Road

- 6 respondents identified Moncrieffe Road as being problematic.

- Comment that cars, buses and cyclists are endangered by cars parked on the east side of the road.
- 2 comments that Moncrieffe Road, between Hamilton House Nursery and the junction with Sheldon Road, is highly dangerous due to the volume of traffic from the city centre and speeding vehicles. Request for speed reduction measures.
- 2 comments that the bend in Moncrieffe Road outside Scallywags Nursery is very unsafe and there have been numerous incidents during pick up and drop off.
- Concern over cars parked on the east side of the road forcing cars and buses into the centre of the road without sight of oncoming traffic. Comment that it is particularly dangerous for cyclists as cars try to overtake and then have to take sudden action because of oncoming traffic, which usually involves getting far too close to cyclists. Request for double yellows on the eastern side of the curve and greater enforcement generally in the area.

Raven Road

- 3 respondents identified Raven Road as being problematic.
- 1 respondent said that they struggle to get their car out of the junction with Machon Bank Road due to cars parking on the junction making it impossible to see what's coming without edging out into the road and risking a collision. Request for parking restrictions around the junction.

Psalter Lane

- 5 comments that Psalter Lane is a through route with high traffic volumes at rush hour.
- 5 comments that it's difficult to cross safely on Psalter Lane particularly at the Cherry Tree Road junction, where there isn't even a designated space for crossing. Comment that the crossing bays are ignored by drivers and that some speed to make a point to pedestrians who cross slowly.
- Comment that the gridlock along Psalter Lane, Junction Road and Cowlshaw Road is a direct result of too few crossings on Psalter Lane so that the single Junction Road crossing is simply overwhelmed at peak times. Comment that the footfall from all three directions is then forced onto one very narrow section of pavement on Junction Road.
- Comment that the cars that block the pavement on the other side of the junction on Kingfield Road are often those of parents using the 'ride and stride' walking bubble concept that is promoted by SCR, schools and the Council. Request for a safe crossing to be placed at the Psalter Lane/Osborne Road junction so that pedestrians and cyclists could use this quieter route to travel between Nether Edge and Sharrow and potentially reduce the gridlock seen around Junction Road and Cowlshaw Road.
- 4 comments expressing concern around speeding. Request for traffic calming measures.
- 3 requests for a safe crossing. Request for a zebra crossing outside the school.
- 2 comments that there have been some accidents, including a child being hit.
- Request for pedestrian and cyclist infrastructure linking the Sharrow and Nether Edge neighbourhoods.
- Comment that there is obstructive pavement parking on both sides of Psalter Lane, which is worsened on bin day.
- Request to stagger the lights on Psalter Lane at the junction on Kingfield Road and Junction Road to stop the standing traffic backing up towards the roundabout end when two or more drivers decide to turn right and reduce air pollution.

Edgedale Road

- 5 respondents identified Edgedale Road as problematic.
- All 5 respondents said they would like to see Edgedale Road included in the boundary for the Active Neighbourhood.
- All 5 respondents also said that speeding is a real issue along the road.
- Comment that Edgedale Road is a regular rat-run for half of S11 on the way into/back from town.
- 1 respondent commented that they are concerned about their children crossing or walking along the road alone, as cars speed very frequently along it and due to the high volume of parked cars it can be hard to see them coming.
- 1 respondent expressed concern that if any restrictions were placed at the top of Archer Lane, traffic would inevitably divert down Edgedale Road, as happens whenever there are road works on Bannerdale Road.
- Comment that Edgedale Road has a large number of families with children and is heavily parked.
- Comment that there are often “angry face-offs” between motorists. Comment that this also happens at the left turn from Archer Lane onto Brincliffe Edge Road and that there are traffic accidents at that junction.
- Comment that historically Nether Edge Road had a flashing light traffic restriction before the installation of the traffic bumps in the 1990's between Bannerdale Road and Edgedale Road to the south as well as the Nether Edge crossroads to the north of the neighbourhood.
- Request for a combination of speed bumps/raised platforms, planted build-outs and a line of bollards at the top or the bottom.

Rundle Road and Kenbourne Road

- 4 respondents identified Rundle Road as being problematic.
- Comment that during lockdown, Rundle Road became a popular street for walking and cycling.
- Comment that it's difficult to see traffic on Rundle Road from Kenbourne Road.
- 2 comments that turning out of Kenbourne Road/Rundle Road is dangerous for both cars and cyclists due to parking near the corners of both roads and the speed of traffic coming off the Kenwood roundabout and down Rundle Road.
- Request for a one-way system for Kenbourne Road. 2 requests for traffic calming measures and 2 requests for double yellow lines on the corner.
- 2 comment expressing concern over accidents and near-misses on Rundle Road, particularly as the street has lots of small children.
- Comment that Kenbourne Road is due for highway improvements following tree investigations. Request for this to be undertaken as part of the Active Neighbourhood plans.

Section 8: Heatmap Analysis

Heatmap Visitor Statistics

There has been a total of 4539 visitors to the heatmap since its launch last November 2020. The graph below shows that there was a spike in visitors on 16 July 2021 when the consultation went live. Consultations for two other ATF schemes also went live on 16 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.

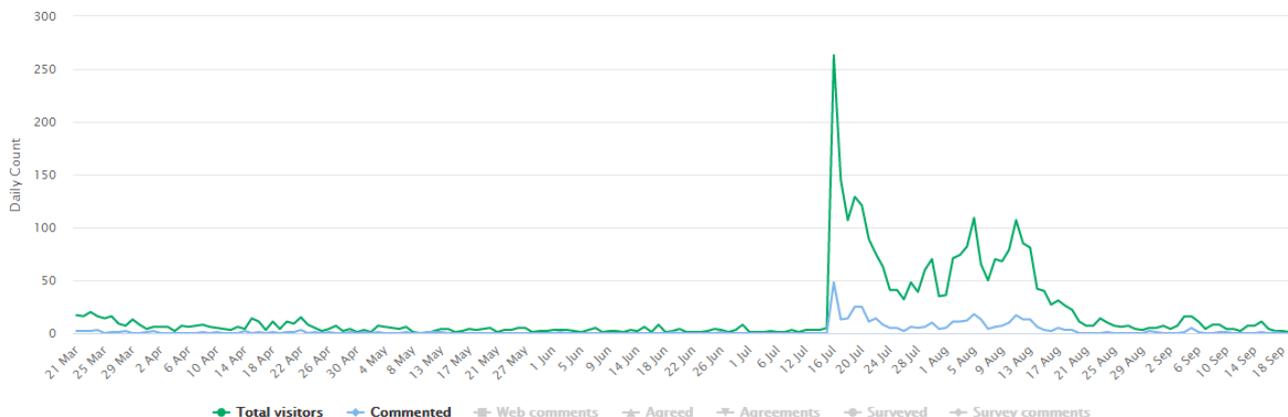


Figure 4: Total number of visitors to the Connecting Sheffield heatmap since its launch last November 2020.

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	2037	493 (24%)	0 (0%)
m.facebook.com	582	129 (22%)	0 (0%)
sheffnews.com	509	94 (18%)	2 (0%)
www.google.com	450	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 5: List of referral websites.

Responses to the Connecting Sheffield: Nether Edge Active Neighbourhood Responses via the Heatmap

The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Nether Edge Active Neighbourhood** routes, 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.

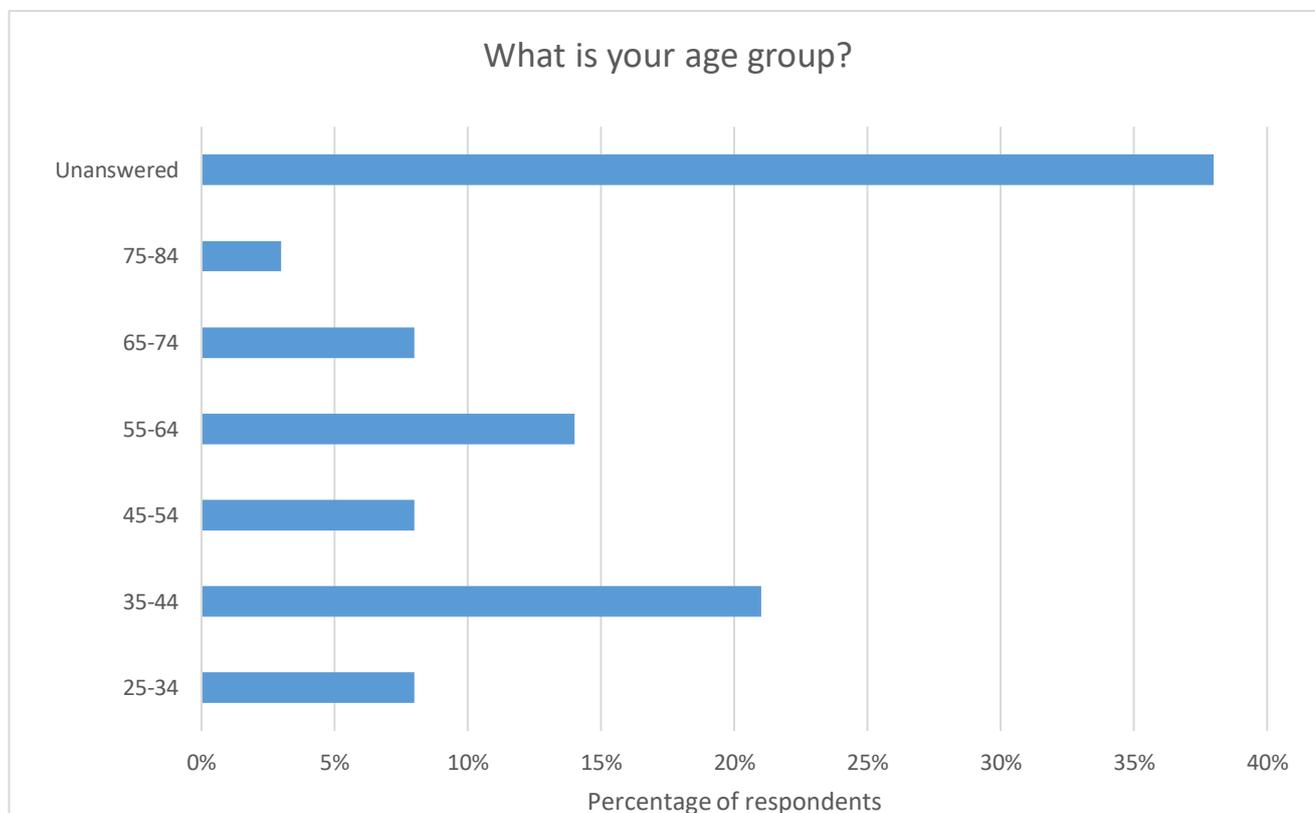
The below analysis looks closely at the feedback received in response to both the open and closed feedback questions. In this consultation, 76 responses were received via the heatmap.

Analysis of Closed Questions

The following two questions focus on understanding the age group the respondents fall under and what their connection is to the area. None of these questions are mandatory and therefore respondents are able to skip the questions.

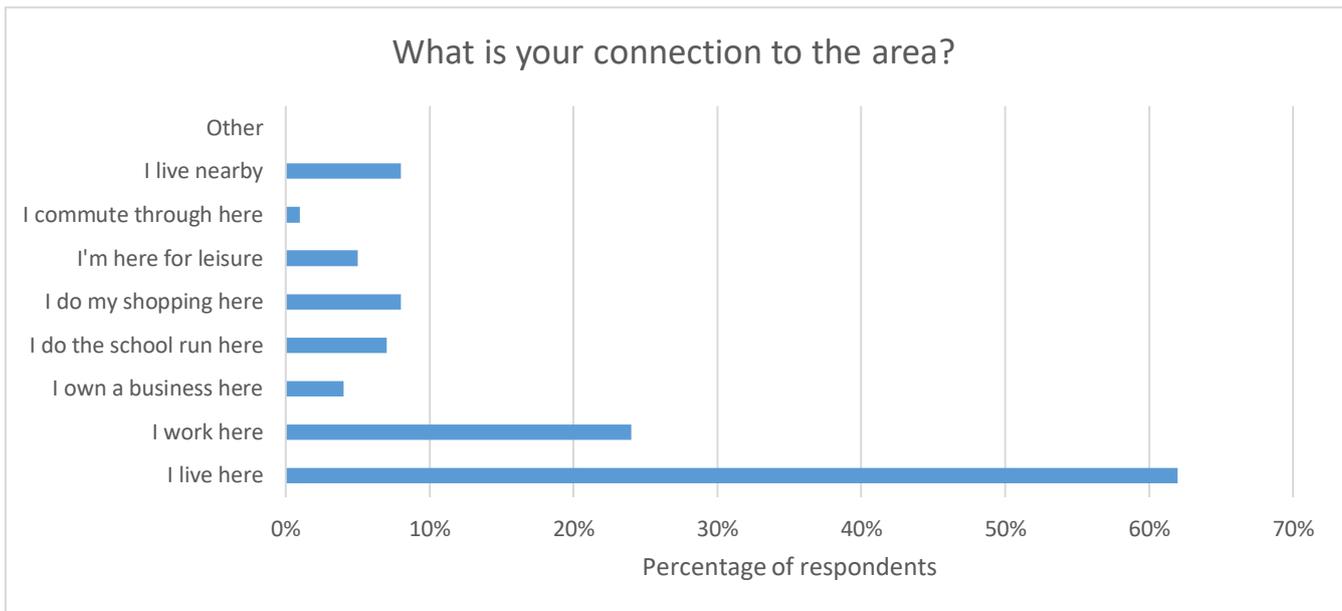
What is your age group?

21% of the heatmap respondents were aged 35-44, 14% were aged 55-64 and 38% didn't answer the question.



What is your connection to the area?

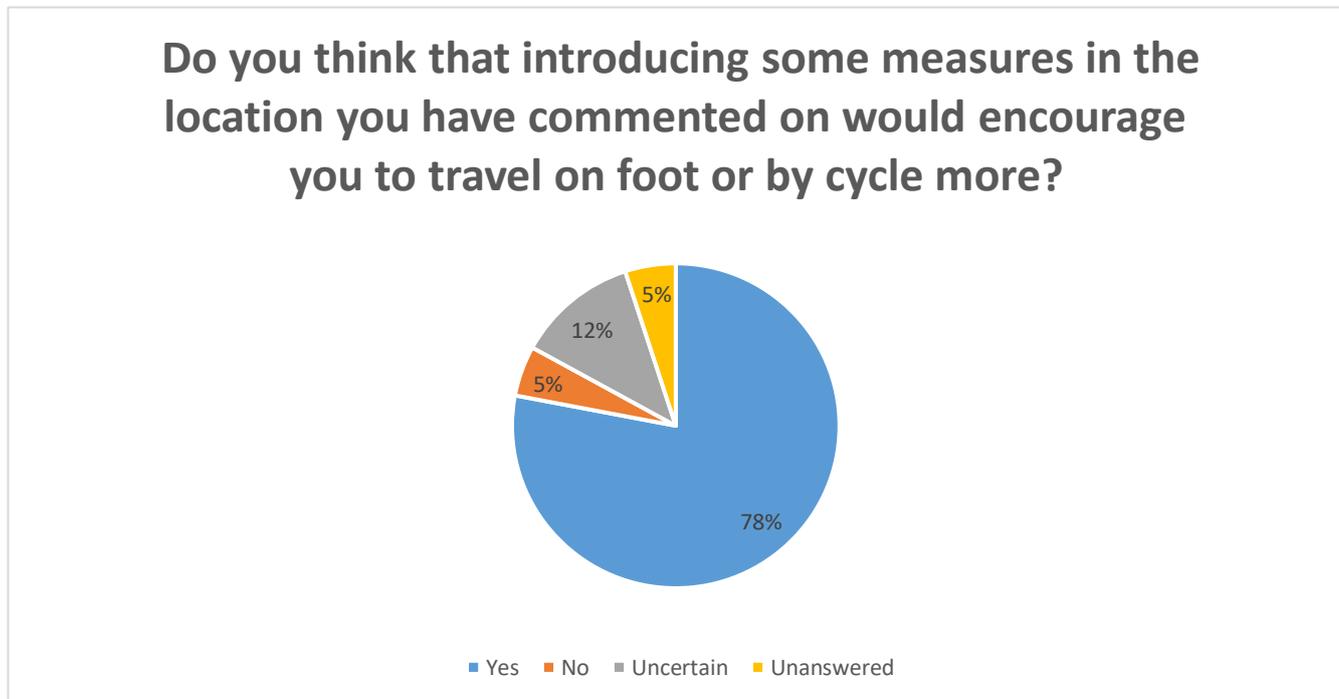
62% of the 76 heatmap respondents said that they live in the area, 24% said that they work in the area, 8% said they live nearby, and 8% said they do their shopping in the area.



The following question focuses on whether the introduction of measures would encourage the respondents to make changes to the travel choices.

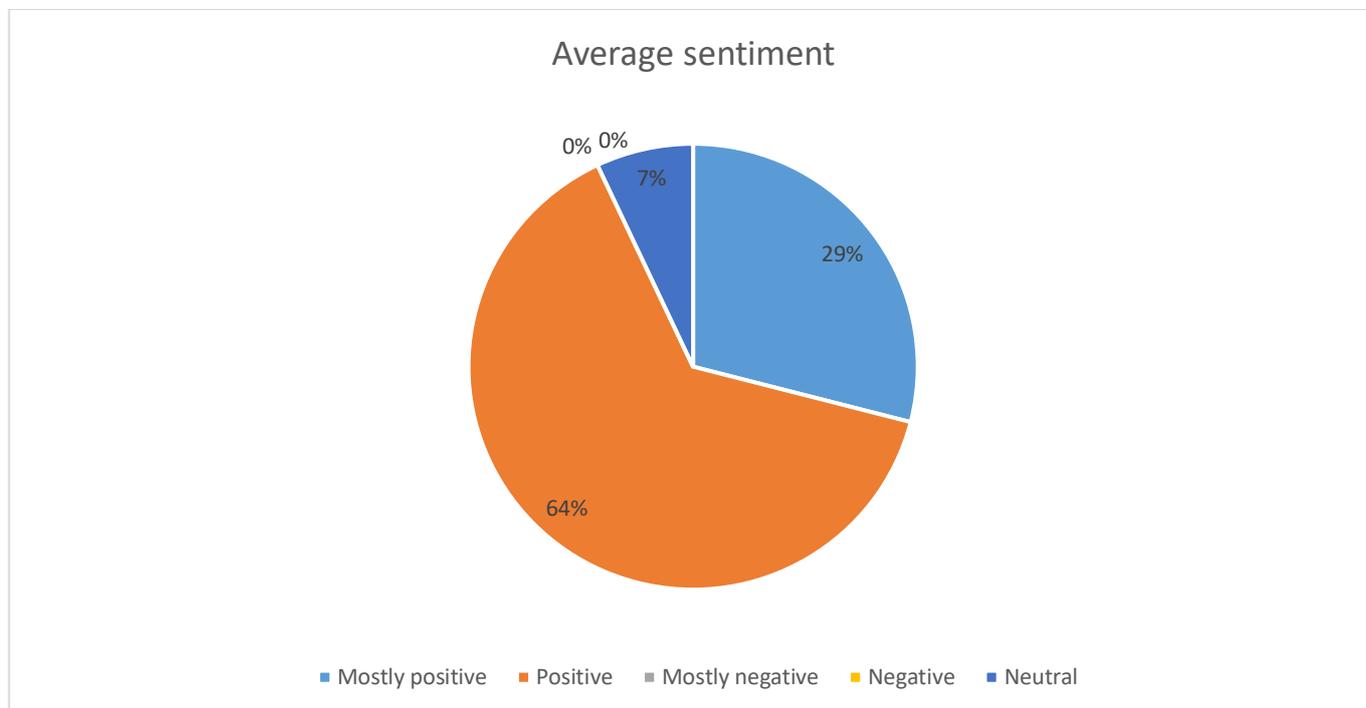
Do you think that introducing some measures in the location you have commented on would encourage you to travel on foot or by cycle more?

When asked if they thought that introducing some measures in the location they had commented on would encourage them to travel on foot or by cycle more, 78% said yes, 12% said they were uncertain, 5% said no, and 5% did not answer the question.



Average respondent sentiment

The below chart shows the overall sentiment towards the proposals expressed by the 76 respondents who commented via the heatmap. 64% of the respondents felt positive about the proposals, 29% felt mostly positive about the proposals and 7% felt neutral about the proposals.



Section 9: Influence of Consultation on Proposals

The comments received during the **Connecting Sheffield: Nether Edge Active Neighbourhood** consultation have been carefully considered by Sheffield City Council and have been used help inform decisions as to which measures will be implemented as part of the trial Active Neighbourhood.

Early engagement with residents and businesses has played an important role in designing a scheme that will create a safer, cleaner and quieter environment for local residents and businesses while also taking into account any concerns raised by people living and working in the area.

Helpful points were raised in relation to the boundaries of the proposed Active Neighbourhood, congestion, speeding and parking. These comments have been taken on board and are being considered by the scheme design team as they develop the plans for a trial Active Neighbourhood.

Section 10: Appendices

Appendix 1 – Nether Edge Active Neighbourhood Commonplace Tile

Nether Edge Active Neighbourhood

226 comments

Consultation on Nether Edge Active Neighbourhood closed on Friday 20th August 2021

Introduction

We want you to help us shape plans to trial an Active Neighbourhood in Nether Edge.

An Active Neighbourhood is where changes are made to streets creating a safer, cleaner and quieter environment for local residents and businesses to enjoy. This means a more attractive area for walking, cycling and spending time outdoors.

In order to trial an Active Neighbourhood effectively, we need your input to help us decide which measures would best achieve this.

Why we're introducing an Active Neighbourhood

By introducing measures in an area to create an Active Neighbourhood, the following benefits can be seen:

- Safer roads and streets as traffic is slowed down in some areas
- Increased confidence to safely walk or cycle to get around a neighbourhood
- A reduction in through traffic
- A nicer environment for people to spend time outside
- Reduced pollution, improving air quality and the health of local people

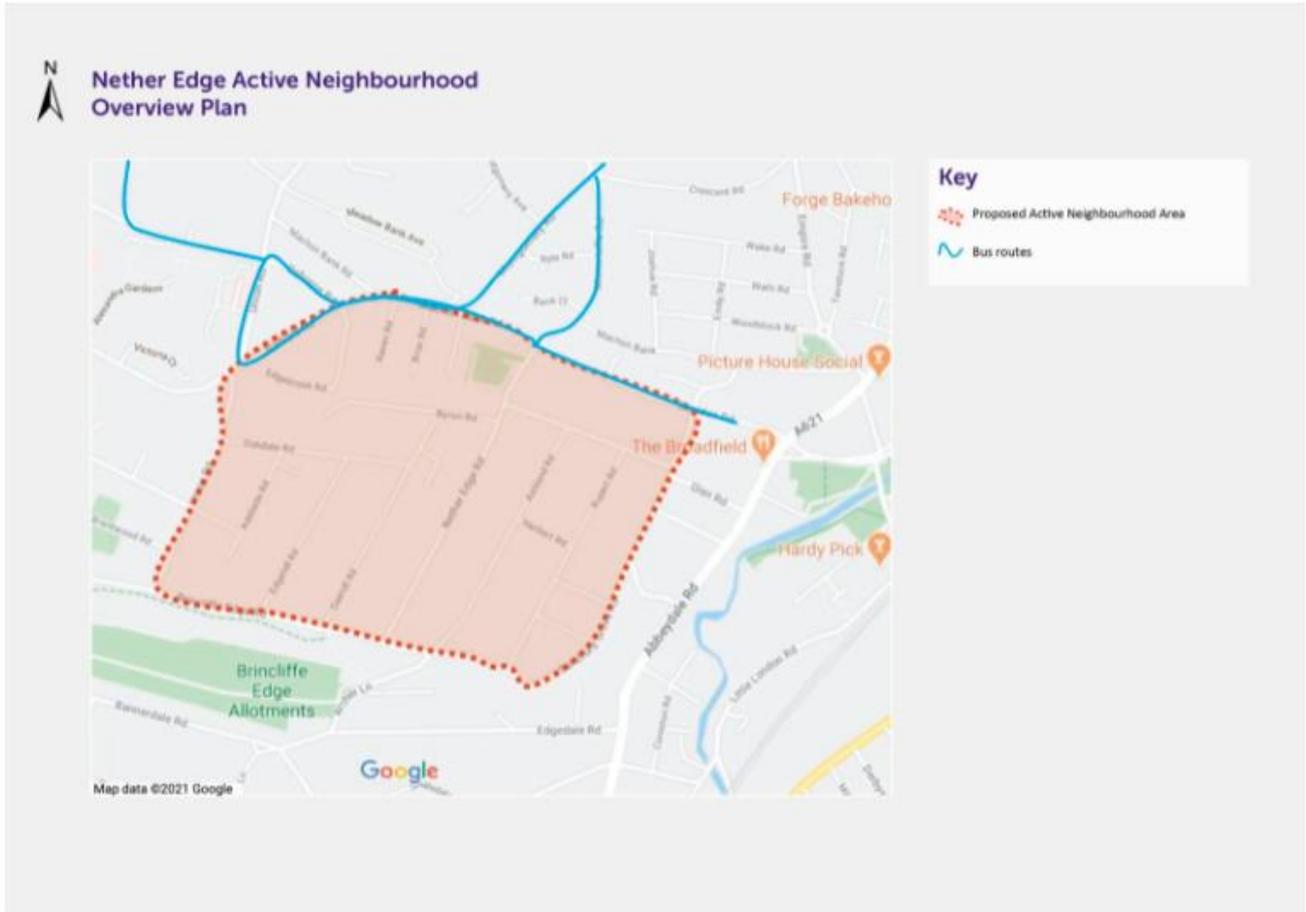
Access to Active Neighbourhoods by car would be maintained for residents or businesses located within the area. Some traffic may be redirected to main routes.

What we're proposing

Nether Edge has been identified as an area suitable for an Active Neighbourhood based on the opportunities it would open up for people to travel more actively around the area.

Figure 6: Nether Edge Active Neighbourhood tile full view

The map below shows the key routes through the area that could be altered to create an Active Neighbourhood.



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

Figure 7: Overview plan of the proposed Active Neighbourhood.

In order to trial this Active Neighbourhood effectively, we want residents and local businesses - who know the area best - to help identify the best solutions to make it easier and safer to travel actively - for example walk, cycle, run, scoot etc - around the area when making local journeys.

There are a number of measures that could be used to create an Active Neighbourhood, they include the following:

- Narrowing the mouth of a junction to slow down traffic.
- Putting in dropped crossings and creating step-free routes.
- Closing a road to motor vehicles using a 'traffic filter'. A 'traffic filter' is a road design that helps restrict access for vehicles using bollards or planters, while allowing pedestrians and cyclists to use the road, as seen below.



- Closing a section of a road to motor vehicles using two 'traffic filters' (see above). This design restricts vehicles at either end of the section - creating a public space between them. This can be seen through the closure of Ball Street bridge in Kelham Island, where motor traffic is restricted from passing over the bridge, while allowing pedestrians and cyclists to pass, as seen below. In some cases, this can create some space for planting or even a pocket park.

Figure 8: Nether Edge Active Neighbourhood tile full view



- Making a road one way.
- Banning turns into or out of a specified road
- Installing cycle parking in the right location



Have your say

Using the information above, and your own personal experiences of living, working and travelling through the area, we want to hear your thoughts. We want to know which measures you think would work best for the Active Neighbourhood. There are a number of ways you can get involved:

- Fill out the feedback form below
- Add your comments to the heatmap which be found [here](#)
- Join a workshop. We are planning to run a number of online workshops to speak directly to people living and working in the area. If you would like to get involved, including receiving information about future sessions, please send us your contact information by emailing us at: info@connecting-sheffield.co.uk or by calling us on 0808 196 5105.
- You can also contact us by phone, by email or in writing to provide feedback or ask questions.

We will use feedback from the consultation to decide which measures to put in place to create the Active Neighbourhood. These measures would be implemented through an 'Experimental Traffic Regulation Order' which means that the measures would be installed on a non-permanent basis and changes can be made based on feedback received. Formal consultation through the Experimental Traffic Regulation Order would be ongoing for 6 months.

After 6 months we would review the Active Neighbourhood using the feedback and comments raised through the formal consultation to decide which measures, if any, should stay in place.

If you would like to stay up to date with the latest news on transport schemes in Sheffield please sign up to our Travel and Transport newsletter [here](#).

Figure 9: Nether Edge Active Neighbourhood Commonplace tile full view

Appendix 2 – Consultation Postcard



**HAVE
YOUR
SAY...**

**Nether Edge
Active Neighbourhood**

Help shape the plans for an Active Neighbourhood in Nether Edge

An Active Neighbourhood makes changes to streets to create a safer, cleaner and quieter environment for local residents and businesses to enjoy.

We want to trial an Active Neighbourhood in Nether Edge.

By making changes, the neighbourhood would become safer and more attractive for walking, cycling and spending time outdoors.

We want to work with the local community to develop these plans.

www.connectingsheffield.commonplace.is



Figure 10: Front of the consultation postcard

Take Part

To find out more about an Active Neighbourhood and to share your views, visit our website:

www.connectingsheffield.commonplace.is

You can find out more and provide feedback via Freephone, Freepost or by email. We are also planning online workshops to understand the views of the community. Register your interest in taking part using the contact details below.



info@connecting-sheffield.co.uk



0808 196 5105



Freepost Connecting SHF

If you do not have access to the internet, or need information providing in an alternative format or language, please call us on 0808 196 5105 and we can arrange to send information to you in the post.

Please could feedback be provided by Friday 13th August.

Sheffield
City Region



Please recycle this postcard • www.sheffield.gov.uk • 398.5

Figure 11: Back of the consultation postcard

Appendix 3 – Workshop Notes

Nether Edge Active Neighbourhood Workshop

Nether Edge Active Neighbourhood

Group 1

Concept – Group 1 like the idea of Active Neighbourhoods (AN) in general, however they wondered whether the area selected is the most appropriate area to put in an AN in Nether Edge because it is a conservation area, so difficult to change, and hilly which could be problematic for elderly people. They liked the idea of trying it to see if it works, as the crux of whether it will work will be in the detail.

Parking – Group 1 felt there is a lot of inappropriate parking, such as on corners, in the area. However, they also felt that the Council should be cautious in changing the parking arrangements too drastically because many homes in the area do not have off-street parking.

Boundaries – Group 1 felt that the AN should be in a bigger area. Having children, it is important to think of access to parks and schools and there are limitations of the AN area currently. Group 1 felt that Brincliffe Edge Road should be included in the boundary and should be made one-way.

Crossing – Group 1 felt Osborne Road needed a crossing, as they would then feel more confident letting their children walk to Hunters Bar Primary School.

Group 2

Concept – The idea is good but there are issues of moving traffic around vulnerable road users. Moving the AN boundary closer to schools could be beneficial in protecting these road users.

Motorists – It is not necessarily the volume of motorists passing through Nether Edge which is the problem, it is the aggressiveness of the drivers which cause most concern, often revving their engine or driving on the pavements to get around blockages.

Parking – A major problem around parking is the quantity of pavement parking that is going on due to a lack of off-street parking, and homes often having multiple cars. Introducing one-way systems could reduce conflict between motorists, parked cars and pedestrians.

Measures – Group 2 suggested alternatives to traffic calming, such as speed bumps, as these measures often lead to a higher level of noise pollution in the area due to cars going up and over on them, as well as speeding up significantly between speed bumps.

Expansion – Suggestion that linking the AN up with other ANs is crucial to get the modal shift and continuity required to ensure that people who take up cycling and walking feel safe and confident to do so.

Boundaries – Group 2 highlighted the need to include Moncrieffe/Montgomery Road within the boundary, as well as connecting the ATN through to the other side of Nether Edge.

Opportunities – Group 2 highlighted the need to reduce having multiple cars per household. They suggested that the AN and a shift to active travel modes provided an opportunity to reduce the amount of cars per household.

Group 3

Concept – Group 3 also liked the concept but were concerned about how the AN would link to key areas such as schools and shops as this continuity is important to get people out of their cars. They also said the AN is a good opportunity to educate children on the importance of active travel.

Measures – Group 3 suggested they would not like to see any narrowing of the roads in the area as they are already too narrow. They also said dropped curbs only work if people do not park in them and there is a certain level of enforcement. Group 3 liked the idea of one-way roads and mentioned that a one-way road for cars could be a two-way road for bikes and this would be welcomed. They liked the idea of closing Nether Edge Road as it is for the market but on a more permanent basis.

Cycle parking – Group 3 suggested that some car parking could be replaced with cycle parking which is safe, covered and secure.

Boundaries – Group 3 liked the boundaries but said it is about linking the AN with other roads which aren't included in the AN, such as Psalter Lane, with the AN and providing a safe place to travel actively.

General Comments

Parking

Parking on corners is the major issue in the area and the vast majority of attendees would support measures to restrict this. One attendee did say it may be more difficult for Glen Road and Sandford Grove Road, due to the amount of traffic which could be displaced onto those roads.

Linking

Linking the AN to parks, schools, shops and universities was also a key point of the session, with the continuity and the linkages between different destinations important to encourage active travel.

Nether Edge Road

Many of the respondents also suggested and supported closing Nether Edge Road, particularly by the shops, as it is on market days.

Future Funding

One attendee, located just outside of the AN boundary, asked if they would be considered for an AN extension should future funding become available, or whether because Nether Edge has already received funding, other areas would have to be considered first. It was explained that if the Nether Edge AN is working, then the Council will revisit it and look to expand though they likely will have to prioritise other areas first.

Sandford Grove Road

One attendee mentioned that they always choose to cycle up Sandford Grove Road because it has the shallowest gradient.