

# Connecting Sheffield: Crookes Active Neighbourhood Consultation

## Executive Summary

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### 1.0 Launching Connecting Sheffield

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

Connecting Sheffield - the overarching vision and ambition for transforming travel in Sheffield within which the ATF projects sit - launched on 3 November 2020. 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: Crookes 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: Crookes 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.

### 2.0 Crookes Active Neighbourhood Consultation

Public and stakeholder consultation on the **Connecting Sheffield: Crookes Active Neighbourhood** proposals was held between the 16 July 2021 and 20 August 2021.

#### **2.1 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 key stakeholders were among those identified:

- **Political Representatives:** Olivia Blake MP; Paul Blomfield MP; and local Councillors.
- **Community and Interest Groups:** Crookes Forum.
- **Accessibility Group:** Transport4All; Disability Sheffield; Access Liaison Group; and Sheffield Cycling 4 All.
- **Educational Organisations:** University of Sheffield; and Sheffield Hallam University.
- **Local Transport Organisations and Groups:** Confederation of Passenger Transport; South Yorkshire Passenger Transport Executive; First Group; Stagecoach; Sheffield Taxi Trade Association; and others.
- **Local Service Providers:** South Yorkshire Police; South Yorkshire Fire & Rescue; Yorkshire Ambulance Service; NHS Blood & Transplant Service; Sheffield Health and Social Care NHS Foundation Trust; and Sheffield NHS Teaching Hospitals Trust.

**Local residents and businesses** were also contacted directly. A distribution area for a consultation postcard covering properties within or close to the proposed boundaries of the Active Neighbourhood was identified, covering 7,362 addresses in total. This postcard contained details of the proposals and how to respond and find out more information.

## 2.2 Engagement Overview

Due to the ongoing Covid-19 pandemic, methods of engagement which did not require face-to-face contact were employed. However, the consultation was operated in such a way as to ensure that people could still get the appropriate information and have their say. This was done in a number of ways:

1. **Consultation Postcard:** A consultation postcard was produced and distributed to all residential and business properties located within the agreed distribution area of 7,362 properties.
2. **Consultation Website:** A project specific page was set up on the Connecting Sheffield website which uses the community engagement platform, Commonplace. The platform makes it easy to share the consultation widely via social media and allows anonymised comments to be viewed publicly, adding transparency to the process. We also received feedback through an **email address, Freephone information line and Freepost address.**
3. **Community Workshop:** Ahead of the consultation launch, an online workshop was arranged, which was publicised via the Connecting Sheffield website and consultation postcard. The online workshop included a short presentation explaining the Active Neighbourhood, a discussion of a range of topics in small groups, and the opportunity to ask the project team any questions.
4. **Recorded Presentation:** A commentary was recorded to accompany a presentation on the proposals and circulated by email to local businesses, stakeholders and community groups identified as likely to have an interest in the proposals.
5. **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 Crookes Active Neighbourhood proposals and details of the consultation period.

## 3.0 Explaining the Consultation Responses

### 3.1 Public Consultation

A total of **929** responses were received as part of the consultation. **901** were submitted via the Commonplace Connecting Sheffield website, **28** responses were received via Freephone, Freepost and email.

The website provides two avenues to comment:

- a) A **heatmap** referenced as (a) that shows all corridors to be consulted on as part of the total package of schemes to be consulted on under Phase One of Connecting Sheffield.
- b) A **design tile** referenced as (b) – featuring details of what is proposed specifically for the **Crookes Active Neighbourhood** scheme.

### 3.2 Design Tile feedback

Comments received via the design tile (b) are authenticated on Commonplace, with respondents asked to confirm their email address to check that an email address is valid and corresponds with the person submitting the feedback. All responses, even those which are not authenticated, are considered when mapping comments – which can be viewed in the body of the full consultation report – to ensure any specific detailed concerns are picked up and can be considered.

Design tile feedback is attained via a mixture of **‘closed’ questions** – for example, ‘what do you like about this scheme’, and ‘what don’t you like about this scheme’, that allow respondents to select

responses from a menu of options. Opportunities to highlight positives and negatives are split into separate questions. Respondents tend to choose between one and five options for each question that most closely align with their views on a topic.

Respondents can also respond to ‘**open**’ questions – that allow respondents to comment however they wish. While respondents can answer open questions in whichever form they wish, in practice, they often tend to provide more details on the closed responses they have provided. The screenshots below (Figure 1 and 2) show how open and closed questions are presented on the consultation website.

What do you like about this scheme?

Active neighbourhood with reduced traffic	Greener streets	Environmental benefits	Safer to walk and cycle	Improved bus stops
Better environment for cyclists	More child-friendly	Improved route for buses	Priority for cyclists and pedestrians	
More attractive environment	Improved pedestrian crossings	Improved cycle crossings	Better environment for walking	Other

Figure 1: Closed question response

Do you have any other comments on this scheme?

Your comment will be public. Please don't mention any personal details.  
By commenting you agree to our terms of use. [Read our privacy policy.](#)

Figure 2: Open question response

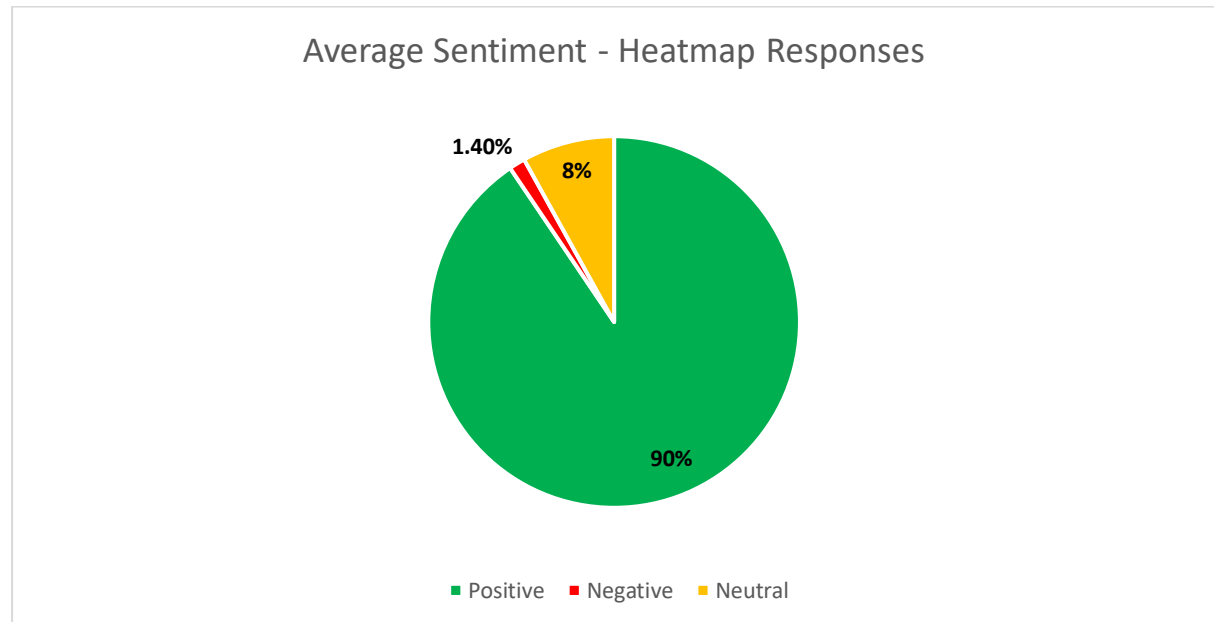
## **4.0 Summary of Feedback**

In total, **677** responses were received via the online feedback form; **224** responses were received via the heatmap; **19** were received by email, **three** by Freepost and **six** by Freephone.

### **4.1 General Sentiment – Heatmap**

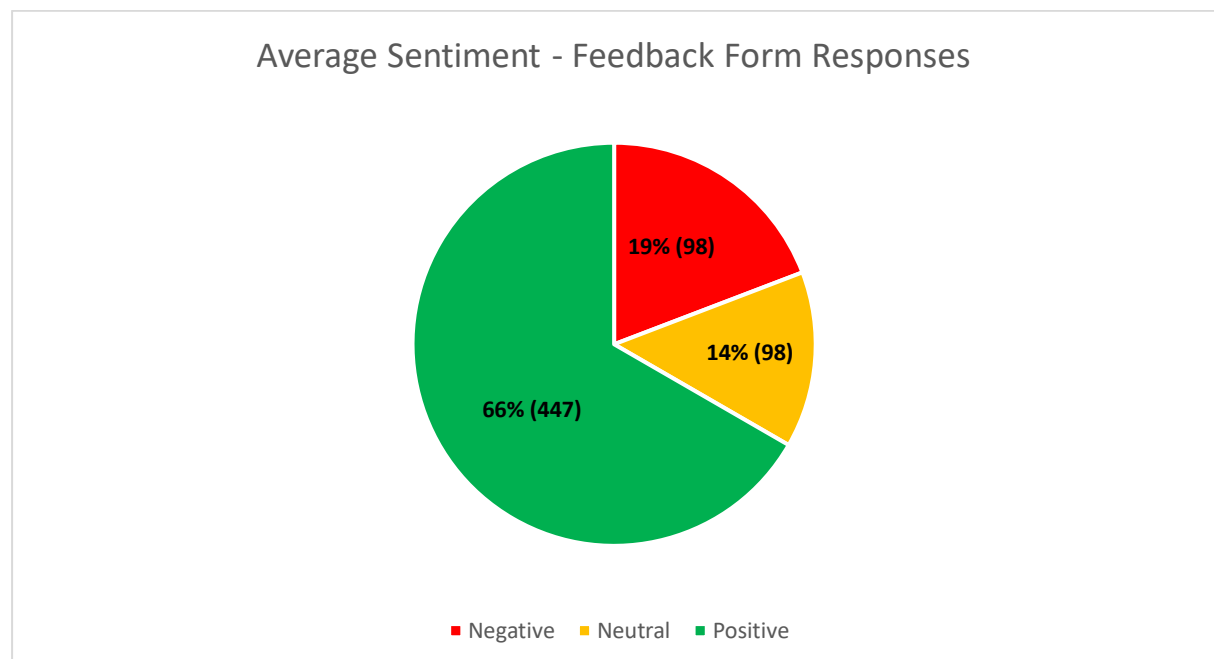
**People commenting on the heatmap** tend to take a more overall view of the proposals. On entering the Connecting Sheffield website, they will have seen the overview of the vision and aims of Connecting Sheffield as a long-term project before then visiting the heatmap to comment. Because the heatmap then also shows the totality of the routes proposed under Phase One, commentators tend to be more likely to view and give feedback on the wider scheme aims compared to visitors who purely view the details of a specific scheme via the design tile.

Visitors to the heatmap can still leave comments on specific schemes and they can continue to visit the scheme design tile thereafter for details, but their feedback tends to present an indication on views of the wider aims of Connecting Sheffield because of the use patterns explained above. **90%** of heatmap respondents (**201 respondents**) felt positively towards the proposals, **8% (18 respondents)** felt neutrally about them, whilst **1.4% (3 respondents)** felt negatively about them.



#### 4.2 General Sentiment – Design Tile – All Responses

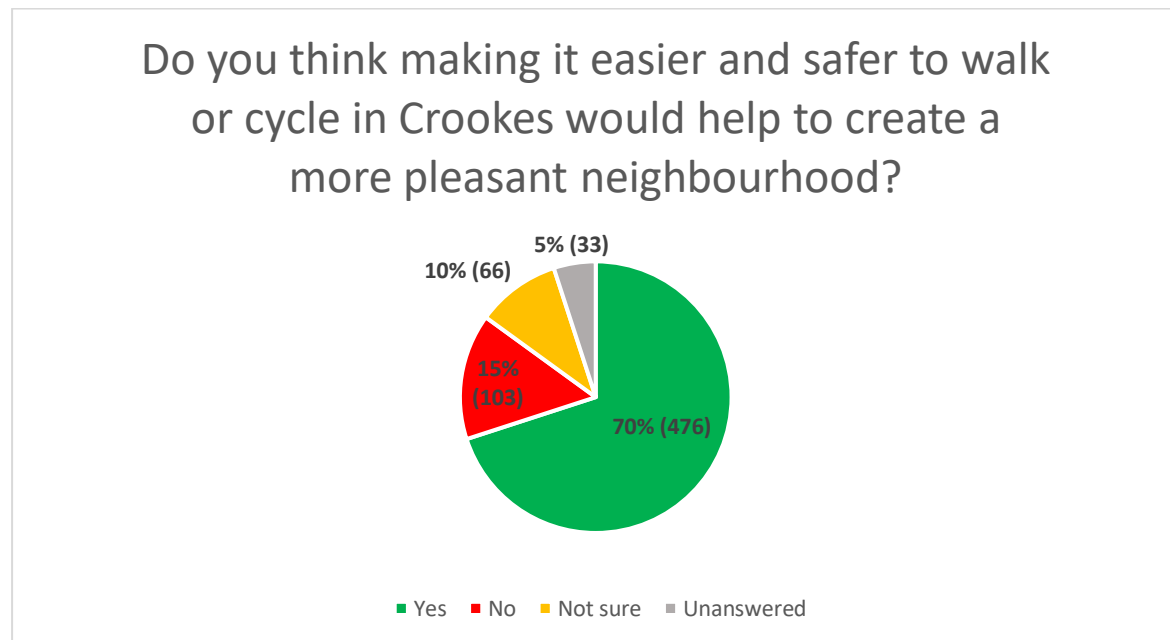
As people see more detail of any proposals, it is natural that this then raises more questions and carries greater potential for people to find objections or questions about proposals. Though a lower percentage than heatmap respondents, a majority of respondents felt positively towards the Active Neighbourhood proposals, with **66%** of respondents (**447 respondents**) expressing positive sentiment towards the proposals. **14% (98 respondents)** neutral, and **19% (132 respondents)** expressing negative sentiment towards the proposals.



## 5.0 Specific Themes from the Consultation

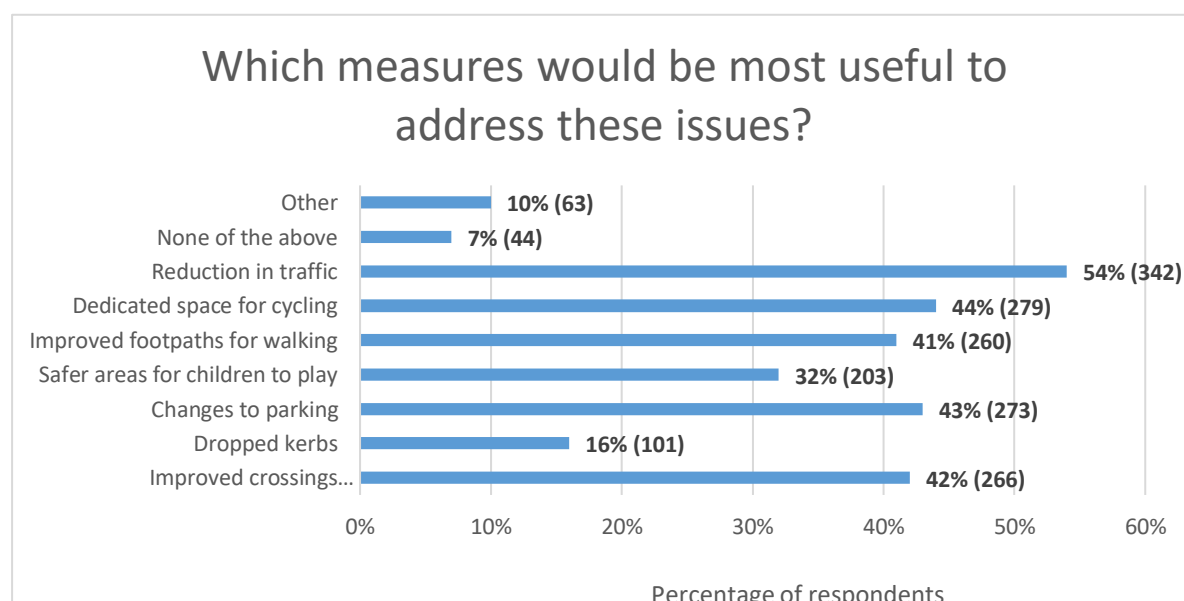
### 5.1 Positive – Closed Responses

The below chart shows that **70%** of respondents (**476 respondents**) felt that making walking and cycling easier and safer would help to create a more pleasant neighbourhood in Crookes. **15%** of respondents (**103 respondents**) felt that this would not help, whilst **10%** (**66 respondents**) said that they were unsure whether it would help. **5%** (**33 people**) did not answer this question.



Respondents highlighted a number of issues that they felt existed in the Crookes area, including too many parked cars, air pollution, difficulty crossing roads, high speed traffic and congestion.

The below chart shows which measures respondents felt would be most useful in addressing these issues. **54%** of respondents (**342 people**) suggested that a reduction of traffic would be useful, **44%** (**279 respondents**) expressed support for dedicated spaces for cycling, whilst **43%** (**273 respondents**) suggested that changes to parking would help to address issues. **42%** of respondents (**266 people**) stated that improved crossings would be useful, and **41%** (**260 respondents**) stated that improved footpaths would help.

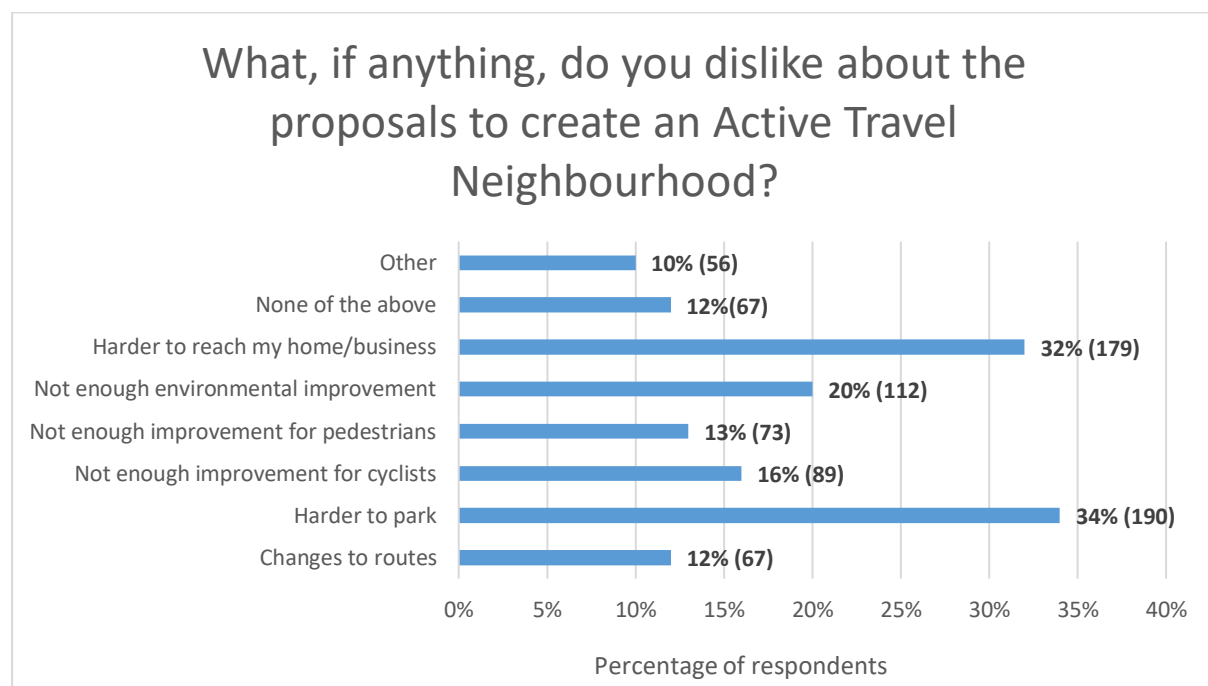


## 5.2 Positive – Open Responses

**308** respondents commented in support of the proposals for an Active Neighbourhood with no caveats. These respondents made comments such as “[the scheme] would make a big positive difference to Crookes”, “sooner the better”, and “Creation of car free streets would make Crookes more pleasant as a pedestrian and reduce noise and air pollution”.

## 5.4 Key Concerns – Closed Responses

As shown in the below chart, **34%** of respondents (**190 people**) expressed concern that the proposals would make parking more difficult in the area, whilst **32%** of respondents (**179 people**) raised concern that the proposals could make it more difficult for them to reach their homes or businesses. **20%** of respondents (**112 people**) stated that the proposals would not have enough environmental impact.



## 5.5 Key Concerns – Open Responses

**82** respondents expressed concern that the proposals could increase congestion and air pollution elsewhere, with particular concern raised about a number of key roads and areas:

- School Road;
- Springvale Road;
- Walkley;
- Cross Lane;
- Crookes Road;
- Leamington Street;
- Tinker Lane;
- Crookesmoor Road;
- The main junctions at Broomhill, Crookesmoor and Walkley.

**52** respondents expressed concern that the proposals could make life more difficult for people with disabilities, elderly people, families with young children and businesses. Concerns were raised that vulnerable people could struggle to access services and receive deliveries.

It was suggested by **51** respondents that the hills in Crookes were a deterrent from cycling for many people, something which cannot be fixed by Active Neighbourhood measures.

A further **24** respondents expressed concern that the changes proposed would make life more difficult for residents and make it more difficult for residents to access their homes.

## **5.6 Further Concerns and Suggestions**

**71** respondents stated that there were issues with speeding in the Crookes area, with several respondents requesting further 20mph speed limits and increased enforcement of existing speed limits.

Respondents stated that parking was a significant issue in Crookes, with **57** expressing concern about commuter parking in the area, and **38** respondents highlighting issues related to Houses of Multiple Occupancy having multiple cars. **25** respondents requested a residents' parking scheme in the area.

## **6.0 Stakeholder Consultation**

### **6.1 Community Workshop**

A workshop was held online on 8<sup>th</sup> September 2021. The workshop was attended by 13 members of the community and provided an opportunity for in-depth discussion about the proposals for an Active Neighbourhood in Crookes. A presentation was provided followed by a discussion on key points raised during the consultation. Feedback from the workshop included:

- Concern raised about the volume of traffic which currently passes through the area.
- A suggestion for modal filters such as bus gates where planters are not possible.
- Suggestions to include the main Crookes Road in proposals, and to extend the boundary of the proposed Active Neighbourhood further out to the east and west.
- Numerous suggestions for parking restrictions, including residents' parking permits, to minimise issues with inconsiderate parking and commuter parking.
- Request for increased parking enforcement in Crookes, as people currently park on pavements and double yellow lines.
- Request for more pedestrian crossings in the area.