

Connecting Sheffield: Crookes 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: 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. The **Connecting Sheffield: Crookes 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: Crookes 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

- Ms Olivia Blake, MP for Sheffield Hallam
- Mr Paul Blomfield, MP for Sheffield Central

Ward Councillors

- Councillor Ruth Milsom, Ward Councillor for Crookes and Crosspool
- Councillor Tim Huggan, Ward Councillor for Crookes and Crosspool



- Councillor Mohammed Mahroof, Ward Councillor for Crookes and Crosspool
- Councillor Angela Argenzio, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Kaltum Rivers, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Brian Holmshaw, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Ben Curran, Ward Councillor for Walkley
- Councillor Neale Gibson, Ward Councillor for Walkley
- Councillor Bernard Little, Ward Councillor for Walkley

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

- Cookies and Cream
- Mark One Property Maintenance
- Salon 130
- Greenhouse Florists
- Crookes Chiropody
- Day Lewis Pharmacy
- Unwrapped
- A Better Fit
- Sorrel's Cocoa Bakery
- Red Barbershop
- 1st Call Gas
- Crookes Hardware
- Hair Centre
- Small Stuff
- Aurora Hair
- Sun Yee
- Indian Chef
- The Ball
- EBC Properties
- Hillsborough Electrical
- Razzaq & Co
- iMobile
- Jaflong
- Beres
- Maranto's
- Domino's
- Hallam Veterinary Centre
- Fellas
- The Crooked Café
- Ph2 Hairdressing
- Churchill Dry Cleaners
- Sainsbury's
- Priceless Discount Stores
- Hercule
- Space 205
- Haybrook
- Co-Op
- Just Natural



- Casanova Restaurant
- The Admiral
- Age UK
- Fultons Foods
- William Hill
- TK Nail Studio
- Bargain Booze
- Hunters
- Flourish Florists
- Henry Spencer & Sons Ltd
- Dana Café
- Baxter's Londis
- The Whaletown Coffee Company
- HS Eyecare
- Zara's
- Barnardo's
- Good Vibrations
- Two Sheds
- The Punch Bowl
- Pisa Pizza
- Fable
- Sheffield Skincare Company
- Saxton Mee
- Five Star Fish Bar
- Denise's
- St Luke's
- No Name
- Home Pet Supplies
- Carracks
- San Lorenzo
- Little China
- Mediterranean Takeaway
- Tomlinson and Windley
- Marsh Auto Parts
- Jet Petrol Garage
- Walkley Library
- Joe'spresso
- Gulistan
- Samantha T
- Feels Like Home
- Walkley News
- Hairwork
- Café Pie
- Leo's Italian Express
- No1 Chinese Takeaway
- The Walkley Press
- Steve's Barber Shop
- Cabello Lounge
- Café Masala
- Top Cut
- Da Vinci's Pizza
- Walkley Beer Co



- Miss Samantha's Vintage
- Mr Chris Carpets
- Aesthete
- Asda
- The Rose House
- Westside Independent
- Pizzas R Us
- Beeches of Walkley
- Gerry's Bakery
- Beautiful South Pamper Bar
- BetFred
- Avalon Contracts
- Rowsha
- Plantology
- Vito's Italian Restaurant
- Tyas Shaw & Co
- MyDentist
- Walkley TV Services
- Sun Kong
- Sheffield Yoga School
- Four Rooms Antiques
- Electric Dreamz
- Bakers Shop
- Wok This Way
- The Lodge House
- EMA Saccomando Garage
- David J Martin
- Rajput
- Springvale Tavern
- New York Deli
- The Rising Sun
- TwentyTwo
- Cinque Terre
- Hot Yoga Sheffield
- The Sandwich Stop
- WH Properties
- Janettes Barbers
- New Cod on the Block
- A&M Dog Groomers
- The Dram Shop
- PA Jewellery
- Moorend Place Care Home (Roseberry Care Centres)
- The Hallamshire House
- The Closed Shop
- Steel Vapers
- Hairwaves Hair and Nail Clinic
- Ali's News
- New Hing Wah
- Whitworth Pharmacy
- Noble & Wylie
- Marston Road Garage
- The Cobden View



- Bingham's Foods
- Bond Bryan Architects Ltd
- Twigg Bros Recovery
- MAC Office Supplies
- Bike Revive
- The Princess Royal
- Rowlands Pharmacy
- GLAM Productions SYPTE
- Monaghans
- Ant Marketing
- The Dorothy Pax
- A & G Passenger Boats Limited
- Victoria Quays Car Park
- Real Asset Finance Limited
- Staniforth Road Depot
- Northern Powergrid
- Bond Precision Grinding
- SK used Motor Spares
- C&W Pallets
- Effingham Road Motor
- Bedford Steels
- Balfour Carpets

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 group was engaged with during the consultation:

- Crookes Forum

Citywide stakeholders

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Crookes 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: Crookes 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 (SYLTE)
- 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 (SCC)

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: Crookes Active Neighbourhood** scheme proposals.

Distribution areas for the consultation postcard were identified so that 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 7362 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 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 Crookes 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 participants was that an Active Neighbourhood is welcomed, but that they would like to see more details around the measures that will actually be implemented.

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 7362 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: Crookes 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: Crookes 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: Crookes 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: Crookes Active Neighbourhood** feedback form that are visible to others.

Images showing the appearance of the **Crookes 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: Crookes Active Neighbourhood** page of the Connecting Sheffield Commonplace website.

In total, **929** responses were received during the **Crookes Active Neighbourhood** consultation. These are categorised below depending on the channels through which the feedback was given.

Consultation response received	Total
Online feedback form	677
Online interactive heatmap	224
Email	19
Freepost	3
Phone	6
Total	929



Table 1: Number of consultation responses received.

Section 7: Crookes Active Neighbourhood Feedback Analysis

Nearly all of the feedback received as part of the **Connecting Sheffield: Crookes 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: Crookes Active Neighbourhood** consultation was launched alongside two other ATF schemes, with 1255 people visiting the site on 16 July 2021.

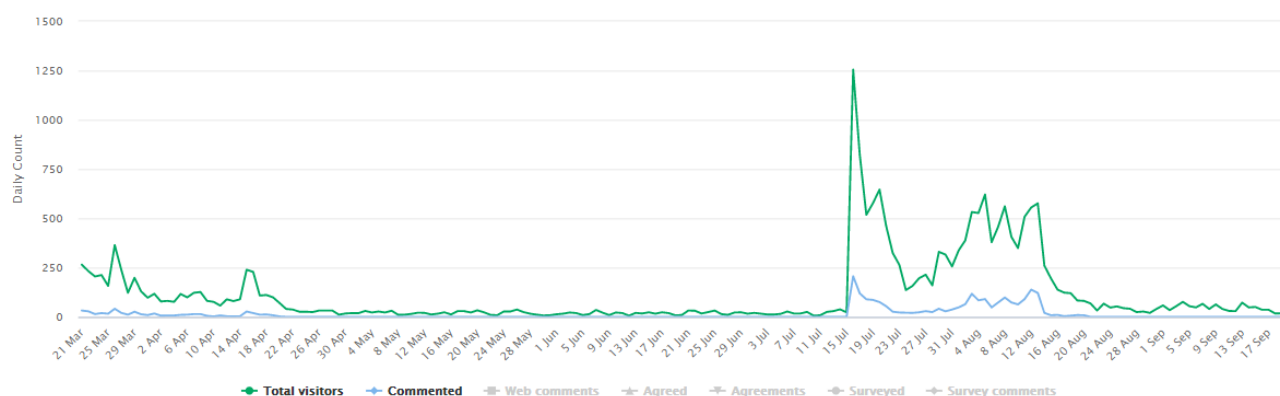


Figure 2: Graph showing the total number of visitors to the Connecting Sheffield website since its launch in November 2020.

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
\$direct	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%)
lnks.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: Crookes 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.

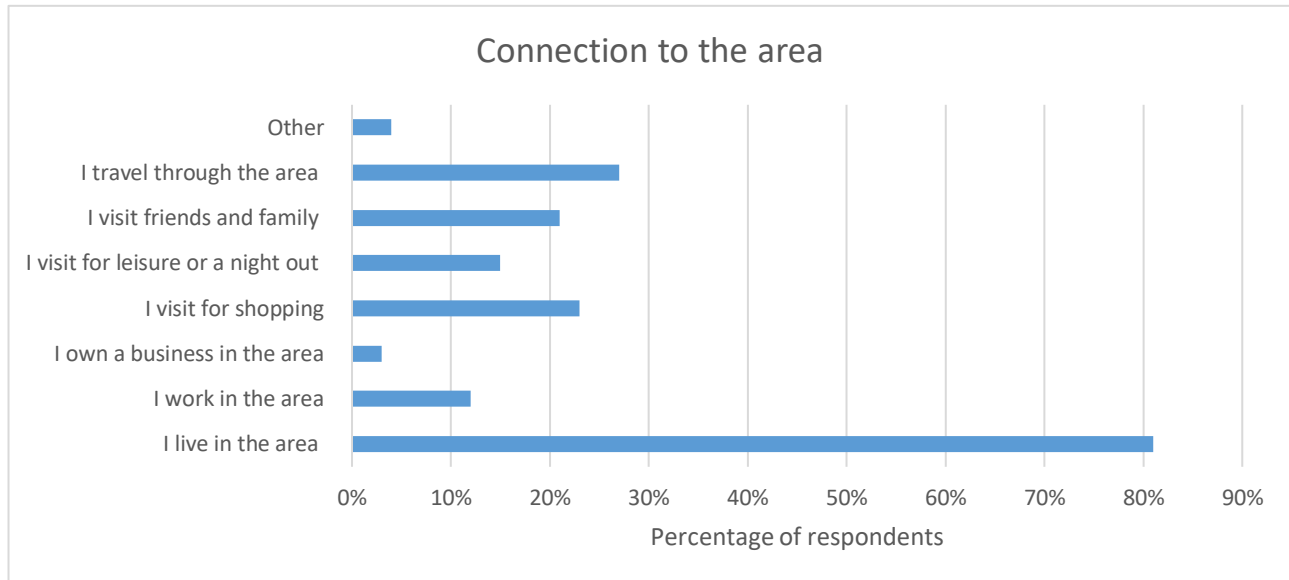
Analysis of Closed Questions

The following two questions focus on understanding the age group the respondents fall under and what their connection is to the area. These questions are not mandatory and therefore respondents are able to skip the questions.

The below answers are based on the 677 respondents who provided a response to the main **Crookes Active Neighbourhood** Commonplace tile.

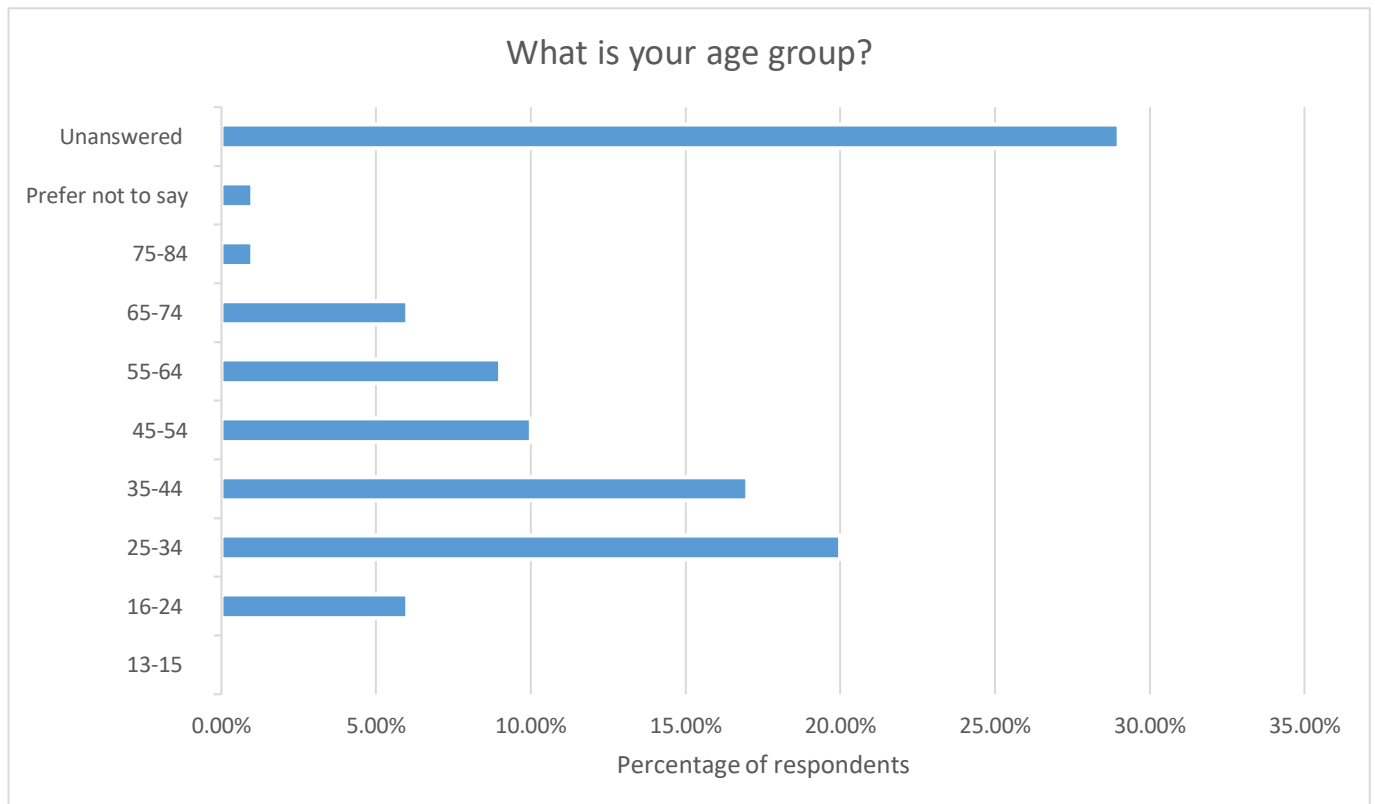
What is your connection to the area?

81% of the respondents who answered this question said that they lived in the area. A further 27% said that they travel through the area and 23% said they visit for shopping. 3% said that they own a business in the area. Respondents were able to select more than one option, hence why the percentages do not add up to 100%.



What is your age group?

20% of respondents were aged between 25 and 34 and 17% were aged between 35 and 44. 29% of the respondents did not answer the question.

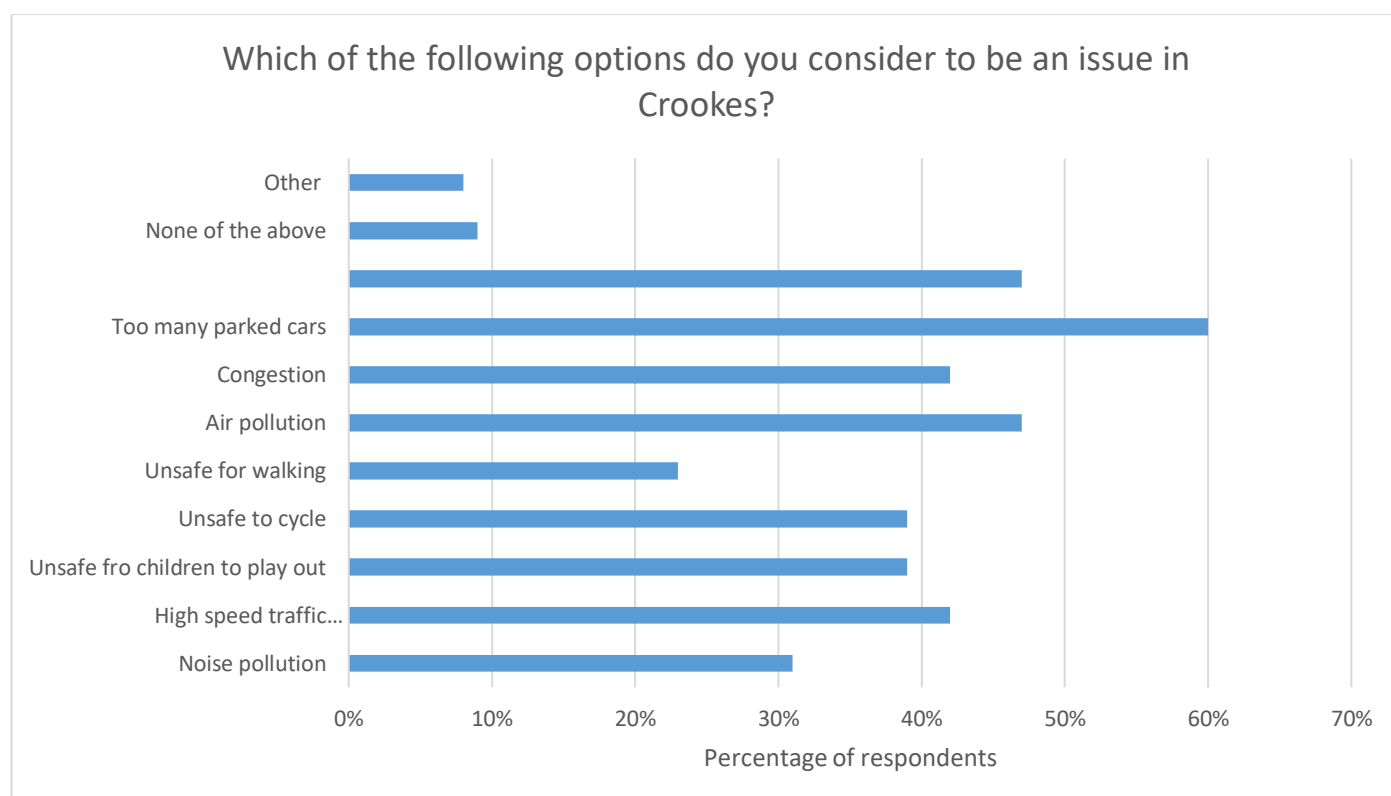


The following graphs contain data taken from the specific questions asked to inform the **Connecting Sheffield: Crookes Active Neighbourhood** proposals.

As above, this data is based on the 677 respondents who provided their feedback on the main Crookes Active Neighbourhood Commonplace tile. Please note that respondents were able to skip questions if they wished, and on some questions, they could select multiple answers, and therefore 677 responses were not received for every question – sometimes more, sometimes less.

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

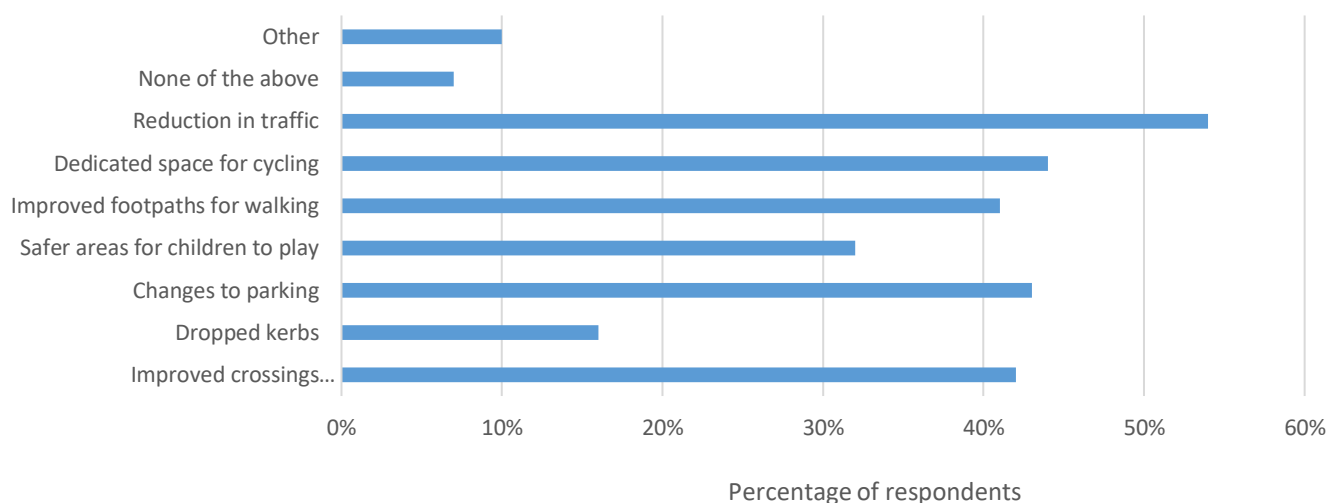
When asked what they felt was an issue in Crookes, 60% of the respondents selected “too many parked cars”, 47% selected “difficulty crossing roads” and 47% selected “air pollution”.



Which measures would be most useful to address these issues?

In response to this question, 54% of the respondents who answered this question selected “reduction in traffic”, 44% selected “dedicated space for cycling”, 43% selected “changes to parking” and 42% selected “improved crossings”.

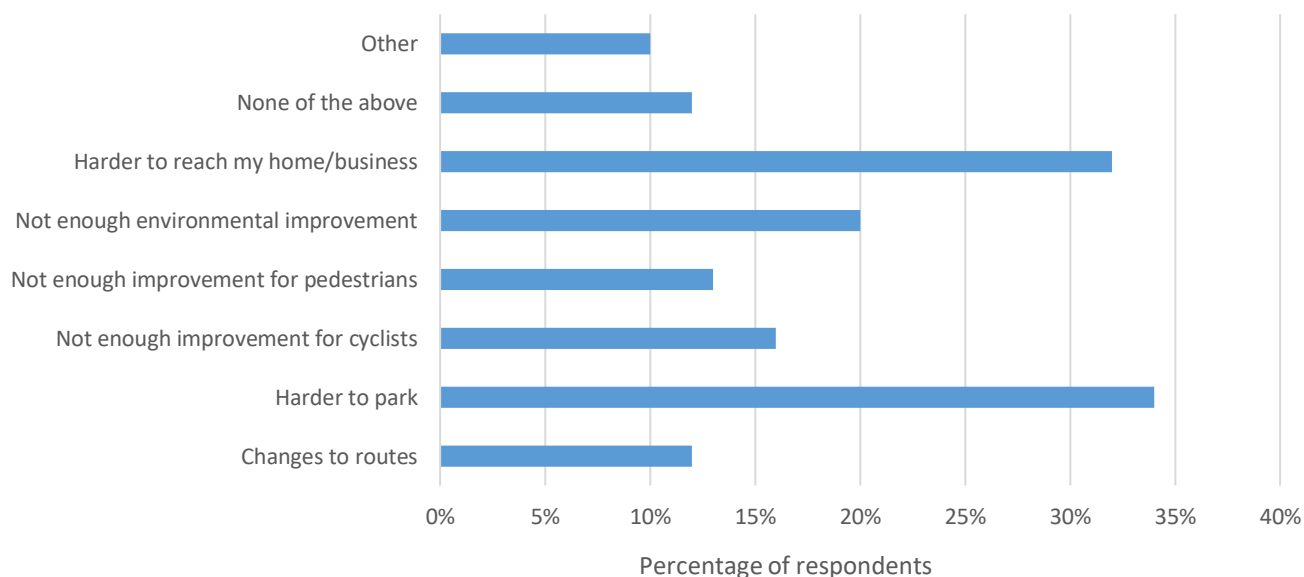
Which measures would be most useful to address these issues?



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

When asked what they disliked about the proposals, 34% of the respondents who answered this question felt that the proposals would make it harder to park, 32% felt that it would be harder to reach their home or business and 20% felt that there wouldn't be enough environmental improvement. Respondents were able to elect more than one option, hence why the percentages do not add up to 100%.

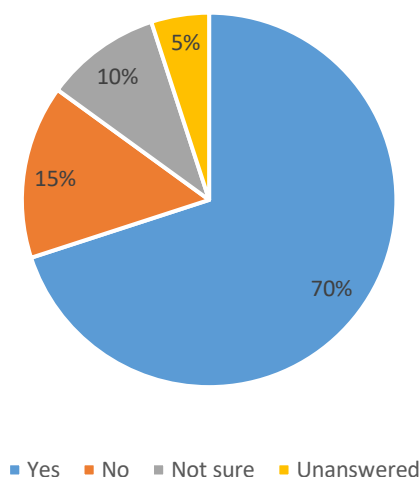
What, if anything, do you dislike about the proposals to create an Active Travel Neighbourhood?



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

When asked if they thought that making it easier and safer to walk or cycle in Crookes 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.

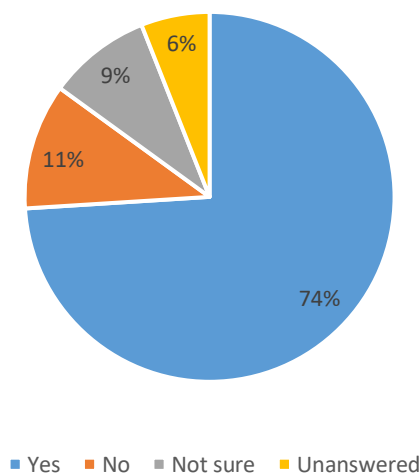
Do you think making it easier and safer to walk or cycle in Crookes would help to create a more pleasant neighbourhood?



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

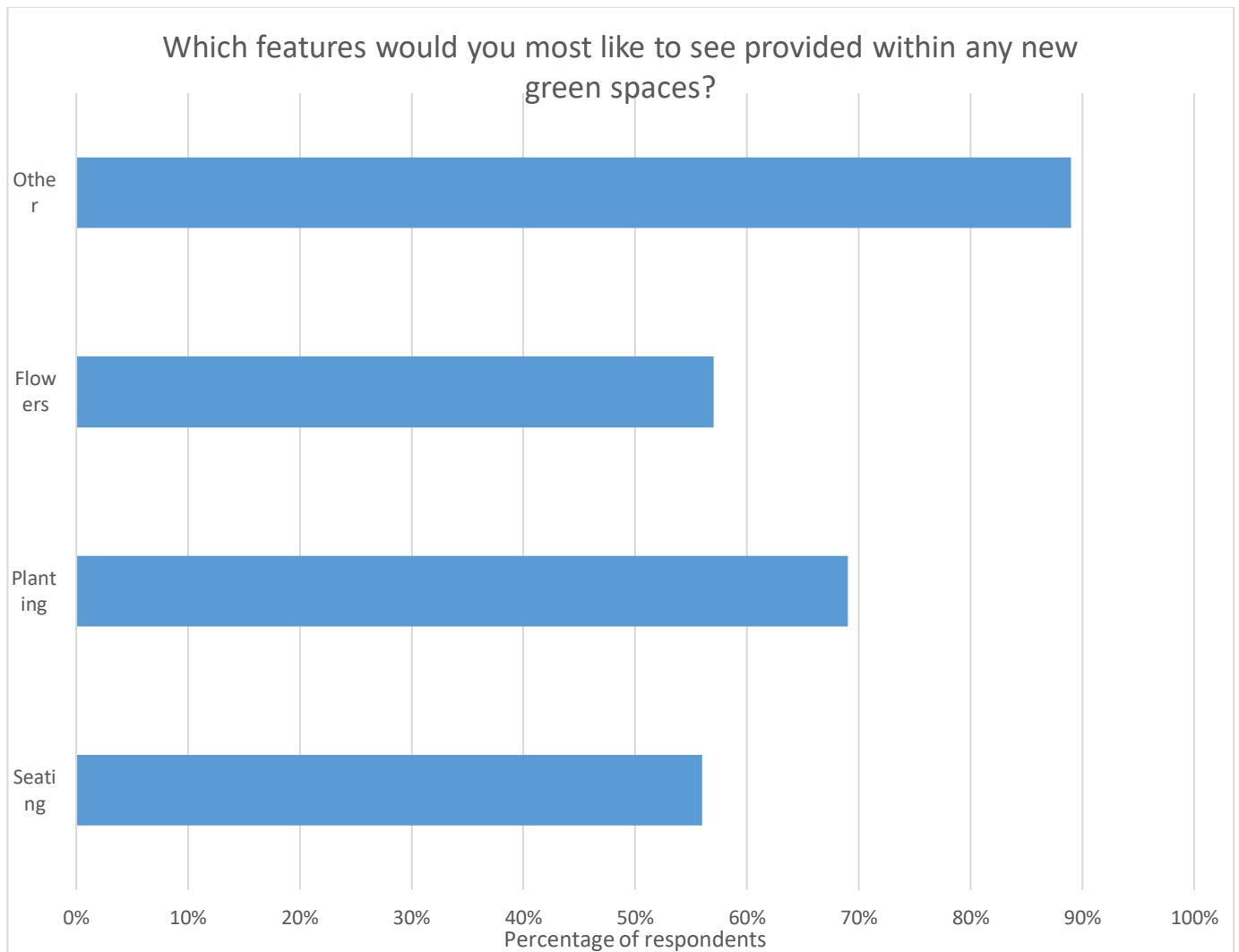
When asked if they would like to see more green space provided in Crookes through the creation of an Active Neighbourhood, 74% of respondents said yes, 11% said no, 9% said they weren't sure and 6% didn't answer the question.

Would you like to see more green space provided in Crookes through the creation of an Active Travel Neighbourhood?



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

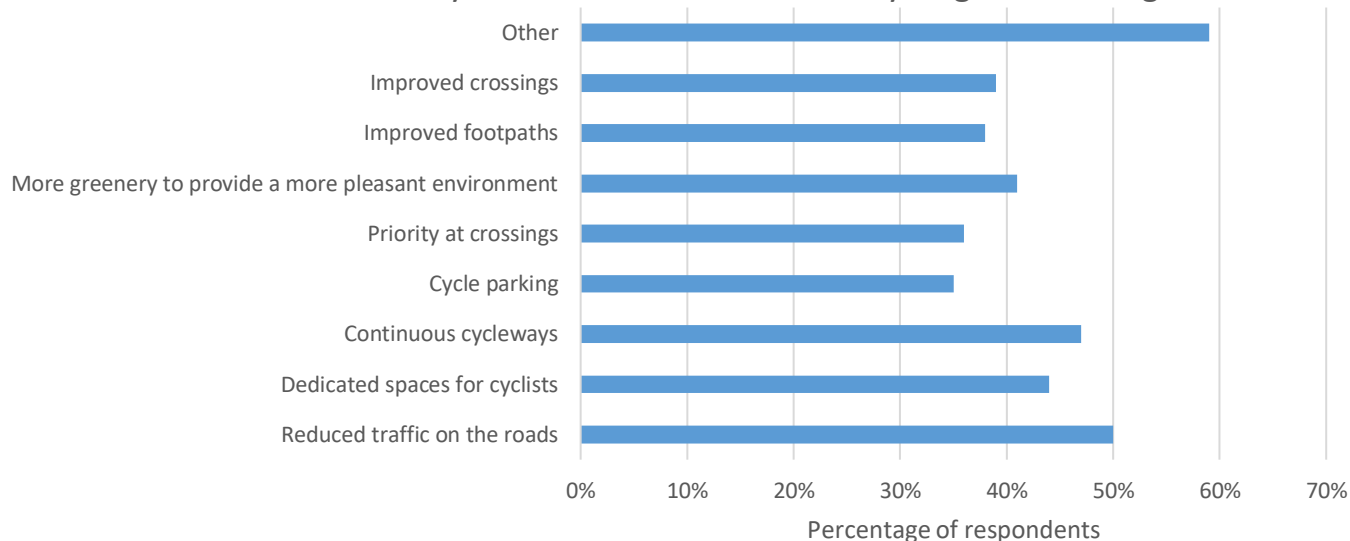
In response to this question, 69% of the respondents selected planting, 57% selected flowers, 56% selected seating and 89% selected other.



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

In response to this question, 50% of the respondents who answered the question selected “reduced traffic on the roads”, 47% selected “continuous cycleways” and 59% selected “other”.

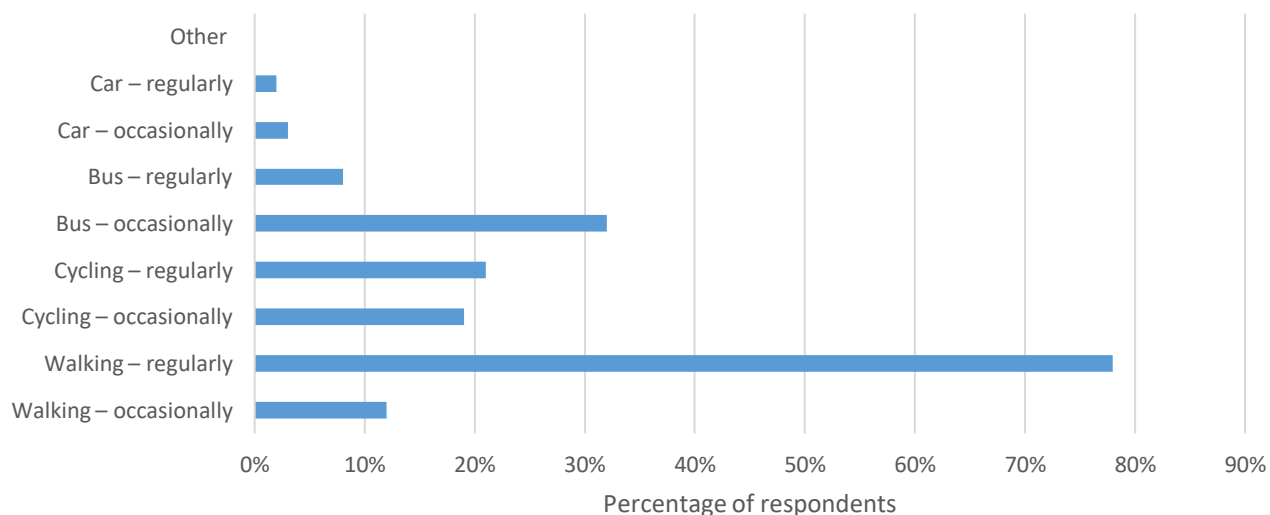
How could we make your area more suitable for cycling and walking?



How do you currently travel around the Crookes area?

When asked how they currently travel around the Crookes area, 78% said that they walk regularly, 32% said that they get the bus occasionally. 21% said that they cycle regularly and 19% said that they cycle occasionally.

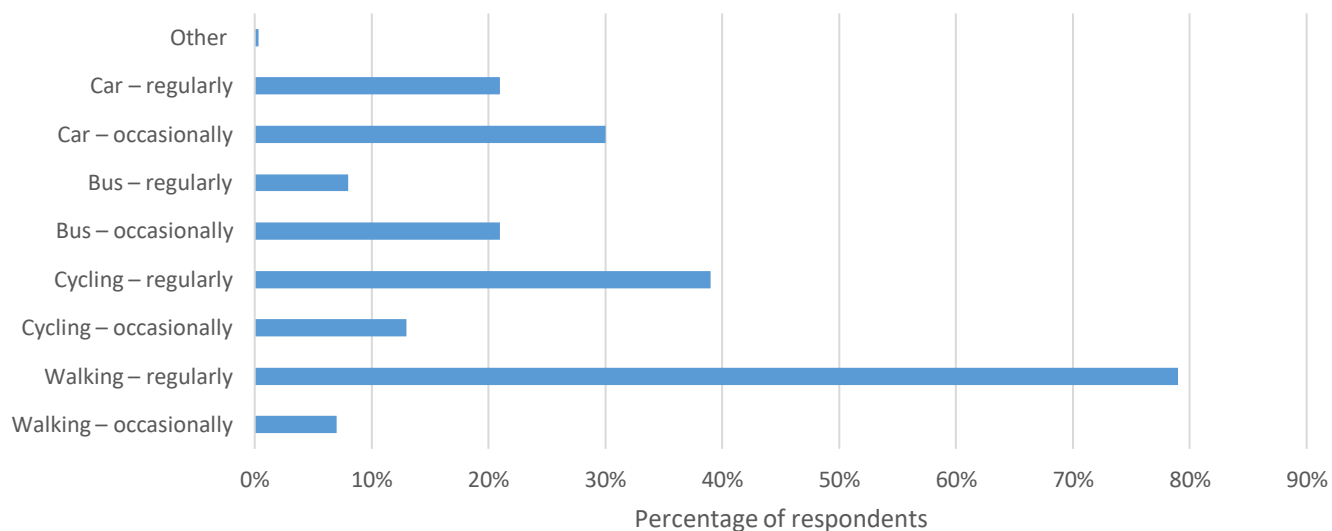
How do you currently travel around the Crookes area?



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

When asked how they would travel around the Crookes area if the Active Neighbourhood were introduced, 79% said that they would walk regularly, 39% said that they would cycle regularly and 30% said they would still drive occasionally.

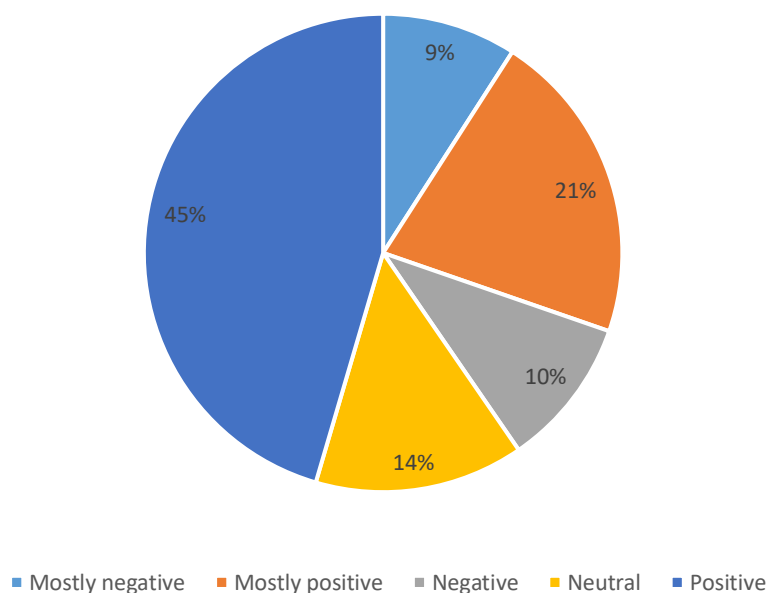
How would you travel around the Crookes area if an Active Neighbourhood is introduced?



Average respondent sentiment

The below chart shows the average sentiment of the respondents. 45% of respondents felt positive about the proposals, 21% felt mostly positive, 14% were neutral, 10% felt negative about the proposals, and 9% were mostly negative.

Average sentiment



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 respondent to elaborate on their points, as well as via phone, email and Freepost, is provided in the following table. The comments in the following tables have been extracted from both the main Commonplace tile and the heatmap.

General comments
General Positive Comments
<ul style="list-style-type: none">• 308 positive responses in support of the scheme.• Below are some examples of some of the supportive comments made:<ul style="list-style-type: none">○ "Very welcome"○ "Great idea"○ "Would make a big positive difference to Crookes"○ "Fantastic scheme which needs urgently implementing"○ "Looks like a good plan"○ "Go for it"○ "Massive improvement"○ "Very happy to see this consultation"○ "This seems to me to be a great initiative"○ "I am pleased this has been identified as an area requiring improvement"○ "Creation of car free streets would make Crookes more pleasant as a pedestrian and also reduce noise and air pollution"○ "Sooner the better"○ "I very much support this initiative"
Congestion and Safety
Measures to ease congestion
<ul style="list-style-type: none">• 82 respondents felt that the proposals would increase congestion and air pollution elsewhere. Particular concern was expressed regarding the impact on the following roads/areas:<ul style="list-style-type: none">○ School Road○ Springvale Road○ Walkley○ Cross Lane○ Crookes Road○ Leamington Street○ Tinker Lane○ Crookesmoor Road○ The main junctions at Broomhill, Crookesmoor and Walkley• Request for measures to prevent congestion worsening on:<ul style="list-style-type: none">○ Heavygate Road○ Crookesmoor Road○ Northumberland Road○ Harcourt Road• Request to limit cars on the above roads and narrow streets, add crossings and prioritise active travel.• 10 comments that the main issue in the area is that there are too many cars. Request to "increase capacity to deal with congestion".• 29 comments that "rat running" is an issue in the area, causing air pollution. Barber Road was mentioned as a through route.

- Request for no idling rules.
- Request to educate people that private cars are not good for the environment or people.
- Request for a community carpool.
- Request for traffic filters for Townend Street, Mona Road, Melbourne Road, Brighton Terrace Road, each end of Matlock Road and in the middle or at one end of smaller roads, with the blocked end to have marked parking spaces
- Request for the Leamington Street/Hands Road/Townend Street axis to be restricted and the same on Western Road. Request for school pick-up/drop-off parking to be available on School and Western Road.
- Comment that Romsdal Road, Fitzgerald Road, Newent Lane and Pickmere Road are problematic.
- Most respondents had specific requests for measures on specific roads which are detailed in the sections further below. However, there were some comments expressing more general support for the following measures in the Crookes area:
 - 3 requests for traffic calming measures, particularly at peak times
 - 4 requests to create areas for pedestrianisation
 - 5 requests to close roads to through traffic - comment that this shouldn't include main routes
 - Request for all routes to be directed away from Crookes
 - Support for closing streets partway or at one end
 - **2 requests to ban all private cars from the area/pedestrianise the whole area**
 - Request to create a ring road for the area covering Rivelin Valley Road, Holme Lane, Langsett Road, Netherthorpe Road, Western Bank and Manchester Road with everything in between an Active Neighbourhood with no way through by car
 - Request for an intervention similar to Kelham Island - banning cars and motorcycles to make shopping safer and more accessible for pedestrians
 - CCTV
 - Improved signage
 - Measures to be weatherproofed and realistic for winter
 - Request to out cars with bollards
 - 2 requests for transform Crookes high street with café culture
 - Side streets on Steel Bank including Bates Street, Townend, Mona Road, Melbourne, Brighton Terrace and Slinn Street to be blocked off at one end to make them quiet enough for children to play outside.
 - Shared-ownership vehicle scheme
 - Request to turn motorways into railways
- 1 comment opposing traffic filters as they may push traffic elsewhere and reduce access to homes.
- Request to improve air quality by encouraging Electric vehicles. One respondent said they wanted to get one but are unable to because of the ban on on-street parking. 10 requests for electric car charging points to be available on every street. 2 requests for community electric cars. Suggestion to have reserved parking / charging points for cars with a shared ownership model. Request for public charging points. Concerns that charging on roads might be a trip hazard.
- Comment that electric cars displace pollution to areas around power stations.
- Request to spend the money installing traffic lights instead of zebra crossings.
- Concern that pedestrianisation would move parking issues onto roads just outside the area.
- Request that roads such as Duncombe Street, Cromwell Street and Fulton Road aren't closed.
- Comment that significant changes to the traffic flow around the area will be needed if the proposals are to be successful.

- 1 comment that the roads are too narrow for two-way traffic.
- Comment that cars are always pulling in and out onto roads slowing down traffic.
- 3 requests for one-way systems on parallel roads. One request for designated passing places. One request for a grid system. Comment that caution should be used to choose streets that are most suitable for one-way systems.
- 2 requests for the following one-way system:
 - Cobden View Road (up)
 - Western Road to Conduit Road (down)
 - School Road (Up)
 - Springvale Road (down)
 - Mona Avenue (Up)
 - Mona Road (Down)
 - Brighton Terrace (Up)
- Comment the above system would allow cycles to access town quickly down Western Road and Northumberland Road without needing a dedicated cycle lane. Alternatively, if this system was implemented in the opposite direction, the advantage would be left turns at junctions.
- 5 comments opposing one-way systems due to longer journey times. 2 comments that one-way systems increase speeding, request for measures to avoid this.
- 2 comments opposing road closures and 2 comments that this won't help cyclists as they'll have to go around the long way.

Speeding

- 71 respondents left comments regarding issues with speeding in the area.
- 1 request to keep traffic moving and remove 20mph speed limits due to concerns they cause more pollution. Comment that pedestrians walk out into the road and expect cars to stop.
- Requests for:
 - 12 requests for an enforced 20mph speed limit throughout the area. 1 comment that lower speed limits are needed on the main roads to allow cars to exit side roads.
 - 20mph speed limit on South Road, Northfield Road and Crookes Road.
 - Speed restrictions with cameras on roads where there are blind spots.
 - 2 requests for speed bumps, though these should be designed to avoid impacting cyclists.
 - Request for better speed limit signs
 - 6 requests for traffic calming measures on roads inside and around the proposed Active Neighbourhood.
 - Measures to stop people from cutting through the area.
 - Better speed limit enforcement including speed cameras and sleeping policemen on certain roads. Steel Bank highlighted as a road in need of better enforcement.
 - People "flouting" the highway code to be penalised with fines.
 - Removal of priority at junctions within 20mph zone with four-way stops and give-way so that no roads have priority.
- Comment that some vehicles speed up to get through red lights on crossings, perform illegal U-turns and don't indicate when turning.
- Concern that creating one-way systems in some situations might encourage some cars to actually go faster as they know there is nothing coming the other way.

Crossings and Junctions

- Request for crossings after junctions, as visibility is often poor due to parked cars.
- 3 requests to replace courtesy crossings in the area with zebra or traffic light crossings.
- Comment that wide entrances on roads are an issue in the area.

- Request for footpaths to be continuous across junctions
- Request for raised pedestrian and cycle crossings at junctions to prioritise pedestrians.
- 2 requests for double yellows lines at junctions.
- 1 request for bollards at junctions where there is bad visibility.
- Request for a red cycle lane across the end of side roads.

Air and Noise Pollution

- 2 requests to reduce noise pollution.
- 1 comment that cars make noise pollution.

Safety

- Request for an awareness campaign to educate drivers on parking, speeding and idling as well as the benefits of active travel. Request for greater police presence to enforce laws.
- Concerns around safety when walking due to anti-social behaviour and crime.
- Comment that many pedestrians cross roads without looking.
- Request that the scheme prioritises children. 2 requests to prioritise air quality.

Parking

- 37 comments that parking is currently a big issue in the Crookes area as the roads are narrow causing congestion and issues for emergency services and rubbish collection. Comment that residents can't park outside their own homes. Comment that it makes it difficult to cycle.
- Comments that most of the roads are double parked and that people park on junctions.
- 1 respondent said they would always prioritise green space over parking provision.
- Comment that cars park at junctions adjacent to dropped kerbs.
- 1 respondent said that they had contacted Councillor Tim Huggan in October 2019 about problems with commuter parking on their road and they weren't acknowledged.
- Suggestion that help should be given to residents to create off street car parking through the conversion of front gardens.
- Comment that parking wardens ignore illegal parking. Requests for better enforcement.
- Comment that lots of cars park temporarily on South/Howard road and Crookes and Northfield road to use the shops, creating a lot of congestion.
- Comments that it's important residents continue to be able to park outside their homes.
- Comment that it's unrealistic to expect residents to give up their cars.
- Comment that visitors engage in dangerous and inconsiderate parking such as parking across dropped kerbs and across street corners, on double yellow lines and double parking on narrow streets.
- 57 comments that commuters, particularly hospital and university staff park in the area because parking nearer the hospital/university is expensive for them. Comment that people drive around in circles to find spaces causing air pollution. Comment that commuters block driveways and cause congestion.
- Comment that residents have to "hunt" for parking spaces worsening congestion. Comment that some cars have to reverse the full length of cul-de-sacs to find parking spots with all the inherent risks of reduced visibility behind and blind spots

- 38 comments that students and HMOs exacerbate the parking issues due to owning multiple cars per household. Comment that households that maintain more than one car can help subsidise the infrastructure they are disproportionately using. Comment that student cars reduce access around Crookes Practice and pharmacy.
- Comment that it's not actually the student cars that are an issue but that most cars are owned by families.
- Comment that the number of parked cars makes it unrealistic for children to play out.
- 54 comments expressing concern that parking cars and leaving bins on pavements is a huge issue in the area with pedestrians, wheelchairs, mobility scooters and prams struggling to get past. Comments that it tends to be students that leave bins out and that it's particularly bad on the stretch of Heavygate Road from Northfield to Howard Road. Concern around overgrown hedges too.
- Request for homeowners and landlords to be encouraged to trim back their hedges. School Road was given as an example of a road where overgrown hedges is a real problem.
- Comments that pavement parking is particularly bad on Heavygate Avenue and Walkley Road. Toyne Street was also mentioned. Comment that it's starting to encroach on recreational space and that this needs to be prevented through the use of rocks or bollards. 1 comment that it's impossible to park on some streets and not be on the pavement as no cars could get down the road.
- Comment that pavement parking is bad on School Road near the old Gaslamp where there are cars parked on the very narrow path and that there is big privet hedge at a student house overhanging that hasn't been cut in years.
- Concern that closing roads and narrowing junctions will make the parking situation worse. Comment that junctions would become even more parked up. Concern that parking will worsen on Stannington View Road.
- Further requests for:
 - 25 requests for permit parking and limits to cars per household. Requests for the first car to be free or cheap. Requests for consistency enforcement of permit parking.
 - Scheme in which people who are not using their driveways/parking areas to be paid to provide a parking space for residents and non-residents to reduce the number of vehicles parked on the actual road/pavement
 - Request for permit parking to be enforced 7 days a week.
 - Parking permits to go back to the old system of stickers on car windscreens so residents know who has a permit.
 - Parking spaces in Crookes to be retained for disabled drivers
 - Dedicated parking bays in Crookes and Commonsides to remain unless alternative parking arrangements can be found.
 - Car parking zones paid for by the universities.
 - Speed enforcement, visible policing, litter wardens, people taking responsibility for their actions and not being so selfish.
 - Measures such as bollards, signage, messaging and fines or warnings to reduce parking on pavements
 - Create more temporary parking spaces.
 - More parking spaces parking places for visitors, shoppers, etc.
 - Limits to the amount of the cars that can be parked on a street.
 - Stop commuters parking
 - Books of visitor permits
 - Better parking restriction enforcement/policing
 - Filters allowing residents' cars in, but not non-residents.
 - Community on street cycle storage.
 - Change of policy at university and hospitals to change drivers' habits.

- Better city centre parking for commuters, the universities and the hospitals to help resolve issues in Crookes.
- Parking to be removed from one side of the road where roads are narrow.
- Parking at either end of Crookes but not in the centre and loading times only for shop deliveries.
- Designated spaces for a car that can be rented by the hour / day.
- Work with the university to stop students bringing cars and stop HMOs from parking several cars per household using licencing powers
- Better public transport options for students
- Have students park way from the area on brownfield sites
- Restricted parking area on streets close to city centre to be extended.
- Parking to be restricted on Crookes Road and junctions especially close to schools.
- Not to get rid of parking provision, especially on Crookes Road as issue will worsen elsewhere
- Prevent parking in cycle lanes and on junctions, particularly from Aesthete Coffee and Kitchen - Rose House to ASDA on South Road
- Short stay parking, 1 suggestion for 20 mins only
- Enforce removal of bins
- Look at parking on all side roads
- Work with universities and hospitals to sort out parking or encourage travel schemes for their staff.
- Off-road carpark, suggestion to use “big hole” on Northumberland Road. Requests to subsidise the parking.
- Short-stay (max 2hr) for people doing their grocery shop, 1 request for this to be a maximum of 1 hour and enforced properly. Suggestion that this could be on the old Cobden View site.
- Pocket car parks – comment that these would need resurfacing, marking out, maintaining, signage and that the charges would need to be enforced.
- The possibility of changing King James’ St and Cresswick St / Walkley Rd into ticketed pocket carparks to be investigated.
- Rooftop carpark near Crookes Road
- Increased parking for residents
- Requirement for housing or conversions to have on-site parking
- Spaces for taxis to stop/pick up need to be found.
- 8 requests for resident parking access to remain
- 2 comments opposing parking permits as it would reduce the parking available
- Better parking in Crookesmoor to relieve pressures in Crookes
- Restricted Parking Zone to be extended to cover all streets in the Crookes Active Neighbourhood.
- Parking restrictions on any roads that aren’t filtered to make driving easier
- Loading and unloading bays for blue badge holders only
- Universities to make more responsibility for parking issues and street and path cleanliness.

- Suggestion that the PA jewellery or Punch Bowl car parks could be used to help parents who really need to drive, which would then allow a school street to be introduced. Suggestion that Westways school should look into which areas parents are driving from. Comment that some families come from Upperthorpe and Netherthorpe which has a big hill to climb.

Cycle Parking

- 12 general requests for cycle parking, particularly around shops on Crookes Road and around green areas.
- Request for cycle storage facilities for those living in flats or with limited space.
- 4 requests for bike hangars or sturdy Sheffield style stands especially on residential streets around Crookes. The following specific locations were requested:
 - South Road
 - Crookes Road

- Near businesses
- Outside ASDA
- 3 comment that people won't cycle as there is no cycle parking.
- Comment that "we don't want cycle provision".
- 2 comments that houses in multiple occupation (HMOs) simply aren't big enough to store multiple cycles.
- Request to use roadside parking spaces for cycle hangars or secure cycle storage lockers. One request that cycle parking that doesn't take up much space.
- Request for an indoors CCTV monitored cycle storage facility.
- Request for cycle theft deterrents such as alleyway gates, free security advice and devices such as the "marker pens".

Hills

- 51 comments expressing concerns that the hills in Crookes deter people from cycling.
- 11 requests for E-bikes/E-cargo bikes to alleviate this using a subsidised rental system or a scheme to convert already-owned cycles. Concern that e-bikes are expensive and may be stolen. 2 comments that secure parking would be required.
- Request to consider installing a 'cycle lift' system on Conduit Road and Western Road or on other hills.
- 2 requests for Sheffield-wide electric scooter scheme.
- Comment that the incline direction should be considered when designing cycle lanes. Cyclists are much slower when traveling uphill and faster downhill.

Cycling

- 14 requests for cycle lanes and 9 requests for the cycle lanes to be segregated.
- 1 request that they be routed on quieter roads. 1 request for lanes on bus routes so cycles are free from grates and potholes and can travel at speed downhill.
- 2 comments that Crookes and Walkley don't feel safe for cyclists. One respondent said that they would like to cycle more, but they don't currently feel safe. One example was given of the main road from Hillsborough to Crookes which is "very unpleasant to cycle". Suggestion for a cycle lane on an alternative road, or for an alternative road blocked-off to all but cyclists.
- 2 comments that parking on cycle lanes should be strictly restricted.
- 1 respondent said they would like to use a double running buggy/trailer for their children but that this currently feels too unsafe due to parking and narrow pavements. Comment that a traffic free route would be "incredible".
- 16 comments that the cycle lanes need to form proper joined-up, consistent and clearly signed routes into town and other key areas - rather than just small improvements here and there. Request for South Road and Heavygate Road to be made safe for this purpose.
- Key destinations mentioned for cycle routes were:
 - Kelham Island
 - Ecclesall Road
 - Walkley
 - Crookesmoor
 - Broomhill
 - University of Sheffield

- The hospitals (and Northern General)
 - Into the countryside
 - Across the whole city
 - Parks such as Bole Hills and Crookes Valley
 - City Centre
 - Crosspool shops
 - Near schools
- 11 comments that there is currently insufficient space for cycle lanes.
 - 3 comments that traffic filters and calmer roads across the Active Neighbourhood would make them more likely to cycle.
 - Requests for the following:
 - A reduction in traffic on Northumberland Road / Conduit Road / Western Road / Springvale Road / Spring Hill Road / School Road to make it easier to cycle.
 - Filters at traffic lights such as those at the old Debenhams.
 - A filter on Conduit Road or Spring Hill.
 - 20mph speed limits to make it safer for cyclists to emerge from junctions such as those on Cobden View and Springvale Road.
 - 1 request for speed restrictions for cyclists when using shared spaces with pedestrians.
 - A one-way system to be created across the Active Neighbourhood to make it easier for cycling.
 - 2 requests to prioritise pedestrians and cyclists over cars at junctions.
 - Dedicated space for cyclists going up hills.
 - The one-way junction of Heavygate Road and Howard Road to be given an exemption for cyclists as other roads are very steep. Request for the path to be widened to achieve a cycle lane travelling upwards and for the exit to be blocked off to cars.
 - 2 requests for a cycle lane with some parking removed along Crookes Valley Road / Howard Road / South Road as it's an important cycle route. Request for speed bumps or speed cameras for South Road.
 - 4 requests for cycling routes to be kept off main roads as cycles add to congestion.
 - A dedicated two-way cycle lane to be installed on the roads that have been made one-way.
 - Discounted cycles to make them more accessible, or bike hire.
 - Cyclists to have the right of way.
 - 3 comments expressing concern that people cycle on pavements.
 - Concern that the junction two thirds of the way down Springhill Road is dangerous as drivers can't see cyclists coming due to the gradient of the road.
 - Comment that cycling along Walkley Lane and Heavygate Road is dangerous.
 - Comment that consideration needs to be given to accommodate cyclists coming from Malin Bridge and Hillsborough up to Walkley and Crookes. Comment that there is no easy route, particularly navigating the main roads.
 - Comment that students should be encouraged to cycle and that clear, safe cycle routes should be provided for both universities to the city centre to reduce car use.
 - 1 comment that there are more pedestrians than cyclists.
 - 3 comments that cyclists make the road dangerous due to sudden and dangerous manoeuvres, and some travel too fast. Comment that cyclists should not be prioritised.
 - Comment that cyclists need to:
 - Abide by road rules
 - Wear helmets and high vis clothing
 - Have a registration number/insurance
 - Not go through red lights
 - Stop at pedestrian crossings

- Pass a test before being allowed on the road

- Comments from cyclists that the hills are a problem when it comes to cycling. 3 comments that cyclists feel harassed by cars when cycling uphill and that the roads are narrow.
- Comment that “red tarmac” on the existing double-parked roads is not the answer.
- Comment that Crookes Valley Road/Barber Road/Springvale Road aren't suitable for cyclists
- 4 requests to prioritise pedestrians/cyclists with 1 request for signage indicating pedestrian and cyclist priority when crossing side roads.
- Request for a dedicated route to the peaks for walkers and cyclists. Suggestion to close Loxley Road one Saturday and put on a market-style food stall instead of car parking around Damflask. Request for a park and cycle space in Malin Bridge to encourage people to experience car-free cycling.
- Concern that people won't walk or cycle when the weather is bad.

Pedestrians

- Comment that another crossing is required near St Luke's. Concern that cars parked on the road make it very hard to safely cross with a pushchair.
- 4 comments that the proposals also need to prioritise pedestrians and their safety as this is currently an issue in the area. Concern regarding difficulties caused by pavement parking, particularly for wheelchair users and pushchairs. Request for better pavements and wider pedestrian areas.
- 22 requests for crossings to be improved on the main roads to encourage parents to walk their children to school. Comment that the school routes need to be monitored for safety.
- Comment that the major problem discouraging children from walking is the lack of safe routes out of the area, particularly towards Bole Hill Park. Comment that although there is a pedestrian crossing, it is not signal-controlled and to reach it involves crossing an awkward junction at the top of Bradley Street. Comment that cars on Northfield Road often approach at speed and sometimes do not stop. Request for more priority for cyclists and pedestrians on and across the borders of the proposed Active Neighbourhood area.
- 1 city centre commuter felt that the proposed area for the Active Neighbourhood area “is mostly fine to walk around”. They commented that the most difficult parts are crossing Crookesmoor Road near Conduit Road and crossing Crookes Road near the top of Springvale Road.
- Concern that roads become slippery during Autumn with leaves and during winter with ice.
- Comment that lots of people commute from Crookes to the University and hospitals. Request for improvements to make the journey easier.
- 2 requests for wider paving suitable for wheelchair users/prams and trikes through the removal of parking.

Public Realm

General Requests

- 29 requests for well-maintained green space or community gardens that are suitable for children, particularly in the less green areas of Crookes. 2 requests that any grassy areas are mowed regularly. 2 requests for pocket parks. Request to make use of existing space.
- 4 requests for seating, particularly at Bole Hills, and by businesses on Crookes Road and South Road. Request for toilets at Bole Hills.
- The further following requests were made:
 - 12 requests for interesting greenery/planting.
 - 3 requests for planters to be used to close roads. Concern these need to be well maintained.

- 3 requests for wildflower meadows.
 - 7 requests to ensure biodiversity. Request for wildlife-friendly planting and green space.
 - 2 requests to encourage residents to introduce plants in their gardens for biodiversity, food and wellbeing. Requests for community vegetable growing.
 - 9 requests for more trees. Ainsley Road and roads close to Western Road were mentioned as locations where trees could be planted. 2 requests for well-maintained street trees to provide shade when walking up hills in the summer. Request to plant trees in the place of some car parking spaces.
 - 11 requests for flowers.
 - 1 request for bushes.
 - 1 request for signage to tell people which plants are for picking.
 - Community art.
 - Drains to be unblocked, gutters swept, and trees and hedges pruned.
 - Gardening clubs/planting initiatives in private space as well as public space.
 - Living walls. Comment that many businesses would support this if given funding.
 - Bee/bug-friendly plants.
 - QR codes
 - City-wide scheme to replace concrete gardens with grass/greenery, particularly for students.
 - Request for more variety of greenery other than grass, such as wildflower areas outside the flats between Brick Street and Crookes.
 - Request for traffic free space for community events near the shops (for example a road that could be closed off on Sundays for markets etc).
 - Dog-free space as people don't always pick up after them. Request for dog waste bins to be emptied regularly. Request for a dog pen.
 - Regular litter picks.
 - Clean and maintained litter/recycle waste bins.
 - Regular checks on allotment upkeep as many are overgrown and neglected.
 - An allotment walking trail/visits/ a community orchard/allotment
 - Create best kept garden award.
 - Well-signposted walking trails for all.
 - "Beautify" and clean shop fronts.
 - More lighting for walkers at night.
 - Play areas for children
 - Rain gardens
 - Pump track
 - SUDs
 - Wood carving, statues or sculptures
 - High carbon extract planting
 - Public toilets
 - Street lighting
 - Level the pavements, better maintenance of roads
- Request for fruit trees and bushes so that people can pick the fruit and so that "more of a community feel" is created. Request for the following fruits:
 - Apples
 - Pears
 - Plums
 - Raspberries
 - Strawberries
 - Request to replicate Newent Lane in one of the cul-de-sacs with seating.
 - Request for green space on Northfield Road for a cleaner environment and to sustain the local economy/businesses as people like to chat outside with coffee.

- Comment that a greener and more attractive area might encourage residents and businesses to “treat it with more respect” rather than “leaving rubbish around” and fly-tipping.
- 2 comments that local volunteers would be happy to maintain green spaces.

Preservation of Green Spaces

- Request to keep areas of green land such as the green space on Matlock Road. Comment that the green space on Matlock Road needs a plan for habitat improvement and community engagement including a seating area.
- 28 comments concerning the loss of the green space on the corner of Cobden View. 12 requests for the green space to be reinstated. 1 request for the space to be publicly owned with seating and a community garden. 1 request to make it a pocket park. 1 comment that if the space is given back to the community, members of the community would care for the space.
- The corner of Weston View/Crookes Road and old garage on Commonsides were also mentioned. 3 comments that new developments in the area will also create more traffic, noise, disruption and issues with parking. 5 comments that the project team need to get the planning department on board with the vision for the area. Comment that the green space provided a link for wildlife to Bole Hills.
- Comment asking why the recent village green application by many members of the community was denied when creating more green space is the objective of these proposals.
- Comment that owners of areas of 'scientific and historic interest' such as the Sheffield Buddhist Centre and SYHA should be supported in creating environmental plans.
- Request to make Crookes a conservation area so that trees on private land won't be felled.
- 5 requests that green space in the area is maintained and added to in order to improve air quality. Request for a network of green spaces, suggestion that parking spaces could be used for this.

Planters

- Request for planters from Ramsey Road down to Commonsides. Request to block access to Ramsey Road via Spring View Road or Spring House Road.
- Suggestion to use planting to strategically narrow wide junctions or junctions where cars park and block visibility.

General Concerns

- 3 comments that the area already has enough surrounding green space so the tiny amounts that could be created would probably not make a significant difference.
- Request to “stop cutting trees down”.
- Comment that black plastic planters “look awful”. Comment that if roads are to be blocked off the opportunity should be used to add to the greening of the area.
- 1 respondent was unsure as to whether there is space for green space.
- Concern that more greenery may increase dog walkers and dog litter. Concern that dogs are not always properly managed. Request for more dog wardens and dogs to be kept on leads.
- Comment that people won't be able to enjoy the outdoor environment for six months of the year during Winter/Autumn.

Size of the proposed Active Neighbourhood

- 30 respondents asked for the area to be expanded. Some people felt that the proposals are not bold enough and that the proposed area is too small to make much of a difference. Many respondents also felt that the most congested routes are not included in the proposed area and that traffic may be pushed onto surrounding roads and into Walkley and Crookesmoor. Others

wanted the area to be expanded so people can actively travel from Crookes to other destinations.

- Suggestion that car parking charges could be used to fund an expansion.
- 1 comment that the area should only be expanded if the trial is successful.
- Requests for the Active Neighbourhood to extend to the following areas:
 - West of the boundary line – including Lydgate Lane, Cross Lane and the Bole Hills
 - South of the boundary line – including Crookesmoor Road and Northumberland Road and down to Broomhill and Whitham Road
 - East of the boundary line – out towards Upperthorpe
 - Up to the A57 to include the schools
 - Hillsborough
 - Crosspool
 - Walkley Bank Road
 - Weston Park
 - Wincobank
 - To include the main bus routes
 - Other areas of Sheffield – particularly those less well off
- 1 comment that Crookesmoor Road would be a better boundary than School Road. 1 comment that Crookesmoor Road isn't suitable as a boundary main road.
- Comment that from South Road to Winter Street and the main road is dangerous. Request for Harcourt Road and Marlborough Road to be closed to through traffic with cycle lanes so that cycles can reach Broomhill in conjunction with Spring Hill/ School Road and Springvale Road.
- Comment that Lower Walkley has "serious rat-running problems" but that they have been told they are not a 'priority' for such schemes.
- Request to make the boundary roads completely free of parked cars with a 20mph one-way loop - with speed cameras, segregated cycle paths in both directions, more pedestrian crossings, and priority for pedestrians and cyclists.

Accessibility

Access for the Elderly / Disabled

- 52 comments expressing concerns that the proposals will make life difficult for the elderly, disabled people, families with young children and businesses. There were concerns that vulnerable people will struggle to receive deliveries and will become isolated if they are not able to use their cars – particularly because Crookes is a hilly area.
- 6 comments expressed concerns about access for the emergency services, waste collection, district nurses, social services, home deliveries and trades people.
- 4 comments that an assessment of the needs of disabled residents needs to be done before the proposals are brought forward. Requests that disabled people in the community are consulted with directly.
- 2 comments expressing concern around access to care homes for visitors and whether health workers will be able to access their patients.
- Request for properly policed disabled parking spaces outside every business.
- Concern that reducing parking will cause issues for residents and hospitals.
- Comment that junctions with dropped kerbs and any pedestrian areas which are not conventional pavement areas would need to have clearly delineated edges such as textured paving for blind people. 2 comments expressing support for adding dropped kerbs.
- A blind respondent expressed concern about the safety of shared spaces for cycles, scooters and pedestrians for both disabled people and the elderly.
- Concern disabled people could be discriminated against if cycle lanes are given priority.

- Request for disabled bays in several locations. See Request for Reasonable Adjustment for more details.
- Concern from a disabled person that if junctions are narrowed parking at the GP on School Road parking would no longer be available and they would struggle to visit the doctors.
- 3 requests to maintain access for cars for accessibility reasons. 1 request to instead restrict speed to make the area safer. Suggestion to close certain roads to motor vehicles at certain times such as school pick up times, rather than 24/7. Concern that most residents need cars for work.
- Requests for the below:
 - Any changes to walkways to be wheelchair friendly as well as pedestrian friendly.
 - traffic/parking restrictions to have relevant accommodations made for blue badge holders.
- Concern that one-way systems will make access to homes more difficult.

Access to Businesses / Facilities

- 11 comments expressing concerns regarding access for customers and delivery vehicles to businesses. Concern that the proposals may impact on the ability to work for some residents – particularly those who own trades businesses, those carrying heavy equipment and those offering local delivery services. 7 comments that shops and other local businesses will lose custom due to a lack of parking.
- Requests for access to:
 - Walkley Surgery (2 requests)
 - GPs (general request)
 - School Road GP (2 requests)
 - St Timothy's Church

Public Transport

- 17 requests for better public transport options so that people can travel to work and for leisure without the use of cars.
- Request for buses to:
 - Northern General Hospital (2 requests)
 - Ecclesall Road (3 requests)
 - The Botanical Gardens
 - Sheffield Station
 - City Centre
 - Kelham Island
 - Shops
- Requests for the following:
 - Improved bus times
 - Faster buses into the centre
 - Buses to prioritised over other traffic
 - Bus gates on the Active Neighbourhood boundary roads
 - 2 requests for the tram network to extend to Crookes
 - The tram and bus services to be brought back into public ownership
 - More space provided for taxis
 - 8 requests for more reliable public transport
 - 2 requests for more frequent bus services
 - 12 requests for public transport to be cheaper
 - 2 requests for public transport to be more accessible
 - Integrated ticketing and public transport system
 - 3 requests for a clean, safe bus service
 - Buses to service School Road and Cobden View
 - 2 requests to make provision for those who struggle to walk/cycle

- Services linking Crookes to the south of Sheffield and Peak District
 - Better connections between Walkley and Crookes using the 95 and 52 services
 - “Proper bus stops” to stop them holding up traffic and creating pollution
 - A minibus to serve the Crookes/Walkley hillside
 - Drivers to insist on mask wearing
 - The 95 bus route to change back to the way it was previously
- Five comments that the buses servicing Crookes are unreliable and infrequent, especially the 95 and 52.
 - Comment that all buses should be required to become electric in the next five years.
 - Comment that the franchising of the bus network would make it easier to bundle routes together and improve their profitability – suggestion to follow Greater Manchester's lead. Comment that most of the air pollution in the area is caused by buses.
 - Comment that while COVID is still an issue, passengers need to be allowed to get off an overcrowded bus and get on another without having to pay a second fare.
 - Comment that bus access needs to be better sustained during bad winter weather.
 - Comment that when Heavygate Road/Crookes Road was resurfaced Crookes was left without a bus service for several days and no alternative provision was properly made because the east-west connectors proved to be too narrow for adequate service.
 - Comment that where routes are used for public transport, stops needs to be thought through.
 - Comment that connections between Walkley and Crookes need to be regular and cost-efficient.
 - 2 comments that driving should not be restricted without improving public transport.
 - 3 comments that buses should pull off the main road in laybys when stopping to prevent congestion and air pollution. 1 comment that existing parking spaces could be used for this.
 - Comment that public transport isn't the answer to the problem of congestion and poor air quality and that they cause more of an issue.
 - Comment that improving the cycling environment will make it worse for pedestrians and make bus journeys slower / less frequent.

Consultation

- 39 respondents made comments around the consultation, with the following concerns:
 - It should have been publicised more widely
 - The title of the consultation is misleading as the area covers some of Walkley
 - Not enough details provided – unclear what's being proposed where
 - Feedback form difficult to complete
 - Website not user-friendly
 - Leading questions
 - Heatmap too fiddly
 - Just a tick box exercise/already decided
 - Held during the school holidays
 - Not accessible enough
 - Residents not asked if they actually want the Active Neighbourhood
 - Project team should go into area and properly engage stakeholders
 - Insufficient research and not enough evidence/data shown – Active Neighbourhood needs to be monitored and tested
 - Not enough notice given
 - Proposed scheme is too “revolutionary”, “evolutionary” change preferred
 - Concern that some of the measures may go ahead without much more consultation
 - Comment asking why the scheme has been branded as an Active Neighbourhood rather than a Low Traffic Neighbourhood

- Two requests to view detailed proposals once they are finalised.
- Request for “excellent communication” with residents and businesses at every stage of the process, comment that this is particularly important during the settling in period.
- Comment that the voices who protest change “are often louder” than those who support change. Comment that this should be considered when weighing the comments.
- A couple of respondents queried whether the boundary roads would have measures implemented.

General Negative Comments

- 2 comments the proposals are top down and unrealistic, with the respondents unhappy about trialling the measures straight away before consulting
- 5 comments the scheme is tinkering with measures that don't solve problems by people who don't understand Sheffield/Crookes and who ignore what residents want.
- Comment that the issues in the area are more around parking, that the only traffic within boundary is traffic from residents.
- Comment that the proposals haven't correctly identified the issues residents are facing and haven't been fully thought through.
- Concern that the expanding university and hospital sites are making the issues worse.
- Request that if roads are blocked, the bollards or planters should be in keeping with the area and not just concrete blocks hastily placed in the road similar to Fargate / City Centre.
- Comment that if residents can't park outside their homes, they won't be able to charge electric vehicles. Comment that ideally fuel cell vehicles that use Hydrogen fuel are the answer.
- Comment that the proposal is clearly just for show, so the council can act like they are "improving" the city.
- Comment that if people want to "spend time outside", they will not be doing it on Springvale Road even if all the cars are removed, they will walk to Bole Hills.
- Comment that it's not always practical or safe to plant trees and have people cycle/walk everywhere.
- 10 requests for the scheme to be scrapped.
- Comment that other service provision works against the proposals. An example was given of limited kerbside recycling collections meaning that other recycling has to be taken to household waste recycling centres- which are not bus accessible.
- 6 comments that it will not bring any benefits/won't work.
- Comment that children should not be encouraged to play in the streets.
- 24 comments that the changes will make life more difficult for residents and people won't be able to access their homes.
- Comment the scheme would take “ages” to reverse.
- 5 comments that the proposals will result in longer journeys and increased fuel costs.
- 7 comments that the proposals will make the parking situation worse for residents. Concern that parking will be pushed to residential roads outside the area lowering the value of homes.
- 18 comments that the proposals are a waste of money and are not needed.
 - 2 requests to instead make improvements to Bole Hill or other green spaces such as providing seating and improving paths.
 - 1 request to spend the money on Walkley library and public transport.

- Comment that Council will have to spend more money to repair any issues once the proposed Active Neighbourhood has been implemented.
 - Request to instead “improve state of roads, safe crossing points, permit parking, measures to stop school run traffic and dangerous parking around the local primary schools”.
- 11 comments that not everyone can or will cycle or walk even if an Active Neighbourhood is implemented.
 - 1 comment that the scheme won’t work because the roads are too narrow.
 - 4 comments that the scheme is “anti-car” and demonises drivers rather than providing incentives for residents to use other forms of transport or providing viable alternatives.
 - 8 comments that the scheme favours cyclists and a more affluent minority at the expense of the majority.
 - 2 comments that the measures could make drivers faster and more aggressive and increase dangers to pedestrians and other drivers.
 - 15 comments that Crookes doesn’t have any problems with congestion or speeding. 5 comments that the area is fine for cycling and walking. 3 comments that Crookes is the wrong area for an Active Neighbourhood. Comment that children play out on the streets already.
 - 8 comments that cars are needed to work, to access the ring roads and to drive children around.
 - 2 respondents said they had bought their homes with the understanding they would be able to drive around the area and park close to their homes.
 - 3 comments that recent changes in the City Centre, Woodseats and by the ring road have caused more problems. 2 comments that the Active Neighbourhood in London made issues worse, with more accidents and people getting caught out with fines.
 - 1 comment opposing more road signs and street furniture as the respondent feels they are unsightly and hazardous.
 - Comment that the community will need to see how it works in practice.
 - Comment that there are already schemes in progress to address public health.
 - Comment that the onus is being placed heavily on the individual rather than large companies that produce most of the pollution.
 - Request to “sort out” Sheffield’s recycling scheme instead and remove diesel from the Council’s own vehicle fleet.
 - Comment that drivers have to resort to using ‘rat runs’ mainly due to the increase in cycle lanes along major routes in the city centre.
 - Comment that Crookes isn’t Kelham Island - a new development of apartments and flats where people are younger, don’t own as many vehicles and live within easy walking distance of the city centre.
 - Comment that the Council are hoping to “reap in the money” from those who get “trapped” and fined.
 - Comment that the scheme will be paid for through taxes.
 - Comment that the landscape needs to be redesigned at a deeper level than simply restricting motor vehicles from a selection of streets.
 - Comment that one-way systems and dead ends will increase people’s need to turn around on hills which uses a lot of fuel and is not efficient.
 - Comment that student house parties and noise need addressing.

- Concern that narrowing of roads can make speeding worse.
- Concern that people just ignore 20mph zones, so they don't provide much benefit.

Roads identified as problematic:

Greenhow Street and surrounding roads

- 26 respondents identified Greenhow Street as being generally problematic.

Speeding

- 3 comments that speeding is an issue. Comment that the sloping nature of the road contributes to the speed of the cars.
- 4 requests for speed reduction measures. 1 request for speed bumps. 1 request for better enforcement of the speed limit.

One-way System

- 3 comments that the road is used a cut-through.
- 1 request to block the road off at one end. 3 requests to make the road one-way. Request that the direction is downhill because of the snow and ice in winter. 1 request that the road is made one-way uphill.
- 1 comment opposing making the road one-way or placing bollards at one end as it could create other problems. 1 comment opposing the direction being downhill due to concern that it will be too dangerous to drive down in the snow and ice. Comment that making it one way from the bottom "only begs the question" of where to locate a turning head.
- Request for Greenhow Street, Highton Street and Camm Street to be closed off at the Heavygate Road end, with access only from South Road to create a more pleasant cycling and walking route to South Road.
- Request to make Greenhow Street, Camm Street and Highton Street area one-way, with traffic permitted from South Road and from Heavygate Road, both turning into a one-way Camm Street to Heavygate Road. Comment that Highton Street would then be one-way towards South Road from Camm Street, and towards Heavygate Road from Camm Street.

Walking and Cycling

- 3 comments that pavement parking is an issue, especially near the medical centre. One respondent felt that there needs to be discussion around problems of parking on Greenhow Street with its Medical Centre, Pharmacy and community hall. 1 request to ban pavement parking. 1 request for parking meters for non-residents. 1 request for a car park for the medical centre. Comment that people idle their engines outside the doctors. Request for signage similar to that at taxi ranks in the city centre to tackle air pollution.
- Request to create a better environment around the doctor's surgery. Comment that it should have places for people to sit and reduced traffic. Request for one-way and closed off systems for side streets to allow streets where children can play and cars are visitors.
- 1 comment that the road is difficult to cycle along. Suggestion that cycling should be allowed in the park. Request for to signs to encourage cyclists to give priority to pedestrians.
- Request for wider pavements where possible.

Junctions and Crossings

- Comment that it's difficult to cross near the top of Greenhow Street especially with a pram, due to misaligned dropped kerbs. Comment that traffic often speeds down the hill towards Walkley, which is dangerous on the corner.
- Comment that the top of Greenhow Street is a "scary" junction. Concern that pulling out in a car or crossing as a pedestrian and then crossing to head to Bole Hills is very dangerous.

- 1 request for traffic filters.

Other

- Request to ban large lorries. Comment that its easier for lorries to loop around to the end of South Road and up Heavygate Road.
- Request for more parking spaces to be placed diagonally along Greenhow Street.

Springvale Road

- 105 respondents identified Springvale Road as being problematic.

Speeding

- 19 comments that cars descend the road in excess of the 20mph speed limit. Comment that the sloping nature of the road contributes to the speed of the cars.
- 5 general requests for speed reduction measures and 2 general requests for traffic calming measures. 1 request for speed bumps. 7 requests for the 20mph limit to be enforced as there were concerns the limit is ignored. Request for sleeping policemen.
- 1 comment opposing speed bumps as they damage cars.

Junctions and Crossings

- Comments that Springvale Road often feels unsafe to cross for both pedestrians and cyclists.
- 21 comments that the Springvale Road/Commonside junction is dangerous, particularly for parents and children walking to Westways School. 10 requests for double yellow lines at the junction as people park there and drivers “don’t bother to look for pedestrians”. Comment that if you can only access the road there rather than being able to exit the road that may help. Suggestions to install traffic lights and make the road one-way.
- 2 requests for a “proper crossing” over Springvale Road so children can get to school safely.
- 3 comments that the development site traffic exacerbates the situation. 1 request to narrow the opening, and 1 request to limit the number of vehicle turning options.
- 1 request to stop vehicles entering Springvale Road from Howard Road.
- 1 request to provide traffic calming on the bend at the top of Springvale Road for through traffic to South Road.
- Request for a zebra crossing.
- Comment that Westways School traffic is not an issue and does not get especially congested, and that most people seem to walk already.
- Comment that the road has two bends on it which make it difficult to see what’s coming up or down. Request for a context mirror on the bends. Comment that one of the bends is where school children cross; the junction of Springvale and Western Road, which is hazardous.
- Request for better crossings as well as street narrowing to reduce the speed of traffic and allow children to cross safely.
- Concern that children are exposed to air pollution from cars and buses at the Springvale Road/Barber Road junction at rush hour.

Through Traffic

- 8 comments that Springvale Road is very congested particularly at school drop off and collection at Westways School.
- Requests for:
 - 2 requests for modal filters to prevent through traffic.
 - 2 requests to limit commuter parking
 - 2 requests for through traffic to be deterred without affecting residents’ access.
 - 4 requests to close the road off with planters or bollards

- To implement a “no right turn” up Springvale Road
- Not to close Springvale/School Road as they are used frequently to connect Crookes to Crookesmoor and the rest of the city
- A chicane similar to the one close to Western Road junction to be implemented further down the road
- A school street which is active during drop off and pick up times
- A cycle lane going uphill

- 10 comments that Springvale Road is used as a through route and is heavily trafficked.

One-way Systems

- 13 requests to make the road one-way.
- Requests for:
 - Upperthorpe and the lower part of Springvale Road below Commonsides to be made one-way.
 - A one-way scheme on Springvale/School Road and the roads off them also, and again on Western Road/Cobden View Road. Comment that there would need to be traffic calming measures in place too as the current congestion keeps the traffic speed down.
 - One-way traffic on Springvale Road to make it easier to cross at the junction of Western Road, which can sometimes be tricky.
 - 1 comment opposing making Springvale one way. Concern it will increase speeding.
 - Request for Springvale Road and School Road to be made one-way in opposite directions with traffic lights at the top and bottom of each road to facilitate access onto the main roads.

Parking

- 8 comments that there are a lot of parked cars on the road, causing issues for visibility.
- Requests for:
 - Double parking to be restricted.
 - 2 requests to ban parking on footpaths.
 - Resident only parking to be extended through the Active Neighbourhood.
 - French-style parking scheme where one side of the road is to be used for parking and the other is not.
 - Mandatory cycle lanes and double yellow lines on the “non park” side.
 - 2 requests for a resident parking scheme that dissuades people from having multiple cars or parking their work van outside the house. Request to charge for one car and double the expense for 2 cars. Comment that vans should have to show a more expensive permit.
 - The parking of cars to be controlled to improve the pavement.
- Comment that the road is narrow and that the hill is too steep for a lot of cyclists, comment that cycling uphill can be a pain when stopping for cars. Comment that there are few places where cars can pass. Comment that walking along the road is also an issue.
- 1 respondent was concerned that the proposals would make parking worse on Springvale Road. Concern that restricted parking will make speeding worse.

Walking Routes

- Comment that the road is one of the key walking routes in the area. Request for tree planting.
- Comment that Springvale Road was recently re-surfaced but there is a constant flow of water down the middle of the road from what might be a spring. Concern that this will freeze and form black ice.

School Road and surrounding roads

- 141 respondents identified School Road as being problematic.

Parking



- 25 comments that lots of parked cars along both side of School Road make it difficult for cyclists, pedestrians, wheelchair users and people with prams. Concern that the cars reduce visibility. 9 comments expressing concerns about pavement parking. Requests to restrict this.
- 6 comments expressing concern the pavements and the road are too narrow. 3 comments expressing concern that bins block pavements.
- 2 comments that there is currently limited room for cyclists.
- 2 comments that there are too many cars parked around the GP surgery.
- Concern that students bringing cars to university has made the parking situation worse
- Concern that residents don't have an alternative place to park.
- Requests for:
 - 5 requests to ban parking on pavements.
 - 3 requests to ban double parking.
 - 4 requests to restrict parking to one side of the road, 1 request for north side, 1 for the south side.
 - 5 requests for parking restrictions.
 - 4 requests for a parking permit system.
 - 4 requests to work with the university and hospitals as staff park along School Road.
 - Request to work with homeowners and landlords to ensure bins are taken off pavements and hedges are trimmed.
 - 5 requests for dedicated cycle space with parking restricted. 1 request for this to be uphill.
 - 2 comments that parking around the surgery on School Road should be time-limited or looked at as it can be hard to park anywhere close by which is a concern for people who are unwell. Concern that the disabled parking has been removed.
 - parking for the homes to be identified elsewhere and vehicle permits allocated.
 - Request that if traffic is diverted onto School Road to avoid the Active Neighbourhood that there needs to be parking restrictions so two-way traffic is always possible.
 - 1 request for short-stay parking.
 - Sleeping policemen

Parking on Spring View Road

- Comment that it's difficult for residents to park on this road due to hospital and university staff parking. Request for Spring View Road, Ramsey Road and Spring View Hill to have permit parking on one side.

Speeding

- 20 comments expressing concern that cars speed along School Road. 7 requests for speed bumps. 4 general requests for traffic calming measures. 1 request for radar speed signs. Request for a chicane, give-way sign or priority gate on the narrow section near the shops.
- 1 comment that cars tend to speed up the hill. One comment that the sloping nature of the road makes the speeding worse.
- 1 request for speeding enforcement.
- Comment that the narrow section by Whitworth Pharmacy is a particularly tight spot. Comment that this can be unsafe at times, as drivers can sometimes speed up to get past. Request for traffic filter in this narrow section.
- Comment that cars use Netherfield Road and the parallel roads as a "racetrack" in the evening and that lots of cars park on them to use Bole Hills.
- Comment that the section of Sackville Road at the junction of School Road is very busy with speeding, through-traffic and double-parked cars.

Through Traffic

- 11 comments that there is a lot of through traffic on School Road. 3 comments that the road is very busy.
- Requests for:
 - 1 general request for reduce traffic.
 - 2 requests for modal traffic filters.
 - 2 requests to close the road to through traffic.
 - 1 request to narrow junctions.
 - Suggestion to close School Road at a certain point - somewhere above Conduit Road or Glebe Road to stop through traffic from Crookesmoor Road.
 - The areas between Western Road and Glebe Road to be turned into a pedestrian plaza.
 - A filter at Crookes Road to reduce congestion and make space for a parklet/outdoor seating for the local businesses and church.

Pedestrians

- 2 comments that the road is difficult to cross. One request for a crossing and further requests for pedestrian and cyclist priority when crossing side roads.
- Comment that restricting access or imposing a one-way system would be inconvenient for people who live or work in the area and would put too much pressure on nearby roads. Suggestion to instead improve the nearby infrastructure and provide alternatives to car travel, to reduce traffic volume.

One-way System

- 8 requests to make School Road one-way. One request to make side roads off the road one-way. 1 request for this to be in the direction of Crookes from Walkley. 1 request to make School Road one-way downhill and Springvale Road one-way up hill, then grid the connecting streets.
- 5 comments expressing opposition due to concern that a one-way system might result in cars idling waiting to get up/down the hills, causing people to drive more recklessly and reduce access for residents, make it more difficult for cyclists and make traffic worse on Springvale.
- Comment that there are alternative routes among the side streets which cyclists could be encouraged to use through signage if they wish to avoid School Road or Springvale Road.
- Request to make School Road and Springvale Road a pair of alternate one-way streets. Suggestion to make the area between Glebe Road and Clemenston Road one way to vehicles to reduce the amount of traffic rat running down Glebe Road.
- 1 respondent said they felt that Matlock Road could be better for a one-way entry onto Heavygate Road.
- Comment that School Road/Commonside and Crookes/School Road to Commonside is quite narrow, and can be a bit dangerous for cars and pedestrians and cyclists at.
- Comment that at the Commonside/Barber Road junction, cars turn quickly off the 30mph steep road onto parked cars on the left-hand side with cars coming straight towards them. Comment that there is another narrow blind bend at Commonside/Spring Hill Road.

Sackville Road

- 2 comments that have been several near misses at the Sackville Road junction. 2 requests for speed bumps and traffic calming measures on Sackville Road.
- Comment that Sackville Road is also used as a through route, request for it to be made one way uphill. 1 comment that Sackville Road should not be made one-way as it will encourage speeding.
- 2 comments that the speed reduction measures must be applied to both Sackville Road and School Road simultaneously or traffic may be pushed onto the other road.

- Request for a square at the end of School Road with plants and seating with turning in and out of the top of School Road restricted.
- 1 request for traffic filters. 1 request for road narrowing measures.
- Concern that if parking is restricted on School Road, cars will park on Sackville Road.

Bates Street

- Comment that the street is very busy. 2 requests for a traffic filter which would still enable residents to park and access their property with motor vehicles.

Carr Road

- Comment that there are issues at the top of Carr Road.
- 2 comments that Carr Road is used as a through route.
- 3 comments that speeding is an issue especially as residents don't have great visibility when exiting their driveways. 1 request for traffic calming measures. 2 requests for speed bumps. 1 comment that speed limits won't make a difference.
- 2 comments that cars mount the pavement. 2 requests for bollards or higher kerbs to prevent this. 1 request for community policing to prevent this.

South Road

- 87 respondents identified South Road as being problematic.

Through Traffic and Associated Issues

- 7 comments that the road is used as a cut through and is very busy, particularly near ASDA. 1 comment that the road is unsafe and unpleasant. 1 comment that cycling along the road is difficult. Request for less cars through Walkley, towards Crookes and Crookesmoor.
- 2 comments that the congestion causes delays to the bus service, which can be unreliable.
- 5 comments that the road suffers from noise and air pollution, especially by the library. Concerns regarding noise pollution from The Rose House beer garden.
- Comment that the road has 'blind spots', particularly on the curve near the Buddhist Centre. Concern around near misses as cars pull out of side roads due to cars speeding down South Road. Concern that pedestrians and vehicles can't see each other.
- Request to make some of the side roads from Springvale Road and South Road one-way or dead ends to stop vehicles using them as cut throughs. Comment that the side roads off South Road are used as cut through to avoid the traffic lights at the end of South Road.
- Concern that through traffic will be filtered onto South Road. Request for measures to prevent so that its independent businesses don't suffer.
- Requests for:
 - 3 requests for traffic calming measures.
 - 3 requests to pedestrianise the road, 1 suggestion that this could just be during peak times.
 - 1 general request to reduce traffic.
 - Request that the road rules be better enforced.
 - Request that the road be "used more for business".
 - 3 requests for the road to be one-way. Comment that the 95 route would need to be considered.
 - 4 requests for a bus gate.
 - General request for bus priority.

Speeding

- 18 comments expressing concern around speeding, particularly towards Howard Road and near the junction with Fir Street.

- 4 requests to enforce speeding restrictions.
- 5 requests for a 20mph speed limit.
- 4 requests for speed cameras.
- Request for speed bumps.
- 2 requests to reduce the speed limit on the surrounding side roads and install cameras.
- Request to create traffic calming 'build-outs' containing tree pits.

Parking

- 8 comments that there are too many parked cars along South Road.
- 8 comments expressing concern about pavement parking, particularly close to ASDA. 2 requests for measures to prevent this, such as bollards. Comment that cars also mount pavements to pass each other.
- 4 comments that the pavements are quite narrow. 2 requests to widen them.
- Comment that parking at the Carr Road junction is an issue. Request for this to be restricted.
- Comment that limited car parking means that people use side streets when they visit local businesses, creating congestion.
- 3 requests to remove some of the parking. Request for better enforcement of parking restrictions. Request for double yellows at junctions.
- Comment that it's better to restrict parking on the main road to "force" people to park on the side roads.
- Suggestion to provide a dedicated parking area for businesses.
- 2 requests for permit parking. Further request for parking meters for non-residents.
- Comment that both ends of Orchard Road get very congested with parked cars and vehicles are left stationary long-term. Comment that some of these belong to visitors.
- Concern that traffic calming and parking measures could have a knock-on effect for parking and driving on roads of residence close by.
- Request for a free marked bay parking. Request to make the current inset bay opposite Beeches a loading only bay to give deliveries an alternative to parking on the crossing zig zags.
- Concern around parking on double yellows.
- 2 requests for parking restrictions, one comment that these are particularly needed around ASDA as there is no dedicated parking for Asda or the other shops in the area. 2 requests for parking to be restricted to one side and consistently enforced. Request for other measures to be introduced alongside this to avoid displacing cars onto nearby side-streets which already have too many parked cars.
- Comment that people park on the pavement and on double yellows opposite ASDA causing a bottleneck.
- Request for dedicated parking as ASDA. Request to make the car park next to Walkley Green the 'official' Asda car park and ban all except cycle and disabled parking outside Asda.

Crossings and Junctions

- 4 requests for extra crossings such as zebra crossings or controlled pedestrian crossings to be installed close to the junction with Walkley Road, outside ASDA and at the Howard Street end. Request for quiet routes to Westways Primary School.

- 5 comments that the Fir Street junction with South Road is a blind junction and is particularly dangerous for cyclists. Comment that the issue is exacerbated by parking on the double yellows. Request for a give-way island by the church to slow traffic down and help with speeding on South Road. 2 requests for a mirror opposite the junction.
- Request for continuous pavements and 2 requests for narrow road junctions for pedestrians.
- Request to narrow the Commonside and Springdale/Upperthorpe junction by removing the turning lane.

Cycling

- 7 requests for a segregated cycle lane. 4 requests for cycle parking facilities. Request for cycle routes to be provided through Walkley.
- 1 cyclist said that they are blocked from cycling to the front of the queue of cars on South Road at the library traffic lights because of the parked cars. They explained that they have to wait behind a line of cars and feel exposed to exhaust fumes.
- Comment that the main roads of South Road and Northfield Road around Crookes are key routes but very dangerous to cyclists. Parked cars reduce visibility and congestion is an issue. Comment that parking restrictions, cycle paths and ASL/bike boxes are often ignored.
- Request for cyclists to be given priority.
- Request for a continuous cycle route from South Road and Howard Road into the City Centre.
- Comment that there is a cycle route straight ahead from South Road onto Parsonage Crescent. Comment Parsonage Crescent needs to be a two-way cycle route as other approaches to the South Road/Walkley Road junction are much more dangerous.
- Request for filter on Parsonage Crescent for a cycle access point from Walkley Bank end.

Public Realm Improvements

- 2 requests for plants.
- 3 requests for seating.
- 1 request for public toilets.
- Request for CCTV.
- 1 request for a pocket park at the end of the road which pedestrian/cyclists can get through.
- Request to widen pavements /narrow the carriageway around corners past Buddhist Centre. Request for a continuous footway.
- Request for tree build outs all along South Road.

Shops, Cafés and Businesses

- Request for more cafe outdoor seating space.
- 3 requests for restricted parking on the high street or for use only by business owners.
- Request for a scheme for businesses to use e-cargo bikes for deliveries.
- Request for parking restrictions to be removed as businesses can't load or unload without risking a parking fine.

Side roads off South Road

- Comment that the parallel streets off South Road should be made into alternate one-way streets - they are not suited to parked cars either side as they are quite narrow.
- Comment that the streets off South Road are problematic - particularly Carr Road with cars speeding. Comment that pavement parking at the junction with South Road is also an issue. Request for measures to address these issues, such as making the roads one-way and

reducing their speed limits to 20mph. Concern that Carr Road might be negatively affected by changes in nearby streets.

- Concern that congestion encourages people to use side roads as “rat runs”.

Howard Road and surrounding streets

- 37 respondents identified Howard Road as being problematic.

Cycling

- Comment that Howard Road is popular with cyclists but there is limited room for them. 3 requests for segregated cycle lanes and better provision for pedestrians
- Request for cycle racks.

Speeding and Dangerous Junctions

- 5 comments that cars speed along Howards Road. 4 requests for traffic calming measures. 2 requests for an enforced 20mph speed limit. Request for the clearway to be lifted.
- Request for more plants, seating and less traffic.
- Comment that the junction of Howard Road, Upperthorpe Road and Springvale Road is problematic. Request to make all three roads 20mph. Request to make the top of Upperthorpe Road one-way heading downhill, as the top is a very dangerous corner.
- Comment that the “hair pin” road junction of Howard Road and Heavygate Road is a frequent accident site. Suggestion that the project team should talk to independent Saccomando's garage to discuss parking and practical issues for them running a local repair business.
- Request for a safe crossing from the bus stop at the top of Birkendale and Howard Road.
- Comment that the road is a problem with cars turning, poor parking and buses stopping
- Request for traffic calming measures for Commonsides / Howard Road / South Road
- Request for more pedestrian crossings and bollards or railings to prevent pavement parking.

Pavements

- Comment that the road feels very unsafe to walk along and cars park on pavements.
- Comment that the pavements are very narrow. Request for pavements to be widened.

Commonside

- Request for an additional Smiley Sid on Commonsides. Comment that at present the Smiley Sid at junction of Howard Road and Fulton Road is not able to provide collected data to Sheffield City Council or traffic enforcement officers. Comment that Amey insist that the Council have to pay.
- Comment that Commonsides is a “mish mash of difficult junctions and speeding vehicles”, including the bottom of Springvale Road as it meets Commonsides.
- Comment that Commonsides and Howard Road are both incredibly dangerous, due to speeding motor vehicles. Comment that the road along Commonsides should be made narrower, with the reclaimed space used to make the area better for pedestrians and cyclists.
- Comment that the Commonsides junction with Howard Road and Barber Road is too wide and therefore hard to cross.

Howard Road and South Road

- Comment that Howard Road and South Road are problematic. Comment that the speed limits along these road need reducing to 20mph. Comment that the clearway also needs lifting so that cars cannot speed along and use the road as a cut-through.

- Request for a lower and enforced speed limit up through Barber Road and Commonsides and beyond to Howard Road and South Road. Request for a redesign of the road layouts on Commonsides to even up priorities for all road users and reduce speeds.
- Comment that the corner of Barber Road and Bower Road is often blocked by supermarket deliveries. Request to narrow the road area at the top of Bower Road.

Lydgate Lane

- 13 respondents identified Lydgate Lane as being problematic and used as a cut-through with requests to include the road within the Active Neighbourhood.
- Comment that the road is used by school children. Request for a crossing at Tapton Crescent Road. Request for a school street.
- Comment that cars parking and idling near Lydgate Park and Lydgate Infant School need to be addressed.
- Request for the junction with Crookes Road to be made safer for pedestrians and cyclists by partially blocking it off and “greenifying” it.
- Concern that parking obscures the view of the road. Request to remove parking and provide alternatives nearby.
- 1 request to control parking on Lydgate Lane to both sides of Cross Lane. One request to reduce parking to one side and make it permit only.
- Request for a pelican crossing.
- Request for one-way system.
- Request for a 20mph speed limit.
- Concern that the junction with Cross Lane is problematic for pedestrians, cyclists and cars.
- Comment that there are big problems with traffic volume, speed and antisocial parking on Lydgate Lane and Carson Road.
- 2 comments expressing concern about the Lydgate Lane and Tapton Crescent junction as children cross there but visibility is very poor, it’s a congestion point, and the crossing is very wide.
- Comment that there are so many parked cars between Tapton Crescent Road and Crookes on Lydgate Lane that the road is effectively permanently a one-way road.

Western Road, Mona Road, Mona Avenue

- 56 respondents identified the roads around Westways School as being problematic.

Congestion

- 14 comments that Western Road, Mona Road and Mona Avenue are very congested, 8 comments that this particularly bad around school pick up and drop off. Suggestion to restrict parking during these busy periods. Comment that a child has been hit by a car.
- 4 comments expressing concern around air pollution.
- 5 requests to implement a school street on Mona Avenue, Western Road and Mona Road. Suggestion to trial a School Street at school pick up and drop off times on Mona Road, Mona Avenue and a section of Western Road, Warwick Street and Hands Road.
- 3 requests for a traffic filter. Request for a filter at one end of the road to reduce traffic volumes at peak times. Request to make the road bus and access only.
- Comment that parents should be stopped from dropping children off in cars particularly on Mona Avenue. Concern that a child will be killed or injured. Comment that parents “behave atrociously” and block all drives and are aggressive.
- 2 comments that there need to be a sensible place for working parents to drop children off.

- Suggestion that parents should park further away or walk their children to school. Comment that the school should do more to get parents and children walking. Request for dedicated school street routes from Crookes and Walkley to the school so that parents feel safer about children walking to school.
- Comment that residents' cars have sustained damage whilst cars are squeezing passed each other. Comment this gets worse when dark nights start drawing in.
- 2 requests to make the roads residents only access at school times.
- Request for a roadblock at one end or in the middle of the road.
- 7 comments that Western Road is used as a cut through. 1 comment that this is cars travelling downwards. Request for through traffic to be removed.
- Comment that there are too many big lorries, and lorries at Bingham Park tend to unload in the middle of the road.
- Concern that closing the roads around the school during pick up and drop off times would negatively impact residents with flexible working routines in the area. Concern that closing the road could cause issues for families using taxis. Suggestion that a road closure with access for residents, emergency services and taxis would be a better option.
- Concern that roads closures could result in dangerous driving/parking on adjacent streets. Suggestion to instead trial one way traffic. Concern a school street may make issues for residents worse.
- Comment that the Springvale Road and Western Road junction has problems as visibility is restricted. Request for a zebra or pelican crossing here to make it safer for school children.
- Comment that road closures on Western Road due to on and off-road works causes cars to use more petrol by going down other side streets.
- Requests to make Mona Avenue an access only road, including disabled access via motor vehicles. Opposition to closing Mona Avenue at school times as it would impact residents when leaving and returning from work, concern it could affect selling property.
- Suggestion that children are taught the value of car free zones and the value of the urban environment.
- Comment that since the double yellow lines on Mona Avenue have been removed from close to the Mona Avenue/Mona Road junction the traffic grinds to a halt and emergency services struggle to get through.
- Comment that Mona Avenue is also used as a through road instead of Springvale Road.
- Concern around cars idling on Warwick Terrace and Hands Road.
- Two requests to prioritise stopping cars that don't belong to residents entering and leaving Mona Avenue at school start/finish times. Suggestion to install control barriers that residents have swipe card access to. Request to block car access during term time.

Speeding

- 5 comments that speeding is an issue. Suggestion that Western Road onto Crookes needs a narrowed entrance to reduce the speed of cars around this turning near to the school.

Pedestrians

- Request to improve walking and cycling facilities along Western Road and Mona Avenue as they are main school routes to Westways School. Comment that the end of Western Road has a very wide entrance, making crossing as a pedestrian difficult. Request for measures to improve safety of walking for children to school.

One-way System



- 11 requests to make Western Road one-way, especially around the school.
- Request for a one-way system through School Road, Western Road and Mona Avenue. Request to make Cobden View one-way. Request for Mona Avenue, Western Road and School Road to become a one-way system.
- 2 requests for a one-way system downhill on Mona Avenue. Comment that Mona Road would then need to be looked at so it doesn't become a dead end with parents parking and trying to turn around.
- 2 comments that exiting Western Road from the top onto Northfield Road by car is difficult, and it would be better if the road was one way from Crookes down to Springvale Road.

Road Surfacing on Western Road

- 6 comments in support of the cobbles on Western Road because they look nice and make the road safer as cars slow down. Suggestion that short, selected areas of cobbles elsewhere could serve a similar purpose. 4 requests for a tarmac surface, as the cobbles are "awful" for cycling and driving and for mobility scooters, prams etc. Suggestion that if the main roads were surfaced and all the side roads left cobbled, people would be discouraged from driving on side roads. Comment that the cobbles don't slow down cars. Comment that the cobbles have driven traffic onto other streets such as Heavygate Road.
- 3 comments that cyclists ride on the pavements because of the pebbles.
- 4 comments that the cobbles are noisy.
- Comment that instead of removing the cobbles it's better for surfacing money to be spent on other improvements such as better surfacing the main roads, planting more trees, or adding cycle lanes.
- Comment that allowing stone setts has increased traffic and noise on neighbouring roads as cars are not using it.
- 2 comments Western Road footpaths are slippery when wet and are not a safe walking environment. More regular maintenance for wet leaves and treatment for a more "grippable" surface is required. Comment that this made worse by pavement trees and that the paths are inaccessible for those with low mobility.
- Support for the way tree roots have been dealt with on the pavements, which are now more accessible. Request for "more of this".

Parking

- Comment that Western Road is narrow and has parallel parking up both sides of the street. Request to add a cycle lane.
- 2 comments that Western Road is one of the closest roads to university and hospital sites with unrestricted parking. Two requests for permit parking.
- Comments that at drop off/pick up time, cars park on pavements, across driveways on double yellows on zig zags and at junctions and engage in dangerous and inconsiderate parking. Comment that drivers don't concentrate on the road while looking for a parking space, and people reverse into oncoming traffic. Comment that the no stopping area outside the school is routinely ignored, that people idle their engines, and that double parked cars is also an issue. Comment that dangerous parking makes crossing the roads close to the school dangerous.
- Opposition to Western Road becoming parking permit only as the teachers, factory workers, and parents will have nowhere to park.
- Comment that school staff park on the road as the school doesn't have parking.
- Comment that increasing capacity at the school caused issues for the residents. Request to ensure that any changes do not make it worse for the residents.

- Request for permit parking, although there was concern this could impact other roads.
- Request to make it access only for cars on Mona Avenue at school drop off and pick up. Request to ban parking by Westways School during drop off and pick up times.
- Comment that parking is a real problem on Mona Avenue. Comment that double yellows are ignored. 2 comments that resident driveways are parked on.
- Comment that it's unsafe crossing to Westways school due to the volume of traffic and cars parked at junctions. Comment that air pollution is also a problem. Concern that there have been many accidents and near misses. Request to close a section of Mona Road so children and parents can cross safely. Request for planters and an area to play.
- 2 comments expressing concern that there will be accidents because of children running out between parked cars.
- Comment that cars park on the corners along the street off Slinn Street reducing visibility.
- Comment that the entrance to the school on Warwick Street/Warwick Terrace should be closed and used only in emergencies.
- Comment that there are no enforced parking restrictions around the school currently.

Cycling

- Request to prioritise building a safe cycling route along Western Road, down Conduit Road, past the hospitals and into town where motor traffic have no through-road ability. Comment that cycling up Western Road is only for the fit and that cheaper buses would be good.
- Comment that Western Road is dreadful to walk and cycle on and is a main thoroughfare for not just primary but also secondary school children and university students. Comment that cars block views, and the road surface is unsafe with raised ironworks.
- Request for a cycle lane.
- Comment that cycling at the start and end of school days is a nightmare.

Other

- Concern that restrictions would make school pick up/drop off stressful for working parents.
- 1 comment that the road is not used as a cut-through. Comment that Mona Road and surrounding streets are fine and don't need any changes.
- 1 more general request to limit flow of traffic around local schools in the area.
- Request for planters and an area to play.
- 3 comments that Bingham's Food Ltd require delivery vehicle access to 148-154 Western Road. Comment that this is needed along the full length of Western Road during their operating hours 0630 - 1700 Mon – Fri. Suppliers are asked to avoid school pick up and drop off times and Mona Road and Mona Avenue are not affected. Comment that a one-way system will cause issues for Bingham Foods Ltd as the road is too small.

Crookes Road

- 79 respondents identified Crookes Road as being problematic.

Crossings and Safety

- Concerns that Crookes Road is unsafe to cross. 25 requests for more and better crossings such as controlled pedestrian crossings and zebra crossings particularly outside the Co-op. Request to prioritise cyclists and pedestrians to enable safer and easier crossings.

- 6 comments that speeding is an issue. 7 requests for a 20mph speed limit. Comment that this particularly needed from The Grindstone to Greenhow Street.
- Suggestions of where crossings could be:
 - Around the junction of Lydgate Lane to help in crossing the road around there (outside The Grindstone).
 - Outside St Thomas's Church (either side of the bus stop).
 - Bottom of Mulehouse Road (where the red hump currently is).
 - Outside 5 Star Fish Bar (where the red hump currently is or further towards Southard Road).
- Comment that the existing red humps cause confusion.
- 3 comments that the red raised areas are confusing and should be made into zebra crossings.
- 2 comments concerned about safety crossing side roads.
- Comment that it's particularly difficult to cross along the stretch from the zebra crossing near Bradley Street all the way to South Road. Request for at least one pedestrian crossing there, and one on Bole Hill Road near the Walkley Cottage.
- Request for speed bumps. General request for speed reduction measures. Requests for traffic calming measures. Request for sleeping policemen.

Congestion

- 2 comments around noise pollution and 3 around air pollution.
- 2 requests for more space/priority for non-vehicular road users.
- 5 comments that there's too much traffic. 3 request to reduce traffic.
- 3 requests to widen paths and reduce parking spaces. Request for dropped curbs.
- Comment that the road is used as a cut through.
- Comment that eliminating traffic or introducing a one-way system wouldn't work.
- Concern reducing traffic will turn nearby streets into "rat runs". Suggestion that more people should be encouraged to walk, cycle and take the bus.
- Request for cheaper bus ticketing.
- Request to road closures. Request to make the route bus only/ implement a bus gate.
- Request not to restrict car access along Crookes Road and Northfield Road as people need to do food shopping.
- Concern that if traffic through the centre is reduced, it will only divert more traffic through the surrounding residential streets.
- Requests to make the road one-way.
- Request to restrict vehicular access to the side streets off Crookes using modal filters especially where alternative routes exist – such as roads like Stannington View Road, Toftwood Road, Toyne Street. Request to make their entrances one-way so it is easier for pedestrians to cross.
- Request for a congestion charge/toll booth.
- Comment that between Western Road and Bute Street particularly needs to be looked at.
- Comment that there is a lot of through traffic between Crookes Rd and Howard Rd. Request for filters preventing east-west traffic.
- Concern that any measures should not prohibit people from accessing their businesses or homes.

- Concern that buses that block the road at bus stops and cause higher pollution levels than cars.
- Comment that the lay-bys that were used to accommodate the buses and bus stops years back should never have been removed.
- Request to make the main Crookes Road from The Old Grindstone pub through Crookes one-way round to the library at corner of South Road, Walkley with the 52 bus running on a loop into town back through Walkley or Hillsborough. Request to use the other side of road for bikes, walking and green space.
- Comment that the alleyway between the Co-op and Sainsbury's is used as a cut through to Crookes Street. Request to pedestrianise the top section of it to stop this happening.

Public Realm

- 6 requests for more public space for businesses and seating restricted parking on the high street or only for business owners. Request to make it bus and access only. Request for space for pocket parks and outdoor retail space as well as planting. Request for a 'shared space' street design.
- Suggestion to introduce the traffic filters along sections of the road so cafes can provide outdoor seating and more flowers and planting can be added.
- 2 requests for benches. Request for space for trees.
- Comment that there are not enough bins, and recycling bins do not offer paper recycling.
- Concern that traffic makes the road unsafe for walking and pavements are too narrow.
- Request for public toilets.
- Request for pedestrian/cyclist priority across the side streets, especially at the top of Springvale Road - without causing congestion for waiting cars. Request for a continuous footway.
- Comment that Crookes is not always gritted, leaving buses unable to run.

Cycling

- 4 comments that Crookes Road is unsafe to cycle along. 9 requests for dedicated cycle lanes, especially where the road narrows, and 4 requests for cycle parking. Concern that cars cut cyclists up and leave a trail of fumes.
- Comment that a cycle lane could be created by making the road one-way as part of a loop comprised of the roads on the boundary of the active travel neighbourhood as proposed (similar to the design on Paternoster Row).
- Concern regarding potholes along the road.
- Comment that "contrary to people claiming Crookes is too steep to cycle, there are frequently bikes going up and down very steep Roslin Road". Request for a cycle lane and planting.
- Request for a scheme for businesses to use e-cargo bikes for deliveries.
- Request for alternative routes for walking and cycling.
- Comment that traffic travelling West up Crookes Road turning onto Lydgate Lane is dangerous for cyclists continuing along Crookes Road onto Crookes. Request to make this left turn sharper to avoid fast traffic traveling straight on into Lydgate Lane.

Parking

- 2 requests for more parking to improve traffic hold ups and support businesses.
- Comment that unless a Park & Ride is implemented, reducing traffic will be impossible.
- Request to move the bus stops into the lay-bys (where parking currently is) to reduce congestion on the high street as the busses wouldn't block the entire road when they stop.
- Request for parking on cycle lanes pavements, and double yellows to be banned.
- Request for better parking for people visiting Crookes Road. Comment that limited car parking means that people use side streets to park creating congestion. One request that this is looked at to reduce parking and congestion on these side streets.
- 3 comments that there are too many parked cars. Request for parking restrictions. Comment that some parking is needed because of the supermarkets along this road.
- Comment that removing parking on Crookes high street could impact on businesses encouraging "drop off" or incidental parking in drop kerb areas particularly at night.
- Request for restrictions and enforcement outside St Luke's/Carracks as it can be very difficult to exit side streets due to the number of cars parked on the main road at this point, often on double yellows.

Crookesmoor Road and surrounding roads

- 22 respondents identified Crookesmoor Road as being problematic.
- 2 comments that it is a through route with noise and air pollution.
- 3 requests for a safe pedestrian crossing. 1 request for a zebra crossing.
- Request for cycle lanes.
- Comment that the road is narrow and people have been hit getting out of their cars.
- Request to reduce street parking on this road.
- Request for infrastructure to discourage driving. Request for a one-way system and road closures for cars. 2 requests for a bus gate.
- 4 comments regarding the speed of cars and joyriders. 1 request for an illuminated speed sign. 2 requests for a larger quantity of speed signs which are larger and more visible. 2 requests for speed limit enforcement. 2 requests for speed cameras. 3 requests for traffic calming measures. 3 requests for speed bumps.
- 1 respondent said that there is an issue where Crookesmoor Road crosses Conduit Road, especially for pedestrians making their way to and from the University.
- Comment that Crookesmoor Road is problematic. Suggestion to replace the pavement on one side with a dedicated cycle path all the way from Walkley Library to Mushroom Lane, and then have a cycle priority junction to allow cyclists safely through the pinch point from Mushroom Lane to the Arts Tower.
- 2 comments that the Crookes Road and Crookesmoor Road junction is the worst junction to walk across on the way up to Crookes. 2 requests to block the left turn from Crookes onto Crookesmoor as it is a very sharp turning and it's difficult to see every direction when walking across. Comment that none of the buses make this turning, they turn onto/from the lower part of the hill. 2 requests for a pedestrian crossing.
- Request to add a filter to Northumberland Road to help connect towards the City Centre, the University and hospitals. Request to limit traffic on Northumberland Road. Request for a safe crossing at the junction with Northumberland Road as it's hazardous due to the speed of traffic and visibility.
- Request to encourage people to use the A57.

- Request for narrowed sections of road.
- Comment that the road is very unsafe for cyclists and the surface is increasingly full of potholes.
- Request to close Marlborough Road and Elmore Road to through traffic. Comment that this could be a safe cycle route from Walkley, and parts of Crookes towards Broomhill.
- 2 comments that cars speed along Marlborough Road and Elmore Road which are used as cut throughs. Comment that residents would like a filter to stop the traffic.
- Request for a bus gate at the bottom of Conduit Road. Comment that the revenue from the bus gate could be used to fund more local neighbourhood improvements.
- 3 comments expressing concern that the AN may cause increased rat running down Harcourt Road and Northumberland Road. 2 requests to implement a no-through point where Harcourt Road meets Harcourt Crescent to stop this. 1 request to make it one-way.
- 2 comments that speeding / “boy racing” is an issue on Harcourt Road and that a lot of children live along the road. Comment that “stand offs” occur during rush hour. Request for speed control measures, better signage, and enforcement.
- Comment that cycling up Barber Road when there are cars parked particularly outside Sainsburys can be problematic as it is a busy road but as it is steep people cycle slower.
- Comment that the Crookesmoor resident parking scheme has created parking problems in Crookes. Request to create more public parking in Crookesmoor.

Northumberland Road

- Comment that it's hard for a pedestrian to spot traffic approaching southbound when crossing to walk towards the centre on Whitham Road. Request to implement a pedestrian crossing or improve visibility.
- Comment that the Northumberland Road and Harcourt Road junction is dangerous as it's very wide and takes a while to cross.
- Comment that when walking down Northumberland Road and crossing Harcourt Road, you must reach the middle of the road before you can see if anything is coming. Request to re-model the junction similar to what has been done at the other end of Harcourt Road. Request for “more pavement and less road”.
- Concern that the pavements will be unable to accommodate the increased footfall expected as result of the new social sciences building. Request to double the pavement width and remove the parking bays, in favour of speed bumps/chicanes/passing places.

Heavygate Avenue

- Request for an “information campaign” directed at people who are “starting to expect” to park directly outside their house on Heavygate Avenue. The respondent commented that this is not always feasible and that people need to understand that sometimes they may need to park slightly further away.
- Comment that speeding down Heavygate Avenue is frequent.

Heavygate Road

- 23 respondents identified Heavygate Road as being problematic.
- Request for fewer buses to run along Heavygate Road at “certain times of the day” as there are no passengers on them.

Crossings and Junctions

- 7 requests for controlled pedestrian crossings in the following locations:
 - 1 request for a crossing close to Heavygate Avenue
 - 1 request for a crossing close to Camm Street

- 4 requests for a crossing close to Highton Street to access Bole Hills

- Comment that the Heavygate Road/Matlock junction is very tight and unsafe. Request for Matlock Road to be made one-way with traffic travelling downhill from Heavygate Road.
- Request for a crossing into Bole Hills at the end near the top of Fir Street
- Comment that pushing more traffic onto this road isn't solving the problem of air pollution but is making it worse for Heavygate Road. Comment that crossing the road to get to Bole Hills Park is already hard with cars frequently failing to stop at the zebra crossing at the top of Bradley Street.

Speeding and Traffic Calming Measures

- 8 comments that speeding is an issue. 4 requests for a 20mph limit. 3 requests for speed bumps. 2 requests for traffic calming measures. Comment that the curve at bottom of hill is acute.
- Concern around safety of Howard Road and Heavygate Road junction due to its acute/steep nature, request for traffic calming measures on the approach to this junction.
- Comment that Heavygate/Northfield Road, Howard Road and Walkley Road are too congested and Walkley Road sees speeding and crossing is extremely difficult on these roads.

One-way System

- Request for Cromwell Street to be one-way with dedicated cycling space.
- Request for a one-way system or to make it residential access only.

Parking

- Comment that cars park on the pavements on Matlock Road. Comment that there needs to be a one-way entrance at the top from Heavygate Road as it is a dangerous junction.
- Concern around cars parked at junction with Aldred Road, reducing visibility.

Through Traffic

- 5 comments that the road is used as a cut through, particularly causing an issue where the road is constricted - about halfway along just past Matlock Road. Cars are forced to park on the path. 3 comments that it isn't a cut-through. Request for traffic filters.
- Comment that drivers use Cromwell Street, Duncombe Street, and Fulton Road as cut throughs between Heavygate Road and Howard Road. Request for this traffic to be removed and for filters at each end of Matlock Road. Comment that there is also an issue with badly parked cars on Fulton Road.
- 2 requests for the Joseph Road junction to be made resident access only during the winter as drivers often lose control of their vehicles during heavy snow.

Walking and Cycling

- Request for a cycle lane.
- Request that Matlock Road, Duncombe, Fulton, Cromwell and Hadfield Streets are made quieter and safer for walking/cycling by closing both ends of Matlock Rd.
- 1 request to prevent traffic from exiting Heavygate Road onto Howard Road to improve safety for pedestrians and cyclists. 3 comments opposing this as it may force traffic on to more dangerous/constricted routes.

Leamington Street and surrounding roads

- 7 respondents identified Leamington Street as being problematic.

<ul style="list-style-type: none"> • Comment that Leamington Street is treated as a cut-through from School Road to Springvale Road. Suggestion that these three roads should be 20mph, but cars regularly exceed 30mph. Request for entrance from School or Springvale Road to be blocked off. • Comment that in such a hilly area, it is difficult to cycle with much speed uphill and cars pass dangerously fast and close due to the parked cars. • Comment that parking on Leamington Street, Spring View, Spring House Road, Hands Road and Warwick Road is impossible for residents as they are the “first permit free” roads and are “used as a carpark” for the University, hospitals and commuters. Suggestion to introduce one side as permit only and make the other side available for anyone to park. • 1 request for speed reduction measures for roads around Leamington Street. • Request to make Townend Street, Leamington Street and Hands Road one-way. Request to narrow the entrance to Townend to make crossing easier for pedestrians.
Conduit Road
<ul style="list-style-type: none"> • 2 respondents identified Conduit Road as being problematic. • Comment that the steepness of Conduit Road and other roads in Crookes mean that removing cars would make it less stressful and more enjoyable to cycle.
Cobden View
<ul style="list-style-type: none"> • 20 respondents identified Cobden View as being problematic. • 7 comments that the road is used as a cut through. • 2 comments that the road is busy. • 5 comments that speeding is an issue, request for traffic calming measures. 1 request for speed bumps. Request for sleeping policemen. • 2 requests for one-way system. Comment that Cobden View Road could be made one-way going up the hill and Weston Road in the opposite direction. 1 request for up Western Road and down Cobden View Road. 1 request for Western Road to be one-way downhill and Cobden View uphill. • 8 comments that parking is an issue and causes problems for delivery drivers. 4 comments that this is particularly due to commuters and 1 comment that HMOs cause an issue. Request that university staff are banned from parking on the road. Comment that parking during early hours of the morning causes noise disturbance. 1 comment that pavement parking is an issue. 2 requests for a resident permit scheme. • Comment that adjacent roads also have parking issues, as well as cars parking on junctions and across driveways. • Request to stop the planning application of new flats at the top of Cobden View Road as this will cause traffic accidents and possible fatalities as well as adding for cars to a creaking infrastructure. • Concern that the development proposed for Cobden View doesn't have any onsite parking included. Request to stop further house building without integral parking. • Concern that if traffic is limited on School Road and Western Road then more cars will use Cobden View Road. • Concern that the Active Neighbourhood proposals will make parking on Cobden View worse. • Request to improve the road for cycling through signposting, slowing traffic, removing through traffic or making the road one-way and providing more space to walk and cycle. • Request for more crossings.
Coombe Road

<ul style="list-style-type: none"> • 2 respondent identified Coombe Road as being problematic. • Comment that the road is full of parked cars, making it difficult to walk or for public transport.
Fir Street
<ul style="list-style-type: none"> • 9 respondent identified Fir Street as being generally problematic. • 5 comments that parking and in particular pavement parking is a big issue, request for parking to be restricted to one side of the road. Request to restrict parking for non-residents. Request for resident permits that are cheap for one car, but expensive for any subsequent cars. • Comment that pavement parking only occurs on one side of the street so one pavement is almost always left entirely clear, and people are not forced to walk into the road. Request to reduce pavement parking. • Request for more reliable and cheaper buses to help solve the parking issue. • Request for speed reduction measures. • Request to make the road one-way. • Comment that it should be made clear which areas of the pavement are ok to park on and that lines should be drawn to support drivers in knowing how far to go on the pavement. • Request for a mirror mounted on the wall of the buildings opposite the bottom of Fir Street.
Mulehouse Road and surrounding street
<ul style="list-style-type: none"> • 5 respondents identified Mulehouse Road as being problematic. • Comment that the road is busy with speeding traffic. Request for a 20mph speed limit. • Comment that people park badly on the corners of Mulehouse, Stannington View, Duncan and Toftwood Roads.
Cross Lane and surrounding streets
<ul style="list-style-type: none"> • 15 respondents identified Cross Lane as being problematic. Request to include it and its surrounding streets in the Active Neighbourhood. • 4 comments that the road is a cut through. Comment that there are lots of car accidents/ near misses and it's very unsafe for cyclists and pedestrians. • 6 comments that speeding is an issue. 3 requests for a 20mph speed limit. Request for speed bumps, 2 requests for one-way systems. Request to cut the road off halfway. Request for more pelican crossings. • Comment that cars park on the corners of Forres Road and that the road is used a cut-through. Comment that it's common for vehicles to turn into a road without looking. Request to filter out traffic on or near the bend in Forres Road.
Northfield Road
<ul style="list-style-type: none"> • 44 respondents identified Northfield Road as being problematic. • 2 comments that Northfield Road is difficult for cycling and the existing cycleway is full of parked cars. Comments that parking is an issue. Request for better signage and enforcement. 1 request to extend parking restrictions, particularly at weekends. 1 respondent expressed opposition to this idea, as they felt it was more important for residents to be able to park outside their homes. • Suggestion to signpost a cycle route to Walkley via Bole Hills. Request for better cycle lane. • 3 comments that Northfield Road is very congested/a through route. Request for a congestion charge/toll booth. • 8 comments that speeding is an issue – especially around Bole Hills entrance. Request for speed bumps or speed reduction measures. Concern that speeding causes noise pollution.

<ul style="list-style-type: none"> • Comment that it's difficult to cross the road close to the petrol station where the 52 stops, made worse by a sharp bend in the road. • 4 requests for more zebra crossings or pelican crossings particularly between Bradley Street and South Road and near the Bole Hill entrance for children to cross safely. • 34 requests for traffic calming measures. 1 request to narrow roads (for example, where cars turn off from Heavygate Road onto Bole Hill Road) to slow down cars taking blind corners at speed. Comment that the road is wide here, so a designated cycle lane could slow cars taking this corner down, as they would have to turn at a steeper, therefore safer, angle. • 2 requests for better signage to warn drivers when approaching the pedestrian crossing near Marsh Auto as the view of the crossing restricted by the brow of the hill and traffic is often traveling very fast. 1 request for a traffic light crossing.
Highton Street
<ul style="list-style-type: none"> • 9 respondents identified Highton Street as being problematic. • 4 comments that the road is a cut through. 3 requests to close at one end. 3 requests to make it one-way. Request for traffic filters. • 2 comments about speeding. Request for speed bumps, including Camm Street too. • Concern around pavement parking. Request for parking meters • 1 comment opposing a road closure as residents still need access. • Concern around the Highton Street and Heavygate Road junction as cars park at the top on the left forcing cars onto the wrong side of the road. It makes it very difficult to see traffic coming up from the right and exit safely. Comment that for drivers coming up Heavygate Road and turning left onto Highton Street, it's effectively a blind turn. Request to resolve this with double yellows.
Crookes Valley
<ul style="list-style-type: none"> • 8 respondent identified Crookes Valley Road as being problematic and a through route.
Commonside
<ul style="list-style-type: none"> • 34 respondents identified Commonside as being problematic. • Comment that speeding is an issue. Request for speed reduction measures such as better signage throughout the 20-mph zone, a radar speed sign and speed bumps. • Comment that there is also an issue with people parking here to go into Crookesmoor - so maybe improving parking in the Crookesmoor area would help. • Request to reduce radius of the turn at Commonside and Barber Road to make it easier for pedestrians to cross and to stop vehicles pulling out on to main road without stopping. • Request to reduce traffic flow at the junction where the turn into Moorend Place Care Centre is, by removing parking options at narrows from junction until past both pubs. • Comment that the junction from Hands Road onto Commonside is too narrow for two-way traffic. Comment that making the whole road one-way and introducing resident only parking would make the road safer.
Duncombe Street
<ul style="list-style-type: none"> • 3 respondents identified Duncombe Street as being problematic. • 1 respondent said they need to carry heavy equipment from work so if the road was blocked it would affect their day-to-day life and make their situation unworkable. • Request for the road to be made one-way with dedicated cycling space.
Walkley Road

<ul style="list-style-type: none"> • 8 respondents identified Walkley Road as being problematic. • 2 comments that the road is a cut through. Concern that changes to Crookes and South Road will only transfer traffic to Walkley road and others, creating more problems. • Request for fewer buses at certain times of the day as there are no passengers on them. • 4 comments that speeding is an issue, and also on Parsonage Road. Requests for speed bumps, traffic calming measures and to reduce the speed limit. Comment that it's dangerous, congested and has blind corners and dangerous to cross. • 3 requests for a crossing near the school on Burnaby Crescent. Request to make Burnaby Crescent a school street or reduce parents parking so close. • Request for Walkley Road to be made one-way. • Concern around pavement parking. 1 request for fencing or bollards. • Comment that the road is popular with pedestrians and cyclists but it's dangerous and unpleasant. • 1 comment that Parsonage Crescent and Parsonage Street are used as through routes. 1 request to reduce traffic.
Bradley Street
<ul style="list-style-type: none"> • 7 respondents identified Bradley Road as being problematic. • 2 comments around parking from non-residents. Request for permits. • 2 comments that cars speed along this road and it's a cut through
Slinn Street
<ul style="list-style-type: none"> • 11 respondents identified Slinn Street as being problematic. Concern that commuters park along the street. • Comment that the Slinn Street and Heavygate Road junction is the intersection between cut-throughs from Howard Road up to Crookes and from Heavygate Road to Westways School. Request for a filter at this junction to block off the two through routes. Separate requests for a filter at the bottom of Slinn Street and for one in the middle above Mona Road. • Comment that pavement parking on Slinn Street hinders walking and that it needs dedicated cycling space particularly towards Westways School. • Comment that road would be great for children to cycle as it's flat. Request for trees, bushes and greenery. Concern around speeding. • Comment stating opposition to the above suggestion as the respondent feels this would be detrimental to houses in the area and force local traffic into narrower streets. Comment that for access from the University, Meadowhall Parkway etc the best route to local housing is via Springvale Road, Bates Street and Slinn Street. Concern that blocking access at this point would encourage traffic up the dangerously narrow and steep Fulton Road and Matlock Road. Comment that it would be better to block the exit from Heavygate Road to Howard Road in order to stop the "rat-run" from the far end of Heavygate Road. • Comment that cars often park on the corners of the streets between Slinn Street and Springvale Road making it hard for cars to see cyclists, request for this to be restricted.
Camm Street
<ul style="list-style-type: none"> • 3 respondent identified Camm Street as being problematic. • Concern about pavement parking and speeding along the road.
Bole Hill Road and surrounding roads

- 7 respondents identified Bole Hill Road as being problematic Comment that Bole Hill Road is used as a rat run from Crosspool.
- 2 comments around pavement parking and parked cars on both side of the roads around Bole Hills.
- 5 comments that speeding is an issue around Bole Hills.
- Concern that there is only one crossing across Crookes Road to Bole Hills and cars drive through it while people are crossing. Comment that cars also park on the zig zags around it, making it unsafe. 2 requests for a traffic light pedestrian crossing.
- Request to narrow the huge junction mouths on Bole Hill Road junction to allow crossing.
- One comment that Bole Hill Lane is a through route, especially by the fish and chip shop as cars park near junction. 2 requests to make the road one way. 2 requests to restrict parking to one side of the road.
- Comment that the footpath between Bole Hill Lane and Duncan Road has been closed for six months to enable building works to be carried out. Concern that the diversionary walking routes are either longer or up steep steps.
- 2 requests for a traffic light pedestrian crossing. Request for a 20mph limit on Crookes Road and also Heavygate Road.
- Comment that Tinker Lane needs looking at.
- Request for a one-way system around Toftwood Road, St Anthony Road and Bolehill Lane. Comment that cars often meet cars coming the other way on these roads and have nowhere to pull in due to parked cars. Concern that hills also mean visibility isn't great.
- Comment that there is no dropped kerb when crossing Heavygate Road from Walkley to access the 52 bus stop or Bole Hill Park making it difficult with a pram. Comment that traffic travels so fast that stepping out with a pram or wheelchair is dangerous. Request for a dropped kerb. Request for traffic calming measures such as speed bumps.

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.

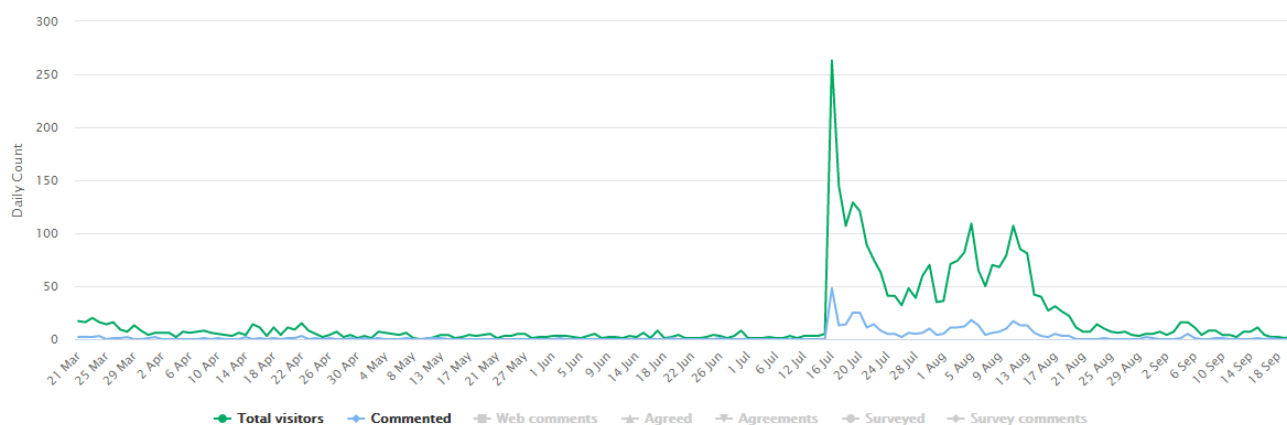


Figure 4: Total number of visitors to the Connecting Sheffield heatmap since its launch last November 2020.

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 via the Heatmap

The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Crookes 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.

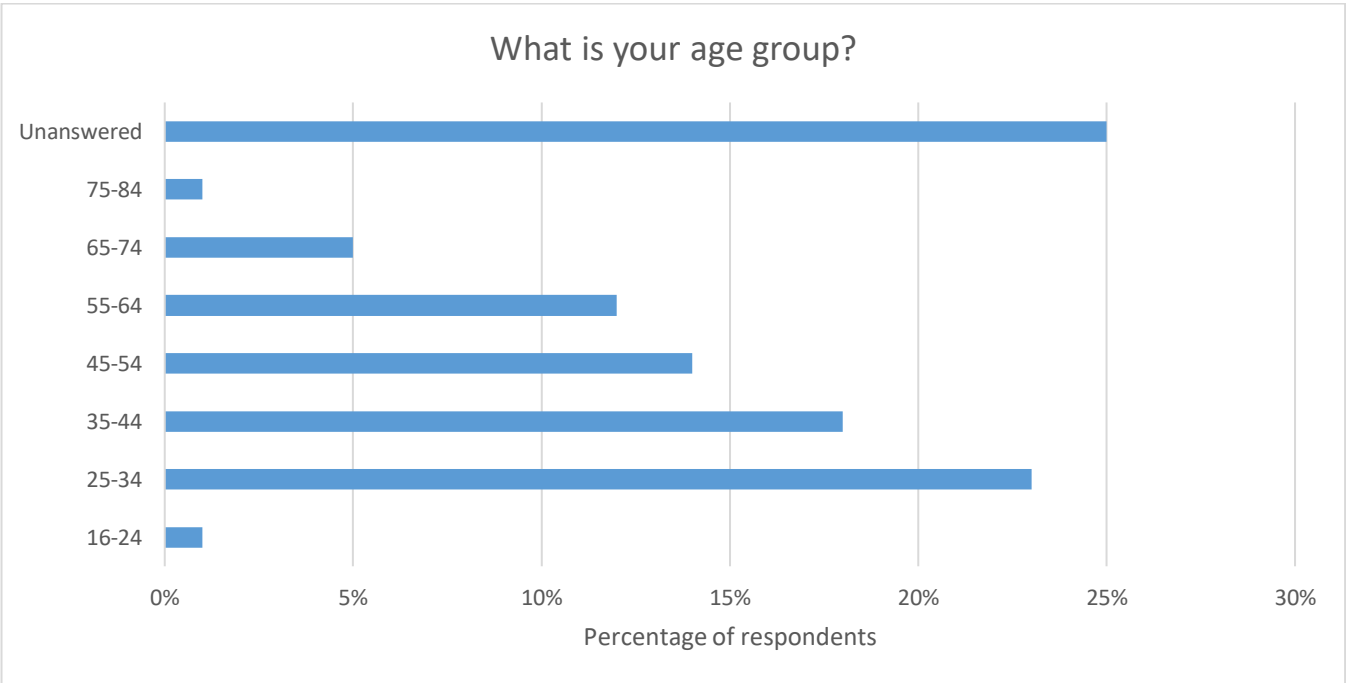
The below analysis looks closely at the feedback received in response to both the open and closed feedback questions. In this consultation, 224 responses were received via the heatmap.

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. These questions are not mandatory and therefore respondents are able to skip the questions.

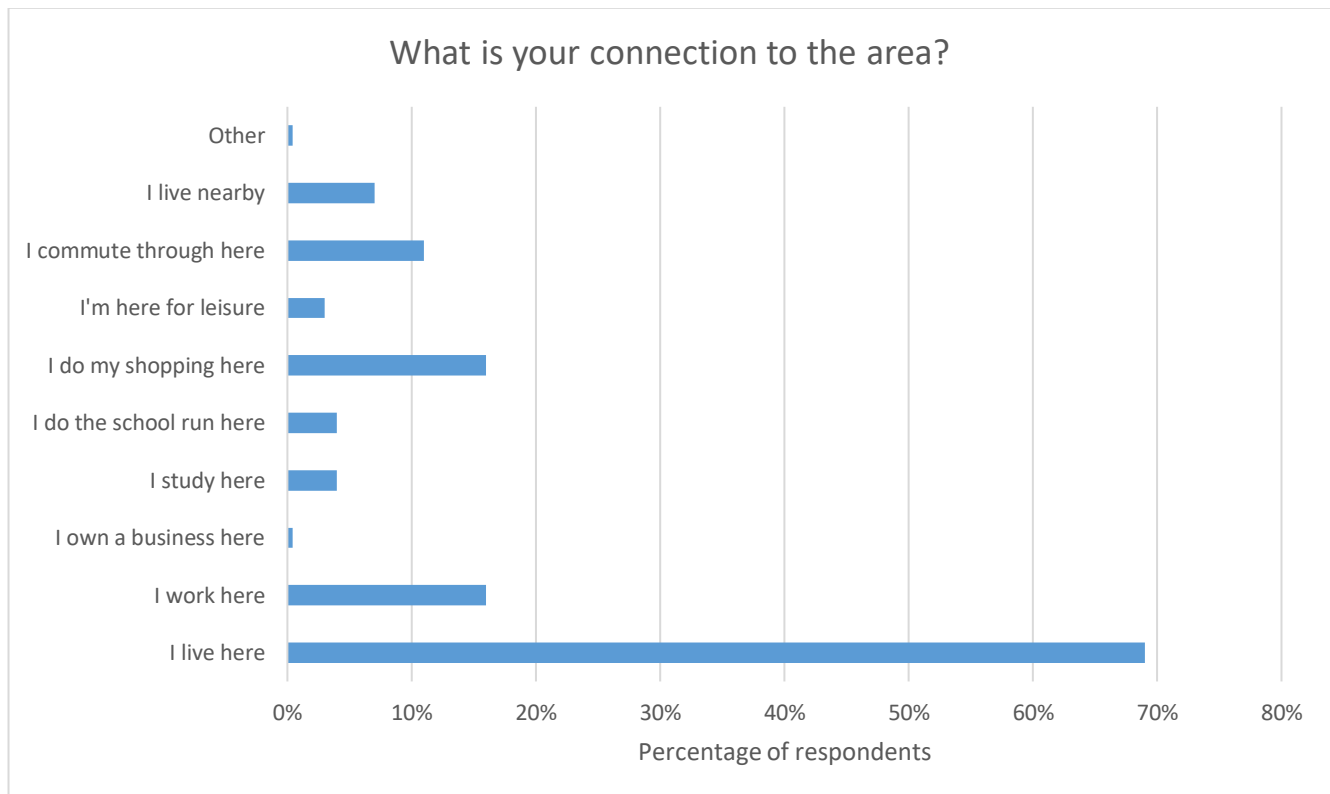
What is your age group?

23% of the respondents were aged between 25 and 34, 18% were aged between 35 and 44 and 255 did not answer the question.



What is your connection to the area?

69% of the respondents said that they live in the area, 16% said that they work in the area, and 16% said that they do their shopping in the area.

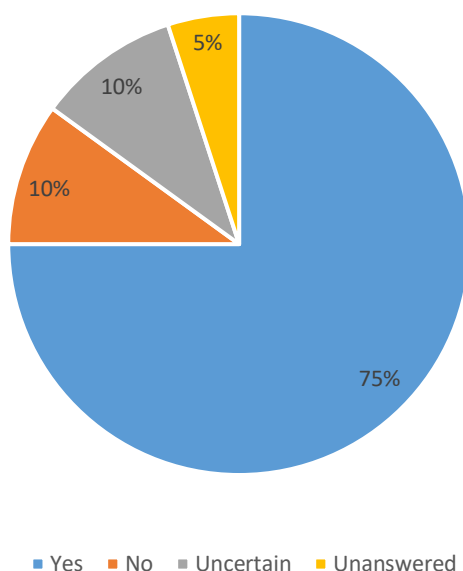


The following question focuses on whether the introduction of measures would encourage the respondents to make changes to the travel choices.

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?

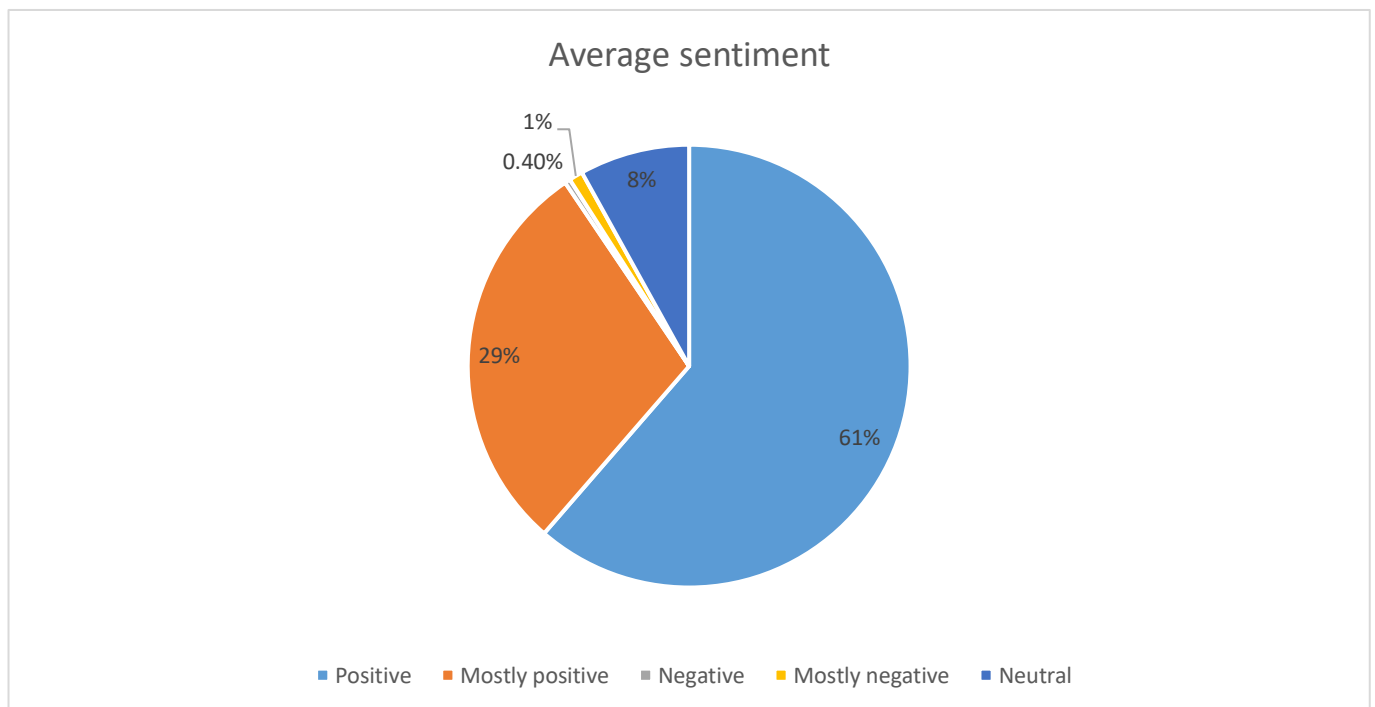
When asked if they thought that introducing some measures in the location they had commented on would encourage them to travel on foot or cycle more, 75% said yes, 10% said no, 10% were uncertain, and 5% did not answer the question.

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



Average sentiment of heatmap respondents

The below chart shows the overall sentiment towards the proposals expressed by the 244 respondents who commented via the heatmap. 61% of the respondents felt positive about the proposals, 29% felt mostly positive about the proposals and 8% felt neutral about the proposals.



Section 9: Influence of Consultation on Proposals

The comments received during the **Connecting Sheffield: Crookes 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 traffic around Westways School, speeding, congestion and parking issues in the Crookes and Walkley area. These comments have been taken on board and are being considered by the scheme design team as they develop the plans for trial Active Neighbourhood.

Section 10: Appendices

Appendix 1 – Crookes Active Neighbourhood Commonplace Tile

Proposal 3 of 12

Crookes Active Neighbourhood

602 comments

The consultation on Crookes Active Neighbourhood closed on Friday 20th August 2021

Introduction

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

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.

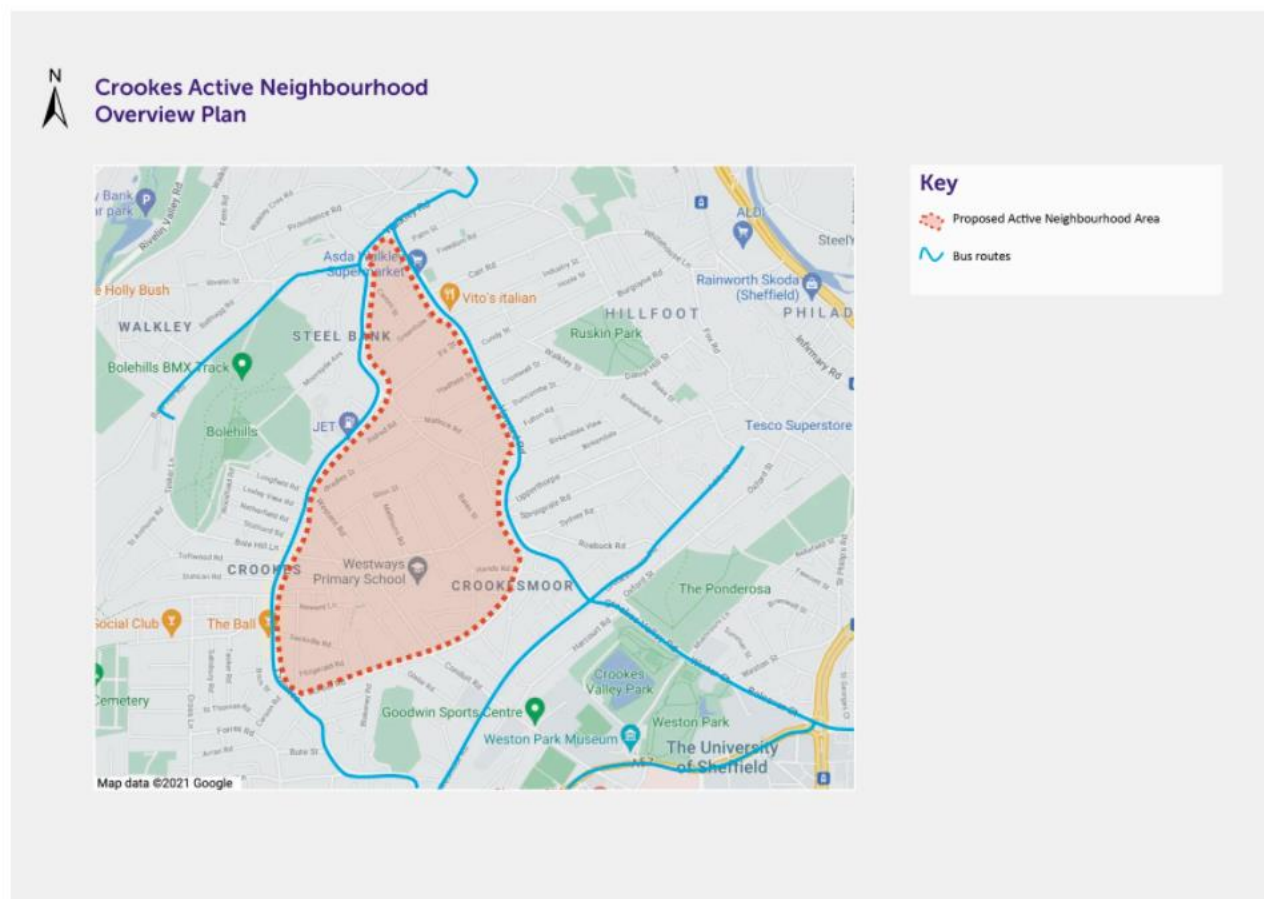
What we're proposing

Crookes 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.

The map below shows the area where measures could be introduced to create an Active Neighbourhood.

Figure 6: Crookes Active Neighbourhood tile full view

The map below shows the area where measures could be introduced 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: Crookes Active Neighbourhood tile full view

- 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.



- Making a road one way.
- Banning turns into or out of a specified road.
- Introducing a school street. This is when motor traffic is restricted on roads around a school during drop off and pick up times, creating a safer and more pleasant environment for parents and children travelling to and from school.



Figure 9: Crookes Active Neighbourhood Commonplace tile full view

- 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](#)
- You can also contact us by phone, by email or in writing to provide feedback or ask questions.

The Crookes Active Neighbourhood workshop is now at full capacity. If you have not yet expressed your interest and you would like to receive information about any sessions that may take place in the future, please send us your contact information by emailing us at: info@connecting-sheffield.co.uk or by calling us on 0808 196 5105.

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 could 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 10: Crookes Active Neighbourhood tile full view

Appendix 3 – Consultation Postcard



Figure 11: 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 12: Back of the consultation postcard

Appendix 4 – Workshop Notes

Crookes Active Neighbourhood Workshop

Crookes Active Neighbourhood

Group 1

- Group 1 felt that filtering the volume of traffic passing through the area is the most important requirement of the Active Neighbourhood. Suggestion of other modal filters, such as bus gates, where planters are not possible.
- Crossings – Group 1 felt that the crossings on Crookes High Street are currently sparse and more zebra crossings should be implemented to help pedestrians get about more easily. Suggestion that the current situation is a recipe for conflict between pedestrians and motorists.
- Concerns – Group 1 felt that their major concern was getting everyone in the area on board with the scheme and gaining their support, particularly businesses, schools, churches and community groups, as that has been a sticking point in the past.
- Parking – Crookes is currently being used as a car park for city centre workers to park for free and walk down to their jobs. Group 1 suggested parking permits within the boundary but are unsure how they would work.
- Boundaries – Group 1 wanted to see the boundary extended on both the west and the east side, as well as the shopping area of Crookes as this is a vital area to have good walking facilities.



counter
context

- School Access – Group 1 felt that School Streets are a good idea because it will encourage children to walk and cycle to school, while reducing the number of cars in the area.
- Banning Turns – While banning turns sounds good, the TROs need to be hard engineered because if people can do it and get away with it, they will.

Group 2

- Group 2 were conscious that they did not want the Active Neighbourhood to become an enclave where issues which currently affect inside the boundary road are pushed out to neighbouring streets and areas.
- Boundary roads – Group 2 suggested 20mph speed limits on boundary roads with speed bumps to ensure there aren't speeding opportunities along the boundary road.
- Group 2 did not feel that it would have a major impact on businesses because access is straight in and straight out. Furthermore, businesses often try and time their deliveries between 10am-2pm anyway to avoid rushing traffic.
- Parking – there is much inconsiderate parking going on around Crookes with pavement parking and double yellow parking. Suggestion it is almost impossible to get around as an elderly or disabled people.
- Idling – South Road and Crookes Road has a lot of engine idling and, as a result, a lot of pollution. Group 2 wanted to see idling tackled along the boundary roads.
- Crossings – Suggestion to have zebra crossings along the boundary road to make it easier for pedestrians to get around.
- School Access – School streets are a good idea because there is clearly a need for a change in school pick up and drop off times, due to the amount of congestion they cause in the area.

Group 3

- Community Division – Group 3's main concerns were the division of the community through the boundaries. They suggested to have mini-Hollands in Crookes and Walkley as the AN is a short-term solution which can divide communities through arbitrary boundary lines.
- Enforcement – Group 3 suggested using the money to enforce the current problems, such as speeding and parking, as this would make a major difference to the local area. Suggestion to employ local people to do the enforcement of traffic violations.
- Money – Group 3 expressed concern that the money is not enough in order to do it properly and future proof it.

Group 4

- Boundaries – Group 4 suggested to include Crookes High Street within the boundary area as this is a major shopping hub which is not easy to get around on foot. They suggested removing parking spaces along Crookes High Street and widening the pavements to remove traffic and encourage a café culture which is good for businesses.
- Parking – Group 4 felt that the parking restrictions within Crookesmoor have pushed the parking problems into Crookes as it is still free in Crookes.
- Measures – Group 4 felt that 20mph speed limits do not work because people generally ignore them and they often go unenforced. They suggested that one way streets would work better because they are physically there.
- Pavements – A combination of pavement parking and bins left on the street can make it impossible to walk around the area. Parking needs to be carefully considered within the plans.
- School Streets – School Streets are a good idea but they need to be thought about and implemented properly. They were concerned that the street should be left open for works, such as British Gas, as it could be difficult to time works when the School Street is open, on a practical level.

General comments

Boundary Roads

There was some confusion with regards to whether the boundary roads would be included in the scheme or not included. Paul Sullivan confirmed to the group that the boundary roads would in fact be included in the ATN.

Expansion

Paul Sullivan confirmed that there would be opportunities for expansion and additional Active Neighbourhoods in the future. There would also be an opportunity to link up Active Neighbourhoods so that people can travel further actively.

Cost

A question was raised regarding how much money the Active Neighbourhoods schemes have in the pot. The group was told that £800,000 is currently in the pot for both Active Neighbourhoods, though the Nether Edge ATN is considerably smaller, so it is unlikely the money will be split 50/50.

Parking Permits

A question was asked regarding whether there were any alternatives to parking permits to prevent commuters parking in the area. Matthew Lowe told the group parking permits are really the only option to stop people who are not residents or own a business within the boundary from parking in it.