

# Connecting Sheffield: Darnall – Attercliffe – City Centre

## Consultation and Engagement Report

May 2021

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## Section 1: Introduction

Through the Transforming Cities Fund (TCF), Sheffield City Council has the opportunity to deliver a series of transformative sustainable travel projects on a scale not seen for decades in the city.

As part of the development of each project, there was a need to undertake engagement with key stakeholders and local communities to inform scheme development and raise public awareness of the proposals.

Funding from Government was confirmed in March 2020. Shortly after the funding announcement, the UK was hit by the Covid-19 pandemic. Nationwide lockdown and social distancing guidelines to protect public health and deliver emergency measures have impacted on delivery of the overall TCF programme, and subsequently the communications and consultation programme, both in terms of timescales and methods of engagement, creating a need to adapt. With face-to-face engagement no longer an option for the foreseeable future, a change to our plans and a revision of our engagement strategy was necessary.

Connecting Sheffield - the overarching vision and ambition for transforming travel in Sheffield within which the TCF 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. At this stage, very high-level information on each of the TCF schemes was shared, 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 TCF schemes could be launched – ensuring that the TCF schemes were all aligned under one vision and ambition for transport connectivity in Sheffield.

The TCF **Connecting Sheffield: Darnall – Attercliffe – City Centre** scheme was the fifth scheme 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: Darnall – Attercliffe – City Centre** scheme would be digitally led but would also include webinars 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: Darnall – Attercliffe – City Centre** consultation launched on 19 March 2021 and concluded on 19 April 2021.

## Section 2: Aims of Engagement

Sheffield City Council highlighted a need to engage with and consult the public on its TCF proposals, ahead of its Outline Business Case submission for TCF to central Government in Spring 2021. Engaging on the TCF schemes at this stage was important to generate feedback that could inform further scheme development and to minimise the risk of stakeholder objections due to lack of understanding of the schemes, which could delay 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: Darnall – Attercliffe – City Centre** scheme was developed, which sought to:

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

## Section 3: Approach to Engagement

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

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

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

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

## Section 4: Community and Stakeholder Mapping

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

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

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

### **Political Representation**

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

#### **Members of Parliament**

- Mr Clive Betts, MP for Sheffield South East
- Mr Paul Blomfield, MP for Sheffield Central

### **Ward Councillors**

- Councillor Mazher Iqbal, Ward Councillor for Darnall
- Councillor Zahira Naz, Ward Councillor for Darnall
- Councillor Mary Lea, Ward Councillor for Darnall
- Councillor Jackie Drayton, Ward Councillor for Burngreave
- Councillor Talib Hussain, Ward Councillor for Burngreave
- Councillor Mark Jones, Ward Councillor for Burngreave
- Councillor Douglas Johnson, Ward Councillor for Central
- Councillor Ruth Mersereau, Ward Councillor for Central
- Councillor Martin Phipps, Ward Councillor for Central

### **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**

- Sheffield Business Park
- University of Sheffield AMRC
- Sheffield Olympic Legacy Park
- English Institute of Sport
- FlyDSA Arena
- Sheffield Forgemasters
- Attercliffe Business Group
- Sheffield Hallam Advanced Wellbeing Research Centre
- IceSheffield
- Valley Centertainment
- Veolia
- Meadowhall shopping centre
- British Land
- Scarborough Group
- Citu (Housing developers)
- Spaces Sheffield (Housing developers)
- Woskow Brown solicitors
- OYO Sheffield Metropolitan Hotel
- Holiday Inn Express Sheffield City Centre
- Crowne Plaza Royal Victoria Sheffield
- Attercliffe Waterside - Partners
- Sheffield Hallam University City Athletics Stadium
- Best Western Plus Quays Hotel
- Hotel ibis budget Sheffield Arena
- Stadia Technology Park
- Premier Inn Sheffield Arena
- Tinsley Park Golf Course
- Kwikfit
- LIDL
- Accelerate Store
- IKEA Sheffield
- Attercliffe Town Team



- 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**

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

- Tinsley Forum
- Darnall Forum
- Sustrans
- Canal & River Trust
- Disability Sheffield
- Access Liaison Group Sheffield
- Attercliffe Action Group
- Darnall Community Development Centre
- Sheffield and Tinsley Canal
- East End Quality of Life Initiative
- Darnall Well Being
- Infield Lane Allotments
- Friends of High Hazels Park
- Don Catchment Rivers Trust
- River Stewardship Company
- Sheffield Cycling 4 All
- Zero Carbon Yorkshire
- Sheffield Climate Alliance
- Cycle Sheffield

### **Citywide stakeholders**

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Darnall – Attercliffe – City Centre** proposals, we also engaged with city-wide stakeholders who we expected to take an interest in the scheme.

These groups were initially engaged with when the overarching Connecting Sheffield scheme was launched in November 2020. Following this initial engagement, we have kept these citywide stakeholders updated by emailing each of the groups at the point of launch for each new consultation under Connecting Sheffield. When the **Connecting Sheffield: Darnall – Attercliffe – City Centre** consultation was launched on 19 March 2021, the city-wide stakeholders received an email informing them that the consultation was live and providing them with the link



to the Connecting Sheffield website. The email also explained the various ways in which they could provide their feedback on the proposals.

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

### **Accessibility Groups**

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

### **Educational organisations**

- University of Sheffield
- Sheffield Hallam University

### **City-wide economic stakeholders**

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

### **Local Transport Organisations and Groups**

- Confederation of Passenger Transport (CPT)
- South Yorkshire Passenger Transport Executive (SYPTTE)
- First Group
- Stagecoach East Midlands
- Stagecoach Yorkshire
- TM Travel
- Sheffield Eagle Taxi Trade Association (SETA)
- Sheffield Taxi Trade Association (STTA)
- 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: Darnall – Attercliffe – City Centre** scheme proposals.

Distribution areas for the consultation postcard were identified, so that nearby properties would directly receive information about the proposals and the consultation process. A total of three distribution areas were defined which included a large area stretching from the city centre out to Attercliffe and Darnall, a smaller area around Handsworth Road, and a third area which included Meadowhall and any businesses surrounding the shopping centre.

The three identified distribution areas for the consultation postcard included 5725 addresses in total.

The distribution areas are shown below.



Figure 1: The first postcard distribution area stretches from the city centre out to Attercliffe and Darnall (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.

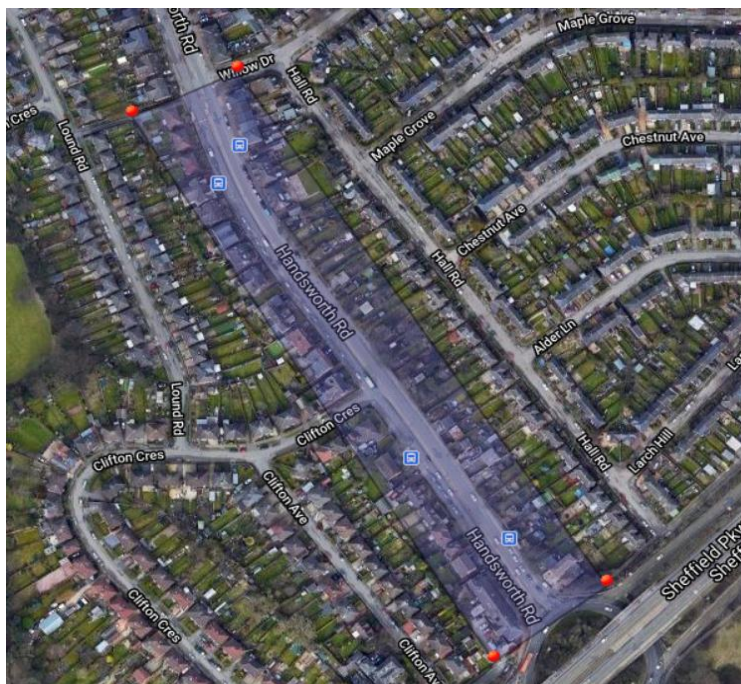


Figure 2: The second postcard distribution area included the addresses of residents and businesses along Handsworth Road (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.



Figure 3: The third distribution area included Meadowhall and properties in the surrounding 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 just over four weeks between 19 March 2021 and 19 April 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 Webinars and Meetings

Ahead of the consultation launch, two webinars were arranged to which stakeholders with a specified interest in the **Connecting Sheffield: Darnall – Attercliffe – City Centre** scheme were invited. The webinars were held online and detailed information on the proposals was provided together with the opportunity to ask questions and share any concerns. These virtual meetings were held using Zoom to comply with Covid-19 related restrictions. Permission was sought to record the sessions to allow key points and actions to be captured, but not to share or disclose the recordings publicly, and the recordings were deleted once the meeting notes were produced.

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

Each webinar followed the same format. A presentation on **Connecting Sheffield: Darnall – Attercliffe – City Centre** was delivered followed by questions and comments, providing the opportunity for attendees to give feedback.

The sessions received a fairly positive response. The overarching theme of feedback from the community groups was that the proposals were welcomed, with requests for cycle parking and as much segregation as possible, as



well as requests to link up the proposed cycle route with the Sheffield and Tinsley canal towpath. The feedback from the businesses was that the proposals were broadly welcomed, while there were some concerns expressed over HGV access and the provision of car parking in the area.

The details of each of these webinars and meetings, as well as the topics raised, questions asked and statements made, are provided as Appendix 4.

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 5725 properties, as shown in Figure 1, 2 and 3 on Pages 7 and 8.

The consultation postcard is provided as Appendix 3.

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: Darnall – Attercliffe – City Centre** proposals and details of the consultation period, which can be found here:

<https://sheffnews.com/news/transformational-plans-for-sustainable-travel-in-attercliffe-and-darnall>

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

### **Consultation Website**

In order to ensure information on Connecting Sheffield was readily available and people could easily provide feedback on the TCF 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: Darnall – Attercliffe – City Centre** proposals on 19 March 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: Darnall – Attercliffe – City Centre** scheme;
- Communicate how each TCF scheme relates to the other and collectively form the overall TCF project;
- 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: Darnall – Attercliffe – City Centre** feedback form that are visible to others; and
- Use visualisations to illustrate how key areas of the scheme might look after the proposed work is carried out.

Images showing the appearance of the Darnall – Attercliffe – City Centre 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](mailto: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](mailto: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: Darnall – Attercliffe – City Centre** page of the Connecting Sheffield Commonplace website.

In total, 368 responses were received during the Darnall – Attercliffe – City Centre consultation. These are categorised below depending on the channels through which the feedback was given.

<b>Consultation response received</b>	<b>Total</b>
Online feedback form	332
Online interactive heatmap	23
Email	10
Freepost	0
Phone	3
<b>Total</b>	<b>368</b>

Table 1: Number of consultation responses received.

## Section 7: Darnall – Attercliffe – City Centre Feedback Analysis

Nearly all of the feedback received as part of the **Connecting Sheffield: Darnall – Attercliffe – City Centre** 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 05 May 2021, there were 28,446 visitors in total. The below graph shows that there was a spike in visitors on 19 and 20 March 2021, when the **Connecting Sheffield: Darnall – Attercliffe – City Centre** consultation was launched, with 531 people visiting the site on 19<sup>th</sup> March and 623 visiting on 20<sup>th</sup> March.

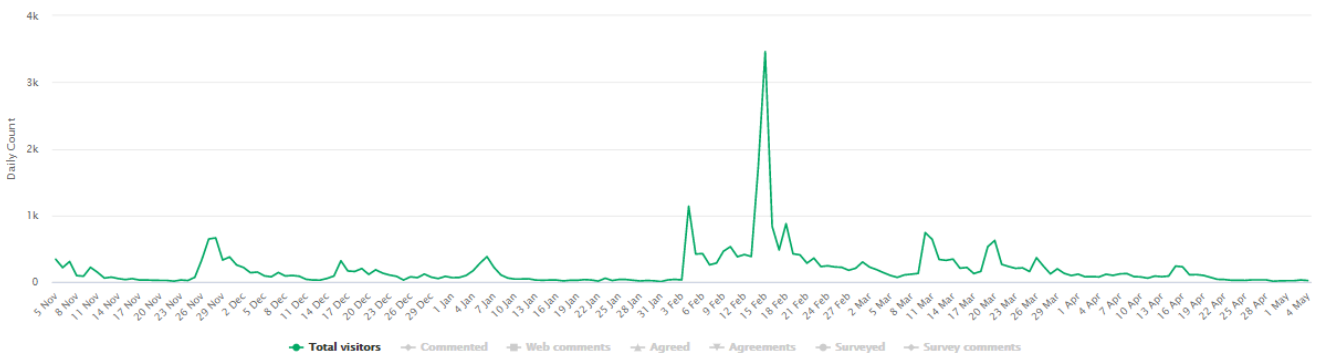


Figure 4: Graph showing the total number of visitors to the Connecting Sheffield website since its launch in November 2020.

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
m.facebook.com	7948	424 (5%)
t.co	4893	327 (7%)
sheffnews.com	2307	188 (8%)
lnks.gd	1455	274 (19%)
www.google.com	809	107 (13%)
l.facebook.com	571	98 (17%)
www.sheffieldforum.co.uk	416	68 (16%)
com.google.android.gm	383	35 (9%)
www.google.co.uk	274	40 (15%)
nowthenmagazine.com	139	41 (29%)

Figure 5: Table showing the top ten referral websites

## **Responses to the Connecting Sheffield: Darnall – Attercliffe – City Centre Feedback Form**

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

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

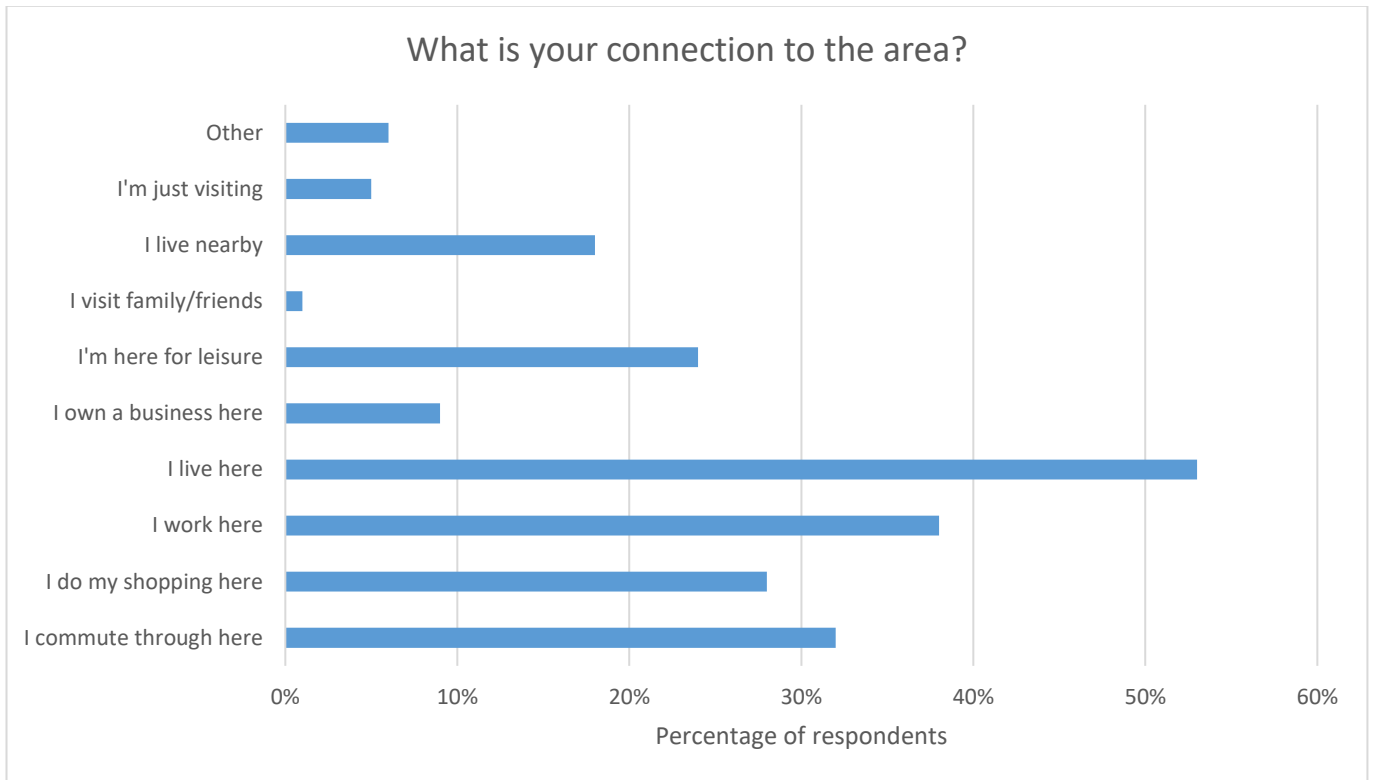
### **Analysis of Closed Questions**

The following two questions focus on understanding the demographic of respondents. These questions were not mandatory and therefore respondents were able to skip the questions.

The below answers are based on the 332 respondents who provided a response to the main Darnall – Attercliffe – City Centre Commonplace tile.

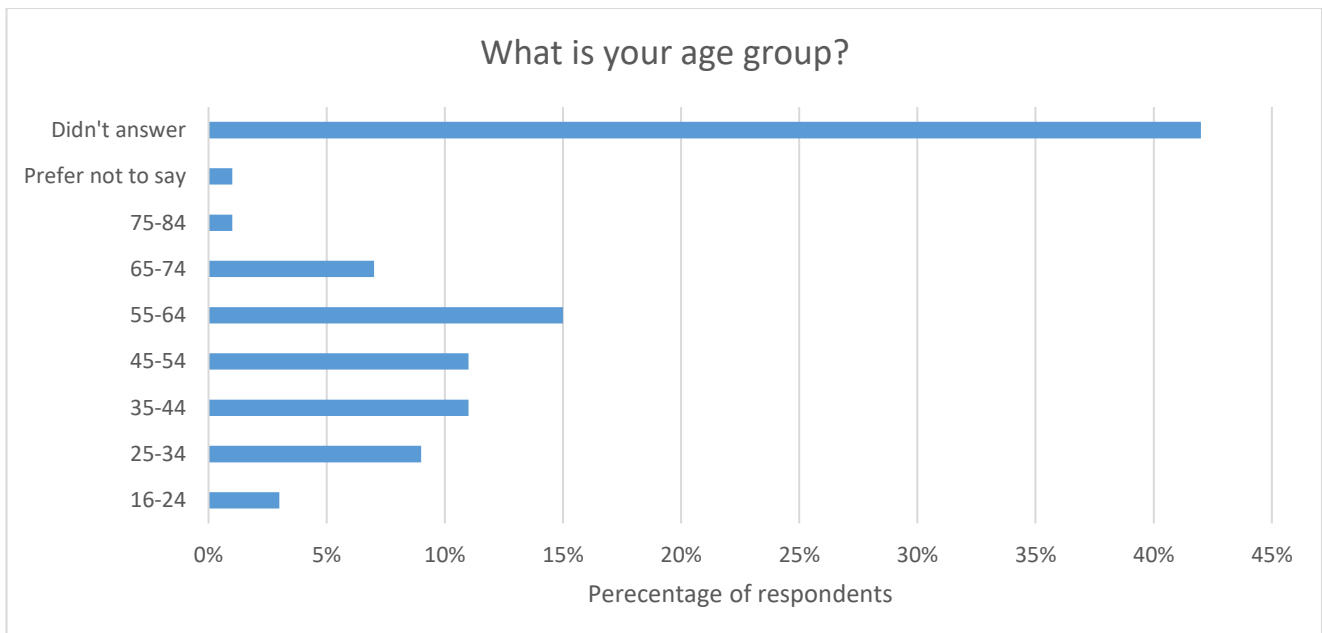
- **What is your connection to the area?**

53% of the respondents who answered this question said that they lived in the area. A further 38% said that they worked 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?**

42% of the 332 respondents did not provide an answer to this question. 15% of respondents said they were aged between 55 and 64, 11% said they were aged between 45 and 54, and a further 11% said they were aged between 35 and 44.

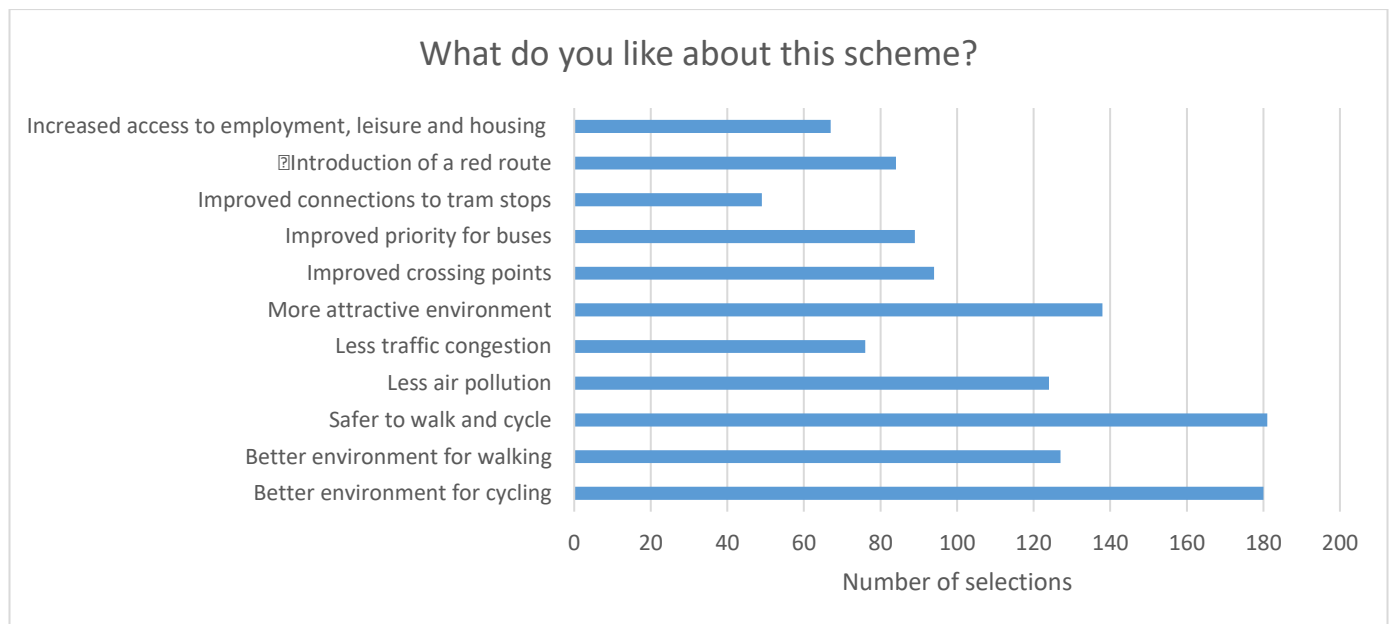


The following graphs contain data taken from the specific questions asked to inform the **Connecting Sheffield:**

**Darnall – Attercliffe – City Centre** proposals. As above, this data is based on the 332 respondents who provided their feedback on the main Darnall - Attercliffe 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 332 responses were not received for every question – sometimes more, sometimes less.

- **What do you like about this scheme?**

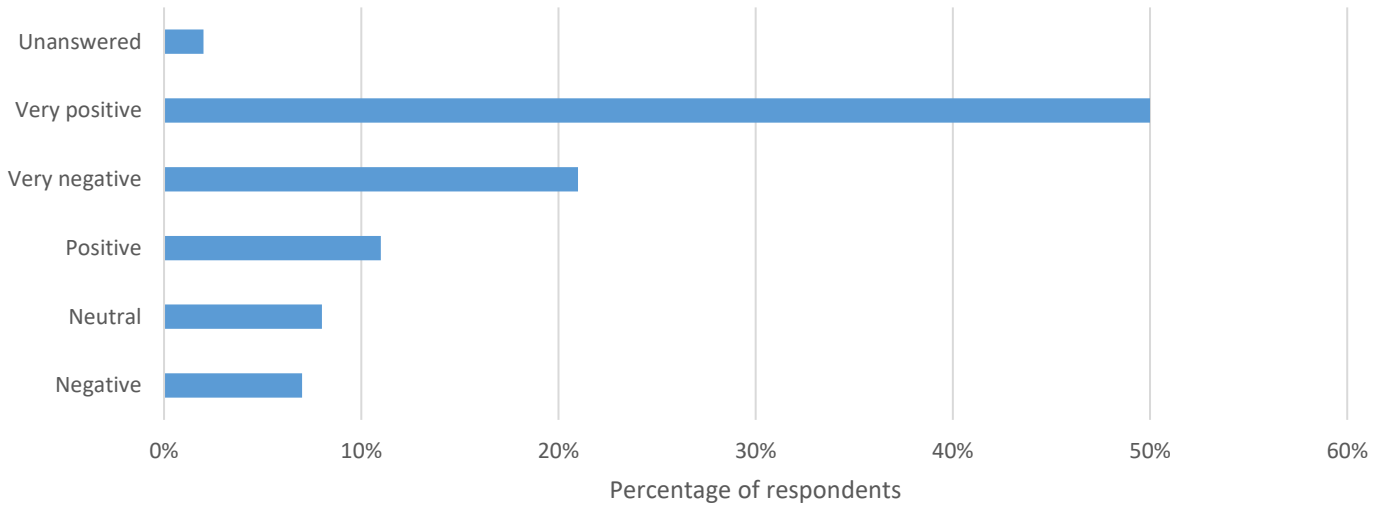
When respondents were asked what they liked about this scheme, “safer to walk and cycle” was selected 181 times, “better environment for cycling” was selected 180 times and “more attractive environment” was selected 138 times. This was a multiple-choice question.



- **How do you feel about our proposals to create a segregated cycle route between the City Centre, Attercliffe and Darnall?**

When respondents were asked how they felt about the proposals to create a segregated cycle route between the city centre, Attercliffe, and Darnall, 50% of the respondents said that they felt very positive. Meanwhile, 21% of the respondents said that they felt very negative.

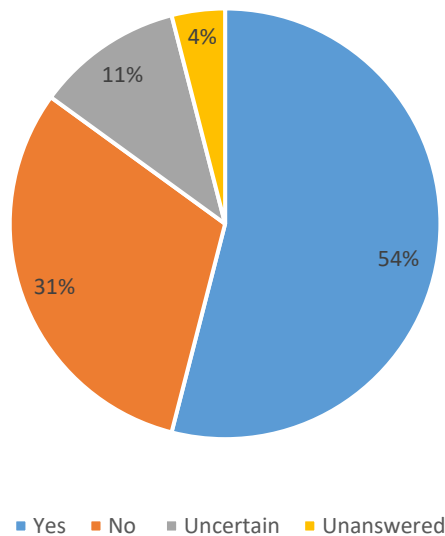
### How do you feel about our proposals to create a segregated cycle route between the City Centre, Attercliffe and Darnall?



- **Do you think our proposed changes will make walking along this route a more pleasant and attractive option?**

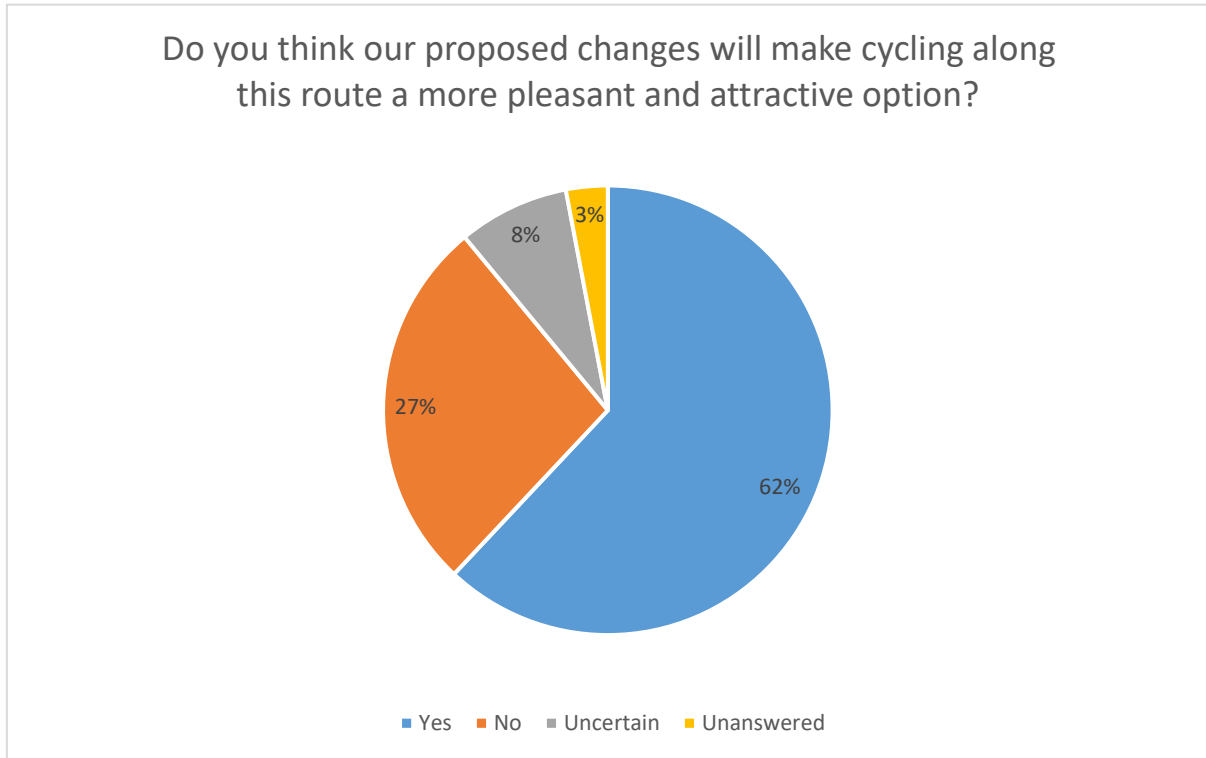
When asked if they thought the proposed changes would make walking along this route a more pleasant and attractive option, 54% of the respondents said yes, 31% said no, 11% said they were uncertain, and 4% didn't answer the question.

### Do you think our proposed changes will make walking along this route a more pleasant and attractive option?



- **Do you think our proposed changes will make cycling along this route a more pleasant and attractive option?**

When asked if they thought the proposed changes would make walking along this route a more pleasant and attractive option, 62% of the respondents said yes, 27% said no, 8% said they were uncertain, and 3% didn't answer the question.

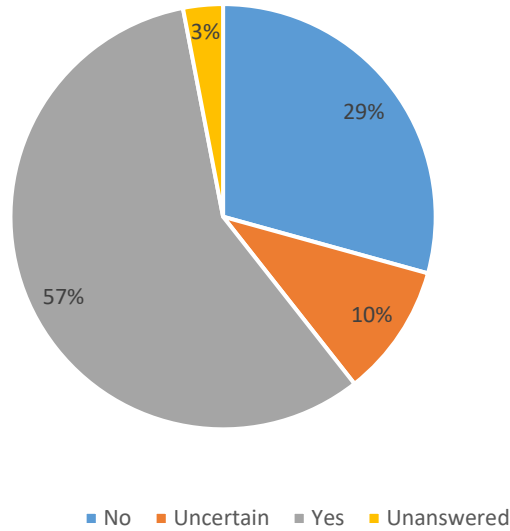


- **Do you agree with the proposals to prevent parking, waiting and loading along Attercliffe Road to make it easier and safer to cycle and walk and to reduce congestion?**

When asked if they agreed with the proposals to prevent parking, waiting and loading along Attercliffe Road to make it easier and safer to cycle and walk and to reduce congestion, 57% of the respondents said yes, 29% said no, 10% were uncertain, and 3% didn't answer the question.



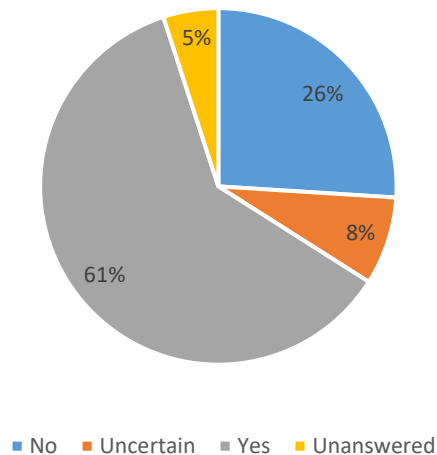
Do you agree with the proposals to prevent parking, waiting and loading along Attercliffe Road to make it easier and safer to cycle and walk and to reduce congestion?



- **Do you agree with the proposed bus lanes to give priority to buses and improve journey times and service reliability in the area?**

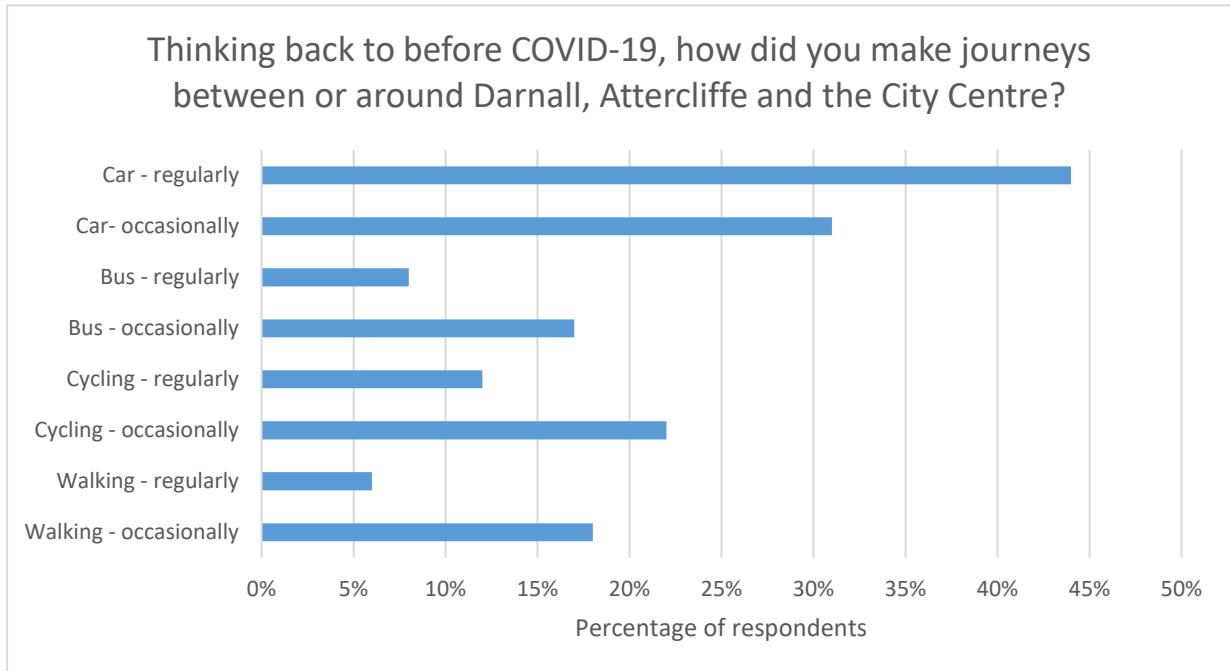
When asked if they agreed with the proposed bus lanes to give priority to buses and improve journey times and service reliability in the area, 61% of the respondents said yes, 26% said no, 8% were uncertain, and 5% didn't answer the question.

Do you agree with the proposed bus lanes to give priority to buses and improve journey times and service reliability in the area?



- **Thinking back to before COVID-19, how did you make journeys between or around Darnall, Attercliffe and the City Centre?**

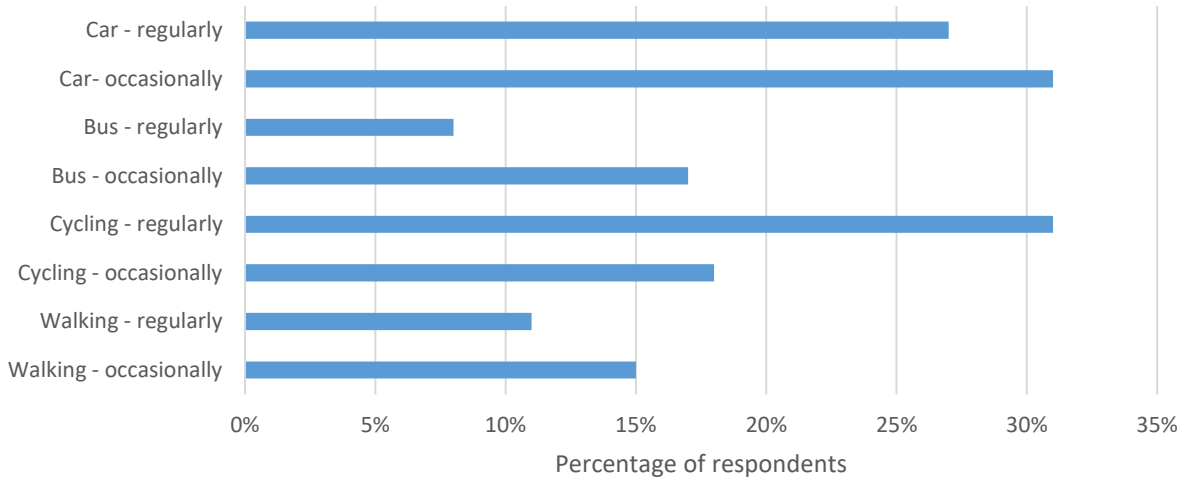
In response to this question, 44% of respondents said they used their car regularly and 31% said that they used their car occasionally, while 22% said that they cycled occasionally and 18% said that they walked occasionally.



- **Thinking forwards to after COVID, if our proposed scheme was introduced in and around Darnall, Attercliffe and the City Centre, how would you travel around the area?**

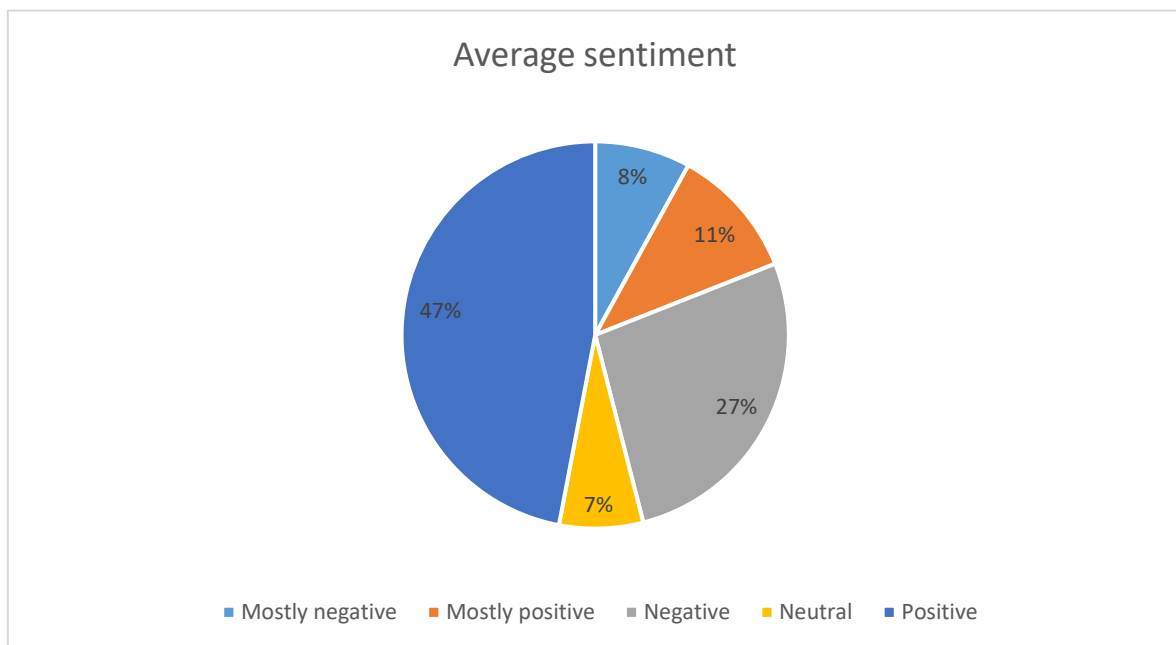
In response to this question, 31% said that they would use the car occasionally, while a smaller percentage – 27% said they would use their car regularly. 31% said that they would cycle regularly and 18% said they would cycle occasionally.

Thinking forwards to after COVID, if our proposed scheme was introduced in and around Darnall, Attercliffe and the City Centre, how would you travel around the area?



- Average respondent sentiment**

The below graph shows the average sentiment of people who responded to the consultation via the main Commonplace tile. 47% of respondents felt positive about the proposals while 27% of the respondents felt negative.



### 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.

Topic
<p><b>Positive comments</b></p> <ul style="list-style-type: none"> <li>• The main tile received 57 comments expressing support for the proposals with responses such as “great idea”, “brilliant”, “crack on”, “well done”, “I love it”, “great scheme”, “ground-breaking” and “superb”.</li> <li>• One respondent commented that Attercliffe is an ideal area for cycling as it’s flat.</li> <li>• Support for improved bus lanes, segregated cycle routes and better cycling, walking and bus infrastructure, and continuous cycle paths.</li> <li>• Seven comments that the proposals will make cycling safer, and that the safer the roads, the more likely people are to cycle. Comment that the proposals will benefit both cyclists and drivers.</li> <li>• Support for links to the Olympic Legacy Park.</li> <li>• Three comments that the proposals will benefit and regenerate the area and that more investment like this is needed. Comments that the changes will make people want to spend time in Attercliffe.</li> <li>• Comment thanking the Council for their hard work and bravery in bringing the proposals forward.</li> <li>• Comment that the changes will be a big improvement to the city.</li> <li>• Five respondents felt that the proposals would provide them with a useful or better cycling route. One respondent said that they would use the proposed route at night instead of the Five Weirs Walk.</li> <li>• Support for the proposals connecting up with other schemes. Comment that the proposals will be a “game changer for the Outdoor City”.</li> <li>• Comment that motor traffic currently has too much priority in Attercliffe and Darnall and that the proposals are “excellent”.</li> <li>• Comment that the proposals will make it easier to visit the shops in Attercliffe.</li> <li>• One respondent said that they have a number of colleagues who would like to cycle but don’t feel safe using the current infrastructure.</li> </ul>
<p><b>Accessibility</b></p> <p><b>Disabled access</b></p> <ul style="list-style-type: none"> <li>• Concern over access for the disabled and elderly when travelling through the area in cars or taxis. Concern that these groups won’t be able to access the city centre.</li> <li>• Some respondents felt that the proposals have been designed to benefit people who are active and healthy, forgetting those that aren’t able to make use of active travel modes.</li> <li>• One respondent was concerned as to whether disabled people would still be able to access the mosque on Wilfrid Road.</li> </ul>

- A couple of comments regarding parking for disabled people; one disabled respondent said that the only way they can travel to the area is by car, and that they currently use the small car parks provided just below Baker Street. Another respondent said that they need to use the Prince of Wales car park in Darnall in order to get to work.
- Request for more buses from an elderly respondent with health issues.
- Another older respondent with health issues commented that the bus service in their area only visits the City Centre and Meadowhall, leaving them feeling trapped unless they use a taxi. The respondent lives a few miles from Ecclesfield and Chapeltown but commented that there aren't any buses servicing those areas.

#### **Access for deliveries**

- Request to maintain access for deliveries for businesses along the proposed route.
- Concern that the proposed changes for Effingham Road will cause problems for both private and commercial deliveries along this section of the route. Suggestion to instead improve the junctions on Attercliffe Road and link the cycle path into its current segregated cycle route.

### **Cycling infrastructure**

#### **Cycling take-up**

- 23 comments expressing concern that the infrastructure won't be used enough for the proposals to be worth the investment. Some respondents felt that cyclists only make up a small minority of Sheffield residents.
- Comments that cycling is unsuitable for winter and bad weather. Concern that Sheffield has too many hills for this mode of transport.
- Concern people won't be able to carry their shopping when using cycles.
- A couple of comments that the temporary infrastructure along Attercliffe Road hasn't been used.
- Concern that families will find it impractical to cycle such long distances.
- One comment that only people commuting to work will use the proposed cycle route and that they "won't use the full scheme because they just want to get from A to B".
- One comment that there are already cycle lanes in the Attercliffe area.
- One respondent asked why there has not been any information provided within the consultation materials on the current numbers of cyclists, the potential number in X years' time, how an increase in cycling can be realistically achieved, as well as who will monitor and report on the success and value for money of the proposals, and when, to whom and the extent to which that information will be made public.
- Comment that improvements for cyclists should come as part of wider efforts by the council to get people fitter and more willing to have and use cycles, and more willing to take part in tackling environmental issues.
- One respondent felt that putting in cycling and walking infrastructure wouldn't make people feel any safer to cycle/walk.
- Concern that it will take years before there is a significant increase in cycling.

## General cycling requests and suggestions

- Request for cyclists to be allowed to take cycles on trams outside of rush hour.
- Request that pedestrian and cycle paths are clearly marked.
- Request for priority for the walking/cycling routes over side roads.
- Request that cyclists contribute road tax to maintain roads.
- Suggestion that the plans should form part of a wider active travel plan, with plans for “last mile” such as E-scooters to facilitate the plan.
- Suggestion that where the cycle path crosses the main road to change from a single directional track to bidirectional, there should be a smooth connection giving priority to cyclists over motor vehicles. Comment that otherwise cyclists are likely to just continue on the road, defeating the purpose of the cycle path.
- One respondent felt that e-bikes are the way forward and a way of tackling the hills.
- Request that street furniture is kept out of the way of the cycle routes.
- Concern that the design leans into the “hub and spoke” design with the Five Weirs Walk, canal tow path and another unnamed route all running parallel from the city centre outwards.
- Comment that Attercliffe is a nightmare to cycle through because of haphazard parking and dangerous driving behaviours.
- Suggestion that the schemes should be made even more local where people are making shorter journeys, such as around Darnall and Staniforth Road.
- One respondent commented that there is a large elderly community around the Meadowhall area. Request for better public transport services.
- Comment that cycle lanes on pavements are not helpful.
- Concern that there is not enough provision for cycle parking within the city centre. One respondent said that they would stop and use the shops in the area more if there was more secure cycle parking.
- Concern that the proposed cycle paths will be too “slow” for people trying to get to work.

## Arena Square

- One respondent felt that the routes round Arena Square are “very bitty”, and asked for a direct route heading towards Attercliffe past the Arena.

## Bus stop on Attercliffe Road

- 12 comments expressing concern that the cycle lane next to the bus stop as shown in the visualisation for Attercliffe Road looks dangerous with bus users likely to step across the cycle lane.
- Suggestions to route the cycle lane behind the bus stop instead.
- One suggestion to leave an island of footway between the track and the road.

- One request to ensure cyclists stop at bus stops.
- One suggestion to follow London's model and place the cycle lane on the road beyond the kerb, but protected from traffic by road-embedded segregation, apart from at bus-stops.

### Cycle routes

- Request for high-quality routes with “decent” kerb heights.
- Request to instead deliver “massive paths” so that people can then use the extra path space wisely to create a balance between people walking, cycling and driving instead of “just plopping down cycle lanes everywhere”.
- Concern that it isn't clear from the plans how far the route will continue along Effingham Road.
- Request that the whole of Handsworth Road and Main Road should be included in the safe cycling and walking plans as a lot of children walk or cycle to and from school.
- Comment that the current cycle path on Attercliffe Road looks like it has been abandoned.

### Width of cycle ways

- Three comments expressing concern over the width of the segregated cycleways and footpaths, and whether there will be enough space for both to be delivered to decent standards.
- One request for the proposed widths of one-way cycleways, two-way cycleways and "residual" footways to be specified. Comment that a two-way segregated cycleway needs to be at least three metres wide and a footway needs to be at least two metres wide.

### Traffic lights

- One respondent asked how the traffic lights will be controlled and timed, as people will be discouraged from using the cycle lanes if they have to wait for too long.

### Safety

- One respondent felt that where the cycle lane runs alongside the “sports centre”, there should be more of a barrier from traffic than just being raised slightly, especially as buses run along this stretch.
- Concern that there are some tricky roundabouts and gyratories in the Attercliffe area which act as a barrier to cycling. Comment that Attercliffe Road is currently unpleasant to cycle along as cars overtake near traffic islands and “cut you up”.
- Concern that Sheffield is a dangerous place to cycle because people drive unsafely.
- Concern that the cycle route stops abruptly at Worksop Road aqueduct, concern that this would be dangerous as the road is already narrow and it's difficult to see oncoming traffic.
- Comment that there should be a painted line between the unprotected stretches of road, or clear signage to show that cycling on the “wrong side” of the road is still legal.
- Concern that the route is dangerous for cyclists coming from Kelham Island and Hillsborough, especially where it changes to 40mph and the cycle lane stops.

- Request to put speed bumps on road entrances where cyclists usually ride out in front of cars, as cars tend to speed up to pull out despite cycle lanes.
- Request for CCTV and police to keep people safe.
- Concern that the extra lane for cycling would be dangerous for children crossing the road to go to school.
- Request for pedestrians to also have the right of way over vehicles and ramps across side streets as well as cycles.
- Concern that the various changes will cause collisions between cycles, motorists and pedestrians.
- Comment that Darnall high street is a problem speeding area and there are many near misses that occur on the road.
- Concern about riding in the dark and security risks for cycles.

### **Junctions**

- Concern as to whether drivers will understand that they should give way to cyclists at junctions.
- Concern that there are a number of junctions along the proposed route where cyclists don't have priority over motor traffic when crossing side roads. Request for cyclists to have priority where the cycle lane crosses the Bernard Road roundabout, imitating the proposals for West Bar roundabout.
- Concern that the revised priorities at junctions will cause confusion and accidents.
- Comment that at side junctions, pedestrians and cyclists need to be given priority over motor vehicles. Request to not let a repeat of Castlegate happen – where pedestrians and cyclists are made to give way at every junction, defeating the purpose of it being a continuous route.

### **Segregation**

- Seven comments expressing concern that the plans include cycle tracks which are “not sufficiently segregated” or become shared paths with pedestrians.
- Three requests for the entire route to be segregated. One comment that pedestrians should always be prioritised over cycles.
- Request for physical separation. One respondent said that the lack of separation would make them feel nervous about walking.
- Request that the cycle track markings are made as clear as possible so that cycling at speed is possible without conflict with pedestrians.
- Comment that there should be a thicker kerb between cars and cycles. Request for all three modes of transport (walking, cycling and motor traffic) to be fully segregated from each other.
- Penistone Road near the River Don was provided as an example of a “terrible” cycle path as it's slow to cycle through and pedestrians are always walking in front of cyclists.
- Suggestion that the cycle paths are designed to be similar to the style on Oxford Road in Manchester - where the cycle paths are on the road, making it easy and quick to cycle with no confusing or slow junctions, and where cyclists are protected from the traffic by a thick kerb.



- Comment that kerbs between traffic and cycles are very important.

### **Pedestrians**

- A couple of respondents expressed concern that not enough thought has been given to pedestrians. One respondent had her hip fractured by a cyclist hitting her from behind on a footpath and said that she knew a number of people who also felt concerned about walking near cyclists.
- A couple of respondents expressed concern that the proposed pedestrian footpath looks narrower than it was previously, with one respondent mentioning the path along Attercliffe shopping centre in particular.
- Comment that if Attercliffe centre is to attract more pedestrians, it needs to be able to accommodate them.
- Comment that the footpaths should accommodate families. Concern that the paths may feel unsafe with cyclists so close.
- One respondent said they would feel nervous to walk on the new footpath, but that the segregation would make them feel better.
- Concern that outside Novo Electronics the cycle route looks very narrow and may conflict with pedestrians.
- Comment that cyclists are often “shouted at” by pedestrians who don’t realise they are in a cycle lane.
- One respondent said they currently feel unsafe because they don’t know who will walk out in front of them. Request to ensure that there is a clear division between cyclists and pedestrians.
- Concern that cycle lanes running alongside footpaths are dangerous for pedestrians.

### **Effingham Road and Foley Street**

- Concern that the automotive trade and scrap recycling businesses along Effingham Road will make this stretch unsuitable for cycling due to steel rubbish on the roads.
- Concern over how the junction with Leveson Street will be configured so cyclists can cross Leveson Street in both directions safely. Concern that Leveson Street is a very busy road with fast moving traffic.
- Suggestion to give cyclists and pedestrians priority at the roundabout. A couple of requests to change it to a Dutch-style roundabout like the one proposed at West Bar. Concern that the proposed roundabout currently leaves cyclists stranded without priority on an island between two lanes of traffic, while pedestrians would have no safe dedicated crossing.
- Comment that standardisation of the design of infrastructure for schemes like this is needed so people understand how to use them.
- Two respondents felt concerned that the roundabout is currently dangerous as cars coming down the hill do not slow down and don’t stop.
- One respondent said that they would prefer to travel into town via Attercliffe and the Wicker rather than Effingham Street, a route which would link more shops.
- Concern from two respondents that cyclists travelling westbound along Foley Street will have to cross the road to get to the segregated cycle track. Comment that if there is not enough

room to provide a full two-way cycle track along Foley Street, that it should be filtered in one direction.

- Request to close Leveson Street and Foley Street and reroute onto Effingham Road.

#### **Attercliffe Road**

- Concern that on Attercliffe Road and Worksop Road, the protected cycle lanes and pedestrian footways merge into shared spaces, especially at crossings, bus stops and side roads.
- Request for separate crossings at junctions and places where single direction cycleways cross a road to merge to two-way cycleways.
- Concern that the cycleways and footways cross over a lot in some places, meaning there are stretches where pedestrians are intended to walk between a flow of cars and cycles. Comment that this could be dangerous or inconvenient for the elderly and visually impaired and should be minimised as much as possible.

#### **Woodbourne Road**

- Concern that nothing is proposed for further along Woodbourne Road with its junction to Parkway Avenue. Concern that this junction and road is dangerous for pedestrians and cyclists, and difficult to negotiate, especially when turning onto Parkway Avenue.
- Request for the proposed cycle route to connect up with the cycle lane by Costco.
- Request to make the journey from Kettlebridge Road to the Supertram stop and Staniforth Road safer and easier for pedestrians and cyclists.
- Comment that the ginnel behind Makro Wholesale on Parkway Avenue is unkempt and unlit.

#### **Coleridge Road**

- Request to make Coleridge Road safer for cyclists, especially over the bridge.

#### **Cars**

- Five requests to give cars priority so they can get to where they want to go quickly and directly rather than sitting in traffic causing more air pollution. One respondent asked for the removal of bus lane restrictions out of peak times.
- Concern that provision has to be made to keep rush hour traffic running as quickly as possible.
- Concern that the proposals show an “anti-car” mentality and don’t consider drivers.
- A couple of comments that a lot of people need to drive for work.
- One comment that instead of the proposed cycling route, the Council should instead plant some trees to replace the trees that are being removed.
- Comment that Sheffield does not have a fast and well-connected transport route.
- Request to make two lanes on Savile Street going through the lights at the bottom of Spital Hill towards Derek Dooley Way.
- Request to ban HGVs from Attercliffe Road as they use it as a shortcut to the city instead of travelling along the A6109.

- Five comments that restricting car use will have a negative impact on the prosperity of the city and the centre in particular, and that people won't visit the centre anymore as it's too difficult to navigate with the cycle lanes.
- Concern that cyclists won't spend money in the city centre as they won't be able to carry their shopping.
- Three comments that restricting car use, the narrowing of Attercliffe Road, and the removal of parking will all negatively impact businesses.
- Concern that the proposals will reduce the width of the road for cars.
- Suggestion to instead expand the Park and Ride option for Supertram
- Suggestion to instead prioritise the provision of charging points for cars.
- Comment that Attercliffe Road is a main route to and from the Meadowhall and the M1 and needs to be maintained as a gateway to the city centre.
- Request for streets onto Attercliffe Road between Newhall Road and Stevenson Road to be closed.
- One respondent said that as long as "there is a sensible way around" the road closures, they felt they would help the area.
- One request to deal with dangerous driving throughout the Attercliffe area.
- One respondent asked what provision there would be for people who work in Sheffield but live too far away to cycle (such as in Doncaster). Concern that there is already a lack of parking for people working in the city and that reducing spaces further will cause them to work elsewhere.
- Comment that public transport from areas such as Doncaster can take up to two hours as opposed to 40 minutes in the car. Concern that workers will not be able to afford to pay £8 a day for parking in the car parks.
- Concern that there are a lot of HGVs along Attercliffe Road which won't mix well with cyclists.
- One request for HGV restrictions.
- Question as to how road closures will be communicated, the respondent felt that it should be made clear that people can still get around using alternative routes.

#### **Access on Furnival Road**

- 10 respondents opposed the proposed changes to Furnival Road.
- Concern that the changes to Furnival Road will penalise cars, forcing them to take detours to reach their destination.
- Concern that the changes will increase traffic on the ring road and the A6178 and A6109, as well as on the route across Park Hill/Bernard Road as vehicles may use those routes instead to access the Don Valley.
- Concern that the changes will increase air pollution due to increased congestion.
- Suggestion to widen Furnival Road to incorporate a segregated cycle track.

- Request to keep Furnival Road open to through traffic “as it’s one of the only roads left”.
- Suggestion that people should be able to cross Derek Dooley way and go up Spital Hill to save time and reduce air pollution.

#### **Wilfrid Road**

- Concern that cars currently race up and down the road.
- Requests for the parking issues at the top of the road around the mosque to be addressed.

#### **Traffic**

- Ten comments expressing concern that the proposals will increase traffic, especially at rush hour.
- One respondent pointed out that through traffic is usually on a longer journey, so those people are unlikely to walk or cycle.
- Concern that access to Meadowhall shopping centre, Meadowhall Retail Park and Ikea will be “worse”, as well as through routes to the M1 and to Wincobank, Shiregreen, Parsons Cross etc.
- Concern that the removal of the slip lane for left turning vehicles onto Newhall Road will create more congestion. Suggestion that this should be kept as two lanes between the Worksop Road and Newhall Road junctions.
- Two respondents were concerned that reducing lanes for traffic in Attercliffe will also create congestion especially during Arena events and at peak shopping times.

#### **Bus routes**

- Concern that the bus lane on Handsworth Road will lead to congestion and air pollution.
- Request that the priority bus route should go from Handsworth Road through Main Road and Staniforth Road.
- Two respondents questioned why a bus lane is being added to Attercliffe Road, saying that there is no hold up for buses along this road, and only one bus service runs along it. One respondent pointed out that there is a connection out to Rotherham via the tram.
- Comment that while the improvements for bus movements on Attercliffe Common are a positive, other methods which would better improve public transport “without digging up more roads” are available.
- A couple of requests to look at the number 9 bus service through Darnall as it’s very crowded especially around lower Phillimore and it only runs every hour. Comment that the service is unreliable and that the bus stops are not up to standard.
- A couple of respondents felt that the bus services are too expensive, one respondent requested an oyster style system to encourage bus use. One respondent felt that the buses are too infrequent.
- Comment that better bus services would benefit the area and encourage people to use their cars less.
- Request for public transport improvements for Prince of Wales Road, Littledale and Bowden Wood.

### Five Weirs Walk / Sheffield and Tinsley Canal Towpath

- Nine requests to make use of the existing cycle track along the Five Weirs Walk or the canal towpath instead of creating another track on the road. Four requests to improve the Five Weirs Walk and the Canal Tow Path for cyclists, and one request to improve its surfacing.
- Request to better maintain current routes such as the canal tow path before bringing forward new proposals.
- A couple of respondents said they would use the proposed route instead of the Five Weirs Walk or the canal towpath as it will be quicker.
- One respondent said that cycling along the towpath is impractical as it's so slow, and that the new route would help them cycle to Rotherham.

### 20 mph speed limit

- 9 comments expressing opposition to the proposed speed limit, concern that it will increase congestion and air pollution. One respondent felt that it's unnecessary because it's not a residential area.
- One respondent commented that there is little traffic anyway, and that the cameras are just a way of the Council making money.
- A couple of comments that 30mph would be sufficient. One respondent commented that as the road is being narrowed, this would reduce congestion anyway.
- Three comments in support of the speed limit, however respondents felt concerned that the speed limit will be ignored without proper enforcement. Request to also apply a 20mph speed limit to Rodney Hill in S6.
- Request for speed cameras on the main roads through the proposed route.

### Red Route

- Concern from three respondents on Attercliffe Road that their businesses will suffer. The respondents said that they receive deliveries on a daily basis and need loading and off-loading areas outside their businesses.
- One business expressed concern as the nearest side street with loading is far from their business and would mean employing extra staff which they can't afford.
- One respondent said that they would support the proposals with the proviso that loading and unloading is allowed on side roads, as their customers often drop off heavy items outside their business. Request for clear road signs to show where loading and unloading is allowed.
- Comment that Attercliffe is an industrial area so should not have road closures when employment sites need to be accessed.
- Concern that when the loading bays are being used cyclists may be pushed out into the traffic unexpectedly.
- Concern that the loading bays will be used as permanent parking spaces, rather than for brief use.
- Concern over the narrowing of Attercliffe Road.
- One respondent felt that cycles should use back roads away from HGVs.
- Comment that scrap yard access should not be from Attercliffe centre.

- Concern about current issues with waste on the road caused by Brocklebank Recycling lorries.
- Comment expressing support for the use of double red lines enforced by cameras.
- Suggestion to extend the double red lines along the full length of the cycle route, with the camera-controlled section focused on Attercliffe Road, but double reds on the rest of the route to help discourage parking on the cycle lane even in the absence of cameras.
- One respondent commented that the red route is vital to providing safe and pleasant areas for pedestrians to walk around with enough space.
- Concern from OSL Group about getting employees and particularly large delivery and container vehicles into and out of their sites.
- Request for CCTV in fly-tipping spots and speed cameras on the main roads.

### Parking

- A couple of respondents asked whether there would be measures to encourage fewer cars dropping off and picking up children/teenagers from the Oasis Academy, concerns about illegal parking.
- Three requests for additional parking spaces to be introduced to cater for the roadside parking and loading facilities that are being removed. A couple of requests for off-street parking as part of the plans.
- Request to replace street parking with car park facilities.
- 8 comments about enforcement, respondents were concerned that people will park on the cycle track or footpath. Three requests for traffic wardens to ticket people parking on double yellows
- One request for strict enforcement such as the system used in London where offending vehicles are removed. Effingham Street was cited as an example of bad parking.
- Request to install wands, bollards or planters to ensure people don't park on the pavement.
- Request for improvements to car parks and better signage for them. Comment that Lumley Street is the wrong street for this at it's full of businesses who need access, as well as a large number of lorries and a recycling centre.
- A couple of comments expressing concern about the impact of the proposals on parking in the Attercliffe area. One comment that parking is already "at a premium".
- Comment that the route on Darnall High Street won't work unless double yellow lines are enforced down either side of the road – a large number of people park there illegally as well as in the bus stops.

### Requests for further improvements/extensions to the proposed route

- Request for the route to be linked to improved cycle lanes along Wharf Street / South Quay Drive, and the cycle / pedestrian underpass under the A61.
- Request for improved cycling connections further on from the city centre to Crystal Peaks.
- Request for changes to be proposed on every major arterial route in and out of the city centre.
- Request for all roads to have cycle lanes.

- Request to extend further than Wilfrid Road/Darnall. A couple of comments that congestion is a problem on Staniforth Road to Darnall centre, particularly with buses.
- One respondent felt that the route terminates at a very complex junction at the Meadowhall end of the scheme which makes the choice of this route “a little more difficult” when thinking about onward connections.
- Request for more proposals for the underpass on Worksop Road near the canal, tram and rail tracks, which should be properly lit but “not painted”. Request for improvements on Darnall Road where the route goes under the canal, as it’s currently quite dangerous.
- Request for traffic calming at Wilson Road.
- Request to make a connection to the Sheffield and Tinsley canal next to the aqueduct on Worksop Road.
- Request to maintain the current extension on Sussex Street to the Five Weirs Walk.
- Comment that there is also a passive provision for a Five Weirs Walk extension from the spider bridge to the Weir, if the Televideo site is ever redeveloped.
- Request to improve travel between the city centre and Northern General hospital.
- Request to connect the route to the Blackburn Valley Trail at Meadowhall.
- Request for cycle infrastructure along Bernard Road to cross both the railway and Parkway.
- Request to upgrade the existing inconvenient and limited cycle provision that currently exists heading towards Wybourn and Manor on Woodbourn Road.
- Comment that the segregated cycle provision along Attercliffe Common would benefit from extending further north-east to Meadowhall, encouraging work and leisure travel by foot and cycle from Attercliffe and Darnall instead of motor vehicle.
- A couple of requests to link the proposals up with the Europa Link.
- Request for future expansion to include a link up to Sheffield Business Park.
- Request for further changes to stop cars from using the route as a through route such as a bus gate.
- Request for the Coleridge Road bridge to be improved for cycling, with barriers replaced by a cycle lane to avoid traffic lights, and with the route then continuing down Coleridge Road.
- Request for the route to be extended to Greenland Road.

#### **Crossings**

- Request that crossings provide enough room for cycles carrying children or trailers.
- Comment that many crossings have so many signs, lamps, traffic light posts and barriers that it’s hard to negotiate a cycle through them.
- Request for a controlled crossing at the junction of Attercliffe Common and Worksop Road as it is an awkward junction for pedestrians.

#### **Maintenance**

- 8 respondents expressed concerns around litter in the area. A couple of requests for litter bins, one request that they be steel.

- Comment that the route has overgrown hedges and leaves which will block the cycle tracks. Concern that these issues should be resolved if the scheme is to work.
- Request that only “a minimal number of walls” should be installed as they become targets for graffiti. Request for anti-graffiti measures, such as anti-graffiti paint.
- A couple of requests for the streets to be cleaned.
- Requests for the cycle routes to be well maintained, cleared of debris, gritted in winter and swept free of glass. Request for the routes to be well-lit and well-policed.
- One respondent said that they felt that the Sheffield Police and the Sheffield City Council parking team haven’t been helpful in ensuring existing cycle routes are safe.
- A couple of comments that there has not yet been any investment into the area to attract businesses.
- Comment that the car parks are never cleaned.
- Request for litter to be cleared along the canal, with new bins provided.
- Request for Staniforth Road to be improved so that it’s cleaner and more pleasant for pedestrians, as there is currently an issue with rubbish on the street.
- Request for work to prevent fly tipping.
- One respondent asked who would be repairing the roads.
- A couple of requests that the project team ensure the cycle paths are smooth as “too many are bumpy”, which drives cyclists onto the road.
- Concern that there will be annual maintenance costs beyond just the implementation of the proposals, particularly with the planting and landscaping.

### Planting

- Request for RSPB to provide advice on the best planting for birds.
- Request for native fir trees to be used when replanting.
- A couple of requests for more planting within the scheme. One request for the scheme through Attercliffe centre to reflect the Grey to Green scheme.
- Five respondents expressed opposition to the removal of the trees outside IceSheffield, one comment that the trees are protected. One respondent felt that the leaves wouldn’t cause an issue for cyclists.
- Request to plant additional trees and shrubbery instead of removing trees outside IceSheffield and use the money saved elsewhere.
- Request for the trees to be replanted elsewhere.
- Suggestion to follow the example of traffic planning on Old Kent Road in London, with a segregated road with plants and greenery in between. The respondent felt that the proposals could be more ambitious.
- Request for more attractive places to “enjoy the scenery” with more options for things to do “instead of a few trees”.



- Concern from a couple of respondents that the new cycle routes will destroy wildlife habitats.

#### Comments from Sheffield Street Tree Partnership

- Comments that the rationale for the proposed removal of these trees is unclear for the following reasons:
  - The visualisation on the website shows the proposed footway/cycle track extending out onto the road rather than affecting the verge where the trees are currently located.
  - The “after” image shows the replacement trees in roughly the same position as the existing trees
  - Based on the image for the trees outside IceSheffield, the same concerns exist for the trees outside EIS.
  - There appears to be sufficient space to construct a footway and cycle path without removing any of the 11 existing trees
- Comment that there is no commentary or visual showing the current location of the existing trees or the proposed changes making it impossible to comment on the specific details.
- Request to make use of the opportunity to apply for exemptions from the design criteria.
- Comment that every effort should be made to work around existing trees by varying the scheme design within the specification criteria.
- Comment that sufficient compensatory action should be taken to mitigate the loss of ecosystem benefits provided by the semi-mature trees.
- Request to ensure that the appropriate species of trees is selected as a replacement.
- Request that proposals for more planting and more green space should be considered for Derek Dooley Way and any other plans, in addition to the existing trees.
- Request that the project team consult wildflower meadow experts before planting, comment that this should always be done early in the scheme design. Suggestion to obtain advice from Nicky Rivers of Sheffield and Rotherham Wildlife Trust.
- Request to consult the Sheffield Street Wardens including in the event of any design changes that impact on existing trees or propose additional planting.

#### SYPTTE Response

- Request for the improvements to include areas along Attercliffe to and from Meadowhall Interchange. These routes have been identified as some of the worst performing from a punctuality perspective.
- Request for the signposting of Sheffield Midland, Meadowhall and Darnall rail stations on key active travel routes to be provided as part of the scheme.
- Comment that SYPTTE would welcome discussions around improving the Attercliffe and Woodbourn Road tram stops to include the provision of high-quality cycle storage to provide an opportunity for cycle/tram interchange. Comment that this would help to encourage modal shift from the car to tram and cycling and walking.

- Request that South Yorkshire Supertram are consulted on the designs where the routes interact with the tramway. . Comment that where any designs interact with the tramway, the intervention should meet tramway design standards.
- Comment that the cycle paths should run behind the tram stops or cyclists should be advised to dismount on approach.
- Comment that the placement of the cycle tracks should reflect local bylaws (i.e. South Yorkshire Supertram’s bylaws) and best practice guidance, specifically section 6.6 of DfT’s Cycle Infrastructure Design - Local Transport Note 1/20.
- Comment that where any cycle paths interact with tram tracks, this should be done safely and should not encourage cycles to cross the tracks at slight angles. Preferably, cycle paths should be kept away from tram tracks.
- Comment that the Light Rail Safety and Standards Board are currently drafting guidance relating to the Cycle and Tram interface that should be followed.
- Comment that access to the tram tracks and tram stops should be available at all times to Supertram and their road vehicles and that any road closures should not obstruct their access to carry out essential checks and maintenance etc.

#### Negative comments

- One respondent said they thought that what was shown on the visualisation was unachievable because of anti-social behaviour, parking on cycle paths and litter.
- 25 comments that the plans are a waste of money, concern that the proposals won’t benefit businesses or the economy.
- Concern that the proposals won’t help to regenerate the area as people won’t have anywhere to park, the area is run down and the focus should be on “keeping the city alive”.
- Four comments that the money should instead be used for social housing in the Darnall area, to help the homeless, to build more houses, to combat drug problems, to fill in potholes, or on the “health service”.
- Two comments that the money would be better spent subsidising public transport to get people to move away from using their cars. One respondent thought that the scheme was being funded by residents’ council tax.
- Four comments that the money should be spent in a more “sensible” or “thriving” area, as Attercliffe Road is an industrial area. Suggestion that the proposals would work better in an area where there is more housing and people commute to and from work.
- Six comments that Attercliffe is an unsafe and anti-social area where people don’t want to walk or cycle. Three requests for a higher police presence in the area to tackle this.
- Suggestion that Woodseats or Heeley would be a better area, or a route from the city out to the peak district.
- Comment that it seems like the schemes are just being implemented where it’s easiest to put them, rather than where it’s most beneficial.
- Concern that the proposals will extend commutes to work by a lot.
- Two suggestions to instead invest in making the area more attractive and increasing the number of buses in the area.

- Comment that the Council have got their priorities wrong.
- Suggestion to instead create more lanes and stops for trams.
- Comment that the Council should not rely on restrictions and enforcement to change travel behaviour.
- Comment that that the proposals haven't been well thought through with current users and the local community in mind.
- Comment that the money should instead be spent on improving public transport and getting people to use it rather than cars. Request for better public transport links to employment for local people eg. links to Waverley and industrial parks in the area.
- A couple of comments that it should be "made easier" for people to stop and visit local shops and businesses, encouraging them to visit the Attercliffe area, not made harder.
- Concern that the proposals do not connect well with existing cycling and walking infrastructure that exists in the area such as the Five Weirs Walk, the canal tow path, Victoria Quays, and the cycle path at Costco.
- One respondent felt that the proposals "smack of commercial and political initiative".
- Concern that the proposals won't bring in revenue and will have a negative economic impact on the city.
- Comment that there is no reason to make changes as traffic flows freely, the "very few" cyclists that use the area are "extremely well catered for" and pedestrians can move and walk "freely".
- Comment that spending tax-payers money on the "ridiculous" proposals amounts to "malfeasance in public office".
- Comment that pedestrianisation can be "negative".
- Concern from one respondent that the proposals will cause chaos and put them out of business as there is "already not enough parking as it is"
- Comment that the number of pedestrians in the area is small.
- Comment that the scheme would be benefiting a minority at the expense of the majority.
- One respondent said that they cannot use public transport because of their job and said that many people are the same.
- Concern that the wooden lane separators placed on Attercliffe Road have caused many near misses with buses and lorries because there isn't enough room for vehicles to pass.
- Comment that people won't need to get into the city for work anymore because large offices will decide against being located in the city post-covid.
- Comment that the money should instead be spent on improving the neglected Lower Don Walk for walkers (rather than cyclists).
- Concern from a respondent that generally supports the tackling of environmental issues that the proposals are being pushed through hurriedly, at the wrong time, and without sufficient justification.
- Comment that there are already enough bus and cycle lanes in the area.

### Consultation

- One respondent wanted to know when the changes would be implemented.
- One respondent felt that the proposals had not been properly thought through and that locals had not been consulted.
- One respondent felt that the multiple-choice questions were not well designed.
- Comment that the project team should visit the area and actively engage with people present during the day and evening to better understand how the area is used.
- One respondent said that “no one I know is aware of these proposals”.
- Comment that the consultation maps are confusing.
- Comment that the scheme will need to be delivered in partnership with communities.
- Comment that the consultation is pointless and the plans have already been decided.

### General Comments

- Request to “just improve the city centre” and get it back and up and running.
- One respondent wanted to know why the Attercliffe area has been prioritised over other areas.
- Concern from a supporter of the proposals that there might be “compromises” along the route. The respondent was also concerned that there might be compromises on the quality of the build.
- Suggestion that Sheffield should have more industrial zones so that people visit the same area for work, shops and appointments, rather than travelling all over the city.
- Comment that bus and cycle routes need to be automatically built in when designing any new road layouts.
- Comment from Sustrans that there needs to be a mix of policy Interventions (that make driving less attractive), infrastructure, and behaviour change projects to create real modal shift.
- Comment from Sustrans that they believe initiatives should make walking and cycling more attractive for shorter everyday journeys in urban areas, creating more liveable neighbourhoods.
- Comment from Sustrans that in coalition with a number of other cycling and walking organisations, they are calling for 5% of the UK transport budget to be spent on walking and cycling, rising to 10% over the five years of the next spending round to support a new CWIS.
- Comment from Sustrans that they are asking the UK government for reduced speed limits, the adoption and implementation of best design practice to create space, the revision of the Highway Code to improve safety for cyclists and walkers particularly at junctions, and the prohibition of pavement parking, making streets more accessible as well as the provision of training and behaviour change programmes to create active travel behaviour.
- Request for better links to Attercliffe tram stop.

## Section 8: Heatmap Analysis

## Heatmap Visitor Statistics

There has been a total of 2435 visitors to the heatmap since its launch last November 2020. The graph below shows that there was a spike in visitors on 19 and 20 March when the consultation went live.

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.

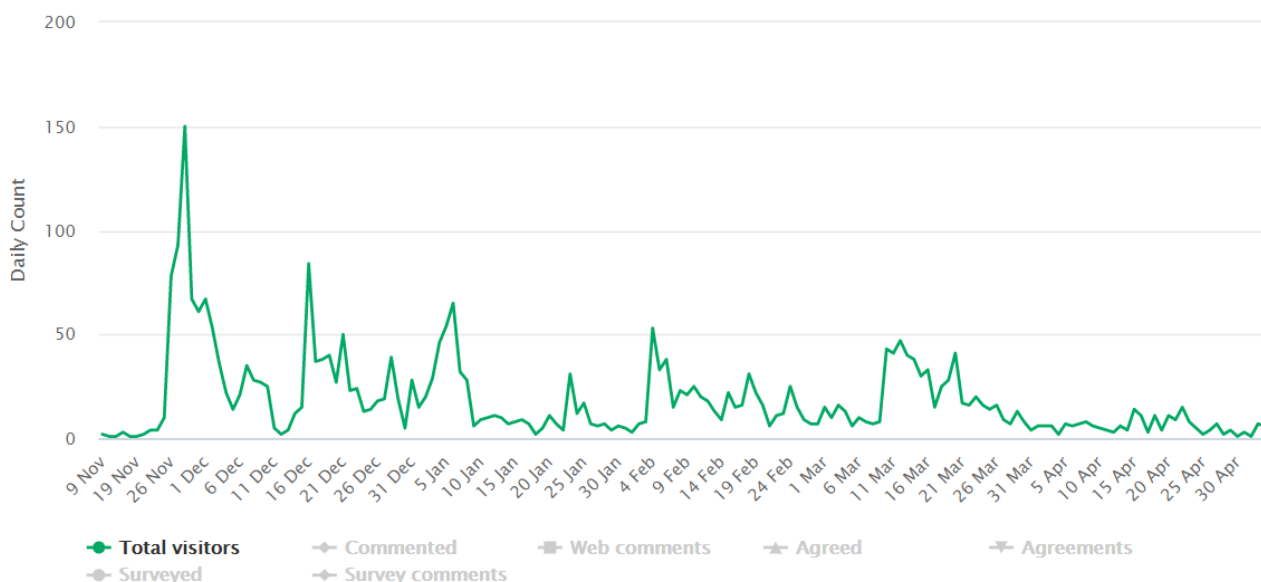


Figure 6: Total number of visitors to the Connecting Sheffield heatmap since its launch last November 2020.

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
connectingsheffield.commonplace.is	2176	411 (19%)
com.google.android.gm	45	7 (16%)
sheffieldactivetravelmap.commonplace.is	22	1 (5%)
m.facebook.com	10	5 (50%)
www.google.com	4	1 (25%)
www.bing.com	2	0 (0%)
www.google.co.uk	2	0 (0%)
l.facebook.com	1	1 (100%)
secure.helpscout.net	1	0 (0%)

Figure 7: List of referral websites.

### Responses via the Heatmap

The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Darnall – Attercliffe – City Centre** 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.

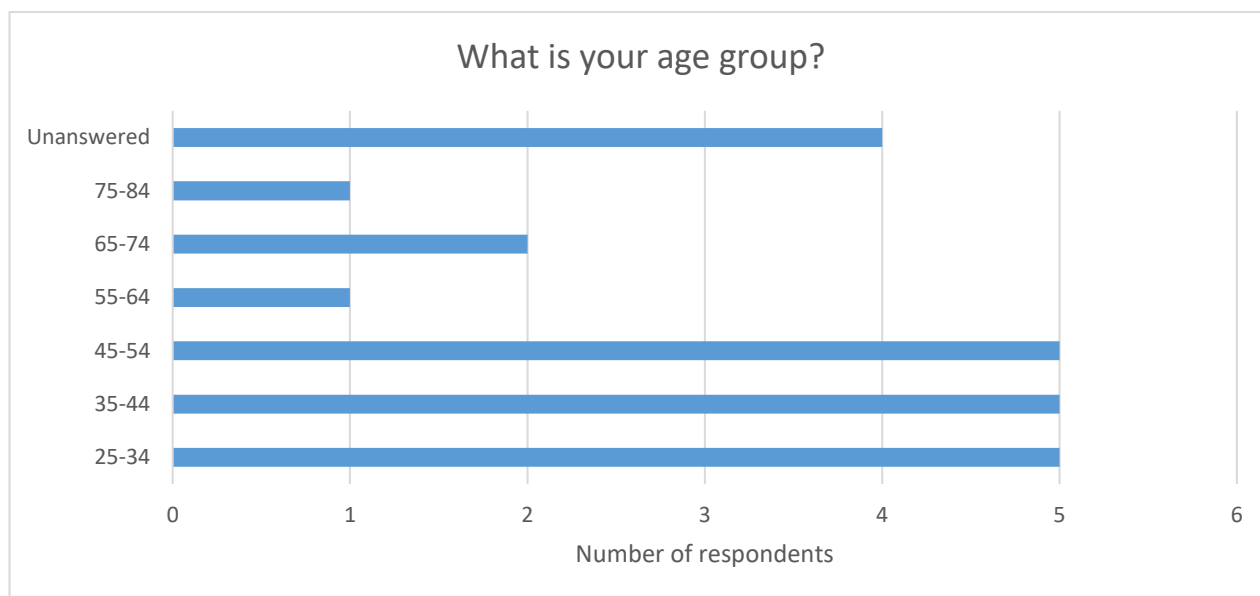
The below analysis looks closely at the feedback received in response to both the open and closed feedback questions. In this consultation, only 23 responses were received via the heatmap.

### Analysis of Closed Questions

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

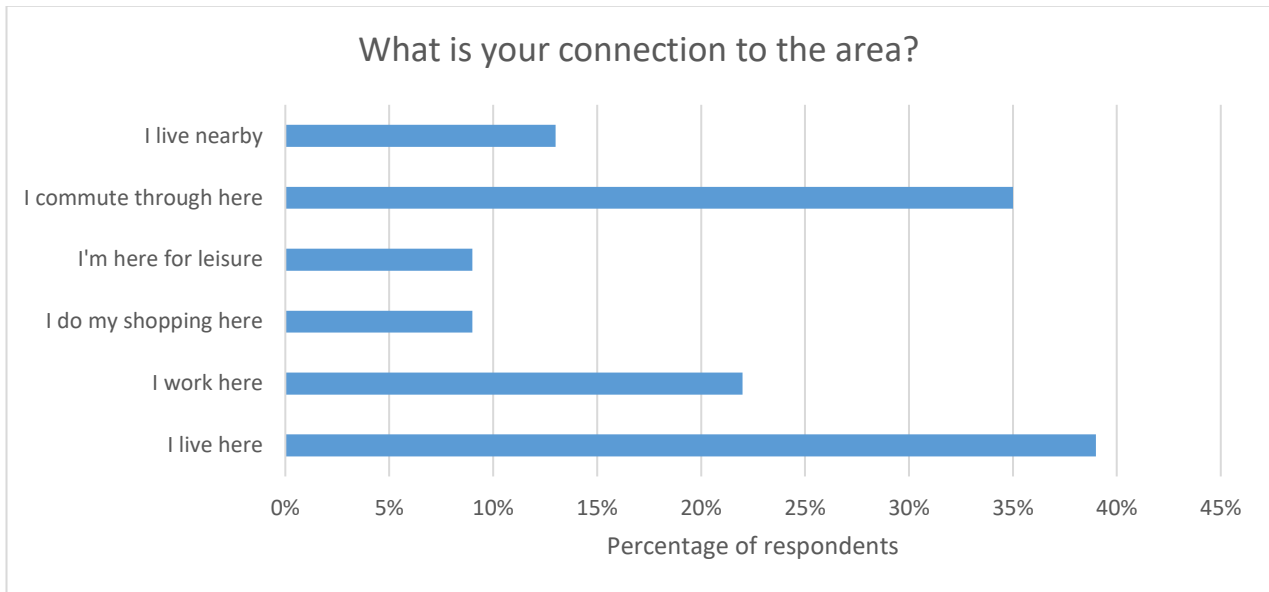
- **What is your age group?**

Of the 23 heatmap respondents, five were aged between 25 and 34, five were aged between 35 and 44 and five were aged between 45 and 54. Four respondents chose not to answer this question.



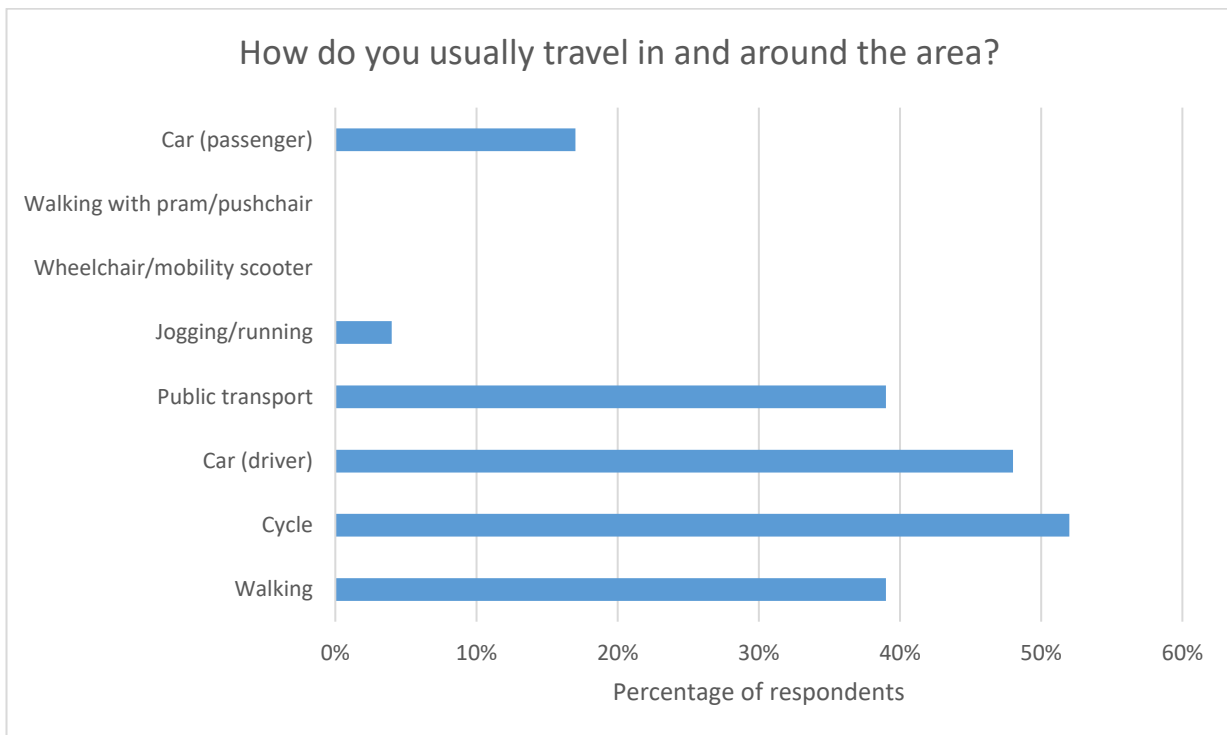
- **What is your connection to the area?**

39% of the 23 heatmap respondents said that they live in the area, 35% said that they commute through the area, and 22% said that they work in the area.



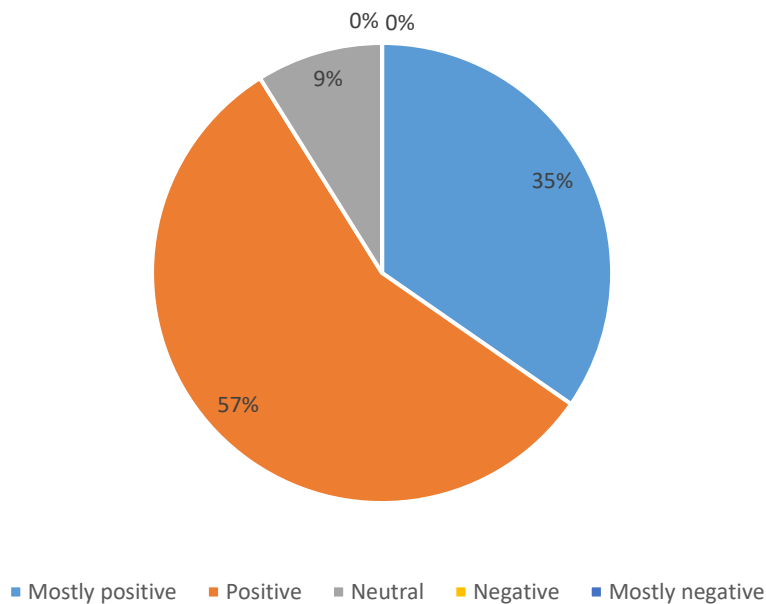
- **How do you usually travel in and around the area?**

52% of the 23 heatmap respondents said that they cycle in and around the area, 48% said that they drive and 39% said that they take public transport.



The below chart shows the overall sentiment towards the proposals expressed by the 23 respondents who commented via the heatmap. 57% of the respondents felt positive about the proposals, 35% felt mostly positive about the proposals and 9% felt neutral about the proposals.

### Average respondent sentiment



### Analysis of Open-Ended Questions

A summary of the main issues raised by respondents who commented on the **Connecting Sheffield: Darnall – Attercliffe – City Centre** scheme via the interactive heatmap is provided in the following table:

Topic
<b>Darnall - Attercliffe – City Centre: Cycling Route</b>
<ul style="list-style-type: none"> <li>• A total of 23 comments were received via the heatmap for this scheme.</li> <li>• Request for bollards to stop cars from parking on the cycleway. Complaint that the Council has been notified of illegal parking previously, but nothing has been done.</li> <li>• Concern that businesses use Effingham Road and its pavements to dump customer vehicles and equipment. Support for cleaning the road up and making it more pleasant for pedestrians and cyclists to use.</li> <li>• Comments that the proposals will make it easier to cycle. One respondent said that they are more likely to cycle if the proposals go ahead.</li> <li>• Suggestion to re-route the city centre to Darnall track along South Quay Drive, Blast Lane and Cadman Street instead of Furnival Road as it's already a much quieter street, and Blast Street passes underneath the ring road alongside the river, negating the need for a crossing.</li> <li>• Comment that Attercliffe Road is too narrow for four lanes and that there should be three lanes with one lane in the direction of Sheffield, with a bus lane and car lane in the direction of Rotherham between Coleridge Road and Arena Square.</li> </ul>
<b>Existing cycle routes</b>



- Comment that the cycle lane needs to be properly connected up to the Five Weirs Walk so that people can safely cycle from the city centre to Meadowhall and beyond.
- Request for improvements to access points to existing cycle paths through better signage. Suggestion that minor changes to the pavement layout could improve the visibility of the existing routes.
- Request to also widen the towpath between Cadman Street and Lumley Street for cycles.
- Request to improve connections between the proposed cycleway and the existing cycling and walking routes along the canal.
- Comment that the route should link to well-used public routes such as the Woodbourn to Don Valley Bowl cycleway, the canal tow path and the Five Weirs Walk for people who are not confident cyclists.
- Two requests for improvements to the canal towpath as it is severely eroded in places, and full of puddles, mud and oil. One request for a better walking path.
- Request to repair the damage caused by floods to the Five Weirs Walk. Request to publish the intention to repair this route along with a programme for the requested repair works. Request to also provide notices of these repairs “on site” along the Five Weirs Walk.

#### **Requests for further improvements/extensions to the proposed route**

- Comment that the bridge on Bacon Lane is narrow and there is a single lane with no footpath. Request to close the bridge to make it easier to access the canal and “blue loop”.
- Concern that the bridge on Bacon Lane isn’t safe for elderly and disabled people and that the inclination makes visibility poor. Comment that there are two much higher quality bridges (Bernard Road and Staniforth Road) for vehicle rerouting which would also help with the Attercliffe Waterside development by providing a friendly environment for walking and cycling.
- Suggestion to upgrade the footpath from Waverley Lane to Handsworth Road alongside the parkway junction – a path often used by cyclists because it forms “an excellent link” from existing cycling infrastructure which links to Waverley, the Advanced Manufacturing Park and further afield, allowing access to the cycle path alongside the parkway and National Cycle Network route 627.
- Suggestion to also upgrade the wide pavement on Handsworth Road between the roundabout and crossing to mixed use paths and upgrade the crossing to one allowing for cycles to bridge a gap in the current cycle infrastructure in the area when travelling East/West. Comment that it currently requires a significant detour along busy roads or use of a footpath not designated or suitable for mixed use and crossing a busy road.
- One respondent felt that it’s a long way from Chippingham Street to Don Valley Academy via Wilfred Street, while there’s existing infrastructure via Britnall Street which would only require a small amount of funding to improve. Comment that this infrastructure should be shown and included on the map.

#### **Access to the route from the centre**

- Comment that the existing segregated cycleway next to Exchange Street needs to be finished.
- Request to make the proposed route easier to get onto from the city centre end.

#### **Traffic**

- Concern that narrower roads will increase traffic and create more pollution.

- Concern from a local business on Burgess Road that HGV traffic may be limited as part of the proposals. The respondent explained that maintained access by HGV is vital for their business.
- Comment that traffic has worsened since the temporary cycle lane was installed from Norfolk Bridge, with buses and lorries now struggling to pass each other. Concern that cyclists are currently using the pavement rather than cycling on the road. Comment that the bollards around Norfolk Bridge have never been removed.
- One respondent didn't understand why the plans include the closure of Furnival Road, with everyone having to use Derek Dooley Way. The respondent felt that while this isn't a major crossing it is used a lot by local businesses and commuters. The respondent couldn't see the need to close this junction and have it as cycle lane only. They also felt that it could be great for buses to use - as a bypass from Saville Street and Wicker to avoid the traffic congestion in those areas.

#### Safety

- Two respondents expressed concern that the route along Effingham Road would be dangerous, due to overspill on roads from businesses, as well vehicles reversing in and out of premises. Suggestion to instead route the track towards Rippon Street and Bacon Lane to reach a circular route to Lumley Street and beyond.
- Request to only consider cycle lanes along Effingham Road if the pavements on the riverside are improved and dedicated to cycles.

#### Parking

- Concern over illegal parking in the centre of Darnall along Staniforth Road. The bus stop near Kirby Close was mentioned as being particularly bad for cars parking in bus stop bays.

#### Buses

- One respondent asked for the timetable for Bowden Wood to be tweaked as currently there are two services which pass by Prince of Wales Road within five minutes of each other, meaning there is an hour wait if these are missed.
- Comment that it's easier and quicker to take the 30/30a bus into the centre, question as to whether this separate route down the parkway will continue, as the 52/52a services are usually very busy at rush hour.
- Comment that the proposals should ensure buses arrive on time - such as the 52/52a.

## Section 9: Influence of Consultation on Proposals

The comments received during the **Connecting Sheffield: Darnall – Attercliffe – City Centre** consultation have been carefully considered by Sheffield City Council to identify whether the issues raised could be addressed during the development of the proposals through the Outline Business Case and future Full Business Case stages.

Early engagement with key stakeholder groups has played an important role in designing a scheme that will improve walking, cycling and public transport infrastructure between Darnall, Attercliffe and the City Centre while also taking into account the concerns and interests of nearby residents and businesses.

Helpful points were raised in relation to the need for full segregation between cyclists, pedestrians, and motor vehicles and the need to properly enforce the proposed parking and loading restrictions along Attercliffe Road. These comments have been taken on board and are being considered by the scheme design team as they develop the Outline Business Case for the scheme.

## Section 10: Appendices

### Appendix 1 – Darnall – Attercliffe – City Centre Commonplace Tile

Proposal 11 of 12

#### Darnall-Attercliffe-City Centre

283 comments

#### Consultation on Darnall-Attercliffe-City Centre ended on 19th April 2021.

##### Introduction

**Connecting Sheffield: Darnall-Attercliffe-City Centre** is a planned cycling, walking and public transport infrastructure scheme being brought forward under Connecting Sheffield, a new approach designed to transform travel, alongside complementary environmental improvements. We are now consulting on our proposals for this scheme and would like to hear your views.

The Lower Don Valley is regenerating and has become an important employment and leisure area. An area stretching between the centres of Rotherham and Sheffield is now described as the Advanced Manufacturing Innovation District (AMID), with the Lower Don Valley at its heart.

Darnall and Attercliffe are experiencing significant growth in new housing, and new educational facilities have opened in recent years. There are several major leisure and sports centres in the area including Sheffield Arena, iceSheffield, the English Institute of Sport, and the Sheffield Olympic Legacy Park.

**Connecting Sheffield: Darnall-Attercliffe-City Centre** has been designed to transform access between these growing employment, leisure and housing opportunities in Darnall, Attercliffe and the Lower Don Valley into the City Centre and to Meadowhall, which will make the area more attractive to live, work and invest in.

The scheme would feature high-quality, largely segregated cycle routes, improved walking infrastructure and bus priority measures to improve reliability and journey times. Where possible, we would look to introduce environmental improvements such as new planting.

Our current proposals would require around 15 small, semi-mature fir trees along the verge in front of iceSheffield to be removed to allow the new footway and cycle track to be built. In front of the English Institute of Sport, the removal of 11 semi-mature trees would be required to make room for the footway and cycle track. Replacement trees would be planted in the same area or close by. The species of trees and locations for planting would be confirmed with the help and advice of local communities and businesses and would be in line with the [Sheffield City Council Trees and Woodlands Strategy 2018-2033](#).

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

##### Cycling and Walking Proposals between the City Centre and Attercliffe

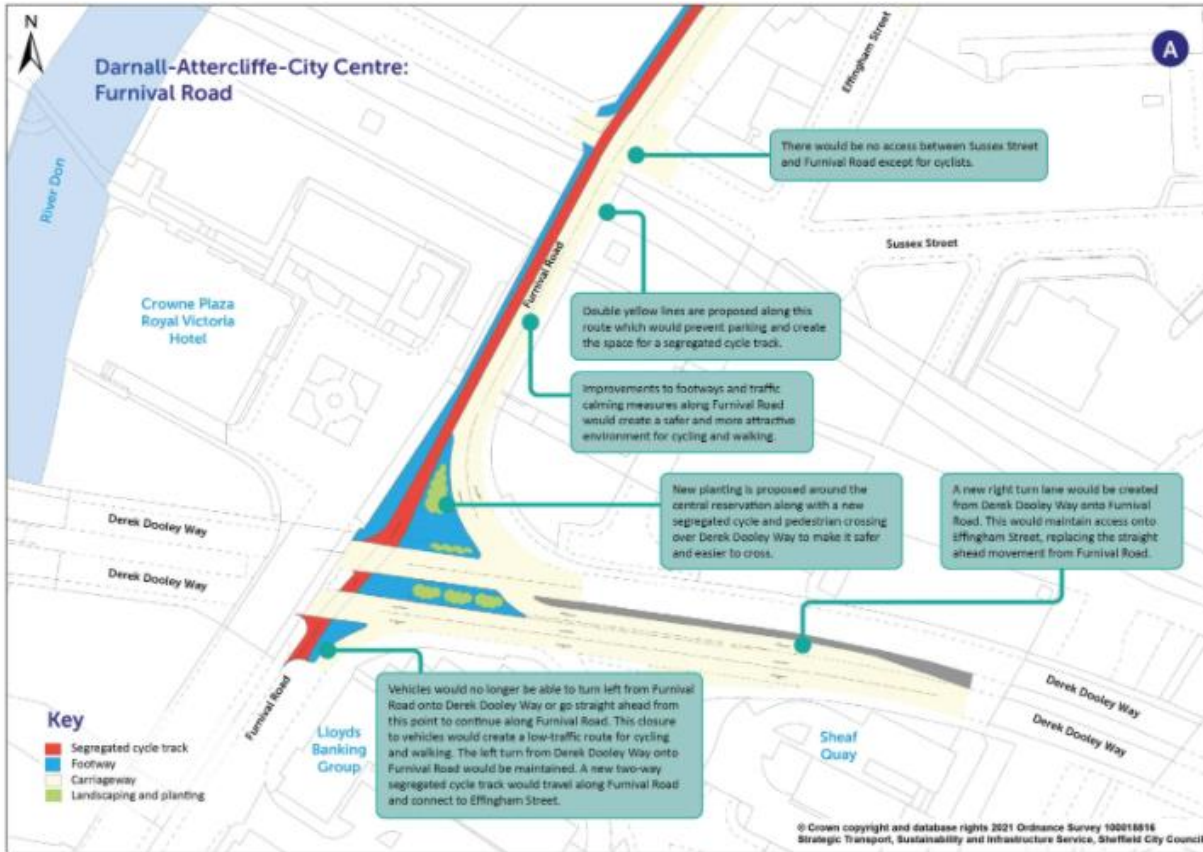
The improved cycling and walking connections would start in the City Centre at Castlegate on Exchange Street and continue along Furnival Road and across the inner ring road to connect into a new segregated cycle route. To achieve this, the movement of vehicle through-traffic along Furnival Road, crossing the inner ring road, would be prohibited, replaced with a dedicated cycle track. The left turn out of Furnival Road onto Derek Dooley Way would also be prohibited. This would provide a traffic free route connecting into the start of the segregated cycling route along Furnival Road. New planting would also make this area more attractive. Exit from Furnival Road would instead be via Exchange Place and Park Square roundabout.

In the city centre, the route would connect from Furnival Road into the existing cycle route running along Castlegate and Bridge Street up to West Bar and the cycle route that forms part of the [Connecting Sheffield: Neepsend-Kelham-City Centre](#) scheme. In the future, the cycle route would be expanded further into the city centre beyond Exchange Street to connect into the [Connecting Sheffield: City Centre](#) scheme at Arundel Gate and the proposed measures as part of the Future High Streets Fund work being taken forward to improve Fargate and High Street.

The map below illustrates the measures proposed along this first stretch of the route, from the inner ring road outbound:

Figure 8: Darnall – Attercliffe – City Centre tile full view

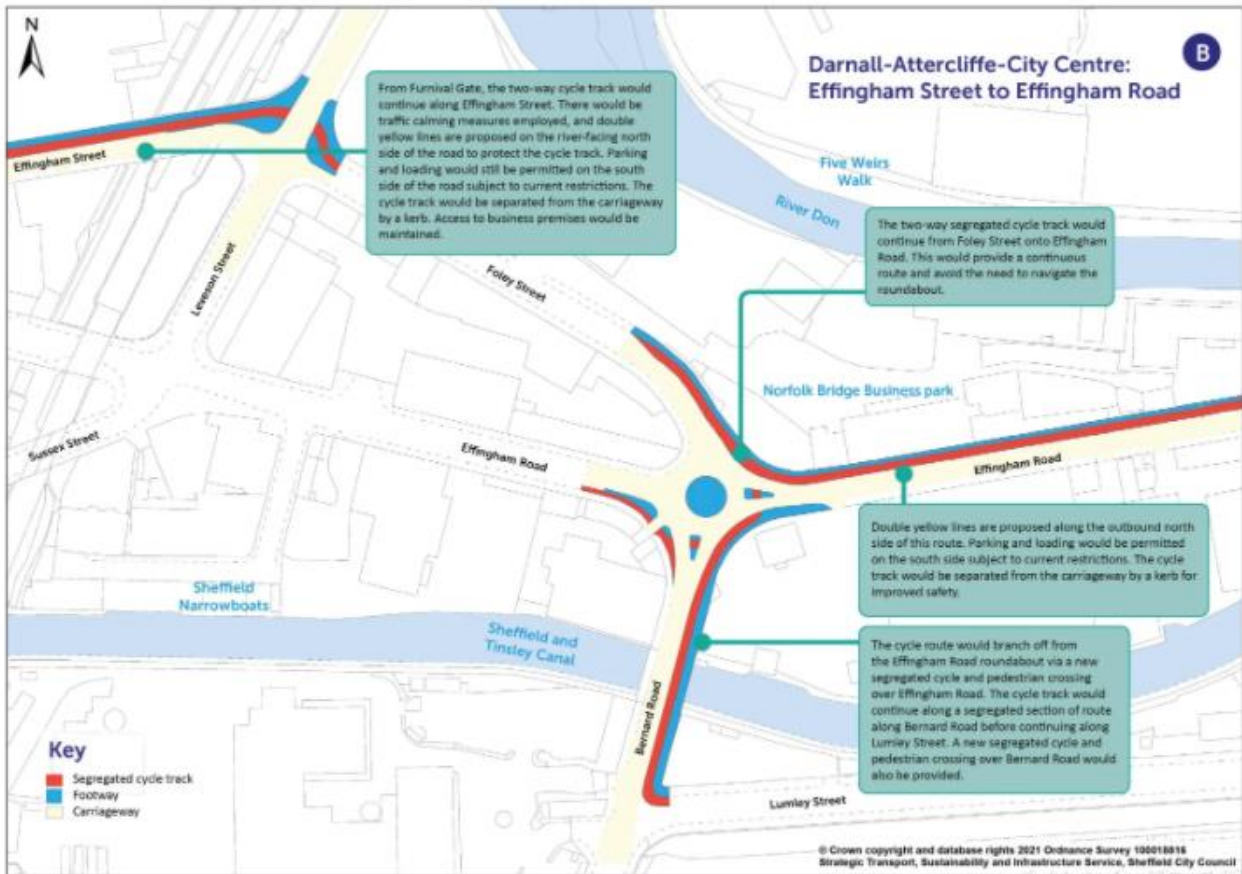
The map below illustrates the measures proposed along this first stretch of the route, from the inner ring road outbound:



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

Figure 9: Map of the proposals for Furnival Road.

From Furnival Road where the segregated cycle track would start, the route would continue along Effingham Street and Foley Street, allowing it to bypass a section of Effingham Road up to the Effingham Road/Bernard Road roundabout. To accommodate the new cycle track, parking would be removed along the north side of Effingham Street and traffic calming measures would be introduced to improve safety for all users. Continuing along Effingham Road from the roundabout, the segregated cycle route would continue to Attercliffe Road via Lovetot Road. These proposals are shown on the map below.



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

Figure 10: Map of the proposals for Effingham Street to Effingham Road.

## Cycling and Walking Proposals through Attercliffe

The largely segregated cycle route would continue along Attercliffe Road from the junction with Effingham Road through Attercliffe Centre and right up to Arena Square Roundabout.

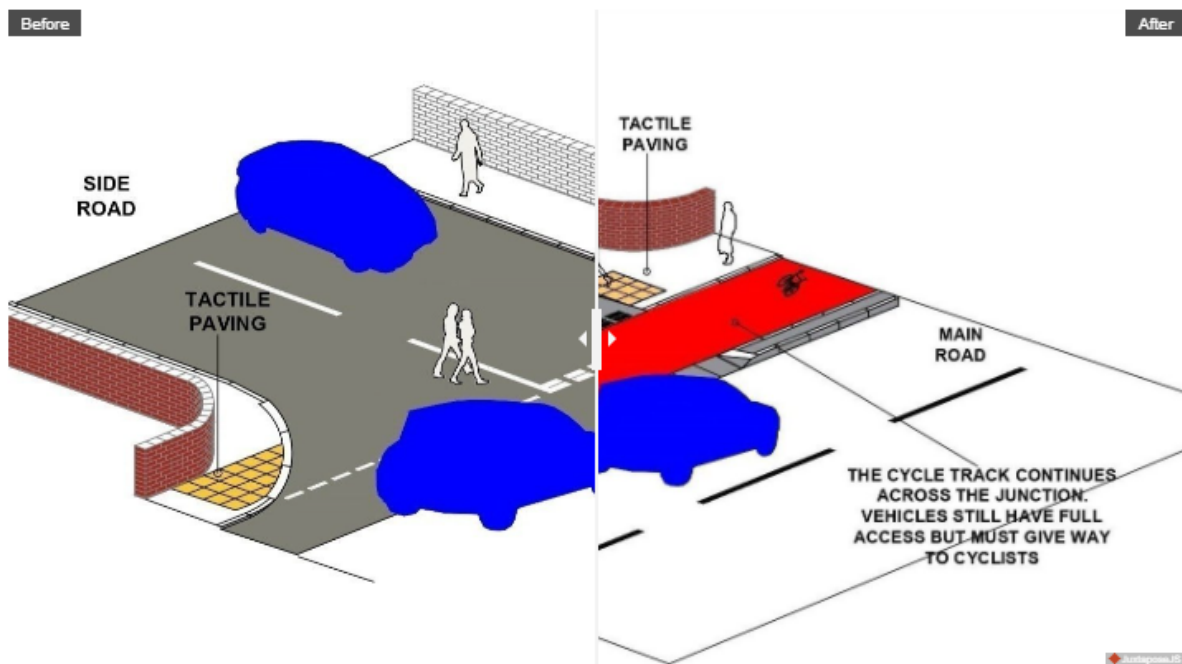
A second new cycle route would be created utilising existing sections of segregated cycle route and existing low-traffic areas. Branching off at the Effingham Road/Bernard Road roundabout from the segregated route illustrated and described above, and running via a new segregated cycle and pedestrian crossing at the roundabout and a segregated section of route along Bernard Road, the route would then continue along a low traffic cycle route. This would continue along Lumley Street, Worthing Road, Woodbourn Road (using existing cycle facilities) and Roundel Street and connect into both the Woodbourn Road and Attercliffe tram stops.

Along Attercliffe Road, where feasible, side streets would have a continuous cycle track across the junctions. Vehicles would still have full access, but where continuous cycle tracks are employed, cyclists would have priority over traffic turning into and out of side roads.

To achieve this, the cycle tracks would run continuously across junctions at the same level as the pavement, and road traffic would travel over a ramped area. This would slow down traffic to enhance safety.

Continuous cycle tracks are based on an approach applied in The Netherlands which gives priority to cyclists across side road junctions.

The visualisation below illustrates how this works:



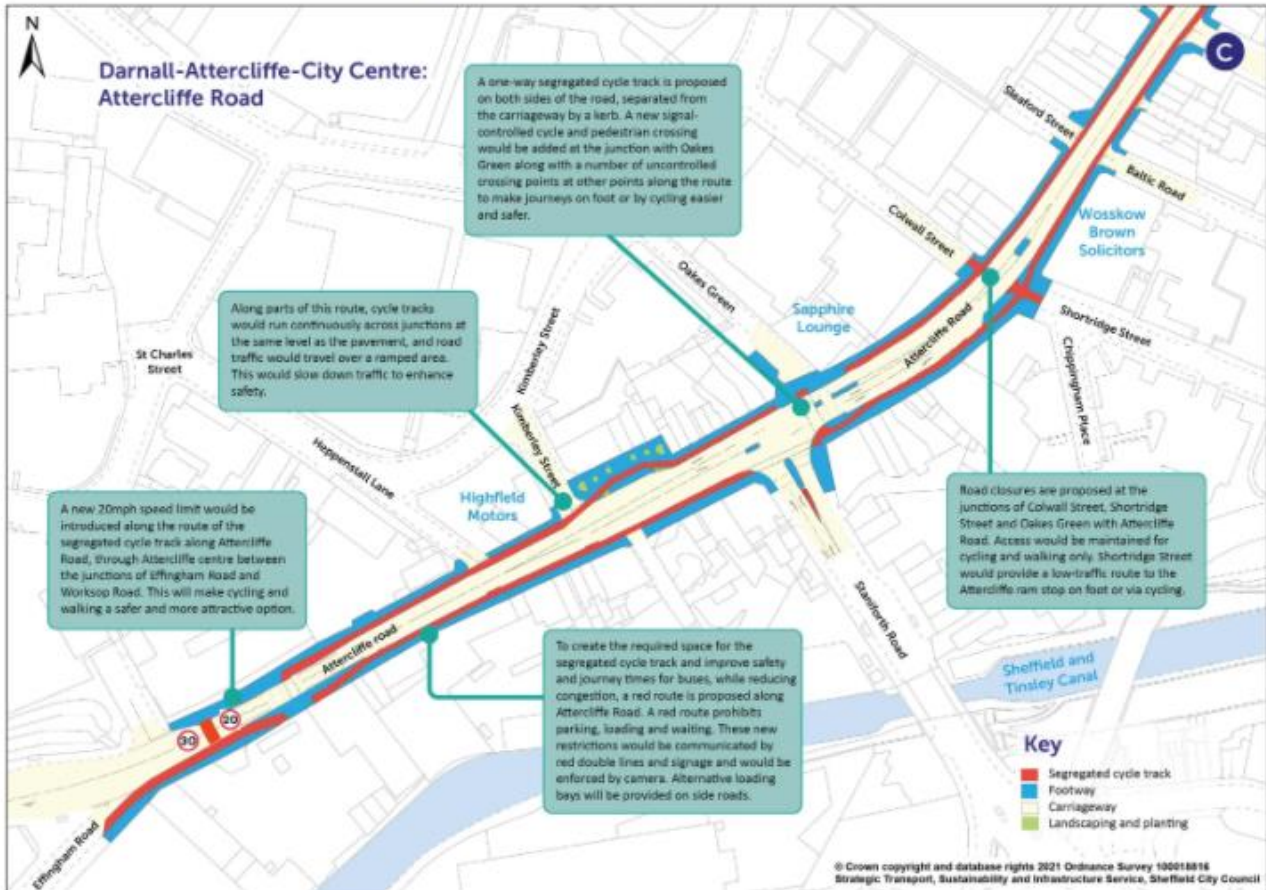
A new 20mph speed limit would be introduced along the route of the segregated cycle track on Attercliffe Road, through Attercliffe centre between the junctions of Effingham Road and Worksop Road. To create the required space for the segregated cycle track and improve safety, reduce congestion and improve journey times for buses, a red route is proposed along Attercliffe Road between the junctions with Effingham Road and Janson Street and also along Worksop Road to the junction with Leeds Road. A red route prohibits parking, loading and waiting. These new restrictions would be communicated by red double lines and signage and would be enforced by camera.

As an alternative to loading on Attercliffe Road and Attercliffe Common, loading would instead be enabled by loading bays and double yellow lines (on which short term loading is allowed), added to side roads off Attercliffe Road.

The map below shows a section of Attercliffe Road to highlight some of the key changes being proposed.

Figure 11: Darnall – Attercliffe – City Centre Commonplace tile full view

The map below shows a section of Attercliffe Road to highlight some of the key changes being proposed.



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

Figure 12: Map of the proposals for Attercliffe Road.



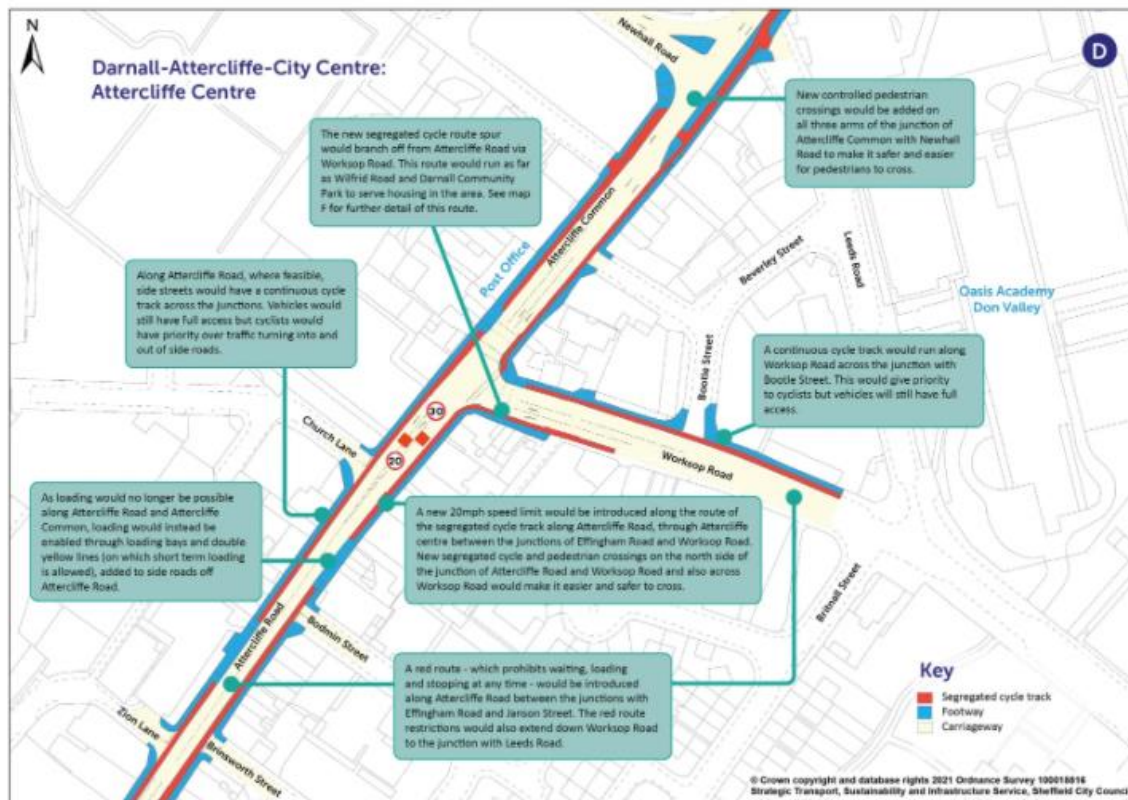
The photomontage below provides an indicative visualisation of Attercliffe Road where significant improvements for cycling and walking are being proposed. The slider can be moved to show the viewpoint at present compared to the viewpoint after the scheme is delivered.



The segregated cycle track would continue along Attercliffe Road through the centre of Attercliffe. The map below shows the measures being proposed through Attercliffe Centre.

Figure 13: Visualisation provided on the main Commonplace tile showing proposed improvements for walking and cycling.

The segregated cycle track would continue along Attercliffe Road through the centre of Attercliffe. The map below shows the measures being proposed through Attercliffe Centre.

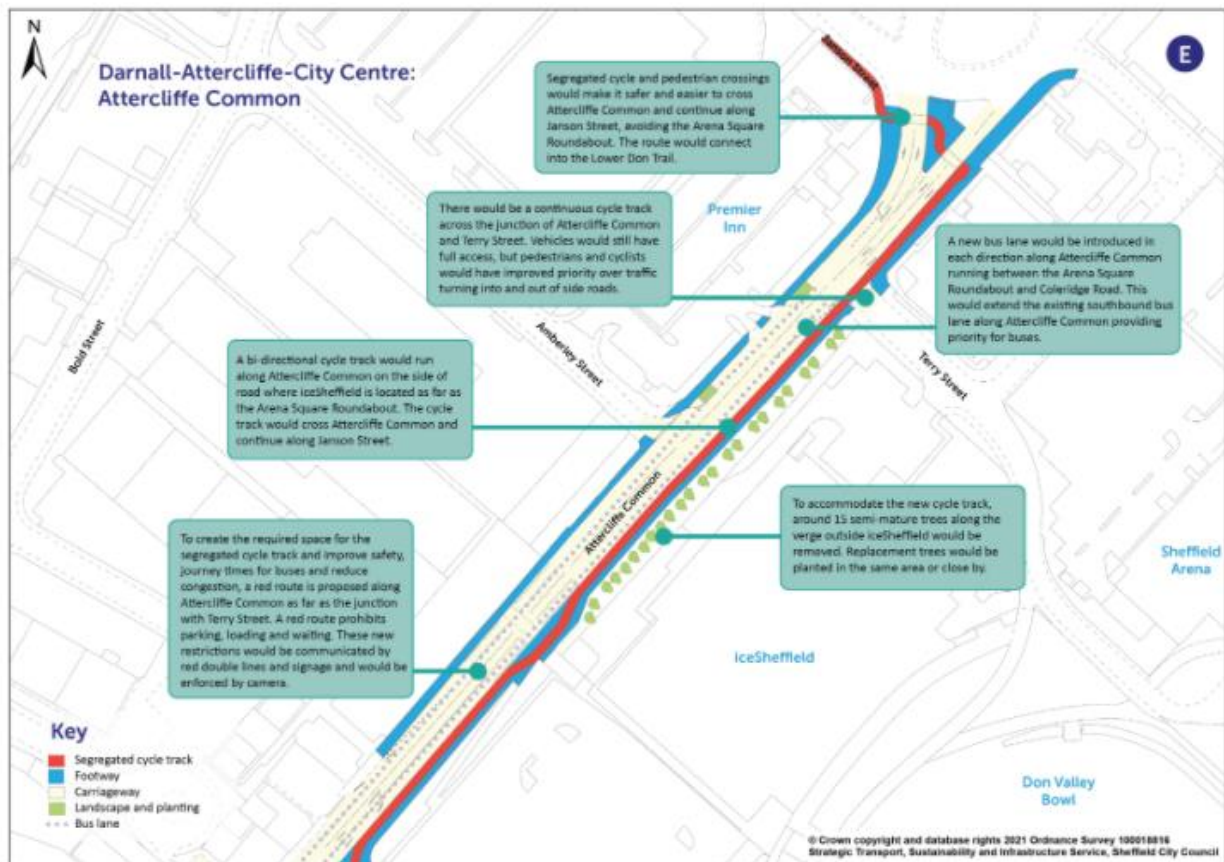


You can view a pdf of the above map and zoom in by clicking [here](#).

Figure 14: Map of the proposals for Attercliffe Centre.

The cycle route would continue along Attercliffe Common as far as the Arena Square roundabout. Improvements to public transport infrastructure would also be made along this stretch and are detailed further down this page. There would be improved pedestrian and cycle crossing facilities in Attercliffe and at the Arena Square roundabout to help people to connect into the leisure facilities in this area and into the existing cycle route to Meadowhall, and the newly proposed **Connecting Sheffield: Magna-Tinsley** cycle route from Meadowhall through to Magna Science Adventure Centre.

The map below shows the measures being proposed along Attercliffe Common.



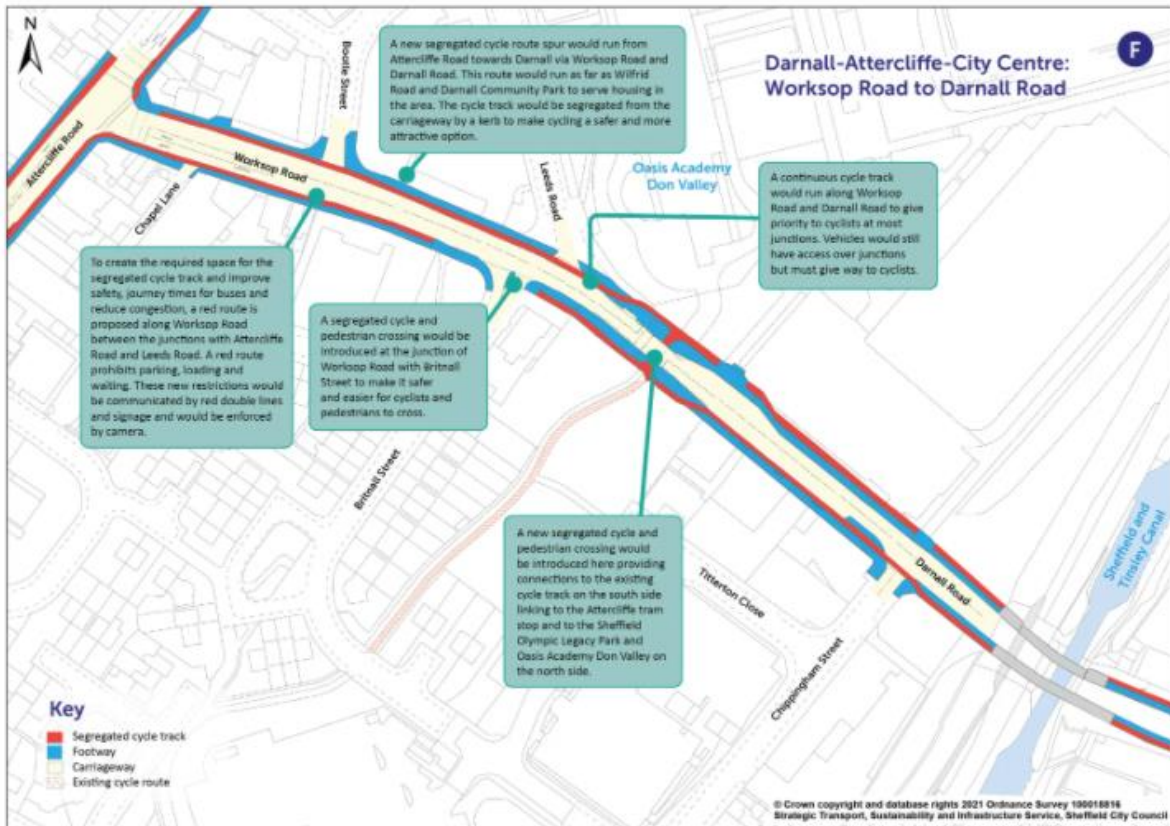
You can view a pdf of the above map and zoom in by clicking [here](#).

Figure 15: Map of the proposals for Attercliffe Common.

## Cycling and Walking Proposals for Darnall

A new segregated cycle route spur would run off the Attercliffe Road cycle route to Darnall via Worksoop Road and Darnall Road. This route would run as far as Wilfrid Road and Darnall Community Park to serve housing in the area.

The map below shows measures being proposed along this stretch of the route.



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

Figure 16: Map of the proposals for Worksoop Road to Darnall Road.

This route would be designed to allow a potential future extension to Greenland Road, with a further possible subsequent extension via Catley Road offering the opportunity of connecting into the Advanced Manufacturing Research Centre (AMRC), subject to available funding.

A second complementary cycle route would also serve Darnall, branching off the Attercliffe Road segregated cycle route at Shortridge Street and at Shirland Lane. A closure to motor vehicles is being proposed at the junction of Attercliffe Road and Shortridge Street along with some parking restrictions along this road to create a low-traffic area for cycling and walking between Shortridge Road and Shirland Lane. From here, the route would connect into the Attercliffe tram stop.

Connecting low-traffic areas where cycling and walking are safer and more attractive, the cycle route would run along the length of Shirland Lane to the junction with Staniforth Road to connect into the low traffic areas leading from Watkin Close and into the wider Darnall community. Measures to support the introduction of the new cycle route would include some parking restrictions along Shirland Lane and the closure of the bridge at Shirland Lane to through-traffic. The route would connect to the segregated Darnall Road cycle route via Wilfrid Road, which would see traffic-calming measures introduced. A high-quality crossing would be installed at the junction of Shirland Lane and Staniforth Road to allow people to safely connect into the residential area south of Staniforth Road.

Walking infrastructure would be improved along the **Connecting Sheffield: Darnall-Attercliffe-City Centre** route at key locations. Measures would include improved crossing facilities and improved paving.

### Changes to parking and junctions

Detailed information on the proposed changes to parking and junctions along the entire **Connecting Sheffield: Darnall-Attercliffe-City Centre** route can be found [here](#).

Figure 17: View of the main Commonplace tile.

### Improved Public Transport Infrastructure

Data shows that around two thirds of people who live between the city centre, Attercliffe and Meadowhall travel less than 10km to work by car rather than walking, cycling or public transport. Alongside improved cycling and walking facilities, bus priority measures are also proposed to reduce car dependency for shorter distance journeys.

Delivering bus priority measures to improve reliability and journey times would enable more people to choose buses as a preferred way to travel to work in the area and provide a realistic alternative to car travel. Bus lanes also provide priority for taxis, cycles and motorcycles.

Along Meadowhall Road, a new bus lane would be introduced heading northbound towards the Meadowhall Transport Interchange to give priority to buses and improve bus journey times while maintaining access for other road users along the road. Entry and exit for buses to Meadowhall Interchange would be improved to avoid delays to journeys. Improved pedestrian facilities and footways would also feature along Meadowhall Road.

A new bus lane would be introduced in each direction along Attercliffe Common running between the Arena Square Roundabout and Coleridge Road at the English Institute of Sport. This would extend the existing southbound bus lane along Attercliffe Common providing priority for city-bound buses on the approach to the Newhall Road/B8083 junction. A new northbound bus lane would also run between Coleridge Road and Janson Street to improve outbound journeys. These measures would enable bus services to avoid delays on this busy section of road.

The photomontage below provides an indicative visualisation of Attercliffe Common outside iceSheffield and highlights the bus lane alongside the proposed cycle route detailed earlier. The slider can be moved to show the viewpoint at present compared to the viewpoint after the scheme is delivered.



A section of bus lane would also be introduced in the Handsworth area to improve bus journey reliability and journey times on the busy 52 bus route. The bus lane would be located along Handsworth Road in a south easterly direction, outbound from Clifton Crescent to the approach to the junction with Sheffield Parkway. There would also be improvements to prevent queueing on the approach to Greenland Road which would improve bus journey times. Around 25 bus stops would be upgraded; locations are to be confirmed.

Figure 18: Visualisation provided on the main Commonplace tile showing the proposals for the Handsworth area.



## Darnall - Attercliffe - City Centre

Stakeholder Briefing: March 2021

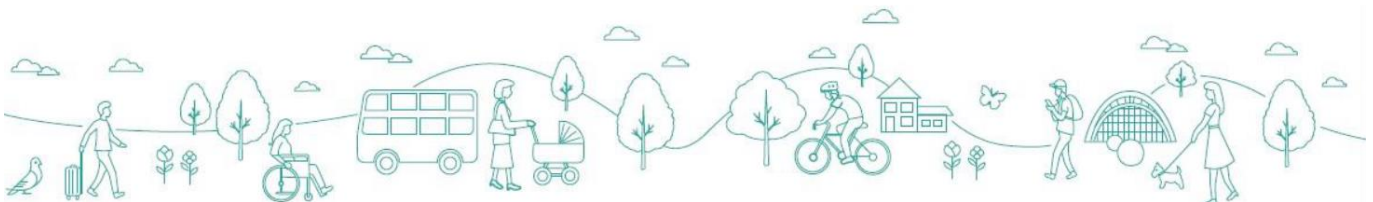


Figure 19: Introduction slide

## What is Connecting Sheffield?

**Connecting Sheffield** is a long-term approach that aims to transform the transport infrastructure that people use to get around the city as part of their everyday lives.

- Feedback from Sheffield City Council's Transport Vision Consultation showed that our current transport infrastructure and system needs to be better.
- We know that we need to create better transport infrastructure so people can get around more easily and in a way that meets their needs.
- Many people feel that travelling by car is the only realistic option and therefore we need to provide attractive and realistic alternatives.
- Better transport infrastructure is needed if we are to:
  - Help the city to function better and improve our streets and neighbourhoods by reducing traffic congestion
  - Help address climate change and improve air quality
  - Increase growth and associated opportunities to access employment
  - Improve public health



Figure 20: Slide 2



# Transforming Cities Fund

- Forms part of Government's Industrial Strategy and will fund the first phase of Connecting Sheffield
- Up to £55 million of funding for Sheffield from overall Sheffield City Region funding pot worth £166 million
- Focused on connecting people to key areas of employment and economic activity
- Tight turn around for delivery, with completion required by March 2023
- Subsequent funding streams will align under Connecting Sheffield



Figure 21: Slide 3

## Connecting Sheffield: Darnall - Attercliffe - City Centre

*Vision & Details*

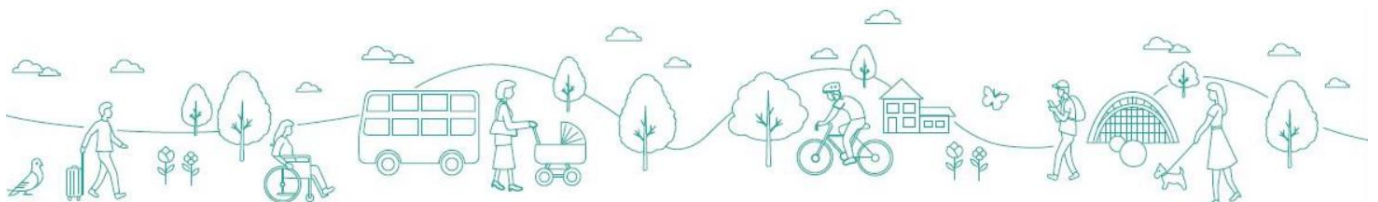


Figure 22: Slide 4



# Rationale

- The Lower Don Valley is an **important area for employment, innovation, education and leisure** and sits at the heart of an area designated as the Advanced Manufacturing Innovation District (AMID).
- The Darnall – Attercliffe – City Centre scheme **would transform access** to growing employment, leisure and housing opportunities in Darnall, Attercliffe, the Lower Don Valley and the city centre, **making the area more attractive** to live, work and invest in.
- The plans would **pave the way** for future expansion of cycle networks into other areas of Sheffield as well as to the **Advanced Manufacturing Research Centre (AMRC)**, and **Rotherham** - via the proposals under Connecting Sheffield: Magna Tinsley.
- The proposals could help to **reduce car dependency** for shorter distance journeys, reducing traffic congestion and contributing to health benefits associated with cleaner air.
- Evidence captured by Sheffield City Council through the Cycling Propensity Tool identified the area as a **priority for investment** in cycling infrastructure due to a **need for better connections** and access to employment opportunities.



The scheme would provide better walking and cycling infrastructure between the city centre and Attercliffe and Darnall.



The Lower Don Valley is becoming an important area for employment again.



Figure 23: Slide 5

# Key Elements

## The Darnall – Attercliffe - City Centre scheme would:

- Create **high-quality, largely segregated cycle routes** between the city centre and Attercliffe and Darnall, transforming access to the growing employment, leisure and housing opportunities along the Lower Don Valley, from across the city and also within the local community.
- **Improve walking infrastructure** through a series of measures including improved crossings.
- Introduce **bus priority measures** to improve current bus service reliability and journey times.
- Where possible, we would look to introduce **environmental improvements** such as new trees and planting to complement the travel measures.



Figure 24: Slide 6





## What the plans look like...

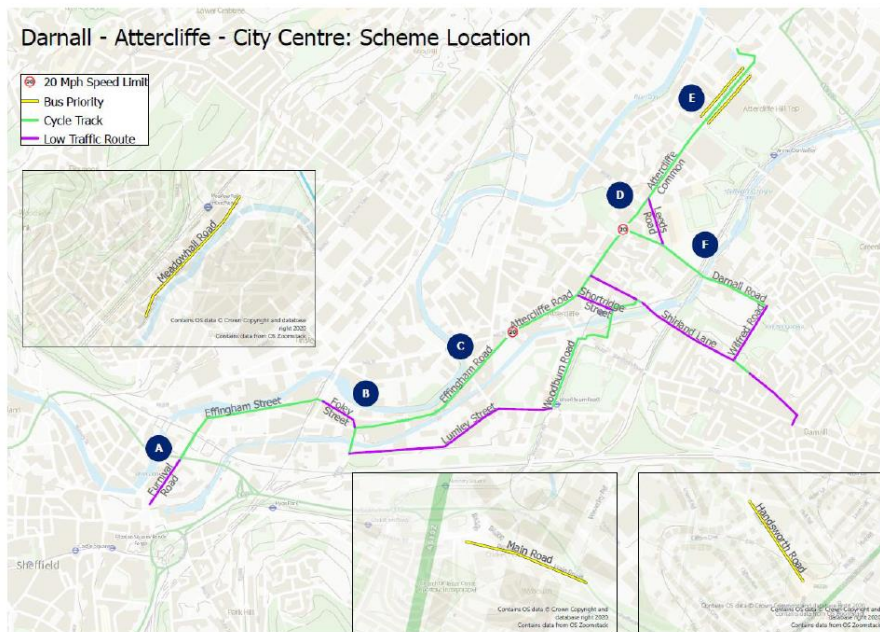


Figure 25: Slide 7

## Improving connections into the city centre

A new, largely segregated cycle route running from Exchange Street along Furnival Road, Effingham Street, Effingham Road and Attercliffe Road as far as Arena Square roundabout is proposed, with new paving and improved footpaths.

- The cycle route would start in the city centre at **Castlegate on Exchange Street** and would continue along **Furnival Road** and across the inner ring road to connect into a new **segregated cycle route**.
- To achieve this, **through-traffic** that currently runs straight ahead across the inner ring road on Furnival Road **would be prohibited**. New planting would also be introduced.
- The route would connect into the existing **'Grey to Green' cycle route** running along Castlegate and Bridge Street to join up with the proposed cycle route in the Connecting Sheffield: **Neepsend – Kelham – City Centre** scheme.
- It is also intended that, in the future, **this route would be extended** to link in with the proposed Connecting Sheffield: City Centre scheme and the proposed **Future High Street Fund improvements** running along Fargate and High Street.



The cycle route would start in the city centre on Exchange Street.



The cycle route would connect into the Grey to Green scheme along Castlegate.



Figure 26: Slide 8



# Better cycling and walking from the city centre to Attercliffe

The segregated cycle route would continue along Effingham Street and Foley Street, bypassing the Effingham Road roundabout and continuing along Effingham Road up to Attercliffe Road.

- To accommodate the new cycle track, **parking would not be allowed** along one side of Effingham Street and **traffic calming measures** would be introduced to improve safety.

A second new cycle route would also be created using low-traffic areas and existing sections of cycle routes in the area.

- Branching off at the Effingham Road/Bernard Road roundabout from the main segregated route, and **running via a purpose-built cycle crossing and segregated route** along Bernard Road, the second route would follow a **low-traffic cycle route** along Lumley Street, Worthing Road, Woodbourn Road and Roundel Street.
- The route would connect into the **Woodbourn Road** and **Attercliffe tram stops**.



Figure 27: Slide 9

# Improved cycling and walking within Attercliffe

Improved walking and cycle-crossing facilities are proposed in Attercliffe and at the Arena Square roundabout to connect into the existing cycle route to Meadowhall.

- Along Attercliffe Road, most side streets would have a **continuous cycle track** across the junction. Vehicles would still have full access, but cycles would have **priority over traffic turning into and out of side roads**.
- A new **20mph speed limit** would be introduced through Attercliffe between the junctions of Effingham Road and Worksop Road.
- A **red route** would be introduced for safer cycling and walking, reducing congestion and helping to improve bus journey times.
- The **red route** - which prohibits waiting, loading and stopping at any time - would be introduced along Attercliffe Road beginning at the junction with Effingham Road and extending down to the junction with Janson Street - and also along Worksop Road as far as Leeds Road.
- Loading would be enabled through the use of **loading bays** and **double yellow lines** on side roads through Attercliffe as an alternative to loading on Attercliffe Road /Attercliffe Common.



Improved crossing facilities are planned for the Arena Square roundabout

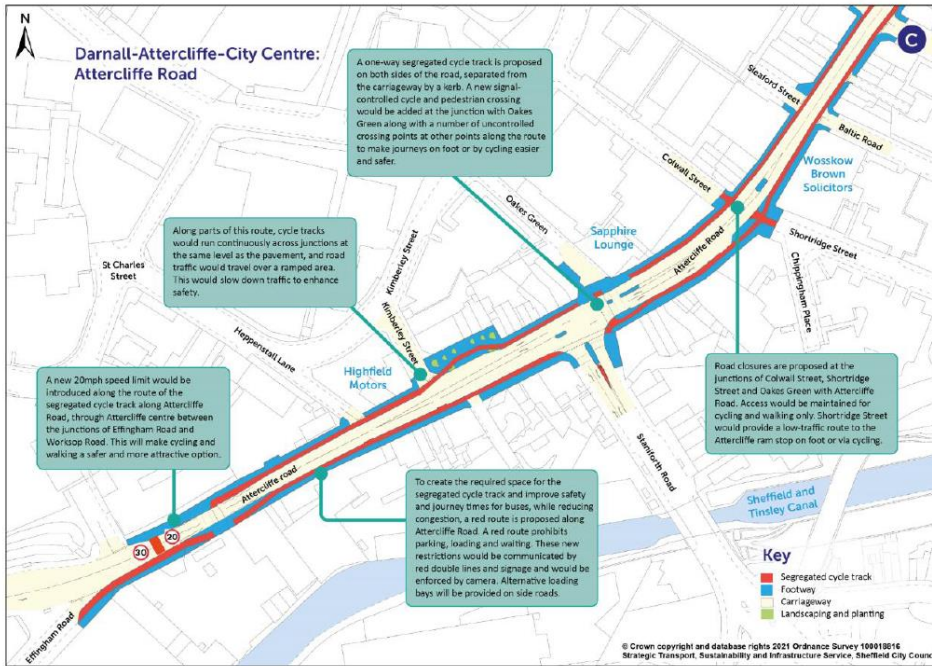


The route would continue along Attercliffe Common



Figure 28: Slide 10

# Attercliffe Road



A **red route** would be introduced along Attercliffe Road and a **20-mph speed limit** is also proposed between the junctions with Effingham Road and Worksop Road.

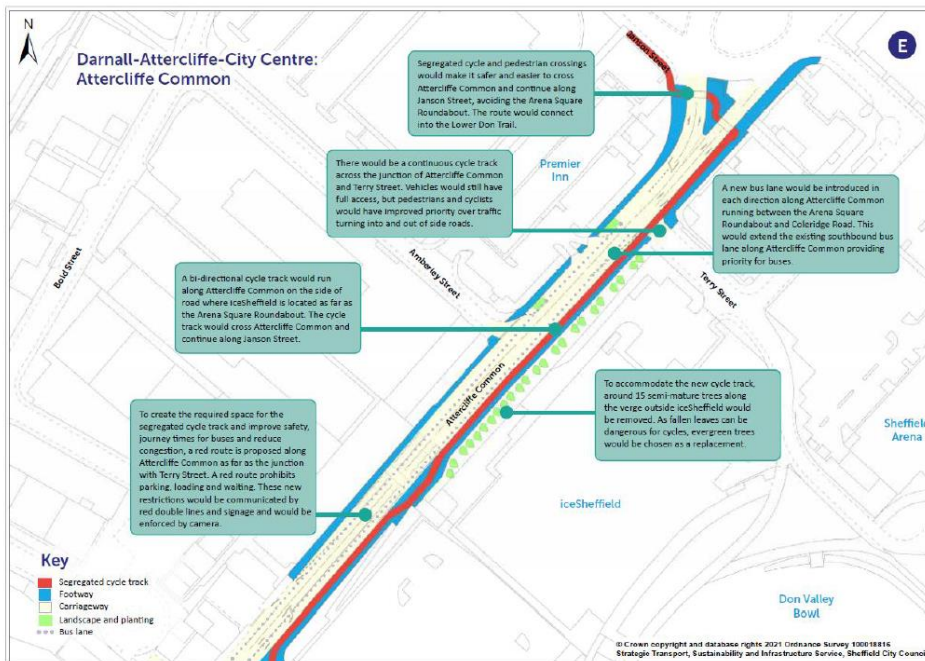
**Road closures are proposed** at the junctions with Colwall Street, Shortridge Street and Oakes Green.

Shortridge Street would provide a **low traffic route** to the Attercliffe tram stop on foot or via cycling.



Figure 29: Slide 11

# Attercliffe Common



A **red route** would be introduced along Attercliffe Common as far as the junction with Terry Street.

A **bi-directional cycle track** would run along Attercliffe Common on the same side as iceSheffield.

A **new bus lane** would be introduced in each direction along Attercliffe Common, running between the Arena Square Roundabout and Coleridge Road.



Figure 30: Slide 12



# Improved cycling and walking routes through Darnall

**A new segregated cycle spur would branch off the Attercliffe Road cycling route, serving Darnall via Worksop Road and Darnall Road, as far as Wilfrid Road and Darnall Community Park.**

This route would be designed to allow a potential future extension to Greenland Road, with a further possible subsequent extension via Catley Road offering the opportunity of connecting into the Advanced Manufacturing Research Centre (AMRC), subject to available funding.

A new segregated cycle and pedestrian crossing would be introduced on Worksop Road, providing connections to an existing cycle track which links to the Attercliffe tram stop and to the Sheffield Olympic Legacy Park and Oasis Academy Don Valley.

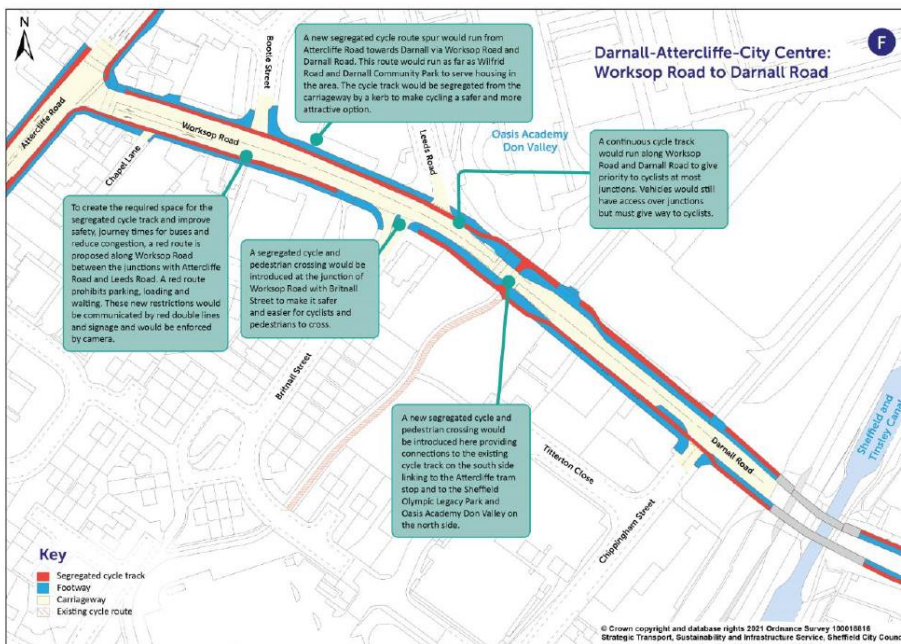


The new segregated cycle spur would extend as far as Darnall Community Park.



Figure 31: Slide 13

## Worksop Road to Darnall Road



A new **segregated cycle route spur** would run from Attercliffe Road towards Darnall via Worksop Road and Darnall Road.

A **red route** is proposed along Worksop Road between the junctions with Attercliffe Road and Leeds Road.

A **cycle and pedestrian crossing** would provide connections to the **existing cycle track** linking to Attercliffe tram stop, Olympic Legacy Park and Oasis Academy Don Valley.



Figure 32: Slide 14

# Improved cycling and walking routes through Darnall

A second complementary cycle route would also serve Darnall, branching off the Attercliffe Road segregated cycle route at Shortridge Street.

- The junction of Shortridge Street would be closed to motor vehicles, and parking would be restricted along parts of this road. From here, the route would connect into the Attercliffe tram stop.
- The route would run to Staniforth Road, with a new cycle and pedestrian crossing to connect into the low traffic streets around Watkin Close, south of Staniforth Road.
- Some parking restrictions along Shirland Lane would be introduced, and the bridge would be closed to through-traffic. The route would connect to the segregated Darnall Road cycle route via Wilfrid Road, along which traffic-calming measures would be introduced.
- Walking infrastructure would be improved throughout the entire route at key locations. Measures would include improved crossing facilities, improved paving and continuous footways and cycle tracks in some locations.



The bridge at Shirland Lane would be closed to through traffic.



Figure 33: Slide 15

## Shirland Lane and Shortridge Street



Figure 34: Slide 16

# Improvements to public transport

A number of new bus lanes would be introduced to give public transport priority and improve journey times and reliability both locally and across the city.

- A new bus lane is planned along Meadowhall Road heading towards the Meadowhall Transport Interchange. Entry and exit for buses to Meadowhall Interchange would be improved to give priority to buses and improve journey times.
- Improved pedestrian facilities and footways would also feature along Meadowhall Road.
- A new bus lane would be introduced in each direction running between the Arena Square Roundabout and Coleridge Road to give priority to buses.
- A bus lane would also be introduced along Handsworth Road, outbound from the city, from Clifton Crescent to the approach to the junction with Sheffield Parkway. This would improve bus journey reliability and journey times on the busy 52 bus route.
- There would also be improvements to prevent queuing on the approach to Greenland Road. Around 25 bus stops would be upgraded; locations are to be confirmed.



A number of bus lanes would be introduced.



Figure 35: Slide 19

## Next Steps

### You can get involved by:

- Sharing information about Connecting Sheffield and the consultation with your networks
- Signing up to receive updates on the project
- Responding to the consultation on the proposals

Once feedback from this consultation has been reviewed and plans have been produced, there will be a statutory consultation period before any implementation of the schemes.

<https://connectingsheffield.commonplace.is/>



Figure 36: Slide 20





**CONNECTING  
SHEFFIELD**  
Better travel choices

Thank You For Listening.

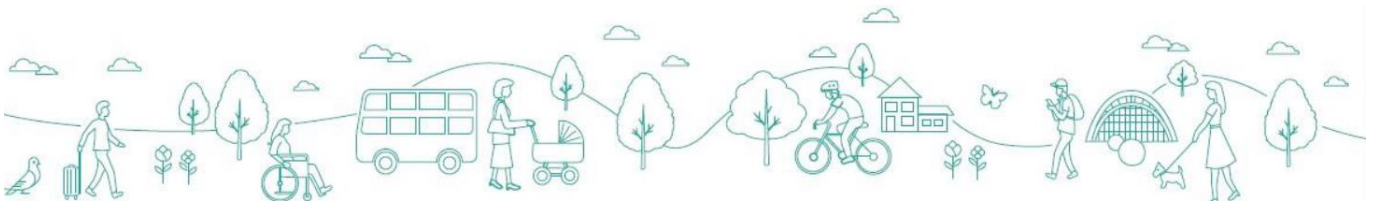


Figure 37: Final slide

# Have your say

Help shape plans to transform travel for cycling, walking and public transport in your area.

Connecting Sheffield, our vision for the future of travel in Sheffield, includes plans to improve walking, cycling and public transport infrastructure in and around **Darnall**, **Attercliffe**, and the **Lower Don Valley**. The scheme would see safer cycling routes, improved walking routes and new bus lanes giving priority to buses which would improve reliability and journey times both locally and across the city.

**Connecting Sheffield: Darnall – Attercliffe – City Centre** aims to transform the opportunities to access the growing employment, leisure and housing opportunities along the **Lower Don Valley** between the **City Centre** and the **Darnall** and **Attercliffe** communities, better connecting residents to important centres of employment, retail and leisure.

These plans form part of Connecting Sheffield and are being developed through the Transforming Cities Fund.

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



**CONNECTING  
SHEFFIELD**  
Better travel choices

**Darnall – Attercliffe – City Centre**

Figure 38: Front of the consultation postcard



# Take part

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

We can't hold face to face consultation events at the moment, so we are making information available on a dedicated consultation website, where you will have the opportunity to find out more and provide feedback.

You can view the plans by visiting:  
[www.connectingsheffield.commonplace.is](http://www.connectingsheffield.commonplace.is)

You can also ask questions and provide feedback via freephone, Freepost or email.



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



0808 196 5105



Freepost Connecting SHF

This consultation is open until Monday 19th April 2021.

If you do not have access to the internet, please call us on 0808 196 5105 and we can arrange to send information to you in the post.

Sheffield  
City Region



INDUSTRIAL  
STRATEGY  
TRANSFORMING CITIES FUND



Return address if undelivered: 5th Floor, St. James House, Vicar Lane, Sheffield S1 2EX

Figure 39: Back of the consultation postcard

## Appendix 4 – Webinar and Meeting Notes

### Darnall – Attercliffe – City Centre Community Groups' Webinar

#### Attendees:

- Rosemary Hill, Disability Sheffield
- Yvonne Witter, Darnall Wellbeing
- Simon Tucker, Canal & River Trust

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

##### Sheffield and Tinsley Canal

- Request to look at connecting up the proposed cycle route to the Sheffield and Tinsley canal towpath.
- Request to provide signage and mapping to make the access points to the towpath as clear as possible.
- Discussion about the Council and the Canal and River Trust working together to ensure that people have as many good options as possible when choosing to cycle.



counter  
context

## Effingham Road

- Question regarding the roundabout on Effingham Road and how this will be handled as part of the plans to ensure cyclists can pass safely. It was explained that cyclists won't have to stop at the roundabout and will be segregated from traffic.
- Question as to whether any improvements are proposed for the Bacon Lane bridge.

## Shirland Lane

- Positive response to the plans to route the cycle track along Shirland Lane.

## Local communities

- Initial concern as to whether enough community groups had been engaged with and invited to the webinar. A list of the invited community groups was then provided which was felt to be satisfactory.

## Segregation and cycle parking

- Comment that as much segregation as possible would be preferred, particularly for those new to cycling or those using trikes who might not be able to stop as efficiently.
- Request for lots of small cycle parking areas rather than just one large parking facility.

## Feedback

The response was on the whole positive, with support for the proposals and feedback that the changes will make it easier for people commuting via cycling. Yvonne Witter from Darnall Wellbeing said that she would share the proposals with others in the Darnall community and was keen to encourage people to take up cycling using the new infrastructure. There was discussion around opportunities to link the proposed new route with the existing canal towpath and requests for better signage. The need for segregation was also raised as a key issue especially for disabled people using the infrastructure.

## Darnall – Attercliffe – City Centre Businesses' Webinar

### Attendees:

- David Slater, Spaces Sheffield
- David Hobson, Olympic Legacy Park
- Shaun Lough, IceSheffield
- Simon Coates, English Institute of Sport
- David Grey, OSL Group
- John Clephan, Citu
- Lauren Wood, Savills

## **SUMMARY OF POINTS MADE**

### **HGVs along Attercliffe Road:**

- Concern that HGVs currently use Attercliffe Road as a rat run causing congestion in the area.

- Concern from OSL group that HGVs need to be able to access and exit their site on Burgess Road.

**Air Quality:**

- Question as to whether the air quality in the area had been studied and whether this has been used to inform the proposals.

**Car Parking:**

- Requests to provide more car parking within the Attercliffe area.
- Request to deal with parking around the Attercliffe tram stop. Concern that the Council car park is unused.

**Worksop Road/Darnall Road Aqueduct:**

- Question regarding whether the proposed cycle route will continue under the aqueduct at Worksop Road/Darnall Road.

**Infrastructure for runners:**

- Question as to whether there will be any infrastructure in place for runners as part of the proposals. The advice was that runners will be able to use the footpath.

**Feedback**

The response was on the whole fairly positive, OSL Group were supportive of the proposals as long as HGV access was maintained to their premises. Car parking was another key issue that was raised with some concerns over the removal of parking, and requests to provide more parking in the area.