

Connecting Sheffield: Neepsend – Kelham – City Centre

Consultation and Engagement Report

March 2021

Table of Contents

Section 1: Introduction.....	2
Section 2: Aims of Engagement.....	2
Section 3: Approach to Engagement.....	3
Section 4: Community and Stakeholder Mapping.....	3
Section 5: Engagement Overview.....	8
Section 6: Summary of Feedback Received.....	10
Section 7: City Centre Feedback Analysis	10
Section 8: Heatmap Analysis.....	35
Section 9: Influence of Consultation on Proposals	42
Section 10: Appendix	43



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: Neepsend – Kelham – City Centre** scheme was the second 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: Neepsend – Kelham – 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: City Centre** consultation launched on 4 February 2021 and concluded on 3 March 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: Neepsend – Kelham – 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
- Economic and business groups
- Educational organisations
- Religious places of worship
- Community and interest groups
- Accessibility groups
- Local transport organisations and groups
- Local service providers
- Local residents and businesses

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

Political Representation

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

Members of Parliament

- Mr Paul Blomfield, MP for Sheffield Central
- Ms Gill Furniss, MP for Sheffield, Brightside and Hillsborough

City Region Mayor

- Mr Dan Jarvis, Sheffield City Region Mayor

Ward Councillors

- 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 City
- Councillor Ruth Mersereau, Ward Councillor for City
- Councillor Martin Phipps, Ward Councillor for City

Economic and Business 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.

Economic Groups

- Kelham Island Museum
- This is Sheffield (formerly This is Kelham)

Local Developments

- Xtreme (the ski village)
- West Bar development
- Hollis Croft development A
- Hollis Croft development B
- Pennine Centre development

Large Businesses located around Kelham and Neepsend

The **Connecting Sheffield: Neepsend – Kelham – City Centre** proposals would directly affect the access routes to and from a number of local businesses located in Kelham and Neepsend and therefore it was expected that these groups would express a high level of interest in the proposals.

We therefore engaged with a large number of businesses in the area, including retail, hospitality and other local businesses in Kelham and Neepsend, and businesses around West Bar, including:

- HD Sports
- Wickes
- Eurocell
- City Electrical Factors
- MKM Building Supplies
- South Yorkshire Ducting Supplies
- PJ McAnearney Machine Tools
- CTW Hardfacing
- Russell's Bike Shed
- EE Ingleton
- JC Albyn Works
- 92 Burton Road
- Crusty Cob
- Bradshaw Precision Engineering Ltd

- Sabre Toolmaking Ltd
- Sheffield Brewery
- P & W Automotive Services
- Broadblast Ltd
- Grind Café
- Kelham Island Tavern
- Craft and Dough
- Yellow Arch Studios
- Cutlery Works
- Gaard Coffee
- Depot Bakery
- Kelham Arcade
- Armadillo Storage
- National Emergency Services Museum

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:

- Burngreave Tenants and Residents Association (TARA)
- Burngreave Messenger Community Paper/Burngreave Clean Air Campaign
- Friends of Abbeyfield Park
- Friends of Parkwood Springs
- Kelham Island and Neepsend Community Alliance
- Kelham Island and Neepsend Community Forum
- People's Kitchen Pitsmoor
Pitsmoor Neighbourhood Watch

Religious places of worship

We engaged with the following places of worship located around the area in which changes are proposed.

- City Life Christian Church
- Christ Church Pitsmoor
- Pitsmoor Methodist Church
- St Catherine of Alexandria
- Seventh Day Adventist Church
- At Taqwa Centre

Local schools

We engaged with the following local schools located around the area in which changes are proposed.

- Pye Bank Church of England Primary School
- Astrea Academy Sheffield
- Watoto Pre-School
- Abbeyfield Primary Academy
- St Catherine's Catholic Primary School

Local healthcare services

We engaged with the following local healthcare services located around the area in which changes are proposed.

- Burngreave Surgery

- Forge Health Group
- SSA Social Care and Community Services Ltd
- Spital Hill Dental Surgery

Citywide stakeholders

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Neepsend – Kelham – 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: Neepsend – Kelham – City Centre** consultation was launched on 4 February 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: Neepsend – Kelham - City Centre** scheme proposals. A distribution area for the consultation leaflet was defined, so that nearby properties would directly receive information about the proposals and the consultation process. The identified distribution area for the consultation leaflet included 8519 addresses. The distribution area is shown in Figure 1 below.

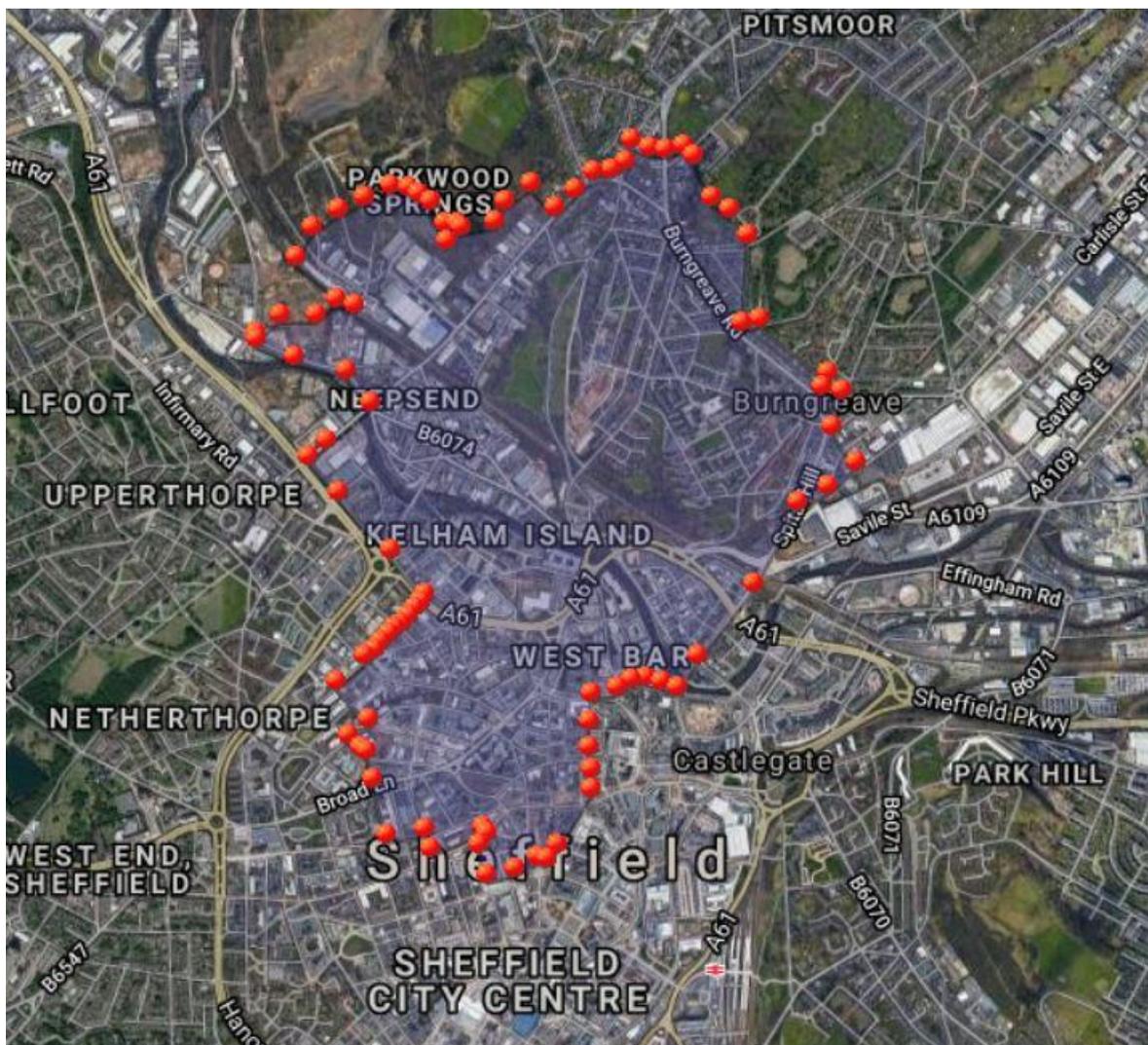


Figure 1: Consultation leaflet distribution area (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.

Section 5: Engagement Overview

The main period of public consultation ran for just under four weeks between 4 February 2021 and 3 March 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: Neepsend – Kelham - 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 community groups were invited to the webinars. The first webinar was held for community groups within Neepsend and Kelham, while the second webinar was held for community groups in Burngreave and Pitsmoor. Attendees were invited to the webinars via email, with follow-up emails and telephone calls made where no response was received. Where stakeholders were unable to attend, they were provided with a link to the pre-recorded presentation.

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

The sessions received a positive response. The two main community groups in Neepsend and Kelham (Kelham Island and Neepsend Community Alliance and Kelham Island and Neepsend Community Forum) were supportive of the project, representing their members. The groups attending from Burngreave and Pitsmoor were also broadly in support of the proposals.

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.

After the consultation was launched, the Connecting Sheffield project team were directly contacted by a number of industrial and lock-up businesses within Neepsend who expressed concerns around access and deliveries. To help to alleviate some of these concerns and to explain the proposed changes in more detail, a further meeting was set up and a number of businesses were invited.

The meeting with the Neepsend Businesses took place on Friday 11 February and was well attended. During the meeting, the project team explained the proposed changes to Neepsend in closer detail and answered questions. A summary of the points raised at this session is also 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 8519 properties, as shown in Figure 1 on Page 7.

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: Neepsend – Kelham – City Centre** proposals and details of the consultation period, which can be found here: <https://sheffnews.com/news/plans-revealed-for-first-active-neighbourhood-in-sheffield>

The press release received coverage in a number of titles including The Star, Leisure Opportunities and Now Then Magazine.

Consultation Website

In order to ensure information on Connecting Sheffield was readily available and people could easily provide feedback on the 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: Kelham – Neepsend – City Centre** proposals on 4 February 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 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: Kelham – Neepsend – 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: Kelham – Neepsend – 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 Commonplace website, including the **Connecting Sheffield: Kelham – Neepsend – City Centre** scheme page, the feedback form and interactive heatmap, are provided as Appendix 1.

Methods of Receiving Feedback

Telephone Information Line

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

Email Address



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

Freepost Address

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

Section 6: Summary of Feedback Received

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

- The freephone information line (0808 196 5105)
- The enquiries email address (info@connecting-sheffield.co.uk)
- The Freepost address (Freepost Connecting SHF)
- An interactive 'heatmap' on the Connecting Sheffield Commonplace website which allowed people to pin comments on the routes for each scheme: (<https://connectingsheffield.commonplace.is/proposals/provide-comments-on-our-interactive-map-about-whats-important-to-you>)
- A feedback form on the **Connecting Sheffield: Kelham – Neepsend – City Centre** page of Connecting Sheffield Commonplace website: (<https://connectingsheffield.commonplace.is/proposals/neepsend-kelham-city-centre>)

In total, 984 responses were received during the Kelham – Neepsend – City Centre consultation. These are categorised below depending on the channels through which the feedback was given.

Table 1: Number of consultation responses received.

Consultation response received	Total
Online feedback form	932
Online interactive heatmap	20
Email	20
Freepost	0
Phone	12
Total	984

Section 7: Kelham – Neepsend – City Centre Feedback Analysis

Nearly all of the feedback received as part of the **Connecting Sheffield: Kelham – Neepsend – 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

Since the Connecting Sheffield website went live in November 2020, there have been 24,331 visitors in total. The below graph shows that there was a spike in visitors on 04 February 2021 when the **Connecting Sheffield: Kelham – Neepsend – City Centre** consultation was launched with 1,137 people visiting the site that day. There was another larger spike of 3458 visitors on 15 February, this is likely because Yorkshire Live and The Star published articles about the scheme on this day.

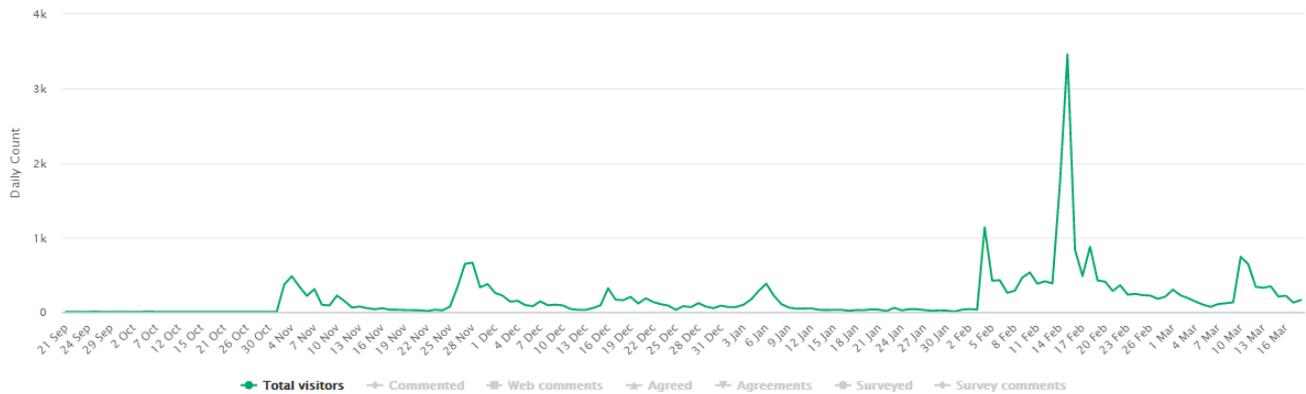


Figure 2: Graph showing the total number of visitors to the Connecting Sheffield website since its launch in November 2020.

The below table shows the top ten referral websites which visitors 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
Facebook	5762	313 (5%)
Twitter	3751	190 (5%)
sheffnews.com	1954	139 (7%)
Inks.gd	811	150 (18%)
Google	742	92 (12%)
sheffieldforum.co.uk	339	49 (14%)
com.google.android.gm	264	12 (5%)
examinerlive.co.uk	125	7 (6%)
nowthenmagazine.com	87	33 (38%)
thestar.co.uk	79	12 (15%)

Figure 3: Table showing the top ten referral websites

Responses to the Connecting Sheffield: Neepsend – Kelham – 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 future transport use post Covid-19 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.

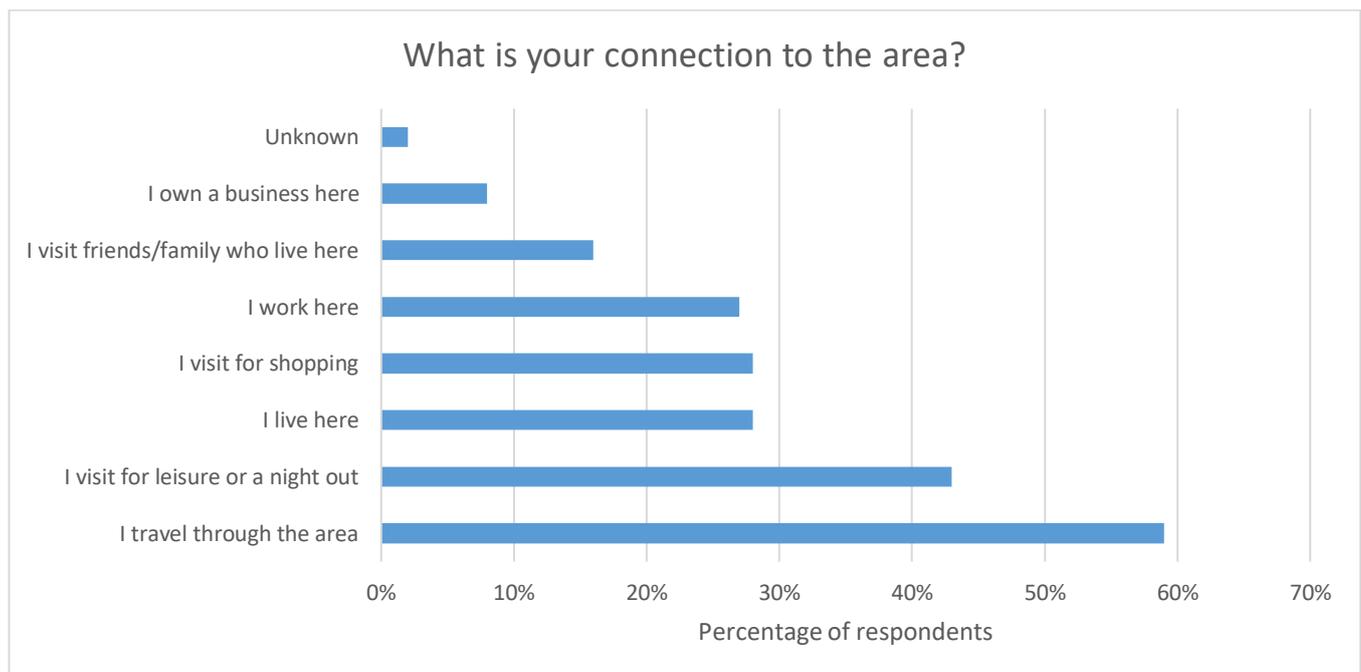
Analysis of Closed Questions

The following three questions focus on understanding the demographic of respondents. None of these three questions were mandatory and therefore respondents were able to skip the questions.

The below answers are based on the 932 respondents who provided a response to the main Commonplace tile.

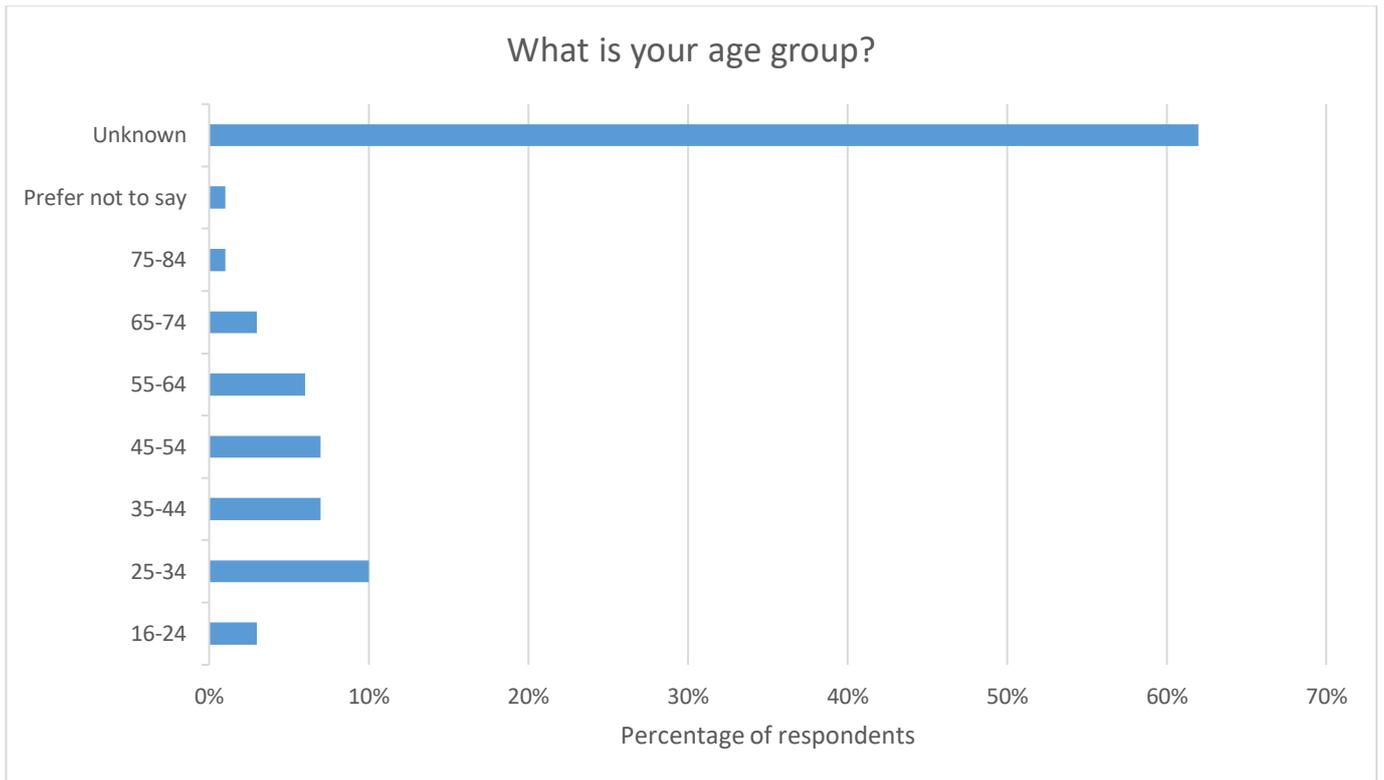
- **What is your connection to the area?**

Approximately 60% of the respondents who answered this question said that they travelled through the area that they were commenting on (Neepsend, Kelham and City Centre). A further 40% said that they visit the area for leisure or a night out. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



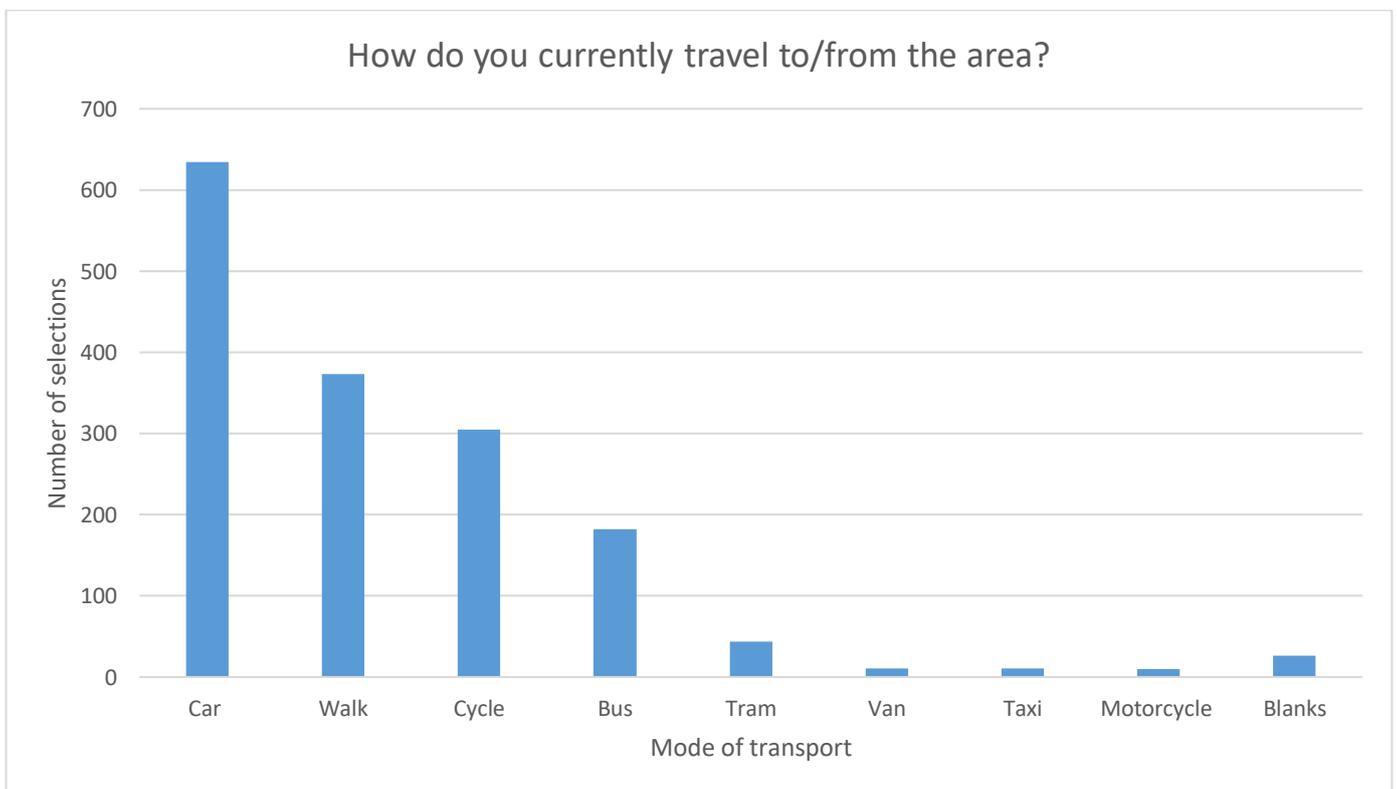
- **What is your age group?**

Approximately 60% of the respondents did not provide an answer to this question. 10% of respondents said they were aged between 25 and 34, 7% said they were aged between 35 and 44, and a further 7% said they were aged between 45 and 54.



- **How do you currently travel to/from the area?**

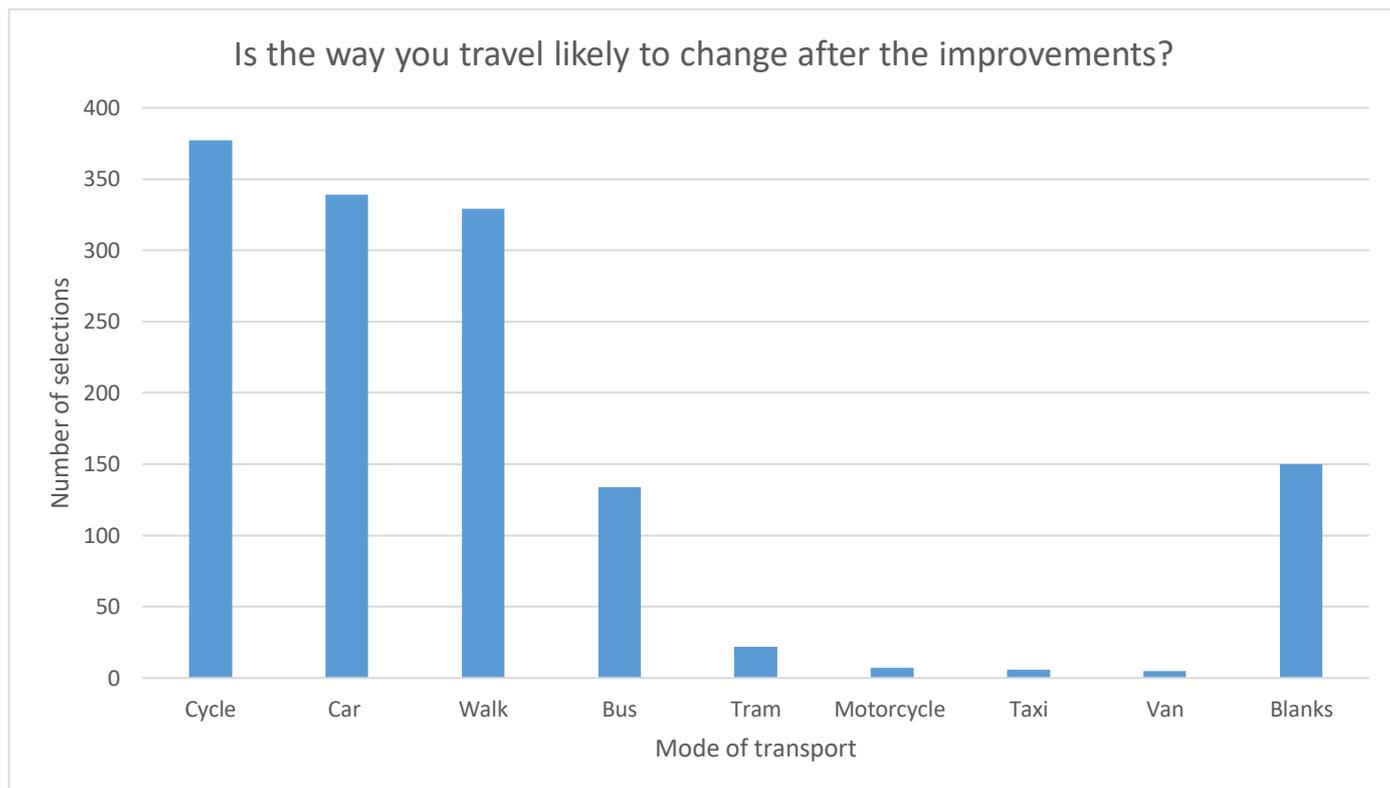
Travel by car was selected 634 times in response to this question, while walking was selected 373 times and cycling was selected 305 times.



The following graphs contain data taken from the specific questions asked to inform the **Connecting Sheffield: Neepsend – Kelham - City Centre** proposals. As above, this data is based on the 932 respondents who provided their feedback on the main 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 932 responses were not received for every question – sometimes more, sometimes less.

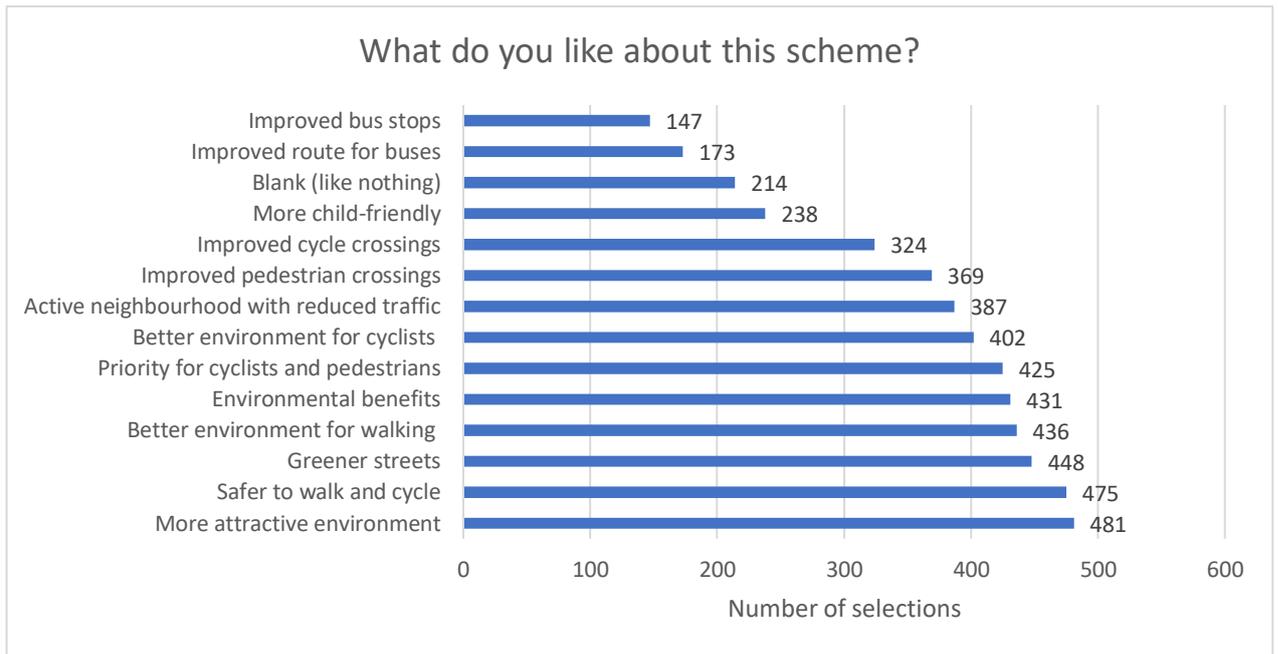
- **Is the way you travel likely to change after the improvements?**

Travel by cycle was selected 377 times by respondents when asked how they thought they would travel to and from the area after the improvements. Travel by car was still selected 339 times as the mode of travel that would be used, and walking was selected 329 times.



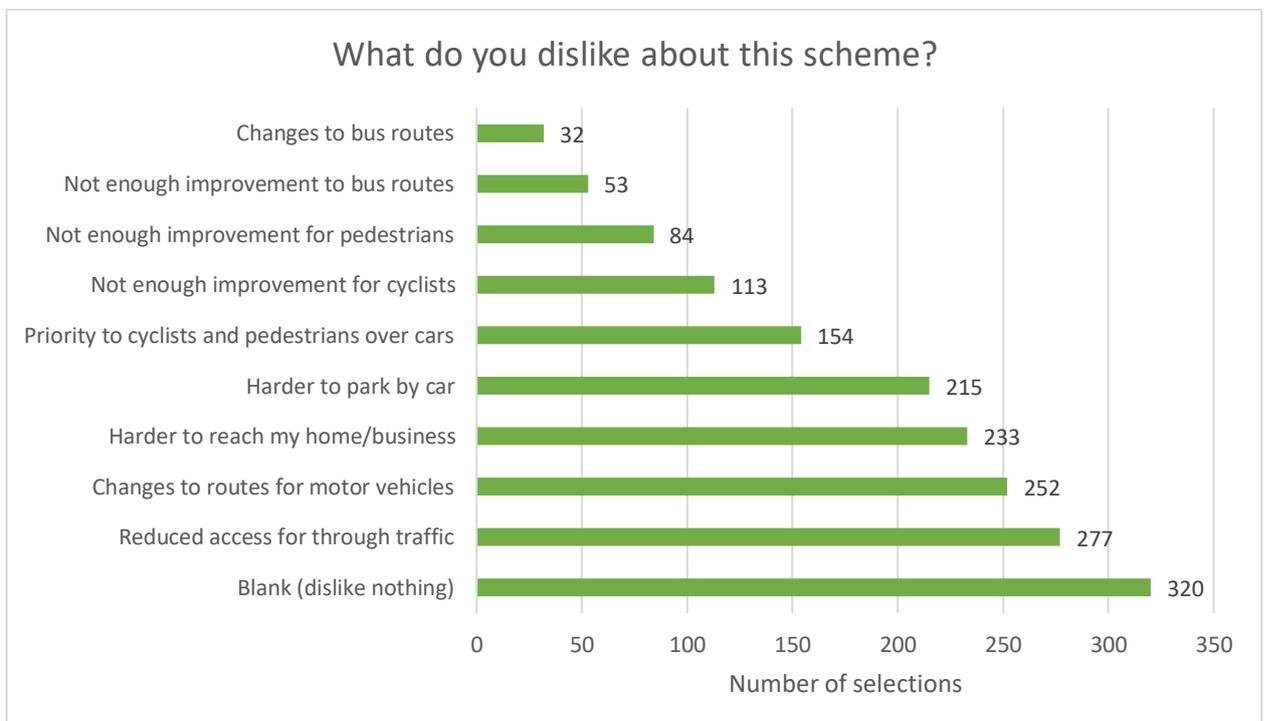
- **What do you like about this scheme?**

When respondents were asked what they liked about this scheme, “more attractive environment” was selected 481 times, “safer to walk and cycle” was selected 475 times, and “greener streets” was selected 448 times. This was a multiple-choice question.



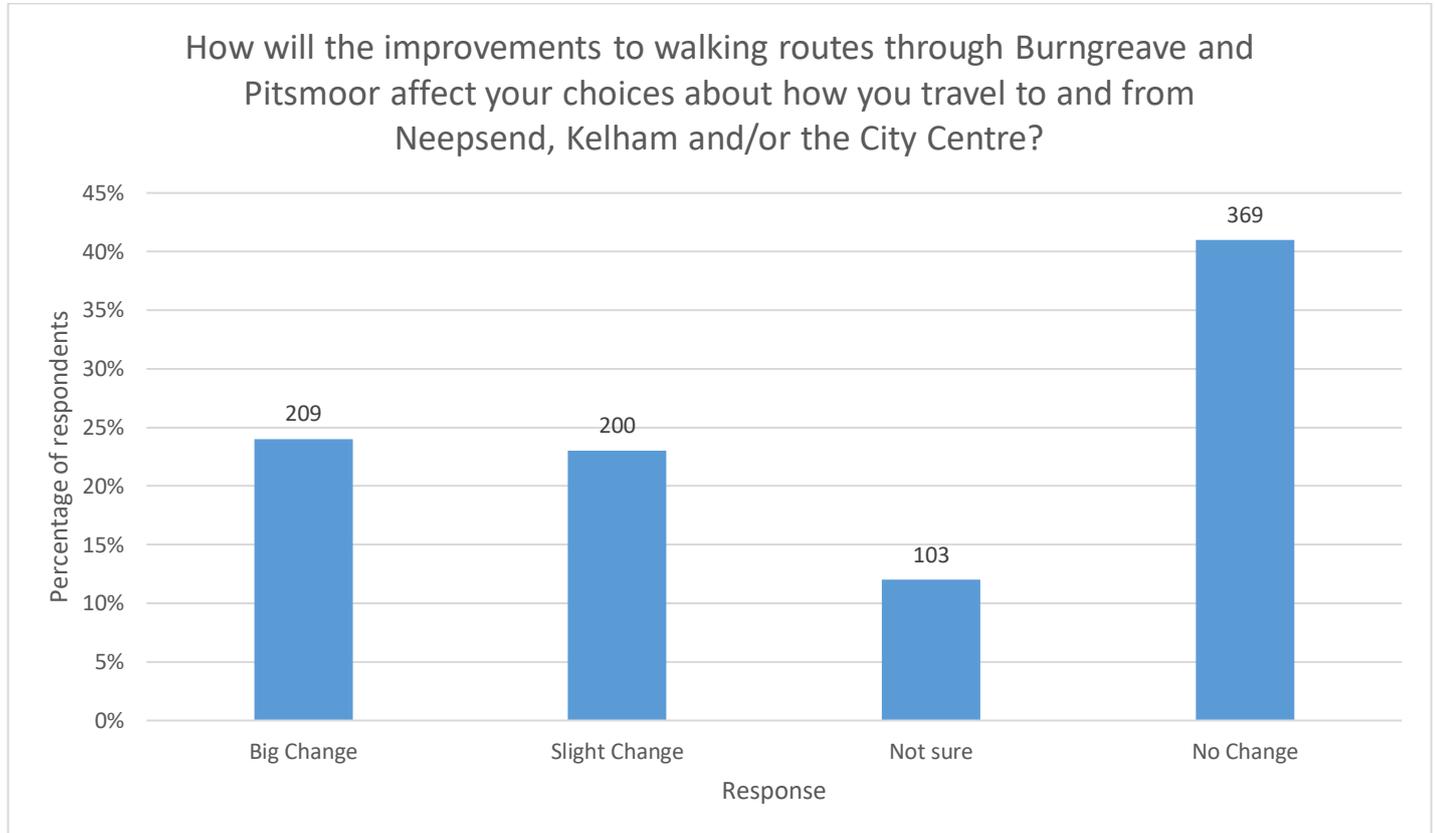
- **What do you dislike about this scheme?**

When respondents were asked what they disliked about this scheme, a blank response was submitted 320 times, “reduced access for through traffic” was selected 277 times, and changes to routes for motor vehicles was selected 252 times. Again, this was a multiple-choice question.



- **How will the improvements to walking routes through Burngreave and Pitsmoor affect your choices about how you travel to and from Neepsend, Kelham and/or the City Centre?**

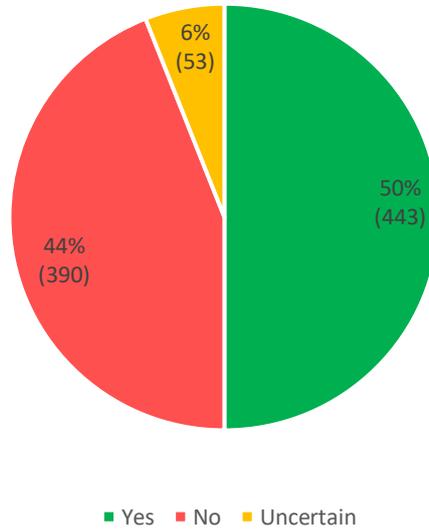
369 (approximately 40%) of the respondents who answered this question said that the improvements to the walking routes through Burngreave and Pitsmoor would not affect their choices about how they travel to Neepsend/Kelham and or the City Centre. 209 respondents (approximately 25%) said there would be a big change and 200 (approximately 25%) said there would be a slight change.



- **In the future, post Covid-19, do you see yourself walking or cycling MORE to access Neepsend, Kelham and the City Centre as a result of these proposals?**

50% of the respondents who answered this question said they did see themselves walking or cycling more to access Neepsend, Kelham and the City Centre as a result of the proposals.

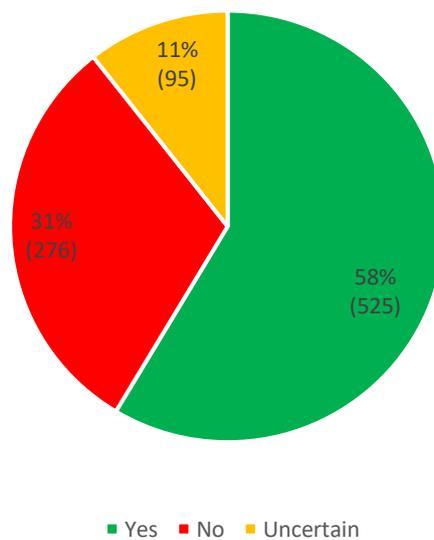
In the future, post Covid-19, do you see yourself walking or cycling MORE to access Neepsend, Kelham and the City Centre as a result of these proposals?



- **Do you agree with the proposals to close Alma Street and Ball Street to create an improved environment which is safer for cyclists and pedestrians?**

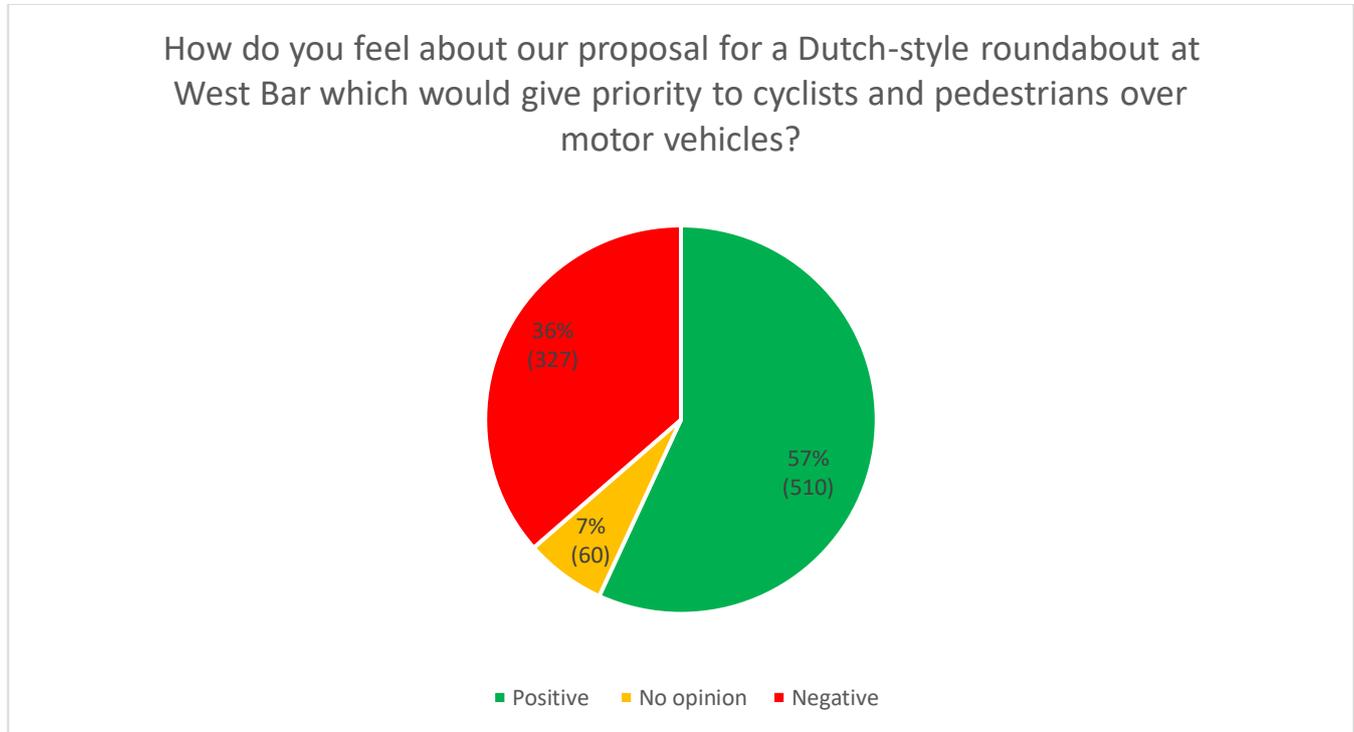
58% of the respondents that answered this question said that they agreed with the proposals to Alma Street and Ball Street.

Do you agree with the proposals to close Alma Street and Ball Street to create an improved environment which is safer for cyclists and pedestrians?



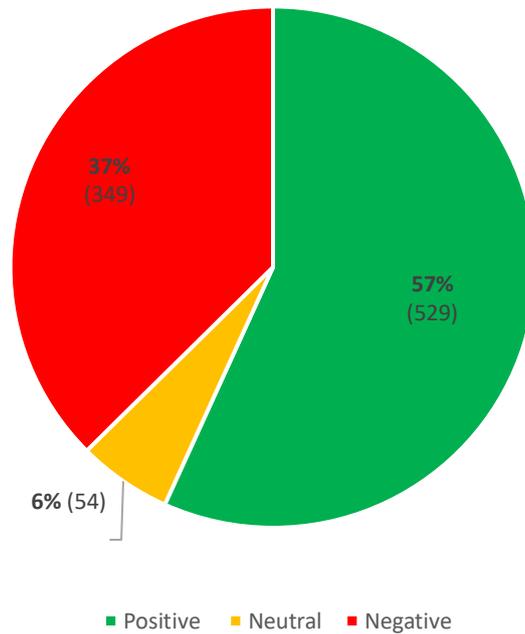
- **How do you feel about our proposal for a Dutch-style roundabout at West Bar which would give priority to cyclists and pedestrians over motor vehicles?**

57% of the respondents that answered this question said that feel positive about the proposals for a Dutch-style roundabout at West Bar.



The below chart shows the overall sentiment towards the proposals expressed by the 932 respondents that provided a response on the main Commonplace tile. It shows that over 57% of those who completed the **Connecting Sheffield: Neepsend – Kelham - City Centre** feedback form felt positive about the proposals.

Commonplace Tile average respondent sentiment



Analysis of Open-Ended Questions

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

Topic
<p>Comments in support of the proposals</p> <ul style="list-style-type: none"> • There were 214 general positive comments in support of the proposals. • 35 comments suggested that people who previously considered it too dangerous to cycle around Sheffield will take up cycling if the proposals go ahead. • 21 comments suggesting that Sheffield needs more schemes like this, where active travel is prioritised over motor vehicles, around the city. • Several comments that the measures will help the leisure trade and pubs around the area. • General excitement about the possibilities of utilising the space that will be closed to traffic including mentions of pavement cafes; greener spaces; food/drink festivals. • Four comments praising how the scheme links with Connecting Sheffield: City Centre and other schemes. • Comment that this will be a useful test for other areas. • Five comments suggesting the scheme will make it safer for children in the area.

- Comment that this scheme is good for Sheffield's reputation as a modern, continental city.
- Two comments suggesting that the changes will make it easier to visit the area.
- Comment from someone who already cycles saying that though it won't change their behaviour, it will be much more pleasant.
- Comment that the changes will make Neepsend and Kelham somewhere people want to visit.
- Several comments praising the 'bold' step, suggesting these changes are needed if we are serious about tackling climate change.
- Suggestion there will need to be complementary education alongside the infrastructure to hail a behaviour change in the city (compared it to Holland in the 1970s).
- Comment from a cycling commuter that they would not have previously recommended the route unless an experienced cyclist, they would now.
- Comment that walking will no longer just be a means of travel as the environmental improvements will make it nice to walk and encourage people to stay local.
- Suggestion for Grey to Green measures like those by Castlegate in Kelham and Neepsend.
- Comment expressing pleasure that cycling and walking are becoming a priority.
- Two comments that infrastructure can drive demand, it doesn't always have to be the other way round. Suggestion this has worked for cars over the last few decades.
- Comment that the increase in cars in the area is having severe detrimental health effects.
- Comment that the scheme will bring increased investment and footfall to the area.
- Comment that cars have ruled the city centre for too long.
- Comment from a parent that they would now try cycle routes they were previously fearful to try.
- Praise from the Sheffield Society of Architects regarding the right-turn filter lane from the inner ring road to Russell Street.

Access to Neepsend businesses

45 comments relating to access for businesses in the Neepsend area including:

- Concern that roads are being made too narrow for large delivery vehicles; loop in, loop out overcomplicates the area; reduced passing trade; concern about the long-term viability of staying in the area.
- Several requests for reassurance that businesses will still be able to take and fulfil deliveries in the future despite the new road layout.
- Eight comments from Neepsend business owners that making Neepsend harder to access by car would significantly reduce their passing trade and footfall.
- Four comments that the reduced access would mean their businesses would have to move out of the area.

- Several comments that the Council was intentionally forcing industrial businesses out of Neepsend.
- Confusion about the plans, particularly around the area of the B6074. Many believe that Burton Road will be completely closed to traffic due to the bus gates and therefore the Council is forcing them out of the area.
- Concern from several people that they will not be able to access/cross from the bottom of Neepsend Lane over onto Burton Road.
- Comment that many of the traffic restrictions that are currently in place are fouled regularly such as ignoring banned turns, jumping red lights and disregarding pedestrian/cycling priority. Request for strict enforcement.
- There were nine comments expressing concern about emergency vehicle access with the changes.

Burton Road

- Comment that previous changes to Burton Road have had a major negative impact and local businesses have voted against further changes.
- Request that businesses at 92 Burton Road can meet directly with a traffic planning officer.
- Request from the owner of JC Albyn Works to get a lorry 'H' painted outside their two archways to enable deliveries to drop off more easily.
- Request for greater detail of the parking plans on Burton Road.
- Comment that taking deliveries on Burton Road will now become dangerous and difficult.

Neepsend Lane

- Comment that closing Neepsend Lane to through traffic will make it more difficult for those who work on the inner ring road as it cuts off a diversion route.
- Several commenters asked whether access for emergency vehicles will be maintained along Neepsend Lane.
- Request for a turning space at the bottom of Neepsend Lane.

Percy Street

- Two requests from business owners on Percy Street to have more information regarding their access now it is going to be a major 'loop-out' road for the area.
- Comment residents and businesses on Percy Street will suffer a loss of value to their property and have a negative effect on their quality of life.

Ball Street

- There were 23 comments made specifically about Ball Street.
- 15 of the 23 comments were in support of making permanent the recent temporary measures on the Ball Street bridge. The major reasons are that it will help reduce pollution in the area; feels safer to walk around; gives the area a cosmopolitan feel.

- Eight of the 23 comments were against the Ball Street bridge closure, the major reason being that it closes off a rat-run. Many made the point that it will increase pollution and journey times on arterial routes.
- Praise from the Sheffield Society of Architects regarding the closure of Ball Street bridge. Followed with a request for more bridges in the area to ensure more connectivity.
- Two suggestions that there no longer needs to be tarmac on the Ball Street bridge and Alma Street and these spaces could be better utilised with greening and paving.
- Concern that the closure could mean more noise for residents at night due to pubs and leisure activities.

Rutland Road

- Concern that forcing traffic up Rutland Road will make it even busier at peak times and affect businesses supply chains.
- Broad support with no objections to the signalised crossing where Rutland Road/Neepsend Lane/Burton Road meet. Described repeatedly as a 'death trap'. Specifically mentioned in Green Party councillor feedback as something they have been pushing for 'for years'.

Hicks Street and Boyland Street junction with Rutland Road

- Around 15 comments suggesting that to let traffic on to Rutland Road from Hicks Street and Boyland Street, a traffic light system will be required otherwise goods vehicles exiting premises will struggle to exit the junction due to traffic volumes, which could cause back-ups around the area.
- Comment that it is currently very difficult to make a left turn onto Rutland Road and that a right turn is impossible because the bridge blocks sight lines; this will cause tailbacks.

Platt Street

- Comment that Platt Street is narrow by a business which receives large deliveries daily. Concern about how the re-routed B6074 will work with this company also receiving deliveries.

Shalesmoor Roundabout

- Four requests that there is access from Cornish Street to the Shalesmoor Roundabout as this will prevent vehicles having to double-back on themselves.
- Suggestion to make Shalesmoor roundabout a Dutch-style roundabout.
- Suggestion of a cycle lane between Shalesmoor roundabout and West Bar roundabout.

Access for residents

- Concern that residents will be unreasonably delayed in their journeys in and out of the area.
- Concern that the proposals will disproportionately affect residents.
- Request from a Councillor for more details of access for residents of Kelham Mills who are concerned about access to their car park.
- Three requests for more details and alternative routes for residents on Green Lane.

- Two requests to re-open Green Lane to traffic.
- Comment that getting to Hillsborough from Green Lane has become too difficult as you are forced onto the ring road where you must double-back on yourself to reach Penistone Road.
- Comment that the plans affect some residents positively and others negatively, so it is unfair.
- Concern that as some residents live in 'no car' developments, they may not be eligible for a parking permit.
- Concern that the changes to Lancaster Street means residents can no longer get in and out of their car park.
- Concern the plans mean residents have to use Mowbray Street to exit Kelham rather than Burton Road.
- Concern there are not enough secure bike storage facilities in the area for residents.

Car Parking

General comments

- There were 63 comments which specifically referenced parking in the Neepsend and Kelham Island area.
- 3 of these comments contained positive sentiment, supporting removal without caveats.
- 29 of these contained general support for the removal of parking, but with caveats such as creating a new off-street (multi-storey) car park for residents and businesses; creating a residents-only permit scheme; and maintaining disabled parking.
- 26 of these comments contained negative sentiment with regards to removing parking in the area. The main themes of negative comments were that it would be harder for workers and customers to reach businesses; makes visiting the area harder; the routes cut off car parks; and the scheme makes spaces more competitive due to Kelham's free on-street parking.

Concern about removal of spaces

- Seven comments that the removal of parking spaces will make limited parking in that area even more competitive with city centre workers parking in the area for the day and walk the rest of the way meaning Kelham and Neepsend workers lose out.
- One comment saying that not every disabled person can get a Blue Badge and therefore rely on public parking.
- Suggestion that the flow of traffic is not the main issue to residents, rather it is the lack of sufficient parking space.
- One comment suggesting there will be no parking left on Burton Road due to the bus gates.
- Comment that parking is already so limited, when Peddler market is on some residents do not go out for the fear of not being able to get back in.
- Comment that residents often have to park a ten-minute walk from where they live currently.
- Concern from businesses that they/their staff will not be able to fund parking permits no matter how cheap they are due to the volume of staff in the area.

Support for removal of parking

- Suggestion that Boyland Street is currently too narrow because of parking for the skate park and Cutlery Works, support for the removal of parking there to widen the road.
- Comment that there have been more accidents since the proliferation of on-street parking because of cars pulling out of industrial complex car parks.
- Comment that the biggest battle will be parking in the area because businesses and residents have had free parking for so long.
- Comment that putting in double yellow lines and parking spaces is a waste of time because people just do what they want.

Suggestions for the future

- Five suggestions for a residents-only parking- scheme.
- Suggestion of an agreement with Wickes for late-night parking for Cutlery Works customers.
- Suggestion of a multi-storey car park around Russell Street.
- Suggestion to ban on-street parking as improved walkways and cycle lanes are useless if cars just park on them.
- Suggestion that all parking spaces in the area should have EV charge points.
- Suggestion that if parking is removed slowly to give people time to adapt.

Through Traffic

General comments

- There were 56 comments which were specifically in favour of keeping the roads in the area open to through traffic, or rat running. The main objections to closing the areas rat runs were: the inner ring road takes too long to navigate with constant stopping/starting; the measures will discourage customers from visiting the area; and there is not enough demand for cycling for such extreme changes.
- There were 22 comments which were specifically in favour of closing the area to through traffic. The main reasons for support were less pollution in the area; through traffic makes the area unappealing; and through traffic makes the area unsafe, particularly with more families moving into the area.
- Five comments that residents should be given priority/unrestricted access through the road changes.
- Comment from the Sheffield Society of Architects that access to the Little Kelham development appears cut off.
- Comment that private cars are a 'blight' on the area.
- Comment that the scheme doesn't go far enough in reducing through traffic. Suggestion that it is based on residents and business access only.

- Suggestion to have Ball Street open to exit traffic and Alma Street open to entrance traffic to ease congestion.
- Comment that although residents and businesses need easy access, reducing the amount of cars/through traffic through the area should be the number one priority.
- Comment that West Bar is essentially just a rat run for cars from the University roundabout to Derek Dooley Way.

Inner Ring Road

- Many comments suggesting that if Penistone Road and the inner ring road generally didn't become so congested, people would be less willing to use Kelham and Neepsend as a rat run.
- Comment that residents and businesses on Green Lane are currently forced out onto the eastbound section of the inner ring road, extending journey times, and increasing pollution.
- Four requests for access to the inner ring road via Cornish Street.
- Suggestion to have lower speed limits on Penistone Road and the inner ring road to make people feel safer.
- Comment that all the traffic lights on the inner ring road will only increase pollution with motorists having to stop-start constantly.
- Comment there are too many traffic lights on the Shalesmoor section of the inner ring road.

Dutch-style Roundabout

General Comments

- There were around 350 comments containing only positive sentiment including: the prioritisation of active travel over cars in the city centre; people will now be more inclined to cycle where they previously wouldn't have; and praise for the extension of Grey to Green.
- There were around 240 comments containing only negative sentiment including: there aren't enough cyclists to warrant such a large change; concern around traffic build-up, particularly as it is already a busy roundabout; concern this will be implemented and quickly dug-up; concern about accessibility for the elderly and disabled into the city centre; and concern there will be more accidents.
- Around 40 suggestions that much driver and cyclist education will need to be implemented alongside the infrastructure for it to succeed.
- 27 comments suggesting that it will cause more confusion, with bigger tailbacks, more pollution, angrier drivers, and more accidents.
- Several comments suggesting that the Cambridge Dutch-style roundabouts have faced problems even in a city with high cycling rates.
- Around 10 comments expressing concern around Traffic Regulation Order enforcement at the roundabout.
- Concern that it is a large change relative to the number of people who will benefit from it.
- Several comments expressing concern that this will not help disabled and elderly people who cannot walk or cycle.

- Comment that cyclists have higher priorities than a Dutch-style roundabout. Tram tracks in the cycle lane on Glossop Road/West Street referenced specifically.
- Suggestion to have crossings further away from the roundabout up Tenter Street so traffic flow isn't affected as much.
- Concern from the Sheffield Society of Architects regarding the pedestrian routes/right of way as it may cause confusion, particularly to the east side where pedestrians cross a cycle lane, reach safety, cross two lanes of vehicular traffic and reach safety and then cross another cycle lane, all within a short distance.
- Concern that the removal of the Broad Lane roundabout to Tenter Street will cause increased traffic speeds going in each direction from the West Bar roundabout.
- Green Councillors welcome the roundabout but feel it could be improved with CycleSheffield's recommendations.
- Comment that cyclists are not insured if they hit anyone which is more likely with the implementation of the roundabout.
- Comment that cyclists show no respect for other road users when they feel they are impeding their progress. Concern about shared paths.
- Comment from a resident on Figtree Lane that they have never seen anyone struggle to cross the road at the roundabout, but they believe the changes will lead to accidents.
- Concern around the access to and environment around the National Emergency Services Museum.
- Concern that schools will no longer be able to drop-off outside the museum's doors due to the roundabout, which is a major source of income.
- Comment that the plans are utopian and will never work in Sheffield.
- Three comparisons to Smart Motorways.
- A few comments suggesting cyclists do not pay road tax and so should not be given priority on roads.
- Comment that a Dutch-style roundabout is a very controversial piece of infrastructure that is not needed on this roundabout which flows perfectly well as it is.
- Several comments that this will be implemented and quickly dug up when it doesn't work. Suggestion that it is a waste of money.
- One respondent suggested they will now solely use Meadowhall rather than the city centre because of the roundabout.
- Comment the roundabout is a white elephant.
- Two comments that trialling a Dutch-style roundabout at such a busy junction will result in more accidents and confusion.
- Several comparisons to the Shalesmoor cycle lane.
- Comment that this is a good legacy of the Outdoor City and Tour de France passing through Yorkshire. Suggestion there has not been anything to encourage people onto their bikes since.

- Comment that the roundabout is an attack on businesses and motorists.
- Comment that the proposal has been modelled on mid-pandemic traffic flows. Suggestion that Sheffield will return to pre-pandemic traffic levels and the Dutch-style roundabout will cause more congestion.
- Four comments expressing excitement that the public realm can be 'reclaimed' from the private motor vehicle.
- Comment from a commuter that this makes safe the most dangerous part of their cycling commute.
- Several comments supporting the fact that cyclists and pedestrians will be given priority over cars.
- Comment that as a new cyclist, they will be encouraged to stay on the road and use roundabouts where they previously wouldn't.
- Two requests for all city centre roundabouts to be modelled this way if it works well.
- Concern of a backlash from drivers.
- Comment that a Dutch-style roundabout was trialled in Portsmouth and removed shortly after because it was ignored by motorists. Suggestion for good signage.
- Concern from a cyclist that the confusion the roundabout will create is more dangerous than what is in place currently.
- Comment that the harder it is to drive, the more likely they are to take the bike.
- Comment that it is generally non-local through traffic passing through the roundabout. Suggestion that this will keep drivers on the ring road.
- Comment that many are put off cycling because of the perceived risk but this will reduce the perceived risk.
- Comment that the roundabout will maintain car access but will make the area much more pleasant for other users.
- Seven comments praising the extension of Grey to Green.
- Comment that the roundabout will kill economic activity in the area, particularly post-pandemic.
- Comment that the roundabout will increase bus journey times, which will discourage bus use.
- Two comments that the scheme will help drivers who follow the rules because of lower speeds and heightened awareness.
- Around 15 comments suggesting that we are not in Holland and therefore this wouldn't work.
- Three comments asking whether a HGV or articulated lorry will be able to use the roundabout.
- Comment that cyclists must have hard-wired safety elements as trying to change driver behaviour to reduce the possibility of accidents is a risky strategy.
- Around five comments suggesting the roundabout is particularly dangerous for those coming from Gibraltar Street.

- Armadillo Self Storage object to the proposals on the grounds that Silver Street is not big enough to handle the traffic flow and different vehicles who come to their facility. Concerned that it will mean customers leave; it will inhibit their ability to attract new customers; and the new route is longer, leading to more pollution.

Suggestions

- Suggestion that the cycle lane from West Bar to Gibraltar Street needs to be shortened as it takes too big a loop meaning cyclists will choose to stay on the road.
- Suggestion that the crossings are too far from the roundabout meaning cyclists will be tempted to use the road and pedestrians tempted to take a shortcut across the road closer.
- Suggestion of a bridge or tunnel rather than a roundabout due to concern about restricting traffic flow too much leading to a backlash from drivers.
- Two suggestions to sort out sight lines/street furniture when approaching from Corporation Street to reduce accidents.
- Suggestion that cyclists give way at first because of the low number of cyclists. Suggestion this can be altered over time and is a technique used in the Netherlands.
- Suggestion to have Paradise Street two-way from Armadillo's Storage car park.
- Suggestion that the southwest arm of the roundabout is further from the roundabout than the crossings round it leading to mistakes from cars.
- There are several proposed cycle paths which flow back into the highway. Suggestion this doesn't follow the principle of separation and they should be segregated.
- Suggestion for signage encouraging cyclists to turn off east from the roundabout as there is no northbound cycle lane up Corporation Street.
- Suggestion for speed bumps, a 20mph limit or other traffic calming measures on the approach to the roundabout.
- Request for a similar scheme at Ecclesall Road/Hunters Bar roundabout.

Public Transport

- There were 39 comments suggesting that public transport is not a viable option for reasons including: cost; inadequate bus services; bus stops difficult to access; unreliability of buses.
- Of the 39 comments, 25 directly related to the quality of service that buses provide in the city with the major themes being: unreliable/infrequent services; bus stops are hard to get to; and the buses are too slow.
- Many of the 39 respondents suggested that their behaviour would change if good, affordable public transport infrastructure was in place.
- Three comments from commuters to the city centre that they must use their car or face their commute significantly increasing in time.
- Four comments that getting on public transport with children or even regularly solo is expensive and not viable in the long term.

- There were a further three comments which suggested that it is cheaper to park in town than get the bus in.
- Four comments that very few people use the two bus routes that go through the area where the changes are proposed.
- Comments that the weather prevents public transport use.
- Two comments suggesting that it is impossible to get a bus from a suburb of Sheffield to Kelham Island to start work between 5-7am.
- Concern that the 83/95 buses will be cancelled. Suggestion that they are not great services now but act as a lifeline.
- Comment that all public transport in Sheffield is not well joined up enough to be a viable form of transport for long journeys.
- Comment that public transport infrastructure is not good enough to mitigate the effects of the scheme on private traffic.
- Comment that it is 'impossible' to get into Sheffield city centre from the suburbs without a car.

Suggestions

- Suggestion that the measures are brought in alongside significant public transport upgrades so as not to anger those who feel as though driving is their only option.
- Suggestion of a cycle route through Burngreave/Pitsmoor as people would be able to make arterial journeys via cycling.
- Suggestion to widen some of the pinch points on Pitsmoor Road where cars get impatient.
- Three requests to expand the tram network. One request that this and any future transport money be spent on the trams.
- Comment that bus stops will need improvements alongside the new infrastructure to encourage people to use buses.
- Suggestion to have a tram-train link from Stocksbridge to the old Victoria Station.

Walking Routes

- Six respondents said they would not want to walk through Burngreave or Pitsmoor because the areas are unsafe and general concern about how safe the walking routes will be, particularly at night.
- There were eight comments saying this would encourage them to walk through Burngreave and Pitsmoor more.
- Comment suggesting the walking routes would help them leave the car at home when visiting the city centre.
- Comment that someone who works in Pitsmoor would be encouraged to move to the area if this reduces pollution.

- Comment that the area has only been used as a rat run and there is no need for any through traffic with the inner ring road so close by.
- Comment from the Sheffield Society of Architects that the visualisation of the continuous footway shows vulnerability for those using the tactile paving for navigation as it is unclear from which approach the dots on the paving serve the pedestrian.
- Comment that tactile paving creates confusion over who has priority.

Suggestions

- There were six comments suggesting that the Council utilise Stanley Fields as an extension to the walking/cycling route to connect Pitsmoor Road with Rutland Road; and suggestions that Stanley Fields already has paths running through it so its utilisation would be a cheap investment.
- There were two suggestions that the railway line is only used once per week; request to re-route the train and allow the community to reclaim the space.
- Request to see how the walking route links up with the city centre scheme.
- Suggestion from the Sheffield Society of Architects that there is a lack of detail in the walking routes and that a shorter, more complete route may be better than sporadic proposals.
- Request that priority is given to pedestrians and cyclists when crossing Bridgehouses Bridge as currently most cyclists have to cycle on the pavement to cross.
- Two suggestions to make walking in Burngreave and Pitsmoor nicer by cracking down on fly tippers.
- Request to see more visuals of the walking routes and what the impact of diverting traffic will be.
- Suggestion that for the walking routes to be a success, illegal parking and dangerous driving practices in the area will have to be tackled.

Accessibility

- There were 25 comments regarding accessibility for disabled and elderly people.
- Four comments suggesting that if people cannot drive and park somewhere, they simply cannot go.
- Five comments that the scheme is discriminatory because it limits part of the city to the able bodied.
- Two comments that provision for elderly/disabled people has not been mentioned in the consultation materials.
- Several comments suggesting that the city centre will suffer disproportionately if accessing it by car is made harder due to older people frequenting physical shops more than others.
- Comment that the walking route will not be wheelchair friendly and therefore doesn't help disabled people.
- Request that the pedestrian crossing at the Rutland Road/Boyland Street and Rutland Road/Hicks Street junction is made 'super safe' for wheelchair users.

- Request to build disabled parking into the scheme.
- Request that corridors to disabled parking remain open.
- Request that no cobbles are built into the scheme as they are very wheelchair unfriendly.
- Request for a more wheelchair-friendly route down the northern pavement of Spital Hill and crossing to and from the Wicker.

Suggestions

- Suggestion for an electric buggy scheme for those who cannot walk.
- Suggestion that the cycle lanes are made wide enough to fit wheelchairs and trikes.
- Request for improved wheelchair access on Pye Bank Road and Pitsmoor Road for those travelling via wheelchair into town, particularly at the junction of Pye Bank Road/Rock Street and Pitsmoor Road/Rock Street.

Green Spaces

- There were 13 comments praising the extension of Grey to Green at the West Bar roundabout.
- Comment that new developments without green spaces make Kelham Island an unattractive place to live. Request to improve the natural environment.
- Comment that more green spaces makes the area look more attractive and attracts young professionals to the area.
- Green Councillors welcome additional green space in one of the most green-deprived areas of the city.

Suggestions

- Two suggestions that there is enough space for a park in the area and this should be factored into plans.
- Suggestion to connect the Grey to Green through Bridge Street and West Bar.
- Suggestion to utilise unused spaces that can be shared for informal community use.
- Suggestion to open the steps on the north side of Ball Street and make them safe so people can sit by the river as being near water has physical and mental health benefits.
- Request to stop using pesticides.

Shalesmoor Cycle Lane

- There were 34 comments specifically regarding the temporary cycle lane installed in Shalesmoor during the pandemic.
- The scheme is widely thought to have exacerbated traffic, adding to journey times and pollution for very little benefit/cyclist take up.
- Concern that lessons haven't been learned from the Shalesmoor implementation. Seen as a vanity project with no regard for how it will actually work/be used.

- Around ten of the comments specifically reference access for emergency vehicles or the ambulance held up during the summer.
- Comment that adding cycle lanes only holds up traffic because no-one uses the recently implemented cycle lane at Shalesmoor.
- Two comments suggesting that the times they saw cyclists using the road, they were not in the cycle lane.
- Comment that the A61 is too dangerous to encourage cycling on.

Bus Gates

- There are several misunderstandings regarding the placing of the bus gates and additionally, how they will work. The major misunderstanding is that the bus gates will completely cut off all access to Burton Road for private vehicle traffic.
- Misunderstanding that the route from the Gardeners Rest to Rutland Road along Neepsend Lane will be completely shut off to private vehicle traffic, forcing people up Boyland Street and around the re-routed B6074 in order to access their premises.
- Comment that bus gates are often accidentally fouled by motorists in a new road layout, resulting in unnecessary fines.
- Comment that the bus gates on Burton Road will cut off some businesses' access completely, particularly 92 Burton Road.
- Three comments that as only two bus routes use Burton Road, introducing bus gates and cutting out through traffic seems disproportionate.
- Comment that bus gates are only being put in place as a 'cash cow'.

Topography

- There were 14 comments suggesting that hills were a barrier for cycling in Sheffield.
- Concern that 'pushing' cycling and walking in a hilly city is discrimination against the elderly and disabled.
- Comment that powered transport will always be favoured by Sheffielders because of the topography.
- Comment that cycling to work in Sheffield is impractical because workplaces often do not have sufficient showers and changing facilities.
- Concern that the city centre will be impacted because it is difficult to carry goods home on a bicycle and get them up the hills.

Plans Unclear

- There were around 15 comments requesting more details of how the plans will work, separate to those enquiries received via email and telephone.
- Query from the Sheffield Society of Architects regarding the graphic showing the base of Garden Street at the junction with Tenter Street. This appears to be pedestrianised, but it is unclear as there is no text suggesting this.

- Two requests for details of access for 92 Burton Road.
- Comment that it is unclear how residents on Adelaide Lane will now access their properties/car park.
- Question regarding whether the new cycle lane will be bi-directional for cyclists as Tenter Street can be hard to navigate for cyclists at busy times.
- Comment that the maps claim to maintain access for residents and businesses, but maps show that bits are now blocked off.
- Comment that access to the Kelham Mills car park looks to be blocked off. A further three comments ask how the proposals will affect access to Kelham Mills car park.
- Question regarding how a resident would drive from Kelham Mills to Spital Hill Tesco.
- Question regarding how the priority for cyclists and pedestrians will be enforced.
- Question about what happens to the cycle lane once it reaches Scotland Street on Map A.
- Question regarding what happens to the 'stub' cycle ways on the West Bar roundabout.
- Question regarding what the actual bus routes would be which use the bus gates.
- Question regarding whether the plan is for cyclists to head along Brook Hill and use the crossing on Upper Hanover Street. Request for clear signage if so otherwise inexperienced cyclists could end up on the University roundabout.

General Comments

- There were 53 comments suggesting the scheme is a waste of money. The major themes were: this is not needed/wanted among those who work/live in the area; concern cyclists will not use the infrastructure; the area changes too often; the changes are too extreme for what is needed; and the benefits will be felt by too few people.
- Three comments suggesting the Council wait until the impact of Covid-19 on travel habits can be properly assessed.
- Comment that using pedestrians and cyclists as traffic calming measures isn't morally justifiable and is dangerous.
- Three comments suggesting that the cycle lanes will have to be maintained and swept regularly in order for cyclists to use them
- Comment that Townhead Street could become a busy junction with the changes, and this doesn't appear to have been accounted for.
- There were three comments regarding the proliferation of electric scooters and how they might be facilitated in the scheme so as not to cause conflict with cyclists and pedestrians.
- Comment that the routes will make cycling and walking into Kelham and the city centre from Hillsborough less stressful and more attractive.

General Suggestions

- Suggestion to build more subways rather than make changes to the physical road.
- Comment that Neepsend has road sweepers every 17 weeks compared to every hour in the Peace Gardens, request for frequency to be increased to maintain the area.
- Suggestion to have more bridges around Neepsend and Kelham to ensure it is truly connected.
- Suggestion for a walking route with green spaces from Walkley to Kelham and Neepsend.
- Suggestion that where pedestrians and cyclists cross roads with a pedestrian island, the traffic lights are phased allowing people to cross in one go.
- Comment stating preference for segregated cycle lanes on Spital Hill as the start of the future of arterial cycle routes from the north of the city.
- Suggestion there needs to be adequate bike storage in the area of Kelham and Neepsend and in the city centre.
- Request to remove the red and white plastic bollards at the bottom of Rock Street and fix the bridge to prevent bottlenecks.
- Request to acknowledge or connect the plans with the Upper Don Trail, Five Weirs Walk and Grey to Green Phases 1 & 2.
- Suggestion the area outside the Fat Cat should be landscaped in the manner of Grey to Green.
- Request to see what the plans for some of the old buildings in the area are.
- Suggestion the success of the scheme depends on how much the cycle lanes slow down traffic or else people will still be too scared to use them.
- Suggestion that the planters closing roads to traffic are replaced with something that provides better visibility.
- Two suggestions to showcase the industrial history of the area better.
- Comment that improvements in cycling around Hillsborough will be needed if the cycling routes are to be a success. Holme Lane highlighted as a particular problem currently.
- Suggestion that all local shopping centres become Active Neighbourhoods.
- Suggestion that pedestrian access around Kelham and Neepsend needs to improve.
- Request to build the infrastructure with roller skate-friendly materials.
- Suggestion that at junctions and roundabouts the cycle lane is truly separated from the roadway otherwise it becomes dangerous.
- Suggestion that the scheme makes it more difficult and dangerous for cyclists approaching Neepsend from Rutland Road and request to improve cycle access here.
- Suggestion to have stronger indicators/signage showing people what is a shared path/cycle path/walking route.
- Suggestion for the council to have a city-wide Green Infrastructure Strategy.

- Suggestion to implement a congestion charge instead of changes to the roads.
- Suggestion to plant more street trees in the scheme in line with the Sheffield Street Tree Strategy.
- Requests to see how the plans are going to link with the Ski Village development.
- Request to see plans for further improvements along Neepsend Lane and routes further out of Kelham and Neepsend.
- Suggestion to plant more trees rather than restrict traffic to offset emissions.
- Suggestion to extend the plans in 'Map A' to the Rockingham Street junction where a safe crossing is needed to serve those in the St. Vincent's development.
- Suggestion to put in a crossing at the end of White Croft over Tenter Street due to the Hollis Croft residences.
- Suggestion to allow people to carry bikes on buses.
- Three comments suggesting the Council wait until the impact of Covid-19 on travel habits can be properly assessed.
- Suggestion for a footbridge in the Brooklyn Works area.

Consultation

- Anger from several Neepsend industrial businesses around how the consultation has been conducted with many saying they never received any material on the consultation.
- Twelve comments suggesting that the council is intent on railroading the scheme through without taking on board comments and feedback.
- Comment that the Council have intentionally not informed anyone of the proposals because they know they will not be well received.
- Comment that the survey is illogical because it doesn't give respondents an opportunity to skip or mark an 'N/A' box.
- Comment that the consultation materials are good for complex schemes but take too long to read.
- Comment praising the clear and thought through plans and the clear and well publicised consultation.

Section 8: Heatmap Analysis

Heatmap Visitor Statistics

There were 523 visitors in total to the heatmap between the date the consultation on **Connecting Sheffield: Neepsend – Kelham – City Centre** went live (4 February 2021) and the date the consultation closed on 3 March 2021. Another spike can be seen later on 10 March when the next consultation went live (**Connecting Sheffield:**

Nether Edge – City Centre) which drove increased traffic to the website.

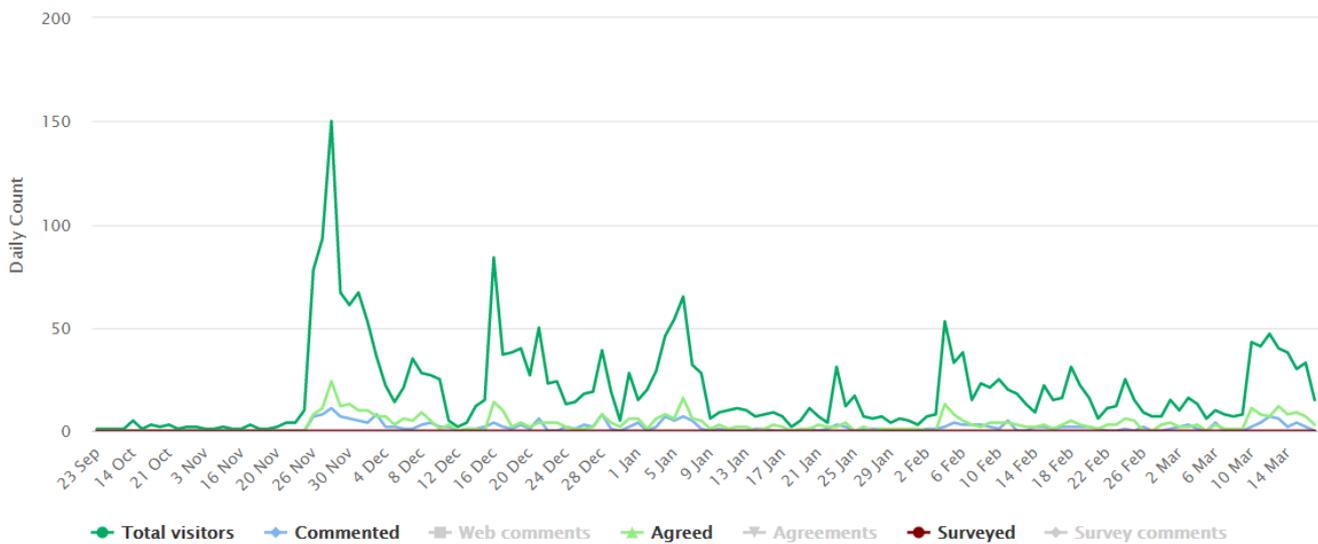


Figure 4: Total number of visitors to the Connecting Sheffield heatmap since its launch last November 2020.

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

Referral websites

Websites visitors visited before coming across your Commonplace.

Referral website	Visitors	Responded
connectingsheffield.commonplace.is	1672	247 (15%)
com.google.android.gm	38	5 (13%)
sheffieldactivetravel.commonplace.is	6	0 (0%)
Facebook	3	0 (0%)
Email	2	0 (0%)
secure.helpscout.net	1	0 (0%)

Figure 5: List of referral websites.

Responses via the Heatmap



The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Neepsend – Kelham - 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.

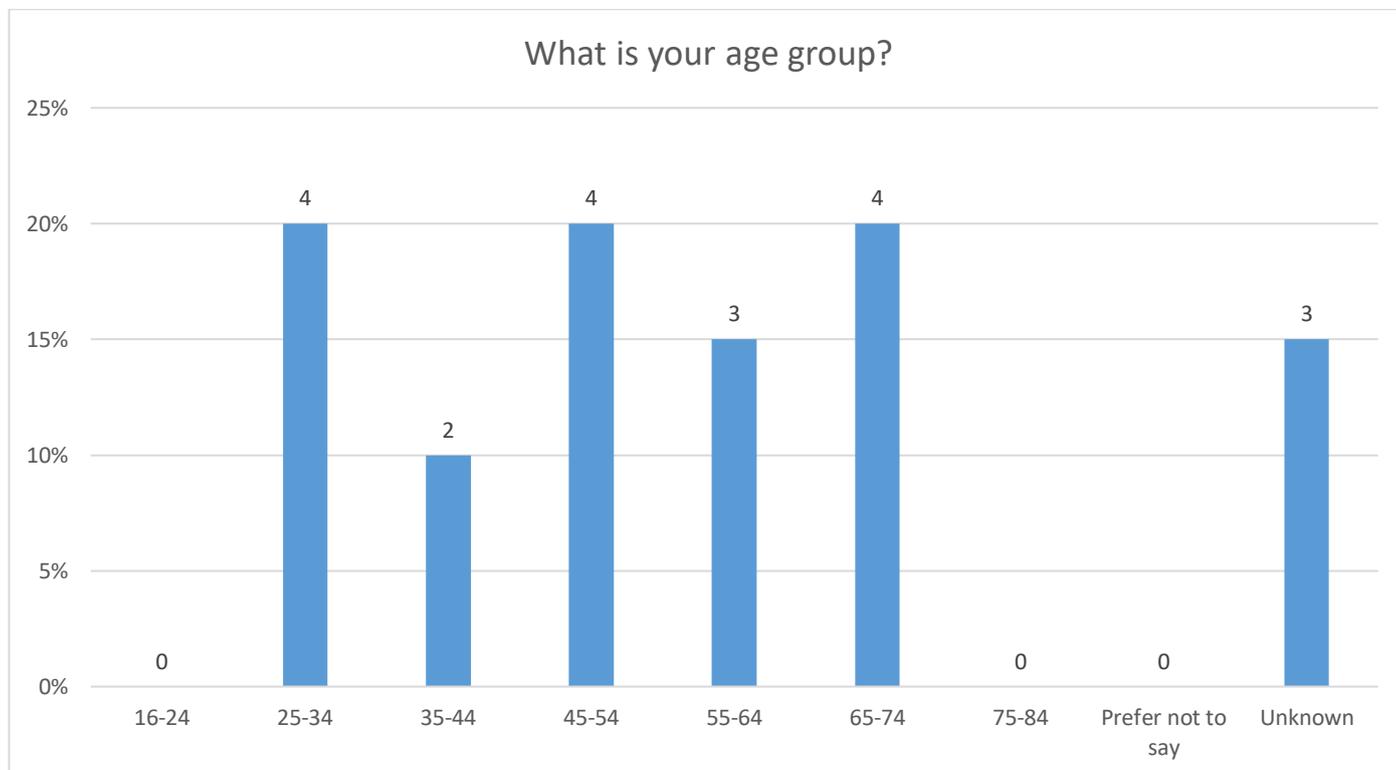
The below analysis looks closely at the feedback received in response to both the open and closed feedback questions.

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. All three questions were not mandatory and therefore respondents are able to skip the questions.

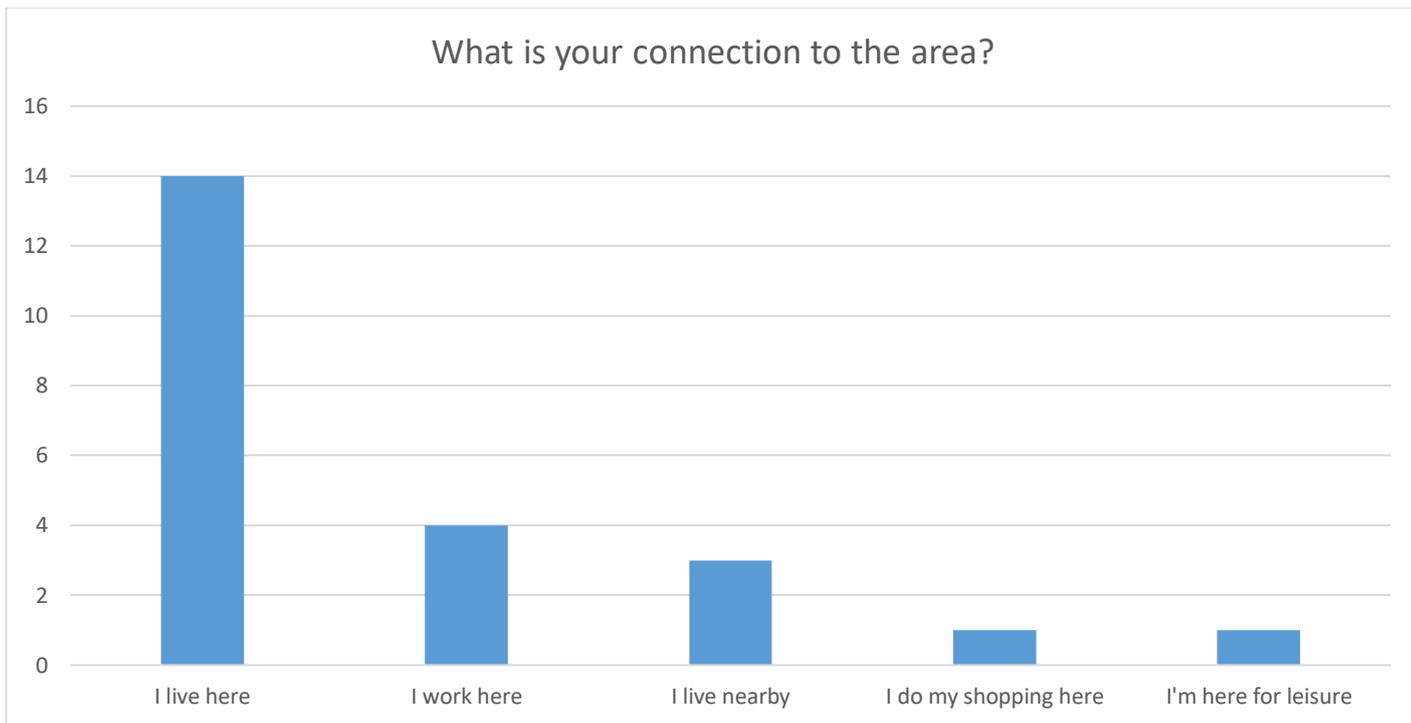
- **What is your age group?**

There were 20 respondents on the Commonplace Heatmap for this scheme specifically. 20% of the 20 respondents that answered this question were aged between 25 and 34, 20% were aged between 45 and 54 and 20% were aged between 65 and 74.



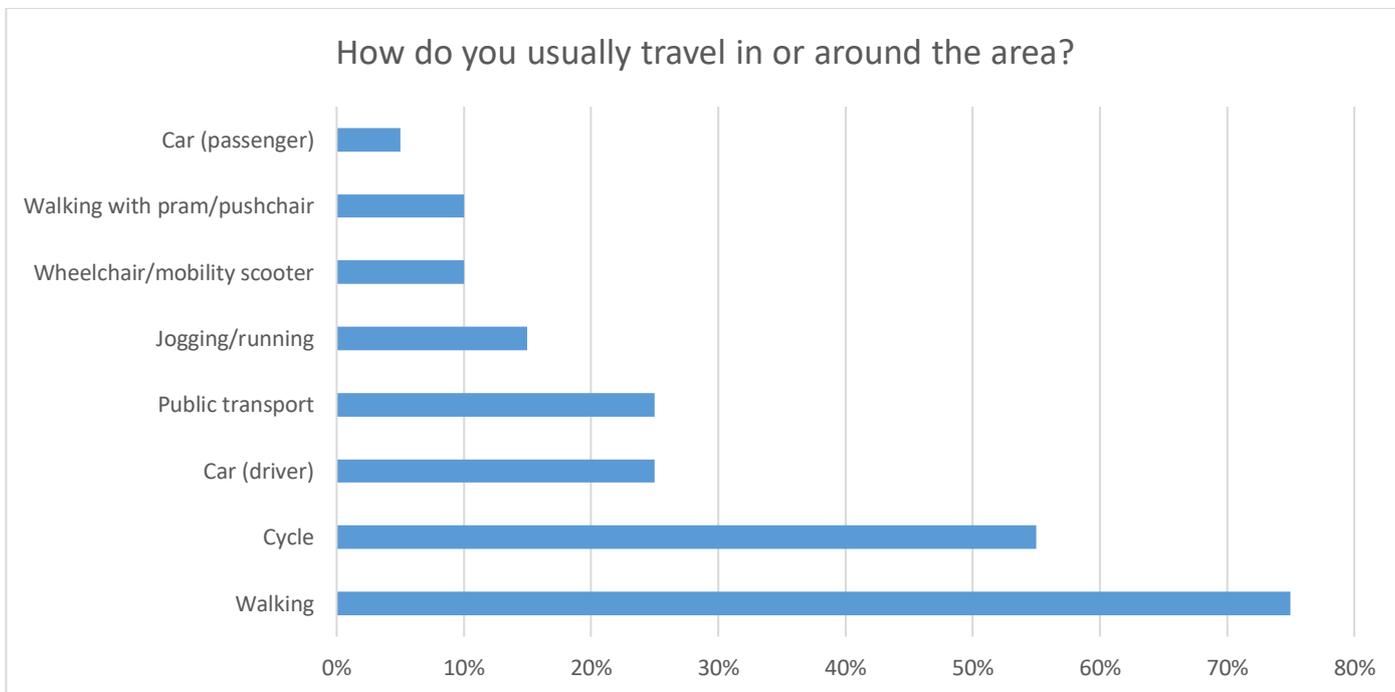
- **What is your connection to the area?**

In response to the question “what is your connection to the area?”, living within the area was selected 14 times. The total number of responses to this question is higher than the number of respondents because respondents were allowed to select more than one option in response to this question.



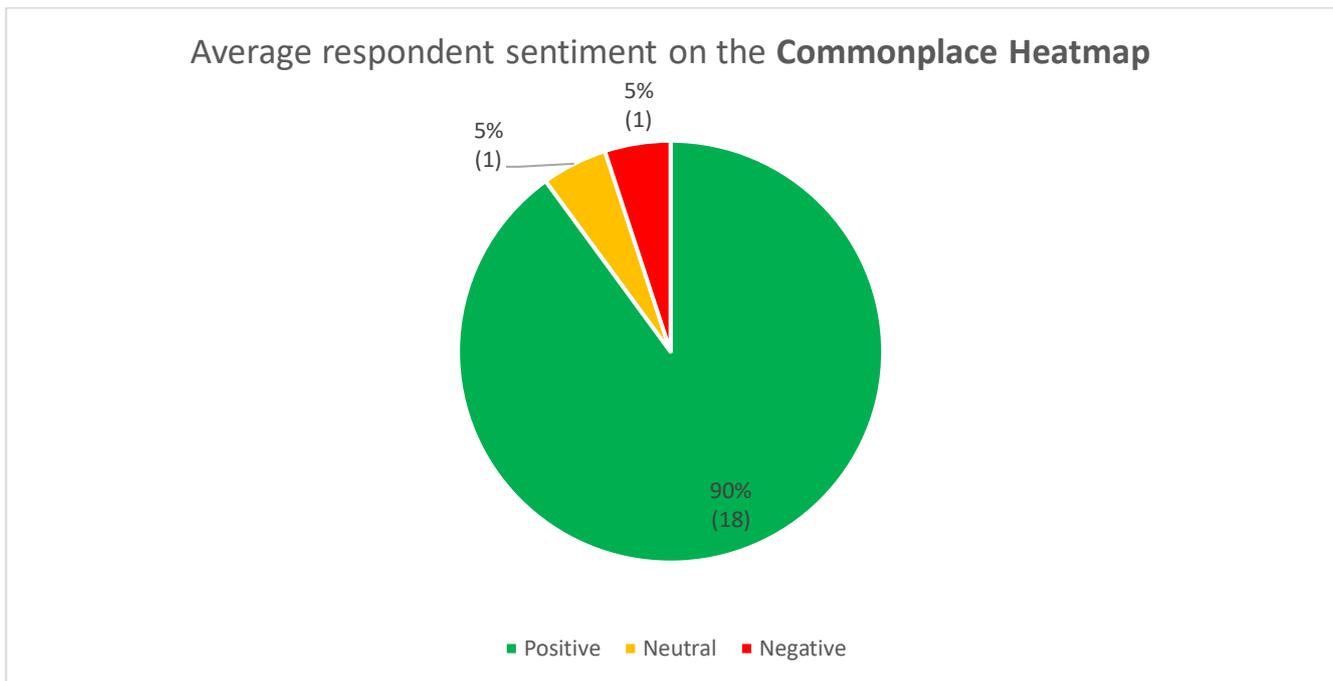
- **How often do you usually travel in and around the area?**

When respondents were asked how they usually travel in or around the **Connecting Sheffield: Neepsend – Kelham - City Centre** area, walking was selected 15 times, cycling was selected 11 times, and driving was selected 5 times. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



The below chart shows the overall sentiment towards the proposals expressed by the 20 respondents who commented via the heatmap. It shows that over 90% of those who commented on the heatmap felt positive about

the proposals.

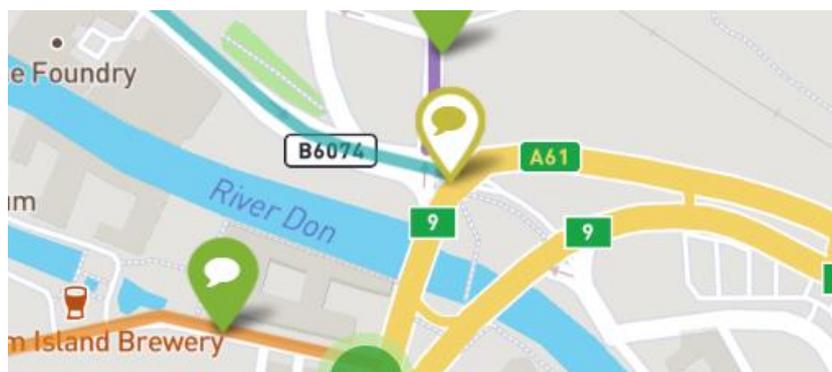


Analysis of Open-Ended Questions

An extensive summary of the main issues raised by respondents who commented on the **Connecting Sheffield: Neepsend – Kelham - City Centre** scheme via the interactive heatmap is provided in the following table:

Topic
Connecting Sheffield: Neepsend – Kelham – City Centre: Cycling Route
<ul style="list-style-type: none">• There were 13 comments specifically on the Connecting Sheffield: Neepsend – Kelham – City Centre: Cycling Route on the Commonplace heatmap.• Support to install call crossing points where Neepsend Lane meets Rutland Road, described as 'ridiculous' that it was not part of the 'Streets Ahead' upgrade.• Comment that the routes should extend further north towards the Northern General Hospital rather than linking into the city centre as the scheme leaves many communities behind.• Suggestion to have a 'cyclops' style junction at the West Bar Dutch-style roundabout.• Comment that the cycle crossing from the A61 to Shalesmoor Roundabout needs to be improved as it is often safer cycling on the road than the cycle lanes.• Supportive comment describing the choice between speed and risk that cyclists currently have in Sheffield.

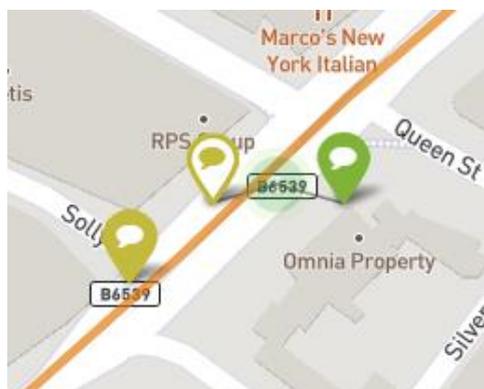
- A61 cycle route from the north described as a 'death trap' with junctions, uneven surfaces, broken glass and bus stops. Suggestion this could be narrowed to create a segregated, uninterrupted cycle lane.
- Comment that the Council aren't taking the Upper Don Trail seriously and need to link this scheme in with that.
- Comment that the Council could utilise existing off-road cycling and walking routes in the scheme without building new infrastructure.
- Request that if the cycle lane is put in place, cyclists be banned from main roads as many will not use the cycle lane.
- Comment that the below section of Nursery Street is very difficult to navigate on a bicycle because of several lanes of traffic and buses.



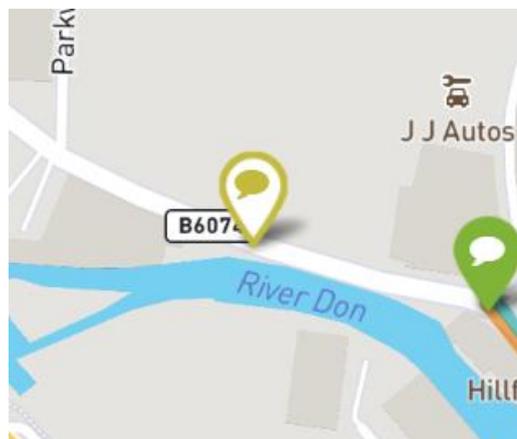
- Comment that a cycle lane up Tenter Street/Broad Lane will cause tailbacks and more accidents due to it being an arterial route.

Connecting Sheffield: Neepsend – Kelham – City Centre: Walking Route

- Request for more greenery and trees to be planted all along various routes between the city centre and Neepsend and Kelham, particularly around Snig Hill, Paradise Square and West Bar.
- Comment that there is illegal parking around the Rutland Road area including residents and workers leaving their cars halfway up the pavement with tow-bars sticking out. Request to save money on infrastructure and just sort out the parking.
- Comment that the grass verge on Pitsmoor Road is regularly churned up by speeding motorists, scaring residents and making the pavements unsafe.
- Comment saying that the crossing on Tenter Street below is used often but very unresponsive.

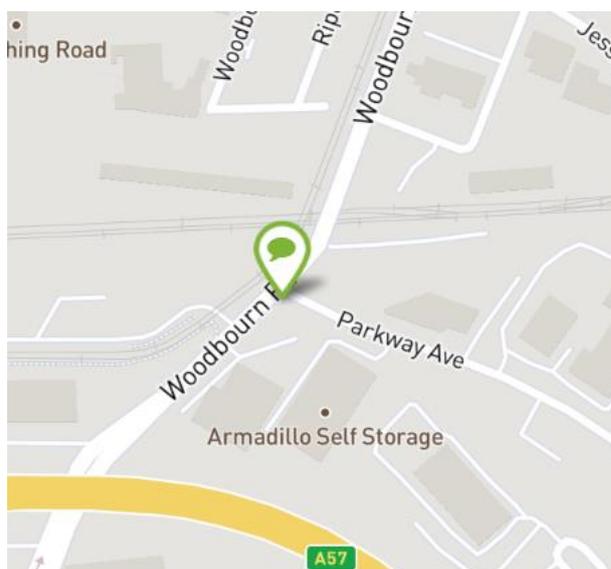


- Further request for more crossing points and lights on Tenter Street.
- Request for Stanley Fields to be opened as a cut-through between Pitsmoor Road/Woodside Lane/Rutland Road.
- Comment that there is a very popular 1km running route round the A61/Neepsend Lane/Rutland Road because it is very flat. Request for a pedestrianised route to be introduced along that route (below).



The scheme as a whole

- Suggestion that no one used the Shalesmoor cycle lane and the Council are pandering to the minority.
- Suggestion for a new dedicated bus service from Burngreave to Hillsborough using Neepsend and Rutland Road
- Comment that the closure of Ball Street bridge makes accessing Neepsend much longer. Suggestion to make Ball Street bridge one-way northbound or build access from Neepsend and Kelham to the Shalesmoor roundabout.
- Suggestion to make the junction below a mini-roundabout as there are tailbacks most days.



Section 9: Influence of Consultation on Proposals

The comments received during the **Connecting Sheffield: Neepsend – Kelham - 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 is supportive of a greener, cleaner active neighbourhood within Kelham, Neepsend Burngreave and Pitsmoor, with safer routes and infrastructure for cycling and walking, as well as taking into account the concerns and interests of nearby residents and businesses.

Helpful points were raised in relation to access and deliveries for businesses. 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: Appendix

Appendix 1 – Neepsend – Kelham - City Centre Commonplace Tile

Proposal 3 of 12

Neepsend-Kelham-City Centre

636 comments

Consultation on Neepsend-Kelham-City Centre will end on 3rd March 2021.

Introduction

Connecting Sheffield: Neepsend-Kelham-City Centre is the latest phase of Connecting Sheffield, a new approach designed to transform travel in Sheffield via cycling, walking and public transport alongside complementary environmental improvements. We are now consulting on our proposals for this scheme and would like to hear your views.

Kelham Island has become an increasingly vibrant and cosmopolitan inner-city residential district and visitor destination, and Neepsend is now following suit. The St Vincent's Quarter around West Bar and Shalesmoor is also seeing new homes developed across the inner ring road, linking Kelham and Neepsend to the City Centre.

Connecting Sheffield: Neepsend-Kelham-City Centre has been designed to reinforce and accelerate the development of Neepsend and Kelham, helping to improve the environment of these areas and linking them into the heart of the City through new, high-quality cycling and walking infrastructure and improved routes for bus services. This scheme will feature two new improved high-quality walking routes to connect communities in Pitsmoor and Burngreave to employment opportunities in the City Centre and will improve the northern gateway to the City Centre, complementing the proposed **Connecting Sheffield: City Centre** project.

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.

Neepsend and Kelham

A series of measures will see Kelham and much of Neepsend become an 'Active Neighbourhood', with lower traffic volumes making it easier and more attractive to cycle and walk and transforming streets into safer and more pleasant spaces that enable uses such as pavement cafes and events.

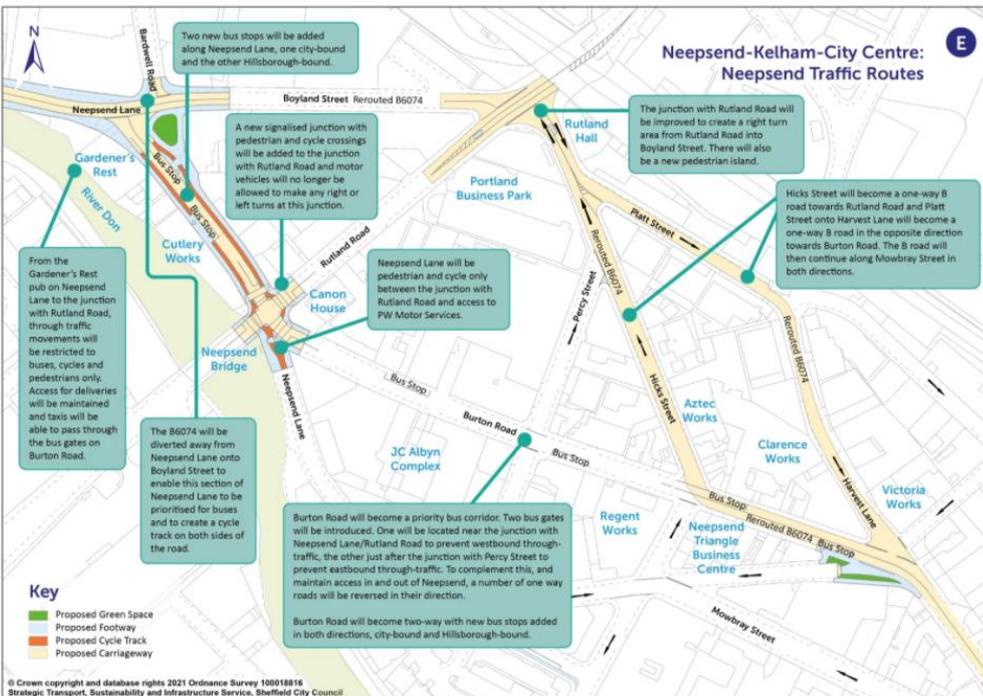
To achieve these lower traffic volumes, the B6074 will be diverted so that traffic runs around Kelham and Neepsend rather than through it. The permanent closure of Alma Street and Ball Street to through traffic will also contribute to this aim. **Vehicle access will still be maintained for residents, businesses and deliveries.**

A minimal amount of on-street parking will be removed as part of this scheme. A controlled parking zone scheme in Kelham and Neepsend is planned, with local residents and businesses due to be consulted on the proposals from Spring 2021 via a separate consultation. Enforcement of existing parking restrictions will also help to reduce the domination of the area by illegally parked cars.

The map below shows how the roads in Neepsend will be redesignated:

Figure 6: Map of Neepsend – Kelham - City Centre: Traffic Routes on Commonplace tile

The map below shows how the roads in Neepsend will be redesignated:



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



Figure 7: Neepsend – Kelham - City Centre tile full view

As well as reducing traffic levels in the area by removing through traffic, the proposals will give public transport priority which will make journeys by bus faster and more reliable. Improvements to bus stops will be delivered along with additional bus stops for the rerouted Hillsborough bound bus service along Burton Road.

Bus gates, which remove general through traffic in favour of bus access, are to be introduced along Burton Road, one at its junction with Rutland Road and Neepsend Lane to prohibit westbound through traffic, the other where Burton Road meets Percy Street to prohibit eastbound through traffic. Vehicles will still be able to use Burton Road for access to existing premises, however, with Burton Road becoming two-way to enable this.

The proximity of Kelham to the A61 Inner Ring Road, Penistone Road, the A6109 starting at Savile Street, and Sheffield Parkway means that through traffic can be removed from local streets to more suitable routes to create an area where space is predominantly focused on walking and cycling. This will create more of a community feel in the area and provide a meeting place where people can spend time.

Rutland Road will remain in use to carry general through traffic between the A61 Inner Ring Road and Parkwood Springs, Pitsmoor and Parson Cross.

A new cycling and walking route will be created, starting outside the Gardener's Rest pub on Neepsend Lane in Neepsend. Various routes will be available due to the reduction of traffic in the area. A primary route option would see people walk or cycle along Neepsend Lane from the junction with Rutland Road heading east, along Ball Street over the bridge via Lancaster Street and along Green Lane and Russell Street to the inner ring road and into the City Centre at West Bar.

The improvements for cycling and walking will continue from Green Lane along the Penistone Road service road. This will join up with the existing shared use footway alongside the A61 via a junction hump which is a speed hump covering an entire junction. A new full width road hump with pedestrian crossing point just to the north-east of the Green Lane junction will slow motor vehicles down and provide a crossing point for people over the service road.

The map below shows the measures proposed for Kelham to achieve the 'Active Neighbourhood':

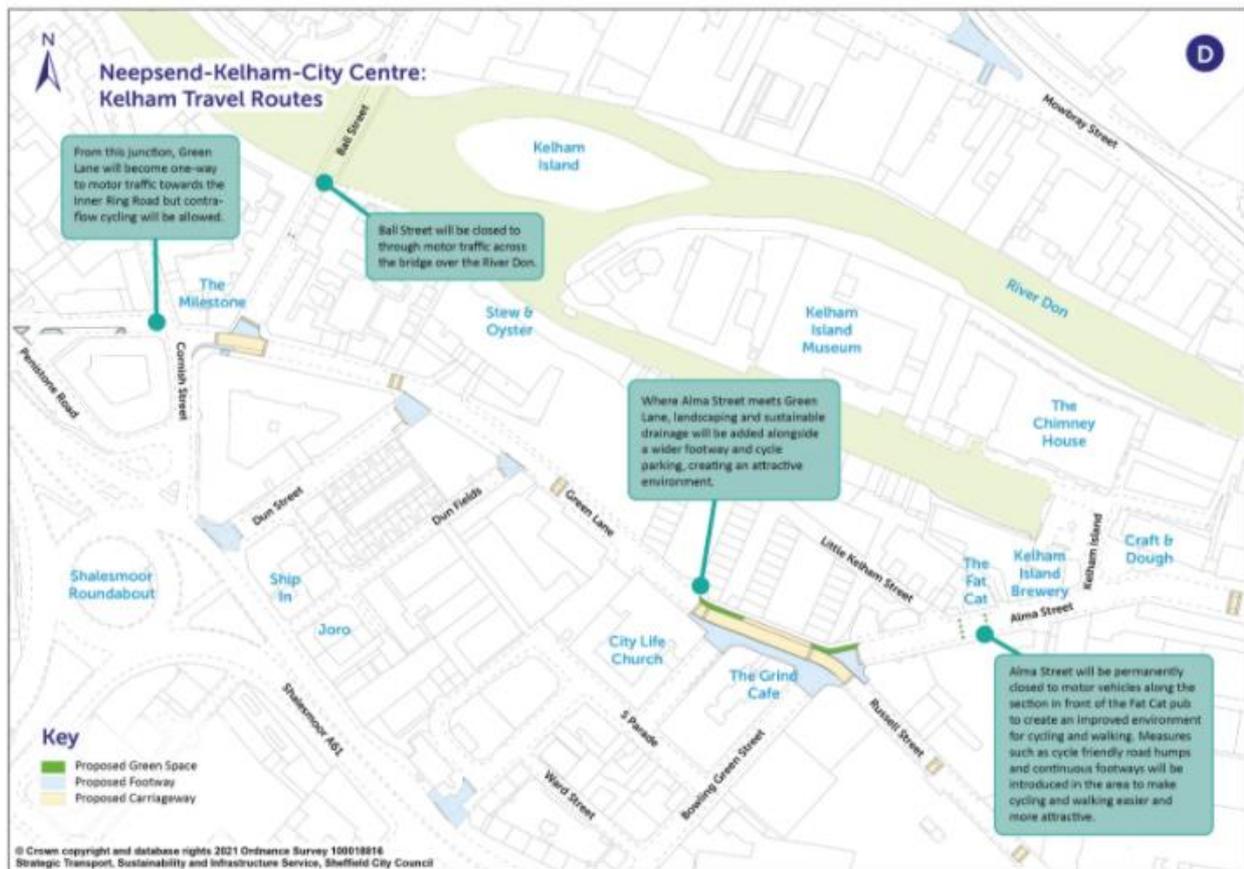


Figure 8: Neepsend – Kelham - City Centre tile full view

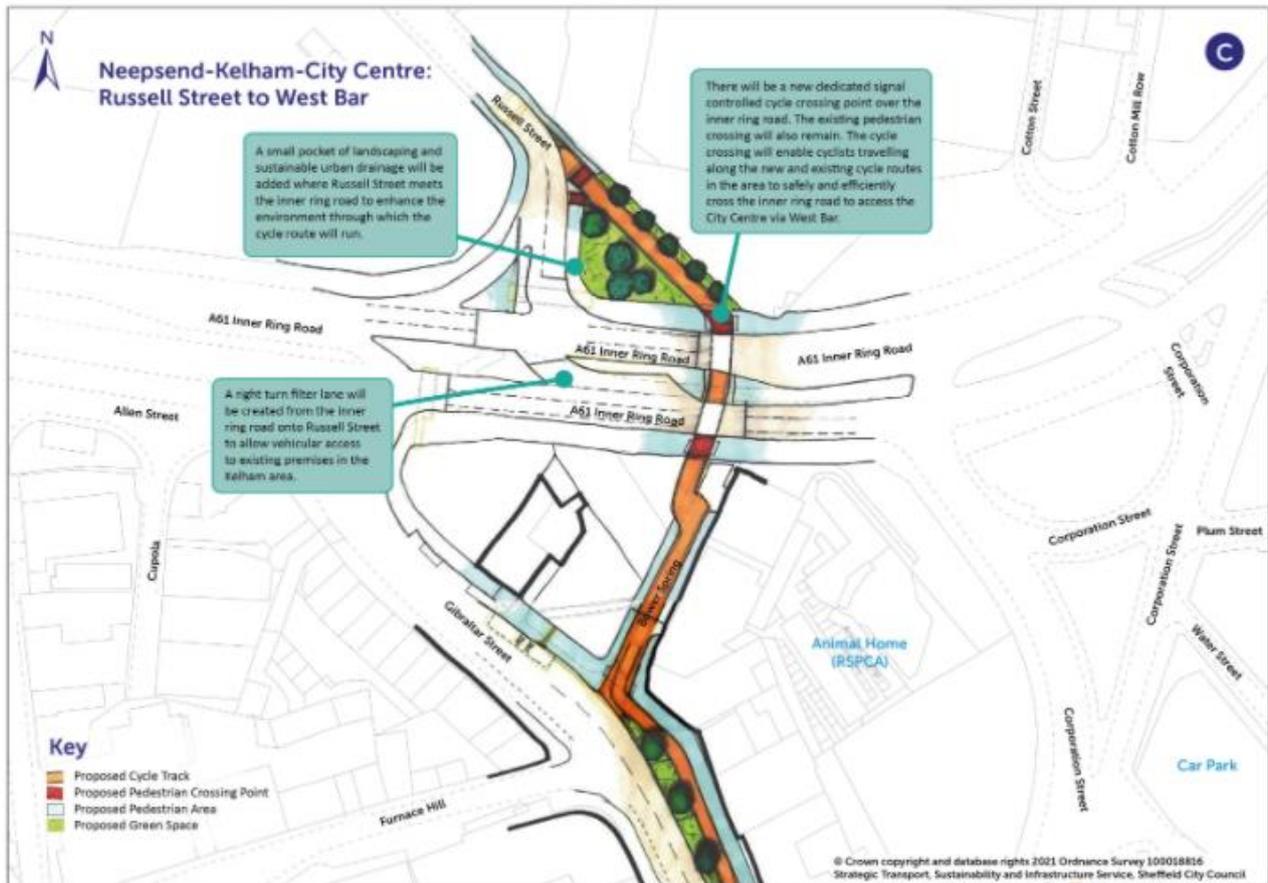
The measures above are designed to improve the environment for cycling and walking and to improve bus services through the area. The cycling routes will also connect into the existing Penistone Road cycle route, providing an enhanced connection between Hillsborough, Kelham and Neepsend, the City Centre at West Bar, and onwards to the Lower Don Valley.

Changes to traffic routes

More detailed information on the changes to traffic routes in Neepsend and Kelham can be found [here](#).

West Bar

The improved environment for cycling and walking through the 'Active Neighbourhood' in Neepsend and Kelham will continue along Russell Street through a pocket of landscaping. The route will cross the inner ring road, supported by a new controlled cycle crossing alongside the existing pedestrian crossing as shown on the plan below.



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

Figure 9: Neepsend – Kelham - City Centre tile full view

Landscaping, planting and new trees will be added along the routes around West Bar to provide an improved environment for walking and cycling. This will be similar to the Grey to Green approach used in other areas of the city centre such as Castlegate and will create new green public spaces, making key streets more attractive. Where possible, sustainable urban drainage will be integrated into the landscaping to support flood mitigation.

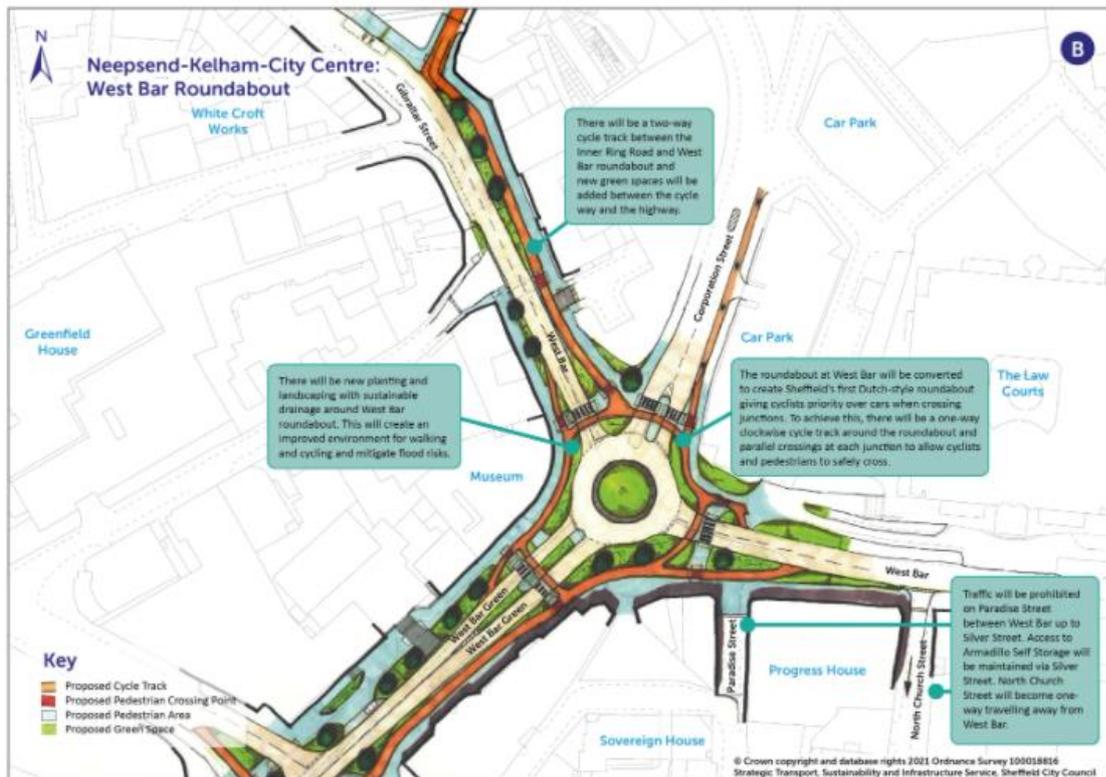
New segregated cycle tracks away from the main highway will be introduced where traffic volumes are higher between the A61 Inner Ring Road and West Bar and into the city centre along Tenter Street.

The roundabout at West Bar will be converted to create Sheffield's first Dutch-style roundabout which will give cycling and walking priority over motor traffic at junction crossings.

A segregated cycle track will run around the roundabout and pedestrian and cycle crossings will be positioned on each arm of the roundabout to make it safer and easier to cross the road. Dutch-style roundabouts are designed to reduce traffic speed much more than normal roundabouts which creates a safer environment for walking and cycling. Cyclists travelling around the roundabout will have priority over general traffic. Signage will be put in place to alert motorists to the changes in priority.

Dutch-style roundabouts are already in use elsewhere in the UK. Click [here](#) to view a video produced by Cambridgeshire County Council which illustrates how a Dutch-style roundabout works. The proposals for West Bar roundabout are based on the same principles as the scheme shown in this video and will give priority to walking and cycling. There will, however, be design differences between the roundabout shown on the video and the roundabout proposed at West Bar.

The proposal for West Bar roundabout is illustrated on the plan below:



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

Figure 10: Neepsend – Kelham - City Centre tile full view

The photomontage below provides an indicative visualisation of West Bar roundabout where landscaping measures are proposed alongside significant improvements for cycling and walking. The improvements will provide much improved links between the city centre and Gibraltar Street for people living, working and socialising in these areas. The slider can be moved to show the viewpoint at present compared to the viewpoint after the scheme is delivered.



The new segregated cycle track and landscaping will continue from West Bar roundabout along Tenter Street on the side heading into the City Centre. Tenter Street will become one lane in each direction for vehicle traffic. New signal-controlled crossings will be added to facilitate cycling and walking and a *continuous footway (see the details below for Burngreave and Pitsmoor for an explanation of a continuous footway) over junctions running off Tenter Street along the side streets towards West Bar roundabout will give priority to pedestrians. With the exception of Silver Street Head, access for vehicles to each side street and on Tenter Street itself will be maintained.

The roundabout currently in place at the junction of Broad Lane will be replaced with a T-junction which will provide a safer and more accessible route for cycling and walking into the city centre. Vehicle access to and from Hawley Street where it meets Townhead Street will be removed, with Hawley Street becoming two-way with access from Campo Lane.

From the new T-junction, the cycle track will travel up Townhead Street to connect into the cycle tracks starting at Leopold Street that have been consulted on under **Connecting Sheffield: City Centre**.

Figure 11: Neepsend – Kelham - City Centre tile full view

Burngreave and Pitsmoor

Connecting Sheffield: Neepsend-Kelham-City Centre also includes two new high-quality walking routes to connect communities in Pitsmoor and Burngreave with Neepsend, Kelham and the City Centre. The first route runs along Nottingham Street and Rock Street, the second along Burngreave Road and Spital Hill. The routes are shown on the map below:

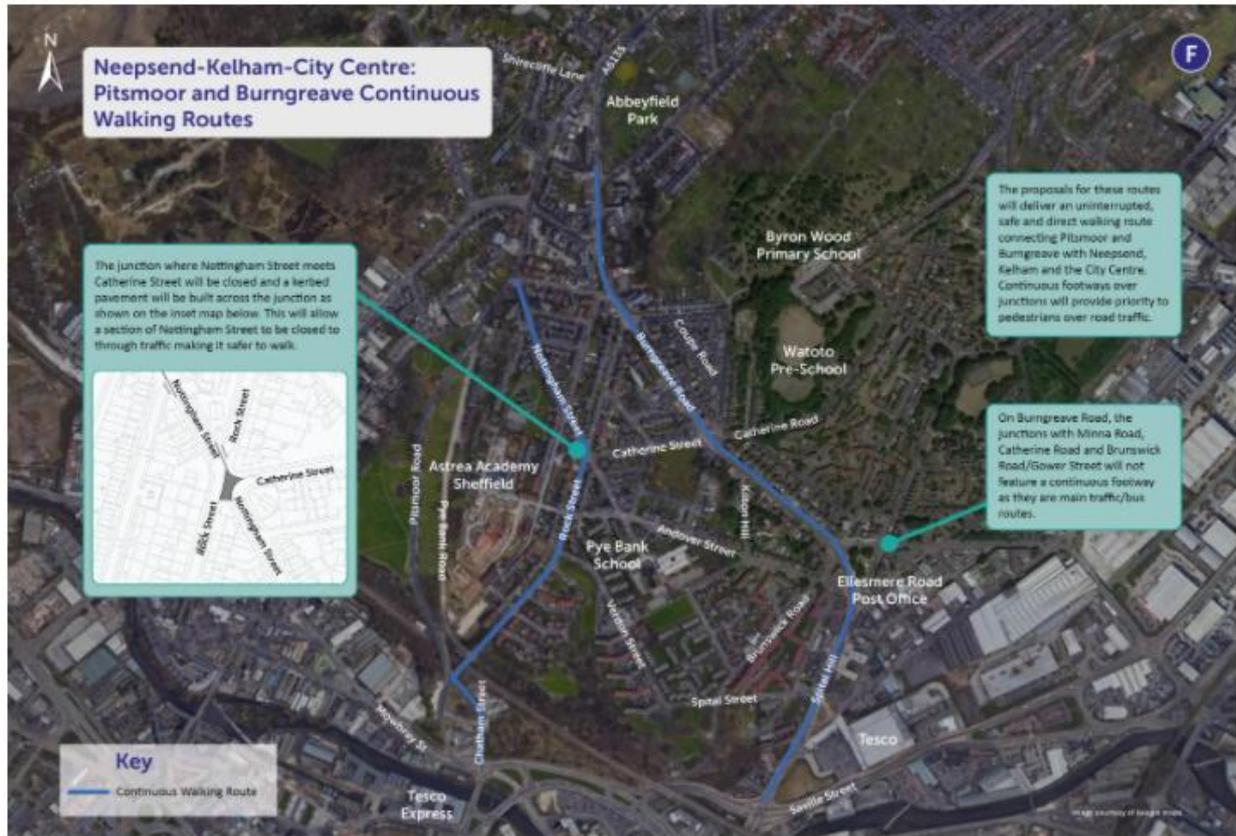


Figure 12: Neepsend – Kelham - City Centre tile full view

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

Where the northern section of Nottingham Street meets Rock Street, vehicle access will be removed to allow the footpath to run continuously across this previously existing junction. Alternative access to Rock Street and Nottingham Street will be via Andover Street.

Bus stops along Nottingham Street and Rock Street will be upgraded with high kerbs to make it easier to get on and off the bus, and shelters to protect people from the weather while they wait for a bus.

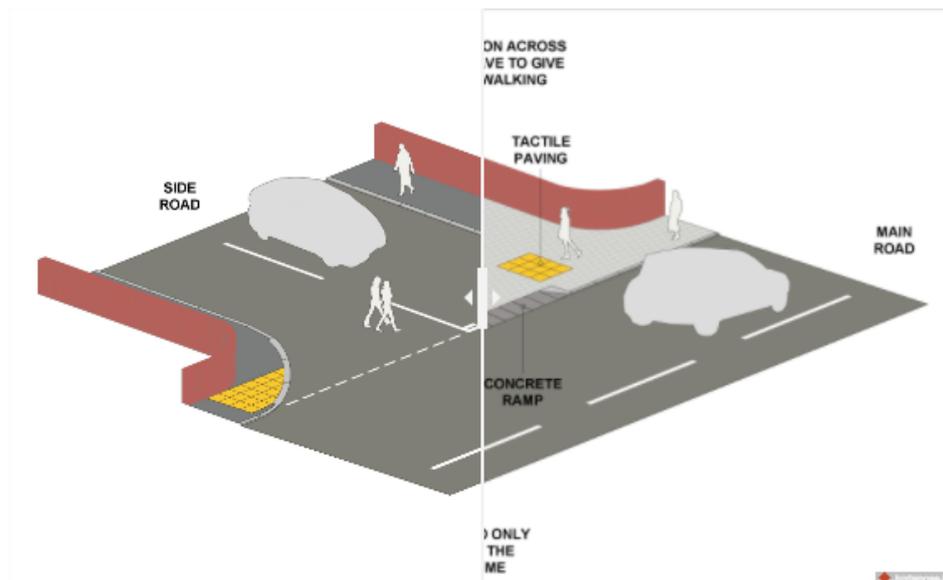
Measures will be implemented at all minor side road junctions open to traffic along these routes to give priority for walking. The pinch point build outs currently in place on Rock Street will be replaced with full width road humps to better manage traffic flow.

A new pedestrian island will be created in the middle of Burngreave Road just above the junction with Abbeyfield Road, making it easier to cross the road to and from Abbeyfield Park and the children's playground. The existing pedestrian island in the middle of Burngreave Road just to the south of Abbeyfield Road will be improved.

A number of *continuous footways will be introduced along the walking routes. Continuous footways are based on an approach applied in The Netherlands which gives priority to pedestrians at the approach to side road junctions rather than to motor vehicles as is currently the case.

Footpaths will run continuously across junctions at the same level as the pavement, and road traffic will have to travel over the raised footway via ramps to exit the junction. This will slow traffic down to enhance safety.

The visualisation below illustrates how continuous footways work:



The continuous walking routes in Pitsmoor and Burngreave will be the most ambitious walking routes in the city and will dramatically improve local walking connections and encourage walking in place of car trips for short journeys.

Figure 13: Neepsend – Kelham - City Centre tile full view



Neepsend - Kelham - City Centre

Stakeholder Briefing – February 2021

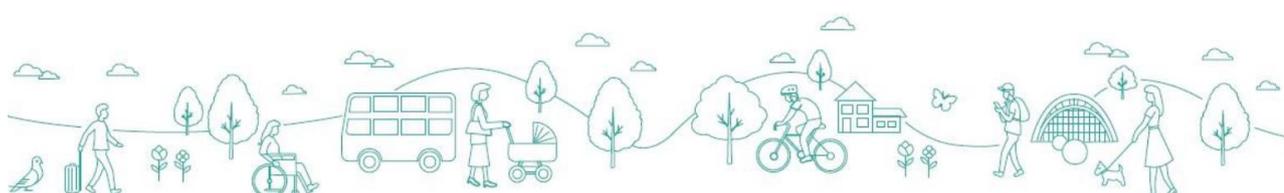


Figure 14: Introduction slide

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 Council 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 15: Slide 2

Transforming Cities Fund

- Forms part of Government’s Industrial Strategy and will fund the first phase of Connecting Sheffield
- Up to £50 million of funding for Sheffield from overall Sheffield City Region funding pot worth £166 million
- Designed to connect 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 1: Slide 3

Connecting Sheffield: Neepsend – Kelham – City Centre *Vision & Details*

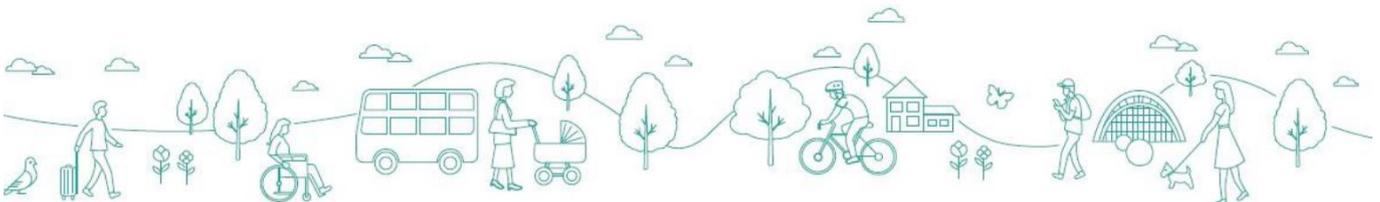


Figure 17: Slide 4



Overview

Transforming Cities Fund investment is targeted at areas where there is the most likelihood of short trips being made by walking and cycling, like **Kelham, Neepsend, Burngreave** and **Pitsmoor**, which are near to the City Centre.

By improving bus routes, the investment will also make public transport journey times more reliable and competitive with the private car.



Figure 18: Slide 5

Key Elements

A step-change in cycling and walking routes between Neepsend and Kelham, and into the city centre along the northern gateway at West Bar along Tenter Street:

- Improving cycle routes between the city centre and West Bar, Kelham and Neepsend, providing greater priority to cyclists – linking into Connecting Sheffield: City Centre.

Improvements to the environment in and around Neepsend and Kelham for cycling and walking with the creation of an active neighbourhood:

- Removing through traffic to encourage travel on foot or by cycling, space for street cafes and events, and more new homes.
- Re-routing the B6074 to by-pass the heart of Neepsend, with a new traffic management plan to maintain access for vehicles to existing premises.

New walking routes connecting Burngreave and Pitsmoor to the City Centre:

- Creating largely uninterrupted, safe walking routes from Burngreave and Pitsmoor to Kelham, Neepsend and the City Centre.

Improvements to bus routes through the area:

- Making Burton Road a priority bus route to improve journey times and service reliability, with bus gates restricting through traffic in each direction.



Figure 19: Slide 6



What The Plans Look Like

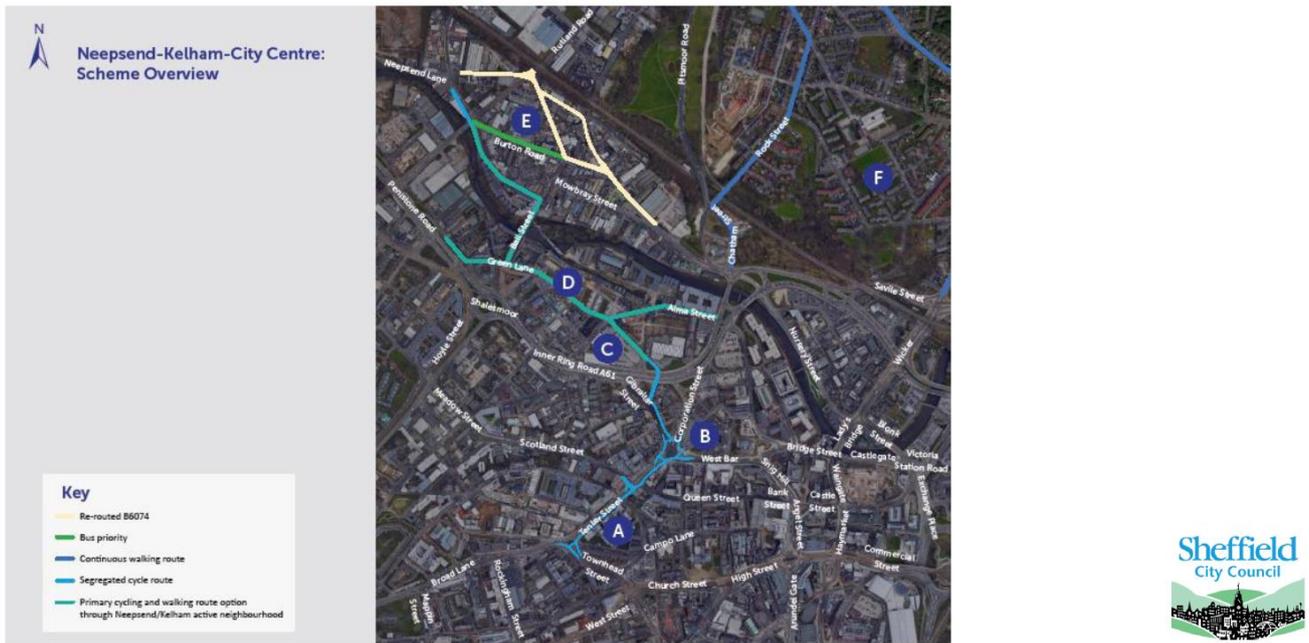


Figure 20: Slide 7

An Active Neighbourhood for Neepsend and Kelham

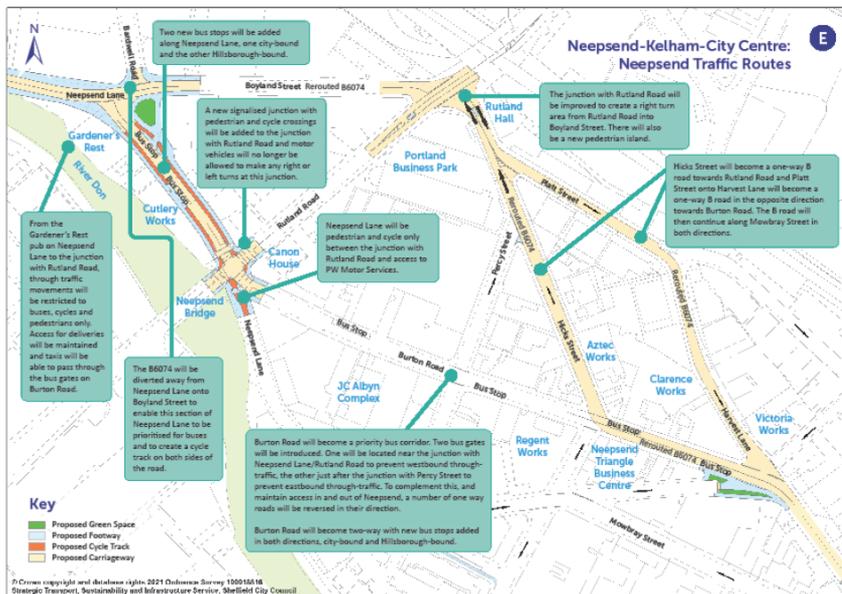
- A series of measures will see Kelham and much of Neepsend become an **'active neighbourhood,'** with lower traffic volumes making it easier and more attractive to cycle and walk.
- To achieve these **lower traffic volumes**, the B6074 will be diverted so that traffic runs around Kelham and Neepsend rather than through it.
- Burton Road will be redesignated to give **priority to bus services** (but also benefitting cyclists using the road), with **removal of through traffic** to reduce traffic levels and improve the reliability of public transport.
- By creating a low-traffic, **people-focused environment** with safer and **more pleasant spaces** and **additional greenery**, there is greater opportunity for uses such as pavement cafes, event spaces and more.



Figure 21: Slide 8



Burton Road & Re-Routing the B6074



The **B6074** will be diverted so that traffic runs around Kelham and Neepsend rather than through it.

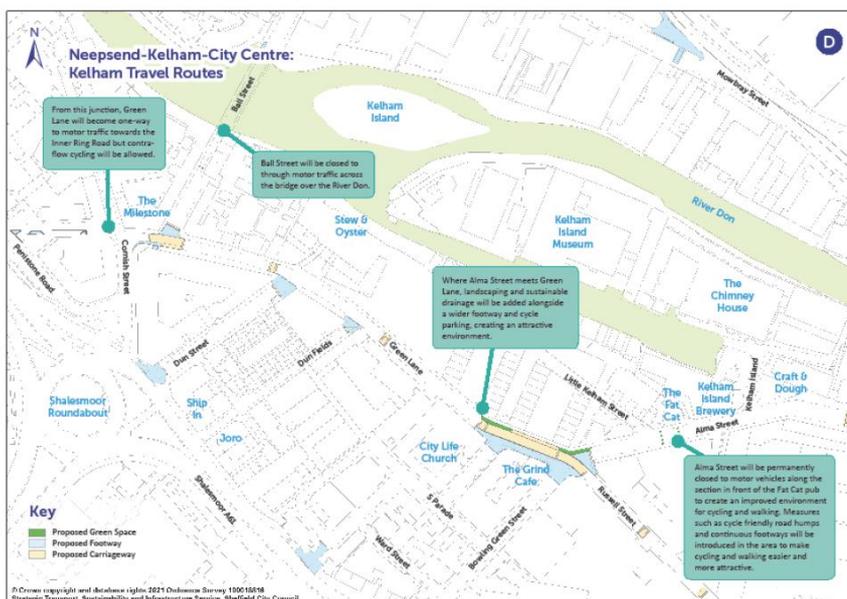
Burton Road will become a **bus priority corridor**, with bus gates in both directions, making journeys faster and more reliable.

Improvements to bus stops and additional bus stops in both directions will be delivered along Burton Road.



Figure 22: Slide 9

Ball Street, Green Lane & Alma Street



The permanent **closure of Alma Street (outside the Fat Cat pub) and Ball Street bridge** to through traffic will also contribute to the creation of a low-traffic environment.

The junction of Alma Street and Green Lane will be improved with **new landscaping, cycle parking and a wider footway**.

Vehicle access will still be maintained in both locations for residents, businesses and deliveries.



Figure 23: Slide 10

Maintaining Access in Kelham and Neepsend

- Whilst a major aim of the project is to improve options for walking, cycling and bus services, we recognise the need to **maintain access** and **movements of vehicles**.
- Access will be maintained principally through **loop-in, loop-out routes** that prevent through journeys but allow travel to existing premises such as homes and businesses in the area.
- To facilitate this access, a number of sections of one-way roadway will be reversed in their direction while Burton Road will become two-way.
- **Access for deliveries** will be maintained, although how premises are accessed is likely to change.
- **Taxis** are subject to the same rules as buses, meaning they can travel through bus gates for drop off and pick ups as needed.

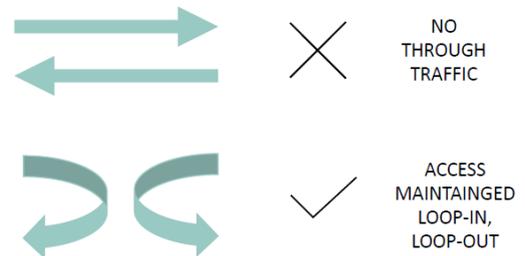


Figure 24: Slide 11

Continuous Walking Routes from Burngreave and Pitsmoor

- **Two new high-quality walking routes** will connect communities in Pitsmoor and Burngreave with Neepsend, Kelham and the City Centre.
- Continuous walking routes give priority to pedestrians rather than motor vehicles at side road junctions, **encouraging walking in place of car trips** for short journeys.
- The routes will offer convenient, **better connections** for people travelling between Burngreave and Pitsmoor and Kelham, Neepsend and the City Centre for work and leisure.
- Will help to create a more **pedestrian friendly, low traffic environment** with additional greenery and space.

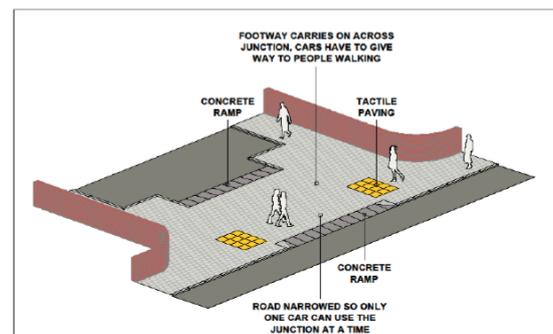
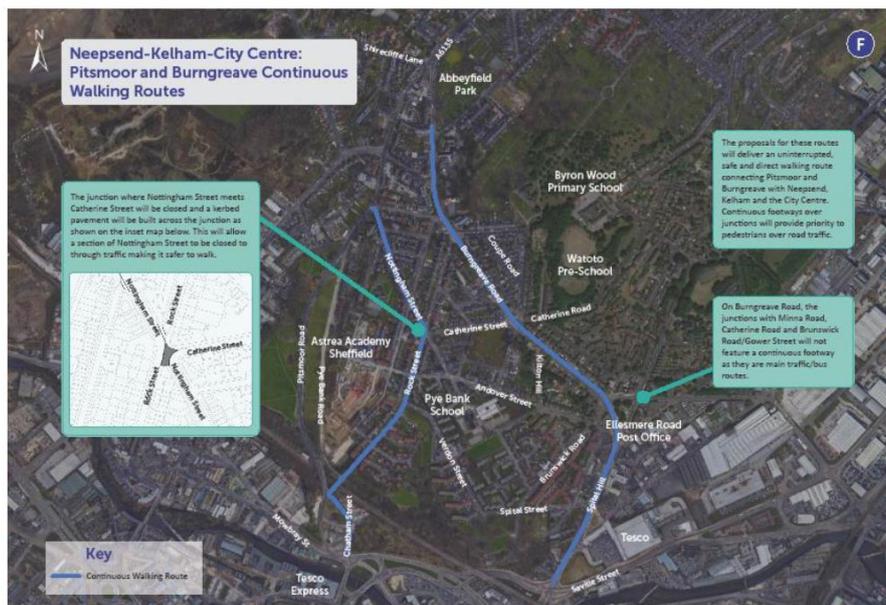


Figure 25: Slide 12

Continuous Walking Routes from Burngreave and Pitsmoor



The first route runs along **Nottingham Street and Rock Street**, the second along **Burngreave Road and Spital Hill**.

Where the northern section of Nottingham Street meets Rock Street, **vehicle access will be removed** to allow the footpath to run continuously across this previously existing junction. The closed section of road will see **environmental improvements** and greening.

Bus stops along Nottingham Street and Rock Street will be upgraded.



Figure 26: Slide 13

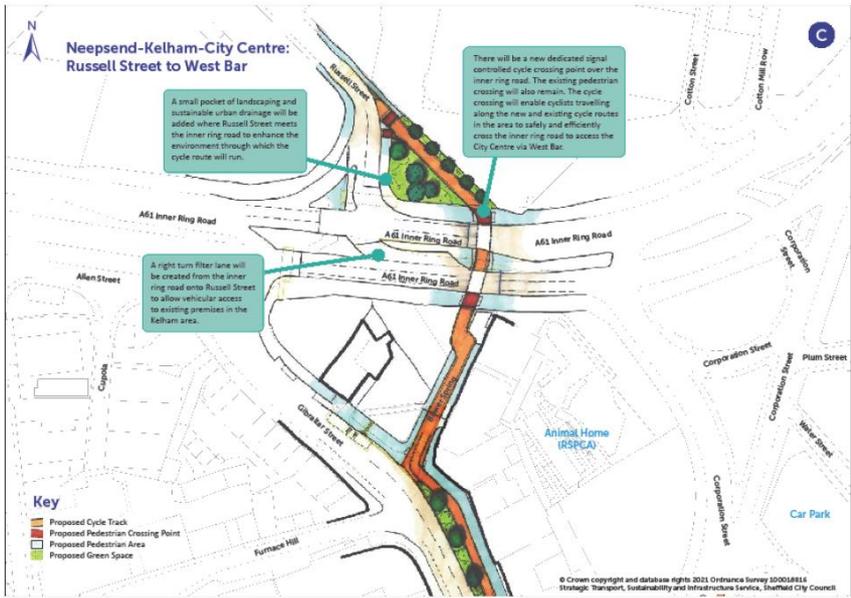
Extending the City Centre Improvements to West Bar

- The **improved environment for cycling and walking** through the ‘active neighbourhood’ in Neepsend and Kelham will continue along Russell Street, up Gibraltar Street to West Bar and onwards to the City Centre.
- The scheme will transform the **northern gateway** to the City Centre, complementing and linking into the proposed Connecting Sheffield: City Centre project.
- New **segregated cycle tracks** will be employed where traffic volumes are higher between the inner ring road and City Centre, providing a safe route.
- The improvements to cycling and walking infrastructure will be complemented by **environmental improvements** and **greening** similar to those seen at the Grey to Green scheme in the city centre.



Figure 27: Slide 14

Russell Street & the Inner Ring Road



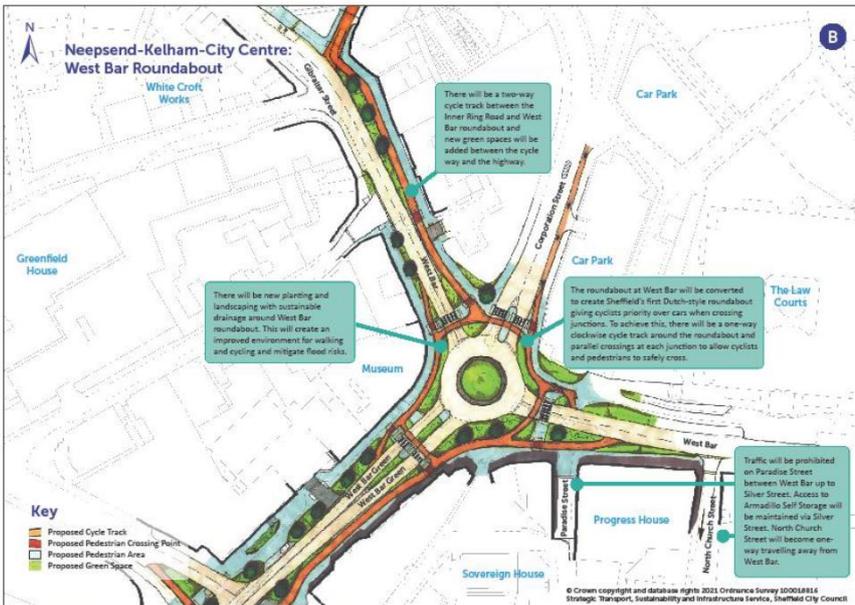
The improved environment for cycling in Neepsend and Kelham will continue along Russell Street through a **pocket of landscaping**.

The route will cross the inner ring road, supported by a new **controlled cycle crossing** alongside the existing **pedestrian crossing**.



Figure 28: Slide 15

West Bar Roundabout



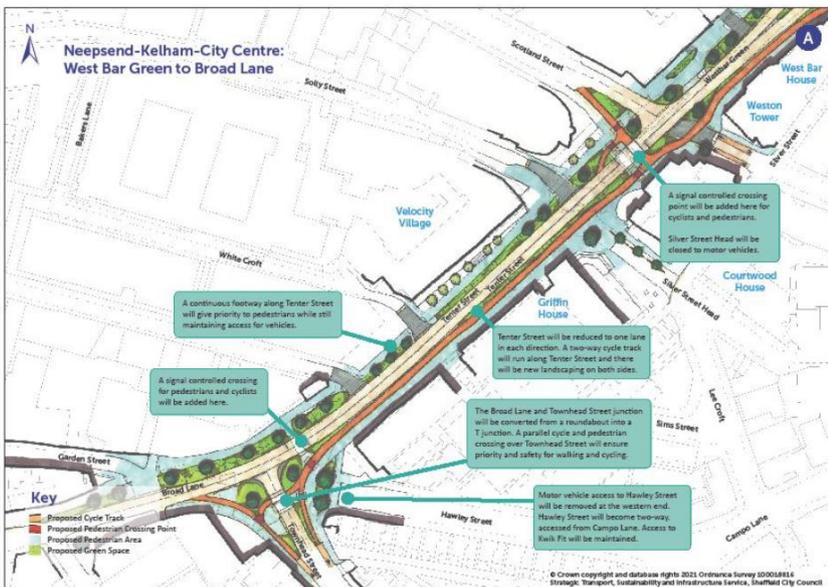
Landscaping, planting and new trees will be added along the routes around West Bar to provide an **improved environment for walking and cycling**.

The roundabout at West Bar will be converted to create **Sheffield's first Dutch-style roundabout** which will give cyclists and pedestrians priority over cars when crossing junctions.



Figure 29: Slide 16

West Bar Green to Broad Lane



The new **segregated cycle track and landscaping** will continue from West Bar roundabout along Tenter Street on the side heading into the City Centre.

Tenter Street will become **one lane in each direction** for vehicle traffic.

New signal-controlled crossings will be added for cyclists and pedestrians and a **continuous footway** along Tenter Street will give priority to pedestrians.

The roundabout currently in place at the junction of Broad Lane will be replaced with a **T-junction**.



Figure 30: Slide 17

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
- Participating in the individual scheme consultations

Once feedback from this consultation has been reviewed and plans finalised, there will be a statutory consultation period prior to implementation of the schemes.

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



Figure 31: Slide 18



Thank You For Listening.

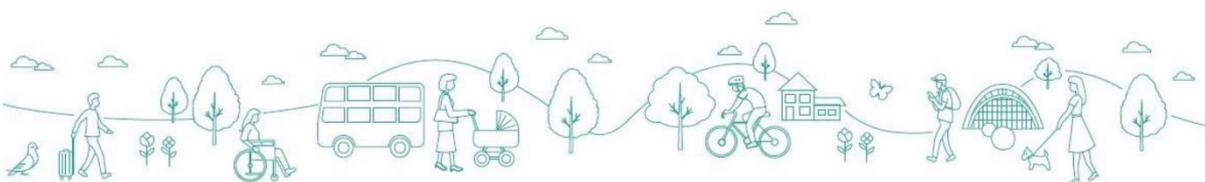


Figure 32: Slide 19



Appendix 3 – Consultation Postcard

Have your say

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

Our vision for the future of travel in Sheffield includes plans to improve how you can get around **Neepsend** and **Kelham** by introducing new, high-quality cycling and walking routes and more reliable and direct routes for bus services. The proposals will also provide local residents in **Burngreave** and **Pitsmoor** with an uninterrupted, safe walking route to Kelham, Neepsend and the City Centre.

By improving travel choices in your area, we want to help create an attractive, safe and healthy environment for residents, businesses and visitors alike.

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

bit.ly/ConnectingSheffield



**CONNECTING
SHEFFIELD**
Better travel choices

Neepsend - Kelham - City Centre

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: bit.ly/ConnectingSheffield

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

 info@connecting-sheffield.co.uk

 0808 196 5105

 Freepost Connecting SHF

This consultation is open until Wednesday 10th March.

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.

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



Appendix 4 – Webinar and Meeting Notes

Kelham – Neepsend Community Groups' Webinar

Attendees:

- Matthew Reynolds, Sheffield City Council
- Matthew Lowe, Sheffield City Council
- Tim Slater, Sheffield City Council
- Ben McGarry, Chair of Kelham Island and Neepsend Community Alliance (KINCA)
- Craig Wolstenholme, Secretary of Kelham Island and Neepsend Community Alliance (KINCA)
- Simon Ogden, Chair of the Upper Don Trail Trust
- Chris McKinney, Deputy Chair of Kelham Island and Neepsend Neighbourhood Forum (KINNF)
- Anders Hanson, Transport Lead, Kelham Island and Neepsend Neighbourhood Forum (KINNF)
- Cllr Douglas Johnson, Green Party Councillor, City Ward
- Paul Truin, Director of the Upper Don Trail Trust and Director of Gardener's Rest Pub

Summary of points made:

Access to ski village:



- Concern that traffic from development sites, particularly the Ski Village, will become a problem once they are in use.
- Attendees were reassured that nearby developments always have to be taken into account when modelling and submitting an OBC.

Traffic signals:

- Request that new traffic signals on the scheme (with particular reference to the crossing between Gibraltar Street to Russell Street over the inner ring road) are more responsive to people pushing them.
- The feedback was noted but it was explained in response that the signals have to link up with the main arterial routes, so although they will be more responsive, they may not be instant.

Traffic signage:

- Question asking whether signage on main roads such as Penistone Road will change in tandem with the scheme to let people know that they should stay on the main road rather than cut through.
- It was explained that the signage would be changed to let people know cutting through is a less attractive option.

Greenage and trees:

- There was a specific request for more trees in the area as there are trees going up in other areas. Request that trees are included in the plans for planters.
- Matthew Lowe reassured that the specific plants will be decided at the next stage but community input is very welcome. Attendees to discuss what they want to see introduced between themselves and feedback.

Car parking:

- Question around whether there would be anywhere for people to leave their cars as the area gets even more busy, particularly with people parking to use Cutlery Works.
- Informed that there will be a permit scheme which will be consulted on in the spring which prioritises businesses and residents.

Upper Don Trail:

- Question was raised about why the Upper Don Trail has not been signposted by Sheffield City Council as it aligns with what this project wants to do.
- Sheffield City Council confirmed this is something they will look at and may be signposted in future though it is not part of these plans.

Communication with community:

- Flagged it would be helpful to communicate with residents with more detailed plans so that they can see the green that is being implemented, as well as how the routes link up with others' around the city.
- Comment that it would be helpful to have some printed leaflets to stick up on community boards'.
- Offer from community groups (KINCA & KINFF) to help "get the message out".

Phase 2:

- Question around what would be done if more funding becomes available. Response is building out further north towards the Northern General Hospital although this has not been fleshed out too much because of funding restraints.

Feedback

- Overall the feedback was very positive with the two main community groups (KINCA & KINFF) looking to support the project, representing their members.
- There were some caveats of wanting more greenery and demonstration of the wider plans to help sell it to the community, but overall no-one in the meeting had any major disagreements.

- The project team were thanked by several of the attendees for the amount of detail and work that had gone into the plans.

Burngreave – Pitsmoor Community Groups’ Webinar

Attendees

- Matthew Reynolds, Sheffield City Council
- Matthew Lowe, Sheffield City Council
- Tim Slater, Sheffield City Council
- Steve Barnes, Member of Burngreave Tenants and Residents Association
- Graham Jones, Chair of Burngreave Clean Air Campaign
- Reverend Kit Salmon, Vicar of Christ Church Pitsmoor

Summary of points made:

Ski Village cycle route:

- Question regarding whether the new off-road cycle route to the ski village has been taken into account. Informed that the route is a part of their strategic thinking and it will be linked into the new scheme.

Rutland Road:

- Occasions when there are traffic jams from Penistone Road down to Rutland Road up to Pitsmoor which is put down locally to the lights though there is concern this scheme will exacerbate it.
- Sheffield City Council that it is a bottleneck they are aware of because it is an arterial route to the Northern General Hospital and have modelled the traffic for the future.

Railway bridges near Chatham Street:

- Question regarding what will be done to the railway bridges around the junction of Rock Street and Chatham Street because currently it is dangerous as a cyclist and pedestrian to cross, especially given there is a new estate of flats near the junction.
- Informed that something would be done around signalling because it is a very valid point and it is something the council will look at.

NHS engagement:

- Question regarding whether the consultation has been in touch with the NHS because of their active travel commitment for routes to hospitals such as Royal Hallamshire Hospital, Northern General. The consultation has contacted the NHS and are in talks regarding active travel.

Feedback

- Overall the feedback was positive with all three attendees broadly in support.
- Many of the questions and comments were regarding the wider area and how that could be improved for cyclists and pedestrians.
- All three attendees accepted the area was in need of some regeneration and more active travel.
- There was a comment that the Penistone Road cycle route is currently a “nightmare” because there are so many roads intersecting it, but the questioner did not linger on this for long and seemed satiated by the answer.

Neepsend Businesses Webinar

Attendees

- Matthew Reynolds, Sheffield City Council
- Matthew Lowe, Sheffield City Council
- Tonia McAnearny, McAnearny Machine Tools
- Paul McAnearny, McAnearny Machine Tools
- Russell Cutts, Russell's Bicycle Shed
- Ben Smith, The Depot Bakery + Peddler
- Peter Rawlinson, Albyn Works
- Mike Windle, P&W Motor Services
- Tony Hodges, EE Ingleton
- Andy Bradshaw, Bradshaw Precision Engineering
- Matt Clarke, Woodward and Taylor (Managers of Watson House)
- Steve Hirst, Sabre Toolmaking
- Micheal McMahan, Crusty Cob
- Brad McAnearney, Neepsend Briquetting/Grafters Bar/McAnearney Machine Tools

Summary of points made:

HGV use in the area

- A number of concerns raised regarding the difficulty to get a 40 tonne wagon / articulated lorry around the bend from Burton Road to Percy Street to exit the area.
- Comment made that Percy Street is often blocked by delivery vehicles for South Yorkshire Ducting Supplies, making it impossible to get past.
- Question raised regarding the activities that have been undertaken to shape this plan and consider HGV traffic in the area.
- Request for due diligence looking at parking / access issues to be carried out on a normal day of the week (post Covid-19) so the full impact can be understood.
- Comment made that double yellow lines would have to be put on each corner to stop parking to enable HGVs to be able to turn up smaller side roads.

Crossings

- A number of comments made that the crossing by Cutlery Works is dangerous and a new safer crossing needs to be introduced.
- Comment made that whilst they understand the need to improve the infrastructure for pedestrians, the proposed response is radical, and asks for there to be greater focus on improving safety of pedestrian crossings and resolving parking issues, with highways changes to come secondary to those.

Parking

- Comment made that we need to look at adding parking to the area, rather than removing any.
- Comment made that taking parking away from the area will ruin businesses which are providing valuable and ongoing services.
- Questions asked regarding how much permit costs would be per person / vehicle if permit parking scheme is introduced, as they will be unable to pay for parking for all their staff that currently drive to work.
- Question asked regarding whether tenants will still be able to park on Burton Rd when it's made a bus priority route and that residents need to realise Neepsend is an industrial area and we can't move industrial businesses because Kelham has become gentrified.
- General recognition that parking problems are caused by commuter parking and calls for business parking to be prioritised and something to be done to address this.

Access to the area

- Query raised regarding the reason for the bus gate and comment made that traffic patterns are different Monday-Friday than at the weekend, and therefore question raised regarding whether the bus gate will be universal 7 days a week, or different Monday-Friday and at the weekend.

- Comment made that it's a utopian view to think that putting cycling/walking routes down a road will encourage more people to walk and cycle, and they recognise that access to the shop by car is more important than via bike and therefore are concerned about parking and prioritising roads for motor vehicles.
- Concern raised regarding how their tenants on Burton Road will be able access their businesses.

Passing trade

- A number of comments made regarding the impact of the proposals on passing trade.
- Comment made that 90% of Crusty Cob's business comes from passing trade which they rely on, and cutting that out would ruin their business.
- Comment that the proposals include closing part of the road next to P&W Motor Services, and that without passing trade, they'll become a garage, which when the road was closed previously had a huge impact on their business.

Public transport improvements

- Question raised regarding why provision for more buses is being added when buses through the area only run every 15 minutes or so.
- Concern raised by that the proposals show a bus stop on Burton Road that could block access to.