

Connecting Sheffield: Nether Edge – City Centre

Consultation and Engagement Report

April 2021

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Section 1: Introduction

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

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

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

Connecting Sheffield - the overarching vision and ambition for transforming travel in Sheffield within which the TCF projects sit - launched on 3 November 2020. A round of engagement activities accompanied this launch, comprised of meetings with key stakeholder groups including political, civic and community leaders, and interest groups with a city-wide remit. A Connecting Sheffield website was also launched using the Commonplace engagement platform supported by traditional media and social media coverage. At this stage, very high-level information on each of the TCF schemes was shared, with consultation on individual schemes due to go live as and when the details of individual schemes were sufficiently developed.

The launch of Connecting Sheffield provided a foundation upon which the individual TCF schemes could be launched – ensuring that the TCF schemes were all aligned under one vision and ambition for transport connectivity in Sheffield.

The TCF **Connecting Sheffield: Nether Edge – City Centre** scheme was the fourth 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: Nether Edge – 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: Nether Edge – City Centre** consultation launched on 10 March 2021 and concluded on 8 April 2021.

Section 2: Aims of Engagement

Sheffield City Council highlighted a need to engage with and consult the public on its TCF proposals, ahead of its Outline Business Case submission for TCF to central Government in Spring 2021. Engaging on the TCF schemes at this stage was important to generate feedback that could inform further scheme development and to minimise the risk of stakeholder objections due to lack of understanding of the schemes, which could delay Traffic Regulation Orders (TROs) being agreed alongside other potential delays that would result in cost overruns.

In order to achieve this, a consultation and engagement strategy for the **Connecting Sheffield: Nether Edge – 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 Louise Haigh, MP for Sheffield Heeley

City Region Mayor

- Mr Dan Jarvis, Sheffield City Region Mayor

Ward Councillors

- Councillor Peter Garbutt, Ward Councillor for Nether Edge and Sharrow
- Councillor Jim Steinke, Ward Councillor for Nether Edge and Sharrow
- Councillor Alison Teal, Ward Councillor for Nether Edge and Sharrow
- Councillor Angela Argenzio, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Michelle Cook, Ward Councillor for Broomhill and Sharrow Vale
- Councillor Kaltum Rivers, Ward Councillor for Broomhill and Sharrow Vale

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.

Wostenholm Road businesses

- The Dalbury and Palmer Hotel
- Nether Edge Bar
- National News Agents
- Charley's Pantry
- The Finalist II Hairdressers
- Tasty Thai
- Elements Dry Cleaners
- Sharrow Chiropody Clinic
- Divide Clothes
- Tesco Express

Other directly impacted businesses

- Nuffield Health
- Karl Benz
- Waitrose
- Shell
- Atkinsons
- Sainsbury's
- Wickes

Non-directly impacted businesses

- Wetherspoons Sheaf Island
- Redemption Tattoos
- The Hanover Pub
- Yasmin's Off Licence
- Yafai and Sons International Foods
- Lo's Pharmacy
- Almadina Takeaway
- Bagel Shack
- Beer Engine
- Baan Thai
- Chinese Fireworks Co
- Rassams Creamery
- King Flavour
- Budgens London Road

- Tin Tin Chinese Restaurant
- Lock Up Escape Rooms
- 8 St Mary's Gate (managed by Savills)
- Premier Inn
- Enterprise Car Club
- The Moor owners (NewRiver and BRAVO Strategies)
- Pinders
- The Salvation Army
- The Sheffield Lighting Company
- China Red

Organisations located close to the proposed School Street

We engaged with the following organisations located in the vicinity of the proposed School Street.

- Porter Croft Church of England Primary School
- Aviva
- Eagle House Care Home

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 were engaged with during the consultation:

- Nether Edge Neighbourhood Group
- Sharrow Cycling Club
- Sharrow Community Forum
- Israac Somali Community & Cultural Association
- Abbeydale and Sharrow Stakeholder Group (ASSG)
- The Sheffield Chinese Community Centre
- Landsdowne Tenants and Residents Association
- Hanover Tenants and Residents Association
- Sheffield Street Tree Partnership
- Broomhall Centre

Religious places of worship

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

- Cemetery Road Baptist Church
- Landsdowne Chapel
- Christadelphian Hall
- Masjid Al-Huda Mosque
- St Andrews United Reform Church
- Sheffield Jesus Centre

Educational organisations

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

- Sharrow School
- The University of Sheffield

Local healthcare services

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

- Sheffield NHS Teaching Hospitals Trust
- Sheffield Children's Hospital
- Sheffield Health and Social Care NHS Foundation Trust
- Sharrow Lane Medical Centre
- Hanover Medical Centre

Citywide stakeholders

In addition to engaging with local stakeholders located within the boundary of the **Connecting Sheffield: Nether Edge – 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: Nether Edge – City Centre** consultation was launched on 10 March 2021, the city-wide stakeholders received an email informing them that the consultation was live and providing them with the link to the Connecting Sheffield website. The email also explained the various ways in which they could provide their feedback on the proposals.

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

Accessibility Groups

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

Educational organisations

- University of Sheffield
- Sheffield Hallam University

City-wide economic stakeholders

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

Local Transport Organisations and Groups

- Confederation of Passenger Transport (CPT)
- South Yorkshire Passenger Transport Executive (SYLTE)
- First Group
- Stagecoach East Midlands
- Stagecoach Yorkshire
- TM Travel
- Sheffield Eagle Taxi Trade Association (SETA)
- Sheffield Taxi Trade Association (STTA)
- ALPHA Taxis
- GMB Union
- Cycle Sheffield

- Sheffield Bus Alliance (SCC)

Local Service Providers

- South Yorkshire Police
- South Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Service
- NHS Blood & Transplant Service
- Sheffield Health and Social Care NHS Foundation Trust
- Sheffield's Children's Hospitals
- Sheffield NHS Teaching Hospitals Trust

Local Residents and Businesses

A key priority of the consultation was to actively engage with residents, businesses and institutions located within the boundary of the **Connecting Sheffield: Nether Edge – 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 9635 addresses. The distribution area is shown in Figure 1 below.

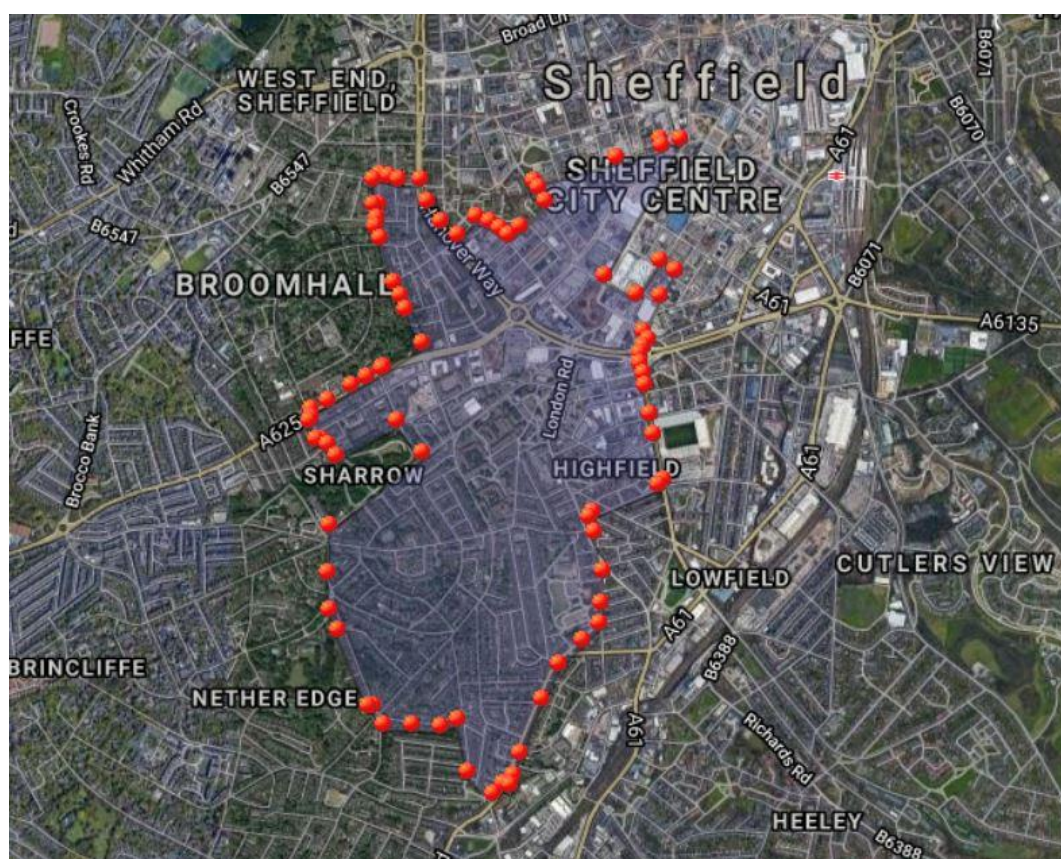


Figure 1: Consultation leaflet distribution area (courtesy of Google Maps 2020). The points indicate the outer limit of the distribution area.

Section 5: Engagement Overview

The main period of public consultation ran for just over four weeks between 10 March 2021 and 8 April 2021.

Throughout the consultation, a range of communication methods were used to raise awareness of the proposals among stakeholders and the local community, who were provided with a number of accessible and convenient means by which to provide feedback.

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

Stakeholder Webinars and Meetings

Ahead of the consultation launch, three webinars were arranged to which stakeholders with a specified interest in the **Connecting Sheffield: Nether Edge – 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 and businesses located on or near the route were invited to the webinars. The first webinar was held for businesses located on the route anywhere other than Wostenholm Road, the second for businesses located on Wostenholm Road, and the third for community groups within Nether Edge. 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: Nether Edge – City Centre** was delivered followed by questions and comments, providing the opportunity for attendees to give feedback.

Feedback from the sessions was mixed. Waitrose, while supportive of the schemes aims, were concerned about the proposed new access and egress to their car park and were keen to ensure that the experience of their customers when accessing Waitrose was not negatively affected. The two businesses located on Wostenholm Road who attended the session were very concerned with regards to the removal of parking spaces close to their premises, however, they were supportive of the scheme's aims. The community groups were generally supportive of the proposals but expressed concerns about the potential impacts of the scheme on trees.

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.

Due to lockdown in the UK closing non-essential retail, many of the businesses on Wostenholm Road did not attend the webinar they were invited to. Those businesses who were able to attend asked for another session to be arranged once lockdown was lifted to provide another opportunity for all businesses on Wostenholm Road to engage and provide feedback. It was agreed that once shops could open, we would contact businesses again.

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 9635 properties, as shown in Figure 1 on page 8.

The consultation postcard is provided as Appendix 3.

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

School Street Letter

A letter was issued to all residential address and businesses located around the proposed school street to provide an initial introduction to the proposals and explain that a further separate consultation on the school street will take place later in the year.

The letter is provided as Appendix 5 and was sent to 65 addresses.

The letter also guided people to the website to comment on the wider **Connecting Sheffield: Nether Edge – City Centre** proposals and pointed people to the freephone information line, dedicated project email address and Freepost address for any further information.

Press Release

A press release was issued at the start of the consultation to major regional and local media outlets. The press release provided introductory information about the **Connecting Sheffield: Nether Edge – City Centre** proposals and details of the consultation period, which can be found here: <https://sheffnews.com/news/further-steps-to-improve-active-travel-launched-for-the-city>

The press release received coverage in a couple of local titles including The Sheffield Star and The Sheffield Telegraph.

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: Nether Edge – City Centre** proposals on 10 March 2021.

The Commonplace website was designed to replicate as far as possible the information which would have been shared at public drop-in sessions should face to face consultation have been an option. It was therefore a key part of our strategy to engage the public and was supported by the consultation postcard, press release and email, freephone and Freepost channels.

The website allowed us to:

- Present the overall project, vision and aims of the Connecting Sheffield project;
- Showcase the plans for the **Connecting Sheffield: Nether Edge – 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: Nether Edge – 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: Nether Edge – 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: Nether Edge – City Centre** page of Connecting Sheffield Commonplace website: (<https://connectingsheffield.commonplace.is/proposals/nether-edge-city-centre>)

In total, 703 responses were received during the Nether Edge – 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	622
Online interactive heatmap	48
Email	24
Freepost	0
Phone	9
Total	703

Section 7: Nether Edge – City Centre Feedback Analysis

Nearly all of the feedback received as part of the **Connecting Sheffield: Nether Edge – 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 until 23 April 2021, there have been 28,270 visitors in total. The below graph shows that there was a spike in visitors on 10 March 2021 when the **Connecting Sheffield: Nether Edge – City Centre** consultation was launched with 741 people visiting the site that day. The Sheffield Star also published a news article announcing the scheme on 10 March 2021.

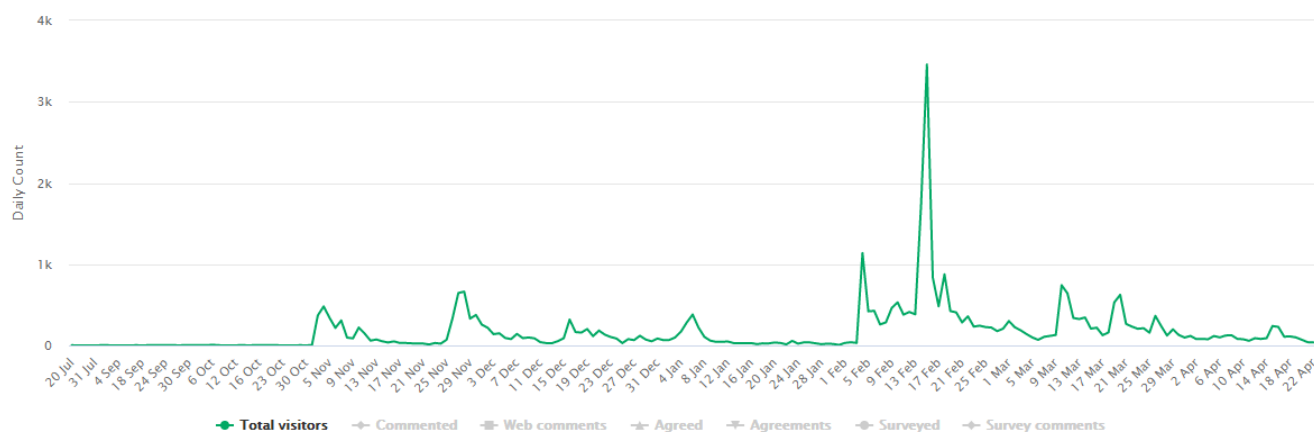


Figure 2: Graph showing the total number of visitors to the Connecting Sheffield website since its launch in November 2020.

The below table shows the top ten referral websites which 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
m.facebook.com	7946	424 (5%)
t.co	4873	327 (7%)
sheffnews.com	2304	188 (8%)
lnks.gd	1448	274 (19%)
www.google.com	785	107 (14%)
l.facebook.com	571	98 (17%)
www.sheffieldforum.co.uk	416	68 (16%)
com.google.android.gm	382	35 (9%)
www.google.co.uk	257	39 (15%)
nowthenmagazine.com	139	41 (29%)

Figure 3: Table showing the top ten referral websites

Responses to the Connecting Sheffield: Nether Edge – 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.

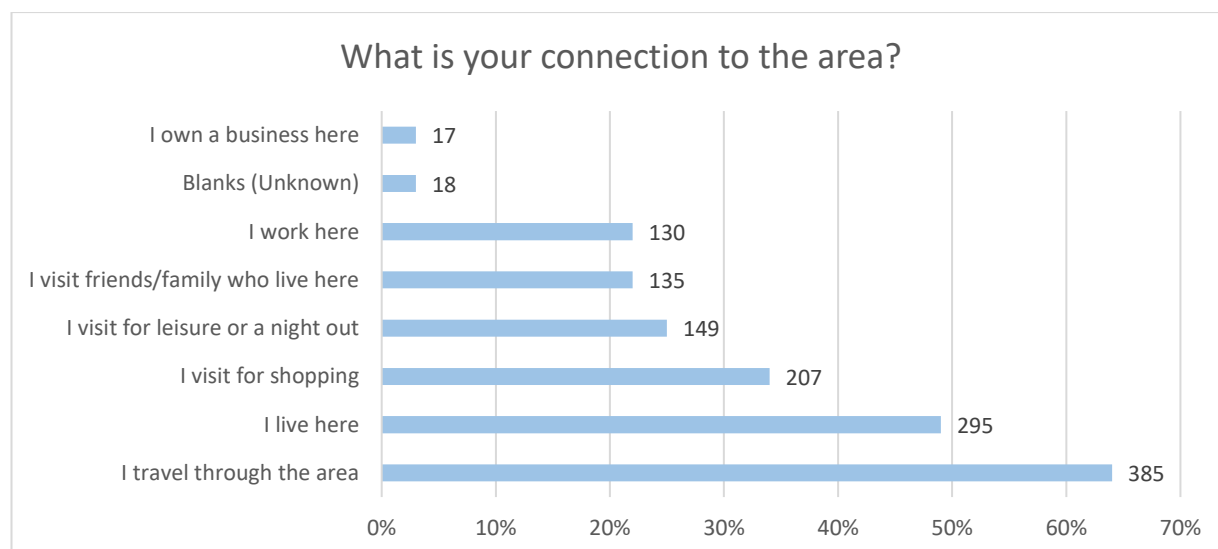
Analysis of Closed Questions

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 622 respondents who provided a response to the main Commonplace tile.

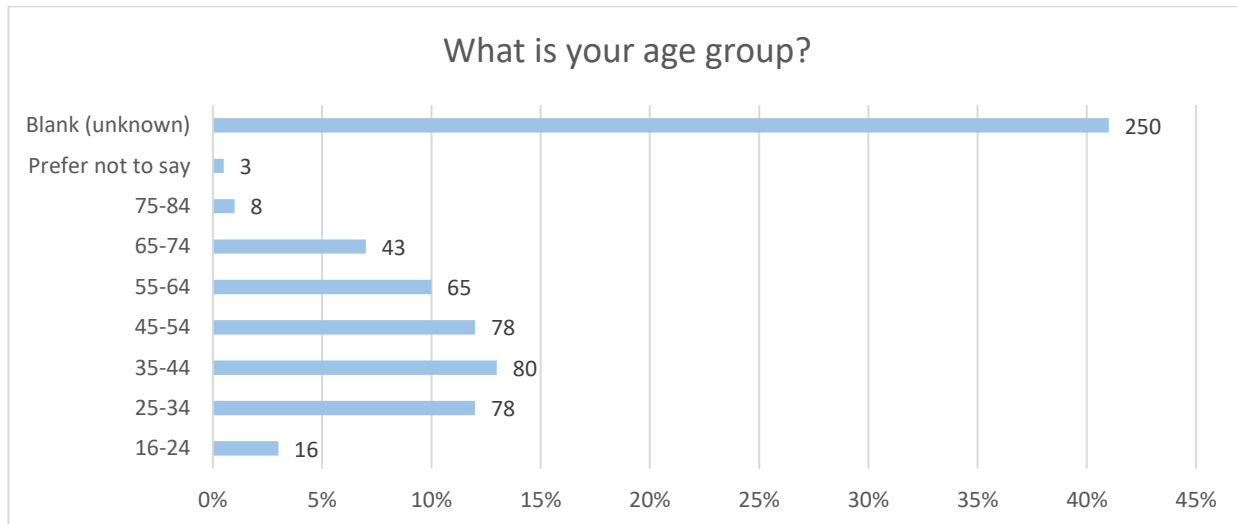
- **What is your connection to the area?**

Approximately 65% of the respondents who answered this question said that they travelled through the area that they were commenting on (Nether Edge and City Centre). Approximately 50% said that they live in the area. Respondents were able to select more than one option, hence why percentages do not add up to 100%.



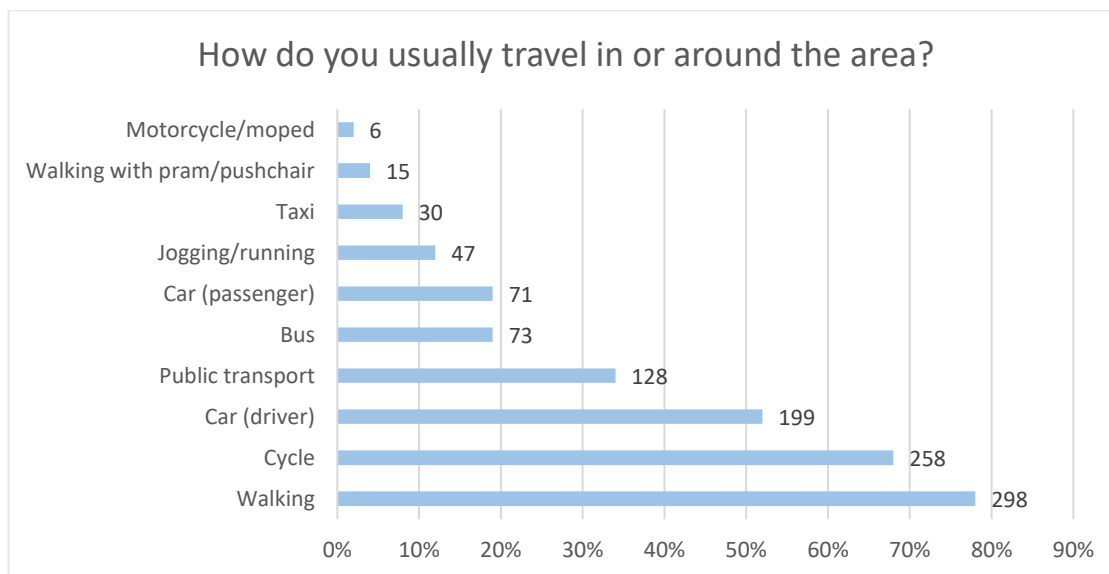
- **What is your age group?**

Just over 40% of the respondents did not provide an answer to this question. 13% of respondents said they were aged between 35 and 44, 12% said they were aged between 35 and 44, and a further 12% said they were aged between 25 and 34.



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

Travel by walking was selected by nearly 80% of respondents. Cycling was selected by nearly 70% of respondents while just over 50% of respondents selected travel by car. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

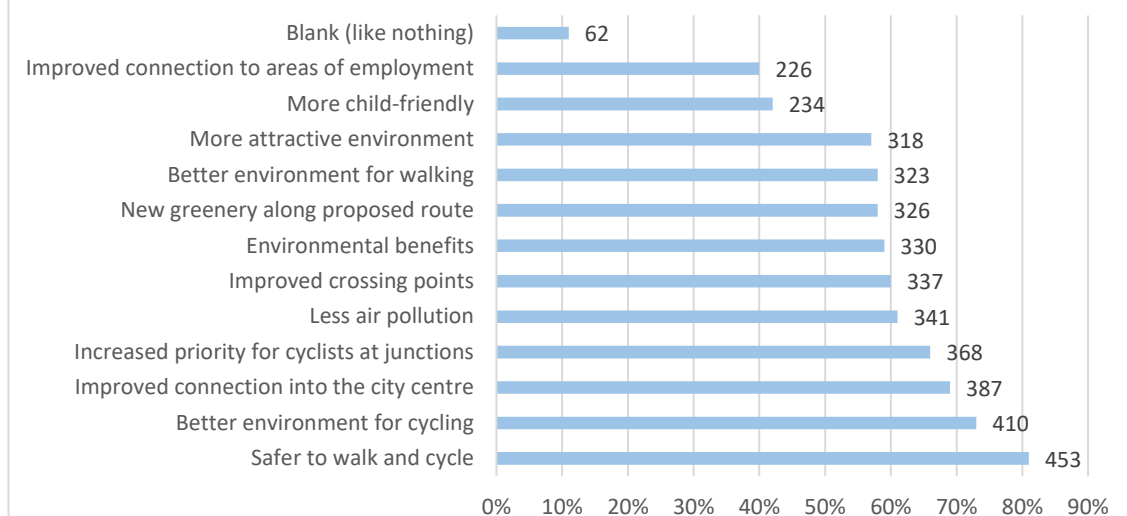


The following graphs contain data taken from the specific questions asked to inform the **Connecting Sheffield: Nether Edge – City Centre** proposals. As above, this data is based on the 622 respondents who provided their feedback on the main Commonplace tile. Please note that respondents were able to skip questions if they wished, and on some questions they could select multiple answers, and therefore 622 responses were not received for every question – sometimes more, sometimes less.

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

When respondents were asked what they liked about this scheme, “safer to walk and cycle” was selected 481 times, equating to 81% of respondents; “better environment for cycling” was selected 410 times, equating to 73% of respondents; and “improved connection into the city centre” was selected 448 times, equating to 69% of respondents. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

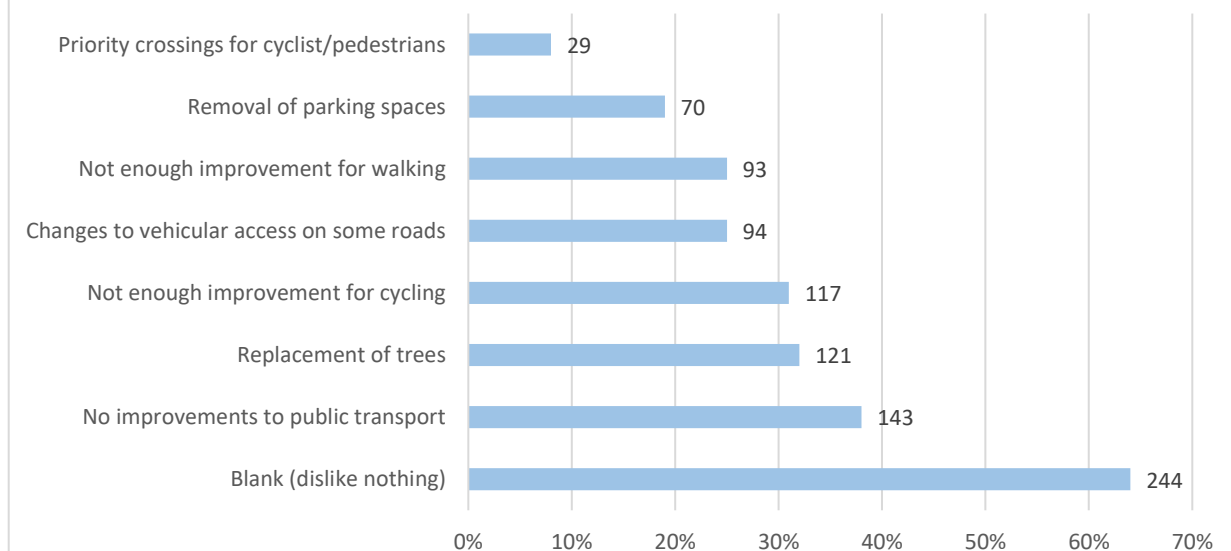
What do you like about this scheme?



- What do you dislike about this scheme?**

When respondents were asked what they disliked about this scheme, a blank response was submitted 244 times; “no improvements to public transport” was selected 143 times; and “replacement of trees” was selected 121 times. Again, this was a multiple-choice question so respondents were able to select more than one option, hence why percentages do not add up to 100%.

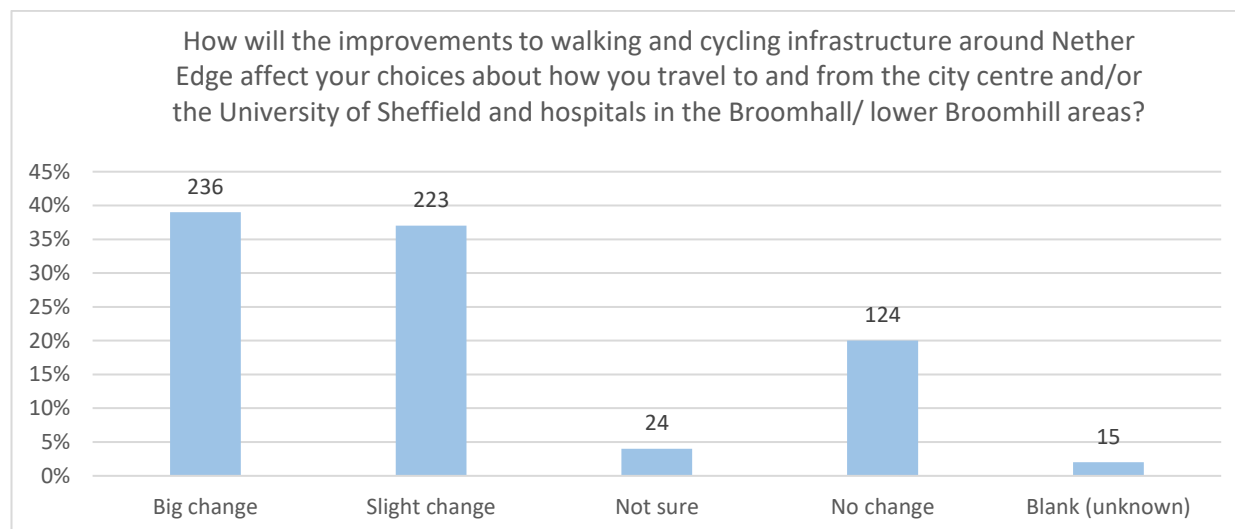
What do you dislike about this scheme?



- How will the improvements to walking and cycling infrastructure around Nether Edge affect your choices about how you travel to and from the city centre and/or the University of Sheffield and hospitals in the Broomhall/ lower Broomhill areas?**

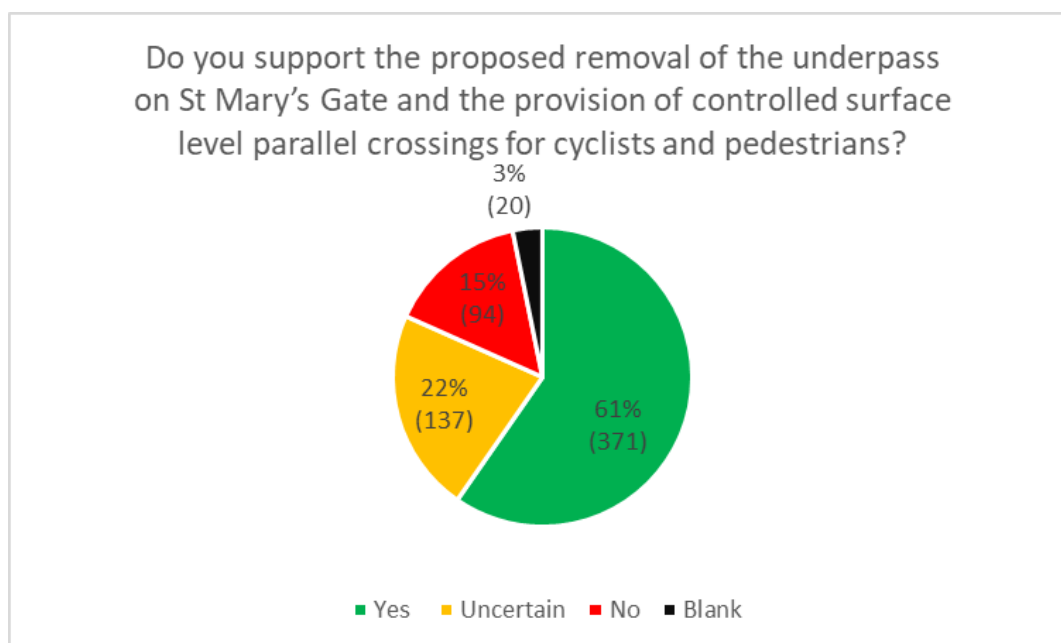
236 respondents (approximately 40%) who answered this question said that the improvements to the walking and cycling routes through Nether Edge and Broomhall would affect their choices about how they travel to university, hospitals and the City Centre in a big way. 223 respondents (approximately 35%) said there would be a slight

change, while 124 (20%) said there would be no change.



- **Do you support the proposed removal of the underpass on St Mary's Gate and the provision of controlled surface level parallel crossings for cyclists and pedestrians?**

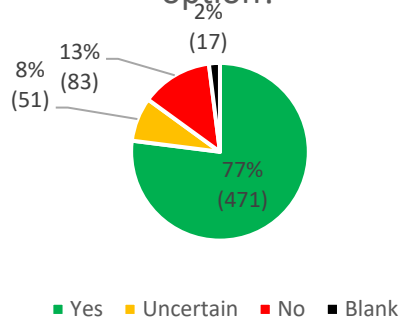
61% of respondents who answered this question said that they agreed with the removal of St. Mary's Gate Underpass.



- **Do you think that the provision of improved crossings for pedestrians and cyclists will make short journeys by walking and cycling an easier and more attractive option?**

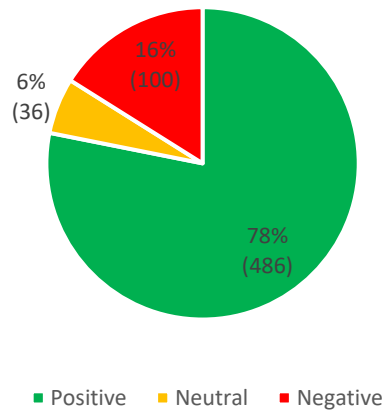
77% of the respondents that answered this question said that they think improved crossings will make shorter journeys more accessible by walking or cycling.

Do you think that the provision of improved crossings for pedestrians and cyclists will make short journeys by walking and cycling an easier and more attractive option?



The below chart shows the overall sentiment towards the proposals expressed by the 622 respondents that provided a response on the main Commonplace tile. It shows that 78% of those who completed the **Connecting Sheffield: Nether Edge – City Centre** feedback form felt positive about the proposals.

Overall Respondent Sentiment on the **Commonplace Main Tile**



Analysis of Open-Ended Questions

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

Feedback Response Tables: Nether Edge – City Centre	
Topic	
Comments in support of the proposals	
<p>There were 126 general positive comments in support of the scheme.</p> <ul style="list-style-type: none"> There were 61 comments praising the increased safety for cyclists and pedestrians. 	

- There were 46 comments encouraging the roll out of further cycling and walking schemes both in and around Nether Edge and further afield. Three respondents requested the scheme was extended to Hunters' Bar roundabout; three respondents requested the scheme was extended to Broomhill; and a further two respondents requested a link to the Northern General Hospital.
- There were 38 respondents who said they would now be far more encouraged to cycle around Nether Edge and into the city centre. Six of these respondents mentioned they would also now feel safe taking their children cycling while a further six respondents said they would now be encouraged to commute via cycle.
- There were 12 comments praising the scheme for taking steps to reduce pollution and improve air quality.
- There were 11 comments praising the prioritisation of cyclists and pedestrians over motor vehicles.
- Six respondents praised the Council for having the bold vision to propose such a scheme.
- Six respondents asked the Council not to be put off by the car lobby.
- A further six respondents thanked the project team for bringing forward these proposals.

Other comments in support of the proposals included:

- Children will be able to play in the street in the Low Traffic Neighbourhoods without fear of being hit by a speeding car.
- The changes will make a big difference to quality of life in Nether Edge.
- The scheme will put an end to the hostile environment created for pedestrians and cyclists.
- The scheme will make a difference to the inevitable modal shift.
- Praise for making it easier to turn right from Young Street to Moore Street/Charter Row.
- This is a great step forward for Sheffield to reduce car dependency and dominance.
- Current cycle infrastructure is dangerous in some places and this scheme will make a huge difference.
- One respondent was impressed with how much time and effort has gone into these plans which will make a positive difference.
- The scheme is a step change for cycling in Sheffield.
- One respondent likes the inclusion of planters to filter different modes of transport.
- Covid-19 has shown that given the right conditions people will usually choose to walk or cycle.

St. Mary's Gate Underpass

There were 44 comments directly relating to the removal of the underpass at St. Mary's Gate.

- 14 of these comments were supportive of the underpass's removal, while 30 were unsupportive.
- The main themes of the negative comments regarding the removal of the underpass were: the underpass makes St. Mary's Gate easy to cross without affecting traffic flow; its removal takes away a viable option rather than adding one; the new crossing will not be quick or high-quality enough for cyclists and pedestrians, making cycling and walking around the area inconvenient.
- The main themes of the positive comments regarding the removal of the underpass were: the underpass is dangerous, particularly for lone pedestrians and women; the underpass is difficult to cycle through; and it attracts crime and beggars.
- There were 14 comments questioning the rationale behind removing the underpass. The main themes of these comments were: the removal of the subway will negatively affect traffic flow on

the Inner Ring Road; there is no need for the underpass to be removed; and there is no clear rationale given in the consultation materials.

Other comments relating to St. Mary's Gate Underpass included:

- Three respondents said that although they questioned the removal of the subway, they were willing to be convinced as to why it should be removed.
- Three respondents asked that the underpass is repurposed rather than concreted over.
- Two women commented that the removal of the underpass would make them feel safer.
- Two respondents commented that the subway reduces the chance of accidents and near misses, with one referencing a recent accident involving a car and pedestrian in the area.
- Two respondents commented that removal of the underpass would create an even more hostile environment for homeless people. One requested that there was extra investment in homeless services in light of the underpass's removal.
- Two respondents expressed concern that there would be tailbacks in the Waitrose car park due to the underpass being removed.
- Removal of the underpass at Charter Row made the road harder to cross.
- Removal of the underpass would only create large groups congregating to use the pedestrian crossing.
- One respondent questioned if the removal of the underpass was due to crime and safety.
- Comment that while they support the removal of the underpass, it pushes cyclists and pedestrians on to South Lane which is dimly lit and dangerous.

Suggestions:

- Maintain and improve the underpass with more safety features such as CCTV cameras and better lighting.
- One respondent suggested building an overpass to replace the underpass.
- One respondent suggested that all underpasses in the city be removed.
- There was a suggestion to redesign the underpass as the main crossing route for cyclists and pedestrians, removing the hairpin turns to make it easier for cyclists to access.
- The underpass should be retained and Moorfoot demolished to create an entrance to the city. Suggestion Moorfoot is not viable in the long term and it is ironic that a cycle lane cannot be built here because of the lead organisation's need to protect its car park.
- Suggestion to make significant changes to the underpass in order to fix approaches, sight lines and gradients in line with Dutch practice and LTN1/20.
- Suggestion for a similar crossing to the one at Ponds Forge.
- Suggestion to plant flowers and trees so that the underpass can be reclaimed as a community space.

Crossings

There were 42 comments relating directly to crossings.

- The main themes of these comments were: broad support for the crossing at St. Mary's Gate, though many respondents felt the underpass should be retained as well; requests for new traffic lights to be ultra-responsive to cyclists and pedestrians to avoid penalising them in terms of journey times for making the greener travel choice; and crossings at some junctions remain dangerous for cyclists.
- Seven respondents asked that all new crossings are responsive to cyclists and pedestrians and allow them to cross in one go, even in the dark. Comment that to make cyclists and pedestrians wait a long time to cross would remove all the benefits of the scheme.

- Four respondents commented that the crossing from Washington Road to Summerfield Street will still be dangerous for cyclists as they will be sharing the road with cars who may not be expecting them.
- Three respondents mentioned that the crossing on Ecclesall Road is particularly welcome. One expressed concern at the traffic management in place at the new lights, as Ecclesall Road is an arterial route with cars travelling at high speeds.
- Two respondents expressed concern regarding how cyclists and pedestrians get from Twinkl Way to the Ecclesall Road crossing as motorists use it as a slip road/rat run. Suggestion to continue the cycle path over Twinkl Way with traffic calming measures and signs as the current design makes this road even more dangerous.
- Three respondents expressed concern that cyclists will have to cross a lane of traffic unprotected at the Washington Road/Cemetery Road junction.
- Two requests to extend the cycle path over the Washington Road/Sharrow Lane/Wostenholm Road junction to enable easy crossing for cyclists.
- Two respondents were unhappy that cyclists and pedestrians have priority at crossings.
- Two respondents commented that additional traffic lights and crossings on Summerfield Street and Napier Street are unnecessary.
- The South Yorkshire Passenger Transport Executive would welcome bus detection at all new crossings to ensure bus priority.

Other comments relating to Crossings included:

- The cycle crossing at Clarence Lane is dangerous due to traffic coming off the slip road behind the rider. Suggestion these plans do nothing to make this crossing safer.
- Request for increased frequency of green lights for cyclists and pedestrians.
- Concern that cyclists must switch carriageways when going straight on at the Napier Street/Summerfield Street junction.
- The psychological effect of being able to cross quickly at junctions makes cyclists and pedestrians feel rewarded for choosing a sustainable transport mode.
- One respondent commented that there are crossings which will remain major obstacles for new cyclists. No crossings were specifically mentioned.
- The crossing at St. Mary's Gate will be a big improvement.
- Request for the Napier Street/Cemetery Road/Boston Street junction to be signal controlled.
- There are some crossings at traffic lights where cycling could be continuous, but cycle lanes are fed back into the main road to cross. Suggestion this somewhat detracts from the plans.
- One respondent was very pleased with the proposed improvements to the crossing at Napier Street/Summerfield Street.
- More controlled crossings on Washington Road and Summerfield Street will make for stop-start cycling journeys which is not ideal.
- There are 13 sets of traffic lights between Charter Row and the Peace Gardens which are unnecessary and hold up buses.
- One respondent commented that it feels like a step down to have a surface-level crossing at St. Mary's Gate.
- One respondent really likes the measures to increase safety at the crossing on South Lane as this is very dangerous currently.
- The crossing at St. Mary's Gate is unnecessary as there are two crossings on London Road.
- Concern regarding driver compliance on the Napier Street crossing due to Waitrose consistently being busy.

Suggestions:

- Install a mini roundabout at the Washington Road/Sharrow Lane/Wostenholm Road junction with raised paths for cyclists and pedestrians and traffic calming measures.
- Replicate the slip from Cemetery Road to Washington Road at all four corners of the Cemetery Road/Washington Road/Summerfield Street junction.
- Use enforcement cameras at crossings and junctions as a revenue raiser.
- Time consecutive crossings for the 'green wave' at cycling speeds.
- The Napier Street/Summerfield Street junction should be a CYCLOPS junction.
- The Cemetery Road/Summerfield Street junction should be a CYCLOPS junction.
- Employ a continuous footway where cyclists cross Napier Street from Cemetery Road.
- Request to stop installing Puffin crossings around Sheffield as they are unresponsive and often do not have a sound signal.
- More value for money could be gained by installing a surface-level crossing at a different point along the road and retaining the underpass.
- Have single cycle tracks on either side of Washington Road so that cyclists do not have to cross the road twice to carry on from Washington Road to Wostenholm Road.

Shared Paths

There were 33 comments on Commonplace and one email regarding the use of shared paths between cyclists and pedestrians proposed by the scheme.

- All 33 comments expressed negative sentiment towards the use of shared paths.
- 21 of these respondents requested full segregation between cars, cyclists and pedestrians.
- 14 respondents commented that cyclists pose the biggest risk to pedestrians and vice versa, rather than cars.
- Six requests to take more space from the road and parking rather than pavements or green space to ensure there is room for full segregation.
- Four respondents felt that full segregation would maximise child and family accessibility. Two commented they would not take their children cycling under these plans.
- Two respondents highlighted that shared paths would create friction between different modes of active travel which is not conducive to the scheme's aims.
- Two respondents commented that pedestrian walkways appear to have limited space, with one respondent mentioning that pedestrians appear to have less space than they do now. Example is given that it would not be practical for someone trying to push a double pram whilst holding a child's hand to walk comfortably down the road.

Other comments relating to Shared Paths included:

- Request to make all bike paths red as in the Netherlands with clear signage between cyclist and pedestrian paths.
- Request to be consistent with the degree of segregation between cyclists and pedestrians as this will prevent confusion.
- Given Sheffield's car culture, segregated cycle lanes are the only way to ensure cyclists feel safe.
- Shared paths encourage cyclists to cycle illegally where there are 'cyclists dismount' signs.
- Request to keep all cycle lanes on their respective sides of the road.

- There are several points along Washington Road where pedestrians would have to cross the cycle track. Three requests to minimise the number of times pedestrians would have to do this.

Suggestions:

- Suggestion that cycle lanes need to be at least the same width as a traffic lane (2.6m) so that cyclists can safely overtake other cyclists.
- One suggestion that more routes need to be created away from busy roads.
- Suggestion for a defined cycle route along the valleys of Sheffield.
- Comment from a respondent who worked on LPTIP in Leeds that the Council will save a lot of money by segregating the cycle lanes with a thermoplastic line rather than a curbed solution.

Trees and Green Spaces

There were 33 comments regarding green spaces and the removal of trees along the route.

- None of the comments regarding trees expressed positive sentiment about their removal.
- There were six requests that the space for cycle lanes is taken from the vehicular carriageway rather than pavements or green spaces. One respondent mentioned that not an inch seems to have been taken from motorists' carriageway.
- Five respondents specifically mentioned that felling trees on Washington Road was unnecessary. Four of these respondents requested that car parking is removed, as it is unnecessary, rather than trees.
- Five requests not to cut down mature trees for cyclists. Suggestion that the environmental benefits of mature trees, such as removing pollution, are more important than active travel.
- Four respondents felt that the removal of trees was unnecessary anywhere in the scheme.
- Four requests to introduce wild flower planting, particularly in nutrient poor soil.
- Two respondents felt that it was important to work around trees as a sapling cannot replace a mature tree.
- Two respondents said they will never trust the Council again when it comes to removing trees. Belief that mature trees will be replaced with ornamental trees that are no use to wildlife.

Other comments relating to Trees and Green Spaces included:

- It is important not to reduce already limited green spaces.
- Request to preserve as many trees as possible.
- Adaptation of the scheme is preferable to cutting down trees.
- One respondent feels the Council are not doing everything they can to hold on to trees and green space and are over-using tarmac.
- The Trees & Woodland Strategy is bad news to people in Nether Edge and should be handled sensitively.
- One respondent feels highway engineers have never understood the need for street trees, nor creative ways to retain them.
- Increased greening and planting in this scheme is excellent.
- Request for greater emphasis on retaining trees and wider environmental benefits that the scheme could deliver.
- One respondent says they support cycle and walking infrastructure, but not at the cost of even one mature tree.

- Request for Sheffield City Council to stop cutting down trees.
- Request to minimise the use of tarmac in the scheme and a further request to replace as much tarmac with green space as possible.
- Request to enhance green space with added biodiversity to make the scheme a flagship for Sheffield.
- One respondent fears the loss of many street trees for little change in people's travel habits.
- Request to ensure as many large canopy trees are planted as possible, particularly street trees.
- Request to talk to experts such as the Street Tree Partnership and Nether Edge and Sharrow Sustainable Transformation to ensure the correct species and locations are picked for replanting.
- Request for more detailed plans and consultation on the trees which are earmarked to be felled. Suggestion that we must protect what we have, and street trees should be made a feature of the scheme.
- Felling trees and tarmacking over green spaces while implementing green infrastructure is a paradox.

Suggestions:

- Suggestion that the scheme can be completed without removing any of the mature trees and this is not an either/or situation.
- Suggestion to make use of the exemptions in the funding specification to allow for fewer trees to be felled.
- The council could use the scheme to double tree canopy cover in the area.
- Any improvement of transport links should be complemented with planting as transformational as the Grey to Green scheme at West Bar.
- Trees that are planted next to cycle and pedestrian paths should shed minimally and their leaves should not be slippery to enable people to continue to use the paths in winter.

Parking

There were 32 comments directly relating to the removal of parking spaces as part of the scheme.

- In addition to this, we received three emails from residents of Wostenholm Road and one from a business owner on Wostenholm Road expressing concern regarding the removal of parking.
- 19 of these comments spoke negatively regarding the removal of parking spaces. The main themes of these comments were: there is already too much competition for parking spaces between residents, particularly on Wostenholm Road; there are no detailed plans to replace the parking spaces lost; and shops and restaurants will lose out due to the removal of parking outside their premises, particularly on Wostenholm Road.
- 13 of these comments spoke positively regarding the removal of parking spaces. The main themes of these comments were: as much space as possible should be reclaimed from motorists and given to those who use active travel; it is unnecessary to have car parking on Washington Road as it is quiet; there needs to be enforcement of no parking on cycle lanes as currently many motorists continue to do so.
- Removal of parking will affect the patients of Porter Brook Surgery negatively as there is already limited parking space.
- Three respondents commented that there is much commuter parking between Priory Place and Sharrow Lane, suggesting that commuters compete with residents over limited parking

spaces as it is free.

- Due to this scheme, Meadowhall will win over the city centre because of its plentiful free parking.
- The painted markings, such as those along Clarkehouse Road, are worse than having no cycle lane as sometimes you are able to cycle along the road, sometimes you are not, depending on if cars are parked on there.

Suggestions:

- Six suggestions to remove the parking on Washington Road and move it to within the grounds of the flats as there is plenty of space in the grounds of the flats and no trees would be required to be felled.
- Two suggestions for a residents-only parking permit in Nether Edge, particularly around Sharrow Lane and Priory Place.
- Include the newly introduced parking restrictions up to and including Ventnor Place as it becomes particularly busy on matchdays with Sheffield United fans.
- Two suggestions to use wands/bollards/armadillos along the cycle route to prevent cars from parking along it.
- Suggestion to remove car parking instead of trees in the scheme generally.
- Suggestion to implement double red lines along Cemetery Road to ensure the no parking rule can be implemented here.

Public Transport

There were 27 comments relating to the lack of public transport improvements in the scheme.

- Six respondents suggested that heavily investing in public transport to make it very cheap or free would have a greater effect on traffic volume than cycle lanes.
- Five respondents pointed out there are no references to improvements to public transport following the first sentence on the consultation website.
- Two respondents mentioned that the number 56 bus goes to Arbourthorne for no apparent reason.
- One respondent felt that no consideration has been given to those who cannot cycle or walk long distances in the scheme.
- Comment that we should be spending money on improving public transport rather than on cycle lanes that are rarely used.
- One respondent feels that there will be no significant change to people's travel habits unless there is a significant change to public transport provision.
- All of the changes to the public transport system look to improve it, but it relies on having a good public transport system in the first place, which Sheffield does not have.
- One respondent commented that the number 3/22/56 buses from Nether Edge constantly change routes and timings and only go to Pond Street, which is inconvenient. Another respondent asked to reinstate the 22 bus route around Nether Edge.

- The South Yorkshire Passenger Transport Executive would welcome improvements to bus stops and real-time information particularly where the number 56 bus serves the new scheme.
- Driverless cars are likely to render public transport useless in the future.
- Request for a bus route that goes through the centre of town to Nether Edge rather than the edge of town as is the current route.
- Comment that pre-Covid, the bus running from Nether Edge to the city centre would often get stuck on Washington Road/Cemetery Road/Summerfield Street because of traffic lights. Suggestion these plans look likely to exacerbate this problem.
- Buses are currently not an option because they are too infrequent and only run on arterial routes.
- Low/no carbon public transport is what will be used most in the future and should therefore be what we invest in now.

Suggestions:

- A freebie bus should be reinstated in order to build acceptance of the need for active travel measures among those most resistant.
- Suggestion to install tramlines in tandem with cycle lanes.
- Provide a bus route from Nether Edge through the city centre and on to Crookes and Walkley as it would open up the city.
- A bus route from Nether Edge to the Northern General Hospital would allow the scheme to link up to Connecting Sheffield: Neepsend – Kelham – City Centre and provide a vital service for the Northern General Hospital.
- Suggestion for a tram line running down Ecclesall Road.

London Road

- There were 30 comments directly relating to London Road. The main themes of these comments were: London Road needs a signal-controlled crossing with Boston Street as there are many accidents on the road; London Road is currently more dangerous yet flatter and more popular with cyclists so this should take priority for cycle lane funding; and removing lanes on London Road will create tailbacks and bottlenecks on St. Mary's Gate roundabout.
- Seven respondents requested a crossing from London Road to Boston Street. Five respondents pointed out that there has been a disproportionate number of accidents on London Road.
- Three respondents asked for improvements on London Road to be prioritised as it is more dangerous currently than other roads in the area.
- Three respondents commented that London Road is the main route cyclists and pedestrians use due to it being flat and should therefore be prioritised. Suggestion older cyclists would not use a route with hills.
- Four respondents requested that motor traffic lanes should be retained on London Road. Suggestion this will create a bottleneck and lead to increased pollution from idling cars.

Other comments relating to London Road included:

- The scheme will choke car access and therefore businesses on London Road.
- There will be increased pollution on London Road due to the changes.
- Request to link the scheme with London Road.

- One respondent commented that with the changes, people would be forced to walk long distances to the London Road bus stops with shopping from the two supermarkets in the area.
- To truly improve connectivity between London Road and the city centre, Moorfoot would need to be demolished.
- The scheme makes it so that cyclists are no longer stuck at the bottom of London Road with no obvious route to safety.
- Request to address 'illegal and inconsiderate' parking on London Road with TROs.

Suggestions:

- The cycle lane that slips off London Road will need protecting with barriers as the pavement there often has cars parked on it.
- Link Club Garden Road with London Road.
- Implement cycle lanes along Boston Road and London Road so the scheme does not just look like it is improving things for middle class people in Nether Edge.

Summerfield Street

- There were 23 comments directly relating to Summerfield Street. The main themes of these comments were: the road needs an uphill cycle lane as a priority; the road should have a link to Sunnybank Nature Reserve; and respondents questioning why Summerfield Street needs more traffic lights (contained in the **Crossings** section)
- Three respondents commented that current cycle lanes on Summerfield Street are unusable and dangerous. Suggestion they have been dug up and replaced badly when the flats running parallel were built resulting in punctures.
- Two respondents were concerned about the Summerfield Street/Cemetery Road/Washington Road junction as it often is very busy and as motor vehicles are sharing the road with cyclists at this junction, they may not be expecting them.
- Three respondents mentioned that currently the cycle lanes on Summerfield Street are ignored by motorists.

Other comments relating to Summerfield Street included:

- Concern regarding the downhill right hand turn that cyclists must make from Summerfield Street to Napier Street.
- One respondent commented that they would not take their child on the proposed cycle lane on Summerfield Street, and that this is a good test of cycle lane safety.
- The cycle lanes on Summerfield Street will still be very narrow.
- There should only be one cycle lane on Summerfield Street as it is a busy road. Concern a cycle lane on either side will lead to increased traffic.
- One respondent only likes the improvements made on Summerfield Street.

Suggestions:

- Eight respondents, five via Commonplace and one via email, suggested a cycle lane running south rather than north on Summerfield Street should be a priority due to the steep gradient of the road.
- Three suggestions to have the cycle lane continue down Summerfield Street into Sunnybank Nature Reserve. One respondent suggested having a 'station style' crossing here.

Wostenholm Road

There were 22 comments regarding Wostenholm Road and a further four via email.

- Three of the emails received were from residents, while one was from a business located on Wostenholm Road.
- The main themes of these comments were: negative sentiment regarding the removal of parking on Wostenholm Road; requesting the cycle lane to run across the junction with Washington Road; and questioning why the cycle lane stops so suddenly on Wostenholm Road.
- All four emails we received regarding Wostenholm Road were primarily expressing concern about the removal of parking on the road. There were also three respondents who expressed similar concerns on Commonplace. This was due to: spaces already are hard to find; concern for disabled family members; and having parking directly outside your house is convenient.
- Three respondents asked that the cycle lane from Wostenholm Road is extended to Washington Road.
- The shared path outside the shops on Wostenholm Road makes it difficult to extend the scheme with full segregation in the future. Two respondents questioned why the path merged into a shared path here.

Suggestions:

- The shared path by the shops on Wostenholm Road should be fed back into the road and the scheme extended to Nether Edge.
- Carrying on the cycle lane down the length of Wostenholm Road and into Nether Edge would be much more appealing to novice cyclists.

Accessibility

There were 18 comments regarding the accessibility of the scheme for disabled and elderly people.

- Four respondents mentioned that it is ambitious to expect elderly people to walk or cycle as their main mode of transport into the city centre, particularly when much of the return journey is uphill.
- Three respondents say that no consideration has been given to elderly people who frequent the city centre the most.
- Two respondents commented that the lack of a controlled crossing from London Road to Boston Street is a major barrier to disabled people currently.
- Comment that many elderly and disabled people get dropped off at the Sharrow Lane and Porter Brook medical centres. Suggestion they will no longer be able to do so under this scheme.
- Comment that the scheme is not the most inclusive design and greater emphasis should be put on pedestrians over cyclists as this mode of travel is more accessible.
- Comment from a disabled person that as they cannot use a tricycle and have to use a taxi, there are parts of the city centre they can no longer access.
- Older and disabled people who need their cars to access Waitrose and Nuffield Health will struggle now.
- Comment that disabled and elderly people's cars are their legs and little consideration has been afforded to these groups.

Low Traffic Neighbourhood

- There were 10 respondents who commented on the closure of Priory Road. Three respondents liked the proposal, one respondent felt the closure unnecessary while the remaining six respondents expressed concern around resident car parking.
- Seven respondents left comments on Commonplace regarding the closure of Mackenzie Street to through traffic, while we received one email on the matter. Six of these respondents supported the closure, one felt it was a very complex change for little gain and one felt it would create resentment among residents.
- Concern that there is poor provision for pedestrians at the end of Mackenzie Street.

Suggestions

- Seven respondents, five via Commonplace and two via email, suggested closing off Pearl Street to contribute to the Active Neighbourhood. Four of these respondents suggested the street is mainly used as a rat run with cars travelling at high speeds.
- Suggestion to place a raised crossing at the end of Mackenzie Street to slowly build support for a Low Traffic Neighbourhood amongst residents.
- A Low Traffic Neighbourhood should be implemented from Carter Knowle Road to Sharrow Lane.
- A School Street should be implemented outside Nether Edge Primary School.

Waitrose

- Seven respondents commented that the exit from Waitrose onto St. Mary's Gate will add to congestion. Suggestion the exit is problematic due to the speed of traffic.
- Two respondents commented that Waitrose looks far less accessible which could lead to people being discouraged to visit the store and it will suffer as a destination, particularly at peak times as St. Mary's Gate is busy.
- Three requests to maintain the Napier Street/Summerfield Street exit.
- Concern from an elderly respondent that they will no longer be able to turn right out of the Waitrose exit onto London Road in a taxi. Suggestion this will make their weekly trip to Waitrose untenable or extremely expensive in a taxi.
- Comment that the new exit will lead to increased accidents.
- Direct access to Waitrose from both Ecclesall Road and Cemetery Road is essential, preferably with traffic signals.
- Congestion caused by Waitrose traffic exiting Napier Street to Cemetery Road will impede the planned cycle priority crossing.
- One respondent is unconvinced that Waitrose needs another exit.
- Comment that no consideration has been given to those who do a weekly food shop at Waitrose or Aldi.
- One respondent suggests that Waitrose will become busier with John Lewis Click + Collect which will lead to more congestion.
- Comment that if these proposals are implemented, Sheffield will lose Waitrose as well as John Lewis.

Suggestions

- Suggestion to make the new exit signal controlled and synchronised with St. Mary's Gate otherwise Waitrose traffic will not be let out.

General Comments

- 24 respondents commented that the scheme is a waste of money. The main themes of these comments were: it is unnecessary as cycling and walking links from Nether Edge to the city centre are currently not that bad; it is only improving transport links for a limited number of people; the money could be better spent, for example on improving public transport; and technology is changing quickly, and these proposals will be out of date in ten years' time.
- 23 respondents commented that the scheme will lead to increased pollution, rather than decreased pollution. The main themes of these comments were: removing space for motorised vehicles will lead to more tailbacks, idling engines, low gear and stop start driving, which is worse for the environment. Particularly mentioned are London Road to St. Mary's Gate and on Summerfield Street; priority to cyclists and pedestrians at traffic lights and junctions will lead to longer wait and journey times, increasing pollution.
- 16 respondents commented that the scheme doesn't go far enough. The main themes of these comments were: the plans are not bold enough in getting motor vehicles off the roads; the routes do not go far enough in terms of distance; and there is not enough benefit to pedestrians.
- 11 respondents felt that the scheme is too focussed on improvements for cycling and not enough on walking.
- There were eight respondents who expressed concern regarding the maintenance of the cycle lanes. The main concerns regarding maintenance were: ensuring regular sweeping of the cycle lanes, particularly in the autumn and winter when leaves fall on the lanes; ensuring if the cycle lanes are dug up for roadworks, they are replaced to the same standard.
- Seven respondents regarded the topography of Nether Edge, and Sheffield more generally, as too hilly for cycle lanes to be successful.
- Five respondents mentioned the temporary cycle lanes at Shalesmoor as a reason this scheme would not work.
- Four respondents commented that the route doesn't actually serve Nether Edge. One suggested the scheme should start at the Sheldon Road lights.
- Giving cyclists priority at all junctions would further the argument for the efficiency of a cycle versus a car.
- The scheme looks to be improving the area around Moorfoot for Council staff rather than delivering anything meaningful.
- One respondent commented that due to the new active travel infrastructure, their house price will fall.
- The pathway outside the Chinese Fireworks Co. does not look big enough for the expected increase in footfall.
- The improvements in active travel are only for affluent, middle class folk in Nether Edge.
- The proposals have been brought forward with little change to motor vehicles' access as it is pandering to the majority of voters, who drive cars.
- One surfacing company emailed us to ask how they could get involved in the scheme as a supplier.

General Suggestions

- Nine respondents suggested a segregated cycle lane down the length of Ecclesall Road from Hunters' Bar as this is a more direct route.
- Eight respondents commented that Club Garden Road is their main access route to the city centre when walking or cycling as it is more direct. Suggestion that Club Garden Road would be cheaper, quicker and less controversial to build new cycling and walking infrastructure on.
- Eight respondents suggested that the route should run down Psalter Lane because it is a quieter and more direct road; this route could capture more commuters; Psalter Lane is currently horrible to cycle down as it is mainly used as a rat run; and there is a primary school on Psalter Lane which would benefit from quieter roads.
- Three respondents suggested waiting until after Covid-19 to propose the scheme as then the Council can be sure that people's travel habits have indeed changed.
- Four respondents commented that a complementary driver education campaign should accompany the scheme. A further four respondents commented that educating cyclists should be a priority of the scheme, particularly where paths are shared.
- A Dutch-style roundabout at Moorfoot would create good quality surface-level cycle routes.
- Three respondents suggested a cycle route from London Road to South Lane, enabling people to access the Moor easily.
- Three respondents suggested demolishing Moorfoot and re-opening the Moorfoot gate, enabling a link to the Moor. Suggestion that this is a barrier to creating a high-quality cycle route from Ecclesall Road to the city centre and is an eyesore.
- There should be moving walkways between Ecclesall Road and the university running through Broomhall.
- The wide cycle lane outside Debenhams on the Moor should be used as a priority bus gate now it is a major route in and out of the city centre.
- Suggestion for a referendum on the plans rather than a consultation with feedback.
- Suggestion to have lockable bike shelters on the streets, similar to 'bike hangars' in Haringey, London.
- Make all non-arterial roads in the scheme car free.
- Suggestion to have women test out these ideas at night to ensure they feel safe.
- It is essential that all cycle routes are wide enough to carry tricycles.
- A wheel and spokes design should be implemented in Sheffield, allowing easy travel from one side of the city to the other.
- Suggestion to cover the routes for winter use.
- Ensure the walls built alongside the new infrastructure is painted with anti-graffiti paint as they are easy targets for vandalism.
- Ensure there are sufficient non-plastic bins along the route.
- Suggestion to take cyclists through the back routes as the Dutch do, rather than alongside arterial routes.

Requests for Clarification

- There were 31 requests for clarification via the Commonplace Main Tile, with a further six requests for clarification made via Email.
- Two respondents asked if cars will be allowed to park in the new cycle lanes.
- Two respondents asked how disabled parking access will be affected.
- Two respondents questioned how the Council will replace the lost parking spaces on Napier Street and Cemetery Road.

- The South Yorkshire Passenger Transport Executive would like to see specific plans and commitments that there will be no detrimental impact on public transport as part of this scheme. Stagecoach also asked to see similar material.
- Two requests to see what research has been undertaken to show the change is wanted or needed.
- Two respondents asked if the northbound cycle lane on Summerfield Street will be widened or segregated as it is currently ignored by motorists.

Other Requests for Clarification relating to the scheme included:

- Question from Porter Croft Primary School regarding where the road closure on Pomona Street would be moved to.
- Request for clarification on what a School Street actually and how it functions.
- How funding criteria is applied to potential School Streets.
- Whether all funding received as part of the Transforming Cities Fund has been allocated as of yet.
- How many wheelchair users are on Sheffield City Councils transport planning team.
- Whether the plan has been made by Councillors or a third-party including people not living in Sheffield.
- Where residents who live on Wostenholm Road are now meant to park.
- If the section of Napier Street between Summerfield Street and Pearl Street will be closed to motor traffic completely.
- Question from Sheffield and Rotherham Wildlife Trust if there will be obvious signage connecting pedestrians and cyclists from Summerfield Street to the Sunnybank Nature Reserve.
- To what extent has the scheme been designed to accommodate water runoff.
- It is unclear how cyclists will access or egress from the scheme south of Priory Place.
- Whether, after leaving Wickes, car traffic turns left onto Charter Row.
- If new street parking bays include room for car doors so as not to encroach on the cycle lanes.
- If use of the cycle lanes would be mandatory, and if cyclists could be blamed for a RTC when not using the cycle lanes.
- Request to see a landscaping plan.
- Who gets priority where cycle tracks cross pedestrian tracks, particularly around bus stops.
- What the design speeds of the cycle routes are.
- If journey times between Nether Edge and the city centre will be equal in a car and on a bike.
- How the cycle lanes will be maintained.
- How cyclists turn onto Sharrow Lane from Wostenholm Road and Washington Road.

Consultation

- We received three emails complaining that when typing in the bit.ly/ConnectingSheffield link in lowercase, users landed on a malicious website.
- There was one request for Commonplace to have both thumbs up and thumbs down responses to other comments.
- One respondent complained they found it hard to follow the route and requested to see an overview plan with all of the planned changes.

- One respondent asked that the plans are not referred to as proposals, rather statements of intent.
- One respondent was concerned that proper consultation is undertaken with residents and communities.
- The artists impression has left out the Waitrose garage and delivery yard.

Section 8: Heatmap Analysis

Heatmap Visitor Statistics

There were 558 visitors in total to the heatmap between the date the consultation on **Connecting Sheffield: Nether Edge – City Centre** went live (10 March 2021) and the date the consultation closed (8 April 2021). Another spike can be seen later on 20 March when the next consultation went live (**Connecting Sheffield: Darnall – Attercliffe – City Centre**) which drove increased traffic to the website.

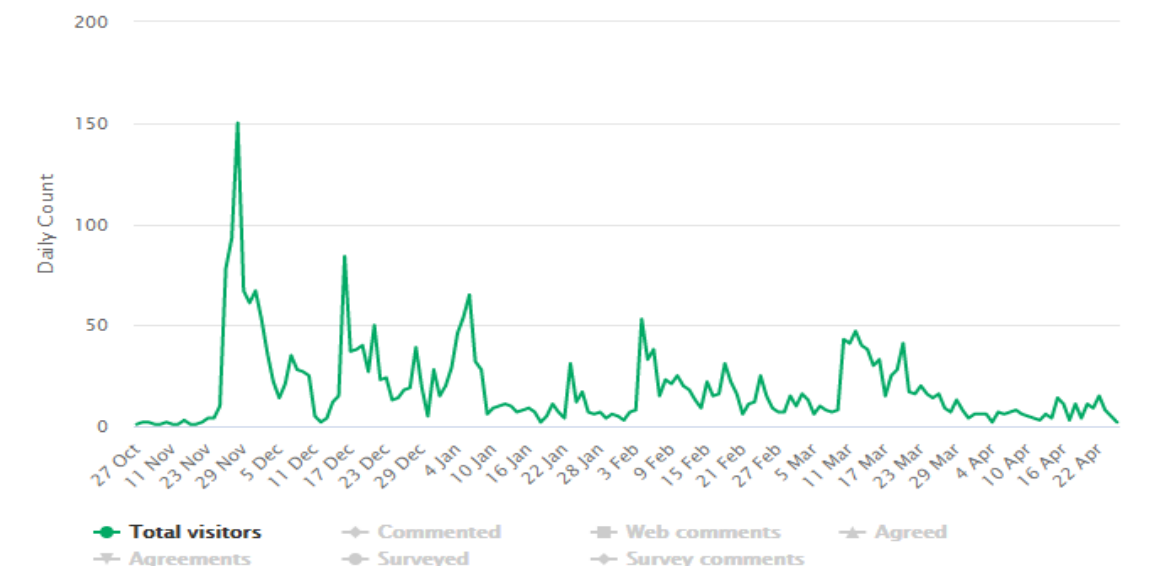


Figure 4: Total number of visitors to the Connecting Sheffield heatmap since its launch last November 2020.

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	2157	408 (19%)
com.google.android.gm	45	7 (16%)
sheffieldactivetravelmap.commonplace.is	22	1 (5%)
m.facebook.com	10	5 (50%)
www.google.com	4	1 (25%)
www.bing.com	2	0 (0%)
www.google.co.uk	2	0 (0%)
l.facebook.com	1	1 (100%)
secure.helpscout.net	1	0 (0%)

Figure 5: List of referral websites.

Responses via the Heatmap

The interactive heatmap allowed visitors to pin comments on specific locations along the **Connecting Sheffield: Nether Edge – City Centre** cycling route, 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.

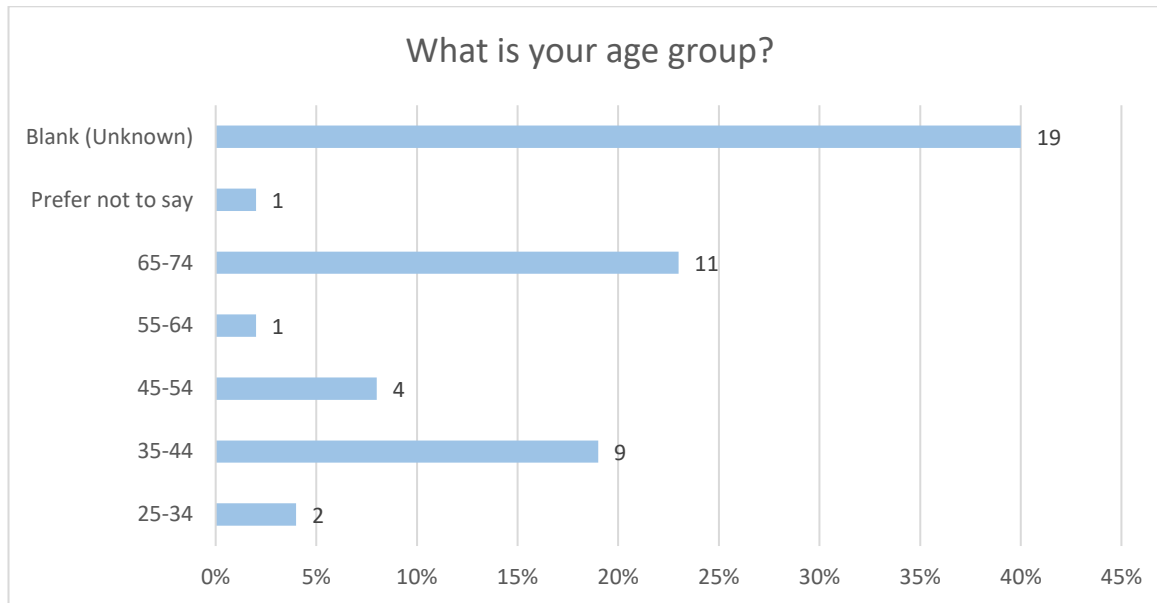
The below analysis looks closely at the feedback received in response to both the open and closed feedback questions.

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.

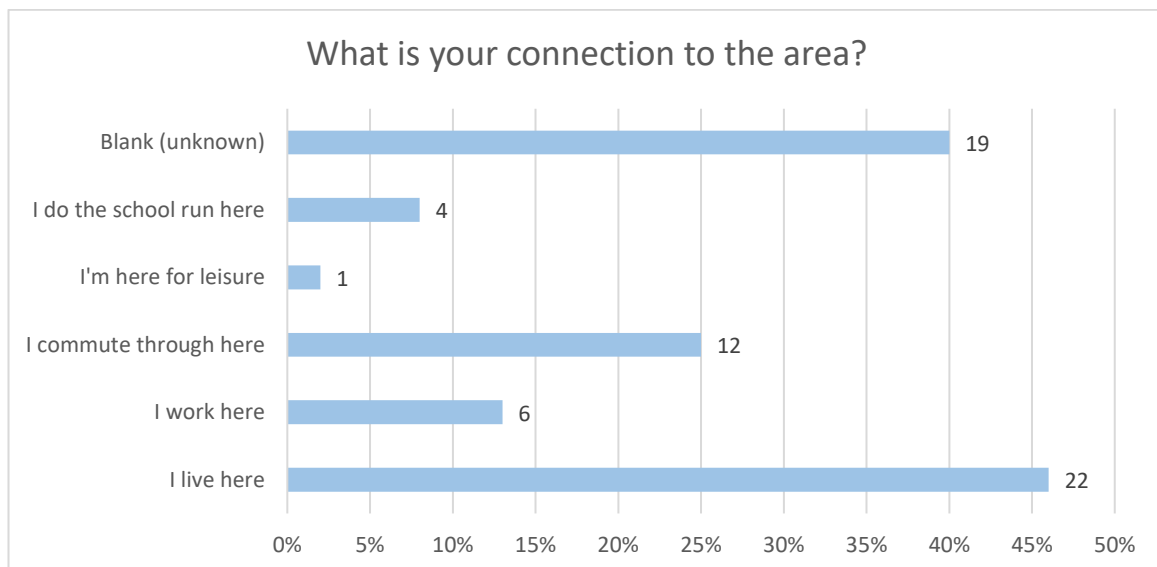
- **What is your age group?**

There were 48 respondents on the Commonplace Heatmap for this scheme specifically. 11 of the 48 respondents that answered this question were aged between 65 and 74, 9 were aged between 35 and 44 and 4 were aged between 45 and 54.



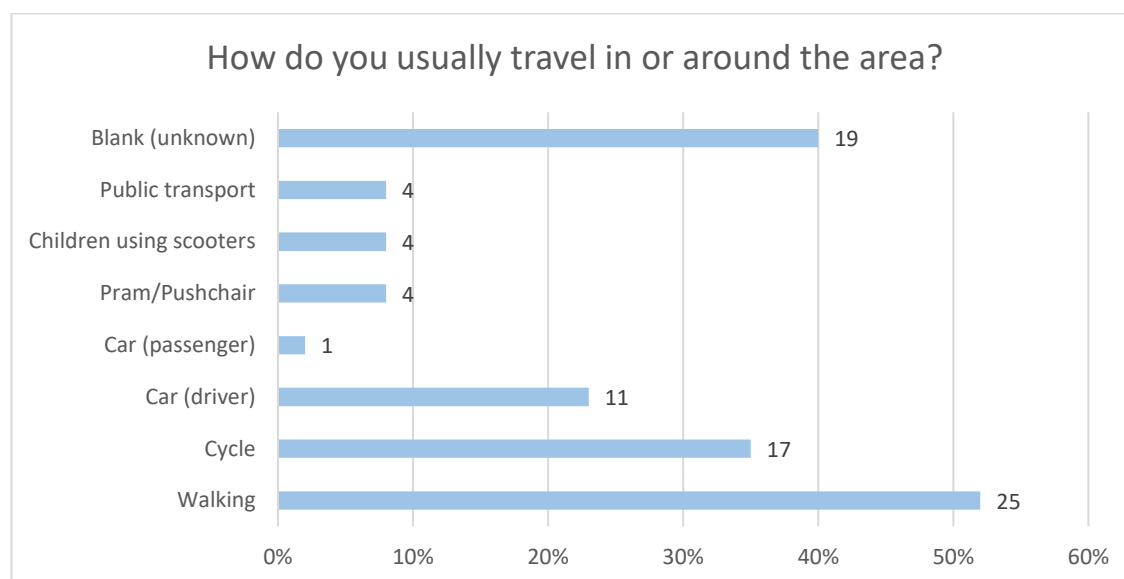
- **What is your connection to the area?**

In response to the question “what is your connection to the area?”, living within the area was selected 22 times. The ‘I commute through here’ option was selected 12 times by respondents, while ‘I work here was’ selected 6 times. Respondents were able to select more than one option, hence why percentages do not add up to 100%.

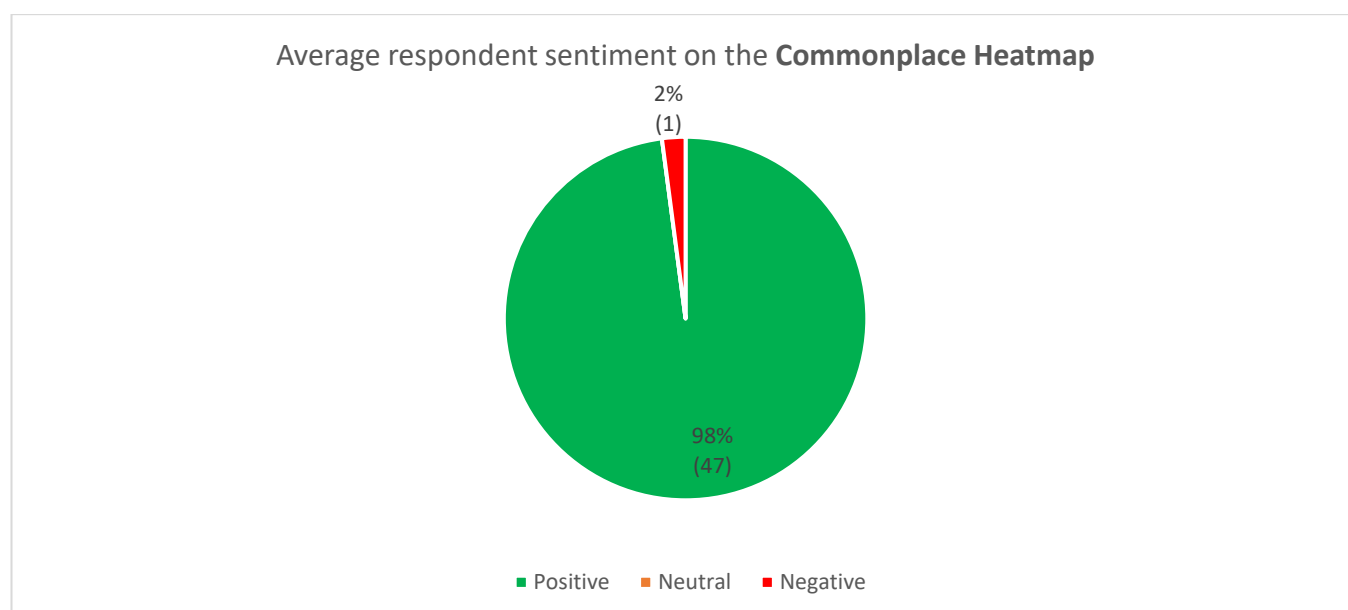


- **How often do you usually travel in and around the area?**

When respondents were asked how they usually travel in or around the **Connecting Sheffield: Nether Edge – City Centre** area, walking was selected 25 times, cycling was selected 17 times, and driving was selected 11 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 48 respondents who commented via the heatmap. It shows that 98% of those who commented on the heatmap felt positive about the proposals.

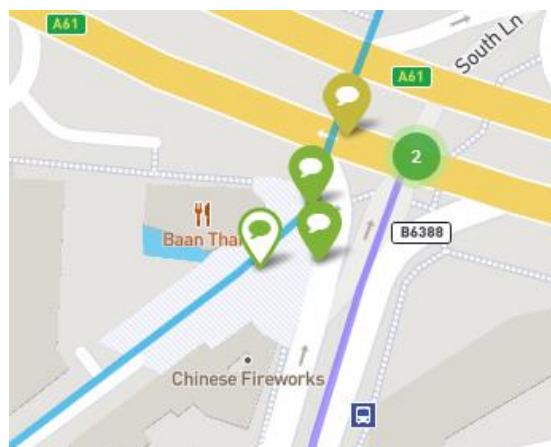
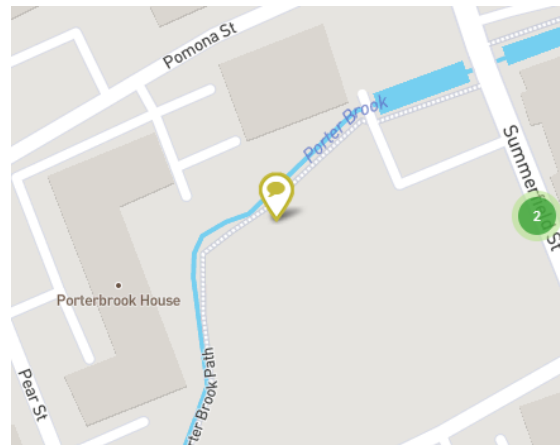
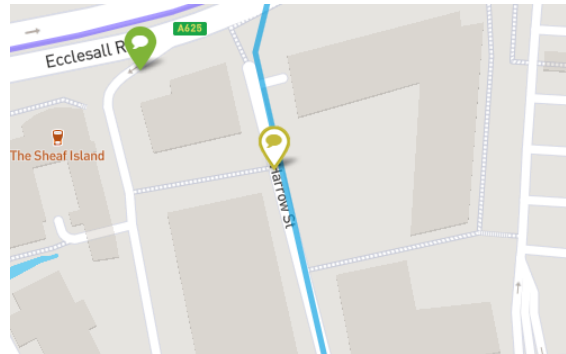


Analysis of Open-Ended Questions

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

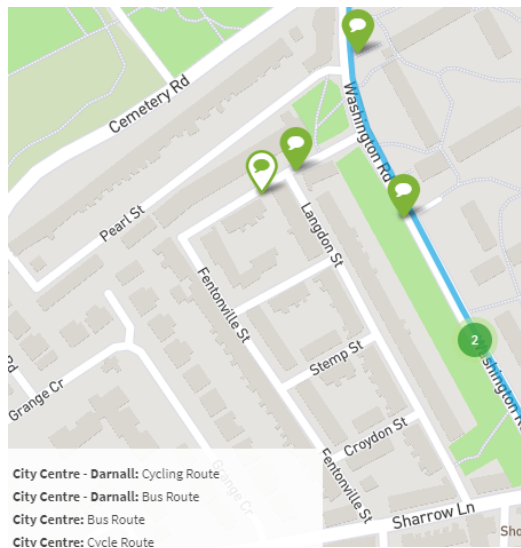
Topic
Nether Edge – City Centre: Cycling Route

- There were 48 comments specifically on the Nether Edge – City Centre: Cycling Route on the Commonplace heatmap.
- Four respondents commented that Club Garden Road is their preferred cycle route as it avoids the main roads. Suggestion that this would be a cheaper and better option as only signage would be required rather than alterations to Wostenholm Road. One request to install a well-lit cycle track and crossing that connects to Leverton Drive.
- There were three requests to open up the Porter Brook path. One where the Porter Brook Path connects Stalker Lees Road to Cemetery Road; one between Porter Brook House and Summerfield Street; and one by Baan Thai on London Road.

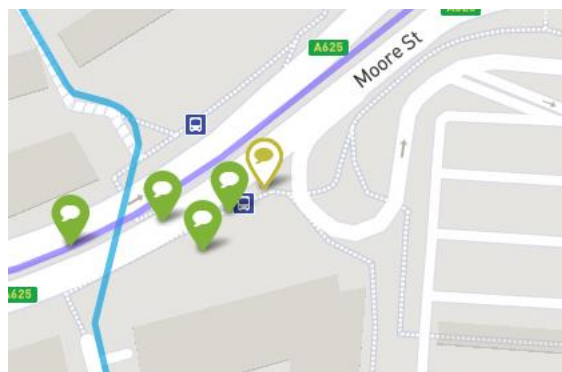


- Two respondents suggested closing Psalter Lane/Cemetery Road as rat runs to avoid Ecclesall Road and open these roads up to cyclists, enforced by cameras rather than roadblocks or planters.

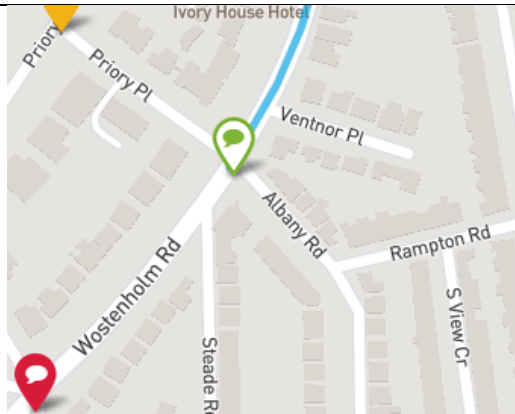
- Two requests to make the entire block around Mackenzie Street/Fentonville Street/Sharrow Lane a Low Traffic Neighbourhood. Both comments suggest it is a well known rat run for those trying to avoid the Sharrow Lane/Washington Road traffic lights.



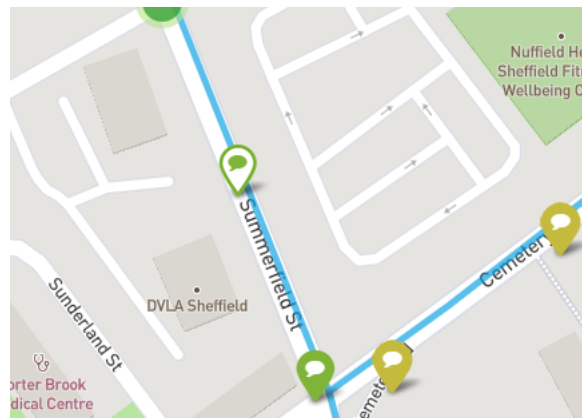
- Two respondents suggested that the cycle lane should begin at the Nether Edge shops/the centre of Nether Edge rather than Wostenholm Road.
- There were two comments suggesting that the cycle lane on Summerfield Street is in a poor state of repair with vans or delivery vehicles consistently parking over the cycle lane.
- Two respondents commented that the right-hand turn from Summerfield Street into Napier Street will be very difficult as cyclists are coming down a hill, having to signal right and apply their brakes with only their left hand.
- Suggestion that taking pavement space away from pedestrians outside Waitrose is not the way to provide safe cycling. This comment had ten agreements.



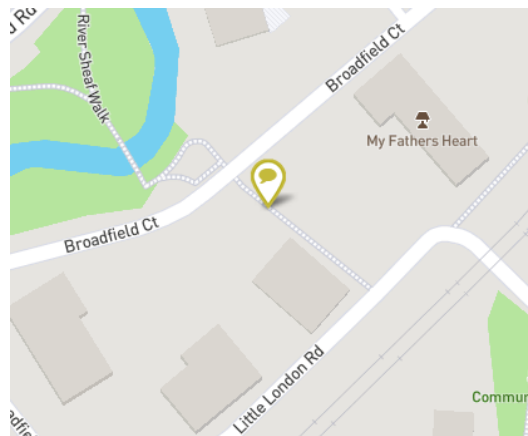
- One respondent questioned why the cycle route stops at this point along Wostenholm Road and suggested to continue it into Nether Edge. Also requested that no cycle lanes are painted but fully segregated.



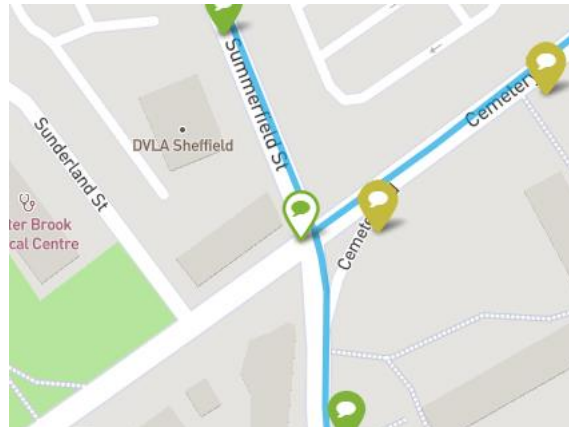
- Comment Summerfield Street is a busy stretch of road with cars straying into cycle lanes when traffic is heavy. Suggestion a painted-on cycle lane is not sufficient for this stretch of road.



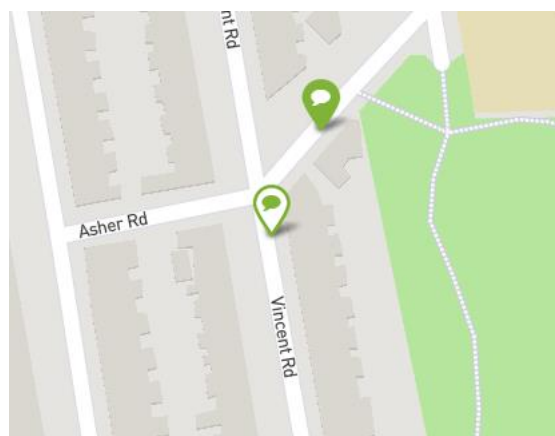
- Request for signage on Cemetery Road to link the new cycle routes to Sheffield Hallam University's Collegiate Campus.
- One respondent commented that Cemetery Road is very steep outbound and doesn't seem to be a very direct route if it is to be the core route from Nether Edge. The respondent adds this route makes it impractical to connect across from the Chesterfield Road corridor.
- One respondent suggested there should be double yellow lines on the inside curve of Moncrieffe Road so that cars and buses can pass cyclists safely.
- One comment suggesting that a 'Cyclists Dismount' sign on the existing cycle network is unnecessary.



- One respondent suggested that the existing cycle lane on Napier Street is often blocked by queuing traffic. They requested enforcement of Advanced Stop Lines at traffic lights.
- One respondent asked that the cycle lane does not appear and disappear sporadically. They also suggested that the cycle lane is too wide at the junction of Napier St and Summerfield St as cars will have to drive over it to get round cyclists, putting them in danger.



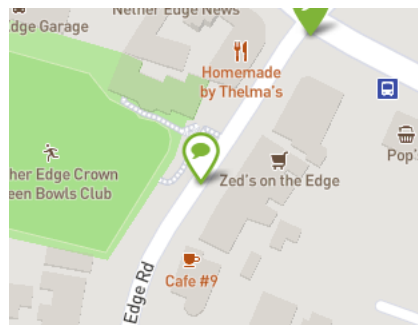
- One respondent commented there is a crossing point on the corner of Vincent Road and Sitwell Road where children cross to get to Sharrow School that is consistently blocked by vans who patronise the electrical shop. Request to put bollards on the pavement here to prevent vans parking on the pavement.



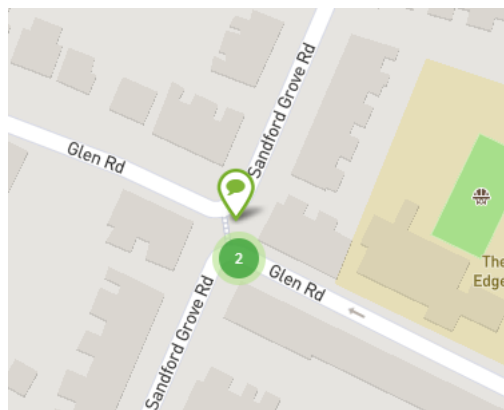
- One respondent suggested they are very happy with the cycle lane down Washington Road as pavement parking, limited road space, cars turning across cyclists and non-enforcement of Advanced Stop Lines make it a dangerous road.
- One request to open Moorfoot tunnel and redevelop the area into a pleasant entrance to the Moor.
- One suggestion from a respondent to put Advanced Stop Lines at the Nether Edge crossroads as this will make it safer for cyclists.



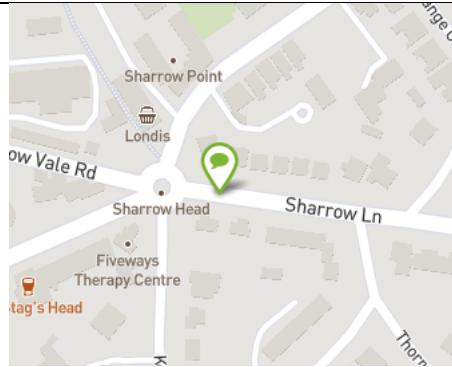
- One respondent suggested that the scheme is disconnected and has no overall strategy.
- Suggestion to close a section of Nether Edge Road from the Glen Road junction to Sheldon Road from 7am-7pm except loading which will prevent it from being used as a rat run.
- Request to close the majority of side roads off Abbeydale Road as they are mostly used for rat runs.



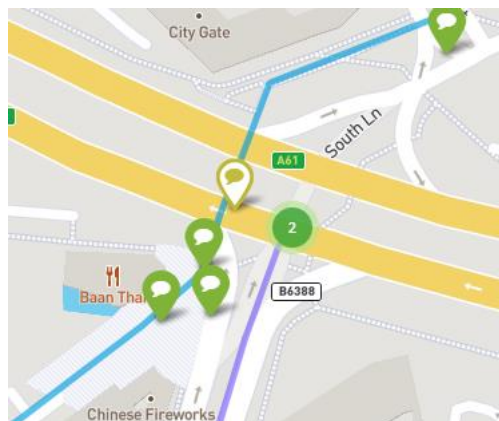
- One request to remove the traffic calming measures on Glen Road.



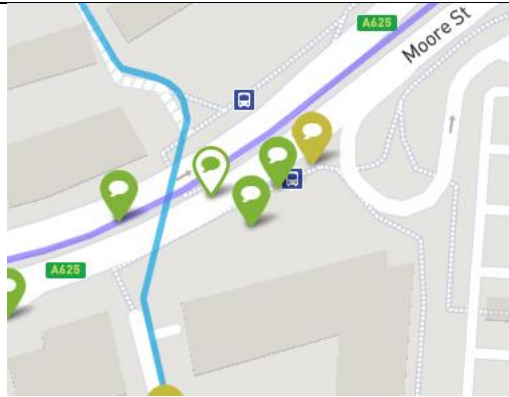
- One respondent requested that cyclists are banned on William Street to allow safe walking and driving.
- One respondent questioned why the scheme does not go to the heart of Nether Edge.
- One respondent commented that cars rarely stop at the Hunters Bar roundabout making it very difficult to cross.



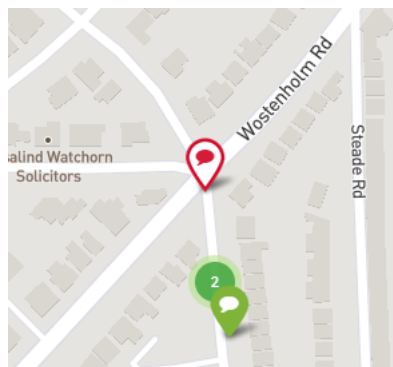
- Suggestion for Stalker Walk to be extended across Summerfield Street so that it can be used by pedestrians and cyclists to keep them off Ecclesall Road and Cemetery Road.
- One complaint suggesting the scheme offers nothing for pedestrians who access the city centre via Club Garden Road and cross from London Road to Boston Street. Suggestion this is a dangerous yet popular route.
- Request for the cycle lanes to be regularly swept and maintained as they accumulate debris and glass.
- One respondent asked that this crossing at London Road should be made wide enough for both cyclists and pedestrians to avoid conflict.



- Request for Sitwell Road to be made a school street as it is often very busy at school pick-up and drop-off times.
- One respondent suggested that cars turning out of Napier Street present a big hazard to cyclists on Summerfield Street as they often put their bonnets over the cycle lane in order to get better visibility.
- One respondent questioned why the route appears to stop at Hanover Way when there is a cyclist and pedestrian crossing over to Broomspring Lane.
- One respondent commented that it is a shame the crossings on both sides of Hanover Way are not linked so as to ensure cyclists and pedestrians can cross in one phase.
- Comment that using the crossing on Ecclesall Road takes double the time than the crossing where Summerfield St meets Ecclesall Road as there are two separate phases.



- One respondent requested that the junction layout is improved as cars often cut across Kenwood Park Road as the layout is unclear.



- Comment that Mackenzie Street and Fentonville Street are only ever used as rat runs. Suggestion to close them off completely to reduce traffic.

Section 9: Influence of Consultation on Proposals

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

Early engagement with key stakeholder groups has played an important role in designing a scheme that will improve walking and cycling infrastructure between Nether Edge and the City Centre to encourage and enable more people to choose these modes of travel and support the wider ambitions of Connecting Sheffield. The concerns and interests of nearby residents and businesses are being taken into account and continued engagement will further support scheme development.

Helpful points were raised in relation to parking and access to local businesses as well as in relation to trees. 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 – Connecting Sheffield: Nether Edge – City Centre Commonplace Tile

Proposal 10 of 12

Nether Edge-City Centre

556 comments

Consultation on Nether Edge-City Centre will end on 8th April 2021.

Introduction

Connecting Sheffield: Nether Edge – City Centre is the latest cycling and walking infrastructure scheme under 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.

The proposals have been designed to deliver new cycling and walking routes connecting the city centre to Nether Edge, and via a spur through Broomhall, to the West End and the University of Sheffield and hospitals. These key areas are situated within just a couple of miles of the City Centre but lack high-quality cycling and walking infrastructure, discouraging many from cycling or walking between these locations.

Connecting Sheffield: Nether Edge – City Centre is designed to change this. By providing high quality, safer and easy-to-use cycling and walking routes, the proposals will make it easier for people to walk and cycle between these areas for short journeys, helping to reduce congestion on the roads, improve air quality within the area and support the creation of a greener, cleaner city. The scheme will also link into the city's wider cycling network, including the planned [Connecting Sheffield: City Centre](#) proposals. Although the proposals for this scheme start at Priory Place rather than the centre of Nether Edge, the intention is to extend further into Nether Edge in a future phase, as and when funding becomes available.

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

New and improved walking and cycling routes

The main feature of **Connecting Sheffield: Nether Edge – City Centre** is the delivery of a direct, largely segregated cycle route to enable people to travel more safely and easily between Nether Edge and the City Centre.

The proposed cycle route will run from Wostenholm Road in Nether Edge right into the heart of the City Centre, where it will connect, via the existing cycle network, into the **Connecting Sheffield: City Centre** proposals. It will also, in a future phase, include a spur up Hanover Street through Broomhall, connecting into the University of Sheffield, the Children's Hospital and Sheffield Teaching Hospitals.

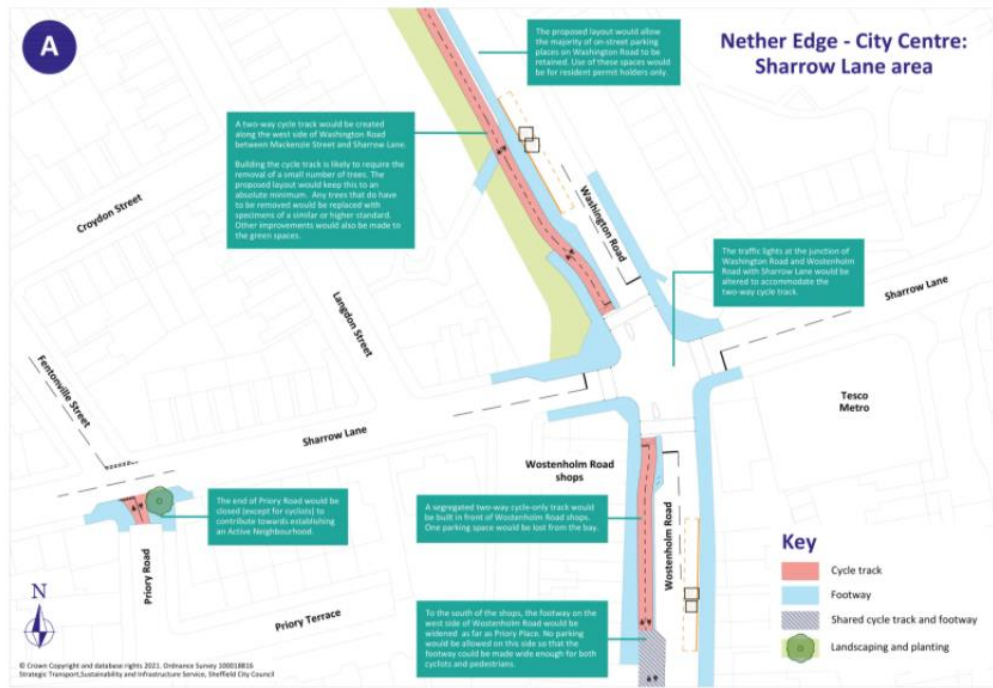
Building this new high-quality cycle route would require a number of trees and other planting to be removed and replaced. However, the proposed designs keep any loss to an absolute minimum whilst maintaining the most effective outcome for the cycle route. Any trees lost would be replaced with specimens of a similar or higher standard in line with the [Sheffield City Council Trees and Woodlands Strategy 2018-2033](#) and with advice and input from local residents, interest groups and businesses. Where possible, planting would take place in advance of work starting. Once the project is complete, there would be a net increase in the number and quality of trees and other planting in the area.

The route starts at the junction where Priory Place meets Wostenholm Road. Between that junction and Wostenholm Road shops, the footpath would be widened to provide ample space for both cycling and walking. From the Wostenholm Road shops onwards, a segregated cycling track would be introduced that would run down Washington Road, along Cemetery Road and into the City Centre.

To accommodate the cycle track, the traffic lights at the junction of Washington Road and Wostenholm Road with Sharrow Lane would be altered to provide increased priority for cyclists to cross more safely. Some parking spaces would also be removed on Wostenholm Road to provide the space for this infrastructure to be delivered.

The below map shows the proposed changes at the junction of Washington Road and Wostenholm Road with Sharrow Lane.

Figure 6: Nether Edge - City Centre Full Tile



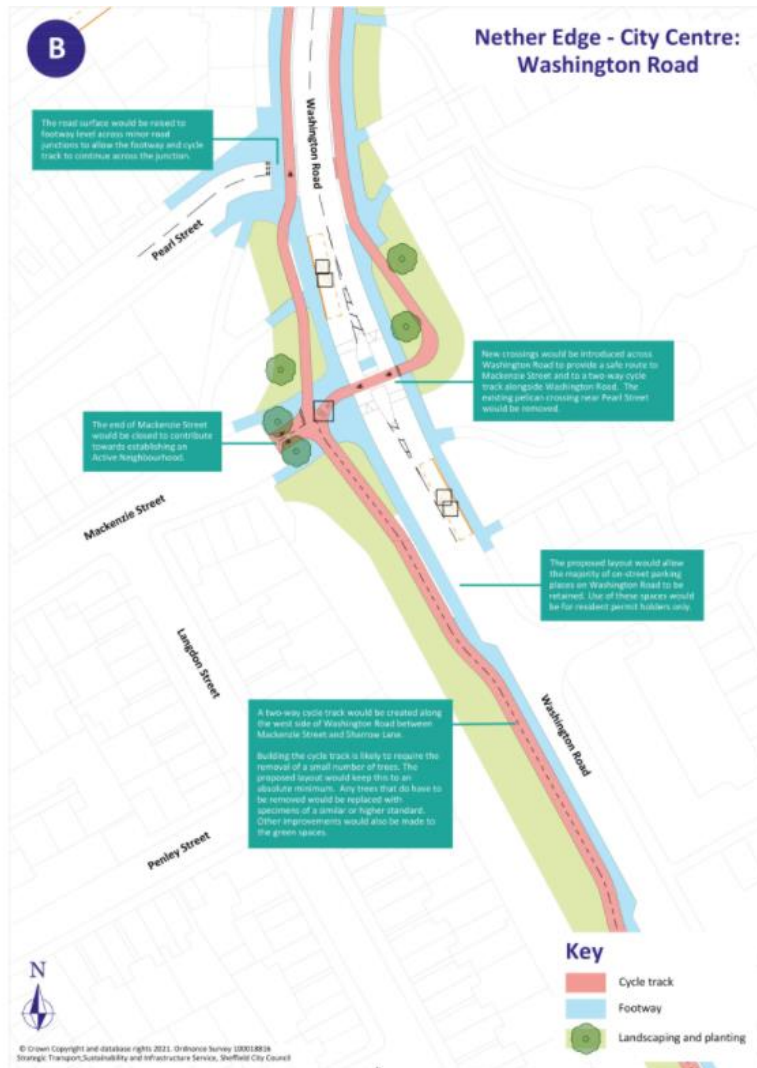
As part of the proposals, some road closures would be introduced at the end of Priory Road and Mackenzie Street to deter through traffic and support the creation of 'Active Neighbourhoods' which provide a safer and more pleasant environment for cycling and walking. In these locations, cyclists would be able to travel through the road closure points and a new crossing would be introduced at the junction of Washington Road and Mackenzie Street, to allow safer crossing for cyclists to connect to the cycle track along Cemetery Road.

The below visualisation shows what the new proposed segregated cycle track and walking route along Washington Road will look like.



New landscaping and planting will also be introduced along the length of Washington Road to enhance the environment, which can be seen on the below map.

Figure 7: Sharrow Lane map and Washington Road visualisation



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

At the junction where Washington Road meets Summerfield Street, cyclists would have the option of turning right onto a one-way track heading eastbound down Cemetery Road or heading straight onto Summerfield Street.

To reduce congestion and create a safer environment for on-street cycling along Napier Street, drivers will no longer be able to turn onto Summerfield Street from Napier Street, or cross from one side of Napier onto the other. Traffic lights and controlled pedestrian crossings will be installed at this junction so that cyclists can pass through safely.

The proposals for these two junctions can be seen on the below map.

Figure 8: Washington Road map

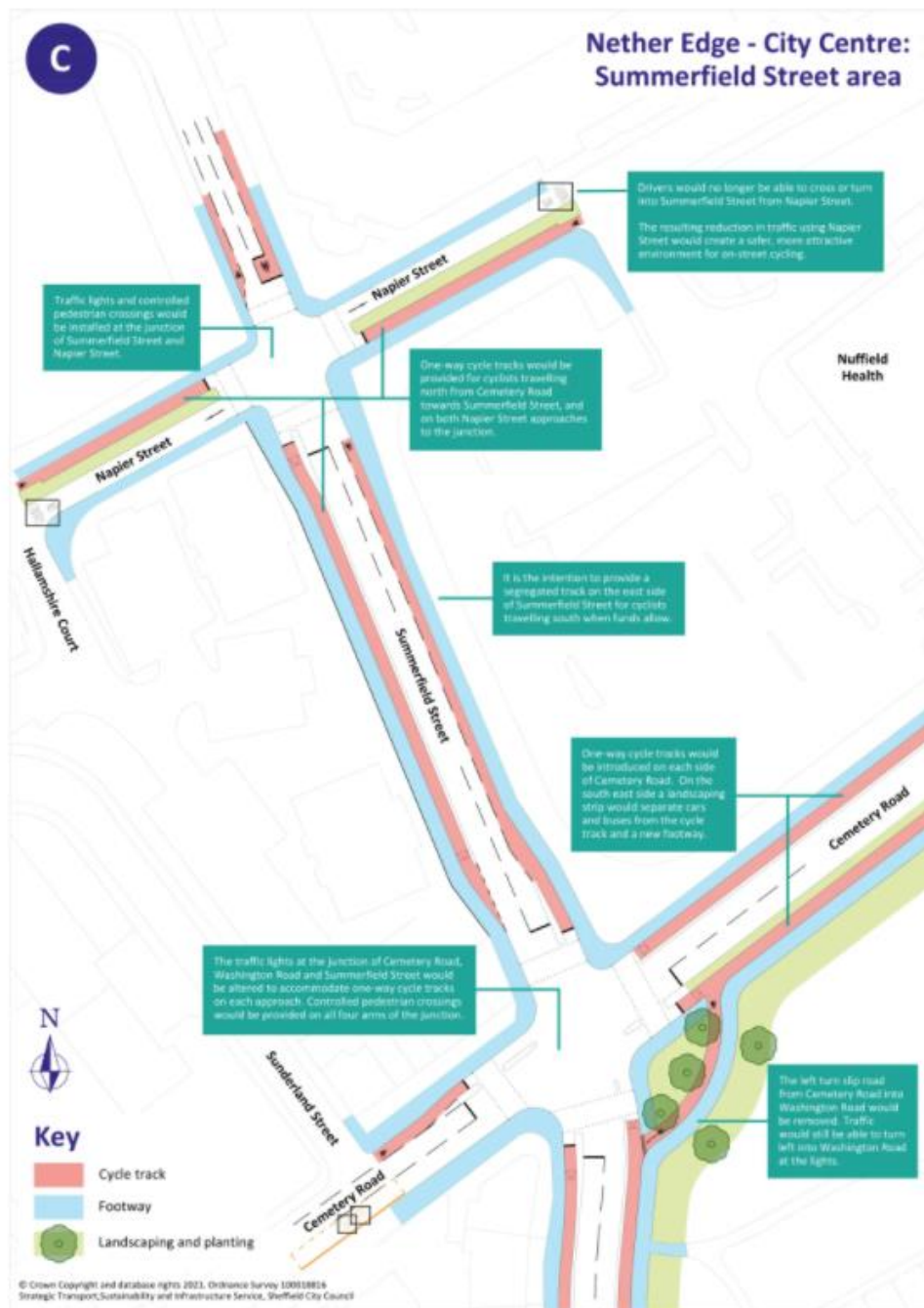
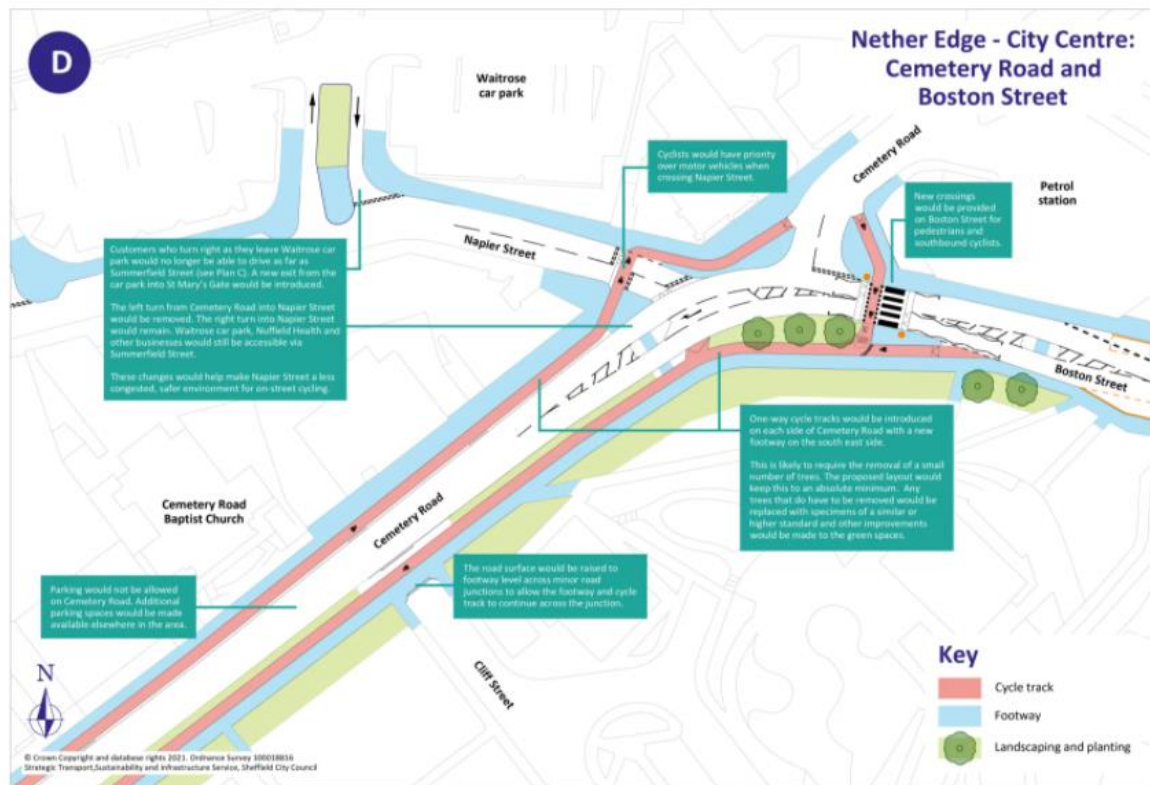


Figure 9: Summerfield Street area map

In addition to this, at the other end of Napier Street, the left turn from Cemetery Road onto Napier Street (traffic will still be able to turn right from Cemetery Road into Napier Street) and the right turn exit lane onto Napier Street from the Waitrose car park will be removed, with a new exit from Waitrose introduced onto St Mary's Gate. These changes will allow Napier Street to become a low traffic route for cycling and walking. Access to the Waitrose car park, Nuffield Health and other businesses and residential premises on Napier Street would be maintained via Summerfield Street.

Along the section of Cemetery Road from Napier Street to the junction with Washington Road, all on street parking would be removed, however we are exploring options to create some new parking in the vicinity. This will make space available for a one-way cycle track on each side of the road, alongside improved walking routes. Additional parking spaces would be made available elsewhere in the local area. These cycling and walking routes would be continuous and a new crossing would be introduced to provide safer crossing to lower Cemetery Road for pedestrians and cyclists, as seen on the below map.



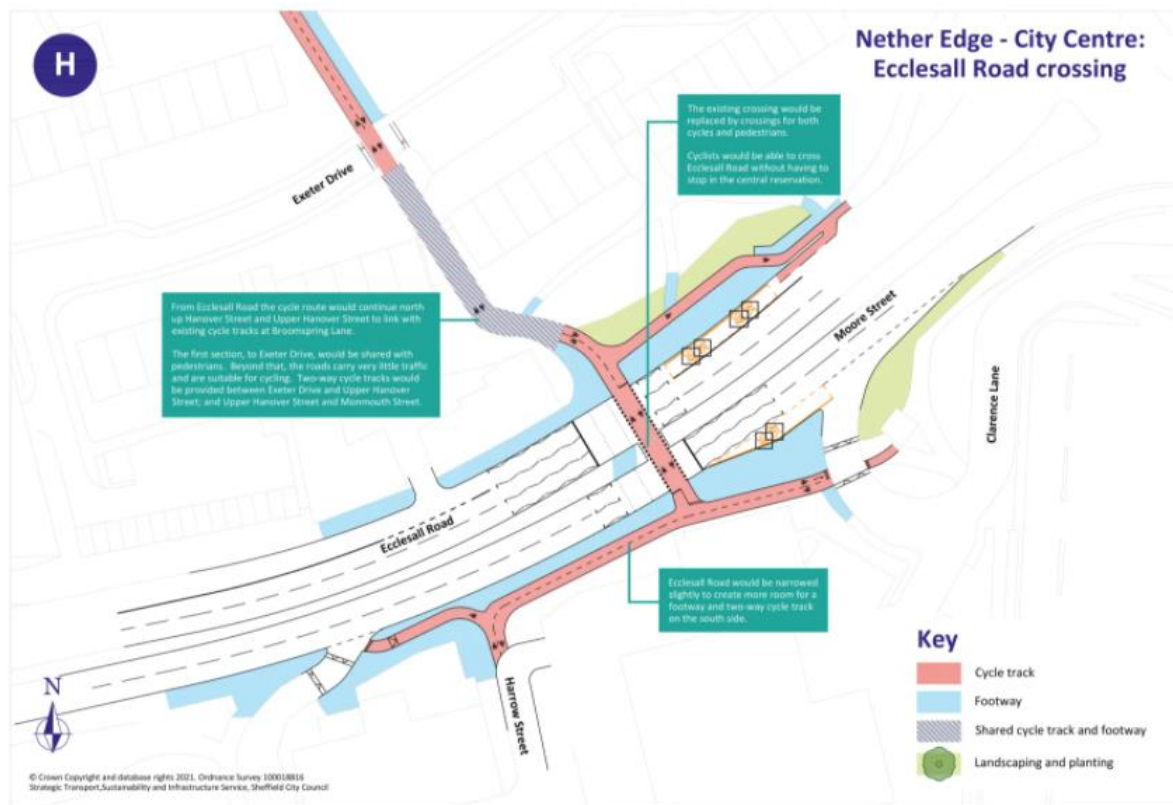
You can view a pdf of the above map and zoom in by clicking [here](#).

Figure 10: Cemetery Road and Boston Street map

People wanting to travel to the University of Sheffield and hospitals area on foot or by cycle will be able to cross Ecclesall Road via a new crossing. Pedestrians and cyclists will be able to travel along Harrow Street from Napier Street to meet the crossing, which will allow cyclists to cross the road without having to stop in the central reservation.

From Ecclesall Road, the cycling and walking route will continue up Hanover Street and Upper Hanover Street to link with existing cycle tracks at Broomspring Lane.

The proposal for this junction is illustrated on the plan below.



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

Figure 11: Ecclesall Road Crossing map

Easier access across St Mary's Gate

Under these proposals, the junction of St Mary's Gate and London Road would be transformed to provide a more convenient, safer and direct route for cycling and walking into the city centre.

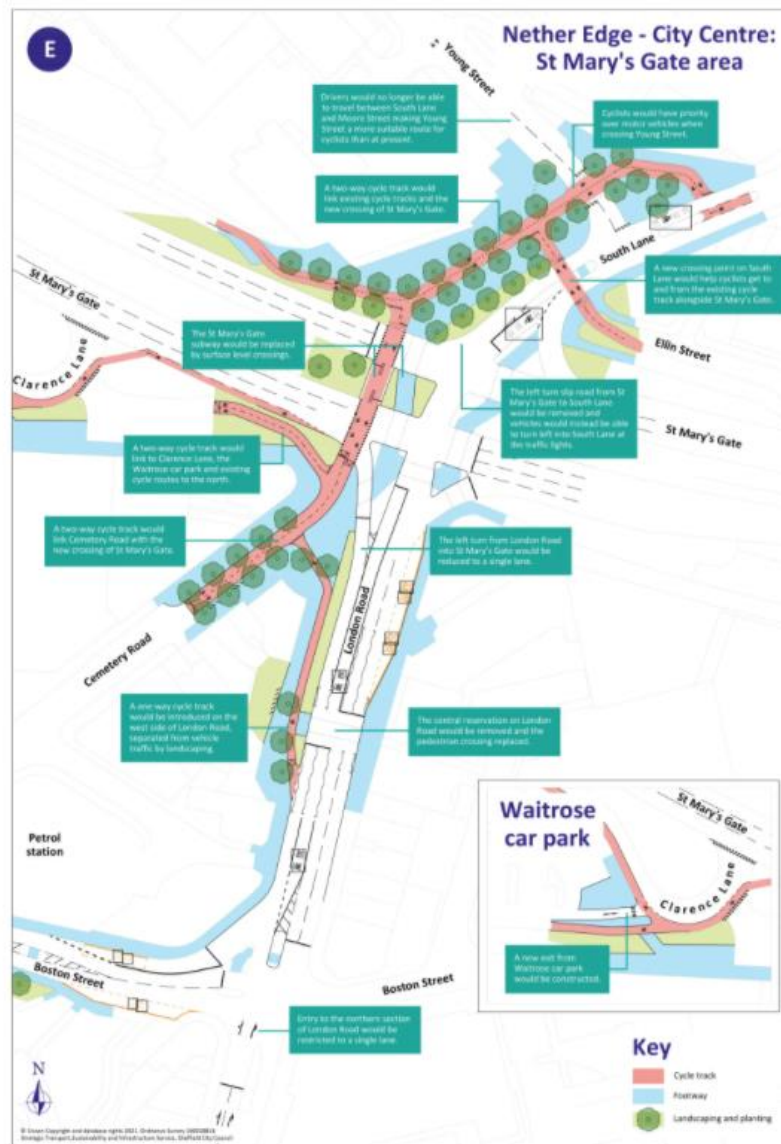
The current subway would be removed and replaced by controlled surface level crossings for both pedestrians and cyclists. These crossings would give priority to cyclists, allowing them to cross the entire junction without having to stop.

Cyclists approaching St Mary's Gate from Cemetery Road would be able to do so via a new two-way cycle track which will link into the new crossing. New cycle stands will also be introduced on the lower end of Cemetery Road, alongside new trees and planting. The photomontage below provides an indicative visualisation of lower Cemetery Road where landscaping measures are proposed alongside significant improvements for cycling and walking.



A two-way cycle track from Clarence Lane, the Waitrose car park and existing cycle routes to the north, and a new section of one-way cycle track on London Road, would also link into the new crossing.

Figure 12: St. Mary's Gate Text and Visualisation



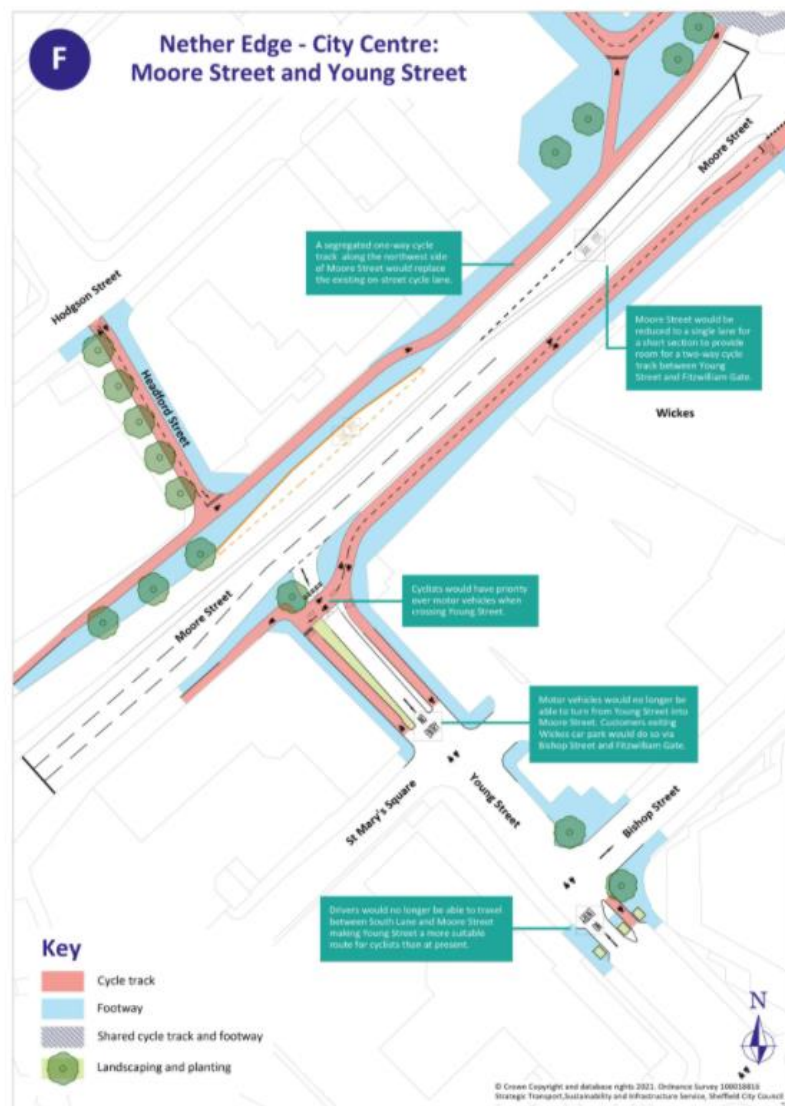
Improved City Centre travel

Once across the inner ring road, a series of measures would be introduced to connect into the city centre via Moore Street and Charter Row.

From Young Street segregated tracks would be built along Moore Street and Charter Row to connect into the tracks built as part of the Charter Square redevelopment and proposed as part of the Connecting Sheffield: City Centre proposals. On the northwest side, the track would be one-way (with short sections of two-way track to connect into the junction at Fitzwilliam Gate), while on the opposite side the track would be two-way. A lane of traffic between Fitzwilliam and Young Street would need to be removed.

The proposals for Young Street and Moore Street are illustrated on the below plan.

Figure 13: St Mary's Gate Area map



At the junction of Trafalgar Street, priority would be given to crossing cyclists to allow a seamless connection into the Connecting Sheffield: City Centre route at Moorhead.

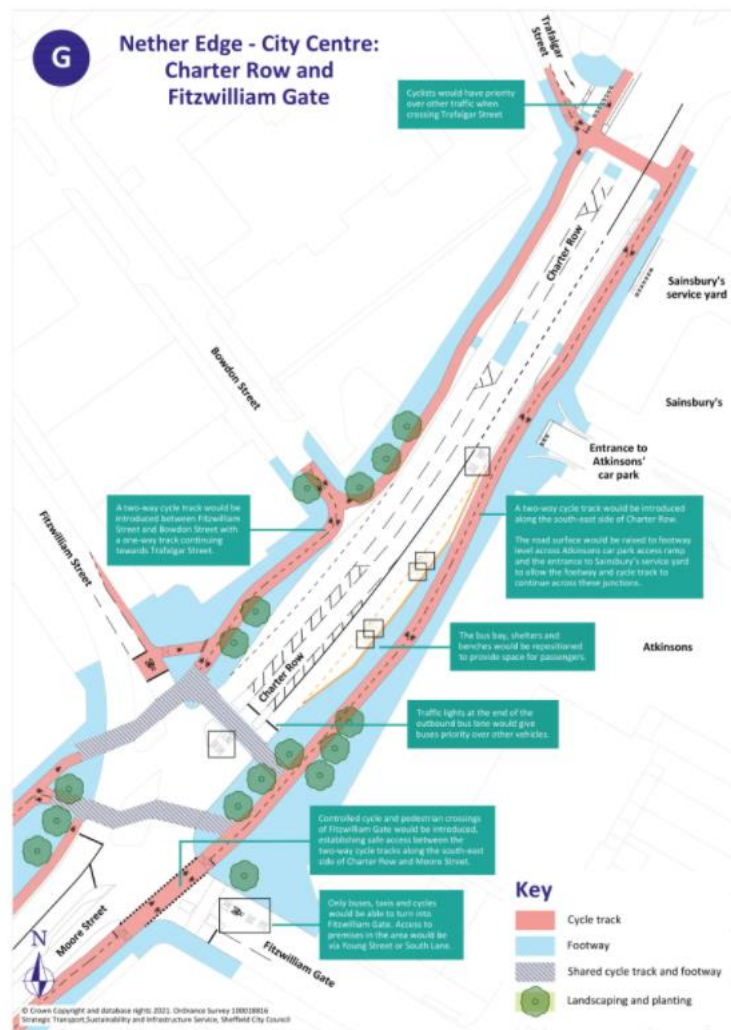
To provide a smoother and easier journey for cycling and walking, the cycleway/footway surface would be raised up to the existing footway level across the entrances to both Atkinsons car park access and the Sainsbury's service yard via a raised hump. This still allows vehicles to enter and exit but emphasises that pedestrians and cyclists have priority.

A controlled parallel cycle and pedestrian crossing would be introduced where Fitzwilliam Gate meets Moore Street. This would only allow buses, taxis and cycles to turn on to Fitzwilliam Gate, however access to premises in the area for general traffic would be maintained via Young Street or South Lane.

To give buses priority over other vehicles on Charter Row, traffic lights would be installed at the end of the outbound bus lane on Moore Street near the rear of Atkinsons.

The plans for Charter Row can be seen on the below plan.

Figure 14: Moore Street and Young Street map



A safer, greener, less polluted environment

A key aim of this scheme is to create a greener and less polluted environment along the entire route of the proposals.

Several areas have been identified for new planting and greenery, including along Washington Road, on Cemetery Road and at St Mary's Gate. Sheffield City Council intends to work with people living in these areas to examine the types of green spaces that residents and businesses would like to see introduced, and to explore possible locations for public realm improvements.

As part of this scheme, changes are also proposed around Pomona Street to support the potential future creation of a 'school street' in front of Porter Croft Primary School. The current road closure on Pomona Street would be relocated further towards Porter Croft Primary school, to reduce congestion around the school and allow access to offices at the far end of Pomona Street via Pear Street. Planters and bollards would be used to prevent parking at the approach to the closure, while allowing cyclists and pedestrians to pass through.

A 'school street' removes vehicles from an area at school drop off and pick-up times to make it safer for school children and parents to walk and cycle to school during this busy time and removes severe congestion on these roads, reducing vehicle emissions and disturbance for local residents in the immediate vicinity of the school. The proposed implementation of a 'school street' would not be part of this consultation but would instead be considered separately later in the year.

Figure 15: Charter Row and Fitzwilliam Gate map

Appendix 2– Stakeholder Presentation



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
- Focused on connecting people to key areas of employment and economic activity
- Tight turn around for delivery, with completion required by March 2023
- Subsequent funding streams will align under Connecting Sheffield



INDUSTRIAL
STRATEGY
TRANSFORMING CITIES FUND

Sheffield
City Region



CONNECTING
SHEFFIELD
Better travel choices

Figure 18: Slide 3

Connecting Sheffield: Nether Edge – City Centre

Vision & Details

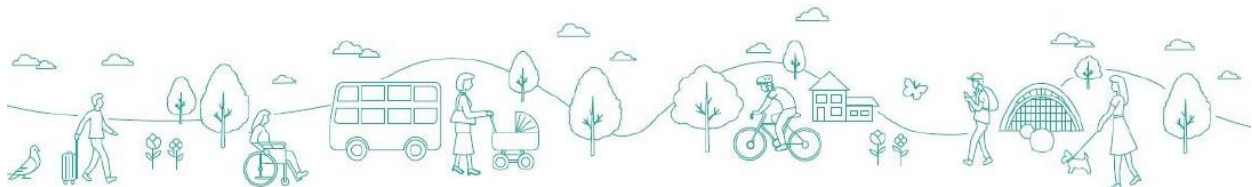


Figure 19: Slide 4

Rationale

- Nether Edge is a **popular residential area only two miles from the City Centre** and it is also close to the **University of Sheffield and Hospitals**, which are key employers and welcome numerous visitors.
- Analysis shows that there is a **significant opportunity to increase walking and cycling for short journeys**.
- The Sheffield City Council Transport Strategy also found that there is a **significant opportunity to reduce the number of commutes by car** from Nether Edge and Sharrow to the City Centre.
- This scheme will help people living in and around Nether Edge to make shorter journeys on foot or by cycling, which can help to **reduce congestion on local roads and improve air quality**.
- In the longer-term, there is an ambition to build on the infrastructure delivered as part of this scheme to enable more cycling and walking around the area for local journeys.



Routes from Nether Edge currently lack cycling and walking infrastructure



The plans would create cycling and walking routes along key roads such as Washington Road



Figure 20: Slide 5

Key Elements

The Nether Edge – City Centre scheme will:

- Create **high-quality, largely segregated cycling routes** to connect the popular areas of Nether Edge and Sharrow to the City Centre, along with the University of Sheffield and hospitals area, while also benefiting surrounding areas such as Broomhall.
- Improve **walking routes to and from Nether Edge and the City Centre**, providing safer and more direct routes between the two areas.
- Provide **improved crossings** for both cyclists and pedestrians along the proposed routes to support safer and more convenient travel.
- Connect into **wider cycling and walking routes** already in place and being developed across the city, including the Connecting Sheffield: City Centre proposals.
- Introduce changes to the road network around Pomona Street introduced, which have the potential to support the creation of a proposed **'school street'** outside **Porter Croft Primary School**.



Figure 21: Slide 6

What the plans look like...

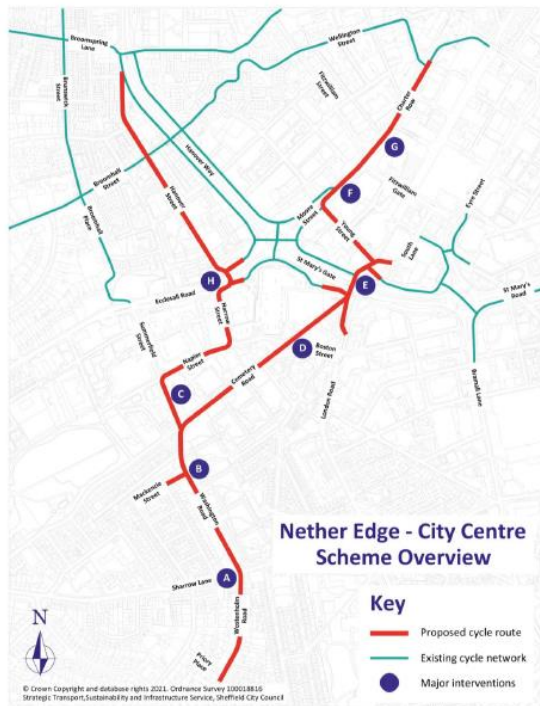


Figure 23: Slide 7



Improved cycling and walking routes

The main feature of this scheme is a direct, largely segregated cycle route to provide cyclists with safe, secure space to travel between Nether Edge and the City Centre, and towards the sites of the University of Sheffield and hospitals.

- Walking routes from Nether Edge and the City Centre will be improved, to provide **more safe and direct routes** between the two areas.
- The scheme will also **benefit a number of surrounding areas** including Sharrow and Broomhall, which are located on or around the proposed routes.
- The plans are based on **Dutch-style infrastructure** with separated cycle lanes away from busy road traffic which are safer for all to use.
- A number of **new and improved pedestrian and cycle crossings** will be introduced in several locations to support safer, more convenient travel and to ensure cyclists are given increased priority at junctions so they can travel more directly.



Figure 22: Slide 8

A safer, less polluted and more attractive environment

Street Trees

Connecting Sheffield is designed to transform the opportunity to travel around the city via green, sustainable modes of transport.

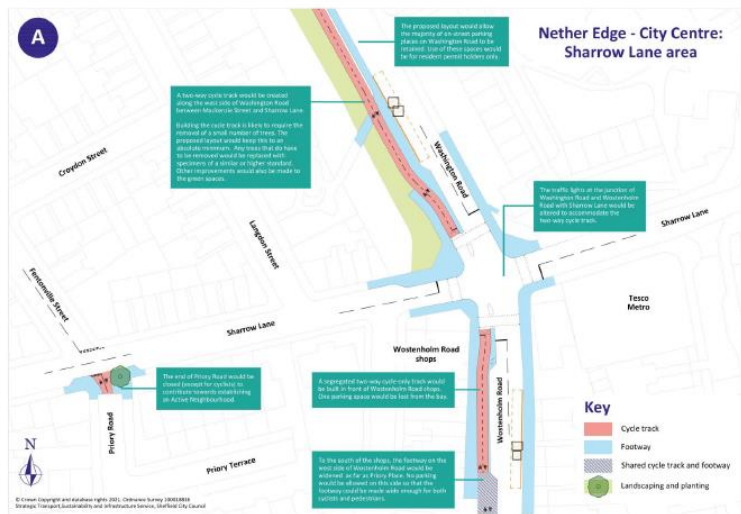
- In a few cases, in order for the new infrastructure to be built, this will require some trees and other planting to be removed and replaced. However, we are seeking to minimise the need for this.
- The plans have been developed in line with the Sheffield City Council Trees and Woodlands Strategy. The strategy specifically relates to trees on 'the highway' but we are using this approach in relation to all trees and planting affected.
- The strategy outlines that any street tree which is removed will only be removed once agreement is reached that the removal is necessary and in line with guidance and policy.
- The final number to be replaced will be dependent on the final scheme proposals. The small number of trees which may be affected are located on Boston Street, Cemetery Road, Washington Road and Wostenholm Road.
- We will plant a net increase in the number and quality of trees in the area as a result of the scheme improvements.



Figure 24: Slide 9

Figure 25: Slide 10

Wostenholm Road Area



The route starts where the junction of Priory Place meets Wostenholm Road.

Between the junction and Wostenholm Road shops, the **footpath on both sides would be widened** providing ample space for cycling and walking.

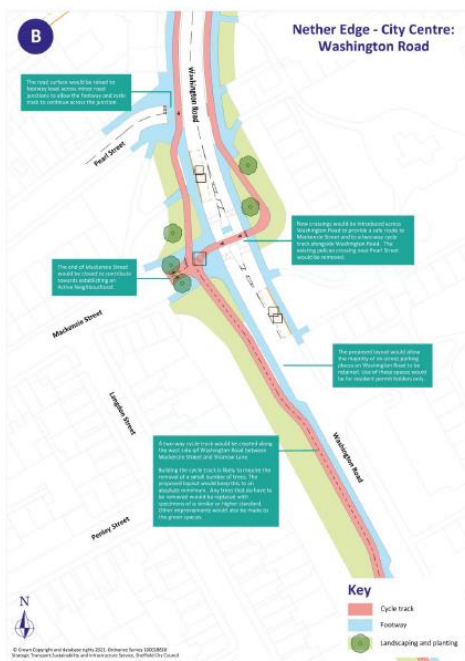
A **two-way segregated cycling track** will run from Wostenholm Road shops through to Washington Road.

To accommodate the two-way track, **traffic lights** at the junction of Washington Road and Wostenholm Road with Sharrow Lane **would be altered**.

The end of Priory Road would also be closed to create an **Active Neighbourhood**.



Figure 26: Slide 11



Washington Road

A **two-way cycle track** would be created along the west side of Washington Road between Sharrow Lane and Mackenzie Street.

The end of Mackenzie Street would be closed to **create an Active Neighbourhood**.

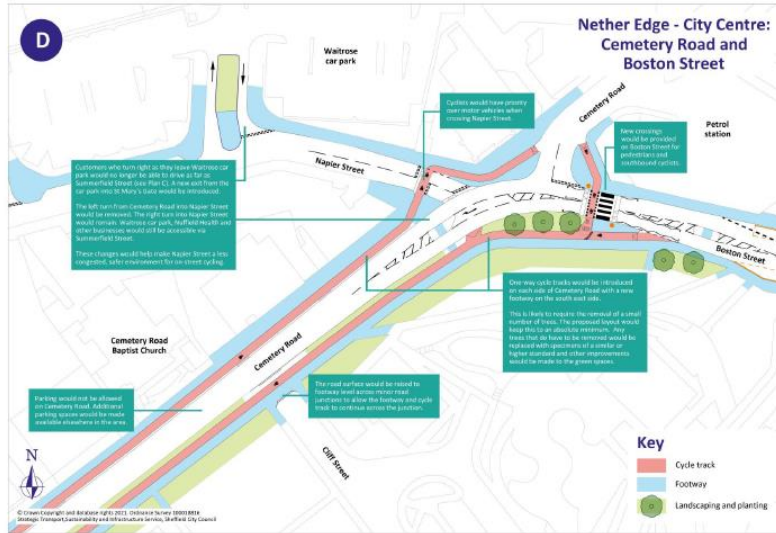
New crossings would also be introduced across Washington Road to **provide a safe route** to Mackenzie Street and the new **two-way cycle track** alongside Washington Road.

The existing pelican crossing near Pearl Street would also be removed.



Figure 27: Slide 12

Cemetery Road and Boston Street



One-way cycle tracks are planned for each side of Cemetery Road alongside a **new footway** on the south-east side. Parking will not be allowed.

The left turn from Cemetery Road onto Napier Street and one of the exit lanes from the Waitrose car park will be removed to support the creation of a **low traffic road for cycling**.

A new crossing will be provided on Boston Street for pedestrians and southbound cyclists travelling onto lower Cemetery Road.

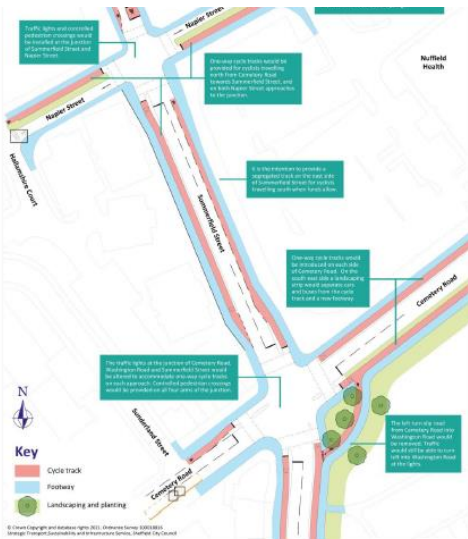


Figure 28: Slide 13



Summerfield Street Area

Figure 29: Slide 14



crossings at the two Summerfield Street/Washington Road and the Summerfield Street/Napier Street junctions would provide **safe crossings for cyclists**.

At the Summerfield Street/Washington Road junction, cyclists will have the option of turning right onto the **route down Cemetery Road**, heading **straight on to Summerfield Street**, or turning **left onto upper Cemetery Road**.

The **left turn slip road** from Cemetery Road onto Washington Road will be removed and see new greenery and planting introduced.



Next Steps

You can get involved by:

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

Once feedback from this consultation has been reviewed and plans have been produced, there will be a statutory consultation period before any implementation of the schemes. The final outcome of the scheme will be based on the response to the consultation.

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

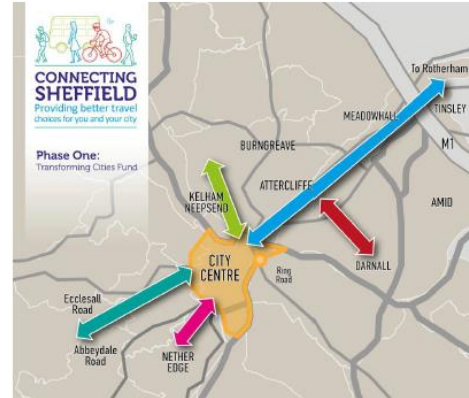


Figure 30: Slide 15



Thank You For Listening.

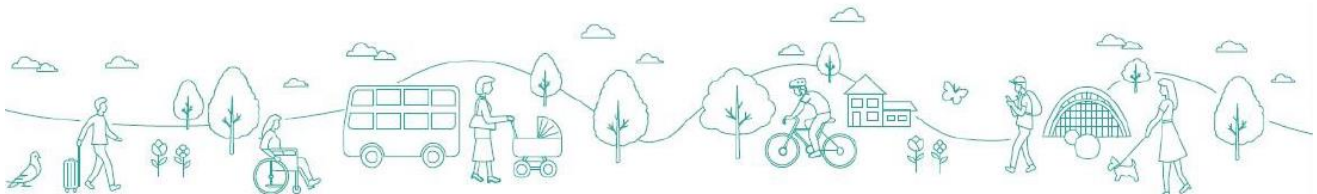


Figure 31: Slide 16



Additional information if required...

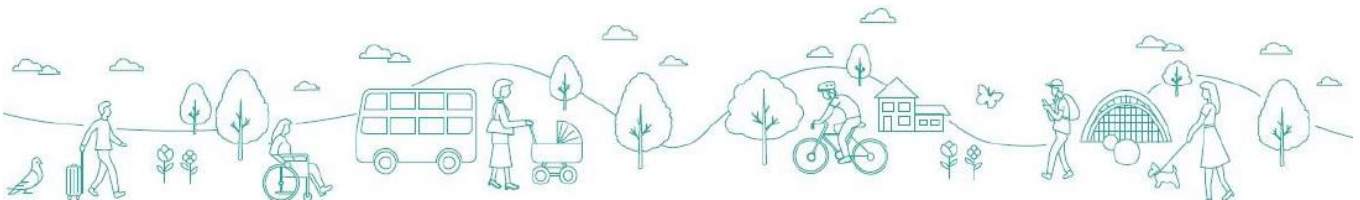


Figure 32: Slide 17

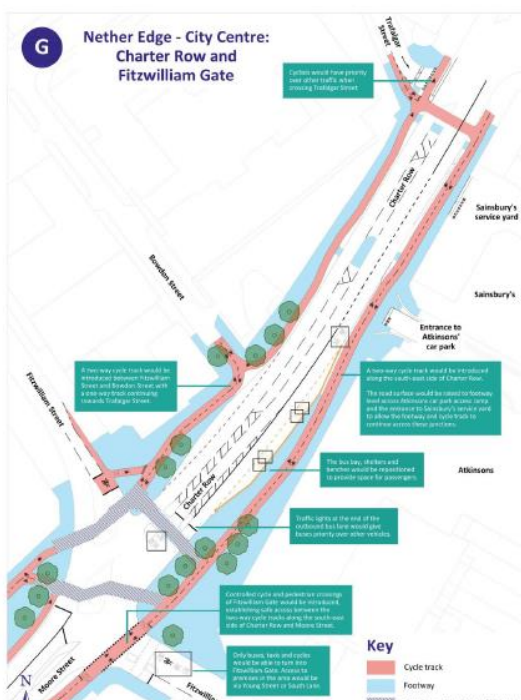


Figure 33: Slide 18

Charter Row and Fitzwilliam Gate

Two-way cycle tracks are planned along both the north and south-east side of Charter Row, with the area between Bowdon Street and Trafalgar Street reduced to a one-way track.

The **road surface would be raised to footway level** across the entrances to both Atkinsons car park access and the Sainsbury's service yard.

Only buses, taxis and cycles would be able to turn on to Fitzwilliam Gate and a **controlled parallel cycle and pedestrian crossing** is proposed.

Traffic lights at the end of the outbound bus lane on Moore Street would **give buses priority** over other vehicles and bus shelters would be **repositioned to provide space** for bus passengers, separate from the cycle route.

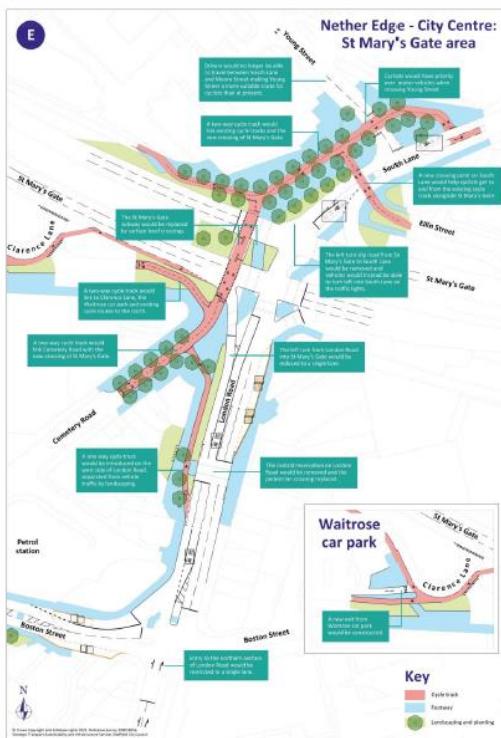


Figure 35: Slide 19

St Mary's Gate

St Mary's Gate subway would be **replaced by surface level crossings**. The left turn from London Road into St Mary's Gate would be **reduced to a single lane** to accommodate this.

Two-way cycle tracks would link Cemetery Road and Clarence Lane with the St Mary's Gate crossing.

A **one-way cycle track** is also planned for the western side of London Road.

New cycle stands will also be introduced on the lower end of Cemetery Road, alongside new trees and planting.

To create a **safer environment for cyclists** heading on to South Lane, the left turn slip road from St Mary's Gate would be removed and vehicles will instead be able to turn left into South Lane at the traffic lights.



Ecclesall Road Crossing

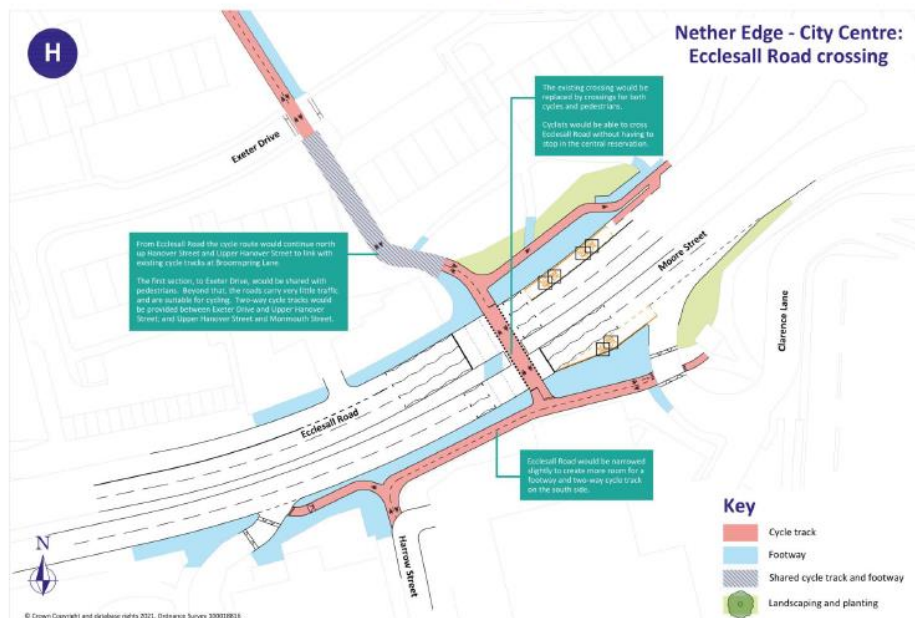


Figure 34: Slide 20

Ecclesall Road would be **narrowed slightly** to create more room for a **footway** and **two-way cycle track** on the south side.

The existing crossing would be **replaced** by crossings for both cycles and pedestrians.

The cycle route would continue up Hanover Street and Upper Hanover Street to **link with existing cycle tracks** at Broomspring Lane.



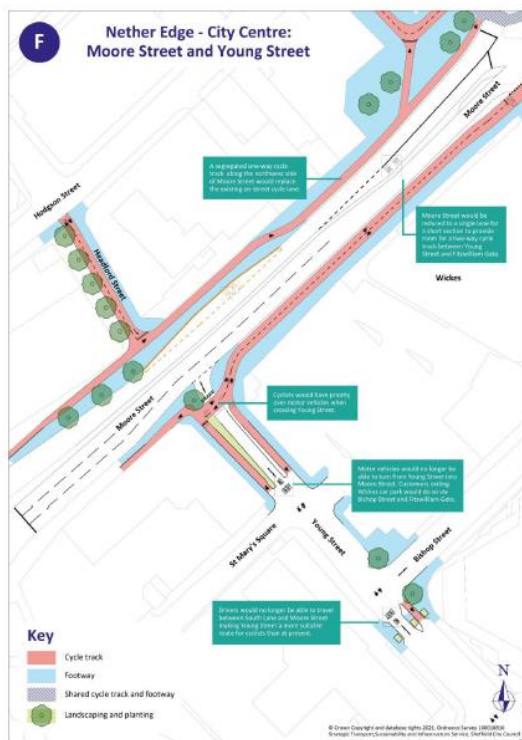


Figure 36: Slide 21

Moore Street and Young Street

Vehicles would be prevented from travelling along Young Street, except to access business and residential premises, to create a **low traffic route to Moore Street for cyclists**.

A **segregated one-way cycle track** will run along the northwest side of Moore Street, replacing the existing on-street cycle lane.

Moore Street would be **reduced to a single lane** for a short section to provide room for a **two-way cycle track** between Young Street and Fitzwilliam Gate.

Cyclists **would have priority** over motor vehicles when crossing Young Street at the junction with Moore Street



Have your say

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

Connecting Sheffield, our vision for the future of travel in Sheffield, includes plans to improve how you travel around **Nether Edge, Sharrow, Broomhall** and into the **City Centre**. The proposals will offer a high-quality, largely segregated cycling route to connect Nether Edge to the City Centre, as well as to the University of Sheffield and the Hospitals, alongside improved routes for walking.

By improving walking and cycling options in your area, we want to better connect you to other parts of the City, making it easier to make short, local journeys without a car and contributing to a cleaner, greener Sheffield.

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

[Bit.ly/ConnectingSheffield](https://bit.ly/ConnectingSheffield)



CONNECTING SHEFFIELD

Better travel choices

Nether Edge - City Centre

Figure 37: Front of consultation postcard

Take part

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

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

You can view the plans by visiting: 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 Thursday 8th April 2021.

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

Sheffield
City Region



INDUSTRIAL
STRATEGY

TRANSFORMING CITIES FUND



Figure 38: Back of consultation postcard

Appendix 4 – Webinar and Meeting Notes

Nether Edge - City Centre Business Webinar 8 March 2021

Attendees:

- Chris Upton – John Lewis Partnership

SUMMARY OF POINTS MADE

Subway: Chris asked if the subway was being removed in order to put in the crossing. Paul Sullivan explained that upgrading the subway was their first option as it does not have any impact on traffic flow and that the underpass was being removed for a myriad of reasons including: the floor would have to be moved down to get the angles needed for a smooth subway; the Porter Brook river runs nearby, increasing the likelihood of flooding; a crossing is a more inclusive design as everyone can use it at all times of the day.

Cemetery Road: Chris asked if Cemetery Road would still be a dead end road as they own a small triangle of car park to the rear of the building that they intend to utilize more in the future. Paul reassured Chris that all accesses will be maintained along Cemetery Road.

Access/Egress: Chris wanted clarity on the removal of the Napier Street exit from the Waitrose car park. Paul explained that due to Napier Street being closed to traffic, the right-hand turn out of the Waitrose car park will become redundant but it will be retained for access. The left-hand turn will be retained for customer access, however. Chris later asked for clarity if there was still intended to be an entrance and an exit on Napier Street, Paul replied yes.

Impact assessments: Chris asked if Sheffield City Council had done any traffic flow modelling on the impact of the new entrance/exit. Paul said not yet.

Feedback

Chris said that while the company fully supports the introduction of more cycling and walking measures, there will be negatives for them and they will need to understand the full impact of the plans with their own architects. He requested that any impact modelling was sent to him and that the customer experience of accessing Waitrose cannot be hampered in any way. He said on the face of it, the plans look “okay”.

Nether Edge - City Centre Community Groups' Webinar 8 March 2021

Attendees:

- Pete Sacker – Broomhall Centre
- Paul Selby – Sheffield Tree Partnership/ Sheffield Trees Action Group (STAG)
- Jonathan Roberts – Sharrow Community Forum
- Ismail Yussuf – Israac Somali Community Forum
- Geoff Green - Israac Somali Community Forum

SUMMARY OF POINTS MADE

Funding: A question was asked about whether the Nether Edge scheme had funding to allow it to be delivered. The funding position was confirmed. It was explained that the spur up to Broomhall would not be funded through TCF so a different funding stream would be needed for that element of the proposals.

Route: A question was raised as to why the route doesn't start on Montgomery Road and connect through to the Nether Edge shops. The rationale for the scheme route was explained along with the ambition during Phase Two to extend the route into Nether Edge.

Scheme name: There were comments that the name of the scheme is misleading as it doesn't go into the heart of Nether Edge.

Trees: There were questions asked about how many trees would be taken down to enable the infrastructure to be built and suggestion that a lot of local people could mobilise around this issue to try to change those plans. Paul Selby welcomed the opportunity to work positively with Sheffield City Council around this issue while the scheme was still being designed.

Green spaces: There was a request to consider how to join up the plans for this scheme with existing green spaces locally such as Chelsea Park and Mount Pleasant Park.

Access: A question was raised about whether there would be any impact on access to a planned ramp at the Israac centre. Paul Sullivan from Sheffield City Council requested that plans be sent through so that he could take a look.

Connection with The Moor: A question was raised as to whether a direct route running underneath Moorfoot onto the Moor would be possible. This has been considered before but isn't feasible at the current time.

Feedback

Overall the feedback on the proposals was positive with the exception of plans impacting on trees. There is a desire to work alongside Sheffield City Council with regard to proposals to remove trees and this will be followed up.

Nether Edge - City Centre Wostenholm Road Business Webinar 29 March 2021

Attendees:

- Sean Lambert – Sharrow Chiropractic Clinic
- Mike Fisher – Elements Dry Cleaners

SUMMARY OF POINTS MADE

Loss of parking: Both attendees expressed concerns around the loss of parking bay outside of the shops – the plans show a loss of only one bay as a new bay would be created on a current double yellow lined area to offset the loss of a second bay. However, they explained that the current double yellow line section outside of the shops, where a new parking bay is proposed to offset the loss, was painted in error and therefore they have been allowed to park there for the last couple of years following conversations with the Council. With this in mind, they explained that they don't see the additional bay as a parking gain and therefore two bays are in fact being lost. This is a concern to them as there is already not enough parking in the area and will make it very different for people wanting to access the shop via car, which many customers do.

Both attendees expressed significant concerns regarding the loss of a higher volume of parking further along Wostenholm Road (on the same side as the shops). They explained that when people can't get in the bays outside of the shops, this is where they park. Therefore, if they can't park further along the road either, there will simply be nowhere to park. The fact that the proposals would mean that customers have to park further away is a big issue, especially for the dry cleaners as people arrive carrying heavy loads of washing.

It was stated that the inability to park will cause '6 or 7 businesses to go under' and would detract a significant number of customers from visiting the shops in the area.

Parking enforcement: They stated that the current enforcement of the 2-hour stay parking restriction on the bays outside of the shops is a real issue as it is – they mentioned that people often park in the bays for days, and therefore leaving nowhere for customers to park.

Feedback

Whilst they had serious concerns regarding parking, they appreciated the ambition of Connecting Sheffield and what it aims to achieve, but felt the plans put forward on Wostenholm Road were not the right option for achieving this.

They asked whether the other businesses on Wostenholme Road would have the opportunity to be briefed and it was explained that once shops are open, another session would be set up.

Appendix 5 – School Street Letter

Monday 8th March 2021

Reference: Forthcoming consultation on proposed change to Pomona Street

Dear Resident,

We are writing to let you know about a proposed change to Pomona Street which is included in a new consultation on our proposed cycling and walking scheme connecting Nether Edge to the city centre.

The scheme, which we call **Connecting Sheffield: Nether Edge – City Centre**, plans to improve walking and cycling near your area. We want to do this by creating safer and easy to follow routes around the area and into the city centre.

This project is in line with our priority to encourage people to use active travel where it is possible, to help ease congestion, improve air quality and to make it easier to access leisure, jobs and education.

The proposed change to Pomona Street **is to move the existing closure closer to the school** – so traffic to Aviva would not pass by the school but would, instead, approach from the opposite direction. This, in time, would also help the area around Porter Croft Primary function as a School Street.

A School Street is where vehicular traffic is restricted during school drop-off and pick-up times, discouraging drop-offs by car outside the school and making it safer for children and parents to walk and cycle to and from school.

We are currently looking at how this could work and will consult on it later in the year.

In the meantime, you can find full details of the Connecting Sheffield: Nether Edge – City Centre proposals, <https://connectingsheffield.commonplace.is/> and we would welcome your views.

If you have any immediate questions or concerns on the proposals, or you require the information in a particular format, you can contact us by phone: 0808 196 5105, email: info@connecting-sheffield.co.uk or in writing: FREEPOST Connecting SHF.

Kind regards,

Paul Sullivan

Senior Transport Planner
Sheffield City Council